WKE

Mar 08, 2022

PROJECT ID: 3732-09-71

WITH: N/A

COUNTY: KENOSHA

ORDER OF SHEETS

Section No	1	Title
Section No	2	Typical Sections and Details
Section No	3	Estimate of Quantities
Section No	3	Miscellaneous Quantities
Section No	4	Right of Way Plat
Section No	5	Plan and Profile
Section No	6	Standard Detail Drawings
Section No	7	Sign Plates
~~Section No~~	~~8~~	~~Structure Plans~~
Section No	9	Computer Earthwork Data
Section No	9	Cross Sections

TOTAL SHEETS = 448

22

N

DESIGN DESIGNATION 3732-09-71

A.A.D.T.	(2022)	=	9,900
A.A.D.T.	(2042)	=	12,200
D.H.V.		=	N/A
D.D.		=	N/A
T.		=	4.4%
DESIGN SPEED		=	40 MPH
ESALS		=	1,700,000

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS
UNDERGROUND UTILITIES
GAS — (SIZE) G
SANITARY SEWER — (SIZE) SAN
STORM SEWER — (SIZE) SS
WATER — (SIZE) W
ELECTRIC — E
TELEPHONE — T
FIBER OPTIC — FO
CABLE TELEVISION — TV
FORCE MAIN — FM
MANHOLE — MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE — HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE — (TYPE)
CURB STOP — CS
EXISTING CULVERT — (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

CAUTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3732-09-71	WISC 2022248	1

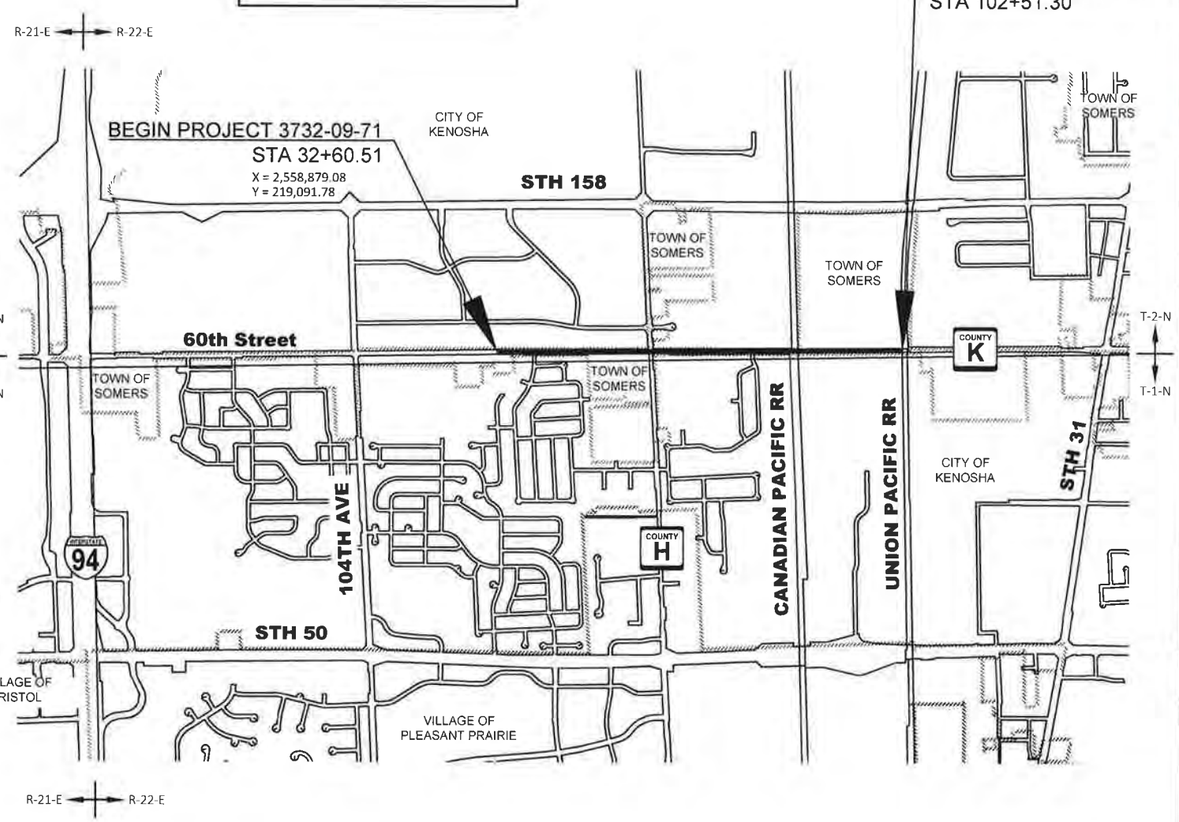
CTH K

CTH K (60TH STREET)

UPRR TO 94TH CT

KENOSHA COUNTY

STATE PROJECT NUMBER
3732-09-71



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.324 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), SOUTH ZONE, NAD-27, GROUND COORDINATES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

ACCEPTED FOR

COUNTY of KENOSHA

Nov. 1, 2021 (Date) — Clement A Bongiovi — Highway Commissioner

ORIGINAL PLANS PREPARED BY:

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
CALEB L. MANSKE
E-41727
BROOKFIELD
WI
PROFESSIONAL ENGINEER

10/28/21 (Date) — (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	GREG HAFEMAN, P.E
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JEFF BOHEN

APPROVED FOR THE DEPARTMENT

DATE: 10/29/2021 (Signature)

E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/28/2021 2:45 PM

PLOT BY : GUILLAMA, TINA

PLOT NAME

GENERAL NOTES

1. ALL CURB AND GUTTER RADII ARE MEASURED TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.
3. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
4. 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. COORDINATE 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.
5. CONTRACTOR SHALL CONTACT DIGGER'S HOTLINE AND ALL UTILITIES LISTED TO VERIFY UTILITY WORK STATUS PRIOR TO BIDDING.
6. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
7. THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT APPROXIMATE LOCATIONS. THE EXACT LOCATION AND DIMENSIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.
8. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOPSOIL AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACING TOPSOIL.
9. DO NOT APPLY FERTILIZER WITHIN 20 FEET OF A WATER BODY OR WETLAND. DO NOT APPLY FERTILIZER WHEN A RUNOFF EVENT IS EXPECTED WITHIN 24 HOURS.
10. DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.
11. NO SIGNS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
12. THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
13. HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING TYPES, LAYERS, AND GRADATIONS:

THICKNESS	LAYERS	DESIGNATION
7.5"	ONE 2" UPPER LAYER TWO 2.75" LOWER LAYERS	4 MT 58-28 S 3 MT 58-28 S

14. PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.
15. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
16. CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

UTILITIES

AT&T LEGACY
KEN NINE, JMC ENGINEERS O/B AT&T
110 N MAIN ST
CULVER, IN 46511
OFFICE: (574) 842-8830
CELL: (574) 904-6336
KNINE@JMCEAINC.COM

AT&T LOCAL/TCG
DALE DEFEVER
1000 TOWN CENTER, SUITE 150
SOUTHFIELD, MI 48075
(586) 242-2671
DD2579@ATT.COM

AT&T WISCONSIN
MICHAEL VANBOVEN
411 7TH STREET
RACINE, WI 53403
(262) 636-0514 - OFFICE
(262) 676-3958 - CELL
MV3658@ATT.COM

ATC
TONY MARCINIAK
P.O. BOX 47
WAUKESHA, WI 53187-0047
(262) 506-6814
TMARNINIAK@ATCLLC.COM

CENTURYLINK/LEVEL 3/LUMEN
THOMAS DINEEN
19 W FOND DU LAC ST
RIPON, WI 54971
OFFICE: (920) 748-2752
CELL: (920) 246-7752
THOMAS.DINEEN@LUMEN.COM

KENOSHA WATER UTILITY (WATER/SANITARY SEWER)
ADAM DOW
4401 GREEN BAY ROAD
KENOSHA, WI 53144
(262) 818-3090
EMAIL: ADOW@KENOSHA.ORG

MIDWEST FIBER NETWORKS
BRANDON FOX
6070 N FLINT RD
GLENDALE, WI 53209
OFFICE: (414) 459-3571
CELL: (414) 349-1188
EMAIL: BFOX@CABLECOMLLC.COM

ROGERS TELECOM - GABE'S CONSTRUCTION
KEITH JACKSON
4804 N. 40TH STREET
SHEBOYGAN, WI 53083
(920) 395-7121
KJACKSON@GABES.COM

SPECTRUM/ CHARTER COMMUNICATIONS
BEAU ABUYA
1320 N. MARTIN LUTHER KIND JR DR
MILWAUKEE, WI 53212
(414) 758-9241

SPRINT/T-MOBILE
DAN HILLIARD
849 EARL STREET
SAINT PAUL, MN 55106
OFFICE: (320)-281-0187
CELL: (612) 217-3526
DAN.J.HILLIARD@T-MOBILE.COM

VERIZON
RJ CICATELLO
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 232-1323
RANDY.CICATELLO@VERIZON.COM

WE ENERGIES - ELECTRIC
JAMES NELSON
7815 NORTHWESTERN AVE
RACINE, WI 53406
(262) 884-6734
EMAIL: JAMES.NELSON@WE-ENERGIES.COM

WE ENERGIES - GAS
SPENCER DOONER
700 KANE S. STREET
BURLINGTON, WI 53105
(262) 763-1083
EMAIL: SPENCER.DOONER@WE-ENERGIES.COM

WINDSTREAM
LORI KETTER, CONSTRUCTION MANAGER
314 N DANZ AVE
GREEN BAY, WI 54302
(414) 274-9415
EMAIL: LORI.KETTER@WINDSTREAM.COM

WISCONSIN DNR

BENTON STELZEL
141 NW BARSTOW ST, ROOM 180
WAUKESHA, WI 53188
(262) 623-0194
EMAIL: BENTON.STELZEL@WISCONSIN.GOV

KENOSHA COUNTY

CLEMENT ABONGWA
19600 75TH STREET, SUITE 122-1
PO BOX 609
BRISTOL, WI 53104
(262) 857-1870
EMAIL: CLEMENT.ABONGWA@KENOSHACOUNTY.ORG

DESIGN CONSULTANT

raSmith
CALEB MANSKE, P.E.
16745 W. BLUEMOUND ROAD, SUITE 200
BROOKFIELD, WI 53005
(262) 317-3332
EMAIL: CALEB.MANSKE@RASMITH.COM

RAILROADS

CANADIAN PACIFIC RAILWAY
BRIAN OSBORNE, MANAGER PUBLIC WORKS
CANADIAN PACIFIC PLAZA
120 SOUTH 6TH STREET, SUITE 700
MINNEAPOLIS, MN 55402
(612) 330-4555
EMAIL: BRIAN_OSBORNE@CPR.CA

UNION PACIFIC RAILROAD
DAVID LEPLANTE, SENIOR MANAGER
1400 DOUGLAS STREET, STOP 1690
OMAHA, NE 68179
(402) 544-8563
EMAIL: DCLEPLANTE@UP.COM

KENOSHA REGIONAL AIRPORT

COREY REED
9900 52ND STREET
KENOSHA, WI 53144
(262) 653-4159
EMAIL: CREED@KENOSHA.COM

CITY OF KENOSHA

GREG HOLVERSON
625 52ND STREET, ROOM 305
KENOSHA, WI 53140
(262) 653-4152
EMAIL: GHOLVERSON@KENOSHA.ORG

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

ROB MERRY, CHIEF SURVEYOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
OFFICE: (262) 953-4289
CELL: (920) 912-1036
EMAIL: RMERRY@SEWRPC.ORG

ANDY TRAEGER, CONSTRUCTION COORDINATOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
OFFICE: (262) 953-4296
CELL: (262) 853-8463
EMAIL: ATRAEGER@SEWRPC.ORG

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

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
POND DETAILS
PAVING DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SANITARY SEWER
EXISTING SIGN REMOVALS
PERMANENT SIGNING/PAVEMENT MARKING
TRAFFIC SIGNAL REMOVAL PLAN
TEMPORARY TRAFFIC SIGNAL PLAN
TRAFFIC SIGNAL PLAN
FLASHING BEACON PLAN
STAGE CONSTRUCTION
DETOUR PLAN
ALIGNMENT PLAN

2

2

CITY OF KENOSHA

TOWN OF SOMERS

CITY OF KENOSHA

TOWN OF SOMERS

CANADIAN PACIFIC RAILROAD

UNION PACIFIC RAILROAD

CTH H (88TH AVE)

□8TH PL

BEGIN PROJECT
STA 32+60.51
X = 2,558,879.08
Y = 219,091.78

END CONSTRUCTION
STA 17+31.81

CTH K (60TH ST)

CTH K R/L

STORMWATER DETENTION POND

SOUTH BRANCH PIKE RIVER

SOUTH BRANCH PIKE RIVER REALIGNMENT

CTH K (60TH ST)

TOWN OF SOMERS

94TH CT

ONE-WAY STOP CONTROL

BEGIN CONSTRUCTION
STA 14+77.11

TRAFFIC SIGNAL

WETLAND BOUNDARY, TYP

82ND AVE

ONE-WAY STOP CONTROL

ONE-WAY STOP CONTROL

□□TH AVE

SOUTH BRANCH PIKE RIVER CROSSING
58X91-INCH CPRCHE CL IV

END PROJECT
STA 102+51.30

END PATH CONSTRUCTION
STA 108+63.35

TOWN OF SOMERS

CITY OF KENOSHA

CTH H (88TH AVE)

SOUTH BRANCH PIKE RIVER

CITY OF KENOSHA

N

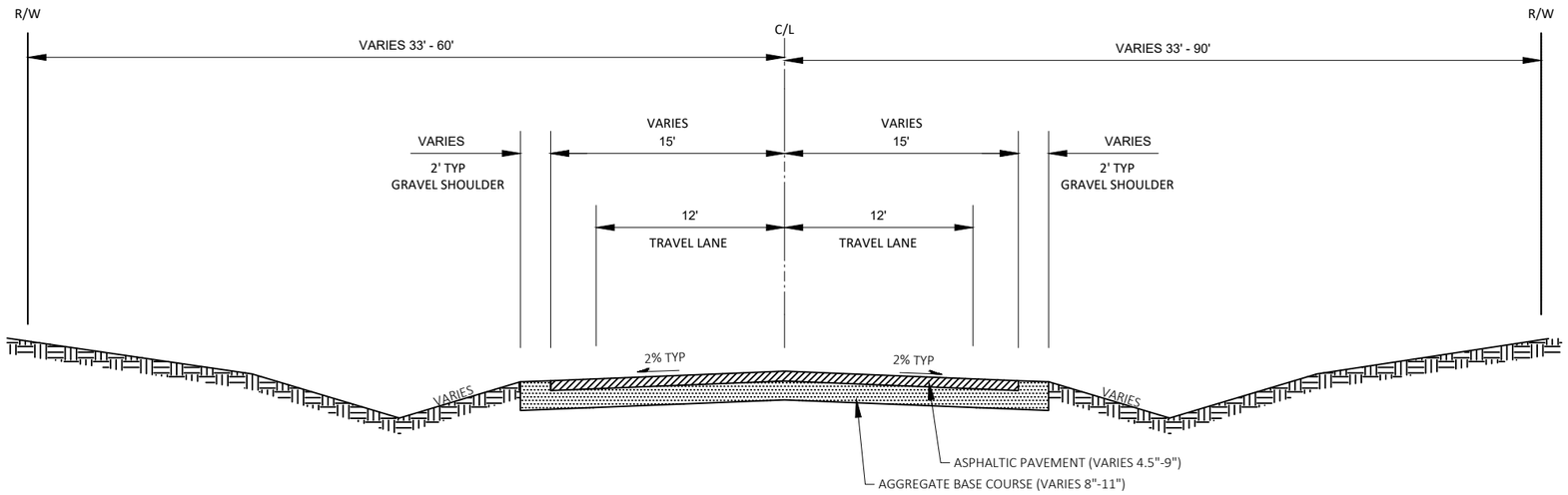
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - Plan 1 IN 100 FT

PLOT DATE : 1/5/2022 4:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:500 FT

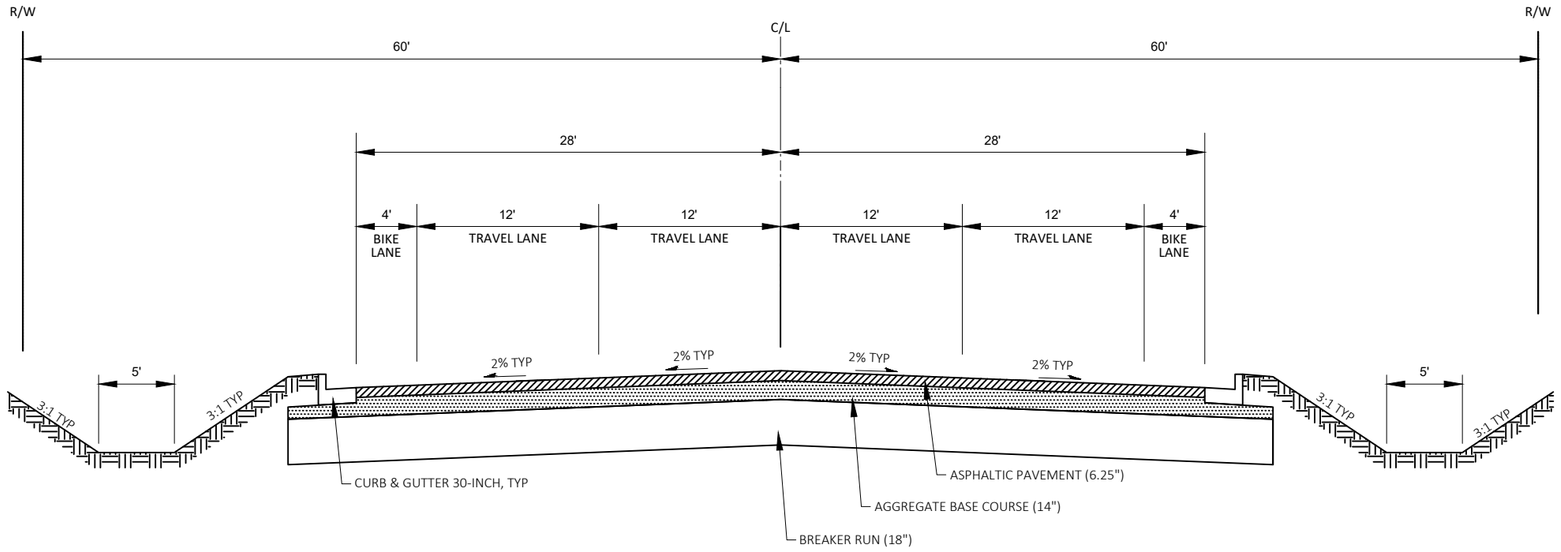
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION - CTH K

STA 32+60 TO STA 102+51

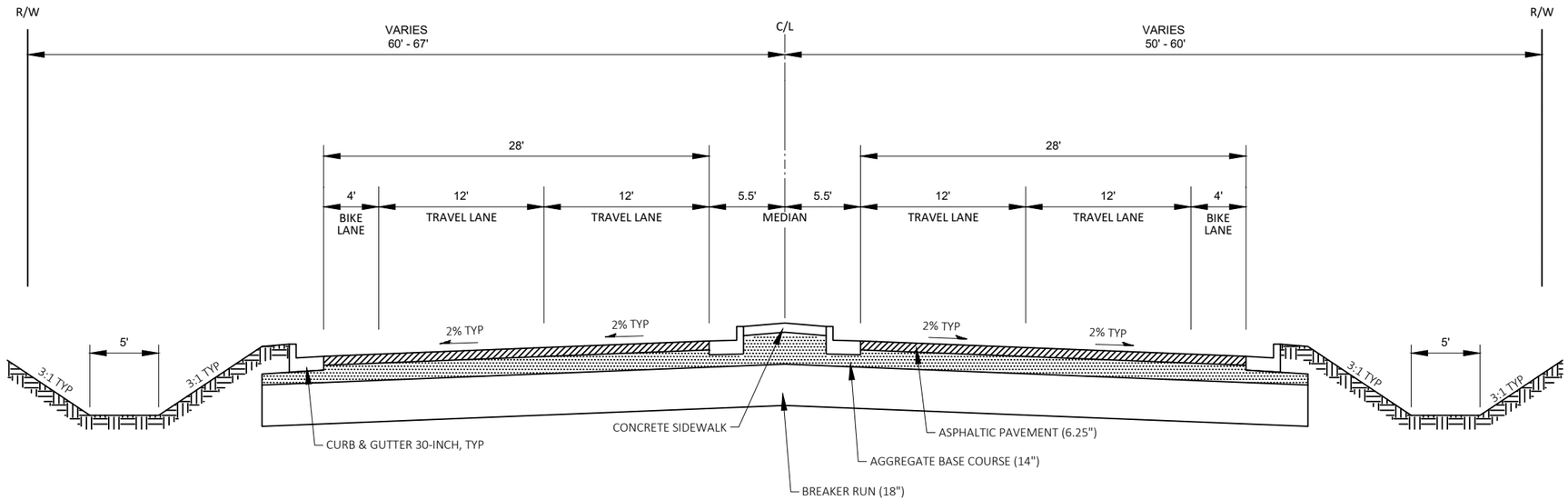


TYPICAL EXISTING SECTION - CTH K

STA 102+51 TO STA 103+44

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 4	E

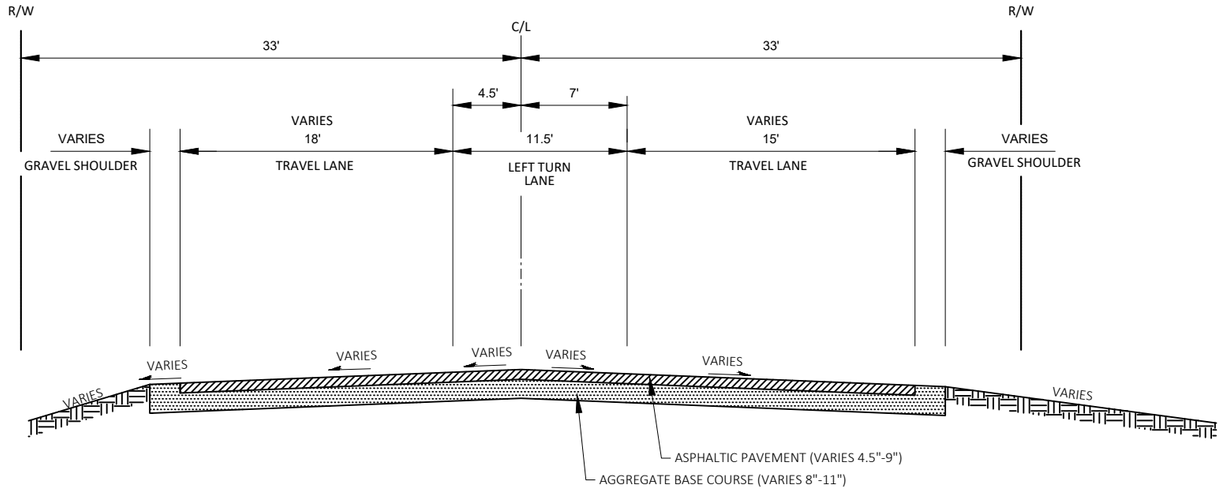
2



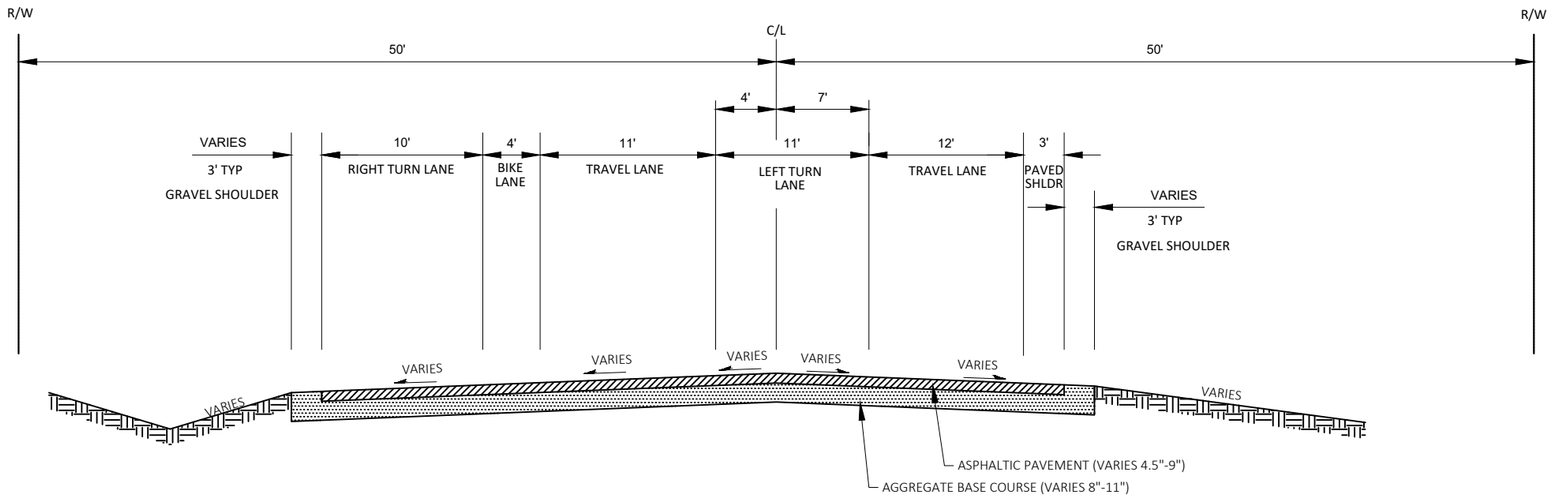
TYPICAL EXISTING SECTION - CTH K

STA 103+44 TO STA 108+63

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION - CTH H
SOUTH OF CTH K
STA 14+77 TO STA 15+37



TYPICAL EXISTING SECTION - CTH H
NORTH OF CTH K
STA 16+70 TO STA 17+32

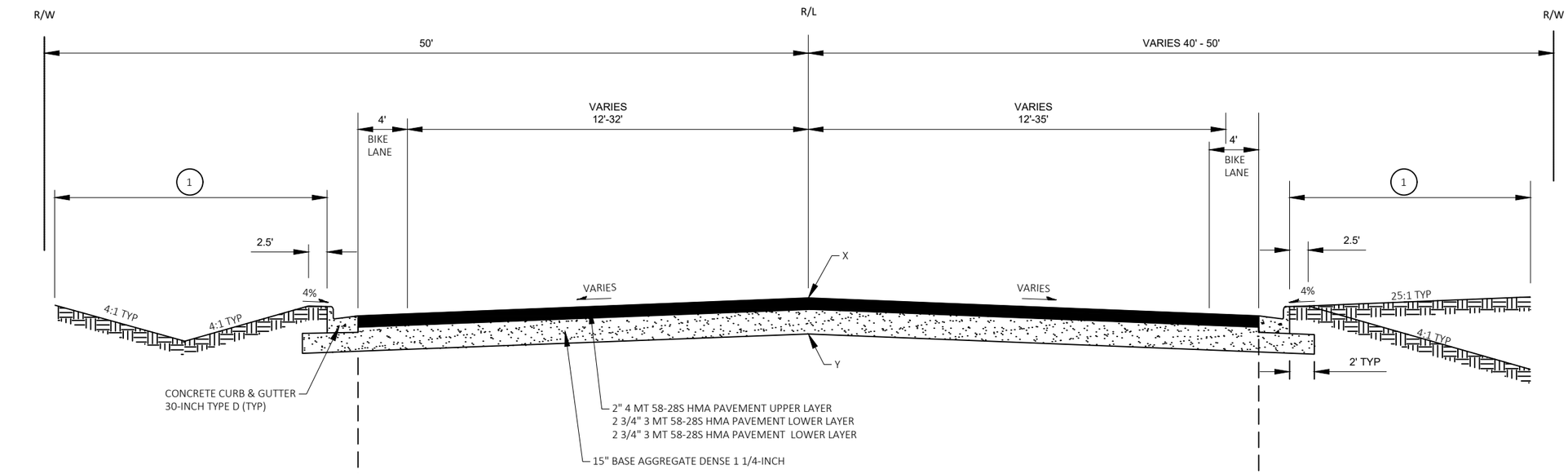
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 1/5/2022 4:09 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

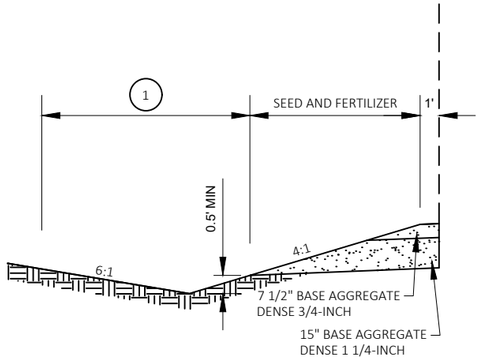
2

(1) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

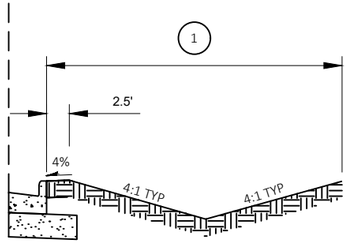
"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS



TYPICAL FINISHED SECTION
CTH K
STA 32+60 TO STA 38+00



RURAL SECTION
STA 32+60 TO STA 33+50

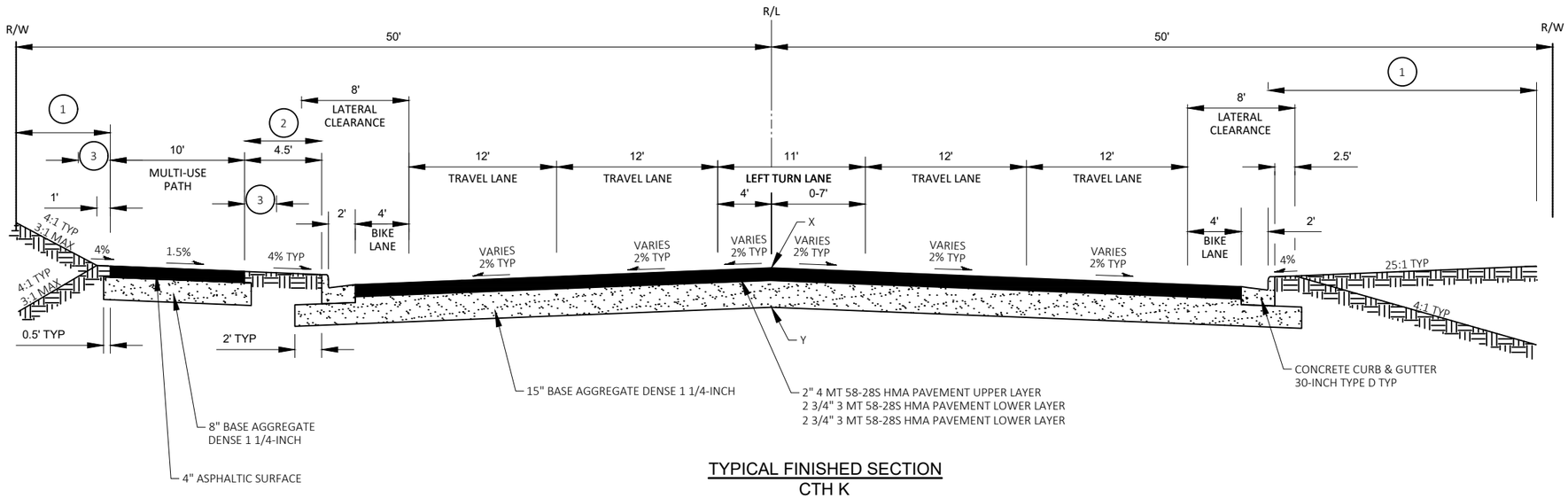


DITCH SECTION
STA 34+75 TO STA 37+00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 1/5/2022 4:09 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

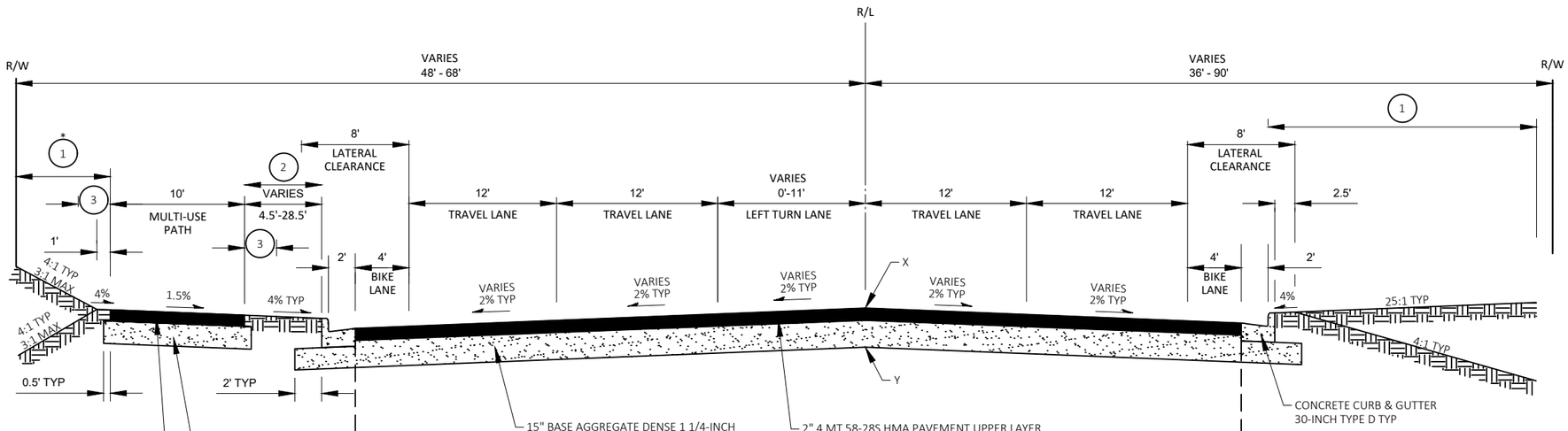
2



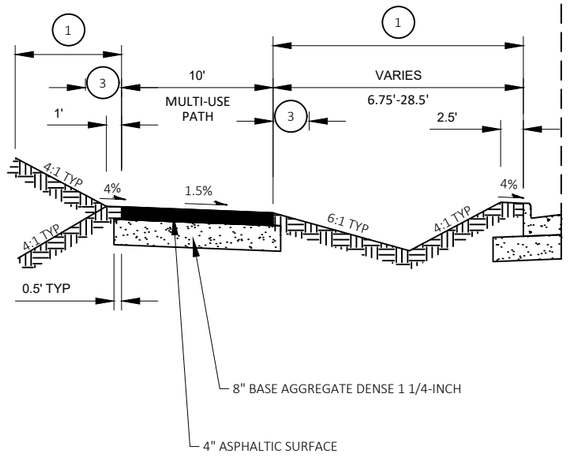
TYPICAL FINISHED SECTION
CTH K
STA 38+00 TO STA 46+09

1. SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
2. SALVAGED TOPSOIL, SOD LAWN, FERTILIZER TYPE B (USE SEEDING MIXURE NO. 30 AND EROSION MAT URBAN CLASS I TYPE B IN PLACE OF SOD LAWN WHEN TERRACE IS WIDER THAN 5')
3. MULTI-USE PATH LATERAL CLEARANCE, 3-FT TYPICAL, 1-FT MIN.

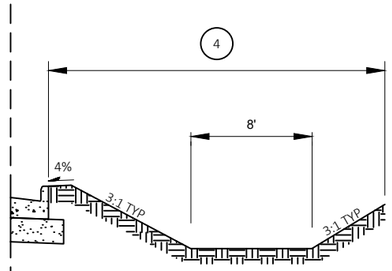
"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS



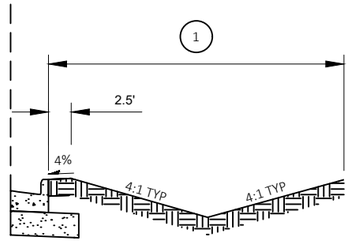
TYPICAL FINISHED SECTION
CTH K
STA 46+09 TO STA 76+81
STA 87+50 TO STA 102+51



DITCH SECTION
STA 62+75 TO STA 63+25
STA 65+00 TO STA 75+50



DITCH SECTION
STA 87+50 TO STA 88+50



DITCH SECTION
STA 50+00 TO STA 51+25
STA 52+25 TO STA 52+75
STA 56+75 TO STA 60+00
STA 90+50 TO STA 102+51

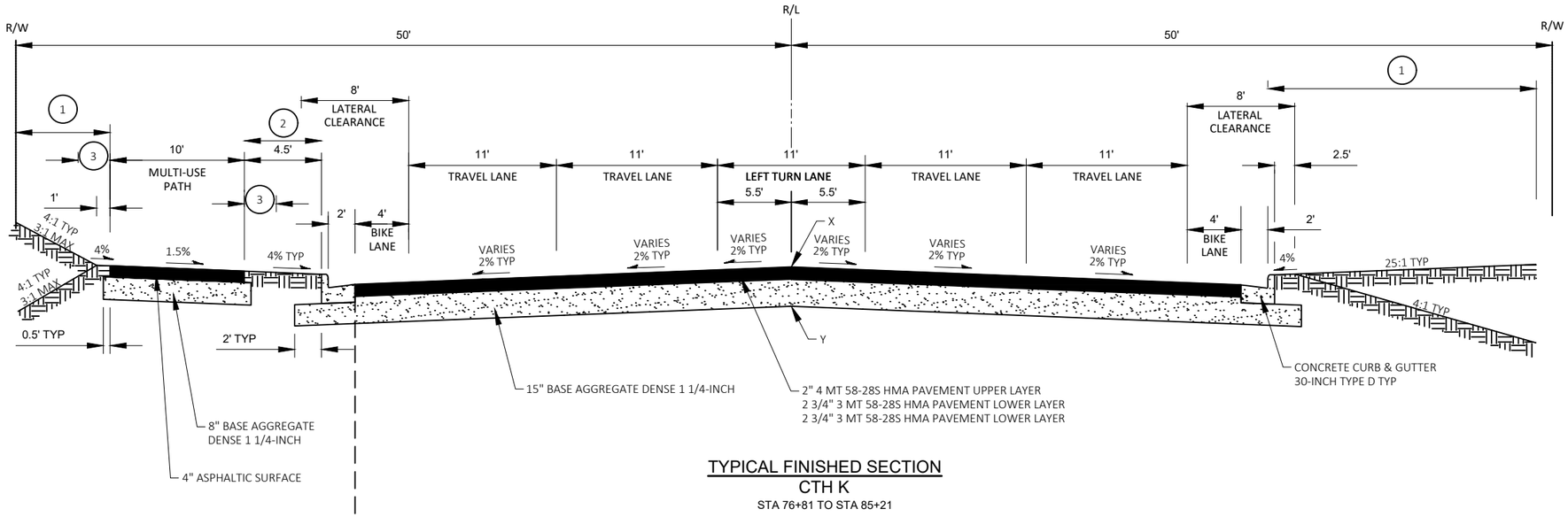
1. SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
2. SALVAGED TOPSOIL, SOD LAWN, FERTILIZER TYPE B (USE SEEDING MIXURE NO. 30 AND EROSION MAT URBAN CLASS I TYPE B IN PLACE OF SOD LAWN WHEN TERRACE IS WIDER THAN 5')
3. MULTI-USE PATH LATERAL CLEARANCE, 3-FT TYPICAL, 1-FT MIN.
4. SALVAGED TOPSOIL, SEEDING MIXTURE NO. 70, EROSION MAT URBAN CLASS I TYPE B

* DO NOT APPLY FERTILIZER AND USE SEEDING MIXTURE NO. 70 IN PLACE OF SEEDING MIXTURE NO. 30 WITHIN 20' OF SOUTH BRANCH PIKE RIVER (STA 87+50 TO STA 93+50)

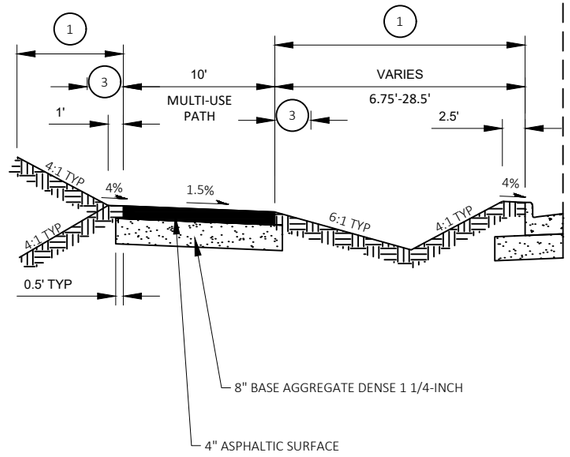
"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 9	E

2



TYPICAL FINISHED SECTION
CTH K
STA 76+81 TO STA 85+21



DITCH SECTION
STA 83+45 TO STA 85+21

1 SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

2 SALVAGED TOPSOIL, SOD LAWN, FERTILIZER TYPE B (USE SEEDING MIXURE NO. 30 AND EROSION MAT URBAN CLASS I TYPE B IN PLACE OF SOD LAWN WHEN TERRACE IS WIDER THAN 5')

3 MULTI-USE PATH LATERAL CLEARANCE, 3-FT TYPICAL, 1-FT MIN.

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 04B
PLOT DATE : 1/5/2022 4:09 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

(1) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

(2) SALVAGED TOPSOIL, SOD LAWN, FERTILIZER TYPE B

(3) MULTI-USE PATH LATERAL CLEARANCE, 3-FT TYPICAL, 1-FT MIN.

(4) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 70, EROSION MAT URBAN CLASS I TYPE B

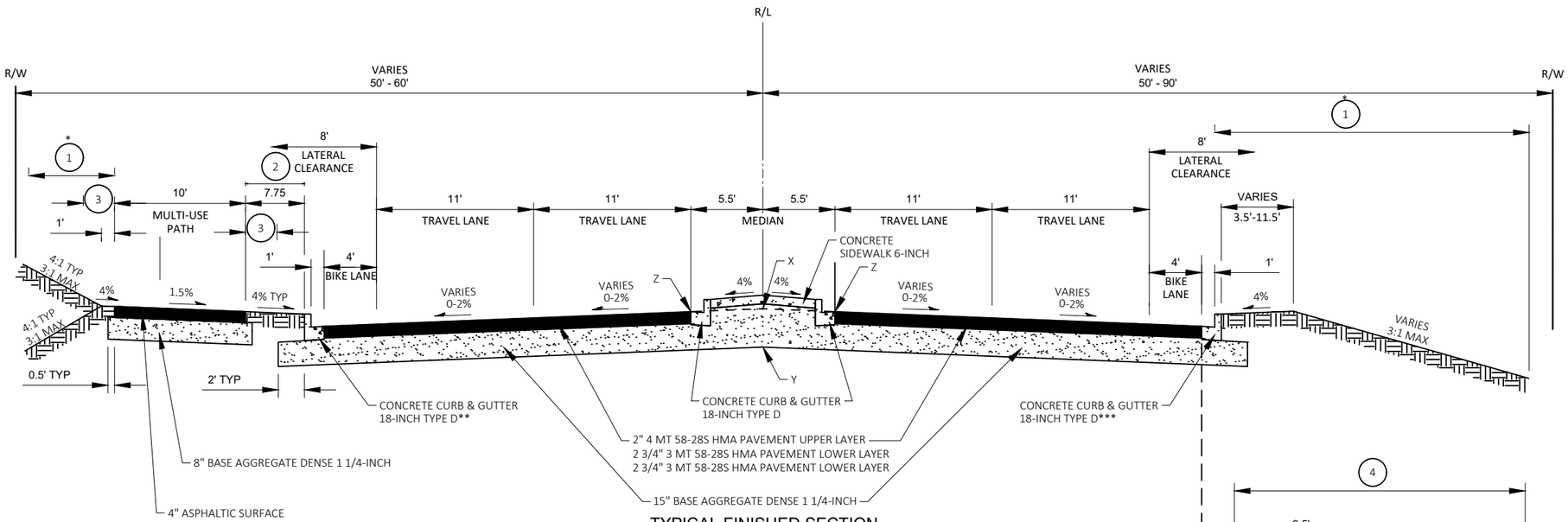
* DO NOT APPLY FERTILIZER AND USE SEEDING MIXTURE NO. 70 IN PLACE OF SEEDING MIXTURE NO. 30 WITHIN 20' OF SOUTH BRANCH PIKE RIVER (STA 86+47 TO STA 87+50)

** CONCRETE CURB & GUTTER 30-INCH TYPE D FROM STA 85+21 TO STA 86+35

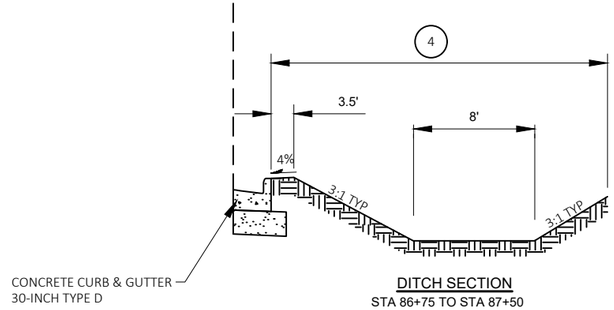
*** CONCRETE CURB & GUTTER 30-INCH TYPE D FROM STA 86+35 TO STA 87+50

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

NOTE: SLOPE FROM POINT X TO POINT Z MATCHES SLOPE OF TRAVEL LANES



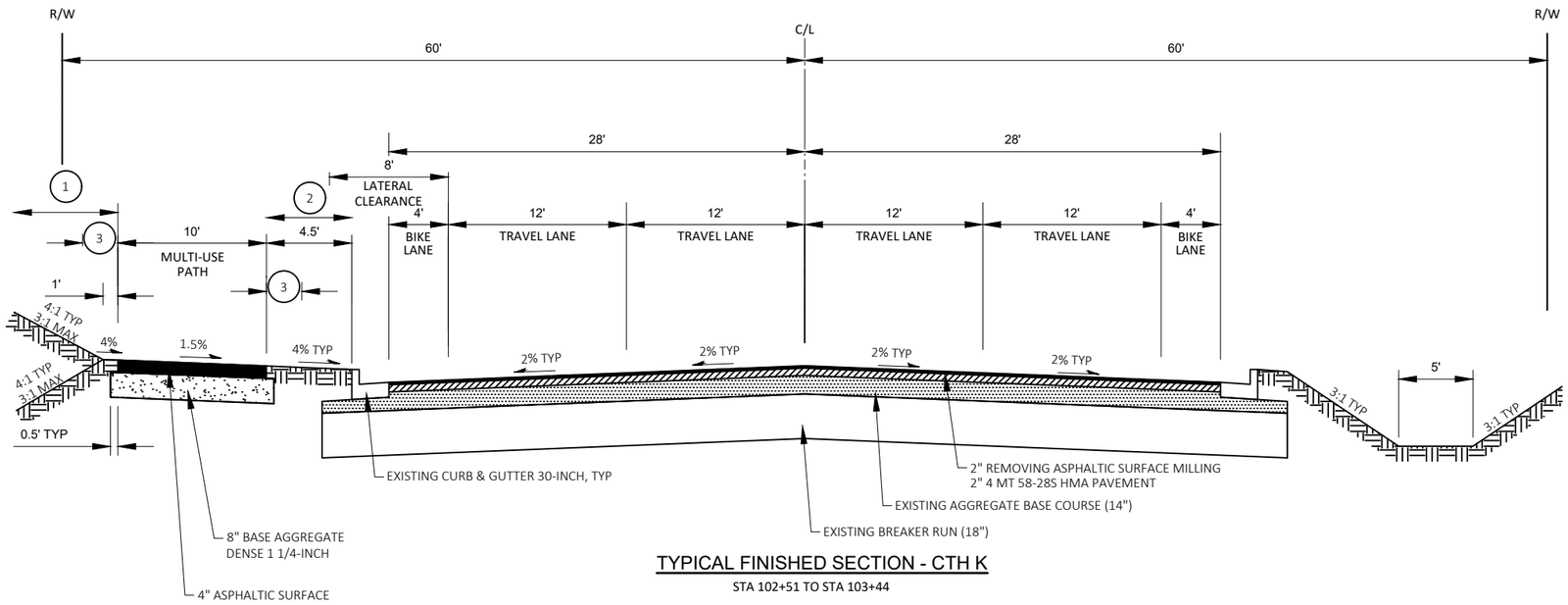
TYPICAL FINISHED SECTION
CTH K
STA 85+21 TO STA 87+50



DITCH SECTION
STA 86+75 TO STA 87+50

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 11	E

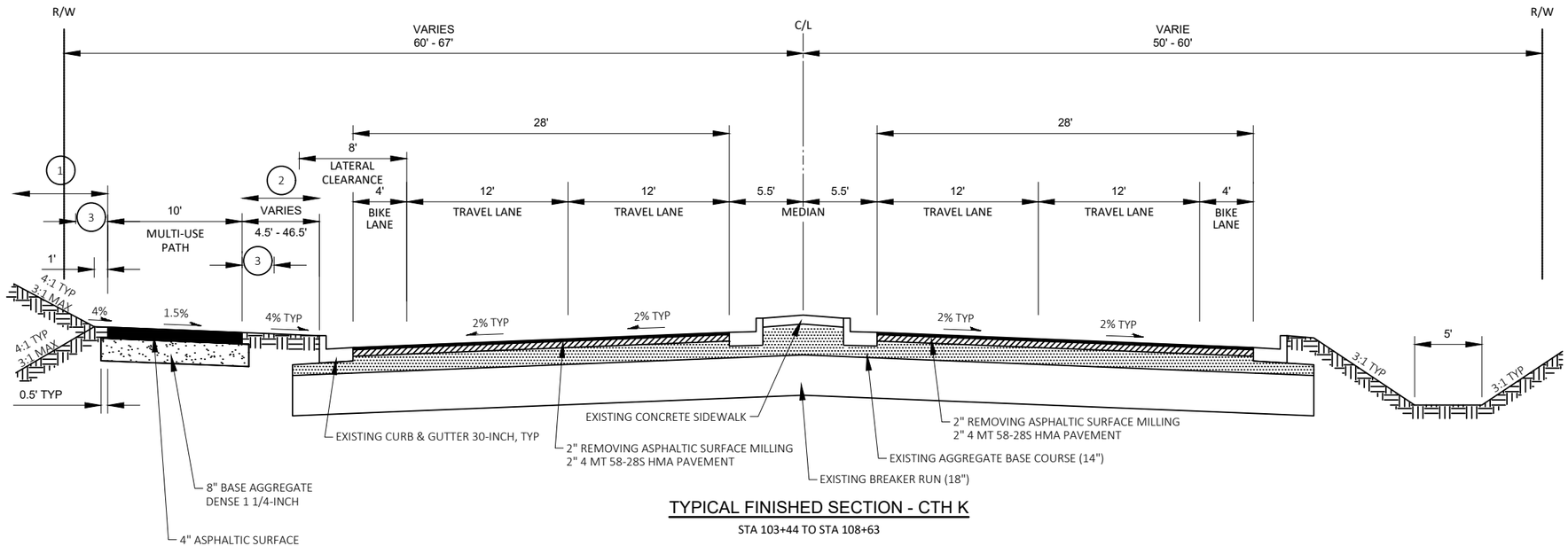
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 05
PLOT DATE : 1/5/2022 4:09 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



TYPICAL FINISHED SECTION - CTH K

STA 102+51 TO STA 103+44

1. SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
2. SALVAGED TOPSOIL, SOD LAWN, FERTILIZER TYPE B (USE SEEDING MIXURE NO. 30 AND EROSION MAT URBAN CLASS I TYPE B IN PLACE OF SOD LAWN WHEN TERRACE IS WIDER THAN 5')
3. MULTI-USE PATH LATERAL CLEARANCE, 3-FT TYPICAL, 1-FT MIN.



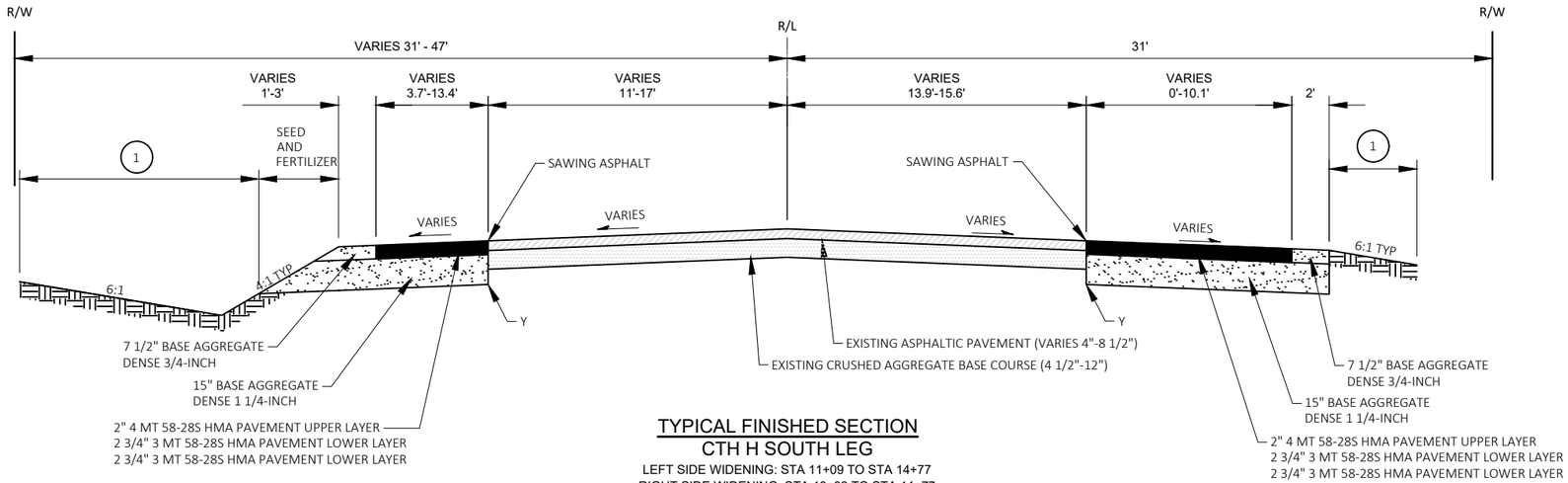
TYPICAL FINISHED SECTION - CTH K

STA 103+44 TO STA 108+63

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 05A

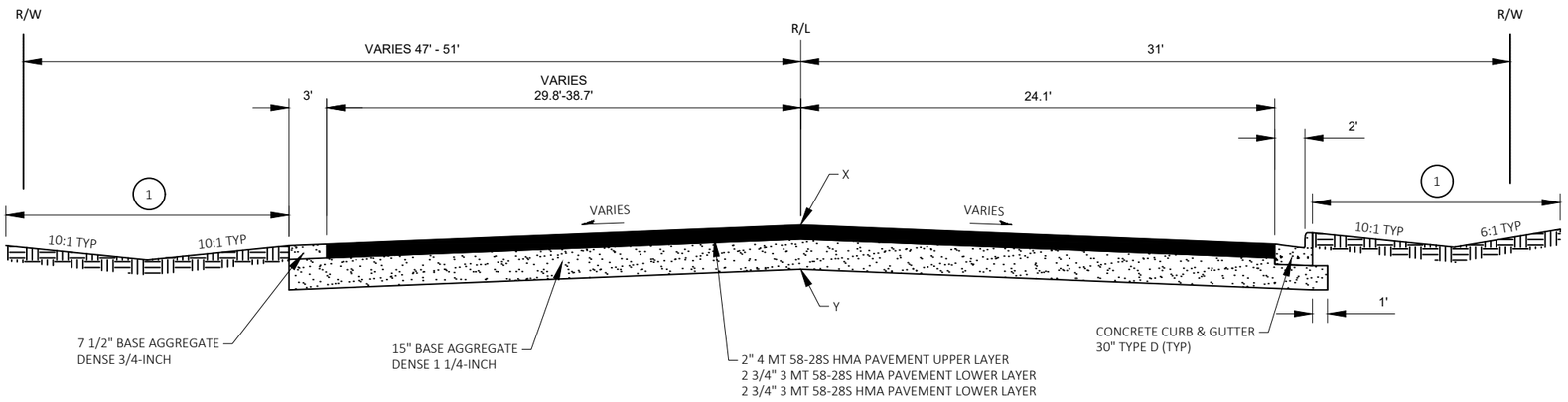
PLOT DATE : 1/5/2022 4:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT



TYPICAL FINISHED SECTION
CTH H SOUTH LEG
LEFT SIDE WIDENING: STA 11+09 TO STA 14+77
RIGHT SIDE WIDENING: STA 13+32 TO STA 14+77

(1) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

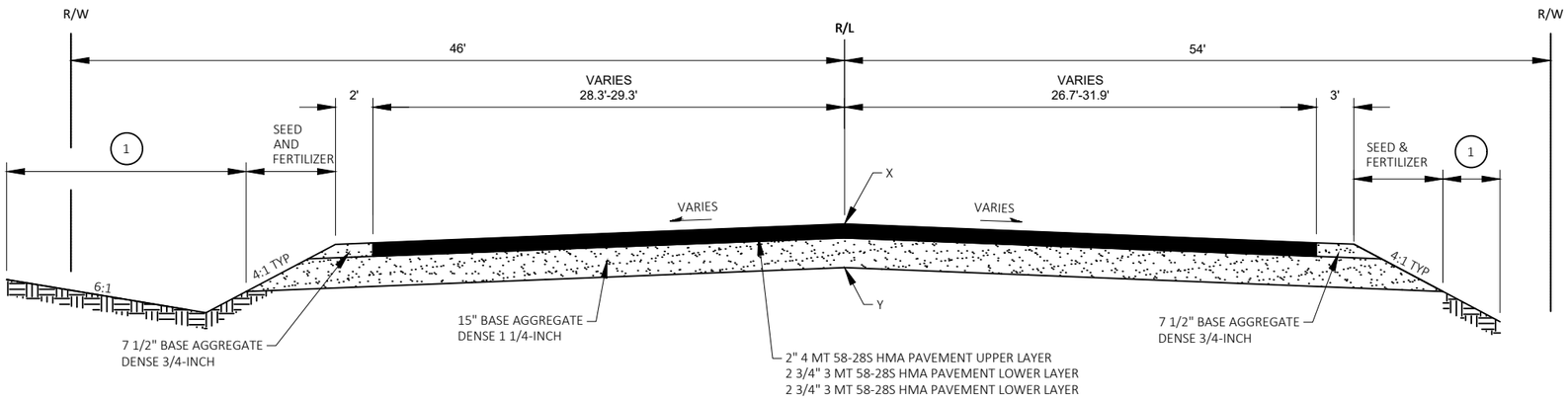


TYPICAL FINISHED SECTION
CTH H SOUTH LEG
STA 14+77 TO STA 15+30

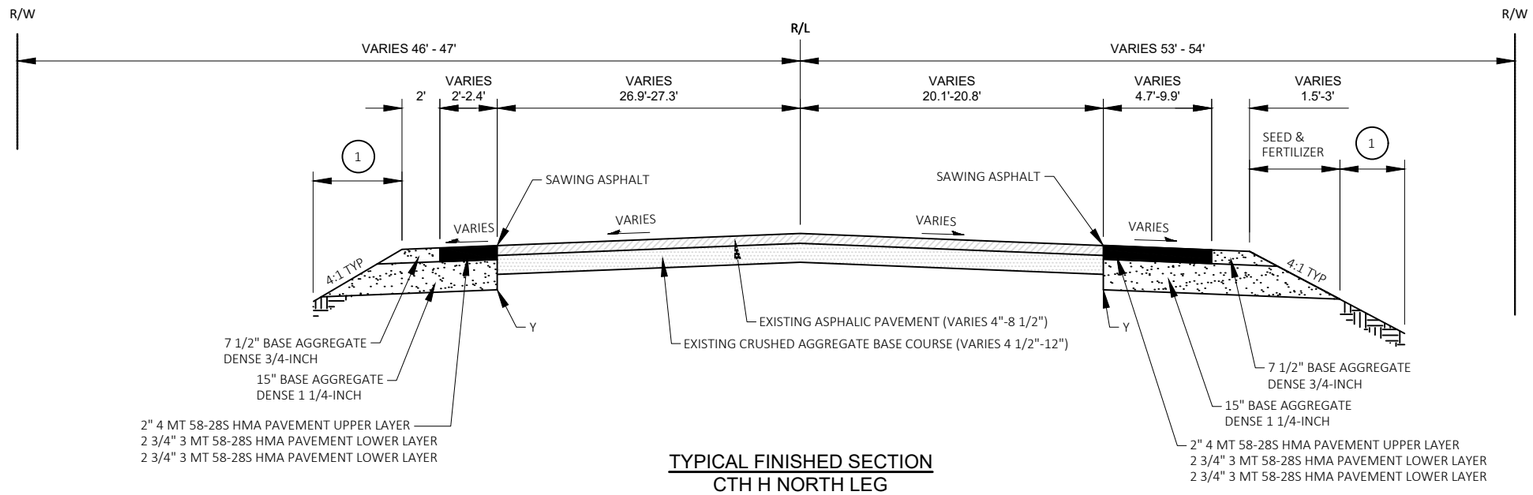
NOTE: SEE PAVEMENT MARKING PLANS FOR LAYOUT OF LANE LINES

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 06
PLOT DATE : 1/5/2022 4:09 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



TYPICAL FINISHED SECTION
CTH H NORTH LEG
STA 17+00 TO STA 17+32



TYPICAL FINISHED SECTION
CTH H NORTH LEG
LEFT SIDE WIDENING: STA 17+32 TO STA 18+28
RIGHT SIDE WIDENING: STA 17+32 TO STA 17+92

(1) SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

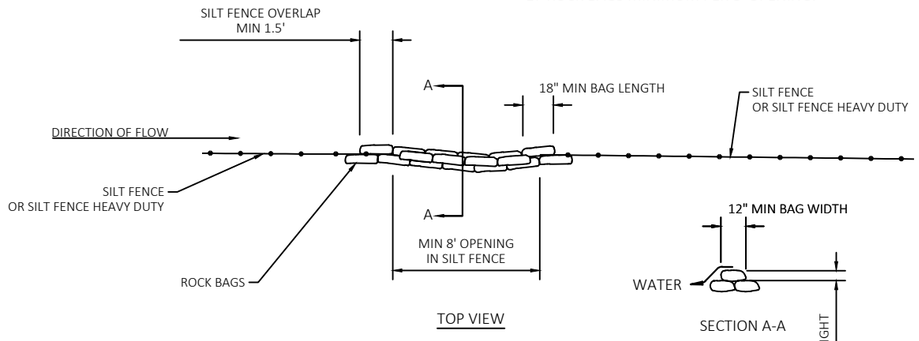
NOTE: SEE PAVEMENT MARKING PLANS FOR LAYOUT OF LANE LINES

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 29.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 22.8 ACRES

NOTES:
17 ROCK BAGS MINIMUM PER 8' OPENING.



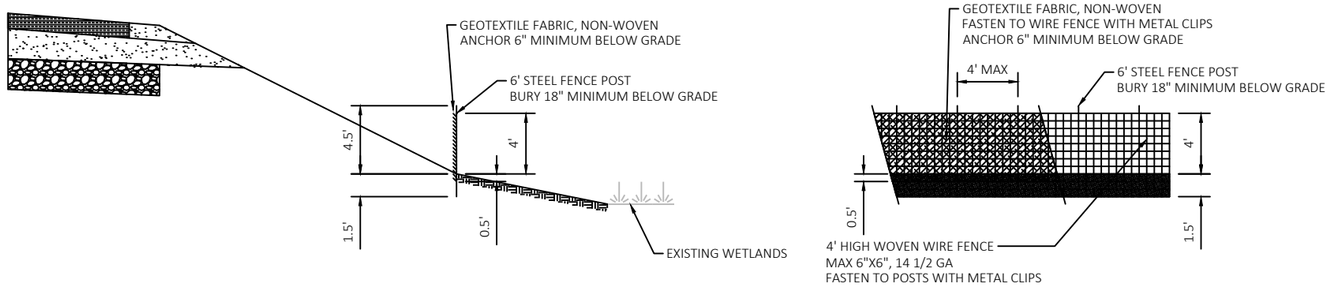
TOP VIEW

SECTION A-A

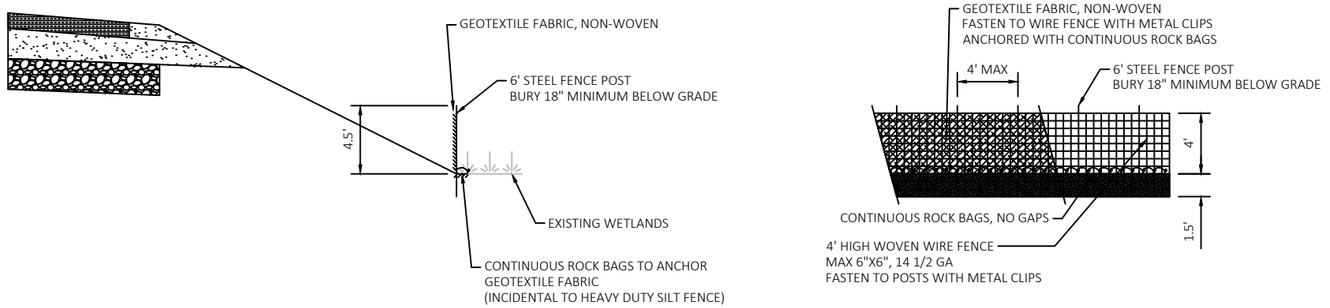
ROCK BAGS USED FOR SILT FENCE RELIEF

PAID BY EACH INDIVIDUAL ROCK BAG

NOTES:
1. SEE STANDARD DETAIL "SILT FENCE" FOR TRENCH, ANCHOR, AND BACKFILL DETAILS.
2. FASTEN GEOTEXTILE FABRIC TO THE ROADWAY SIDE OF THE WIRE FENCE.
3. IN LOCATIONS WHERE DRY GROUND CONDITIONS PERMIT AND AS DIRECTED BY THE ENGINEER, ANCHOR HEAVY DUTY SILT FENCE BY TRENCHING AND BURYING GEOTEXTILE FABRIC 6" MINIMUM BELOW GRADE .
4. THROUGH WETLAND AREAS AND SATURATED SOILS, ANCHOR THE HEAVY DUTY SILT FENCE TO THE EXISTING GROUND WITH ROCK BAGS LAID END TO END WITH NO GAPS. ANCHORING IS INCIDENTAL TO HEAVY DUTY SILT FENCE.



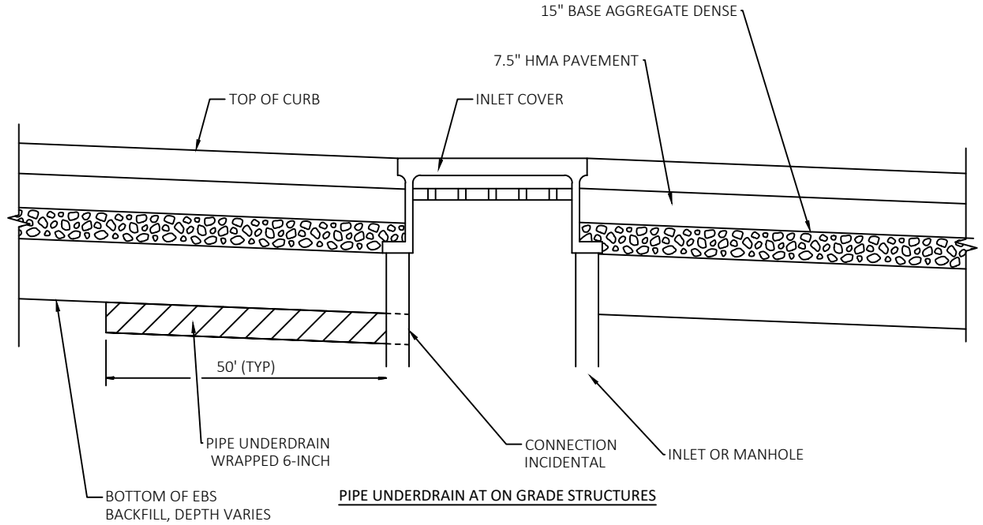
UPLAND OF WETLANDS



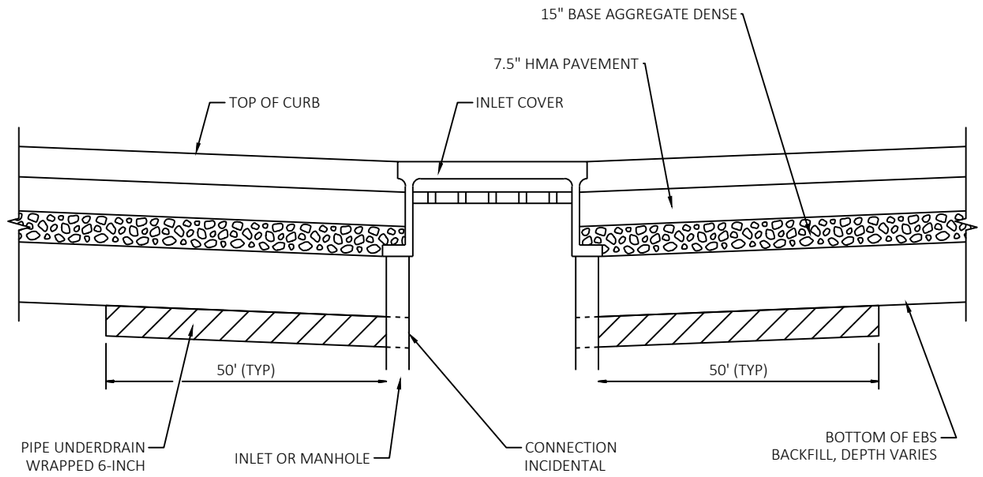
THROUGH WETLANDS

HEAVY DUTY SILT FENCE

SEE PLANS FOR LOCATIONS



PIPE UNDERDRAIN AT ON GRADE STRUCTURES

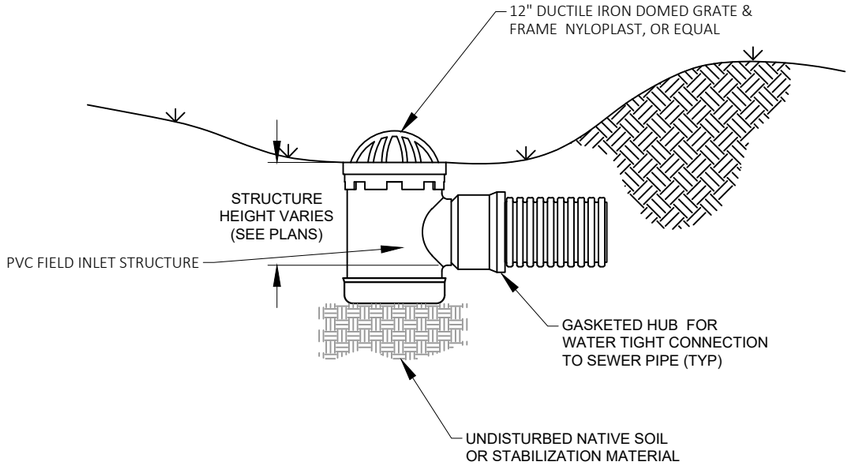


PIPE UNDERDRAIN AT LOW POINT STRUCTURES

PIPE UNDERDRAIN DETAIL

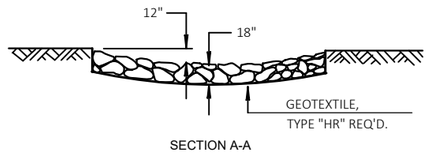
TO BE PLACED AT INLETS IN
ROADWAY LOW POINTS AND EBS AREAS

NOTE: AT LOW POINT LOCATIONS WITHOUT EBS, PLACE UNDERDRAIN BENEATH BOTTOM OF SUBGRADE LAYER

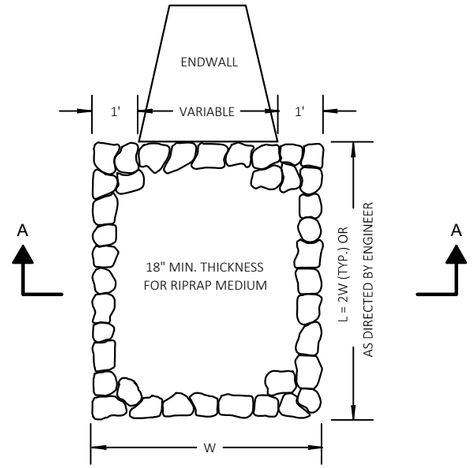


INLETS 1 SPECIAL-DOMED

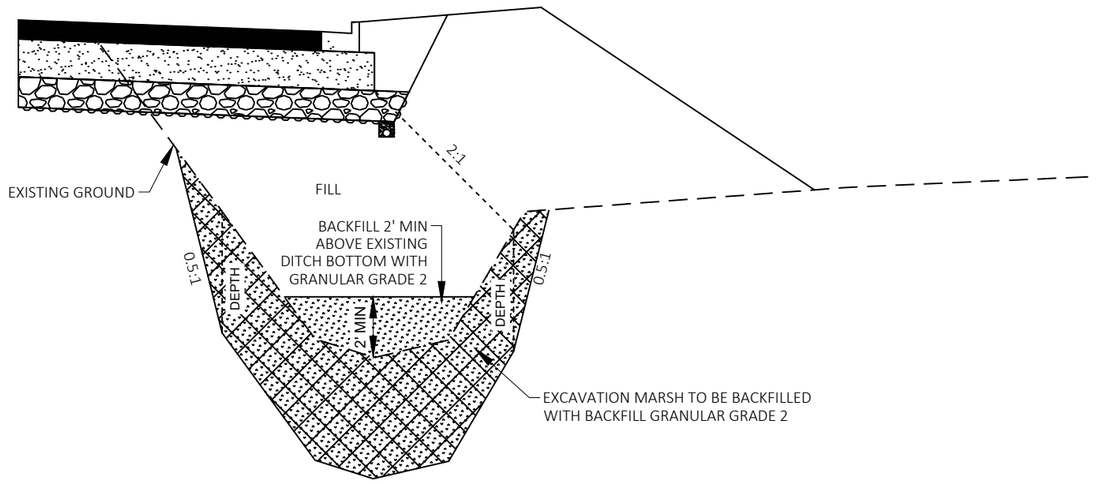
INLET STRUCTURE, GASKETED HUB, AND DOMED GRATE INCLUDED IN PAYMENT



SECTION A-A



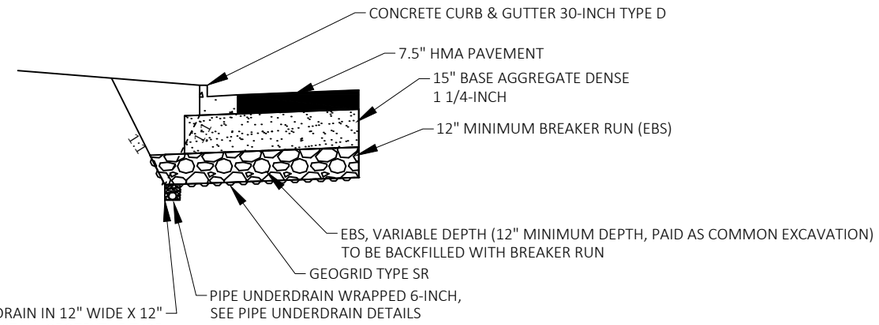
RIPRAP MEDIUM TREATMENT AT CULVERTS



MARSH EXCAVATION

FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER.
LOCATIONS AND DEPTHS ASSUMED IN THIS PLAN ARE AS FOLLOWS:

- STA 85+42 TO STA 85+91, RT, 2' DEPTH
- STA 86+72 TO STA 91+75, RT, 2' DEPTH
- STA 91+60 TO STA 91+88, LT, 2' DEPTH



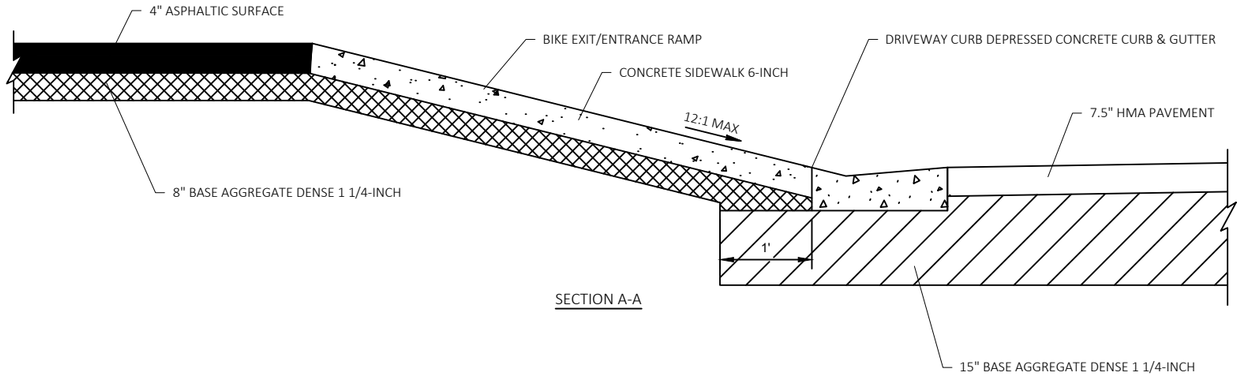
INSTALL UNDERDRAIN IN 12" WIDE X 12" DEEP TRENCH, INSTALL GEOTEXTILE TYPE DF SCHEDULE A AT OUTSIDE OF TRENCH. BACKFILL AROUND UNDERDRAIN WITH BASE AGGREGRATE OPEN GRADED IN ACCORDANCE WITH SDD EDGEDRAIN AND BASE AGGREGATE OPEN GRADED.

EXCAVATION BELOW SUBGRADE (EBS) & GEOGRID

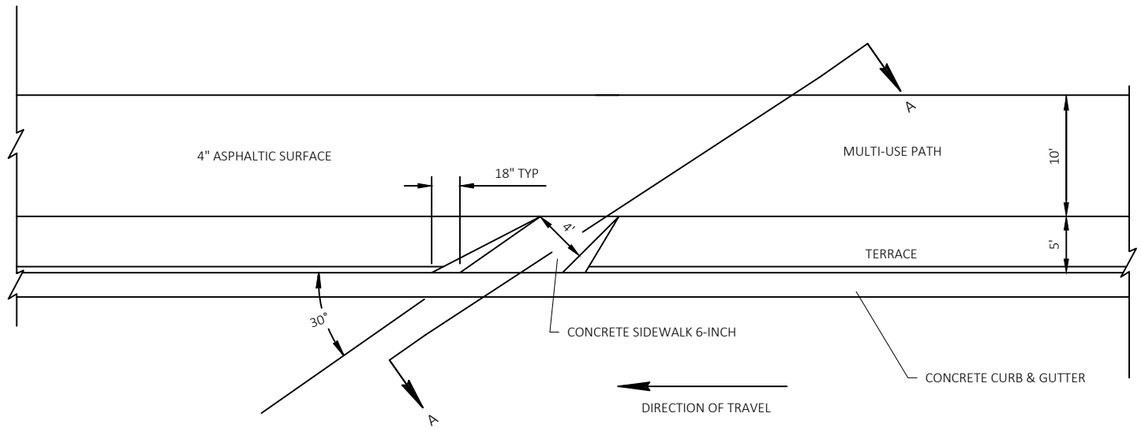
FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER.
LOCATIONS AND DEPTHS ASSUMED IN THIS PLAN ARE AS FOLLOWS:

- STA 63+00 TO STA 68+50, 1' DEPTH
- STA 78+31 TO STA 86+22, 1' DEPTH
- STA 86+47 TO STA 102+51, 1' DEPTH

2



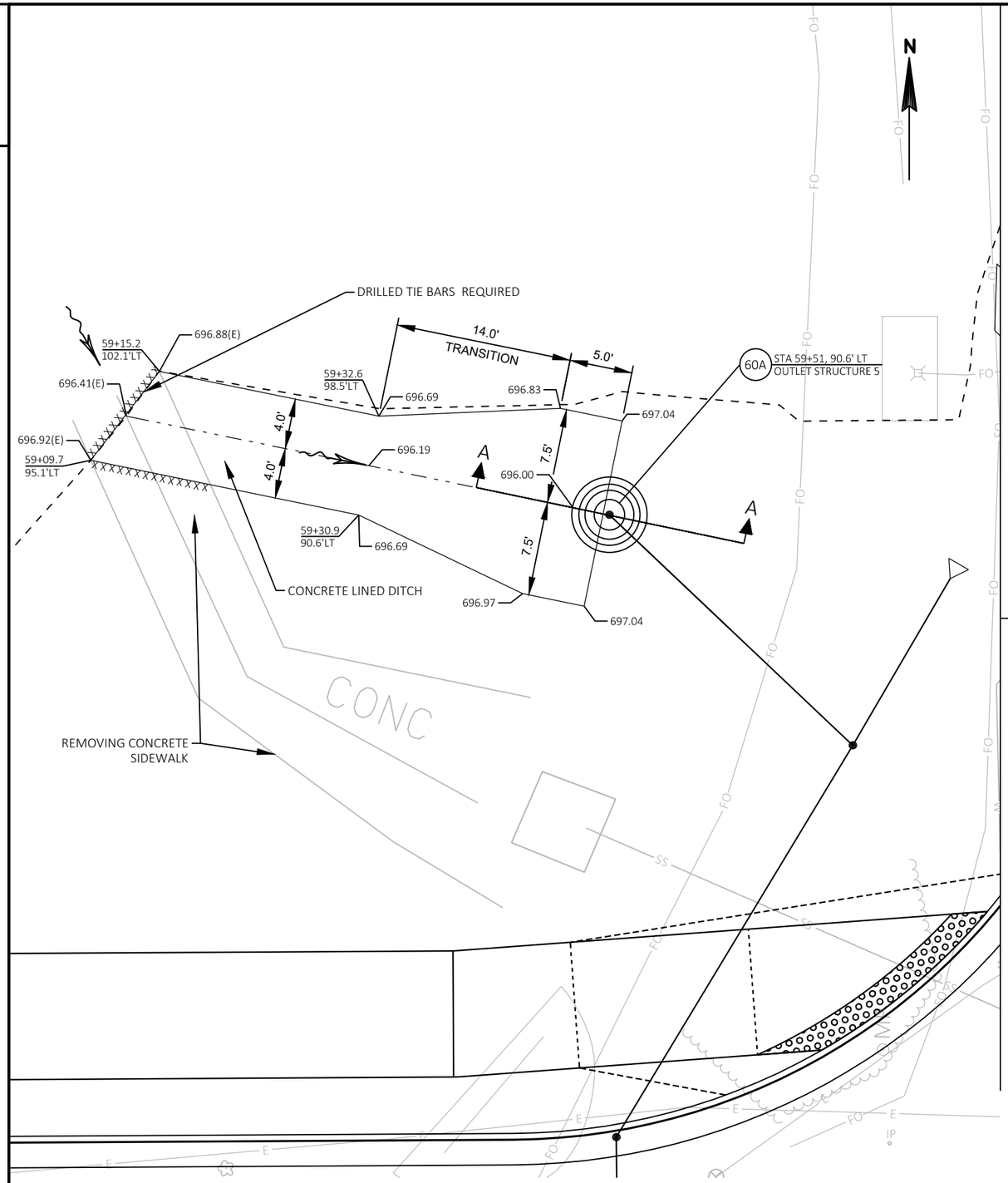
SECTION A-A



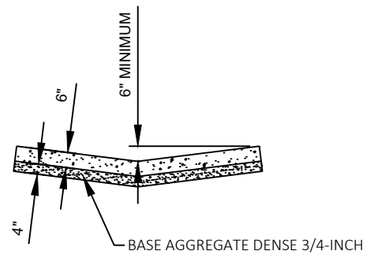
TYPICAL BIKE RAMP EXIT DETAIL

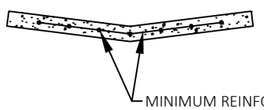
SEE PLAN DETAILS FOR LOCATIONS

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 18	E

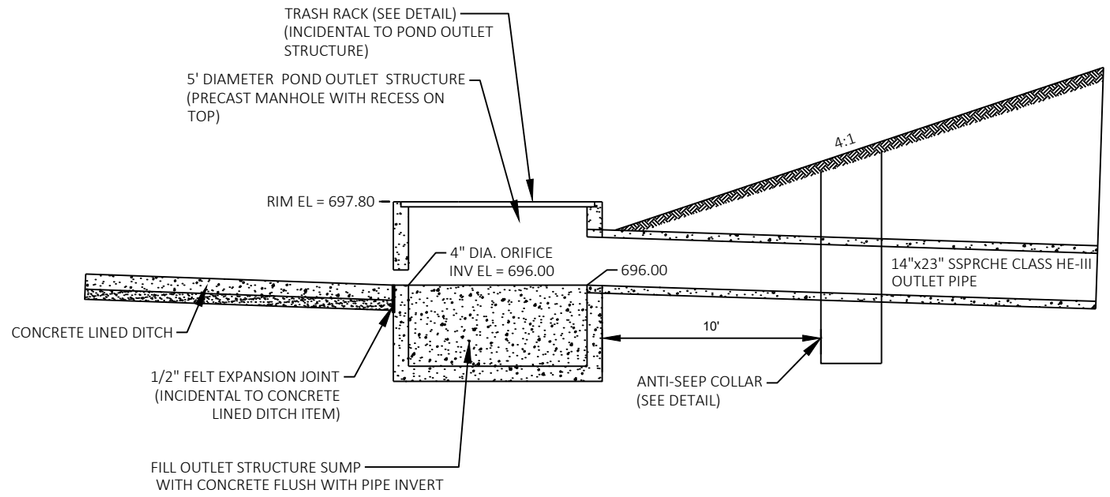


OUTLET STRUCTURE 5 DETAIL
PLAN VIEW



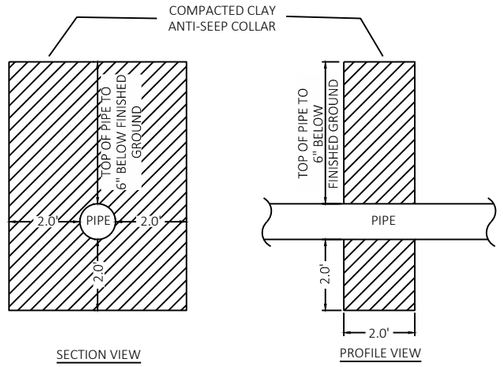


CONCRETE LINED DITCH DETAIL

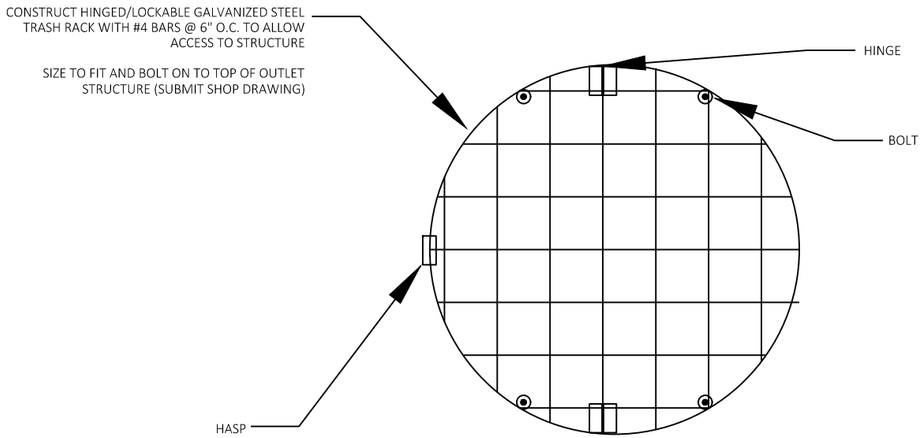


OUTLET STRUCTURE 5 DETAIL
SECTION A-A

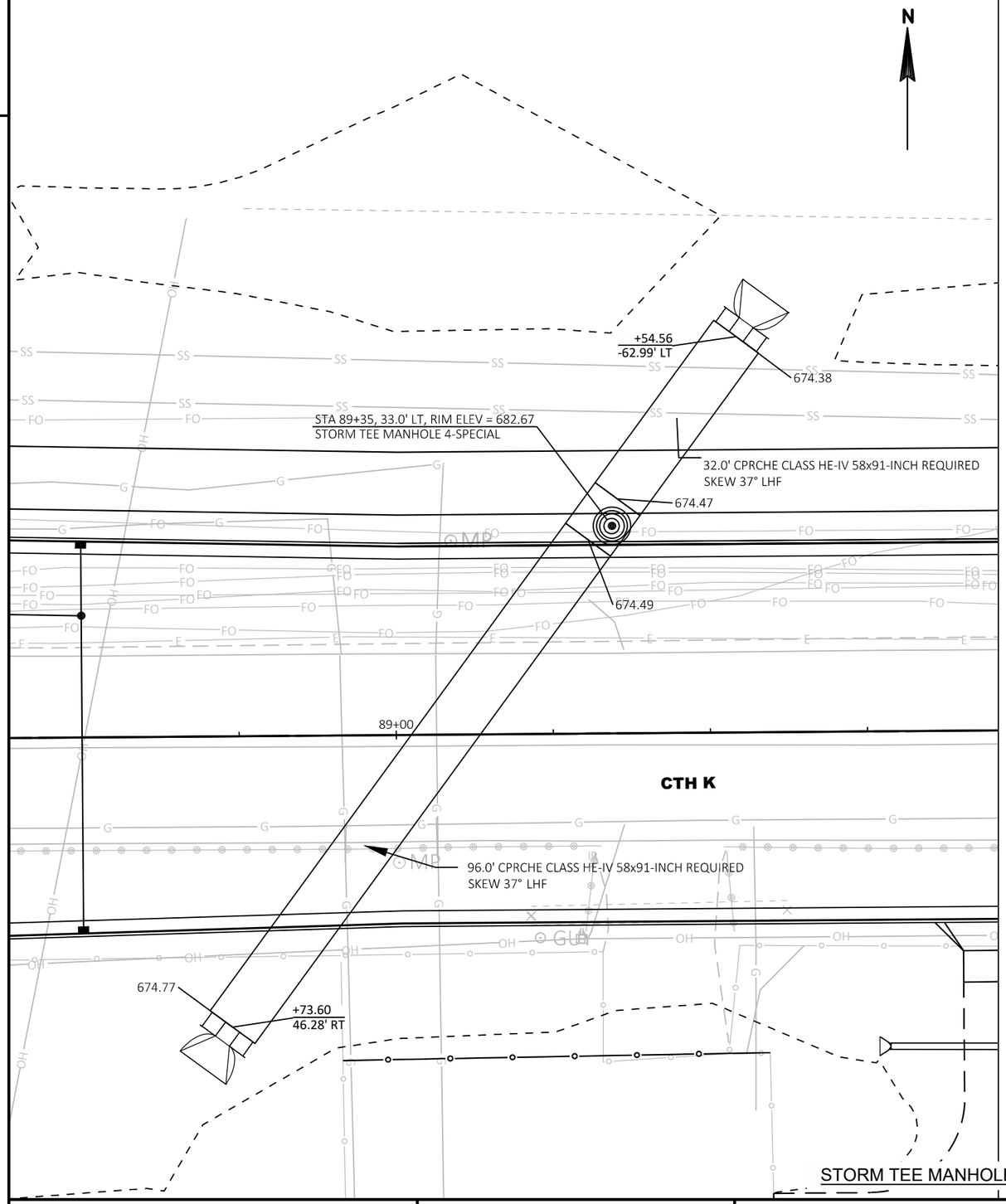
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 19	E

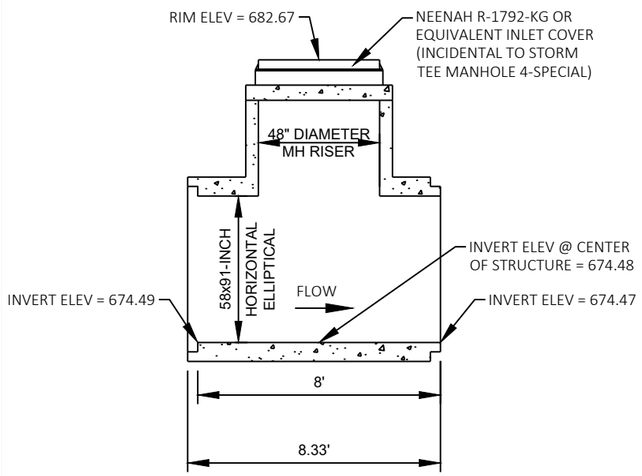


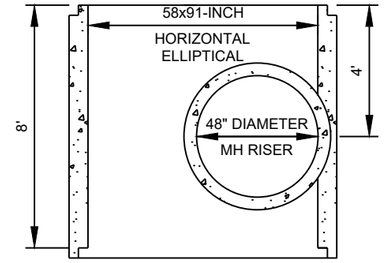
ANTI-SEEP COLLAR DETAIL
NOT TO SCALE

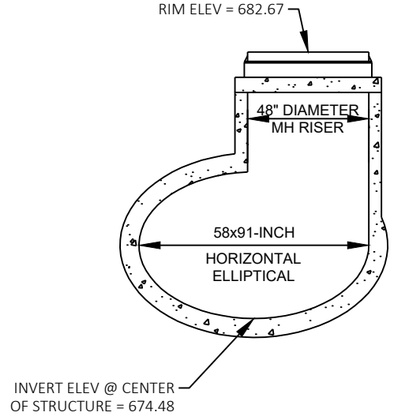


TRASH RACK DETAIL
INCIDENTAL TO OUTLET STRUCTURE 5





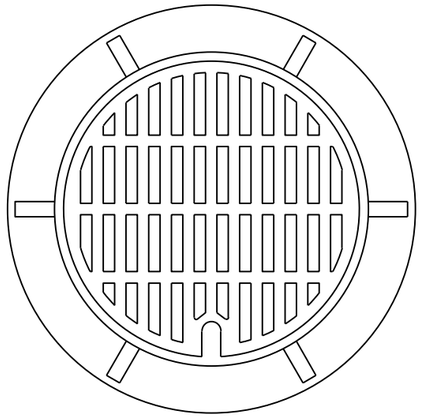


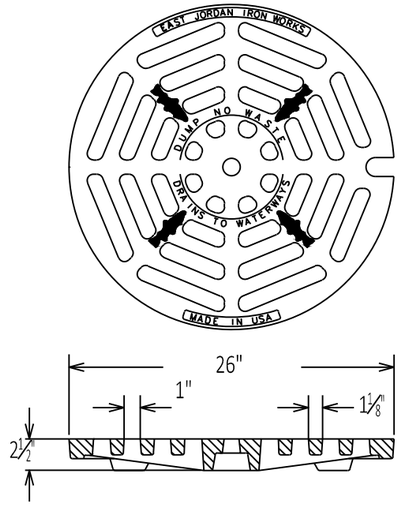


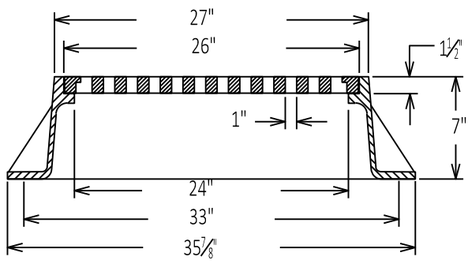
STORM TEE MANHOLE 4-SPECIAL DETAIL

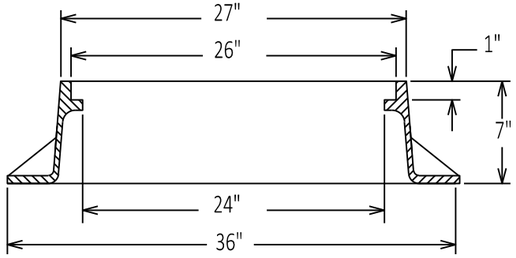
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 21	E

2









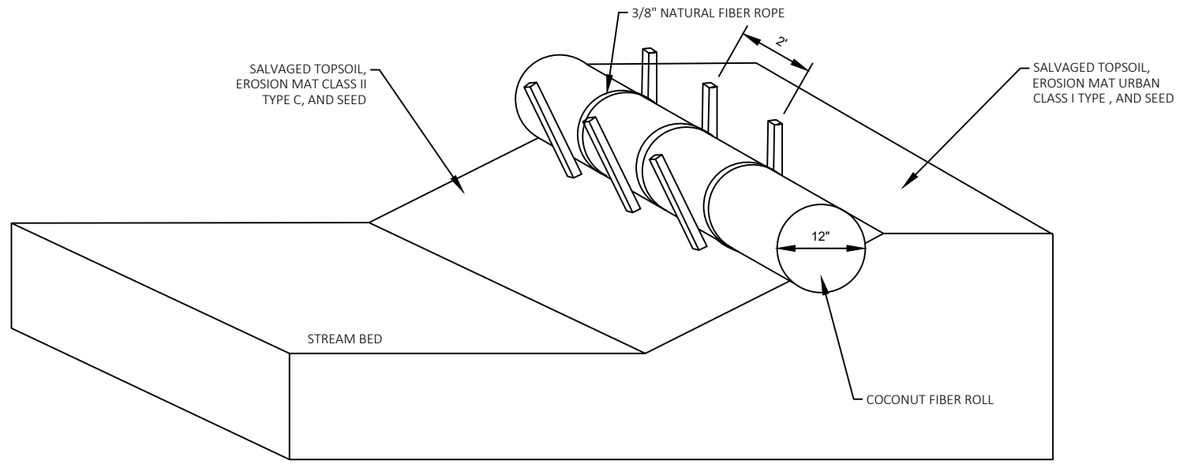
CORRESPONDS TO NEENAH
R-1642 FRAME & TYPE 'G' GRATE
WITH OPEN PICK HOLE
1 1/2" ADJUSTING RING 1642-7150
2" ADJUSTING RING 1642-7200
2 1/2" ADJUSTING RING 1642-7250

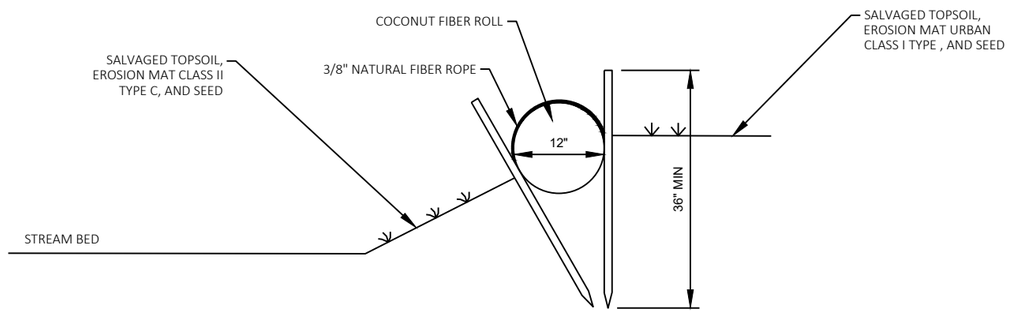
CORRESPONDS TO
EAST JORDAN IRON WORKS
1048 FRAME & TYPE 'M1' GRATE
WITH OPEN PICK HOLE
ADJUSTING RING 1040

NOTE: MAY REQUIRE SOLID LID,
SEE STORM SEWER PLANS

MANHOLE COVERS SPECIAL

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 22	E





COCONUT FIBER ROLL INSTALLATION DETAIL

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 23	E

2

SLOPE INTERCEPT

EMERGENCY SPILLWAY

EXISTING PLE

BACKFLOW PREVENTER

EXISTING TLE

EXISTING PLE

NORMAL WATER
ELEV = 675.5

ANTI-SEEP COLLAR

SOUTH BRANCH PIKE RIVER

BOTTOM OF POND
ELEV = 670.50

POND
SWALE
C/L

POND C/L

TOP OF BERM
ELEVATION = 680.50

RIVER REALIGNMENT C/L

74 STA 87+96, 123.3' LT
APRON ENDWALLS FOR CPRC 48-INCH

WETLAND BOUNDARY

EXISTING PLE

12+00'PD'

86E STA 90+26, 62.1' LT
APRON ENDWALLS FOR CPRC 18-INCH

SLOPE INTERCEPT

80 STA 87+36, 78.1' LT
APRON ENDWALLS FOR CPRC 30-INCH

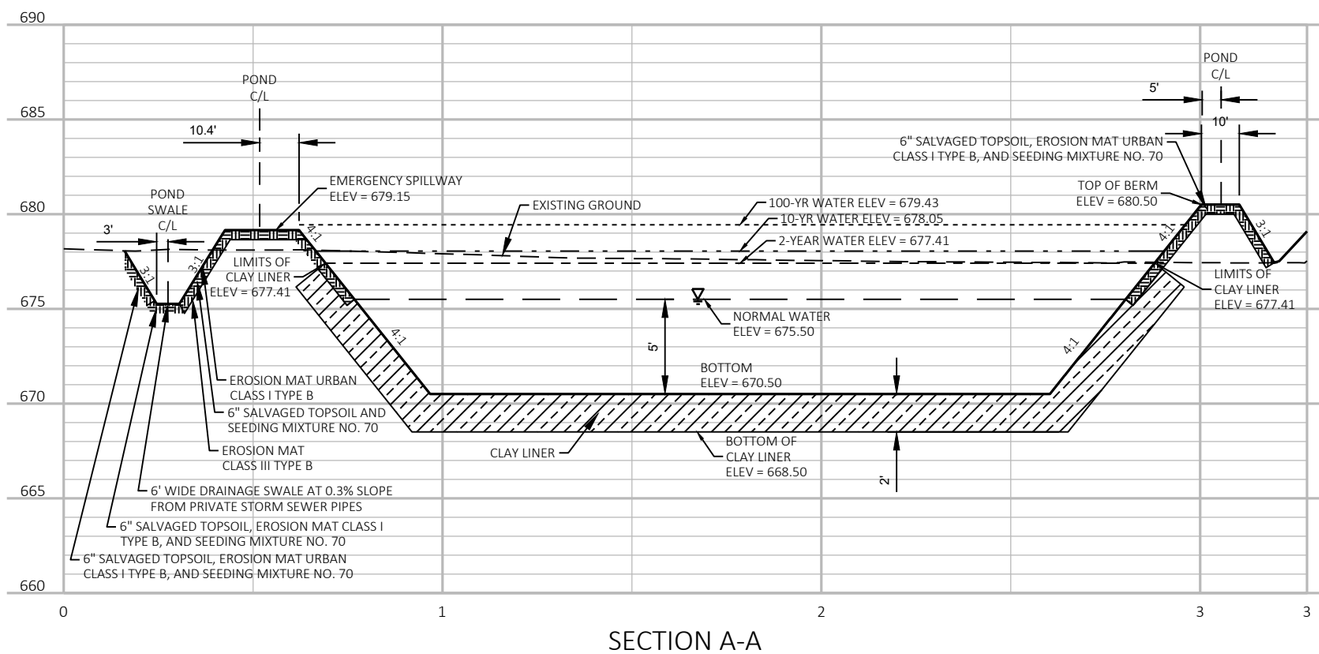
78 STA 87+44, 77.5' LT
APRON ENDWALLS FOR CPRC 30-INCH

SLOPE INTERCEPT

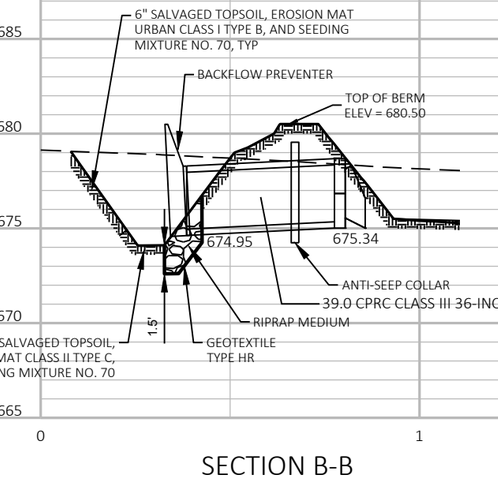
ABANDON EXISTING DRAIN TILE

N

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS - POND DETAILS	SHEET 24	E



SECTION A-A



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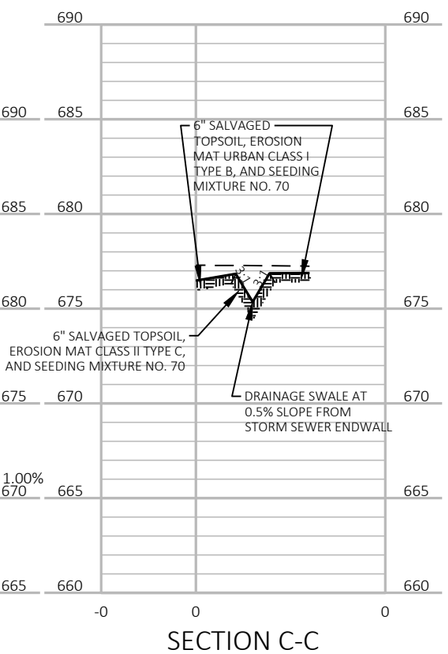

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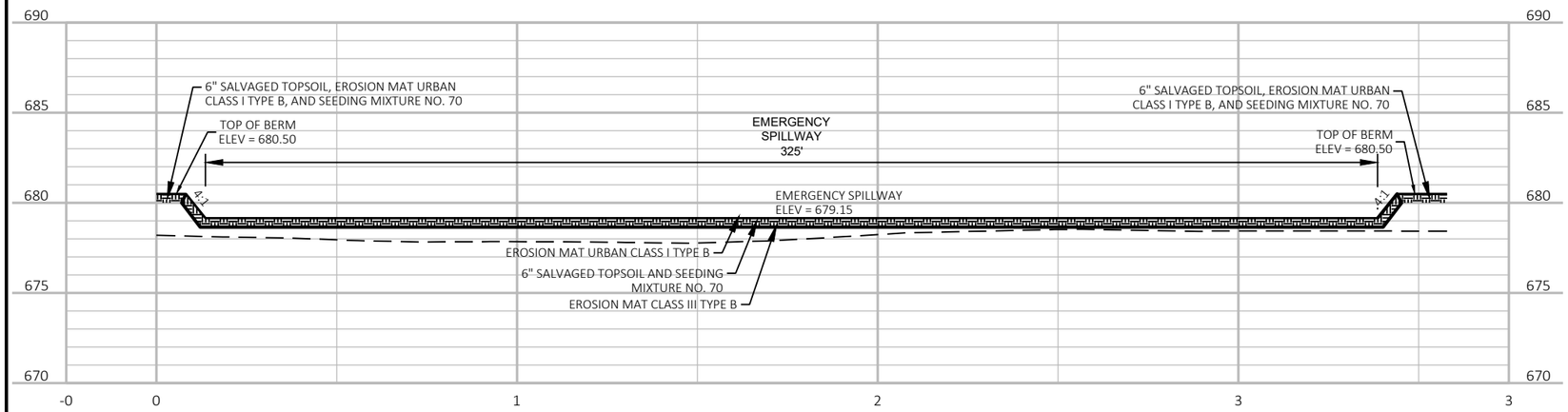
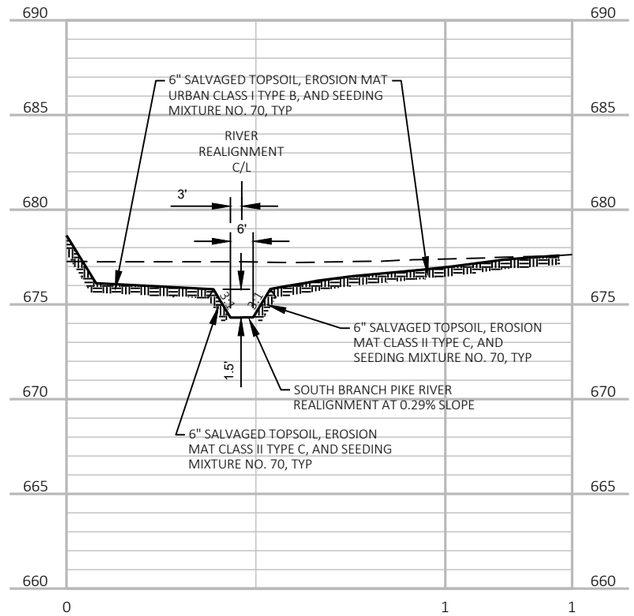


SECTION D-D



SECTION E-E

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CONSTRUCTION DETAILS - POND DETAILS	SHEET 25	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 2
PLOT DATE : 1/5/2022 4:11 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

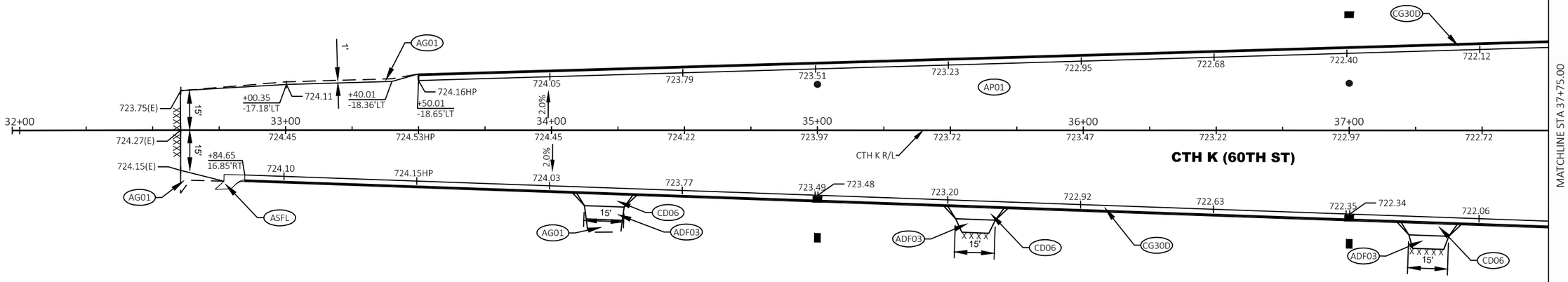
NOTES:

- DRIVEWAYS ALONG SOUTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM CONCRETE APRON.

N

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 26 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 1

PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

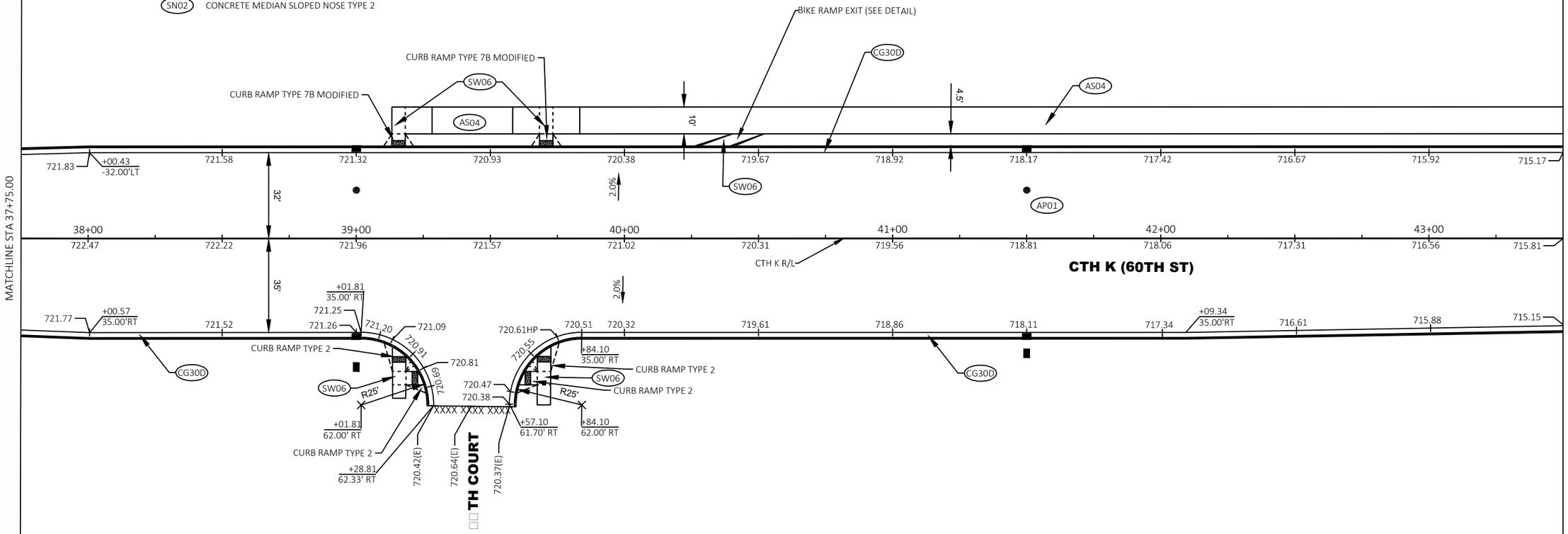
WISDOT/CADDS SHEET 42

2

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AS04 4" ASPHALTIC SURFACE
- ADF03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CD06 CONCRETE DRIVEWAY 6-INCH
- CG18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- SW06 CONCRETE SIDEWALK 6-INCH
- AP01 7.5" HMA PAVEMENT
- SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- ASFL ASPHALTIC FLUME
- CLD CONCRETE LINED DITCH
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD NATURAL PATINA
- XXXX SAWCUT
- INLET/CATCH BASIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 27	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 2

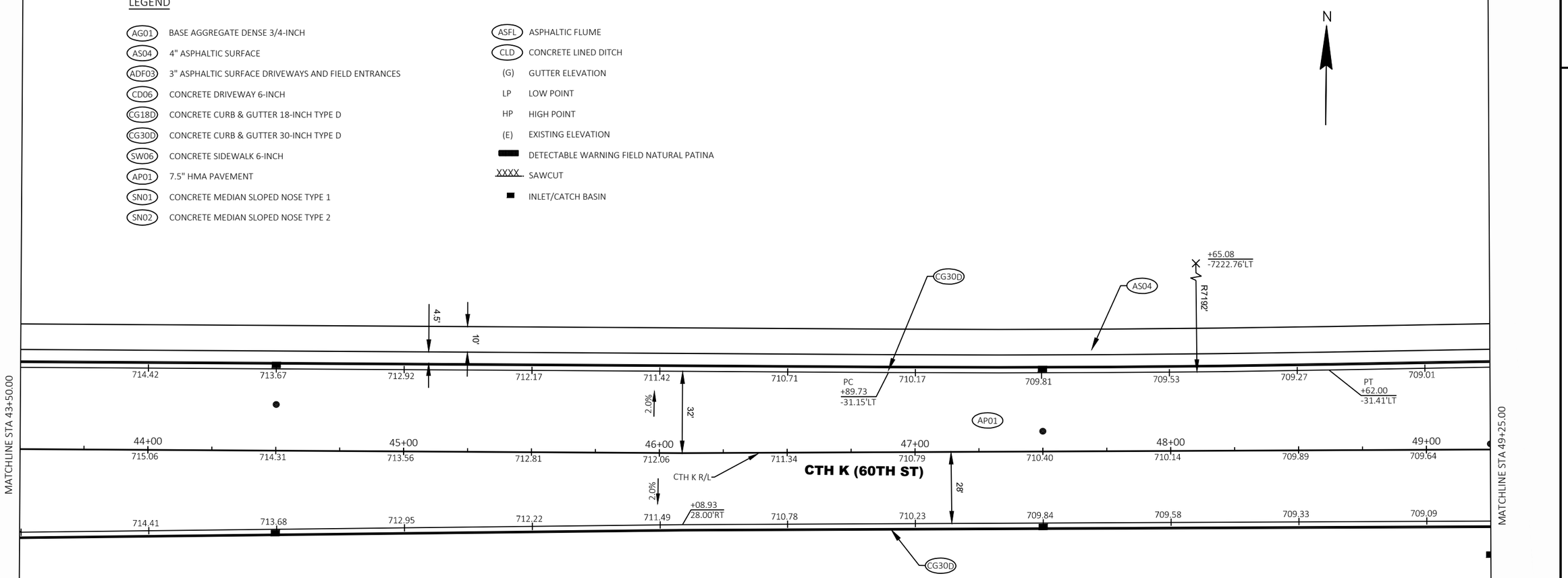
PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 28 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 3

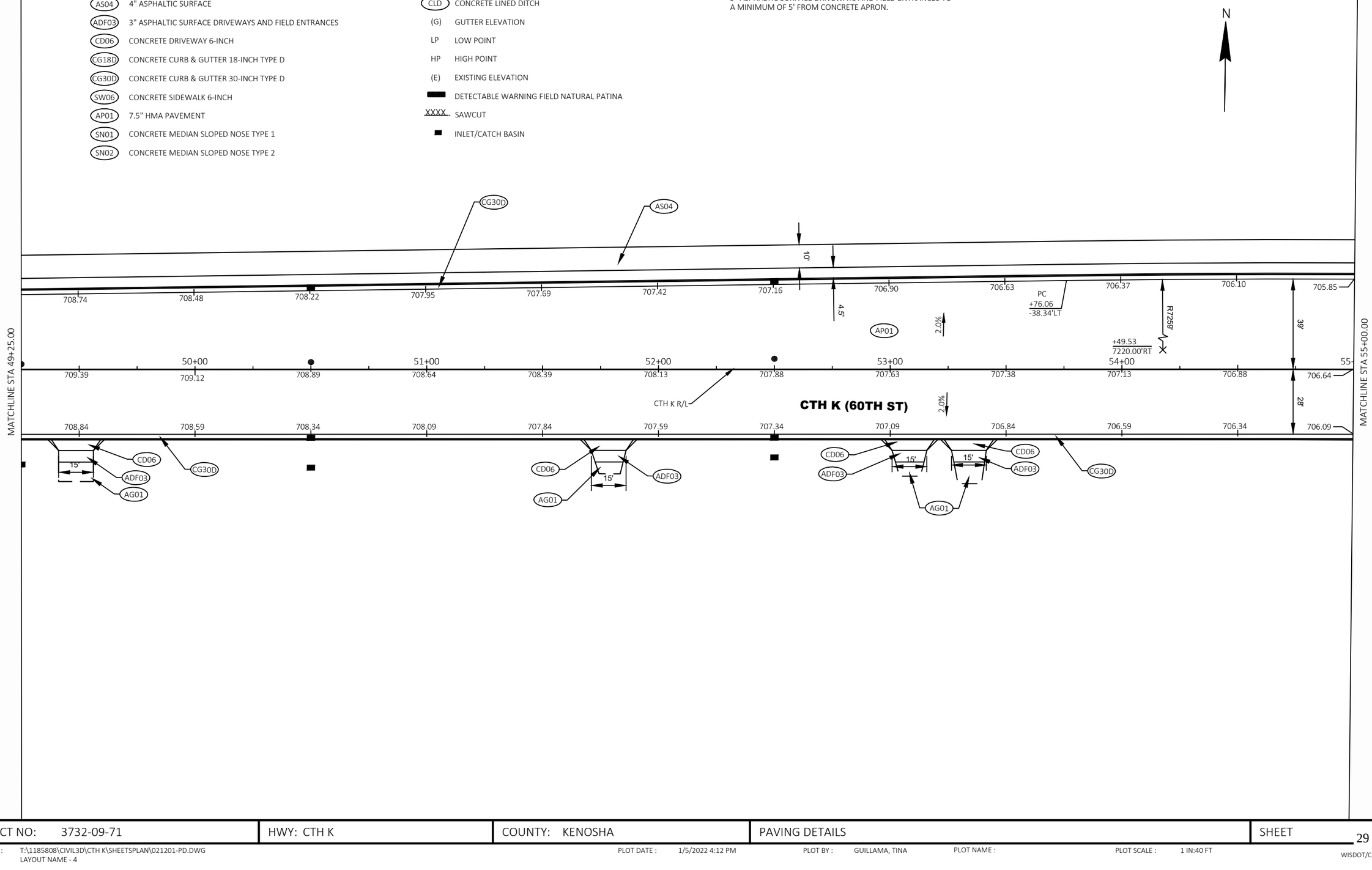
PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

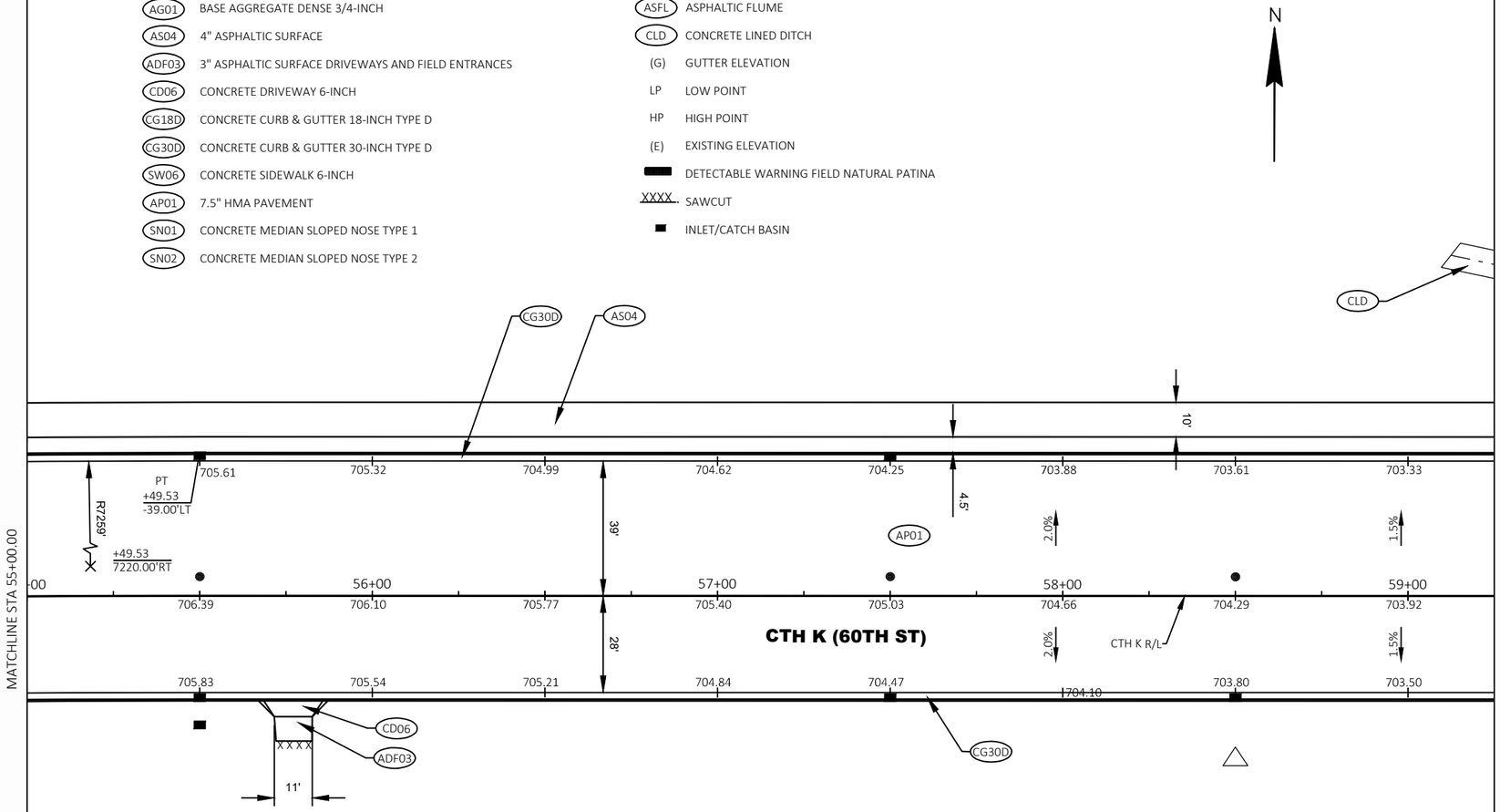
NOTES:
- DRIVEWAYS ALONG SOUTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM CONCRETE APRON.



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 29 E

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 30 E

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

N

MATCHLINE STA 17+75

CTH H (88TH AVE)

SEE 'OUTLET STRUCTURE 5 PLAN VIEW' FOR MORE INFORMATION

CURB RAMP TYPE 4B1 MODIFIED

CURB RAMP TYPE 4B1

CTH H NORTH R/L

CTH H SOUTH R/L

CTH K R/L

CTH K (60TH ST)

MATCHLINE STA 59+25.00

MATCHLINE STA 65+00.00

MATCHLINE STA 14+50

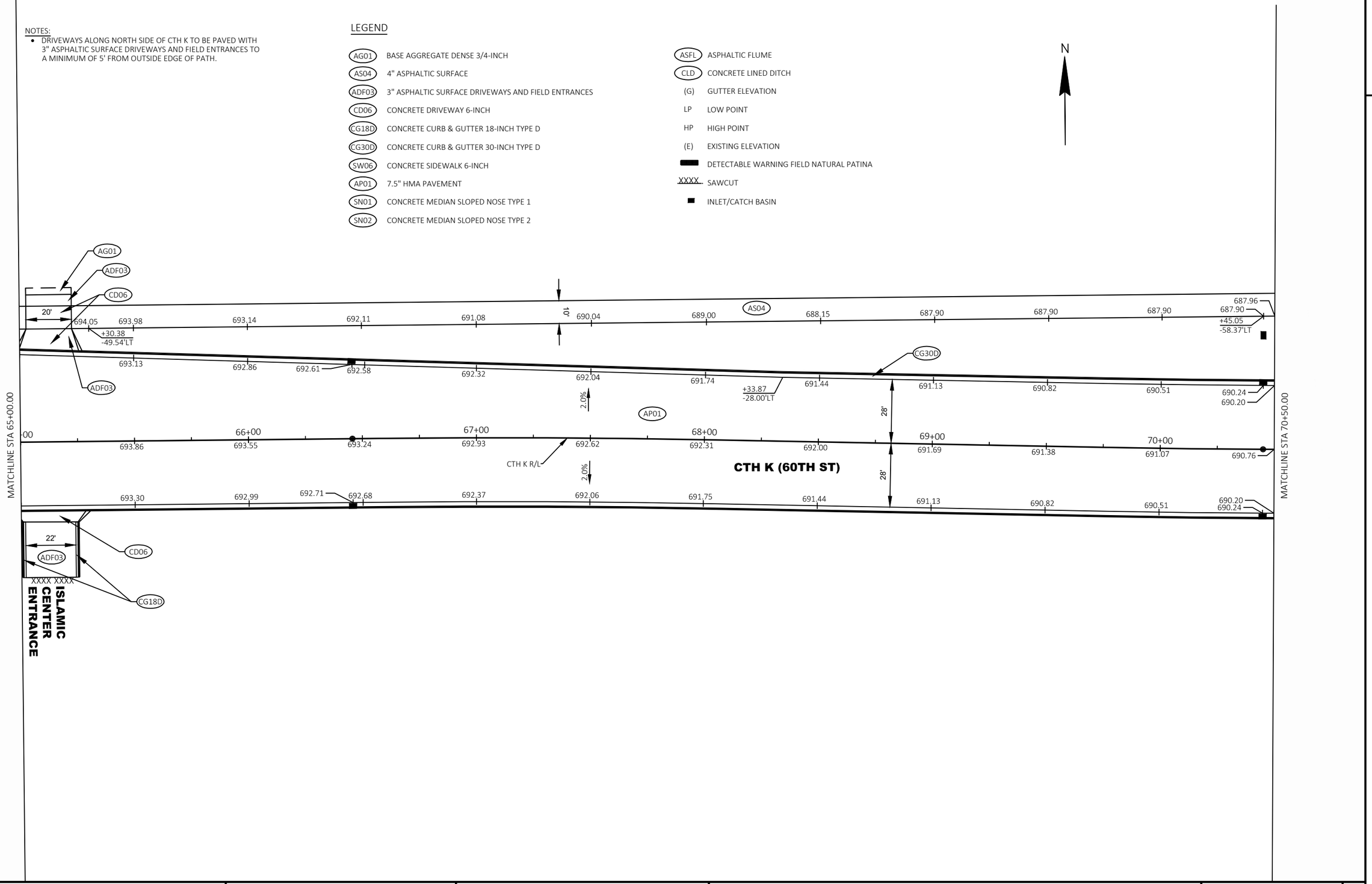
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS

SHEET 31 E

NOTES:
- DRIVEWAYS ALONG NORTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM OUTSIDE EDGE OF PATH.

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 32	E

2

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

N

MATCHLINE STA 70+50.00

687.96 688.55 689.30 689.90 689.90 689.30 AS04 688.45 688.20 10' 688.20 688.75 688.70 688.36 688.21

+25.00
-59.00'LT

28.5'

CG30D

689.90 689.59 689.28 688.97 688.66 688.35 688.04 687.81 687.76 687.73 687.42 687.11 686.80

28'

2.0%

AP01

71+00 72+00 73+00 74+00 75+00 76+00

690.46 690.15 689.84 689.53 689.22 688.91 688.60 688.29 687.98 687.67 687.36

CTH K R/L

CTH K (60TH ST)

28'

2.0%

687.62

689.90 689.59 689.28 688.97 688.66 688.35 688.04 687.73 687.42 687.11 686.80

15'

CD06

XXXXX

ADF03

CG30D

MATCHLINE STA 76+25.00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 33	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 8

PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

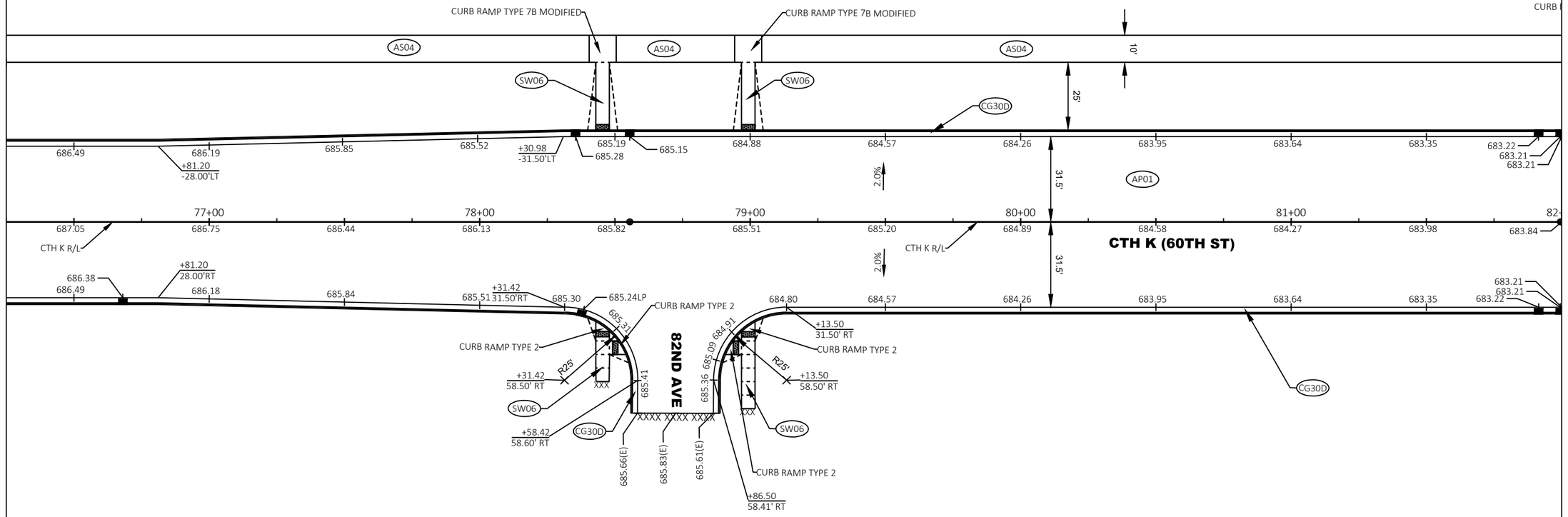
WISDOT/CADDS SHEET 42

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 34	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 9

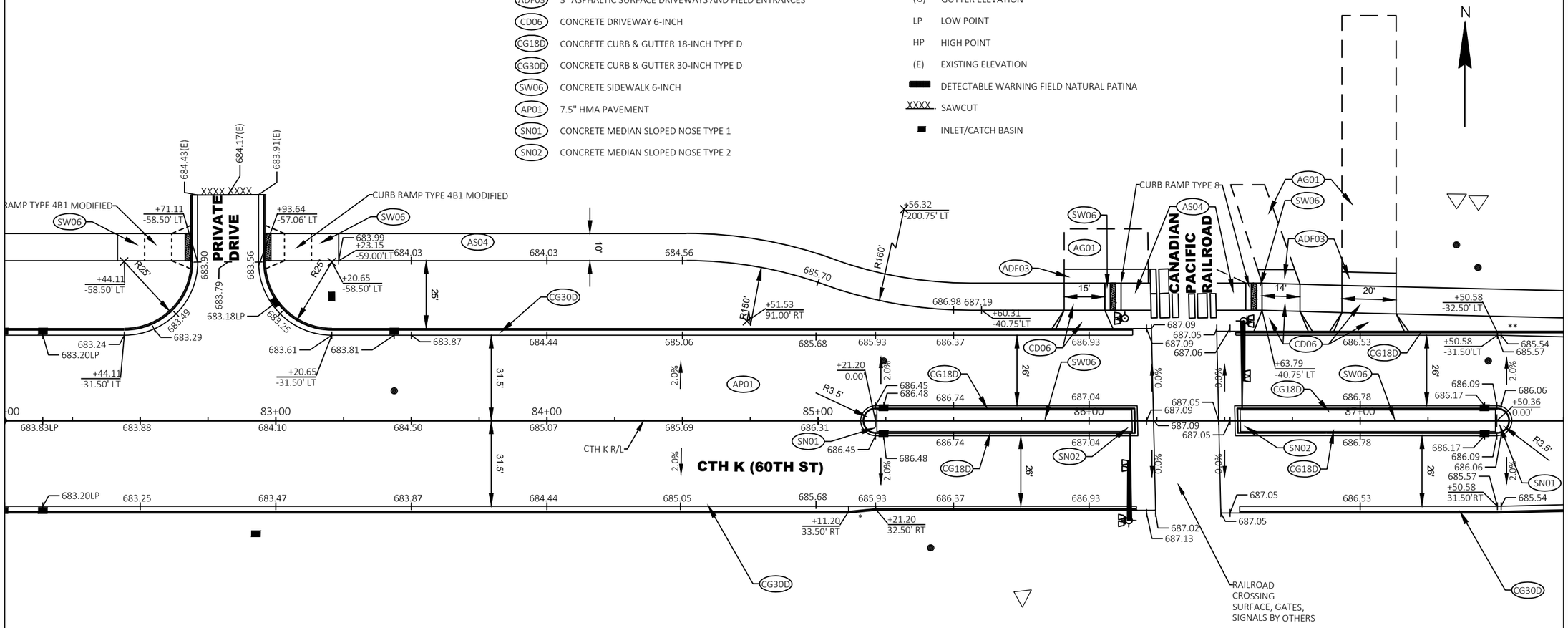
PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:
- DRIVEWAYS ALONG NORTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM OUTSIDE EDGE OF PATH.

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



*TRANSITION CURB AND GUTTER FROM CONC C&G 30-INCH TYPE D TO CONC C&G 18-INCH TYPE D OVER 10 FEET (PAID FOR AS CONC C&G 30-INCH TYPE D)

**TRANSITION CURB AND GUTTER FROM CONC C&G 30-INCH TYPE D TO CONC C&G 18-INCH TYPE D OVER 43 FEET (PAID FOR AS CONC C&G 30-INCH TYPE D)

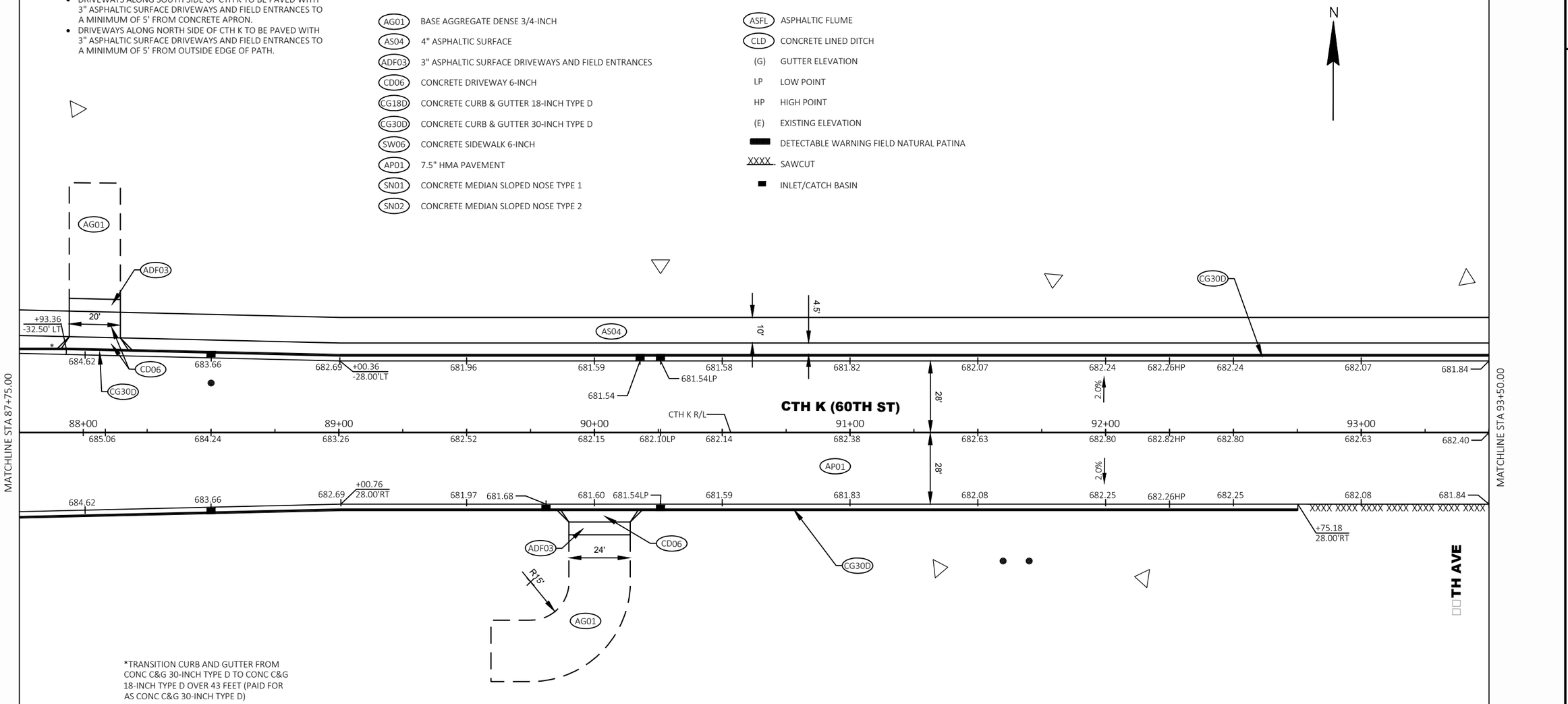
NOTE:
- WARP PAVEMENT CROSS SLOPE FROM 2% TO 0% FROM STA 85+21 TO STA 86+21.
- WARP PAVEMENT CROSS SLOPE FROM 0% TO 2% FROM STA 86+52 TO STA 87+52

NOTES:

- DRIVEWAYS ALONG SOUTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM CONCRETE APRON.
- DRIVEWAYS ALONG NORTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM OUTSIDE EDGE OF PATH.

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



*TRANSITION CURB AND GUTTER FROM CONC C&G 30-INCH TYPE D TO CONC C&G 18-INCH TYPE D OVER 43 FEET (PAID FOR AS CONC C&G 30-INCH TYPE D)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 36	E

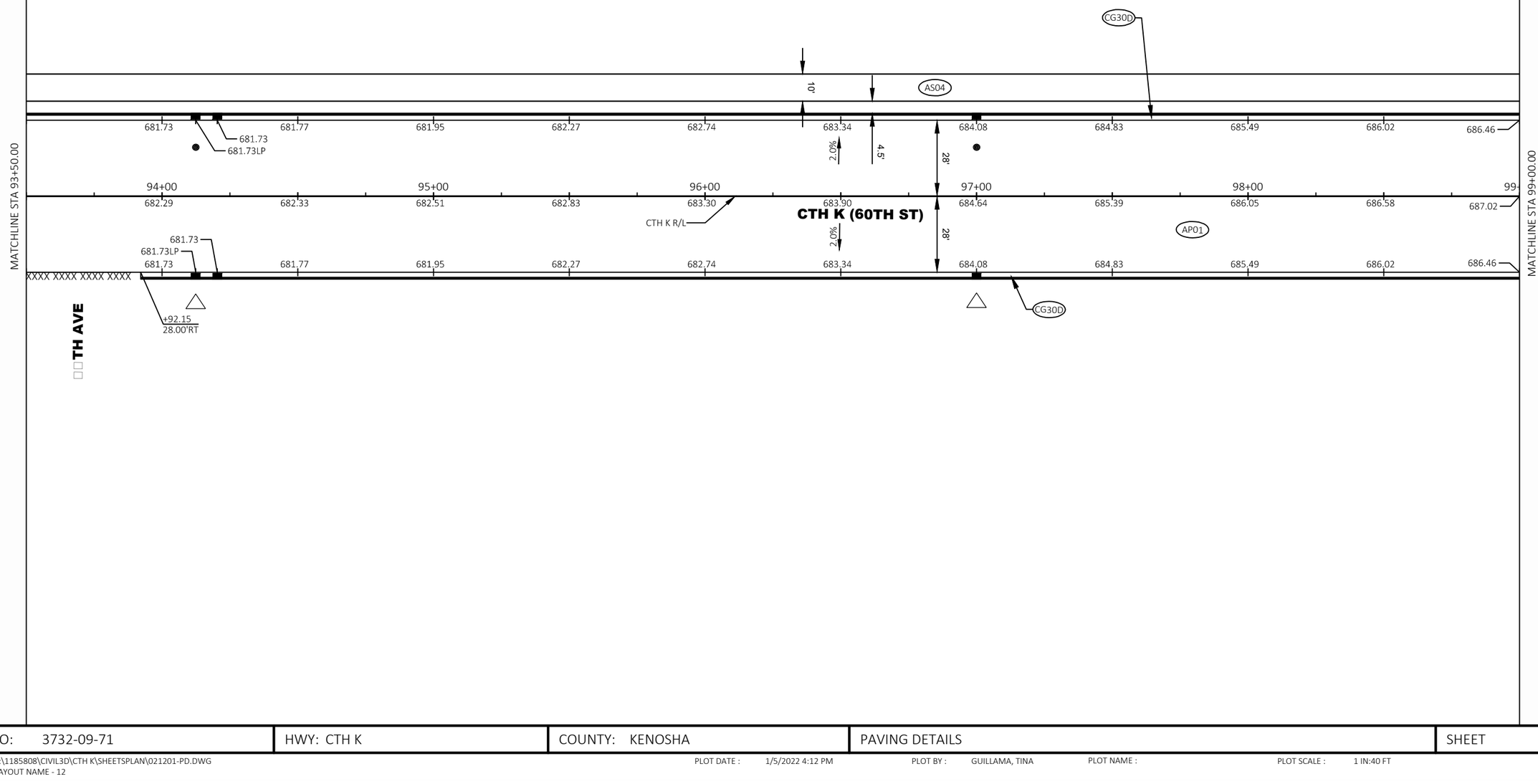
2

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 37 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 12

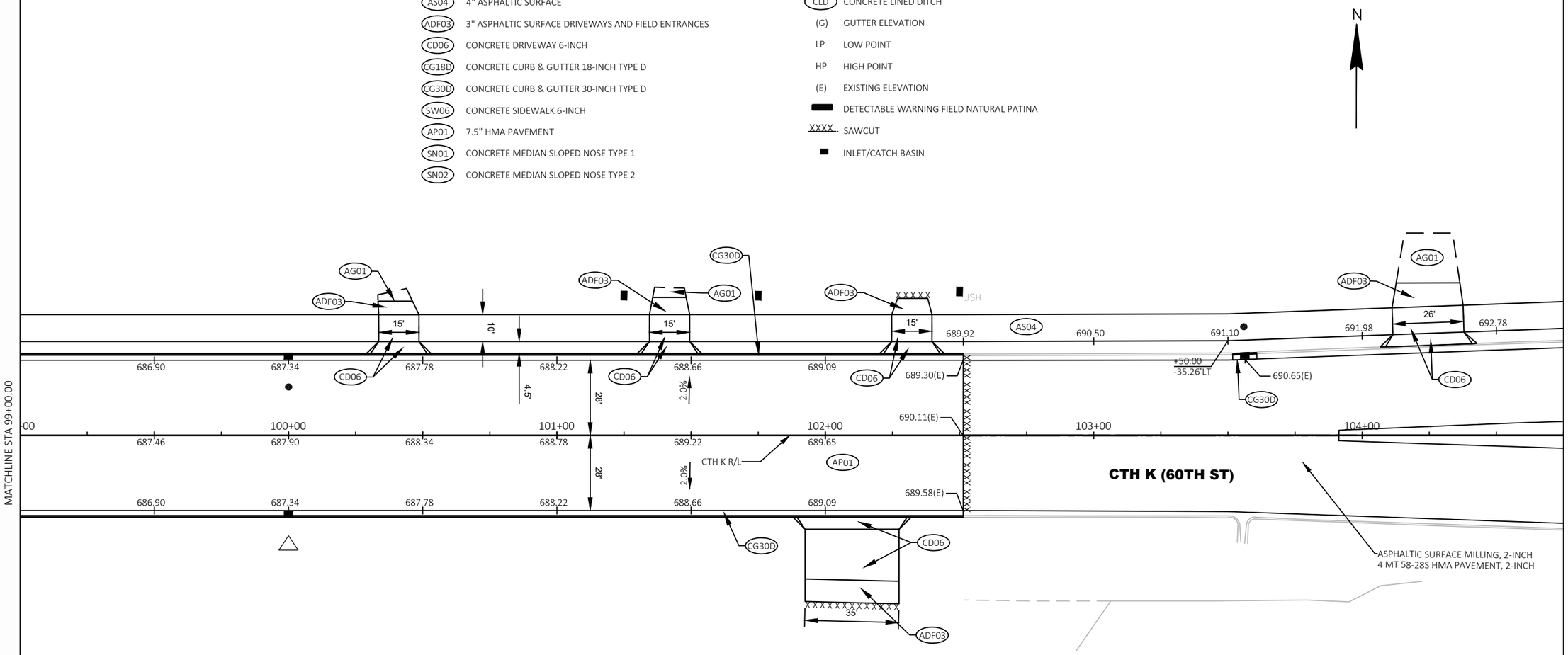
PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

- DRIVEWAYS ALONG NORTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM OUTSIDE EDGE OF PATH.

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

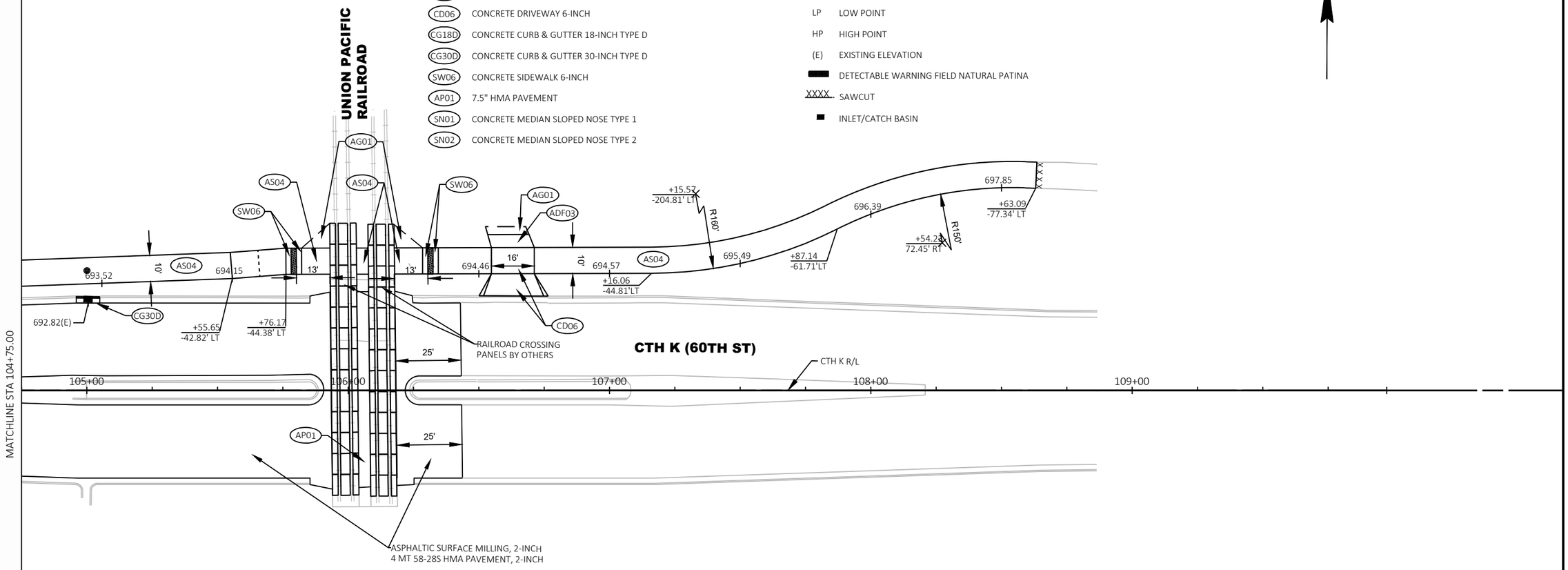


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 38	E

NOTES:
- DRIVEWAYS ALONG NORTH SIDE OF CTH K TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM OUTSIDE EDGE OF PATH.

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 39	E

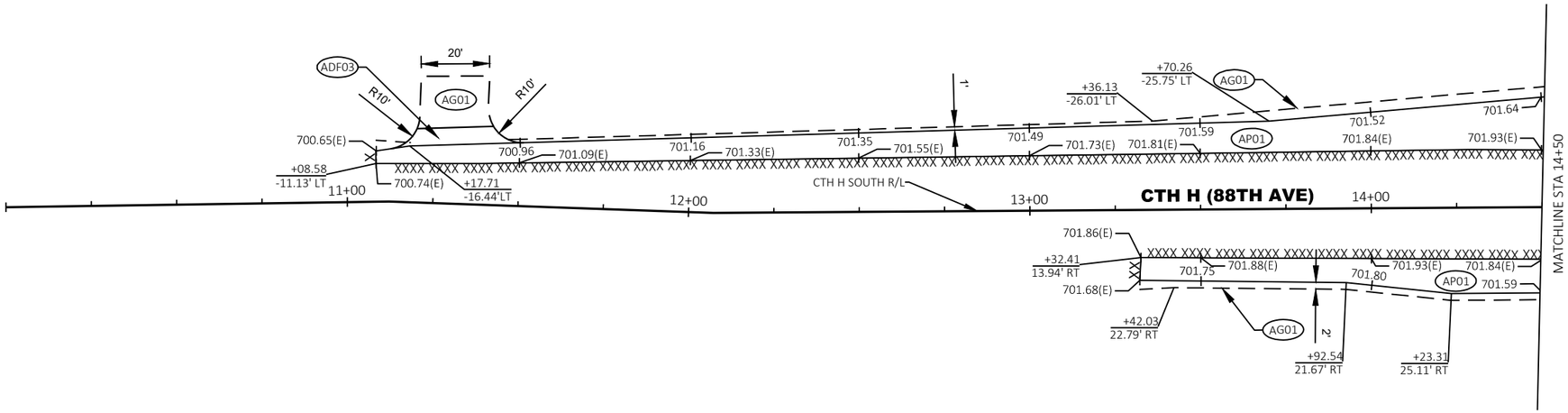
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 14
PLOT DATE : 1/5/2022 4:12 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH
AS04	4" ASPHALTIC SURFACE
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD06	CONCRETE DRIVEWAY 6-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
SW06	CONCRETE SIDEWALK 6-INCH
AP01	7.5" HMA PAVEMENT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
CLD	CONCRETE LINED DITCH
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD NATURAL PATINA
XXXX	SAWCUT
	INLET/CATCH BASIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 40 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 15

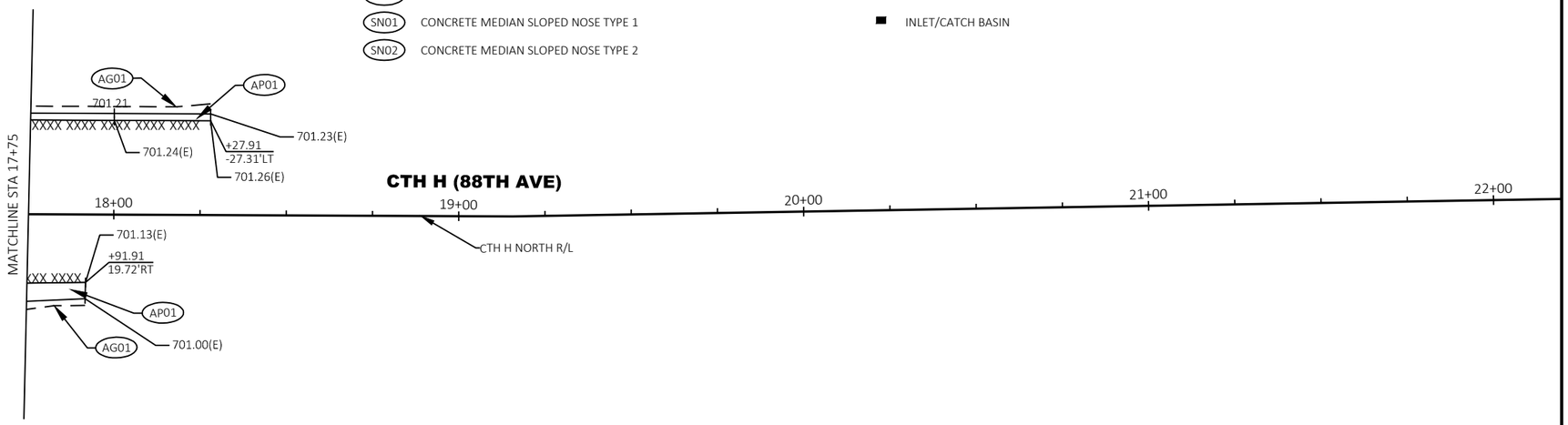
PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

LEGEND

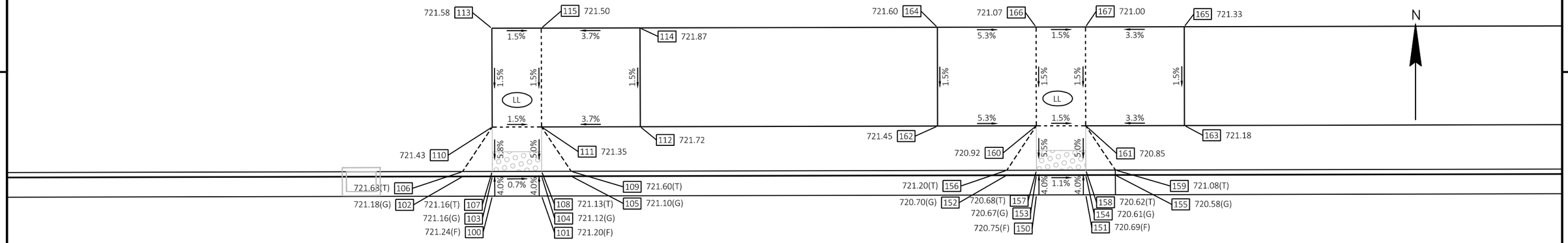
AG01	BASE AGGREGATE DENSE 3/4-INCH	ASFL	ASPHALTIC FLUME
AS04	4" ASPHALTIC SURFACE	CLD	CONCRETE LINED DITCH
ADF03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	(G)	GUTTER ELEVATION
CD06	CONCRETE DRIVEWAY 6-INCH	LP	LOW POINT
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	HP	HIGH POINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	(E)	EXISTING ELEVATION
SW06	CONCRETE SIDEWALK 6-INCH		DETECTABLE WARNING FIELD NATURAL PATINA
AP01	7.5" HMA PAVEMENT	XXXX	SAWCUT
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1		INLET/CATCH BASIN
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2		



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PAVING DETAILS	SHEET 41	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 16

PLOT DATE : 1/5/2022 4:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT



CTH K (60TH ST)

CTH K & 94TH COURT
NORTHWEST QUADRANT

94TH COURT

CTH K & 94TH COURT
NORTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-94th Court-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	39+13.27	32.00' LT	721.24	219126.17	2559531.65
101	39+18.27	32.00' LT	721.20	219126.20	2559536.65
102	39+10.27	34.00' LT	721.18	219128.15	2559528.64
103	39+13.27	34.00' LT	721.16	219128.17	2559531.64
104	39+18.27	34.00' LT	721.12	219128.20	2559536.64
105	39+21.27	34.00' LT	721.10	219128.22	2559539.64
106	39+10.27	34.50' LT	721.68	219128.65	2559528.64
107	39+13.27	34.50' LT	721.16	219128.67	2559531.64
108	39+18.27	34.50' LT	721.13	219128.70	2559536.64
109	39+21.27	34.50' LT	721.60	219128.72	2559539.63
110	39+13.27	39.00' LT	721.43	219133.17	2559531.61
111	39+18.27	39.00' LT	721.35	219133.20	2559536.61
112	39+28.27	39.00' LT	721.72	219133.26	2559546.61
113	39+13.27	49.00' LT	721.58	219143.17	2559531.55
114	39+28.27	49.00' LT	721.87	219143.26	2559546.55
115	39+18.27	49.00' LT	721.50	219143.20	2559536.55

CR-94th Court-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	39+68.37	32.00' LT	720.75	219126.49	2559586.75
151	39+73.37	32.00' LT	720.69	219126.52	2559591.75
152	39+65.37	34.00' LT	720.70	219128.47	2559583.74
153	39+68.37	34.00' LT	720.67	219128.49	2559586.74
154	39+73.37	34.00' LT	720.61	219128.52	2559591.74
155	39+76.37	34.00' LT	720.58	219128.53	2559594.74
156	39+65.37	34.50' LT	721.20	219128.97	2559583.74
157	39+68.37	34.50' LT	720.68	219128.99	2559586.74
158	39+73.37	34.50' LT	720.62	219129.02	2559591.74
159	39+76.37	34.50' LT	721.08	219129.03	2559594.74
160	39+68.37	39.00' LT	720.92	219133.49	2559586.71
161	39+73.37	39.00' LT	720.85	219133.52	2559591.71
162	39+58.37	39.00' LT	721.45	219133.43	2559576.71
163	39+83.37	39.00' LT	721.18	219133.57	2559601.71
164	39+58.37	49.00' LT	721.60	219143.43	2559576.66
165	39+83.37	49.00' LT	721.33	219143.57	2559601.65
166	39+68.37	49.00' LT	721.07	219143.49	2559586.66
167	39+73.37	49.00' LT	721.00	219143.52	2559591.65

2

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-94th Court-SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	39+14.66	38.25' RT	721.07	219055.93	2559533.44
201	39+20.18	42.21' RT	720.92	219052.00	2559538.99
202	39+25.03	48.23' RT	720.81	219046.01	2559543.88
203	39+27.52	53.74' RT	720.71	219040.52	2559546.39
204	39+10.64	38.61' RT	721.06	219055.54	2559529.43
205	39+13.71	40.01' RT	720.99	219054.16	2559532.50
206	39+18.82	43.68' RT	720.84	219050.53	2559537.64
207	39+20.60	45.50' RT	720.80	219048.71	2559539.42
208	39+21.90	47.12' RT	720.77	219047.10	2559540.74
209	39+23.31	49.25' RT	720.73	219044.98	2559542.16
210	39+25.61	54.35' RT	720.63	219039.89	2559544.49

CR-94th Court-SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
211	39+26.39	57.41' RT	720.53	219036.84	2559545.28
212	39+10.46	39.08' RT	721.56	219055.08	2559529.25
213	39+13.47	40.45' RT	720.98	219053.72	2559532.27
214	39+18.48	44.04' RT	720.85	219050.16	2559537.30
215	39+20.22	45.83' RT	721.01	219048.38	2559539.05
216	39+21.50	47.42' RT	721.00	219046.80	2559540.34
217	39+22.88	49.50' RT	720.73	219044.72	2559541.73
218	39+25.14	54.50' RT	720.64	219039.74	2559544.01
219	39+25.89	57.50' RT	721.03	219036.74	2559544.79
220	39+18.49	49.50' RT	721.04	219044.70	2559537.34
221	39+18.51	54.50' RT	720.98	219039.70	2559537.39

CR-94th Court-SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
222	39+13.49	49.50' RT	721.11	219044.67	2559532.34
223	39+13.51	54.50' RT	721.05	219039.67	2559532.39
224	39+13.52	59.50' RT	721.04	219034.67	2559532.43
225	39+18.41	59.50' RT	720.95	219034.70	2559537.32
226	39+13.48	44.06' RT	720.93	219050.12	2559532.30
227	39+22.88	54.50' RT	720.67	219039.73	2559541.76
228	39+08.73	35.90' RT	721.20	219058.24	2559527.50
229	39+13.46	37.64' RT	721.09	219056.53	2559532.24
230	39+27.89	55.00' RT	720.69	219039.25	2559546.77
231	39+28.81	62.33' RT	720.42	219031.93	2559547.73
232	39+01.81	35.00' RT	721.25	219059.10	2559520.58

CR-94th Court-SE

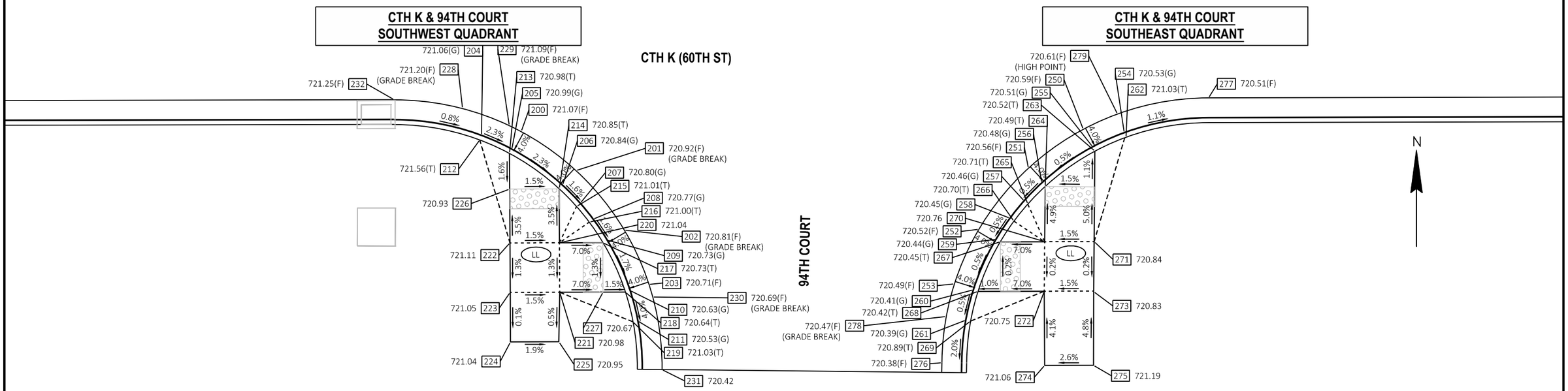
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	39+71.43	38.16' RT	720.59	219056.35	2559590.21
251	39+65.88	42.07' RT	720.56	219052.40	2559584.68
252	39+60.87	48.23' RT	720.52	219046.22	2559579.72
253	39+58.39	53.74' RT	720.49	219040.69	2559577.27
254	39+75.57	38.50' RT	720.53	219056.03	2559594.36
255	39+72.37	39.92' RT	720.51	219054.59	2559591.16
256	39+67.23	43.55' RT	720.48	219050.93	2559586.04
257	39+65.44	45.36' RT	720.46	219049.11	2559584.26
258	39+64.01	47.12' RT	720.45	219047.34	2559582.84
259	39+62.59	49.25' RT	720.44	219045.21	2559581.44
260	39+60.30	54.35' RT	720.41	219040.09	2559579.17

CR-94th Court-SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
261	39+59.52	57.41' RT	720.39	219037.03	2559578.42
262	39+75.74	38.97' RT	721.03	219055.56	2559594.53
263	39+72.60	40.36' RT	720.52	219054.15	2559591.40
264	39+67.56	43.92' RT	720.49	219050.57	2559586.38
265	39+65.81	45.70' RT	720.71	219048.78	2559584.64
266	39+64.41	47.42' RT	720.70	219047.05	2559583.24
267	39+63.02	49.50' RT	720.45	219044.96	2559581.87
268	39+60.77	54.50' RT	720.42	219039.94	2559579.65
269	39+60.01	57.50' RT	720.89	219036.94	2559578.91
270	39+67.50	49.50' RT	720.76	219044.98	2559586.35
271	39+72.51	49.50' RT	720.84	219045.01	2559591.35

CR-94th Court-SE

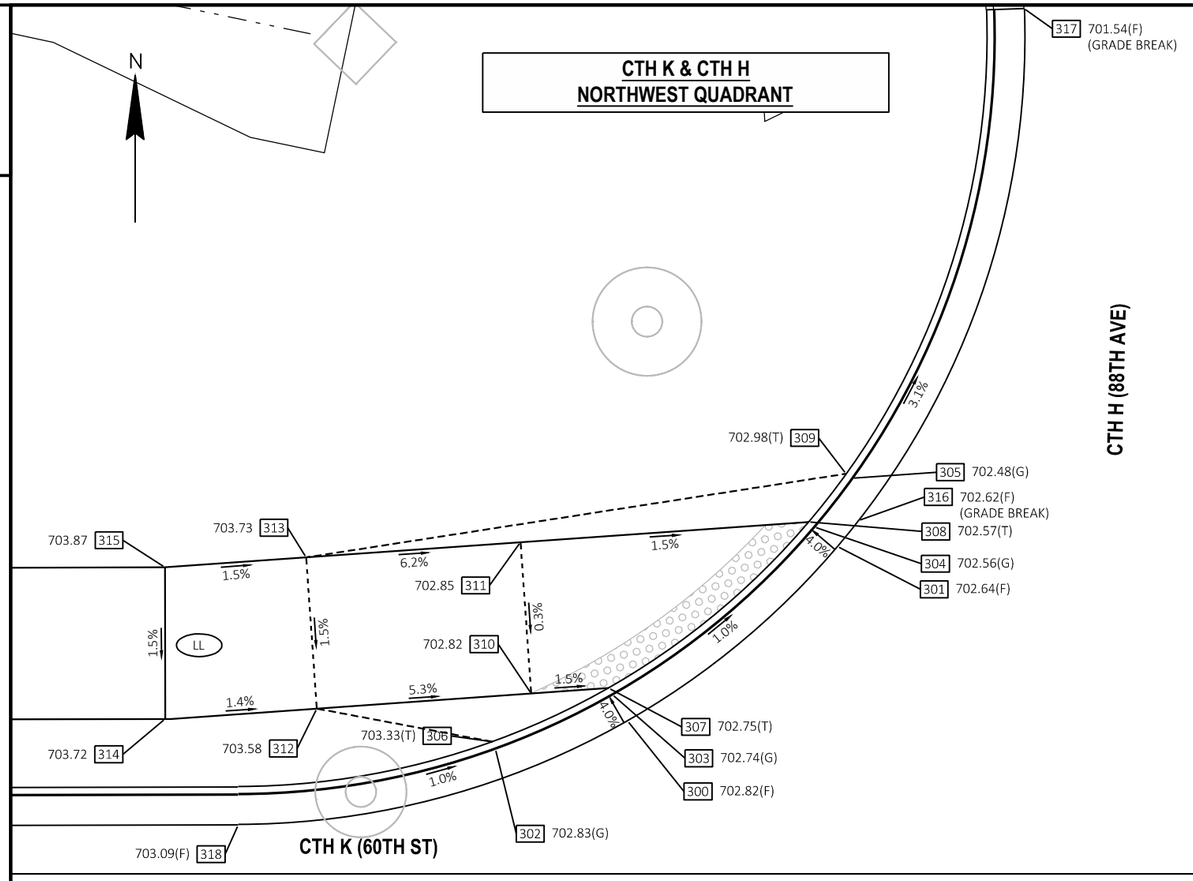
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
272	39+67.45	54.50' RT	720.75	219039.98	2559586.33
273	39+72.45	54.56' RT	720.83	219039.96	2559591.33
274	39+67.49	62.00' RT	721.06	219032.48	2559586.41
275	39+72.41	62.00' RT	721.19	219032.51	2559591.33
276	39+57.10	61.70' RT	720.38	219032.72	2559576.02
277	39+84.10	35.00' RT	720.51	219059.58	2559602.86
278	39+57.56	57.04' RT	720.47	219037.38	2559576.45
279	39+74.89	36.62' RT	720.61	219057.91	2559593.67

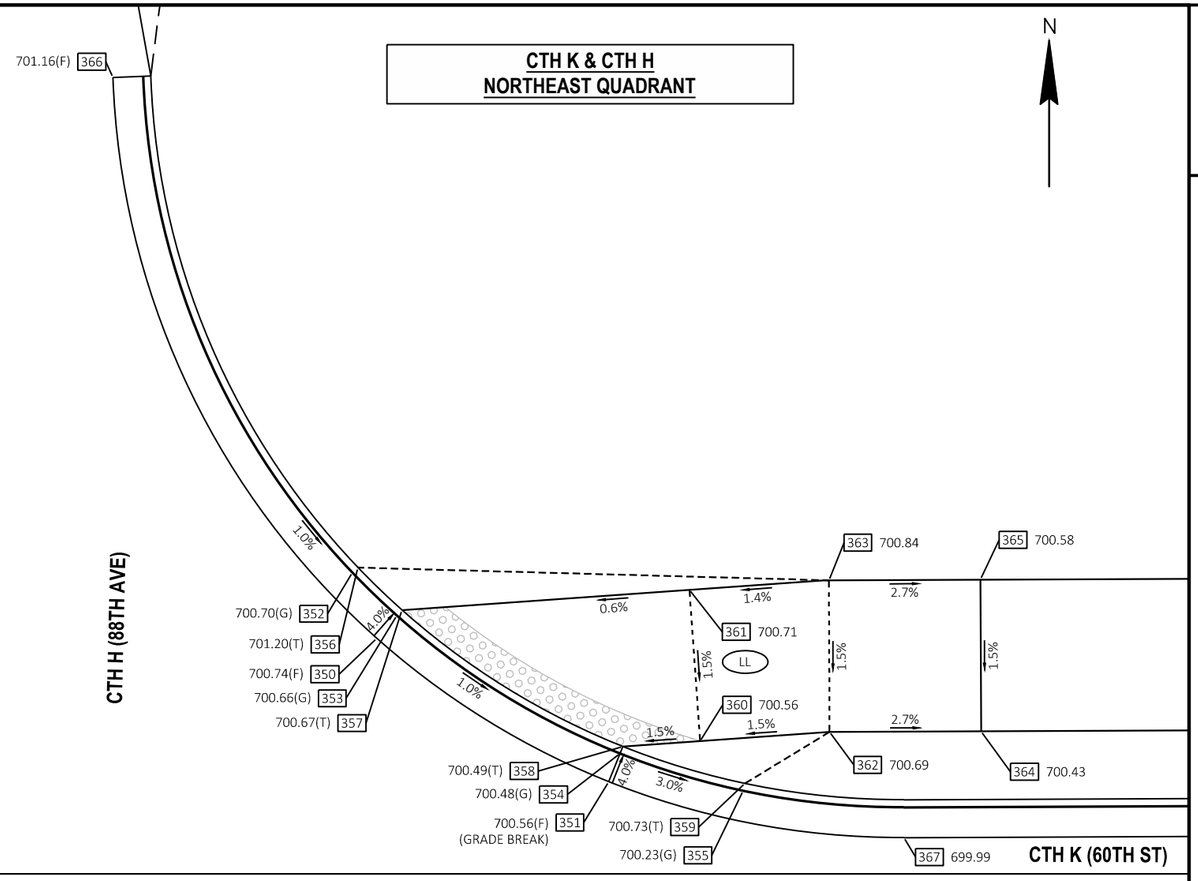


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 43	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 2

PLOT DATE : 1/5/2022 4:13 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT





LEGEND

XXX.XX	SIDEWALK ELEVATION	1	POINT NUMBER
XXX.XX(F)	GUTTER FLANGE ELEVATION	MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
XXX.XX(G)	GUTTER FLOWLINE ELEVATION		DETECTABLE WARNING FIELD
XXX.XX(T)	TOP OF CURB ELEVATION		GRADE BREAK
LL	LEVEL LANDING		

NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	49.5'	19.80'	37.19 SF	17.52'
NORTHEAST	49.5'	19.80'	37.19 SF	17.52'

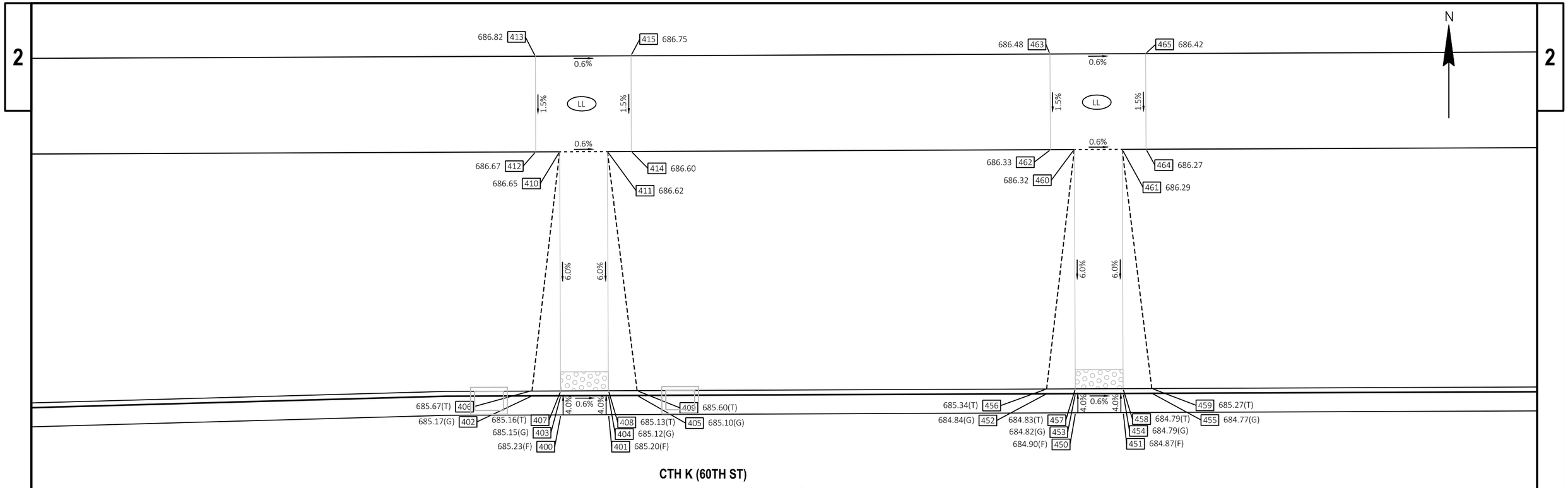
CR-CTH H-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	59+68.70	45.80' LT	702.82	219161.28	2561586.87
301	59+82.58	57.27' LT	702.64	219172.83	2561600.67
302	59+59.98	43.97' LT	702.83	219159.40	2561578.15
303	59+67.72	47.54' LT	702.74	219163.01	2561585.87
304	59+81.06	58.57' LT	702.56	219174.12	2561599.14
305	59+83.57	61.78' LT	702.48	219177.35	2561601.64
306	59+59.81	44.44' LT	703.33	219159.87	2561577.98
307	59+67.47	47.97' LT	702.75	219163.45	2561585.62
308	59+80.67	58.90' LT	702.57	219174.44	2561598.76
309	59+83.17	62.07' LT	702.98	219177.64	2561601.23
310	59+62.35	47.62' LT	702.82	219163.07	2561580.51
311	59+61.67	57.60' LT	702.85	219173.04	2561579.77
312	59+48.20	46.66' LT	703.58	219162.02	2561566.36
313	59+47.52	56.64' LT	703.73	219171.99	2561565.63
314	59+38.20	46.00' LT	703.72	219161.30	2561556.37
315	59+38.20	56.00' LT	703.87	219171.30	2561556.31
316	59+83.97	58.98' LT	702.62	219174.55	2561602.05
317	59+94.97	92.73' LT	701.54	219208.36	2561612.86
318	59+43.00	39.00' LT	703.09	219154.33	2561561.20

CR-CTH H-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	60+72.19	63.30' LT	700.74	219179.45	2561690.13
351	60+87.46	53.78' LT	700.56	219170.05	2561705.47
352	60+70.61	67.63' LT	700.70	219183.77	2561688.51
353	60+73.53	64.78' LT	700.66	219180.95	2561691.45
354	60+88.21	55.63' LT	700.48	219171.91	2561706.20
355	60+96.33	53.13' LT	700.23	219169.48	2561714.34
356	60+70.97	67.97' LT	701.20	219184.12	2561688.87
357	60+73.86	65.16' LT	700.67	219181.32	2561691.78
358	60+88.39	56.10' LT	700.49	219172.38	2561706.39
359	60+96.44	53.62' LT	700.73	219169.97	2561714.45
360	60+93.50	56.43' LT	700.56	219172.76	2561711.49
361	60+92.84	66.41' LT	700.71	219182.73	2561710.75
362	61+02.04	57.00' LT	700.69	219173.39	2561720.02
363	61+02.04	67.00' LT	700.84	219183.39	2561719.95
364	61+12.04	57.00' LT	700.43	219173.46	2561730.02
365	61+12.04	67.00' LT	700.58	219183.46	2561729.95
366	60+54.94	100.37' LT	701.16	219216.39	2561672.59
367	61+06.92	50.00' LT	699.99	219166.42	2561724.96

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 44	E



CTH K & 82ND AVE
NORTHWEST QUADRANT

CTH K & 82ND AVE
NORTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-82nd Ave-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	78+43.00	31.50' LT	685.23	219151.87	2563461.08
401	78+48.00	31.50' LT	685.20	219151.91	2563466.08
402	78+40.00	33.50' LT	685.17	219153.85	2563458.07
403	78+43.00	33.50' LT	685.15	219153.87	2563461.07
404	78+48.00	33.50' LT	685.12	219153.91	2563466.07
405	78+51.00	33.50' LT	685.10	219153.93	2563469.07
406	78+40.00	34.06' LT	685.67	219154.41	2563458.07
407	78+43.00	34.00' LT	685.16	219154.37	2563461.06
408	78+48.00	34.00' LT	685.13	219154.41	2563466.06
409	78+51.00	34.00' LT	685.60	219154.43	2563469.06
410	78+43.00	59.00' LT	686.65	219179.37	2563460.87
411	78+48.00	59.00' LT	686.62	219179.41	2563465.87
412	78+40.50	59.00' LT	686.67	219179.35	2563458.37
413	78+40.50	69.00' LT	686.82	219189.35	2563458.29
414	78+50.50	59.00' LT	686.60	219179.43	2563468.37
415	78+50.50	69.00' LT	686.75	219189.43	2563468.29

CR-82nd Ave-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	78+96.83	31.50' LT	684.90	219152.29	2563514.91
451	79+01.83	31.50' LT	684.87	219152.33	2563519.91
452	78+93.83	33.50' LT	684.84	219154.27	2563511.90
453	78+96.83	33.50' LT	684.82	219154.29	2563514.90
454	79+01.83	33.50' LT	684.79	219154.33	2563519.90
455	79+04.83	33.50' LT	684.77	219154.35	2563522.90
456	78+93.83	34.00' LT	685.34	219154.77	2563511.89
457	78+96.83	34.00' LT	684.83	219154.79	2563514.89
458	79+01.83	34.00' LT	684.79	219154.83	2563519.89
459	79+04.83	34.00' LT	685.27	219154.85	2563522.89
460	78+96.81	59.00' LT	686.32	219179.79	2563514.68
461	79+01.83	59.00' LT	686.29	219179.83	2563519.70
462	78+94.33	59.00' LT	686.33	219179.77	2563512.20
463	78+94.33	69.00' LT	686.48	219189.77	2563512.12
464	79+04.33	59.00' LT	686.27	219179.85	2563522.20
465	79+04.33	69.00' LT	686.42	219189.85	2563522.12

CR-82nd Ave-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	78+44.18	34.70' RT	685.27	219085.68	2563462.77
501	78+49.69	38.62' RT	685.30	219081.81	2563468.31
502	78+53.19	42.52' RT	685.33	219077.93	2563471.84
503	78+56.31	48.03' RT	685.36	219072.45	2563475.01
504	78+40.17	35.08' RT	685.17	219085.27	2563458.77
505	78+43.23	36.47' RT	685.19	219083.91	2563461.84
506	78+48.34	40.09' RT	685.22	219080.33	2563466.97
507	78+49.97	41.73' RT	685.23	219078.69	2563468.62
508	78+50.27	42.08' RT	685.24	219078.35	2563468.93
509	78+51.57	43.70' RT	685.25	219076.74	2563470.24
510	78+54.47	48.81' RT	685.28	219071.66	2563473.17
511	78+55.53	51.87' RT	685.30	219068.60	2563474.25
512	78+40.00	35.55' RT	685.67	219084.80	2563458.60
513	78+43.00	36.91' RT	685.20	219083.47	2563461.61
514	78+48.00	40.46' RT	685.23	219079.95	2563466.64
515	78+49.60	42.07' RT	685.48	219078.36	2563468.25
516	78+49.90	42.41' RT	685.49	219078.02	2563468.55
517	78+51.17	44.00' RT	685.26	219076.44	2563469.84
518	78+54.00	49.00' RT	685.29	219071.46	2563472.71
519	78+55.04	52.00' RT	685.80	219068.47	2563473.77

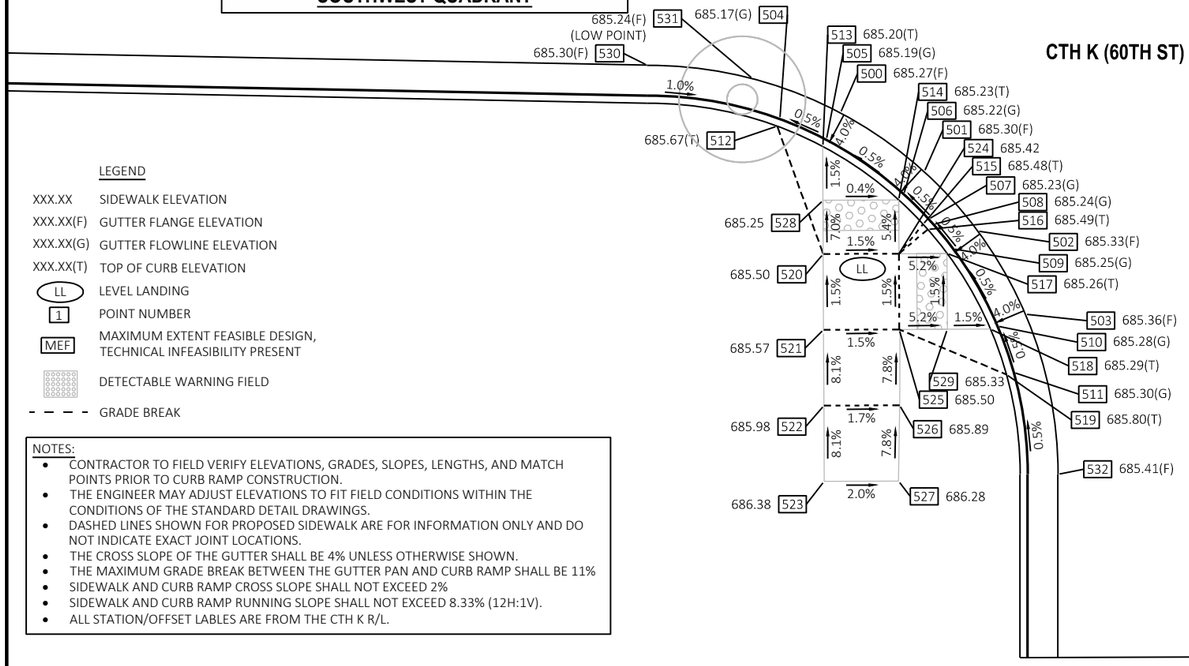
CR-82nd Ave-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
520	78+43.00	44.00' RT	685.50	219076.38	2563461.66
521	78+43.00	49.00' RT	685.57	219071.38	2563461.70
522	78+43.00	54.00' RT	685.98	219066.38	2563461.74
523	78+43.00	59.00' RT	686.38	219061.38	2563461.78
524	78+48.00	44.00' RT	685.42	219076.41	2563466.66
525	78+48.00	49.00' RT	685.50	219071.41	2563466.70
526	78+48.00	54.00' RT	685.89	219066.41	2563466.74
527	78+47.90	59.00' RT	686.28	219061.41	2563466.68
528	78+43.00	40.46' RT	685.25	219079.92	2563461.64
529	78+51.17	49.00' RT	685.33	219071.44	2563469.87
530	78+31.42	31.50' RT	685.30	219088.79	2563449.99
531	78+38.39	32.41' RT	685.24	219087.93	2563456.97
532	78+58.42	58.60' RT	685.41	219061.89	2563477.20

CR-82nd Ave-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	79+00.66	34.75' RT	684.86	219086.07	2563519.26
551	78+95.15	38.69' RT	684.90	219082.08	2563513.78
552	78+91.74	42.52' RT	684.95	219078.23	2563510.39
553	78+88.62	48.03' RT	685.04	219072.70	2563507.31
554	79+04.67	35.11' RT	684.76	219085.74	2563523.27
555	79+01.61	36.51' RT	684.78	219084.32	2563520.22
556	78+96.51	40.16' RT	684.82	219080.63	2563515.15
557	78+94.89	41.81' RT	684.83	219078.96	2563513.54
558	78+94.81	41.90' RT	684.83	219078.87	2563513.46
559	78+93.35	43.70' RT	684.87	219077.06	2563512.01
560	78+90.46	48.81' RT	684.96	219071.94	2563509.16
561	78+89.40	51.87' RT	685.02	219068.87	2563508.12
562	79+04.85	35.58' RT	685.26	219085.27	2563523.45
563	79+01.85	36.95' RT	684.79	219083.88	2563520.46
564	78+96.85	40.53' RT	684.82	219080.26	2563515.49
565	78+95.26	42.15' RT	685.08	219078.63	2563513.91
566	78+95.18	42.24' RT	685.08	219078.54	2563513.83
567	78+93.75	44.00' RT	684.87	219076.77	2563512.42
568	78+90.92	49.00' RT	684.97	219071.75	2563509.62
569	78+89.88	52.00' RT	685.52	219068.74	2563508.61

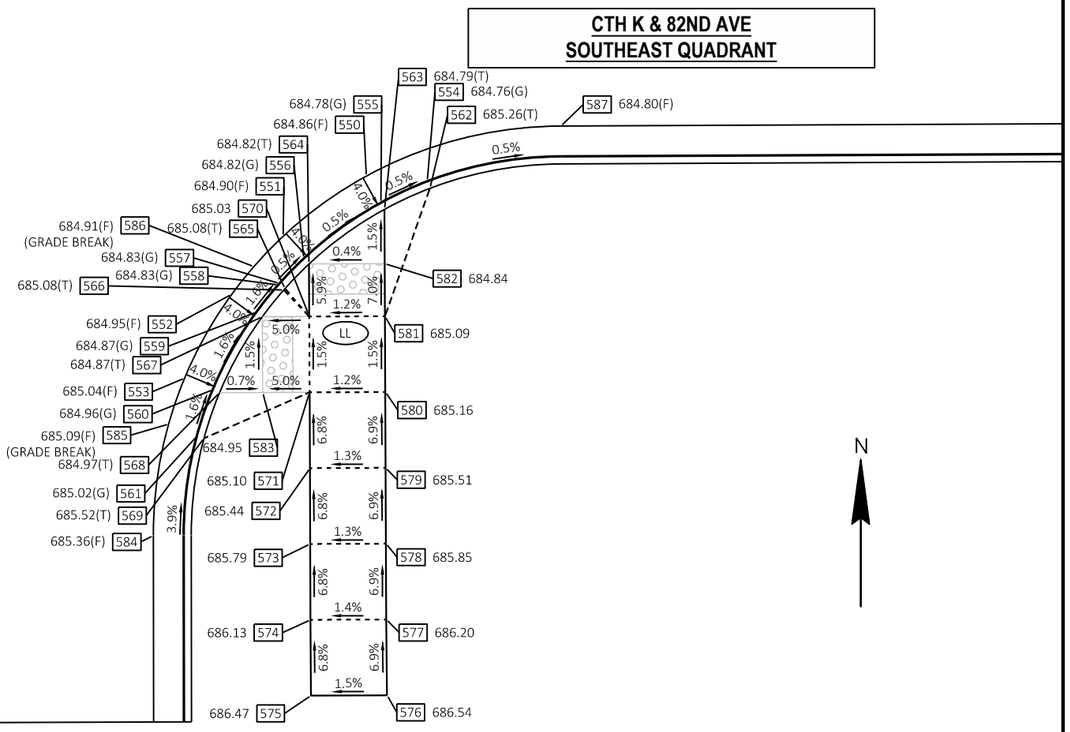
CR-82nd Ave-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
570	78+96.85	44.00' RT	685.03	219076.79	2563515.52
571	78+96.85	49.00' RT	685.10	219071.79	2563515.56
572	78+96.85	54.00' RT	685.44	219066.79	2563515.60
573	78+96.85	59.00' RT	685.79	219061.79	2563515.64
574	78+96.85	64.00' RT	686.13	219056.79	2563515.67
575	78+96.86	69.00' RT	686.47	219051.79	2563515.72
576	79+01.88	69.00' RT	686.54	219051.83	2563520.73
577	79+01.85	64.00' RT	686.20	219056.83	2563520.67
578	79+01.85	59.00' RT	685.85	219061.83	2563520.64
579	79+01.85	54.00' RT	685.51	219066.83	2563520.60
580	79+01.85	49.00' RT	685.16	219071.83	2563520.56
581	79+01.85	44.00' RT	685.09	219076.83	2563520.52
582	79+01.85	40.53' RT	684.84	219080.30	2563520.49
583	78+93.75	49.00' RT	684.95	219071.77	2563512.46
584	78+86.50	58.41' RT	685.36	219062.30	2563505.28
585	78+87.55	51.04' RT	685.09	219069.68	2563506.27
586	78+93.21	40.69' RT	684.91	219080.07	2563511.85
587	79+13.50	31.50' RT	684.80	219089.42	2563532.07

2

CTH K & 82ND AVE SOUTHWEST QUADRANT



CTH K & 82ND AVE SOUTHEAST QUADRANT



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
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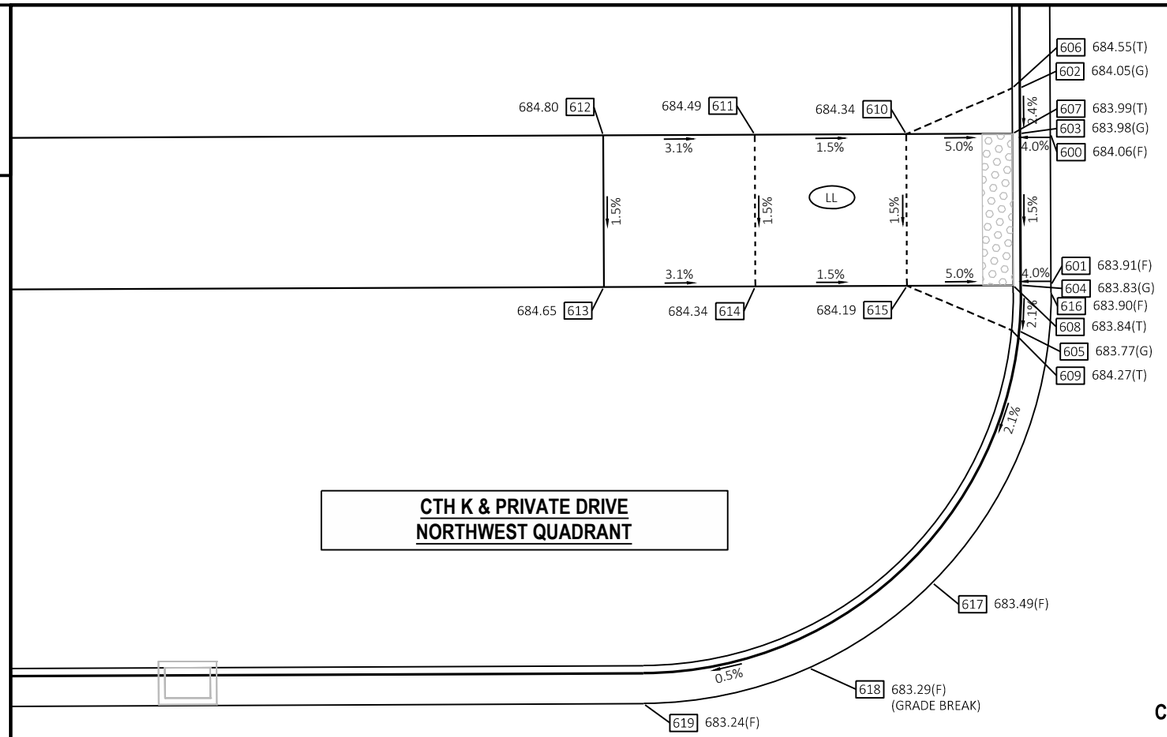
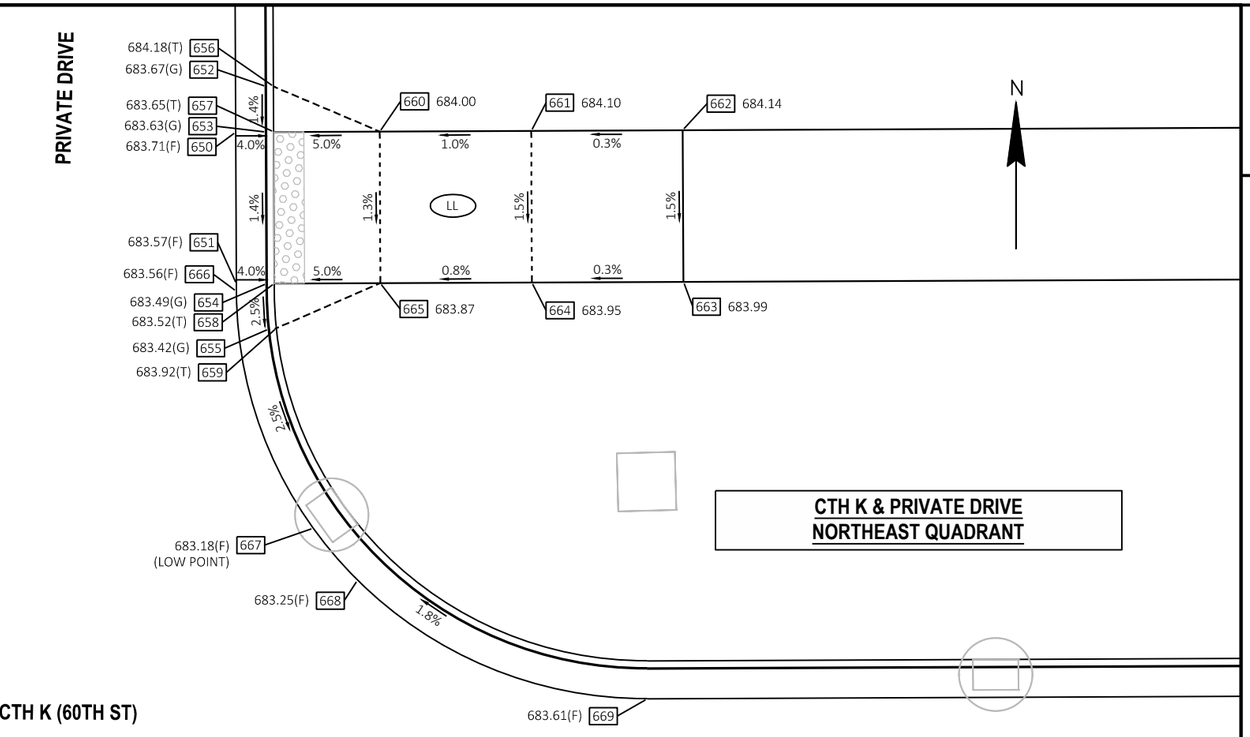
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 46	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 5

PLOT DATE : 1/5/2022 4:13 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT





LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:

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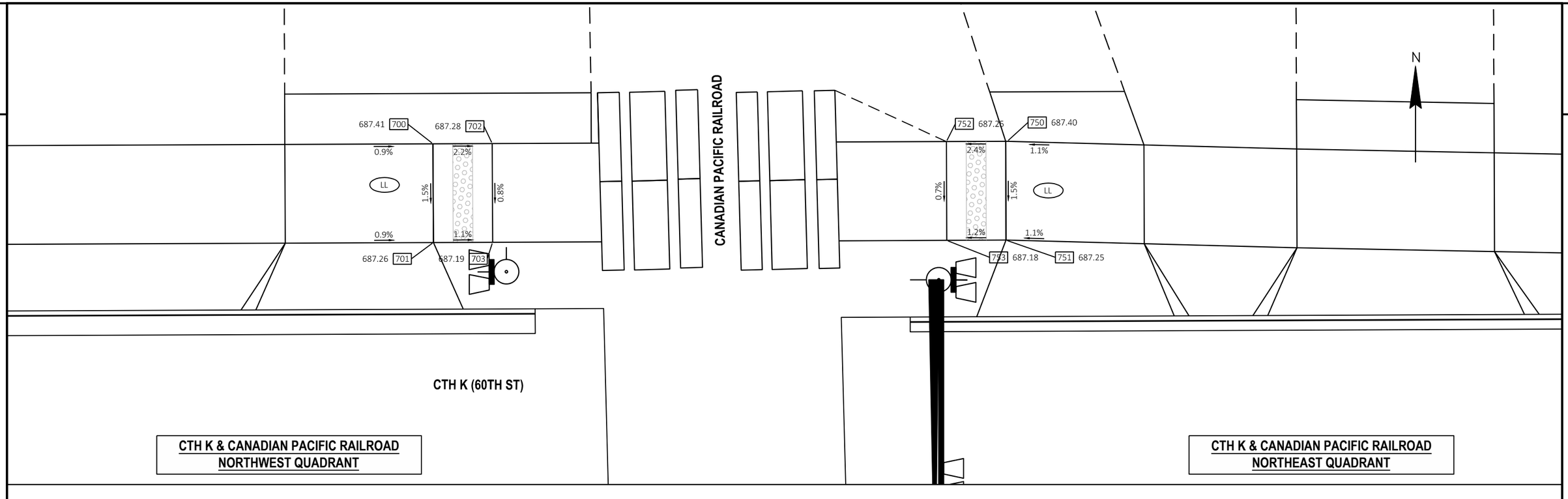
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-Private Dr-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	82+71.11	69.00' LT	684.06	219192.68	2563888.89
601	82+71.11	59.00' LT	683.91	219182.68	2563888.97
602	82+69.11	72.00' LT	684.05	219195.66	2563886.87
603	82+69.11	69.00' LT	683.98	219192.66	2563886.89
604	82+69.11	59.00' LT	683.83	219182.66	2563886.97
605	82+68.99	56.00' LT	683.77	219179.66	2563886.87
606	82+68.61	72.00' LT	684.55	219195.66	2563886.37
607	82+68.61	69.00' LT	683.99	219192.66	2563886.39
608	82+68.61	59.00' LT	683.84	219182.66	2563886.47
609	82+68.49	56.05' LT	684.27	219179.71	2563886.37
610	82+61.61	69.00' LT	684.34	219192.60	2563879.39
611	82+51.61	69.00' LT	684.49	219192.53	2563869.39
612	82+41.61	68.99' LT	684.80	219192.44	2563859.39
613	82+41.61	59.00' LT	684.65	219182.45	2563859.47
614	82+51.61	59.00' LT	684.34	219182.53	2563869.47
615	82+61.61	59.00' LT	684.19	219182.61	2563879.47
616	82+71.11	58.50' LT	683.90	219182.18	2563888.97
617	82+63.20	39.41' LT	683.49	219163.03	2563881.21
618	82+55.05	33.81' LT	683.29	219157.37	2563873.10
619	82+44.11	31.50' LT	683.24	219154.97	2563862.18

CR-Private Dr-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
650	82+93.65	69.00' LT	683.71	219192.85	2563911.43
651	82+93.65	59.00' LT	683.57	219182.85	2563911.51
652	82+95.65	72.00' LT	683.67	219195.87	2563913.41
653	82+95.65	69.00' LT	683.63	219192.87	2563913.43
654	82+95.65	59.00' LT	683.49	219182.87	2563913.51
655	82+95.78	56.00' LT	683.42	219179.87	2563913.66
656	82+96.15	72.00' LT	684.18	219195.87	2563913.91
657	82+96.15	69.00' LT	683.65	219192.87	2563913.93
658	82+96.15	59.00' LT	683.52	219182.87	2563914.01
659	82+96.27	56.05' LT	683.92	219179.93	2563914.15
660	83+03.15	69.00' LT	684.00	219192.93	2563920.93
661	83+13.15	69.00' LT	684.10	219193.00	2563930.93
662	83+23.15	69.00' LT	684.14	219193.08	2563940.93
663	83+23.15	59.00' LT	683.99	219183.08	2563941.01
664	83+13.15	59.00' LT	683.95	219183.00	2563931.01
665	83+03.15	59.00' LT	683.87	219182.93	2563921.01
666	82+93.65	58.50' LT	683.56	219182.35	2563911.51
667	82+98.65	42.84' LT	683.18	219166.74	2563916.64
668	83+01.56	39.41' LT	683.25	219163.32	2563919.57
669	83+20.65	31.50' LT	683.61	219155.56	2563938.72



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - -	GRADE BREAK

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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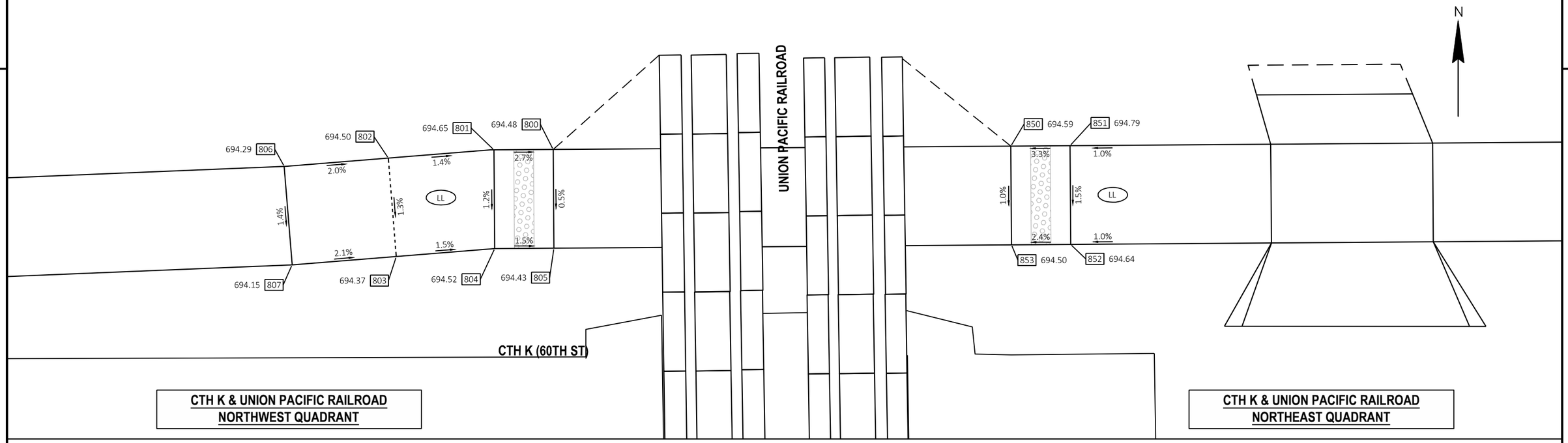
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-CPRR-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	86+05.79	50.75' LT	687.41	219177.01	2564223.71
701	86+05.79	40.75' LT	687.26	219167.01	2564223.78
702	86+11.79	50.75' LT	687.28	219177.06	2564229.71
703	86+11.79	40.75' LT	687.19	219167.06	2564229.78

CR-CPRR-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
750	86+63.94	50.75' LT	687.40	219177.46	2564281.85
751	86+63.79	40.75' LT	687.25	219167.46	2564281.78
752	86+57.79	50.75' LT	687.25	219177.42	2564275.70
753	86+57.79	40.75' LT	687.18	219167.42	2564275.78



CTH K & UNION PACIFIC RAILROAD
NORTHWEST QUADRANT

CTH K & UNION PACIFIC RAILROAD
NORTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(LL)	LEVEL LANDING
[1]	POINT NUMBER
[MEF]	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	DETECTABLE WARNING FIELD
- - - -	GRADE BREAK

NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM THE CTH K R/L.

CR-UPRR-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	105+82.14	54.40' LT	694.48	219195.90	2566199.96
801	105+76.14	54.38' LT	694.65	219195.83	2566193.96
802	105+65.44	53.59' LT	694.50	219194.96	2566183.27
803	105+66.20	43.62' LT	694.37	219185.00	2566184.11
804	105+76.17	44.38' LT	694.52	219185.83	2566194.07
805	105+82.17	44.40' LT	694.43	219185.90	2566200.07
806	105+54.89	52.79' LT	694.29	219194.08	2566172.73
807	105+55.65	42.82' LT	694.15	219184.11	2566173.57

CR-UPRR-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
850	106+28.48	54.54' LT	694.59	219196.40	2566246.30
851	106+34.48	54.56' LT	694.79	219196.46	2566252.30
852	106+34.50	44.56' LT	694.64	219186.46	2566252.40
853	106+28.50	44.54' LT	694.50	219186.40	2566246.40

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 49	E

2

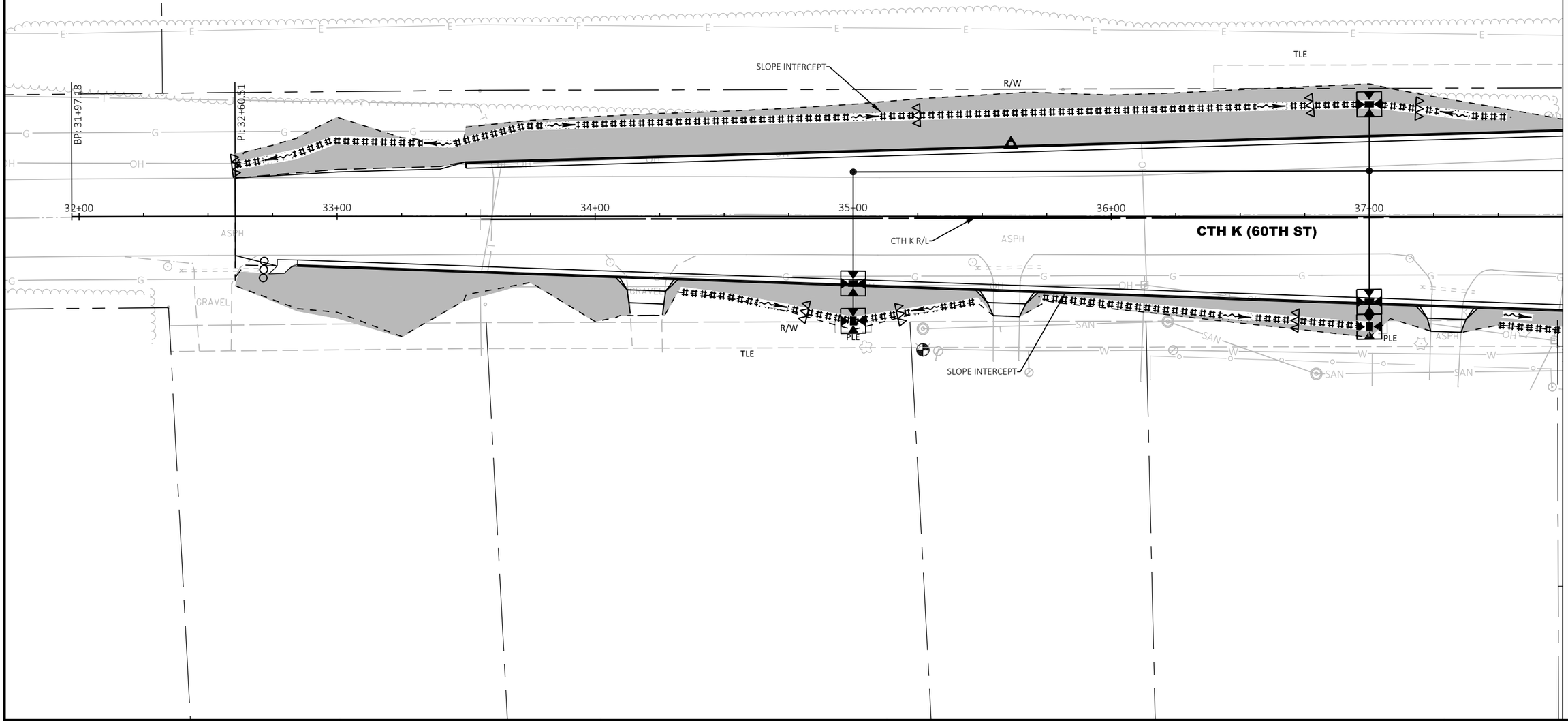
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE SALVAGED TOPSOIL, FERTILIZER TYPE B, AND SEED UNLESS OTHERWISE NOTED ELSEWHERE.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS, TYPE A TO REMAIN AT FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 50	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 1

PLOT DATE : 1/6/2022 9:36 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS. TYPE A TO REMAIN AT FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

SLOPE INTERCEPT

TLE

R/W

P: 38+00.51

MATCHLINE STA 37+75.00

38+00 39+00 40+00 41+00 42+00 43+00

ASPH

CTH K R/L

CTH K (60TH ST)

SLOPE INTERCEPT

MATCHLINE STA 43+50.00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 51	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 2

PLOT DATE : 1/6/2022 9:37 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

MATCHLINE STA 43+50.00

MATCHLINE STA 49+25.00

SLOPE INTERCEPT

TLE

R/W

P.I. 46+08.91

44+00 45+00 46+00 47+00 48+00 49+00

CTH K R/L

CTH K (60TH ST)

SLOPE INTERCEPT

R/W

TLE

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 52	E

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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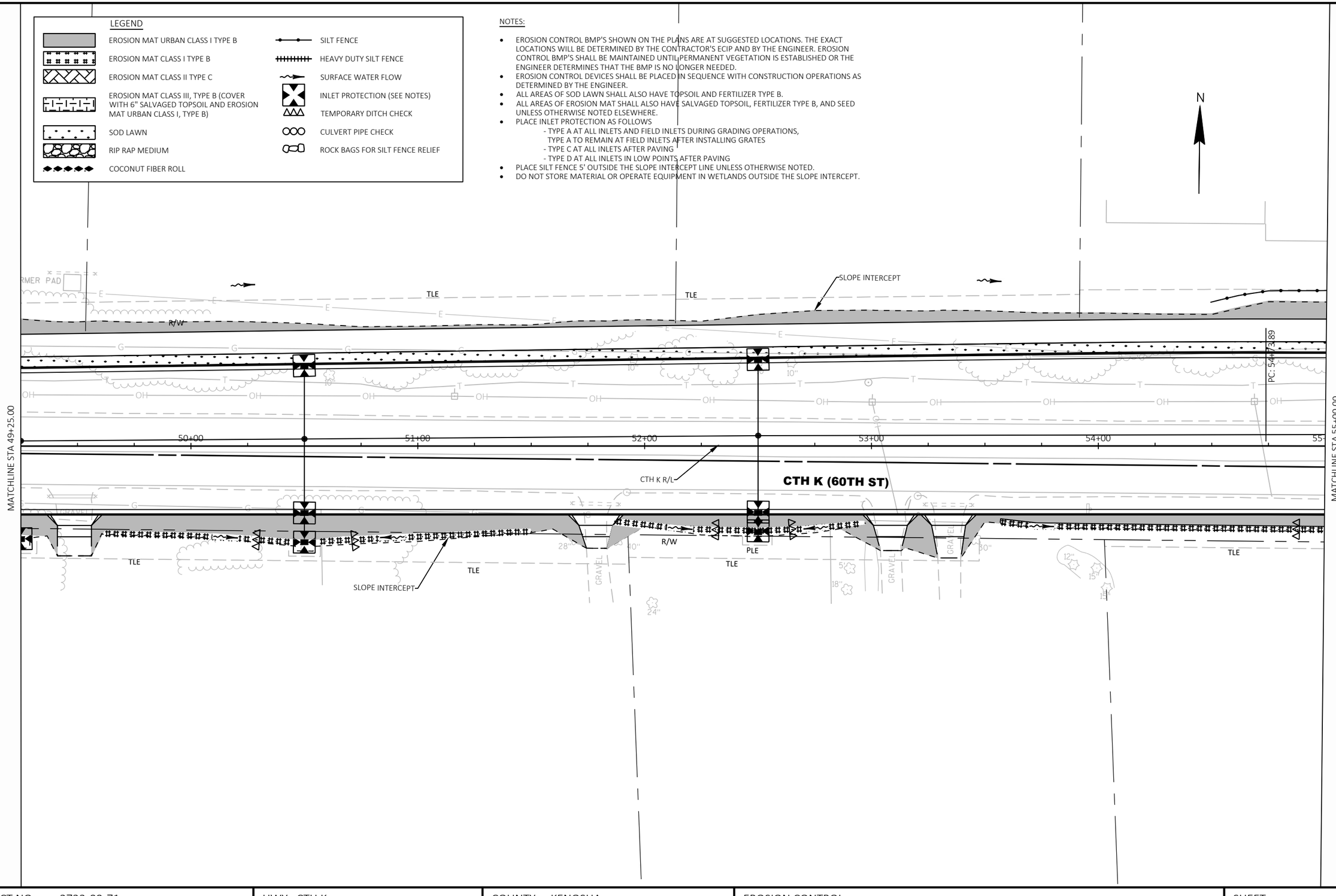
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 53	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 4

PLOT DATE : 1/6/2022 9:37 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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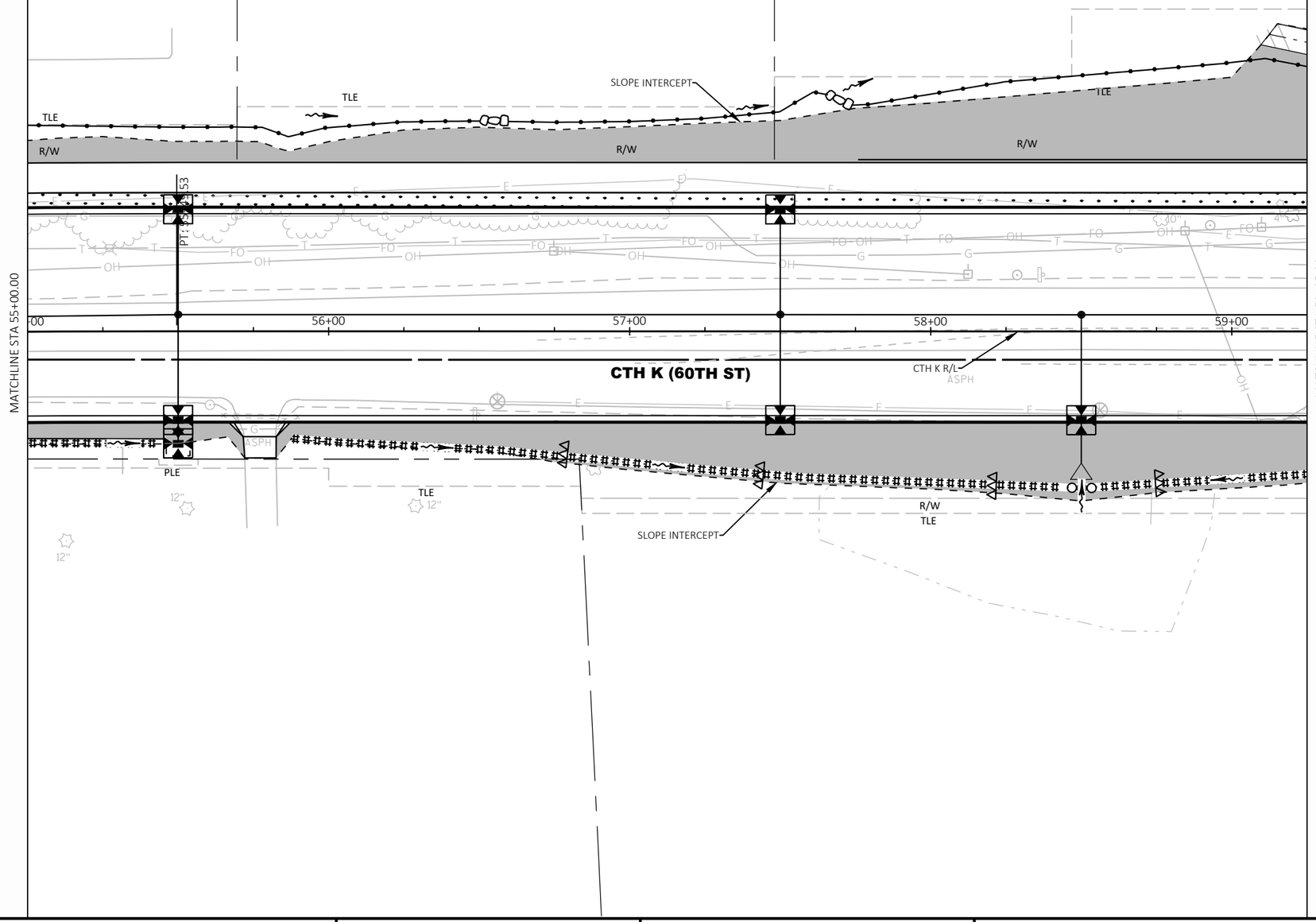
N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 54	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 5

PLOT DATE : 1/6/2022 9:37 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

MATCHLINE STA 17+75

MATCHLINE STA 59+25.00

MATCHLINE STA 65+00.00

MATCHLINE STA 14+50

CTH H (88TH AVE)

CTH K (60TH ST)

CTH H NORTH R/L

CTH H SOUTH R/L

CTH K R/L

PI: STA 31.61

SLOPE INTERCEPT

2'X2' MASONRY COLUMN (TYP.)

TLE

PLE

R/W

17+00

16+00

15+00

60+00

61+00

62+00

63+00

64+00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 55	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 6

PLOT DATE : 1/6/2022 9:37 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
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NOTES:

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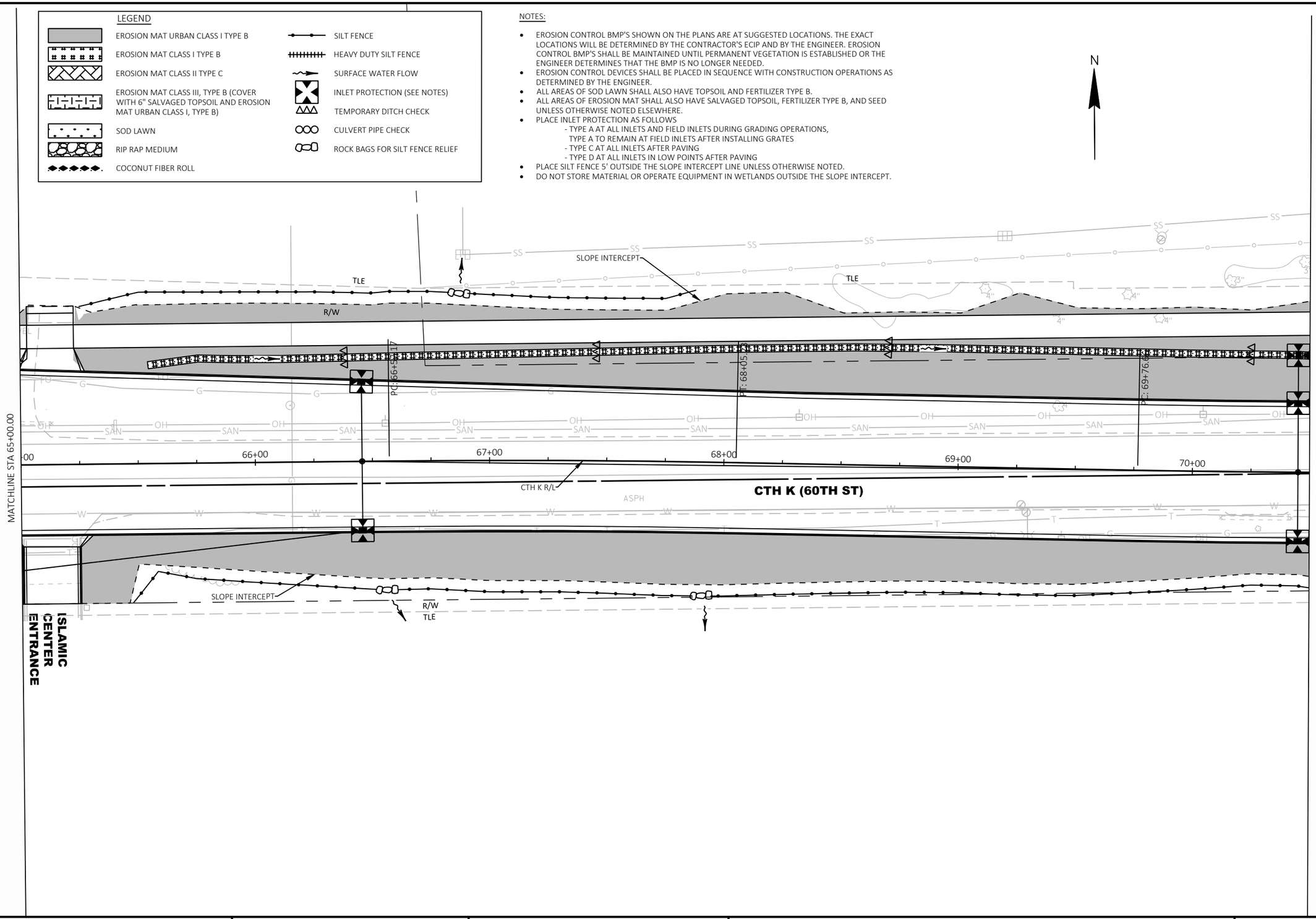
N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 56	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 7

PLOT DATE : 1/6/2022 9:38 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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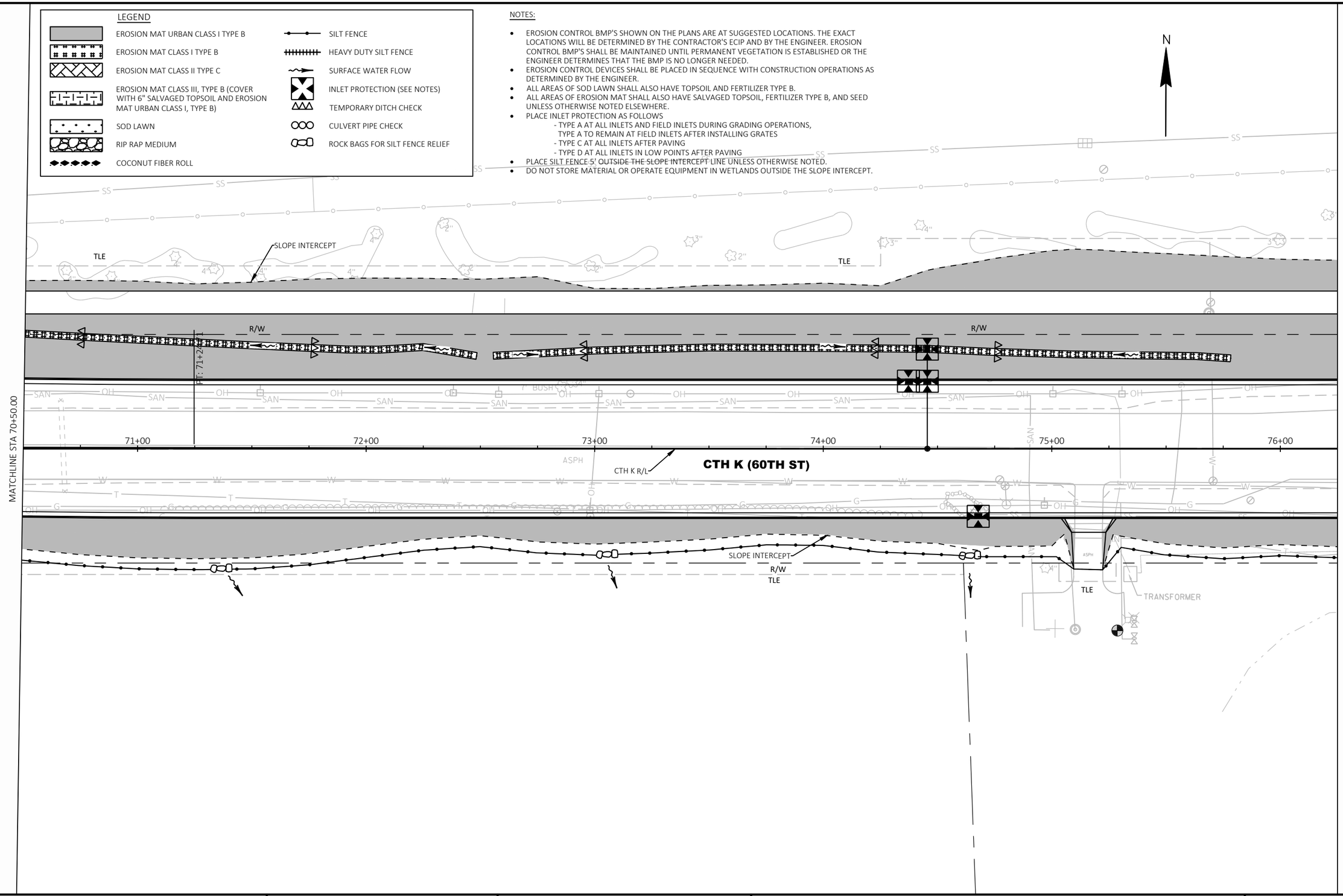

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 57	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 8

PLOT DATE : 1/6/2022 9:38 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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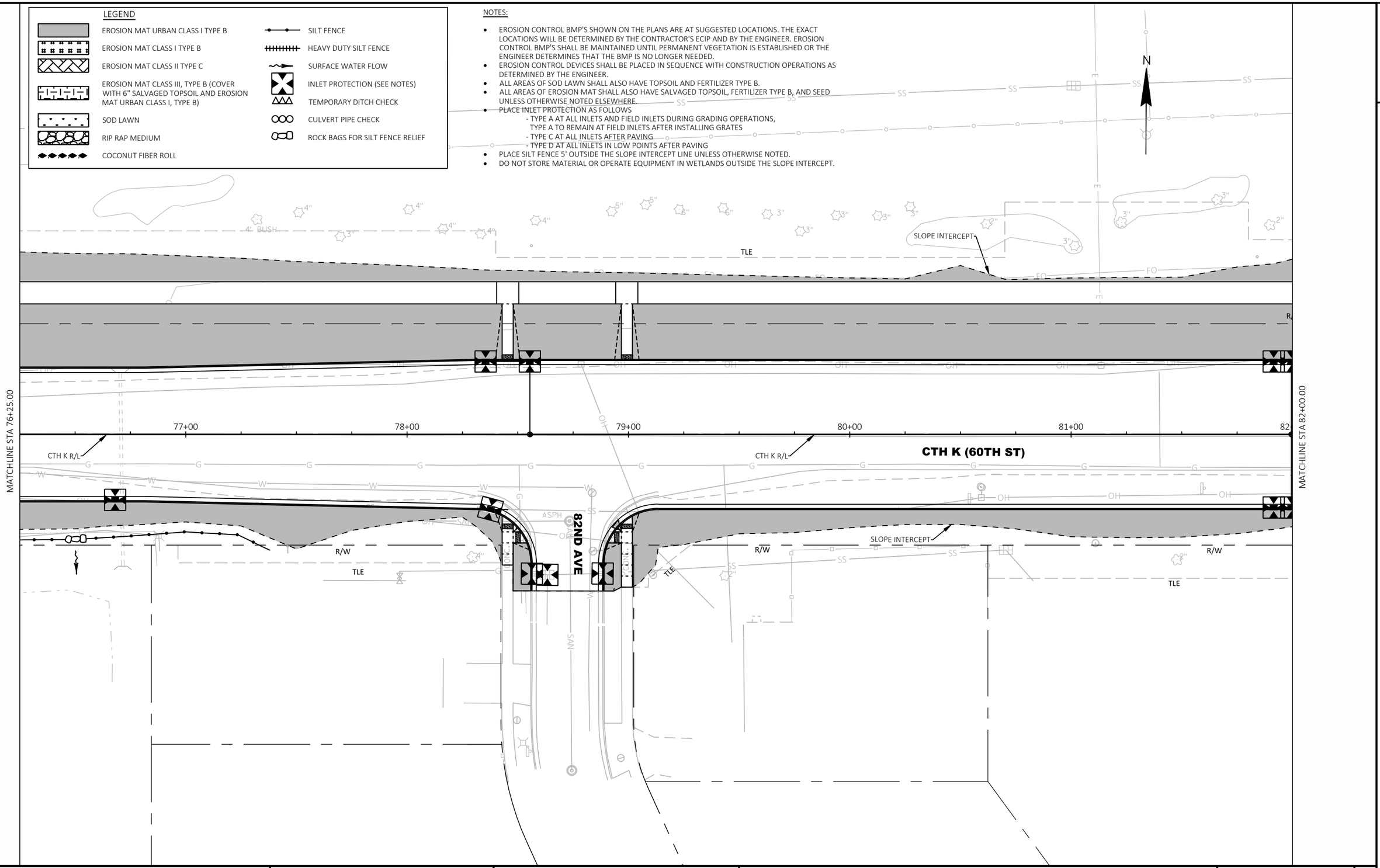
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 58	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 9

PLOT DATE : 1/6/2022 9:38 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 82+00.00

MATCHLINE STA 87+75.00

MATCHLINE POND

TLE

PLE

TLE

SLOPE INTERCEPT

N

CANADIAN PACIFIC RAILROAD

PRIVATE DRIVE

SLOPE INTERCEPT

TLE

TLE

R/W

R/W

R/W

82+00

83+00

84+00

85+00

86+00

87+00

CTH K R/L

CTH K (60TH ST)

R/W

R/W

TLE

SLOPE INTERCEPT

TLE

HE

TLE

R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE SALVAGED TOPSOIL, FERTILIZER TYPE B, AND SEED UNLESS OTHERWISE NOTED ELSEWHERE.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS, TYPE A TO REMAIN AT FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 59	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 1/6/2022 9:38 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE POND

NORMAL WATER ELEVATION LINE

POND C/L

2+00

1+00

12+00

R/W

R/W

SLOPE INTERCEPT

PLE

N

INSTALL AFTER COMPLETION OF NEW DITCH & ROADWAY FILL

R/W

ORDINARY HIGH WATER MARK?
ELEVATION = 675.19

MATCHLINE STA 87+75.00

88+00

89+00

90+00

CTH K R/L

CTH K (60TH ST)

91+00

92+00

93+00

MATCHLINE STA 93+50.00

ASPH

BEAM GUARD

ASPH

OH

30"

30"

CONC.

R/W

R/W

TLE

SLOPE INTERCEPT

TLE

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS, TYPE A TO REMAIN AT FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

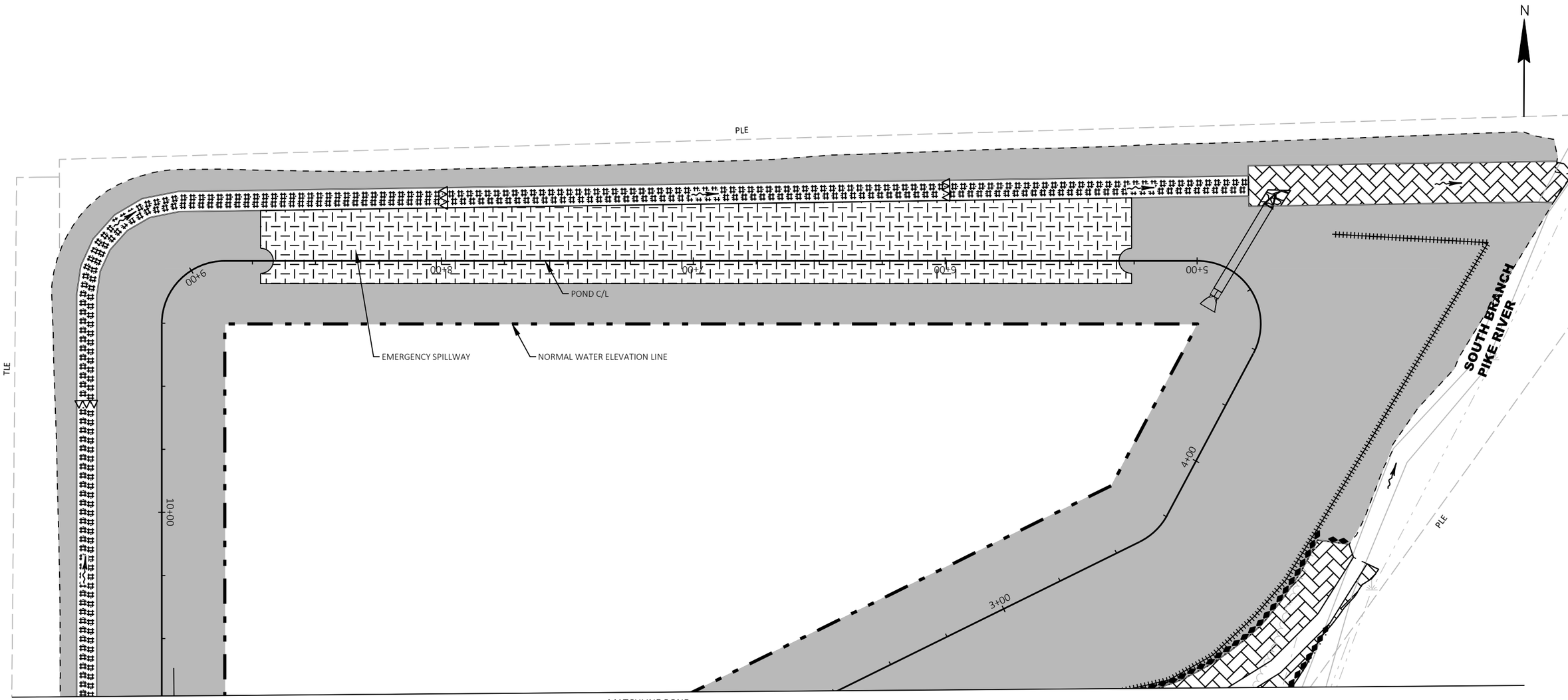
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 60	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 1/6/2022 9:38 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- PLACE INLET PROTECTION AS FOLLOWS
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  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 61	E

2

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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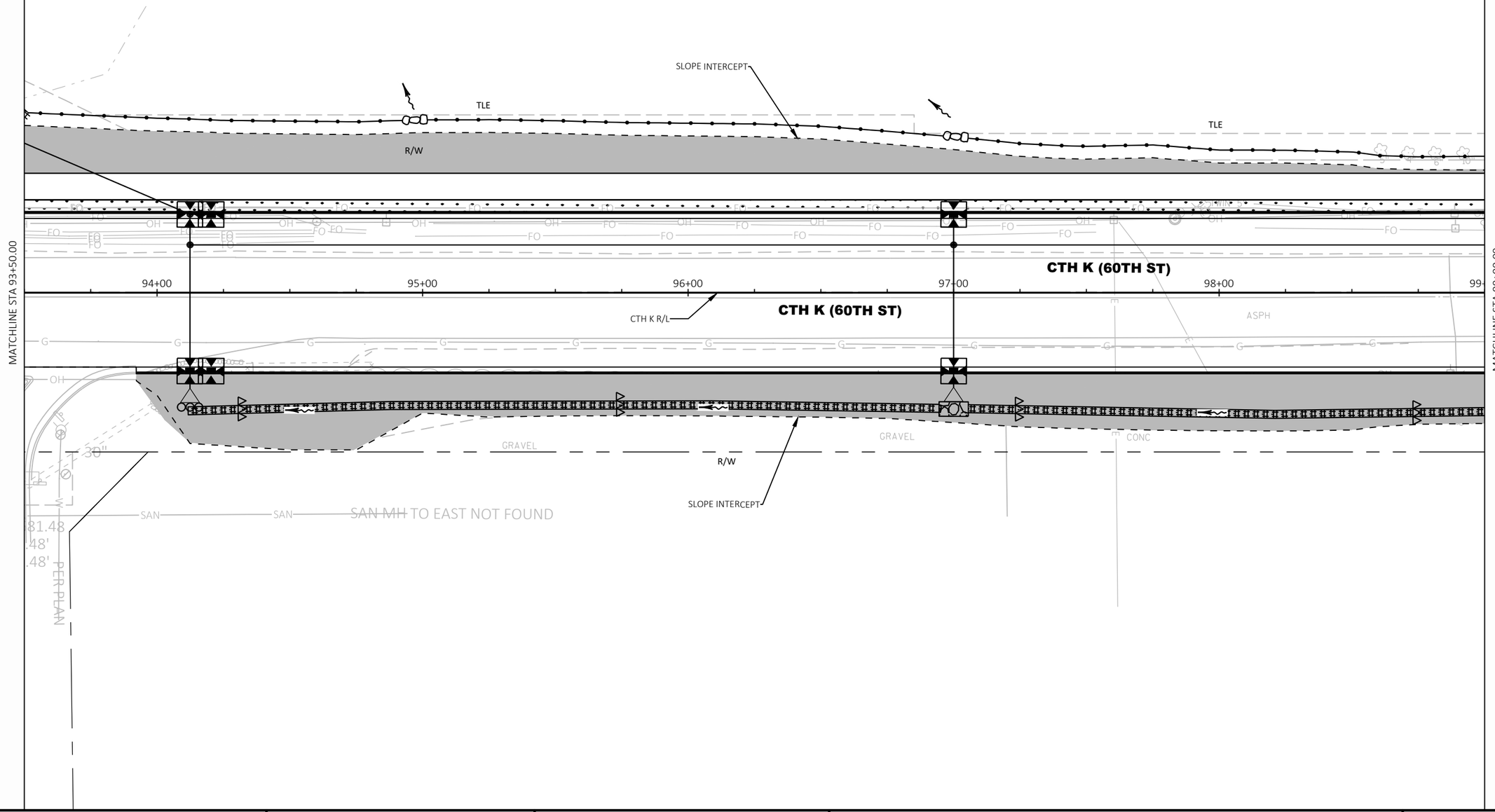
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 62	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 1/6/2022 9:39 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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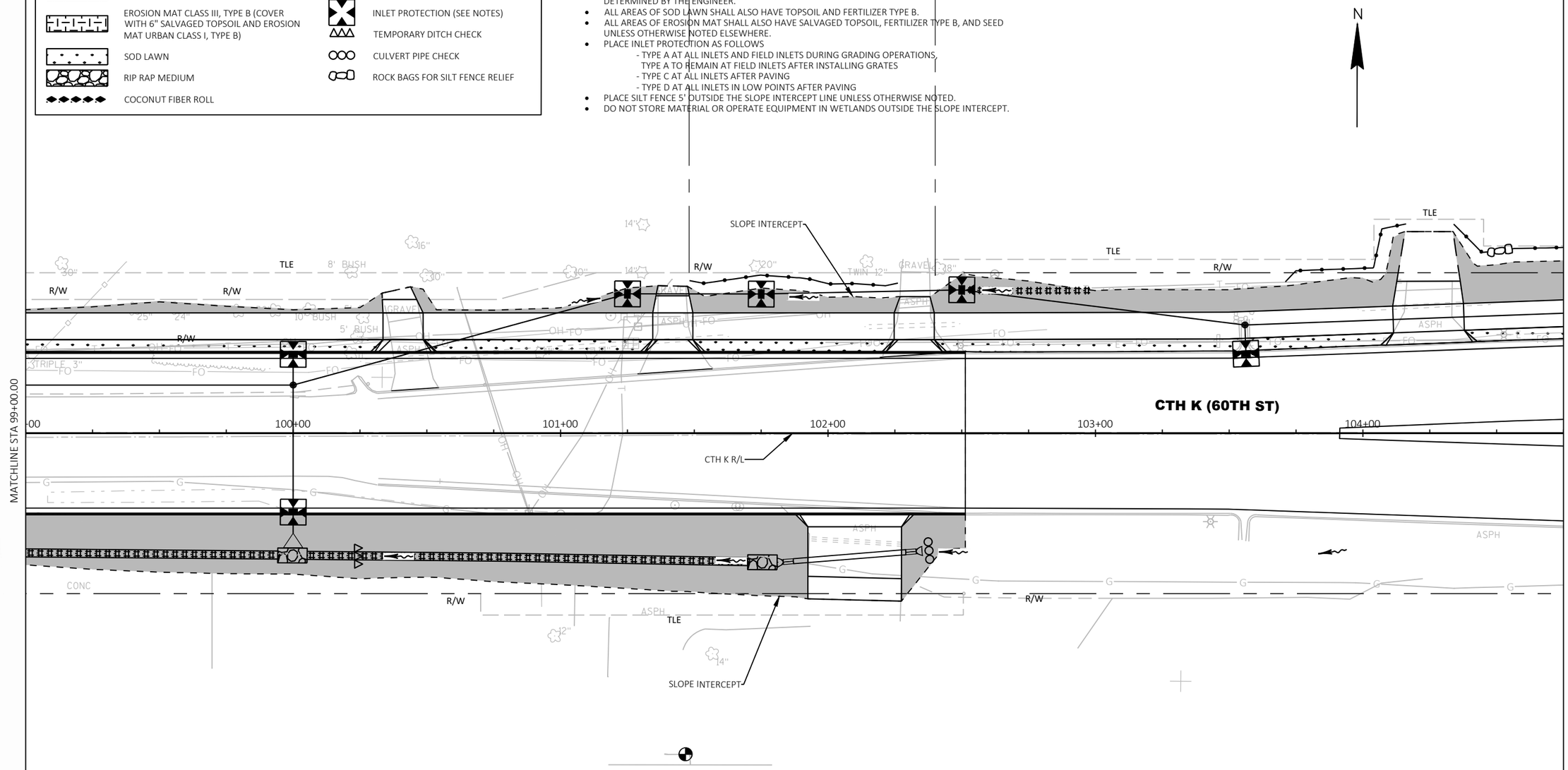

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 63	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 1/6/2022 9:39 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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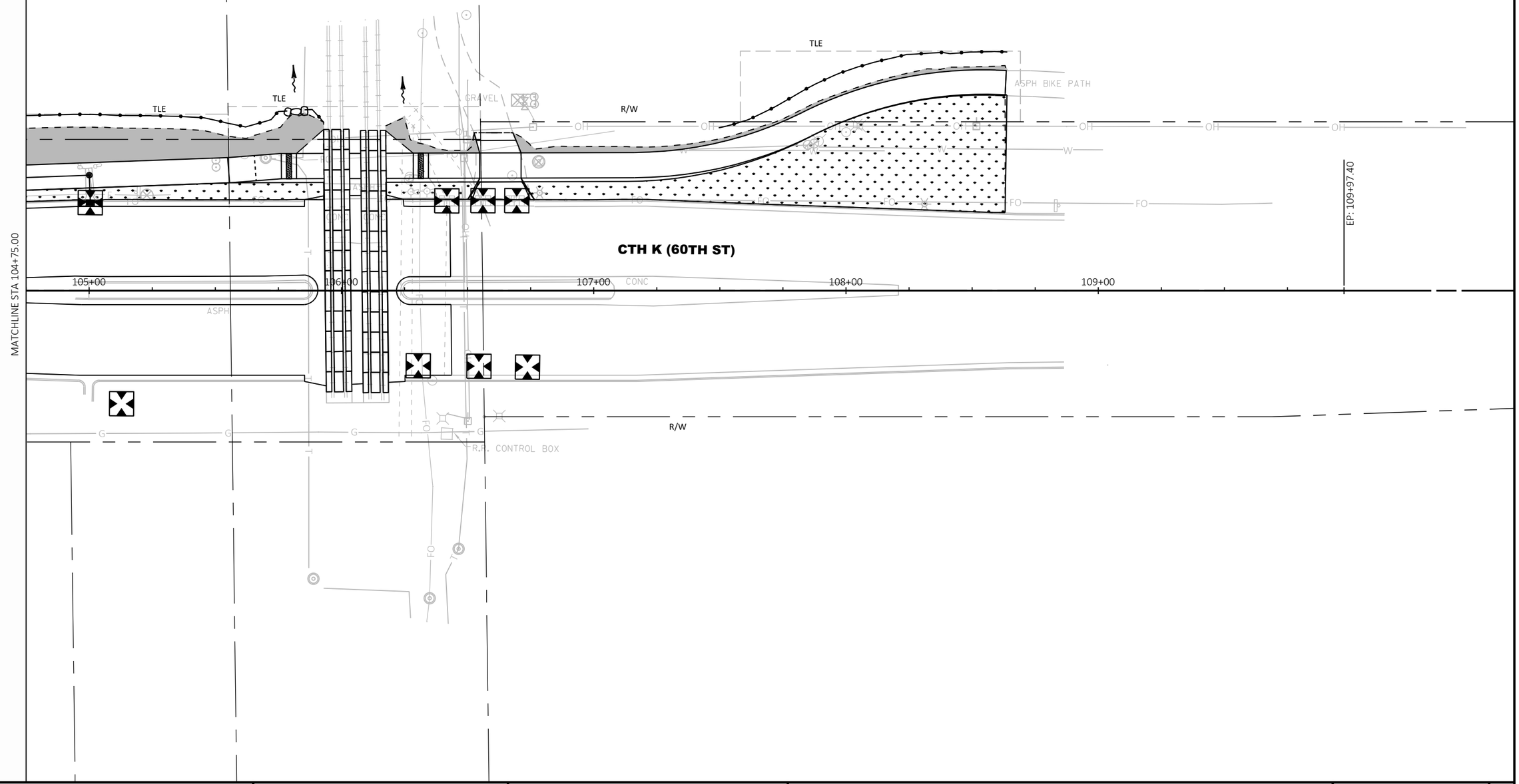
N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 64	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 14

PLOT DATE : 1/6/2022 9:39 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

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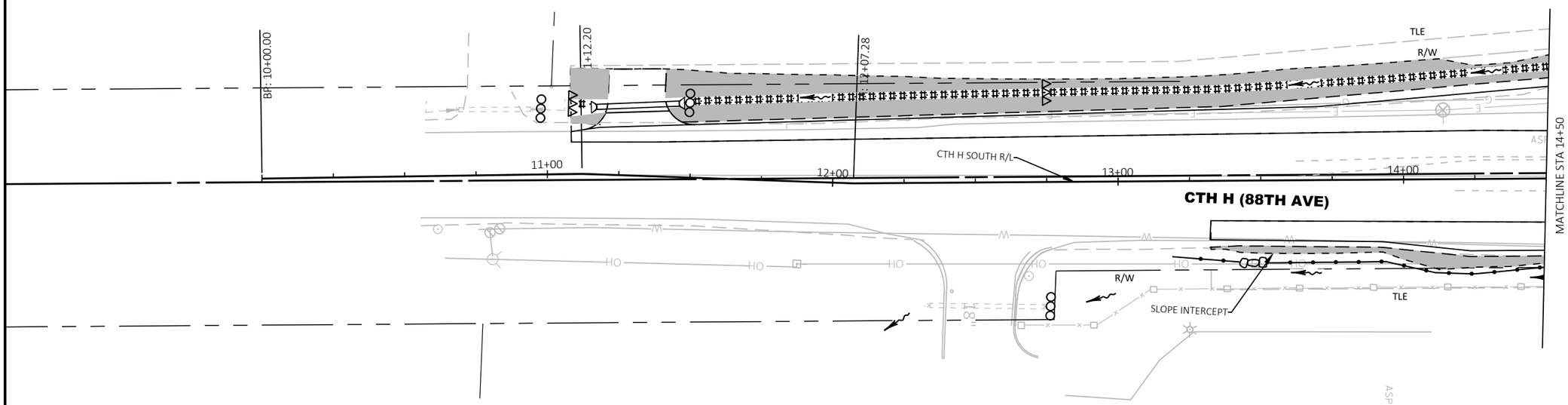
N



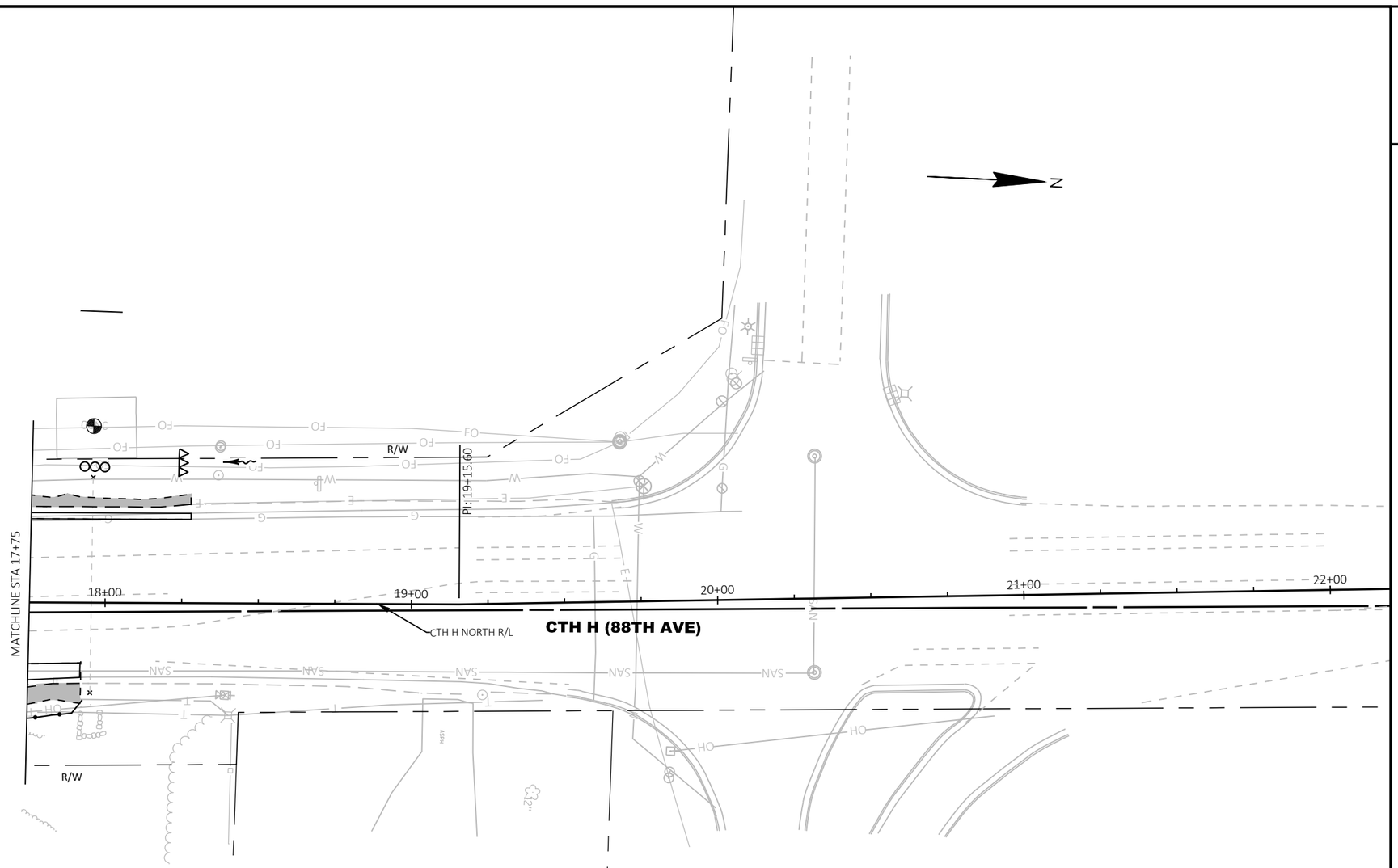
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 65	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 15

PLOT DATE : 1/6/2022 9:39 AM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE C
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SOD LAWN
- RIP RAP MEDIUM
- COCONUT FIBER ROLL
- SILT FENCE
- HEAVY DUTY SILT FENCE
- SURFACE WATER FLOW
- INLET PROTECTION (SEE NOTES)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- ROCK BAGS FOR SILT FENCE RELIEF

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 5' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EROSION CONTROL	SHEET 66	E

2

N

MATCHLINE STA 37+75.00

STA 37+00.0, 43.6' LT
INLETS MEDIAN 1G-MS (19C)

STA 37+00.0, 17.7' LT
MANHOLES 4-SPECIAL (19)

TLE

SLOPE INTERCEPT

R/W

STA 35+00.0, 17.2' LT
MANHOLES 4-SPECIAL (18)

12"

32+00 33+00 34+00 35+00 36+00 37+00

CTH K (60TH ST)

CTH K R/L

STA 35+00.0, 25.9' RT
INLETS 2x3-H (17)

ASPH GRAVEL

R/W

PLE

TLE

STA 35+00.0, 40.4' RT
INLETS MEDIAN 1G-MS (16)

REMOVE 12" CMP

SLOPE INTERCEPT

STA 37+00.0, 33.0' RT
INLETS 2x3-H (19B)

STA 37+00.0, 42.6' RT
INLETS MEDIAN 1G-MS (19A)

REMOVE 12" CMP

LEGEND

RI	REMOVING INLETS
RM	REMOVING MANHOLES
RP	REMOVING STORM SEWER PIPE
	SURFACE WATER FLOW

725
720
715
710

18
723.63

19
722.62

718.89

SSPRC CLASS IV 12-INCH @ 0.65%

717.59

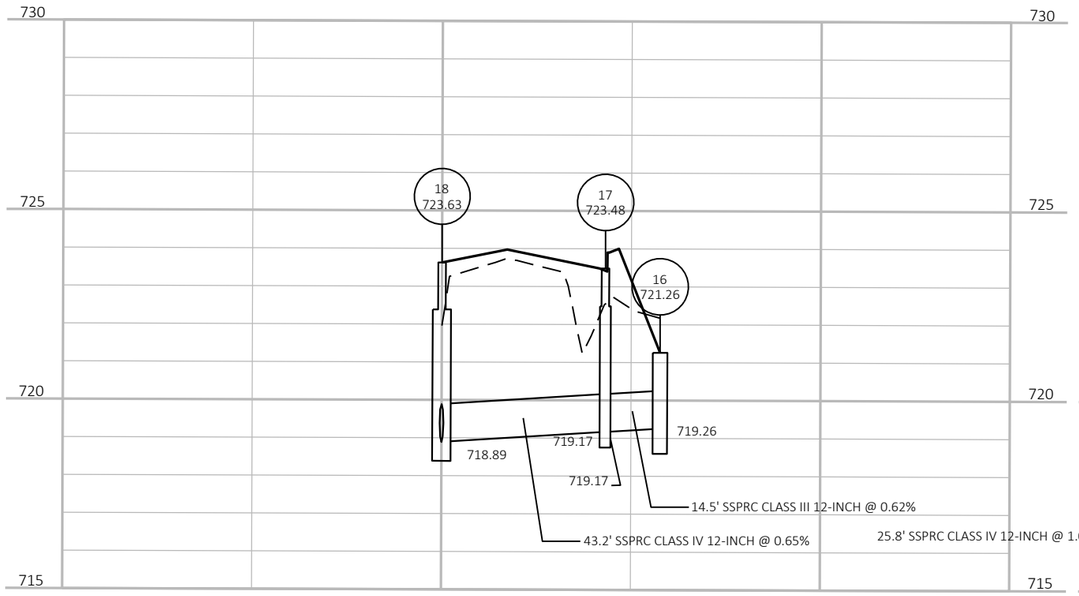
SSPRC CLASS III 15-INCH @ 0.65%

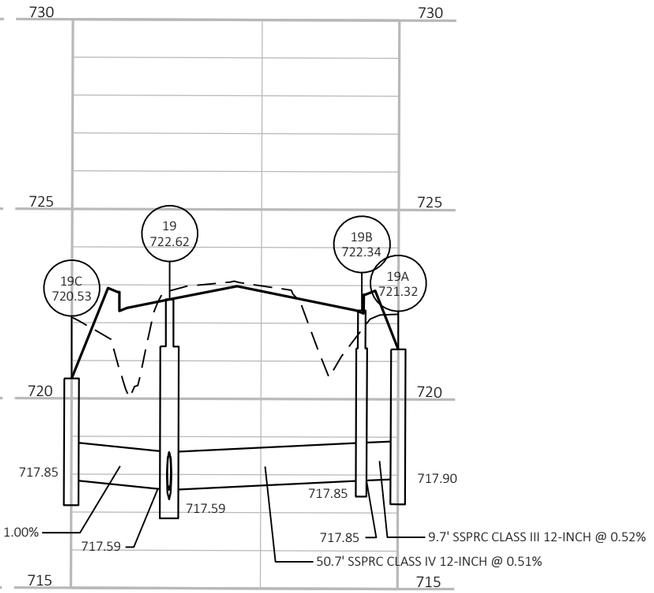
717.34

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 67	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 1
PLOT DATE : 1/5/2022 4:15 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2





PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 68	E

2

N

MATCHLINE STA 37+75.00

MATCHLINE STA 43+50.00

SLOPE INTERCEPT

TLE

20C STA 39+00.0, 33.5' LT
INLETS 2x3-H

21C STA 41+50.0, 33.5' LT
INLETS 2x3-H

R/W

12"

15"

20 STA 39+00.0, 18.0' LT
MANHOLES 4-SPECIAL

21 STA 41+50.0, 18.0' LT
MANHOLES 4-SPECIAL

38+00 39+00 40+00 41+00 42+00 43+00

ASPH

CTH K (60TH ST)

CTH K R/L

20B STA 39+00.0, 36.5' RT
INLETS 2x3-H

REMOVE 18" CMP

20A STA 39+00.0, 47.9' RT
INLETS MEDIAN 1G-MS

□□TH CT

21B STA 41+50.0, 36.5' RT
INLETS 2x3-H

21A STA 41+50.0, 42.8' RT
INLETS MEDIAN 1G-MS

LEGEND

RI REMOVING INLETS

RM REMOVING MANHOLES

RP REMOVING STORM SEWER PIPE

SURFACE WATER FLOW

725

720

715

710

707

20
721.60

21
718.45

200.0' SSPRC CLASS III 15-INCH @ 0.65%

716.05

716.05

250.0' SSPRC CLASS III 15-INCH @ 1.54%

712.19

712.19

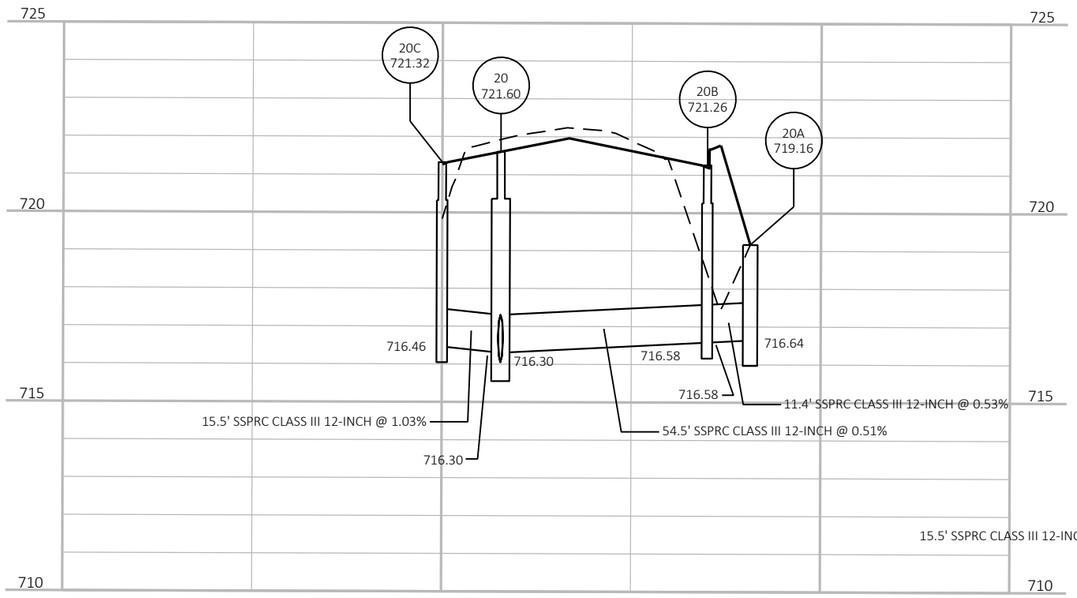
300.0' SSPRC CLASS III 15-INCH @ 1.55%

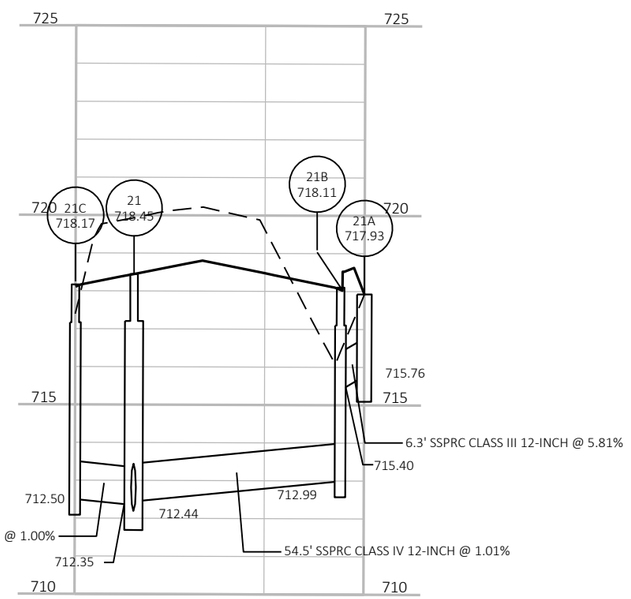
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 69	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 2

PLOT DATE : 1/5/2022 4:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 70	E

2

N

TLE

22B STA 44+50.0, 33.5' LT
INLETS 2x3-H

R/W

23B STA 47+50.0, 32.3' LT
INLETS 2x3-H

SLOPE INTERCEPT

TLE

R/W

TRANSFO

MATCHLINE STA 49+25.00

12"

15"

22 STA 44+50.0, 18.0' LT
MANHOLES 4-SPECIAL

18"

44+00

45+00

46+00

47+00

48+00

18"

49+00

CTH K R/L

CTH K (60TH ST)

12"

12"

23 STA 47+50.0, 7.9' LT
MANHOLES 4-SPECIAL

MATCHLINE STA 43+50.00

22A STA 44+50.0, 32.3' RT
INLETS 2x3-H

23A STA 47+50.0, 29.5' RT
INLETS 2x3-H

SLOPE INTERCEPT

R/W

TLE

TLE

PLE

LEGEND

RI	REMOVING INLETS
RM	REMOVING MANHOLES
RP	REMOVING STORM SEWER PIPE
	SURFACE WATER FLOW

720

715

710

705

702

22
713.95

23
710.24

300.0' SSPRC CLASS III 15-INCH @ 1.55%

707.55

707.30

300.0' SSPRC CLASS IV 18-INCH @ 0.75%

705.05

705.05

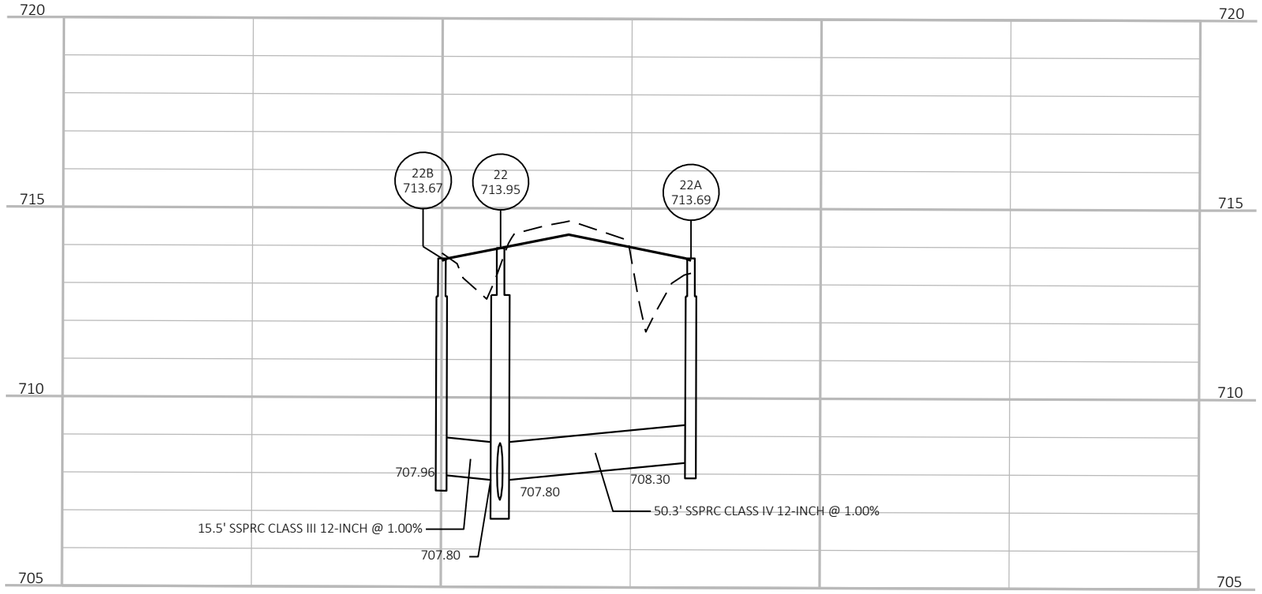
175.1' SSPRC CLASS IV 18-INCH @ 0.75%

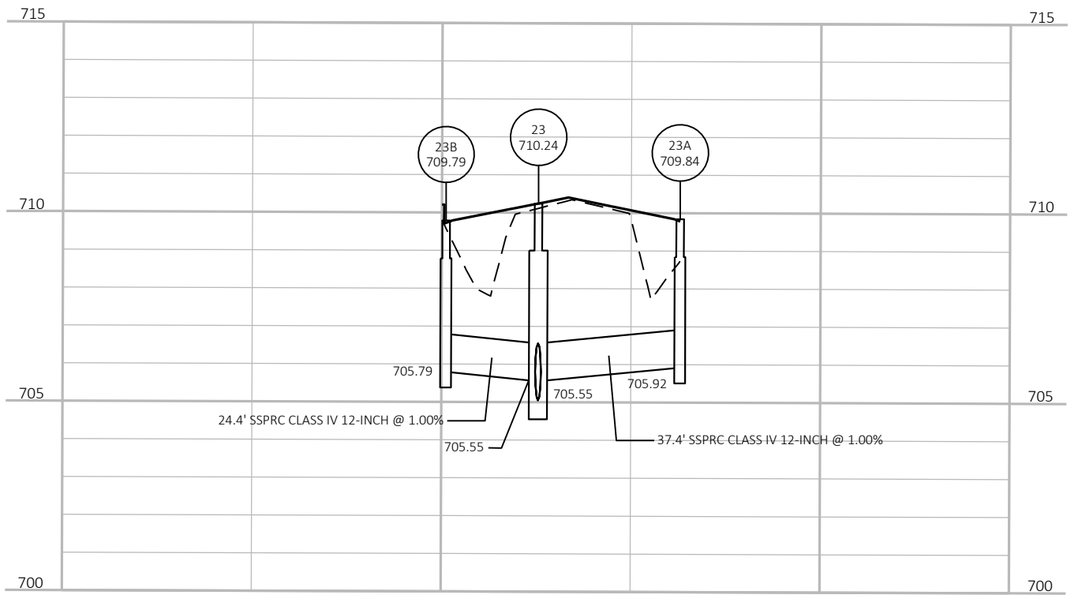
703.74

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 71	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 3

PLOT DATE : 1/5/2022 4:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT





2

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 72	E

2

N

MATCHLINE STA 49+25.00

MATCHLINE STA 55+00.00

TLE

R/W

SLOPE INTERCEPT

25C STA 50+50.0, 35.4' LT
INLETS 2x3-H

55C STA 52+50.0, 38.1' LT
INLETS 2x3-H

55 STA 52+50.0, 4.5' LT
MANHOLES 4-SPECIAL

50+00 51+00 52+00 53+00 54+00 55+

24" 24" 24"

24 STA 49+25.0, 2.2' LT
MANHOLES 4-SPECIAL

25 STA 50+50.0, 3.1' LT
MANHOLES 4-SPECIAL

CTH K R/L

CTH K (60TH ST)

12"

REMOVE 15" CMP

PLE

24A STA 49+25.0, 41.1' RT
INLETS MEDIAN 1G-MS

EXISTING PLE

25B STA 50+50.0, 29.5' RT
INLETS 2x3-H

25A STA 50+50.0, 42.4' RT
INLETS MEDIAN 1G-MS

REMOVE 15" CMP

SLOPE INTERCEPT

GRAVEL

PLE

55B STA 52+50.0, 29.5' RT
INLETS 2x3-H

55A STA 52+50.0, 38.0' RT
INLETS MEDIAN 1G-MS

REMOVE 15" CMP

REMOVE 15" CMP

LEGEND

RI	REMOVING INLETS
RM	REMOVING MANHOLES
RP	REMOVING STORM SEWER PIPE
	SURFACE WATER FLOW

715

710

705

700

698

24
709.47

25
708.83

55
707.80

-0.50%

125.0' SSPRC CLASS III 21-INCH @ 0.75%

703.49

702.55

702.55

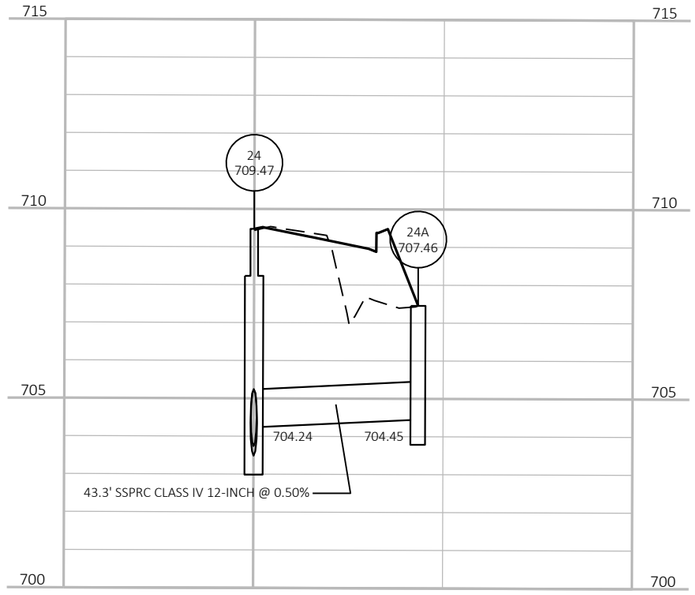
200.0' SSPRC CLASS III 21-INCH @ 0.70%

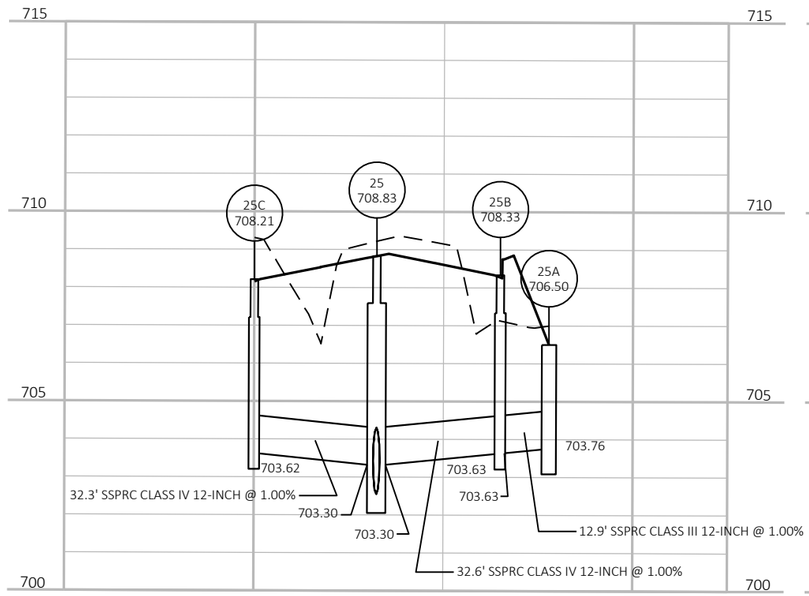
701.14

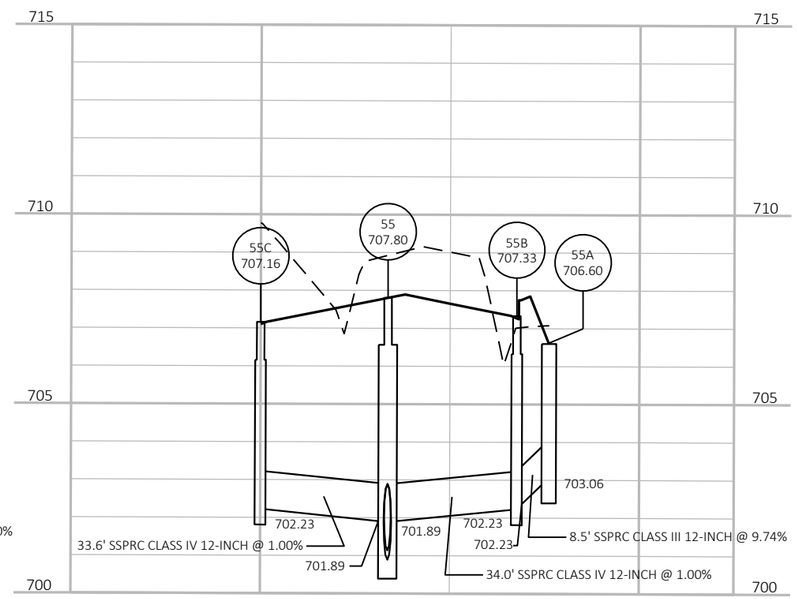
700.89

300.1' SSPRC CLASS III 24-INCH @ 0.69%

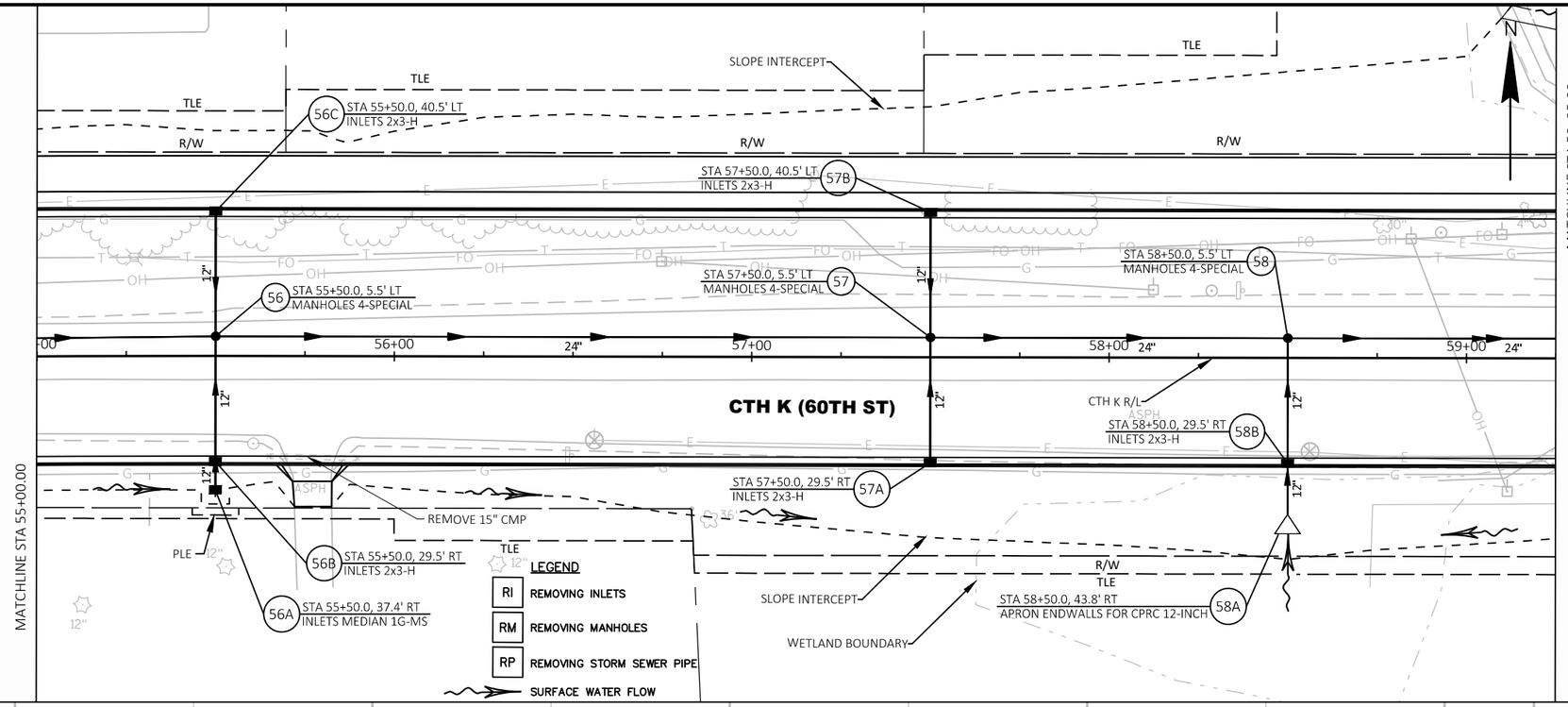
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 73	E

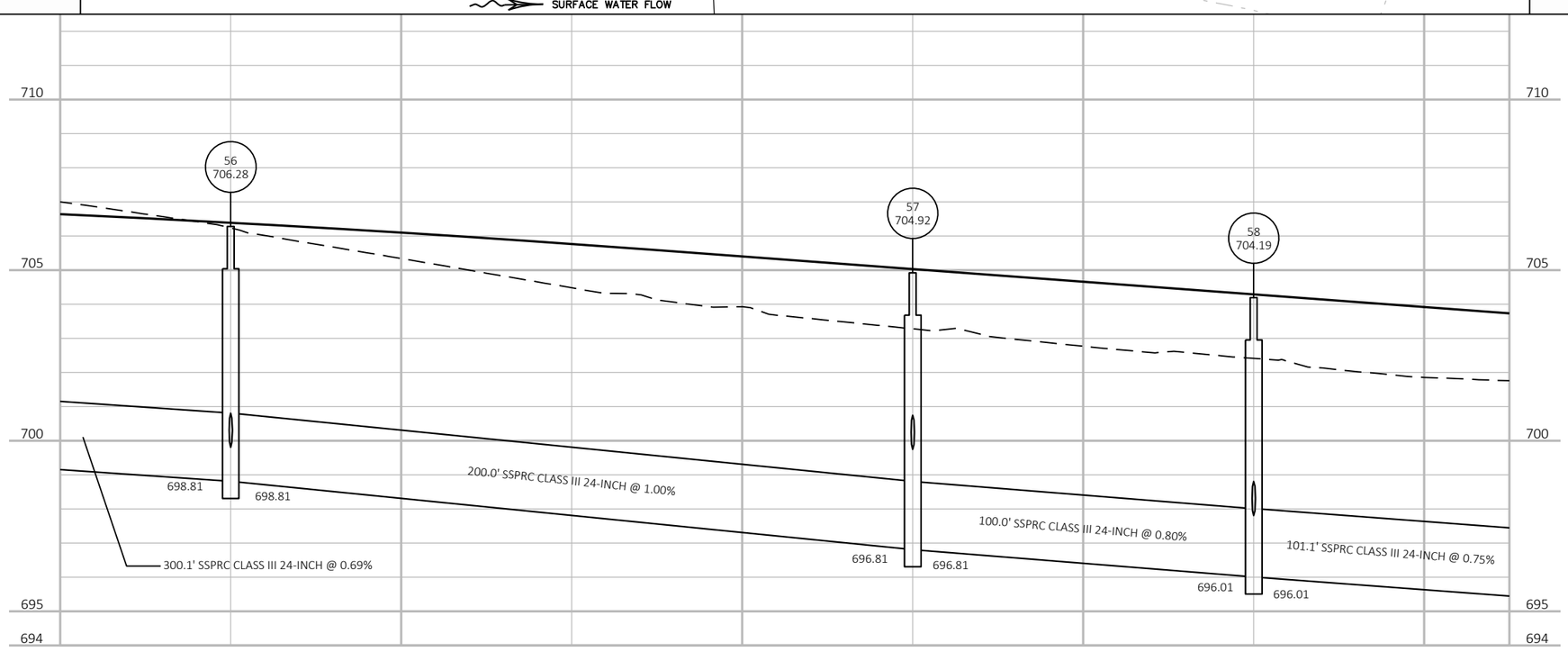

715
710
705
700
24
709.47
24A
707.46
704.24
704.45
43.3' SSPRC CLASS IV 12-INCH @ 0.50%


715
710
705
700
25C
708.21
25
708.83
25B
708.33
25A
706.50
703.62
703.30
703.30
703.63
703.63
703.76
32.3' SSPRC CLASS IV 12-INCH @ 1.00%
12.9' SSPRC CLASS III 12-INCH @ 1.00%
32.6' SSPRC CLASS IV 12-INCH @ 1.00%

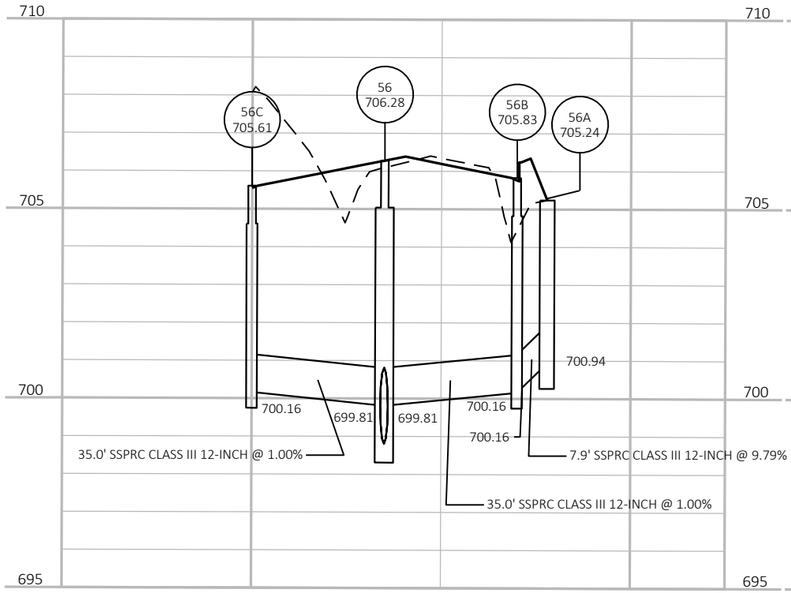

715
710
705
700
55C
707.16
55
707.80
55B
707.33
55A
706.60
702.23
701.89
701.89
702.23
702.23
703.06
33.6' SSPRC CLASS IV 12-INCH @ 1.00%
8.5' SSPRC CLASS III 12-INCH @ 9.74%
34.0' SSPRC CLASS IV 12-INCH @ 1.00%

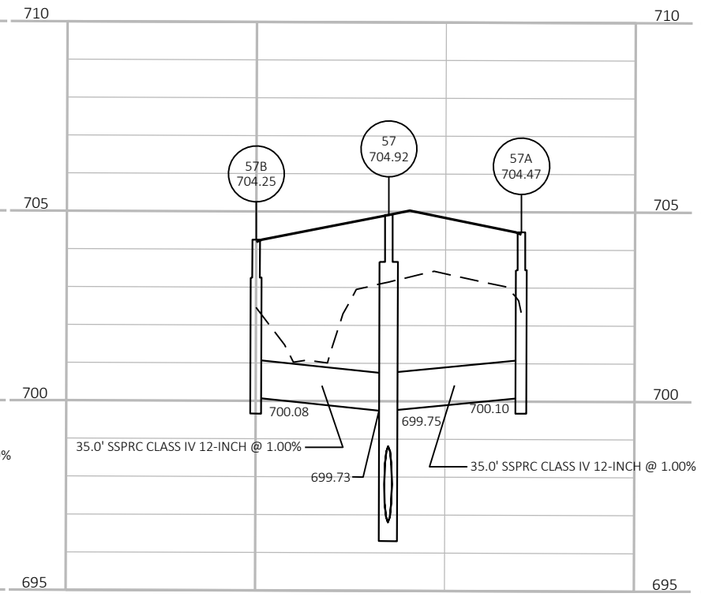
2

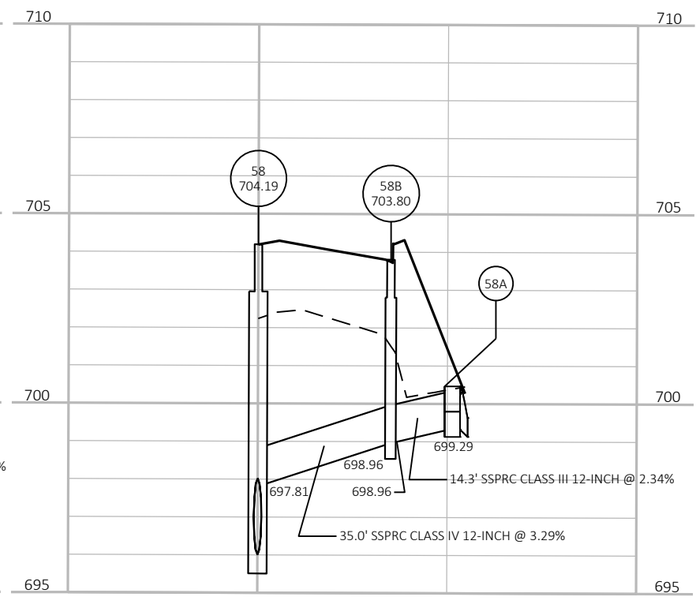




PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 75	E


710
705
700
695
56C
705.61
56
706.28
56B
705.83
56A
705.24
700.16
699.81
699.81
700.16
700.16
700.94
35.0' SSPRC CLASS III 12-INCH @ 1.00%
7.9' SSPRC CLASS III 12-INCH @ 9.79%
35.0' SSPRC CLASS III 12-INCH @ 1.00%


710
705
700
695
57B
704.25
57
704.92
57A
704.47
700.08
699.75
700.10
35.0' SSPRC CLASS IV 12-INCH @ 1.00%
699.73
35.0' SSPRC CLASS IV 12-INCH @ 1.00%


710
705
700
695
58
704.19
58B
703.80
58A
699.29
698.96
698.96
697.81
14.3' SSPRC CLASS III 12-INCH @ 2.34%
35.0' SSPRC CLASS IV 12-INCH @ 3.29%

2

N

MATCHLINE STA 64+75.00

MATCHLINE STA 59+25.00

59 STA 59+77.9, 85.3' LT
APRON ENDWALLS FOR CPRC 12-INCH

60A STA 59+50.8, 90.6' LT
OUTLET STRUCTURE 5

60 STA 59+70.0, 72.1' LT
MANHOLES 6-SPECIAL

61 STA 59+51.1, 41.2' LT
MANHOLES 5-H

62 STA 59+51.1, 5.5' LT
MANHOLES 6-SPECIAL

62A STA 59+51.1, 29.6' RT
INLETS 2x3-H

63 STA 60+62.5, 3.9' LT
MANHOLES 5-SPECIAL

63A STA 60+72.6, 71.4' RT
INLETS 1 SPECIAL-DOMED

63B STA 60+62.1, 72.8' RT
INLETS 2x3-H

64 STA 63+00.0, 0.0'
MANHOLES 5-SPECIAL

64A STA 63+00.0, 29.5' RT
INLETS 2x3-H

64B STA 62+95.5, 71.1' LT
APRON ENDWALLS FOR CPRC 12-INCH

64C STA 62+95.5, 51.5' LT
INLETS 2x3-H

CTH H (88TH AVE)

CTH H NORTH R/L

CTH H SOUTH R/L

CTH K (60TH ST)

CTH K R/L

REMOVE 18"X24" CMP

WETLAND BOUNDARY

SLOPE INTERCEPT

TLE

R/W

PLE

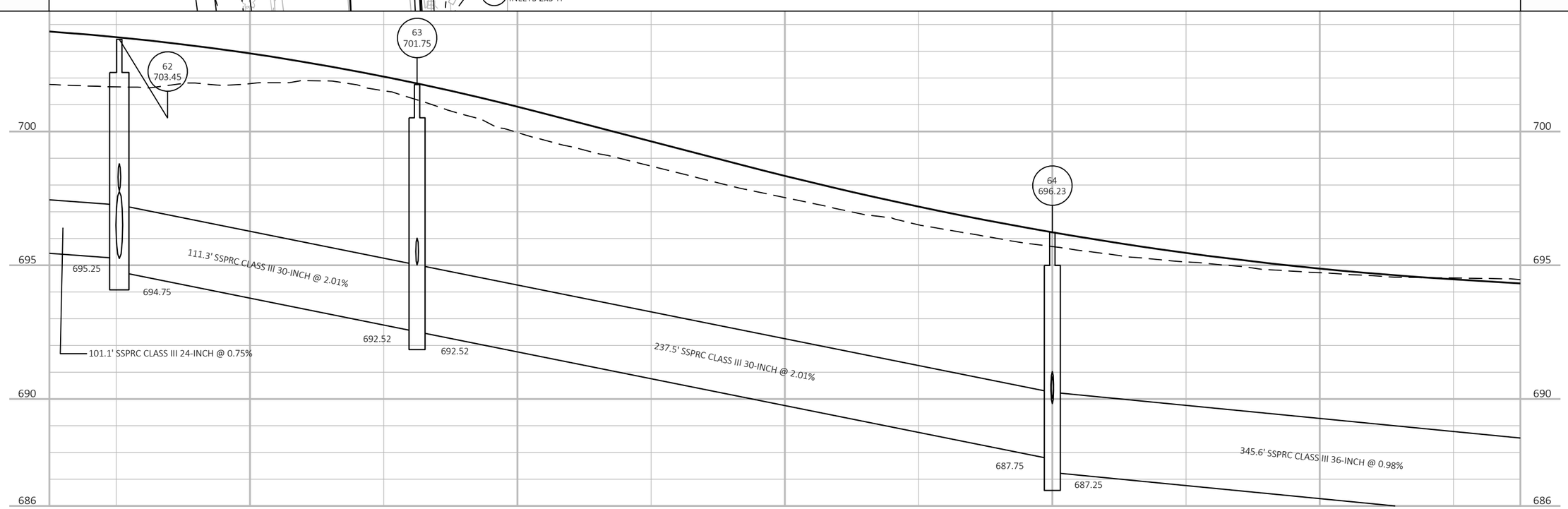
LEGEND

RI REMOVING INLETS

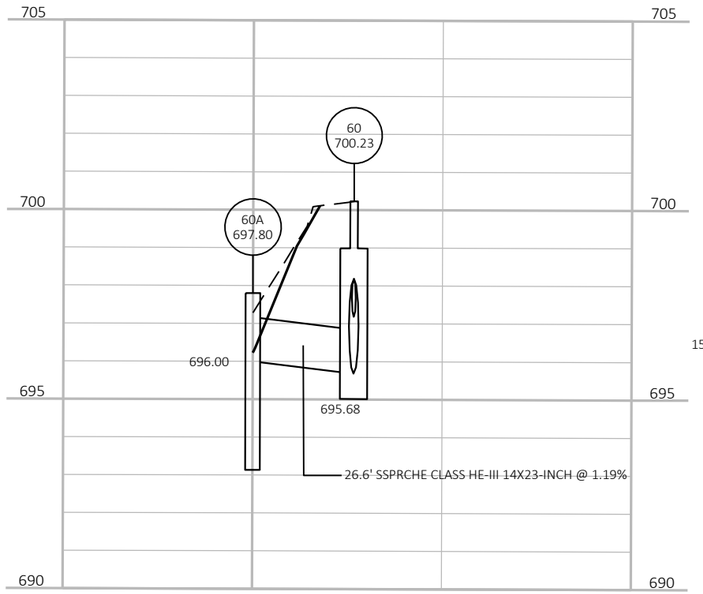
RM REMOVING MANHOLES

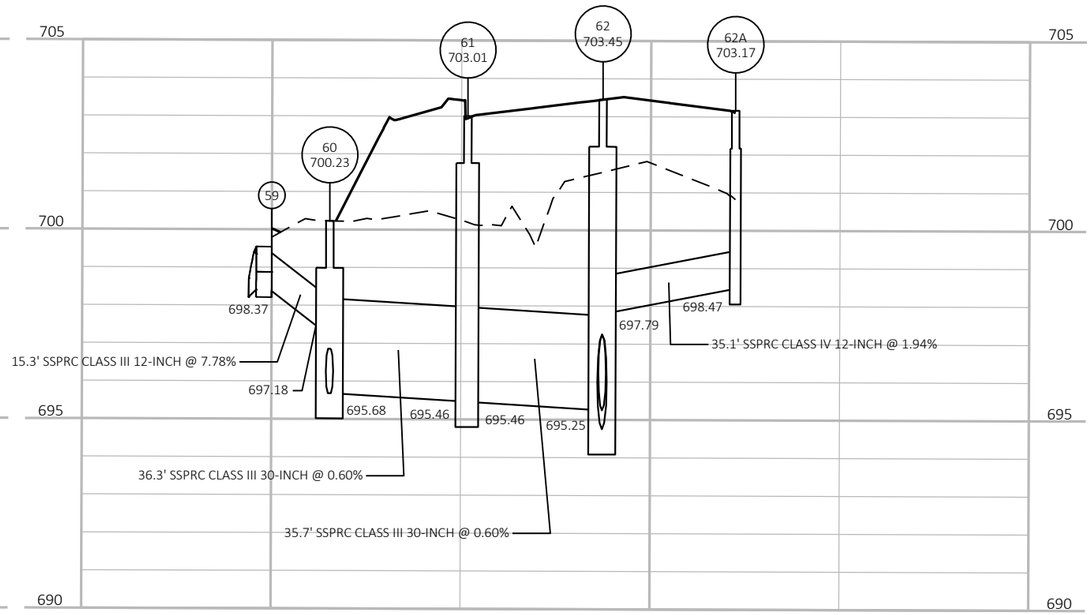
RP REMOVING STORM SEWER PIPE

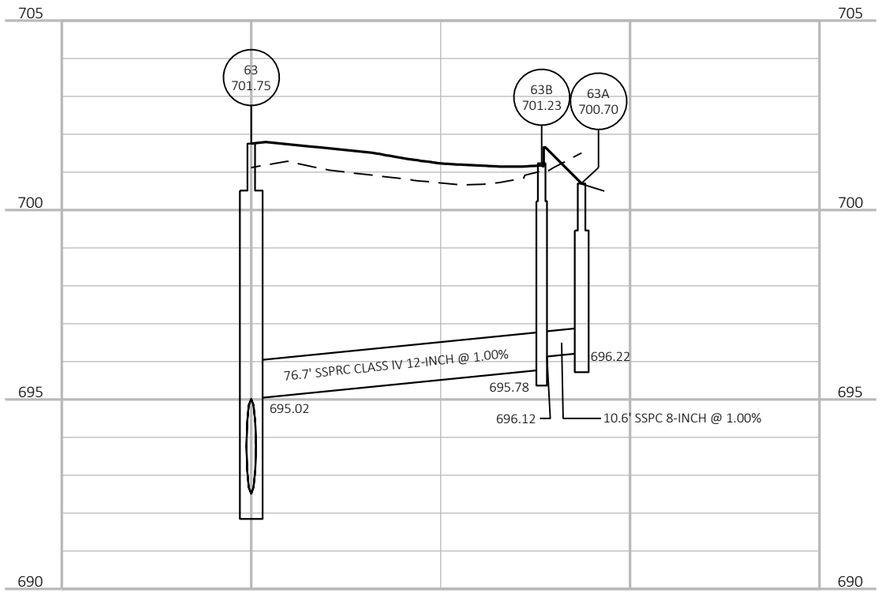
SURFACE WATER FLOW

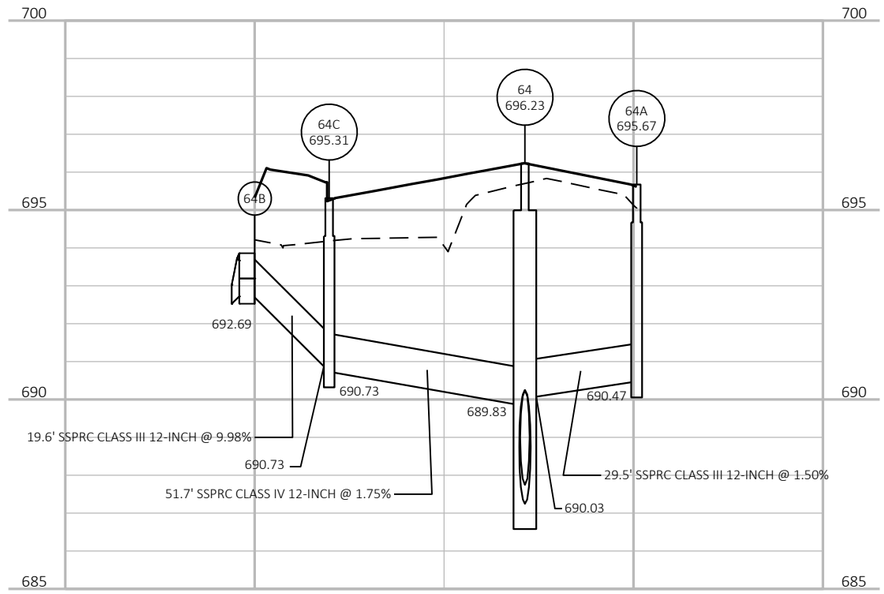


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 77	E



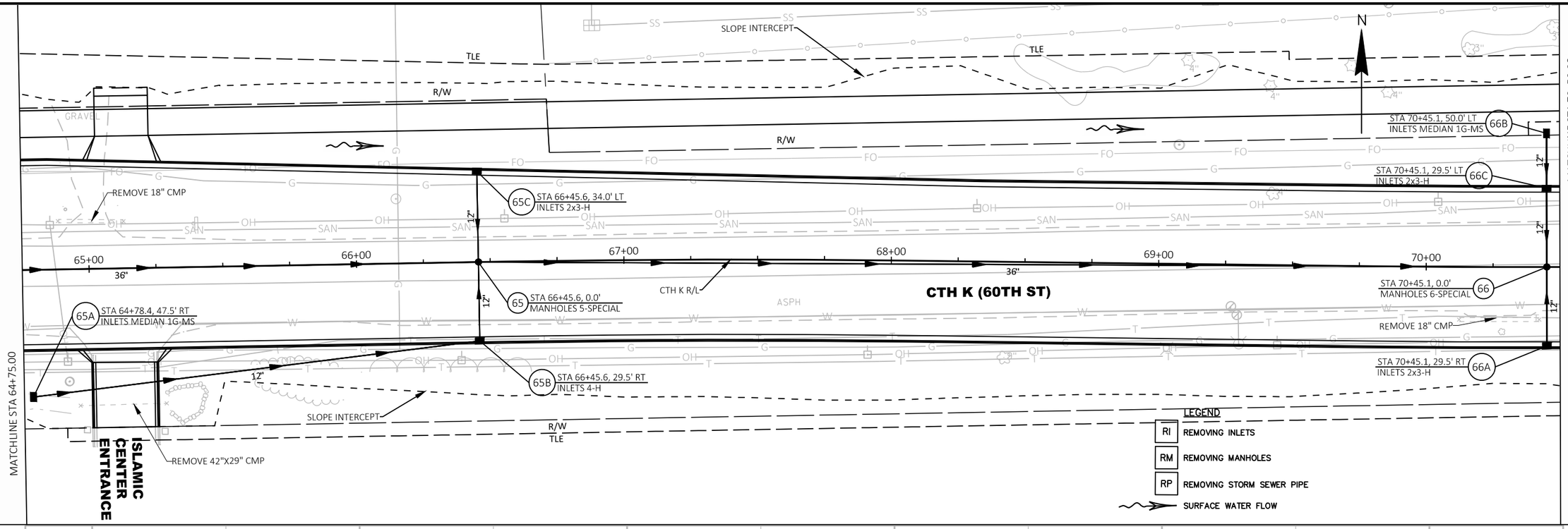


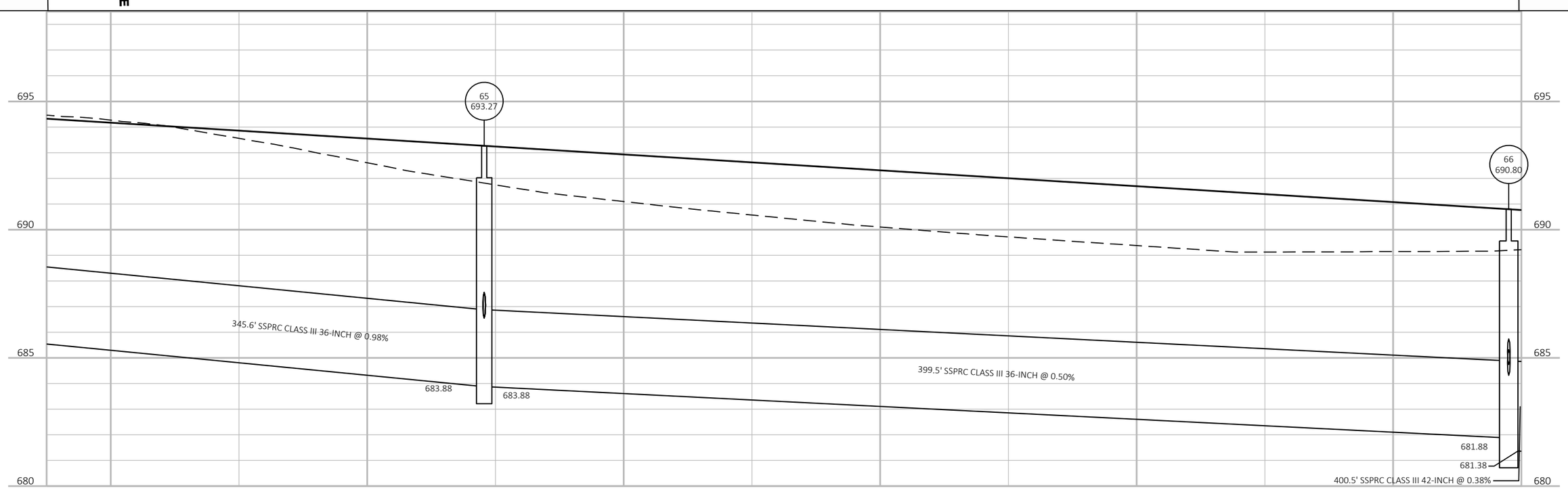




PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 78	E

2

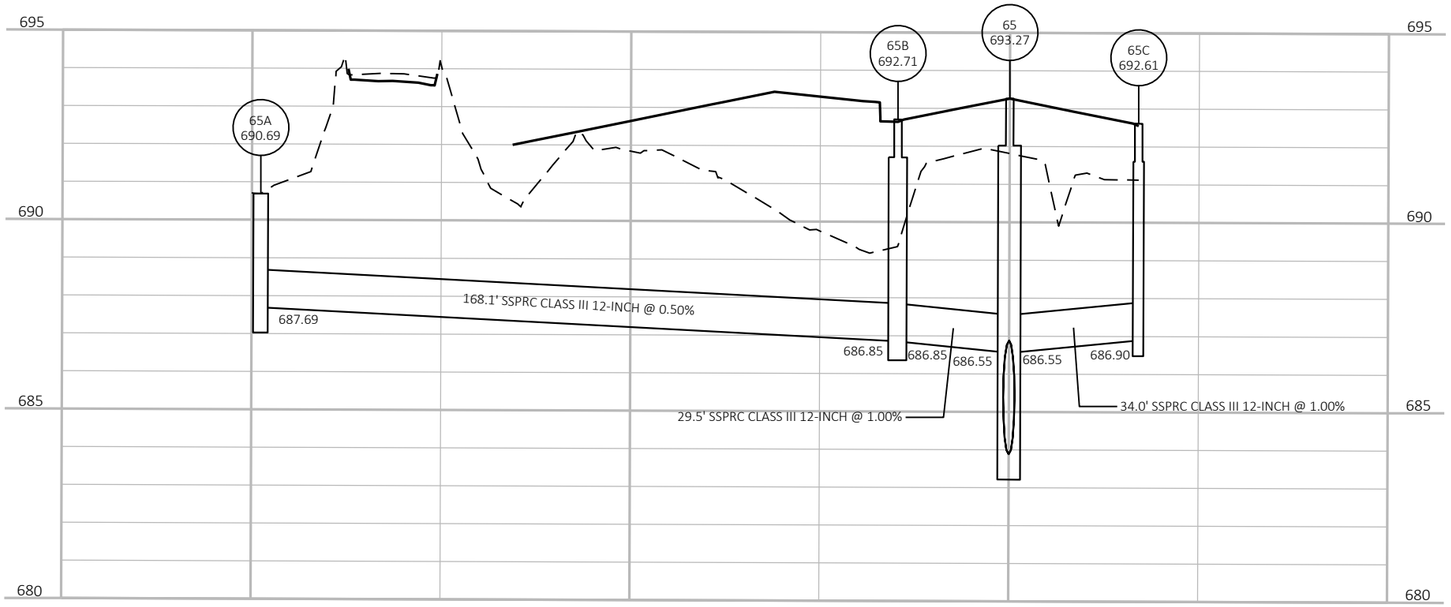


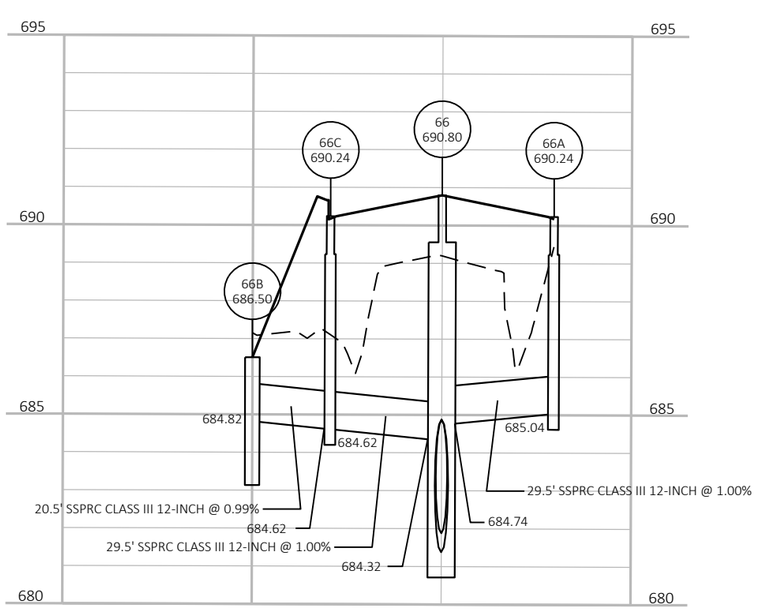


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 79	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 7

PLOT DATE : 1/5/2022 4:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT


695
690
685
680
65A
690.69
65B
692.71
65
693.27
65C
692.61
687.69
168.1' SSPRC CLASS III 12-INCH @ 0.50%
686.85
686.85
686.55
686.55
686.90
29.5' SSPRC CLASS III 12-INCH @ 1.00%
34.0' SSPRC CLASS III 12-INCH @ 1.00%


695
690
685
680
66C
690.24
66
690.80
66A
690.24
66B
686.50
684.82
684.62
685.04
29.5' SSPRC CLASS III 12-INCH @ 1.00%
20.5' SSPRC CLASS III 12-INCH @ 0.99%
684.62
684.74
29.5' SSPRC CLASS III 12-INCH @ 1.00%
684.32

2

MATCHLINE STA 70+50.00

MATCHLINE STA 76+25.00

2

TLE

SLOPE INTERCEPT

R/W

67A STA 74+45.5, 43.7' LT
INLETS MEDIAN 1G-MS

67B STA 74+37.5, 29.5' LT
INLETS 2x3-H

67C STA 74+45.5, 29.5' LT
INLETS 2x3-H

67 STA 74+45.5, 0.0'
MANHOLES 6-SPECIAL

12"

71+00 72+00 73+00 74+00 75+00 76+00

REMOVE 24" CMP

42"

ASPH

CTH K R/L

CTH K (60TH ST)

SLOPE INTERCEPT

R/W

TLE

RP

STA 74+67.8, 29.5' RT
RECONSTRUCTING INLETS-H

81

NEW FLAT SLAB TOP IS INCIDENTAL TO RECONSTRUCT INLET
FIELD VERIFY SIZE AND OPENING LOCATION.
BULKHEAD EXISTING 24" INVERT WEST.
RIM 687.62±

TRANSFORMER

WETLAND BOUNDARY

LEGEND

RI	REMOVING INLETS
RM	REMOVING MANHOLES
RP	REMOVING STORM SEWER PIPE
	SURFACE WATER FLOW

695
690
685
680
677

-0.62%

67
688.32

400.5' SSPRC CLASS III 42-INCH @ 0.38%

410.0' SSPRC CLASS IV 42-INCH @ 0.36%

679.85

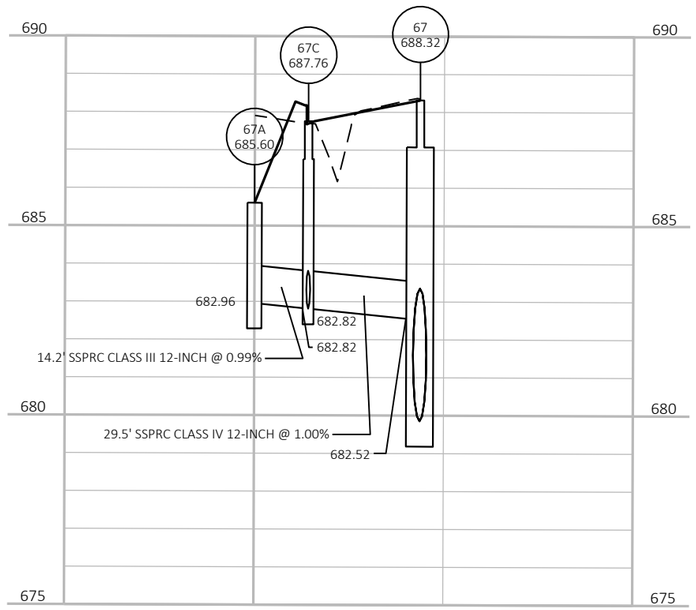
679.85

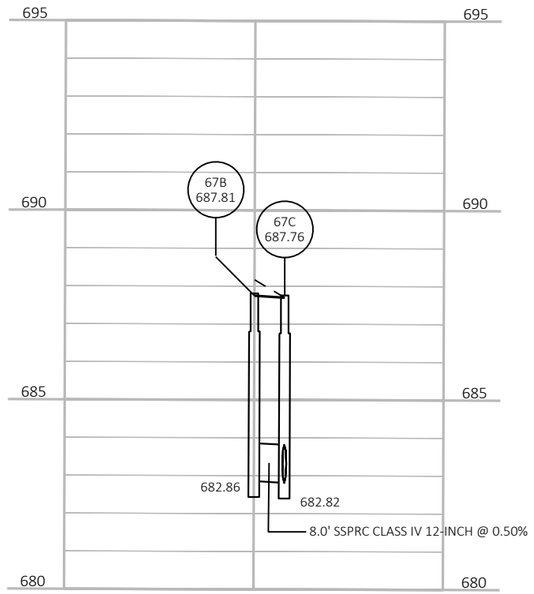
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 81	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 8

PLOT DATE : 1/5/2022 4:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

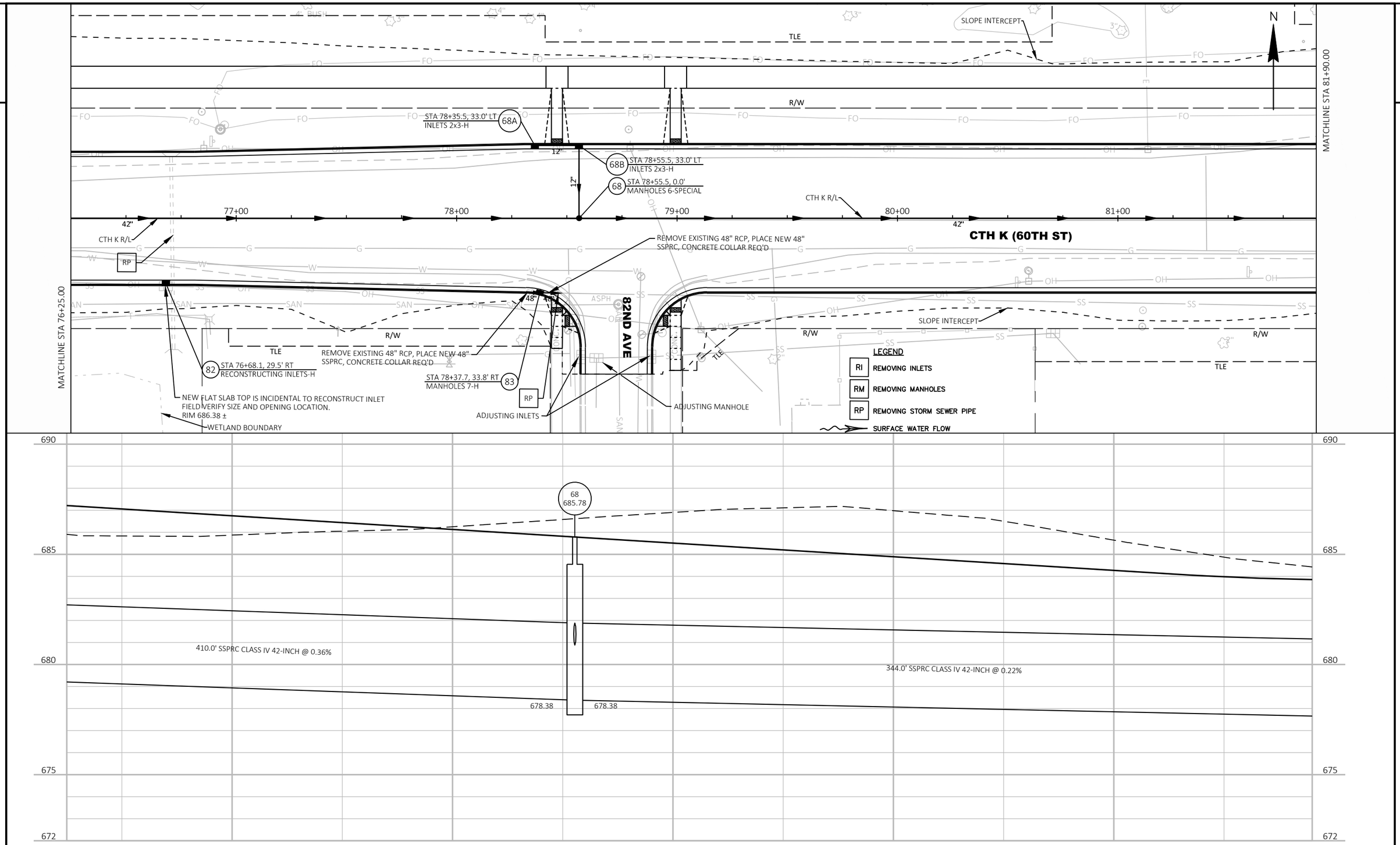




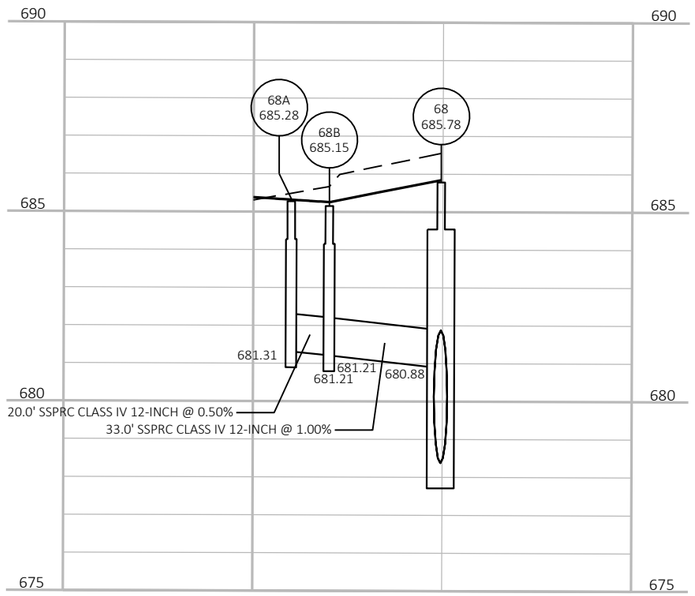
2

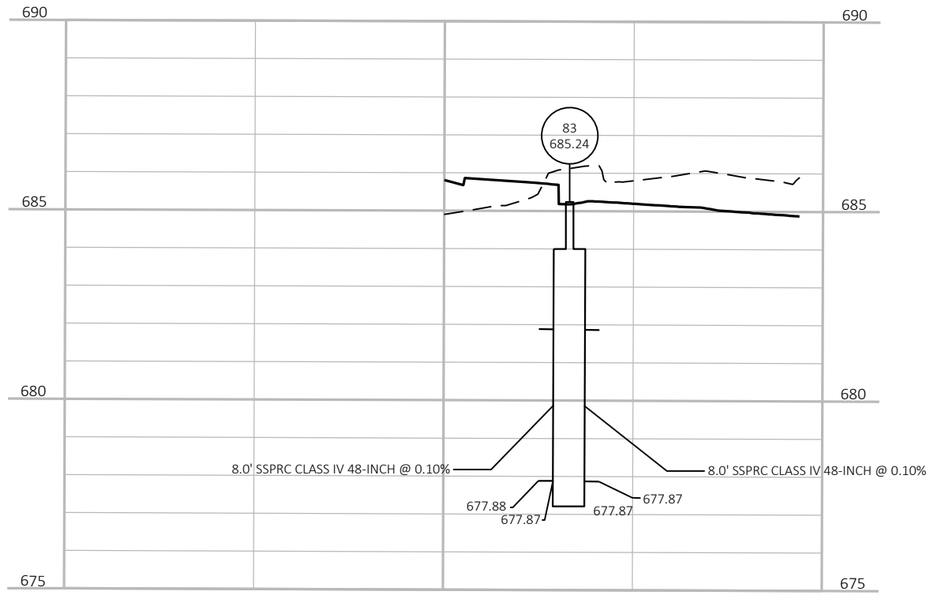
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 82	E

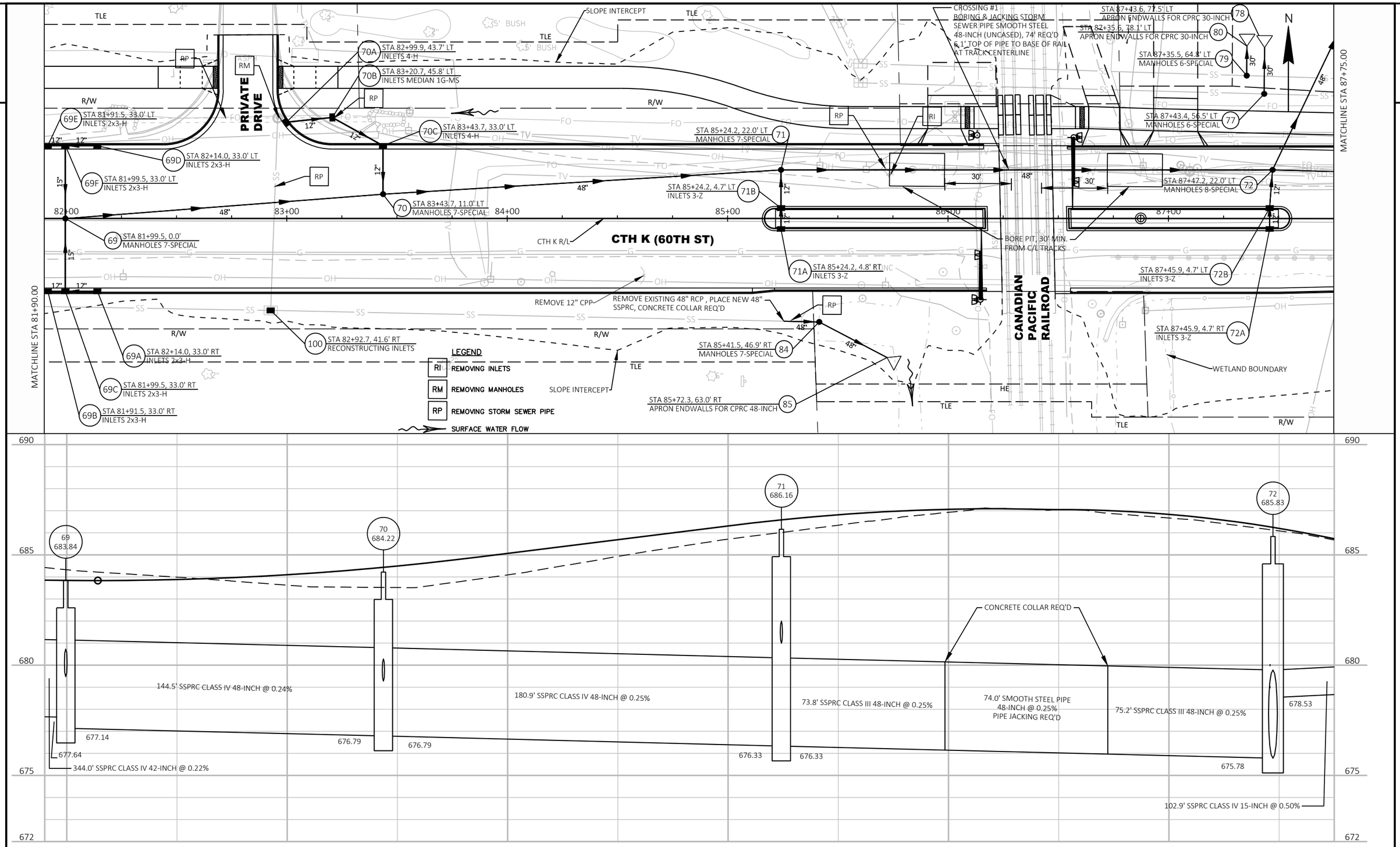
2



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 83	E


690
690
685
685
680
680
675
675
68A
685.28
68B
685.15
68
685.78
681.31
681.21
681.21
680.88
20.0' SSPRC CLASS IV 12-INCH @ 0.50%
33.0' SSPRC CLASS IV 12-INCH @ 1.00%

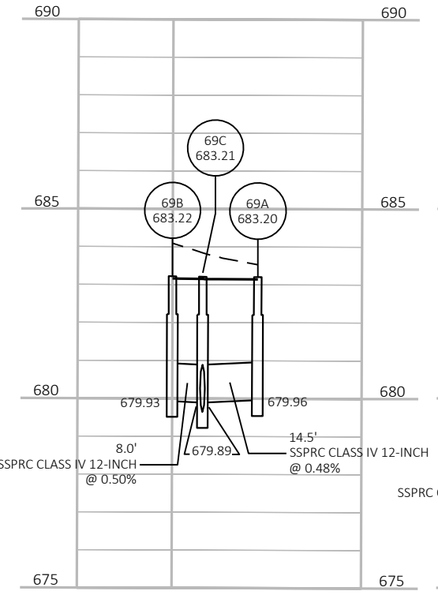

690
690
685
685
680
680
675
675
83
685.24
8.0' SSPRC CLASS IV 48-INCH @ 0.10%
8.0' SSPRC CLASS IV 48-INCH @ 0.10%
677.88
677.87
677.87
677.87

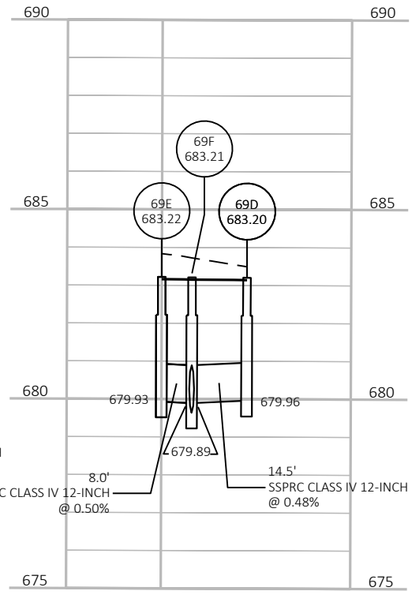


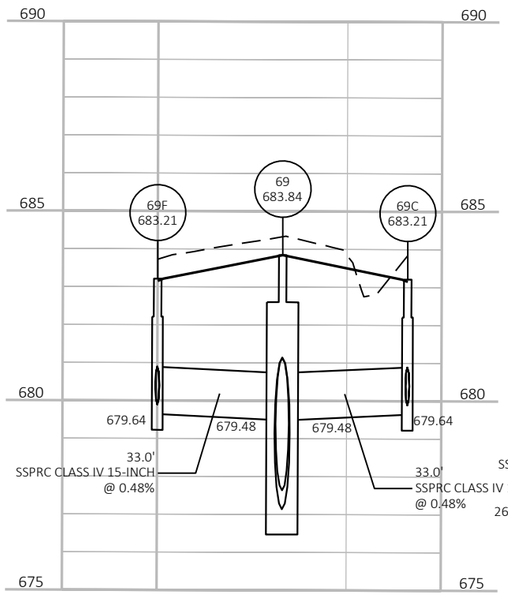
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 85	E

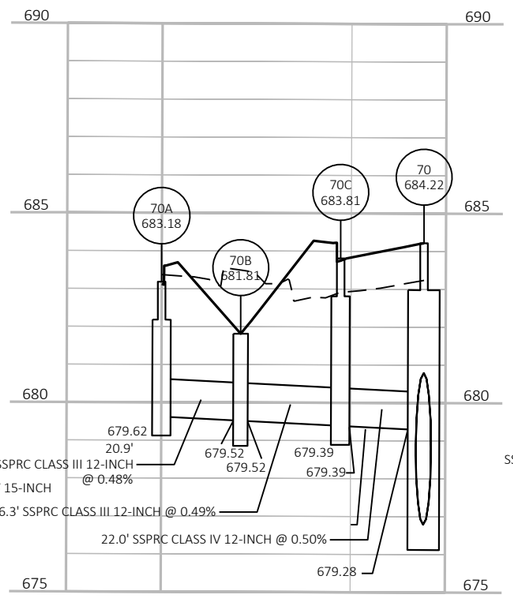
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 10

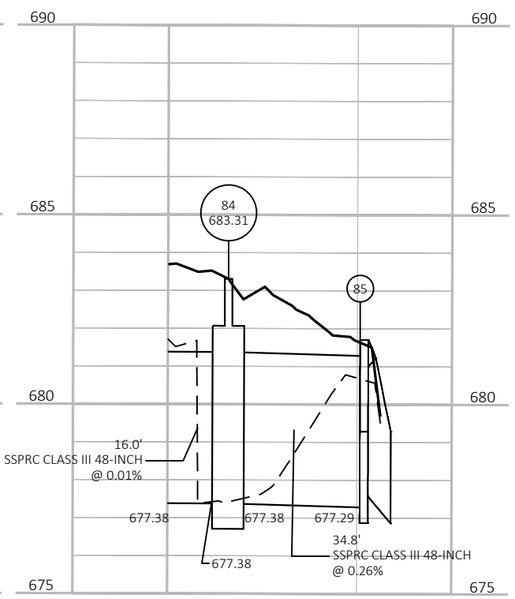
PLOT DATE : 1/5/2022 4:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

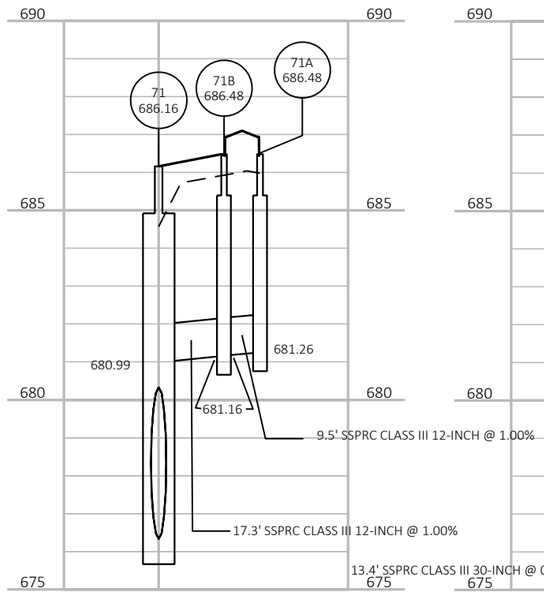


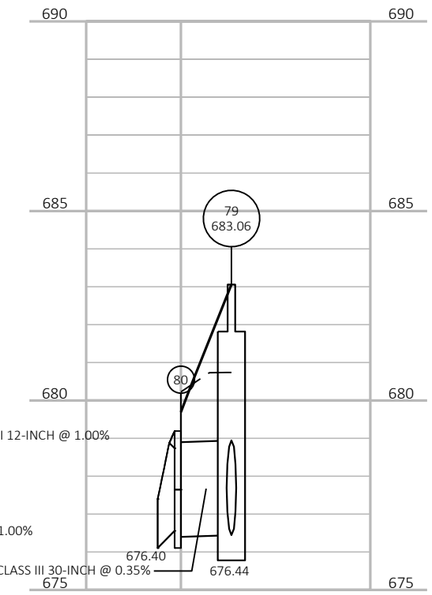


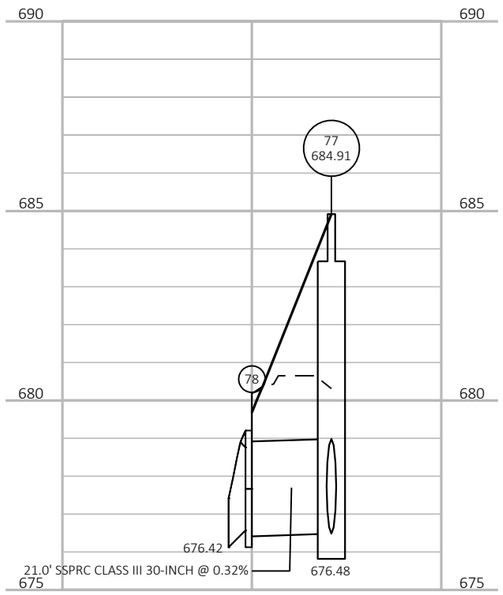


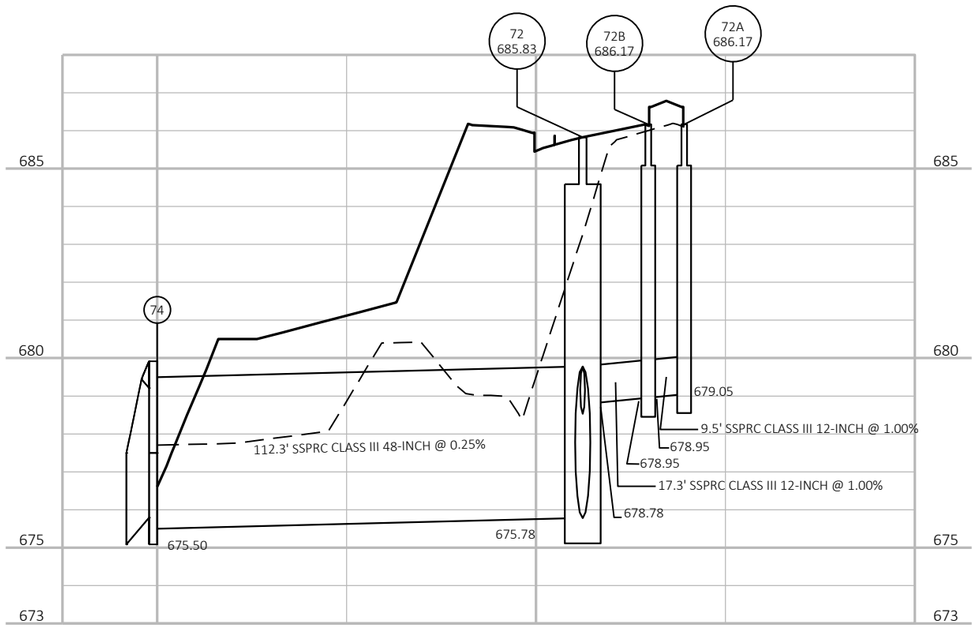












PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 86	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 10a

PLOT DATE : 1/5/2022 4:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

74 STA 87+95.7, 123.3' LT
APRON ENDWALLS FOR CPRC 48-INCH
SEE POND DETAIL

STA 89+45
CPRCHE CLASS HE-IV 58x91-INCH REQUIRED
SKEW 37° LHF

SEE POND DETAIL

86E STA 90+25.8, 62.1' LT
APRON ENDWALLS FOR CPRC 18-INCH

SLOPE INTERCEPT

88B STA 91+79.2, 56.4' LT
APRON ENDWALLS FOR CPRC 48-INCH

RP

STA 90+17.8, 29.5' LT
INLETS 2x3-H
86C

86D STA 90+25.8, 29.5' LT
INLETS 2x3-H

674.38

R/W

73B STA 88+50.0, 30.7' LT
INLETS 2x3-H

674.47

LHF

15"

12"

674.49

STA 89+34.6, 33.0' LT
STORM TEE MANHOLE 4-SPECIAL

REMOVE 12" CMP

73 STA 88+50.0, 19.4' LT
MANHOLES 4-SPECIAL

CTH K (60TH ST)

88+00 89+00 90+00 91+00 92+00 93+00

MATCHLINE STA 93+35.00

MATCHLINE STA 87+75.00

STA 89+02
CPRCHE CLASS HE-IV 58x91-INCH REQUIRED
SKEW 37° LHF

CTH K R/L

ASPH

BEAM GUARD

48"

RP

RP

LEGEND

RI REMOVING INLETS
RM REMOVING MANHOLES
RP REMOVING STORM SEWER PIPE
SURFACE WATER FLOW

674.77

REMOVE 36" CMP

STA 89+81.0, 29.5' RT
INLETS 2x3-H
86A

86B STA 90+25.8, 29.5' RT
INLETS 2x3-H

STA 91+59.8, 50.2' RT
MANHOLES 6-SPECIAL
87

88 STA 91+70.1, 50.2' RT
MANHOLES 7-SPECIAL

STA 88+50.0, 30.7' RT
INLETS 2x3-H
73A

WETLAND BOUNDARY

24" 30" 30"

R/W

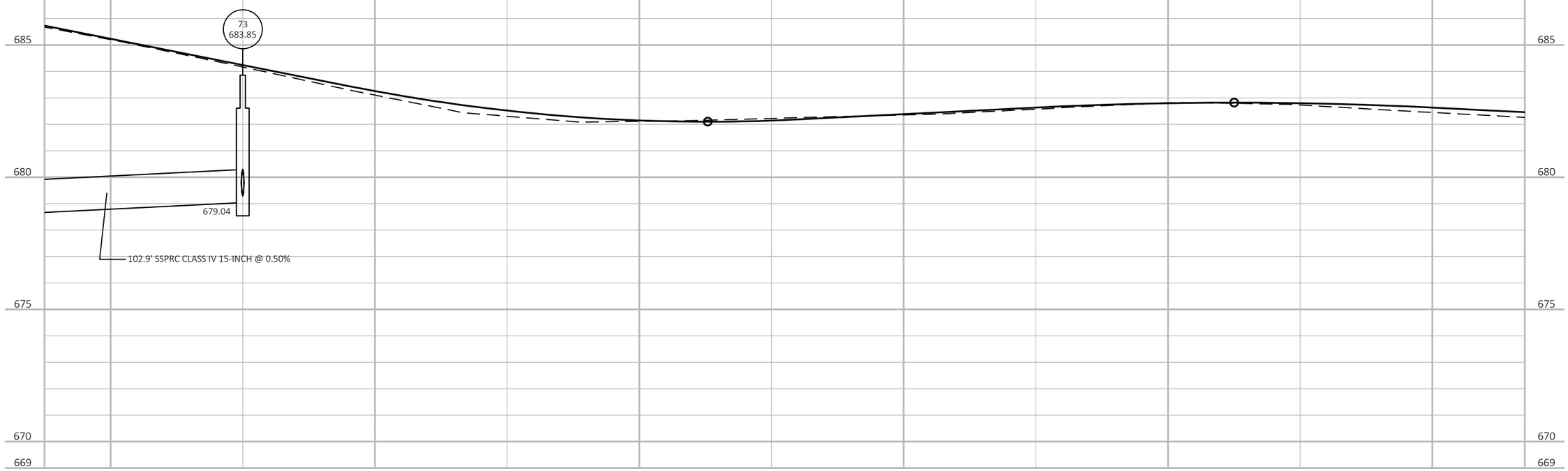
TLE

SLOPE INTERCEPT

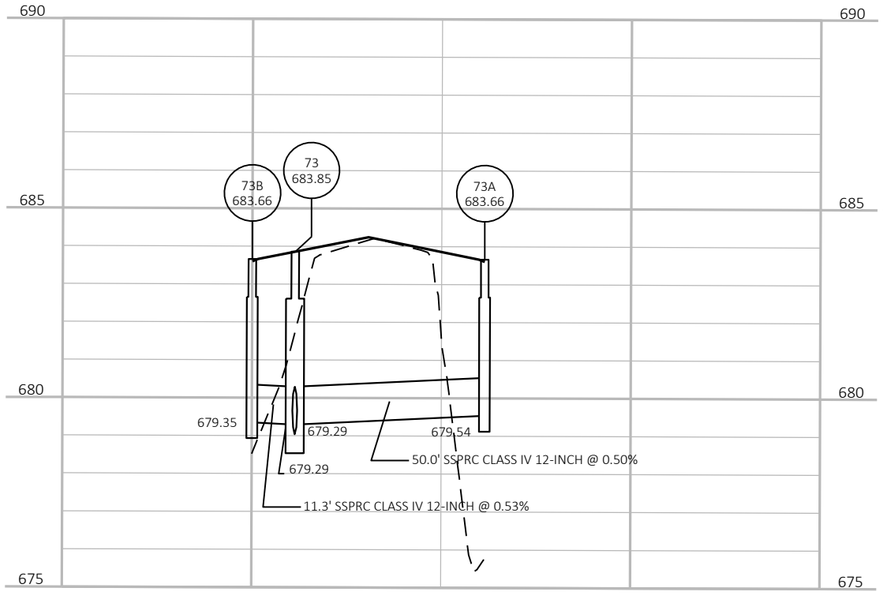
STA 91+38.3, 52.7' RT
APRON ENDWALLS FOR CPRC 24-INCH
87A

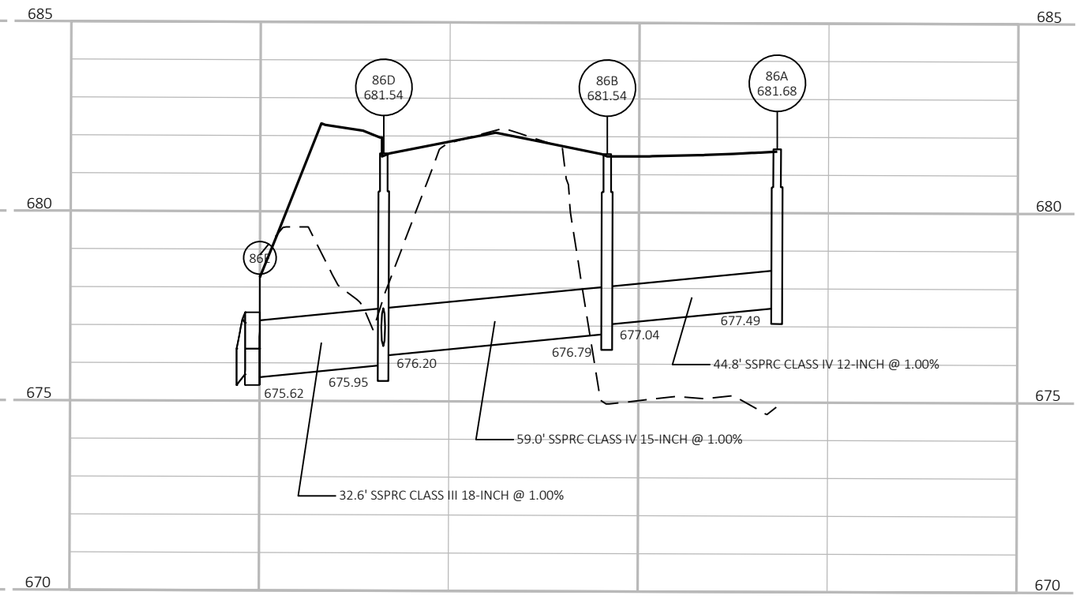
CONC.

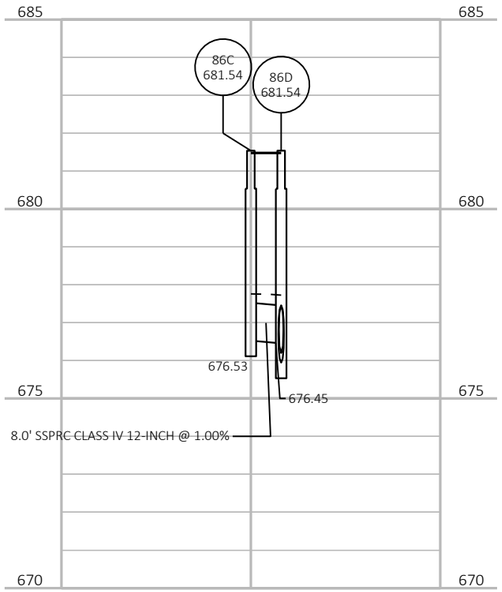
88A STA 92+11.3, 56.3' RT
APRON ENDWALLS FOR CPRC 30-INCH

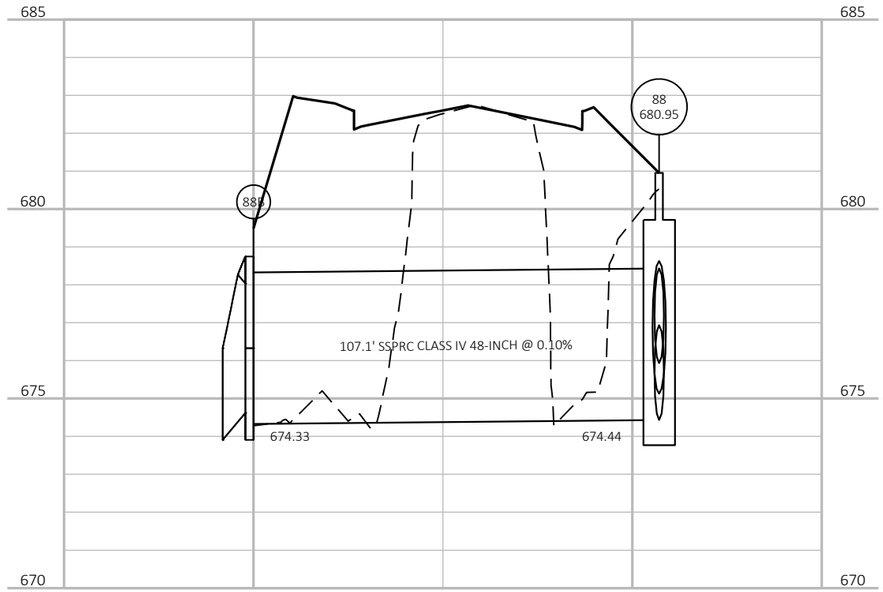


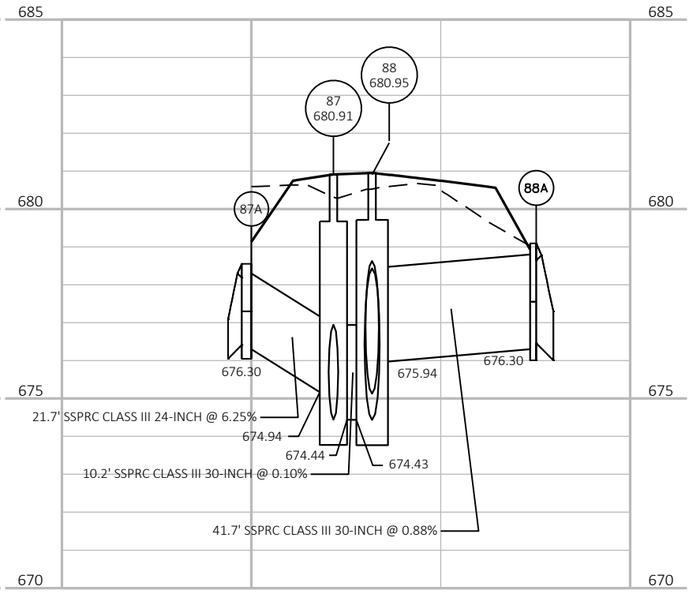
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 87	E











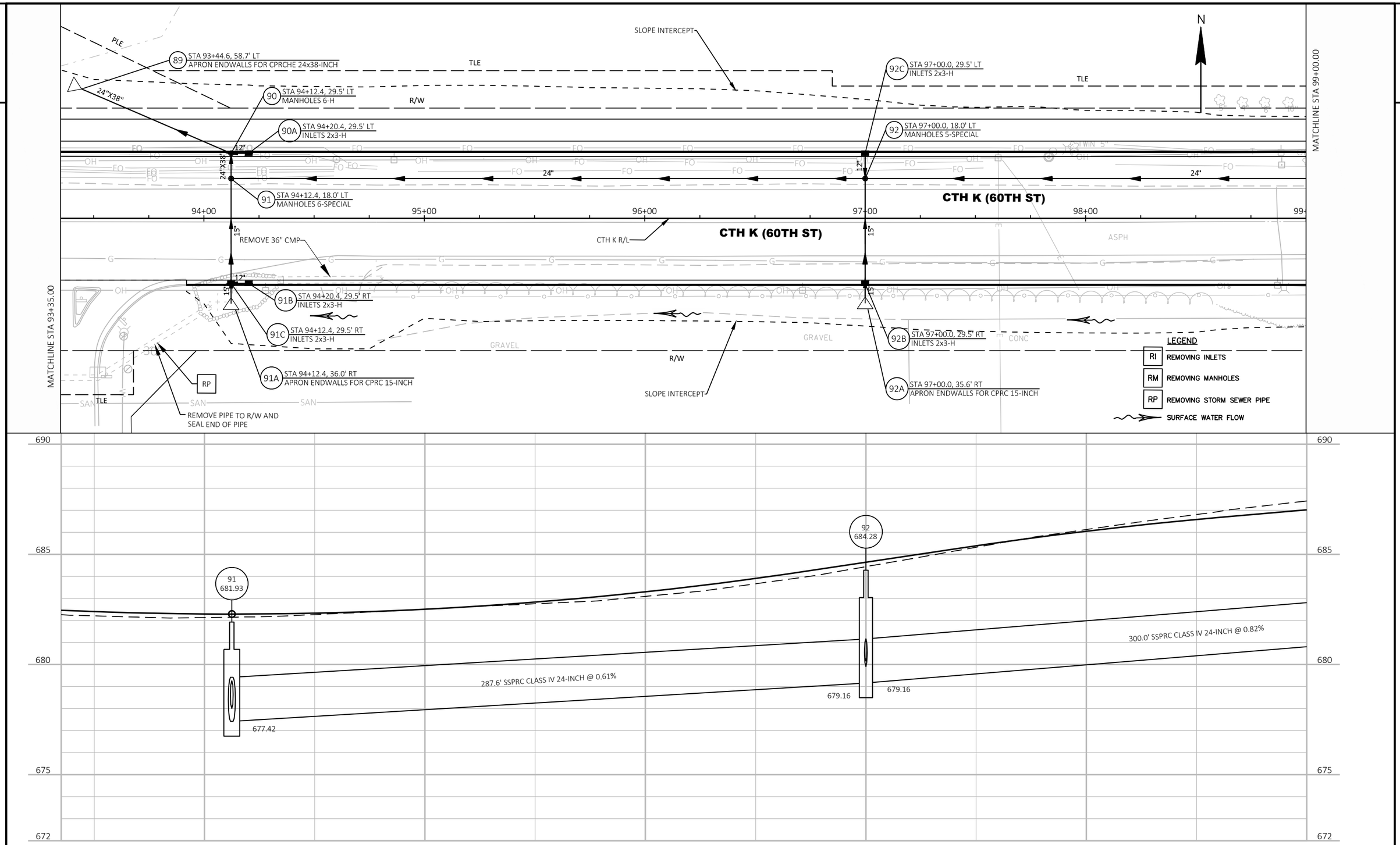
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 88	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 11a

PLOT DATE : 1/5/2022 4:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

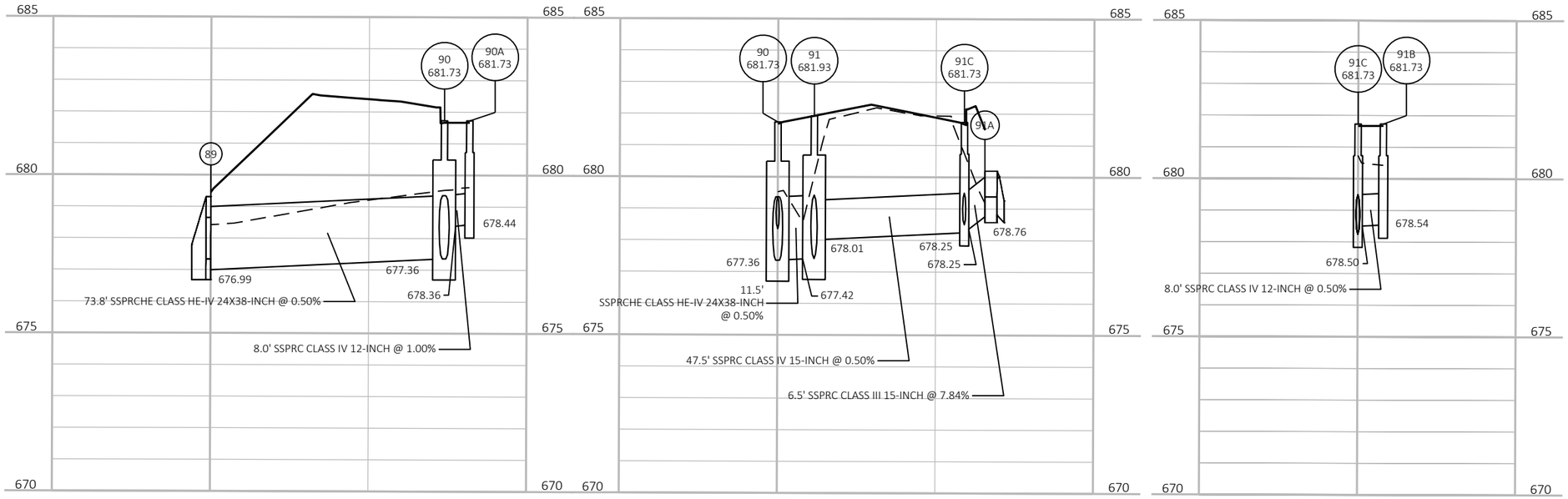
WISDOT/CADDS SHEET 41

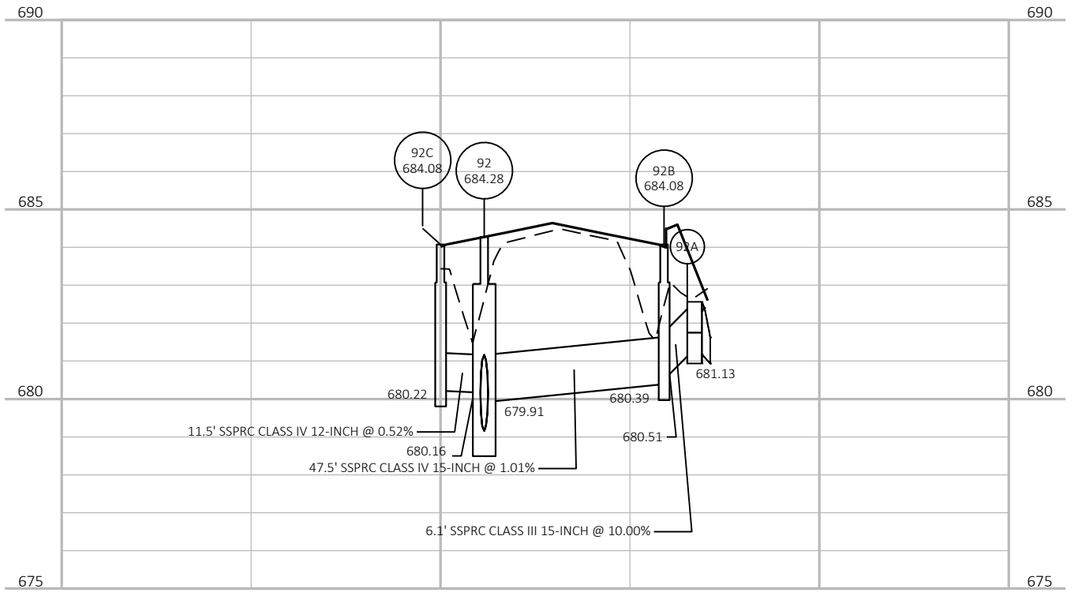
2



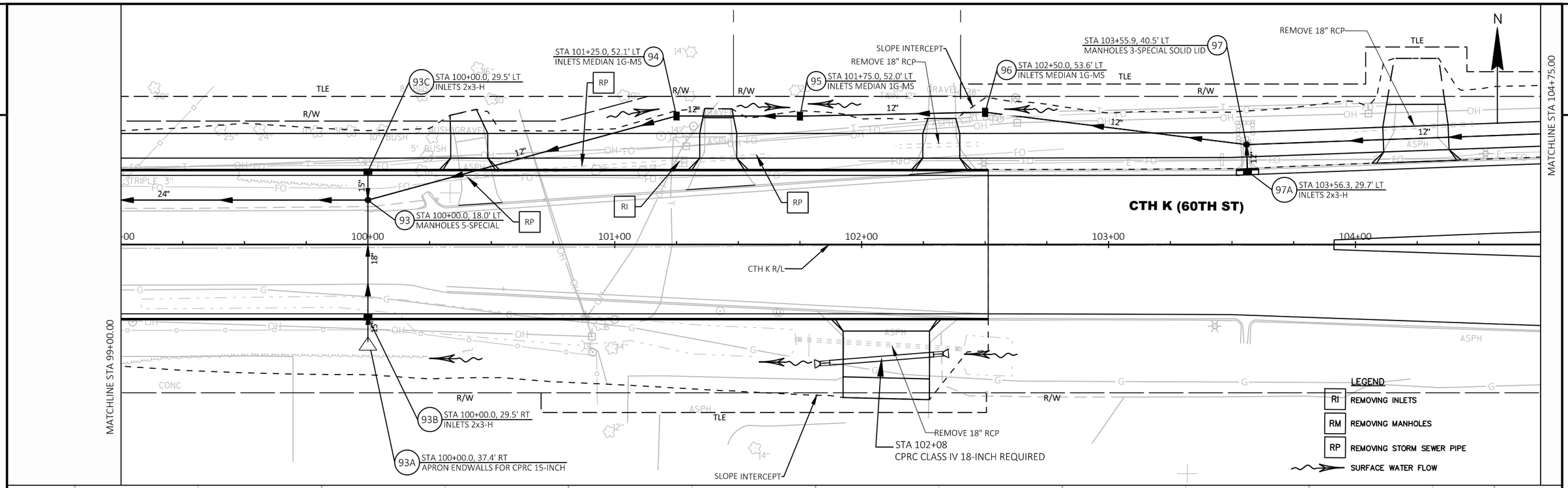
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 89	E

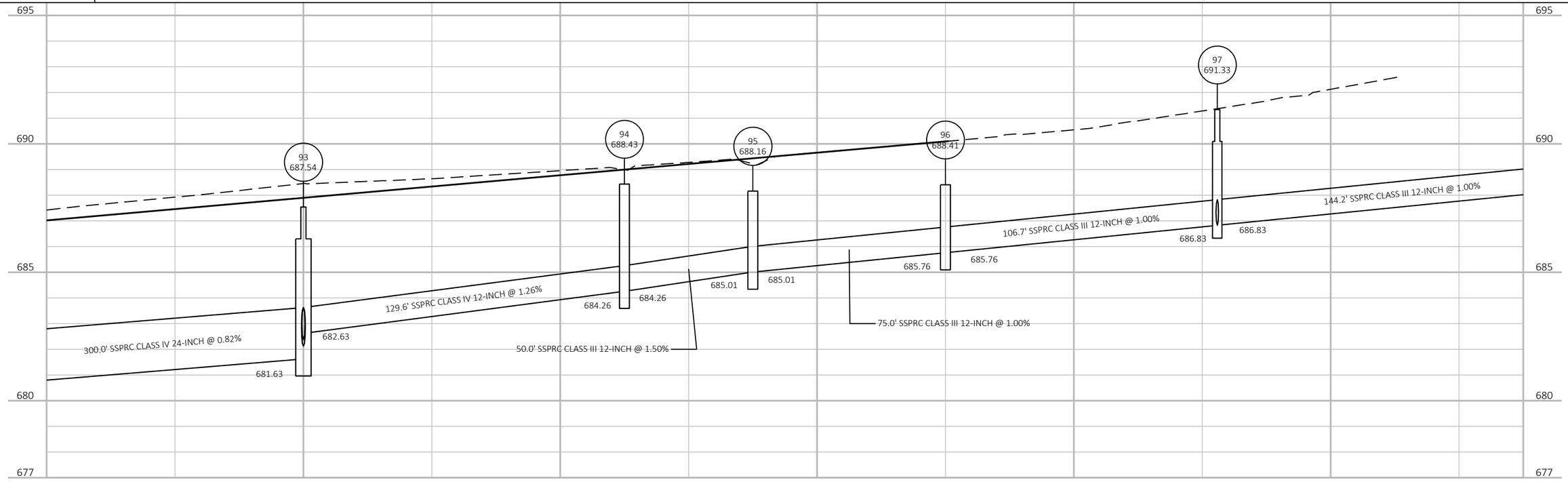
2





PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 90	E

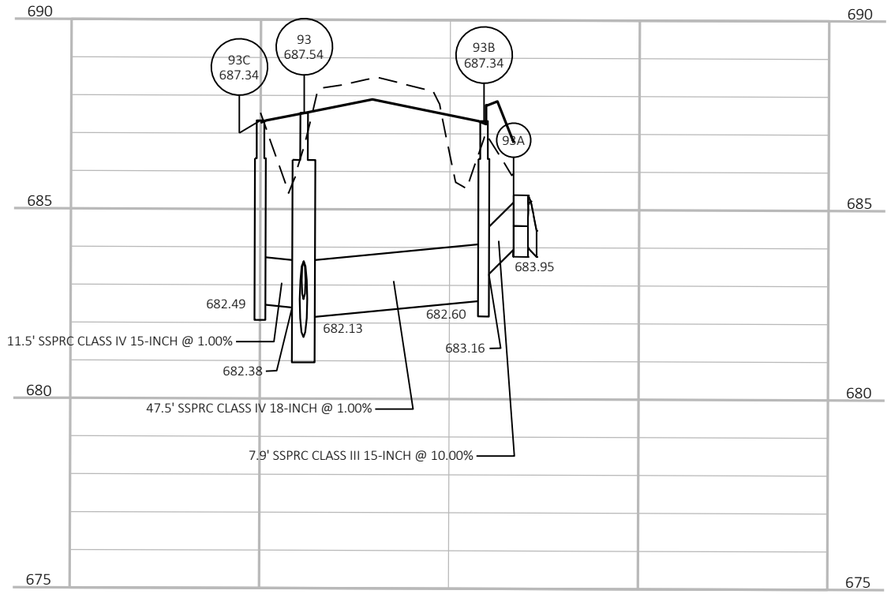


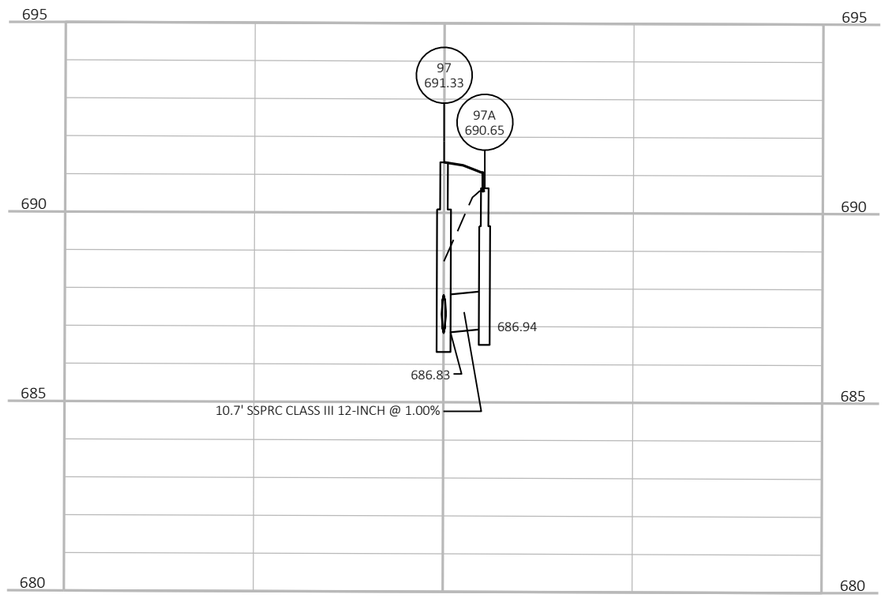


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 91	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 13

PLOT DATE : 1/5/2022 4:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT


690
685
680
675
93C
687.34
93
687.54
93B
687.34
93A
683.95
682.49
682.13
682.60
683.16
682.38
11.5' SSPRC CLASS IV 15-INCH @ 1.00%
47.5' SSPRC CLASS IV 18-INCH @ 1.00%
7.9' SSPRC CLASS III 15-INCH @ 10.00%


695
690
685
680
97
691.33
97A
690.65
686.94
686.83
10.7' SSPRC CLASS III 12-INCH @ 1.00%

2

98 STA 105+00.0, 45.8' LT
MANHOLES 3-SPECIAL SOLID LID

98A STA 105+00.5, 34.9' LT
INLETS 2x3-H

TLE

R/W

GRAVEL

ASPH BIKE PATH

CTH K (60TH ST)

105+00 106+00 107+00 108+00 109+00

CONC

ASPH

MATCHLINE STA 104+75.00

R.R. CONTROL BOX

N

LEGEND

- RI REMOVING INLETS
- RM REMOVING MANHOLES
- RP REMOVING STORM SEWER PIPE
- SURFACE WATER FLOW

700
695
690
685
682

98
693.50

688.27

144.2' SSPRC CLASS III 12-INCH @ 1.00%

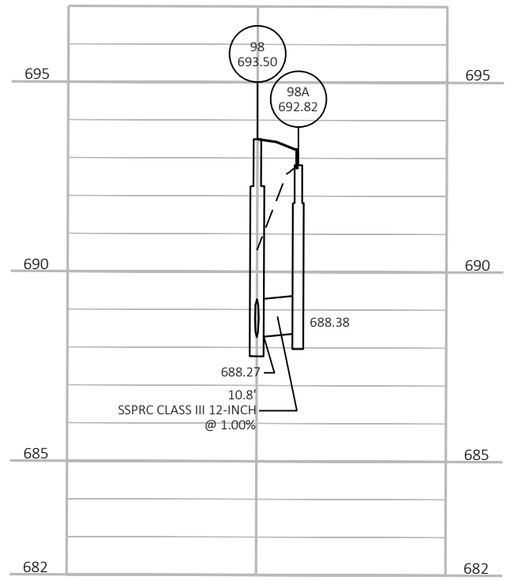
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 93	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 14

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

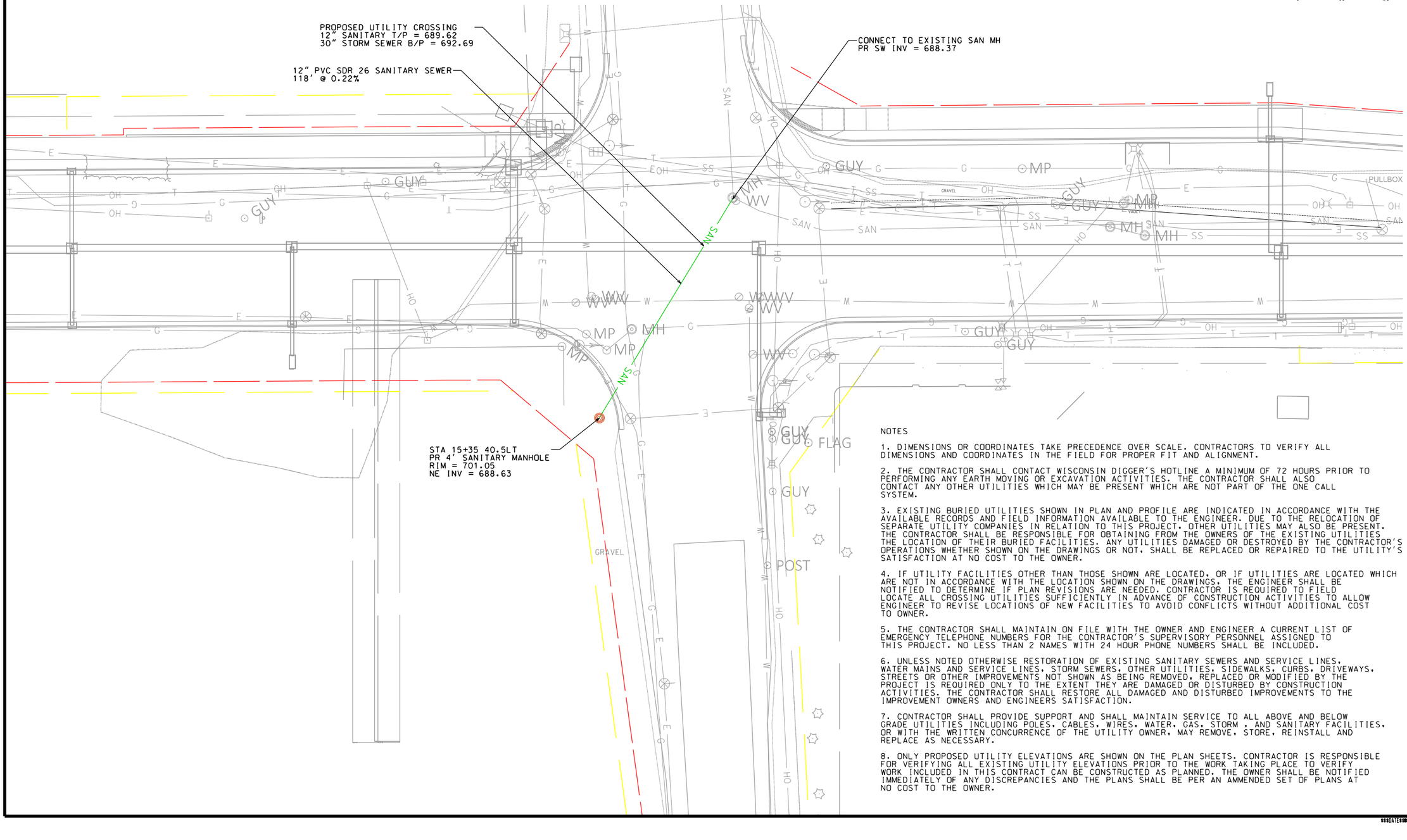
2



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STORM SEWER	SHEET 94	E

CITY DATUM 0.00 = U.S.G.S. 577.42

CTH "K" SANITARY SEWER
88TH AVE & 60TH STREET



NOTES

1. DIMENSIONS OR COORDINATES TAKE PRECEDENCE OVER SCALE. CONTRACTORS TO VERIFY ALL DIMENSIONS AND COORDINATES IN THE FIELD FOR PROPER FIT AND ALIGNMENT.

2. THE CONTRACTOR SHALL CONTACT WISCONSIN DIGGER'S HOTLINE A MINIMUM OF 72 HOURS PRIOR TO PERFORMING ANY EARTH MOVING OR EXCAVATION ACTIVITIES. THE CONTRACTOR SHALL ALSO CONTACT ANY OTHER UTILITIES WHICH MAY BE PRESENT WHICH ARE NOT PART OF THE ONE CALL SYSTEM.

3. EXISTING BURIED UTILITIES SHOWN IN PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH THE AVAILABLE RECORDS AND FIELD INFORMATION AVAILABLE TO THE ENGINEER. DUE TO THE RELOCATION OF SEPARATE UTILITY COMPANIES IN RELATION TO THIS PROJECT, OTHER UTILITIES MAY ALSO BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING FROM THE OWNERS OF THE EXISTING UTILITIES THE LOCATION OF THEIR BURIED FACILITIES. ANY UTILITIES DAMAGED OR DESTROYED BY THE CONTRACTOR'S OPERATIONS WHETHER SHOWN ON THE DRAWINGS OR NOT, SHALL BE REPLACED OR REPAIRED TO THE UTILITY'S SATISFACTION AT NO COST TO THE OWNER.

4. IF UTILITY FACILITIES OTHER THAN THOSE SHOWN ARE LOCATED, OR IF UTILITIES ARE LOCATED WHICH ARE NOT IN ACCORDANCE WITH THE LOCATION SHOWN ON THE DRAWINGS, THE ENGINEER SHALL BE NOTIFIED TO DETERMINE IF PLAN REVISIONS ARE NEEDED. CONTRACTOR IS REQUIRED TO FIELD LOCATE ALL CROSSING UTILITIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION ACTIVITIES TO ALLOW ENGINEER TO REVISE LOCATIONS OF NEW FACILITIES TO AVOID CONFLICTS WITHOUT ADDITIONAL COST TO OWNER.

5. THE CONTRACTOR SHALL MAINTAIN ON FILE WITH THE OWNER AND ENGINEER A CURRENT LIST OF EMERGENCY TELEPHONE NUMBERS FOR THE CONTRACTOR'S SUPERVISORY PERSONNEL ASSIGNED TO THIS PROJECT. NO LESS THAN 2 NAMES WITH 24 HOUR PHONE NUMBERS SHALL BE INCLUDED.

6. UNLESS NOTED OTHERWISE RESTORATION OF EXISTING SANITARY SEWERS AND SERVICE LINES, WATER MAINS AND SERVICE LINES, STORM SEWERS, OTHER UTILITIES, SIDEWALKS, CURBS, DRIVEWAYS, STREETS OR OTHER IMPROVEMENTS NOT SHOWN AS BEING REMOVED, REPLACED OR MODIFIED BY THE PROJECT IS REQUIRED ONLY TO THE EXTENT THEY ARE DAMAGED OR DISTURBED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL RESTORE ALL DAMAGED AND DISTURBED IMPROVEMENTS TO THE IMPROVEMENT OWNERS AND ENGINEERS SATISFACTION.

7. CONTRACTOR SHALL PROVIDE SUPPORT AND SHALL MAINTAIN SERVICE TO ALL ABOVE AND BELOW GRADE UTILITIES INCLUDING POLES, CABLES, WIRES, WATER, GAS, STORM , AND SANITARY FACILITIES, OR WITH THE WRITTEN CONCURRENCE OF THE UTILITY OWNER, MAY REMOVE, STORE, REINSTALL AND REPLACE AS NECESSARY.

8. ONLY PROPOSED UTILITY ELEVATIONS ARE SHOWN ON THE PLAN SHEETS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING UTILITY ELEVATIONS PRIOR TO THE WORK TAKING PLACE TO VERIFY WORK INCLUDED IN THIS CONTRACT CAN BE CONSTRUCTED AS PLANNED. THE OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES AND THE PLANS SHALL BE PER AN AMMENDED SET OF PLANS AT NO COST TO THE OWNER.

SCALE :
HOR. 1" = 20'
VER. 1" =

Contract No.

File No.

CTH "K" SANITARY SEWER
88TH AVE & 60TH STREET

JOB NO.21-568, 21-571, 77-203, 77-204, 77-205, 77-499

Sheet No. 1 of 1

KENOSHA WATER UTILITY ENGINEERING SERVICES

CURT CZARNECKI - General Manager
4401 Green Bay Rd. Kenosha, Wisconsin 53144
ph (262) 653-435 fax (262) 653-4303

Survey By : KENOSHA COUNTY	Date :	
Design By : AMD	Date : 8/20/2020	
Drawn By : AMD	Date : 8/20/2020	
Checked By : KCB	Date : 8/20/2020	
Water-DNR. No. :	Date :	
Sewer-DNR. No. :	Date :	

REVISIONS

$$$$DATE$$$$$$$$FILE$$$$

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

BP: 31+97.18

PI: 32+60.51

32+00 33+00 34+00 35+00 36+00

CTH K R/L

CTH K (60TH ST)

ASPH GRAVEL POST GUY IP MH SAN WV W VLV OH G T E

MATCHLINE STA 36+25.00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 96	E

2

SIGN REMOVAL LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
XR-XX	SIGN REMOVAL SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

N

MATCHLINE STA 36+25.00

MATCHLINE STA 41+75.00

PI: 38+00.51

37+00 38+00 39+00 40+00 41+00

CTH K R/L

CTH K (60TH ST)

ASPH

94TH CT

2R-01

STOP

PRIVATE SIGN TO REMAIN

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 97 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 2

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA 41+75.00

MATCHLINE STA 47+25.00

PI: 46+08.91

42+00 43+00 44+00 45+00 46+00 47+00

ASPH

CTH K R/L

CTH K (60TH ST)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 98	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 3

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA 47+25.00

MATCHLINE STA 53+00.00

TRANSFORMER PAD

48+00 ASPH 49+00 50+00 51+00 52+00 53+

CTH K R/L

CTH K (60TH ST)

GRAVEL

GRAVEL

10"

10"

10"

28"

40"

5'

18"

24"

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 99	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 4

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA 53+00.00

MATCHLINE STA 58+75.00

PC: 54+73.89

PT: 55+49.53

00 54+00 55+00 56+00 57+00 58+00

CTH K R/L

CTH K (60TH ST)

5R-03 SPEED LIMIT

5R-01

5R-02 JCT COUNTY H

GRAVEL

GRAVEL

ASPH

ASPH

30"

15"

15"

15"

12"

12"

12"

36"

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 100	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 5

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 58+75.00

MATCHLINE STA 64+50.00

MATCHLINE STA 17+75

MATCHLINE STA 14+50

SIGN REMOVAL LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
XR-XX	SIGN REMOVAL SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

N

6R-01 STOP

6R-02 STOP

6R-03 COUNTY H

6R-04 STOP

6R-05 STOP

6R-06 SPEED LIMIT

6R-07 JCT COUNTY K

CTH H NORTH R/L

CTH H SOUTH R/L

CTH H (88TH AVE)

CTH K R/L

CTH K (60TH ST)

CTH K R/L

CTH K (60TH ST)

PI STA 17+31.61

BP: 16+07.04

59+00 60+00 61+00 62+00 63+00 64+00

17+00 16+00 15+00

ASPH CONC GRAVEL VAULT PULLBOX

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 101	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 6

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

7R-01

MATCHLINE STA 64+50.00

MATCHLINE STA 70+00.00

PC: 66+57.17

PT: 68+05.23

PC: 69+76.66

65+00

66+00

67+00

68+00

69+00

70+

CTH K R/L

CTH K (60TH ST)

GRAVEL

ASPH

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 102	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 7

PLOT DATE : 1/5/2022 4:20 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA 70+00.00

MATCHLINE STA 75+50.00

PT: 71+24.71

71+00

72+00

73+00

74+00

75+00

CTH K R/L

CTH K (60TH ST)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 103	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 8

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

MATCHLINE STA 75+50.00

MATCHLINE STA 81+25.00

76+00 77+00 78+00 79+00 80+00 81+00

CTH K (60TH ST)

CTH K R/L

82ND AVE

9R-01 SPEED LIMIT

9R-02 STOP

9R-03 SPEED LIMIT

4' BUSH

ASPH

CONC.

SFORMER

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 104	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 9

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

EXISTING SIGN MOUNTED ON WOOD POST(S)

XR-XX SIGN REMOVAL SIGN NUMBER

XM-XX MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

10M-01

STOP

MOVING PRIVATE SIGN

PRIVATE SIGN TO REMAIN

PRIVATE DRIVE

5' BUSH

5' BUSH

PI: 86+87.42

82+00 83+00 84+00 85+00 86+00 87+00

CTH K R/L

CTH K (60TH ST)

10R-01

MATCHLINE STA 81+25.00

MATCHLINE STA 87+25.00

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 105	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 10

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
XR-XX	SIGN REMOVAL SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

N

11R-01

MATCHLINE STA 87+25.00

MATCHLINE STA 93+00.00

88+00 89+00 90+00 91+00 92+00 93+

CTH K R/L

CTH K (60TH ST)

ASPH

BEAM GUARD

GRAVEL

CONC.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 106	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 11

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- XR-XX — SIGN REMOVAL SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN

N

MATCHLINE STA 93+00.00

MATCHLINE STA 98+75.00

93+00 94+00 95+00 96+00 97+00 98+00

CTH K R/L

CTH K (60TH ST)

FO OH G SAN W

TWIN 5"

5" 4"

ASPH

GRAVEL

GRAVEL

CONC

30"

30"

SAN MH TO EAST NOT FOUND

RIM: 681.48
E: 674.48'
S: 674.48'

PER PLAN

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 107	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 12

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN REMOVAL LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- XR-XX — SIGN REMOVAL SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN

N

13R-01

13R-02

MATCHLINE STA 98+75.00

MATCHLINE STA 104+50.00

99+00 100+00 101+00 102+00 103+00 104+00

CTH K R/L

CTH K (60TH ST)

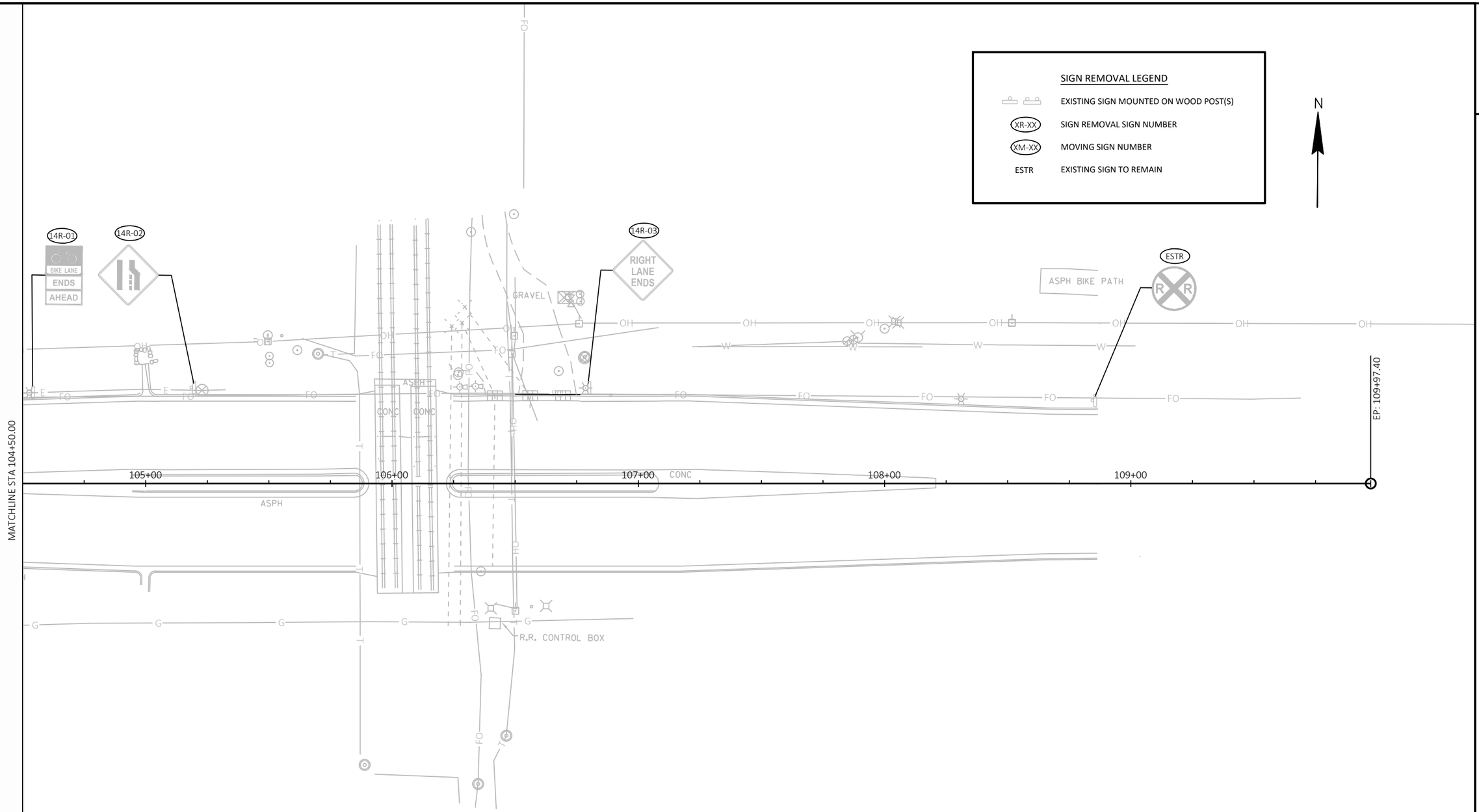
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 108	E

2

SIGN REMOVAL LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- XR-XX — SIGN REMOVAL SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 109	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 14

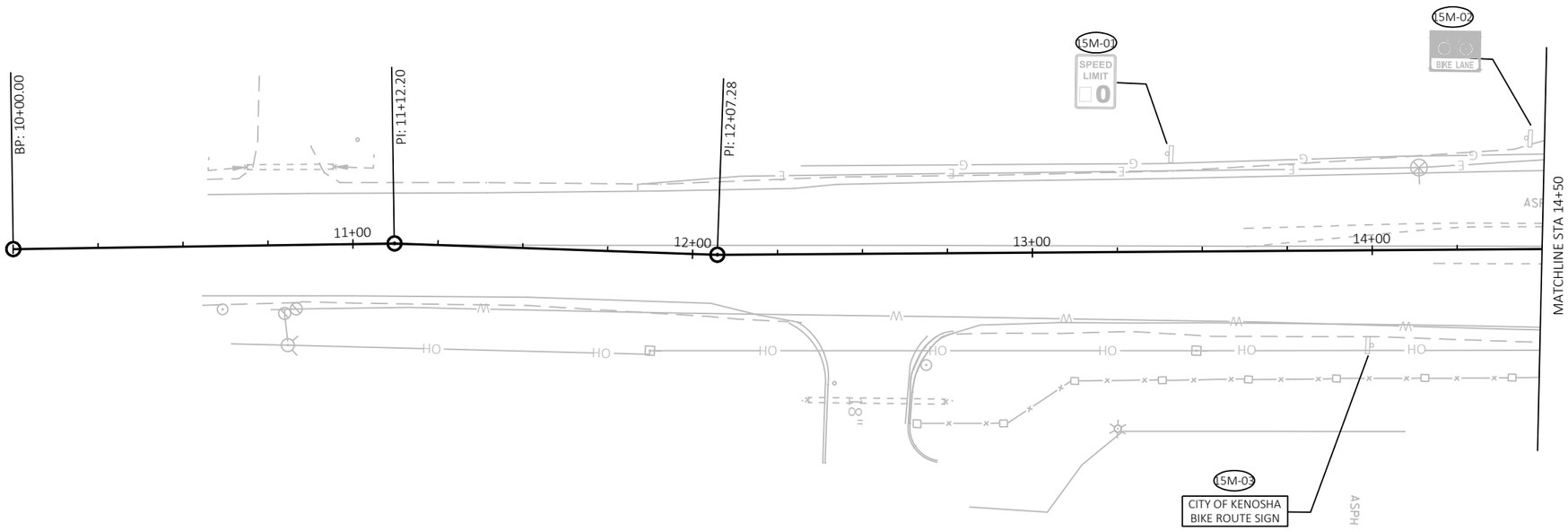
PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

SIGN REMOVAL LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
XR-XX	SIGN REMOVAL SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

N



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 110 E

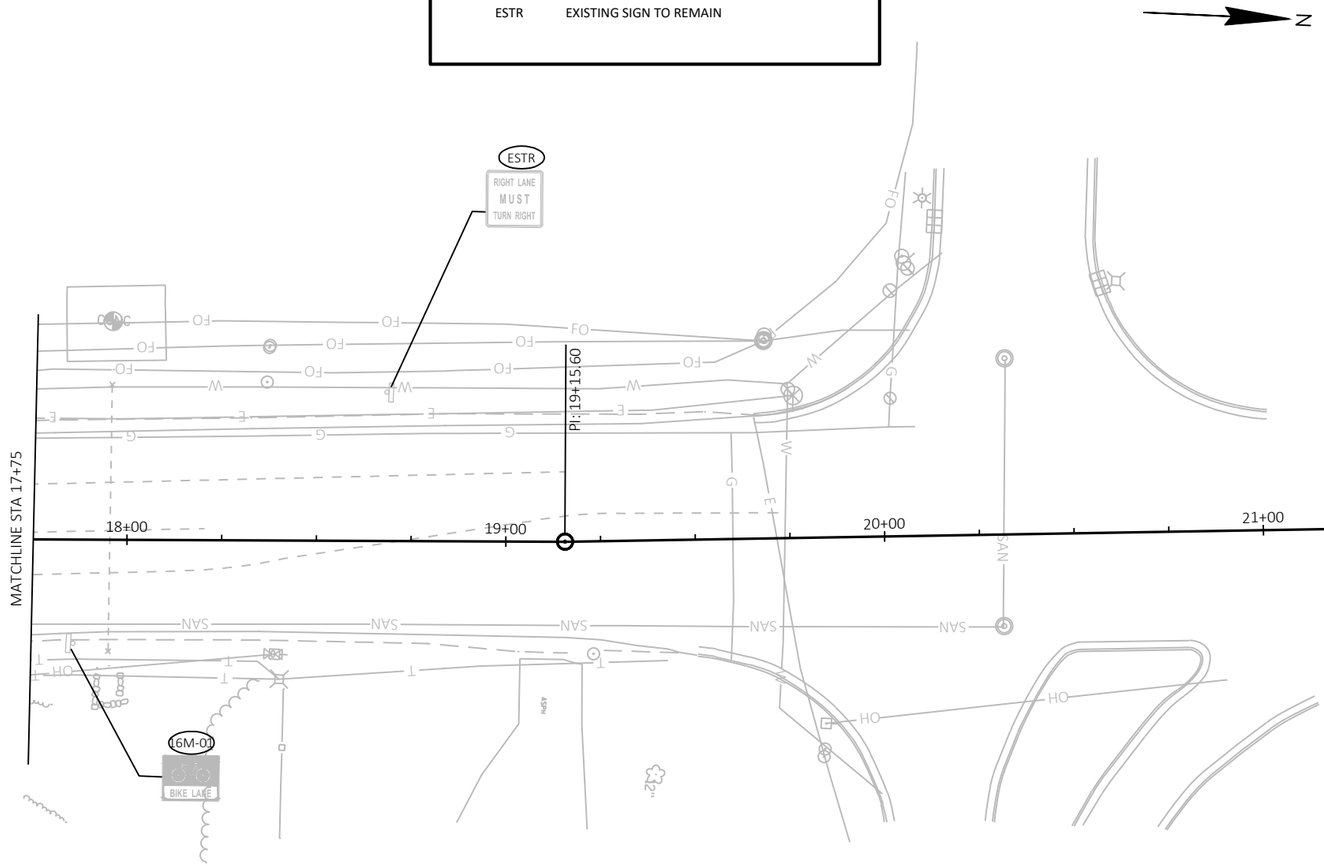
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 15

PLOT DATE : 1/5/2022 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

SIGN REMOVAL LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
XR-XX	SIGN REMOVAL SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 111 E

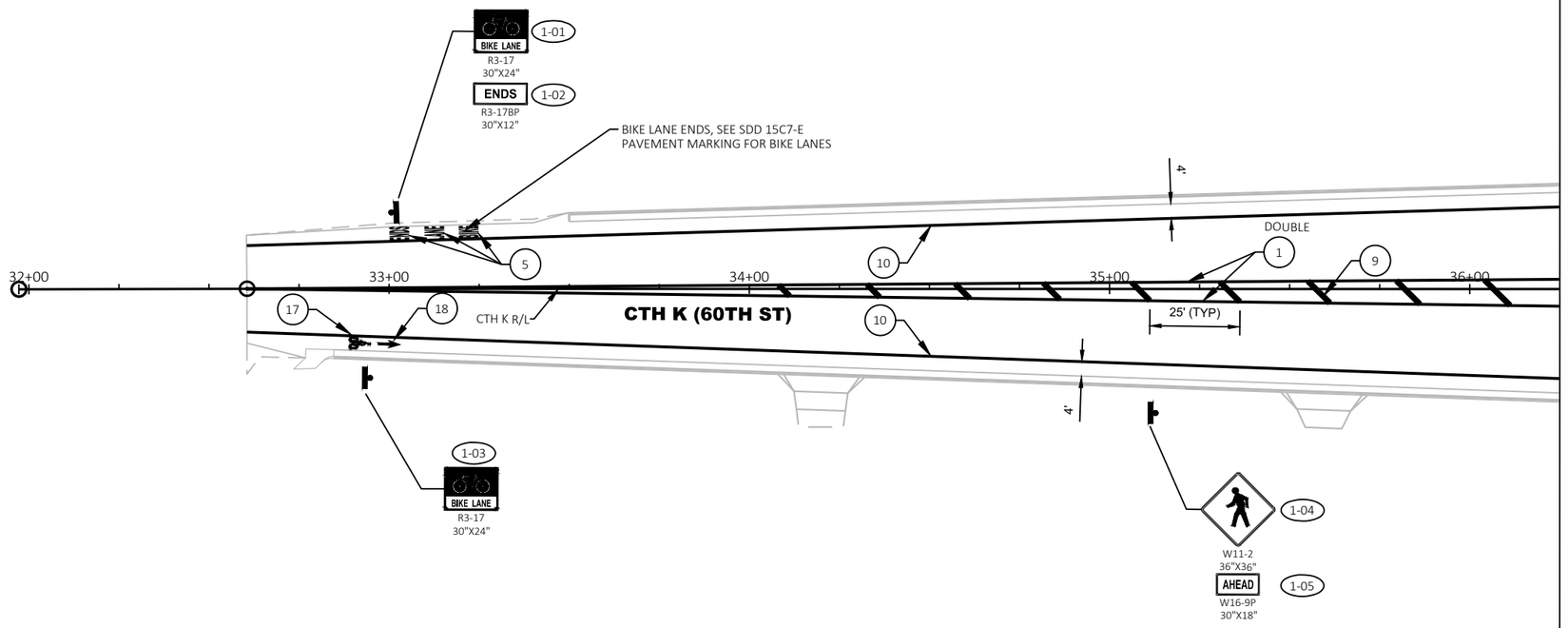
PAVEMENT MARKING LEGEND

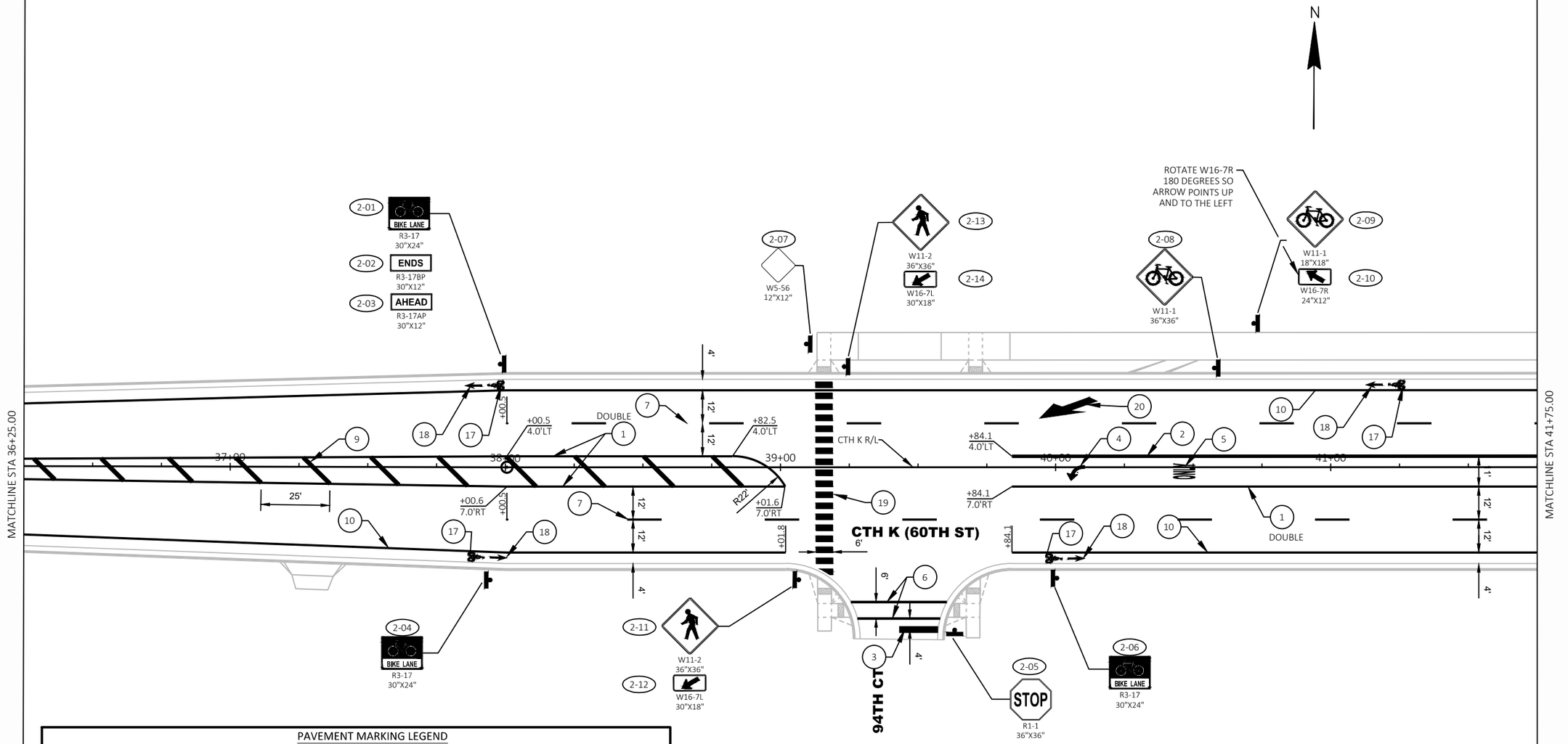
1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17	MARKING SYMBOL EPOXY (BIKE LANE)
8	MARKING ARROW EPOXY (TYPE 3)	18	MARKING ARROW EPOXY (BIKE LANE ARROW)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N





PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17	MARKING SYMBOL EPOXY (BIKE LANE)
8	MARKING ARROW EPOXY (TYPE 3)	18	MARKING ARROW EPOXY (BIKE LANE ARROW)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

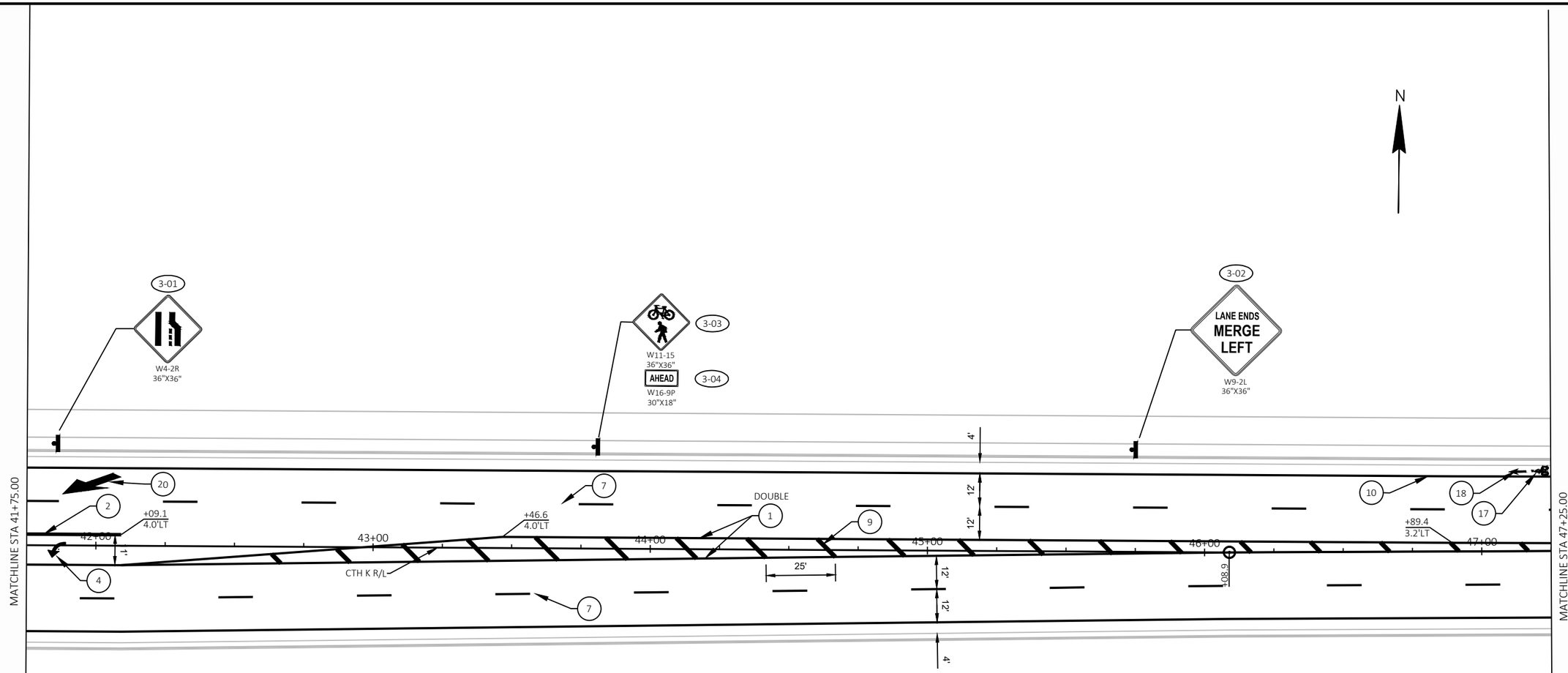
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 113	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 2

PLOT DATE : 1/7/2022 12:49 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)
2	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING ARROW EPOXY (TYPE 2)
5	MARKING WORD EPOXY
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
8	MARKING ARROW EPOXY (TYPE 3)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10	MARKING LINE EPOXY 4-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12	MARKING RAILROAD CROSSING EPOXY
13	MARKING ISLAND NOSE EPOXY (YELLOW)
14	MARKING CURB EPOXY (YELLOW)
15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
17	MARKING SYMBOL EPOXY (BIKE LANE)
18	MARKING ARROW EPOXY (BIKE LANE ARROW)
19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
20	MARKING ARROW EPOXY (TYPE 5)

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 114 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 3

PLOT DATE : 1/7/2022 12:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCHLINE STA 47+25.00

MATCHLINE STA 53+00.00

R7220'

+62.4
3.4'LT

48+00

49+00

50+00

51+00

52+00

53+

DOUBLE

4'

12'

12'

12'

12'

4'

25'

CTH K R/L

1

9

7

7

17

18

10

4-01

W3-3
36"X36"

4-02

JCT
COUNTY
H

J1-1
36"X57"

4-03

ONLY ONLY

R3-8LAF
72"X36"

PAVEMENT MARKING LEGEND

1 MARKING LINE EPOXY 4-INCH (YELLOW)	11 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2 MARKING LINE EPOXY 8-INCH (WHITE)	12 MARKING RAILROAD CROSSING EPOXY
3 MARKING STOP LINE EPOXY 18-INCH (WHITE)	13 MARKING ISLAND NOSE EPOXY (YELLOW)
4 MARKING ARROW EPOXY (TYPE 2)	14 MARKING CURB EPOXY (YELLOW)
5 MARKING WORD EPOXY	15 MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16 MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7 MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17 MARKING SYMBOL EPOXY (BIKE LANE)
8 MARKING ARROW EPOXY (TYPE 3)	18 MARKING ARROW EPOXY (BIKE LANE ARROW)
9 MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10 MARKING LINE EPOXY 4-INCH (WHITE)	20 MARKING ARROW EPOXY (TYPE 5)

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 115	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 4

PLOT DATE : 1/7/2022 12:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE STA 53+00.00

MATCHLINE STA 58+75.00

54+00

55+00

56+00

57+00

58+00

+36.4

+73.9

+76.1
34.3'LT

+49.5
35.0'LT

R7255'

4'

12'

12'

11'

12'

12'

4'

CTH K R/L

DOUBLE

DOUBLE

5-03
WEST
COUNTY
K
J4-1
36"X54"

5-01
SPEED
LIMIT
45
R2-1
36"X48"

5-04
SPEED
LIMIT
35
W3-5
36"X36"

5-02
BIKE LANE
R3-17
30"X24"

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)
2	MARKING LINE EPOXY 8-INCH (WHITE)
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)
4	MARKING ARROW EPOXY (TYPE 2)
5	MARKING WORD EPOXY
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
8	MARKING ARROW EPOXY (TYPE 3)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10	MARKING LINE EPOXY 4-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12	MARKING RAILROAD CROSSING EPOXY
13	MARKING ISLAND NOSE EPOXY (YELLOW)
14	MARKING CURB EPOXY (YELLOW)
15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
17	MARKING SYMBOL EPOXY (BIKE LANE)
18	MARKING ARROW EPOXY (BIKE LANE ARROW)
19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
20	MARKING ARROW EPOXY (TYPE 5)

SIGNING LEGEND

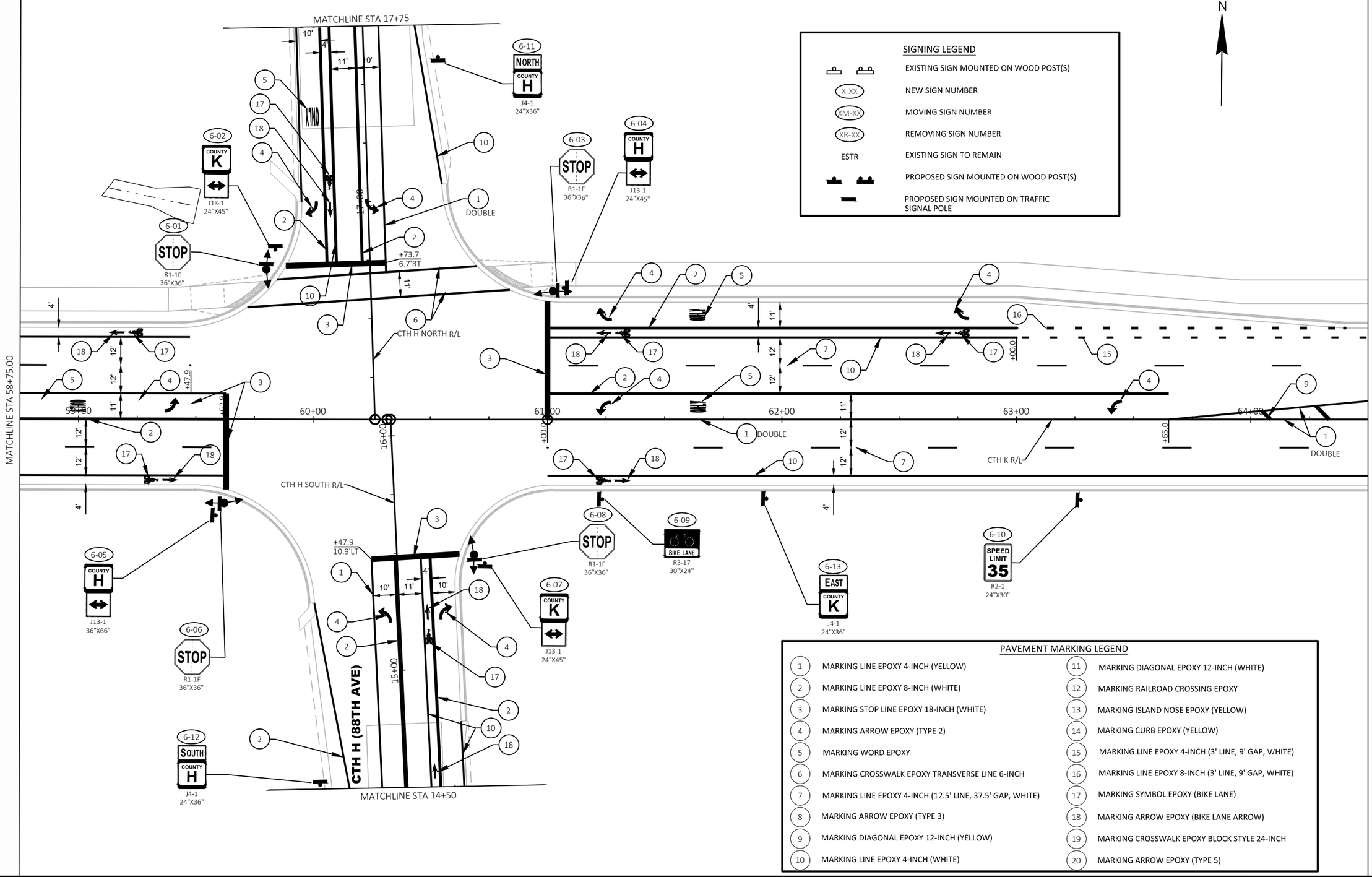
	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 116	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 5

PLOT DATE : 1/7/2022 12:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17	MARKING SYMBOL EPOXY (BIKE LANE)
8	MARKING ARROW EPOXY (TYPE 3)	18	MARKING ARROW EPOXY (BIKE LANE ARROW)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 117	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 6
PLOT DATE : 1/7/2022 12:12 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N

7-01 BEGIN RIGHT TURN LANE / YIELD TO BIKES — R4-4 36"X30"

7-02 ONLY ONLY ONLY ONLY — R3-8LAAR 72"X30"

7-03 JCT / COUNTY H — J1-1 24"X39"

7-04 — W3-3 36"X36"

MATCHLINE STA 64+50.00

MATCHLINE STA 70+00.00

+97.3 34.5'LT

+84.3 11.0'LT

+33.7

65+00 66+00 67+00 68+00 69+00 70-

4' 12' 12' 12' 12' 4'

25'

1 DOUBLE

7

CTH K R/L

15 18 17 7 10 17 18 10

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17	MARKING SYMBOL EPOXY (BIKE LANE)
8	MARKING ARROW EPOXY (TYPE 3)	18	MARKING ARROW EPOXY (BIKE LANE ARROW)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 118	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 7

PLOT DATE : 1/7/2022 12:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

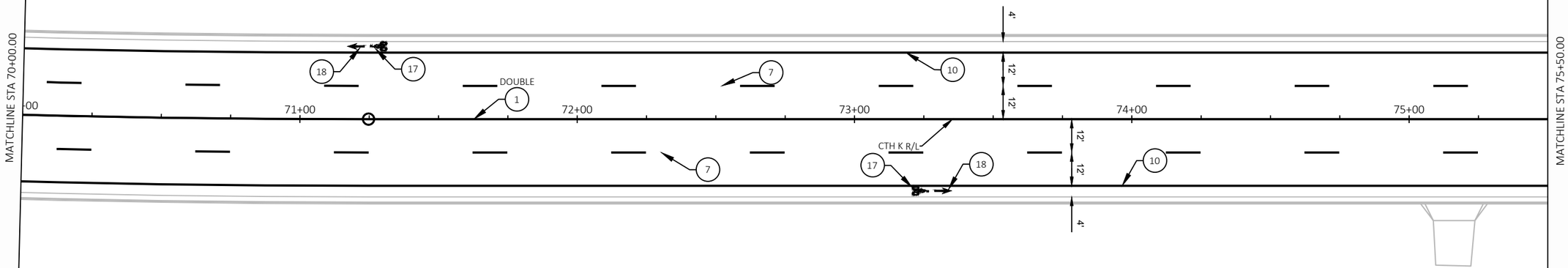
2

2

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
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9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 119	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 8
PLOT DATE : 1/7/2022 12:12 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

9-01 SPEED LIMIT 35 — R2-1 24"X30"

9-02 BIKE LANE — R3-17 30"X24"

9-13 / 9-14 — W11-2 30"X30" / W16-7L 24"X12"

9-09 / 9-10 AHEAD — W11-2 30"X30" / W16-9P 24"X12"

MATCHLINE STA 75+50.00

MATCHLINE STA 81+25.00

76+00 77+00 78+00 79+00 80+00 81+00

4' 12' 12' 4' 11' 11' 11' 11' 4' 6' 6'

+81.4 25' DOUBLE +12.0 4.8'LT +31.4 5.5'RT R22' +31.4 CTH K R/L +13.5 5.5'LT +63.5 5.5'LT

82ND AVE

9-03 BIKE LANE — R3-17 30"X24"

9-07 / 9-08 AHEAD — W11-2 30"X30" / W16-9P 24"X12"

9-11 / 9-12 — W11-2 30"X30" / W16-7L 24"X12"

9-04 STOP — R1-1 30"X30"

9-05 BIKE LANE — R3-17 30"X24"

9-06 SPEED LIMIT 35 — R2-1 24"X30"

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
7	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	17	MARKING SYMBOL EPOXY (BIKE LANE)
8	MARKING ARROW EPOXY (TYPE 3)	18	MARKING ARROW EPOXY (BIKE LANE ARROW)
9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 120	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 9
PLOT DATE : 1/7/2022 12:12 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

10M-01 STOP

10M-01 ATTENTION NO TRUCK ENTRY

MOVING PRIVATE SIGN

10-01 W10-1 24"X24"

10-02 DO NOT ENTER R5-1 30"X30"

10-03 / 10-04 RAIL ROAD CROSSING R15-1 48"X9"

MATCHLINE STA 81+25.00

82+00 83+00 84+00 85+00 86+00 87+00

DOUBLE

+51.5 5.5'RT

+66.1 5.5'RT

+98.5 5.5'LT

+17.5 5.5'RT

+11.0

+71.0

+72.1

+97.4

R22'

25'

5'

CTH K R/L

MATCHLINE STA 87+25.00

10-05 W10-1 36"X36"

10-06 R4-7 24"X30"

10-07 RAIL ROAD CROSSING R15-1 48"X9"

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	16	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
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10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 121	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 10
PLOT DATE : 1/7/2022 12:12 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

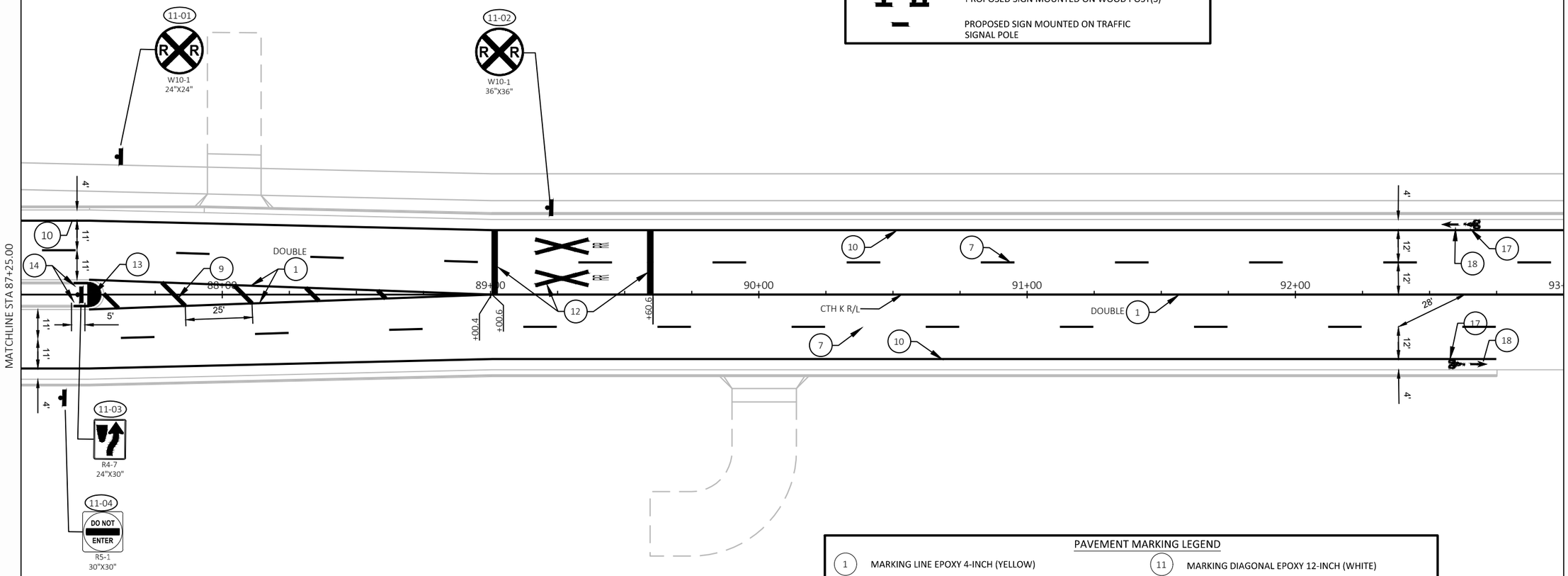
2

2

N

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
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9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 122	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 11
PLOT DATE : 1/7/2022 12:12 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

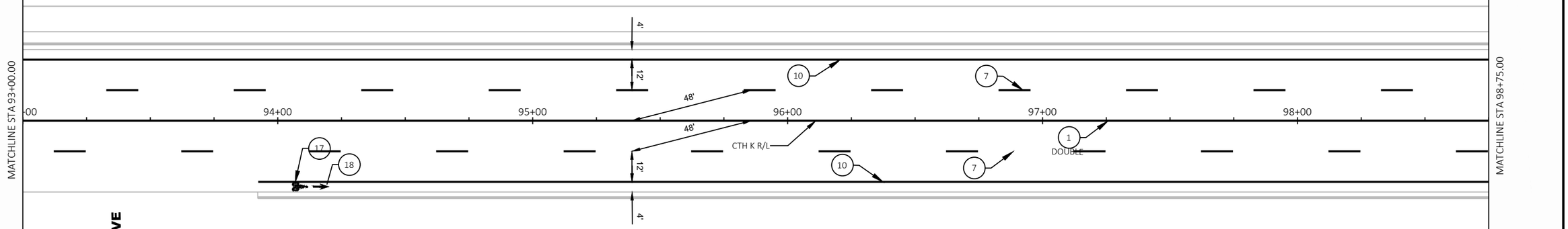
2

2

N

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
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10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 123	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 12

PLOT DATE : 1/7/2022 12:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

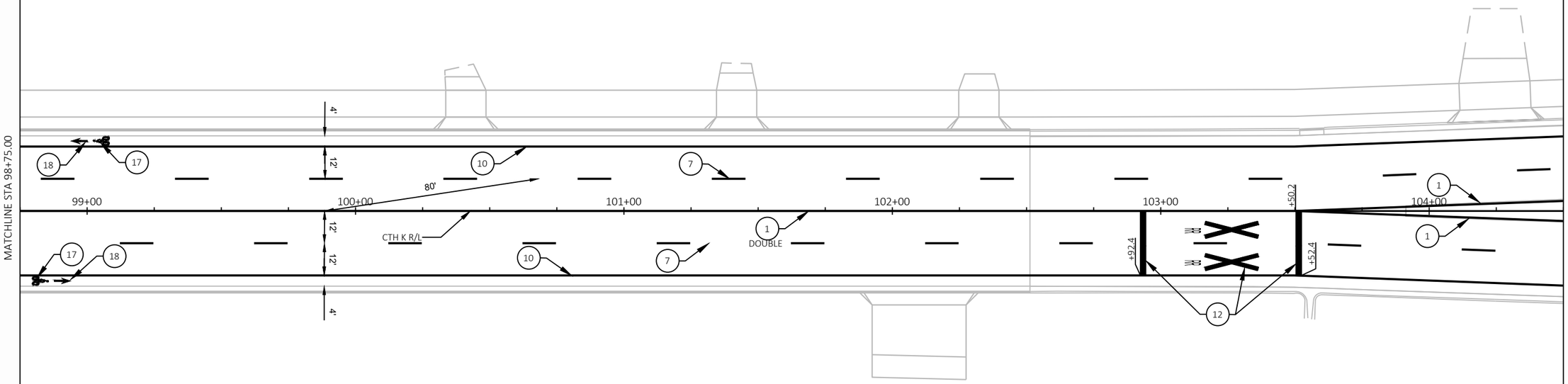
2

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
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10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 124	E

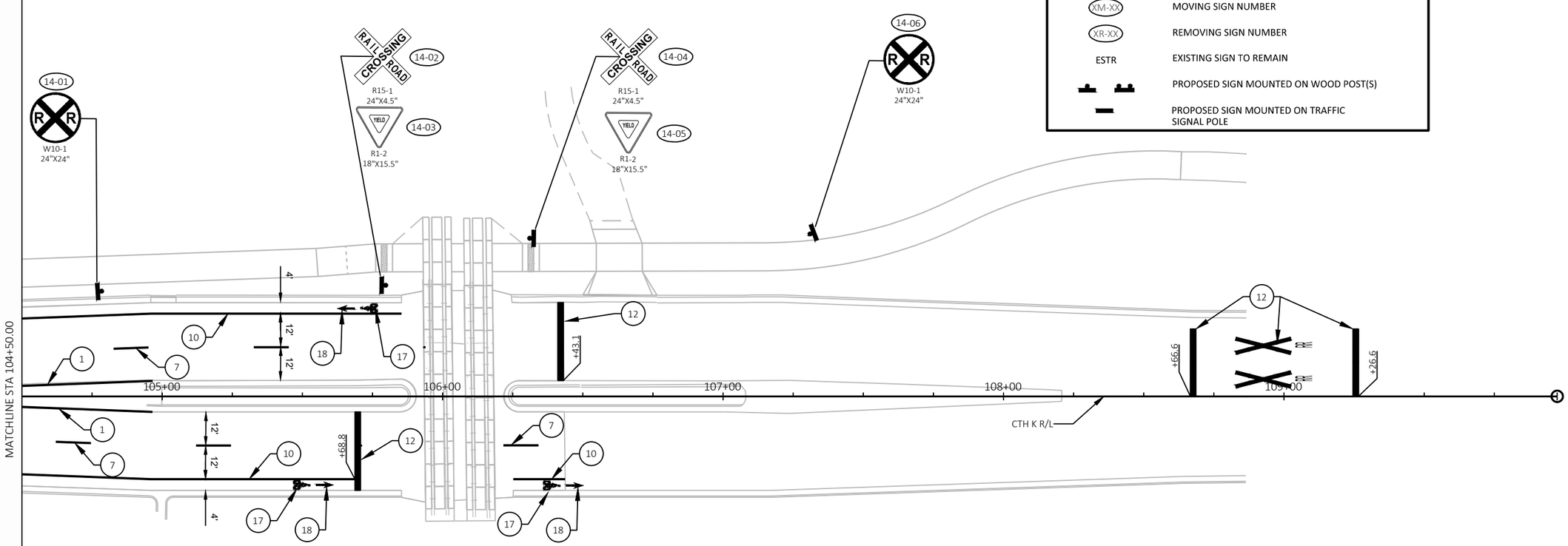
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 13
PLOT DATE : 1/7/2022 12:13 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
5	MARKING WORD EPOXY	15	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
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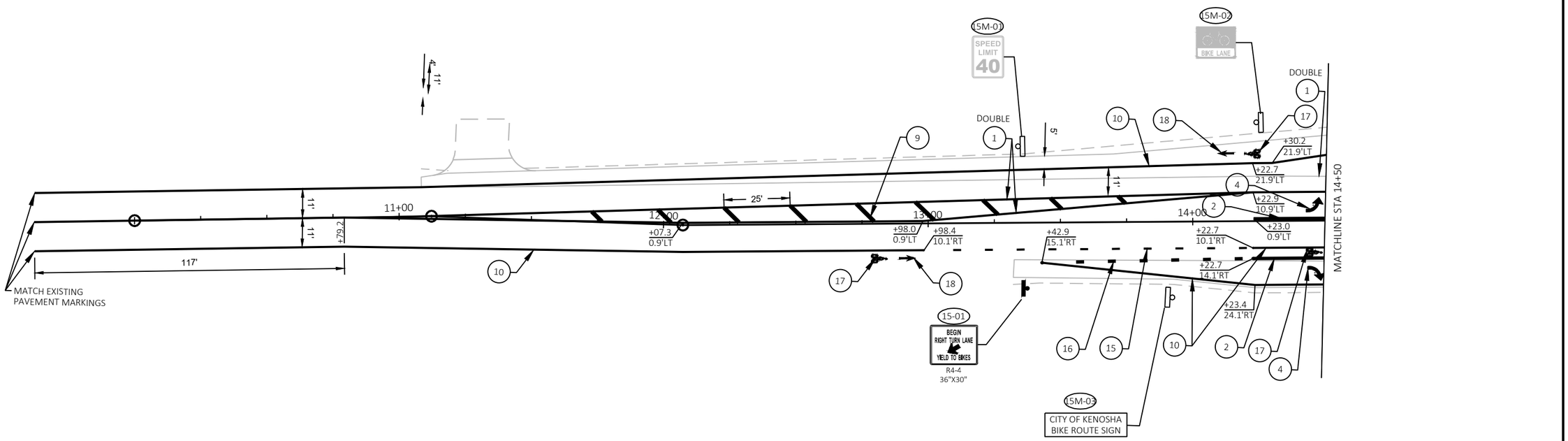
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

2

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
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10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

J4-1
24"X36"

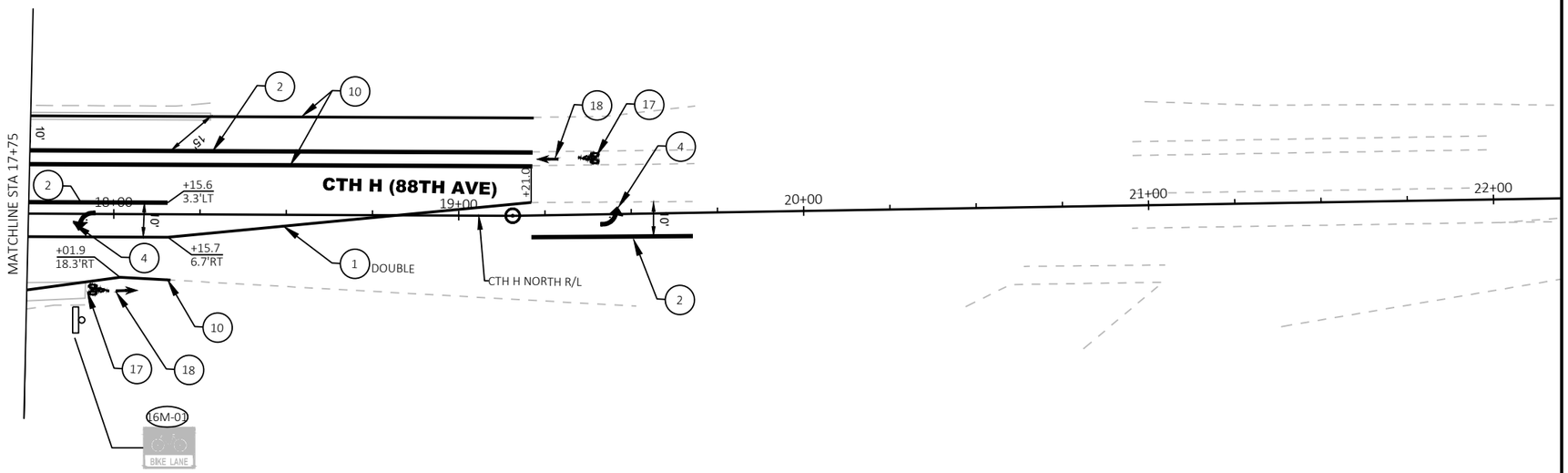
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 126	E

2

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON WOOD POST(S)
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
XR-XX	REMOVING SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE

N



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH (WHITE)	12	MARKING RAILROAD CROSSING EPOXY
3	MARKING STOP LINE EPOXY 18-INCH (WHITE)	13	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING ARROW EPOXY (TYPE 2)	14	MARKING CURB EPOXY (YELLOW)
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9	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	19	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10	MARKING LINE EPOXY 4-INCH (WHITE)	20	MARKING ARROW EPOXY (TYPE 5)

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 127	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024501-PSPM.DWG
LAYOUT NAME - 16
PLOT DATE : 1/7/2022 12:13 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

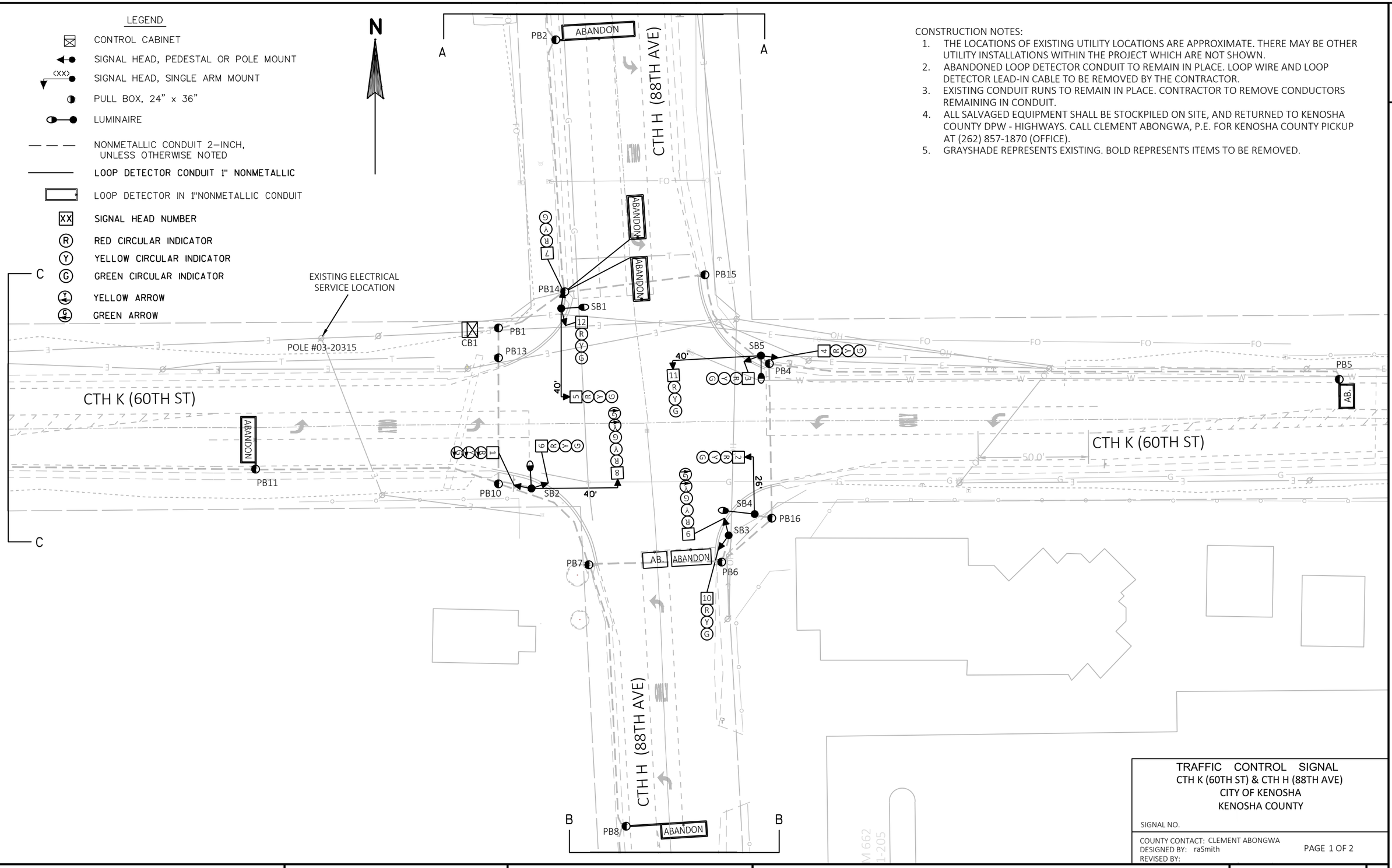
LEGEND

- CONTROL CABINET
- SIGNAL HEAD, PEDESTAL OR POLE MOUNT
- SIGNAL HEAD, SINGLE ARM MOUNT
- PULL BOX, 24" x 36"
- LUMINAIRE
- NONMETALLIC CONDUIT 2–INCH, UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1"NONMETALLIC CONDUIT
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

N

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITY LOCATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP WIRE AND LOOP DETECTOR LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
4. ALL SALVAGED EQUIPMENT SHALL BE STOCKPILED ON SITE, AND RETURNED TO KENOSHA COUNTY DPW - HIGHWAYS. CALL CLEMENT ABONGWA, P.E. FOR KENOSHA COUNTY PICKUP AT (262) 857-1870 (OFFICE).
5. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.



TRAFFIC CONTROL SIGNAL
CTH K (60TH ST) & CTH H (88TH AVE)
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

COUNTY CONTACT: CLEMENT ABONGWA
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 128	E

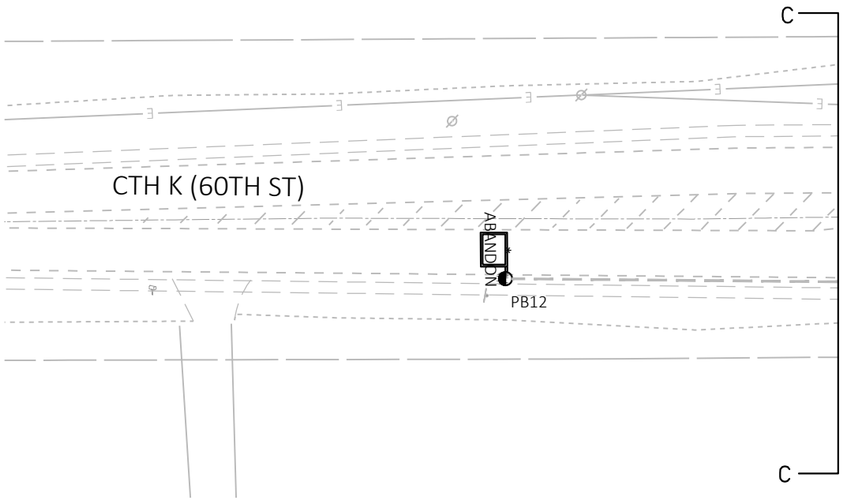
FILE NAME : T:\1185808\TRAFFIC\SIGNAL DESIGN\REMOVAL PLAN\CTH K AT CTH H - REMOVAL PLAN.DWG
LAYOUT NAME - TS REMOVALS

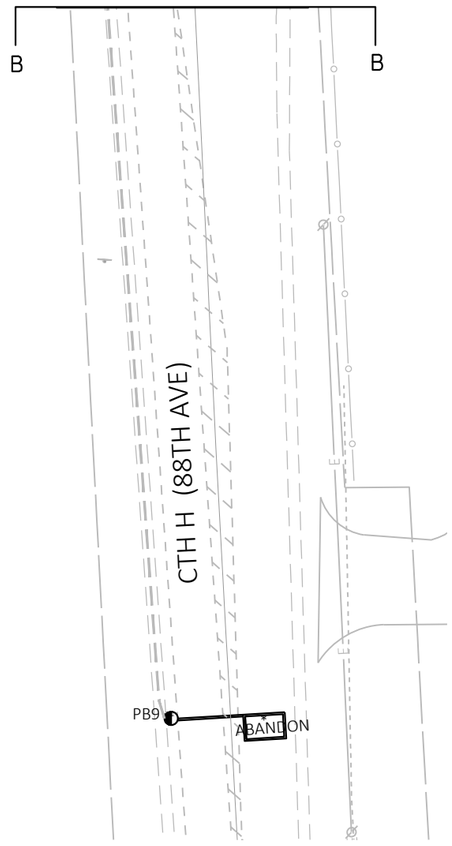
PLOT DATE : 6/10/2021 1:06 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

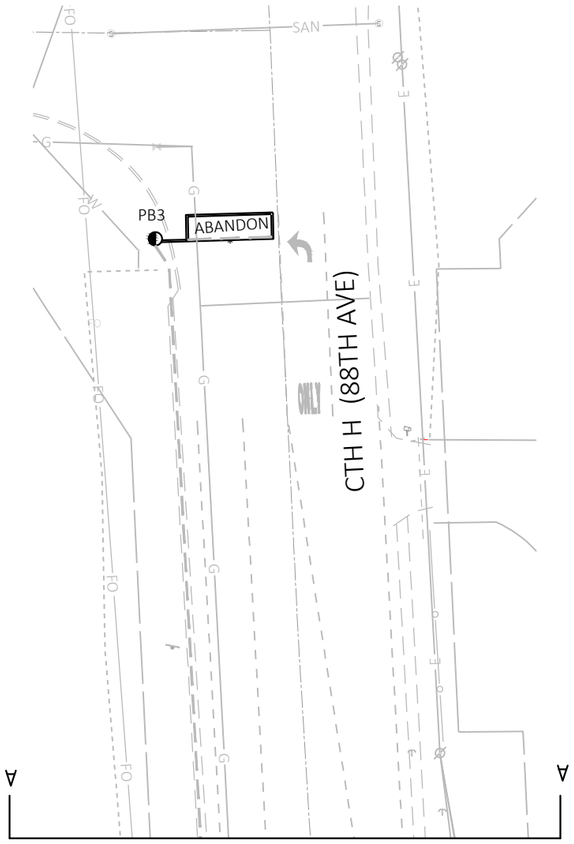
WISDOT/CADDS SHEET 42

2

N







TRAFFIC CONTROL SIGNAL
CTH K (60TH ST) & CTH H (88TH AVE)
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

COUNTY CONTACT: CLEMENT ABONGWA
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 129	E

FILE NAME : T:\1185808\TRAFFIC\SIGNAL DESIGN\REMOVAL PLAN\CTH K AT CTH H - REMOVAL PLAN.DWG
LAYOUT NAME - TS REMOVALS (2)

PLOT DATE : 6/10/2021 1:05 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

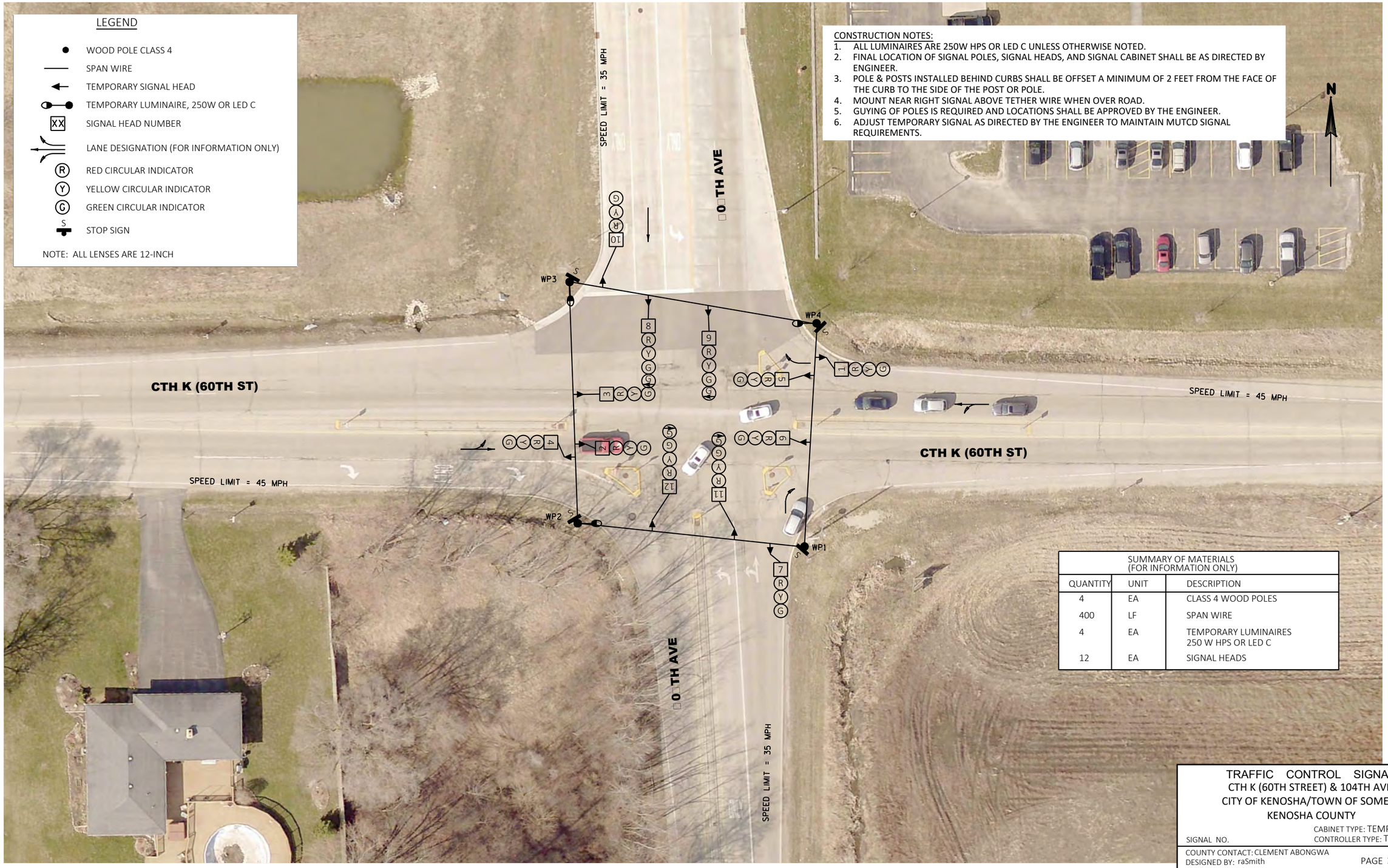
LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W OR LED C
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION (FOR INFORMATION ONLY)
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- S — STOP SIGN

NOTE: ALL LENSES ARE 12-INCH

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.



SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
4	EA	CLASS 4 WOOD POLES
400	LF	SPAN WIRE
4	EA	TEMPORARY LUMINAIRES 250 W HPS OR LED C
12	EA	SIGNAL HEADS

TRAFFIC CONTROL SIGNAL
CTH K (60TH STREET) & 104TH AVE
CITY OF KENOSHA/TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO.
CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP

COUNTY CONTACT: CLEMENT ABONGWA
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

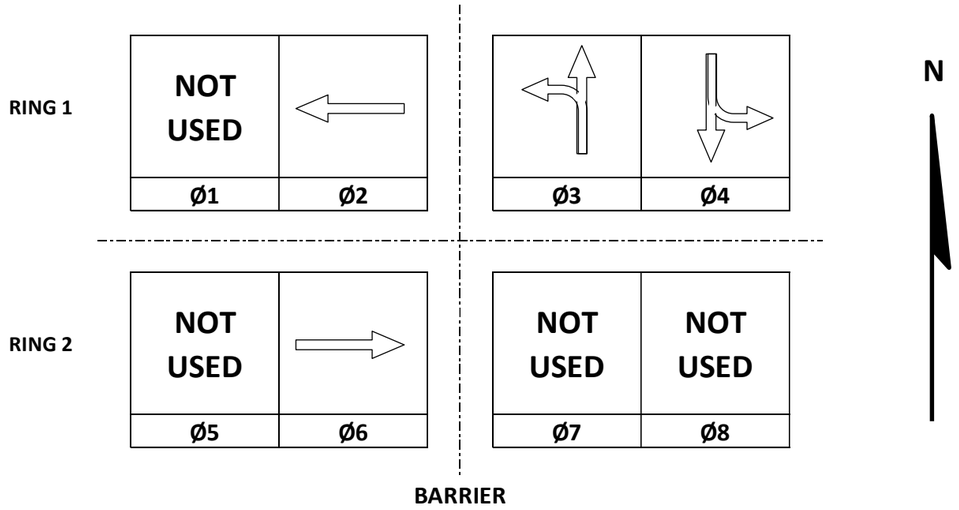
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TEMPORARY TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 130	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024201-ST-104TH.DWG
LAYOUT NAME - Plan 40 sc

PLOT DATE : 6/10/2021 11:37 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1" = 40'

2

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1, 2, 3	R
Ø3	7, 8, 9	R
Ø4	10, 11, 12	R
Ø5		
Ø6	4, 5, 6	R
Ø7		
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2			MAX	X
3			MAX	X
4			MAX	X
5				
6			MAX	X
7				
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

CTH K (60TH ST) & 104TH AVE
CITY OF KENOSHA/TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: TEMP
DATE: 11/2021 PAGE NO. 2 OF 2

2

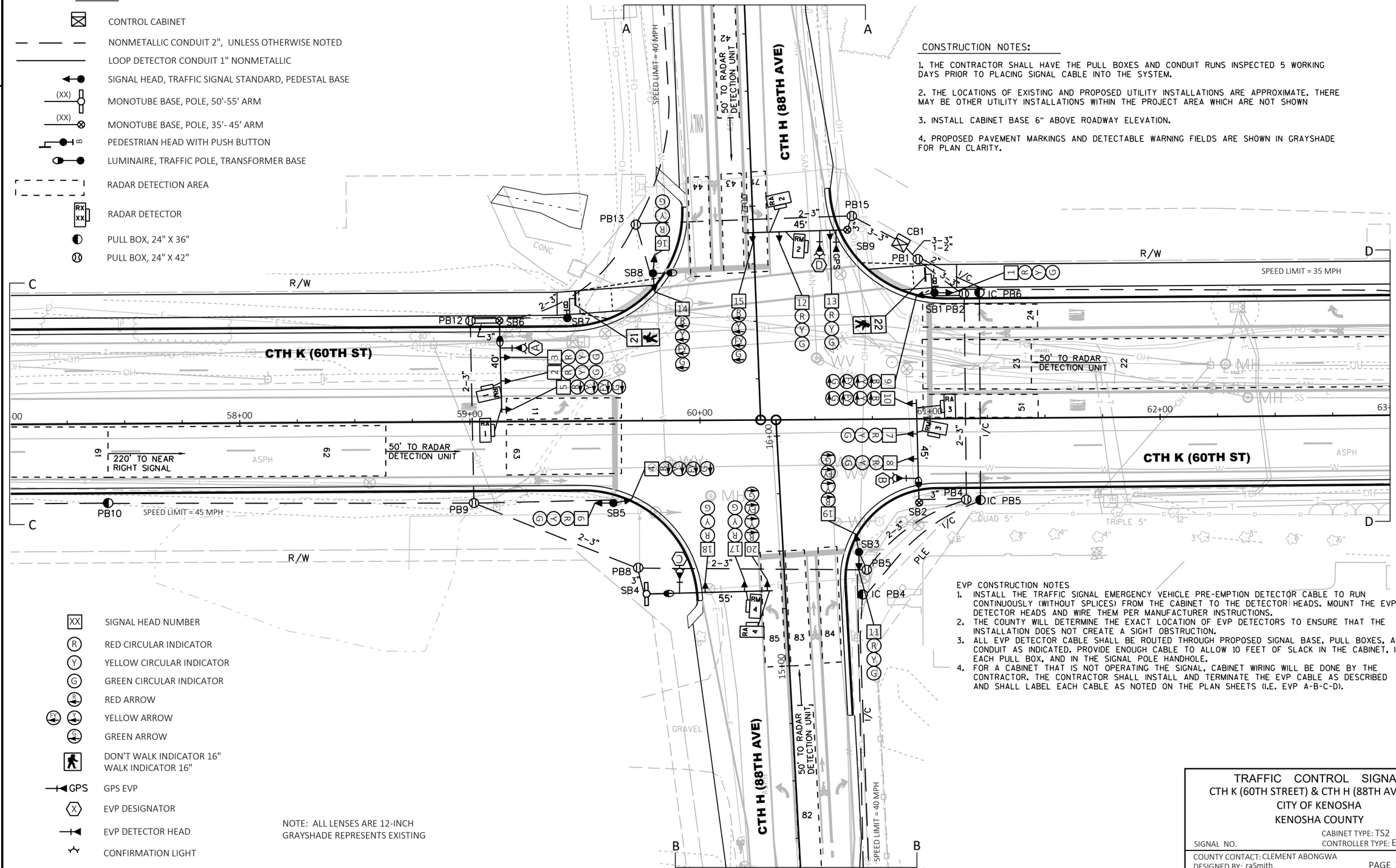
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- (XX) MONOTUBE BASE, POLE, 35'- 45' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- RADAR DETECTION AREA
- RX XX RADAR DETECTOR
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.



EVP CONSTRUCTION NOTES

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE COUNTY WILL DETERMINE THE EXACT LOCATION OF EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH PROPOSED SIGNAL BASE, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. FOR A CABINET THAT IS NOT OPERATING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- GPS GPS EVP
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
CTH K (60TH STREET) & CTH H (88TH AVENUE)
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.
CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

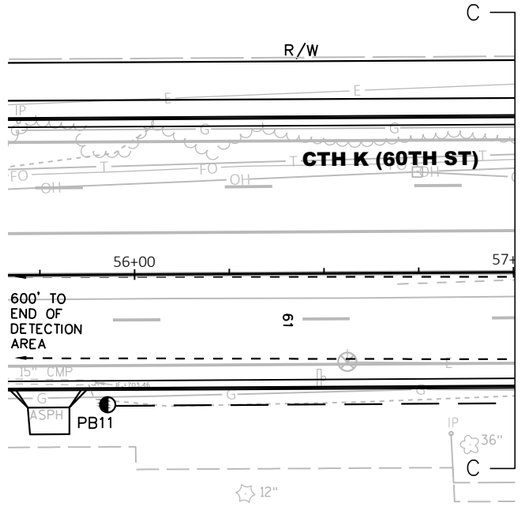
COUNTY CONTACT: CLEMENT ABONGWA
DESIGNED BY: raSmith
REVISED BY:

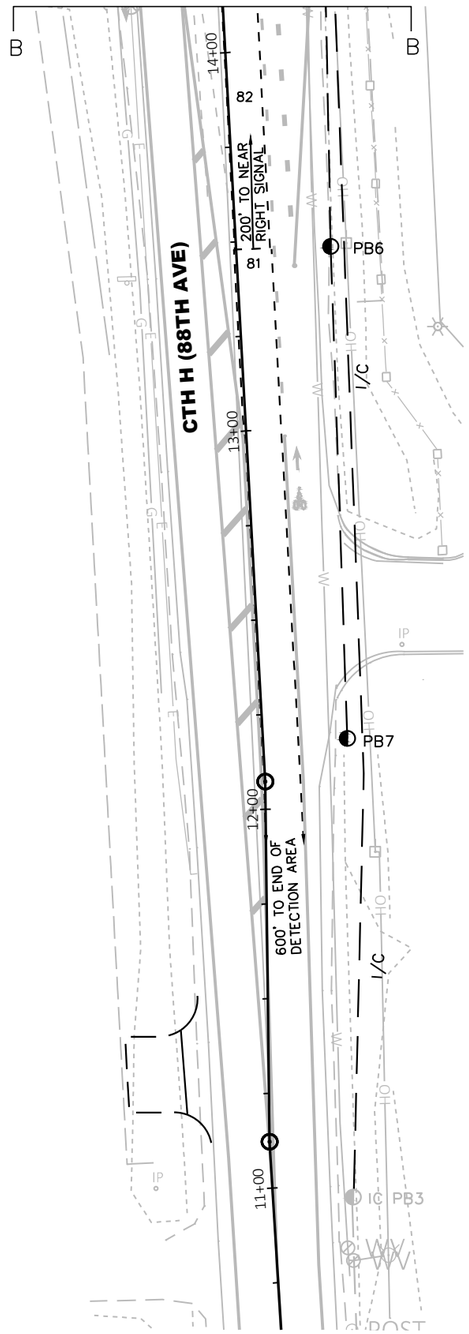
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 132	E

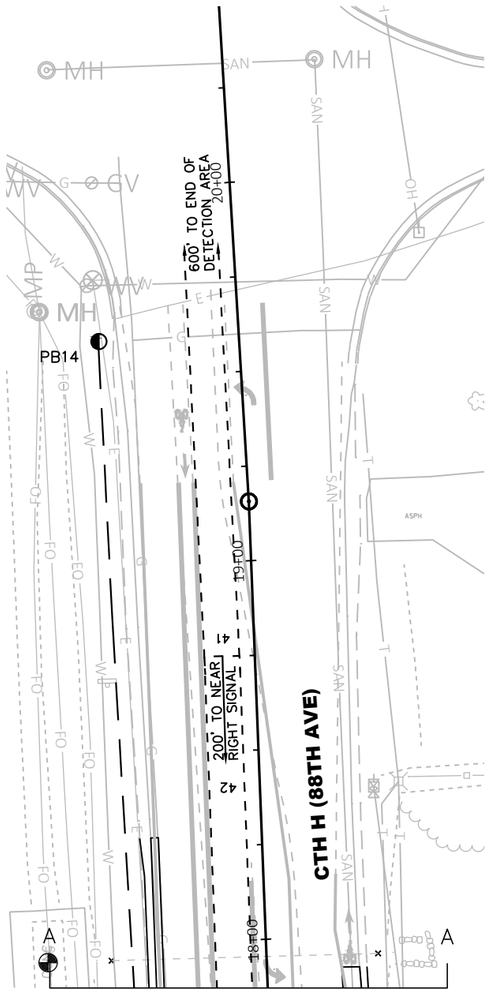
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Plan 1 in 40 FT

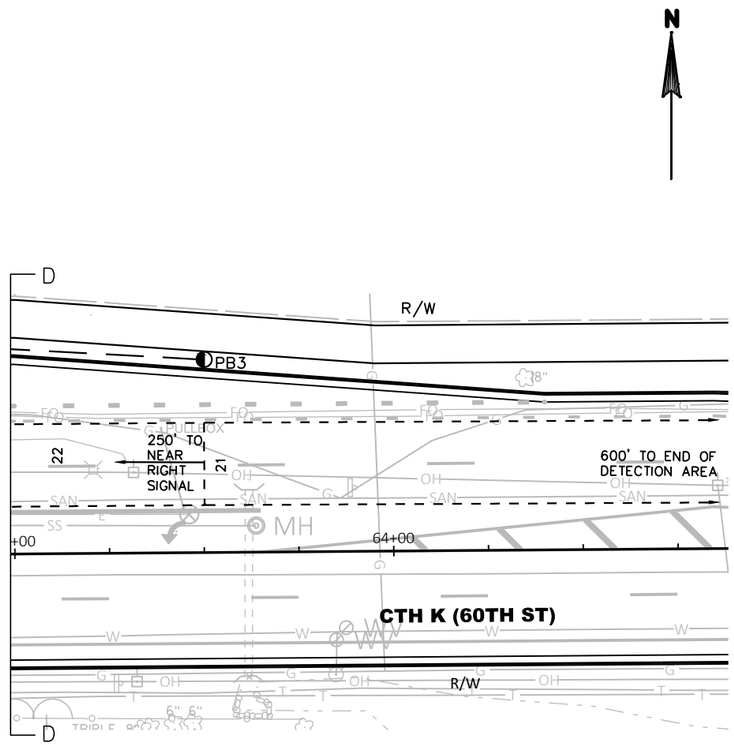
PLOT DATE : 10/29/2021 8:55 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 40'

2









TRAFFIC CONTROL SIGNAL
CTH K (60TH STREET) & CTH H (88TH AVENUE)
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

COUNTY CONTACT: CLEMENT ABONGWA
DESIGNED BY: raSmith
REVISED BY:

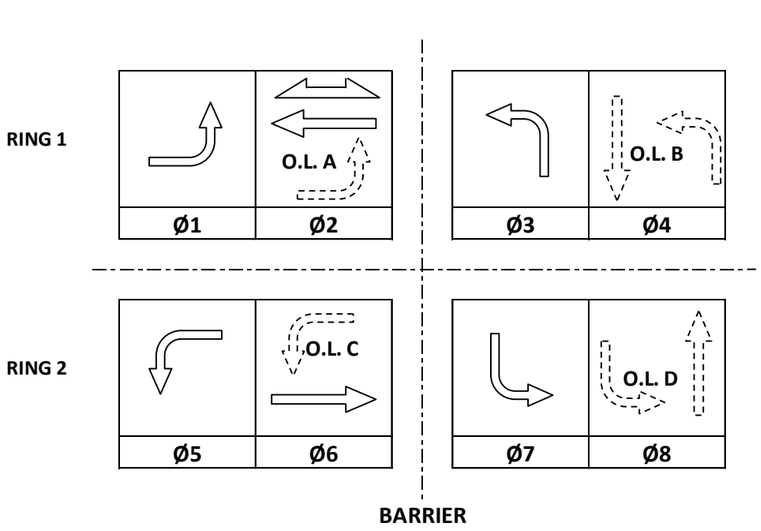
PAGE 2 OF 3

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 133	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - Plan 1 in 40 FT (2)

PLOT DATE : 10/29/2021 8:55 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 40'

	HEAD NUMBERS	FLASH
Ø1	9,10	R ←
Ø2	1,2,3	R
Ø3	14,15	R ←
Ø4	16,17,18	R
Ø5	4,5	R ←
Ø6	6,7,8	R
Ø7	19,20	R ←
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P		
Ø6P		
Ø8P		
OLA	9,10	R ←
OLB	14,15	R ←
OLC	4,5	R ←
OLD	19,20	R ←



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3		8		X
4		8		X
5		2		X
6	X	2	MIN	X
7		4		X
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	X
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	23	41	43	51	61	63	71	81	83	85					PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	2	4	4	5	6	6	7	8	8	8					ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH					OPERATION MODE
SWITCH	2					6			8			4					SWITCH
EXTEND		X		X			X			X							EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)		22	24	42	44		62			82	84						PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE		2	2	4	4		6			8	8						ASSIGNED PHASE
OPERATION MODE		VEH	VEH	VEH	VEH		VEH			VEH	VEH						OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY			X		X						X						DELAY

GENERAL NOTES:

1. PHASE 3 USED FOR EMERGENCY VEHICLE PREEMPTION ONLY.

CTH K (60TH ST) & CTH H (88TH AVE)
CITY OF KENOSHA
KENOSHA COUNTY
SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 11/2021 PAGE NO. 3 OF 3

PROJECT ID:	**3732-09-71**
INTERSECTION:	**CTH K (60th St) & CTH H (88th Ave)**

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	11/1/21

CB1 TO	JUMPER	# OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1		12	1	RED/BLK	ORG/BLK	GRN/BLK								
			9				RED	ORG	GRN	BLK/WHT				
			22								BLK	BLU		
			BUTTON										WHT/BLK	BLU/BLK
SB2		12	7	RED	ORG	GRN								
			8	RED	ORG	GRN								
			10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB3		12	11	RED	ORG	GRN								
			19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB4		12	17	RED	ORG	GRN								
			18	RED	ORG	GRN								
			20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB5		12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
			6	RED	ORG	GRN								
SB6		12	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB7		7	21								BLK	BLU		
			BUTTON										WHT/BLK	BLU/BLK
SB8		12	14				RED	ORG	GRN	BLK/WHT				
			16	RED/BLK	ORG/BLK	GRN/BLK								
SB9		12	12	RED	ORG	GRN								
			13	RED	ORG	GRN								
			15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP

FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP

FROM	TO
PB1	CB1
PB2	SB1
PB4	SB2
PB5	SB3
PB8	SB4
PB9	SB5
PB12	SB6
PB13	SB8
PB15	SB9

LIGHTING UF 10 AWG W/GROUND

FROM	TO
CB1	SB2
SB2	SB4
CB1	SB8
SB8	SB6

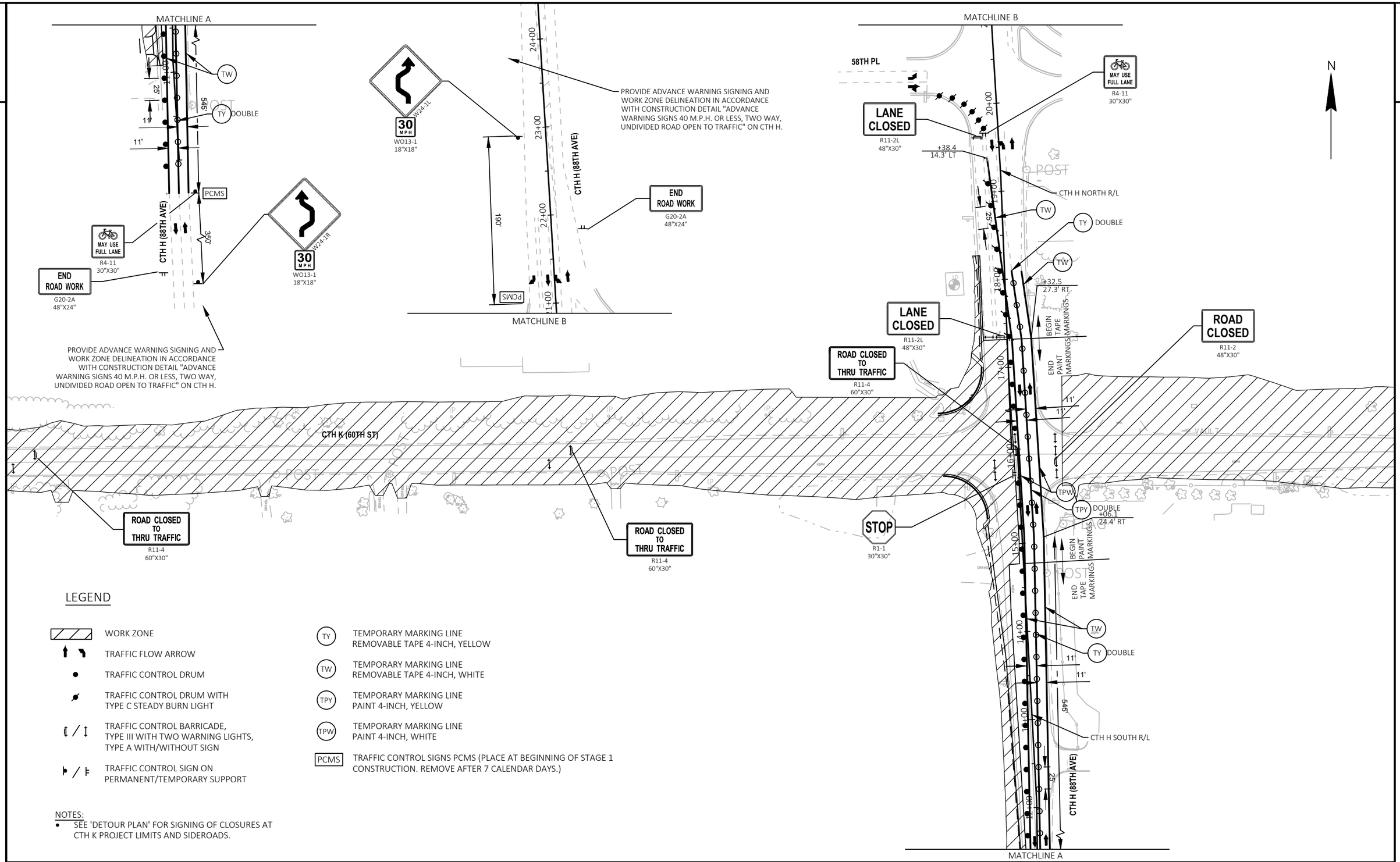
EMERGENCY VEHICLE PREEMPTION (EVP) CABLE

FROM	TO
CB1	HEAD A (SB6)
CB1	HEAD B (SB2)
CB1	HEAD C (SB4)
CB1	HEAD D (SB9)
CB1	GPS EVP (SB9)

RADAR DETECTION CABLE

FROM	TO
CB1	RM1 (SB6)
CB1	RM2 (SB9)
CB1	RM3 (SB2)
CB1	RM4 (SB4)
CB1	RA1 (SB6)
CB1	RA2 (SB9)
CB1	RA3 (SB2)
CB1	RA4 (SB4)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications.
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.



LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TWO WARNING LIGHTS, TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT

- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TPY) TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
- (TPW) TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- [PCMS] TRAFFIC CONTROL SIGNS PCMS (PLACE AT BEGINNING OF STAGE 1 CONSTRUCTION. REMOVE AFTER 7 CALENDAR DAYS.)

NOTES:
- SEE 'DETOUR PLAN' FOR SIGNING OF CLOSURES AT CTH K PROJECT LIMITS AND SIDEROADS.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STAGE CONSTRUCTION - STAGE 1 OVERVIEW	SHEET 136 E

2

MATCHLINE A

MATCHLINE B

MATCHLINE B

MATCHLINE A

CTH H (88TH AVE)

CTH K (60TH ST)

58TH PL

N

W24-1L
30 MPH
W13-1
18"X18"

W24-1R
30 MPH
W13-1
18"X18"

PCMS

350'

160'

11+00

22+00

23+00

24+00

20+00

18+00

16+00

14+00

12+00

END ROAD WORK
G20-2A
48"X24"

PROVIDE ADVANCE WARNING SIGNING AND WORK ZONE DELINEATION IN ACCORDANCE WITH CONSTRUCTION DETAIL "ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY, UNDIVIDED ROAD OPEN TO TRAFFIC" ON CTH H.

+95.1

DOUBLE
TDY

DOUBLE
TDY

TDW

+12.0

+68.1

MAY USE FULL LANE
R4-11
30"X30"

+12.3

LANE CLOSED
R11-2L
48"X30"

CTH H NORTH R/L

DOUBLE
TY

TW

11'

11'

25'

+32.2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

+30.4

STOP
R1-1
30"X30"

ROAD CLOSED
R11-2
48"X30"

25'

TW

DOUBLE
TY

25'

LANE CLOSED
R11-2L
48"X30"

CTH H SOUTH R/L

11'

11'

MAY USE FULL LANE
R4-11
30"X30"

350'

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TWO WARNING LIGHTS, TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT

- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TDY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, 3' LINE, 9' SKIP, YELLOW
- (TDW) TEMPORARY MARKING LINE REMOVABLE TAPE, 3' LINE, 9' SKIP, 4-INCH, WHITE
- [PCMS] TRAFFIC CONTROL SIGNS PCMS (PLACE AT BEGINNING OF STAGE 2 CONSTRUCTION. REMOVE AFTER 7 CALENDAR DAYS.)

NOTES:

- SEE 'DETOUR PLAN' FOR SIGNING OF CLOSURES AT CTH K PROJECT LIMITS AND SIDEROADS.

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	STAGE CONSTRUCTION - STAGE 2 OVERVIEW	SHEET 137	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\026001_S2.DWG
LAYOUT NAME - Plan 1 IN 100 FT
PLOT DATE : 10/29/2021 8:57 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

1 — EAST (M3-2, 24"X12") / COUNTY K (M1-5A, 24"X24") / DETOUR AHEAD (W20-2A)

2 — WEST (M3-4, 24"X12") / COUNTY K (M1-5A, 24"X24") / DETOUR AHEAD (W20-2A)

3 — DETOUR (M4-8, 24"X12") / EAST (M3-2, 24"X12") / COUNTY K (M1-5A, 24"X24")

4 — DETOUR (M4-8, 24"X12") / WEST (M3-4, 24"X12") / COUNTY K (M1-5A, 24"X24")

5 — ROAD CLOSED AHEAD (W20-3A)

6 — ROAD CLOSED 500 FT (W20-3D)

7 — ROAD CLOSED 1000 FT (W20-3C)

8 — DETOUR AHEAD (W20-2A)

9 — END DETOUR (M4-8A, 24"X18") / EAST (M3-2, 24"X12") / COUNTY K (M1-5A, 24"X24")

10 — END DETOUR (M4-8A, 24"X18") / WEST (M3-4, 24"X12") / COUNTY K (M1-5A, 24"X24")

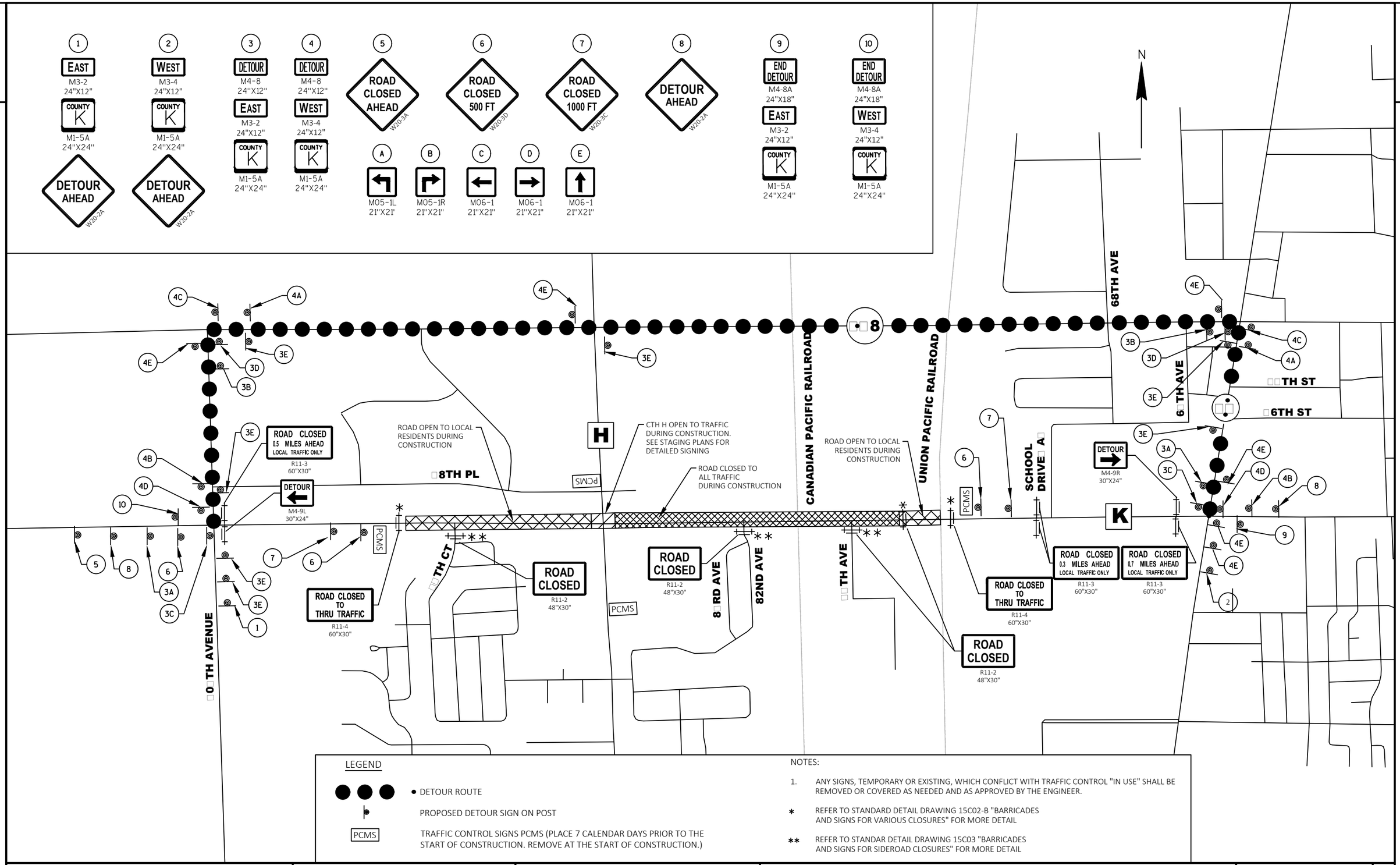
A — M05-1L, 21"X21"

B — M05-1R, 21"X21"

C — M06-1, 21"X21"

D — M06-1, 21"X21"

E — M06-1, 21"X21"



LEGEND

- DETOUR ROUTE
- PROPOSED DETOUR SIGN ON POST
- PCMS — TRAFFIC CONTROL SIGNS PCMS (PLACE 7 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)

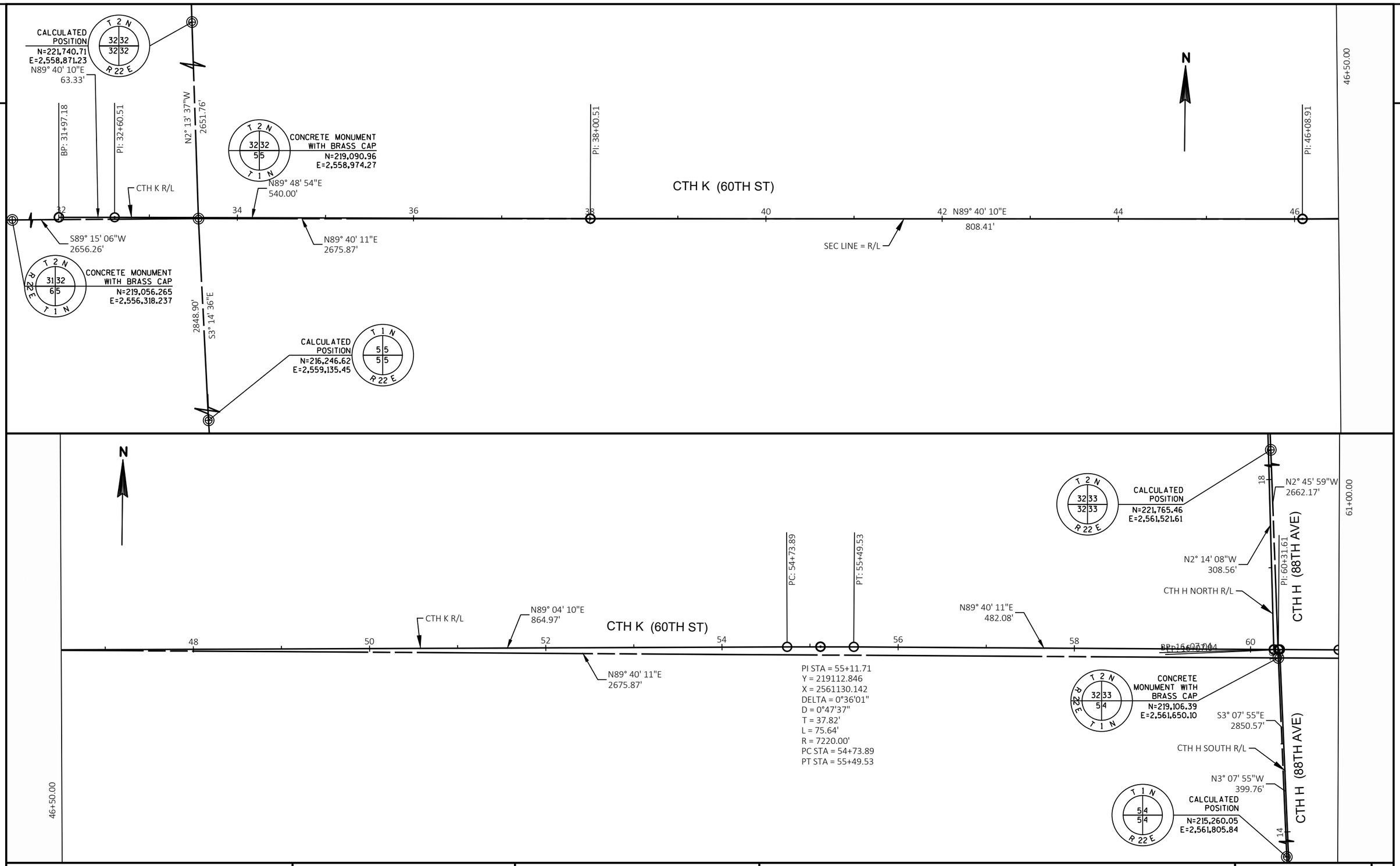
NOTES:

1. 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.

* REFER TO STANDARD DETAIL DRAWING 15C02-B "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" FOR MORE DETAIL

** REFER TO STANDAR DETAIL DRAWING 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR MORE DETAIL

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	DETOUR PLAN	SHEET 138	E



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 139	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 1

PLOT DATE : 10/29/2021 8:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

61+00.00

75+50.00

N

PC: 66+57.17

PI STA = 67+31.21
Y = 219121.247
X = 2562349.611
DELTA = 1°41'48"
D = 1°08'45"
T = 74.03'
L = 148.05'
R = 5000.00'
PC STA = 66+57.17
PT STA = 68+05.23

PT: 68+05.23

PC: 69+76.66

PI STA = 70+50.69
Y = 219114.255
X = 2562669.029
DELTA = 1°41'48"
D = 1°08'45"
T = 74.03'
L = 148.05'
R = 5000.00'
PC STA = 69+76.66
PT STA = 71+24.71

PT: 71+24.71

N89° 33' 27"E
625.57'

CTH K R/L

S88° 44' 45"E
171.43'

62 64 66 68 70 72 74

N89° 33' 27"E
1562.71'

N89° 33' 27"E
2655.70'

CTH K (60TH ST)

SEC LINE = R/L

75+50.00

90+00.00

T 2 N
33 33
33 33
R 22 E

CALCULATED
POSITION
N=221,782.02
E=2,564,187.30

N2° 33' 13"W
2657.76'

PI: 86+87.42

N

CTH K (60TH ST)

76 78 80 82 84 86 88 9

N89° 33' 27"E
2655.70'

N89° 33' 30"E
2625.18'

SEC LINE = R/L

SEC LINE = R/L

2788.75'
S2° 32' 44"E

T 2 N
33 33
4 4
R 22 E T 1 N

CONCRETE
MONUMENT WITH
BRASS CAP
N=219,126.90
E=2,564,305.72

T 1 N
4 4
4 4
R 22 E

CALCULATED
POSITION
N=216,340.87
E=2,564,429.58

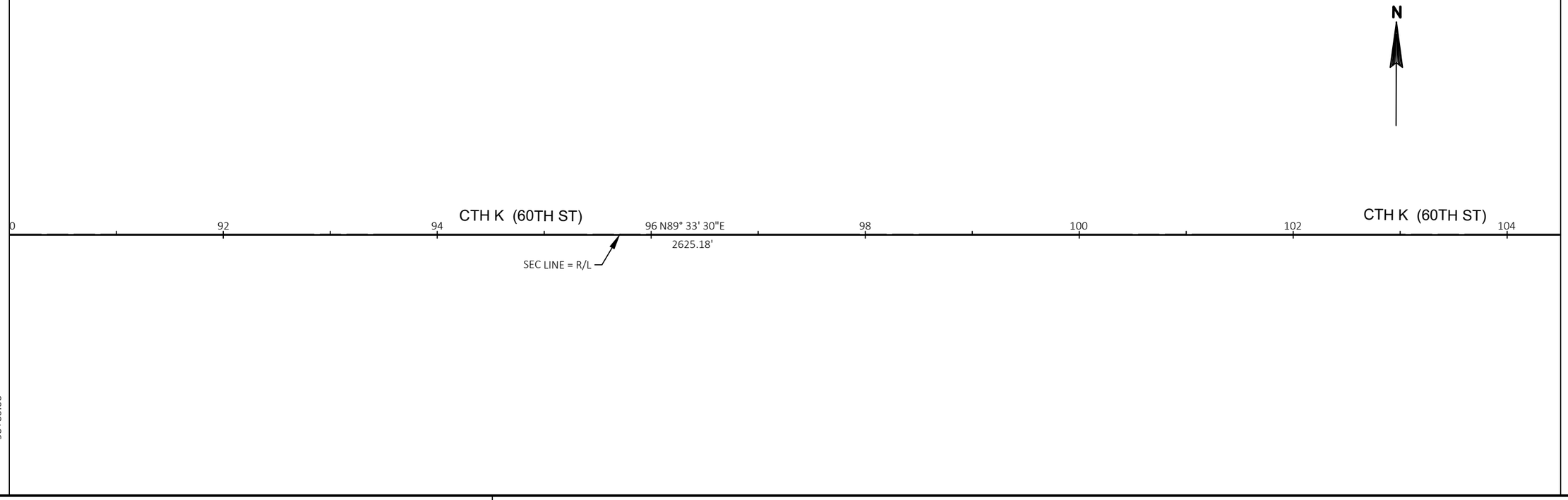
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 140	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 2

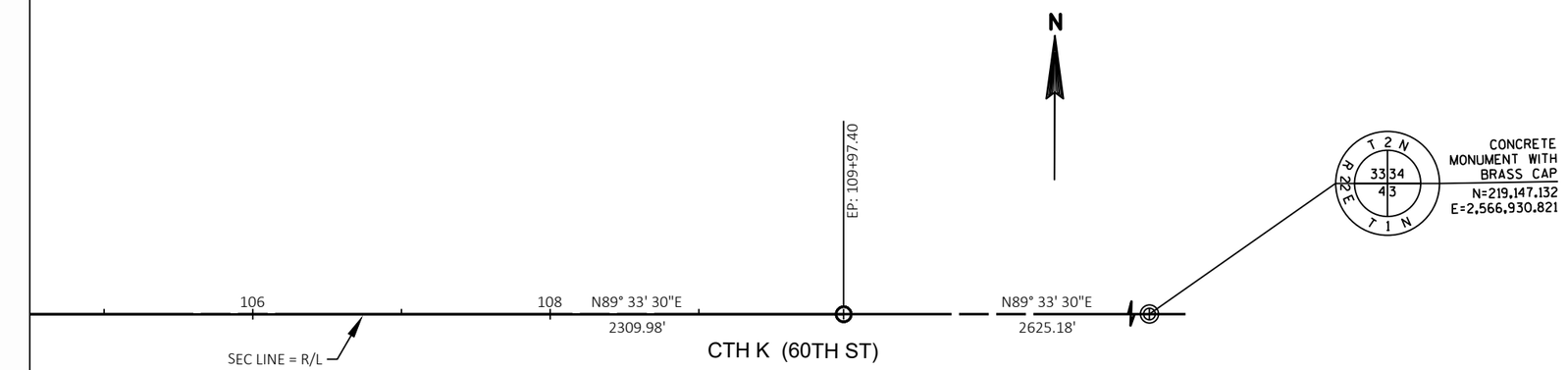
PLOT DATE : 10/29/2021 8:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2



2



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 141	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 3

PLOT DATE : 10/29/2021 8:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

2

482.08

58

60

62

BP: 10+00.00

PI: 11+12.20

PI: 12+07.28

N3° 34' 28"W
112.20'

N0° 40' 46"W
95.07'

12

14

N3° 07' 55"W
399.76'

S3° 07' 55"E
2850.57'

CTH H SOUTH R/L

CTH H (88TH AVE)

PI: 60+31.61

CTH H (88TH AVE)

N2° 14' 08"W
308.56'

CTH H NORTH R/L

N2° 45' 59"W
2662.17'

PI: 19+15.60

18

20

N3° 26' 18"W
634.91'

22

24

EP: 25+50.51

N

CALCULATED
POSITION
N=215,260.05
E=2,561,805.84

T 1 N
5 4
5 4
R 22 E

T 2 N
3 2 3 3
5 4
R 22 E
T 1 N

CONCRETE
MONUMENT WITH
BRASS CAP
N=219,106.39
E=2,561,650.10

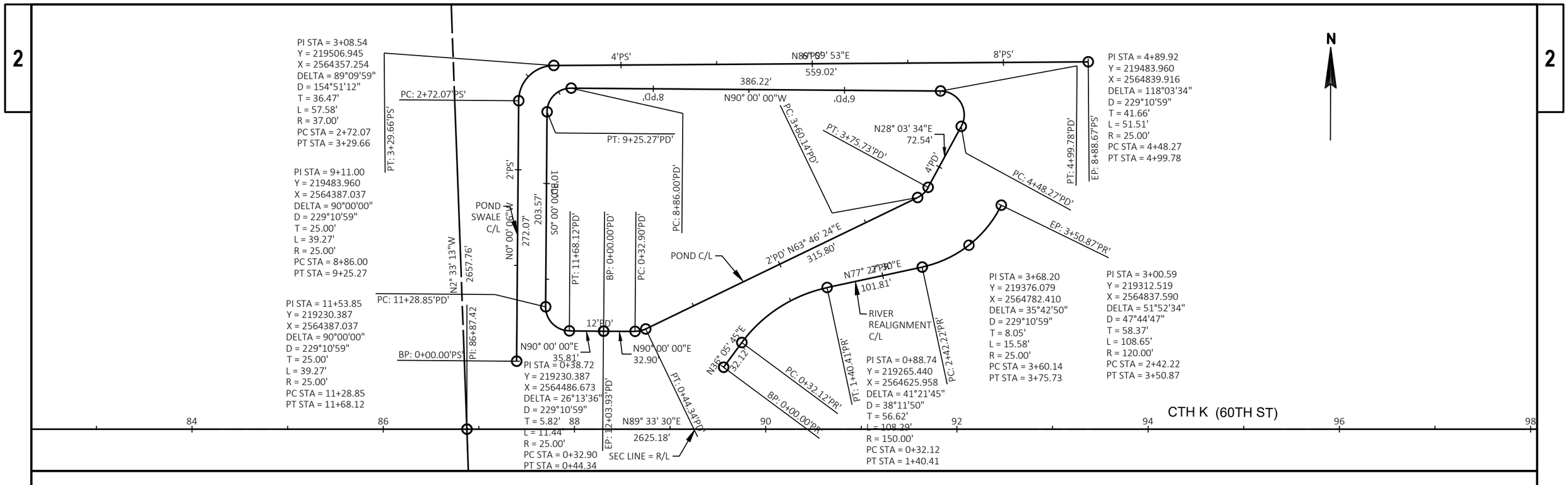
T 2 N
3 2 3 3
3 2 3 3
R 22 E

CALCULATED
POSITION
N=221,765.46
E=2,561,521.61

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 142	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 4-H

PLOT DATE : 10/29/2021 8:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 143	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - PONDS

PLOT DATE : 10/29/2021 8:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

3732-09-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	49.000	49.000
0004	201.0120	Clearing	ID	42.000	42.000
0006	201.0205	Grubbing	STA	49.000	49.000
0008	201.0220	Grubbing	ID	42.000	42.000
0010	203.0100	Removing Small Pipe Culverts	EACH	20.000	20.000
0012	203.0220	Removing Structure (structure) 01. STA 85+86	EACH	1.000	1.000
0014	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. STA 91+69	EACH	1.000	1.000
0016	204.0100	Removing Concrete Pavement	SY	115.000	115.000
0018	204.0120	Removing Asphaltic Surface Milling	SY	2,320.000	2,320.000
0020	204.0150	Removing Curb & Gutter	LF	1,090.000	1,090.000
0022	204.0155	Removing Concrete Sidewalk	SY	105.000	105.000
0024	204.0170	Removing Fence	LF	1,370.000	1,370.000
0026	204.0190	Removing Surface Drains	EACH	3.000	3.000
0028	204.0195	Removing Concrete Bases	EACH	6.000	6.000
0030	204.0210	Removing Manholes	EACH	4.000	4.000
0032	204.0220	Removing Inlets	EACH	4.000	4.000
0034	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	115.000	115.000
0036	204.0245	Removing Storm Sewer (size) 02. 15-INCH	LF	150.000	150.000
0038	204.0245	Removing Storm Sewer (size) 03. 18-INCH	LF	145.000	145.000
0040	204.0245	Removing Storm Sewer (size) 04. 21-INCH	LF	45.000	45.000
0042	204.0245	Removing Storm Sewer (size) 05. 24-INCH	LF	245.000	245.000
0044	204.0245	Removing Storm Sewer (size) 06. 19X30-INCH	LF	195.000	195.000
0046	204.0245	Removing Storm Sewer (size) 07. 30-INCH	LF	911.000	911.000
0048	204.0245	Removing Storm Sewer (size) 08. 42-INCH	LF	15.000	15.000
0050	204.0245	Removing Storm Sewer (size) 09. 48-INCH	LF	30.000	30.000
0052	204.0280	Sealing Pipes	EACH	1.000	1.000
0054	204.9060.S	Removing (item description) 01. Traffic Signals CTH K & CTH H	EACH	1.000	1.000
0056	204.9060.S	Removing (item description) 02. Loop Detector Wire and Lead-In Cable CTH K & CTH H	EACH	1.000	1.000
0058	205.0100	Excavation Common	CY	64,998.000	64,998.000
0060	205.0400	Excavation Marsh	CY	1,103.000	1,103.000
0062	209.2500	Backfill Granular Grade 2	TON	2,865.000	2,865.000
0064	213.0100	Finishing Roadway (project) 01. 3732-09-71	EACH	1.000	1.000
0066	305.0110	Base Aggregate Dense 3/4-Inch	TON	480.000	480.000
0068	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	58,965.000	58,965.000
0070	310.0110	Base Aggregate Open-Graded	TON	127.000	127.000
0072	311.0110	Breaker Run	TON	24,823.000	24,823.000
0074	416.0160	Concrete Driveway 6-Inch	SY	550.000	550.000
0076	416.0610	Drilled Tie Bars	EACH	42.000	42.000
0078	455.0605	Tack Coat	GAL	7,090.000	7,090.000
0080	460.2000	Incentive Density HMA Pavement	DOL	14,180.000	14,180.000
0082	460.6223	HMA Pavement 3 MT 58-28 S	TON	16,030.000	16,030.000
0084	460.6224	HMA Pavement 4 MT 58-28 S	TON	6,115.000	6,115.000
0086	465.0105	Asphaltic Surface	TON	1,705.000	1,705.000
0088	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	63.000	63.000
0090	465.0315	Asphaltic Flumes	SY	19.000	19.000
0092	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0094	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000
0096	521.1221	Apron Endwalls for Pipe Arch Steel 21x15-Inch	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0098	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	50.000	50.000
0100	521.3721	Pipe Arch Corrugated Steel 21x15-Inch	LF	29.000	29.000
0102	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	28.000	28.000
0104	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	42.000	42.000
0106	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	3.000	3.000
0108	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	3.000	3.000
0110	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000
0112	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0114	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	3.000	3.000
0116	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000
0118	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	3.000	3.000
0120	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	1.000	1.000
0122	522.2658	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 58x91-Inch	EACH	2.000	2.000
0124	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	620.000	620.000
0126	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	13,630.000	13,630.000
0128	602.0415	Concrete Sidewalk 6-Inch	SF	4,355.000	4,355.000
0130	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	240.000	240.000
0132	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	74.000	74.000
0134	606.0200	Riprap Medium	CY	145.000	145.000
0136	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,311.800	1,311.800
0138	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	770.500	770.500
0140	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	32.600	32.600
0142	608.0321	Storm Sewer Pipe Reinforced Concrete Class III 21-Inch	LF	325.000	325.000
0144	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	722.900	722.900
0146	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	507.100	507.100
0148	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	745.100	745.100
0150	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	400.500	400.500
0152	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	312.100	312.100
0154	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,191.800	1,191.800
0156	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	334.400	334.400
0158	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	522.600	522.600
0160	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	587.600	587.600
0162	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	754.000	754.000
0164	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	448.500	448.500
0166	608.2314	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	26.600	26.600
0168	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	85.300	85.300
0170	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	10.600	10.600
0172	611.0430	Reconstructing Inlets	EACH	3.000	3.000
0174	611.0624	Inlet Covers Type H	EACH	59.000	59.000
0176	611.0642	Inlet Covers Type MS	EACH	16.000	16.000
0178	611.0666	Inlet Covers Type Z	EACH	4.000	4.000
0180	611.2003	Manholes 3-FT Diameter	EACH	2.000	2.000
0182	611.2004	Manholes 4-FT Diameter	EACH	13.000	13.000
0184	611.2005	Manholes 5-FT Diameter	EACH	6.000	6.000
0186	611.2006	Manholes 6-FT Diameter	EACH	10.000	10.000
0188	611.2007	Manholes 7-FT Diameter	EACH	6.000	6.000
0190	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
0192	611.3003	Inlets 3-FT Diameter	EACH	4.000	4.000
0194	611.3004	Inlets 4-FT Diameter	EACH	3.000	3.000

3732-09-71

Line	Item	Item Description	Unit	Total	Qty
0196	611.3230	Inlets 2x3-FT	EACH	51.000	51.000
0198	611.3901	Inlets Median 1 Grate	EACH	16.000	16.000
0200	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0202	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0204	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,670.000	1,670.000
0206	612.0700	Drain Tile Exploration	LF	1,500.000	1,500.000
0208	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	288.000	288.000
0210	614.0920	Salvaged Rail	LF	625.000	625.000
0212	616.0206	Fence Chain Link 6-FT	LF	68.000	68.000
0214	616.0329	Gates Chain Link (width) 24-FT	EACH	1.000	1.000
0216	619.1000	Mobilization	EACH	1.000	1.000
0218	620.0300	Concrete Median Sloped Nose	SF	200.000	200.000
0220	624.0100	Water	MGAL	1,050.000	1,050.000
0222	625.0500	Salvaged Topsoil	SY	46,140.000	46,140.000
0224	627.0200	Mulching	SY	28,400.000	28,400.000
0226	628.1104	Erosion Bales	EACH	100.000	100.000
0228	628.1504	Silt Fence	LF	4,690.000	4,690.000
0230	628.1520	Silt Fence Maintenance	LF	13,200.000	13,200.000
0232	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0234	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0236	628.2004	Erosion Mat Class I Type B	SY	7,465.000	7,465.000
0238	628.2008	Erosion Mat Urban Class I Type B	SY	44,440.000	44,440.000
0240	628.2027	Erosion Mat Class II Type C	SY	1,725.000	1,725.000
0242	628.2033	Erosion Mat Class III Type B	SY	1,515.000	1,515.000
0244	628.7005	Inlet Protection Type A	EACH	82.000	82.000
0246	628.7010	Inlet Protection Type B	EACH	28.000	28.000
0248	628.7015	Inlet Protection Type C	EACH	60.000	60.000
0250	628.7020	Inlet Protection Type D	EACH	22.000	22.000
0252	628.7504	Temporary Ditch Checks	LF	815.000	815.000
0254	628.7555	Culvert Pipe Checks	EACH	32.000	32.000
0256	628.7560	Tracking Pads	EACH	5.000	5.000
0258	628.7570	Rock Bags	EACH	350.000	350.000
0260	629.0210	Fertilizer Type B	CWT	48.000	48.000
0262	630.0130	Seeding Mixture No. 30	LB	570.000	570.000
0264	630.0170	Seeding Mixture No. 70	LB	74.000	74.000
0266	630.0200	Seeding Temporary	LB	750.000	750.000
0268	630.0300	Seeding Borrow Pit	LB	390.000	390.000
0270	630.0500	Seed Water	MGAL	1,790.000	1,790.000
0272	631.0300	Sod Water	MGAL	120.000	120.000
0274	631.1000	Sod Lawn	SY	3,065.000	3,065.000
0276	633.5200	Markers Culvert End	EACH	16.000	16.000
0278	637.2210	Signs Type II Reflective H	SF	278.110	278.110
0280	637.2215	Signs Type II Reflective H Folding	SF	29.840	29.840
0282	637.2220	Signs Type II Reflective SH	SF	1.000	1.000
0284	637.2230	Signs Type II Reflective F	SF	176.020	176.020
0286	638.2102	Moving Signs Type II	EACH	5.000	5.000
0288	638.2602	Removing Signs Type II	EACH	22.000	22.000
0290	638.3000	Removing Small Sign Supports	EACH	15.000	15.000
0292	638.4000	Moving Small Sign Supports	EACH	5.000	5.000

3732-09-71

Line	Item	Item Description	Unit	Total	Qty
0294	640.1303.S	Pond Liner Clay	CY	5,902.000	5,902.000
0296	643.0300	Traffic Control Drums	DAY	7,430.000	7,430.000
0298	643.0420	Traffic Control Barricades Type III	DAY	8,720.000	8,720.000
0300	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	100.000	100.000
0302	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	100.000	100.000
0304	643.0705	Traffic Control Warning Lights Type A	DAY	17,430.000	17,430.000
0306	643.0715	Traffic Control Warning Lights Type C	DAY	3,170.000	3,170.000
0308	643.0900	Traffic Control Signs	DAY	33,370.000	33,370.000
0310	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0312	643.1050	Traffic Control Signs PCMS	DAY	70.000	70.000
0314	643.5000	Traffic Control	EACH	1.000	1.000
0316	645.0111	Geotextile Type DF Schedule A	SY	1,170.000	1,170.000
0318	645.0120	Geotextile Type HR	SY	265.000	265.000
0320	645.0220	Geogrid Type SR	SY	23,960.000	23,960.000
0322	646.1020	Marking Line Epoxy 4-Inch	LF	40,240.000	40,240.000
0324	646.3020	Marking Line Epoxy 8-Inch	LF	2,150.000	2,150.000
0326	646.5020	Marking Arrow Epoxy	EACH	59.000	59.000
0328	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0330	646.5220	Marking Symbol Epoxy	EACH	40.000	40.000
0332	646.5320	Marking Railroad Crossings Epoxy	EACH	4.000	4.000
0334	646.6120	Marking Stop Line Epoxy 18-Inch	LF	220.000	220.000
0336	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,000.000	1,000.000
0338	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	335.000	335.000
0340	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	215.000	215.000
0342	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0344	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0346	646.9000	Marking Removal Line 4-Inch	LF	3,745.000	3,745.000
0348	646.9100	Marking Removal Line 8-Inch	LF	475.000	475.000
0350	646.9200	Marking Removal Line Wide	LF	105.000	105.000
0352	646.9300	Marking Removal Special Marking	EACH	13.000	13.000
0354	649.0105	Temporary Marking Line Paint 4-Inch	LF	1,020.000	1,020.000
0356	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	6,575.000	6,575.000
0358	650.4000	Construction Staking Storm Sewer	EACH	138.000	138.000
0360	650.4500	Construction Staking Subgrade	LF	8,033.000	8,033.000
0362	650.5000	Construction Staking Base	LF	8,033.000	8,033.000
0364	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	14,250.000	14,250.000
0366	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0368	650.8500	Construction Staking Electrical Installations (project) 01. 3732-09-71	LS	1.000	1.000
0370	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0372	650.9910	Construction Staking Supplemental Control (project) 01. 3732-09-71	LS	1.000	1.000
0374	650.9920	Construction Staking Slope Stakes	LF	8,033.000	8,033.000
0376	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,811.000	1,811.000
0378	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,390.000	1,390.000
0380	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000
0382	653.0135	Pull Boxes Steel 24x36-Inch	EACH	9.000	9.000
0384	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000
0386	653.0905	Removing Pull Boxes	EACH	16.000	16.000
0388	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0390	654.0102	Concrete Bases Type 2	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0392	654.0113	Concrete Bases Type 13	EACH	1.000	1.000
0394	654.0120	Concrete Bases Type 10-Special	EACH	3.000	3.000
0396	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0398	655.0230	Cable Traffic Signal 5-14 AWG	LF	684.000	684.000
0400	655.0240	Cable Traffic Signal 7-14 AWG	LF	684.000	684.000
0402	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,820.000	1,820.000
0404	655.0320	Cable Type UF 2-10 AWG Grounded	LF	767.000	767.000
0406	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,646.000	1,646.000
0408	655.0610	Electrical Wire Lighting 12 AWG	LF	580.000	580.000
0410	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. CTH K and CTH H	LS	1.000	1.000
0412	657.0100	Pedestal Bases	EACH	4.000	4.000
0414	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0416	657.0310	Poles Type 3	EACH	1.000	1.000
0418	657.0347	Poles Type 9-Special	EACH	1.000	1.000
0420	657.0352	Poles Type 10-Special	EACH	2.000	2.000
0422	657.0360	Poles Type 13	EACH	1.000	1.000
0424	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	3.000	3.000
0426	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0428	657.0541	Monotube Arms 40-FT-Special	EACH	1.000	1.000
0430	657.0546	Monotube Arms 45-FT-Special	EACH	2.000	2.000
0432	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000
0434	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	1.000	1.000
0436	657.0815	Luminaire Arms Steel 15-FT	EACH	3.000	3.000
0438	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000	12.000
0440	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000	8.000
0442	658.0416	Pedestrian Signal Face 16-Inch	EACH	2.000	2.000
0444	658.0500	Pedestrian Push Buttons	EACH	2.000	2.000
0446	658.5069	Signal Mounting Hardware (location) 01. CTH K and CTH H	LS	1.000	1.000
0448	659.1125	Luminaires Utility LED C	EACH	4.000	4.000
0450	661.0200	Temporary Traffic Signals for Intersections (location) 01. CTH K & 104th Avenue	LS	1.000	1.000
0452	674.0106	Cable ITS Communication 6 Pair	LF	2,402.000	2,402.000
0454	690.0150	Sawing Asphalt	LF	1,035.000	1,035.000
0456	690.0250	Sawing Concrete	LF	70.000	70.000
0458	740.0440	Incentive IRI Ride	DOL	11,190.000	11,190.000
0460	801.0117	Railroad Flagging Reimbursement	DOL	14,875.000	14,875.000
0462	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,200.000	3,200.000
0464	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	7,200.000	7,200.000
0466	SPV.0060	Special 01. Traffic Signal Controller and Cabinet (CTH K and CTH H)	EACH	1.000	1.000
0468	SPV.0060	Special 02. GPS Emergency Vehicle Preemption System (CTH K & CTH H)	EACH	1.000	1.000
0470	SPV.0060	Special 03. Vehicular Video Detection System (County K & County H)	EACH	1.000	1.000
0472	SPV.0060	Special 04. Backflow Preventer	EACH	1.000	1.000
0474	SPV.0060	Special 05. Anti-Seep Collar	EACH	2.000	2.000
0476	SPV.0060	Special 06. Inlets 1 Special-Domed	EACH	1.000	1.000
0478	SPV.0060	Special 07. Construction Staking Pond Layout	EACH	1.000	1.000
0480	SPV.0060	Special 08.Utility Line Opening	EACH	20.000	20.000
0482	SPV.0060	Special 09. Outlet Structure 5	EACH	1.000	1.000
0484	SPV.0060	Special 10. Storm Tee Manhole 4-Special	EACH	1.000	1.000
0486	SPV.0060	Special 11. Abandon 42-Inch CMP and Fill with Grout	EACH	1.000	1.000
0488	SPV.0060	Special 12. 4' Sanitary Manhole	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0490	SPV.0060	Special 13. Connection to Existing Sanitary Manhole	EACH	1.000	1.000
0492	SPV.0060	Special 14. Reconstruct Sanitary Manhole	EACH	2.000	2.000
0494	SPV.0060	Special 15. Adjust Sanitary Manhole	EACH	3.000	3.000
0496	SPV.0060	Special 16. Adjust Water Valve Box	EACH	21.000	21.000
0498	SPV.0060	Special 17. Adjust Fire Hydrant	EACH	1.000	1.000
0500	SPV.0060	Special 18. Field Facilities Office Space	EACH	1.000	1.000
0502	SPV.0060	Special 19. Remove and Reinstall Mailboxes	EACH	12.000	12.000
0504	SPV.0060	Special 20. Infrared Emergency Vehicle Preemption System (CTH K & CTH H)	EACH	1.000	1.000
0506	SPV.0060	Special 21. Temporary Mailbox Station	EACH	2.000	2.000
0508	SPV.0060	Special 22. Moving Private Sign	EACH	1.000	1.000
0510	SPV.0060	Special 23. Manhole Covers Special	EACH	35.000	35.000
0512	SPV.0060	Special 24. Temporary Water Diversion	EACH	1.000	1.000
0514	SPV.0060	Special 25. Section Corner Monuments	EACH	3.000	3.000
0516	SPV.0060	Special 26. Poles Round Steel 8-FT	EACH	7.000	7.000
0518	SPV.0060	Special 27. Poles Round Steel 10-FT	EACH	9.000	9.000
0520	SPV.0060	Special 28. Poles Round Steel 12-FT	EACH	41.000	41.000
0522	SPV.0060	Special 29. Poles Round Steel 14-FT	EACH	7.000	7.000
0524	SPV.0090	Special 01. Boring and Jacking Storm Sewer Pipe Smooth Steel 48-Inch	LF	74.000	74.000
0526	SPV.0090	Special 02. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV58x91-Inch	LF	128.000	128.000
0528	SPV.0090	Special 03. Coconut Fiber Rolls	LF	1,365.000	1,365.000
0530	SPV.0090	Special 04. Heavy Duty Silt Fence	LF	1,920.000	1,920.000
0532	SPV.0090	Special 05. 12" PVC SDR-26 Sanitary Sewer	LF	118.000	118.000
0534	SPV.0165	Special 01. Concrete Lined Ditch	SF	395.000	395.000
0536	SPV.0170	Special 01. Proof Rolling	STA	70.000	70.000

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REMOVALS

ROADWAY	STA	-	STA	203.0100 REMOVING SMALL PIPE CULVERTS EACH	203.0220.01 REMOVING STRUCTURE STA 85+86 EACH	203.0260.01 REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS STA 91+69 EACH	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	614.0920 SALVAGED RAIL LF	204.0170 REMOVING FENCE LF	204.0190 REMOVING SURFACE DRAINS EACH	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 18-INCH LF	204.0245.04 21-INCH LF	204.0245.05 24-INCH LF	204.0245.06 19x30-INCH LF	204.0245.07 30-INCH LF	204.0245.08 42-INCH LF	204.0245.09 48-INCH LF	204.0280 SEALING PIPES EACH	SPV.0060.11 ABANDON 42-INCH CMP AND FILL WITH GROUT EACH
CTH K	32+60	-	36+25	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	36+25	-	41+75	2	---	---	---	105	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	41+75	-	47+25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	47+25	-	53+00	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	53+00	-	58+75	3	---	---	---	---	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58+75	-	64+50	1	---	---	---	240	55	---	130	---	3	2	---	---	---	45	240	195	---	---	---	---	---
	64+50	-	70+00	2	---	---	---	55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	70+00	-	75+50	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	5	---	---	---	---	---	---
	75+50	-	81+25	---	---	---	---	115	35	---	---	---	---	---	---	60	---	---	---	---	---	---	20	---	---
	81+25	-	87+25	1	1	---	---	130	---	55	75	1	1	1	115	90	10	---	---	---	---	---	10	---	1
	87+25	-	93+00	2	---	1	---	---	---	570	510	---	---	---	---	---	---	---	---	---	870	15	---	---	---
	93+00	-	98+75	1	---	---	---	---	---	---	400	---	---	---	---	---	---	---	---	---	41	---	---	1	---
	98+75	-	104+50	3	---	---	115	445	---	---	235	1	---	1	---	---	135	---	---	---	---	---	---	---	---
	104+50	-	108+63	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
	CTH K SUBTOTAL			20	1	1	115	1,090	105	625	1,370	3	4	4	115	150	145	45	245	195	911	15	30	1	1
CTH H	12+09	-	15+30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	17+19	-	18+28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	CTH H SUBTOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PROJECT TOTAL:			**20**	**1**	**1**	**115**	**1,090**	**105**	**625**	**1,370**	**3**	**4**	**4**	**115**	**150**	**145**	**45**	**245**	**195**	**911**	**15**	**30**	**1**	**1**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

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CLEARING AND GRUBBING

ROADWAY	STA	-	STA	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
CTH K	32+60	-	36+25	2	---	2	---
	36+25	-	41+75	6	---	6	---
	41+75	-	47+25	5	---	5	---
	47+25	-	53+00	6	---	6	---
	53+00	-	58+75	5	---	5	---
	58+75	-	64+50	5	10	5	10
	64+50	-	70+00	3	9	3	9
	70+00	-	75+50	5	---	5	---
	75+50	-	81+25	---	6	---	6
	81+25	-	87+25	2	---	2	---
	87+25	-	93+00	2	---	2	---
	93+00	-	98+75	5	---	5	---
	98+75	-	104+50	3	7	3	7
	104+50	-	108+63	---	---	---	---
	CTH K SUBTOTAL			49	32	49	32
CTH H	12+09	-	15+30	---	10	---	10
	17+19	-	18+28	---	---	---	---
	CTH H SUBTOTAL			0	10	0	10
	PROJECT TOTAL:			**49**	**42**	**49**	**42**

REMOVING ASPHALTIC SURFACE

ROADWAY	STA	-	STA	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
CTH K	32+60	-	36+25	---
	36+25	-	41+75	---
	41+75	-	47+25	---
	47+25	-	53+00	---
	53+00	-	58+75	---
	58+75	-	64+50	---
	64+50	-	70+00	---
	70+00	-	75+50	---
	75+50	-	81+25	---
	81+25	-	87+25	---
	87+25	-	93+00	---
	93+00	-	98+75	---
	98+75	-	104+50	1,250
	104+50	-	108+63	1,070
	CTH K SUBTOTAL			2,320
CTH H	12+09	-	15+30	---
	17+19	-	18+28	---
	CTH H SUBTOTAL			0
	PROJECT TOTAL:			**2,320**

BASE AGGREGATE DENSE

ROADWAY	STA	-	STA	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON
CTH K	32+60	-	36+25	20	2,080
	36+25	-	41+75	0	4,650
	41+75	-	47+25	0	4,555
	47+25	-	53+00	10	4,685
	53+00	-	58+75	10	5,025
	58+75	-	64+50	15	6,215
	64+50	-	70+00	5	4,410
	70+00	-	75+50	0	4,165
	75+50	-	81+25	0	4,810
	81+25	-	87+25	120	5,035
	87+25	-	93+00	120	4,440
	93+00	-	98+75	0	4,305
	98+75	-	104+50	25	3,055
	104+50	-	108+63	10	265
	CTH K SUBTOTAL			335	57,695
CTH H	12+09	-	15+30	105	965
	17+19	-	18+28	40	305
	CTH H SUBTOTAL			145	1,270
	PROJECT TOTAL:			**480**	**58,965**

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ALL ITEMS CATEGORY 0010 UNLESS NOTED

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EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (CY) (1) CUT (2)	205.0100 COMMON EXCAVATION (CY) (1) EBS EXCAVATION (3)(4)(5)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (6)	AVAILABLE MATERIAL (7)	205.0400 (12) EXCAVATION MARSH (CY)	EXPANDED MARSH BACKFILL (CY) (13) FACTOR 1.50	MARSH BACKFILL 209.2500 BACKFILL GRANULAR GRADE 2 (TON) (14) FACTOR (TONS/CY) 1.70	EXPANDED EBS BACKFILL (CY) FACTOR 1.20	EBS BACKFILL 311.0110 BREAKER RUN (TON) (3) FACTOR (TONS/CY) 1.80	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) (8) FACTOR 1.30	MASS ORDINATE +/- (9) (CY)	WASTE (10) (CY)	COMMENT
ROADWAY																
	32+61 - 108+63	CTH K	31,063	6,492	5,690	25,373	753	1,130	1,921	7,790	14,023	14,868	19,328	6,045	13,290	
	11+09 - 15+30	CTH H SOUTH	702	0	120	582	0	0	0	0	0	29	38	544	544	
	17+01 - 18+28	CTH H NORTH	228	0	50	178	0	0	0	0	0	32	42	136	136	
ROADWAY SUBTOTAL			31,993	6,492	5,860	26,133	753	1,130	1,921	7,790	14,023	14,929	19,408	6,725	13,970	
STORMWATER POND AND RIVER REALIGNMENT																
		STORMWATER POND/RIVER REALIGNMENT	16,973	0	0	16,973	0	0	0	0	0	2,292	2,980	13,993	13,993	
		POND CLAY LINER	4,540	0	0	4,540	0	0	0	0	0	0	0	4,540	4,540	SEE NOTE 11
STORMWATER POND AND RIVER REALIGNMENT SUBTOTAL			21,513	0	0	21,513	0	0	0	0	0	2,292	2,980	18,533	18,533	
UNDISTRIBUTED				5,000			350	525	944	6,000	10,800				5,350	
GRAND TOTAL			53,506	11,492	5,860	47,646	1,103	1,655	2,865	13,790	24,823	17,221	22,387	25,259	37,854	
TOTALS			**64,998**				**1,103**		**2,865**		**24,823**				**37,854**	

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. BREAKER RUN UNIT WEIGHT ESTIMATED AT 1.8 TONS PER CY.

(4) EBS AREAS AND DEPTHS SHOWN ON CROSS SECTIONS WERE APPROXIMATED AS SPECIFIED IN THE GEOTECHNICAL REPORT. ACTUAL EBS LOCATIONS AND DEPTHS TO BE DETERMINED BY ENGINEER.

(5) EBS EXCAVATION MATERIAL SHALL BE REMOVED FROM THE SITE AND SHALL NOT BE USED AS FILL MATERIAL. EBS EXCAVATION MATERIAL IS NOT INCLUDED IN THE MASS ORDINATE.

(6) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN THE COMMON EXCAVATION QUANTITY TO THE BOTTOM OF EXISTING PAVEMENT.
THIS ASSUMES THE EXISTING PAVEMENT STRUCTURE IS SALVAGED OR WASTED BY THE CONTRACTOR. THE EXISTING PAVEMENT STRUCTURE IS NOT SHOWN IN CROSS SECTIONS.

(7) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(8) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR

(9) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(10) WASTE = MASS ORDINATE (IF POSITIVE VALUE) + EBS EXCAVATION+EXCAVATION MARSH

(11) QUANTITIES ON THIS ROW IS FOR EXCAVATION TO THE BOTTOM OF THE 2-FOOT POND CLAY LINER. ADDITIONAL ITEMS RELATED TO BACKFILL FOR POND CLAY LINER SHOWN ELSEWHERE.

(12) EXCAVATION MARSH, ITEM NUMBER 205.0400. ALL MARSH MATERIAL TO BE WASTED OFFSITE AND TO BE FILLED WITH BACKFILL GRANULAR GRADE 2, ITEM 209.2500. EXCAVATION MARSH MATERIAL IS NOT INCLUDED IN THE MASS ORDINATE.

(13) EXPANDED MARSH BACKFILL - MARSH BACKFILL FACTOR = 1.5 - THIS IS TO BE FILLED WITH BACKFILL GRANULAR GRADE 2, ITEM 209.2500.

(14) BACKFILL GRANULAR GRADE 2 UNIT WEIGHT ESTIMATED AT 1.7 TONS PER CY.

(14) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

ASPHALT ITEMS

ROADWAY	STA	-	STA	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28S TON	460.6224 HMA PAVEMENT 4 MT 58-28S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 DRIVEWAYS & FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY
CTH K	32+60	-	36+25	250	580	210	---	3	5
	36+25	-	41+75	575	1,335	485	60	2	---
	41+75	-	47+25	540	1,250	455	145	---	---
	47+25	-	53+00	555	1,280	465	155	3	---
	53+00	-	58+75	600	1,385	505	155	5	---
	58+75	-	64+50	800	1,855	675	110	---	9
	64+50	-	70+00	510	1,185	430	140	13	---
	70+00	-	75+50	480	1,115	405	145	5	---
	75+50	-	81+25	565	1,310	475	150	---	---
	81+25	-	87+25	560	1,300	475	115	7	---
	87+25	-	93+00	510	1,175	430	150	5	---
	93+00	-	98+75	505	1,165	425	150	---	---
	98+75	-	104+50	415	760	425	135	15	---
	104+50	-	108+63	75	---	130	95	2	---
	CTH K SUBTOTAL			6,940	15,695	5,990	1,705	60	14
CTH H	12+09	-	15+30	125	280	105	---	3	5
	17+19	-	18+28	25	55	20	---	---	---
	CTH H SUBTOTAL			150	335	125	0	3	5
	PROJECT TOTAL:			**7,090**	**16,030**	**6,115**	**1,705**	**63**	**19**

CONCRETE ITEMS

ROADWAY	STA	-	STA	416.0160 CONCRETE DRIVEWAY 6-INCH SY	* 416.0610 DRILLED TIE BARS EACH	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0165.01 CONCRETE LINED DITCH SF
CTH K	32+60	-	36+25	20	---	---	620	---	---	---	---	---
	36+25	-	41+75	10	4	---	1,100	775	60	---	---	---
	41+75	-	47+25	---	---	---	1,100	---	---	---	---	---
	47+25	-	53+00	25	---	---	1,150	---	---	---	---	---
	53+00	-	58+75	30	---	---	1,150	---	---	---	---	---
	58+75	-	64+50	---	14	---	1,135	700	---	74	---	395
	64+50	-	70+00	65	---	50	1,100	---	---	---	---	---
	70+00	-	75+50	15	---	---	1,100	---	---	---	---	---
	75+50	-	81+25	---	4	---	1,175	765	60	---	70	---
	81+25	-	87+25	75	4	495	1,010	1,640	80	---	65	---
	87+25	-	93+00	50	2	75	1,100	145	---	---	65	---
	93+00	-	98+75	---	2	---	1,060	---	---	---	---	---
	98+75	-	104+50	220	8	---	765	---	---	---	---	---
	104+50	-	108+63	40	4	---	10	330	40	---	---	---
	CTH K SUBTOTAL			550	42	620	13,575	4,355	240	74	200	395
CTH H	12+09	-	15+30	---	---	---	55	---	---	---	---	---
	17+19	-	18+28	---	---	---	---	---	---	---	---	---
	CTH H SUBTOTAL			0	0	0	55	0	0	0	0	0
	PROJECT TOTAL:			**550**	**42**	**620**	**13,630**	**4,355**	**240**	**74**	**200**	**395**

*USE 2 TIE BARS FOR CONNECTIONS TO EXISTING CURB & GUTTER

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CULVERT PIPES

STATION	LOCATION	521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.3721 PIPE ARCH CORRUGATED STEEL 21X15-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.0418 CLASS IV 18-INCH LF	SPV.0090.02 HORIZONTONAL ELLIPTICAL CL HE-IV 58X91-INCH LF	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	522.1018* REINFORCED CONCRETE 18-INCH EACH	522.1036 36-INCH EACH	522.2658 58X91-INCH EACH	521.1221 APRON ENDWALLS FOR PIPE ARCH STEEL 21X15-INCH EACH	SPV.0060.04 BACKFLOW PREVENTER EACH	633.5200* MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERT EACH	STEEL THICKNESS INCHES	**JOINT TIES EACH	ELEVATIONS INLET	ELEVATIONS OUTLET
88+96, LT/RT	CTH K	---	---	---	---	96	---	---	---	1	---	---	1	1	---	6	674.77	674.49
89+45, LT	CTH K	---	---	---	---	32	---	---	---	1	---	---	1	1	---	6	674.47	674.38
90+04, RT	CTH K	50	---	---	---	---	2	---	---	---	---	---	---	---	0.064	---	677.93	677.66
102+08, RT	CTH K	---	---	---	42	---	---	2	---	---	---	---	---	---	---	6	686.59	685.83
11+31, LT	CTH H	---	29	---	---	---	---	---	---	---	2	---	---	---	0.064	---	699.06	698.91
STORMWATER POND OUTLET PIPE		---	---	28	---	---	---	---	1	---	---	1	---	1	---	3	675.34	675.06
	PROJECT TOTAL	**50**	**29**	**28**	**42**	**128**	**2**	**2**	**1**	**2**	**2**	**1**	**2**	**3**		**21**		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** NON-BID ITEM: FOR INFORMATION ONLY

STORM TEE MANHOLE

ROADWAY	STA	OFFSET	LOCATION	RIM ELEVATION	INVERT ELEVATION	SPV.0060.10 STORM TEE MANHOLE 4-SPECIAL EACH
CTH K	80+34.6	33.0' LT	CTH K	682.67	674.48	1
				PROJECT TOTAL		**1**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0321 21-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0342 42-INCH LF	608.0348 48-INCH LF	608.0412 CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0442 42-INCH LF	608.0448 48-INCH LF	608.2314 HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH LF	608.2424 CLASS HE-IV 24x38-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	SPV.0090.01 BORING AND JACKING SSPSS 48-INCH LF	JOINT TIES* EACH
16	-	17	719.26	719.17	0.0620	14.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
17	-	18	719.17	718.89	0.0065	---	---	---	---	---	---	---	---	---	43.2	---	---	---	---	---	---	---	---	---	---
18	-	19	718.89	717.59	0.0065	---	---	---	---	---	---	---	---	---	200	---	---	---	---	---	---	---	---	---	---
19A	-	19B	717.90	717.85	0.0052	9.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
19B	-	19	717.85	717.59	0.0051	---	---	---	---	---	---	---	---	---	50.7	---	---	---	---	---	---	---	---	---	---
19C	-	19	717.85	717.59	0.0100	---	---	---	---	---	---	---	---	---	25.8	---	---	---	---	---	---	---	---	---	---
19	-	20	717.34	716.05	0.0065	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20A	-	20B	716.64	716.58	0.0053	11.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20B	-	20	716.58	716.30	0.0051	---	---	---	---	---	---	---	---	---	54.5	---	---	---	---	---	---	---	---	---	---
20C	-	20	716.46	716.30	0.0103	---	---	---	---	---	---	---	---	---	15.5	---	---	---	---	---	---	---	---	---	---
20	-	21	716.05	712.19	0.0154	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21A	-	21B	715.76	715.40	0.0581	6.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21B	-	21	712.99	712.44	0.0101	54.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21C	-	21	712.50	712.35	0.0100	15.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21	-	22	712.19	707.55	0.0155	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22A	-	22	708.30	707.80	0.0100	50.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22B	-	22	707.96	707.80	0.0100	15.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22	-	23	707.30	705.05	0.0075	---	---	---	---	---	---	---	---	---	---	---	300	---	---	---	---	---	---	---	---
23A	-	23	705.92	705.55	0.0100	---	---	---	---	---	---	---	---	---	37.4	---	---	---	---	---	---	---	---	---	---
23B	-	23	705.79	705.55	0.0100	---	---		---	---	---	---	---	---	24.4	---	---	---	---	---	---	---	---	---	---
23	-	24	705.05	703.74	0.0075	---	---	---	---	---	---	---	---	---	---	---	175.1	---	---	---	---	---	---	---	---
24A	-	24	704.45	704.24	0.0050	---	---	---	---	---	---	---	---	---	43.3	---	---	---	---	---	---	---	---	---	---
24	-	25	703.49	702.55	0.0075	---	---	---	125	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
25A	-	25B	703.76	703.63	0.0100	12.9	---		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
25B	-	25	703.63	703.30	0.0100	---	---	---	---	---	---	---	---	---	32.6	---	---	---	---	---	---	---	---	---	---
25C	-	25	703.62	703.30	0.0100	---	---	---	---	---	---	---	---	---	32.3	---	---	---	---	---	---	---	---	---	---
25	-	55	702.55	701.14	0.0070	---	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
55A	-	55B	703.06	702.23	0.0974	8.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
55B	-	55	702.23	701.89	0.0100	34	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
55C	-	55	702.23	701.89	0.0100	---	---	---	---	---	---	---	---	---	33.6	---	---	---	---	---	---	---	---	---	---
55	-	56	700.89	698.81	0.0069	---	---	---	---	300.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56A	-	56B	700.94	700.16	0.0979	7.9	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56B	-	56	700.16	699.81	0.0100	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56C	-	56	700.16	699.81	0.0100	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
56	-	57	698.81	696.81	0.0100	---	---	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
57A	-	57	700.10	699.75	0.0100	---	---	---	---	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---	---
57B	-	57	700.08	699.73	0.0100	---	---	---	---	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---	---
57	-	58	696.81	696.01	0.0080	---	---	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
58A	-	58B	699.29	698.96	0.0234	14.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
58B	-	58	698.96	697.81	0.0329	---	---	---	---	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---	---
58	-	62	696.01	695.25	0.0075	---	---	---	---	101.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
59	-	60	698.37	697.18	0.0778	15.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
60A	-	60	696.00	695.68	0.0119	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	26.6	---	---	---	---
60	-	61	695.68	695.46	0.0060	---	---	---	---	---	36.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---
61	-	62	695.46	695.25	0.0060	---	---	---	---	---	35.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	340.6	750.0	0.0	325.0	701.2	72.0	0.0	0.0	0.0	698.3	0.0	475.1	0.0	0.0	0.0	26.6	0.0	0.0	0.0	12

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0321 21-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0342 42-INCH LF	608.0348 48-INCH LF	608.0412 CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0442 42-INCH LF	608.0448 48-INCH LF	608.2314 HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH LF	608.2424 CLASS HE-IV 24x38-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	SPV.0090.01 BORING AND JACKING SSPSS 48-INCH LF	JOINT TIES* EACH
62A	-	62	698.47	697.79	0.0194	---	---	---	---	---	---	---	---	---	35.1	---	---	---	---	---	---	---	---	---	---
62	-	63	694.75	692.52	0.0201	---	---	---	---	---	111.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---
63A	-	63B	696.22	696.12	0.0100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.6	---	---
63B	-	63	695.78	695.02	0.0100	76.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
63	-	64	692.52	687.75	0.0201	---	---	---	---	---	237.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---
64A	-	64	690.47	690.03	0.0150	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
64B	-	64C	692.69	690.73	0.0998	19.6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
64C	-	64	690.73	689.83	0.0175	---	---	---	---	---	---	---	---	---	51.7	---	---	---	---	---	---	---	---	---	---
64	-	65	687.25	683.88	0.0098	---	---	---	---	---	---	345.6	---	---	---	---	---	---	---	---	---	---	---	---	---
65A	-	65B	687.69	686.85	0.0050	168.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
65B	-	65	686.85	686.55	0.0100	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
65C	-	65	686.90	686.55	0.0100	34	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
65	-	66	683.88	681.88	0.0050	---	---	---	---	---	---	399.5	---	---	---	---	---	---	---	---	---	---	---	---	---
66A	-	66	685.04	684.74	0.0100	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
66B	-	66C	684.82	684.62	0.0990	20.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
66C	-	66	684.62	684.32	0.0100	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
66	-	67	681.38	679.85	0.0038	---	---	---	---	---	---	---	400.5	---	---	---	---	---	---	---	---	---	---	---	---
67A	-	67C	682.96	682.82	0.0099	14.2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
67B	-	67C	682.86	682.82	0.0050	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
67C	-	67	682.82	682.52	0.0100	---	---	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	---	---	---
67	-	68	679.85	678.38	0.0036	---	---	---	---	---	---	---	---	---	---	---	---	---	410	---	---	---	---	---	---
68A	-	68B	681.31	681.21	0.0050	---	---	---	---	---	---	---	---	---	20	---	---	---	---	---	---	---	---	---	---
68B	-	68	681.21	680.88	0.0100	---	---	---	---	---	---	---	---	---	33	---	---	---	---	---	---	---	---	---	---
68	-	69	678.38	677.64	0.0022	---	---	---	---	---	---	---	---	---	---	---	---	---	344	---	---	---	---	---	---
69A	-	69C	679.96	679.89	0.0048	---	---	---	---	---	---	---	---	---	14.5	---	---	---	---	---	---	---	---	---	---
69B	-	69C	679.93	679.89	0.0050	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
69C	-	69	679.64	679.48	0.0048	---	---	---	---	---	---	---	---	---	---	33	---	---	---	---	---	---	---	---	---
69D	-	69F	679.96	679.89	0.0048	---	---	---	---	---	---	---	---	---	14.5	---	---	---	---	---	---	---	---	---	---
69E	-	69F	679.93	679.89	0.0050	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
69F	-	69	679.64	679.48	0.0048	---	---	---	---	---	---	---	---	---	---	33	---	---	---	---	---	---	---	---	---
69	-	70	677.14	676.79	0.0024	---	---	---	---	---	---	---	---	---	---	---	---	---	---	144.5	---	---	---	---	---
70A	-	70B	679.62	679.52	0.0048	20.9	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
70B	-	70C	679.52	679.39	0.0049	26.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
70C	-	70	679.39	679.28	0.0050	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
70	-	71	676.79	676.33	0.0025	---	---	---	---	---	---	---	---	---	---	---	---	---	---	180.9	---	---	---	---	---
71A	-	71B	681.26	681.16	0.0100	9.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
71B	-	71	681.16	680.99	0.0100	17.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
71	-	72	676.33	675.78	0.0025	---	---	---	---	---	---	---	---	149	---	---	---	---	---	---	---	---	---	74	---
72A	-	72B	679.05	678.95	0.0100	9.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
72B	-	72	678.95	678.78	0.0100	17.3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
72	-	74	675.78	675.50	0.0025	---	---	---	---	---	---	---	---	112.3	---	---	---	---	---	---	---	---	---	---	6
73A	-	73	679.54	679.29	0.0050	---	---	---	---	---	---	---	---	---	50.0	---	---	---	---	---	---	---	---	---	---
73B	-	73	679.35	679.29	0.0053	---	---	---	---	---	---	---	---	---	11.3	---	---	---	---	---	---	---	---	---	---
73	-	72	679.04	678.53	0.0050	---	---	---	---	---	---	---	---	---	---	102.9	---	---	---	---	---	---	---	---	---
77	-	78	676.48	676.42	0.0032	---	---	---	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	6
					SUBTOTAL	573.9	0.0	0.0	0.0	0.0	369.8	745.1	400.5	261.3	283.6	168.9	0.0	0.0	754.0	325.4	0.0	0.0	10.6	74.0	18

ALL ITEMS CATEGORY 0010 UNLESS NOTED

						STORM SEWER PIPES																		
						608.0312	608.0315	608.0318	608.0321	608.0324	608.0330	608.0336	608.0342	608.0348	608.0412	608.0415	608.0418	608.0424	608.0442	608.0448	608.2314	608.2424	608.6008	SPV.0090.01	
						STORM SEWER PIPE REINFORCED CONCRETE																		
						CLASS III									CLASS IV						HORIZONTAL ELLIPTICAL				
																					CLASS HE-III	CLASS HE-IV			
			INLET	DISCHARGE	SLOPE	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH	30-INCH	36-INCH	42-INCH	48-INCH	12-INCH	15-INCH	18-INCH	24-INCH	42-INCH	48-INCH	14x23-INCH	24x38-INCH	STORM SEWER PIPE COMPOSITE 8-INCH	BORING AND JACKING SSPSS 48-INCH	JOINT TIES*
FROM	-	TO	ELEVATION	ELEVATION	FT/FT	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EACH
79	-	80	676.44	676.40	0.0035	---	---	---	---	---	13.4	---	---	---	---	---	---	---	---	---	---	---	---	---	6
EXISTING	-	83	677.88	677.87	0.0010	---	---	---	---	---	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---
83	-	EXISTING	677.87	677.87	0.0010	---	---	---	---	---	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---
EXISTING	-	84	677.38	677.38	0.0010	---	---	---	---	---	---	---	---	16	---	---	---	---	---	---	---	---	---	---	---
84	-	85	677.38	677.29	0.0026	---	---	---	---	---	---	---	---	34.8	---	---	---	---	---	---	---	---	---	---	6
86A	-	86B	677.49	677.04	0.0100	---	---	---	---	---	---	---	---	---	44.8	---	---	---	---	---	---	---	---	---	---
86B	-	86D	676.79	676.20	0.0100	---	---	---	---	---	---	---	---	---	---	59	---	---	---	---	---	---	---	---	---
86C	-	86D	676.53	676.45	0.0100	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
86D	-	86E	675.95	675.62	0.0100	---	---	32.6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
87A	-	87	676.30	674.94	0.0625	---	---	---	---	21.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
87	-	88	674.44	674.43	0.0010	---	---	---	---	---	10.2	---	---	---	---	---	---	---	---	---	---	---	---	---	---
88A	-	88	676.30	675.94	0.0088	---	---	---	---	---	41.7	---	---	---	---	---	---	---	---	---	---	---	---	---	6
88	-	88B	674.44	674.33	0.0010	---	---	---	---	---	---	---	---	---	---	---	---	---	---	107.1	---	---	---	---	6
90	-	89	677.36	676.99	0.0050	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	73.8	---	---	6
90A	-	90	678.44	678.36	0.0100	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
91	-	90	677.42	677.36	0.0050	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	11.5	---	---	---
91A	-	91C	678.76	678.25	0.0784	---	6.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
91B	-	91C	678.54	678.50	0.0050	---	---	---	---	---	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---
91C	-	91	678.25	678.01	0.0050	---	---	---	---	---	---	---	---	---	---	47.5	---	---	---	---	---	---	---	---	---
92	-	91	679.16	677.42	0.0061	---	---	---	---	---	---	---	---	---	---	---	---	287.6	---	---	---	---	---	---	---
92A	-	92B	681.13	680.51	0.1000	---	6.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
92B	-	92	680.39	679.91	0.0101	---	---	---	---	---	---	---	---	---	---	47.5	---	---	---	---	---	---	---	---	---
92C	-	92	680.22	680.16	0.0052	---	---	---	---	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
93	-	92	681.63	679.16	0.0082	---	---	---	---	---	---	---	---	---	---	---	---	300	---	---	---	---	---	---	---
93A	-	93B	683.95	683.16	0.1000	---	7.90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6
93B	-	93	682.60	682.13	0.0100	---	---	---	---	---	---	---	---	---	---	---	47.5	---	---	---	---	---	---	---	---
93C	-	93	682.49	682.38	0.0100	---	---	---	---	---	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---
94	-	93	684.26	682.63	0.0126	---	---	---	---	---	---	---	---	---	129.6	---	---	---	---	---	---	---	---	---	---
95	-	94	685.01	684.26	0.0150	50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
96	-	95	685.76	685.01	0.0100	75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
97A	-	97	686.94	686.83	0.0100	10.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
97	-	96	686.83	685.76	0.0100	106.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
98A	-	98	688.38	688.27	0.0100	10.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
98	-	97	688.27	686.83	0.0100	144.2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	397.3	20.5	32.6	0.0	21.7	65.3	0.0	0.0	50.8	209.9	165.5	47.5	587.6	0.0	123.1	0.0	85.3	0.0	0.0	60
					PROJECT TOTAL	1,311.8	770.5	32.6	325.0	722.9	507.1	745.1	400.5	312.1	1,191.8	334.4	522.6	587.6	754.0	448.5	26.6	85.3	10.6	74.0	90

1. PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES

* NON-BID ITEM: FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

					STORM SEWER APRON ENDWALLS								
					522.1012	522.1015	522.1018*	522.1024	522.1030	522.1048	522.2624	633.5200*	650.4000*
					APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE							MARKERS	CONSTRUCTION
STRUCTURE		OFFSET	LOCATION	INVERT ELEVATION	12-INCH EACH	15-INCH EACH	18-INCH EACH	24-INCH EACH	30-INCH EACH	48-INCH EACH	HORIZONTAL ELLIPTICAL 24X38-INCH EACH	CULVERT END EACH	STAKING STORM SEWER EACH
58A	58+50.0	43.8' RT	CTH K	699.29	1	---	---	---	---	---	---	1	1
59	59+77.9	85.3' LT	CTH K	698.37	1	---	---	---	---	---	---	1	1
64B	62+95.5	71.1' LT	CTH K	692.69	1	---	---	---	---	---	---	1	1
74	87+95.7	123.3' LT	CTH K	675.50	---	---	---	---	---	1	---	---	1
78	87+46.6	77.5' LT	CTH K	676.42	---	---	---	---	1	---	---	1	1
80	87+35.6	78.1' LT	CTH K	676.40	---	---	---	---	1	---	---	1	1
85	85+72.3	63' RT	CTH K	677.29	---	---	---	---	---	1	---	1	1
86E	90+25.8	62.1' LT	CTH K	675.62	---	---	1	---	---	---	---	1	1
87A	91+38.3	52.7' RT	CTH K	676.30	---	---	---	1	---	---	---	1	1
88A	92+11.3	56.3' RT	CTH K	676.30	---	---	---	---	1	---	---	1	1
88B	91+79.2	56.4' LT	CTH K	674.33	---	---	---	---	---	1	---	1	1
89	93+44.6	58.7' LT	CTH K	676.99	---	---	---	---	---	---	1	1	1
91A	94+12.4	36' RT	CTH K	678.76	---	1	---	---	---	---	---	1	1
92A	97+00.0	35.6' RT	CTH K	681.13	---	1	---	---	---	---	---	1	1
93A	100+00.0	37.4' RT	CTH K	683.95	---	1	---	---	---	---	---	1	1
				PROJECT TOTAL	3	3	1	1	3	3	1	14	15

NOTES:

1. STATIONS AND OFFSETS ARE TO THE ATTACHMENT POINT OF THE APRON ENDWALL

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	LOCATION	RIM ELEVATION	INVERT ELEVATION	DEPTH FT	611.0430 RECONSTRUCTING INLETS EACH	SPV.0060.23 MANHOLE COVERS SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	SPV.0060.06 INLETS 1 SPECIAL-DOMED EACH	SPV.0060.09 OUTLET STRUCTURE 5 EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000* CONSTRUCTION STAKING STORM SEWER EACH	COMMENTS
16	35+00.0	40.4' RT	CTH K	721.26	719.26	2.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
17	35+00.0	25.9' RT	CTH K	723.48	719.17	3.31	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
18	35+00.0	17.2' LT	CTH K	723.63	718.89	3.66	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
19A	37+00.0	42.6' RT	CTH K	721.32	717.90	3.42	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
19B	37+00.0	33.0' RT	CTH K	722.34	717.85	3.49	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
19C	37+00.0	43.6' LT	CTH K	720.53	717.85	2.68	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
19	37+00.0	17.7' LT	CTH K	722.62	717.34	4.20	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
20A	39+00.0	47.9' RT	CTH K	719.16	716.64	2.52	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
20B	39+00.0	36.5' RT	CTH K	721.26	716.58	3.68	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
20C	39+00.0	33.5' LT	CTH K	721.32	716.46	3.86	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
20	39+00.0	18' LT	CTH K	721.60	716.05	4.47	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
21A	41+50.0	42.8' RT	CTH K	717.93	715.76	2.17	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
21B	41+50.0	36.5' RT	CTH K	718.11	712.99	4.12	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
21C	41+50.0	33.5' LT	CTH K	718.17	712.50	4.67	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
21	41+50.0	18' LT	CTH K	718.45	712.19	5.18	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
22A	44+50.0	32.3' RT	CTH K	713.69	708.30	4.39	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
22B	44+50.0	33.5' LT	CTH K	713.67	707.96	4.71	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
22	44+50.0	18' LT	CTH K	713.95	707.30	5.57	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
23A	47+50.0	29.5' RT	CTH K	709.84	705.92	2.92	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
23B	47+50.0	32.3' LT	CTH K	709.79	705.79	3.00	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
23	47+50.0	7.9' LT	CTH K	710.24	705.05	4.11	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
24A	49+25.0	41.1' RT	CTH K	707.46	704.45	3.01	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
24	49+25.0	2.2' LT	CTH K	709.47	703.49	4.90	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
25A	50+50.0	42.4' RT	CTH K	706.50	703.76	2.74	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
25B	50+50.0	29.5' RT	CTH K	708.33	703.63	3.70	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
25C	50+50.0	35.4' LT	CTH K	708.21	703.62	3.59	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
25	50+50.0	3.1' LT	CTH K	708.83	702.55	5.20	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
55	52+50.0	4.5' LT	CTH K	707.80	700.89	5.83	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
55A	52+50.0	38.0' RT	CTH K	706.60	703.06	3.54	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
55B	52+50.0	29.5' RT	CTH K	707.33	702.23	4.10	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
55C	52+50.0	38.1' LT	CTH K	707.16	702.23	3.93	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
56A	55+50.0	37.4' RT	CTH K	705.24	700.94	4.30	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
56B	55+50.0	29.5' RT	CTH K	705.83	700.16	4.67	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
56C	55+50.0	40.5' LT	CTH K	705.61	700.16	4.45	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
56	55+50.0	5.5' LT	CTH K	706.28	698.81	6.39	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
57A	57+50.0	29.5' RT	CTH K	704.47	700.10	3.37	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
57B	57+50.0	40.5' LT	CTH K	704.25	700.08	3.17	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
57	57+50.0	5.5' LT	CTH K	704.92	696.81	7.03	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
58B	58+50.0	29.5' RT	CTH K	703.80	698.96	3.84	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
58	58+50.0	5.5' LT	CTH K	704.19	696.01	7.10	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
60	59+70.0	72.1' LT	CTH K	700.23	695.68	3.47	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
60A	59+50.8	90.6' LT	CTH K	697.80	696.00	1.80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	---
61	59+51.1	41.2' LT	CTH K	703.01	695.46	6.55	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
62A	59+51.1	29.6' RT	CTH K	703.17	698.47	3.70	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
62	59+51.1	5.5' LT	CTH K	703.45	694.75	7.62	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
63A	60+72.6	71.4' RT	CTH K	700.70	696.22	3.88	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	---
63B	60+62.1	72.8' RT	CTH K	701.23	695.78	4.45	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
63	60+62.5	3.9' LT	CTH K	701.75	692.52	8.15	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
64A	63+00.0	29.5' RT	CTH K	695.67	690.47	4.20	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
64C	62+95.5	51.5' LT	CTH K	695.31	690.73	3.58	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
64	63+00.0	0' RT	CTH K	696.23	687.25	7.90	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
65A	64+78.4	47.5' RT	CTH K	690.69	687.90	2.79	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
65B	66+45.6	29.5' RT	CTH K	692.71	686.85	4.86	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
65C	66+45.6	34' LT	CTH K	692.61	686.90	4.71	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
65	66+45.6	0' RT	CTH K	693.27	683.88	8.31	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
66A	70+45.1	29.5' RT	CTH K	690.24	685.04	4.20	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
66B	70+45.1	50' LT	CTH K	686.50	684.82	1.68	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
66C	70+45.1	29.5' LT	CTH K	690.24	684.62	4.62	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
66	70+45.1	0' RT	CTH K	690.80	681.38	8.34	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
67A	74+45.5	43.7' LT	CTH K	685.60	682.96	2.64	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
67B	74+37.5	29.5' LT	CTH K	687.81	682.86	3.95	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
67C	74+45.5	29.5' LT	CTH K	687.76	682.82	3.94	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
67	74+45.5	0' RT	CTH K	688.32	679.85	7.39	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
68A	78+35.5	33' LT	CTH K	685.28	681.31	2.97	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
68B	78+55.5	33.0' LT	CTH K	685.15	681.21	2.94	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
					SUBTOTAL		0	19	32	12	0	0	12	4	4	0	0	0	1	30	12	1	1	0	0	0	65	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	LOCATION	RIM ELEVATION	INVERT ELEVATION	DEPTH FT	611.0430 RECONSTRUCTING INLETS EACH	SPV.0060.23 MANHOLE COVERS SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	SPV.0060.06 INLETS 1 SPECIAL-DOMED EACH	SPV.0060.09 OUTLET STRUCTURE 5 EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000* CONSTRUCTION STAKING STORM SEWER EACH	COMMENTS
68	78+55.5	0' RT	CTH K	685.78	678.38	6.32	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
69A	82+14.0	33' RT	CTH K	683.20	679.96	2.24	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69B	81+91.5	33' RT	CTH K	683.22	679.93	2.29	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69C	81+99.5	33' RT	CTH K	683.21	679.64	2.57	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69D	82+14.0	33' LT	CTH K	683.20	679.96	2.24	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69E	81+91.5	33.0' LT	CTH K	683.22	679.93	2.29	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69F	81+99.5	33.0' LT	CTH K	683.21	679.64	2.57	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
69	81+99.5	0' RT	CTH K	683.84	677.14	5.62	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
70A	82+99.9	43.7' LT	CTH K	683.18	679.62	2.56	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
70B	83+20.7	45.8' LT	CTH K	681.81	679.52	2.29	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
70C	83+43.7	33.0' LT	CTH K	683.81	679.39	3.42	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
70	83+43.7	11' LT	CTH K	684.22	676.79	6.35	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
71A	85+24.2	4.8' RT	CTH K	686.48	681.26	4.14	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
71B	85+24.2	4.7' LT	CTH K	686.48	681.16	4.24	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
71	85+24.2	22' LT	CTH K	686.16	676.33	8.75	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
72A	87+45.9	4.7' RT	CTH K	686.17	679.05	6.04	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
72B	87+45.9	4.7' LT	CTH K	686.17	678.95	6.14	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
72	87+47.2	22' LT	CTH K	685.83	675.78	8.97	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
73A	88+50.0	30.7' RT	CTH K	683.66	679.54	3.12	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
73B	88+50.0	30.7' LT	CTH K	683.66	679.35	3.31	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
73	88+50.0	19.4' LT	CTH K	683.85	679.04	3.73	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
77	87+43.4	56.5' LT	CTH K	684.83	676.48	7.27	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
79	87+35.5	64.8' LT	CTH K	682.98	676.44	5.46	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
81	74+67.8	29.5' RT	CTH K	687.62	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
82	76+68.1	29.5' RT	CTH K	686.38	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
83	78+37.7	33.8' RT	CTH K	685.24	677.87	6.37	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
84	85+41.5	46.9' RT	CTH K	683.58	677.38	5.12	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
86A	89+81.0	29.5' RT	CTH K	681.68	677.49	3.19	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
86B	90+25.8	29.5' RT	CTH K	681.54	676.79	3.75	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
86C	90+17.8	29.5' LT	CTH K	681.54	676.53	4.01	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
86D	90+25.8	29.5' LT	CTH K	681.54	675.95	4.59	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
87	91+59.8	50.2' RT	CTH K	680.91	674.44	5.39	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
88	91+70.1	50.2' RT	CTH K	680.95	674.43	5.44	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
90A	94+20.4	29.5' LT	CTH K	681.73	678.44	2.29	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
90	94+12.4	29.5' LT	CTH K	681.73	677.36	3.37	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	FLAT TOP SLAB, 2' X 3' OPENING
91B	94+20.4	29.5' RT	CTH K	681.73	678.54	2.20	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
91C	94+12.4	29.5' RT	CTH K	681.73	678.25	2.49	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
91	94+12.4	18' LT	CTH K	681.93	677.42	3.43	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
92B	97+00.0	29.5' RT	CTH K	684.08	680.39	2.69	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
92C	97+00.0	29.5' LT	CTH K	684.08	680.22	2.86	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
92	97+00.0	18' LT	CTH K	684.28	679.16	4.04	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
93B	100+00.0	29.5' RT	CTH K	687.34	682.60	3.74	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
93C	100+00.0	29.5' LT	CTH K	687.34	682.49	3.85	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
93	100+00.0	18' LT	CTH K	687.54	681.63	4.83	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
94	101+25.0	52.1' LT	CTH K	688.43	684.26	4.17	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
95	101+75.0	52' LT	CTH K	688.16	685.01	3.15	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
96	102+50.0	53.6' LT	CTH K	688.41	685.76	2.65	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
97A	103+56.3	29.7' LT	CTH K	690.65	686.94	2.71	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
97	103+55.9	40.5' LT	CTH K	691.33	686.83	3.42	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	SOLID LID
98A	105+00.5	34.9' LT	CTH K	692.82	688.38	3.44	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
98	105+00.0	45.8' LT	CTH K	693.50	688.27	4.15	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	SOLID LID
100	82+92.7	41.6' RT	CTH K	684.15	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
EXISTING 21" SSPRC CONNECTION	59+58.0	61.7' LT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
EXISTING 48" SSPRC CONNECTION	78+29.7	33.6' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
EXISTING 48" SSPRC CONNECTION	78+45.7	33.9' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
EXISTING 48" SSPRC CONNECTION	85+25.0	46.5' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
EXIST INLET	78+56.4	62.9' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
EXIST INLET	78+88.4	62.8' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
EXIST MANHOLE	78+63.4	63.4' RT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
48" SSPRC TO SMOOTH STEEL PIPE CONNECTION	85+98.4	22' LT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
48" SSPRC TO SMOOTH STEEL PIPE CONNECTION	86+72.3	22' LT	CTH K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
						SUBTOTAL	3	16	27	4	4	2	1	2	6	6	1	4	2	21	4	0	0	1	2	6	58	
						PROJECT TOTAL	3	35	59	16	4	2	13	6	10	6	1	4	3	51	16	1	1	1	2	6	123	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

UNDERDRAIN ITEMS

ROADWAY	STA	-	STA	310.0110 BASE AGGREGATE OPEN GRADED TON	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
CTH K	32+60	-	36+25	---	---	---	---
	36+25	-	41+75	---	---	---	---
	41+75	-	47+25	---	---	---	---
	47+25	-	53+00	---	---	---	---
	53+00	-	58+75	---	---	---	---
	58+75	-	64+50	4	50	---	35
	64+50	-	70+00	8	100	---	70
	70+00	-	75+50	---	---	---	---
	75+50	-	81+25	13	165	---	115
	81+25	-	87+25	36	480	---	335
	87+25	-	93+00	34	455	---	320
	93+00	-	98+75	24	320	---	225
	98+75	-	104+50	8	100	---	70
	104+50	-	108+63	---	---	---	---
	CTH K SUBTOTAL			127	1,670	0	1,170
CTH H	12+09	-	15+30	---	---	---	---
	17+19	-	18+28	---	---	---	---
	CTH H SUBTOTAL			0	0	0	0
	PROJECT SUBTOTAL			127	1,670	0	1,170
	UNDISTRIBUTED			0	0	1,500	0
	PROJECT TOTAL			**127**	**1,670**	**1,500**	**1,170**

SECTION CORNER MONUMENTS

ROADWAY	LOCATION	DESCRIPTION	SPV.0060.25 EACH
CTH K			
	PI STA 133+55.73* S 1/4 COR OF SEC 32, T2N, R22E N 1/4 COR OF SEC 5, T1N, R22E	CONCRETE MONUMENT WITH BRASS CAP	1
	PI STA 160+31.60* SE COR OF SEC 32, T2N, R22E SW COR OF SEC 33, T2N, R22E NW COR OF SEC 4, T1N, R22E NE COR OF SEC 5, T1N, R22E	CONCRETE MONUMENT WITH BRASS CAP	1
	PI STA 186+87.30* S 1/4 COR OF SEC 33, T2N, R22E N 1/4 COR OF SEC 4, T1N, R22E	CONCRETE MONUMENT WITH BRASS CAP	1
		PROJECT TOTAL:	**3**

*STATIONS AND OFFSETS ARE FROM THE R/W PLAT R/L

FENCING

ROADWAY	STA	-	STA	SIDE	616.0206 FENCE CHAIN LINK 6-FT LF	616.0329 GATES CHAIN LINK 24-FT EACH
CTH K	88+91	-	89+33	RT	68	1
	CTH K SUBTOTAL				68	1
	PROJECT TOTAL:				**68**	**1**

WATER

ROADWAY	USE	624.0100 WATER MGAL
CTH K	EXCAVATION/DUST CONTROL	165
	BASE AGGREGATE COMPACTION	885
	PROJECT TOTAL	**1,050**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

EC ITEMS

LOCATION	STA	-	STA	606.0200 RIPRAP MEDIUM CY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	SPV.0090.04 HEAVY DUTY SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY	628.2033 EROSION MAT CLASS III TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	645.0120 GEOTEXTILE TYPE HR SY	SPV.0090.03 COCONUT FIBER ROLLS LF
CTH K	32+60	-	36+25	---	---	---	---	---	---	---	480	870	---	---	1	1	1	---	52	1	1	---	---	---
	36+25	-	41+75	---	---	---	---	---	---	---	450	1,050	---	---	5	4	5	---	65	---	---	---	---	---
	41+75	-	47+25	---	---	---	---	---	---	---	0	1,170	---	---	2	---	2	---	---	---	---	---	---	---
	47+25	-	53+00	---	---	---	---	---	---	---	320	790	---	---	6	3	6	---	65	---	---	---	---	---
	53+00	-	58+75	---	---	420	---	840	---	---	420	1,250	---	---	5	1	5	---	52	1	---	30	---	---
	58+75	-	64+50	---	---	280	---	560	---	---	440	1,640	---	---	5	2	5	---	78	2	2	30	---	---
	64+50	-	70+00	---	---	720	---	1,440	---	---	440	2,310	---	---	2	1	2	---	39	---	---	45	---	---
	70+00	-	75+50	---	---	530	---	1,060	---	---	480	2,620	---	---	5	2	5	---	78	---	---	45	---	---
	75+50	-	81+25	---	---	190	---	380	---	---	30	2,730	---	---	6	1	4	2	---	---	---	15	---	---
	81+25	-	87+25	10	---	340	70	820	---	---	280	2,910	100	0	10	4	3	7	52	---	---	45	15	115
	87+25	-	93+00	80	---	90	1,400	2,980	---	---	1,570	14,160	1,280	1,210	8	---	4	4	52	9	---	---	155	975
	93+00	-	98+75	15	---	510	60	1,140	---	---	450	1,820	---	---	6	---	2	4	52	4	---	30	25	---
	98+75	-	104+50	10	---	180	---	360	---	---	300	1,270	---	---	3	3	3	---	13	5	1	---	15	---
	104+50	-	108+63	---	---	260	---	520	---	---	---	280	---	---	1	---	1	---	---	---	---	30	---	---
	CTH K SUBTOTAL			115	0	3,520	1,530	10,100	0	0	5,660	34,870	1,380	1,210	65	22	48	17	598	22	4	270	210	1,090
CTH H	12+09	-	15+30	---	---	140	---	280	---	---	310	520	---	---	---	---	---	---	26	2	---	30	---	---
	17+19	-	18+28	---	---	90	---	180	---	---	---	160	---	---	---	---	---	---	26	1	---	---	---	---
	CTH H SUBTOTAL			0	0	230	0	460	0	0	310	680	0	0	0	0	0	0	52	3	0	30	0	0
	PROJECT SUBTOTAL			115	0	3,750	1,530	10,560	0	0	5,970	35,550	1,380	1,210	65	22	48	17	650	25	4	300	210	1,090
	UNDISTRIBUTED			30	100	940	390	2,640	8	6	1,495	8,890	345	305	17	6	12	5	165	7	1	50	55	275
	PROJECT TOTAL			**145**	**100**	**4,690**	**1,920**	**13,200**	**8**	**6**	**7,465**	**44,440**	**1,725**	**1,515**	**82**	**28**	**60**	**22**	**815**	**32**	**5**	**350**	**265**	**1,365**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

RESTORATION ITEMS

ROADWAY	STA	-	STA	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
CTH K	32+60	-	36+25	1,100	---	1	20	---	15	---	40	---	---
	36+25		41+75	1,340	---	1	25	---	20	---	50	5	120
	41+75		47+25	1,450	---	1	25	---	20	---	50	10	275
	47+25		53+00	1,180	---	1	20	---	20	---	40	10	290
	53+00		58+75	1,680	---	2	25	---	25	---	50	10	305
	58+75		64+50	1,920	---	2	35	---	30	---	60	5	215
	64+50		70+00	2,530	---	2	45	---	35	---	90	5	45
	70+00		75+50	2,800	---	2	55	---	40	---	100	---	---
	75+50		81+25	2,770	---	2	50	---	40	---	100	---	---
	81+25		87+25	3,230	---	2	45	3	45	---	110	5	90
	87+25		93+00	16,540	---	1	20	55	225	---	560	10	290
	93+00		98+75	2,150	---	2	35	1	30	---	70	10	290
	98+75		104+50	1,520	---	1	25	---	25	---	50	10	250
	104+50	-	108+63	900	---	1	10	---	15	---	20	15	615
	CTH K SUBTOTAL			41,110	0	21	435	59	585	0	1,390	95	2,785
CTH H	12+09		15+30	670	---	1	15	---	10	---	30	---	---
	17+19		18+28	160	---	1	5	---	5	---	10	---	---
	CTH H SUBTOTAL			830	0	2	20	0	15	0	40	0	0
			WASTE SITE	---	22,720	15	---	---	---	310	---	---	---
			PROJECT SUBTOTAL	41,940	22,720	38	455	59	600	310	1,430	95	2,785
			UNDISTRIBUTED	4,200	5,680	10	115	15	150	80	360	25	280
			PROJECT TOTAL	**46,140**	**28,400**	**48**	**570**	**74**	**750**	**390**	**1,790**	**120**	**3,065**

POND LINER CLAY

LOCATION	* CLAY LINER EXCAVATION (CY)	** EXPANDED CLAY LINER BACKFILL (CY)	640.1303.S POND LINER CLAY CY	SPV.0060.05 ANTI-SEEP COLLAR EACH
STORMWATER POND CLAY LINER	4,540	5,902	5,902	1
EXISTING STORMWATER POND	---	---	---	1
		PROJECT TOTAL	5,902	2

*FOR INFORMATION ONLY. SEE EARTHWORK SUMMARY FOR ASSOCIATED BID ITEMS.

**EXPANSION FACTOR = 1.3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.26 POLES ROUND STEEL 8-FT EACH	SPV.0060.27 POLES ROUND STEEL 10-FT EACH	SPV.0060.28 POLES ROUND STEEL 12-FT EACH	SPV.0060.29 POLES ROUND STEEL 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
1-01	R3-17	2M	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
1-02	R3-17B	2M	30	X	12	2.5	---	---	---	---	---	---	---	1-01	BIKE LANE ENDS PLAQUE	---
1-03	R3-17	2M	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
1-04	W11-2	3	36	X	36	---	---	---	9	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
1-05	W16-9P	3	30	X	18	---	---	---	3.75	---	---	---	---	1-04	AHEAD PLAQUE (YELLOW)	---
2-01	R3-17	2M	30	X	24	5	---	---	---	---	---	1	---	---	BIKE LANE (BIKE SYMBOL)	---
2-02	R3-17B	2M	30	X	12	2.5	---	---	---	---	---	---	---	2-01	BIKE LANE ENDS PLAQUE	---
2-03	R3-17A	2M	30	X	12	2.5	---	---	---	---	---	---	---	2-01	BIKE LANE AHEAD PLAQUE	---
2-04	R3-17	2M	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
2-05	R1-1	3	36	X	36	7.46	---	---	---	---	---	1	---	---	STOP	---
2-06	R3-17	2M	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
2-07	W5-56	1	12	X	12	---	---	1	---	1	---	---	---	---	END OF ROAD MARKER WITH RED TYPE SH SHEETING	---
2-08	W11-1	3	36	X	36	---	---	---	9	---	---	1	---	---	BICYCLE WARNING SIGN	---
2-09	W11-1	6	18	X	18	---	---	---	2.25	---	---	---	1	---	BICYCLE WARNING SIGN	---
2-10	W16-7R	2S	24	X	12	---	---	---	2	---	---	---	---	2-09	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
2-11	W11-2	3	36	X	36	---	---	---	9	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
2-12	W16-7L	3	30	X	18	---	---	---	3.75	---	---	---	---	2-11	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
2-13	W11-2	3	36	X	36	---	---	---	9	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
2-14	W16-7L	3	30	X	18	---	---	---	3.75	---	---	---	---	2-13	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
3-01	W4-2R	3	36	X	36	---	---	---	9	---	---	1	---	---	LANE REDUCTION TRANSITION SYMBOL - [RIGHT LANE]	---
3-02	W9-2L	2M	36	X	36	---	---	---	9	---	---	1	---	---	LANE ENDS MERGE LEFT	---
3-03	W11-15	3	36	X	36	---	---	---	9	---	---	1	---	---	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
3-04	W16-9P	3	30	X	18	---	---	---	3.75	---	---	---	---	3-03	AHEAD PLAQUE (YELLOW)	---
4-01	W3-3	3	36	X	36	---	---	---	9	---	---	1	---	---	SIGNAL AHEAD	---
4-02	J1-1	3	36	X	57	14.25	---	---	---	---	---	---	2	---	JUNCTION OR END ASSEMBLY	---
	M2-1	3	30	X	21	---	---	---	---	---	---	---	---	---	JCT	---
	M1-5A	3	36	X	36	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
4-03	R3-8LAF	3	72	X	36	18	---	---	---	---	---	2	---	---	LEFT ONLY, AHEAD ONLY, AHEAD-RIGHT	---
5-01	R2-1	3	36	X	48	12	---	---	---	---	---	2	---	---	SPEED LIMIT ___ MPH	45 MPH
5-02	R3-17	2M	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
5-03	J4-1	3	36	X	54	13.5	---	---	---	---	---	---	2	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	---
	M3-4	3	36	X	18	---	---	---	---	---	---	---	---	---	WEST CARDINAL ROUTE MARKER	---
	M1-5A	3	36	X	36	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY K
5-04	W3-5	3	36	X	36	---	---	---	9	---	---	1	---	---	SPEED LIMIT ___ AHEAD [ARROW]	35 MPH
6-01	R1-1F	3	36	X	36	---	7.46	---	---	---	---	---	---	SIGNAL POLE	STOP (FOLDING)	---
6-02	J13-1	2S	24	X	45	7.5	---	---	---	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY K
	M6-4	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
6-03	R1-1F	3	36	X	36	---	7.46	---	---	---	---	---	---	SIGNAL POLE	STOP (FOLDING)	---
6-04	J13-1	2S	24	X	45	7.5	---	---	---	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
	M6-4	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
6-05	J13-1	3	36	X	66	16.5	---	---	---	---	---	---	2	---	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	---
	M1-5A	3	36	X	36	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
	M6-4	3	30	X	30	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
6-06	R1-1F	3	36	X	36	---	7.46	---	---	---	---	---	---	SIGNAL POLE	STOP (FOLDING)	---
6-07	J13-1	2S	24	X	45	7.5	---	---	---	---	---	1	---	---	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY K
	M6-4	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
6-08	R1-1F	3	36	X	36	---	7.46	---	---	---	---	---	---	SIGNAL POLE	STOP (FOLDING)	---
SUBTOTAL						**141.71**	**29.84**	**1**	**100.25**	**1**	**5**	**18**	**7**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.26 POLES ROUND STEEL 8-FT EACH	SPV.0060.27 POLES ROUND STEEL 10-FT EACH	SPV.0060.28 POLES ROUND STEEL 12-FT EACH	SPV.0060.29 POLES ROUND STEEL 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
6-09	R3-17	2S	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
6-10	R2-1	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
6-11	J4-1	2S	24	X	36	6	---	---	---	---	---	1	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	---
	M3-1	2S	24	X	12	---	---	---	---	---	---	---	---	---	NORTH CARDINAL ROUTE MARKER	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
6-12	J4-1	2S	24	X	36	6	---	---	---	---	---	1	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	---
	M3-3	2S	24	X	12	---	---	---	---	---	---	---	---	---	SOUTH CARDINAL ROUTE MARKER	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
6-13	J4-1	2S	24	X	36	6	---	---	---	---	---	1	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	---
	M3-2	2S	24	X	12	---	---	---	---	---	---	---	---	---	EAST CARDINAL ROUTE MARKER	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY K
7-01	R4-4	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	BEGIN RIGHT TURN LANE - YIELD TO BIKES	---
7-02	R3-8LAAR	2S	72	X	30	15	---	---	---	---	---	2	---	---	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	---
7-03	J1-1	2S	24	X	39	6.5	---	---	---	---	---	1	---	---	JUNCTION OR END ASSEMBLY	---
	M2-1	2S	21	X	15	---	---	---	---	---	---	---	---	---	JCT	---
	M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY H
7-04	W3-3	2S	36	X	36	---	---	---	9	---	---	1	---	---	SIGNAL AHEAD	---
9-01	R2-1	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
9-02	R3-17	2S	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
9-03	R3-17	2S	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
9-04	R1-1	2S	30	X	30	7.46	---	---	---	---	---	1	---	---	STOP	---
9-05	R3-17	2S	30	X	24	5	---	---	---	---	1	---	---	---	BIKE LANE (BIKE SYMBOL)	---
9-06	R2-1	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
9-07	W11-2	2S	30	X	30	---	---	---	6.25	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-08	W16-9P	2S	24	X	12	---	---	---	2	---	---	---	---	9-07	AHEAD PLAQUE (YELLOW)	---
9-09	W11-2	2S	30	X	30.0	---	---	---	6.25	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-10	W16-9P	2S	24	X	12	---	---	---	2	---	---	---	---	9-09	AHEAD PLAQUE (YELLOW)	---
9-11	W11-2	2S	30	X	30	---	---	---	6.25	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-12	W16-7L	2S	24	X	12	---	---	---	2	---	---	---	---	9-11	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
9-13	W11-2	2S	30	X	30	---	---	---	6.25	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-14	W16-7L	2S	24	X	12	---	---	---	2	---	---	---	---	9-13	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
10-01	W10-1	6	24	X	24	---	---	---	3.14	1	---	---	---	---	RAILROAD CROSSING	---
10-02	R5-1	2S	30	X	30	6.25	---	---	---	---	---	1	---	---	DO NOT ENTER	---
10-03	R15-1	2S	48	X	9	6	---	---	---	---	---	---	---	RR SIGNAL	RAILROAD CROSSING BUCKS	---
10-04	R15-1	2S	48	X	9	6	---	---	---	---	---	---	---	RR SIGNAL	RAILROAD CROSSING BUCKS	---
10-05	W10-1	2S	36	X	36	---	---	---	7.07	---	---	1	---	---	RAILROAD CROSSING	---
10-06	R4-7	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
10-07	W10-1	2S	36	X	36	---	---	---	7.07	---	---	---	---	RR SIGNAL	RAILROAD CROSSING	---
11-01	W10-1	6	24	X	24	---	---	---	3.14	1	---	---	---	---	RAILROAD CROSSING	---
11-02	W10-1	2S	36	X	36	---	---	---	7.07	---	---	1	---	---	RAILROAD CROSSING	---
11-03	R4-7	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
11-04	R5-1	2S	30	X	30	6.25	---	---	---	---	---	1	---	---	DO NOT ENTER	---
14-01	W10-1	6	24	X	24	---	---	---	3.14	1	---	---	---	---	RAILROAD CROSSING	---
14-02	R15-1	6	24	X	4.5	1.5	---	---	---	1	---	---	---	---	RAILROAD CROSSING BUCKS	---
14-03	R1-2	6	18	X	15.5	0.97	---	---	---	---	---	---	---	14-02	YIELD	---
14-04	R15-1	6	24	X	4.5	1.5	---	---	---	1	---	---	---	---	RAILROAD CROSSING BUCKS	---
14-05	R1-2	6	18	X	15.5	0.97	---	---	---	---	---	---	---	14-04	YIELD	---
14-06	W10-1	6	24	X	24	---	---	---	3.14	1	---	---	---	---	RAILROAD CROSSING	---
15-01	R4-4	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	BEGIN RIGHT TURN LANE - YIELD TO BIKES	---
SUBTOTAL						**136.4**	**0**	**0**	**75.77**	**6**	**4**	**23**	**0**			
PROJECT TOTAL						**278.11**	**29.84**	**1**	**176.02**	**7**	**9**	**41**	**7**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING SIGNS

SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
2R-01	R1-1	---	1	1	---	
5R-01	W3-3	---	1	1	---	
5R-02	J1-1	---	1	1	---	(2 SIGN PLATES)
5R-03	R2-1	---	1	1	---	
6R-01	R1-1F	---	1	---	---	ATTACHED TO SIGNAL POLE
6R-02	R1-1F	---	1	---	---	ATTACHED TO SIGNAL POLE
6R-03	J13-1	---	1	1	---	2 J ASSEMBLIES (4 SIGN PLATES)
6R-04	R1-1F	---	1	---	---	ATTACHED TO SIGNAL POLE, FOLDING STOP SIGN AND 2 J ASSEMBLIES (4 SIGN PLATES
6R-05	R1-1F	---	1	---	---	ATTACHED TO SIGNAL POLE
6R-06	R2-1	---	1	1	---	
6R-07	J1-1	---	1	1	---	(2 SIGN PLATES)
7R-01	W3-3	---	1	1	---	
9R-01	R2-1	---	1	1	---	
9R-02	R1-1	---	1	1	---	
9R-03	R2-1	---	1	1	---	
10R-01	W10-1	---	1	1	---	
10M-01	R1-1	1	---	---	1	(2 SIGN PLATES)
11R-01	W10-1	---	1	1	---	
13R-01	R3-17	---	1	---	---	2 SIGN PLATES ON LIGHT POLE
13R-02	W6-3	---	1	1	---	
14R-01	R3-17	---	1	---	---	3 SIGN PLATES ON LIGHT POLE
14R-02	W4-2R	---	1	1	---	
14R-03	W9-1R	---	1	---	---	
15M-01	R2-1	1	---	---	1	
15M-02	R3-17	1	---	---	1	
15M-03	---	1	---	---	1	CITY OF KENOSHA BIKE ROUTE SIGN
16M-01	R3-17	1	---	---	1	
TOTALS		**5**	**22**	**15**	**5**	

MOVING PRIVATE SIGN

ROADWAY	STA	SIDE	SPV.0060.22 MOVING PRIVATE SIGN EACH
CTH K	82+50	LT	1
		PROJECT TOTAL	**1**

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TRAFFIC CONTROL

	ESTIMATED DURATION*	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	643.0600 BASES	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0900 TRAFFIC CONTROL SIGNS		643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			643.1050 TRAFFIC CONTROL SIGNS PCMS	
	DAY	EACH*	DAY	EACH*	DAY	EACH	EACH	EACH*	DAY	EACH*	DAY	EACH*	DAY	EACH	CYCLES*	SIGNS*	EACH*	DAY
STAGE 1	90	42	3,780	15	1,350	35	35	30	2,700	14	1,260	19	1,710	---	---	---	2	14
STAGE 2	90	33	2,970	33	2,970	35	35	66	5,940	18	1,620	20	1,800	---	---	---	2	14
DETOUR	180	---	---	20	3,600	---	---	40	7,200	---	---	149	26,820	4	1	4	4	28
	PROJECT SUBTOTAL	---	6,750	---	7,920	70	70	---	15,840	---	2,880	---	30,330	4	---	---	8	56
	UNDISTRIBUTED	---	680	---	800	30	30	---	1,590	---	290	---	3,040	6	---	---	2	14
	PROJECT TOTAL	---	**7,430**	---	**8,720**	**100**	**100**	---	**17,430**	---	**3,170**	---	**33,370**	**10**	**---**	**---**	**---**	**70**

*FOR INFORMATION ONLY

3

GEOGRID

ROADWAY	STA - STA	645.0220 GEOGRID TYPE SR SY
CTH K	63+00 - 68+50	4,660
	78+31 - 86+24	7,000
	86+48 - 102+51	12,300
	CTH K SUBTOTAL	23,960
	PROJECT TOTAL	**23,960**

NOTE: TO BE PLACED AS DIRECTED BY THE ENGINEER

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

PAVEMENT MARKING

ROADWAY	STA	-	STA	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	646.5020 MARKING ARROW EPOXY Type 5 WHITE EACH	646.5020 MARKING ARROW EPOXY BIKE LANE ARROW WHITE EACH	646.5120 MARKING WORD EPOXY ONLY WHITE EACH	646.5120 MARKING WORD EPOXY BIKE WHITE EACH	646.5120 MARKING WORD EPOXY LANE WHITE EACH	646.5120 MARKING WORD EPOXY ENDS WHITE EACH	646.5220 MARKING SYMBOL EPOXY BIKE LANE WHITE EACH	646.5320 MARKING RAILROAD CROSSING EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH
CTH K	32+60	-	36+25	730	1,460	---	---	---	1	---	1	1	1	1	---	---	65	---	---	---	---	---
	36+25	-	41+75	1,210	1,500	195	1	1	4	1	---	---	---	4	---	15	155	65	110	---	---	---
	41+75	-	47+25	1,375	2,135	35	---	1	1	---	---	---	---	1	---	---	145	---	---	---	---	---
	47+25	-	53+00	1,440	2,300	---	---	---	1	---	---	---	---	1	---	---	180	---	---	---	---	---
	53+00	-	58+75	1,440	1,500	405	1	---	2	---	---	---	---	2	---	---	55	---	---	---	---	---
	58+75	-	64+50	1,060	1,150	715	7	---	6	3	---	---	---	6	---	175	15	200	---	---	---	---
	64+50	-	70+00	1,340	1,815	---	---	---	2	---	---	---	---	2	---	---	110	---	---	---	---	---
	70+00	-	75+50	1,375	1,100	---	---	---	2	---	---	---	---	2	---	---	---	---	---	---	---	---
	75+50	-	81+25	1,360	1,295	150	1	---	3	---	---	---	---	3	---	15	35	70	105	---	---	---
	81+25	-	87+25	1,365	1,185	115	2	---	4	---	---	---	---	4	1	15	125	---	---	30	3	
	87+25	-	93+00	1,440	1,400	---	---	---	2	---	---	---	---	2	1	---	45	---	---	10	1	
	93+00	-	98+75	1,440	1,150	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---
	98+75	-	104+50	1,440	1,155	---	---	---	2	---	---	---	---	2	---	---	---	---	---	---	---	---
	104+50	-	108+63	355	95	---	---	---	3	---	---	---	---	3	---	---	---	---	---	---	---	---
	CTH K SUBTOTAL			17,370	19,240	1,615	12	2	34	4	1	1	1	34	2	220	930	335	215	40	4	
CTH H	12+09	-	15+30	1,065	1,650	235	4	---	4	---	---	---	---	4	1	---	70	---	---	---	---	---
	17+19	-	18+28	505	410	300	1	---	2	1	---	---	---	2	1	---	---	---	---	---	---	---
	CTH H SUBTOTAL			1,570	2,060	535	5	0	6	1	0	0	0	6	2	0	70	0	0	0	0	
	PROJECT SUBTOTAL			18,940	21,300	2,150	17	2	40	5	1	1	1	40	4	220	1,000	335	215	40	4	
	PROJECT TOTAL			**40,240**		**2,150**	**59**			**8**				**40**	**4**	**220**	**1,000**	**335**	**215**	**40**	**4**	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TEMPORARY PAVEMENT MARKING

ROADWAY	STAGE	646.9000 MARKING REMOVAL 4-INCH LF	646.9100 MARKING REMOVAL 8-INCH LF	646.9200 MARKING REMOVAL WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF
CTH H	STAGE 1	3,520	475	105	11	510	510	1,320	1,190
	STAGE 2	225	---	---	2	---	---	1,985	2,080
	SUBTOTAL	3,745	475	105	13	510	510	3,305	3,270
	PROJECT TOTAL	**3,745**	**475**	**105**	**13**	**1,020**		**6,575**	

CONSTRUCTION STAKING

ROADWAY	STA	-	STA	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.8500 ELECTRICAL INSTALLATIONS 3732-09-71 LS	650.9000 CURB RAMPS EACH	650.9910 SUPPLEMENTAL CONTROL 3232-09-71 LS	650.9920 SLOPE STAKES LF	SPV.0060.07 POND LAYOUT EACH
CTH K	32+60	-	36+25	365	365	620	---	---	---	365	---
	36+25	-	41+75	550	550	1,100	---	6	---	550	---
	41+75	-	47+25	550	550	1,100	---	---	---	550	---
	47+25	-	53+00	575	575	1,150	---	---	---	575	---
	53+00	-	58+75	575	575	1,150	---	---	---	575	---
	58+75	-	64+50	575	575	1,135	---	2	---	575	---
	64+50	-	70+00	550	550	1,150	---	---	---	550	---
	70+00	-	75+50	550	550	1,100	---	---	---	550	---
	75+50	-	81+25	575	575	1,175	---	---	---	575	---
	81+25	-	87+25	600	600	1,505	---	6	---	600	---
	87+25	-	93+00	575	575	1,175	---	4	---	575	---
	93+00	-	98+75	575	575	1,060	---	---	---	575	---
	98+75	-	104+50	575	575	765	---	---	---	575	---
	104+50	-	108+63	413	413	10	---	2	---	413	---
	CTH K SUBTOTAL			7,603	7,603	14,195	0	20	0	7,603	0
CTH H	12+09	-	15+30	321	321	55	---	---	---	321	---
	17+19	-	18+28	109	109	0	---	---	---	109	---
	CTH H SUBTOTAL			430	430	55	0	0	0	430	0
	PROJECT TOTAL			**8,033**	**8,033**	**14,250**	**1**	**20**	**1**	**8,033**	**1**

SAWING

ROADWAY	STA	-	STA	690.0150 ASPHALT LF	690.0250 CONCRETE LF
CTH K	32+60	-	36+25	40	---
	36+25	-	41+75	40	5
	41+75	-	47+25	---	---
	47+25	-	53+00	---	---
	53+00	-	58+75	10	---
	58+75	-	64+50	---	10
	64+50	-	70+00	25	---
	70+00	-	75+50	15	---
	75+50	-	81+25	35	15
	81+25	-	87+25	25	5
	87+25	-	93+00	---	---
	93+00	-	98+75	---	---
	98+75	-	104+50	70	20
	104+50	-	108+63	---	15
	CTH K SUBTOTAL			260	70
CTH H	12+09	-	15+30	560	---
	17+19	-	18+28	215	---
	CTH H SUBTOTAL			775	0
	PROJECT TOTAL:			**1,035**	**70**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

FIELD FACILITIES OFFICE SPACE

ROADWAY	SPV.0060.18 EACH
CTH K	1
PROJECT TOTAL	**1**

TEMPORARY WATER DIVERSION

ROADWAY	STA	-	STA	SPV.0060.24 EACH
CTH K	86+75	-	88+75	1
	CTH K SUBTOTAL			1
	PROJECT TOTAL:			**1**

REMOVE AND REINSTALL MAILBOXES

ROADWAY	STA	-	STA	SPV.0060.19 EACH
CTH K	32+60	-	36+25	2
	36+25	-	41+75	1
	41+75	-	47+25	---
	47+25	-	53+00	1
	53+00	-	58+75	3
	58+75	-	64+50	---
	64+50	-	70+00	---
	70+00	-	75+50	---
	75+50	-	81+25	1
	81+25	-	87+25	---
	87+25	-	93+00	---
	93+00	-	98+75	---
	98+75	-	104+50	4
	104+50	-	108+63	---
	CTH K SUBTOTAL			12
CTH H	12+09	-	15+30	---
	17+19	-	18+28	---
	CTH H SUBTOTAL			0
	PROJECT TOTAL:			**12**

TEMPORARY MAILBOX STATION

ROADWAY	LOCATION	SPV.0060.21 EACH
CTH K	WEST PROJECT LIMITS	1
	EAST PROJECT LIMITS	1
	CTH K SUBTOTAL	2
	PROJECT TOTAL	**2**

PROOF ROLLING

ROADWAY	STA	-	STA	SPV.0170.01 STA
CTH K	32+60	-	102+51	70
	CTH K SUBTOTAL			70
	PROJECT TOTAL:			**70**

WATER AND SANITARY ITEMS

CATEGORY 0030

CATEGORY	612.0902.S INSULATION BOARD POLYSTYRENE 4-INCH SF	SPV.0090.05 12" PVC SDR-26 SANITARY SEWER LF	SPV.0060.12 SANITARY MANHOLE 4-FT EACH	SPV.0060.13 CONNECTION TO EXISTING SANITARY MANHOLE EACH	SPV.0060.14 RECONSTRUCT SANITARY MANHOLE EACH	SPV.0060.15 ADJUST SANITARY MANHOLE EACH	SPV.0060.16 ADJUST WATER VALVE BOX EACH	SPV.0060.17 ADJUST FIRE HYDRANT EACH
0030	288	118	1	1	2	3	21	1
PROJECT TOTAL	**288**	**118**	**1**	**1**	**2**	**3**	**21**	**1**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH
CTH K (60TH ST) & CTH H (88TH AVE)	SB1	1	--
	SB2	1	--
	SB3	1	--
	SB4	1	--
	SB5	1	--
	PB1	--	1
	PB2	--	1
	PB3	--	1
	PB4	--	1
	PB5	--	1
	PB6	--	1
	PB7	--	1
	PB8	--	1
	PB9	--	1
	PB10	--	1
	PB11	--	1
	PB12	--	1
	PB13	--	1
	PB14	--	1
	PB15	--	1
	PB16	--	1
	CB1	1	--
INTERSECTION TOTAL		6	16

REMOVING TRAFFIC SIGNALS COUNTY K & COUNTY H

LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNALS (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
CTH K (60TH ST) & CTH H (88TH AVE)	CB1	PB1	10	30	--
	PB1	PB2	--	75	--
	PB2	SB1	13	--	--
	PB2	PB3	235	--	--
	PB2	PB4	--	180	--
	PB4	SB2	--	21	--
	PB4	PB5	--	112	--
	PB5	SB3	8	--	--
	PB5	PB6	93	--	--
	PB6	PB7	130	--	--
	PB5	PB8	--	192	--
	PB8	SB4	--	12	--
	PB8	PB9	--	156	--
	PB9	SB5	61	--	--
	PB9	PB10	159	--	--
	PB10	PB11	150	--	--
	PB9	PB12	--	154	--
	PB12	SB6	--	13	--
	PB12	SB7	42	--	--
	PB12	PB13	--	178	--
	PB13	SB8	23	--	--
	PB13	PB14	268	--	--
	PB13	PB15	--	186	--
	PB15	SB9	--	6	--
	PB15	CB1	--	75	--
	IC PB3	IC PB4	436	--	1
	IC PB4	IC PB5	63	--	--
	IC PB5	IC PB6	90	--	--
	IC PB6	PB1	30	--	--
	INTERSECTION TOTAL		1811	1390	1

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

3

PULL BOXES

LOCATION	PULL BOX NO.	ALIGNMENT	STATION	OFFSET	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
CTH K (60TH ST) & CTH H (88TH AVE)	PB1	CTH K	60+95	69.4' LT	--	1
	PB2	CTH K	61+15	54.2' LT	--	1
	PB3	CTH K	63+50	50.9' LT	1	--
	PB4	CTH K	61+15	35.3' RT	--	1
	PB5	CTH K	60+72	65.4' RT	--	1
	PB6	CTH K	60+70	258.2' RT	1	--
	PB7	CTH K	60+74	388.1' RT	1	--
	PB8	CTH K	59+73	63.9' RT	--	1
	PB9	CTH K	59+02	35.4' RT	--	1
	PB10	CTH K	57+43	34.5' RT	1	--
	PB11	CTH K	55+93	34.3' RT	1	--
	PB12	CTH K	59+00	43.8' LT	--	1
	PB13	CTH K	59+73	85.2' LT	--	1
	PB14	CTH K	59+77	350.9' LT	1	--
	PB15	CTH K	60+67	88.3' LT	--	1
	IC PB4	CTH K	60+70	76.1' RT	1	--
	IC PB5	CTH K	61+22	35.5' RT	1	--
	IC PB6	CTH K	61+22	54.7' LT	1	--
INTERSECTION TOTAL					9	9

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.9060.S.02 REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (COUNTY K & COUNTY H) L.S.
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0120 CONCRETE BASES TYPE 10 SPECIAL EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CTH K (60TH ST) & CTH H (88TH AVE)	CB1	CTH K	60+88	75.6' LT	--	--	--	--	1
	SB1	CTH K	61+02	54.7' LT	1	--	--	--	--
	SB2	CTH K	60+95	36.5' RT	--	--	1	--	--
	SB3	CTH K	60+69	57.7' RT	1	--	--	--	--
	SB4	CTH K	59+76	75.3' RT	--	--	--	1	--
	SB5	CTH K	59+62	35.7' RT	1	--	--	--	--
	SB6	CTH K	59+13	43.8' LT	--	--	1	--	--
	SB7	CTH K	59+43	45.0' LT	1	--	--	--	--
	SB8	CTH K	59+80	64.0' LT	--	1	--	--	--
	SB9	CTH K	60+65	82.4' LT	--	--	1	--	--
INTERSECTION TOTAL					4	1	3	1	1

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

3

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL)+ EVP DETECTOR CABLE L.F.	(INCIDENTAL)+ CABLE TYPE UF 2-14 AWG L.F.	(INCIDENTAL)++ RADAR DETECTION CABLE L.F.
CTH K (60TH ST) & CTH H (88TH AVE)	CB1		SB1	--	--	75	--	75	--	--	--	--	--
	CB1		SB2	--	--	193	193	--	--	--	263	263	526
	CB1		SB3	--	--	249	--	--	--	--	--	--	--
	CB1		SB4	--	--	374	--	--	--	--	454	454	908
	CB1		SB5	--	--	429	--	--	--	--	--	--	--
	CB1		SB6	--	--	276	--	--	--	--	346	346	692
	CB1		SB7	--	307	--	--	--	--	--	--	--	--
	CB1		SB8	--	--	176	176	--	--	--	--	--	--
	CB1		SB9	--	--	48	--	48	--	--	246	123	246
	SB1		SB2	--	--	--	--	156	--	--	--	--	--
	SB2		SB3	--	--	--	--	111	--	--	--	--	--
	SB2		SB4	--	--	--	237	--	--	--	--	--	--
	SB3		SB4	--	--	--	--	152	--	--	--	--	--
	SB4		SB5	--	--	--	--	185	--	--	--	--	--
	SB5		SB6	--	--	--	--	190	--	--	--	--	--
	SB6		SB7	--	--	--	--	75	--	--	--	--	--
	SB6		SB8	--	--	--	161	--	--	--	--	--	--
	SB7		SB8	--	--	--	--	189	--	--	--	--	--
	SB8		SB9	--	--	--	--	162	--	--	--	--	--
	PB1		CB1	--	--	--	--	24	--	--	--	--	--
	PB2		SB1	--	--	--	--	28	--	--	--	--	--
	PB4		SB2	--	--	--	--	35	--	--	--	--	--
	PB5		SB3	--	--	--	--	23	--	--	--	--	--
	PB8		SB4	--	--	--	--	27	--	--	--	--	--
	PB9		SB5	--	--	--	--	76	--	--	--	--	--
	PB12		SB6	--	--	--	--	28	--	--	--	--	--
	PB13		SB8	--	--	--	--	38	--	--	--	--	--
	PB15		SB9	--	--	--	--	24	--	--	--	--	--

(CONTINUED ON NEXT PAGE)

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

+EVP DETECTOR CABLE IS MEASURED FROM CB1 TO THE EVP DETECTOR HEAD.

++RADAR DETECTION CABLE IS MEASURED FROM CB1 TO THE RADAR DETECTION UNIT.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

TRAFFIC SIGNAL CABLE **(CONTINUED FROM PREVIOUS PAGE)**

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL)+ EVP DETECTOR CABLE L.F.	(INCIDENTAL)+ CABLE TYPE UF 2-14 AWG L.F.	(INCIDENTAL)++ RADAR DETECTION CABLE L.F.
CTH K (60TH ST) & CTH H (88TH AVE)	SB1		HEAD 1	21	--	--	--	--	--	--	--	--	--
	SB1		HEAD 9	--	22	--	--	--	--	--	--	--	--
	SB1		HEAD 22	15	--	--	--	--	--	--	--	--	--
	SB1		PUSH BUTTON	--	--	--	--	--	--	6	--	--	--
	SB2		HEAD 7	70	--	--	--	--	--	--	--	--	--
	SB2		HEAD 8	70	--	--	--	--	--	--	--	--	--
	SB2		HEAD 10	--	71	--	--	--	--	--	--	--	--
	SB2		LUMINAIRE	--	--	--	--	--	145	--	--	--	--
	SB3		HEAD 11	21	--	--	--	--	--	--	--	--	--
	SB3		HEAD 19	--	22	--	--	--	--	--	--	--	--
	SB4		HEAD 17	80	--	--	--	--	--	--	--	--	--
	SB4		HEAD 18	80	--	--	--	--	--	--	--	--	--
	SB4		HEAD 20	--	81	--	--	--	--	--	--	--	--
	SB4		LUMINAIRE	--	--	--	--	--	145	--	--	--	--
	SB5		HEAD 4	--	22	--	--	--	--	--	--	--	--
	SB5		HEAD 6	21	--	--	--	--	--	--	--	--	--
	SB6		HEAD 2	65	--	--	--	--	--	--	--	--	--
	SB6		HEAD 3	65	--	--	--	--	--	--	--	--	--
	SB6		HEAD 5	--	66	--	--	--	--	--	--	--	--
	SB6		LUMINAIRE	--	--	--	--	--	145	--	--	--	--
	SB7		HEAD 21	15	--	--	--	--	--	--	--	--	--
	SB7		PUSH BUTTON	--	--	--	--	--	--	6	--	--	--
	SB8		HEAD 14	--	22	--	--	--	--	--	--	--	--
	SB8		HEAD 16	21	--	--	--	--	--	--	--	--	--
	SB8		LUMINAIRE	--	--	--	--	--	145	--	--	--	--
	SB9		HEAD 12	70	--	--	--	--	--	--	--	--	--
	SB9		HEAD 13	70	--	--	--	--	--	--	--	--	--
	SB9		HEAD 15	--	71	--	--	--	--	--	--	--	--
INTERSECTION TOTAL				684	684	1820	767	1646	580	12	1309	1186	2372

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

+EVP DETECTOR CABLE IS MEASURED FROM CB1 TO THE EVP DETECTOR HEAD.

++RADAR DETECTION CABLE IS MEASURED FROM CB1 TO THE RADAR DETECTION UNIT.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

3

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	657.0100 PEDESTAL BASE EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0347 POLES TYPE 9 SPECIAL EACH	657.0352 POLES TYPE 10 SPECIAL EACH	657.0360 POLES TYPE 13 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	657.0555 MONOTUBE ARMS 55-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	657.0815 LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
CTH K (60TH ST) & CTH H (88TH AVE)	SB1	1	--	--	--	--	--	1	--	--	--	--	--	--	1	--
	SB2	--	--	--	--	1	--	--	--	--	1	--	--	1	--	1
	SB3	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--
	SB4	--	--	--	--	--	1	--	--	--	--	1	--	1	--	1
	SB5	1	--	--	--	--	--	1	--	--	--	--	--	--	--	--
	SB6	--	--	--	--	1	--	--	--	1	--	--	--	1	--	1
	SB7	1	--	--	--	--	--	--	1	--	--	--	--	--	1	--
	SB8	--	1	1	--	--	--	--	--	--	--	--	1	--	--	1
	SB9	--	--	--	1	--	--	--	--	--	1	--	--	--	--	--
INTERSECTION TOTAL		4	1	1	1	2	1	3	1	1	2	1	1	3	2	4

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (COUNTY K & COUNTY H) L.S.
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS COUNTY K & 104TH AVENUE

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNAL FOR INTERSECTIONS (COUNTY K & 104TH AVENUE) L.S.
CTH K (60TH ST) & 104TH AVENUE	1
TOTAL	1

ITS COMMUNICATION CABLE

LOCATION	LOC.	TO	LOC.	674.0106 CABLE ITS COMMUNICATION 6 PAIR L.F.
CTH K (60TH ST) & CTH H (88TH AVE)	CB1 (H & 65TH)		IC PB4	1750
	IC PB4		IC PB5	451
	IC PB5		IC PB6	78
	IC PB6		PB1	105
	PB1		CB1 (K & H)	18
INTERSECTION TOTAL				2402

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	SIGNAL FACES 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 4-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED RED ARROW EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
CTH K (60TH ST) & CTH H (88TH AVE)	SB1	1	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB1	9	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB1	22	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB2	7	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB2	8	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB2	10	MONOTUBE ARM MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB3	11	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB3	19	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB4	17	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB4	18	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB4	20	MONOTUBE ARM MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB5	4	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB5	6	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB6	2	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB6	3	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB6	5	MONOTUBE ARM MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB7	21	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB8	14	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB8	16	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB9	12	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB9	13	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB9	15	MONOTUBE ARM MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
INTERSECTION TOTAL				12	8	12	8	12	12	12	8	16	8	2	2

*INCIDENTAL TO ITEM 658.0173 OR 658.0174
**INCIDENTAL TO ITEM 658.0416

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

3

TRAFFIC SIGNAL CABINET & CONTROLLER COUNTY K & COUNTY H

LOCATION	SPV.0060.01 TRAFFIC SIGNAL CABINET & CONTROLLER (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

GPS EMERGENCY VEHICLE PREEMPTION SYSTEM COUNTY K & COUNTY H

LOCATION	SPV.0060.02 GPS EMERGENCY VEHICLE PREEMPTION SYSTEM (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

3

VEHICULAR RADAR DETECTION SYSTEM COUNTY K & COUNTY H

LOCATION	SPV.0060.03 VEHICULAR RADAR DETECTION SYSTEM (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

INFRARED EMERGENCY VEHICLE PREEMPTION SYSTEM COUNTY K & COUNTY H

LOCATION	SPV.0060.20 INFRARED EMERGENCY VEHICLE PREEMPTION SYSTEM (COUNTY K & COUNTY H) EACH
CTH K (60TH ST) & CTH H (88TH AVE)	1
TOTAL	1

ALL TRAFFIC SIGNAL ITEMS ARE CATEGORY 0020 UNLESS OTHERWISE NOTED.

CTH K (60TH STREET) & CTH H (88TH AVENUE)

SIGNAL NO:

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
RD18-004		
FEDERAL PROJECT NUMBER	4.1	8
N/A		

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH K (60TH STREET)

710' WEST OF 94TH CT TO CANADIAN PACIFIC RR

CTH K — KENOSHA CO.

CONSTRUCTION NO. RD18-004

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
FOUND R/W POST
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

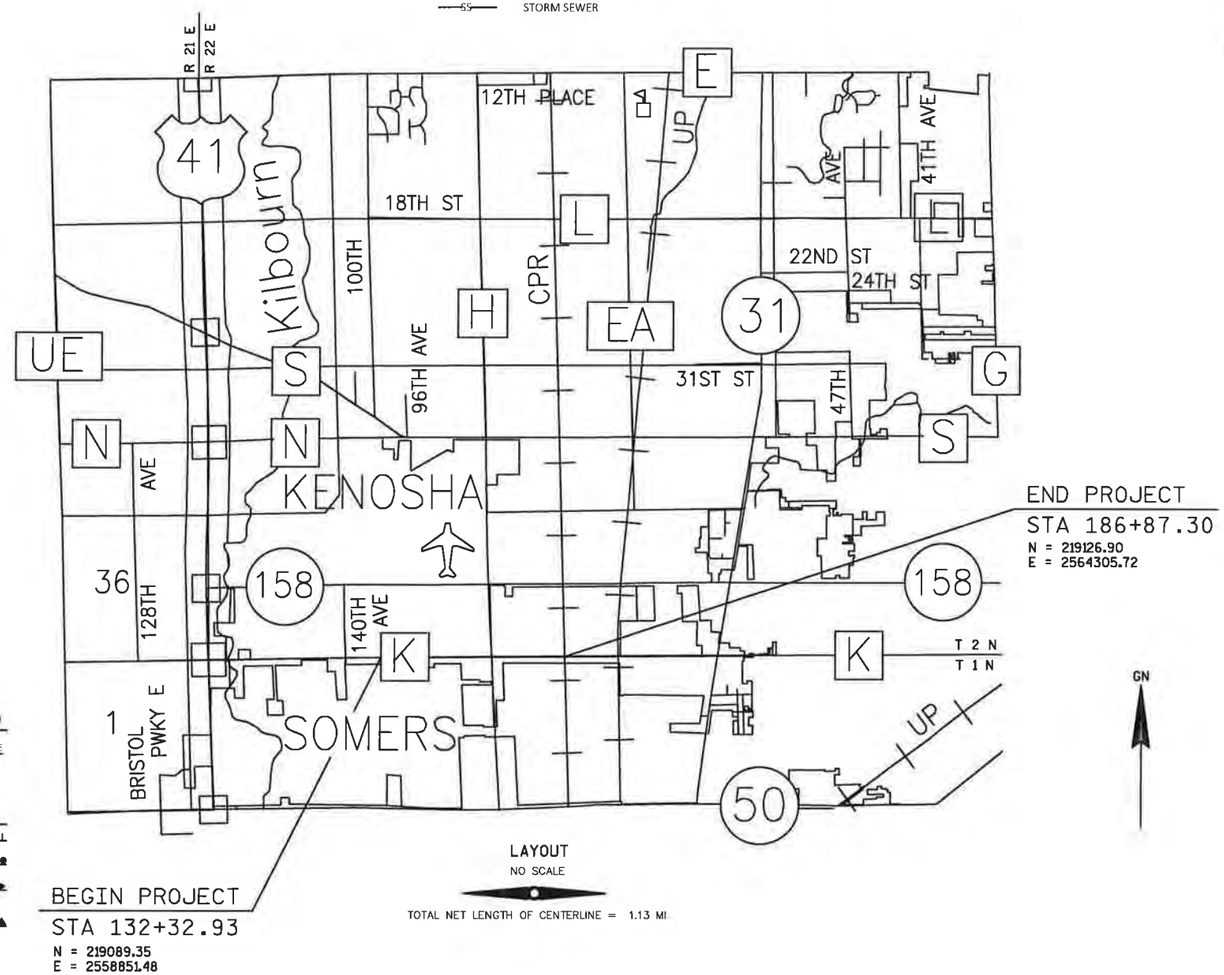
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
GUY ANCHOR		
ELECTRIC TOWER		
GAS VALVE	GV	

- W — WATER
- G — GAS
- T — TELEPHONE
- OH — OVERHEAD TRANSMISSION LINES
- E — ELECTRIC
- TV — CABLE TELEVISION
- FO — FIBER OPTIC
- SAN — SANITARY SEWER
- SS — STORM SEWER



LAYOUT
NO SCALE

TOTAL NET LENGTH OF CENTERLINE = 1.13 MI

NOTES: COORDINATES AND BEARINGS ON THIS PLAT ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), SOUTH ZONE, NAD 27. ALL PLAT COORDINATES AND DISTANCES ARE GROUND AND MAY BE CONVERTED TO GRID BY APPLYING THE COMBINED CONVERSION FACTOR OF 0.99999605 AS PUBLISHED ON SEWRPC CONTROL SURVEY SUMMARY DIAGRAM WITH A REVISED DATE OF JANUARY 2018

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT KENOSHA COUNTY.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S ARE TO EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
10745 W. Rivermont Road, Greenfield WI 53220
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN
SHANE M. ZODROW
S-2869
GREENDALE
WI
LAND SURVEYOR

DATE: 03/18/2019 Shane M Zodrow
LAND SURVEYOR

REVISION DATE
5/24/2019 (2)
1/20/2020 (3)

KENOSHA COUNTY

APPROVED BY COUNTY:
DATE: 01/27/2020 Clinton Aburgess
(Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO KENOSHA COUNTY.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.4	ELIMINATED	-	-	-	-	-	-	-	-	1
2	4.4	R&R PROPERTIES OF WISCONSIN LLC	TLE	6.93	-	-	-	6.93	0.047	-	2
3	4.4	ELIMINATED	-	-	-	-	-	-	-	-	3
4	4.4	KELLY J CAIRO	FEE, TLE	1.00	0.020	0.093	0.113	0.89	0.028	-	4
5	4.4	MAURICE WRIGHT	FEE, PLE, TLE	1.35	0.026	0.124	0.150	1.20	0.036	0.001	5
6	4.4	RAIMAN FAMILY REVOCABLE TRUST	FEE, TLE	0.67	0.015	-	0.015	0.65	0.021	-	6
7 (3)	4.4	WILLIAM H GILBERT IV AND SARA L GILBERT	FEE, PLE, TLE	1.10	0.026	-	0.026	1.07	0.035	0.002	7 (3)
8	4.4	MATTHEW WINANS	TLE	0.30	-	-	-	0.30	0.001	-	8
9	4.5	MADSON INVESTMENTS LLC	TLE	2.93	-	-	-	2.93	0.085	-	9
10	4.5	CENTREALESTATE INC	TLE	3.23	-	-	-	3.23	0.147	-	10
11	4.5	TOWNE EXECUTIVE GROUP BPOK LLC	TLE	2.23	-	-	-	2.23	0.065	-	11
12	4.5	TI INVESTORS OF KENOSHA III LLC	FEE, TLE	1.90	0.009	-	0.009	1.89	0.070	-	12
13	4.5	SHARIF A YASIN	TLE	0.28	-	-	-	0.28	0.036	-	13
14	4.5	DAVID P WILKINSON	TLE	0.29	-	-	-	0.29	0.020	-	14
15	4.5	ROBERT E KINDLE	TLE	0.26	-	-	-	0.26	0.019	-	15
16	4.5	MARK S BOSTON	TLE	0.26	-	-	-	0.26	0.019	-	16
17	4.5	KENYA A MASON	TLE	0.25	-	-	-	0.25	0.019	-	17
18	4.5	BENJAMIN M BARRY	TLE	0.22	-	-	-	0.22	0.020	-	18
19	4.5	BRUCE J POWERS	TLE	0.31	-	-	-	0.31	0.037	-	19
20	4.5	PETERSON'S GOLDEN MEADOWS HOMEOWNER	TLE	2.43	-	-	-	2.43	0.082	-	20
21	4.6	TI INVESTORS OF KENOSHA III LLC	FEE, TLE	2.08	0.044	-	0.044	2.04	0.075	-	21
22	4.6	BONE DRY PRODUCTS, INC	FEE, TLE	1.43	0.052	-	0.052	1.38	0.042	-	22
23	4.6	ARATH LVIII, LLC	FEE, TLE	1.43	0.066	-	0.066	1.36	0.048	-	23
24	4.6	TOWNE EXECUTIVE GROUP BPOK LLC	FEE, TLE	1.43	0.067	-	0.067	1.36	0.072	-	24
25	4.6	CITY OF KENOSHA	FEE, TLE	1.76	0.113	-	0.113	1.65	0.071	-	25
26	4.6	WILSON FAMILY TRUST	TLE, PLE	4.28	-	-	-	4.28	0.082	0.008	26
27	4.6	ALAN BROWN	TLE, PLE	2.95	-	-	-	2.95	0.034	0.001	27
28	4.6	RANGANADH S. YADLAPATI AND ANUPAMA POTINENI	TLE, PLE	4.02	-	-	-	4.02	0.030	0.001	28
29 (3)	4.6	60TH STREET INVESTMENTS LLC	FEE, TLE	3.92	0.152	0.386	0.538	3.38	0.096	-	29 (3)
30 (3)	4.7	MIDWEST REAL ESTATE HOLDINGS, LLC	FEE, TLE, PLE	3.68	0.325	-	0.325	3.36	0.272	0.003	30 (3)
31 (3)	4.7 & 4.8	AMERICAN ALBANIAN ISLAMIC CENTER OF WISCONSIN	TLE, PLE	14.98	-	-	-	14.98	0.170	0.013	31 (3)
32	4.7 & 4.8	ASSOCIATED WHOLESALE GROCERS, INC.	TLE, PLE	81.99	-	-	-	81.99	1.362	0.002	32
33 (2)	4.8	ASSOCIATED WHOLESALE GROCERS, INC.	TLE	13.78	-	-	-	13.78	0.198	-	33 (2)
34	4.8	LEONA'S ROLLING MEADOWS HOMEOWNERS ASSOCIATION	TLE	0.99	-	-	-	0.99	0.005	-	34
35	4.8	ALEXANDER MAY DIANE MAY	TLE	0.33	-	-	-	0.33	0.027	-	35
36	4.8	STEVEN POWELL AND KIM POWELL	TLE	0.39	-	-	-	0.39	0.006	-	36
37	4.8	LEONA'S ROLLING MEADOWS HOMEOWNERS ASSOCIATION	TLE	34.65	-	-	-	34.65	0.164	-	37
38 (2)(3)	4.8	CANADIAN PACIFIC RAILROAD	HE, TLE	VAST	0.189(HE)	-	0.189(HE)	VAST	0.119	-	38 (2)(3)
39	-	ELIMINATED	-	-	-	-	-	-	-	-	39
40	4.6	UNKNOWN OWNER	TLE	0.73	-	-	-	0.73	0.001	-	40
100 (3)	4.4,4.5,4.6,4.7,&4.8	WE ENERGIES – ELEC	RELEASE OF RIGHTS								
101 (3)	4.4,4.5,4.6,4.7,&4.8	AT&T WISCONSIN	RELEASE OF RIGHTS								
102	-	ELIMINATED	–								
103	4.6 & 4.8	CITY OF KENOSHA – STORM SEWER	RELEASE OF RIGHTS								
104	4.4 & 4.8	CITY OF KENOSHA – SANITARY	RELEASE OF RIGHTS								
105	4.4 & 4.8	CITY OF KENOSHA – WATERMAIN	RELEASE OF RIGHTS								
106	4.8	TIME WARNER CABLE	RELEASE OF RIGHTS								

REVISION DATE: 05/24/2019 (2) 01/20/2020 (3)	DATE: 03/18/2019	SCALE, FEET 0 N/A N/A	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.2
	GRID FACTOR: N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET: E

FILE NAME:S/5165116/Plat/TPP100.DWG

SW 1/4

SE 1/4

SW 1/4

SE 1/4

CITY OF KENOSHA

CITY OF KENOSHA

CANADIAN PACIFIC RAIL ROAD

TOWN OF SOMERS

TOWN OF SOMERS

TOWN OF SOMERS

CTH K (60TH ST)

CTH K (60TH ST)

TOWN OF SOMERS

SHEET 4.4

SHEET 4.5

SHEET 4.6

SHEET 4.7

SHEET 4.8

60TH PL

34TH CT

CITY OF KENOSHA

TOWN OF SOMERS

NE 1/4

NW 1/4

NW 1/4

CITY OF KENOSHA

NE 1/4

CTH H (88TH AVE)

GN

REVISION DATE: 05/24/2019 N.C. 01/20/2020 N.C.	DATE: 03/18/2019	SCALE, FEET 0 200 400	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.3
	GRID FACTOR: N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:

E

FILE NAME:S/5165116/Plat/TPP100.DWG

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	BUSINESS PARK OF KENOSHA SUBDIVISION	50'	1994
CTH "K"	PETERSON'S GOLDEN MEADOWS SUBDIVISION	50'	2003
94TH CT	PETERSON'S GOLDEN MEADOWS SUBDIVISION	60'	2003

(100) WE ENERGIES-ELEC
VARIABLE WIDTH EASEMENT
DOC.1346804
PARCEL 8

NO RECORD OF EASEMENT
PARCEL 7

25' EASEMENT
DOC. 1084540
PARCEL 2

(101) AT&T WISCONSIN
25' EASEMENT
DOC. 1084540
PARCEL 2

(105) KENOSHA CITY - WATERMAIN
38' EASEMENT
DOC.1206563
PARCEL 2

WATER MAIN EASEMENT
DOC.1431930
PARCEL 6

70' WATER MAIN EASEMENT
DOC.1206566
PARCELS 7 & 8

(104) CITY OF KENOSHA-SANITARY SEWER
SANITARY SEWER EASEMENT
DOC.1431930
PARCEL 6

70' SANITARY SEWER EASEMENT
DOC.1206566
PARCELS 7 & 8

25' LANSCAPE EASEMENT PER CSM 1939 AND BUSINESS PARK OF KENOSHA
PARCEL 2

CALCULATED POSITION
N=221,740.71
E=2,558,871.23

SHEET LOCATION

PROJECT LOCATION

LOCATION MAP NOT TO SCALE

GN

NO ACCESS PER BUSINESS PARK OF KENOSHA SUBDIVISION

SE-SW

CONCRETE MONUMENT WITH BRASS CAP
N=219,090.96
E=2,558,974.27

N02°13'37"W 2651.75'

PI: 133+55.73

LOT 23 BUSINESS PARK OF KENOSHA

CITY OF KENOSHA

(2) R & R PROPERTIES OF WISCONSIN LLC

LOT 22 BUSINESS PARK OF KENOSHA

LOT 21 BUSINESS PARK OF KENOSHA

SW-SE

TLE, SLOPES

SLOPE INTERCEPT

N00°19'49"W 50.00'

136+40 50.00' 59.00'

138+69.61 59.00'

138+59.61 50.00'

(EX036)

S00°19'49"E 50.00'

MATCH LINE SEE SHEET 4.5

N89°40'11"E 229.61'

PI: 106+99.46

CONCRETE MONUMENT WITH BRASS CAP
N=219,056.265
E=2,556,318.237

N89°15'06"E 2656.27'

R/L= SEC LN

122.80'

CTH "K"

284.27'

R/L= SEC LN
N89°40'11"E 2675.87'

43.32'

2118.67'

PI: 160+31.60

CONCRETE MONUMENT WITH BRASS CAP
N=219,106.39
E=2,561,650.10

S89°40'11"W 140.00'

N03°14'36"W 33.03'

RW044 132+34.37' 33.00'
RW016 132+34.67 40.00'
132+35.11 50.00'

(4) KELLY J CAIRO

TLE, SLOPES

RW043 133+55.87 40.00'
133+55.91 50.00'

PLE225 134+92.90 40.00' 44.00'
PLE224
PLE222 135+06.90 40.00' 44.00'
PLE223

(5) MAURICE WRIGHT

PLE, DRAINAGE 4'X14'

NW-NE

TOWN OF SOMERS

S03°14'36"E 2848.91'

(104) (105) (6) RAIMAN FAMILY REVOCABLE TRUST

TLE, SLOPES

CITY OF KENOSHA

PLE220 136+92.90 40.00' 45.00'
PLE219 137+06.90 40.00' 45.00'

(7) GILBERT

TLE, SLOPES

PLE, DRAINAGE 5'X14'

RW017 137+72.93 50.00' 40.00'
EX033

(8) MATTHEW WINANS
LOT 1 PETERSON'S GOLDEN MEADOWS SUBDIVISION

138+98.01 50.00'

30'

EX032 139+12.93 56.97' 50.00'

LOT 2 PETERSON'S GOLDEN MEADOWS SUBDIVISION

NO ACCESS PER PETERSON'S GOLDEN MEADOWS

94TH CT

MATCH LINE SEE SHEET 4.5

NE-NW

CALCULATED POSITION
N=216,246.62
E=2,559,135.45

R/W COURSE TABLE		
033-017	N00°19'49"W	10.00'
017-043	S89°40'11"W	417.06'
043-016	S89°15'06"W	120.91'
016-044	N03°14'36"W	7.01'
017-218	S89°40'11"W	66.03'
218-219	S00°19'49"E	5.00'
219-220	S89°40'11"W	14.00'
220-221	N00°19'49"W	5.00'
221-218	N89°40'11"E	14.00'
221-222	S89°40'11"W	186.00'
222-223	S00°19'49"E	4.00'
223-224	S89°40'11"W	14.00'
224-225	N00°19'49"W	4.00'
225-222	N89°40'11"E	14.00'
225-043	S89°40'11"W	137.03'

REVISION DATE: 05/24/2019 N.C. 01/20/2020 (3)	DATE: 03/18/2019	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.4
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET: E

FILE NAME:S/5165116/Plat/TPP100.DWG

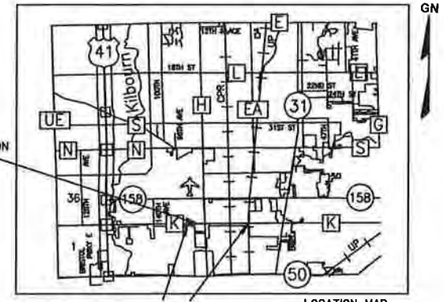
25' LANSCAPE EASEMENT PER CSM 1939 AND BUSINESS PARK OF KENOSHA PARCELS 9, 10, 11 & 12

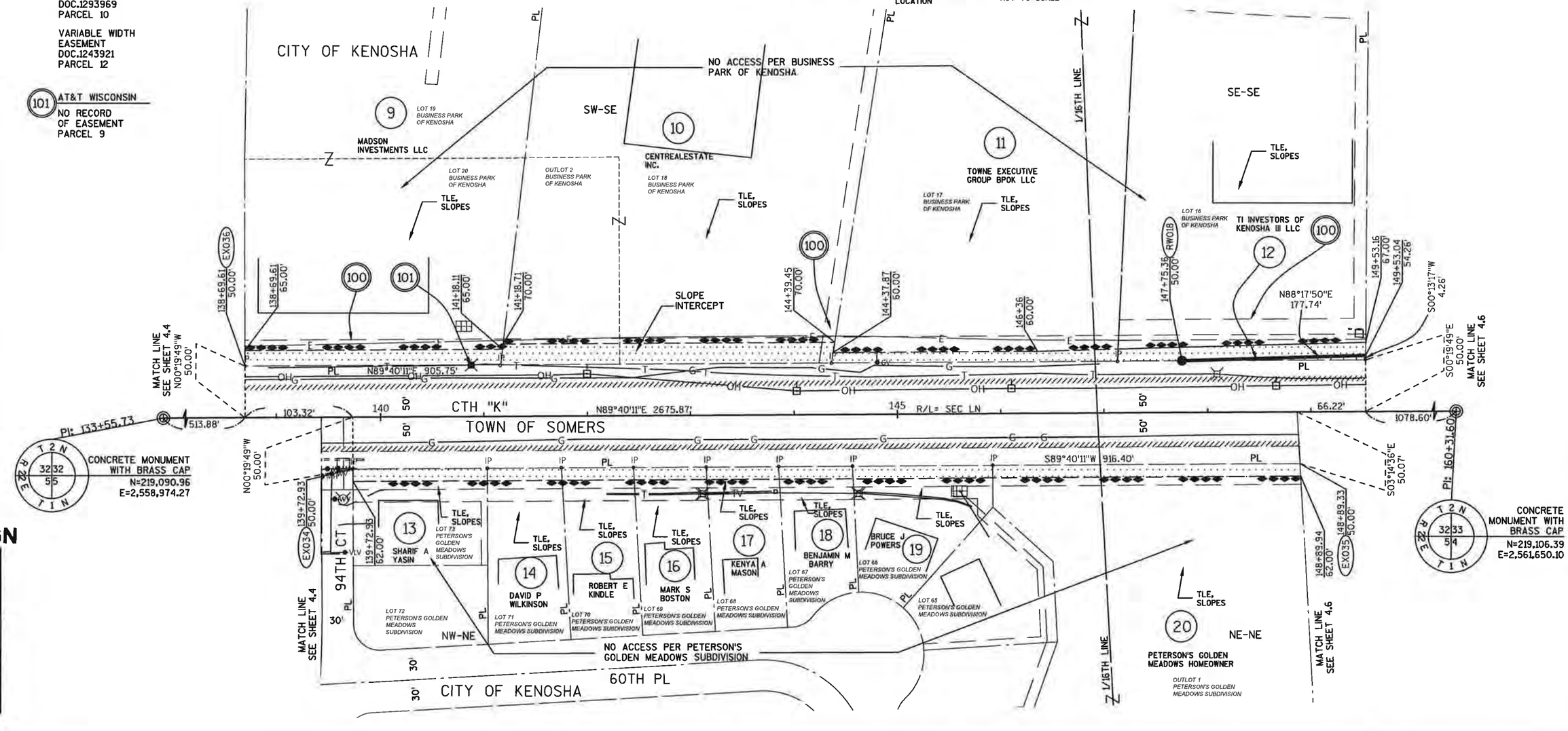
20' PEDESTRIAN/ BIKE EASEMENT PER PETERSON'S GOLDEN MEADOWS SUBDIVISION PARCELS 13, 14, 15, 16, 17, 18, 19 & 20

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	BUSINESS PARK OF KENOSHA SUBDIVISION	50'	1994
CTH "K"	PETERSON'S GOLDEN MEADOWS SUBDIVSION	50'	2003
94TH CT	PETERSON'S GOLDEN MEADOWS SUBDIVSION	60'	2003

(100) WE ENERGIES-ELEC
25' EASEMENT
DOC.1084541
PARCEL 9
12' EASEMENT
DOC.1293969
PARCEL 10
VARIABLE WIDTH EASEMENT
DOC.1243921
PARCEL 12

(101) AT&T WISCONSIN
NO RECORD OF EASEMENT
PARCEL 9





REVISION DATE: 05/24/2019 N.C. 01/20/2020 N.C.	DATE: 03/18/2019	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.5
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET: E

FILE NAME:S/5165116/Plat/TPP100.DWG

(100) WE ENERGIES-ELEC
10' EASEMENT
DOC.1146581
PARCEL 21

25' EASEMENT
DOC.1156877
PARCELS
24 & 25

10' EASEMENT
DOC.327792
PARCEL 27

NO RECORD
OF EASEMENT
PARCEL 23

10' EASEMENT
DOC.1146583
PARCEL 22

10' EASEMENT
DOC.303525
PARCEL 29

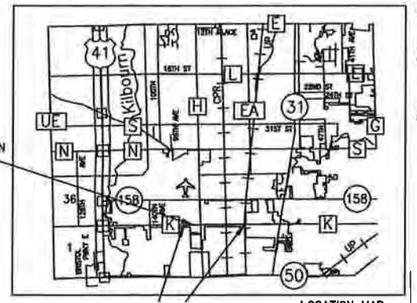
20' EASEMENT
CSM 1939
PARCEL 25

(101) AT&T WISCONSIN
20' EASEMENT
CSM 1939
PARCEL 25

(103) KENOSHA CITY - STORM SEWER
10' EASEMENT
DOC.1035261
PARCEL 22

10' EASEMENT
PER CSM 1939
AND
DOC.1039082
PARCELS 23 &
24

NO RECORD
OF EASEMENT
PARCEL 25



R/W COURSE TABLE								
008-P050	S89°40'11"W	126.66'	P058-P059	S00°19'49"E	11.00'	P054-P057	S89°40'11"W	13.00'
P050-P051	S00°19'49"E	2.00'	P059-P060	S89°40'11"W	14.00'	P058-P061	S89°40'11"W	14.00'
P051-P052	S89°40'11"W	13.00'	P060-P061	N00°19'49"W	11.00'	P062-P065	S89°40'11"W	14.00'
P052-P053	N00°19'49"W	2.00'	P061-P062	S89°40'11"W	111.00'			
P053-P054	S89°40'11"W	287.00'	P062-P063	S00°19'49"E	11.00'			
P054-P055	S00°19'49"E	4.00'	P063-P064	S89°40'11"W	14.00'			
P055-P056	S89°40'11"W	13.00'	P064-P065	N00°19'49"W	11.00'			
P056-P057	N00°19'49"W	4.00'	P065-026	S89°40'11"W	30.09'			
P057-P058	S89°40'11"W	186.01'	P050-P053	S89°40'11"W	13.00'			

CALCULATED POSITION
N=221,765.46
E=2,561,521.61

CONCRETE MONUMENT WITH BRASS CAP
N=219,090.96
E=2,558,974.27

CONCRETE MONUMENT WITH BRASS CAP
N=219,106.39
E=2,561,650.10

CALCULATED POSITION
N=215,260.05
E=2,561,805.84

CITY OF KENOSHA

TOWN OF SOMERS

NO ACCESS PER BUSINESS PARK OF KENOSHA

BONE DRY PRODUCTS, INC.

WEST 178' LOT 14 BUSINESS PARK OF KENOSHA

PARCEL 1 CSM 1939 DOC.1044847

ARATH LVIII, LLC

TOWNE EXECUTIVE GROUP BPOK LLC

PARCEL 2 CSM 1939 DOC 1044847

SLOPE INTERCEPT

OUTLOT 1 BUSINESS PARK OF KENOSHA

TI INVESTORS OF KENOSHA III LLC

LOT 15 BUSINESS PARK OF KENOSHA

25' LANSCAPE EASEMENT PER CSM 1939 AND BUSINESS PARK OF KENOSHA PARCELS 21, 22, 23, 24 & 25

TLE, SLOPES

PLE, 11'x14' DRAINAGE

PLE, DRAINAGE 11'x14'

TLE, SLOPES & DRIVEWAY

PLE, 4'x13' DRAINAGE

PLE, 2'x13' DRAINAGE

WILSON FAMILY TRUST

ALAN BROWN

RANGANADH S. YADLAPATI AND ANUPAMA POTINENI

60TH STREET INVESTMENTS LLC

CTH "K"

CTH "H"

R/L= SEC LN

MATCH LINE SEE SHEET 4.5

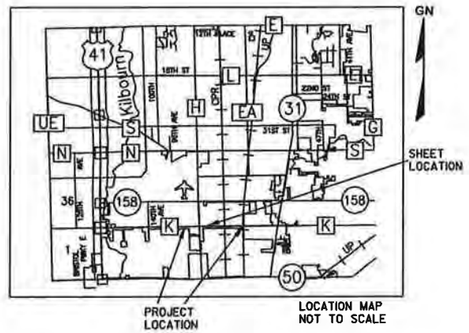
MATCH LINE SEE SHEET 4.7

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	BUSINESS PARK OF KENOSHA	50'	1994
CTH "H"	BUSINESS PARK OF KENOSHA	50'	1994
CTH "K"	DOC.750662	VARIES	1986

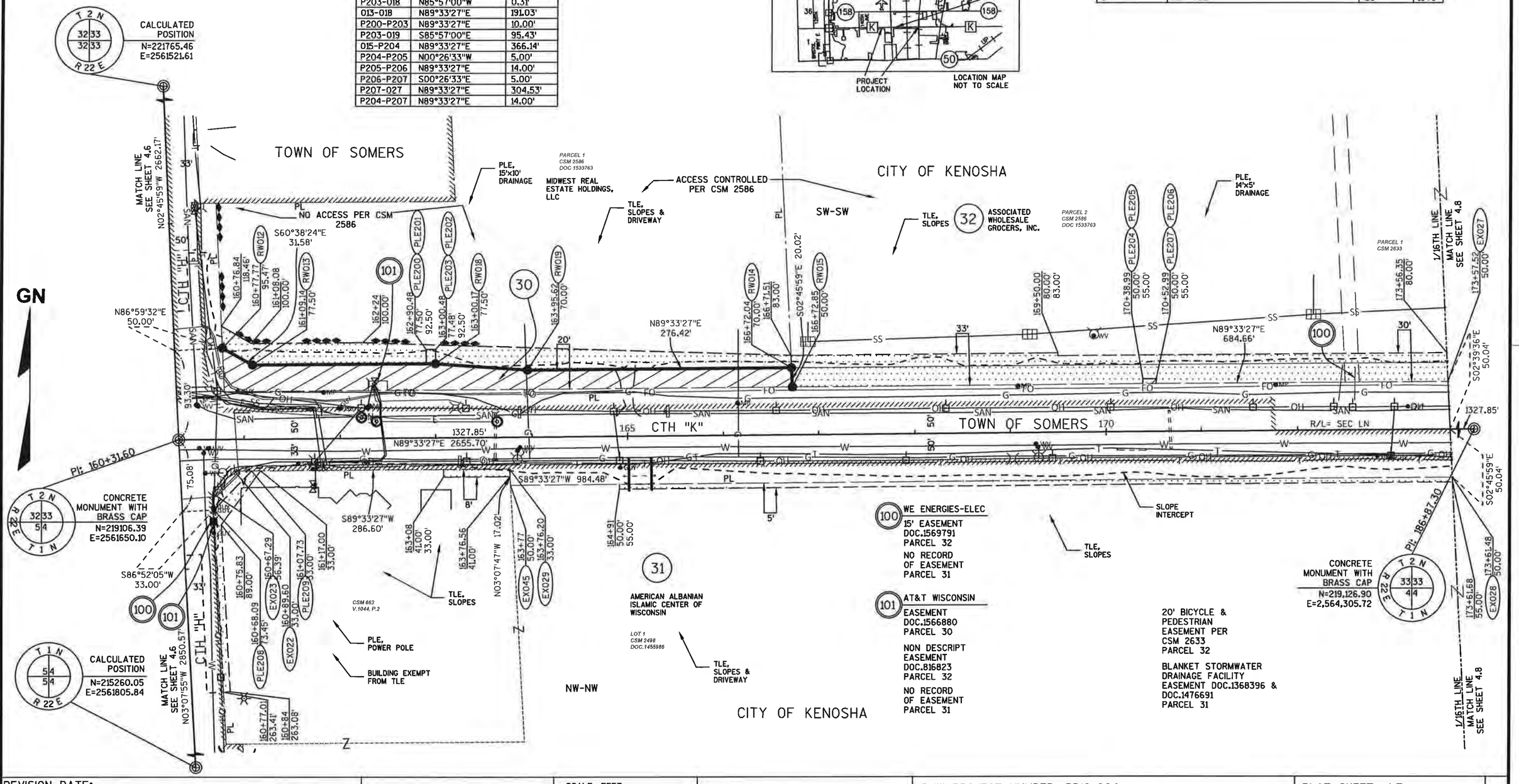
REVISION DATE: 05/24/2019 N.C. 01/20/2020 (3)	DATE: 03/18/2019	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.6
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET: E

FILE NAME:S/5165116/Plat/TPP100.DWG

R/W COURSE TABLE		
022-023	S43°12'46"W	32.33'
023-P208	S03°07'55"E	17.08'
022-P209	N89°33'27"E	18.12'
P209-P208	S43°58'34"W	56.63'
013-P200	N89°33'27"E	181.35'
P200-P201	N00°27'19"W	15.00'
P201-P202	N89°33'27"E	10.00'
P202-P203	S00°27'19"E	15.02'
P203-018	N85°57'00"W	0.31'
013-018	N89°33'27"E	191.03'
P200-P203	N89°33'27"E	10.00'
P203-019	S85°57'00"E	95.43'
015-P204	N89°33'27"E	366.14'
P204-P205	N00°26'33"W	5.00'
P205-P206	N89°33'27"E	14.00'
P206-P207	S00°26'33"E	5.00'
P207-027	N89°33'27"E	304.53'
P204-P207	N89°33'27"E	14.00'



HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	CSM 2586	50'	2007
CTH "K"	CSM 2219	50'	2000
CTH "H"	CSM 2586	50'	2007
CTH "K"	CSM 2498	50'	2005
CTH "H"	CSM 2498	50'	2005
CTH "K"	CSM 662	33'	1979
CTH "H"	CSM 662	33'	1979



REVISION DATE: 05/24/2019 N.C. 01/20/2020 (3)	DATE: 03/18/2019	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.7
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:

E

FILE NAME:S/5165116/Plat/TPP100.DWG

100 WE ENERGIES-ELEC
12' EASEMENT
DOC.1378440
PARCEL 35

NO RECORD
OF EASEMENT
PARCEL 36

NO RECORD
OF EASEMENT
PARCEL 38

101 AT&T WISCONSIN
NON DESCRIPT
EASEMENT
DOC.816823
PARCELS 32 & 33

12' EASEMENT
DOC.1378440
PARCEL 35

NO RECORD
OF EASEMENT
PARCEL 38

103 CITY OF KENOSHA-STORM SEWER
15' DRAINAGE
EASEMENT
LEONA'S ROLLING
MEADOWS SUB
DOC.1361358
PARCELS 35 & 36

20' STORMWATER
DRAINAGE
DOC 1367347
PARCEL 34

NO RECORD
OF EASEMENT
PARCELS 33
& 37

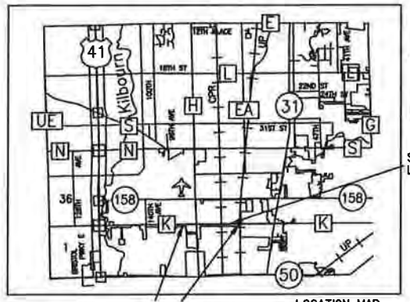
104 CITY OF KENOSHA-SANITARY SEWER
100'x60' LIFT
STATION
EASEMENT
LEONA'S ROLLING
MEADOWS SUB
DOC.1361358
PARCEL 34

105 CITY OF KENOSHA-WATERMAIN
NO RECORD
OF EASEMENT
PARCEL 32

106 TIME WARNER CABLE
12' EASEMENT
DOC.1378440
PARCEL 35

NO RECORD
OF EASEMENT
PARCELS 32 & 33

R/W COURSE TABLE		
030-757	S01°39'46"E	3.00'
757-758	N89°33'27"E	100.02'
758-038	S01°39'46"E	14.00'
042-763	S02°32'44"E	42.03'
763-764	S89°33'27"W	150.10'
764-031	N02°32'44"W	25.02'
024-025	S89°33'27"W	60.00'
027-P214	N89°33'27"E	1159.57'
P214-P215	N00°26'33"W	21.00'
P215-P216	N89°33'27"E	13.00'
P216-P217	S00°26'33"E	21.00'
P217-030	N89°33'27"E	47.81'
P214-P217	N89°33'27"E	13.00'



HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	CSM 2219	50'	2000
CTH "K"	CSM 2498	50'	2005
CTH "K"	LEONA'S ROLLING MEADOWS SUBDIVISION	50'	2003
82ND AVE	LEONA'S ROLLING MEADOWS SUBDIVISION	60'	2003

20' BICYCLE & PEDESTRIAN EASEMENT PER CSM 2633 PARCELS 32 & 33

CALCULATED POSITION
N=221,782.02
E=2,564,187.30

CONCRETE MONUMENT WITH BRASS CAP
N=219,126.90
E=2,564,305.72

CITY OF KENOSHA

MATCH LINE SEE SHEET 4.7 1/16TH LINE

32 ASSOCIATED WHOLESALE GROCERS, INC.

TLE, SLOPES

SE-SW

TLE, DRIVEWAY

OUTLOT A CSM 2633

33

CANADIAN PACIFIC RAILROAD

38

CONCRETE MONUMENT WITH BRASS CAP
N=219106.39
E=2561650.10

PI: 160+3160

N89°33'27"E 1220.38'

CTH "K"

R/L= SEC LN 180 N89°33'27"E 2655.70'

TOWN OF SOMERS

1327.85'

1327.85' (1/16TH LN TO SEC COR)

PI: 186+87.30

N02°33'13"W 2657.76'

S89°33'27"W 480.84'

S89°33'27"W 636.72'

S89°33'27"W 150.10'

N02°32'44"W 2788.75'

S01°39'46"E 33.01'

S02°32'44"E 33.02'

8.32'

LEONA'S ROLLING MEADOWS HOMEOWNERS ASSOCIATION

OUTLOT 2 LEONA'S ROLLING MEADOWS SUBDIVISION

LOT 43 LEONA'S ROLLING MEADOWS SUBDIVISION

ALEXANDER MAY

LOT 44 LEONA'S ROLLING MEADOWS SUBDIVISION

STEVEN POWELL AND KIM POWELL

OUTLOT 4 LEONA'S ROLLING MEADOWS SUBDIVISION

LEONA'S ROLLING MEADOWS HOMEOWNERS' ASSOCIATION

SLOPE INTERCEPT

NE-NW

NO ACCESS PER LEONA'S ROLLING MEADOWS SUBDIVISION

BLANKET STORMWATER DRAINAGE FACILITY EASEMENT DOC.1368396 & DOC.1476691 PARCEL 31

AMERICAN ALBANIAN ISLAMIC CENTER OF WISCONSIN

82ND AVE

60'

CALCULATED POSITION
N=216,340.87
E=2,564,429.58

GN

REVISION DATE: 05/24/2019 (2) 01/20/2020 (3)	DATE: 03/18/2019	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004	PLAT SHEET: 4.8
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET: E

FILE NAME:S:/5165116/Plat/TPP100.DWG

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
RD18–004 (A)		
FEDERAL PROJECT NUMBER N/A	4.1	5

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH K (60TH STREET)

CANADIAN PACIFIC RR TO 250' EAST OF UNION PACIFIC RR

CTH K — KENOSHA CO.

CONSTRUCTION NO. RD18–004

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

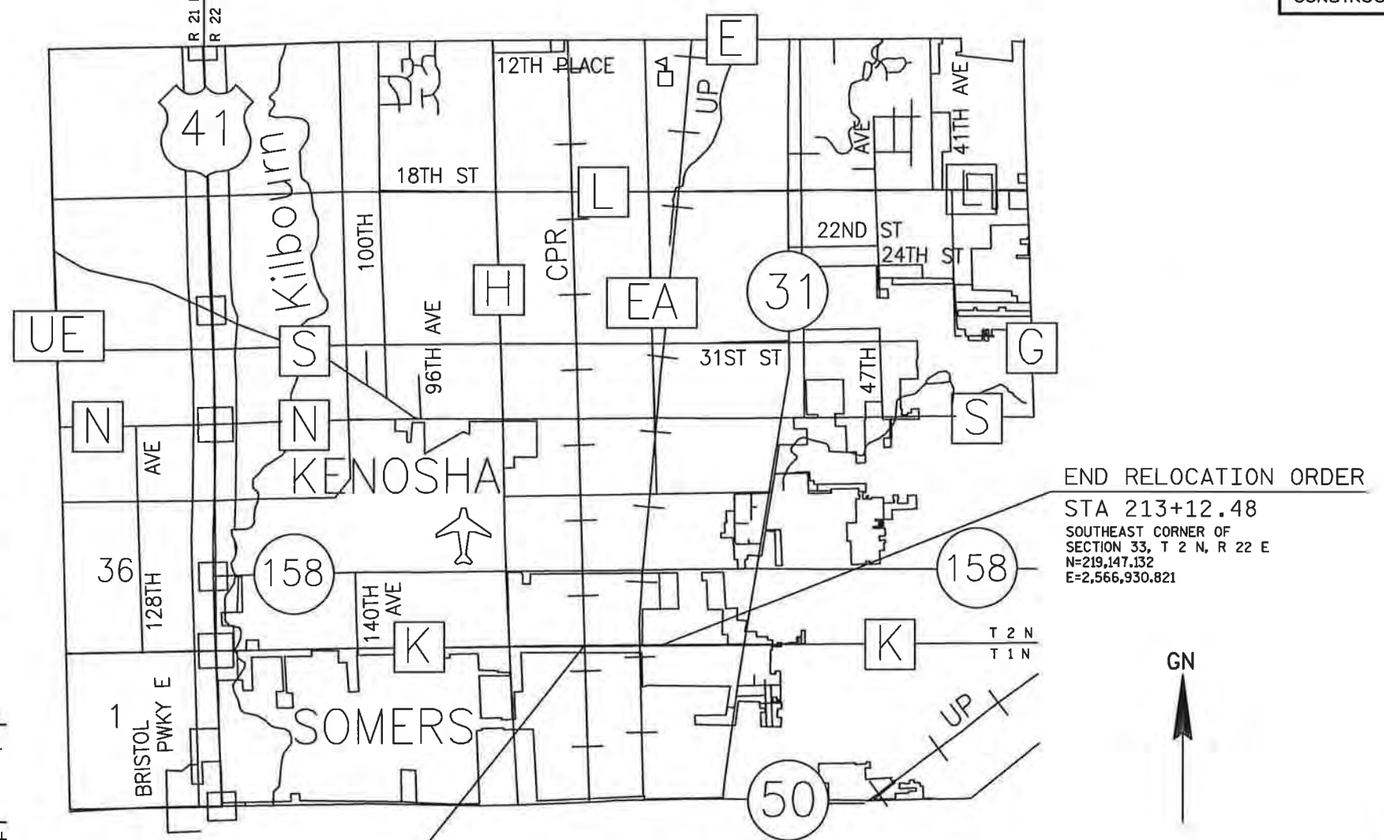
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

NON COMPENSABLE	COMPENSABLE
POWER POLE	
TELEPHONE POLE	
TELEPHONE PEDESTAL	
GUY ANCHOR	
ELECTRIC TOWER	
GAS VALVE	GV

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD TRANSMISSION LINES
E	ELECTRIC
TV	CABLE TELEVISION
FO	FIBER OPTIC
SAN	SANITARY SEWER
SS	STORM SEWER



CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL	R/W MONUMENT (TO BE SET)
QUARTER LINE			NON-MONUMENTED R/W POINT
SIXTEENTH LINE		SECTION CORNER MONUMENT	FOUND IRON PIN (1-INCH UNLESS NOTED) IP
NEW REFERENCE LINE		FOUND R/W POST	
NEW R/W LINE		GEODETIC SURVEY MONUMENT	
EXISTING R/W OR HE LINE		SIXTEENTH CORNER MONUMENT	
PROPERTY LINE	P.L.	SIGN	OFF-PREMISE SIGN
LOT, TIE & OTHER MINOR LINES			
SLOPE INTERCEPT			
CORPORATE LIMITS			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)		
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)			
TEMPORARY LIMITED EASEMENT AREA			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)			
TRANSMISSION STRUCTURES			
BUILDING	TO BE REMOVED		
BRIDGE			

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC)		

ACCESS RESTRICTED BY ACQUISITION	
NO ACCESS (BY STATUTORY AUTHORITY)	
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
NO ACCESS (NEW HIGHWAY)	
PARCEL NUMBER	25
UTILITY NUMBER	40
PARALLEL OFFSETS	

BEGIN RELOCATION ORDER
STA 186+87.30
SOUTH 1/4 CORNER OF
SECTION 33, T 2 N, R 22 E
N=219,126.895
E=2,564,305.719

LAYOUT
NO SCALE

TOTAL NET LENGTH OF CENTERLINE = Ø.50 MI.

END RELOCATION ORDER
STA 213+12.48
SOUTHEAST CORNER OF
SECTION 33, T 2 N, R 22 E
N=219,147.132
E=2,566,930.821

NOTES: COORDINATES AND BEARINGS ON THIS PLAT ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), SOUTH ZONE, NAD 27. ALL PLAT COORDINATES AND DISTANCES ARE **GROUND** AND MAY BE CONVERTED TO GRID BY APPLYING THE COMBINED CONVERSION FACTOR OF 0.99999605 AS PUBLISHED ON SEWRPC CONTROL SURVEY SUMMARY DIAGRAM WITH A REVISED DATE OF JANUARY 2018

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT KENOSHA COUNTY.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

DIMENSIONING FOR THE NEW RIGHT OF WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

INFORMATION FOR THE BASIS OF EXISTING RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLE'S ARE TO EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
N19 W Bluemound Road Brookfield WI 53005
262-781-1000 Fax 262-781-1466
www.rasmithnational.com

WISCONSIN
SHANE M. ZODROW
S-2869
GREENDALE
WI
LAND SURVEYOR

DATE: 1/20/2020 Shane M Zodrow
LAND SURVEYOR

REVISION DATE

KENOSHA COUNTY

APPROVED BY COUNTY:
DATE: 01/27/2020 (Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO KENOSHA COUNTY.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.4, 4.5	HS TUNKIEICZ, LLC	FEE, PLE, TLE	105.87	0.590	1.000	1.590	104.28	0.483	4.548	1
2	4.4	CENDRILLON, LLC	TLE	32.45	-	-	-	32.45	0.198	-	2
3	4.5	HS TUNKIEICZ, LLC	FEE	0.32	0.013	-	0.013	0.31	-	-	3
4	4.5	UNION PACIFIC RAILROAD	TLE	VAST	-	-	-	VAST	0.030	-	4
5	4.5	KENOSHA UNIFIED SCHOOL DISTRICT NO. 1	TLE	81.00	-	-	-	81.00	0.071	-	5
6	4.4	CENDRILLON, LLC	TLE	3.82	-	-	-	3.82	0.040	-	6
7	4.5	CENDRILLON, LLC	TLE	24.57	-	-	-	24.57	0.033	-	7
100	4.4 & 4.5	WE ENERGIES – ELEC	RELEASE OF RIGHTS								
101	4.4 & 4.5	WE ENERGIES – GAS	RELEASE OF RIGHTS								
102	4.4	AFFILIATED FOODS MIDWEST COOP., INC.– STORM SEWER	RELEASE OF RIGHTS								
103	4.4	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS								
104	4.4	AT&T WISCONSIN	RELEASE OF RIGHTS								
105	4.5	AT&T LEGACY	RELEASE OF RIGHTS								
106	4.5	SPRINT	RELEASE OF RIGHTS								
107	4.5	AT&T LOCAL NETWORK	RELEASE OF RIGHTS								
108	4.5	CENTURY LINK	RELEASE OF RIGHTS								
109	4.4 & 4.5	CITY OF KENOSHA – WATER	RELEASE OF RIGHTS								
110	4.4 & 4.5	CITY OF KENOSHA – SANITARY	RELEASE OF RIGHTS								

REVISION DATE:	DATE: 1/20/2020	SCALE, FEET 0 N/A N/A	HWY: CTH K	R/W PROJECT NUMBER: RD18-004 (A)	PLAT SHEET: 4.2	
	GRID FACTOR: N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:	E

FILE NAME:S/5165116/Plat/Phase 2 Plat/TPP100-Phase 2.dwg

SW 1/4

CANADIAN PACIFIC RAILROAD

TOWN OF SOMERS

PIKE RIVER SOUTH BRANCH

TOWN OF SOMERS

SE 1/4

CITY OF KENOSHA

SW 1/4

1 TUNKIEICZ, LLC

3 TUNKIEICZ, LLC

4 UNION PACIFIC RAILROAD

5 KENOSHA UNIFIED SCHOOL DISTRICT NO. 1

185 190 CTH K 195 200 205 210

33 33 4 4

33 34 T 2 N

4 3 T 1 N

R 22 E

2 CENDRILLON, LLC

6 CENDRILLON, LLC

7 CENDRILLON, LLC

UNION PACIFIC RAILROAD

NW 1/4

PIKE RIVER SOUTH BRANCH

CITY OF KENOSHA

NE 1/4

SHEET 4.4

SHEET 4.5

NW 1/4

GN

REVISION DATE:	DATE: 1/20/2020	SCALE, FEET 0 100 200	HWY: CTH K	R/W PROJECT NUMBER: RD18-004 (A)	PLAT SHEET: 4.3	
	GRID FACTOR: N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:	E

FILE NAME:S/5165116/Plat/Phase 2 Plat/TPP100-Phase 2.dwg

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	CSM 2914	60' & 90'	2019
CTH "K"	PROJECT 3728-03-00	66'	2011

(100) WE ENERGIES-ELEC
NON DESCRIPT EASEMENT DOC.242222 PARCELS 2 & 6
NON DESCRIPT EASEMENT DOC.259575 PARCELS 2 & 6

(101) WE ENERGIES-GAS
20' EASEMENT DOC.742753 PARCEL 1
NON DESCRIPT EASEMENT DOC.741997 PARCEL 1
VARIABLE WIDTH EASEMENT DOC.741836 & 748795 PARCEL 2

(102) AFFILIATED FOODS MIDWEST COOPERATIVE, INC.
15' STORM DISCHARGE EASEMENT PER DOC 1569911 PARCEL 1

(103) AMERICAN TRANSMISSION COMPANY
EASEMENT DOC.882004 (WEPCo) & DOC.1207209 (ASSIGNMENT TO ATC) PARCEL 1

(104) AT&T WISCONSIN
NO RECORD OF EASEMENT PARCEL 1

(109) CITY OF KENOSHA-WATER
30' EASEMENT PER CSM 2914 AND CSM 2915 PARCELS 2 & 6

(110) CITY OF KENOSHA-SANITARY
30' EASEMENT PER CSM 2914 AND CSM 2915 PARCELS 2 & 6

66' ACCESS & PUBLIC UTILITY EASEMENT PER CSM 2914 & CSM 2915 PARCEL 6

CANADIAN PACIFIC RAILROAD
PL
TLE, SLOPES
PIKE RIVER SOUTH BRANCH
PLE, POND
TOWN OF SOMERS
SE-SW
SW-SE
NW-NE
NE-NW
TUNKIEICZ, LLC (1)
CENDRILLON, LLC (2)
CENDRILLON, LLC (6)
OUTLOT 1 CSM 2914 DOC.1851277
OUTLOT 2 CSM 2915 DOC 1851280
LOT 1 CSM 2915 DOC.1851280
66' ACCESS AND PUBLIC UTILITY EASEMENT CSM 2914 & CSM 2915
66' ACCESS EASEMENT CSM 2167
SLOPE INTERCEPT
CITY OF KENOSHA
CTH K
R/L= SEC LN
1/16TH LINE
MATCH LINE SEE SHEET 4.5
BLDG
FO
FOFO

CONCRETE MONUMENT WITH BRASS CAP
N=219,147.132
E=2,566,930.821
T 2 N R 22 E 33 34 4 3 T 1 N

PI: 213+12.48
PI: 186+87.30
BEGIN RELOCATION ORDER
CONC MON WITH BRASS CAP
N=219,126.895
E=2,564,305.719

N89°33'30"E 1320.60'
N89°33'30"E, 2625.18'
1312.59'
S89°33'27"W 8.32'
N89°33'30"E 1097.36'
S89°33'30"W 1123.82'
S89°33'30"W 189.00'
S87°06'31"E 172.06'
S02°44'37"E 17.02'
S02°45'59"E 50.04'
S02°45'59"E 60.05'
S02°32'34"E 30.02'
N02°32'44"W 90.06'
N01°39'46"W 27.01'
N01°39'46"W 33.01'
N89°33'30"E 51.03'

GN

REVISION DATE:	DATE: 1/20/2020	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004 (A)	PLAT SHEET: 4.4	
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:	E

FILE NAME:S/5165116/Plat/Phase 2 Plat/TPP100-Phase 2.dwg

(100) WE ENERGIES-ELEC
NON DESCRIPT
EASEMENT
DOC.242222
PARCEL 7
NON DESCRIPT
EASEMENT
DOC.259575
PARCEL 7

(101) WE ENERGIES-GAS
NON DESCRIPT
EASEMENT
DOC.741997
PARCEL 1

(105) AT&T LEGACY
NO RECORD
OF EASEMENT
PARCEL 4

(106) SPRINT
NO RECORD
OF EASEMENT
PARCEL 4

(107) AT&T LOCAL NETWORK
NO RECORD
OF EASEMENT
PARCEL 4

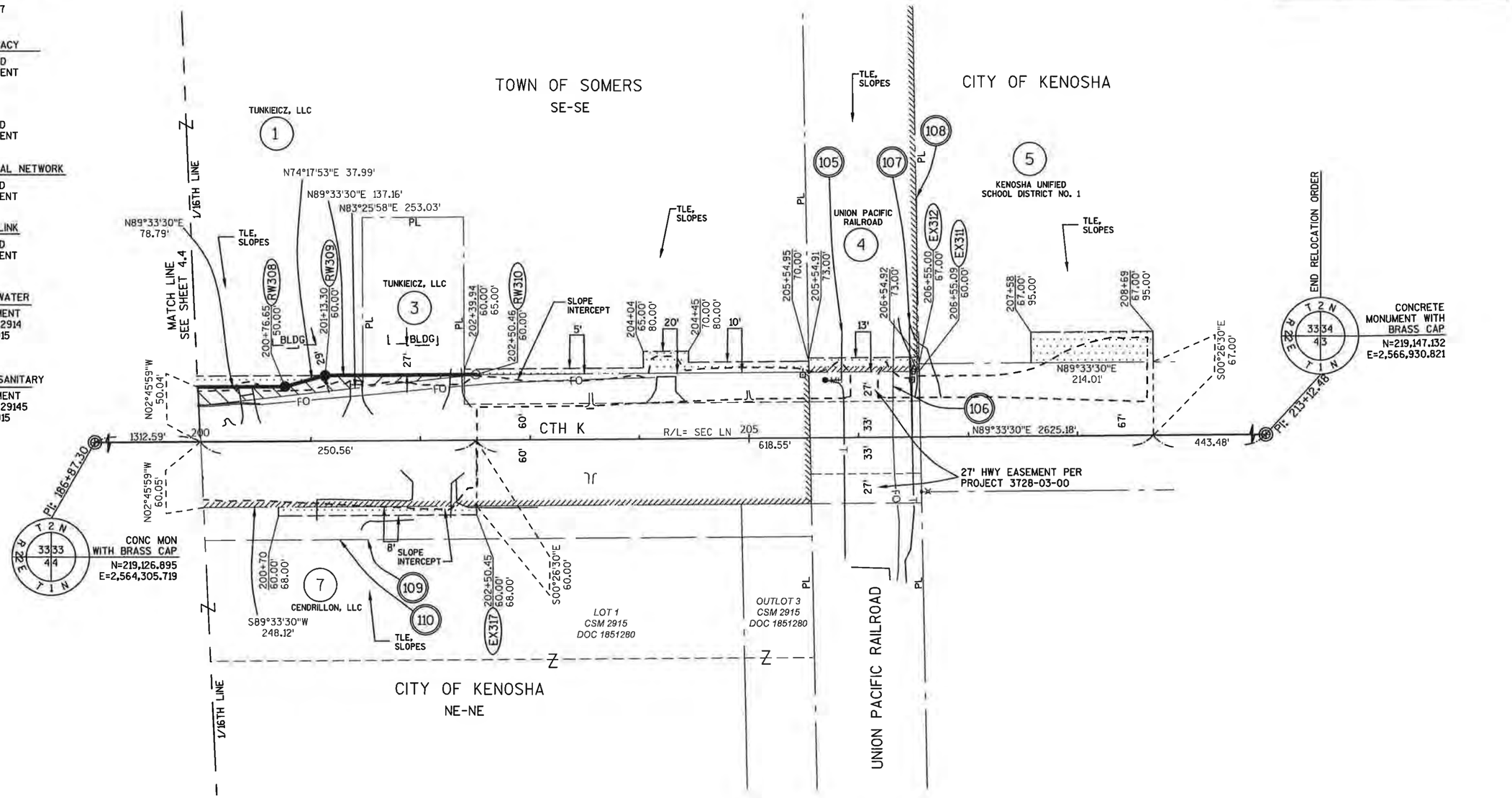
(108) CENTURY LINK
NO RECORD
OF EASEMENT
PARCEL 4

(109) CITY OF KENOSHA-WATER
30' EASEMENT
PER CSM 2914
& CSM 2915
PARCEL 7

(110) CITY OF KENOSHA-SANITARY
30' EASEMENT
PER CSM 29145
& CSM 2915
PARCEL 7

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH "K"	CSM 2914	60'	2019
CTH "K"	PROJECT 3728-03-00	VARIES	2011

R/W COURSE TABLE		
310-311	N89°33'30"E	404.62'
311-312	N01°10'48"W	7.00'



REVISION DATE:	DATE: 1/20/2020	SCALE, FEET 0 50 100	HWY: CTH K	R/W PROJECT NUMBER: RD18-004 (A)	PLAT SHEET: 4.5	
	GRID FACTOR: 0.99999605		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: RD18-004	PS&E SHEET:	E

FILE NAME:S/5165116/Plat/Phase 2 Plat/TPP100-Phase 2.dwg

9629 58TH PL
GFI MIDWEST LLC

9587 58TH PL
R & R PROPERTIES
OF WISCONSIN LLC

N

MATCHLINE STA 36+25.00

CAUTION

SLOPE INTERCEPT

TREE REMOVALS FROM
STA 34+50 TO STA 37+25

R/W

BP: 31+97.18

PI: 32+60.51

CTH K (60TH ST)

32+00 33+00 34+00 35+00 36+00

ASPH

HMA

CTH K R/L

GRAVEL

R/W

R/W

PLE

SLOPE INTERCEPT

TLE

60TH ST
INGEBRITSON PETERSON
HERITAGE FARM

9607
LOWE

9525
WRIGHT

9509
ELIJAH-FRANCIS
D CAETTA

BEGIN PROJECT
STA 32+60.51
X = 2,558,879.08
Y = 219,091.78

5

5

730
725
720
715

VPC STA 32+75.00
VPC EL 724.35

VPI STA 33+50.00
VPI EL 724.72

VPT STA 34+25.00
VPT EL 724.35

FINISHED PROFILE

0.20%

-0.50%

EXISTING PROFILE

STA 32+60.51
EL 724.27

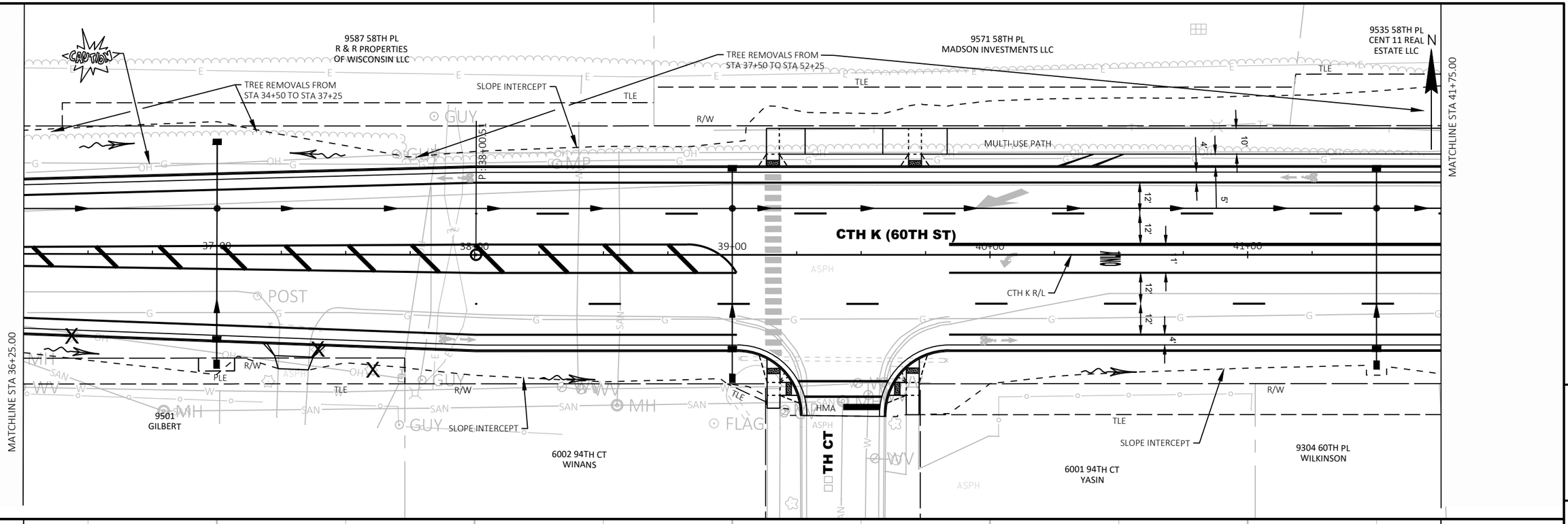
VCL = 150.00

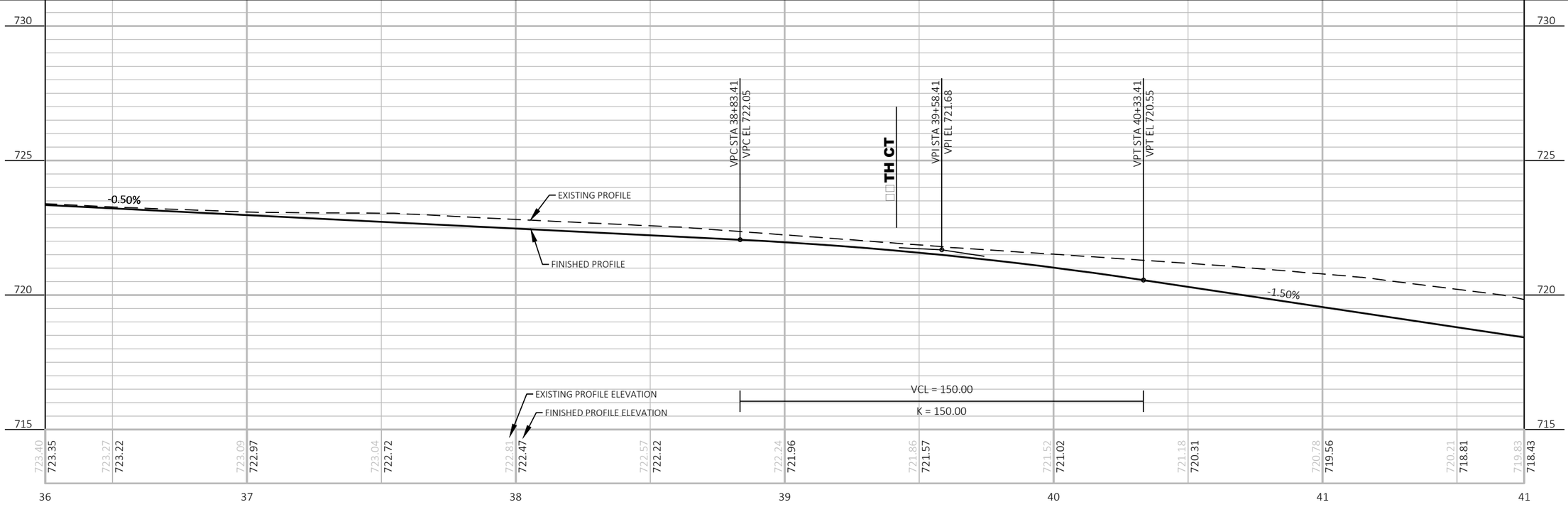
K = 149.99

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | |





PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 192	E

9535 58TH PL
CENT 11 REAL
ESTATE LLC

9511 58TH PL
HS FUND VI ZL PORTFOLIO
INVESTORS LLC

N

TLE

TREE REMOVALS FROM
STA 37+50 TO STA 52+25

SLOPE INTERCEPT

TLE

R/W

MULTI-USE PATH

4'
10'
5'
12'
12'
12'
12'
4'

P: 46+08.91

MATCHLINE STA 47+25.00

42+00
43+00
44+00
45+00
46+00
47+00

CTH K R/L

CTH K (60TH ST)

MATCHLINE STA 41+75.00

R/W

SLOPE INTERCEPT

TLE

CAUTION

9220 60TH PL
KINDLE

9214 60TH PL
BOSTON

9208 60TH PL
MASON

9202 60TH PL
BARRY

9120 60TH PL
POWERS

60TH ST
PETERSONS GOLDEN
MEADOWS HOMEOWNER

5

5

720
715
710
705

-1.50%

VCL = 150.00
K = 150.00

EXISTING PROFILE

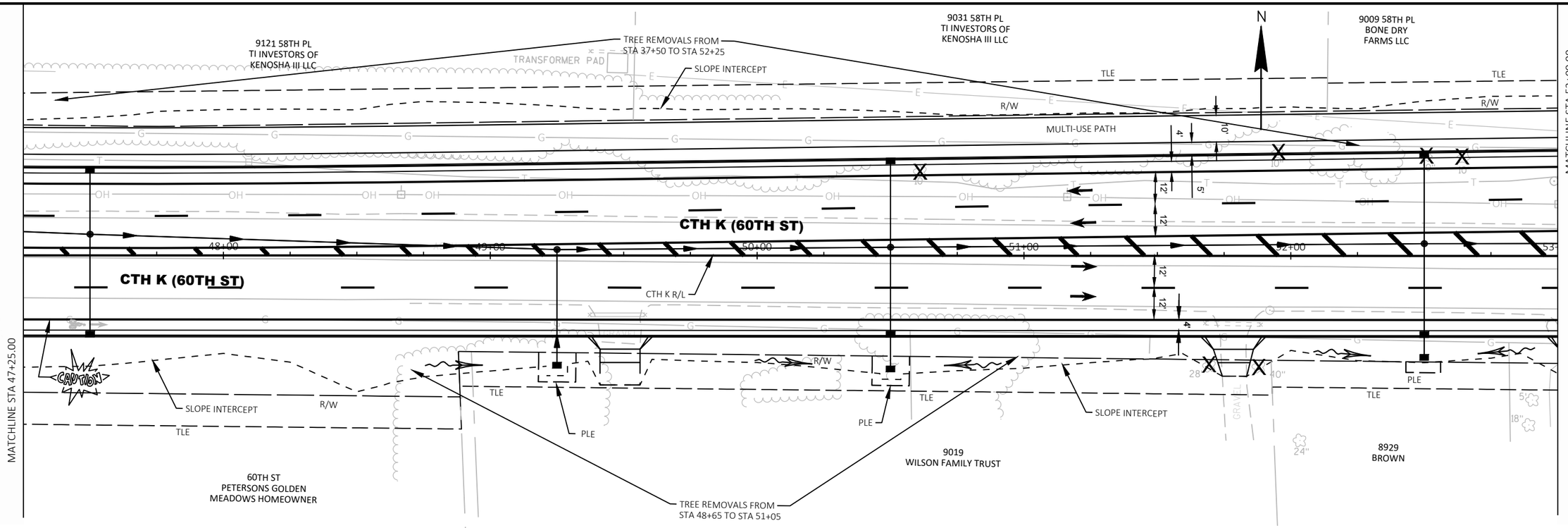
FINISHED PROFILE

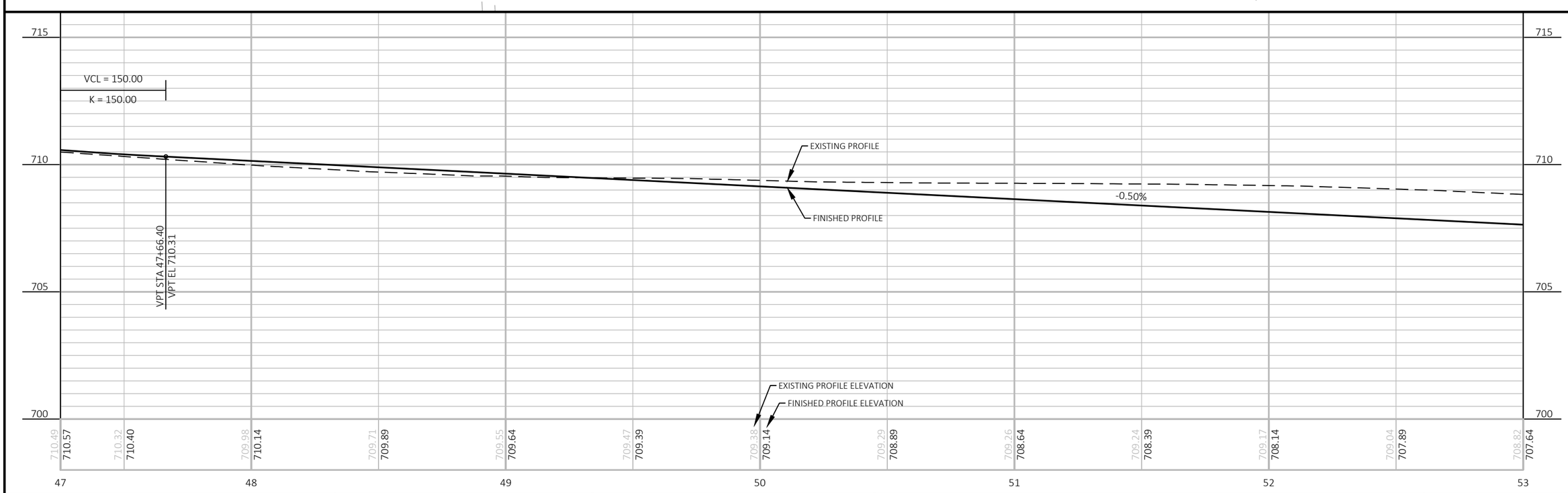
VPC STA 46+16.40
VPC EL 711.81

VPI STA 46+91.40
VPI EL 710.68

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

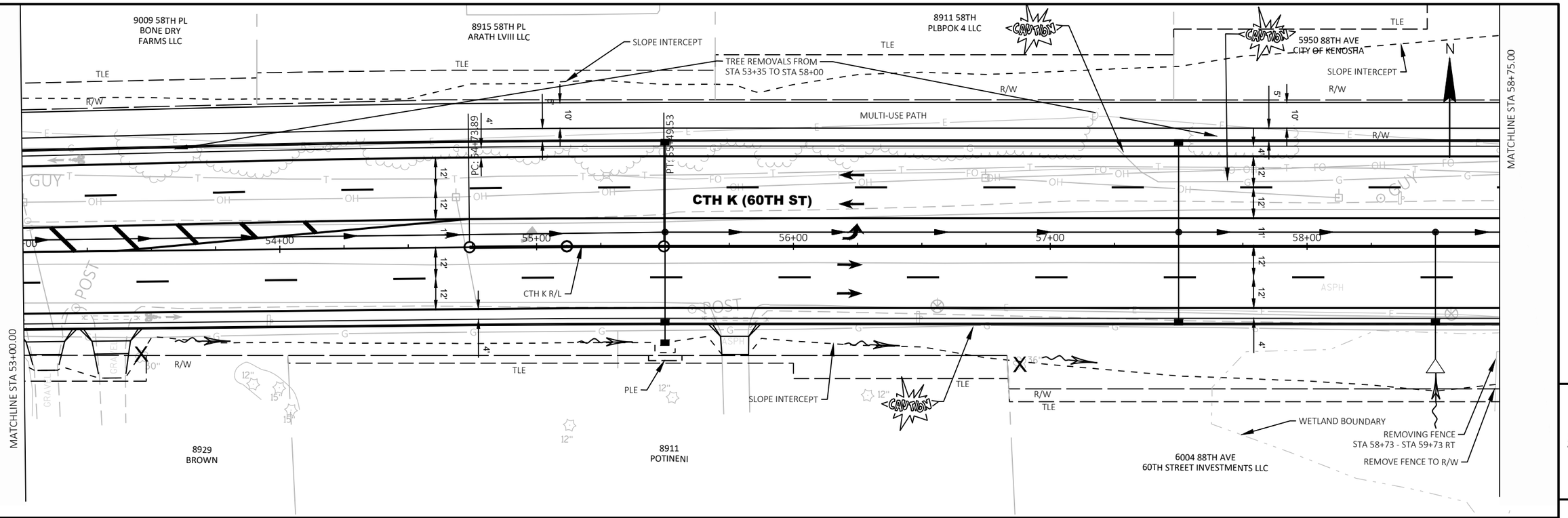
| | | |

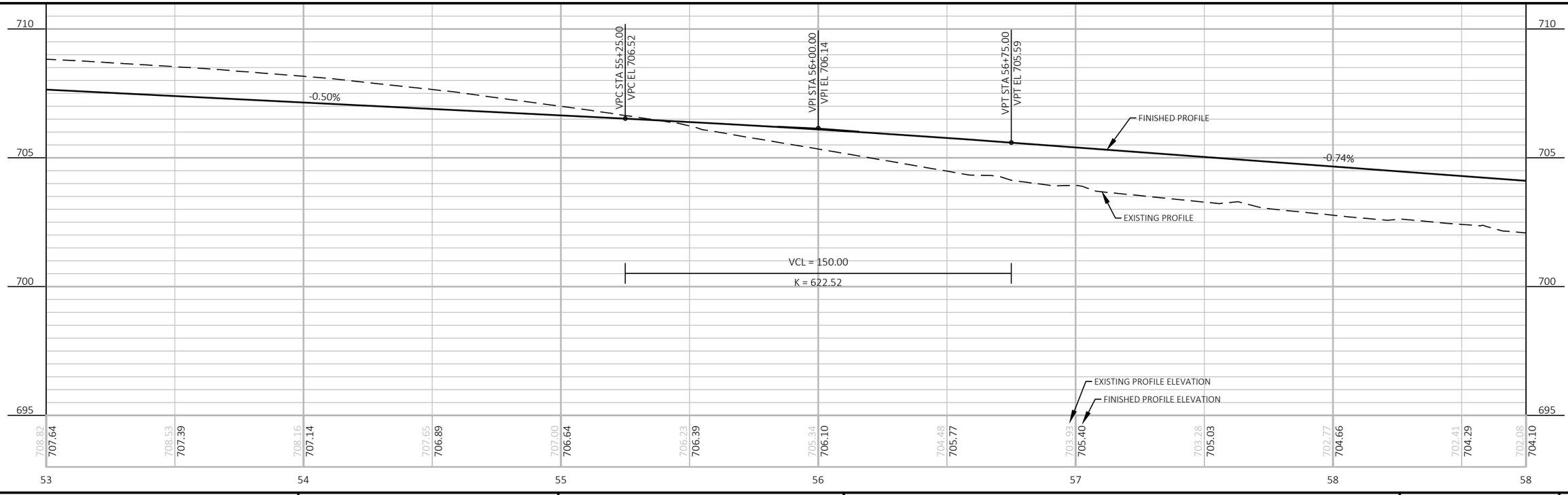




PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 194 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 4
PLOT DATE : 1/5/2022 4:26 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



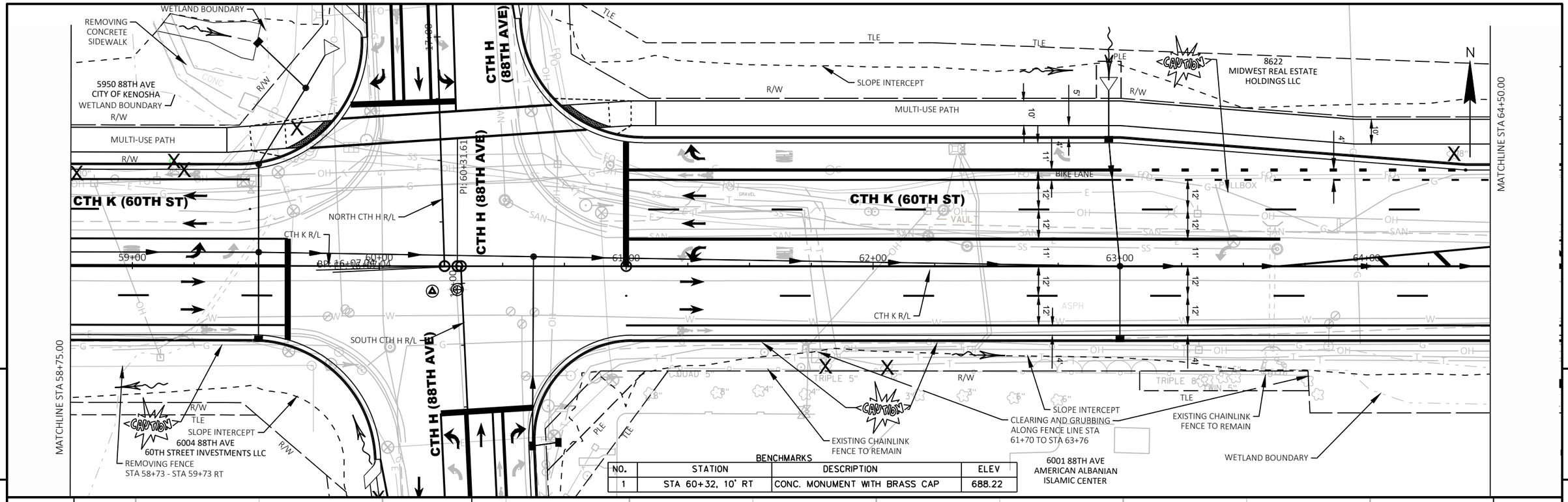


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 195	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 5

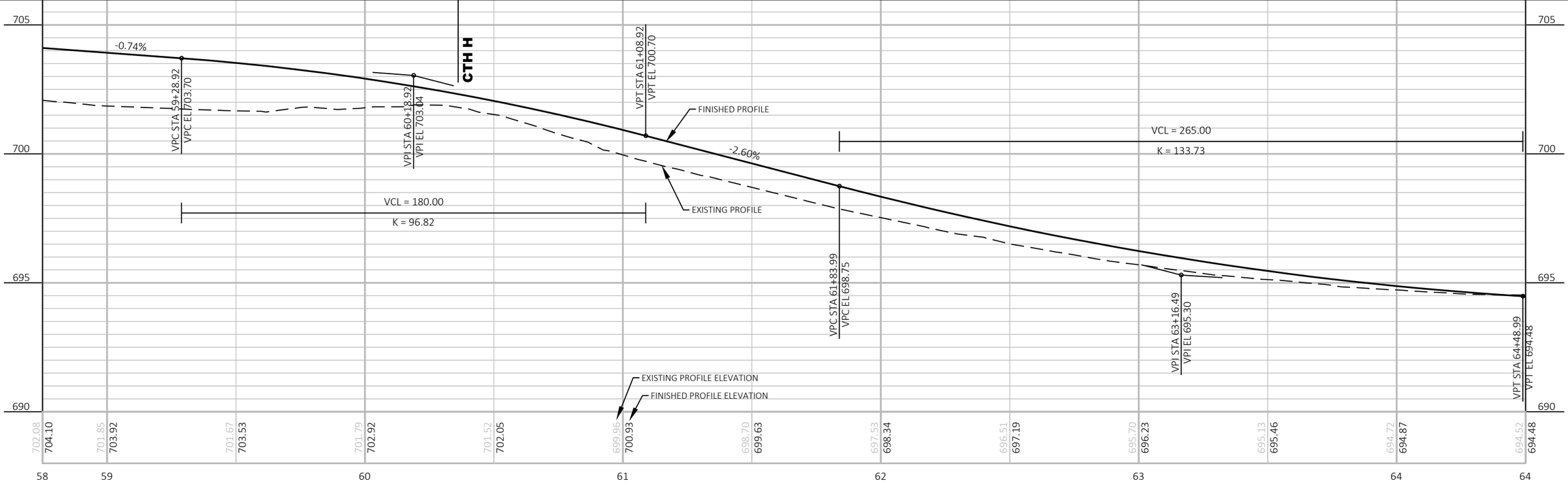
PLOT DATE : 1/5/2022 4:26 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

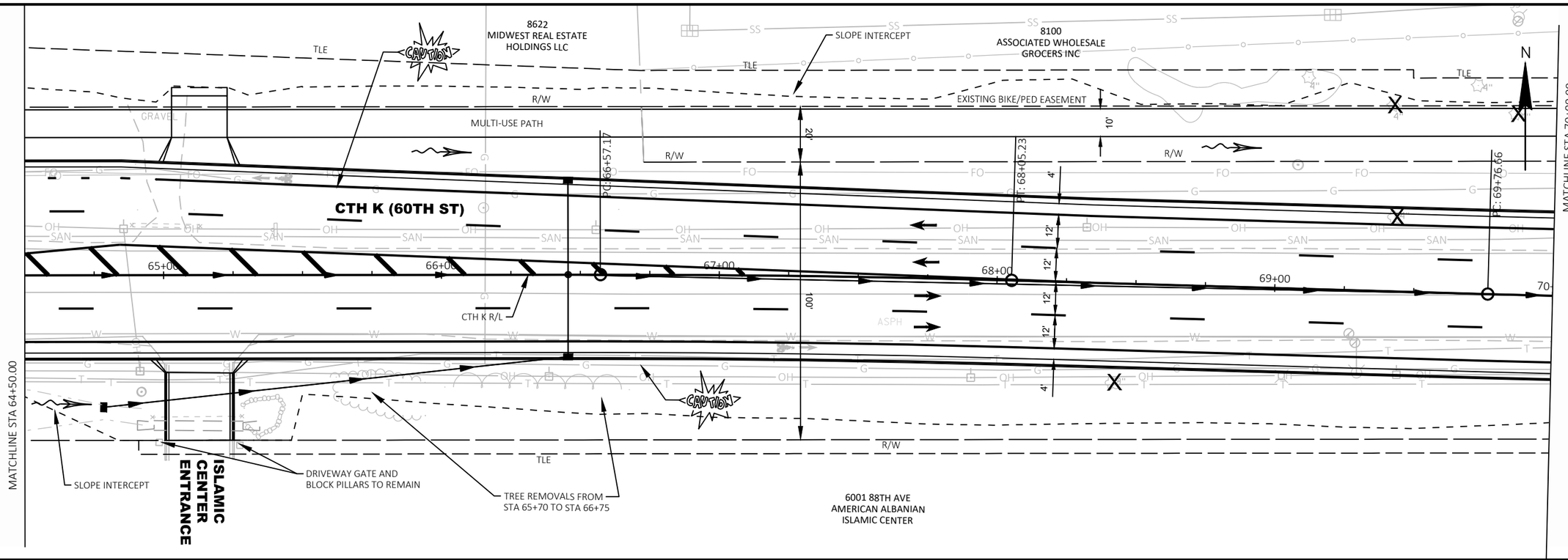


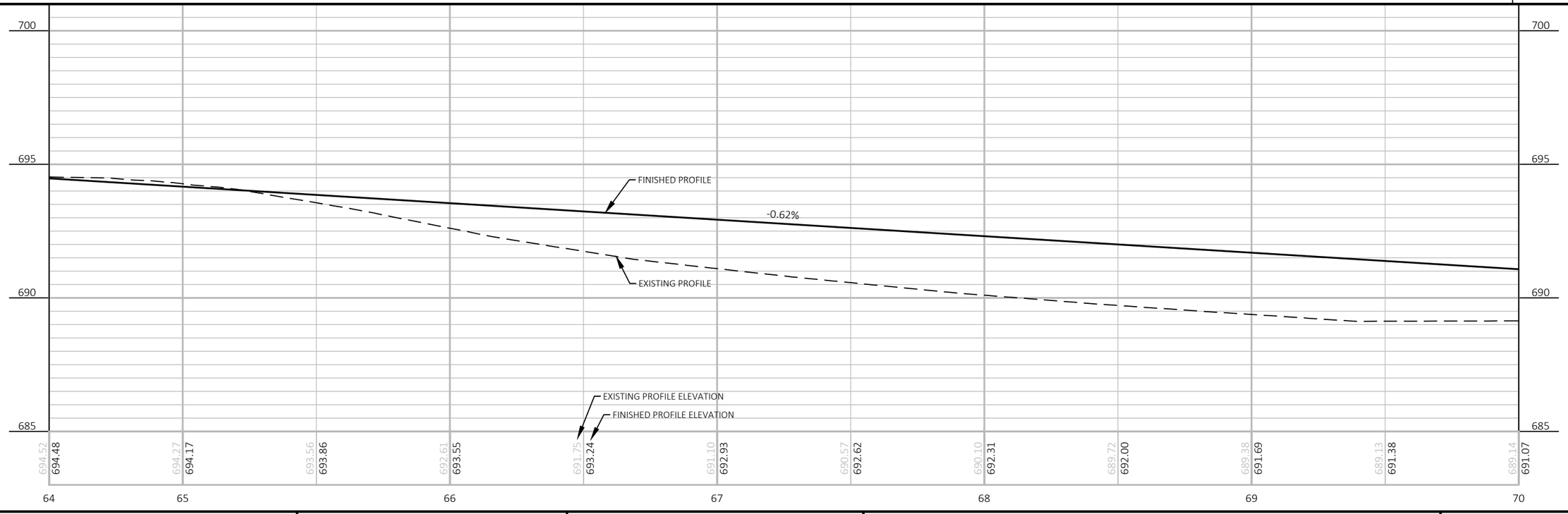
BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	STA 60+32, 10' RT	CONC. MONUMENT WITH BRASS CAP	688.22

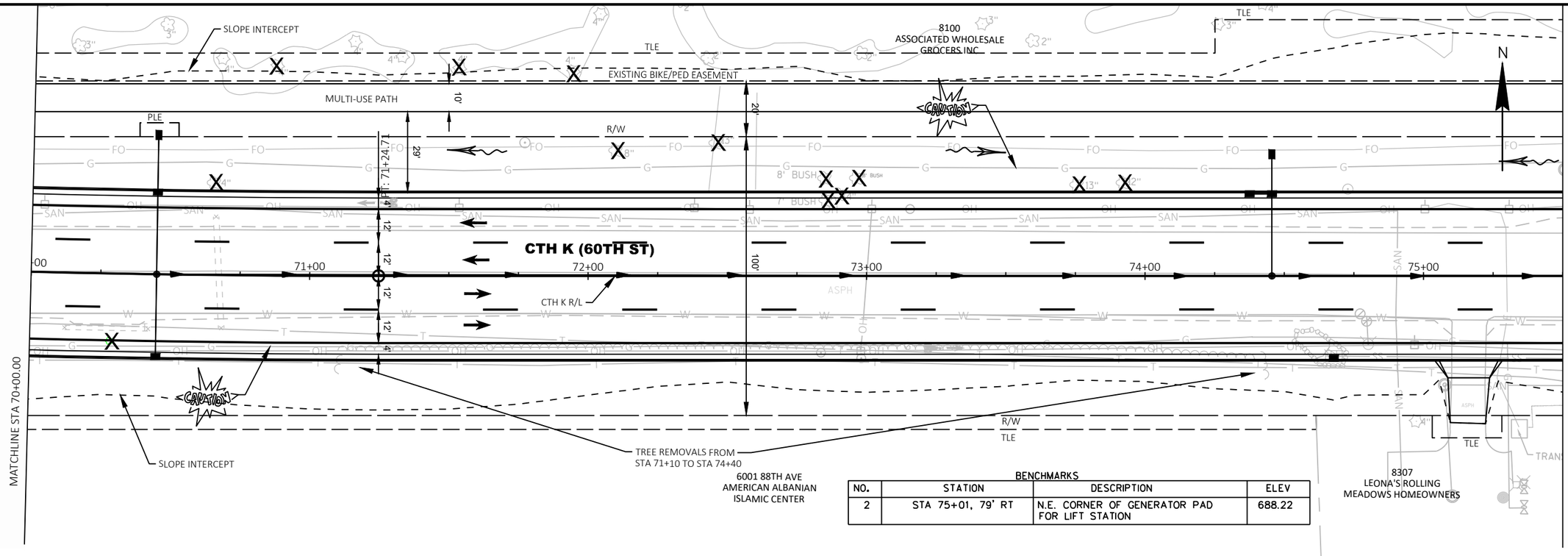


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 196	E





PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 197	E

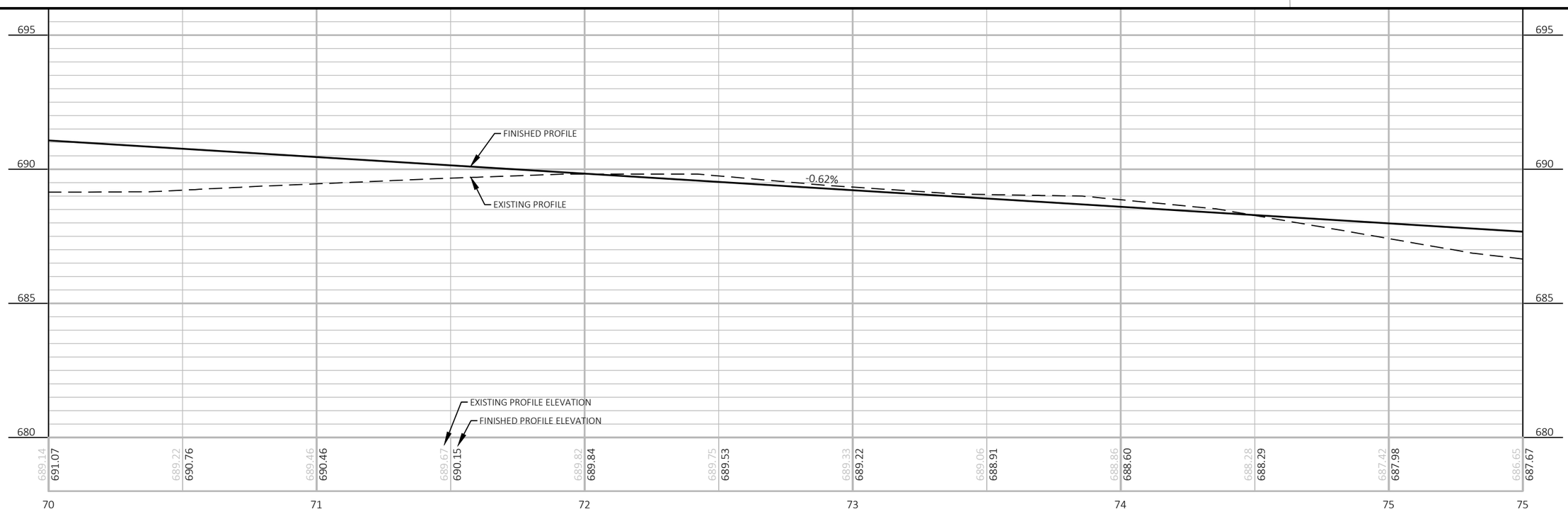


5

5

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	STA 75+01, 79' RT	N.E. CORNER OF GENERATOR PAD FOR LIFT STATION	688.22

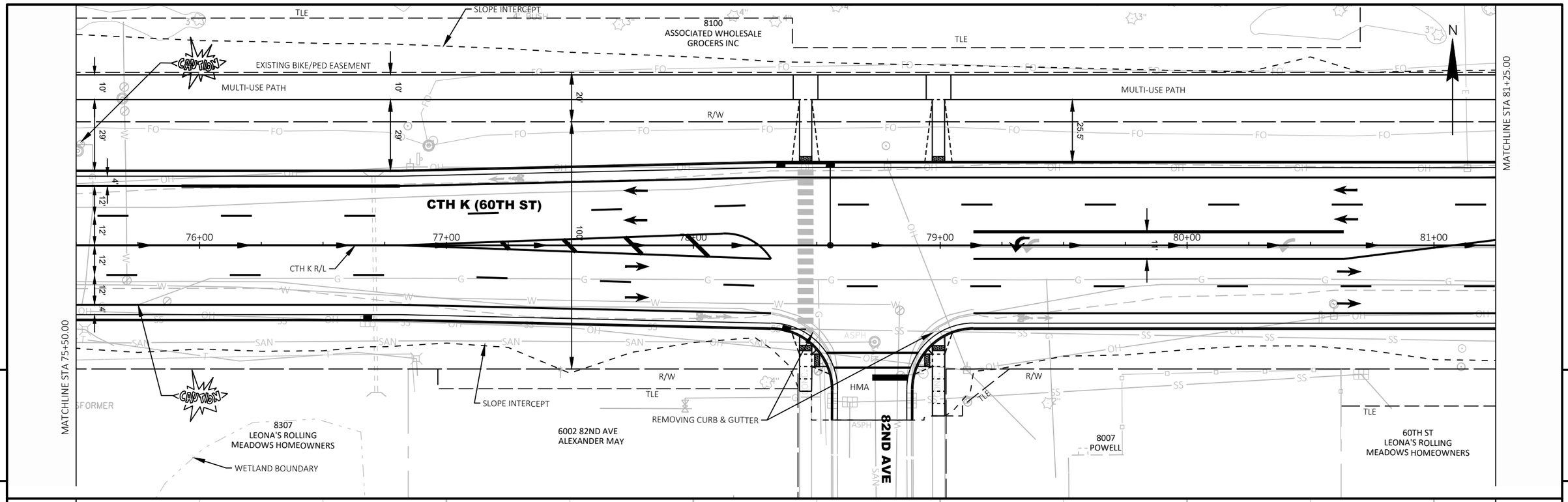


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 198	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 8

PLOT DATE : 1/5/2022 4:26 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

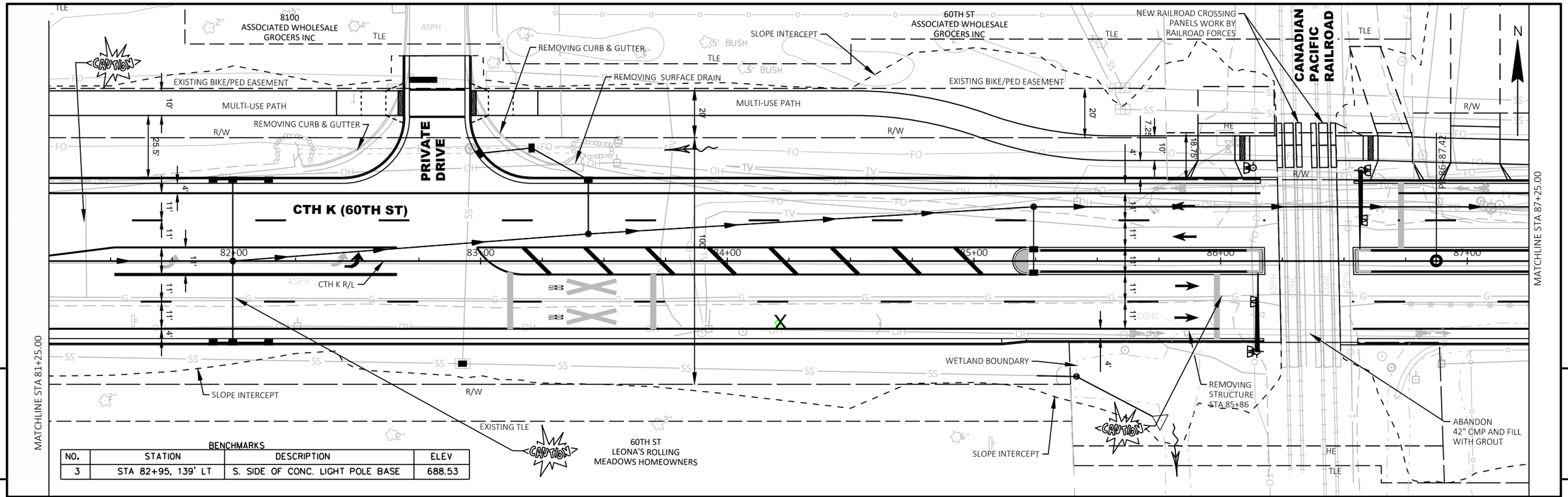


PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 199	E

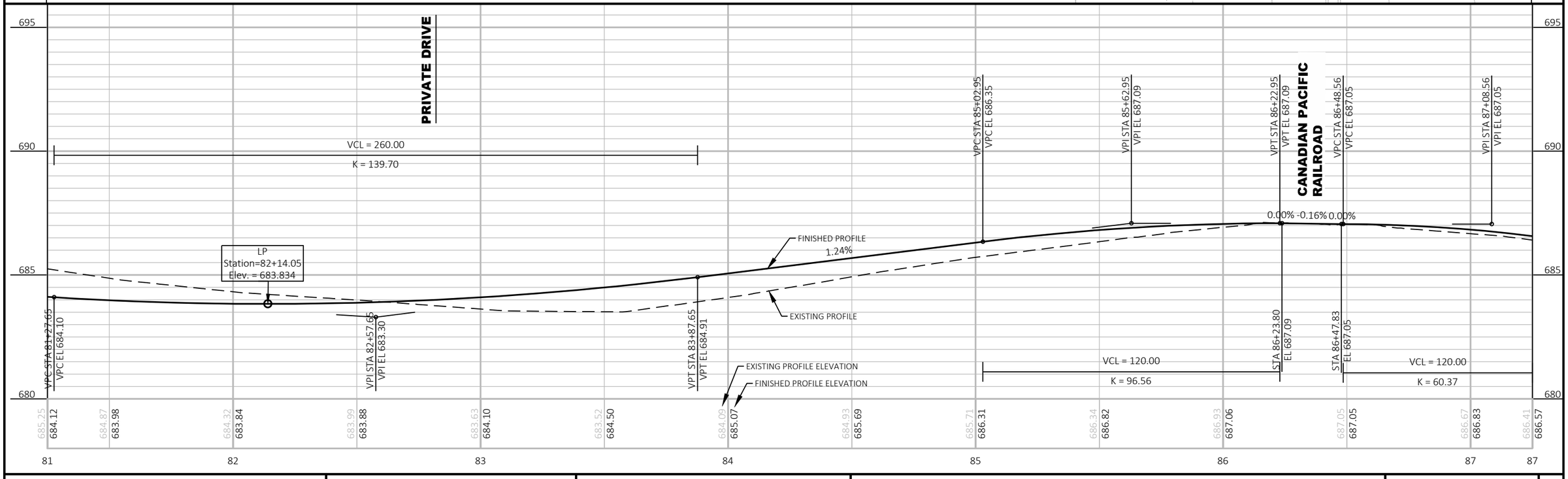
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 9

PLOT DATE : 1/5/2022 4:26 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV
3	STA 82+95, 139' LT	S. SIDE OF CONC. LIGHT POLE BASE	688.53



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 200 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 10

PLOT DATE : 1/5/2022 4:26 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

EXISTING P.I.E.

MATCHLINE STA 87+25.00

MATCHLINE STA 93+00.00

N

R/W

MULTI-USE PATH

CTH K (60TH ST)

88+00

89+00

90+00

91+00

92+00

93+

CTH K R/L

CAUTION

REMOVE EXISTING DRAIN TILE

7526
HS TUNKIEICZ LLC

REMOVE ACCESS

WETLAND BOUNDARY

REMOVING GUARDRAIL

REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS
STA 91+69

5'
4'
10'
12'
12'
12'
12'
4'

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL
STA 87+02 - STA 89+33 RT

REMOVING FENCE
STA 88+91 - STA 91+50 RT

SLOPE INTERCEPT

SOUTH BRANCH
PIKE RIVER

REMOVE ACCESS

BAD DRIVEWAY

STA 90+04
1 - 50' CPCS 12-INCH REQ'D
2 - AECPS 12-INCH REQ'D

TLE

REMOVING FENCE
STA 88+91 - STA 91+50 RT

REMOVING FENCE
STA 88+91 - STA 91+50 RT

FENCE CHAINLINK 6-FT
STA 88+91- STA 89+33, 52' RT

REMOVE EXISTING CHAINLINK
FENCE AND INSTALL CHAINLINK
FENCE GATE STA 89+59 RT

WETLAND BOUNDARY

60TH ST
CENDRILLON LLC

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
4	STA 91+64, 45' LT	CUT BOX ON TOP OF S. TWIN 30" RCP	678.00

690
685
680
675

VCL = 170.00
K = 68.33

VCL = 120.00
K = 60.37

VCL = 150.00
K = 150.00

-1.99%

0.50%

VPT STA 87+68.56
VPT EL 685.86

VPC STA 88+90.00
VPC EL 683.45

VPI STA 89+75.00
VPI EL 681.76

VPT STA 90+60.00
VPT EL 682.18

VPC STA 91+50.00
VPC EL 682.63

VPI STA 92+25.00
VPI EL 683.01

VPT STA 93+00.00
VPT EL 682.63

FINISHED PROFILE

LP
Station=90+25.84
elev = 682.097

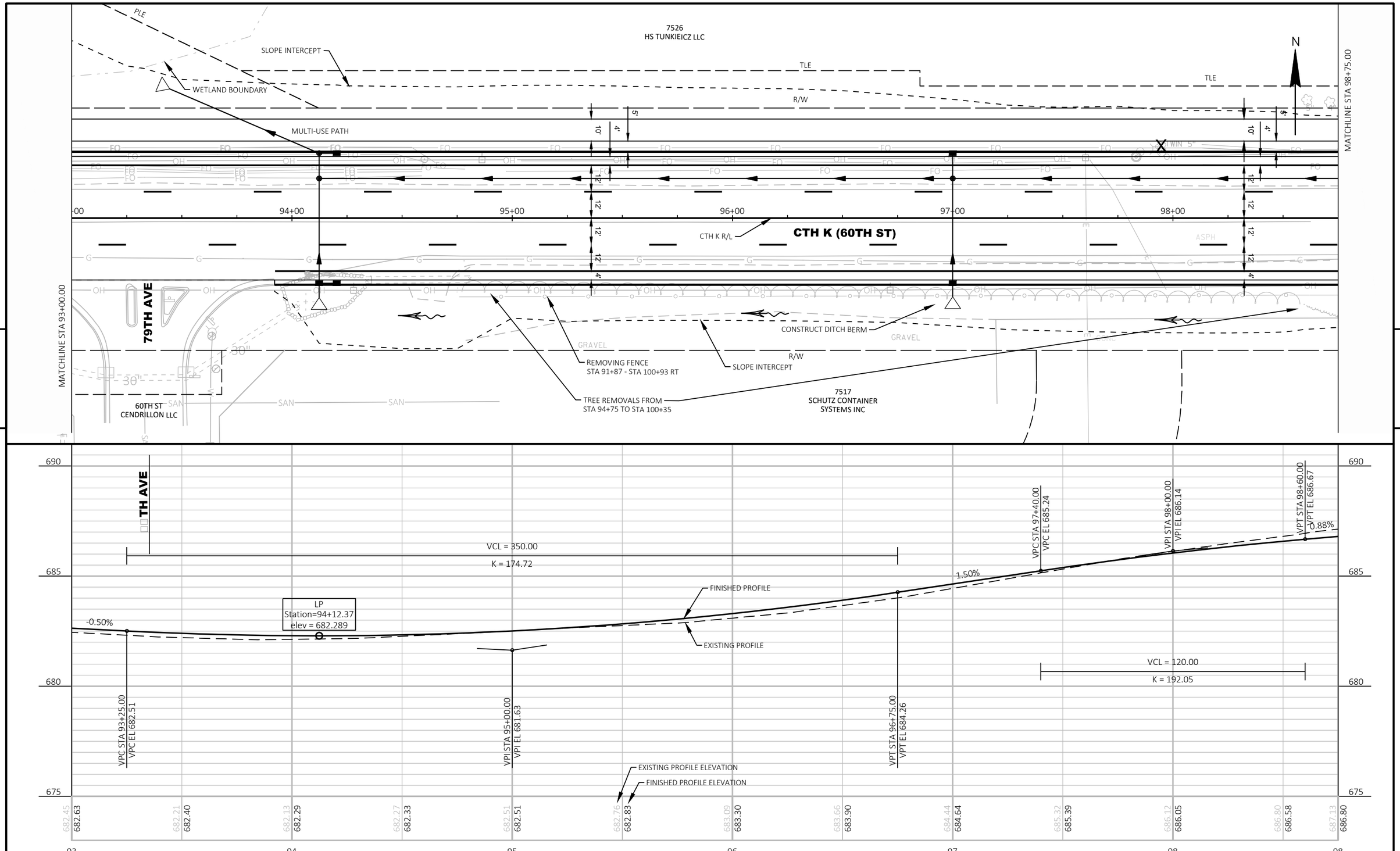
EXISTING PROFILE

STA 89+14
CPRCHE CLASS HE-IV 58X91INCH
LENGTH 131 FT
SLOPE: 0.29%
SKEW 37° LHF

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | |



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 202	E

7526
HS TUNKIEICZ LLC

7514
HS TUNKIEICZ LLC

7526
HS TUNKIEICZ LLC

SLOPE INTERCEPT

TLE

R/W

8' BUSH

MULTI-USE PATH

REMOVING SURFACE DRAIN

MATCHLINE STA 98+75.00

MATCHLINE STA 104+50.00

N

99+00 100+00 101+00 102+00 103+00 104+00

CTH K (60TH ST)

CTH K R/L

HMA

WETLAND BOUNDARY

REMOVING FENCE
STA 91+87 - STA 100+93 RT

TREE REMOVALS FROM
STA 98+75 TO STA 100+35

REMOVE FENCE TO R/W

7517
SCHUTZ CONTAINER
SYSTEMS INC

STA 102+08
1 - 42' CPRC 18-INCH REQ'D
2 - AECPRC 18-INCH REQ'D

END PROJECT 3732-09-71
STA 102+51.30

BENCHMARK

NO.	STATION	DESCRIPTION	ELEV
5	STA 101+47, 120' RT	N. SIDE CONC. ENTRY WAY	689.12

0.86%

0.88%

EXISTING PROFILE

FINISHED PROFILE

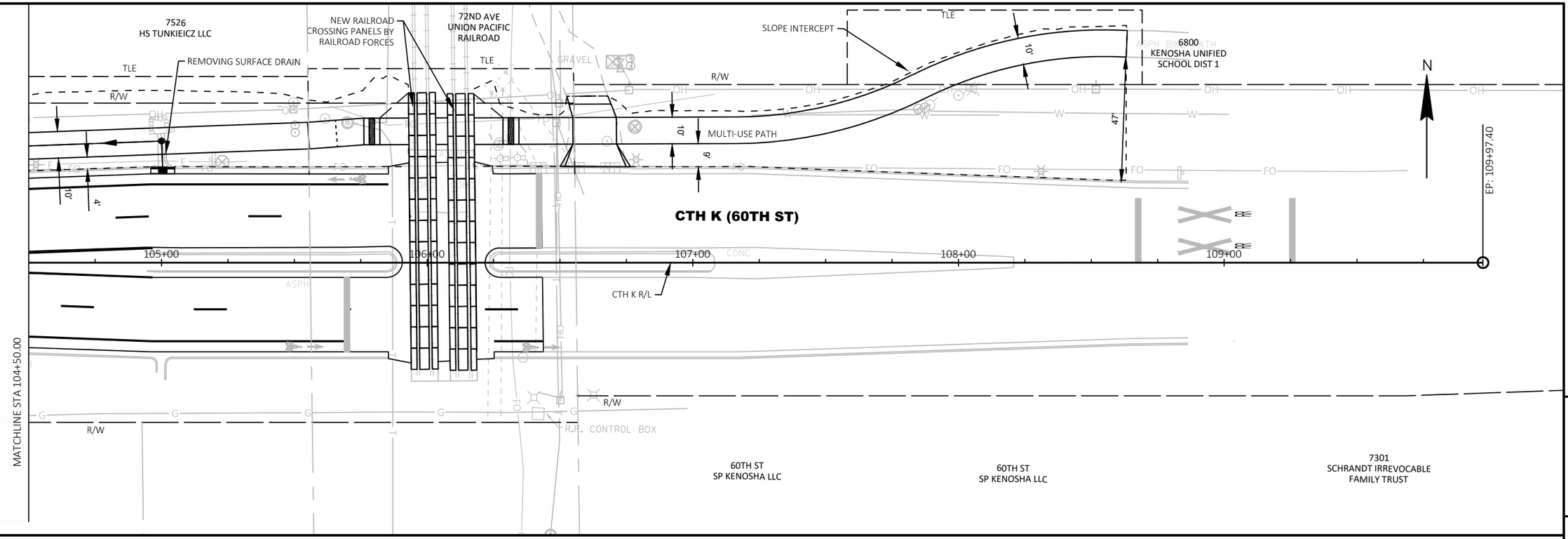
STA 102+51+30
EL 690.11

690
685
680
675

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | |



5

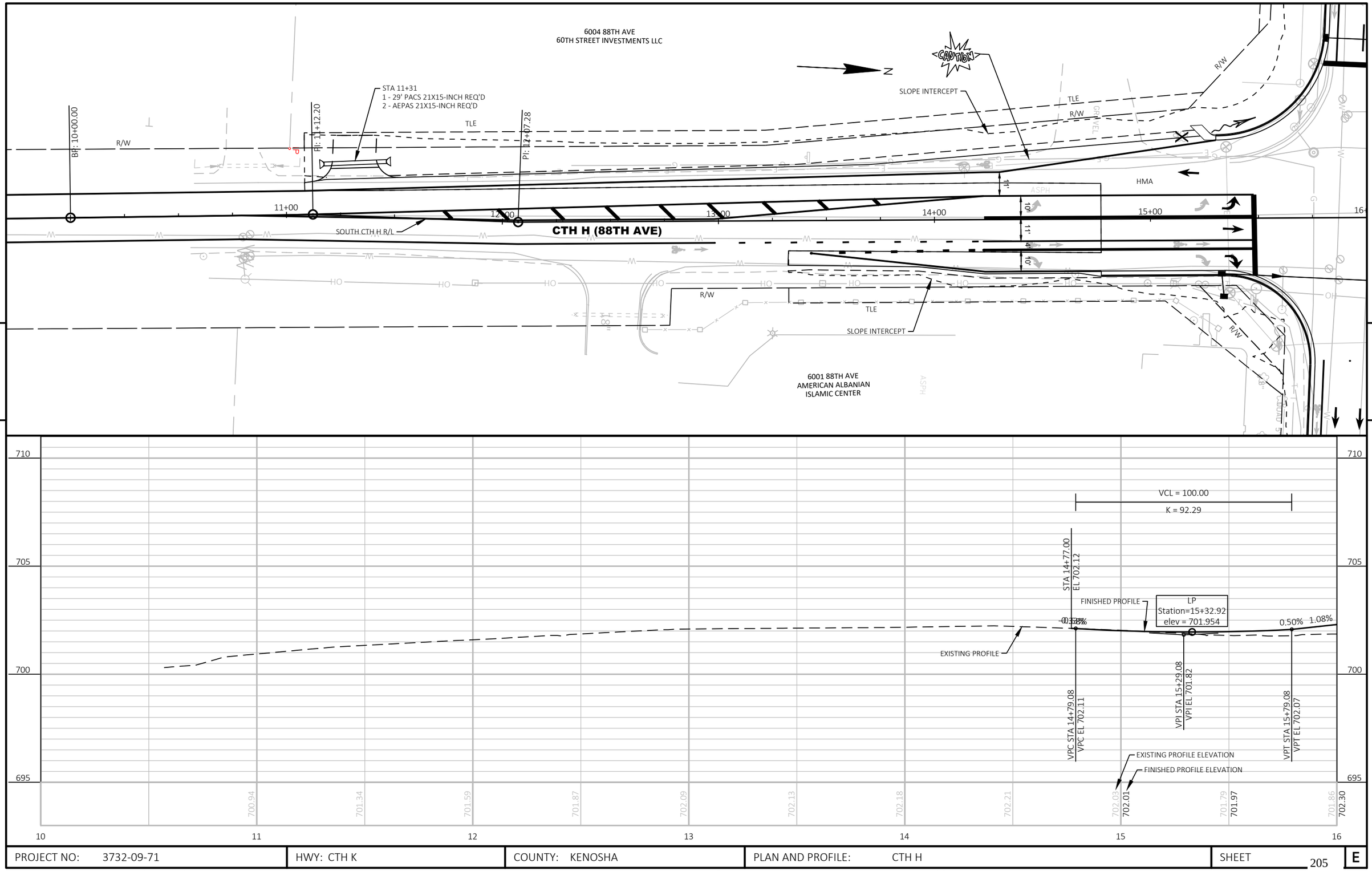
5

PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH K	SHEET 204	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 14

PLOT DATE : 1/5/2022 4:27 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH H	SHEET 205	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 15

PLOT DATE : 1/5/2022 4:27 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

5950 88TH AVE
CITY OF KENOSHA

SLOPE INTERCEPT

CAUTION

R/W

CTH K R/L

SOUTH CTH H R/L

NORTH CTH H R/L

PI: 60+31.61

CTH H (88TH AVE)

HMA

10'
4'
11'
10'
14'

17+00
18+00
19+00
20+00
21+00
22+00

PI: 19+15.80

NORTH CTH H R/L

CTH H (88TH AVE)

R/W

R/W

SLOPE INTERCEPT

8622
MIDWEST REAL ESTATE
HOLDINGS LLC

5901 88TH AVE
MIDWEST REAL
ESTATE HOLDINGS LLC

N

5

5

STA 16+07.04
EL 702.49

STA 16+46.06
EL 702.12

STA 17+31.81
EL 701.66

710
705
700
695

-0.94%
-0.55%
-0.04%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

701.89 702.49
701.61 702.10
701.67 701.83
701.65
701.63
701.68
701.79
701.73
701.61
701.38
701.73

16 17 18 19 20 21 21

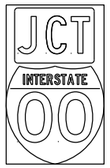
PROJECT NO: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	PLAN AND PROFILE: CTH H	SHEET 206	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 16

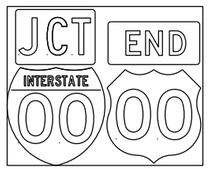
PLOT DATE : 1/5/2022 4:27 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

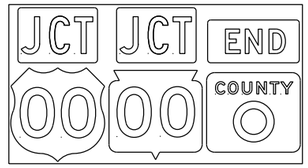
TYPICAL ASSEMBLIES



J1-1



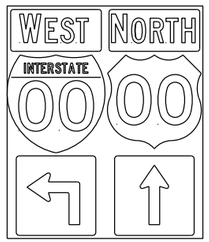
J1-2



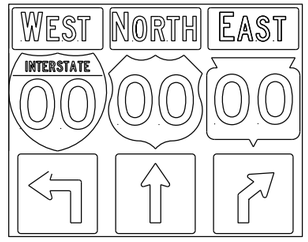
J1-3

JR1-1

J2-1

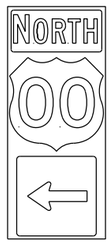


J2-2

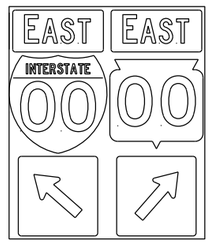


J2-3

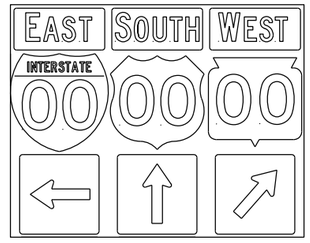
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



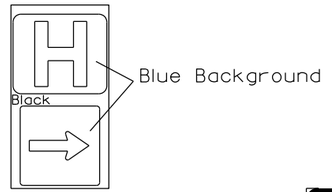
J3-1



J3-2

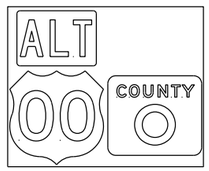


J3-3

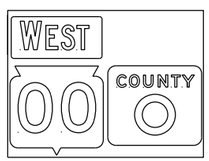


JH-1

J4-1

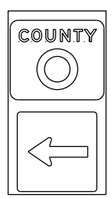


J4-2



J4-2

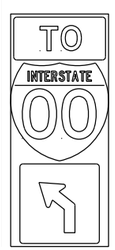
J12-1



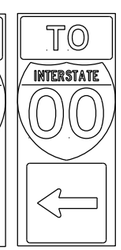
J13-1

J32-1

J33-1



J22-1



J23-1

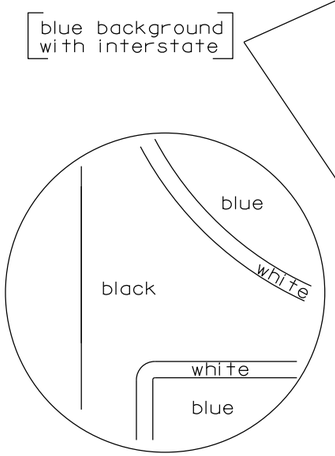
JR13-1

JR23-1

JR99-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.



ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 207 E

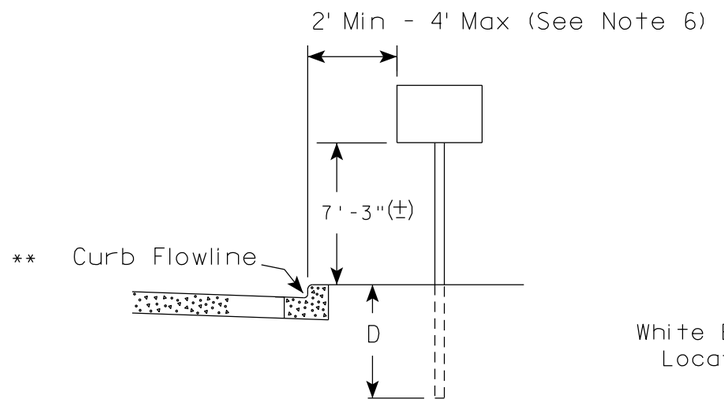
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

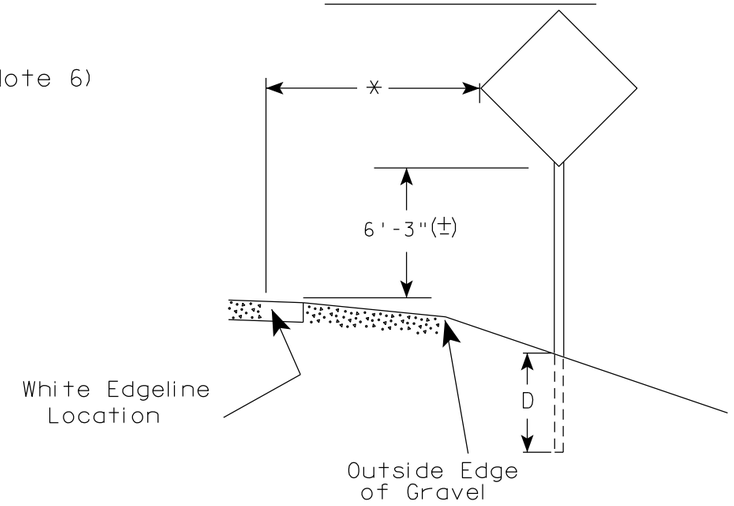
7

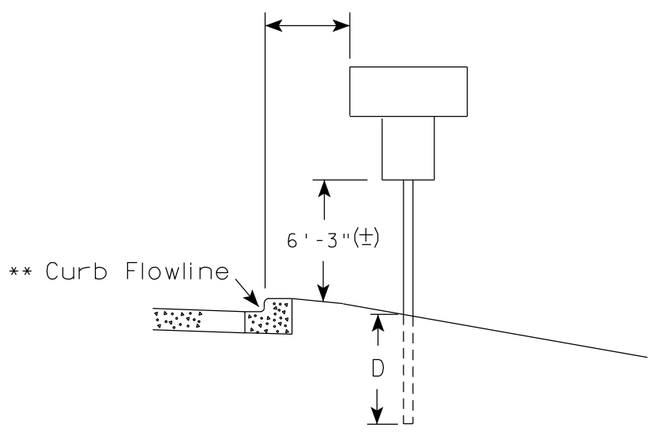
7

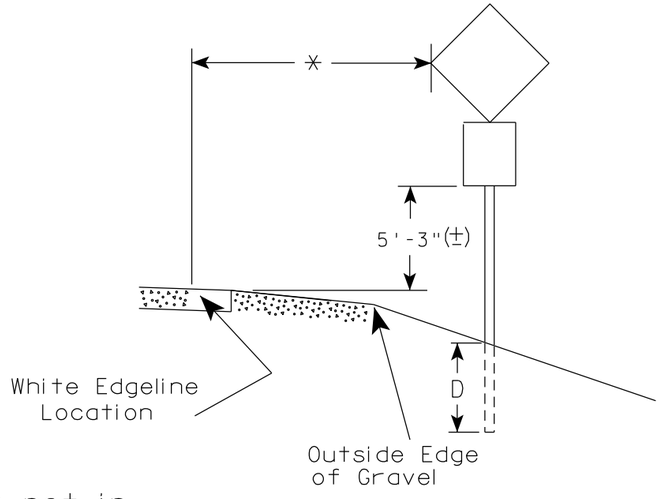
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

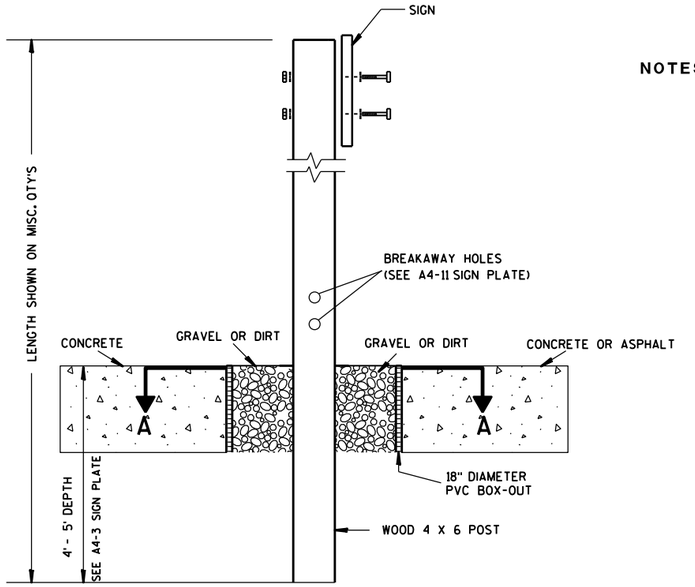
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

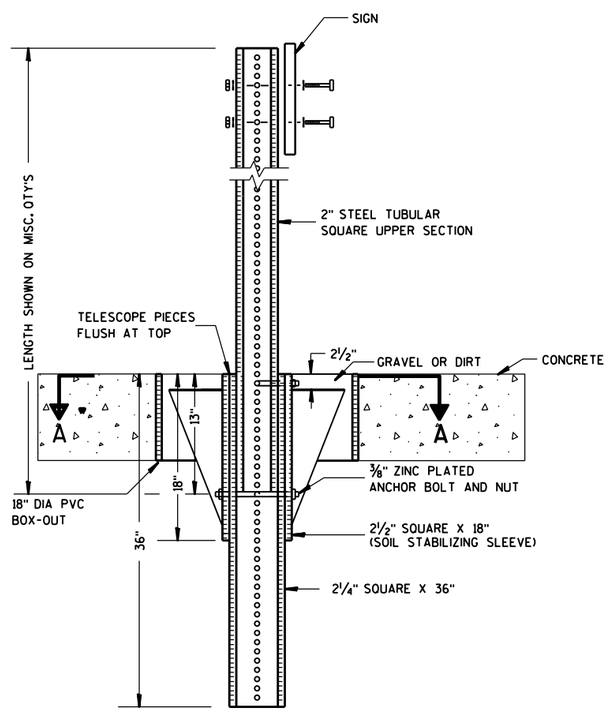
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E



ELEVATION VIEW

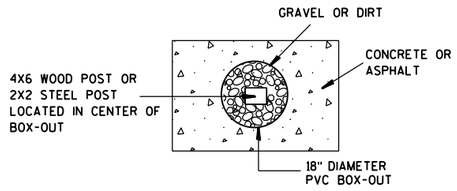
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

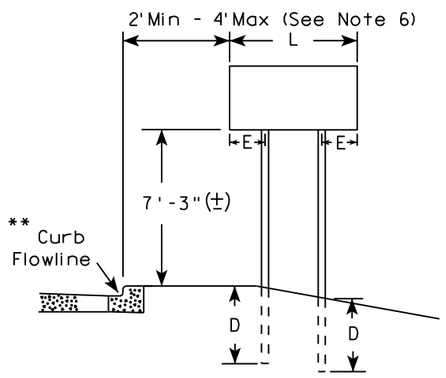
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

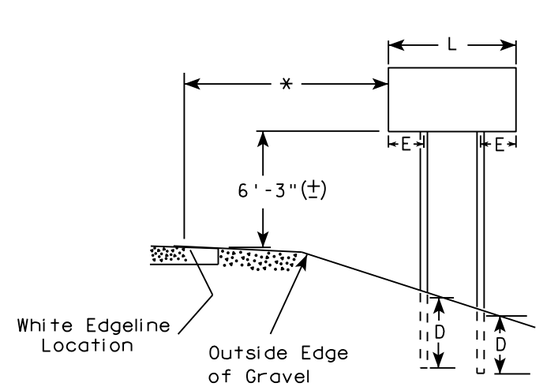
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

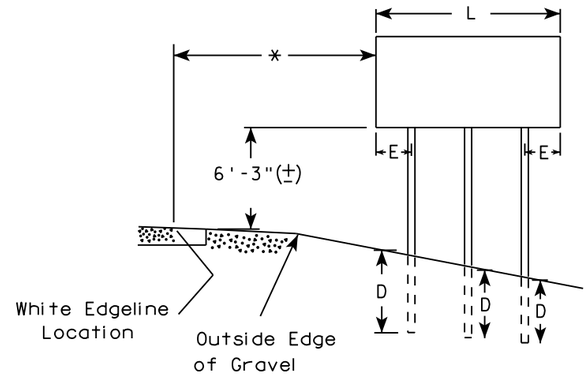
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

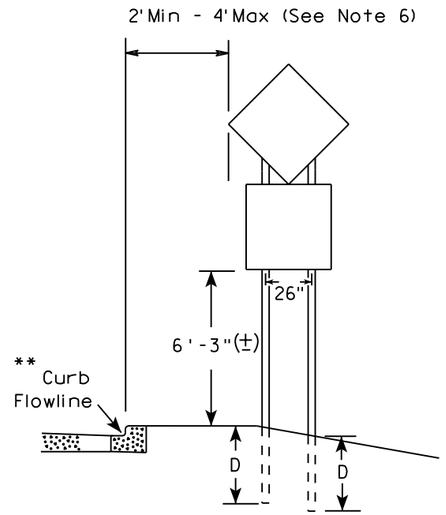
URBAN AREA



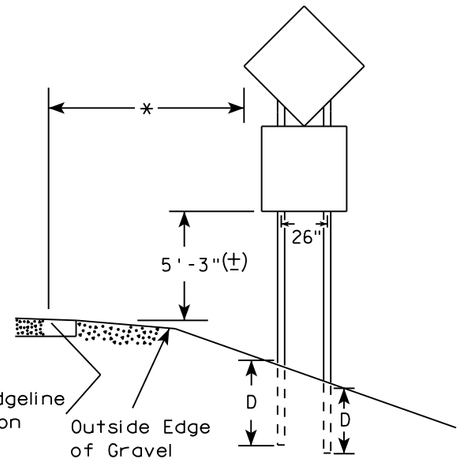
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

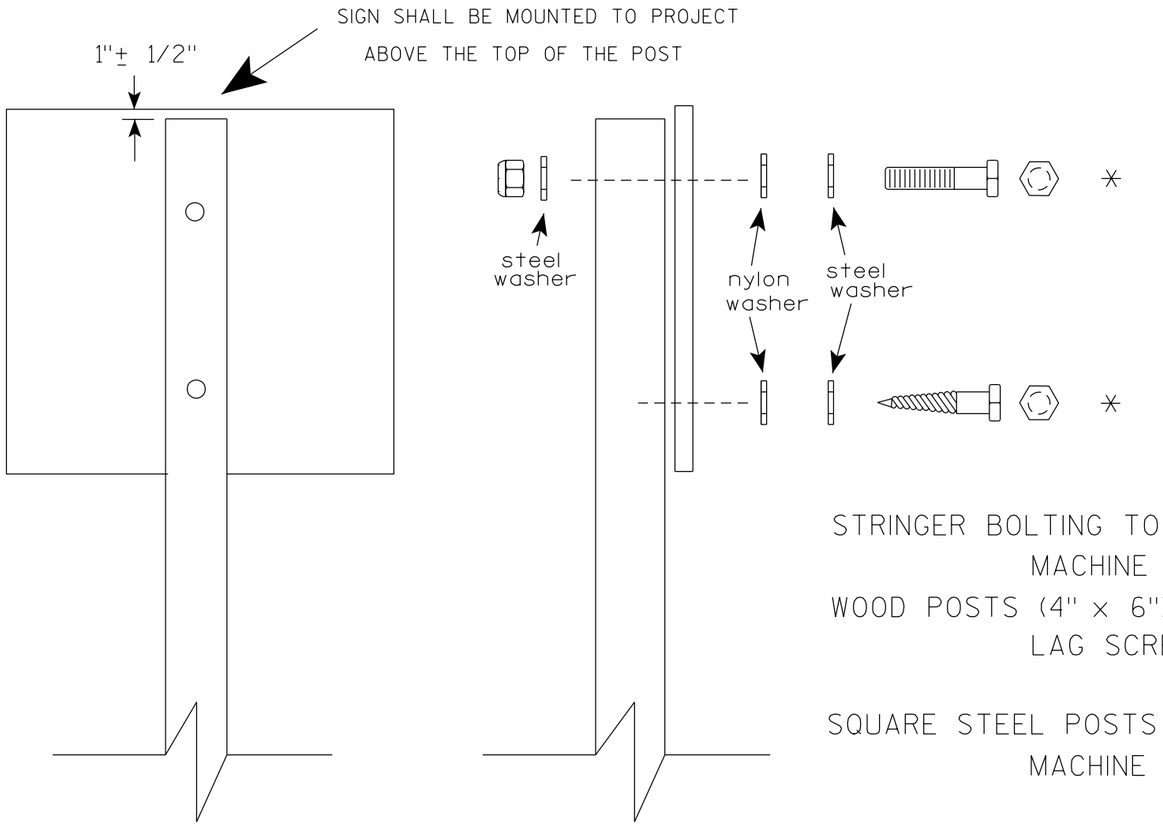
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

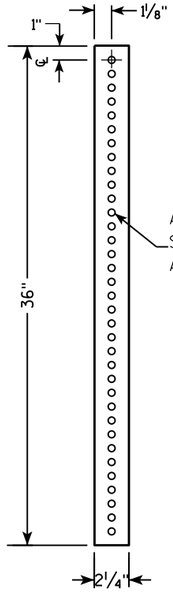
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

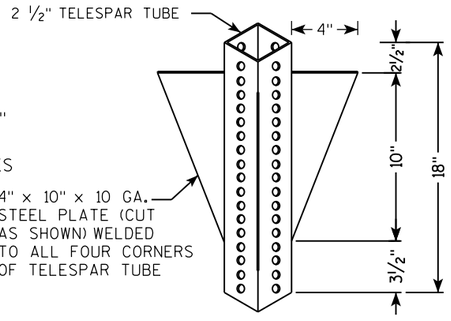
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

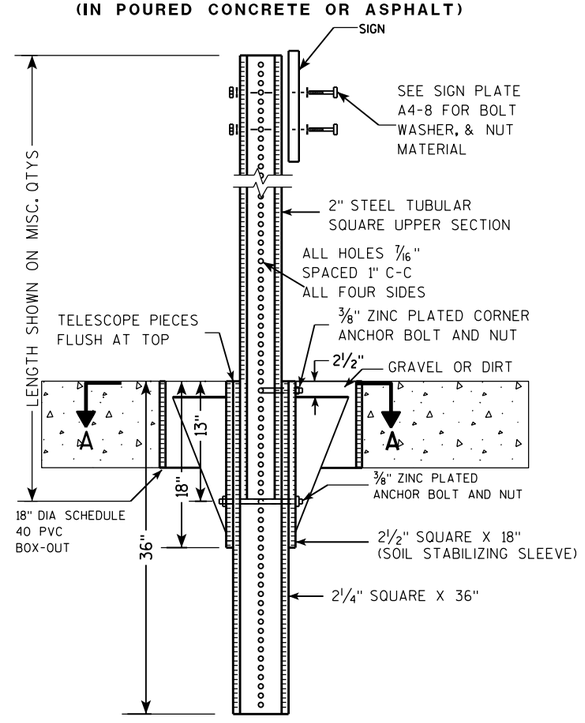
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



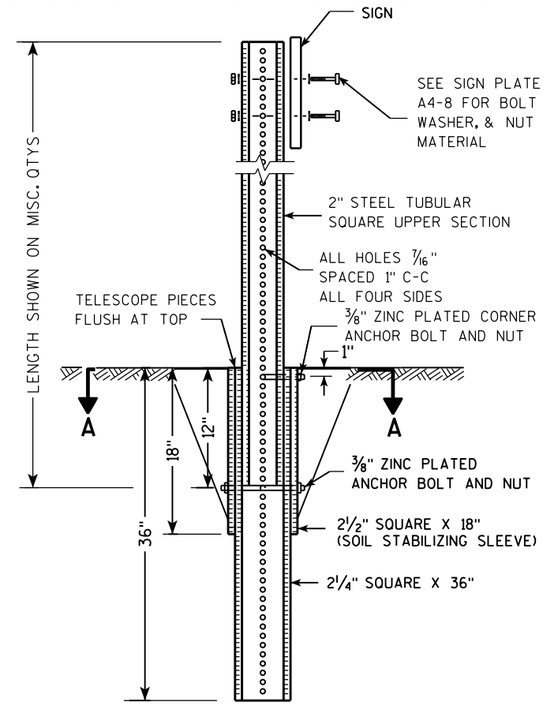
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

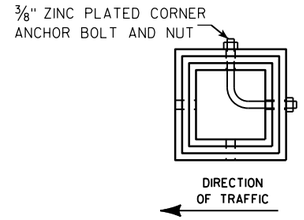


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

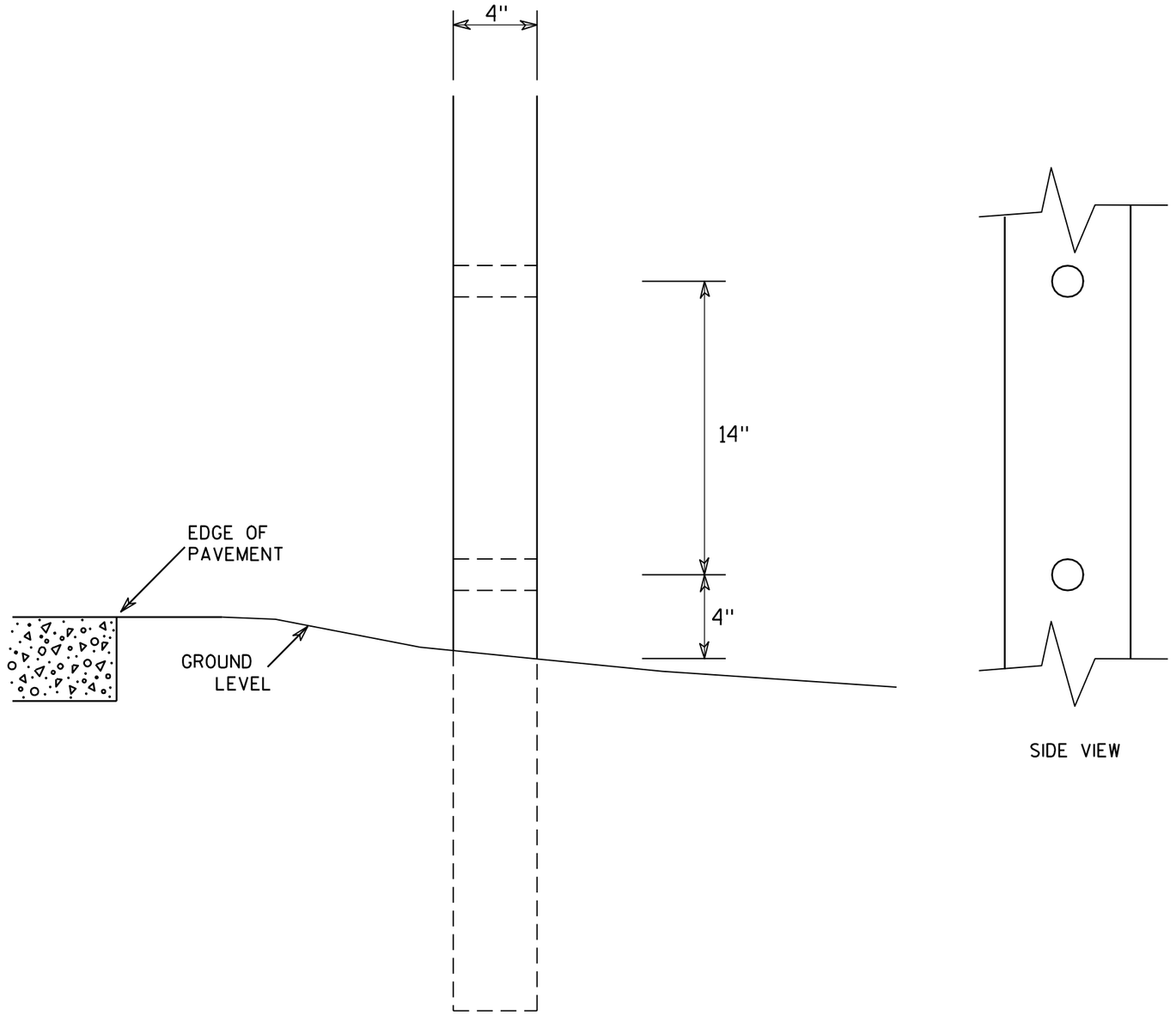
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 212 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

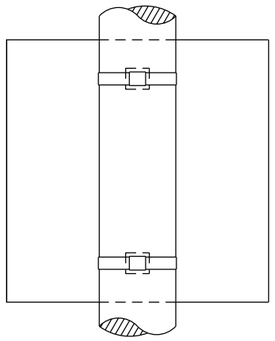
APPROVED Chester J Spang for State Traffic Engineer

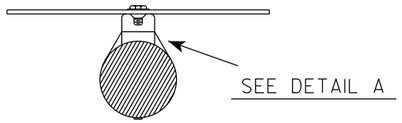
DATE 3/27/97 PLATE NO. A4-11.2

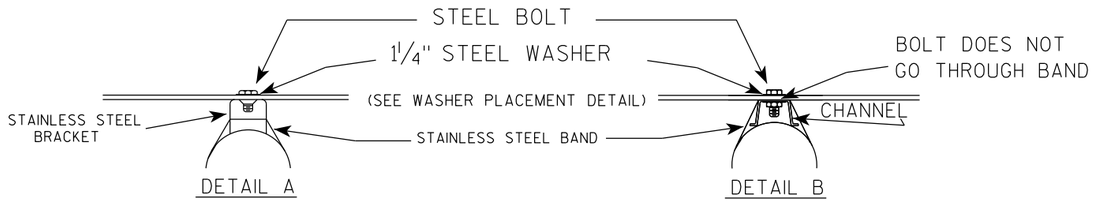
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	E

BANDING

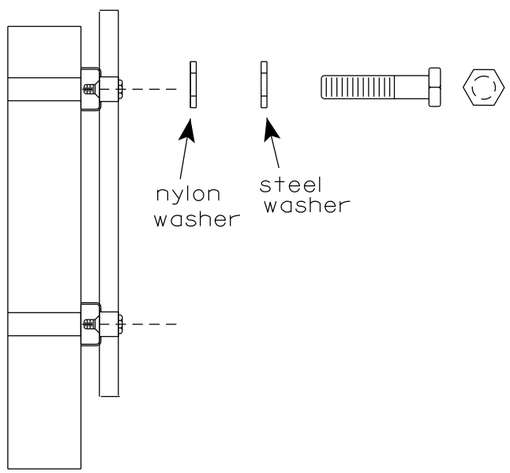
SINGLE SIGN







WASHER PLACEMENT

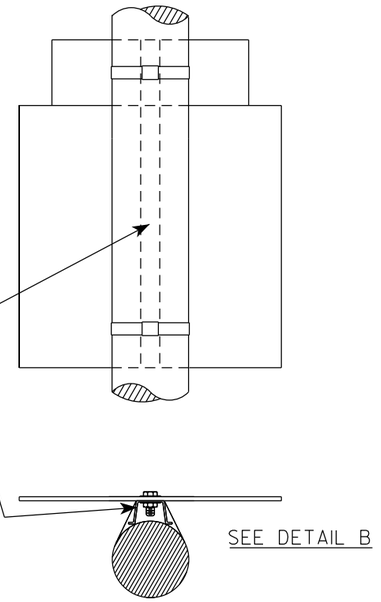


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

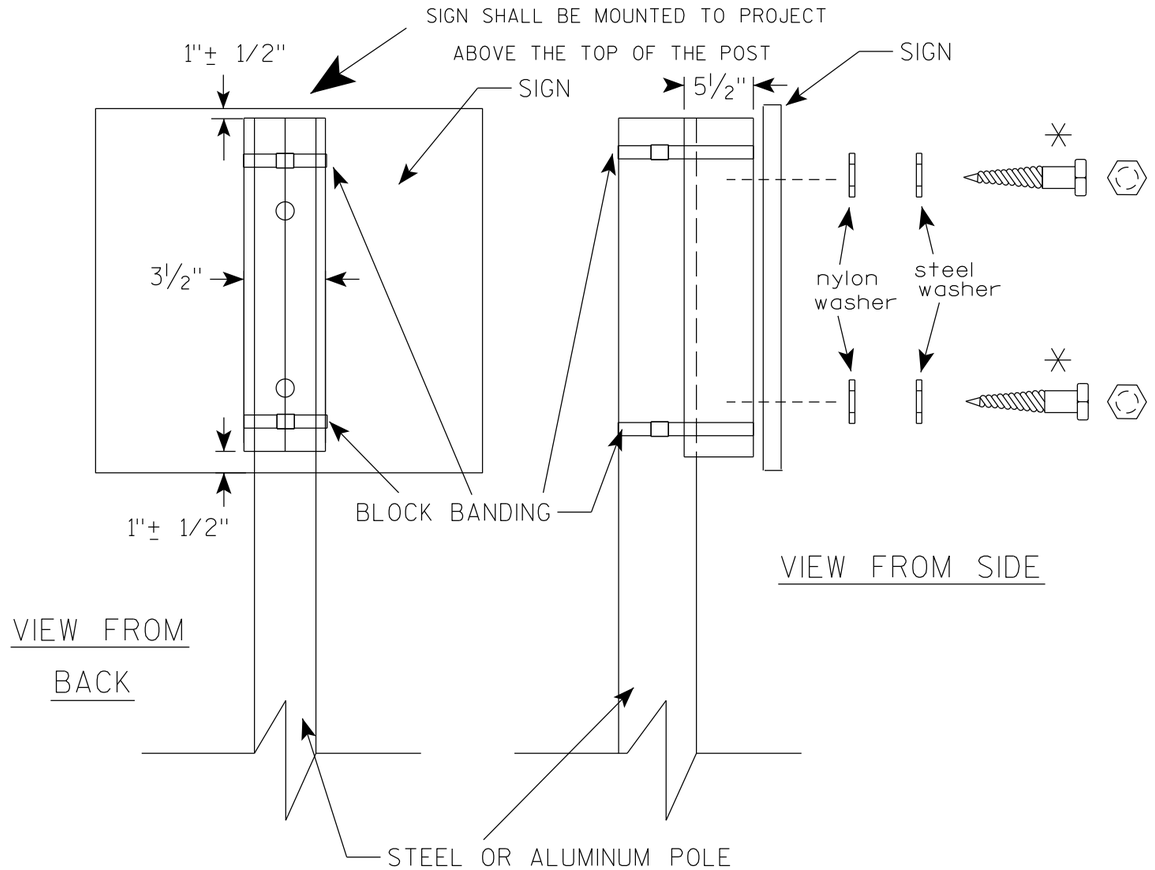
DATE 6/10/19 PLATE NO. A5-9.4

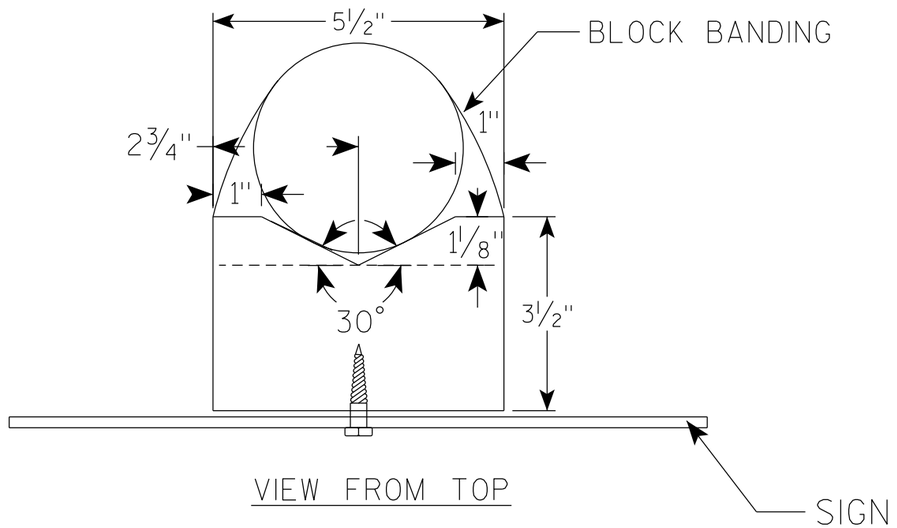
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 214	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

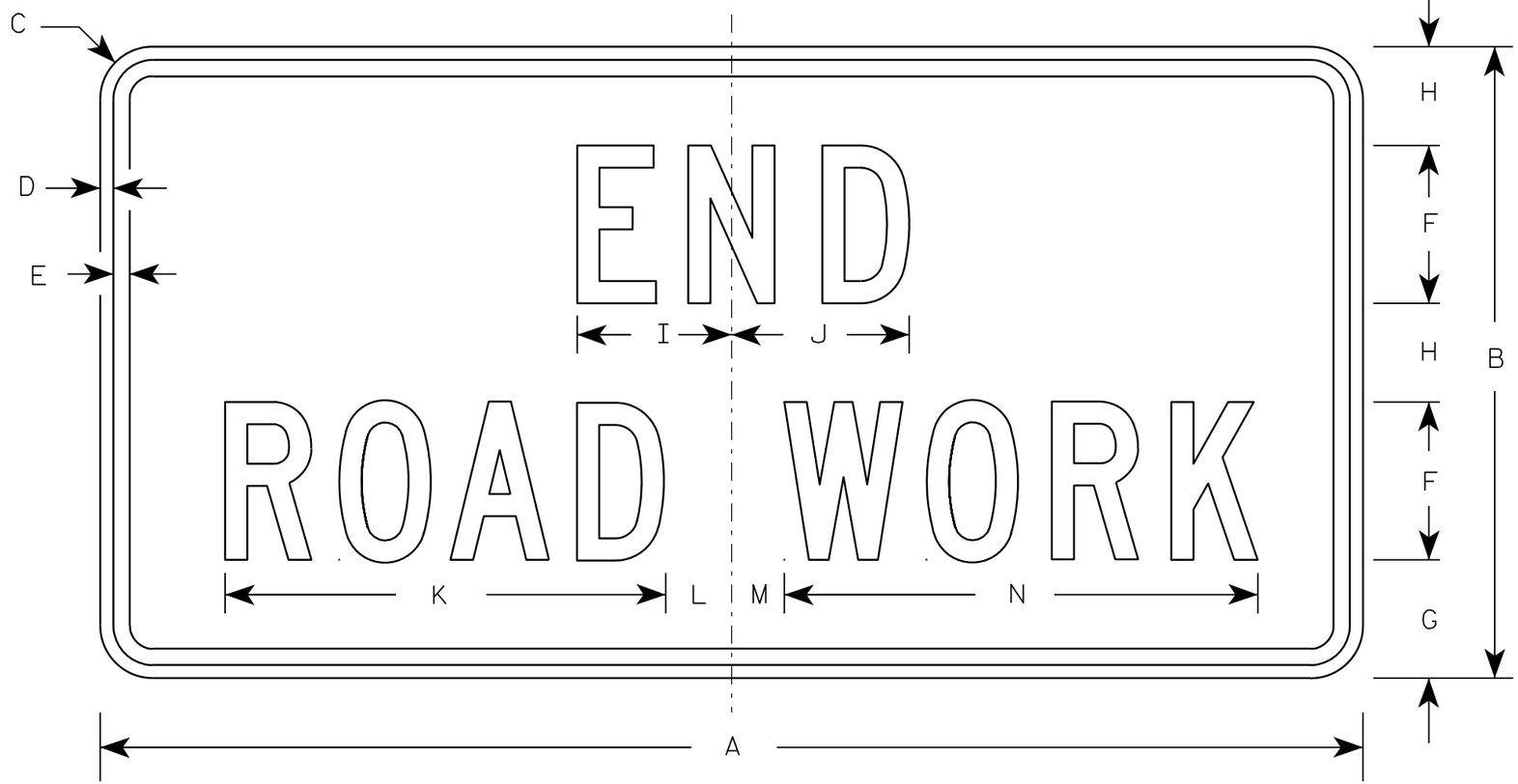
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 215	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

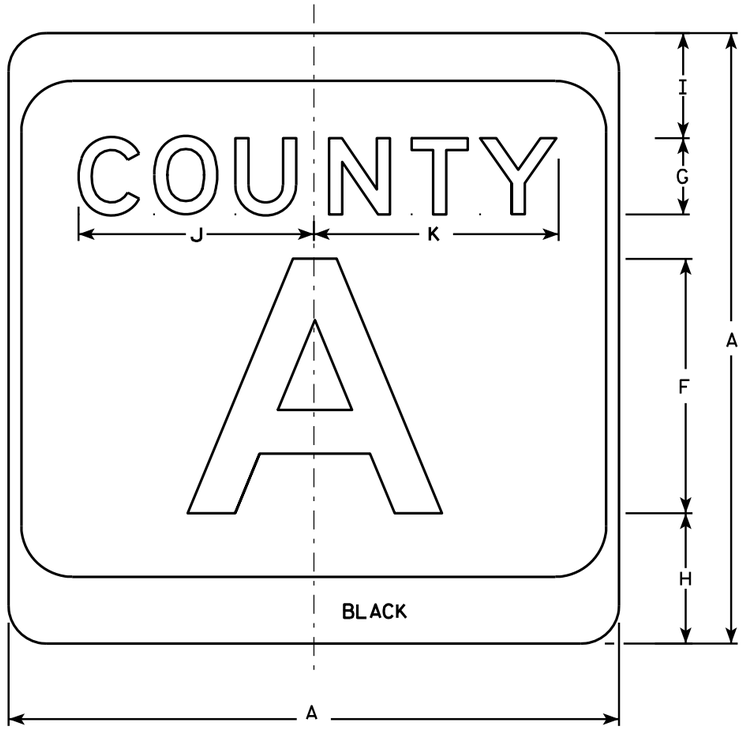
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

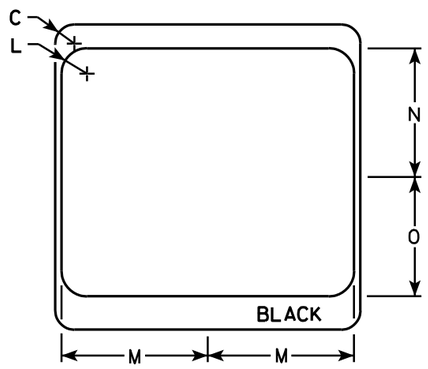
APPROVED Matthew R Rauch
for State Traffic Engineer

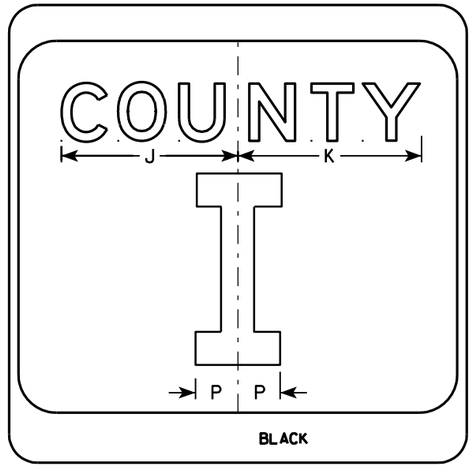
DATE 9/30/09 PLATE NO. G20-2A.8

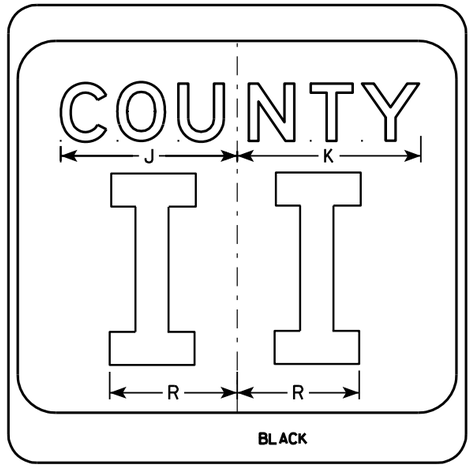
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

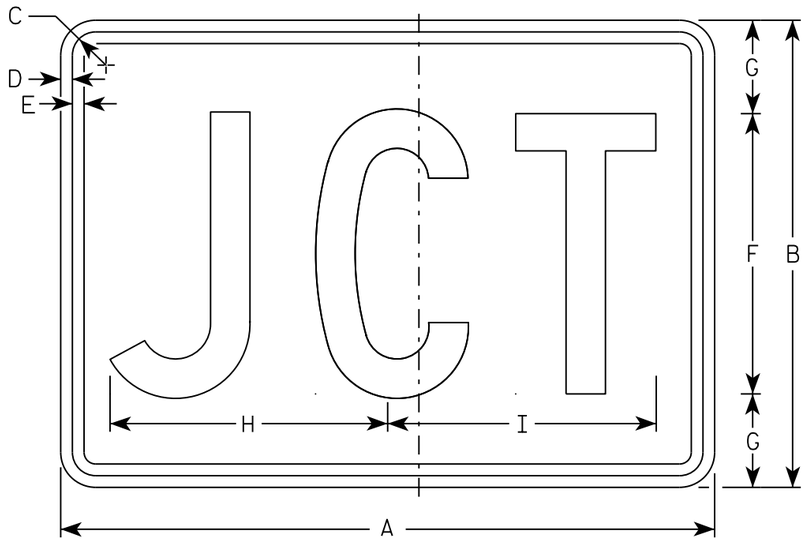
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

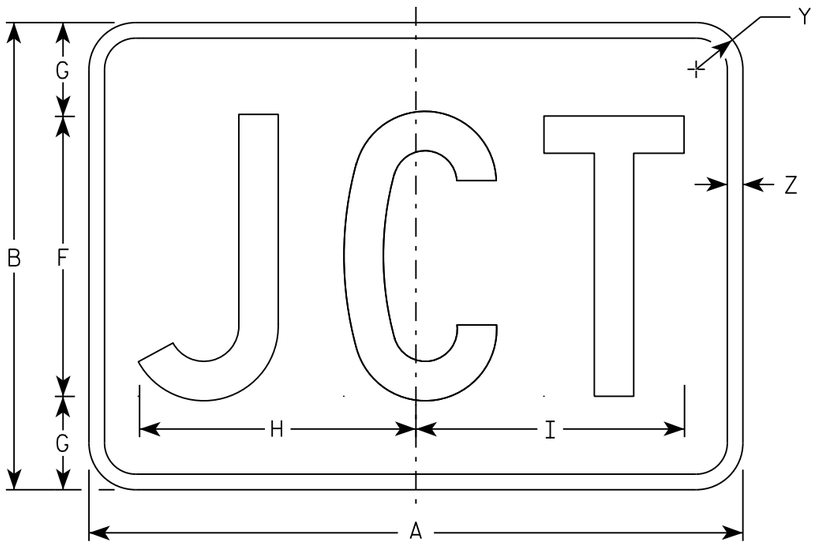
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

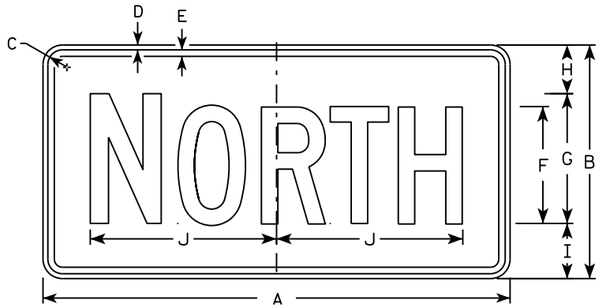
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

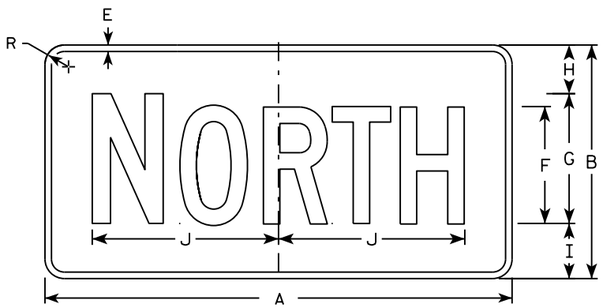
DATE 10/15/15 PLATE 218 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



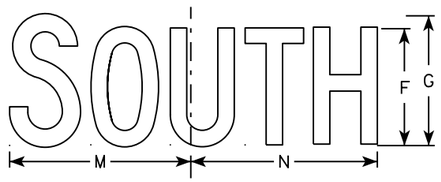
M3-1
MM3-1
MP3-1



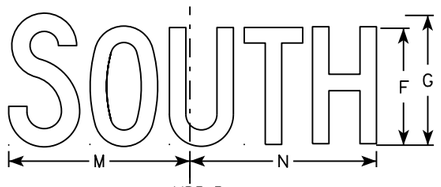
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

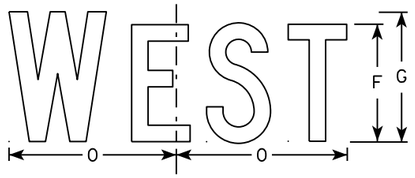
MB3-2
MK3-2
MN3-2



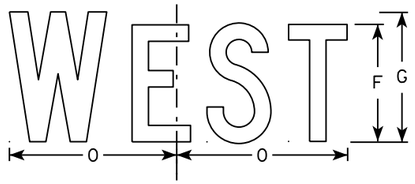
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

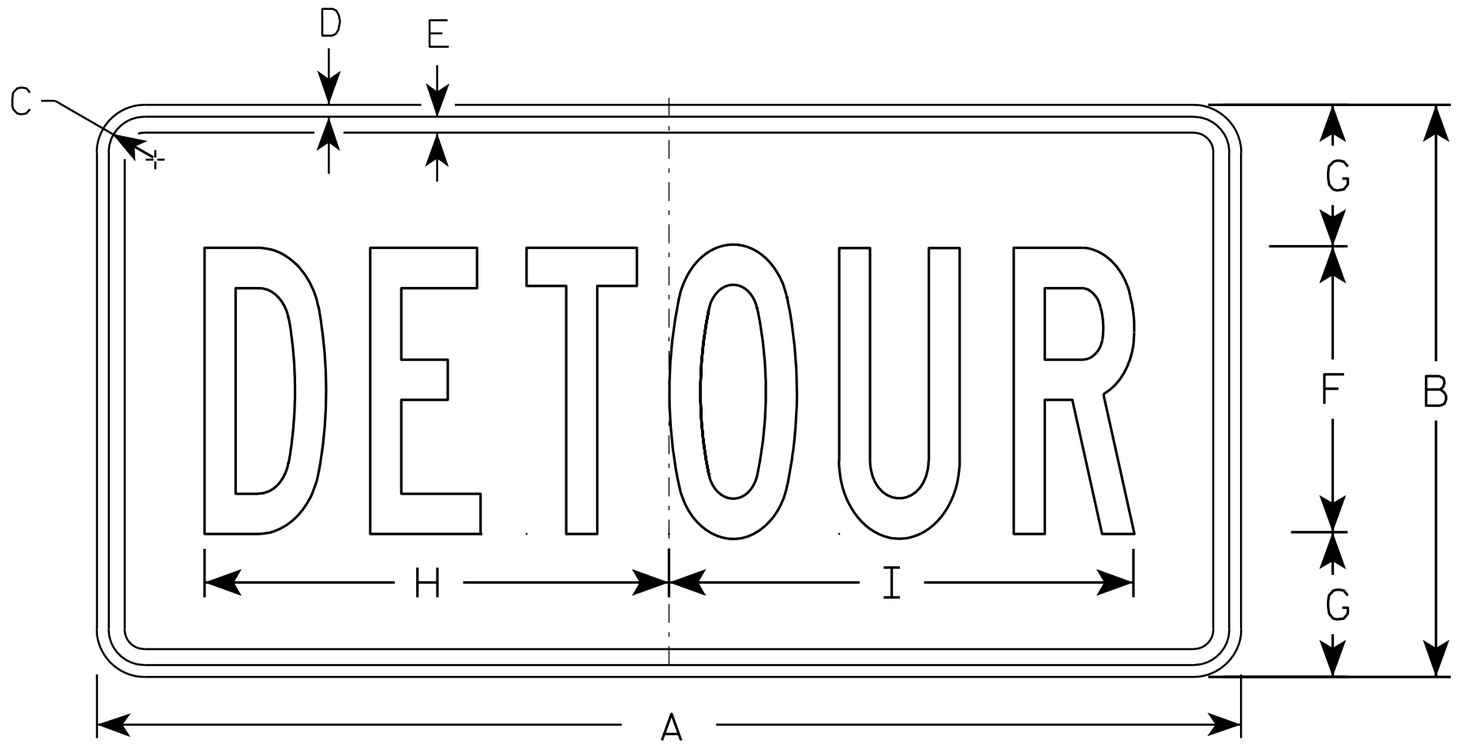
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

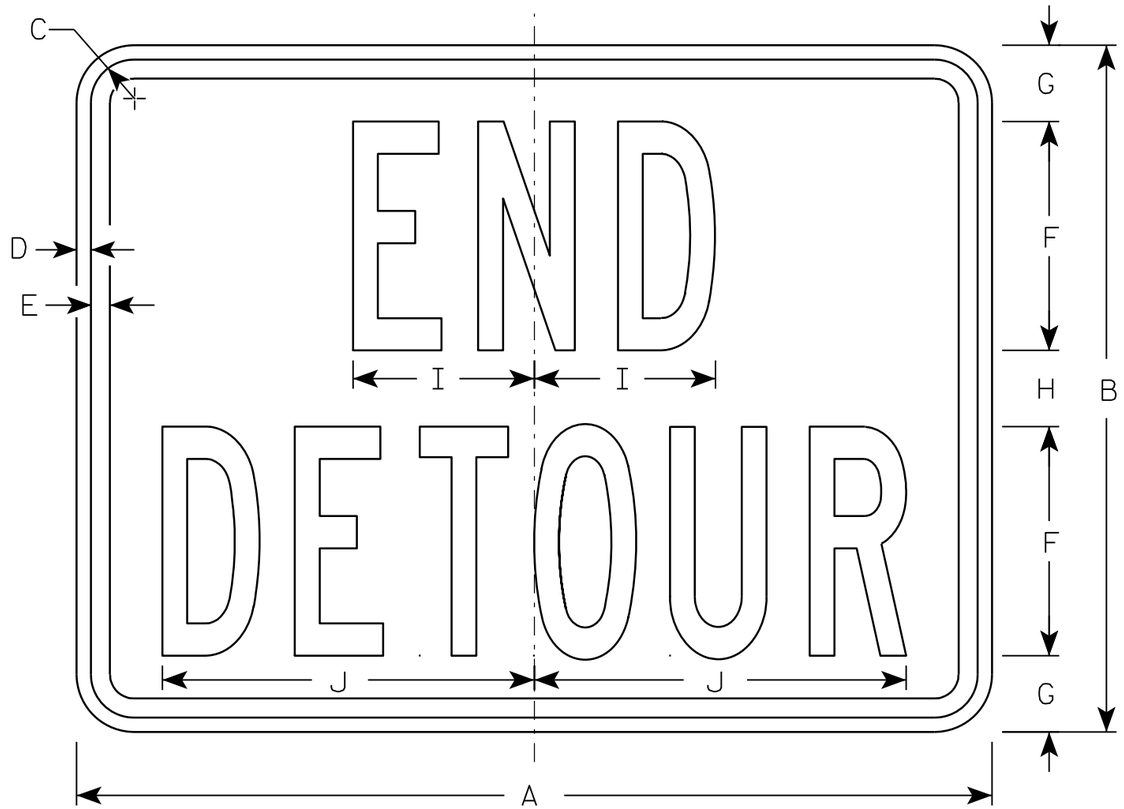
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

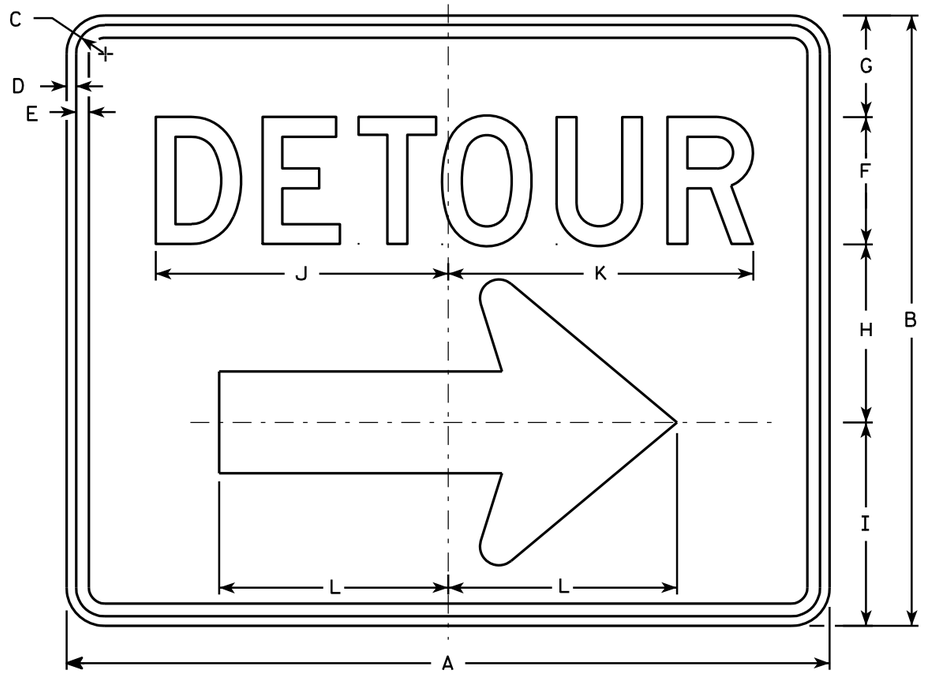
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

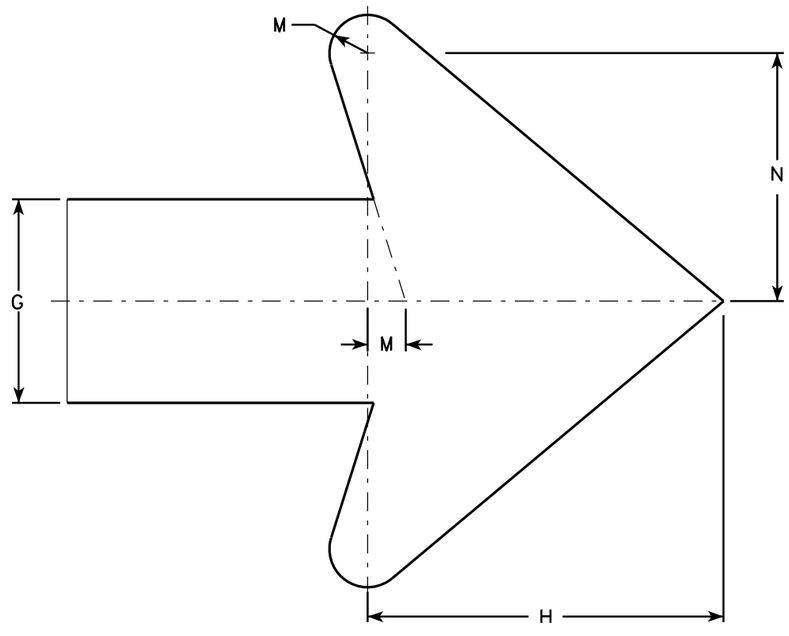
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

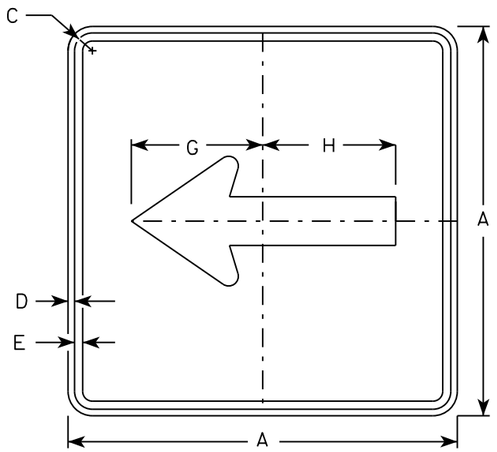
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

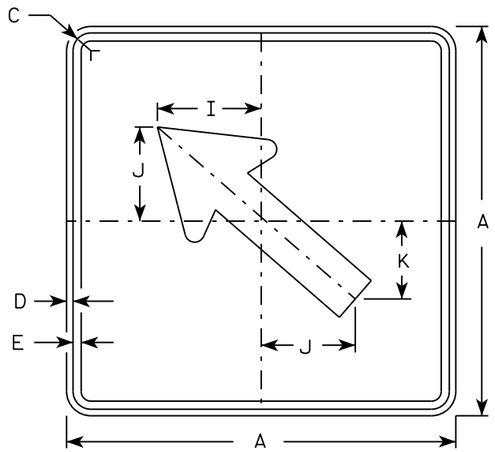
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



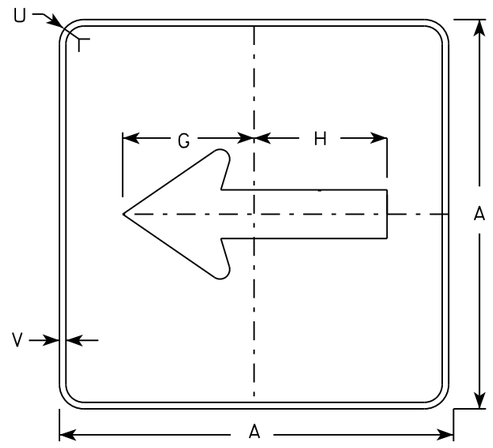
M6-1
MM6-1
MO6-1
MP6-1



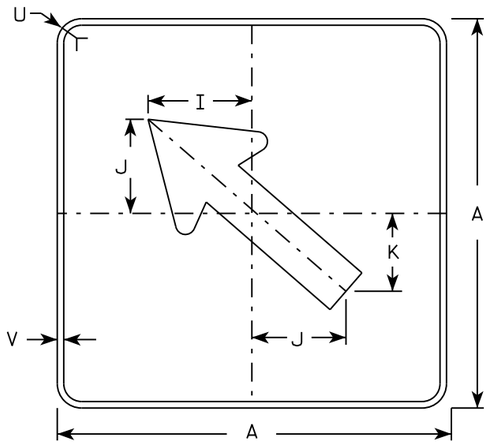
M6-2
MM6-2
MO6-2
MP6-2

NOTES

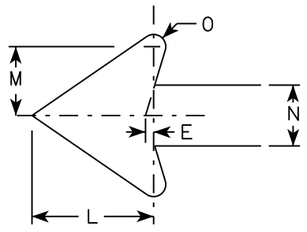
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

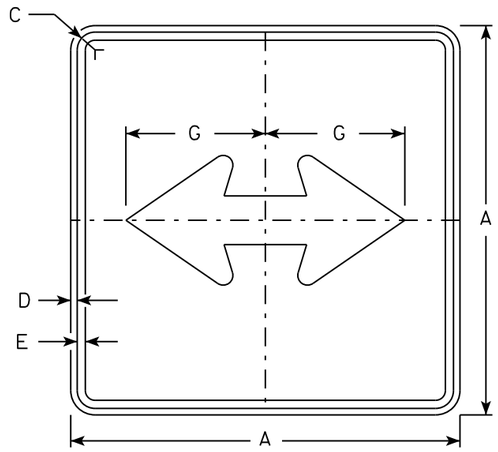
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

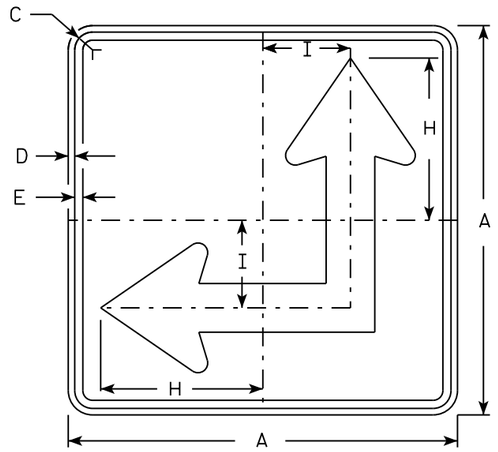
DATE 10/15/15 PLATI 223 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



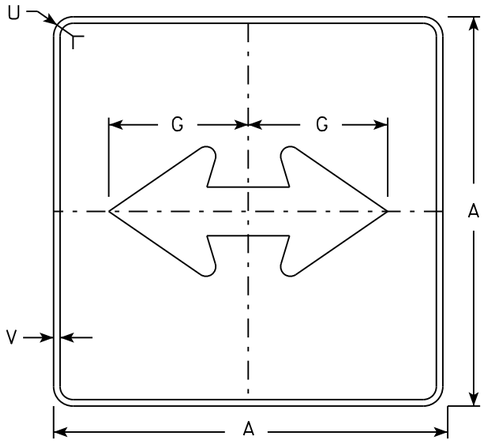
M6-4
MM6-4
MO6-4
MP6-4



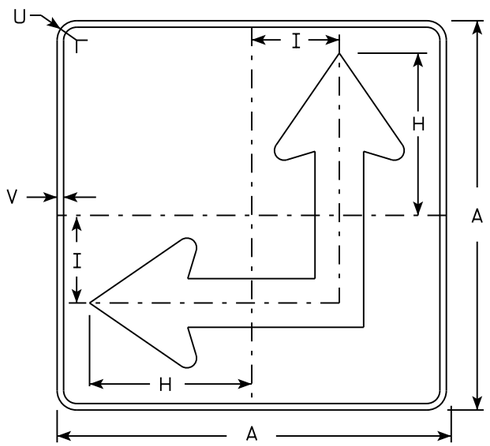
M6-6
MM6-6
MO6-6
MP6-6

NOTES

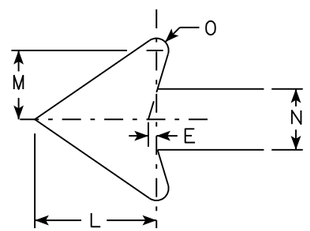
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

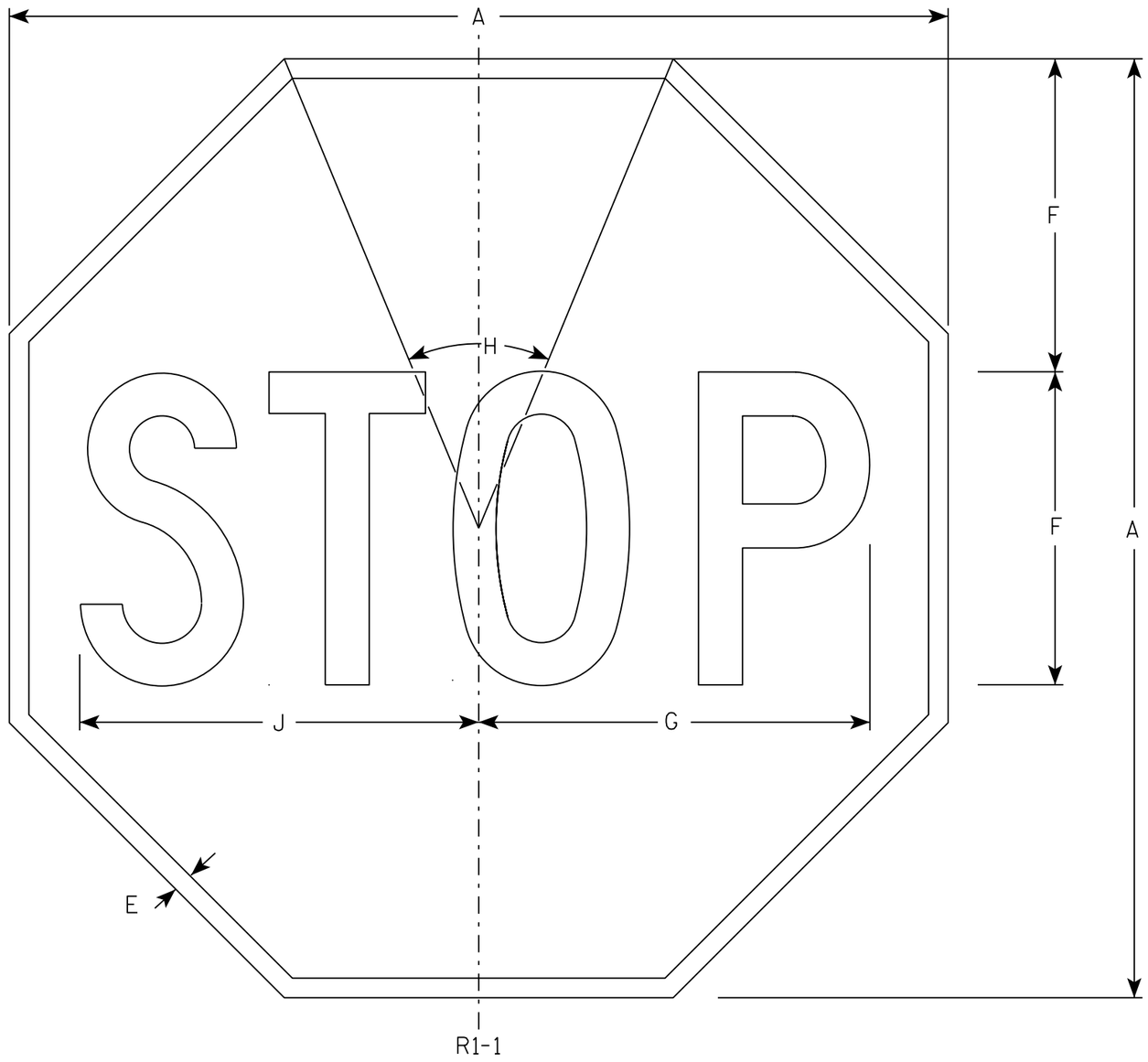
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 224 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

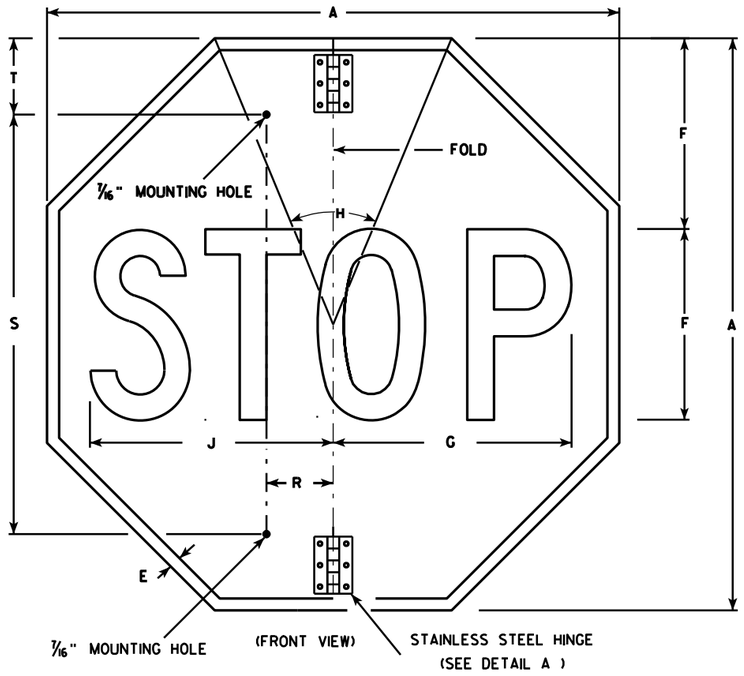
STANDARD SIGN
R1-1

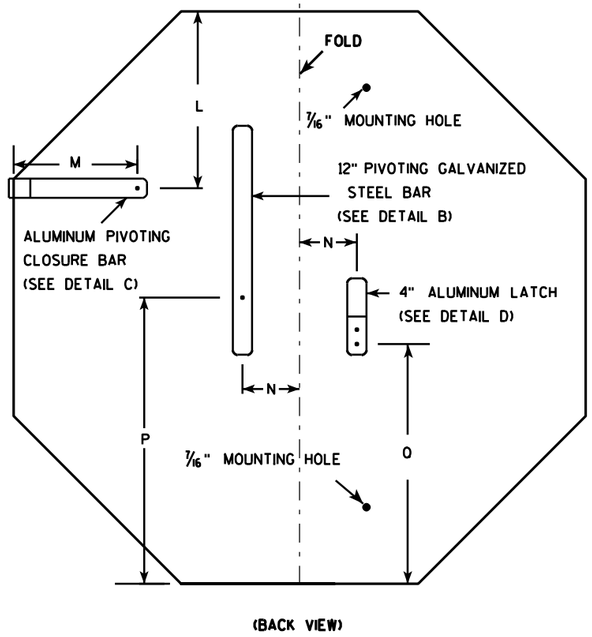
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

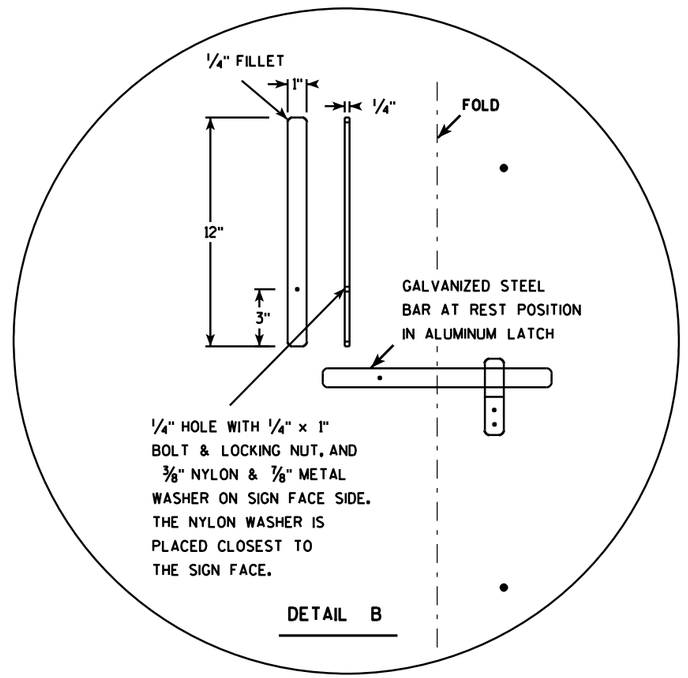
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 225	E

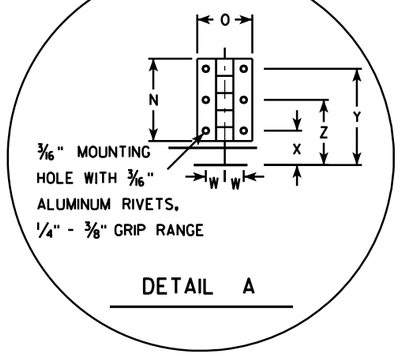


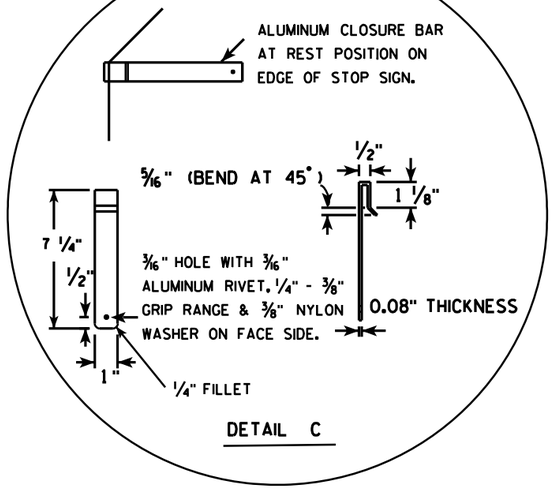


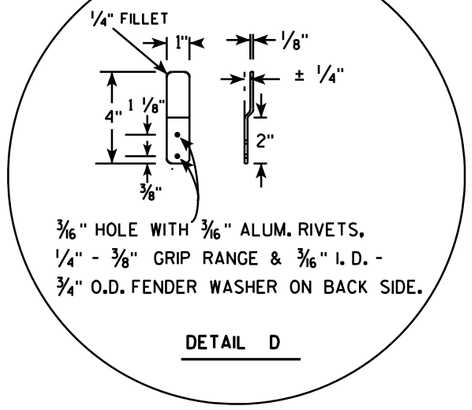
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

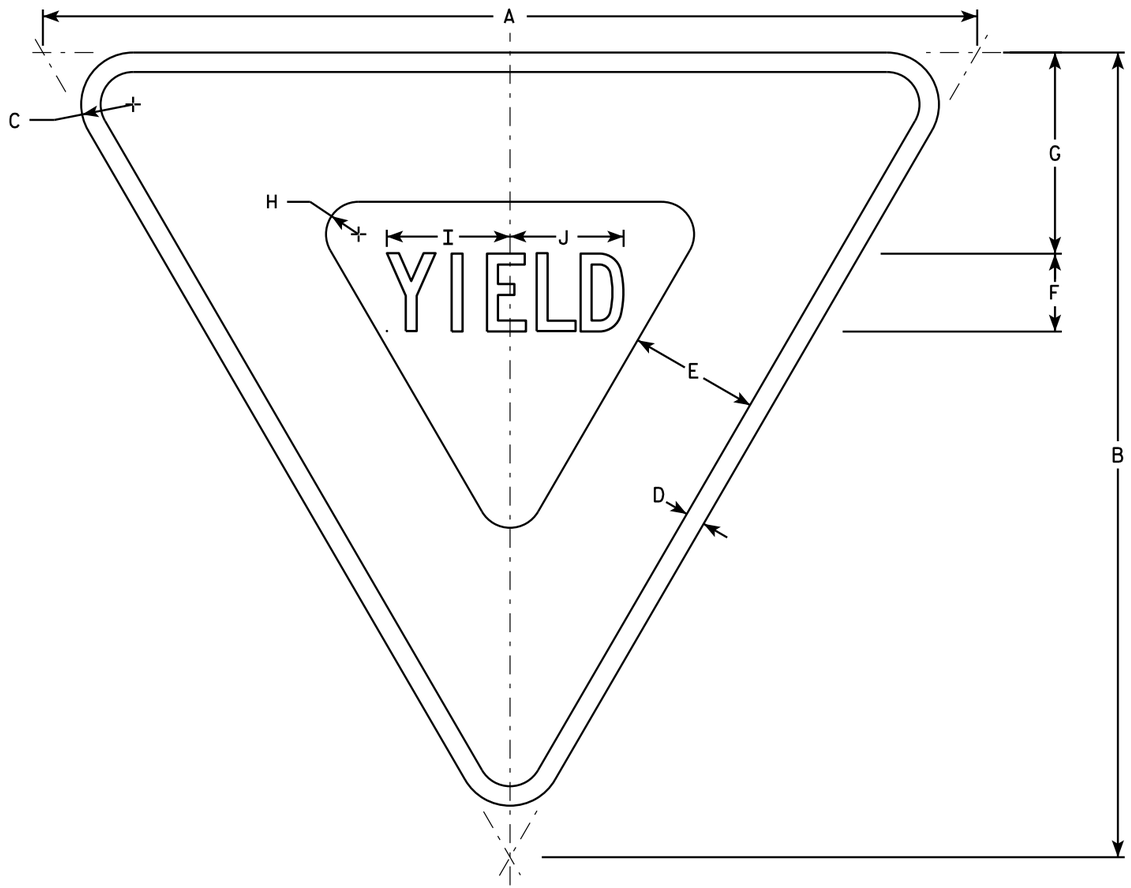
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

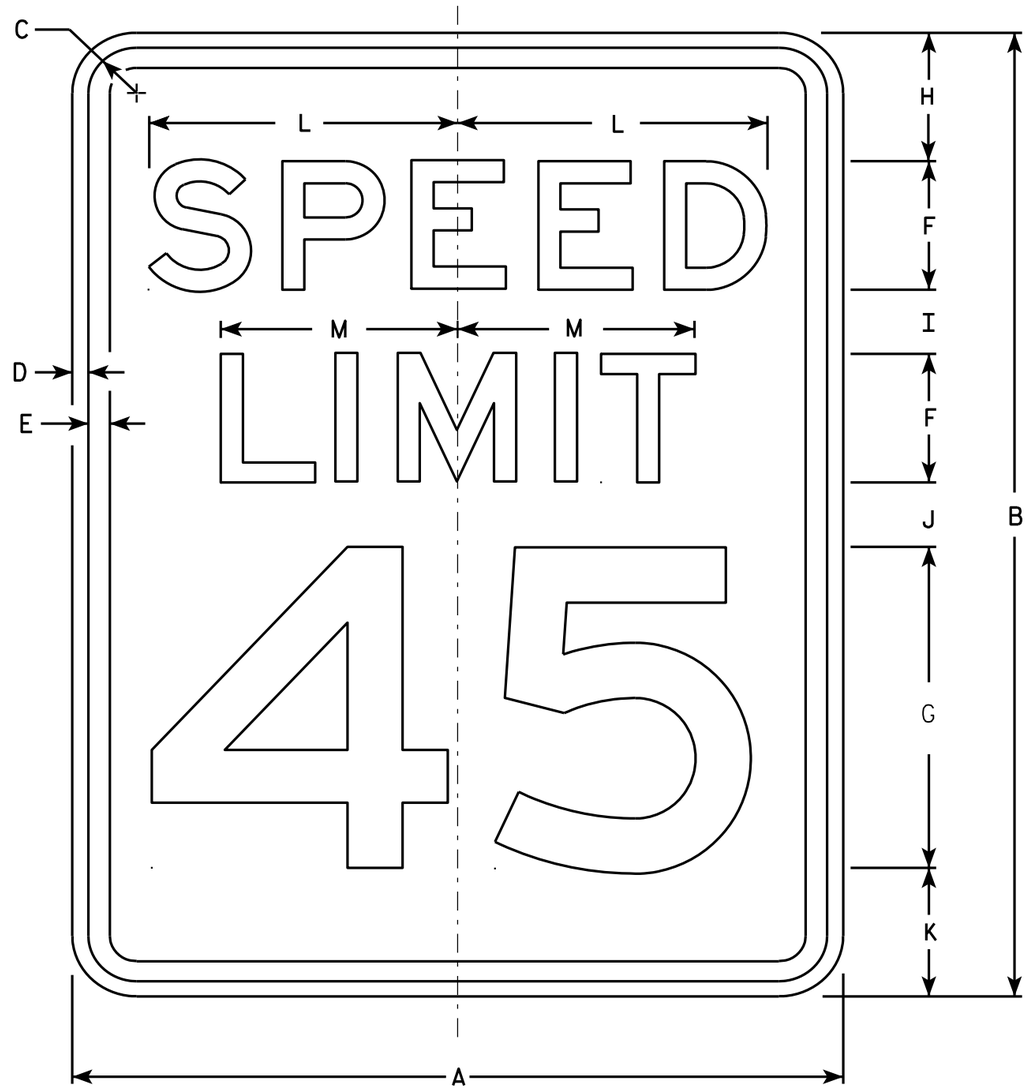
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

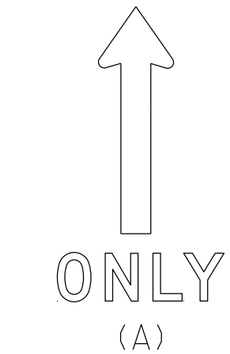
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

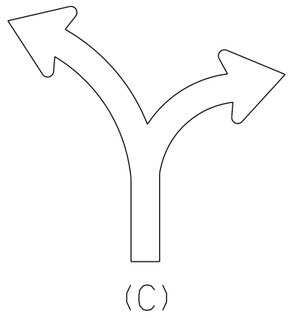
DATE 5/26/10 PLATE NO. R2-1.13

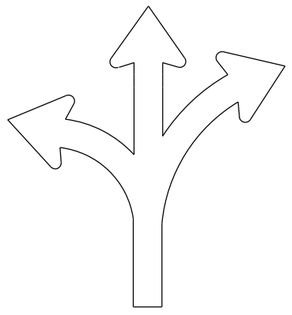
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 228 | E

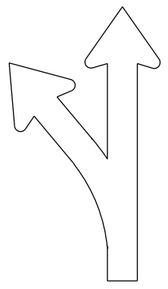


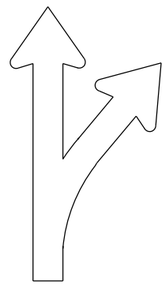
(A)

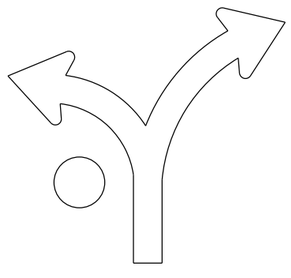
(B)

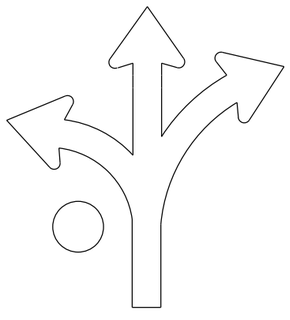

(C)

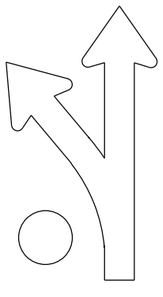

(D)

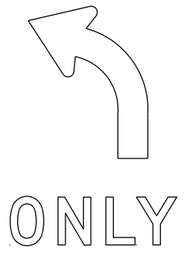

(E)


(F)

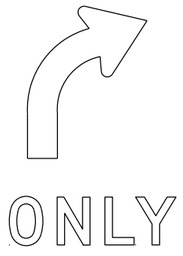

(G)


(H)

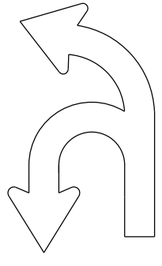

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

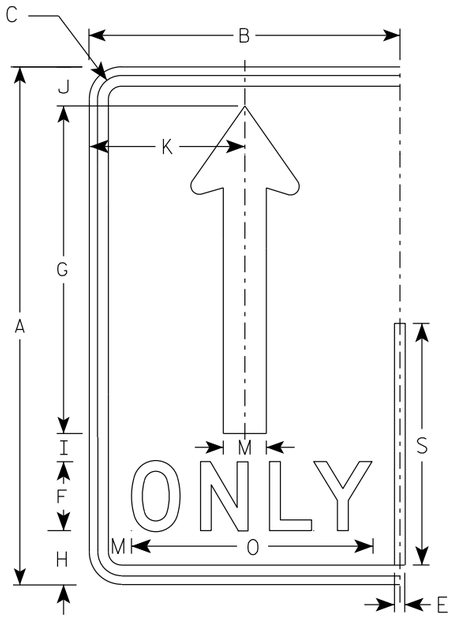
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

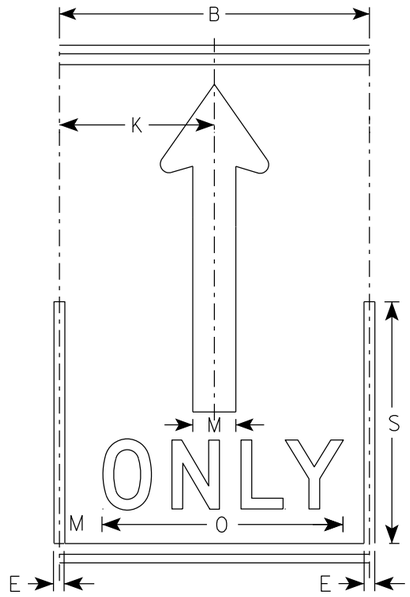
SHEET NO: 229 E

NOTES

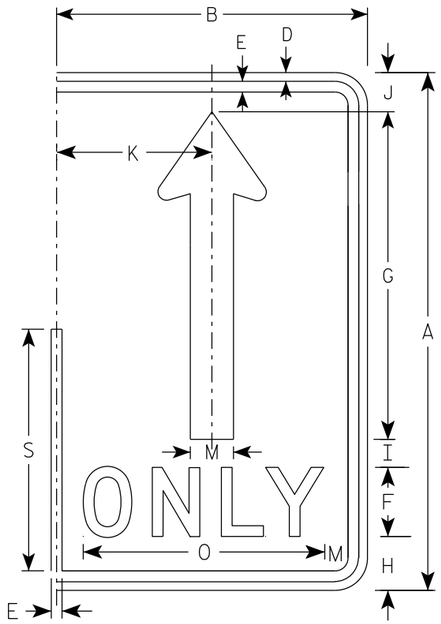
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



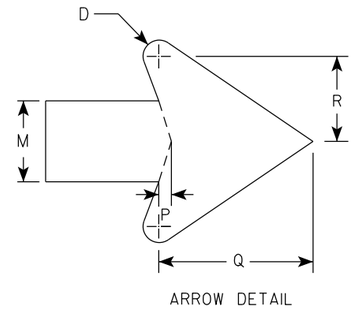
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

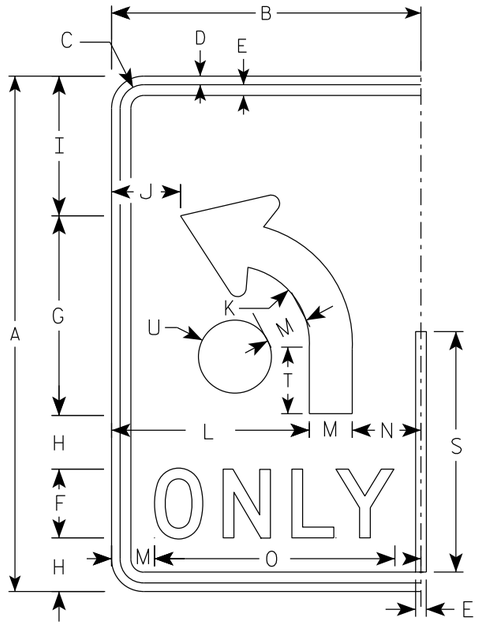
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

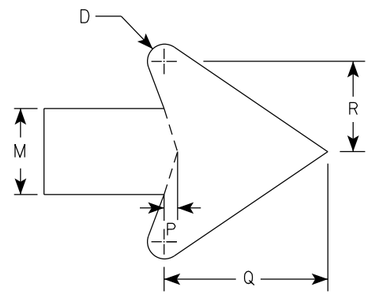
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

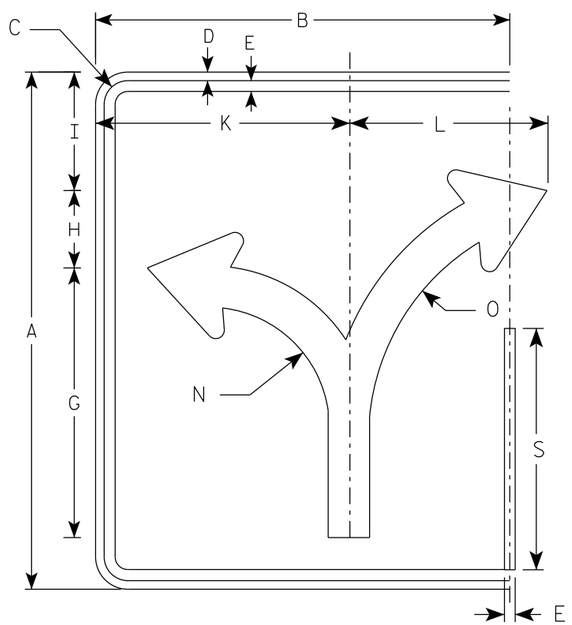
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

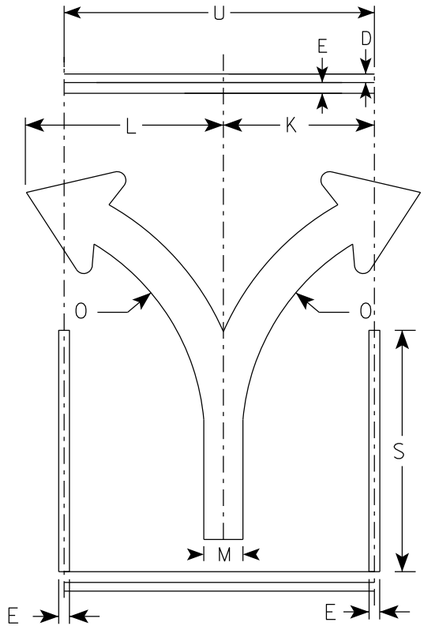
SHEET NO: 231 E

NOTES

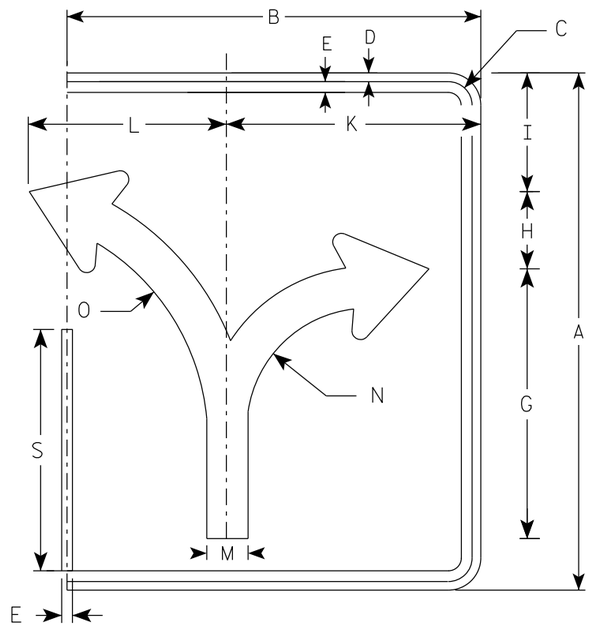
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



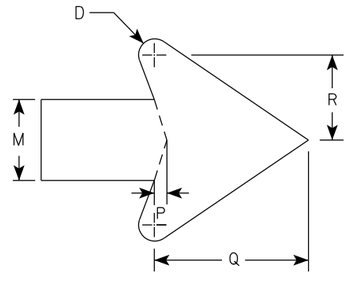
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

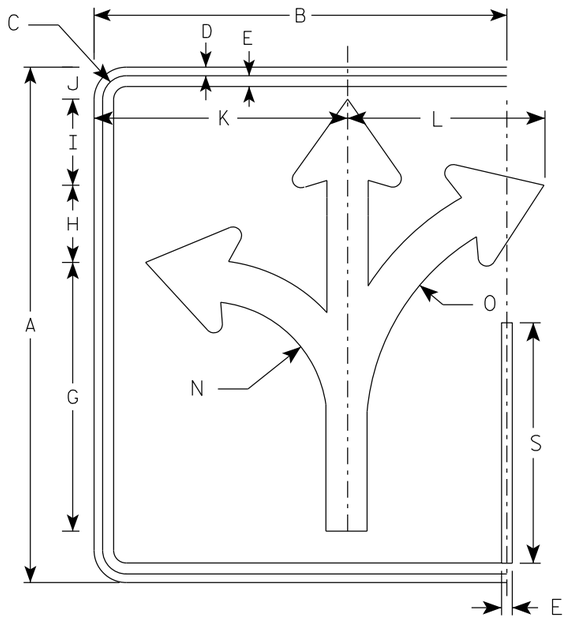
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

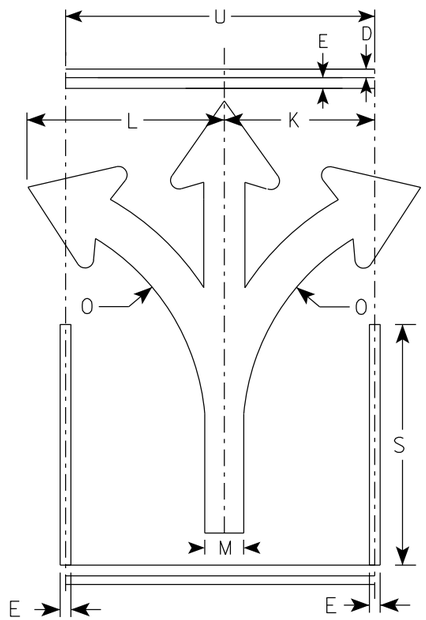
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E

NOTES

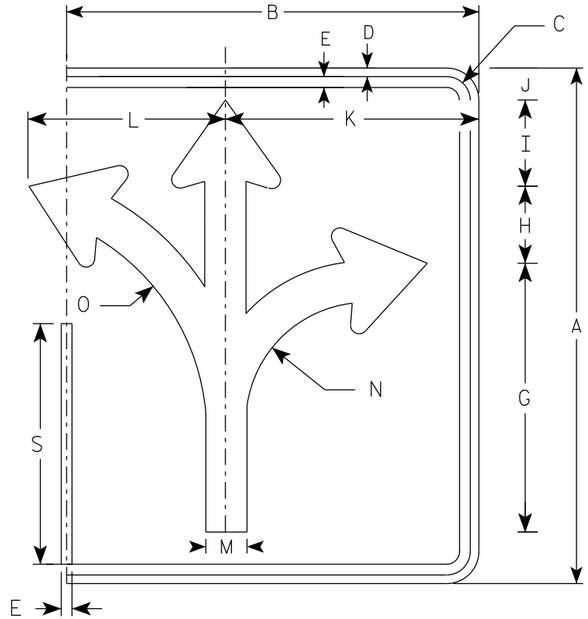
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



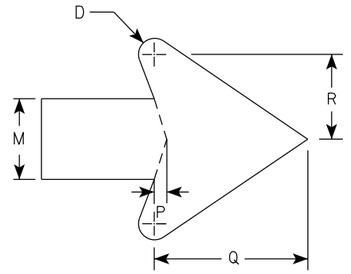
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

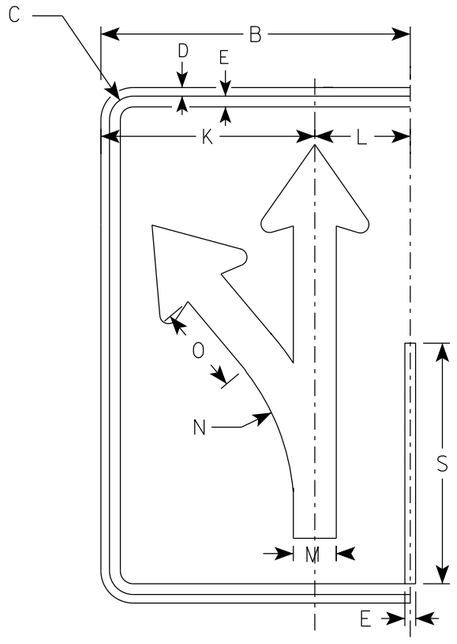
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

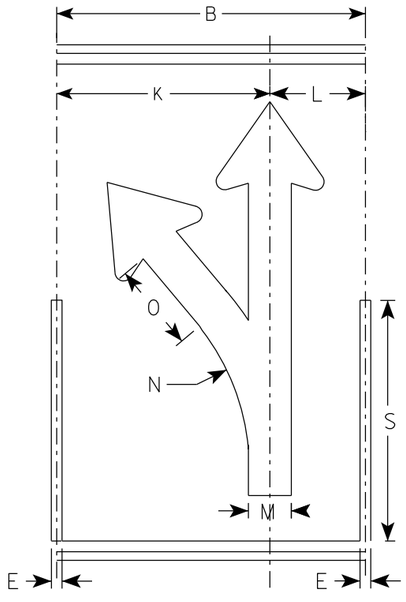
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E

NOTES

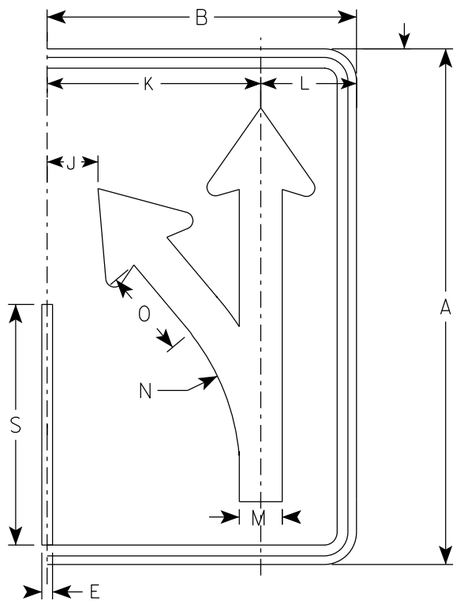
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



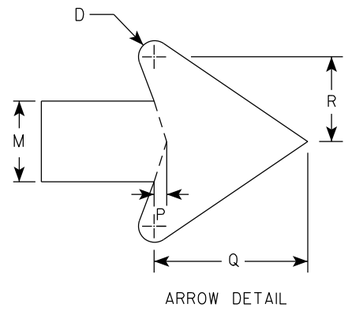
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

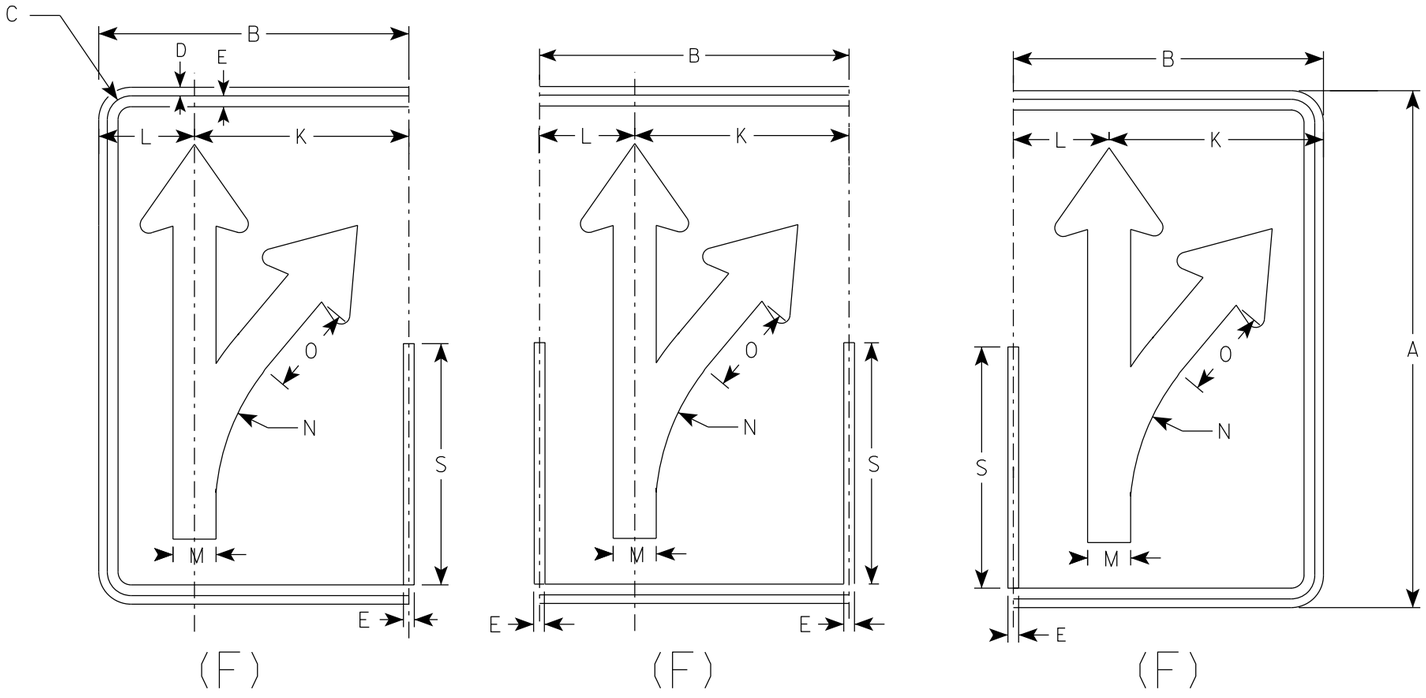
APPROVED Matthew R Rauch
For State Traffic Engineer

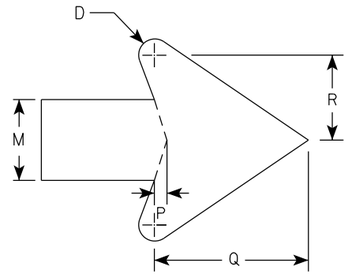
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None





ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

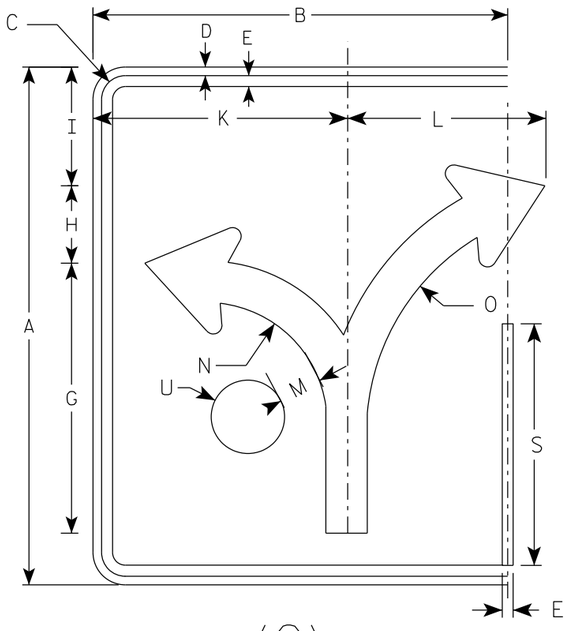
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

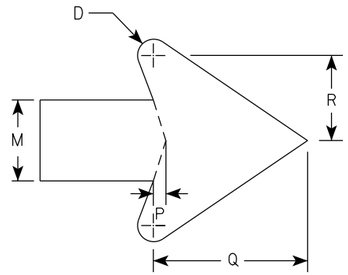
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

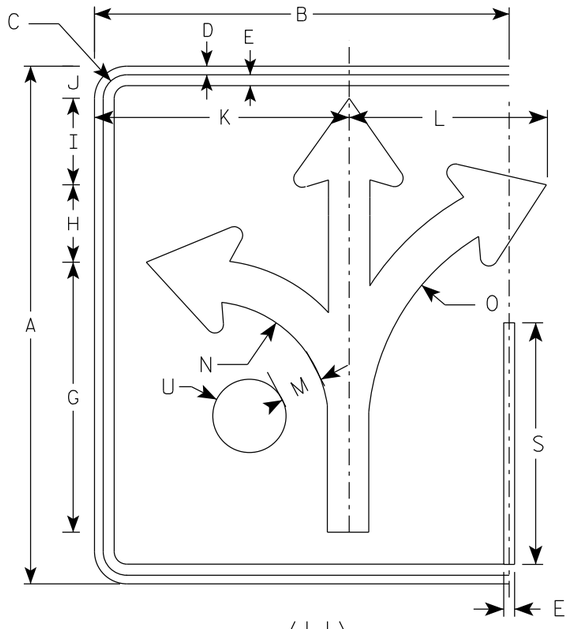
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

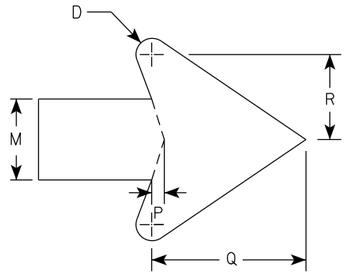
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

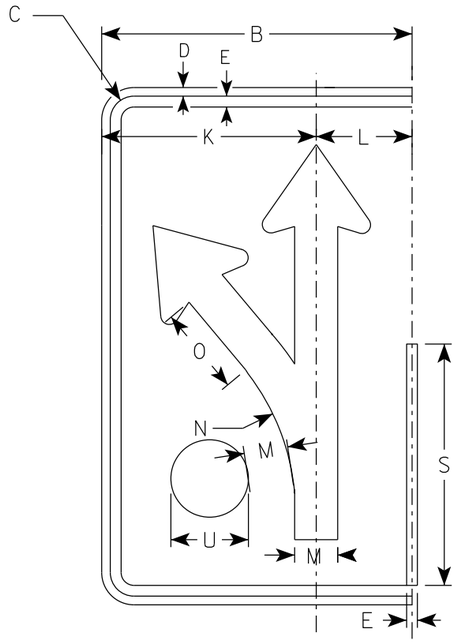
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

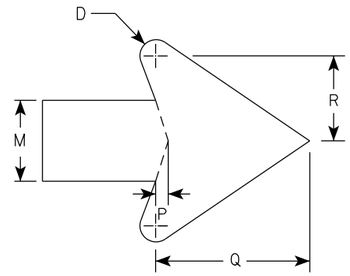
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

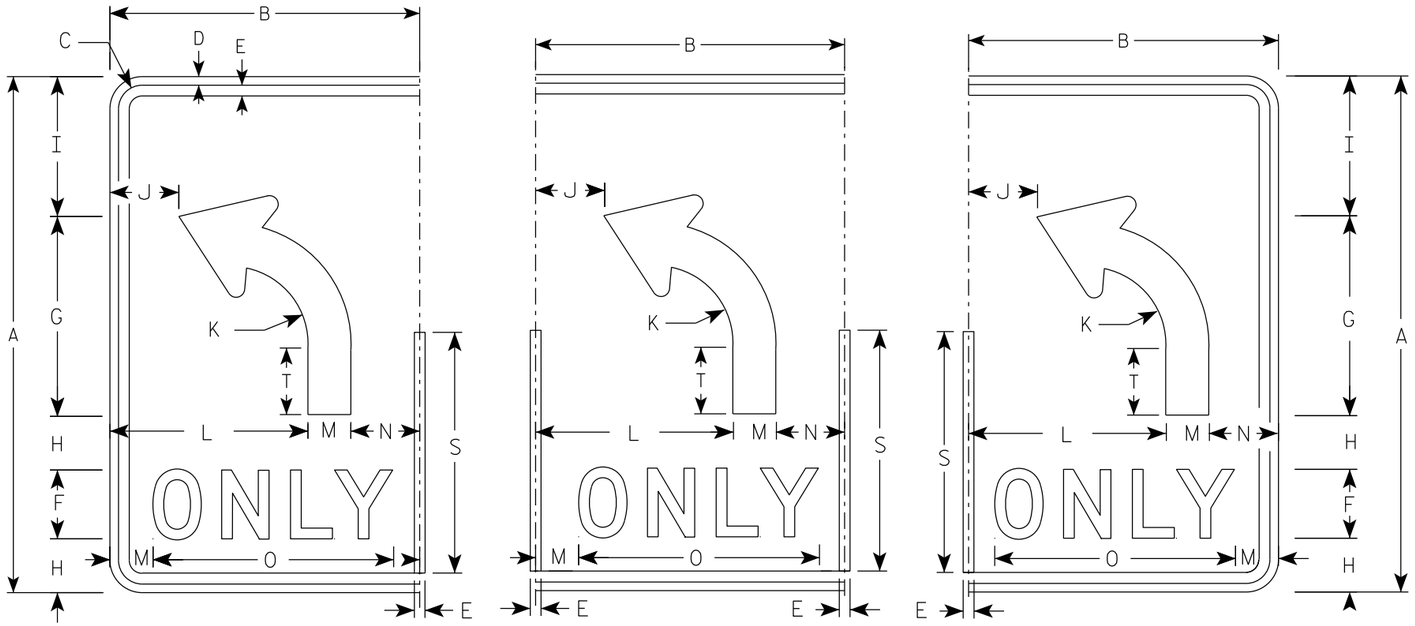
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

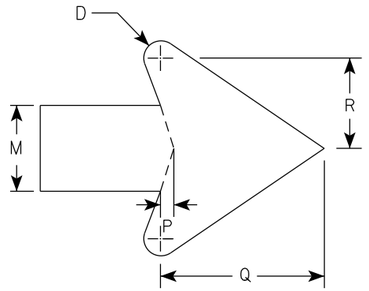
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



(L) (L) (L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

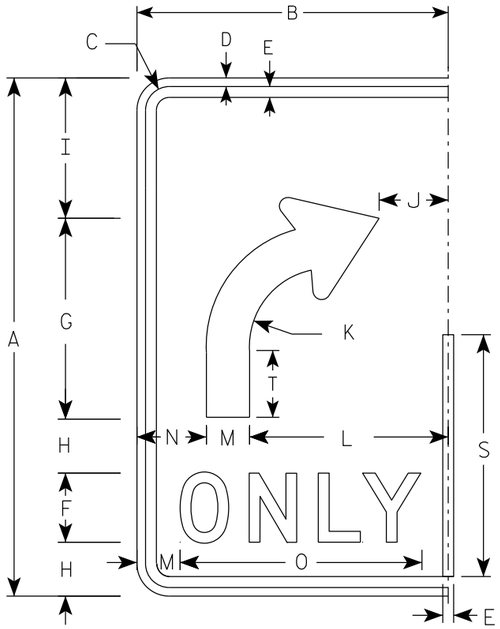
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

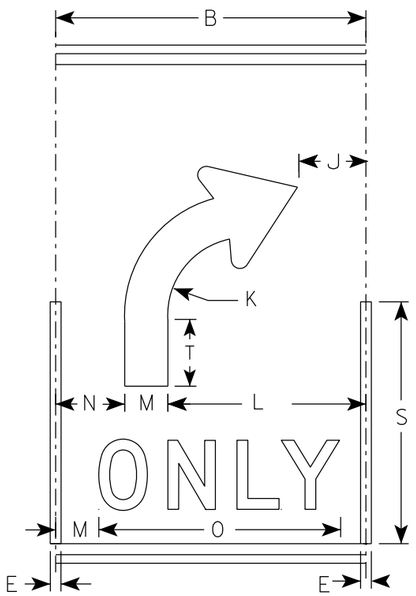
SHEET NO: 239 E

NOTES

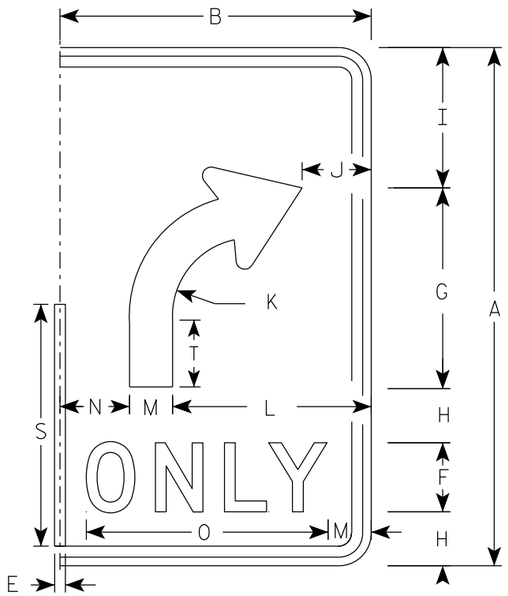
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



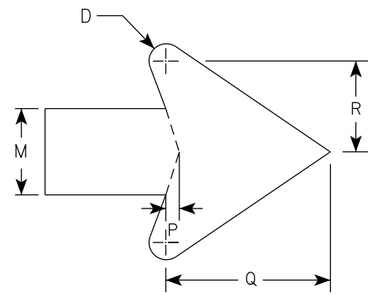
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

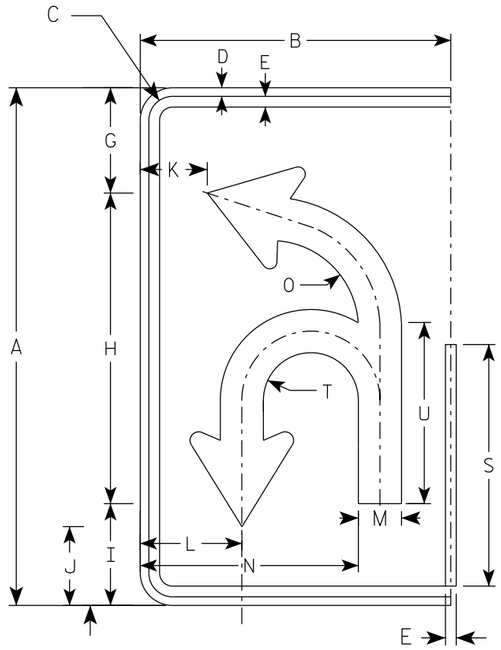
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

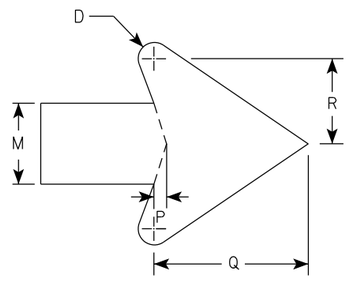
SHEET NO: 240 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

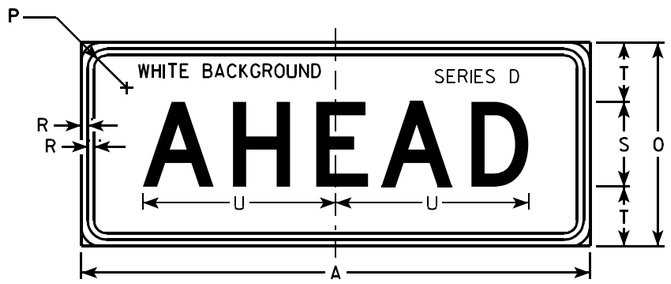
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E

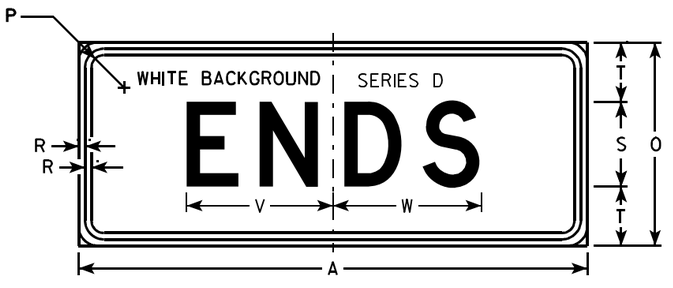
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

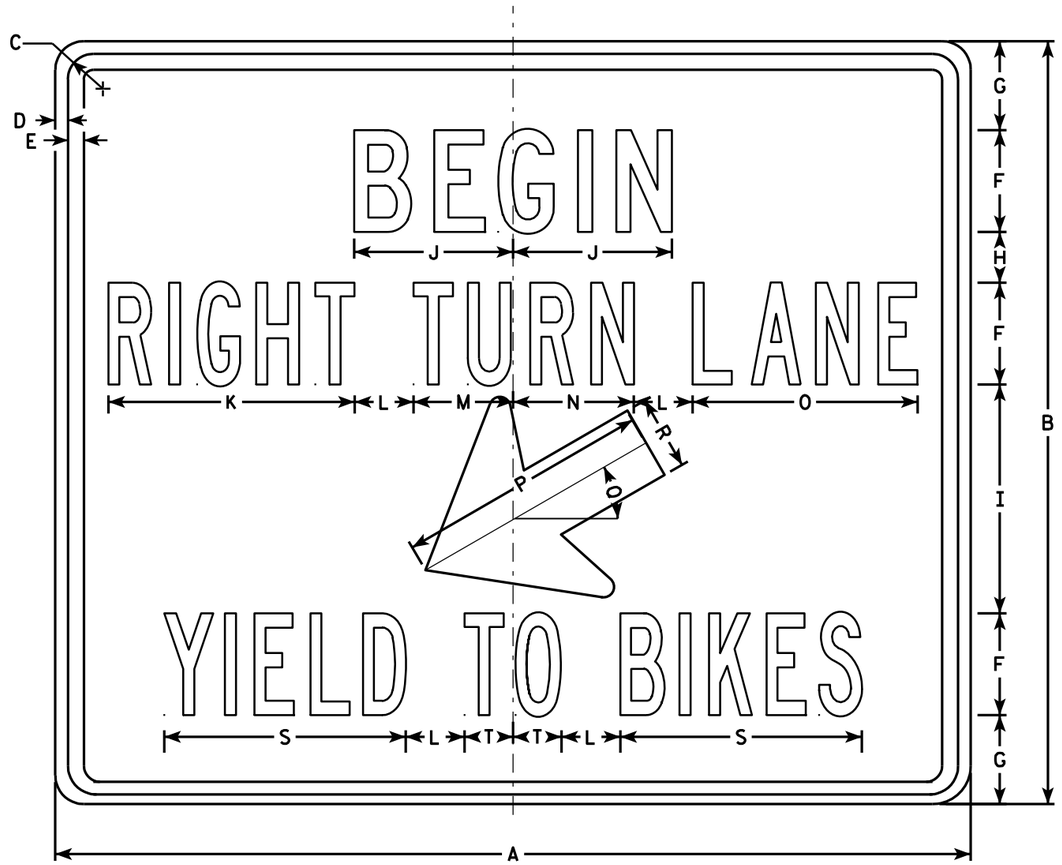
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

SHEET NO: 242 E



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

STANDARD SIGN
R4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

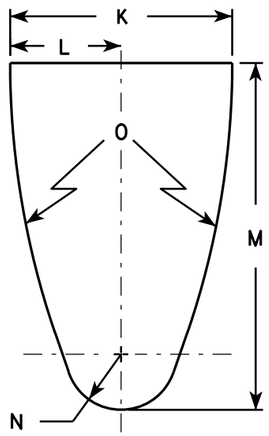
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 243 | E

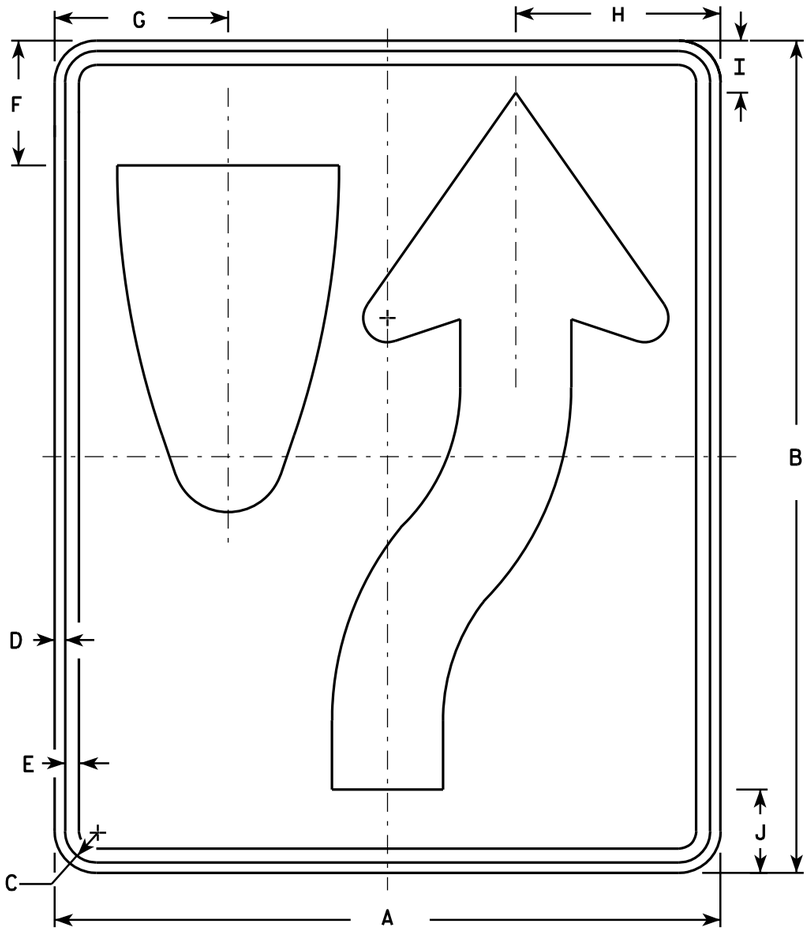
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R44.DGN PLOT DATE : 25-MAR-2011 13:45 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

7

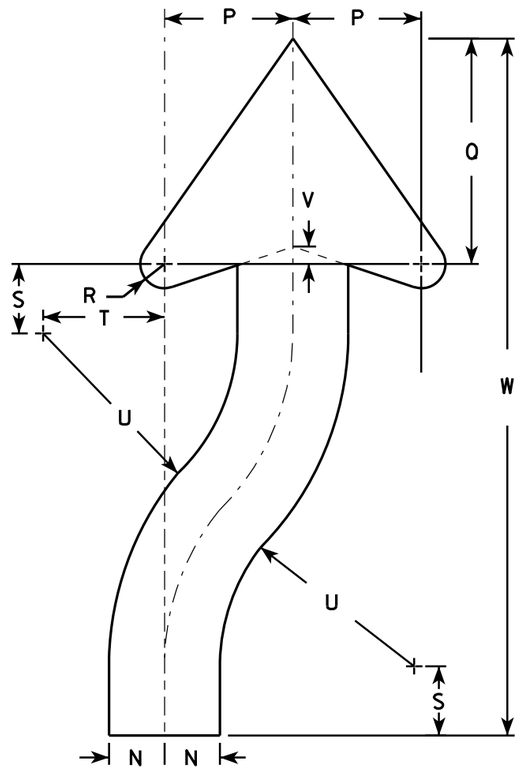




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

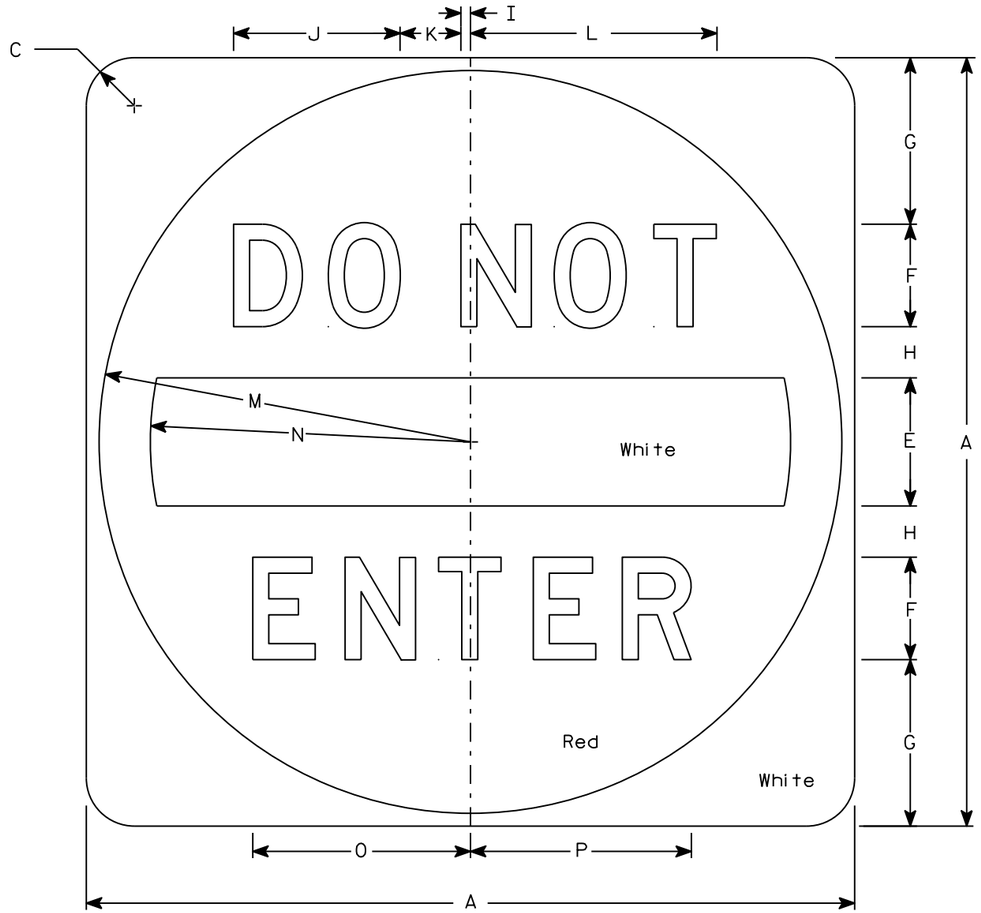
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

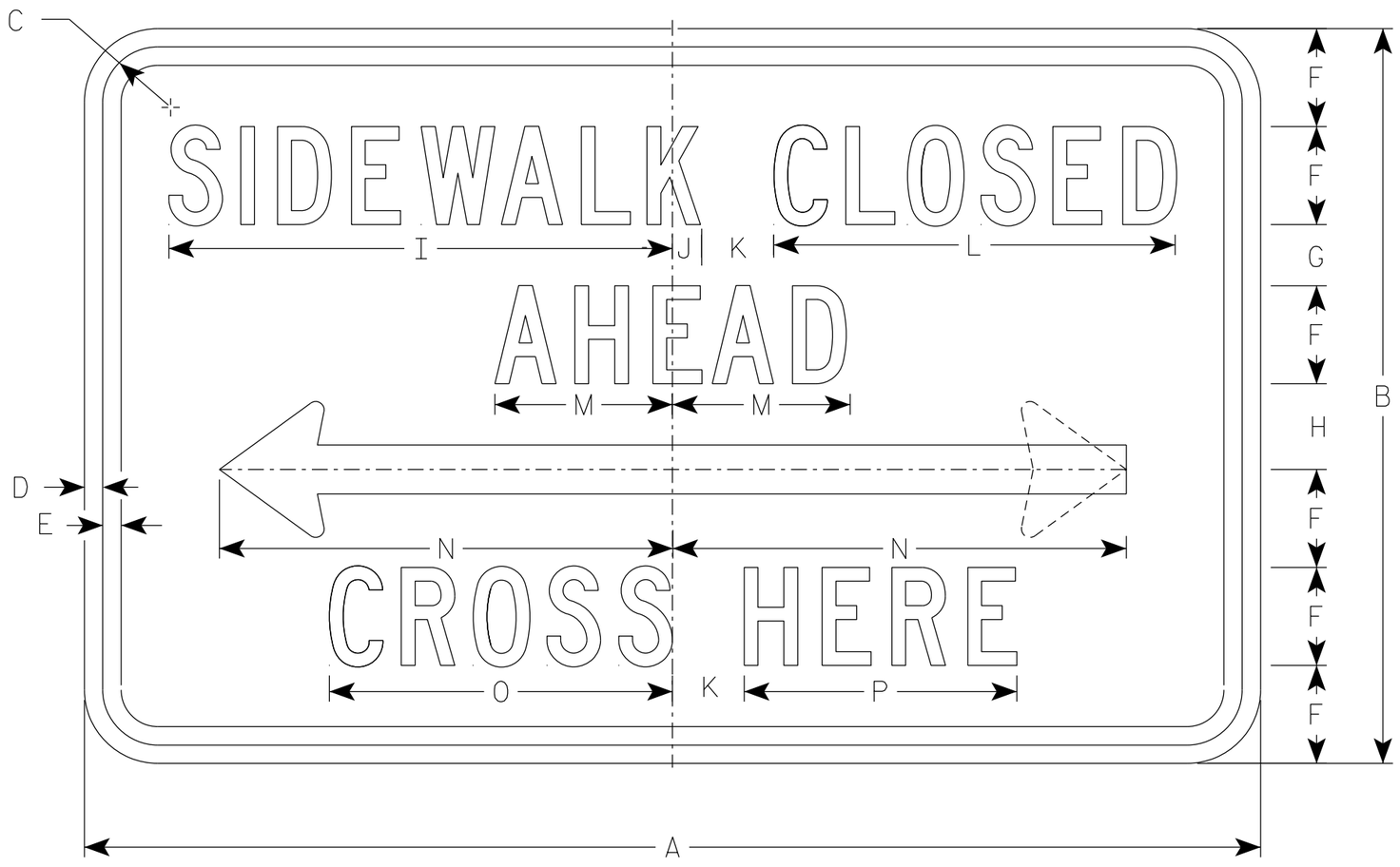
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

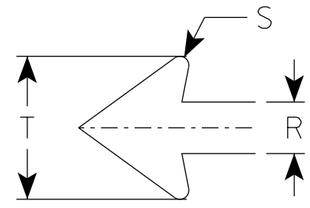
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 | E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

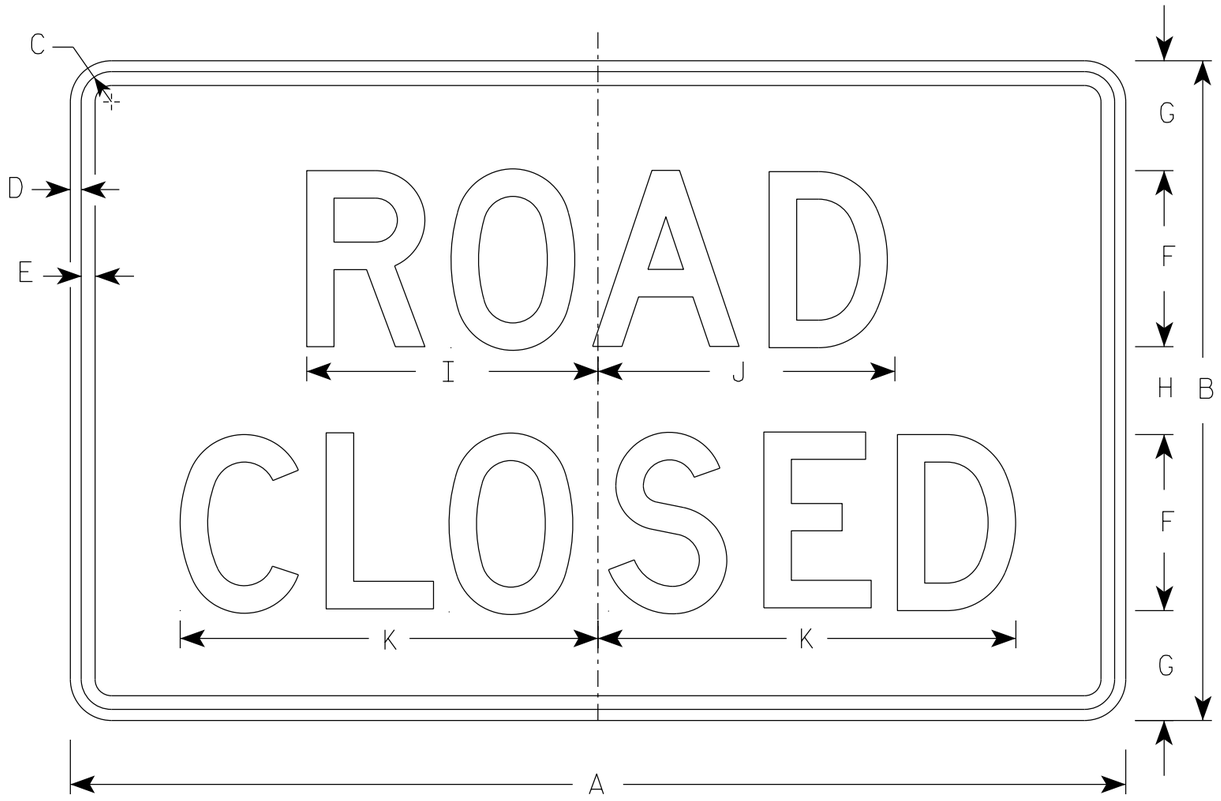
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

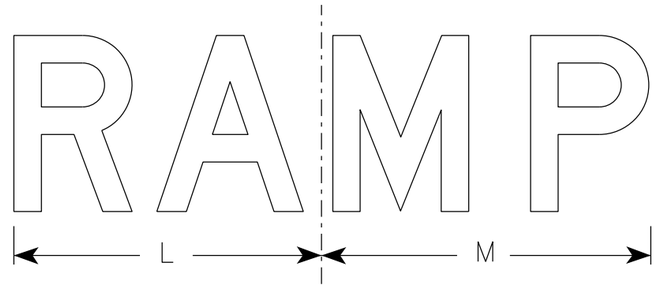
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E



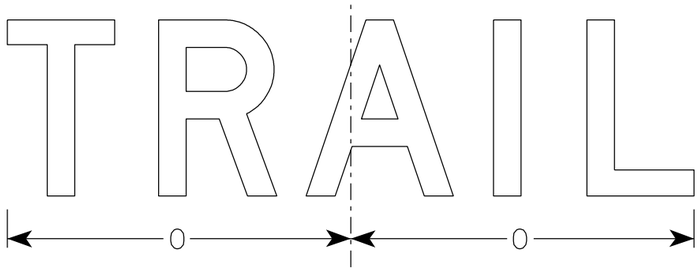
R11-2

NOTES

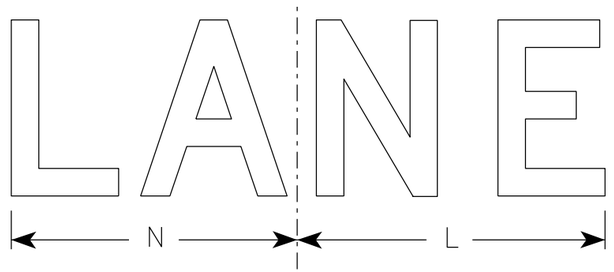
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

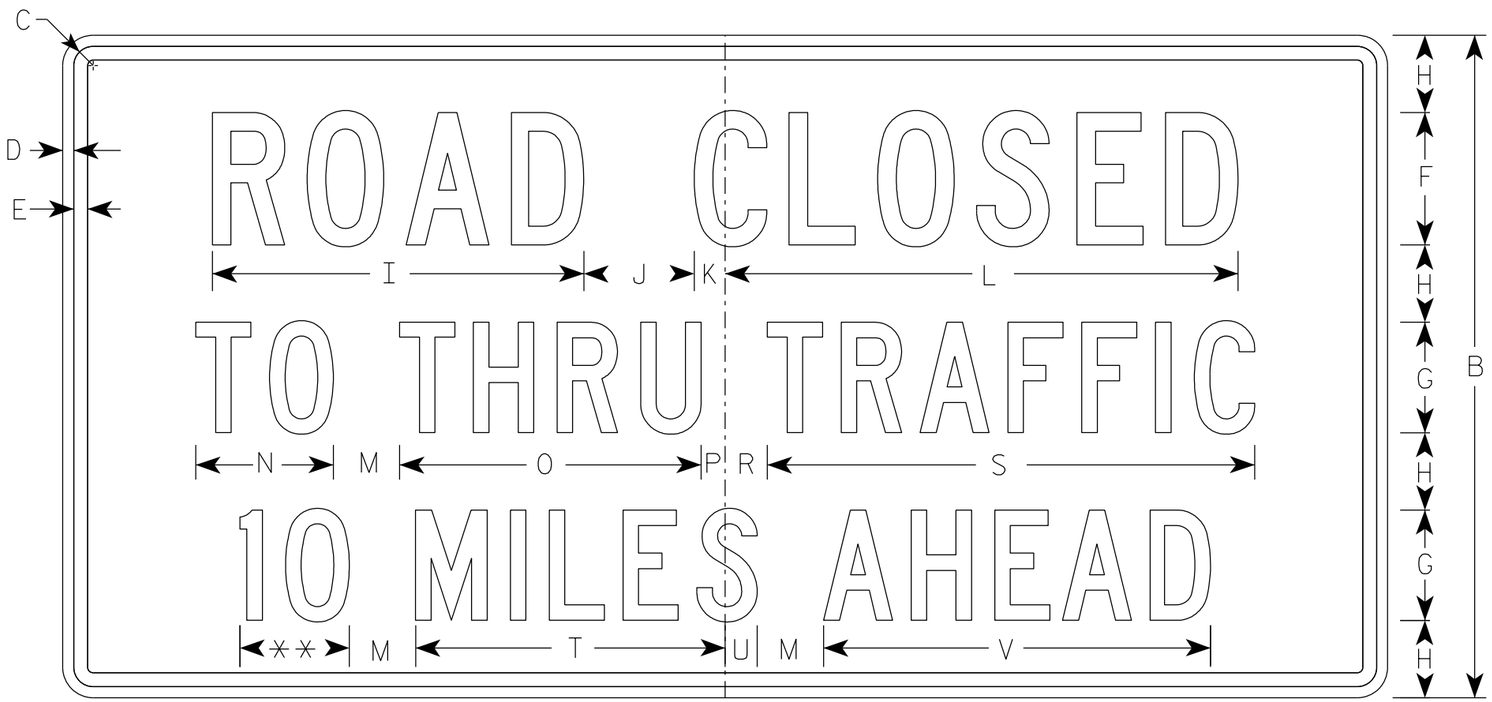
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

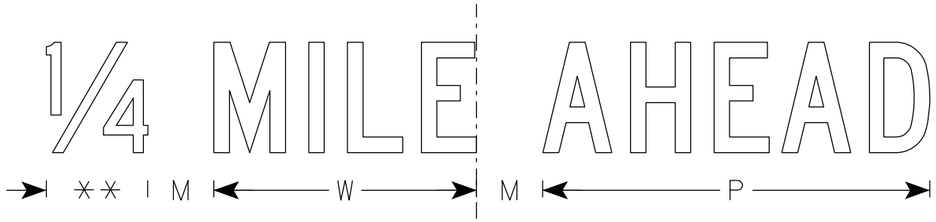
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



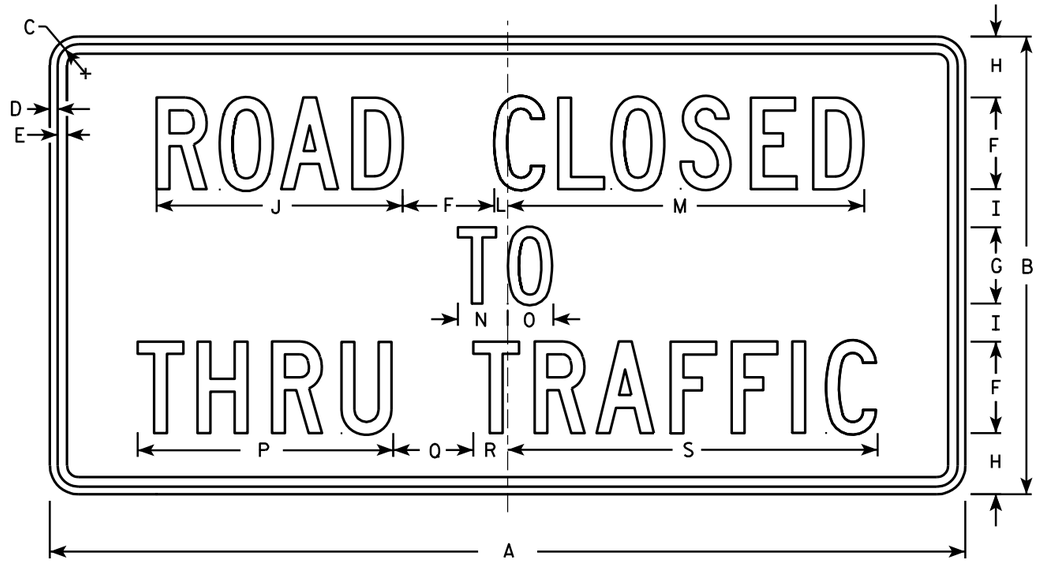
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 248	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

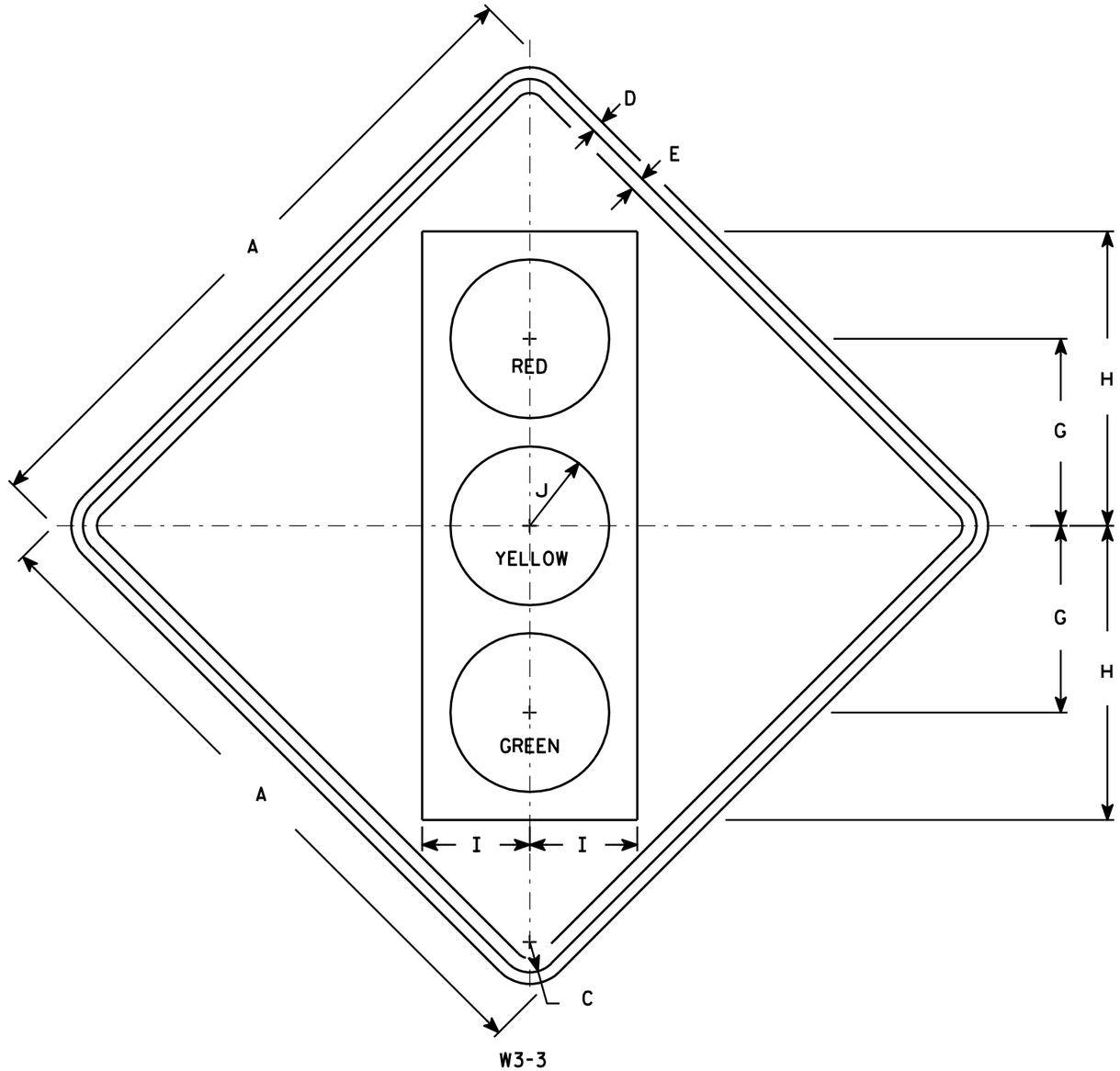
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

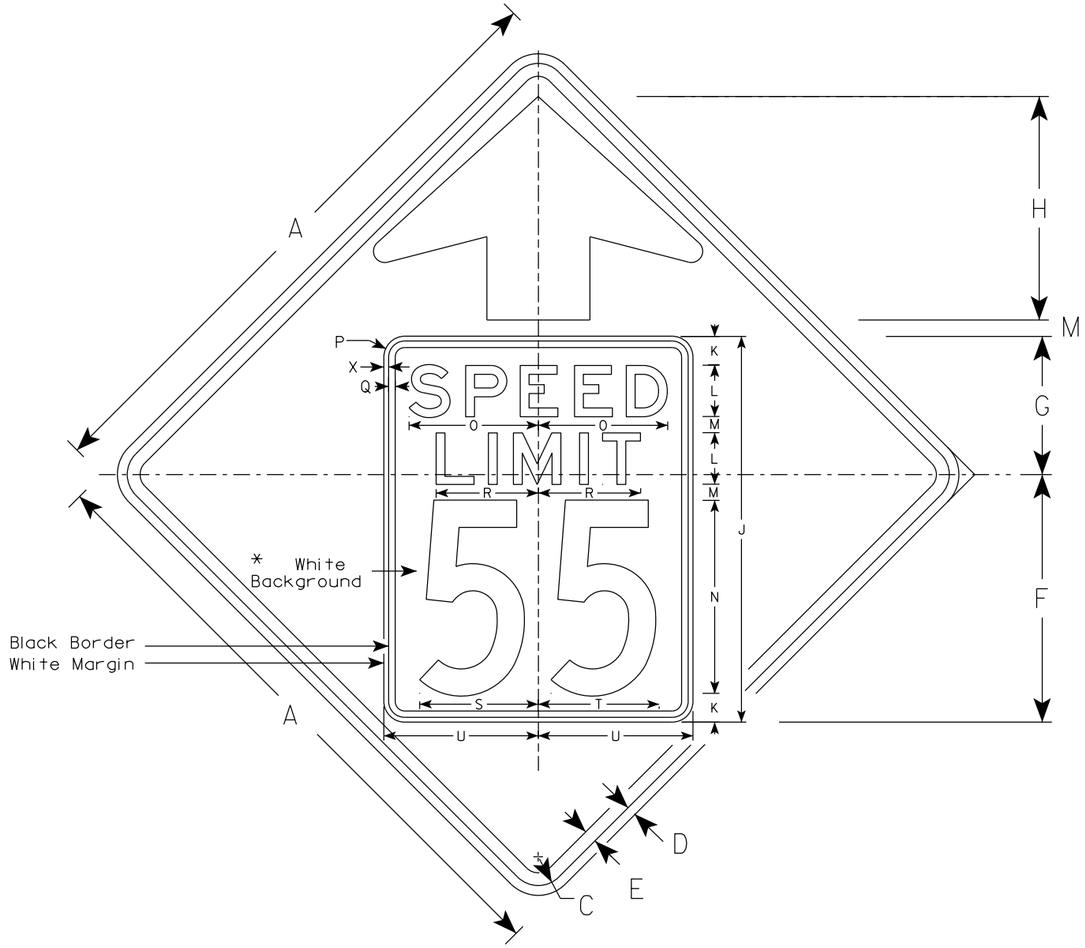
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E

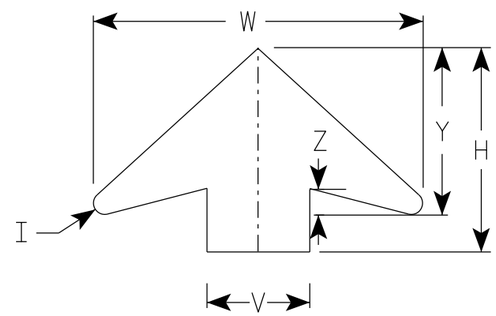


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

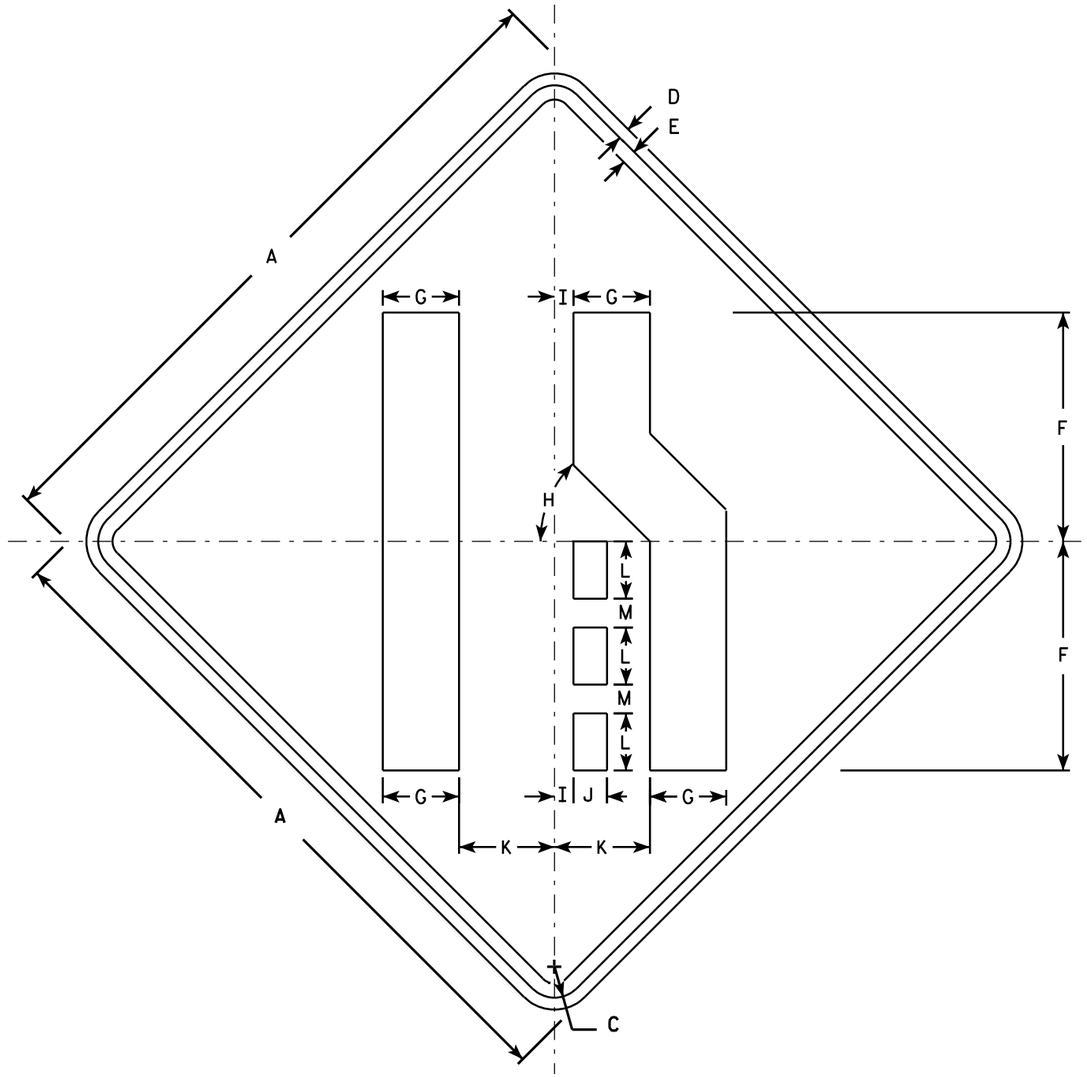
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. W3-5.6

PROJECT NO:

SHEET NO: 251 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

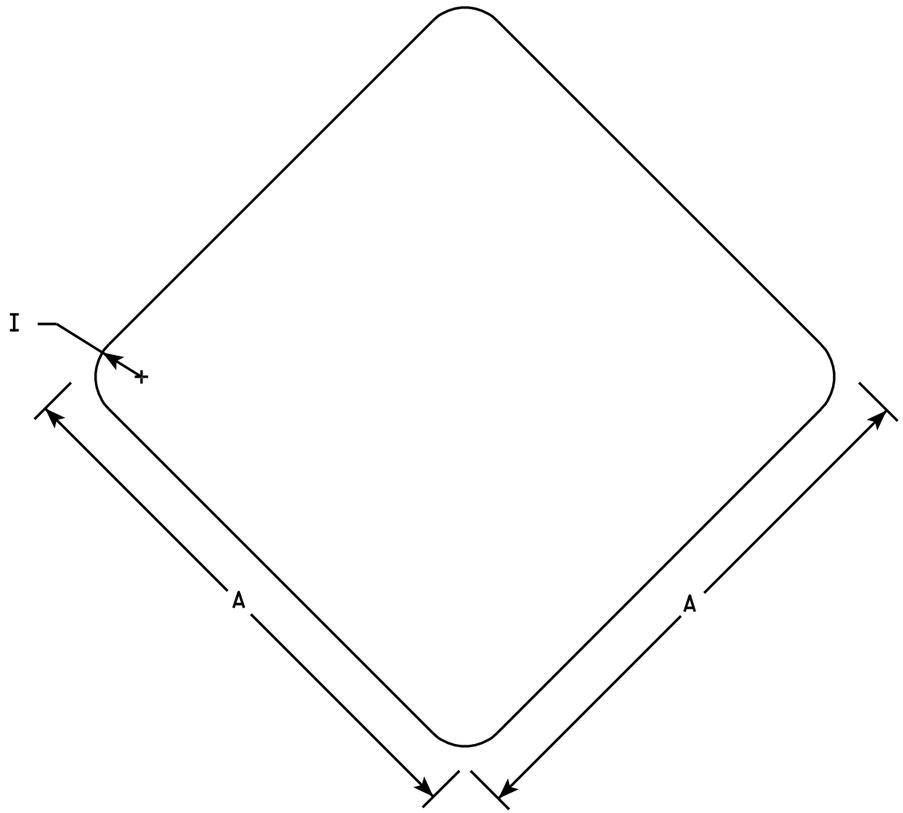
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 252 E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

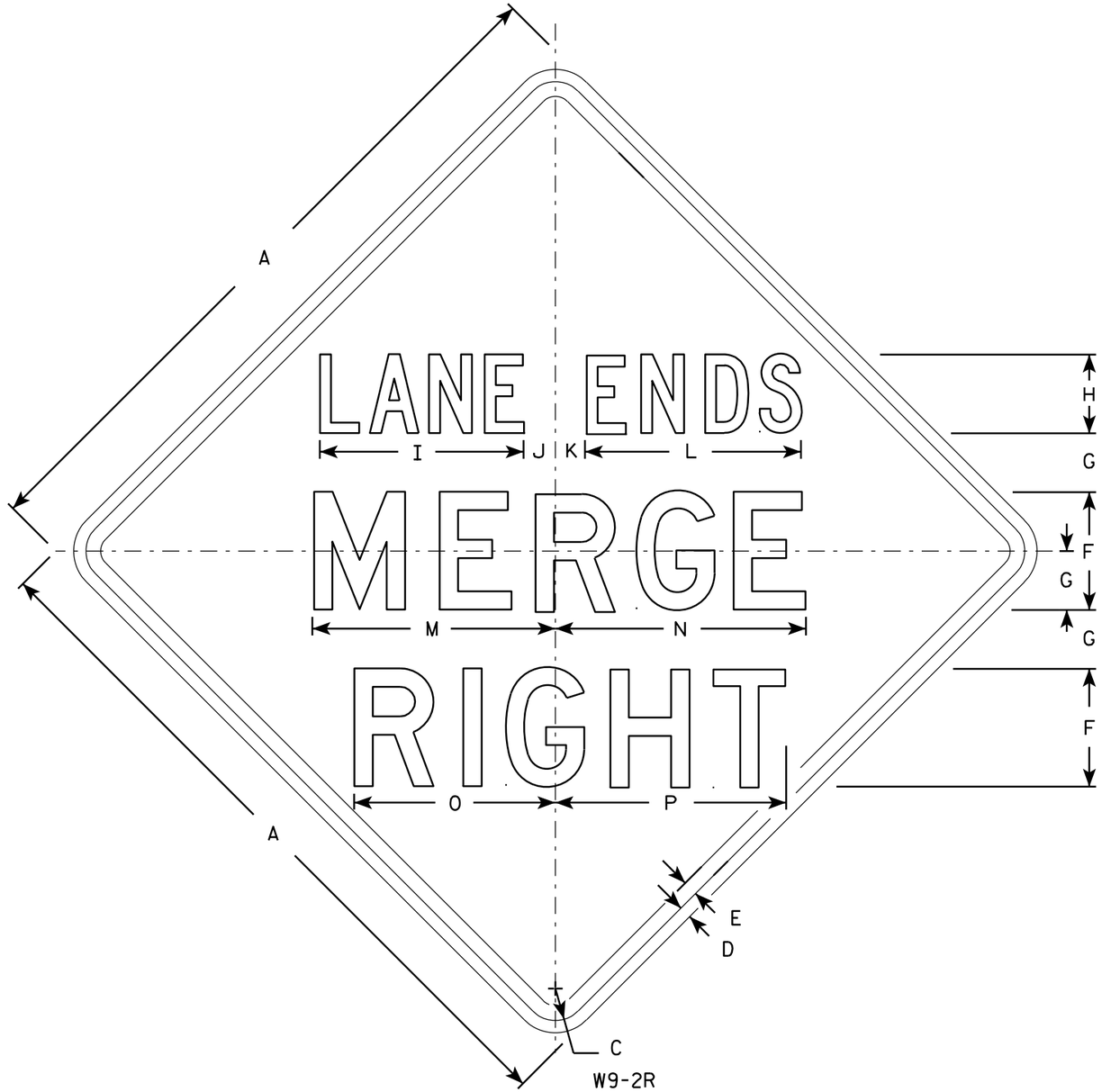
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

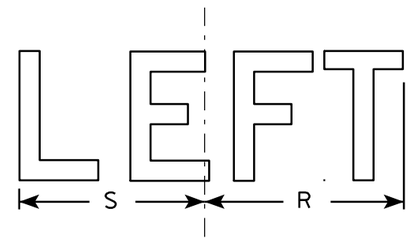
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



W9-2R



W9-2L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C, lines 2 & 3 are Series D.
6. W9-1L is the same as W9-2R except the word LEFT replaces RIGHT.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	2 1/2	3	8	1	1 1/8	8 1/4	10 3/8	10 5/8	8 5/8	9 7/8		7 5/8	7 1/8								6.25
2S	36		1 5/8	5/8	3/4	6	3	4	10 3/8	1 5/8	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0
2M	36		1 5/8	5/8	3/4	6	3	4	10 3/8	1 5/8	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0
3																											
4	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0
5	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0

STANDARD SIGN
W9-2

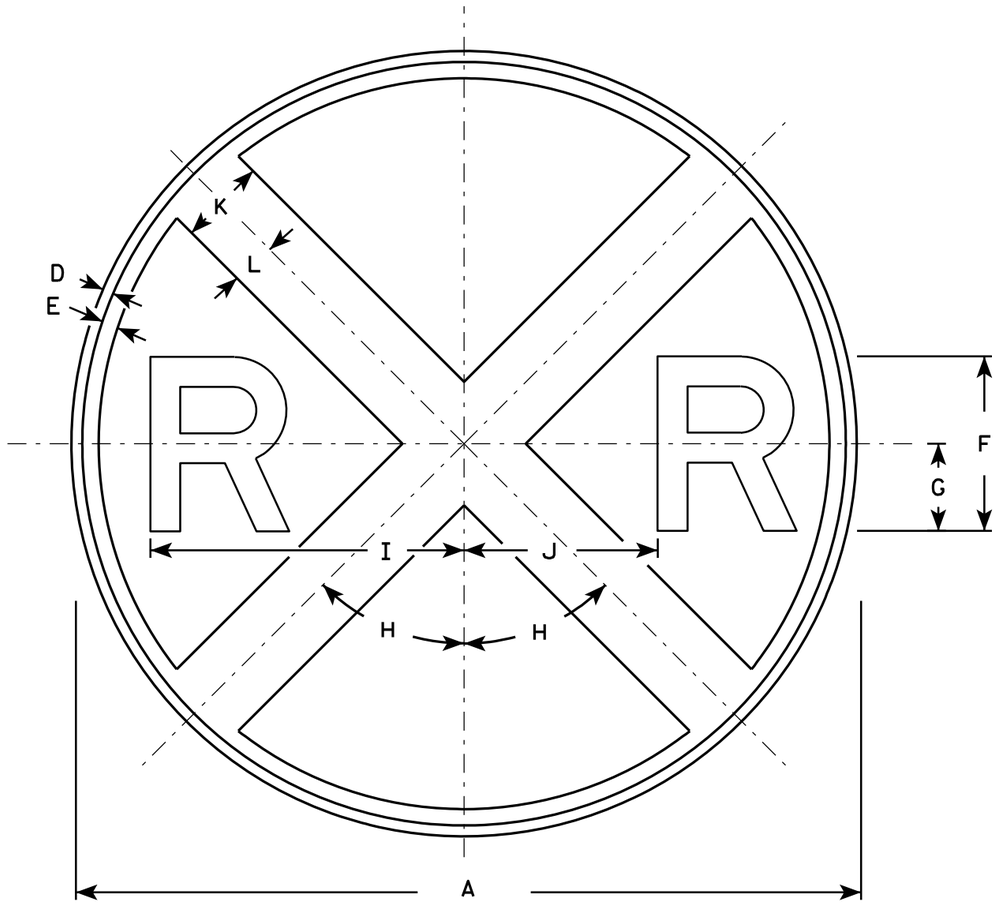
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-2.10

PROJECT NO:

SHEET NO: 254 E



W10-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

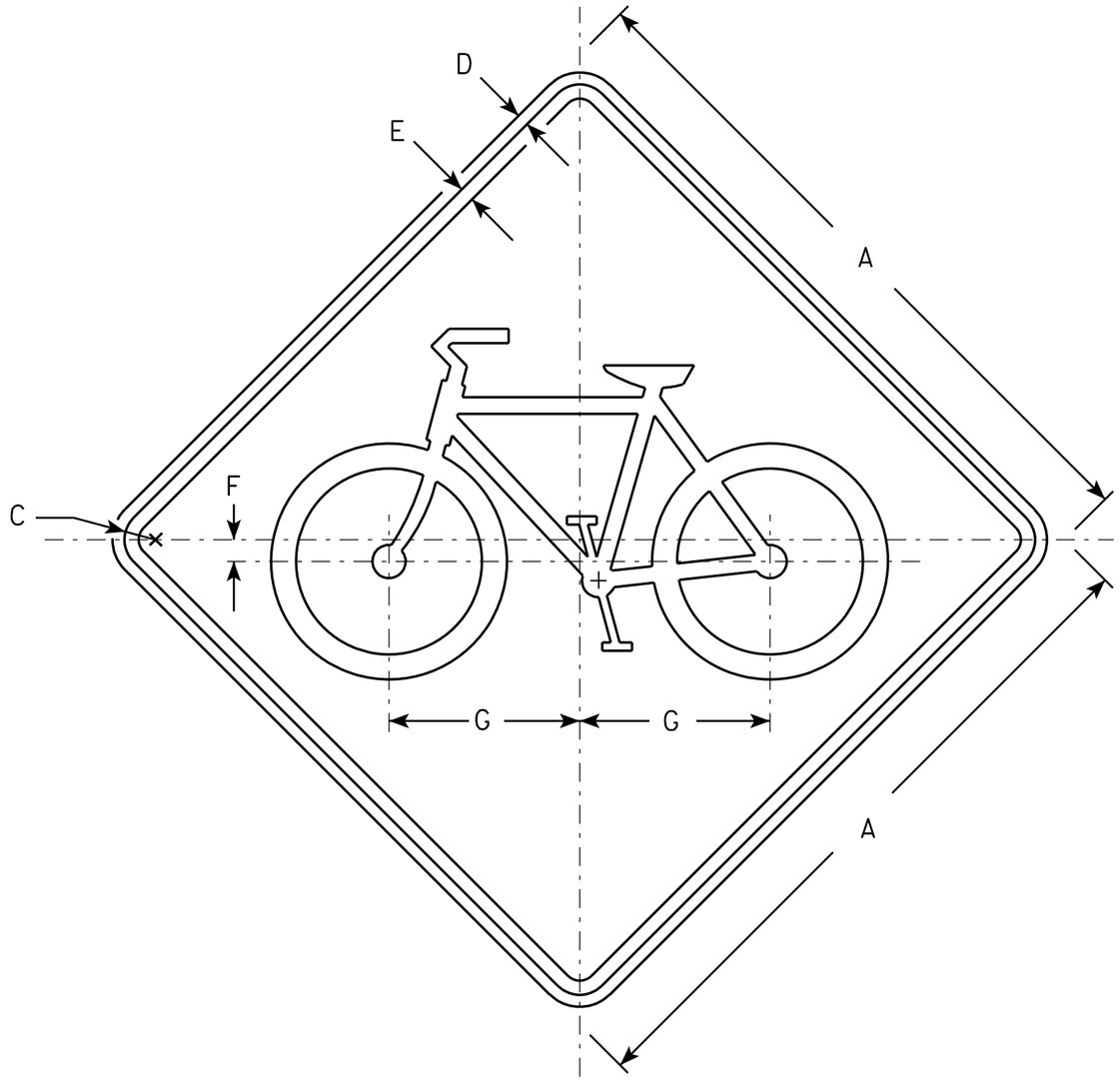
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 255	E



W11-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 3/8	1/2	5/8	1	8 1/2																				6.25
2M	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
3	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
4	48		2 1/4	3/4	1	1 5/8	13 3/8																				16.0
5																											16.0

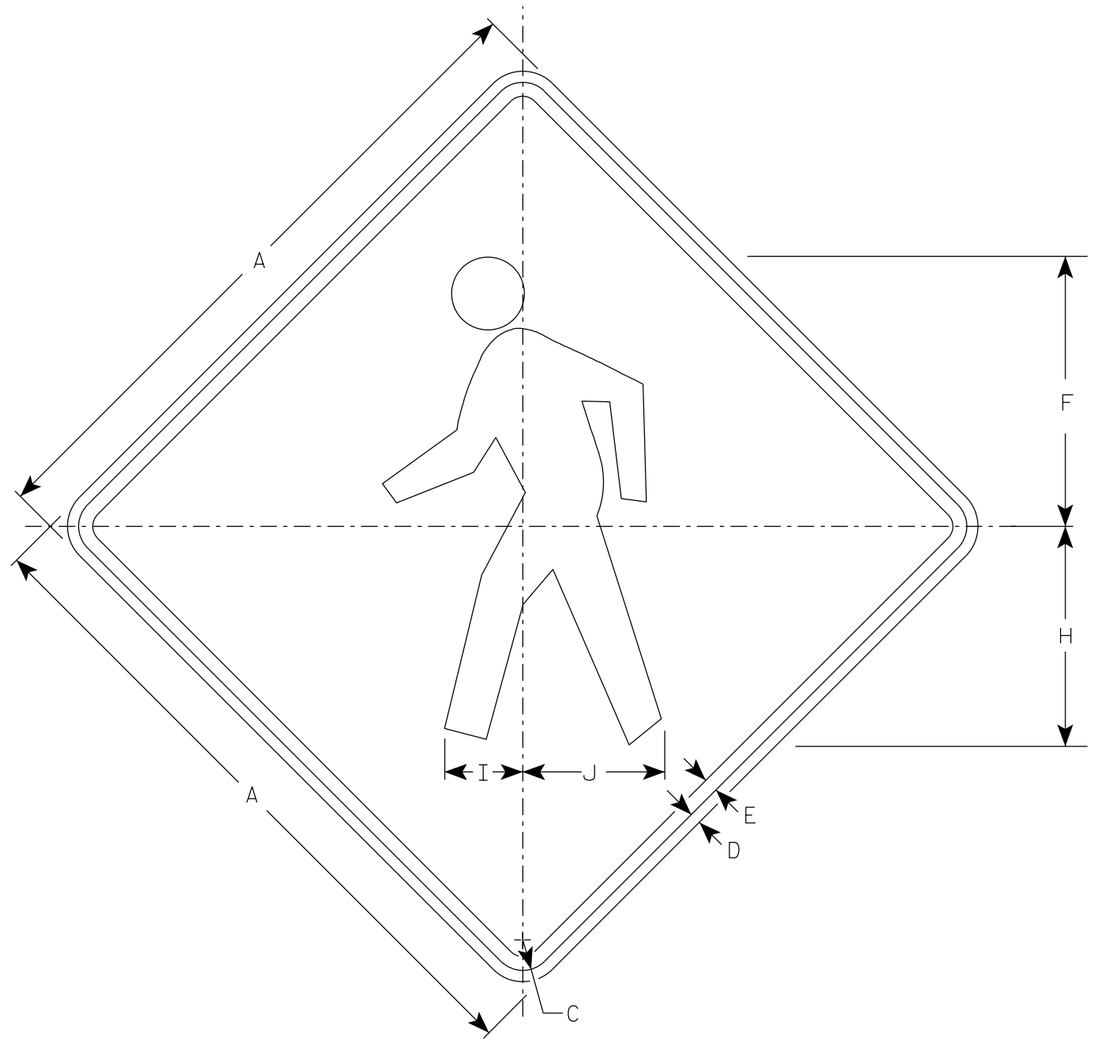
STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. W11-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

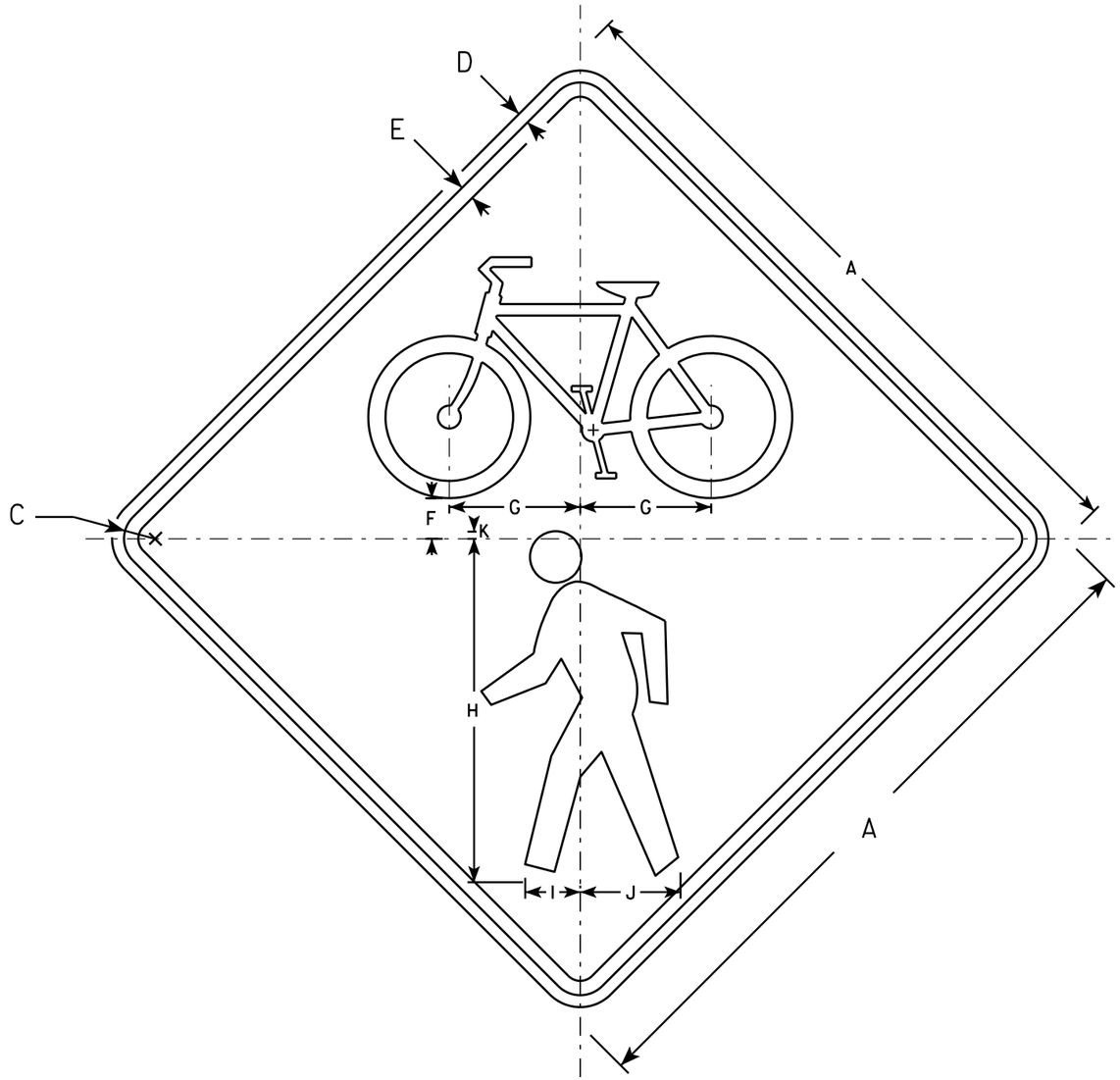
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 257	E



W11-15

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 3/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																16.0
4	48		2 1/4	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

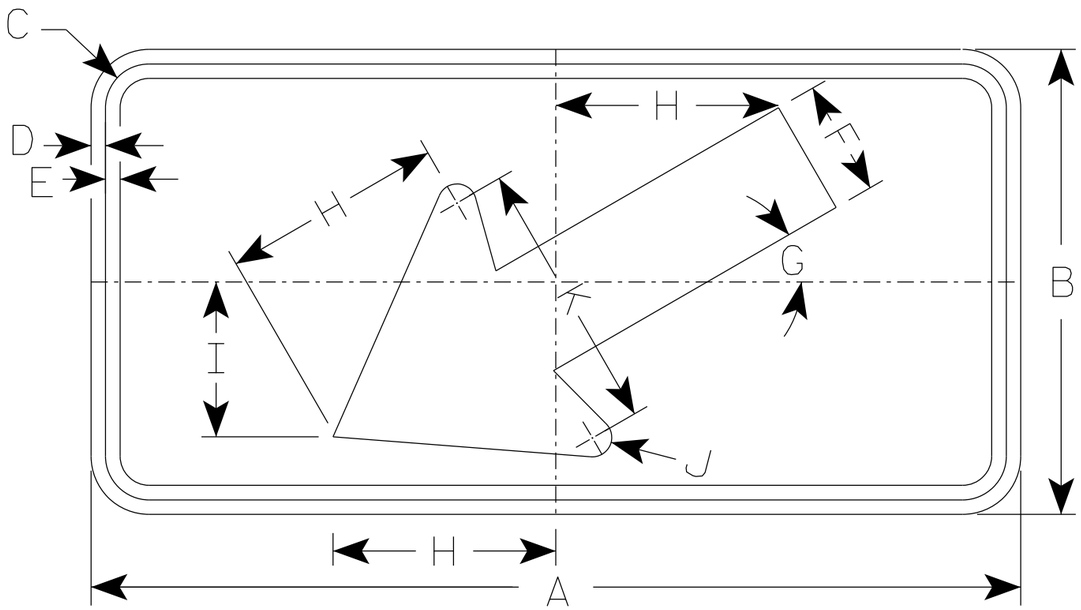
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/13/14 PLATE NO. W11-15.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W1115.DGN PLOT DATE : 13-FEB-2014 10:54 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000
WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

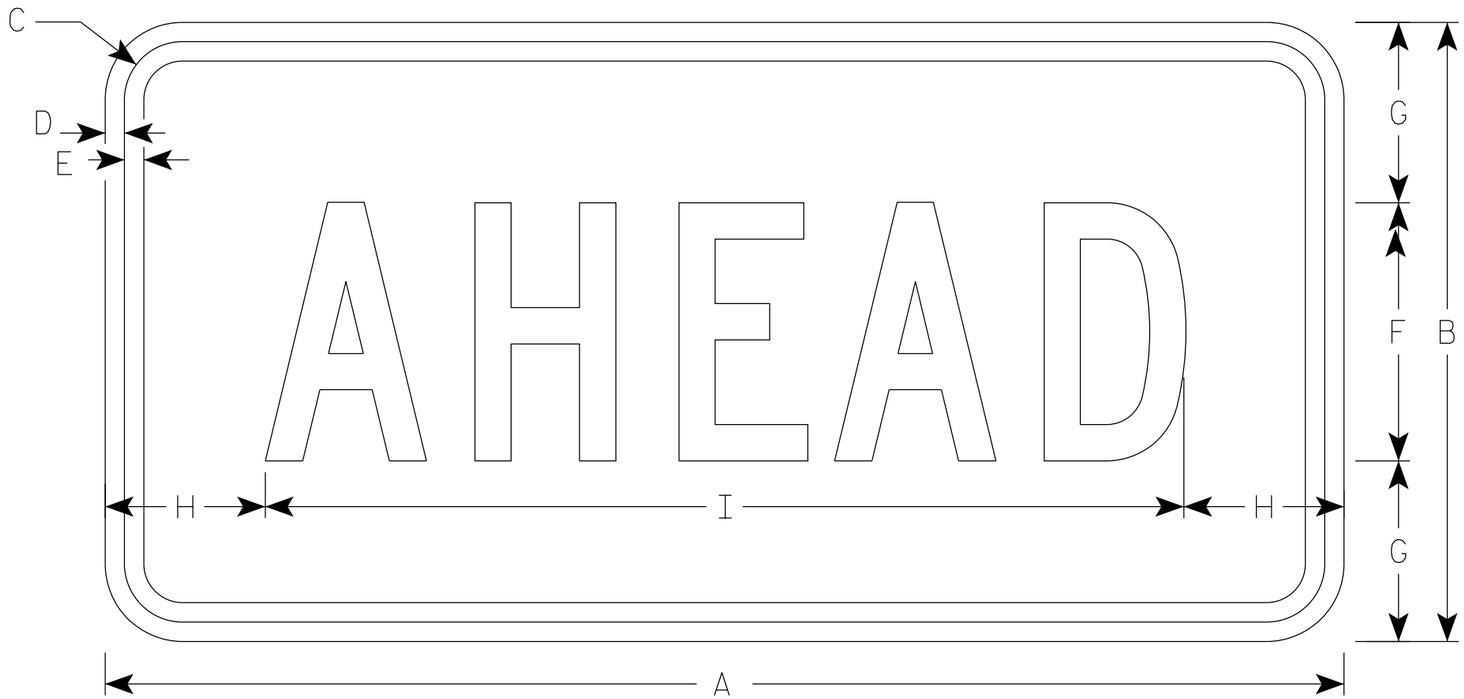
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 259	E

7

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

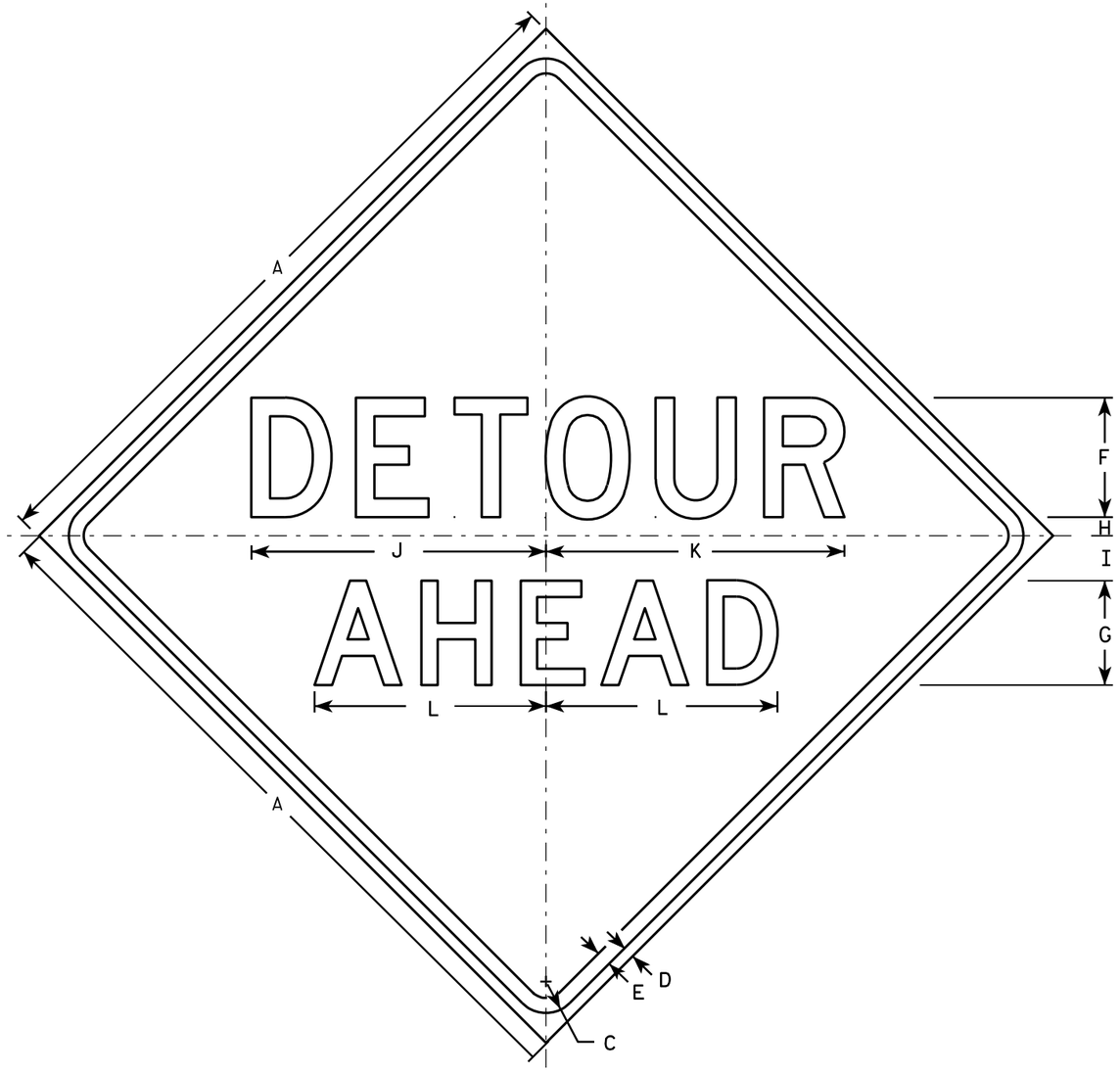
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

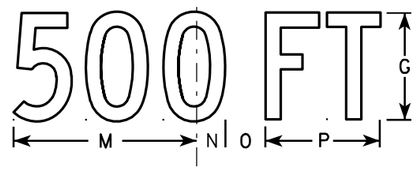
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

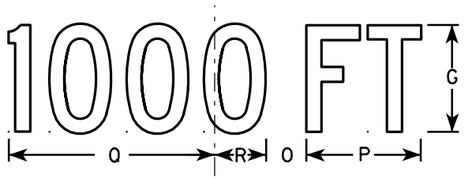
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 E



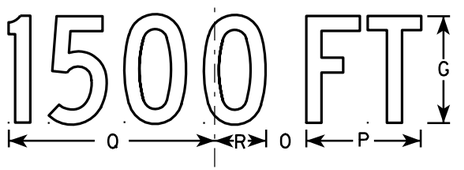
W20-2A



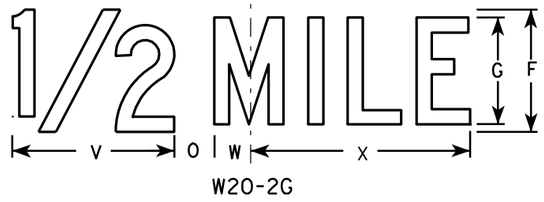
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

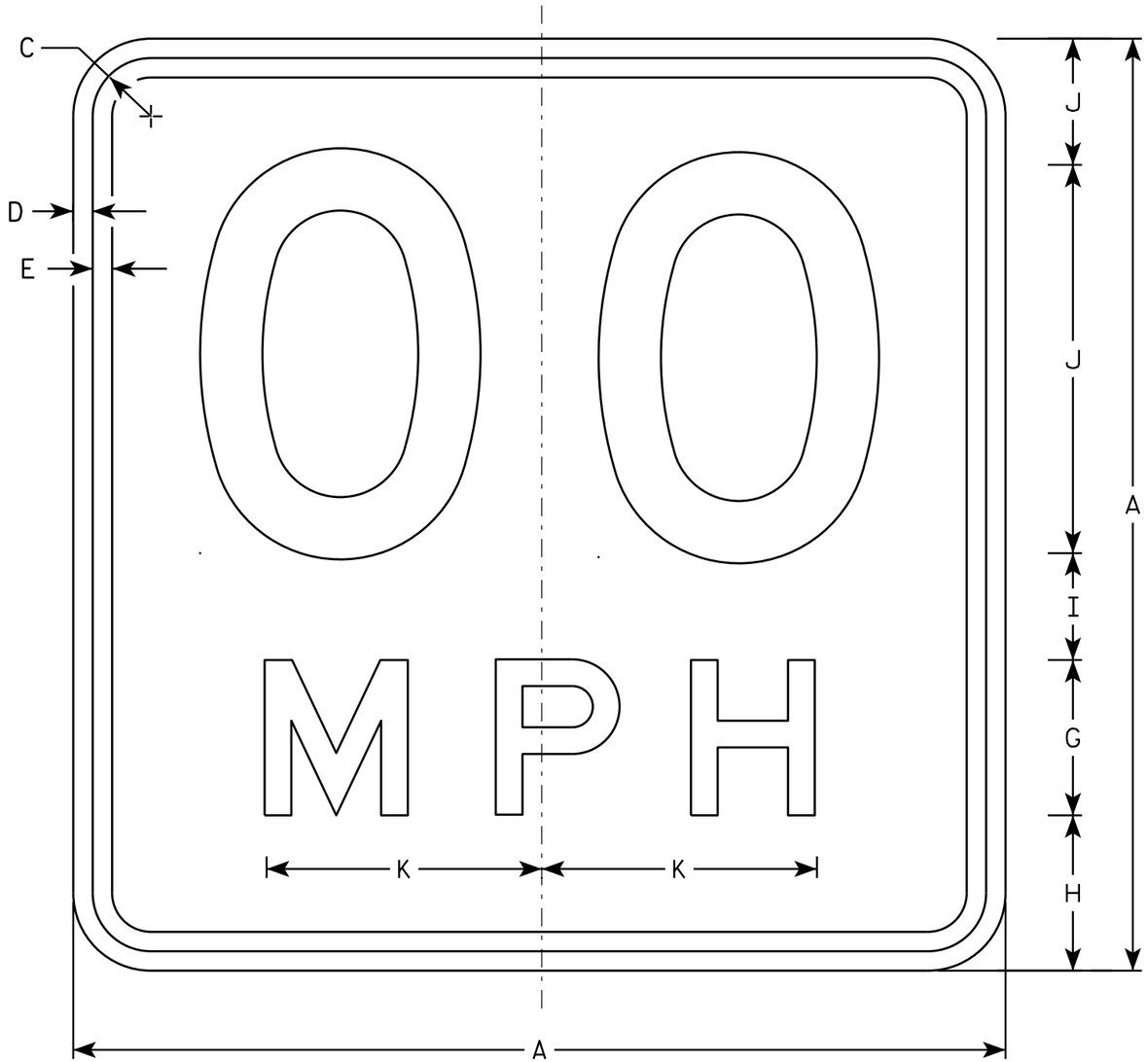
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

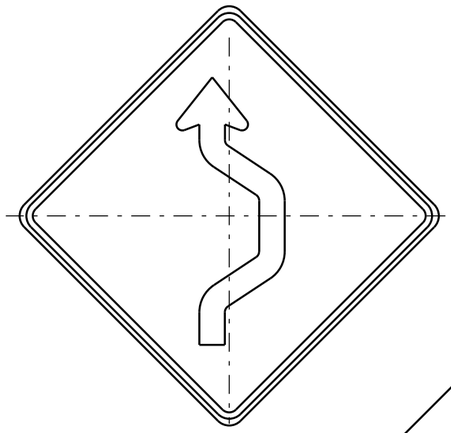
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

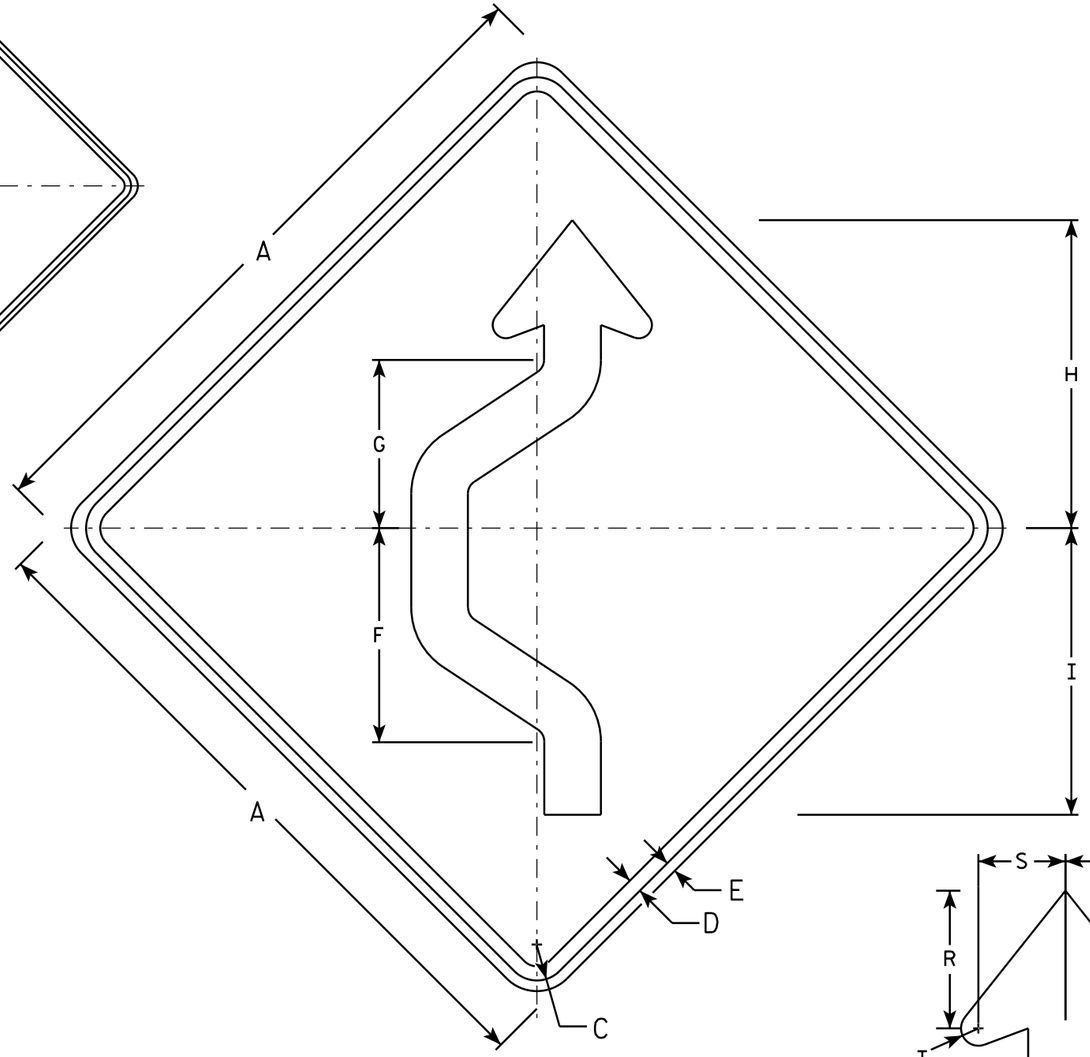
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 262 W013-1.1

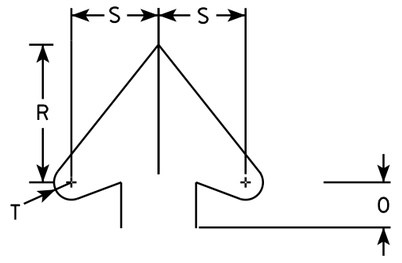
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W024-1R



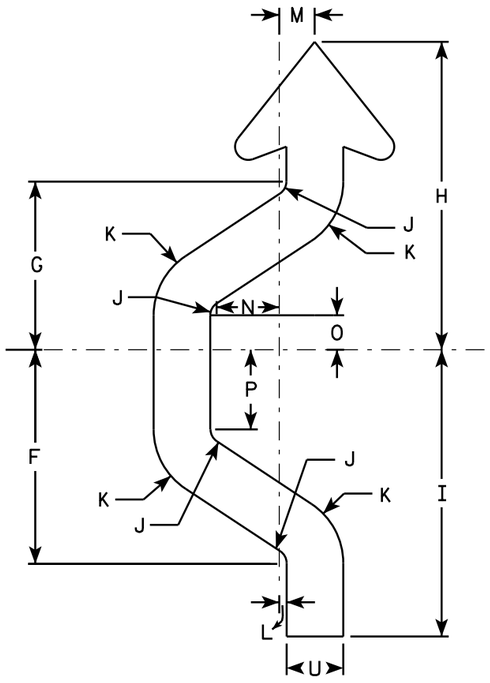
W024-1L



Arrowhead Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09I	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS

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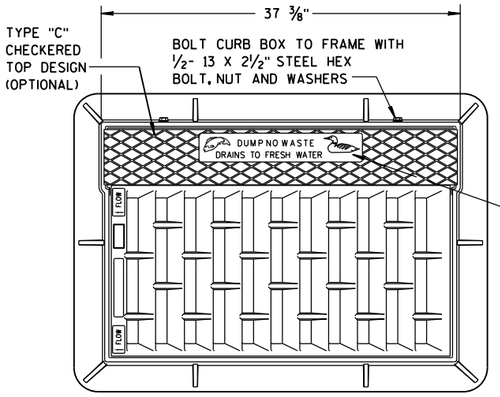
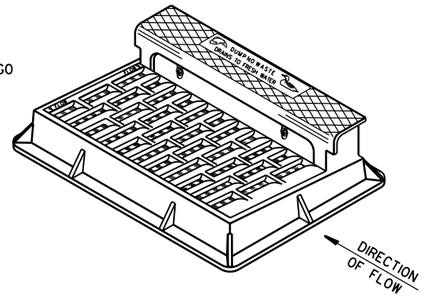
Standard Detail Drawing List

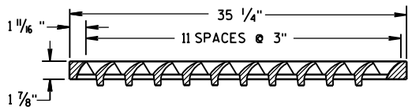
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C18-05A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C29-07A	BICYCLE LANE MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)

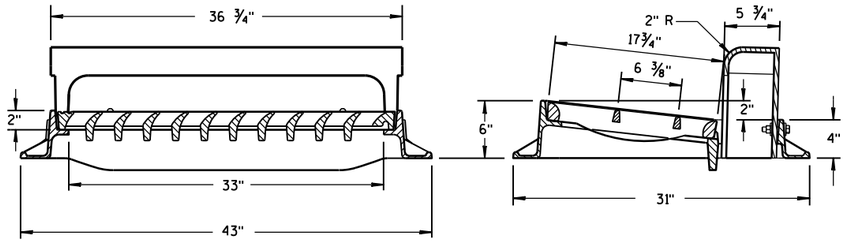


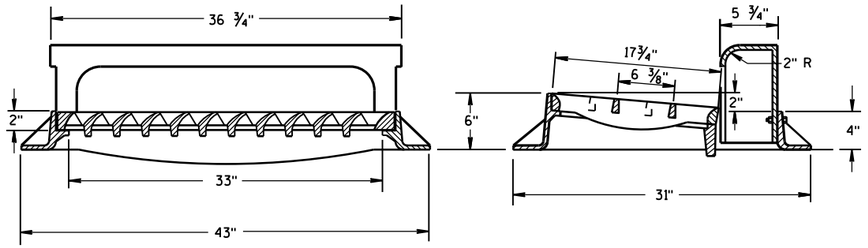
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

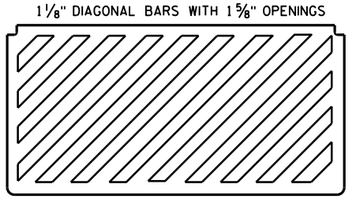






TYPE "H"

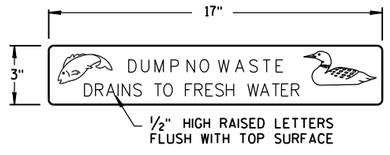
NOTE: EITHER CASTING IS ACCEPTABLE



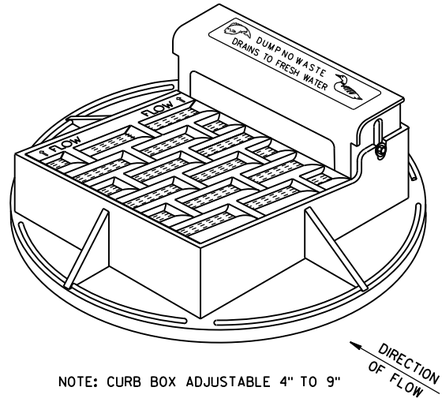
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

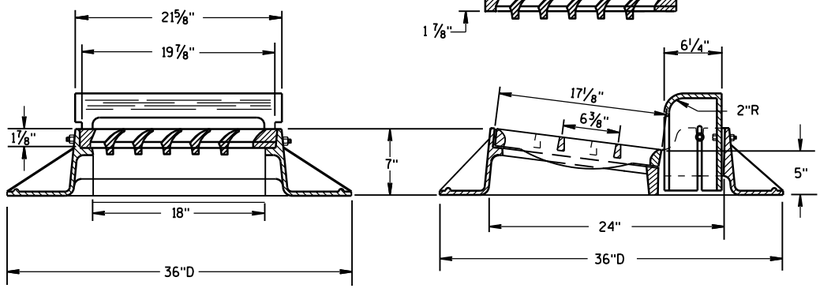


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



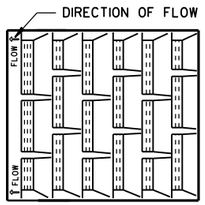
TYPE "A"

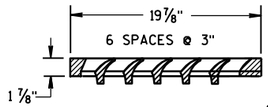
GENERAL NOTES

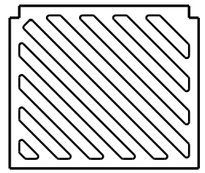
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



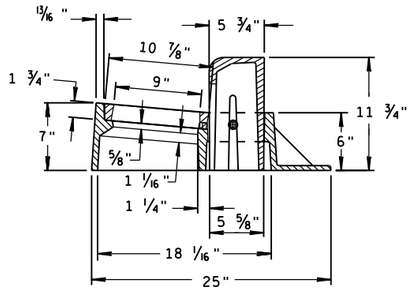


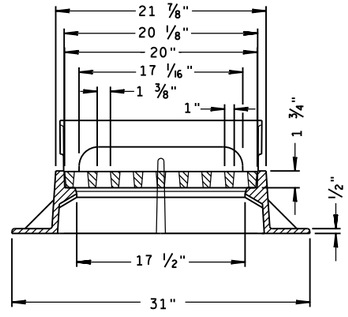


SPECIAL GRATE FOR TYPE "A" COVER

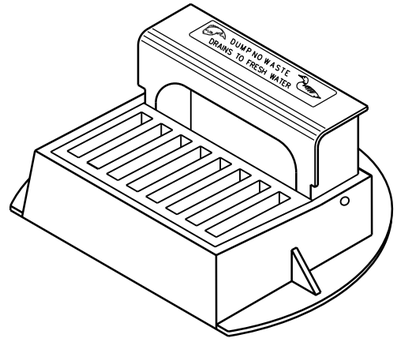
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS TYPE A, H, A-S, H-S & Z

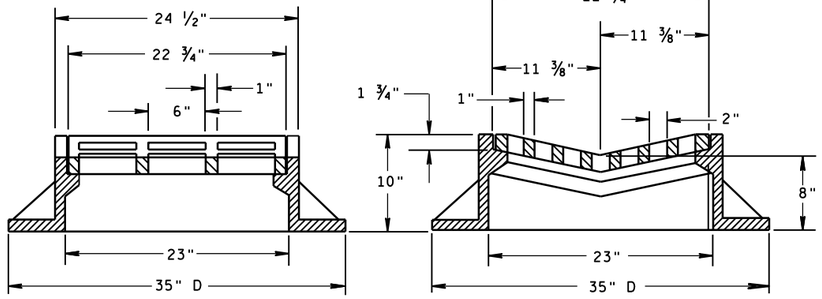
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

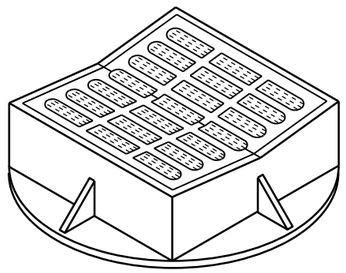
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

FHWA

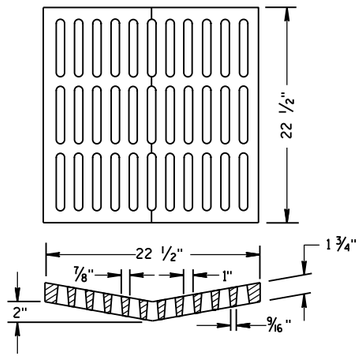
6

S.D.D. 8 A 5-19a



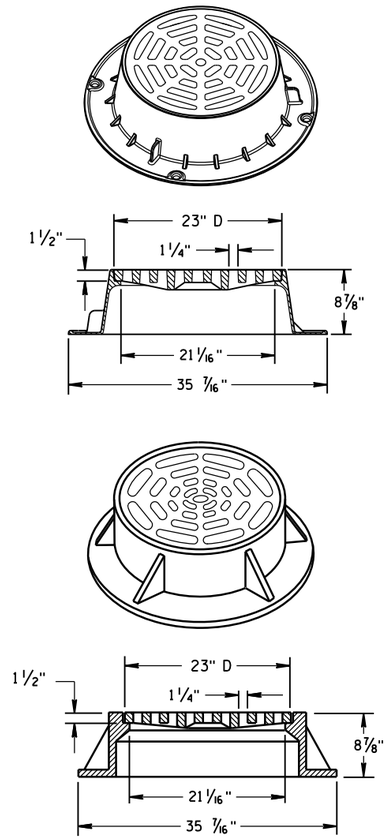


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

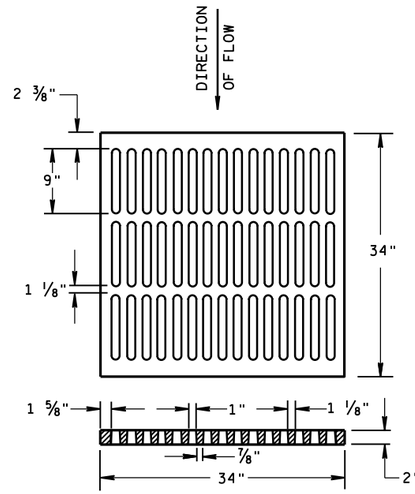
NOTE: EITHER CASTING IS ACCEPTABLE

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.

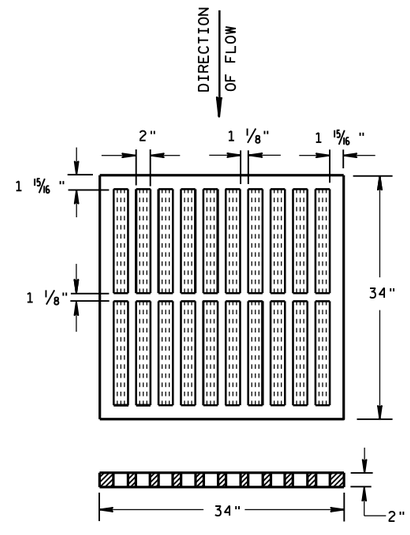
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



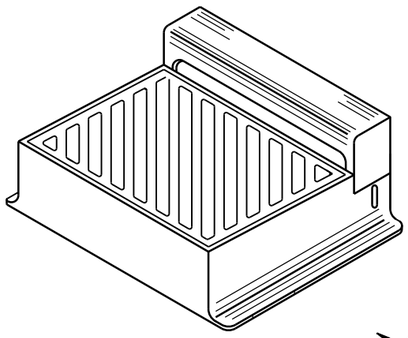
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

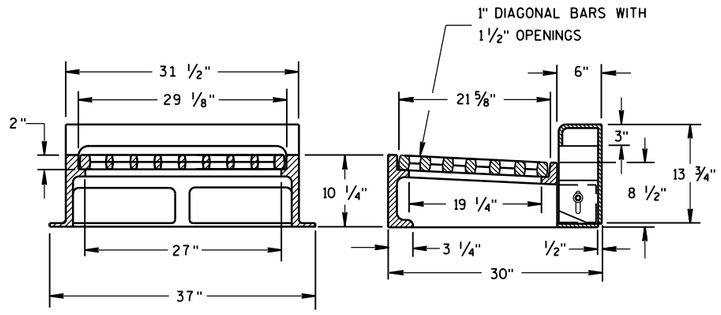


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

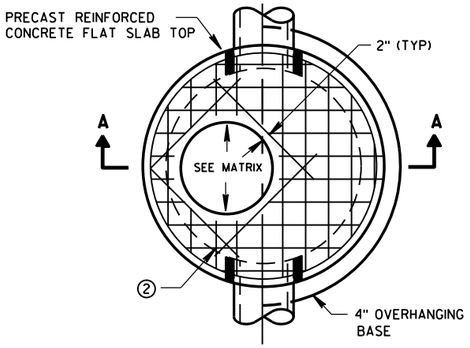
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

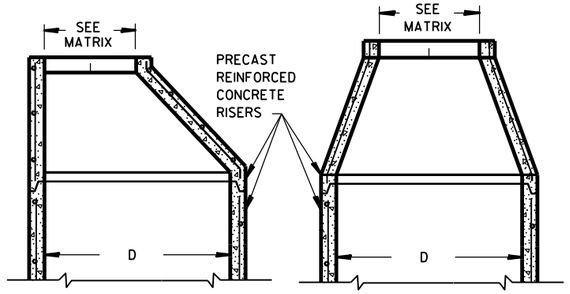
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-19b

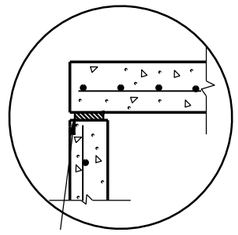


PLAN VIEW CIRCULAR OPENING

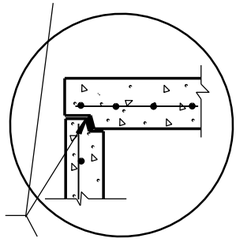


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

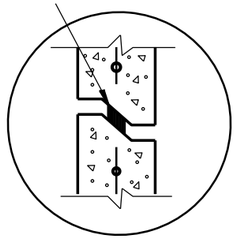


TOP WITH PLAIN END JOINT



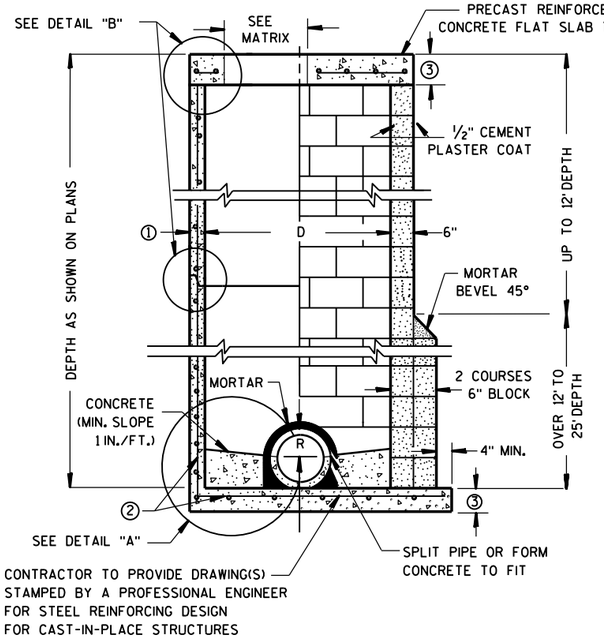
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



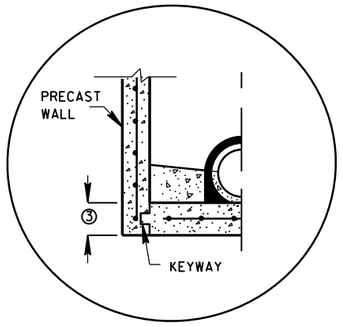
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

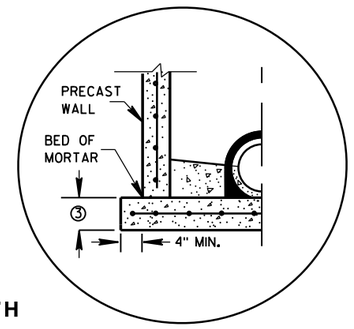


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

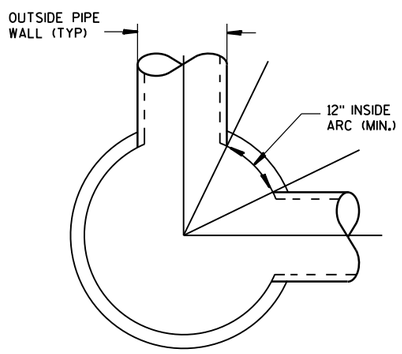


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
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MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

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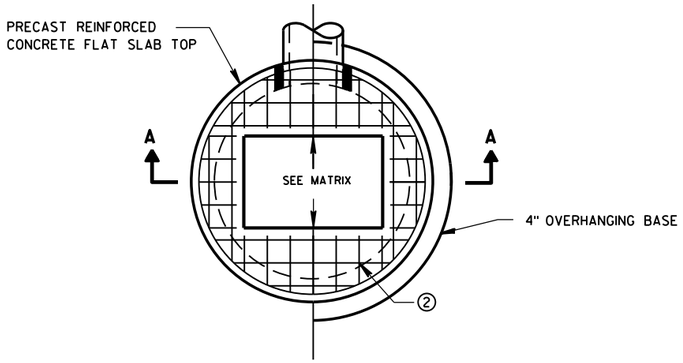
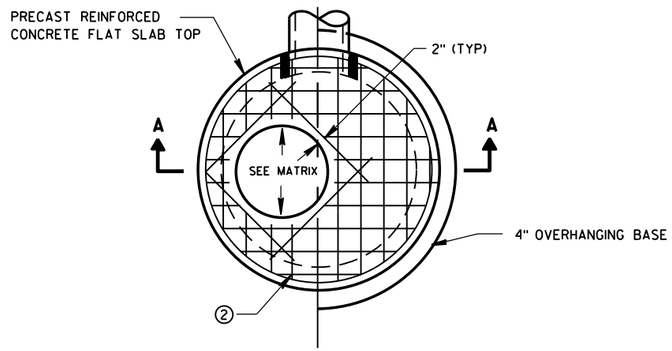
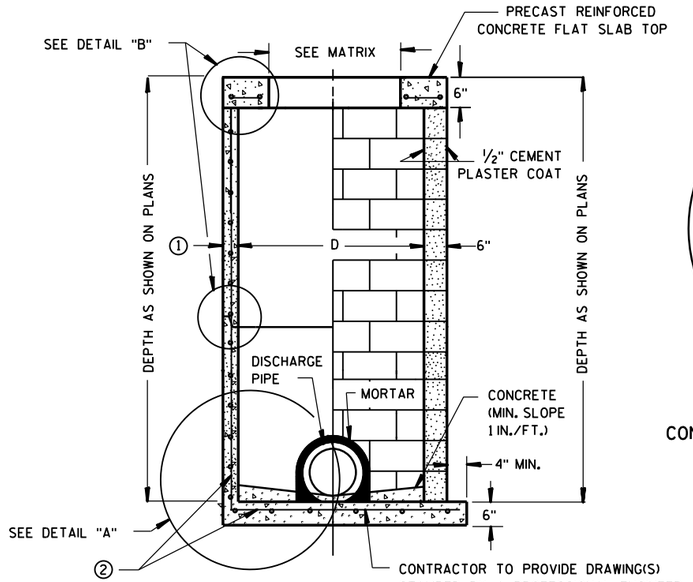


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

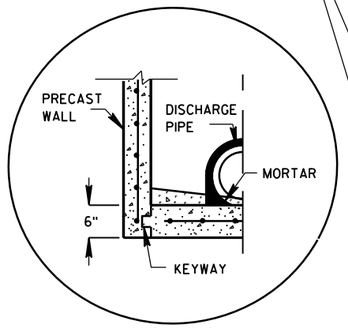


SECTION A-A

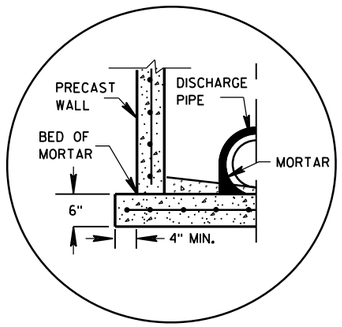
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

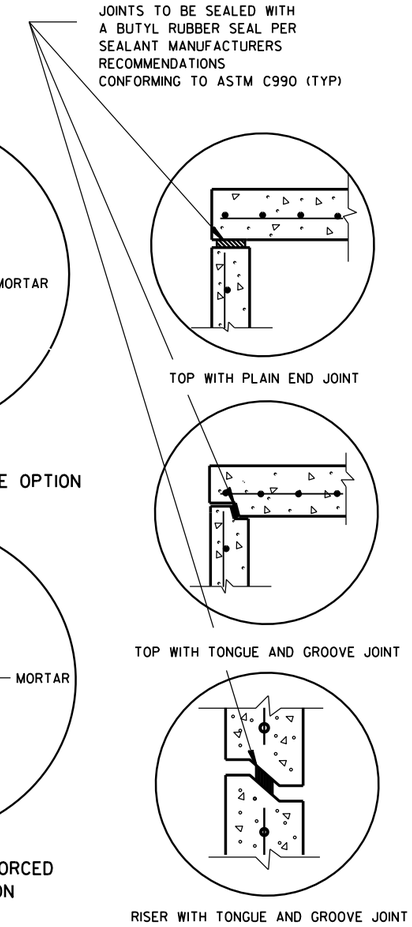


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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.

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

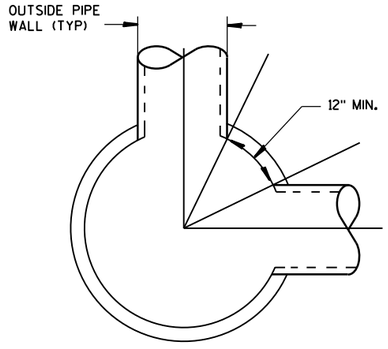
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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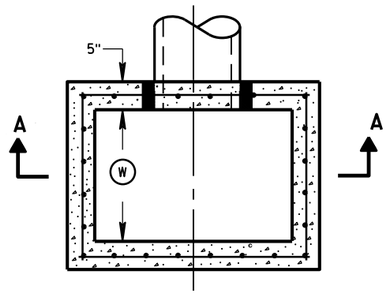
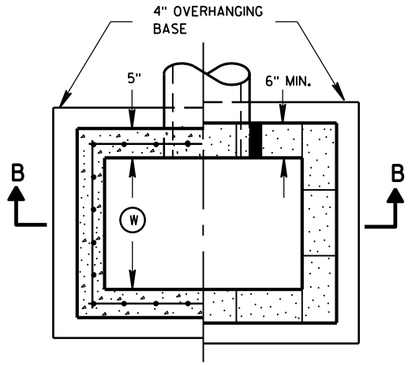
S.D.D. 8 C 6-2

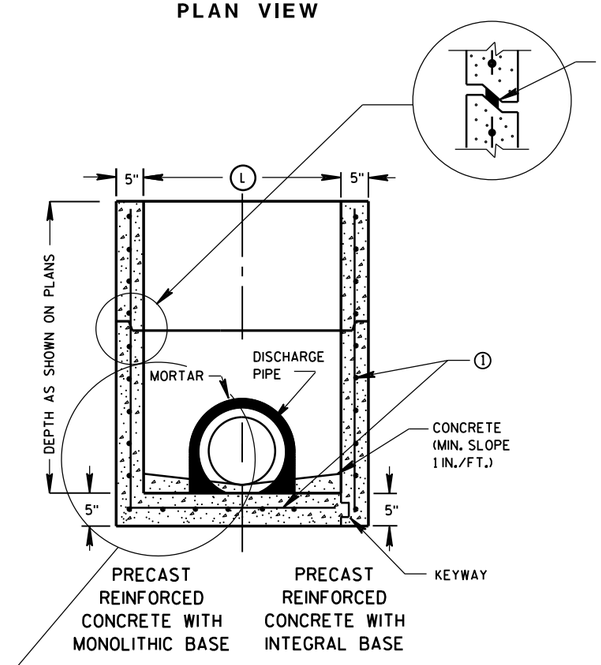
INLETS 3-FT AND 4-FT DIAMETER



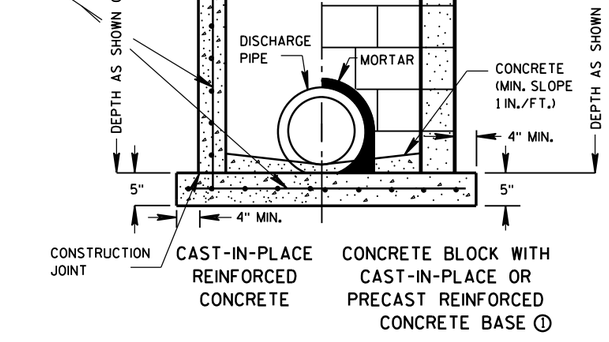
PLAN VIEW



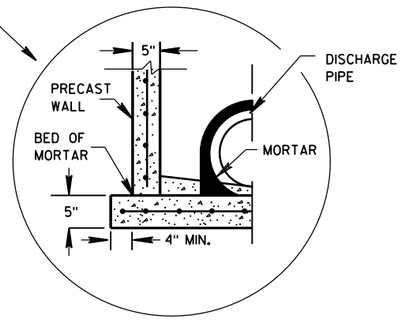
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

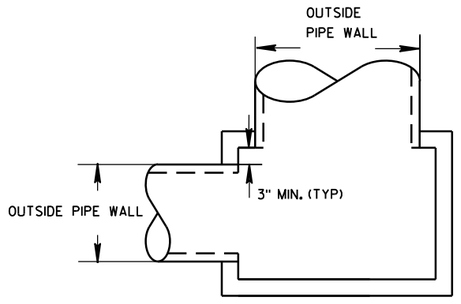
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

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S.D.D. 8 C 7-2

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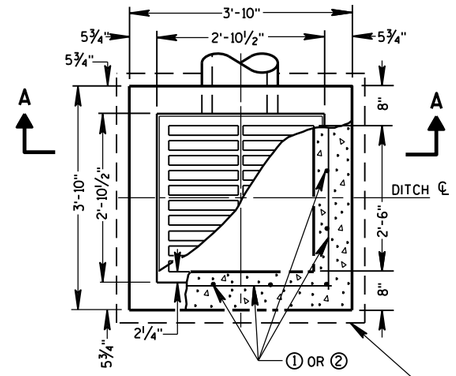
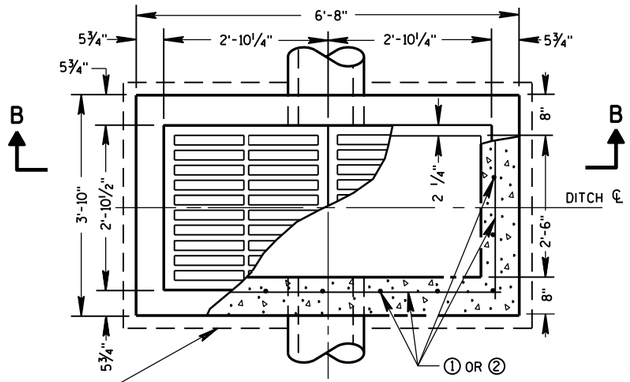
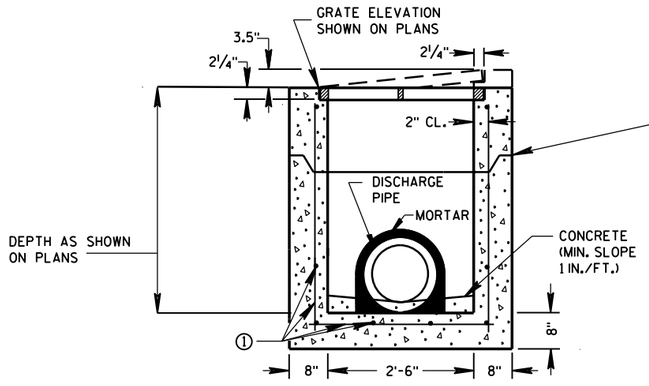


PLAN VIEW

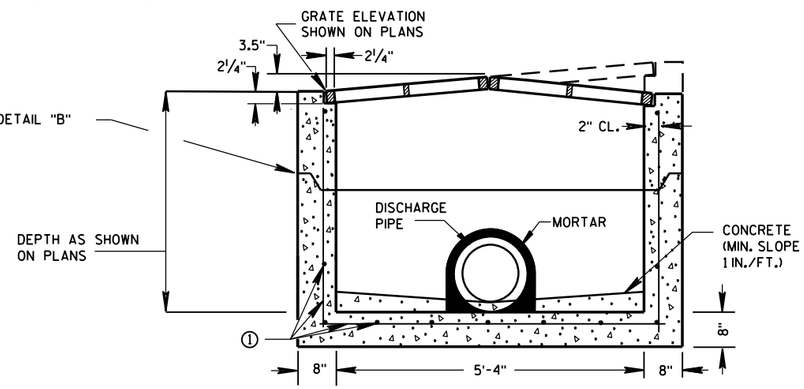


PLAN VIEW

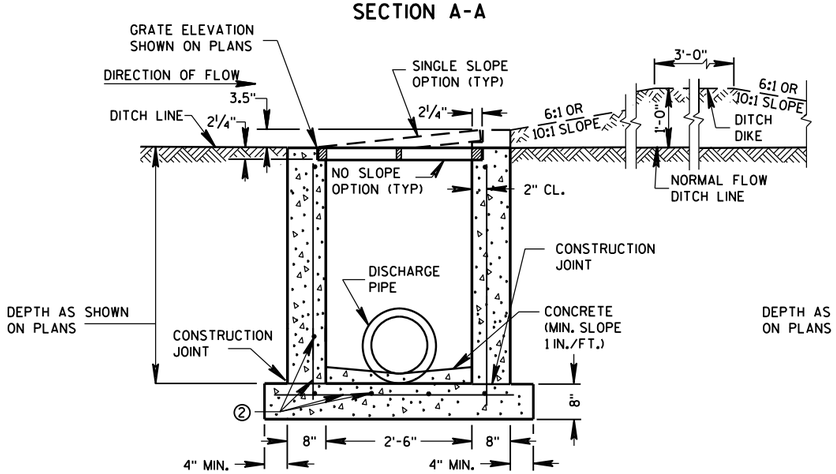
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



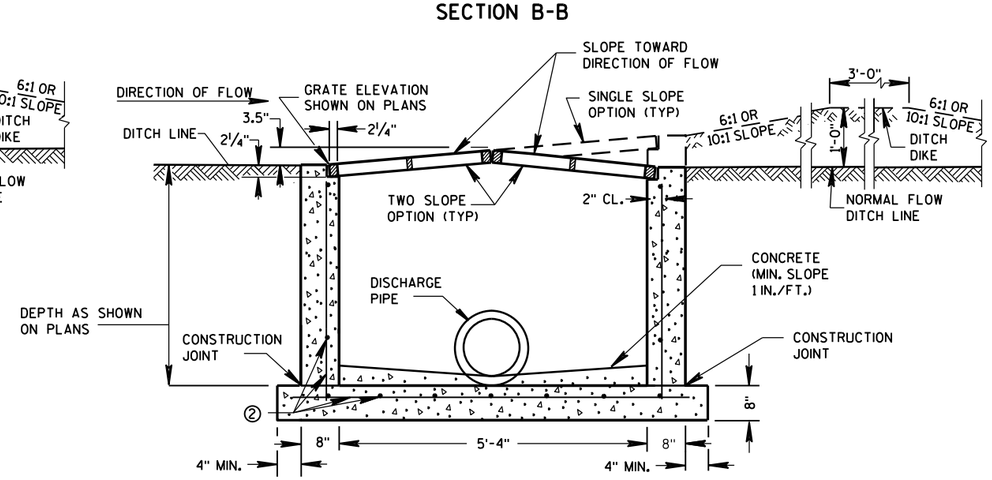
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

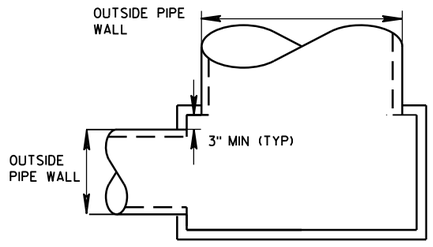
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

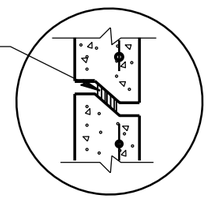
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



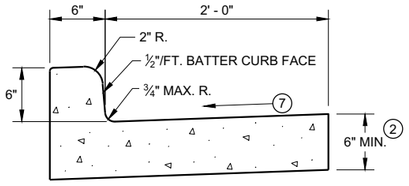
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

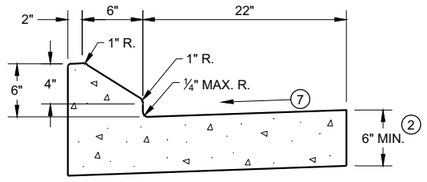
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

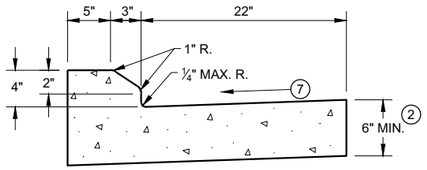
6
S.D.D. 8 C 8-2



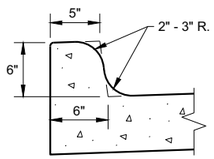
TYPES A[1] & D



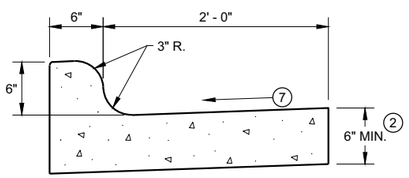
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

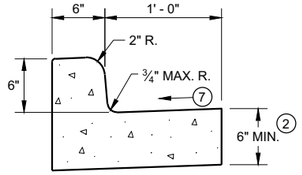


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



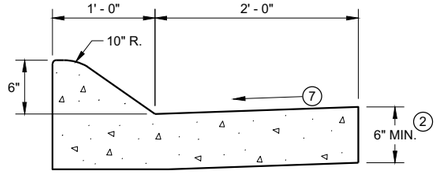
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

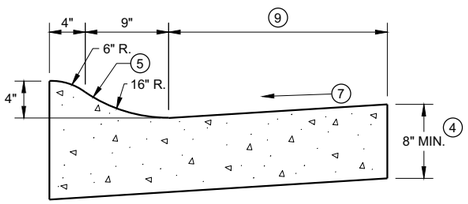
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

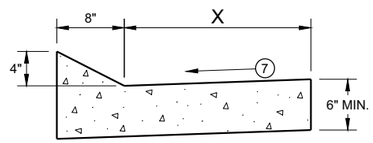
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

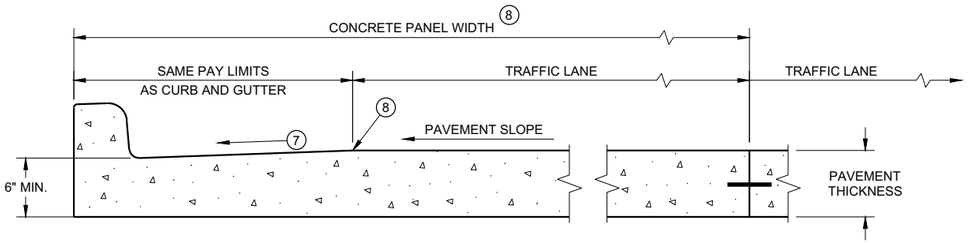


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

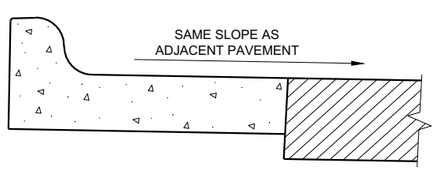
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

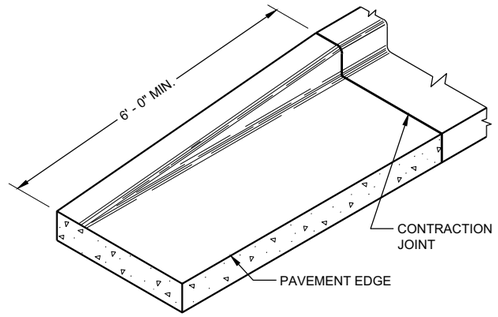
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

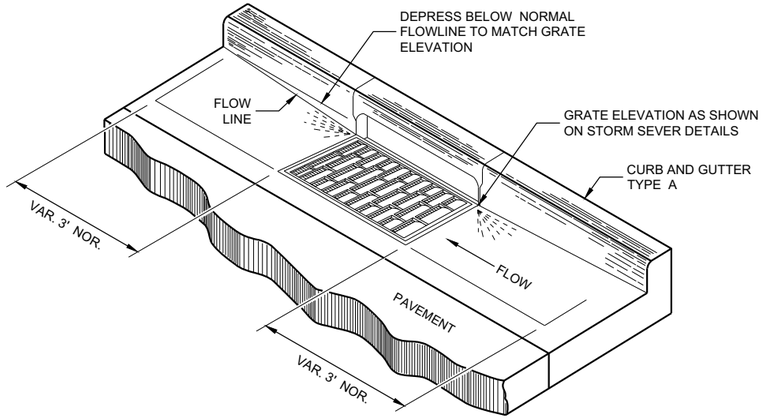
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

6
SDD 08D01 - 22a



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.

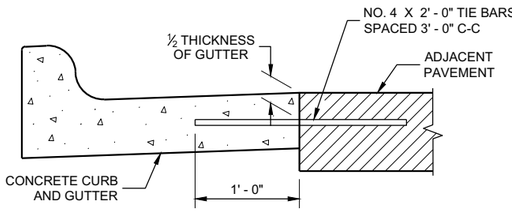
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

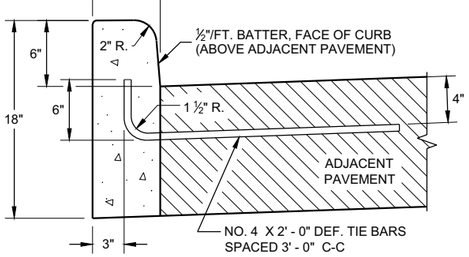
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

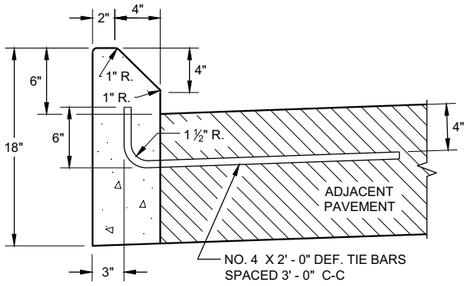
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

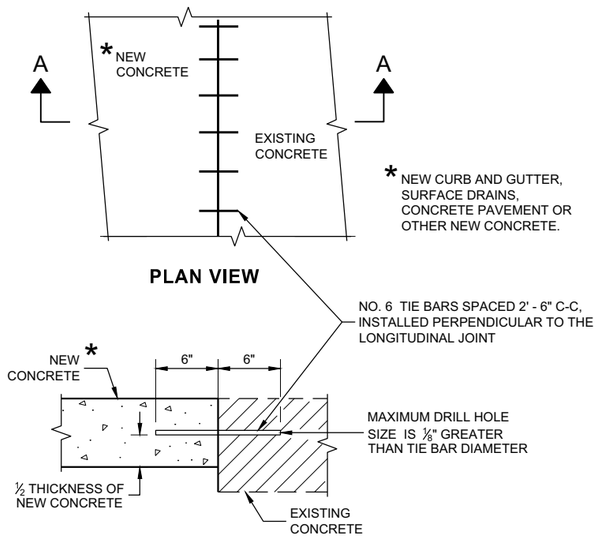


TYPES A (1) & D

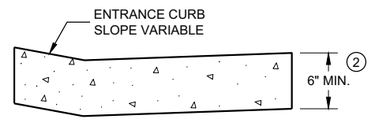


TYPES G (1) & J

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

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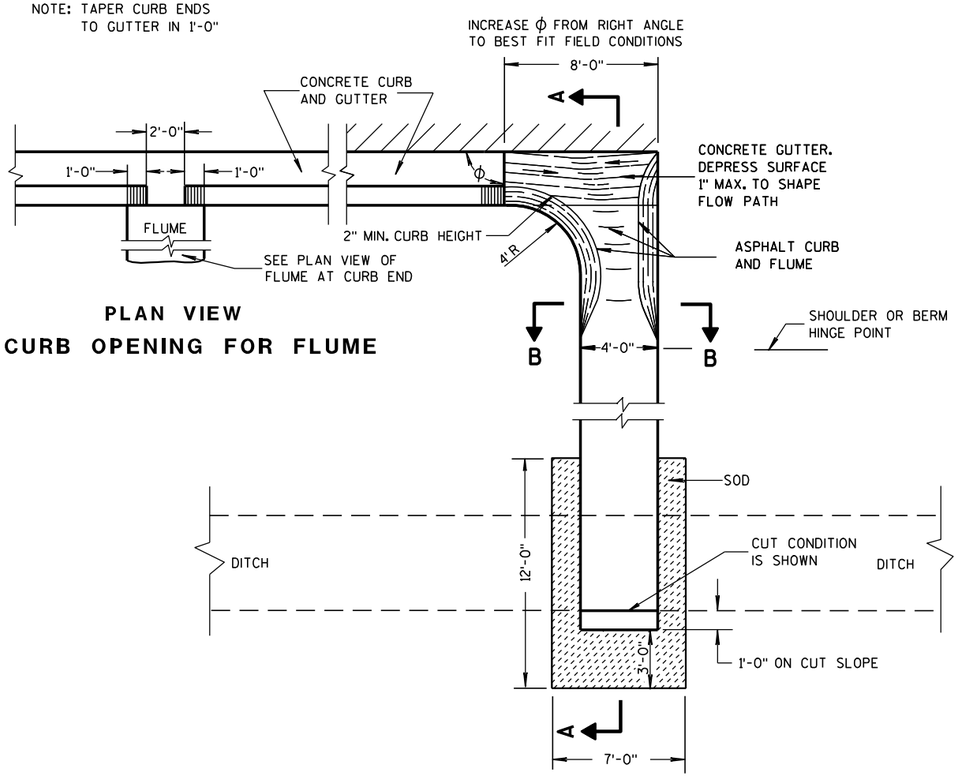
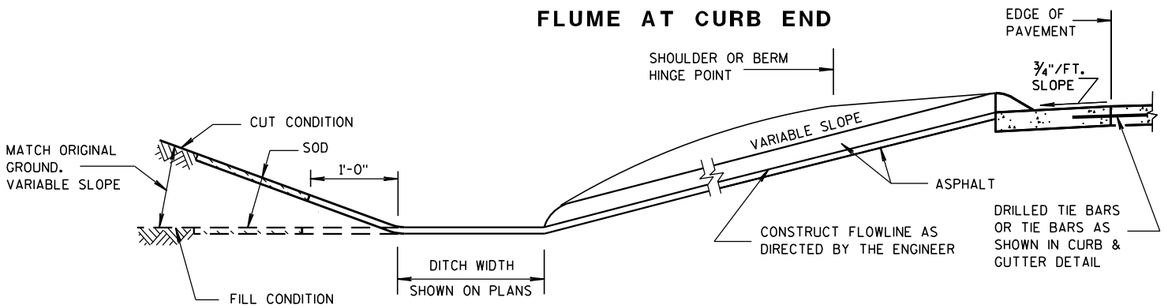
SDD08D01 - 22b
SDD08D01 - 22b

ASPHALTIC FLUME

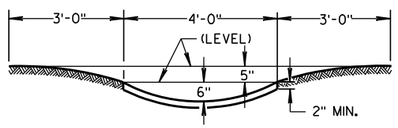


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

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.

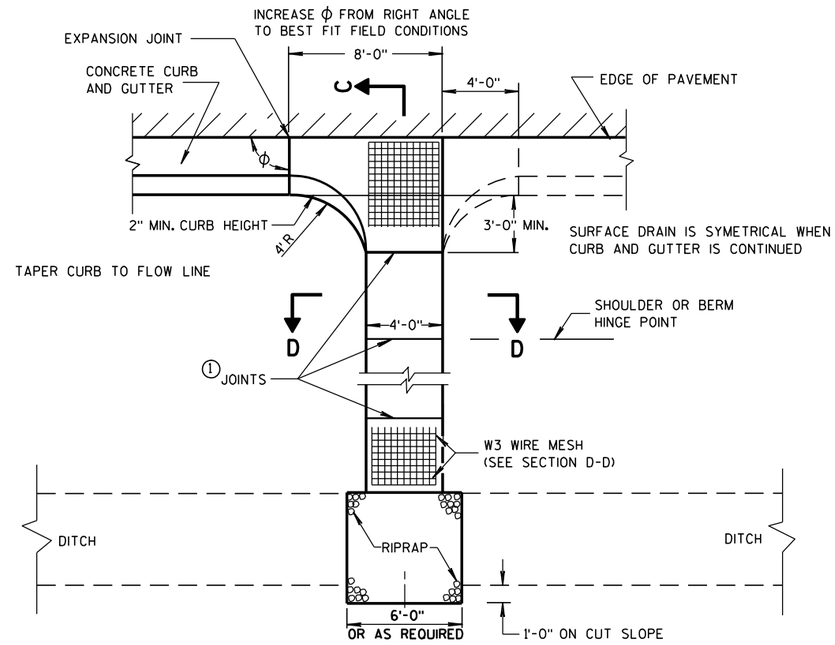
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

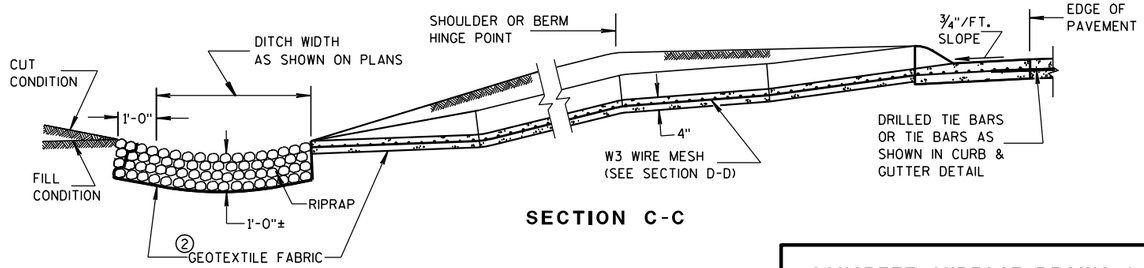
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

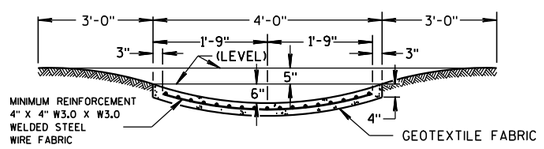
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



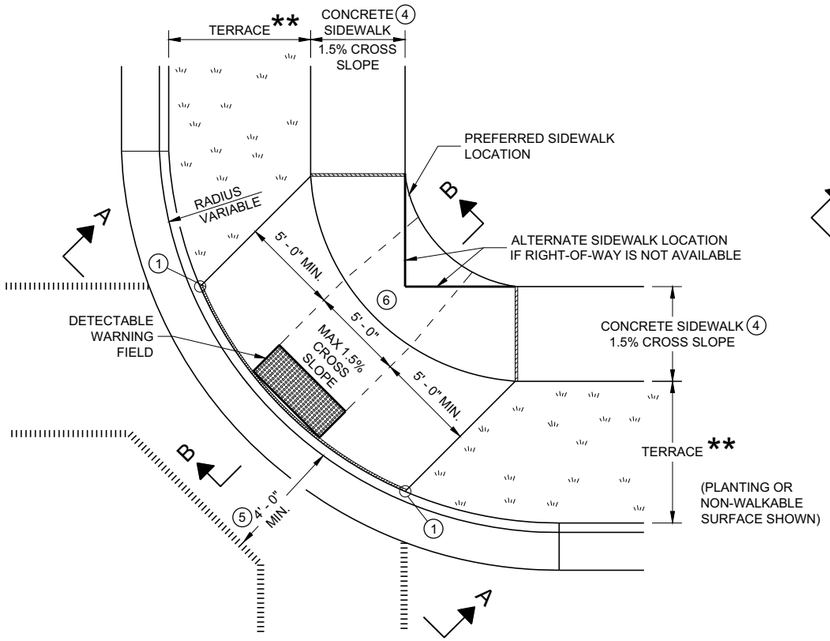
SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

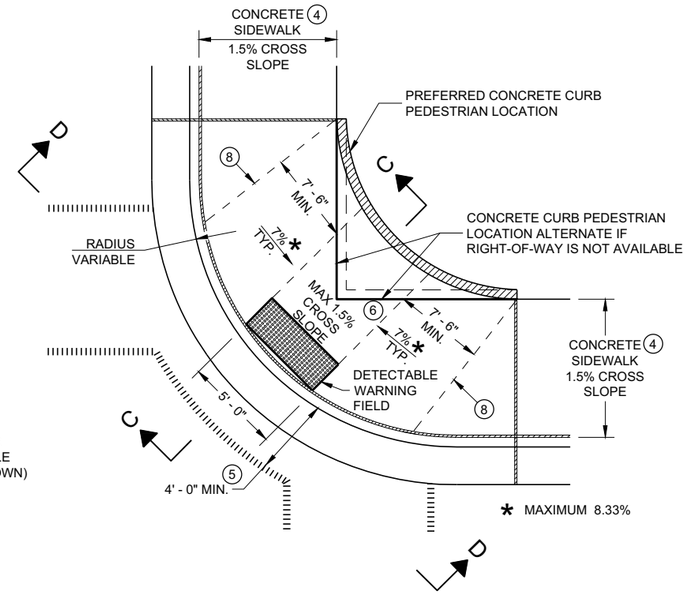
6
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

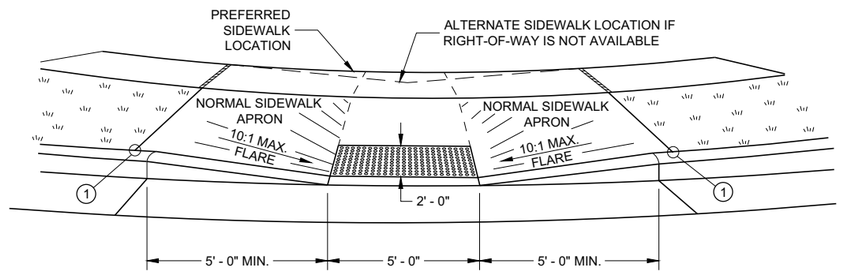
(CENTER OF CORNER RADIUS)



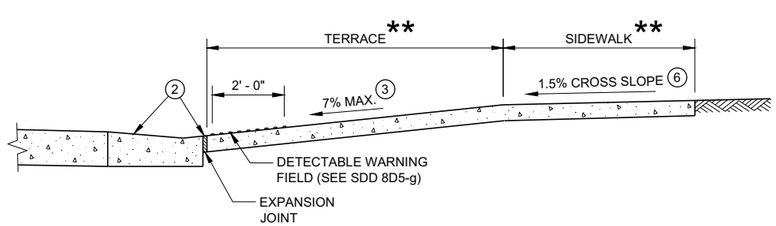
PLAN VIEW

CURB RAMP TYPE 1 - A

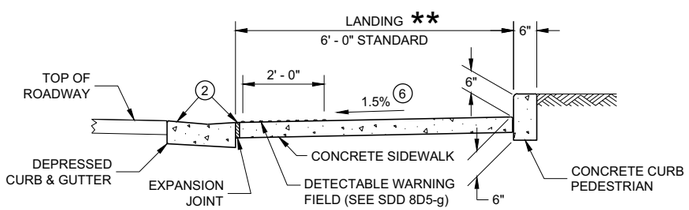
(NO TERRACE)



VIEW A - A FOR TYPE 1

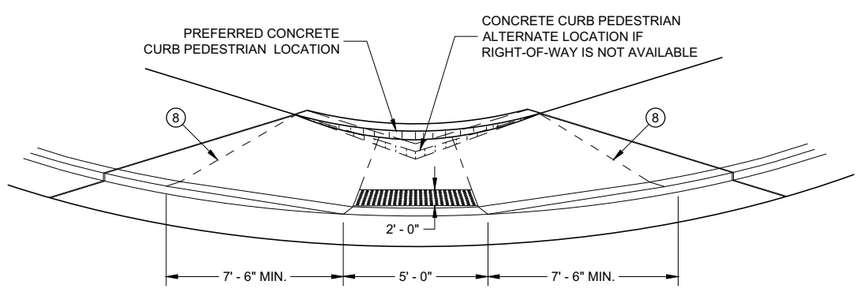


SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

DETECTABLE WARNING FILED 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 LINEAR 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"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

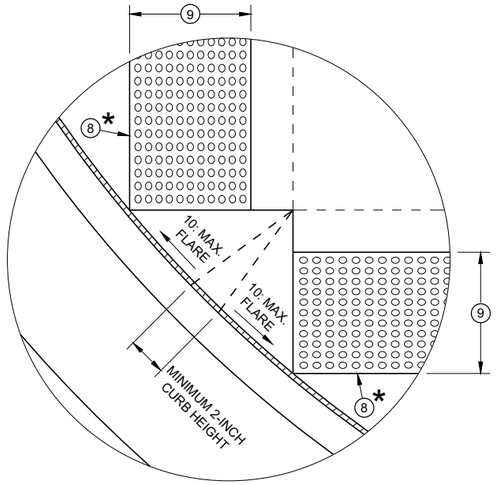
LEGEND

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

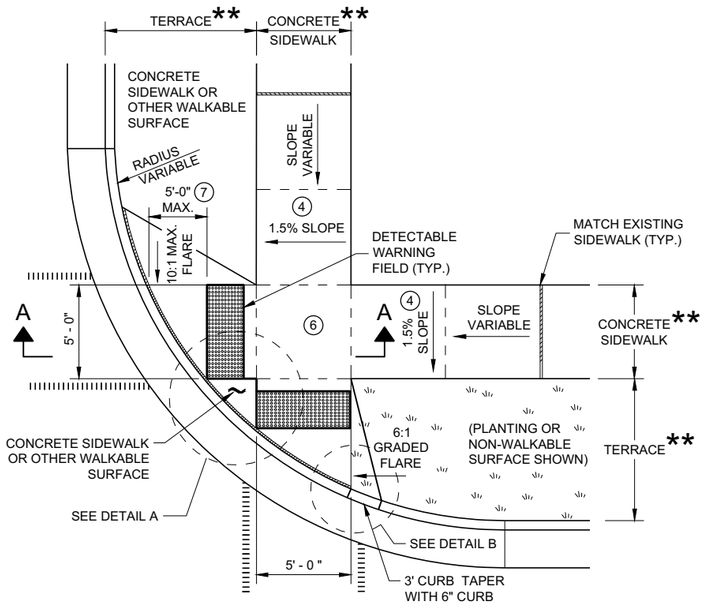
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

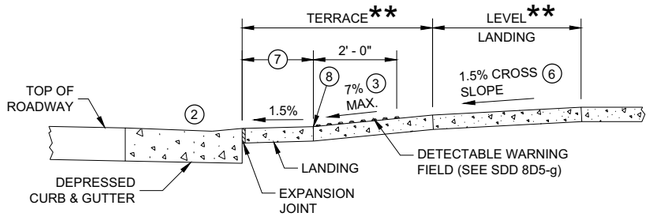
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

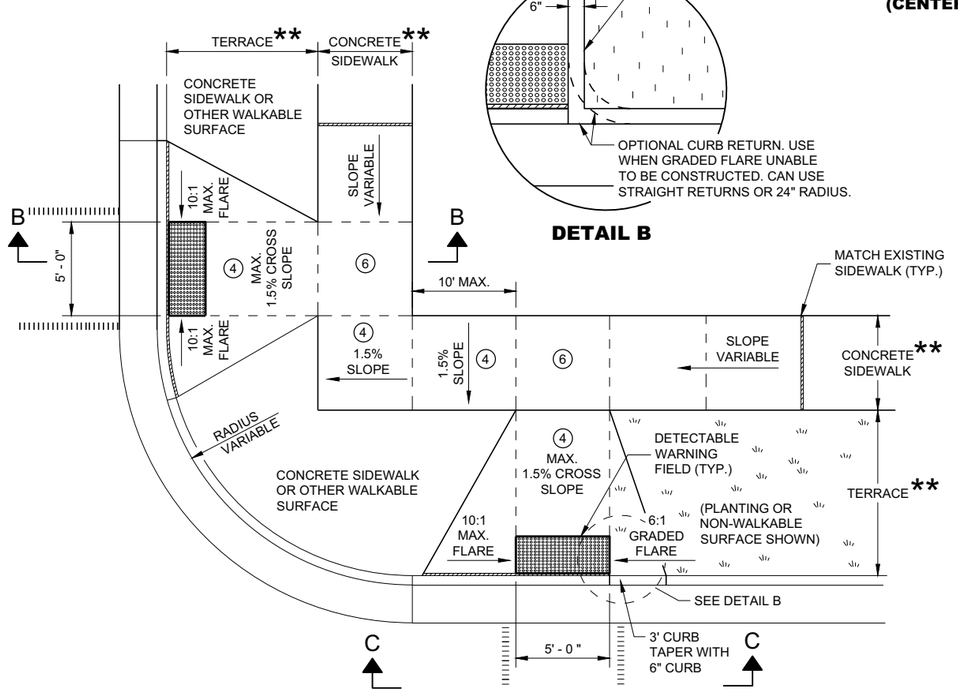
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

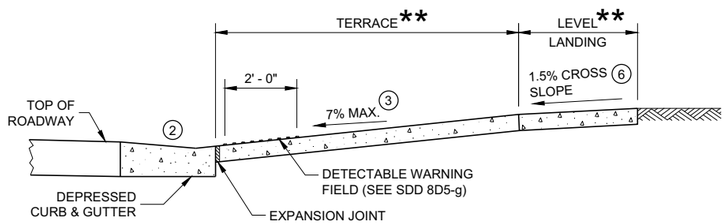
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

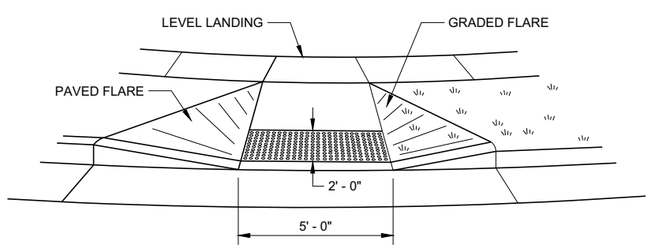
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



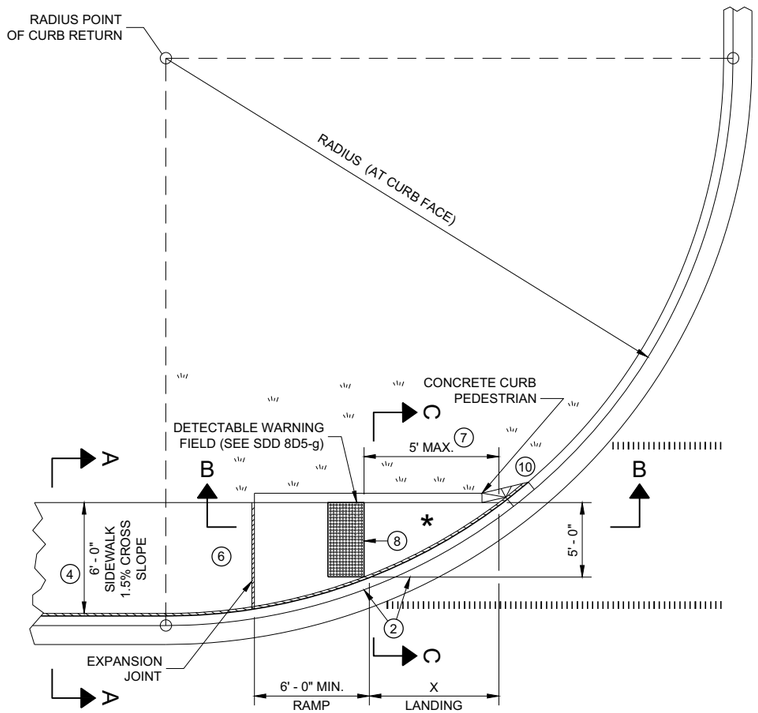
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

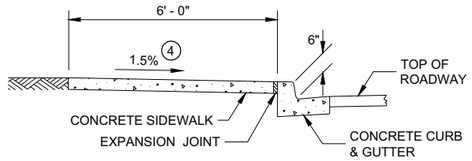


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

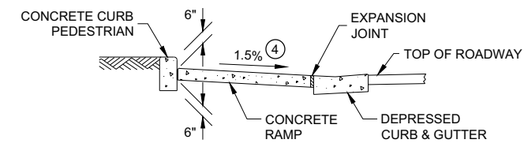
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

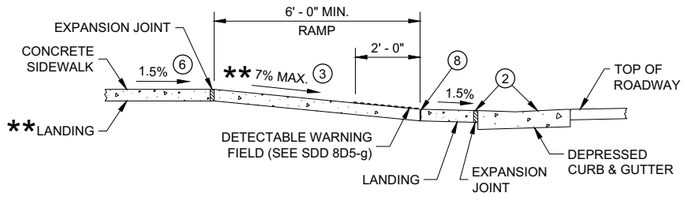
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



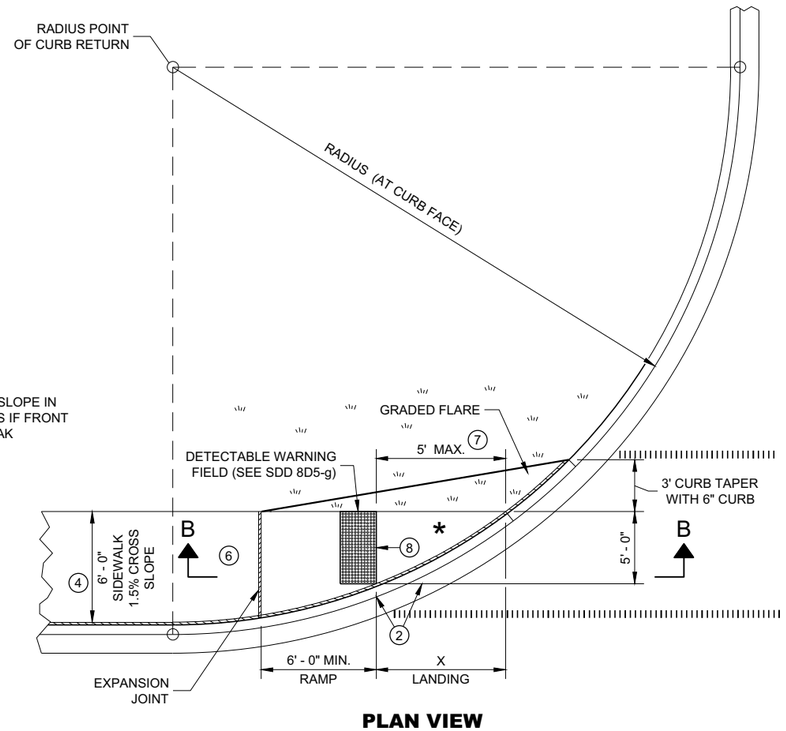
SECTION C - C FOR TYPE 4A



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

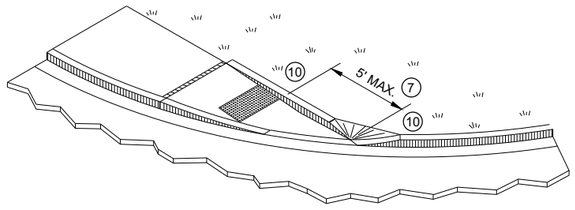
SECTION B - B FOR TYPE 4A AND TYPE 4A1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

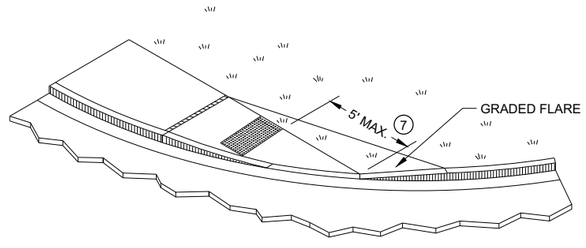


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



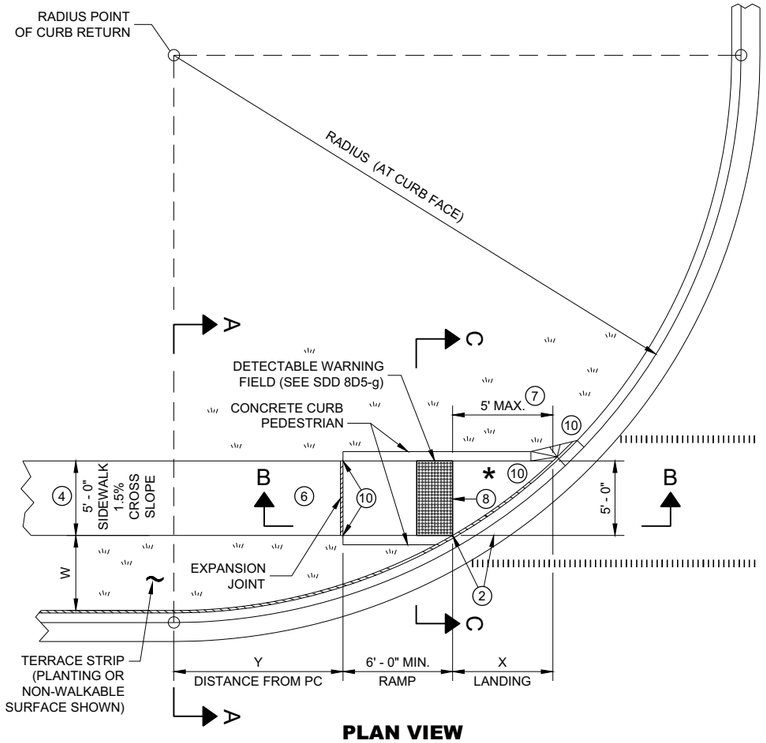
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

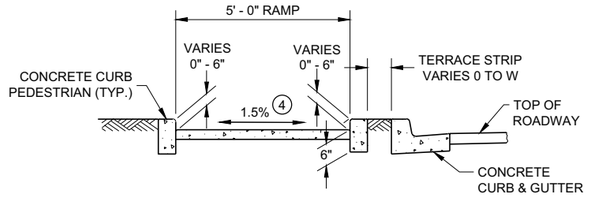
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

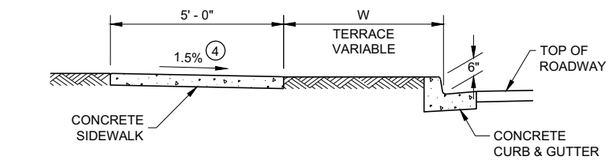
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

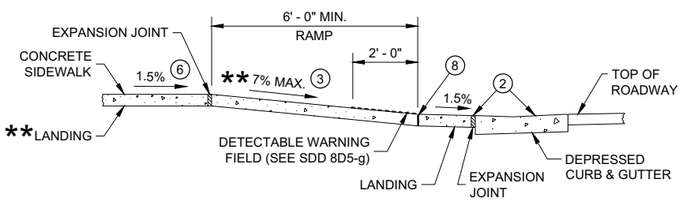
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



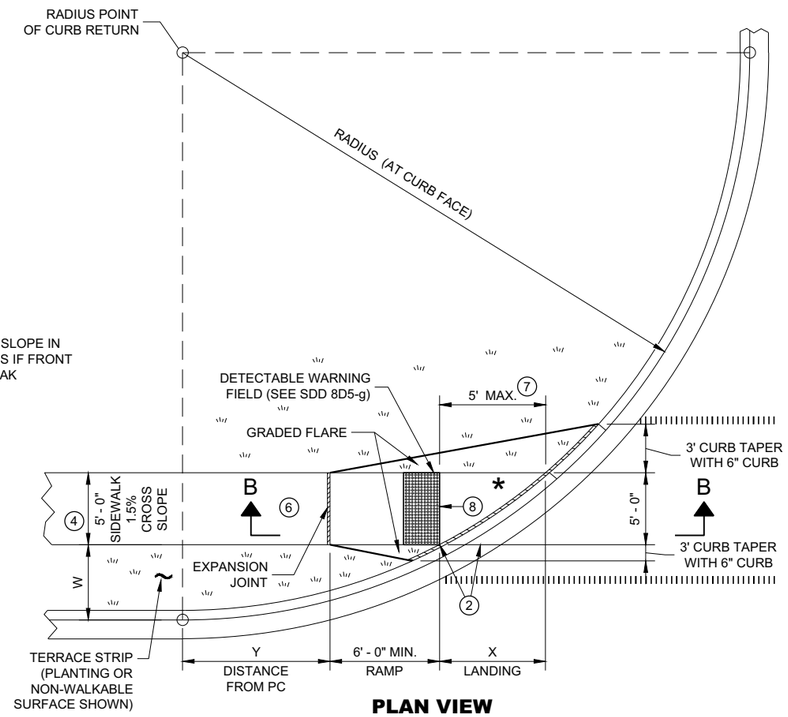
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

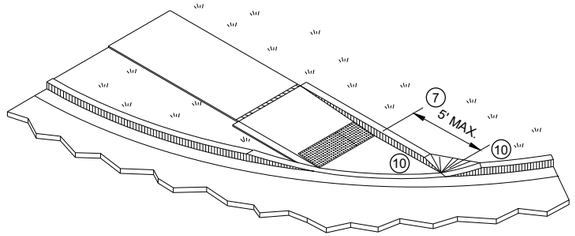
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

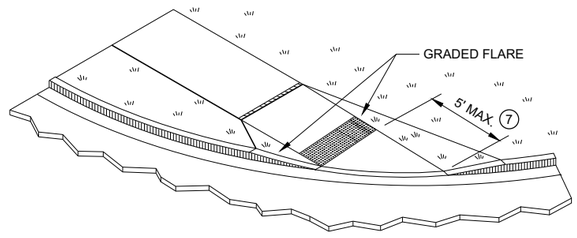


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



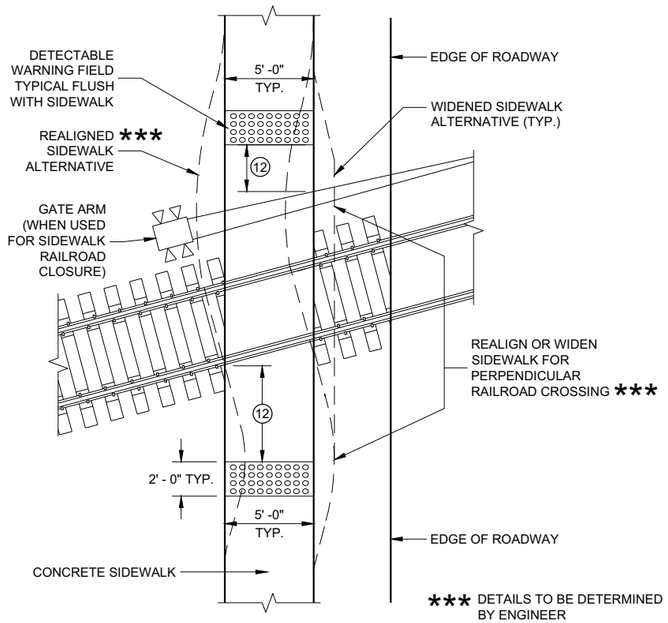
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

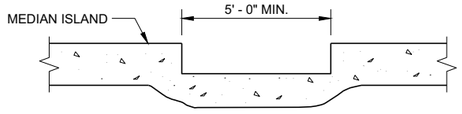
6

SDD 08D05 - 20d

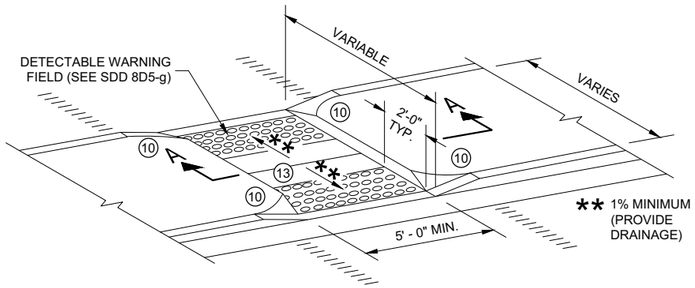


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

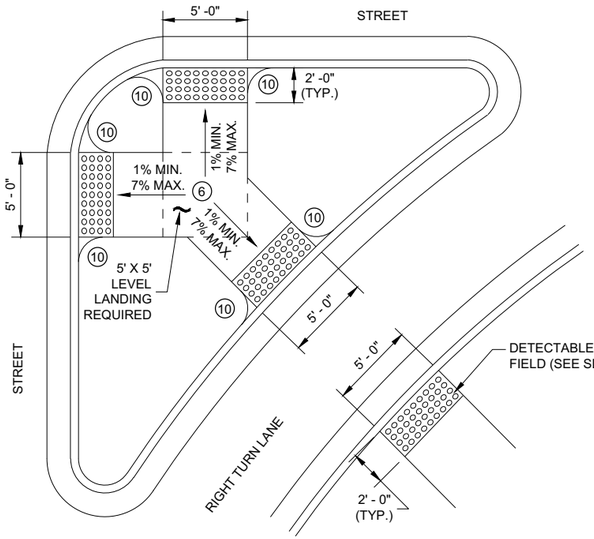
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

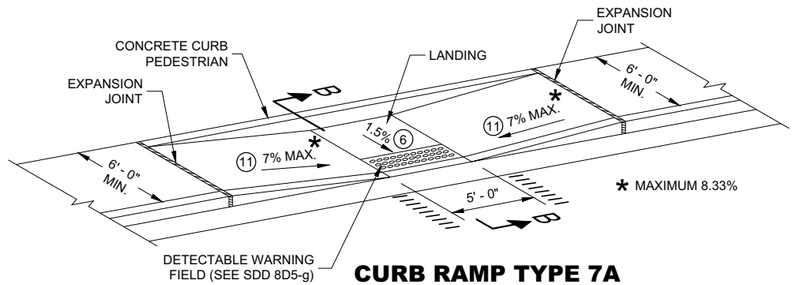
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

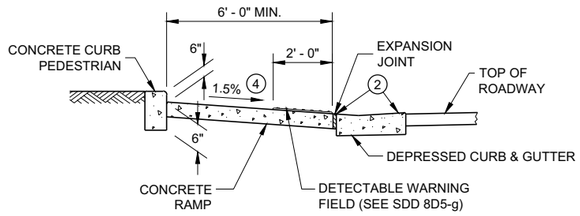
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS

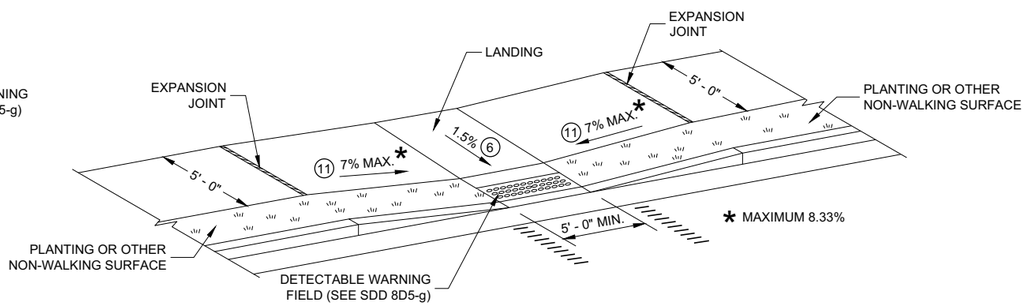


CURB RAMP TYPE 7A

MID BLOCK CROSSING



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

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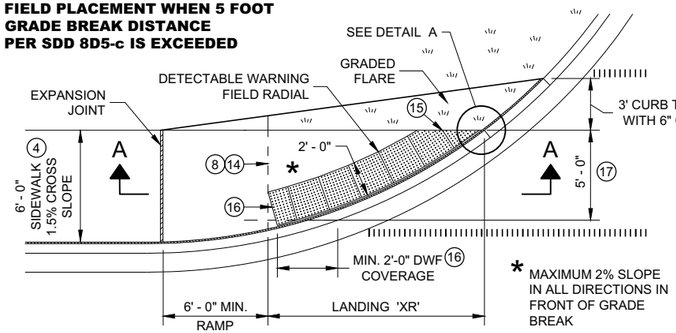
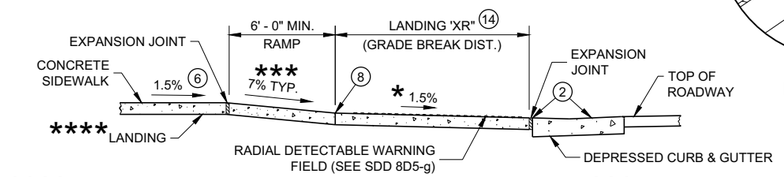
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

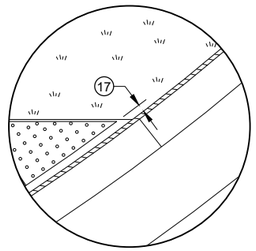
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

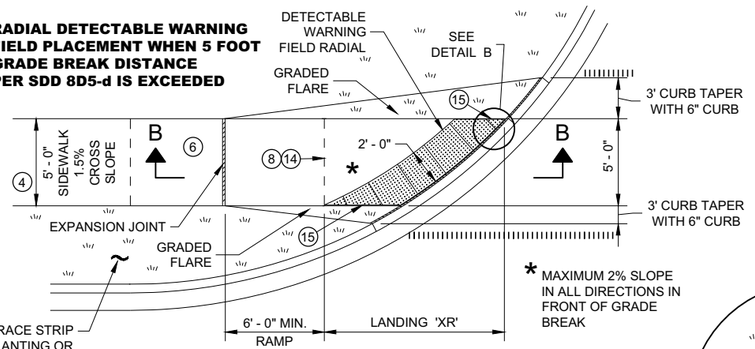
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

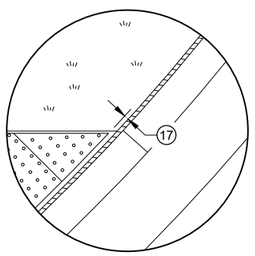
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



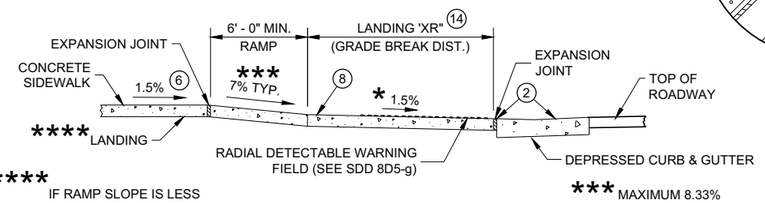
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

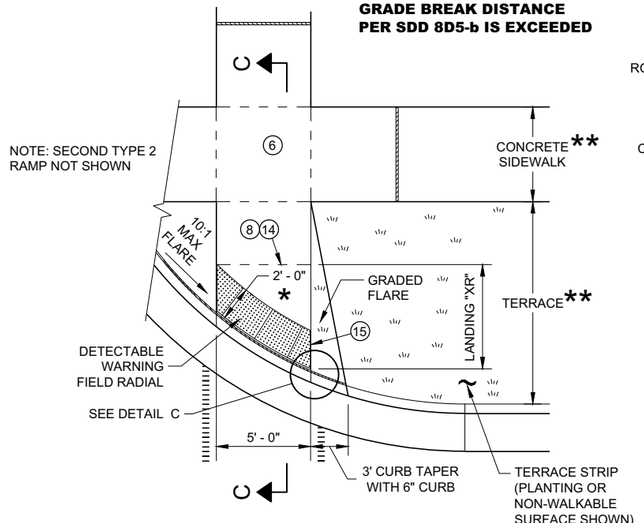


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

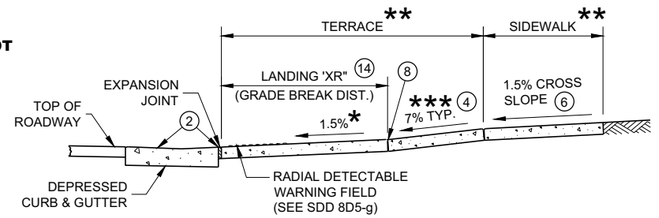


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

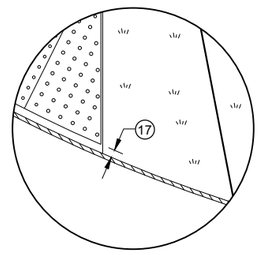


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

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DEPARTMENT OF TRANSPORTATION

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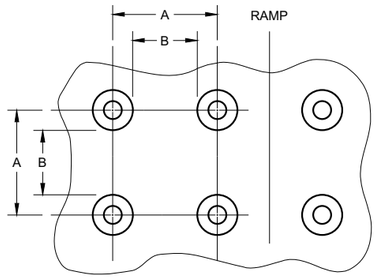
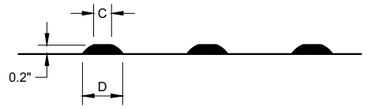
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

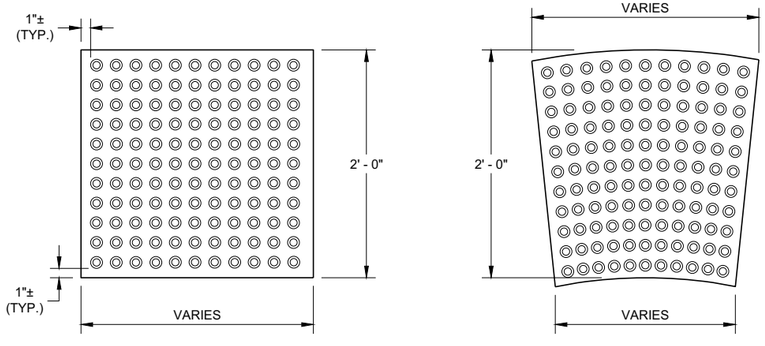


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

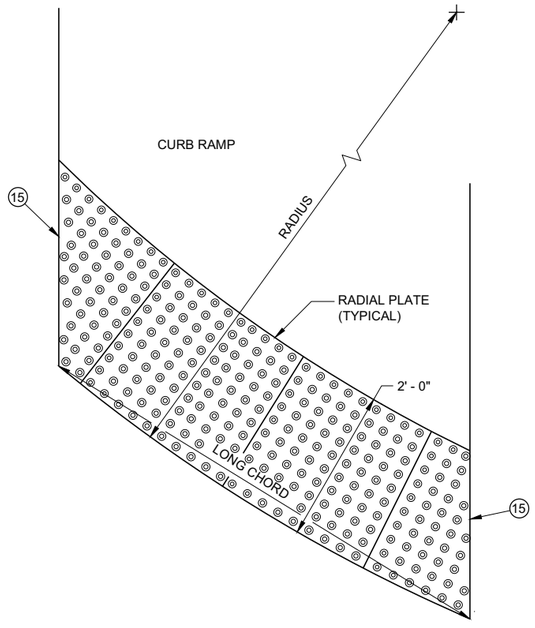
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

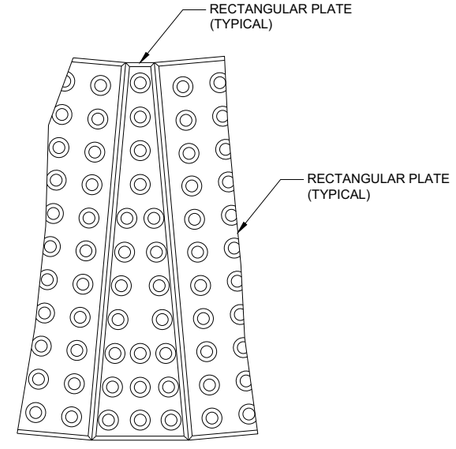
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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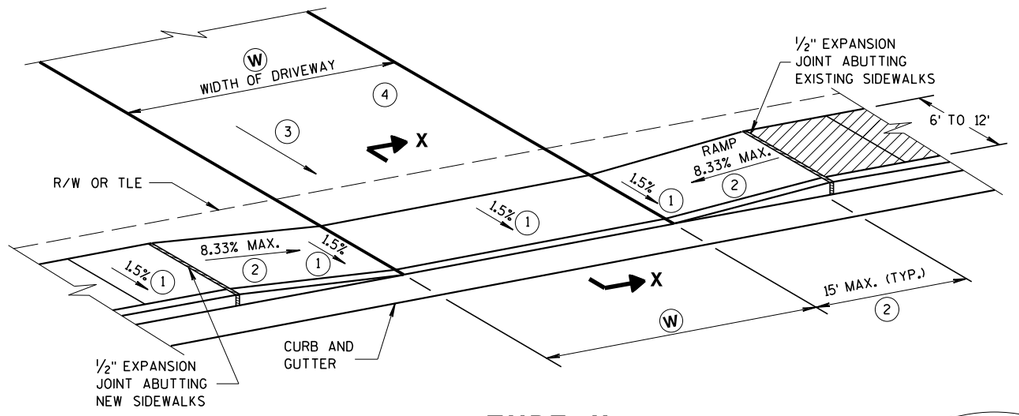
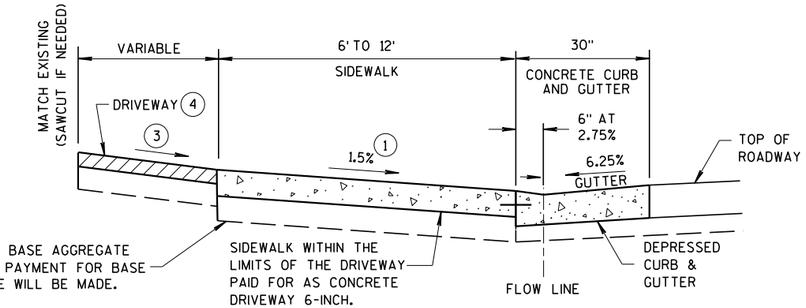
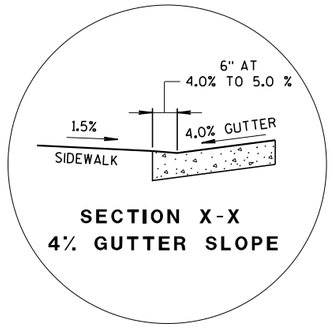


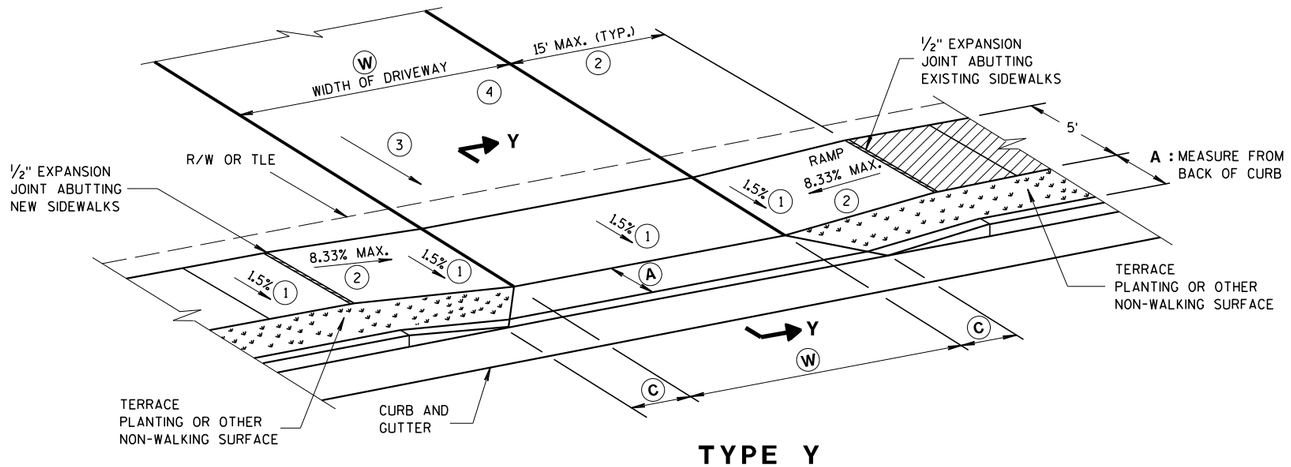
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

NOT TO SCALE

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

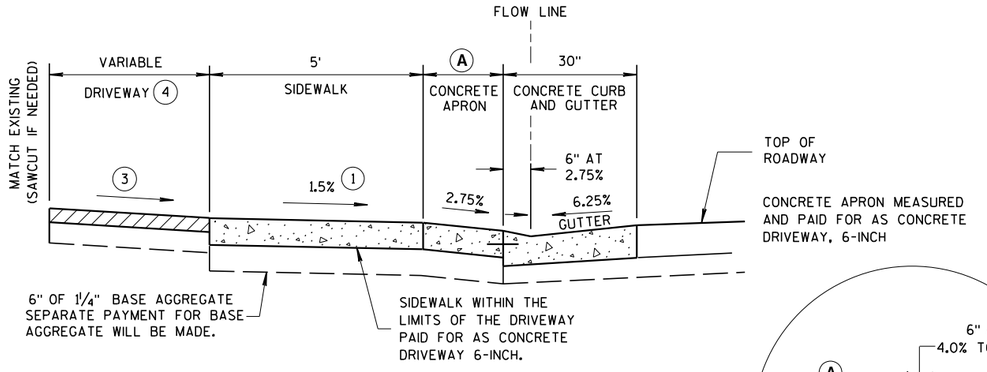
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

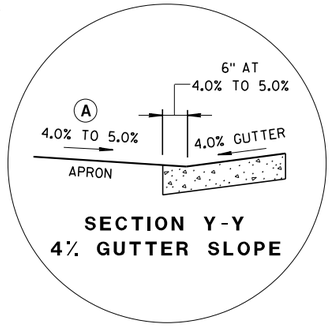
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 282 MENT
UNIT SUPERVISOR
FHWA

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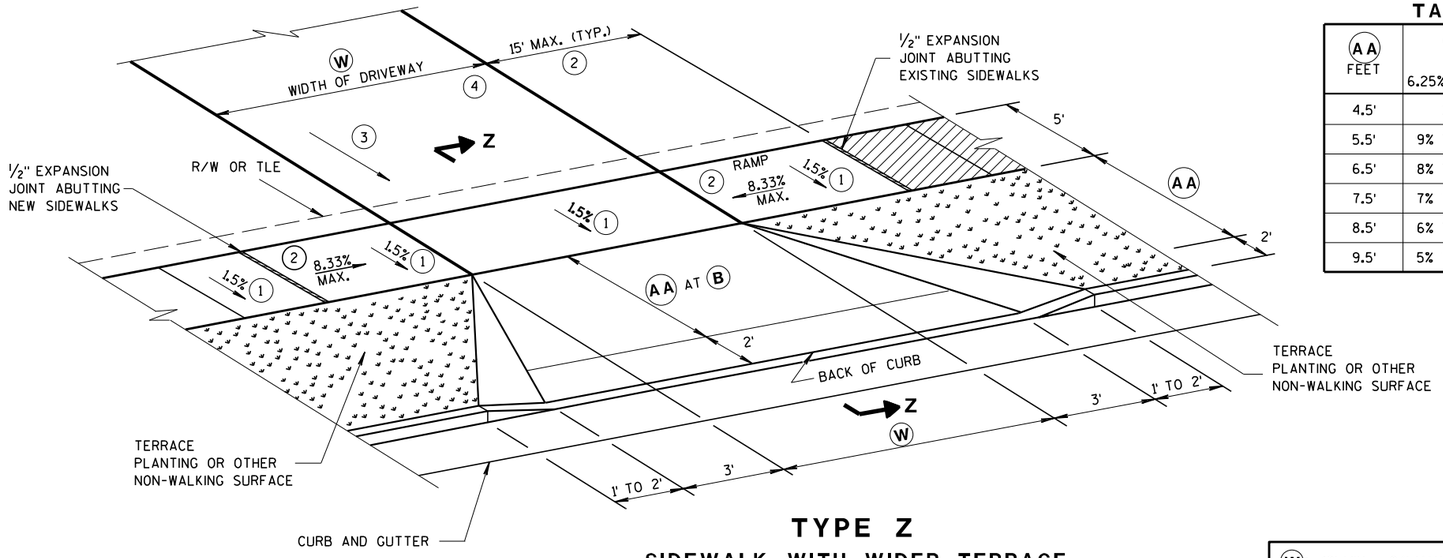
S.D.D. 8 D 18-2



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM

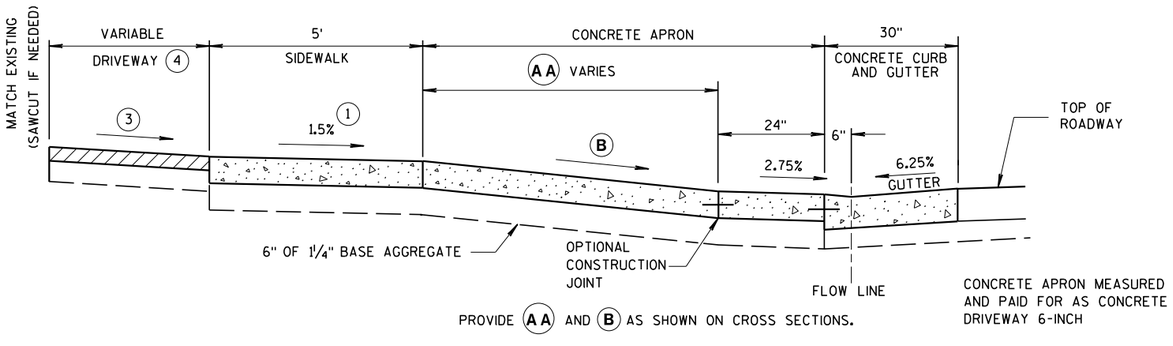
10.5% UP AWAY FROM SIDEWALK (SAG)

8.5% DOWN AWAY FROM SIDEWALK (CREST)

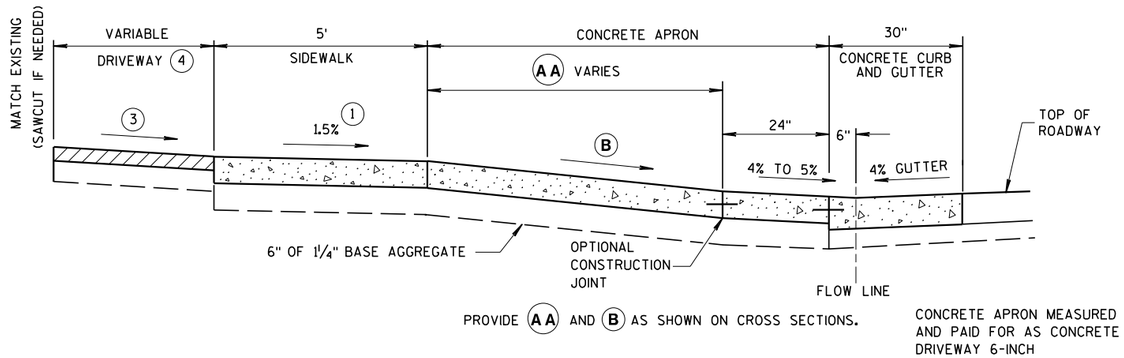
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES

- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

283

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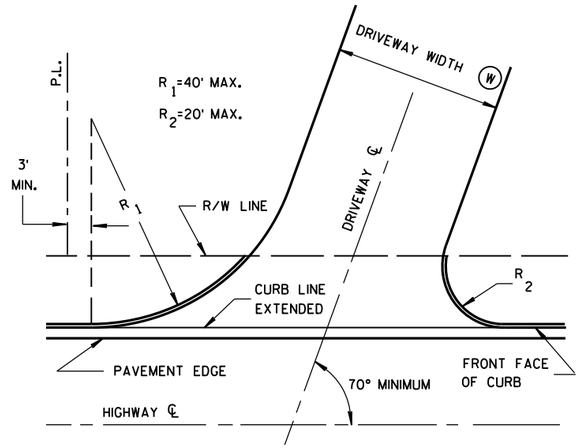
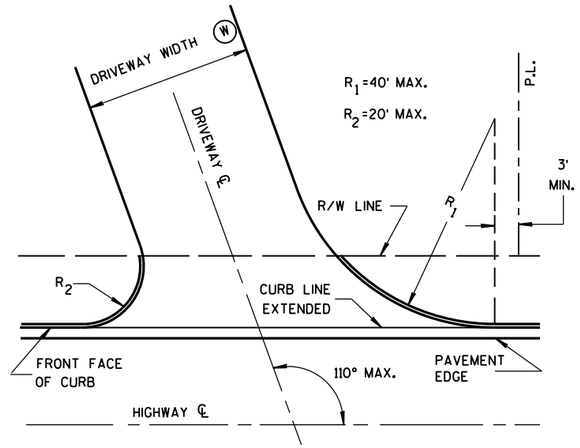
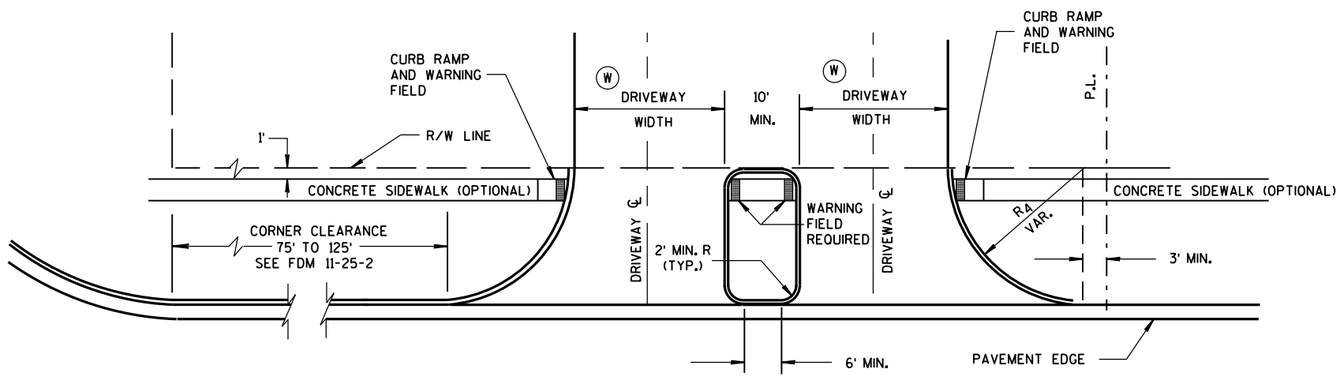
S.D.D. 8 D 19-2





SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

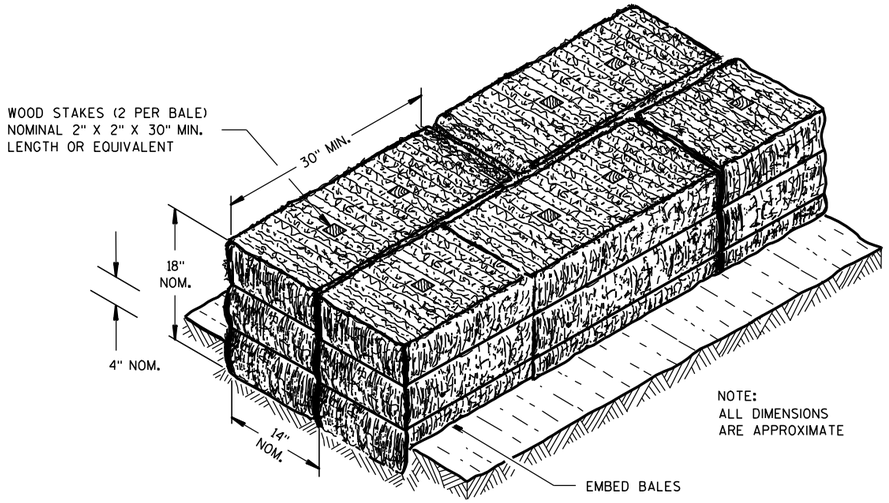
DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

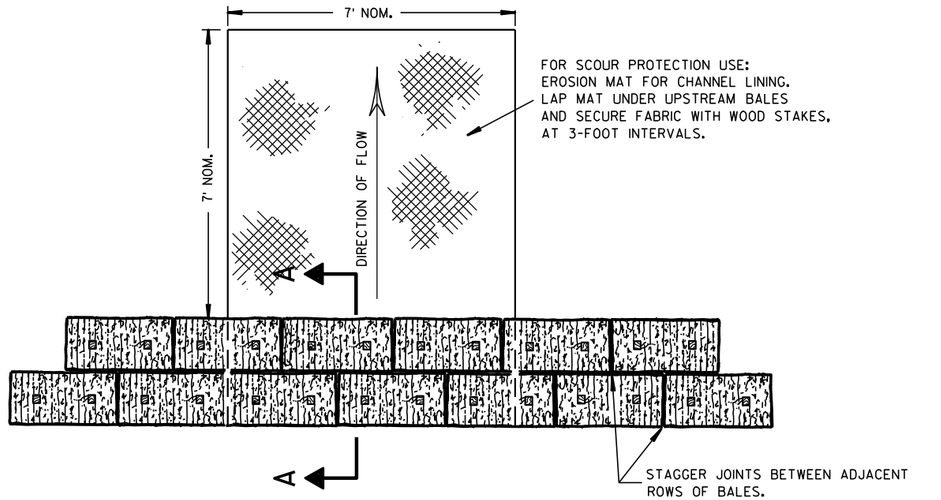
APPROVED
December, 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
FHWA

6

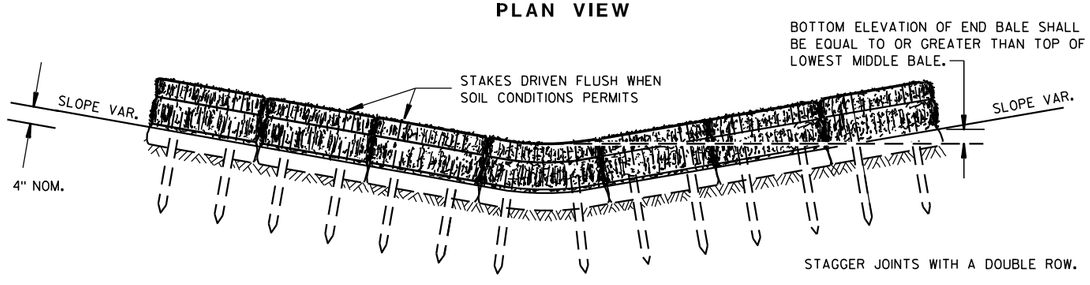
S.D.D. 8 D 20-1



SECTION A-A



PLAN VIEW



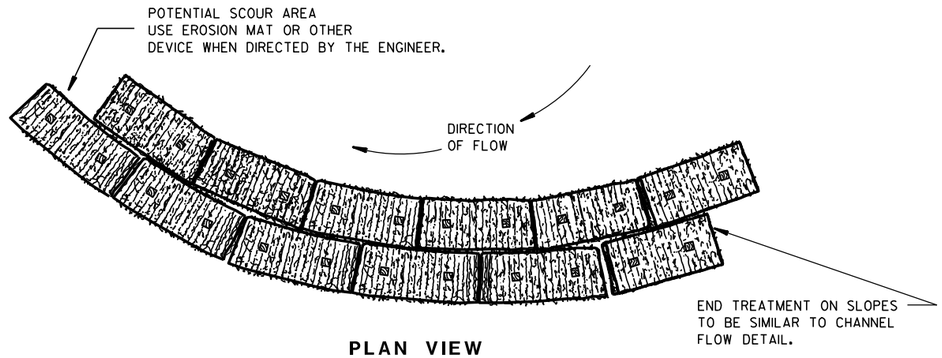
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

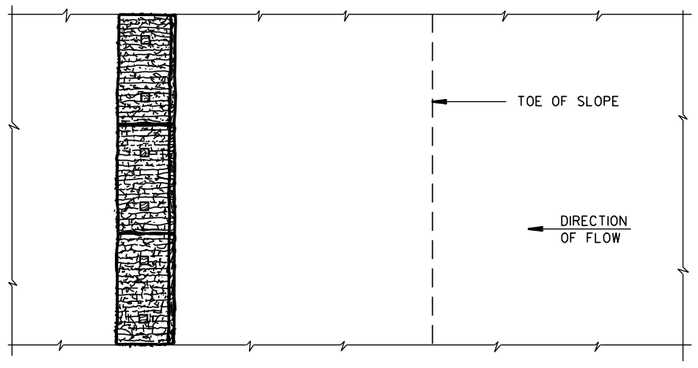
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

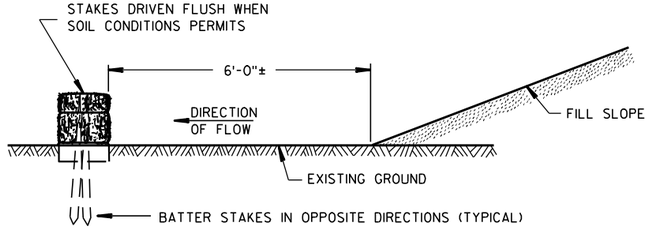


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

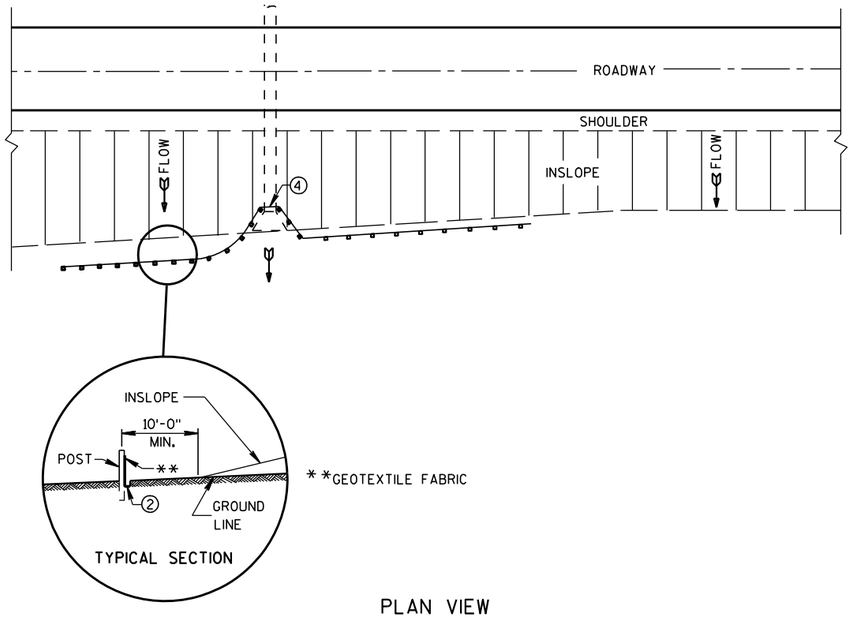
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

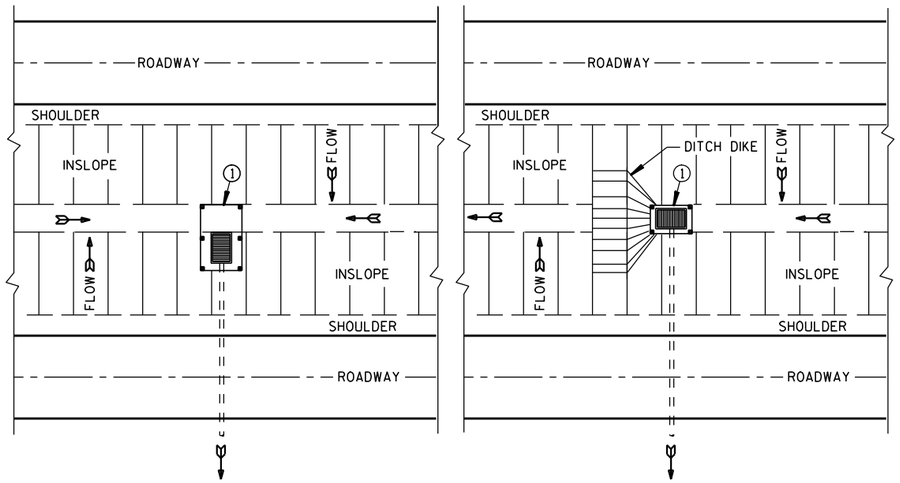
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



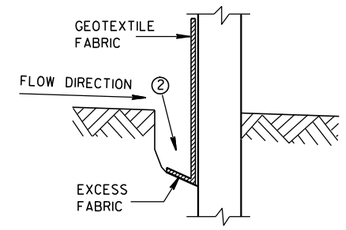
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

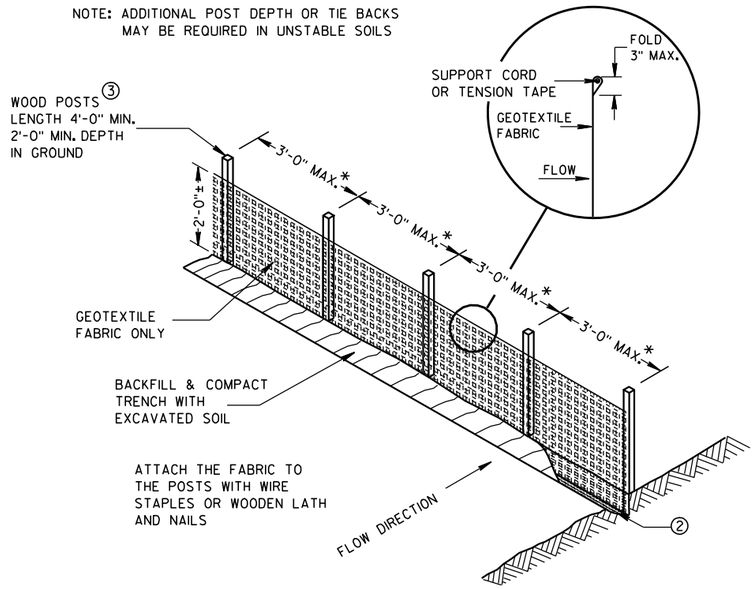
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE 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.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. 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) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

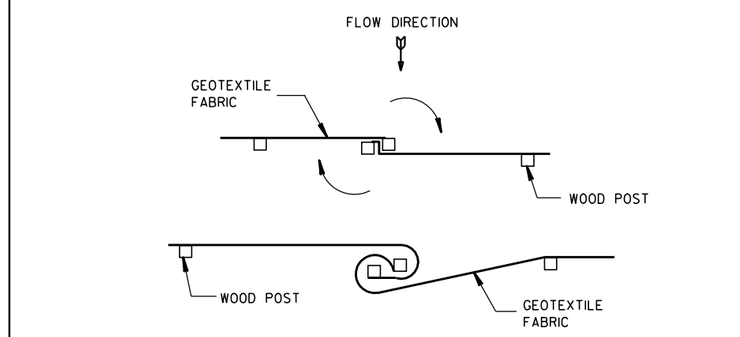


TRENCH DETAIL

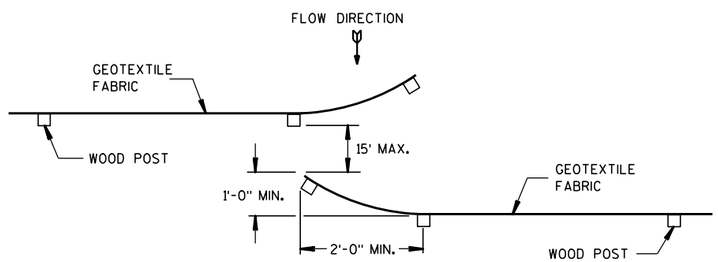


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

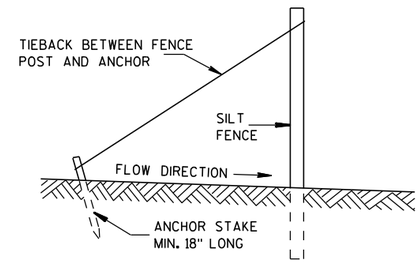


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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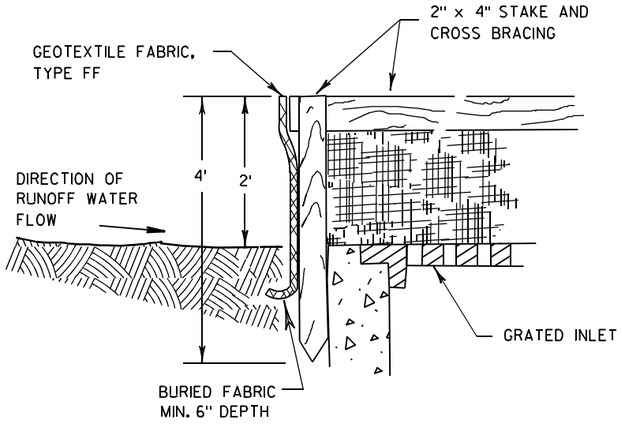
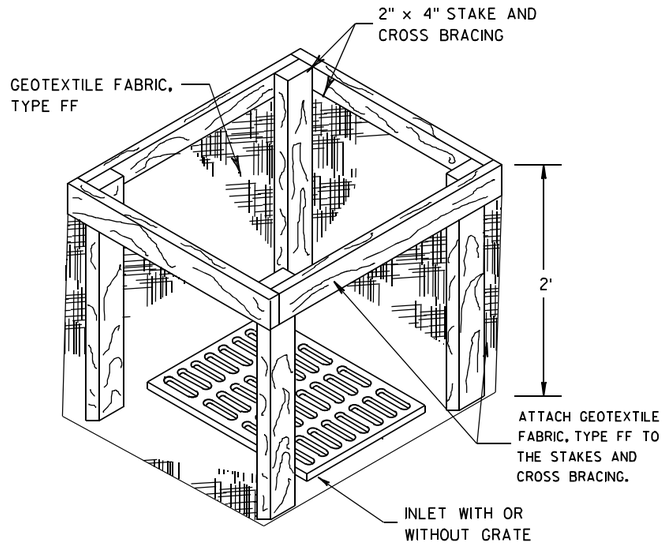
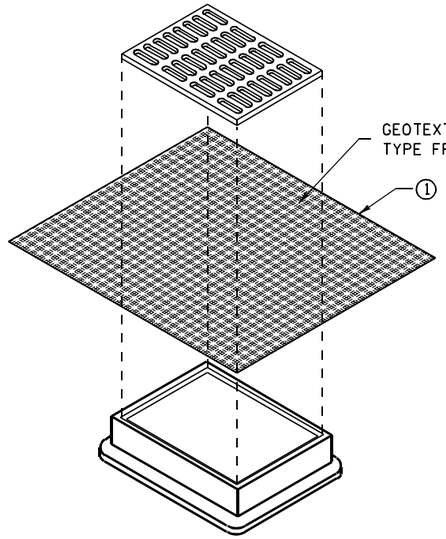
S.D.D. 8 E 9-6



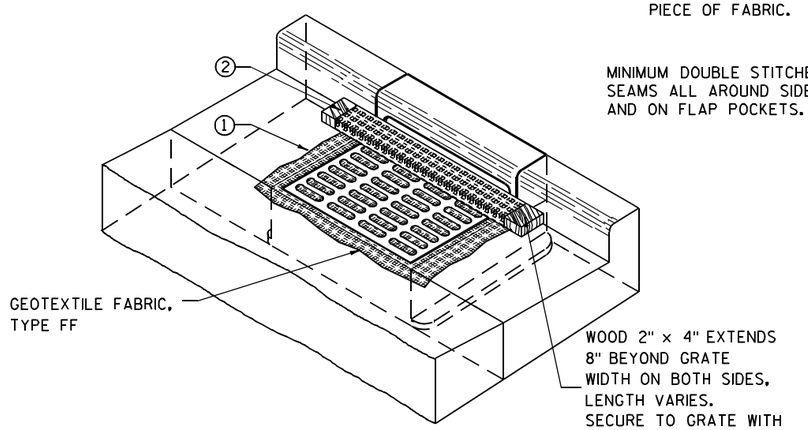


INLET PROTECTION, TYPE A

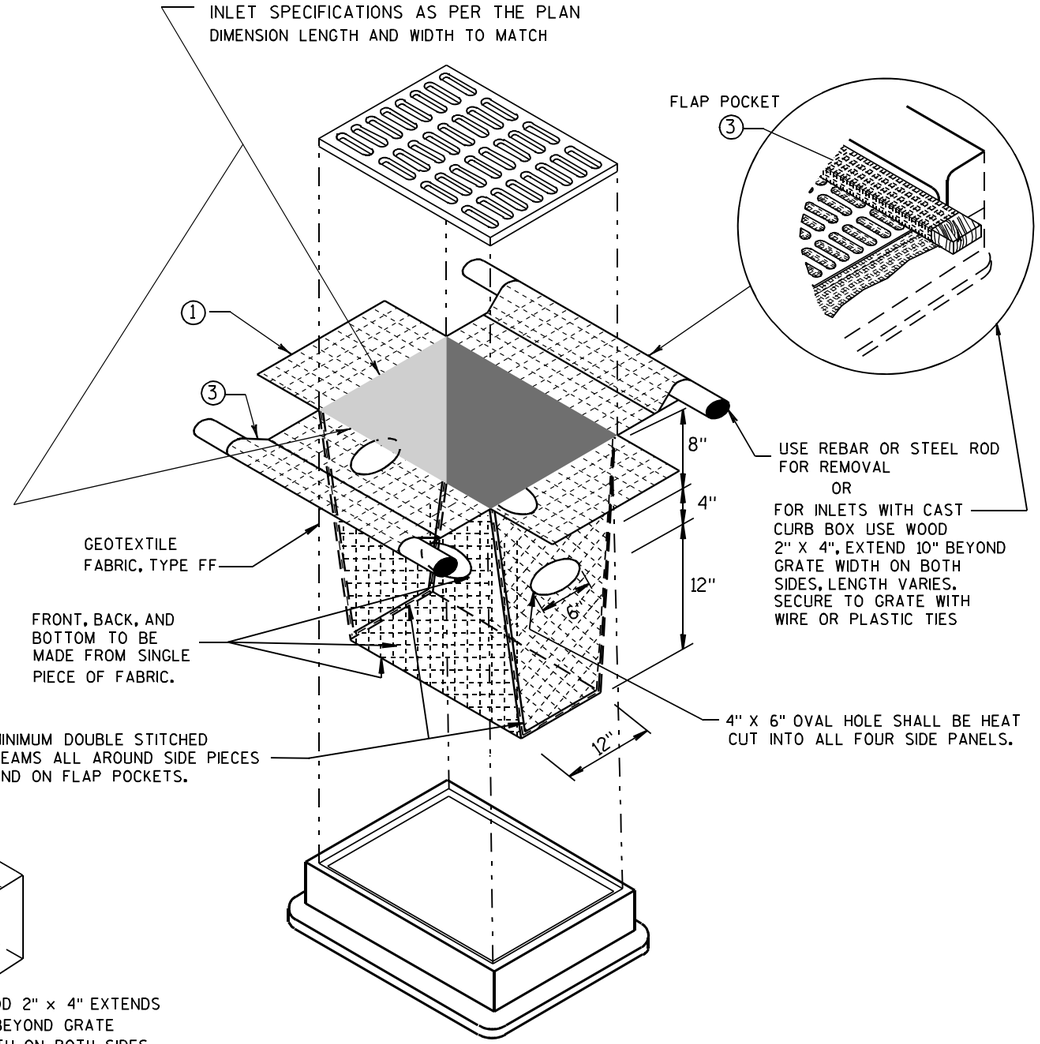


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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

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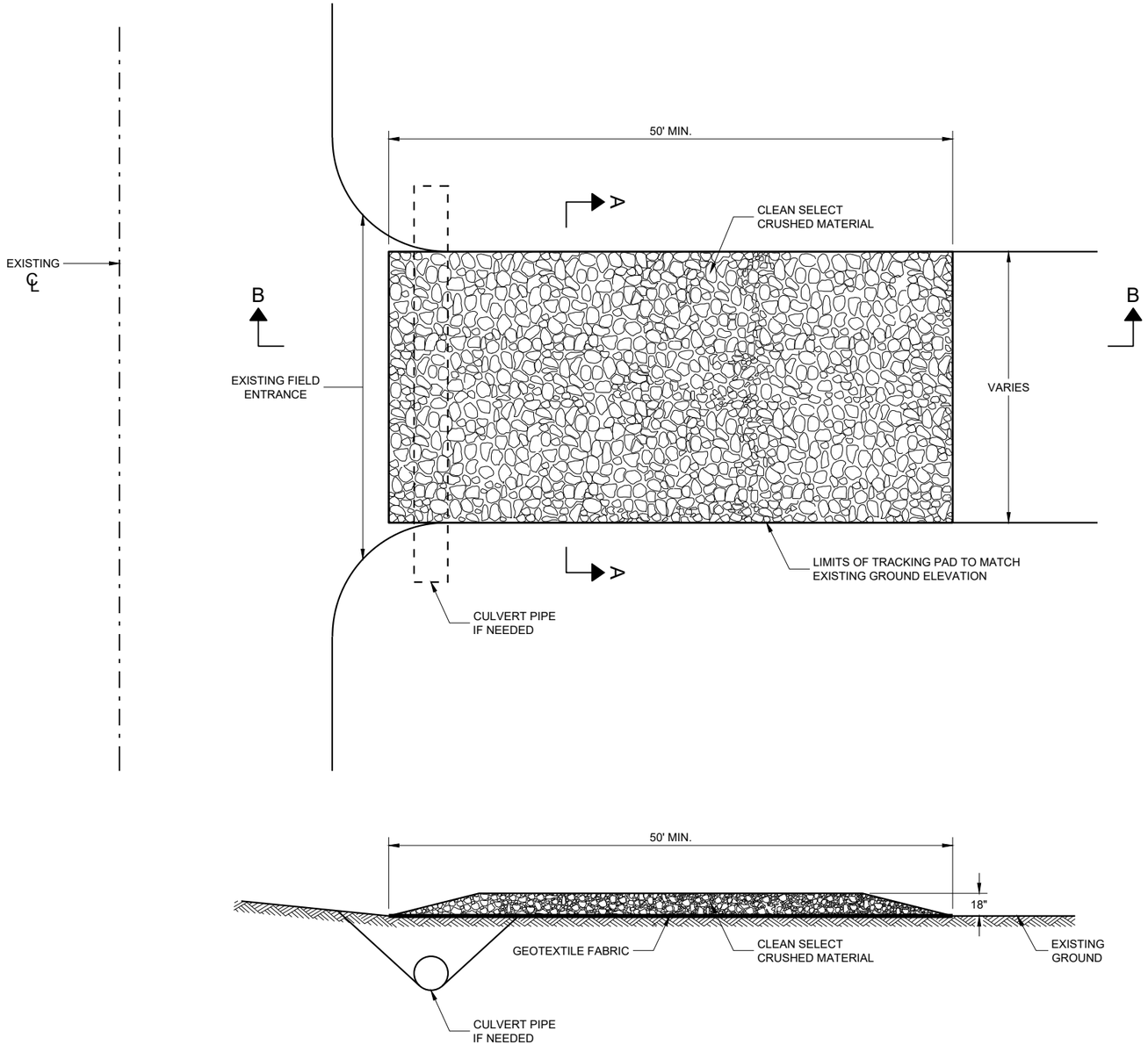
S.D.D. 8 E 10-2



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

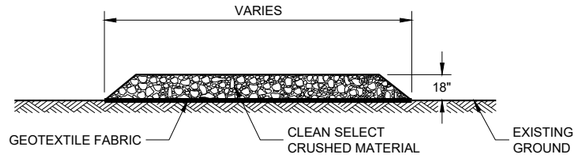
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08E14 - 01

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SDD 08E14 - 01

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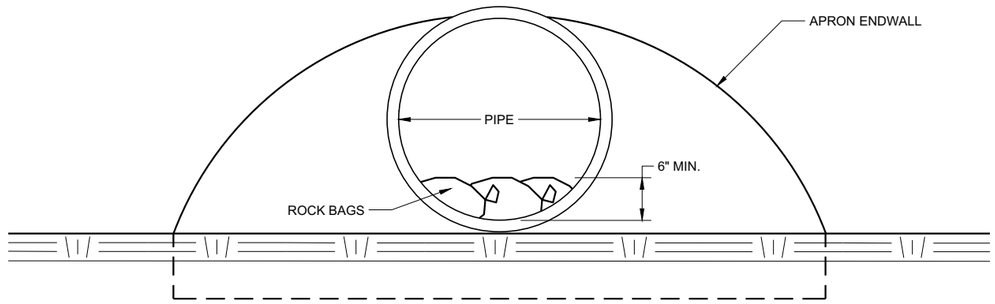
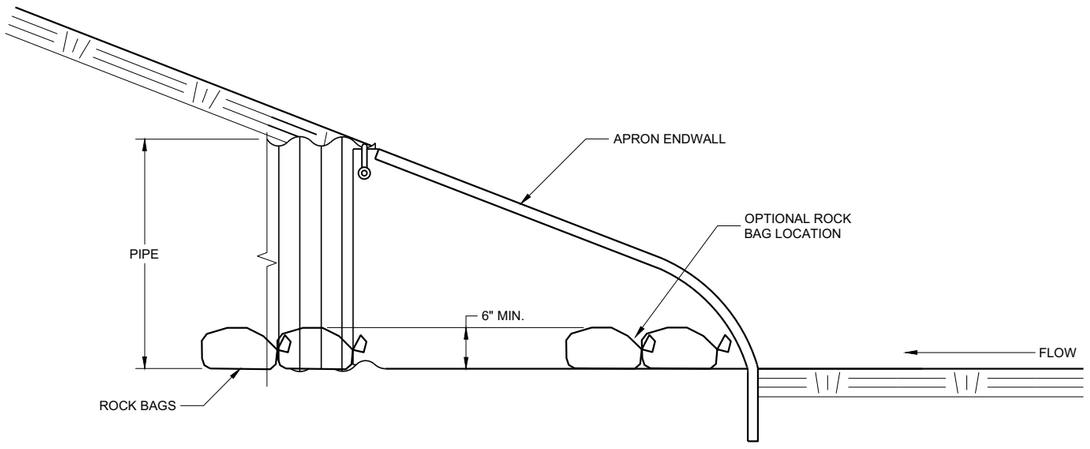


END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

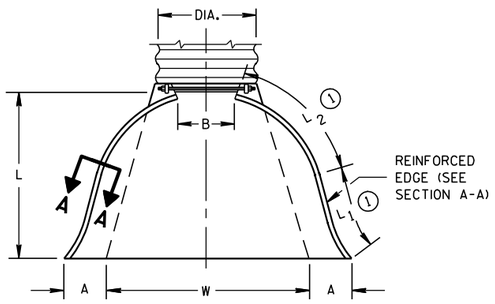
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

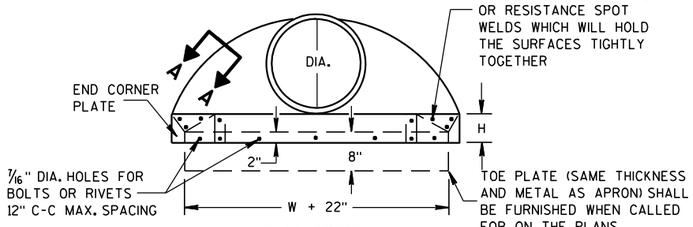
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

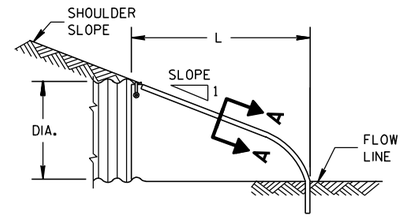
*MINIMUM
**MAXIMUM



PLAN VIEW

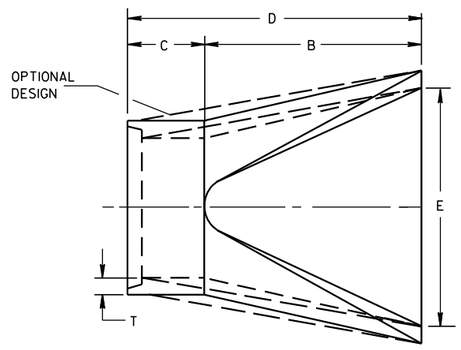


END VIEW

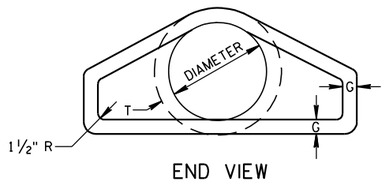


SIDE ELEVATION

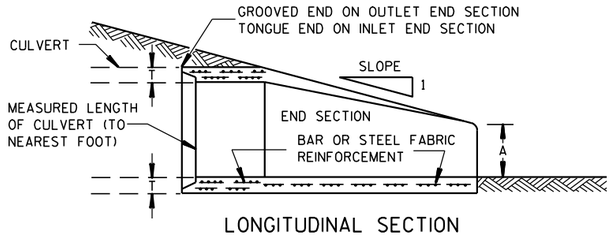
METAL ENDWALLS



PLAN

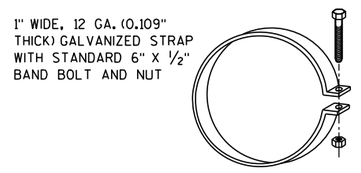


END VIEW



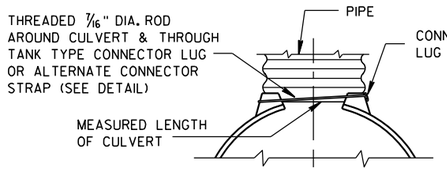
LONGITUDINAL SECTION

CONCRETE ENDWALLS

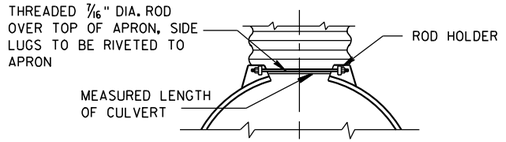


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

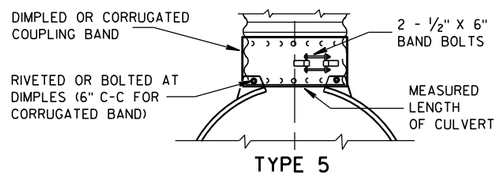


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

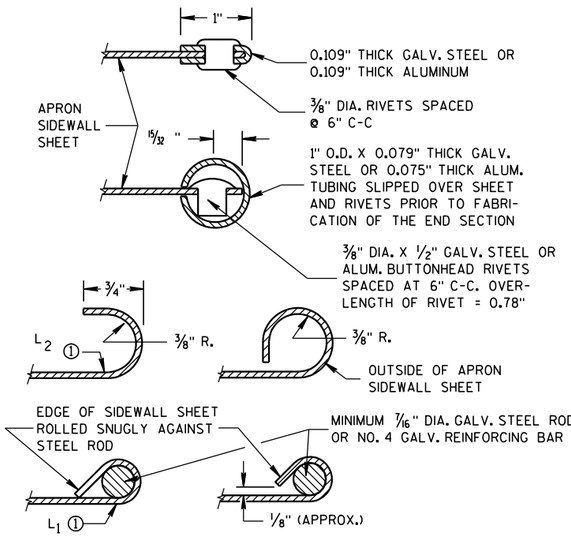
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

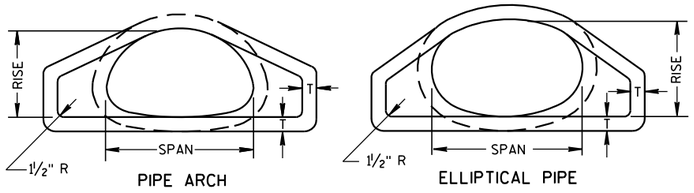
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

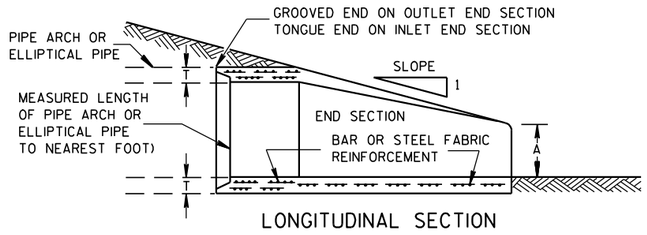
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

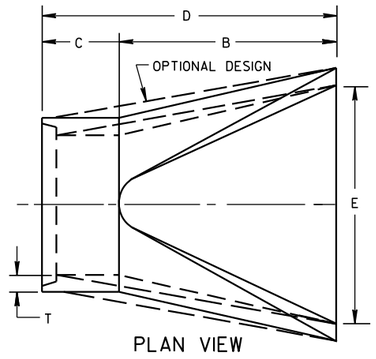
6
S.D.D. 8 F 1-11



END VIEW

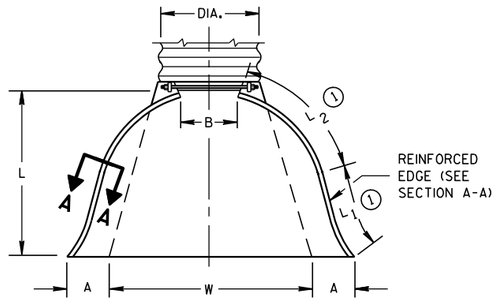


LONGITUDINAL SECTION

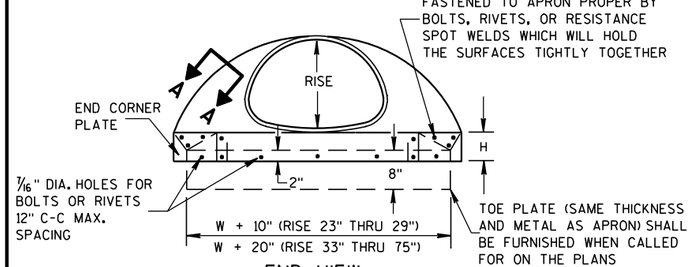


PLAN VIEW

CONCRETE ENDWALLS

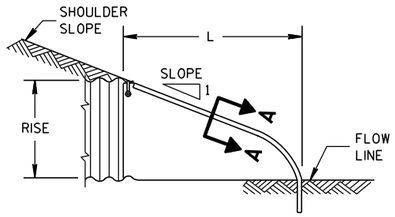


PLAN VIEW



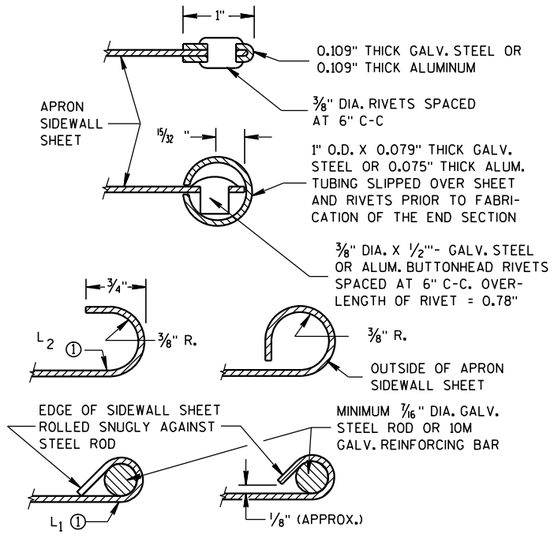
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

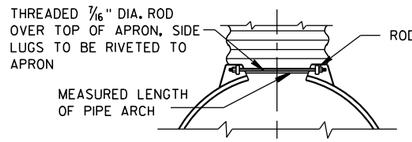
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

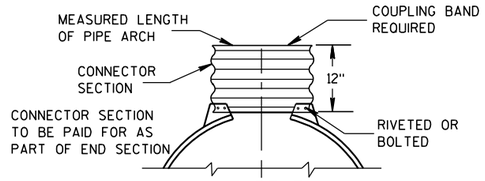
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



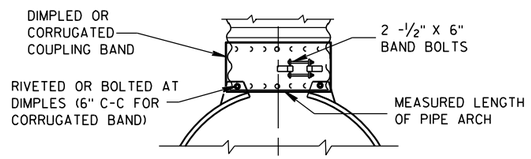
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 2-1

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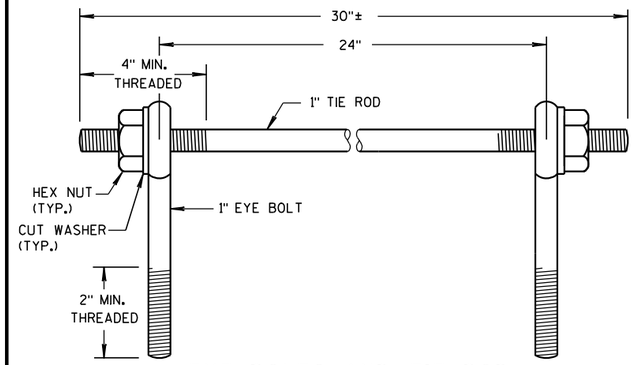
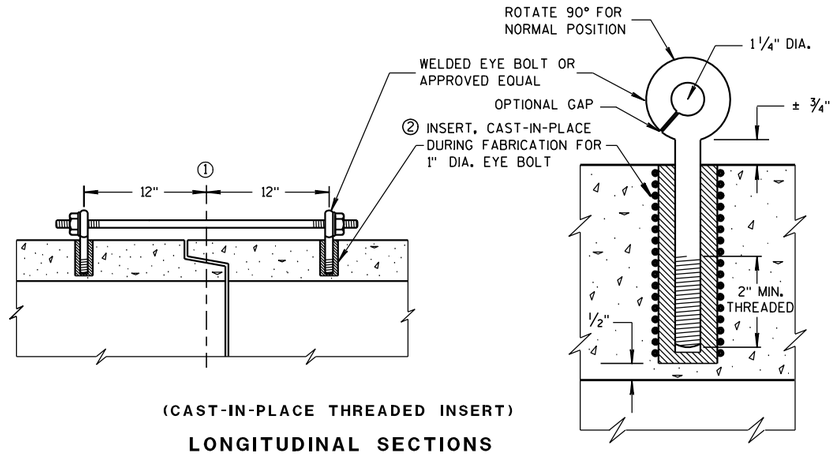
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

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

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

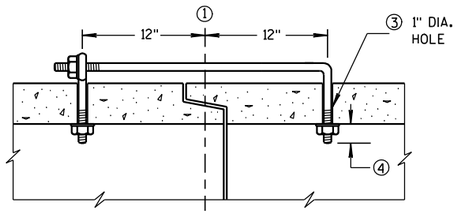
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

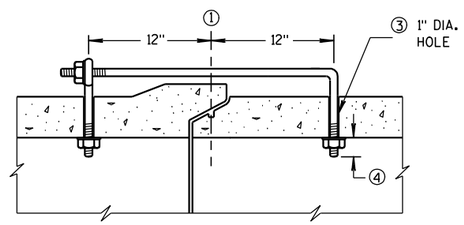
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

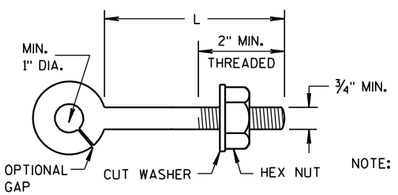


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

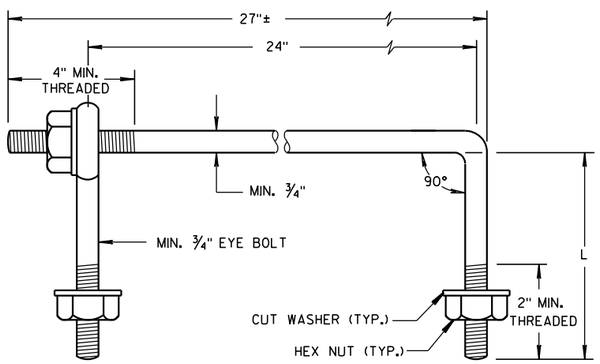
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

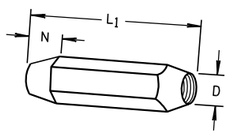
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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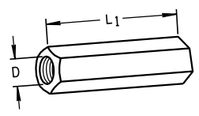
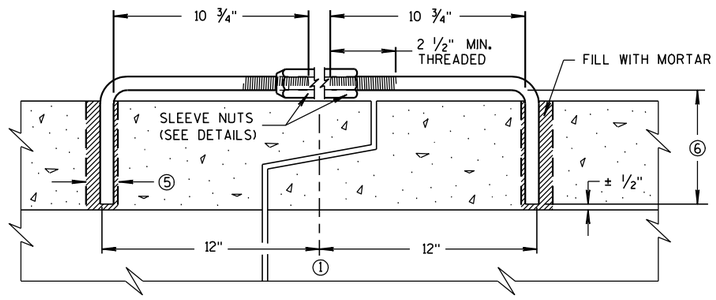


PLAIN

RIGHT AND LEFT THREADS

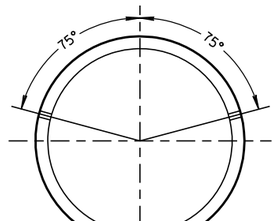
SLEEVE NUTS



LONGITUDINAL SECTION

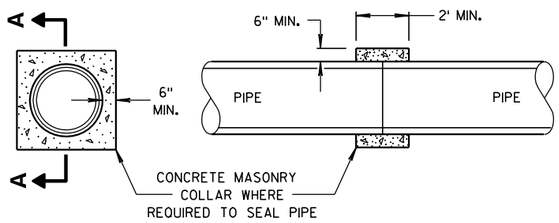
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

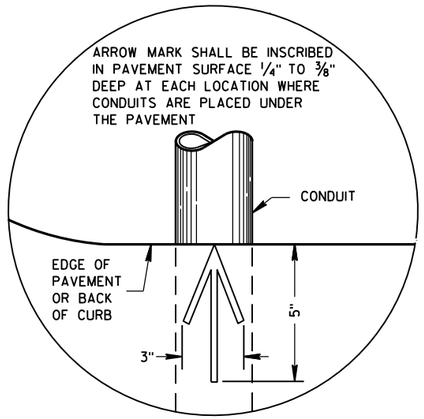
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
292
FHWA

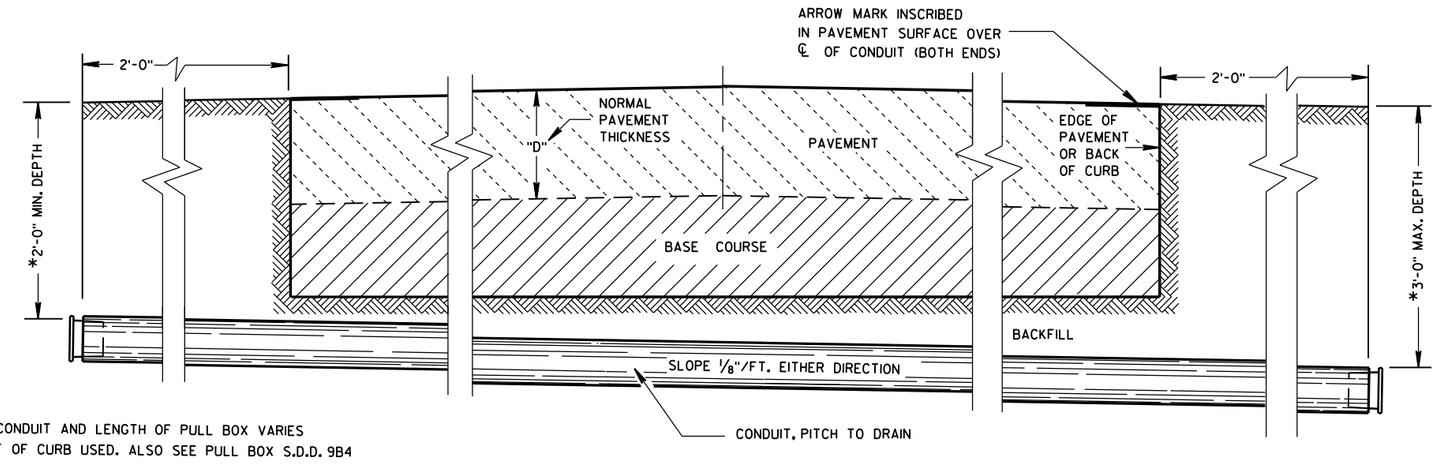
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

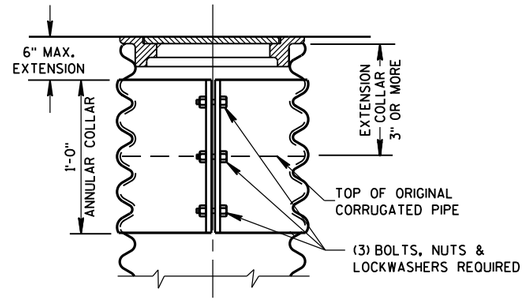
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

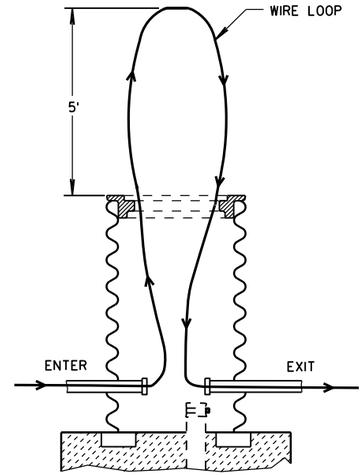
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

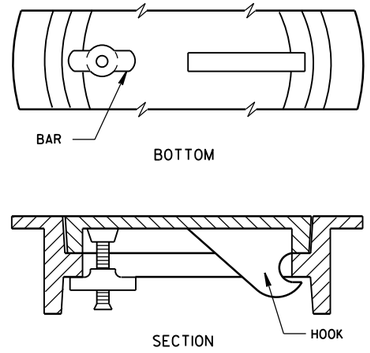
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

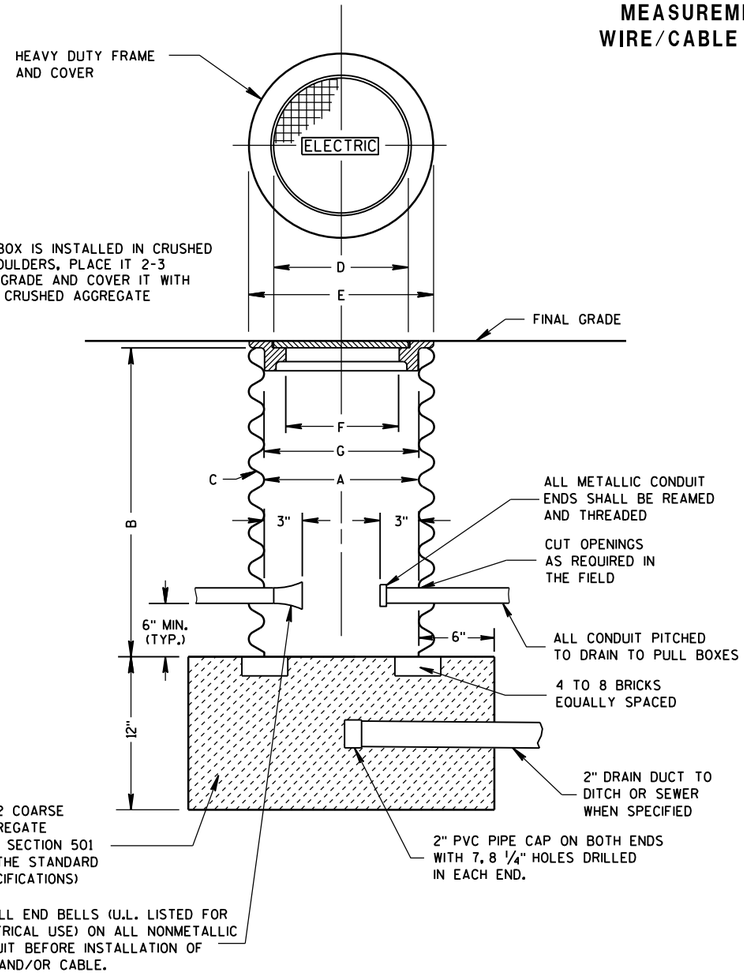


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



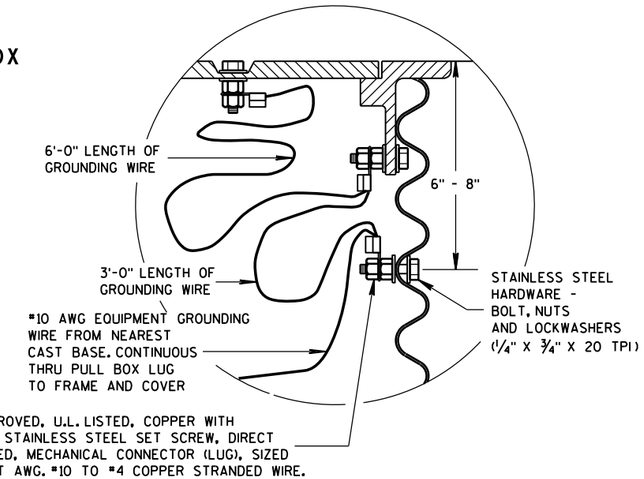
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

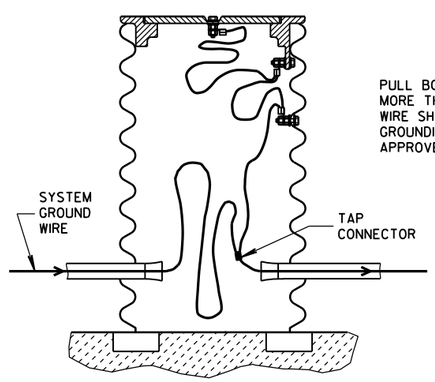


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

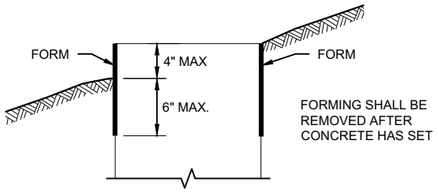
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

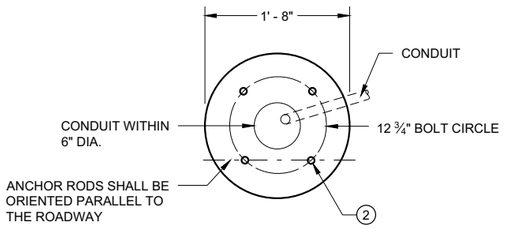
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

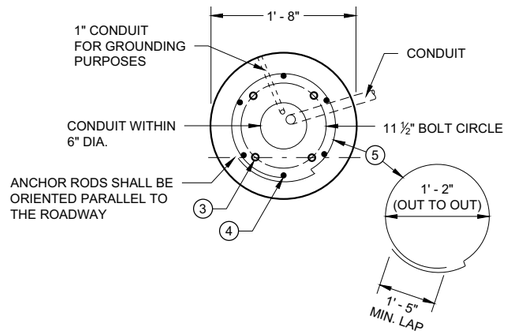
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

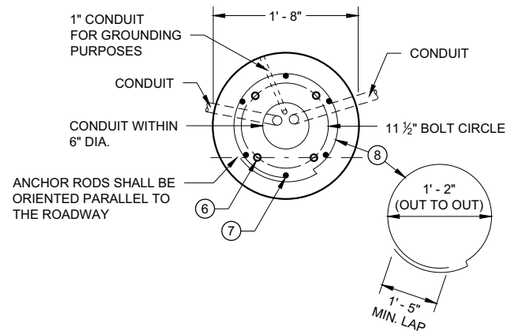
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

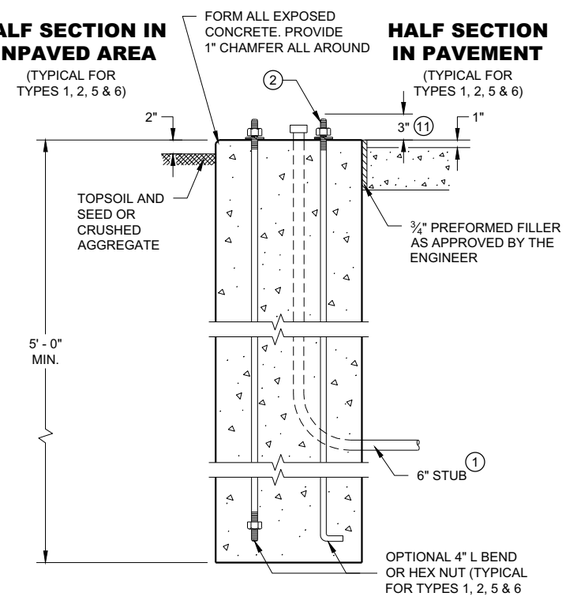
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

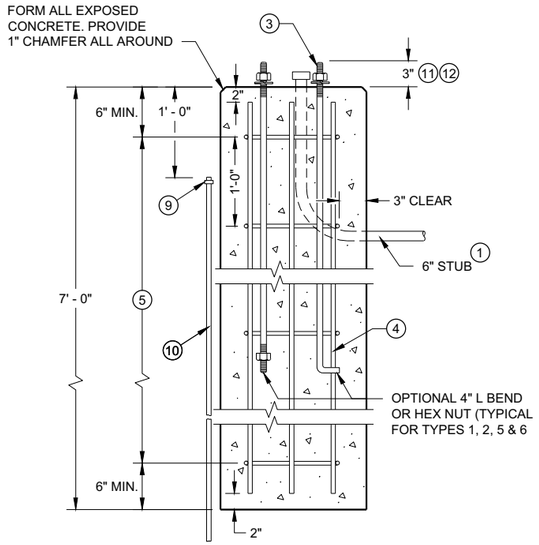
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

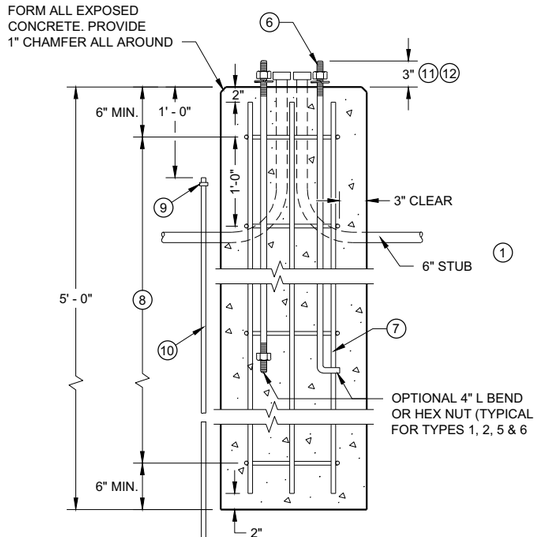
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 295

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

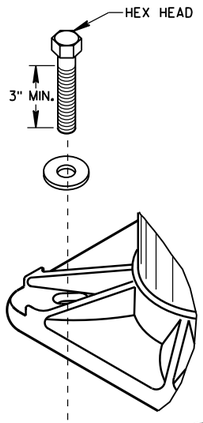
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

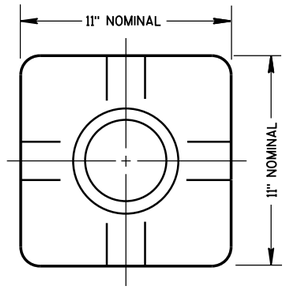
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

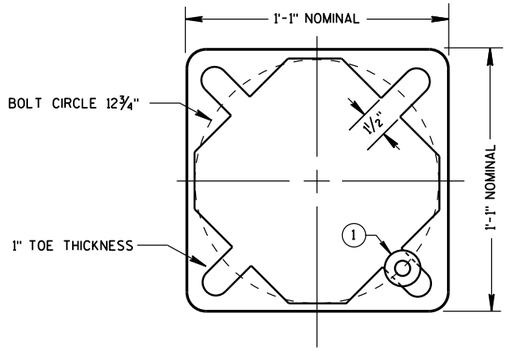
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

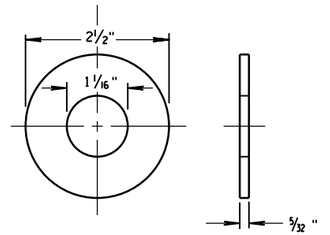




TOP VIEW
(PEDESTAL BASE)

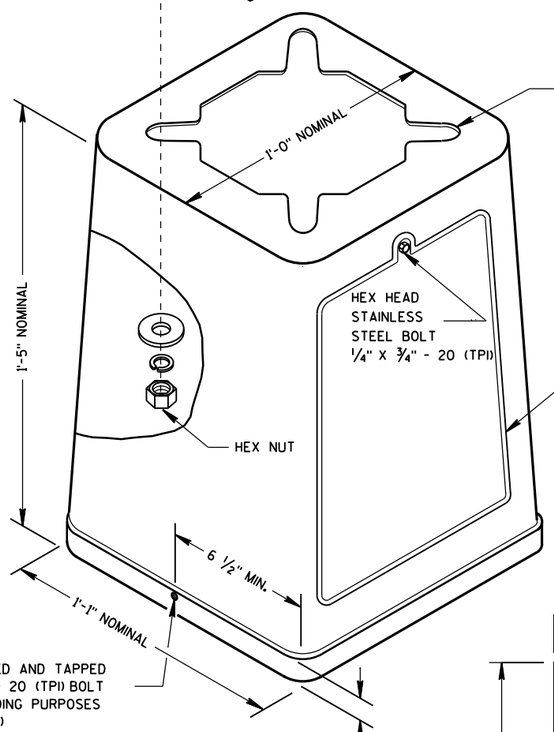


BOTTOM VIEW
(PEDESTAL BASE)

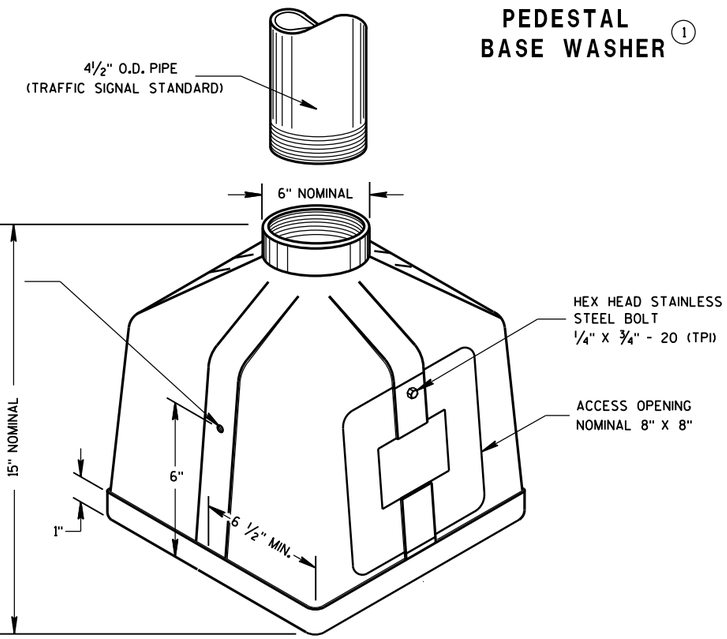


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

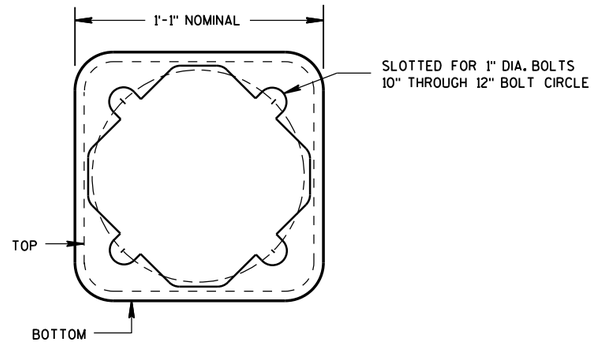


ISOMETRIC VIEW

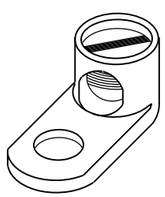


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

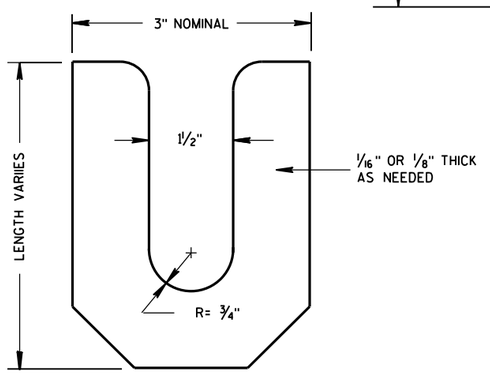


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

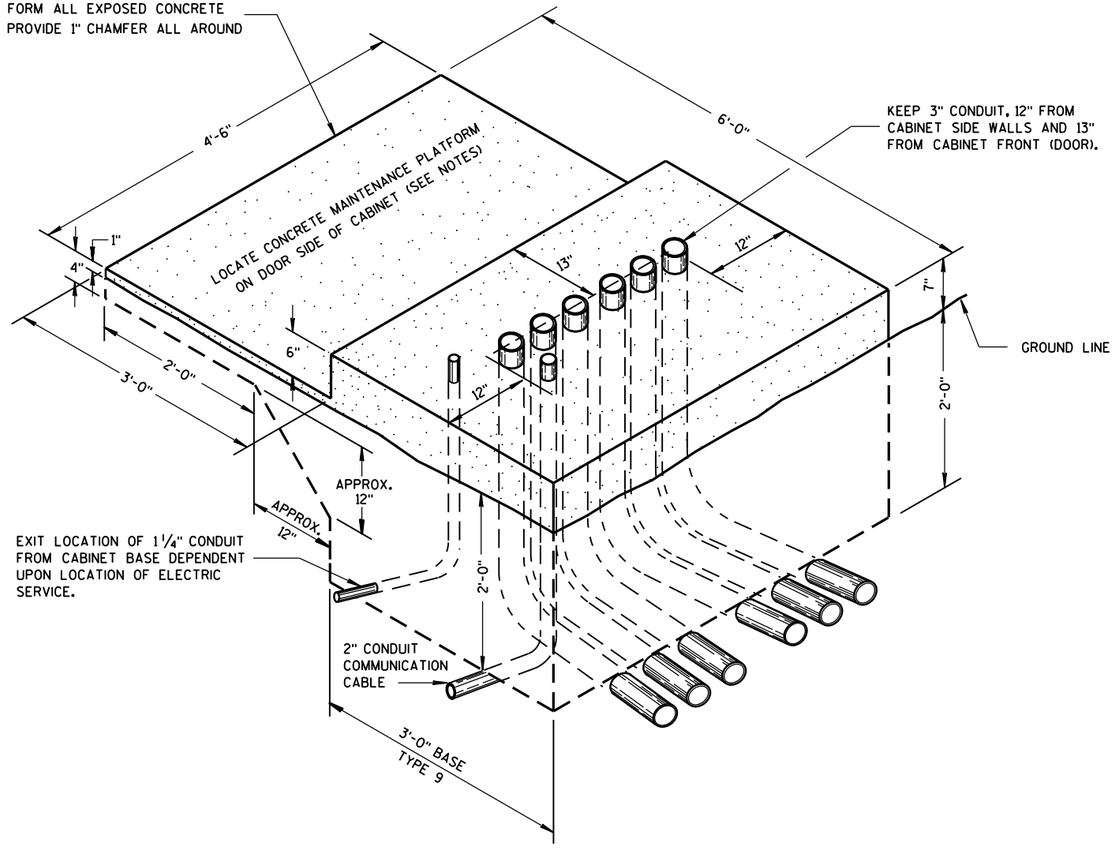
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

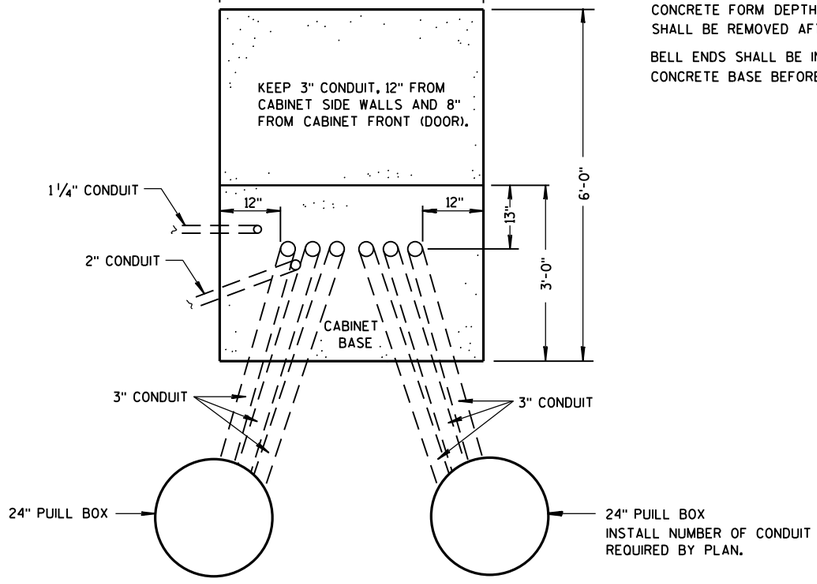
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

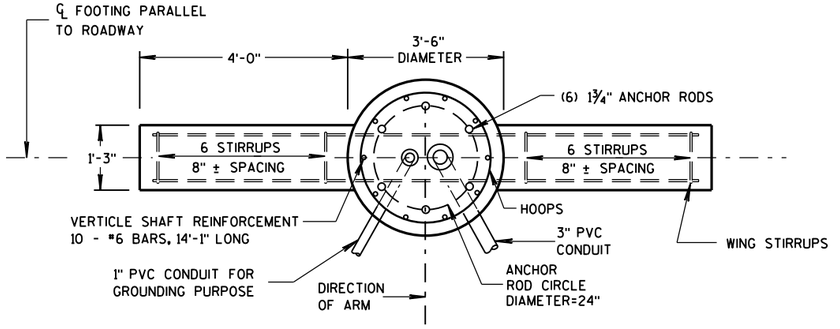
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

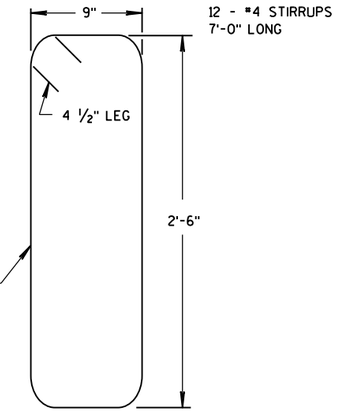
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

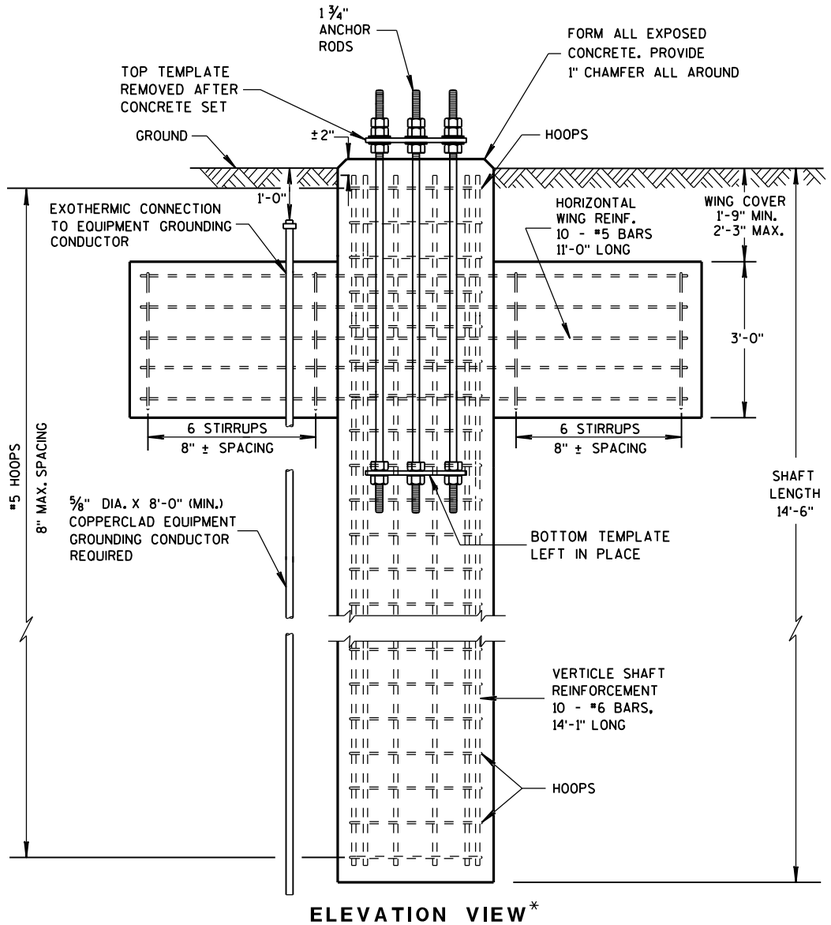
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 297
FHWA



PLAN VIEW

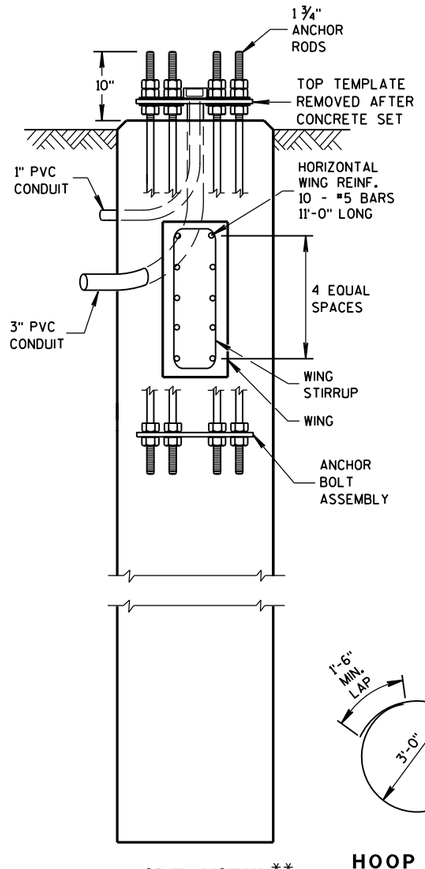


WING STIRRUP



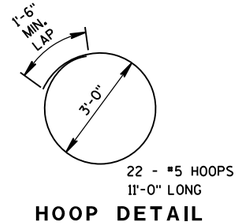
ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW**

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY



HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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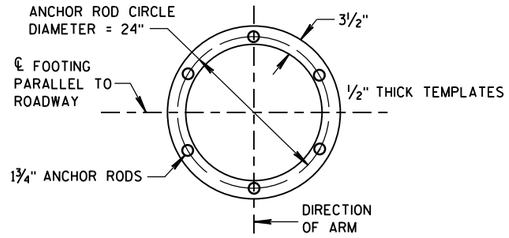
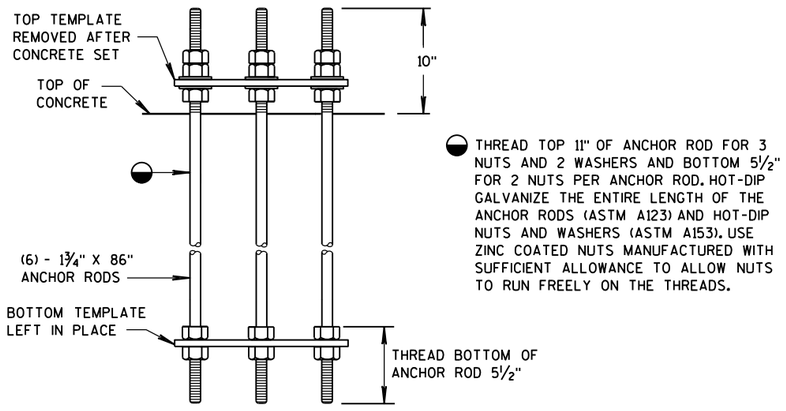
S.D.D. 9 C 12-9a

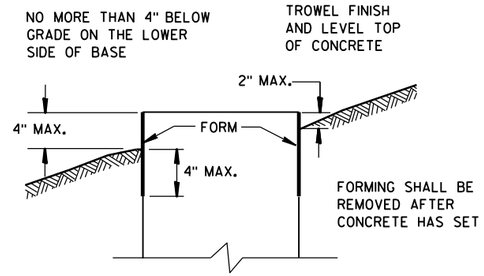


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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S.D.D. 9 C 12-9b

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S.D.D. 9 C 12-9b

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

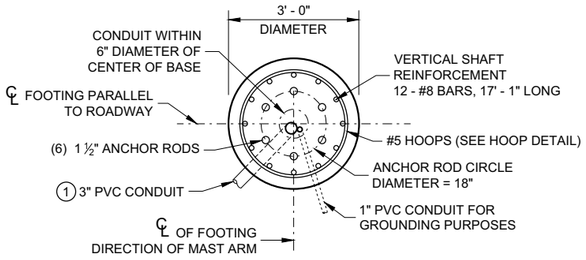
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

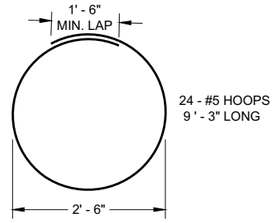
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

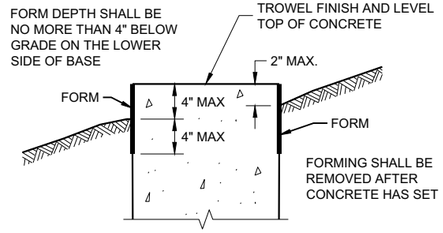
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



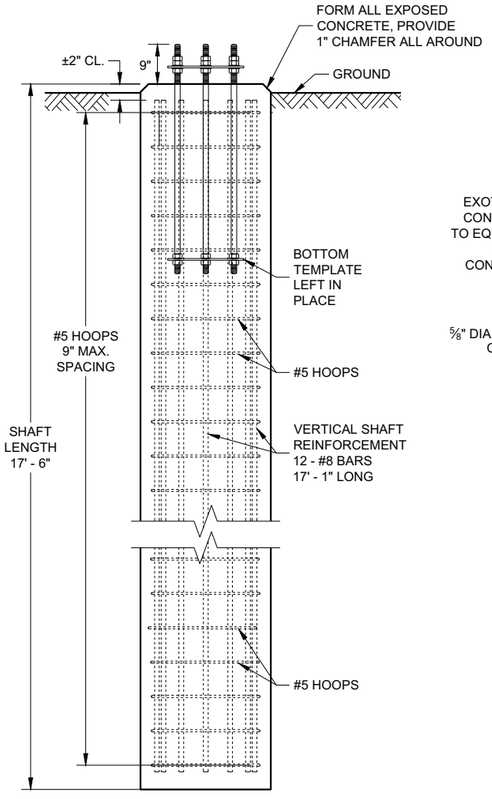
PLAN VIEW



HOOP DETAIL

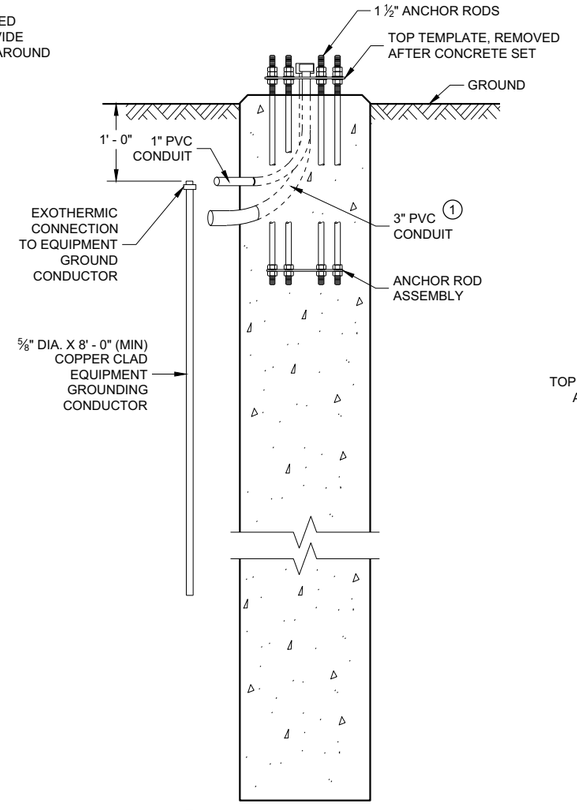


FORMING DETAIL



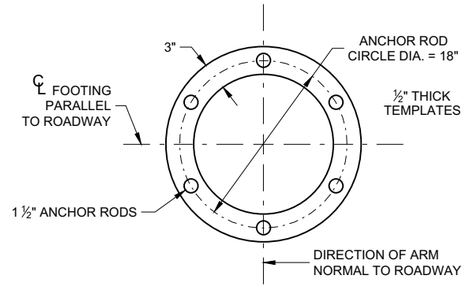
ELEVATION VIEW

(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)

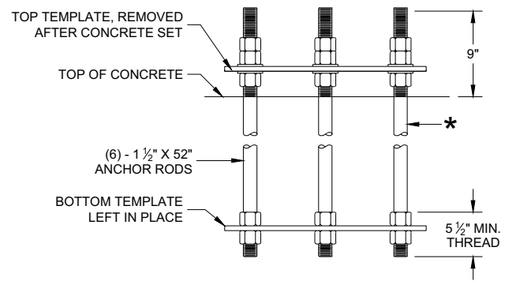


SIDE VIEW

(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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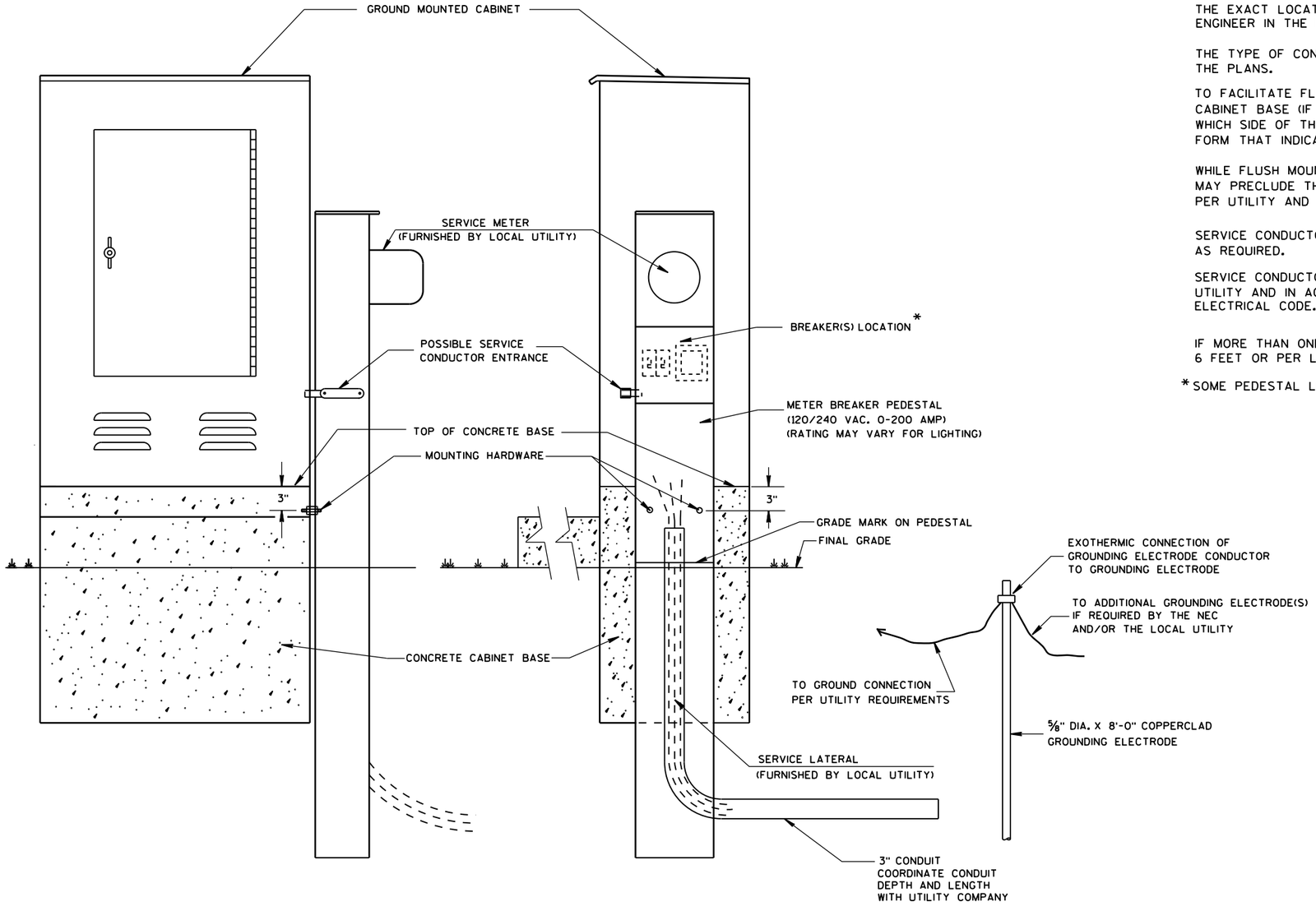
SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

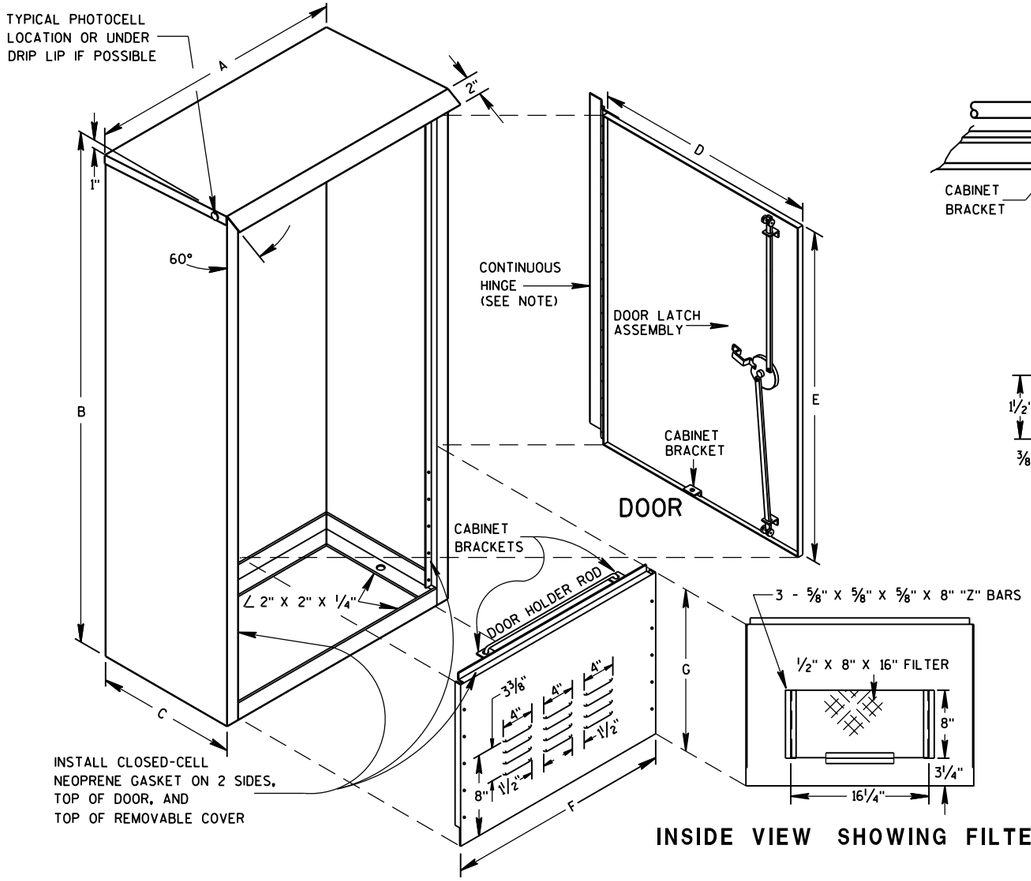
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

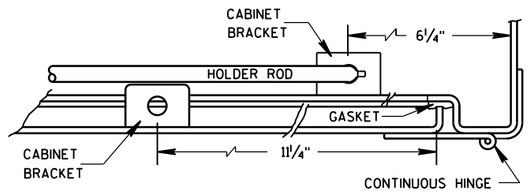
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

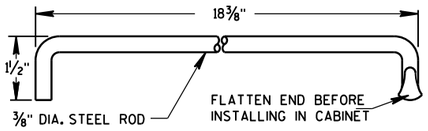


REMOVABLE COVER

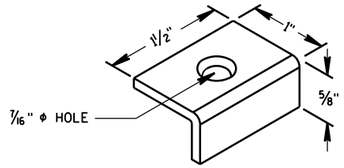
INSIDE VIEW SHOWING FILTER



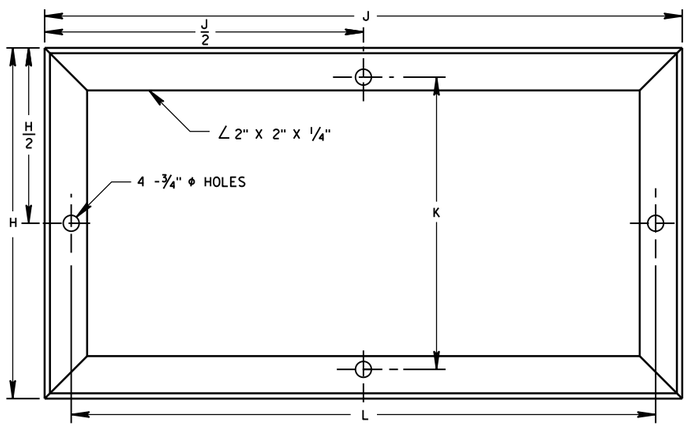
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

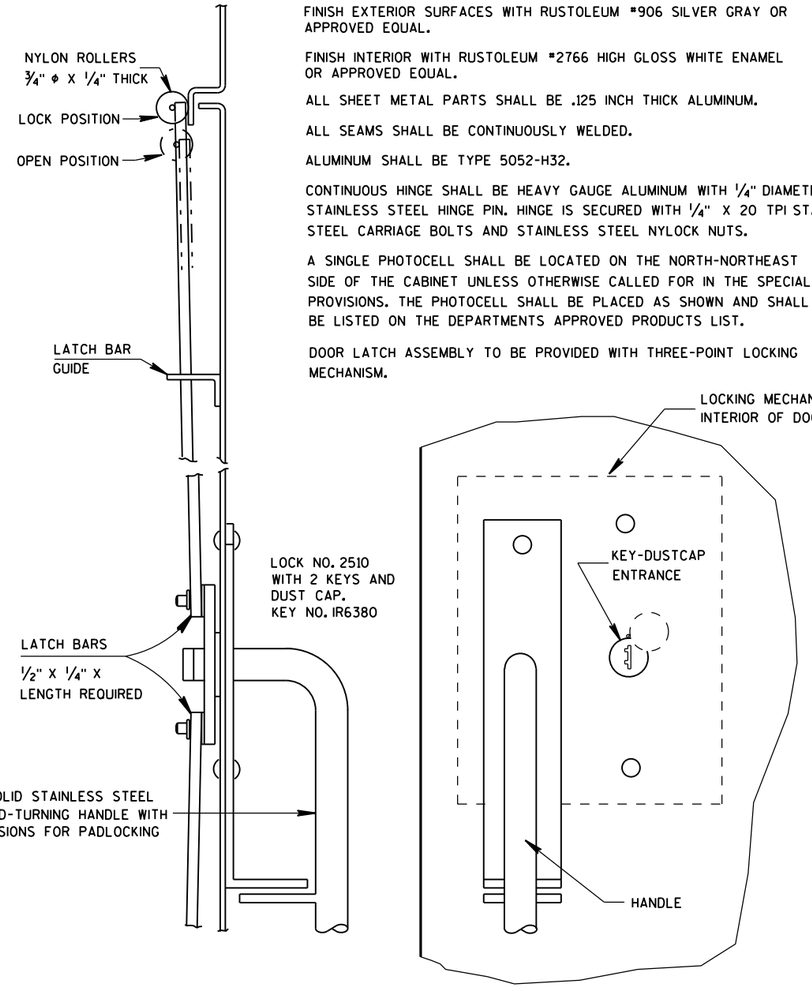
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

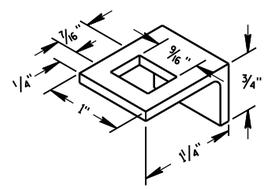
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 302
FHWA

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S.D.D. 9 D 2-3

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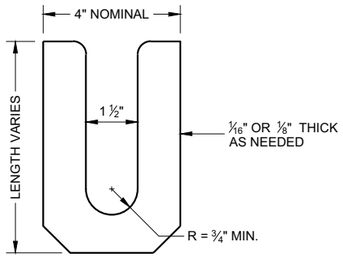
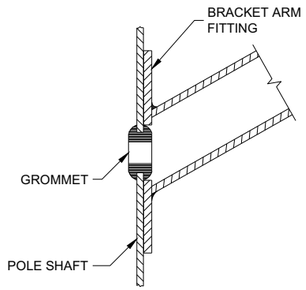
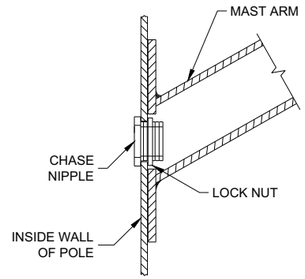
S.D.D. 9 D 2-3



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

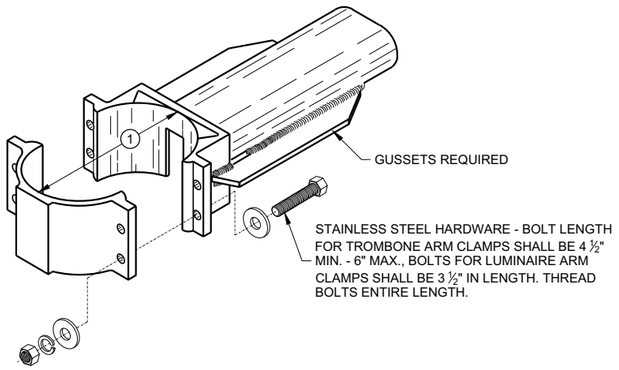
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

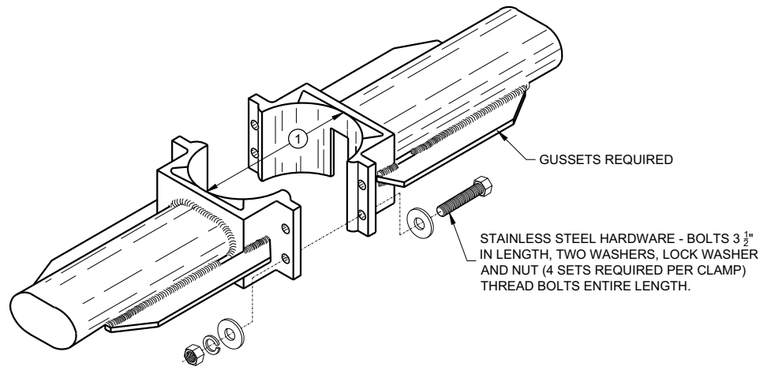
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

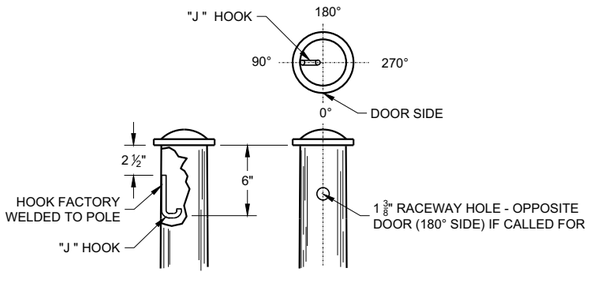
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



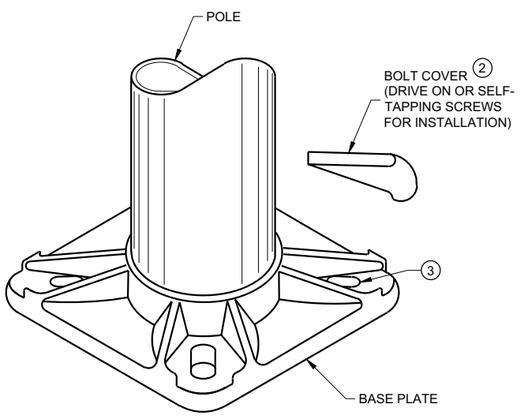
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



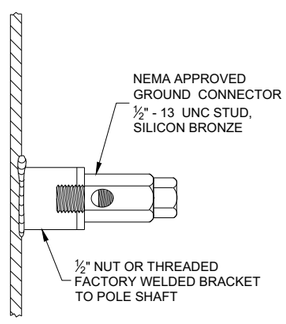
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

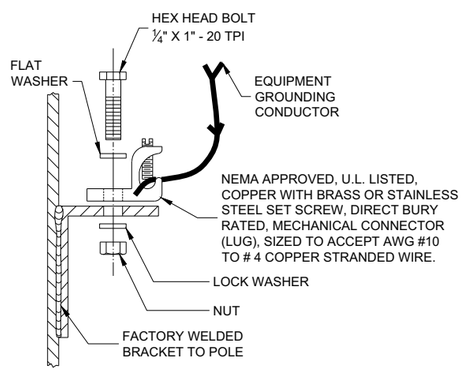


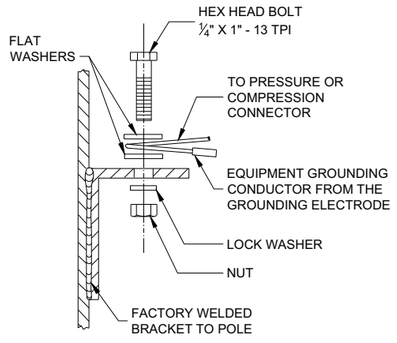
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 303

FHWA

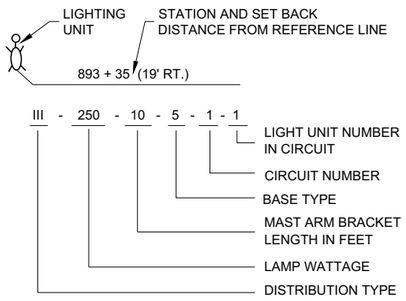
6
SDD 09A01 - 15g

GENERAL NOTES

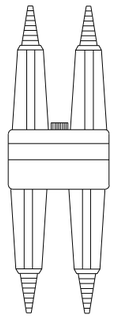
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

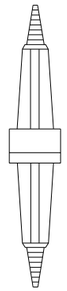
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



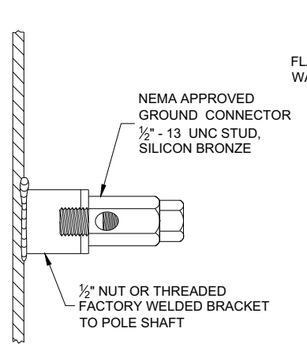
LIGHTING UNIT CODE
(TYPICAL)



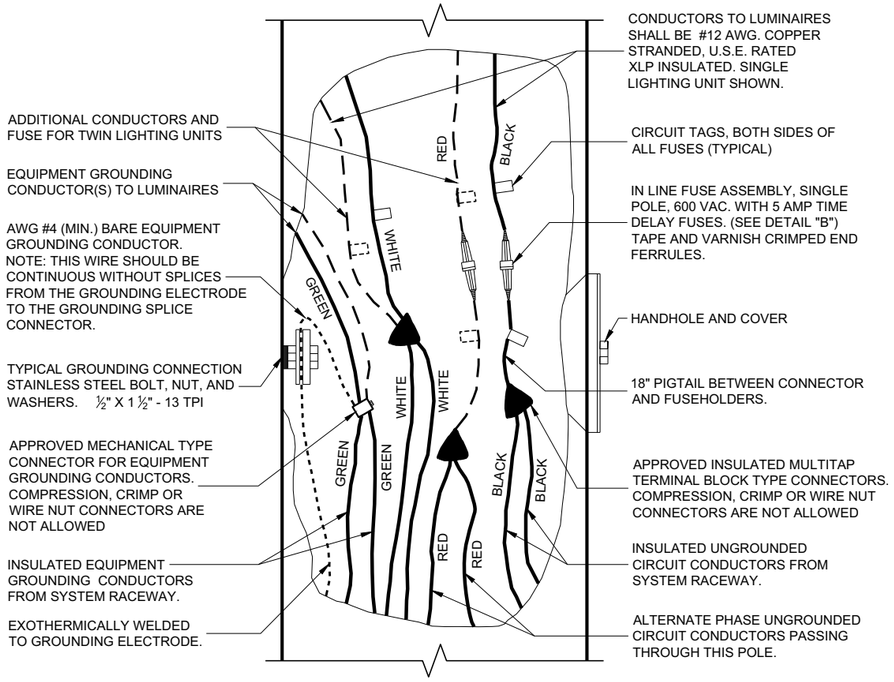
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



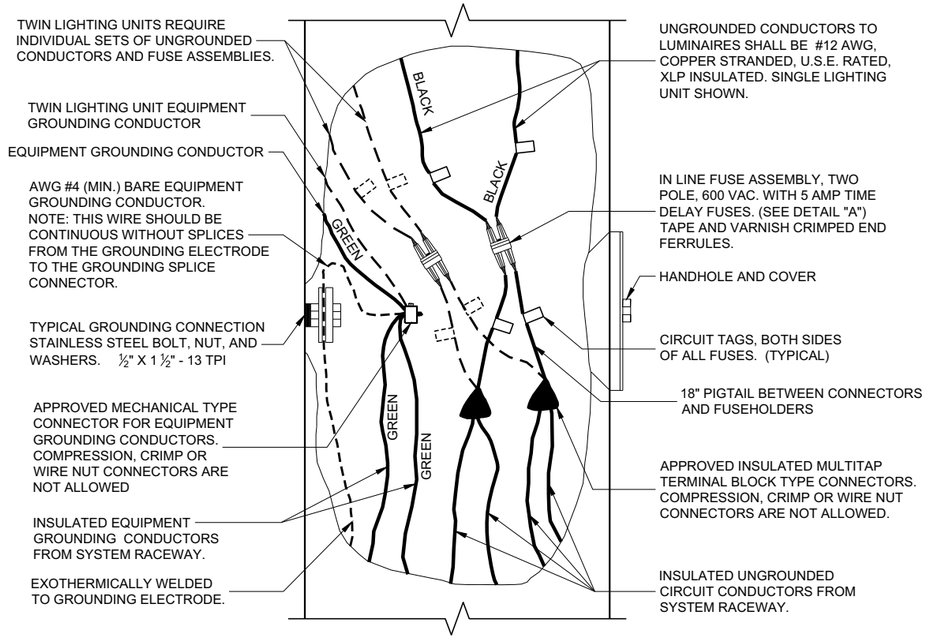
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR

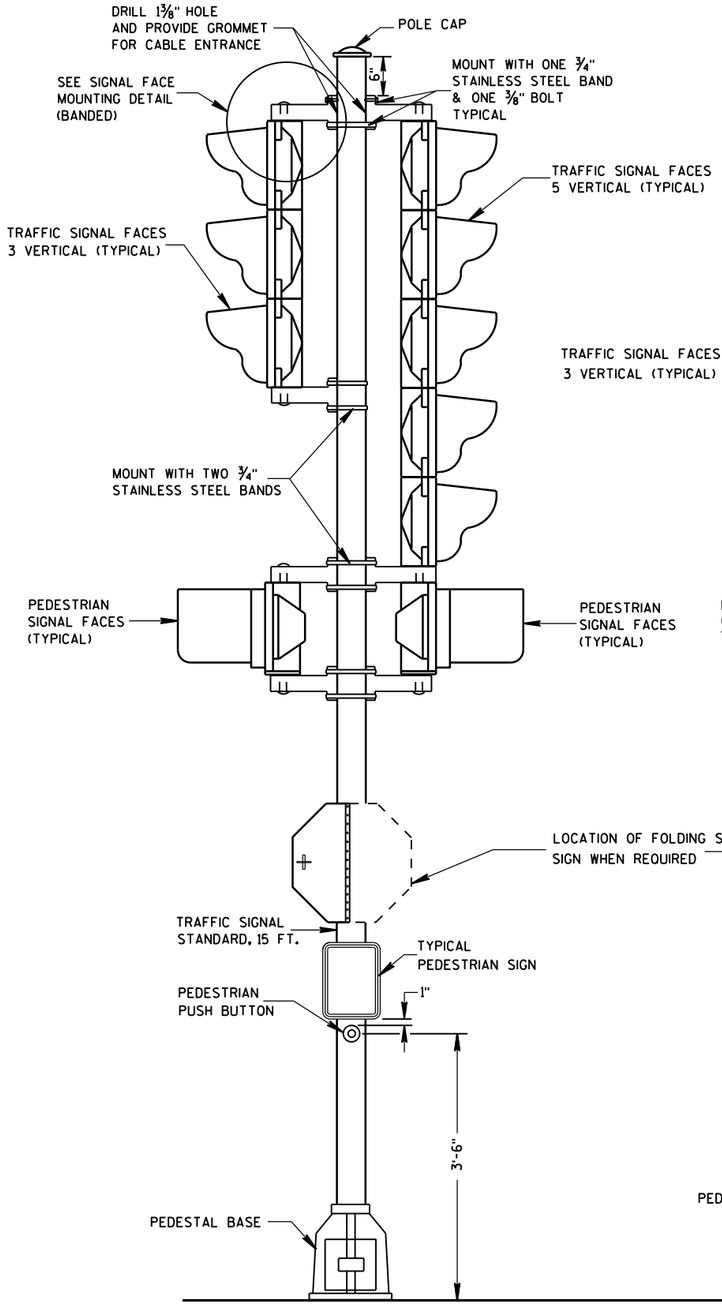


2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

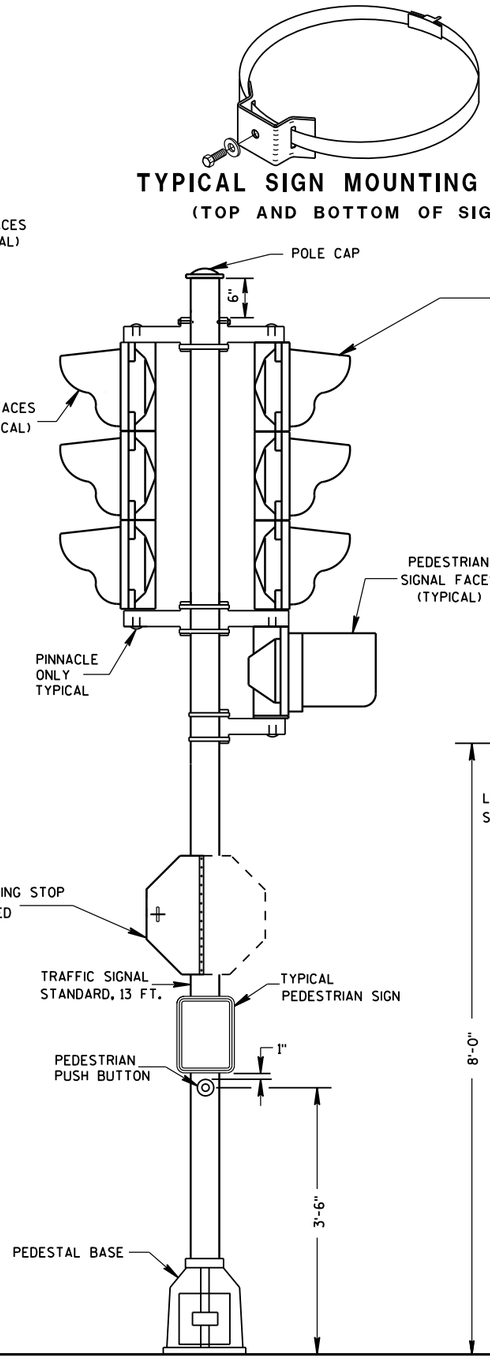
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 304
FHWA

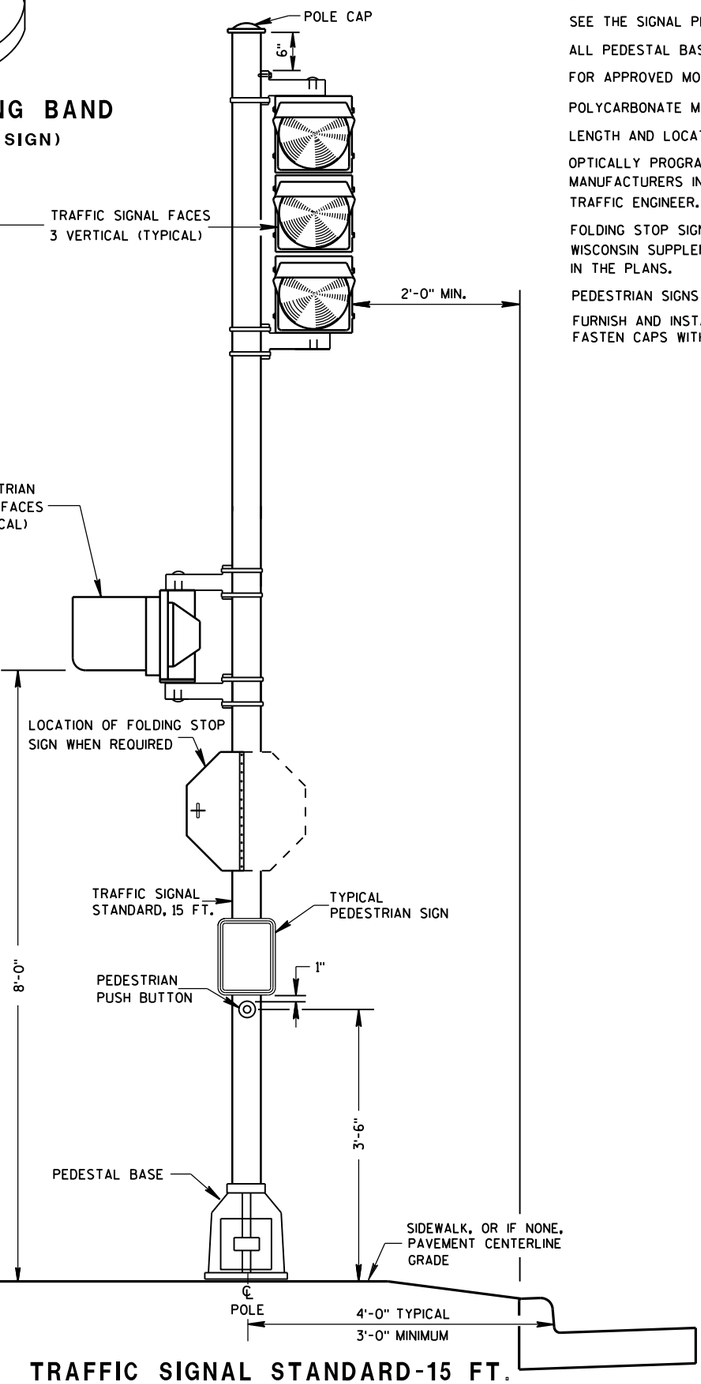


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

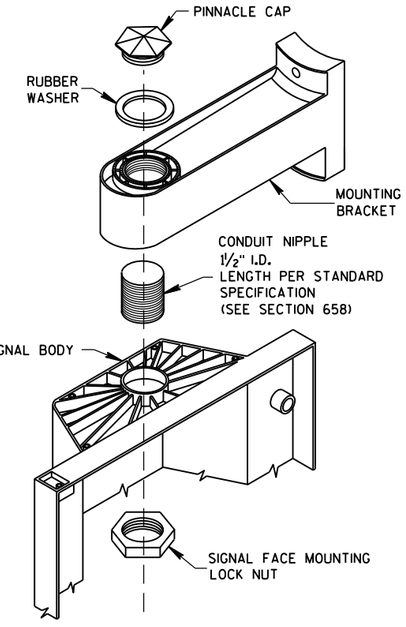
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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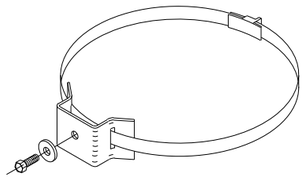
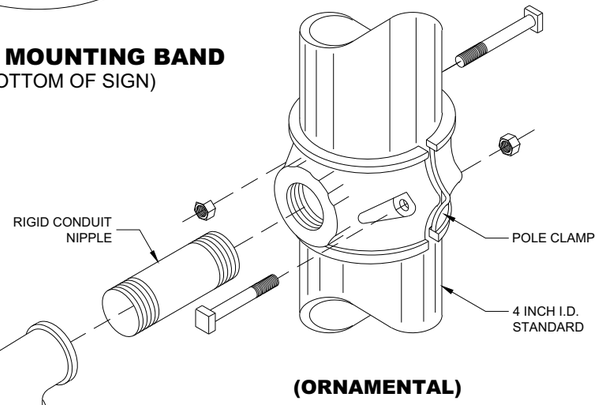
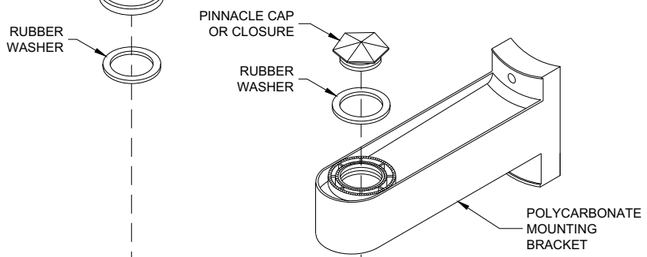
S.D.D. 9 E 6-5



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)



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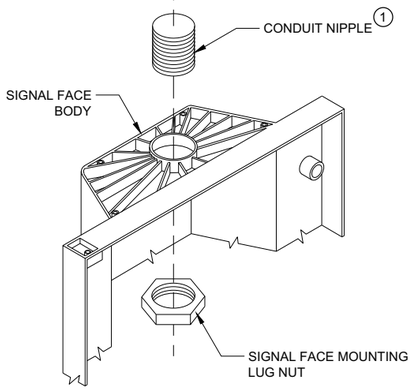
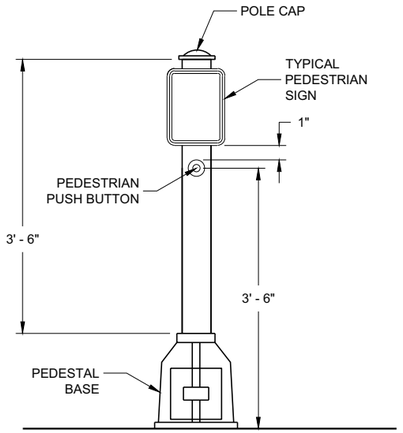
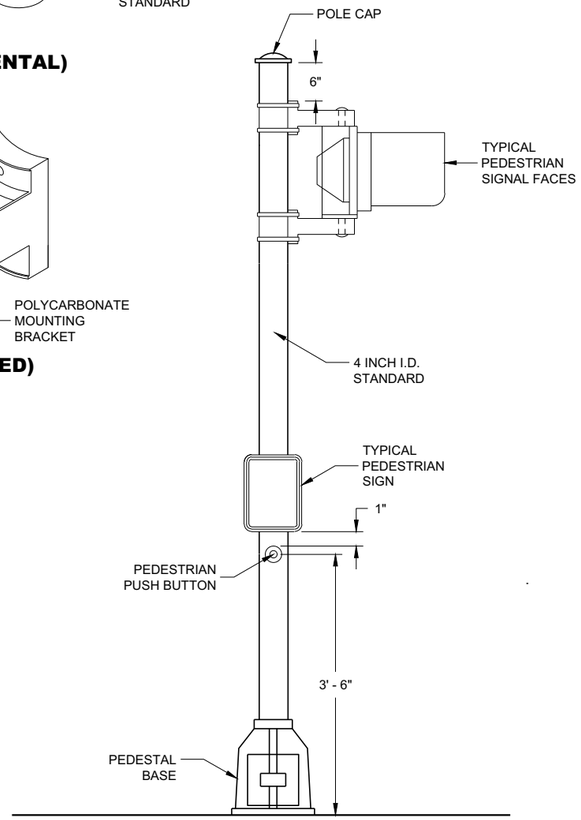


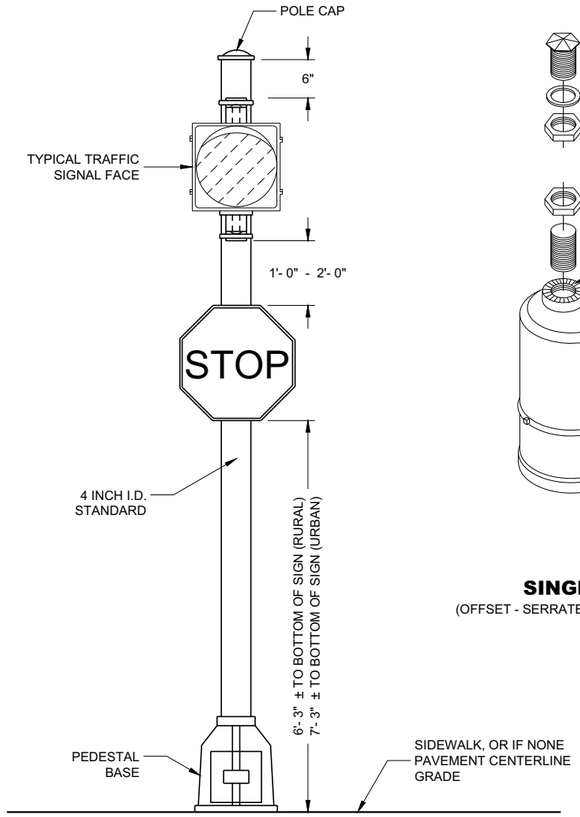
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

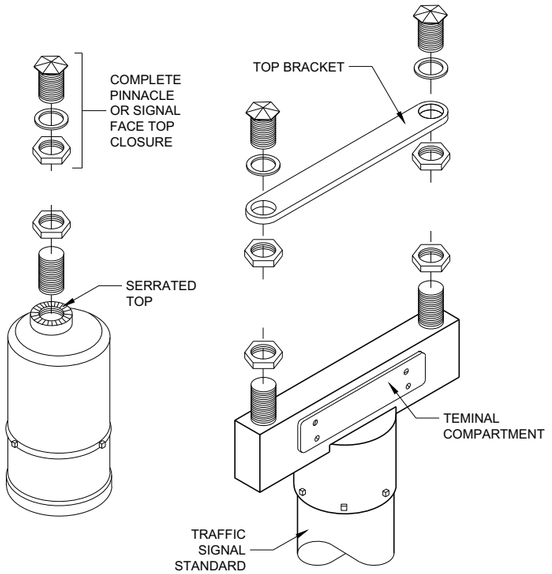
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 306

FHWA

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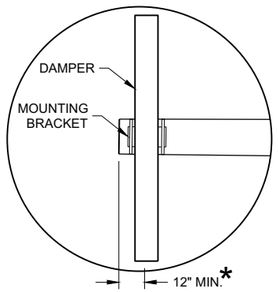
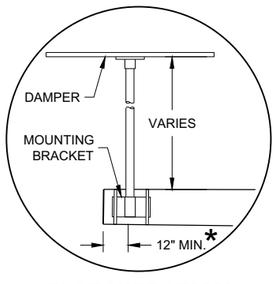
SDD 09E07 - 06

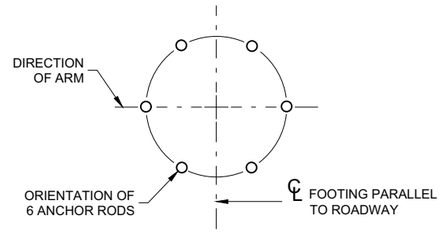


DUMBBELL VIBRATION DAMPER

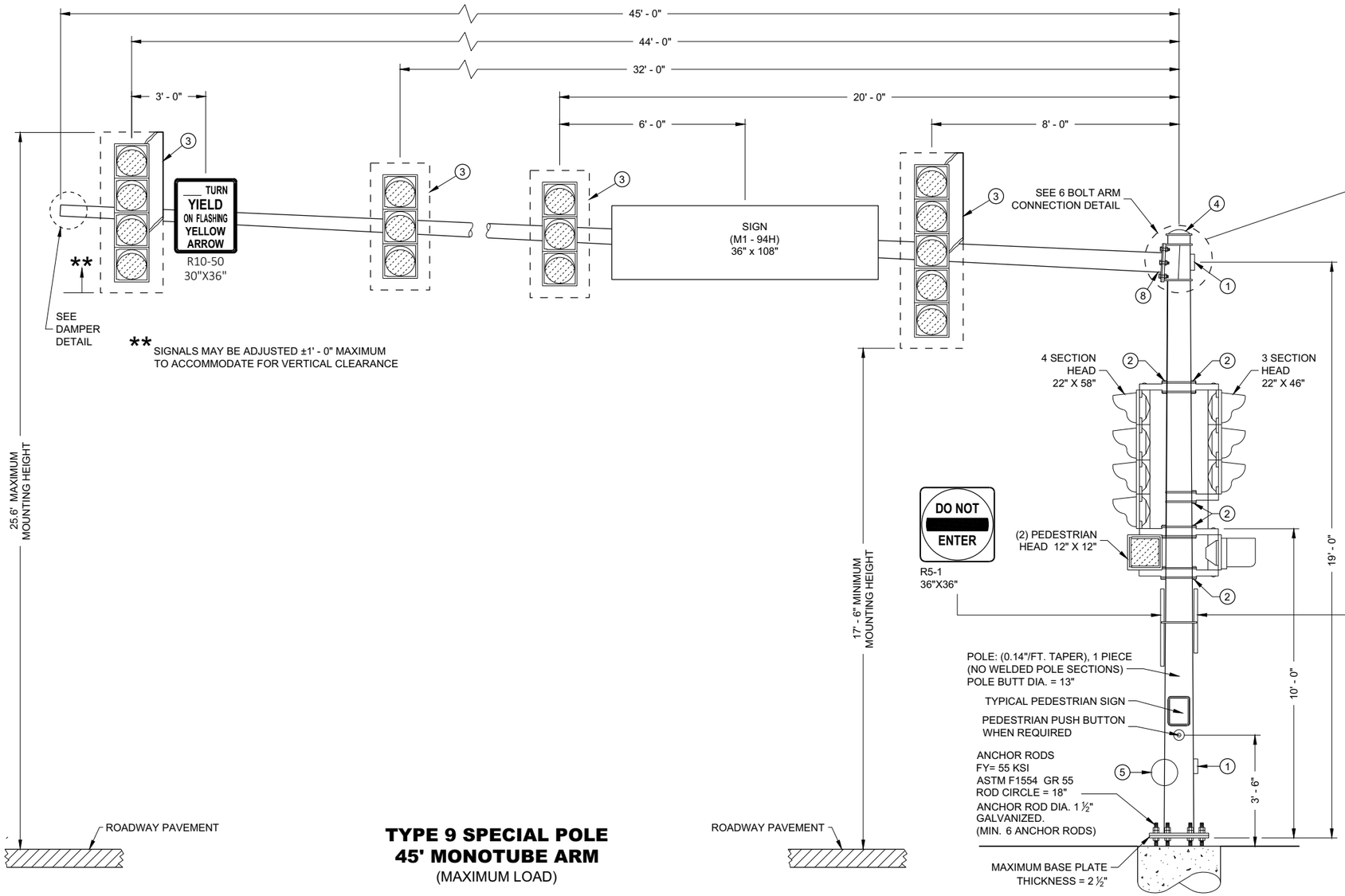


FLAT VIBRATION DAMPER

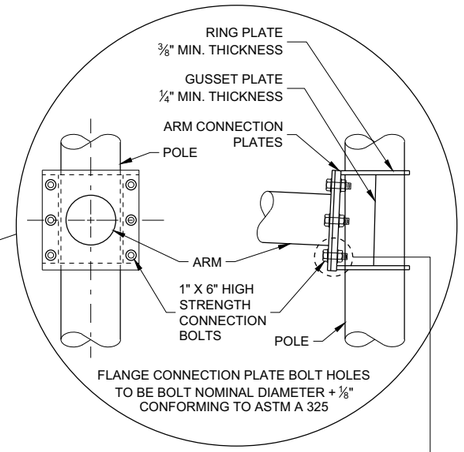
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



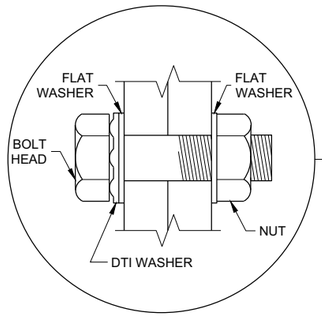
ANCHOR ROD LOCATION



TYPE 9 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
45' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 307

FHWA

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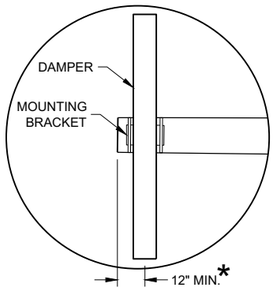
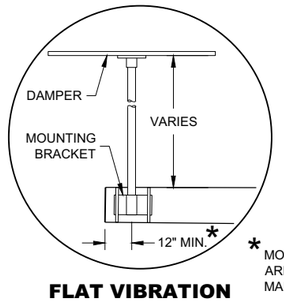
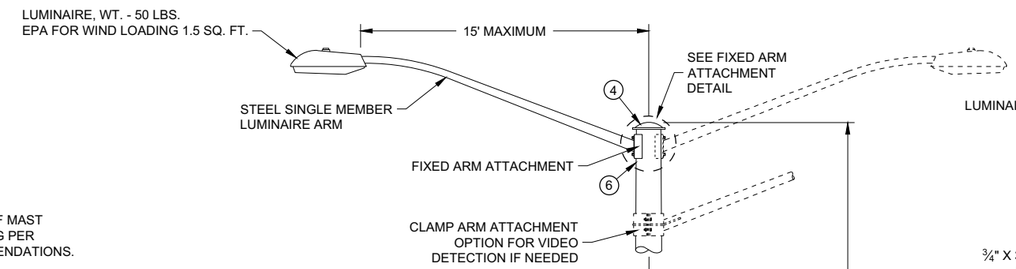


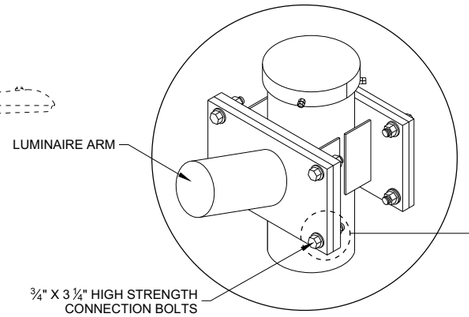
DUMBBELL VIBRATION DAMPER



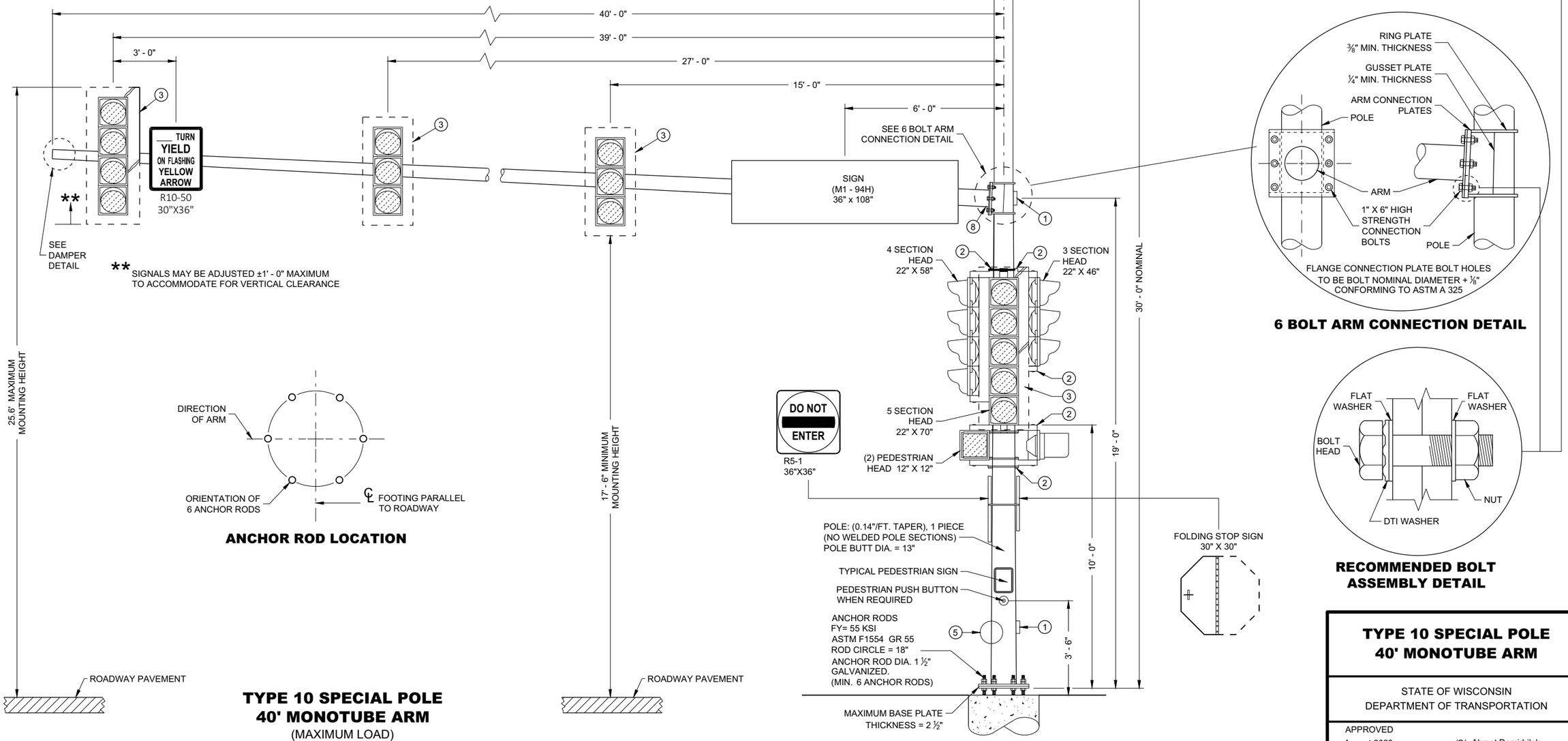
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

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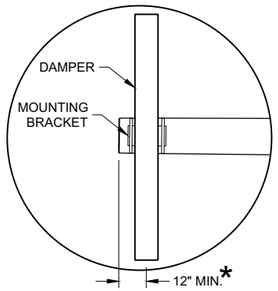
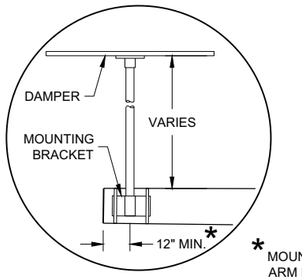
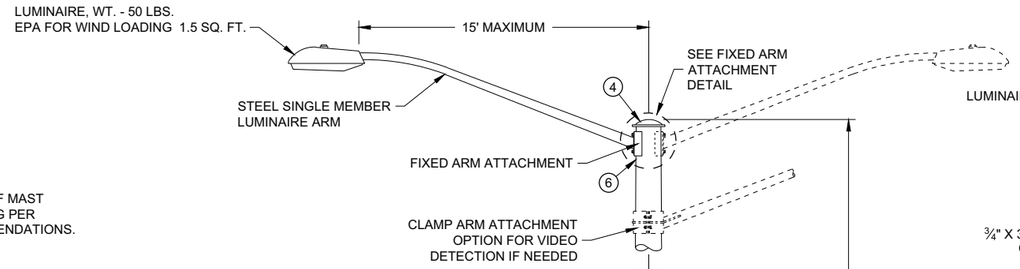


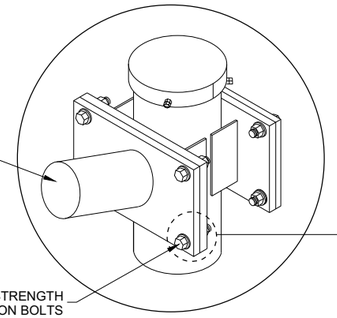
DUMBBELL VIBRATION DAMPER



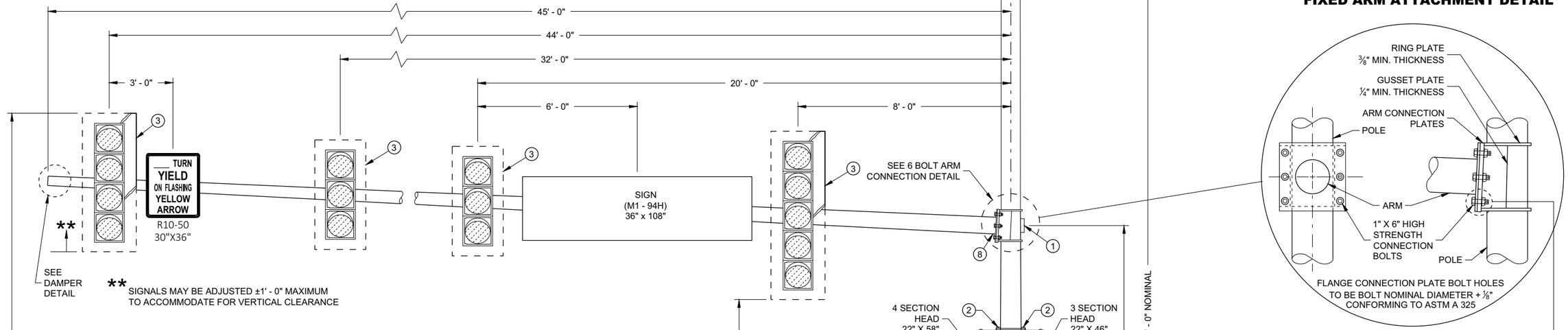
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

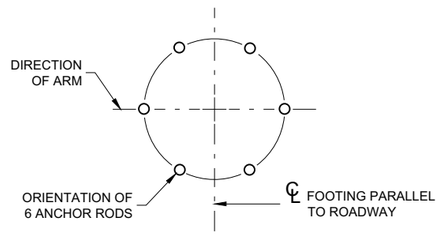




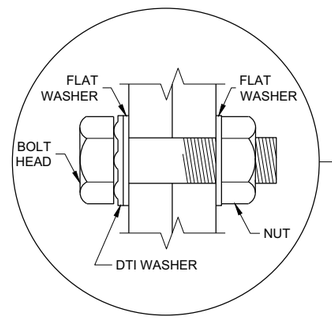
FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



ANCHOR ROD LOCATION



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

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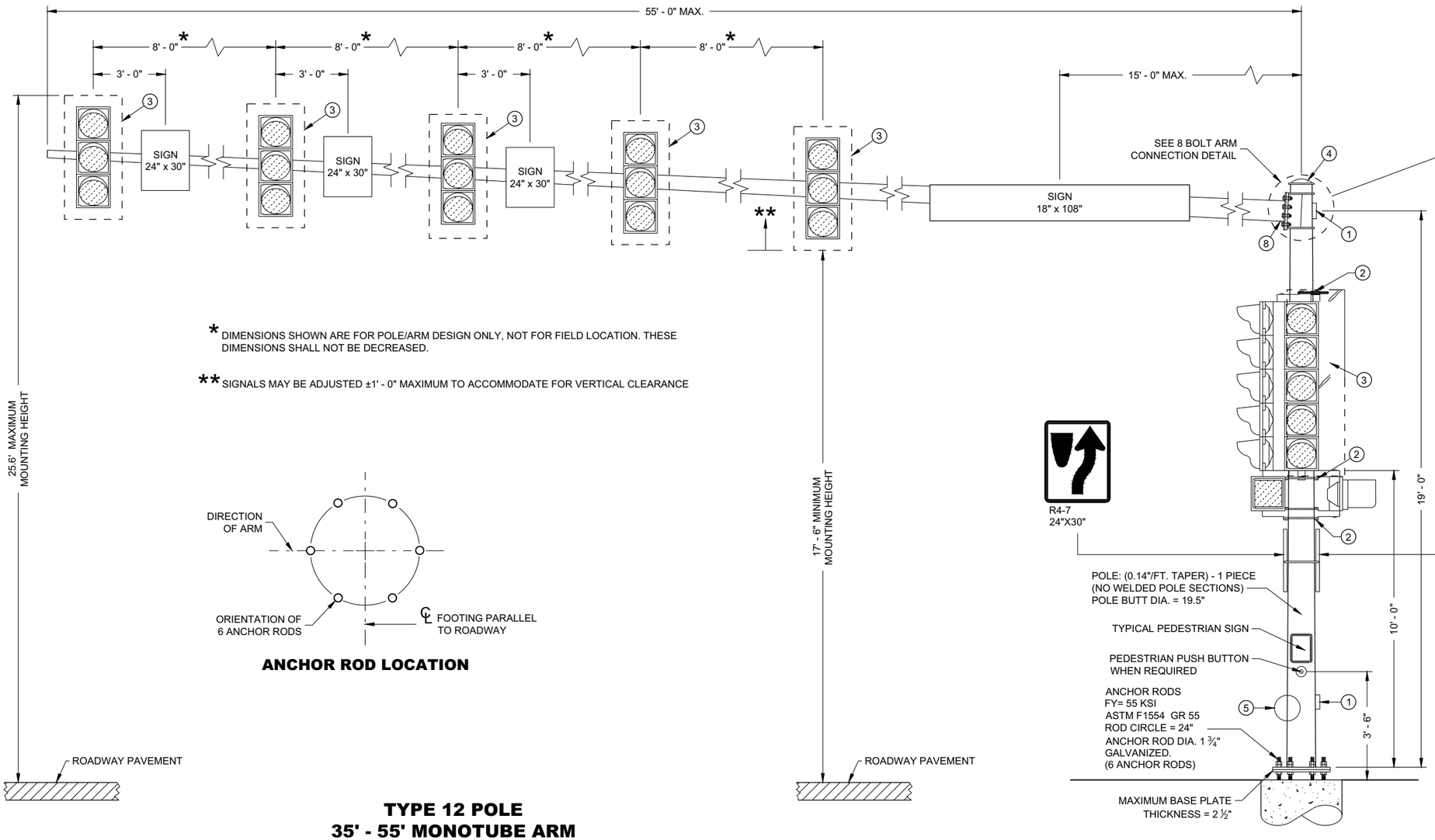
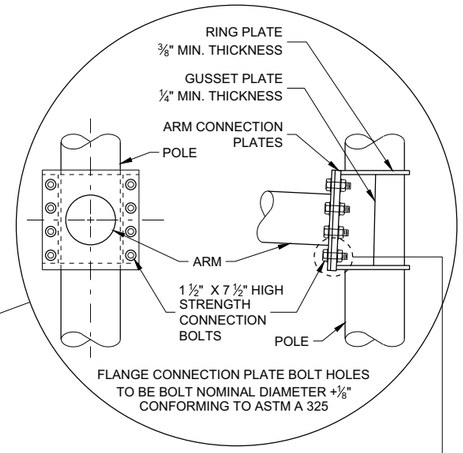


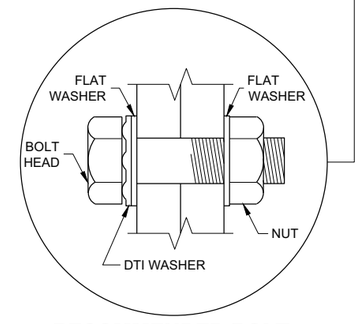
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 12 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 12 POLE 35' - 55' MONOTUBE ARM	
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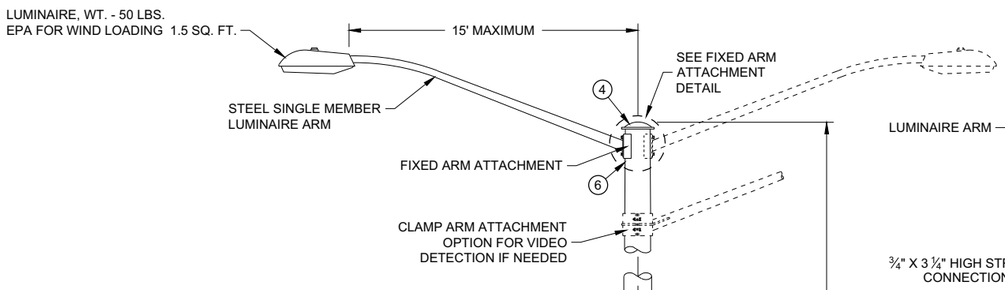
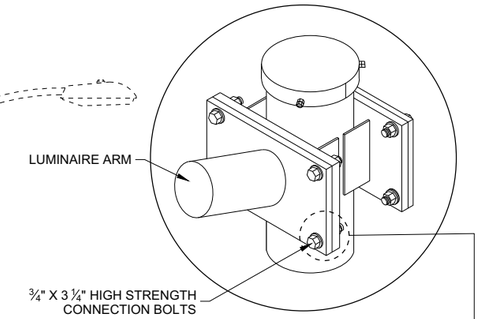
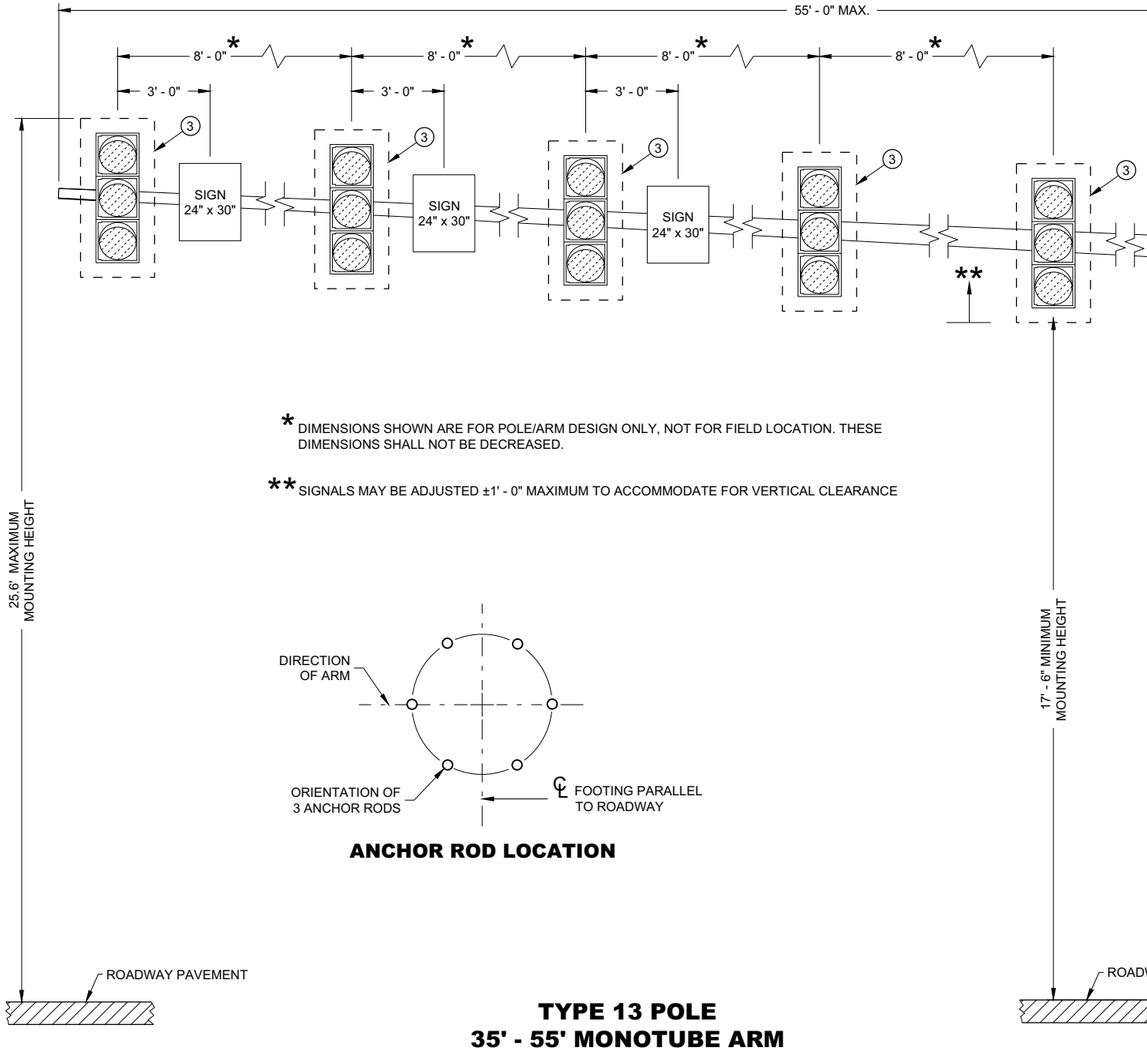
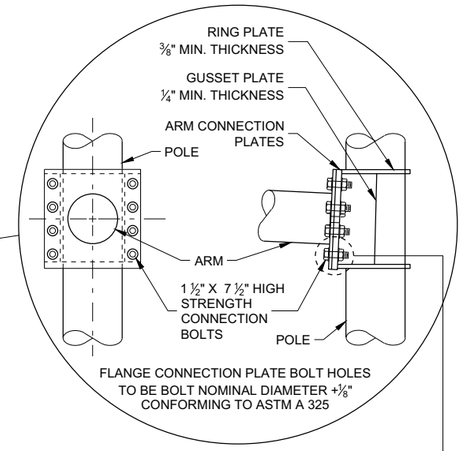


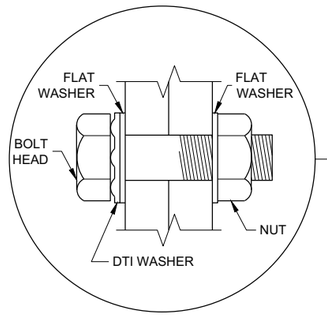


FIXED ARM ATTACHMENT DETAIL





8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

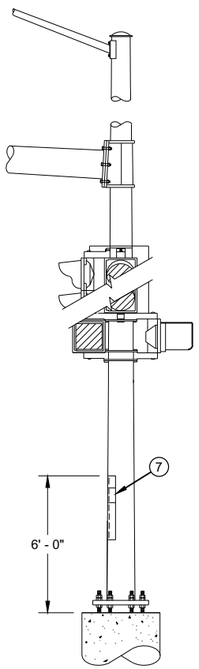
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

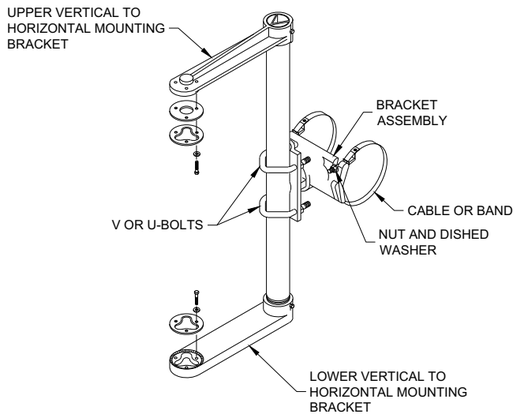
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

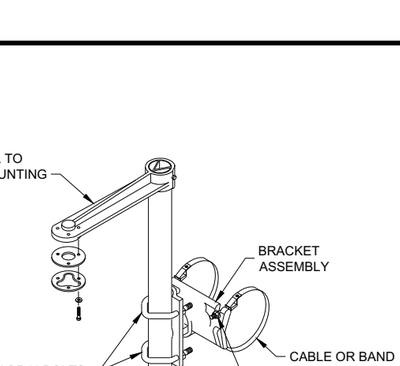


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



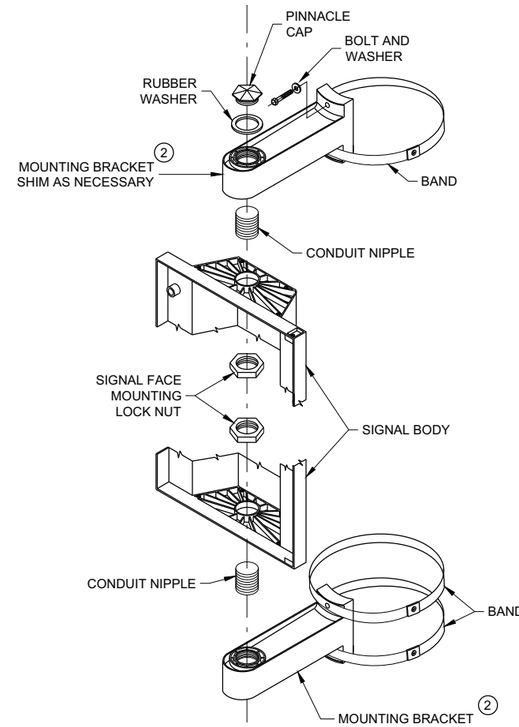
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

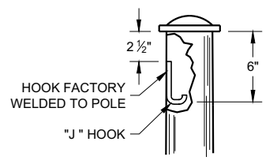


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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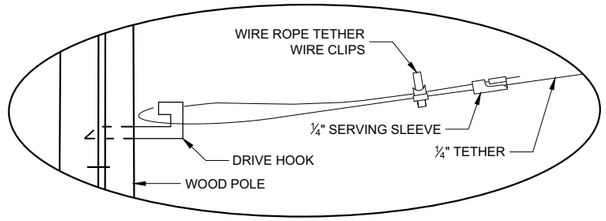
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

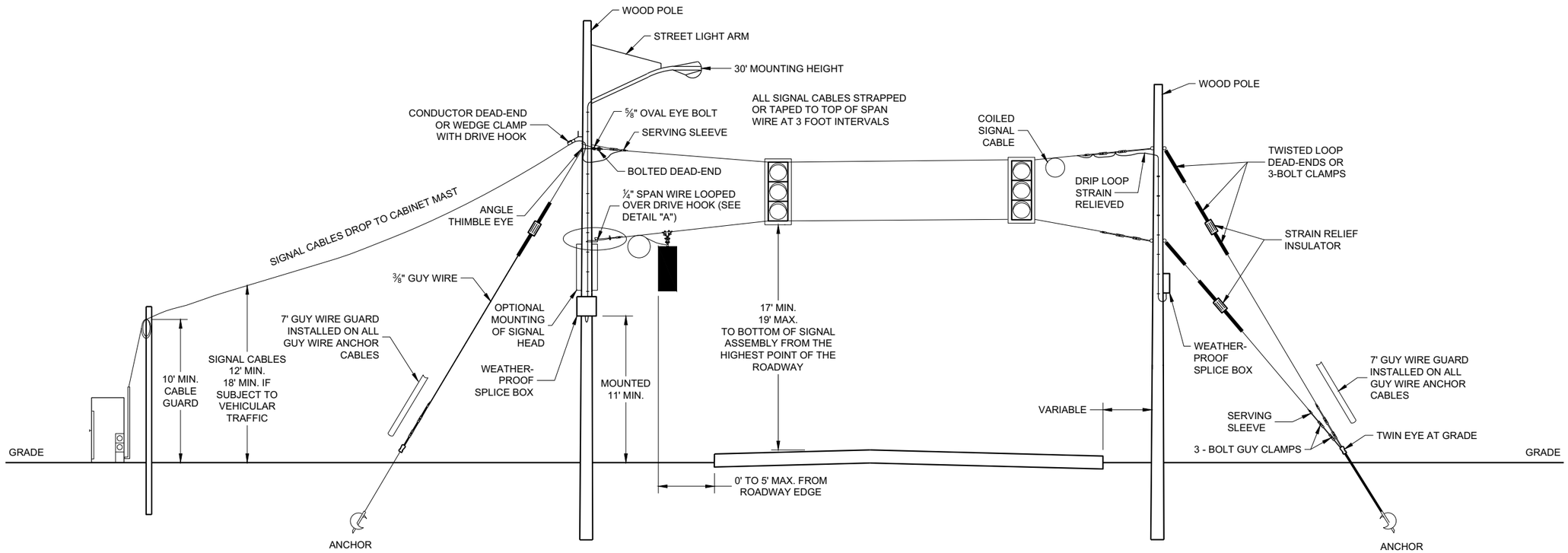


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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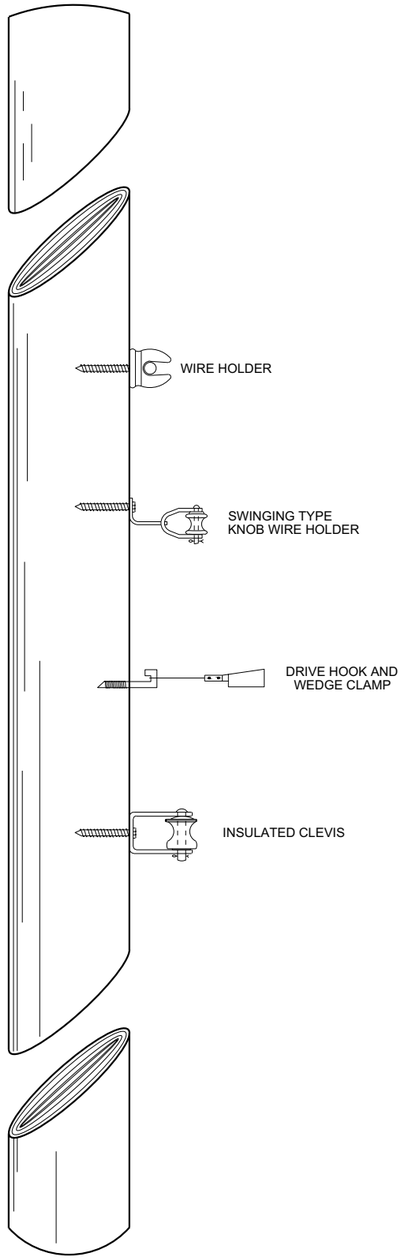

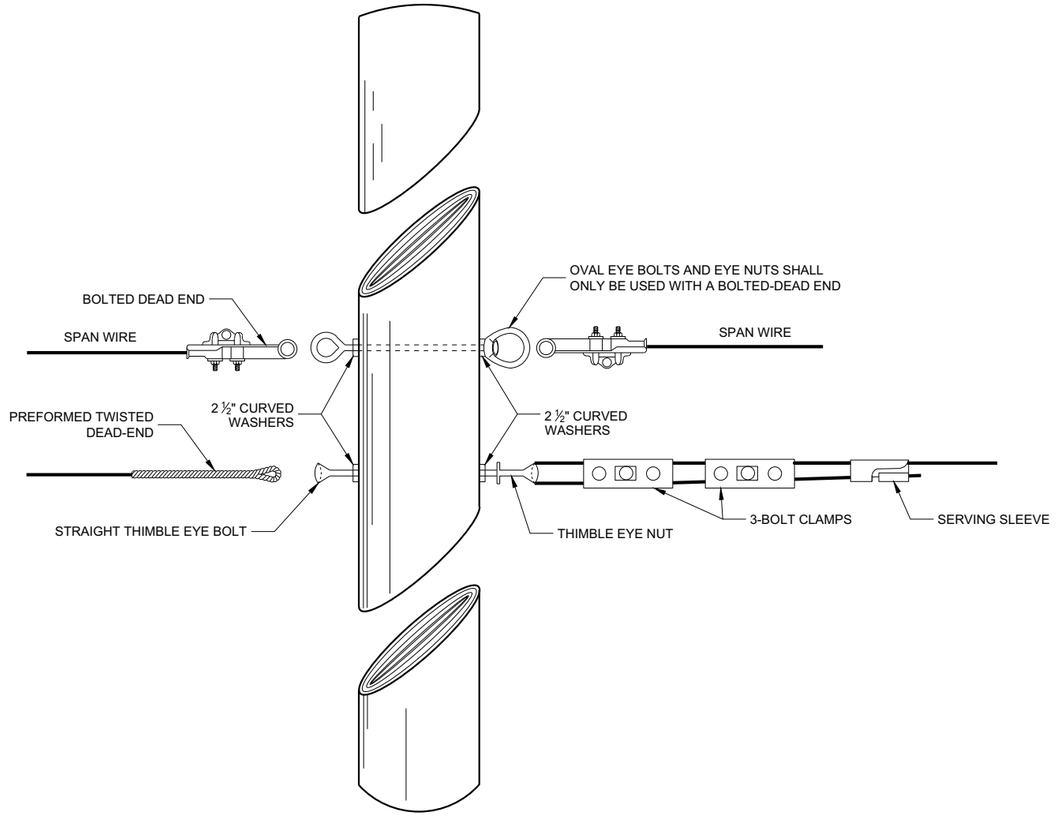

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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ROADWAY STANDARDS DEVE ENGINEER

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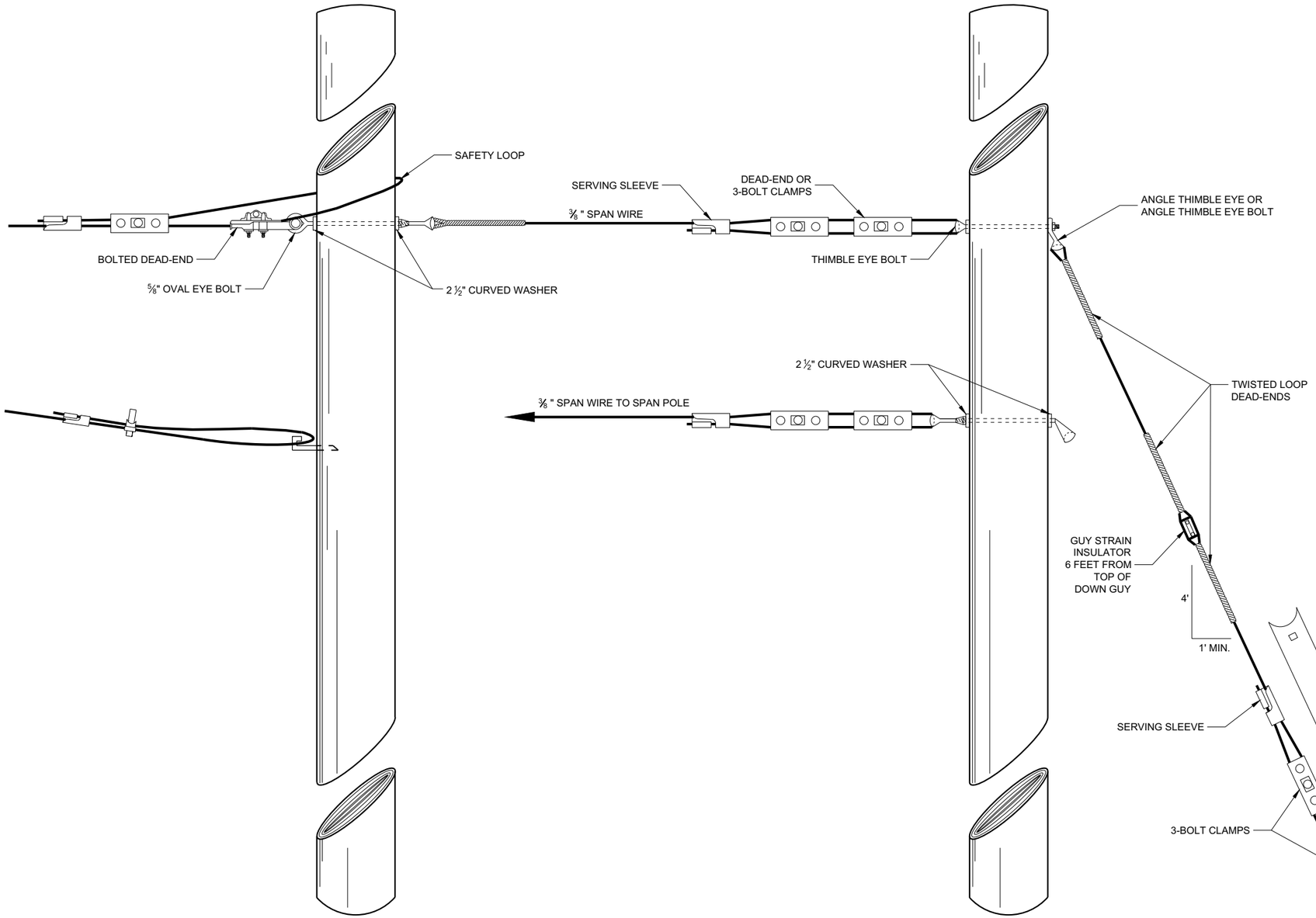
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE **GUY POLE**

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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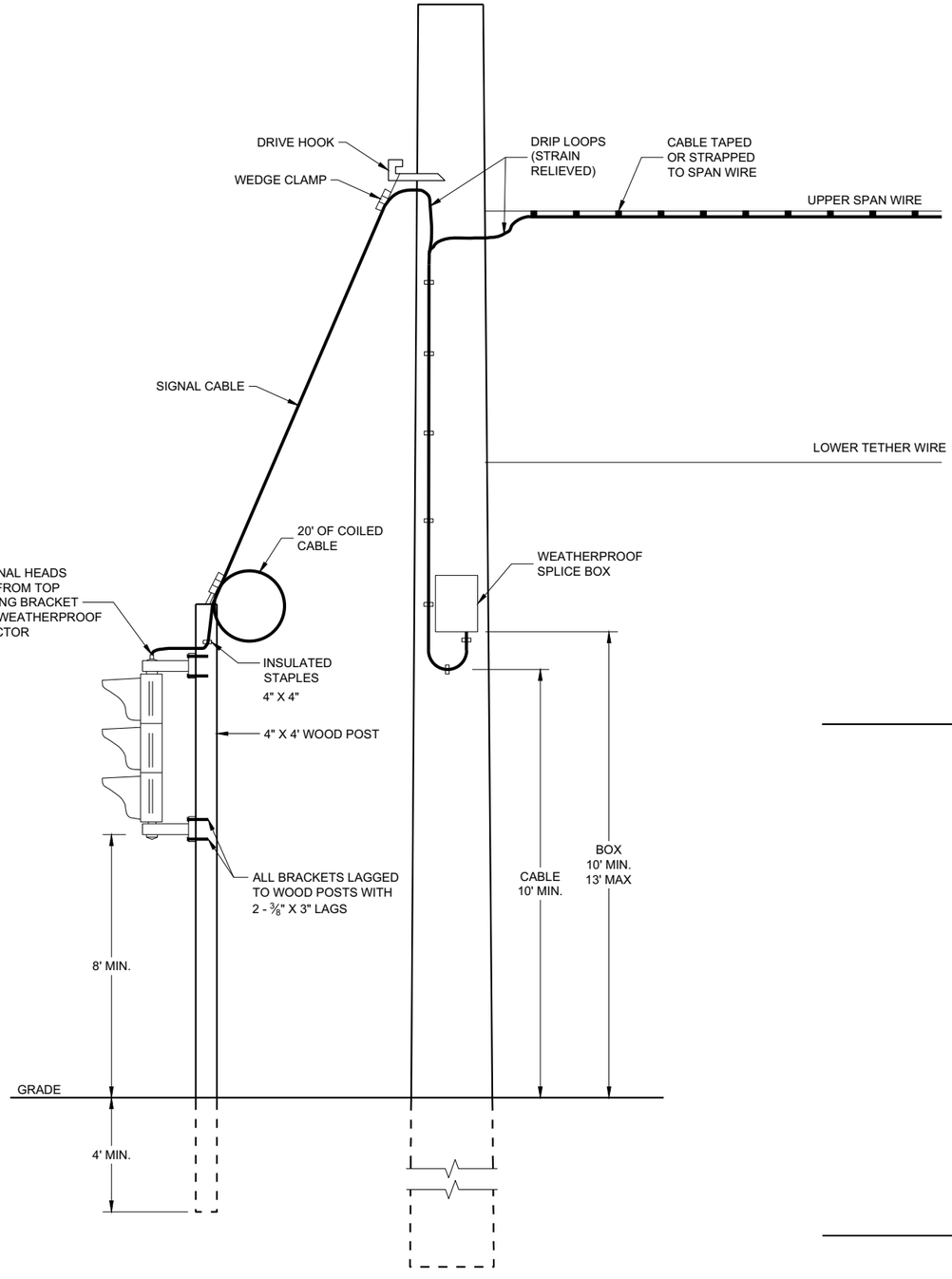
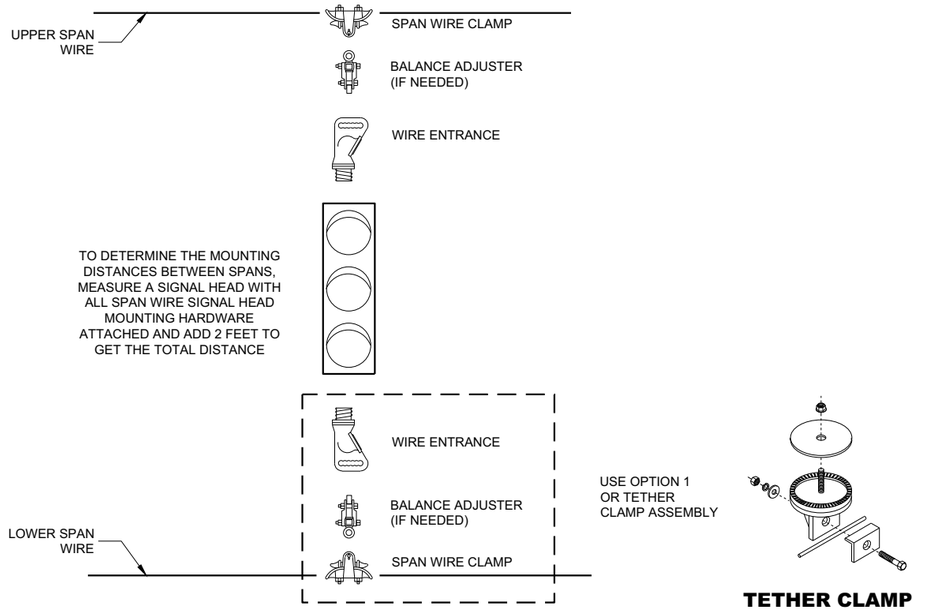


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

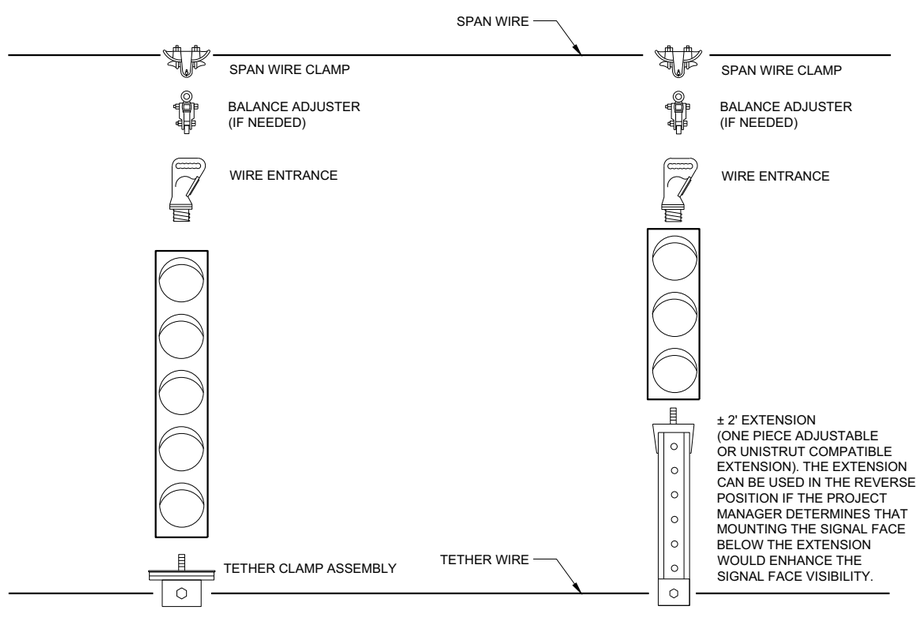


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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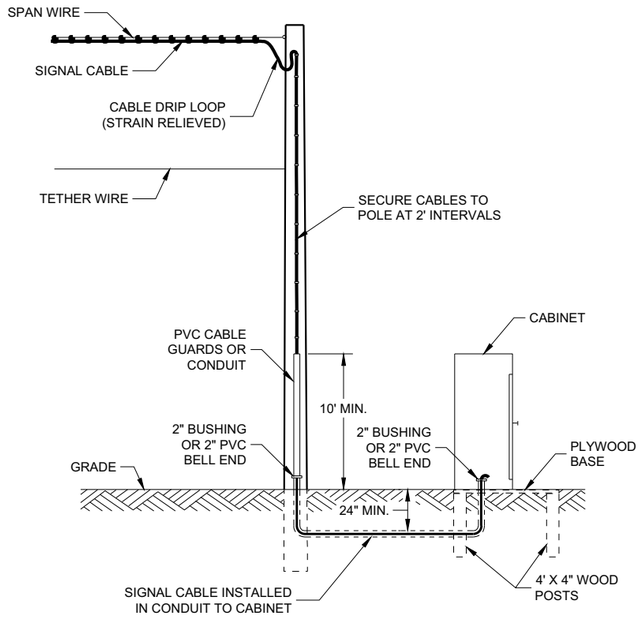
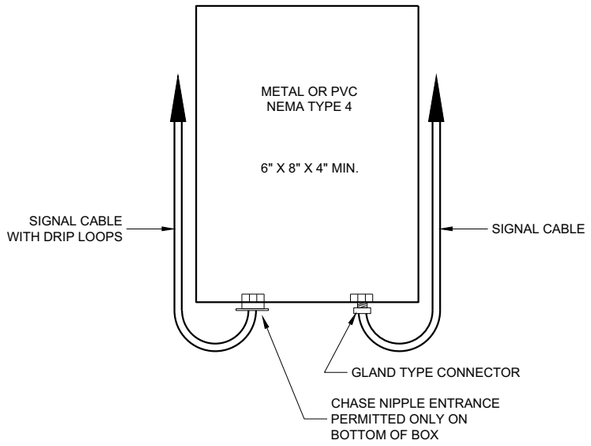
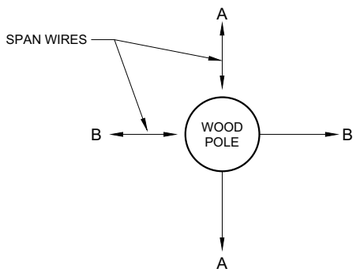
SDD 09G01 - 4f





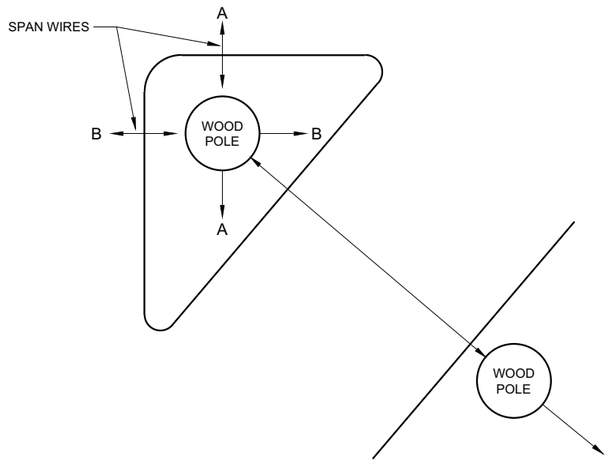
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

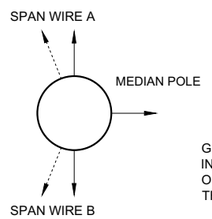


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

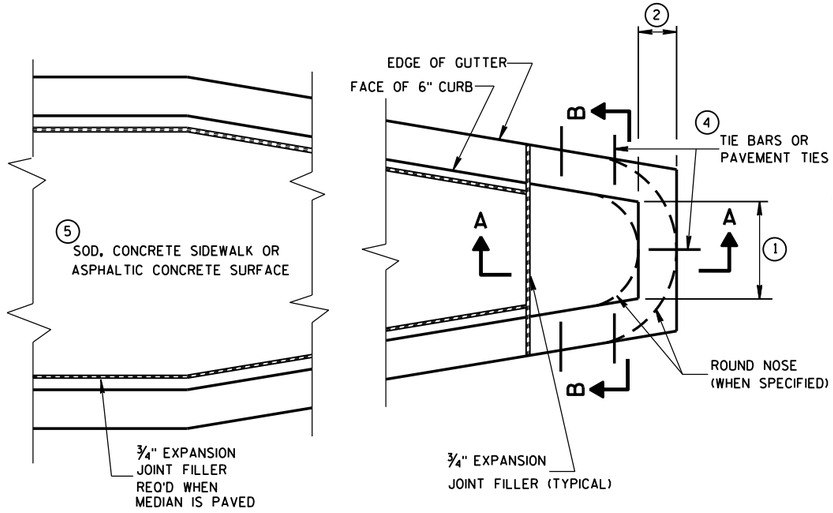
APPROVED
June 2015
DATE

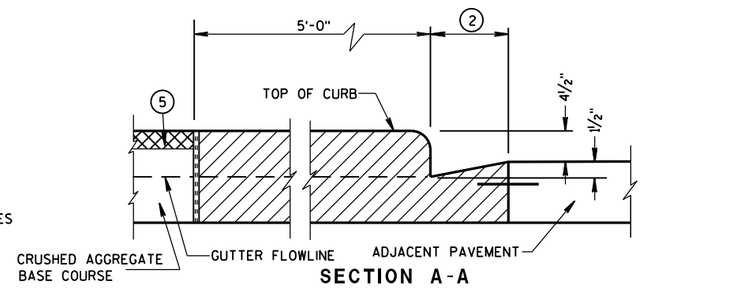
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

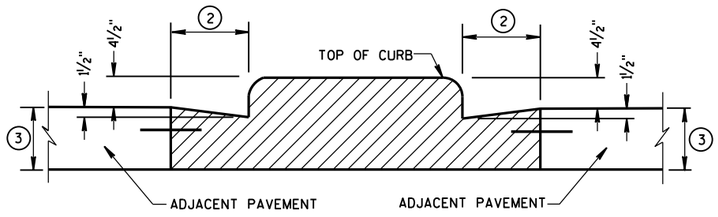
FHWA

SDD 09G01 - 4g

SDD 09G01 - 4g







CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

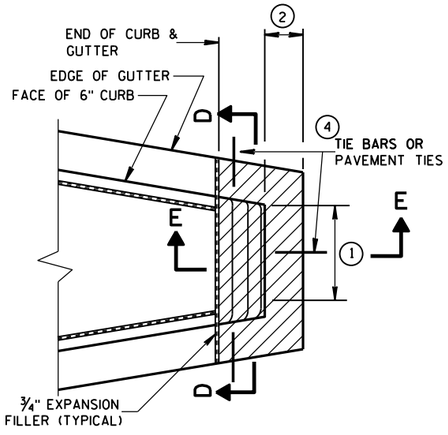
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

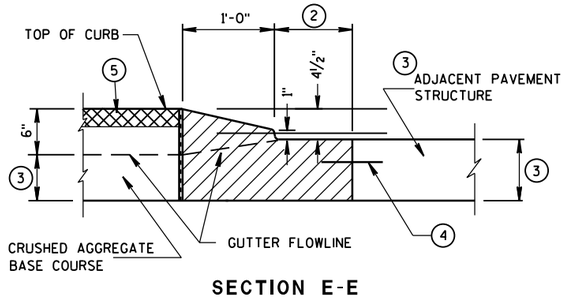
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

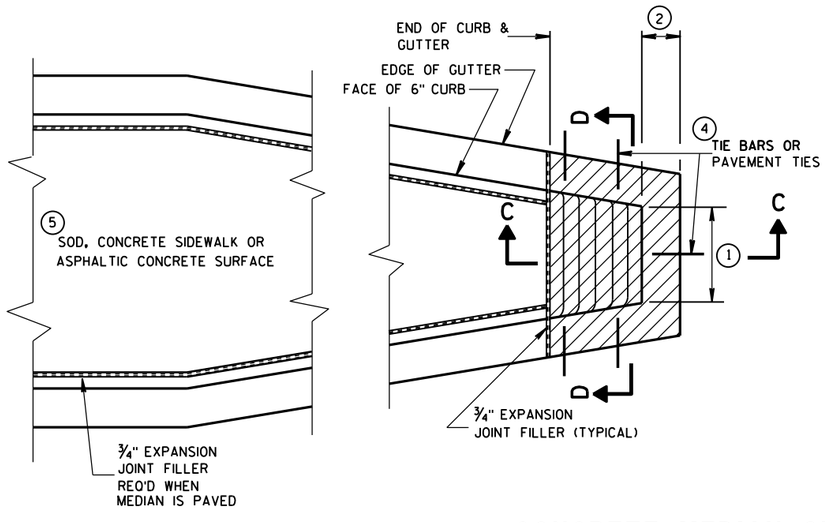
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

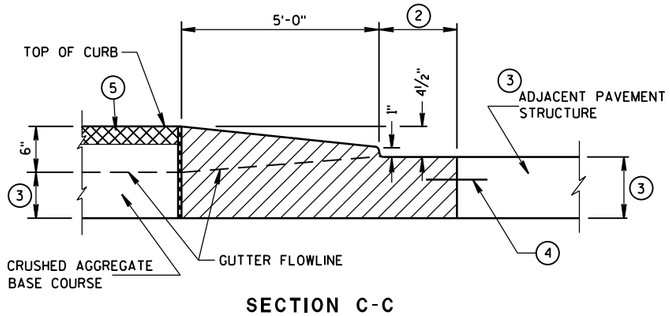
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



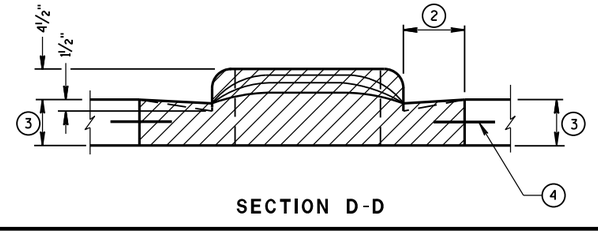


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

S.D.D. 11 B 2-2

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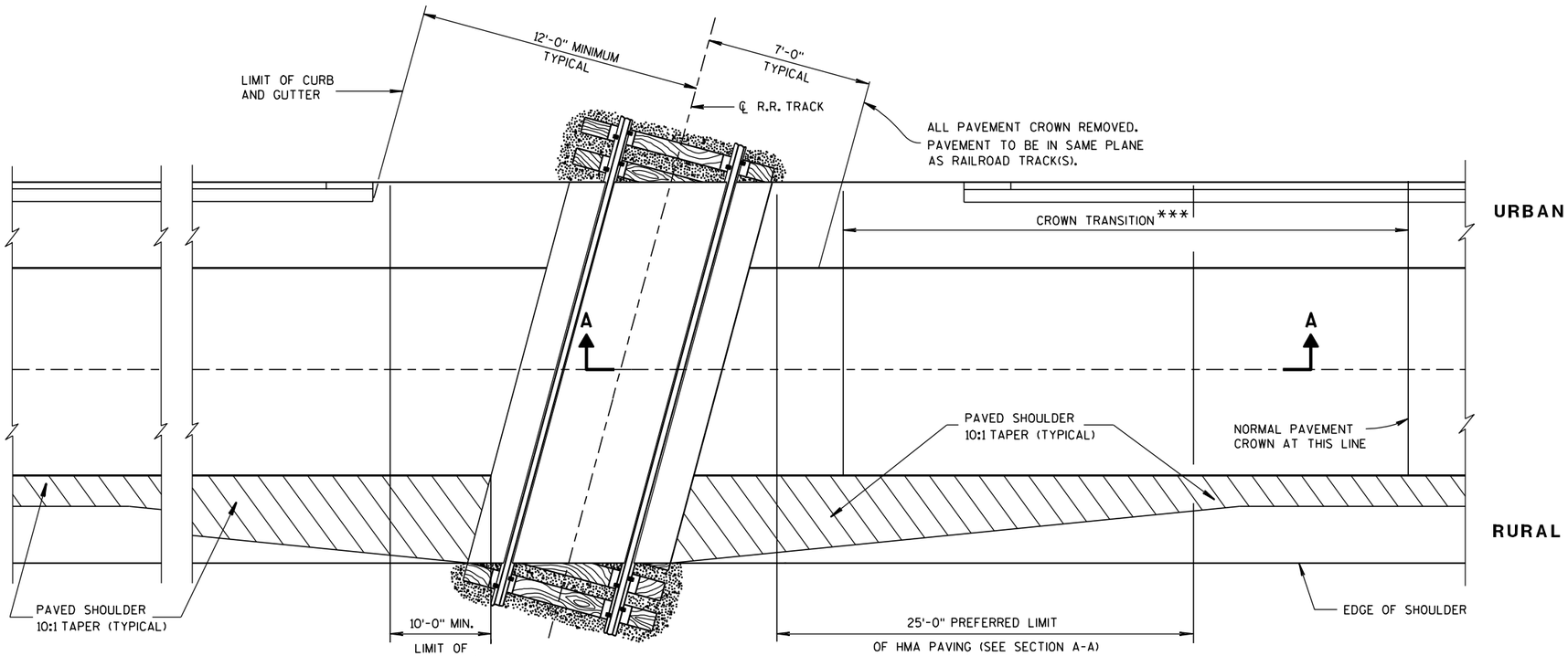


GENERAL NOTES

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

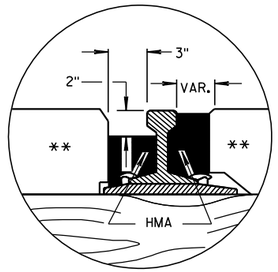
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

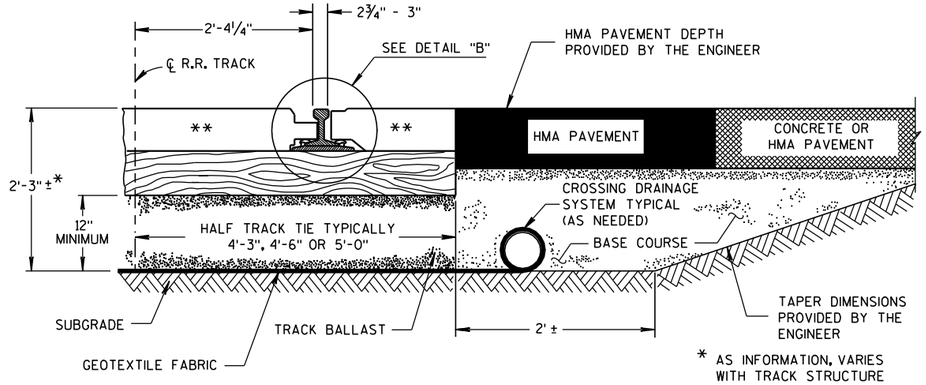
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

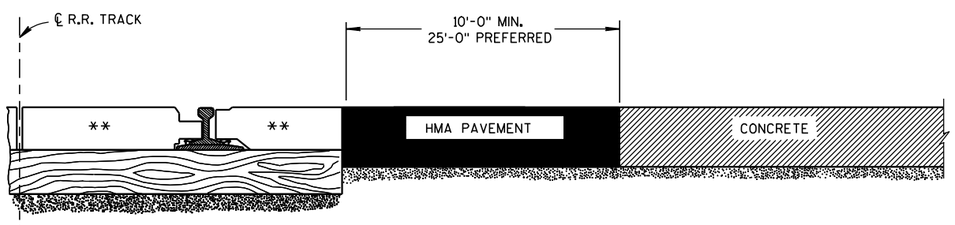
*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



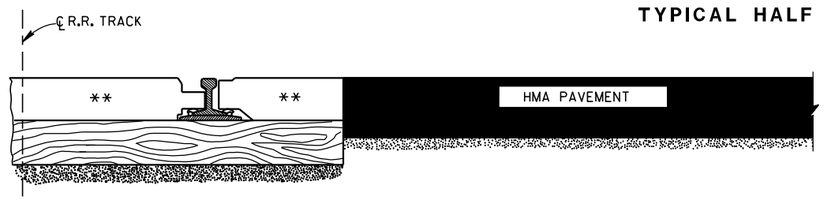
DETAIL B
HMA FLANGEWAY AND FIELD FILLERS



TYPICAL HALF SECTION



SECTION A-A
CONCRETE PAVEMENT APPROACH



SECTION A-A
HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

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S.D.D. 13 B 1-10

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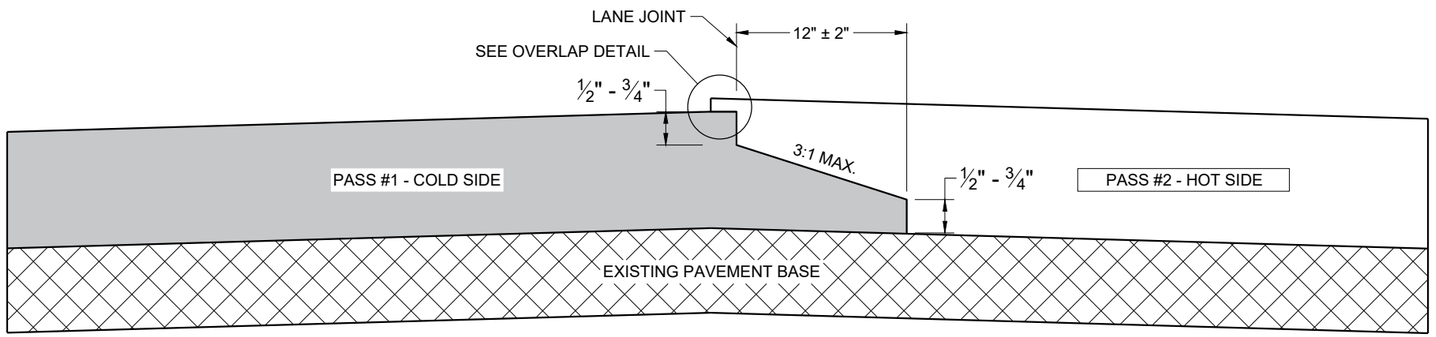
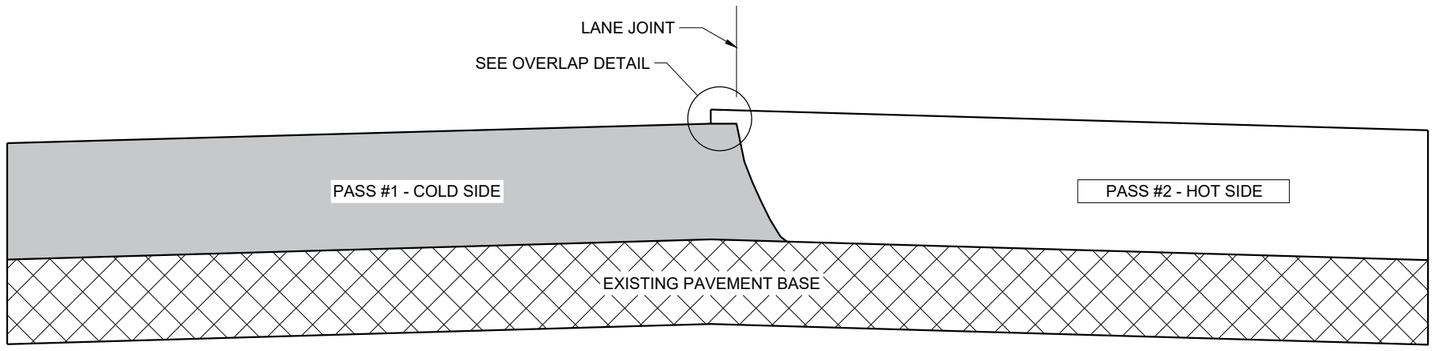
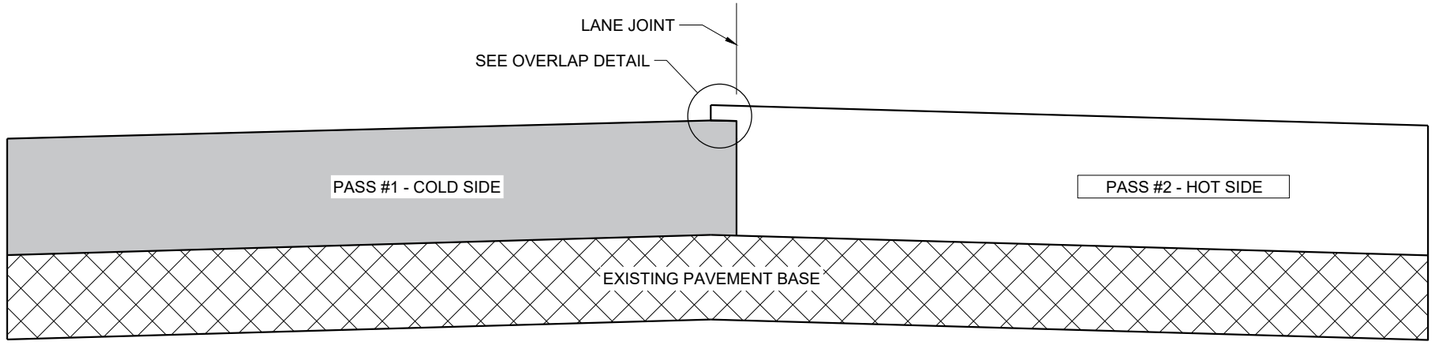
S.D.D. 13 B 1-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

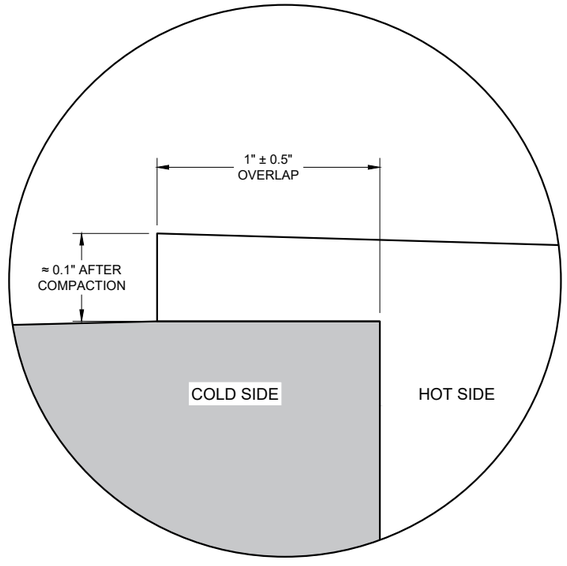
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

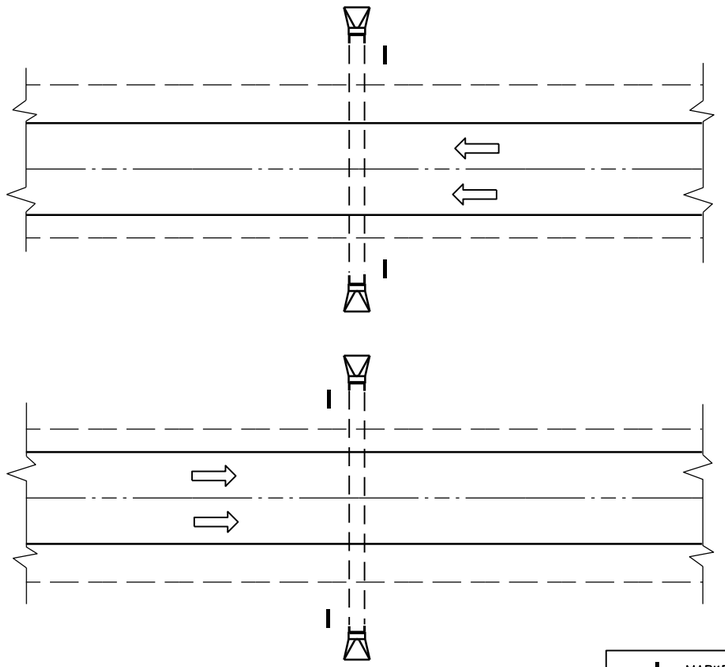
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

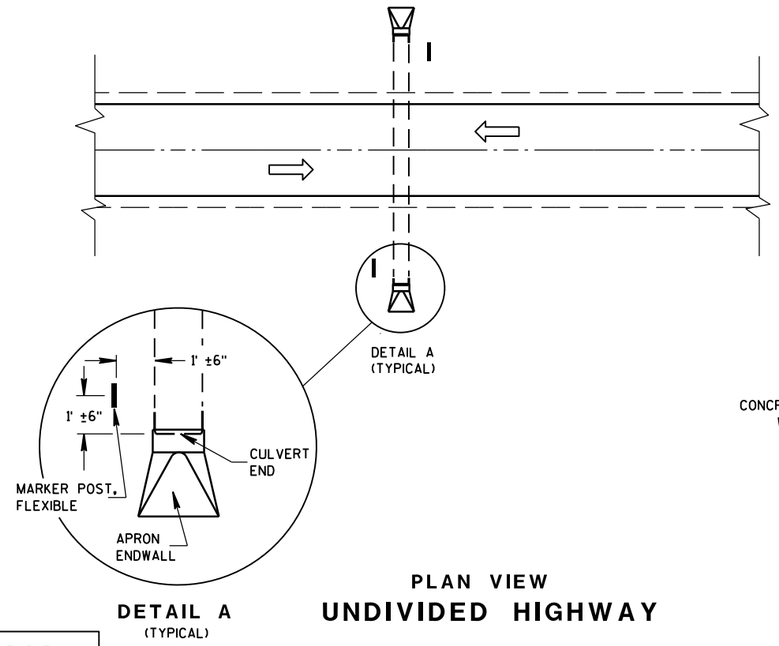
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

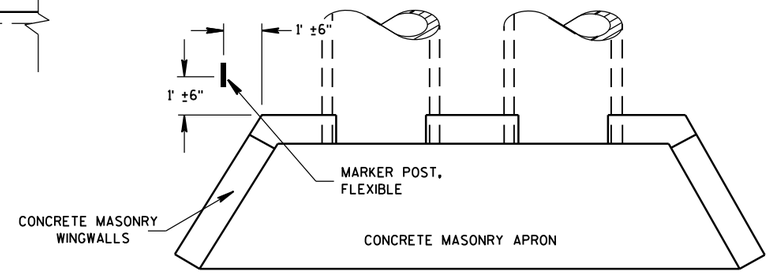
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

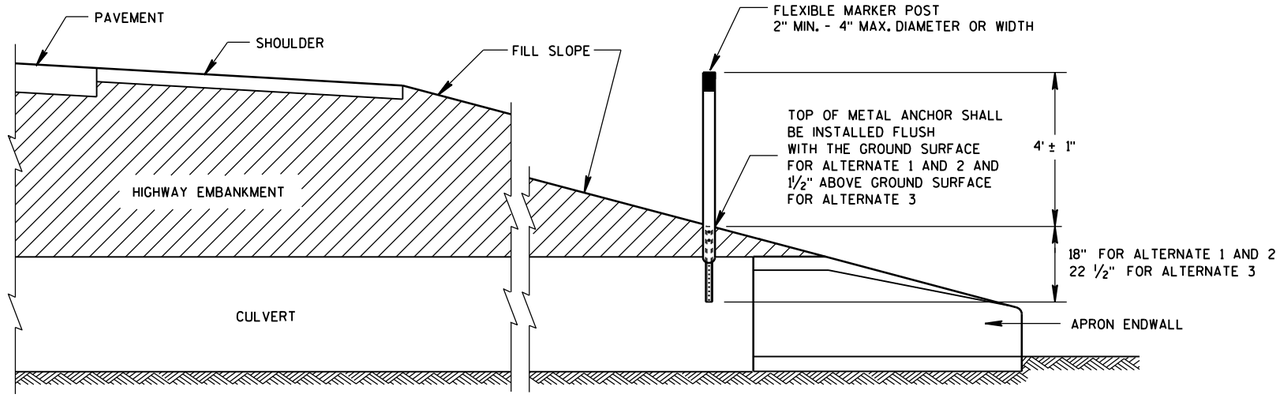
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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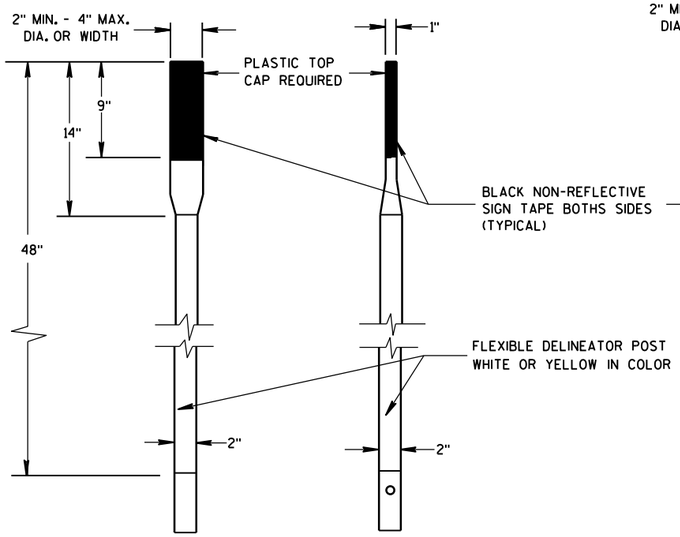
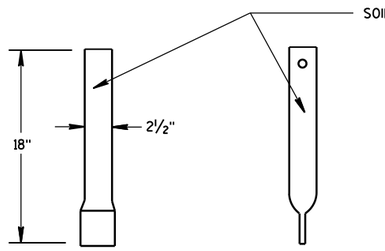
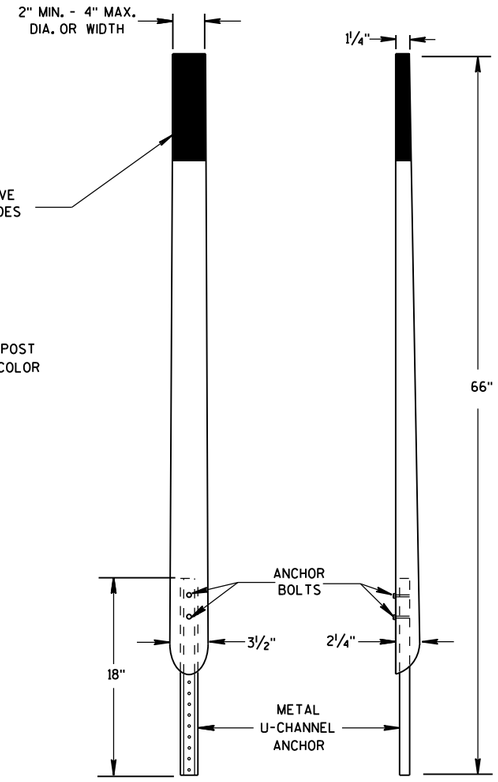
S.D.D. 15 A 3-2a





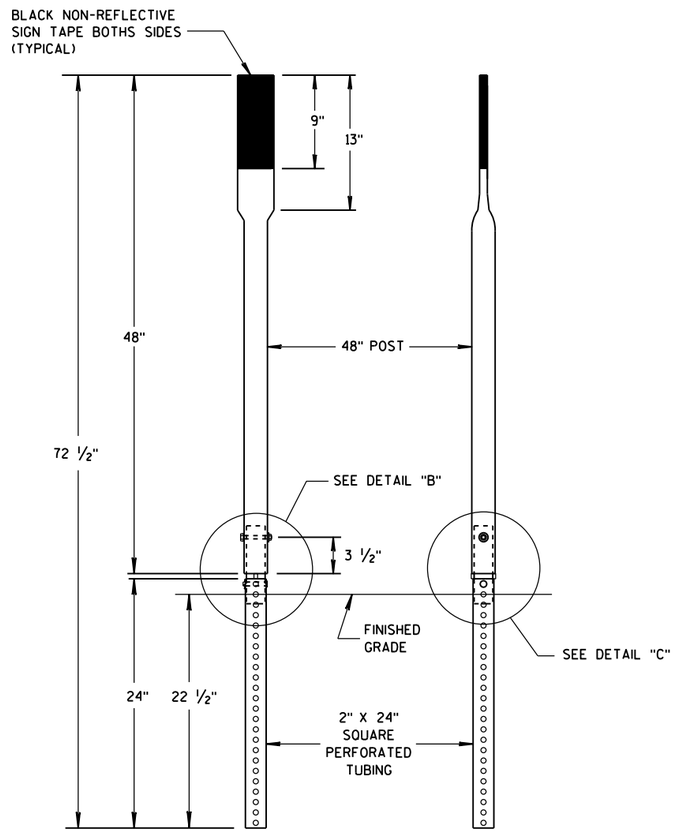
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

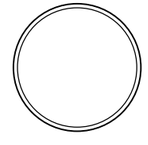
ALTERNATE 2



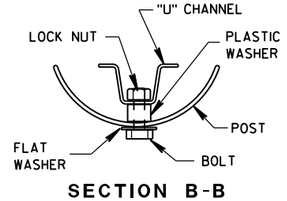
FRONT VIEW SIDE VIEW

ALTERNATE 3

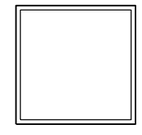
FLEXIBLE MARKER POSTS



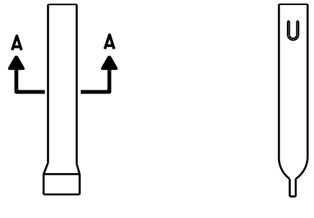
SECTION A-A



SECTION B-B

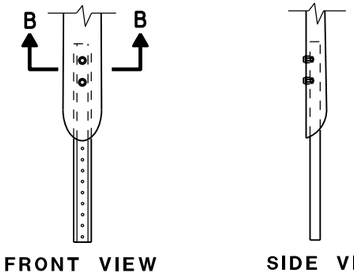


SECTION C-C



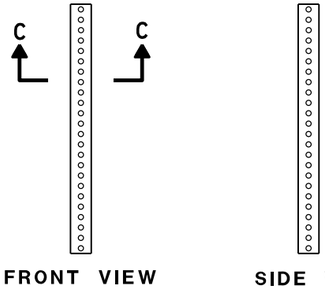
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

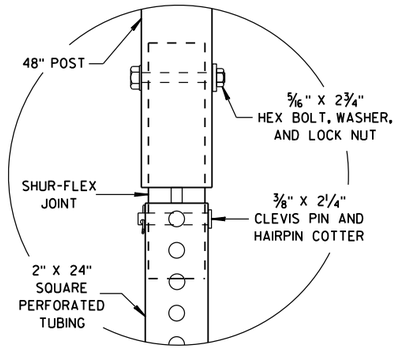
ALTERNATE 2



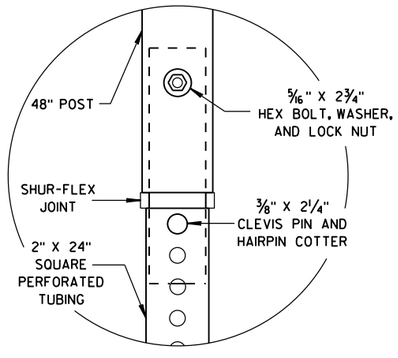
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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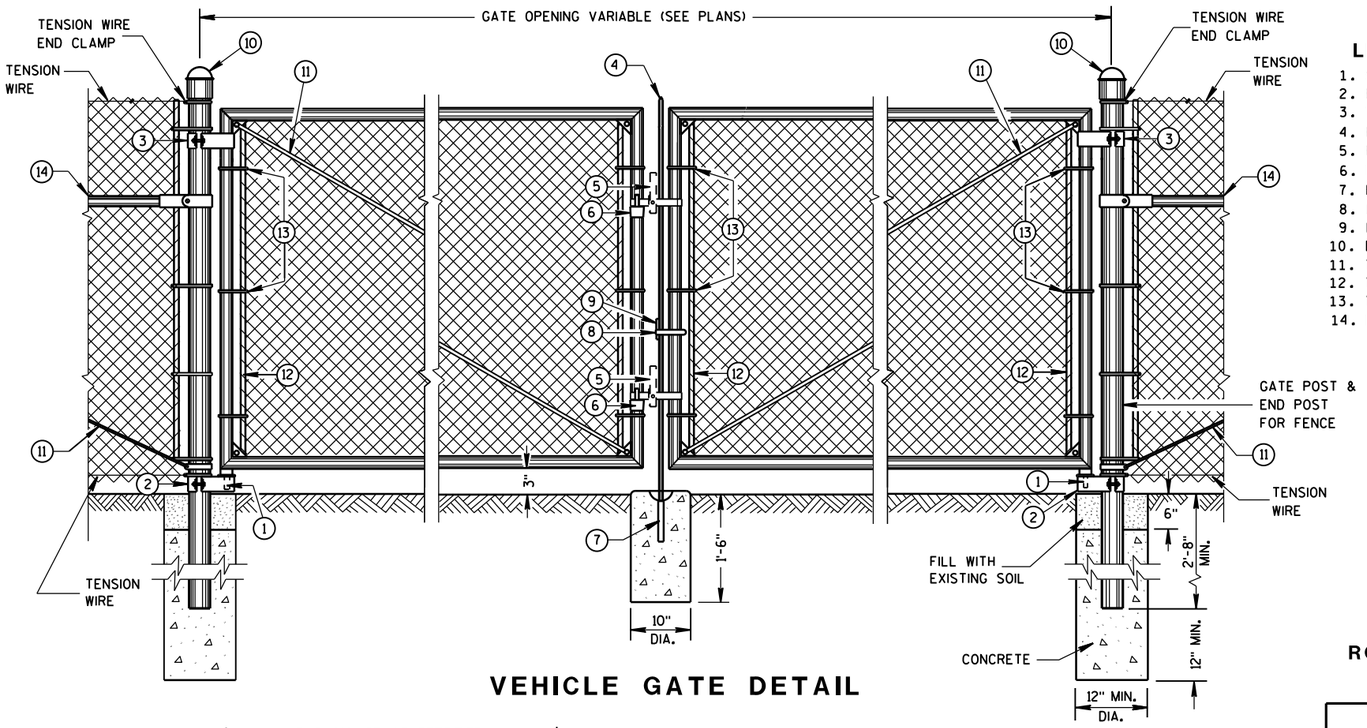
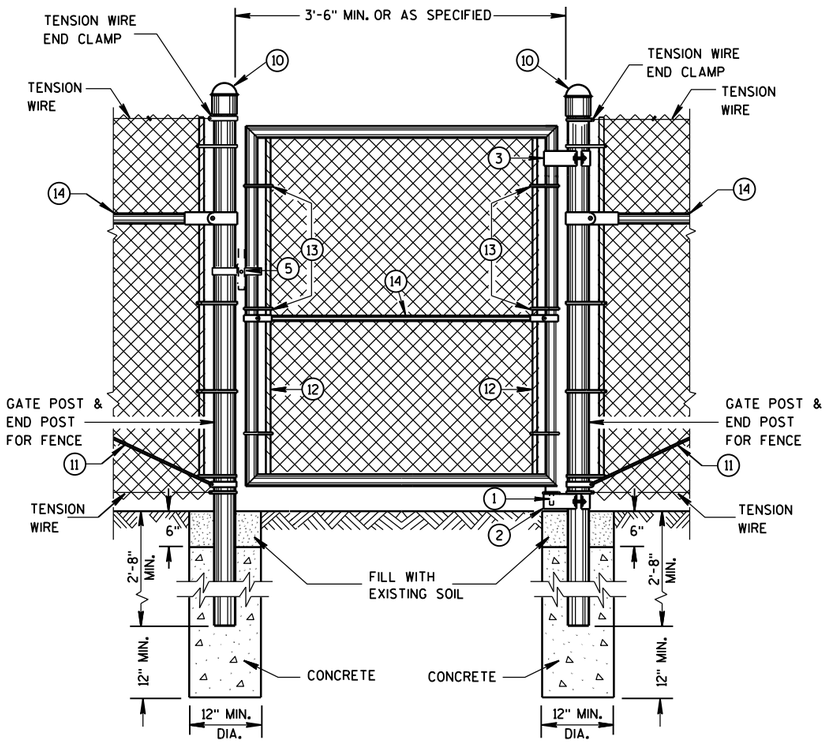
S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

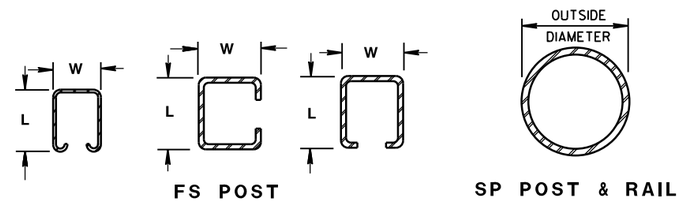
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

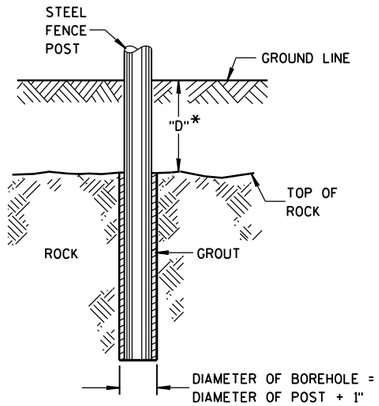
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

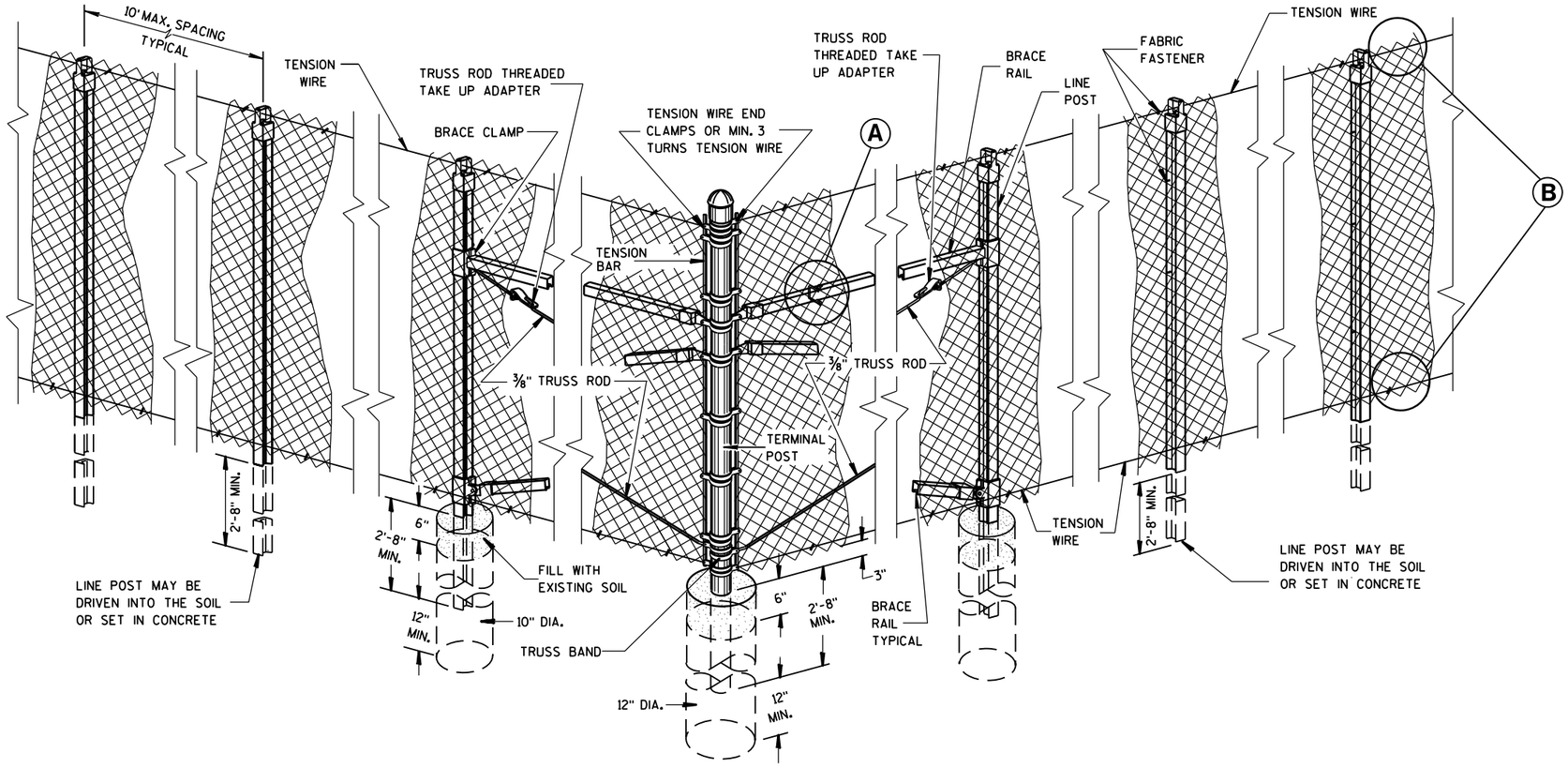
6

S.D.D. 15 B 3-15a

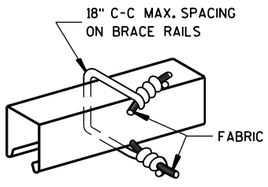


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



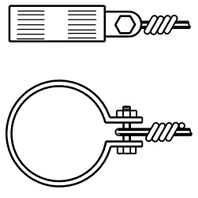
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



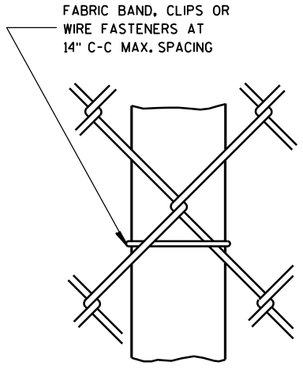
BRACE RAIL

FABRIC FASTENER

Ⓐ



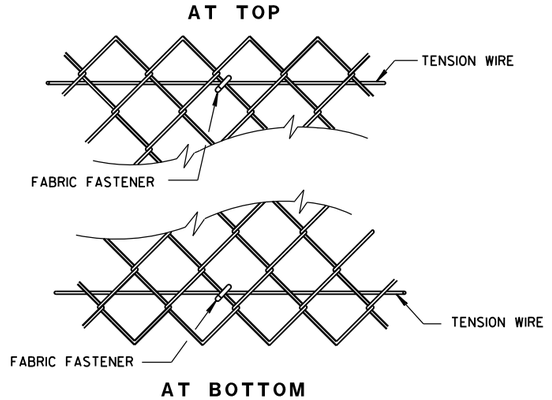
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

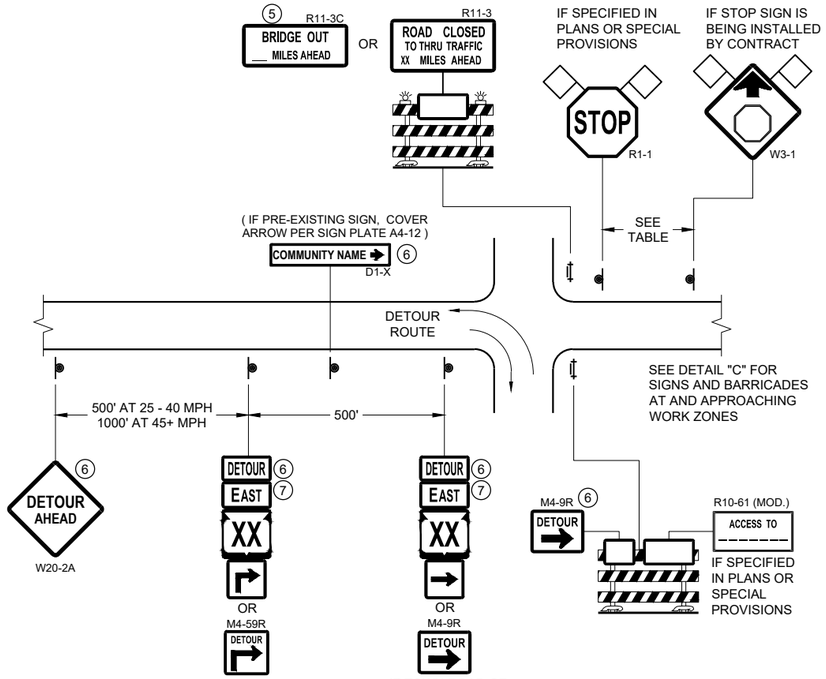
FENCE CHAIN LINK

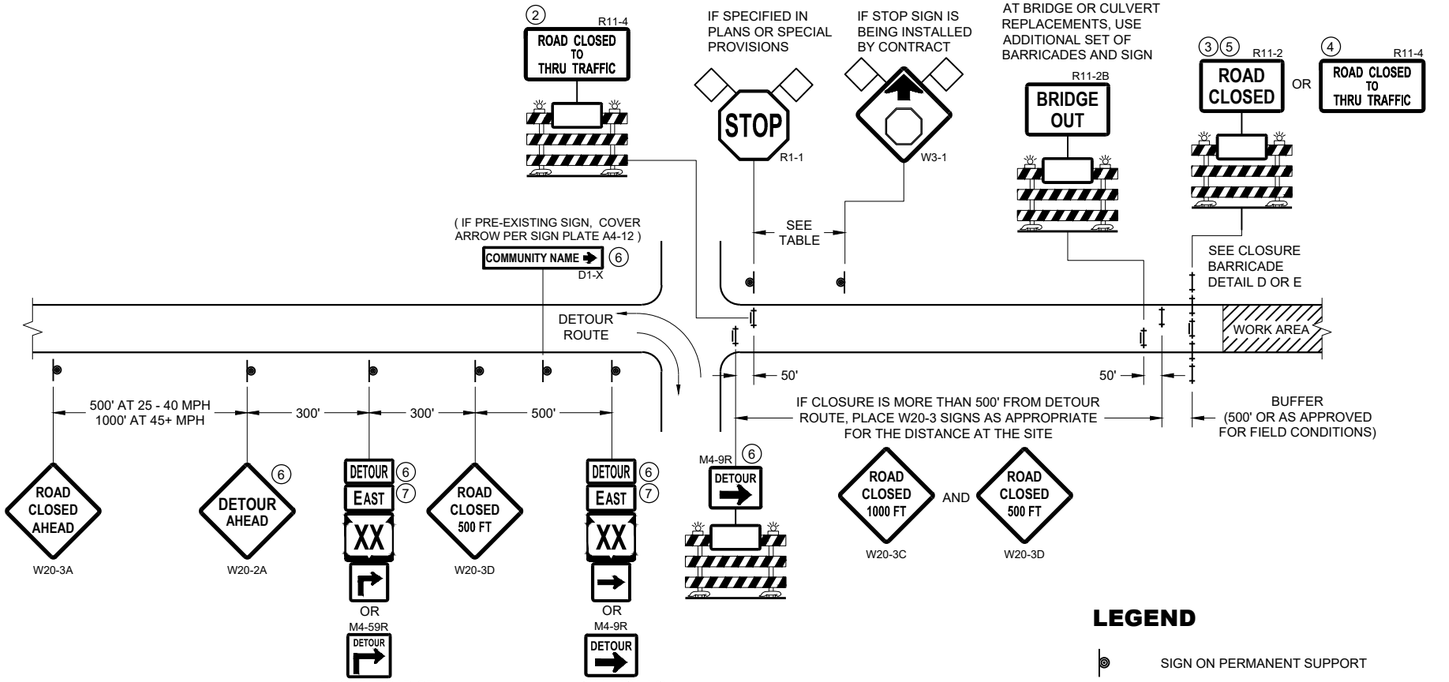
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b



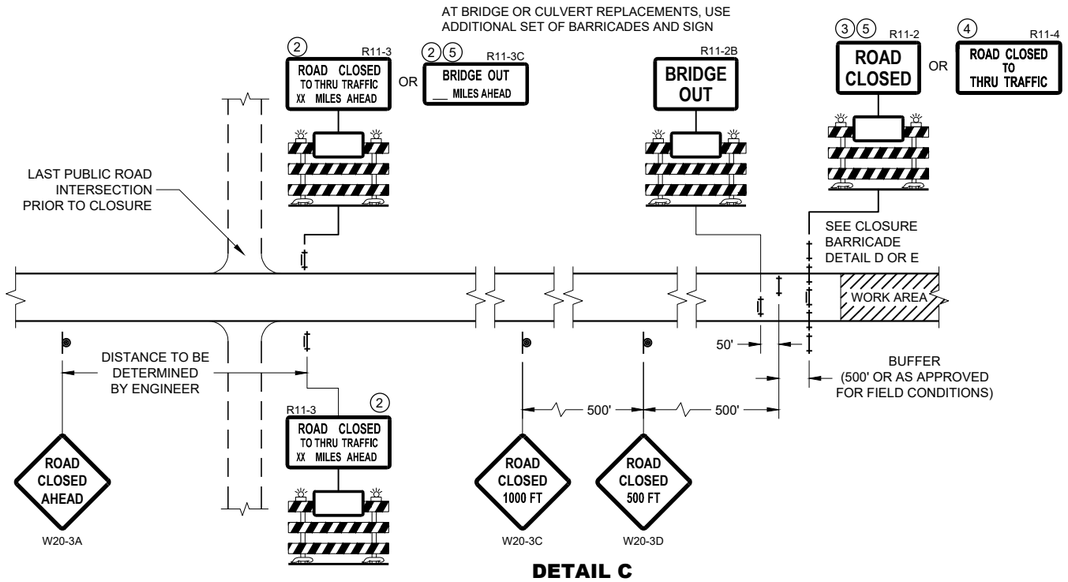


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

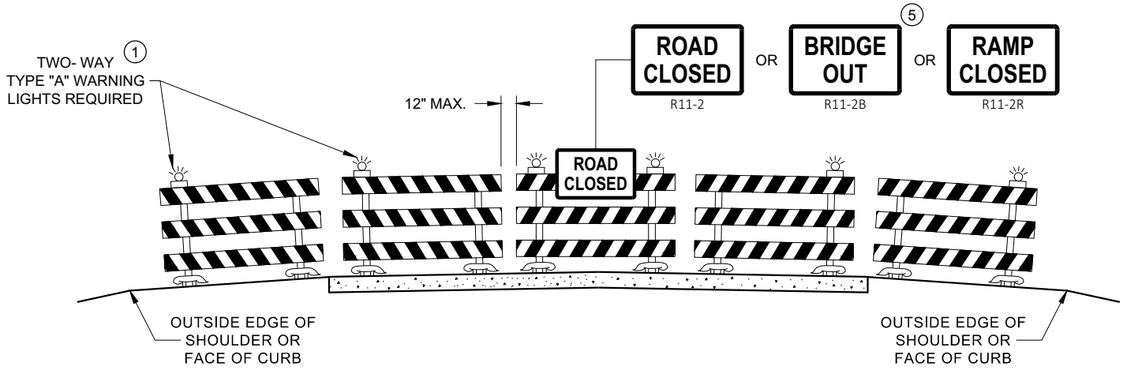
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

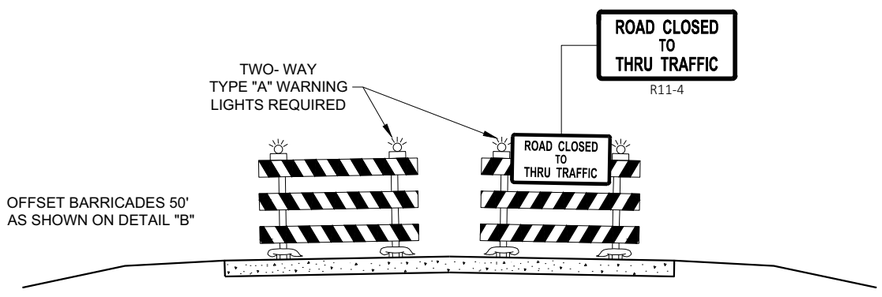
SDD 15C02 - 08a

6

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

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 TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C02 - 08b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

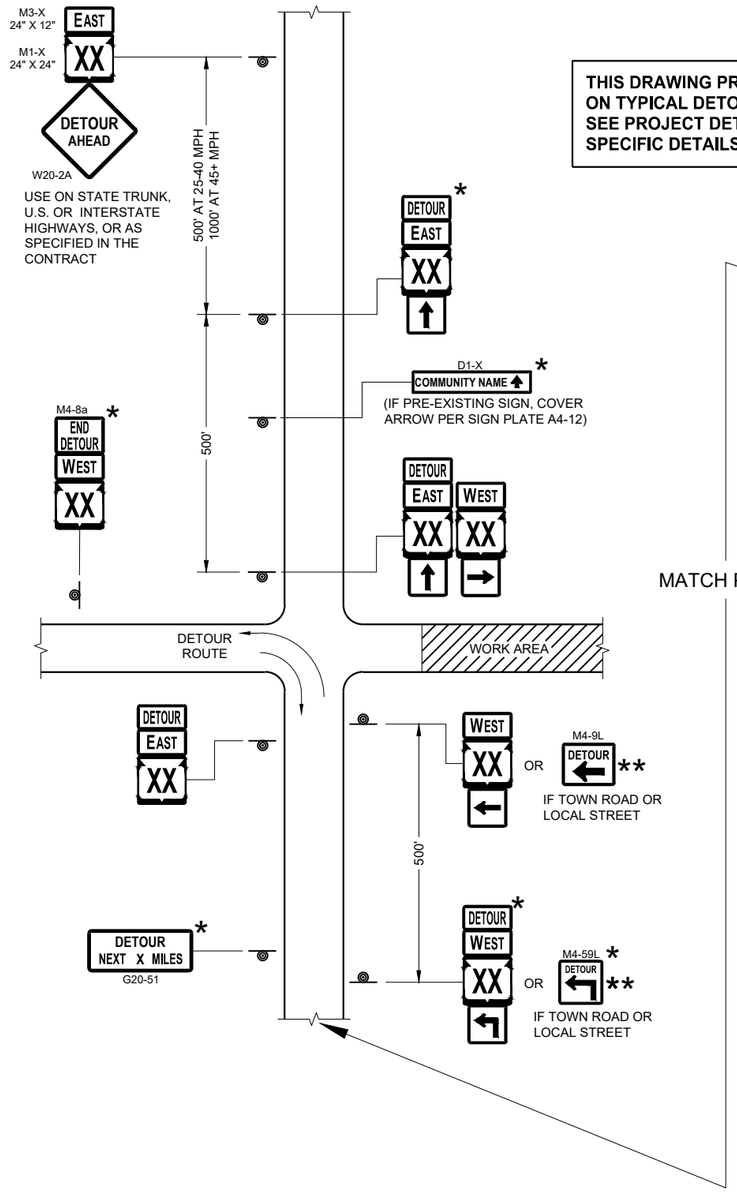
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

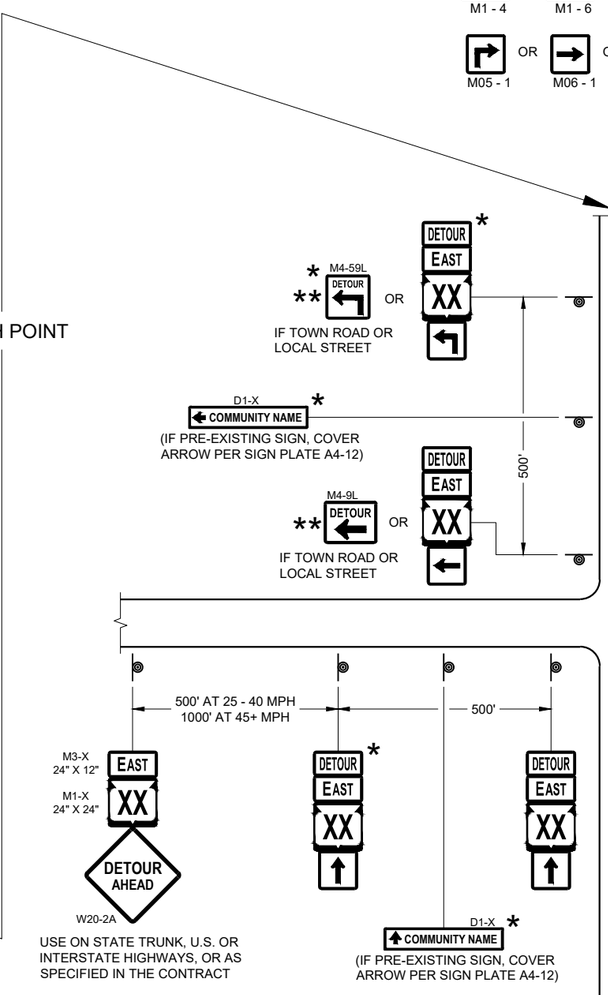
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

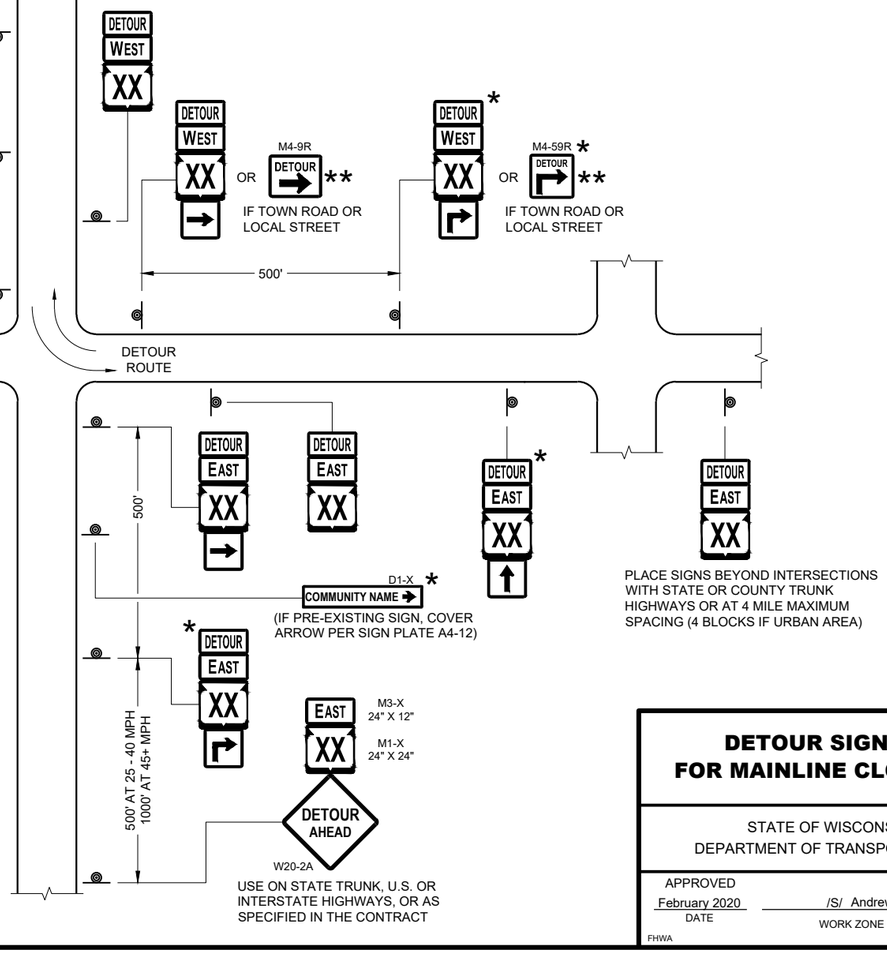
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

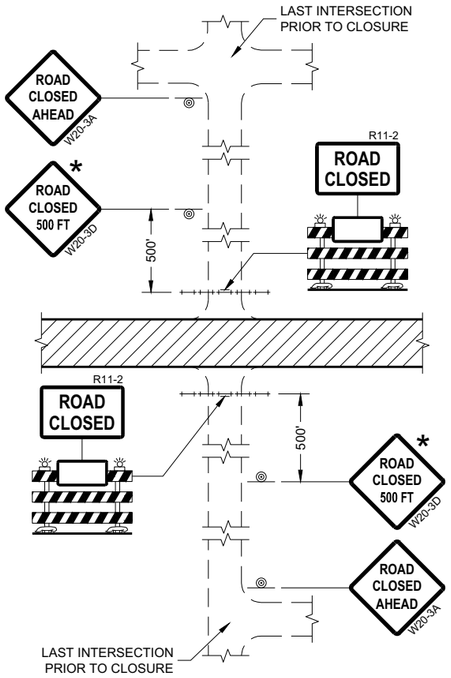
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

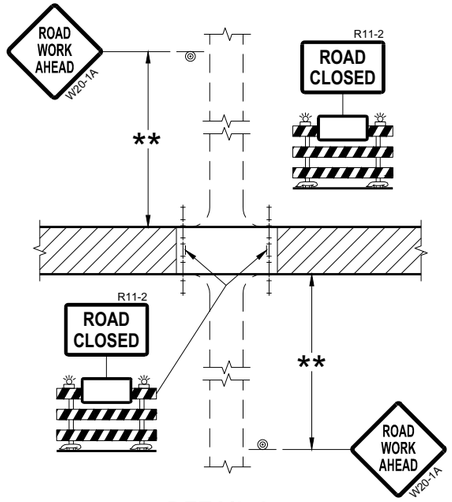
FHWA

6

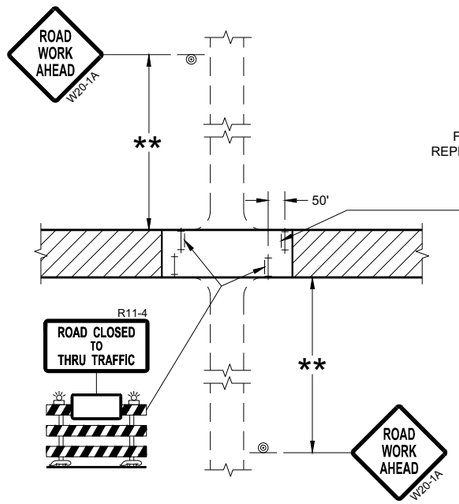
SDD 15C02 - 08c



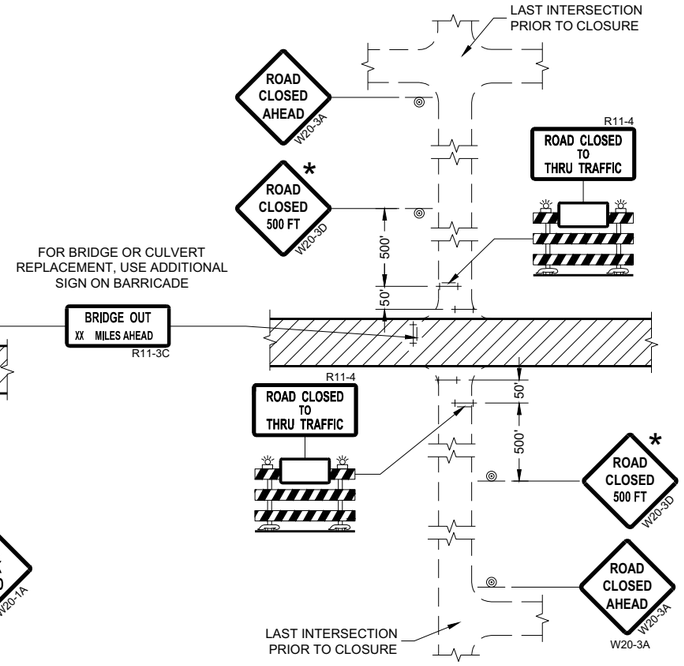
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT 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.

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 ENGINEER

FHWA

6

SDD 15C03 - 05

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.

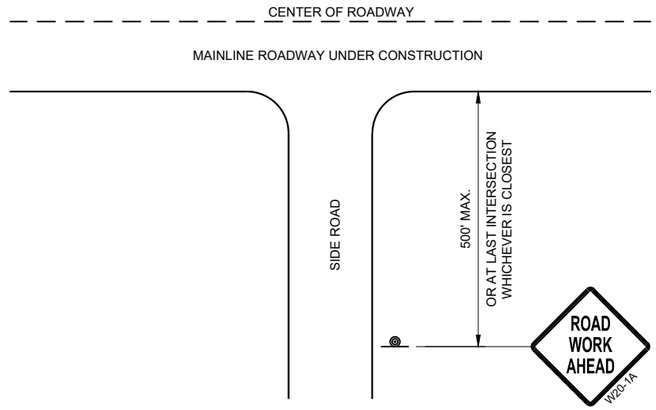
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



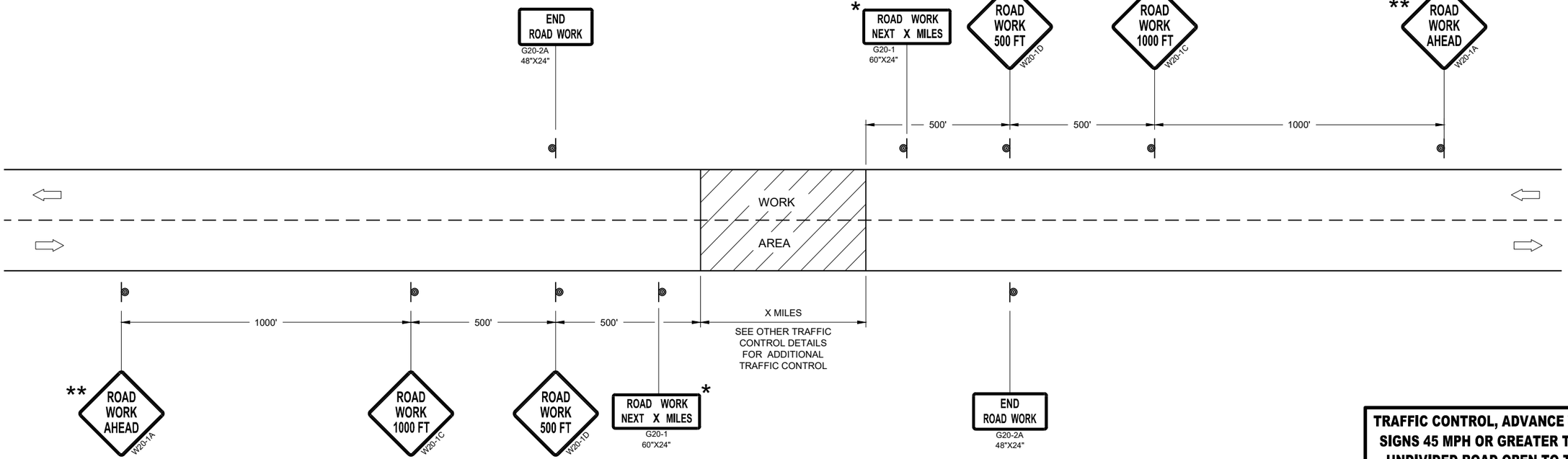
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER 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 15C04 - 05

GENERAL NOTES

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

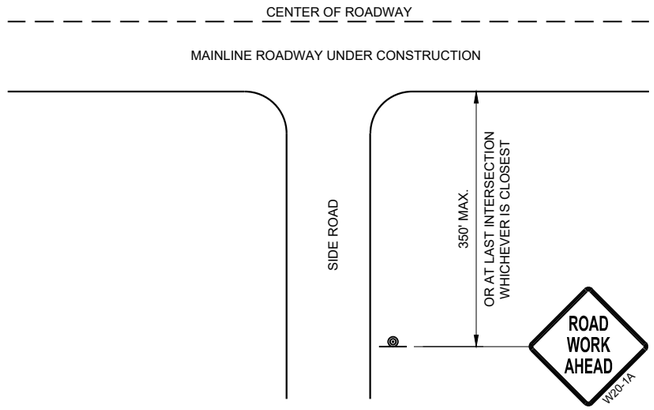
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



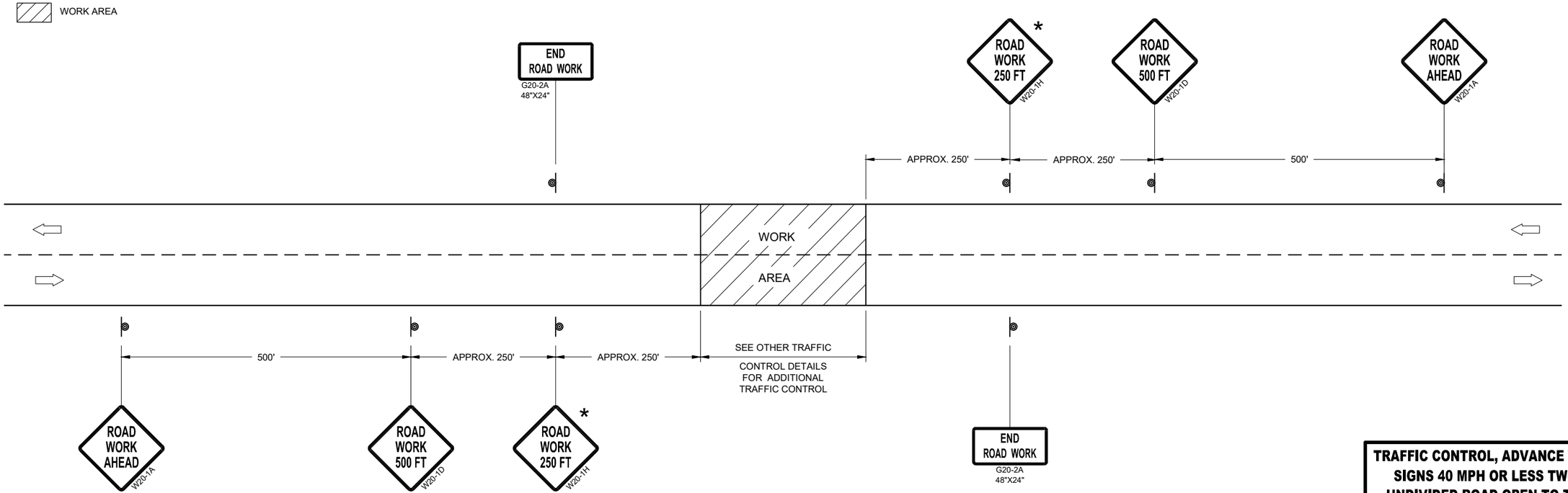
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

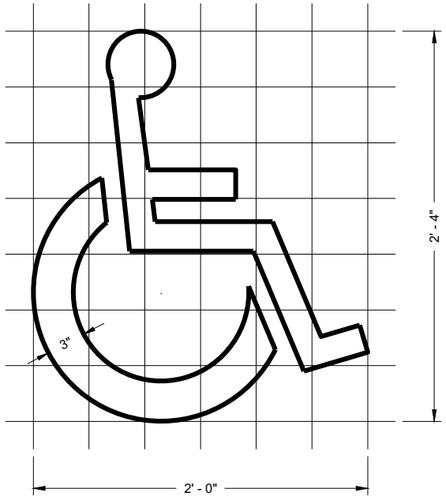
FHWA

6

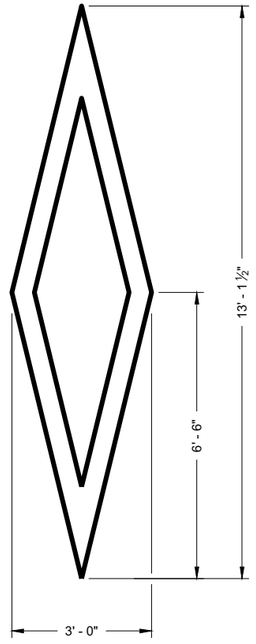
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

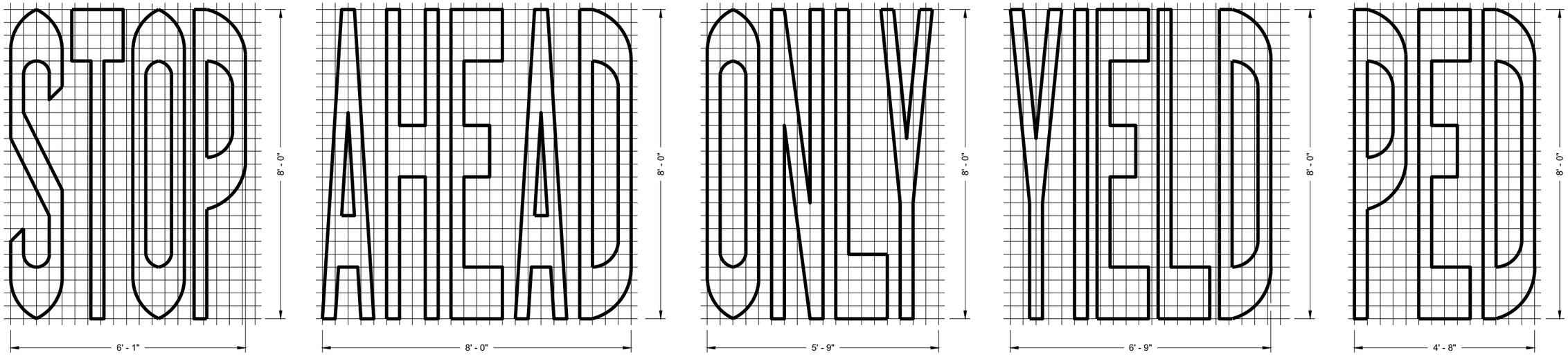
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

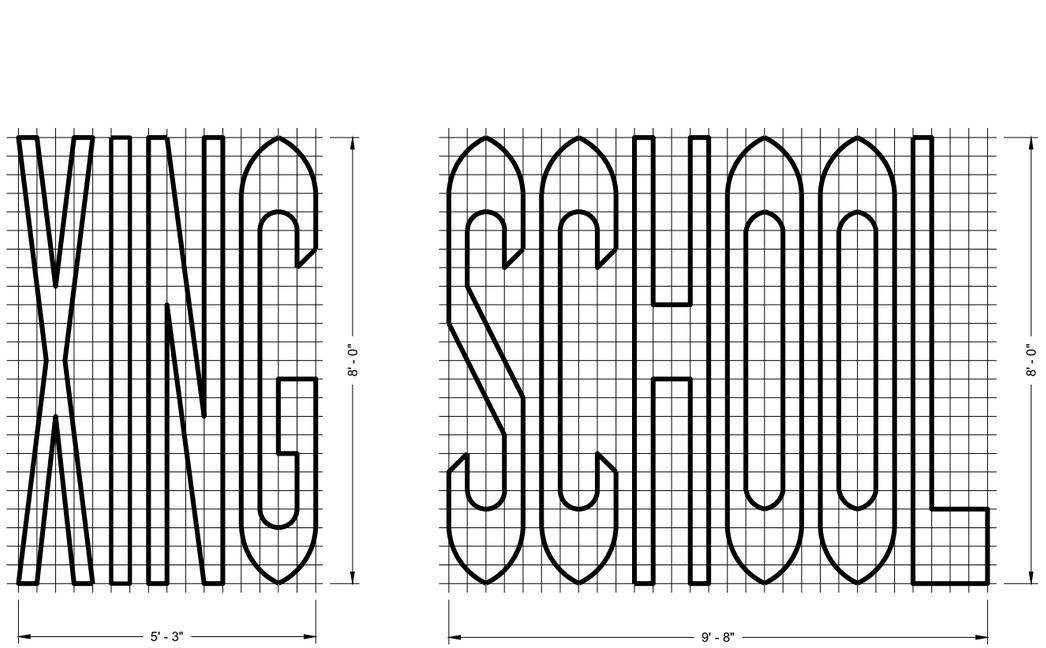
APPROVED

November 2019
DATE

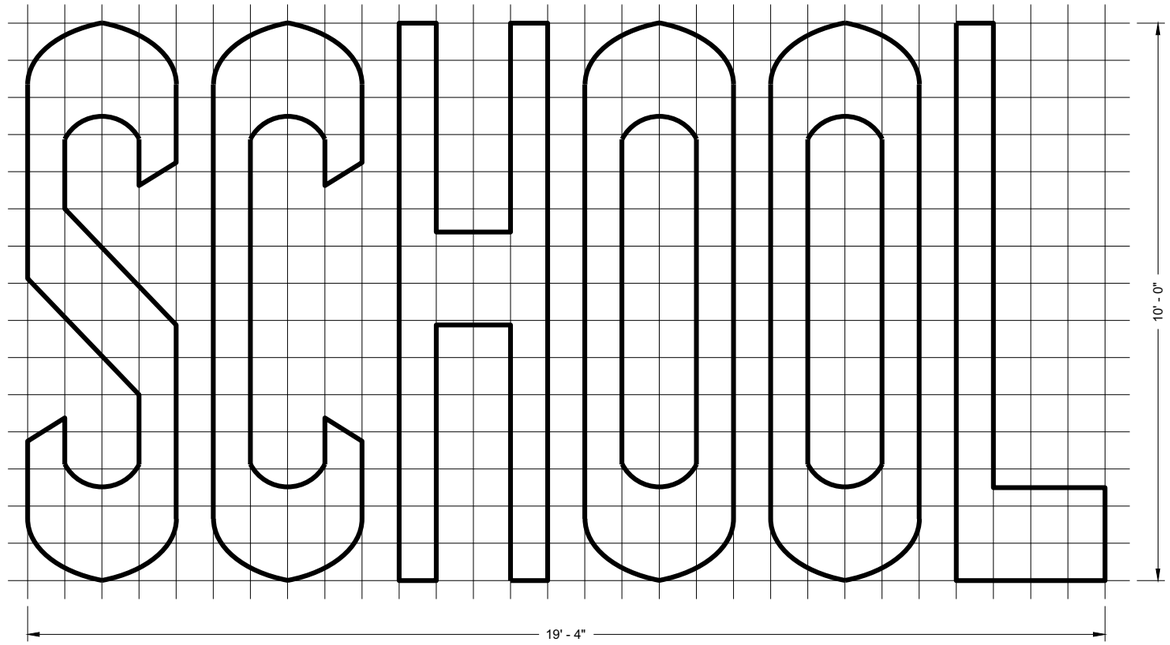
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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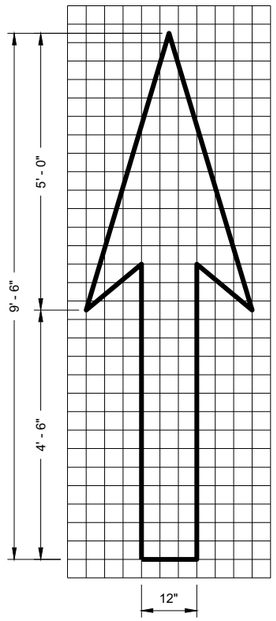
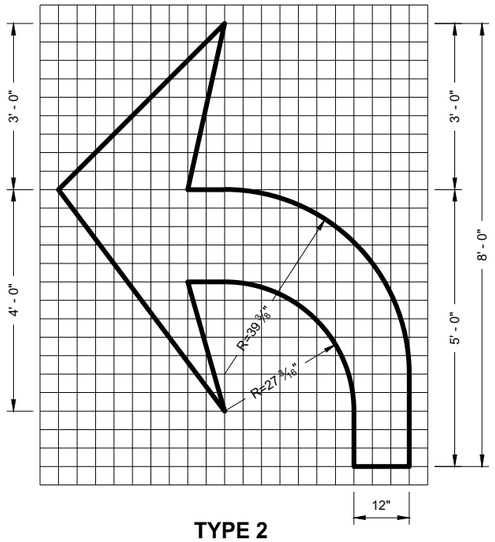
SDD 15C07 - 15b

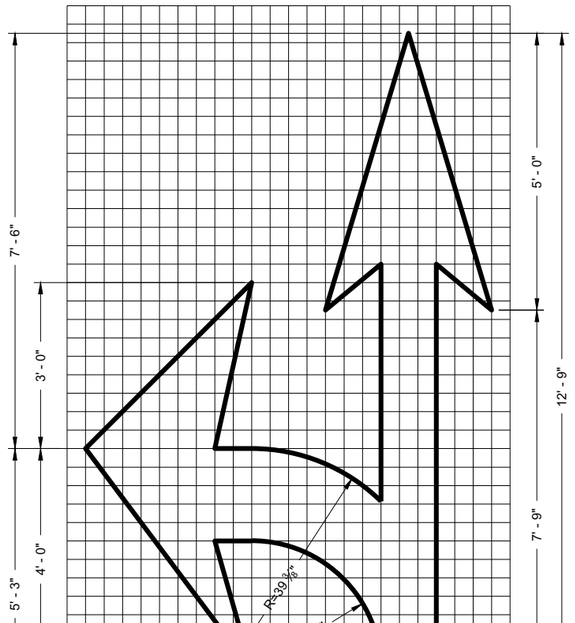
SDD 15C07 - 15b



TYPE 1



TYPE 2



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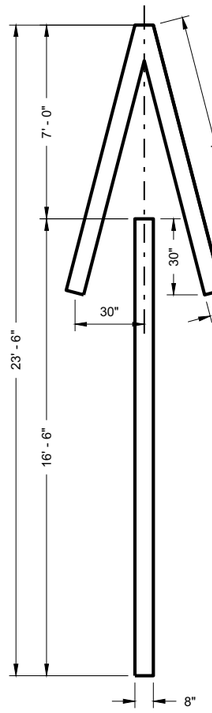
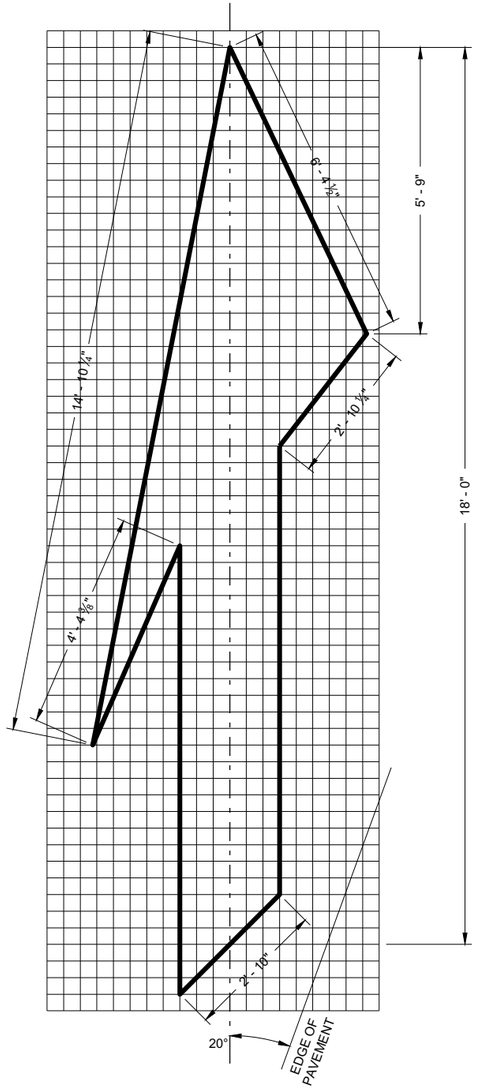


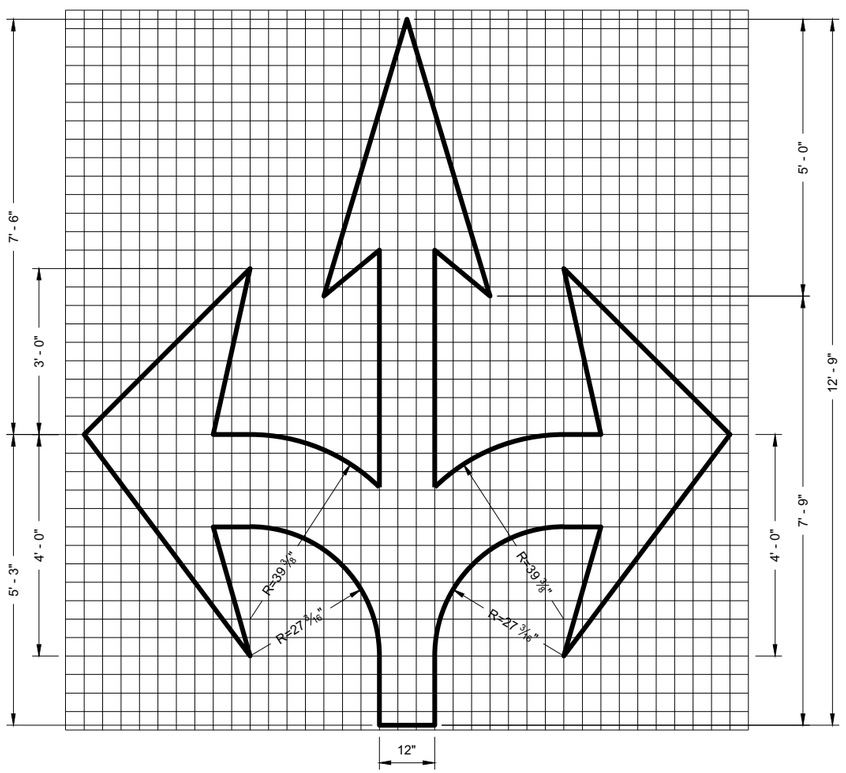
TYPE 4

GENERAL NOTES

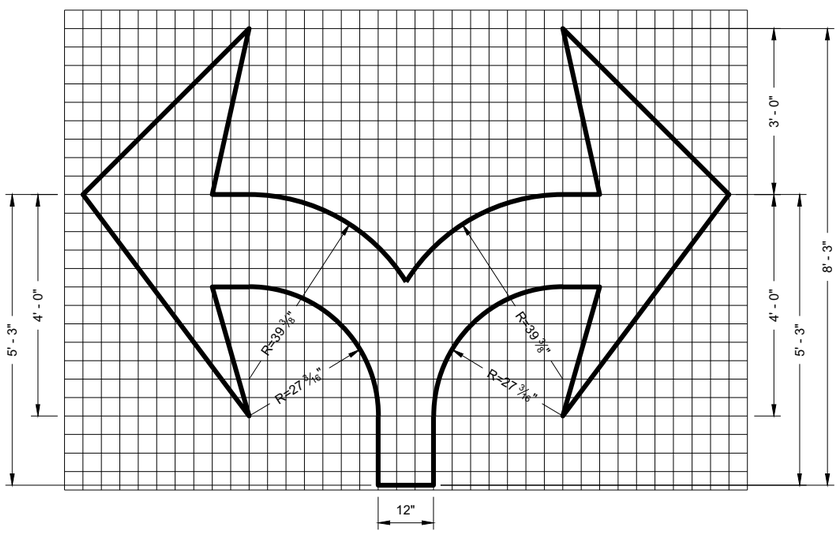
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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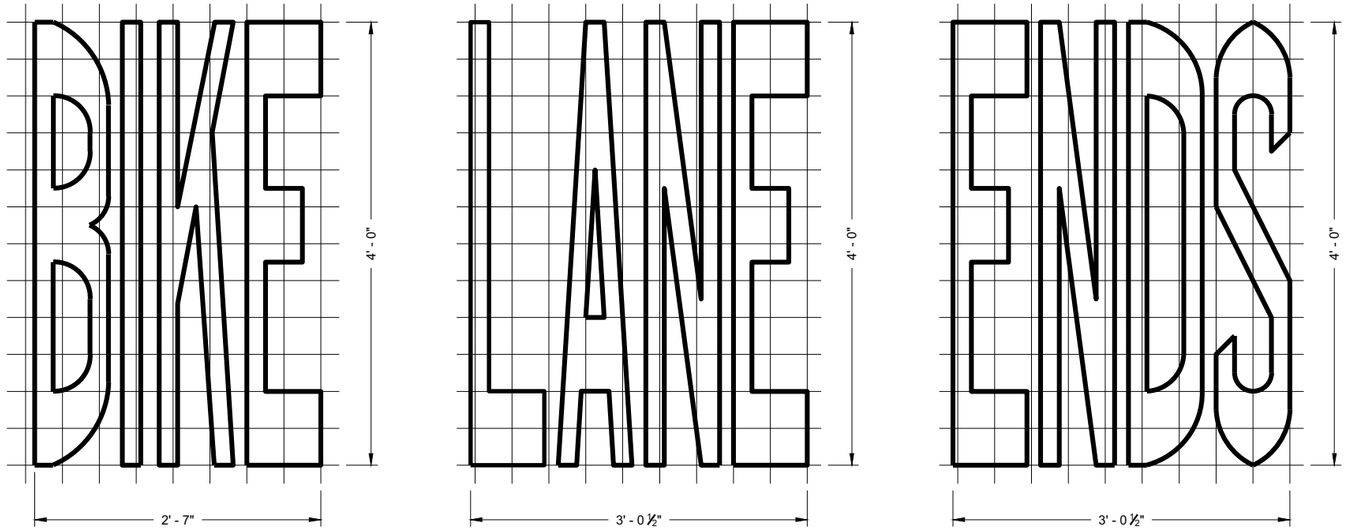
SDD 15C07 - 15c

6

SDD 15C07 - 15c

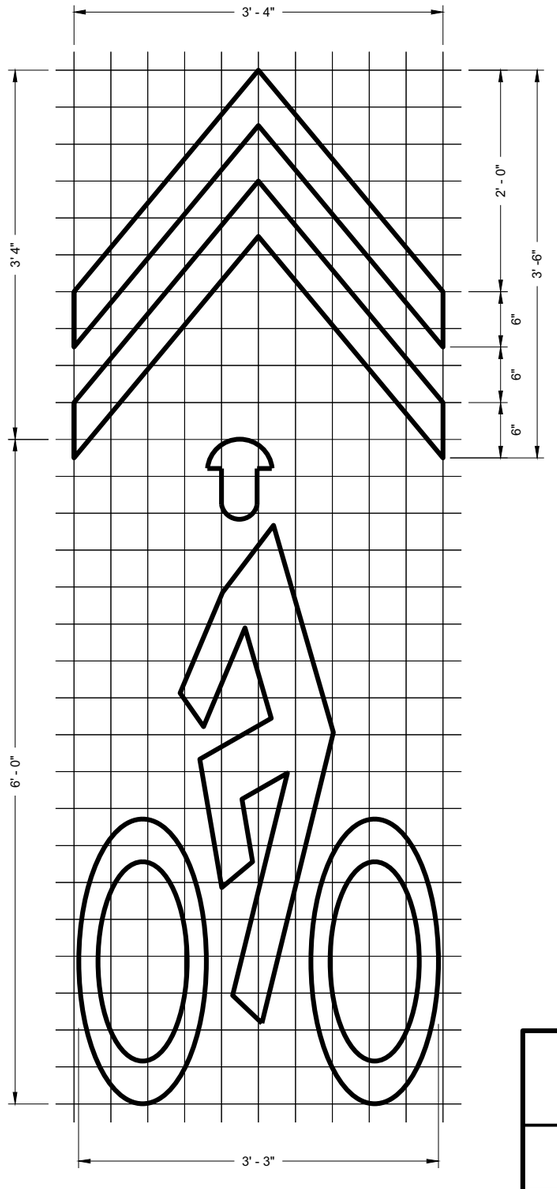
SDD 15C7-e Pavement Marking For Bike Lanes

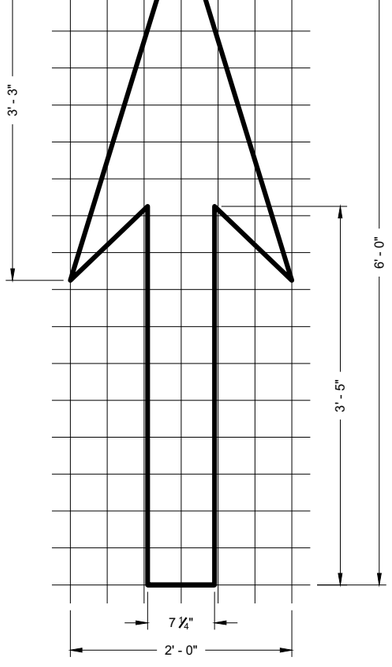


BIKE LANE WORDS

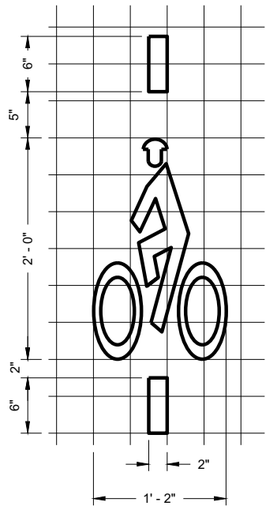
GENERAL NOTES

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

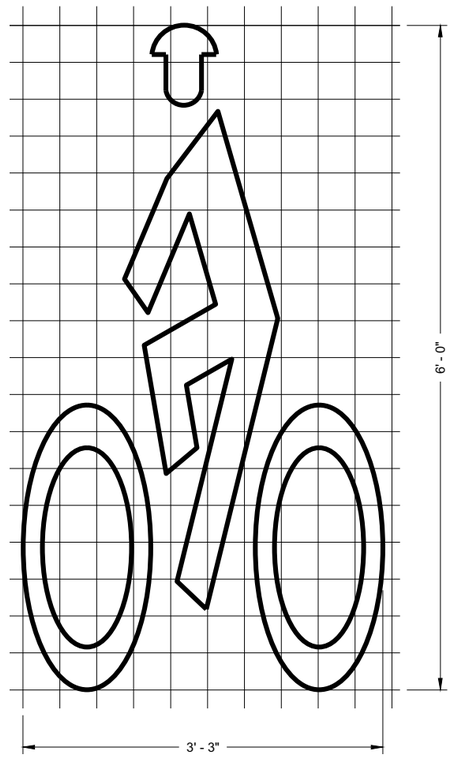




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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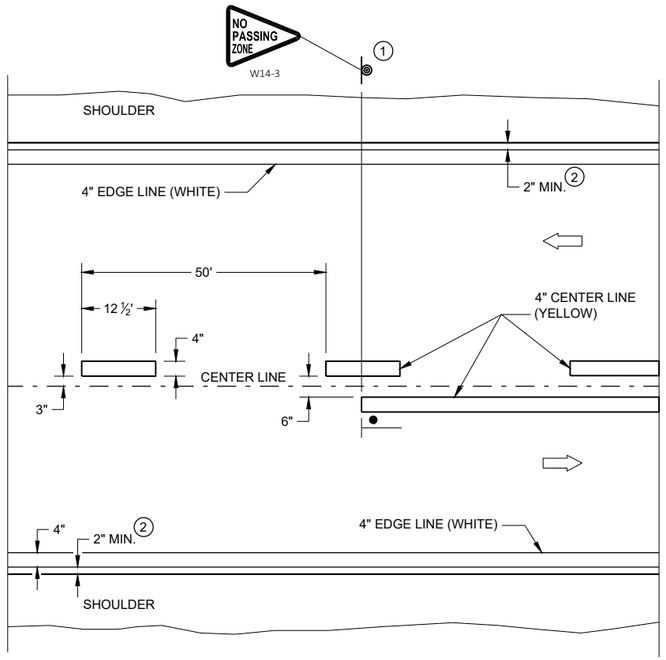
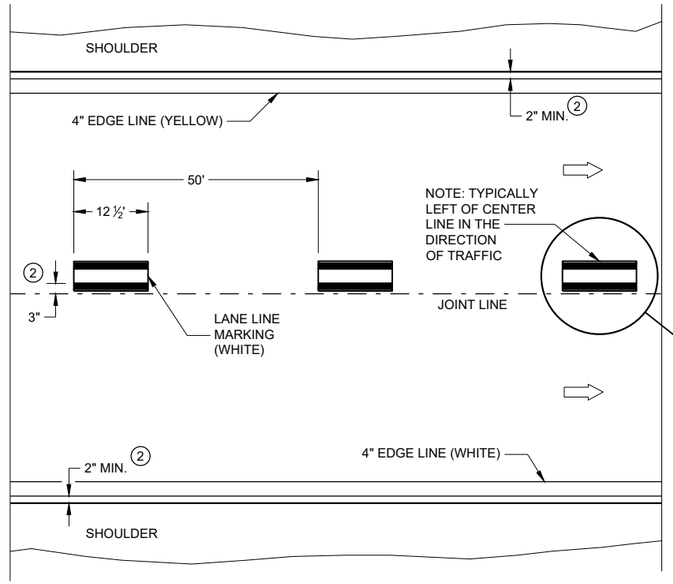
SDD15C07 - 15e

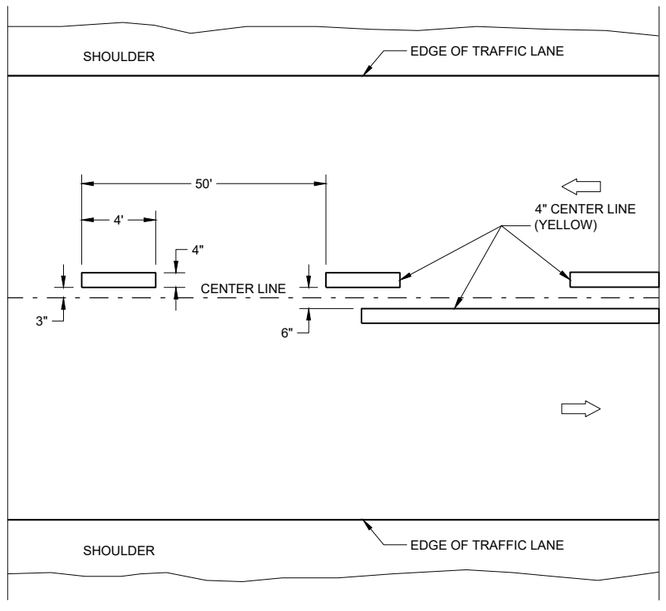


TWO WAY TRAFFIC

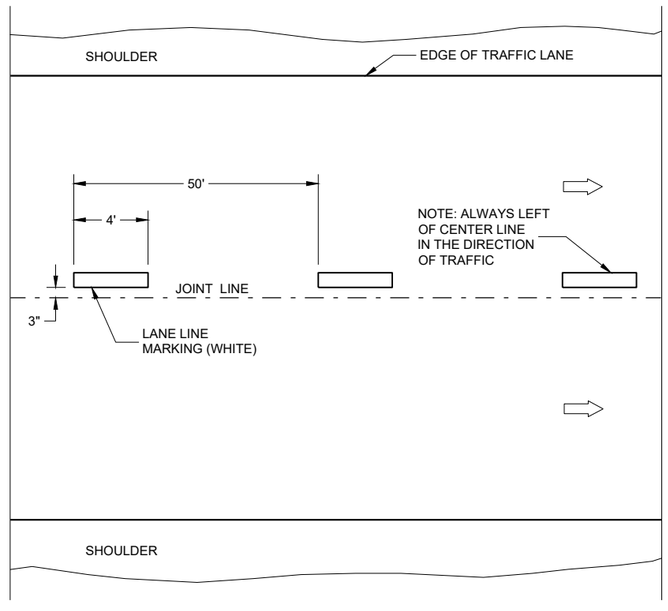


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

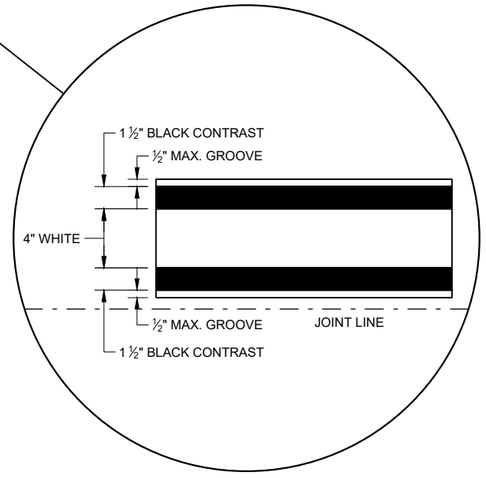
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

FHWA

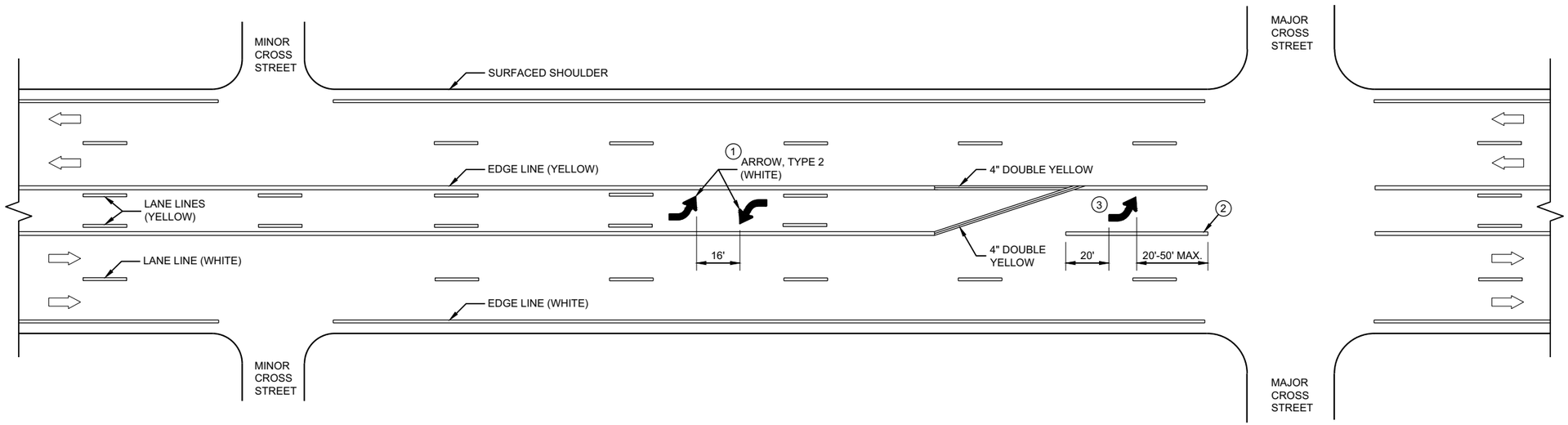
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

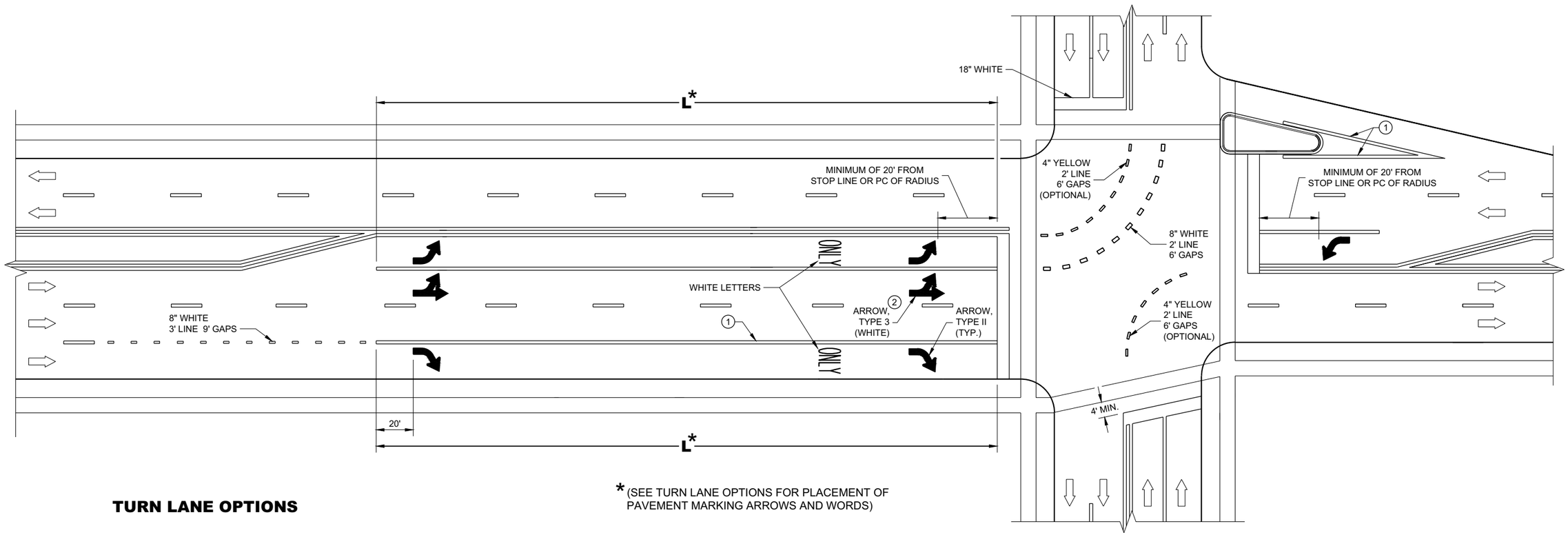
SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

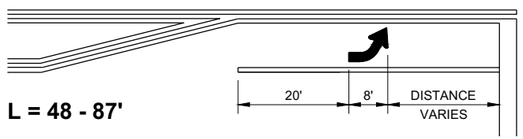
SDD 15C08 - 20b



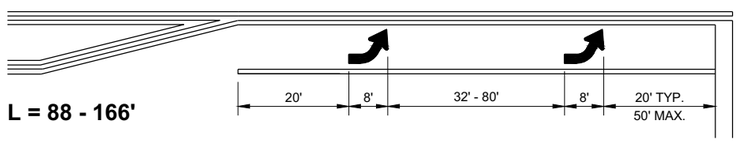
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

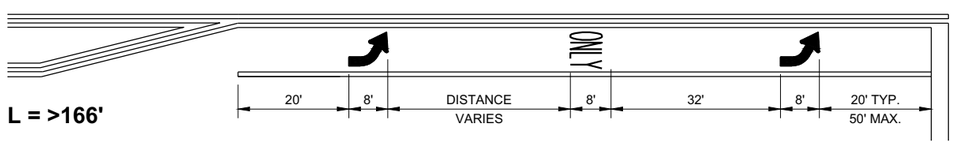
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

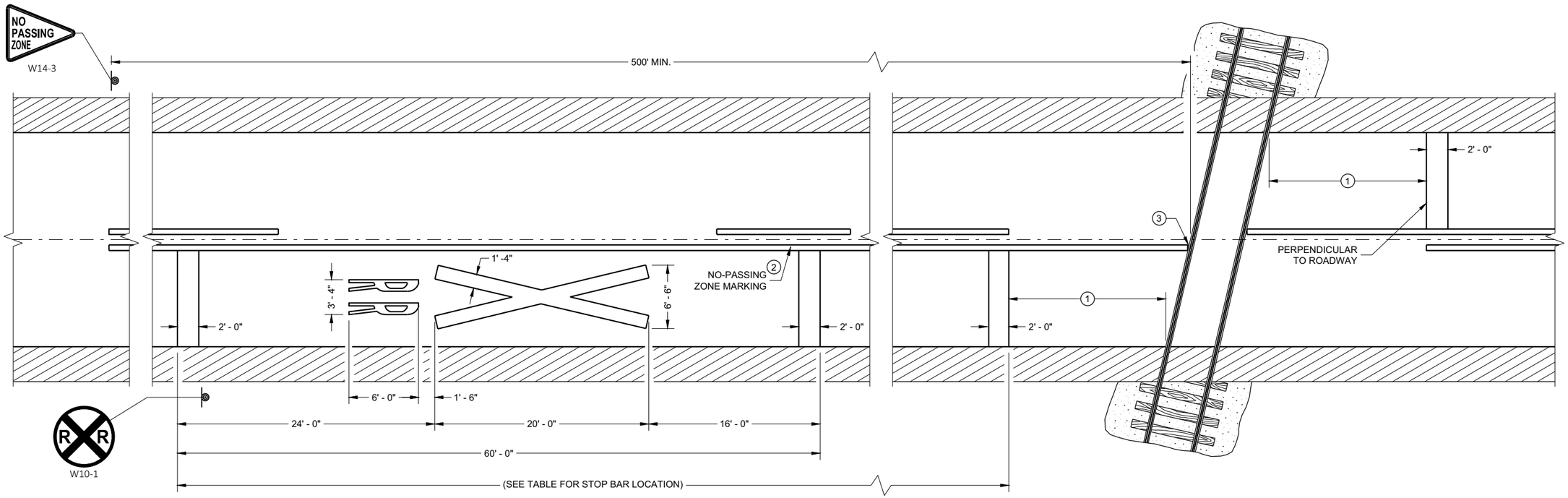
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

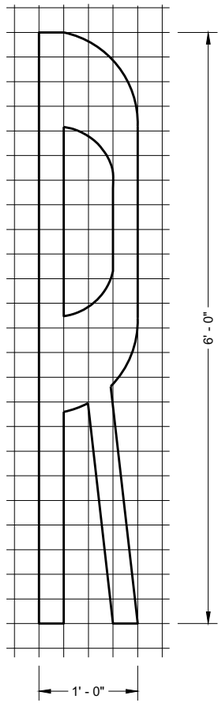
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

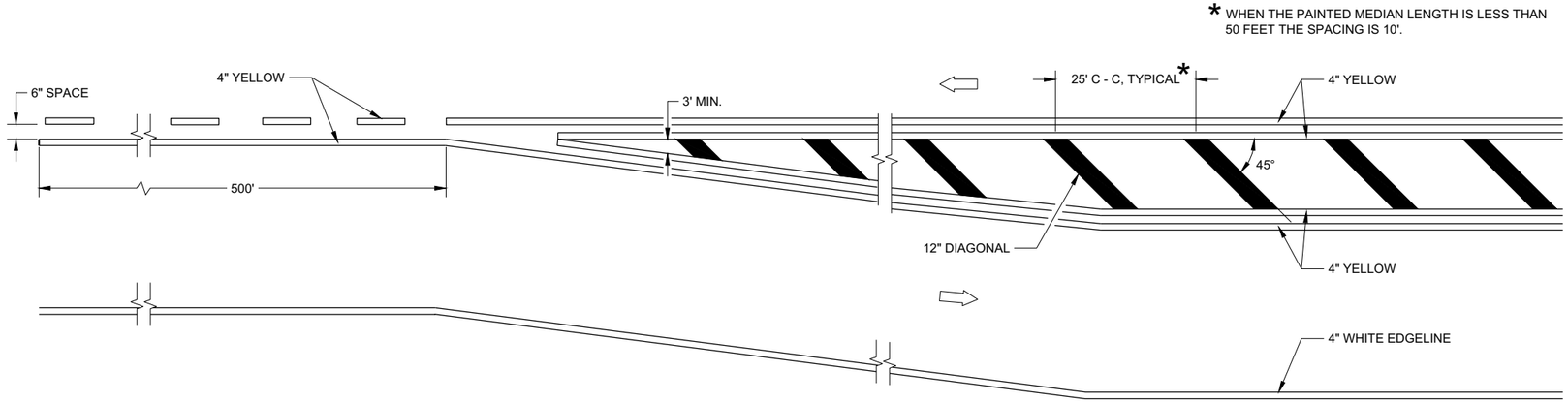
February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD15C09 - 12a

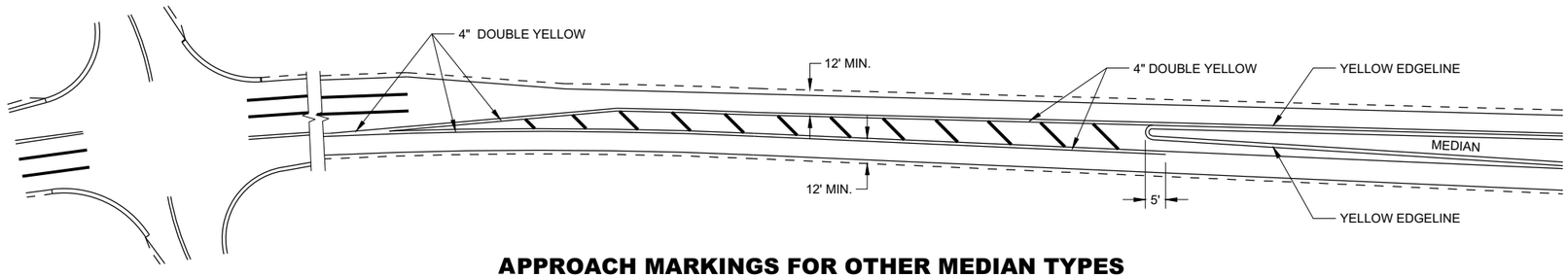


MEDIAN ISLAND DETAIL

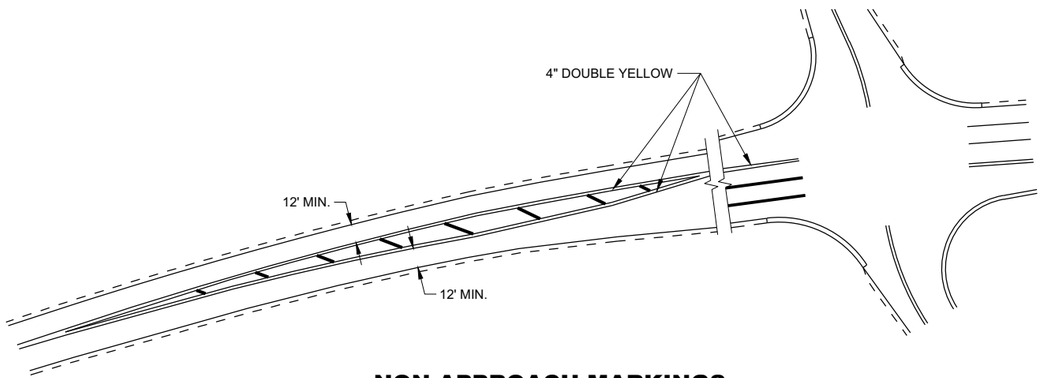
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

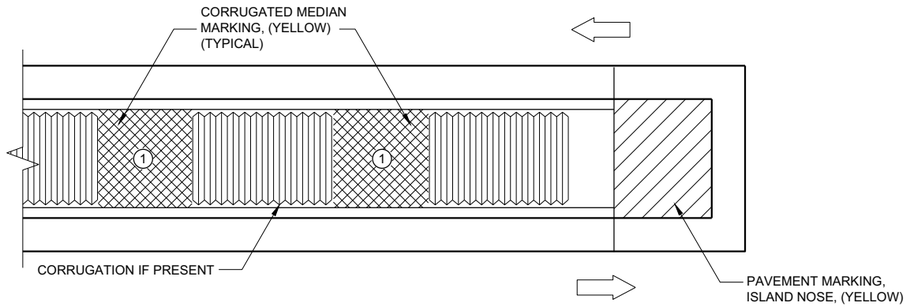
FHWA

6

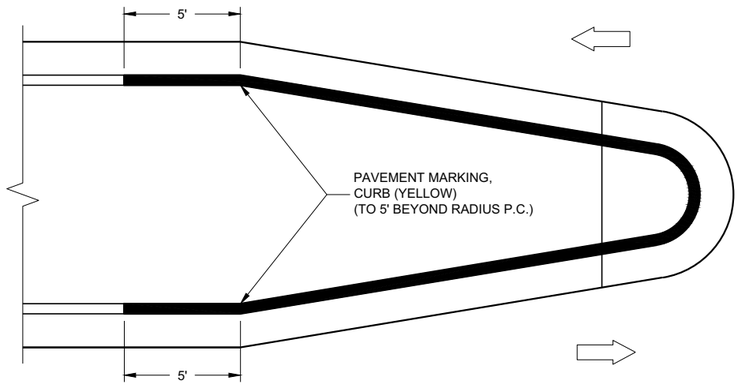
SDD 15C18 - 05a

6

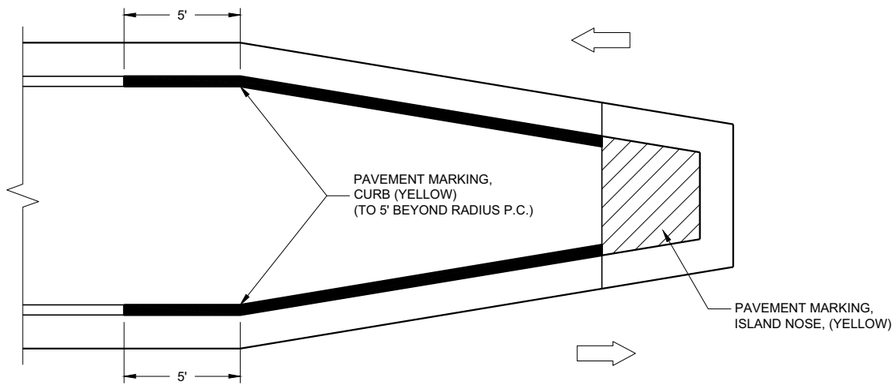
SDD 15C18 - 05a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

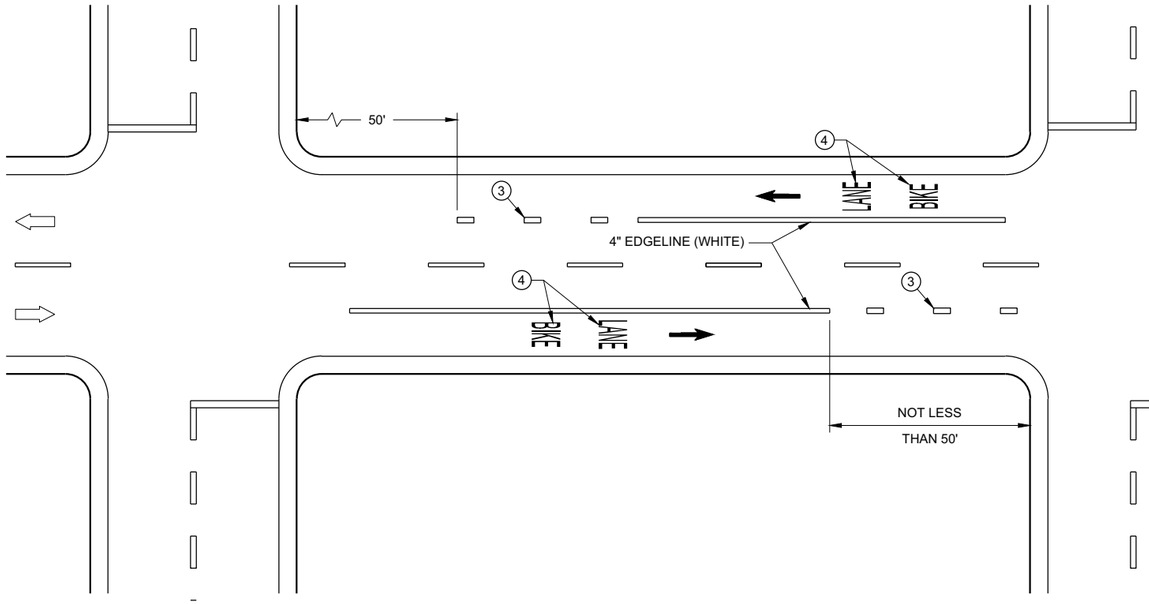
February 2021
DATE

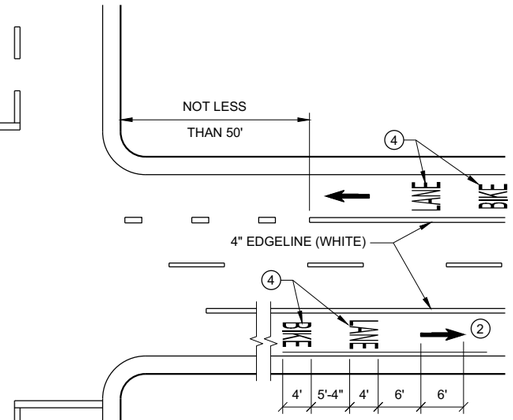
/S/ Matthew R. Rauch
STATE SIGNING AND MAR
ENGINEER

FHWA

6

SDD15C18 - 05b



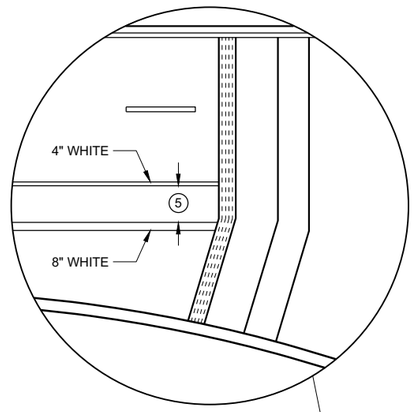


GENERAL NOTES

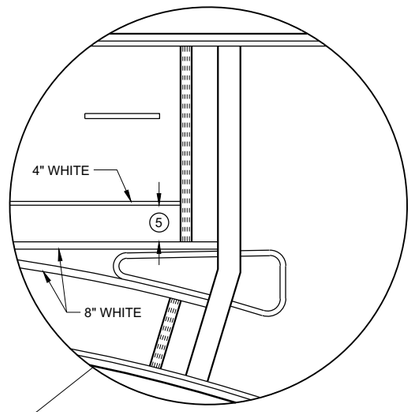
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAFFIC

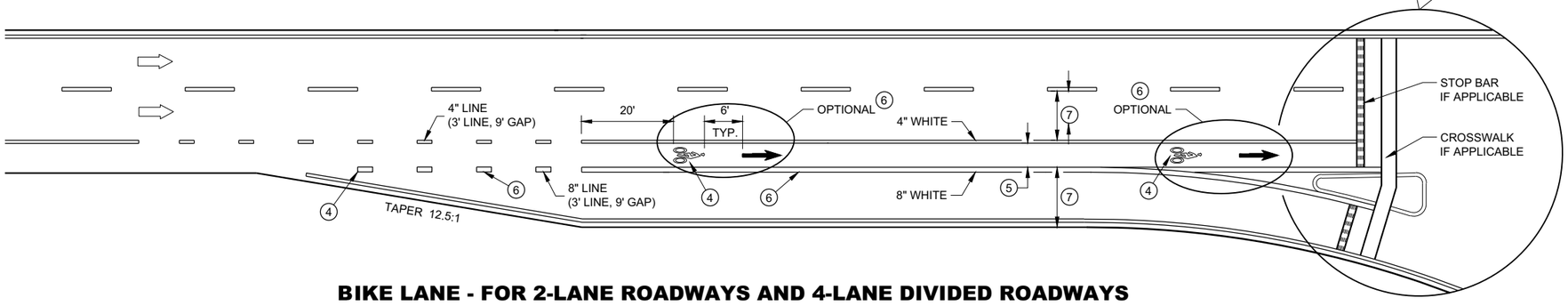
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C29 - 07a

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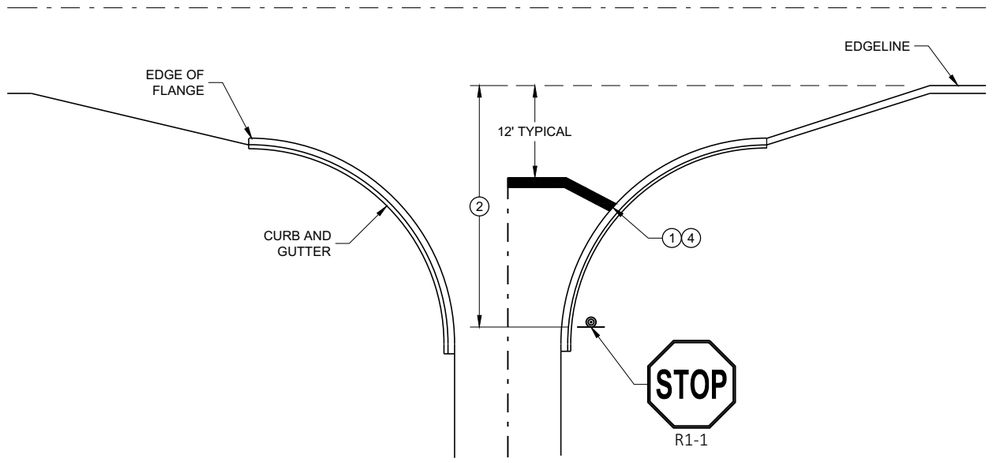
SDD 15C29 - 07a

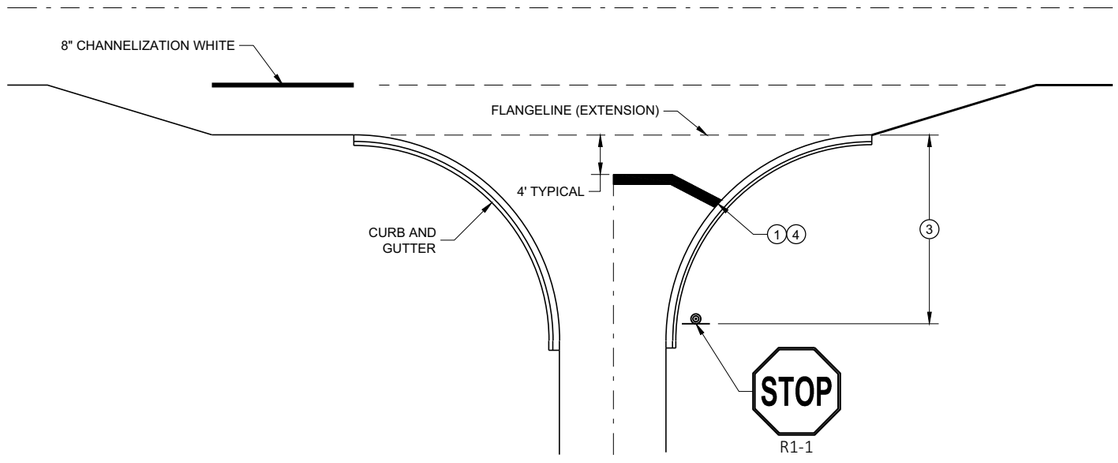
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

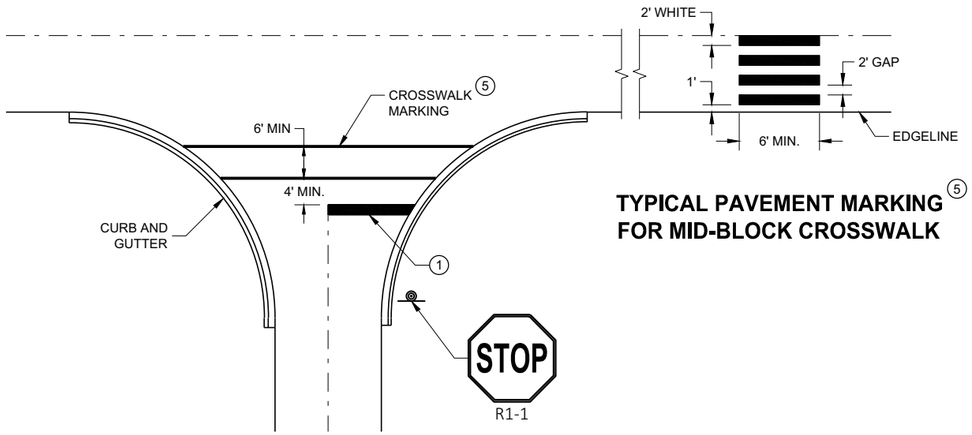
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

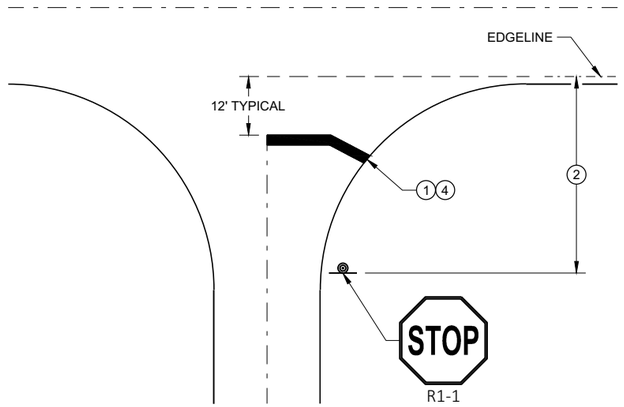


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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SDD 15C33 - 04

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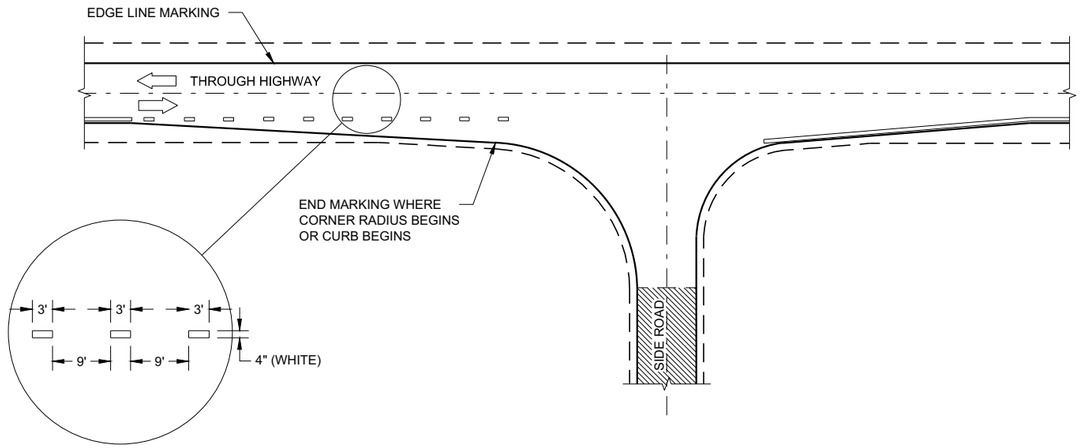
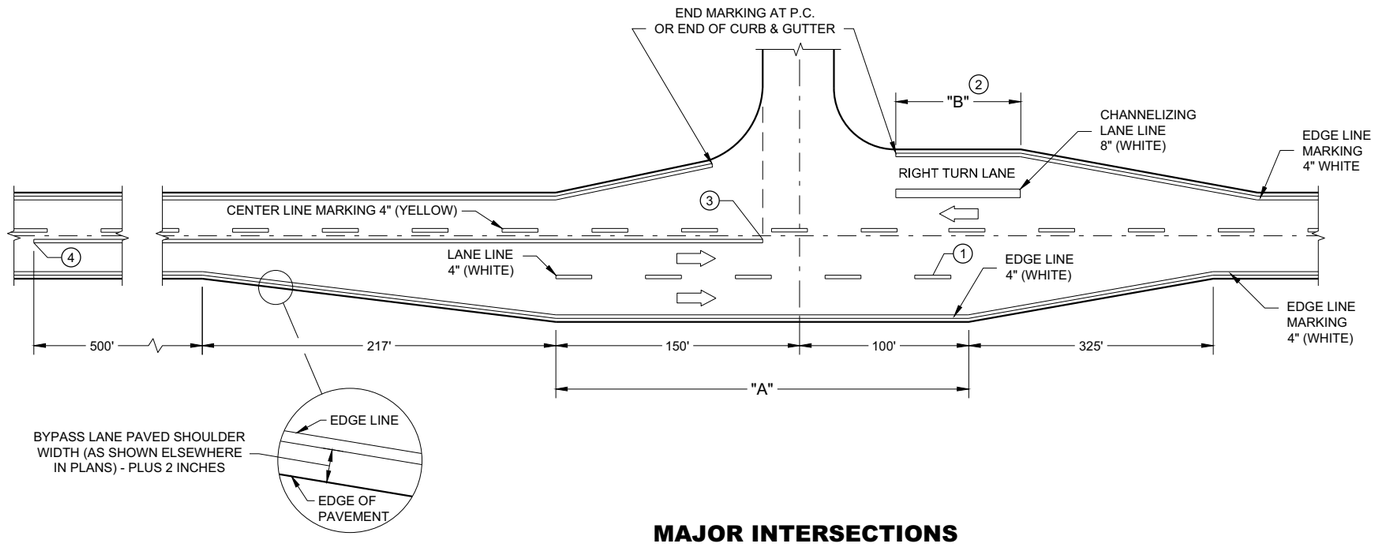
SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

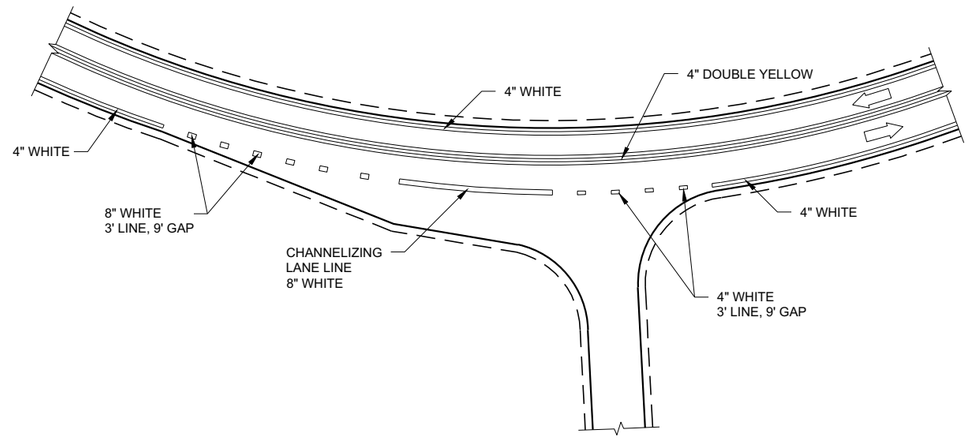
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES 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. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C35 - 04a

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SDD 15C35 - 04a

ROADWAY DIVISION - CTH K

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
		CUT	FILL	MARSH EXC	EBS	CUT	FILL	MARSH EXC	EBS	CUT 1.00	EXPANDED FILL 1.30	DED MARSH BAC 1.50	EXPANDED EBS BACKFILL 1.20	MASS ORDINATE
32+61	0.00	76.24	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
33+00	39.49	72.96	13.14	0.00	0.00	109	10	0	0	109	13	0	0	96
33+50	50.00	71.13	14.29	0.00	0.00	133	25	0	0	242	46	0	0	197
34+00	50.00	72.70	19.57	0.00	0.00	133	31	0	0	375	86	0	0	289
34+50	50.00	62.72	21.09	0.00	0.00	125	38	0	0	500	135	0	0	365
35+00	50.00	65.74	20.88	0.00	0.00	119	39	0	0	619	186	0	0	433
35+50	50.00	95.45	7.19	0.00	0.00	149	26	0	0	768	220	0	0	548
36+00	50.00	105.80	3.48	0.00	0.00	186	10	0	0	954	233	0	0	721
36+50	50.00	109.77	5.65	0.00	0.00	200	8	0	0	1,154	243	0	0	911
37+00	50.00	115.62	5.87	0.00	0.00	209	11	0	0	1,363	257	0	0	1,106
37+50	50.00	114.63	6.35	0.00	0.00	213	11	0	0	1,576	272	0	0	1,304
38+00	50.00	124.79	17.50	0.00	0.00	222	22	0	0	1,798	300	0	0	1,498
38+50	50.00	140.00	24.98	0.00	0.00	245	39	0	0	2,043	351	0	0	1,692
39+00	50.00	131.12	34.08	0.00	0.00	251	55	0	0	2,294	423	0	0	1,872
39+43	43.46	210.52	6.66	0.00	0.00	275	33	0	0	2,569	465	0	0	2,104
39+50	6.54	210.59	6.17	0.00	0.00	51	2	0	0	2,620	468	0	0	2,152
40+00	50.00	172.95	31.54	0.00	0.00	355	35	0	0	2,975	514	0	0	2,462
40+50	50.00	189.78	17.19	0.00	0.00	336	45	0	0	3,311	572	0	0	2,739
41+00	50.00	225.41	7.78	0.00	0.00	384	23	0	0	3,695	602	0	0	3,093
41+50	50.00	242.60	4.73	0.00	0.00	433	12	0	0	4,128	618	0	0	3,511
42+00	50.00	239.64	4.22	0.00	0.00	447	8	0	0	4,575	628	0	0	3,947
42+50	50.00	229.34	0.63	0.00	0.00	434	4	0	0	5,009	633	0	0	4,376
43+00	50.00	215.32	0.46	0.00	0.00	412	1	0	0	5,421	634	0	0	4,787
43+50	50.00	191.98	0.55	0.00	0.00	377	1	0	0	5,798	636	0	0	5,162
44+00	50.00	161.45	3.54	0.00	0.00	327	4	0	0	6,125	641	0	0	5,484
44+50	50.00	144.32	6.85	0.00	0.00	283	10	0	0	6,408	654	0	0	5,754
45+00	50.00	100.61	8.07	0.00	0.00	227	14	0	0	6,635	672	0	0	5,963
45+50	50.00	103.18	3.87	0.00	0.00	189	11	0	0	6,824	686	0	0	6,138
46+00	50.00	103.93	2.52	0.00	0.00	192	6	0	0	7,016	694	0	0	6,322
46+50	50.00	109.48	7.46	0.00	0.00	198	9	0	0	7,214	706	0	0	6,508
47+00	50.00	113.36	9.12	0.00	0.00	206	15	0	0	7,420	725	0	0	6,695
47+50	50.00	98.30	6.49	0.00	0.00	196	14	0	0	7,616	744	0	0	6,872
48+00	50.00	105.18	2.43	0.00	0.00	188	8	0	0	7,804	754	0	0	7,050
48+50	50.00	98.40	13.06	0.00	0.00	188	14	0	0	7,992	772	0	0	7,220
49+00	50.00	129.77	9.07	0.00	0.00	211	20	0	0	8,203	798	0	0	7,405
49+50	50.00	122.23	10.77	0.00	0.00	233	18	0	0	8,436	822	0	0	7,614
50+00	50.00	128.30	7.87	0.00	0.00	232	17	0	0	8,668	844	0	0	7,824
50+50	50.00	149.69	7.95	0.00	0.00	257	15	0	0	8,925	863	0	0	8,062
51+00	50.00	164.71	4.95	0.00	0.00	291	12	0	0	9,216	879	0	0	8,337
51+50	50.00	166.12	4.38	0.00	0.00	306	9	0	0	9,522	891	0	0	8,632
52+00	50.00	198.49	1.17	0.00	0.00	338	5	0	0	9,860	897	0	0	8,963
52+50	50.00	252.09	1.64	0.00	0.00	417	3	0	0	10,277	901	0	0	9,376
53+00	50.00	284.57	0.00	0.00	0.00	497	2	0	0	10,774	904	0	0	9,871
53+50	50.00	280.25	0.10	0.00	0.00	523	0	0	0	11,297	904	0	0	10,394
54+00	50.00	258.99	1.89	0.00	0.00	499	2	0	0	11,796	906	0	0	10,890
54+50	50.00	216.63	3.17	0.00	0.00	440	5	0	0	12,236	913	0	0	11,323
55+00	50.00	155.47	8.90	0.00	0.00	345	11	0	0	12,581	927	0	0	11,654
55+50	50.00	172.41	6.80	0.00	0.00	304	15	0	0	12,885	946	0	0	11,939
56+00	50.00	97.49	6.14	0.00	0.00	250	12	0	0	13,135	962	0	0	12,173
56+50	50.00	57.89	19.55	0.00	0.00	144	24	0	0	13,279	993	0	0	12,286
57+00	50.00	29.63	42.63	0.00	0.00	81	58	0	0	13,360	1,069	0	0	12,291
57+50	50.00	13.47	85.86	0.00	0.00	40	119	0	0	13,400	1,223	0	0	12,177
57+75	25.00	9.88	107.74	0.00	0.00	11	90	0	0	13,411	1,340	0	0	12,071
58+00	25.00	7.00	121.44	0.00	0.00	8	106	0	0	13,419	1,478	0	0	11,941
58+50	50.00	5.41	154.51	0.00	0.00	11	256	0	0	13,430	1,811	0	0	11,619

ROADWAY DIVISION - CTH K (CONTINUED)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
		CUT	FILL	MARSH EXC	EBS	CUT	FILL	MARSH EXC	EBS	CUT 1.00	EXPANDED FILL 1.30	DED MARSH BAC 1.50	EXPANDED EBS BACKFILL 1.20	MASS ORDINATE
59+00	50.00	2.10	171.20	0.00	0.00	7	302	0	0	13,437	2,204	0	0	11,234
59+50	50.00	10.27	187.22	0.00	0.00	11	332	0	0	13,448	2,635	0	0	10,813
60+00	50.00	206.19	0.00	0.00	0.00	200	173	0	0	13,648	2,860	0	0	10,788
60+26	26.38	319.23	0.00	0.00	0.00	257	0	0	0	13,905	2,860	0	0	11,045
60+33	6.67	329.17	0.00	0.00	0.00	80	0	0	0	13,985	2,860	0	0	11,125
60+50	16.95	304.71	0.00	0.00	0.00	199	0	0	0	14,184	2,860	0	0	11,324
61+00	50.00	49.07	78.80	0.00	0.00	328	73	0	0	14,512	2,955	0	0	11,557
61+50	50.00	64.64	54.62	0.00	0.00	105	124	0	0	14,617	3,116	0	0	11,501
62+00	50.00	80.18	42.35	0.00	0.00	134	90	0	0	14,751	3,233	0	0	11,518
62+50	50.00	82.14	41.11	0.00	0.00	150	77	0	0	14,901	3,333	0	0	11,568
63+00	50.00	91.54	23.17	0.00	86.95	161	60	0	0	15,062	3,411	0	0	11,651
63+50	50.00	127.41	18.02	0.00	82.18	203	38	0	157	15,265	3,461	0	188	11,804
64+00	50.00	182.10	20.11	0.00	79.07	287	35	0	149	15,552	3,506	0	367	12,046
64+50	50.00	210.53	12.84	0.00	76.00	364	31	0	144	15,916	3,546	0	540	12,370
65+00	50.00	204.20	0.00	0.00	75.39	384	12	0	140	16,300	3,562	0	708	12,738
65+50	50.00	89.44	51.14	0.00	66.94	272	47	0	132	16,572	3,623	0	866	12,949
66+00	50.00	60.08	39.97	0.00	63.77	138	84	0	121	16,710	3,732	0	1,012	12,978
66+50	50.00	23.48	60.04	0.00	59.18	77	93	0	114	16,787	3,853	0	1,148	12,934
67+00	50.00	6.98	69.16	0.00	49.36	28	120	0	100	16,815	4,009	0	1,268	12,806
67+50	50.00	5.89	88.10	0.00	38.88	12	146	0	82	16,827	4,199	0	1,367	12,628
68+00	50.00	7.52	111.88	0.00	28.11	12	185	0	62	16,839	4,440	0	1,441	12,400
68+50	50.00	12.20	117.28	0.00	22.63	18	212	0	47	16,857	4,715	0	1,498	12,142
69+00	50.00	12.73	135.22	0.00	0.00	23	234	0	0	16,880	5,019	0	1,498	11,861
69+50	50.00	13.73	121.81	0.00	0.00	25	238	0	0	16,905	5,329	0	1,498	11,576
70+00	50.00	10.40	95.23	0.00	0.00	22	201	0	0	16,927	5,590	0	1,498	11,337
70+50	50.00	32.78	77.75	0.00	0.00	40	160	0	0	16,967	5,798	0	1,498	11,169
71+00	50.00	62.08	59.84	0.00	0.00	88	127	0	0	17,055	5,963	0	1,498	11,092
71+50	50.00	115.70	36.40	0.00	0.00	165	89	0	0	17,220	6,079	0	1,498	11,141
72+00	50.00	189.53	17.15	0.00	0.00	283	50	0	0	17,503	6,144	0	1,498	11,359
72+50	50.00	161.21	8.18	0.00	0.00	325	23	0	0	17,828	6,174	0	1,498	11,654
73+00	50.00	138.39	15.80	0.00	0.00	277	22	0	0	18,105	6,202	0	1,498	11,903
73+50	50.00	170.28	9.50	0.00	0.00	286	23	0	0	18,391	6,232	0	1,498	12,159
74+00	50.00	184.22	5.67	0.00	0.00	328	14	0	0	18,719	6,250	0	1,498	12,469
74+50	50.00	119.31	16.21	0.00	0.00	281	20	0	0	19,000	6,276	0	1,498	12,724
75+00	50.00	59.47	71.92	0.00	0.00	166	82	0	0	19,166	6,383	0	1,498	12,783
75+50	50.00	32.76	109.86	0.00	0.00	85	168	0	0	19,251	6,601	0	1,498	12,650
76+00	50.00	24.53	114.96	0.00	0.00	53	208	0	0	19,304	6,872	0	1,498	12,432
76+50	50.00	26.65	122.80	0.00	0.00	47	220	0	0	19,351	7,158	0	1,498	12,193
77+00	50.00	48.66	108.25	0.00	0.00	70	214	0	0	19,421	7,436	0	1,498	11,985
77+50	50.00	84.02	92.56	0.00	0.00	123	186	0	0	19,544	7,678	0	1,498	11,866
78+00	50.00	125.57	59.52	0.00	0.00	194	141	0	0	19,738	7,861	0	1,498	11,877
78+31	31.43	165.28	37.06	0.00	72.00	169	56	0	0	19,907	7,934	0	1,498	11,973
78+50	18.57	215.60	24.50	0.00	81.82	131	21	0	53	20,038	7,961	0	1,561	12,077
78+72	22.41	290.44	16.85	0.00	106.68	210	17	0	78	20,248	7,983	0	1,655	12,265
79+00	27.59	272.09	6.05	0.00	76.51	287	12	0	94	20,535	7,999	0	1,768	12,536
79+50	50.00	277.06	6.27	0.00	72.00	508	11	0	138	21,043	8,013	0	1,933	13,030
80+00	50.00	284.53	7.13	0.00	72.00	520	12	0	133	21,563	8,029	0	2,093	13,534
80+50	50.00	279.80	8.37	0.00	72.00	523	14	0	133	22,086	8,047	0	2,252	14,039
81+00	50.00	240.26	14.80	0.00	72.00	482	21	0	133	22,568	8,074	0	2,412	14,494
81+50	50.00	203.19	24.42	0.00	72.00	411	36	0	133	22,979	8,121	0	2,572	14,858
82+00	50.00	189.57	28.86	0.00	72.00	364	49	0	133	23,343	8,185	0	2,731	15,158
82+50	50.00	129.06	7.28	0.00	72.51	295	33	0	134	23,638	8,228	0	2,892	15,410
82+82	32.38	185.78	9.37	0.00	116.45	189	10	0	113	23,827	8,241	0	3,028	15,586
83+00	17.62	112.94	19.57	0.00	80.37	97	9	0	64	23,924	8,252	0	3,104	15,672
83+50	50.00	65.36	51.57	0.00	58.05	165	66	0	128	24,089	8,338	0	3,258	15,751

ROADWAY DIVISION - CTH K (CONTINUED)

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
		CUT	FILL	MARSH EXC	EBS	CUT	FILL	MARSH EXC	EBS	CUT 1.00	EXPANDED FILL 1.30	DED MARSH BAC 1.50	EXPANDED EBS BACKFILL 1.20	MASS ORDINATE
84+00	50.00	83.98	59.59	0.00	56.69	138	103	0	106	24,227	8,472	0	3,385	15,755
84+50	50.00	75.88	84.89	0.00	55.90	148	134	0	104	24,375	8,646	0	3,510	15,729
85+00	50.00	52.93	123.15	0.00	50.54	119	193	0	99	24,494	8,897	0	3,629	15,597
85+42	41.92	49.33	248.89	19.46	44.19	79	289	0	74	24,573	9,273	0	3,718	15,300
85+50	8.08	49.74	273.38	21.51	44.63	15	78	6	13	24,588	9,374	9	3,733	15,214
85+91	41.23	43.61	379.00	41.94	52.40	71	498	48	74	24,659	10,022	81	3,822	14,637
86+00	8.77	53.17	224.45	0.00	67.00	16	98	0	19	24,675	10,149	81	3,845	14,526
86+22 BK	0.00	122.80	24.00	0.00	70.99	0	0	0	0	24,675	10,149	81	3,845	14,526
86+47 AH	24.57	134.11	7.38	0.00	71.00	117	14	0	65	24,792	10,167	81	3,923	14,625
86+50	2.95	101.40	34.08	0.00	71.00	13	2	0	8	24,805	10,170	81	3,932	14,635
86+72	21.94	73.59	267.24	27.02	56.62	71	122	0	52	24,876	10,329	81	3,995	14,548
87+00	28.06	127.47	409.20	43.45	41.93	104	351	37	51	24,980	10,785	137	4,056	14,195
87+50	50.00	88.20	399.16	43.52	40.43	200	748	81	76	25,180	11,757	258	4,147	13,423
88+00	50.00	87.62	372.58	40.53	40.65	163	715	78	75	25,343	12,687	375	4,237	12,656
88+50	50.00	83.19	304.06	40.25	39.48	158	627	75	74	25,501	13,502	488	4,326	11,999
89+00	50.00	58.47	229.04	32.65	41.51	131	494	67	75	25,632	14,144	588	4,416	11,488
89+50	50.00	66.80	112.77	29.04	55.26	116	316	57	90	25,748	14,555	674	4,524	11,193
90+00	50.00	66.64	175.49	25.43	44.55	124	267	50	92	25,872	14,902	749	4,634	10,970
90+50	50.00	86.81	144.72	24.20	44.73	142	296	46	83	26,014	15,287	818	4,734	10,727
91+00	50.00	97.21	157.01	25.31	41.36	170	279	46	80	26,184	15,649	887	4,830	10,535
91+50	50.00	71.43	144.20	25.84	52.95	156	279	47	87	26,340	16,012	957	4,934	10,328
91+60	9.84	59.74	259.37	75.39	35.65	24	74	18	16	26,364	16,108	984	4,954	10,256
91+75	15.16	60.45	404.95	118.33	34.71	34	187	54	20	26,398	16,351	1,065	4,978	10,047
91+88	12.75	61.59	266.35	63.56	38.67	29	159	43	17	26,427	16,558	1,130	4,998	9,869
92+00	12.25	131.89	206.99	0.00	41.29	44	107	0	18	26,471	16,697	1,130	5,020	9,774
92+50	50.00	140.26	97.08	0.00	50.72	252	282	0	85	26,723	17,064	1,130	5,122	9,659
93+00	50.00	108.33	91.95	0.00	46.76	230	175	0	90	26,953	17,291	1,130	5,230	9,662
93+33	32.74	78.91	90.95	0.00	46.40	114	111	0	56	27,067	17,436	1,130	5,297	9,631
93+50	17.26	75.85	89.05	0.00	47.18	49	58	0	30	27,116	17,511	1,130	5,333	9,605
94+00	50.00	86.84	68.91	0.00	55.81	151	146	0	95	27,267	17,701	1,130	5,447	9,566
94+50	50.00	124.69	56.23	0.00	59.11	196	116	0	106	27,463	17,852	1,130	5,574	9,611
95+00	50.00	74.50	65.83	0.00	57.09	184	113	0	108	27,647	17,999	1,130	5,704	9,649
95+50	50.00	74.01	62.77	0.00	58.65	138	119	0	107	27,785	18,153	1,130	5,832	9,632
96+00	50.00	72.01	53.51	0.00	59.79	135	108	0	110	27,920	18,294	1,130	5,964	9,626
96+50	50.00	72.87	45.59	0.00	61.01	134	92	0	112	28,054	18,413	1,130	6,098	9,641
97+00	50.00	79.64	26.19	0.00	60.84	141	66	0	113	28,195	18,499	1,130	6,234	9,696
97+50	50.00	95.12	12.92	0.00	59.95	162	36	0	112	28,357	18,546	1,130	6,368	9,811
98+00	50.00	95.11	13.00	0.00	59.91	176	24	0	111	28,533	18,577	1,130	6,502	9,956
98+50	50.00	108.57	10.09	0.00	62.53	189	21	0	113	28,722	18,604	1,130	6,637	10,118
99+00	50.00	126.36	5.89	0.00	64.47	218	15	0	118	28,940	18,624	1,130	6,779	10,316
99+50	50.00	144.85	5.45	0.00	64.91	251	10	0	120	29,191	18,637	1,130	6,923	10,554
100+00	50.00	136.09	6.71	0.00	64.90	260	11	0	120	29,451	18,651	1,130	7,067	10,800
100+50	50.00	169.97	10.36	0.00	65.00	283	16	0	120	29,734	18,672	1,130	7,211	11,062
101+00	50.00	157.47	11.44	0.00	65.00	303	20	0	120	30,037	18,698	1,130	7,355	11,339
101+50	50.00	150.08	15.49	0.00	65.00	285	25	0	120	30,322	18,730	1,130	7,499	11,592
102+00	50.00	121.06	29.13	0.00	65.00	251	41	0	120	30,573	18,784	1,130	7,643	11,789
102+50	50.00	127.37	28.20	0.00	65.00	230	53	0	120	30,803	18,853	1,130	7,787	11,950
102+51	1.30	121.88	28.93	0.00	69.75	6	1	0	3	30,809	18,854	1,130	7,790	11,955
103+00	48.70	0.17	26.38	0.00	0.00	110	50	0	0	30,919	18,919	1,130	7,790	12,000
103+50	50.00	0.08	25.78	0.00	0.00	0	48	0	0	30,919	18,981	1,130	7,790	11,938
104+00	50.00	1.34	19.95	0.00	0.00	1	42	0	0	30,920	19,036	1,130	7,790	11,884
104+50	50.00	0.92	41.11	0.00	0.00	2	57	0	0	30,922	19,110	1,130	7,790	11,812
105+00	50.00	0.03	48.41	0.00	0.00	1	83	0	0	30,923	19,218	1,130	7,790	11,705
105+93 BK	50.00	0.00	27.08	0.00	0.00	0	70	0	0	30,923	19,309	1,130	7,790	11,614
106+18 AH	0.00	1.44	11.08	0.00	0.00	0	0	0	0	30,923	19,309	1,130	7,790	11,614
106+18	24.70	4.62	7.60	0.00	0.00	3	9	0	0	30,926	19,321	1,130	7,790	11,605
106+50	32.38	10.33	0.46	0.00	0.00	9	5	0	0	30,935	19,327	1,130	7,790	11,608
107+00	50.00	16.23	0.00	0.00	0.00	25	0	0	0	30,960	19,327	1,130	7,790	11,633
107+50	50.00	14.14	0.00	0.00	0.00	28	0	0	0	30,988	19,327	1,130	7,790	11,661
108+00	50.00	19.83	0.00	0.00	0.00	31	0	0	0	31,019	19,327	1,130	7,790	11,692
108+50	50.00	19.84	0.24	0.00	0.00	37	0	0	0	31,056	19,327	1,130	7,790	11,729
108+63	13.10	10.50	2.12	0.00	0.00	7	1	0	0	31,063	19,328	1,130	7,790	11,735
					TOTAL	31,063	14,868	753	6,492					

ROADWAY DIVISION - CTH H SOUTH LEG

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.30	
				NOTE 1	NOTE 3	NOTE 1		NOTE 8
11+09	0.00	12.40	0.26	0	0	0	0	0
11+50	41.39	16.90	1.59	22	1	22	1	21
12+00	50.00	17.34	2.92	32	4	54	7	48
12+50	50.00	17.39	3.93	32	6	86	14	72
13+00	50.00	17.44	4.09	32	7	118	23	95
13+32	32.41	35.45	3.43	32	5	150	30	120
13+50	17.59	37.08	2.65	24	2	174	33	142
14+00	50.00	44.77	0.87	76	3	250	36	214
14+50	50.00	54.79	0.66	92	1	342	38	304
14+77	27.11	123.14	0.00	89	0	431	38	393
15+00	22.89	140.33	0.00	112	0	543	38	505
15+30	30.48	142.18	0.36	159	0	702	38	664
			TOTAL	702	29			

ROADWAY DIVISION - CTH H NORTH LEG

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.30	
17+01	0.00	121.66	33.52	0	0	0	0	0
17+32	31.04	114.29	6.85	136	23	136	30	106
17+50	18.19	22.82	5.30	46	4	182	35	147
17+92	41.92	21.19	0.94	34	5	216	42	174
18+00	8.08	7.14	0.27	4	0	220	42	178
18+28	27.91	8.80	0.00	8	0	228	42	186
			TOTAL	228	32			

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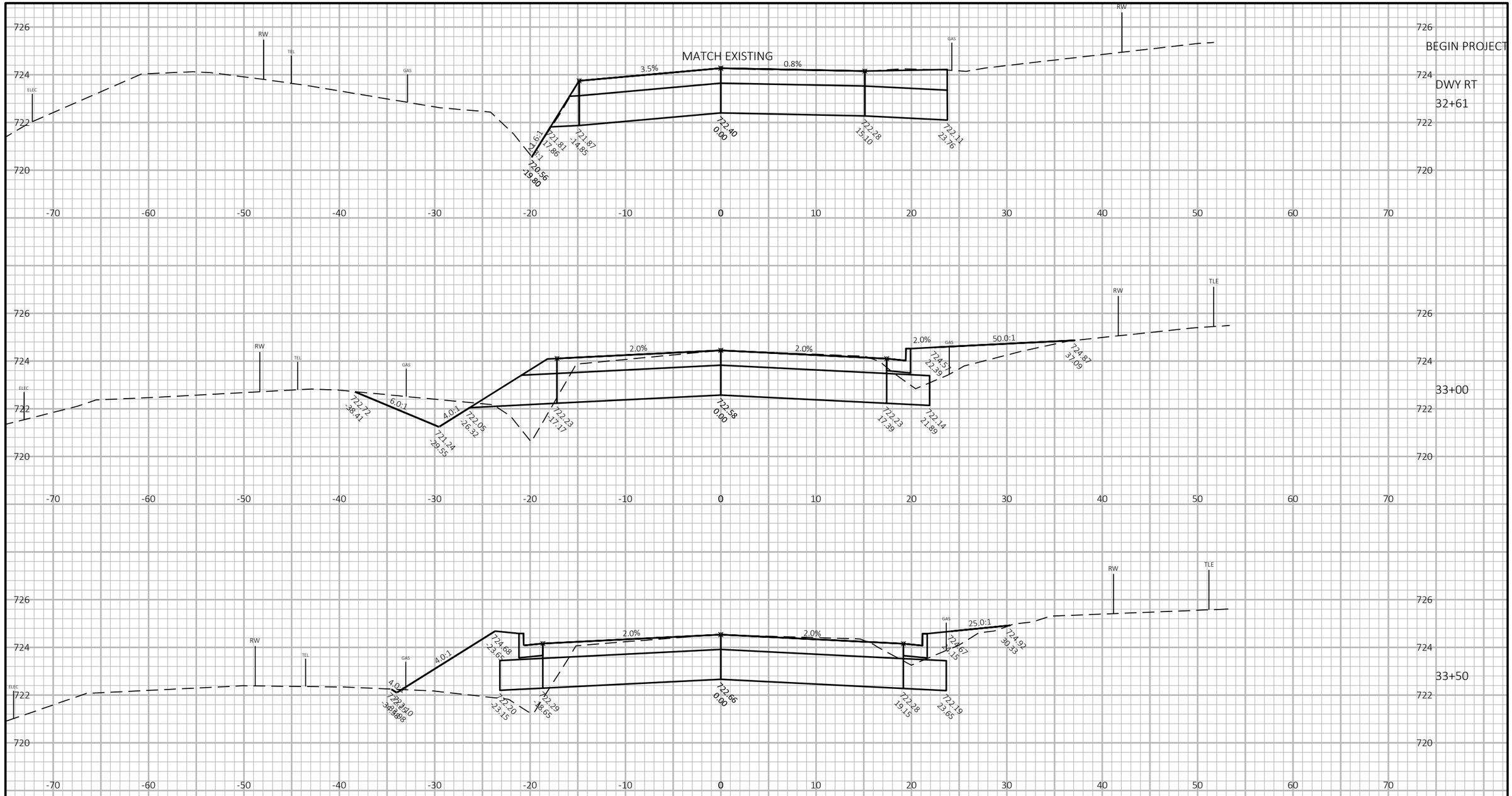
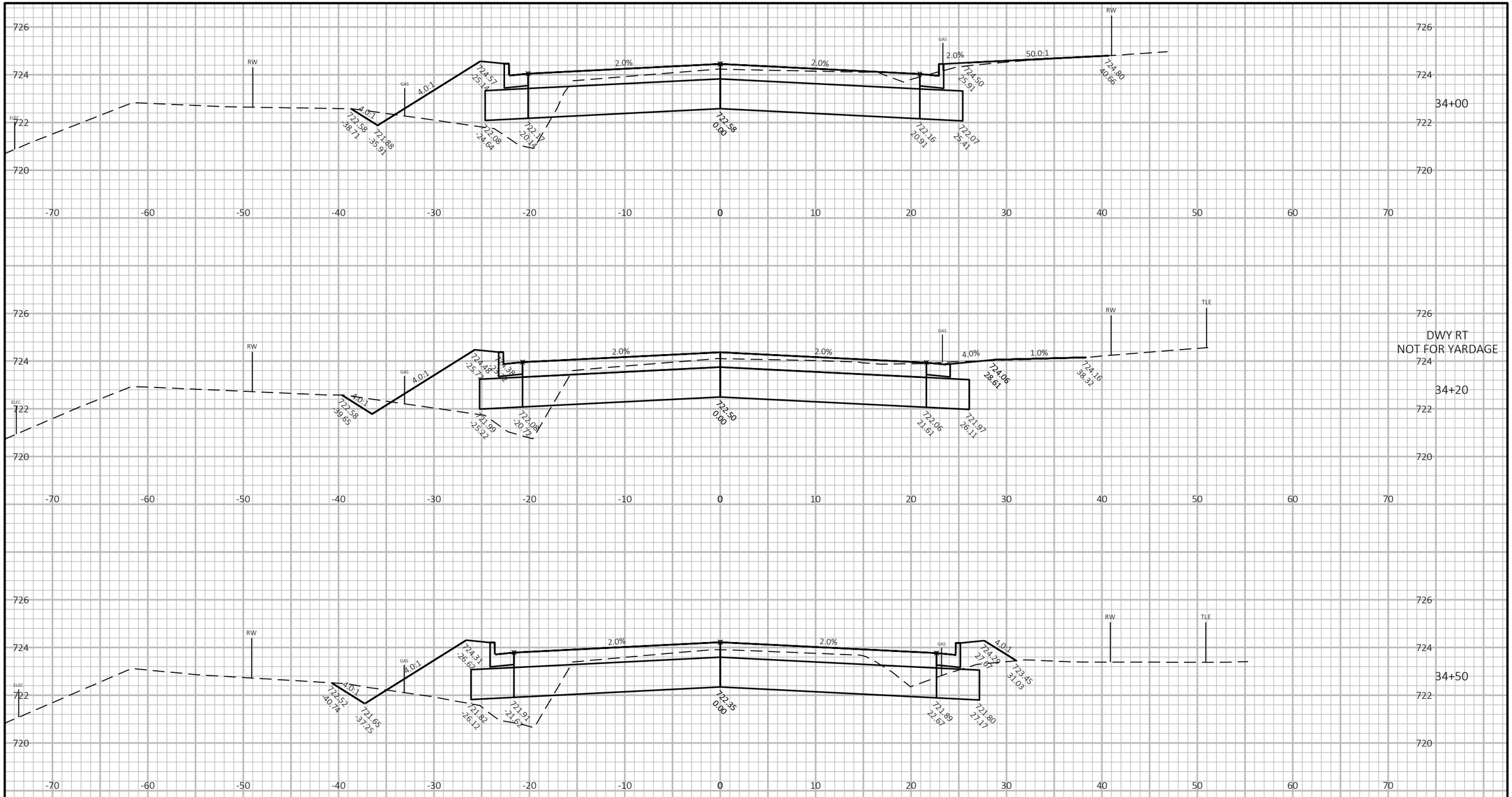


PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 348	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:11 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

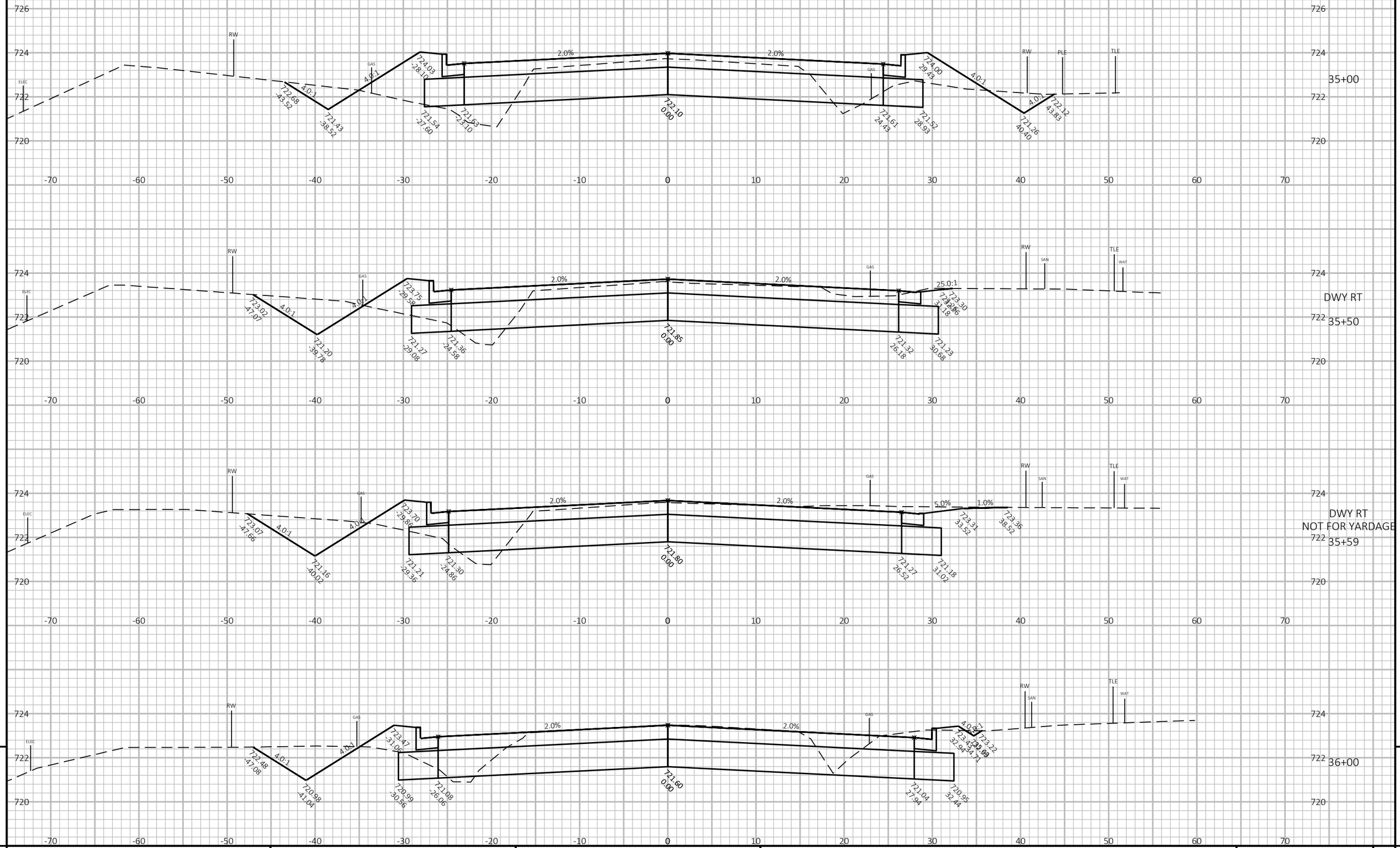
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 349 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:11 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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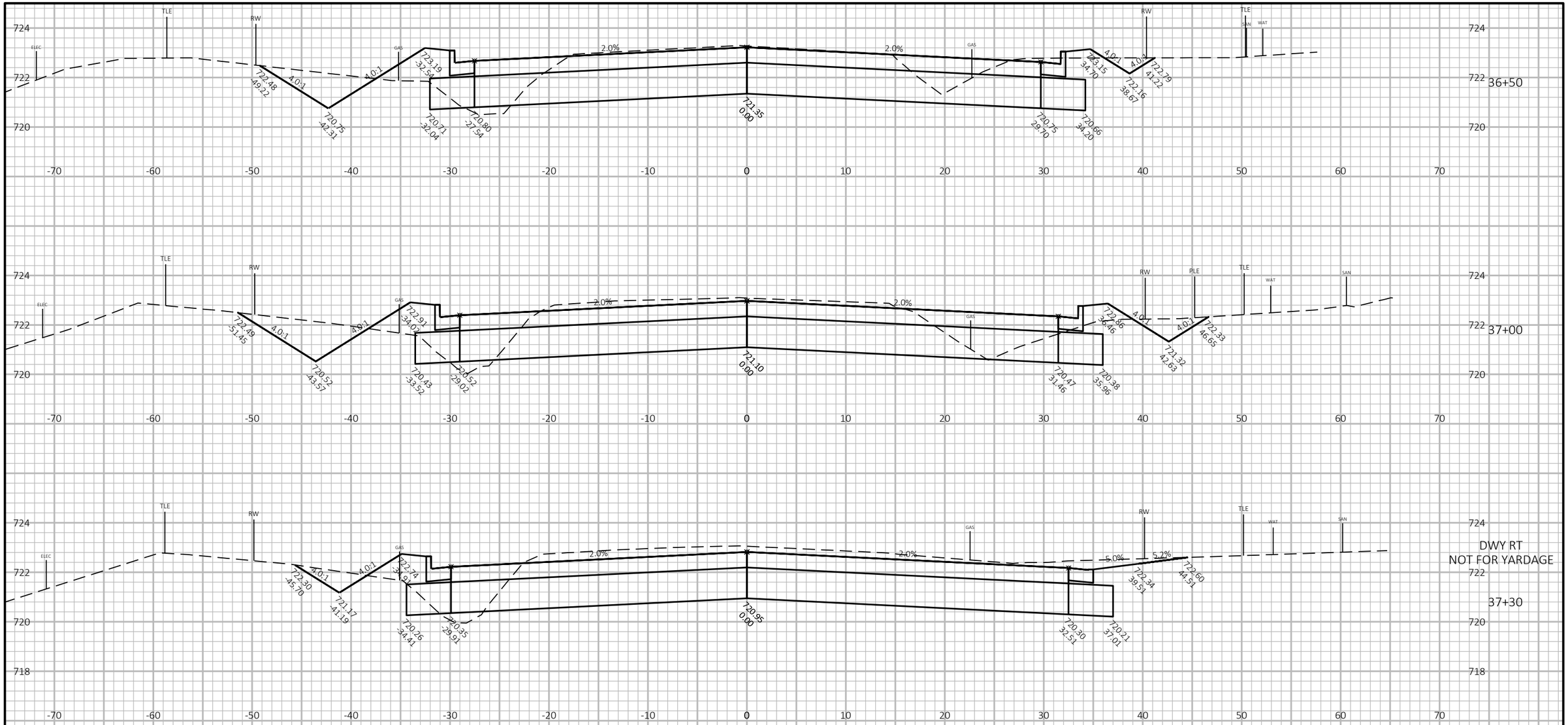
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 350	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:11 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 351	E

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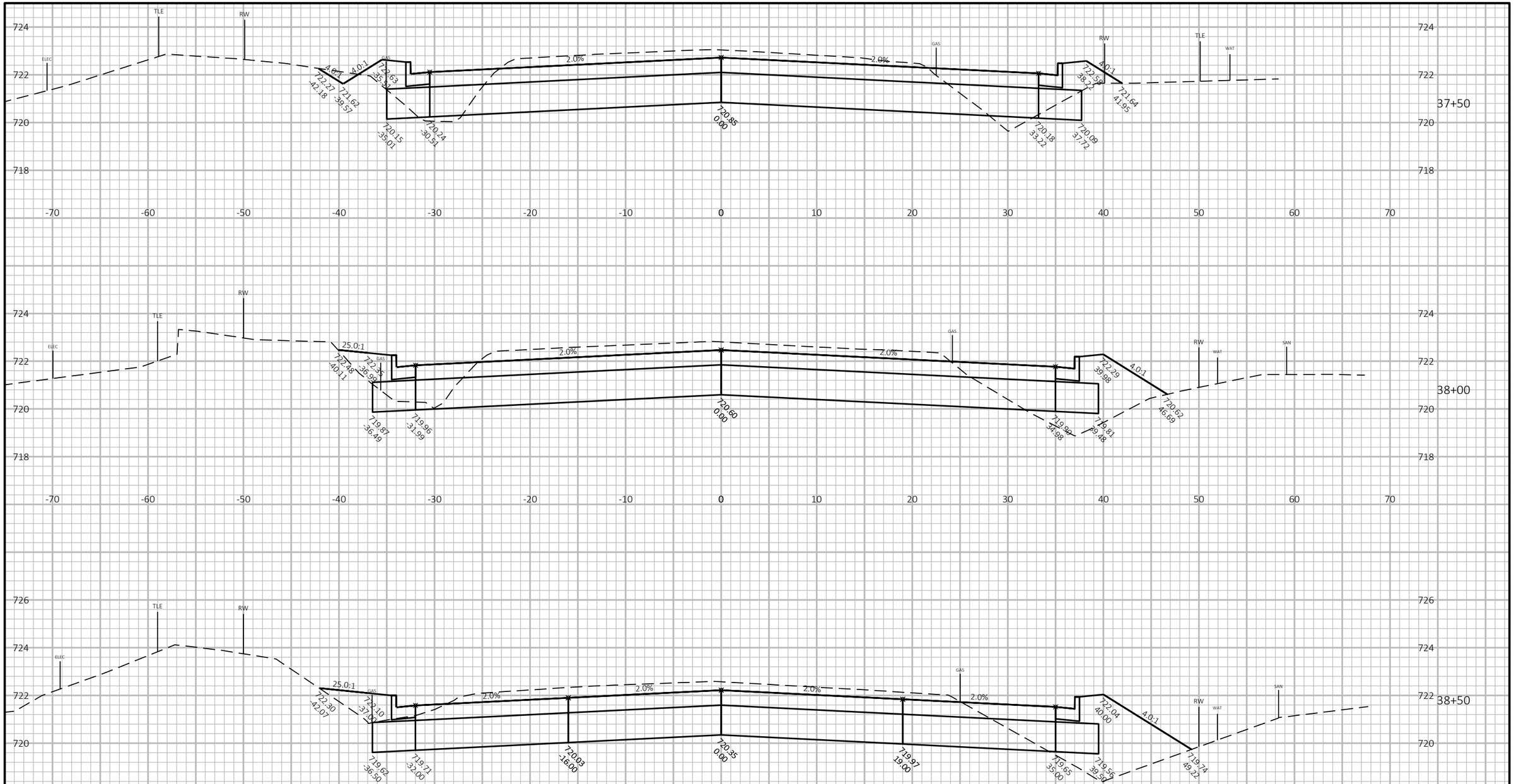
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 352 E

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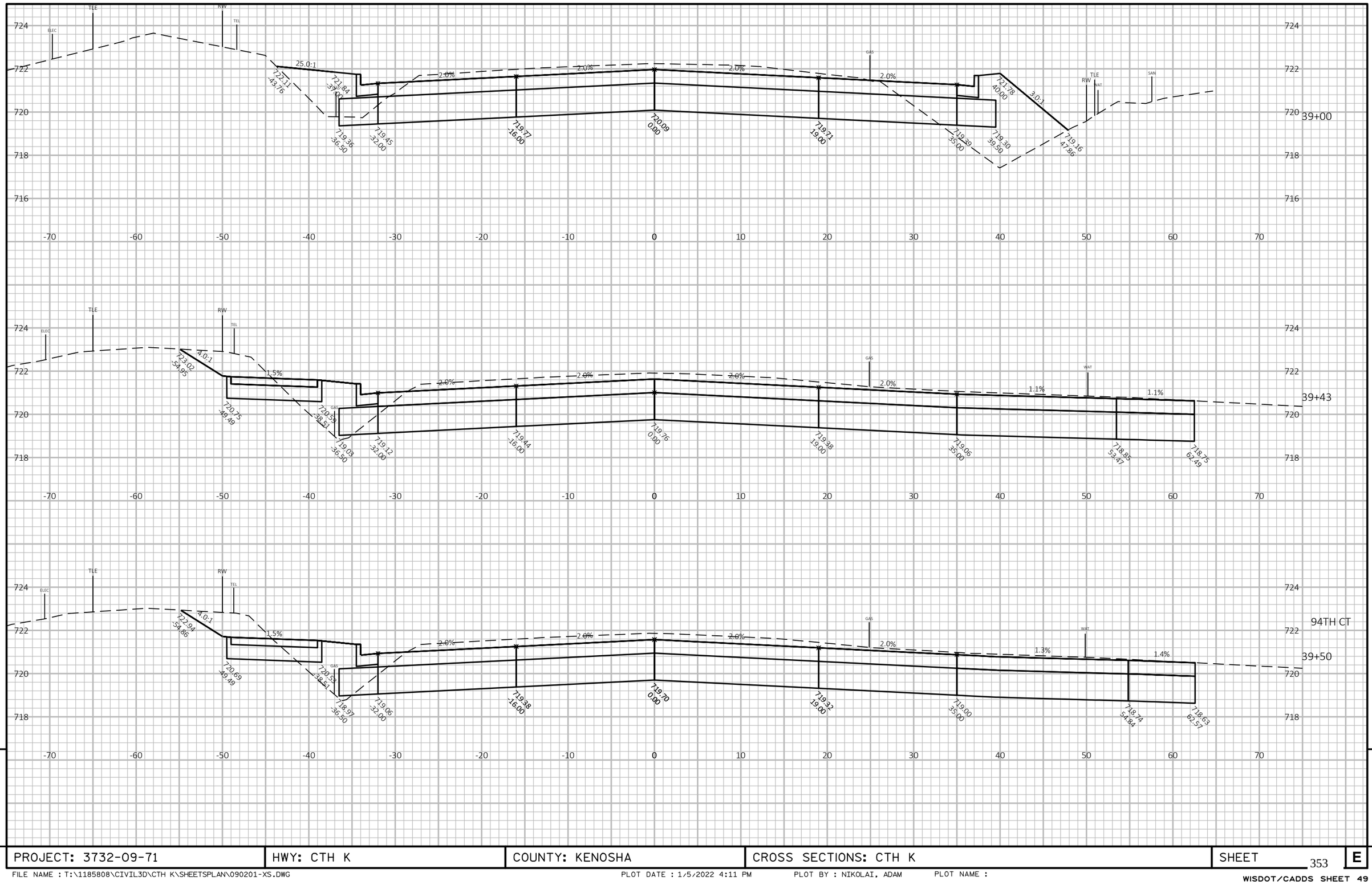
WISDOT/CADDS SHEET 49



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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 353	E

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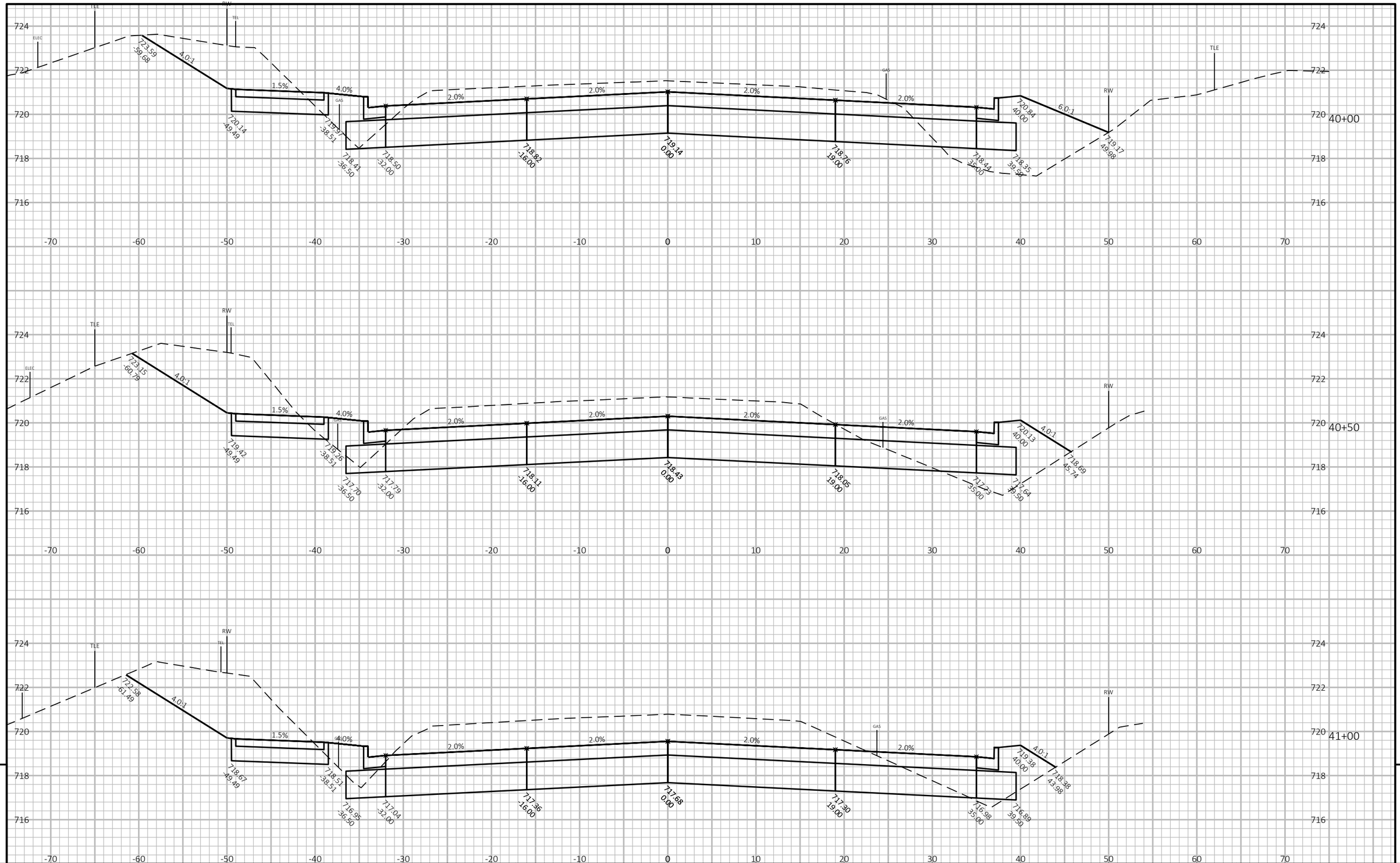

PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 354 E

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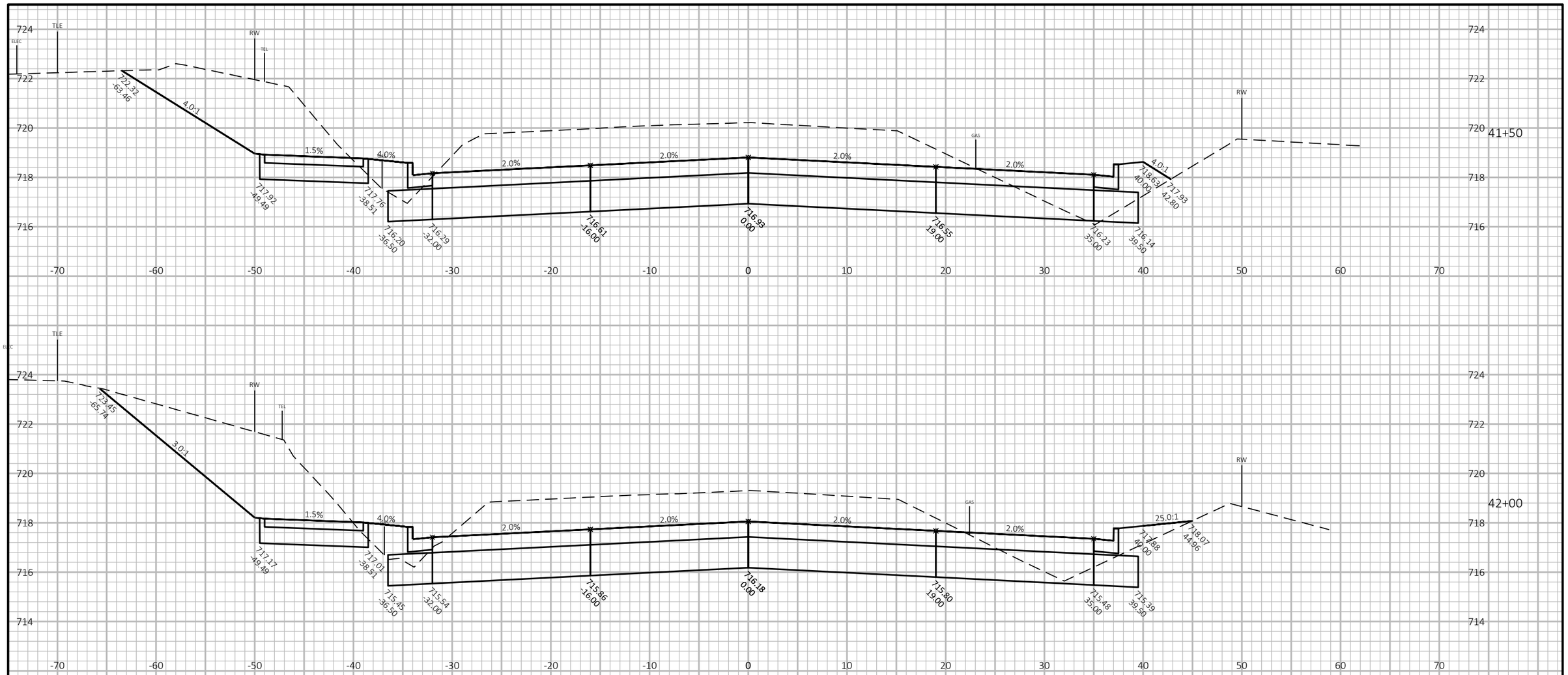
WISDOT/CADDS SHEET 49



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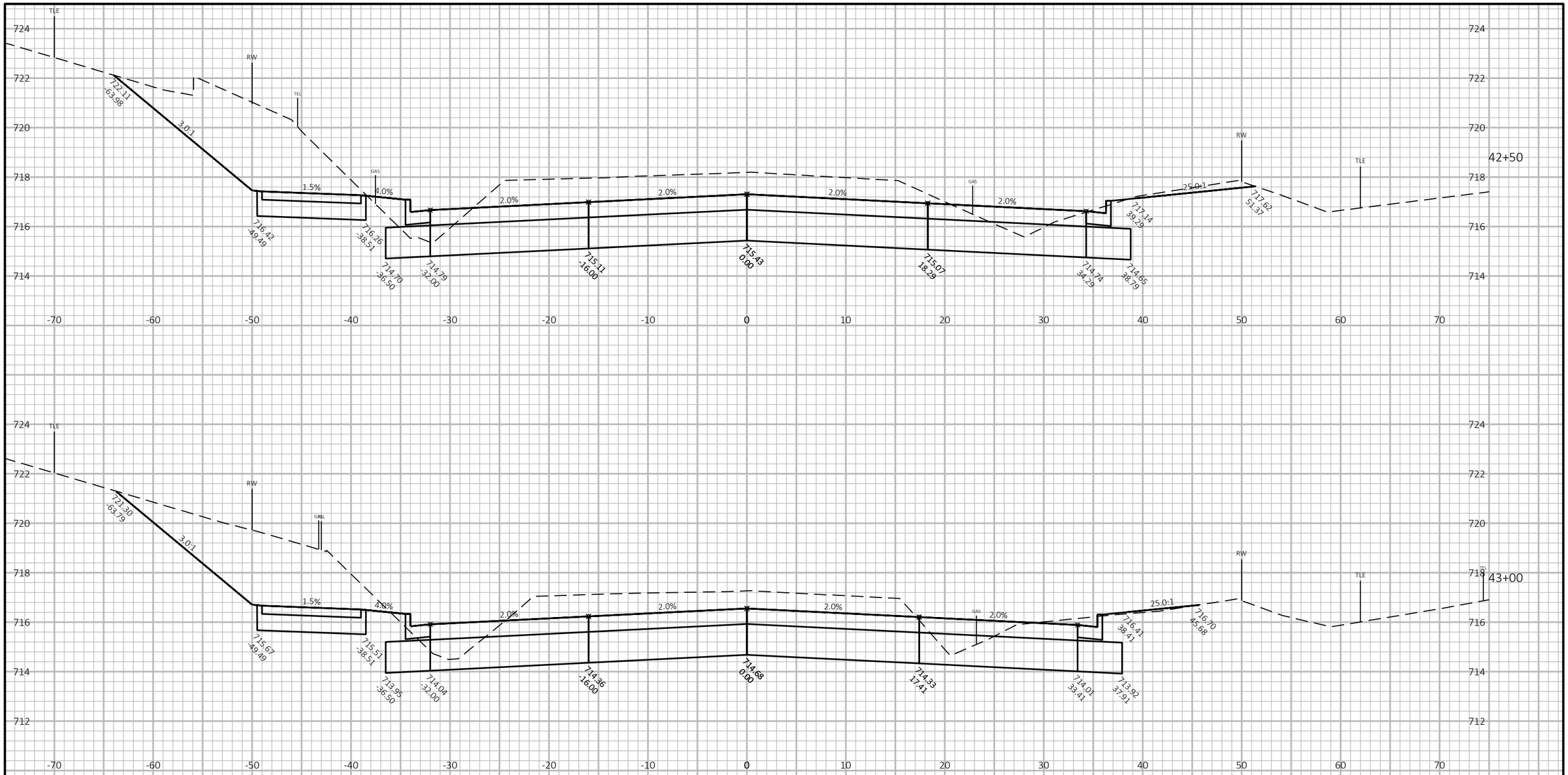
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 355	E



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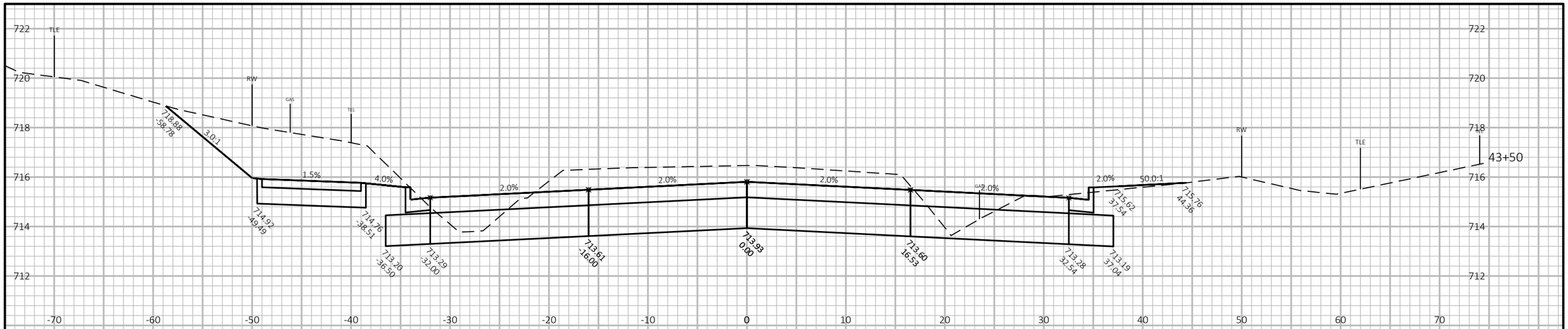
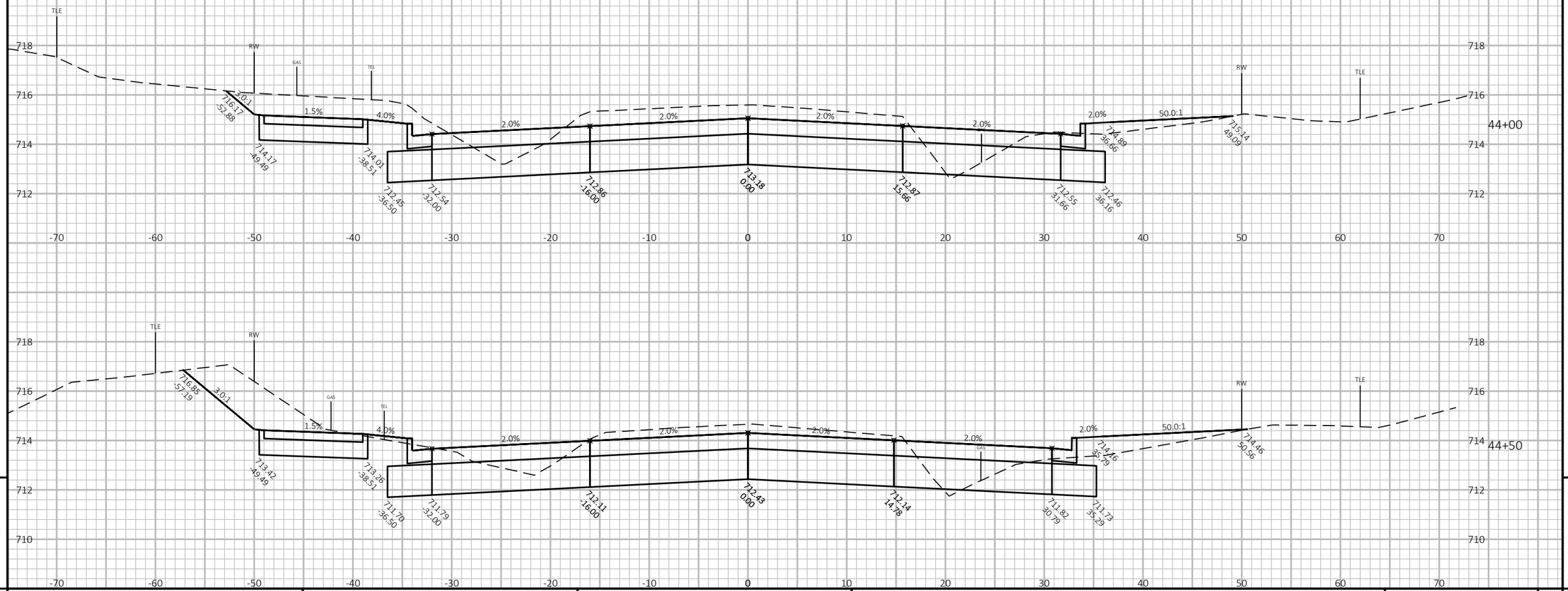
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 356	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:11 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49





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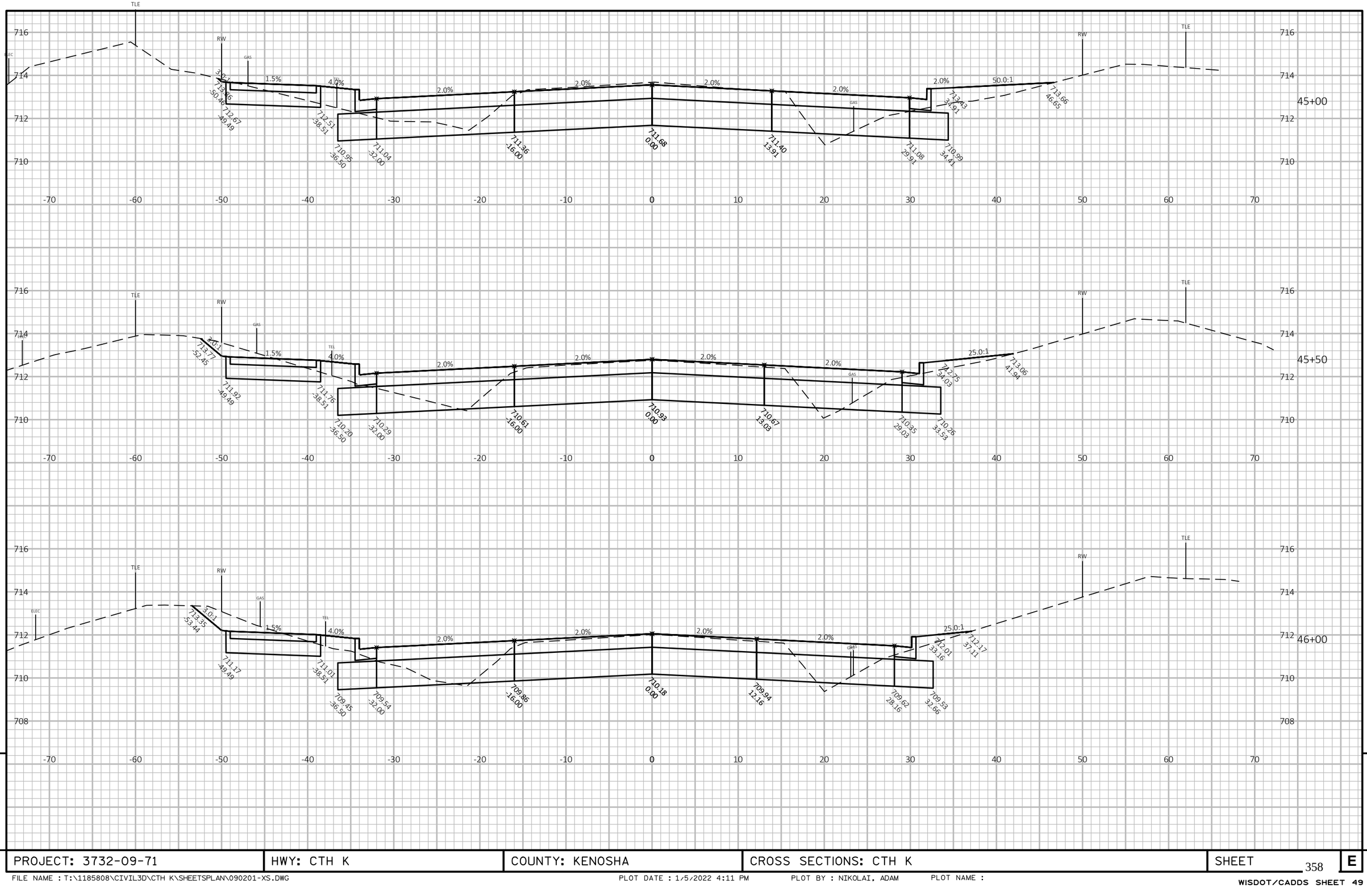
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 357	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:11 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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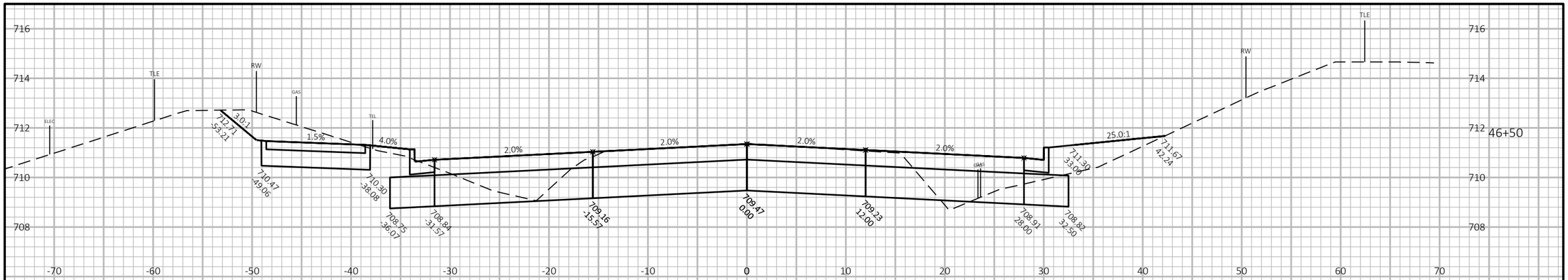

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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 359	E

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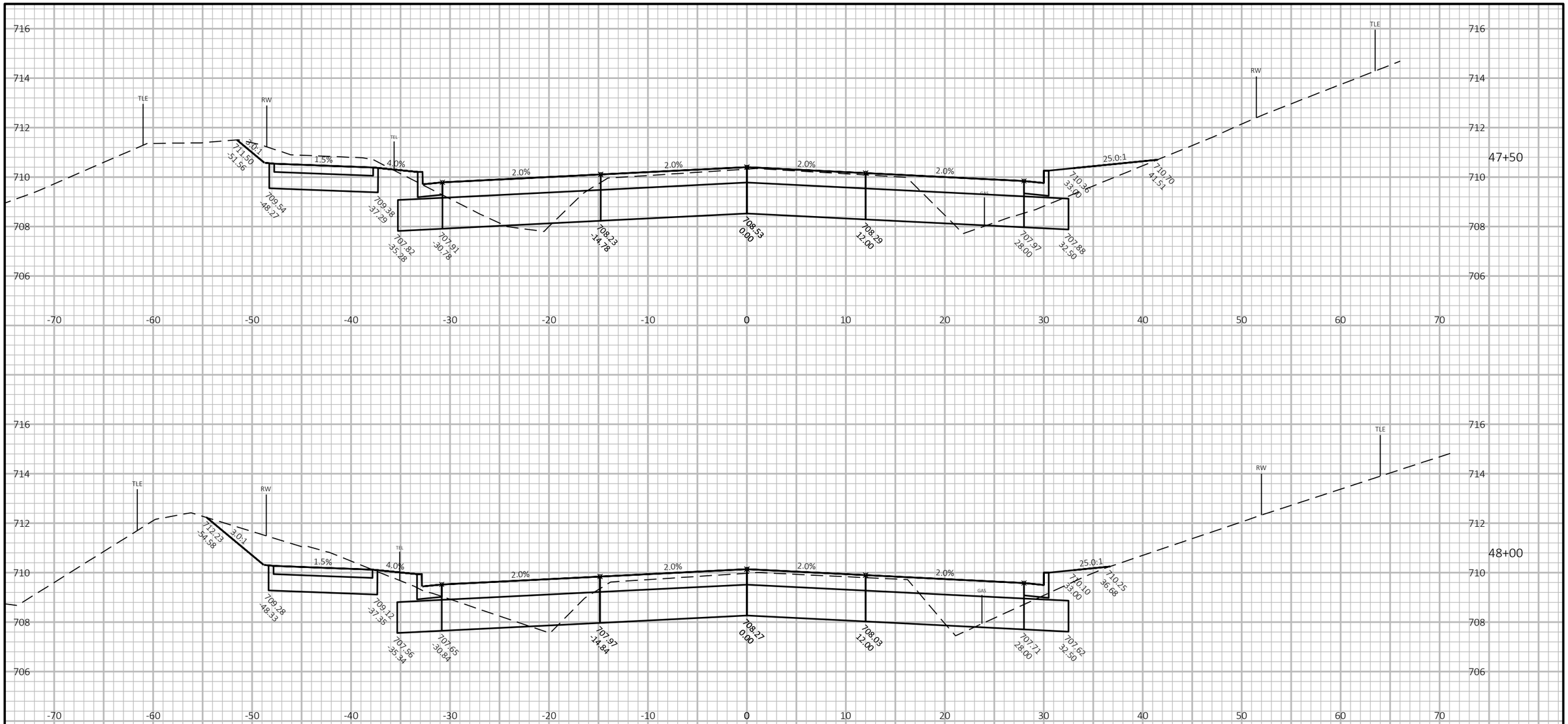
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 360 E

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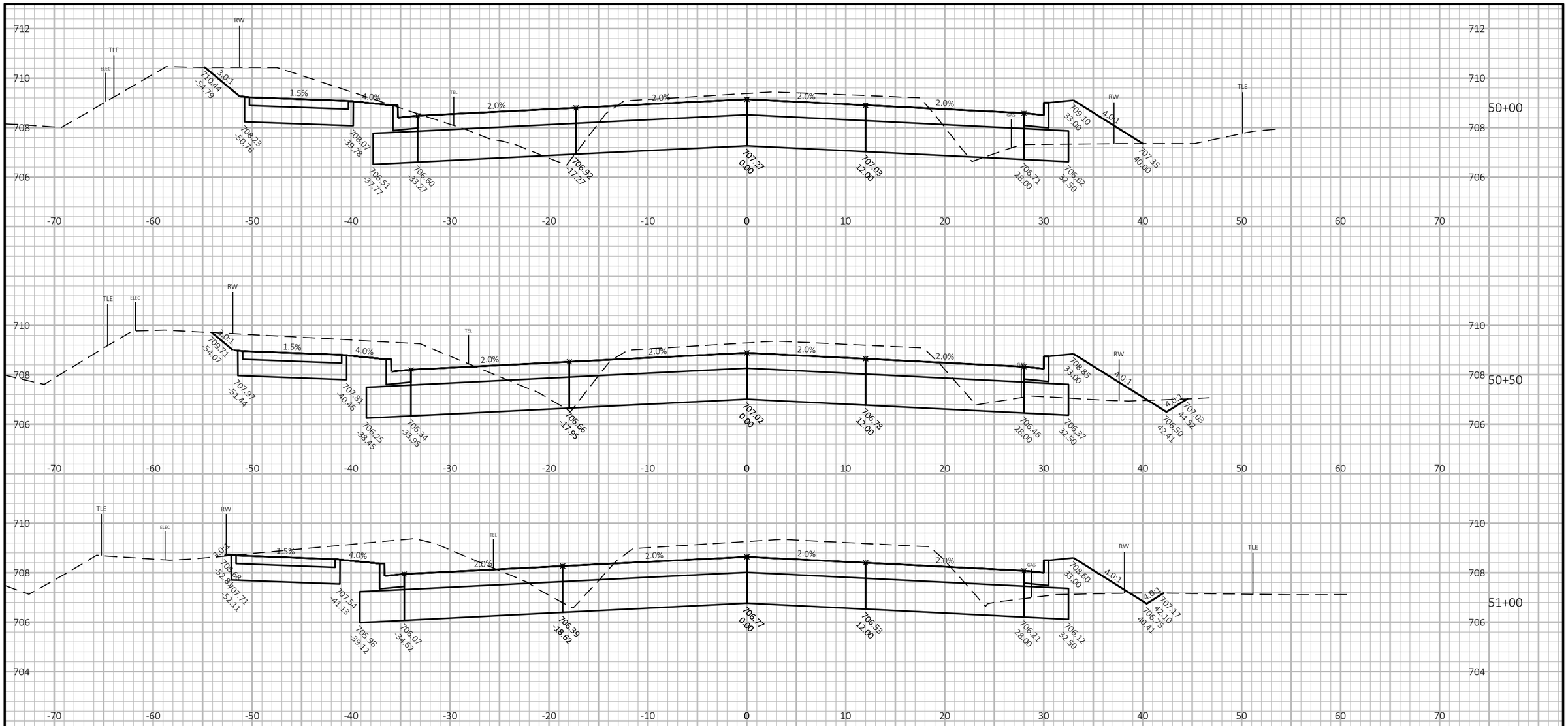
WISDOT/CADDS SHEET 49

PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 361	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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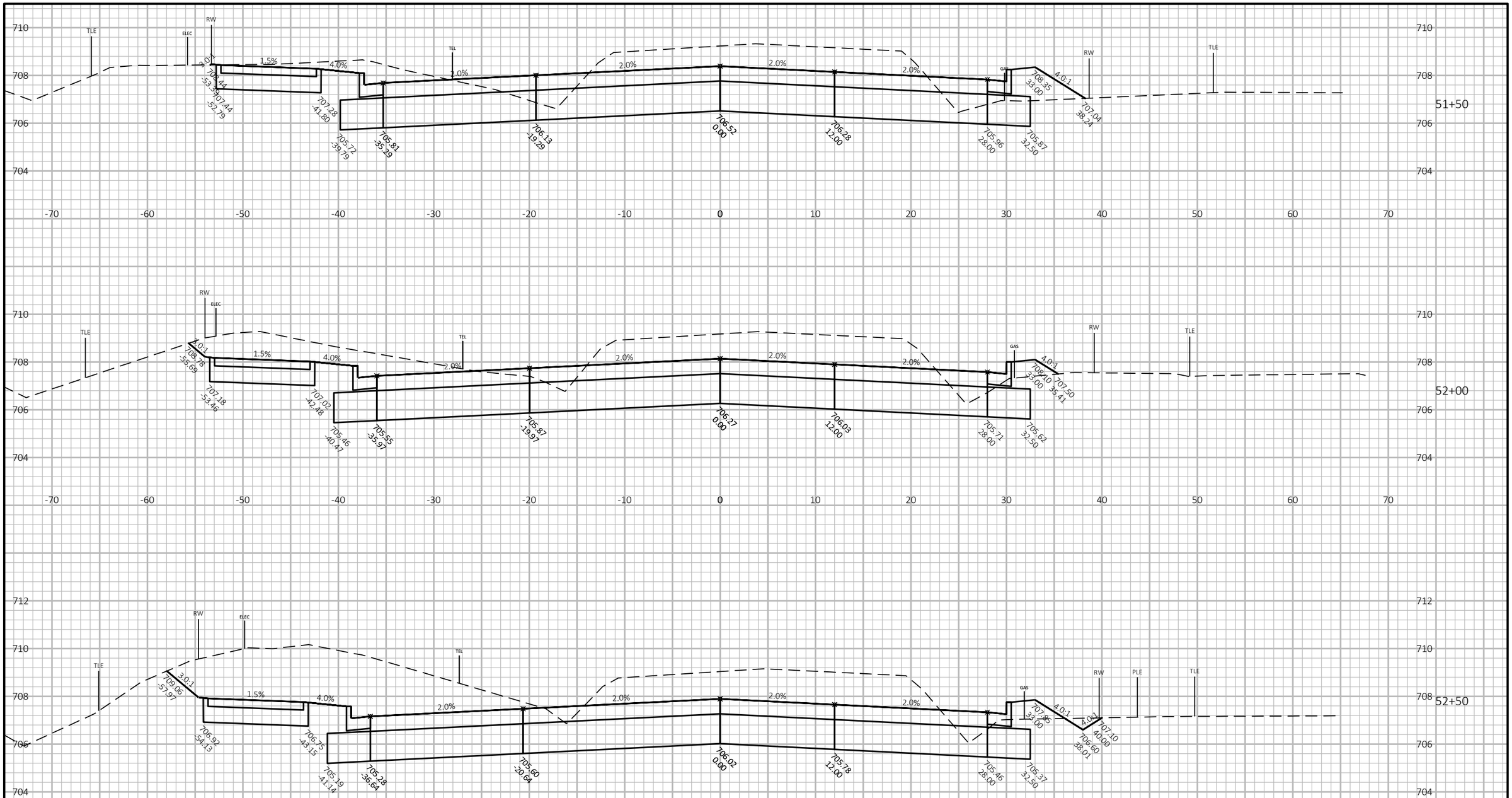
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 362	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/5/2022 4:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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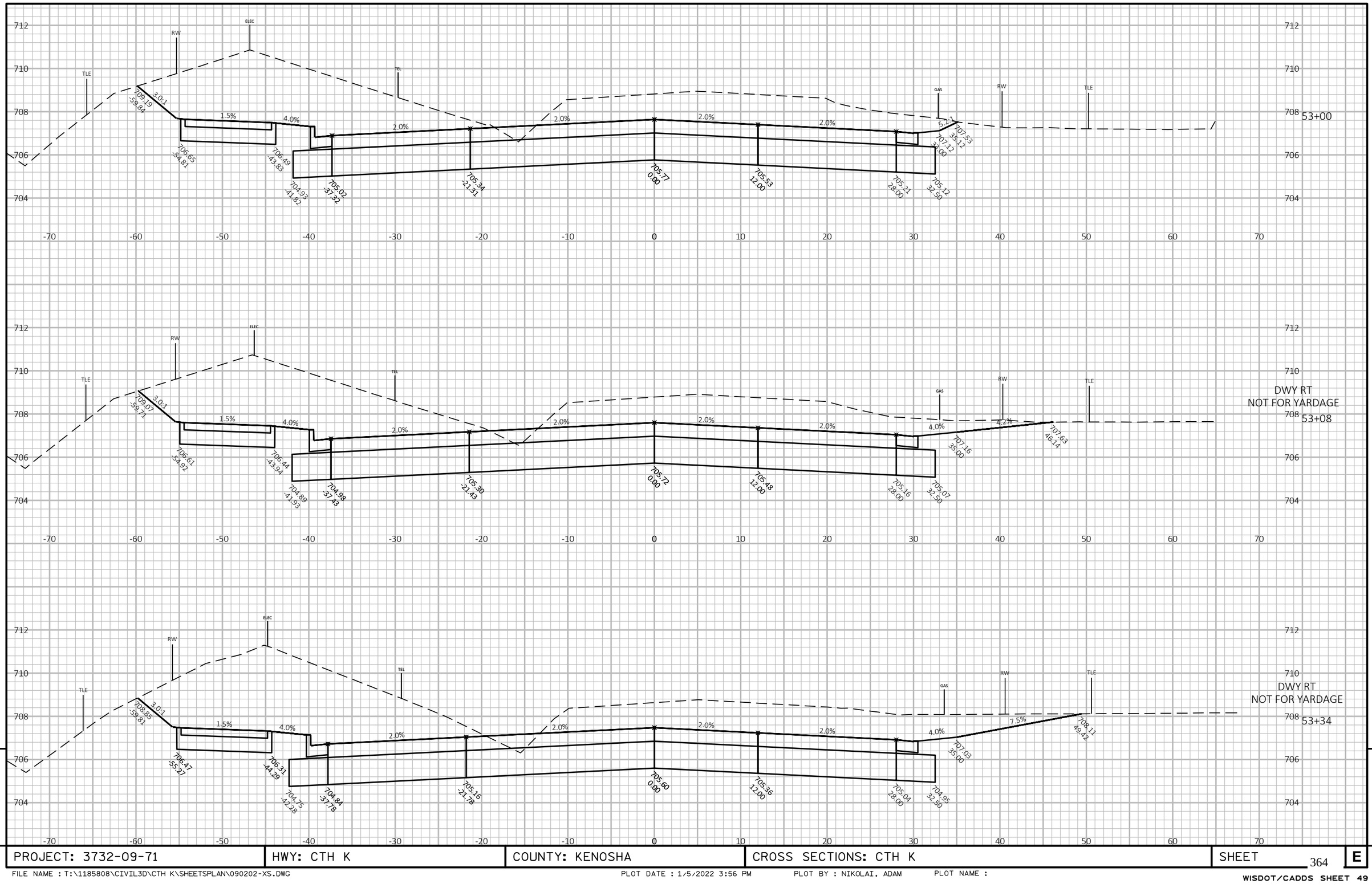
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 363	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:56 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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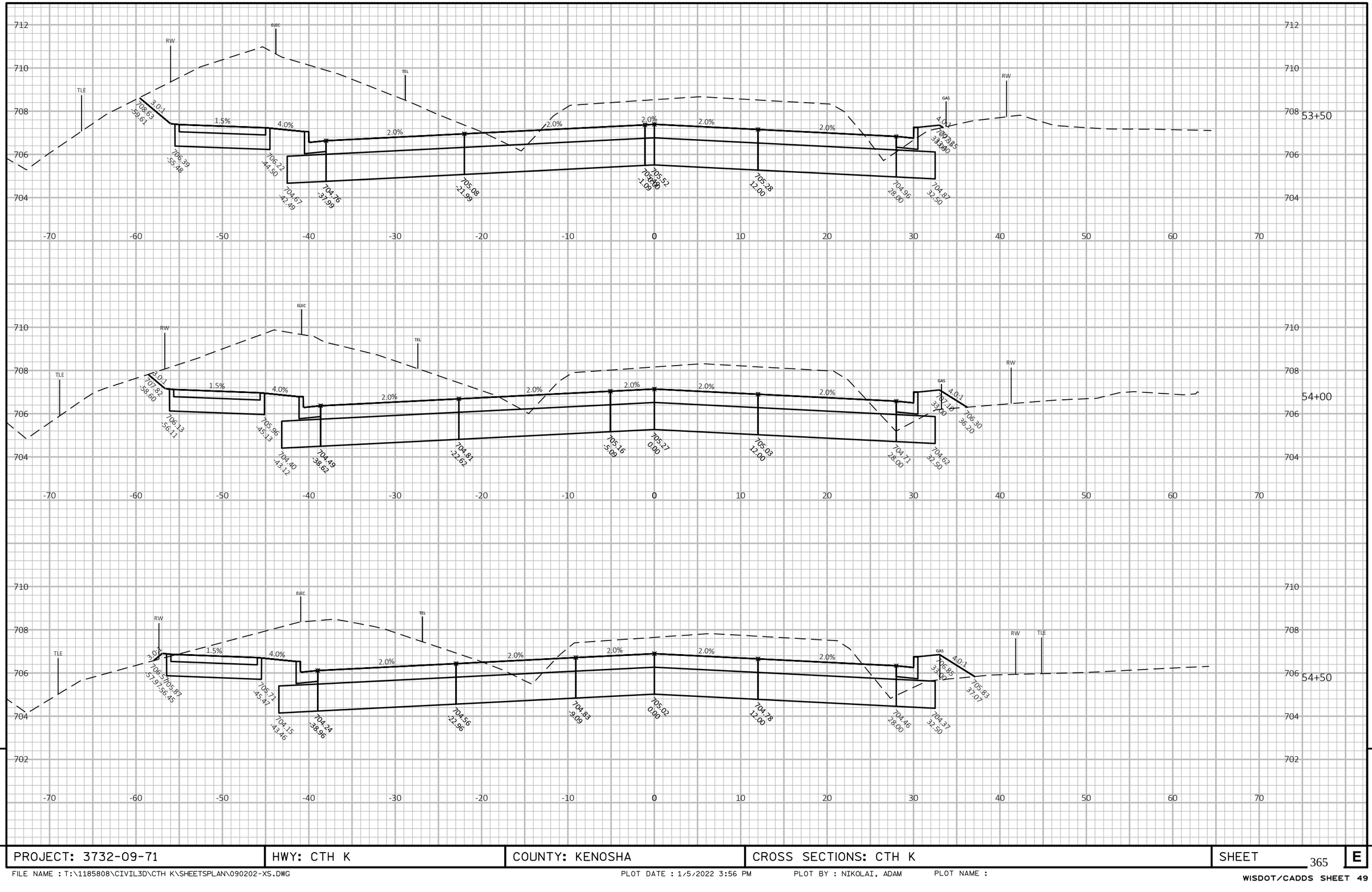
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 364	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:56 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

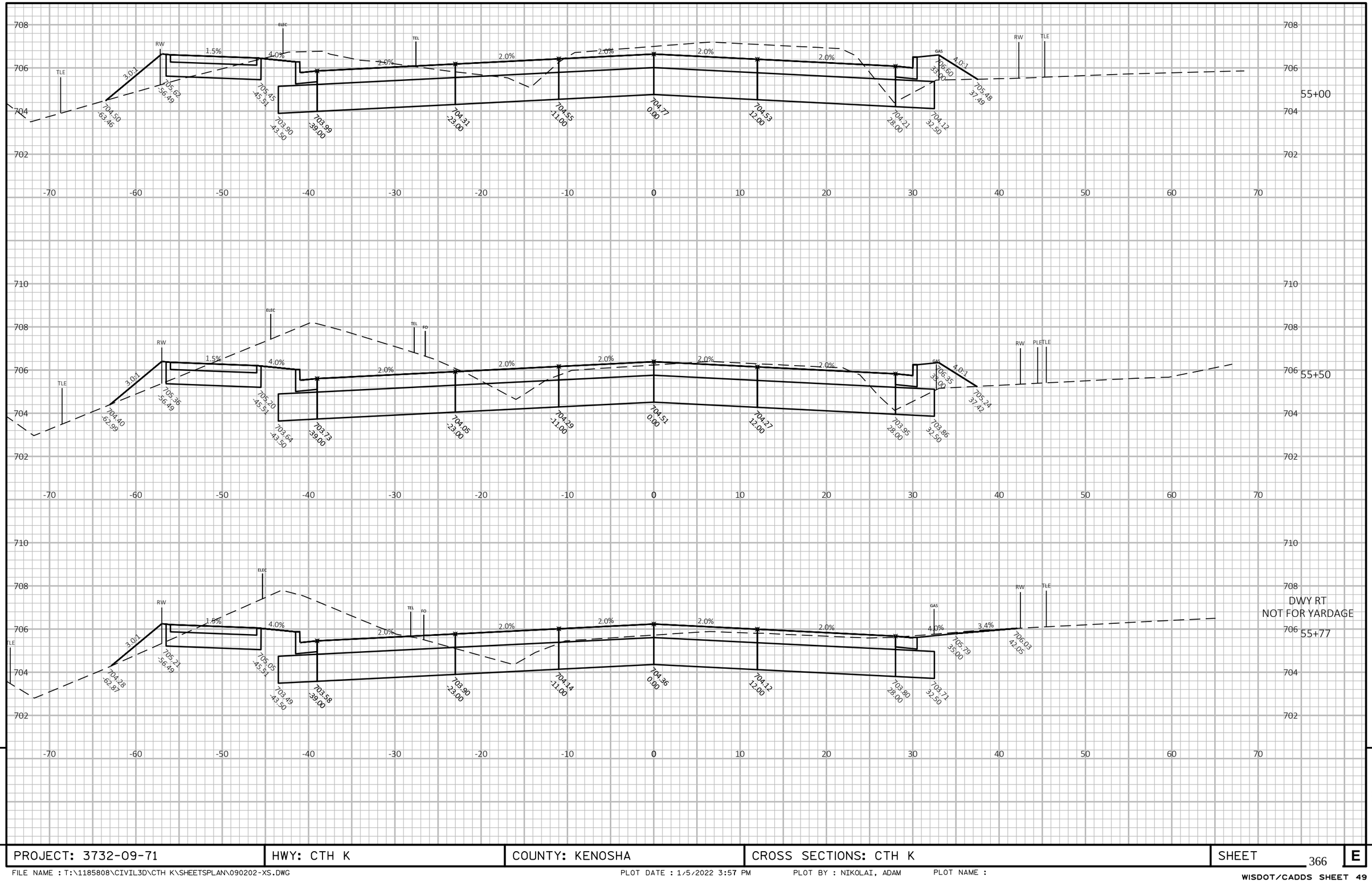
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 365	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:56 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

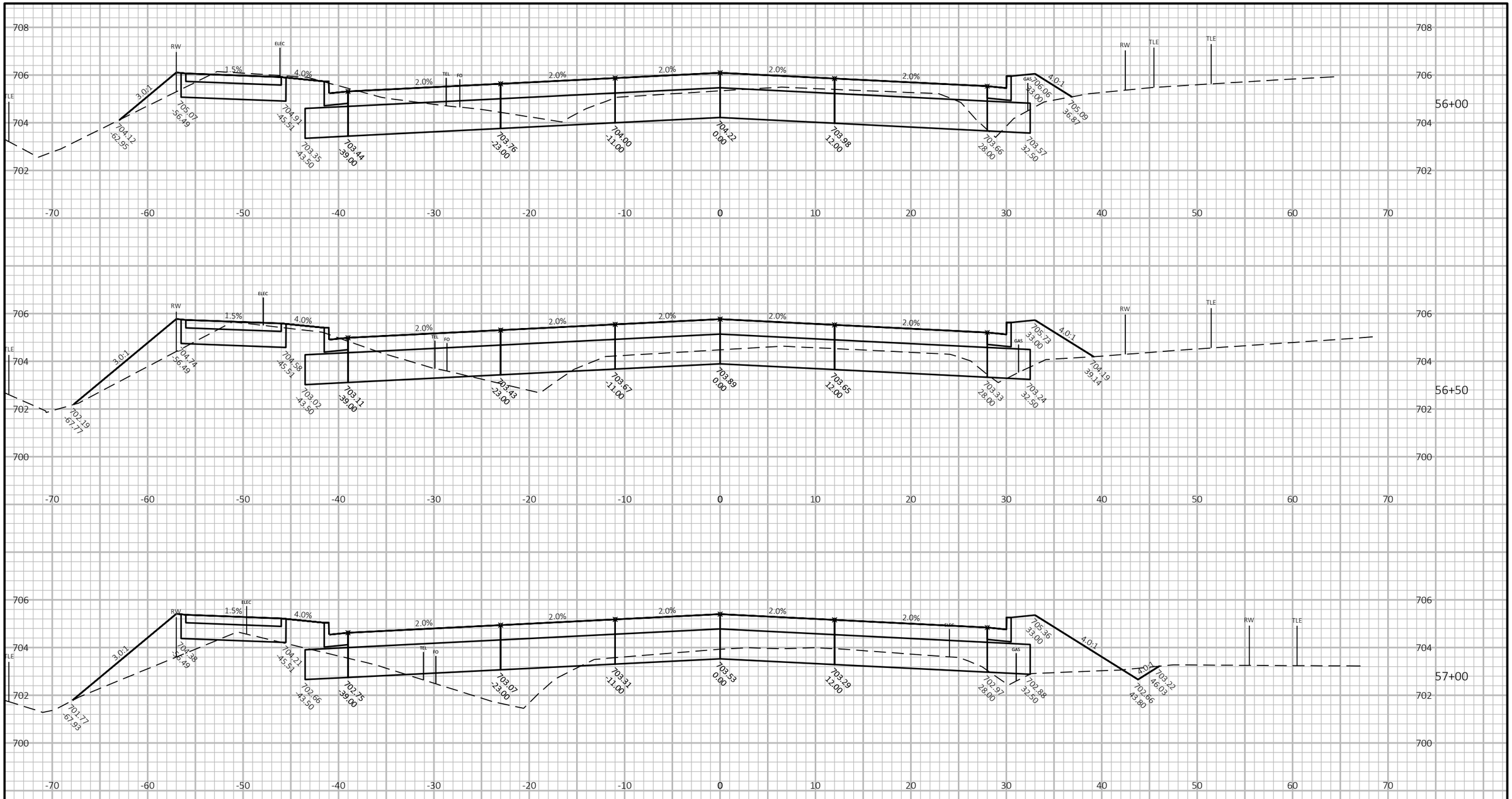
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 366	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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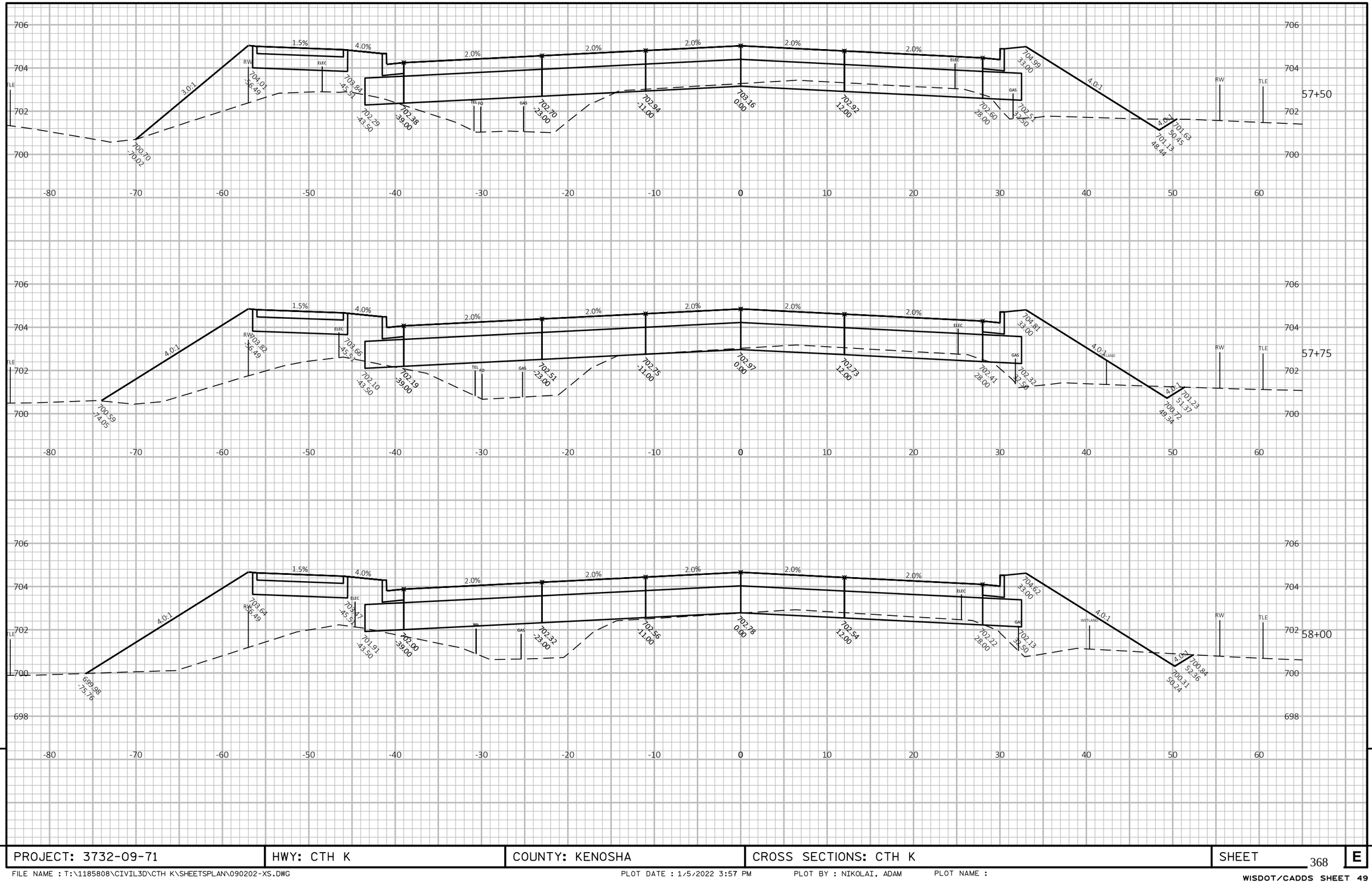
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 367	E



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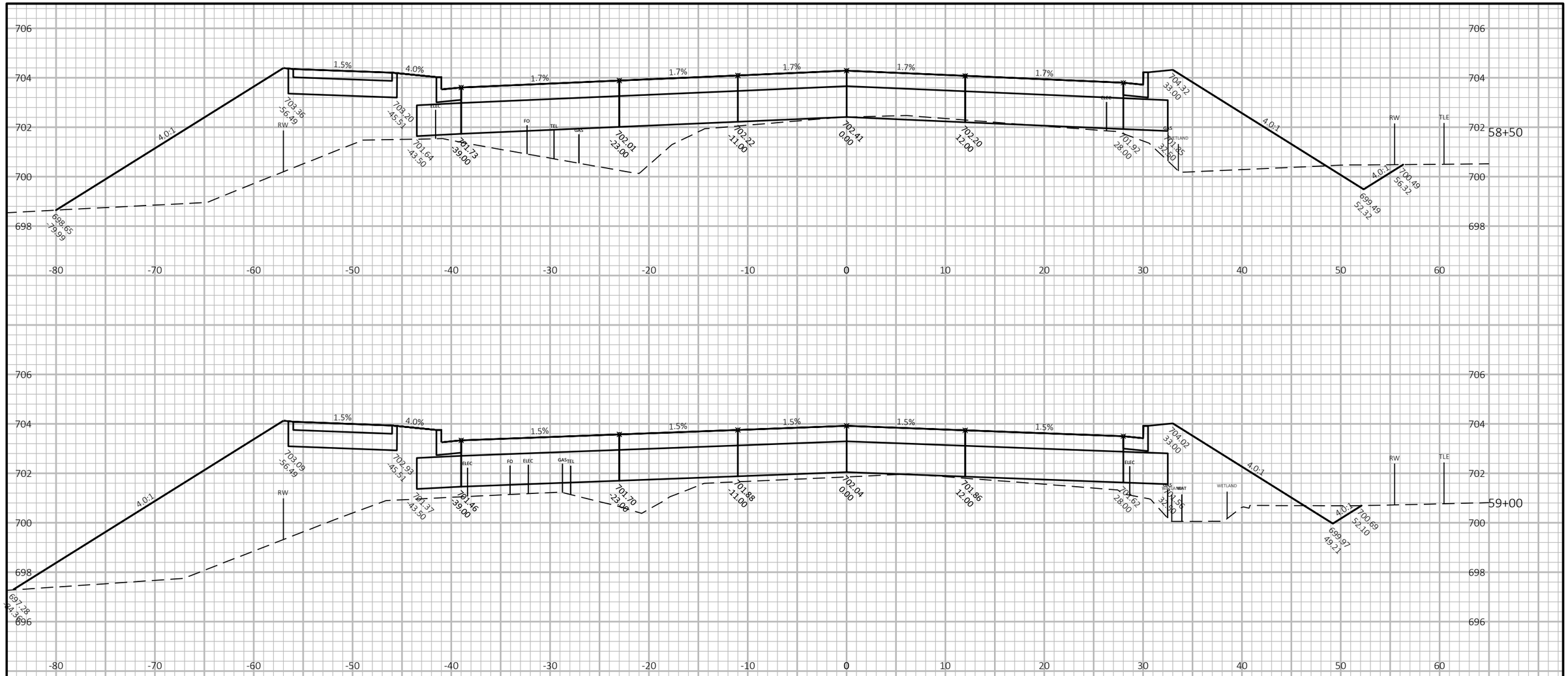
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 368	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 369	E

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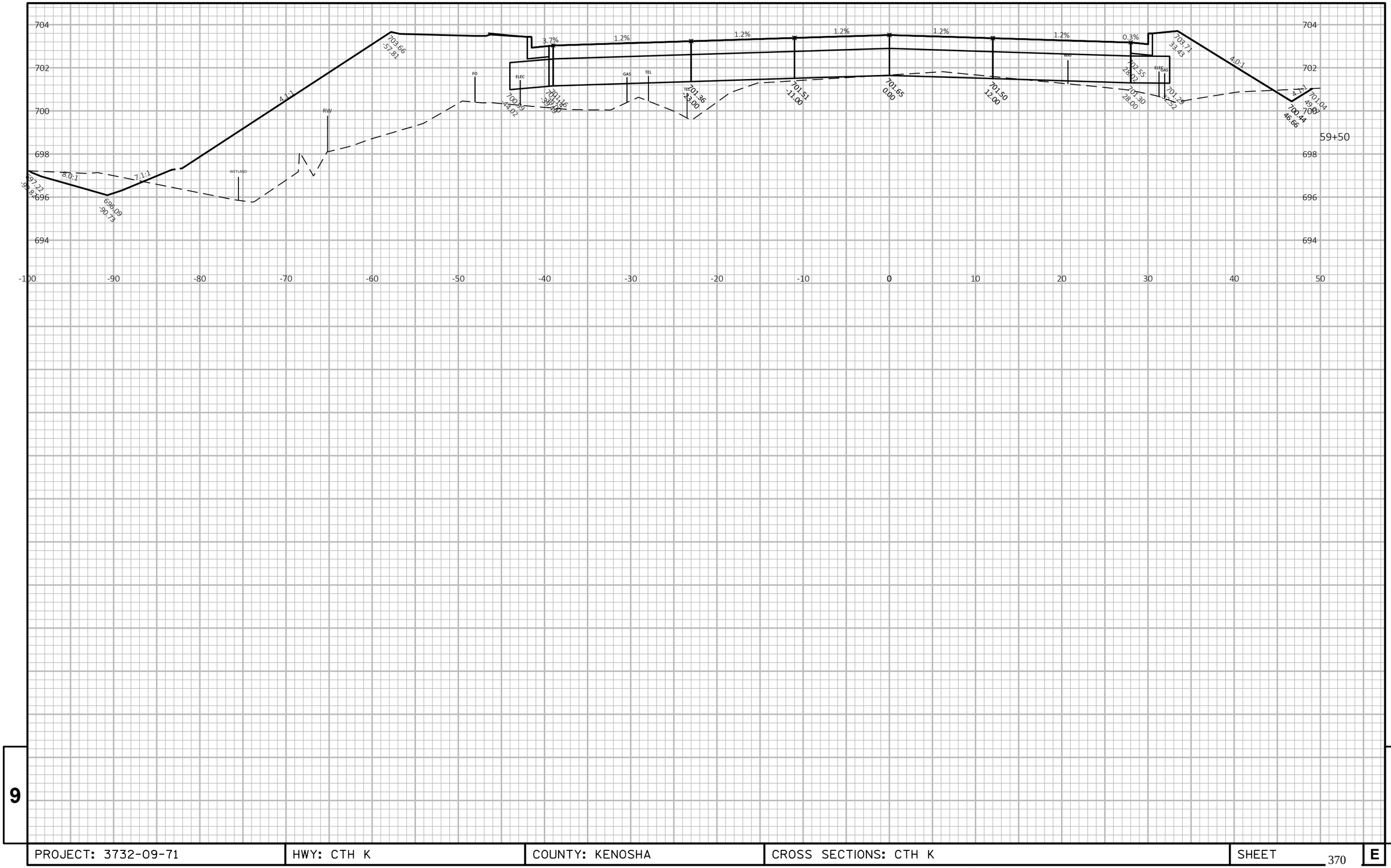
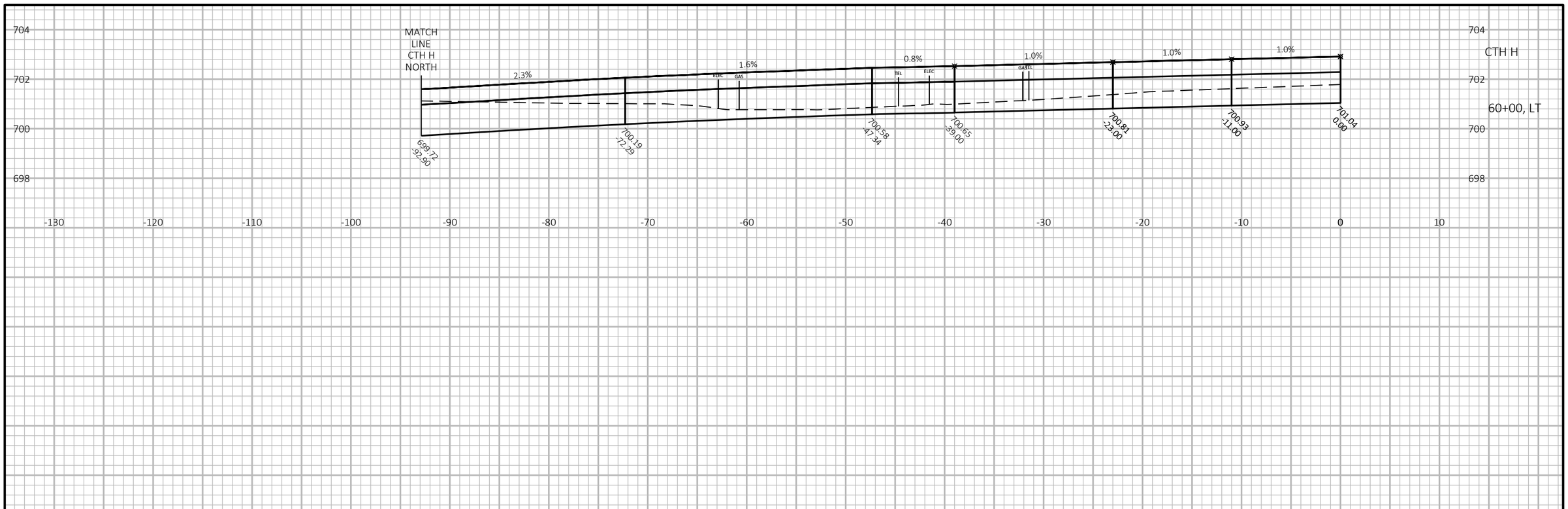


9	PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 370 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

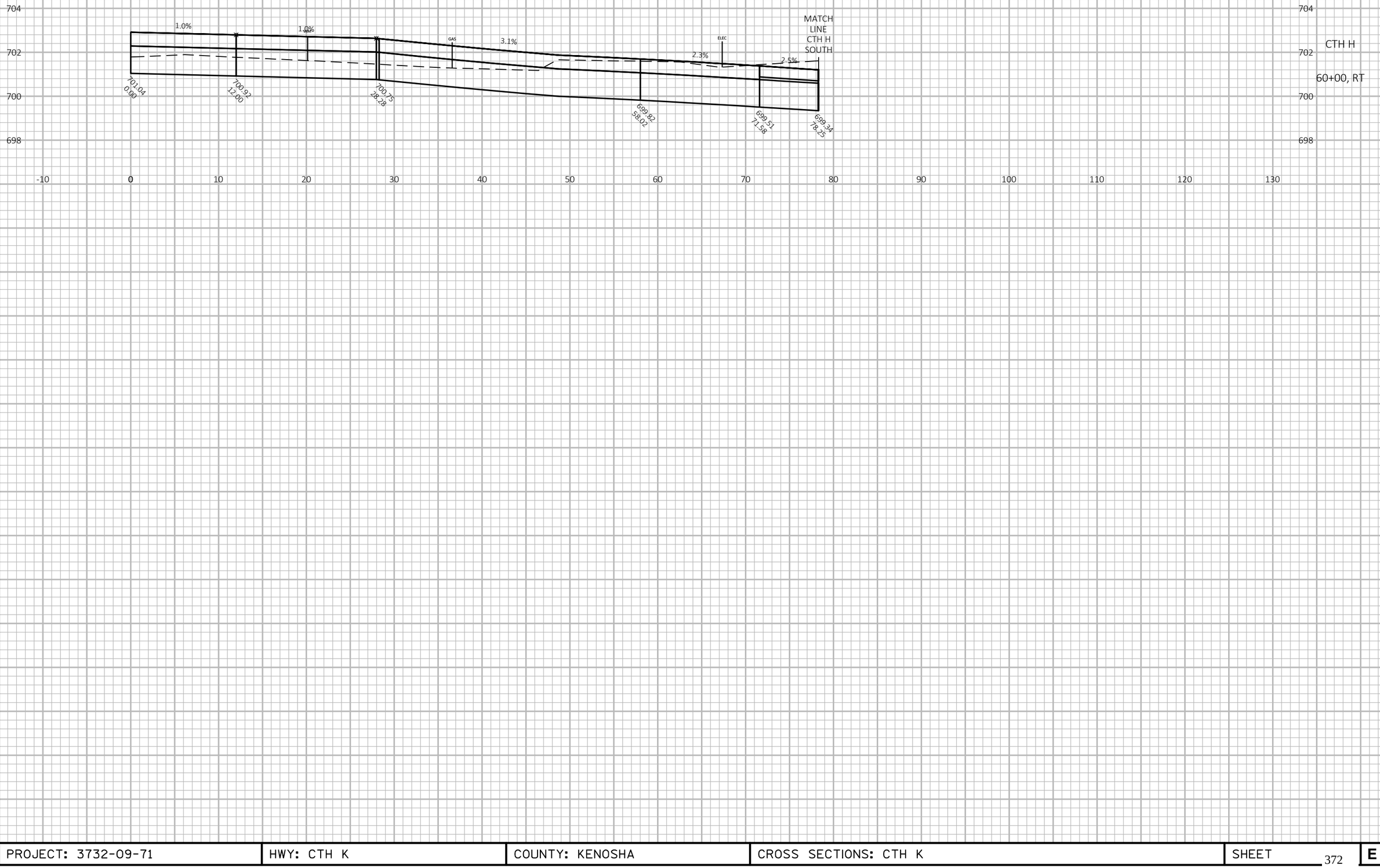
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 371	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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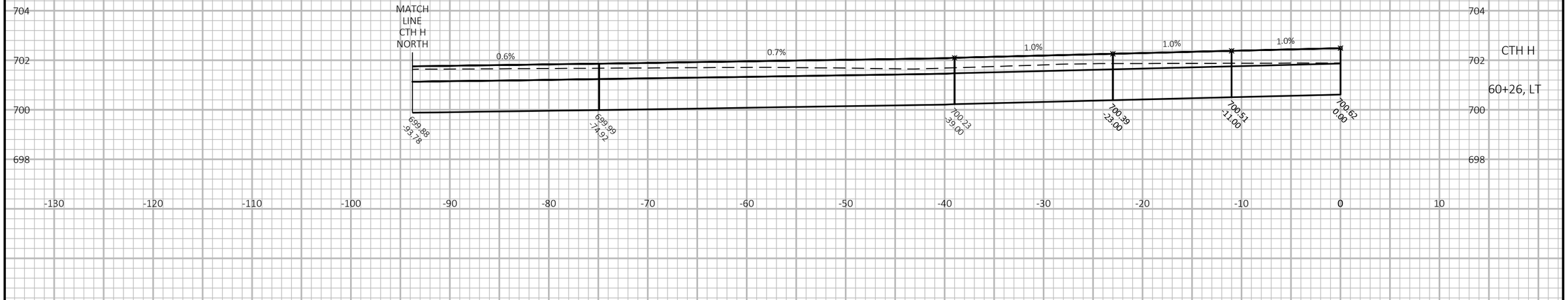
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 372	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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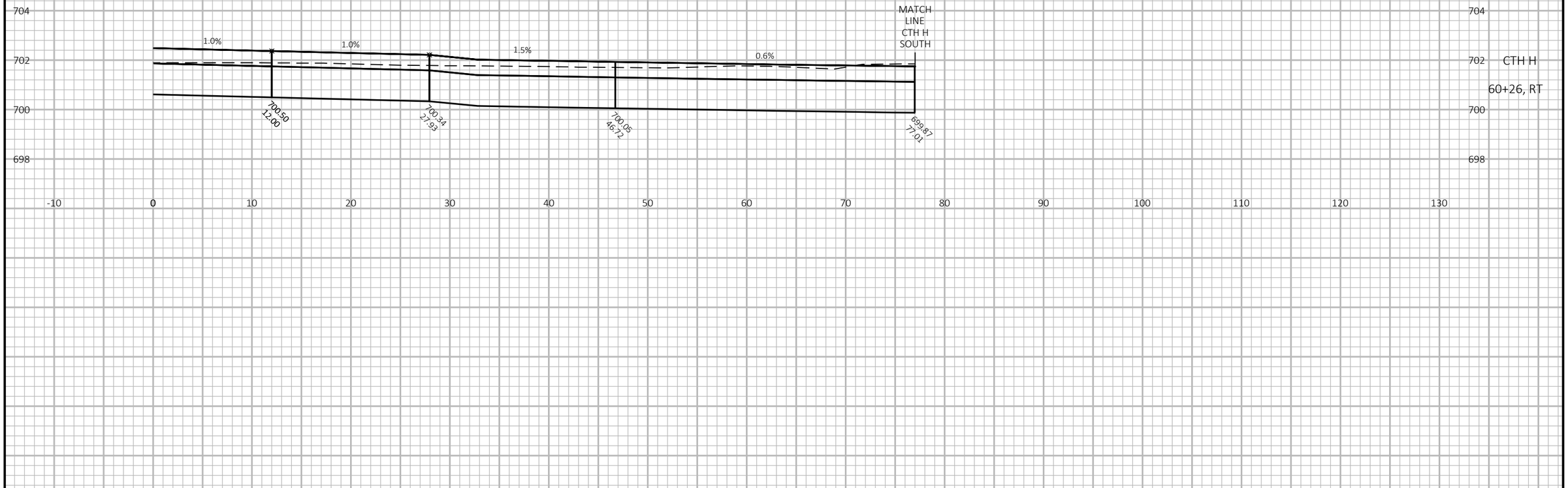
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 373	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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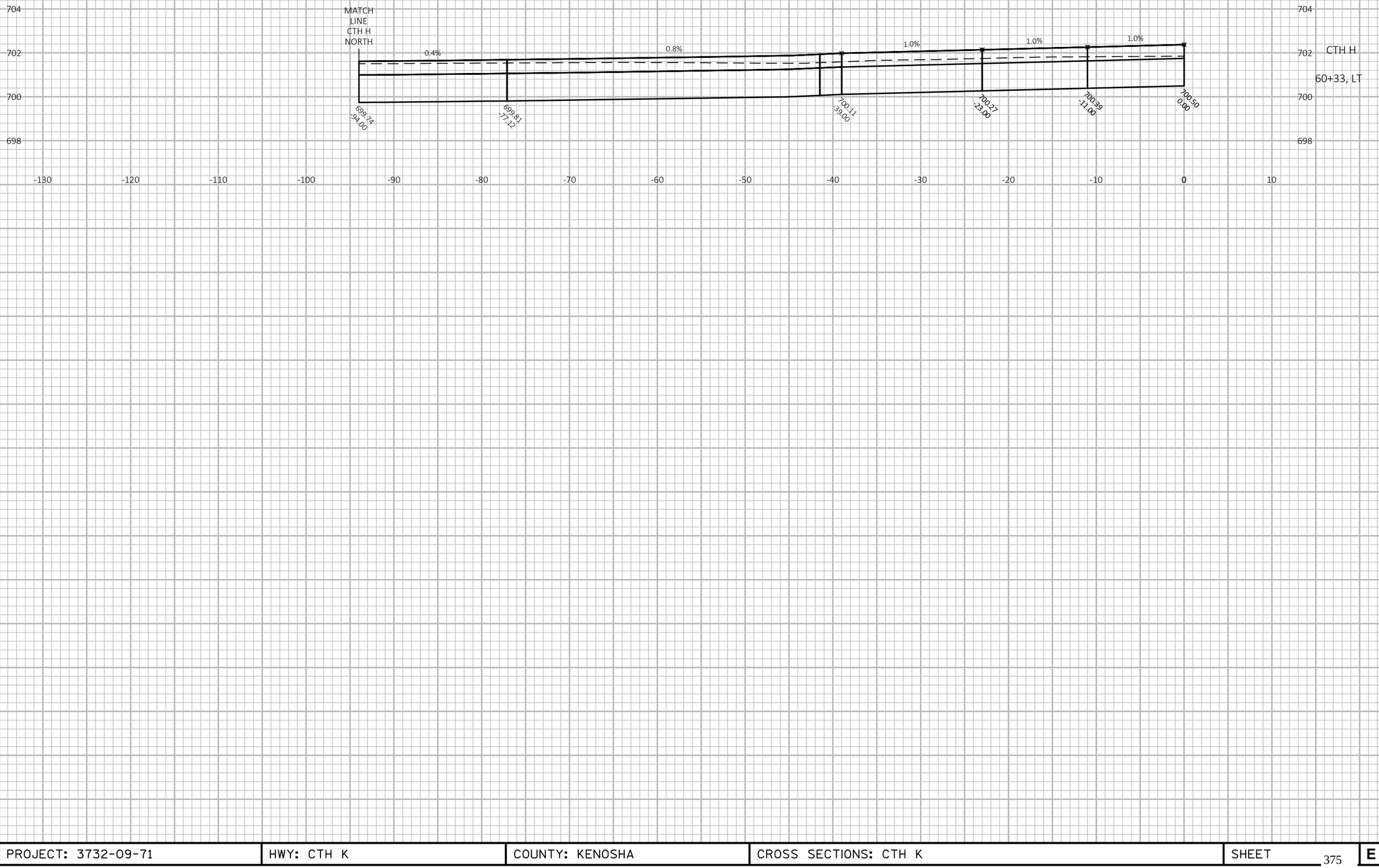
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 374	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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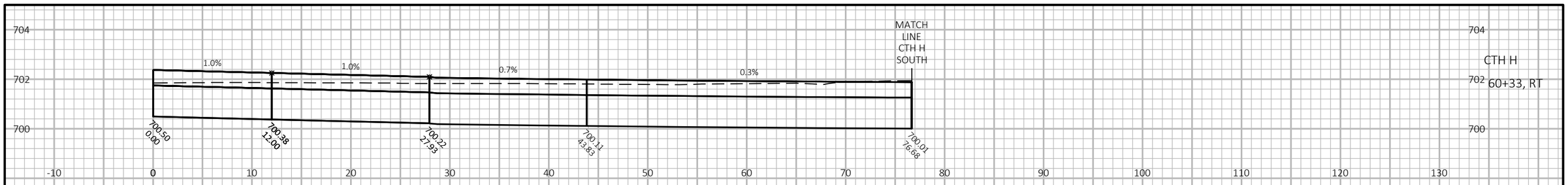
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 375	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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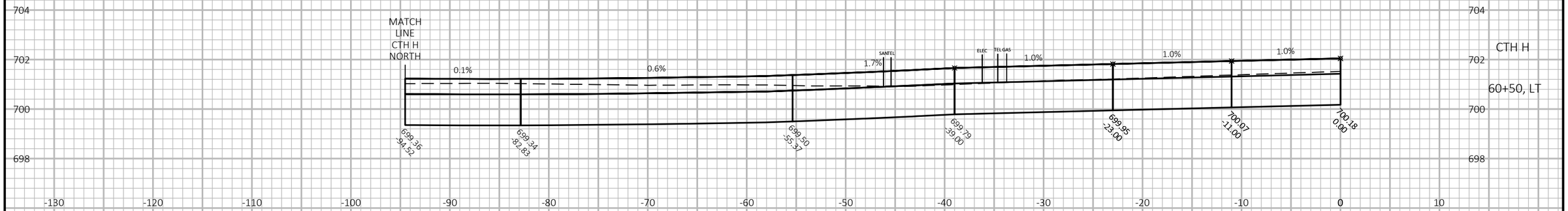
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 376	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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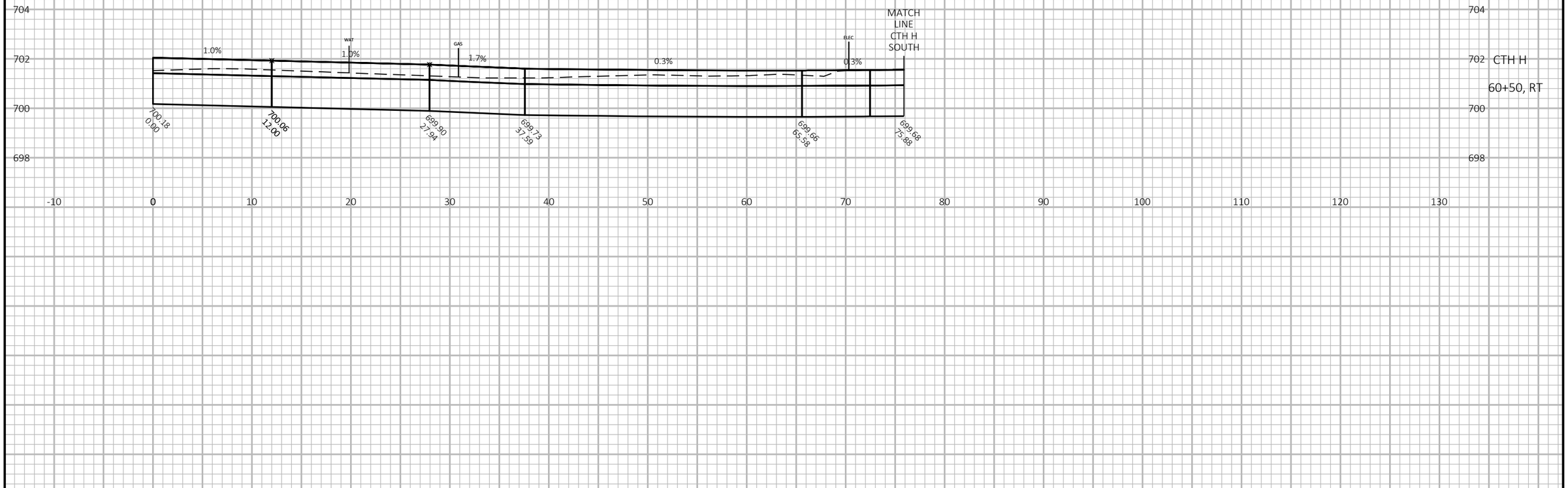
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 377	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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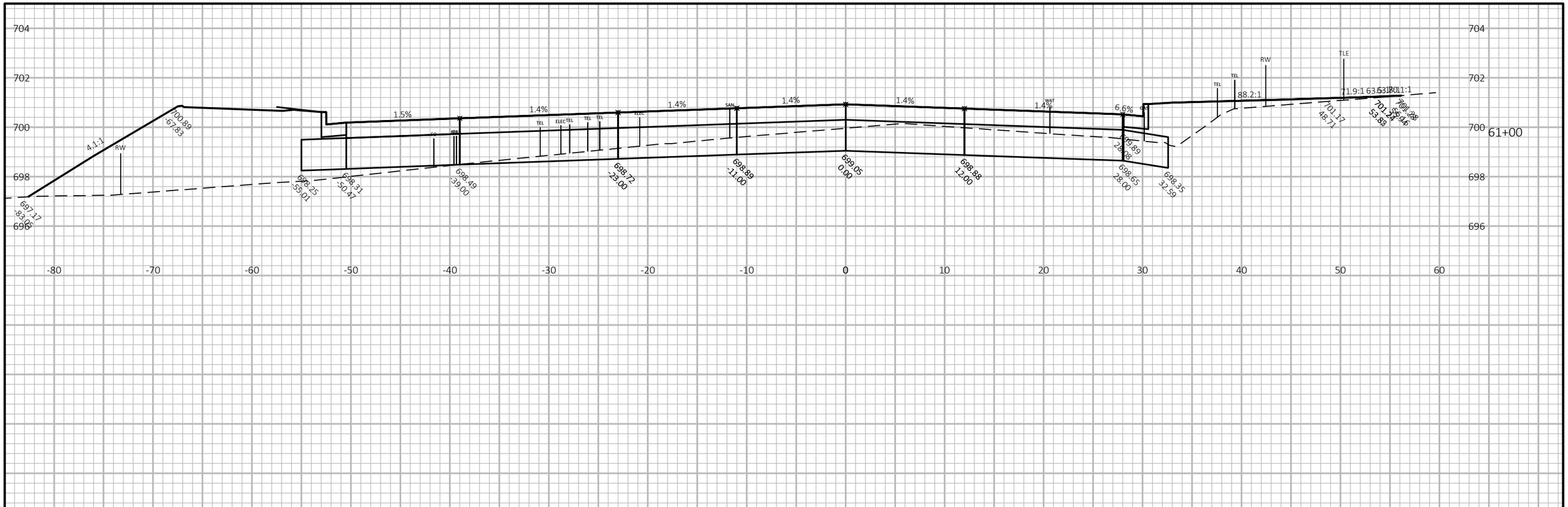
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 378	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

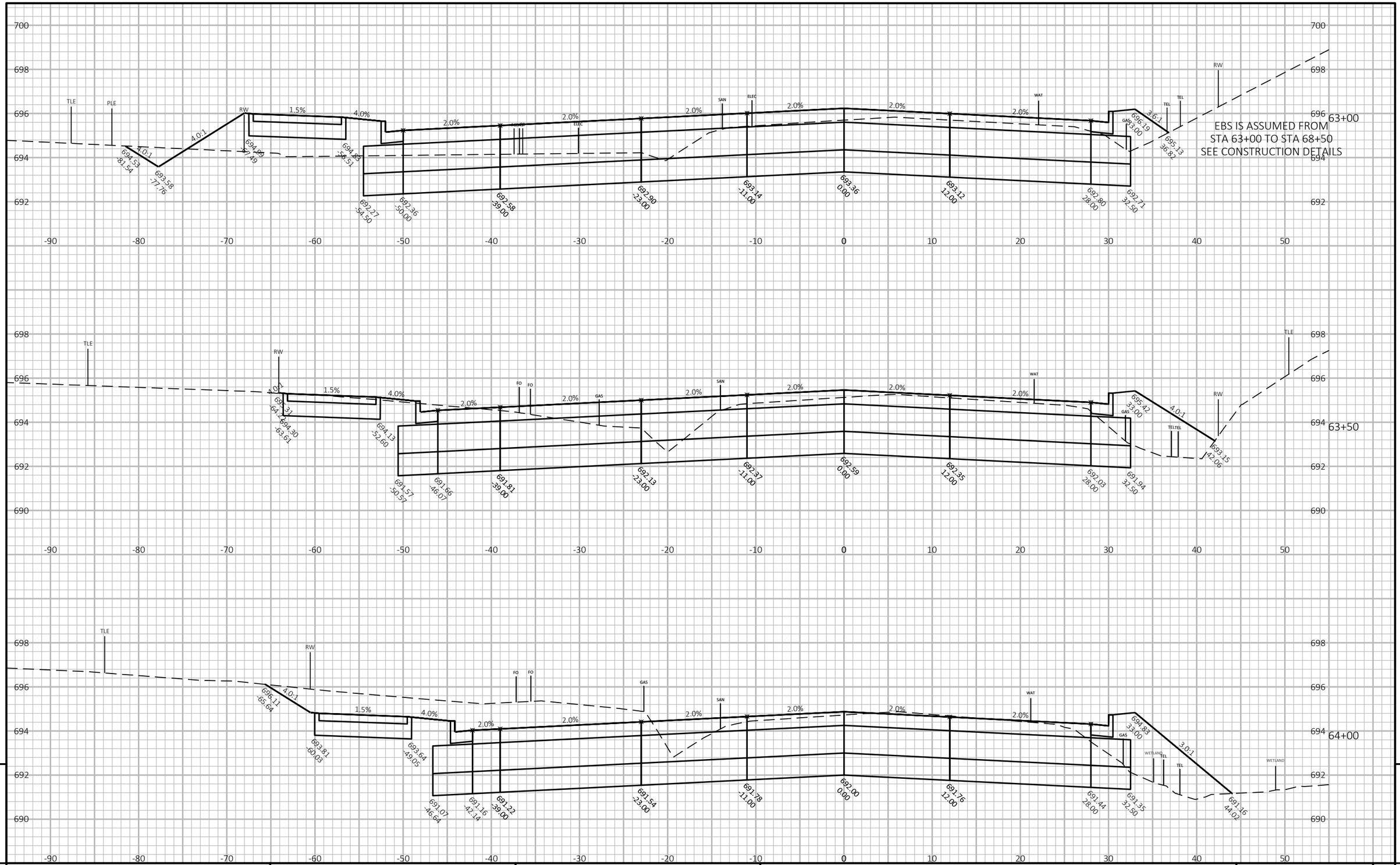


9	PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 379 E

PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 380	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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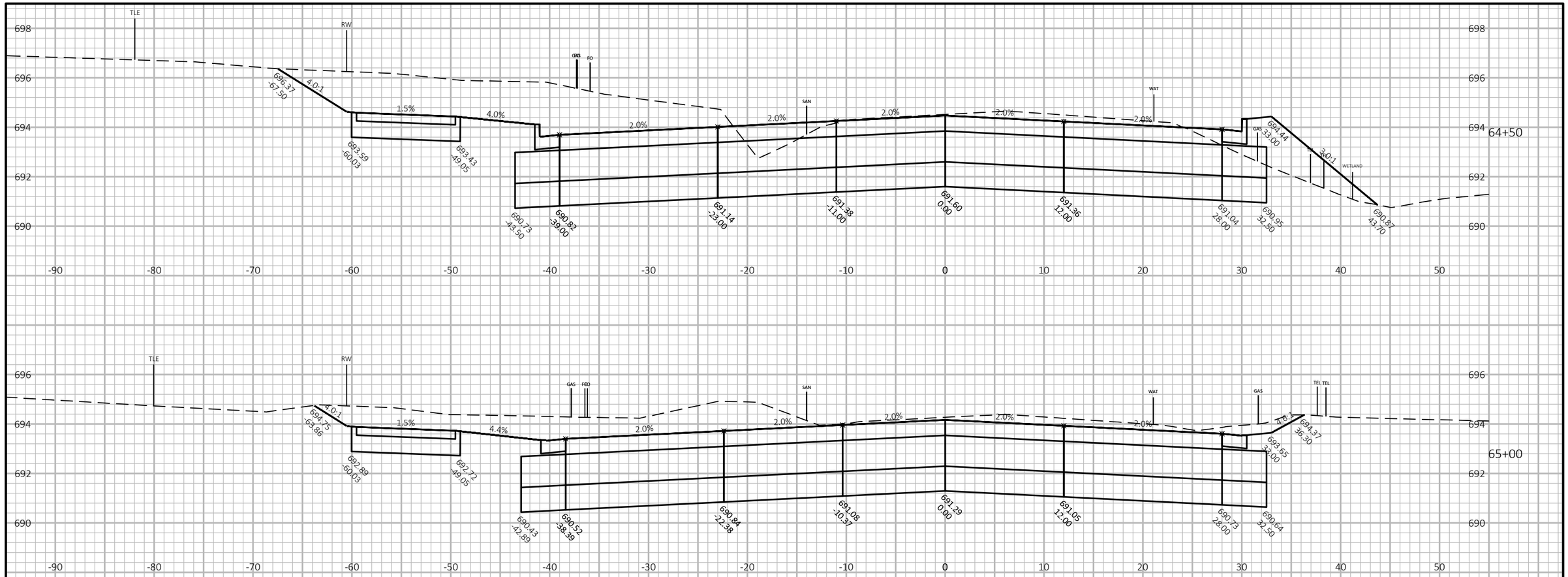
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 381	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:57 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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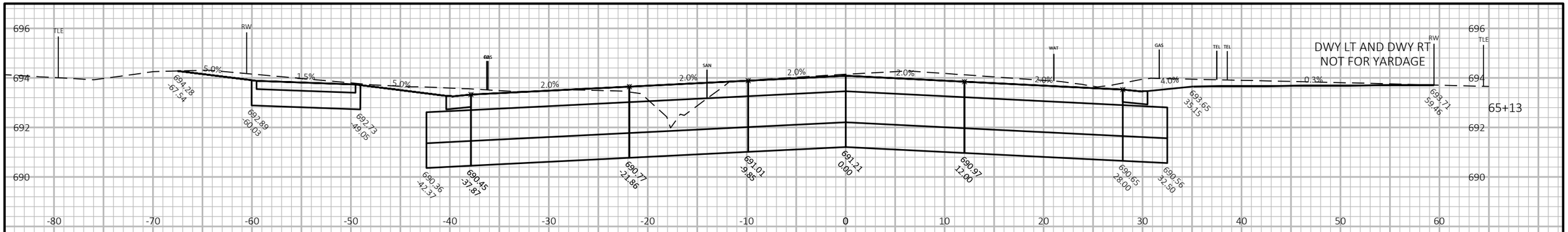
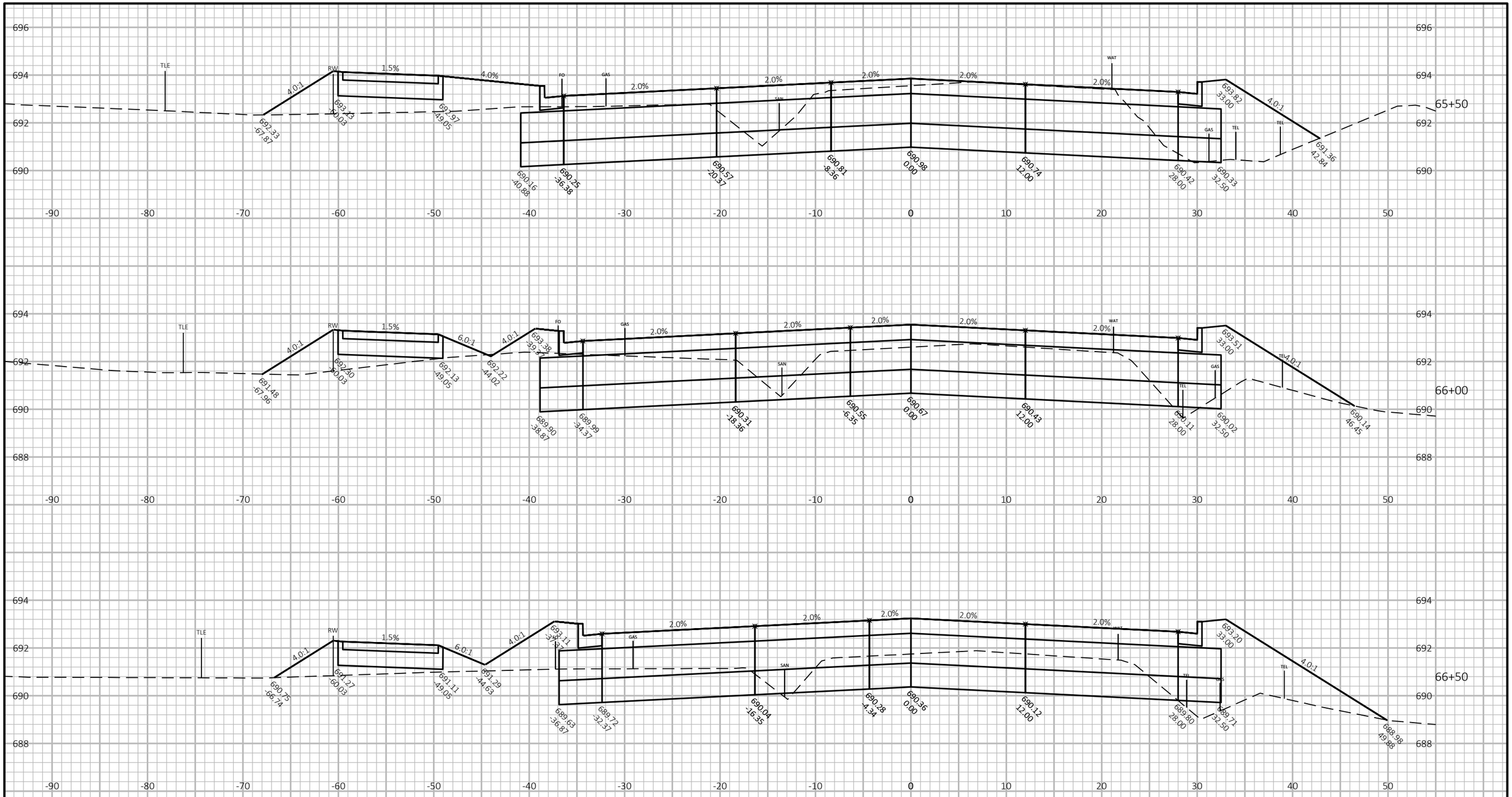
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 382	E

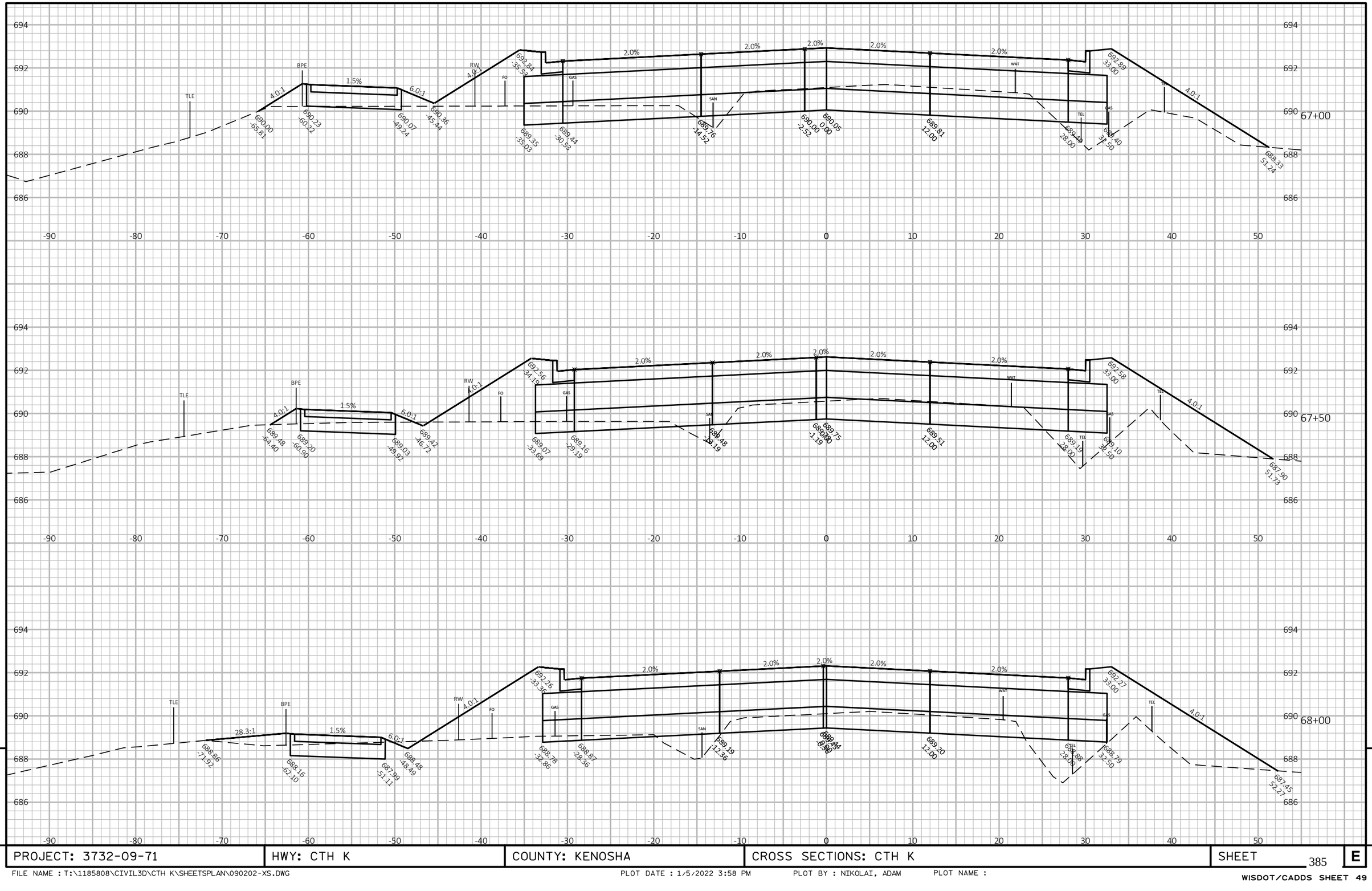


PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 383	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

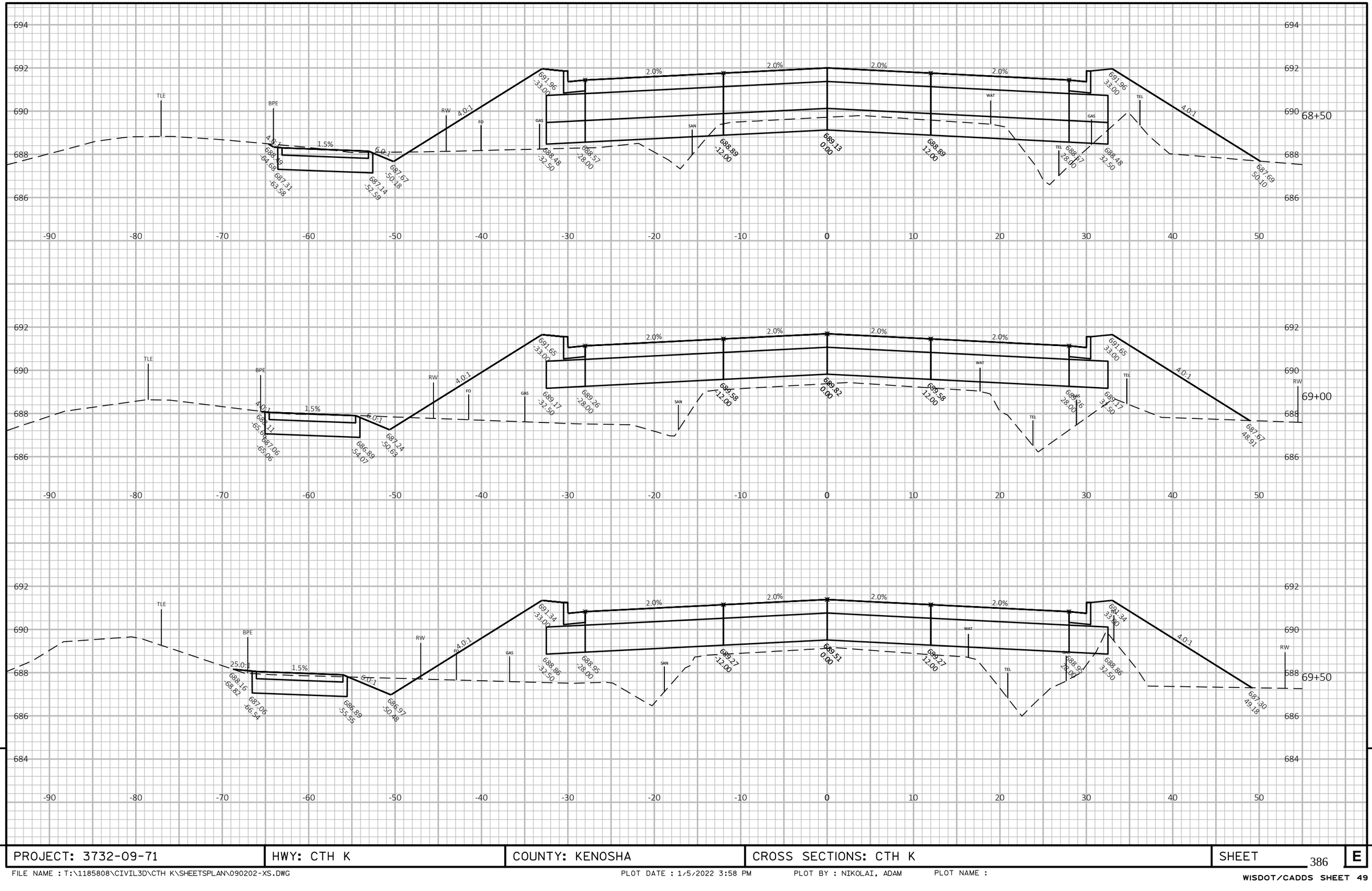

65+50
66+00
66+50
TLE
RW
FO
GAS
SAN
WAT
TEL
4.0:1
6.0:1
1.5%
2.0%
4.0%



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 385	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

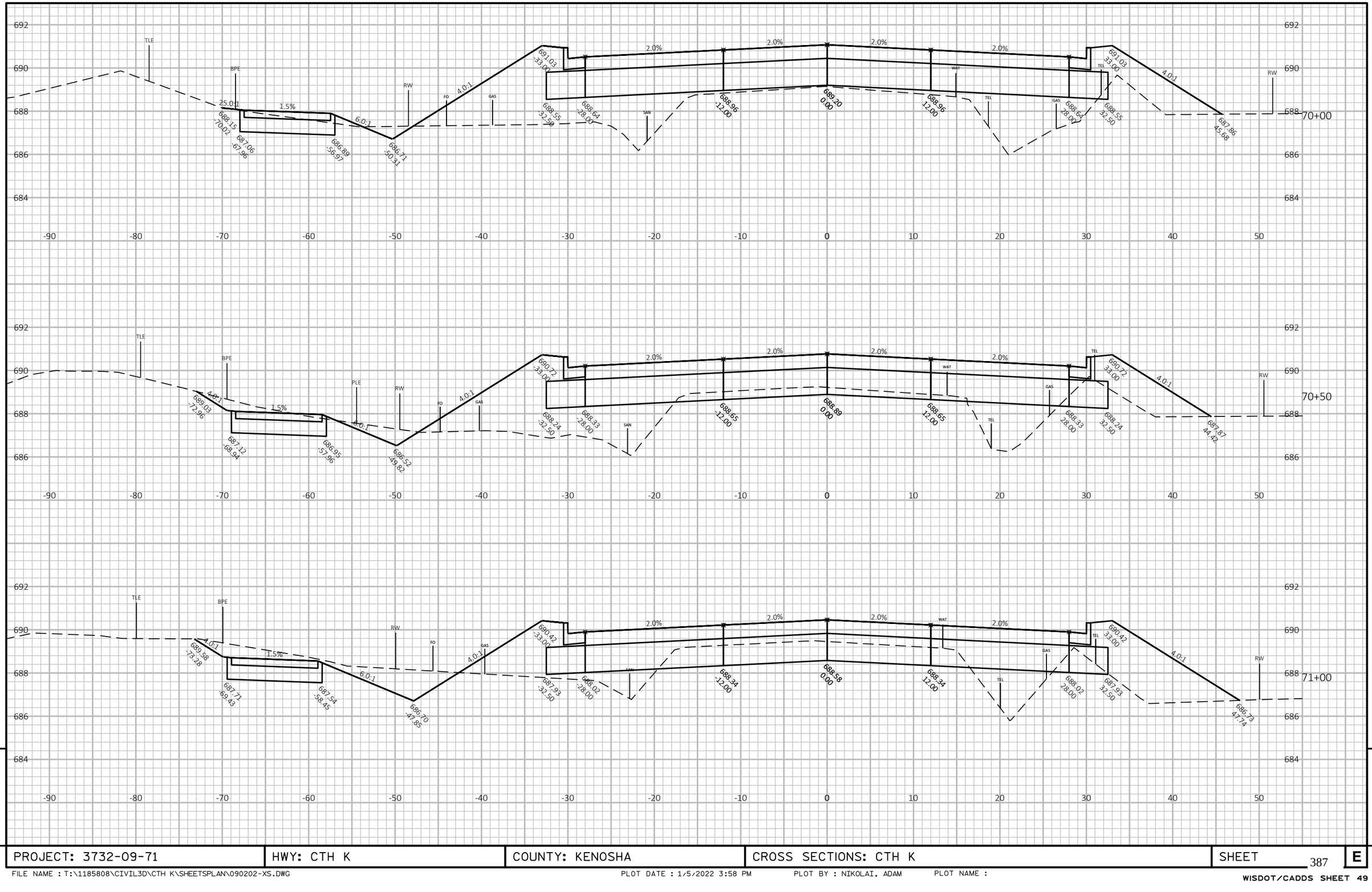
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 386	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

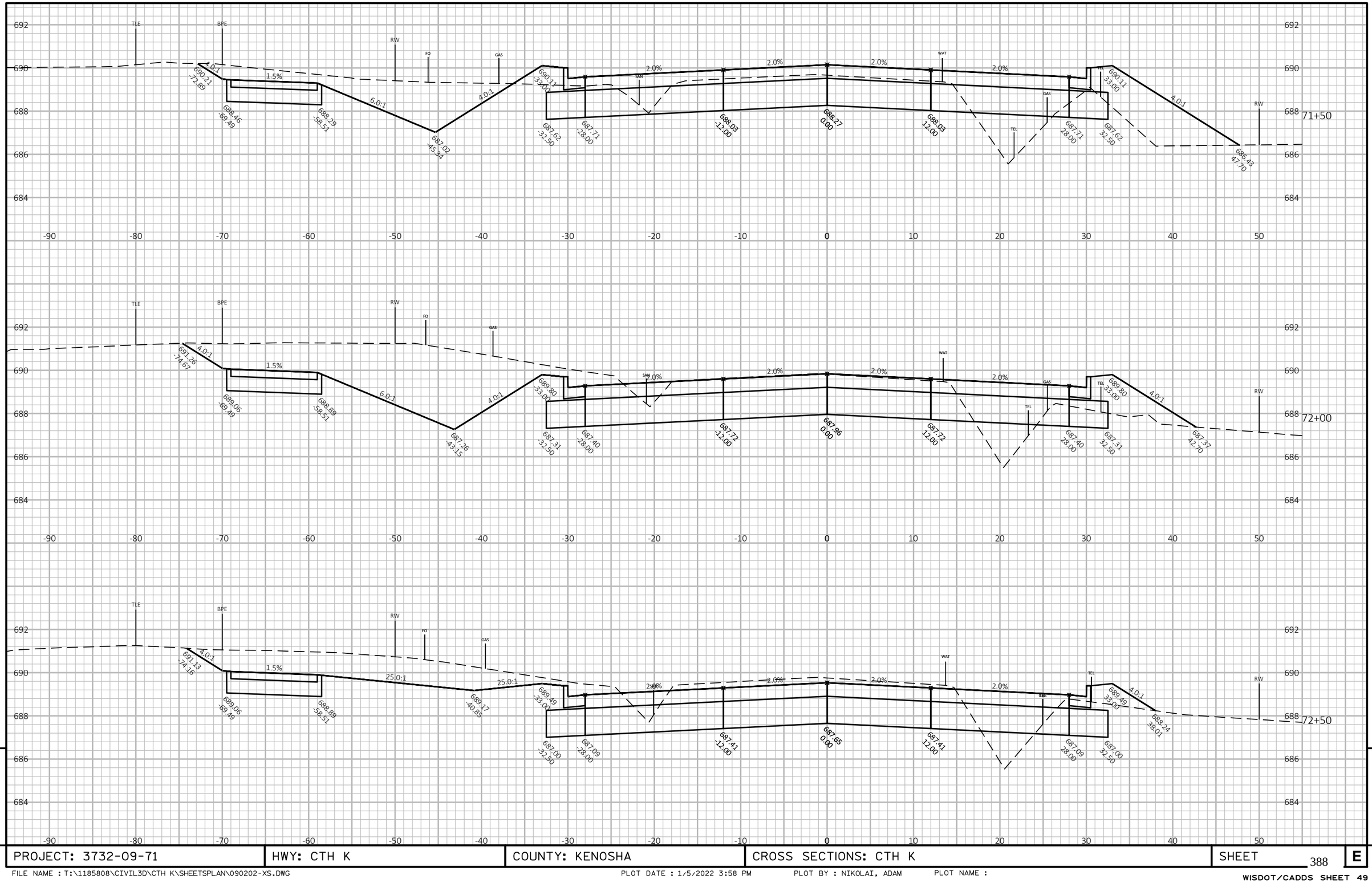
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 387	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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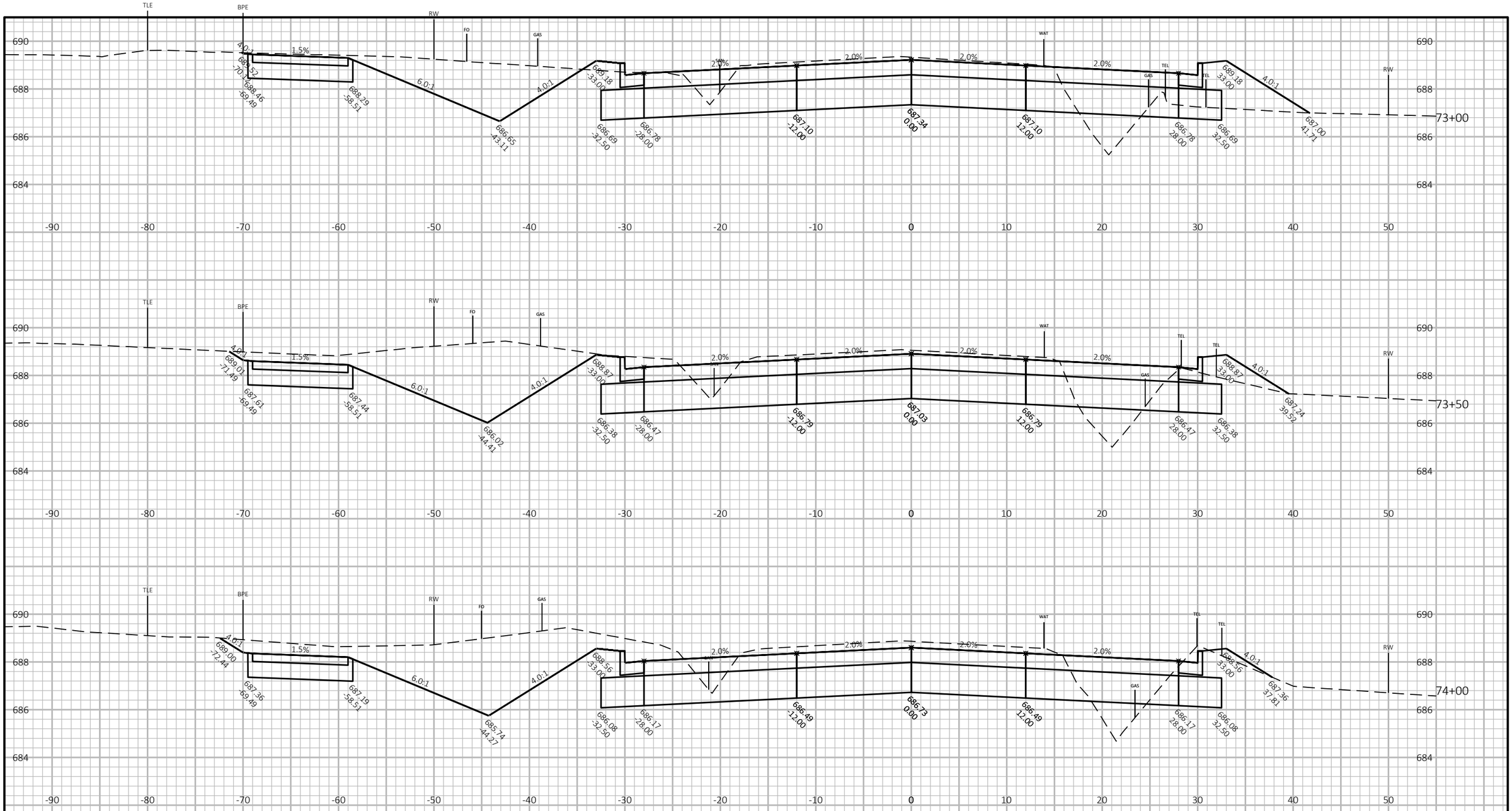
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 388	E



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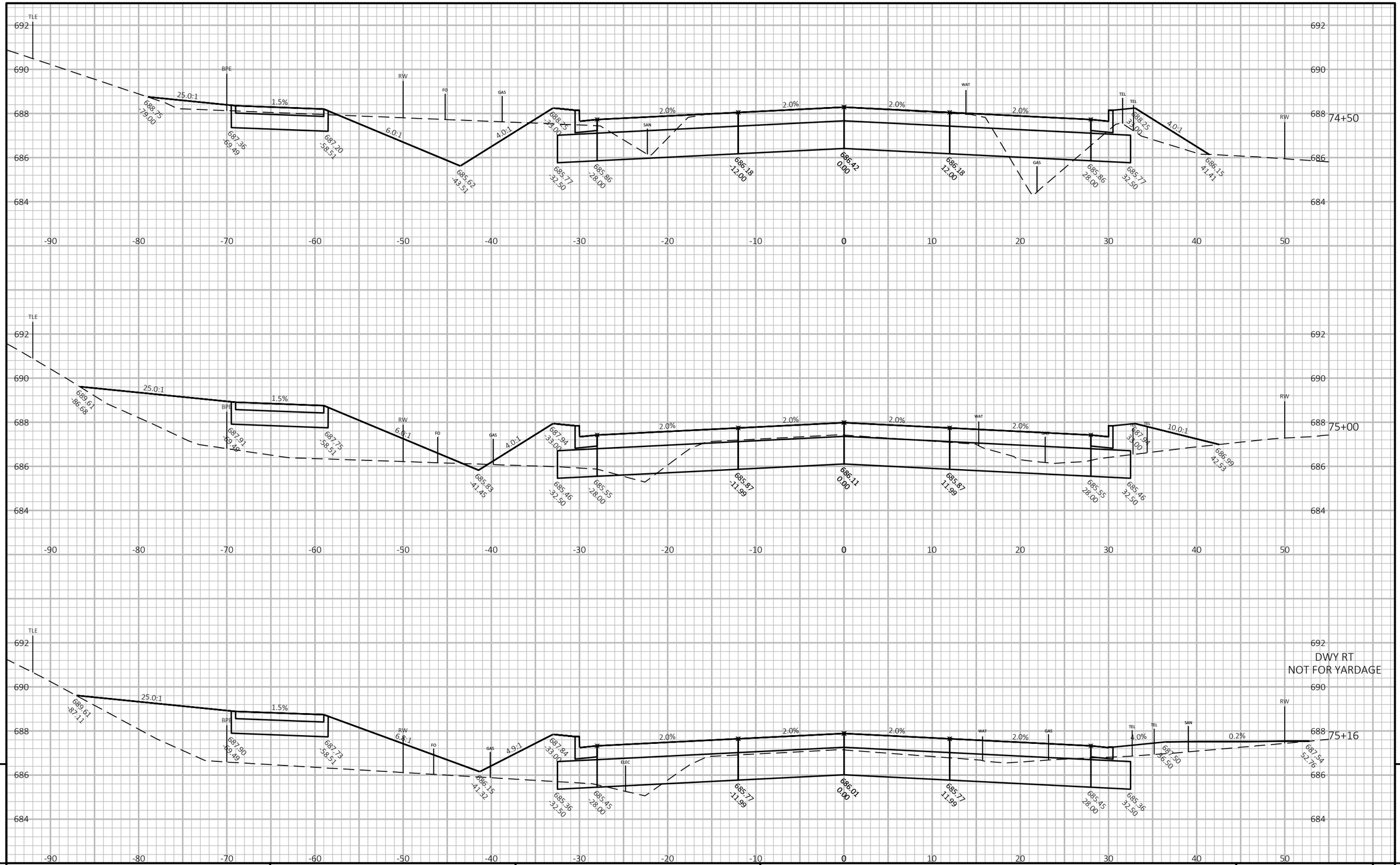
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 389	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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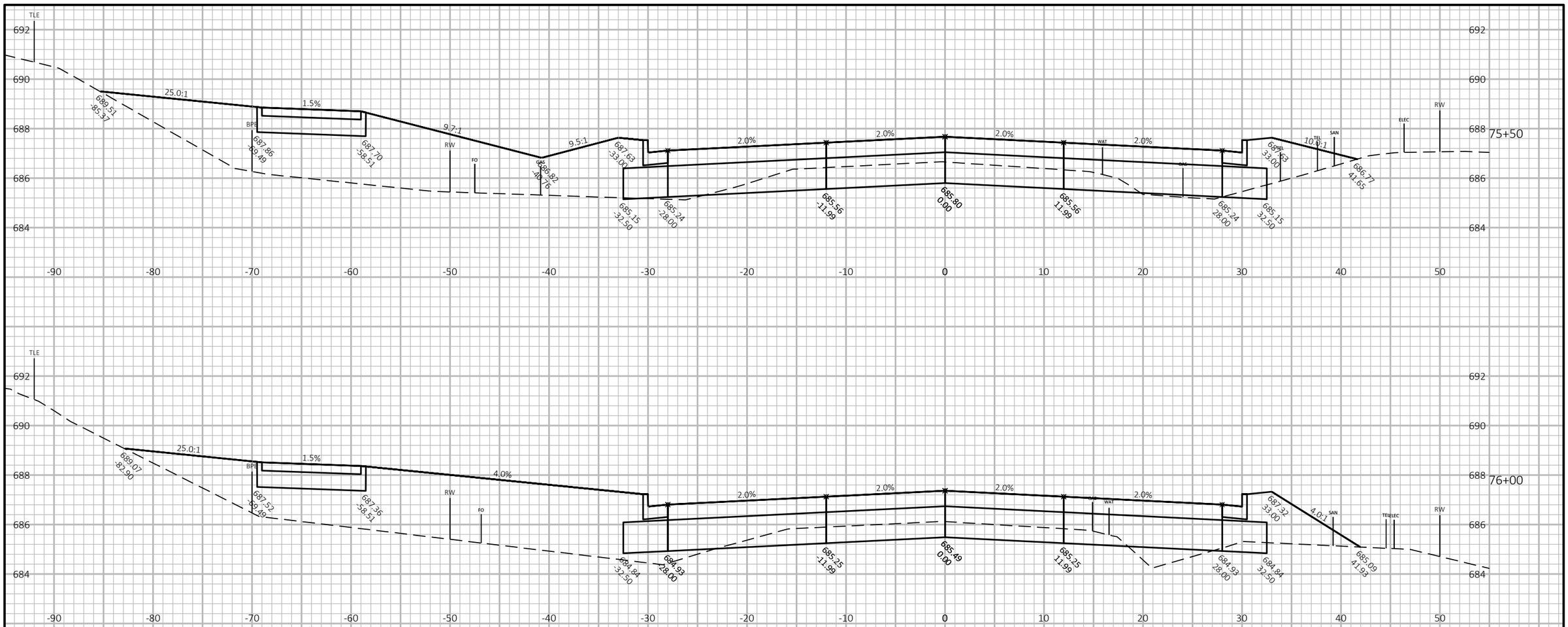
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 390	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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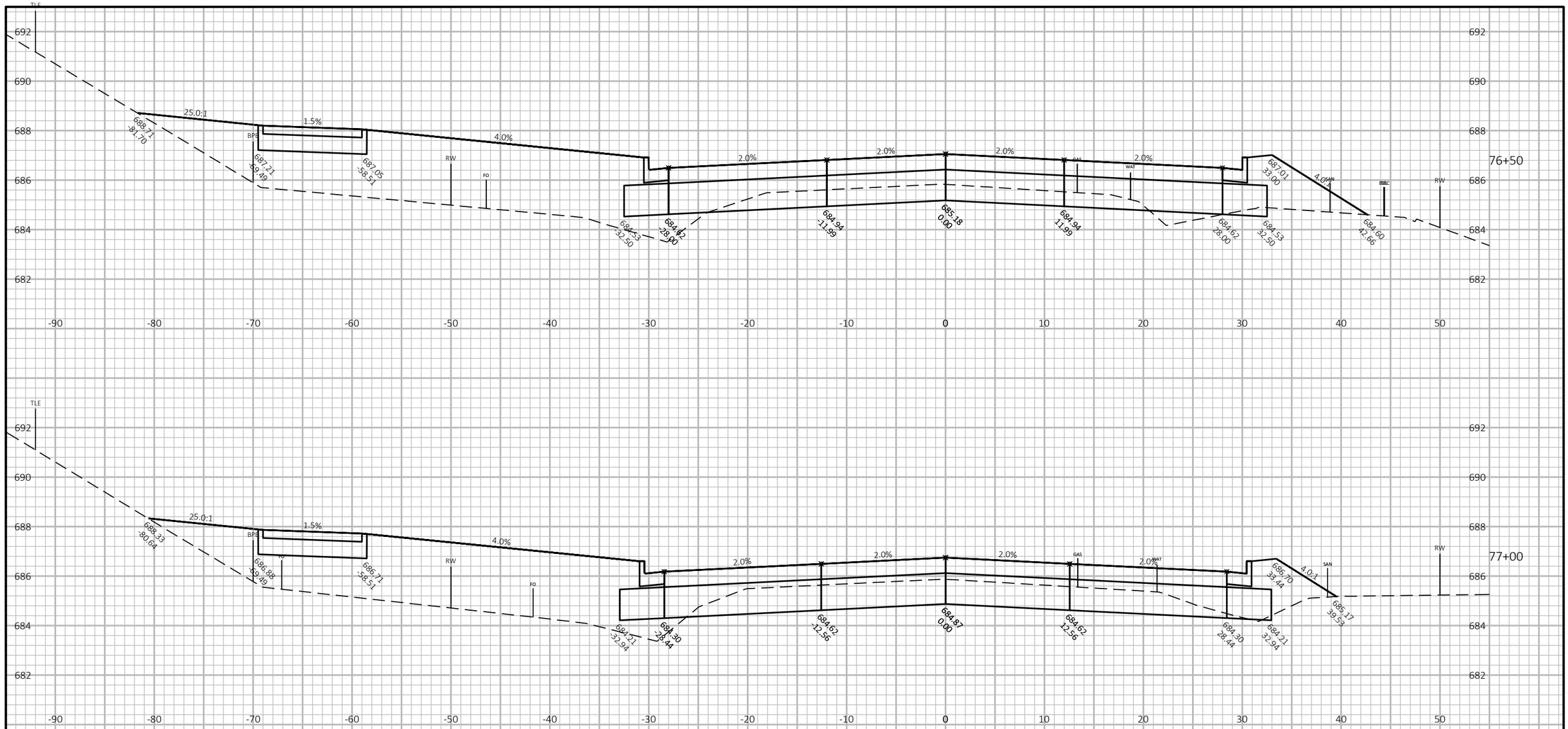
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 391	E



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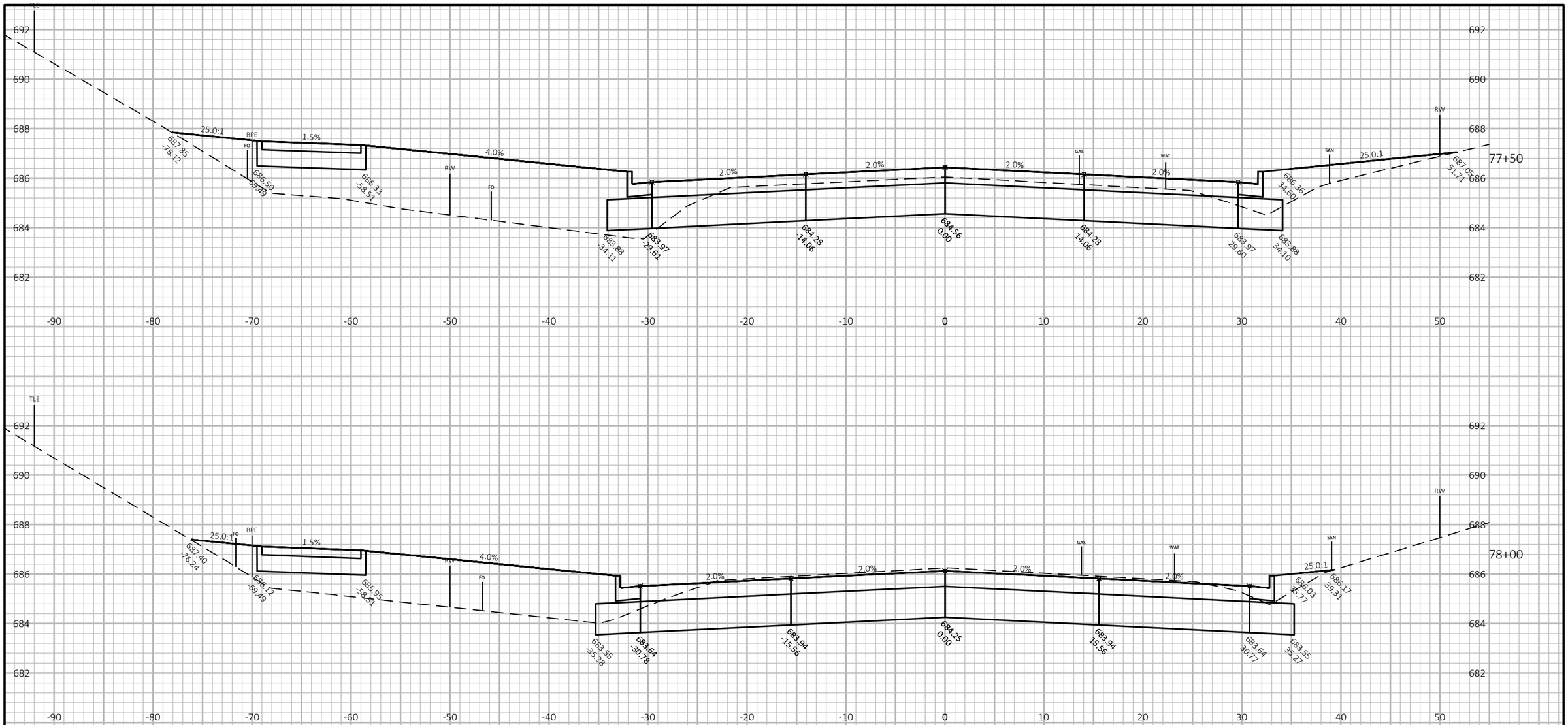
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 392	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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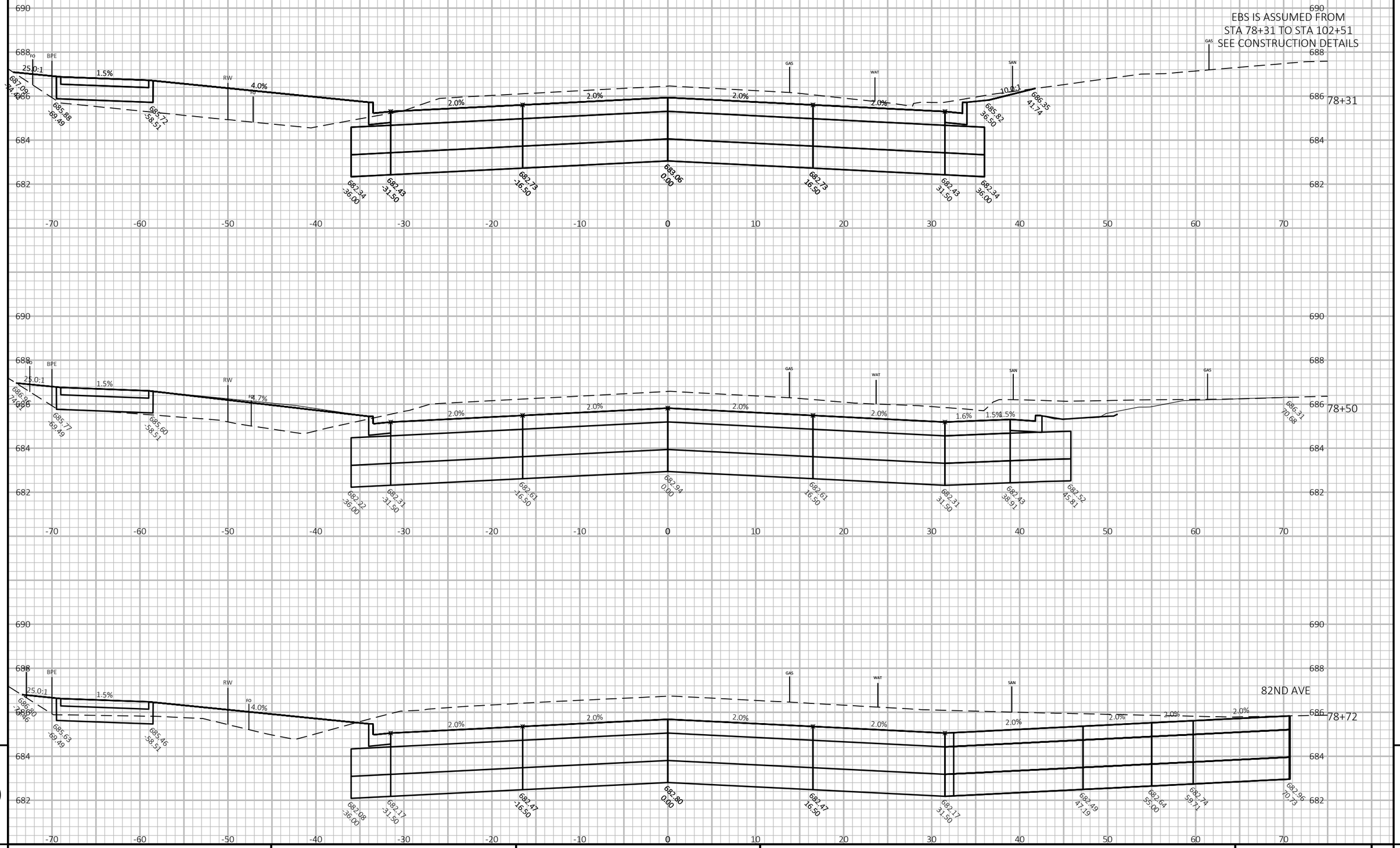
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 393	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

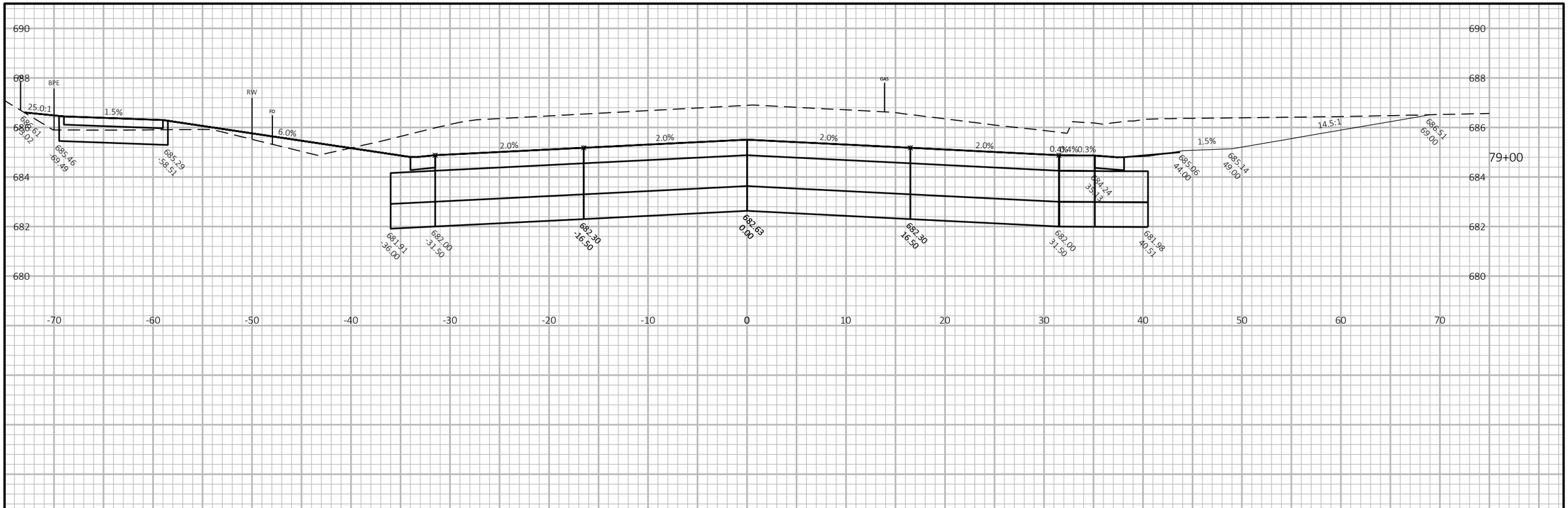
WISDOT/CADDS SHEET 49

EBS IS ASSUMED FROM
STA 78+31 TO STA 102+51
SEE CONSTRUCTION DETAILS



9	PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 394 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/6/2022 8:30 AM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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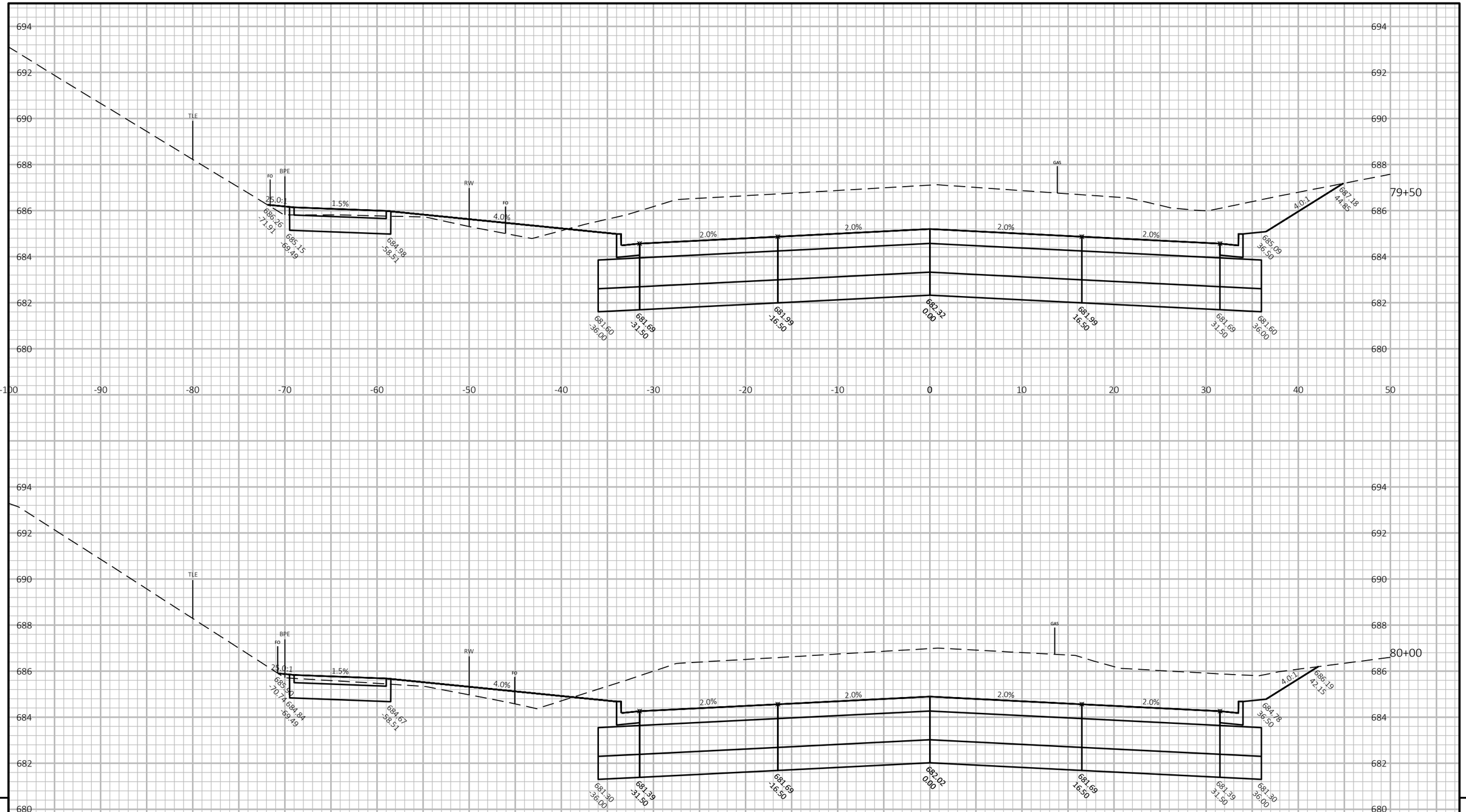
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 395	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

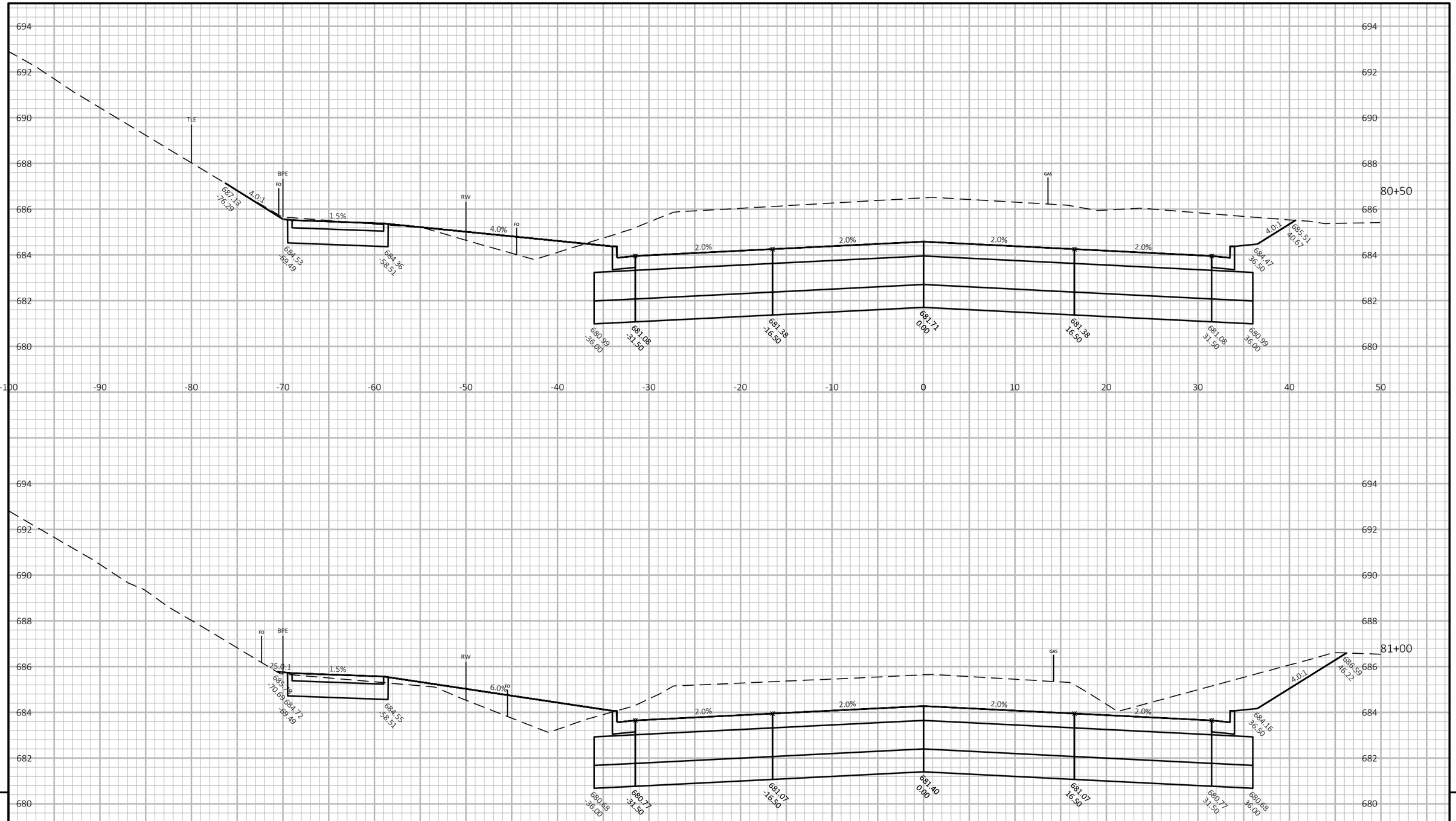
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 396	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

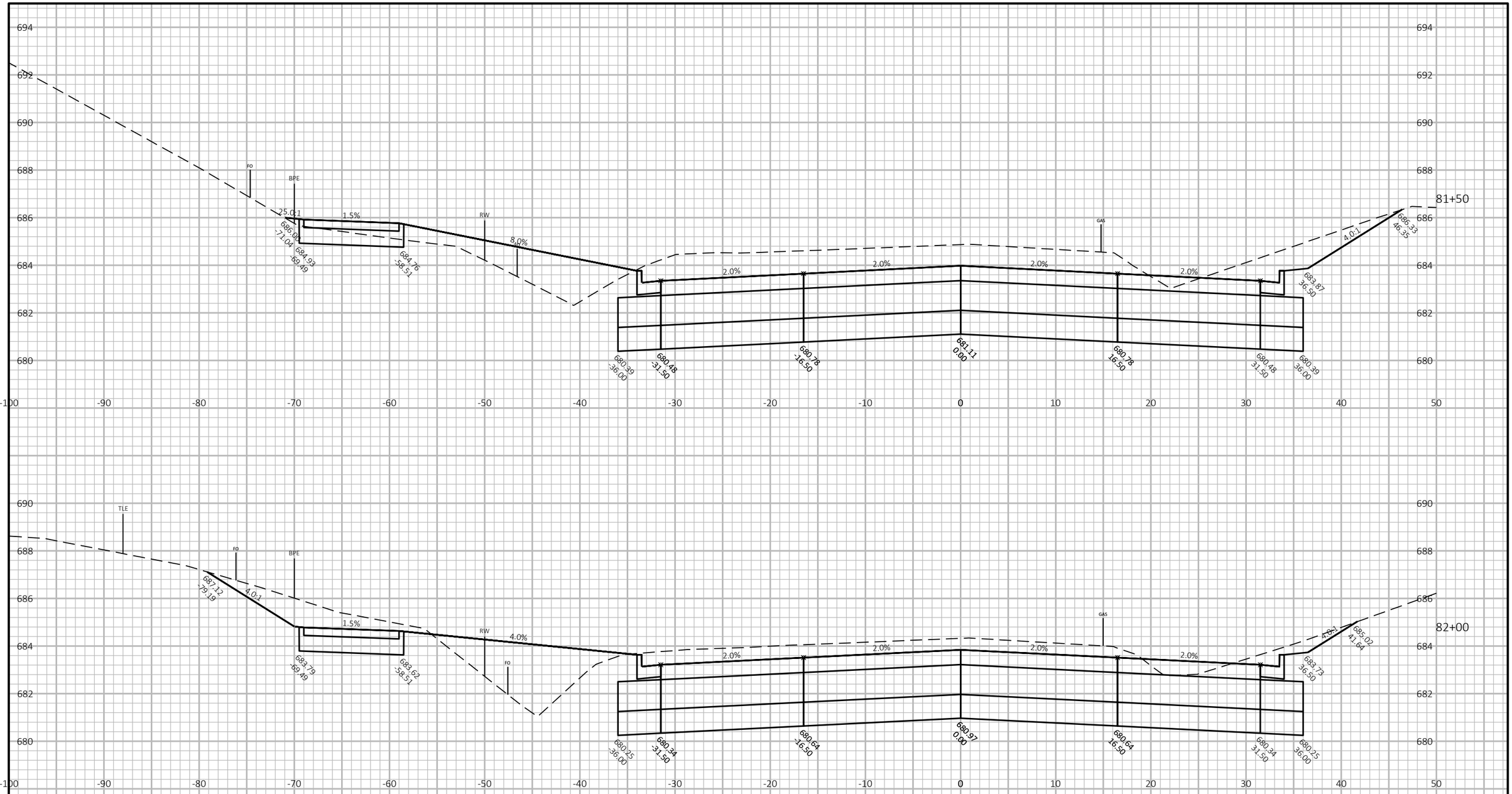
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 397 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

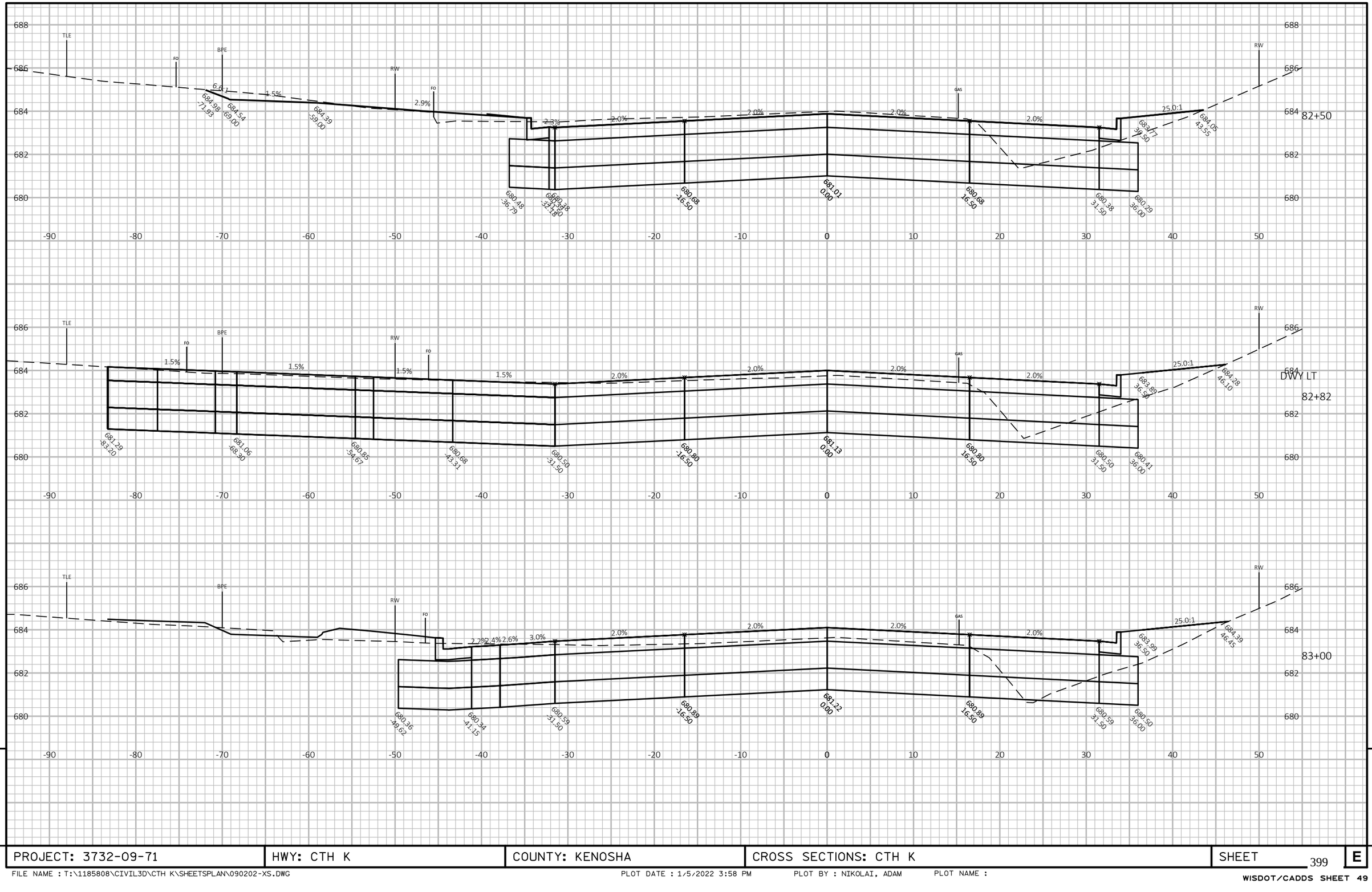
WISDOT/CADDS SHEET 49



9	PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 398 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:58 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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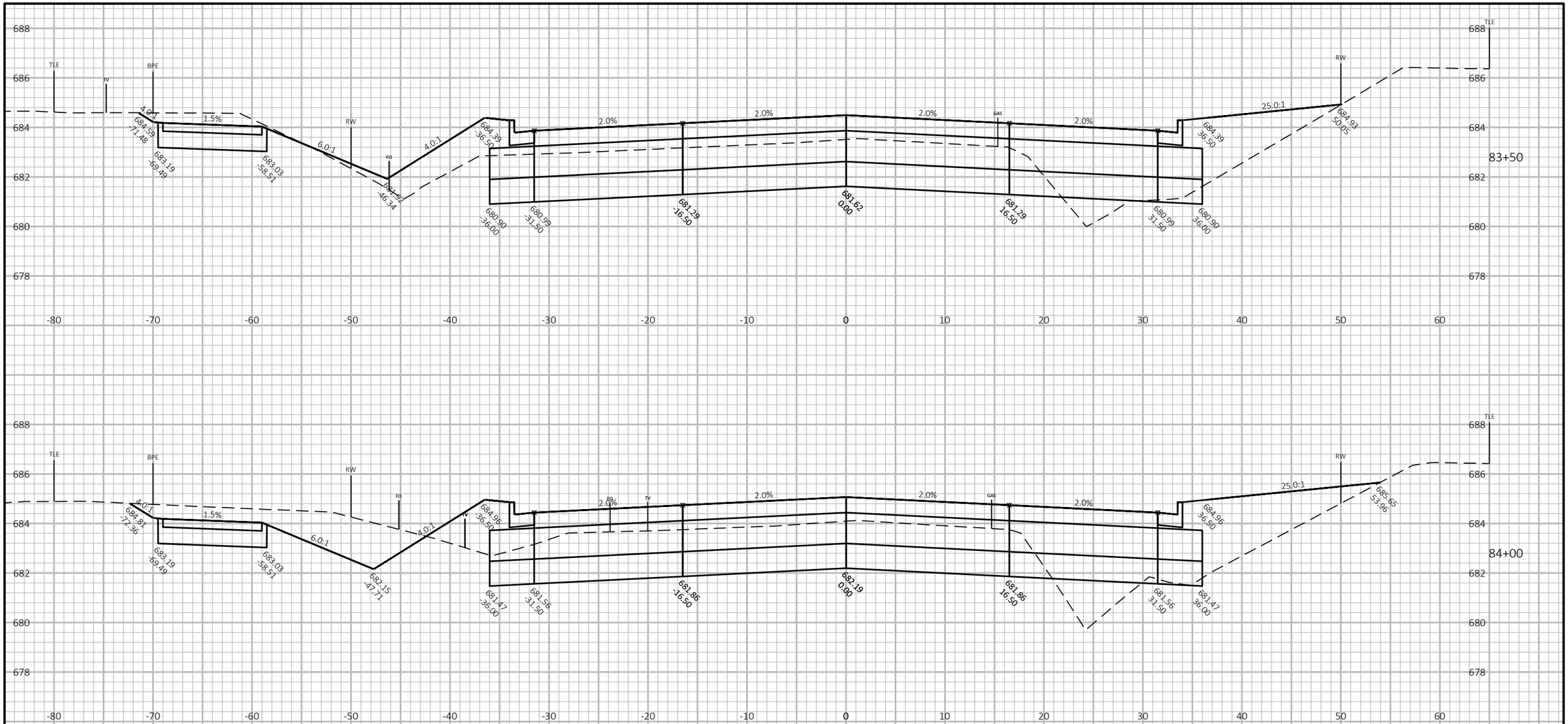
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 399	E



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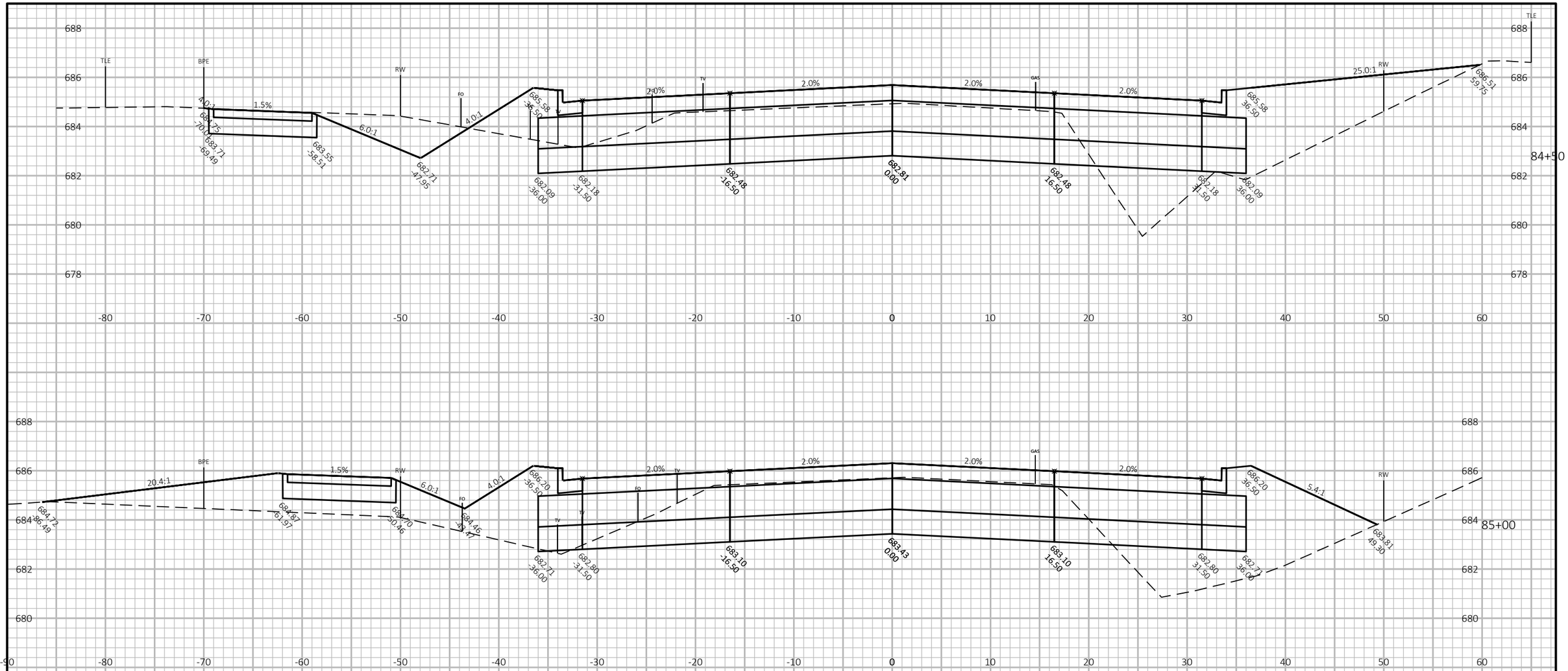
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 400	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:59 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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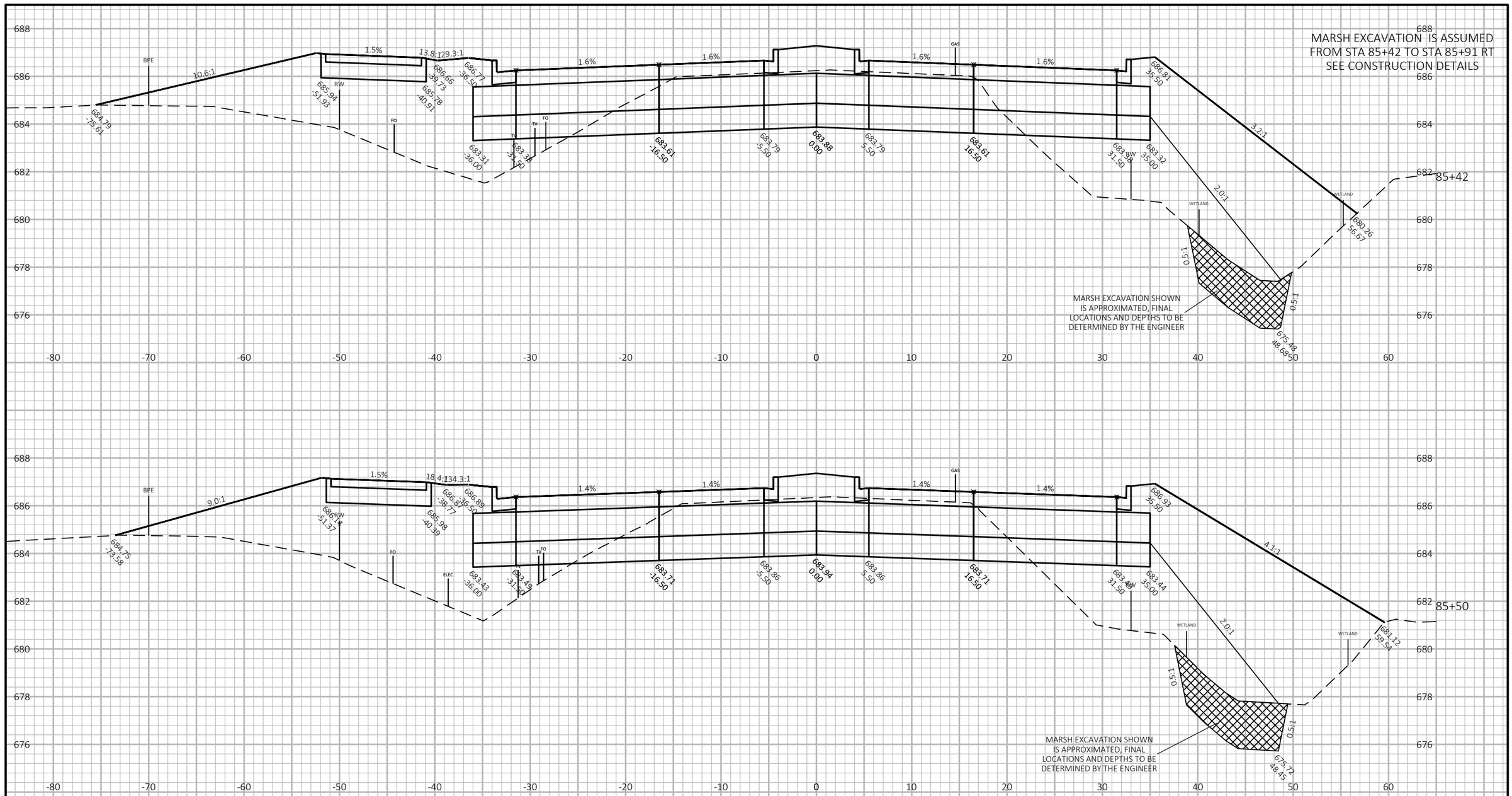
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 401	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:59 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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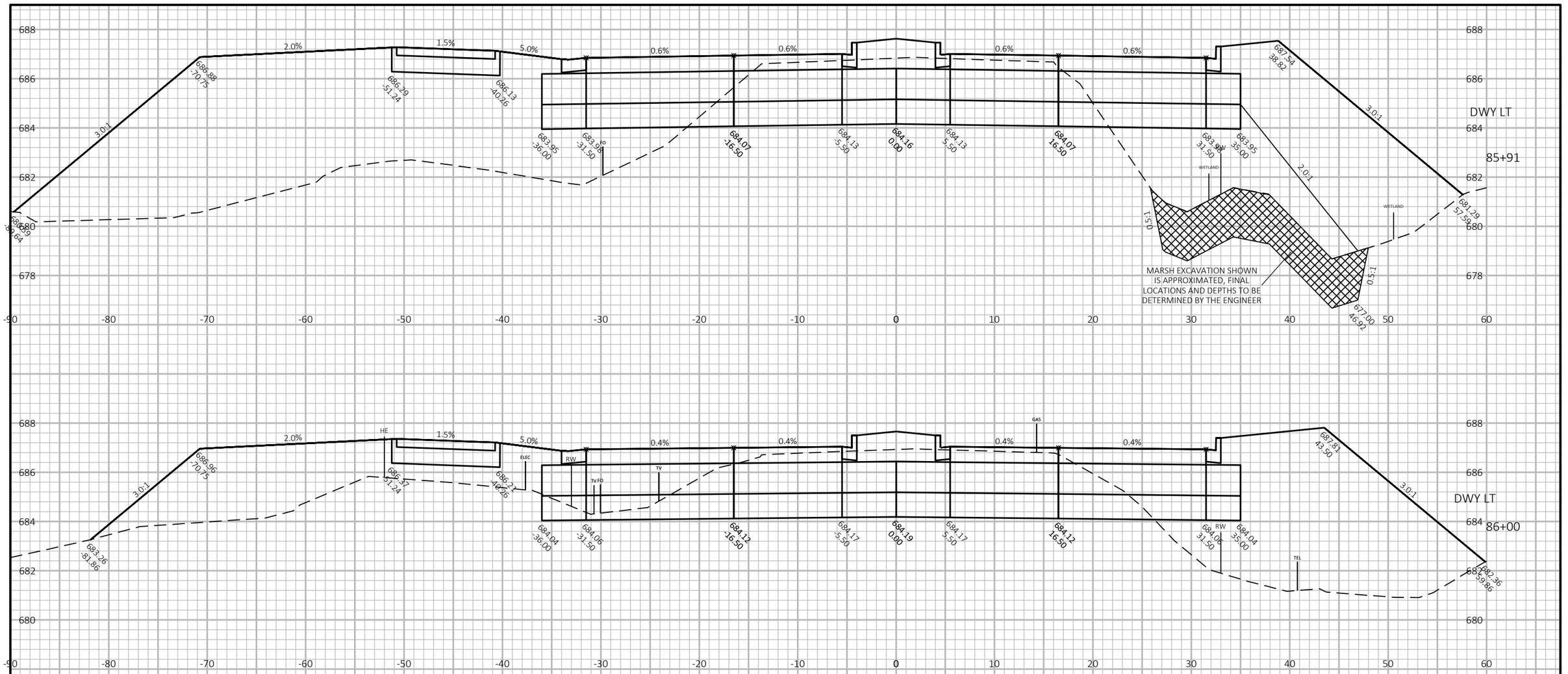
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 402	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:59 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 403	E

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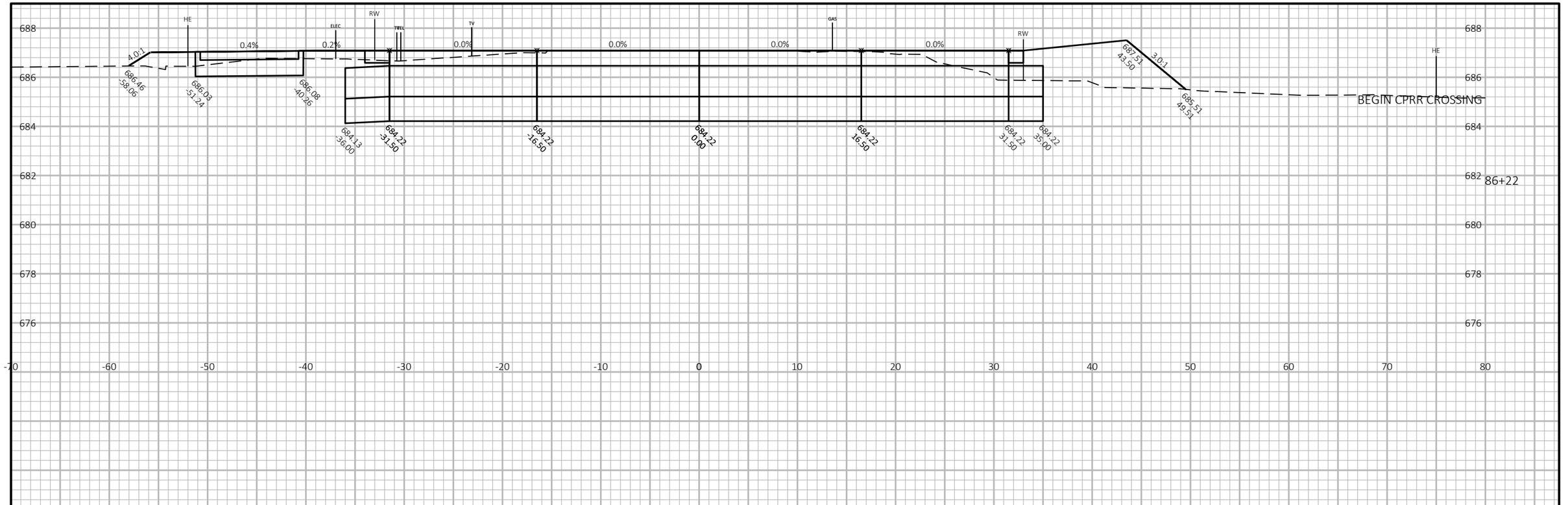
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 3:59 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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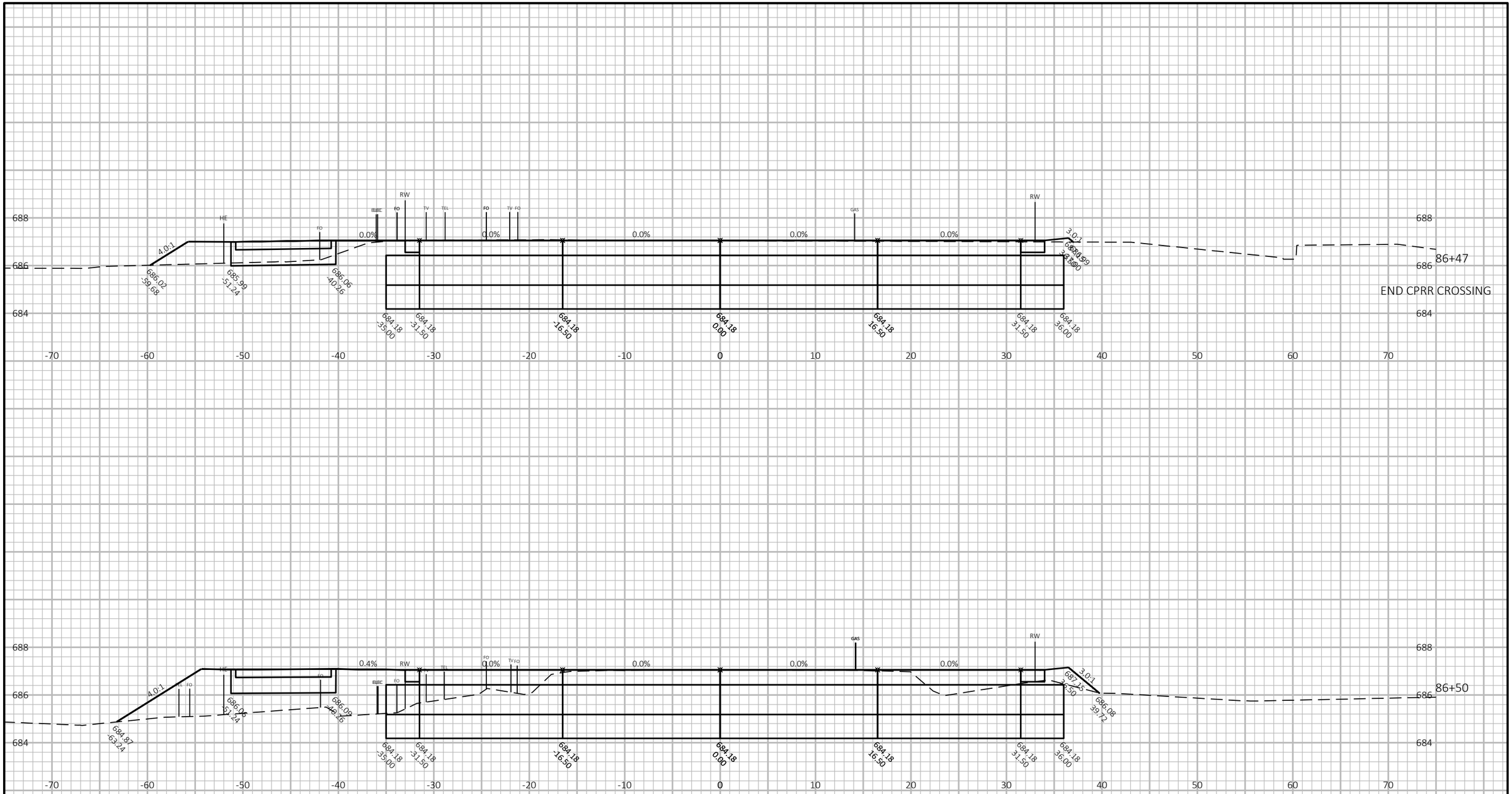
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 404	E



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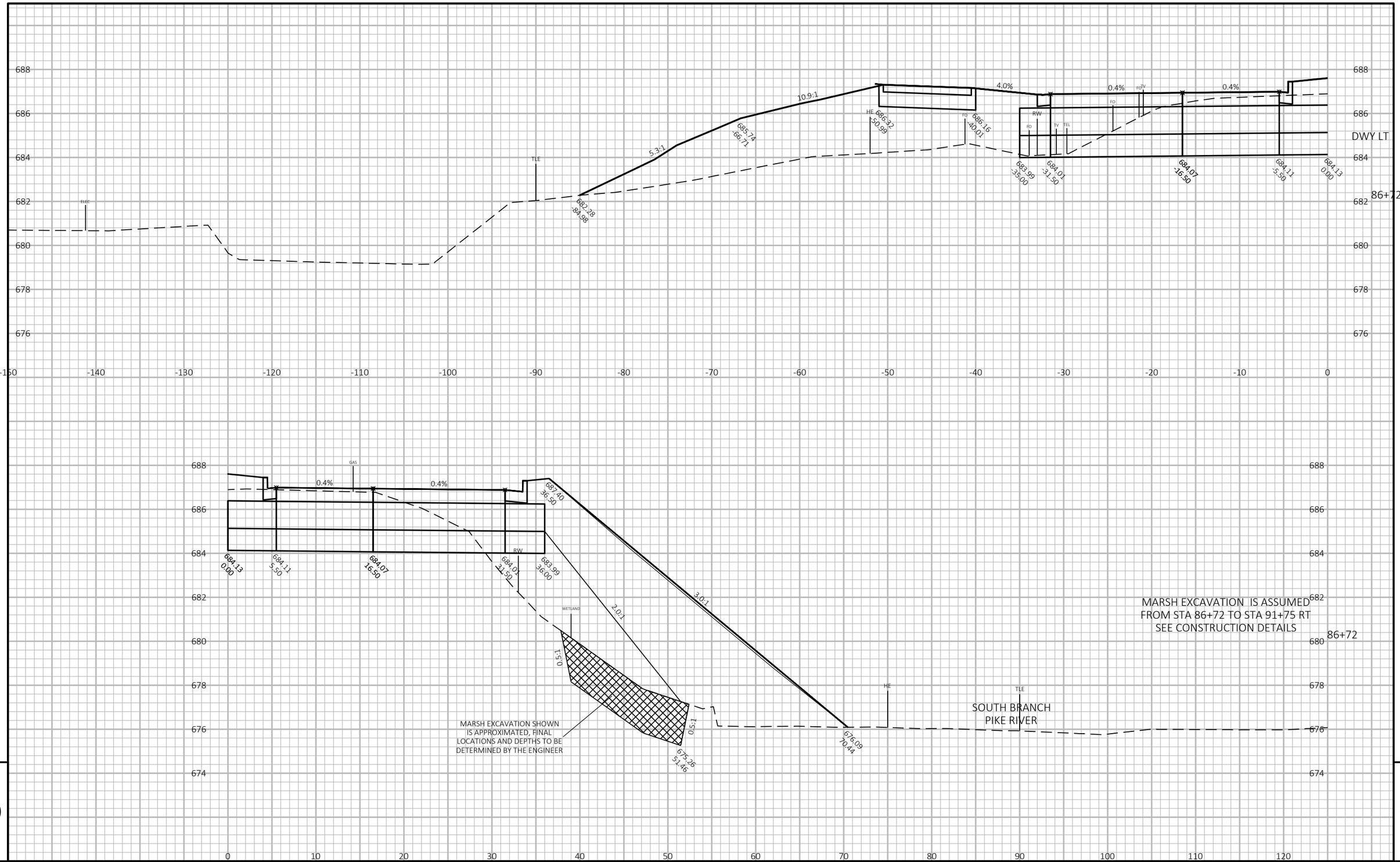
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 405	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:05 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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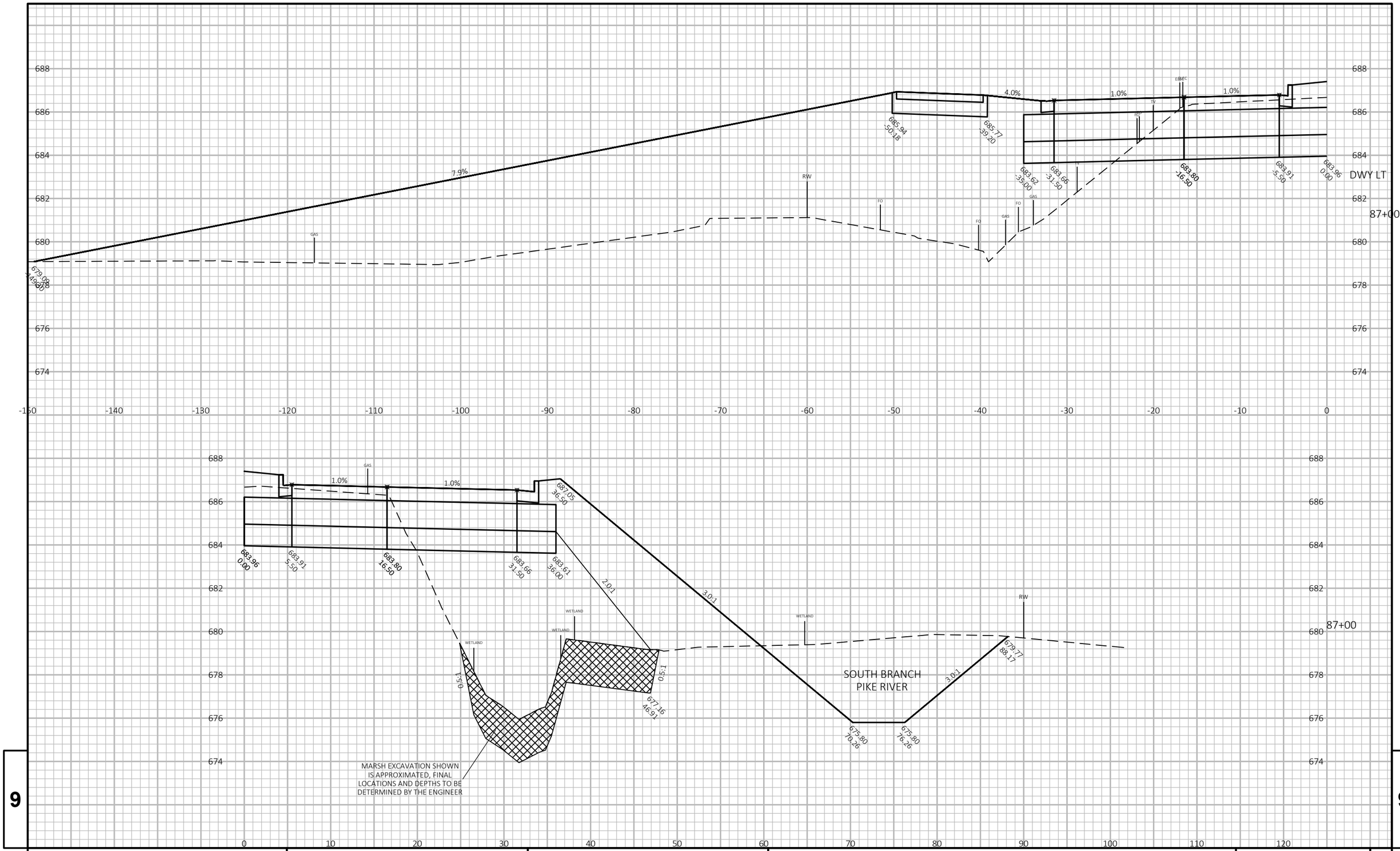
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 406	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

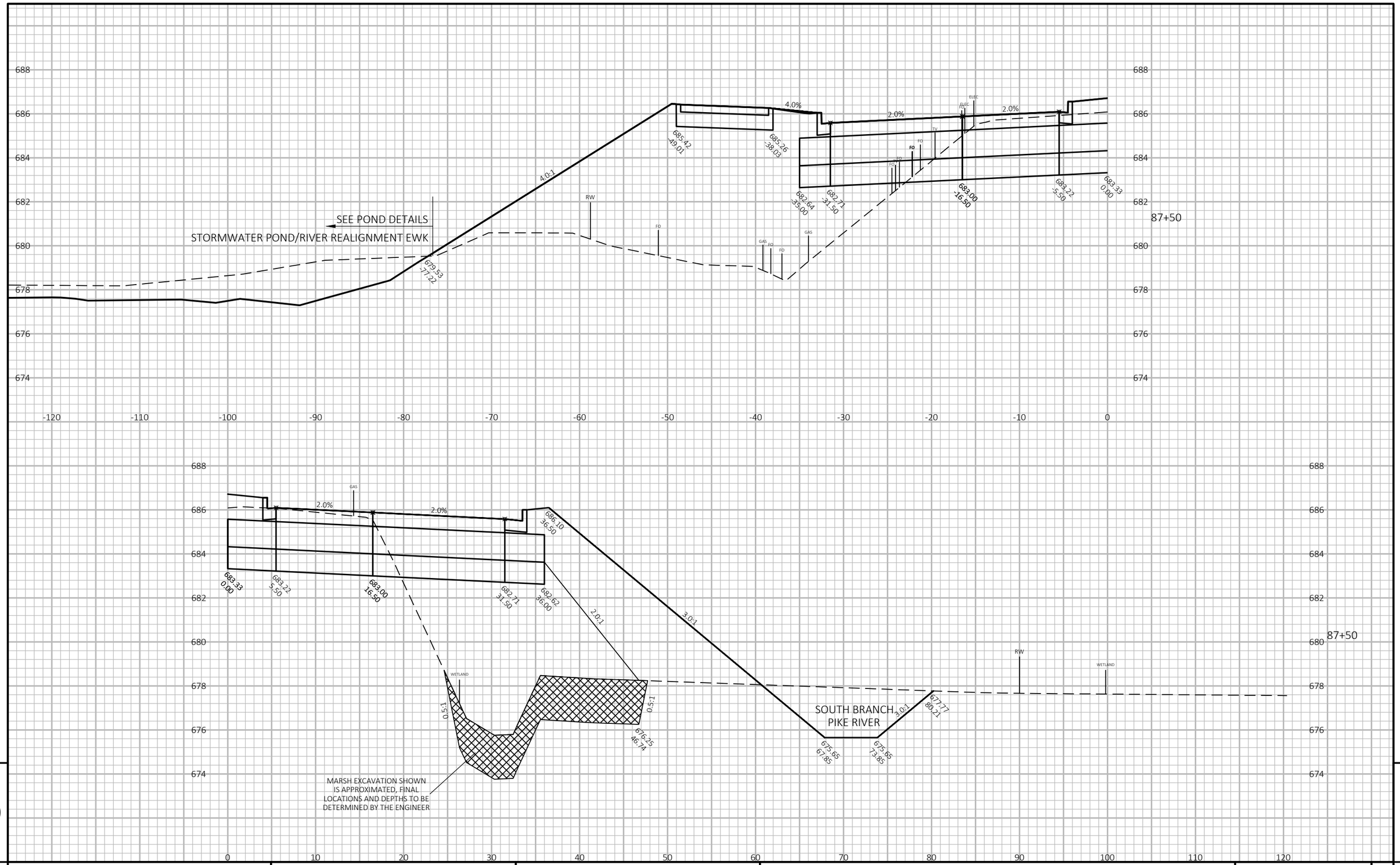
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 407	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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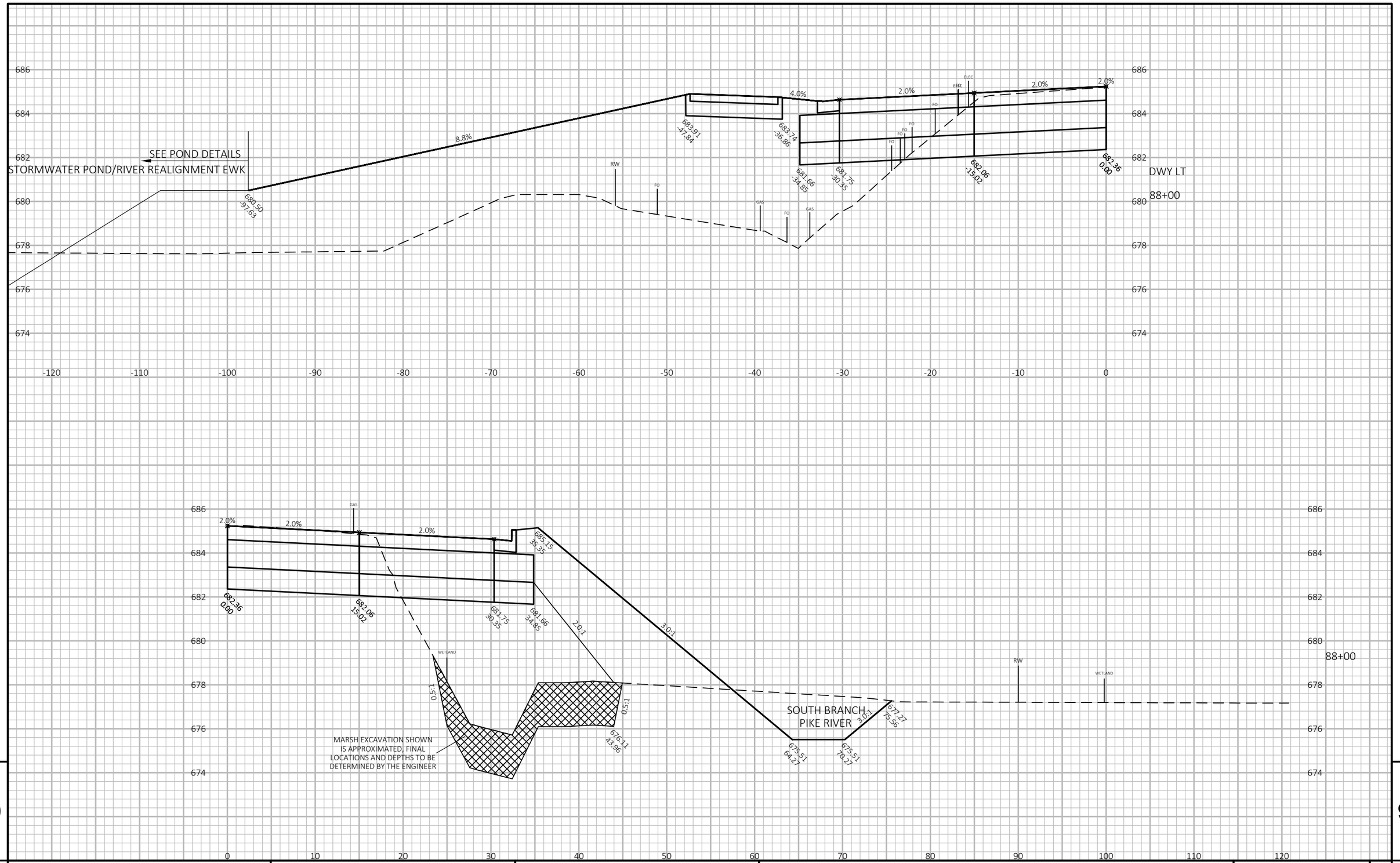
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 408	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

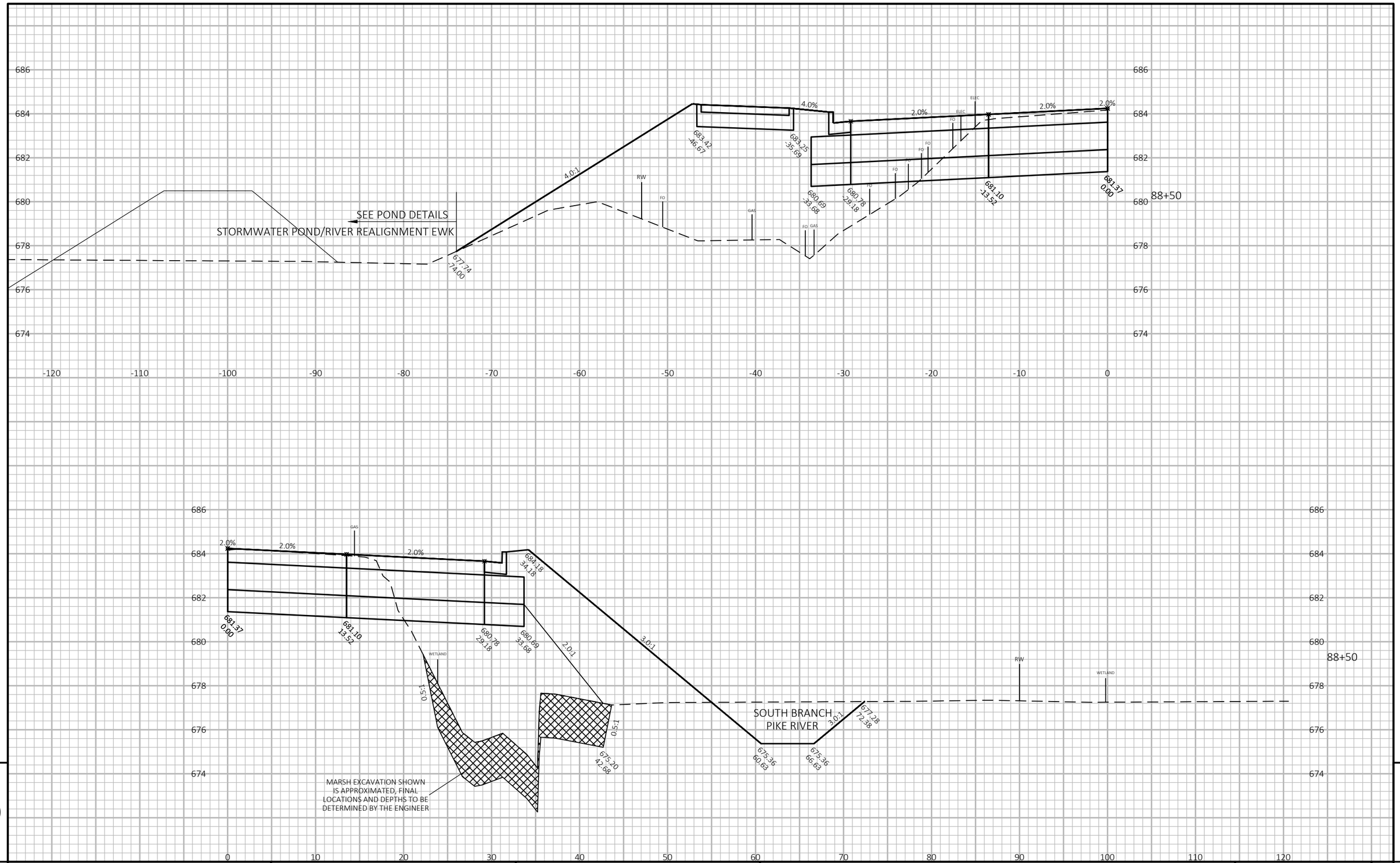
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 409	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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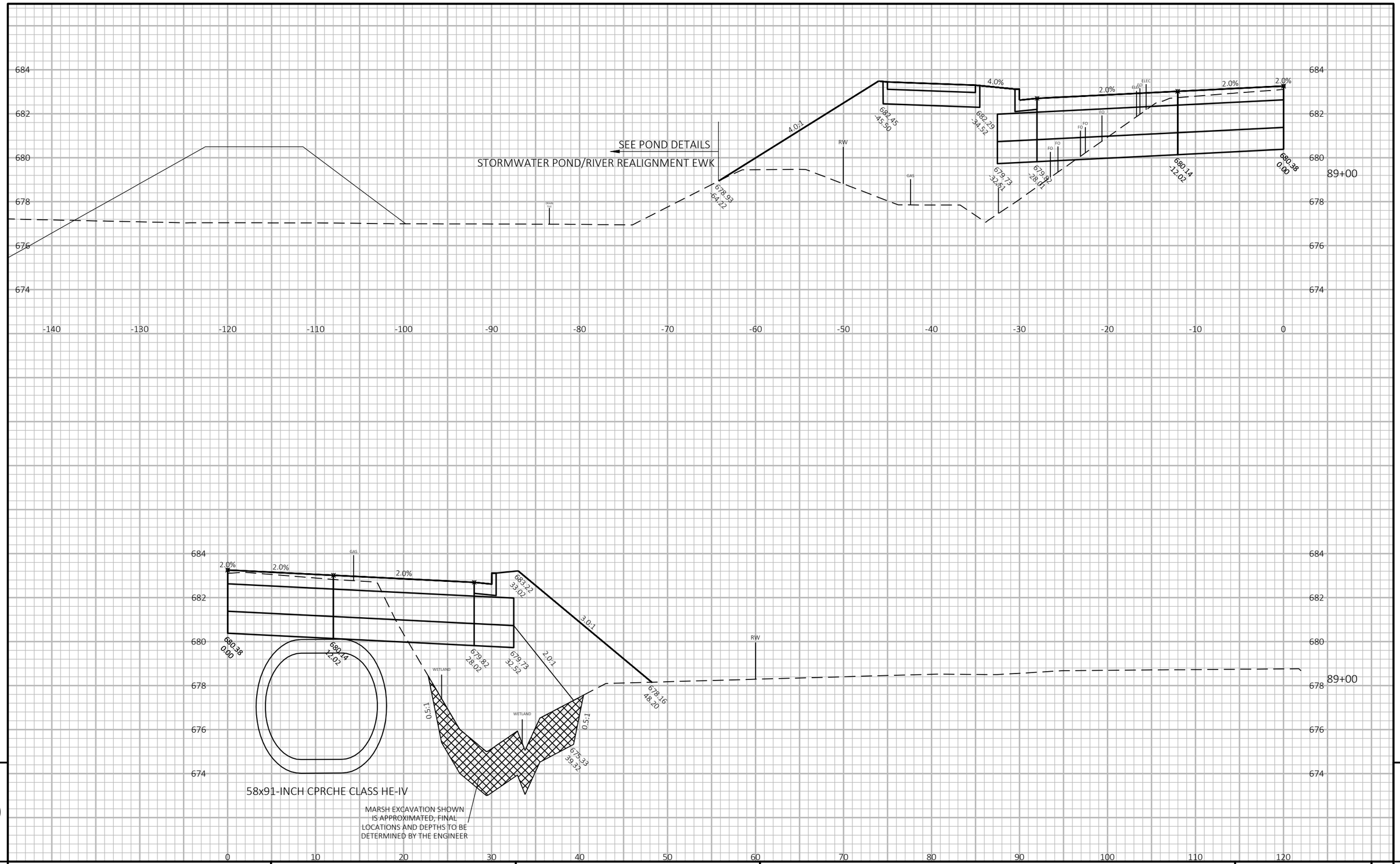
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 410	E

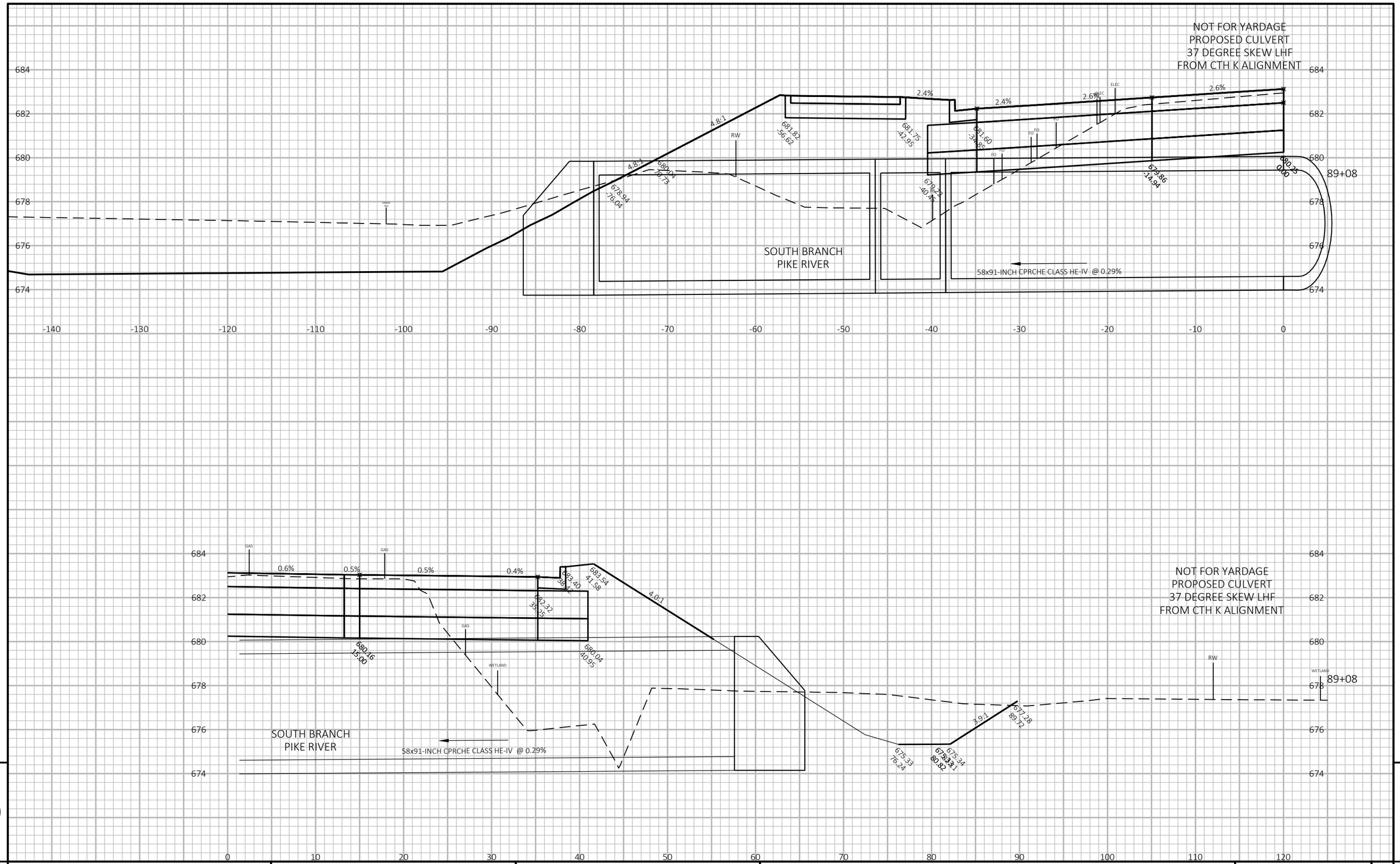
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 411	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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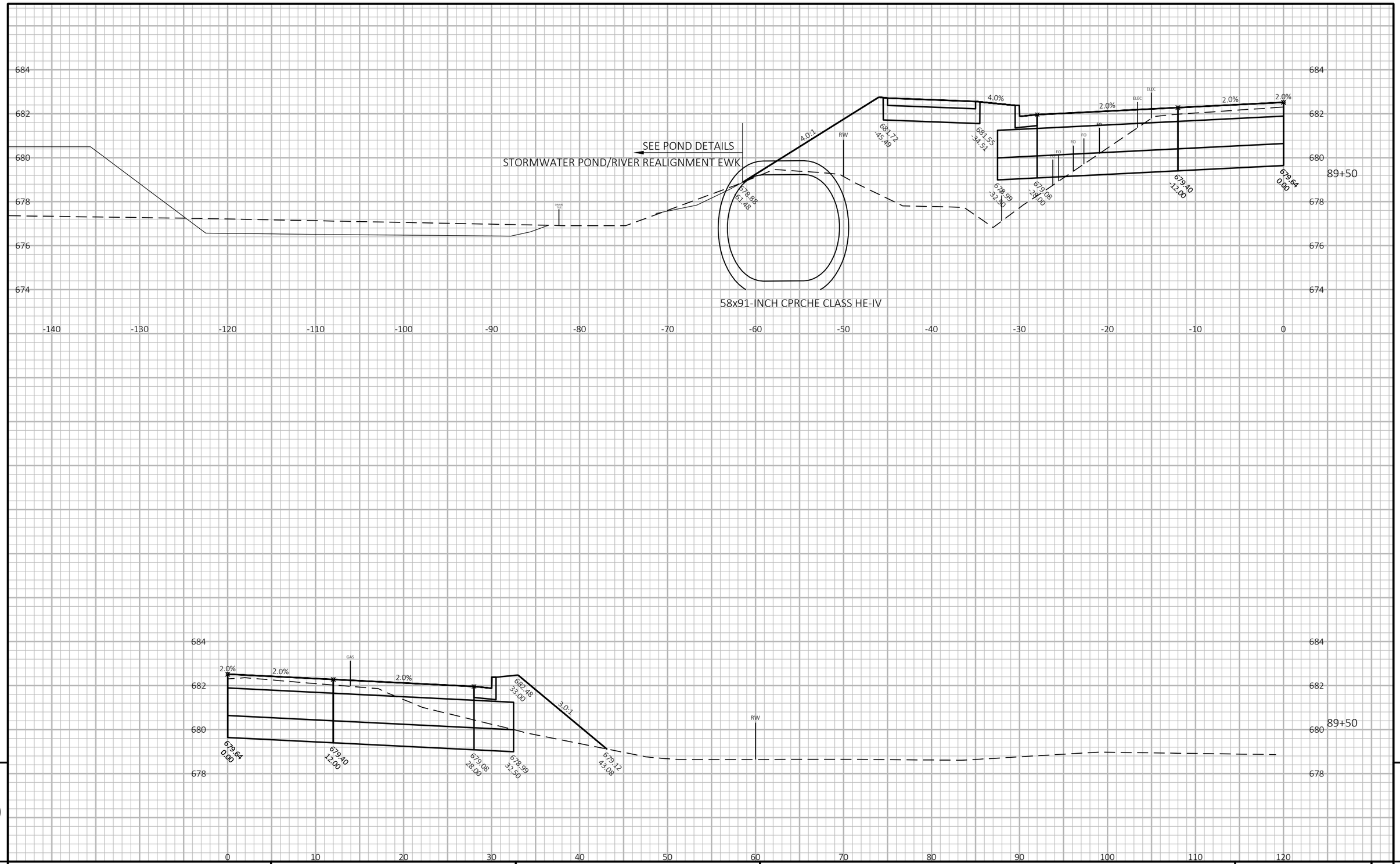
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 412	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

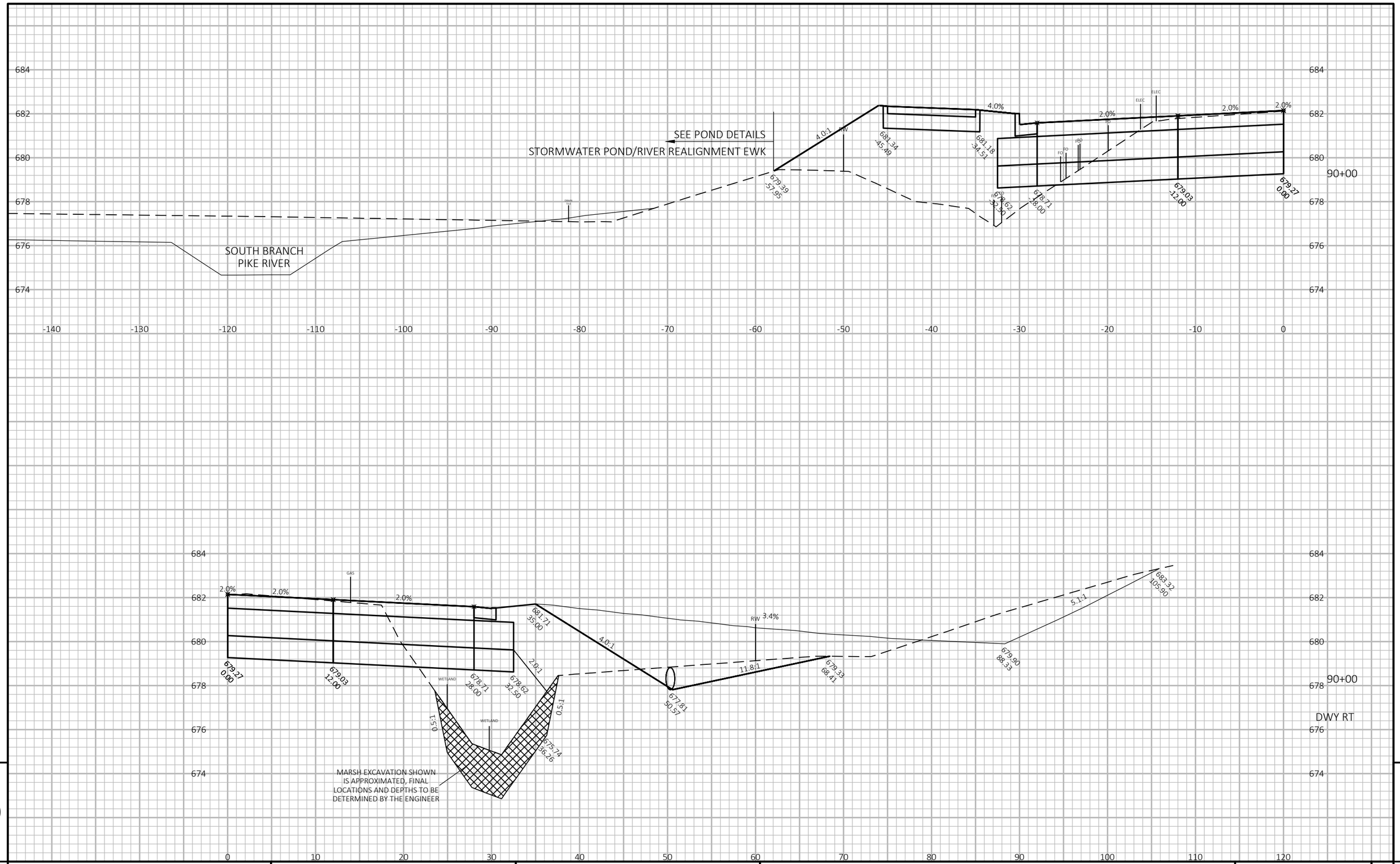
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 413	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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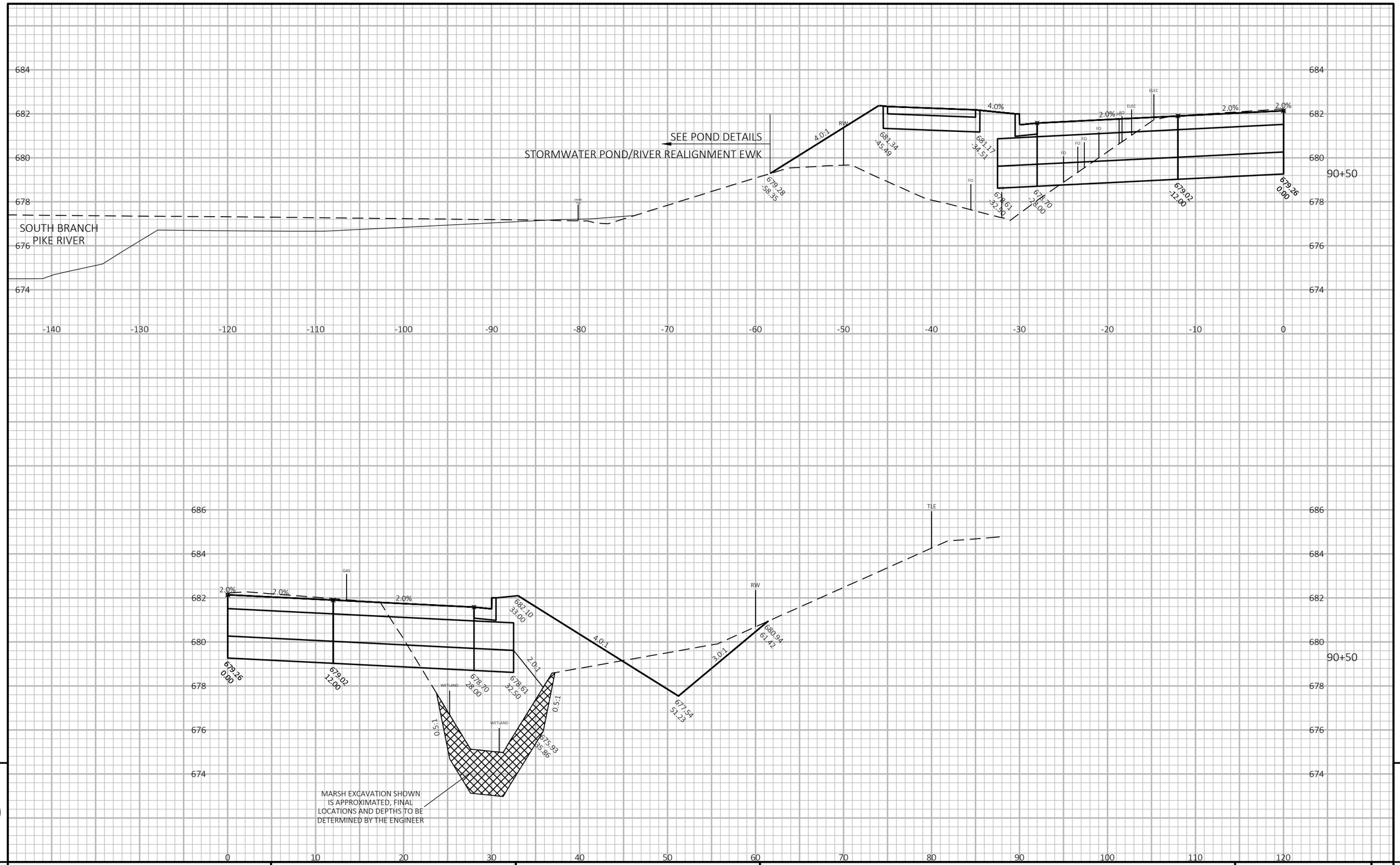
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 414	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

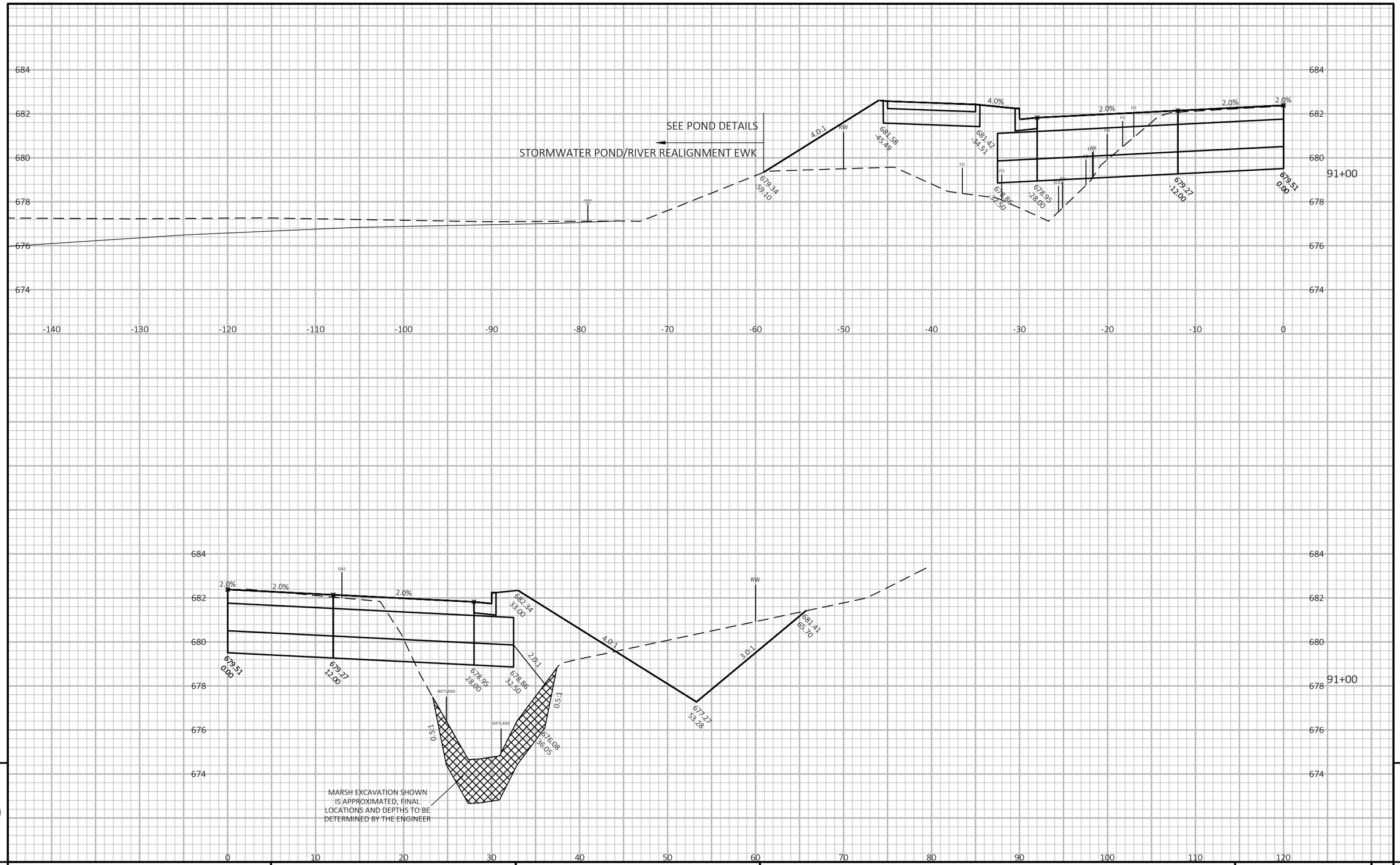
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 415	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

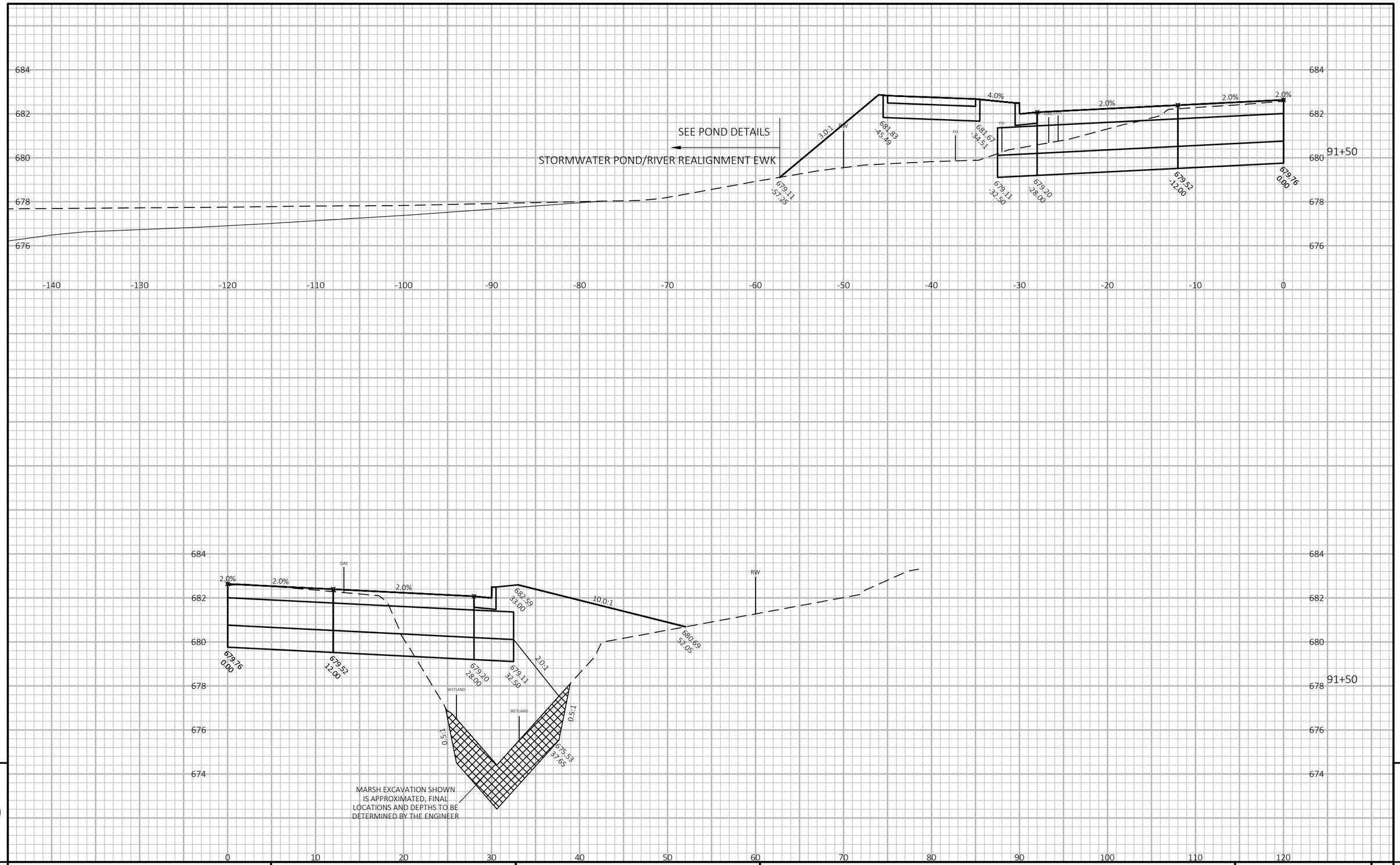
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 416	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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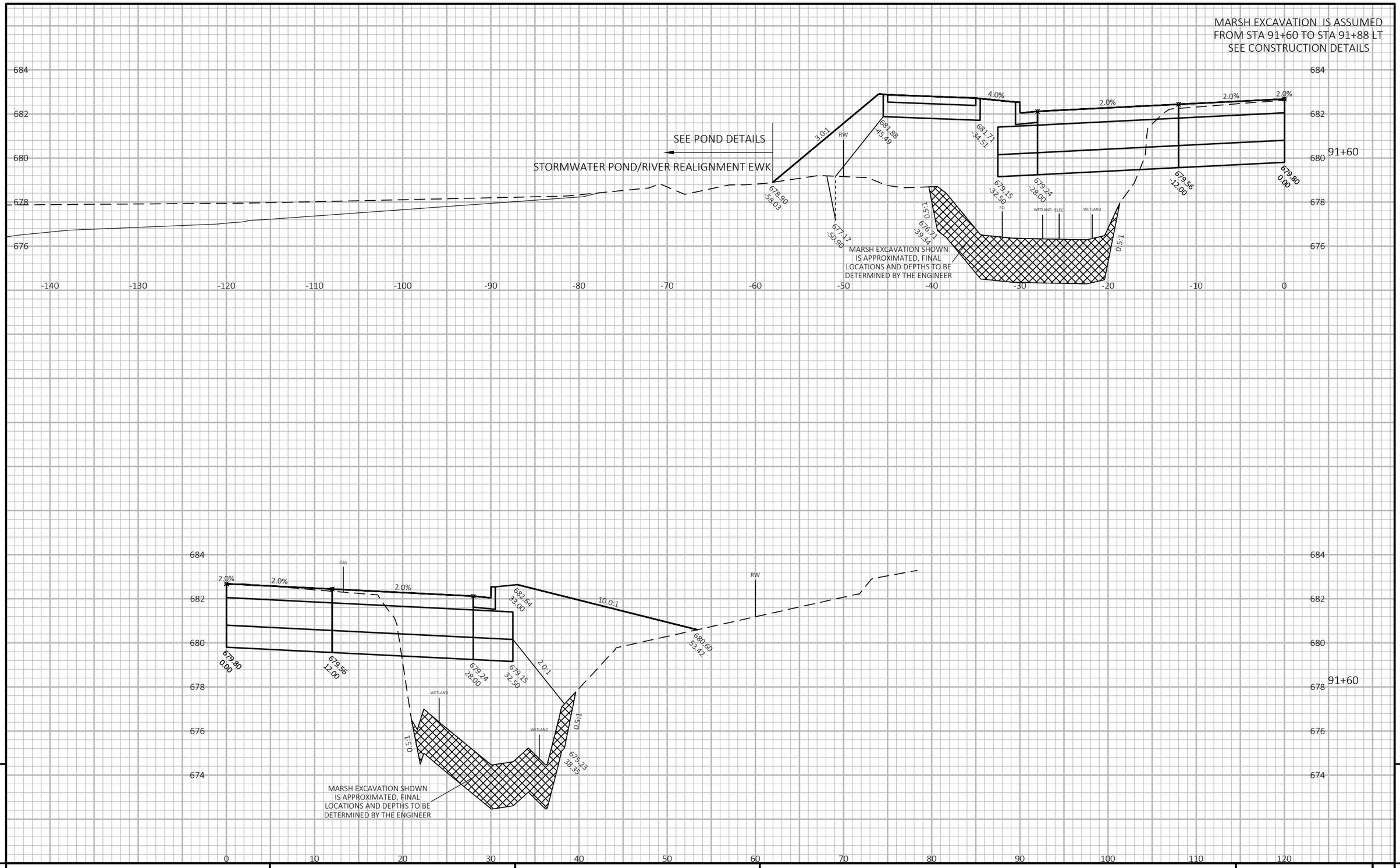
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 417	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 418	E

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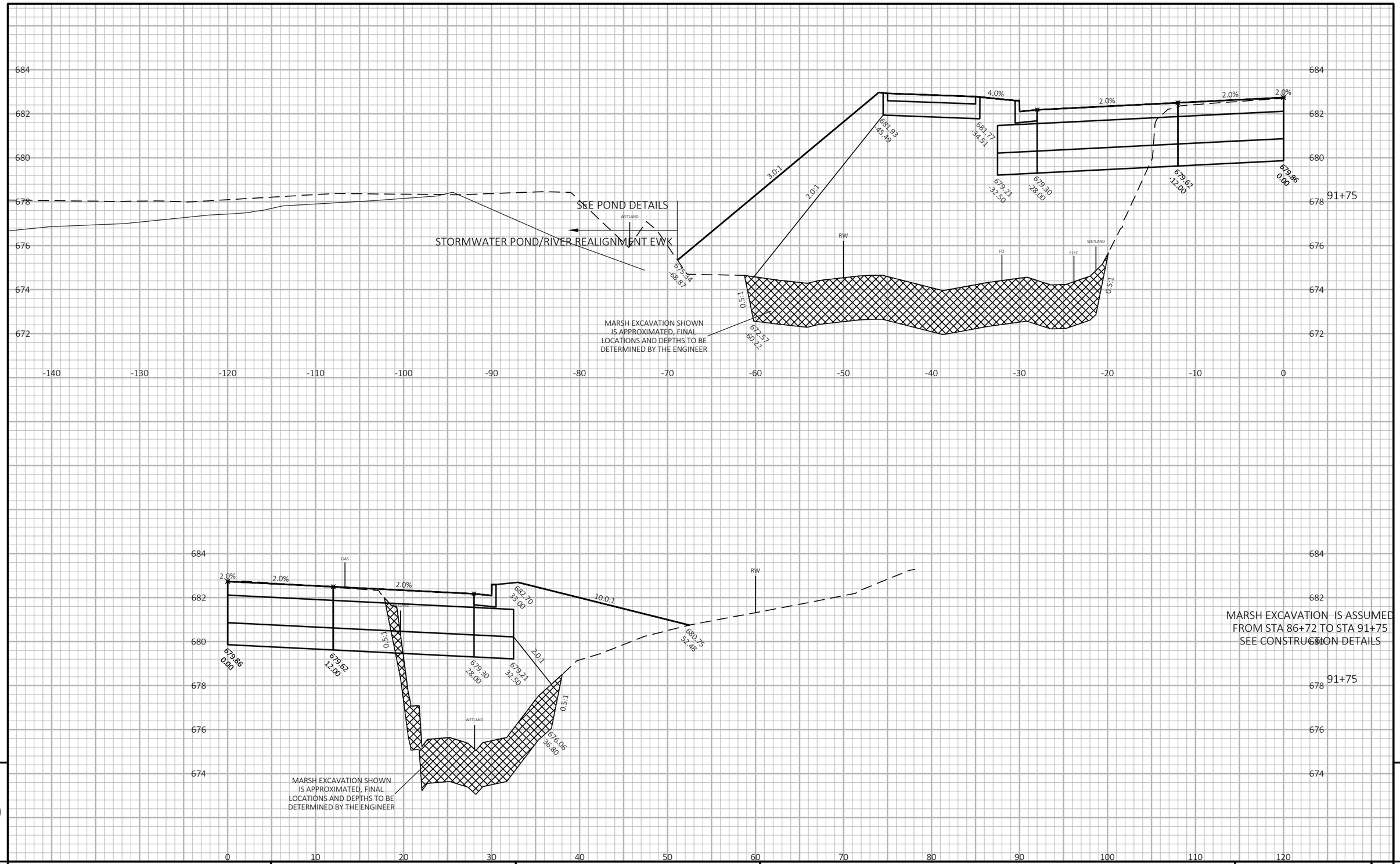

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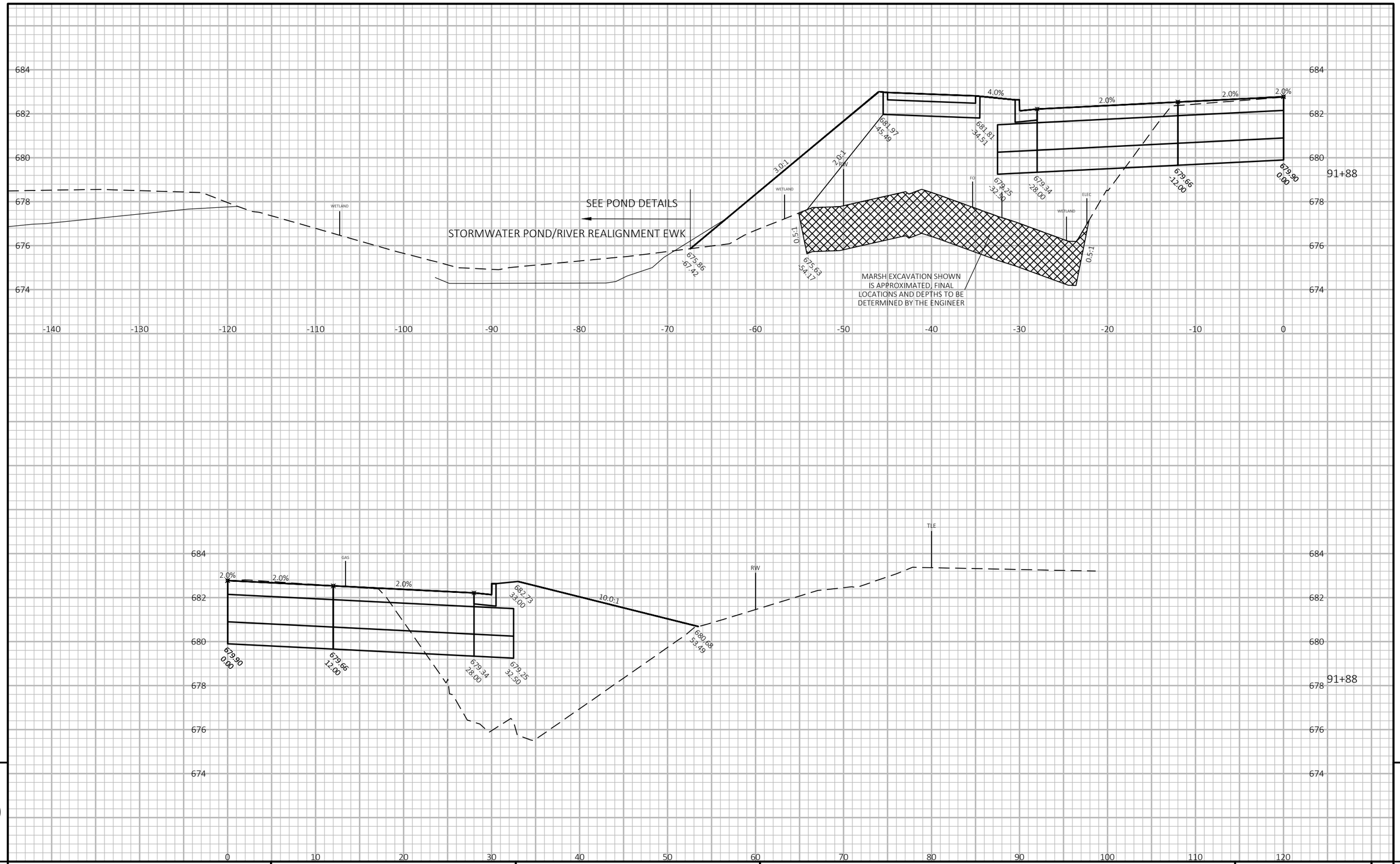
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 419	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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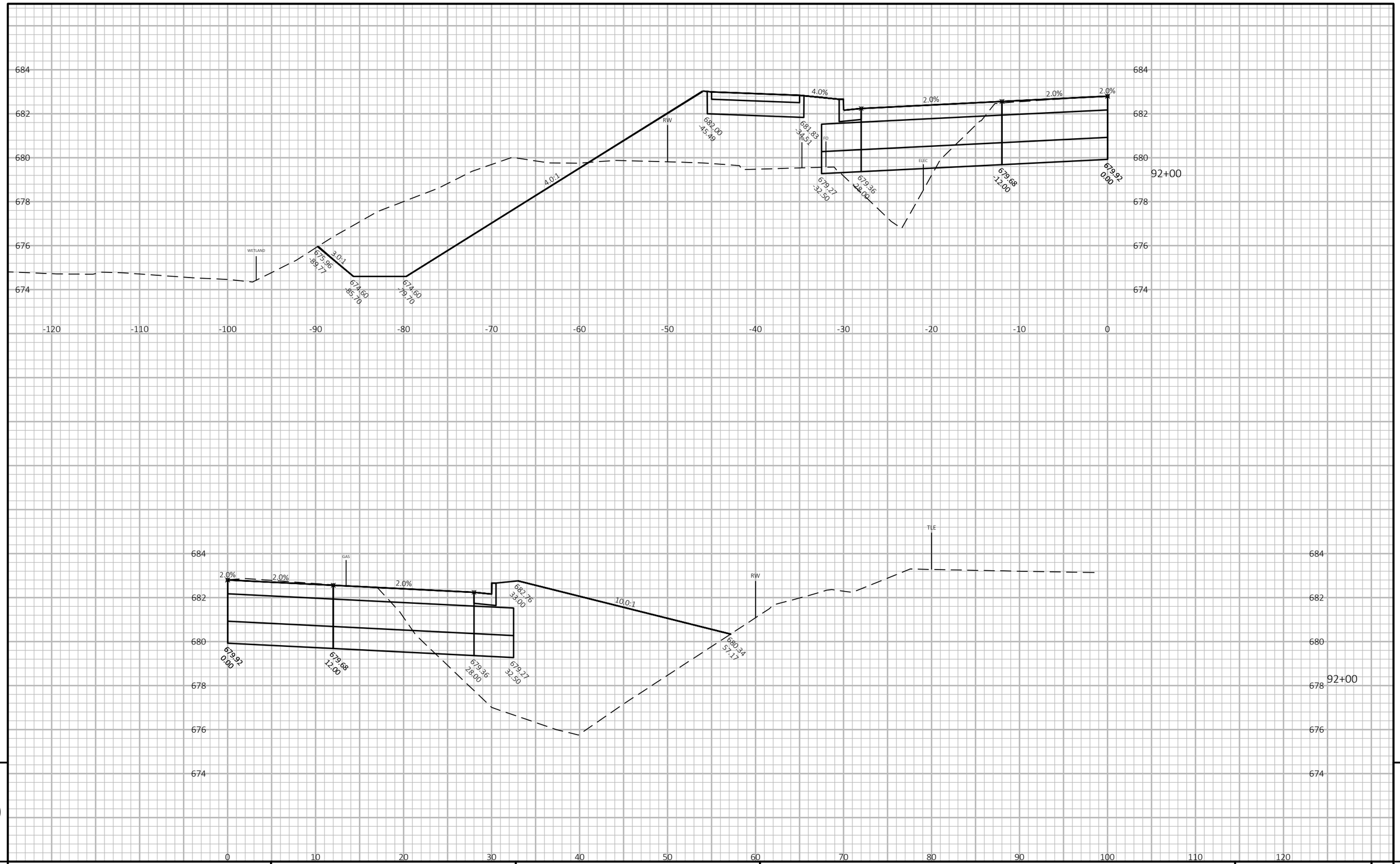
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 420	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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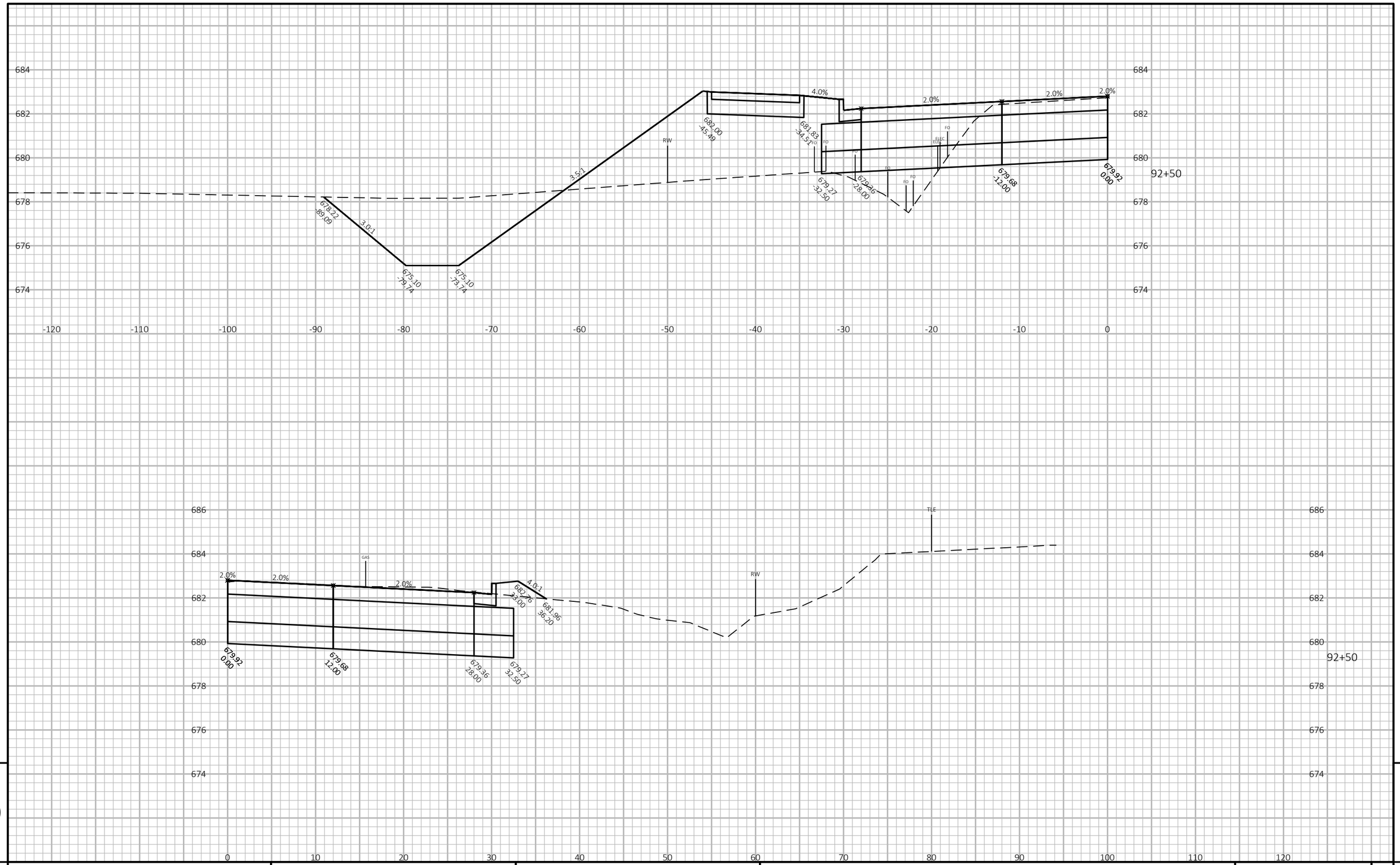
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 421	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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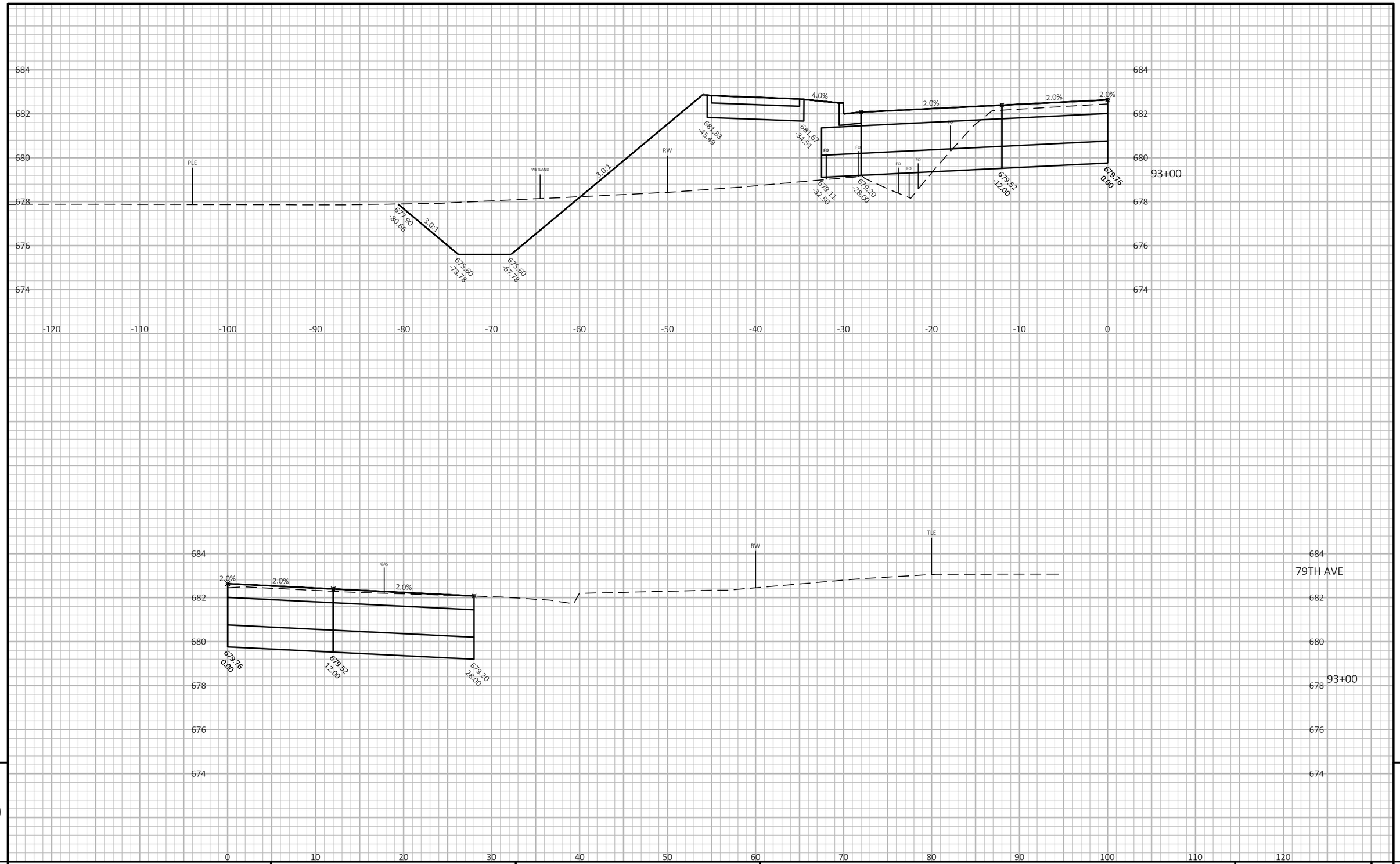
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 422	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:47 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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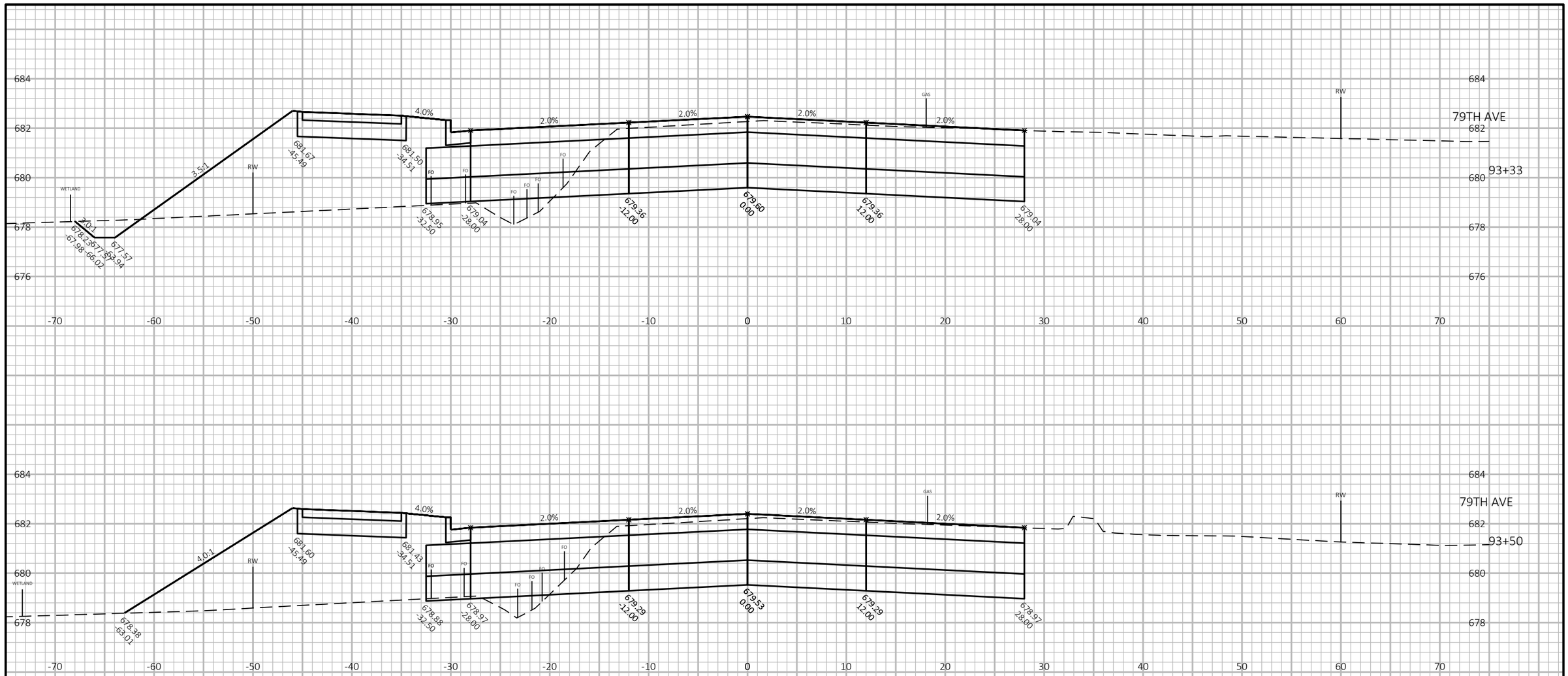
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 423	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:48 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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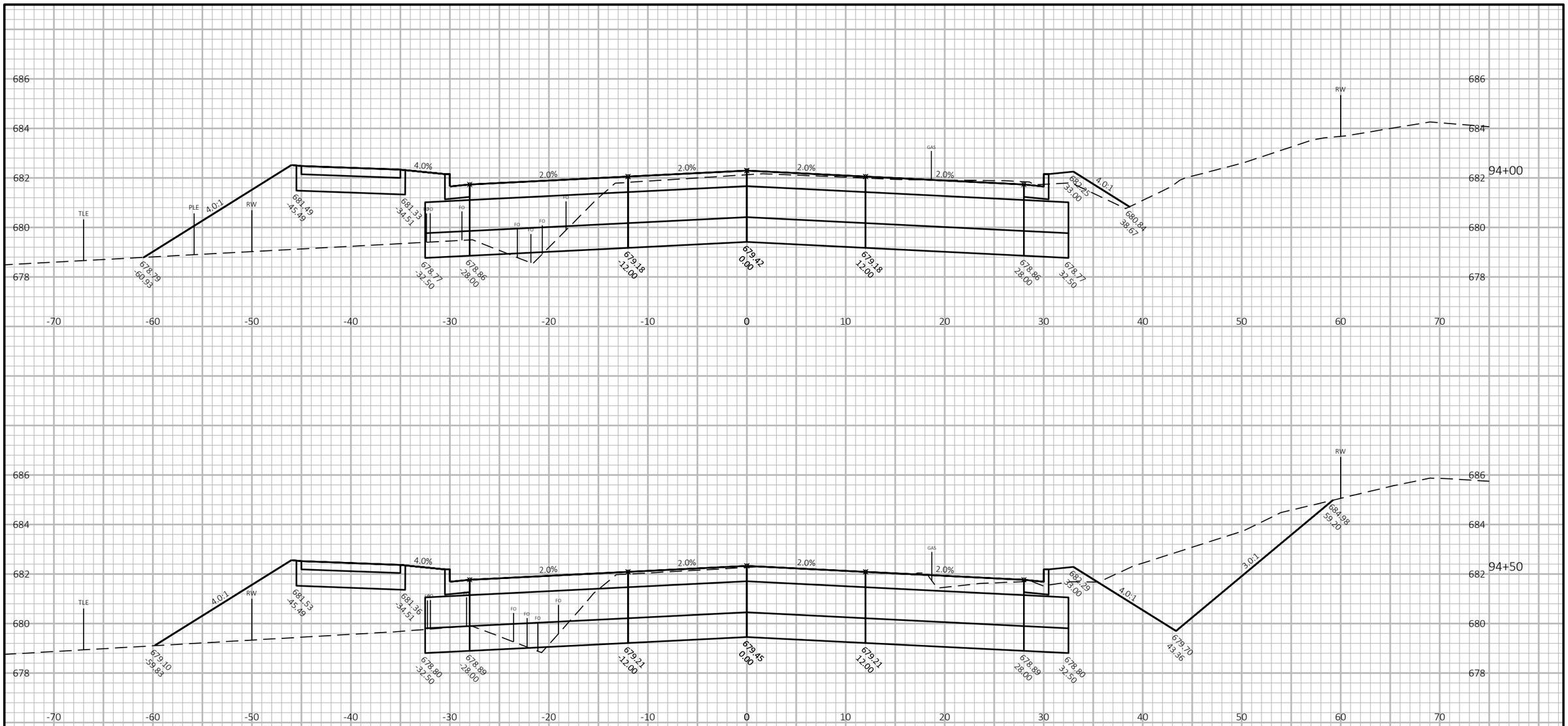
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 424	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:08 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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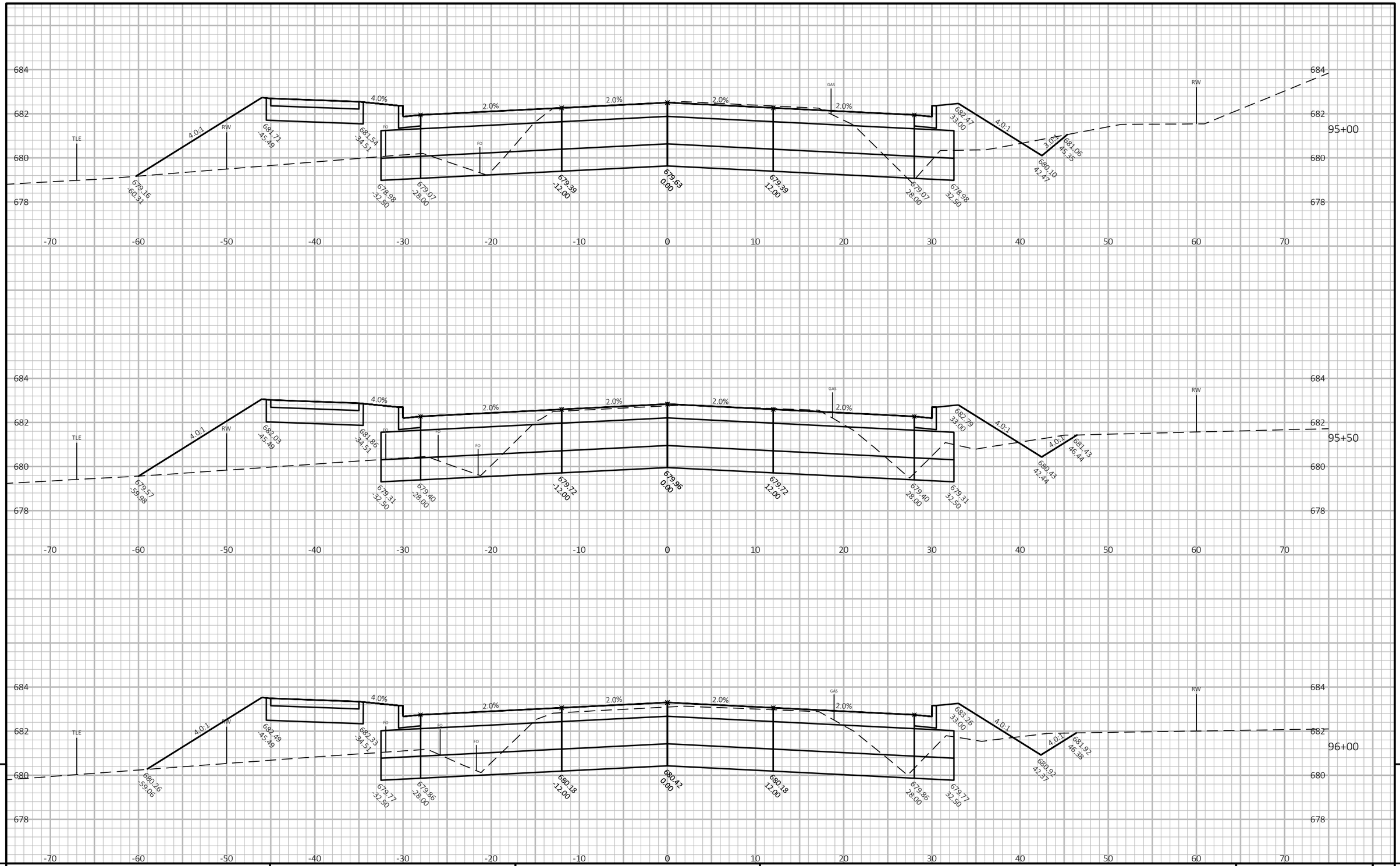
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 425	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:08 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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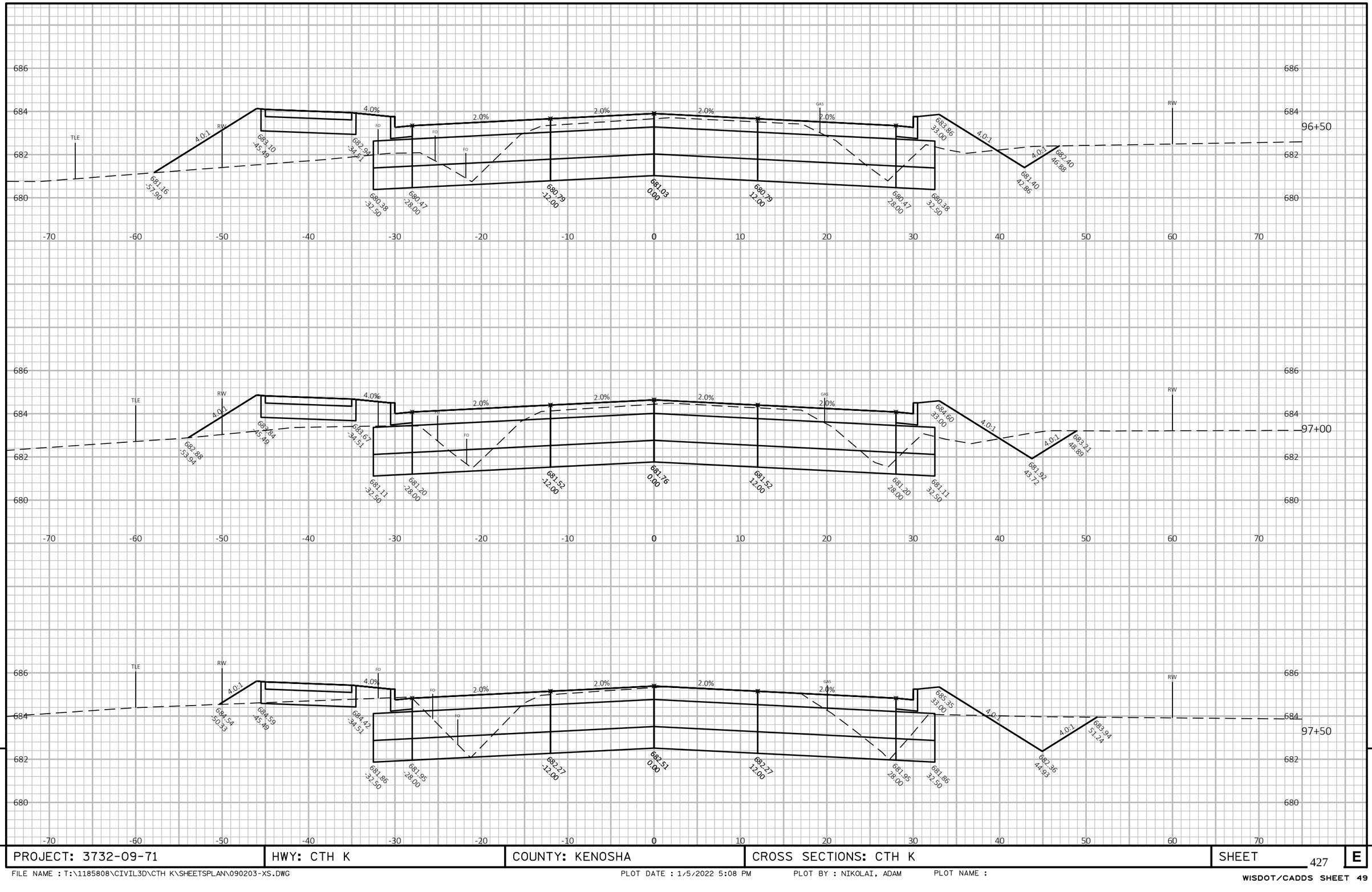
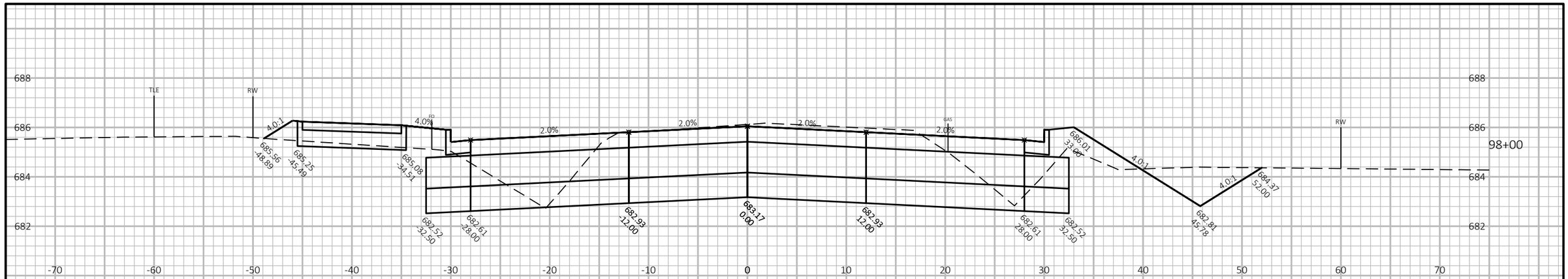
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 426	E

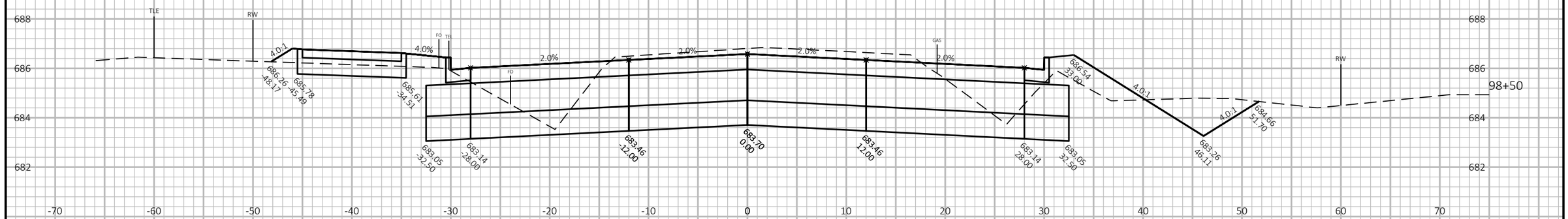
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:08 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

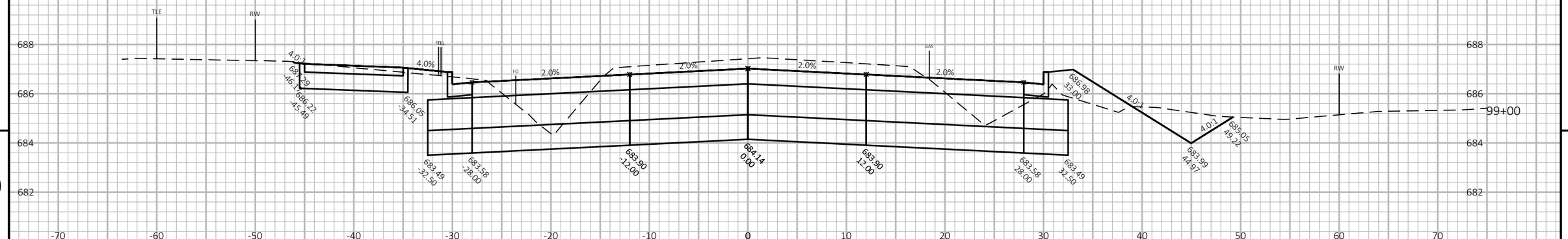
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 427	E







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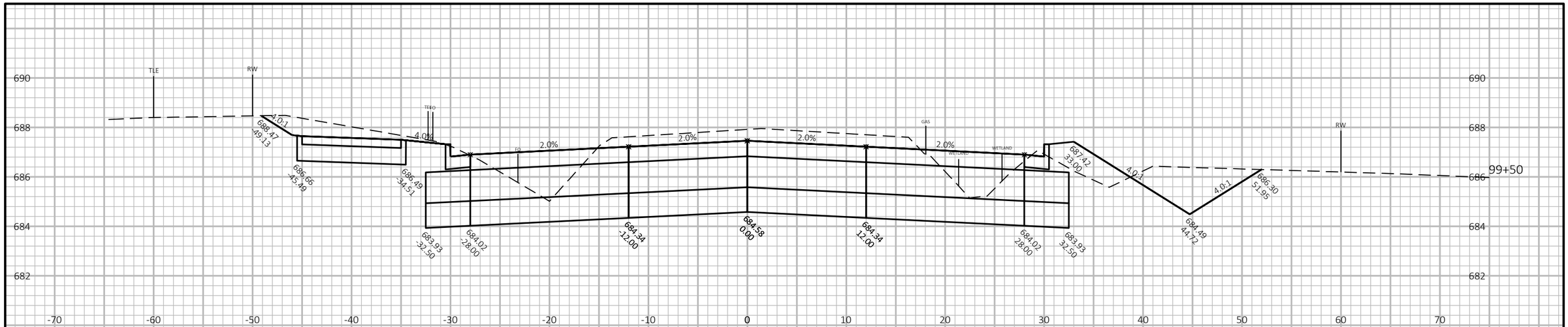
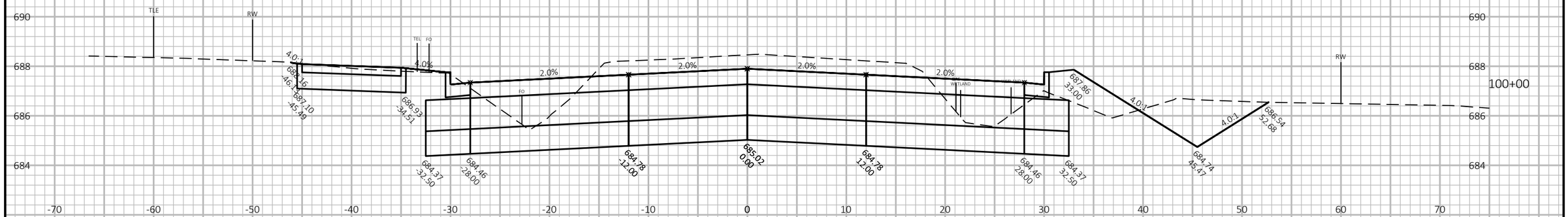
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 428	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:08 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49





PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 429	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:08 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

9

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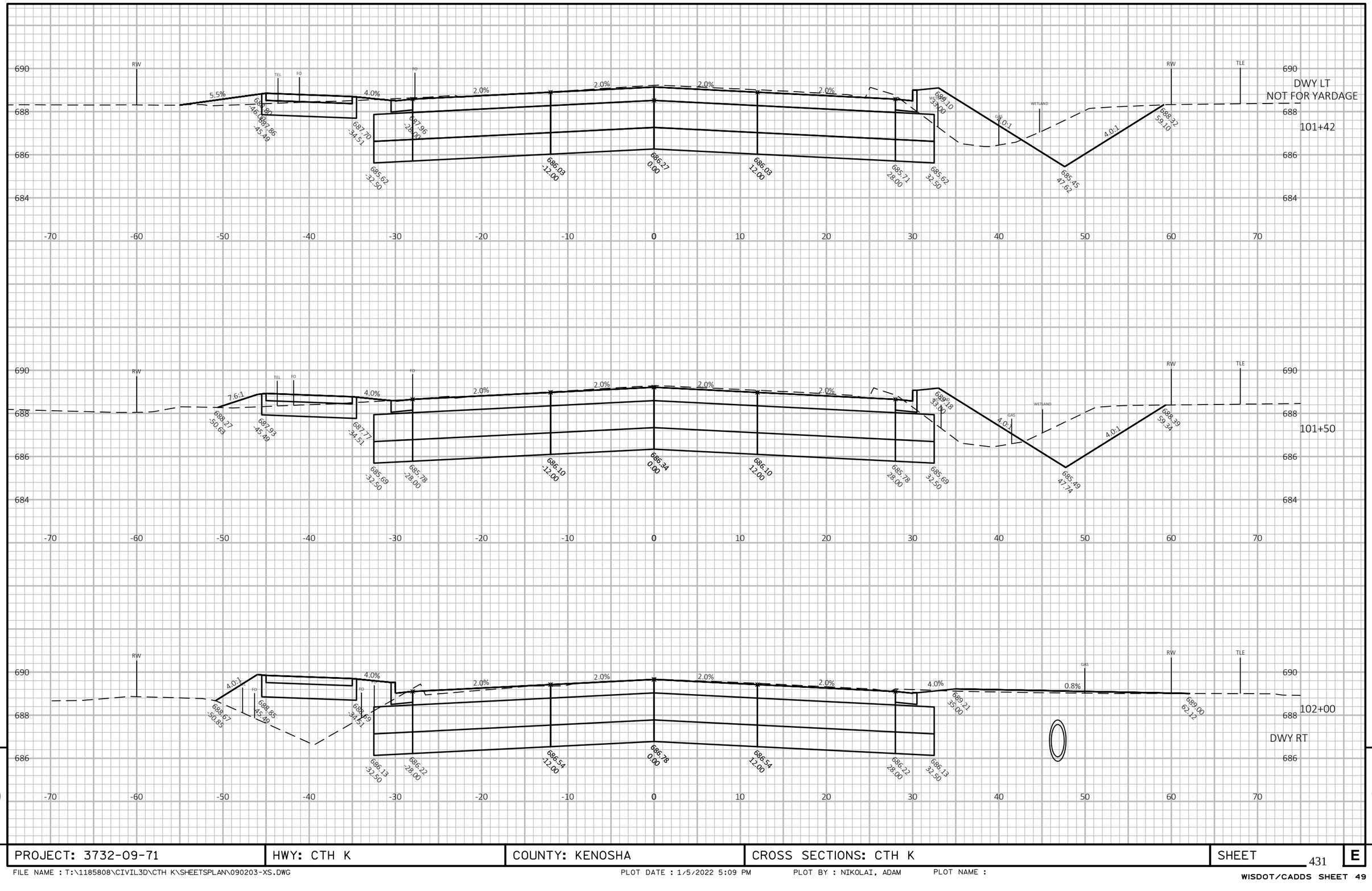
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 430	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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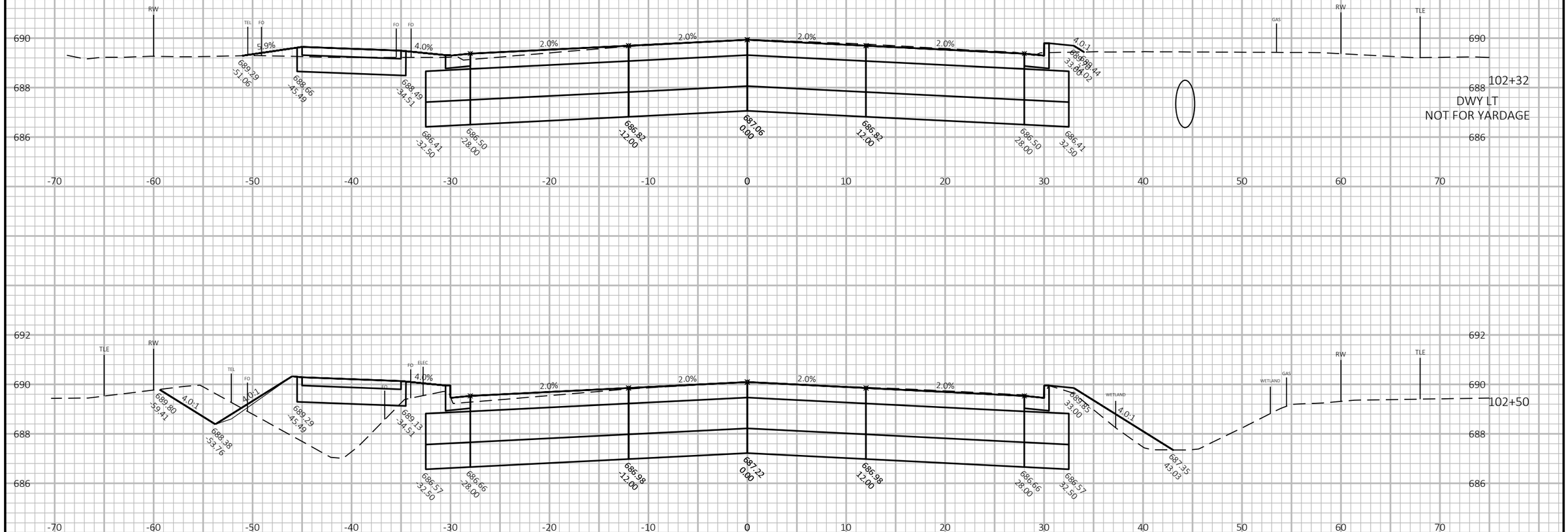
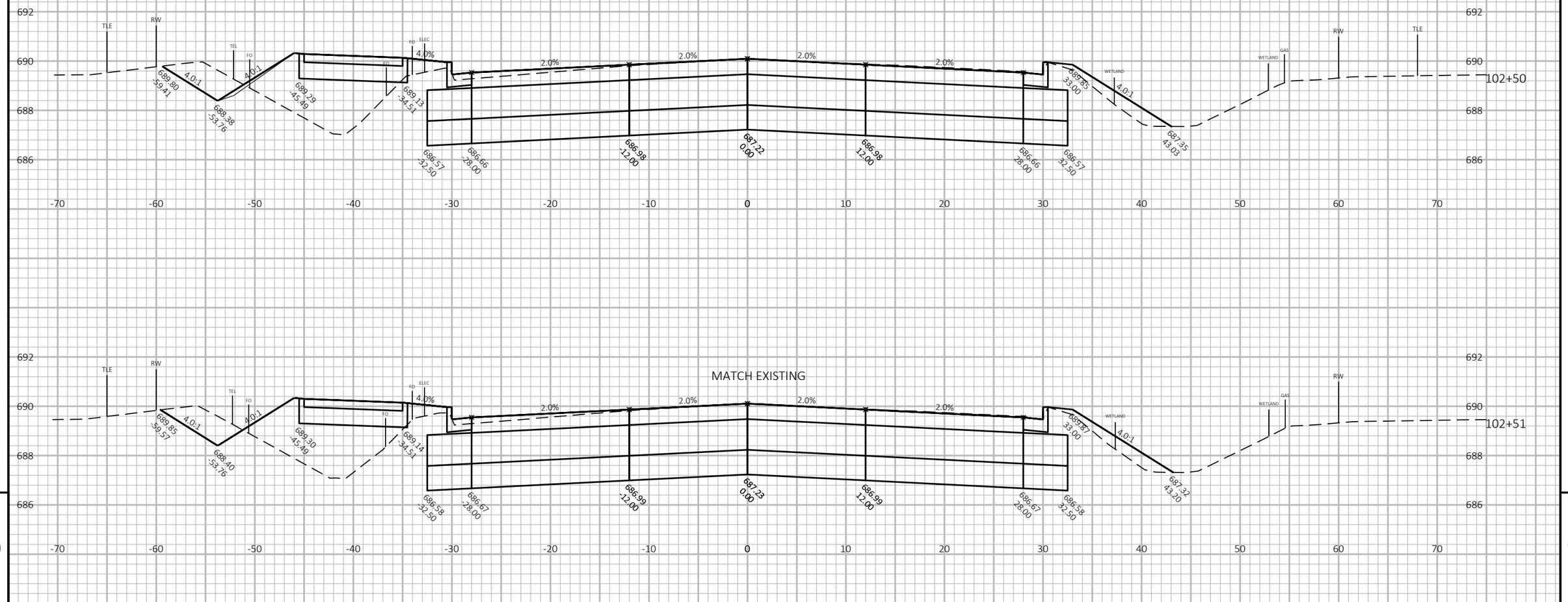
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 431	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49





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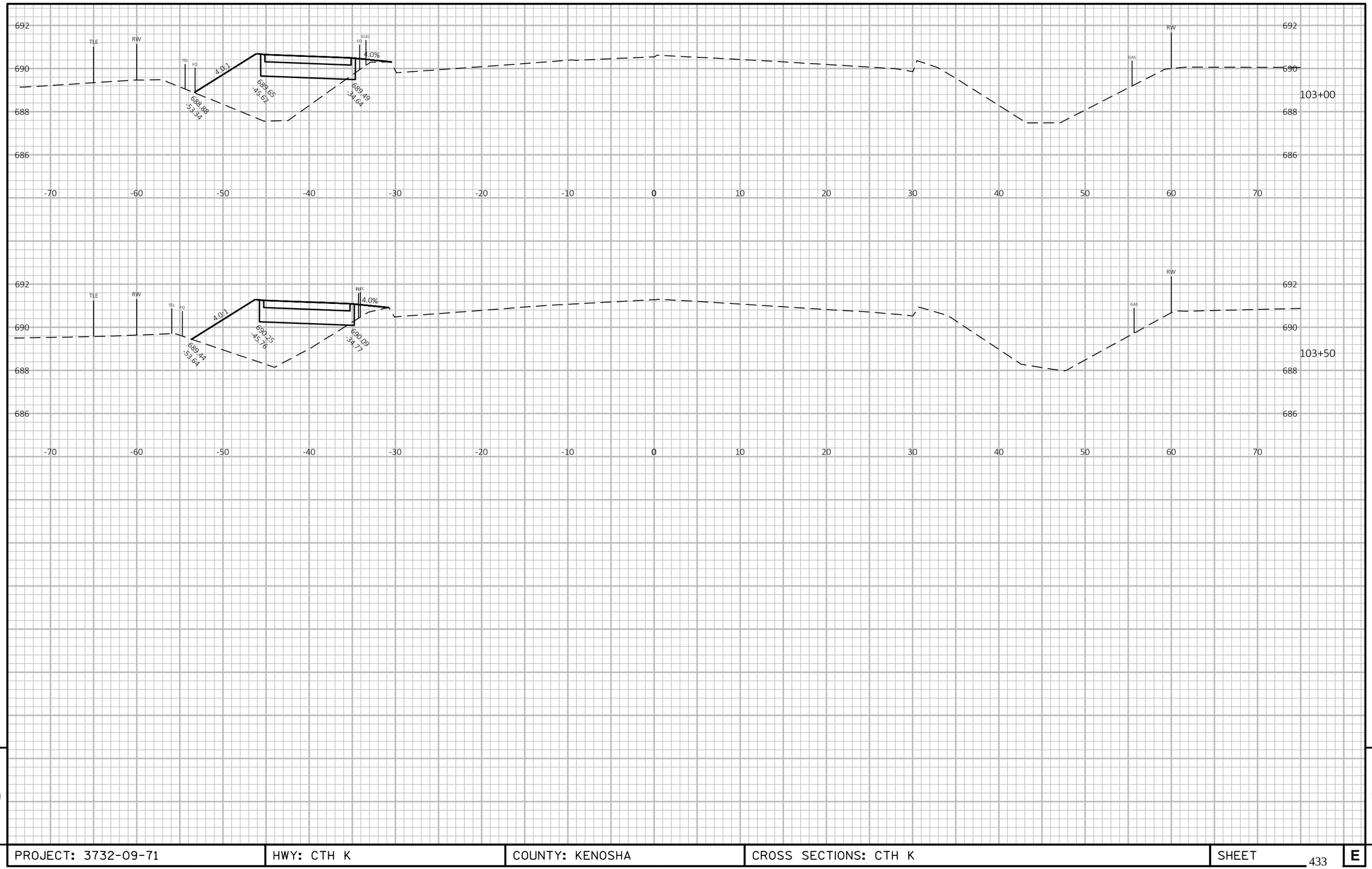
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 432	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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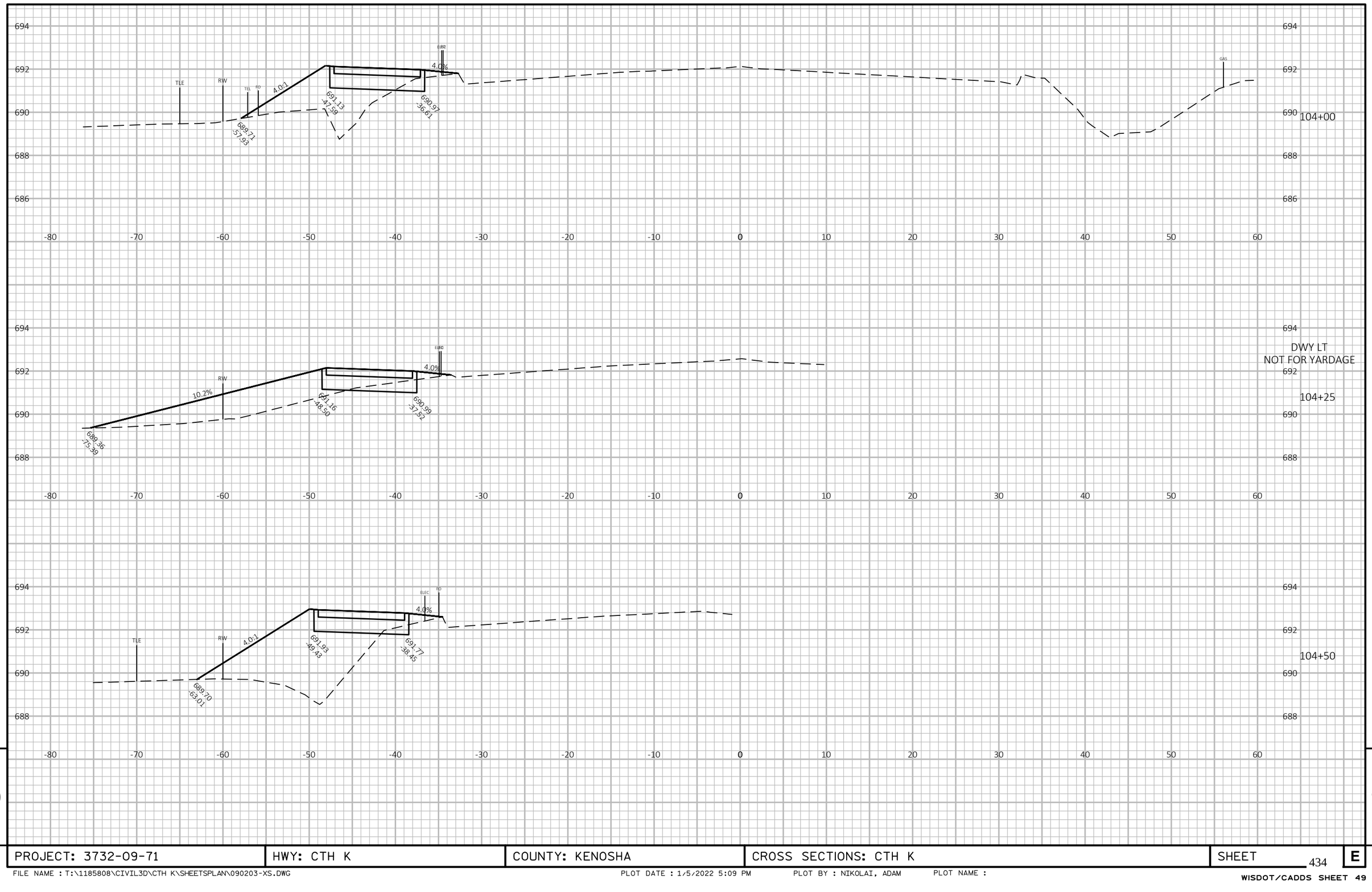
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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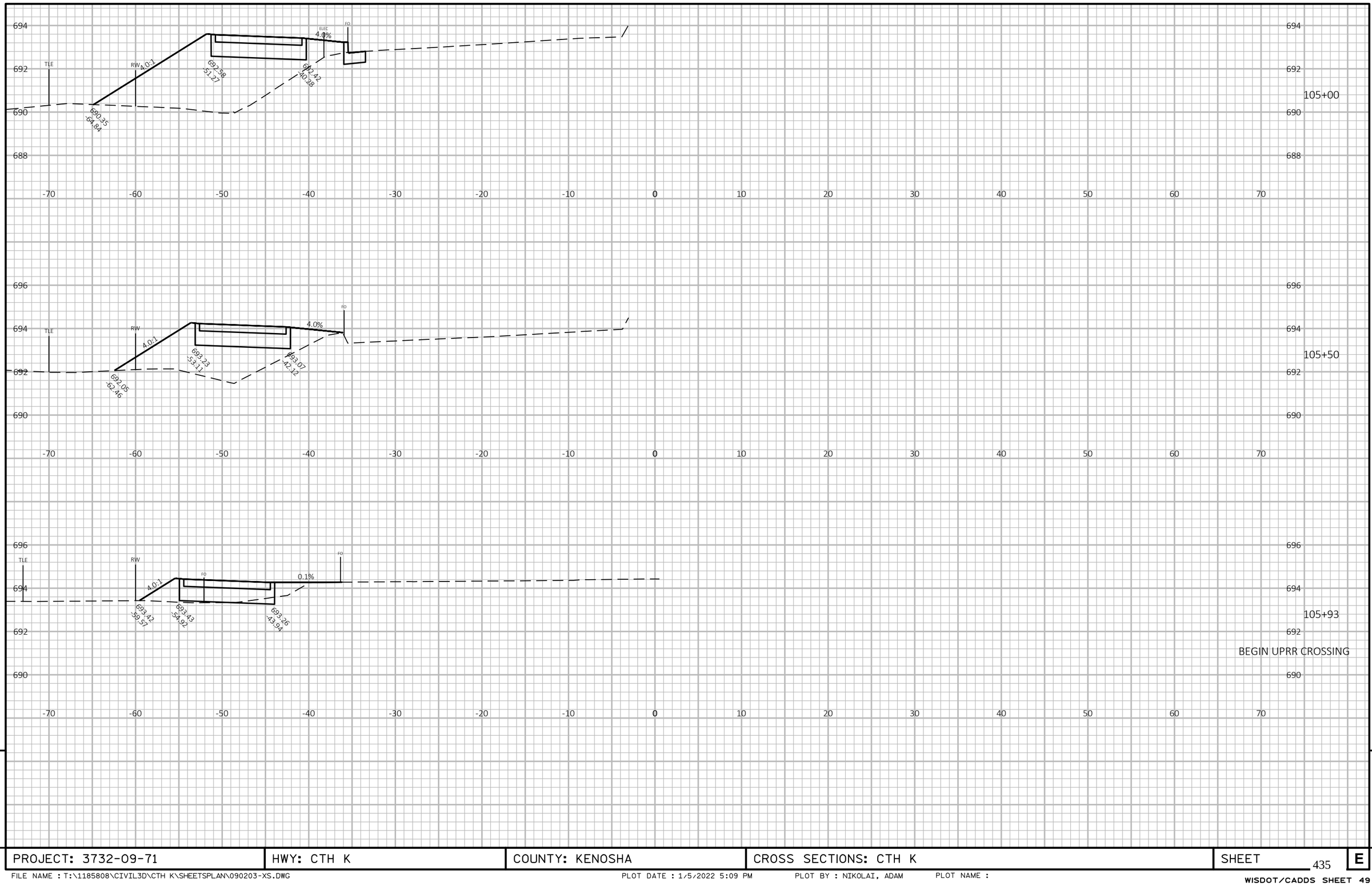
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 434	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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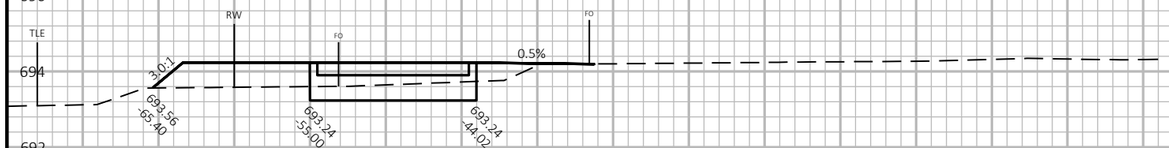
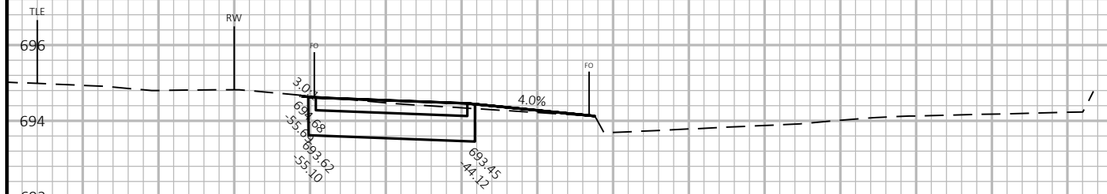
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 435	E

106+18

END UPRR CROSSING



106+50



107+00

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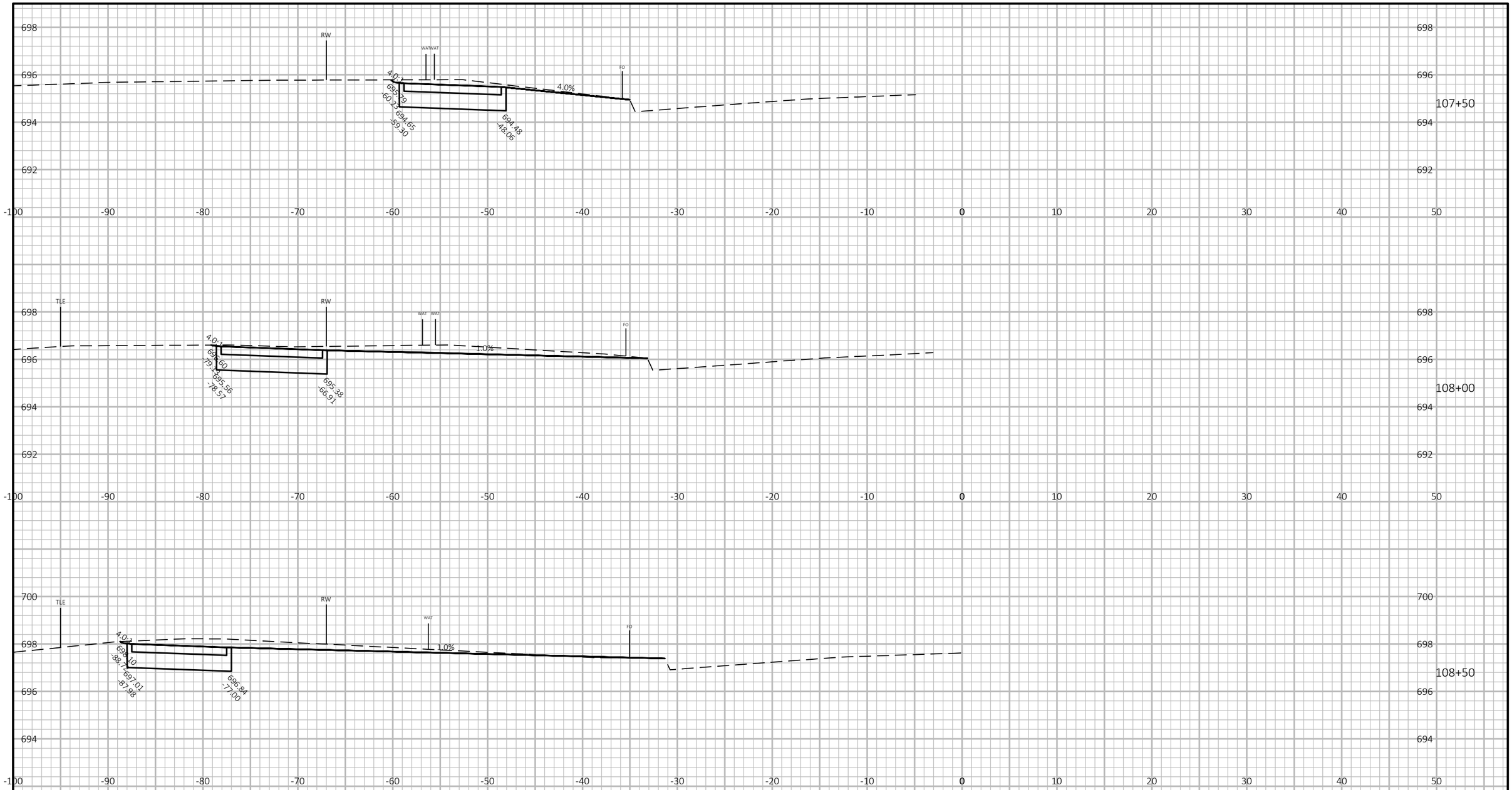
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 436	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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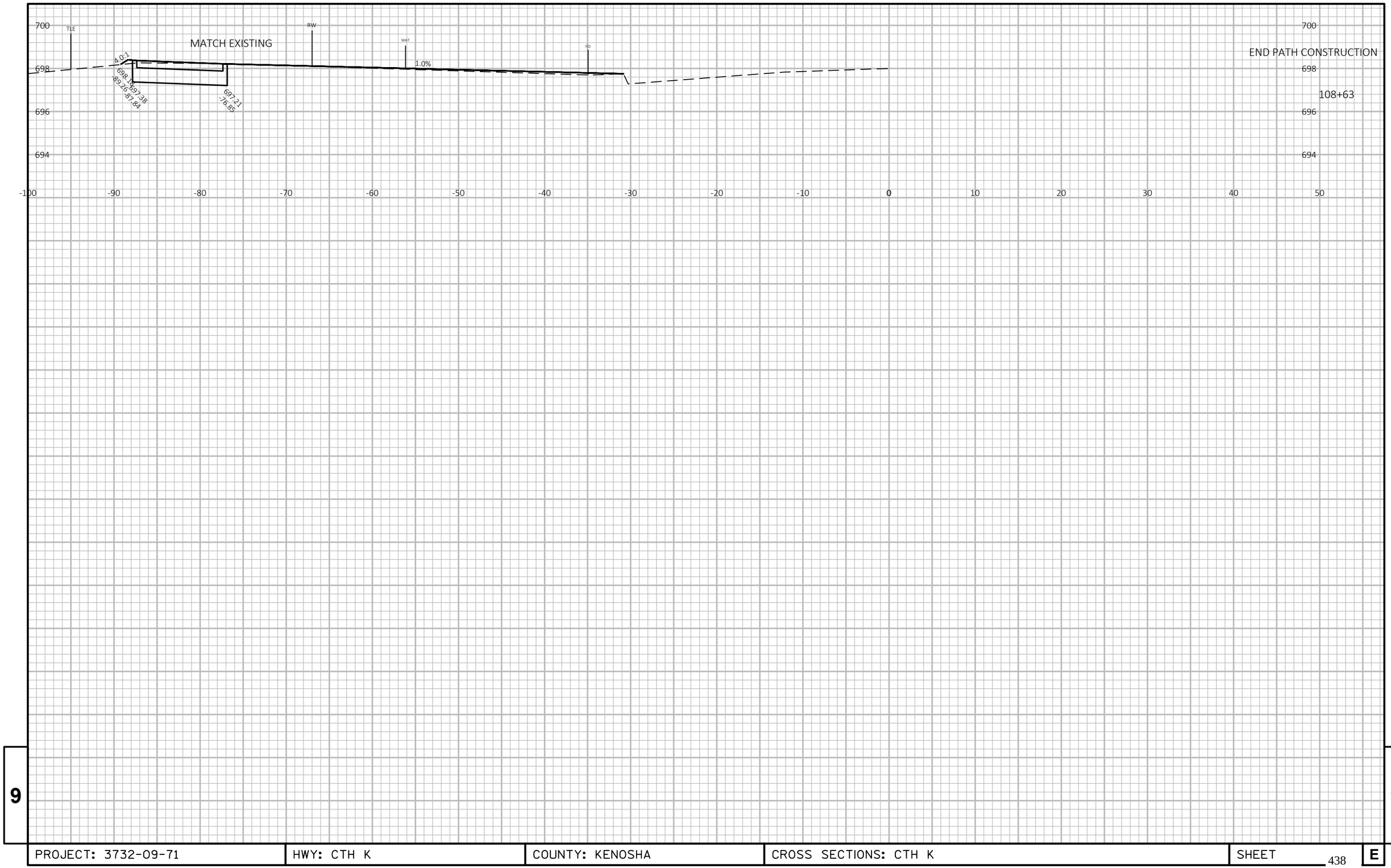
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 437	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

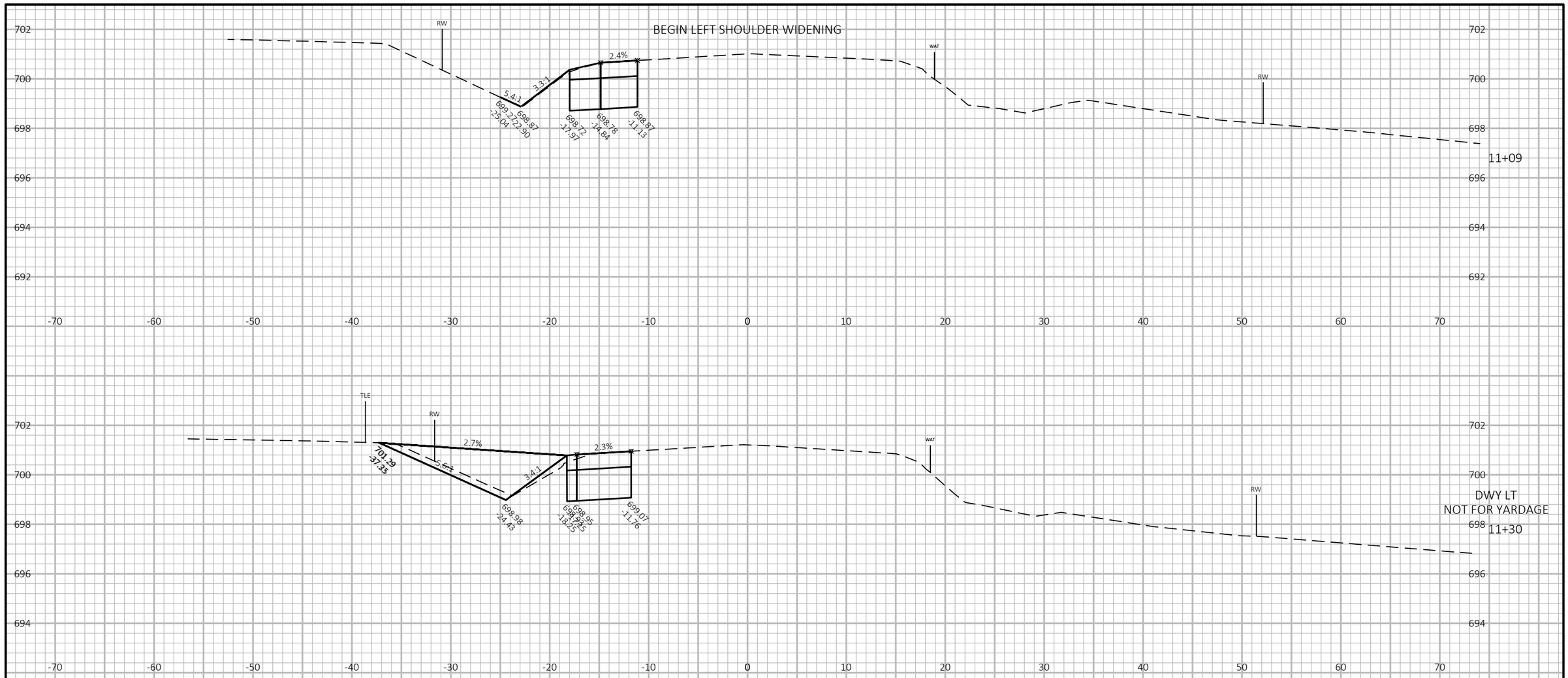
WISDOT/CADDS SHEET 49



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH K	SHEET 438	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090203-XS.DWG PLOT DATE : 1/5/2022 5:09 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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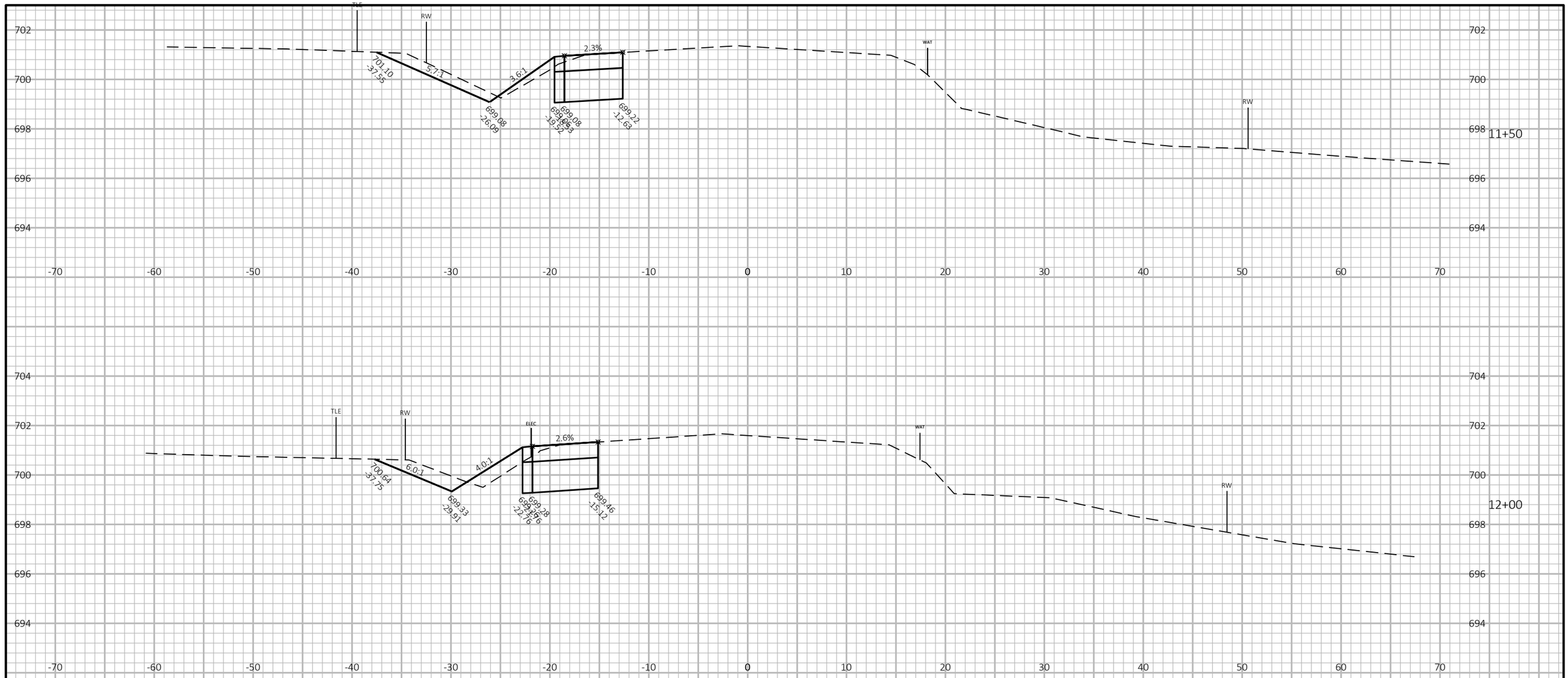
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 439	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:03 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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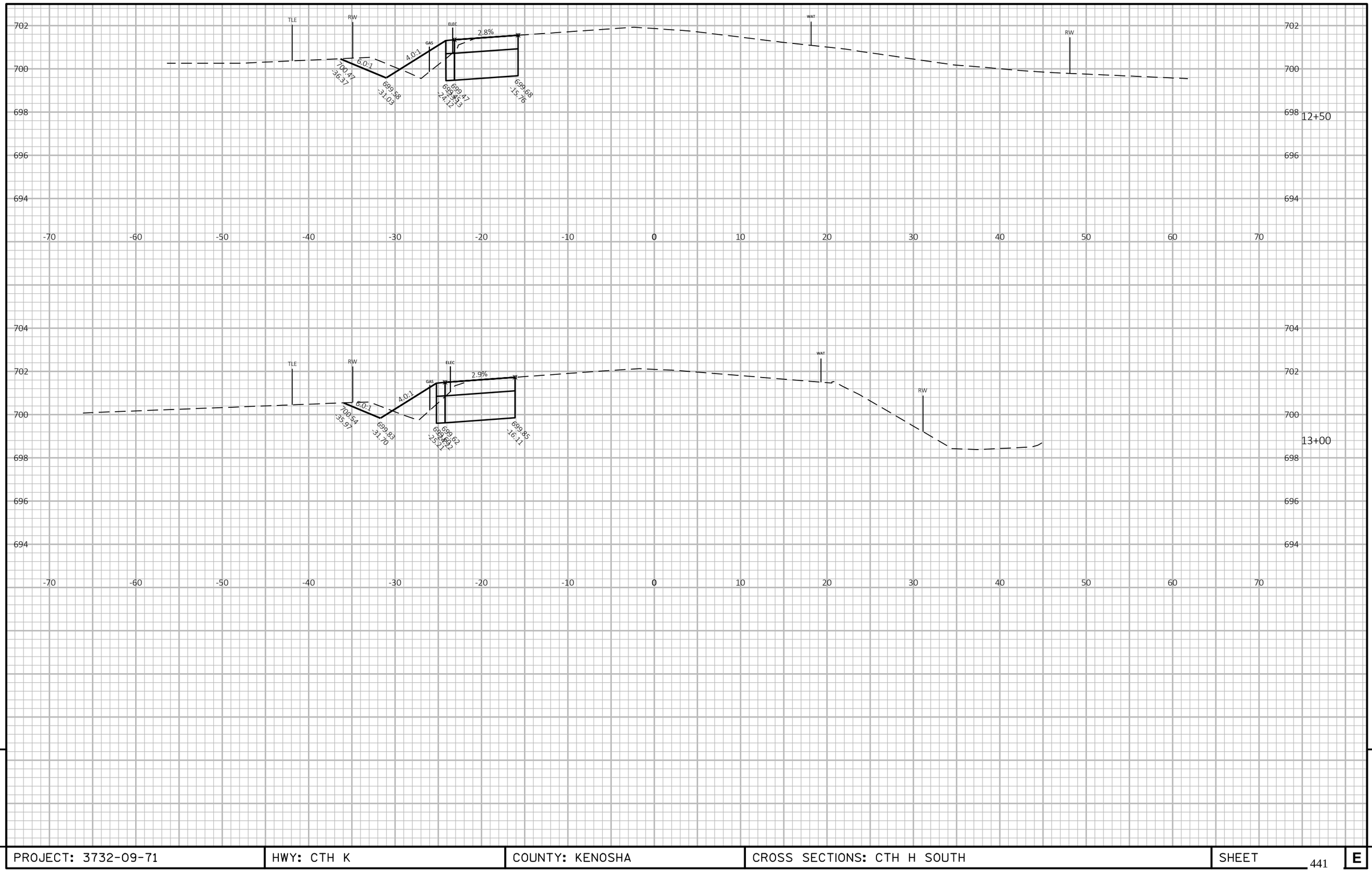
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 440	E



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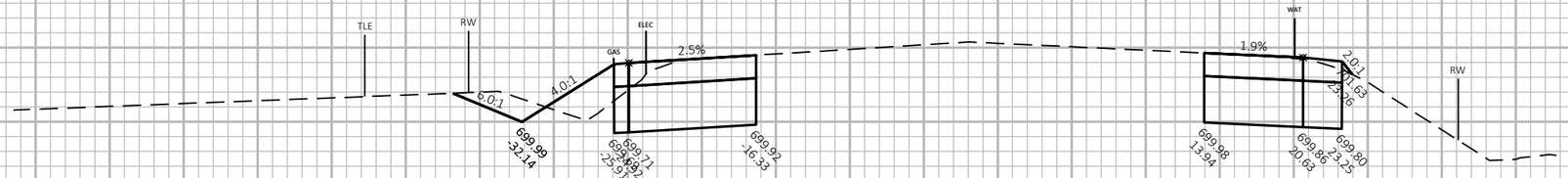
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 441	E

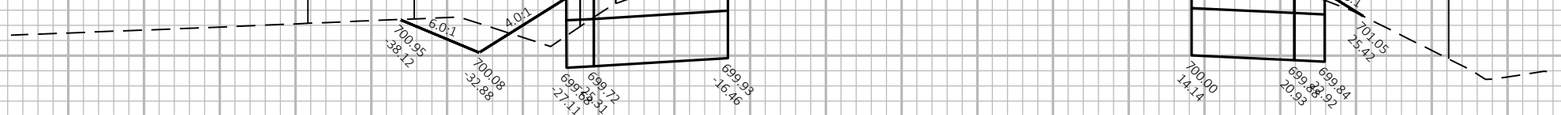
FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:03 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

BEGIN RIGHT SHOULDER WIDENING



13+32

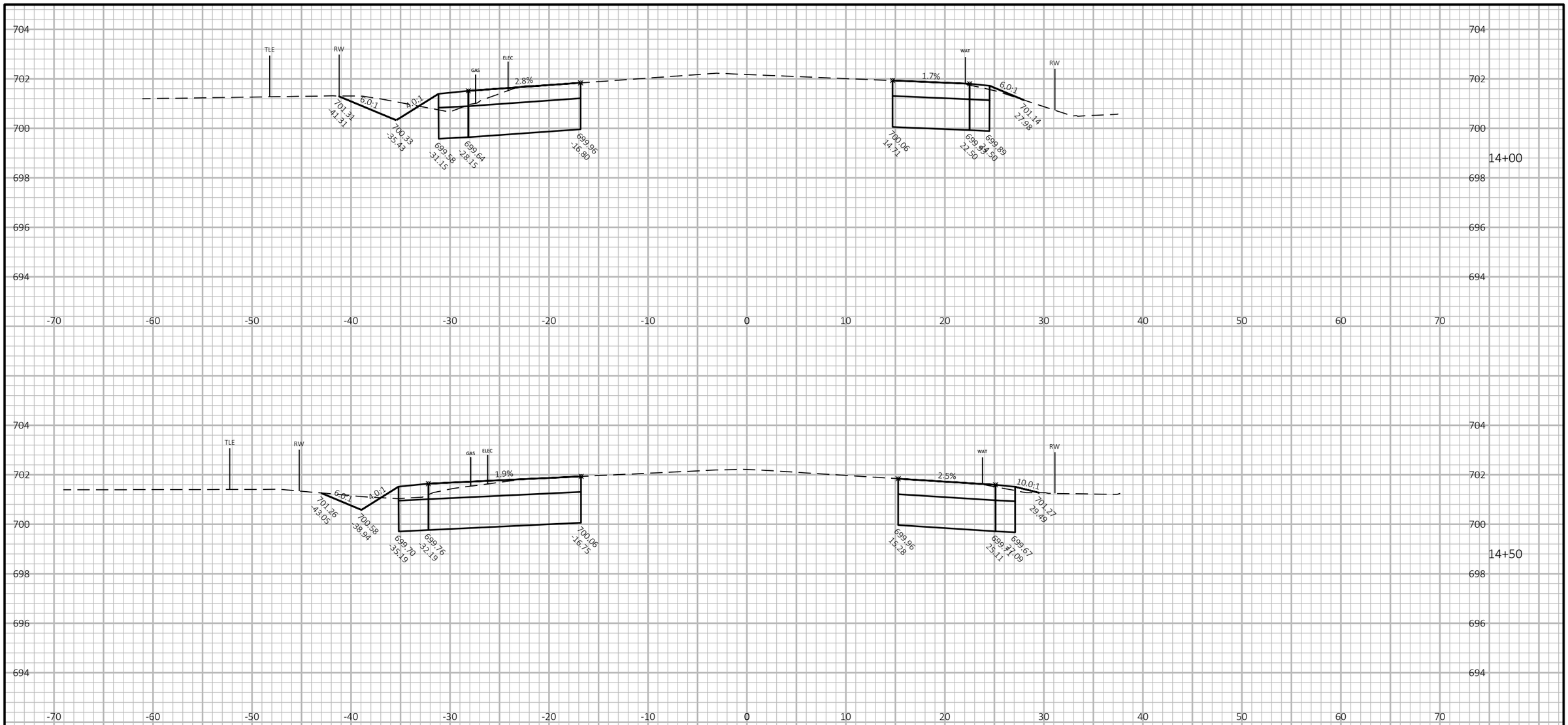


13+50

PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 442	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:03 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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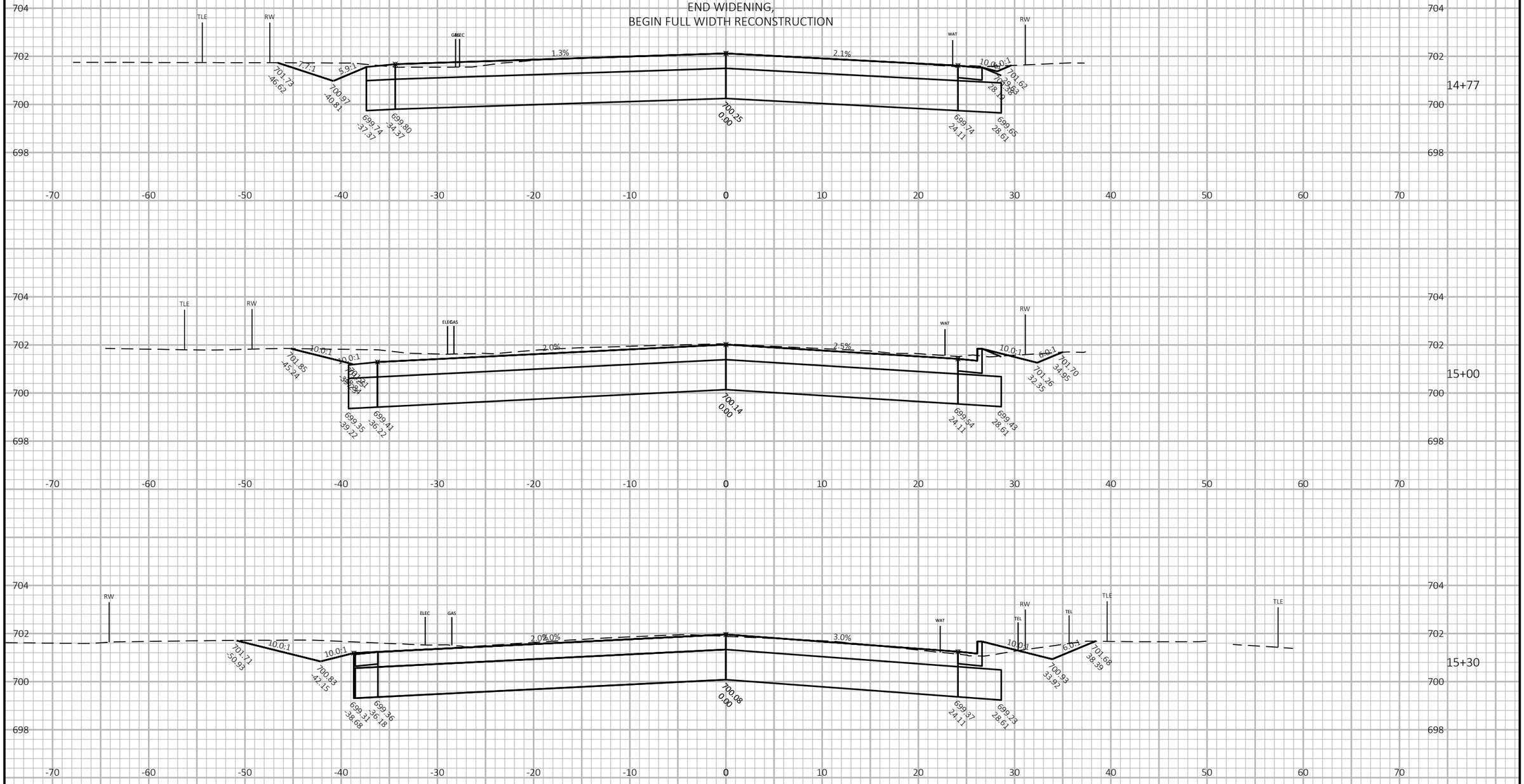
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 443	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:03 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

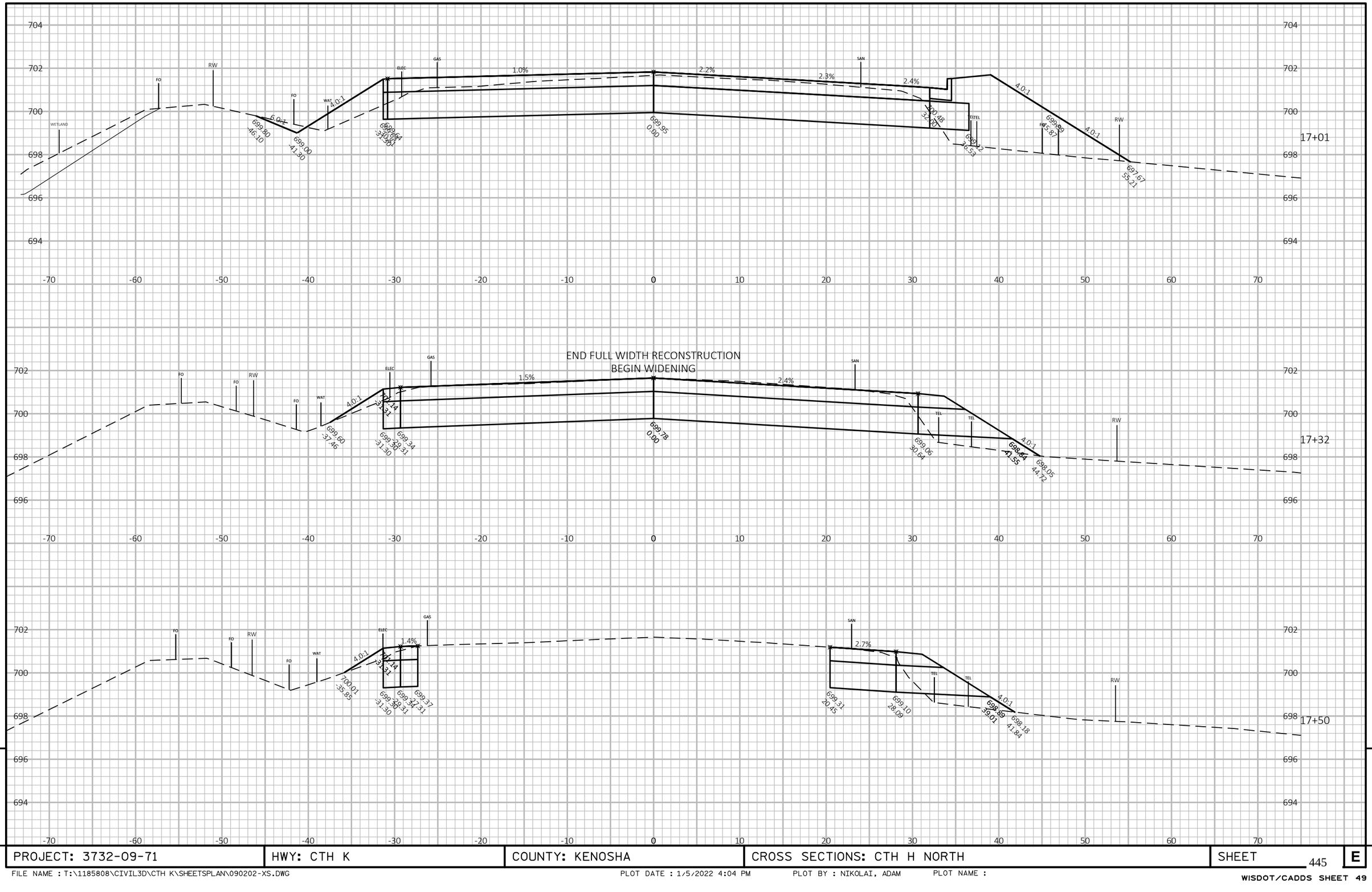
WISDOT/CADDS SHEET 49

END WIDENING,
BEGIN FULL WIDTH RECONSTRUCTION



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H SOUTH	SHEET 444	E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:03 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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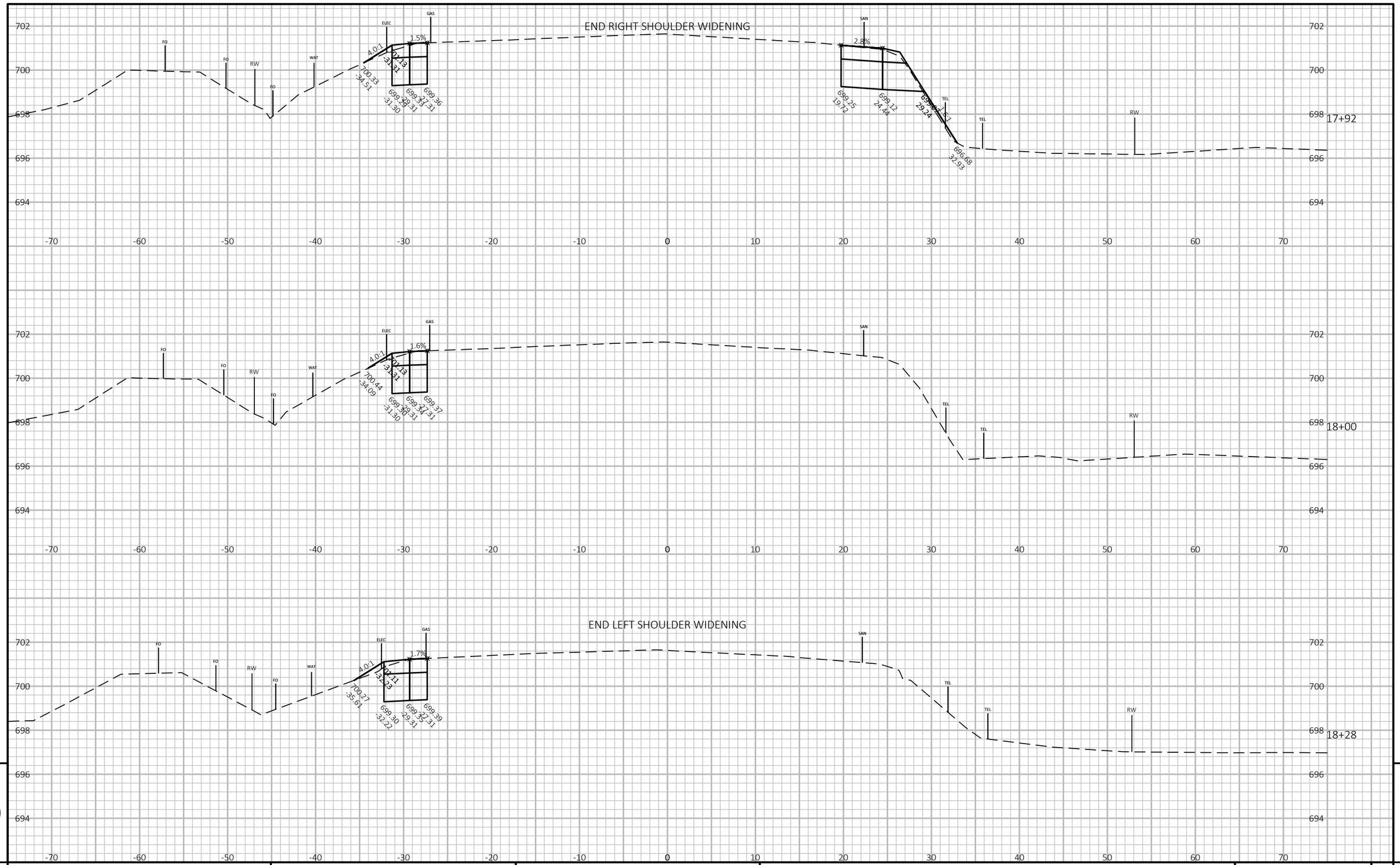
PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H NORTH	SHEET 445	E



PROJECT: 3732-09-71	HWY: CTH K	COUNTY: KENOSHA	CROSS SECTIONS: CTH H NORTH	SHEET 446 E

FILE NAME : T:\1185808\CIVIL3D\CTH K\SHEETSPLAN\090202-XS.DWG PLOT DATE : 1/5/2022 4:04 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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