WKE

Dec 13, 2022

PROJECT ID: 3762-03-70

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 = 246

1 of 9

DESIGN DESIGNATION

A.A.D.T.	(2022)	=	11,800
A.A.D.T.	(2042)	=	14,400
D.H.V.	(2042)	=	1,498
D.D.		=	60/40
T.		=	6.9%
DESIGN SPEED		=	50 MPH
ESALS		=	1,248,300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V SOMERS CTH Y

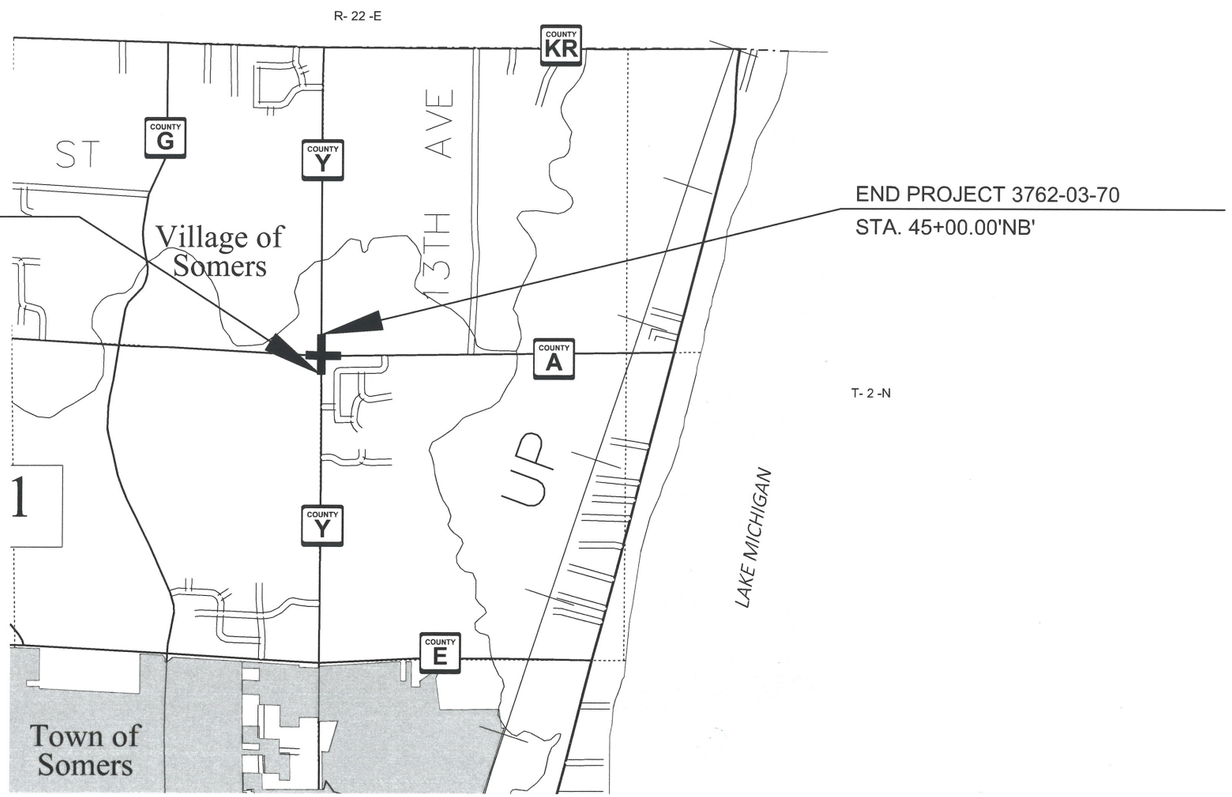
INTERSECTION WITH CTH A

CTH Y

KENOSHA COUNTY

STATE PROJECT NUMBER
3762-03-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3762-03-70	WISC 2023100	1



BEGIN PROJECT 3762-03-70
STA. 30+00.00'NA'
Y = 245,033.98
X = 2,582,174.68

END PROJECT 3762-03-70
STA. 45+00.00'NB'

LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.229 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, NAD27 SOUTH ZONE.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NGVD29.

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	CAUTION
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)	

ACCEPTED FOR

COUNTY of KENOSHA

CLEMENT ABONGWA (Printed Name) (Signature)

7/25/2022 (Date) DIRECTOR of HIGHWAY (Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

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

7/25/2022 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	GREG HAFEMAN
Regional Examiner	
Regional Supervisor	JEFF BOHEN

APPROVED FOR THE DEPARTMENT

DATE: 7/25/2022 (Signature)

E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/25/2022 1:16 PM PLOT BY : MANSKE, CALEB PLOT NAME :

GENERAL NOTES

1 THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2 CONTRACTOR SHALL CONTACT DIGGER'S HOTLINE AND ALL UTILITIES LISTED TO VERIFY UTILITY WORK STATUS PRIOR TO BIDDING.

3 NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

4 CURB AND GUTTER GRADES ARE GIVEN AT THE FLANGE LINE UNLESS OTHERWISE NOTED.
CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

5 ALL DISTURBED AREAS, NOT SURFACED WITH ASPHALT, CONCRETE, GRAVEL, OR EROSION MAT ARE TO BE COVERED WITH 4" SALVAGED TOPSOIL, SEEDED, FERTILIZED, AND MULCHED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

7 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.

8 STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION.
IF STOCKPILED MATERIAL IS LEFT MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH.

9 EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

10 SUBSURFACE EXPLORATION REPORTS WITH SOIL BORING INFORMATION ARE AVAILABLE FROM KENOSHA COUNTY, DOUGLAS COEUR AT (262) 653-1870.

11 CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY SECTION CORNER MONUMENT.

HMA PAVEMENT

GRADATIONS:	LAYERS	DESIGNATION
6.5-INCH	ONE 2.5" UPPER LAYER	4 MT 58-28H
	ONE 4" LOWER LAYER	3 MT 58-28S

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
PAVING DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER PLAN
EXISTING SIGN REMOVALS
PERMANENT SIGNING
PAVEMENT MARKING
LIGHTING PLAN
DETOUR PLAN
ALIGNMENT PLAN

2

2

UTILITIES

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

MIDWEST FIBER NETWORKS
CORY SCHMUKI
6070 N FLINT RD
GLENDALE, WI 53209
(414) 459-3561 - OFFICE
(414) 349-2764 - CELL
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

TDS TELECOM
MATTHEW SCHULTE
525 JUNCTION ROAD
MADISON, WI 53717
(262) 754-3063
MATT.SCHULTE@TDSTELECOM.COM

SPECTRUM
BEAU ABUYA
1320 N. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
(414) 758-9241
BEAU.ABUYA@CHARTER.COM

VILLAGE AND TOWN OF SOMERS
WATER UTILITY/SANITARY SEWER
JERRY SMITH
7511 12TH STREET
KENOSHA, WI 53144
(262) 859-2822
GSMITH@SOMERS.ORG

WE ENERGIES - ELECTRIC
JAMES NELSON
7815 NORTHWESTERN AVE
RACINE, WI 53406
(262) 884-6734 - OFFICE
(414) 315-1189 - CELL
JAMES.NELSON@WE-ENERGIES.COM

WE ENERGIES - GAS
CHRIS DEGRAVE
7815 NORTHWESTERN AVE
RACINE, WI 53406
(262) 886-7018 - OFFICE
(262) 939-9814 - CELL
CHRIS.DEGRAVE@WE-ENERGIES.COM

DESIGN CONSULTANT

raSmith
CALEB MANSKE
16745 W BLUEMOUND ROAD
BROOKFIELD, WI 53005-5938
(262) 781-1000
CALEB.MANSKE@RASMITH.COM

KENOSHA COUNTY

DOUGLAS COEUR
19600 75TH STREET, SUITE 122-1
BRISTOL, WI 53104
(262) 857-1859
DOUGLAS.COEUR@KENOSHACOUNTY.ORG

WISCONSIN DNR

BENTON STELZEL
DNR SERVICE CENTER
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262) 623-0194
BENTON.STELZEL@WISCONSIN.GOV

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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

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

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

2

2

N

CTH Y (22ND AVE)

END PROJECT 3762-03-70
STA 45+00'NB'
STA 45+00'SB'

VILLAGE OF SOMERS

VILLAGE OF SOMERS

WETLAND BOUNDARY

KENOSHA COUNTRY CLUB -
HISTORIC PROPERTY

WETLAND BOUNDARY

SINGLE LANE ROUNDABOUT

END CONSTRUCTION
STA 75+00'EB'
STA 75+00'WB'

CTH A (7TH ST)

52'WA' 54'WA' 56'WA' 58'WA' 60'WA' 62'WA' 64'WA' 70'WB' 72'WB' 74'WB' 76'WB' 78'WB' 80'WB' 82'WB 84'WB'
52'EA' 54'EA' 56'EA' 58'EA' 60'EA' 62'EA' 64'EA' 70'EB' 72'EB' 74'EB' 76'EB' 78'EB' 80'EB' 82'EB' 84'EB'

WETLAND BOUNDARY

BEGIN CONSTRUCTION
STA 60+00'EA'
STA 60+00'WA'

VILLAGE OF SOMERS

VILLAGE OF SOMERS

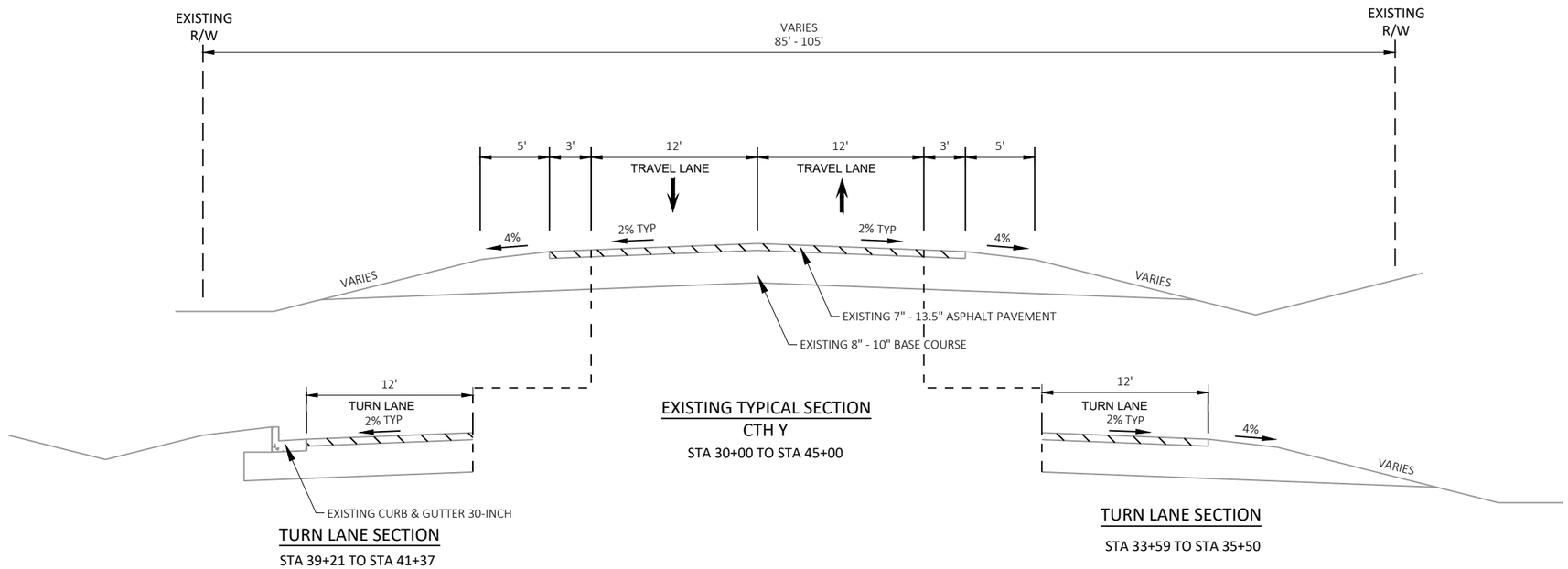
BEGIN PROJECT 3762-03-70
STA 30+00'NA'
STA 30+00'SA'

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 7/29/2022 2:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:200 FT

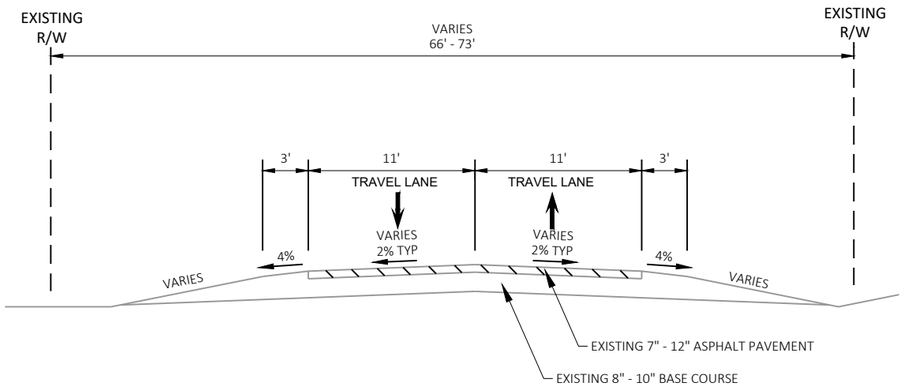
2



EXISTING TYPICAL SECTION
CTH Y
STA 30+00 TO STA 45+00

TURN LANE SECTION
STA 39+21 TO STA 41+37

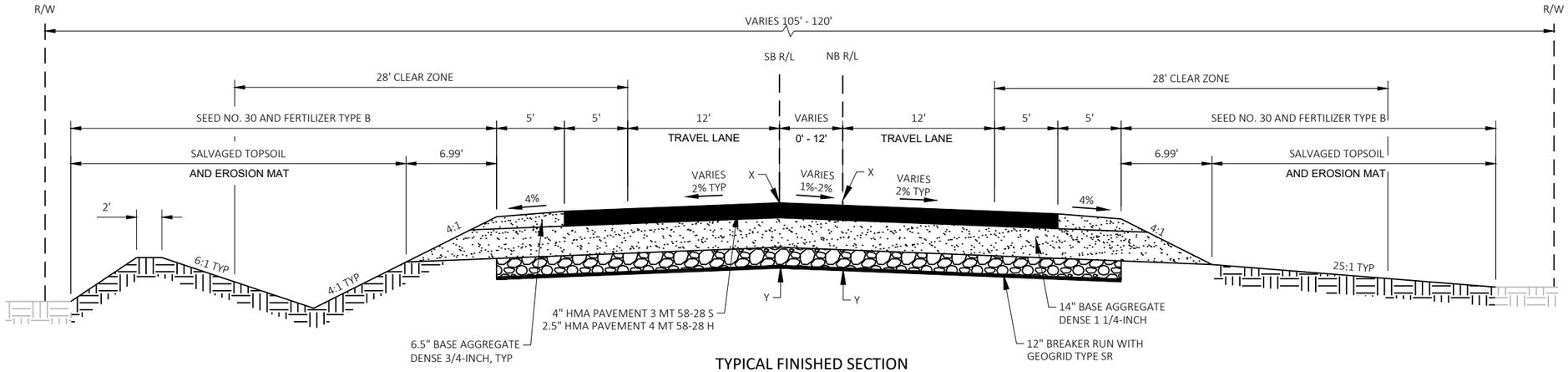
TURN LANE SECTION
STA 33+59 TO STA 35+50



EXISTING TYPICAL SECTION
CTH A
STA 60+00 TO STA 75+00

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E

2

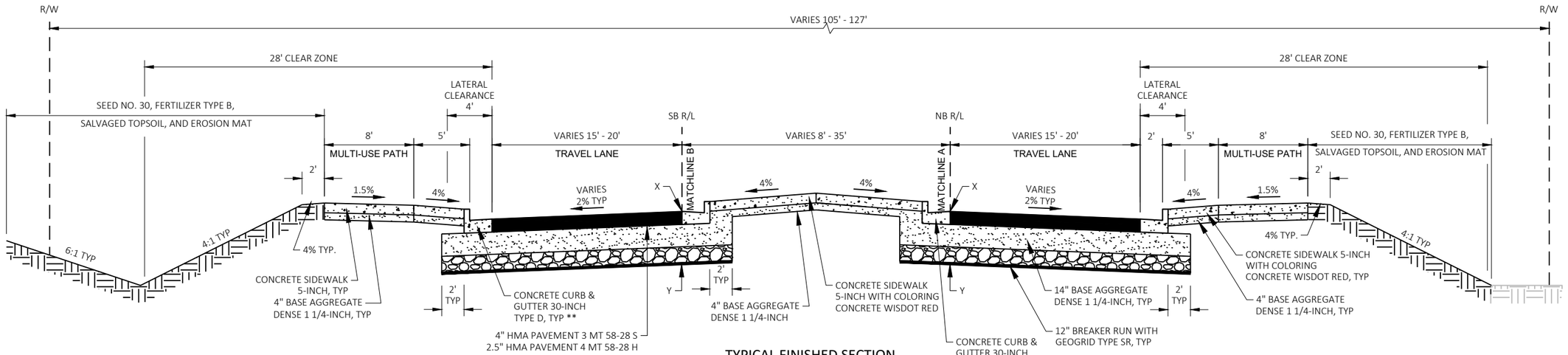


TYPICAL FINISHED SECTION
CTH Y
STA 30+00 TO STA 32+06

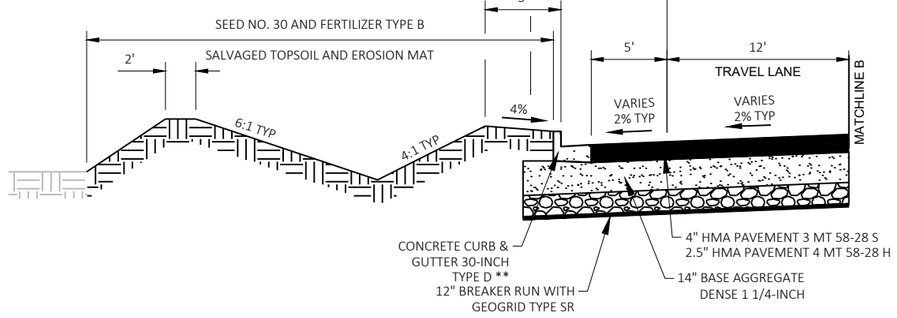
"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6	E

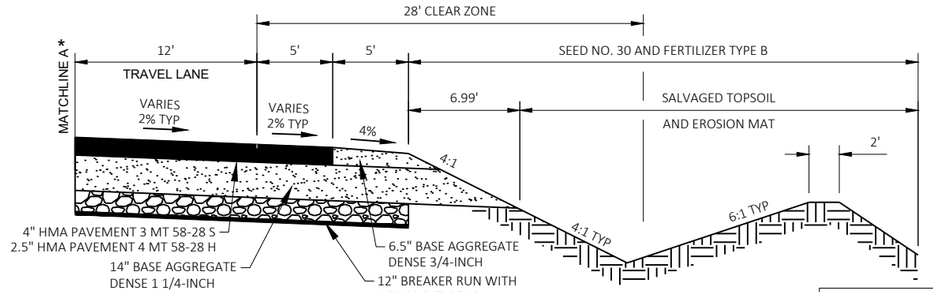
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\020301-PRTYP.DWG
LAYOUT NAME - 020301-ts 1in-10ft
PLOT DATE : 7/29/2022 2:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1:10



TYPICAL FINISHED SECTION
CTH Y
SECTION A-A
STA 32+06 TO STA 35+02



SHOULDER CURB DETAIL
STA 34+20'SA' TO STA 34+44'SA'



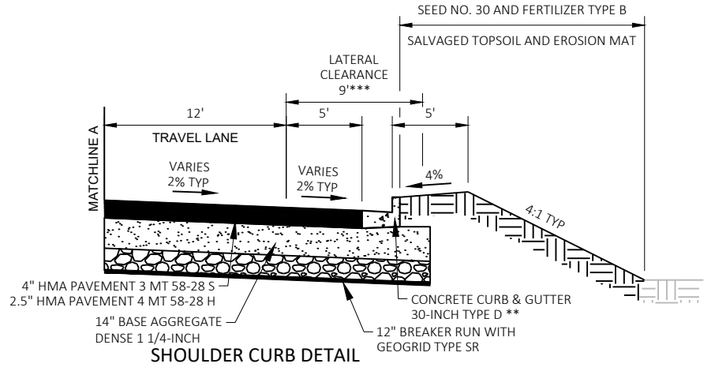
RURAL SHOULDER DETAIL
STA 32+06'SA'+ STA 34+20'SA'

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

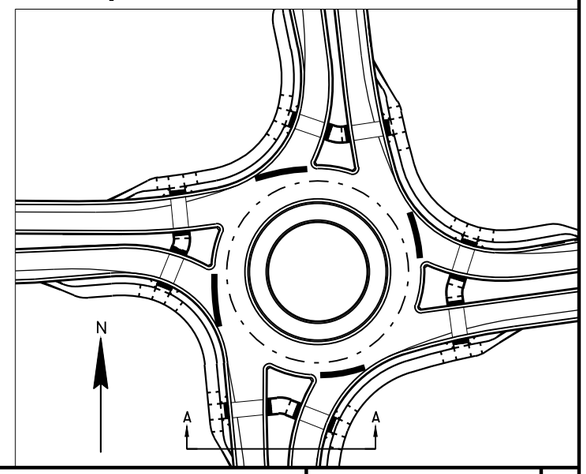
* MATCHLINE B IS A MIRROR IMAGE.

** CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D FROM
STA. 32+02'NA' TO STA. 33+46'NA'
STA. 32+02'SA' TO STA. 33+47'SA'

*** 11' LATERAL CLEARANCE FROM
STA. 32+02'NA' TO STA. 33+46'NA'
STA. 32+02'SA' TO STA. 33+47'SA'

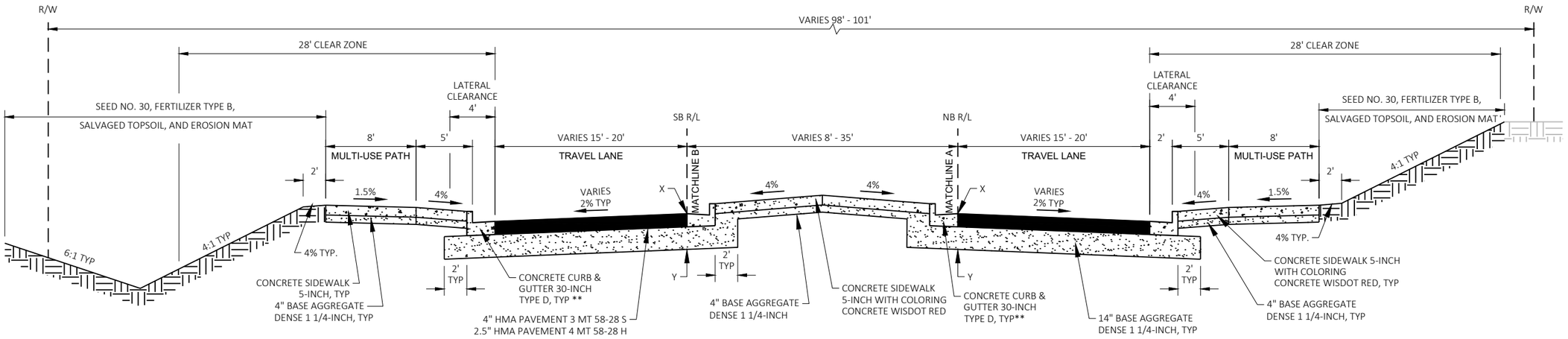


SHOULDER CURB DETAIL
STA 32+06'NA' TO STA 33+75'NA'



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E

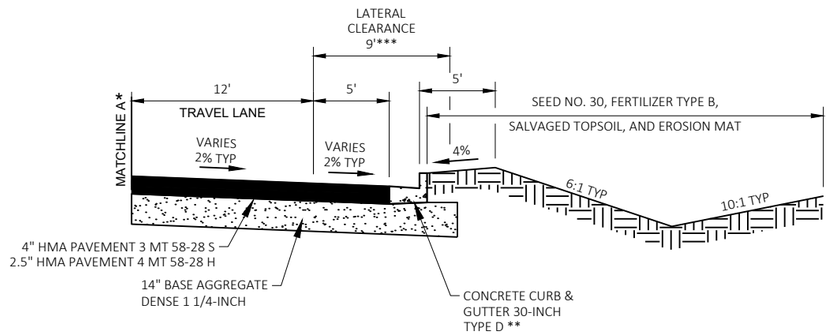
2



TYPICAL FINISHED SECTION

CTH Y
SECTION B-B
STA 39+59 TO STA 42+36

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



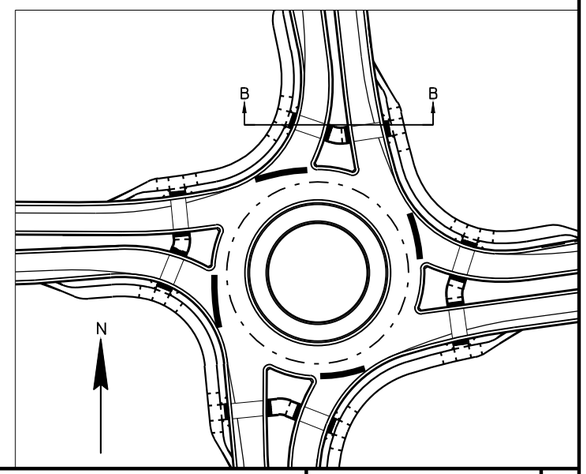
SHOULDER CURB DETAIL

STA 40+27'NB' TO STA 42+36'NB'
STA 40+87'SB' TO STA 42+36'SB'

* MATCHLINE B IS A MIRROR IMAGE.

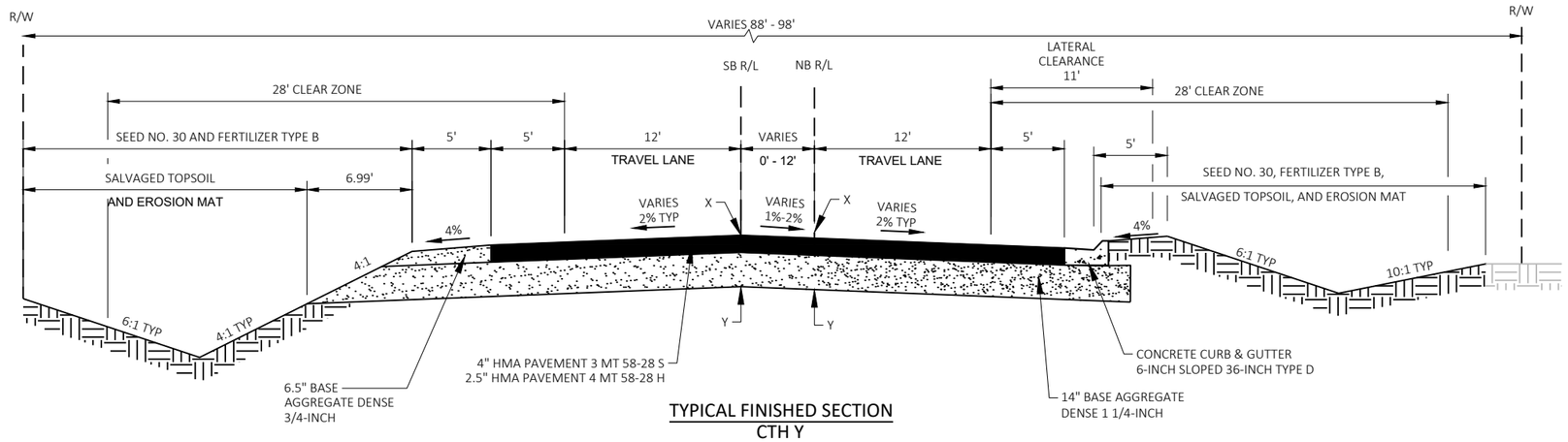
** CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D FROM
STA. 41+20'NB' TO STA. 42+40'NB'
STA. 41+20'SB' TO STA. 42+40'SB'

*** 11' LATERAL CLEARANCE FROM
STA. 41+20'NB' TO STA. 42+40'NB'
STA. 41+20'SB' TO STA. 42+40'SB'



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 8	E

2



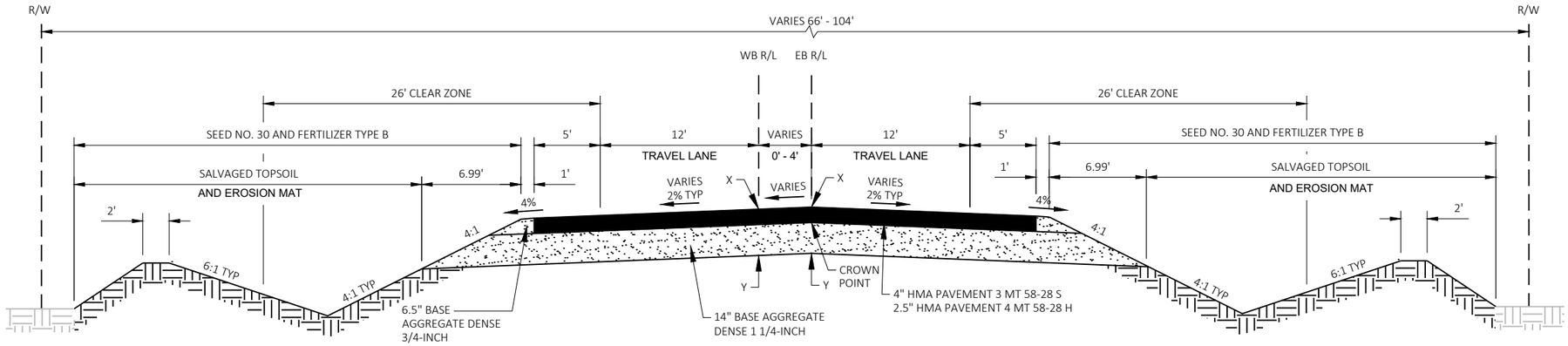
TYPICAL FINISHED SECTION
CTH Y
STA 42+36 TO STA 45+00

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

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 9	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\020301-PRTYP.DWG
LAYOUT NAME - 020304-ts 1in-10ft
PLOT DATE : 7/29/2022 2:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1:10

2



TYPICAL FINISHED SECTION
CTH A
STA 60+00 TO STA 62+30

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

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\020301-PRTYP.DWG
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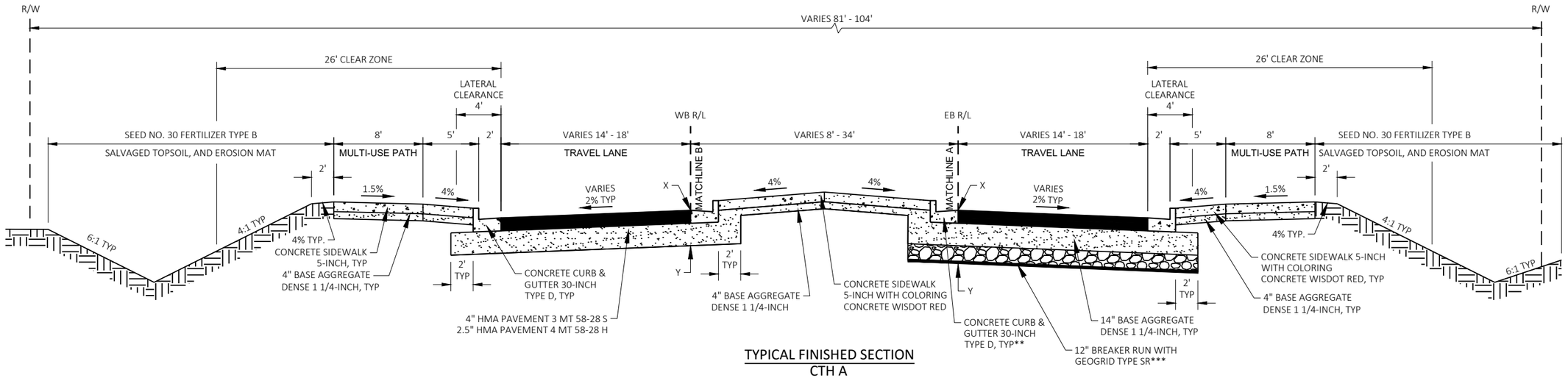
PLOT DATE : 7/29/2022 2:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1:10



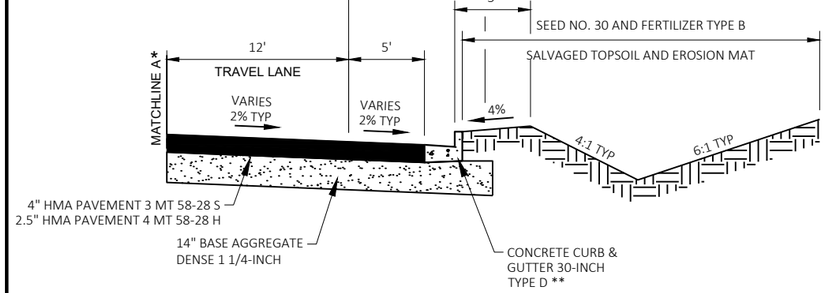
TYPICAL FINISHED SECTION
CTH A
SECTION C-C
STA 62+30 TO STA 65+34
STA 69+78 TO STA 72+57

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

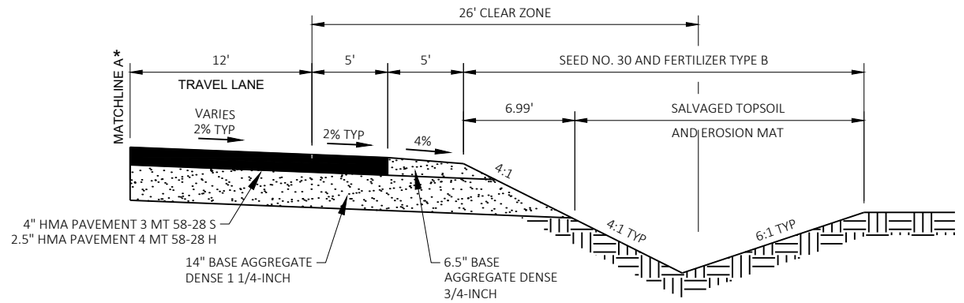
** CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D FROM
STA. 62+26'EA' TO STA. 63+78'EA'
STA. 62+26'WA' TO STA. 63+78'WA'
STA. 71+40'EB' TO STA. 72+60'EB'
STA. 71+40'WB' TO STA. 72+60'WB'

*** BREAKER RUN WITH GEOGRID SR ONLY
APPLIES FROM STA 64+43'EA' TO STA 65+34'EA'

+ 11' LATERAL CLEARANCE FROM
STA. 62+26'EA' TO STA. 63+78'EA'
STA. 62+26'WA' TO STA. 63+78'WA'
STA. 71+40'EB' TO STA. 72+60'EB'
STA. 71+40'WB' TO STA. 72+60'WB'

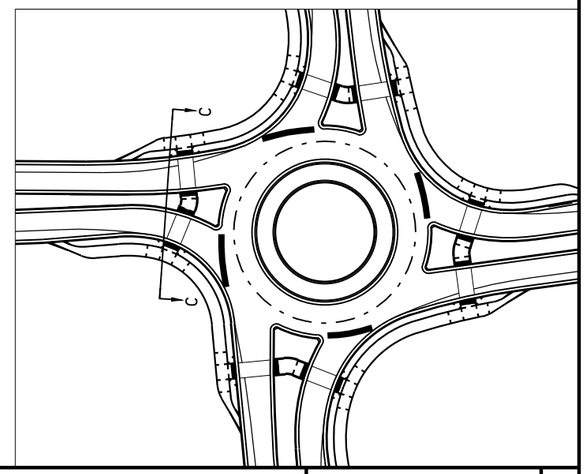


SHOULDER CURB DETAIL
STA 62+30'EA' TO STA 64+23'EA'
STA 62+30'WA' TO STA 64+67'WA'
STA 70+41'EB' TO STA 72+30'EB'
STA 70+98'WB' TO STA 72+57'WB'



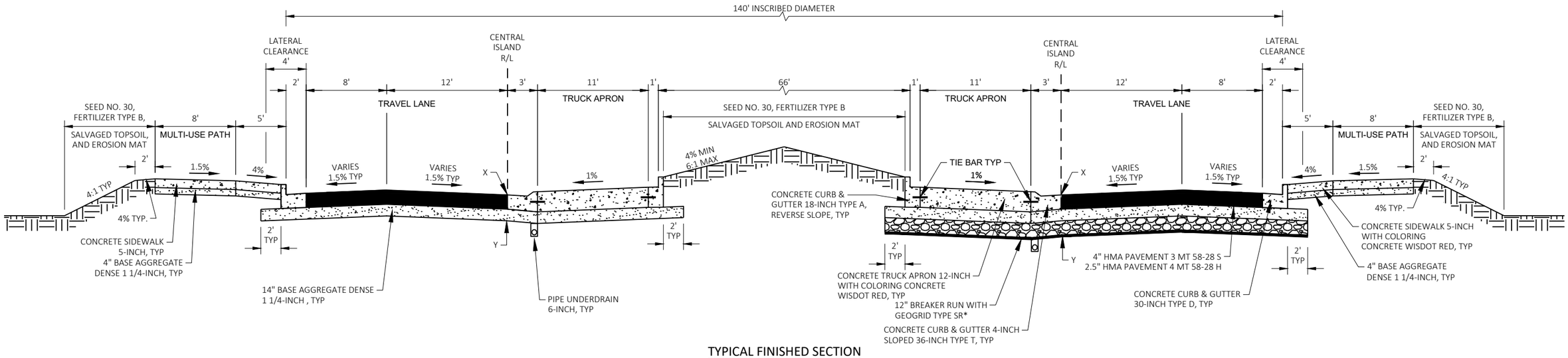
RURAL SHOULDER DETAIL
STA 72+30'EB' TO STA 72+57'EB'

* MATCHLINE B IS A MIRROR IMAGE.



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 11	E

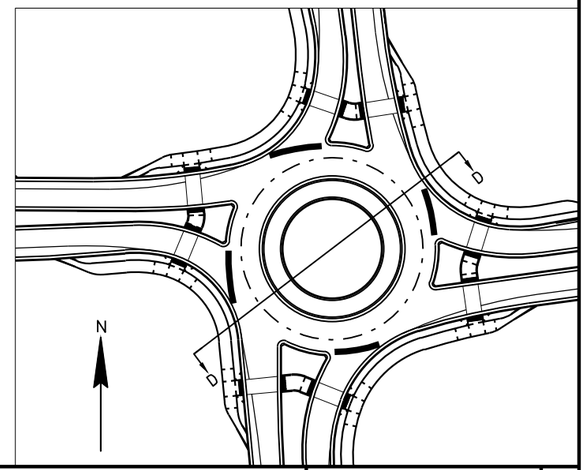
2



TYPICAL FINISHED SECTION
ROUNDABOUT CIRCULATORY ROADWAY
SECTION D-D

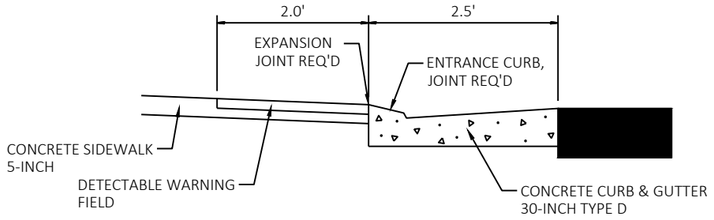
"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

* BREAKER RUN WITH GEOGRID SR ONLY
APPLIES FROM STA 11+58'C' TO STA 13+43'C'

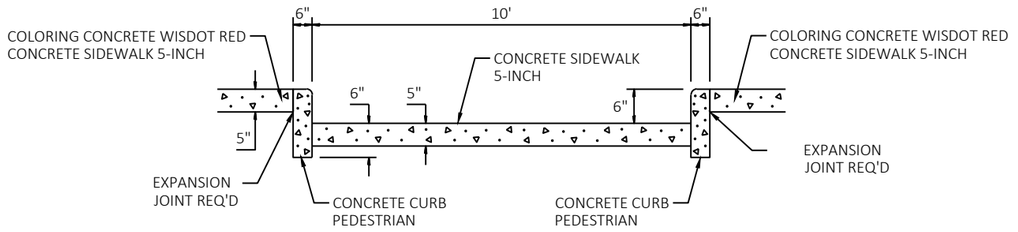


PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 12	E

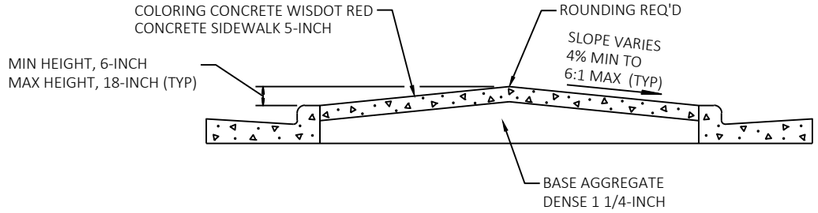
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\020301-PRTYP.DWG
LAYOUT NAME - 020307-ts 1in-10ft
PLOT DATE : 7/29/2022 2:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1:10



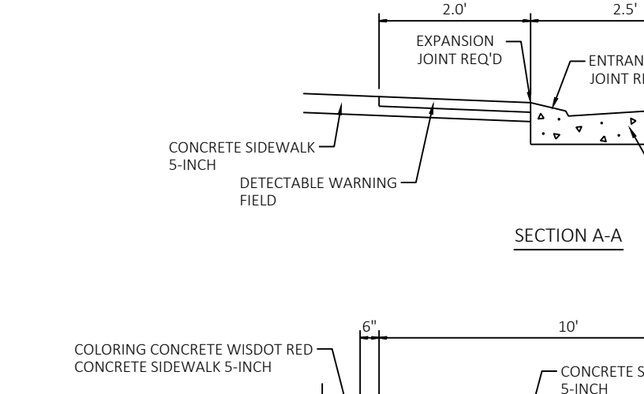
SECTION A-A



SECTION B-B



SECTION C-C



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

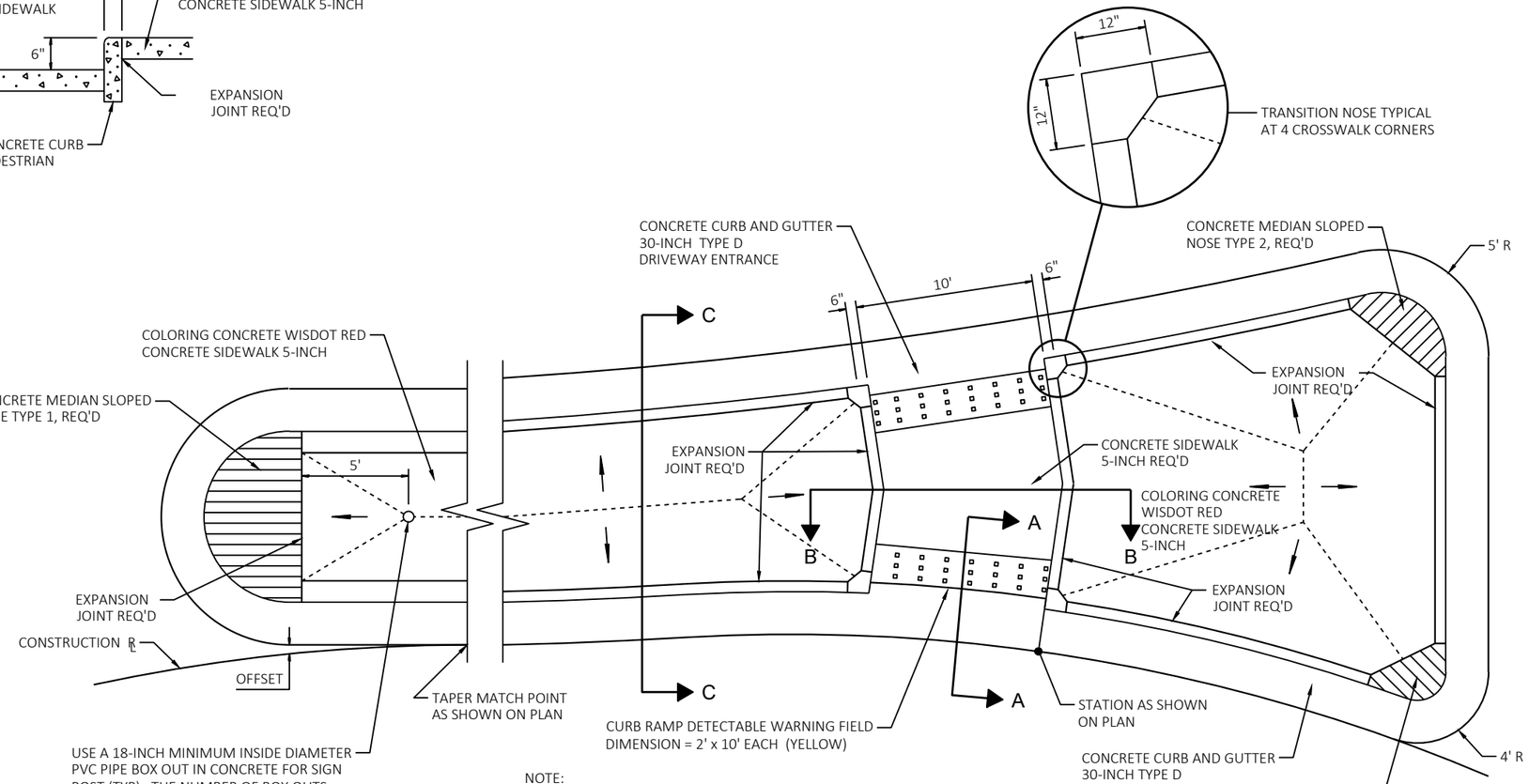
SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"

SEE A4-3B SIGN PLATE "SIGN POST BOX-OUTS"

** SEE A4-4 SIGN PLATE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE SUPPORTS"

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)



USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

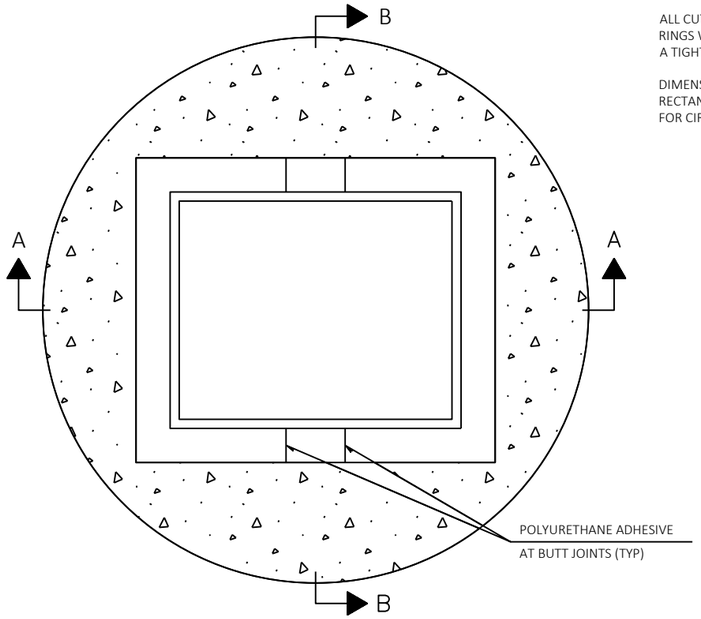
NOTE:
INSTALL TRANSITION NOSE.
(INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

CONCRETE SPLITTER ISLAND DETAIL WITH CROSSWALK

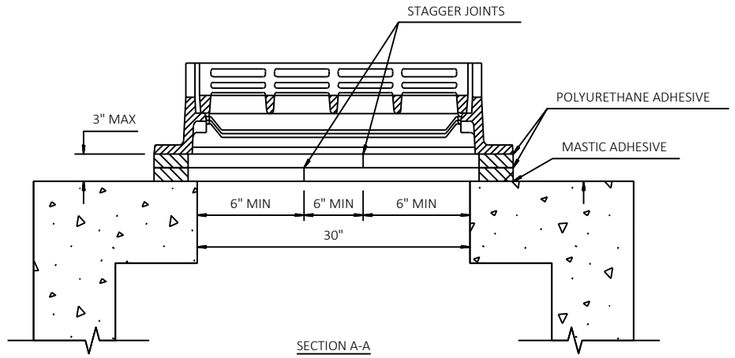
NOTES:

ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

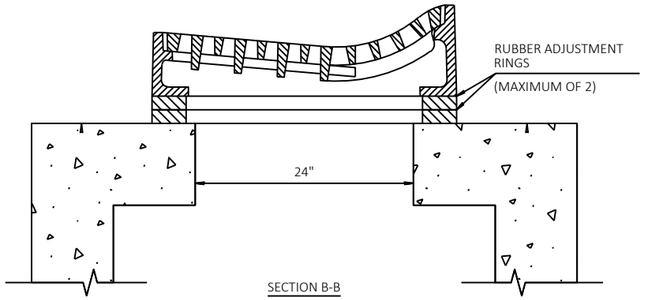
DIMENSIONS OF RUBBER ADJUSTMENT RINGS FOR RECTANGULAR INLETS SHALL MATCH DIMENSIONS FOR CIRCULAR INLETS.



PLAN VIEW



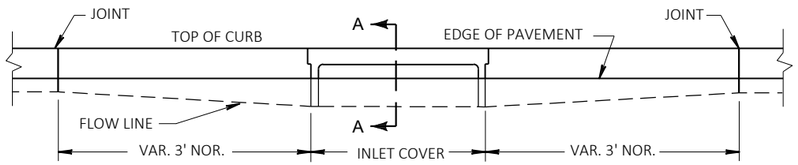
SECTION A-A



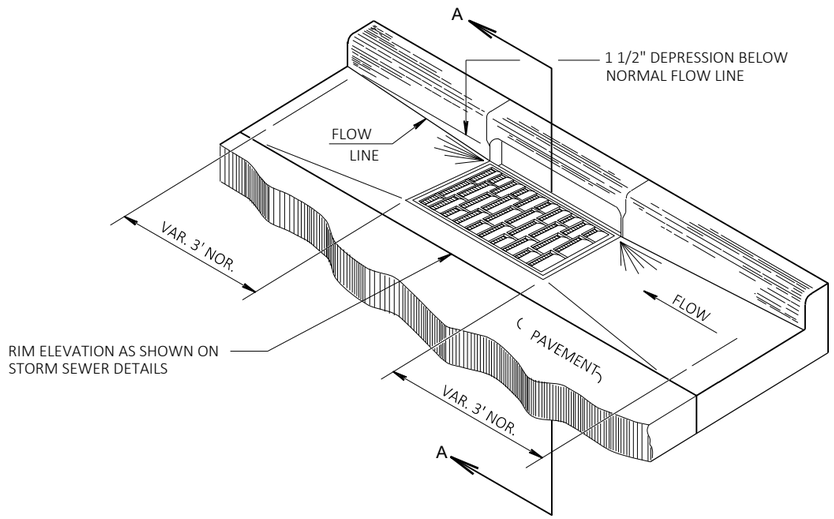
SECTION B-B

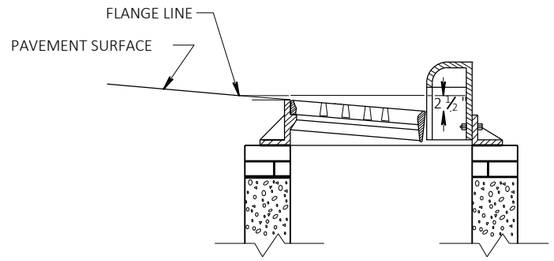
RUBBER RING CUTTING DETAIL FOR TYPE T CASTING

TO BE USED ON ALL TYPE T CASTINGS



ELEVATION

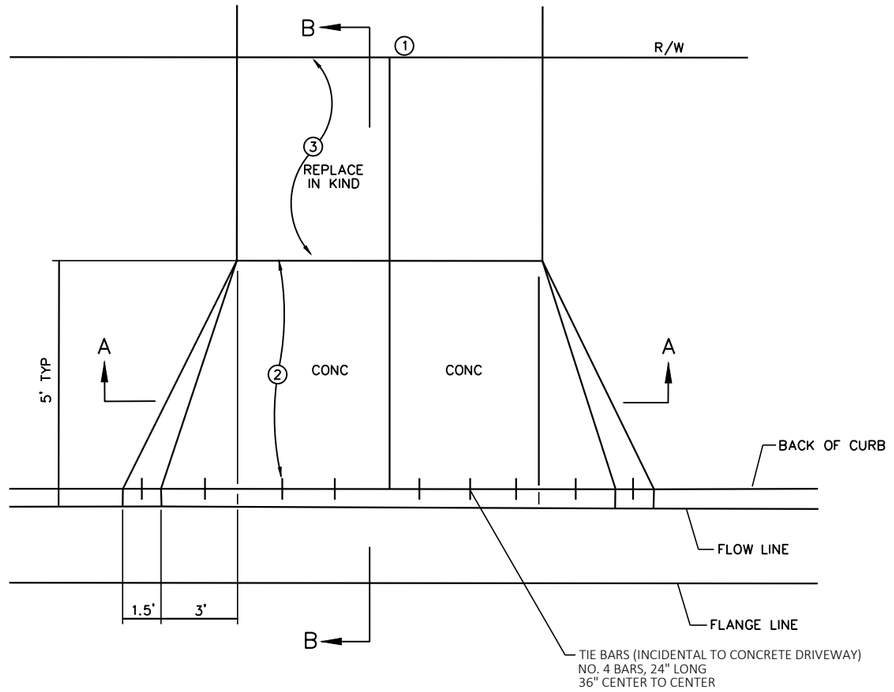




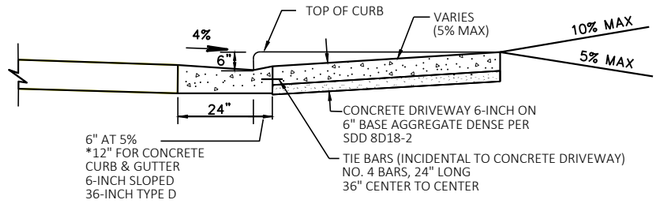
SECTION A-A

DETAIL OF CURB AND GUTTER AT CATCH BASINS

2



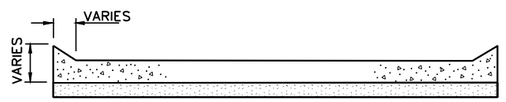
PLAN VIEW



SECTION B–B

NOTES:

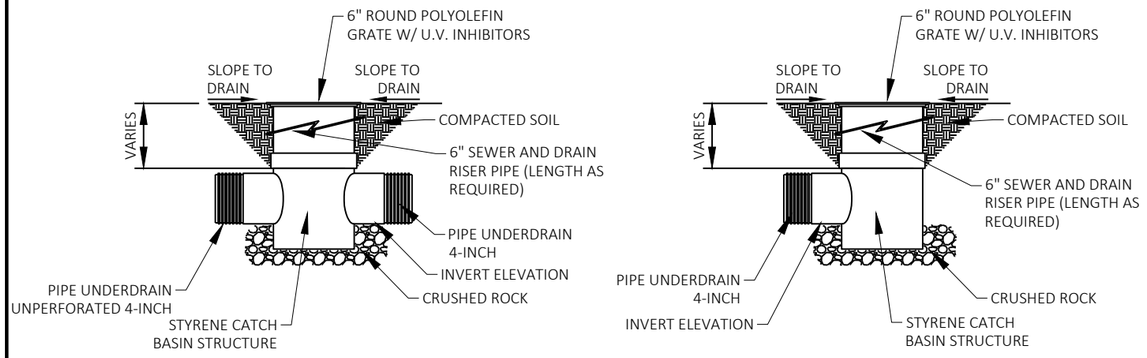
1. DRIVEWAY WIDTHS
   COMMERCIAL 35' MAX 16' MIN
   NON-COMMERCIAL 24' MAX 12' MIN
   PER SDD 8D18-2
2. ALL DRIVEWAY APPROACHES SHALL BE CONCRETE
   DRIVEWAY 6-INCH ON 6" BASE AGGREGATE
   DENSE 1¼-INCH PER SDD 8D18-2
3. DRIVEWAY SURFACE SHALL BE REPLACED IN-KIND
   WITH MINIMUM SECTION OF:
   ASPHALT - 3" ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES
   ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
   CONCRETE - CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE
   DENSE 1 1/4-INCH PER SDD 8D18-2
   BASE AGGREGATE DENSE - 6" BASE AGGREGATE DENSE 1 1/4-INCH



SECTION A–A

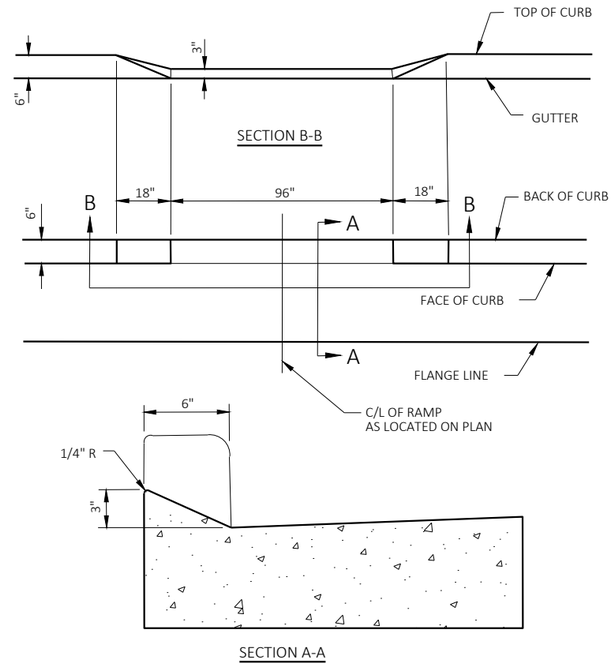
URBAN DRIVEWAY DETAIL

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 15	E



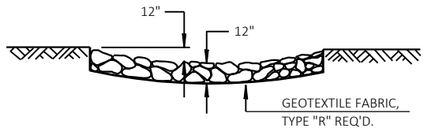
NOTE: INLET STRUCTURE, RISER, AND GRATE INCLUDED IN PAYMENT

INLETS UNDERDRAIN SPECIAL DETAIL

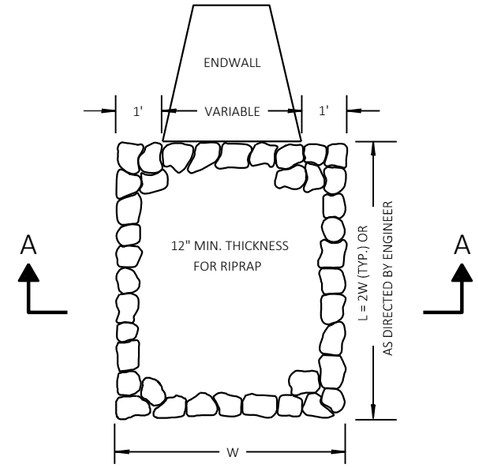


SECTION A-A

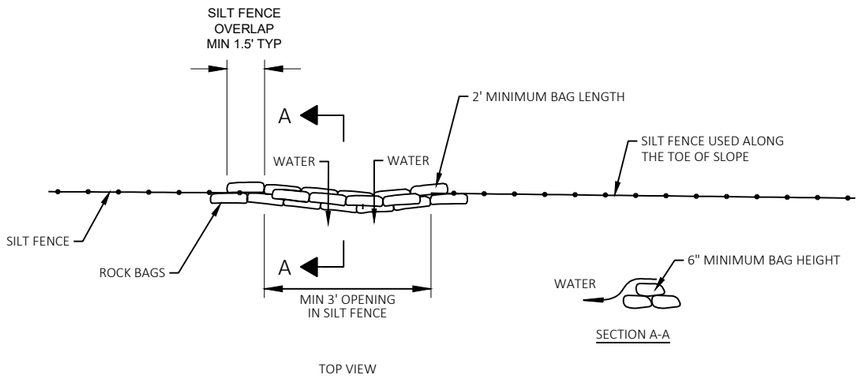
MAINTENANCE RAMP



SECTION A-A



RIPRAP TREATMENT AT APRON ENDWALLS

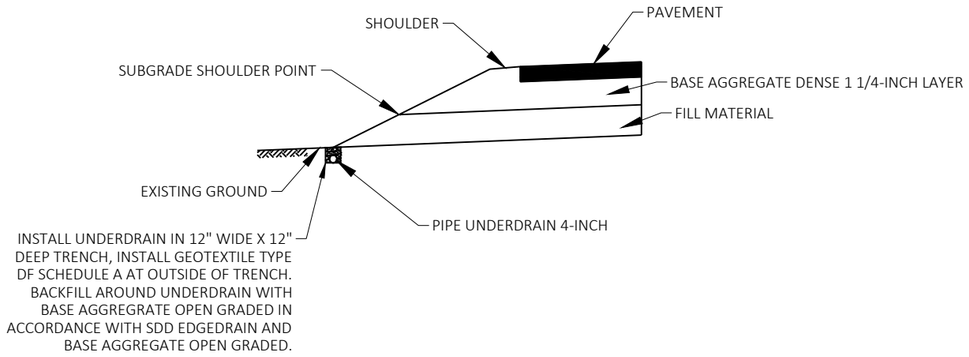


SECTION A-A

TOP VIEW

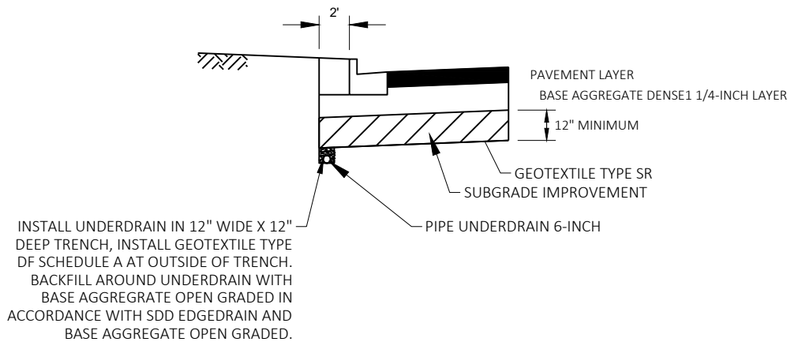
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS



RURAL UNDERDRAIN DETAIL

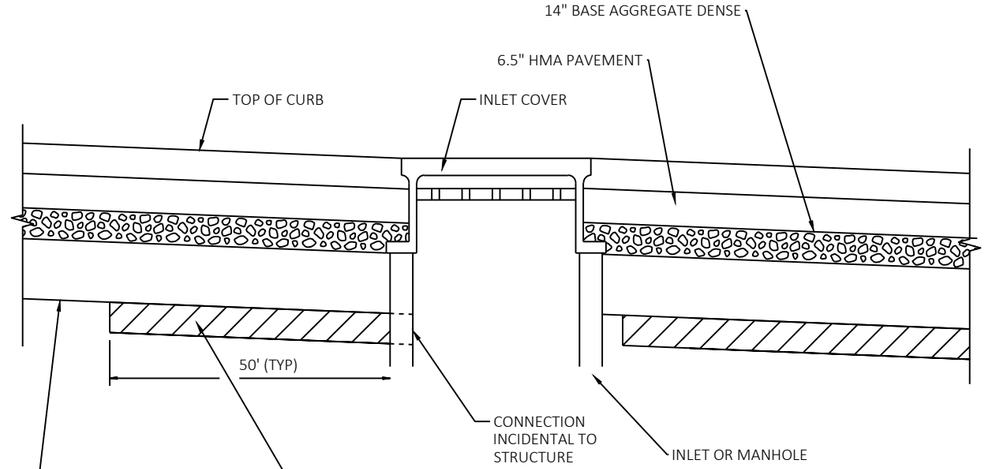
UNDERDRAIN TRENCH TO BE PLACED PER PLANS AT END OF FORESLOPE FROM STA 72+50'WB' TO STA 74+15'WB'



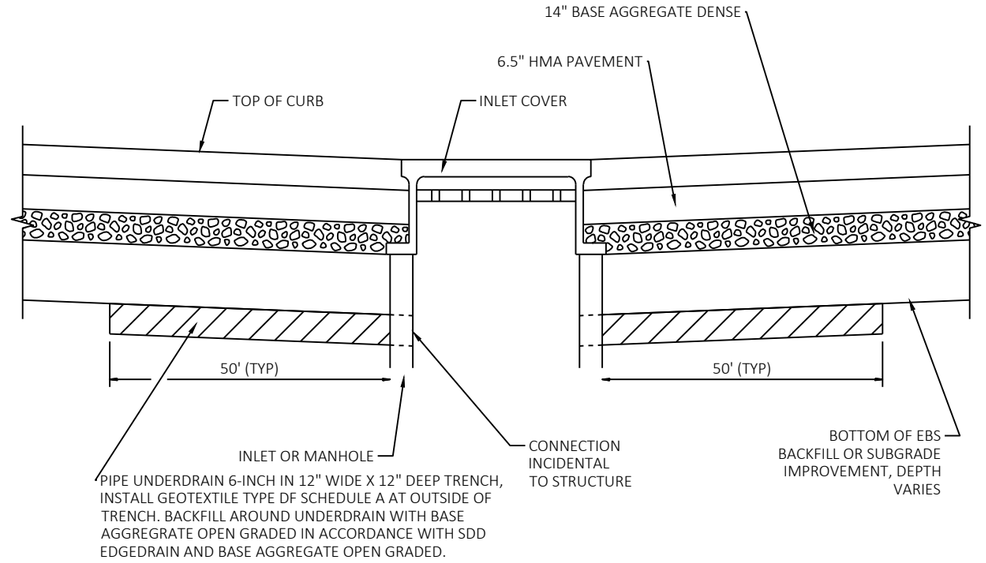
NOTES:
1. SUBGRADE IMPROVEMENT SHALL BE PAID FOR AS EXCAVATION COMMON
2. FILL SUBGRADE IMPROVEMENT VOID WITH BREAKER RUN
3. UNDERDRAIN TO EXTEND 50 FEET FROM AVAILABLE INLETS AT LOW POINTS

SUBGRADE IMPROVEMENT - URBAN

2



PIPE UNDERDRAIN AT ON GRADE STRUCTURES

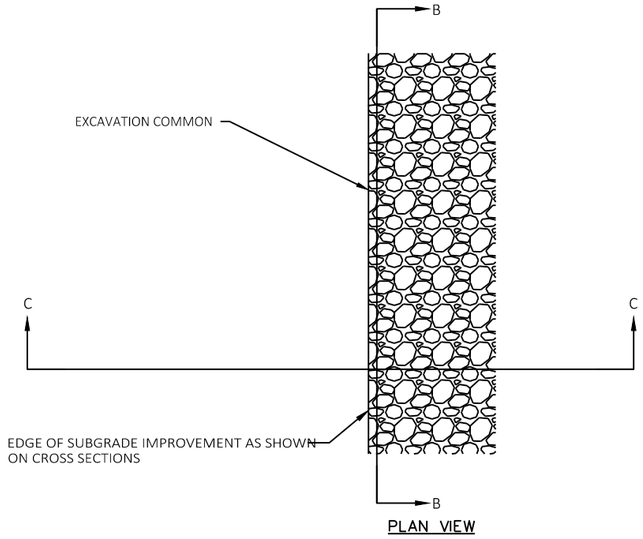


PIPE UNDERDRAIN AT LOW POINT STRUCTURES

PIPE UNDERDRAIN AT STRUCTURES DETAIL

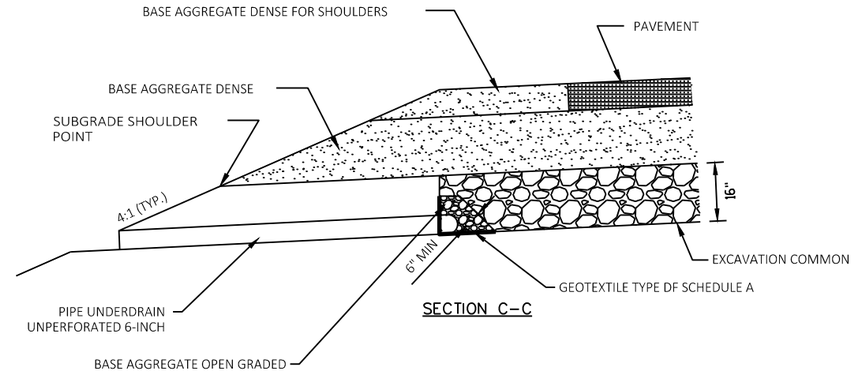
TO BE PLACED AT INLETS IN ROADWAY LOW POINTS, EBS, AND SUBGRADE IMPROVEMENT AREAS

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

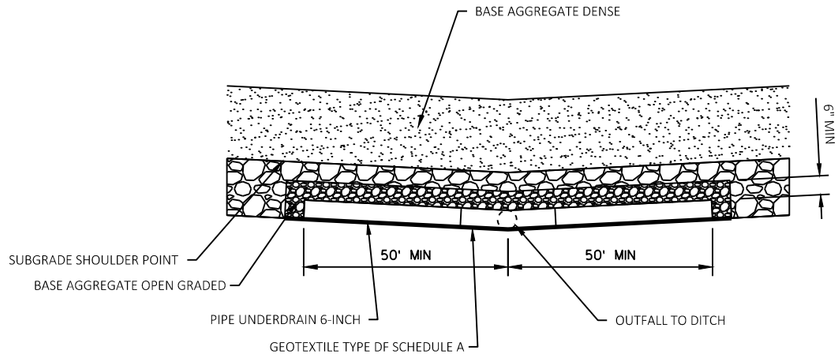


PLAN VIEW

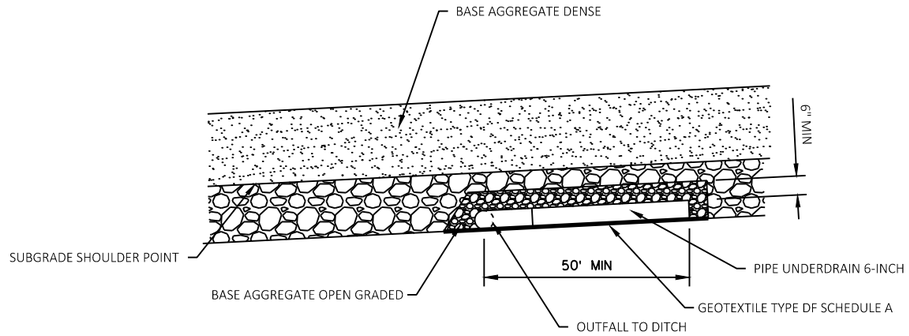
1. EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT SHALL BE PAID FOR AS EXCAVATION COMMON.
2. FILL SUBGRADE IMPROVEMENT VOID WITH BREAKER RUN.
3. CONSTRUCT RELIEF TRENCHES AT LEAST EVERY 250' AND AT THE LOW POINT WITHIN EACH SAG VERTICAL CURVE IN THE PROFILE.
4. EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCHES INCLUDED IN THE ITEM EXCAVATION COMMON.
5. CONNECTIONS AND BENDS FOR ALL UNDERDRAIN PIPES ARE INCIDENTAL.



SECTION C-C



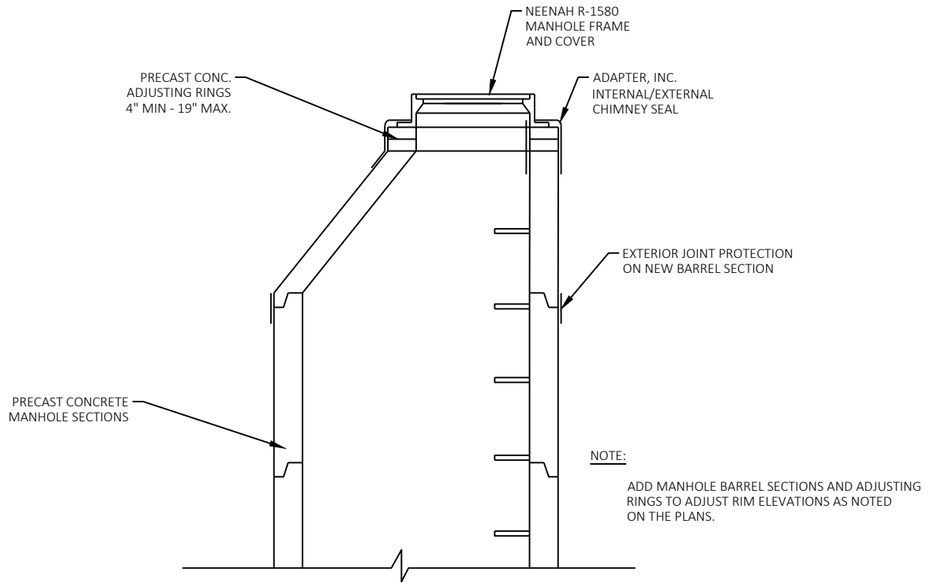
SECTION B-B
LOW POINTS



SECTION B-B
ON GRADE

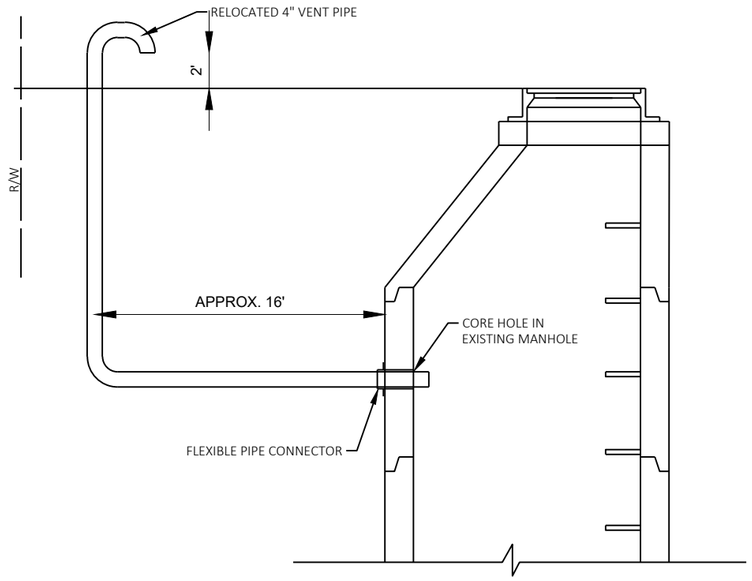
SUBGRADE IMPROVEMENT - RURAL

STA 30+00'NA'
STA 30+00'SA'
STA 34+20'SA'



SANITARY MANHOLE RIM ADJUSTMENT DETAIL

NOT TO SCALE



SANITARY MANHOLE VENT PIPE DETAIL

NOT TO SCALE

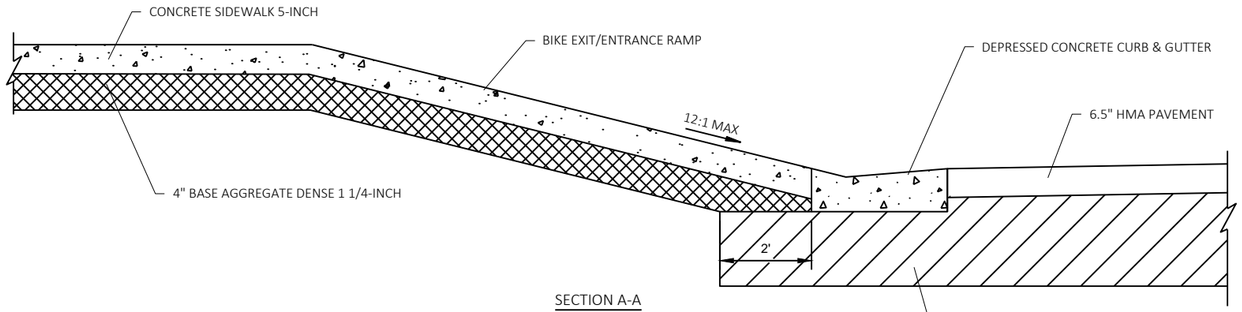
2

RUNOFF COEFFICIENT TABLE

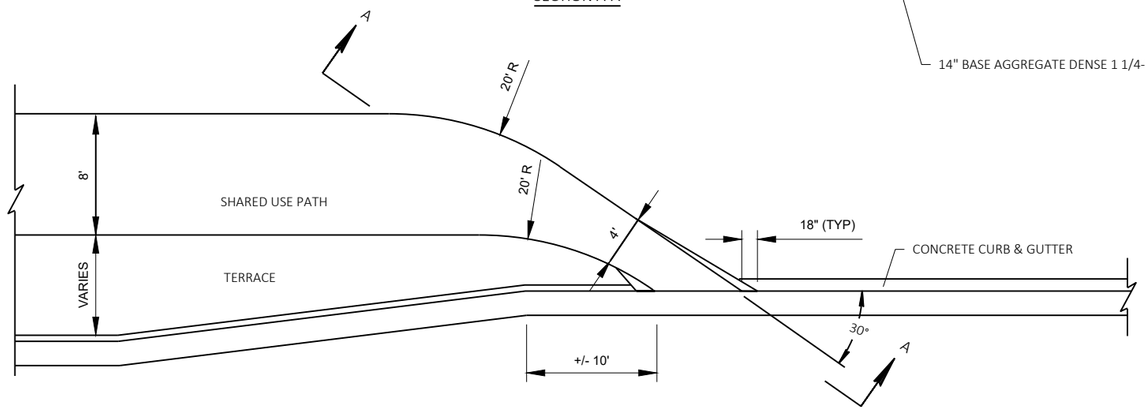
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 6.88 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.60 ACRES

2

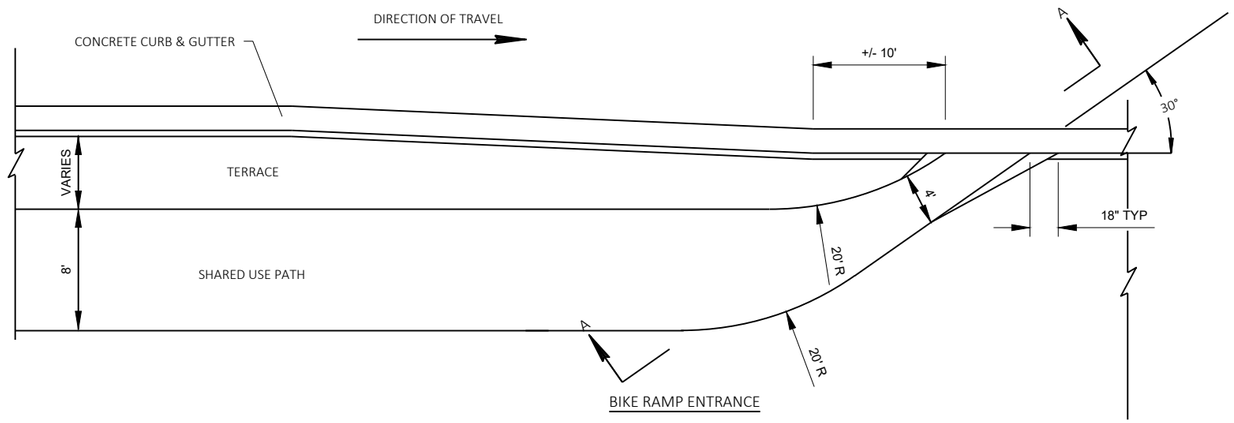


SECTION A-A



DIRECTION OF TRAVEL

BIKE RAMP EXIT



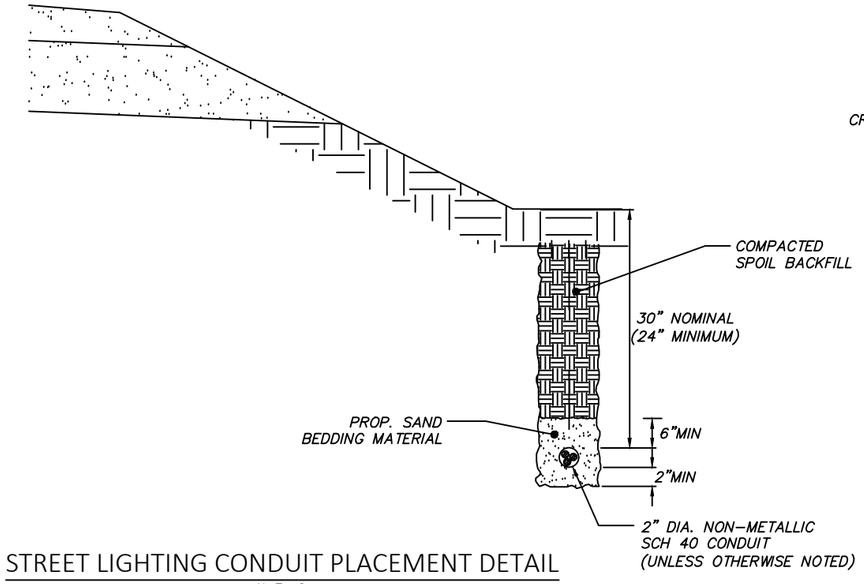
BIKE RAMP ENTRANCE

TYPICAL BIKE RAMP ENTRANCE & EXIT DETAIL

SEE PLAN DETAILS FOR LOCATIONS

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 20	E

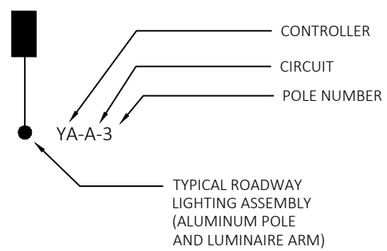
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021005-cd (2)
PLOT DATE : 7/16/2020 11:08 AM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT_1
WISDOT/CADDS SHEET 42



STREET LIGHTING CONDUIT PLACEMENT DETAIL

N. T. S.
LOCATION AS NOTED ON PLAN SHEETS

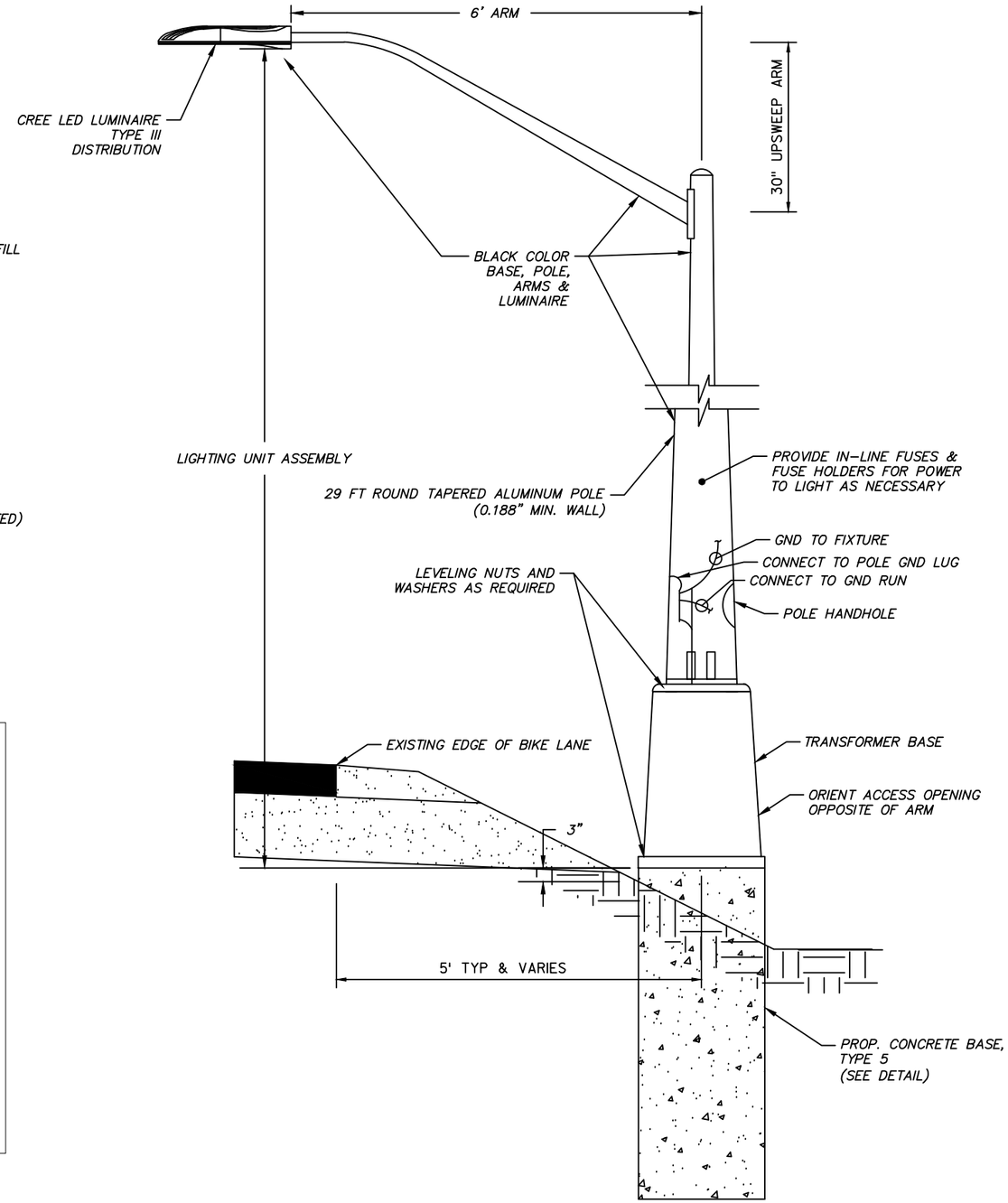
LIGHTING SYMBOLS



CONDUIT RIDIG NON METALLIC
SCHEDULE 40 2-INCH
UNLESS NOTED OTHERWISE

LIGHTING PULL BOXES
STEEL 24X42-INCH

LIGHTING CONTROLLER

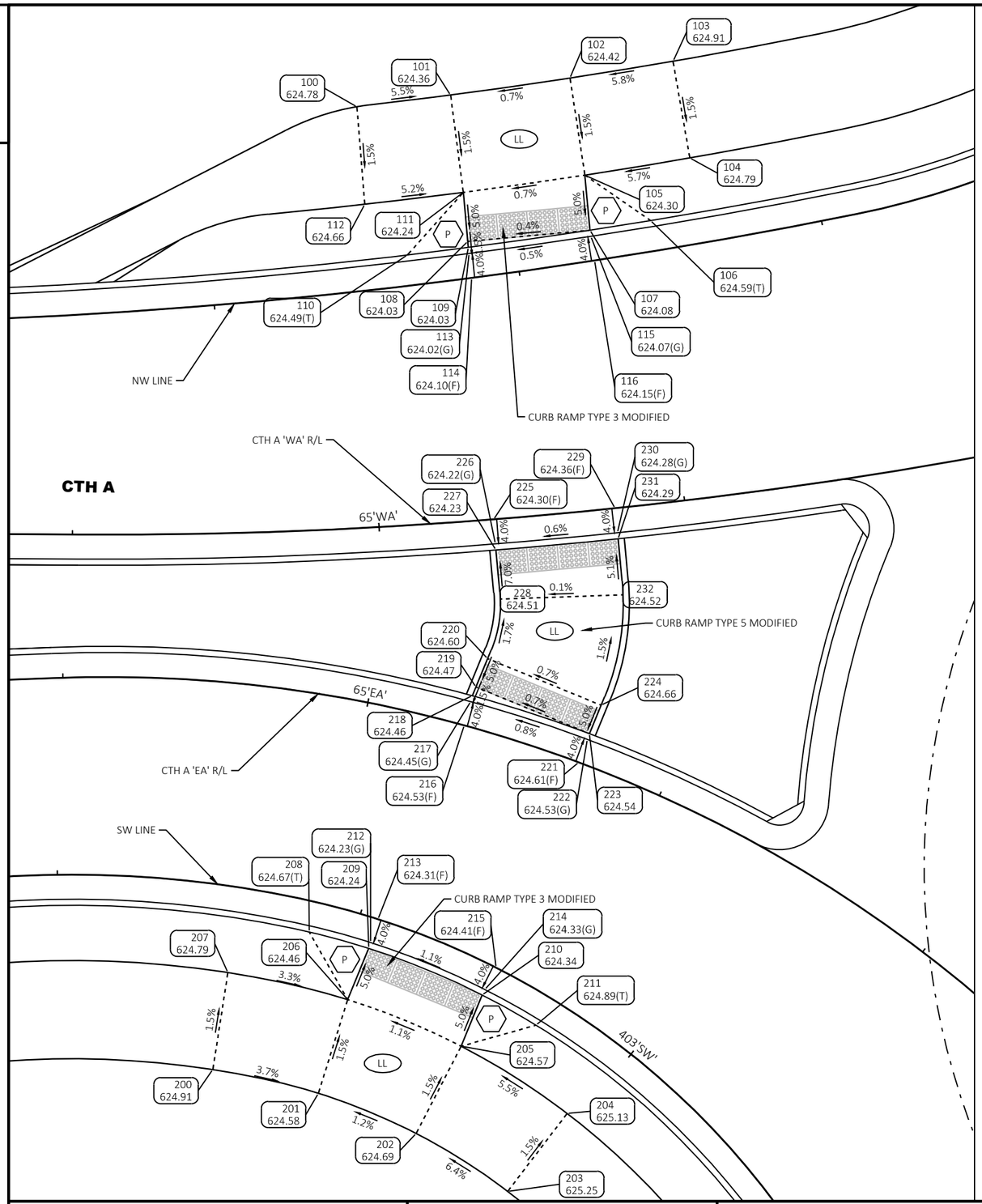


STREET LIGHTING UNIT DETAIL

N. T. S.

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 21	E

FILE NAME : T:\1195804\TRAFFIC\LIGHTING DESIGN\CONSTRUCTION DETAILS\021001-CD.DWG
LAYOUT NAME - 021001-CD - S-PLAN 1 IN 200 FT (3)
PLOT DATE : 4/15/2022 11:51 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



N

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	C&G FLANGE ELEVATION
XXX.XX (G)	C&G FLOWLINE ELEVATION
XXX.XX (T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
### XXX.XX	POINT NUMBER AND ELEVATION
P	PAVED FLARE (10:1 MAX SLOPE)
	DETECTABLE WARNING FIELD

NOTES

1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

WEST LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
100	303+61.64	14.97' RT	NW Line	624.78'	245,668.86	2,582,060.63
101	303+53.68	15.00' RT	NW Line	624.36'	245,669.82	2,582,068.27
102	303+43.51	15.00' RT	NW Line	624.42'	245,671.20	2,582,078.00
103	303+34.71	15.00' RT	NW Line	624.91'	245,672.57	2,582,086.40
104	303+34.71	7.00' RT	NW Line	624.79'	245,664.69	2,582,087.77
105	303+43.51	7.00' RT	NW Line	624.30'	245,663.29	2,582,079.21
106	303+38.75	2.50' RT	NW Line	624.59'	245,659.59	2,582,084.57
107	303+43.79	2.50' RT	NW Line	624.08'	245,658.80	2,582,079.62
108	303+53.84	2.99' RT	NW Line	624.03'	245,657.89	2,582,069.67
109	303+53.86	2.50' RT	NW Line	624.03'	245,657.40	2,582,069.71
110	303+58.89	2.50' RT	NW Line	624.49'	245,656.78	2,582,064.75
111	303+53.68	7.00' RT	NW Line	624.24'	245,661.88	2,582,069.30
112	303+61.90	7.00' RT	NW Line	624.66'	245,660.91	2,582,061.27
113	303+53.86	2.00' RT	NW Line	624.02'	245,656.90	2,582,069.77
114	303+53.92	0.00' RT	NW Line	624.10'	245,654.91	2,582,069.97
115	303+43.79	2.00' RT	NW Line	624.07'	245,658.31	2,582,079.70
116	303+43.79	0.00'	NW Line	624.15'	245,656.33	2,582,080.00
200	402+65.03	15.00' RT	SW Line	624.91'	245,590.41	2,582,048.89
201	402+76.09	15.00' RT	SW Line	624.58'	245,588.47	2,582,057.49
202	402+87.31	15.00' RT	SW Line	624.69'	245,585.20	2,582,065.46
203	402+98.80	15.00' RT	SW Line	625.25'	245,580.48	2,582,072.92
204	402+98.80	7.00' RT	SW Line	625.13'	245,586.84	2,582,077.77
205	402+87.31	7.00' RT	SW Line	624.57'	245,592.31	2,582,069.13
206	402+76.09	7.00' RT	SW Line	624.46'	245,596.11	2,582,059.87
207	402+65.03	7.00' RT	SW Line	624.79'	245,598.31	2,582,050.11

WEST LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
208	402+71.26	2.50' RT	SW Line	624.67'	245,601.63	2,582,056.73
209	402+76.50	2.50' RT	SW Line	624.24'	245,600.29	2,582,061.59
210	402+86.91	2.50' RT	SW Line	624.34'	245,596.49	2,582,070.84
211	402+92.15	2.50' RT	SW Line	624.89'	245,594.03	2,582,075.24
212	402+76.50	2.00' RT	SW Line	624.23'	245,600.76	2,582,061.74
213	402+76.50	0.00'	SW Line	624.31'	245,602.67	2,582,062.35
214	402+86.91	2.00' RT	SW Line	624.33'	245,596.93	2,582,071.07
215	402+86.91	0.00'	SW Line	624.41'	245,598.72	2,582,071.97
216	65+08.07	0.00'	EA Line	624.53'	245,618.46	2,582,069.38
217	65+08.07	2.00' LT	EA Line	624.45'	245,620.39	2,582,069.91
218	65+08.07	2.50' LT	EA Line	624.46'	245,620.87	2,582,070.04
219	65+08.16	3.26' LT	EA Line	624.47'	245,621.58	2,582,070.33
220	65+08.44	5.74' LT	EA Line	624.60'	245,623.90	2,582,071.28
221	65+17.88	0.00'	EA Line	624.61'	245,615.44	2,582,078.71
222	65+17.88	2.00' LT	EA Line	624.53'	245,617.32	2,582,079.41
223	65+17.88	2.50' LT	EA Line	624.54'	245,617.79	2,582,079.58
224	65+17.95	5.00' LT	EA Line	624.66'	245,620.10	2,582,080.53
225	65+09.35	0.00'	WA Line	624.30'	245,635.23	2,582,071.77
226	65+09.35	2.00' RT	WA Line	624.22'	245,633.24	2,582,071.92
227	65+09.35	2.50' RT	WA Line	624.23'	245,632.74	2,582,071.96
228	65+09.39	6.51' RT	WA Line	624.51'	245,628.74	2,582,072.31
229	65+19.29	0.00'	WA Line	624.36'	245,636.14	2,582,081.66
230	65+19.29	2.00' RT	WA Line	624.28'	245,634.15	2,582,081.87
231	65+19.29	2.50' RT	WA Line	624.29'	245,633.65	2,582,081.92
232	65+19.20	7.08' RT	WA Line	624.52'	245,629.09	2,582,082.31

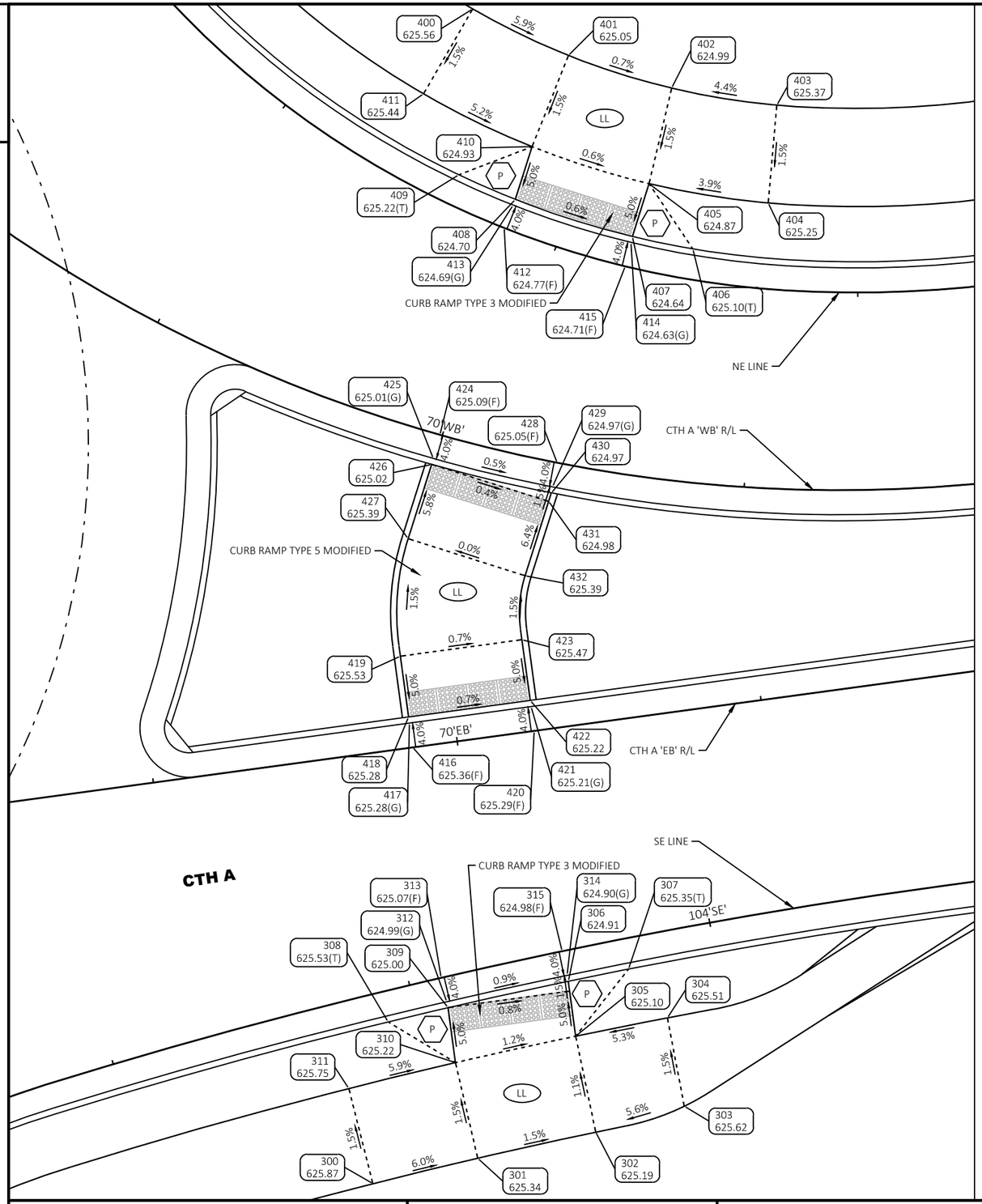
CURB RAMP DETAILS - WEST LEG

SHEET 1 OF 4

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021101-CR.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2022 2:35 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:10 FT



N

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	C&G FLANGE ELEVATION
XXX.XX (G)	C&G FLOWLINE ELEVATION
XXX.XX (T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
### XXX.XX	POINT NUMBER AND ELEVATION
P	PAVED FLARE (10:1 MAX SLOPE)
	DETECTABLE WARNING FIELD

NOTES

1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

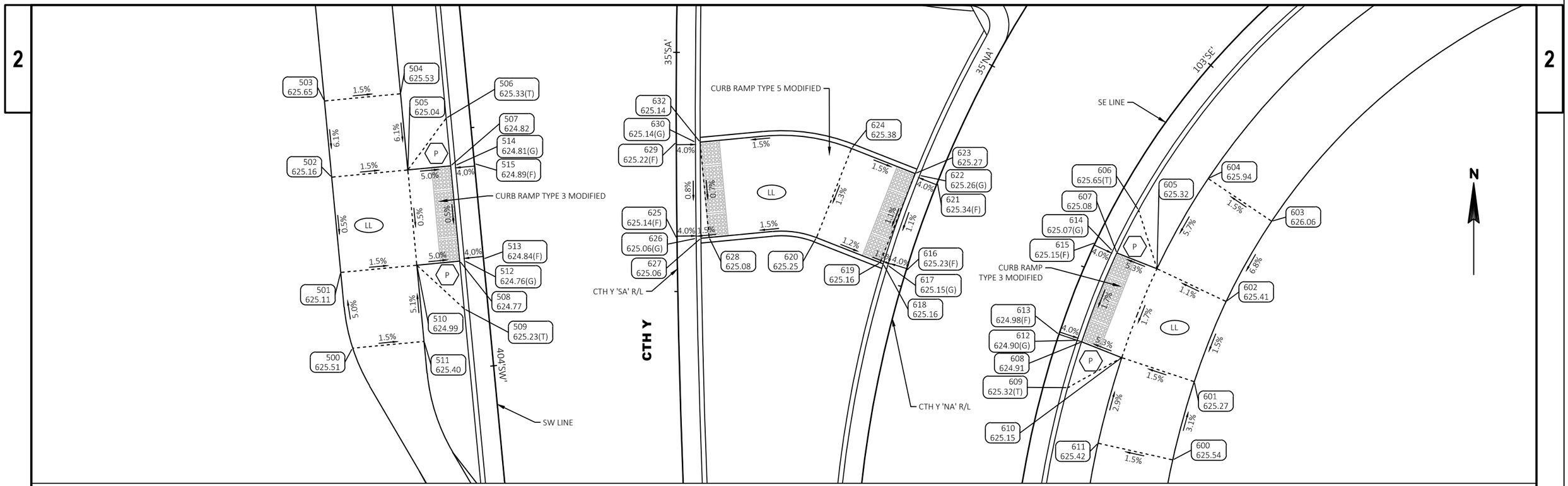
EAST LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
300	103+68.13	15.00' RT	SE Line	625.87'	245,546.65	2,582,250.06
301	103+77.22	15.00' RT	SE Line	625.34'	245,548.72	2,582,258.60
302	103+87.41	14.96' RT	SE Line	625.19'	245,550.88	2,582,268.21
303	103+95.16	14.34' RT	SE Line	625.62'	245,552.96	2,582,275.44
304	103+95.16	7.00' RT	SE Line	625.51'	245,560.16	2,582,274.07
305	103+87.41	7.00' RT	SE Line	625.10'	245,558.67	2,582,266.59
306	103+87.73	2.50' RT	SE Line	624.91'	245,563.14	2,582,265.98
307	103+92.77	2.50' RT	SE Line	625.35'	245,564.13	2,582,270.89
308	103+72.59	2.50' RT	SE Line	625.53'	245,559.83	2,582,251.29
309	103+77.64	2.50' RT	SE Line	625.00'	245,560.99	2,582,256.18
310	103+77.22	7.00' RT	SE Line	625.22'	245,556.51	2,582,256.79
311	103+68.13	7.00' RT	SE Line	625.75'	245,554.40	2,582,248.09
312	103+77.64	2.00' RT	SE Line	624.99'	245,561.48	2,582,256.07
313	103+77.64	0.00'	SE Line	625.07'	245,563.43	2,582,255.62
314	103+87.73	2.00' RT	SE Line	624.90'	245,563.63	2,582,265.88
315	103+87.73	0.00'	SE Line	624.98'	245,565.59	2,582,265.47
400	202+65.69	15.00' RT	NE Line	625.56'	245,642.37	2,582,258.19
401	202+54.83	15.00' RT	NE Line	625.05'	245,638.58	2,582,266.00
402	202+43.79	15.00' RT	NE Line	624.99'	245,635.92	2,582,274.41
403	202+32.93	15.00' RT	NE Line	625.37'	245,634.53	2,582,282.98
404	202+32.93	7.00' RT	NE Line	625.25'	245,626.56	2,582,282.28
405	202+43.79	7.00' RT	NE Line	624.87'	245,628.13	2,582,272.57
406	202+38.93	2.50' RT	NE Line	625.10'	245,622.82	2,582,276.13
407	202+44.13	2.50' RT	NE Line	624.64'	245,623.83	2,582,271.21
408	202+54.48	2.50' RT	NE Line	624.70'	245,626.85	2,582,261.67

EAST LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
409	202+59.69	2.50' RT	NE Line	625.22'	245,628.85	2,582,257.06
410	202+54.83	7.00' RT	NE Line	624.93'	245,631.15	2,582,263.03
411	202+65.69	7.00' RT	NE Line	625.44'	245,635.45	2,582,254.19
412	202+54.48	0.00'	NE Line	624.77'	245,624.52	2,582,260.76
413	202+54.48	2.00' RT	NE Line	624.69'	245,626.38	2,582,261.49
414	202+44.13	2.00' RT	NE Line	624.63'	245,623.34	2,582,271.09
415	202+44.13	0.00'	NE Line	624.71'	245,621.40	2,582,270.62
416	69+96.34	0.00'	EB Line	625.36'	245,582.20	2,582,253.30
417	69+96.34	2.00' LT	EB Line	625.28'	245,584.18	2,582,253.03
418	69+96.34	2.50' LT	EB Line	625.28'	245,584.67	2,582,252.97
419	69+96.34	7.50' LT	EB Line	625.53'	245,589.63	2,582,252.29
420	70+06.34	0.00'	EB Line	625.29'	245,583.54	2,582,263.21
421	70+06.34	2.00' LT	EB Line	625.21'	245,585.52	2,582,262.94
422	70+06.34	2.50' LT	EB Line	625.22'	245,586.02	2,582,262.88
423	70+06.34	7.50' LT	EB Line	625.47'	245,590.97	2,582,262.20
424	69+99.79	0.00'	WB Line	625.09'	245,607.66	2,582,255.52
425	69+99.79	2.00' RT	WB Line	625.01'	245,605.74	2,582,254.98
426	69+99.79	2.50' RT	WB Line	625.02'	245,605.26	2,582,254.84
427	69+99.61	8.85' RT	WB Line	625.39'	245,599.20	2,582,252.93
428	70+09.62	0.00'	WB Line	625.05'	245,605.39	2,582,265.08
429	70+09.62	2.00' RT	WB Line	624.97'	245,603.42	2,582,264.69
430	70+09.62	2.50' RT	WB Line	624.97'	245,602.93	2,582,264.60
431	70+09.54	3.20' RT	WB Line	624.98'	245,602.26	2,582,264.38
432	70+08.88	9.53' RT	WB Line	625.39'	245,596.19	2,582,262.46

CURB RAMP DETAILS - EAST LEG

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 23	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021101-CR.DWG
LAYOUT NAME - 02
PLOT DATE : 7/29/2022 2:35 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



NOTES

1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	C&G FLANGE ELEVATION
XXX.XX (G)	C&G FLOWLINE ELEVATION
XXX.XX (T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
### XXX.XX	POINT NUMBER AND ELEVATION
P	PAVED FLARE (10:1 MAX SLOPE)
	DETECTABLE WARNING FIELD

SOUTH LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
500	403+96.78	14.52' RT	SW Line	625.51'	245,501.28	2,582,097.00
501	403+88.78	15.00' RT	SW Line	625.11'	245,509.20	2,582,095.77
502	403+78.78	15.00' RT	SW Line	625.16'	245,519.16	2,582,094.83
503	403+70.78	15.00' RT	SW Line	625.65'	245,527.12	2,582,094.07
504	403+70.78	7.00' RT	SW Line	625.53'	245,527.87	2,582,102.04
505	403+78.78	7.00' RT	SW Line	625.04'	245,519.91	2,582,102.79
506	403+73.78	2.50' RT	SW Line	625.33'	245,525.31	2,582,106.80
507	403+78.78	2.50' RT	SW Line	624.82'	245,520.34	2,582,107.27
508	403+88.78	2.50' RT	SW Line	624.77'	245,510.38	2,582,108.22
509	403+93.78	2.50' RT	SW Line	625.23'	245,505.40	2,582,108.69
510	403+88.78	7.00' RT	SW Line	624.99'	245,509.95	2,582,103.74
511	403+96.78	7.00' RT	SW Line	625.40'	245,501.99	2,582,104.49
512	403+88.78	2.00' RT	SW Line	624.76'	245,510.43	2,582,108.71
513	403+88.78	0.00'	SW Line	624.84'	245,510.62	2,582,110.70
514	403+78.78	2.00' RT	SW Line	624.81'	245,520.38	2,582,107.77
515	403+78.78	0.00'	SW Line	624.89'	245,520.57	2,582,109.76

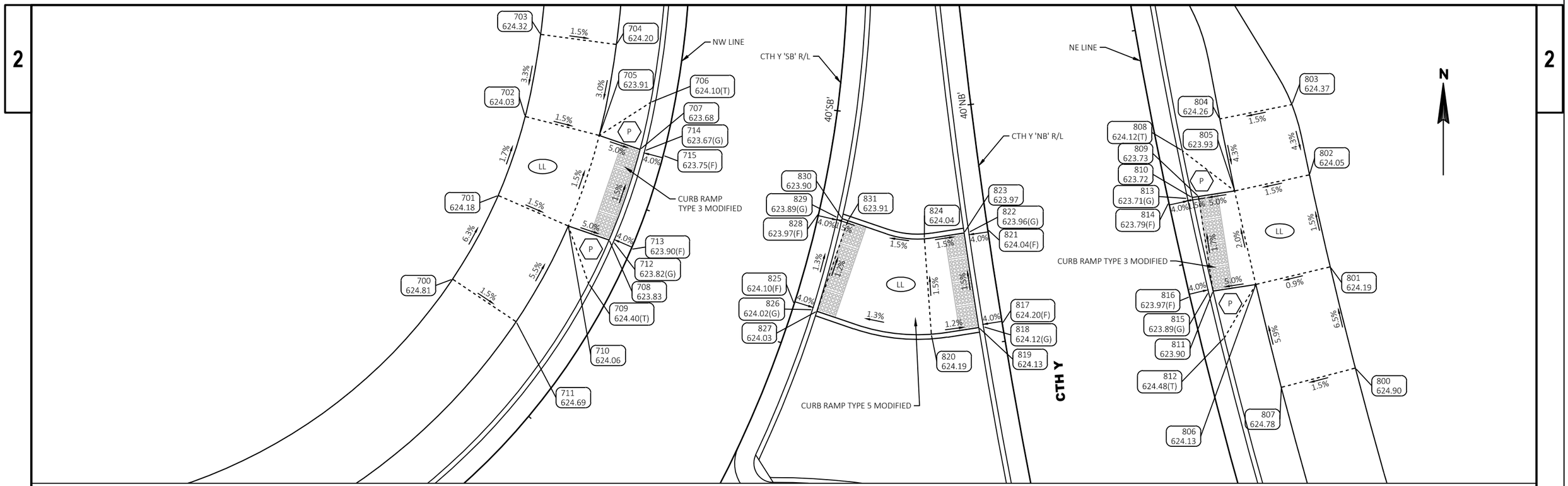
SOUTH LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
600	102+57.27	15.00' RT	SE Line	625.54'	245,489.61	2,582,182.82
601	102+67.25	15.00' RT	SE Line	625.27'	245,497.78	2,582,185.08
602	102+78.11	15.00' RT	SE Line	625.41'	245,506.16	2,582,188.40
603	102+90.00	15.00' RT	SE Line	626.06'	245,514.55	2,582,193.17
604	102+90.00	7.00' RT	SE Line	625.94'	245,519.01	2,582,186.53
605	102+78.11	7.00' RT	SE Line	625.32'	245,509.59	2,582,181.17
606	102+82.98	2.50' RT	SE Line	625.65'	245,515.72	2,582,179.26
607	102+77.79	2.50' RT	SE Line	625.08'	245,511.24	2,582,176.98
608	102+67.50	2.50' RT	SE Line	624.91'	245,501.94	2,582,173.29
609	102+62.35	2.50' RT	SE Line	625.32'	245,497.15	2,582,171.82
610	102+67.25	7.00' RT	SE Line	625.15'	245,500.30	2,582,177.49
611	102+57.27	7.00' RT	SE Line	625.42'	245,491.35	2,582,175.01
612	102+67.50	2.00' RT	SE Line	624.90'	245,502.10	2,582,172.82
613	102+67.50	0.00'	SE Line	624.98'	245,502.73	2,582,170.92
614	102+77.79	2.00' RT	SE Line	625.07'	245,511.45	2,582,176.52
615	102+77.79	0.00'	SE Line	625.15'	245,512.30	2,582,174.71

SOUTH LEG						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
616	34+76.69	0.00'	NA Line	625.23'	245,509.36	2,582,154.91
617	34+76.69	2.00' LT	NA Line	625.15'	245,509.95	2,582,153.00
618	34+76.69	2.50' LT	NA Line	625.16'	245,510.10	2,582,152.52
619	34+76.72	2.84' LT	NA Line	625.16'	245,510.22	2,582,152.21
620	34+77.20	9.97' LT	NA Line	625.25'	245,512.84	2,582,145.55
621	34+86.50	0.00'	NA Line	625.34'	245,518.60	2,582,158.19
622	34+86.50	2.00' LT	NA Line	625.26'	245,519.34	2,582,156.34
623	34+86.50	2.49' LT	NA Line	625.27'	245,519.53	2,582,155.88
624	34+86.45	9.66' LT	NA Line	625.38'	245,522.14	2,582,149.21
625	34+80.54	0.00'	SA Line	625.14'	245,512.74	2,582,130.95
626	34+80.54	2.00' RT	SA Line	625.06'	245,512.77	2,582,132.95
627	34+80.54	2.50' RT	SA Line	625.06'	245,512.77	2,582,133.45
628	34+80.61	3.37' RT	SA Line	625.08'	245,512.85	2,582,134.32
629	34+90.60	0.00'	SA Line	625.22'	245,522.80	2,582,130.87
630	34+90.60	2.00' RT	SA Line	625.14'	245,522.81	2,582,132.87
632	34+90.60	2.50' RT	SA Line	625.14'	245,522.81	2,582,133.37

CURB RAMP DETAILS - SOUTH LEG

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 24	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021101-CR.DWG
LAYOUT NAME - 03
PLOT DATE : 7/29/2022 2:35 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



NOTES

1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	C&G FLANGE ELEVATION
XXX.XX (G)	C&G FLOWLINE ELEVATION
XXX.XX (T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
### XXX.XX	POINT NUMBER AND ELEVATION
P	PAVED FLARE (10:1 MAX SLOPE)
	DETECTABLE WARNING FIELD

NORTH LEG

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
700	302+67.50	15.00' RT	NW Line	624.81'	245,698.09	2,582,133.12
701	302+54.81	15.00' RT	NW Line	624.18'	245,706.83	2,582,137.89
702	302+43.69	15.00' RT	NW Line	624.03'	245,715.09	2,582,140.72
703	302+33.18	15.00' RT	NW Line	624.32'	245,723.66	2,582,142.33
704	302+33.18	7.00' RT	NW Line	624.20'	245,722.61	2,582,150.26
705	302+43.69	7.00' RT	NW Line	623.91'	245,713.11	2,582,148.47
706	302+38.86	2.50' RT	NW Line	624.10'	245,716.55	2,582,153.84
707	302+44.06	2.50' RT	NW Line	623.68'	245,711.64	2,582,152.74
708	302+54.44	2.50' RT	NW Line	623.83'	245,702.18	2,582,149.50
709	302+59.66	2.50' RT	NW Line	624.40'	245,697.63	2,582,147.35
710	302+54.81	7.00' RT	NW Line	624.06'	245,703.64	2,582,145.23
711	302+67.50	7.00' RT	NW Line	624.69'	245,693.64	2,582,139.76
712	302+54.44	2.00' RT	NW Line	623.82'	245,701.99	2,582,149.96
713	302+54.44	0.00'	NW Line	623.90'	245,701.20	2,582,151.80
714	302+44.06	2.00' RT	NW Line	623.67'	245,711.52	2,582,153.22
715	302+44.06	0.00'	NW Line	623.75'	245,711.01	2,582,155.16
800	203+35.00	15.00' RT	NE Line	624.90'	245,688.79	2,582,227.57

NORTH LEG

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	Y	X
801	203+46.24	15.00' RT	NE Line	624.19'	245,699.37	2,582,224.94
802	203+56.40	15.00' RT	NE Line	624.05'	245,708.99	2,582,222.77
803	203+64.20	14.69' RT	NE Line	624.37'	245,716.33	2,582,220.93
804	203+64.20	7.00' RT	NE Line	624.26'	245,714.83	2,582,213.39
805	203+56.40	7.00' RT	NE Line	623.93'	245,707.31	2,582,214.95
806	203+46.24	7.00' RT	NE Line	624.13'	245,697.53	2,582,217.16
807	203+35.00	7.00' RT	NE Line	624.78'	245,686.78	2,582,219.83
808	203+61.70	2.50' RT	NE Line	624.12'	245,711.52	2,582,209.47
809	203+56.63	3.17' RT	NE Line	623.73'	245,706.72	2,582,211.16
810	203+56.67	2.50' RT	NE Line	623.72'	245,706.62	2,582,210.50
811	203+46.59	2.50' RT	NE Line	623.90'	245,696.84	2,582,212.70
812	203+41.55	2.50' RT	NE Line	624.48'	245,691.96	2,582,213.87
813	203+56.67	2.00' RT	NE Line	623.71'	245,706.51	2,582,210.01
814	203+56.67	0.00'	NE Line	623.79'	245,706.09	2,582,208.05
815	203+46.59	2.00' RT	NE Line	623.89'	245,696.72	2,582,212.21
816	203+46.59	0.00'	NE Line	623.97'	245,696.27	2,582,210.26
817	39+76.86	0.00'	NB Line	624.20'	245,693.44	2,582,190.63

NORTH

POINT NUMBER	STATION	OFFSET	ALIGNMENT
818	39+76.86	2.00' LT	NB Line
819	39+76.86	2.50' LT	NB Line
820	39+76.96	7.50' LT	NB Line
821	39+86.82	0.00'	NB Line
822	39+86.82	2.00' LT	NB Line
823	39+86.82	2.50' LT	NB Line
824	39+86.82	6.69' LT	NB Line
825	39+79.27	0.00'	SB Line
826	39+79.27	2.00' RT	SB Line
827	39+79.27	2.50' RT	SB Line
828	39+89.09	0.00'	SB Line
829	39+89.09	2.00' RT	SB Line
830	39+89.09	2.50' RT	SB Line
831	39+89.03	3.14' RT	SB Line

CURB RAMP DETAILS - NORTH LEG

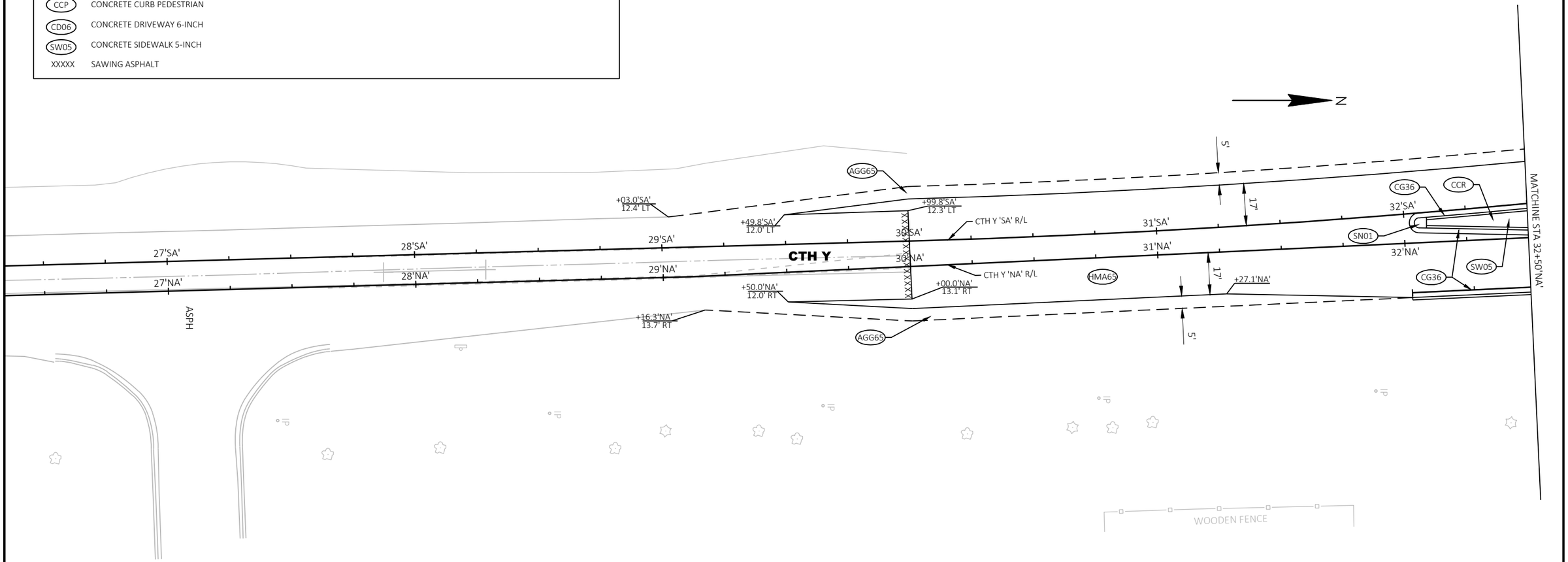
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021101-CR.DWG
LAYOUT NAME - 04
PLOT DATE : 7/29/2022 2:35 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

HMA65	6.5" HMA PAVEMENT
CCR	COLORING CONCRETE WISDOT RED
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CP12	CONCRETE TRUCK APRON 12-INCH
AGG65	6.5" BASE AGGREGATE DENSE 3/4-INCH
AGG6	6" BASE AGGREGATE DENSE 1 1/4-INCH
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CD06	CONCRETE DRIVEWAY 6-INCH
SW05	CONCRETE SIDEWALK 5-INCH
XXXXX	SAWING ASPHALT
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
CG36T	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
ASFL	ASPHALTIC FLUME
MO	MAINTENANCE OPENING
#	POINT NUMBER



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING DETAILS	SHEET 26	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - Sheet - (1)

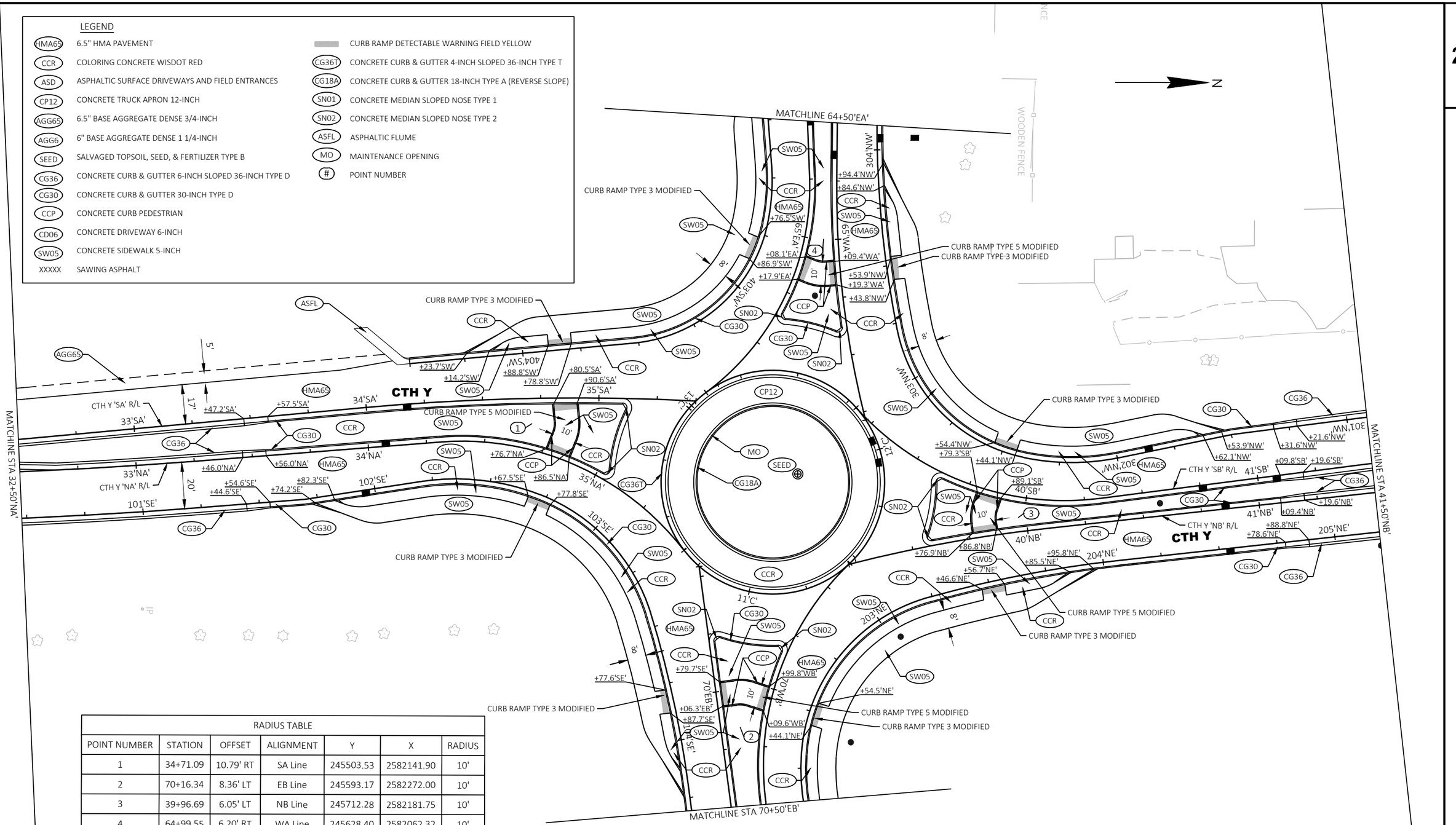
PLOT DATE : 7/29/2022 2:35 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

HMA65	6.5" HMA PAVEMENT		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CCR	COLORING CONCRETE WISDOT RED	CG36T	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP12	CONCRETE TRUCK APRON 12-INCH	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
AGG65	6.5" BASE AGGREGATE DENSE 3/4-INCH	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AGG6	6" BASE AGGREGATE DENSE 1 1/4-INCH	ASFL	ASPHALTIC FLUME
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B	MO	MAINTENANCE OPENING
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	#	POINT NUMBER
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D		
CCP	CONCRETE CURB PEDESTRIAN		
CD06	CONCRETE DRIVEWAY 6-INCH		
SW05	CONCRETE SIDEWALK 5-INCH		
XXXXX	SAWING ASPHALT		



RADIUS TABLE						
POINT NUMBER	STATION	OFFSET	ALIGNMENT	Y	X	RADIUS
1	34+71.09	10.79' RT	SA Line	245503.53	2582141.90	10'
2	70+16.34	8.36' LT	EB Line	245593.17	2582272.00	10'
3	39+96.69	6.05' LT	NB Line	245712.28	2582181.75	10'
4	64+99.55	6.20' RT	WA Line	245628.40	2582062.32	10'

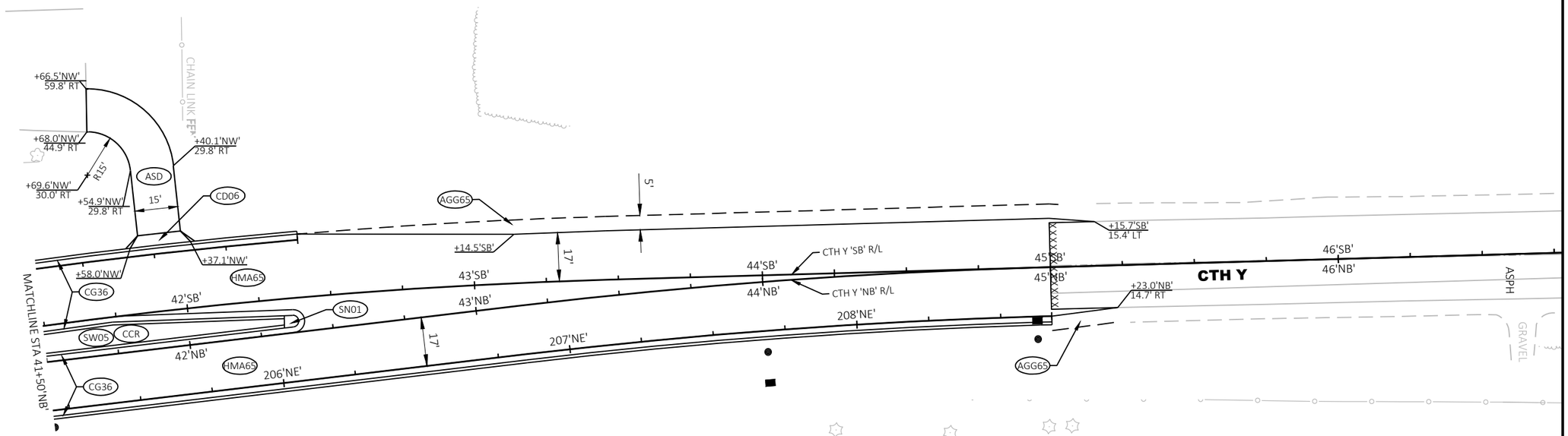
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING DETAILS	SHEET 27	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - Sheet - (2)

PLOT DATE : 7/29/2022 2:36 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

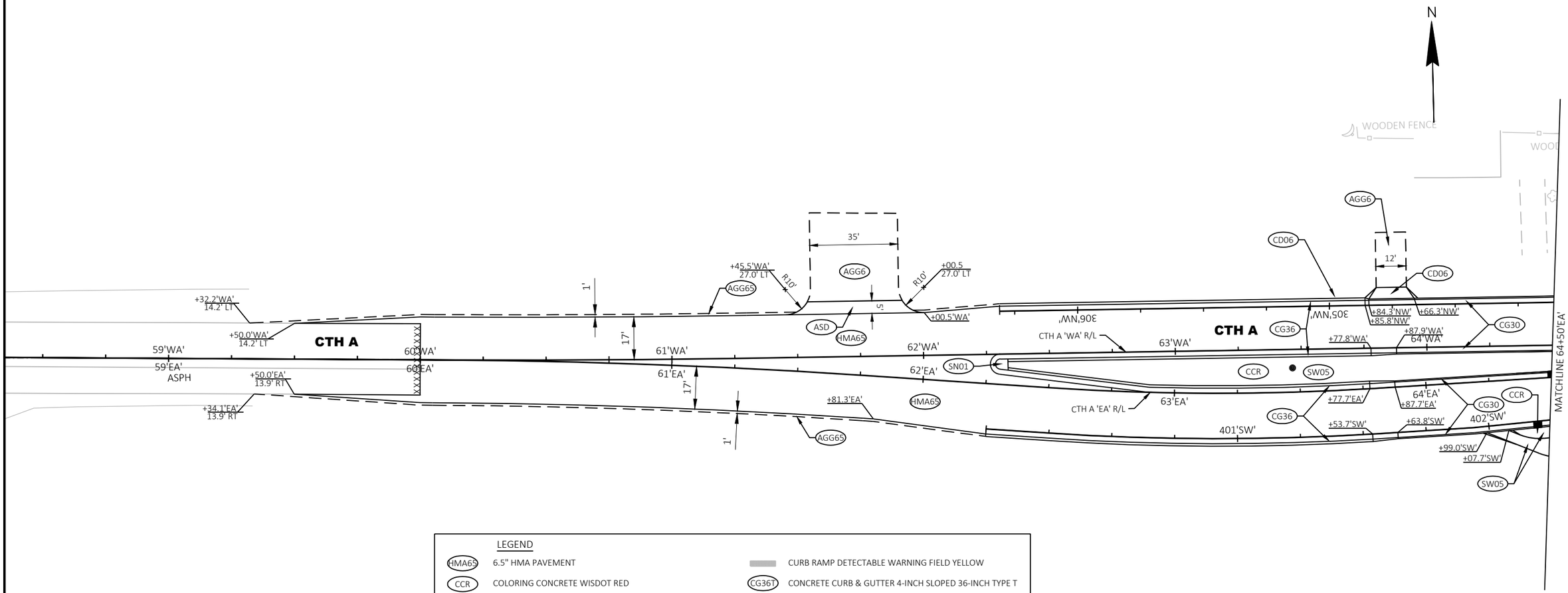


LEGEND

HMA65	6.5" HMA PAVEMENT		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CCR	COLORING CONCRETE WISDOT RED	CG36T	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP12	CONCRETE TRUCK APRON 12-INCH	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
AGG65	6.5" BASE AGGREGATE DENSE 3/4-INCH	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AGG6	6" BASE AGGREGATE DENSE 1 1/4-INCH	ASFL	ASPHALTIC FLUME
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B	MO	MAINTENANCE OPENING
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	#	POINT NUMBER
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D		
CCP	CONCRETE CURB PEDESTRIAN		
CD06	CONCRETE DRIVEWAY 6-INCH		
SW05	CONCRETE SIDEWALK 5-INCH		
XXXXX	SAWING ASPHALT		

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING DETAILS	SHEET 28	E

2



LEGEND

HMA65	6.5" HMA PAVEMENT		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CCR	COLORING CONCRETE WISDOT RED	CG36T	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP12	CONCRETE TRUCK APRON 12-INCH	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
AGG65	6.5" BASE AGGREGATE DENSE 3/4-INCH	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AGG6	6" BASE AGGREGATE DENSE 1 1/4-INCH	ASFL	ASPHALTIC FLUME
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B	MO	MAINTENANCE OPENING
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	#	POINT NUMBER
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D		
CCP	CONCRETE CURB PEDESTRIAN		
CD06	CONCRETE DRIVEWAY 6-INCH		
SW05	CONCRETE SIDEWALK 5-INCH		
XXXXX	SAWING ASPHALT		

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING DETAILS	SHEET 29	E

2

LEGEND

HMA65	6.5" HMA PAVEMENT		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CCR	COLORING CONCRETE WISDOT RED	CG36T	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP12	CONCRETE TRUCK APRON 12-INCH	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
AGG65	6.5" BASE AGGREGATE DENSE 3/4-INCH	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AGG6	6" BASE AGGREGATE DENSE 1 1/4-INCH	ASFL	ASPHALTIC FLUME
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B	MO	MAINTENANCE OPENING
CG36	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	#	POINT NUMBER
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE D		
CCP	CONCRETE CURB PEDESTRIAN		
CD06	CONCRETE DRIVEWAY 6-INCH		
SW05	CONCRETE SIDEWALK 5-INCH		
XXXXX	SAWING ASPHALT		

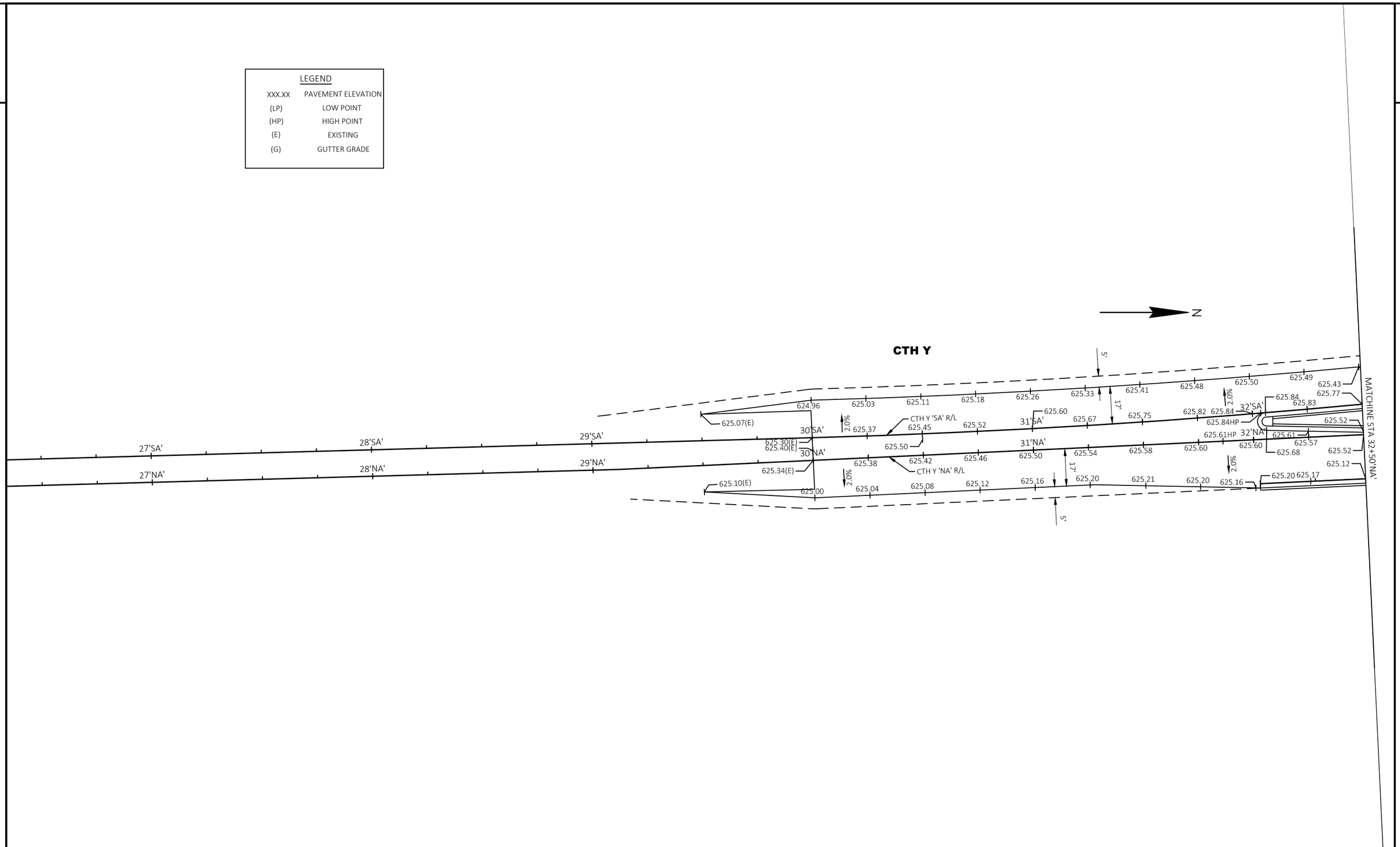
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING DETAILS	SHEET 30	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - Sheet - (7)

PLOT DATE : 7/29/2022 2:36 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : ##########

2

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING GRADES	SHEET 31	E

2

LEGEND

XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

N

MATCHLINE 64+50'EA'

MATCHLINE STA 32+50'NA'

MATCHLINE STA 41+50'NB'

MATCHLINE STA 70+50'EB'

CTH Y

CTH Y 'SA' R/L

CTH Y 'NA' R/L

CTH Y 'SB' R/L

CTH Y 'NB' R/L

630.02
ISLAND HP

SW R/L

NW R/L

SE R/L

NE R/L

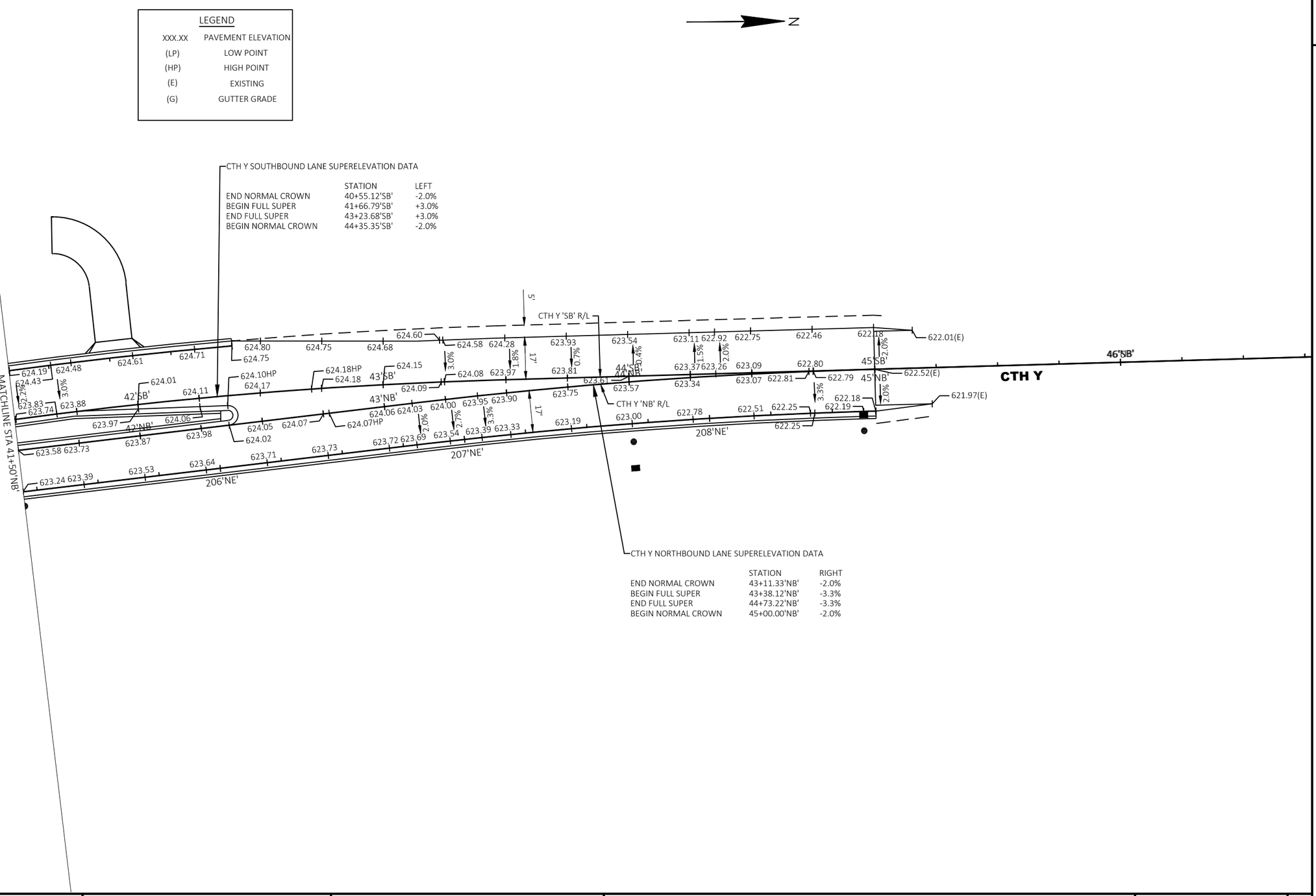
CTH Y SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
END NORMAL CROWN	40+55.12'SB'	-2.0%
BEGIN FULL SUPER	41+66.79'SB'	+3.0%
END FULL SUPER	43+23.68'SB'	+3.0%
BEGIN NORMAL CROWN	44+35.35'SB'	-2.0%

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING GRADES	SHEET 32 E

2

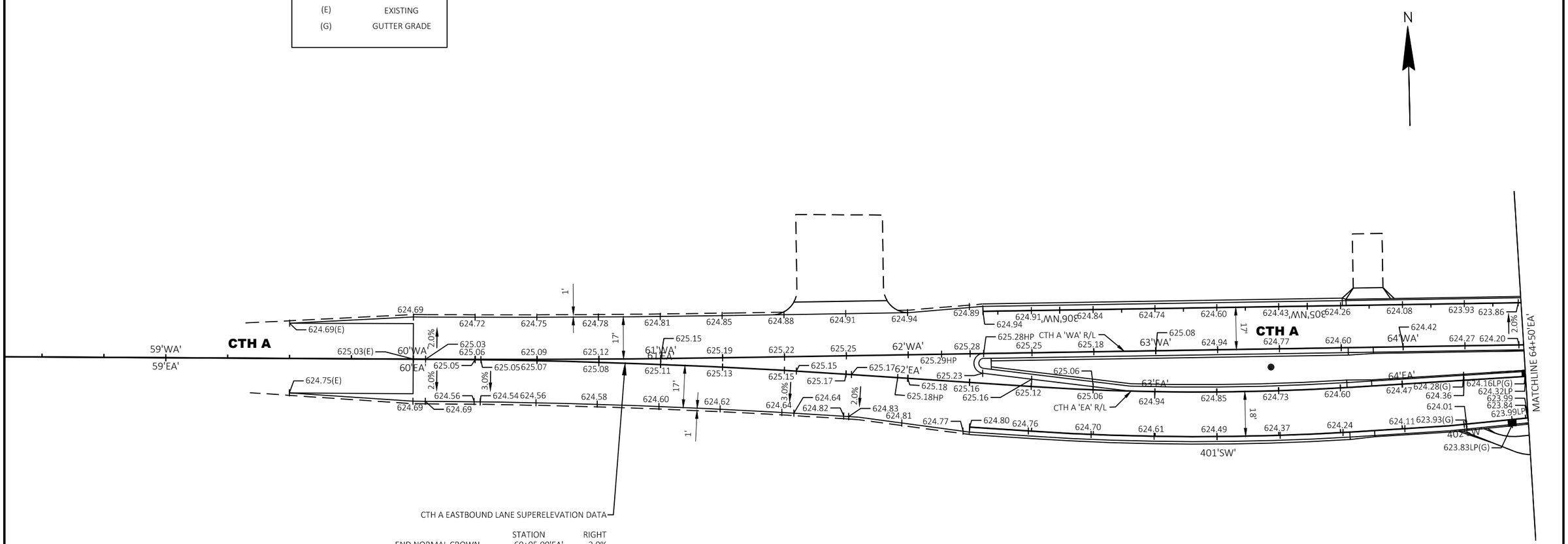
LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING GRADES	SHEET 33	E

2

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



CTH A EASTBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
END NORMAL CROWN	60+05.00'EA'	-2.0%
BEGIN FULL SUPER	60+27.33'EA'	-3.0%
END FULL SUPER	61+54.90'EA'	-3.0%
BEGIN NORMAL CROWN	61+77.23'EA'	-2.0%

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING GRADES	SHEET 34	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - Sheet - (5)

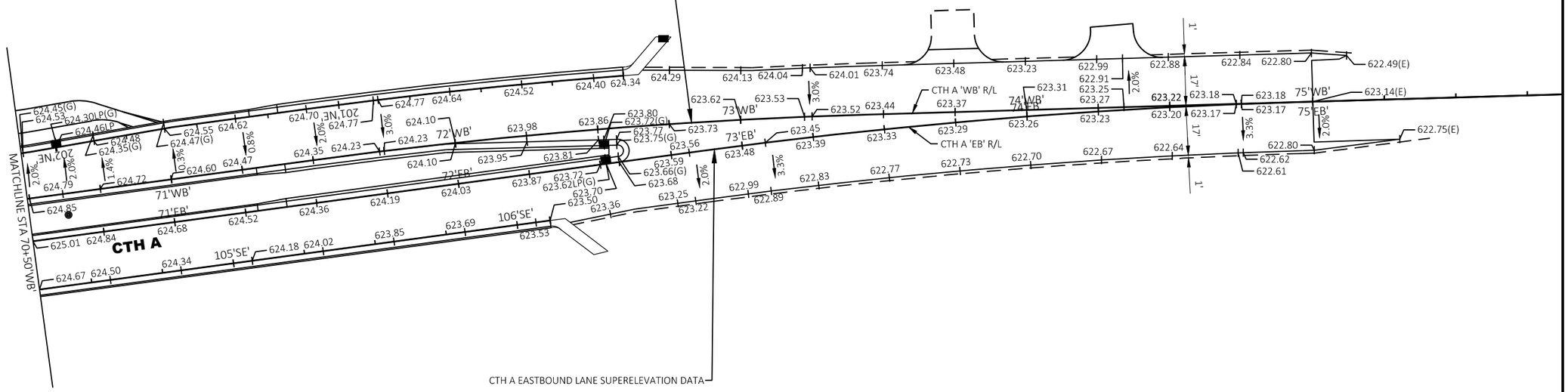
PLOT DATE : 7/29/2022 2:37 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

N

CTH A WESTBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
END NORMAL CROWN	70+61.74'WB'	-2.0%
BEGIN FULL SUPER	71+73.41'WB'	+3.0%
END FULL SUPER	73+22.33'WB'	+3.0%
BEGIN NORMAL CROWN	74+34.00'WB'	-2.0%



CTH A EASTBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
END NORMAL CROWN	72+81.34'EB'	-2.0%
BEGIN FULL SUPER	73+08.13'EB'	-3.3%
END FULL SUPER	74+73.22'EB'	-3.3%
BEGIN NORMAL CROWN	75+00.00'EB'	-2.0%

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVING GRADES	SHEET 35	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - Sheet - (7)
PLOT DATE : 7/29/2022 2:37 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : ##########

NOTES:

1. EROSION CONTROL DEVICES 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 DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B UNLESS OTHERWISE SHOWN.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C D INLET PROTECTION TYPE A, TYPE C, OR TYPE D
- RIPRAP LIGHT
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- TEMPORARY DITCH CHECKS

N

MATCHLINE STA 3

TLE

R/W

CTH Y

CTH Y 'SA' R/L

CTH Y 'NA' R/L

29'SA' 30'SA' 31'SA' 32'SA' 33'SA' 34'SA'

29'NA' 30'NA' 31'NA' 32'NA' 33'NA' 34'NA'

SLOPE INTERCEPT

R/W

WOODEN FENCE

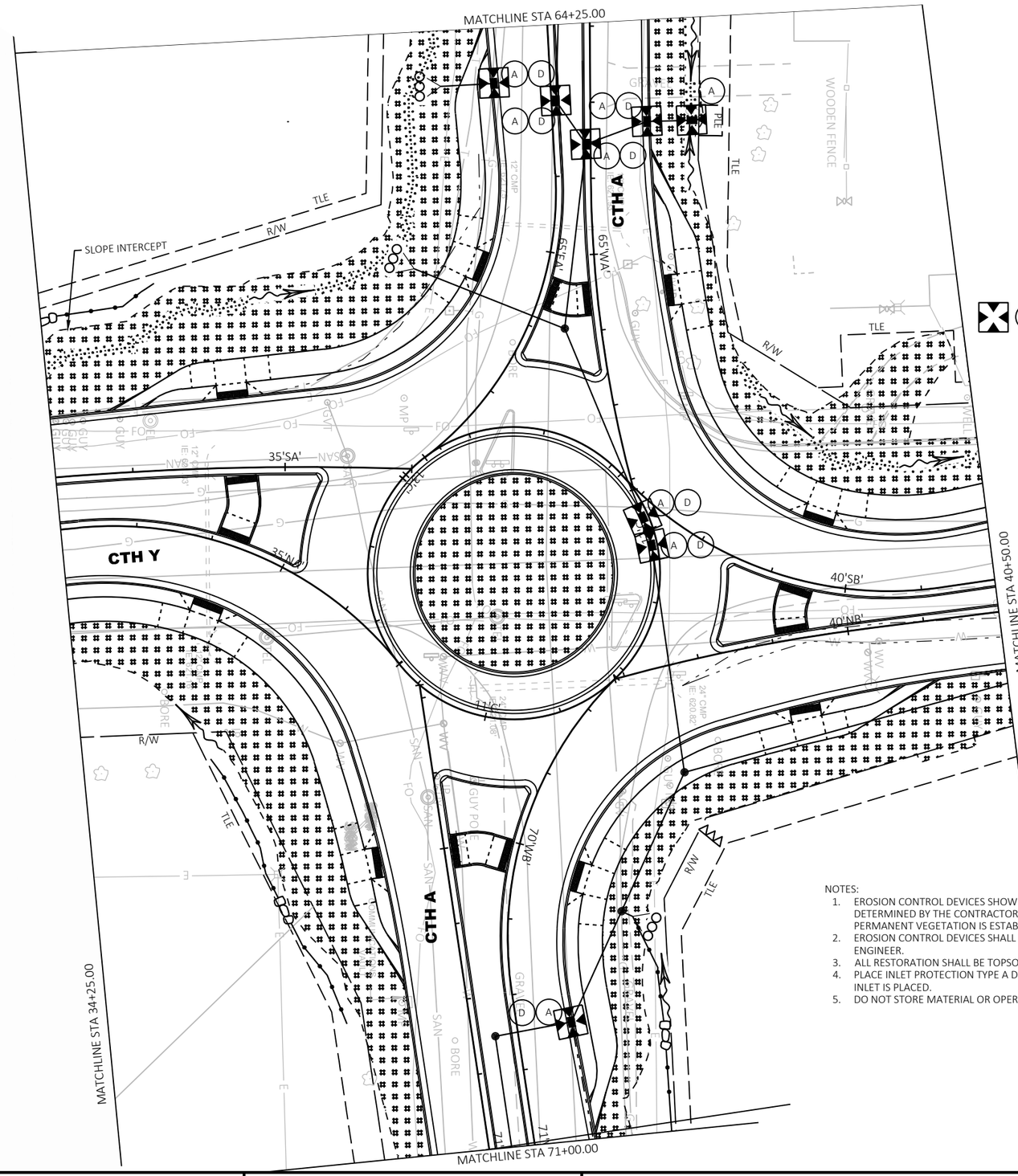
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EROSION CONTROL	SHEET 36	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 9/15/2022 2:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2



N

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C D INLET PROTECTION TYPE A, TYPE C, OR TYPE D
- RIPRAP LIGHT
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- TEMPORARY DITCH CHECKS

NOTES:

1. EROSION CONTROL DEVICES 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 DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B UNLESS OTHERWISE SHOWN.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EROSION CONTROL	SHEET 37	E

NOTES:

1. EROSION CONTROL DEVICES 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 DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B UNLESS OTHERWISE SHOWN.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C D INLET PROTECTION TYPE A, TYPE C, OR TYPE D
- RIPRAP LIGHT
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- TEMPORARY DITCH CHECKS

N

MATCHLINE STA 40+50.00

CTH Y 'SB' R/L

CTH Y 'NB' R/L

CTH Y

41'SB' 41'NB' 42'SB' 42'NB' 43'SB' 43'NB' 44'SB' 44'NB' 45'SB' 45'NB'

TLE SLOPE INTERCEPT R/W

SAND TRAP GREEN SAND TRAP

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EROSION CONTROL	SHEET 38 E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (3)

PLOT DATE : 9/15/2022 2:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

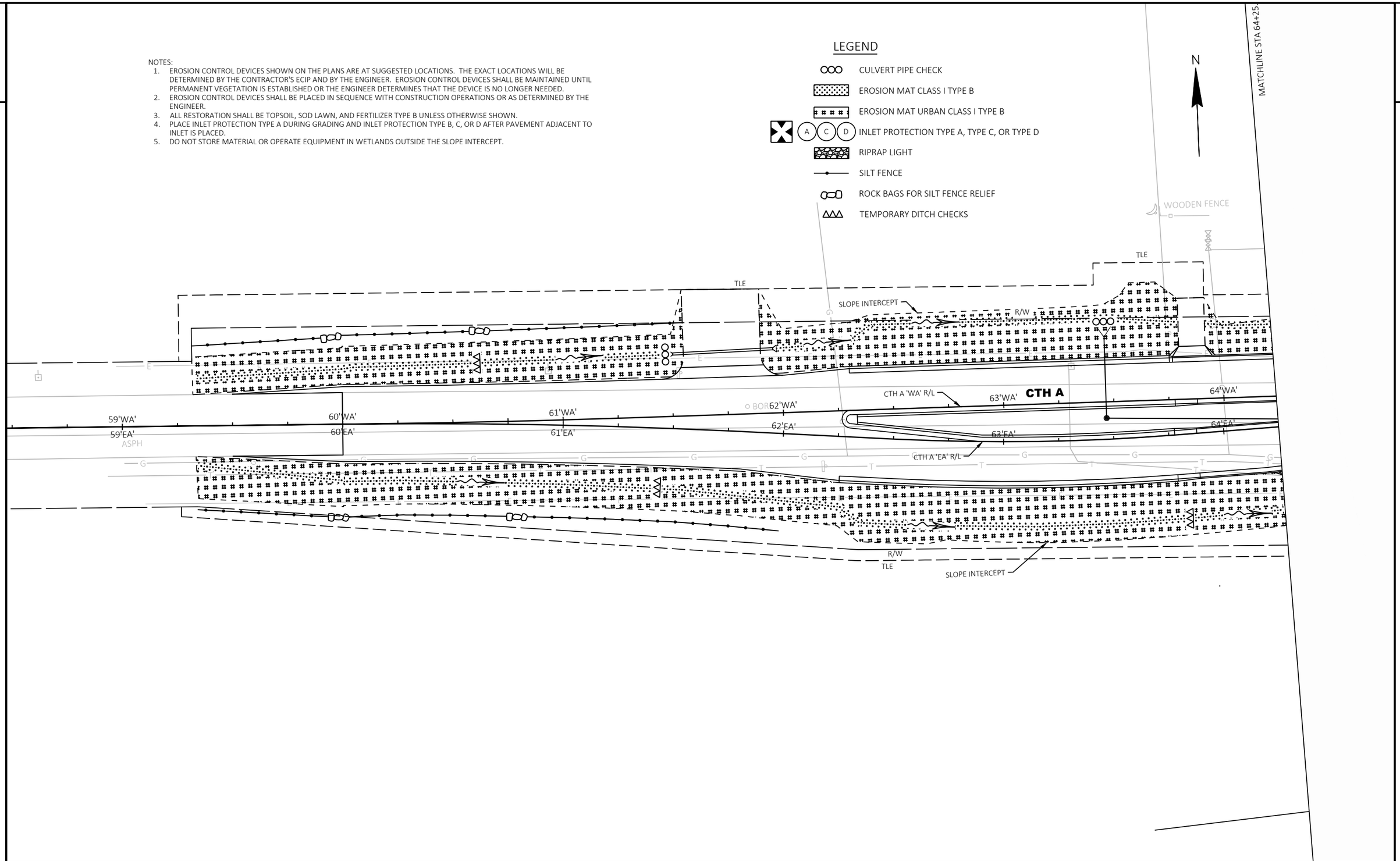
WISDOT/CADDS SHEET 42

NOTES:

1. EROSION CONTROL DEVICES 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 DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B UNLESS OTHERWISE SHOWN.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C D INLET PROTECTION TYPE A, TYPE C, OR TYPE D
- RIPRAP LIGHT
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- TEMPORARY DITCH CHECKS



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EROSION CONTROL	SHEET 39	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (4)

PLOT DATE : 9/15/2022 2:31 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

1. EROSION CONTROL DEVICES 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 DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. ALL RESTORATION SHALL BE TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B UNLESS OTHERWISE SHOWN.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C D INLET PROTECTION TYPE A, TYPE C, OR TYPE D
- RIPRAP LIGHT
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- TEMPORARY DITCH CHECKS

MATCHLINE STA 71+00.00

MATCHLINE STA 75+75.69

N

SLOPE INTERCEPT

TLE

R/W

CTH A 'WB' R/L

CTH A 'EB' R/L

CTH A

72'WB'

72'EB'

73'WB'

73'EB'

74'WB'

74'EB'

75'WB'

75'EB'

76'WB'

76'EB'

BORE

GUY POLE

12" CMP IE: 619.88' PARTIALLY BURRIED

12" CMP IE: 620.11' PARTIALLY BURRIED

ASPH

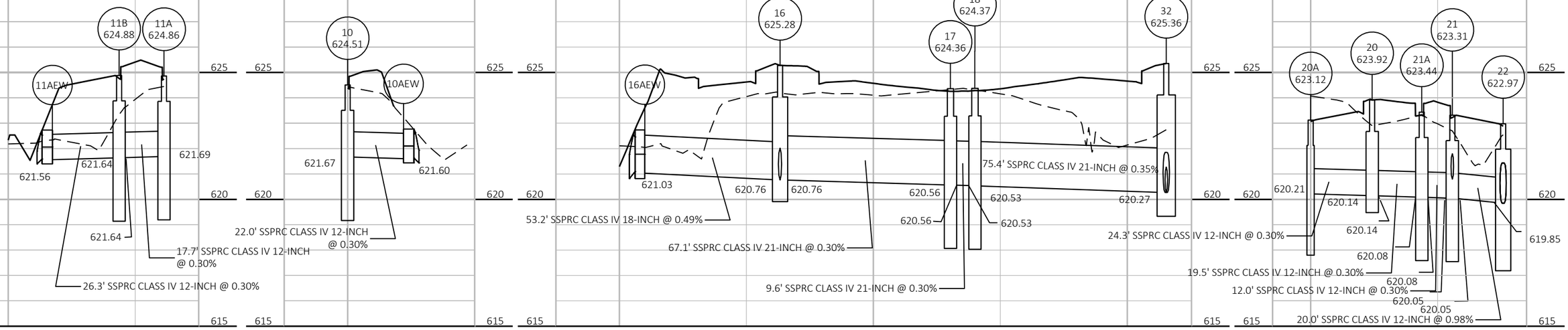
CONC

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EROSION CONTROL	SHEET 40	E

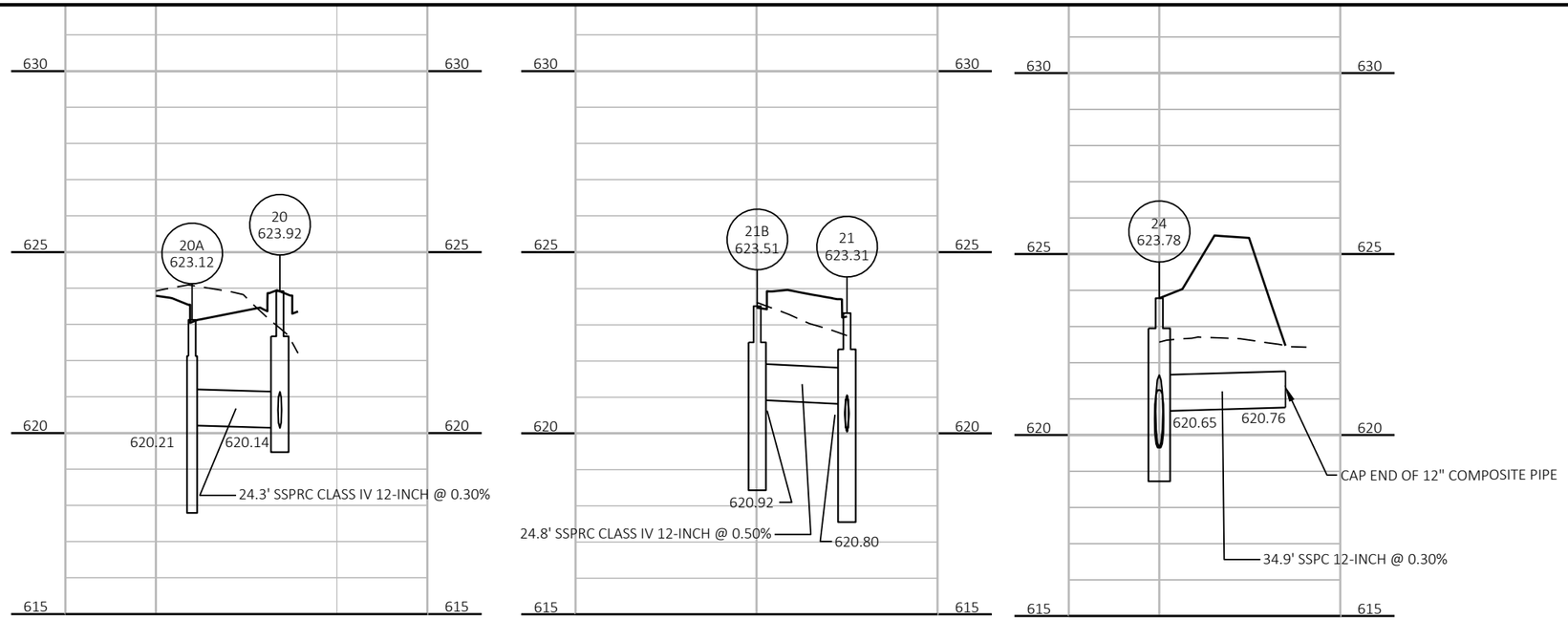
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (5)

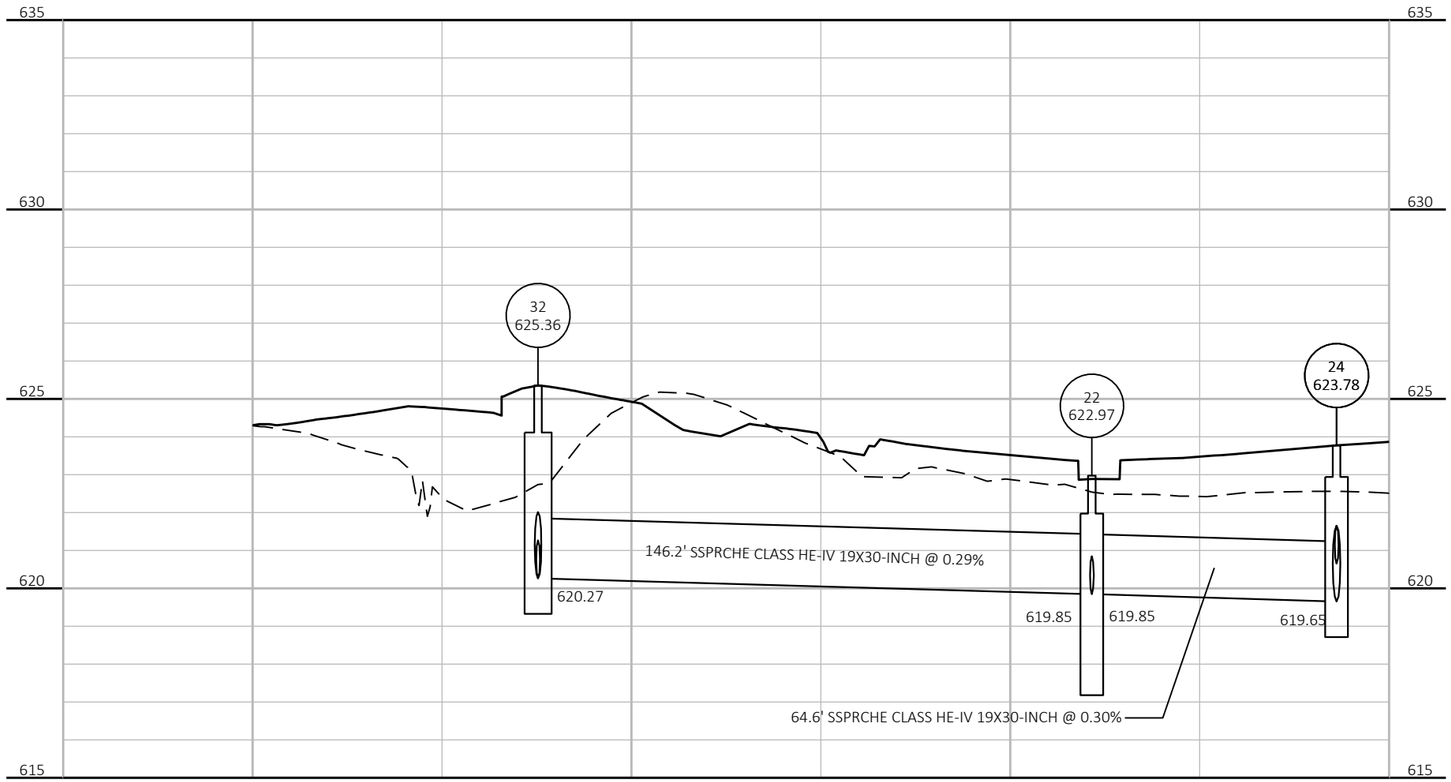
PLOT DATE : 9/15/2022 2:31 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA 65+21.7'EA', 41.7' RT
APRON ENDWALLS FOR CPRC 18-INCH
16AEW
TLE
R/W
SLOPE INTERCEPT
STA 34+17.5'SA', 24.8' LT
APRON ENDWALLS FOR CPRC 12-INCH
11AEW
R/W
CTH Y
CTH Y 'SA' R/L
33'SA'
34'SA'
35'SA'
12"
11B STA 34+17.5'SA', 1.5' RT
CATCH BASINS 4-H
11A STA 34+07.6'NA', 1.5' LT
CATCH BASINS 4-H
33'NA'
34'NA'
35'NA'
CTH Y 'NA' R/L
ASPH
10 STA 33+97.4'NA', 19.5' RT
CATCH BASINS 4-H
SLOPE INTERCEPT
R/W
10AEW STA 33+88.1'NA', 39.5' RT
APRON ENDWALLS FOR CPRC 12-INCH
12" CMP
(E: 621.16')
16 STA 65+21.7'EA', 11.6' LT
MANHOLES 5-J
17 STA 12+04.4'C', 1.7' LT
CATCH BASINS 4-T
TLE
SLOPE INTERCEPT
R/W
18 STA 11+94.4'C', 1.7' LT
CATCH BASINS 4-T
20A STA 40+55.2'SB', 18.8' LT
CATCH BASINS 2x3-H
21A STA 40+76.1'NB', 1.5' RT
CATCH BASINS 4-H
21B STA 41+08.1'SB', 1.5' RT
CATCH BASINS 4-H
CTH Y 'SB' R/L
42'SB'
41'SB'
40'SB'
42'NB'
41'NB'
40'NB'
CTH Y 'NB' R/L
CTH Y
STA 40+57.7'NB', 5.4' LT
MANHOLES 4-J
20
STA 40+85.5'NB', 1.5' LT
CATCH BASINS 4-H
21
32 STA 69+44.9'WB', 37.7' LT
MANHOLES 6-J
19"X30"
24"
R/W
R/W
TLE
CAP END OF 12"
COMPOSITE PIPE
STA 40+85.5'NB', 18.5' RT
CATCH BASINS 5-H
22
SLOPE INTERCEPT
24 STA 41+50.0'NB', 22.9' RT
MANHOLES 5-L
MATCHLINE STA 42+25.00



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	STORM SEWER	SHEET 41	E


630
625
620
615
20A
623.12
20
623.92
620.21
620.14
24.3' SSPRC CLASS IV 12-INCH @ 0.30%
21B
623.51
21
623.31
620.92
24.8' SSPRC CLASS IV 12-INCH @ 0.50%
620.80
24
623.78
620.65
620.76
CAP END OF 12" COMPOSITE PIPE
34.9' SSPC 12-INCH @ 0.30%


635
630
625
620
615
32
625.36
620.27
146.2' SSPRCHE CLASS HE-IV 19X30-INCH @ 0.29%
22
622.97
619.85
619.85
24
623.78
619.65
64.6' SSPRCHE CLASS HE-IV 19X30-INCH @ 0.30%

2

MATCHLINE STA 42+25.00

N

TLE

R/W

SLOPE INTERCEPT

43'SB'

43'NB'

44'SB'

44'NB'

45'SB'

46'SB'

47'SB'

48'SB'

26A STA 44+95.0'NB', 18.5' RT
CATCH BASINS 2x3-HM

26AEW STA 45+41.7'NB', 31.9' RT
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1

25 STA 44+00.0'NB', 24.4' RT
MANHOLES 4-J

25A STA 44+00.0'NB', 35.1' RT
INLETS MEDIAN 1G-MS

26 STA 44+95.0'NB', 24.9' RT
MANHOLES 4-L

24"

12"

CHAIN LINK FENCE

ASPH

GRAVEL

630

625

620

615

25
623.60

26
622.53

26AEW

249.0' SSPRC CLASS III 24-INCH @ 0.30%

93.8' SSPRC CLASS III 24-INCH @ 0.30%

618.91

618.91

618.63

618.63

618.43

47.2' SSPRC CLASS III 24-INCH @ 0.41%

25
623.60

25A
621.83

619.91

619.94

10.7' SSPRC CLASS III 12-INCH @ 0.30%

26A
622.13

26
622.53

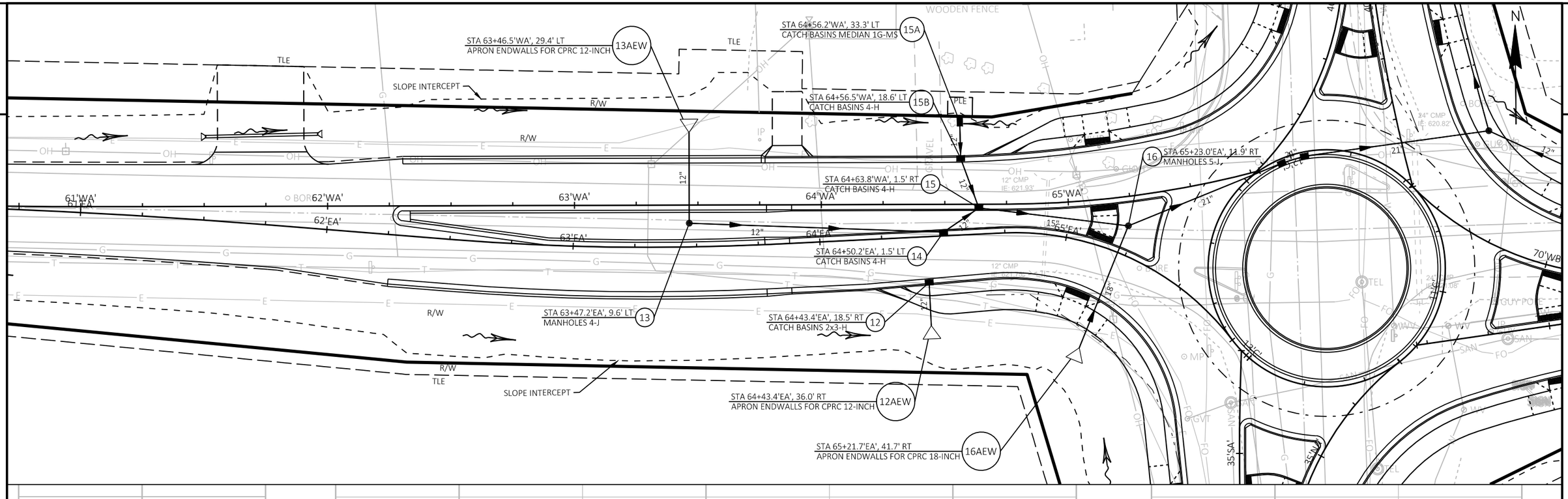
619.70

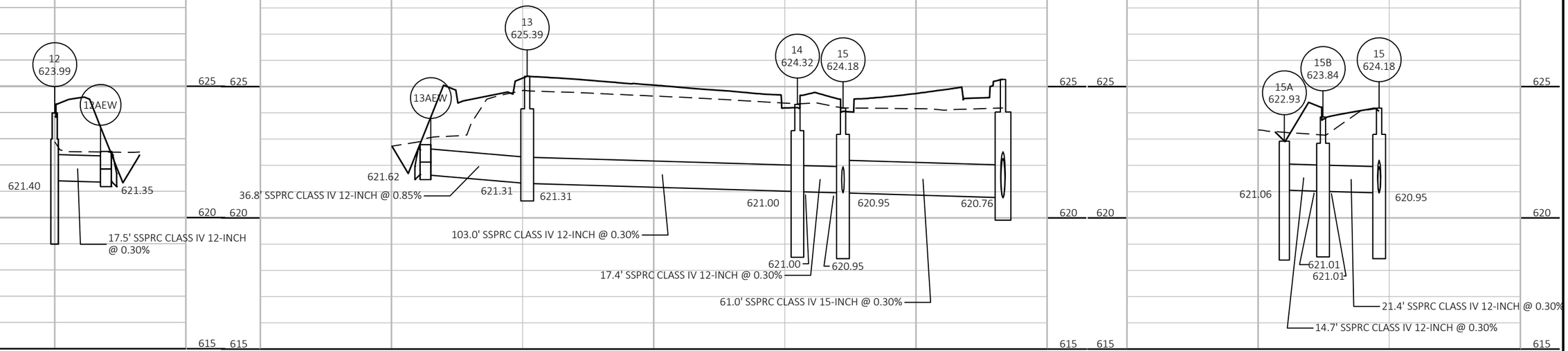
619.63

6.4' SSPRC CLASS IV 12-INCH @ 1.21%

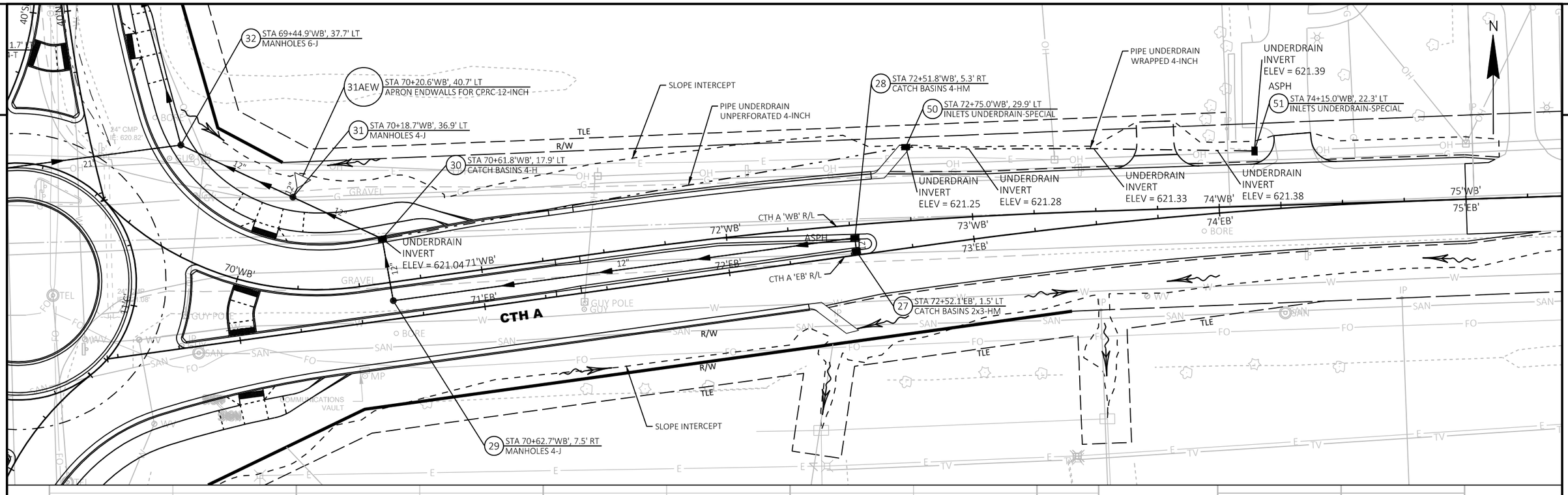
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	STORM SEWER	SHEET 43	E

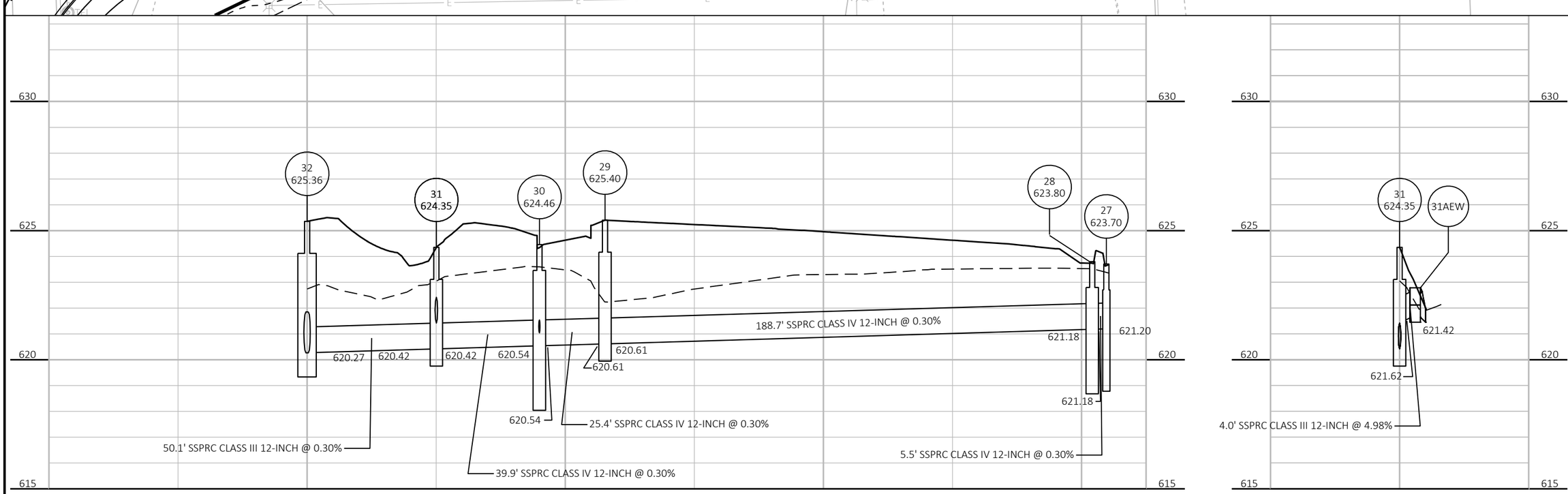
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - Sheet - (1C)
PLOT DATE : 7/29/2022 2:39 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	STORM SEWER	SHEET 44	E





PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	STORM SEWER	SHEET 45	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - Sheet - (3)
PLOT DATE : 7/29/2022 2:39 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

SIGN REMOVAL LEGEND

EXISTING SIGN(S) MOUNTED ON WOOD POST(S)

SIGN REMOVAL SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

1R-03

23'SA' 24'SA' 25'SA' 26'SA' 27'SA' 28'SA'

23'NA' 24'NA' 25'NA' 26'NA' 27'NA' 28'NA'

ASPH

CTH Y

MATCHLINE STA 28+25.00

1R-01

1R-02

8TH PL

1R-04

SPEED LIMIT 45

N

MATCHLINE STA 28+25.00

29'SA' 30'SA' 31'SA' 32'SA' 33'SA' 34'SA'

29'NA' 30'NA' 31'NA' 32'NA' 33'NA' 34'NA'

CTH Y 'SA' R/L

CTH Y 'NA' R/L

BOE

ASPH

CTH Y

MATCHLINE STA 34+25.00

1R-05

JCT COUNTY A

WOODEN FENCE

2

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 46	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 64+25.00

MATCHLINE STA 34+25.00

MATCHLINE STA 43+00.00

MATCHLINE STA 71+00.00

CTH A

CTH Y

CTH Y

CTH A

2R-15 COUNTY Y

2R-16 STOP

2R-14 STOP

2R-13 STOP

2R-17 STOP

2R-18

2R-01

2R-02 COUNTY A

2R-11 22ND AVE / 7TH ST

2R-12

2R-09 STOP

2R-10

2R-08 JCT COUNTY A

2R-07 SPEED LIMIT 45

2R-06 STOP

2R-05 STOP

2R-03 STOP

2R-04 COUNTY Y

PRIVATE SIGN TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

35'SA'

35'NA'

55'EA'

65'WA'

13'C'

12'C'

11'C'

40'SB'

41'SB'

42'SB'

40'NB'

41'NB'

42'NB'

70'EB'

70'WB'

CTH Y 'SB' R/L

CTH Y 'NB' R/L

GRAVEL

WOODEN FENCE

CHAIN LINK FENCE

PLE

BORE

IP

N

SIGN REMOVAL LEGEND

EXISTING SIGN(S) MOUNTED ON WOOD POST(S)

SIGN REMOVAL SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 47	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - Sheet - (2)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

3R-01 3R-02

700'

MATCHLINE STA 43+00.00

SB'
NB'

44'SB'
44'NB'

CTH Y

45'SB'
45'NB'

46'SB'
46'NB'

47'SB'
47'NB'

48'SB'
48'NB'

ASPH

GRAVEL

GRAVEL

CHAIN LINK FENCE

TLE

3R-03

SAND TRAP

GREEN

SAND TRAP

GREEN

SIGN REMOVAL LEGEND

	EXISTING SIGN(S) MOUNTED ON WOOD POST(S)
###	SIGN REMOVAL SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 48	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - Sheet - (3)
PLOT DATE : 7/29/2022 2:40 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SIGN REMOVAL LEGEND

EXISTING SIGN(S) MOUNTED ON WOOD POST(S)

SIGN REMOVAL SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

WOODEN FENCE

4R-03

SPEED LIMIT 45

IP

BOR

59'WA'
59'EA'
ASPH

60'WA'
60'EA'

61'WA'
61'EA'

62'WA'
62'EA'

CTH A 'WA' R/L

63'WA'

CTH A

64'WA'
64'EA'

63'EA'

CTH A 'EA' R/L

4R-01

4R-02

JCT
COUNTY Y

MATCHLINE STA 64+25.00

2

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 49	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - Sheet - (4)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

5R-01

JCT
COUNTY
Y

5R-02

CTH A

MATCHLINE STA 71+00.00

72'WB'
72'EB'
73'WB'
73'EB'
74'WB'
74'EB'
75'WB'
75'EB'
76'WB'
76'EB'

CTH A 'WB' R/L

CTH A 'EB' R/L

ASPH

ASPH

ASPH

CONC

BORE

IP

SPEED LIMIT 45

5R-03

SIGN REMOVAL LEGEND

	EXISTING SIGN(S) MOUNTED ON WOOD POST(S)
###	SIGN REMOVAL SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 50	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - Sheet - (5)
PLOT DATE : 7/29/2022 2:40 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

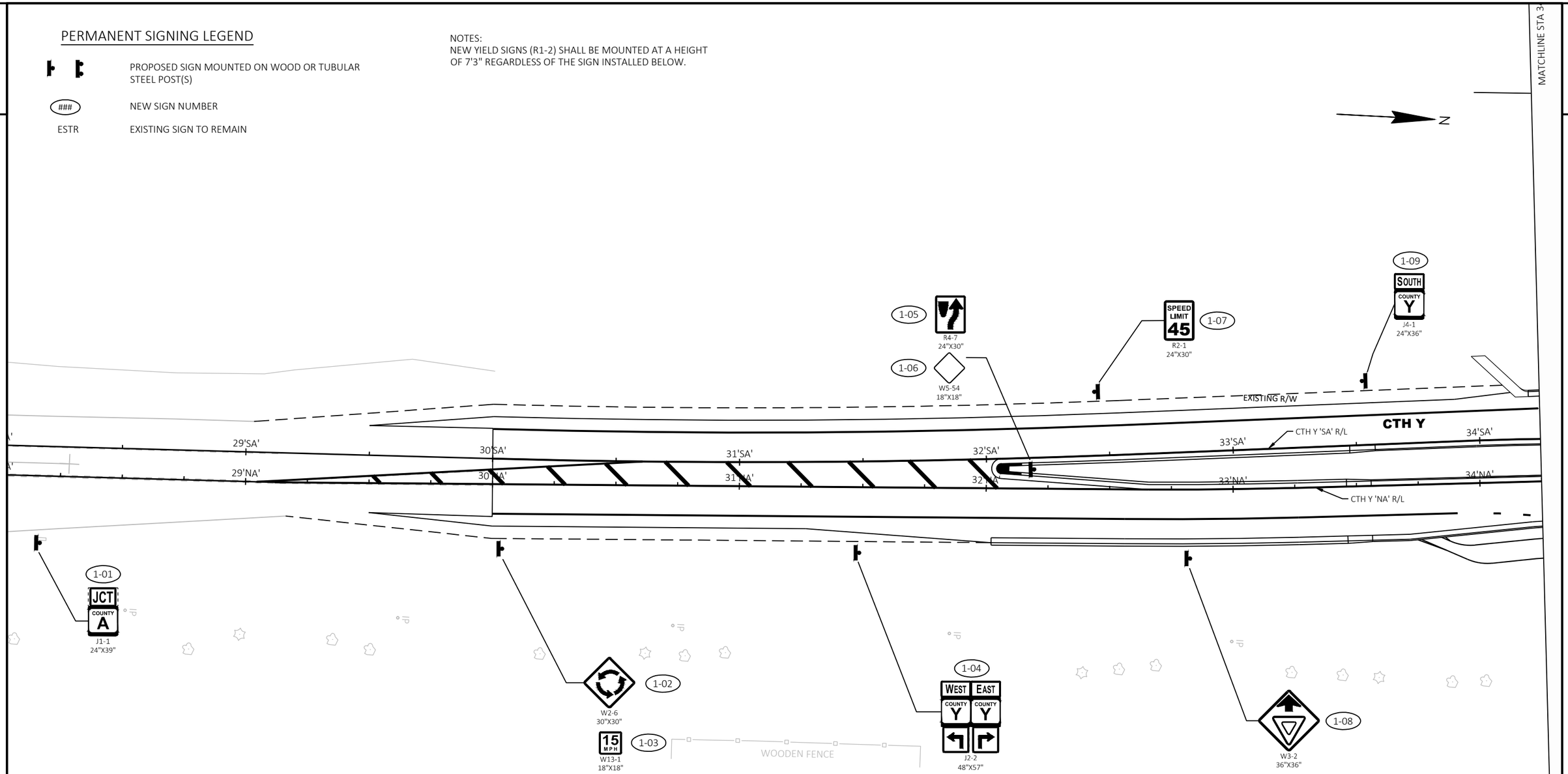
PERMANENT SIGNING LEGEND

PROPOSED SIGN MOUNTED ON WOOD OR TUBULAR STEEL POST(S)

NEW SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTES:
NEW YIELD SIGNS (R1-2) SHALL BE MOUNTED AT A HEIGHT OF 7'3" REGARDLESS OF THE SIGN INSTALLED BELOW.



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 51	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTES:
NEW YIELD SIGNS (R1-2) SHALL BE MOUNTED AT A HEIGHT OF 7'3" REGARDLESS OF THE SIGN INSTALLED BELOW.

MATCHLINE STA 64+25.00

MATCHLINE STA 43+00.00

MATCHLINE STA 34+25.00

MATCHLINE STA 71+00.00

CTH A

CTH Y

WOODEN FENCE

CHAIN LINK FENCE

35'SA'

65'SA'

65'WA'

70'WB'

71'SC'

71'NC'

35'NA'

40'SB'

40'NB'

41'SB'

41'NB'

42'SB'

42'NB'

CTH Y 'SB' R/L

CTH Y 'NB' R/L

2-01	R1-2 36"X31"	YIELD
2-02	R6-2R 24"X30"	ONE WAY →
2-03	R1-2 36"X31"	YIELD
2-04	R1-54 24"X15"	TO TRAFFIC FROM LEFT
2-05	D1-1 42"X30"	EAST A
2-06	R1-2 36"X31"	YIELD
2-07	R6-2R 24"X30"	ONE WAY →
2-08	R1-2 36"X31"	YIELD
2-09	R1-54 24"X15"	TO TRAFFIC FROM LEFT
2-10	D1-1 42"X30"	NORTH Y
2-11	J4-1 24"X36"	NORTH COUNTY Y
2-12	R2-1 24"X30"	SPEED LIMIT 45
2-13	R4-7 24"X30"	
2-14	W5-54 18"X18"	
2-15	R1-2 36"X31"	YIELD
2-16	R6-2R 24"X30"	ONE WAY →
2-17	D1-1 42"X30"	WEST A
2-18	W3-2 36"X36"	
2-19	R1-2 36"X31"	YIELD
2-20	R1-54 24"X15"	TO TRAFFIC FROM LEFT
2-21	R1-2 36"X31"	YIELD
2-22	R6-2R 24"X30"	ONE WAY →
2-23	R1-2 36"X31"	YIELD
2-24	R1-54 24"X15"	TO TRAFFIC FROM LEFT
2-25	D1-1 42"X30"	SOUTH Y
2-25		
2-26		
2-27		
2-28		
2-29	R6-1R 54"X18"	ONE WAY
2-30		
2-31	R6-4B 60"X24"	
2-32		

PERMANENT SIGNING LEGEND

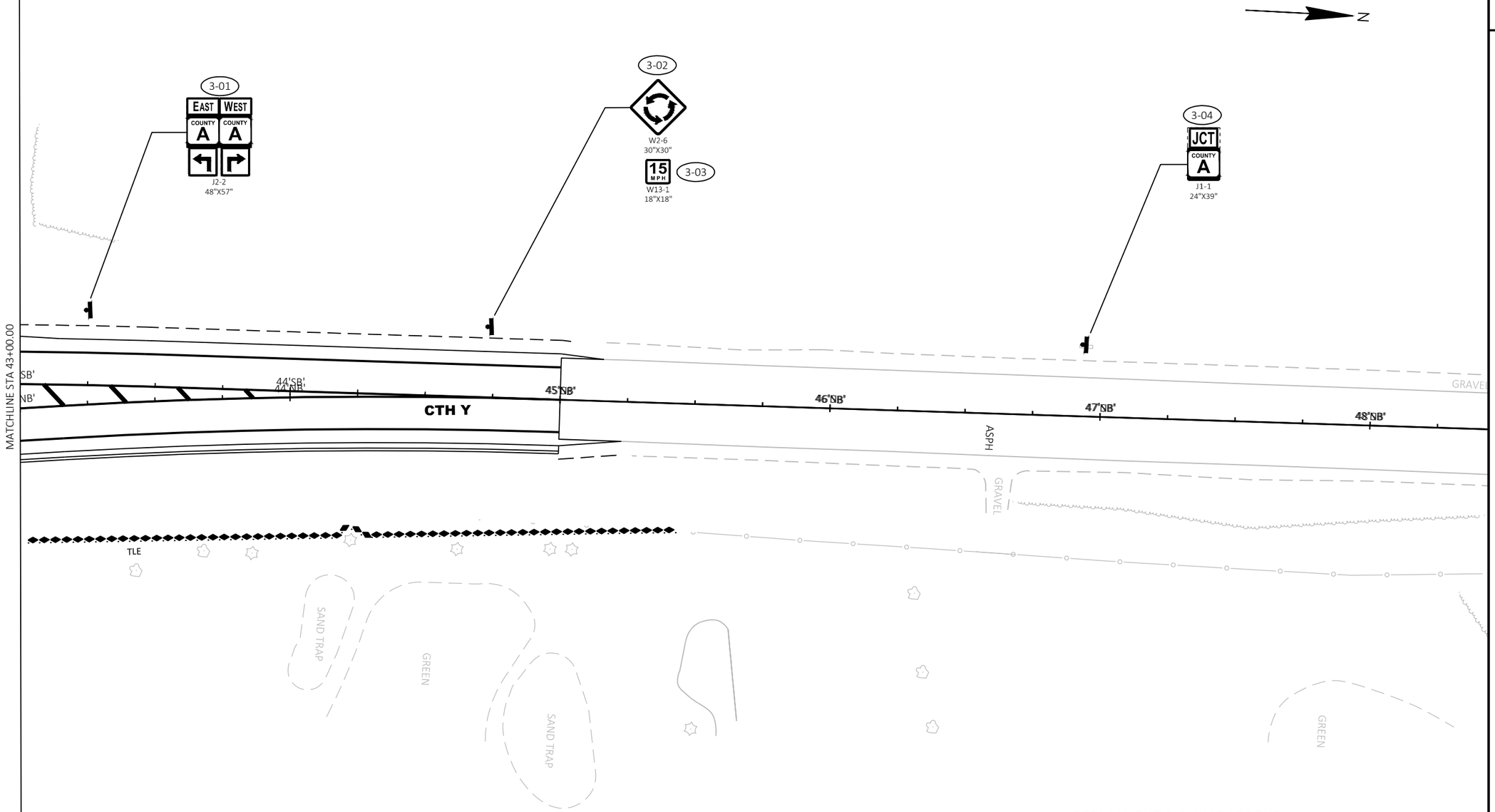
	PROPOSED SIGN MOUNTED ON WOOD OR TUBULAR STEEL POST(S)
###	NEW SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 52	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Sheet - (2)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTES:
NEW YIELD SIGNS (R1-2) SHALL BE MOUNTED AT A HEIGHT OF 7'3" REGARDLESS OF THE SIGN INSTALLED BELOW.

PERMANENT SIGNING LEGEND

	PROPOSED SIGN MOUNTED ON WOOD OR TUBULAR STEEL POST(S)
###	NEW SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 53	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Sheet - (3)
PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

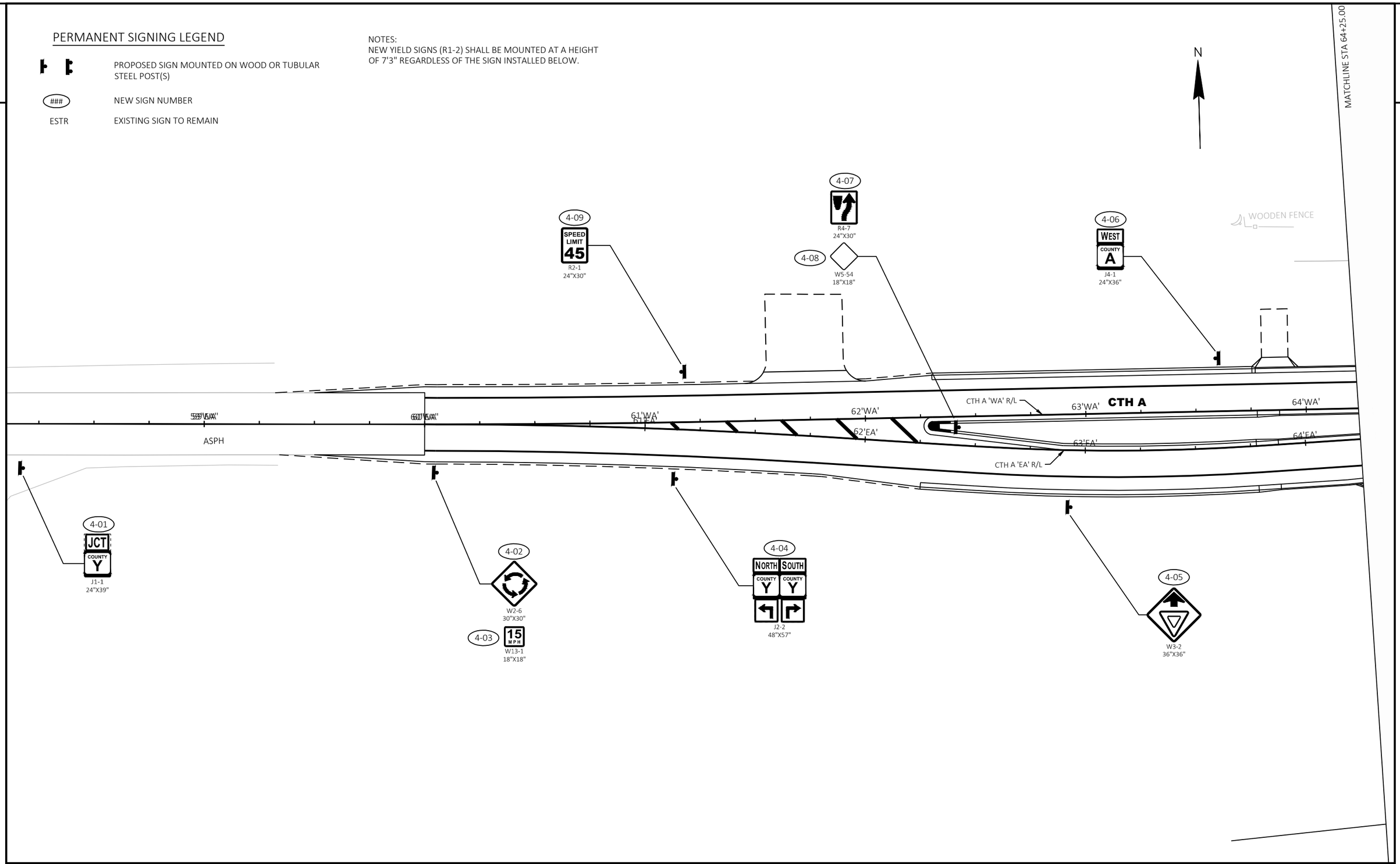
PERMANENT SIGNING LEGEND

PROPOSED SIGN MOUNTED ON WOOD OR TUBULAR STEEL POST(S)

NEW SIGN NUMBER

ESTR — EXISTING SIGN TO REMAIN

NOTES:
NEW YIELD SIGNS (R1-2) SHALL BE MOUNTED AT A HEIGHT OF 7'3" REGARDLESS OF THE SIGN INSTALLED BELOW.



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 54	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Sheet - (4)

PLOT DATE : 7/29/2022 2:40 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

5-09
W3-2
36"X36"

5-07
R4-7
24"X30"

5-08
W5-54
18"X18"

5-06
SOUTH COUNTY Y
NORTH COUNTY Y
J2-2
48"X57"

5-04
W2-6
30"X30"

5-05
15 MPH
W13-1
18"X18"

5-03
JCT
COUNTY Y
J1-1
24"X39"

ASPH

CONC

ASPH

ASPH

MATCHLINE STA 71+00.00

72'WB'

72'EB'

73'WB'

73'EB'

CTH A 'WB' R/L

CTH A 'EB' R/L

74'WB'

74'EB'

CTH A

5-01
EAST COUNTY A
J4-1
24"X36"

5-02
SPEED LIMIT 45
R2-1
24"X30"

NOTES:
NEW YIELD SIGNS (R1-2) SHALL BE MOUNTED AT A HEIGHT OF 7'3" REGARDLESS OF THE SIGN INSTALLED BELOW.

PERMANENT SIGNING LEGEND

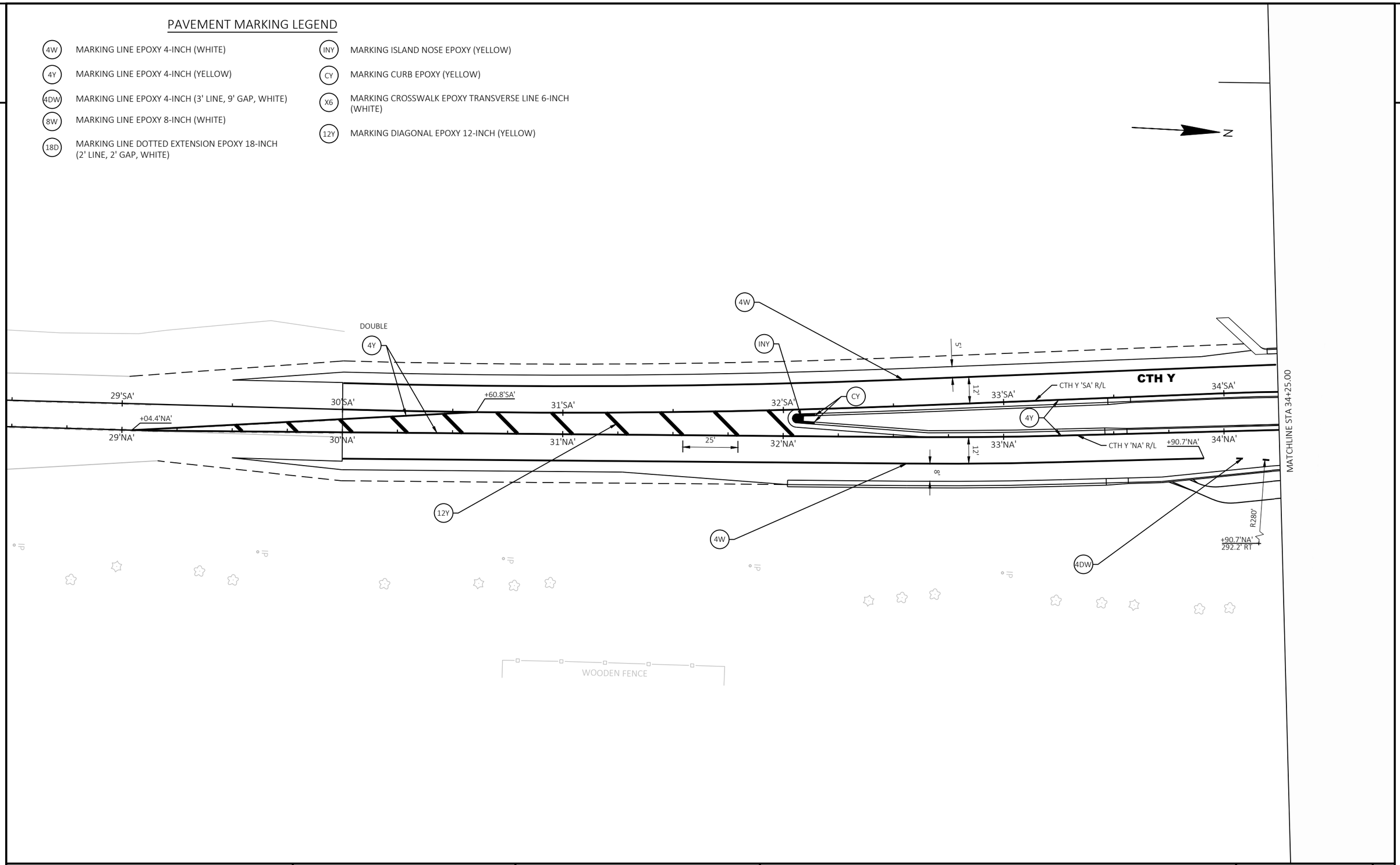
	PROPOSED SIGN MOUNTED ON WOOD OR TUBULAR STEEL POST(S)
###	NEW SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 55	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Sheet - (5)
PLOT DATE : 7/29/2022 2:41 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

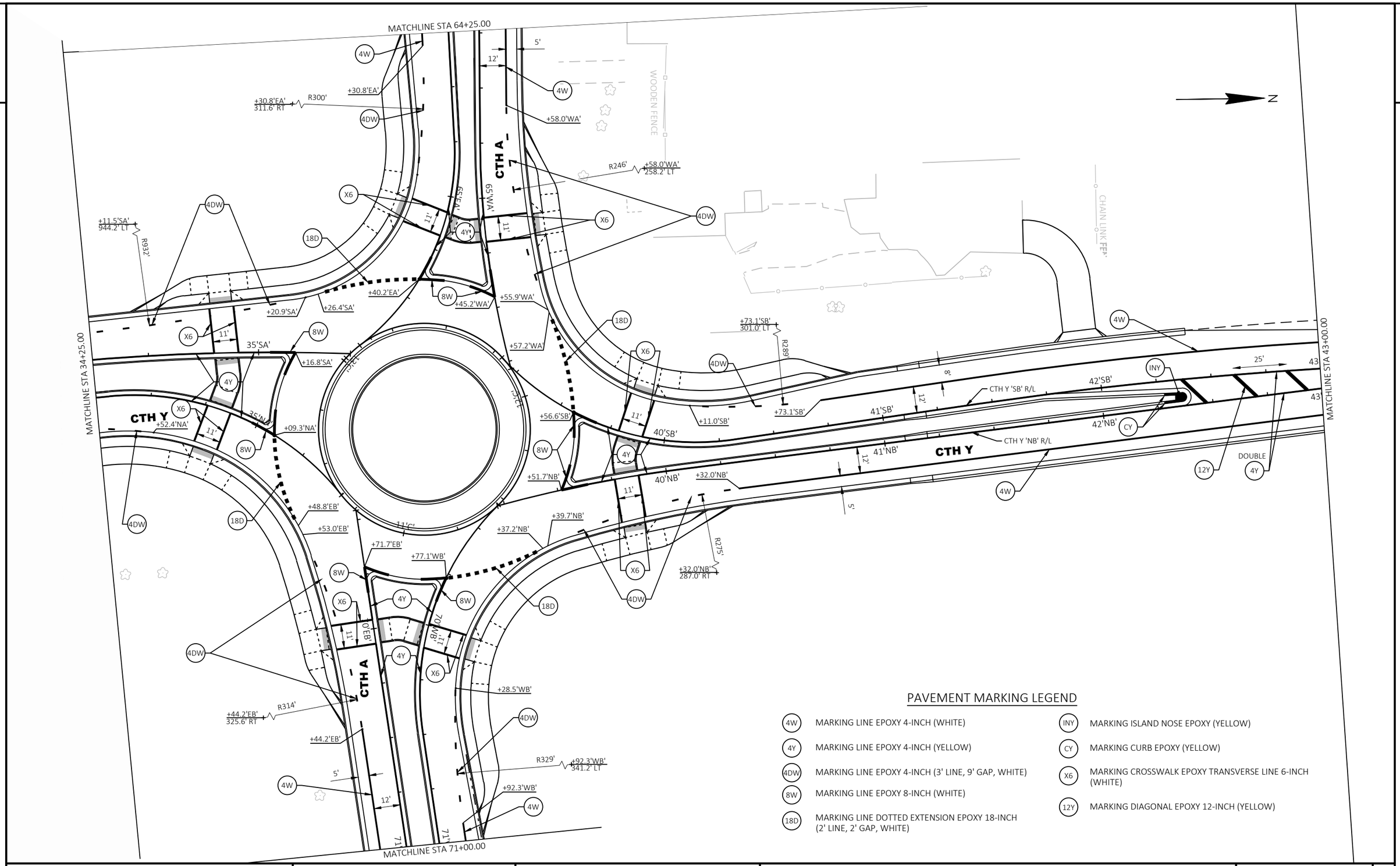
PAVEMENT MARKING LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4DW — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 18D — MARKING LINE DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
- INY — MARKING ISLAND NOSE EPOXY (YELLOW)
- CY — MARKING CURB EPOXY (YELLOW)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 56	E

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
4DW	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18D	MARKING LINE DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 57	E

2

N

MATCHLINE STA 43+00.00

DOUBLE 4Y

4W

5'

25'

12'

44'SB'

44'NB'

12'

CTH Y

45'SB'

45'NB'

46'SB'

46'NB'

47'SB'

47'NB'

48'SB'

48'NB'

4W

12Y

DOUBLE 4Y

5'

GRAVEL

ASPH

GRAVEL

SAND TRAP

GREEN

SAND TRAP

GREEN

PAVEMENT MARKING LEGEND

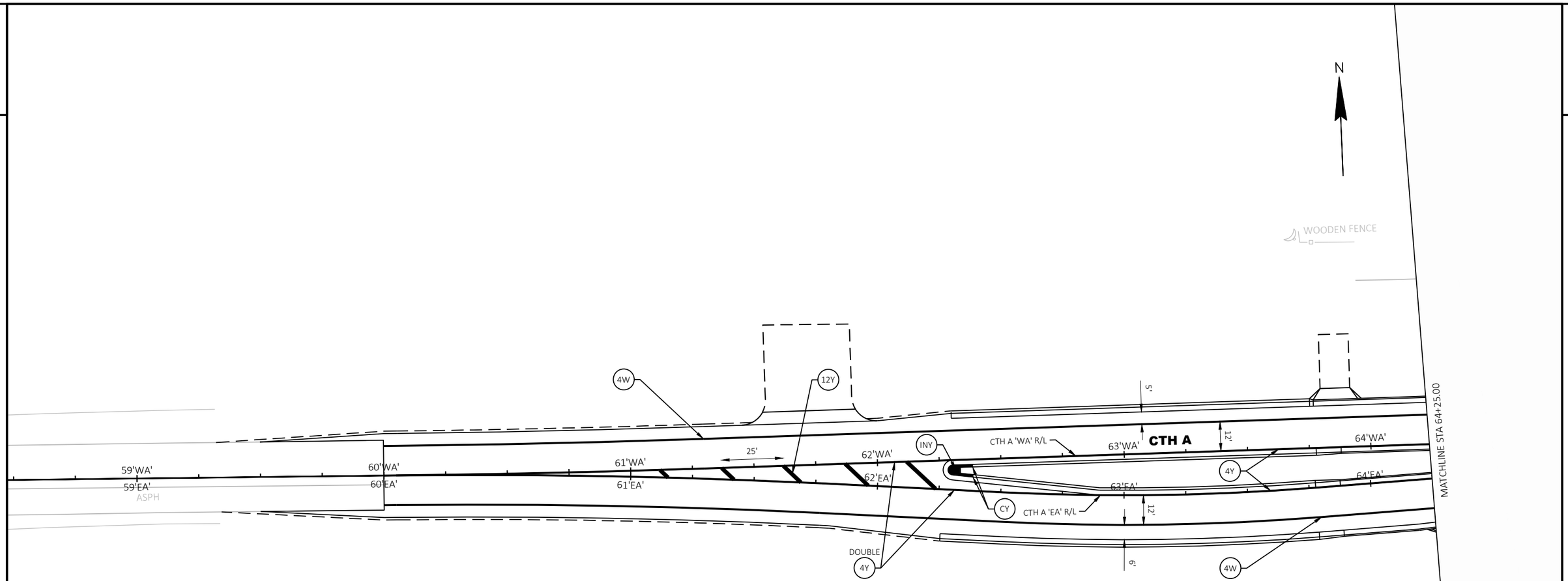
4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
4DW	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18D	MARKING LINE DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 58	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - Sheet - (3)

PLOT DATE : 7/29/2022 2:42 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PAVEMENT MARKING LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4DW — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 18D — MARKING LINE DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
- INY — MARKING ISLAND NOSE EPOXY (YELLOW)
- CY — MARKING CURB EPOXY (YELLOW)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 59	E

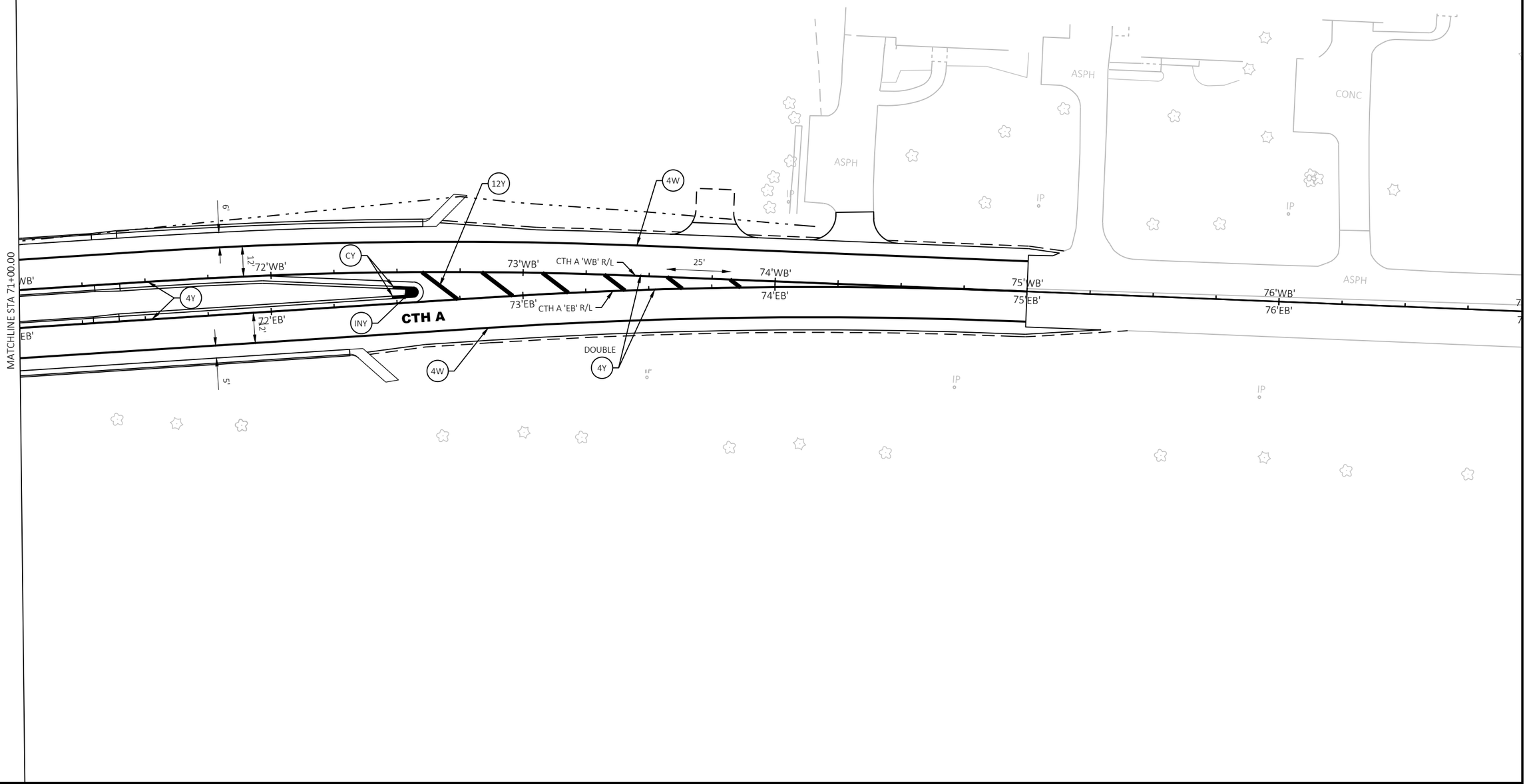
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - Sheet - (4)
PLOT DATE : 7/29/2022 2:42 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

- (4W) MARKING LINE EPOXY 4-INCH (WHITE)
- (4Y) MARKING LINE EPOXY 4-INCH (YELLOW)
- (4DW) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (8W) MARKING LINE EPOXY 8-INCH (WHITE)
- (18D) MARKING LINE DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
- (INY) MARKING ISLAND NOSE EPOXY (YELLOW)
- (CY) MARKING CURB EPOXY (YELLOW)
- (X6) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (12Y) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

N



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 60	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - Sheet - (5)

PLOT DATE : 7/29/2022 2:42 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONCRETE CONTROL CABINET BASE, LIGHTING CONTROL CABINET
- LUMINARIE
- PULL BOX 24"X42"
- NONMETALLIC CONDUIT SCHEDULE 40 (2" UNLESS OTHERWISE NOTED)

N

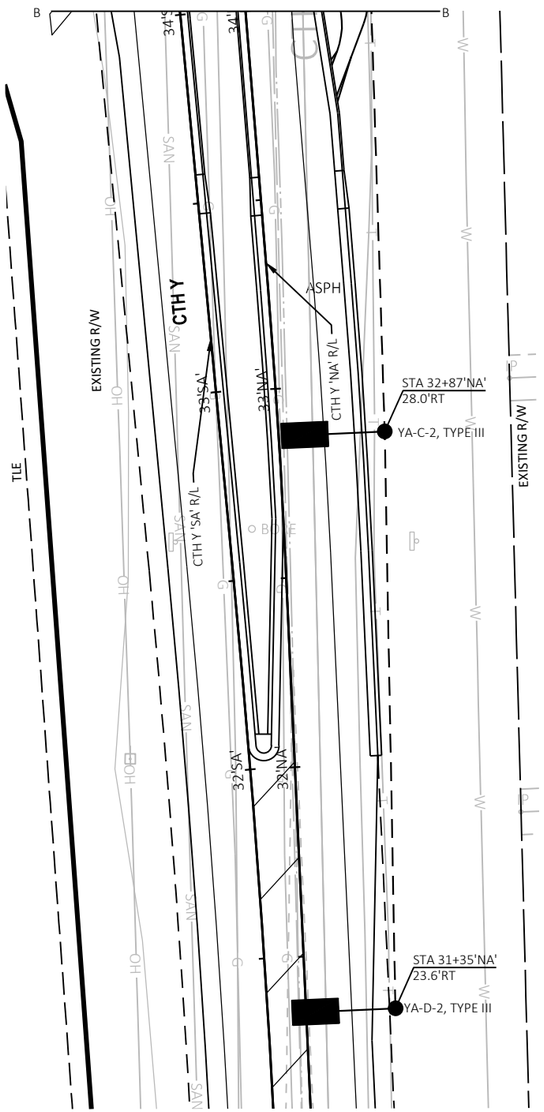
2

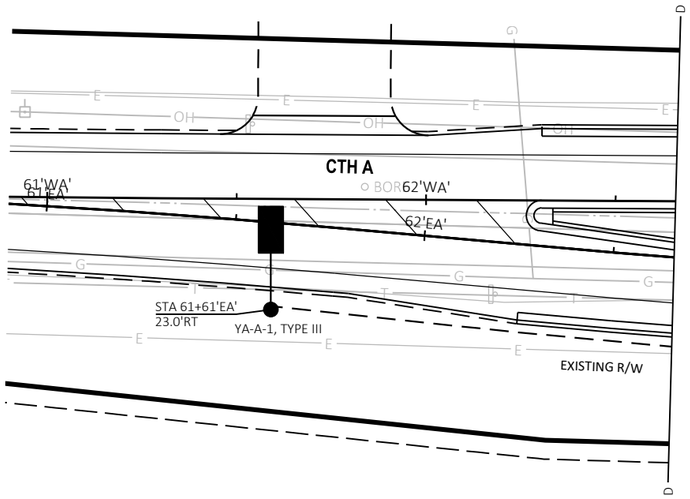
STA 40+32'SB'
35.9'LT
YA-A-3, TYPE III
STA 39+88'SB'
35.0'LT
PB4
STA 39+90'NB'
38.0'RT
PB5
STA 39+66'NB'
43.3'RT
YA-B-4, TYPE III
CTH Y
40'SB'
40'NB'
3"
TLE
PROPOSED R/W
STA 65+04'WA'
36.1'LT
STA 65+30'WA'
37.5'LT
YA-B-2, TYPE III
PB3
STA 70+00'WB'
36.8'LT
STA 70+53'WB'
33.2'LT
TLE
EXISTING R/W
PB6
YA-D-3, TYPE III
CTH A 'WA' R/L
63'WA'
CTH A
64'WA'
65'WA'
63'EA'
64'EA'
65'EA'
CTH A 'EA' R/L
3"
12" CMP
IE: 621.93'
24" CMP
IE: 620.82
CTH A 'WB' R/L
71'WB'
70'WB'
71'EB'
CTH A 'EB' R/L
CTH A
EXISTING R/W
YA-B-1, TYPE III
STA 63+11'EA'
26.0'RT
STA 64+59'EA'
33.8'RT
YA-A-2, TYPE III
2 1/2"
PB2
STA 65+01'EA'
38.7'RT
PROPOSED R/W
TLE
STA 70+10'EB'
36.9'RT
PROPOSED R/W
TLE
PB7
YA-C-1, TYPE III
STA 35+00'SA'
40.7'LT
35'SA'
35'NA'
YA-C-3, TYPE III
STA 69+82'EB'
38.6'RT
PB1
STA 34+73'SA'
37.0'LT
3-3"
3"
12" CMP
IE: 621.16'
STA 34+66'NA'
35.5'RT
PB8
2 1/2"
STA 34+49'SA'
58.2'LT
CB1
LIGHTING CONTROL CABINET
120/240 30-INCH
CONCRETE CONTROL CABINET
BASE TYPE 6
CTH Y
PROPOSED R/W
YA-D-1, TYPE III
STA 34+34'NA'
34.3'RT
WOODEN FENCE
GRAVEL
BORE
GUY POLE

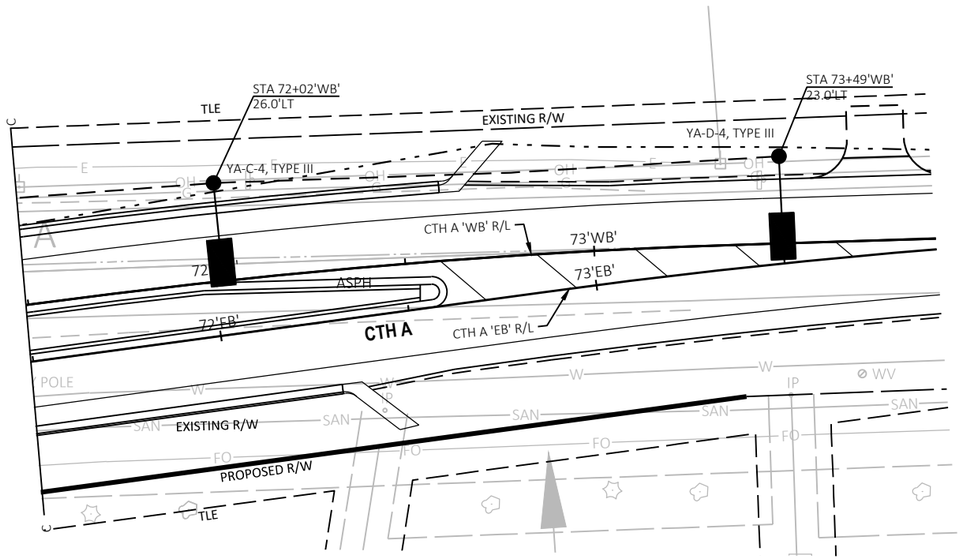
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 61	E

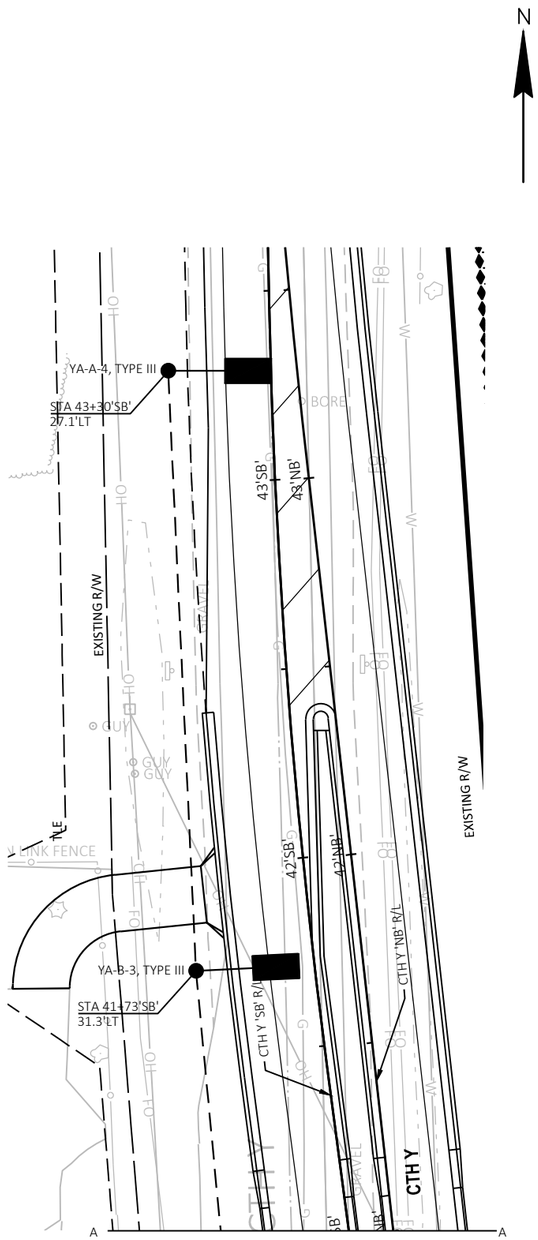
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 7/29/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT









PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 62	E

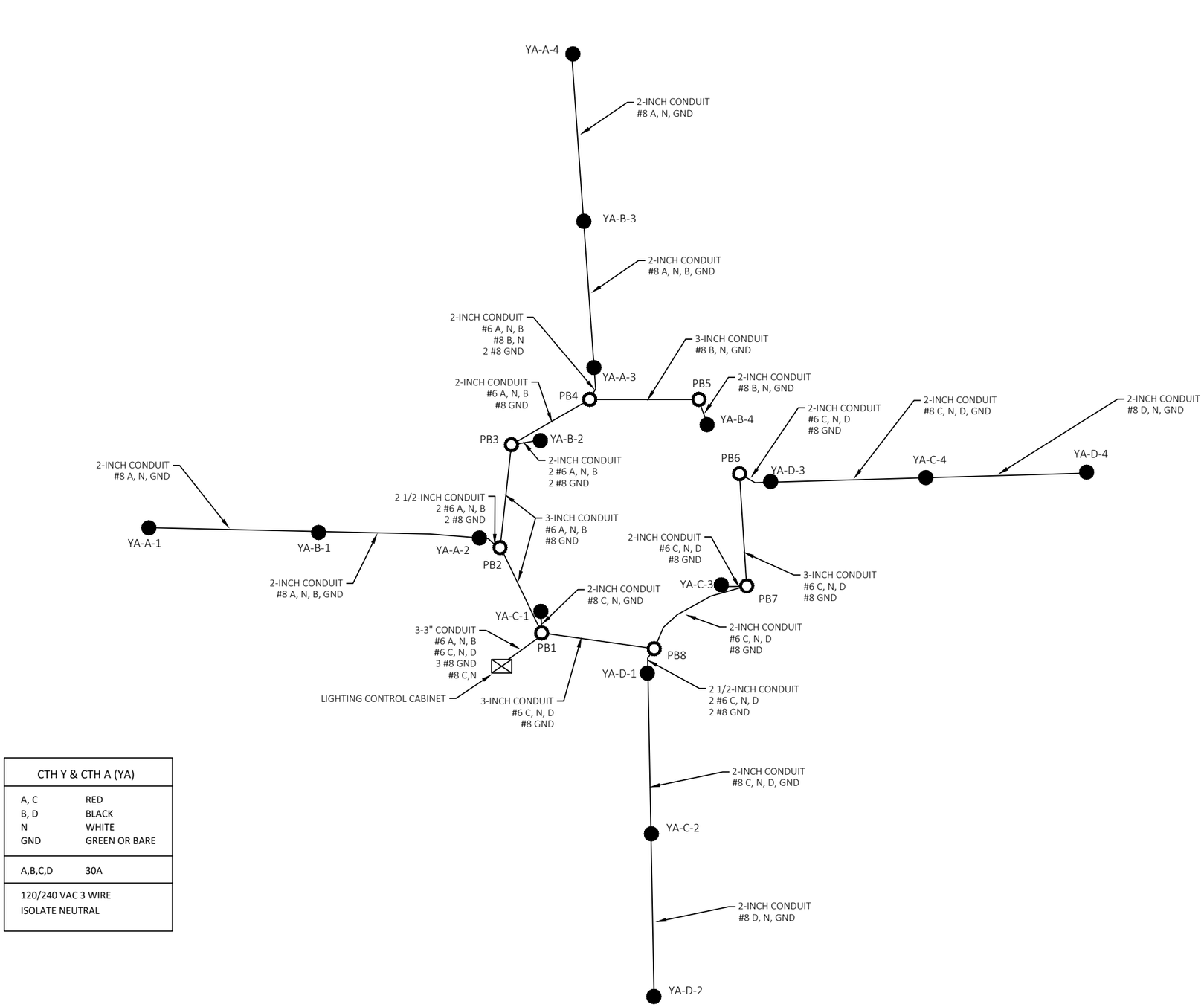
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 7/29/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

N



CTH Y & CTH A (YA)	
A, C	RED
B, D	BLACK
N	WHITE
GND	GREEN OR BARE
A,B,C,D	30A
120/240 VAC 3 WIRE ISOLATE NEUTRAL	

CIRCUIT DIAGRAM

CTH Y & CTH A CONTROL CABINET

LEGEND

- DETOUR ROUTE CTH Y
- DETOUR ROUTE CTH A
- PROJECT LOCATION
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- PCMS — TRAFFIC CONTROL SIGNS PCMS (PLACE 7 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)

1 DETOUR AHEAD W20-2A 48"X48"

2 ROAD CLOSED AHEAD W20-3A 48"X48"

3 ROAD CLOSED 1000 FT W20-3C 48"X48"

4 ROAD CLOSED 500 FT W20-3D 48"X48"

5 DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / COUNTY Y M1-5A 24"X24"

6 DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / COUNTY Y M1-5A 24"X24"

7 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / COUNTY A M1-5A 24"X24"

8 DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / COUNTY A M1-5A 24"X24"

9 END DETOUR M4-8A 24"X18" / NORTH M3-1 24"X12" / COUNTY Y M1-5A 24"X24"

10 END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / COUNTY Y M1-5A 24"X24"

11 END DETOUR M4-8A 24"X18" / EAST M3-2 24"X12" / COUNTY A M1-5A 24"X24"

12 END DETOUR M4-8A 24"X18" / WEST M3-4 24"X12" / COUNTY A M1-5A 24"X24"

13 NORTH M3-1 24"X12" / COUNTY Y M1-5A 24"X24" / DETOUR AHEAD W20-2A 48"X48"

14 SOUTH M3-3 24"X12" / COUNTY Y M1-5A 24"X24" / DETOUR AHEAD W20-2A

15 EAST M3-2 24"X12" / COUNTY A M1-5A 24"X24" / DETOUR AHEAD W20-2A

16 WEST M3-4 24"X12" / COUNTY A M1-5A 24"X24" / DETOUR AHEAD W20-2A

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

18 ROAD CLOSED 0.7 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

19 ROAD CLOSED 0.9 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

20 ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

21 ROAD CLOSED 1.9 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

22 ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

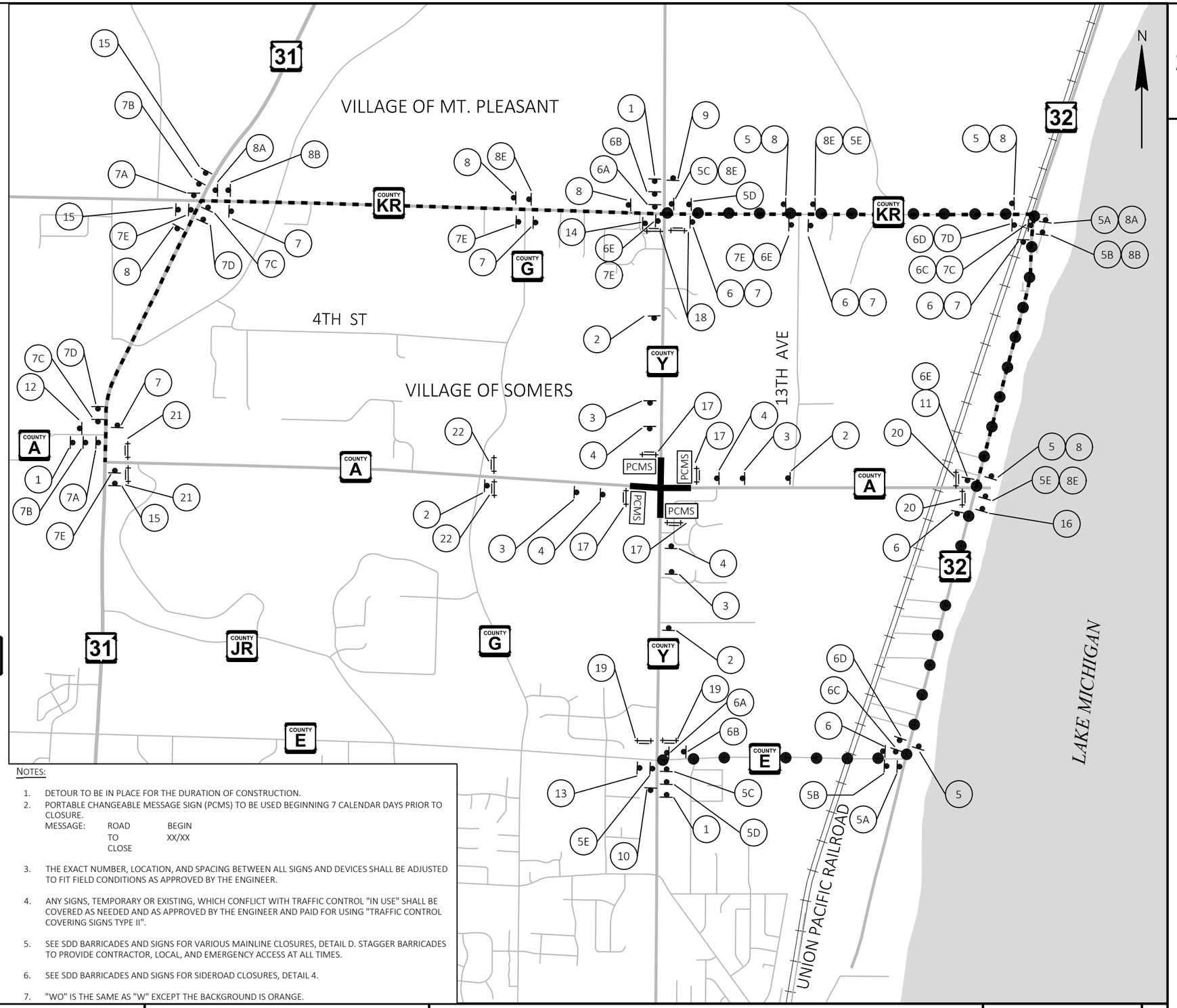
A MO6-1 21"X21"

B MO5-1L 21"X21"

C MO6-1 21"X21"

D MO5-1R 21"X21"

E MO6-1 21"X21"

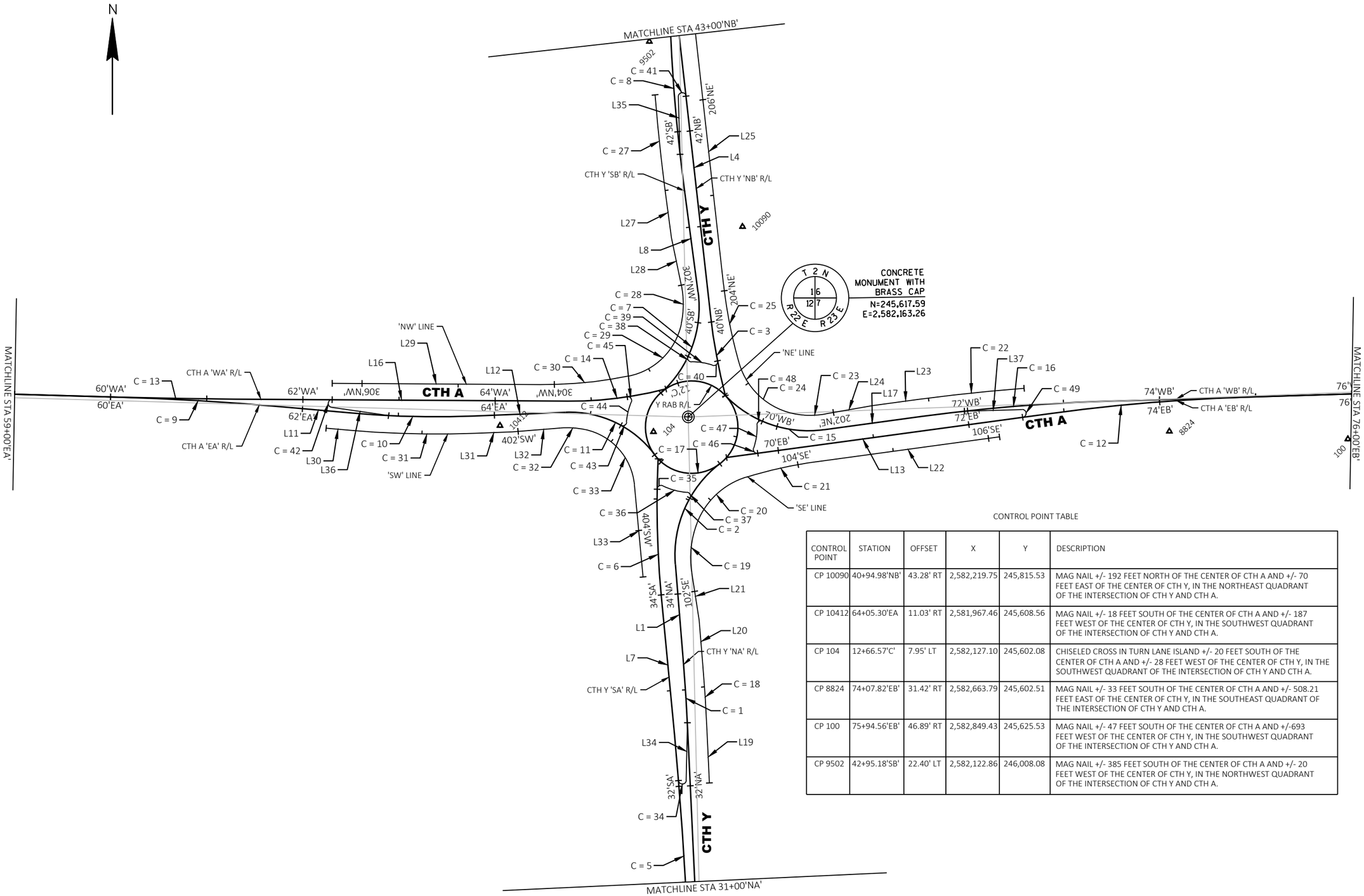


NOTES:

1. DETOUR TO BE IN PLACE FOR THE DURATION OF CONSTRUCTION.
2. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) TO BE USED BEGINNING 7 CALENDAR DAYS PRIOR TO CLOSURE.
   MESSAGE: ROAD TO CLOSE — BEGIN XX/XX
3. THE EXACT NUMBER, LOCATION, AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER AND PAID FOR USING "TRAFFIC CONTROL COVERING SIGNS TYPE II".
5. SEE SDD BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES, DETAIL D. STAGGER BARRICADES TO PROVIDE CONTRACTOR, LOCAL, AND EMERGENCY ACCESS AT ALL TIMES.
6. SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4.
7. "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	DETOUR PLAN	SHEET 64 E

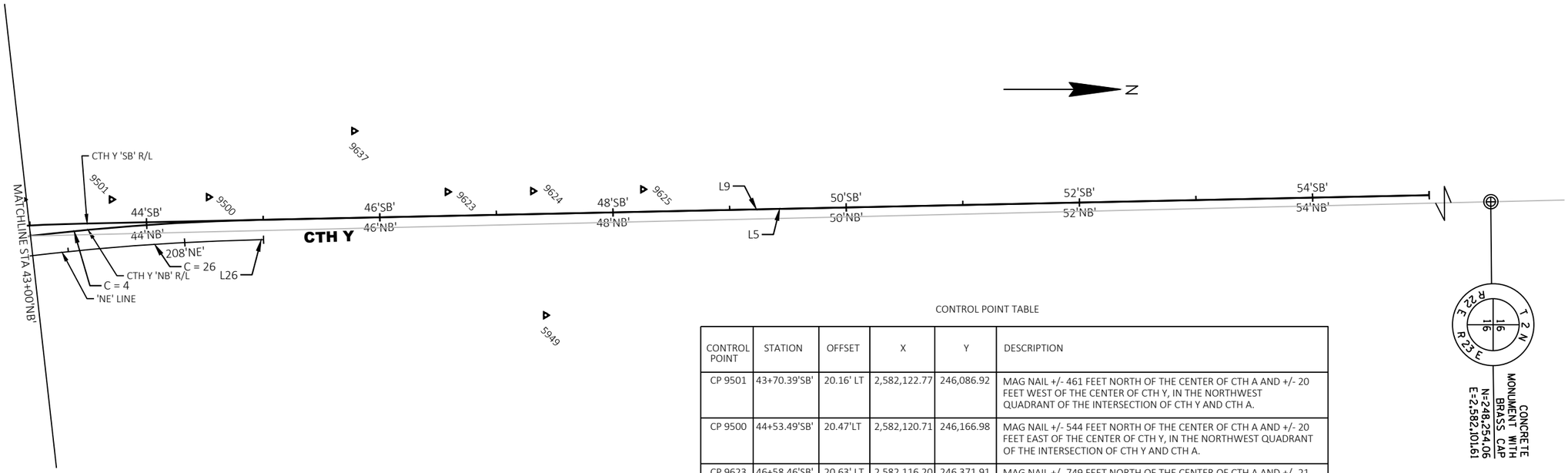
2



CONTROL POINT TABLE

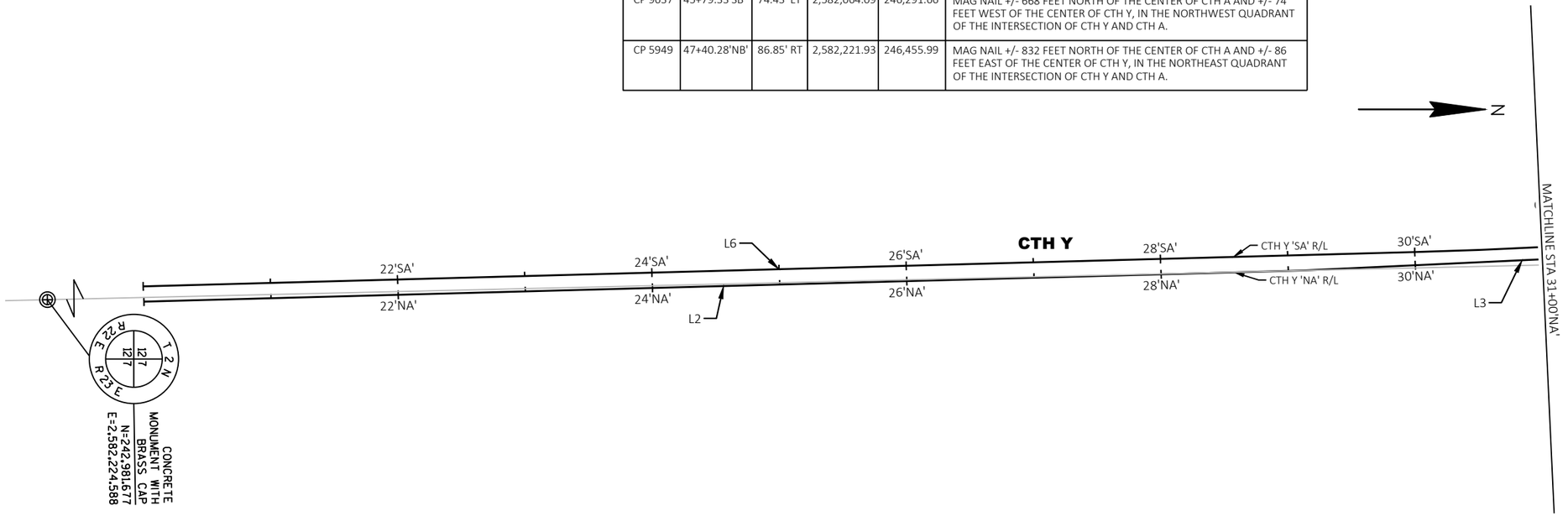
CONTROL POINT	STATION	OFFSET	X	Y	DESCRIPTION
CP 10090	40+94.98'NB'	43.28' RT	2,582,219.75	245,815.53	MAG NAIL +/- 192 FEET NORTH OF THE CENTER OF CTH A AND +/- 70 FEET EAST OF THE CENTER OF CTH Y, IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 10412	64+05.30'EA	11.03' RT	2,581,967.46	245,608.56	MAG NAIL +/- 18 FEET SOUTH OF THE CENTER OF CTH A AND +/- 187 FEET WEST OF THE CENTER OF CTH Y, IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 104	12+66.57'C'	7.95' LT	2,582,127.10	245,602.08	CHISELED CROSS IN TURN LANE ISLAND +/- 20 FEET SOUTH OF THE CENTER OF CTH A AND +/- 28 FEET WEST OF THE CENTER OF CTH Y, IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 8824	74+07.82'EB'	31.42' RT	2,582,663.79	245,602.51	MAG NAIL +/- 33 FEET SOUTH OF THE CENTER OF CTH A AND +/- 508.21 FEET EAST OF THE CENTER OF CTH Y, IN THE SOUTHEAST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 100	75+94.56'EB'	46.89' RT	2,582,849.43	245,625.53	MAG NAIL +/- 47 FEET SOUTH OF THE CENTER OF CTH A AND +/-693 FEET WEST OF THE CENTER OF CTH Y, IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9502	42+95.18'SB'	22.40' LT	2,582,122.86	246,008.08	MAG NAIL +/- 385 FEET SOUTH OF THE CENTER OF CTH A AND +/- 20 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.

2



CONTROL POINT TABLE

CONTROL POINT	STATION	OFFSET	X	Y	DESCRIPTION
CP 9501	43+70.39'SB'	20.16' LT	2,582,122.77	246,086.92	MAG NAIL +/- 461 FEET NORTH OF THE CENTER OF CTH A AND +/- 20 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9500	44+53.49'SB'	20.47'LT	2,582,120.71	246,166.98	MAG NAIL +/- 544 FEET NORTH OF THE CENTER OF CTH A AND +/- 20 FEET EAST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9623	46+58.46'SB'	20.63' LT	2,582,116.20	246,371.91	MAG NAIL +/- 749 FEET NORTH OF THE CENTER OF CTH A AND +/- 21 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9624	47+31.54'SB'	19.77' LT	2,582,115.52	246,444.99	MAG NAIL +/- 822 FEET NORTH OF THE CENTER OF CTH A AND +/- 21 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9625	48+25.90'SB'	19.22' LT	2,582,114.06	246,539.34	MAG NAIL +/- 916 FEET NORTH OF THE CENTER OF CTH A AND +/- 21 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 9637	45+79.33'SB'	74.43' LT	2,582,064.09	246,291.66	MAG NAIL +/- 668 FEET NORTH OF THE CENTER OF CTH A AND +/- 74 FEET WEST OF THE CENTER OF CTH Y, IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 5949	47+40.28'NB'	86.85' RT	2,582,221.93	246,455.99	MAG NAIL +/- 832 FEET NORTH OF THE CENTER OF CTH A AND +/- 86 FEET EAST OF THE CENTER OF CTH Y, IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.

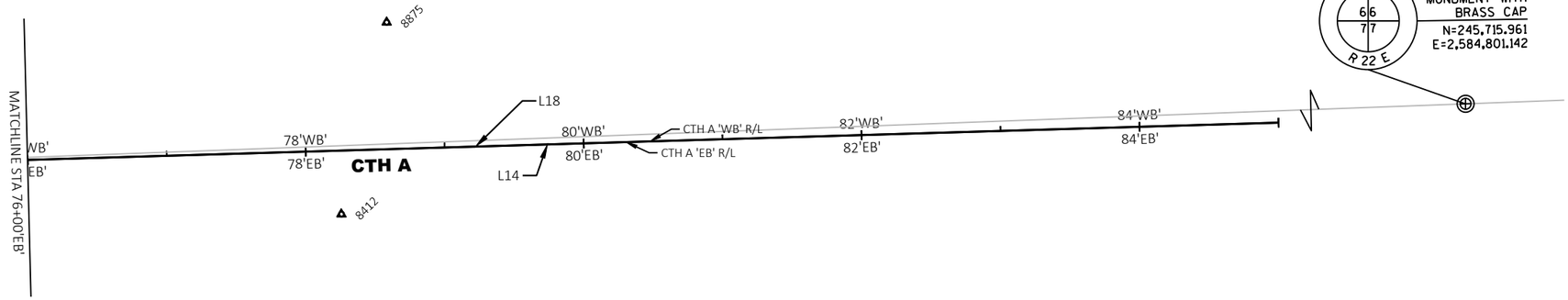


PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 66	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - Plan 1 IN 100 FT (1)

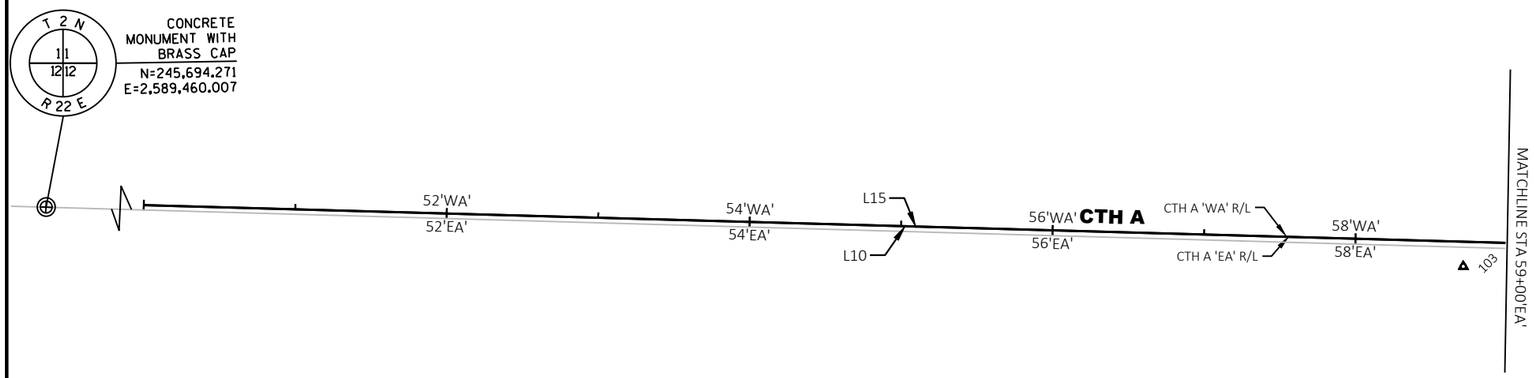
PLOT DATE : 7/29/2022 2:42 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : ##########

2



CONTROL POINT TABLE

CONTROL POINT	STATION	OFFSET	X	Y	DESCRIPTION
CP 103	58+71.59'EA'	16.37' RT	2,581,433.66	245,602.08	MAG NAIL +/- 16 FEET SOUTH OF THE CENTER OF CTH A AND +/- 721 FEET WEST OF THE CENTER OF CTH Y, IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 8412	78+24.33'EB'	45.67' RT	2,583,079.07	245,602.53	MAG NAIL +/- 46 FEET SOUTH OF THE CENTER OF CTH A AND +/- 923.26 FEET EAST OF THE CENTER OF CTH Y, IN THE SOUTHEAST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.
CP 8875	78+60.99'WB'	91.27' LT	2,583,111.64	245,740.50	MAG NAIL +/- 90 FEET NORTH OF THE CENTER OF CTH A AND +/- 959.88 FEET EAST OF THE CENTER OF CTH Y, IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A.



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 67	E

NA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L2	20+00.00	29+11.74	244034.40 2582203.33	244945.81 2582178.75						911.74'						N1°32'41.4"W
L3	29+11.74	32+56.24	244945.81 2582178.75	245289.94 2582162.87						344.50'						N2°38'29.8"W
C = 1					32+91.21	245324.87 2582161.26	2°00'12"	2°51'53"	34.97'	69.93'	0.31'	2000.00'	32+56.24	33+26.17	N2°38'29.8"W	N4°38'42.0"W
L1	33+26.17	34+30.94	245359.73 2582158.43	245464.16 2582149.94						104.78'						N4°38'42.0"W
C = 2					34+96.06	245529.06 2582144.67	56°58'15"	47°44'47"	65.12'	119.32'	16.53'	120.00'	34+30.94	35+50.26	N4°38'42.0"W	N52°19'32.8"E

NB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 3					39+64.63	245681.04 2582191.24	8°10'23"	9°32'57"	42.87'	85.59'	1.53'	600.00'	39+21.76	40+07.35	N14°33'22.8"W	N6°22'59.5"W
L4	40+07.35	43+15.46	245723.64 2582186.48	246029.84 2582152.22						308.11'						N6°22'59.5"W
C = 4					44+05.73	246119.55 2582142.18	5°10'08"	2°51'53"	90.27'	180.42'	2.04'	2000.00'	43+15.46	44+95.88	N6°22'59.5"W	N1°12'51.9"W
L5	44+95.88	55+00.00	246209.80 2582140.27	247213.70 2582118.99						1004.12'						N1°12'51.9"W

SA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L6	20+00.00	30+00.00	244033.87 2582191.34	245033.50 2582164.38						1000.00'						N1°32'41.4"W
C = 5					31+27.43	245160.89 2582160.94	3°52'19"	1°31'11"	127.43'	254.77'	2.15'	3770.00'	30+00.00	32+54.77	N1°32'41.4"W	N5°25'00.3"W
L7	32+54.77	33+98.60	245287.75 2582148.91	245430.95 2582135.34						143.84'						N5°25'00.3"W
C = 6					34+70.24	245502.26 2582128.57	8°11'42"	5°43'46"	71.64'	143.03'	2.56'	1000.00'	33+98.60	35+41.64	N5°25'00.3"W	N2°46'42.1"E

SB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 7					39+78.64	245684.76 2582181.66	55°29'21"	47°44'47"	63.12'	116.22'	15.59'	120.00'	39+15.52	40+31.74	N47°59'55.2"E	N7°29'26.2"W
L8	40+31.74	41+44.46	245747.34 2582173.43	245859.10 2582158.74						112.72'						N7°29'26.2"W
C = 8					42+45.34	245959.11 2582145.59	6°16'34"	3°06'50"	100.88'	201.55'	2.76'	1840.00'	41+44.46	43+46.01	N7°29'26.2"W	N1°12'51.9"W
L9	43+46.01	55+00.00	246059.97 2582143.45	247213.70 2582118.99						1153.99'						N1°12'51.9"W

EA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L10	50+00.00	60+05.00	245666.11 2580562.86	245638.18 2581567.47						1005.00'						S88°24'26.9"E
C = 9					60+91.14	245635.79 2581653.58	3°28'29"	2°01'03"	86.14'	172.23'	1.31'	2840.00'	60+05.00	61+77.23	S88°24'26.9"E	S84°55'58.0"E
L11	61+77.23	62+51.04	245628.18 2581739.39	245621.66 2581812.91						73.81'						S84°55'58.0"E
C = 10					63+15.21	245615.99 2581876.83	7°20'35"	5°43'46"	64.17'	128.16'	2.06'	1000.00'	62+51.04	63+79.20	S84°55'58.0"E	N87°43'27.0"E
L12	63+79.20	64+74.17	245618.54 2581940.95	245622.31 2582035.84						94.97'						N87°43'27.0"E
C = 11					65+32.13	245624.62 2582093.75	55°33'52"	52°05'13"	57.95'	106.68'	14.33'	110.00'	64+74.17	65+80.85	N87°43'27.0"E	S36°42'40.9"E

EB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L13	69+45.69	72+85.46	245575.38 2582203.12	245621.10 2582539.80						339.77'						N82°16'00.2"E
C = 12					73+90.77	245635.27 2582644.15	6°01'41"	2°51'53"	105.31'	210.42'	2.77'	2000.00'	72+85.46	74+95.88	N82°16'00.2"E	N88°17'41.0"E
L14	74+95.88	85+00.00	245638.41 2582749.41	245668.29 2583753.08						1004.12'						N88°17'41.0"E

WA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L15	50+00.00	60+05.55	245666.11 2580562.86	245638.17 2581568.03						1005.55'						S88°24'26.9"E
C = 13					60+67.73	245636.44 2581630.18	1°15'00"	1°00'19"	62.18'	124.35'	0.34'	5700.00'	60+05.55	61+29.91	S88°24'26.9"E	S89°39'26.9"E
L16	61+29.91	64+75.47	245636.07 2581692.36	245634.00 2582037.92						345.57'						S89°39'26.9"E
C = 14					65+27.32	245633.69 2582089.77	14°46'17"	14°19'26"	51.85'	103.12'	3.35'	400.00'	64+75.47	65+78.60	S89°39'26.9"E	N75°34'16.2"E

WB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 15					69+97.09	245596.03 2582243.77	53°55'17"	47°44'47"	61.04'	112.93'	14.63'	120.00'	69+36.05	70+48.98	S43°48'43.0"E	N82°16'00.2"E
L17	70+48.98	71+51.08	245604.25 2582304.25	245617.99 2582405.42						102.10'						N82°16'00.2"E
C = 16					72+47.96	245631.02 2582501.42	6°01'41"	3°06'50"	96.88'	193.58'	2.55'	1840.00'	71+51.08	73+44.66	N82°16'00.2"E	N88°17'41.0"E
L18	73+44.66	85+00.00	245633.91 2582598.26	245668.29 2583753.08						1155.34'						N88°17'41.0"E

Central Island																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 17					9+99.99	245570.82 2582135.16	359°59'16"	119°21'58"	0.01'	301.58'	96.00'	48.00'	10+00.00	13+01.58	S48°38'56.6"E	S48°38'13.0"E

SE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L19	100+00.00	100+54.11	245236.81 2582185.34	245290.86 2582182.85						54.11'						N2°38'29.8"W
C = 18					100+89.43	245326.15 2582181.22	2°00'12"	2°50'11"	35.32'	70.63'	0.31'	2020.00'	100+54.11	101+24.74	N2°38'29.8"W	N4°38'42.0"W
L20	101+24.74	101+69.69	245361.35 2582178.36	245406.15 2582174.72						44.95'						N4°38'42.0"W
L21	101+69.69	102+19.69	245406.15 2582174.72	245455.55 2582166.97						50.00'						N8°54'52.5"W
C = 19					102+46.70	245482.23 2582162.79	30°13'56"	57°17'45"	27.01'	52.77'	3.58'	100.00'	102+19.69	102+72.46	N8°54'52.5"W	N21°19'03.4"E
C = 20					103+10.97	245543.28 2582186.61	51°25'02"	71°37'11"	38.52'	71.79'	8.79'	80.00'	102+72.46	103+44.25	N21°19'03.4"E	N72°44'05.5"E
C = 21					103+81.77	245565.84 2582259.22	9°31'55"	12°43'57"	37.52'	74.86'	1.56'	450.00'	103+44.25	104+19.11	N72°44'05.5"E	N82°16'00.2"E
L22	104+19.11	106+11.59	245570.89 2582296.39	245596.79 2582487.13						192.48'						N82°16'00.2"E

NE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 22					200+55.17	245643.25 2582457.67	3°24'07"	3°05'01"	55.17'	110.31'	0.82'	1858.00'	200+00.00	201+10.31	S85°40'06.7"W	S82°16'00.2"W
L23	201+10.31	201+58.62	245635.82 2582403.00	245629.32 2582355.13						48.30'						S82°16'00.2"W
L24	201+58.62	202+08.62	245629.32 2582355.13	245620.69 2582305.88						50.00'						S80°03'19.4"W
C = 23					202+19.81	245618.75 2582294.86	13°26'36"	60°18'41"	11.20'	22.29'	0.66'	95.00'	202+08.62	202+30.91	S80°03'19.4"W	N86°30'04.4"W
C = 24					202+83.98	245622.68 2582230.71	70°34'09"	76°23'40"	53.07'	92.37'	16.88'	75.00'	202+30.91	203+23.28	N86°30'04.4"W	N15°55'55.5"W
C = 25					203+65.04	245713.87 2582204.67	9°32'56"	11°27'33"	41.76'	83.33'	1.74'	500.00'	203+23.28	204+06.61	N15°55'55.5"W	N6°22'59.3"W
L25	204+06.61	206+84.69	245755.37 2582200.03	246031.73 2582169.11						278.08'						N6°22'59.5"W
C = 26					207+74.20	246120.68 2582159.16	5°10'08"	2°53'22"	89.51'	178.89'	2.02'	1983.00'	206+84.69	208+63.58	N6°22'59.5"W	N1°12'51.9"W
L26	208+63.58	208+67.70	246210.16 2582157.27	246214.28 2582157.18						4.12'						N1°12'51.9"W

NW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 27					300+48.36	245904.44 2582132.60	2°58'44"	3°04'50"	48.36'	96.70'	0.63'	1860.00'	300+00.00	300+96.70	S4°30'42.6"E	S7°29'26.2"E
L27	300+96.70	301+49.45	245856.49 2582138.91	245804.19 2582145.78						52.75'						S7°29'26.2"E
L28	301+49.45	301+99.45	245804.19 2582145.78	245755.24 2582155.97						50.00'						S11°45'36.7"E
C = 28					302+20.31	245734.82 2582160.23	23°34'00"	57°17'45"	20.86'	41.13'	2.15'	100.00'	301+99.45	302+40.58	S11°45'36.7"E	S11°48'23.5"W
C = 29					302+86.69	245669.27 2582146.52	66°44'51"	81°51'04"	46.11'	81.55'	13.82'	70.00'	302+40.58	303+22.13	S11°48'23.5"W	S78°33'14.2"W
C = 30					303+68.58	245650.90 2582055.80	11°47'19"	12°43'57"	46.46'	92.59'	2.39'	450.00'	303+22.13	304+14.71	S78°33'14.2"W	N89°39'26.9"W
L29	304+14.71	306+31.03	245651.17 2582009.34	245652.47 2581793.03						216.31'						N89°39'26.9"W

SW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L30	400+00.00	400+24.79	245605.92 2581786.62	245603.73 2581811.32						24.79'						S84°55'58.0"E
C = 31					400+90.12	245597.96 2581876.39	7°20'35"	5°37'42"	65.32'	130.47'	2.09'	1018.00'	400+24.79	401+55.26	S84°55'58.0"E	N87°43'27.0"E
L31	401+55.26	401+94.14	245600.56 2581941.66	245602.10 2581980.50						38.87'						N87°43'27.0"E
L32	401+94.14	402+44.14	245602.10 2581980.50	245606.02 2582030.35						50.00'						N85°30'31.9"E
C = 32					402+57.10	245607.03 2582043.28	16°23'44"	63°39'43"	12.97'	25.75'	0.93'	90.00'	402+44.14	402+69.89	N85°30'31.9"E	S78°05'44.5"E
C = 33					403+17.71	245594.49 2582102.75	72°40'44"	88°08'50"	47.82'	82.45'	15.69'	65.00'	402+69.89	403+52.34	S78°05'44.5"E	S5°25'00.3"E
L33	403+52.34	404+48.67	245546.89 2582107.27	245450.99 2582116.36						96.33'						S5°25'00.3"E

RAB-XS																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 34					150+78.37	245161.08 2582159.59	174°09'23"	1432°23'40"	78.37'	12.16'	74.47'	4.00'	150+00.00	150+12.16	S4°40'33.0"E	N1°10'04.2"E
L34	150+12.16	150+72.16	245239.43 2582161.19	245299.42 2582162.41						60.00'						N1°10'04.2"E

RAB-S																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 35					160+06.31	245548.66 2582131.12	115°17'12"	1432°23'40"	6.31'	8.05'	3.47'	4.00'	160+00.00	160+08.05	N0°58'27.6"E	S63°44'20.6"E
C = 36					160+21.34	245539.99 2582148.71	22°07'34"	84°15'31"	13.30'	26.26'	1.29'	68.00'	160+08.05	160+34.31	S63°44'20.6"E	S85°51'54.5"E
C = 37					160+40.64	245538.57 2582168.28	115°25'03"	1432°23'40"	6.33'	8.06'	3.49'	4.00'	160+34.31	160+42.37	S85°51'54.5"E	S29°33'08.6"W

RAB-N																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 38					170+06.33	245674.83 2582160.31	115°25'03"	1432°23'40"	6.33'	8.06'	3.49'	4.00'	170+00.00	170+08.06	S25°13'31.0"W	N89°48'27.9"E
C = 39					170+19.32	245674.89 2582177.91	18°48'28"	84°15'31"	11.26'	22.32'	0.93'	68.00'	170+08.06	170+30.38	N89°48'27.9"E	S71°23'03.9"E
C = 40					170+37.25	245669.10 2582195.09	119°37'00"	1432°23'40"	6.87'	8.35'	3.95'	4.00'	170+30.38	170+38.73	S71°23'03.9"E	N11°00'04.1"W

RAB-XN																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L35	180+00.00	180+60.00	245890.77 2582154.85	245950.74 2582153.03						60.00'						N1°44'12.5"W
C = 41					181+58.60	246049.30 2582150.04	175°21'13"	1432°23'40"	98.60'	12.24'	94.68'	4.00'	180+60.00	180+72.24	N1°44'12.5"W	S6°22'59.5"E

RAB-XW																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 42					110+58.46	245635.82 2581734.47	172°10'16"	1432°23'40"	58.46'	12.02'	54.59'	4.00'	110+00.00	110+12.02	N89°39'26.9"W	S81°49'43.2"E
L36	110+12.02	110+72.02	245627.51 2581792.33	245618.98 2581851.72						60.00'						S81°49'43.2"E

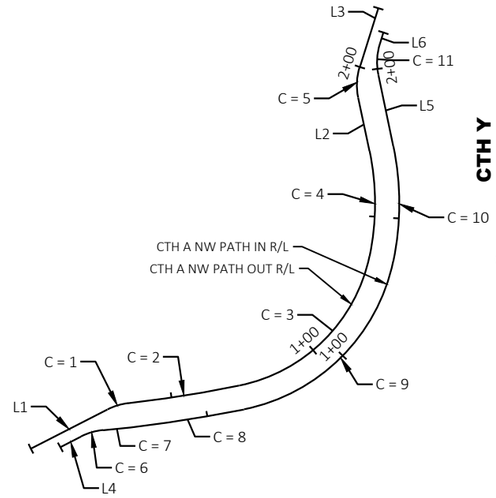
RAB-W																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 43					120+06.21	245605.83 2582098.60	114°24'34"	1432°23'40"	6.21'	7.99'	3.38'	4.00'	120+00.00	120+07.99	S61°13'42.3"E	N4°21'43.5"E
C = 44					120+18.89	245622.89 2582099.90	18°12'35"	84°15'31"	10.90'	21.61'	0.87'	68.00'	120+07.99	120+29.60	N4°21'43.5"E	N22°34'18.9"E
C = 45					120+36.69	245639.50 2582106.80	121°07'25"	1432°23'40"	7.09'	8.46'	4.14'	4.00'	120+29.60	120+38.06	N22°34'18.9"E	S81°26'54.4"W

RAB-E																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 46					130+06.46	245578.92 2582229.21	116°26'30"	1432°23'40"	6.46'	8.13'	3.60'	4.00'	130+00.00	130+08.13	S82°16'00.2"W	N18°42'30.6"E
C = 47					130+20.56	245596.81 2582235.26	20°42'41"	84°15'31"	12.43'	24.58'	1.13'	68.00'	130+08.13	130+32.71	N18°42'30.6"E	N2°00'10.3"W
C = 48					130+39.04	245615.55 2582234.61	115°25'03"	1432°23'40"	6.33'	8.06'	3.49'	4.00'	130+32.71	130+40.77	N2°00'10.3"W	S66°35'07.2"E

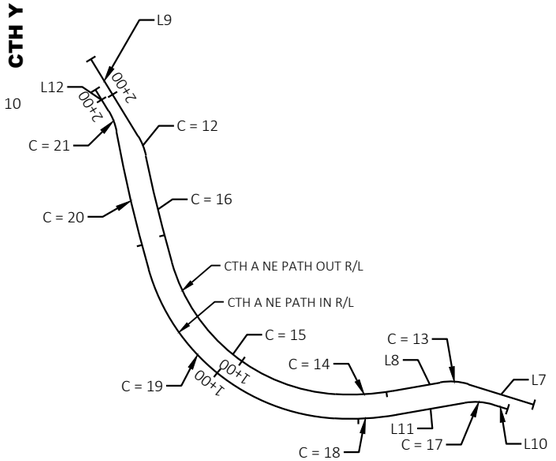
RAB-XE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 49					140+74.13	245627.19 2582584.66	173°49'23"	1432°23'40"	74.13'	12.14'	70.24'	4.00'	140+00.00	140+12.14	N82°16'00.2"E	S88°26'36.9"W
L37	140+12.14	140+72.14	245625.18 2582510.55	245623.55 2582450.57						60.00'						S88°26'36.9"W

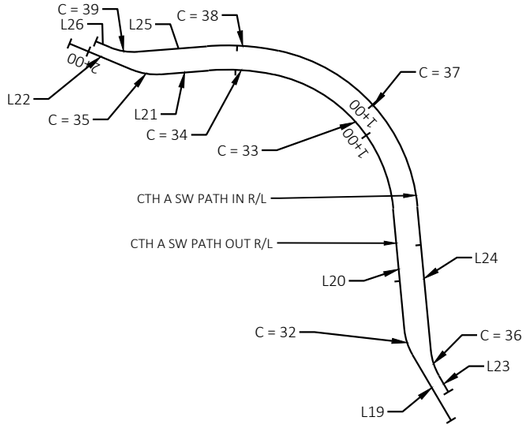
2

N



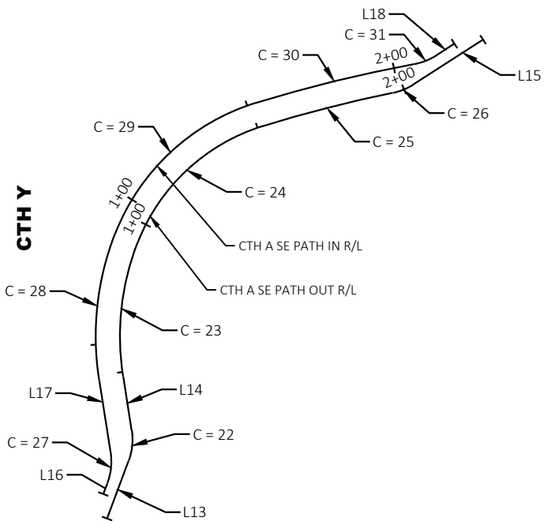
CTH A





CTH A

CTH Y



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 71	E

2

NW-PathOut																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	0+00.00	0+28.38	245654.01 2582029.59	245666.94 2582054.85						28.38'						N62°53'18.3"E
C = 1					0+32.00	245668.60 2582058.08	20°33'27"	286°28'44"	3.63'	7.18'	0.33'	20.00'	0+28.38	0+35.55	N62°53'18.3"E	N83°26'45.1"E
C = 2					0+54.13	245671.13 2582080.14	4°53'31"	13°10'17"	18.58'	37.14'	0.40'	435.00'	0+35.55	0+72.69	N83°26'45.1"E	N78°33'14.2"E
C = 3					1+08.92	245682.01 2582133.86	66°44'51"	104°10'27"	36.23'	64.07'	10.86'	55.00'	0+72.69	1+36.76	N78°33'14.2"E	N11°48'23.5"E
C = 4					1+54.50	245734.83 2582144.90	23°34'00"	67°24'24"	17.73'	34.96'	1.83'	85.00'	1+36.76	1+71.73	N11°48'23.5"E	N11°45'36.7"W
L2	1+71.73	1+89.74	245752.19 2582141.29	245769.82 2582137.62						18.01'						N11°45'36.7"W
C = 5					1+94.96	245774.94 2582136.55	29°16'11"	286°28'44"	5.22'	10.22'	0.67'	20.00'	1+89.74	1+99.96	N11°45'36.7"W	N17°30'33.8"E
L3	1+99.96	2+20.30	245779.92 2582138.12	245799.32 2582144.24						20.34'						N17°30'33.8"E

NW-PathIn																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L4	0+00.00	0+07.66	245654.50 2582039.32	245657.99 2582046.14						7.66'						N62°53'18.3"E
C = 6					0+11.51	245659.74 2582049.56	21°45'16"	286°28'44"	3.84'	7.59'	0.37'	20.00'	0+07.66	0+15.26	N62°53'18.3"E	N84°38'33.9"E
C = 7					0+19.88	245660.53 2582058.00	1°11'49"	12°56'01"	4.63'	9.25'	0.02'	443.00'	0+15.26	0+24.51	N84°38'33.9"E	N83°26'45.1"E
C = 8					0+43.43	245663.22 2582081.39	4°53'31"	12°56'01"	18.92'	37.82'	0.40'	443.00'	0+24.51	0+62.33	N83°26'45.1"E	N78°33'14.2"E
C = 9					1+03.83	245675.21 2582140.61	66°44'51"	90°56'44"	41.50'	73.39'	12.44'	63.00'	0+62.33	1+35.73	N78°33'14.2"E	N11°48'23.5"E
C = 10					1+55.13	245734.82 2582153.07	23°34'00"	61°36'30"	19.40'	38.25'	2.00'	93.00'	1+35.73	1+73.98	N11°48'23.5"E	N11°45'36.7"W
L5	1+73.98	1+98.08	245753.82 2582149.12	245777.42 2582144.21						24.11'						N11°45'36.7"W
C = 11					2+03.31	245782.53 2582143.14	29°16'11"	286°28'44"	5.22'	10.22'	0.67'	20.00'	1+98.08	2+08.30	N11°45'36.7"W	N17°30'33.8"E
L6	2+08.30	2+12.28	245787.51 2582144.71	245791.31 2582145.91						3.98'						N17°30'33.8"E

NE-PathOut																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L7	0+00.00	0+22.50	245630.95 2582349.91	245637.62 2582328.43						22.50'						N72°43'59.8"W
C = 13					0+27.34	245639.06 2582323.81	27°12'41"	286°28'44"	4.84'	9.50'	0.58'	20.00'	0+22.50	0+31.99	N72°43'59.8"W	S80°03'19.4"W
L8	0+31.99	0+47.98	245638.22 2582319.04	245635.46 2582303.29						15.99'						S80°03'19.4"W
C = 14					0+57.41	245633.83 2582294.01	13°26'36"	71°37'11"	9.43'	18.77'	0.55'	80.00'	0+47.98	0+66.75	S80°03'19.4"W	N86°30'04.4"W
C = 15					1+09.21	245637.00 2582242.22	70°34'09"	95°29'35"	42.46'	73.90'	13.50'	60.00'	0+66.75	1+40.65	N86°30'04.4"W	N15°55'55.5"W
C = 16					1+58.78	245695.26 2582225.59	4°16'53"	11°48'49"	18.13'	36.24'	0.34'	485.00'	1+40.65	1+76.89	N15°55'55.5"W	N11°39'02.9"W
C = 12					1+80.37	245716.42 2582221.22	19°43'57"	286°28'44"	3.48'	6.89'	0.30'	20.00'	1+76.89	1+83.78	N11°39'02.9"W	N31°22'59.5"W
L9	1+83.78	2+13.69	245719.39 2582219.41	245744.93 2582203.83						29.91'						N31°22'59.5"W

NE-PathIn																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L10	0+00.00	0+05.00	245629.43 2582341.30	245630.92 2582336.52						5.00'						N72°43'59.8"W
C = 17					0+09.84	245632.36 2582331.90	27°12'41"	286°28'44"	4.84'	9.50'	0.58'	20.00'	0+05.00	0+14.50	N72°43'59.8"W	S80°03'19.4"W
L11	0+14.50	0+37.30	245631.52 2582327.13	245627.58 2582304.67						22.80'						S80°03'19.4"W
C = 18					0+47.67	245625.79 2582294.46	13°26'36"	65°06'32"	10.37'	20.65'	0.61'	88.00'	0+37.30	0+57.94	S80°03'19.4"W	N86°30'04.4"W
C = 19					1+06.06	245629.36 2582236.08	70°34'09"	84°15'31"	48.12'	83.75'	15.30'	68.00'	0+57.94	1+41.70	N86°30'04.4"W	N15°55'55.5"W
C = 20					1+65.02	245698.06 2582216.47	5°25'04"	11°37'19"	23.33'	46.62'	0.55'	493.00'	1+41.70	1+88.31	N15°55'55.5"W	N10°30'51.7"W
C = 21					1+92.00	245724.62 2582211.54	20°52'08"	286°28'44"	3.68'	7.28'	0.34'	20.00'	1+88.31	1+95.60	N10°30'51.7"W	N31°22'59.5"W
L12	1+95.60	2+03.92	245727.76 2582209.62	245734.87 2582205.29						8.32'						N31°22'59.5"W

2

SE-PathOut																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L13	0+00.00	0+20.34	245410.94 2582176.50	245430.02 2582183.58						20.34'						N20°21'18.0"E
C = 22					0+25.57	245434.91 2582185.39	29°16'11"	286°28'44"	5.22'	10.22'	0.67'	20.00'	0+20.34	0+30.56	N20°21'18.0"E	N8°54'52.5"W
L14	0+30.56	0+48.58	245440.07 2582184.58	245457.87 2582181.79						18.01'						N8°54'52.5"W
C = 23					0+71.54	245480.55 2582178.23	30°13'56"	67°24'24"	22.96'	44.85'	3.05'	85.00'	0+48.58	0+93.43	N8°54'52.5"W	N21°19'03.4"E
C = 24					1+24.72	245531.10 2582197.96	51°25'02"	88°08'50"	31.29'	58.33'	7.14'	65.00'	0+93.43	1+51.76	N21°19'03.4"E	N72°44'05.5"E
C = 25					1+73.89	245546.95 2582248.98	5°49'29"	13°10'17"	22.13'	44.22'	0.56'	435.00'	1+51.76	1+95.98	N72°44'05.5"E	N78°33'35.0"E
C = 26					1+99.74	245552.09 2582274.35	21°17'35"	286°28'44"	3.76'	7.43'	0.35'	20.00'	1+95.98	2+03.41	N78°33'35.0"E	N57°16'00.2"E
L15	2+03.41	2+30.81	245554.12 2582277.51	245568.93 2582300.56						27.40'						N57°16'00.2"E

SE-PathIn																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L16	0+00.00	0+03.98	245419.03 2582175.23	245422.76 2582176.62						3.98'						N20°21'18.0"E
C = 27					0+09.20	245427.66 2582178.43	29°16'11"	286°28'44"	5.22'	10.22'	0.67'	20.00'	0+03.98	0+14.20	N20°21'18.0"E	N8°54'52.5"W
L17	0+14.20	0+38.31	245432.82 2582177.62	245456.63 2582173.89						24.11'						N8°54'52.5"W
C = 28					0+63.43	245481.45 2582170.00	30°13'56"	61°36'30"	25.12'	49.07'	3.33'	93.00'	0+38.31	0+87.38	N8°54'52.5"W	N21°19'03.4"E
C = 29					1+22.52	245537.59 2582191.91	51°25'02"	78°29'15"	35.15'	65.51'	8.02'	73.00'	0+87.38	1+52.89	N21°19'03.4"E	N72°44'05.5"E
C = 30					1+79.87	245556.03 2582251.24	6°58'21"	12°56'01"	26.99'	53.91'	0.82'	443.00'	1+52.89	2+06.80	N72°44'05.5"E	N79°42'26.3"E
C = 31					2+10.76	245561.56 2582281.70	22°26'26"	286°28'44"	3.97'	7.83'	0.39'	20.00'	2+06.80	2+14.63	N79°42'26.3"E	N57°16'00.2"E
L18	2+14.63	2+21.85	245563.71 2582285.03	245567.61 2582291.11						7.22'						N57°16'00.2"E

SW-PathOut																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L19	0+00.00	0+25.14	245475.64 2582111.51	245497.32 2582098.78						25.14'						N30°25'00.3"W
C = 32					0+29.58	245501.15 2582096.54	25°00'00"	286°28'44"	4.43'	8.73'	0.49'	20.00'	0+25.14	0+33.87	N30°25'00.3"W	N5°25'00.3"W
L20	0+33.87	0+73.96	245505.56 2582096.12	245545.47 2582092.33						40.09'						N5°25'00.3"W
C = 33					1+10.75	245582.09 2582088.86	72°40'44"	114°35'30"	36.78'	63.42'	12.07'	50.00'	0+73.96	1+37.39	N5°25'00.3"W	N78°05'44.5"W
C = 34					1+48.19	245591.91 2582042.30	16°23'44"	76°23'40"	10.80'	21.46'	0.77'	75.00'	1+37.39	1+58.85	N78°05'44.5"W	S85°30'31.9"W
L21	1+58.85	1+74.84	245591.06 2582031.53	245589.81 2582015.58						15.99'						S85°30'31.9"W
C = 35					1+79.68	245589.43 2582010.76	27°12'55"	286°28'44"	4.84'	9.50'	0.58'	20.00'	1+74.84	1+84.34	S85°30'31.9"W	N67°16'33.0"W
L22	1+84.34	2+06.83	245591.30 2582006.29	245599.99 2581985.55						22.49'						N67°16'33.0"W

SW-PathIn																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L23	0+00.00	0+06.21	245485.06 2582110.62	245490.42 2582107.47						6.21'						N30°25'00.3"W
C = 36					0+10.65	245494.24 2582105.23	25°00'00"	286°28'44"	4.43'	8.73'	0.49'	20.00'	0+06.21	0+14.94	N30°25'00.3"W	N5°25'00.3"W
L24	0+14.94	0+62.72	245498.66 2582104.81	245546.23 2582100.30						47.78'						N5°25'00.3"W
C = 37					1+05.39	245588.71 2582096.27	72°40'44"	98°47'09"	42.67'	73.57'	14.00'	58.00'	0+62.72	1+36.30	N5°25'00.3"W	N78°05'44.5"W
C = 38					1+48.25	245599.97 2582042.82	16°23'44"	69°01'52"	11.96'	23.75'	0.86'	83.00'	1+36.30	1+60.05	N78°05'44.5"W	S85°30'31.9"W
L25	1+60.05	1+82.85	245599.04 2582030.90	245597.25 2582008.17						22.80'						S85°30'31.9"W
C = 39					1+87.69	245596.87 2582003.34	27°12'55"	286°28'44"	4.84'	9.50'	0.58'	20.00'	1+82.85	1+92.35	S85°30'31.9"W	N67°16'33.0"W
L26	1+92.35	1+97.35	245598.74 2581998.88	245600.67 2581994.27						5.00'						N67°16'33.0"W

3762-03-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	6.000	6.000
0004	201.0205	Grubbing	STA	6.000	6.000
0006	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0008	204.0150	Removing Curb & Gutter	LF	299.000	299.000
0010	204.0155	Removing Concrete Sidewalk	SY	25.000	25.000
0012	204.0170	Removing Fence	LF	280.000	280.000
0014	205.0100	Excavation Common	CY	6,668.000	6,668.000
0016	208.0100	Borrow	CY	1,317.000	1,317.000
0018	213.0100	Finishing Roadway (project) 01. 3762-03-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	390.000	390.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	13,670.000	13,670.000
0024	310.0110	Base Aggregate Open-Graded	TON	20.000	20.000
0026	311.0110	Breaker Run	TON	3,880.000	3,880.000
0028	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	8.000	8.000
0030	405.0100	Coloring Concrete WisDOT Red	CY	317.000	317.000
0032	416.0160	Concrete Driveway 6-Inch	SY	18.000	18.000
0034	416.0512	Concrete Truck Apron 12-Inch	SY	305.000	305.000
0036	455.0605	Tack Coat	GAL	710.000	710.000
0038	460.2000	Incentive Density HMA Pavement	DOL	2,490.000	2,490.000
0040	460.6223	HMA Pavement 3 MT 58-28 S	TON	2,390.000	2,390.000
0042	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,495.000	1,495.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	29.000	29.000
0046	465.0315	Asphaltic Flumes	SY	30.000	30.000
0048	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000
0050	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	2.000	2.000
0052	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	1.000	1.000
0054	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	45.000	45.000
0056	521.3115	Culvert Pipe Corrugated Steel 15-Inch	LF	27.000	27.000
0058	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	5.000	5.000
0060	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0062	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	215.000	215.000
0064	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,760.000	2,760.000
0066	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	2,280.000	2,280.000
0068	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	290.000	290.000
0070	602.0410	Concrete Sidewalk 5-Inch	SF	21,210.000	21,210.000
0072	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	320.000	320.000
0074	606.0100	Riprap Light	CY	8.000	8.000
0076	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	64.800	64.800
0078	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	390.000	390.000
0080	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	643.300	643.300
0082	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	61.000	61.000
0084	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	53.200	53.200
0086	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	152.100	152.100
0088	608.2419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	210.800	210.800
0090	608.6012	Storm Sewer Pipe Composite 12-Inch	LF	34.900	34.900
0092	611.0530	Manhole Covers Type J	EACH	7.000	7.000
0094	611.0545	Manhole Covers Type L	EACH	2.000	2.000
0096	611.0624	Inlet Covers Type H	EACH	13.000	13.000
0098	611.0627	Inlet Covers Type HM	EACH	3.000	3.000

3762-03-70

Line	Item	Item Description	Unit	Total	Qty
0100	611.0642	Inlet Covers Type MS	EACH	2.000	2.000
0102	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0104	611.1004	Catch Basins 4-FT Diameter	EACH	11.000	11.000
0106	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0108	611.1230	Catch Basins 2x3-FT	EACH	4.000	4.000
0110	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000
0112	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0114	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0116	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0118	612.0104	Pipe Underdrain 4-Inch	LF	145.000	145.000
0120	612.0106	Pipe Underdrain 6-Inch	LF	900.000	900.000
0122	612.0204	Pipe Underdrain Unperforated 4-Inch	LF	215.000	215.000
0124	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	55.000	55.000
0126	612.0700	Drain Tile Exploration	LF	1,280.000	1,280.000
0128	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	3.000	3.000
0130	616.0700.S	Fence Safety	LF	245.000	245.000
0132	619.1000	Mobilization	EACH	1.000	1.000
0134	620.0300	Concrete Median Sloped Nose	SF	320.000	320.000
0136	624.0100	Water	MGAL	227.000	227.000
0138	625.0500	Salvaged Topsoil	SY	11,190.000	11,190.000
0140	627.0200	Mulching	SY	1,880.000	1,880.000
0142	628.1104	Erosion Bales	EACH	100.000	100.000
0144	628.1504	Silt Fence	LF	1,615.000	1,615.000
0146	628.1520	Silt Fence Maintenance	LF	3,225.000	3,225.000
0148	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0150	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0152	628.2004	Erosion Mat Class I Type B	SY	11,090.000	11,090.000
0154	628.2008	Erosion Mat Urban Class I Type B	SY	1,540.000	1,540.000
0156	628.7005	Inlet Protection Type A	EACH	34.000	34.000
0158	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0160	628.7020	Inlet Protection Type D	EACH	20.000	20.000
0162	628.7504	Temporary Ditch Checks	LF	287.000	287.000
0164	628.7555	Culvert Pipe Checks	EACH	11.000	11.000
0166	628.7560	Tracking Pads	EACH	6.000	6.000
0168	628.7570	Rock Bags	EACH	60.000	60.000
0170	629.0210	Fertilizer Type B	CWT	9.500	9.500
0172	630.0130	Seeding Mixture No. 30	LB	250.000	250.000
0174	630.0200	Seeding Temporary	LB	190.000	190.000
0176	630.0300	Seeding Borrow Pit	LB	32.000	32.000
0178	630.0500	Seed Water	MGAL	479.000	479.000
0180	631.0300	Sod Water	MGAL	0.800	0.800
0182	631.1100	Sod Erosion Control	SY	18.000	18.000
0184	633.5200	Markers Culvert End	EACH	7.000	7.000
0186	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	15.000	15.000
0188	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	24.000	24.000
0190	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	9.000	9.000
0192	637.2210	Signs Type II Reflective H	SF	329.040	329.040
0194	637.2230	Signs Type II Reflective F	SF	79.000	79.000
0196	638.2602	Removing Signs Type II	EACH	30.000	30.000

3762-03-70

Line	Item	Item Description	Unit	Total	Qty
0198	638.3000	Removing Small Sign Supports	EACH	28.000	28.000
0200	642.5201	Field Office Type C	EACH	1.000	1.000
0202	643.0300	Traffic Control Drums	DAY	5,800.000	5,800.000
0204	643.0420	Traffic Control Barricades Type III	DAY	4,350.000	4,350.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	5,630.000	5,630.000
0208	643.0900	Traffic Control Signs	DAY	38,550.000	38,550.000
0210	643.0920	Traffic Control Covering Signs Type II	EACH	21.000	21.000
0212	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0214	643.5000	Traffic Control	EACH	1.000	1.000
0216	645.0111	Geotextile Type DF Schedule A	SY	340.000	340.000
0218	645.0130	Geotextile Type R	SY	21.000	21.000
0220	645.0220	Geogrid Type SR	SY	5,000.000	5,000.000
0222	646.1020	Marking Line Epoxy 4-Inch	LF	10,010.000	10,010.000
0224	646.3020	Marking Line Epoxy 8-Inch	LF	190.000	190.000
0226	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	92.000	92.000
0228	646.7120	Marking Diagonal Epoxy 12-Inch	LF	330.000	330.000
0230	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	305.000	305.000
0232	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0234	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0236	650.4000	Construction Staking Storm Sewer	EACH	38.000	38.000
0238	650.4500	Construction Staking Subgrade	LF	3,965.000	3,965.000
0240	650.5000	Construction Staking Base	LF	3,965.000	3,965.000
0242	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,545.000	5,545.000
0244	650.8501	Construction Staking Electrical Installations (project) 01. 3762-03-70	EACH	1.000	1.000
0246	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000
0248	650.9500	Construction Staking Sidewalk (project) 01. 3762-03-70	EACH	1.000	1.000
0250	650.9911	Construction Staking Supplemental Control (project) 01. 3762-03-70	EACH	1.000	1.000
0252	650.9920	Construction Staking Slope Stakes	LF	3,965.000	3,965.000
0254	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,652.000	1,652.000
0256	652.0230	Conduit Rigid Nonmetallic Schedule 40 2 1/2-Inch	LF	56.000	56.000
0258	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	467.000	467.000
0260	653.0140	Pull Boxes Steel 24x42-Inch	EACH	8.000	8.000
0262	654.0105	Concrete Bases Type 5	EACH	16.000	16.000
0264	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0266	655.0615	Electrical Wire Lighting 10 AWG	LF	390.000	390.000
0268	655.0620	Electrical Wire Lighting 8 AWG	LF	5,140.000	5,140.000
0270	655.0625	Electrical Wire Lighting 6 AWG	LF	2,789.000	2,789.000
0272	655.0640	Electrical Wire Lighting 1 AWG	LF	33.000	33.000
0274	656.0201	Electrical Service Meter Breaker Pedestal (location) YA	EACH	1.000	1.000
0276	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0278	690.0150	Sawing Asphalt	LF	415.000	415.000
0280	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,400.000	1,400.000
0282	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	900.000	900.000
0284	SPV.0060	Special 01. Street Lighting Unit Type III	EACH	16.000	16.000
0286	SPV.0060	Special 02. Inlet Underdrain Special	EACH	2.000	2.000
0288	SPV.0060	Special 03. Adjust Water Main Valve Boxes	EACH	5.000	5.000
0290	SPV.0060	Special 04. Adjust Sanitary Manhole Rims	EACH	3.000	3.000
0292	SPV.0060	Special 05. Relocate Sanitary Manhole Vent	EACH	2.000	2.000
0294	SPV.0060	Special 06. Catch Basins 4-Ft Diameter Special	EACH	2.000	2.000

3762-03-70

Line	Item	Item Description	Unit	Total	Qty
0296	SPV.0060	Special 07. Section Corner Monuments	EACH	1.000	1.000
0298	SPV.0060	Special 08. Utility Line Opening	EACH	10.000	10.000
0300	SPV.0060	Special 09. Remove and Reinstall Mailboxes	EACH	5.000	5.000
0302	SPV.0060	Special 10. Temporary Mailbox Station	EACH	1.000	1.000
0304	SPV.0060	Special 11. Salvaging Solar Powered Flashing Beacons	EACH	2.000	2.000

3

CLEARING & GRUBBING (STA)

STATION	TO	STATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CTH Y				
40+00 'NB'	-	44+00 'NB'	3	3
CTH A				
64+00 'EA'	-	65+33.78 'EA'	2	2
CIRCULATORY ROADWAY				
12+00 'C'	-	13+00 'C'	1	1
		TOTAL 0010	6	6

REMOVING PIPE CULVERTS

STATION (MIDPOINT OF PIPE)	LOCATION (LT/RT)	203.0100 REMOVING SMALL PIPE CULVERTS EACH	SIZE/LENGTH*
CTH Y			
34+75 'NA'	5' RT	1	12-INCH CMP, 61 LF
CTH A			
64+91 'EA'	2' LT	1	12-INCH CMP, 39 LF
69+53 'EB'	49' LT	1	24-INCH CMP, 67 LF
	TOTAL 0010	3	

*FOR INFORMATION ONLY

3

REMOVING ITEMS

STATION	TO	STATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0170 REMOVING FENCE LF
CTH Y					
29+00 'NA'	-	35+02.57 'NA'	---	---	---
39+58.99 'NB'	-	46+00 'NB'	99	---	280
CTH A					
59+00 'EA'	-	65+33.78 'EA'	30	---	---
69+78.48 EB'	-	76+00 'EB'	---	---	---
CIRCULATORY ROADWAY					
10+00 'C'	-	13+01.58 'C'	170	25	---
		TOTAL 0010	299	25	280

3

EARTHWORK SUMMARY		A	B	C	D	E	F	G	H	I	J
		Item #205.0100		*	*	Item #305.0130	*	*	*	*	Item #208.0100
Location	From/To Station	Common Excavation (1) (CY)		Salvaged/Unusable Pavement Material (6)	Available Material (7)	EBS Backfill = Breaker Run (3) (TON)	Unexpanded Fill	Expanded Fill (8) (CY)	Mass Ordinate +/- (9)	Waste	Borrow
		Cut (2) (CY)	EBS Excavation(3)(4)(5) (CY)	(CY)	(CY)	Conversion Factor 1.80	(CY)	Factor 1.30	(CY)	(CY)	(CY)
NA LINE	29+16.316 - 34+90	1,375	0	390	985	0	201	262	723	723	
SA LINE	29+02.958 - 35+00	538	0	60	478	0	408	531	-53		
NB LINE	39+70 - 45+39.988	471	0	180	291	0	535	696	-405		
SB LINE	39+70 - 45+15.692	811	0	460	351	0	150	195	156	156	
EA LINE	59+34.095 - 65+25	803	0	270	533	0	257	335	198	198	
WA LINE	59+32.152 - 65+30	652	0	220	432	0	153	199	233	233	
EB LINE	69+90 - 75+40.484	430	0	95	335	0	335	436	-101		
WB LINE	69+90 - 75+14.061	461	0	275	186	0	197	257	-71		
CIRCULATORY ROADWAY	10+00 - 13+01.5	527	0	355	172	0	1,668	2,169	-1,997		
UNDISTRIBUTED (EBS)		0	600	0	0	1,080	0	0	0	0	
		6,068	600	2,305	3,763	1,080	3,904	5,080	-1,317		1,317
		6,668									

*Not a bid item. Column shown for information only.
1) Common Excavation is the sum of the Cut (A) and Excavation Below Subgrade (B) columns. Item number 205.0100.
2) Salvaged/Unsuable Pavement Material (C) is included in the Cut (A) to the proposed subgrade line.
3) EBS Excavation (B) to be backfilled with Breaker Run (E) with Geogrid Type SR. Breaker Run unit weight estimated at 1.8 Tons per CY. Additional quantities shown elsewhere, see 'Base Aggregate Items' table.
4) EBS Areas were approximated as specified in the Geotechnical Report and are not shown on cross sections. Actual EBS locations 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 (C) is included in the Common Excavation quantity to the bottom of the existing pavement. This assumes the existing pavement structure is salvaged or wasted by the contractor. The existing pavement structure is not shown on the cross sections.
7) Available Material (D) = Cut (A) - Salvaged/Unusuable Pavement Material (C).
8) Expanded Fill (G) = Unexpanded Fill (F) * Expanded Fill Factor (1.30).
9) The Mass Ordinate (H) + 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.

BASE AGGREGEATE ITEMS

					305.0110	305.0120	* 311.0110	371.2000.S	645.0220
	STATION	TO	STATION		BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	BREAKER RUN TON	QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION EACH	GEOGRID TYPE SR SY
CTH Y									
	29+00	'NA'	- 35+02.57	'NA'	210	3,200	1,960	2	3,090
	39+58.99	'NB'	- 46+00	'NB'	75	3,020	---	2	---
CTH A									
	59+00	'EA'	- 65+33.78	'EA'	55	2,940	170	2	260
	69+78.48	'EB'	- 76+00	'EB'	50	2,730	---	2	---
CIRCULATORY ROADWAY									
	10+00	'C'	- 13+01.58	'C'	---	1,780	670	---	1,050
UNDISTRIBUTED					---	---	---	---	600
			TOTAL 0010		390	13,670	2,800	8	5,000

CONCRETE ITEMS

				405.0100	416.0160	416.0512	601.0405	601.0411	601.0553	601.0582	602.0410	602.0505	620.0300	
	STATION	TO	STATION	COLORING CONCRETE WISDOT RED CY	CONCRETE DRIVEWAY 6-INCH SY	CONCRETE TRUCK APRON 12-INCH SY	CONCRETE CURB & GUTTER 18-INCH TYPE A LF	CONCRETE CURB & GUTTER 30-INCH TYPE D LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T LF	CONCRETE SIDEWALK 5-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF
CTH Y		-												
	29+00 'NA'	-	35+02.57 'NA'	59	---	---	---	525	465	---	5,320	80	50	---
	39+58.99 'NB'	-	46+00 'NB'	37	9	---	---	580	785	---	3,780	80	50	---
CTH A														
	59+00 'EA'	-	65+33.78 'EA'	51	9	---	---	585	635	---	4,550	80	50	---
	69+78.48 'EB'	-	76+00 'EB'	48	---	---	---	680	395	---	4,430	80	50	---
CIRCULATORY ROADWAY														
	10+00 'C'	-	13+01.58 'C'	122	---	305	215	390	---	290	3,130	---	---	120
			TOTAL 0010	317	18	305	215	2,760	2,280	290	21,210	320	320	

3

HMA ITEMS

				455.0605	460.6223	460.6424	465.0120	690.0150
	STATION	TO	STATION	TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S TON	HMA PAVEMENT 4 MT 58-28 H TON	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	SAWING ASPHALT LF
CTH Y								
	29+00 'NA'	-	35+02.57 'NA'	160	540	340	---	140
	39+58.99 'NB'	-	46+00 'NB'	160	540	335	17	70
CTH A								
	59+00 'EA'	-	65+33.78 'EA'	155	520	325	5	130
	69+78.48 'EB'	-	76+00 'EB'	150	500	315	7	75
CIRCULATORY ROADWAY								
	10+00 'C'	-	13+01.58 'C'	85	290	180	---	---
			TOTAL 0010	710	2,390	1,495	29	415

FLUME ITEMS

	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	631.0300 SOD WATER MGAL	631.1100 SOD EROSION CONTROL SY
CTH Y					
	34+19'SA'	LT	12	0.2	6
CTH A					
	72+30'EB'	RT	9	0.2	6
	72+61'WB'	LT	9	0.2	6
UNDISTRIBUTED					
			---	0.2	---
		TOTAL 0010	30	0.8	18

CULVERT PIPES

		521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH	521.3115 CULVERT PIPE CORRUGATED STEEL 15-INCH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	521.1015 APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH		*ELEVATIONS	
STATION	LOCATION	LF	LF	EACH	EACH	STEEL THICKNESS (INCHES)	INLET	OUTLET
41+93'SB'	LT	---	27	---	2	0.064	621.66	621.19
61+73'WA'	LT	45	---	2	---	0.064	622.39	622.17
	TOTALS	45	27	2	2			

* PIPE INVERT AT END OF PIPE: FOR INFORMATION ONLY. FI

STORM SEWER APRON ENDWALLS

					521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	633.5200 MARKERS CULVERT END	650.4000* CONSTRUCTION STAKING STORM SEWER
STRUCTURE	STATION	OFFSET*	LOCATION	INVERT ELEVATION	EACH	EACH	EACH	EACH	EACH
10AEW	33+88.07	39.46' RT	NA LINE	621.60	---	1	---	1	1
11AEW	34+17.52	24.80' LT	SA LINE	621.56	---	1	---	1	1
12AEW	64+43.41	36.03' RT	EA LINE	621.35	---	1	---	1	1
13AEW	63+46.5	29.4' LT	WA LINE	621.62	---	1	---	1	1
16AEW	65+21.73	41.66' RT	EA LINE	621.03	---	---	1	1	1
26AEW	45+41.67	31.86' RT	NB LINE	618.43	1	---	---	1	1
31AEW	70+20.61	40.73' LT	WB LINE	621.42	---	1	---	1	1
				TOTALS	1	5	1	7	7

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER PIPES

FROM		TO	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0421 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 21-INCH LF	608.2419 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF	JOINT TIES* EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
10	-	10AEW	---	---	22.0	---	---	---	---	---	6	621.67	621.60	0.0032
11A	-	11B	---	---	17.7	---	---	---	---	---	---	621.69	621.64	0.0028
11B	-	11AEW	---	---	26.3	---	---	---	---	---	6	621.64	621.56	0.0030
12	-	12AEW	---	---	17.5	---	---	---	---	---	6	621.40	621.35	0.0029
13AEW	-	13	---	---	36.8	---	---	---	---	---	6	621.62	621.31	0.0084
13	-	14	---	---	103.0	---	---	---	---	---	---	621.31	621.00	0.0030
14	-	15	---	---	17.4	---	---	---	---	---	---	621.00	620.95	0.0029
15A	-	15B	---	---	14.7	---	---	---	---	---	---	621.06	621.01	0.0034
15B	-	15	---	---	21.4	---	---	---	---	---	---	621.01	620.95	0.0028
15	-	16	---	---	---	61.0	---	---	---	---	---	620.95	620.76	0.0031
16AEW	-	16	---	---	---	---	53.2	---	---	---	6	621.03	620.76	0.0051
16	-	17	---	---	---	---	---	67.1	---	---	---	620.76	620.56	0.0030
17	-	18	---	---	---	---	---	9.6	---	---	---	620.56	620.53	0.0031
18	-	32	---	---	---	---	---	75.4	---	---	---	620.53	620.41	0.0016
20A	-	20	---	---	24.3	---	---	---	---	---	---	620.21	620.14	0.0029
20	-	21A	---	---	19.5	---	---	---	---	---	---	620.14	620.08	0.0031
21A	-	21	---	---	12.0	---	---	---	---	---	---	620.08	620.05	0.0025
21B	-	21	---	---	24.8	---	---	---	---	---	---	620.92	620.80	0.0048
21	-	22	---	---	20.0	---	---	---	---	---	---	620.05	619.85	0.0100
22	-	24	---	---	---	---	---	---	64.6	---	---	619.85	619.65	0.0031
CAP	-	24	---	---	---	---	---	---	---	34.9	---	620.76	620.66	0.0030
24	-	25	---	249.0	---	---	---	---	---	---	---	619.65	618.91	0.0030
25A	-	25	10.7	---	---	---	---	---	---	---	---	619.94	619.91	0.0028
25	-	26	---	93.8	---	---	---	---	---	---	---	618.91	618.63	0.0030
26A	-	26	---	---	6.4	---	---	---	---	---	---	619.70	619.63	0.0109
26	-	26AEW	---	47.2	---	---	---	---	---	---	6	618.63	618.43	0.0042
27	-	28	---	---	5.5	---	---	---	---	---	---	621.20	621.18	0.0036
28	-	29	---	---	188.7	---	---	---	---	---	---	621.18	620.61	0.0030
29	-	30	---	---	25.4	---	---	---	---	---	---	620.61	620.54	0.0028
30	-	31	---	---	39.9	---	---	---	---	---	---	620.54	620.42	0.0030
31AEW	-	31	4.0	---	---	---	---	---	---	---	6	621.62	621.42	0.0500
31	-	32	50.1	---	---	---	---	---	---	---	---	620.42	620.27	0.0030
32	-	22	---	---	---	---	---	---	146.2	---	---	620.27	619.85	0.0029
		TOTALS	64.8	390.0	643.3	61.0	53.2	152.1	210.8	34.9	42			

* NON-BID ITEM: FOR INFORMATION ONLY

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	RIM ELEVATION	TOP OF STRUCTURE BASE ELEVATION	DEPTH** FT	611.0530 MANHOLE COVERS TYPE J EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	SPV.0060.06 CATCH BASINS 4-FT DIAMETER SPECIAL EACH	650.4000*** CONSTRUCTION STAKING STORM SEWER EACH
10	33+97.4 'NA'	19.5' RT	624.51	619.67	4.01	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
11A	34+07.6 'NA'	1.5' LT	624.86	619.69	4.17	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
11B	34+17.5 'SA'	1.5' RT	624.88	619.64	4.24	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
12	64+43.4 'EA'	18.5' RT	623.99	619.40	3.59	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
13	63+47.2 'EA'	9.6' LT	625.39	621.14	3.00	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
14	64+50.2 'EA'	1.5' LT	624.32	619.00	4.32	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
15A	64+56.2 'WA'	33.3' LT	622.93	619.06	3.87	---	---	---	---	1	---	---	---	---	---	---	---	1	---	1
15B	64+56.5 'WA'	18.6' LT	623.84	619.01	4.00	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
15	64+63.8 'WA'	1.5' RT	624.18	618.95	4.23	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
16	65+21.7 'EA'	11.6' LT	625.28	620.53	3.50	1	---	---	---	---	---	---	---	---	---	1	---	---	---	1
17	12+04.4 'C'	1.7' LT	624.36	618.56	4.72	---	---	---	---	---	1	---	---	---	---	---	---	---	1	1
18	11+94.4 'C'	1.7' LT	624.37	618.53	4.76	---	---	---	---	---	1	---	---	---	---	---	---	---	1	1
20A	40+55.2 'SB'	18.8' LT	623.12	618.21	3.91	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
20	40+57.7 'NB'	5.4' LT	623.92	619.97	2.70	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
21A	40+76.1 'NB'	1.5' RT	623.44	618.08	4.36	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
21B	41+08.1 'SB'	1.5' RT	623.51	618.92	3.84	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
21	40+85.5 'NB'	1.5' LT	623.31	618.05	4.26	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
22	40+85.5 'NB'	18.5' RT	622.97	617.85	4.62	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
24	41+50.0 'NB'	22.9' RT	623.78	619.40	3.80	---	1	---	---	---	---	---	---	---	---	1	---	---	---	1
25A	44+00.0 'NB'	35.1' RT	621.83	619.77	2.06	---	---	---	---	1	---	---	---	---	---	---	---	1	---	1
25	44+00.0 'NB'	24.4' RT	623.60	618.66	3.69	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
26A	44+95.0 'NB'	18.5' RT	622.13	617.70	3.43	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
26	44+95.0 'NB'	24.9' RT	622.53	618.38	3.32	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
27	72+52.1 'EB'	1.5' LT	623.70	619.20	3.50	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1
28	72+51.8 'WB'	5.3' RT	623.80	619.18	3.87	---	---	---	1	---	---	1	---	---	---	---	---	---	---	1
29	70+62.7 'WB'	7.5' RT	625.40	620.44	3.71	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
30	70+61.8 'WB'	17.9' LT	624.46	618.54	4.92	---	---	1	---	---	---	1	---	---	---	---	---	---	---	1
31	70+18.7 'WB'	36.9' LT	624.35	620.25	2.85	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
32	69+44.9 'WB'	37.7' LT	625.36	620.10	4.01	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1
					TOTALS	7	2	13	3	2	2	11	1	4	6	2	1	2	2	29

REMARKS
* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - ADJUSTMENT
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

UNDERDRAIN ITEMS

	STATION	TO	STATION	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0104 PIPE UNDERDRAIN 4-INCH LF	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
CTH Y											
	29+00 'NA'	-	35+02.57 'NA'	8	---	500	---	55	---	3	150
	39+58.99 'NB'	-	46+00 'NB'	---	---	---	---	---	---	---	---

CTH A					---						
	59+00 'EA'	-	65+33.78 'EA'	---	---	110	---	---	---	---	40
	69+78.48 'EB'	-	76+00 'EB'	7	145	---	215	---	---	---	50

CIRCULATORY ROADWAY					---						
	10+00 'C'	-	13+01.58 'C'	5	---	290	---	---	---	---	100
UNDISTRIBUTED				---	---	---	---	---	1,280	---	---
			TOTAL 0010	20	145	900	215	55	1,280	3	340

INLETS UNDERDRAIN SPECIAL ITEMS

ROADWAY	STATION	OFFSET	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	* SPV.0060.02 SPECIAL (02. INLET UNDERDRAIN SPECIAL) EACH
CTH A				
	75+75 'WB'	30' LT	1	1
	74+15 'WB'	22' LT	1	1
	TOTAL 0010		2	2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

EROSION CONTROL ITEMS

	STATION	TO	STATION	606.0100 RIPRAP LIGHT CY	628.1104 EROSION BALES EACH	628.1504 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	628.7005 INLET PROTECTION TYPE A 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	645.0130 GEOTEXTILE TYPE R SY
CTH Y																			
	29+00 'NA'	-	35+02.57 'NA'	2	---	490	980	---	---	1,760	190	3	---	3	122	---	---	3	10
	39+58.99 'NB'	-	46+00 'NB'	1	---	---	---	---	---	2,430	320	7	2	4	53	1	---	---	6
CTH A																			
	59+00 'EA'	-	65+33.78 'EA'	---	---	450	900	---	---	1,770	360	---	---	---	24	2	---	4	---
	69+78.48 'EB'	-	76+00 'EB'	---	---	160	320	---	---	950	200	6	1	1	18	---	---	---	---
CIRCULATORY ROADWAY																			
	10+00 'C'	-	13+01.58 'C'	---	---	190	380	---	---	1,960	160	8	---	7	10	3	---	3	---
UNDISTRIBUTED				5	100	325	645	6	4	2,220	310	10	5	5	60	5	6	50	5
			TOTAL 0010	8	100	1,615	3,225	6	4	11,090	1,540	34	8	20	287	11	6	60	21

FENCE SAFETY

ROADWAY	STATION	TO	STATION	LOCATION (LT/RT)	616.0700.S FENCE SAFETY LF
CTH Y		-			
	43+00 'NB'	-	45+00 'NB'	RT	245
			TOTAL 0010		245

WATER

USE	624.0100 WATER MGAL
EXCAVATION/DUST CONTROL	
	17
BASE AGGREGATE COMPACTION	
	210
TOTAL 0010	227

3

RESTORATION

ROADWAY	STATION	TO	STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
CTH Y										
	29+00 'NA'	-	35+02.57 'NA'	2,300	---	1.5	45	35	---	78
	39+58.99 'NB'	-	46+00 'NB'	3,130	---	2.0	60	45	---	106

CTH A								---		
	59+00 'EA'	-	65+33.78 'EA'	2,510	---	1.6	50	35	---	85
	69+78.48 'EB'	-	76+00 'EB'	1,470	---	1.0	30	20	---	50

CIRCULATORY ROADWAY								---		
	10+00 'C'	-	13+01.58 'C'	760	---	0.5	15	15	---	26
BORROW PIT										
				---	1,500	1.0	---	---	25	34
UNDISTRIBUTED										
				1,020	380	1.9	50	40	7	100
			TOTAL 0010	11,190	1,880	9.5	250	190	32	479

3

TRAFFIC CONTROL ITEMS

	ESTIMATED DURATION*	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			643.1050 TRAFFIC CONTROL SIGNS PCMS	
		EACH*	DAY	EACH*	DAY	EACH*	DAY	EACH*	DAY	CYCLES*	SIGNS*	EACH	EACH*	DAY
CTH Y/CTH A INTERSECTION														
	116	---	---	34	3,950	44	5,110	14	1,630	---	---	---	4	28
DETOUR														
	116	---	---	---	---	---	---	288	33,410	1	19	19	---	---
UNDISTRIBUTED		50	5,800	---	400	---	520	---	3,510	1	2	2	---	---
TOTAL 0010			5,800		4,350		5,630		38,550			21		28

*FOR INFORMATION ONLY

3

PAVEMENT MARKING

ROAWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.6320 MARKING DOTTED EXTENSION 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	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH
CTH Y		-									
	29+00 'NA'	-	35+02.57 'NA'	910	1,770	10	---	130	80	10	1
	39+58.99 'NB'	-	46+00 'NB'	930	1,570	10	---	75	75	10	1
CTH A		-									
	59+00 'EA'	-	65+33.78 'EA'	930	1,490	10	---	55	75	10	1
	69+78.48 'EB'	-	76+00 'EB'	900	1,480	10	---	70	75	10	1
CIRCULATORY ROADWAY											
	10+00 'C'	-	13+01.58 'C'	30	---	150	92	---	---	---	---
			TOTAL 0010	10,010		190	92	330	305	40	4

3

REMOVING SIGNS

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.11 SALVAGING SOLAR POWERED FLASHING BEACONS EACH	DESCRIPTION
1R-01	1 OF 5	W3-1	-	1	1	-	STOP AHEAD
1R-02	1 OF 5	W3-1	-	1	1	-	STOP AHEAD
1R-03	1 OF 5	W3-1	-	1	1	-	STOP AHEAD
1R-04	1 OF 5	R2-1	-	1	1	-	SPEED LIMIT 45 MPH
1R-05	1 OF 5	J1-1	-	1	1	-	JUNCTION OR END ASSEMBLY
2R-01	2 OF 5	J13-1	-	1	1	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)
2R-02	2 OF 5	J13-1	2R-01	1	-	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)
2R-03	2 OF 5	R1-1	-	1	1	-	STOP
2R-04	2 OF 5	J13-1	-	1	1	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)
2R-05	2 OF 5	R1-1	-	1	1	-	STOP
2R-06	2 OF 5	R1-1	-	1	1	-	STOP
2R-07	2 OF 5	R2-1	-	1	1	-	SPEED LIMIT 45 MPH
2R-08	2 OF 5	J1-1	-	1	1	-	JUNCTION OR END ASSEMBLY
2R-09	2 OF 5	---	-	-	1	1	FLASHING BEACON
2R-10	2 OF 5	R1-1	2R-09	1	-	-	STOP
2R-11	2 OF 5	D3-1	-	1	1	-	STREET NAME SIGN
2R-12	2 OF 5	D3-1	2R-11	1	-	-	STREET NAME SIGN
2R-13	2 OF 5	R1-1	-	1	1	-	STOP
2R-14	2 OF 5	R1-1	-	1	1	-	STOP
2R-15	2 OF 5	J13-1	-	1	1	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)
2R-16	2 OF 5	R1-1	-	1	1	-	STOP
2R-17	2 OF 5	---	-	-	1	1	FLASHING BEACON
2R-18	2 OF 5	R1-1	2R-17	1	-	-	STOP
3R-01	3 OF 5	W3-1	-	1	1	-	STOP AHEAD
3R-02	3 OF 5	W3-1	-	1	1	-	STOP AHEAD
3R-03	3 OF 5	W3-1	-	1	1	-	STOP AHEAD
4R-01	4 OF 5	W3-1	-	1	1	-	STOP AHEAD
4R-02	4 OF 5	J1-1	-	1	1	-	JUNCTION OR END ASSEMBLY
4R-03	4 OF 5	R2-1	-	1	1	-	SPEED LIMIT 45 MPH
5R-01	5 OF 5	J1-1	-	1	1	-	JUNCTION OR END ASSEMBLY
5R-02	5 OF 5	W3-1	-	1	1	-	STOP AHEAD
5R-03	5 OF 5	R2-1	-	1	1	-	SPEED LIMIT 45 MPH
PROJECT TOTAL				**30**	**28**	**2**	

PERMANENT SIGNING

SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
1-01	J1-1	1 OF 5	2S	24	X	39	6.5	-	-	-	1	-	JUNCTION OR END ASSEMBLY	-
	M2-1	1 OF 5	2S	21	X	15	-	-	-	-	-	-	JCT	-
	M1-5A	1 OF 5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
1-02	W2-6	1 OF 5	2S	30	X	30	-	6.25	-	1	-	-	CIRCULAR INTERSECTION SIGN	-
1-03	W13-1	1 OF 5	2S	18	X	18	-	2.25	-	-	-	1-02	ADVISORY SPEED PLATE (YELLOV	15 MPH
1-04	J2-2	1 OF 5	2S	48	X	57	19	-	-	1	-	-	ROUTE TURN ASSEMBLY (2 HEAD	-
	M3-4	1 OF 5	2S	24	X	12	-	-	-	-	-	-	WEST CARDINAL ROUTE MARKEI	-
	M3-2	1 OF 5	2S	24	X	12	-	-	-	-	-	-	EAST CARDINAL ROUTE MARKER	-
	M1-5A	1 OF 5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M1-5A	1 OF 5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M5-1L	1 OF 5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW LEFT TURN	-
	M5-1R	1 OF 5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW RIGHT TURN	-
1-05	R4-7	1 OF 5	2S	24	X	30	5	-	-	1	-	-	KEEP RIGHT	-
1-06	W5-54	1 OF 5	2S	18	X	18	-	2.25	-	-	-	1-05	CLEARANCE MARKER WITH YELL	-
1-07	R2-1	1 OF 5	2S	24	X	30	5	-	1	-	-	-	SPEED LIMIT ___ MPH	45 MPH
1-08	W3-2	1 OF 5	2S	36	X	36	-	9	-	1	-	-	YIELD AHEAD	-
1-09	J4-1	1 OF 5	2S	24	X	36	6	-	1	-	-	-	REASSURANCE ASSEMBLY (1 HEA	-
	M3-3	1 OF 5	2S	24	X	12	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKI	-
	M1-5A	1 OF 5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
2-01	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	-	1	-	YIELD	-
2-02	R6-2R	2 OF 5	2S	24	X	30	5	-	-	-	-	2-01	ONE WAY RIGHT ARROW	-
2-03	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	1	-	-	YIELD	-
2-04	R1-54	2 OF 5	2S	24	X	15	2.5	-	-	-	-	2-03	TO TRAFFIC FROM LEFT	-
2-05	D1-1	2 OF 5	2S	42	X	30	8.75	-	1	-	-	-	ONE DESTINATION (ARROW)	-
2-06	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	-	1	-	YIELD	-
2-07	R6-2R	2 OF 5	2S	24	X	30	5	-	-	-	-	2-06	ONE WAY RIGHT ARROW	-
2-08	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	1	-	-	YIELD	-
2-09	R1-54	2 OF 5	2S	24	X	15	2.5	-	-	-	-	2-08	TO TRAFFIC FROM LEFT	-
2-10	D1-1	2 OF 5	2S	42	X	30	8.75	-	1	-	-	-	ONE DESTINATION (ARROW)	-
2-11	J4-1	2 OF 5	2S	24	X	36	6	-	-	1	-	-	REASSURANCE ASSEMBLY (1 HEA	-
	M3-1	2 OF 5	2S	24	X	12	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARK	-
	M1-5A	2 OF 5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
2-12	R2-1	2 OF 5	2S	24	X	30	5	-	1	-	-	-	SPEED LIMIT ___ MPH	45 MPH
2-13	R4-7	2 OF 5	2S	24	X	30	5	-	-	1	-	-	KEEP RIGHT	-
2-14	W5-54	2 OF 5	2S	18	X	18	-	2.25	-	-	-	2-13	CLEARANCE MARKER WITH YELL	-
2-15	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	-	1	-	YIELD	-
2-16	R6-2R	2 OF 5	2S	24	X	30	5	-	-	-	-	2-15	ONE WAY RIGHT ARROW	-
2-17	D1-1	2 OF 5	2S	42	X	30	8.75	-	1	-	-	-	ONE DESTINATION (ARROW)	-
2-18	W3-2	2 OF 5	2S	36	X	36	-	9	-	1	-	-	YIELD AHEAD	-
2-19	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	1	-	-	YIELD	-
2-20	R1-54	2 OF 5	2S	24	X	15	2.5	-	-	-	-	2-19	TO TRAFFIC FROM LEFT	-
2-21	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	-	1	-	YIELD	-
2-22	R6-2R	2 OF 5	2S	24	X	30	5	-	-	-	-	2-21	ONE WAY RIGHT ARROW	-
2-23	R1-2	2 OF 5	2S	36	X	31	3.88	-	-	1	-	-	YIELD	-
2-24	R1-54	2 OF 5	2S	24	X	15	2.5	-	-	-	-	2-23	TO TRAFFIC FROM LEFT	-
2-25	D1-1	2 OF 5	2S	42	X	30	8.75	-	1	-	-	-	ONE DESTINATION (ARROW)	-
2-26	R6-1R	2 OF 5	3	54	X	18	6.75	-	2	-	-	-	ONE WAY RIGHT ARROW	-
2-27	R6-4B	2 OF 5	2S	60	X	24	10	-	-	-	-	2-26	ROUNDABOUT CHEVRON BANK	-
2-28	R6-1R	2 OF 5	3	54	X	18	6.75	-	2	-	-	-	ONE WAY RIGHT ARROW	-
2-29	R6-4B	2 OF 5	2S	60	X	24	10	-	-	-	-	2-28	ROUNDABOUT CHEVRON BANK	-
SUBTOTAL							**187.04**	**31**	**11**	**11**	**5**			

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE				SIGN SIZE	SIGN SIZE W IN.		SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
2-30	R6-1R	2	OF	5	3	54	X	18	6.75	-	2	-	-	-	ONE WAY RIGHT ARROW	-
2-31	R6-4B	2	OF	5	2S	60	X	24	10	-	-	-	-	2-30	ROUNDABOUT CHEVRON BANK	-
2-32	R6-1R	2	OF	5	3	54	X	18	6.75	-	2	-	-	-	ONE WAY RIGHT ARROW	-
2-33	R6-4B	2	OF	5	2S	60	X	24	10	-	-	-	-	2-32	ROUNDABOUT CHEVRON BANK	-
3-01	J2-2	3	OF	5	2S	48	X	57	19	-	-	1	-	-	ROUTE TURN ASSEMBLY (2 HEAD	-
	M3-2	3	OF	5	2S	24	X	12	-	-	-	-	-	-	EAST CARDINAL ROUTE MARKER	-
	M3-4	3	OF	5	2S	24	X	12	-	-	-	-	-	-	WEST CARDINAL ROUTE MARKEI	-
	M1-5A	3	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
	M1-5A	3	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
	M5-1L	3	OF	5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW LEFT TURN	-
	M5-1R	3	OF	5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW RIGHT TURN	-
3-02	W2-6	3	OF	5	2S	30	X	30	-	6.25	-	1	-	-	CIRCULAR INTERSECTION SIGN	-
3-03	W13-1	3	OF	5	2S	18	X	18	-	2.25	-	-	-	3-02	ADVISORY SPEED PLATE (YELLOV	-
3-04	J1-1	3	OF	5	2S	24	X	39	6.5	-	-	1	-	-	JUNCTION OR END ASSEMBLY	-
	M2-1	3	OF	5	2S	21	X	15	-	-	-	-	-	-	JCT	-
	M1-5A	3	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
4-01	J1-1	4	OF	5	2S	24	X	39	6.5	-	-	1	-	-	JUNCTION OR END ASSEMBLY	-
	M2-1	4	OF	5	2S	21	X	15	-	-	-	-	-	-	JCT	-
	M1-5A	4	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
4-02	W2-6	4	OF	5	2S	30	X	30	-	6.25	-	-	1	-	CIRCULAR INTERSECTION SIGN	-
4-03	W13-1	4	OF	5	2S	18	X	18	-	2.25	-	-	-	4-02	ADVISORY SPEED PLATE (YELLOV	15 MPH
4-04	J2-2	4	OF	5	2S	48	X	57	19	-	-	-	1	-	ROUTE TURN ASSEMBLY (2 HEAD	-
	M3-1	4	OF	5	2S	24	X	12	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARK	-
	M3-3	4	OF	5	2S	24	X	12	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKI	-
	M1-5A	4	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M1-5A	4	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M5-1L	4	OF	5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW LEFT TURN	-
	M5-1R	4	OF	5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW RIGHT TURN	-
4-05	W3-2	4	OF	5	2S	36	X	36	-	9	-	1	-	-	YIELD AHEAD	-
4-06	J4-1	4	OF	5	2S	24	X	36	6	-	-	1	-	-	REASSURANCE ASSEMBLY (1 HEA	-
	M3-4	4	OF	5	2S	24	X	12	-	-	-	-	-	-	WEST CARDINAL ROUTE MARKEI	-
	M1-5A	4	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
4-07	R4-7	4	OF	5	2S	24	X	30	5	-	-	1	-	-	KEEP RIGHT	-
4-08	W5-54	4	OF	5	2S	18	X	18	-	2.25	-	-	-	4-07	CLEARANCE MARKER WITH YELL	-
4-09	R2-1	4	OF	5	2S	24	X	30	5	-	-	1	-	-	SPEED LIMIT ___ MPH	45 MPH
5-01	J4-1	5	OF	5	2S	24	X	36	6	-	-	1	-	-	REASSURANCE ASSEMBLY (1 HEA	-
	M3-2	5	OF	5	2S	24	X	12	-	-	-	-	-	-	EAST CARDINAL ROUTE MARKER	-
	M1-5A	5	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY A
5-02	R2-1	5	OF	5	2S	24	X	30	5	-	-	1	-	-	SPEED LIMIT ___ MPH	45 MPH
5-03	J1-1	5	OF	5	2S	24	X	39	6.5	-	-	1	-	-	JUNCTION OR END ASSEMBLY	-
	M2-1	5	OF	5	2S	21	X	15	-	-	-	-	-	-	JCT	-
	M1-5A	5	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
5-04	W2-6	5	OF	5	2S	30	X	30	-	6.25	-	-	1	-	CIRCULAR INTERSECTION SIGN	-
5-05	W13-1	5	OF	5	2S	18	X	18	-	2.25	-	-	-	5-04	ADVISORY SPEED PLATE (YELLOV	15 MPH
5-06	J2-2	5	OF	5	2S	48	X	57	19	-	-	-	1	-	ROUTE TURN ASSEMBLY (2 HEAD	-
	M3-3	5	OF	5	2S	24	X	12	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKI	-
	M3-1	5	OF	5	2S	24	X	12	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARK	-
	M1-5A	5	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M1-5A	5	OF	5	2S	24	X	24	-	-	-	-	-	-	COUNTY MARKER	COUNTY Y
	M5-1L	5	OF	5	2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW LEFT TURN	-
SUBTOTAL									**137**	**36.75**	**4**	**11**	**4**			

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	SIGN SIZE X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
	M5-1R	5 OF 5 2S	21	X	21	-	-	-	-	-	-	ADVANCE ARROW RIGHT TURN	-
5-07	R4-7	5 OF 5 2S	24	X	30	5	-	-	1	-	-	KEEP RIGHT	-
5-08	W5-54	5 OF 5 2S	18	X	18	-	2.25	-	-	-	5-07	CLEARANCE MARKER WITH YELL	-
5-09	W3-2	5 OF 5 2S	36	X	36	-	9	-	1	-	-	YIELD AHEAD	-
SUBTOTAL						**5**	**11.25**	**0**	**2**	**0**			
PROJECT TOTAL						**329.04**	**79**	**15**	**24**	**9**			

3

Field Office Type C

	642.5201 FIELD OFFICE TYPE C EACH
3762-03-70	1
TOTAL 0010	1

CONSTRUCTION STAKING ITEMS

ROADWAY	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 3762-03-70 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK 3762-03-70 EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 3762-03-70 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
CTH Y		-									
	29+00 'NA'	-	35+02.57 'NA'	603	603	990	---	4	---	---	603
	32+06 'SA'	-	35+10.15 'SA'	305	305	---	---	---	---	---	305
	39+58.99 'NB'	-	46+00 'NB'	641	641	1,365	---	4	---	---	641
	39+63.22 'SB'	-	42+36 'SB'	276	276	---	---	---	---	---	276
CTH A											
	59+00 'EA'	-	65+33.78 'EA'	634	634	1,220	---	4	---	---	634
	62+30'WA'	-	65+37.57 'WA'	308	308	---	---	---	---	---	308
	69+78.48 'EB'	-	76+00 'EB'	622	622	1,075	---	4	---	---	622
	69+83.75 'WB'	-	72+57 'WB'	274	274	---	---	---	---	---	274
CIRCULATORY ROADWAY											
	10+00 'C'	-	13+01.58 'C'	302	302	895	---	---	---	---	302
			TOTAL 0010	3,965	3,965	5,545	1	16	1	1	3,965

3

UTILITY ITEMS

CATEGORY	STATION	LOCATION	SPV.0060.03 ADJUST WATER MAIN VALVE BOXES EACH	SPV.0060.04 ADJUST SANITARY MANHOLE RIMS EACH	SPV.0060.05 RELOCATE SANITARY MANHOLE VENT EACH
0030	30+35.0 'NA'	31.1' LT	---	1	1
0030	69+82.59 'EB'	2.7' RT	---	1	---
0030	69+45.98 'EB'	56.0' RT	1	---	---
0030	70+17.03 'EB'	35.5' RT	1	---	---
0030	70+28.16 'EB'	37.1' RT	1	---	---
0030	70+31.38 'EB'	30.8' RT	1	---	---
0030	35+01.52 'NA'	42.4' LT	---	1	---
0030	30+35.0 'NA'	31.1' LT	---	---	1
0030	40+21.09 'NB'	37.2' RT	1	---	---
		TOTAL 0030	5	3	2

SECTION CORNER MONUMENTS

ROADWAY	LOCATION	DESCRIPTION	SPV.0060.07 EACH
CTH Y			
	SE COR OF SEC 1, T2N, R22E SW COR OF SEC 6, T2N, R22E NW COR OF SEC 7, T2N, R22E NE COR OF SEC 12, T2N, R22E	CONCRETE MONUMENT WITH BRASS CAP	1
		TOTAL 0010	1

UTILITY LINE OPENING

PROJECT	SPV.0060.08 EACH
3762-03-70	10
TOTAL 0010	10

3

REMOVE AND REINSTALL MAILBOXES

ROADWAY	STATION	LOCATION	SPV.0060.09 EACH
CTH Y			
	40+10'SB'	LT	1
CTH A			
	64+20'WA'	LT	1
	74+40'EB'	RT	1
	75+40'EB	RT	2
		TOTAL 0010	5

TEMPORARY MAILBOX STATION

PROJECT	SPV.0060.10 EACH
3762-03-70	1
TOTAL 0010	1

ALL LIGHTING ITEMS ARE CATEGORY 0020
UNLESS OTHERWISE NOTED.

3

CONDUIT AND WIRE

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0230 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 1/2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
CIRCUIT 'A/N/B/GND'						
CB1	PB1	--	--	99	33	99
PB1	PB2	87	--	--	87	261
PB2	YA-A-2	--	33	--	66	198
YA-A-2	YA-B-1	150	--	--	450	--
YA-B-1	YA-A-1	151	--	--	453	--
PB2	PB3	--	--	89	89	267
PB3	YA-B-2	23	--	--	46	138
PB3	PB4	86	--	--	86	258
PB4	YA-A-3	31	--	--	62	155
YA-A-3	YA-B-3	142	--	--	426	--
YA-B-3	YA-A-4	158	--	--	474	--
PB4	PB5	--	--	89	267	--
PB5	YA-B-4	23	--	--	69	--
CIRCUIT 'C/N/D/GND'						
CB1	PB1	--	--	--	66	99
PB1	YA-C-1	28	--	--	84	--
PB1	PB8	--	--	94	94	282
PB8	YA-D-1	--	23	--	46	138
YA-D-1	YA-C-2	147	--	--	588	--
YA-C-2	YA-D-2	152	--	--	456	--
PB8	PB7	106	--	--	106	318
PB7	YA-C-3	28	--	--	56	168
PB7	PB6	--	--	96	96	288
PB6	YA-D-3	40	--	--	40	120
YA-D-3	YA-C-4	151	--	--	453	--
YA-C-4	YA-D-4	149	--	--	447	--
TOTAL		1,652	56	467	5,140	2,789

LIGHTING CONTROL CABINET

ITEM	STATION	OFFSET	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (YA) EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH
CB1	34+49'SA'	58.2' LT	1	33	1	1
TOTAL			1	33	1	1

PULL BOXES

PB NO.	STATION	LOCATION OFFSET	FROM	TO	653.0140 PULL BOXES STEEL 24X42-INCH EACH	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
PB1	34+73'SA'	37.0' LT	YA-C-1	PB1	1	48
PB2	65+01'EA'	38.7' RT	YA-A-2	PB2	1	53
PB3	65+04'WA'	36.1' LT	YA-B-2	PB3	1	43
PB4	39+88'SB'	35.0' LT	YA-A-3	PB4	1	52
PB5	39+90'NB'	38.0' RT	YA-B-4	PB5	1	43
PB6	70+00'WB	36.8' LT	YA-D-3	PB6	1	60
PB7	70+10'EB'	36.9' RT	YA-C-3	PB7	1	48
PB8	34+66'NA'	35.5' RT	YA-D-1	PB8	1	43
TOTAL					8	390

LUMINAIRES, ARMS, TENONS, POLES, AND POLE BASES

ITEM	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.01 STREET LIGHTING UNIT TYPE III EACH
YA-A-1	61+61'EA'	23.0' RT	1	1
YA-A-2	64+59'EA'	33.8' RT	1	1
YA-A-3	40+32'SB'	35.9' LT	1	1
YA-A-4	43+30'SB'	27.1' LT	1	1
YA-B-1	63+11'EA'	26.0' RT	1	1
YA-B-2	65+30'WA'	37.5' LT	1	1
YA-B-3	41+73'SB'	31.3' LT	1	1
YA-B-4	39+66'NB'	43.3' RT	1	1
YA-C-1	35+00'SA'	40.7' LT	1	1
YA-C-2	32+87'NA'	28.0' RT	1	1
YA-C-3	69+82'EB'	38.6' RT	1	1
YA-C-4	72+02'WB'	26.0' LT	1	1
YA-D-1	34+34'NA'	34.3' RT	1	1
YA-D-2	31+35'NA'	23.6' RT	1	1
YA-D-3	70+53'WB'	33.2' LT	1	1
YA-D-4	73+49'WB'	23.0' LT	1	1
TOTAL			16	16

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE (P.L.)
- LOT, TIE, AND OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
- FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
- TEMP. LIMITED EASEMENT AREA
- EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING
- BUILDING (TO BE REMOVED)
- BRIDGE

- PARCEL NUMBER 25
- UTILITY NUMBER 40
- SECTION CORNER (18, 24, 23, 16, 15, 9)
- NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
- NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)
- R/W MONUMENT
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN IP
- VALVE (GAS, WATER, ETC.) (TYPE)
- SIGN
- OFF-PREMISE SIGN (#1-25)

- ACCESS CONTROLLED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- NATIONAL GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	

	NON-COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

CURVE DATA ABBREVIATIONS

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 ABBREVIATIONS

ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC	POINT OF CURVATURE	PC
COUNTY	CO	POINT OF COMPOUND CURVE	PCC
COUNTY TRUNK HIGHWAY	CTH	POINT OF INTERSECTION	PI
DISTANCE	DIST	REMAINING	REM
CORNER	COR	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DOCUMENT NUMBER	DOC	RIGHT	RT
EASEMENT	EASE	RIGHT OF WAY	R/W
EXISTING	EX	SECTION	SEC
GAS VALVE	GV	SEPTIC VENT	SEPV
GRID NORTH	GN	SQUARE FEET	SF
HIGHWAY EASEMENT	HE	STATE TRUNK HIGHWAY	STH
IDENTIFICATION	ID	STATION	STA
LAND CONTRACT	LC	TELEPHONE PEDESTAL	TP
LEFT	LT	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON	TRANSPORTATION PROJECT PLAT	TPP
NATIONAL GEODETIC SURVEY	NGS	UNITED STATES HIGHWAY	USH
NUMBER	NO	VOLUME	V

NOTES:

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), NAD 27 (91) SOUTH ZONE .

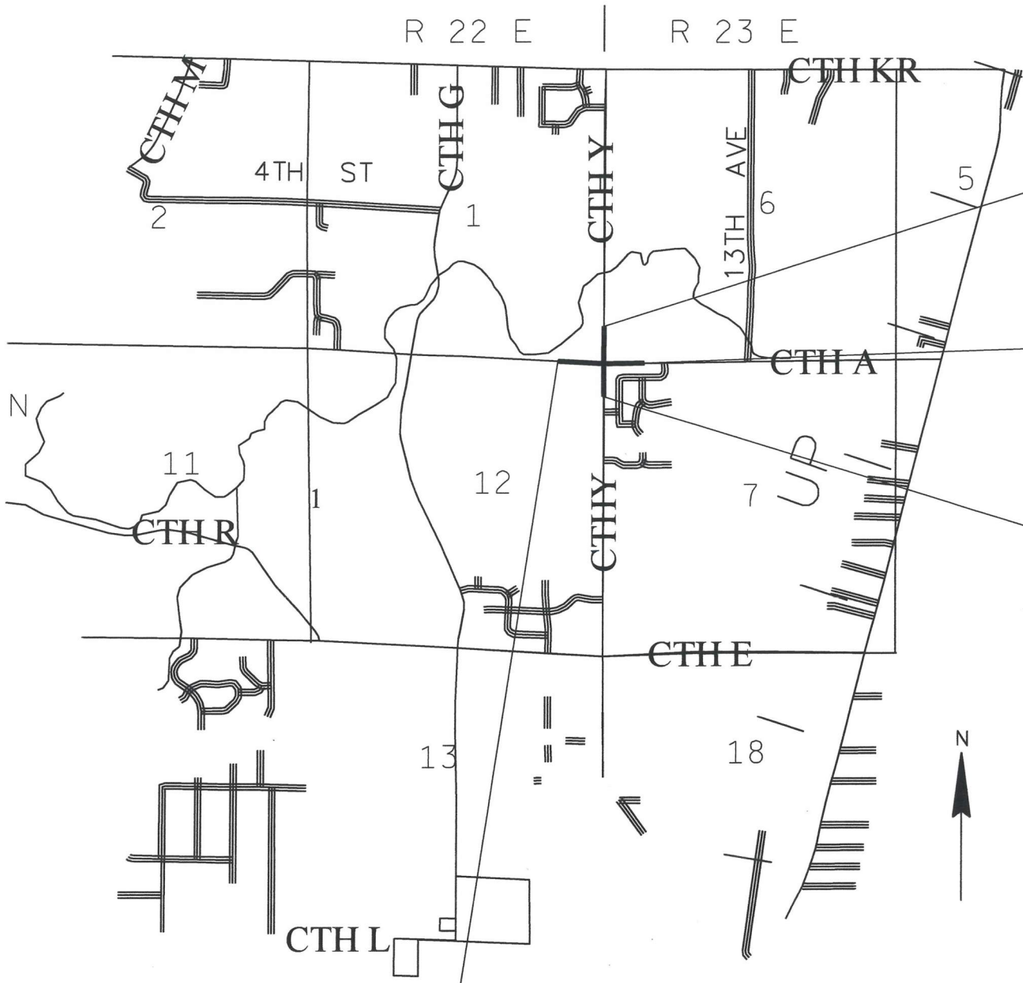
RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE KENOSHA COUNTY DEPARTMENT OF PLANNING AND DEVELOPMENT.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, 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 DESIRABLE. ALL (TLEs) ON THE PLAT 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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES. PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.



BEGIN RELOCATION ORDER

STA:59+26.00
26.3' NORTH; 800.7' WEST OF THE SOUTHEAST COR OF SEC 1, T2N, R22E

LAYOUT
1" = 2,668'

TOTAL NET LENGTH OF REFERENCE LINE 0.5 MILES

END RELOCATION ORDER

STA:46+00
696.3' NORTH; 25.2'WEST OF THE SOUTHWEST COR. OF SEC. 6, T2N, R23E

END RELOCATION ORDER

STA:75+00
98.4' NORTH; 580.2' EAST OF THE NORTHWEST COR OF SEC 7, T2N, R23E

BEGIN RELOCATION ORDER

STA:28+00
783.5' SOUTH; 18.5' EAST OF THE NORTHWEST COR OF SEC 7, T2N, R23E

CAUTION:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3762-03-00	4.01	5
FEDERAL PROJECT NUMBER N/A		

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH Y
INTERSECTION WITH CTH A

CONSTRUCTION NO. 3762-03-70 | KENOSHA COUNTY

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

DATE: 04/09/2021 LAND SURVEYOR

REVISION DATE	KENOSHA COUNTY
11/9/2021	APPROVED FOR THE KENOSHA COUNTY PUBLIC WORKS DEPT. DATE: 11/10/2021 (Signature)

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	4.04	RICHARD J AND SUSAN M KRAUS CARING TRUST	FEE, AR, TLE	38.29	0.56	-	0.56	37.73	0.13	-	1
2	4.04	GOLF GLEN ESTATES LLC	FEE, TLE	0.66	0.04	-	0.04	0.62	0.02	-	2
3	4.04	HOME PATH FINANCIAL LIMITED PARTNERSHIP	FEE, TLE	1.71	0.14	-	0.14	1.58	0.12	-	3
4	4.05	PAUL D GITZLAFF	FEE, TLE	71.48	0.15	-	0.15	71.33	0.25	-	4
5	4.05	MARK B GITZLAFF	FEE, AR, PLE, TLE	1.00	0.04	-	0.04	0.96	0.11	0.002	5
6	4.05	KENOSHA COUNTRY CLUB INC.	FEE, AR, TLE	139.90	0.10	-	0.10	139.80	0.22	-	6
100	4.04	AT&T DISTRIBUTION SBC	RELEASE OF RIGHTS								
101	4.04	VILLAGE OF SOMERS	RELEASE OF RIGHTS								
102	4.04	WE ENERGIES	RELEASE OF RIGHTS								
103	4.04	GOLF GLEN ESTATES HOMEOWNER'S ASSOCIATION, INC.									

4

4

REVISION DATE 11/9/2021

DATE 04/09/2021

GRID FACTOR 0.99999733

SCALE, FEET 0

HWY: CTH Y, INTERSECTION WITH CTH A

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3762-03-00

CONSTRUCTION PROJECT NUMBER 3762-03-70

PLAT SHEET 4.02

PS&E SHEET

FILE NAME : TPP100.DWG
LAYOUT NAME - TPP100 - SHEET 4.02

PLOT DATE : 11/9/2021 9:08 AM PLOT BY : SCHWEITZER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 75

NW-SE

NE-SE

NW-SW

NE-SW

GN

VILLAGE

CONCRETE MONUMENT WITH BRASS CAP
N=248,254.06
E=2,582,101.61

CONCRETE MONUMENT WITH BRASS CAP
N=245,617.59
E=2,582,163.26

SW-SE

SE-SE

SW-SW

SE-SW

CONCRETE MONUMENT WITH BRASS CAP
N=245,694.271
E=2,589,460.007

OF

4

5

6

CTH A

1

2

3

7TH PL

16TH AVE

CTH Y

CONCRETE MONUMENT WITH BRASS CAP
N=245,715.961
E=2,584,801.142

NW-NE

NE-NE

NW-NW

NE-NW

SOMERS

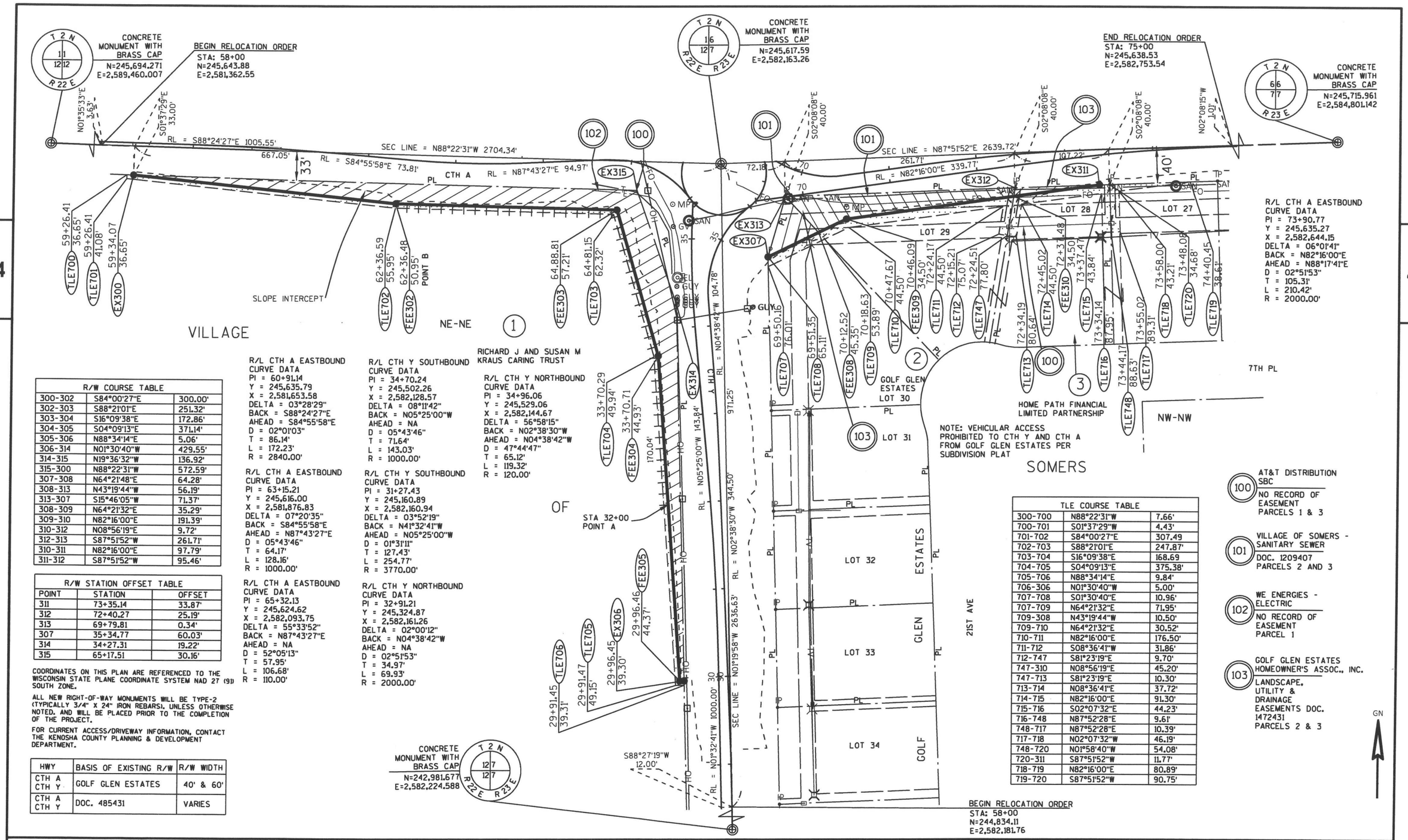
CONCRETE MONUMENT WITH BRASS CAP
N=242,981.677
E=2,582,224.588

REVISION DATE 11/9/2021	DATE 04/09/2021	SCALE, FEET 0 250 500	HWY: CTH Y, INTERSECTION WITH CTH A	STATE R/W PROJECT NUMBER 3762-03-00	PLAT SHEET 4.03
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3762-03-70	PS&E SHEET E

FILE NAME : TPP100.DWG
LAYOUT NAME - TPP100 - SHEET 4.03

PLOT DATE : 11/9/2021 9:11 AM PLOT BY : SCHWEITZER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 75



R/W COURSE TABLE		
300-302	S84°00'27"E	300.00'
302-303	S88°21'01"E	251.32'
303-304	S16°09'38"E	172.86'
304-305	S04°09'13"E	371.14'
305-306	N88°34'14"E	5.06'
306-314	N01°30'40"W	429.55'
314-315	N19°36'32"W	136.92'
315-300	N88°22'31"W	572.59'
307-308	N64°21'48"E	64.28'
308-313	N43°19'44"W	56.19'
313-307	S15°46'05"W	71.37'
308-309	N64°21'32"E	35.29'
309-310	N82°16'00"E	191.39'
310-312	N08°56'19"E	9.72'
312-313	S87°51'52"W	261.71'
310-311	N82°16'00"E	97.79'
311-312	S87°51'52"W	95.46'

R/W STATION OFFSET TABLE		
POINT	STATION	OFFSET
311	73+35.14	33.87'
312	72+40.27	25.19'
313	69+79.81	0.34'
307	35+34.77	60.03'
314	34+27.31	19.22'
315	65+17.51	30.16'

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM NAD 27 (91) SOUTH ZONE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE-2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE KENOSHA COUNTY PLANNING & DEVELOPMENT DEPARTMENT.

HWY	BASIS OF EXISTING R/W	R/W WIDTH
CTH A CTH Y	GOLF GLEN ESTATES	40' & 60'
CTH A CTH Y	DOC. 485431	VARIES

TLE COURSE TABLE		
300-700	N88°22'31"W	7.66'
700-701	S01°37'29"W	4.43'
701-702	S84°00'27"E	307.49
702-703	S88°21'01"E	247.87'
703-704	S16°09'38"E	168.69
704-705	S04°09'13"E	375.38'
705-706	N88°34'14"E	9.84'
706-306	N01°30'40"W	5.00'
707-708	S01°30'40"E	10.96'
707-709	N64°21'32"E	71.95'
709-308	N43°19'44"W	10.50'
709-710	N64°21'32"E	30.52'
710-711	N82°16'00"E	176.50'
711-712	S08°36'41"W	31.86'
712-747	S81°23'19"E	9.70'
747-310	N08°56'19"E	45.20'
747-713	S81°23'19"E	10.30'
713-714	N08°36'41"E	37.72'
714-715	N82°16'00"E	91.30'
715-716	S02°07'32"E	44.23'
716-748	N87°52'28"E	9.61'
748-717	N87°52'28"E	10.39'
717-718	N02°07'32"W	46.19'
748-720	N01°58'40"W	54.08'
720-311	S87°51'52"W	11.77'
718-719	N82°16'00"E	80.89'
719-720	S87°51'52"W	90.75'

REVISION DATE 11/9/2021	DATE 04/09/2021	SCALE, FEET 0 50 100	HWY: CTH Y, INTERSECTION WITH CTH A
	GRID FACTOR 0.99999733		COUNTY: KENOSHA

STATE R/W PROJECT NUMBER	3762-03-00	PLAT SHEET 4.04
CONSTRUCTION PROJECT NUMBER	3762-03-70	PS&E SHEET ____ E

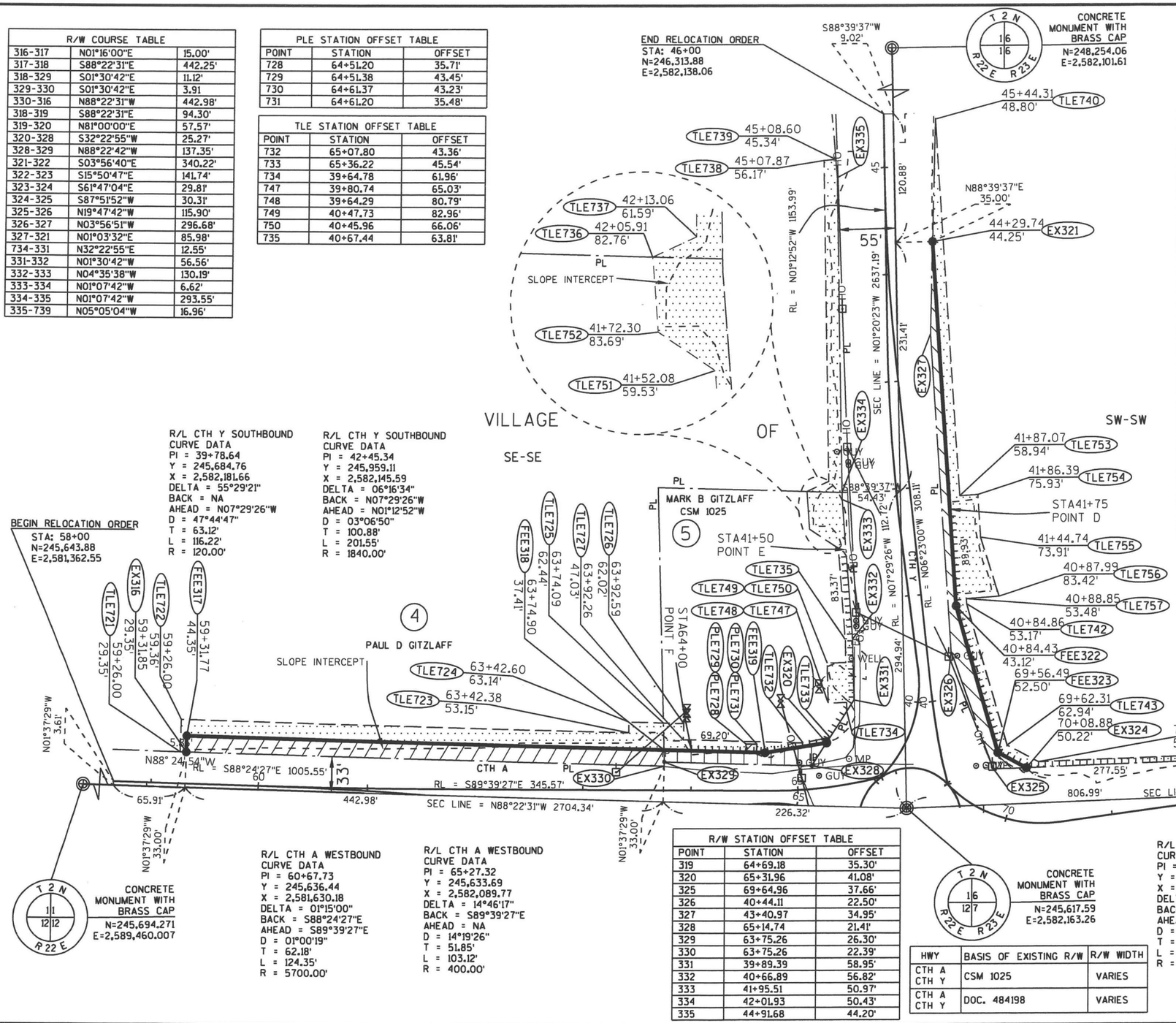
FILE NAME : TPP100.DWG
LAYOUT NAME - TPP100 - SHEET 4.04

PLOT DATE : 11/9/2021 9:13 AM PLOT BY : SCHWEITZER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:100 FT

R/W COURSE TABLE		
316-317	N01°16'00"E	15.00'
317-318	S88°22'31"E	442.25'
318-329	S01°30'42"E	11.12'
329-330	S01°30'42"E	3.91
330-316	N88°22'31"W	442.98'
318-319	S88°22'31"E	94.30'
319-320	N81°00'00"E	57.57'
320-328	S32°22'55"W	25.27'
328-329	N88°22'42"W	137.35'
321-322	S03°56'40"E	340.22'
322-323	S15°50'47"E	141.74'
323-324	S61°47'04"E	29.81'
324-325	S87°51'52"W	30.31'
325-326	N19°47'42"W	115.90'
326-327	N03°56'51"W	296.68'
327-321	N01°03'32"E	85.98'
734-331	N32°22'55"E	12.55'
331-332	N01°30'42"W	56.56'
332-333	N04°35'38"W	130.19'
333-334	N01°07'42"W	6.62'
334-335	N01°07'42"W	293.55'
335-739	N05°05'04"W	16.96'

PLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
728	64+51.20	35.71'
729	64+51.38	43.45'
730	64+61.37	43.23'
731	64+61.20	35.48'

TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
732	65+07.80	43.36'
733	65+36.22	45.54'
734	39+64.78	61.96'
747	39+80.74	65.03'
748	39+64.29	80.79'
749	40+47.73	82.96'
750	40+45.96	66.06'
735	40+67.44	63.81'



R/L CTH Y SOUTHBOUND
CURVE DATA
PI = 39+78.64
Y = 245,684.76
X = 2,582,181.66
DELTA = 55°29'21"
BACK = NA
AHEAD = N07°29'26"W
D = 47°44'47"
T = 63.12'
L = 116.22'
R = 120.00'

R/L CTH Y SOUTHBOUND
CURVE DATA
PI = 42+45.34
Y = 245,959.11
X = 2,582,145.59
DELTA = 06°16'34"
BACK = N07°29'26"W
AHEAD = N01°12'52"W
D = 03°06'50"
T = 100.88'
L = 201.55'
R = 1840.00'

R/L CTH A WESTBOUND
CURVE DATA
PI = 60+67.73
Y = 245,636.44
X = 2,581,630.18
DELTA = 01°15'00"
BACK = S88°24'27"E
AHEAD = S89°39'27"E
D = 01°00'19"
T = 62.18'
L = 124.35'
R = 5700.00'

R/L CTH A WESTBOUND
CURVE DATA
PI = 65+27.32
Y = 245,633.69
X = 2,582,089.77
DELTA = 14°46'17"
BACK = S89°39'27"E
AHEAD = NA
D = 14°19'26"
T = 51.85'
L = 103.12'
R = 400.00'

R/W STATION OFFSET TABLE		
POINT	STATION	OFFSET
319	64+69.18	35.30'
320	65+31.96	41.08'
325	69+64.96	37.66'
326	40+44.11	22.50'
327	43+40.97	34.95'
328	65+14.74	21.41'
329	63+75.26	26.30'
330	63+75.26	22.39'
331	39+89.39	58.95'
332	40+66.89	56.82'
333	41+95.51	50.97'
334	42+01.93	50.43'
335	44+91.68	44.20'

HWY	BASIS OF EXISTING R/W	R/W WIDTH
CTH A CTH Y	CSM 1025	VARIES
CTH A CTH Y	DOC. 484198	VARIES

R/L CTH A EASTBOUND
CURVE DATA
PI = 69+97.09
Y = 245,596.03
X = 2,582,243.77
DELTA = 53°55'17"
BACK = NA
AHEAD = N82°16'00"E
D = 47°44'47"
T = 61.04'
L = 112.93'
R = 120.00'

R/L CTH A EASTBOUND
CURVE DATA
PI = 72+47.96
Y = 245,631.02
X = 2,582,501.42
DELTA = 06°01'41"
BACK = N82°16'00"E
AHEAD = N88°17'41"E
D = 03°06'50"
T = 96.88'
L = 193.58'
R = 1840.00'

R/L CTH Y NORTHBOUND
CURVE DATA
PI = 44+05.73
Y = 246,119.55
X = 2,582,142.18
DELTA = 05°10'08"
BACK = N06°23'00"W
AHEAD = N01°12'52"W
D = 02°51'53"
T = 90.27'
L = 180.42'
R = 2,000.00'

R/L CTH Y NORTHBOUND
CURVE DATA
PI = 39+64.63
Y = 245,681.04
X = 2,582,191.24
DELTA = 08°10'23"
BACK = NA
AHEAD = N06°23'00"W
D = 09°32'57"
T = 42.87'
L = 85.59'
R = 600.00'

TLE COURSE TABLE		
316-721	N88°22'31"W	5.85'
721-722	N01°35'33"E	30.00'
722-723	S88°22'31"E	415.16'
723-724	N01°37'28"E	10.00'
724-725	S88°22'31"E	31.50'
725-318	S01°30'42"E	25.04
725-726	S88°22'31"E	18.50
726-727	S01°37'28"W	15.00'
727-732	S88°22'31"E	112.03'
732-733	N78°44'48"E	25.35
733-320	S32°22'55"W	5.86'
734-747	N01°30'42"W	8.11'
747-748	S88°29'18"W	17.00'
748-749	N01°30'42"W	37.09'
749-750	N88°29'18"E	17.00'
750-735	N01°30'42"W	21.60'
735-751	N04°35'38"W	85.00'
751-752	N55°56'02"W	32.02'
752-736	N04°35'38"W	35.14'
736-334	S88°22'31"E	32.59'
736-737	N65°11'51"E	22.44'
737-738	N01°07'42"W	299.14'
738-739	N84°54'56"E	10.86'
321-740	N01°03'32"E	114.66'
740-753	S03°56'40"E	352.35'
753-754	N86°03'09"E	17.00'
754-755	S03°56'40"E	40.00'
755-756	S17°00'15"E	57.53'
756-757	S86°03'09"W	30.00'
757-742	S03°56'40"E	5.00'
742-743	S15°50'47"E	136.46'
743-744	S61°47'04E	32.75'
744-745	N87°51'52"E	371.41'
745-746	S02°08'08"E	5.00'
746-324	S87°51'52"W	382.66'
728-729	N01°37'28"E	7.75'
729-730	S88°22'31"E	10.00'
730-731	S01°37'28"W	7.75'
731-728	N88°22'31"W	10.00'
319-731	N88°22'31"W	7.98'
728-318	N88°22'31"W	76.32'

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM NAD 27 (91) SOUTH ZONE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE-2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE KENOSHA COUNTY PLANNING & DEVELOPMENT DEPARTMENT

REVISION DATE 11/9/2021	DATE 04/09/2021	SCALE, FEET 0 50 100	HWY: CTH Y, INTERSECTION WITH CTH A	STATE R/W PROJECT NUMBER 3762-03-00	PLAT SHEET 4.05
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3762-03-70	PS&E SHEET ____ E

FILE NAME : TPP100.DWG
LAYOUT NAME - TPP100 - SHEET 4.05
PLOT DATE : 11/9/2021 9:14 AM PLOT BY : SCHWEITZER, JEFFREY PLOT NAME : PLOT SCALE : 1 IN:100 FT

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
BM 1001	SPIKE IN SOUTHEAST FACE OF POWER POLE 00-23018 IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF CTH Y AND CTH A. STA 29+63.90'SA', 36.33' LT	623.25

KRAUS CARING TRUST
2521 7TH ST

CURVE 1 SA
PI STA = 31+27.43'SA'
T = 127.43'
L = 254.77'
R = 3770.00'
SE = RC (2.0%)
DESIGN SPEED = 40 MPH

N

5

5

CTH Y

R/W

TLE

BM 1001

PI: 30+00.00'SA'

PI: 29+11.74'NA'

MATCHLINE STA 32+00.00

26'SA' 27'SA' 28'SA' 29'SA' 30'SA' 31'SA'

26'NA' 27'NA' 28'NA' 29'NA' 30'NA' 31'NA'

HMA

ASPH

CTH Y 'SA' R/L

CTH Y 'NA' R/L

CURVE 1 SA

5' 5' 12' 32'

5' 5' 12' 32'

SLOPE INTERCEPT (TYP)

CAUTION

BEGIN PROJECT
STA 30+00'NA'
Y = 245,033.98
X = 2,582,174.68

HOME PATH FINANCIAL
21ST AVE

HOME PATH FINANCIAL
790 21ST AVE

HOME PATH FINANCIAL
722 21ST AVE

HOME PATH FINANCIAL
21ST AVE

DEBAKER
736 21ST AVE

8TH

RIM 621.05'
FABRIC

RIM 623.03'
SAN
15" E = 616.85'
15" E = 616.76'

'SA'PROFILE

STA 30+00.00
EL 625.30

VPC STA 31+60.00
VPC EL 625.78

FINISHED PROFILE

VCL = 150.00

K = 146.01

0.30%

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

EXISTING PROFILE

625.10	625.11	625.14	625.25	625.33	625.37	625.35	625.33	625.30	625.10	624.94	624.86	624.71
625.30								625.30	625.45	625.60	625.75	625.84

630 628 626 624

26 27 28 29 30 31 32

'NA'PROFILE

STA 30+00.00
EL 625.34

VPC STA 31+50.00
VPC EL 625.58

HIGH POINT STA 31+86.09
HIGH POINT EL 625.61

FINISHED PROFILE

0.16%

VCL = 150.00

K = 227.83

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

EXISTING PROFILE

625.10	625.09	625.13	625.15	625.28	625.30	625.36	625.34	625.34	625.17	625.01	624.99	624.89
625.34								625.34	625.42	625.50	625.58	625.60

630 628 626 624

26 27 28 29 30 31 32

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH Y	SHEET 98	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 7/29/2022 2:44 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS

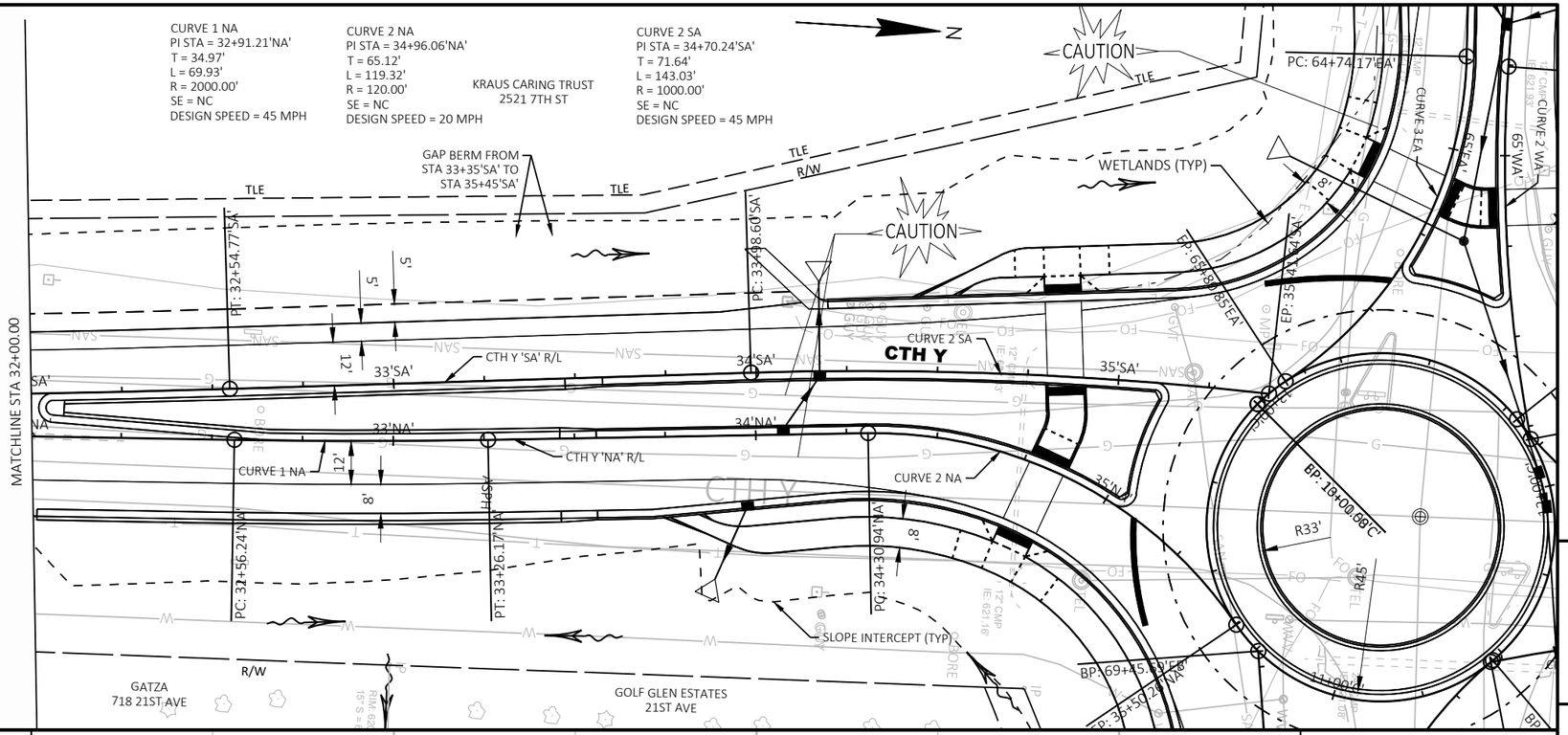
NO.	DESCRIPTION	ELEVATION
BM 1004	LOCATED IN SOUTHWEST QUADRANT OF CTH Y AND CTH A INTERSECTION ON THE NORTHEAST CORNER OF TRANSFORMER PAD. STA 32+93.11'NA', 106.67' RT	622.21

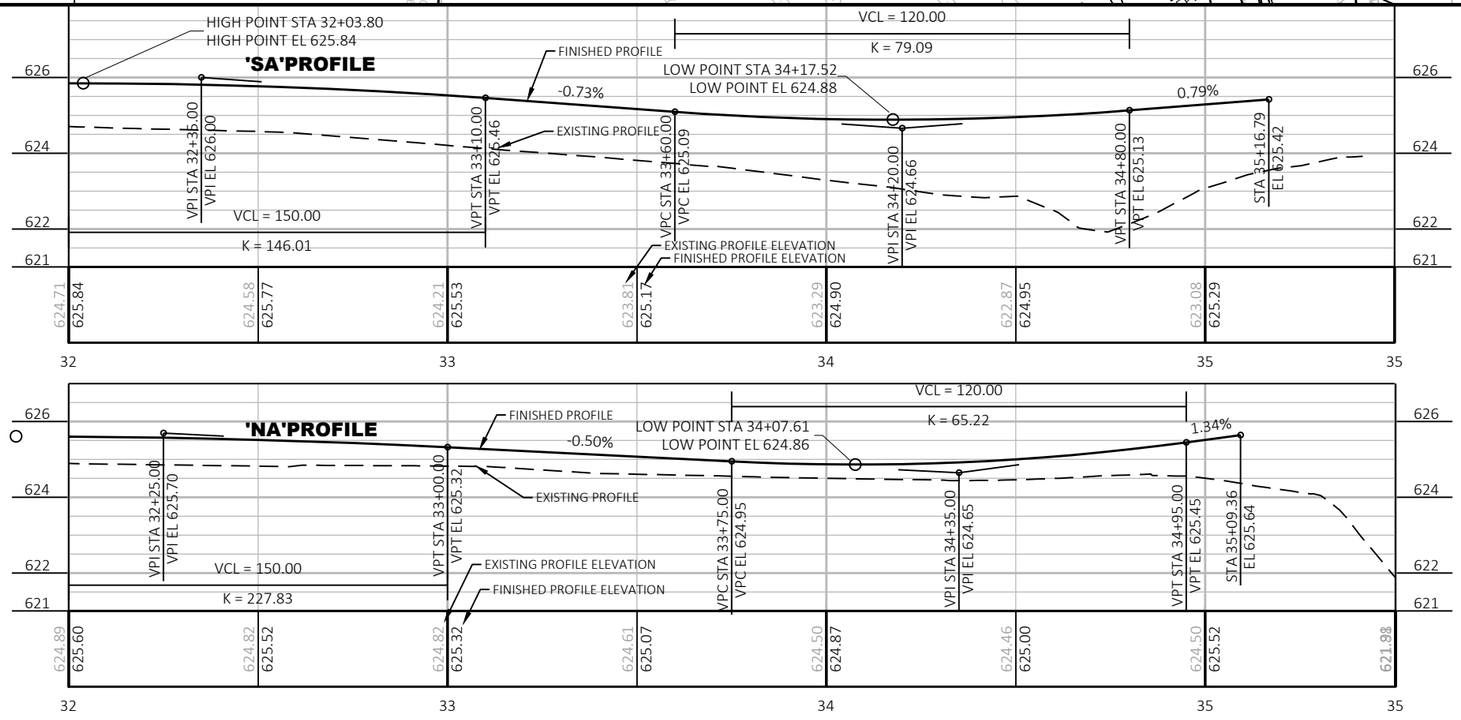
CURVE 1 NA
PI STA = 32+91.21'NA'
T = 34.97'
L = 69.93'
R = 2000.00'
SE = NC
DESIGN SPEED = 45 MPH

CURVE 2 NA
PI STA = 34+96.06'NA'
T = 65.12'
L = 119.32'
R = 120.00'
SE = NC
DESIGN SPEED = 20 MPH

KRAUS CARING TRUST
2521 7TH ST

CURVE 2 SA
PI STA = 34+70.24'SA'
T = 71.64'
L = 143.03'
R = 1000.00'
SE = NC
DESIGN SPEED = 45 MPH

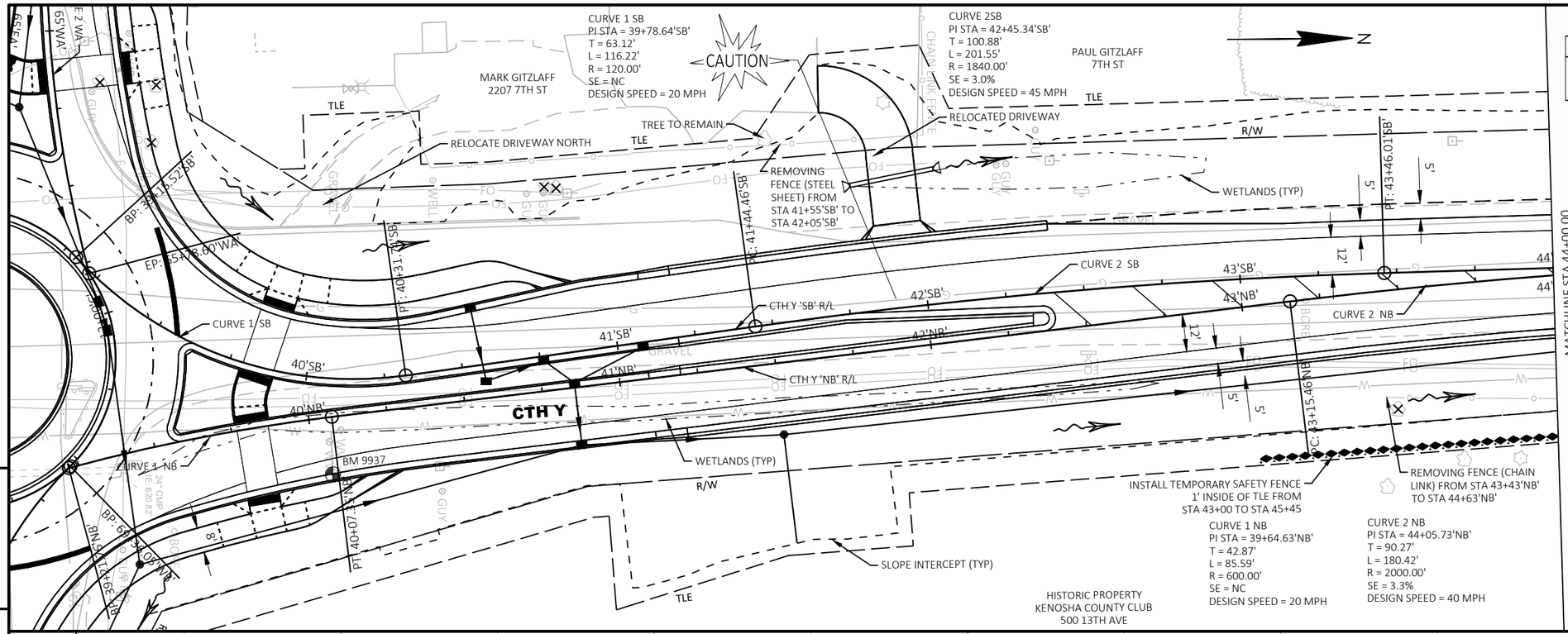




PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH Y	SHEET 99	E

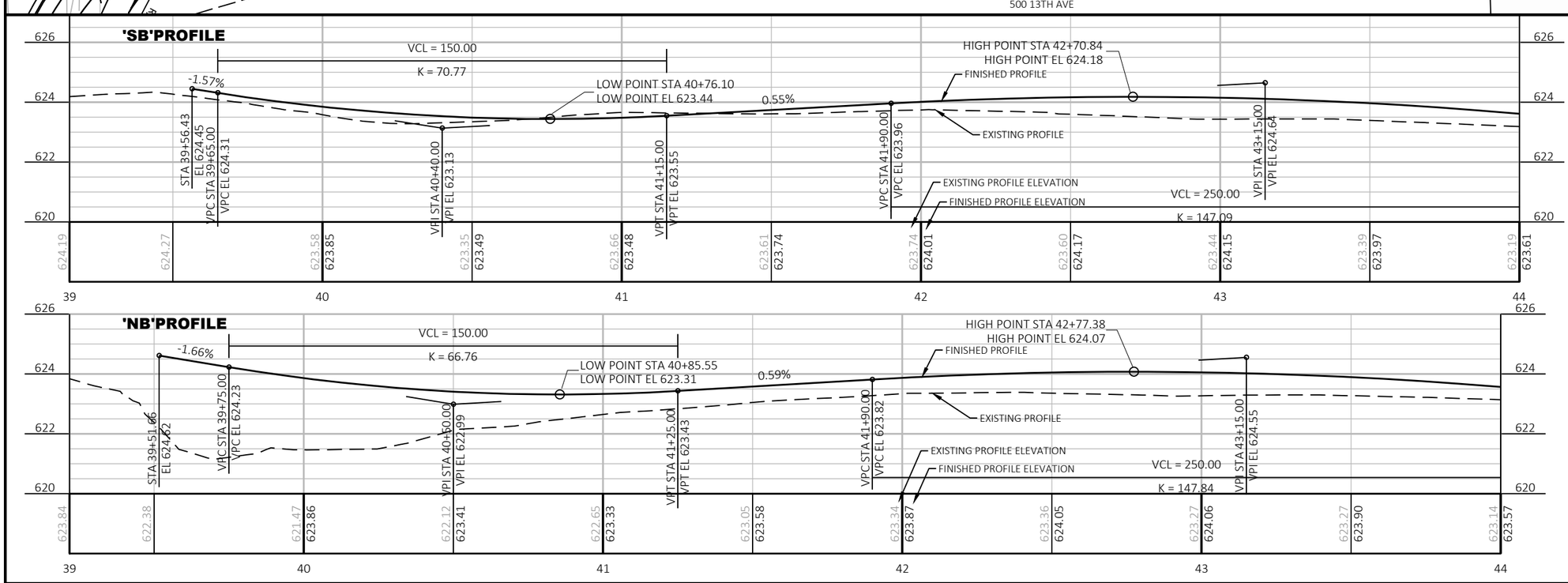
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (2)
PLOT DATE : 7/29/2022 2:44 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



BENCHMARKS

NO.	DESCRIPTION	ELEVATION
BM 9937	CHISELED X ON HYDRANT NOZZLE IN NORTHEAST QUADRANT OF CTH Y AND CTH A INTERSECTION.	624.26



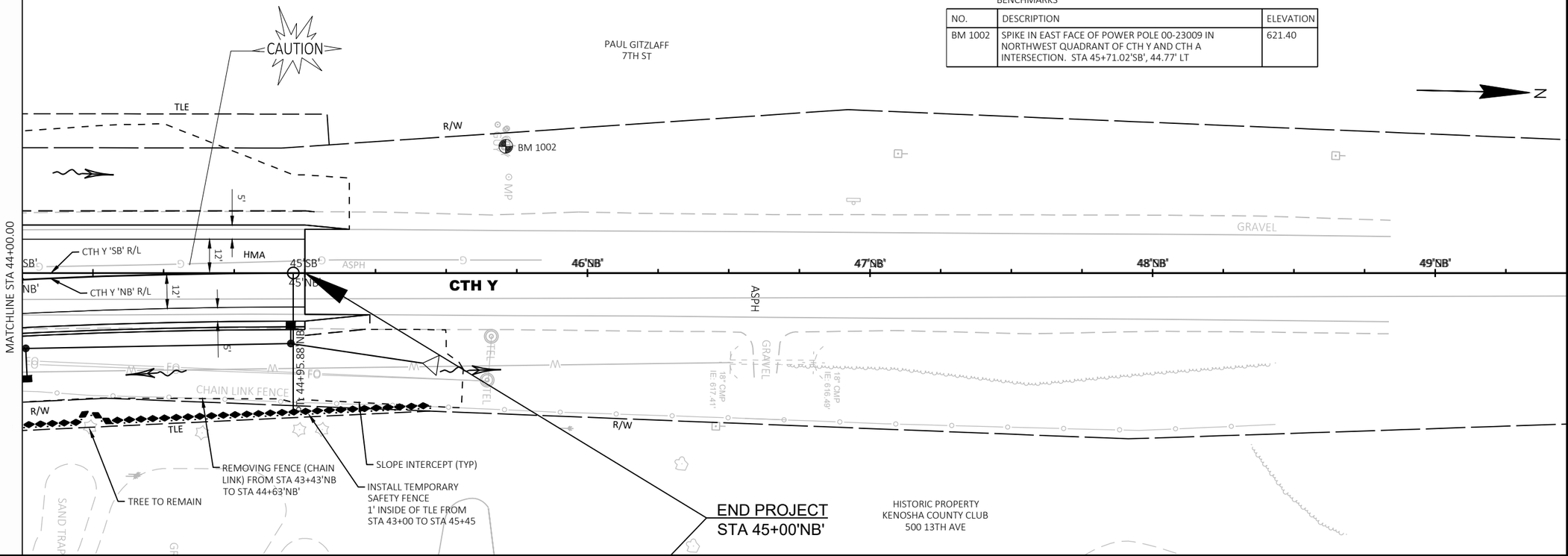
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH Y	SHEET 100	E

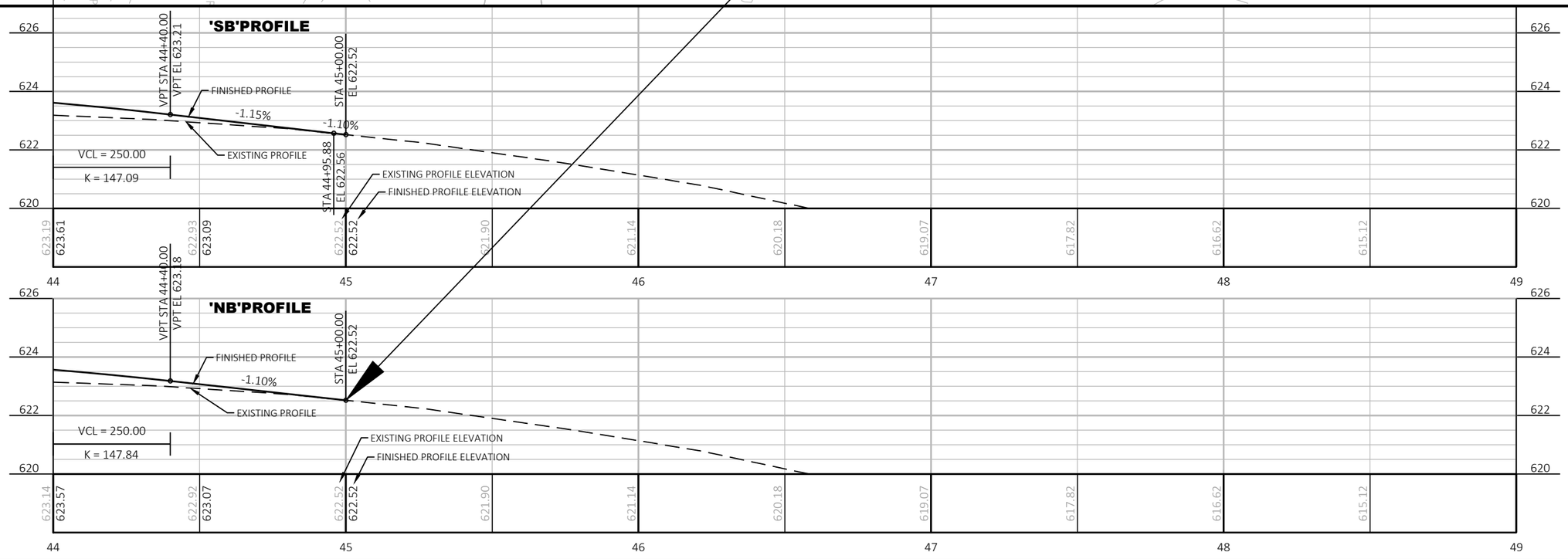
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (3)
PLOT DATE : 7/29/2022 2:44 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
BM 1002	SPIKE IN EAST FACE OF POWER POLE 00-23009 IN NORTHWEST QUADRANT OF CTH Y AND CTH A INTERSECTION. STA 45+71.02'SB', 44.77' LT	621.40





PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH Y	SHEET 101	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (4)

PLOT DATE : 7/29/2022 2:44 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
BM 1003	SPIKE IN SOUTH FACE OF POWER POLE IN NORTHEAST QUADRANT OF CTH Y AND CTH A INTERSECTION. STA 58+61.67'WA', 22.42' LT	624.50

PAUL GITZLAFF
7TH ST

CURVE 1 WA
PI STA = 60+67.73'WA'
T = 62.18'
L = 124.35'
R = 5700.00'
SE = RC (2.0%)
DESIGN SPEED = 50 MPH

SLOPE INTERCEPT (TYP)
TLE
R/W
R/W
BM 1003
PC: 60+05.55'WA'
PT: 61+29.91'WA'
MATCHLINE STA 61+50.00
56'WA'
56'EA'
57'WA'
57'EA'
58'WA'
58'EA'
59'WA'
59'EA'
ASPH
CTH A
ASPH
60'WA'
60'EA'
HMA
CTH A 'WA' R/L
CTH A 'EA' R/L
CURVE 1 WA
61'WA'
61'EA'
CURVE 1 EA
12'
12'
5'
1'
1'
5'
R/W
GRAVEL
CURVE 1 EA
PI STA = 60+91.14'EA'
T = 86.14'
L = 172.23'
R = 2840.00'
SE = 3.0%
DESIGN SPEED = 45 MPH
PC: 60+05.00'EA'
R/W
TLE
KRAUS CARING TRUST
2521 7TH ST
BEGIN CONSTRUCTION
STA 60+00'EA'
CAUTION
N

'WA'PROFILE

STA 60+00.00
EL 625.03
STA 60+05.00
EL 625.03
FINISHED PROFILE
EXISTING PROFILE
0.08%
0.13%
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

56	57	58	59	60	61	61
625.48	625.42	625.34	625.23	625.19	625.12	625.03 / 625.03	624.93 / 625.09	624.94 / 625.15	624.93 / 625.22

628
626
624
622

'EA'PROFILE

STA 60+00.00
EL 625.03
FINISHED PROFILE
EXISTING PROFILE
0.08%
EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

56	57	58	59	60	61	61
625.48	625.42	625.34	625.23	625.19	625.12	625.03 / 625.03	624.94 / 625.07	624.92 / 625.11	624.89 / 625.15

628
626
624
622

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 102	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (5)
PLOT DATE : 7/29/2022 2:44 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

5

5

CURVE 2 EA
PI STA = 63+15.21'EA'
T = 64.17'
L = 128.16'
R = 1000.00'
SE = NC
DESIGN SPEED = 40 MPH

CURVE 3 EA
PI STA = 65+32.13'EA'
T = 57.95'
L = 106.68'
R = 110.00'
SE = NC
DESIGN SPEED = 20 MPH

CURVE 2 WA
PI STA = 65+27.32'WA'
T = 51.85'
L = 103.12'
R = 400.00'
SE = NC
DESIGN SPEED = 20 MPH

CURVE 1 SB
PI STA = 39+78.64
T = 63.12'
L = 116.22'
R = 120.00'
SE = NC
DESIGN SPEED = 20 MPH

PAUL GITZLAFF
7TH ST

MARK GITZLAFF
2207 7TH ST

KRAUS CARING TRUST
2521 7TH ST

MATCHLINE STA 61+50.00

GAS NOT FIELD VERIFIED

GAS NOT FIELD VERIFIED

REMOVE DRIVEWAY

CTH A

CTH A 'WA' R/L

CTH A 'EA' R/L

CURVE 2 EA

CURVE 2 WA

CURVE 3 EA

CURVE 1 SB

SLOPE INTERCEPT (TYP)

WETLANDS (TYP)

CAUTION

TLE

R/W

PLE

WOODEN FENCE

BOR 62'WA'

62'EA'

63'WA'

63'EA'

64'WA'

64'EA'

65'WA'

65'EA'

PT: 61+77.23'EA'

PC: 62+51.04'EA'

PT: 63+79.20'EA'

PC: 64+74.17'EA'

PC: 64+75.47'WA'

BP: 39+78.64'SB'

EP: 38+61.78'SB'

BP: 64+68.65'EA'

EP: 65+41.64'SA'

BP: 19+00.00'C'

R33'

R45'

40'SB'

40'NB'

5'

12'

6'

8'

'WA'PROFILE

VPC STA 61+90.00
VPC EL 625.27

VPI STA 62+65.00
VPI EL 625.37

VPT STA 63+40.00
VPT EL 624.84

VPC STA 64+05.00
VPC EL 624.39

VPI STA 64+65.00
VPI EL 623.97

VPT STA 65+25.00
VPT EL 624.40

STA 65+45.17
EL 624.55

FINISHED PROFILE

EXISTING PROFILE

HIGH POINT STA 62+13.46
HIGH POINT EL 625.29

LOW POINT STA 64+63.79
LOW POINT EL 624.18

VCL = 150.00
K = 180.47

VCL = 120.00
K = 83.85

-0.70%

0.73%

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

624.93 625.22 | 624.93 625.28 | 624.95 625.25 | 624.88 625.08 | 624.73 624.77 | 624.51 624.47 | 624.23 624.19 | 623.89 624.26 | 624.03 624.24

'EA'PROFILE

VPC STA 61+75.00
VPC EL 625.17

VPI STA 62+50.00
VPI EL 625.23

VPT STA 63+25.00
VPT EL 624.85

VPC STA 64+10.00
VPC EL 624.42

VPI STA 64+70.00
VPI EL 624.12

VPT STA 65+30.00
VPT EL 624.72

STA 65+40.43
EL 624.83

FINISHED PROFILE

EXISTING PROFILE

HIGH POINT STA 61+95.89
HIGH POINT EL 625.18

LOW POINT STA 64+50.19
LOW POINT EL 624.32

VCL = 150.00
K = 256.41

VCL = 120.00
K = 79.81

-0.50%

1.00%

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

624.89 625.15 | 624.85 625.18 | 624.80 625.12 | 624.69 624.97 | 624.59 624.73 | 624.50 624.47 | 624.32 624.32 | 624.15 624.48 | 623.99 623.88

628 626 624 622

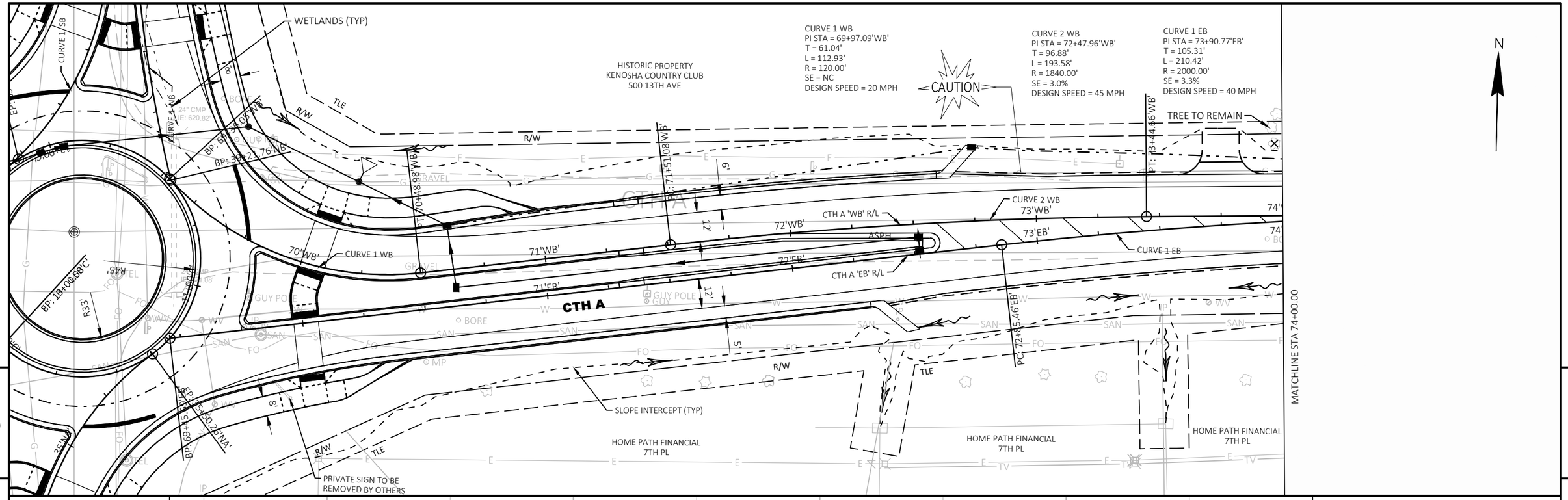
61 62 63 64 65

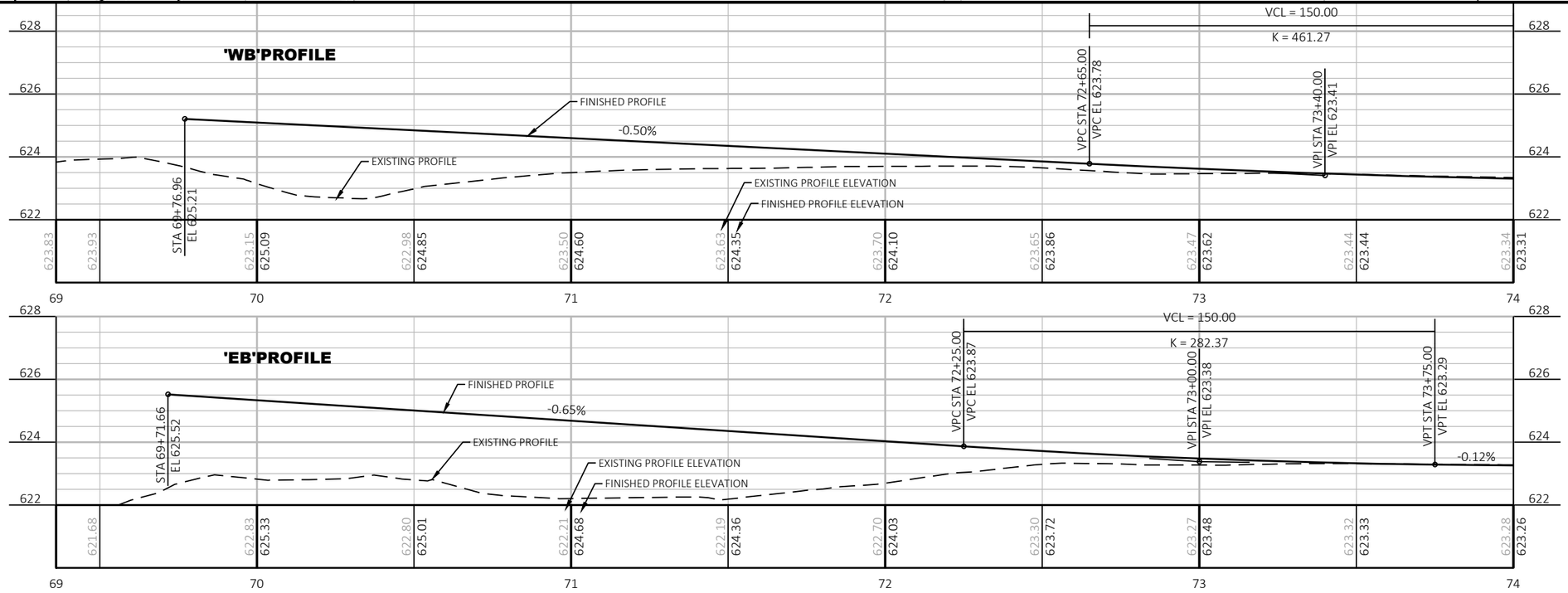
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 103	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (6)

PLOT DATE : 7/29/2022 2:44 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 104	E

MATCHLINE STA 74+00.00

ASPH

PRIBYL
2020 7TH ST

CAUTION

GAS NOT FIELD VERIFIED

NELSON
1920 7TH ST

CONC

MEYERS
1910 7TH ST

ASPH

HOUTE
1900 7TH ST

SEPTIC

SPLIT RAIL FENCE

FAPSO
1830 7TH ST

KENOSHA COUNTY CLUB
500 13TH AVE

N

BM 1000

12" CMP
IE: 619.88'
PARTIALLY
BURIED

12" CMP
IE: 620.11'
PARTIALLY
BURIED

15" CMP
IE: 620.34'
PARTIALLY
BURIED

15" CMP
IE: 620.22'
PARTIALLY
BURIED

CMP
BURRIED

12" CMP
IE: 619.66'
PARTIALLY
BURIED

GRT

1'
5'
12'
HMA
12'
5'
1'

CTH A 'WB' R/L

CTH A 'EB' R/L

'WB'
'EB'

74+95.88 'EB'

PT: 74+95.88 'EB'

R/W

TLE

SLOPE INTERCEPT (TYP)

75'WB'
75'EB'
76'WB'
76'EB'
77'WB'
77'EB'
78'WB'
78'EB'
79'WB'
79'EB'

CTH A

END CONSTRUCTION
STA 75+00

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
BM 1000	NAIL IN SOUTH FACE OF POWER POLE IN NORTHEAST QUADRANT OF CTH Y AND CTH A INTERSECTION. STA 76+83.18'WB', 23.98' LT	622.10
BM 8313	NORTHWEST CORNER OF TRANSFORMER PAD IN SOUTHEAST QUADRANT OF CTH Y AND CTH A INTERSECTION. STA 77+15.68'EB', 88.63' RT	620.83

BM 8313

HOME PATH FINANCIAL
7TH PL

HOME PATH FINANCIAL
7TH PL

HOME PATH FINANCIAL
7TH PL

HOME PATH FINANCIAL
7TH PL

FILL PILE

HOME PATH FINANCIAL
1820 7TH PL

5

5

'WB'PROFILE

VCL = 150.00

K = 461.27

-0.17%

-0.12%

STA 75+00.00
EL 623.14

VPT STA 74+15.00
VPT EL 623.28

STA 74+95.88
EL 623.14

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

626
624
622
620

623.34 623.31 623.21 623.22 623.14 623.14 623.01 623.01 623.03 622.91 622.83 622.64 622.56 622.48

74 75 76 77 78 79 79

'EB'PROFILE

-0.12%

-0.12%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

STA 75+00.00
EL 623.14

626
624
622
620

623.28 623.26 623.21 623.20 623.14 623.14 623.01 623.01 623.03 622.91 622.83 622.64 622.56 622.48

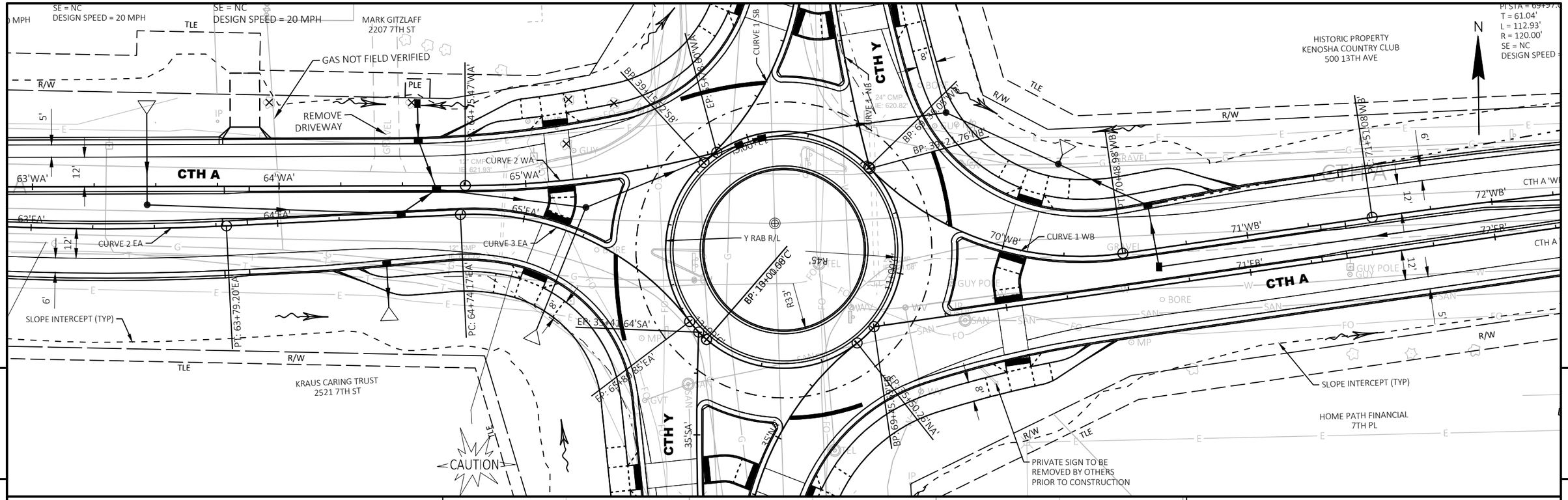
74 75 76 77 78 79 79

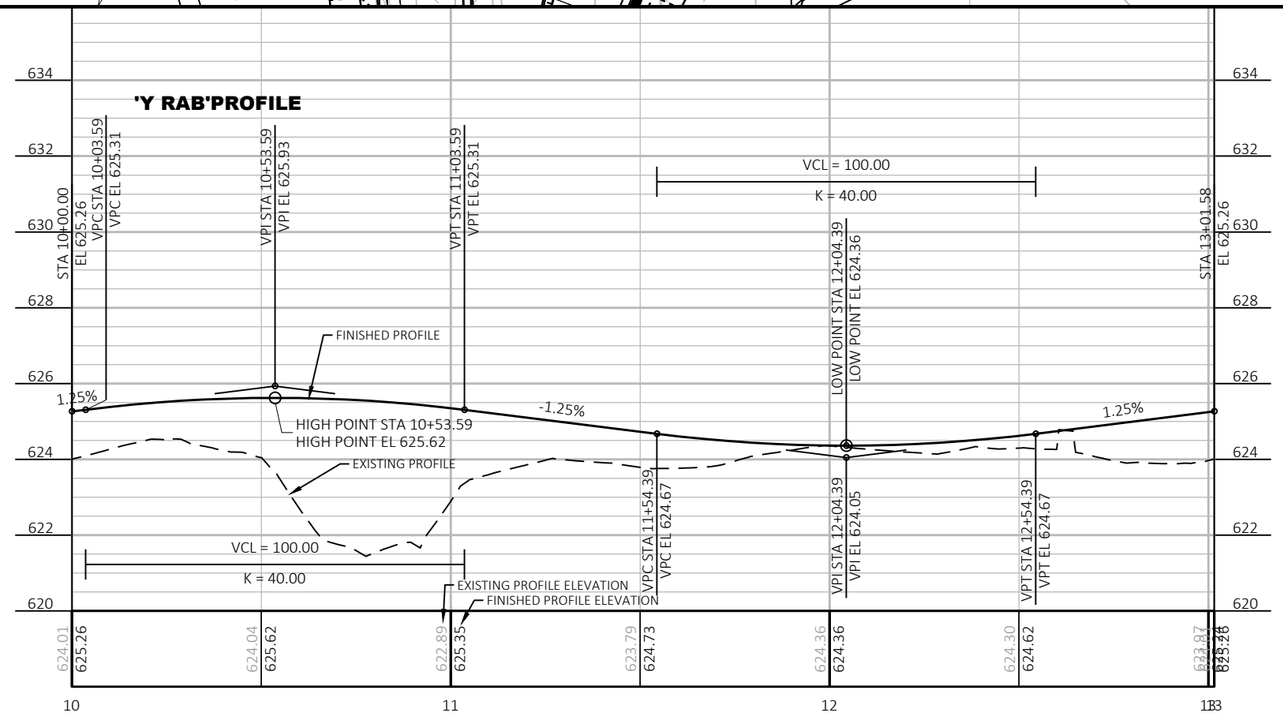
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CTH A	SHEET 105	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - Sheet - (8)

PLOT DATE : 7/29/2022 2:44 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: CENTRAL ISLAND	SHEET 106	E

N

CTH Y

CTH A

CAUTION

TLE

R/W

PLE

MARK GITZLAFF
2207 7TH ST

GAS NOT FIELD VERIFIED

WOODEN FENCE

HISTORIC PROPERTY
KENOSHA COUNTY CLUB
500 13TH AVE

'NW' R/L

'NE' R/L

'Y RAB' R/L

'SW' R/L

'SE' R/L

SLOPE INTERCEPT (TYP)

WETLAND (TYP)

KRAUS CARING TRUST
2521 7TH ST

HOME PATH FINANCIAL
7TH PL

PRIVATE SIGN TO BE
REMOVED BY OTHERS

5

5

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: ROUNDABOUT CURB PROFILES	SHEET 107	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - Sheet - (1)

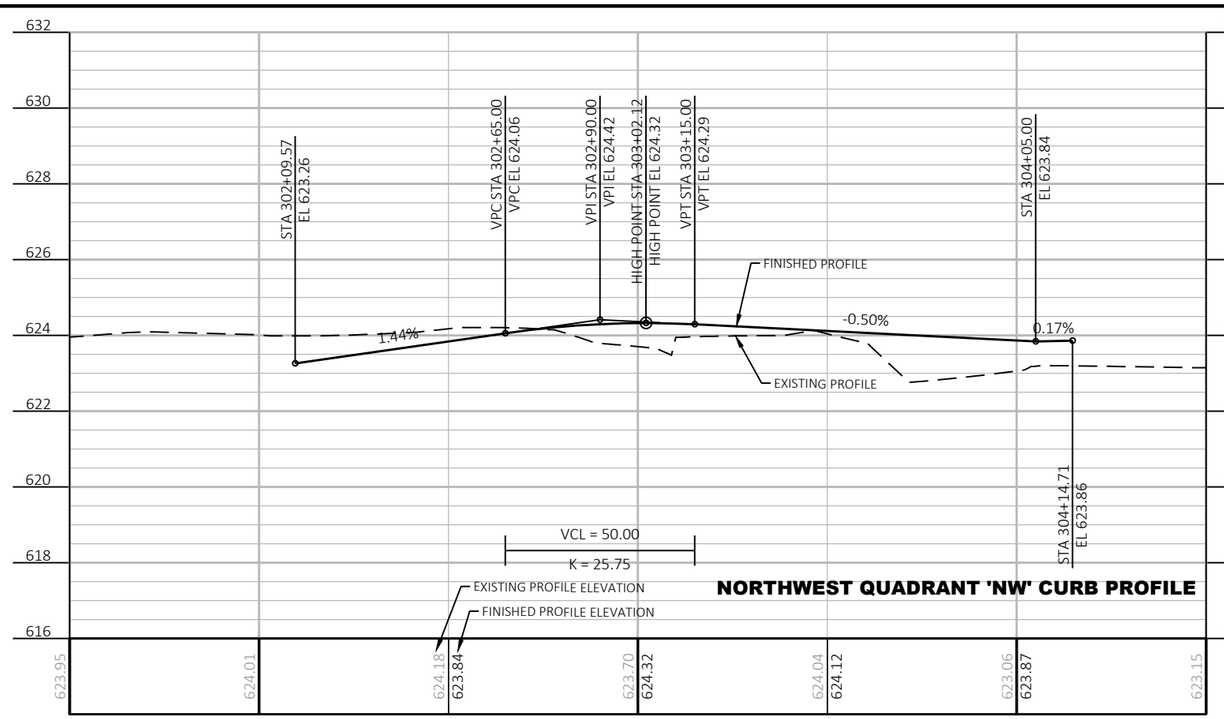
PLOT DATE : 7/29/2022 2:45 PM

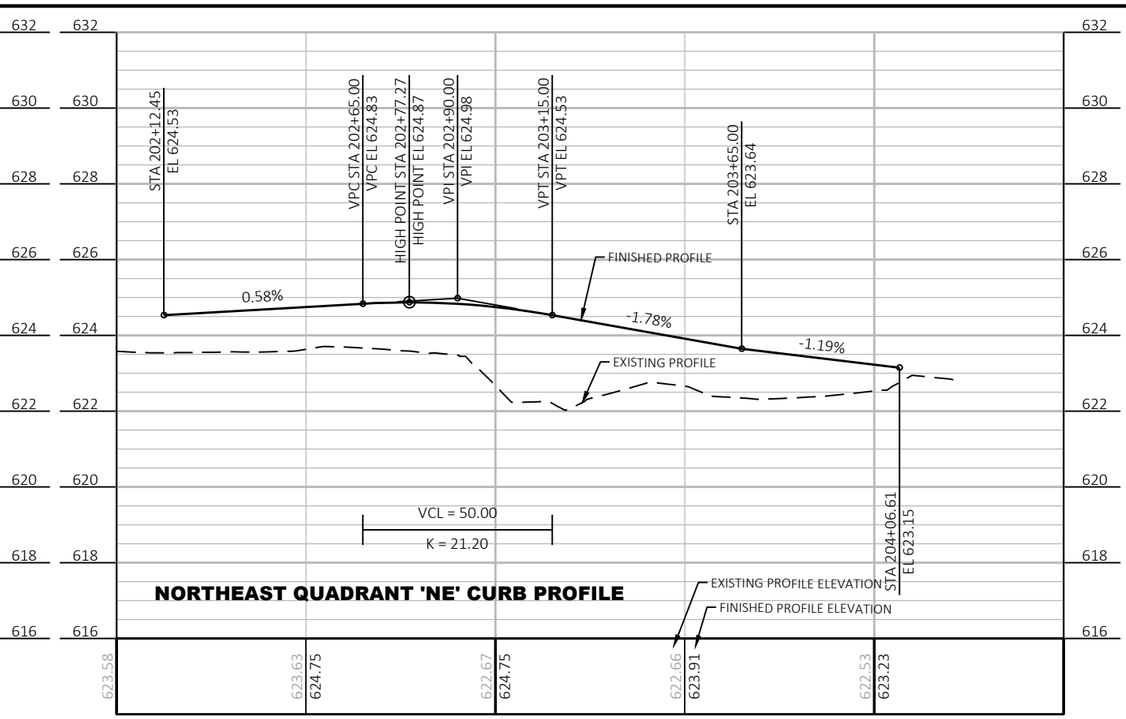
PLOT BY : NIKOLAI, ADAM

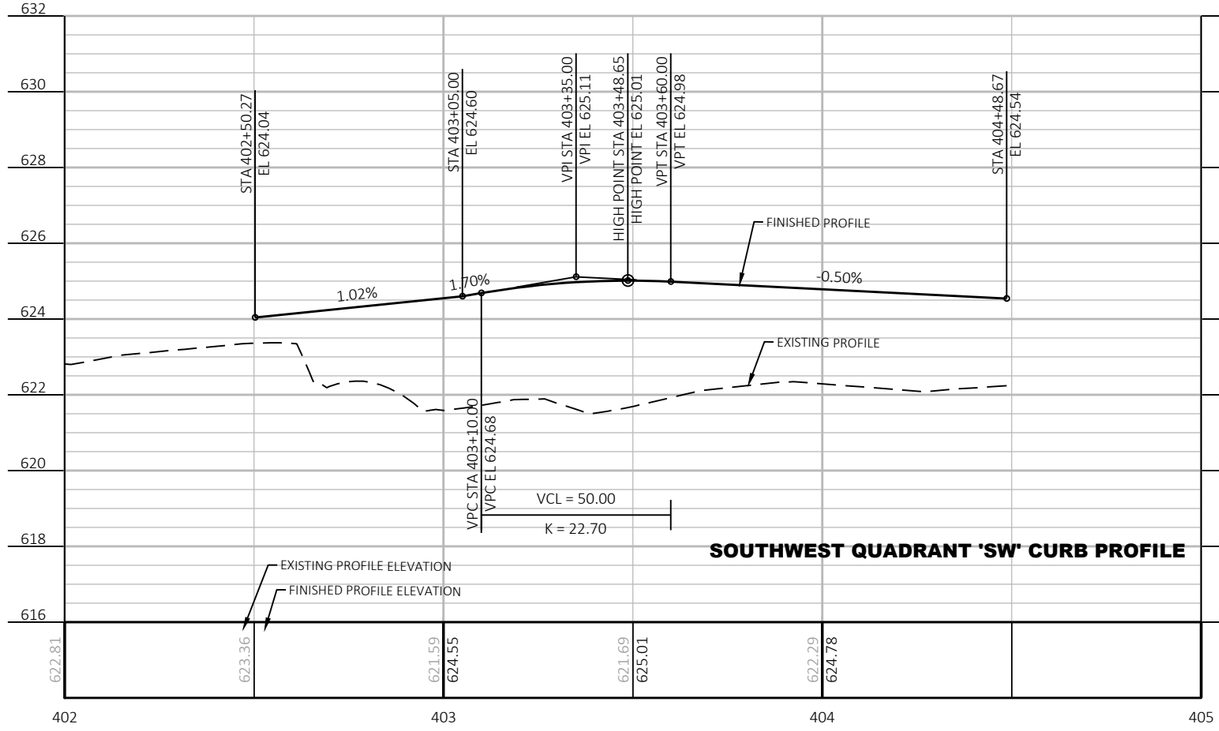
PLOT NAME :

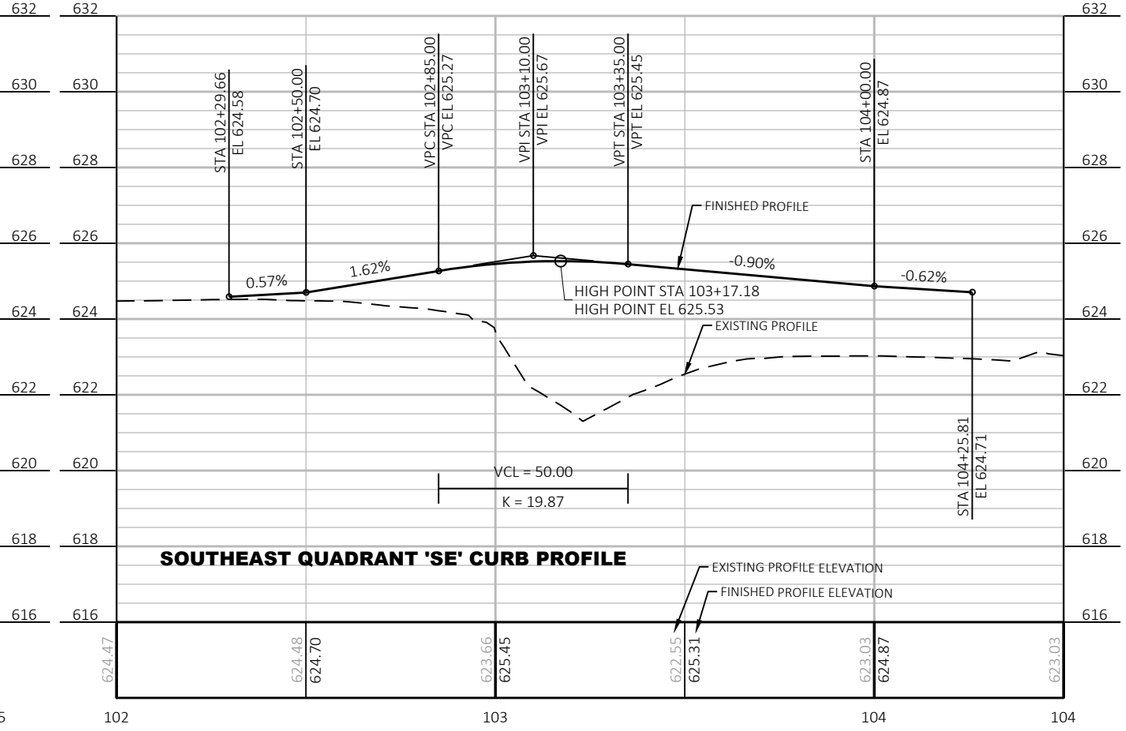
PLOT SCALE : ##########

WISDOT/CADDS SHEET 44







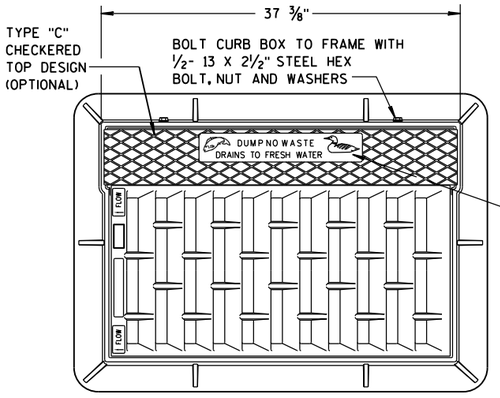


PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	PLAN AND PROFILE: ROUNDABOUT CURB PROFILES	SHEET 108 E

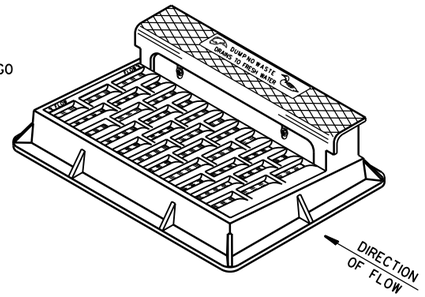
Standard Detail Drawing List

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
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
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
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D05-02	L30 LIGHTING CONTROL CABINET 240/480 VOLT
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
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
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING

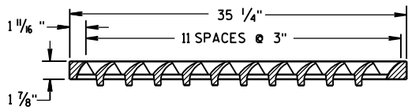
6

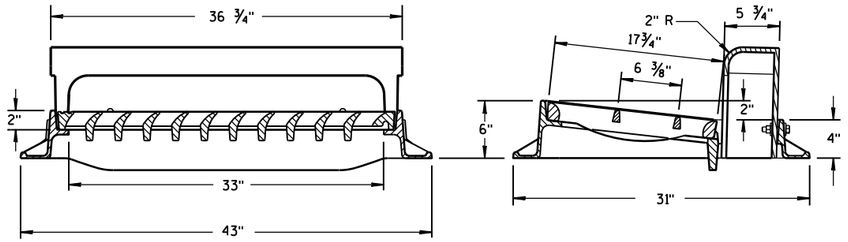


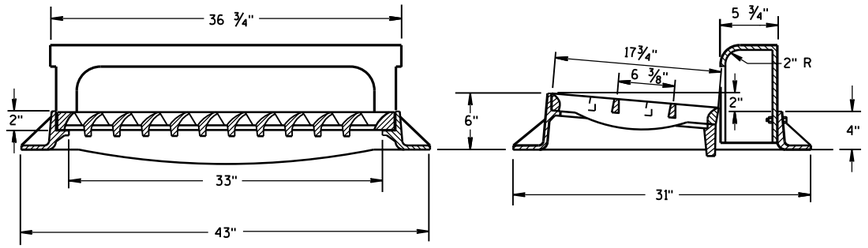
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

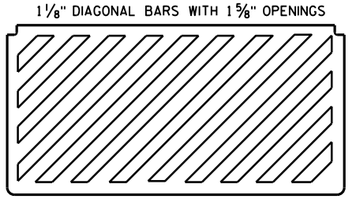






TYPE "H"

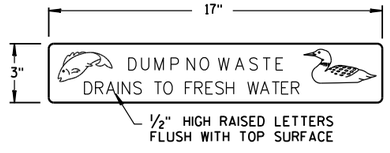
NOTE: EITHER CASTING IS ACCEPTABLE



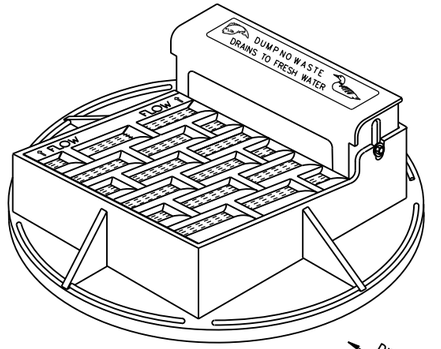
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

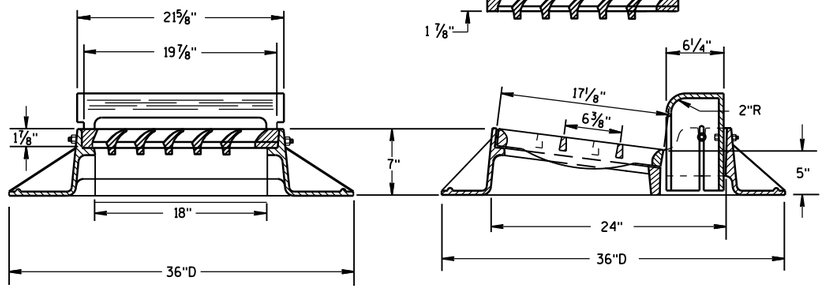


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



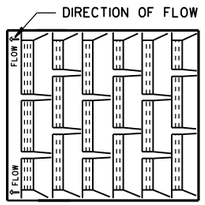
TYPE "A"

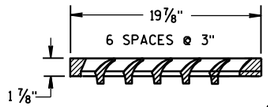
GENERAL NOTES

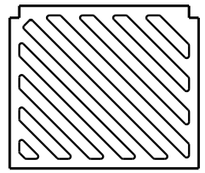
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



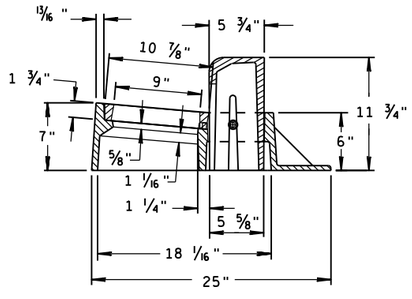


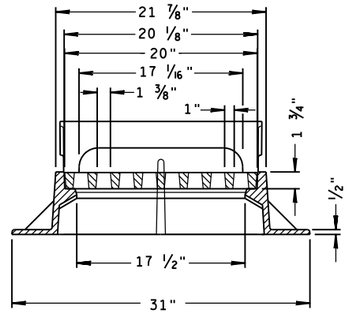


SPECIAL GRATE FOR TYPE "A" COVER

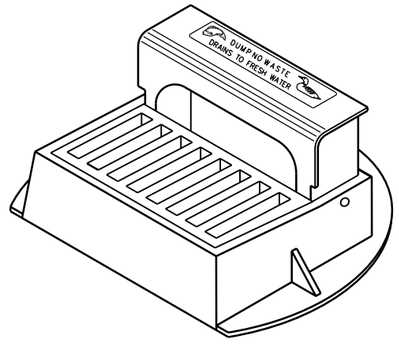
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



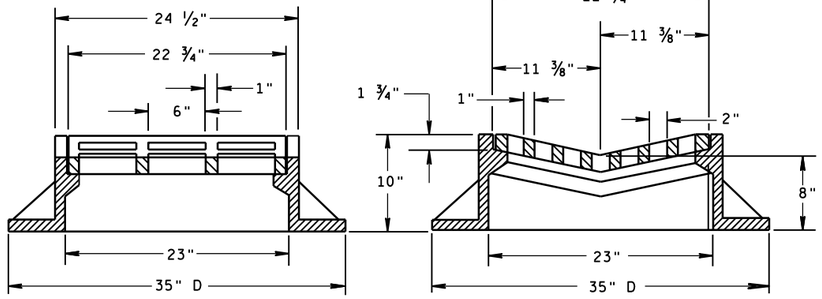
INLET COVERS TYPE A, H, A-S, H-S & Z

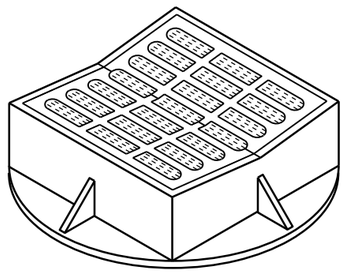
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

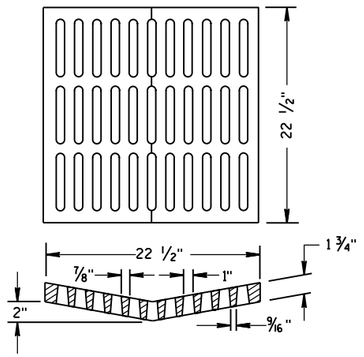
6

S.D.D. 8 A 5-19a



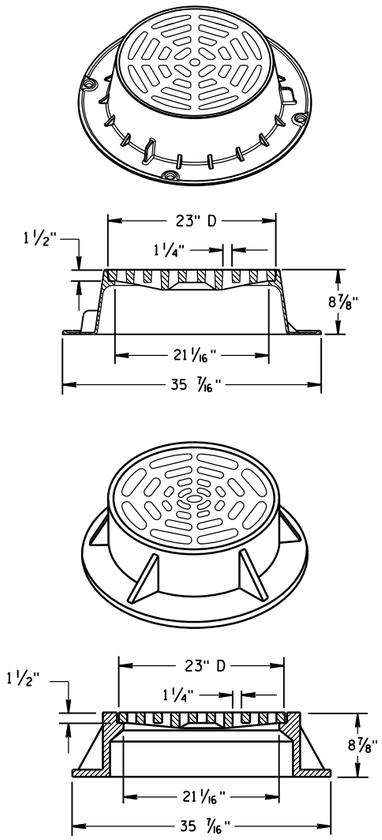


TYPE "B"



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"

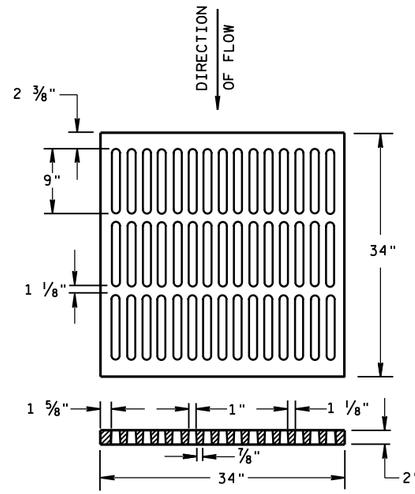
NOTE: EITHER CASTING IS ACCEPTABLE

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.

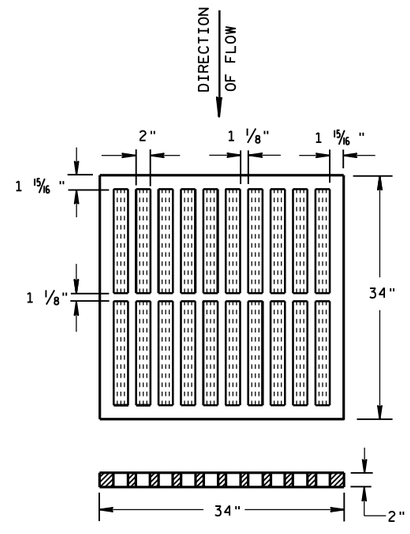
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



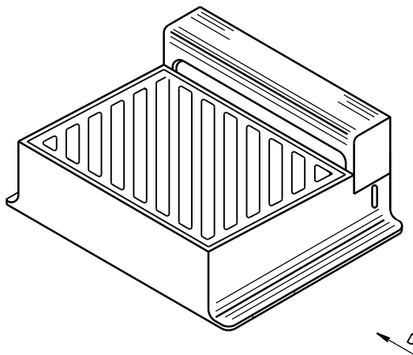
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

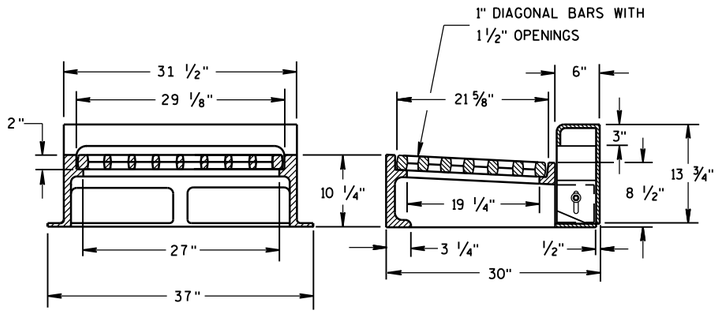


TYPE "MS"

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"

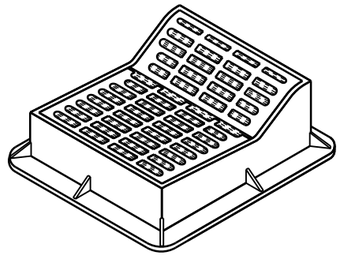
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

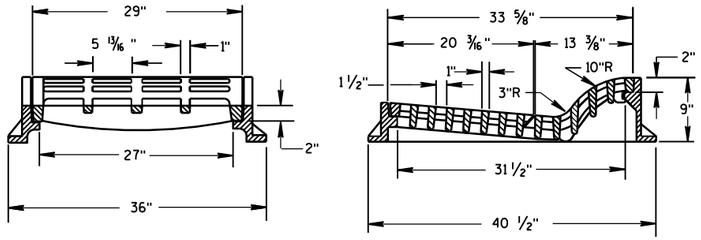
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

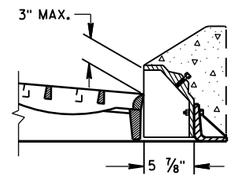
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

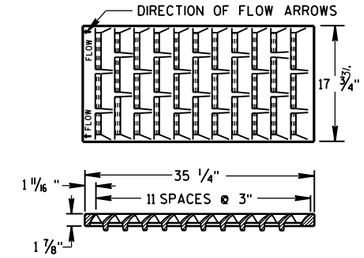
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

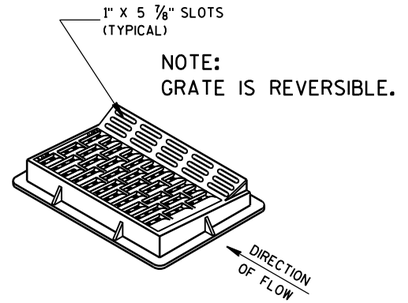
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

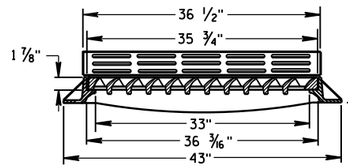
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

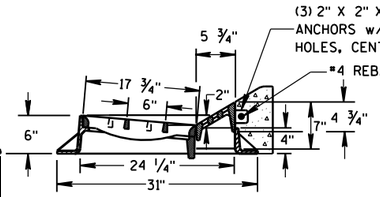
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





NOTE:
GRATE IS REVERSIBLE.

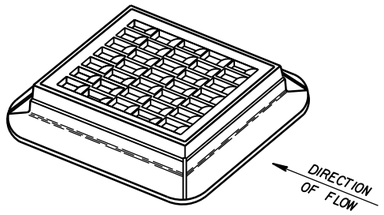


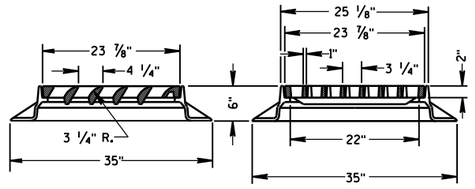


TYPE "HM"

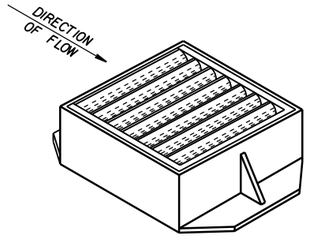
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

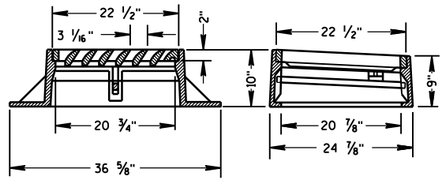
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



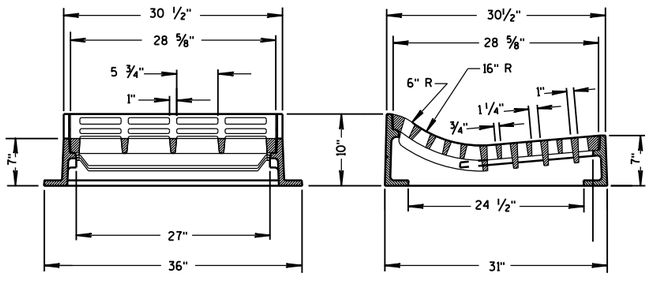


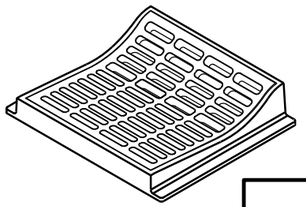
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

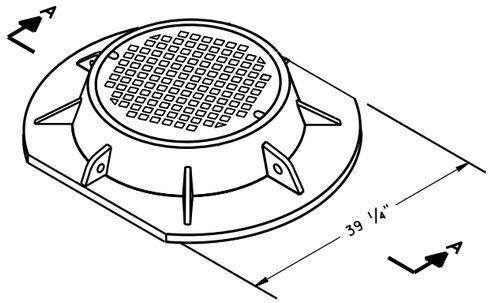
APPROVED
11/27/2013
DATE

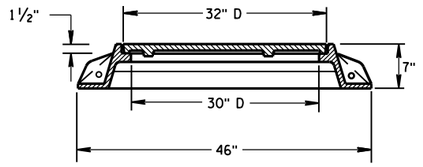
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

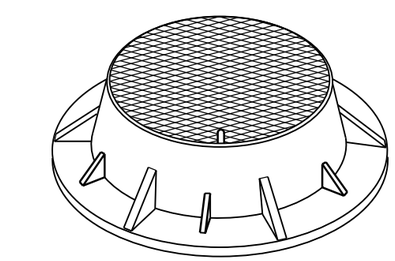
6

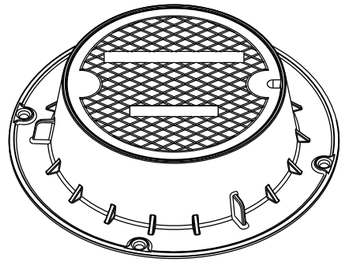
S.D.D. 8 A 5-19c

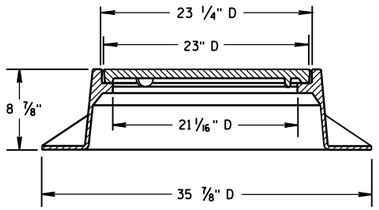


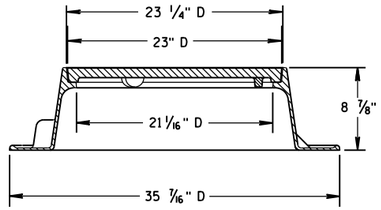


SECTION A-A
TYPE "K"









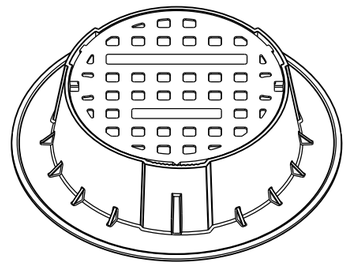
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

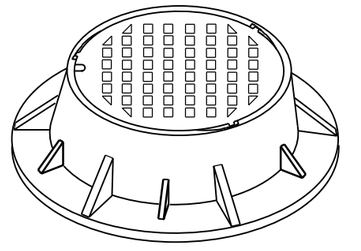
GENERAL NOTES

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.

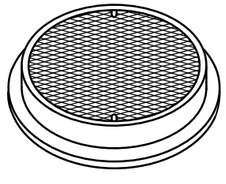
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

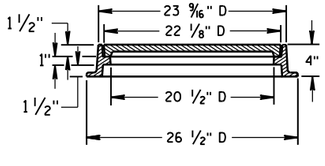
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



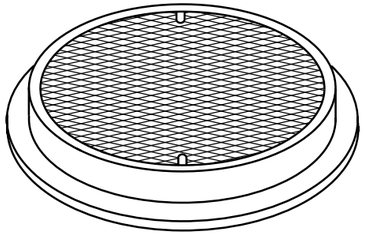


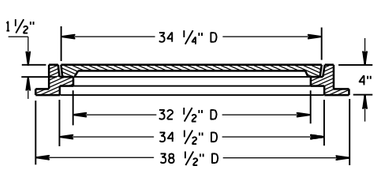
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



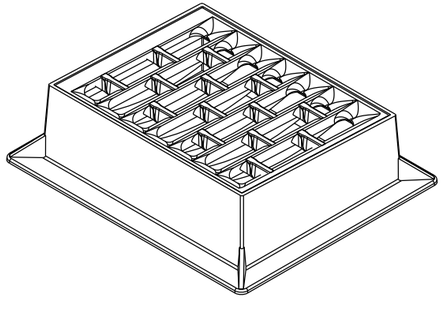


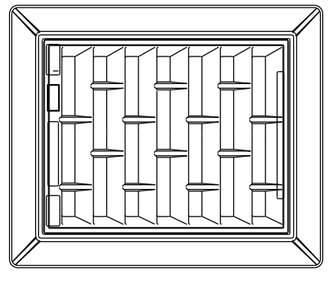
TYPE "L"

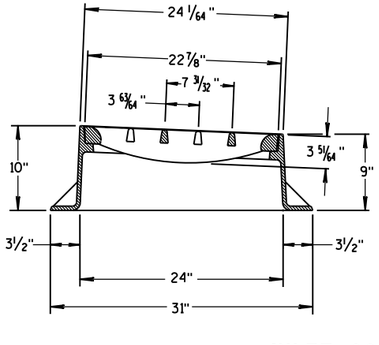


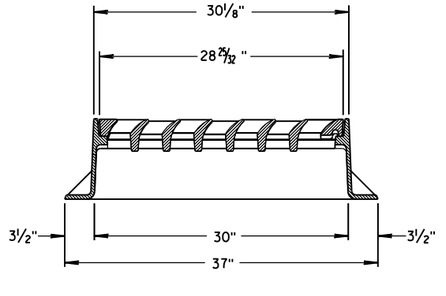


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

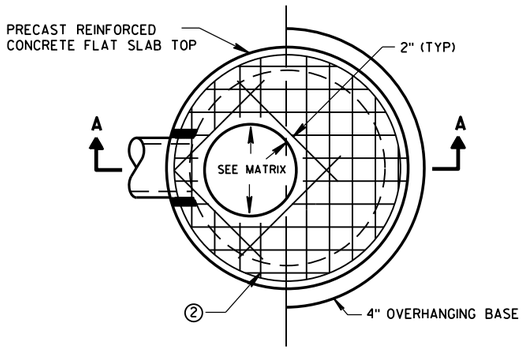
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

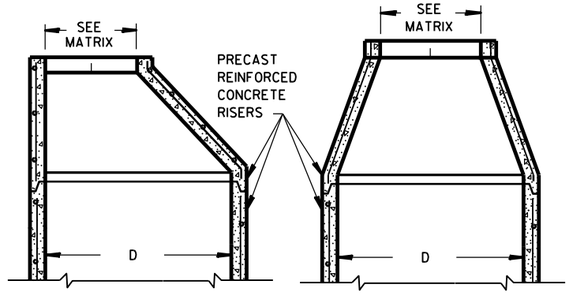
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

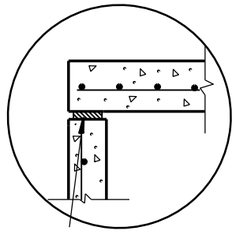


PLAN VIEW CIRCULAR OPENING

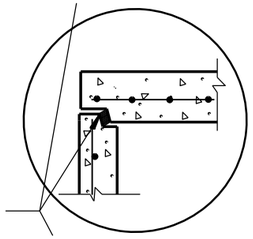


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

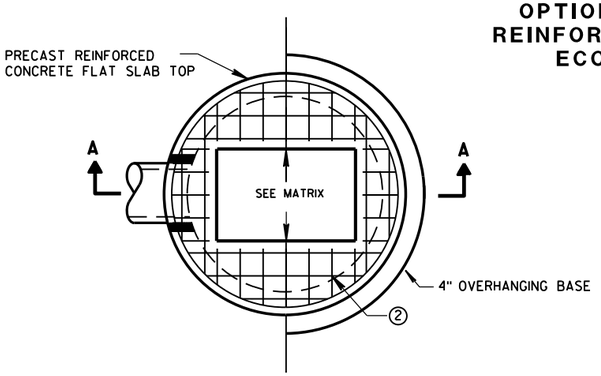
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



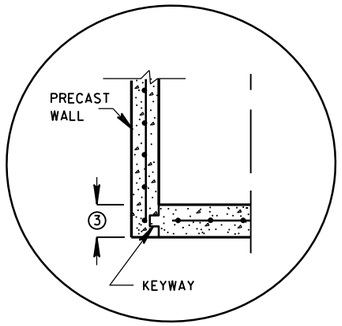
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

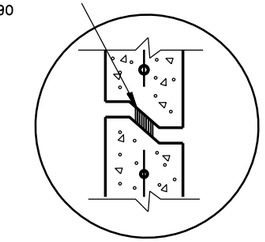


PLAN VIEW RECTANGULAR OPENING

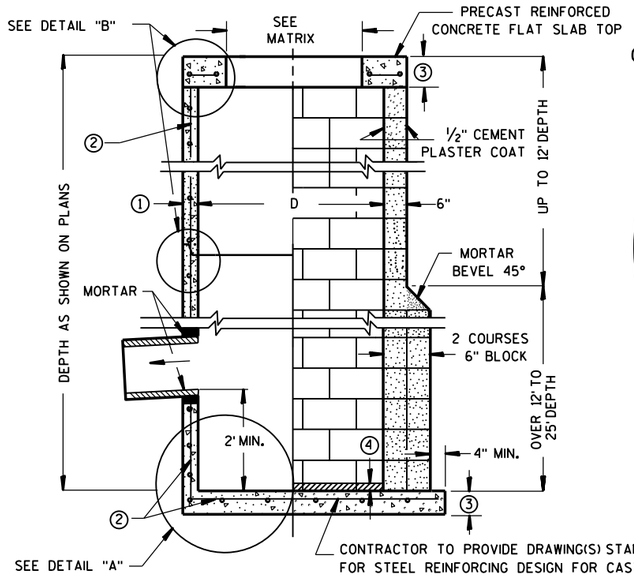


JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



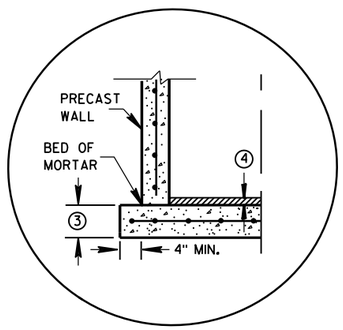
DETAIL "B"



SECTION A-A

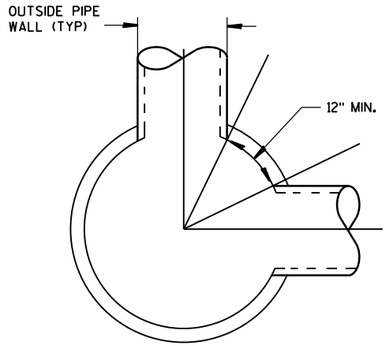
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②



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 CATCH BASIN 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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE 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 INCH 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.

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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS 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".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN 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	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

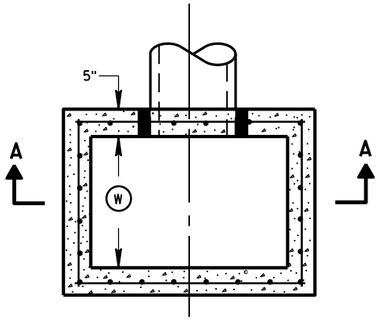
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

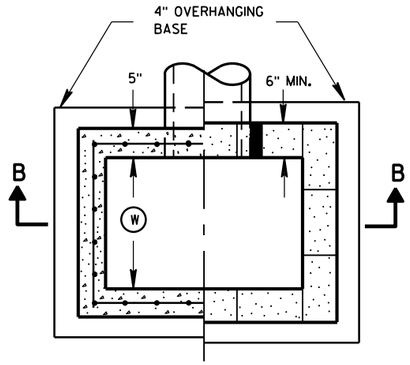
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

S.D.D. 8 A 8-2

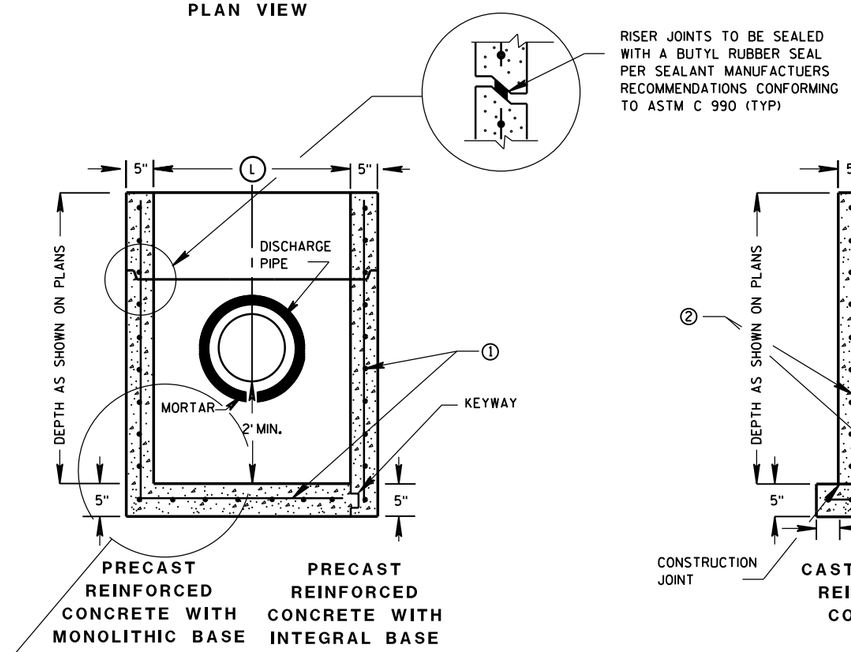
S.D.D. 8 A 8-2



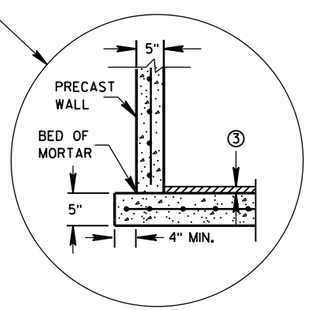
PLAN VIEW



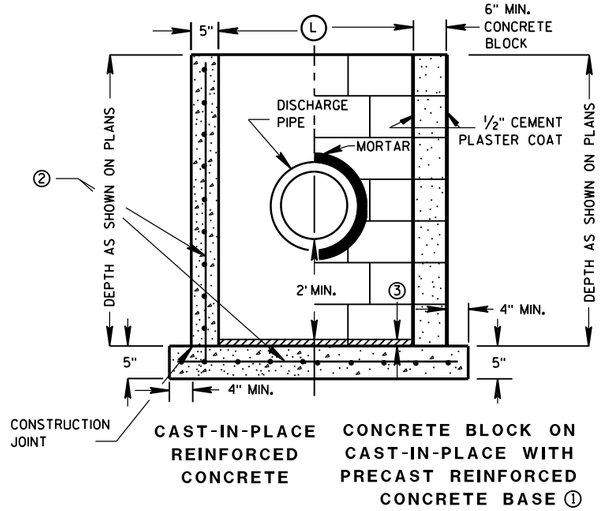
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 PRECAST CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

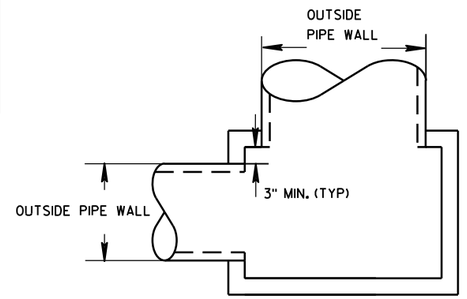
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



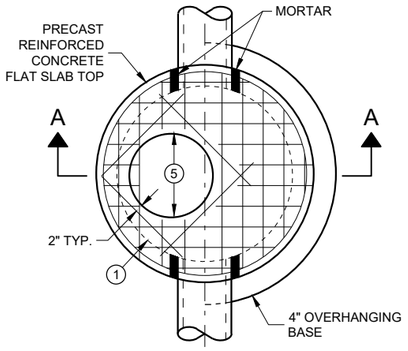
DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

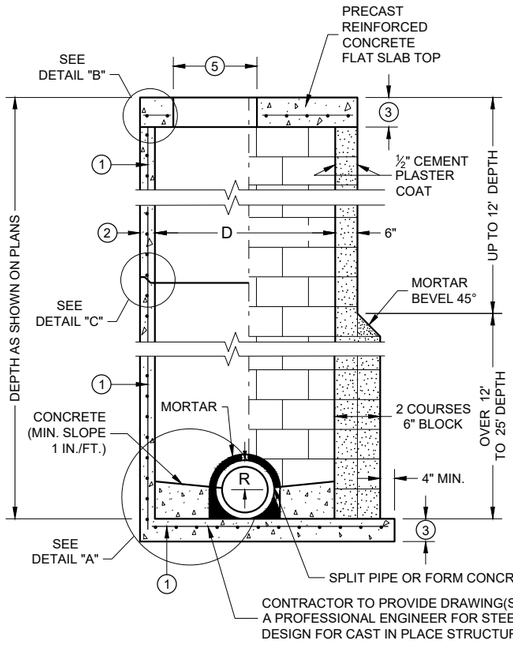
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA



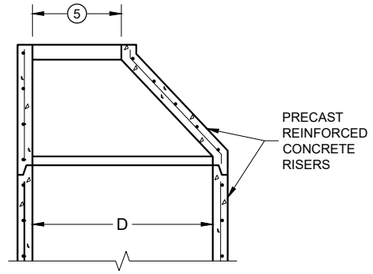
PLAN VIEW
CIRCULAR OPENING



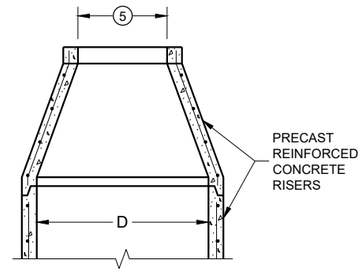
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

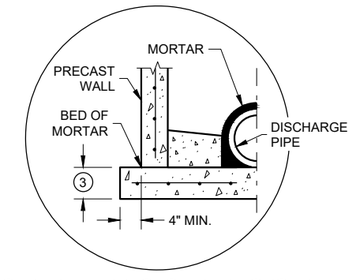
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

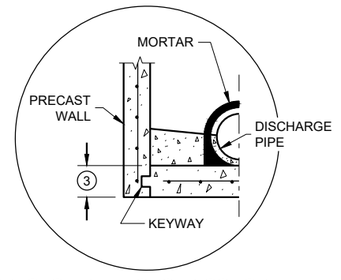
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

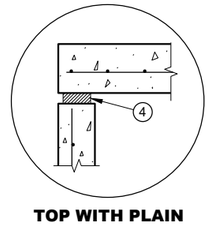


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

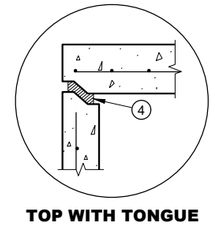


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

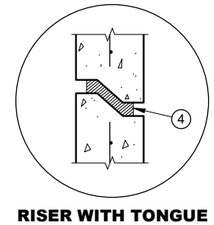
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. 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 INCH 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.

ALL PRECAST MANHOLE 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.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 "D".

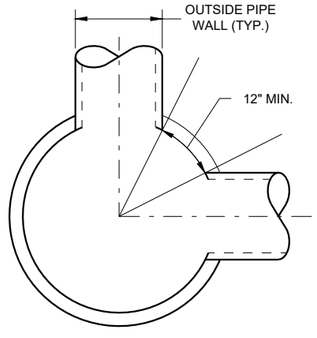
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

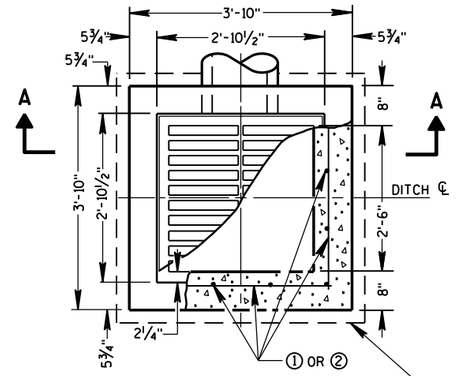
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

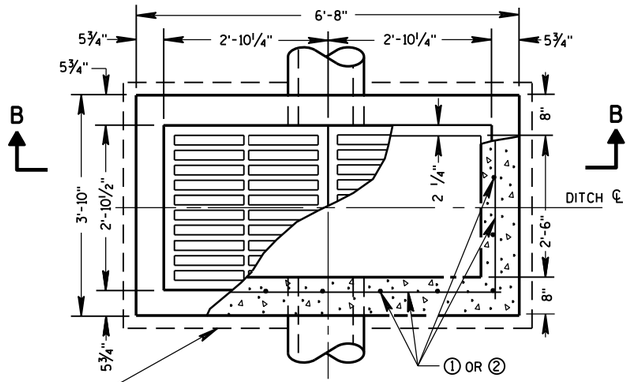
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

SDD 08B09 - 03

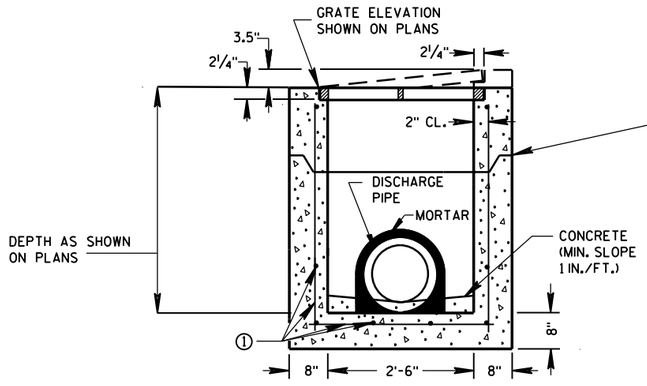


PLAN VIEW

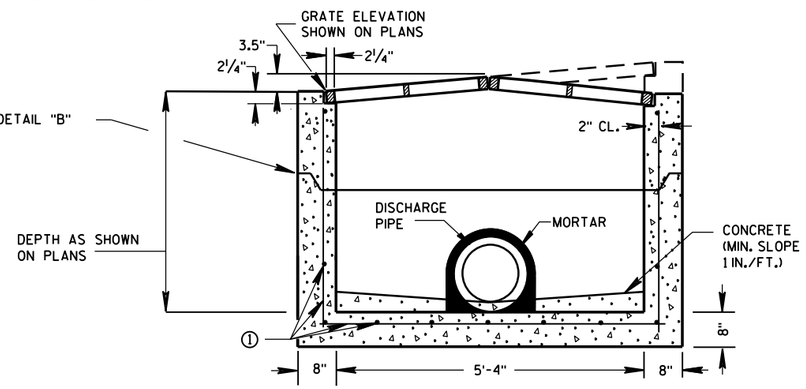


PLAN VIEW

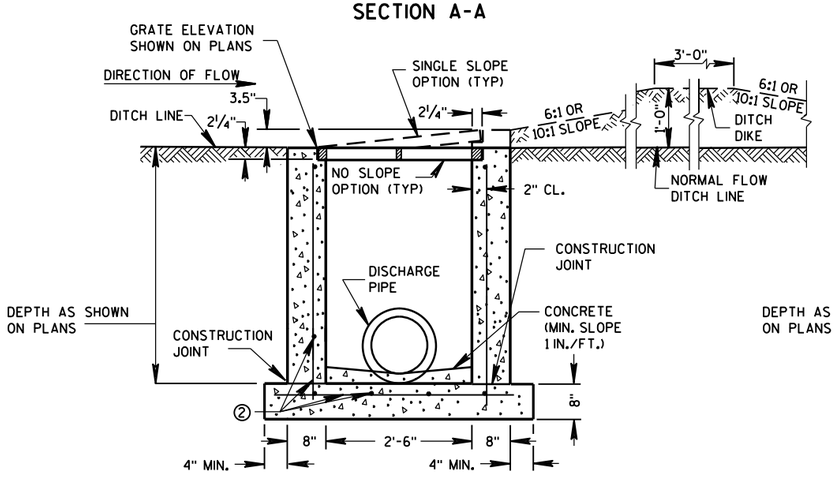
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



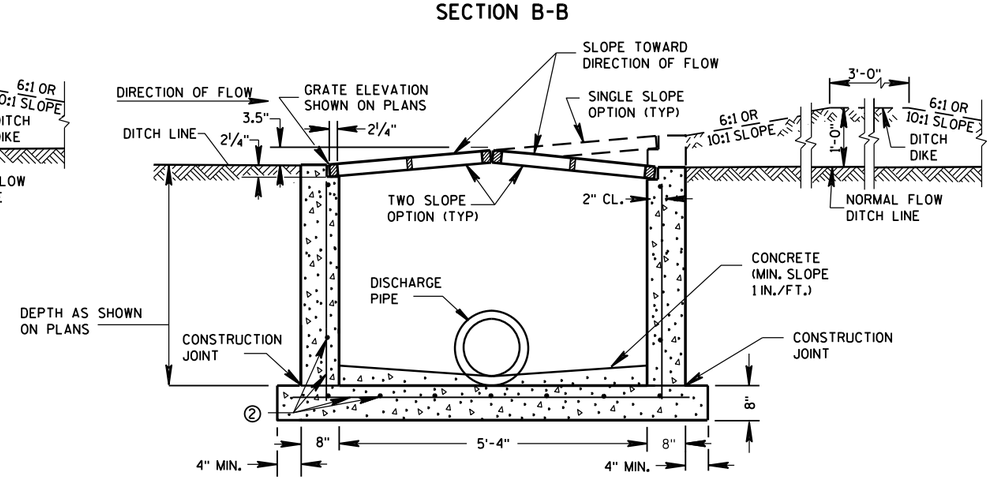
PRECAST REINFORCED CONCRETE SECTION A-A



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.

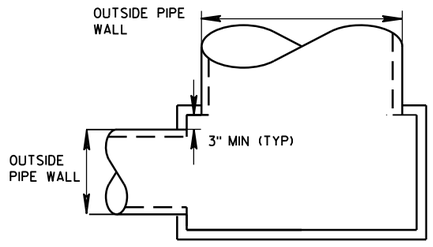
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

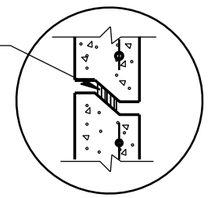
PIPE MATRIX

	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

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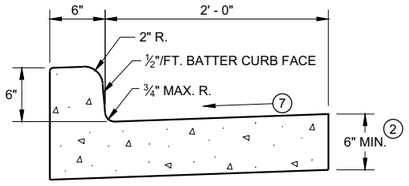
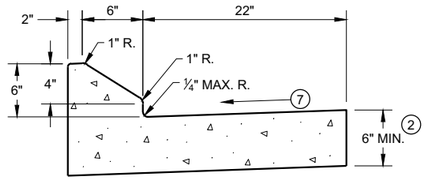
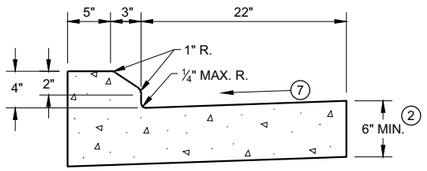
S.D.D. 8 C 8-2



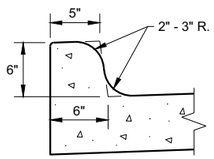
TYPES A (1) & D



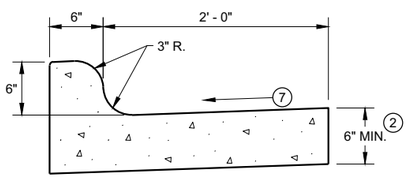
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

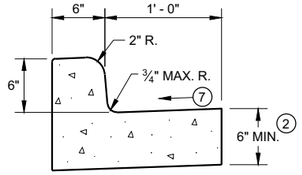


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



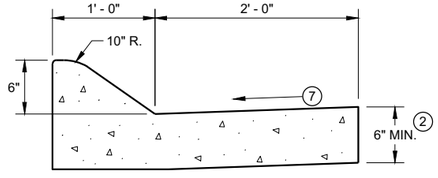
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

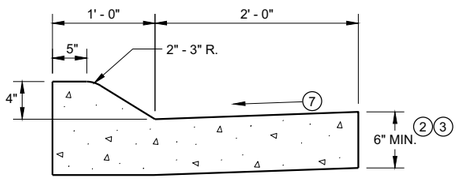


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

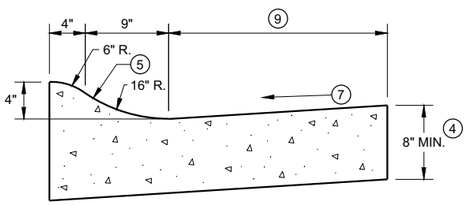


6" SLOPED CURB TYPES A (1) & D



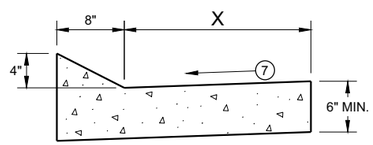
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

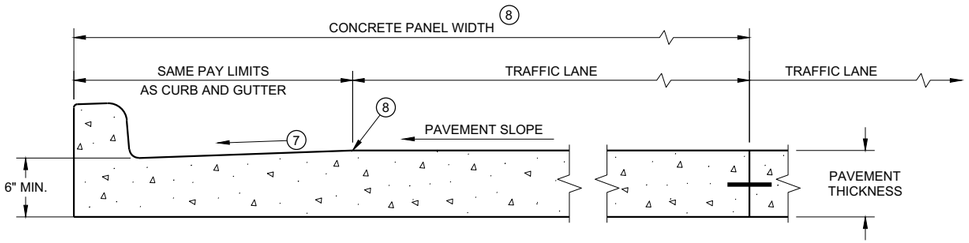


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

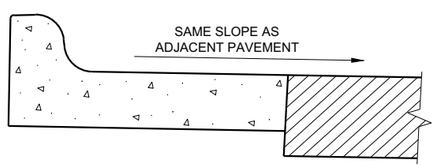
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

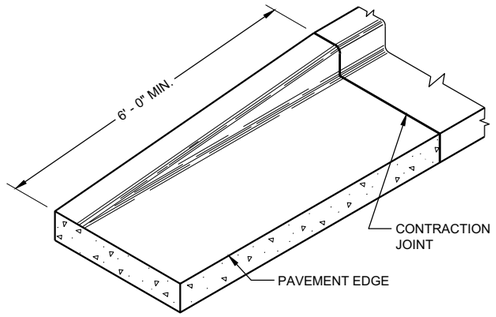
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

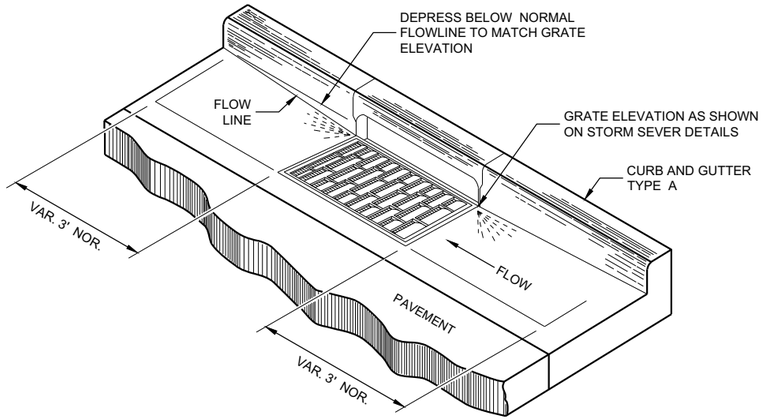
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
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.

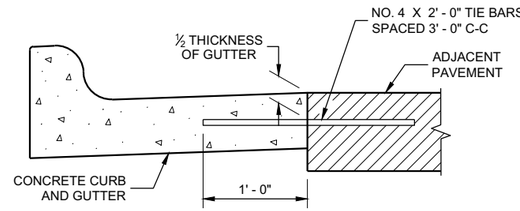
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

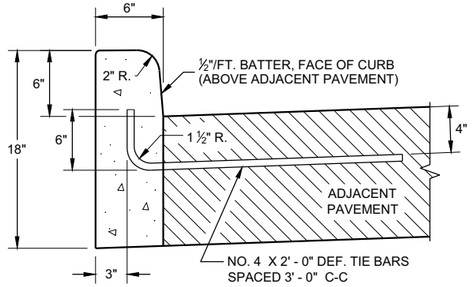
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

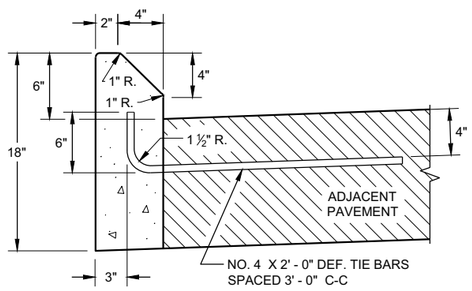
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

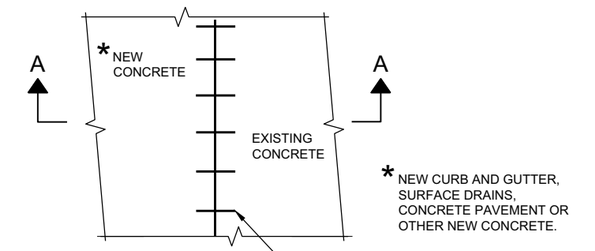


TYPES A (1) & D

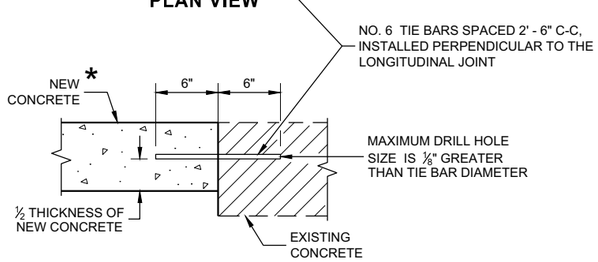


TYPES G (1) & J

CONCRETE CURB

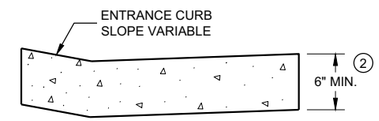


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

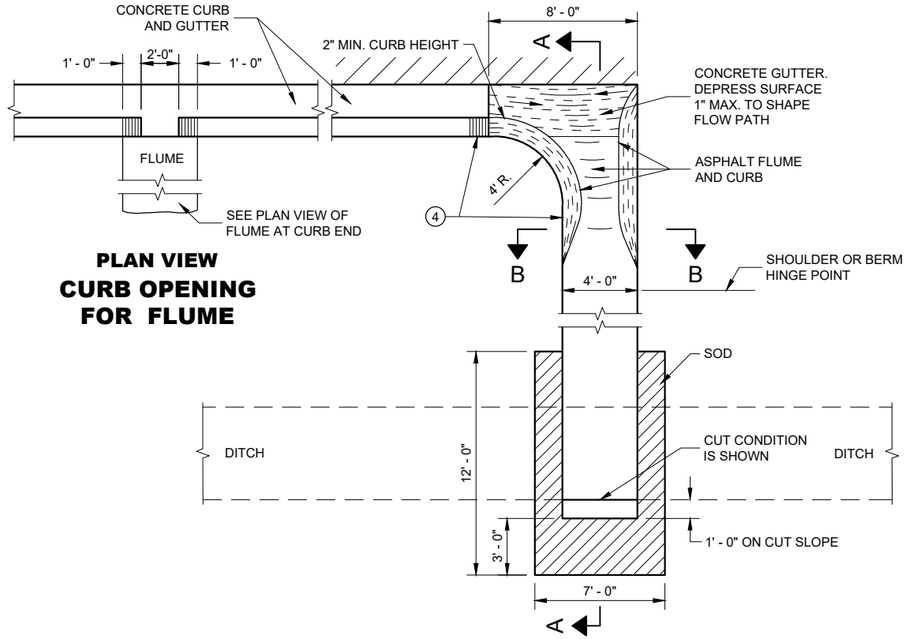
SDD 08D01 - 22b

6

SDD 08D01 - 22b

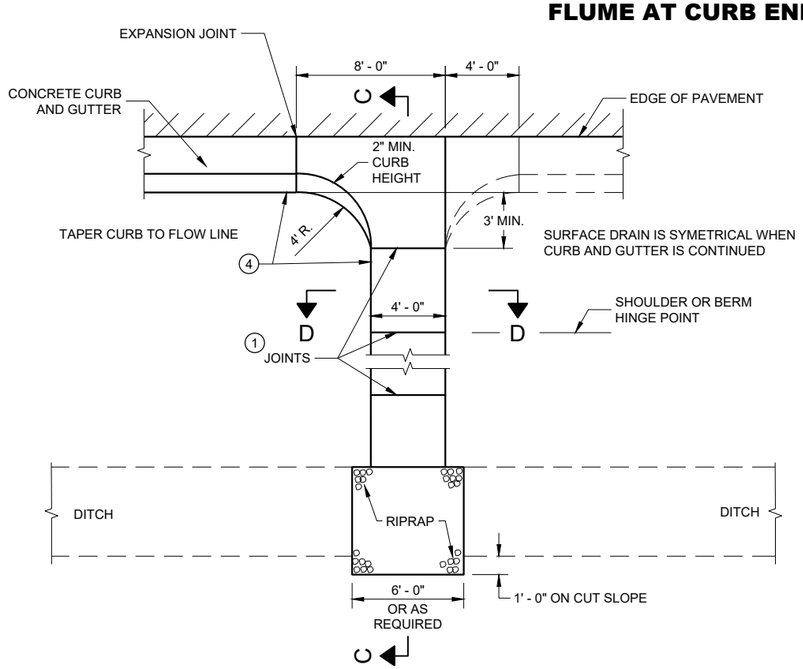
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



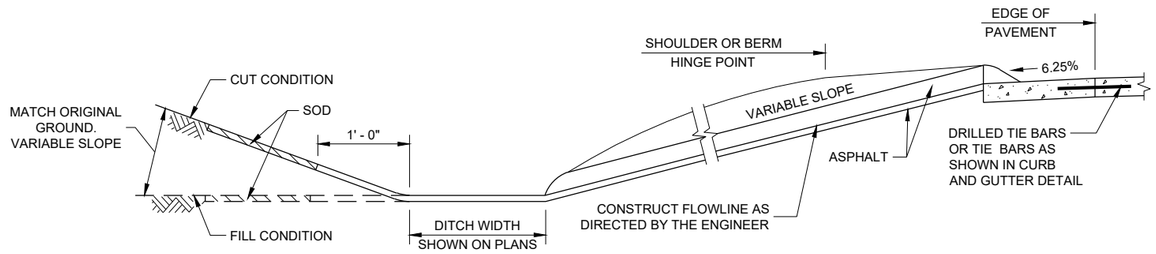
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

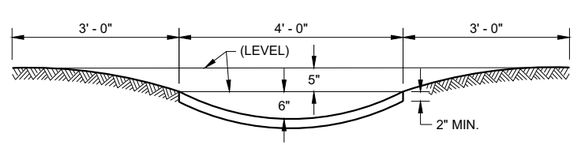
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

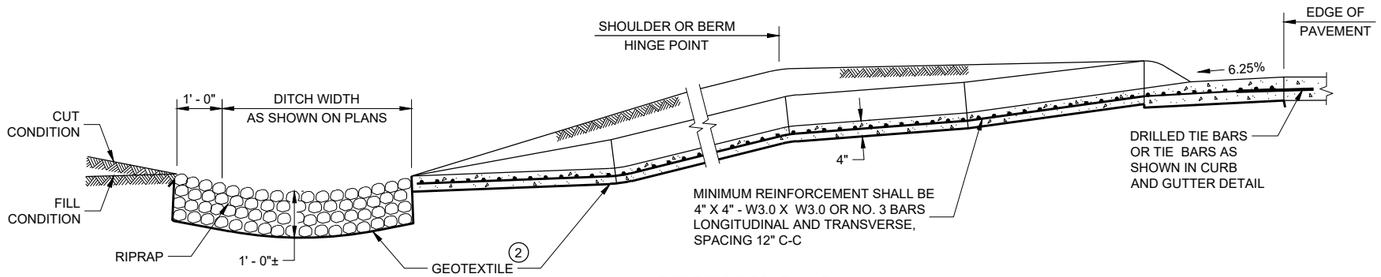
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



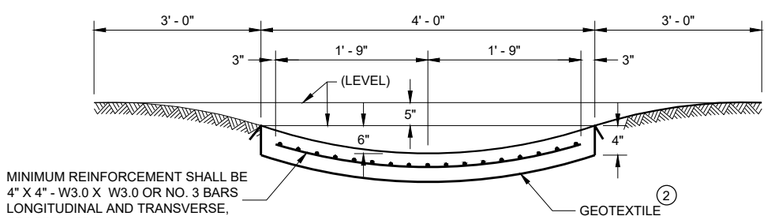
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

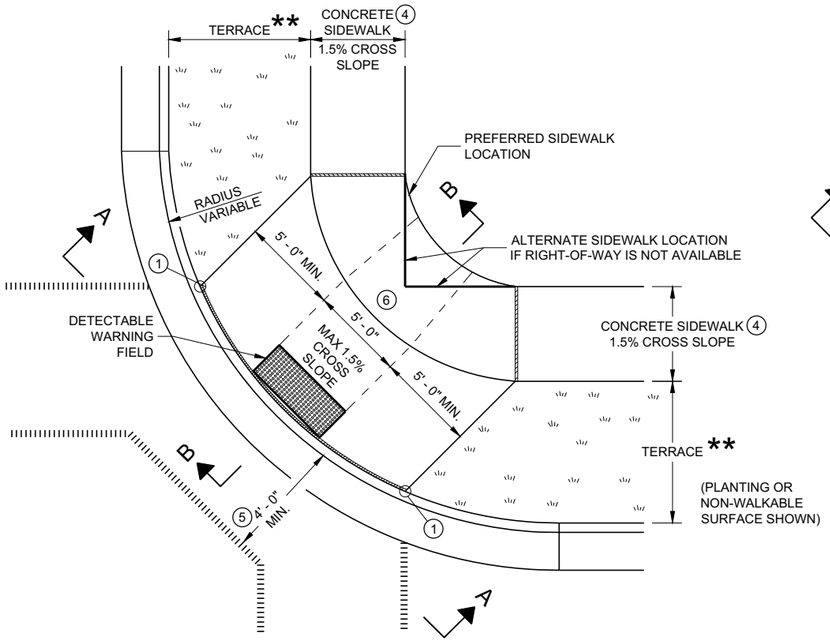
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D04 - 06

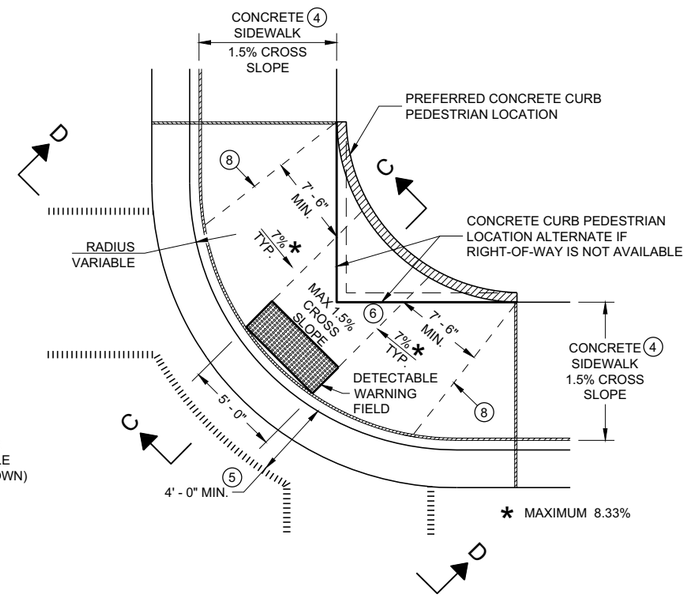
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

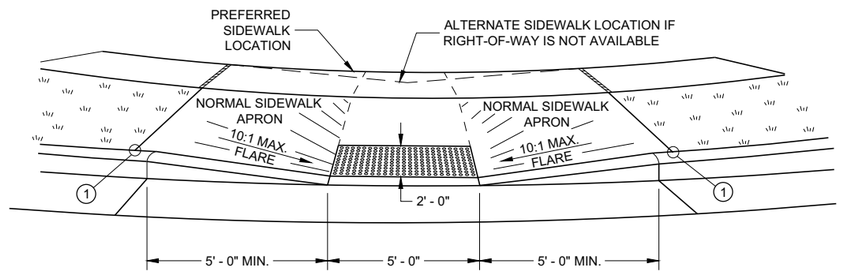
(CENTER OF CORNER RADIUS)



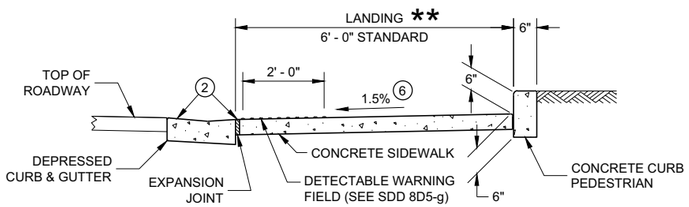
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

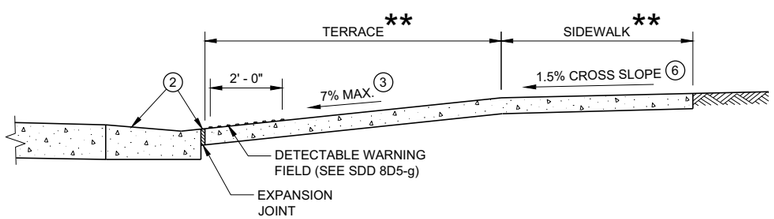


VIEW A - A FOR TYPE 1

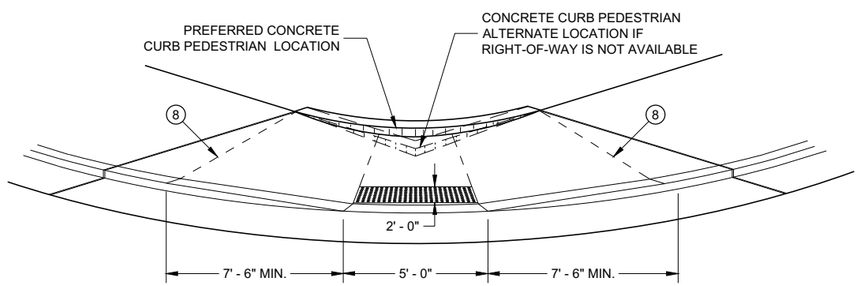


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



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

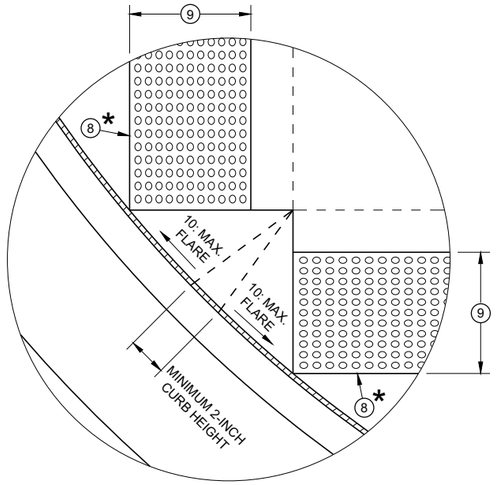
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

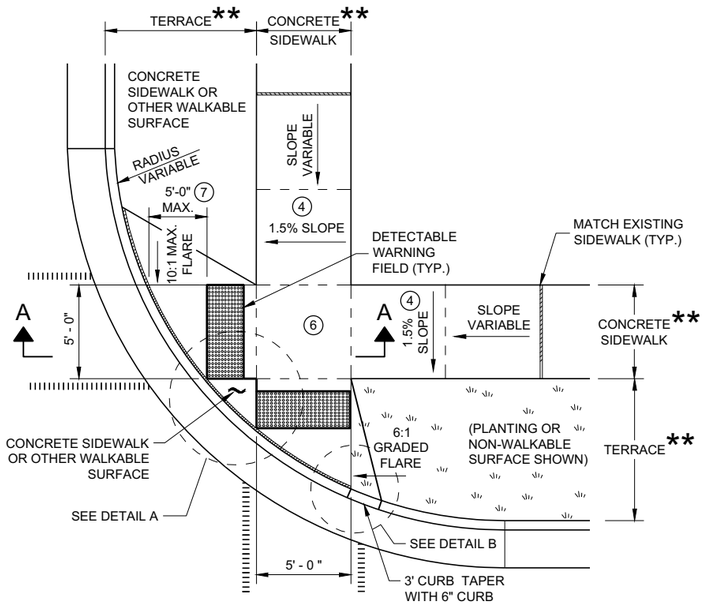
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

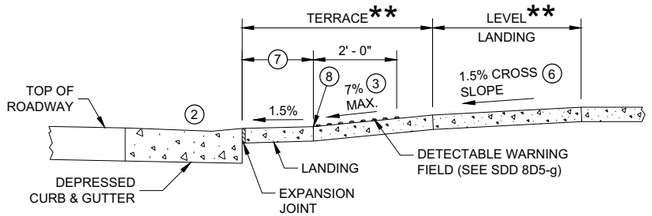
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

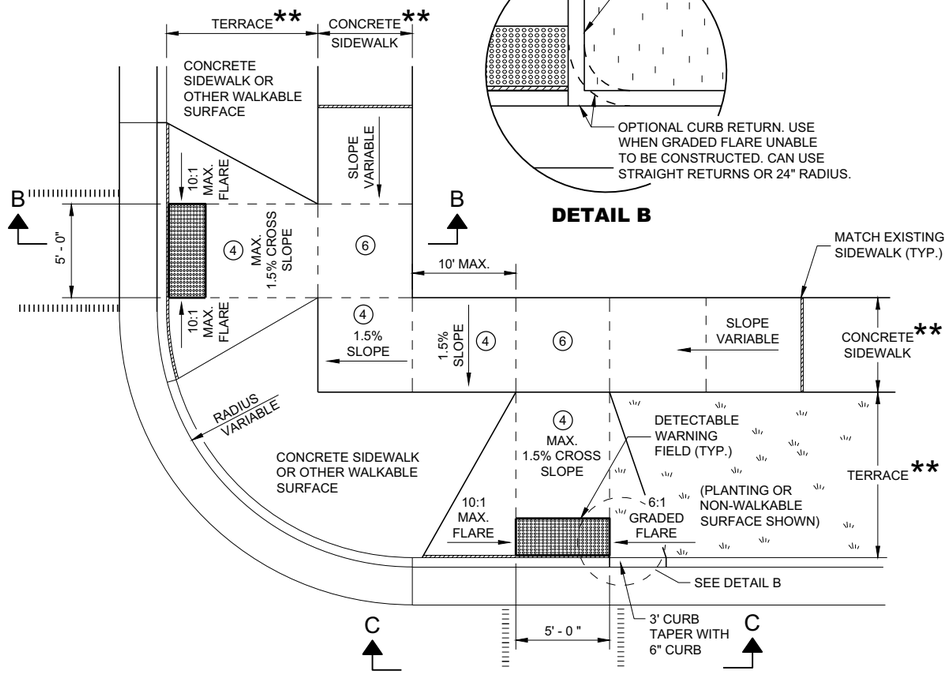
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

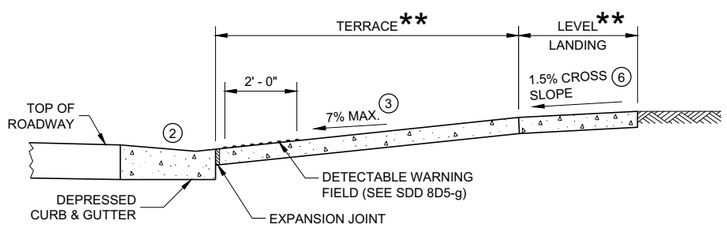
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

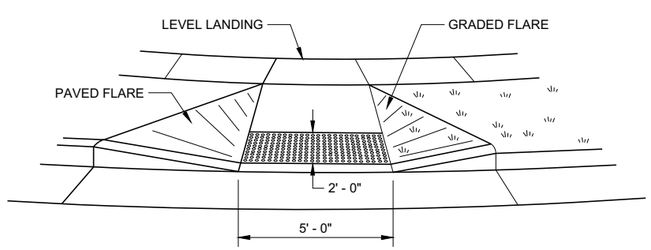


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

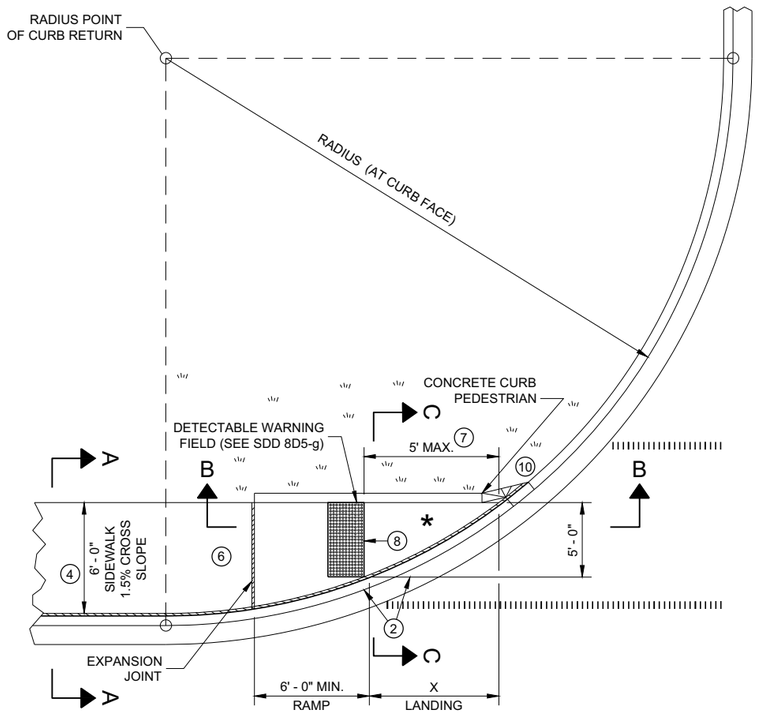
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

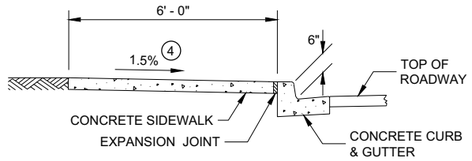


PLAN VIEW

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.

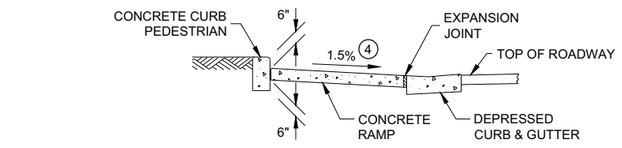
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

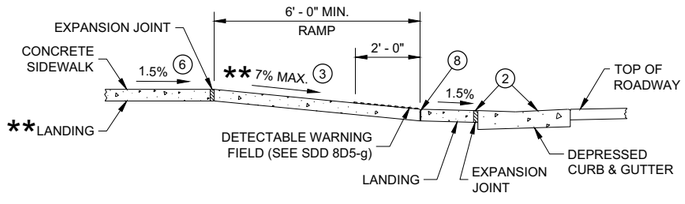
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



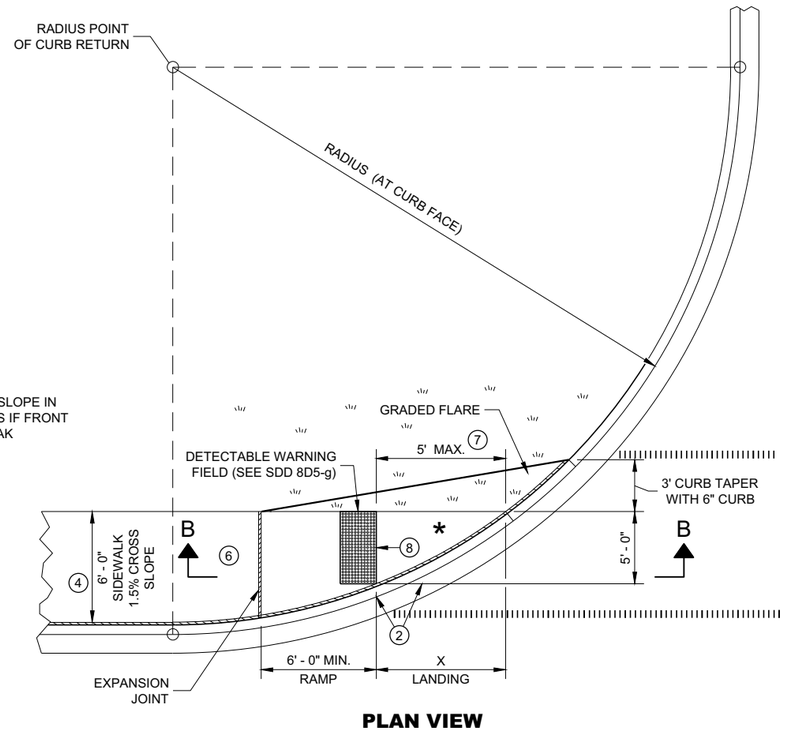
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

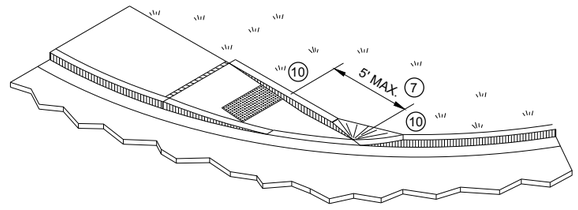
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

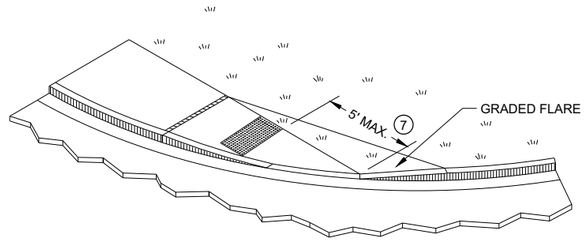


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



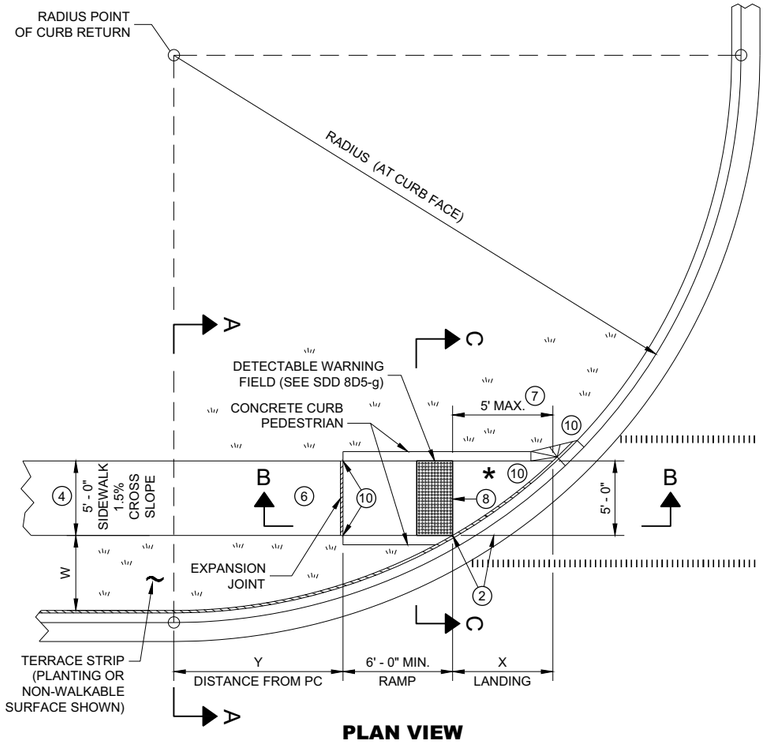
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

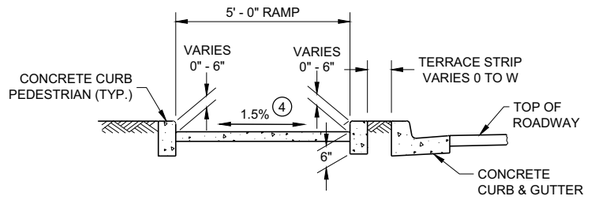


PLAN VIEW

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



SECTION C - C FOR TYPE 4B

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.

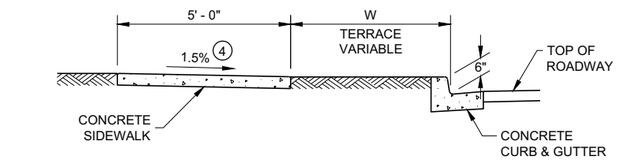
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

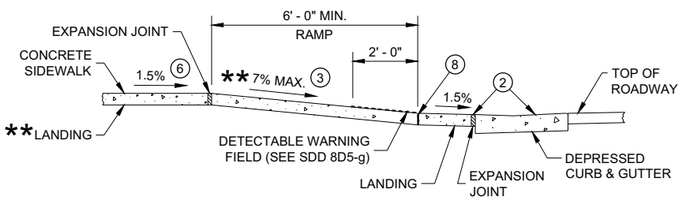
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



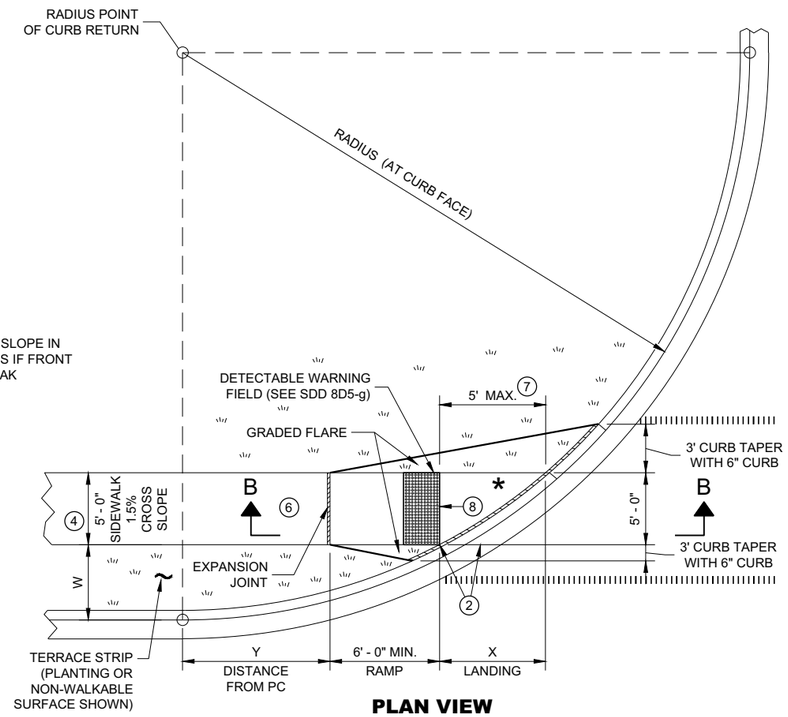
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

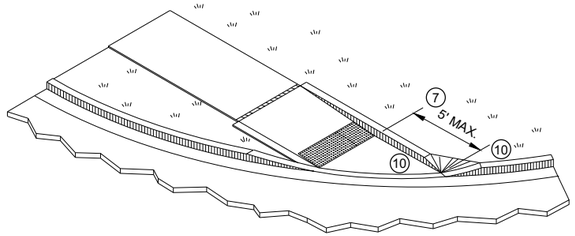
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

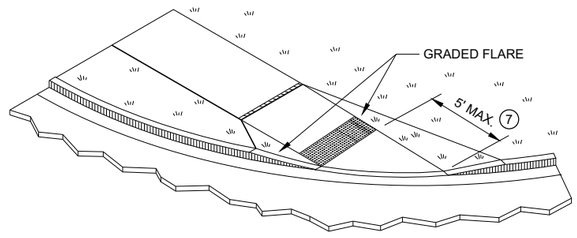


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B

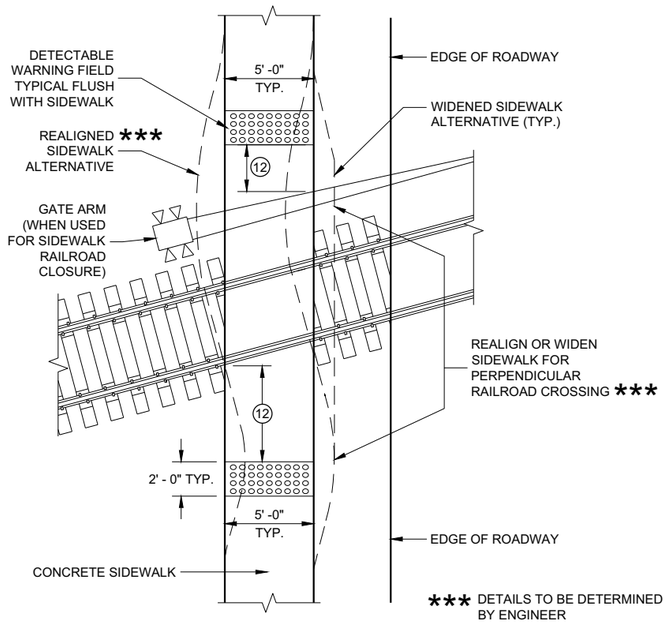


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

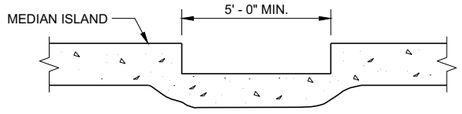
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20d

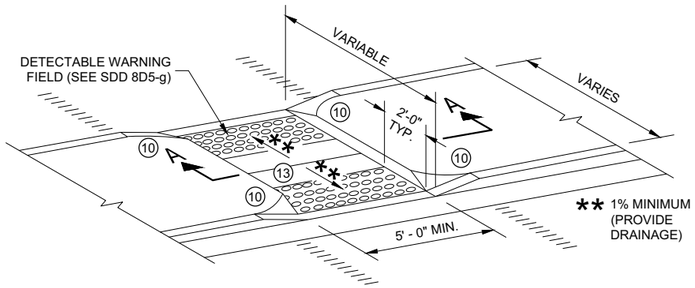


CURB RAMP TYPE 8

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 ½ - 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.

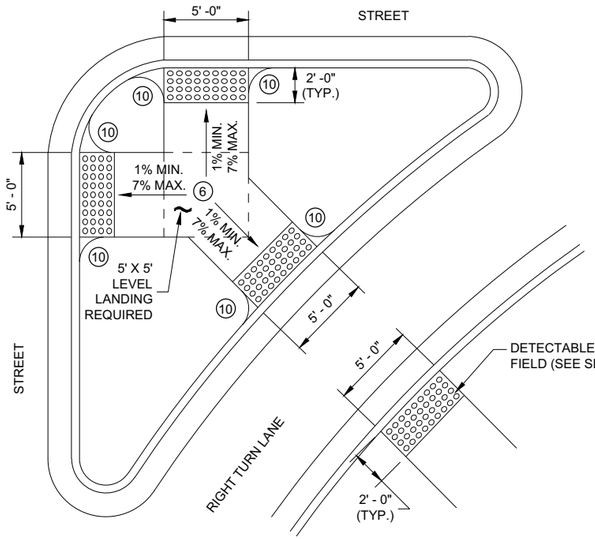
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

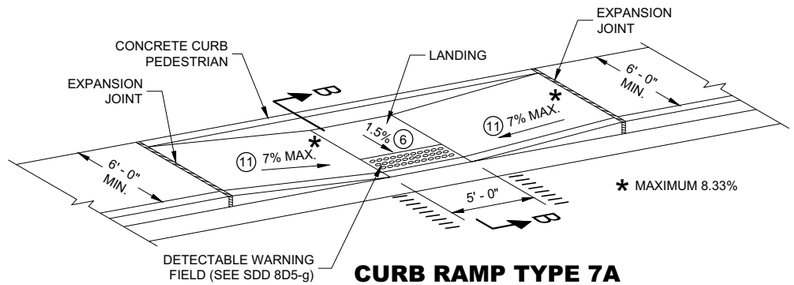
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

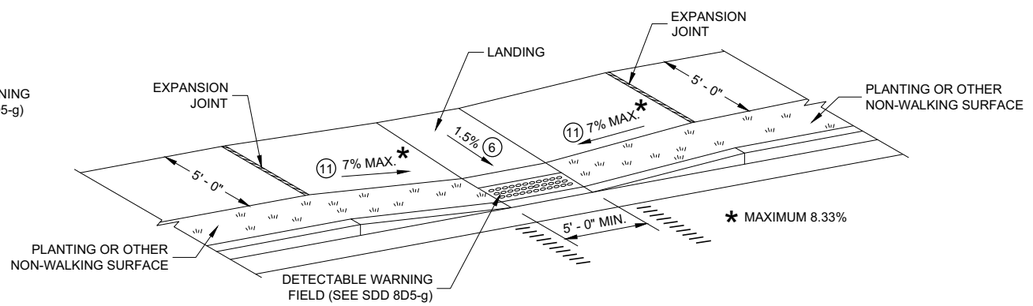
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

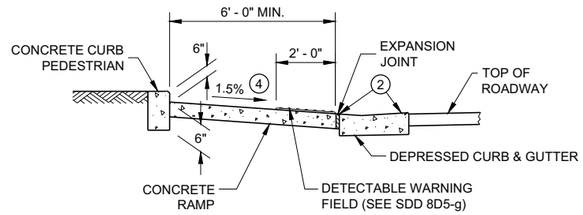
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

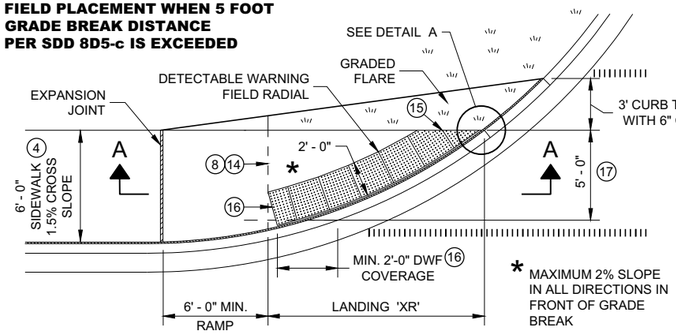
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

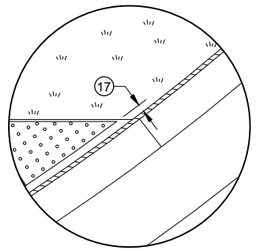
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



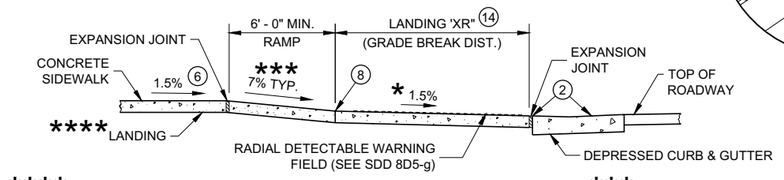
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

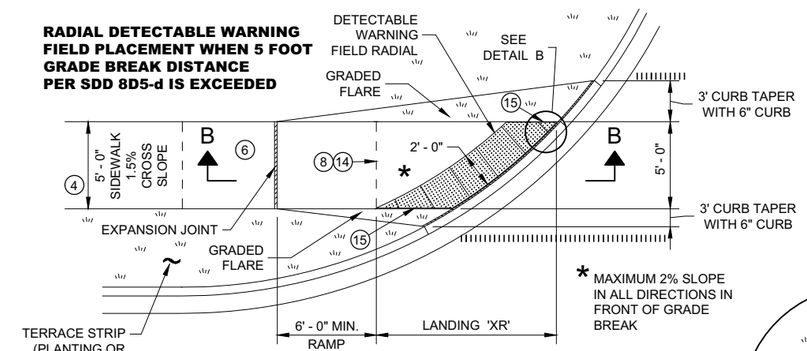


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

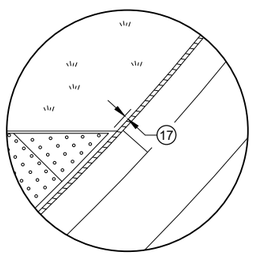
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



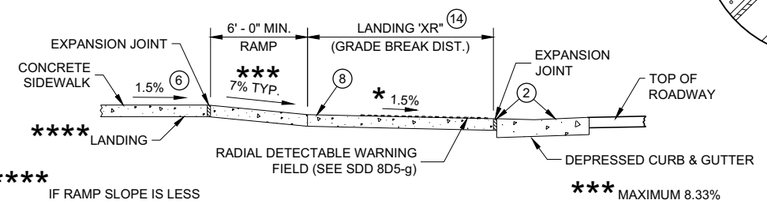
PLAN VIEW

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

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.

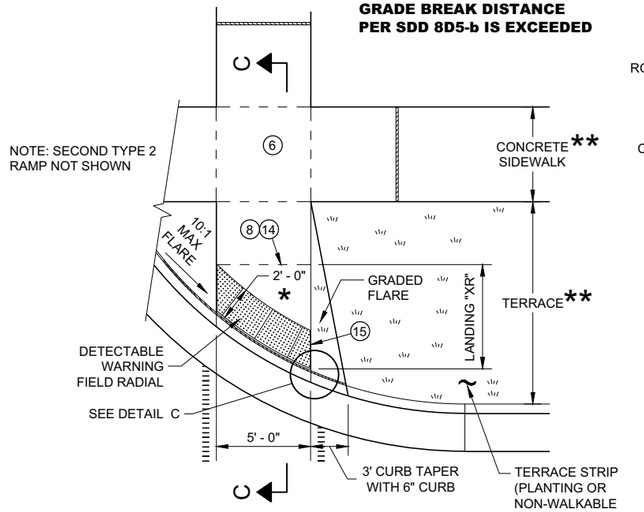
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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-b IS EXCEEDED

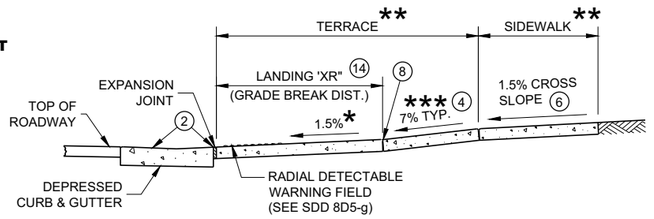


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

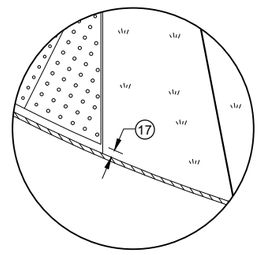


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

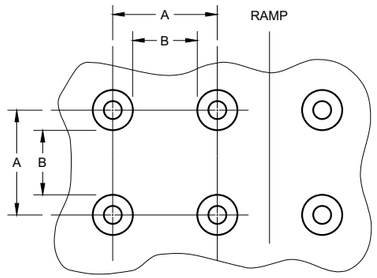
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

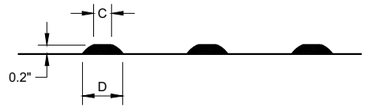
SDD 08D05 - 20f

	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.

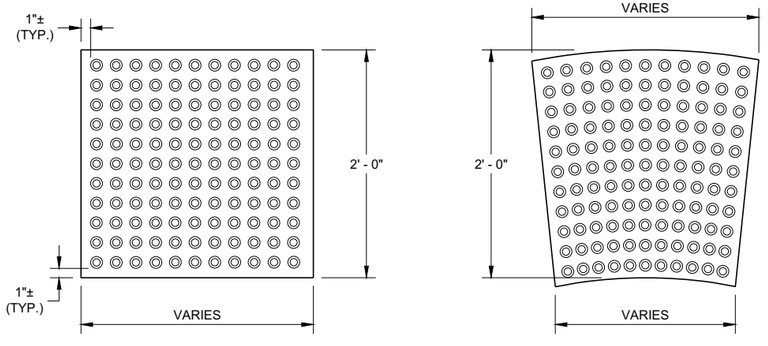


PLAN VIEW



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.

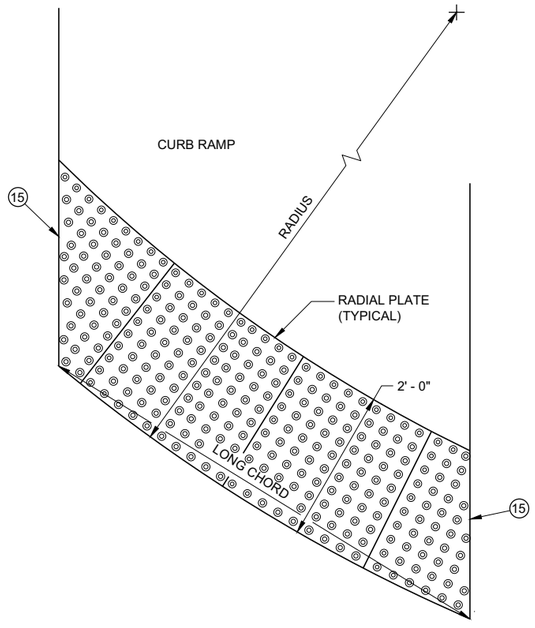
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

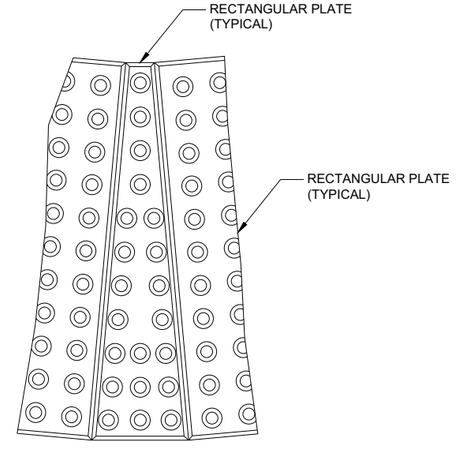
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

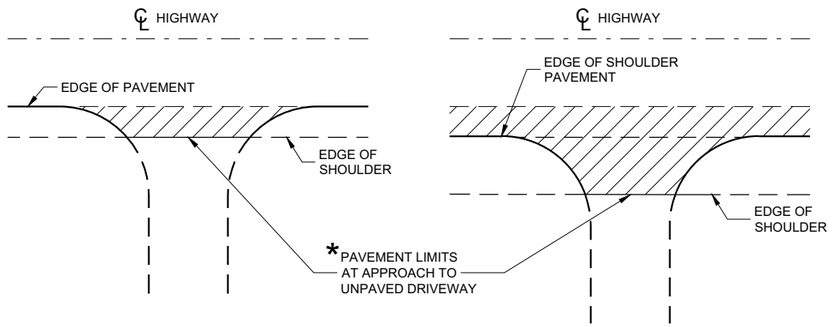
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

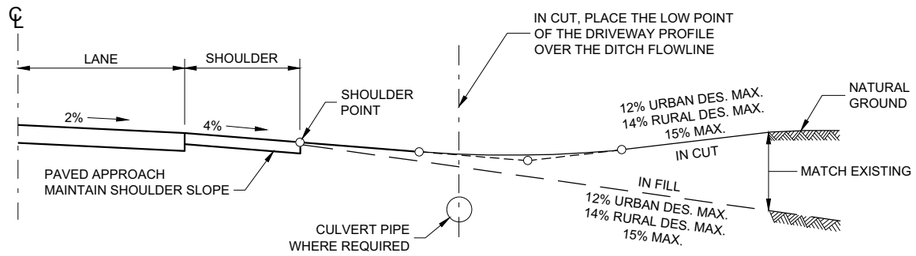
6
SDD 08D05 - 20g



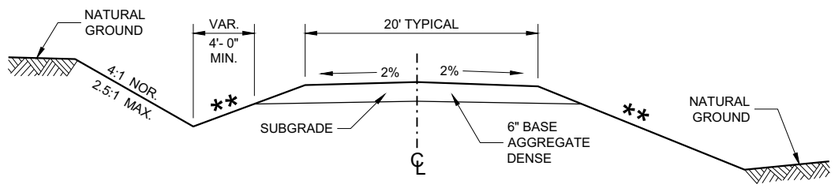
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

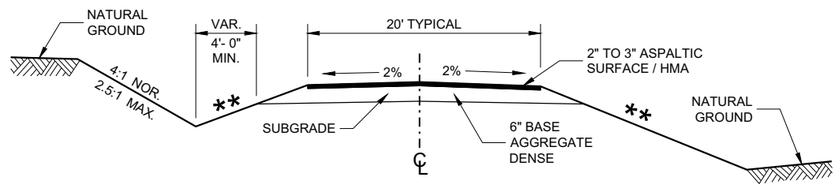


IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

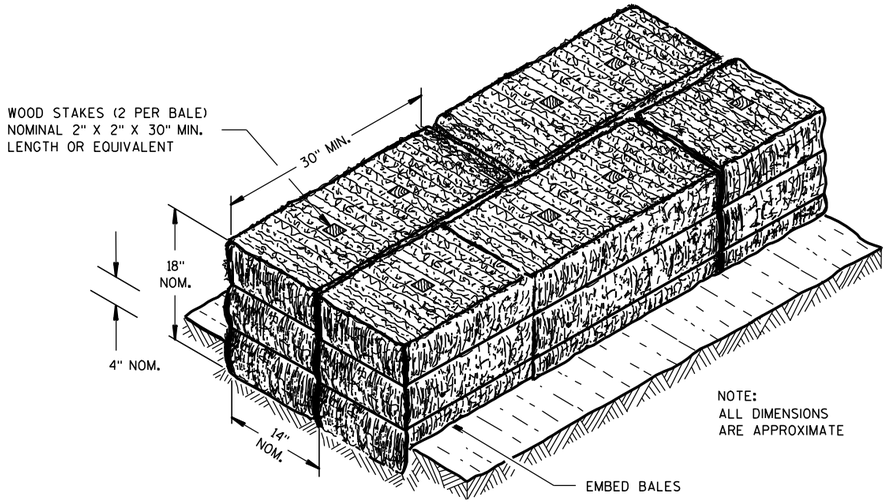
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

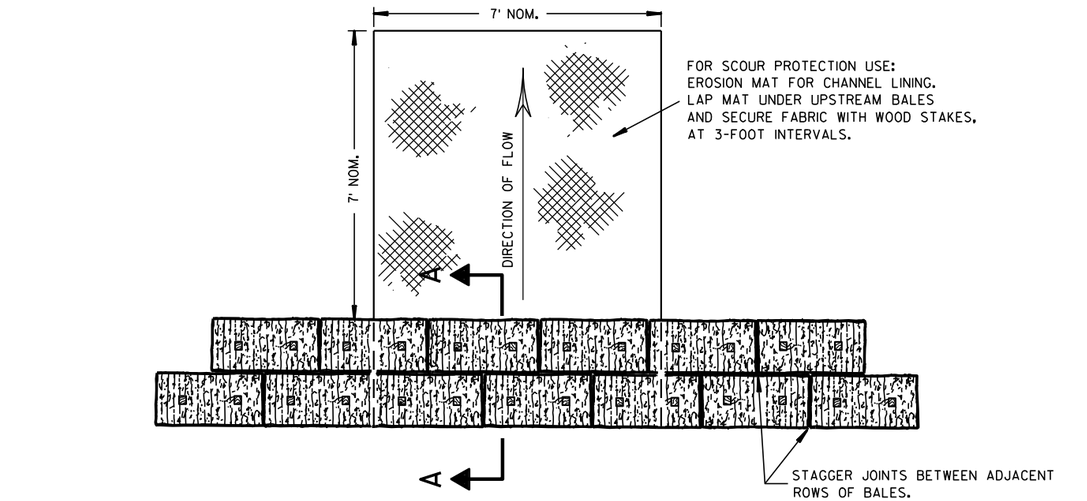
FHWA

6

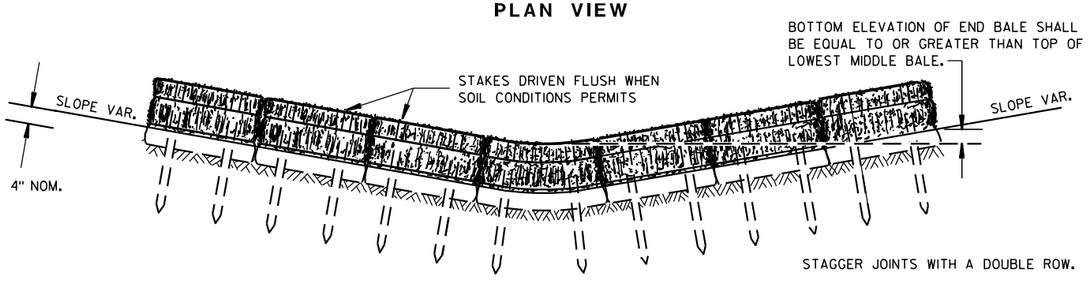
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



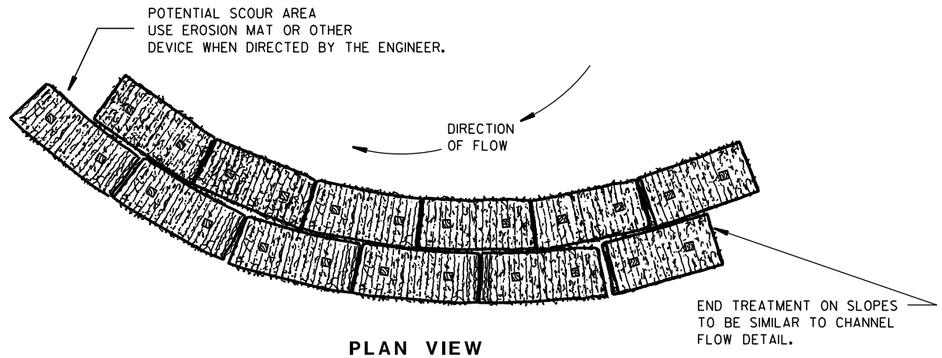
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

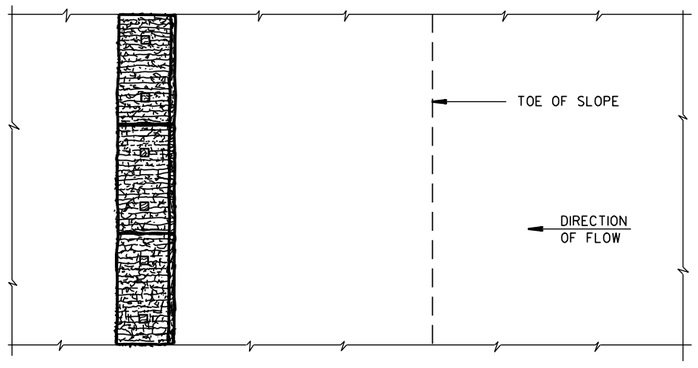
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

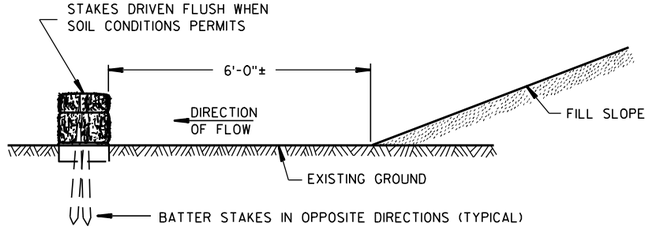


PLAN VIEW

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

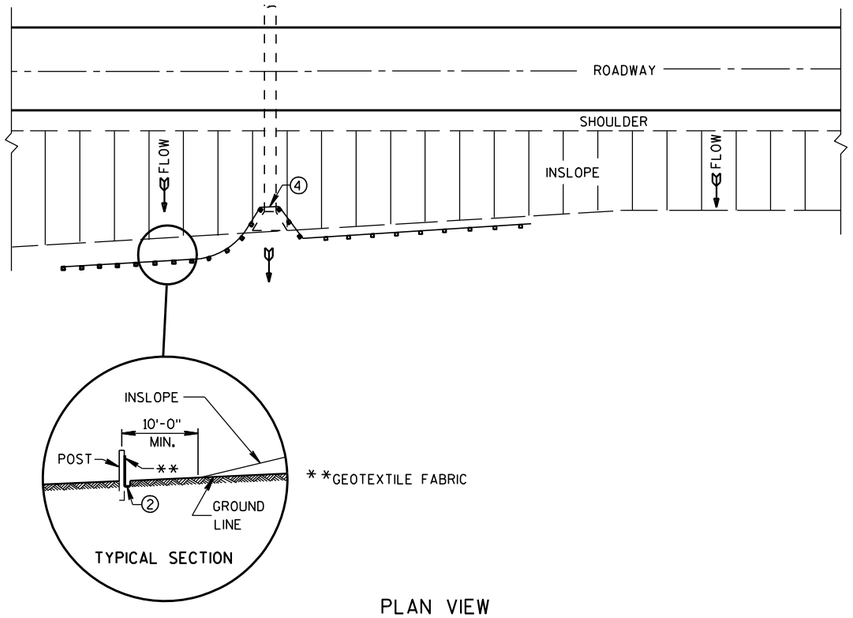
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

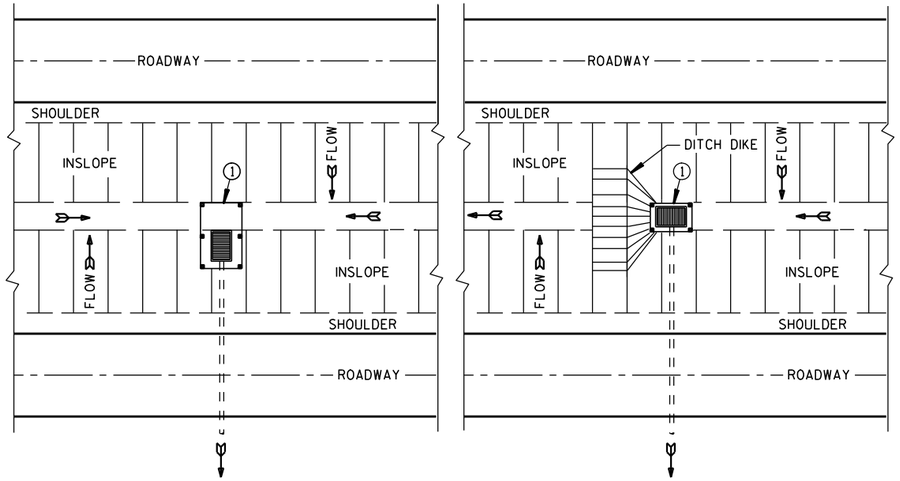
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



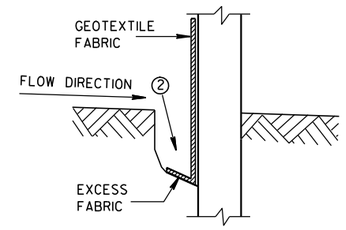
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

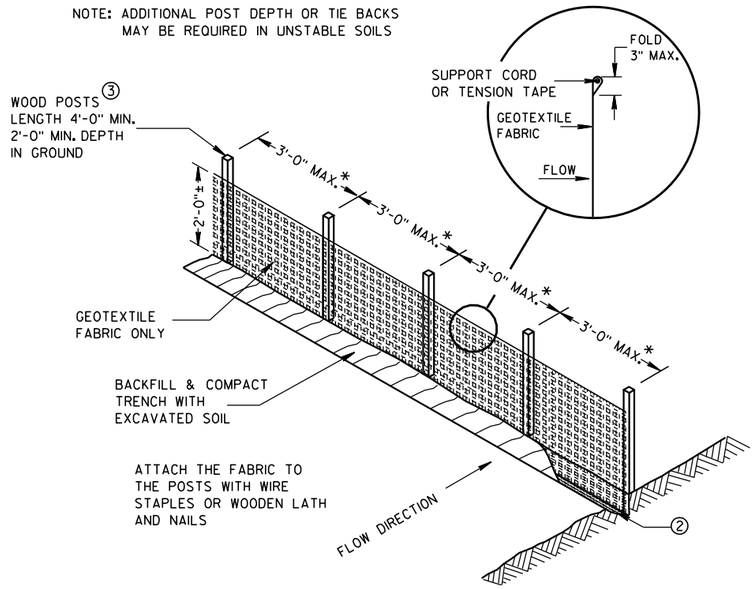
GENERAL NOTES

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.

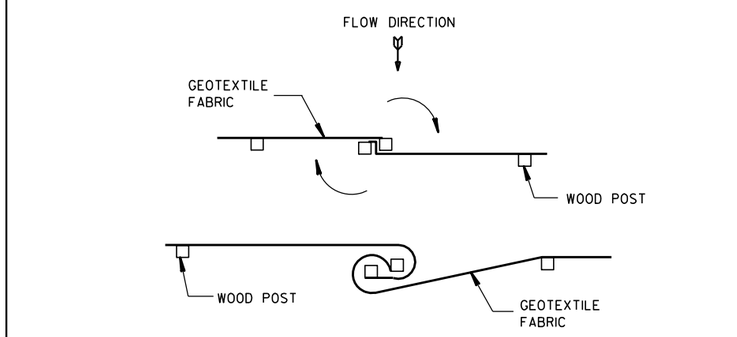


TRENCH DETAIL

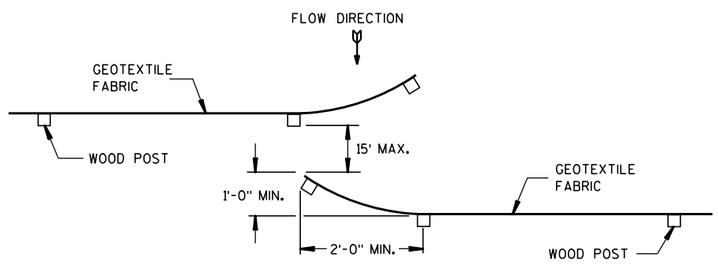


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

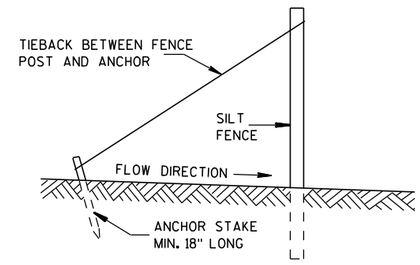


TWIST METHOD



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

6

S.D.D. 8 E 9-6

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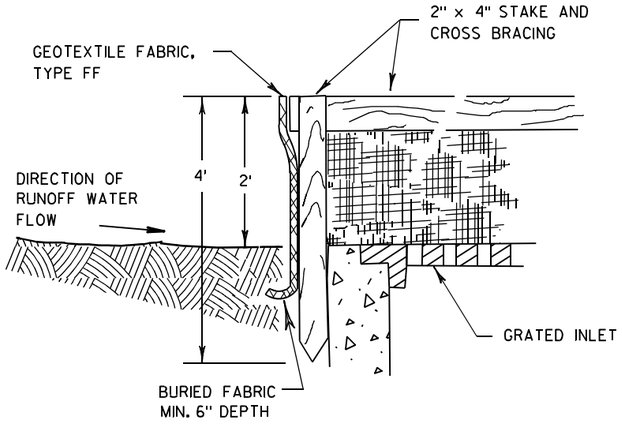
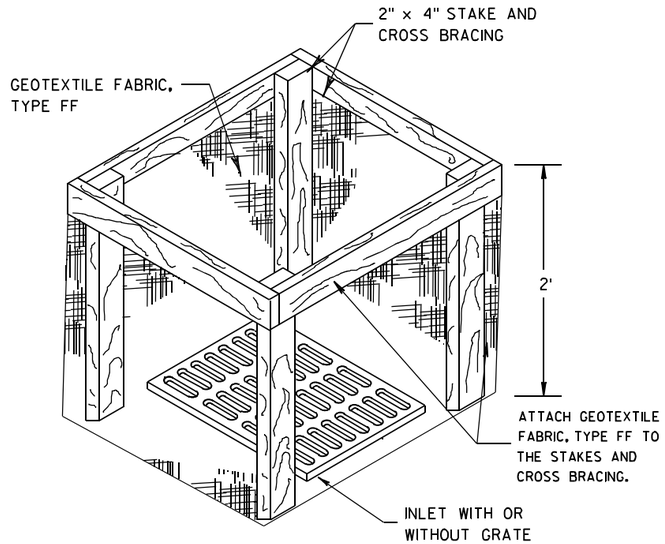
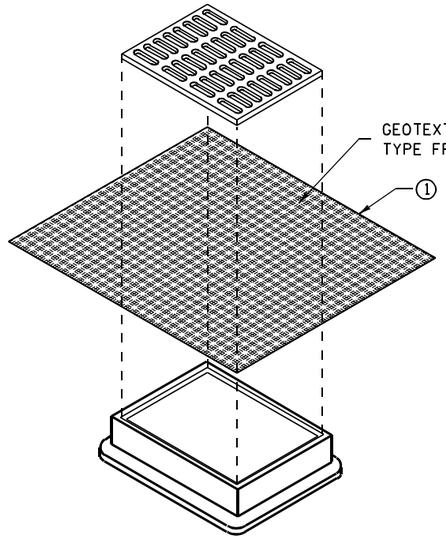
S.D.D. 8 E 9-6



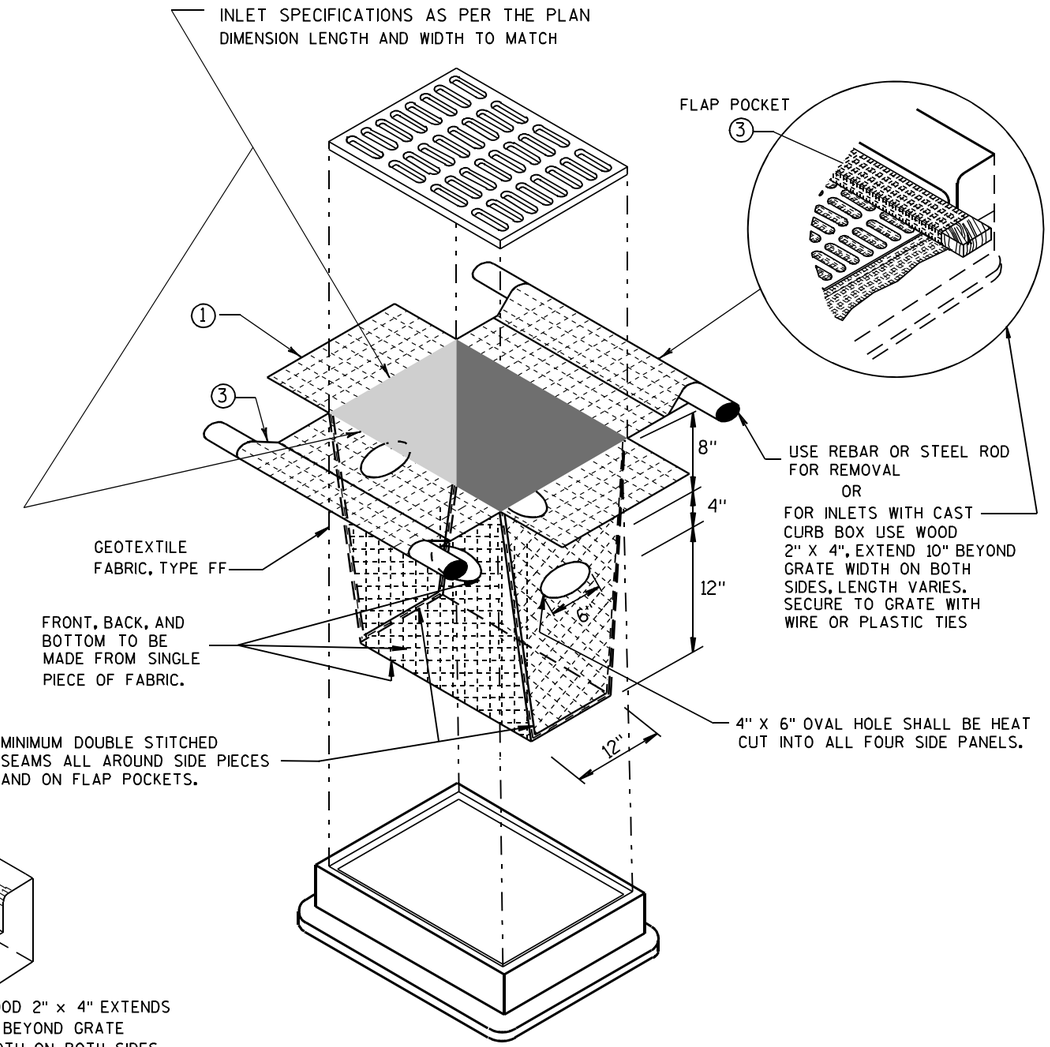


INLET PROTECTION, TYPE A



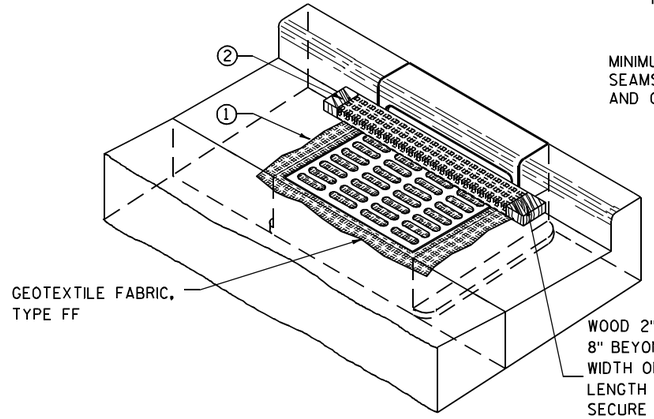
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

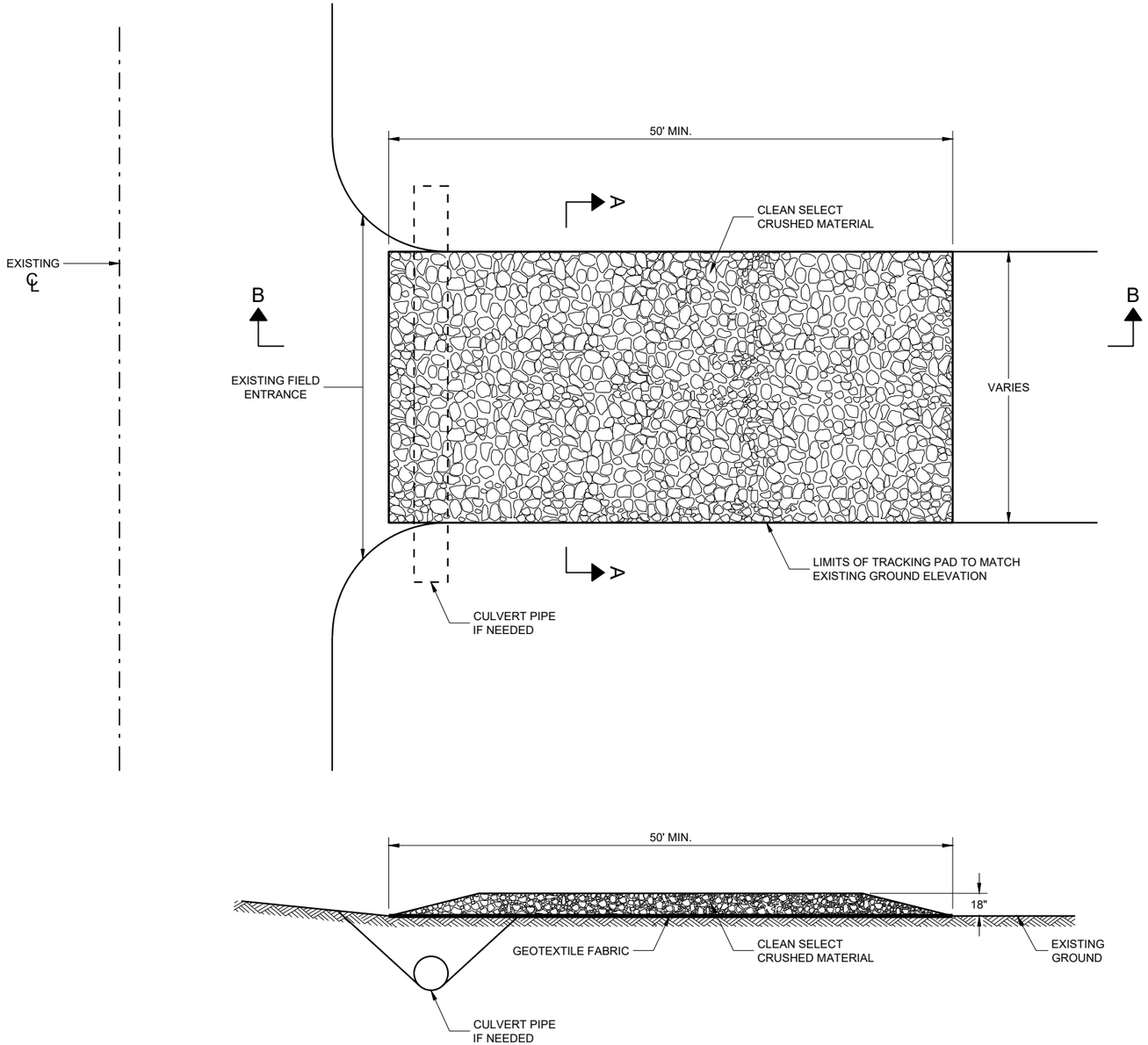
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



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.

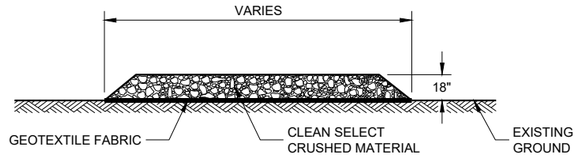
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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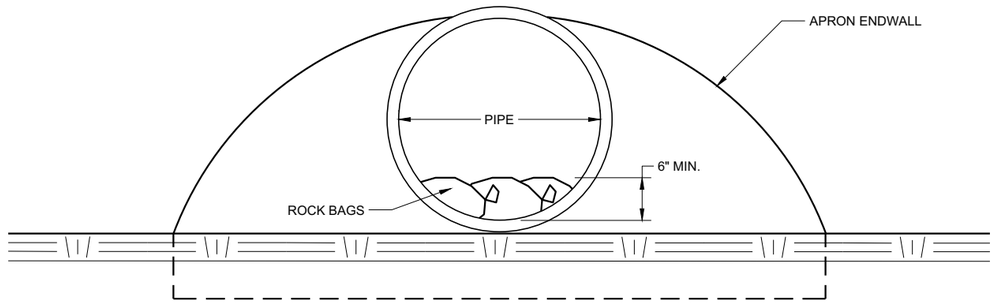
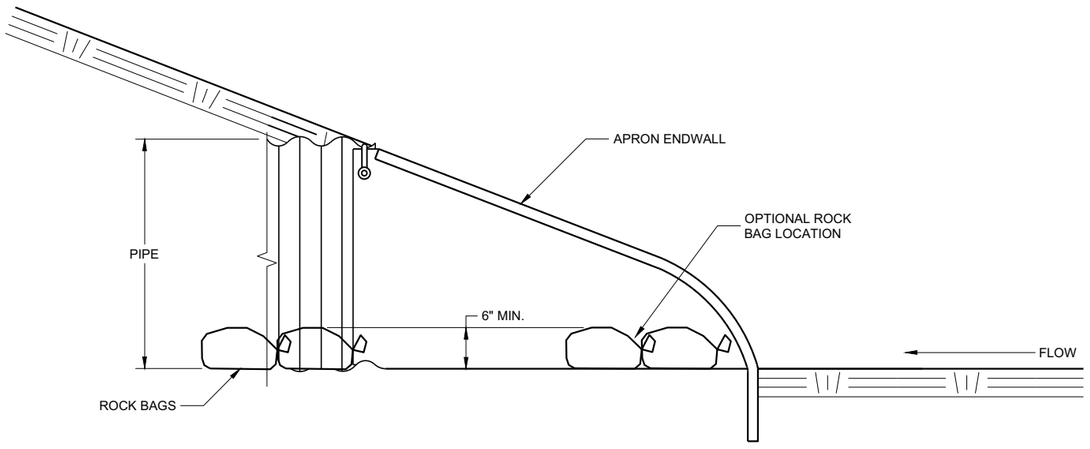
SDD 08E14 - 01



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

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SDD 08E15 - 01

METAL APRON ENDWALLS

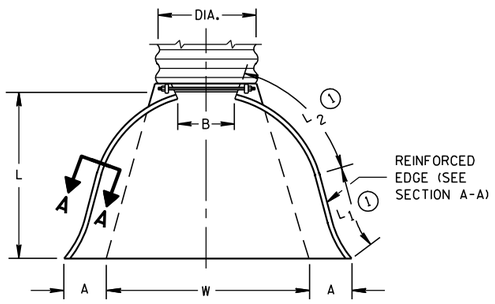
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 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

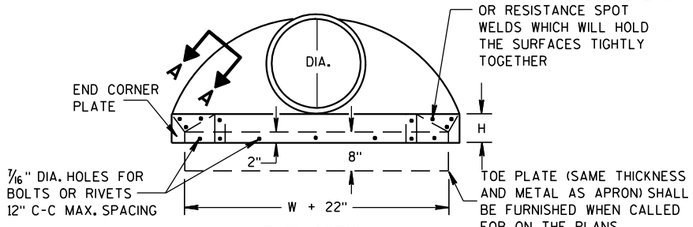
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
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

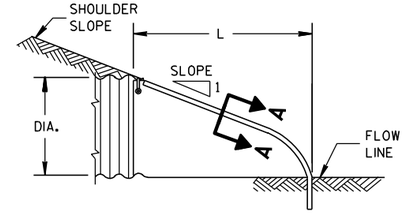
* MINIMUM
** MAXIMUM



PLAN VIEW

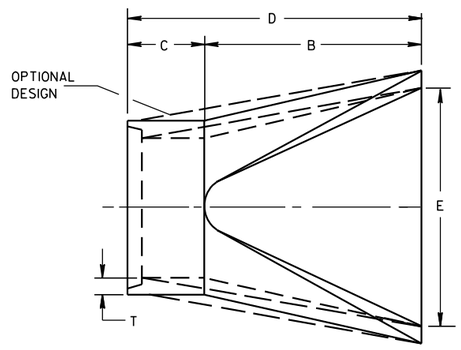


END VIEW

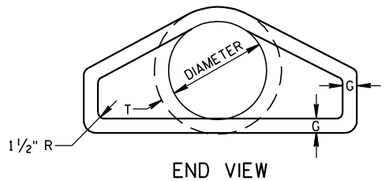


SIDE ELEVATION

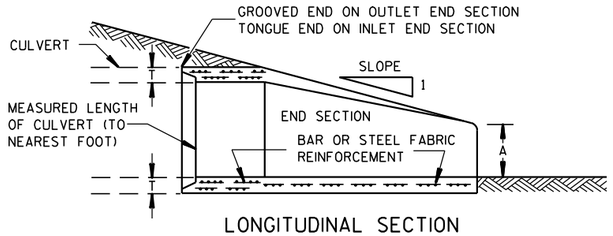
METAL ENDWALLS



PLAN

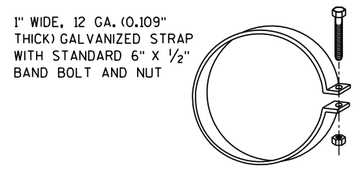


END VIEW



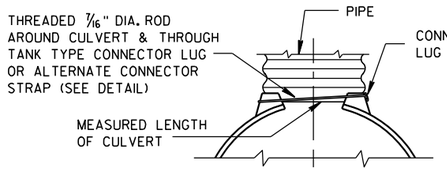
LONGITUDINAL SECTION

CONCRETE ENDWALLS

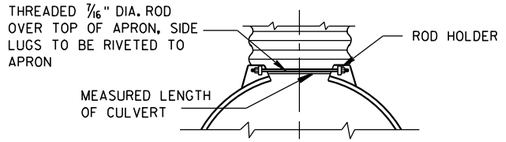


ALTERNATE FOR TYPE 1 CONNECTION

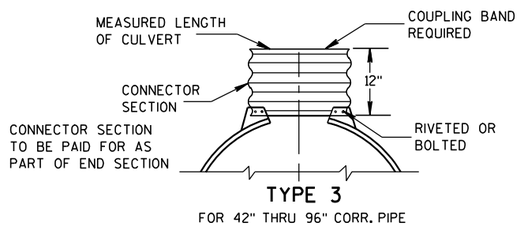
END SECTION CONNECTOR STRAP



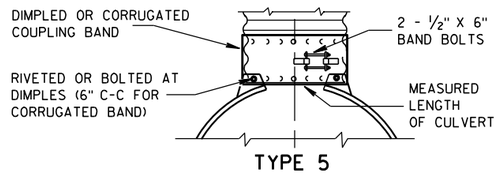
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

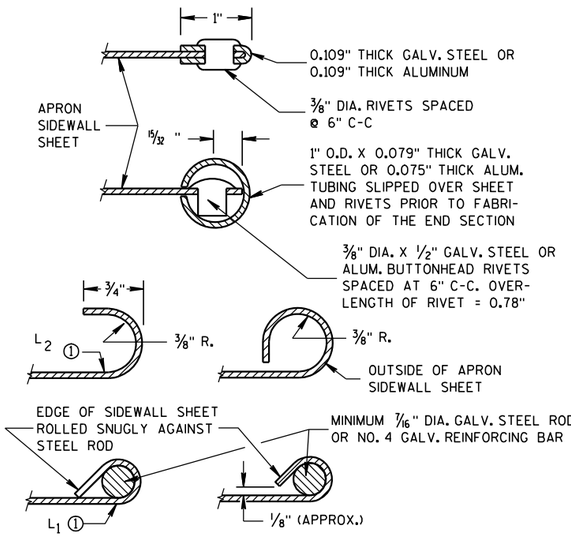
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

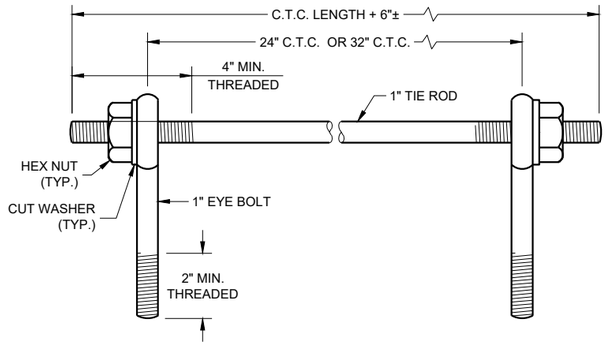
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

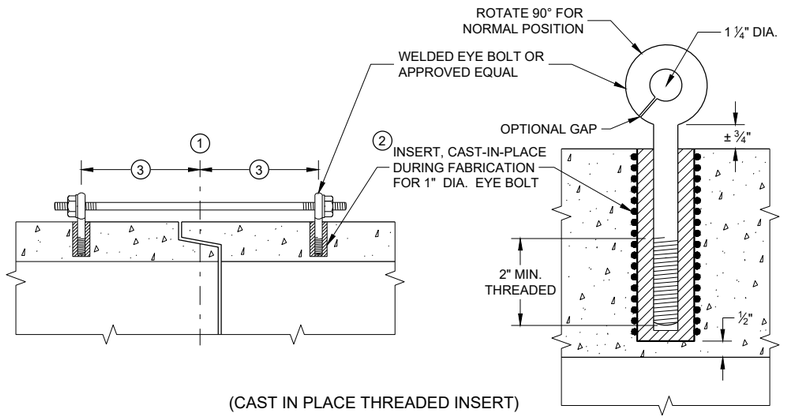
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

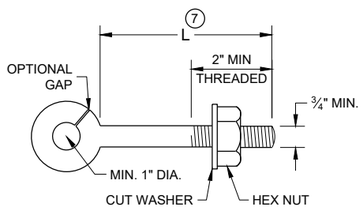
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

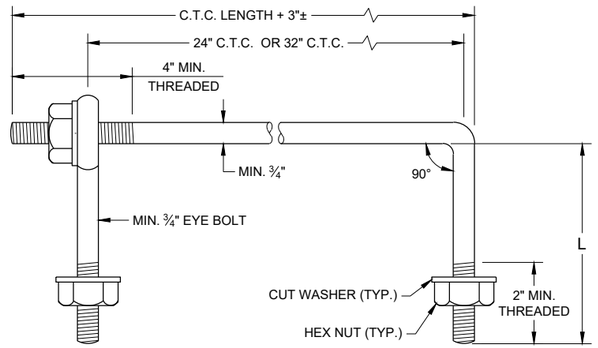
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

1. CENTER LINE 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 PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
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 ½ INCH OF THE INNER SURFACE OF THE PIPE.
7. EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

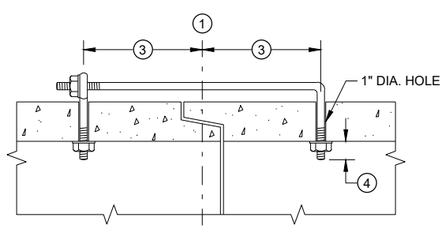


EYE BOLT (7)

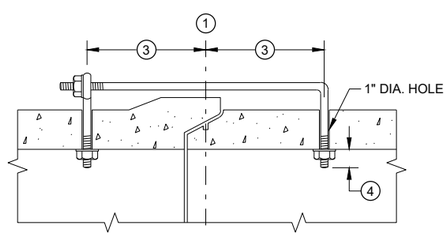
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

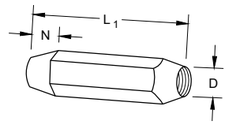
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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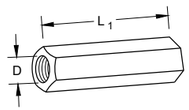
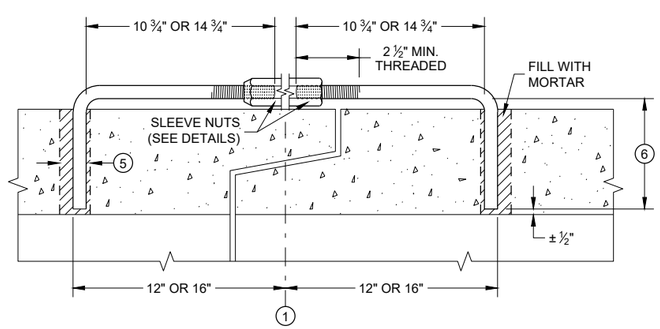


PLAIN

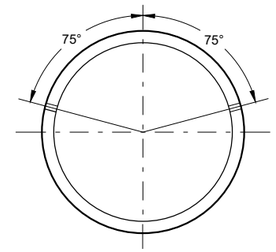
RIGHT AND LEFT THREADS

SLEEVE NUTS



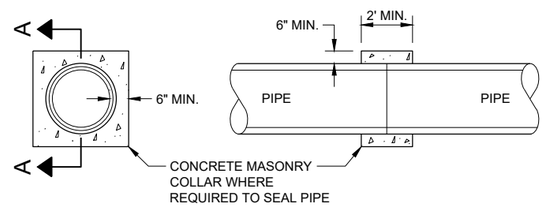
LONGITUDINAL SECTION

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
November 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

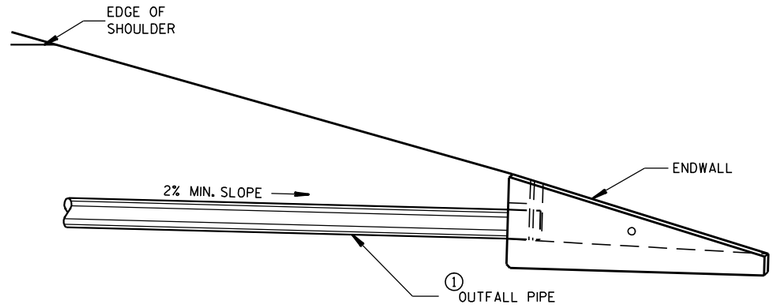
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION 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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

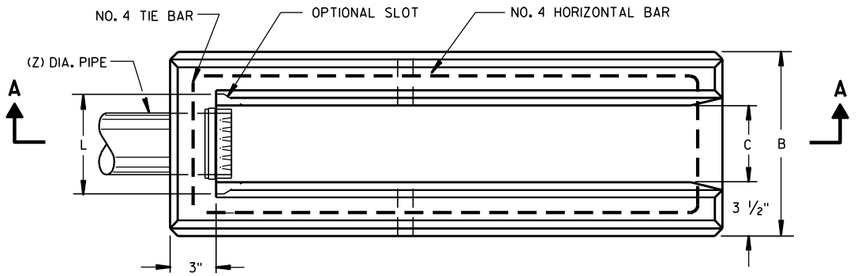
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

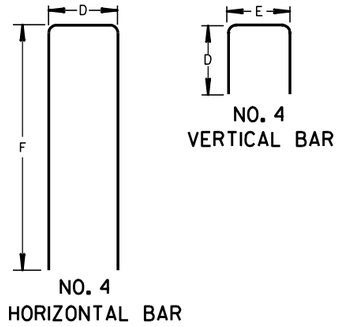
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

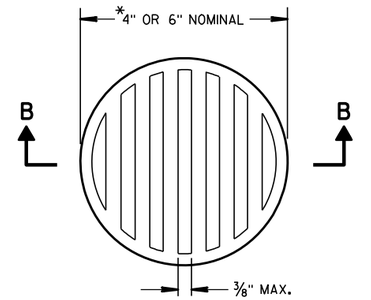
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



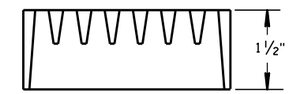
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



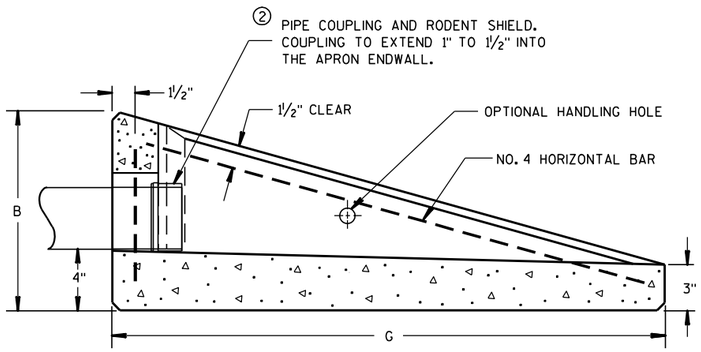
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



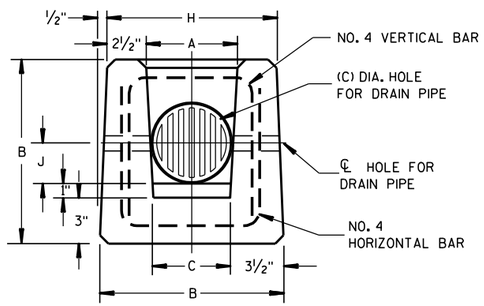
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

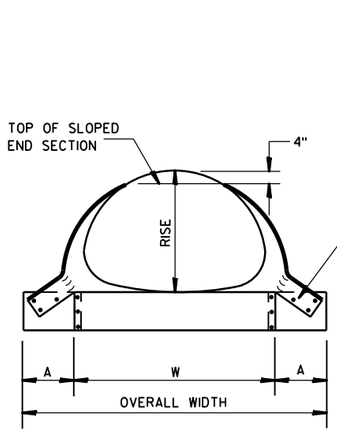
CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

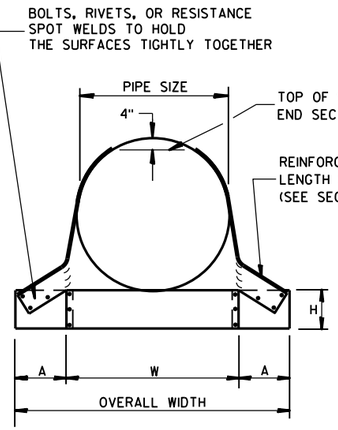
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

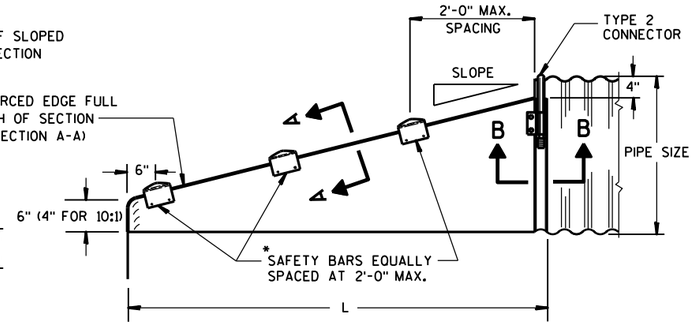
6
S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

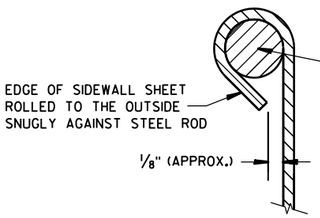
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS

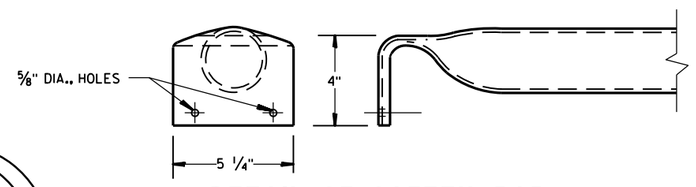
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

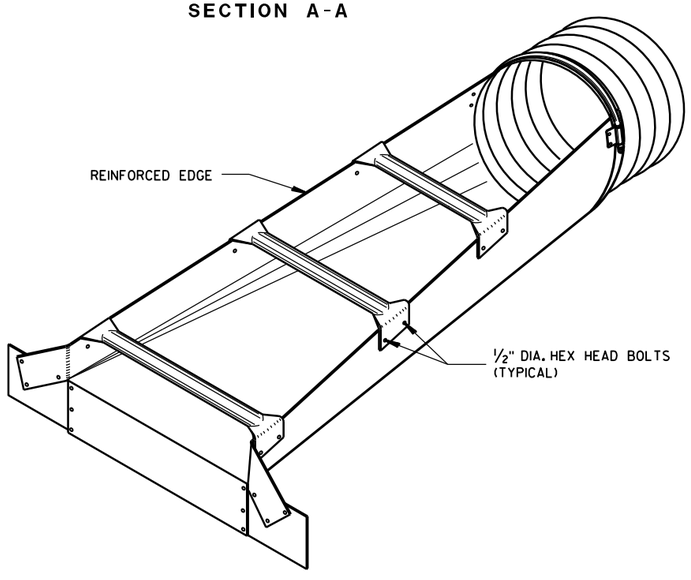


DETAIL OF SAFETY BAR

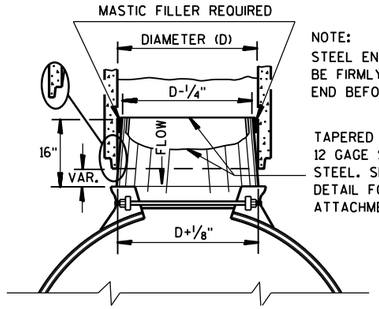
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

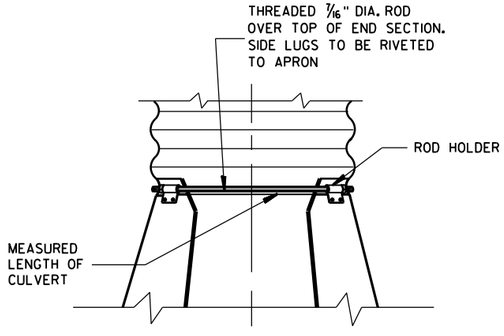
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



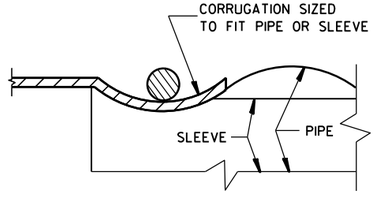
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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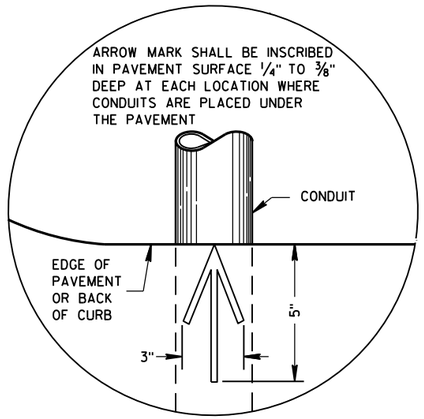
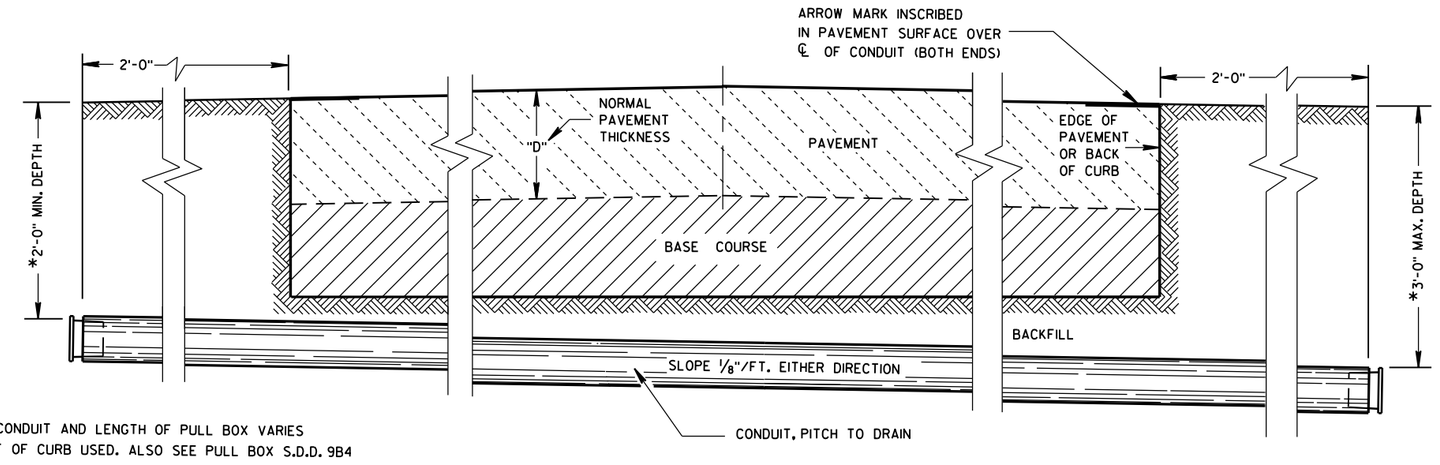


PLAN VIEW

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

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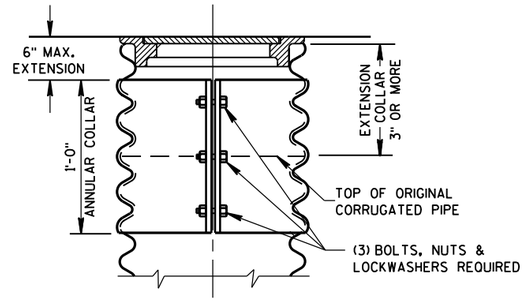
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

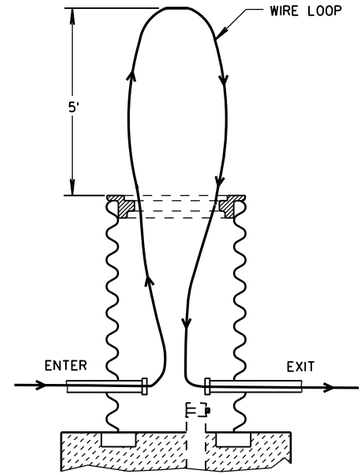
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

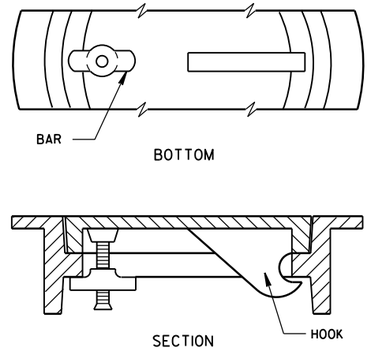
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

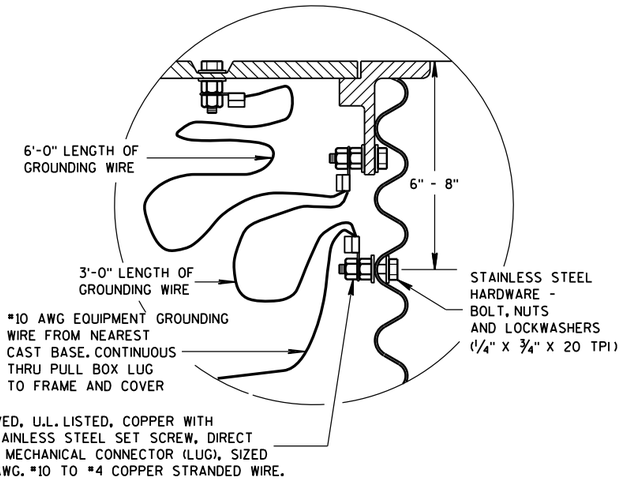


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

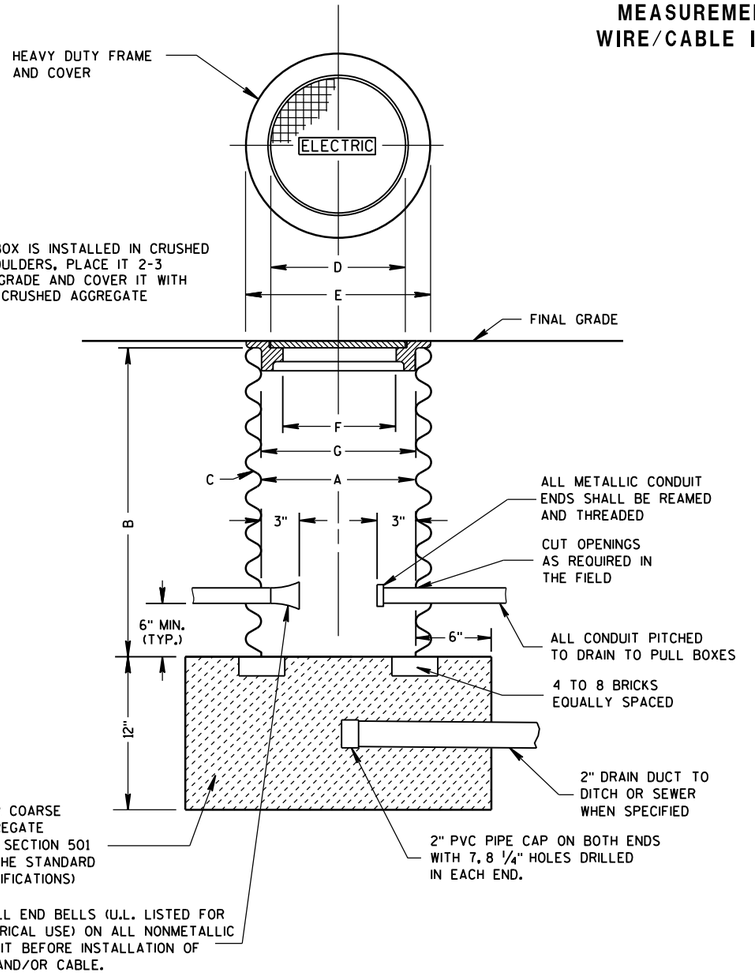


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

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.

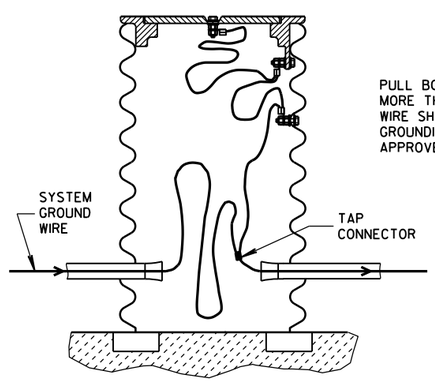
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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 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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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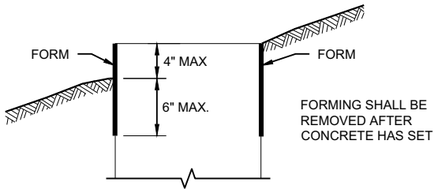
S.D.D. 9 B 4-11

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.

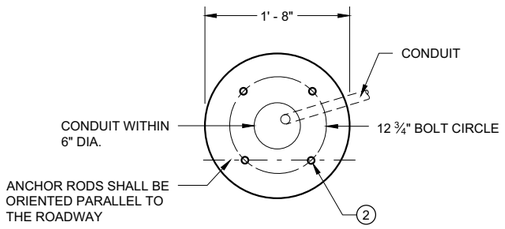
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

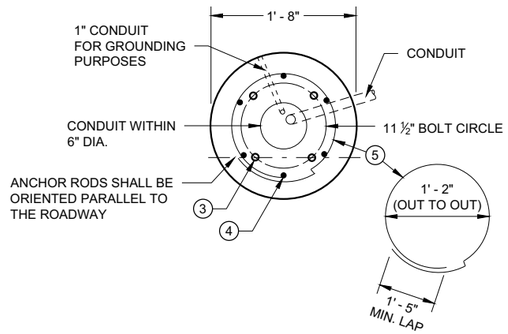
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

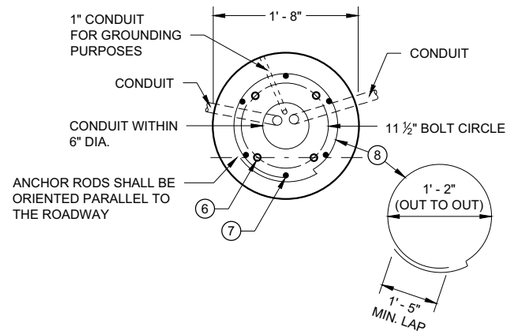
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

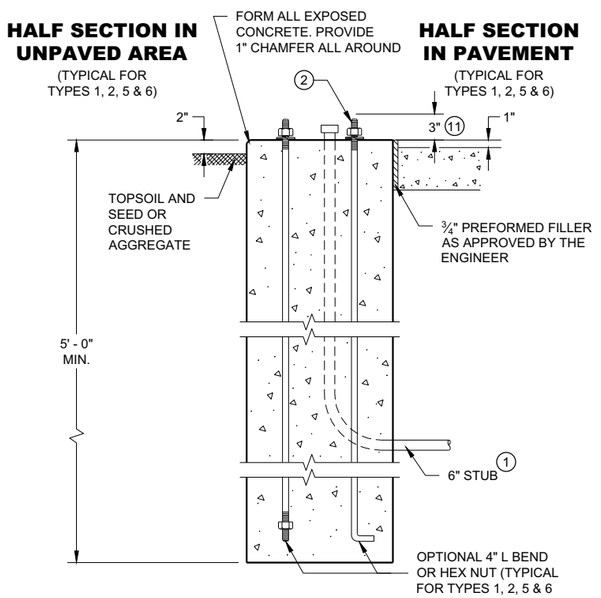
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

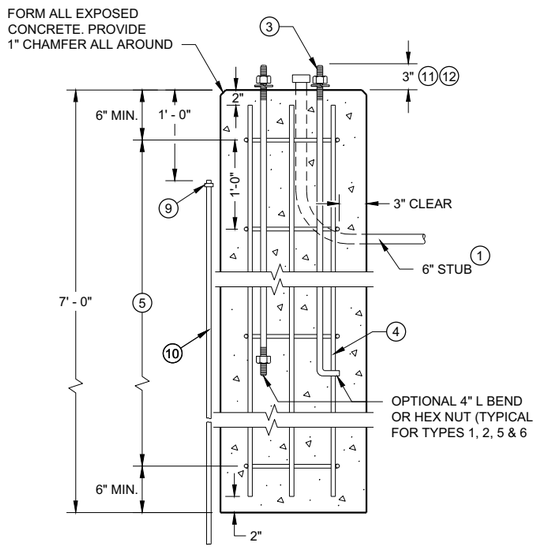




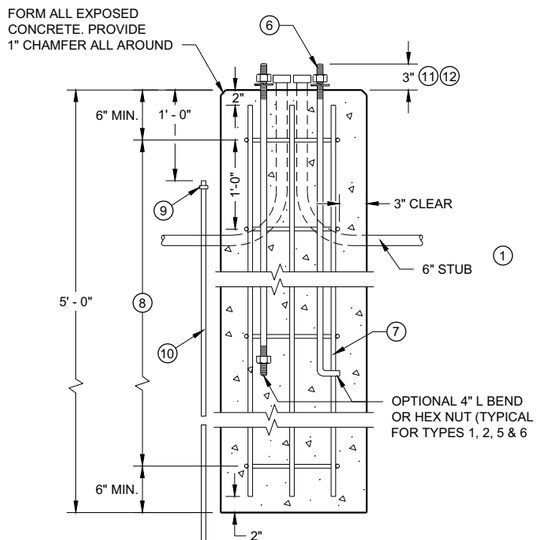




TYPE 1



TYPE 2



TYPE 5 & 6

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.

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

FHWA

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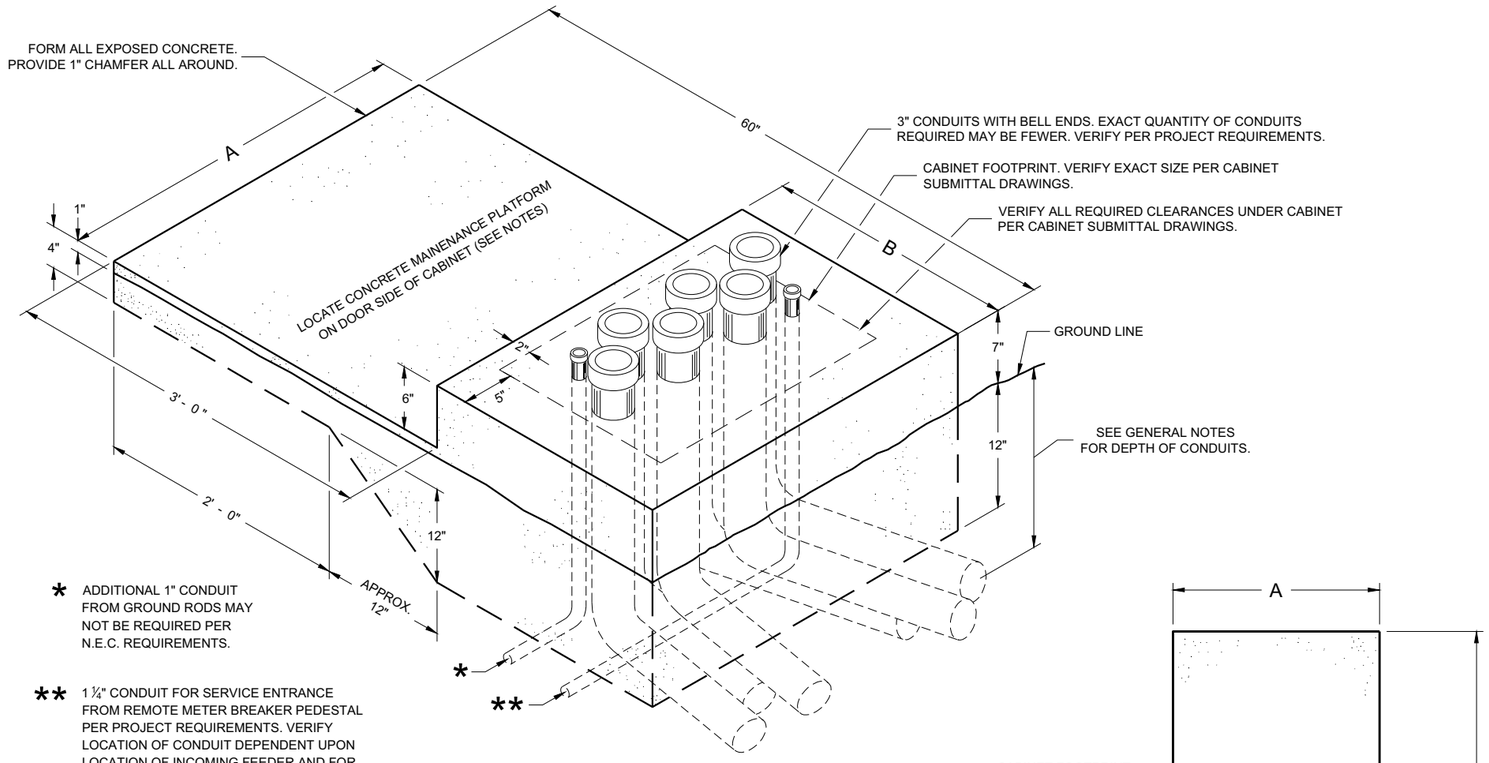
SDD 09C02 - 09



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

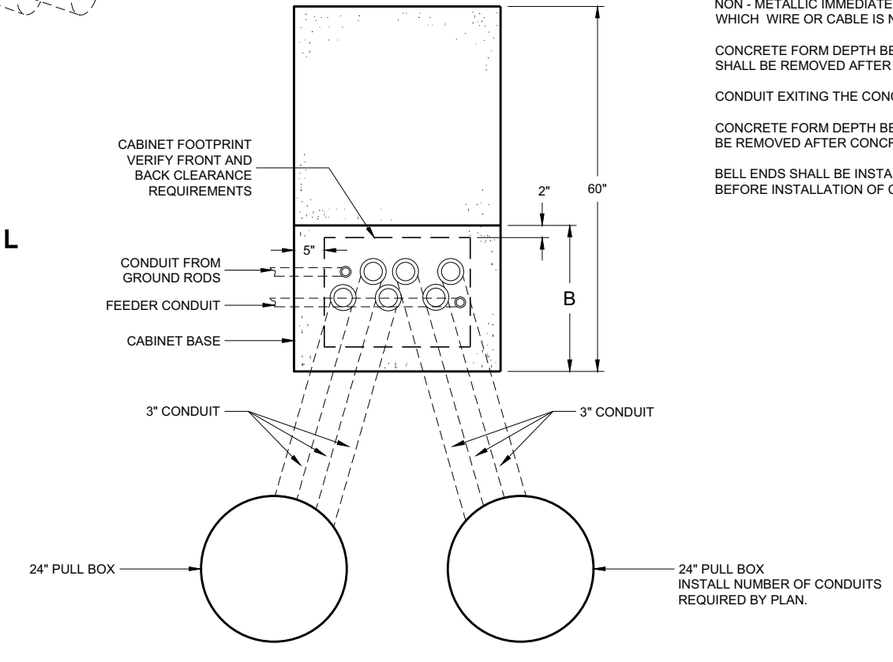
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC 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.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES 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 NON - METALLIC 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 NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH 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 L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 141

FHWA

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SDD 09C14 - 03

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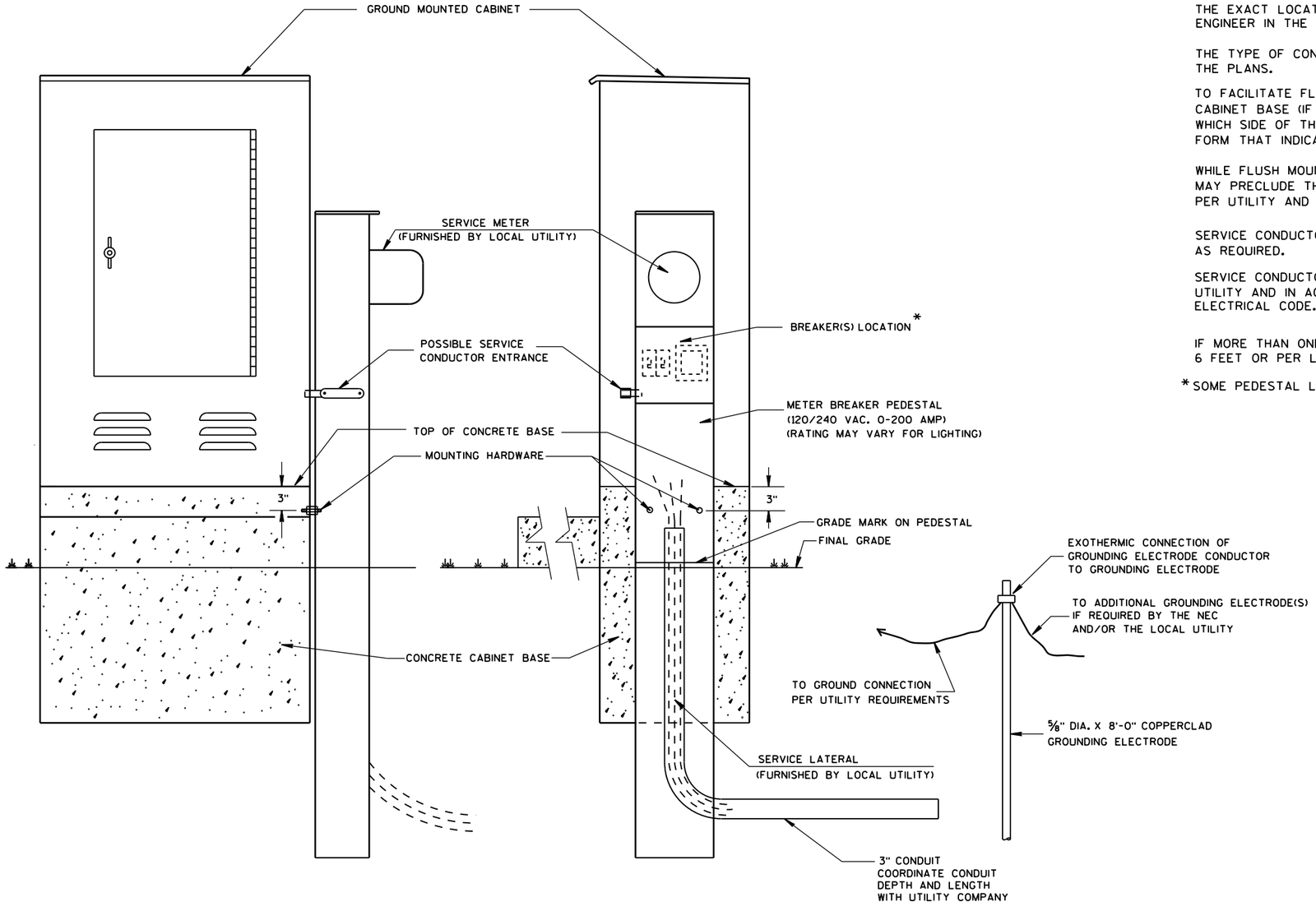

TYPICAL CABINET SERVICE INSTALLATION

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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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

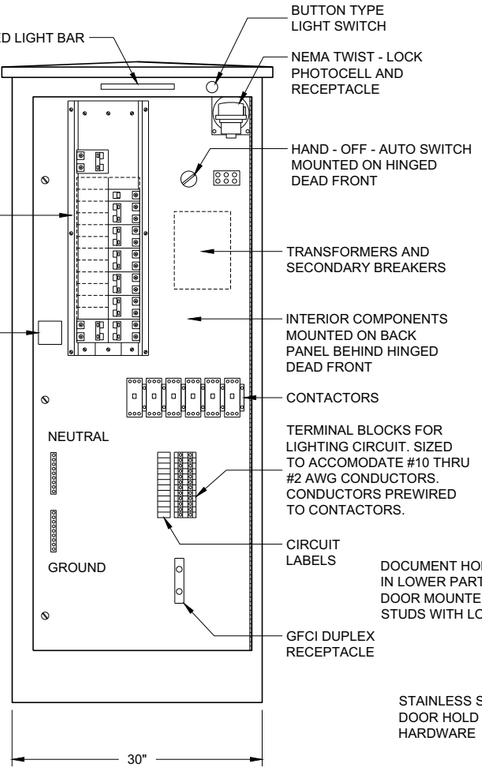
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

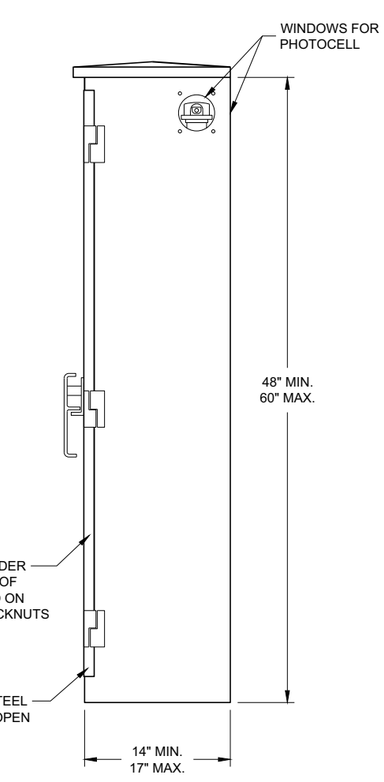
/S/ Ahmet Demirbilek
STATE ELECTRICAL

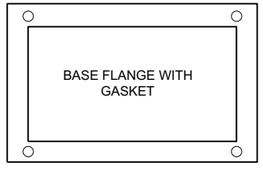
FHWA

FRONT INTERIOR ELEVATION

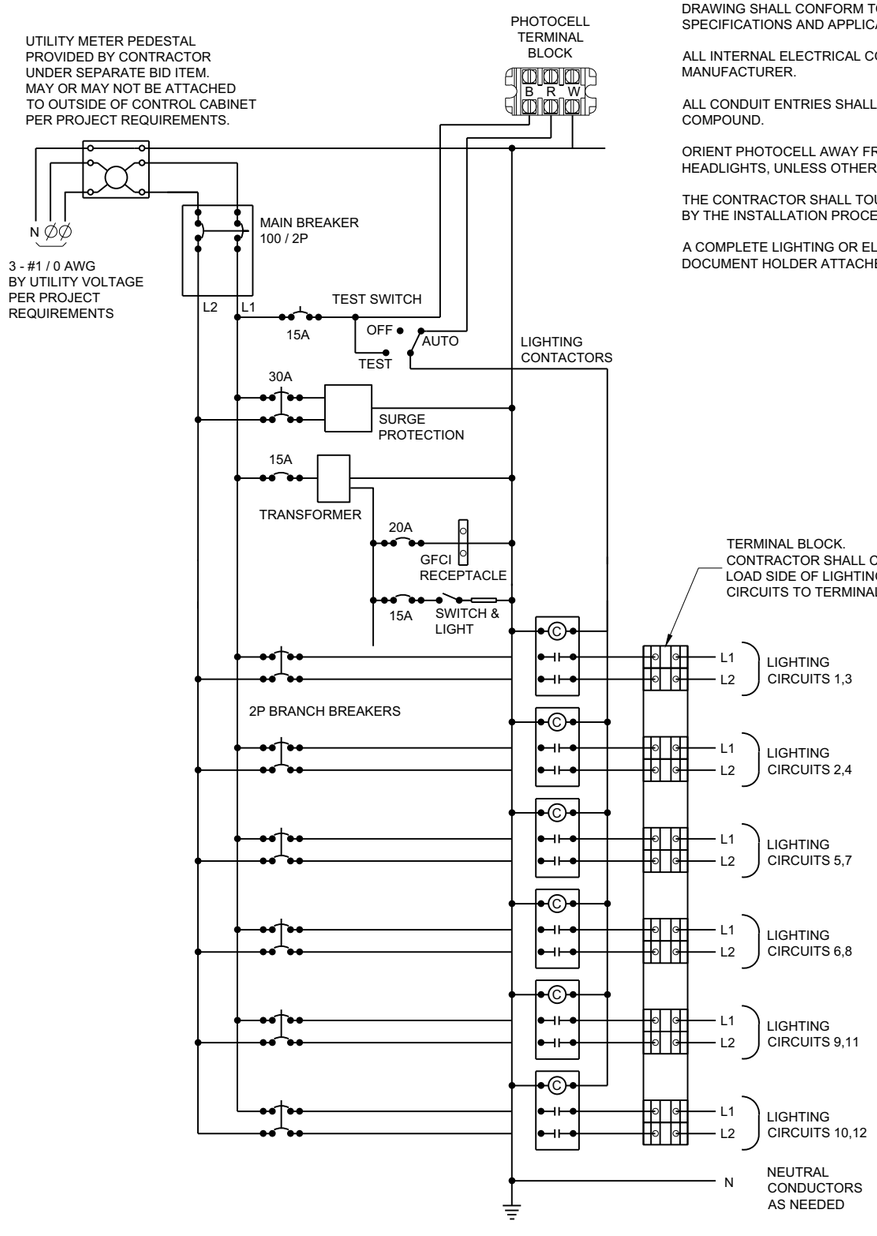


SIDE VIEW





LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

L30
LIGHTING CONTROL CABINET 240 / 480 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 143

FHWA

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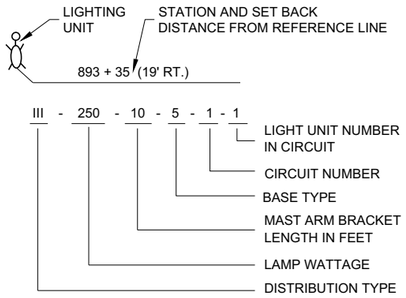
SDD 09D05 - 02

GENERAL NOTES

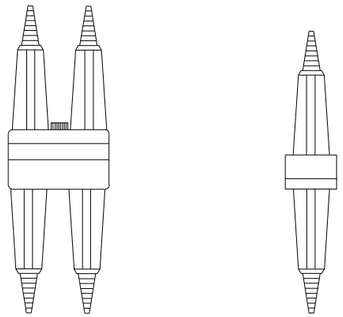
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

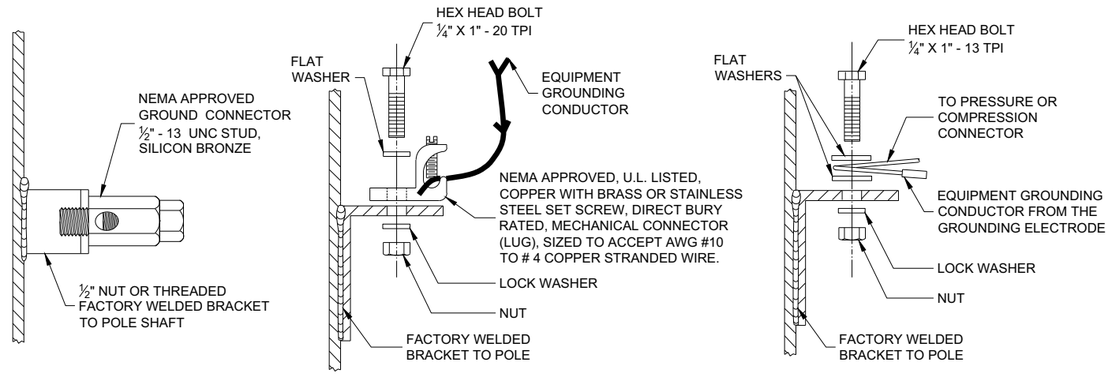


LIGHTING UNIT CODE
(TYPICAL)

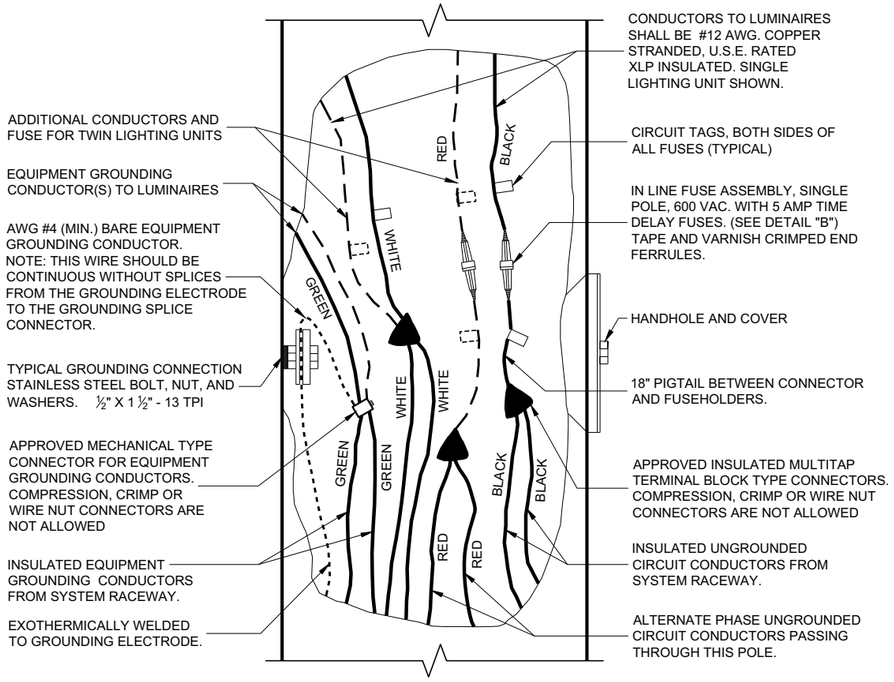


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

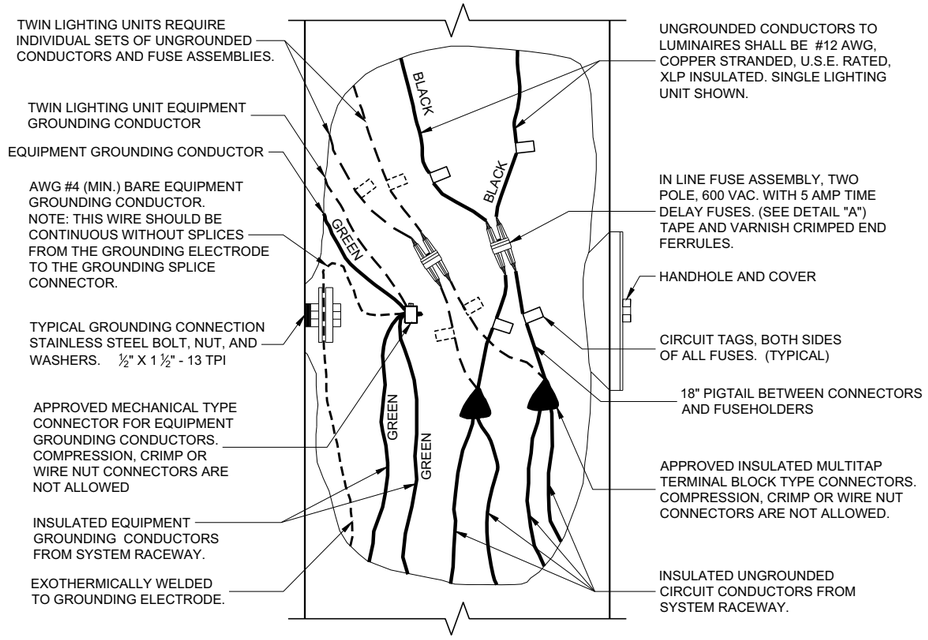
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

FHWA

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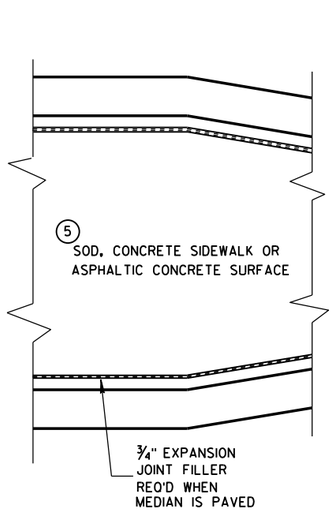
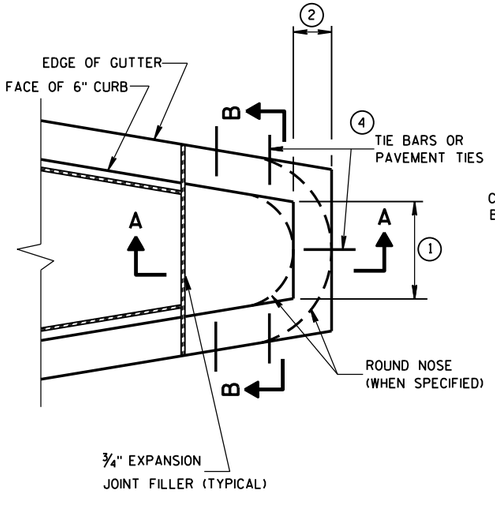
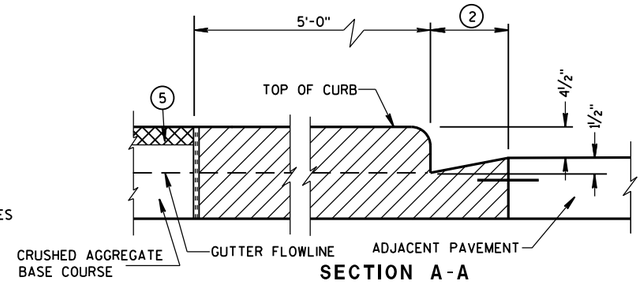
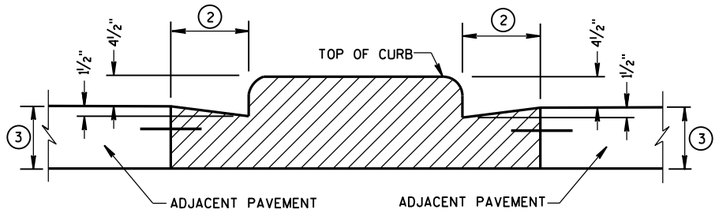
SDD 09E03 - 06







SECTION A-A



SECTION B-B

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.

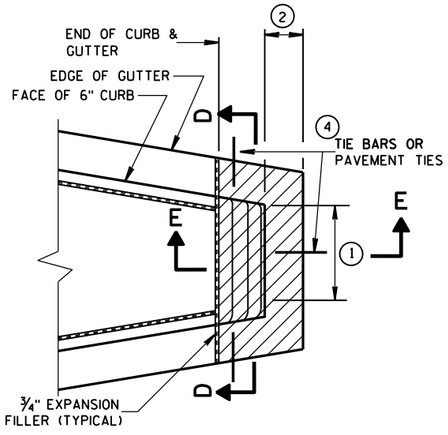
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

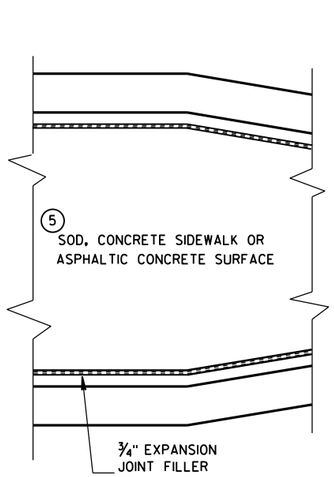
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

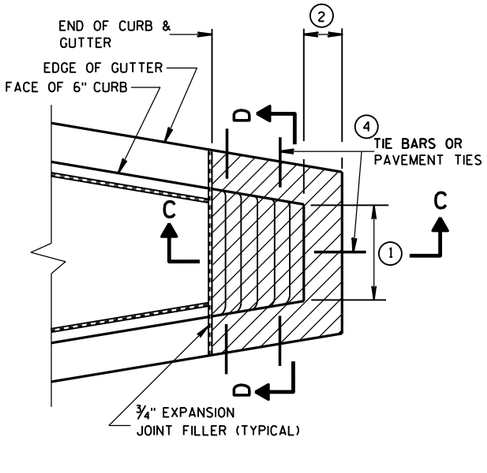
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

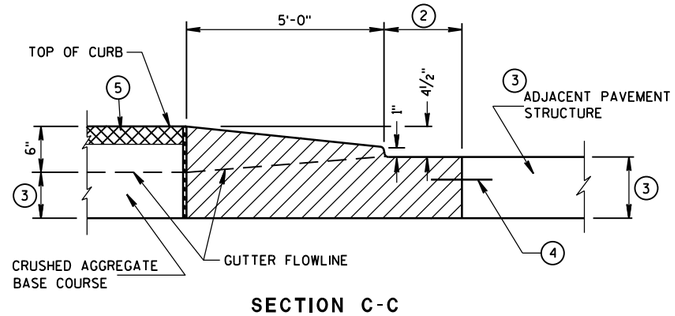
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



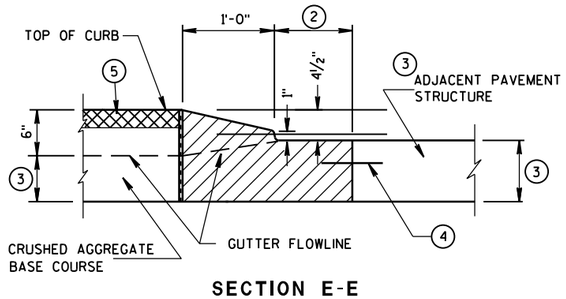




CONCRETE MEDIAN SLOPED NOSE TYPE 1

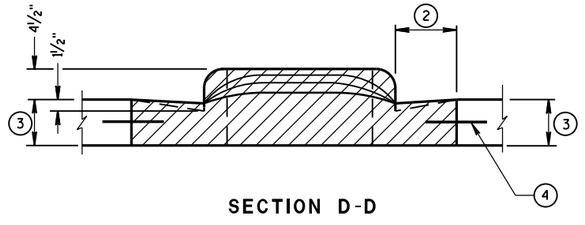


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

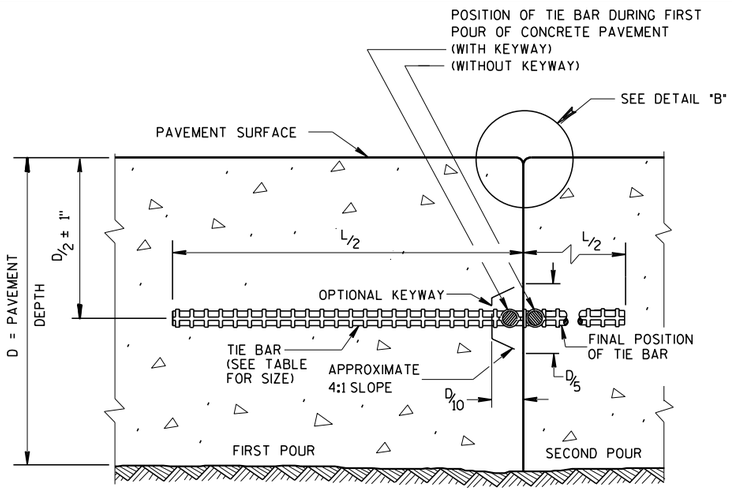


SECTION D-D

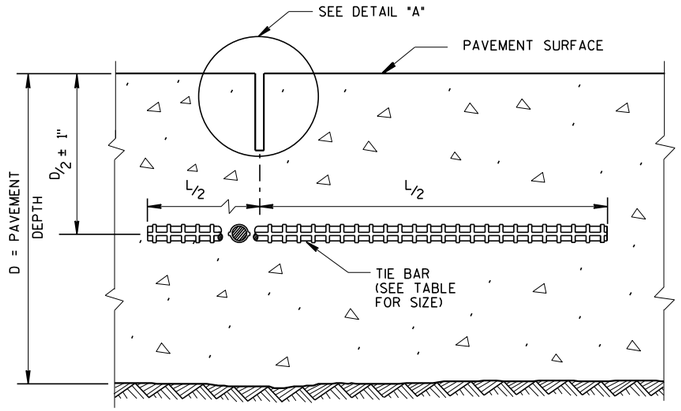
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



CONSTRUCTION JOINT



SAWED JOINT

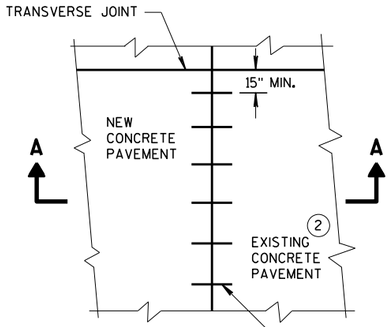
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

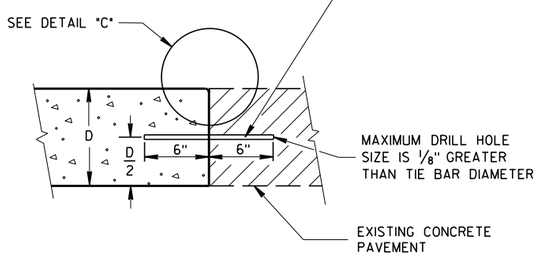
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

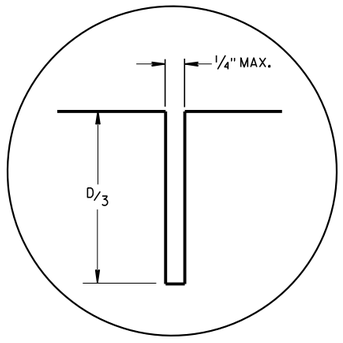


PLAN VIEW

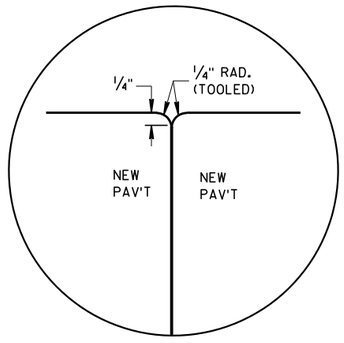


SECTION A-A

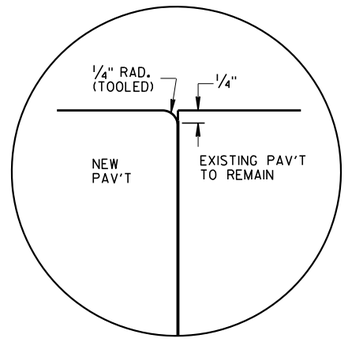
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



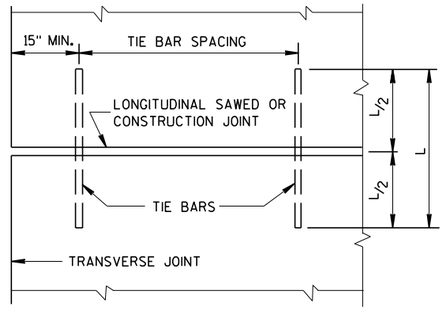
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kerr, P.E. — PAVEMENT SUPE
FHWA

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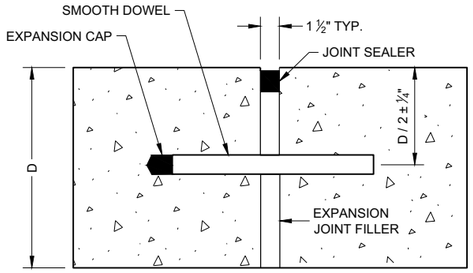
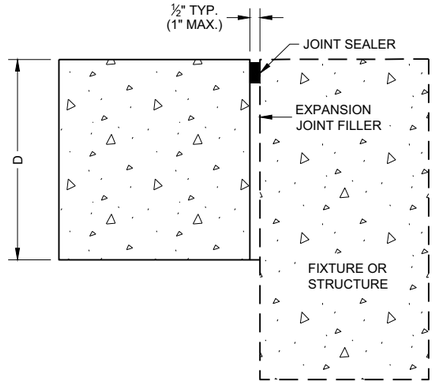
S.D.D. 13 C 1-19



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

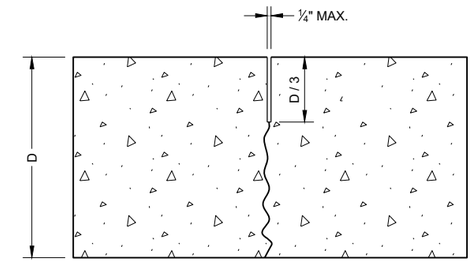
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

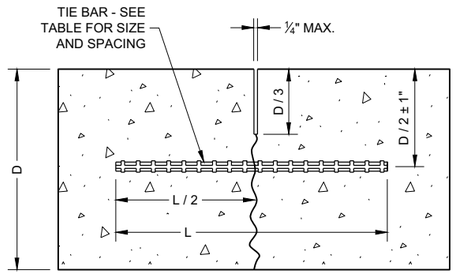
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

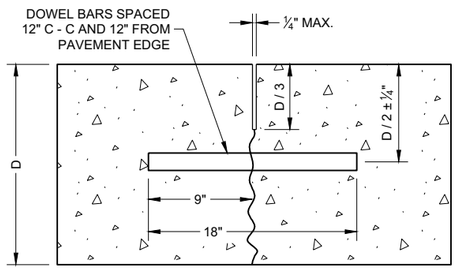
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

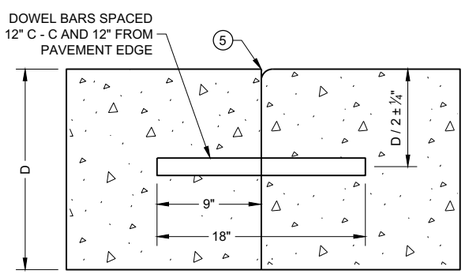


TIED LONGITUDINAL

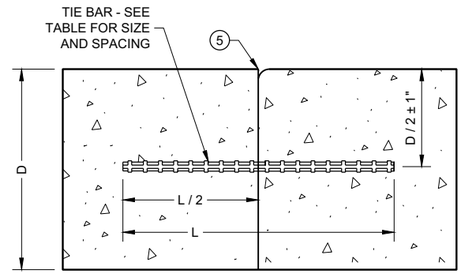


DOWELED TRANSVERSE

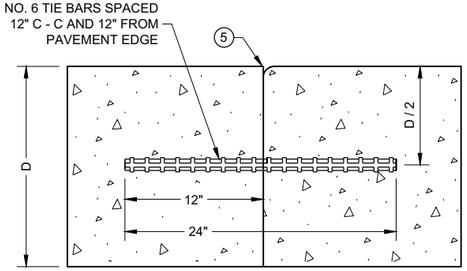
CONTRACTION JOINTS (2)



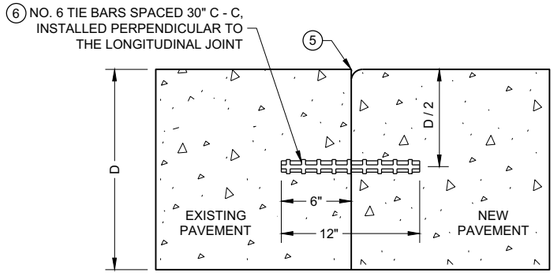
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 07c

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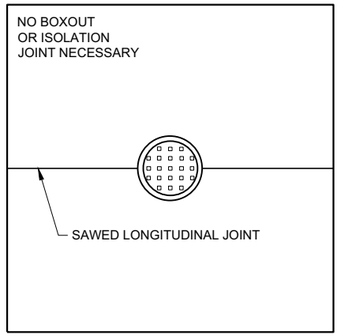
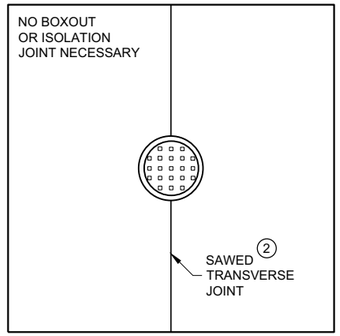
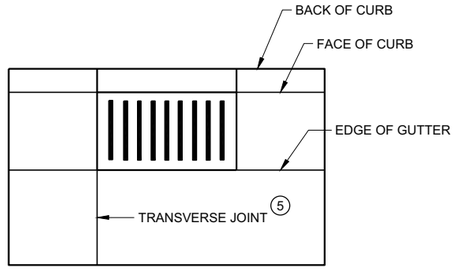
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



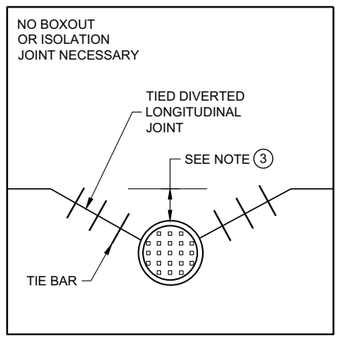
MANHOLE WITH TRANSVERSE JOINT



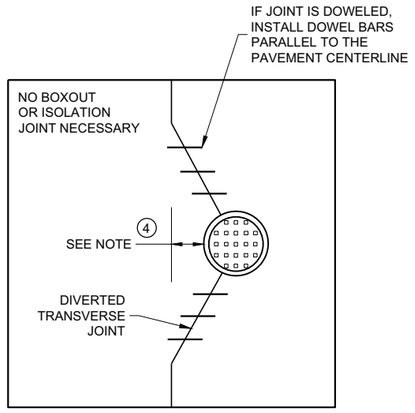
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

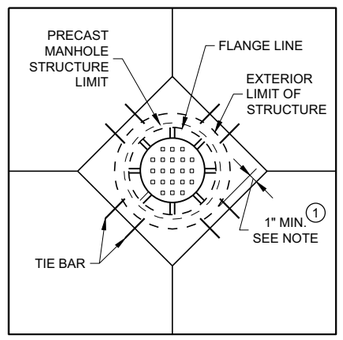
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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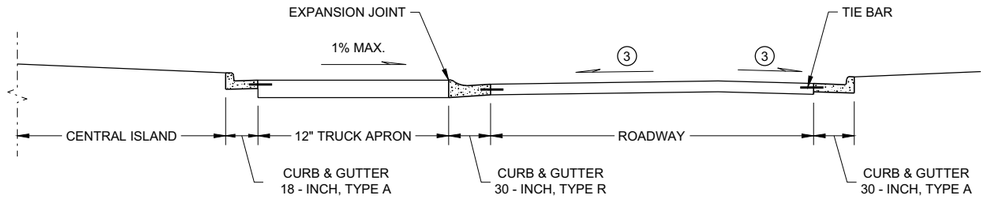
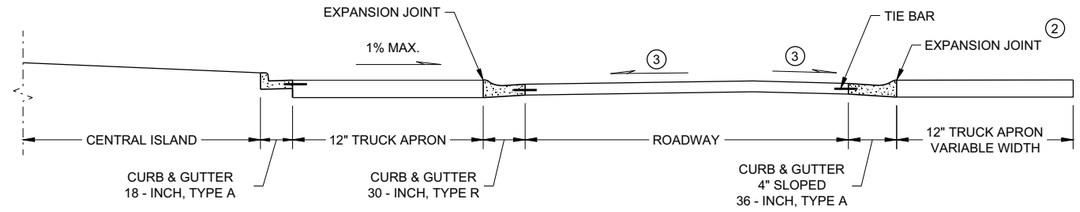
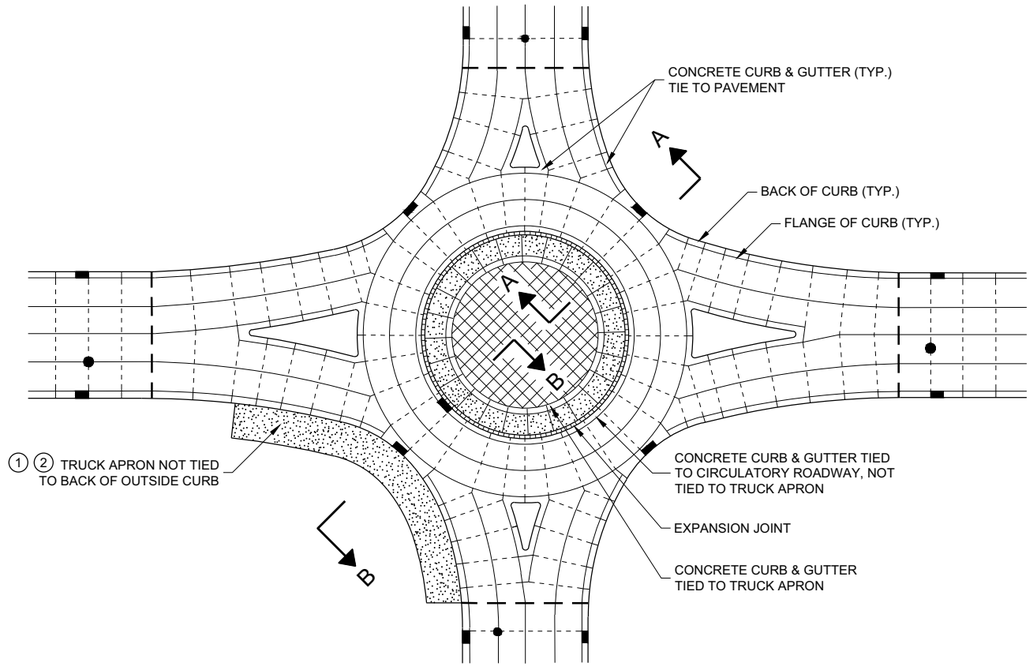
SDD 13C18 - 07d



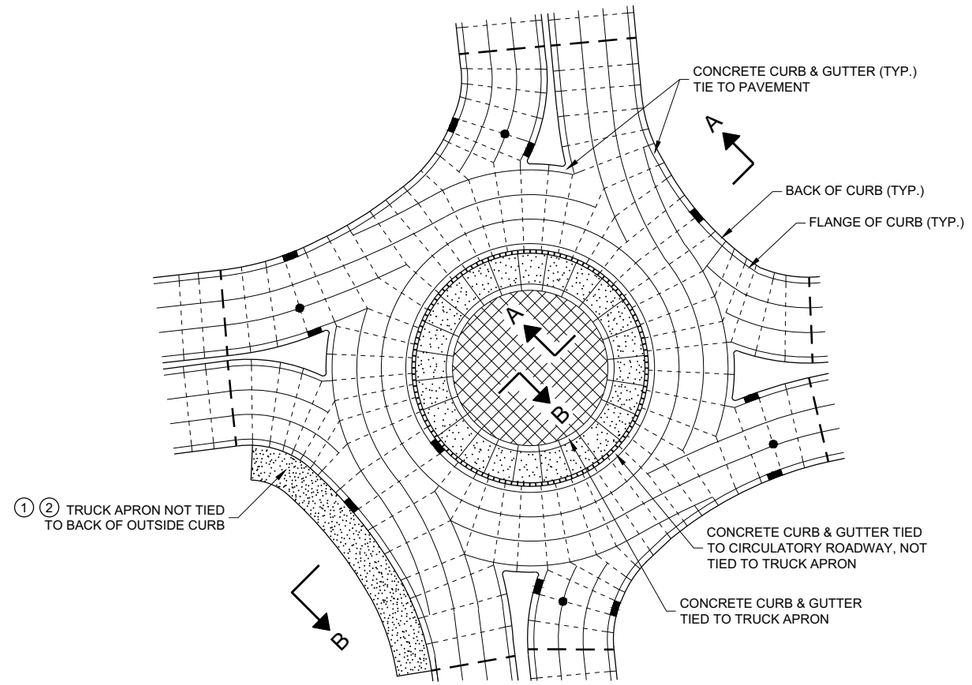
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 07e

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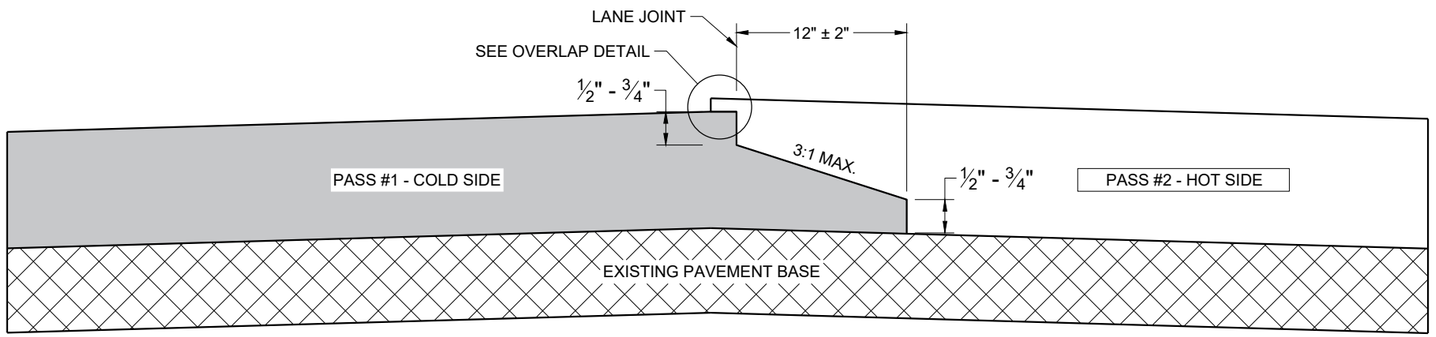
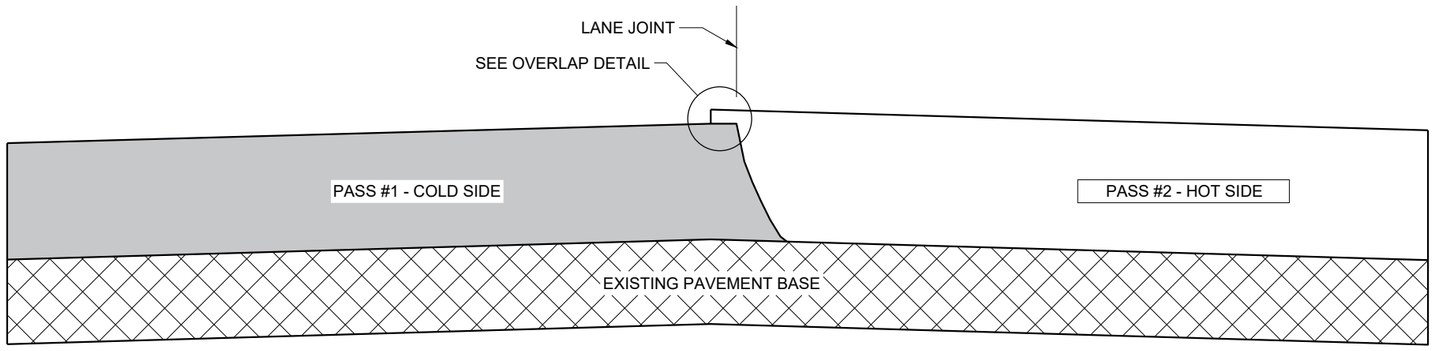
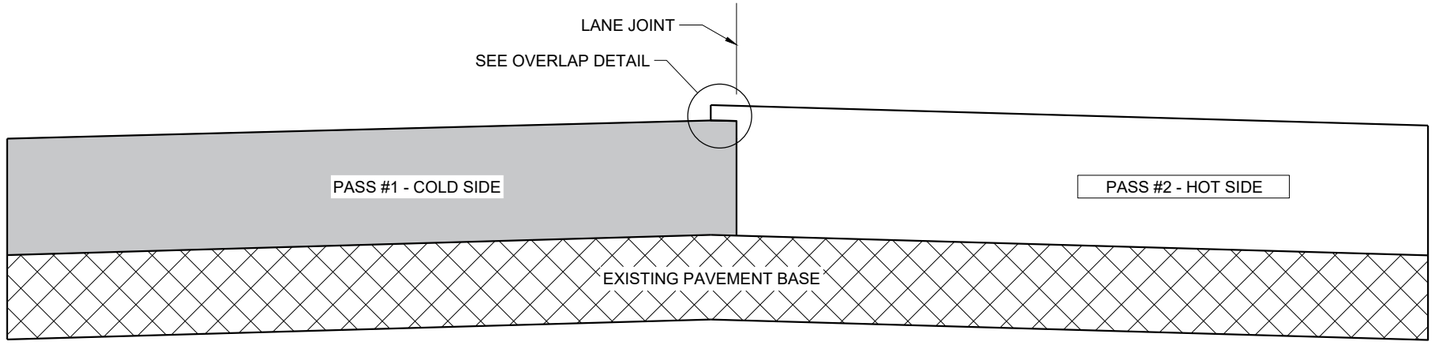
SDD 13C18 - 07e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

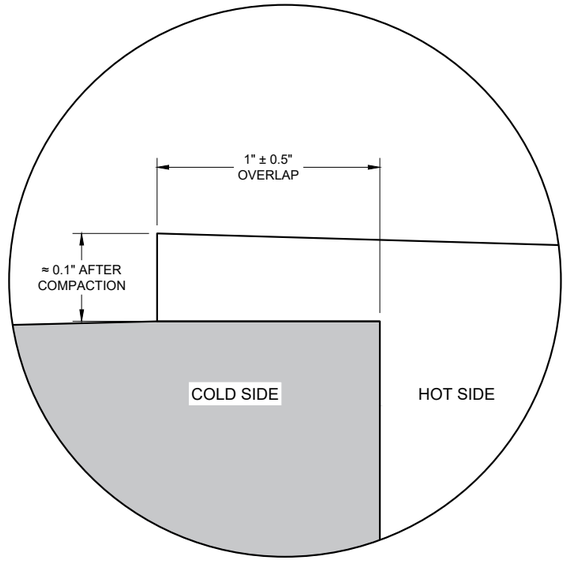
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

6

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SDD 13C19 - 03

SDD 13C19 - 03

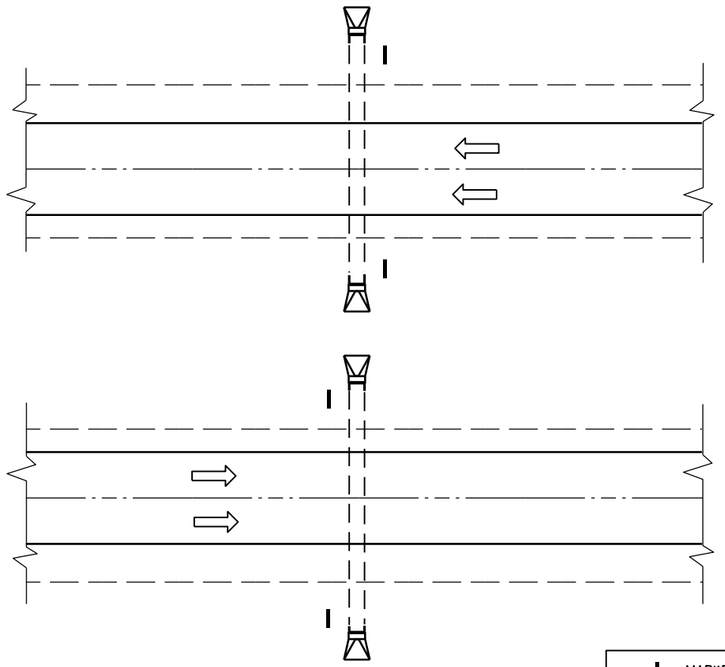
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

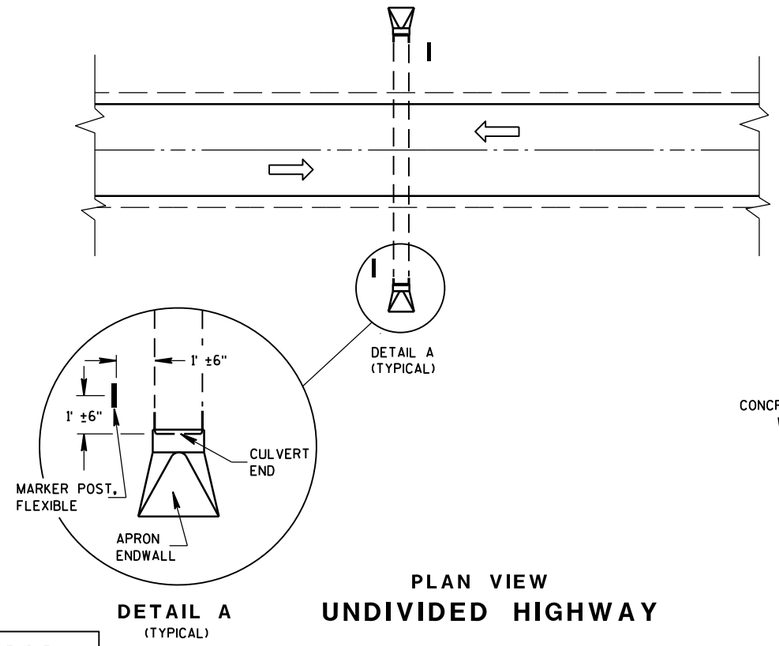
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

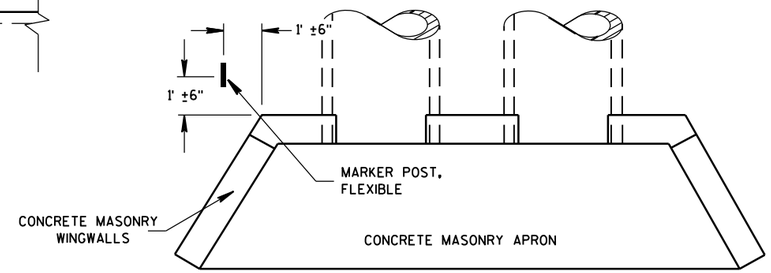
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

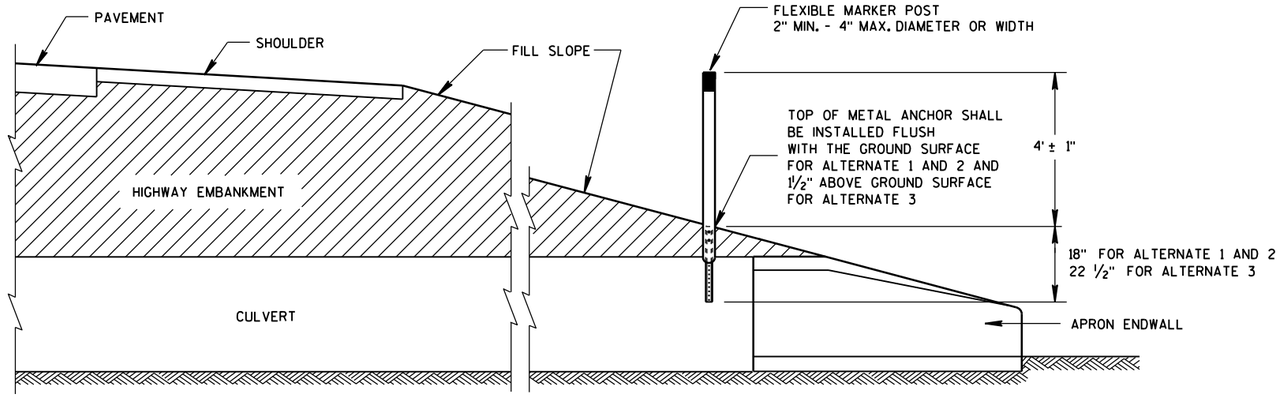
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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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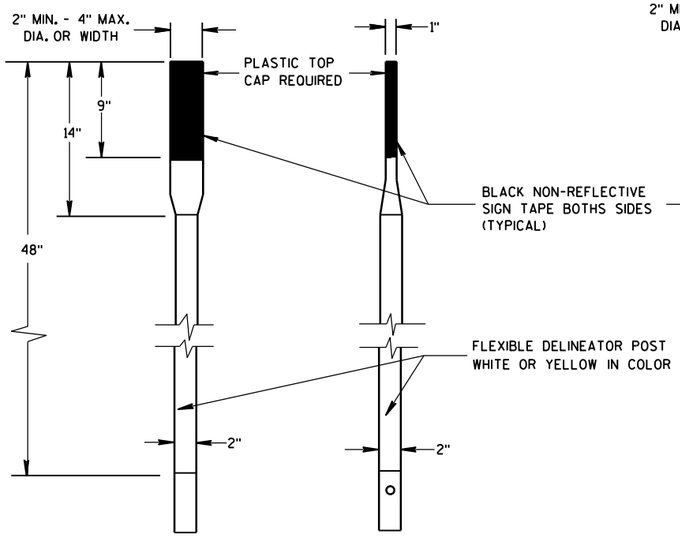
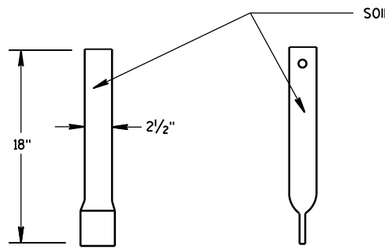
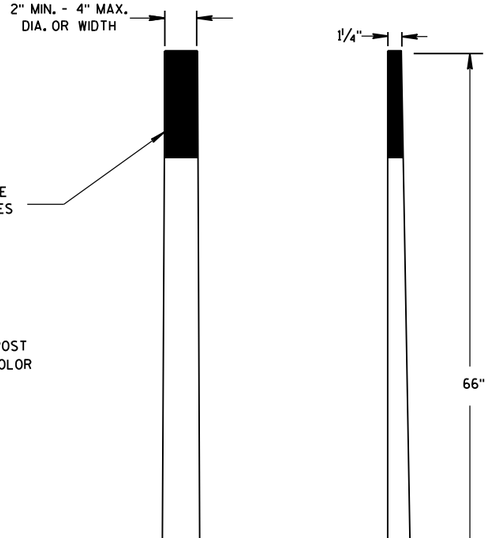
S.D.D. 15 A 3-2a





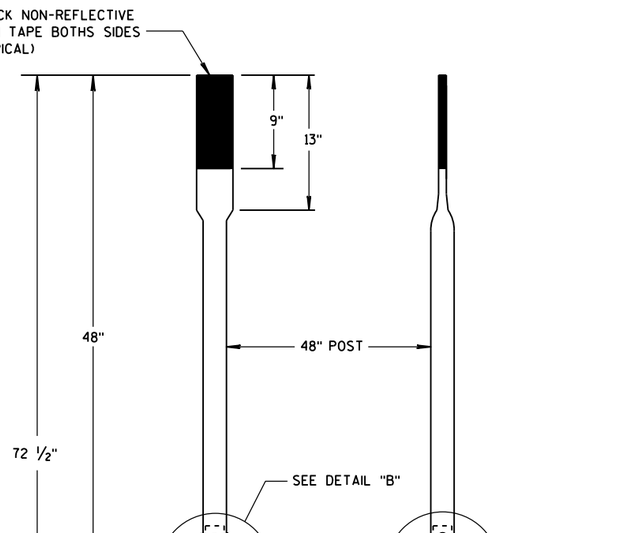
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

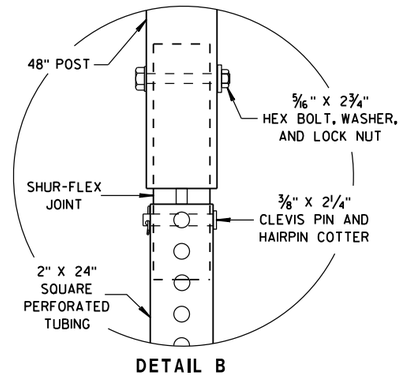
ALTERNATE 2



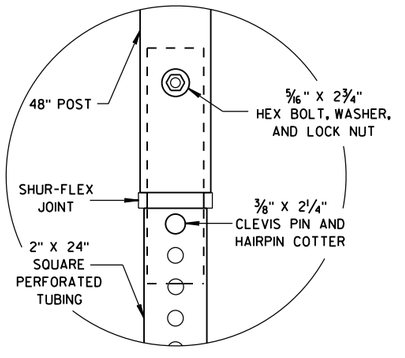
FRONT VIEW SIDE VIEW

ALTERNATE 3

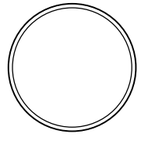
FLEXIBLE MARKER POSTS



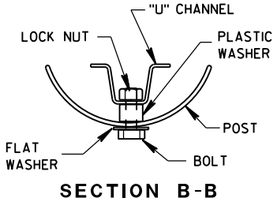
DETAIL B



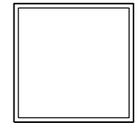
DETAIL C



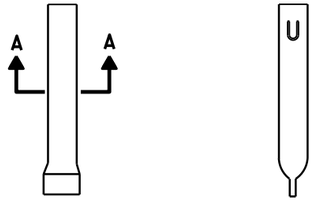
SECTION A-A



SECTION B-B

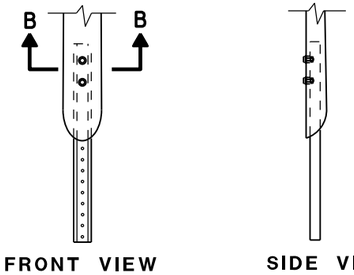


SECTION C-C



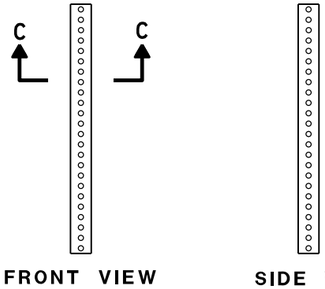
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

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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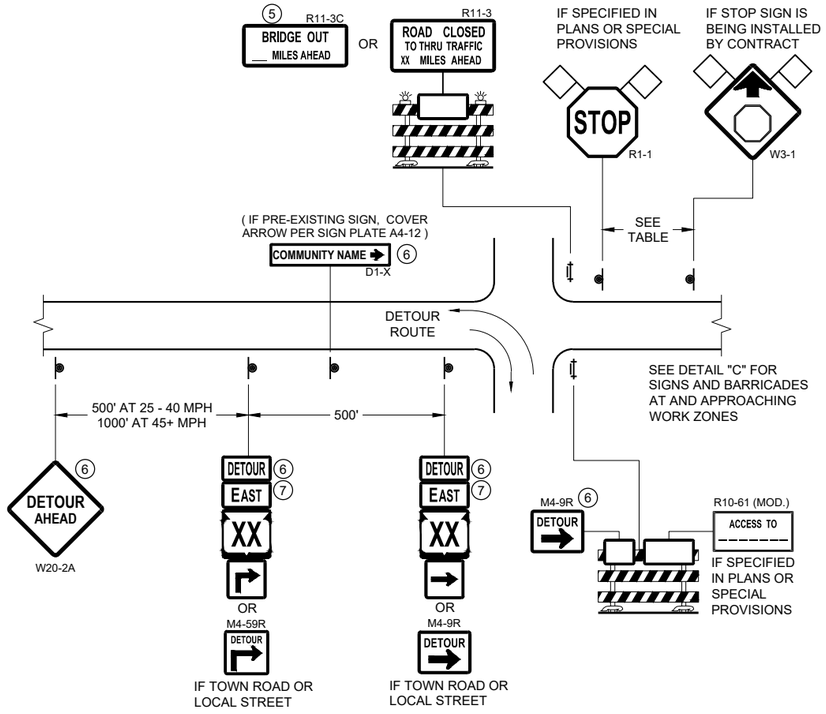
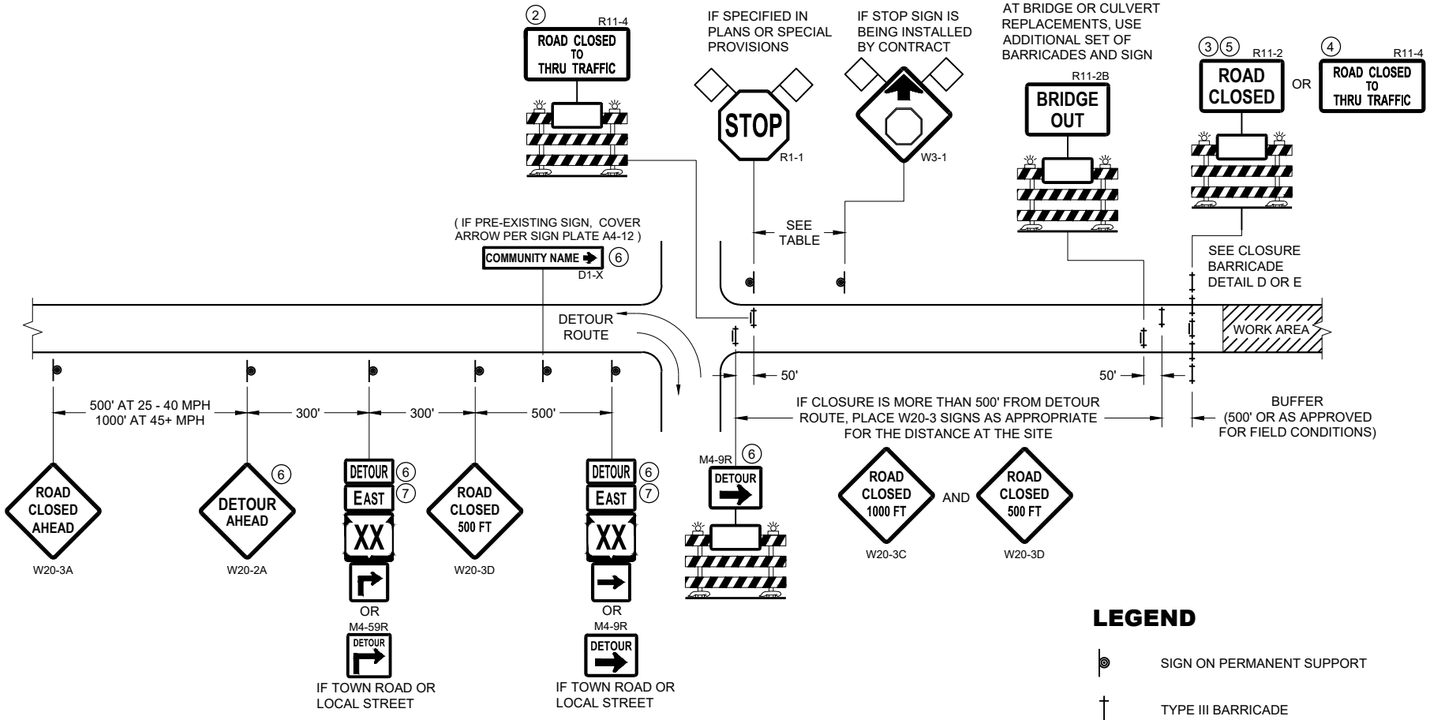
S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



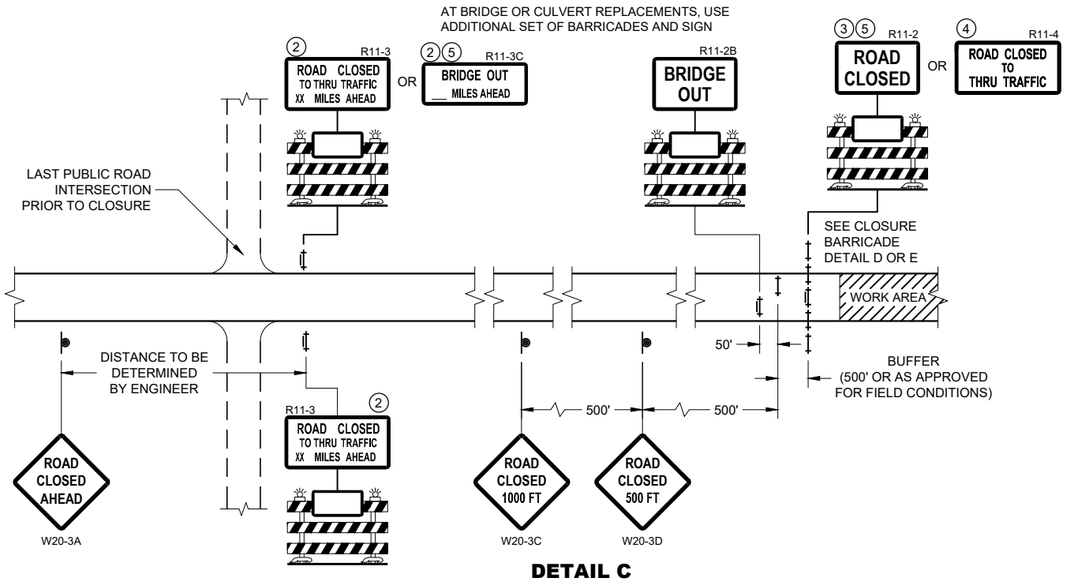
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

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



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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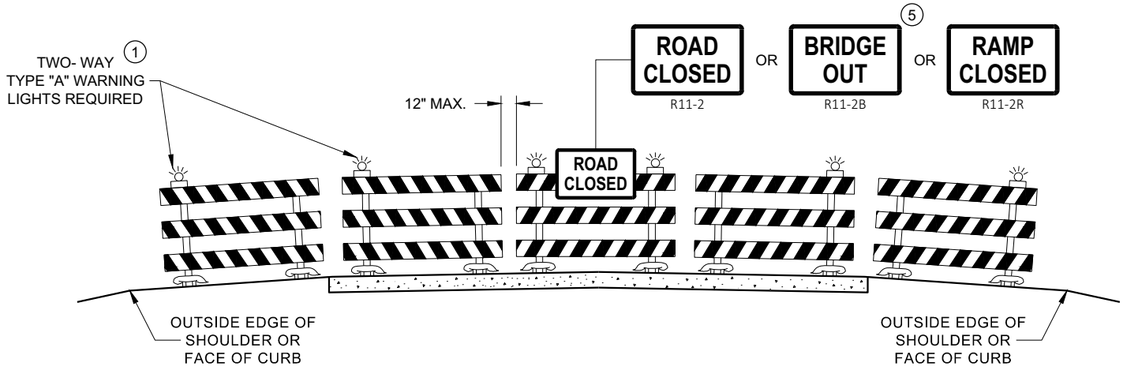
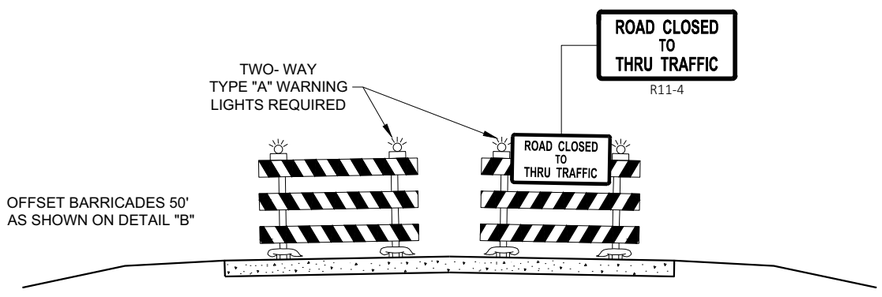
SDD 15C02 - 08a

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.

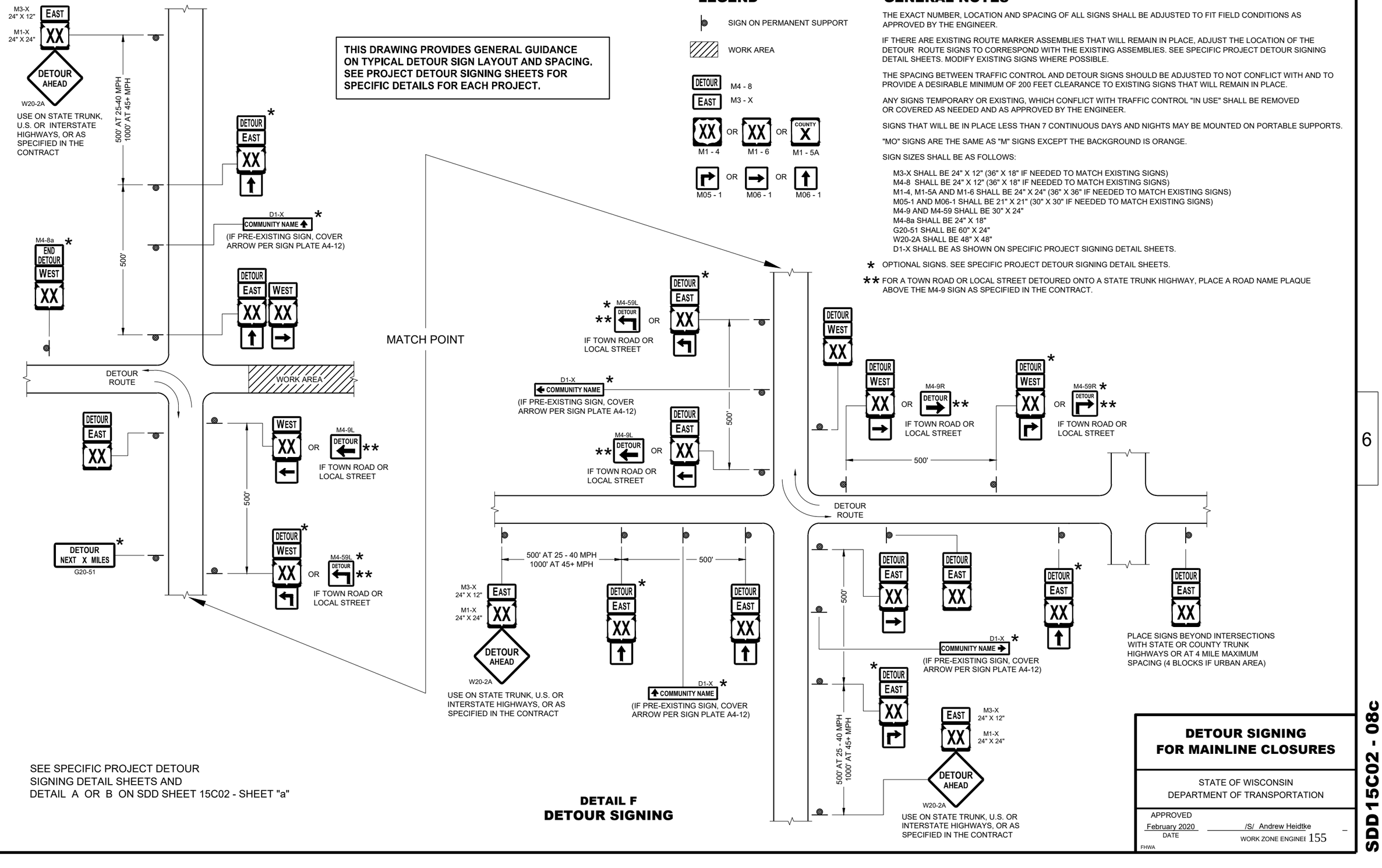
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



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

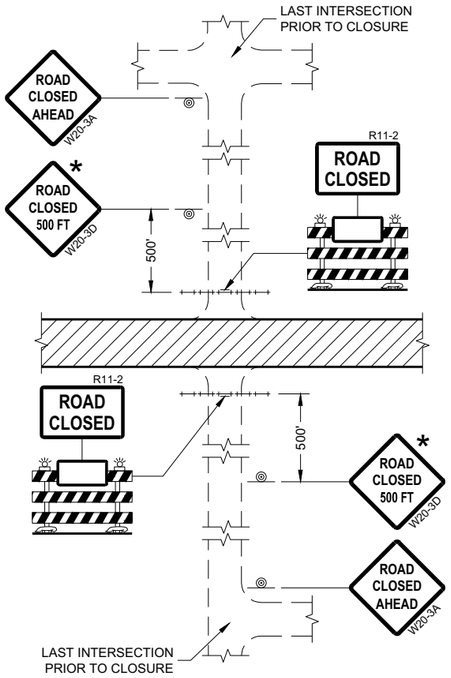
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

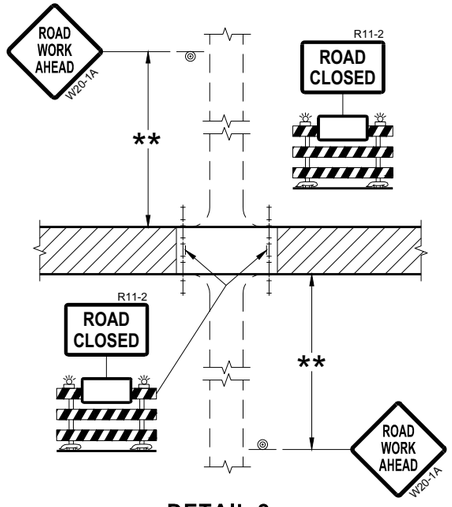
FHWA

6

SDD 15C02 - 08c



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

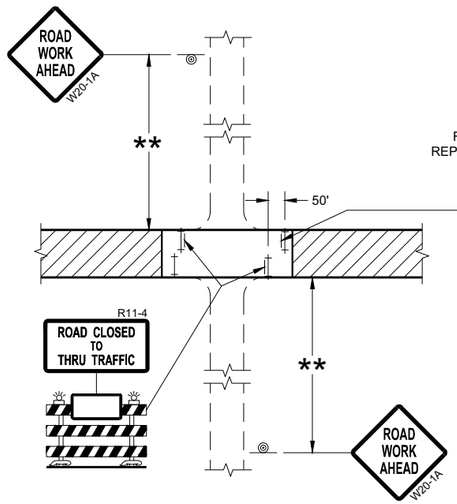
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

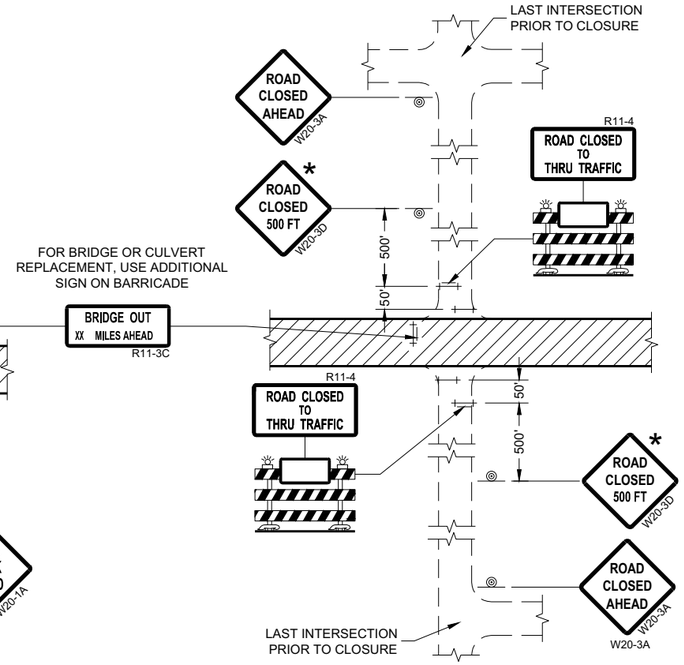
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

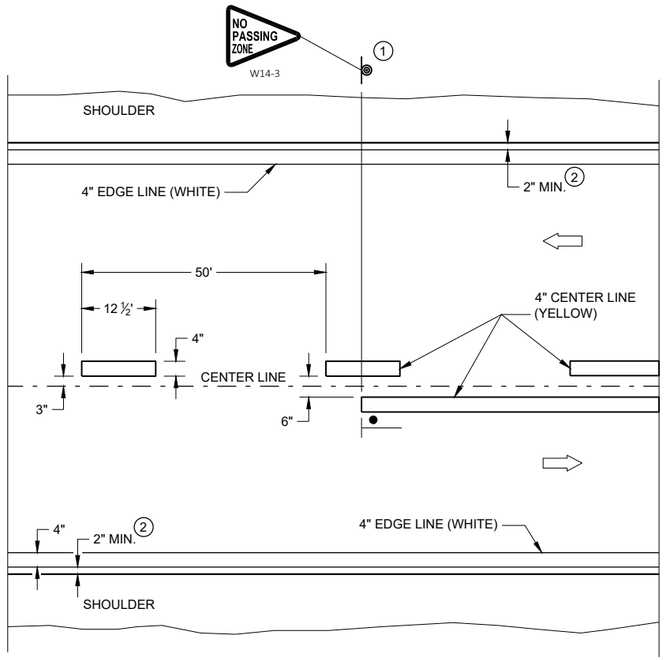
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

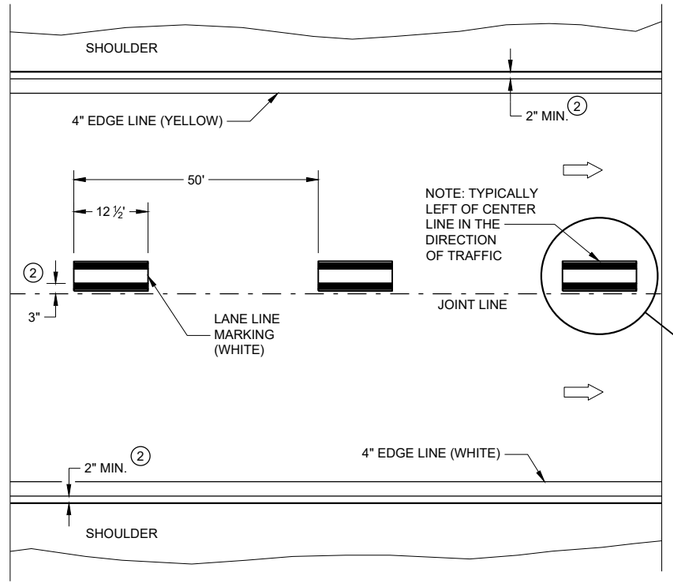
6

SDD 15C03 - 05

SDD 15C03 - 05

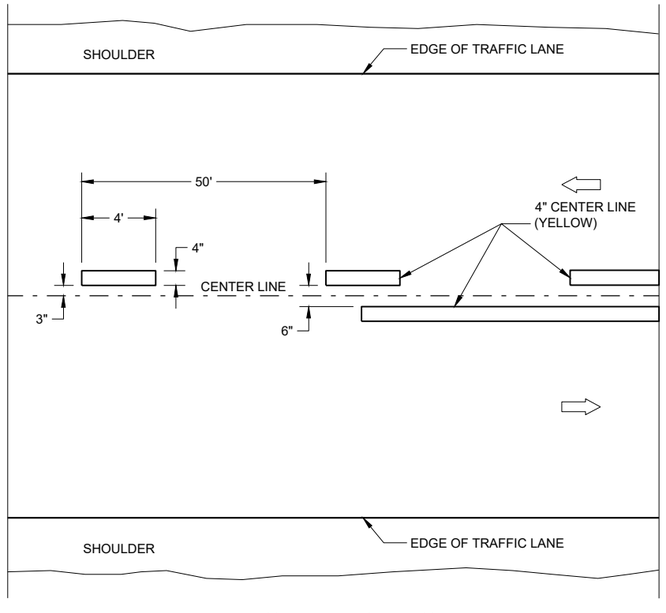


TWO WAY TRAFFIC

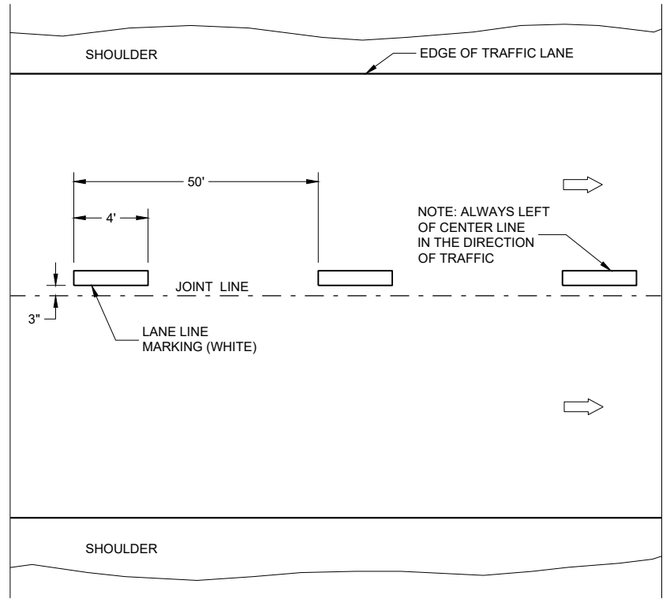


ONE WAY TRAFFIC

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.

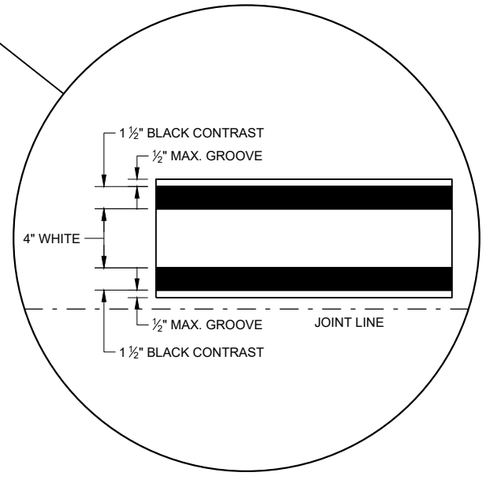
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

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

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

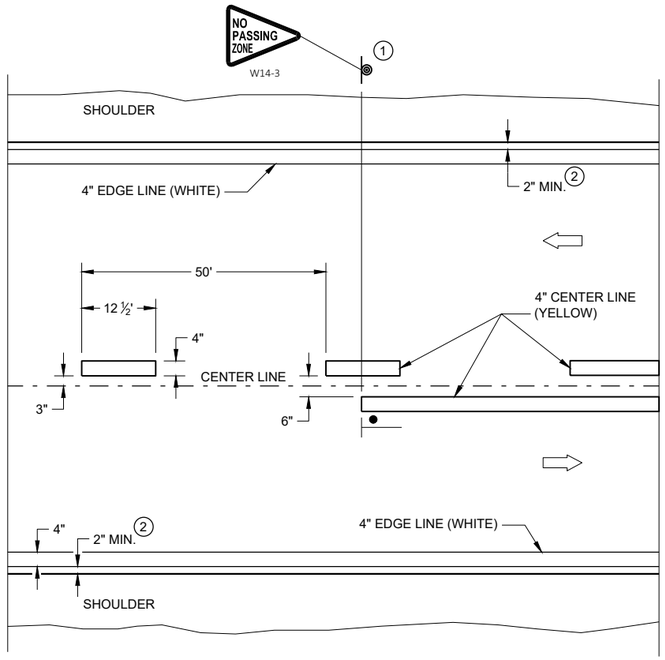
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

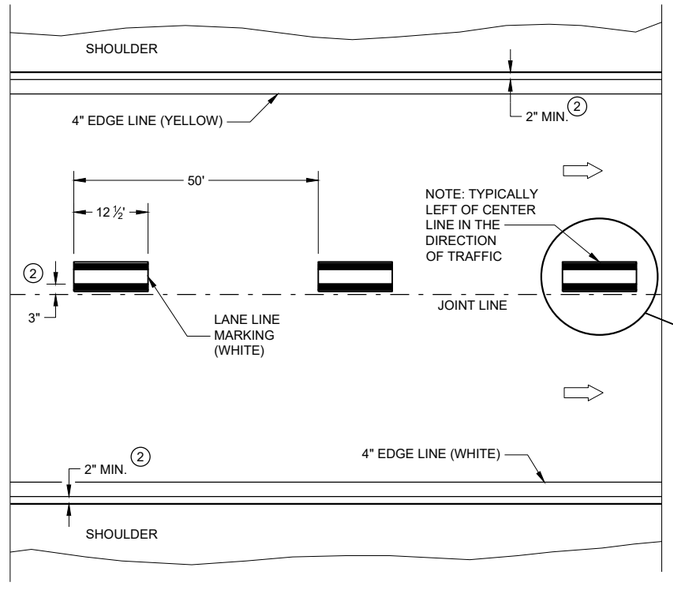
"T" MARKING

SIGN ON PERMANENT SUPPORT

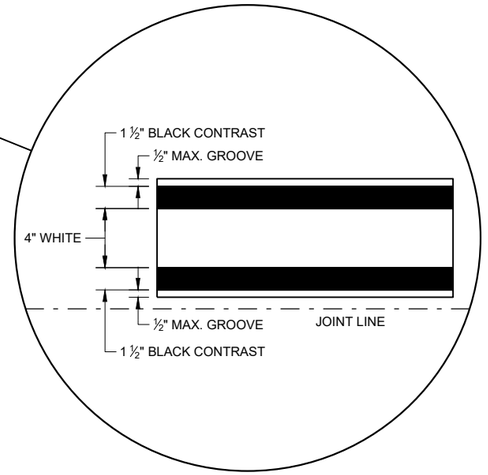
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

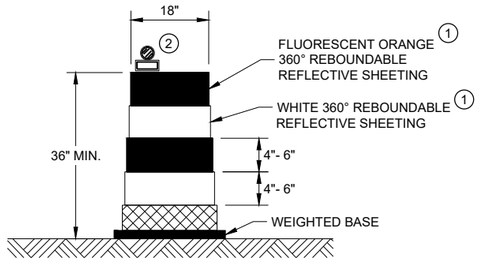
FHWA

SDD 15C08 - 21a

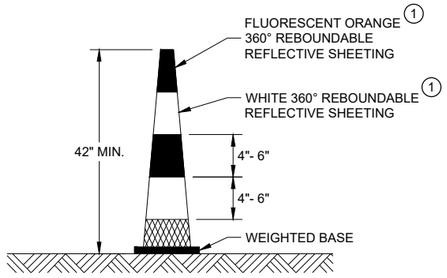
SDD 15C08 - 21a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

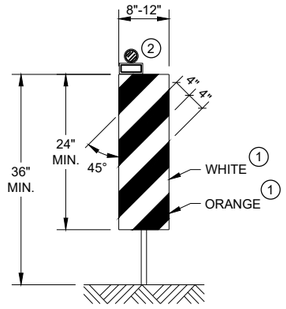


DRUM



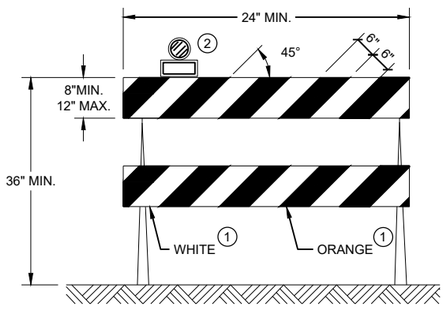
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



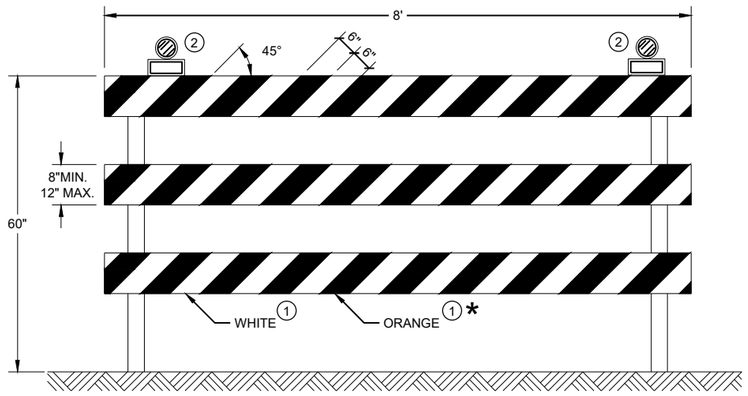
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

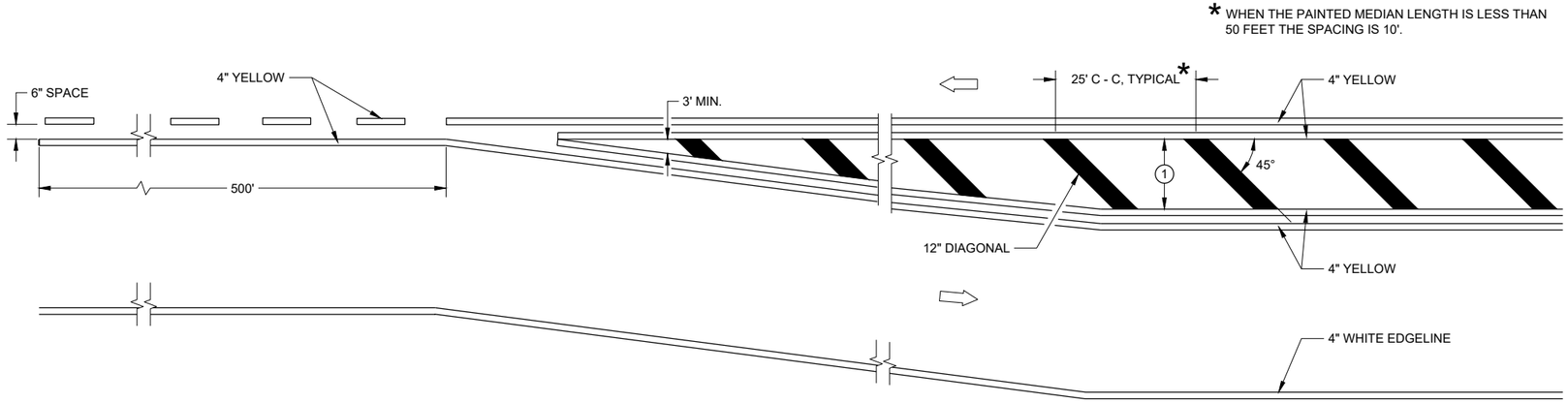
FHWA

6

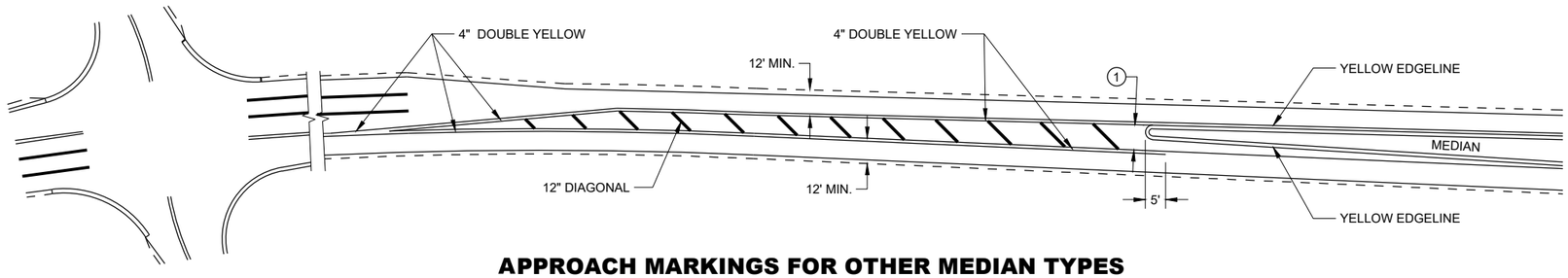
SDD 15C11 - 09b

6

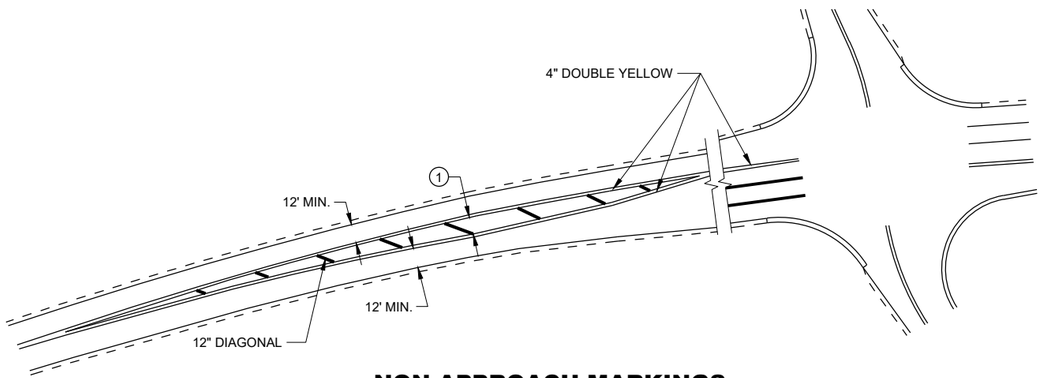
SDD 15C11 - 09b



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
FHWA

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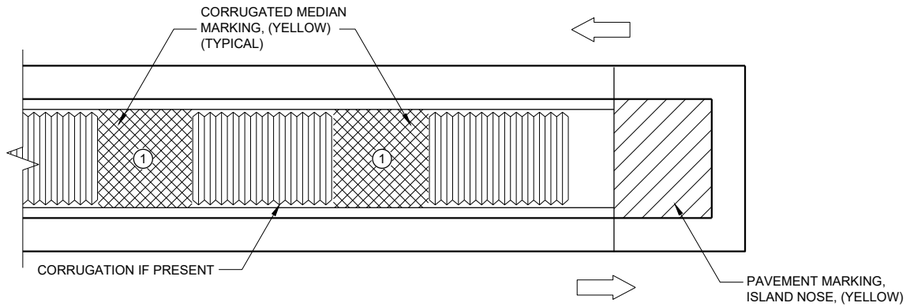
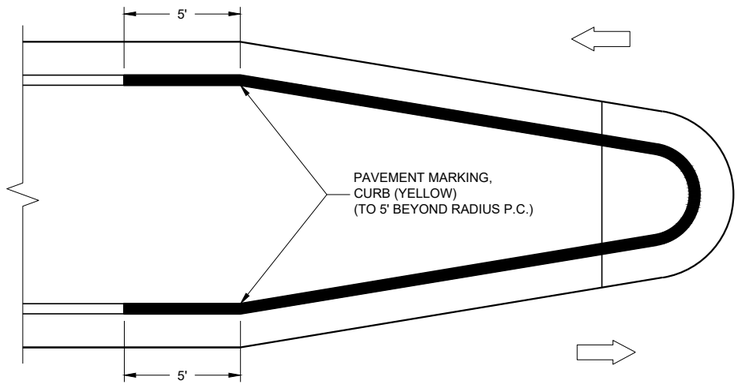
SDD 15C18 - 06a

6

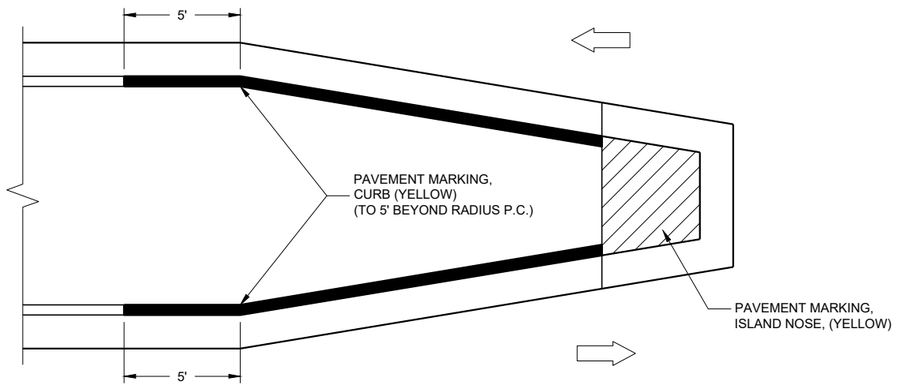
SDD 15C18 - 06a



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.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C18 - 06b

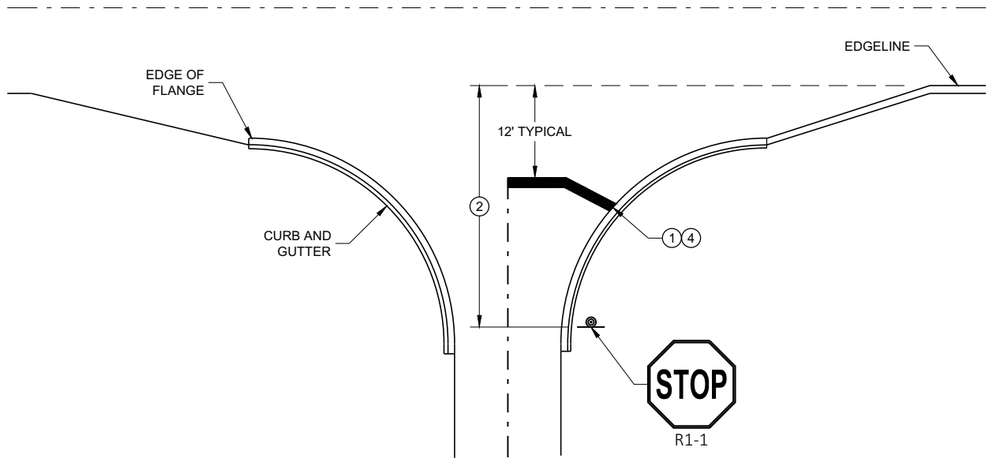
6

SDD15C18 - 06b

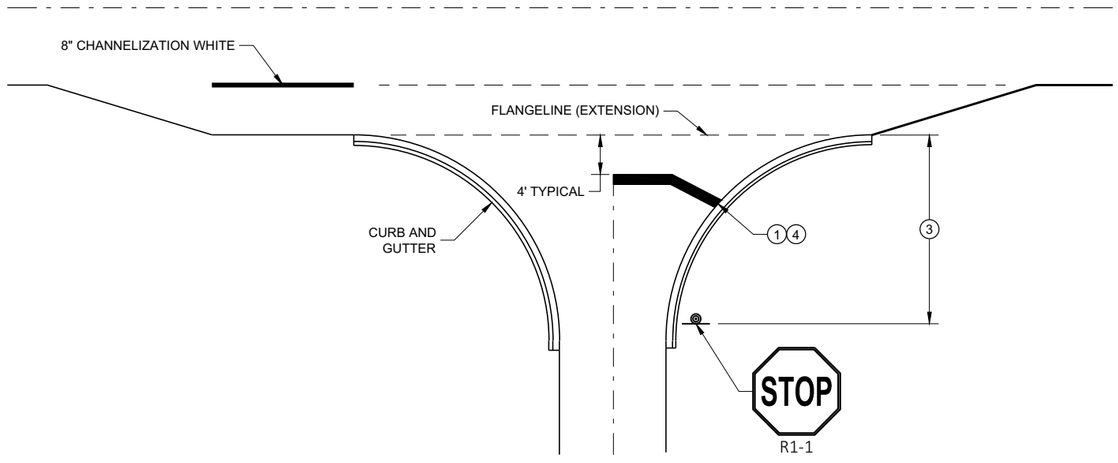
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

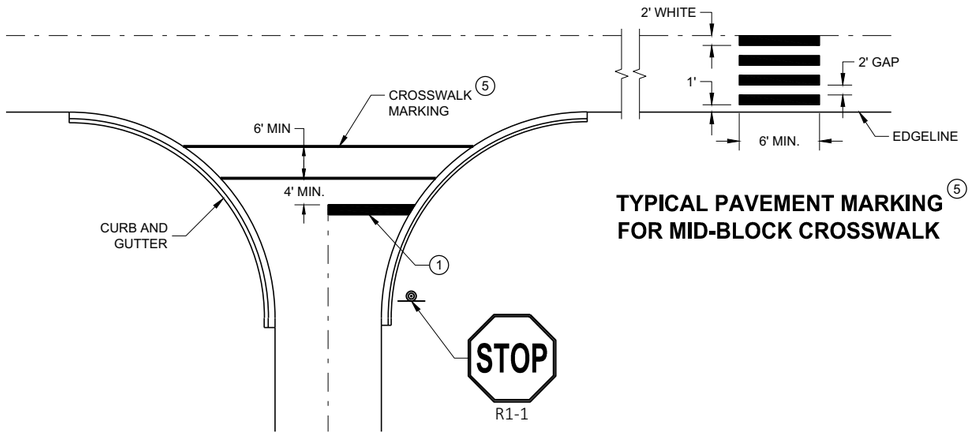
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

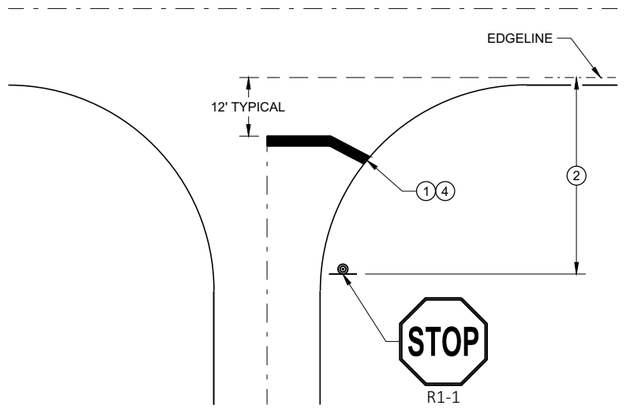


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



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 MARKING ENGINEER

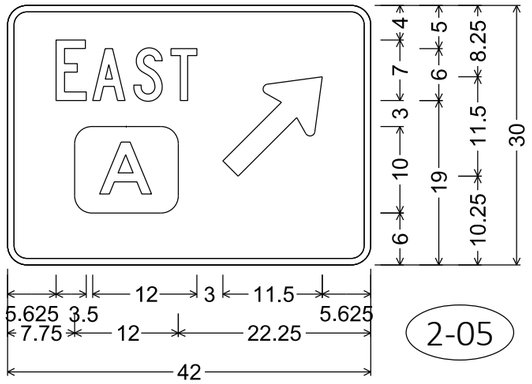
FHWA

6

SDD 15C33 - 04

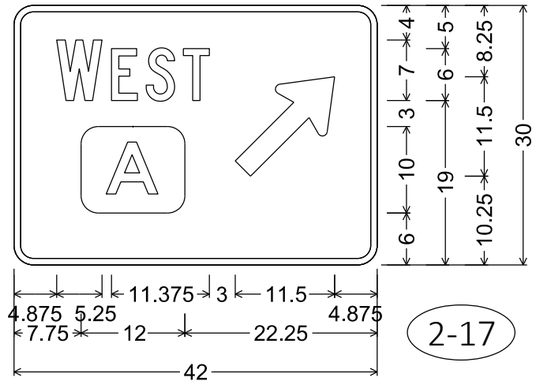
6

SDD 15C33 - 04



2-05

D1-1; 2.250" Radius, 0.750" Border

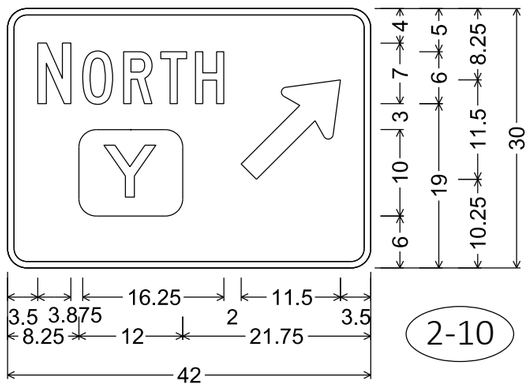


2-17

D1-1; 2.250" Radius, 0.750" Border

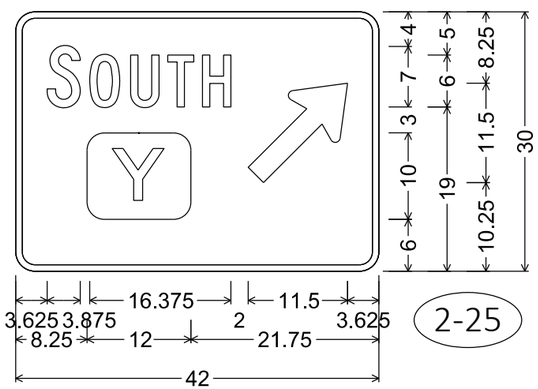
NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



2-10

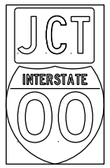
D1-1; 2.250" Radius, 0.750" Border



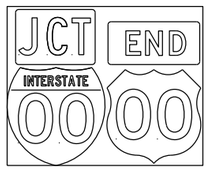
2-25

D1-1; 2.250" Radius, 0.750" Border

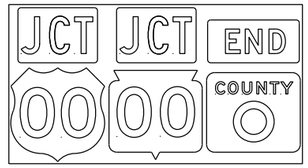
TYPICAL ASSEMBLIES



J1-1



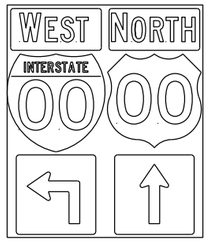
J1-2



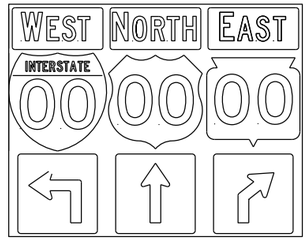
J1-3

JR1-1

J2-1

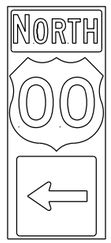


J2-2

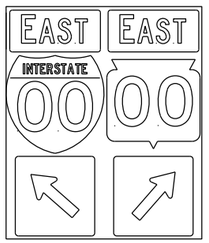


J2-3

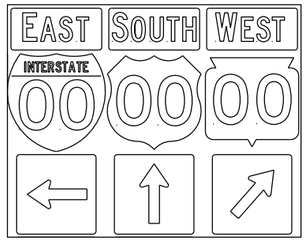
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



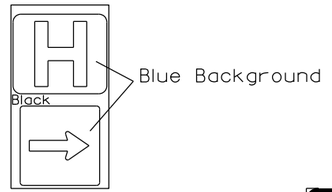
J3-1



J3-2

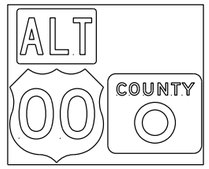


J3-3

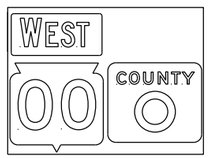


JH-1

J4-1

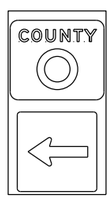


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

J22-1

J23-1

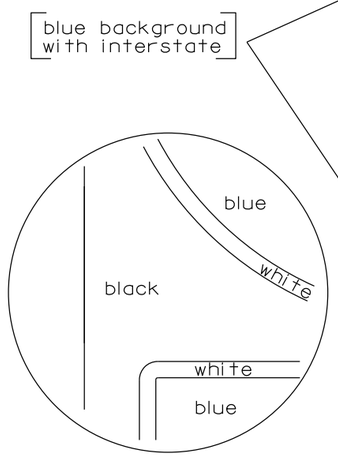
JR13-1

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: 164 E

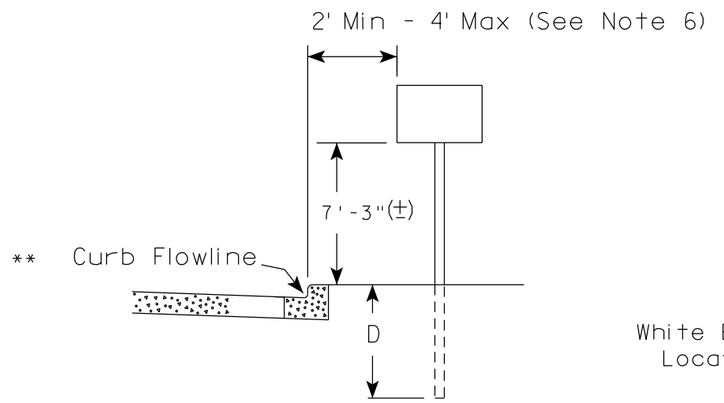
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

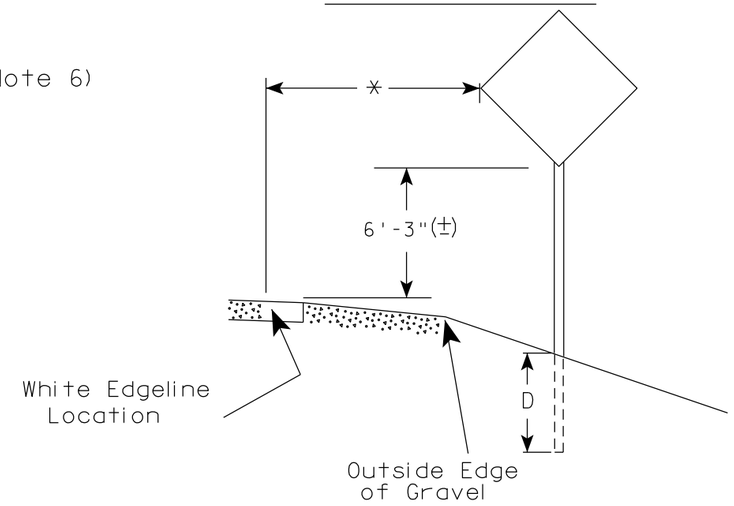
7

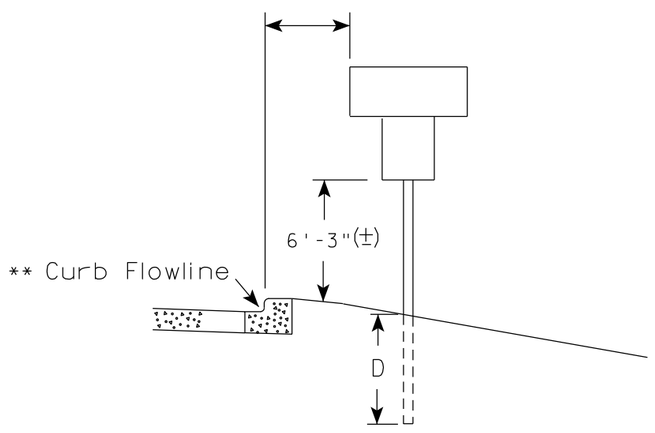
7

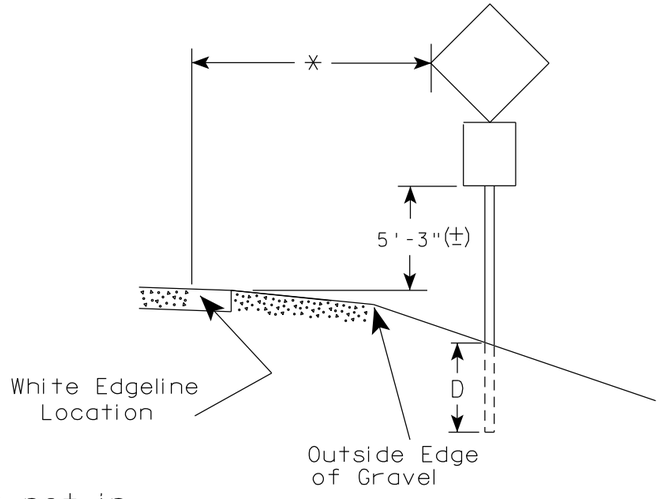
URBAN AREA



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.

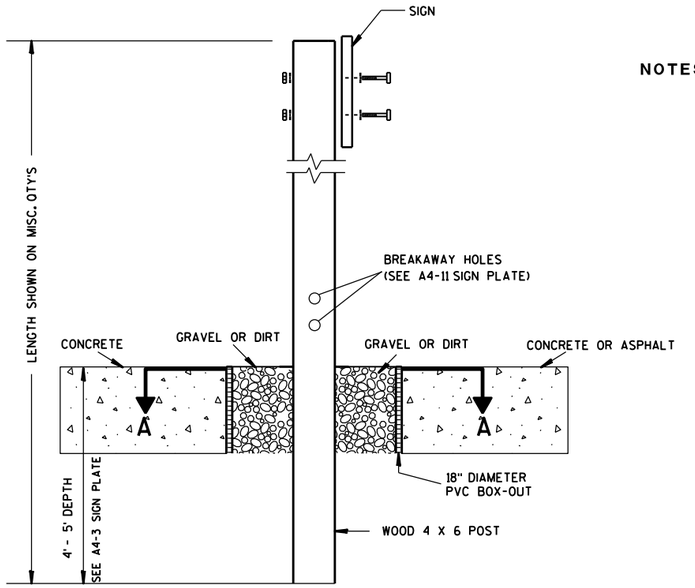
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

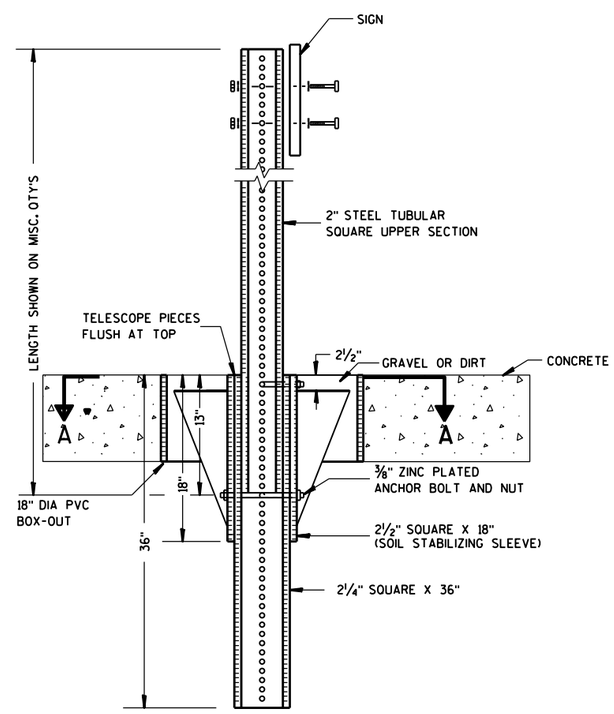
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E



ELEVATION VIEW

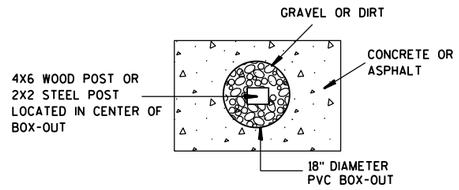
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

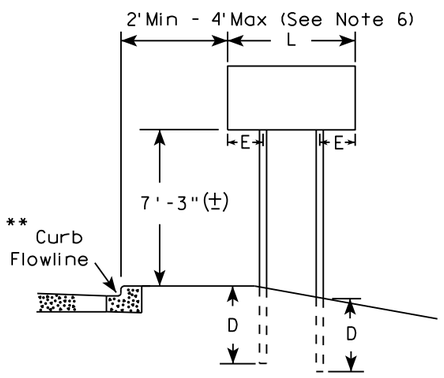
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

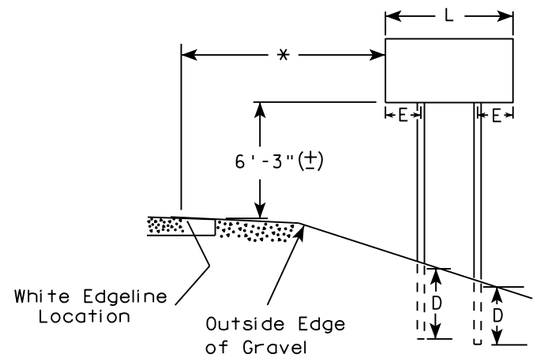
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

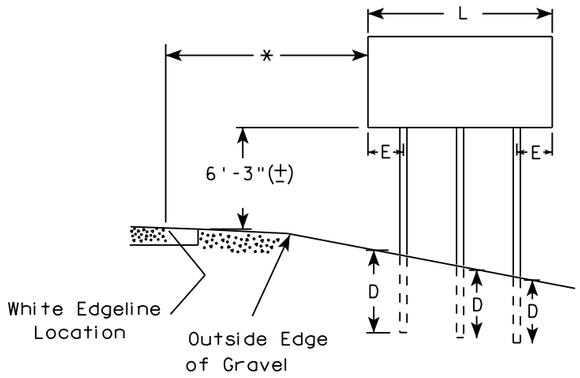
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

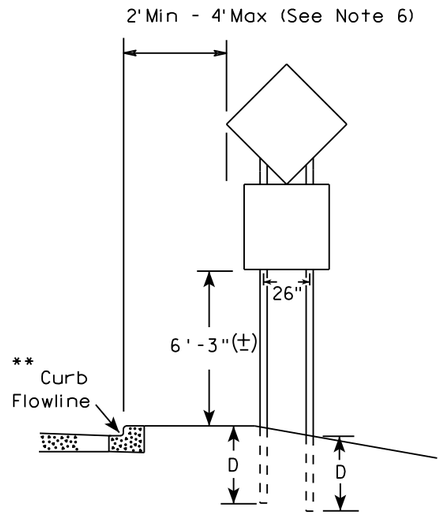
URBAN AREA



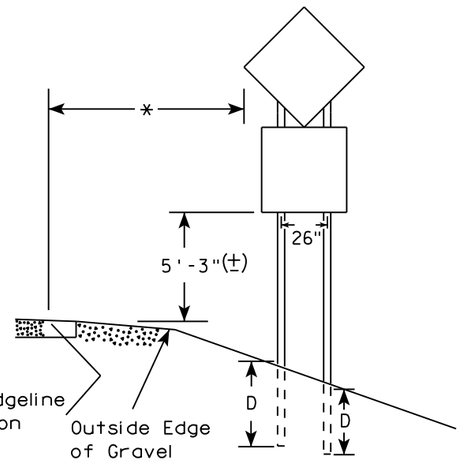
RURAL AREA (See Note 3)







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

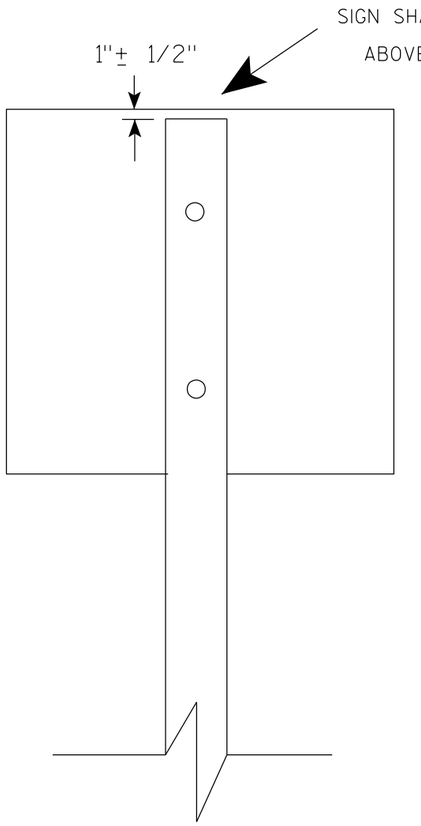
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

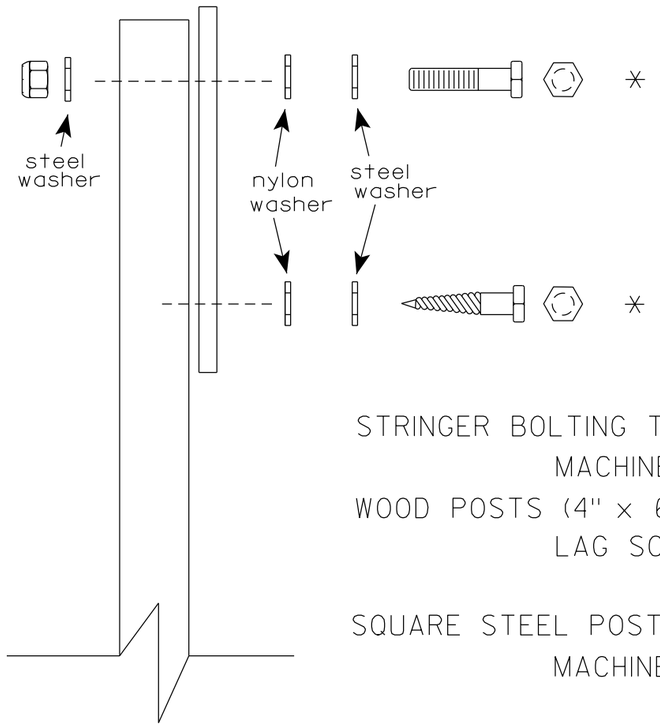
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15





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

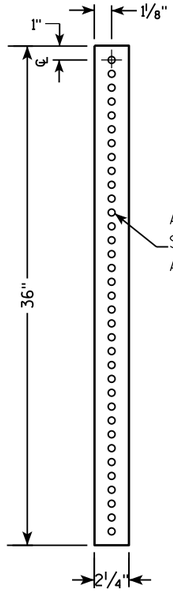
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

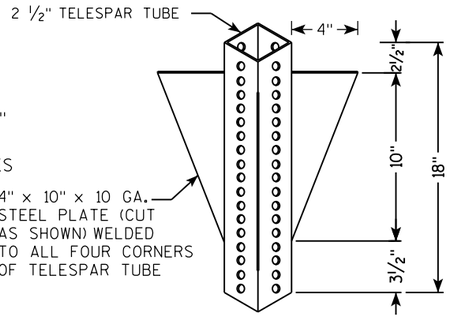
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

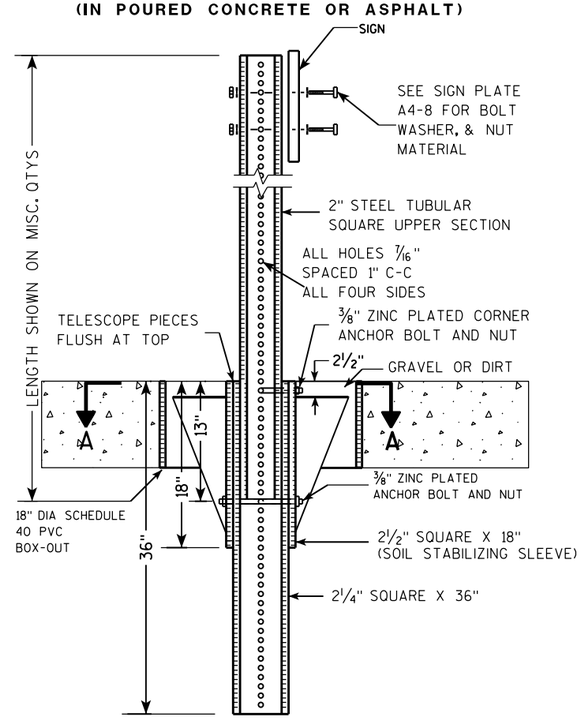
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



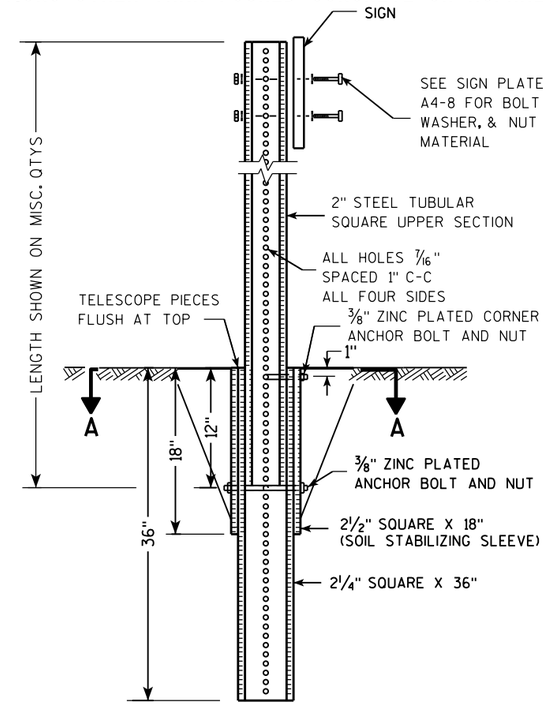
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

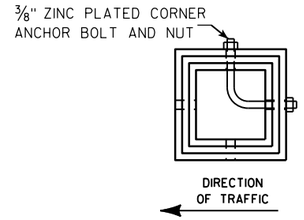


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

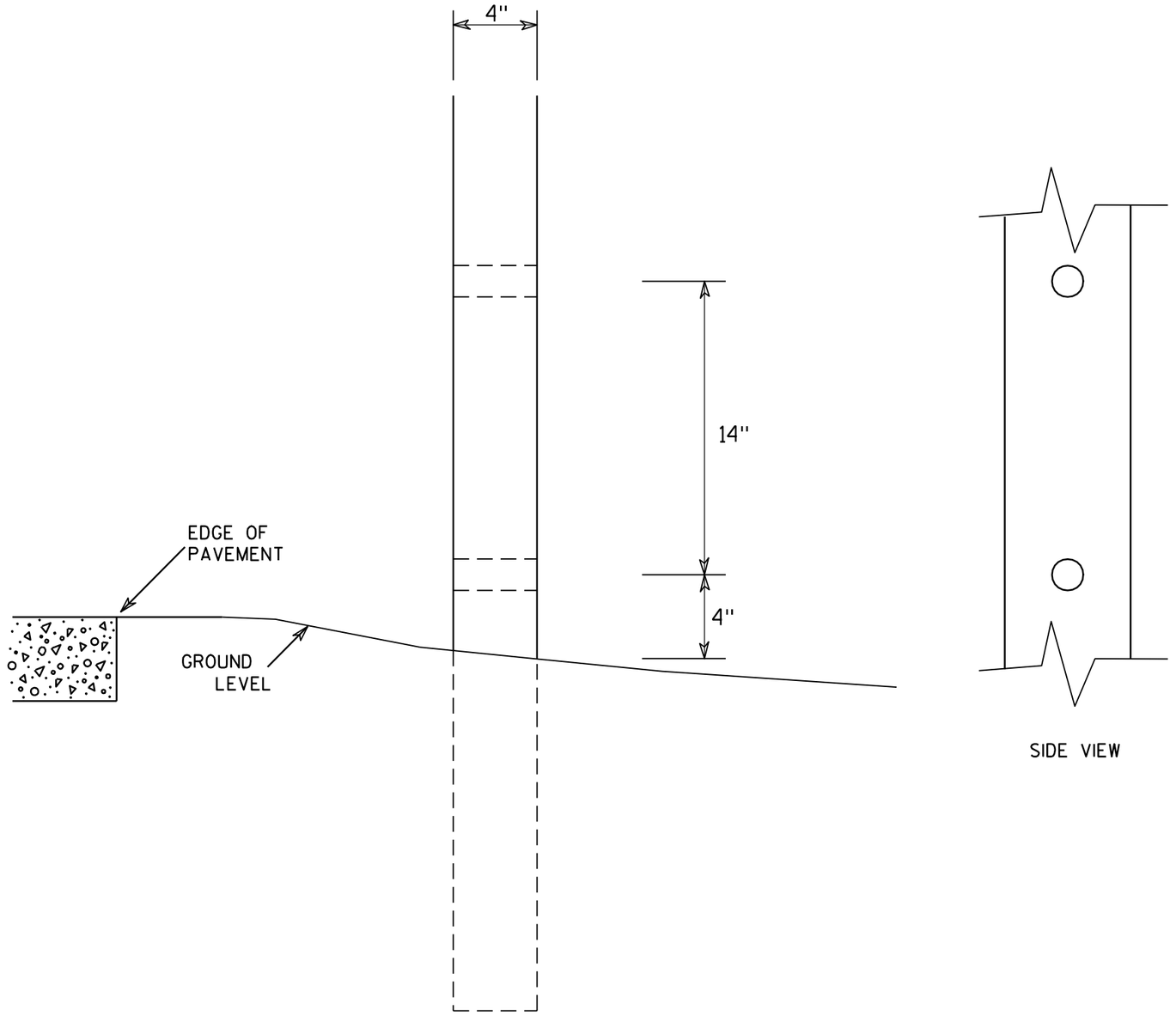
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 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.

7

7

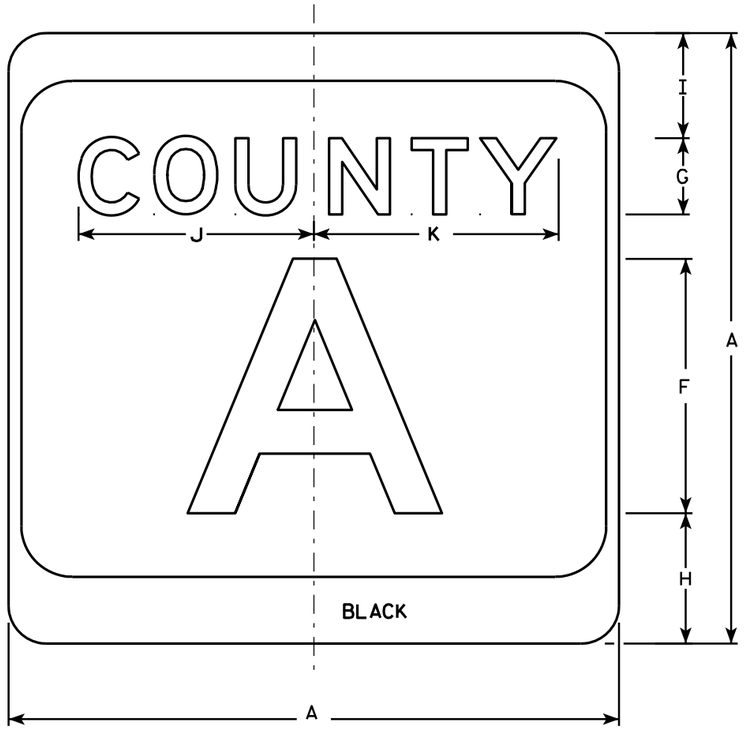
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

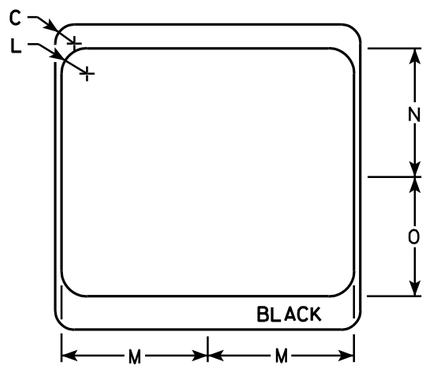
APPROVED Chester J Spang for State Traffic Engineer

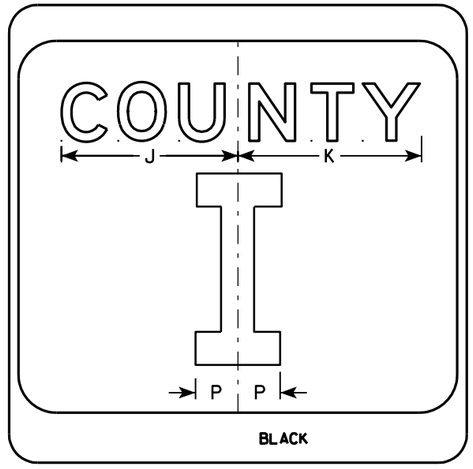
DATE 3/27/97 PLATE NO. A4-11.2

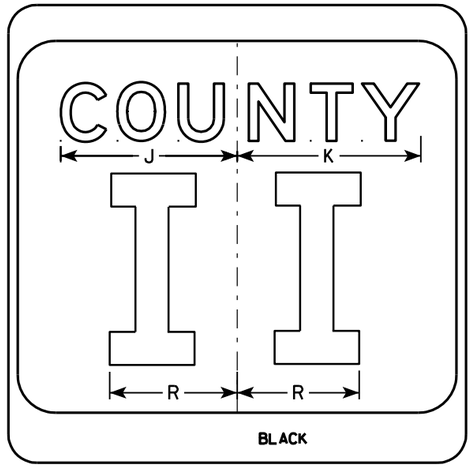
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 170	E



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

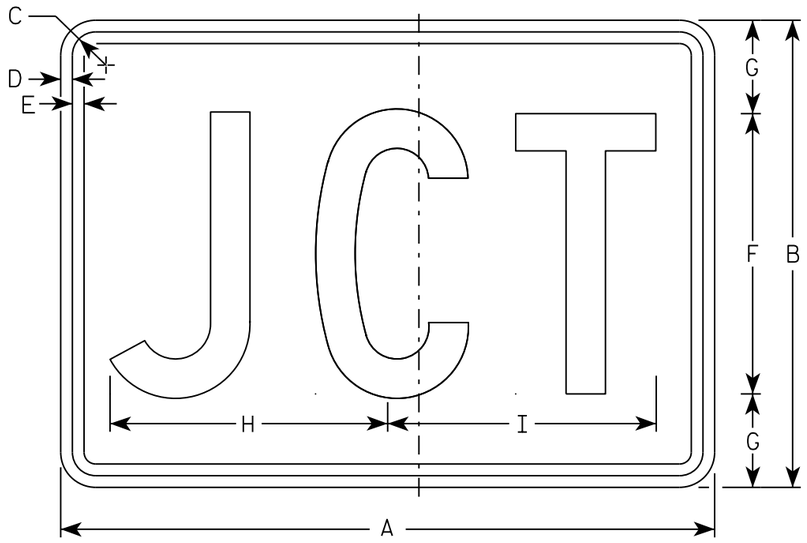
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

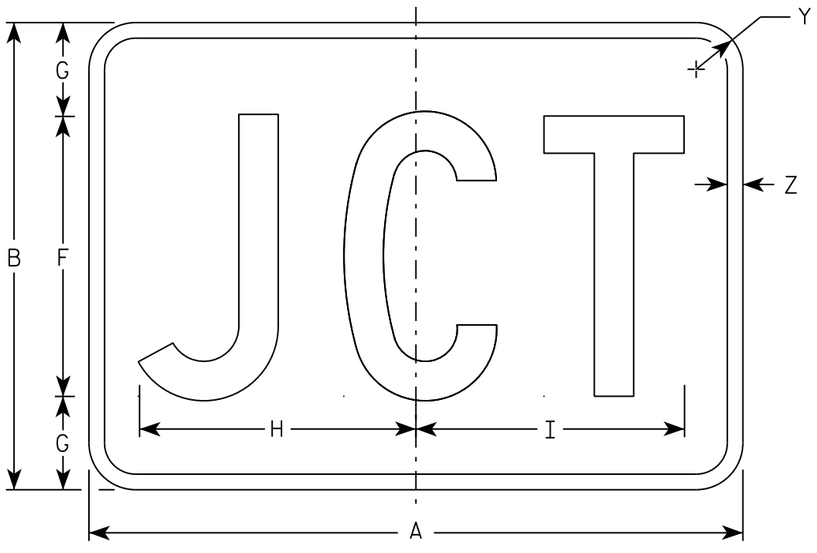
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 171 | 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

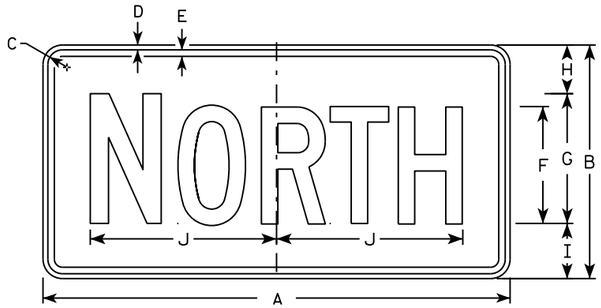
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

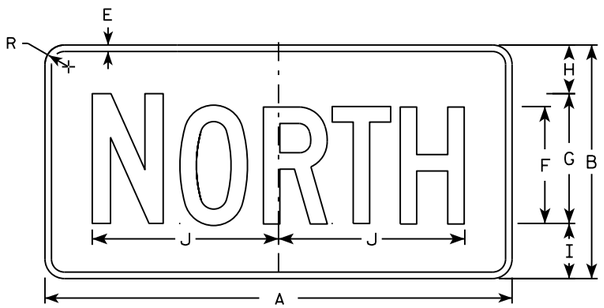
DATE 10/15/15 PLATE 172 12-1.12

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



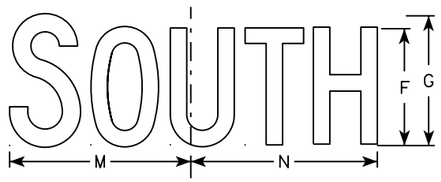
M3-1
MM3-1
MP3-1



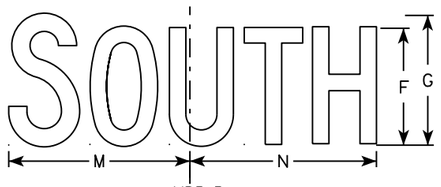
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

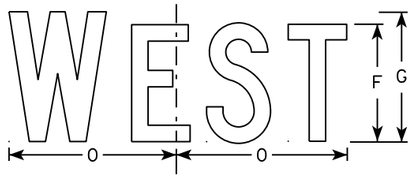
MB3-2
MK3-2
MN3-2



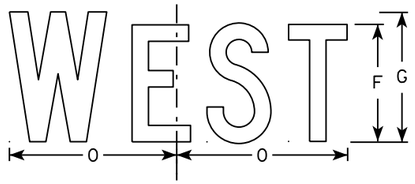
M3-3
MM3-3
MP3-3



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

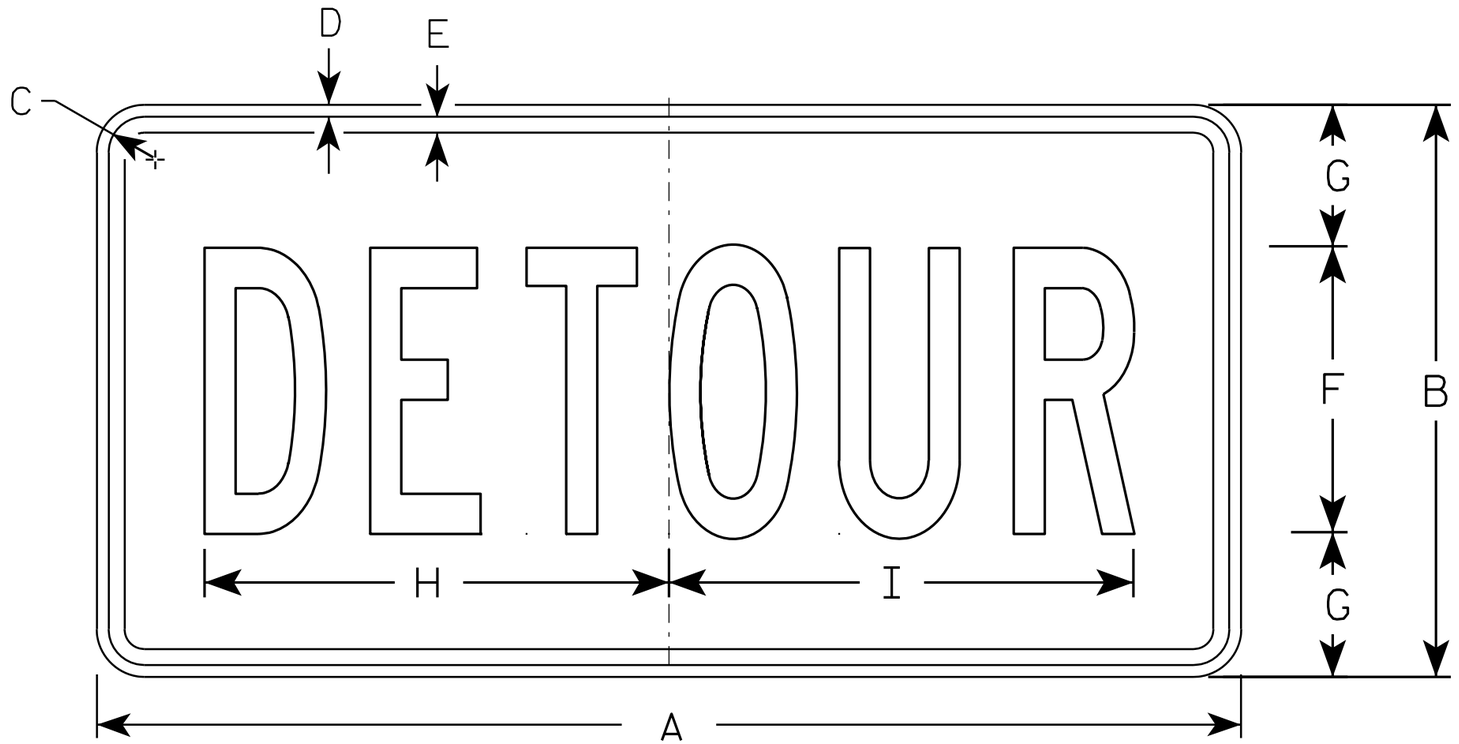
WISCONSIN DEPT OF TRANSPORTATION

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																											

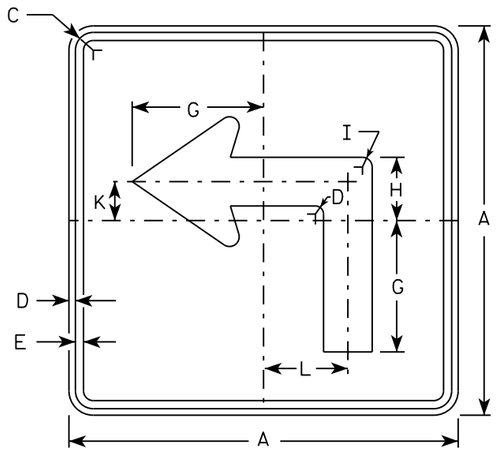
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

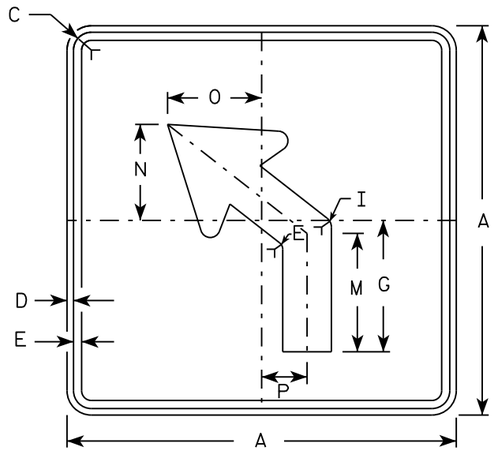
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

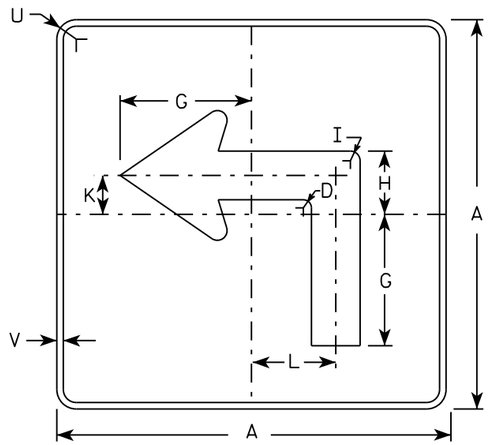
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E



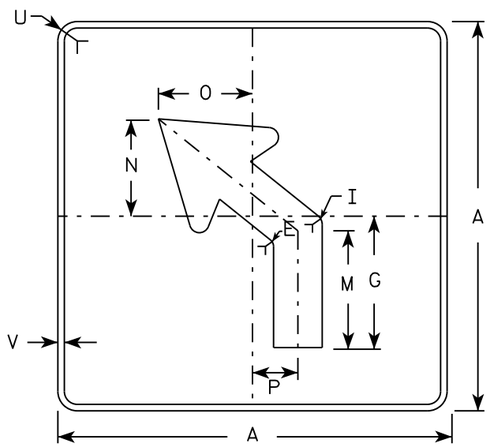
M5-1L
MM5-1L
MO5-1L
MP5-1L



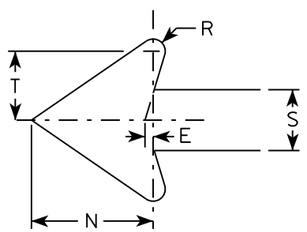
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective 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. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts 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																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

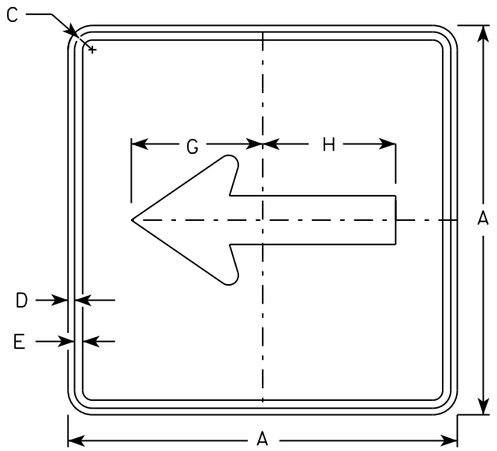
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

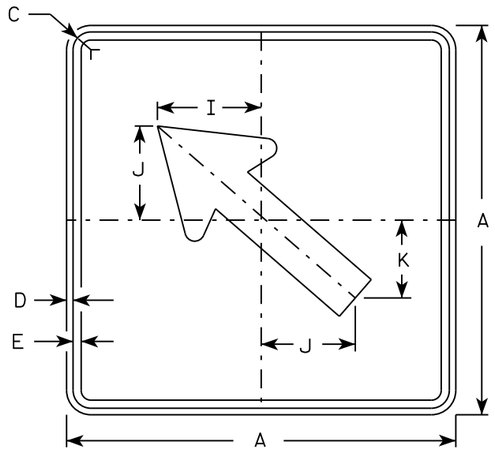
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



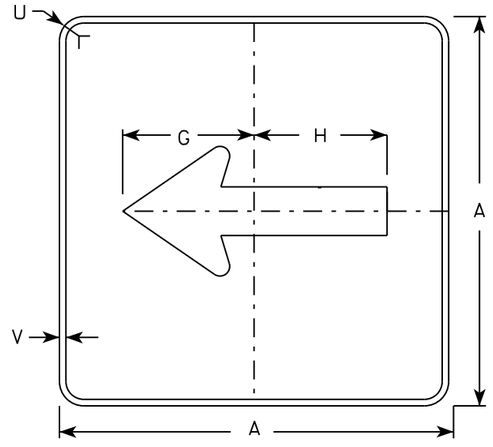
M6-1
MM6-1
MO6-1
MP6-1



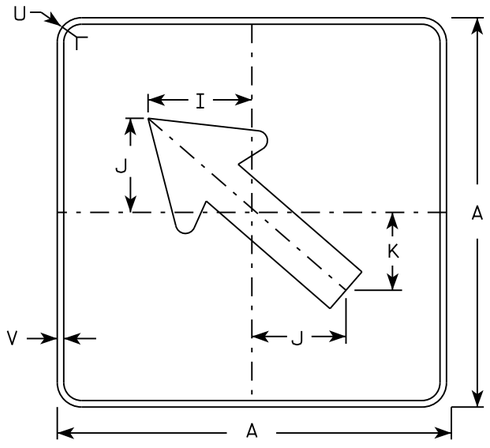
M6-2
MM6-2
MO6-2
MP6-2

NOTES

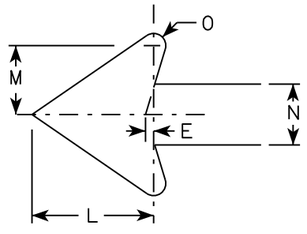
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

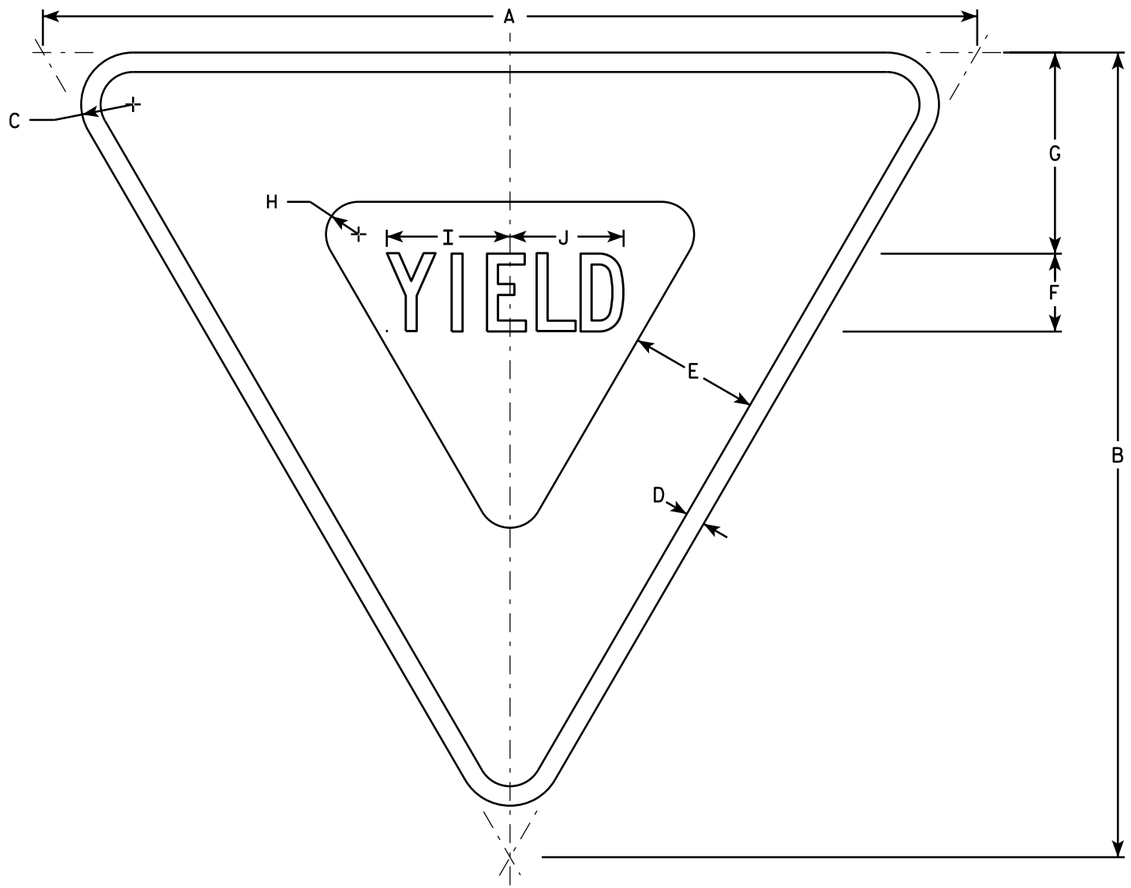
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLAT 176 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



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

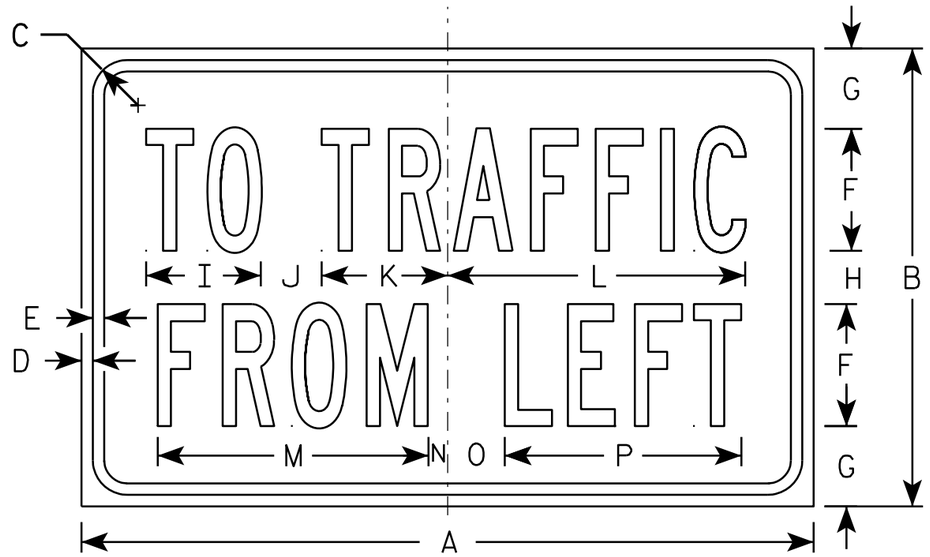
WISCONSIN DEPT OF TRANSPORTATION

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



R1-54

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 - 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	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

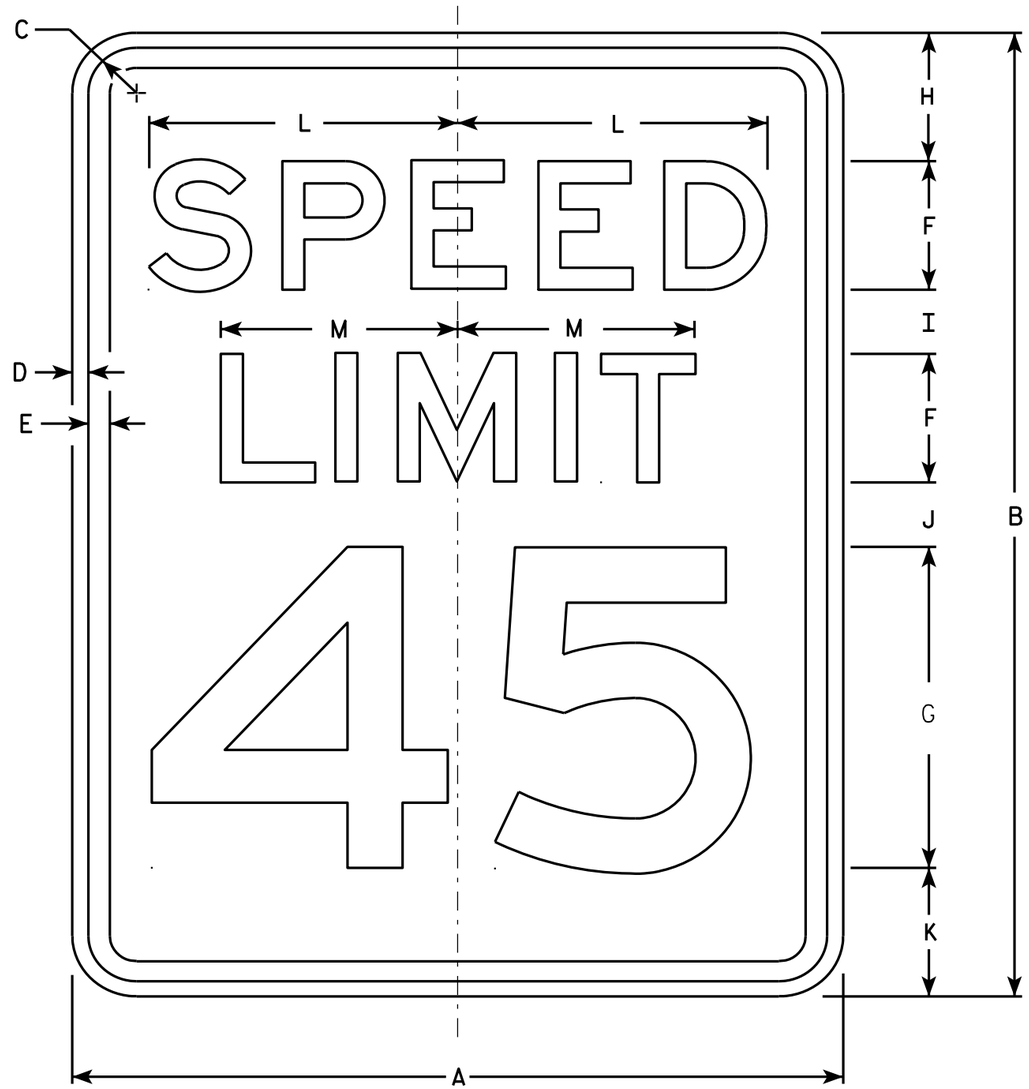
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	E



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

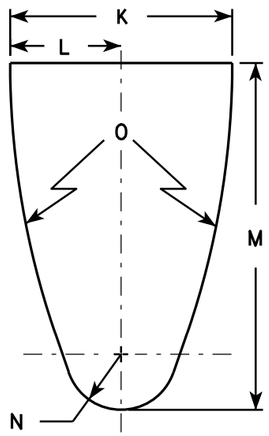
STANDARD SIGN
R2-1

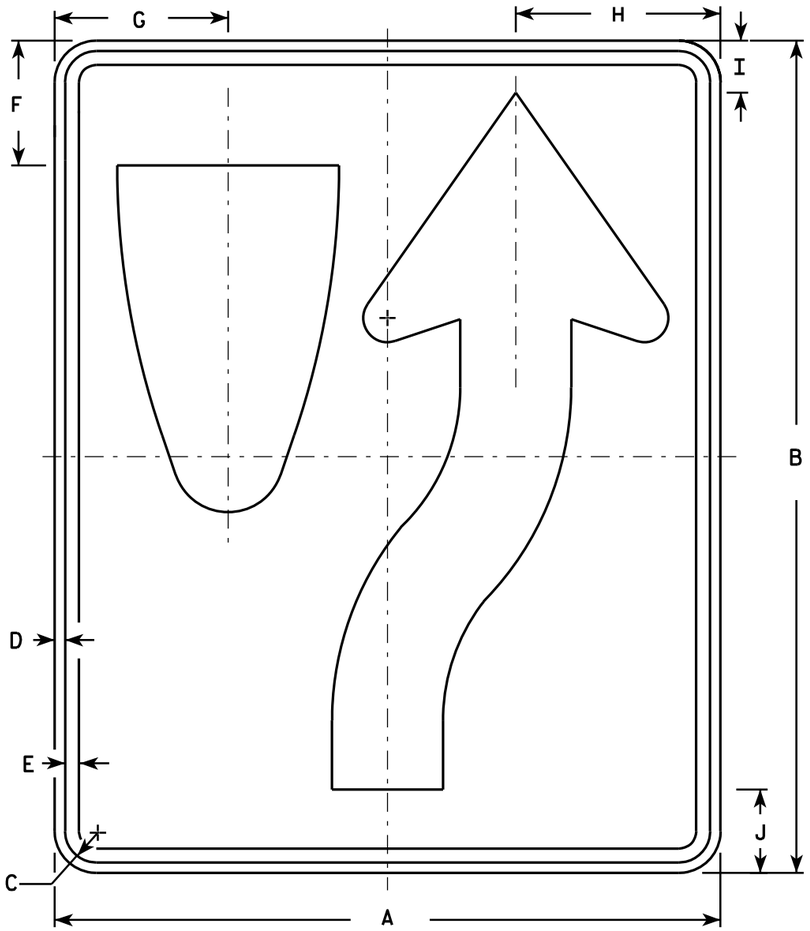
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

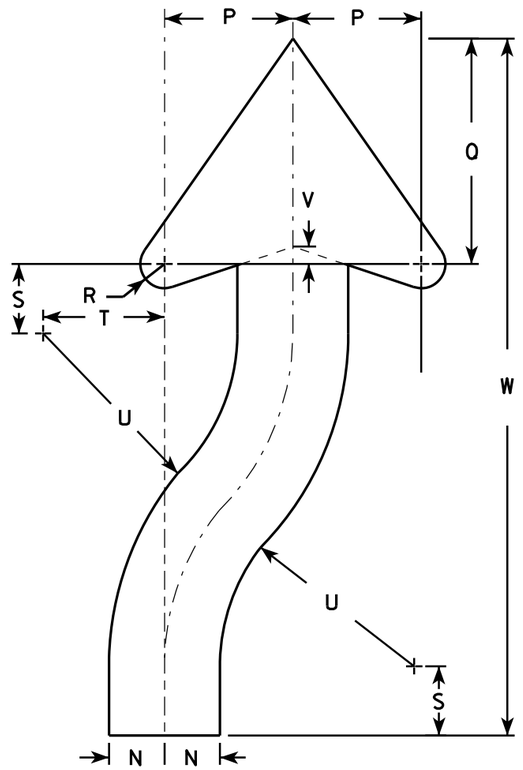




R4-7

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

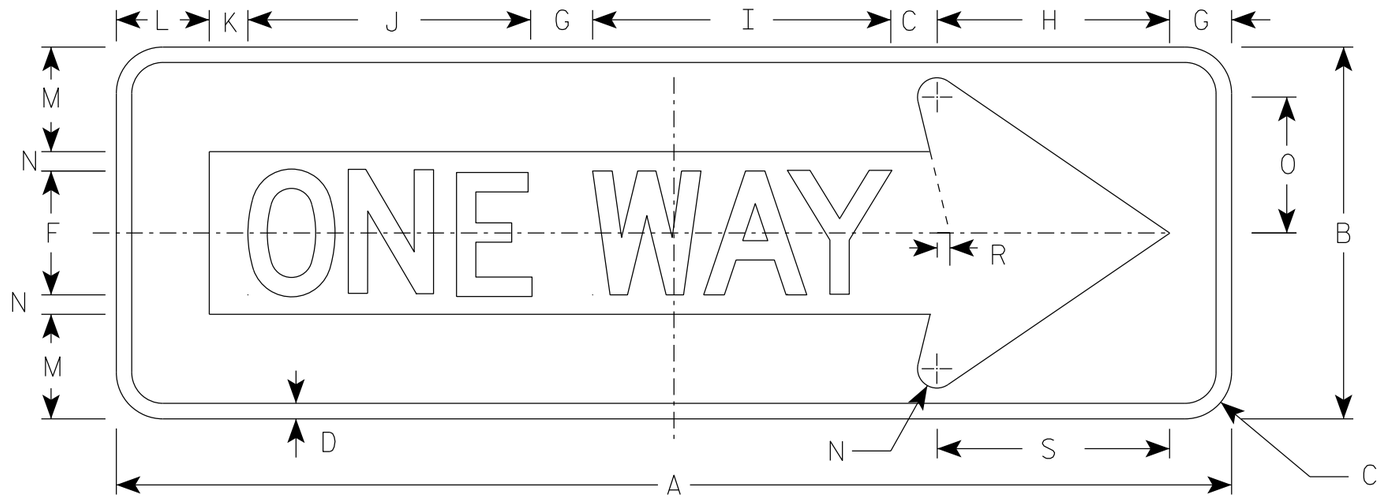
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

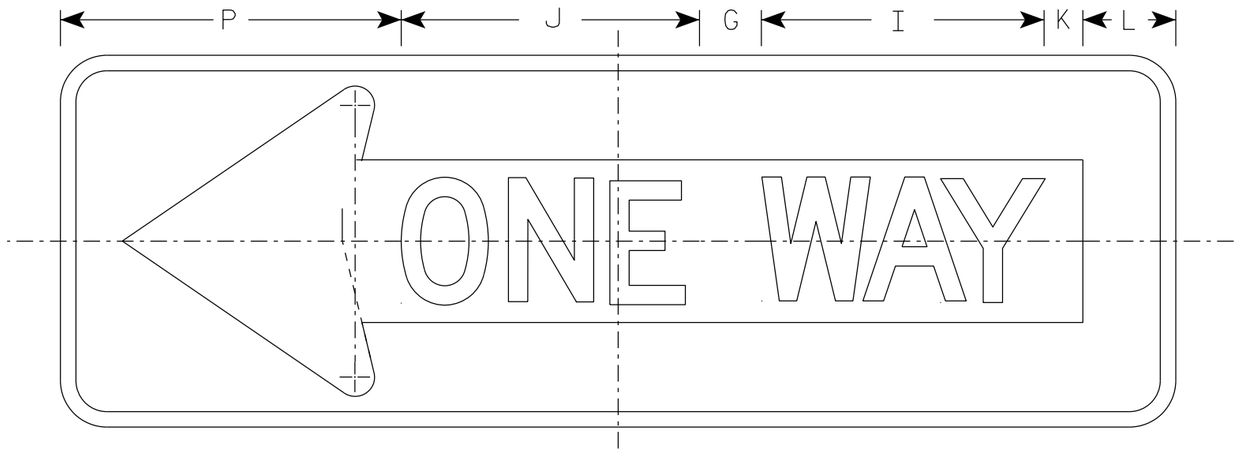
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 180	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

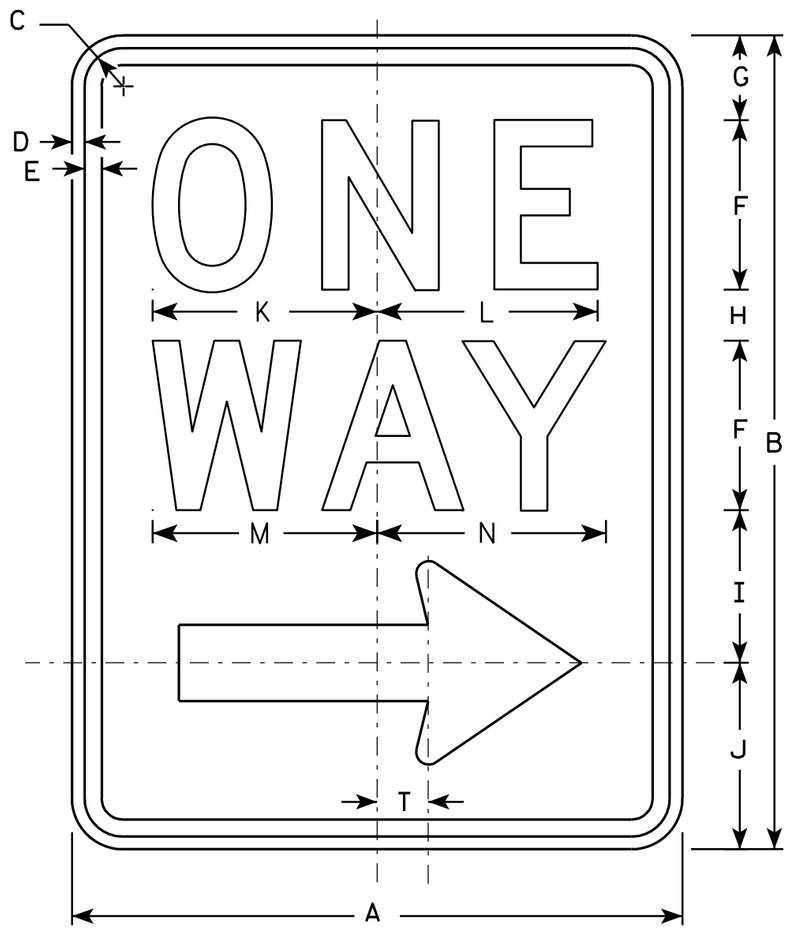
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

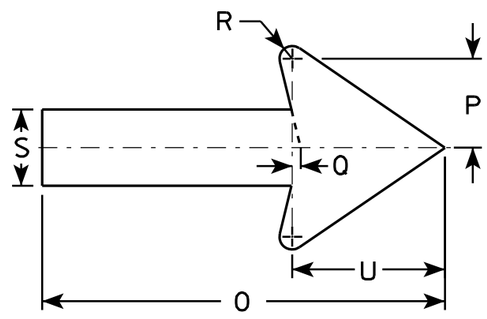
SHEET NO: 181 E



R6-2R

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 - 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. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

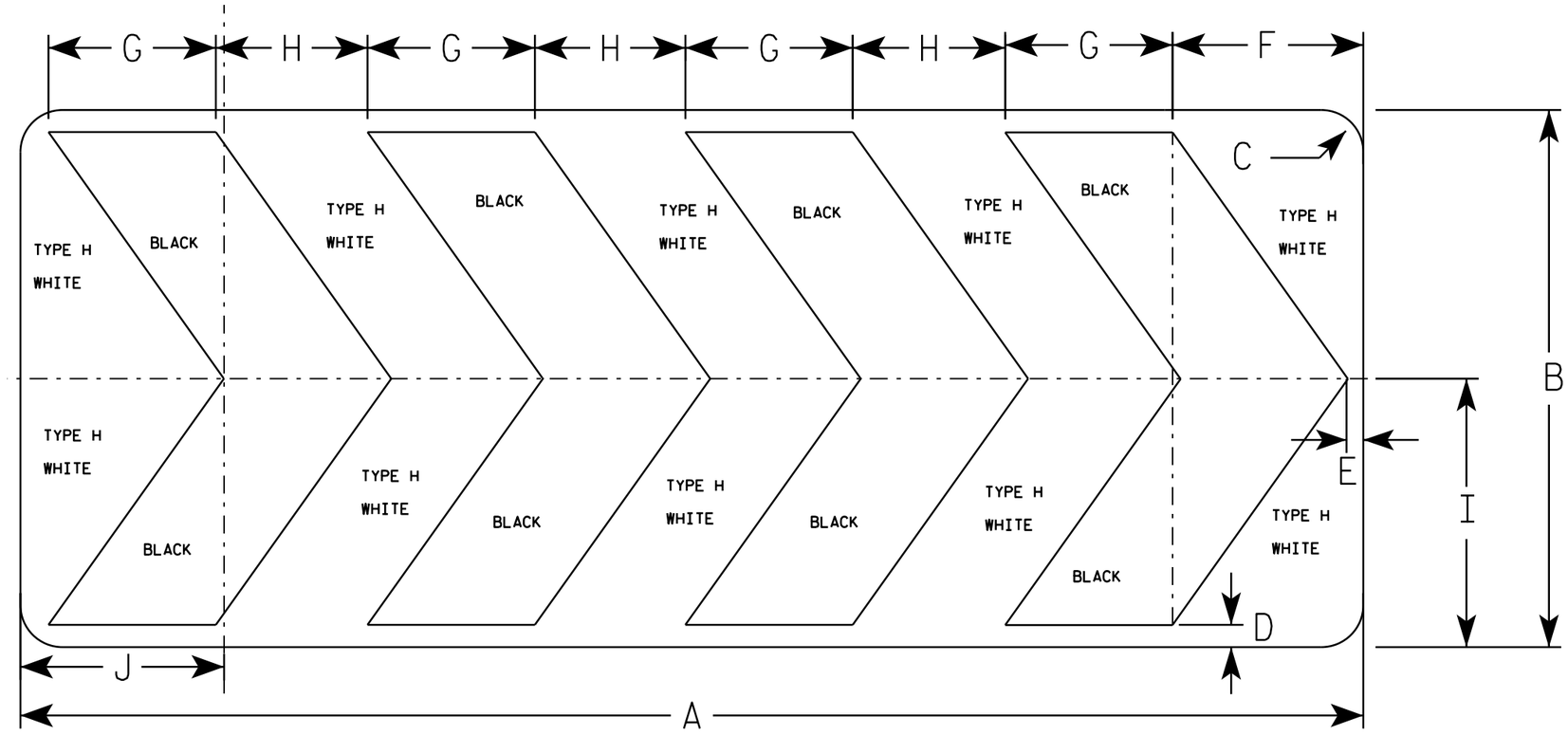
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

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	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

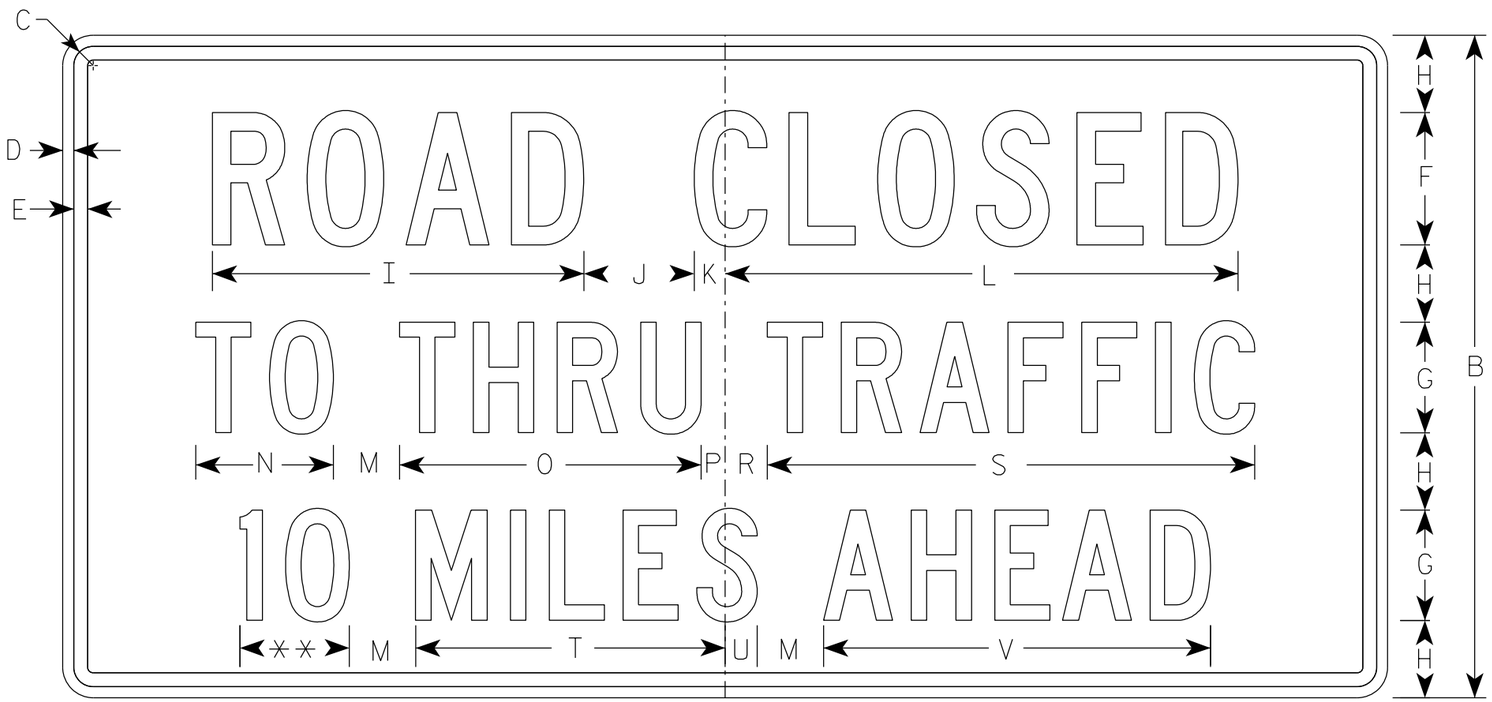
PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

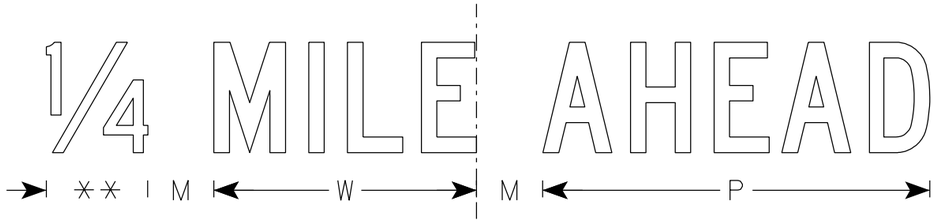
NOTES

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



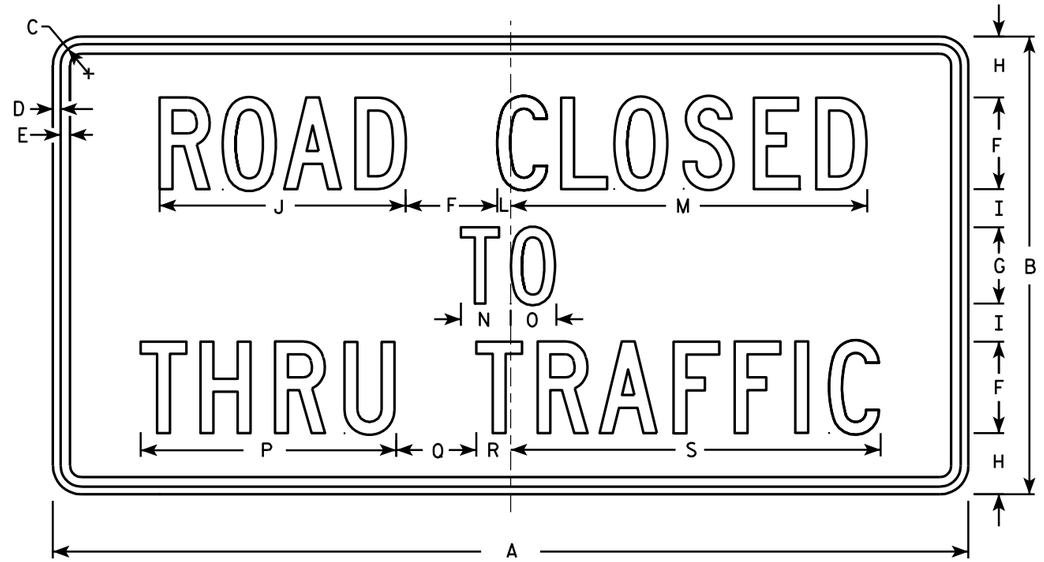
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
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: 184 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																											

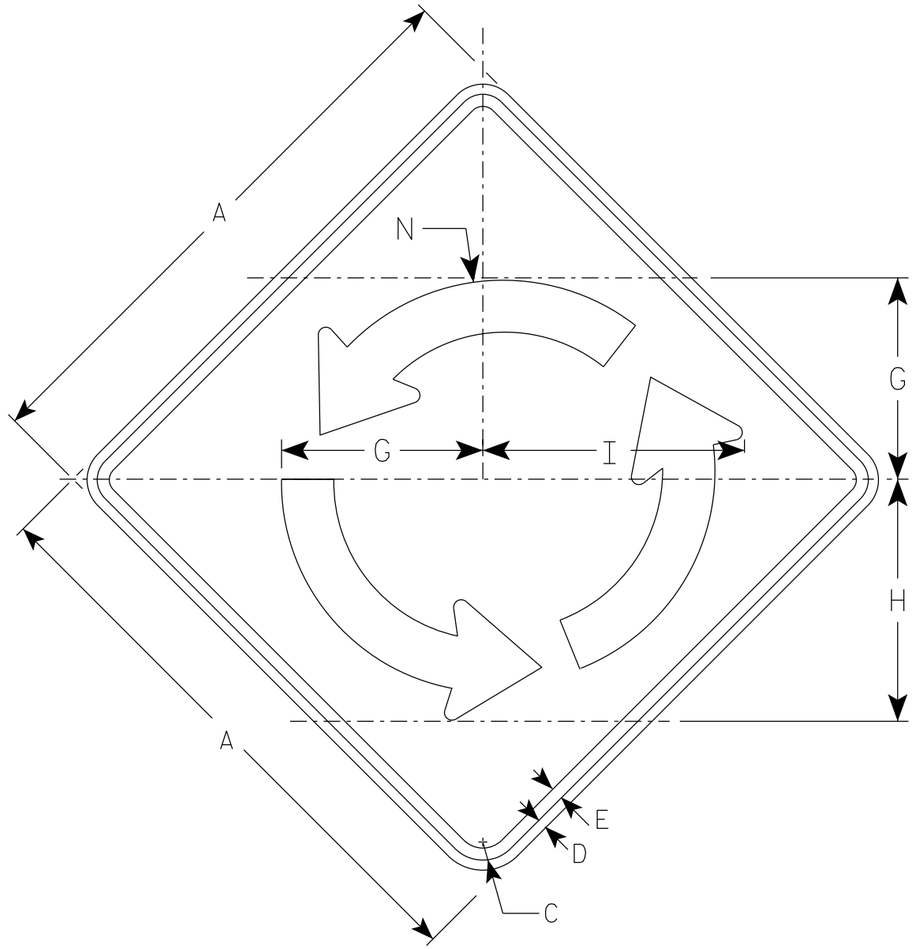
STANDARD SIGN
R11 - 4

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: 185 | E

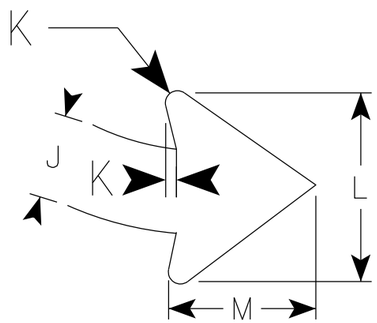


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

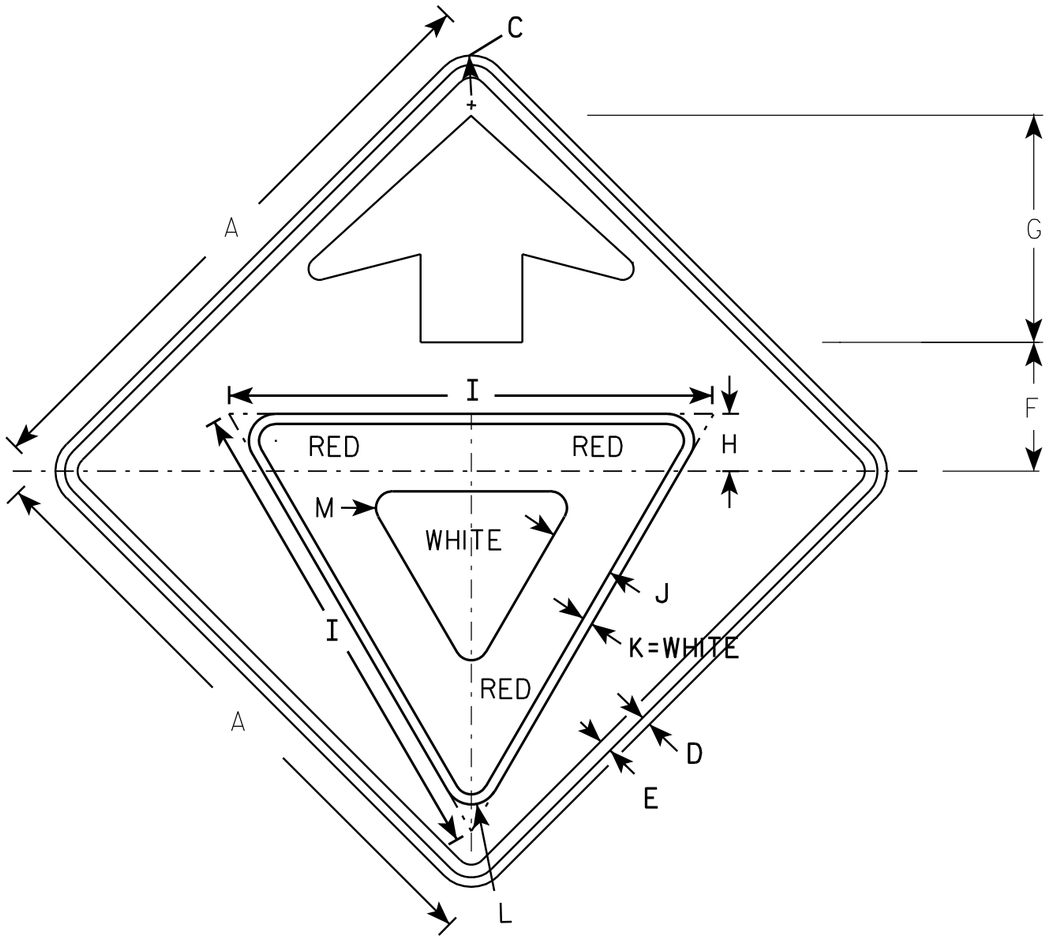
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

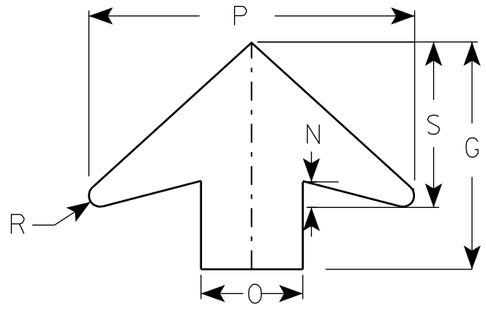
SHEET NO: 186 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

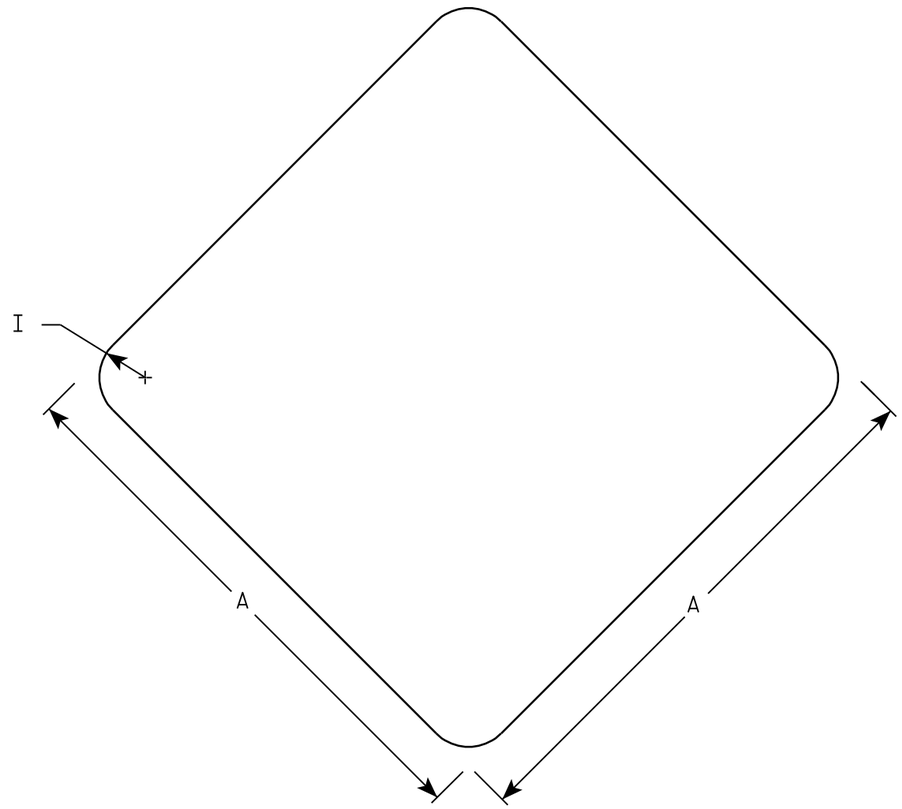
SHEET NO: 187 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



W5-54

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
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																											

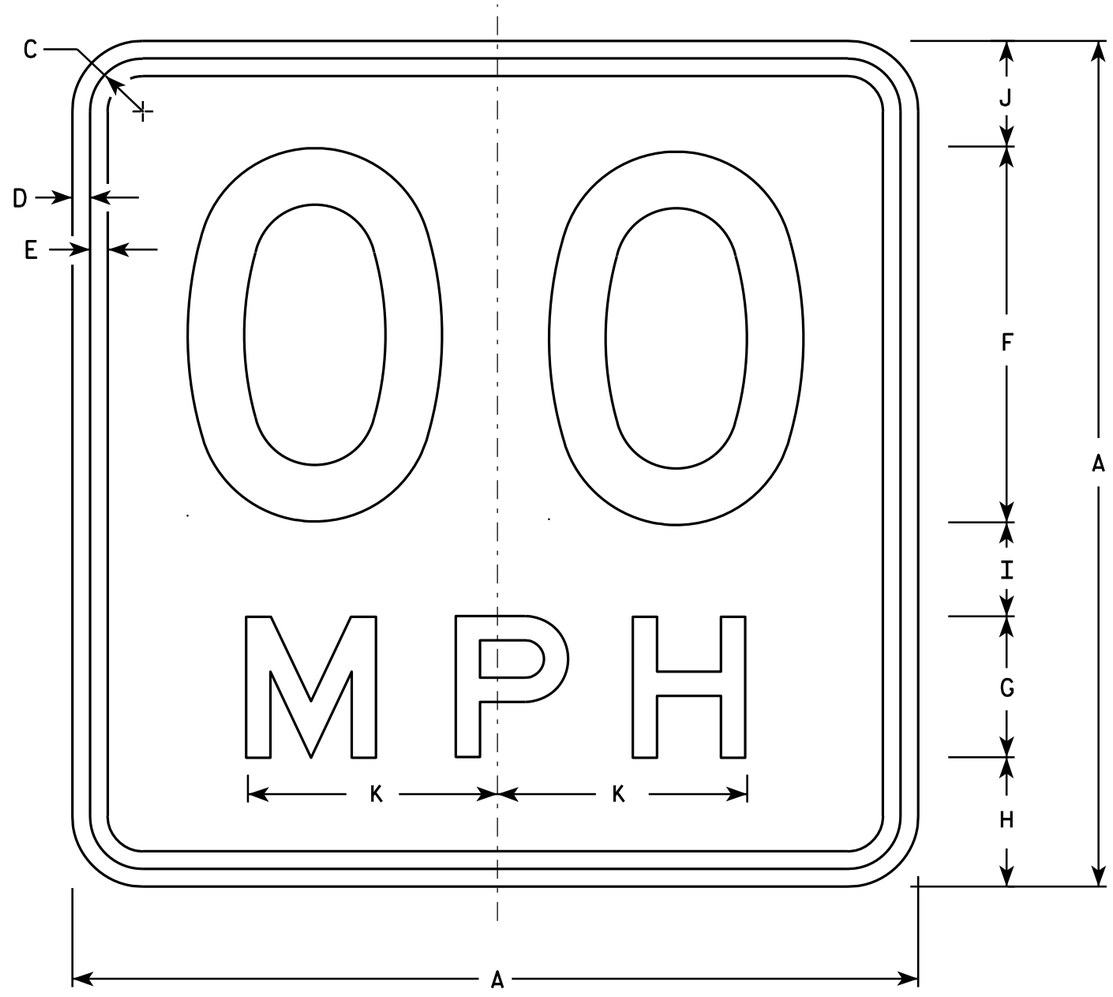
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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 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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	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

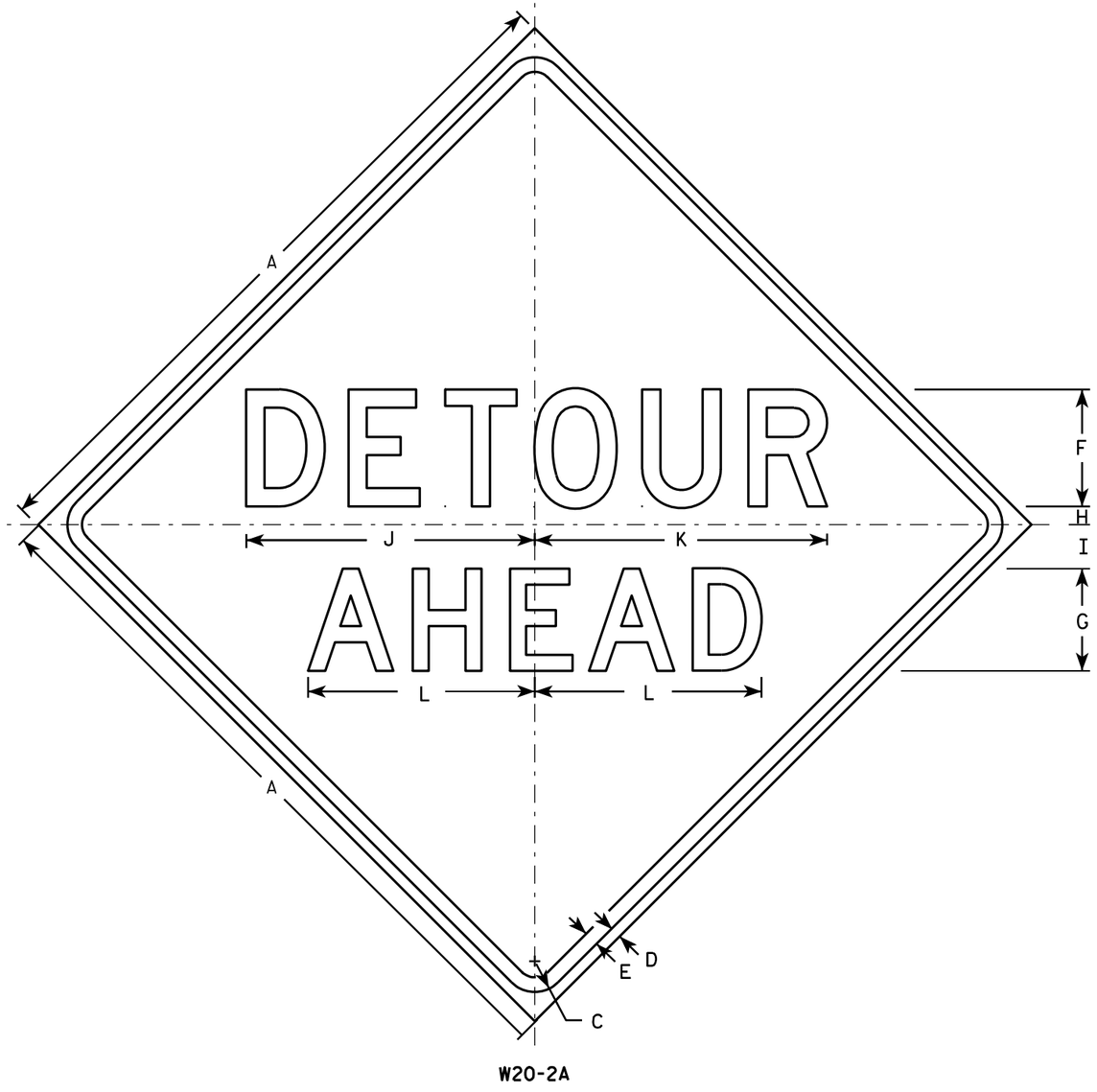
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

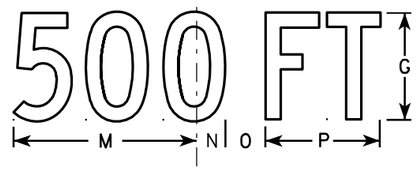
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

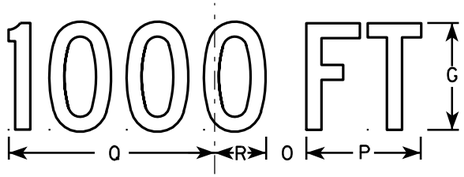
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 | E



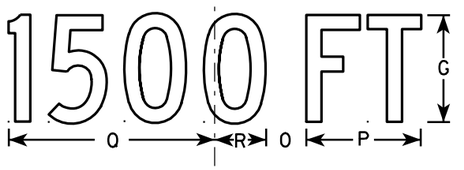
W20-2A



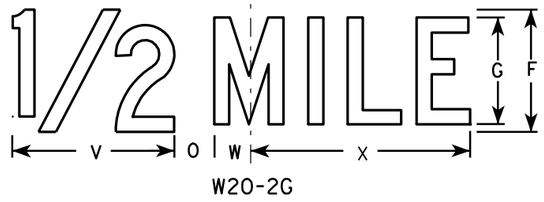
W20-2D



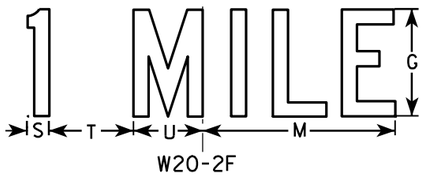
W20-2C



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

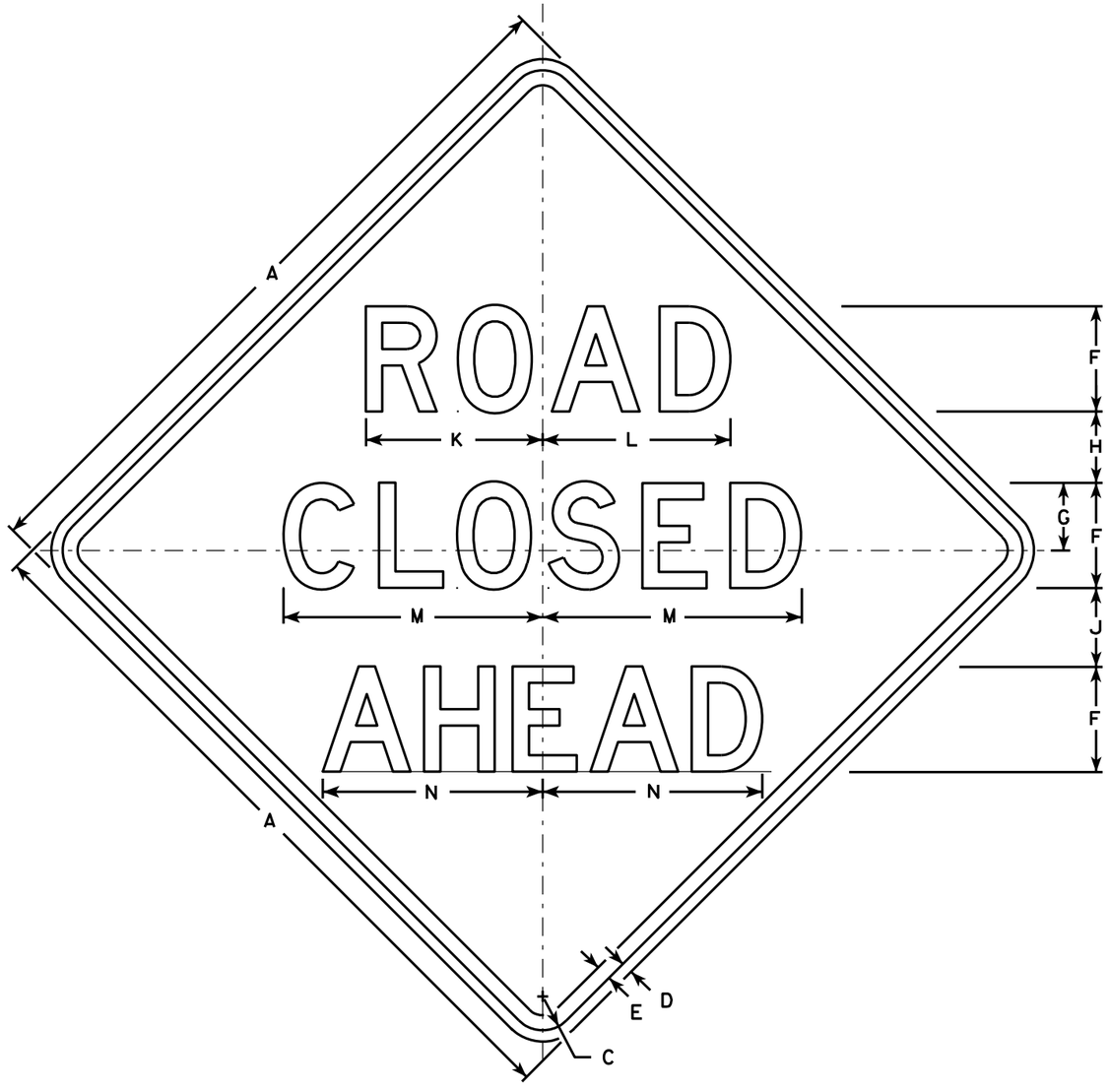
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

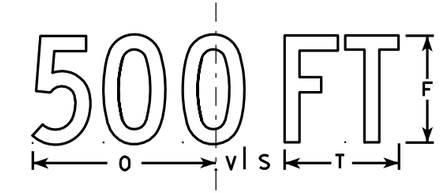
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E

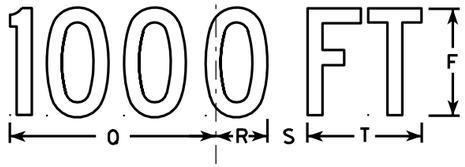
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



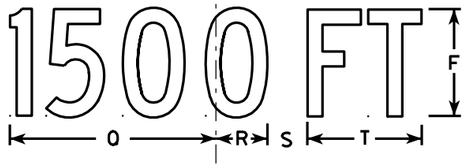
W20-3A



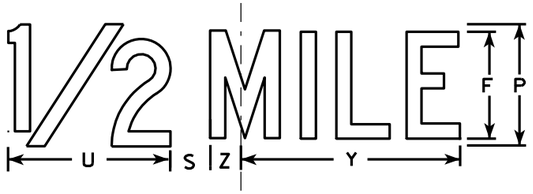
W20-3D



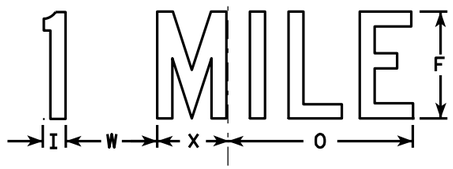
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 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	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7

NA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
29+16.316	0.00	19.98	0.00	0	0	0	0	0
29+50	33.68	17.94	0.00	24	0	24	0	24
30+00	50.00	90.24	0.00	100	0	124	0	124
30+50	50.00	81.68	0.00	159	0	283	0	283
31+00	50.00	70.56	0.00	141	0	424	0	424
31+50	50.00	68.00	0.00	128	0	552	0	552
32+00	50.00	67.38	0.00	125	0	677	0	677
32+50	50.00	62.27	15.80	120	15	797	20	778
33+00	50.00	66.20	13.81	119	27	916	55	861
33+50	50.00	71.48	7.65	127	20	1,043	81	962
34+00	50.00	68.44	13.63	130	20	1,173	107	1,066
34+50	50.00	60.66	22.39	120	33	1,293	150	1,144
34+90	40.00	49.70	93.67	82	86	1,375	261	1,114
		COLUMN TOTALS:		1,375	201			

NB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
39+70	0.00	13.94	31.97	0	0	0	0	0
40+00	30.00	10.70	10.59	14	24	14	31	-17
40+50	50.00	17.48	7.92	26	17	40	53	-13
41+00	50.00	17.58	5.13	32	12	72	69	3
41+50	50.00	15.04	72.88	30	72	102	163	-61
42+00	50.00	17.35	22.40	30	88	132	277	-145
42+50	50.00	21.61	26.06	36	45	168	335	-167
43+00	50.00	21.39	23.86	40	46	208	395	-187
43+50	50.00	30.17	21.41	48	42	256	450	-194
44+00	50.00	32.34	23.60	58	42	314	504	-190
44+50	50.00	36.71	29.12	64	49	378	568	-190
45+00	50.00	35.71	30.57	67	55	445	640	-195
45+39.988	39.99	0.00	27.69	26	43	471	696	-225
		COLUMN TOTALS:		471	535			

SA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
29+02.958	0.00	8.51	0.00	0	0	0	0	0
29+50	47.04	8.85	1.28	15	1	15	1	14
30+00	50.00	52.63	10.52	57	11	72	16	56
30+50	50.00	44.12	16.53	90	25	162	48	114
31+00	50.00	36.07	22.17	74	36	236	95	141
31+50	50.00	29.35	22.73	61	42	297	150	148
32+00	50.00	22.02	27.07	48	46	345	209	136
32+50	50.00	24.25	21.71	43	45	388	268	120
33+00	50.00	18.62	19.86	40	38	428	317	111
33+50	50.00	17.50	9.80	33	27	461	352	109
34+00	50.00	17.15	4.02	32	13	493	369	124
34+50	50.00	10.56	29.63	26	31	519	410	110
35+00	50.00	10.42	70.63	19	93	538	530	8
		COLUMN TOTALS:		538	408			

SB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
39+70	0.00	50.60	6.73	0	0	0	0	0
40+00	30.00	55.20	1.35	59	4	59	5	54
40+50	50.00	70.93	0.00	117	1	176	7	170
41+00	50.00	66.11	0.94	127	1	303	8	295
41+50	50.00	48.18	9.07	106	9	409	20	390
42+00	50.00	34.63	15.35	77	23	486	49	437
42+50	50.00	16.01	7.26	47	21	533	77	456
43+00	50.00	16.31	15.63	30	21	563	104	459
43+50	50.00	23.47	15.84	37	29	600	142	458
44+00	50.00	26.41	9.56	46	24	646	173	473
44+50	50.00	45.48	2.91	67	12	713	189	525
45+00	50.00	41.90	1.74	81	4	794	194	600
45+15.692	15.69	15.90	0.73	17	1	811	195	616
		COLUMN TOTALS:		811	150			

EA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
59+34.095	0.00	7.87	0.00	0	0	0	0	0
59+50	15.91	8.38	0.00	5	0	5	0	5
60+00	50.00	33.12	4.81	38	4	43	5	38
60+50	50.00	33.18	3.74	61	8	104	16	88
61+00	50.00	35.07	2.70	63	6	167	23	144
61+50	50.00	34.13	2.10	64	4	231	29	202
62+00	50.00	33.34	1.05	62	3	293	33	261
62+50	50.00	29.86	17.05	59	17	352	55	297
63+00	50.00	28.13	13.71	54	28	406	91	315
63+50	50.00	36.28	11.97	60	24	466	122	344
64+00	50.00	42.09	12.35	73	23	539	152	387
64+50	50.00	69.87	26.78	104	36	643	199	444
65+00	50.00	53.22	37.84	114	60	757	277	480
65+25	25.00	45.85	58.07	46	44	803	334	469
		COLUMN TOTALS:		803	257			

EB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
69+90	0.00	0.00	125.96	0	0	0	0	0
70+00	10.00	0.00	95.56	0	41	0	53	-53
70+50	50.00	0.11	39.05	0	125	0	216	-216
71+00	50.00	0.77	31.09	1	65	1	300	-299
71+50	50.00	2.44	19.94	3	47	4	361	-357
72+00	50.00	6.41	16.74	8	34	12	406	-394
72+50	50.00	17.22	3.90	22	19	34	430	-396
73+00	50.00	38.16	0.00	51	4	85	436	-351
73+50	50.00	49.83	0.00	81	0	166	436	-270
74+00	50.00	41.52	0.00	85	0	251	436	-185
74+50	50.00	39.84	0.00	75	0	326	436	-110
75+00	50.00	35.67	0.00	70	0	396	436	-40
75+40.484	40.48	10.17	0.00	34	0	430	436	-6
		COLUMN TOTALS:		430	335			

WA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
59+32.152	0.00	5.76	0.00	0	0	0	0	0
59+50	17.85	6.27	0.00	4	0	4	0	4
59+50	0.00	5.89	0.00	0	0	4	0	4
60+00	50.00	33.53	2.27	37	2	41	3	38
60+50	50.00	31.11	2.05	60	4	101	8	93
61+00	50.00	28.58	1.59	55	3	156	12	144
61+50	50.00	24.29	1.74	49	3	205	16	189
62+00	50.00	21.47	1.42	42	3	247	20	228
62+50	50.00	27.75	21.47	46	21	293	47	246
63+00	50.00	29.91	19.85	53	38	346	96	250
63+50	50.00	37.61	12.33	63	30	409	135	274
64+00	50.00	36.85	9.87	69	21	478	163	316
64+50	50.00	39.57	7.15	71	16	549	183	366
65+00	50.00	30.64	2.61	65	9	614	195	419
65+30	30.00	38.49	2.70	38	3	652	199	453
		COLUMN TOTALS:		652	153			

WB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
69+90	0.00	8.80	36.99	0	0	0	0	0
70+00	10.00	7.50	30.55	3	13	3	17	-14
70+50	50.00	5.57	25.77	12	52	15	85	-70
71+00	50.00	22.49	8.18	26	31	41	125	-84
71+50	50.00	24.82	13.71	44	20	85	151	-66
72+00	50.00	24.50	17.07	46	28	131	187	-56
72+50	50.00	29.89	18.72	50	33	181	230	-49
73+00	50.00	18.38	1.53	45	19	226	255	-29
73+50	50.00	23.81	0.07	39	1	265	256	9
74+00	50.00	33.01	0.00	53	0	318	256	62
74+50	50.00	38.63	0.00	66	0	384	256	128
75+00	50.00	33.21	0.00	67	0	451	256	195
75+14.061	14.06	5.81	0.00	10	0	461	256	205
		COLUMN TOTALS:		461	197			

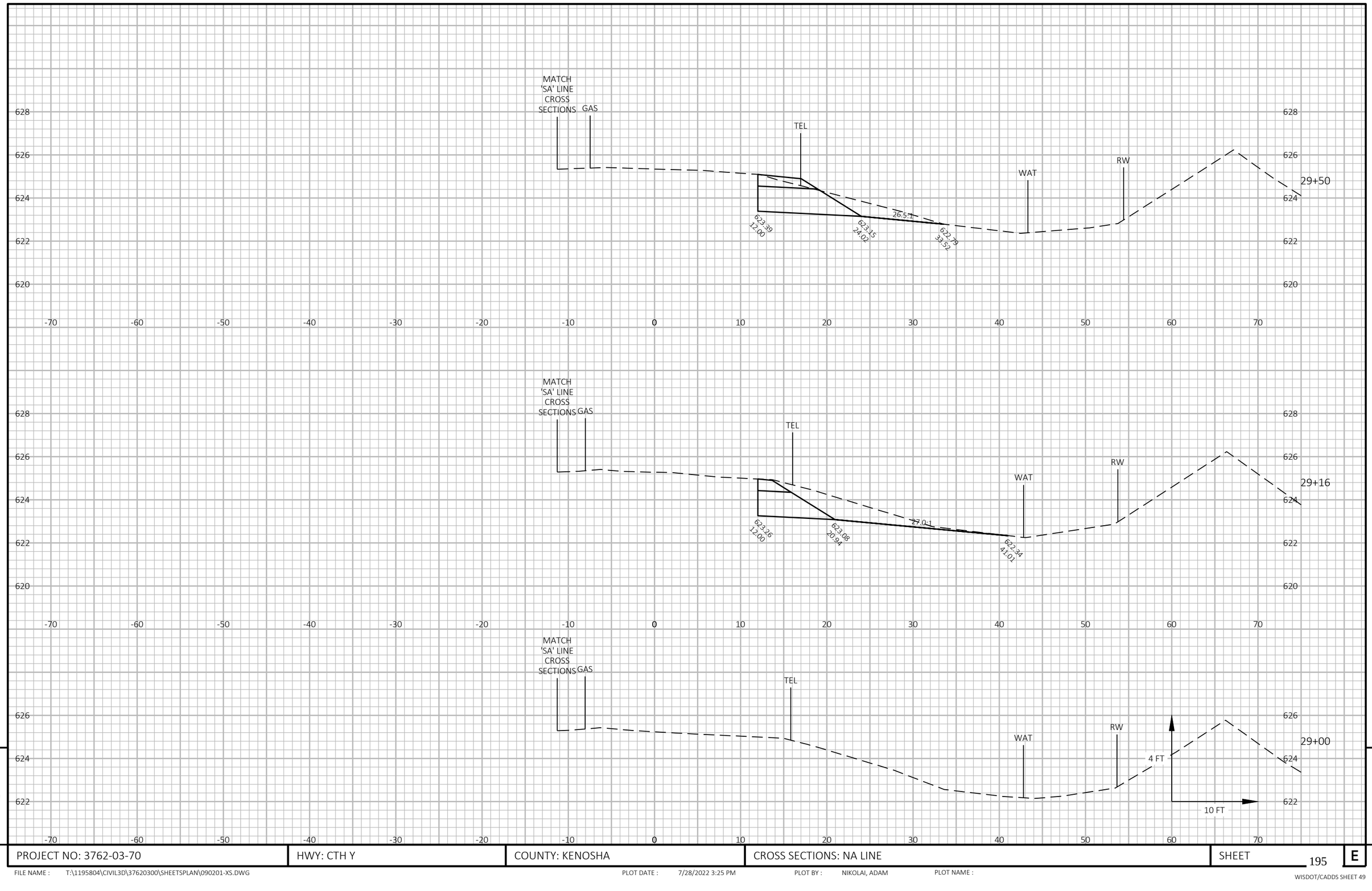
CIRCULATORY ROADWAY

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
10+00	0.00	42.23	149.76	0	0	0	0	0
10+25	25.00	66.31	129.32	50	129	50	168	-118
10+50	25.00	31.79	229.07	45	166	95	384	-289
10+75	25.00	3.16	242.26	16	218	111	667	-556
11+00	25.00	14.44	152.53	8	183	119	905	-786
11+25	25.00	30.74	128.31	21	130	140	1,074	-934
11+50	25.00	21.80	141.09	24	125	164	1,236	-1,072
11+75	25.00	45.97	117.15	31	120	195	1,392	-1,197
12+00	25.00	94.01	105.88	65	103	260	1,526	-1,266
12+25	25.00	72.46	110.26	77	100	337	1,656	-1,319
12+50	25.00	91.86	110.34	76	102	413	1,789	-1,376
12+75	25.00	54.88	167.72	68	129	481	1,957	-1,476
13+00	25.00	40.71	164.22	44	154	525	2,157	-1,632
13+01.5	1.50	42.13	150.62	2	9	527	2,168	-1,641
		COLUMN TOTALS:		527	1,668			

9

9

PROJECT NO: 3762-03-70 | HWY: CTH Y | COUNTY: KENOSHA | EARTHWORK DATA | SHEET NO: 194 E



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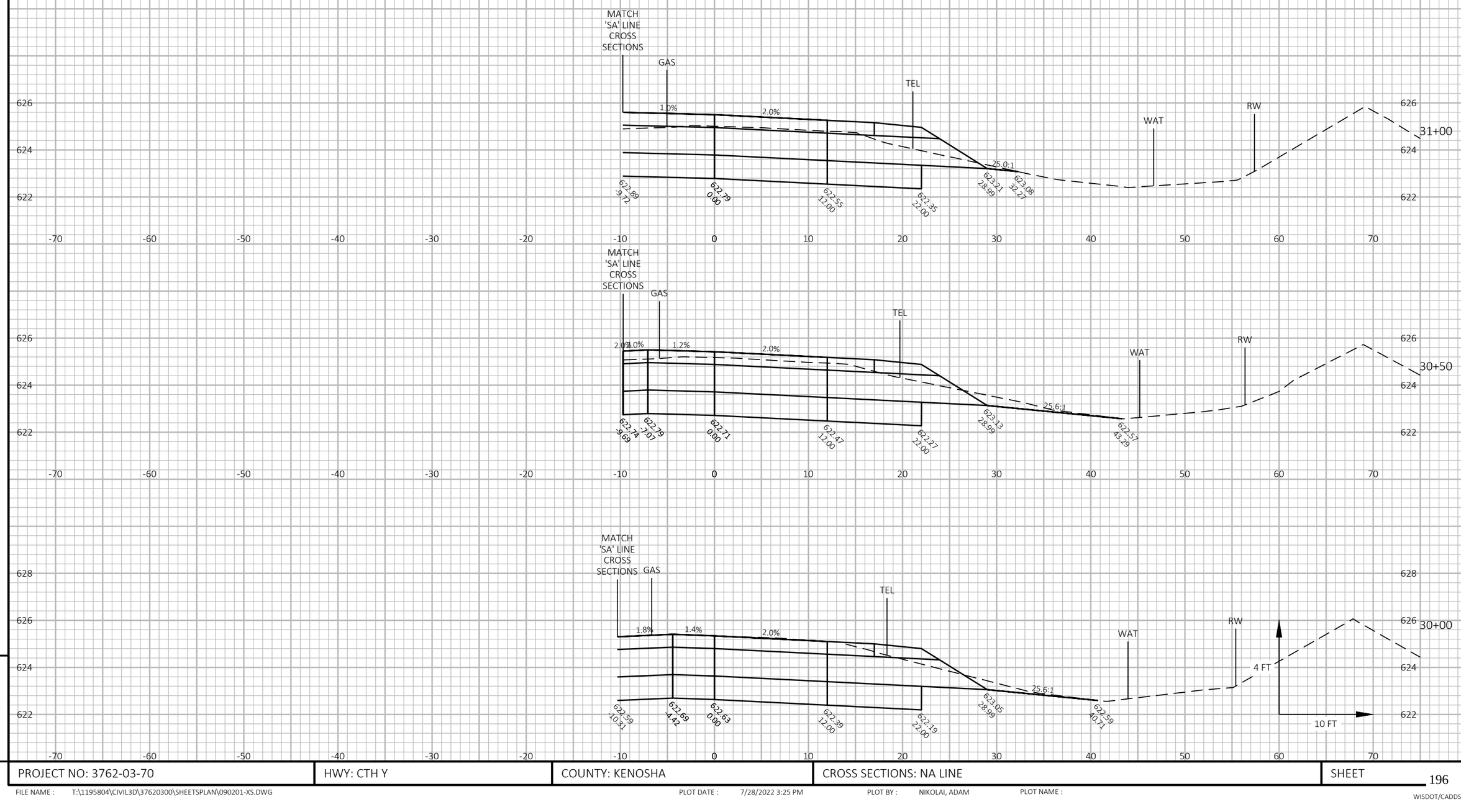
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NA LINE	SHEET 195	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:25 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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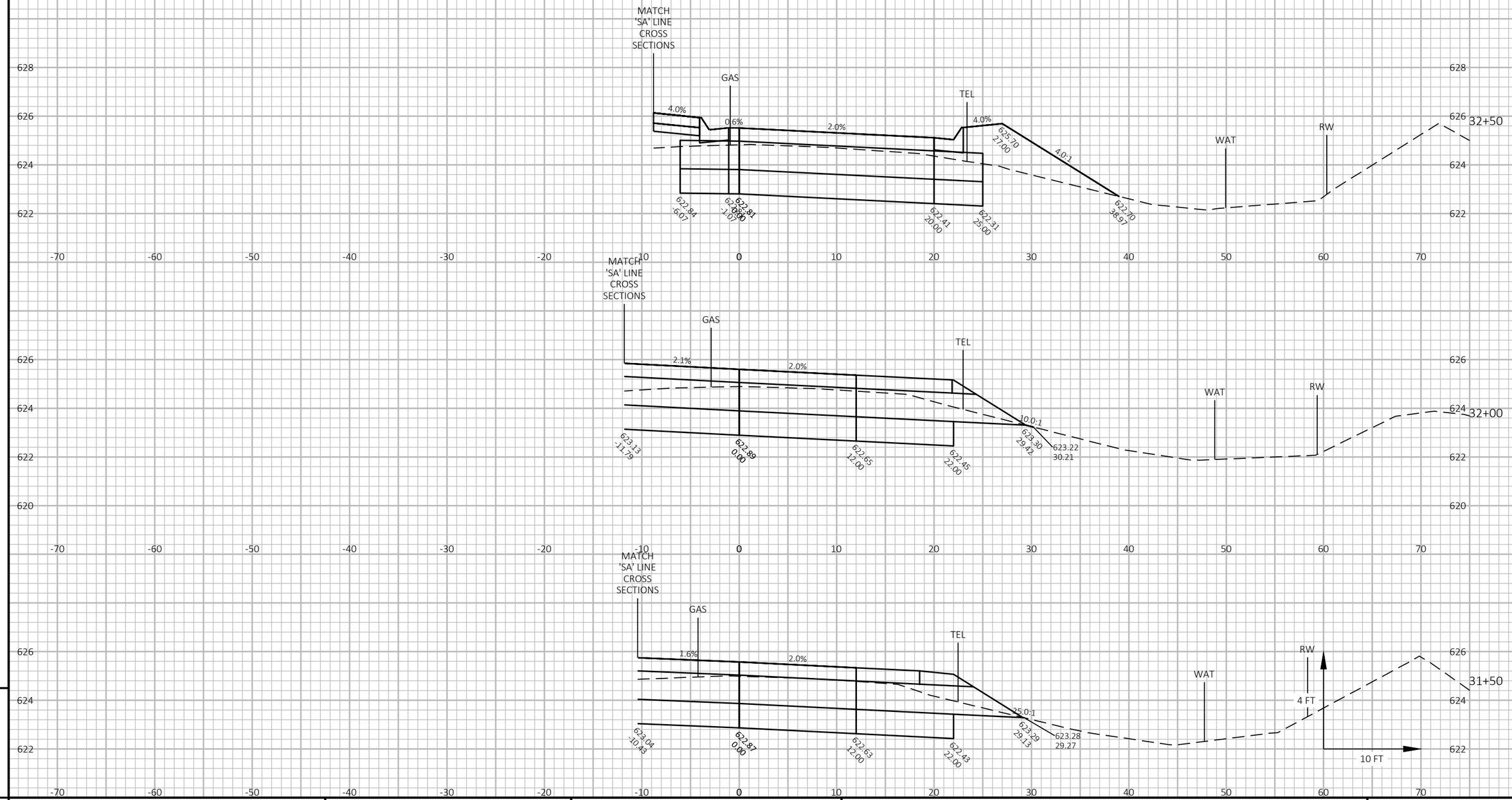
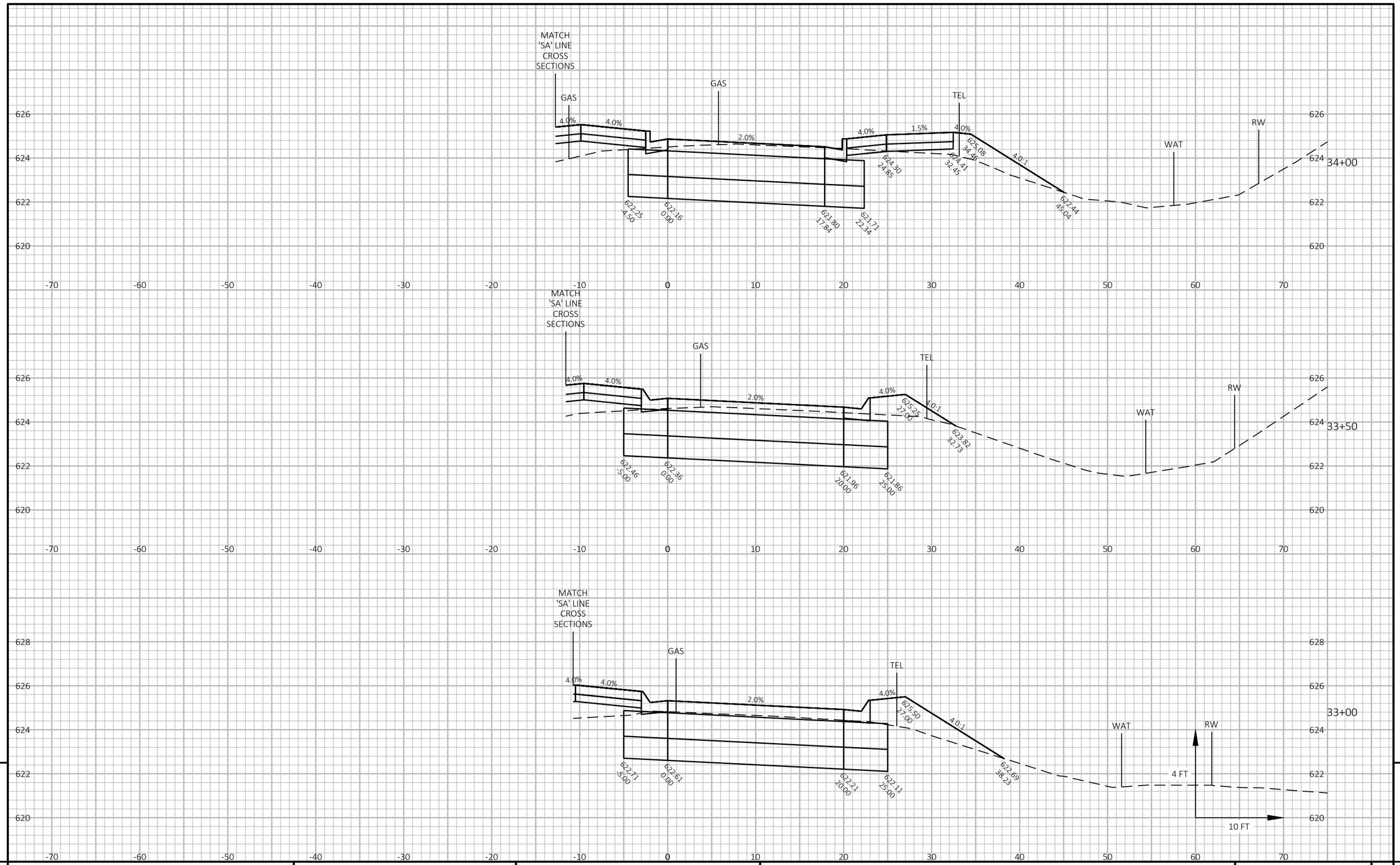
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NA LINE	SHEET 196	E



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NA LINE	SHEET 197	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:25 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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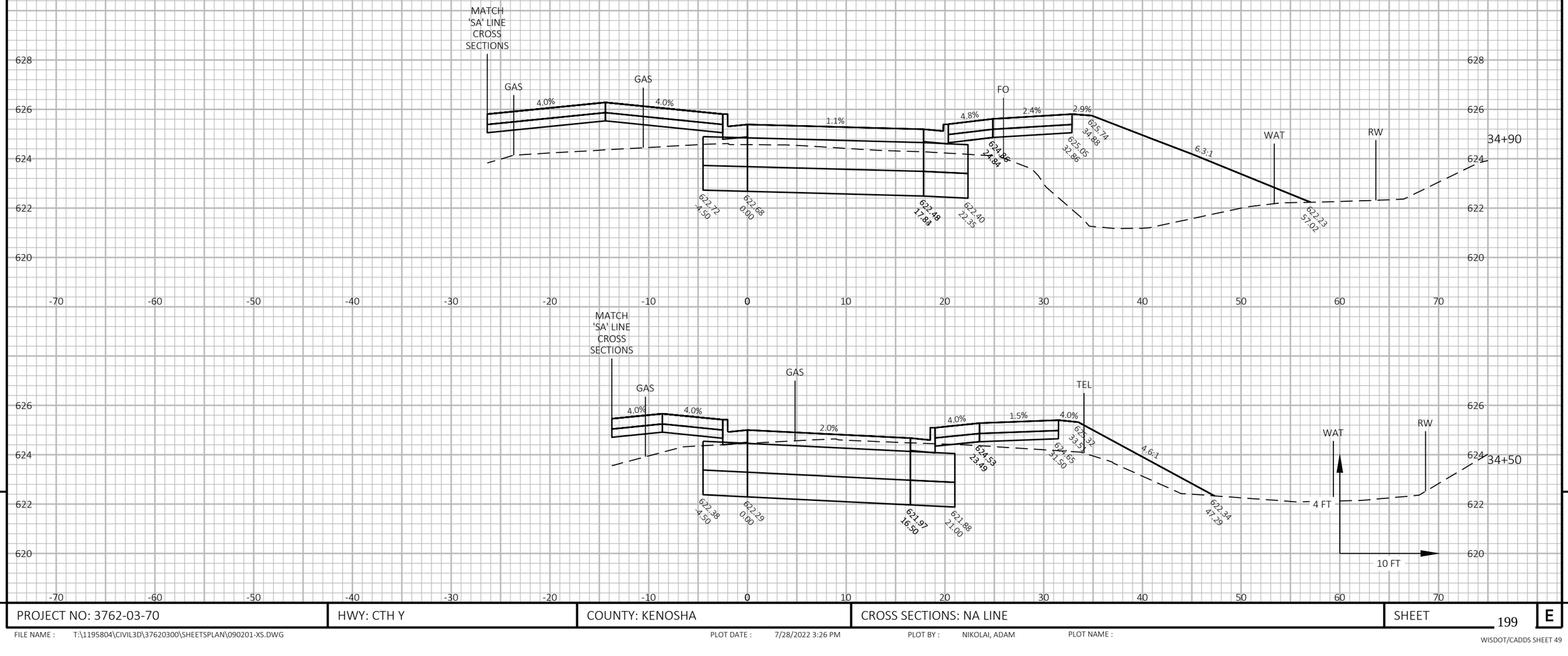
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NA LINE	SHEET 198	E

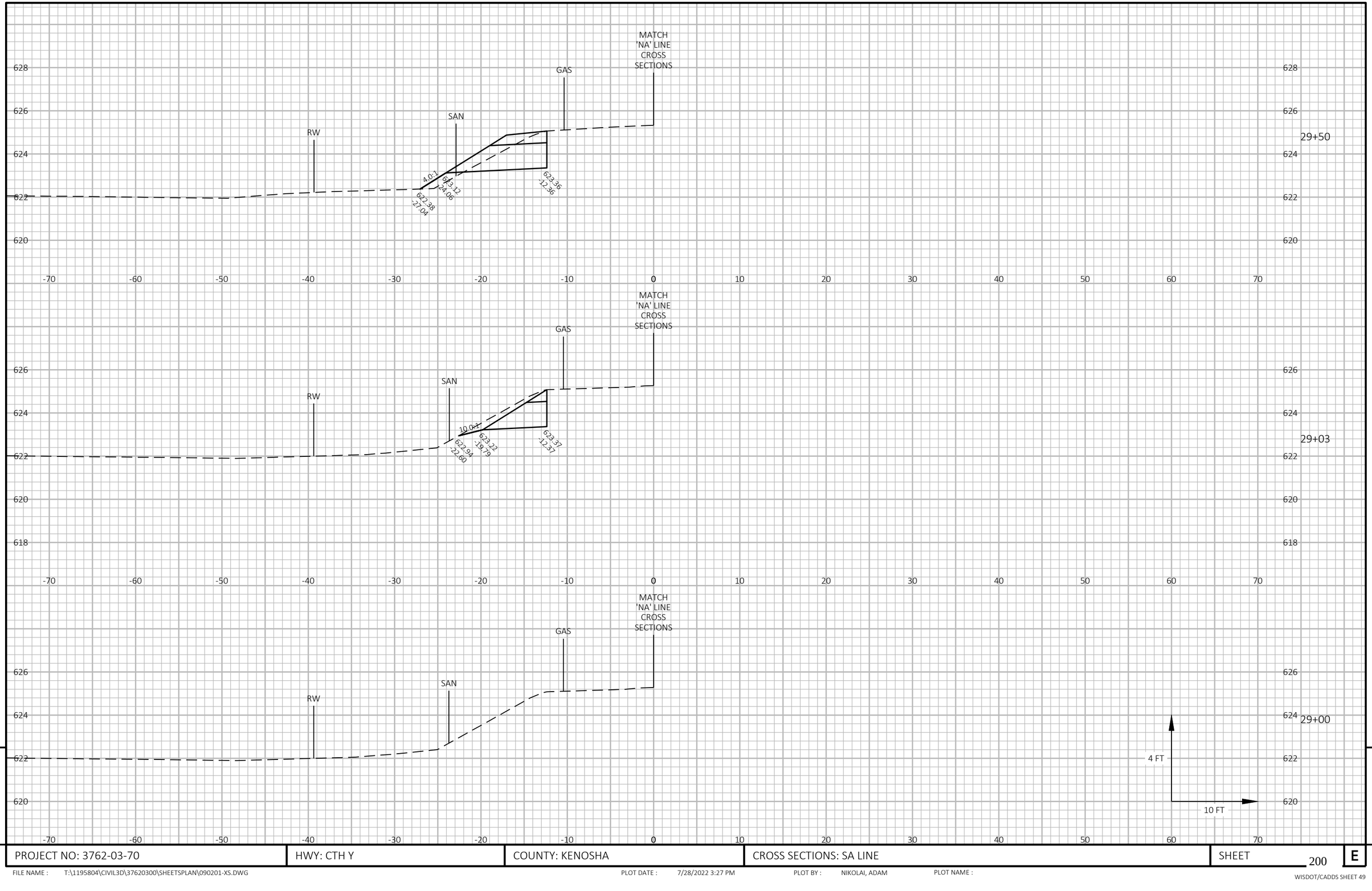
MATCH 'Y RAB LINE' CROSS SECTIONS



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NA LINE	SHEET 199	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:26 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SA LINE	SHEET 200	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SA LINE	SHEET 201	E

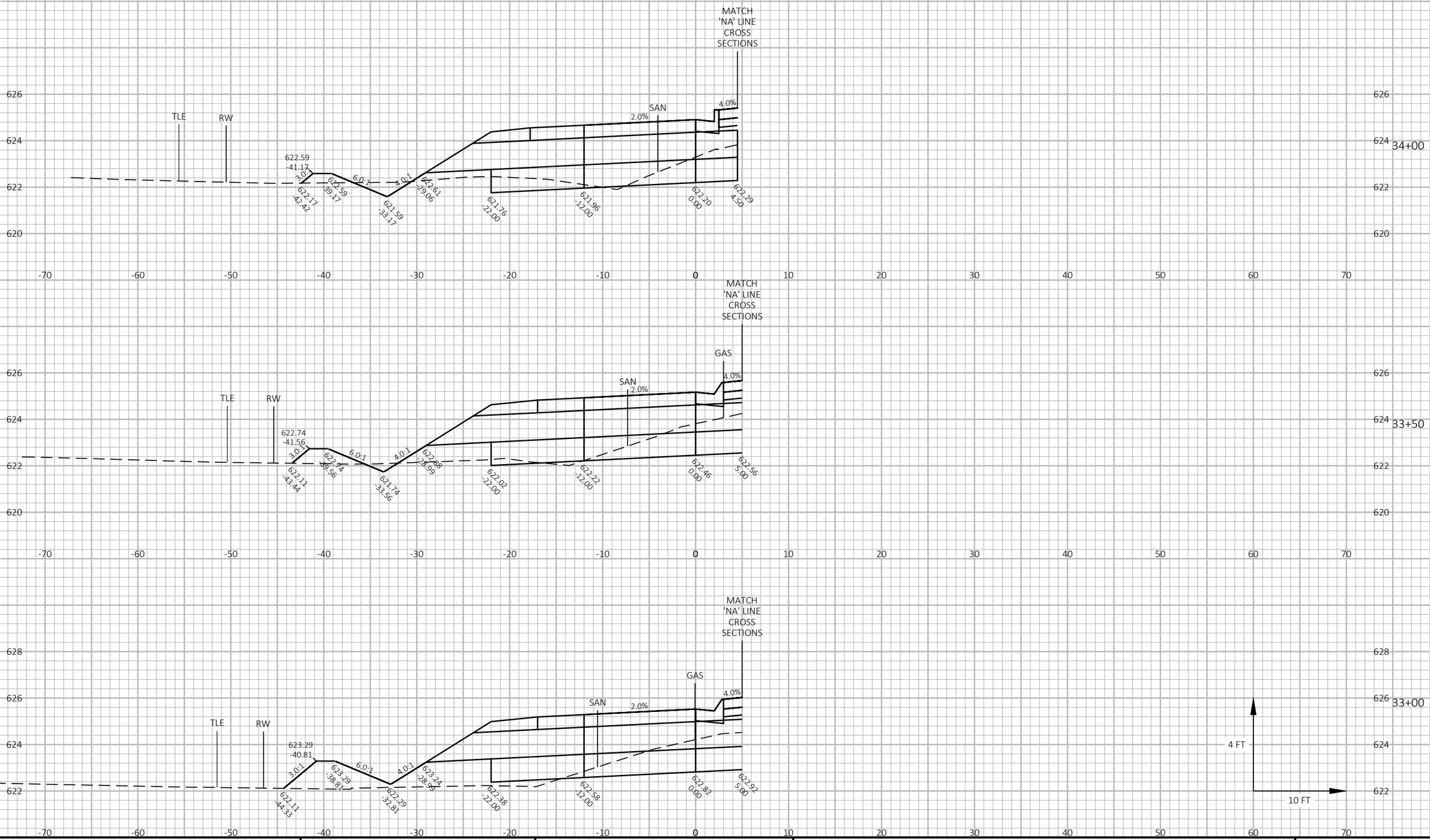
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SA LINE	SHEET 202 E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

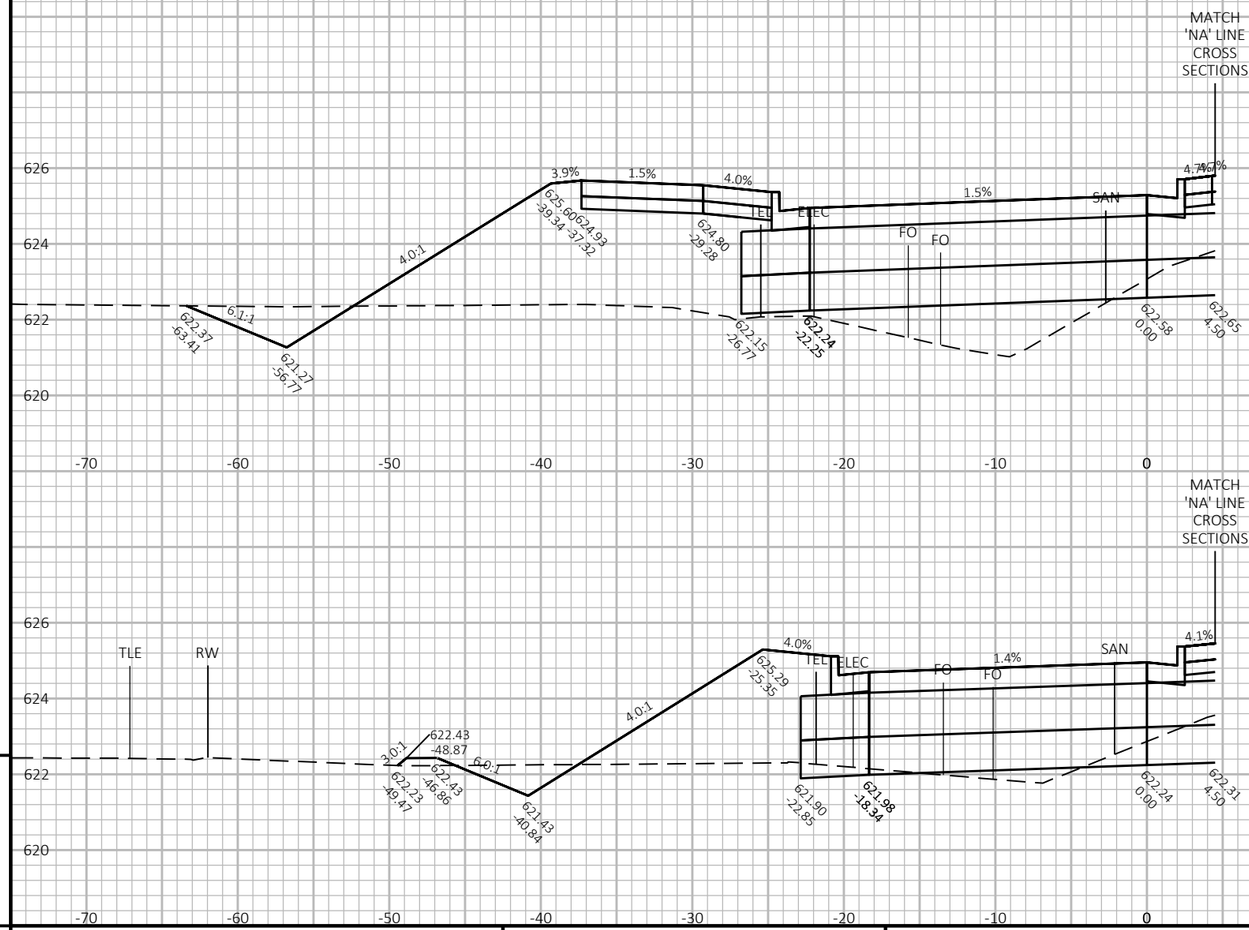


PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SA LINE	SHEET 203	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:27 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH 'Y RAB LINE' CROSS SECTIONS



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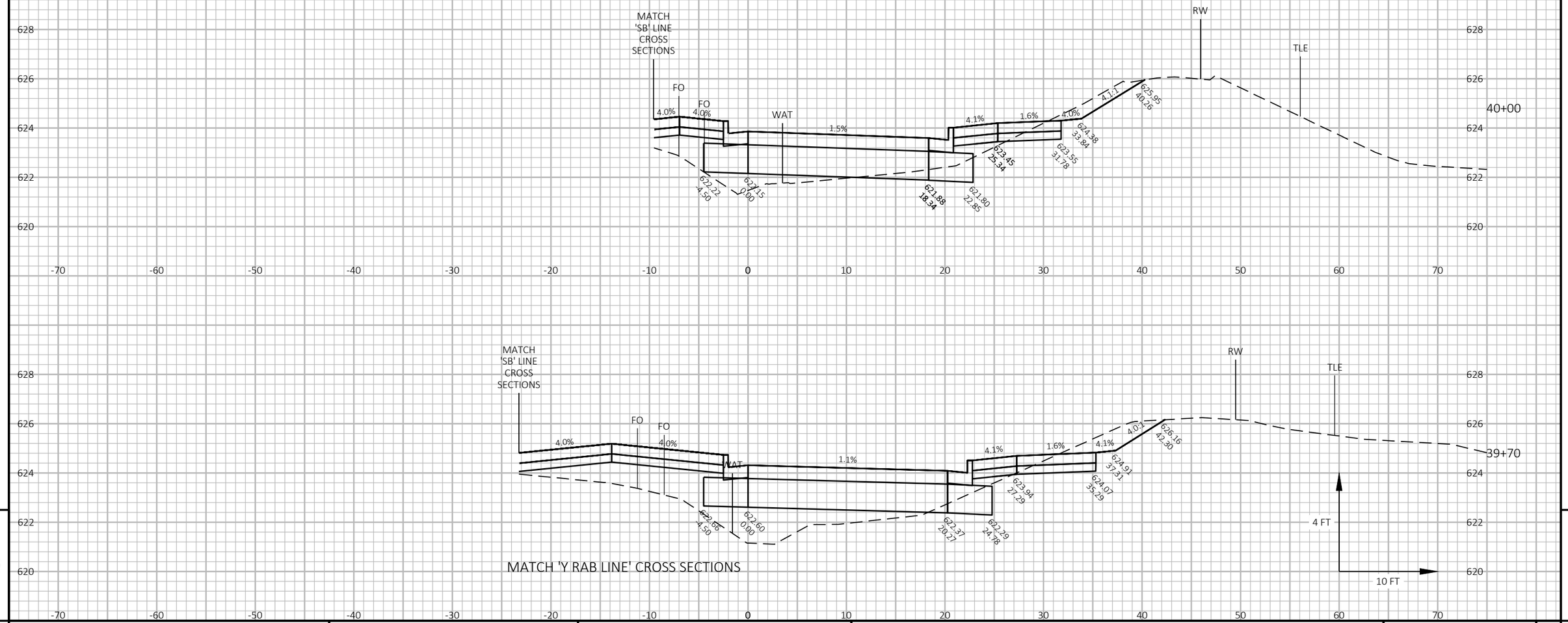
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SA LINE	SHEET 204	E



MATCH 'Y RAB LINE' CROSS SECTIONS

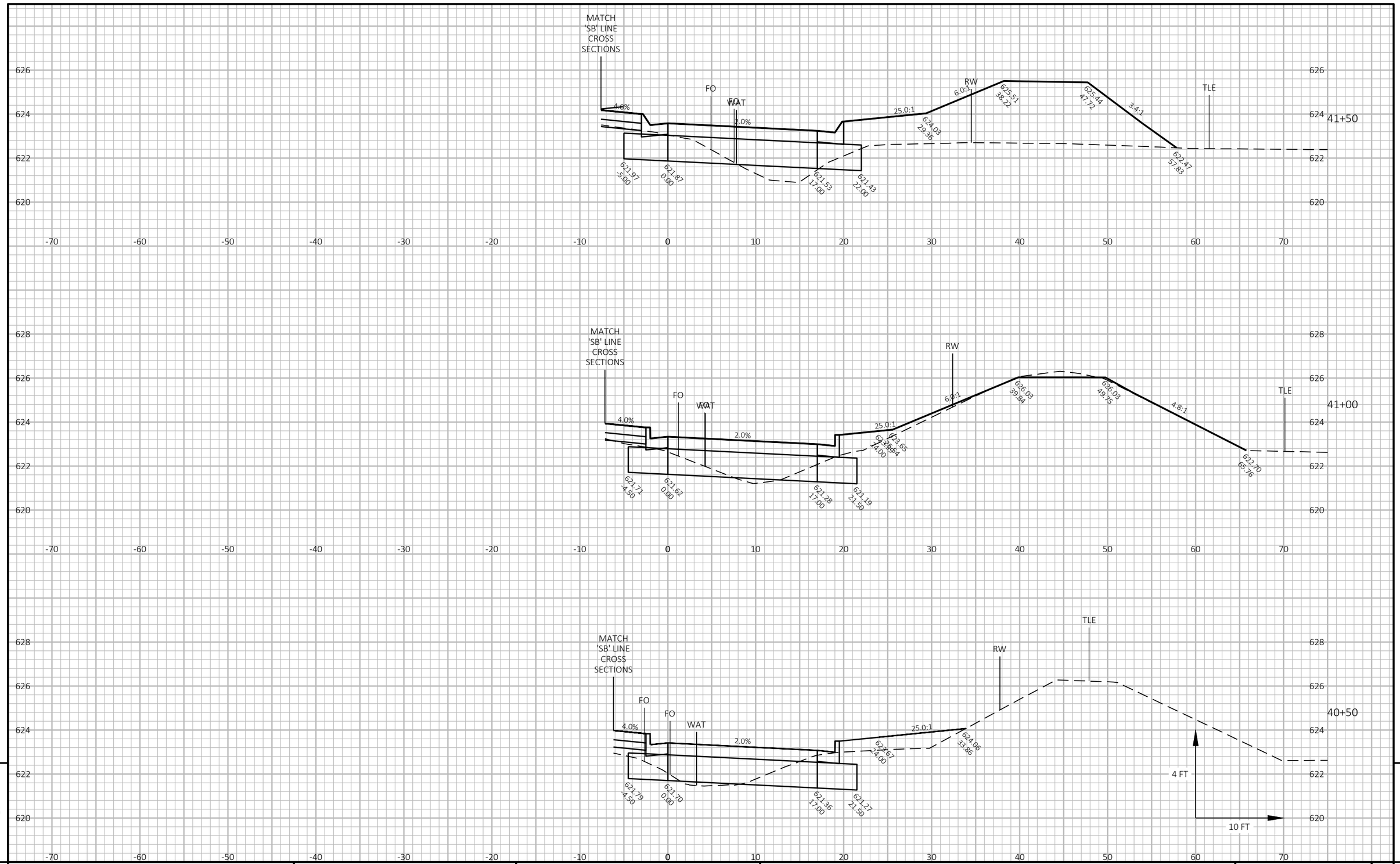
9

9

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NB LINE	SHEET 205	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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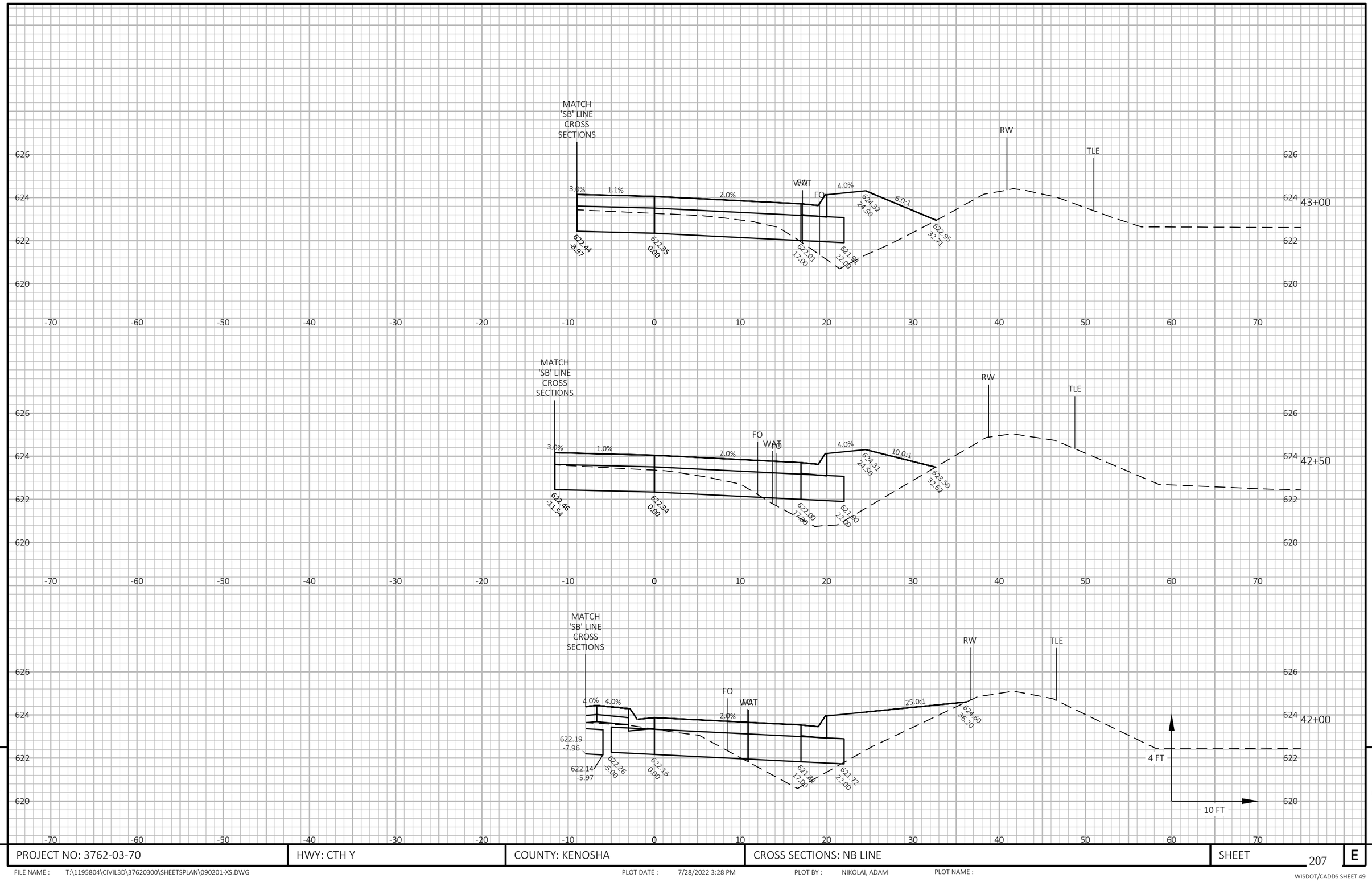
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NB LINE	SHEET 206	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

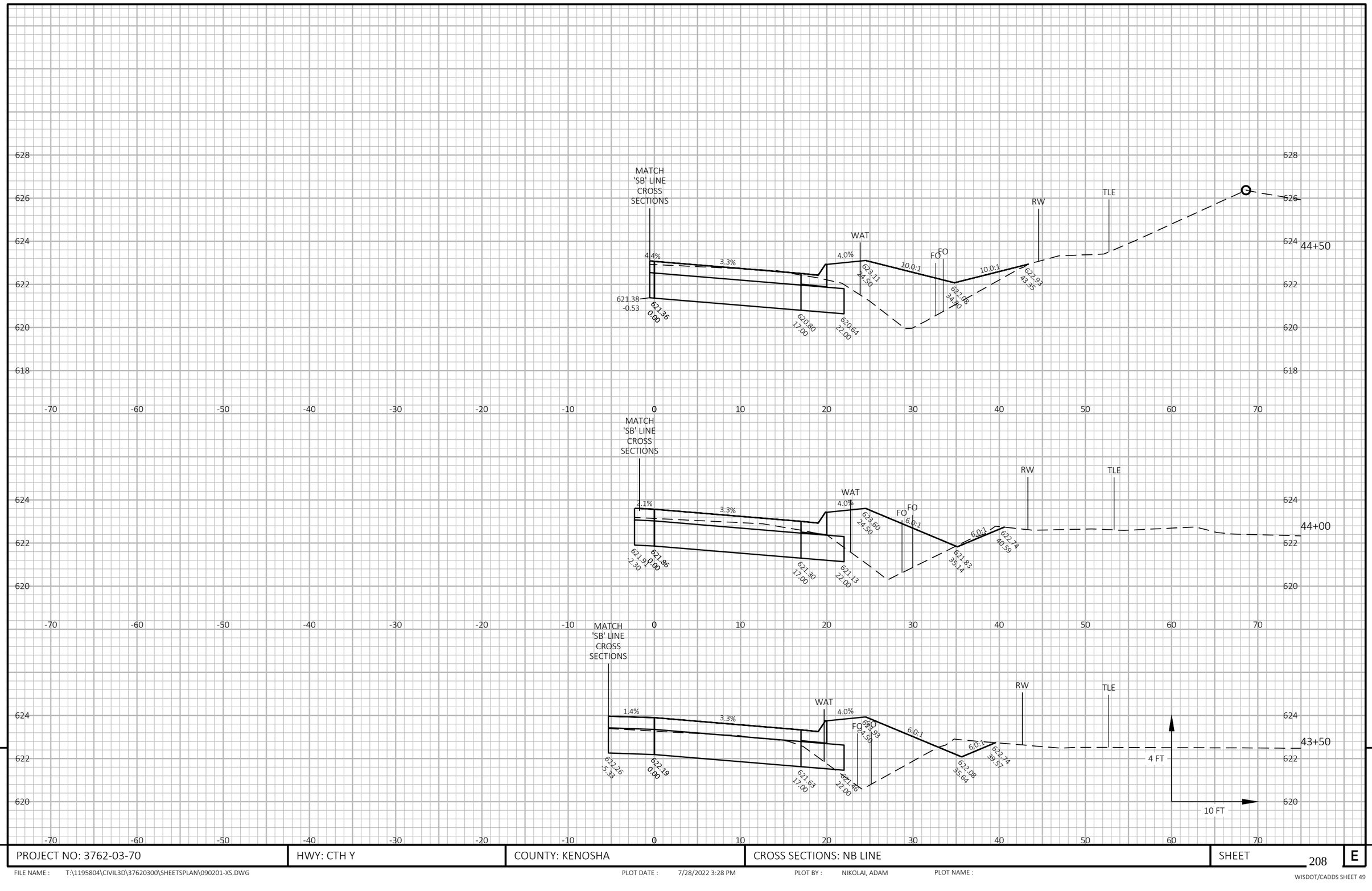
WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NB LINE	SHEET 207	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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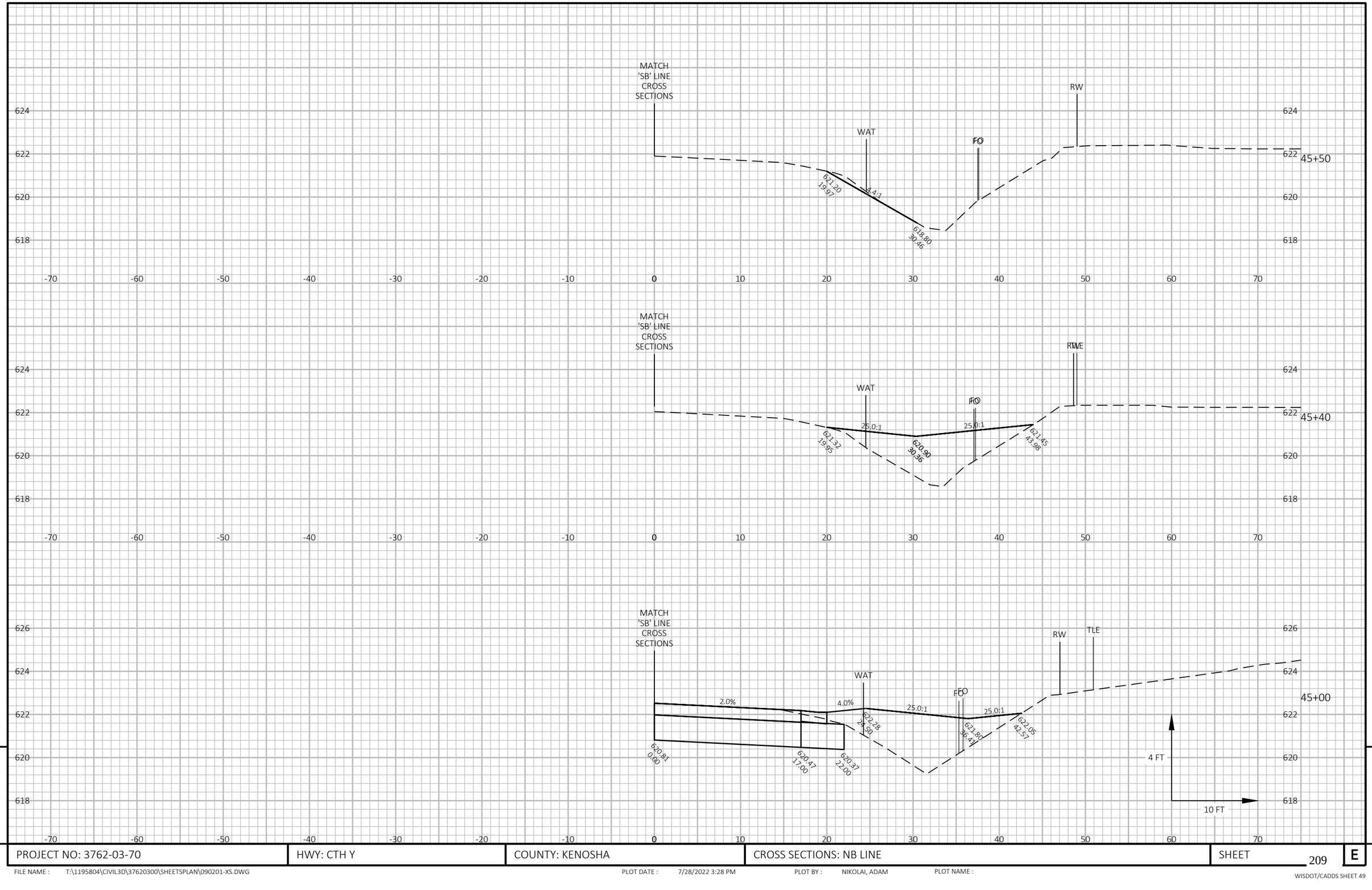
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NB LINE	SHEET 208	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

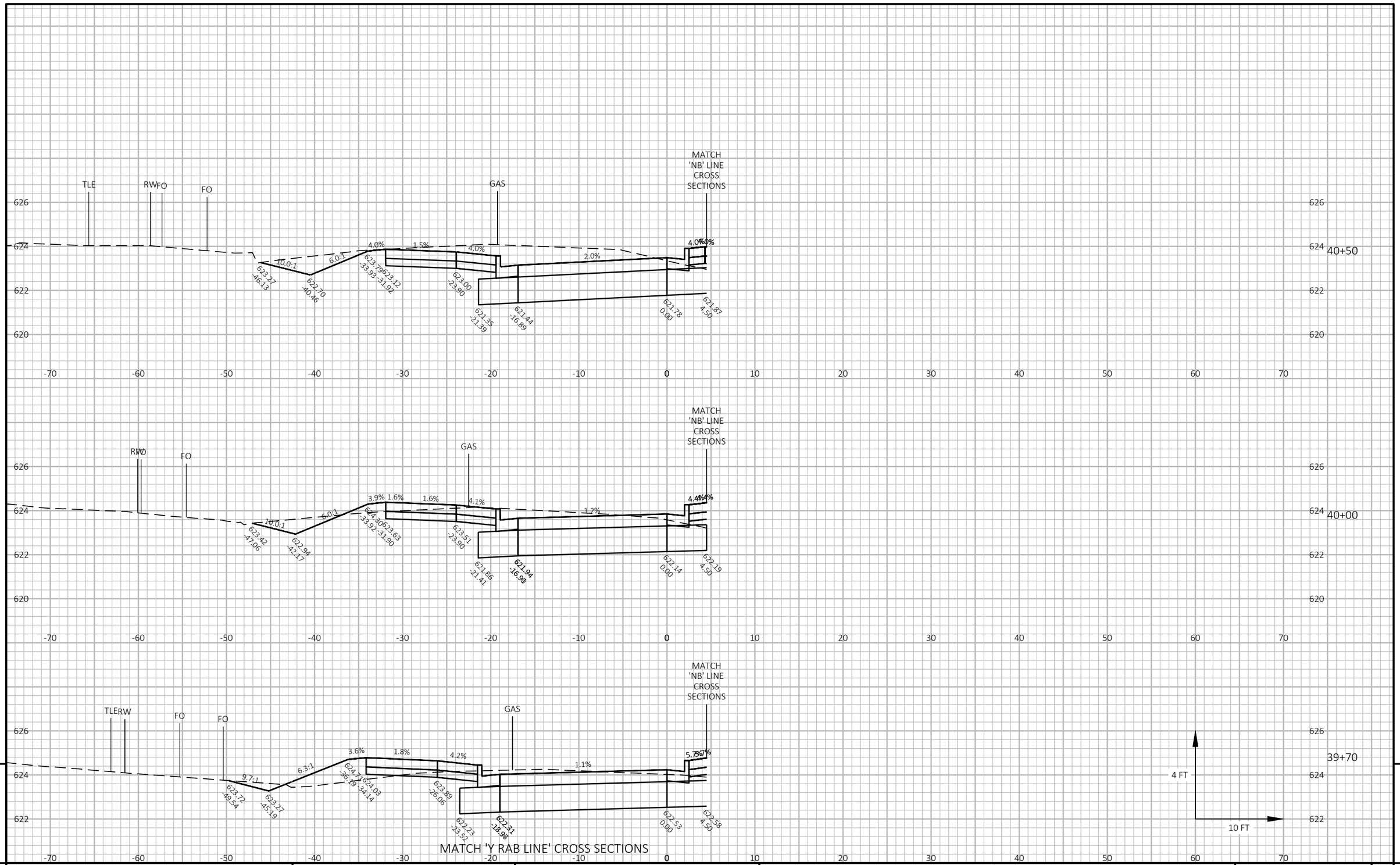
WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: NB LINE	SHEET 209 E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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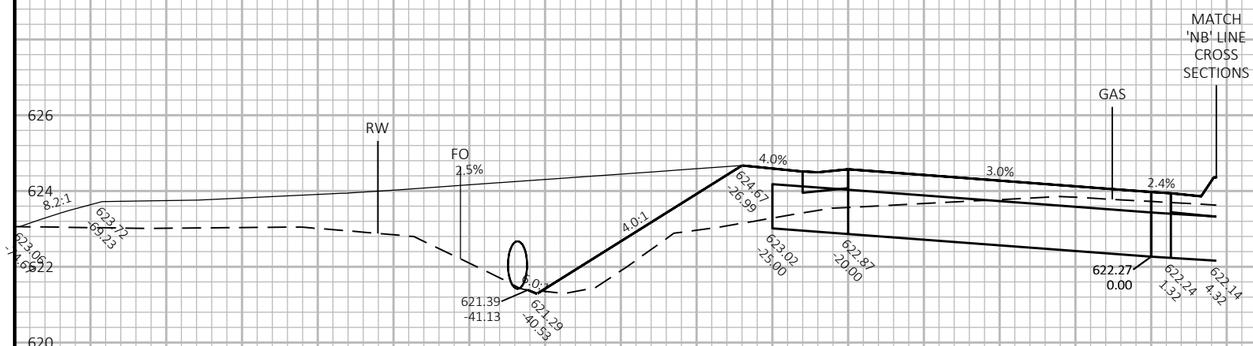
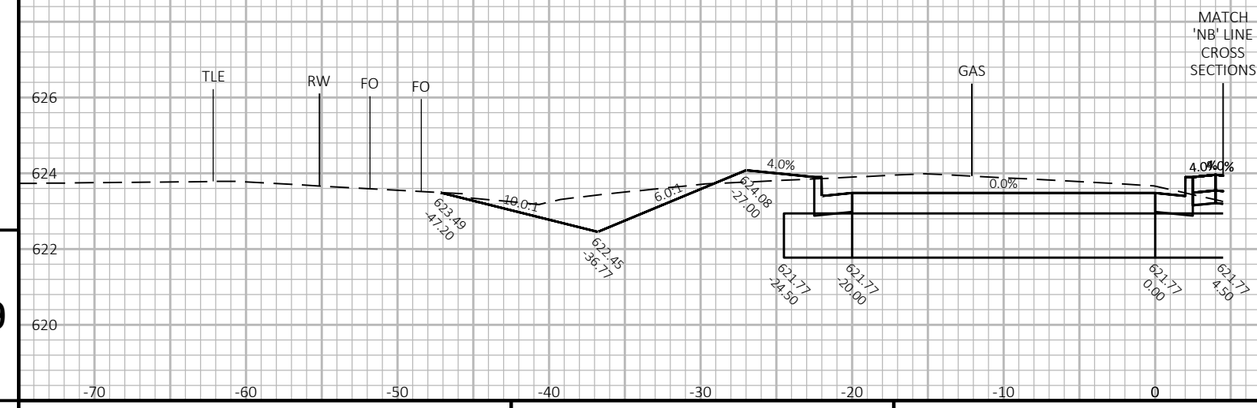
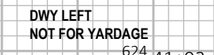
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SB LINE	SHEET 210	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



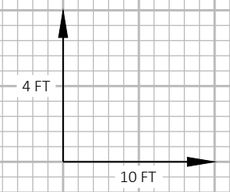




41+93

41+50

41+00



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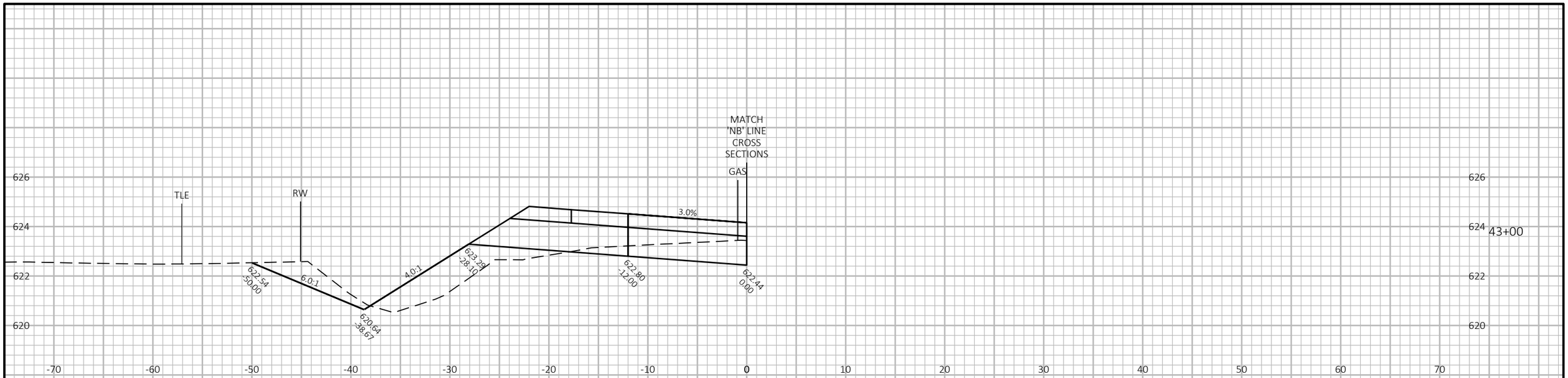
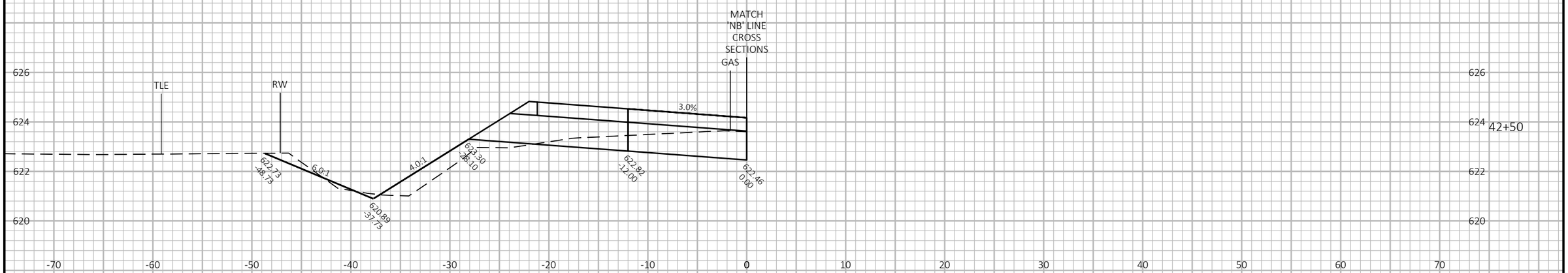
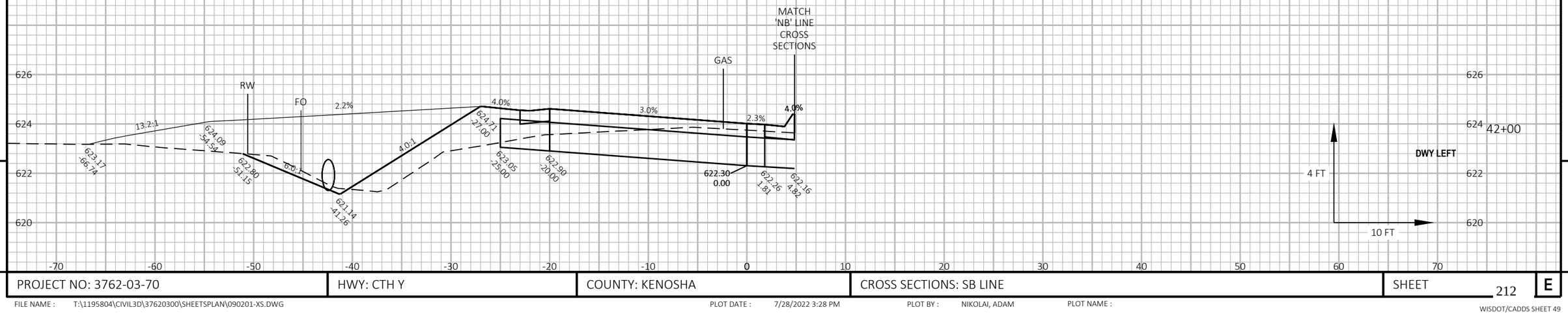
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SB LINE	SHEET 211	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49







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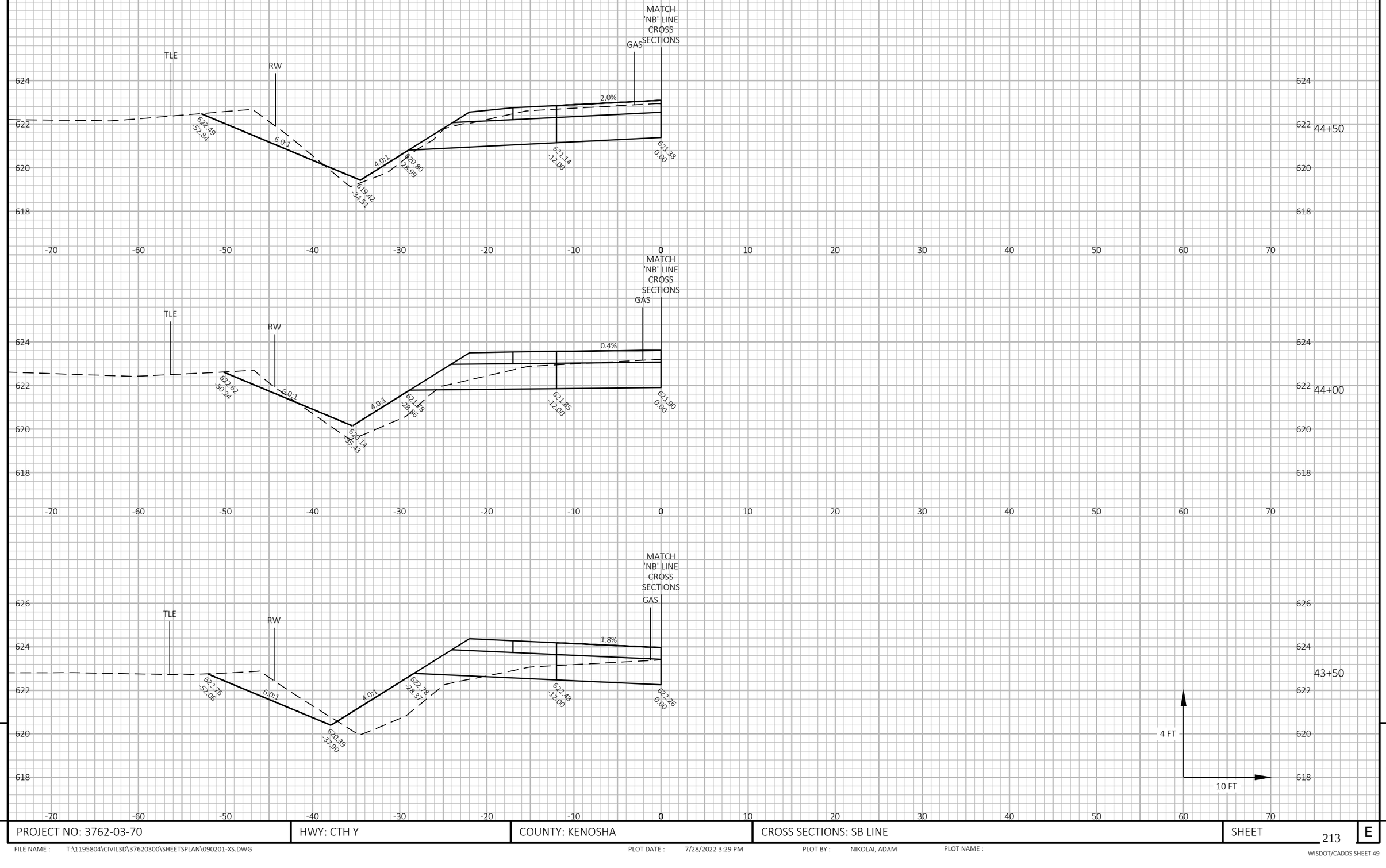
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SB LINE	SHEET 212	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:28 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

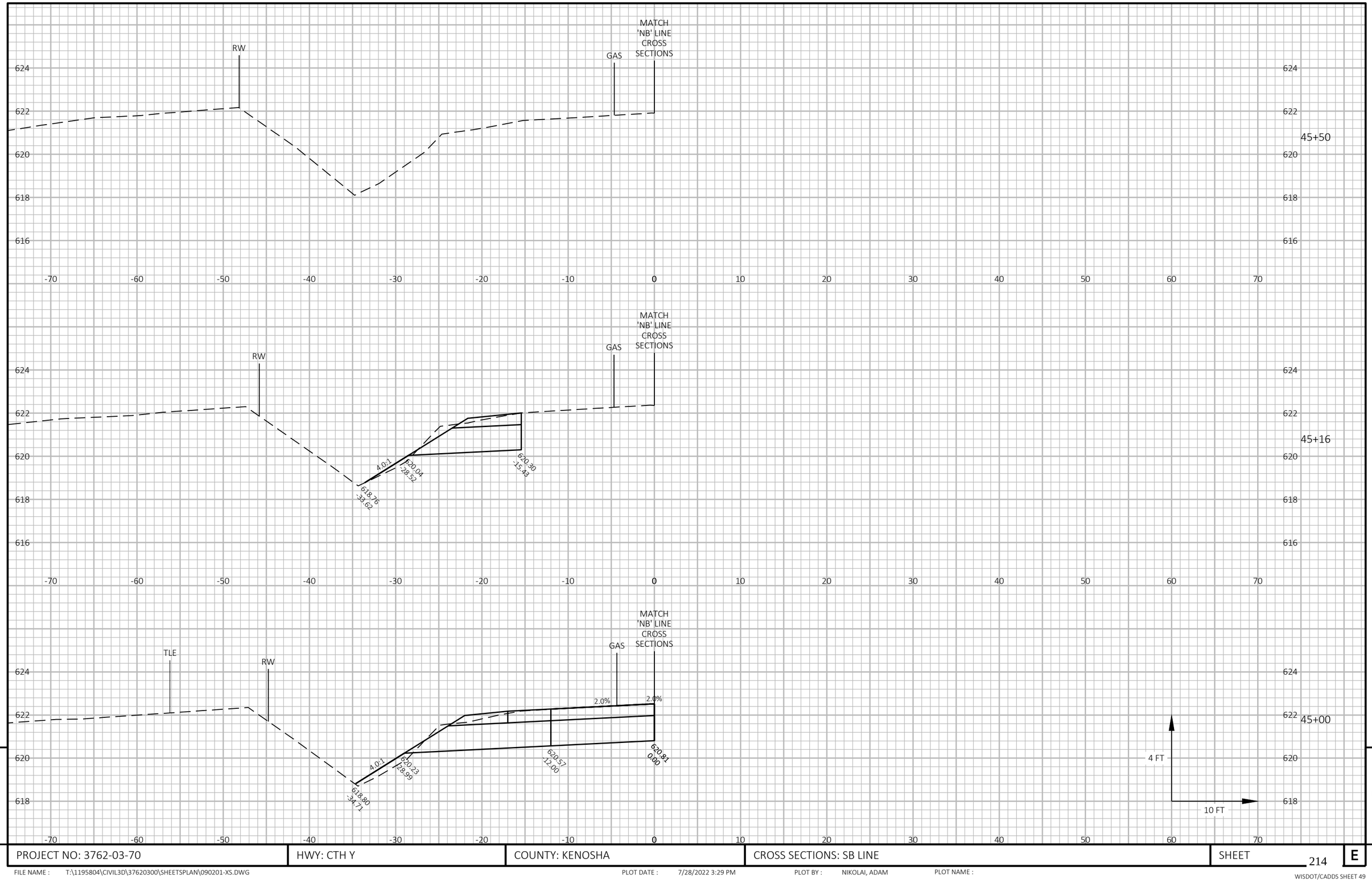
WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SB LINE	SHEET 213	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: SB LINE	SHEET 214	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

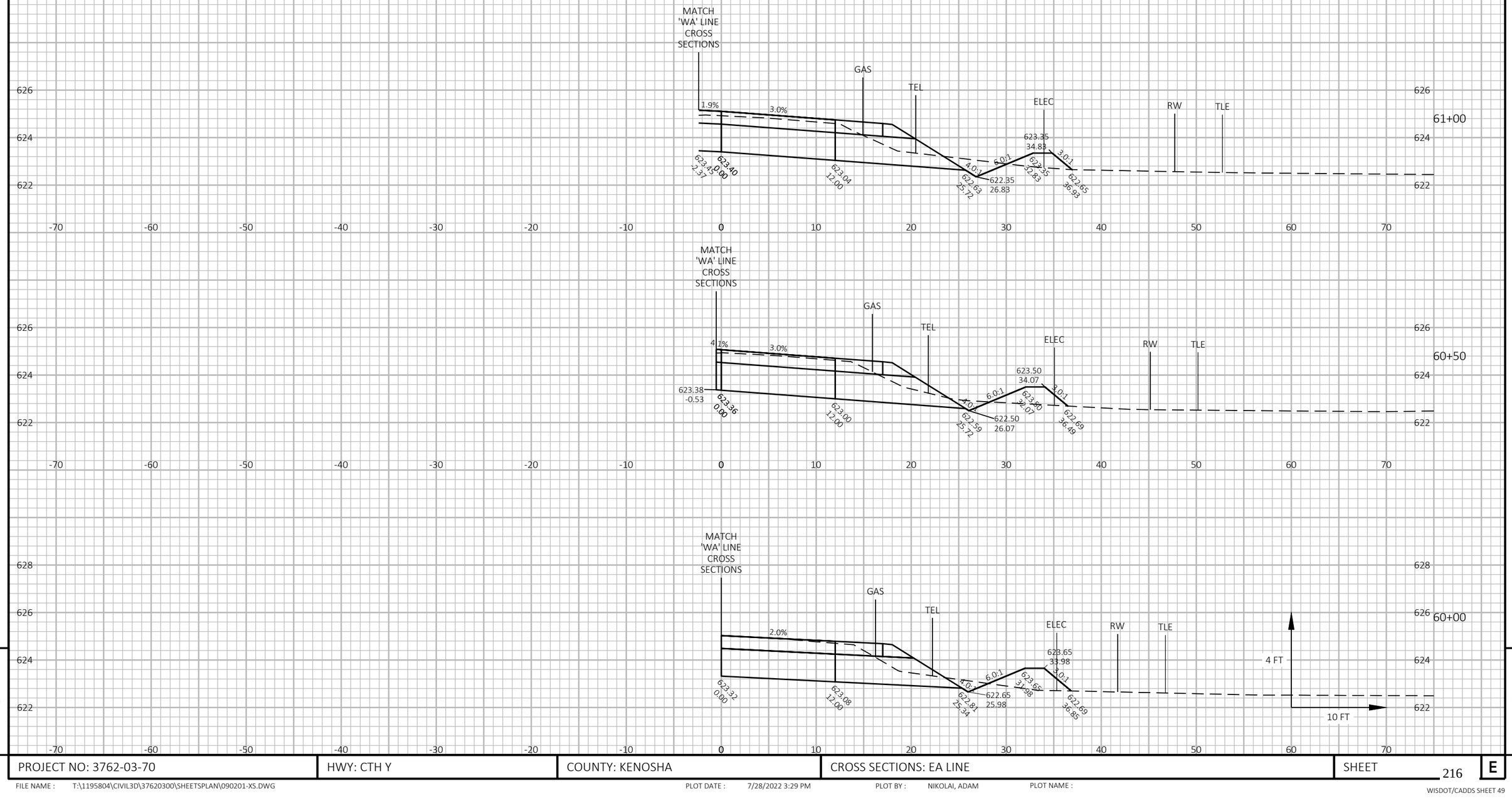
9

9

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EA LINE	SHEET 215	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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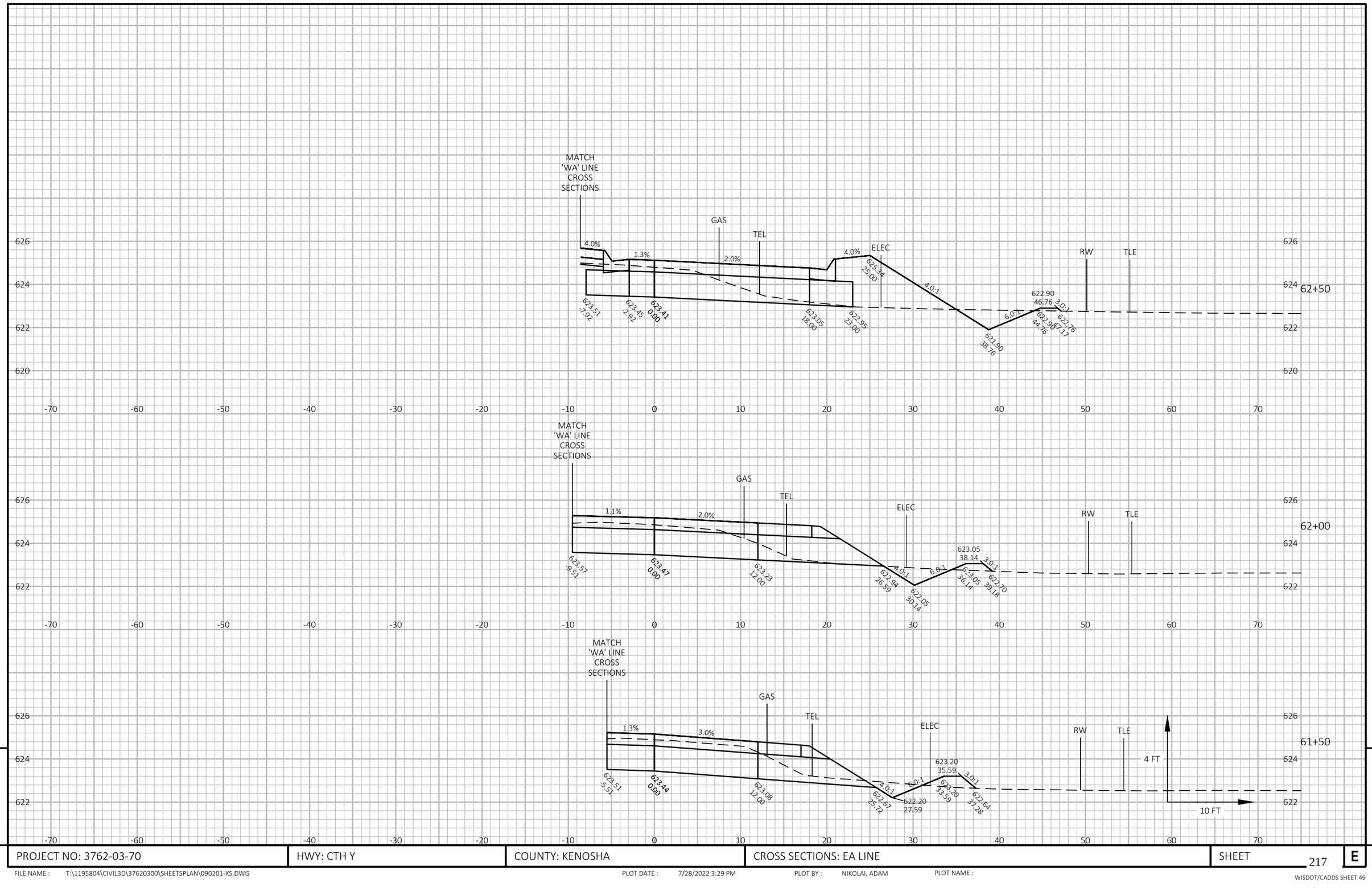
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EA LINE	SHEET 216	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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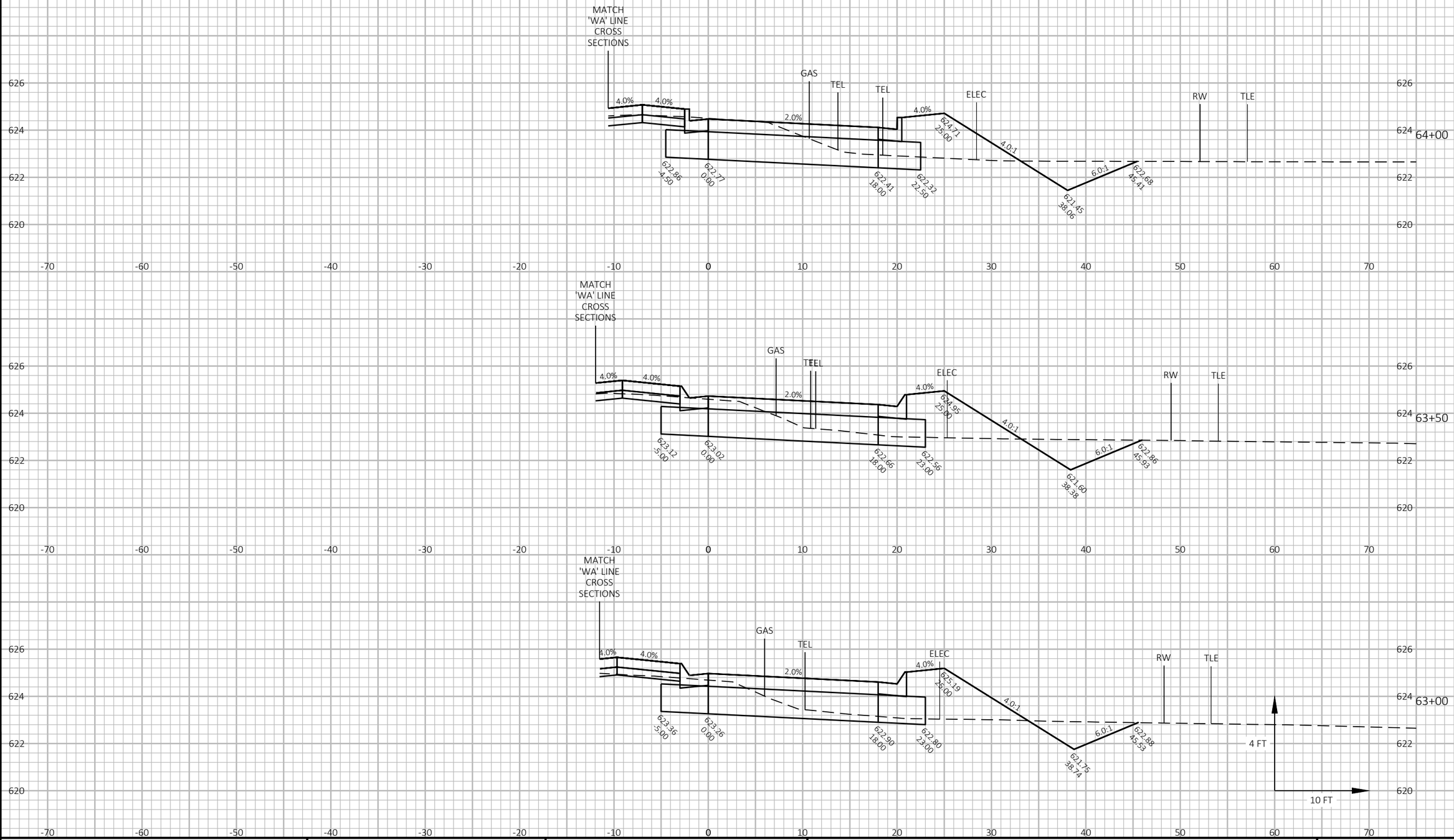
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EA LINE	SHEET 217	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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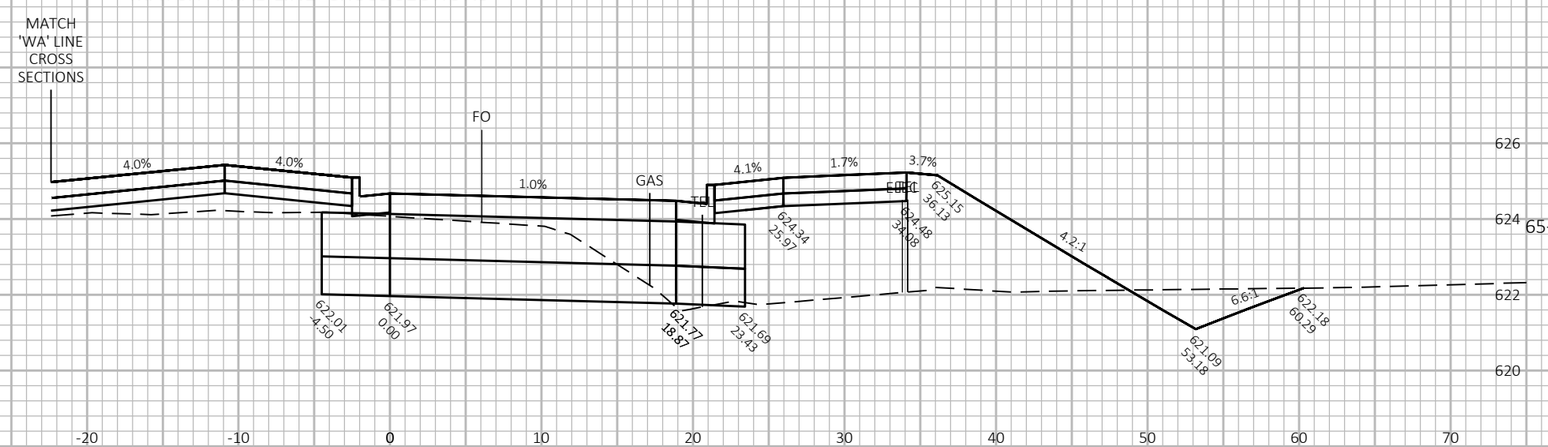
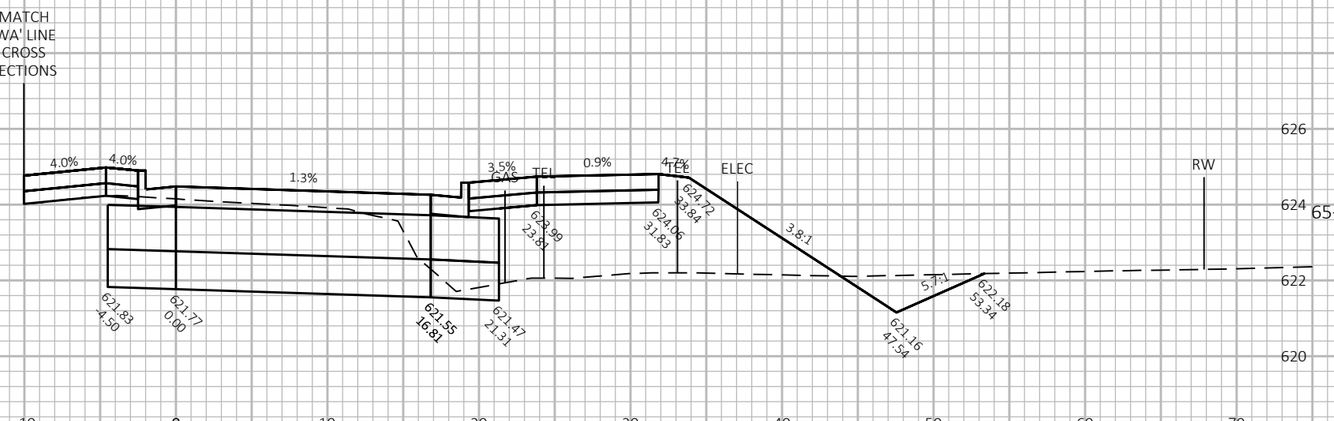
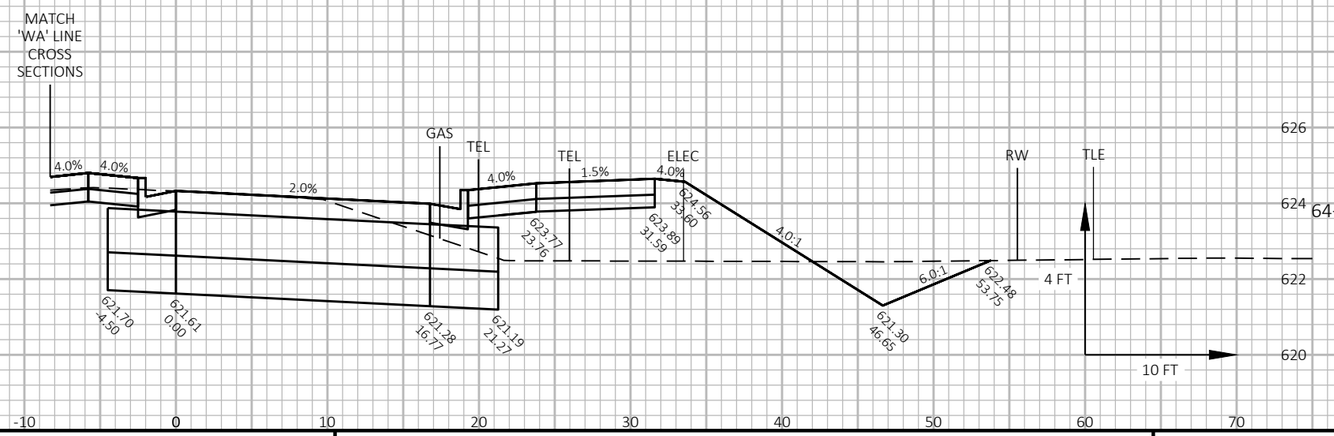
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EA LINE	SHEET 218	E

MATCH 'Y RAB LINE' CROSS SECTIONS







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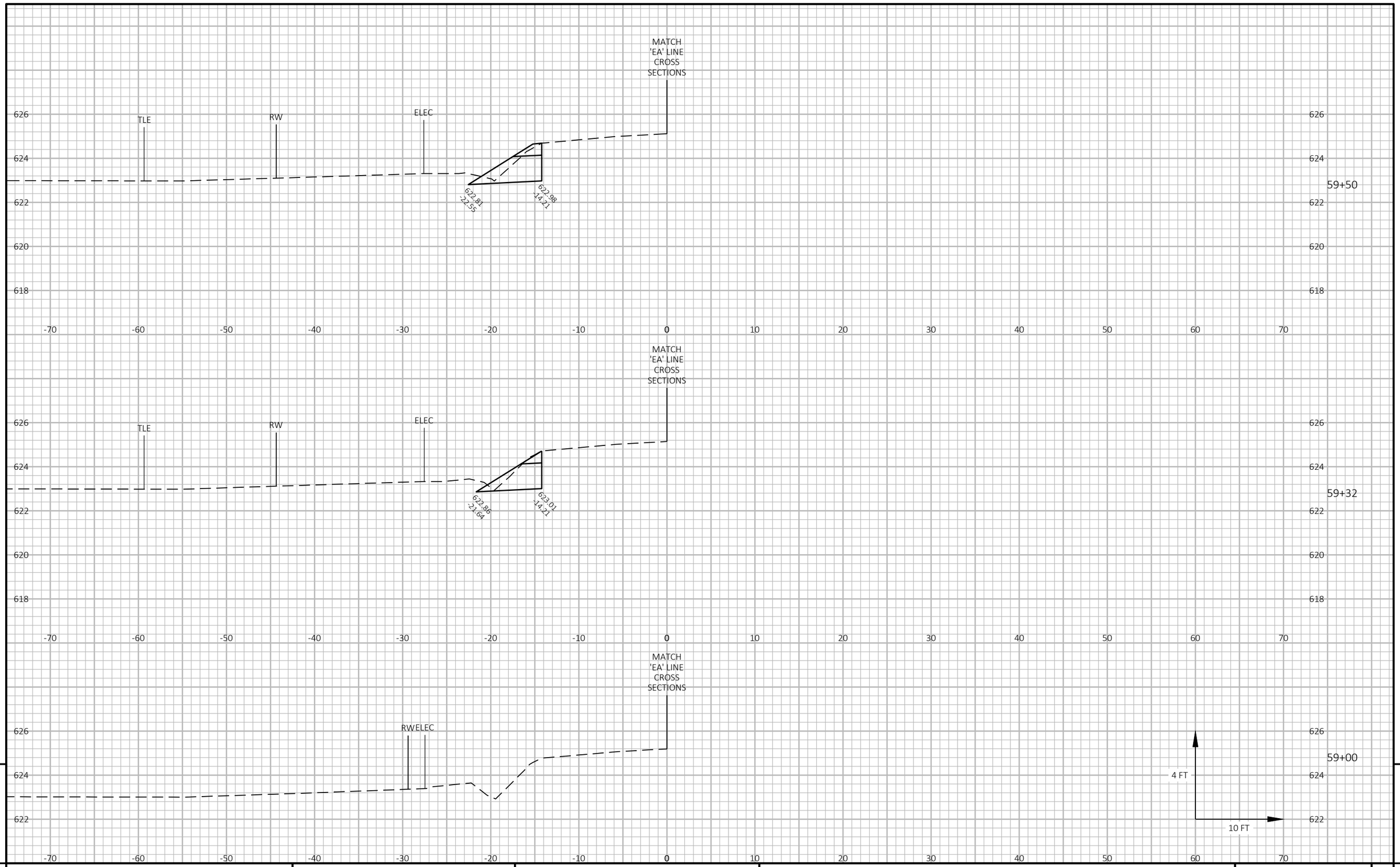
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EA LINE	SHEET 219	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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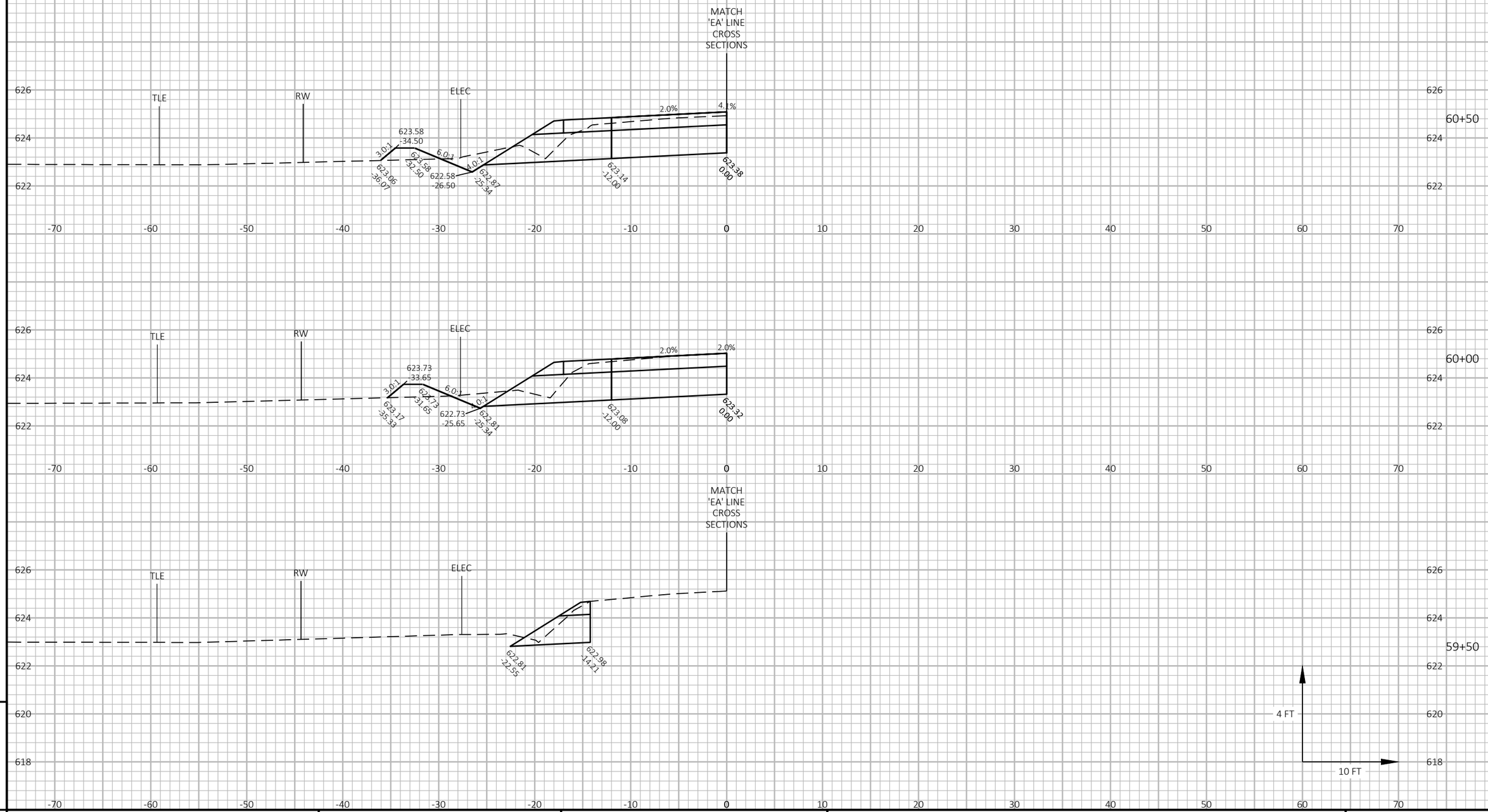
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 220	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:29 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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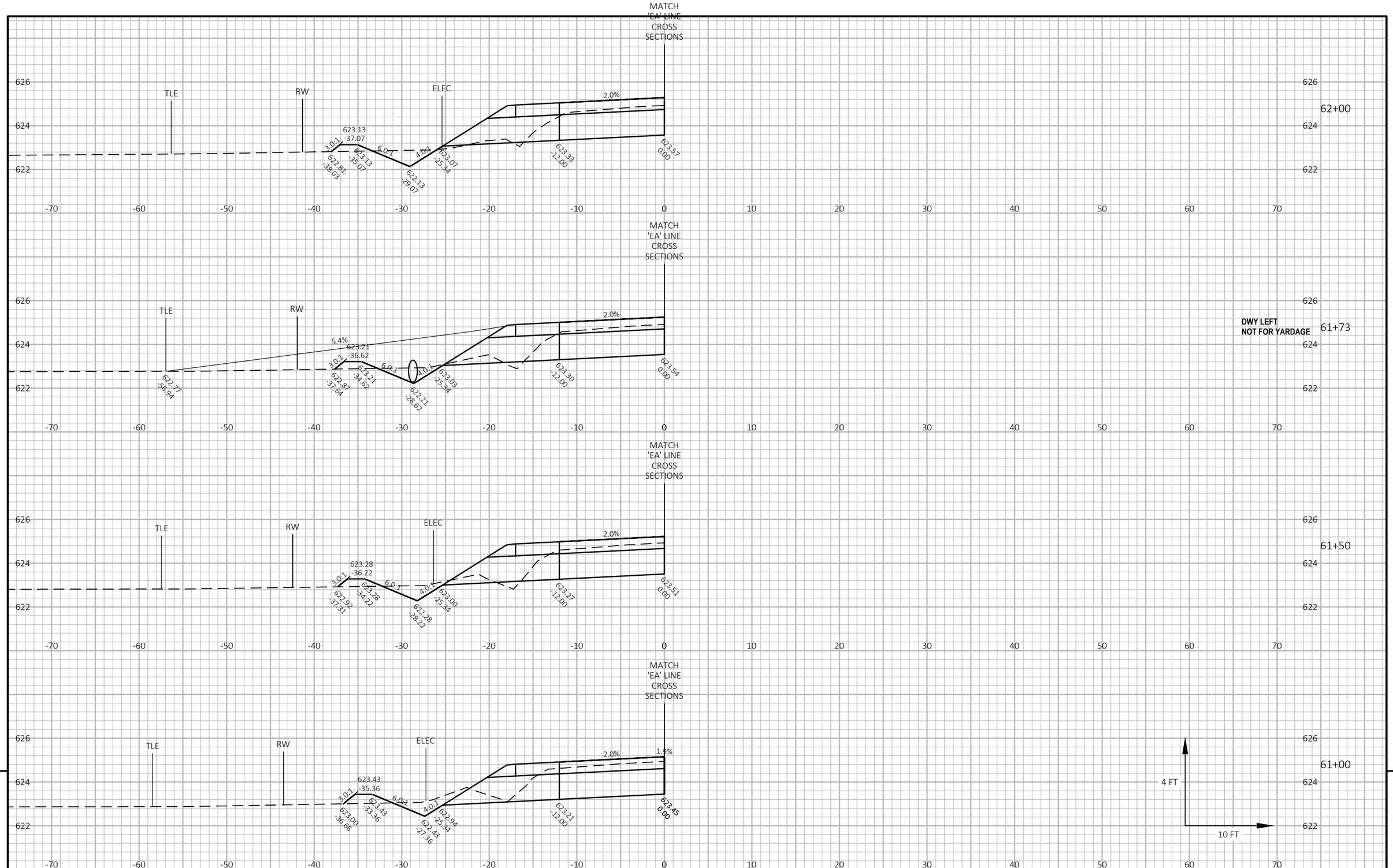
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 221	E



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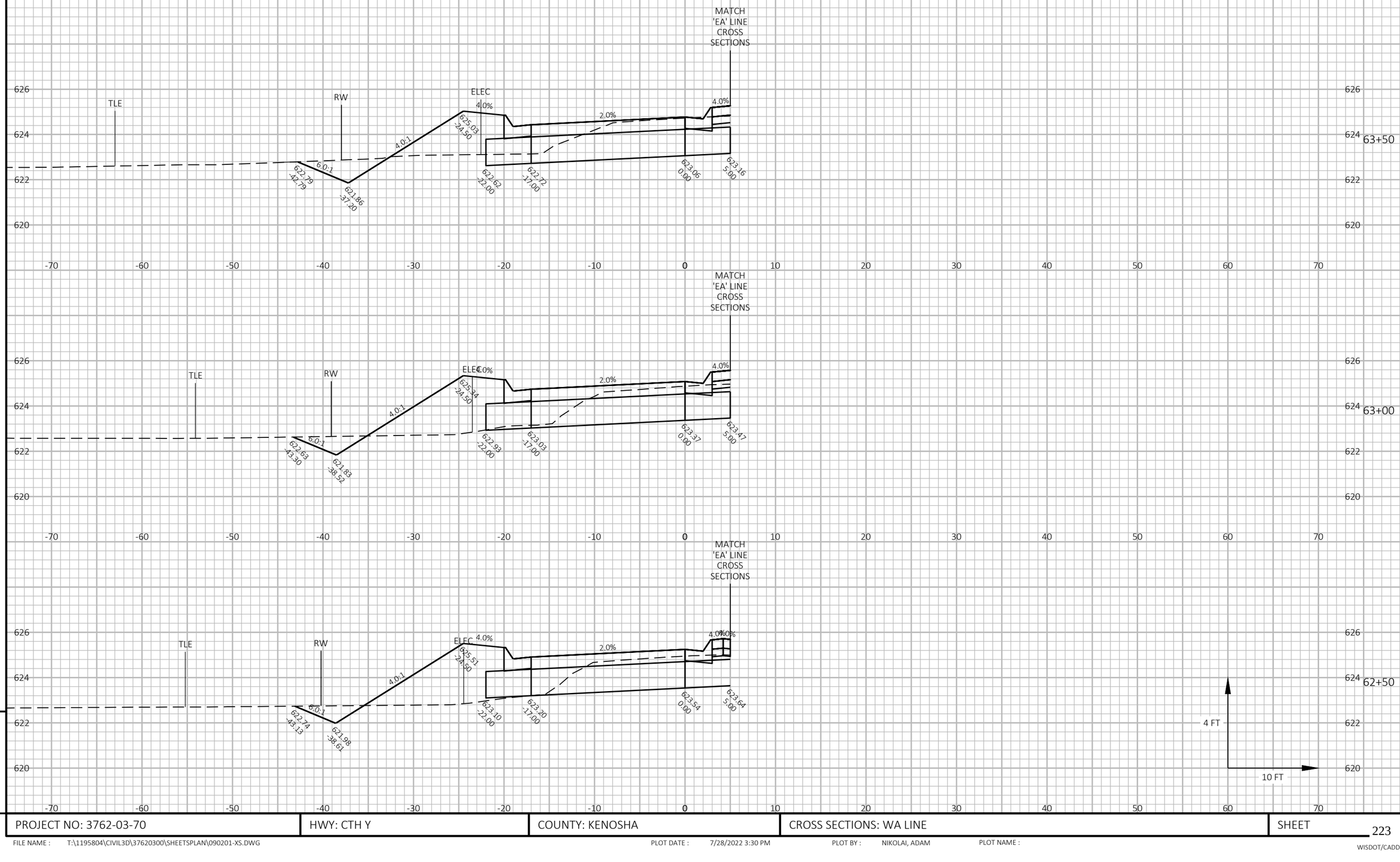
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 222	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

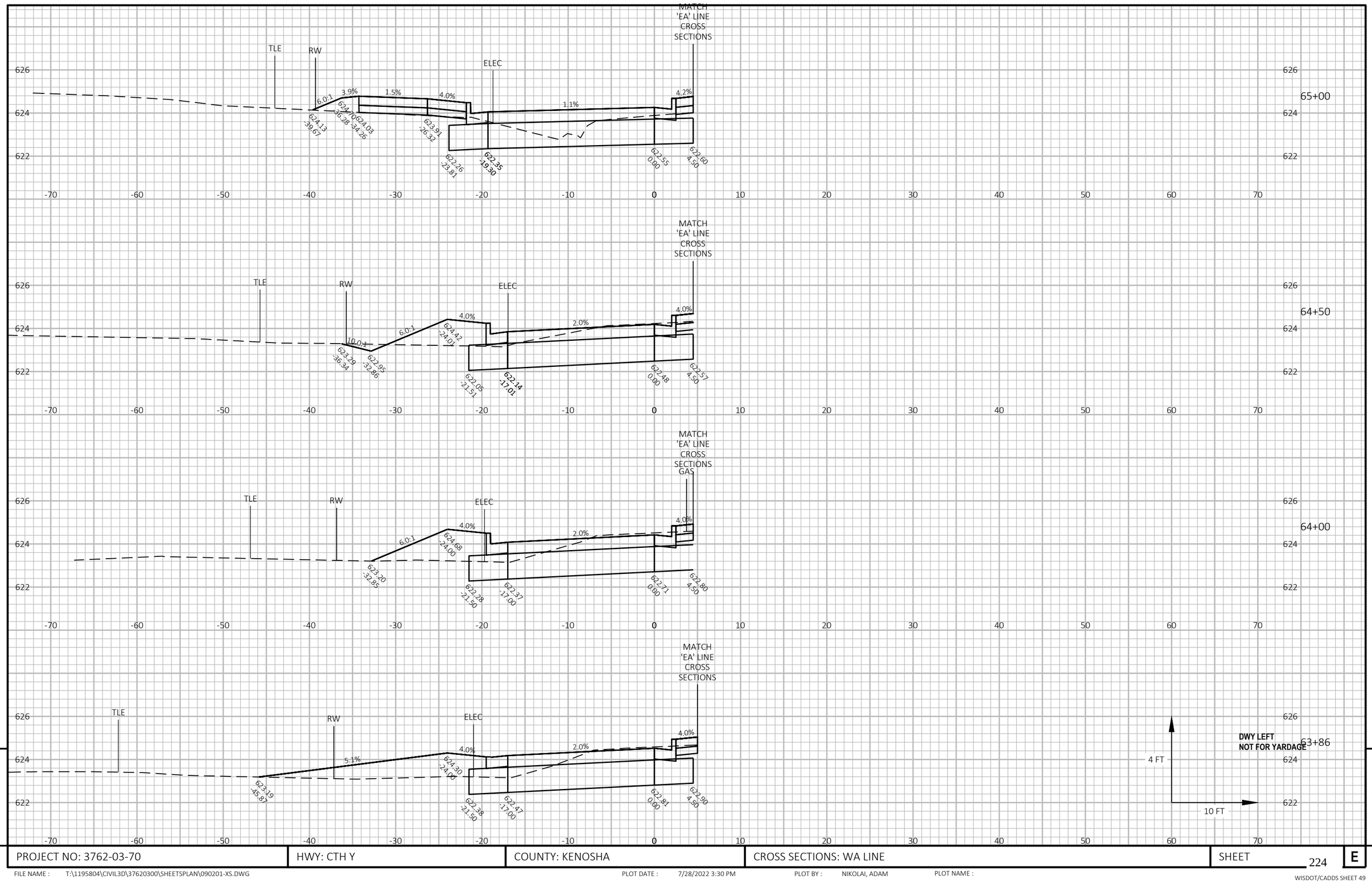
WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 223	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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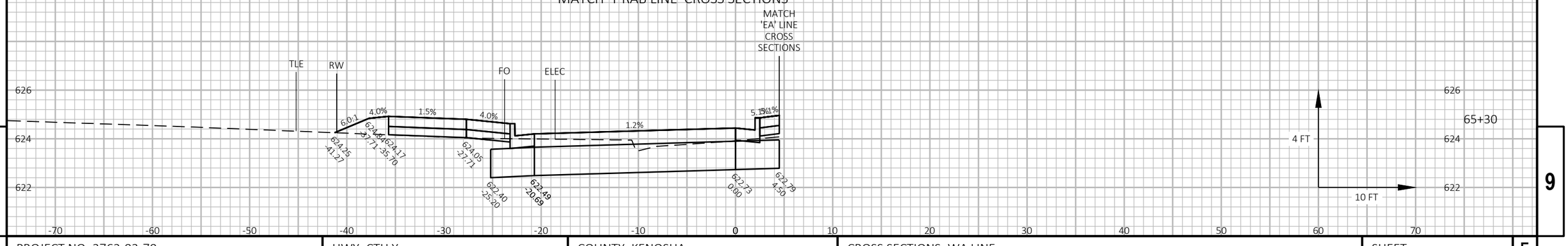
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 224	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH 'Y RAB LINE' CROSS SECTIONS



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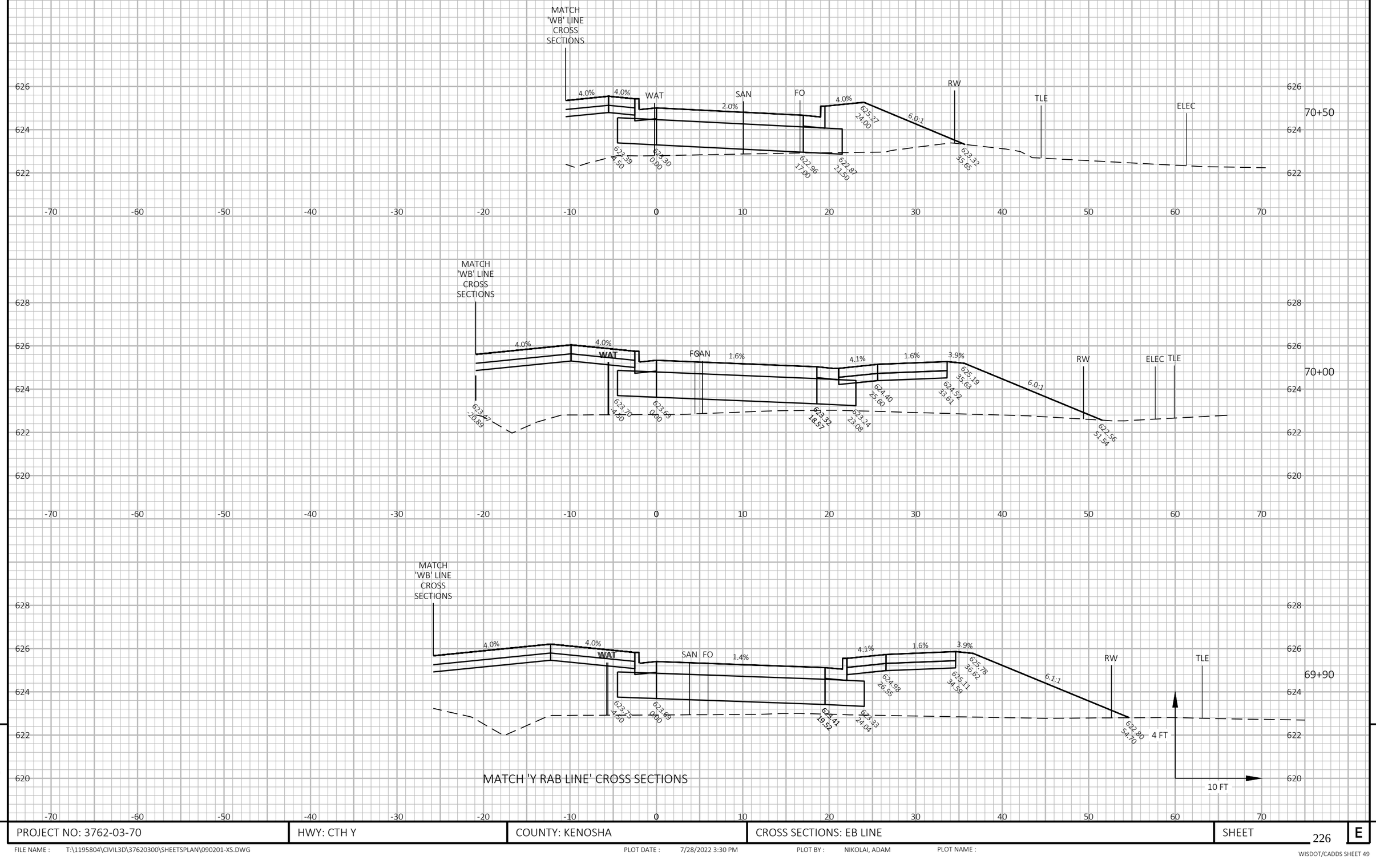
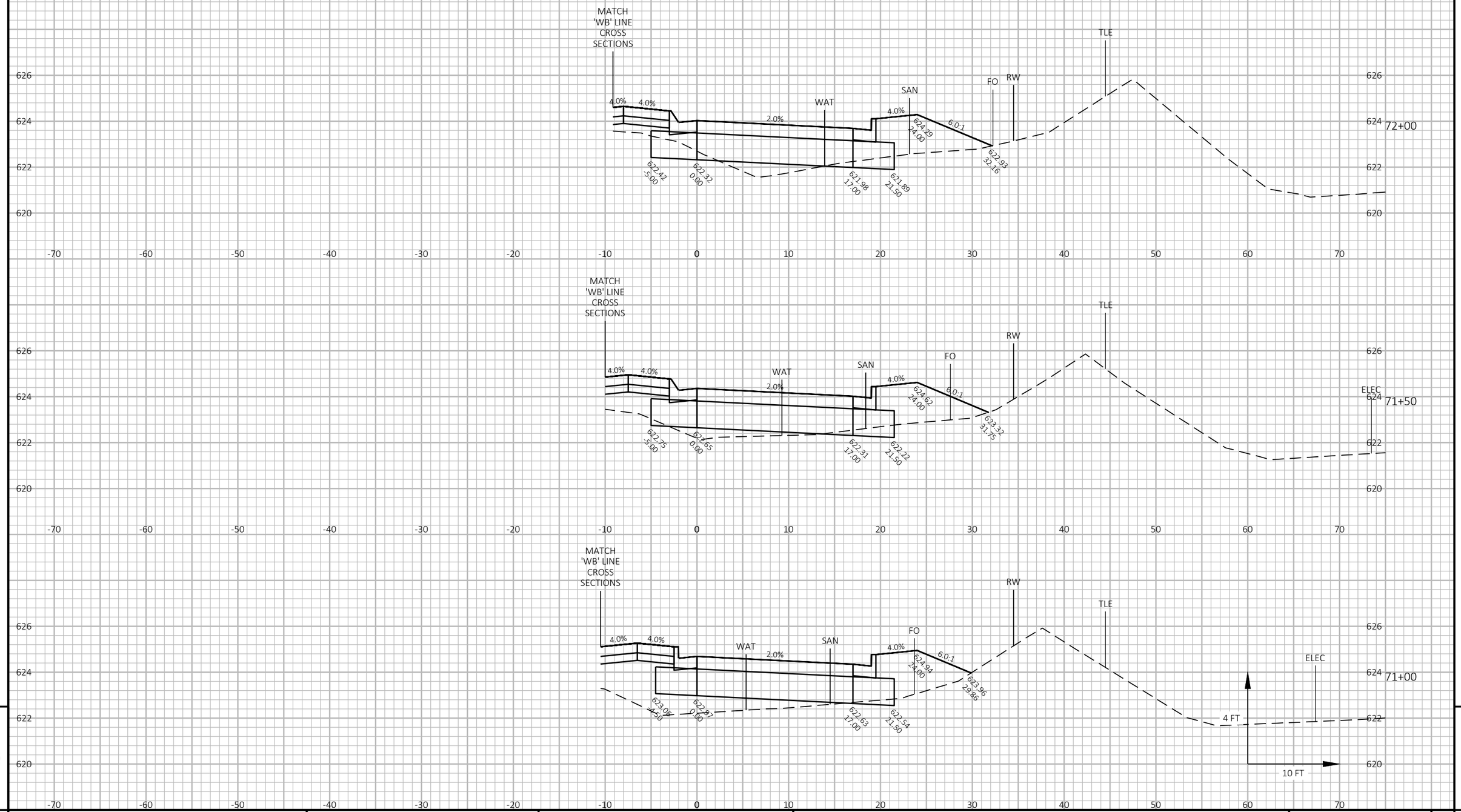
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WA LINE	SHEET 225	E



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 226	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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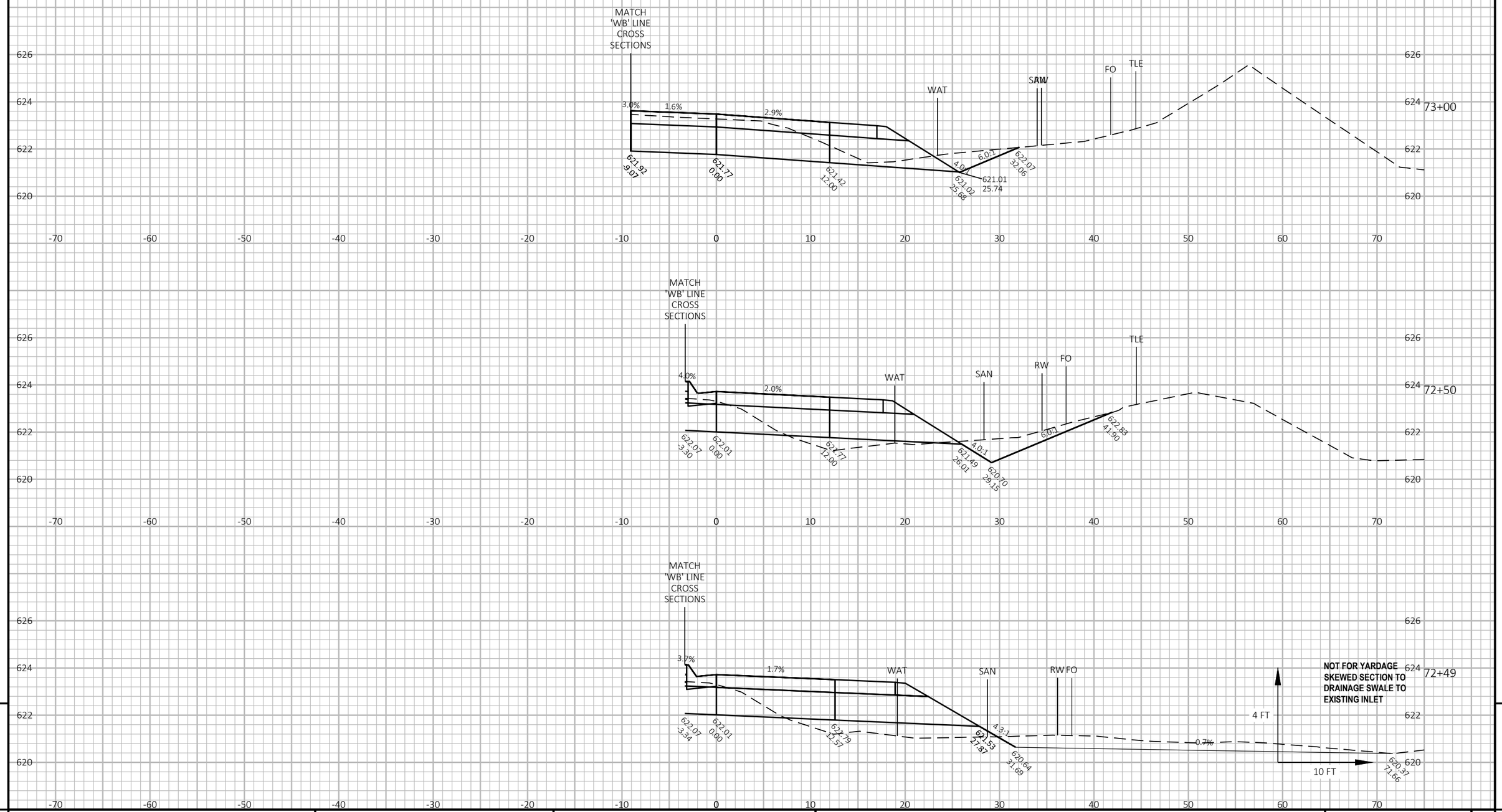
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 227	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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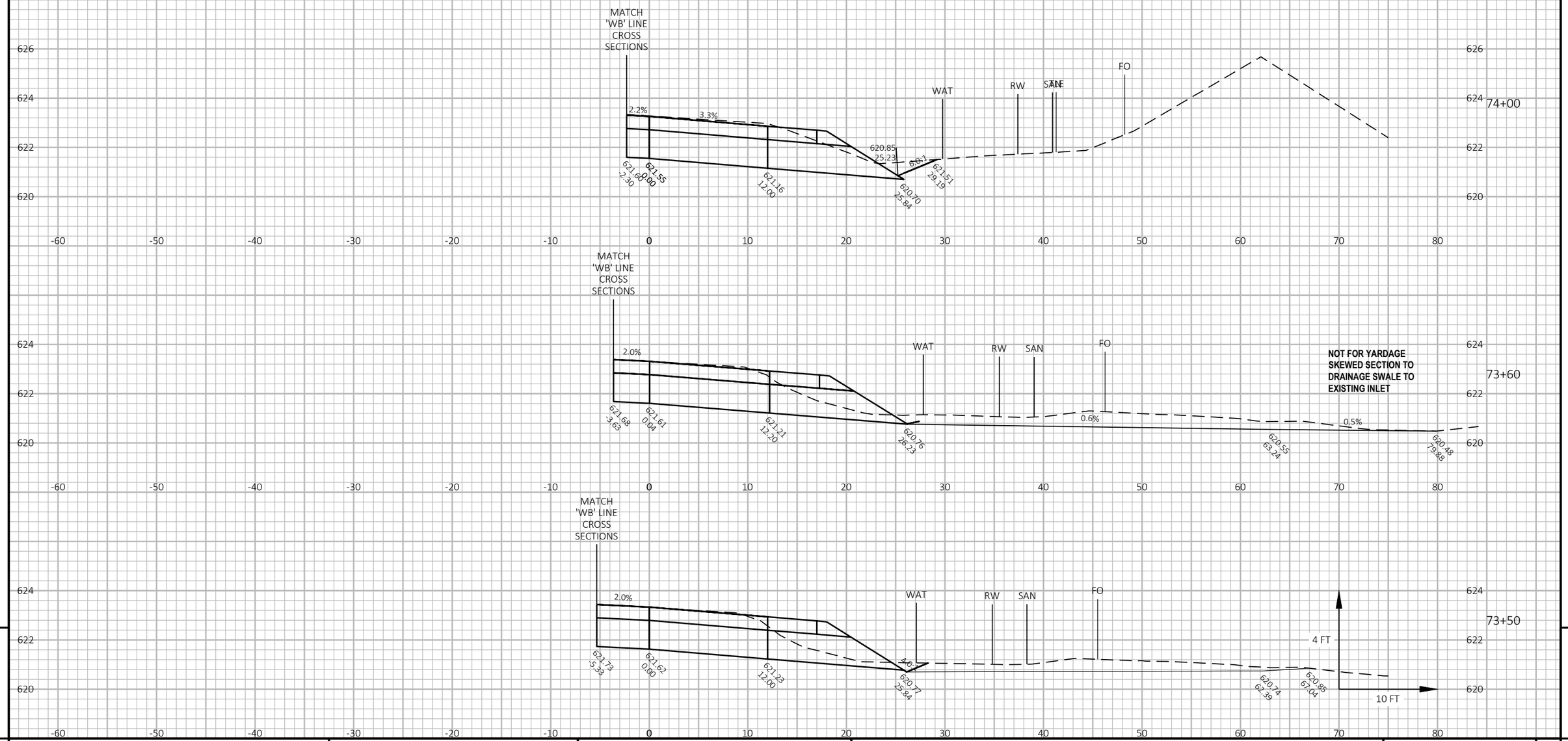
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 228	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

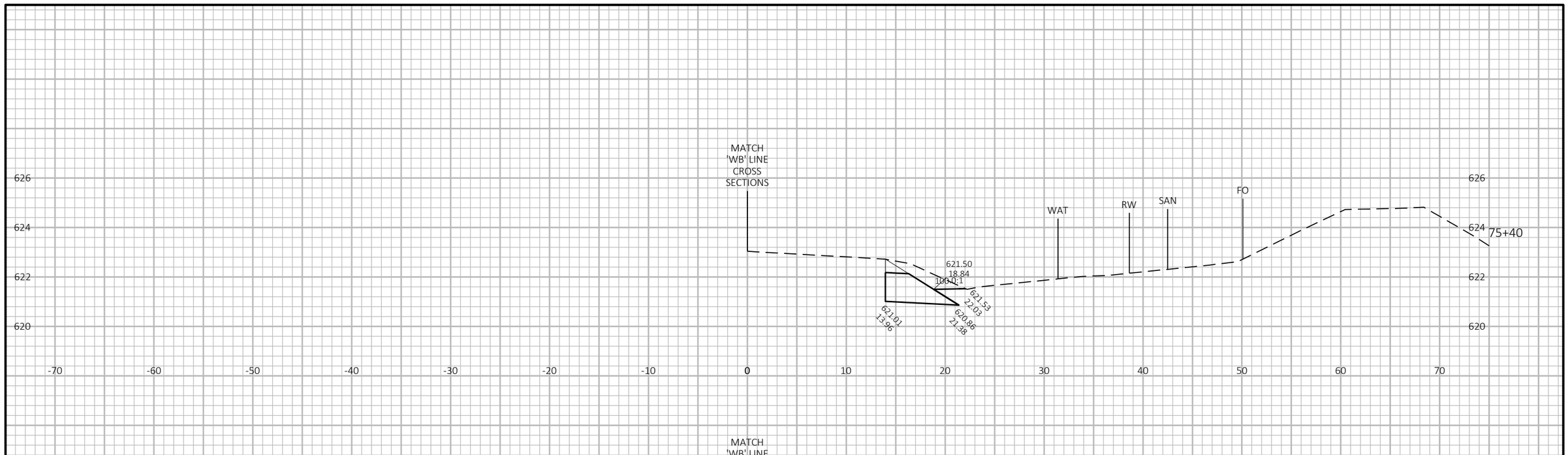
WISDOT/CADDS SHEET 49

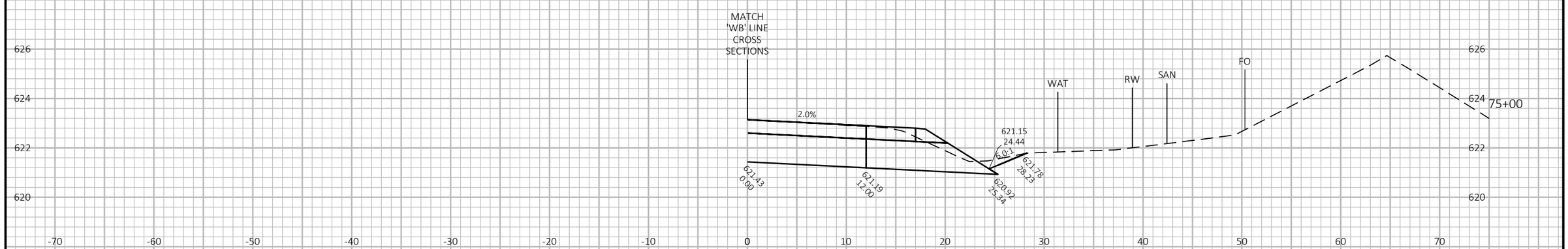


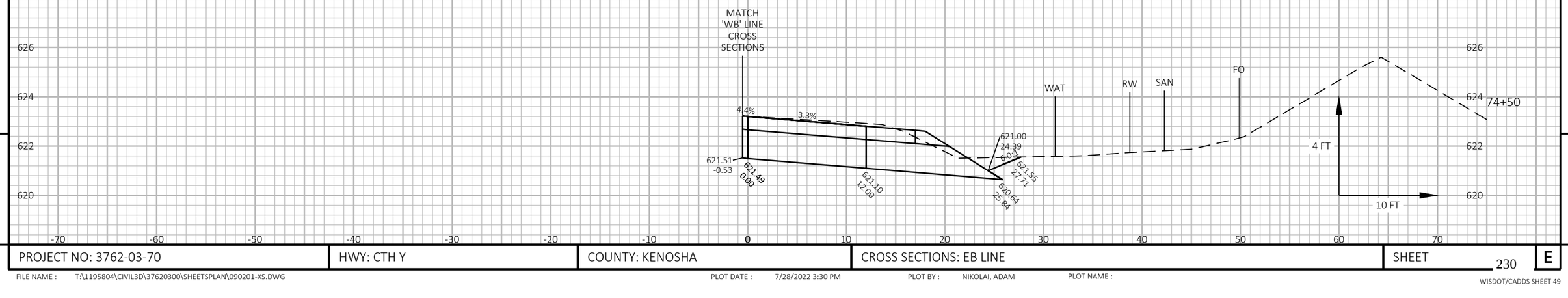
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 229	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49







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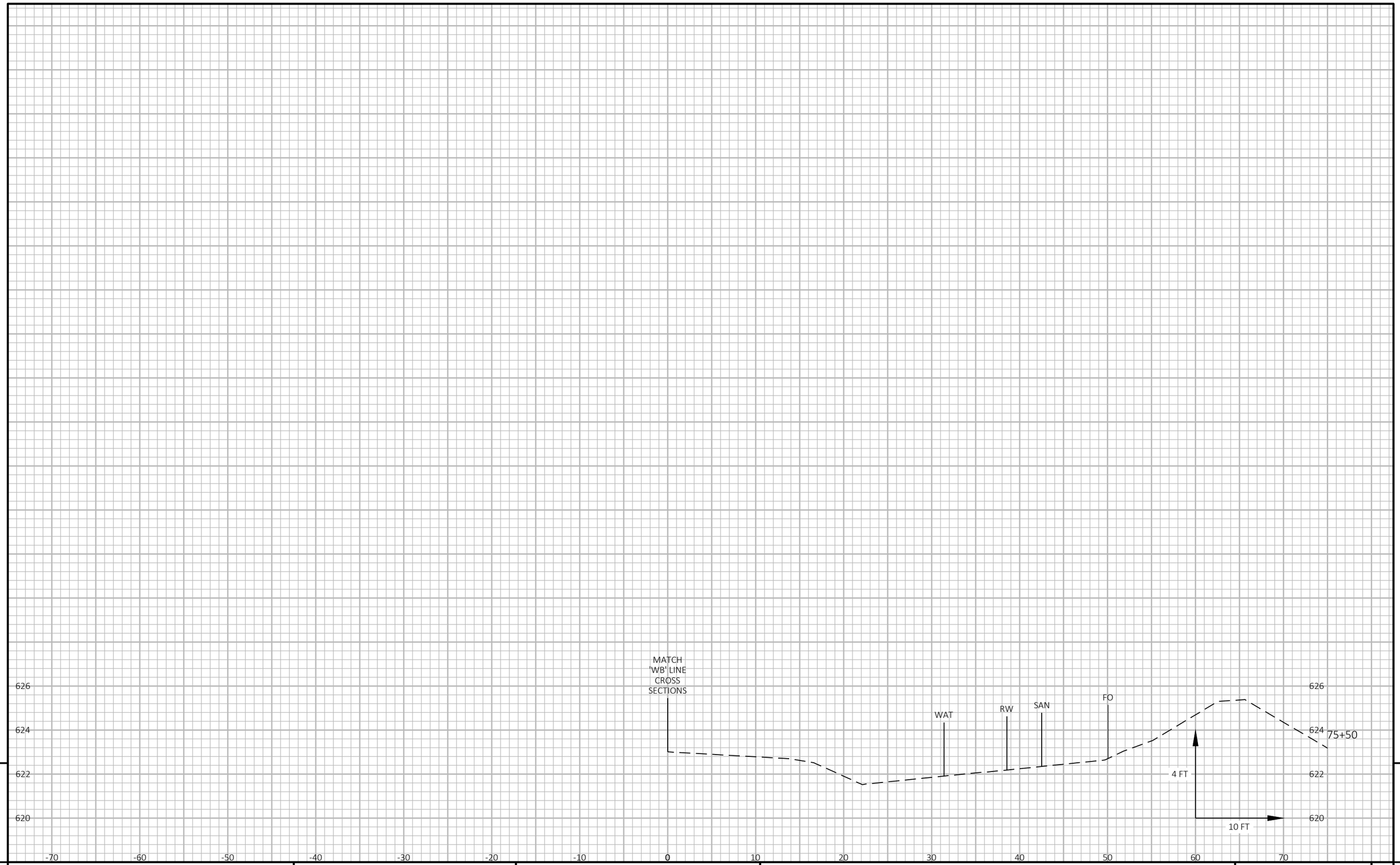
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 230	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



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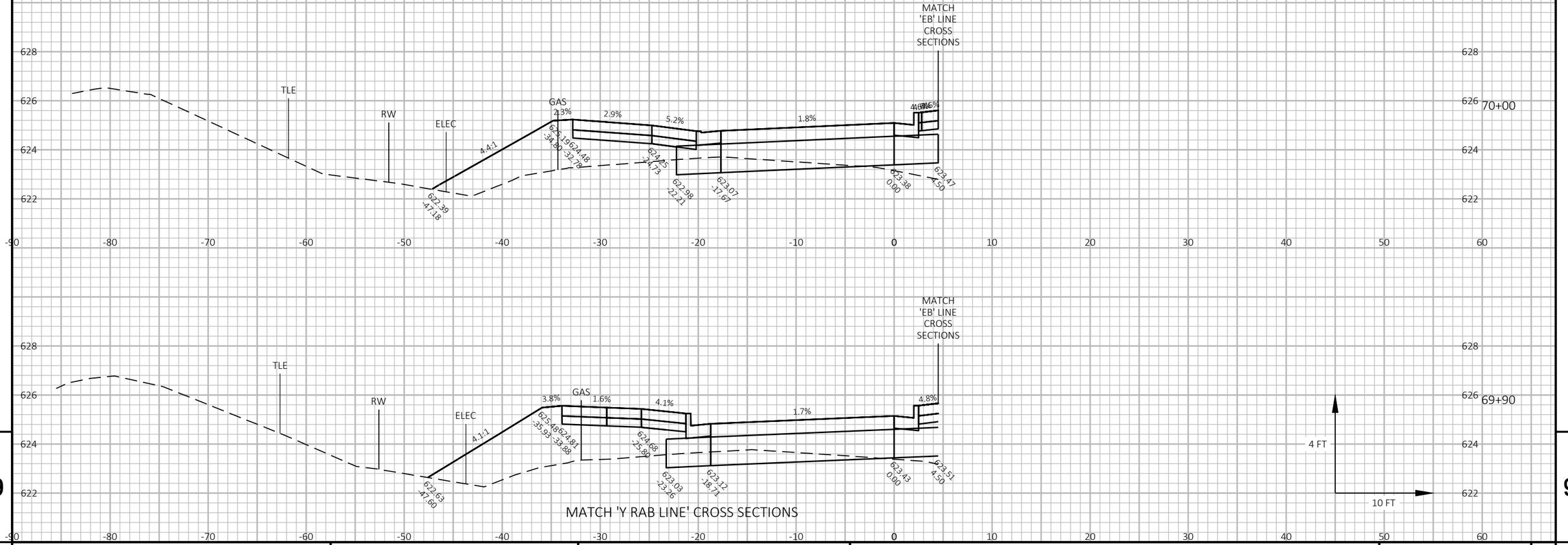
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: EB LINE	SHEET 231	E

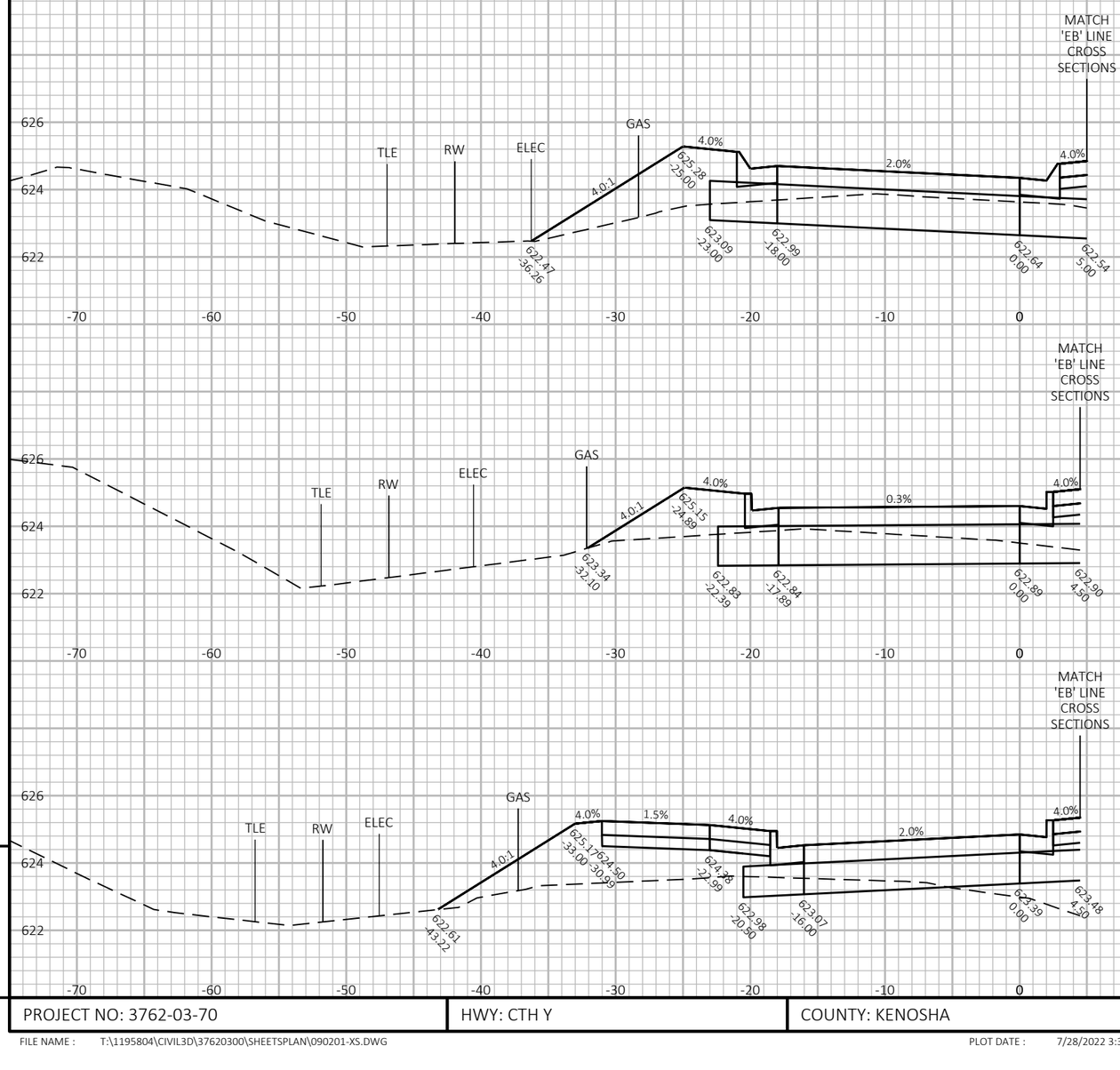
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 232	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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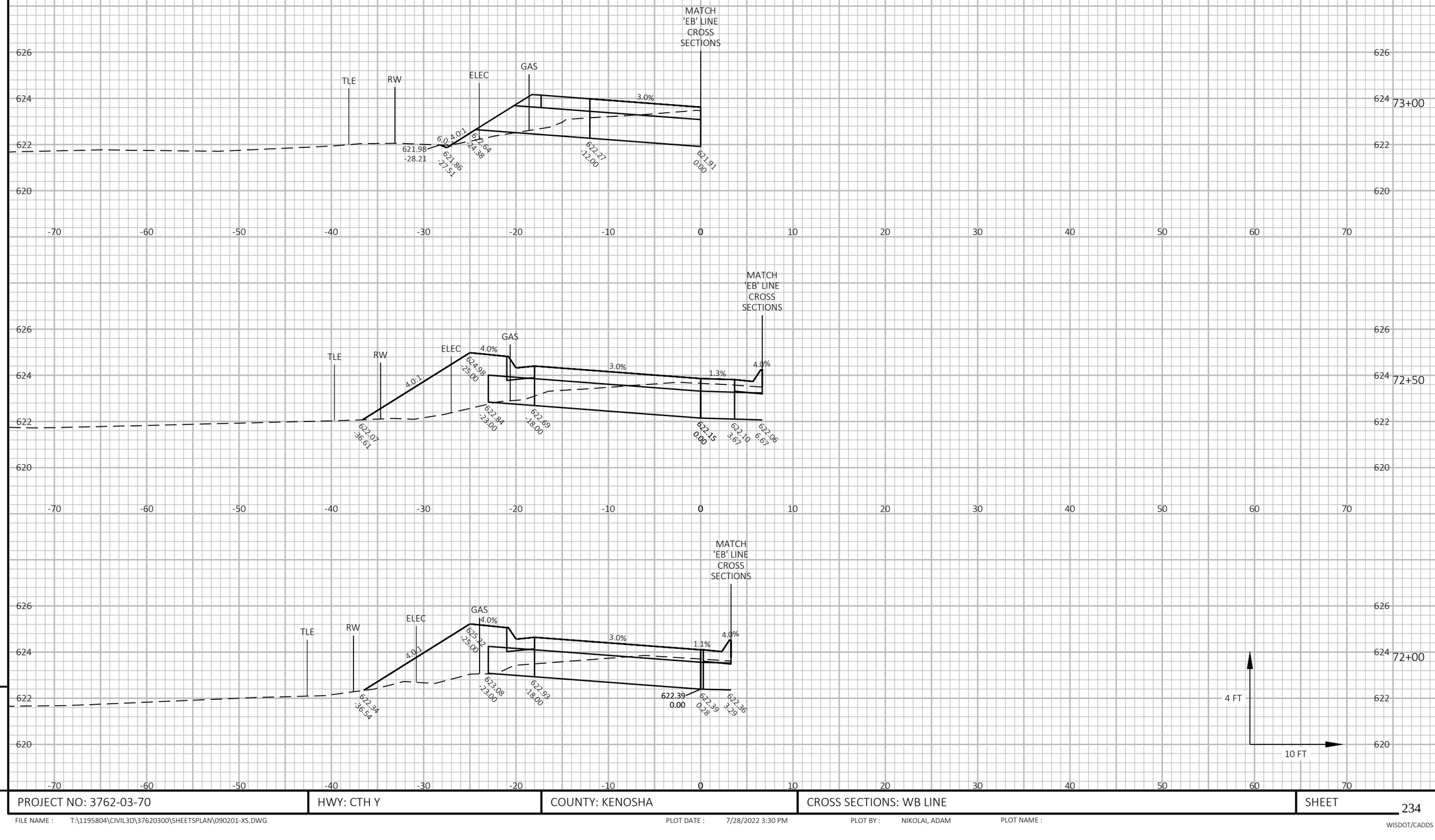
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 233	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 234	E

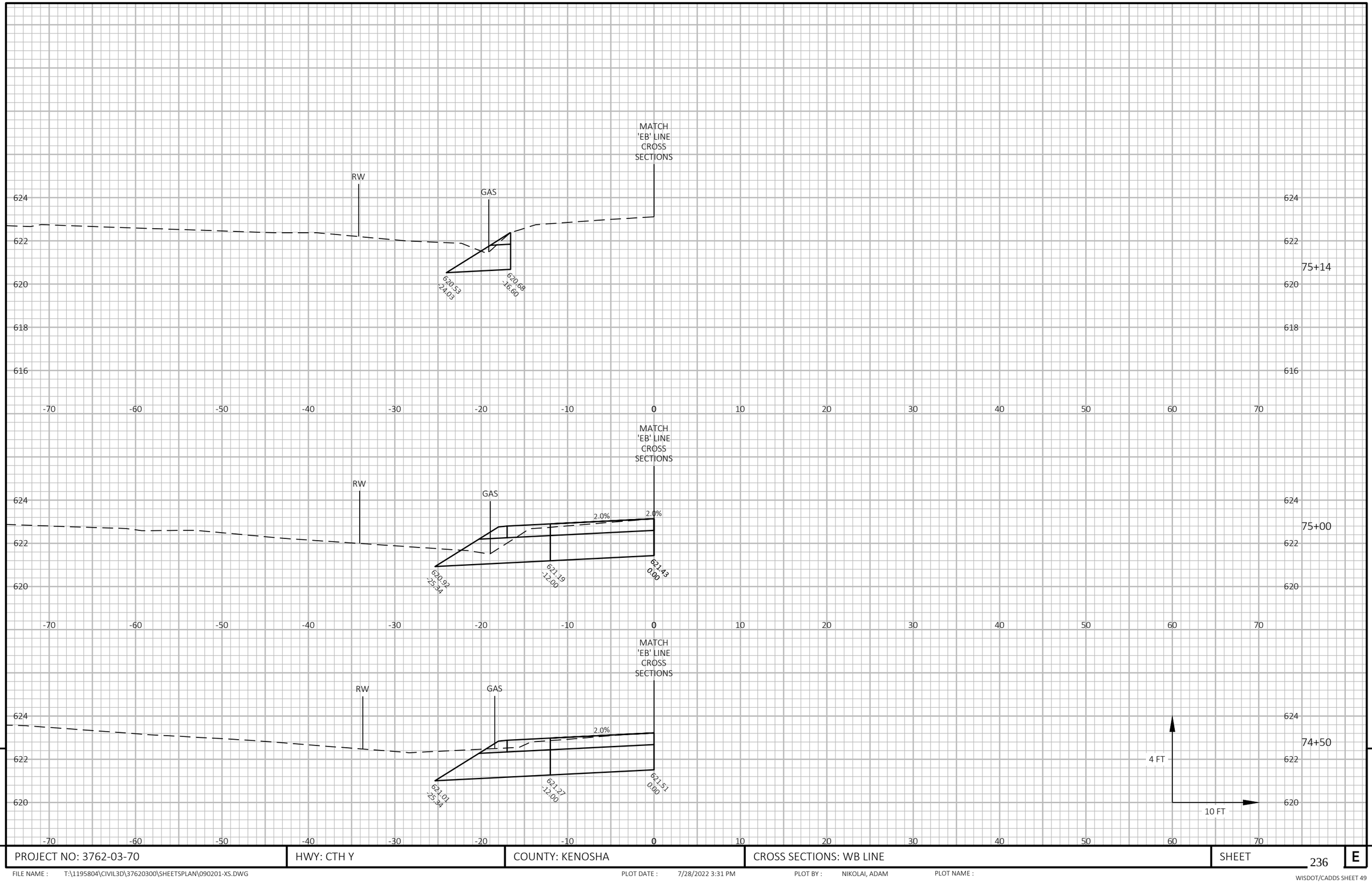
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:30 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 235	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:31 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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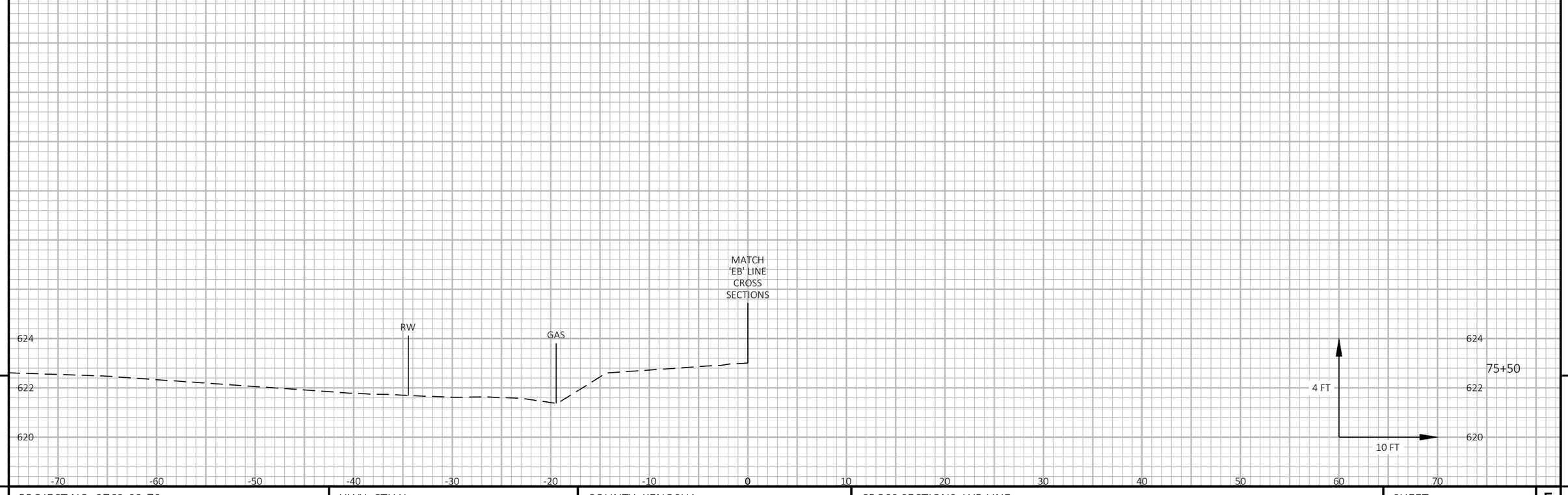
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 236	E



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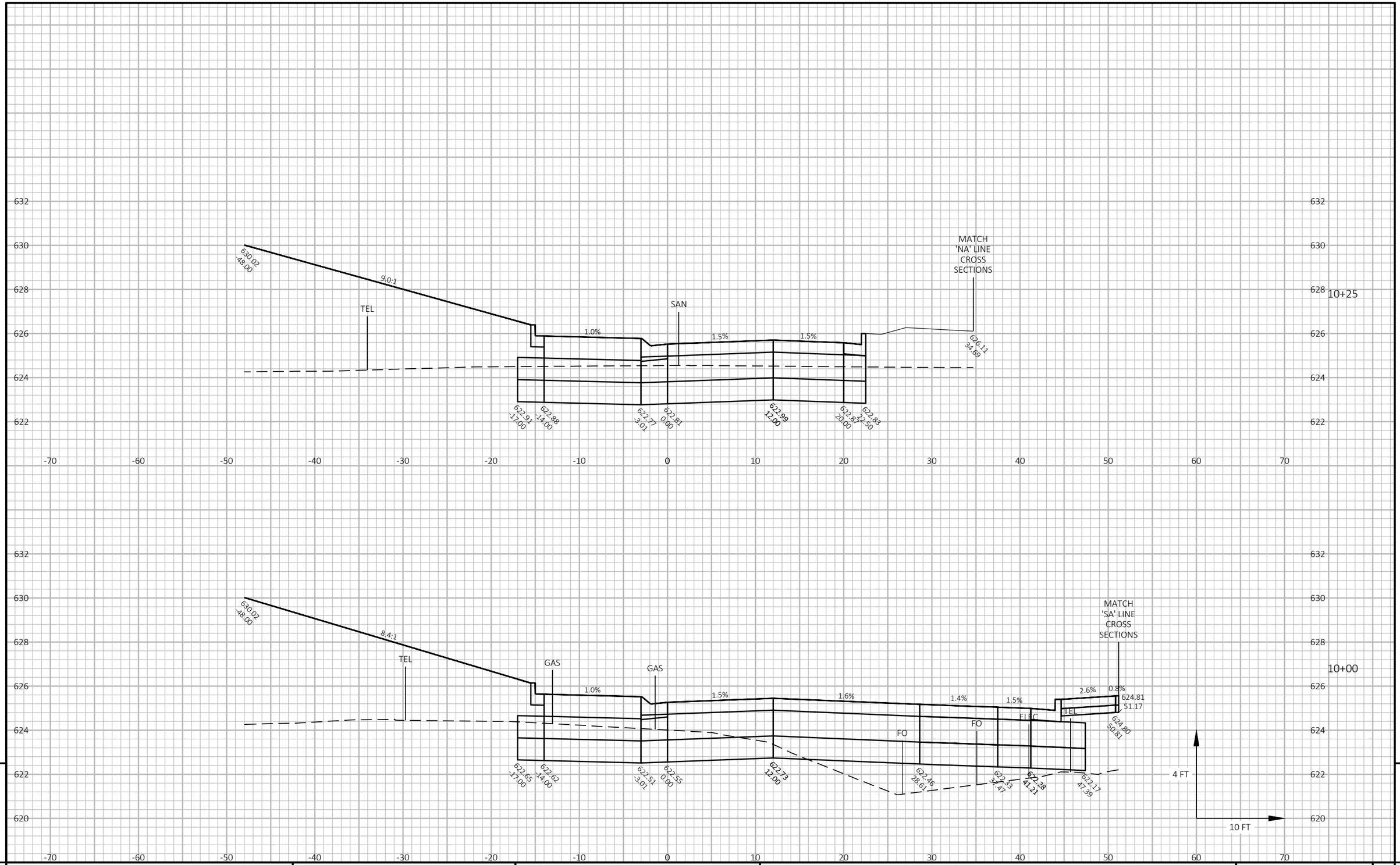
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: WB LINE	SHEET 237	E

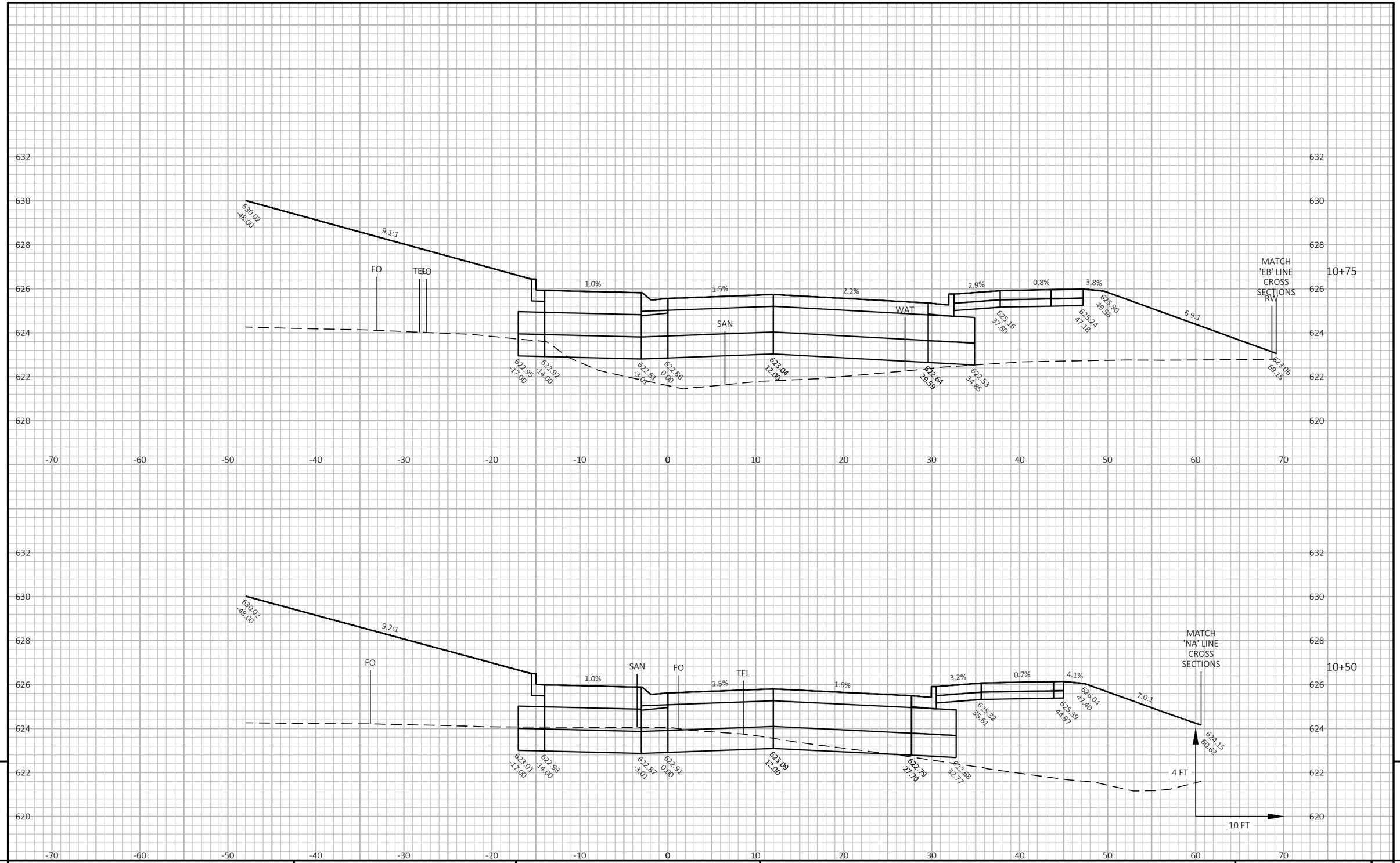
FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:31 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 238	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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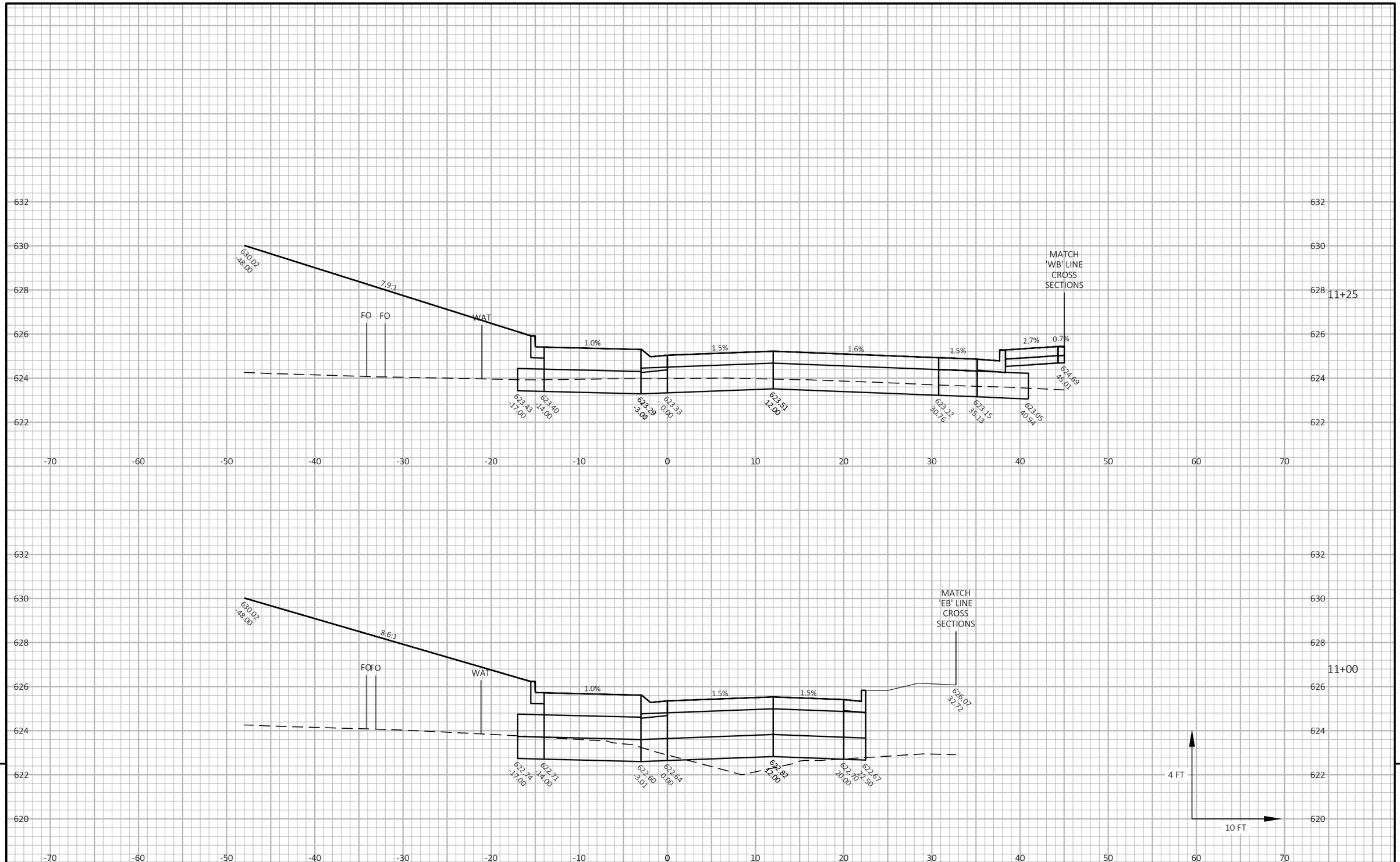
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 239	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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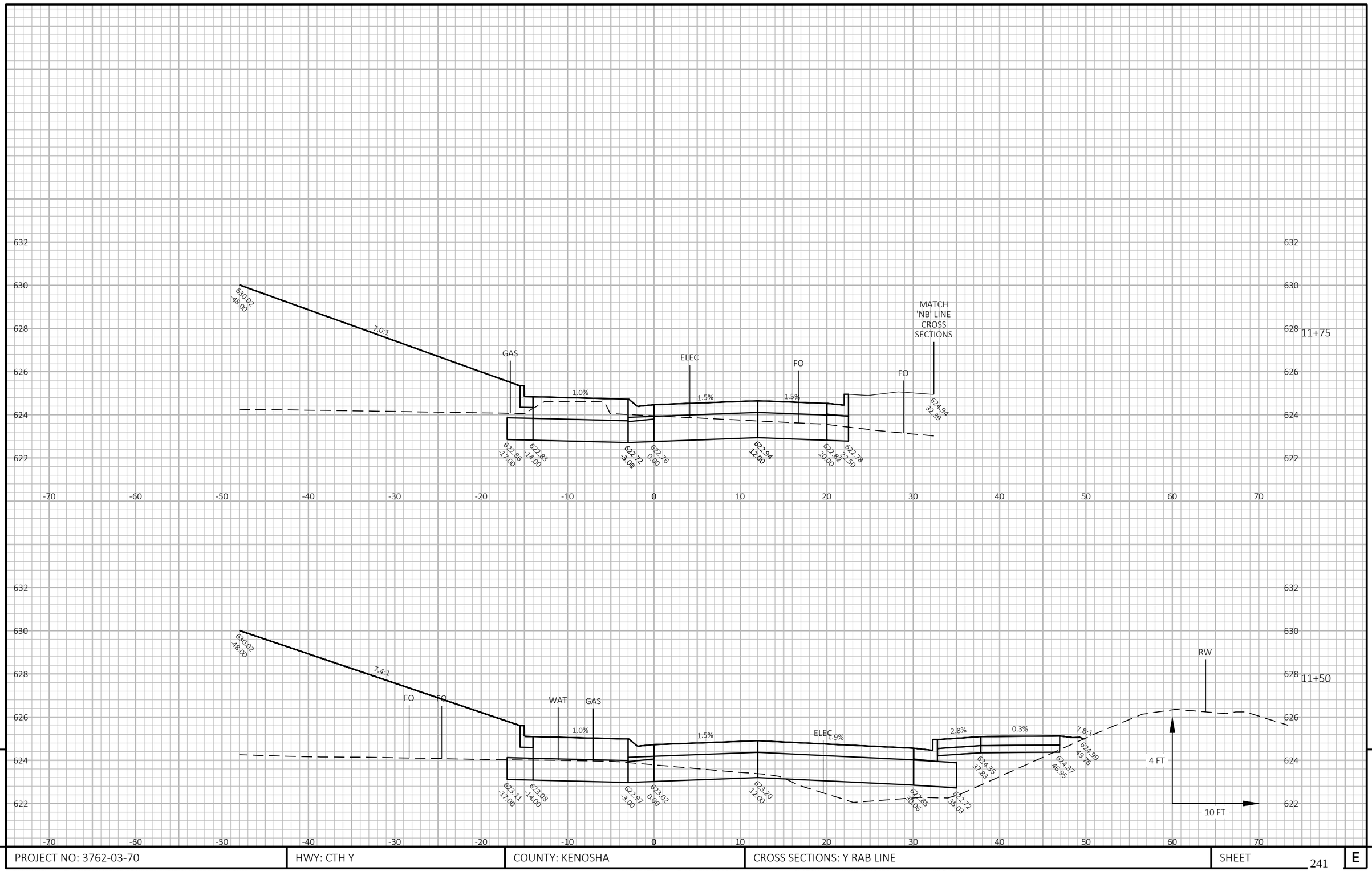
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 240	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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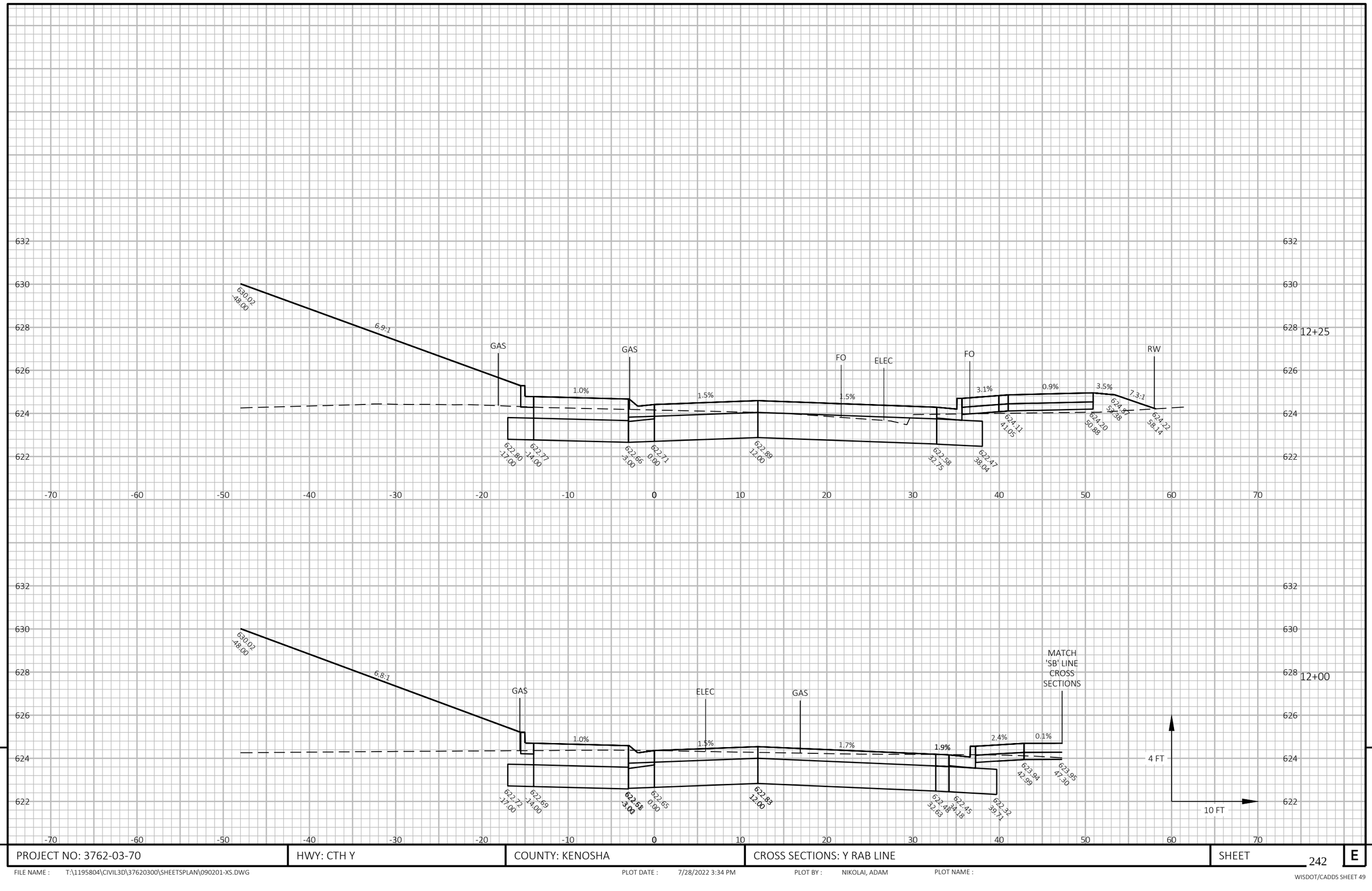
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 241	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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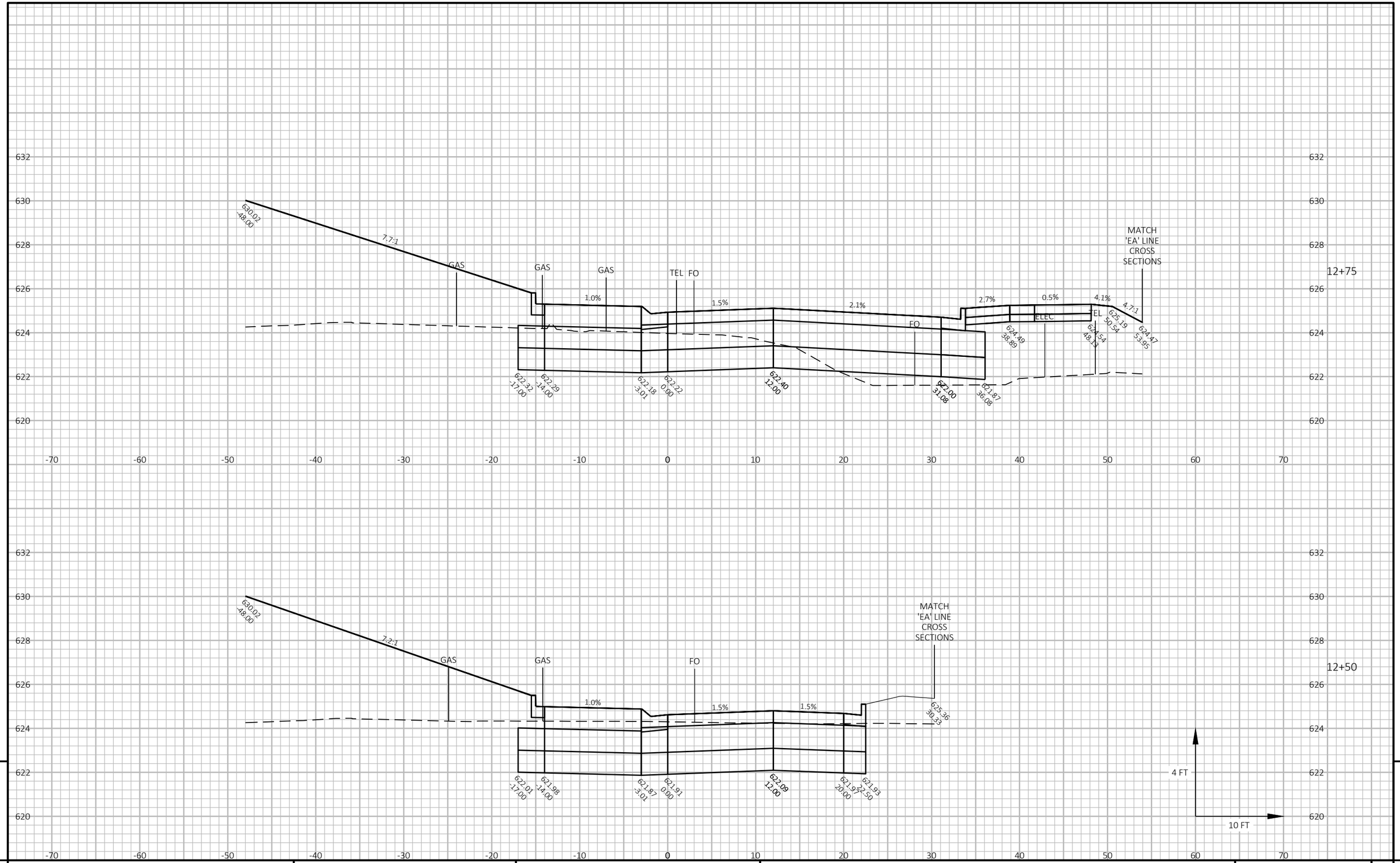
PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 242	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

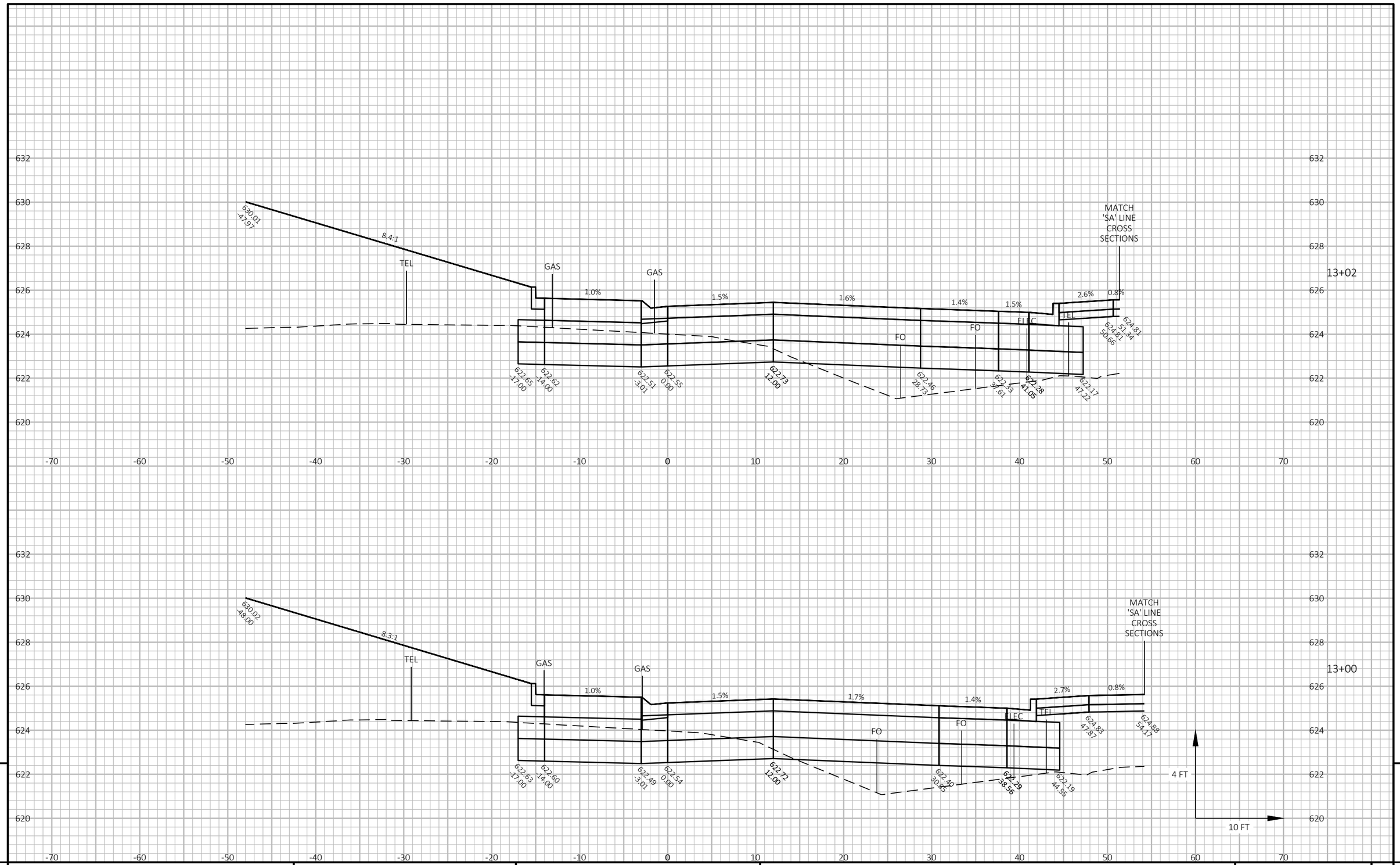
WISDOT/CADDS SHEET 49



PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 243	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 3762-03-70	HWY: CTH Y	COUNTY: KENOSHA	CROSS SECTIONS: Y RAB LINE	SHEET 244	E

FILE NAME : T:\1195804\CIVIL3D\37620300\SHEETSPLAN\090201-XS.DWG PLOT DATE : 7/28/2022 3:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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