WKE

MAY 2023

PROJECT ID: 3380-06-70

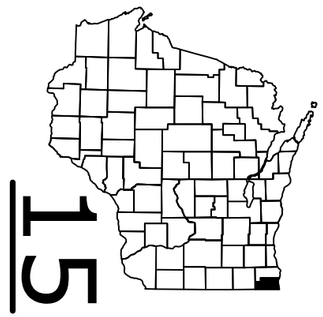
WITH: N/A

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~~	~~Gross Sections~~

TOTAL SHEETS = 398





DESIGN DESIGNATION

A.A.D.T.	2023	=	9,000 - 11,400
A.A.D.T.	2043	=	9,600 - 12,000
D.H.V.		=	1,015 - 1,255
D.D.		=	0.5
T.		=	15.8%
DESIGN SPEED		=	40 - 60 MPH*
ESALS		=	1,900,000

*40 MPH (IL STATE LINE TO 119TH ST)
*50 MPH (119TH ST - CTH C)
*60 MPH (CTH C - CTH AH)
*40 MPH (CTH AH TO STH 50)

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ANTIOCH RD, ANTIOCH-BURLINGTON

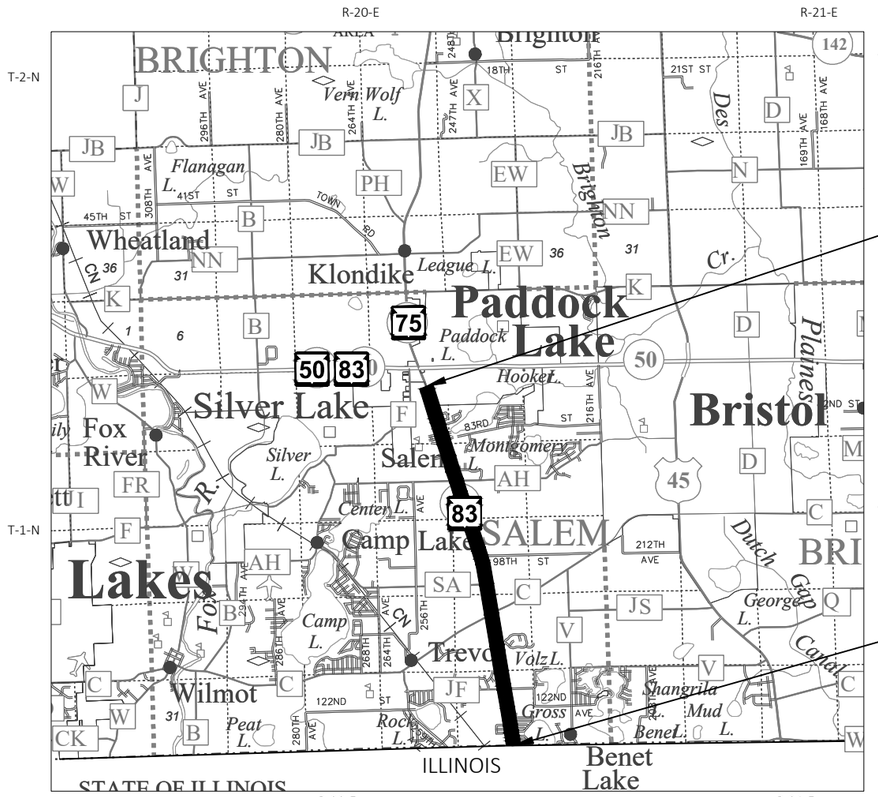
IL STATE LINE TO STH 50

STH 83

KENOSHA

STATE PROJECT NUMBER
3380-06-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3380-06-70	WISC 2023367	1



LAYOUT

SCALE 0 2MI

TOTAL NET LENGTH OF CENTERLINE = 4.867

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), KENOSHA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

cbs2

WISCONSIN
TAMMY S. TUCKER
E-40780
WAUKESHA, WI
PROFESSIONAL ENGINEER

DATE: 1/18/2023 Tammy Tucker
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS SQUARED, INC.
Designer	CBS SQUARED, INC.
Project Manager	MARK WILFERT
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JOSH LEVEQUE

APPROVED FOR THE DEPARTMENT

DATE: 2/1/23 Mark Wilfert
(Signature)

E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\010101-TI.DWG PLOT DATE : 1/18/2023 11:13 AM PLOT BY : CORY IHDE PLOT NAME :

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED ON THE PLANS, IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DEEMS THE MEASURE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND EROSION MAT TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN TEN (10) CALENDAR DAYS OR APPLY TEMPORARY SEED AND MULCH WITHIN 72-HOURS.

UNLESS NOTED ON THE PLAN, ALL RADII ARE MEASURED TO THE FLANGE LINE.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.

STATION OFFSETS ARE GIVEN TO THE CENTER OF DRAINAGE STRUCTURES.

NO SECTION CORNERS WILL BE DISTURBED WITH THE PROJECT.

STANDARD ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
AH	AHEAD
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ASPH	ASPHALTIC
AVG	AVERAGE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BR	BRIDGE
CL OR C/L	CENTER LINE
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CABC	CRUSHED AGGREGATE BASE COURSE
CY OR CUYD	CUBIC YARD
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EB	EASTBOUND
EL OR ELEV	ELEVATION
EW	END WALL
ENT	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
FERT	FERTILIZER
FE	FIELD ENTRANCE
FL OR F/L	FLOW LINE
FT	FOOT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
INL	INLET
INV	INVERT
JCT	JUNCTION
LT	LEFT
L	LENGTH OF CURVE
LIN FT OR LF	LINEAR FOOT
LS	LUMP SUM
NC	NORMAL CROWN
N	NORTH
NB	NORTHBOUND
NO	NUMBER
PT	POINT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
LB	POUND
PE	PRIVATE ENTRANCE
R	RADIUS
RL OR R/L	REFERENCE LINE
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
SHLDR	SHOULDER
SB	SOUTHBOUND
SF OR SQ FT	SQUARE FEET
SY OR SQ YD	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAY
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
USH	UNITED STATES HIGHWAY
V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE
WB	WESTBOUND
YD	YARD

UTILITY CONTACTS

CHRIS DAILEY
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
PO BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATCLLC.COM

BILL DUCHAINE
EVERSTREAM - COMMUNICATION LINE
324 E. WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
(414) 409-1703
(851) 252-5956 MOBILE
BDUCHAINE@EVERSTREAM.NET

RUSS RYAN
FRONTIER COM OF WI - COMMUNICATION LINE
315 OAK STREET
OAKFIELD, WI 53065
(920) 563-3275
(920) 737-9662 MOBILE
RUSSELL.W.RYAN@FTR.COM

CORY SCHMUKI
MIDWEST FIBER NETWORKS LLC - COMMUNICATION LINE
6070 NORTH FLINT RD
GLENDALE, WI 53209
(414) 459-3561
(414) 349-2764 MOBILE
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

MICHAEL YAEGER
SPECTRUM - COMMUNICATION LINE
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
(414) 908-4677
(414) 233-5751 MOBILE
MICHAEL.YAEGER@CHARTER.COM

BRADLEY ZAUTCKE
DIRECTOR OF PUBLIC WORKS
VILLAGE OF SALEM LAKES - SEWER
9814 ANTIOCH ROAD
SALEM LAKES, WI 53168
(262) 843-2313
(262) 620-6029 MOBILE
BZAUTCKE@VOSLWI.ORG

ERIC PEREA
WISCONSIN DEPARTMENT OF TRANSPORTATION - STREET LIGHTING
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262) 574-5422
ERIC.PEREA@DOT.WI.GOV

WISDOT SIGNAL OPERATIONS
141 NW BARSTOW STREET
WAUKESHA, WI 53187
(414) 750-2605

WISDOT ELECTRICAL FIELD UNIT
935 S. 60TH STREET
WEST ALLIS, WI 53214
(414) 266-1170

JAMES NELSON
WE ENERGIES - ELECTRICITY
7815 S NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 884-6734
(414) 315-1189 MOBILE
JAMES.NELSON@WE-ENERGIES.COM

SCOTT HOLSTEIN
WE ENERGIES - GAS/PETROLEUM
700 S KANE STREET
BURLINGTON, WI 53105
(262) 763-1084
(262) 949-0490 MOBILE
SCOTT.HOLSTEIN@WE-ENERGIES.COM

OTHER CONTACTS

DESIGN CONTACT

TAMMY TUCKER
CBS SQUARED, INC.
2500 E. ENTERPRISE AVE, SUITE A
APPLETON, WI 54913
(262) 613-8999
TTUCKER@CBSSQUAREDINC.COM

WISCONSIN DNR LIAISON

BENTON STELZEL
141 NW BARSTOW ST, RM 180
WAUKESHA, WI 53188
(262) 574-2141
BENTON.STELZEL@WISCONSIN.GOV

WISDOT CONTACT

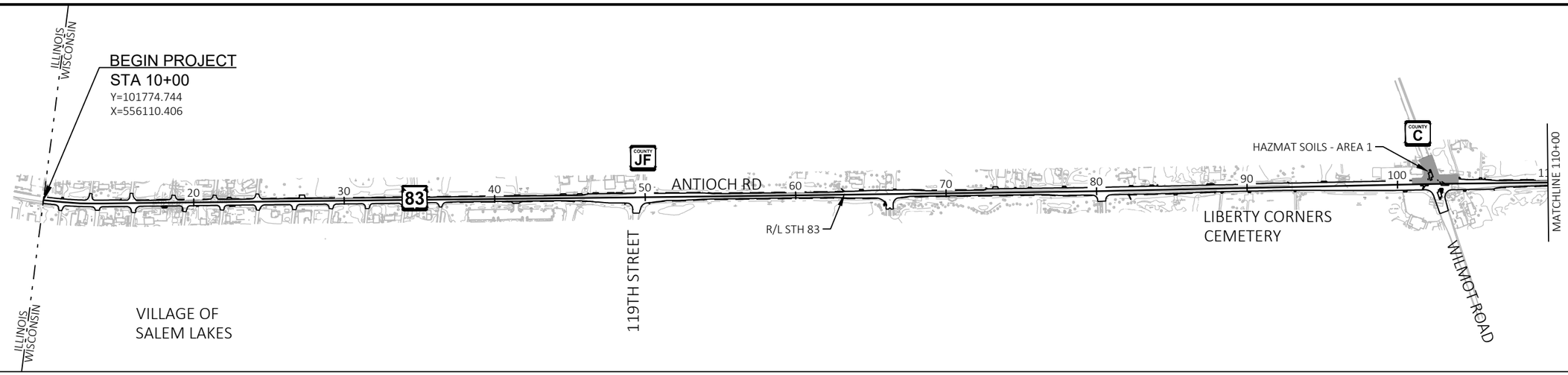
MARK WILFERT
WISCONSIN DEPARTMENT OF TRANSPORTATION
141 NW BARSTOW ST
WAUKESHA, WI 53188
(262) 548-5936
MARK.WILFERT@DOT.WI.GOV

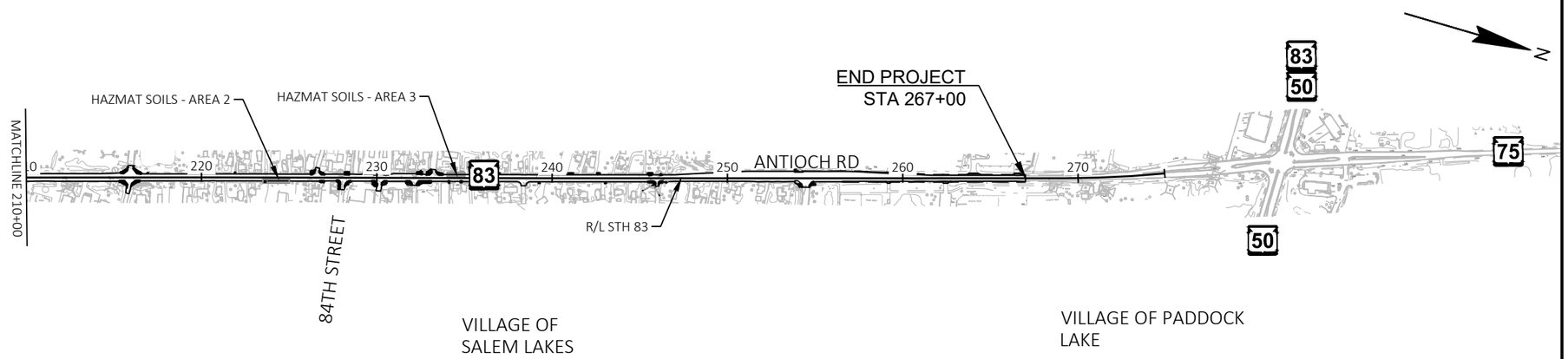
ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB RAMP DETAILS
STORM SEWER PLAN
EROSION CONTROL/DRAINAGE/UTILITY PLAN
PERMANENT SIGNING
TRAFFIC SIGNAL REMOVAL PLAN
TEMPORARY TRAFFIC SIGNAL PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR PLAN

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

2

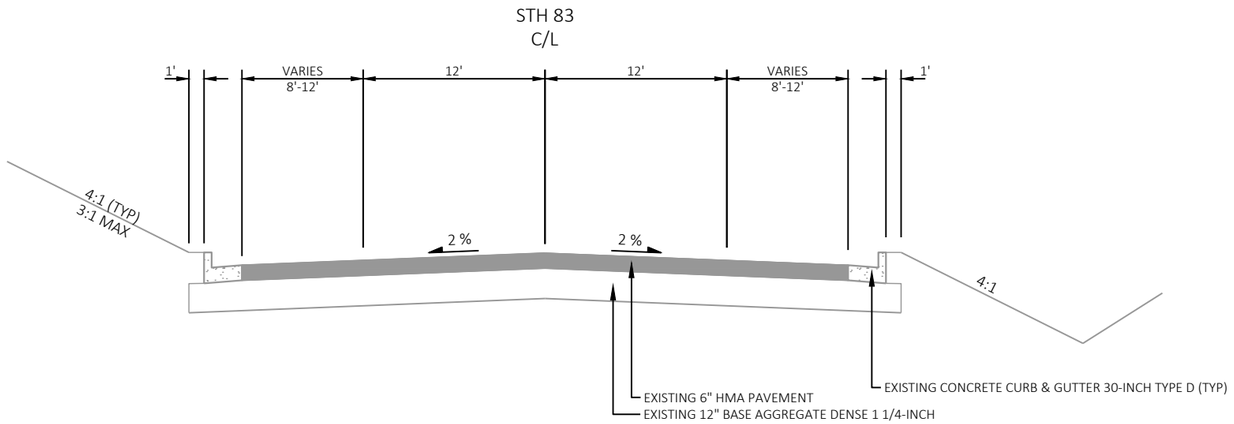




PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 3	E

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LAYOUT NAME - 020201-po
PLOT DATE : 2/1/2023 9:12 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN: 750 FT
WISDOT/CADDS SHEET 42

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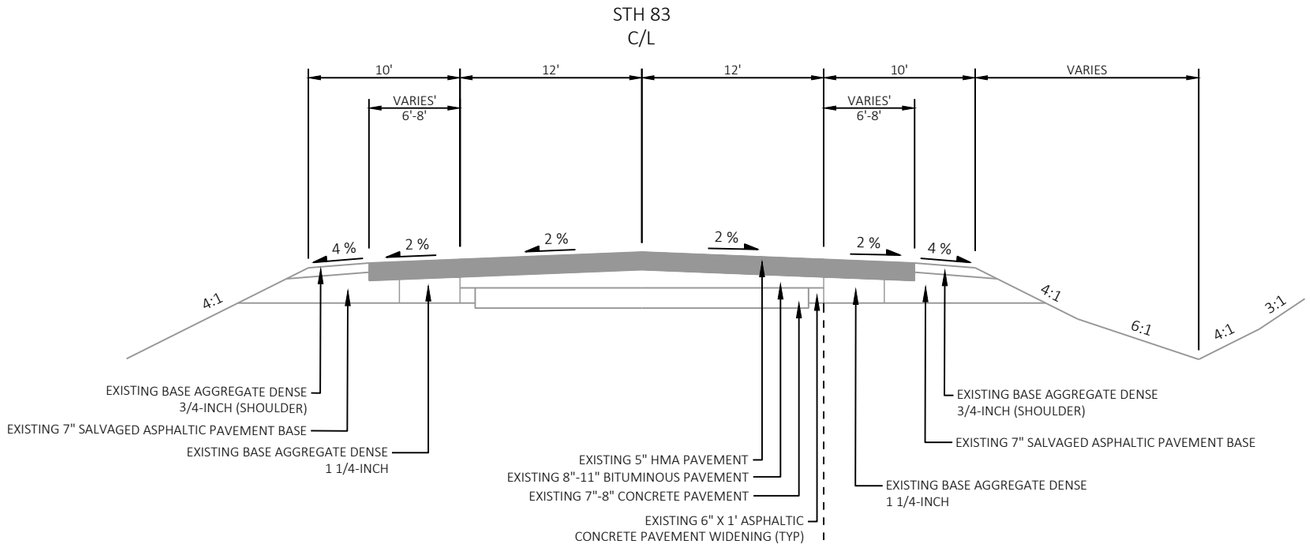
TYPICAL EXISTING SECTION

STA 10+00 TO STA 15+05

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 4	E

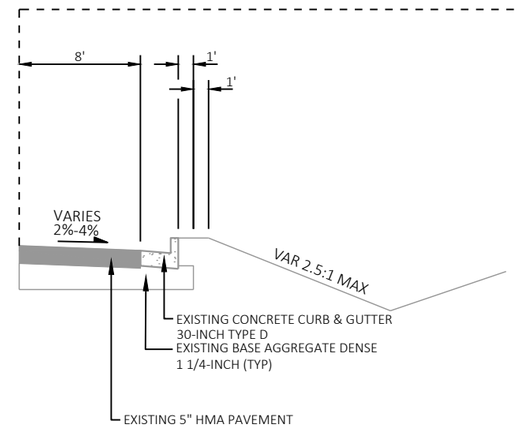
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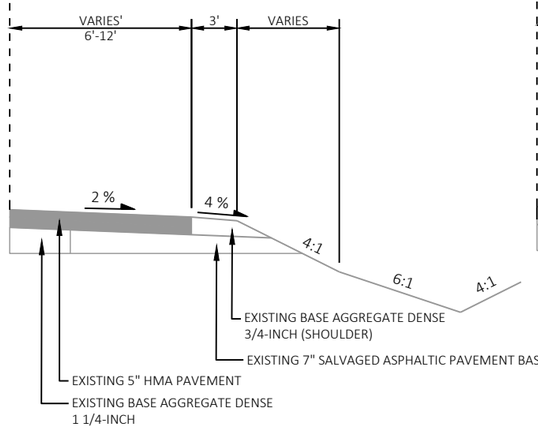
TYPICAL EXISTING SECTION

STA 15+05 TO STA 73+00
STA 110+30 TO STA 135+00
STA 180+00 TO STA 191+00
STA 247+00 TO STA 267+00



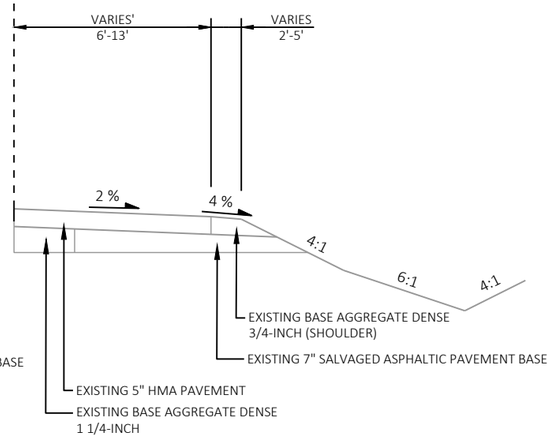
TYPICAL EXISTING SECTION

STA 15+05 TO STA 34+50



RIGHT TURN LANE TYPICAL EXISTING SECTION

STA 43+70 TO STA 48+77, RT
STA 124+37 TO STA 127+87, LT

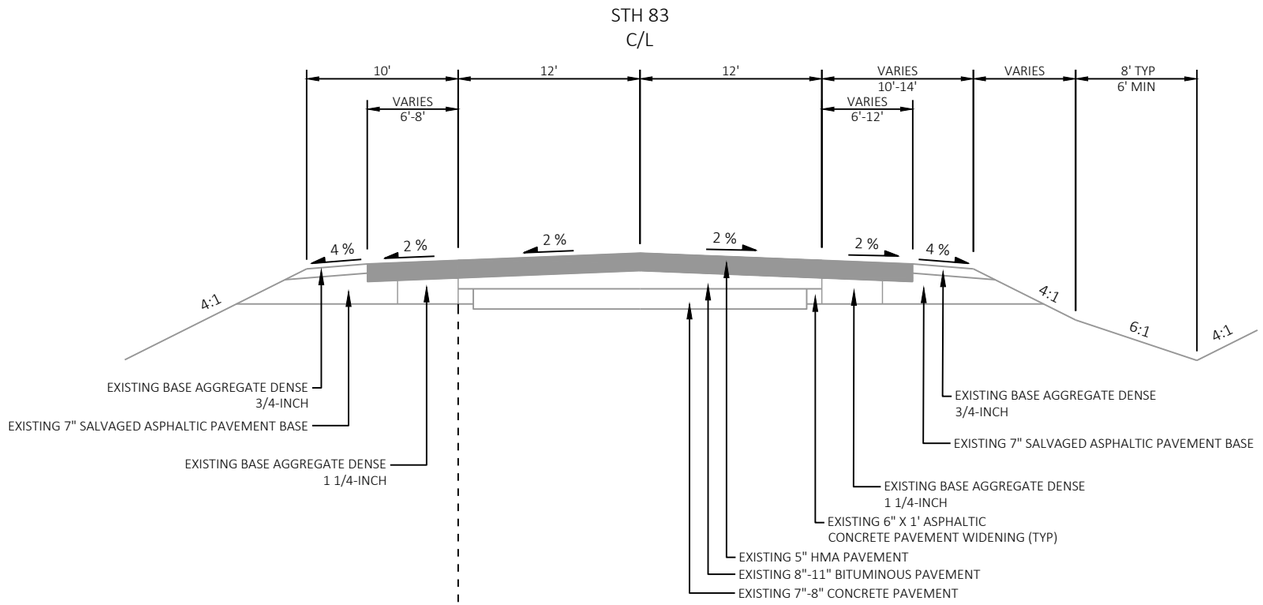


TYPICAL EXISTING BYPASS LANE

STA 120+30 TO STA 127+80

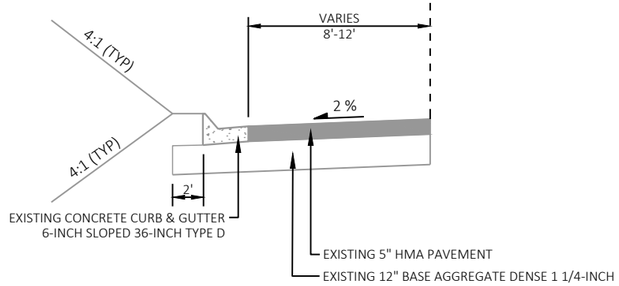
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E

2



TYPICAL EXISTING SECTION

STA 73+00 TO STA 79+75



TYPICAL EXISTING URBAN SECTION

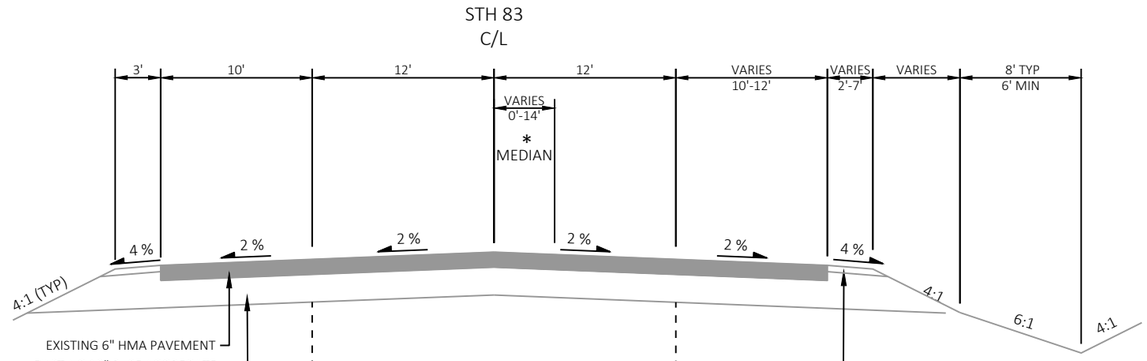
STA 73+00 TO STA 79+75

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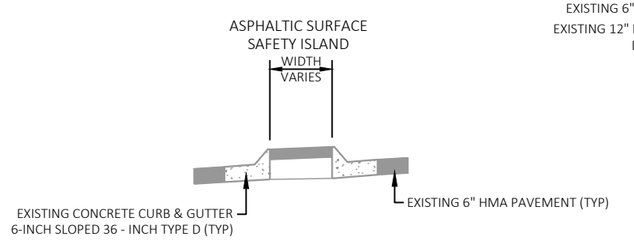
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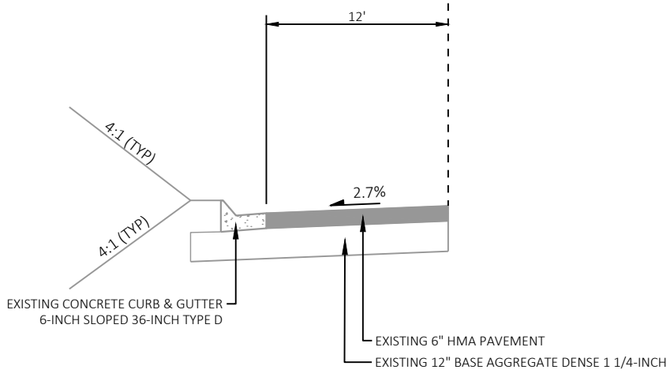
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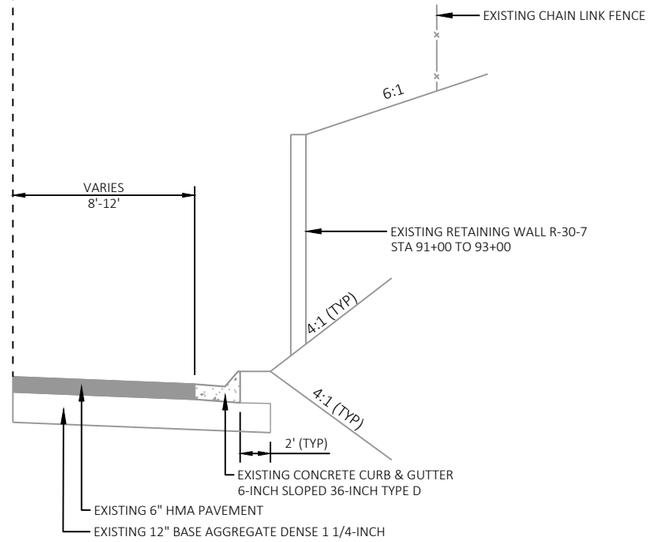
TYPICAL EXISTING SECTION
STA 79+75 TO STA 105+00
*MEDIAN STA 92+50 TO STA 105+00



TYPICAL EXISTING SECTION - SAFETY ISLAND
STA 102+00 TO STA 103+00

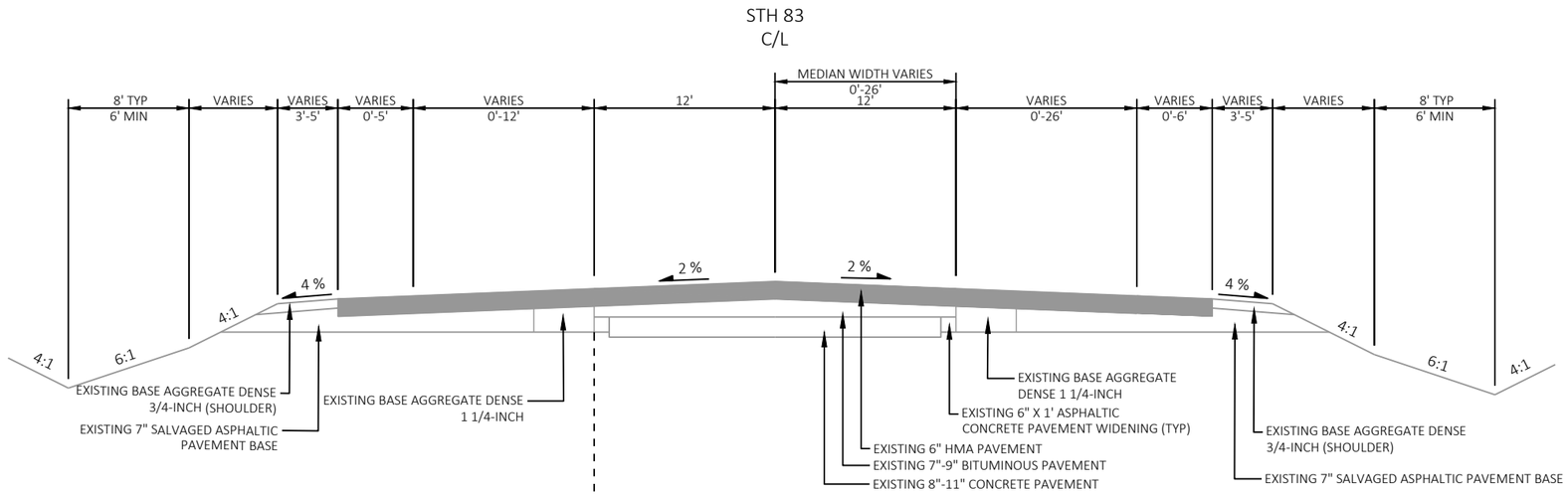


TYPICAL EXISTING URBAN SECTION
STA 79+75 TO STA 84+00, LT
STA 93+00 TO STA 105+00, LT



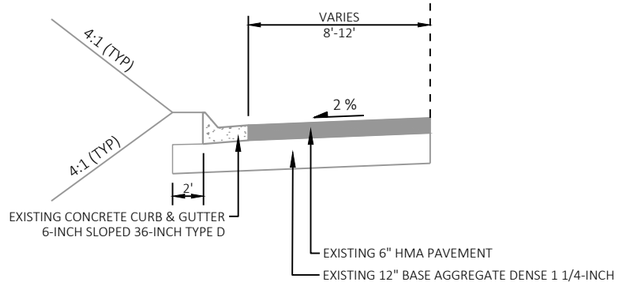
TYPICAL EXISTING URBAN SECTION
STA 81+00 TO STA 82+00, RT
STA 88+50 TO STA 94+50, RT

2



TYPICAL EXISTING SECTION

STA 105+00 TO STA 110+30

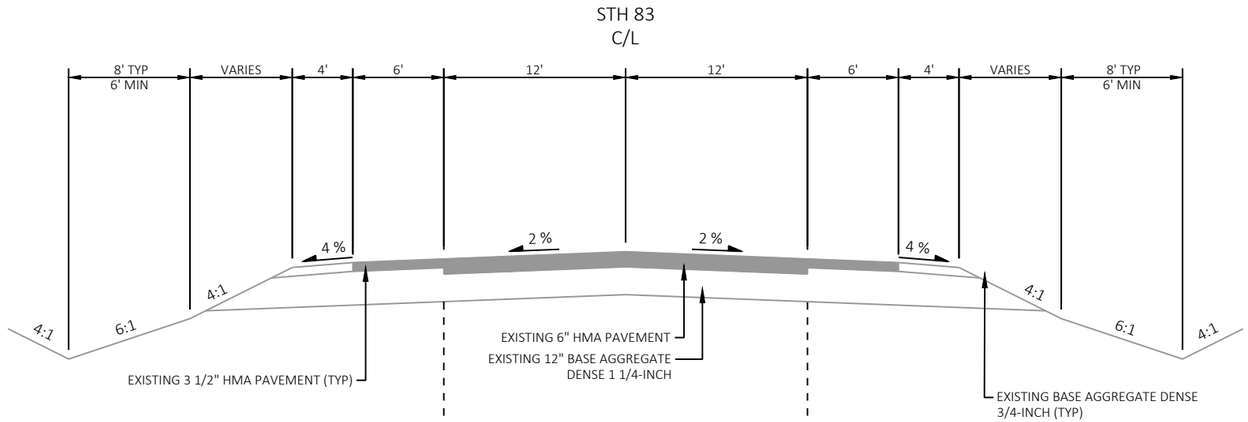


TYPICAL EXISTING URBAN SECTION

STA 105+00 TO STA 105+68.7, LT
STA 105+00 TO STA 106+00, RT

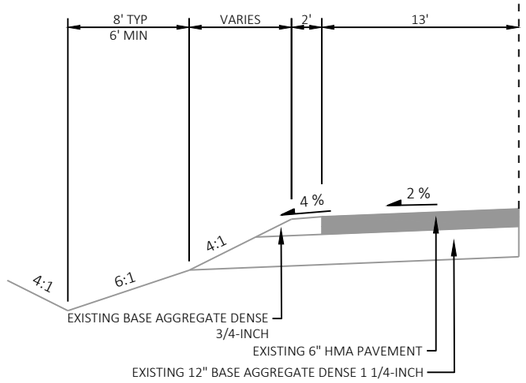
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 8	E

2



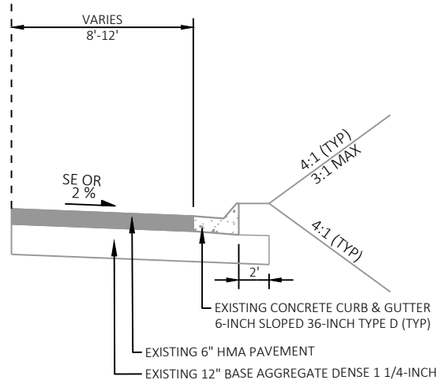
TYPICAL EXISTING SECTION

STA 135+00 TO STA 180+00



TYPICAL EXISTING BYPASS LANE

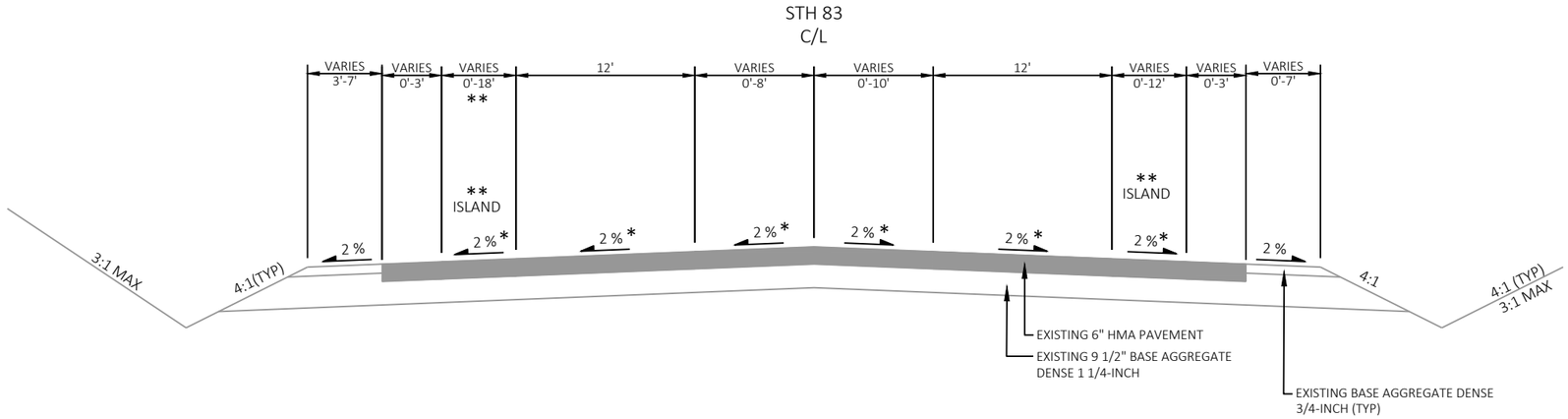
STA 140+75 TO STA 146+25, LT



TYPICAL EXISTING URBAN SECTION

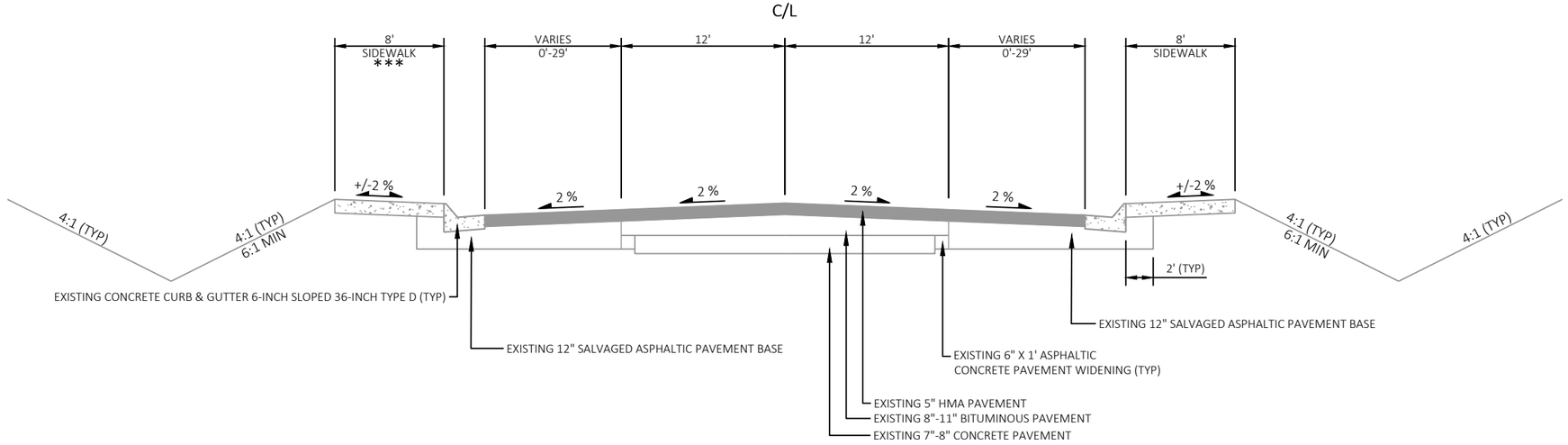
STA 135+00 TO STA 142+75, RT
STA 135+00 TO STA 140+75, LT
STA 147+50 TO STA 151+00, LT
STA 155+50 TO STA 160+50, RT
STA 171+50 TO STA 175+00, RT
STA 157+00 TO STA 163+00, LT

2



TYPICAL EXISTING SECTION

STA 191+00 TO STA 199+50
* SLOPE VARIES STA 196+50 TO STA 197+75
** RIGHT TURN ISLANDS AT INTERSECTIONS



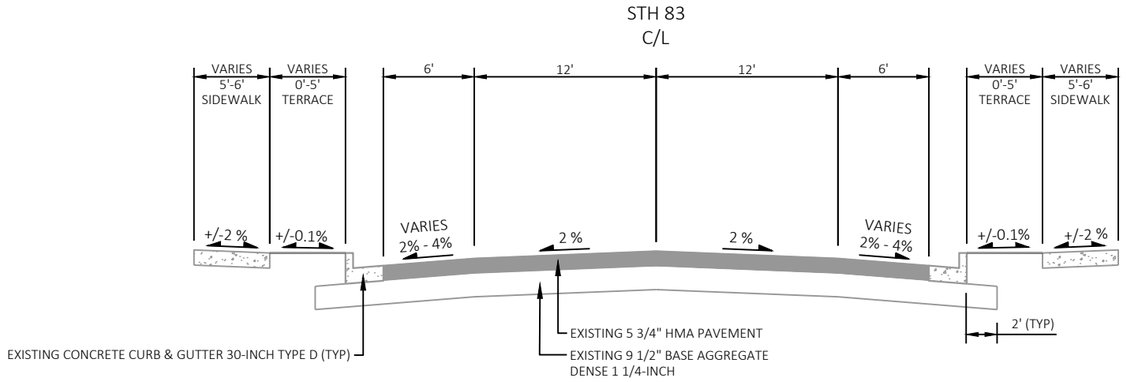
TYPICAL EXISTING SECTION

STA 199+50 TO STA 216+00
*** LT SIDEWAK BEGINS AT STA 208+37.5

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\020301-TS.DWG
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PLOT DATE : 1/31/2023 3:46 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

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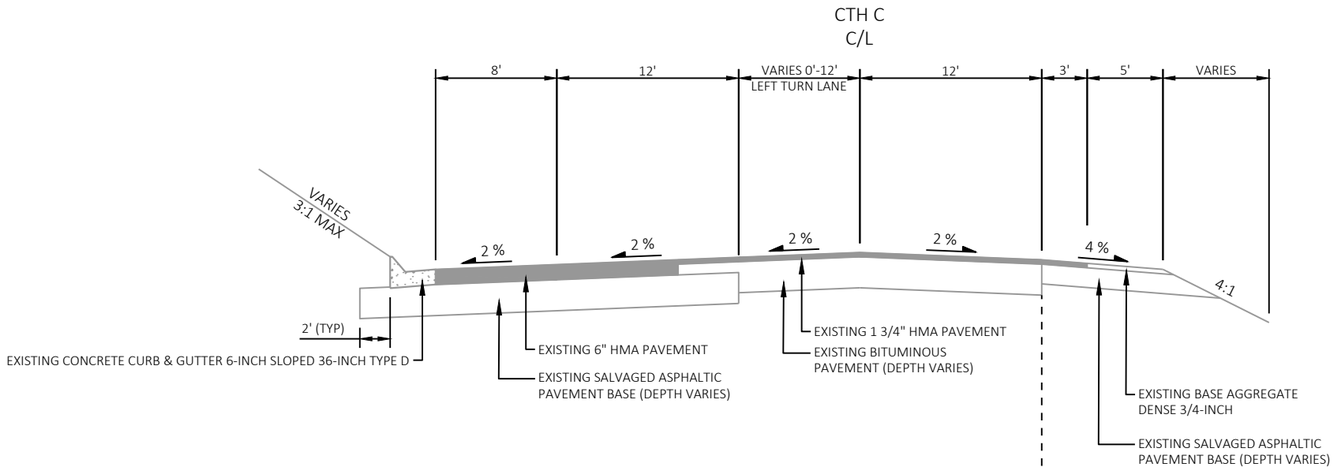


TYPICAL EXISTING SECTION

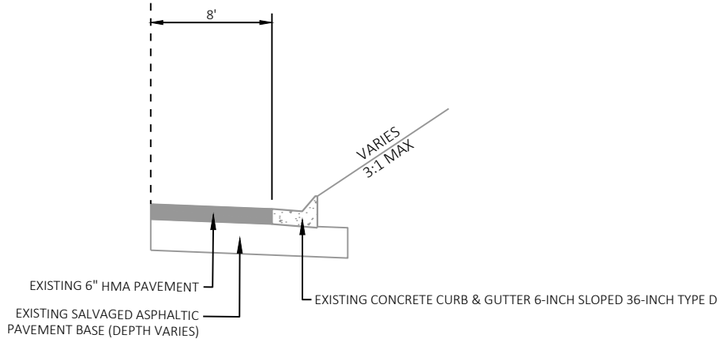
STA 216+00 TO STA 247+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 11	E

2



TYPICAL EXISTING SECTION
CTH C



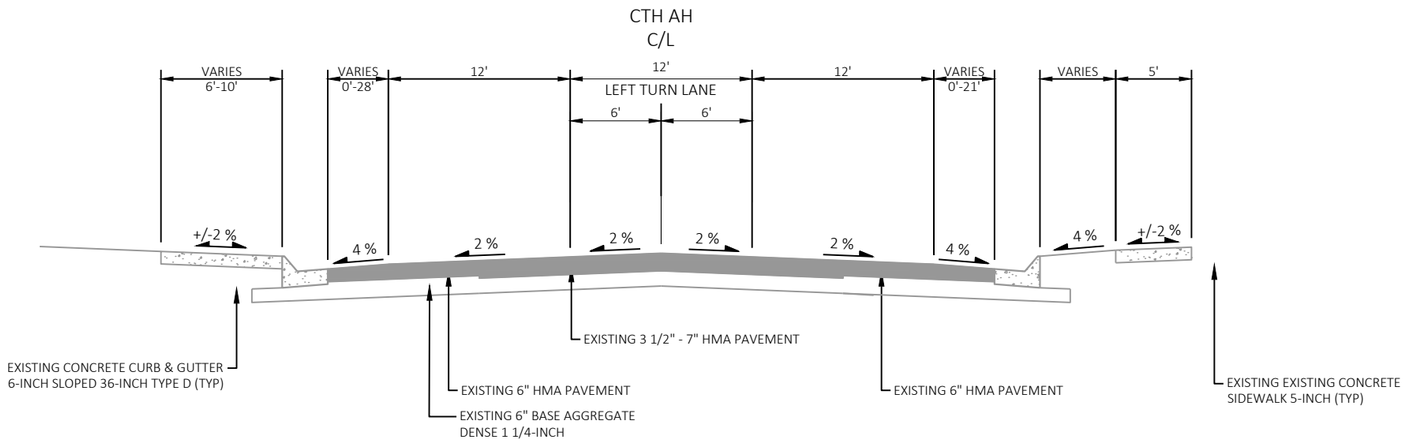
TYPICAL EXISTING URBAN SECTION
CTH C

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 12	E

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LAYOUT NAME - 020309-ts

PLOT DATE : 1/31/2023 3:46 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

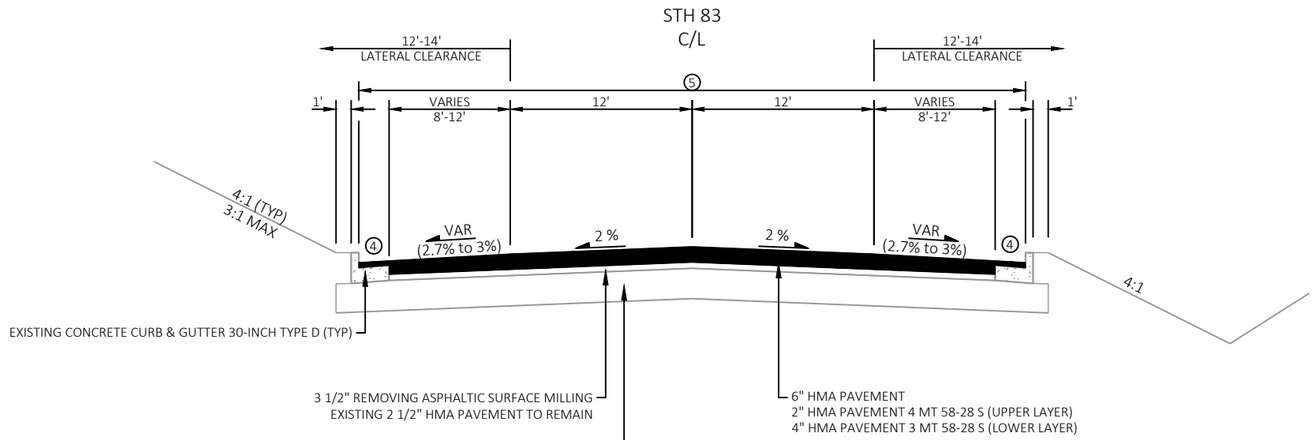
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TYPICAL EXISTING SECTION

CTH AH

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 13 E



TYPICAL FINISHED SECTION

STA 10+00 TO STA 15+05

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
3. ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
4. GUTTER PAN HAS A 6.25% SLOPE OUTSIDE OF CURB RAMP AREAS. SEE CURB RAMP DETAILS FOR 4.0% GUTTER PAN SLOPE LIMITS. SEE CONSTRUCTION DETAILS FOR ASPHALT OVERLAY OF CURB PAN FOR OVERLAY DETAILS.
5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 14	E

LEGEND:

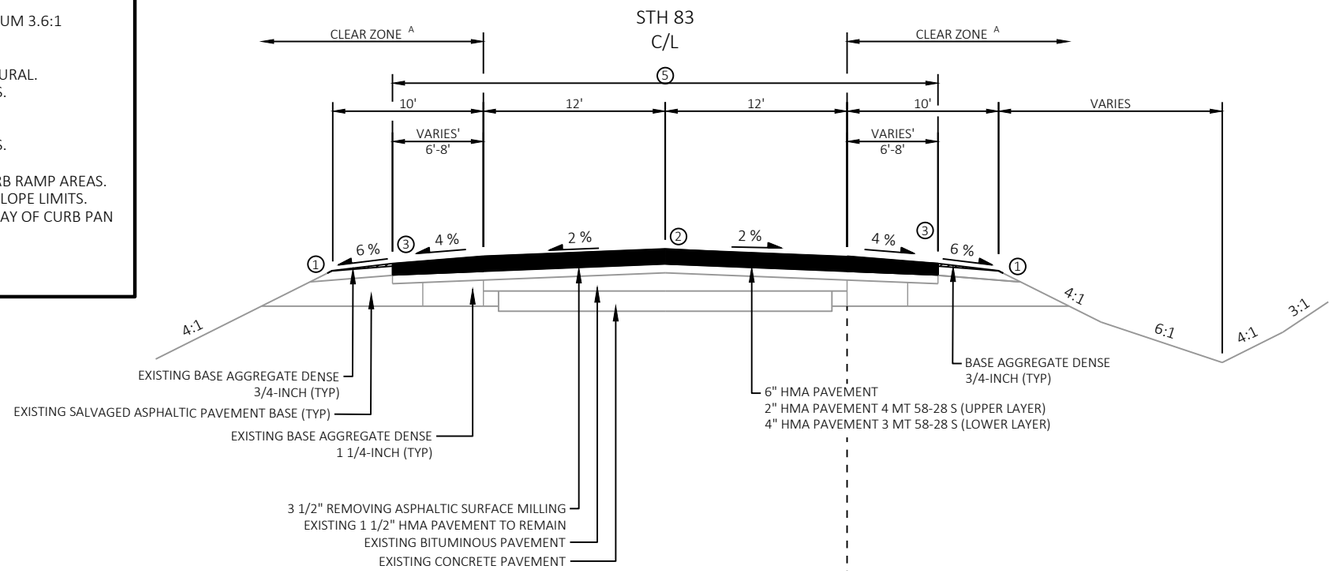
① MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.

② ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

③ ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

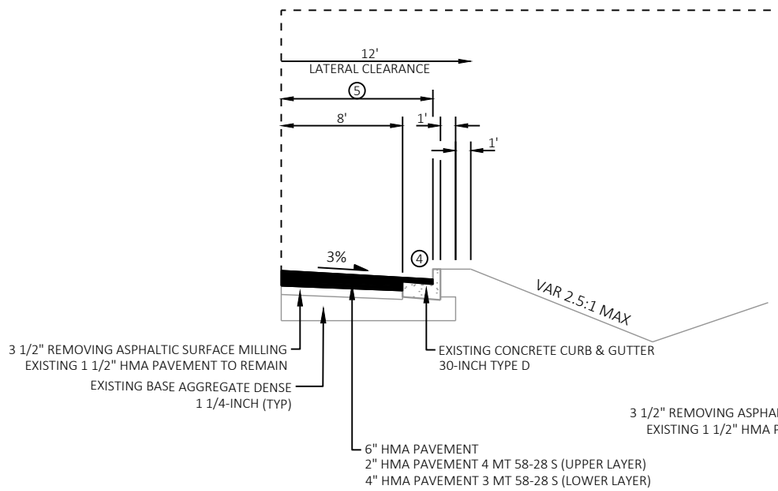
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⑤ PREPARE FOUNDATION FOR ASPHALTIC PAVING



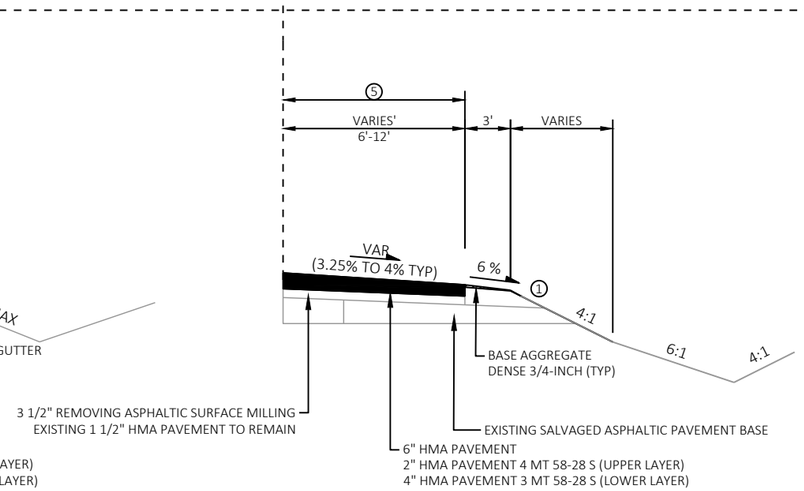
TYPICAL FINISHED SECTION

STA 15+05 TO STA 73+00
STA 110+30 TO STA 135+00
STA 180+00 TO STA 191+00
STA 247+00 TO STA 267+00



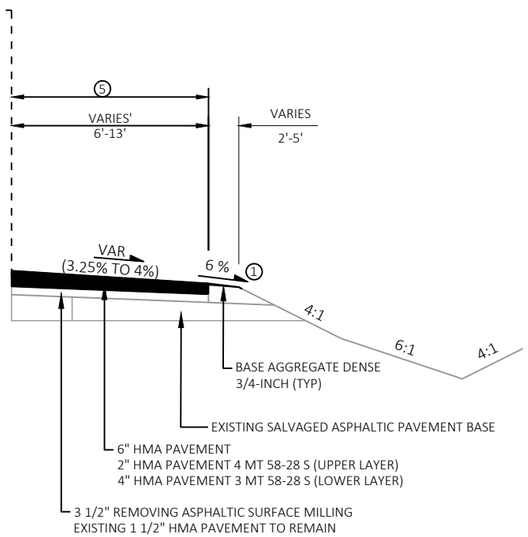
TYPICAL FINISHED SECTION

STA 15+05 TO STA 34+50



RIGHT TURN LANE TYPICAL FINISHED SECTION

STA 43+70 TO STA 48+77, RT
STA 124+37 TO STA 127+87, LT



TYPICAL FINISHED BYPASS LANE

STA 120+30 TO STA 127+80

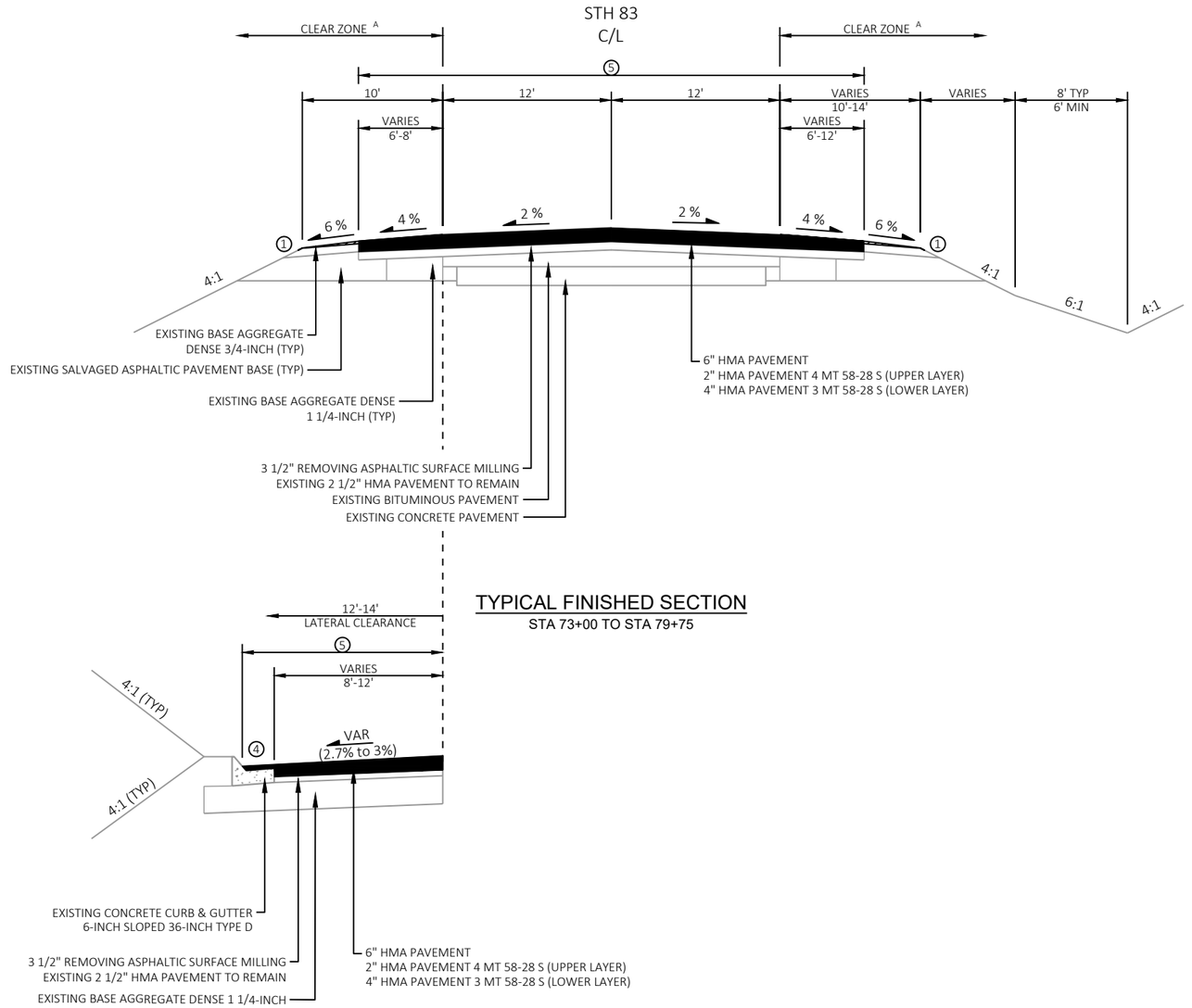
NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

2



TYPICAL FINISHED SECTION
STA 73+00 TO STA 79+75

TYPICAL FINISHED URBAN SECTION
STA 73+00 TO STA 79+75

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
3. ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
4. GUTTER PAN HAS A 6.25% SLOPE OUTSIDE OF CURB RAMP AREAS. SEE CURB RAMP DETAILS FOR 4.0% GUTTER PAN SLOPE LIMITS. SEE CONSTRUCTION DETAILS FOR ASPHALT OVERLAY OF CURB PAN FOR OVERLAY DETAILS.
5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

NOTES:

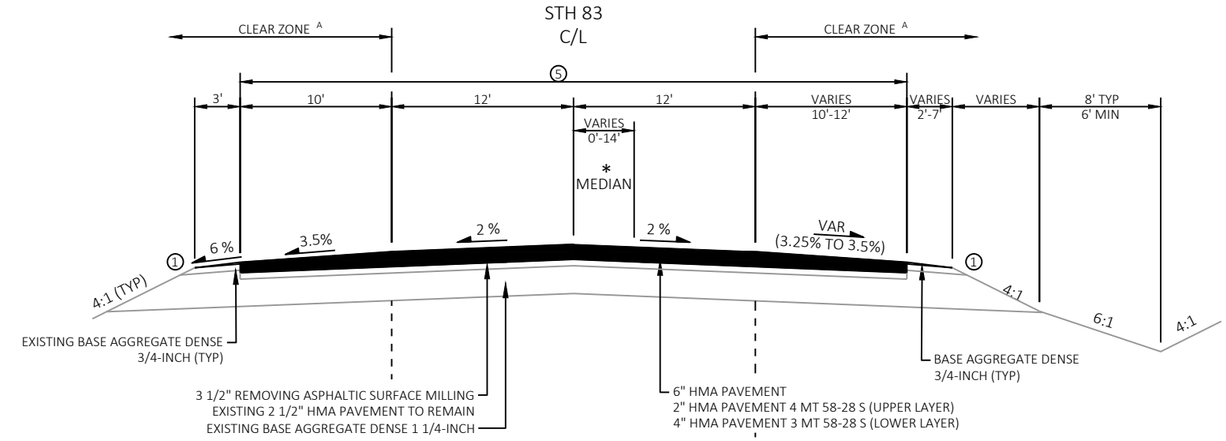
SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

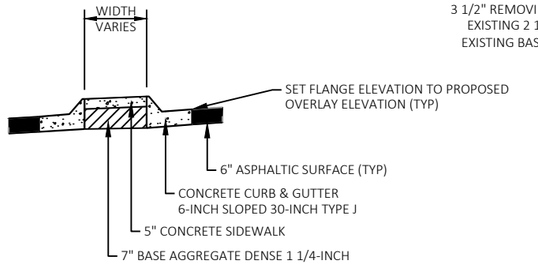
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 16	E

2



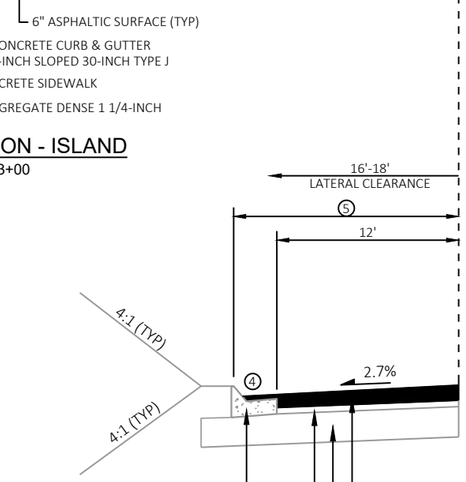
TYPICAL FINISHED SECTION

STA 79+75 TO STA 105+00
* MEDIAN STA 92+50 TO STA 105+00



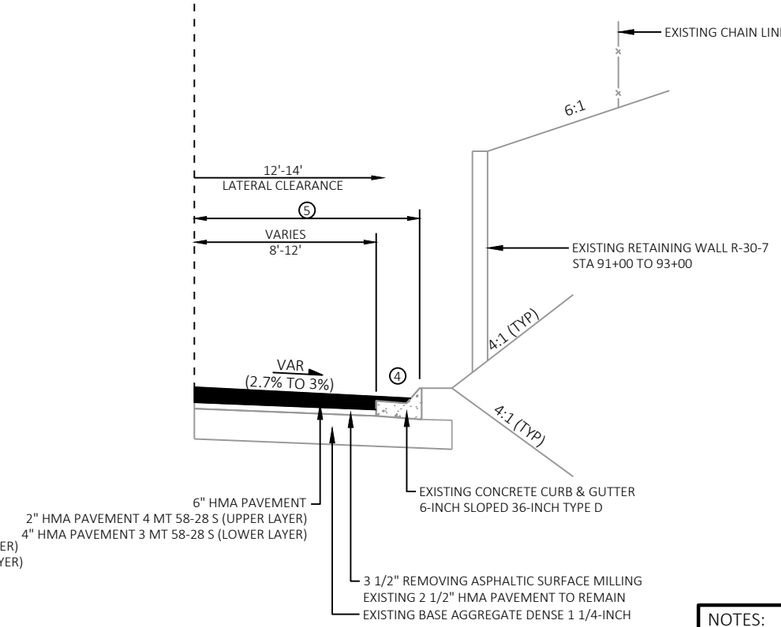
TYPICAL FINISHED SECTION - ISLAND

STA 102+00 TO STA 103+00



TYPICAL FINISHED URBAN SECTION

STA 79+75 TO STA 84+00, LT
STA 93+00 TO STA 105+00, LT



TYPICAL FINISHED URBAN SECTION

STA 81+00 TO STA 82+00, RT
STA 88+50 TO STA 94+50, RT

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
3. ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
4. GUTTER PAN HAS A 6.25% SLOPE OUTSIDE OF CURB RAMP AREAS. SEE CURB RAMP DETAILS FOR 4.0% GUTTER PAN SLOPE LIMITS. SEE CONSTRUCTION DETAILS FOR ASPHALT OVERLAY OF CURB PAN FOR OVERLAY DETAILS.
5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

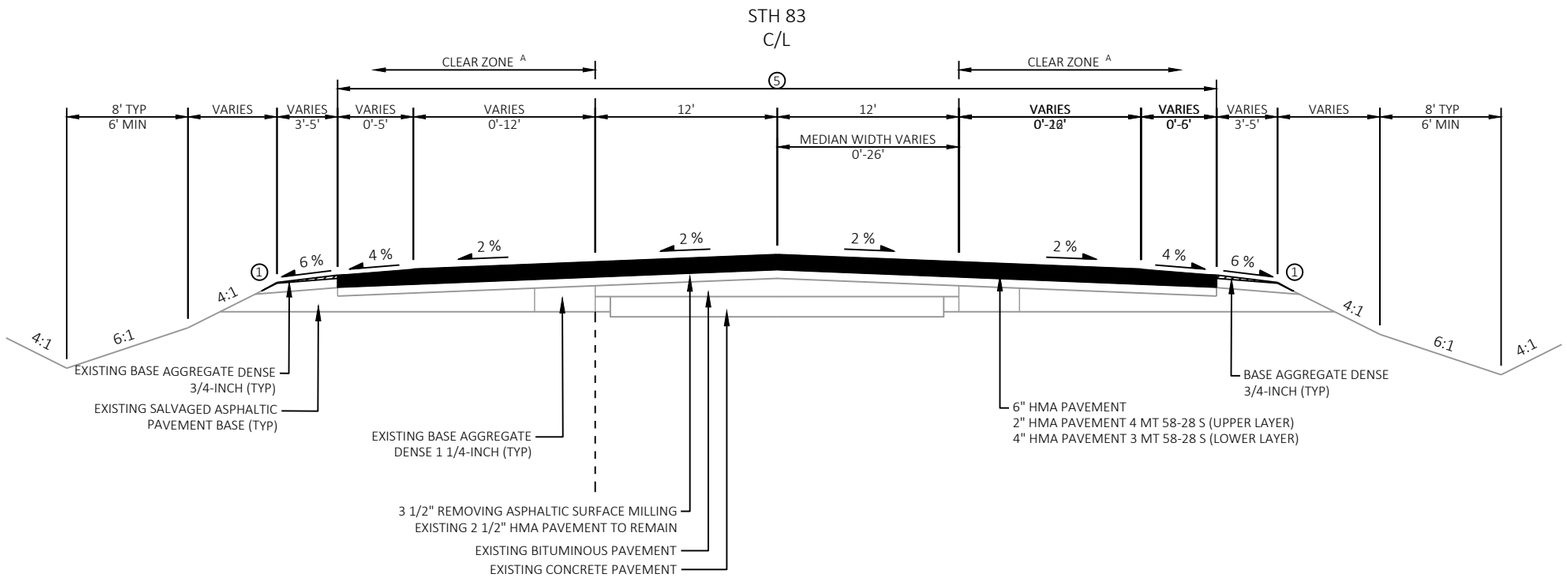
NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

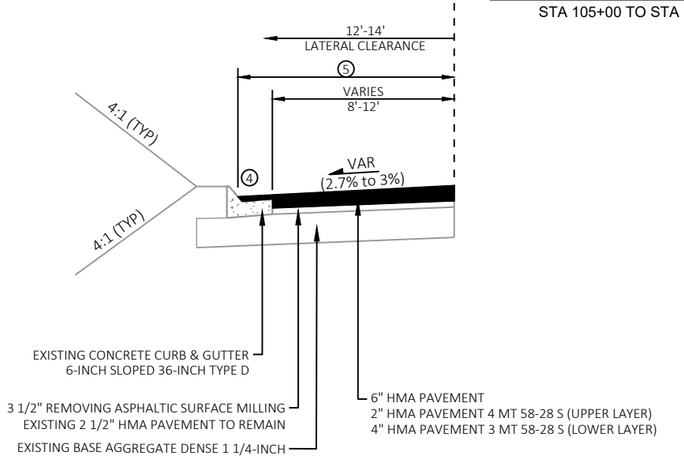
A CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

2



TYPICAL FINISHED SECTION

STA 105+00 TO STA 110+30



TYPICAL FINISHED URBAN SECTION

STA 105+00 TO STA 105+68.7, LT
STA 105+00 TO STA 106+00, RT

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
3. ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
4. GUTTER PAN HAS A 6.25% SLOPE OUTSIDE OF CURB RAMP AREAS. SEE CURB RAMP DETAILS FOR 4.0% GUTTER PAN SLOPE LIMITS. SEE CONSTRUCTION DETAILS FOR ASPHALT OVERLAY OF CURB PAN FOR OVERLAY DETAILS.
5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 18	E

LEGEND:

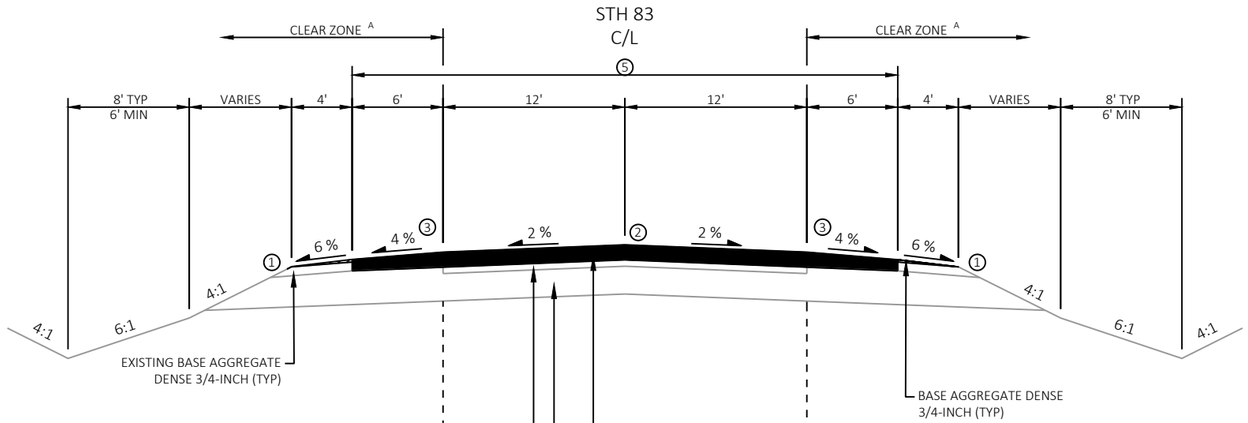
① MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.

② ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

③ ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

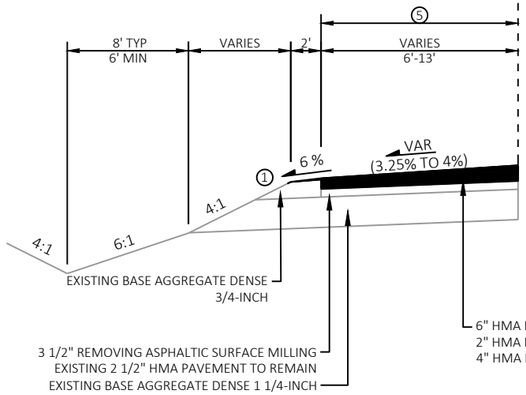
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⑤ PREPARE FOUNDATION FOR ASPHALTIC PAVING



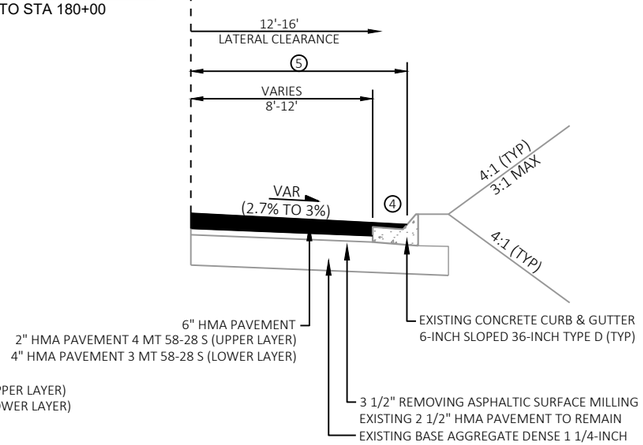
TYPICAL FINISHED SECTION

STA 135+00 TO STA 180+00



TYPICAL FINISHED BYPASS LANE

STA 140+75 TO STA 146+25, LT



TYPICAL FINISHED URBAN SECTION

STA 135+00 TO STA 142+75, RT
STA 135+00 TO STA 140+75, LT
STA 147+50 TO STA 151+00, LT
STA 155+50 TO STA 160+50, RT
STA 171+50 TO STA 175+00, RT
STA 157+00 TO STA 163+00, LT

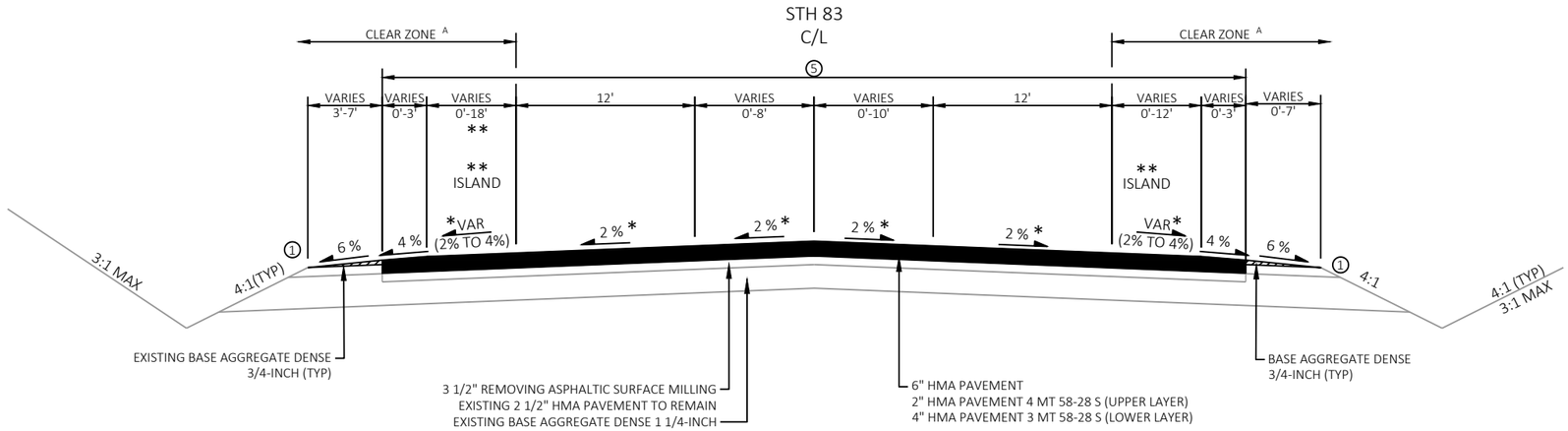
NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

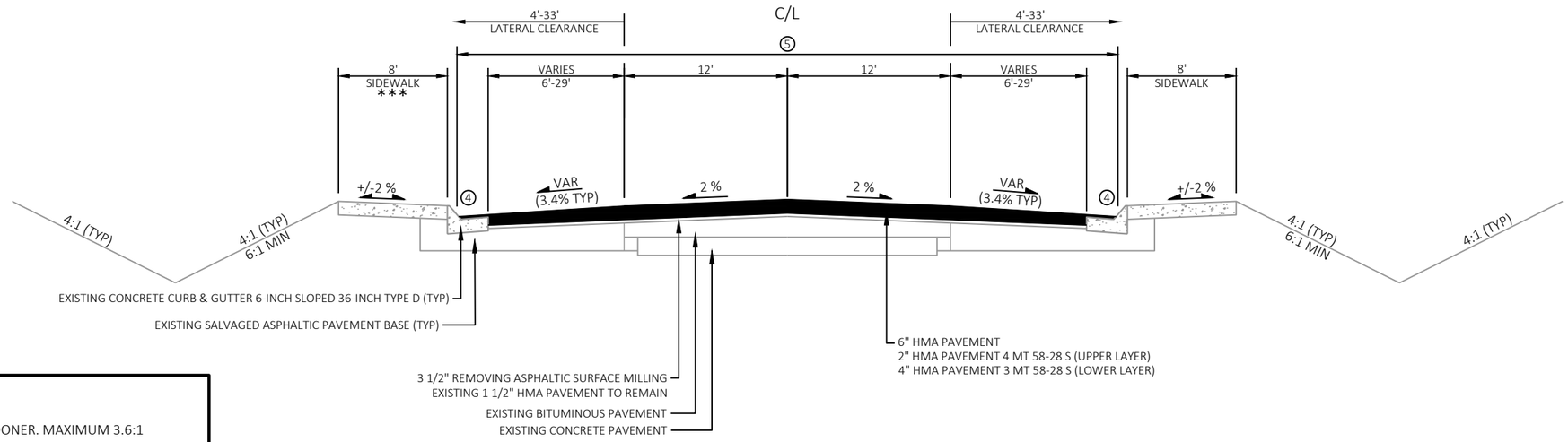
A CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 19	E



TYPICAL FINISHED SECTION

STA 191+00 TO STA 199+50
* SLOPE VARIES STA 196+50 TO STA 197+75
** RIGHT TURN ISLANDS AT INTERSECTIONS



TYPICAL FINISHED SECTION

STA 199+50 TO STA 216+00
*** LT SIDEWAK BEGINS AT STA 208+37.5

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
3. ASPHALTIC SHOULDER RUMBLE STRIPS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
4. GUTTER PAN HAS A 6.25% SLOPE OUTSIDE OF CURB RAMP AREAS. SEE CURB RAMP DETAILS FOR 4.0% GUTTER PAN SLOPE LIMITS. SEE CONSTRUCTION DETAILS FOR ASPHALT OVERLAY OF CURB PAN FOR OVERLAY DETAILS.
5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

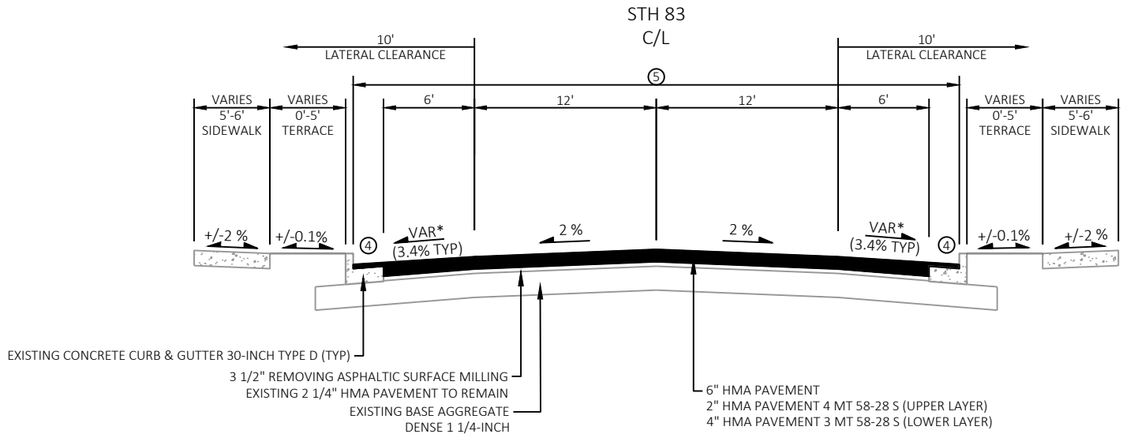
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A CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 20	E



TYPICAL FINISHED SECTION

STA 216+00 TO STA 247+00

* STA 223+00 TO 225+00 RT
SLOPE VARIES 3.4% TO 4.4%
STA 227+00 TO 228+00 RT
SLOPE VARIES 3.4% TO 3.9%
STA 229+50 TO 230+50 LT
SLOPE VARIES 3.4% TO 3.9%
STA 230+00 TO 238+50 RT
SLOPE VARIES 3.4% TO 5.4%

LEGEND:

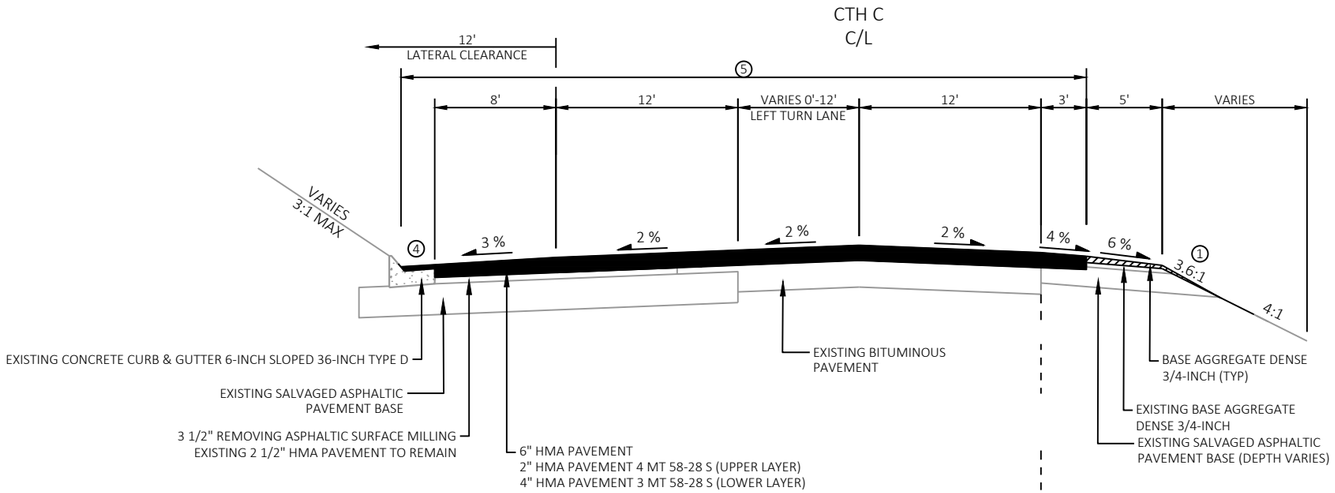
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5. PREPARE FOUNDATION FOR ASPHALTIC PAVING

NOTES:

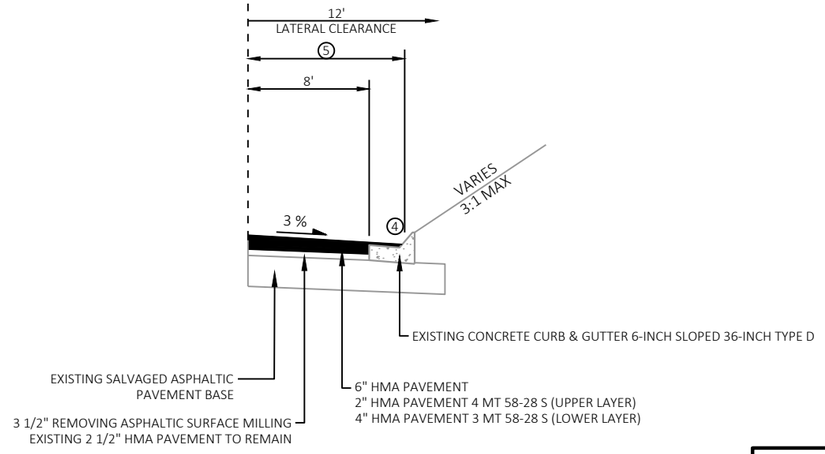
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SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.



TYPICAL FINISHED SECTION
CTH C



TYPICAL FINISHED URBAN SECTION
CTH C

LEGEND:

1. MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.
2. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
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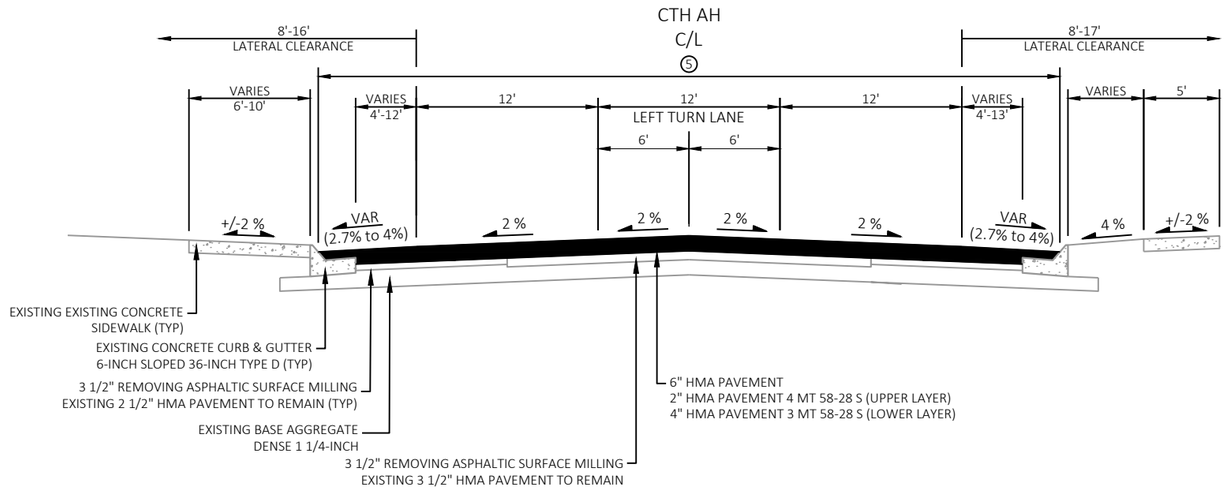
NOTES:

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[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 22	E



TYPICAL FINISHED SECTION

CTH AH

LEGEND:

① MATCH AT SHOULDER POINT OR SOONER. MAXIMUM 3.6:1 AGGREGATE FORESLOPE.

② ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

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⑤ PREPARE FOUNDATION FOR ASPHALTIC PAVING

NOTES:

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - RURAL SECTION" FOR TYPICAL CROSS SECTION, PAVEMENT CROSS SLOPE, AND PAVEMENT LAYER THICKNESS.

SEE CONSTRUCTION DETAIL "SHOULDER PAVING DETAILS - URBAN SECTION" FOR TYPICAL CROSS SECTION AND PAVEMENT CROSS SLOPE.

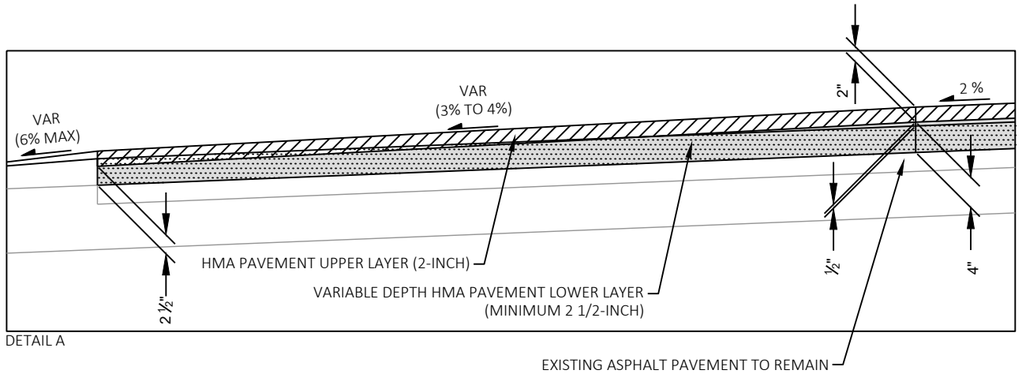
[A] CLEAR ZONE WIDTH FOR RURAL TYPICAL SECTIONS IS 18' FROM STA 10+00 TO STA 54+00 AND STA 202+00 TO 259+50 AND 26' FROM STA 54+00 TO STA 202+00 AND STA 259+50 TO STA 267+00.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 23	E

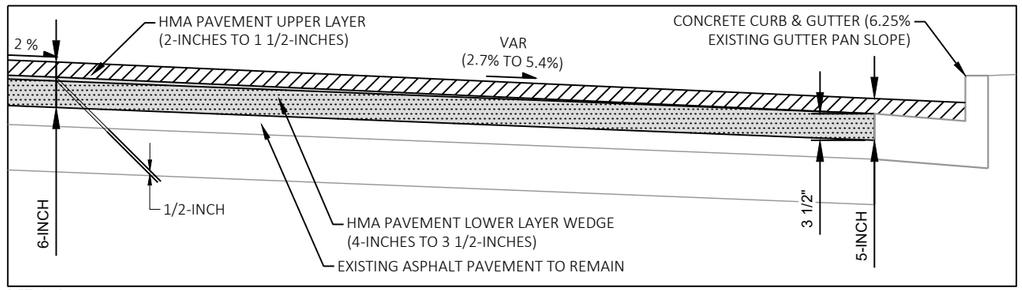
RUNOFF COEFFICIENT TABLE

	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											

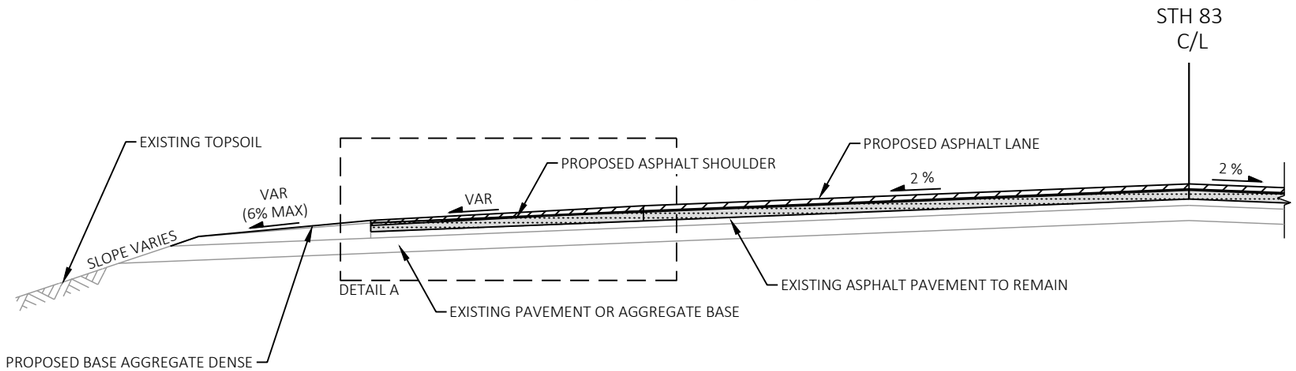
TOTAL PROJECT AREA = 38.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.58 ACRES



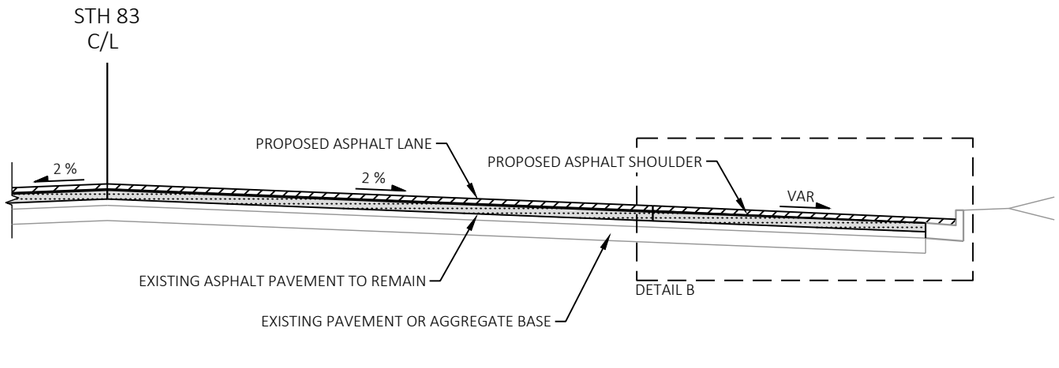
DETAIL A



DETAIL B



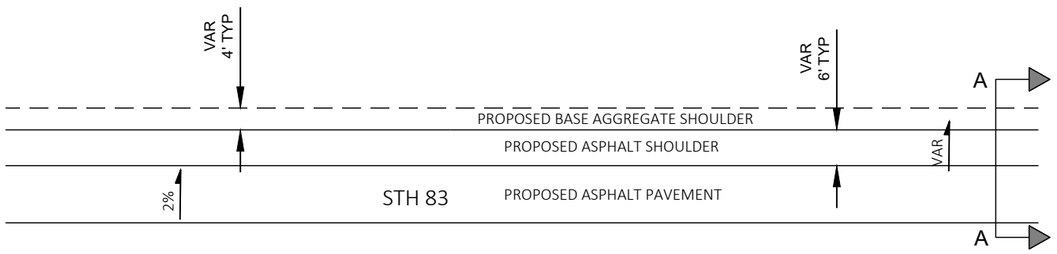
SECTION A-A



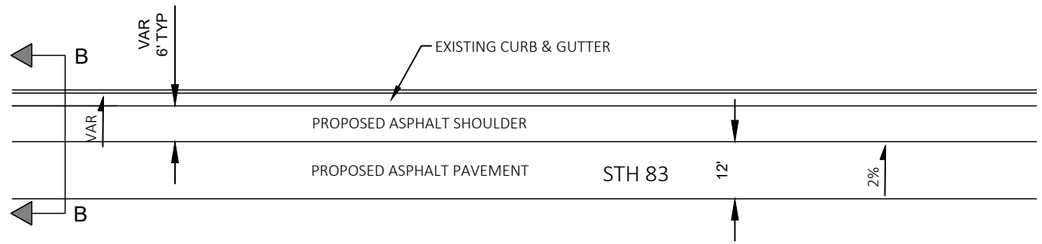
SECTION B-B

LEGEND

- PROPOSED HMA PAVEMENT (UPPER LAYER)
- PROPOSED HMA PAVEMENT (LOWER LAYER)
- REMOVING ASPHALTIC SURFACE MILLING, 3 1/2-INCH



EXAMPLE OF PROPOSED PAVEMENT IN RURAL SECTION

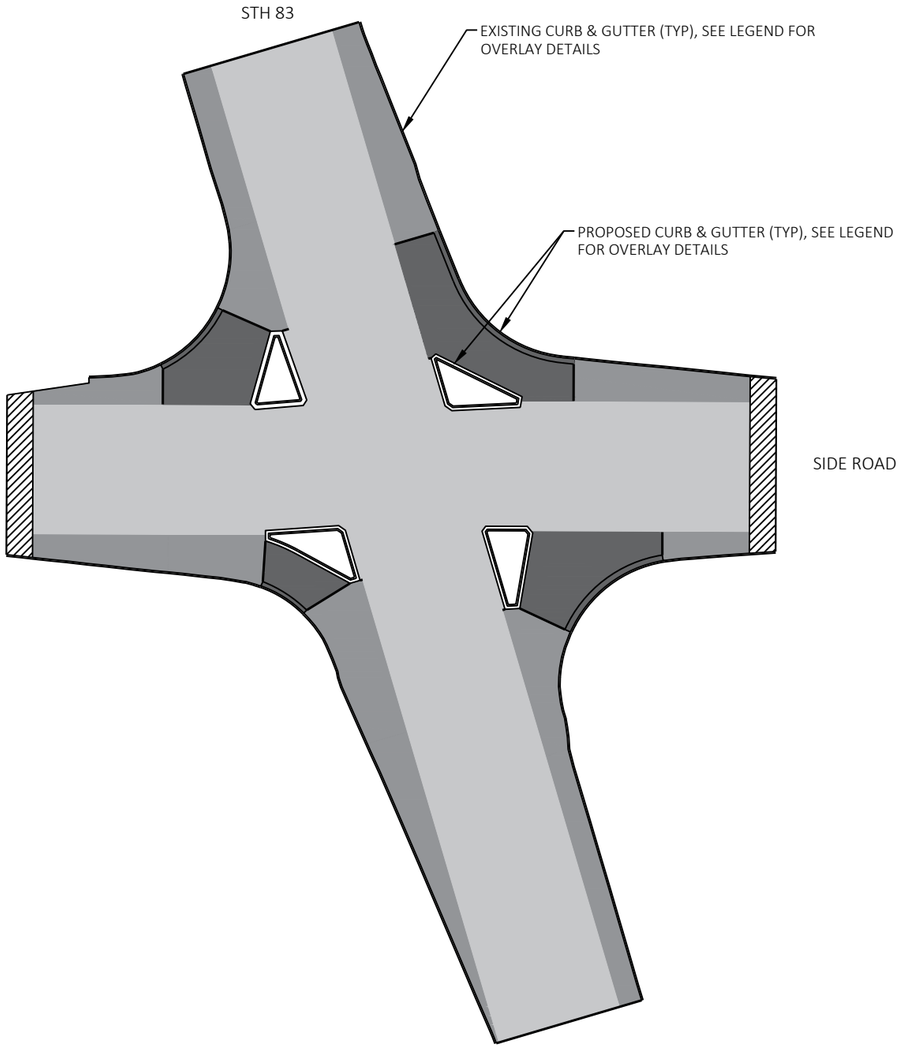


EXAMPLE OF PROPOSED PAVEMENT IN URBAN SECTION

DETAIL FOR ASPHALT SHOULDER

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 25	E

2



LEGEND

REMOVING ASPHALTIC SURFACE MILLING, 3 1/2-INCH
PROPOSED HMA PAVEMENT
6-INCH (2-INCH UPPER LAYER, 4-INCH LOWER LAYER) LANE

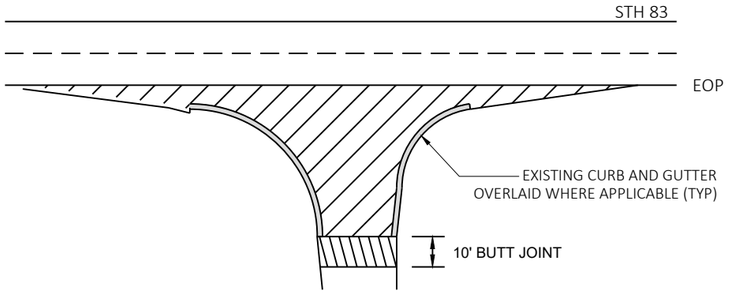
REMOVING ASPHALTIC SURFACE MILLING, 3 1/2-INCH
PROPOSED HMA PAVEMENT
VARIABLE DEPTH UPPER LOWER (MATCH GUTTER ELEVATION AT ISLAND CURB FLANGE, OVERLAY GUTTER PAN ALONG CORNER RADIUS)
VARIABLE DEPTH LOWER LAYER

REMOVING ASPHALTIC SURFACE MILLING, 3 1/2-INCH
PROPOSED HMA PAVEMENT
VARIABLE DEPTH (UPPER LAYER)
VARIABLE DEPTH (LOWER LAYER)

BUTT JOINT

DETAIL FOR ASPHALT PAVING AT MAJOR INTERSECTION

SIDE ROADS
CTH AH
CTH C

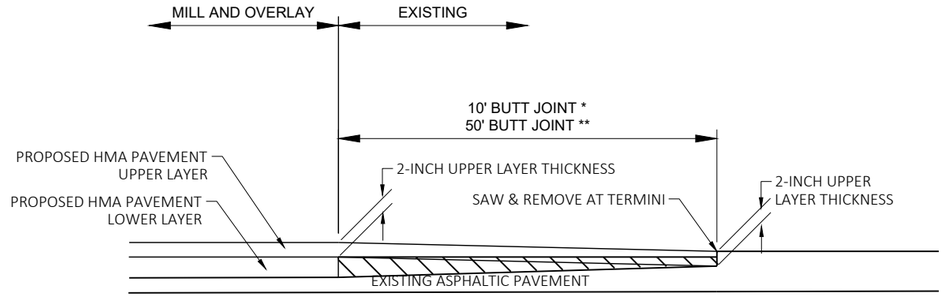


REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROAD PLAN VIEW



REMOVING ASPHALTIC SURFACE BUTT JOINT

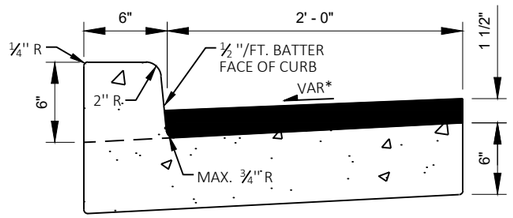
MAINLINE AND SIDE ROAD PROFILE VIEW

* SIDE ROADS
** MAINLINE (NORTH AND SOUTH PROJECT LIMITS

DETAIL OF BUTT JOINT - MAINLINE AND SIDE ROADS

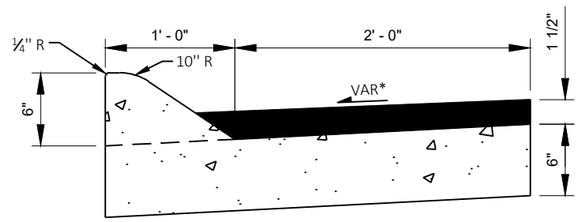
SIDE ROADS

128TH STREET	124TH PLACE	112TH STREET	84TH STREET
127TH PLACE	124TH STREET	CTH C	83RD PLACE
127TH STREET	123RD STREET	103RD STREET	83RD STREET
UNLABELED	122ND PLACE	98TH STREET	82ND STREET
240TH AVENUE	122ND STREET	CTH AH	81ST STREET
126TH STREET	119TH STREET	87TH STREET	UNKNOWN ROAD
125TH STREET	115TH STREET	85TH STREET	



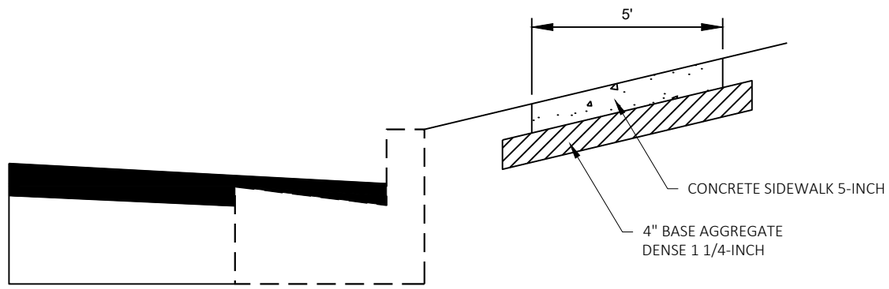
*MATCH ADJACENT
SHOULDER SLOPE

ASPHALT OVERLAY OF EXISTING GUTTER PAN - CONCRETE
CURB & GUTTER 30-INCH TYPE D

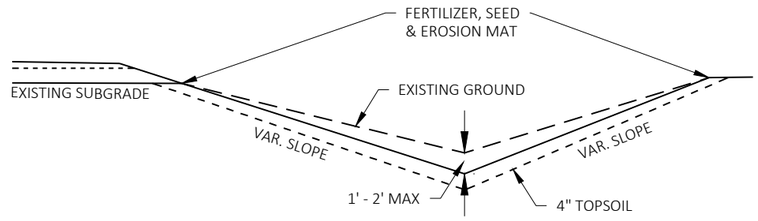


*MATCH ADJACENT
SHOULDER SLOPE

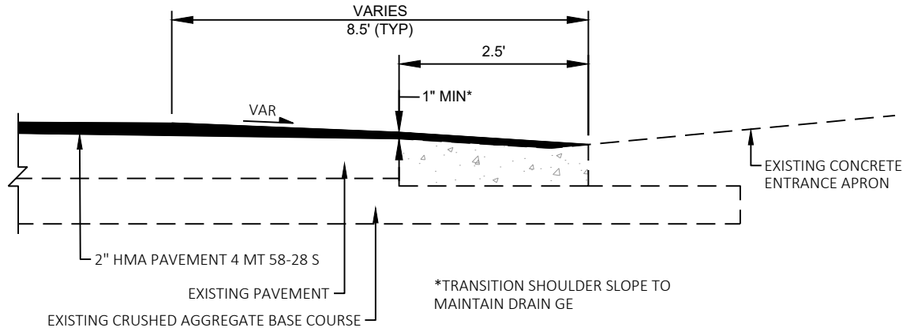
ASPHALT OVERLAY OF EXISTING GUTTER PAN - CONCRETE
CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D



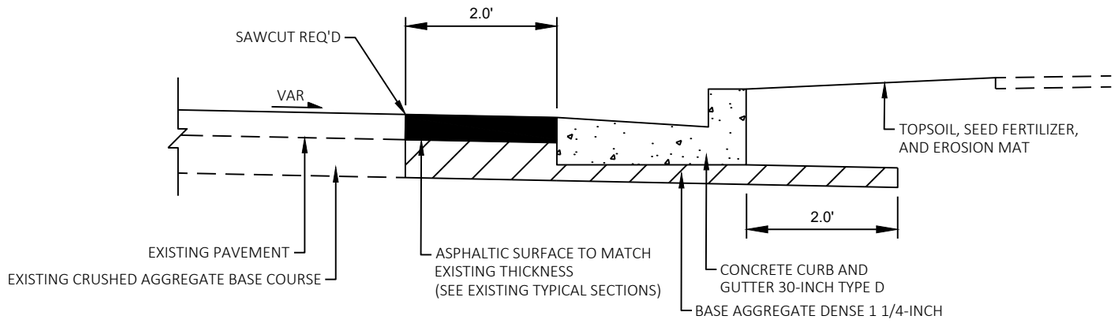
TYPICAL SIDEWALK AND CURB RAMP



DITCH CLEANING DETAIL
(SEE PLAN AND MISC QUANTITIES FOR LOCATIONS)

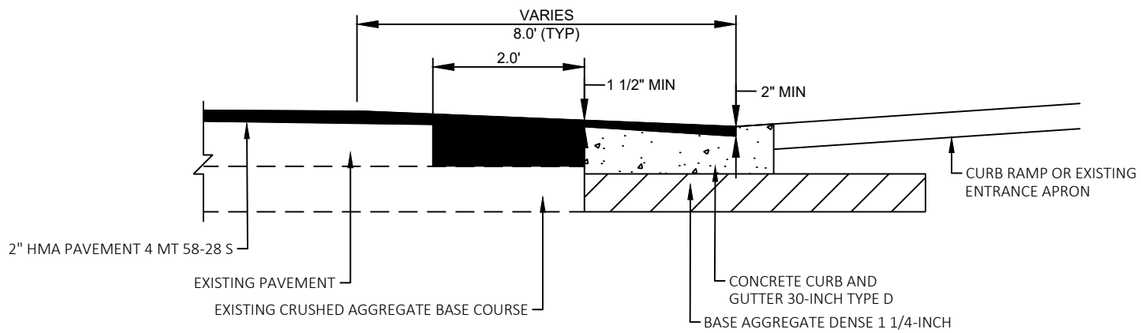


ASPHALT OVERLAY AT EXISTING CONCRETE ENTRANCE APRON



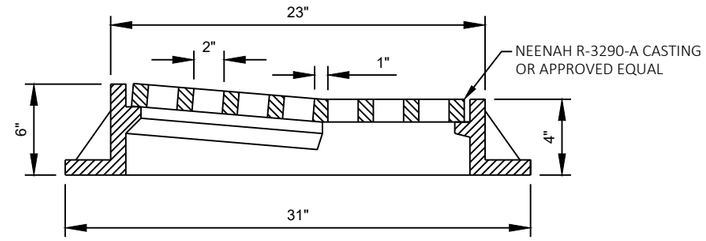
CONCRETE CURB AND GUTTER TYPE D REPLACEMENT

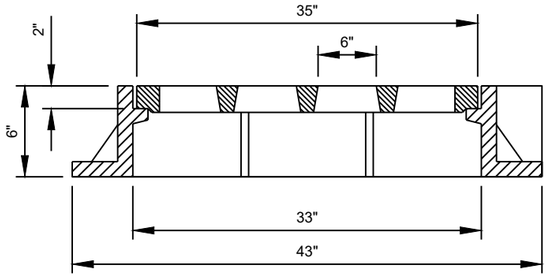
SEE PLAN SHEETS FOR REPLACEMENT LOCATIONS



ASPHALT OVERLAY AT CURB RAMPS

SEE PLAN SHEETS FOR REPLACEMENT LOCATIONS





INLET COVERS TYPE H-D DETAIL

2

PRIOR TO MILLING AND PAVING.

A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
B. REMOVE AND STORE MANHOLE COVER.
C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

A. REMOVE ASPHALTIC SURFACE PATCHING.
B. EXCAVATE AROUND MANHOLE.
C. ADJUST OR RECONSTRUCT MANHOLE AND RE-INSTALL MANHOLE FRAME AND COVER.
D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
E. PAVE UPPER LAYER HMA.

PAVEMENT REMOVAL, ASPHALT PATCH REMOVAL, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT, COVER PLATES TEMPORARY, ASPHALTIC SURFACE PATCHING AND BASE PATCHING CONCRETE SHES.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE BASE PATCHING CONCRETE SHES BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

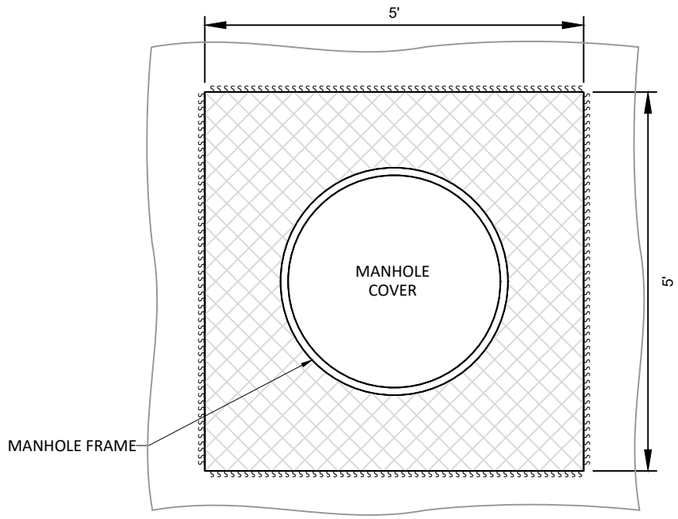
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

S S S SAWING ASPHALT

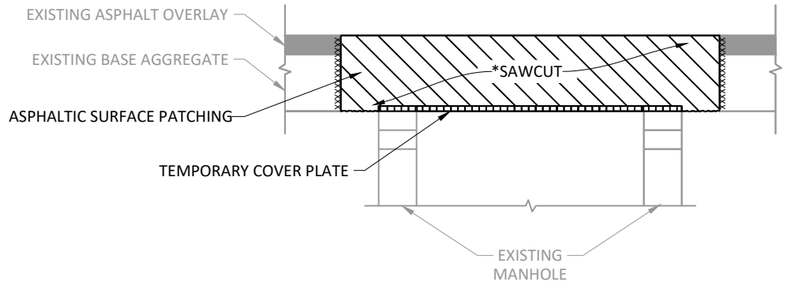
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

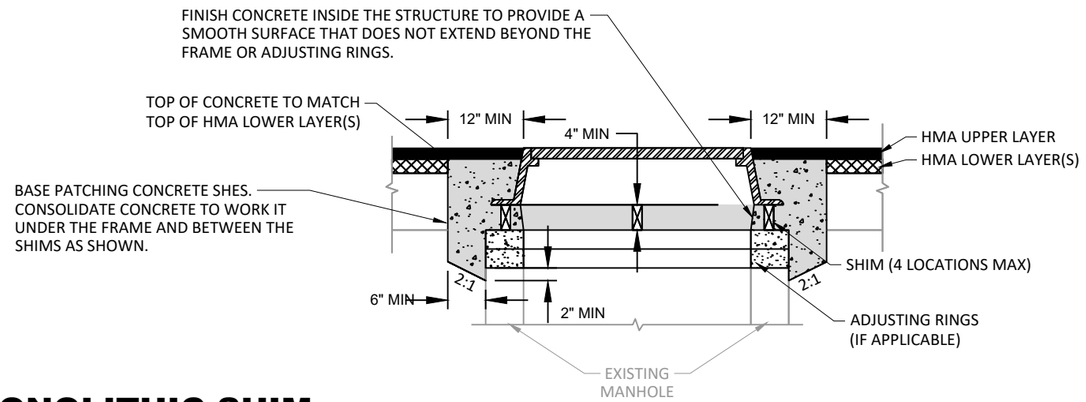
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE

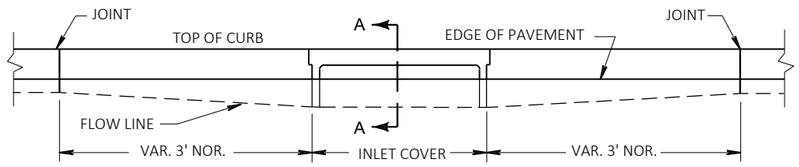


PLAN VIEW

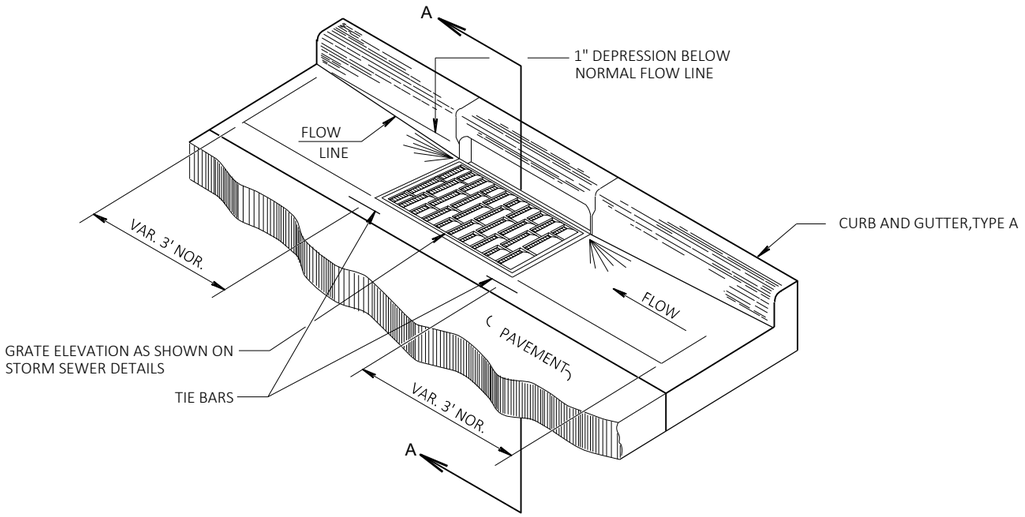


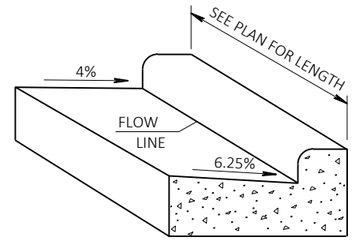


ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

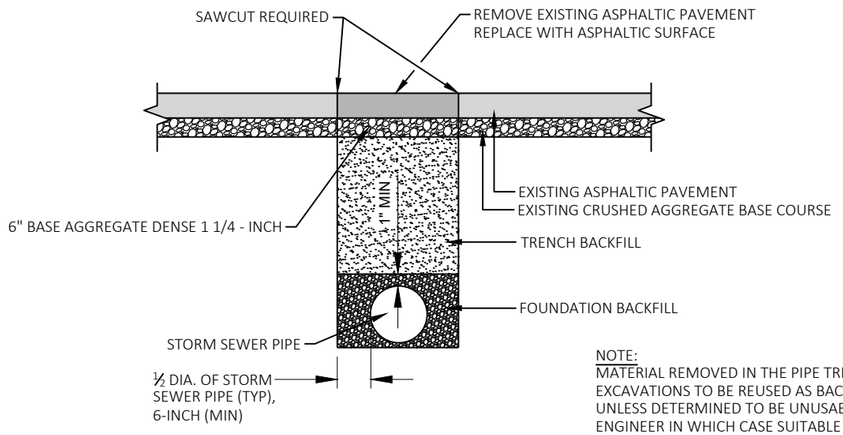


ELEVATION





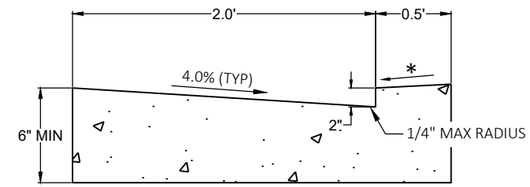
DETAIL OF GUTTER SLOPE TRANSITION



NOTE:
MATERIAL REMOVED IN THE PIPE TRENCH EXCAVATIONS TO BE REUSED AS BACKFILL UNLESS DETERMINED TO BE UNUSABLE BY THE ENGINEER IN WHICH CASE SUITABLE FILL WILL BE USED.

PIPE TRENCH EXCAVATION CONSIDERED INCIDENTAL TO PIPE INSTALLATION.

STORM SEWER TRENCH DETAIL



* 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

CONCRETE CURB & GUTTER 30-INCH TYPE D AT CURB RAMP

LEGEND

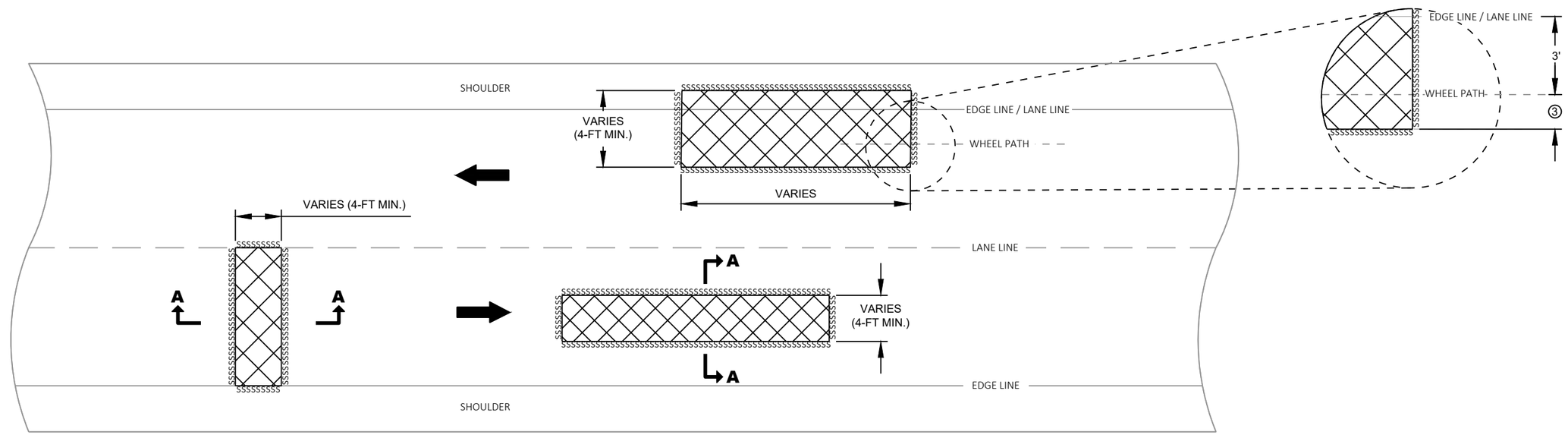
ASPHALTIC REPAIR

SSSSSS VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

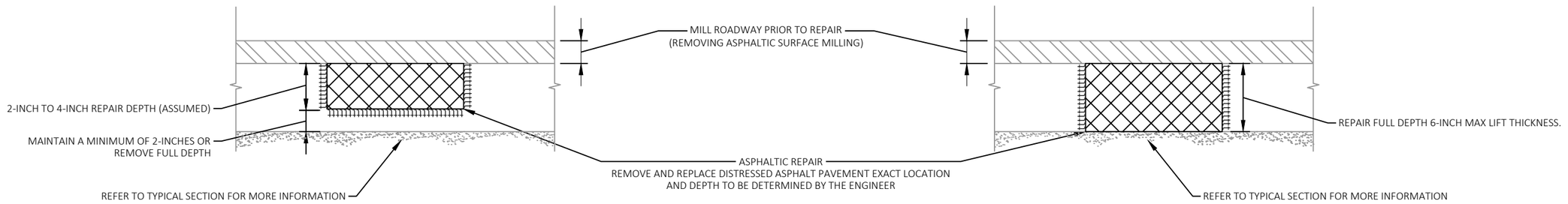
TTTTTT TACK COAT

GENERAL NOTES

1. EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
3. LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
4. ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.



PLAN VIEW



PARTIAL DEPTH **FULL DEPTH**

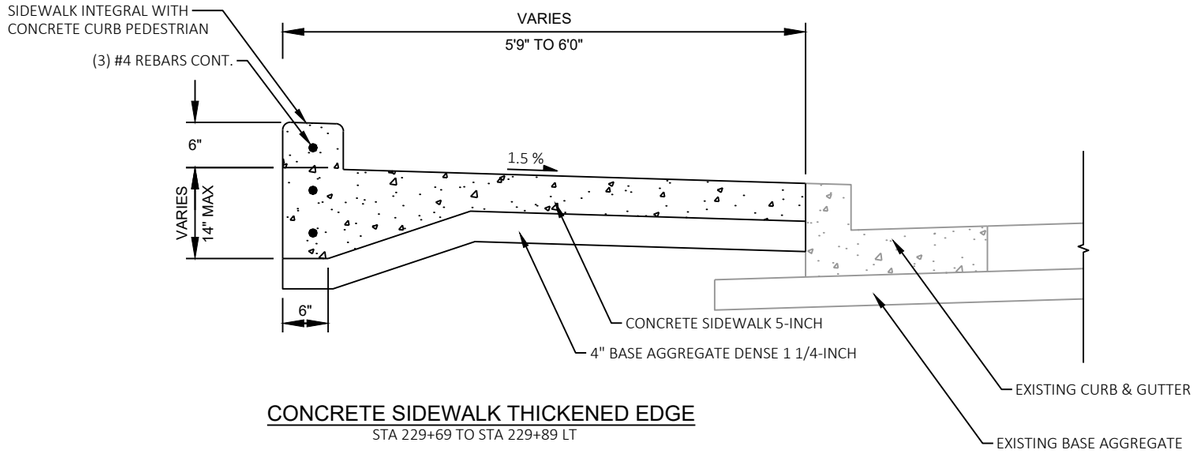
SECTION A-A

ASPHALTIC REPAIR

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 32	E

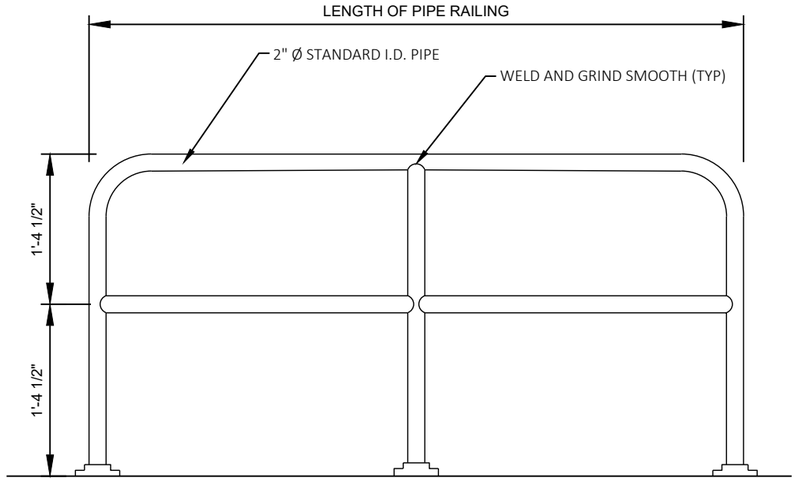
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021009-cd
PLOT DATE : 1/31/2023 4:07 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2

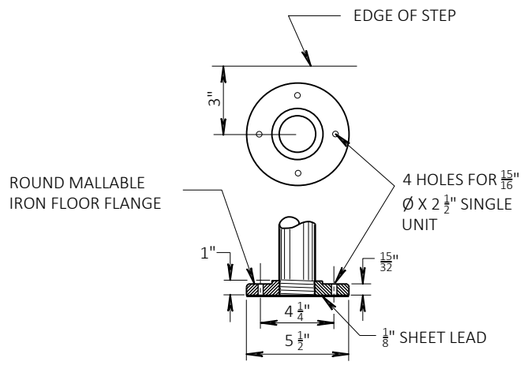


CONCRETE SIDEWALK THICKENED EDGE

STA 229+69 TO STA 229+89 LT



PIPE RAILING DETAIL



FLANGE DETAIL

NOTES:

BID ITEM "RAILING PIPE" INCLUDES ALL ITEMS SHOWN.

THE PIPE RAILING SHALL BE PAINTED BLACK FEDERAL COLOR NO.27038.

CAULK AROUND PERIMETER OF BASE PLATE NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CONTAMINATED SOIL LEGEND:

APPROXIMATE LIMITS OF CONTAMINATED SOIL

APPROXIMATE LIMITS OF EXCAVATION HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

WE ENERGIES GAS

WISDOT SIGNALS

WE ENERGIES - OVERHEAD

FRONTIER

SPECTRUM

AREA 1 - HAZMAT SOILS
1' - 8' BELOW GROUND SURFACE

BEGIN CONSTRUCTION
STA 11+23.09
BUTT JOINT REQ'D

EXISTING R/W

C /WILMOT ROAD

MIDWEST FIBER NETWORKS

ASPHALT REPAIR (TYP) FOR LOOP DETECTORS

CAUTION

SPECTRUM

WE ENERGIES - OVERHEAD

EVERSTREAM

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (TYP)

R/L CTH C

R/L STH 83

EXISTING R/W

END CONSTRUCTION
STA 15+05.93
BUTT JOINT REQ'D

C /WILMOT ROAD

FRONTIER COMMUNICATION

WE ENERGIES - OVERHEAD

MIDWEST FIBER NETWORKS

WISDOT SIGNALS

WE ENERGIES GAS

EXISTING R/W

ISLAND POINT TABLE

POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
101	102+66.47	33.56' LT	110946.07	554795.97
102	102+64.42	31.40' LT	110944.34	554798.40
103	102+68.48	18.95' LT	110950.10	554810.16
104	102+69.80	18.00' LT	110951.53	554810.92
105	102+99.35	18.00' LT	110980.80	554806.81
106	103+00.21	24.52' LT	110980.74	554800.24
201	102+83.42	33.00' RT	110972.11	554859.53
202	102+81.92	35.06' RT	110970.91	554861.78
203	102+89.73	58.99' RT	110981.97	554884.39
204	102+95.57	58.58' RT	110987.70	554883.17
205	102+99.77	34.79' RT	110988.55	554859.03
206	102+98.27	33.00' RT	110986.82	554857.47
301	102+10.23	44.27' LT	110888.52	554793.52
302	102+04.35	43.88' LT	110882.77	554794.77
303	102+00.28	20.79' LT	110882.16	554818.22
304	102+01.78	19.00' LT	110883.91	554819.76
305	102+16.07	19.00' LT	110898.05	554817.64
306	102+17.57	21.05' LT	110899.22	554815.40

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	INTERSECTION DETAILS - CTH C (WILMOT ROAD)	SHEET 34	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 021101-id

PLOT DATE : 1/31/2023 4:15 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTE: SEE CURB RAMP DETAILS FOR ADDITIONAL DETAILS.

N

R/L STH 83

WE ENERGIES GAS

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J (TYP)

WISDOT SIGNALS

WE ENERGIES - OVERHEAD

T.L.E.

EXISTING R/W

BEGIN CONSTRUCTION
STA 8+51.72
BUTT JOINT REQ'D

WE ENERGIES GAS

FRONTIER

EXISTING R/W

END CONSTRUCTION
STA 11+45.73
BUTT JOINT REQ'D

7+00 8+00 9+00 10+00 11+00 12+00 13+00

200+00 199+00 198+00 197+00

AH

R/L CTH AH

CAUTION

EXISTING R/W

ASPHALT REPAIR (TYP) FOR LOOP DETECTORS

ATC

WE ENERGIES - OVERHEAD

EXISTING R/W

FRONTIER

83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	INTERSECTION DETAILS - CTH AH	SHEET 35	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 021102-id

PLOT DATE : 1/31/2023 4:15 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

0000-115TH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0001	66+01.48	76.93' RT	812.87	107335.38	555437.34
0002	66+00.74	72.00' RT	812.80	107333.95	555432.57
0003	65+99.61	67.36' RT	812.74	107332.18	555428.13
0004	65+97.86	62.36' RT	812.66	107329.75	555423.43
0005	65+92.53	52.44' RT	812.43	107323.08	555414.36
0006	65+89.51	48.46' RT	812.26	107319.53	555410.84
0007	65+94.62	62.37' RT	812.73	107326.54	555423.89
0008	65+96.48	67.36' RT	812.81	107329.09	555428.58
0009	65+94.63	67.37' RT	812.84	107327.25	555428.84
0010	65+89.72	67.37' RT	813.15	107322.39	555429.53
0011	65+89.76	72.37' RT	813.30	107323.14	555434.48
0012	65+89.81	77.37' RT	813.40	107323.88	555439.42
0013	65+84.79	77.38' RT	813.55	107318.92	555440.13
0014	65+84.76	72.38' RT	813.38	107318.18	555435.19
0015	65+84.72	67.38' RT	813.23	107317.44	555430.24
0016	65+84.71	62.38' RT	813.15	107316.73	555425.29
0017	65+89.71	62.37' RT	813.08	107321.68	555424.58

STH 83/ANTIOCH RD

N

MH
WV

SAN SAN SAN

FO FO FO FO FO FO FO FO FO FO FO

G G G G G G G G G G G G G

CV

115TH ST

CURB RAMP TYPE 3-MODIFIED
SE QUADRANT

0006 812.26
0005 812.43
0007 812.73
0004 812.66
0017 813.08
0016 813.15
0015 813.23
0010 813.15
0014 813.38
0011 813.30
0013 813.55
0012 813.40
0003 812.74
0008 812.81
0009 812.84
0002 812.80
0001 812.87

SLOPE INTERCEPT (TYP)

EXISTING R/W (TYP)

1.5% 7.0% 1.5% 5.0' 1.5% 1.5% 6.3% 1.5% 3.1% 3.0% 1.5% 3.4% 1.9% 3.1% 5.0' MATCH EX.

R53'

Y = 107284.384
X = 555449.836

SIGN

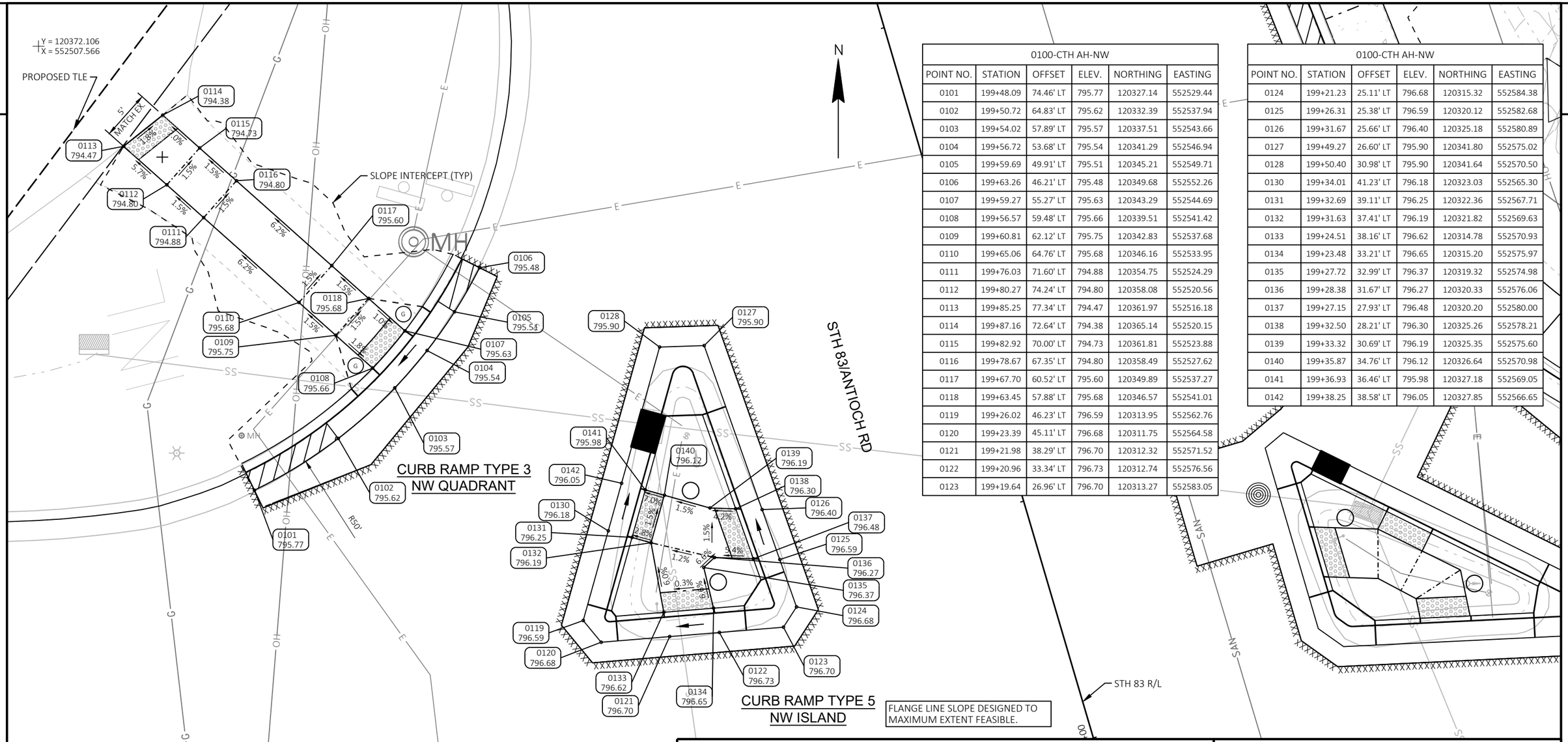
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 115TH STREET	SHEET 36	E



0100-CTH AH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0101	199+48.09	74.46' LT	795.77	120327.14	552529.44
0102	199+50.72	64.83' LT	795.62	120332.39	552537.94
0103	199+54.02	57.89' LT	795.57	120337.51	552543.66
0104	199+56.72	53.68' LT	795.54	120341.29	552546.94
0105	199+59.69	49.91' LT	795.51	120345.21	552549.71
0106	199+63.26	46.21' LT	795.48	120349.68	552552.26
0107	199+59.27	55.27' LT	795.63	120343.29	552544.69
0108	199+56.57	59.48' LT	795.66	120339.51	552541.42
0109	199+60.81	62.12' LT	795.75	120342.83	552537.68
0110	199+65.06	64.76' LT	795.68	120346.16	552533.95
0111	199+76.03	71.60' LT	794.88	120354.75	552524.29
0112	199+80.27	74.24' LT	794.80	120358.08	552520.56
0113	199+85.25	77.34' LT	794.47	120361.97	552516.18
0114	199+87.16	72.64' LT	794.38	120365.14	552520.15
0115	199+82.92	70.00' LT	794.73	120361.81	552523.88
0116	199+78.67	67.35' LT	794.80	120358.49	552527.62
0117	199+67.70	60.52' LT	795.60	120349.89	552537.27
0118	199+63.45	57.88' LT	795.68	120346.57	552541.01
0119	199+26.02	46.23' LT	796.59	120313.95	552562.76
0120	199+23.39	45.11' LT	796.68	120311.75	552564.58
0121	199+21.98	38.29' LT	796.70	120312.32	552571.52
0122	199+20.96	33.34' LT	796.73	120312.74	552576.56
0123	199+19.64	26.96' LT	796.70	120313.27	552583.05

0100-CTH AH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0124	199+21.23	25.11' LT	796.68	120315.32	552584.38
0125	199+26.31	25.38' LT	796.59	120320.12	552582.68
0126	199+31.67	25.66' LT	796.40	120325.18	552580.89
0127	199+49.27	26.60' LT	795.90	120341.80	552575.02
0128	199+50.40	30.98' LT	795.90	120341.64	552570.50
0130	199+34.01	41.23' LT	796.18	120323.03	552565.30
0131	199+32.69	39.11' LT	796.25	120322.36	552567.71
0132	199+31.63	37.41' LT	796.19	120321.82	552569.63
0133	199+24.51	38.16' LT	796.62	120314.78	552570.93
0134	199+23.48	33.21' LT	796.65	120315.20	552575.97
0135	199+27.72	32.99' LT	796.37	120319.32	552574.98
0136	199+28.38	31.67' LT	796.27	120320.33	552576.06
0137	199+27.15	27.93' LT	796.48	120320.20	552580.00
0138	199+32.50	28.21' LT	796.30	120325.26	552578.21
0139	199+33.32	30.69' LT	796.19	120325.35	552575.60
0140	199+35.87	34.76' LT	796.12	120326.64	552570.98
0141	199+36.93	36.46' LT	795.98	120327.18	552569.05
0142	199+38.25	38.58' LT	796.05	120327.85	552566.65

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

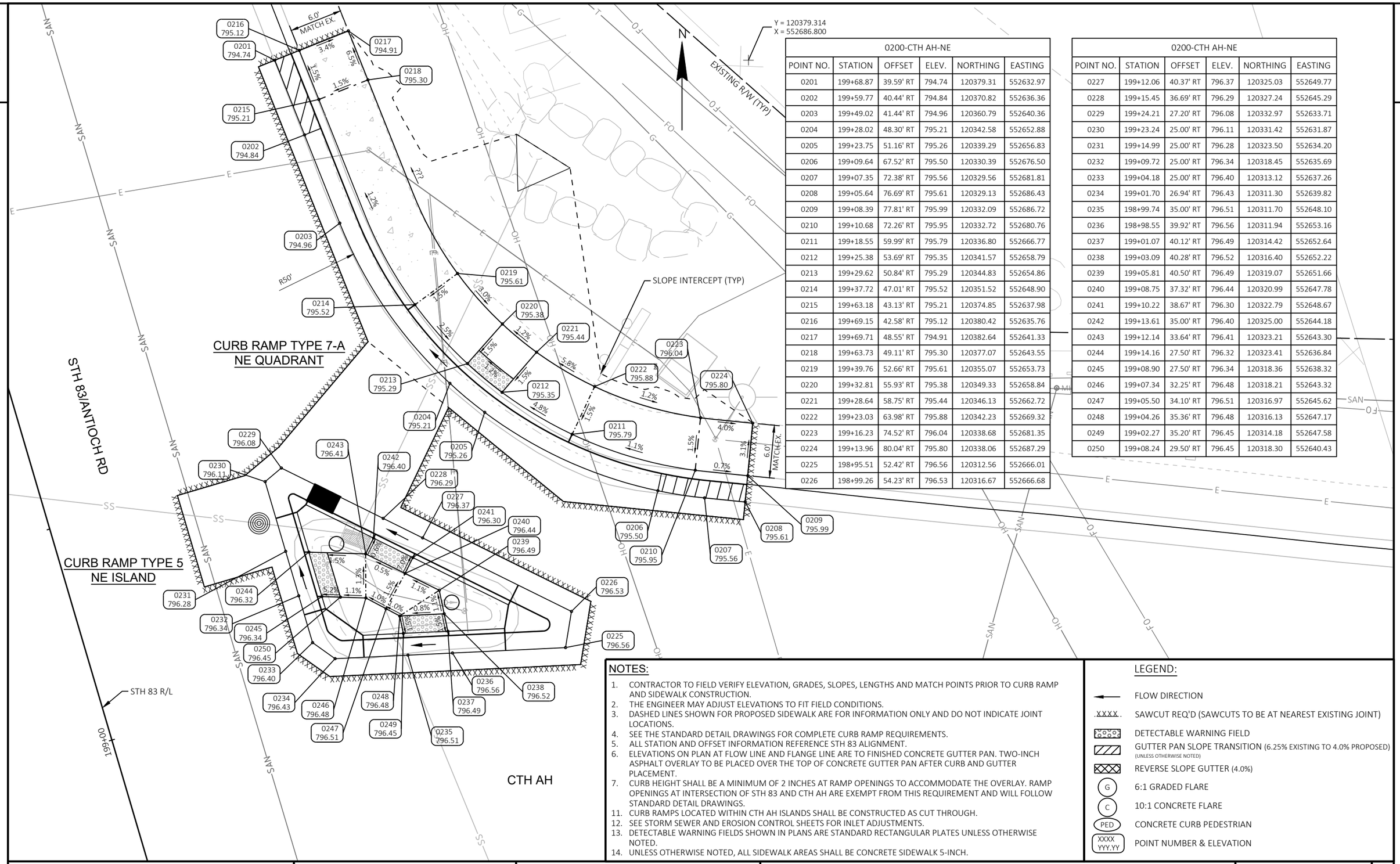
- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - CTH AH	SHEET 37	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021302-cr

PLOT DATE : 1/31/2023 4:32 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



0200-CTH AH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0201	199+68.87	39.59' RT	794.74	120379.31	552632.97
0202	199+59.77	40.44' RT	794.84	120370.82	552636.36
0203	199+49.02	41.44' RT	794.96	120360.79	552640.36
0204	199+28.02	48.30' RT	795.21	120342.58	552652.88
0205	199+23.75	51.16' RT	795.26	120339.29	552656.83
0206	199+09.64	67.52' RT	795.50	120330.39	552676.50
0207	199+07.35	72.38' RT	795.56	120329.56	552681.81
0208	199+05.64	76.69' RT	795.61	120329.13	552686.43
0209	199+08.39	77.81' RT	795.99	120332.09	552686.72
0210	199+10.68	72.26' RT	795.95	120332.72	552680.76
0211	199+18.55	59.99' RT	795.79	120336.80	552666.77
0212	199+25.38	53.69' RT	795.35	120341.57	552658.79
0213	199+29.62	50.84' RT	795.29	120344.83	552654.86
0214	199+37.72	47.01' RT	795.52	120351.52	552648.90
0215	199+63.18	43.13' RT	795.21	120374.85	552637.98
0216	199+69.15	42.58' RT	795.12	120380.42	552635.76
0217	199+69.71	48.55' RT	794.91	120382.64	552641.33
0218	199+63.73	49.11' RT	795.30	120377.07	552643.55
0219	199+39.76	52.66' RT	795.61	120355.07	552653.73
0220	199+32.81	55.93' RT	795.38	120349.33	552658.84
0221	199+28.64	58.75' RT	795.44	120346.13	552662.72
0222	199+23.03	63.98' RT	795.88	120342.23	552669.32
0223	199+16.23	74.52' RT	796.04	120338.68	552681.35
0224	199+13.96	80.04' RT	795.80	120338.06	552687.29
0225	198+95.51	52.42' RT	796.56	120312.56	552666.01
0226	198+99.26	54.23' RT	796.53	120316.67	552666.68

0200-CTH AH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0227	199+12.06	40.37' RT	796.37	120325.03	552649.77
0228	199+15.45	36.69' RT	796.29	120327.24	552645.29
0229	199+24.21	27.20' RT	796.08	120332.97	552633.71
0230	199+23.24	25.00' RT	796.11	120331.42	552631.87
0231	199+14.99	25.00' RT	796.28	120323.50	552634.20
0232	199+09.72	25.00' RT	796.34	120318.45	552635.69
0233	199+04.18	25.00' RT	796.40	120313.12	552637.26
0234	199+01.70	26.94' RT	796.43	120311.30	552639.82
0235	198+99.74	35.00' RT	796.51	120311.70	552648.10
0236	198+98.55	39.92' RT	796.56	120311.94	552653.16
0237	199+01.07	40.12' RT	796.49	120314.42	552652.64
0238	199+03.09	40.28' RT	796.52	120316.40	552652.22
0239	199+05.81	40.50' RT	796.49	120319.07	552651.66
0240	199+08.75	37.32' RT	796.44	120320.99	552647.78
0241	199+10.22	38.67' RT	796.30	120322.79	552648.67
0242	199+13.61	35.00' RT	796.40	120325.00	552644.18
0243	199+12.14	33.64' RT	796.41	120323.21	552643.30
0244	199+14.16	27.50' RT	796.32	120323.41	552636.84
0245	199+08.90	27.50' RT	796.34	120318.36	552638.32
0246	199+07.34	32.25' RT	796.48	120318.21	552643.32
0247	199+05.50	34.10' RT	796.51	120316.97	552645.62
0248	199+04.26	35.36' RT	796.48	120316.13	552647.17
0249	199+02.27	35.20' RT	796.45	120314.18	552647.58
0250	199+08.24	29.50' RT	796.45	120318.30	552640.43

NOTES:

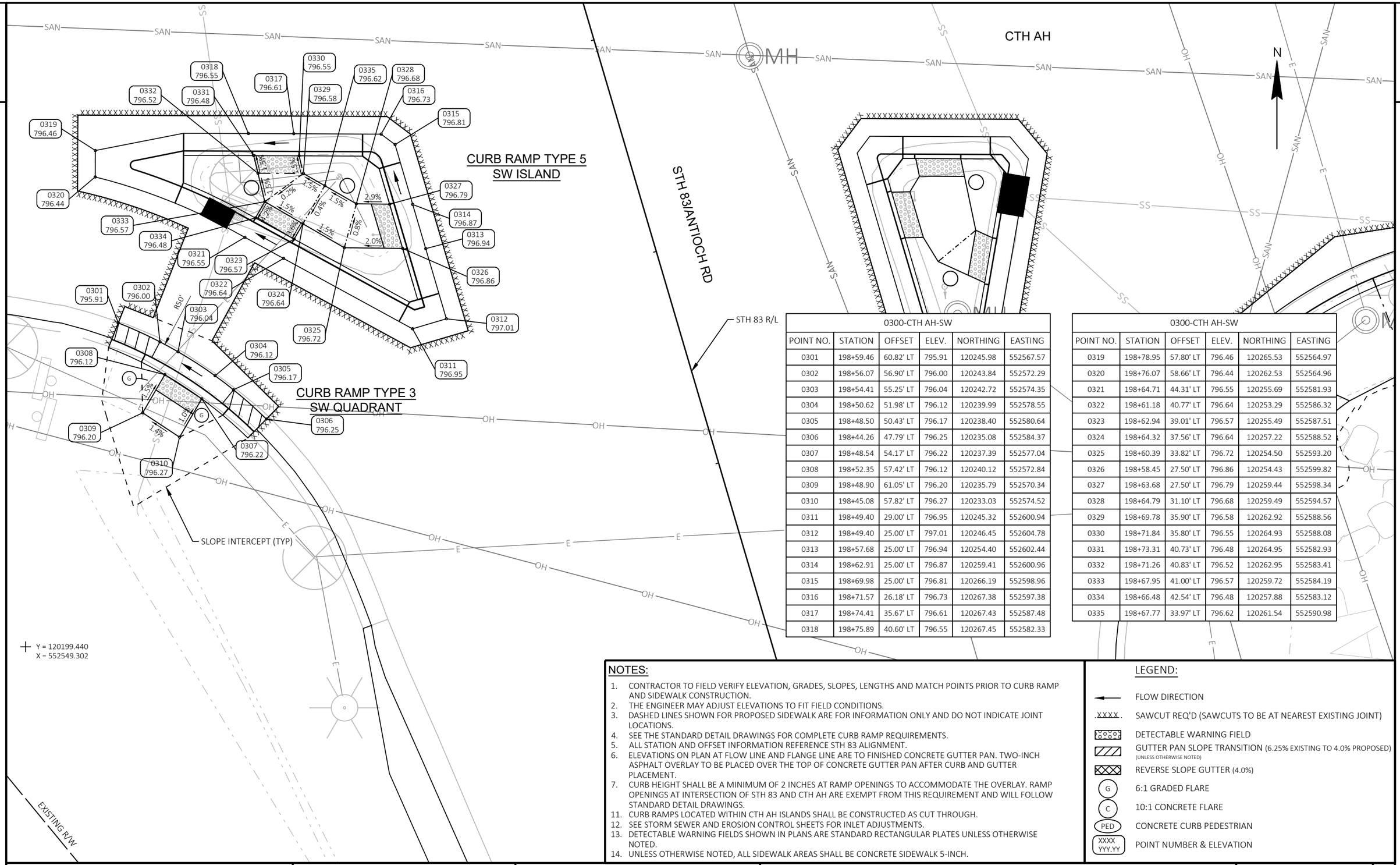
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
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14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - CTH AH	SHEET 38	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021303-cr
PLOT DATE : 1/31/2023 4:32 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : ##########



0300-CTH AH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0301	198+59.46	60.82' LT	795.91	120245.98	552567.57
0302	198+56.07	56.90' LT	796.00	120243.84	552572.29
0303	198+54.41	55.25' LT	796.04	120242.72	552574.35
0304	198+50.62	51.98' LT	796.12	120239.99	552578.55
0305	198+48.50	50.43' LT	796.17	120238.40	552580.64
0306	198+44.26	47.79' LT	796.25	120235.08	552584.37
0307	198+48.54	54.17' LT	796.22	120237.39	552577.04
0308	198+52.35	57.42' LT	796.12	120240.12	552572.84
0309	198+48.90	61.05' LT	796.20	120235.79	552570.34
0310	198+45.08	57.82' LT	796.27	120233.03	552574.52
0311	198+49.40	29.00' LT	796.95	120245.32	552600.94
0312	198+49.40	25.00' LT	797.01	120246.45	552604.78
0313	198+57.68	25.00' LT	796.94	120254.40	552602.44
0314	198+62.91	25.00' LT	796.87	120259.41	552600.96
0315	198+69.98	25.00' LT	796.81	120266.19	552598.96
0316	198+71.57	26.18' LT	796.73	120267.38	552597.38
0317	198+74.41	35.67' LT	796.61	120267.43	552587.48
0318	198+75.89	40.60' LT	796.55	120267.45	552582.33

0300-CTH AH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0319	198+78.95	57.80' LT	796.46	120265.53	552564.97
0320	198+76.07	58.66' LT	796.44	120262.53	552564.96
0321	198+64.71	44.31' LT	796.55	120255.69	552581.93
0322	198+61.18	40.77' LT	796.64	120253.29	552586.32
0323	198+62.94	39.01' LT	796.57	120255.49	552587.51
0324	198+64.32	37.56' LT	796.64	120257.22	552588.52
0325	198+60.39	33.82' LT	796.72	120254.50	552593.20
0326	198+58.45	27.50' LT	796.86	120254.43	552599.82
0327	198+63.68	27.50' LT	796.79	120259.44	552598.34
0328	198+64.79	31.10' LT	796.68	120259.49	552594.57
0329	198+69.78	35.90' LT	796.58	120262.92	552588.56
0330	198+71.84	35.80' LT	796.55	120264.93	552588.08
0331	198+73.31	40.73' LT	796.48	120264.95	552582.93
0332	198+71.26	40.83' LT	796.52	120262.95	552583.41
0333	198+67.95	41.00' LT	796.57	120259.72	552584.19
0334	198+66.48	42.54' LT	796.48	120257.88	552583.12
0335	198+67.77	33.97' LT	796.62	120261.54	552590.98

NOTES:

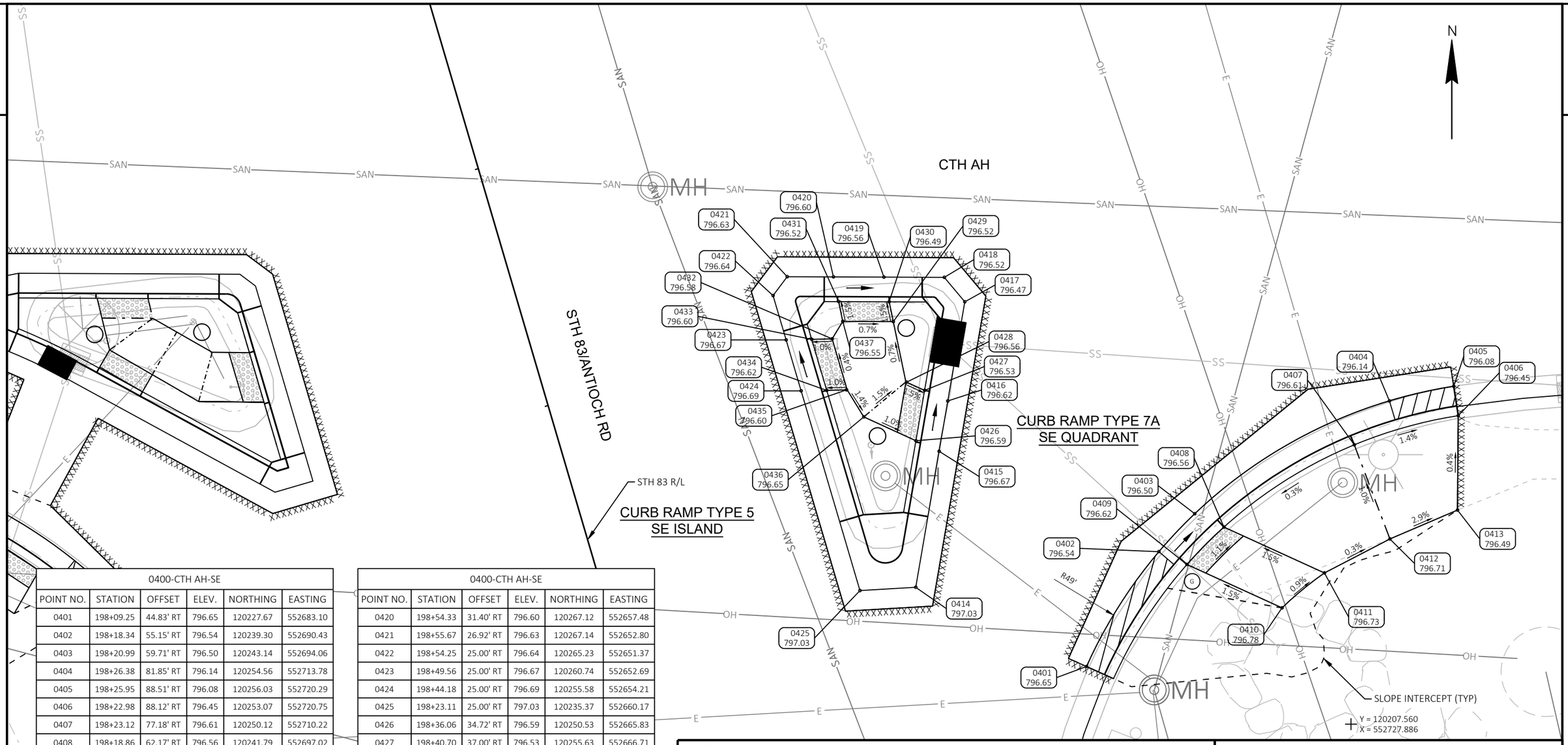
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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - CTH AH	SHEET 39	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021304-cr
PLOT DATE : 1/31/2023 4:32 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



0400-CTH AH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0401	198+09.25	44.83' RT	796.65	120227.67	552683.10
0402	198+18.34	55.15' RT	796.54	120239.30	552690.43
0403	198+20.99	59.71' RT	796.50	120243.14	552694.06
0404	198+26.38	81.85' RT	796.14	120254.56	552713.78
0405	198+25.95	88.51' RT	796.08	120256.03	552720.29
0406	198+22.98	88.12' RT	796.45	120253.07	552720.75
0407	198+23.12	77.18' RT	796.61	120250.12	552710.22
0408	198+18.86	62.17' RT	796.56	120241.79	552697.02
0409	198+16.29	57.51' RT	796.62	120238.00	552693.28
0410	198+09.35	65.50' RT	796.78	120233.61	552702.90
0411	198+11.53	70.61' RT	796.73	120237.15	552707.19
0412	198+12.96	77.95' RT	796.71	120240.59	552713.83
0413	198+13.83	85.34' RT	796.49	120243.51	552720.67
0414	198+21.83	30.51' RT	797.03	120235.69	552665.82
0415	198+34.37	36.67' RT	796.67	120249.46	552668.18
0416	198+39.01	38.95' RT	796.62	120254.55	552669.06
0417	198+48.15	43.45' RT	796.47	120264.59	552670.79
0418	198+51.11	42.15' RT	796.52	120267.07	552668.71
0419	198+52.86	36.30' RT	796.56	120267.10	552662.59

0400-CTH AH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0420	198+54.33	31.40' RT	796.60	120267.12	552657.48
0421	198+55.67	26.92' RT	796.63	120267.14	552652.80
0422	198+54.25	25.00' RT	796.64	120265.23	552651.37
0423	198+49.56	25.00' RT	796.67	120260.74	552652.69
0424	198+44.18	25.00' RT	796.69	120255.58	552654.21
0425	198+23.11	25.00' RT	797.03	120235.37	552660.17
0426	198+36.06	34.72' RT	796.59	120250.53	552665.83
0427	198+40.70	37.00' RT	796.53	120255.63	552666.71
0428	198+42.01	35.49' RT	796.56	120256.46	552664.89
0429	198+48.28	35.93' RT	796.52	120262.59	552663.54
0430	198+50.31	36.09' RT	796.49	120264.59	552663.12
0431	198+51.78	31.19' RT	796.52	120264.62	552658.01
0432	198+48.35	29.50' RT	796.58	120260.85	552657.35
0433	198+48.89	27.50' RT	796.60	120260.80	552655.28
0434	198+43.50	27.50' RT	796.62	120255.63	552656.80
0435	198+42.98	29.43' RT	796.60	120255.67	552658.81
0436	198+39.86	30.33' RT	796.65	120252.94	552660.55
0437	198+49.74	31.03' RT	796.55	120262.61	552658.43

NOTES:

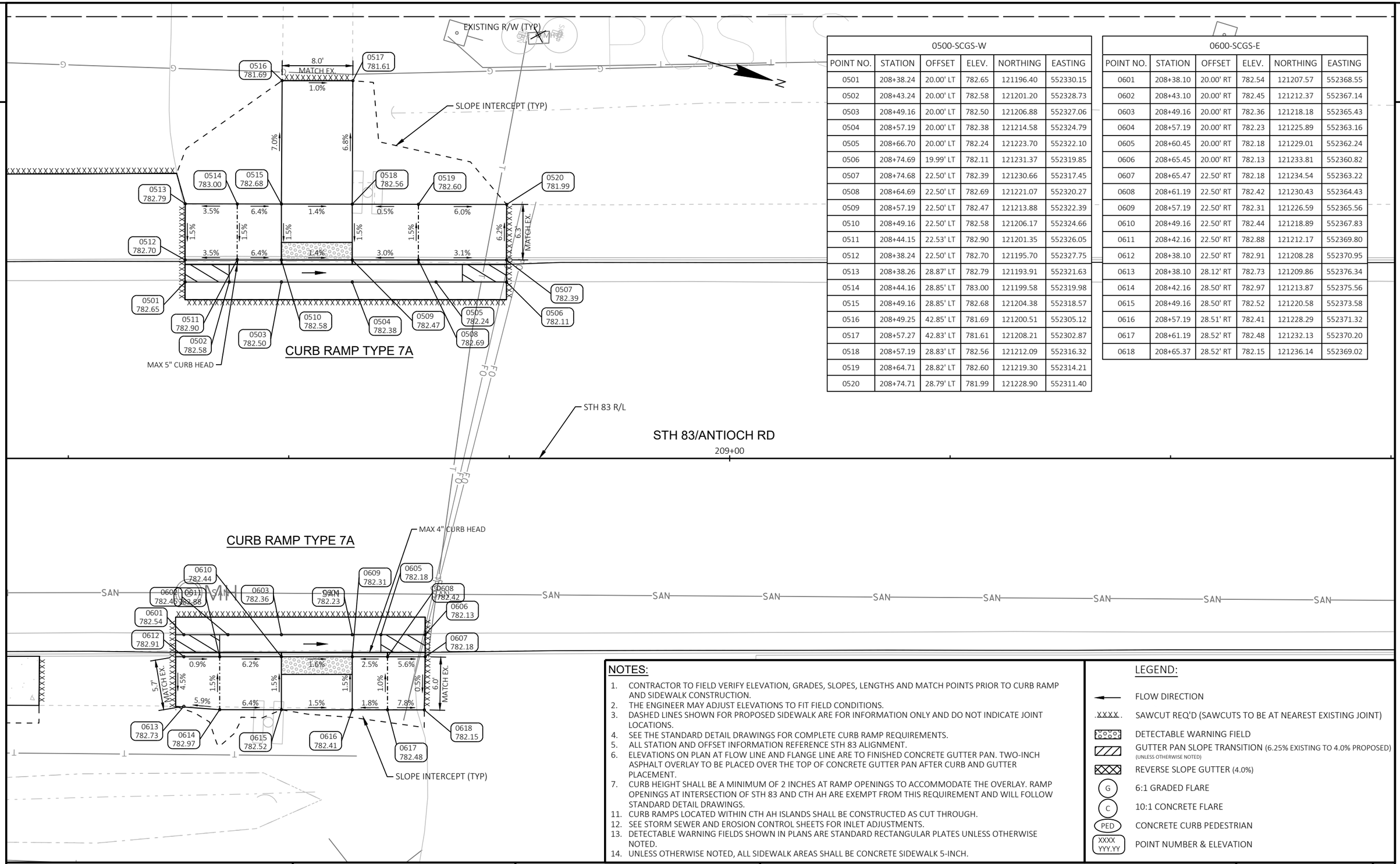
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- XXXX — SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - CTH AH	SHEET 40	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021305-cr
PLOT DATE : 1/31/2023 4:33 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : ##########



0500-SCGS-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0501	208+38.24	20.00' LT	782.65	121196.40	552330.15
0502	208+43.24	20.00' LT	782.58	121201.20	552328.73
0503	208+49.16	20.00' LT	782.50	121206.88	552327.06
0504	208+57.19	20.00' LT	782.38	121214.58	552324.79
0505	208+66.70	20.00' LT	782.24	121223.70	552322.10
0506	208+74.69	19.99' LT	782.11	121231.37	552319.85
0507	208+74.68	22.50' LT	782.39	121230.66	552317.45
0508	208+64.69	22.50' LT	782.69	121221.07	552320.27
0509	208+57.19	22.50' LT	782.47	121213.88	552322.39
0510	208+49.16	22.50' LT	782.58	121206.17	552324.66
0511	208+44.15	22.53' LT	782.90	121201.35	552326.05
0512	208+38.24	22.50' LT	782.70	121195.70	552327.75
0513	208+38.26	28.87' LT	782.79	121193.91	552321.63
0514	208+44.16	28.85' LT	783.00	121199.58	552319.98
0515	208+49.16	28.85' LT	782.68	121204.38	552318.57
0516	208+49.25	42.85' LT	781.69	121200.51	552305.12
0517	208+57.27	42.83' LT	781.61	121208.21	552302.87
0518	208+57.19	28.83' LT	782.56	121212.09	552316.32
0519	208+64.71	28.82' LT	782.60	121219.30	552314.21
0520	208+74.71	28.79' LT	781.99	121228.90	552311.40

0600-SCGS-E					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0601	208+38.10	20.00' RT	782.54	121207.57	552368.55
0602	208+43.10	20.00' RT	782.45	121212.37	552367.14
0603	208+49.16	20.00' RT	782.36	121218.18	552365.43
0604	208+57.19	20.00' RT	782.23	121225.89	552363.16
0605	208+60.45	20.00' RT	782.18	121229.01	552362.24
0606	208+65.45	20.00' RT	782.13	121233.81	552360.82
0607	208+65.47	22.50' RT	782.18	121234.54	552363.22
0608	208+61.19	22.50' RT	782.42	121230.43	552364.43
0609	208+57.19	22.50' RT	782.31	121226.59	552365.56
0610	208+49.16	22.50' RT	782.44	121218.89	552367.83
0611	208+42.16	22.50' RT	782.88	121212.17	552369.80
0612	208+38.10	22.50' RT	782.91	121208.28	552370.95
0613	208+38.10	28.12' RT	782.73	121209.86	552376.34
0614	208+42.16	28.50' RT	782.97	121213.87	552375.56
0615	208+49.16	28.50' RT	782.52	121220.58	552373.58
0616	208+57.19	28.51' RT	782.41	121228.29	552371.32
0617	208+61.19	28.52' RT	782.48	121232.13	552370.20
0618	208+65.37	28.52' RT	782.15	121236.14	552369.02

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
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7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

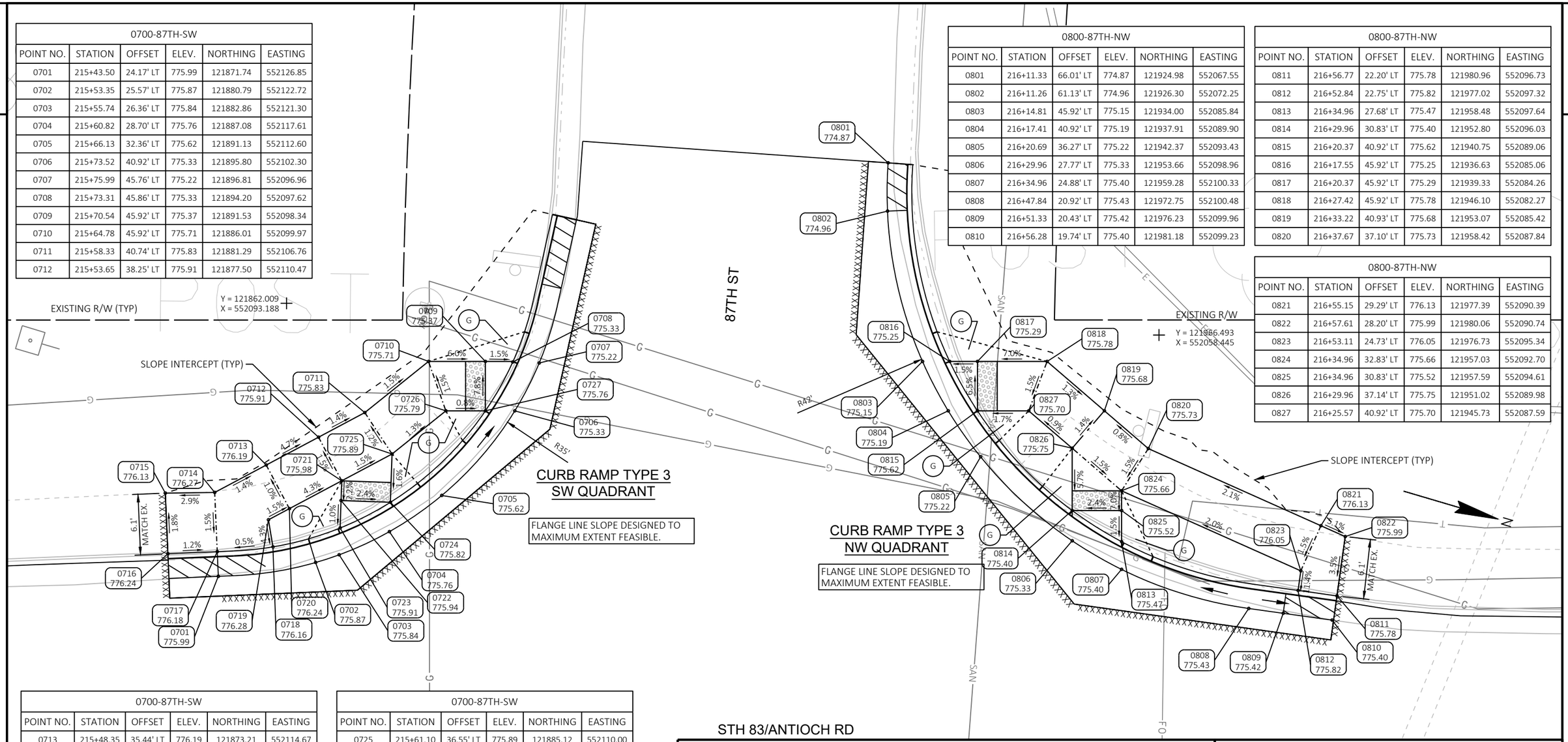
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - SALEM CONSOLIDATED GRADE SCHOOL	SHEET 41	E

0700-87TH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0701	215+43.50	24.17' LT	775.99	121871.74	552126.85
0702	215+53.35	25.57' LT	775.87	121880.79	552122.72
0703	215+55.74	26.36' LT	775.84	121882.86	552121.30
0704	215+60.82	28.70' LT	775.76	121887.08	552117.61
0705	215+66.13	32.36' LT	775.62	121891.13	552112.60
0706	215+73.52	40.92' LT	775.33	121895.80	552102.30
0707	215+75.99	45.76' LT	775.22	121896.81	552096.96
0708	215+73.31	45.86' LT	775.33	121894.20	552097.62
0709	215+70.54	45.92' LT	775.37	121891.53	552098.34
0710	215+64.78	45.92' LT	775.71	121886.01	552099.97
0711	215+58.33	40.74' LT	775.83	121881.29	552106.76
0712	215+53.65	38.25' LT	775.91	121877.50	552110.47

0800-87TH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0801	216+11.33	66.01' LT	774.87	121924.98	552067.55
0802	216+11.26	61.13' LT	774.96	121926.30	552072.25
0803	216+14.81	45.92' LT	775.15	121934.00	552085.84
0804	216+17.41	40.92' LT	775.19	121937.91	552089.90
0805	216+20.69	36.27' LT	775.22	121942.37	552093.43
0806	216+29.96	27.77' LT	775.33	121953.66	552098.96
0807	216+34.96	24.88' LT	775.40	121959.28	552100.33
0808	216+47.84	20.92' LT	775.43	121972.75	552100.48
0809	216+51.33	20.43' LT	775.42	121976.23	552099.96
0810	216+56.28	19.74' LT	775.40	121981.18	552099.23

0800-87TH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0811	216+56.77	22.20' LT	775.78	121980.96	552096.73
0812	216+52.84	22.75' LT	775.82	121977.02	552097.32
0813	216+34.96	27.68' LT	775.47	121958.48	552097.64
0814	216+29.96	30.83' LT	775.40	121952.80	552096.03
0815	216+20.37	40.92' LT	775.62	121940.75	552089.06
0816	216+17.55	45.92' LT	775.25	121936.63	552085.06
0817	216+20.37	45.92' LT	775.29	121939.33	552084.26
0818	216+27.42	45.92' LT	775.78	121946.10	552082.27
0819	216+33.22	40.93' LT	775.68	121953.07	552085.42
0820	216+37.67	37.10' LT	775.73	121958.42	552087.84

0800-87TH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0821	216+55.15	29.29' LT	776.13	121977.39	552090.39
0822	216+57.61	28.20' LT	775.99	121980.06	552090.74
0823	216+53.11	24.73' LT	776.05	121976.73	552095.34
0824	216+34.96	32.83' LT	775.66	121957.03	552092.70
0825	216+34.96	30.83' LT	775.52	121957.59	552094.61
0826	216+29.96	37.14' LT	775.75	121951.02	552089.98
0827	216+25.57	40.92' LT	775.70	121945.73	552087.59



0700-87TH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0713	215+48.35	35.44' LT	776.19	121873.21	552114.67
0714	215+43.14	32.66' LT	776.27	121868.99	552118.80
0715	215+38.14	32.60' LT	776.13	121864.21	552120.28
0716	215+38.40	26.46' LT	776.24	121866.20	552126.10
0717	215+43.39	26.67' LT	776.18	121870.93	552124.48
0718	215+49.03	27.16' LT	776.16	121876.20	552122.42
0719	215+48.58	29.89' LT	776.28	121874.99	552119.93
0720	215+50.70	31.02' LT	776.24	121876.71	552118.24
0721	215+56.00	33.84' LT	775.98	121881.00	552114.04
0722	215+55.93	31.84' LT	775.94	121881.50	552115.98
0723	215+55.83	29.07' LT	775.91	121882.19	552118.67
0724	215+60.93	31.67' LT	775.82	121886.34	552114.74

0700-87TH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0725	215+61.10	36.55' LT	775.89	121885.12	552110.00
0726	215+66.54	40.92' LT	775.79	121889.11	552104.27
0727	215+70.54	40.92' LT	775.76	121892.95	552103.14

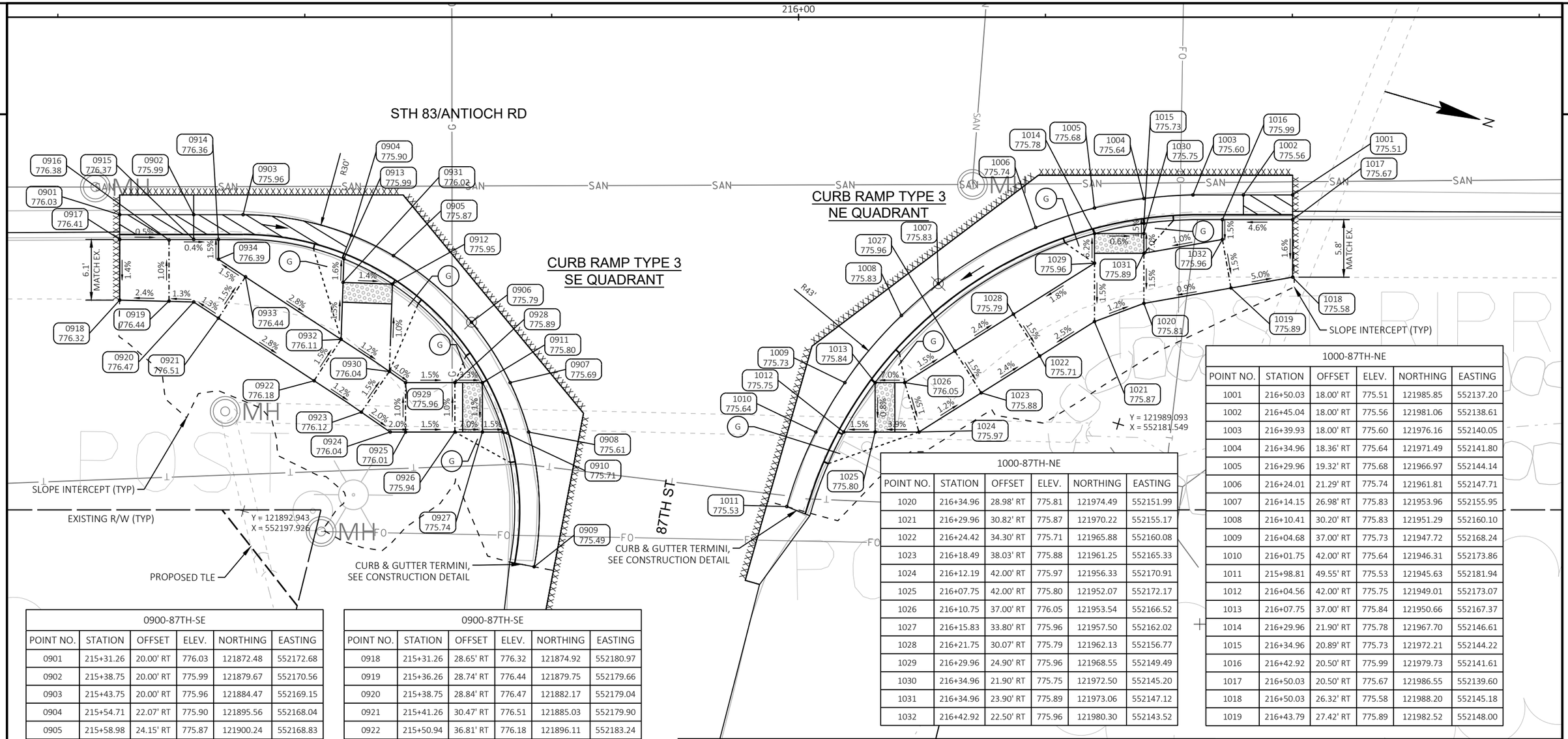
NOTES:

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14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G 6:1 GRADED FLARE
- C 10:1 CONCRETE FLARE
- PED CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 87TH STREET	SHEET 42	E



0900-87TH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0901	215+31.26	20.00' RT	776.03	121872.48	552172.68
0902	215+38.75	20.00' RT	775.99	121879.67	552170.56
0903	215+43.75	20.00' RT	775.96	121884.47	552169.15
0904	215+54.71	22.07' RT	775.90	121895.56	552168.04
0905	215+58.98	24.15' RT	775.87	121900.24	552168.83
0906	215+66.88	30.89' RT	775.79	121909.72	552173.06
0907	215+70.79	37.00' RT	775.69	121915.20	552177.82
0908	215+72.67	42.00' RT	775.61	121918.42	552182.08
0909	215+73.22	55.64' RT	775.49	121922.80	552195.01
0910	215+70.06	42.00' RT	775.71	121915.92	552182.82
0911	215+67.99	37.00' RT	775.80	121912.52	552178.61
0912	215+58.88	27.03' RT	775.95	121900.96	552171.62
0913	215+53.96	24.47' RT	775.99	121895.52	552170.55
0914	215+41.25	22.50' RT	776.36	121882.77	552172.25
0915	215+38.75	22.50' RT	776.37	121880.38	552172.96
0916	215+36.26	22.56' RT	776.38	121878.00	552173.72
0917	215+31.26	22.50' RT	776.41	121873.18	552175.08

0900-87TH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
0918	215+31.26	28.65' RT	776.32	121874.92	552180.97
0919	215+36.26	28.74' RT	776.44	121879.75	552179.66
0920	215+38.75	28.84' RT	776.47	121882.17	552179.04
0921	215+41.26	30.47' RT	776.51	121885.03	552179.90
0922	215+50.94	36.81' RT	776.18	121896.11	552183.24
0923	215+55.73	39.99' RT	776.12	121901.60	552184.94
0924	215+58.64	42.00' RT	776.04	121904.97	552186.04
0925	215+60.20	42.00' RT	776.01	121906.46	552185.60
0926	215+65.20	42.00' RT	775.94	121911.26	552184.19
0927	215+67.99	42.00' RT	775.74	121913.93	552183.40
0928	215+65.20	37.00' RT	775.89	121909.84	552179.40
0929	215+60.20	37.00' RT	775.96	121905.05	552180.81
0930	215+58.57	35.87' RT	776.04	121903.16	552180.19
0931	215+53.88	26.86' RT	776.02	121896.12	552172.87
0932	215+53.68	32.62' RT	776.11	121897.55	552178.45
0933	215+43.99	26.29' RT	776.44	121886.47	552175.11
0934	215+41.26	24.50' RT	776.39	121883.34	552174.17

1000-87TH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1020	216+34.96	28.98' RT	775.81	121974.49	552151.99
1021	216+29.96	30.82' RT	775.87	121970.22	552155.17
1022	216+24.42	34.30' RT	775.71	121965.88	552160.08
1023	216+18.49	38.03' RT	775.88	121961.25	552165.33
1024	216+12.19	42.00' RT	775.97	121956.33	552170.91
1025	216+07.75	42.00' RT	775.80	121952.07	552172.17
1026	216+10.75	37.00' RT	776.05	121953.54	552166.52
1027	216+15.83	33.80' RT	775.96	121957.50	552162.02
1028	216+21.75	30.07' RT	775.79	121962.13	552156.77
1029	216+29.96	24.90' RT	775.96	121968.55	552149.49
1030	216+34.96	21.90' RT	775.75	121972.50	552145.20
1031	216+34.96	23.90' RT	775.89	121973.06	552147.12
1032	216+42.92	22.50' RT	775.96	121980.30	552143.52

1000-87TH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1001	216+50.03	18.00' RT	775.51	121985.85	552137.20
1002	216+45.04	18.00' RT	775.56	121981.06	552138.61
1003	216+39.93	18.00' RT	775.60	121976.16	552140.05
1004	216+34.96	18.36' RT	775.64	121971.49	552141.80
1005	216+29.96	19.32' RT	775.68	121966.97	552144.14
1006	216+24.01	21.29' RT	775.74	121961.81	552147.71
1007	216+14.15	26.98' RT	775.83	121953.96	552155.95
1008	216+10.41	30.20' RT	775.83	121951.29	552160.10
1009	216+04.68	37.00' RT	775.73	121947.72	552168.24
1010	216+01.75	42.00' RT	775.64	121946.31	552173.86
1011	215+98.81	49.55' RT	775.53	121945.63	552181.94
1012	216+04.56	42.00' RT	775.75	121949.01	552173.07
1013	216+07.75	37.00' RT	775.84	121950.66	552167.37
1014	216+29.96	21.90' RT	775.78	121967.70	552146.61
1015	216+34.96	20.89' RT	775.73	121972.21	552144.22
1016	216+42.92	20.50' RT	775.99	121979.73	552141.61
1017	216+50.03	20.50' RT	775.67	121986.55	552139.60
1018	216+50.03	26.32' RT	775.58	121988.20	552145.18
1019	216+43.79	27.42' RT	775.89	121982.52	552148.00

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

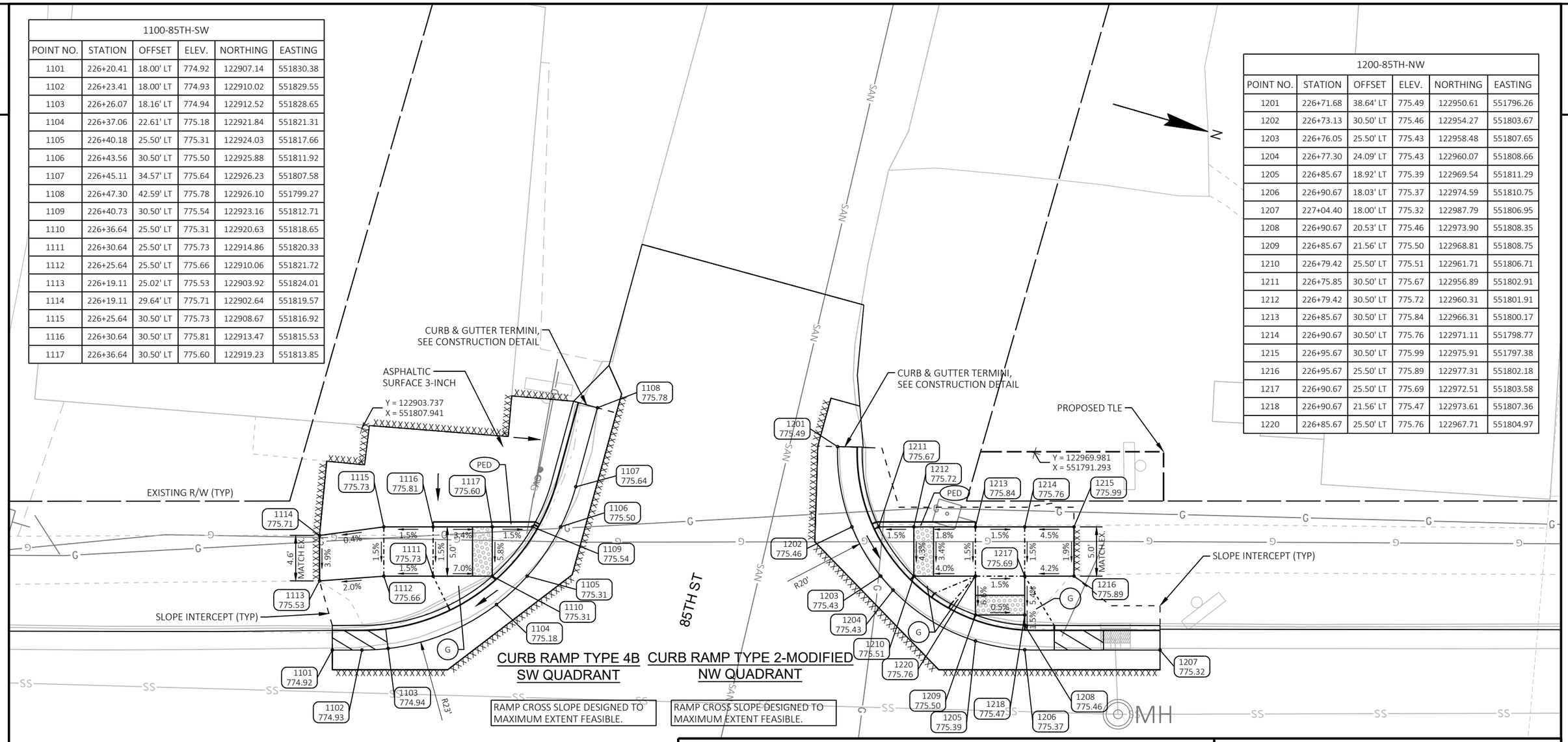
LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX / YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 87TH STREET	SHEET 43	E

1100-85TH-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1101	226+20.41	18.00' LT	774.92	122907.14	551830.38
1102	226+23.41	18.00' LT	774.93	122910.02	551829.55
1103	226+26.07	18.16' LT	774.94	122912.52	551828.65
1104	226+37.06	22.61' LT	775.18	122921.84	551821.31
1105	226+40.18	25.50' LT	775.31	122924.03	551817.66
1106	226+43.56	30.50' LT	775.50	122925.88	551811.92
1107	226+45.11	34.57' LT	775.64	122926.23	551807.58
1108	226+47.30	42.59' LT	775.78	122926.10	551799.27
1109	226+40.73	30.50' LT	775.54	122923.16	551812.71
1110	226+36.64	25.50' LT	775.31	122920.63	551818.65
1111	226+30.64	25.50' LT	775.73	122914.86	551820.33
1112	226+25.64	25.50' LT	775.66	122910.06	551821.72
1113	226+19.11	25.02' LT	775.53	122903.92	551824.01
1114	226+19.11	29.64' LT	775.71	122902.64	551819.57
1115	226+25.64	30.50' LT	775.73	122908.67	551816.92
1116	226+30.64	30.50' LT	775.81	122913.47	551815.53
1117	226+36.64	30.50' LT	775.60	122919.23	551813.85

1200-85TH-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1201	226+71.68	38.64' LT	775.49	122950.61	551796.26
1202	226+73.13	30.50' LT	775.46	122954.27	551803.67
1203	226+76.05	25.50' LT	775.43	122958.48	551807.65
1204	226+77.30	24.09' LT	775.43	122960.07	551808.66
1205	226+85.67	18.92' LT	775.39	122969.54	551811.29
1206	226+90.67	18.03' LT	775.37	122974.59	551810.75
1207	227+04.40	18.00' LT	775.32	122987.79	551806.95
1208	226+90.67	20.53' LT	775.46	122973.90	551808.35
1209	226+85.67	21.56' LT	775.50	122968.81	551808.75
1210	226+79.42	25.50' LT	775.51	122961.71	551806.71
1211	226+75.85	30.50' LT	775.67	122956.89	551802.91
1212	226+79.42	30.50' LT	775.72	122960.31	551801.91
1213	226+85.67	30.50' LT	775.84	122966.31	551800.17
1214	226+90.67	30.50' LT	775.76	122971.11	551798.77
1215	226+95.67	30.50' LT	775.99	122975.91	551797.38
1216	226+95.67	25.50' LT	775.89	122977.31	551802.18
1217	226+90.67	25.50' LT	775.69	122972.51	551803.58
1218	226+90.67	21.56' LT	775.47	122973.61	551807.36
1220	226+85.67	25.50' LT	775.76	122967.71	551804.97



NOTES:

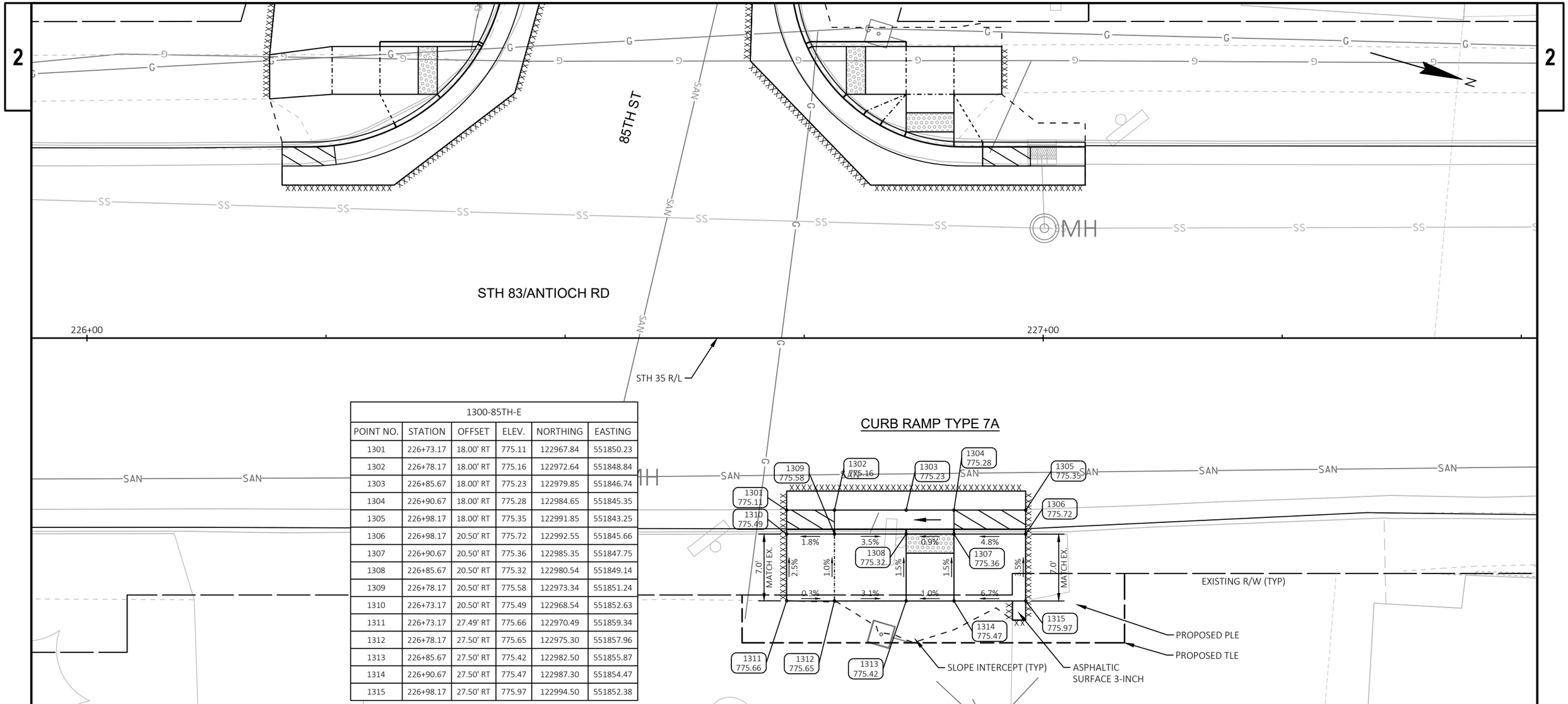
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 85TH STREET	SHEET 44	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021309-cr
PLOT DATE : 1/31/2023 4:34 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



1300-85TH-E					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1301	226+73.17	18.00' RT	775.11	122967.84	551850.23
1302	226+78.17	18.00' RT	775.16	122972.64	551848.84
1303	226+85.67	18.00' RT	775.23	122979.85	551846.74
1304	226+90.67	18.00' RT	775.28	122984.65	551845.35
1305	226+98.17	18.00' RT	775.35	122991.85	551843.25
1306	226+98.17	20.50' RT	775.72	122992.55	551845.66
1307	226+90.67	20.50' RT	775.36	122985.35	551847.75
1308	226+85.67	20.50' RT	775.32	122980.54	551849.14
1309	226+78.17	20.50' RT	775.58	122973.34	551851.24
1310	226+73.17	20.50' RT	775.49	122968.54	551852.63
1311	226+73.17	27.49' RT	775.66	122970.49	551859.34
1312	226+78.17	27.50' RT	775.65	122975.30	551857.96
1313	226+85.67	27.50' RT	775.42	122982.50	551855.87
1314	226+90.67	27.50' RT	775.47	122987.30	551854.47
1315	226+98.17	27.50' RT	775.97	122994.50	551852.38

CURB RAMP TYPE 7A

NOTES:

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
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6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- XXXX SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 85TH STREET	SHEET 45	E

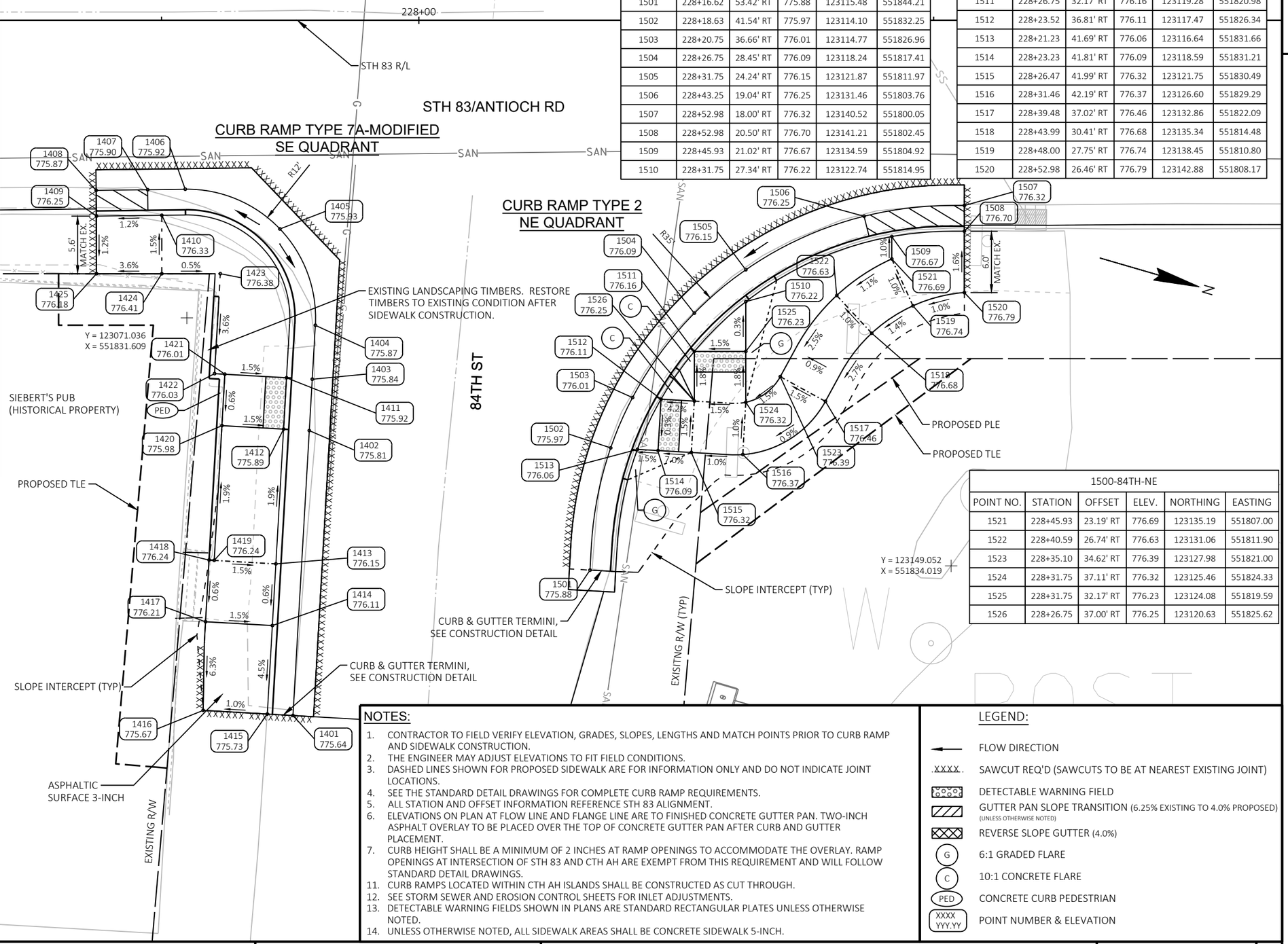
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LAYOUT NAME - 021310-cr
PLOT DATE : 1/31/2023 4:34 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

1400-84TH-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1401	227+87.76	67.54' RT	775.64	123091.71	551865.83
1402	227+89.35	39.87' RT	775.81	123085.51	551838.81
1403	227+89.64	34.87' RT	775.84	123084.39	551833.93
1404	227+89.94	29.63' RT	775.87	123083.22	551828.81
1405	227+86.49	20.27' RT	775.93	123077.30	551820.79
1406	227+77.30	16.42' RT	775.92	123067.40	551819.65
1407	227+73.65	16.46' RT	775.90	123063.90	551820.71
1408	227+68.65	16.53' RT	775.87	123059.12	551822.17
1409	227+68.68	19.03' RT	776.25	123059.85	551824.56
1410	227+75.02	18.94' RT	776.33	123065.92	551822.71
1411	227+87.14	34.73' RT	775.92	123081.96	551834.49
1412	227+86.85	39.72' RT	775.89	123083.08	551839.37
1413	227+86.10	52.82' RT	776.15	123086.01	551852.15
1414	227+85.76	58.81' RT	776.11	123087.35	551858.00
1415	227+85.27	67.40' RT	775.73	123089.28	551866.39
1416	227+79.04	67.04' RT	775.67	123083.20	551867.78
1417	227+79.27	58.43' RT	776.21	123081.02	551859.45
1418	227+79.62	52.44' RT	776.24	123079.67	551853.60
1419	227+80.11	52.47' RT	776.24	123080.16	551853.49
1420	227+80.86	39.38' RT	775.98	123077.23	551840.71
1421	227+81.15	34.39' RT	776.01	123076.11	551835.83
1422	227+80.15	34.33' RT	776.03	123075.14	551836.06
1423	227+80.71	24.62' RT	776.38	123072.96	551826.58
1424	227+75.02	24.62' RT	776.41	123067.50	551828.17
1425	227+68.68	24.62' RT	776.18	123061.41	551829.94

1500-84TH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1501	228+16.62	53.42' RT	775.88	123115.48	551844.21
1502	228+18.63	41.54' RT	775.97	123114.10	551832.25
1503	228+20.75	36.66' RT	776.01	123114.77	551826.96
1504	228+26.75	28.45' RT	776.09	123118.24	551817.41
1505	228+31.75	24.24' RT	776.15	123121.87	551811.97
1506	228+43.25	19.04' RT	776.25	123131.46	551803.76
1507	228+52.98	18.00' RT	776.32	123140.52	551800.05
1508	228+52.98	20.50' RT	776.70	123141.21	551802.45
1509	228+45.93	21.02' RT	776.67	123134.59	551804.92
1510	228+31.75	27.34' RT	776.22	123122.74	551814.95

1500-84TH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1511	228+26.75	32.17' RT	776.16	123119.28	551820.98
1512	228+23.52	36.81' RT	776.11	123117.47	551826.34
1513	228+21.23	41.69' RT	776.06	123116.64	551831.66
1514	228+23.23	41.81' RT	776.09	123118.59	551831.21
1515	228+26.47	41.99' RT	776.32	123121.75	551830.49
1516	228+31.46	42.19' RT	776.37	123126.60	551829.29
1517	228+39.48	37.02' RT	776.46	123132.86	551822.09
1518	228+43.99	30.41' RT	776.68	123135.34	551814.48
1519	228+48.00	27.75' RT	776.74	123138.45	551810.80
1520	228+52.98	26.46' RT	776.79	123142.88	551808.17



1500-84TH-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1521	228+45.93	23.19' RT	776.69	123135.19	551807.00
1522	228+40.59	26.74' RT	776.63	123131.06	551811.90
1523	228+35.10	34.62' RT	776.39	123127.98	551821.00
1524	228+31.75	37.11' RT	776.32	123125.46	551824.33
1525	228+31.75	32.17' RT	776.23	123124.08	551819.59
1526	228+26.75	37.00' RT	776.25	123120.63	551825.62

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
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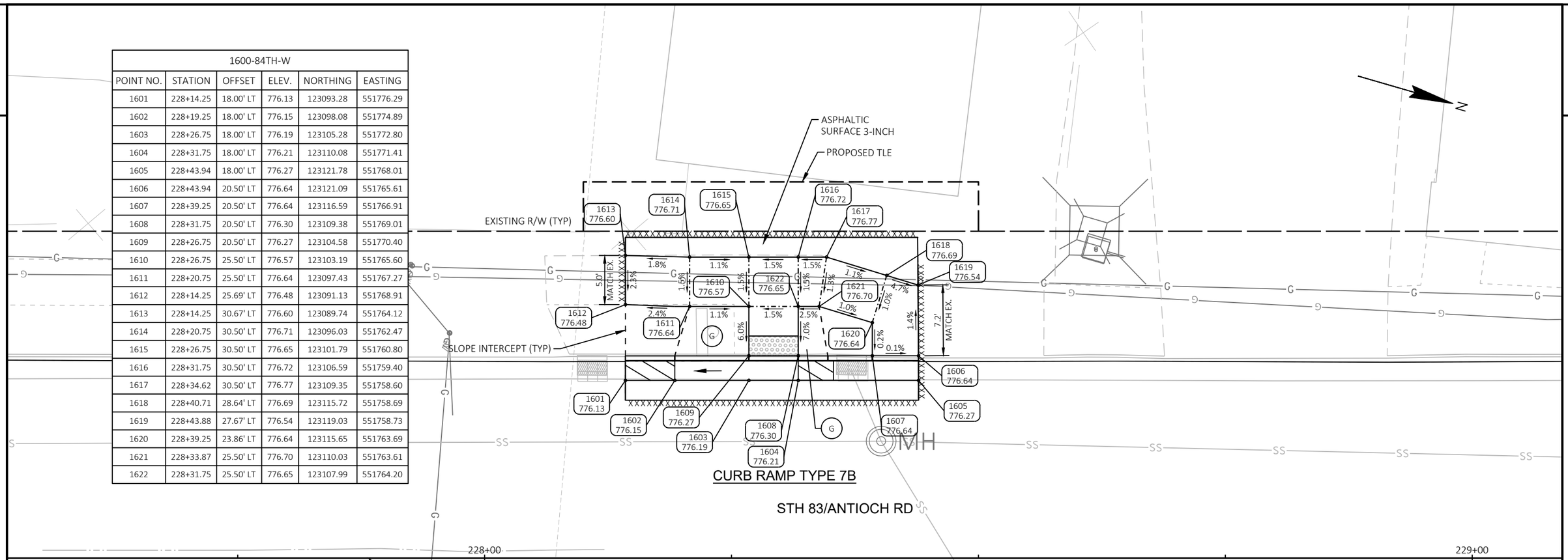
LEGEND:

- FLOW DIRECTION
- XXXX SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G 6:1 GRADED FLARE
- C 10:1 CONCRETE FLARE
- PED CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 84TH STREET	SHEET 46	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021311-cr
PLOT DATE : 1/31/2023 4:35 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

1600-84TH-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1601	228+14.25	18.00' LT	776.13	123093.28	551776.29
1602	228+19.25	18.00' LT	776.15	123098.08	551774.89
1603	228+26.75	18.00' LT	776.19	123105.28	551772.80
1604	228+31.75	18.00' LT	776.21	123110.08	551771.41
1605	228+43.94	18.00' LT	776.27	123121.78	551768.01
1606	228+43.94	20.50' LT	776.64	123121.09	551765.61
1607	228+39.25	20.50' LT	776.64	123116.59	551766.91
1608	228+31.75	20.50' LT	776.30	123109.38	551769.01
1609	228+26.75	20.50' LT	776.27	123104.58	551770.40
1610	228+26.75	25.50' LT	776.57	123103.19	551765.60
1611	228+20.75	25.50' LT	776.64	123097.43	551767.27
1612	228+14.25	25.69' LT	776.48	123091.13	551768.91
1613	228+14.25	30.67' LT	776.60	123089.74	551764.12
1614	228+20.75	30.50' LT	776.71	123096.03	551762.47
1615	228+26.75	30.50' LT	776.65	123101.79	551760.80
1616	228+31.75	30.50' LT	776.72	123106.59	551759.40
1617	228+34.62	30.50' LT	776.77	123109.35	551758.60
1618	228+40.71	28.64' LT	776.69	123115.72	551758.69
1619	228+43.88	27.67' LT	776.54	123119.03	551758.73
1620	228+39.25	23.86' LT	776.64	123115.65	551763.69
1621	228+33.87	25.50' LT	776.70	123110.03	551763.61
1622	228+31.75	25.50' LT	776.65	123107.99	551764.20



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

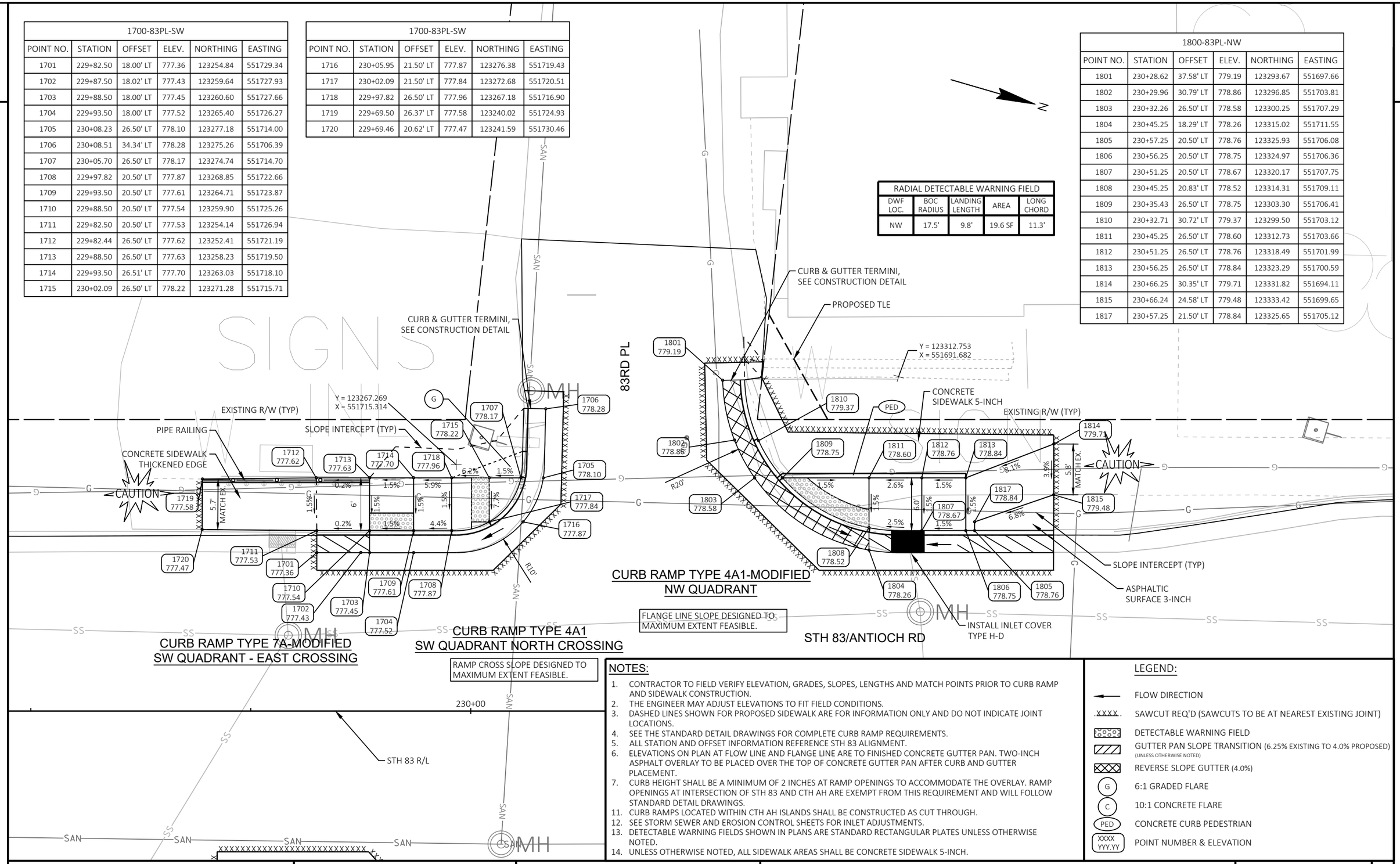
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 84TH STREET	SHEET 47	E

1700-83PL-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1701	229+82.50	18.00' LT	777.36	123254.84	551729.34
1702	229+87.50	18.02' LT	777.43	123259.64	551727.93
1703	229+88.50	18.00' LT	777.45	123260.60	551727.66
1704	229+93.50	18.00' LT	777.52	123265.40	551726.27
1705	230+08.23	26.50' LT	778.10	123277.18	551714.00
1706	230+08.51	34.34' LT	778.28	123275.26	551706.39
1707	230+05.70	26.50' LT	778.17	123274.74	551714.70
1708	229+97.82	20.50' LT	777.87	123268.85	551722.66
1709	229+93.50	20.50' LT	777.61	123264.71	551723.87
1710	229+88.50	20.50' LT	777.54	123259.90	551725.26
1711	229+82.50	20.50' LT	777.53	123254.14	551726.94
1712	229+82.44	26.50' LT	777.62	123252.41	551721.19
1713	229+88.50	26.50' LT	777.63	123258.23	551719.50
1714	229+93.50	26.51' LT	777.70	123263.03	551718.10
1715	230+02.09	26.50' LT	778.22	123271.28	551715.71

1700-83PL-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1716	230+05.95	21.50' LT	777.87	123276.38	551719.43
1717	230+02.09	21.50' LT	777.84	123272.68	551720.51
1718	229+97.82	26.50' LT	777.96	123267.18	551716.90
1719	229+69.50	26.37' LT	777.58	123240.02	551724.93
1720	229+69.46	20.62' LT	777.47	123241.59	551730.46

1800-83PL-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1801	230+28.62	37.58' LT	779.19	123293.67	551697.66
1802	230+29.96	30.79' LT	778.86	123296.85	551703.81
1803	230+32.26	26.50' LT	778.58	123300.25	551707.29
1804	230+45.25	18.29' LT	778.26	123315.02	551711.55
1805	230+57.25	20.50' LT	778.76	123325.93	551706.08
1806	230+56.25	20.50' LT	778.75	123324.97	551706.36
1807	230+51.25	20.50' LT	778.67	123320.17	551707.75
1808	230+45.25	20.83' LT	778.52	123314.31	551709.11
1809	230+35.43	26.50' LT	778.75	123303.30	551706.41
1810	230+32.71	30.72' LT	779.37	123299.50	551703.12
1811	230+45.25	26.50' LT	778.60	123312.73	551703.66
1812	230+51.25	26.50' LT	778.76	123318.49	551701.99
1813	230+56.25	26.50' LT	778.84	123323.29	551700.59
1814	230+66.25	30.35' LT	779.71	123331.82	551694.11
1815	230+66.24	24.58' LT	779.48	123333.42	551699.65
1817	230+57.25	21.50' LT	778.84	123325.65	551705.12

RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
NW	17.5'	9.8'	19.6 SF	11.3'



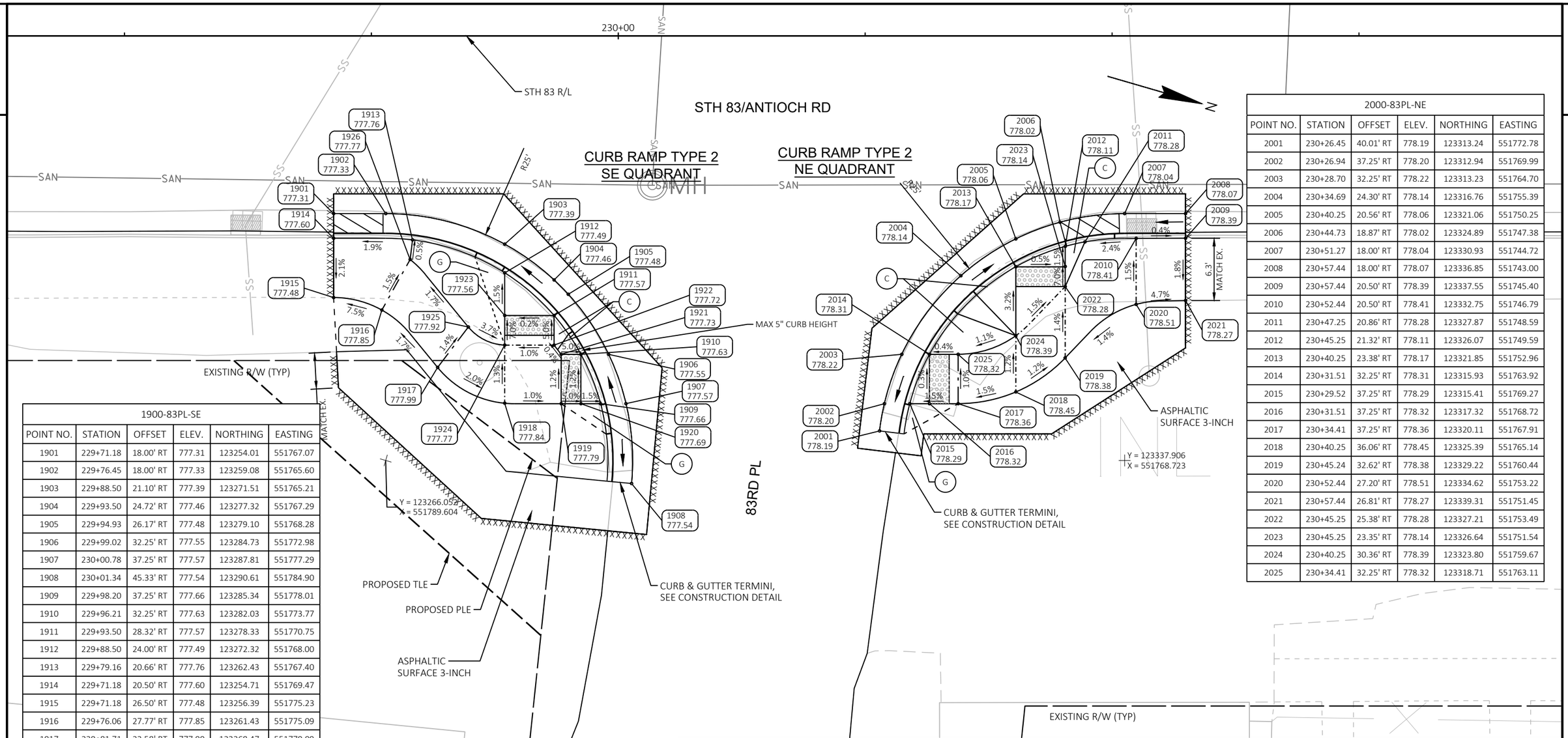
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
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14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 83RD PLACE	SHEET 48	E



1900-83PL-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1901	229+71.18	18.00' RT	777.31	123254.01	551767.07
1902	229+76.45	18.00' RT	777.33	123259.08	551765.60
1903	229+88.50	21.10' RT	777.39	123271.51	551765.21
1904	229+93.50	24.72' RT	777.46	123277.32	551767.29
1905	229+94.93	26.17' RT	777.48	123279.10	551768.28
1906	229+99.02	32.25' RT	777.55	123284.73	551772.98
1907	230+00.78	37.25' RT	777.57	123287.81	551777.29
1908	230+01.34	45.33' RT	777.54	123290.61	551784.90
1909	229+98.20	37.25' RT	777.66	123285.34	551778.01
1910	229+96.21	32.25' RT	777.63	123282.03	551773.77
1911	229+93.50	28.32' RT	777.57	123278.33	551770.75
1912	229+88.50	24.00' RT	777.49	123272.32	551768.00
1913	229+79.16	20.66' RT	777.76	123262.43	551767.40
1914	229+71.18	20.50' RT	777.60	123254.71	551769.47
1915	229+71.18	26.50' RT	777.48	123256.39	551775.23
1916	229+76.06	27.77' RT	777.85	123261.43	551775.09
1917	229+81.71	33.58' RT	777.99	123268.47	551779.09
1918	229+88.50	37.20' RT	777.84	123276.01	551780.68
1919	229+94.21	37.25' RT	777.79	123281.51	551779.13
1920	229+96.21	37.25' RT	777.69	123283.43	551778.57
1921	229+94.21	32.25' RT	777.73	123280.11	551774.32
1922	229+93.50	31.32' RT	777.72	123279.17	551773.63
1923	229+88.50	28.32' RT	777.56	123273.53	551772.14
1924	229+88.50	31.32' RT	777.77	123274.36	551775.02
1925	229+84.81	29.48' RT	777.92	123270.32	551774.29
1926	229+78.92	22.65' RT	777.77	123262.75	551769.37

2000-83PL-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2001	230+26.45	40.01' RT	778.19	123313.24	551772.78
2002	230+26.94	37.25' RT	778.20	123312.94	551769.99
2003	230+28.70	32.25' RT	778.22	123313.23	551764.70
2004	230+34.69	24.30' RT	778.14	123316.76	551755.39
2005	230+40.25	20.56' RT	778.06	123321.06	551750.25
2006	230+44.73	18.87' RT	778.02	123324.89	551747.38
2007	230+51.27	18.00' RT	778.04	123330.93	551744.72
2008	230+57.44	18.00' RT	778.07	123336.85	551743.00
2009	230+57.44	20.50' RT	778.39	123337.55	551745.40
2010	230+52.44	20.50' RT	778.41	123332.75	551746.79
2011	230+47.25	20.86' RT	778.28	123327.87	551748.59
2012	230+45.25	21.32' RT	778.11	123326.07	551749.59
2013	230+40.25	23.38' RT	778.17	123321.85	551752.96
2014	230+31.51	32.25' RT	778.31	123315.93	551763.92
2015	230+29.52	37.25' RT	778.29	123315.41	551769.27
2016	230+31.51	37.25' RT	778.32	123317.32	551768.72
2017	230+34.41	37.25' RT	778.36	123320.11	551767.91
2018	230+40.25	36.06' RT	778.45	123325.39	551765.14
2019	230+45.24	32.62' RT	778.38	123329.22	551760.44
2020	230+52.44	27.20' RT	778.51	123334.62	551753.22
2021	230+57.44	26.81' RT	778.27	123339.31	551751.45
2022	230+45.25	25.38' RT	778.28	123327.21	551753.49
2023	230+45.25	23.35' RT	778.14	123326.64	551751.54
2024	230+40.25	30.36' RT	778.39	123323.80	551759.67
2025	230+34.41	32.25' RT	778.32	123318.71	551763.11

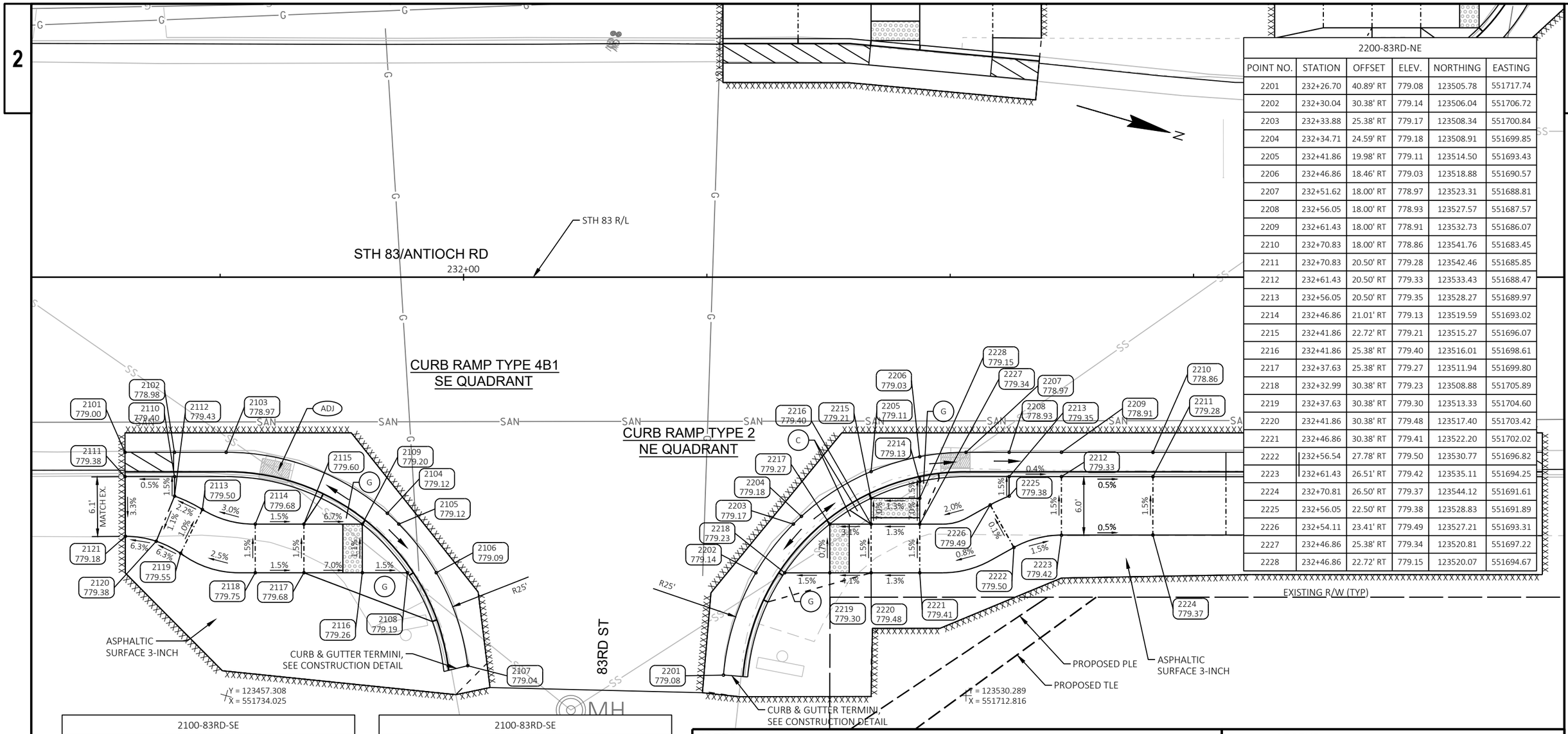
NOTES:

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
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LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX / YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 83RD PLACE	SHEET 49	E



2200-83RD-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2201	232+26.70	40.89' RT	779.08	123505.78	551717.74
2202	232+30.04	30.38' RT	779.14	123506.04	551706.72
2203	232+33.88	25.38' RT	779.17	123508.34	551700.84
2204	232+34.71	24.59' RT	779.18	123508.91	551699.85
2205	232+41.86	19.98' RT	779.11	123514.50	551693.43
2206	232+46.86	18.46' RT	779.03	123518.88	551690.57
2207	232+51.62	18.00' RT	778.97	123523.31	551688.81
2208	232+56.05	18.00' RT	778.93	123527.57	551687.57
2209	232+61.43	18.00' RT	778.91	123532.73	551686.07
2210	232+70.83	18.00' RT	778.86	123541.76	551683.45
2211	232+70.83	20.50' RT	779.28	123542.46	551685.85
2212	232+61.43	20.50' RT	779.33	123533.43	551688.47
2213	232+56.05	20.50' RT	779.35	123528.27	551689.97
2214	232+46.86	21.01' RT	779.13	123519.59	551693.02
2215	232+41.86	22.72' RT	779.21	123515.27	551696.07
2216	232+41.86	25.38' RT	779.40	123516.01	551698.61
2217	232+37.63	25.38' RT	779.27	123511.94	551699.80
2218	232+32.99	30.38' RT	779.23	123508.88	551705.89
2219	232+37.63	30.38' RT	779.30	123513.33	551704.60
2220	232+41.86	30.38' RT	779.48	123517.40	551703.42
2221	232+46.86	30.38' RT	779.41	123522.20	551702.02
2222	232+56.54	27.78' RT	779.50	123530.77	551696.82
2223	232+61.43	26.51' RT	779.42	123535.11	551694.25
2224	232+70.81	26.50' RT	779.37	123544.12	551691.61
2225	232+56.05	22.50' RT	779.38	123528.83	551691.89
2226	232+54.11	23.41' RT	779.49	123527.21	551693.31
2227	232+46.86	25.38' RT	779.34	123520.81	551697.22
2228	232+46.86	22.72' RT	779.15	123520.07	551694.67

2100-83RD-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2101	231+65.22	18.00' RT	779.00	123440.35	551712.92
2102	231+70.31	18.01' RT	778.98	123445.24	551711.51
2103	231+75.61	18.00' RT	778.97	123450.33	551710.02
2104	231+92.17	24.27' RT	779.12	123467.98	551711.42
2105	231+93.35	25.38' RT	779.12	123469.42	551712.15
2106	231+97.19	30.38' RT	779.09	123474.51	551715.88
2107	232+00.42	39.92' RT	779.04	123480.27	551724.15
2108	231+94.24	30.38' RT	779.19	123471.67	551716.71
2109	231+89.60	25.38' RT	779.20	123465.82	551713.20
2110	231+70.31	20.50' RT	779.40	123445.94	551713.90
2111	231+65.22	20.50' RT	779.38	123441.05	551715.32

2100-83RD-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2112	231+70.31	22.50' RT	779.43	123446.49	551715.82
2113	231+73.17	23.88' RT	779.50	123449.62	551716.34
2114	231+78.60	25.38' RT	779.68	123455.26	551716.27
2115	231+83.60	25.38' RT	779.60	123460.06	551714.87
2116	231+89.60	30.38' RT	779.26	123467.22	551718.00
2117	231+83.60	30.38' RT	779.68	123461.46	551719.67
2118	231+78.60	30.38' RT	779.75	123456.65	551721.07
2119	231+70.94	28.38' RT	779.55	123448.73	551721.29
2120	231+68.43	27.14' RT	779.38	123445.98	551720.80
2121	231+65.27	26.63' RT	779.18	123442.80	551721.19

NOTES:

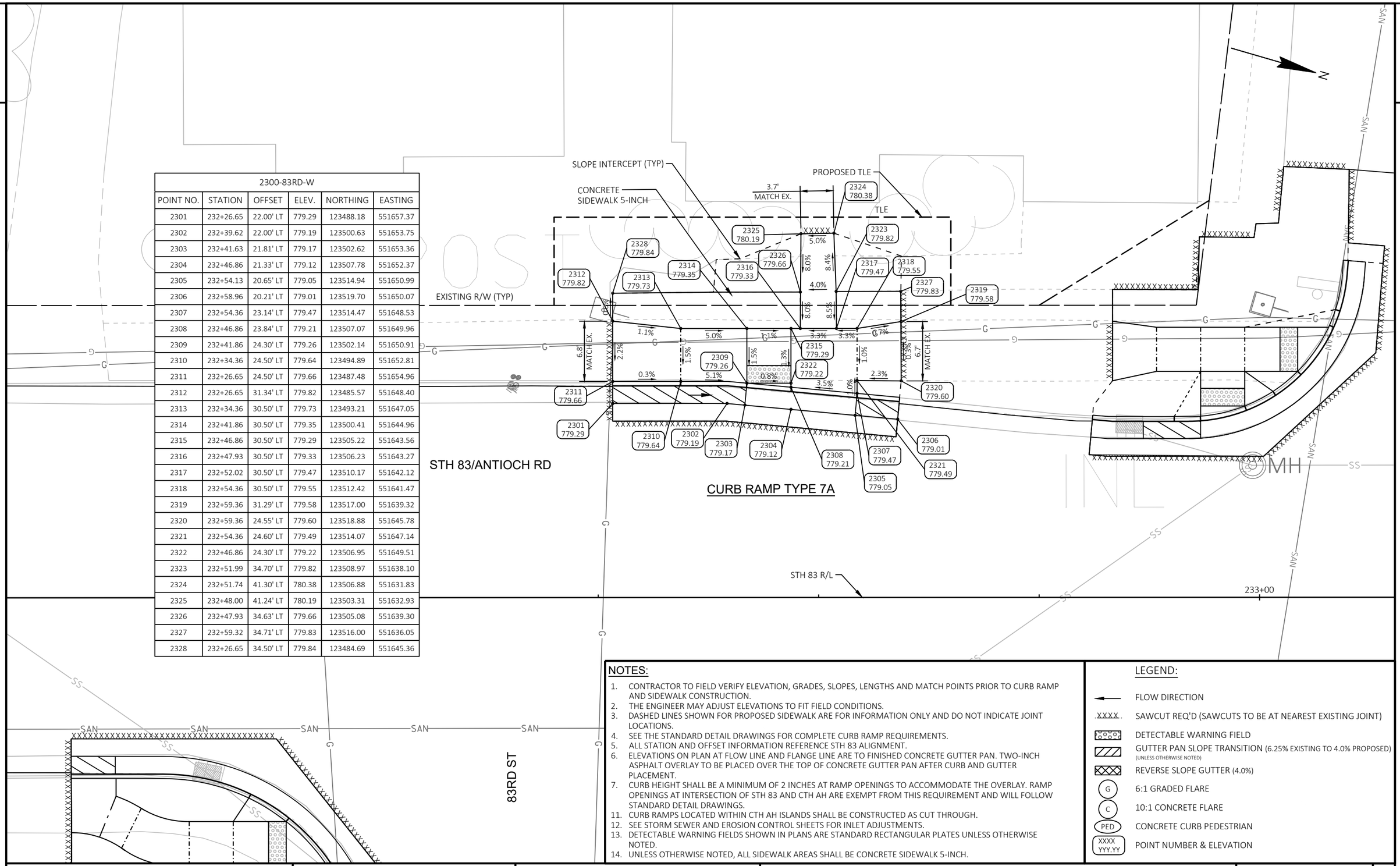
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5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 83RD STREET	SHEET 50	E

2300-83RD-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2301	232+26.65	22.00' LT	779.29	123488.18	551657.37
2302	232+39.62	22.00' LT	779.19	123500.63	551653.75
2303	232+41.63	21.81' LT	779.17	123502.62	551653.36
2304	232+46.86	21.33' LT	779.12	123507.78	551652.37
2305	232+54.13	20.65' LT	779.05	123514.94	551650.99
2306	232+58.96	20.21' LT	779.01	123519.70	551650.07
2307	232+54.36	23.14' LT	779.47	123514.47	551648.53
2308	232+46.86	23.84' LT	779.21	123507.07	551649.96
2309	232+41.86	24.30' LT	779.26	123502.14	551650.91
2310	232+34.36	24.50' LT	779.64	123494.89	551652.81
2311	232+26.65	24.50' LT	779.66	123487.48	551654.96
2312	232+26.65	31.34' LT	779.82	123485.57	551648.40
2313	232+34.36	30.50' LT	779.73	123493.21	551647.05
2314	232+41.86	30.50' LT	779.35	123500.41	551644.96
2315	232+46.86	30.50' LT	779.29	123505.22	551643.56
2316	232+47.93	30.50' LT	779.33	123506.23	551643.27
2317	232+52.02	30.50' LT	779.47	123510.17	551642.12
2318	232+54.36	30.50' LT	779.55	123512.42	551641.47
2319	232+59.36	31.29' LT	779.58	123517.00	551639.32
2320	232+59.36	24.55' LT	779.60	123518.88	551645.78
2321	232+54.36	24.60' LT	779.49	123514.07	551647.14
2322	232+46.86	24.30' LT	779.22	123506.95	551649.51
2323	232+51.99	34.70' LT	779.82	123508.97	551638.10
2324	232+51.74	41.30' LT	780.38	123506.88	551631.83
2325	232+48.00	41.24' LT	780.19	123503.31	551632.93
2326	232+47.93	34.63' LT	779.66	123505.08	551639.30
2327	232+59.32	34.71' LT	779.83	123516.00	551636.05
2328	232+26.65	34.50' LT	779.84	123484.69	551645.36



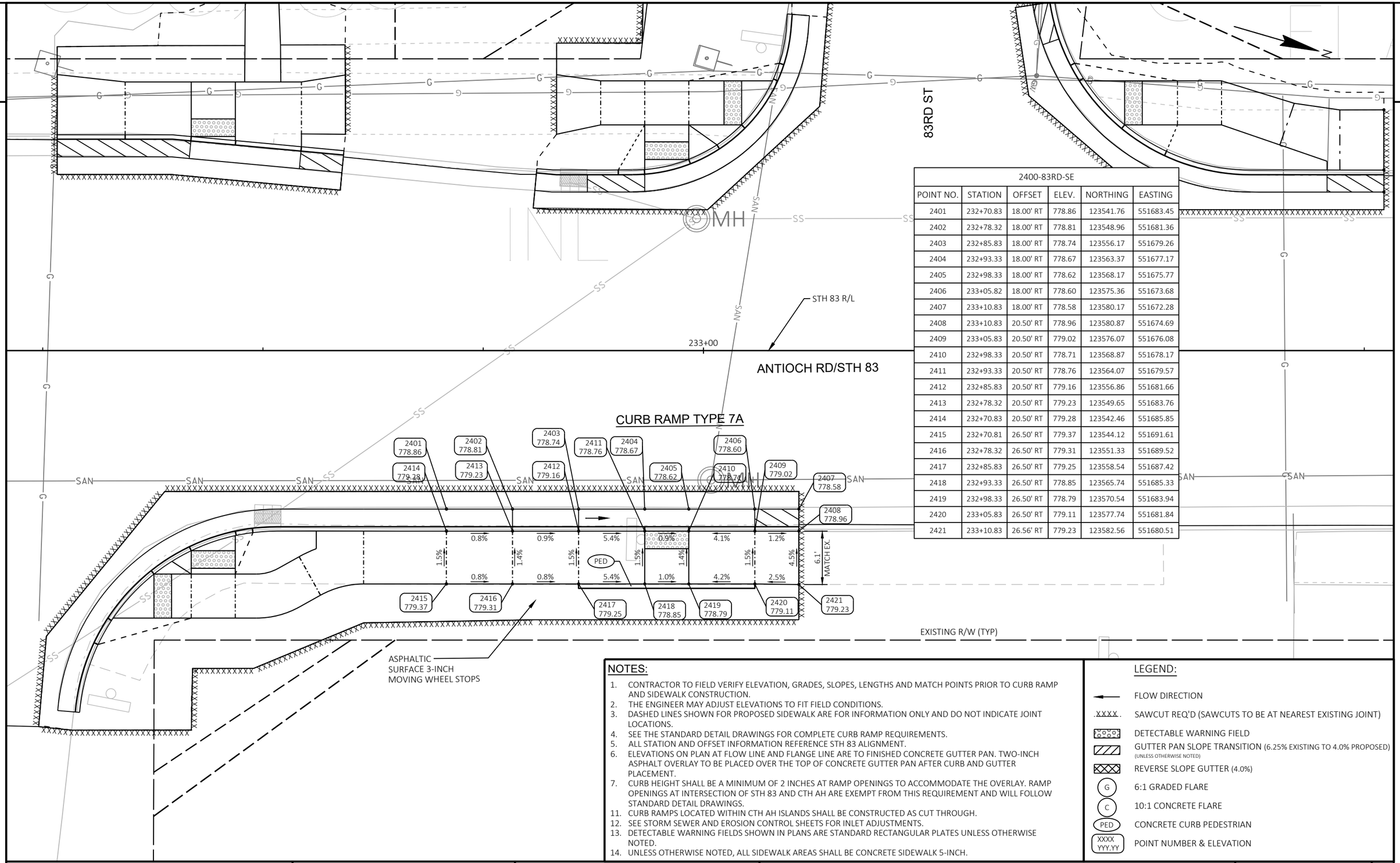
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 83RD STREET	SHEET 51	E



2400-83RD-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2401	232+70.83	18.00' RT	778.86	123541.76	551683.45
2402	232+78.32	18.00' RT	778.81	123548.96	551681.36
2403	232+85.83	18.00' RT	778.74	123556.17	551679.26
2404	232+93.33	18.00' RT	778.67	123563.37	551677.17
2405	232+98.33	18.00' RT	778.62	123568.17	551675.77
2406	233+05.82	18.00' RT	778.60	123575.36	551673.68
2407	233+10.83	18.00' RT	778.58	123580.17	551672.28
2408	233+10.83	20.50' RT	778.96	123580.87	551674.69
2409	233+05.83	20.50' RT	779.02	123576.07	551676.08
2410	232+98.33	20.50' RT	778.71	123568.87	551678.17
2411	232+93.33	20.50' RT	778.76	123564.07	551679.57
2412	232+85.83	20.50' RT	779.16	123556.86	551681.66
2413	232+78.32	20.50' RT	779.23	123549.65	551683.76
2414	232+70.83	20.50' RT	779.28	123542.46	551685.85
2415	232+70.81	26.50' RT	779.37	123544.12	551691.61
2416	232+78.32	26.50' RT	779.31	123551.33	551689.52
2417	232+85.83	26.50' RT	779.25	123558.54	551687.42
2418	232+93.33	26.50' RT	778.85	123565.74	551685.33
2419	232+98.33	26.50' RT	778.79	123570.54	551683.94
2420	233+05.83	26.50' RT	779.11	123577.74	551681.84
2421	233+10.83	26.56' RT	779.23	123582.56	551680.51

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

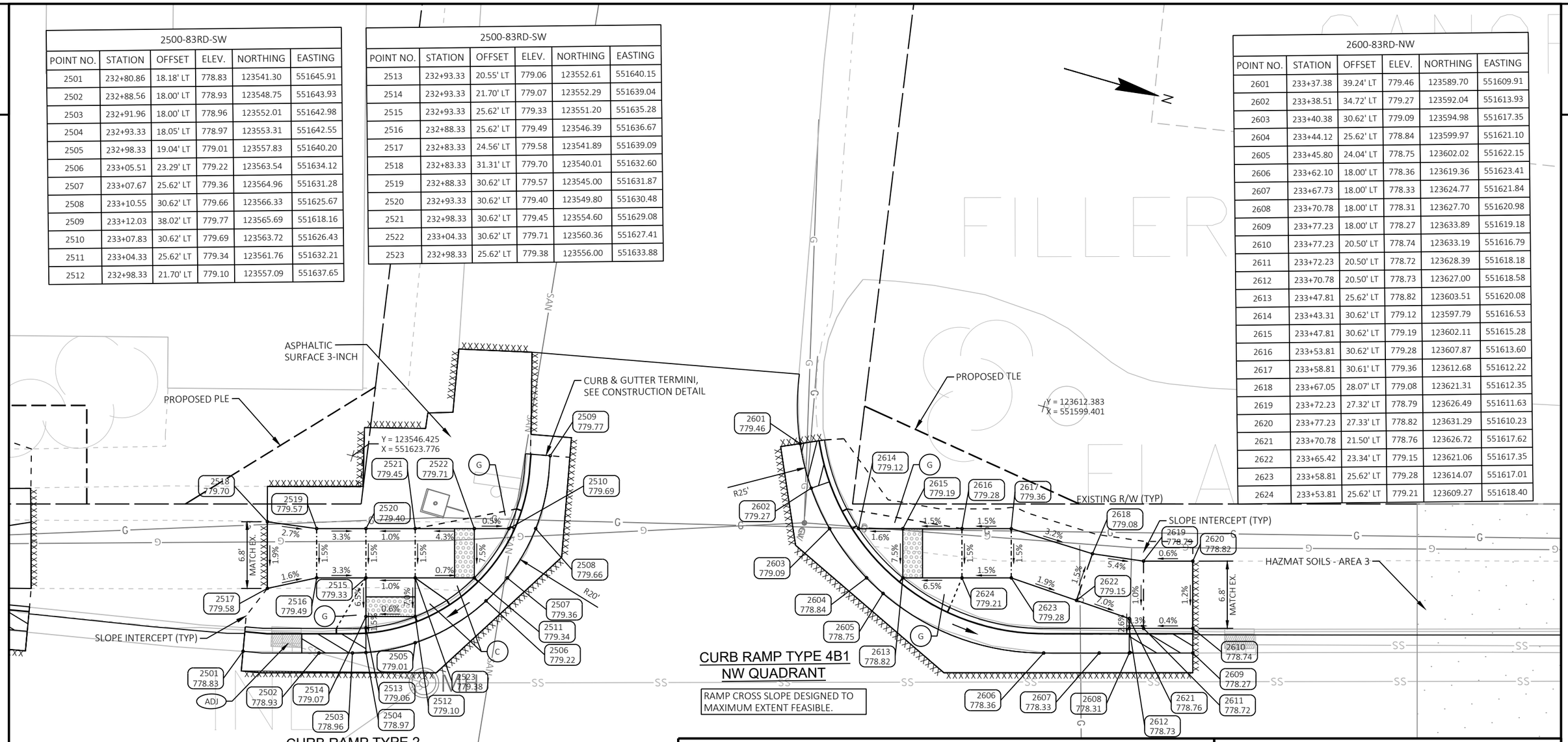
- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 82ND STREET	SHEET 52	E

2500-83RD-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2501	232+80.86	18.18' LT	778.83	123541.30	551645.91
2502	232+88.56	18.00' LT	778.93	123548.75	551643.93
2503	232+91.96	18.00' LT	778.96	123552.01	551642.98
2504	232+93.33	18.05' LT	778.97	123553.31	551642.55
2505	232+98.33	19.04' LT	779.01	123557.83	551640.20
2506	233+05.51	23.29' LT	779.22	123563.54	551634.12
2507	233+07.67	25.62' LT	779.36	123564.96	551631.28
2508	233+10.55	30.62' LT	779.66	123566.33	551625.67
2509	233+12.03	38.02' LT	779.77	123565.69	551618.16
2510	233+07.83	30.62' LT	779.69	123563.72	551626.43
2511	233+04.33	25.62' LT	779.34	123561.76	551632.21
2512	232+98.33	21.70' LT	779.10	123557.09	551637.65

2500-83RD-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2513	232+93.33	20.55' LT	779.06	123552.61	551640.15
2514	232+93.33	21.70' LT	779.07	123552.29	551639.04
2515	232+93.33	25.62' LT	779.33	123551.20	551635.28
2516	232+88.33	25.62' LT	779.49	123546.39	551636.67
2517	232+83.33	24.56' LT	779.58	123541.89	551639.09
2518	232+83.33	31.31' LT	779.70	123540.01	551632.60
2519	232+88.33	30.62' LT	779.57	123545.00	551631.87
2520	232+93.33	30.62' LT	779.40	123549.80	551630.48
2521	232+98.33	30.62' LT	779.45	123554.60	551629.08
2522	233+04.33	30.62' LT	779.71	123560.36	551627.41
2523	232+98.33	25.62' LT	779.38	123556.00	551633.88

2600-83RD-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2601	233+37.38	39.24' LT	779.46	123589.70	551609.91
2602	233+38.51	34.72' LT	779.27	123592.04	551613.93
2603	233+40.38	30.62' LT	779.09	123594.98	551617.35
2604	233+44.12	25.62' LT	778.84	123599.97	551621.10
2605	233+45.80	24.04' LT	778.75	123602.02	551622.15
2606	233+62.10	18.00' LT	778.36	123619.36	551623.41
2607	233+67.73	18.00' LT	778.33	123624.77	551621.84
2608	233+70.78	18.00' LT	778.31	123627.70	551620.98
2609	233+77.23	18.00' LT	778.27	123633.89	551619.18
2610	233+77.23	20.50' LT	778.74	123633.19	551616.79
2611	233+72.23	20.50' LT	778.72	123628.39	551618.18
2612	233+70.78	20.50' LT	778.73	123627.00	551618.58
2613	233+47.81	25.62' LT	778.82	123603.51	551620.08
2614	233+43.31	30.62' LT	779.12	123597.79	551616.53
2615	233+47.81	30.62' LT	779.19	123602.11	551615.28
2616	233+53.81	30.62' LT	779.28	123607.87	551613.60
2617	233+58.81	30.61' LT	779.36	123612.68	551612.22
2618	233+67.05	28.07' LT	779.08	123621.31	551612.35
2619	233+72.23	27.32' LT	778.79	123626.49	551611.63
2620	233+77.23	27.33' LT	778.82	123631.29	551610.23
2621	233+70.78	21.50' LT	778.76	123626.72	551617.62
2622	233+65.42	23.34' LT	779.15	123621.06	551617.35
2623	233+58.81	25.62' LT	779.28	123614.07	551617.01
2624	233+53.81	25.62' LT	779.21	123609.27	551618.40



NOTES:

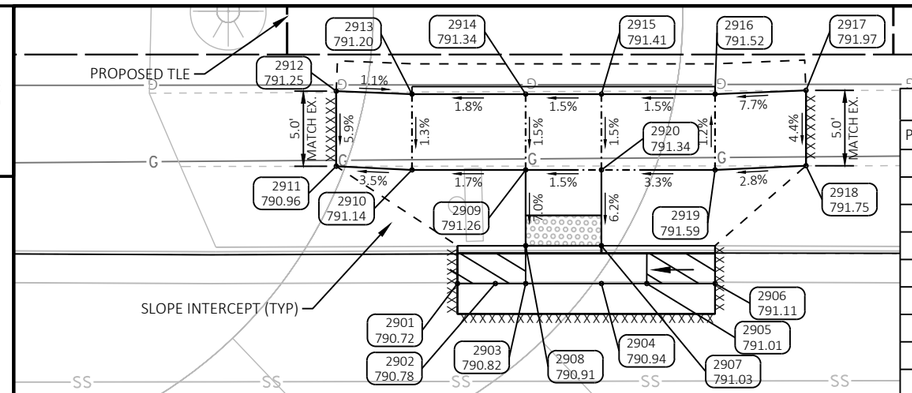
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

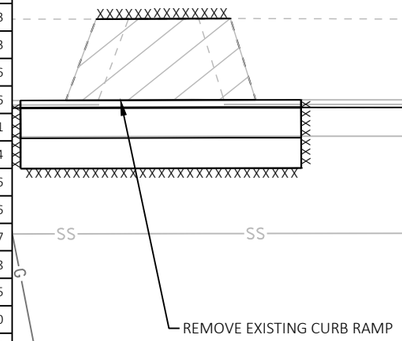
- FLOW DIRECTION
- XXXX SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 82ND STREET	SHEET 53	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021318-cr
PLOT DATE : 1/31/2023 4:37 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



2900-81ST-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2901	245+51.24	18.00' LT	790.72	124760.79	551290.13
2902	245+53.74	18.00' LT	790.78	124763.19	551289.43
2903	245+55.74	18.00' LT	790.82	124765.11	551288.86
2904	245+60.74	18.00' LT	790.94	124769.91	551287.46
2905	245+63.73	18.00' LT	791.01	124772.78	551286.61
2906	245+68.24	18.00' LT	791.11	124777.10	551285.34
2907	245+60.74	20.50' LT	791.03	124769.20	551285.06
2908	245+55.74	20.50' LT	790.91	124764.40	551286.46
2909	245+55.74	25.50' LT	791.26	124763.00	551281.67
2910	245+48.24	25.50' LT	791.14	124755.80	551283.78
2911	245+43.24	25.74' LT	790.96	124750.93	551284.95
2912	245+43.24	30.70' LT	791.25	124749.54	551280.20
2913	245+48.24	30.50' LT	791.20	124754.39	551278.98

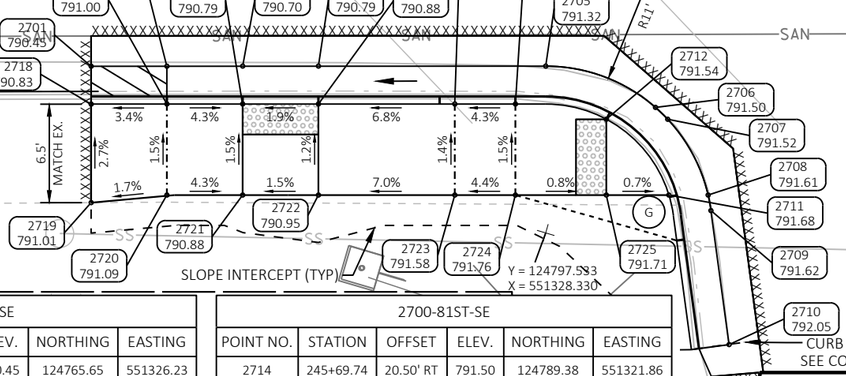


2900-81ST-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2914	245+55.74	30.50' LT	791.34	124761.59	551276.87
2915	245+60.74	30.50' LT	791.41	124766.39	551275.46
2916	245+68.24	30.50' LT	791.52	124773.58	551273.35
2917	245+74.24	30.75' LT	791.97	124779.27	551271.42
2918	245+74.24	25.78' LT	791.75	124780.67	551276.19
2919	245+68.24	25.50' LT	791.59	124774.99	551278.15
2920	245+60.74	25.50' LT	791.34	124767.79	551280.26

246+00

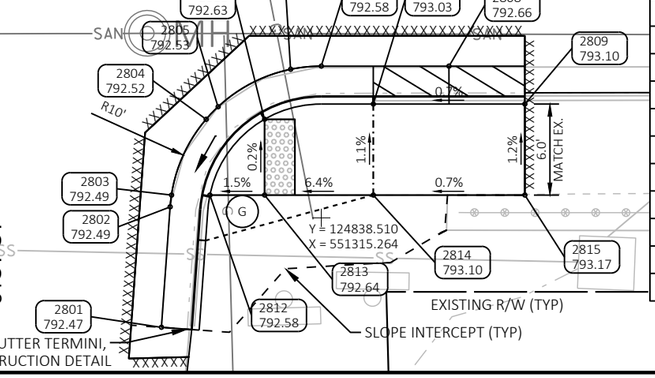
STH 83/ANTIOCH RD

STH 83 R/L



2700-81ST-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2701	245+45.74	18.00' RT	790.45	124765.65	551326.23
2702	245+50.74	18.00' RT	790.58	124770.45	551324.82
2703	245+55.74	18.00' RT	790.70	124775.25	551323.41
2704	245+60.74	18.00' RT	790.79	124780.04	551322.00
2705	245+75.74	18.00' RT	791.32	124794.44	551317.78
2706	245+82.98	20.72' RT	791.50	124802.15	551318.34
2707	245+83.78	21.50' RT	791.52	124803.14	551318.87
2708	245+86.45	26.50' RT	791.61	124807.11	551322.92
2709	245+86.64	27.53' RT	791.62	124807.58	551323.85
2710	245+87.84	36.37' RT	792.05	124811.22	551332.00
2711	245+83.86	26.50' RT	791.68	124804.62	551323.64
2712	245+79.74	21.50' RT	791.54	124799.26	551320.01
2713	245+73.74	20.50' RT	791.67	124793.22	551320.74

2700-81ST-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2714	245+69.74	20.50' RT	791.50	124789.38	551321.86
2715	245+60.74	20.50' RT	790.88	124780.75	551324.40
2716	245+55.74	20.50' RT	790.79	124775.95	551325.81
2717	245+50.74	20.50' RT	791.00	124771.15	551327.21
2718	245+45.74	20.50' RT	790.83	124766.35	551328.62
2719	245+45.74	27.00' RT	791.01	124768.18	551334.86
2720	245+50.74	26.50' RT	791.09	124772.84	551332.97
2721	245+55.74	26.50' RT	790.88	124777.64	551331.56
2722	245+60.74	26.50' RT	790.95	124782.44	551330.16
2723	245+69.74	26.50' RT	791.58	124791.07	551327.62
2724	245+73.74	26.50' RT	791.76	124794.91	551326.49
2725	245+79.74	26.50' RT	791.71	124800.67	551324.81



2800-81ST-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2801	246+08.19	35.23' RT	792.47	124830.43	551325.17
2802	246+08.76	27.28' RT	792.49	124828.74	551317.38
2803	246+08.85	26.50' RT	792.49	124828.60	551316.61
2804	246+11.14	21.50' RT	792.52	124829.39	551311.17
2805	246+11.92	20.68' RT	792.53	124829.91	551310.16
2806	246+16.71	18.21' RT	792.56	124833.81	551306.44
2807	246+18.74	18.00' RT	792.58	124835.69	551305.67
2808	246+27.16	18.00' RT	792.66	124843.78	551303.30
2809	246+32.17	20.50' RT	793.10	124849.29	551304.29
2810	246+22.17	20.50' RT	793.03	124839.69	551307.10
2811	246+14.99	21.50' RT	792.63	124833.09	551310.08
2812	246+11.39	26.50' RT	792.58	124831.04	551315.89
2813	246+14.99	26.50' RT	792.64	124834.50	551314.88
2814	246+22.17	26.50' RT	793.10	124841.38	551312.86
2815	246+32.17	26.50' RT	793.17	124850.98	551310.04

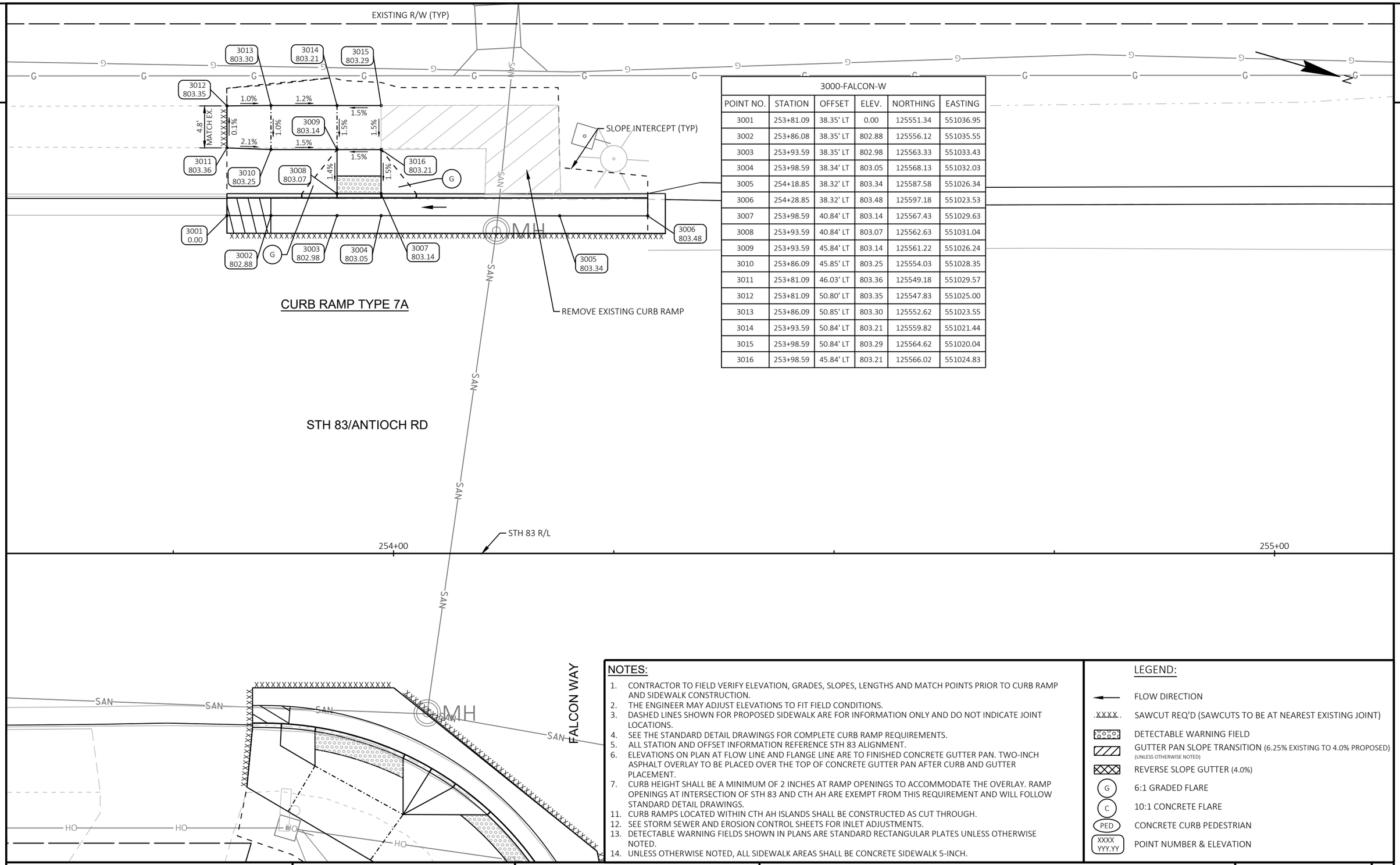
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - 81ST STREET	SHEET 54	E



3000-FALCON-W					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
3001	253+81.09	38.35' LT	0.00	125551.34	551036.95
3002	253+86.08	38.35' LT	802.88	125556.12	551035.55
3003	253+93.59	38.35' LT	802.98	125563.33	551033.43
3004	253+98.59	38.34' LT	803.05	125568.13	551032.03
3005	254+18.85	38.32' LT	803.34	125587.58	551026.34
3006	254+28.85	38.32' LT	803.48	125597.18	551023.53
3007	253+98.59	40.84' LT	803.14	125567.43	551029.63
3008	253+93.59	40.84' LT	803.07	125562.63	551031.04
3009	253+93.59	45.84' LT	803.14	125561.22	551026.24
3010	253+86.09	45.85' LT	803.25	125554.03	551028.35
3011	253+81.09	46.03' LT	803.36	125549.18	551029.57
3012	253+81.09	50.80' LT	803.35	125547.83	551025.00
3013	253+86.09	50.85' LT	803.30	125552.62	551023.55
3014	253+93.59	50.84' LT	803.21	125559.82	551021.44
3015	253+98.59	50.84' LT	803.29	125564.62	551020.04
3016	253+98.59	45.84' LT	803.21	125566.02	551024.83

NOTES:

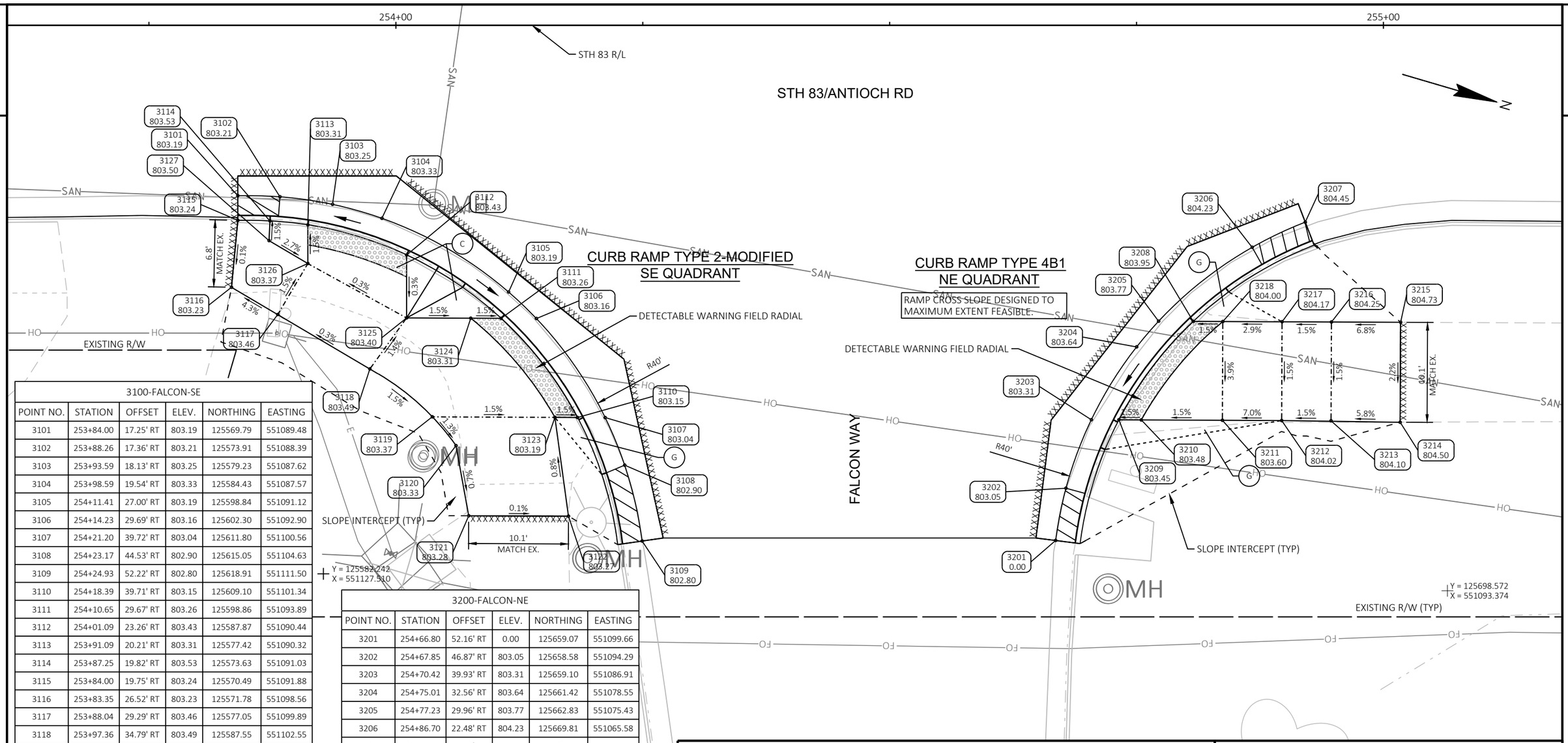
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - FALCON WAY	SHEET 55	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021320-cr
PLOT DATE : 1/31/2023 4:38 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : ##########



3100-FALCON-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
3101	253+84.00	17.25' RT	803.19	125569.79	551089.48
3102	253+88.26	17.36' RT	803.21	125573.91	551088.39
3103	253+93.59	18.13' RT	803.25	125579.23	551087.62
3104	253+98.59	19.54' RT	803.33	125584.43	551087.57
3105	254+11.41	27.00' RT	803.19	125598.84	551091.12
3106	254+14.23	29.69' RT	803.16	125602.30	551092.90
3107	254+21.20	39.72' RT	803.04	125611.80	551100.56
3108	254+23.17	44.53' RT	802.90	125615.05	551104.63
3109	254+24.93	52.22' RT	802.80	125618.91	551111.50
3110	254+18.39	39.71' RT	803.15	125609.10	551101.34
3111	254+10.65	29.67' RT	803.26	125598.86	551093.89
3112	254+01.09	23.26' RT	803.43	125587.87	551090.44
3113	253+91.09	20.21' RT	803.31	125577.42	551090.32
3114	253+87.25	19.82' RT	803.53	125573.63	551091.03
3115	253+84.00	19.75' RT	803.24	125570.49	551091.88
3116	253+83.35	26.52' RT	803.23	125571.78	551098.56
3117	253+88.04	29.29' RT	803.46	125577.05	551099.89
3118	253+97.36	34.79' RT	803.49	125587.55	551102.55
3119	254+03.69	39.64' RT	803.37	125594.98	551105.42
3120	254+06.09	42.56' RT	803.33	125598.11	551107.55
3121	254+07.38	49.66' RT	803.28	125601.34	551113.99
3122	254+17.48	49.70' RT	803.27	125611.05	551111.19
3123	254+16.10	39.70' RT	803.19	125606.91	551101.98
3124	254+07.58	29.66' RT	803.31	125595.91	551094.74
3125	254+01.09	29.63' RT	803.40	125589.67	551096.55
3126	253+91.09	24.12' RT	803.37	125578.52	551094.08
3127	253+87.16	21.80' RT	803.50	125574.10	551092.96

3200-FALCON-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
3201	254+66.80	52.16' RT	0.00	125659.07	551099.66
3202	254+67.85	46.87' RT	803.05	125658.58	551094.29
3203	254+70.42	39.93' RT	803.31	125659.10	551086.91
3204	254+75.01	32.56' RT	803.64	125661.42	551078.55
3205	254+77.23	29.96' RT	803.77	125662.83	551075.43
3206	254+86.70	22.48' RT	804.23	125669.81	551065.58
3207	254+92.08	19.93' RT	804.45	125674.25	551061.62
3208	254+80.74	29.98' RT	803.95	125666.20	551074.45
3209	254+73.21	39.95' RT	803.45	125661.78	551086.14
3210	254+75.48	39.96' RT	803.48	125663.95	551085.51
3211	254+83.69	39.99' RT	803.60	125671.85	551083.23
3212	254+89.69	40.02' RT	804.02	125677.61	551081.57
3213	254+94.69	40.04' RT	804.10	125682.42	551080.18
3214	255+01.69	40.19' RT	804.50	125689.18	551078.35
3215	255+01.74	30.07' RT	804.73	125686.37	551068.63
3216	254+94.74	30.04' RT	804.25	125679.64	551070.57
3217	254+89.74	30.02' RT	804.17	125674.84	551071.96
3218	254+83.74	29.99' RT	804.00	125669.07	551073.62

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 83 ALIGNMENT.
6. ELEVATIONS ON PLAN AT FLOW LINE AND FLANGE LINE ARE TO FINISHED CONCRETE GUTTER PAN. TWO-INCH ASPHALT OVERLAY TO BE PLACED OVER THE TOP OF CONCRETE GUTTER PAN AFTER CURB AND GUTTER PLACEMENT.
7. CURB HEIGHT SHALL BE A MINIMUM OF 2 INCHES AT RAMP OPENINGS TO ACCOMMODATE THE OVERLAY. RAMP OPENINGS AT INTERSECTION OF STH 83 AND CTH AH ARE EXEMPT FROM THIS REQUIREMENT AND WILL FOLLOW STANDARD DETAIL DRAWINGS.
11. CURB RAMPS LOCATED WITHIN CTH AH ISLANDS SHALL BE CONSTRUCTED AS CUT THROUGH.
12. SEE STORM SEWER AND EROSION CONTROL SHEETS FOR INLET ADJUSTMENTS.
13. DETECTABLE WARNING FIELDS SHOWN IN PLANS ARE STANDARD RECTANGULAR PLATES UNLESS OTHERWISE NOTED.
14. UNLESS OTHERWISE NOTED, ALL SIDEWALK AREAS SHALL BE CONCRETE SIDEWALK 5-INCH.

LEGEND:

- FLOW DIRECTION
- .XXXX. SAWCUT REQ'D (SAWCUTS TO BE AT NEAREST EXISTING JOINT)
- DETECTABLE WARNING FIELD
- GUTTER PAN SLOPE TRANSITION (6.25% EXISTING TO 4.0% PROPOSED) (UNLESS OTHERWISE NOTED)
- REVERSE SLOPE GUTTER (4.0%)
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	CURB RAMP DETAILS - FALCON WAY	SHEET 56	E

2

2

N

CAUTION

STH 83

SLOPE INTERCEPT

260 STA 199+47, 61.9' RT
APRON ENDWALLS FOR CPRC 18-INCH

EXISTING R/W

STA 199+20, 30.8' RT
INLETS 4-HM-GJ

259

259B

258A

INSTALL INLET COVER
TYPE HM-GJ

259A STA 199+19, 23.0' RT
MANHOLES 5-J

CTH AH

CTH AH R/L

8+00 9+00 10+00 11+00 12+00 13+00

199+00

263A

263 STA 198+68, 46.4' LT
INLETS 4-HM-GJ

262A

198+00

STH 83 R/L

805 800 795 790 785 780

263

796.48

PROPOSED PROFILE

EXISTING PROFILE

SSPRC CLASS IV 12-INCH @ 0.90%

SSPRC CLASS IV 18-INCH @ 2.20%

792.33

791.81

259

796.17

PROPOSED PROFILE

EXISTING PROFILE

SSPRC CLASS IV 18-INCH @ 1.45%

790.51

259A

259

260

796.15

796.17

PROPOSED PROFILE

EXISTING PROFILE

SSPRC CLASS IV 24-INCH @ 0.50%

791.00

790.47

790.48

790.51

790.51

SSPRC CLASS IV 18-INCH @ 1.18%

SSPRC CLASS IV 24-INCH @ 0.50%

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	STORM SEWER	SHEET 57	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022502-SS.DWG
LAYOUT NAME - 01

PLOT DATE : 1/31/2023 4:39 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

BEGIN CONSTRUCTION
STA 10+00
MATCH EXISTING
BUTT JOINT REQ'D
Y=101774.744
X=556110.406

127TH PLACE

127TH STREET

EXISTING R/W

STH 83 R/L

STH 83 / ANTIOCH ROAD

11+00 12+00 13+00 14+00 15+00 16+00

MATCH LINE STA 16+50

128TH STREET

EXISTING R/W

127TH PLACE

127TH STREET

126TH PLACE

EXISTING R/W

126TH STREET

MATCHLINE STA 16+50

17+00 18+00 19+00 20+00 21+00 22+00 23+00 24

STH 83 / ANTIOCH ROAD

STH 83 R/L

MATCH LINE STA 24+00

WETLAND BOUNDARY

STA 18+84
EXISTING 12" CMCP
25% PLUGGED, BROKEN EW
CLEANING CULVERT PIPES REQ'D
REPLACE ENDWALL REQ'D

126TH PLACE

EXISTING R/W

126TH STREET

STA 22+20
EXISTING DROP INLET
(NO WORK)

STA 23+88
EXISTING 24" CPRC
(NO WORK)

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 58	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 3/9/2023 11:05 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 24+00

MATCH LINE STA 31+50

125TH STREET

124TH PLACE

124TH STREET

123RD STREET

EXISTING R/W

STH 83 R/L

25+00 26+00 27+00 28+00 29+00 30+00 31+00

STH 83 / ANTIOCH ROAD

STA 24+77
EXISTING DROP INLET
(NO WORK)

STA 27+48
EXISTING 18" CPRC
(NO WORK)

EXISTING R/W

MANHOLE TO BE ADJUSTED
BY UTILITY OWNER.

STA 31+13
EXISTING 18" CPRC
(NO WORK)

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

MATCHLINE STA 31+50

MATCH LINE STA 39+00

EXISTING R/W

STH 83 R/L

32+00 33+00 34+00 35+00 36+00 37+00 38+00

STH 83 / ANTIOCH ROAD

STA 31+95
EXISTING 36" CPRC
(NO WORK)

EXISTING R/W

123RD STREET

122ND PLACE

122ND STREET

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 59	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 3/9/2023 11:06 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

MATCHLINE STA 39+00

MATCH LINE STA 46+50

EXISTING R/W

STA 46+09
EXISTING 48"CPRC
(NO WORK)

STH 83 R/L

40+00 41+00 42+00 43+00 44+00 45+00 46+00

STH 83 / ANTIOCH ROAD

EXISTING R/W

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

MATCHLINE STA 46+50

MATCH LINE STA 54+00

EXISTING R/W

47+00 48+00 49+00 50+00 51+00 52+00 53+00 54

STH 83 R/L

STH 83 / ANTIOCH ROAD

EXISTING R/W

119TH STREET

119TH STREET

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 60	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 3/9/2023 11:07 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

MATCHLINE STA 54+00

MATCH LINE STA 61+50

N

SIGN

POST

W

POST

POST

EXISTING R/W

OH

SAN

POST

55+00

56+00

57+00

STH 83 R/L

58+00

59+00

60+00

61+00

STH 83 / ANTIOCH ROAD

LEGEND

(A) INLET PROTECTION TYPE A	SILT FENCE
(C) INLET PROTECTION TYPE C	WATER FLOW ARROW
(R) RECONSTRUCT INLET	EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
(AI) ADJUST INLET COVER	DITCH CLEANING
(AM) ADJUST MANHOLE COVER	SLOPE INTERCEPT
(AR) CAST IRON MANHOLE ADJUSTMENT RING	(XXX) PROPOSED STORM SEWER STRUCTURE
(AS) SANITARY MANHOLE ADJUSTMENT	CULVERT PIPE CHECK
(SR) SANITARY MANHOLE REHABILITATION	TEMPORARY DITCH CHECK
	ASPHALTIC FLUME

N

W

FLAGS

INL

RIPRAP

POST

POST

EXISTING R/W

OH

62+00

63+00

STH 83 R/L

64+00

65+00

66+00

67+00

68+00

69

STH 83 / ANTIOCH ROAD

ABANDON MANHOLE

AR

SAN

POSTS

POST

FO

G

SIGN

115TH STREET

POST

SIGN

BERM

STA 62+86
EXISTING 30" CPRC
(NO WORK)

EXISTING R/W

STA 65+72
EXISTING CONCRETE SURFACE DRAIN
CLEANING SURFACE DRAIN REQ'D

STA 66+60
EXISTING CONCRETE SURFACE DRAIN
CLEANING SURFACE DRAIN REQ'D

MATCHLINE STA 61+50

MATCH LINE STA 69+00

2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 61	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 3/9/2023 11:07 AM

PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 69+00

STA 70+47
EXISTING 36" CPRC
(NO WORK)

EXISTING R/W

STH 83 R/L

70+00 71+00 72+00 73+00 74+00 75+00 76+00

STH 83 / ANTIOCH ROAD

EXISTING R/W

MATCH LINE STA 76+50

N

2

LEGEND

- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- R — RECONSTRUCT INLET
- AI — ADJUST INLET COVER
- AM — ADJUST MANHOLE COVER
- AR — CAST IRON MANHOLE ADJUSTMENT RING
- AS — SANITARY MANHOLE ADJUSTMENT
- SR — SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- XXX — PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

MATCHLINE STA 76+50

WETLAND BOUNDARY

EXISTING R/W

STH 83 R/L

77+00 78+00 79+00 80+00 81+00 82+00 83+00 84

STH 83 / ANTIOCH ROAD

112TH STREET

STA 76+96
EXISTING 36" CPRC AND DROP INLET
CLEANING CULVERT PIPES REQ'D
ACCESS PIPE FROM EAST SIDE REQ'D

EXISTING R/W

MATCH LINE STA 84+00

N

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 62	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 3/9/2023 11:08 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 84+00

MATCH LINE STA 91+50

EXISTING R/W

STH 83 R/L

85+00 86+00 87+00 88+00 89+00 90+00 91+00

STH 83 / ANTIOCH ROAD

STA 86+57
EXISTING 36" CPRC
(NO WORK)

VILLAGE OF SALEM LAKES

EXISTING R/W

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

WETLAND BOUNDARY

TEMPORARY WETLAND IMPACT AREA

PROPOSED TLE

STA 92+77
EXISTING ASPHALT FLUME
FLUME OVERGROWN
ASPHALT FLUME REQ'D
DITCH CLEANING REQ'D

CAUTION

STA 96+50
EXISTING 18" CPRC
CLEANING CULVERT PIPES REQ'D

MATCHLINE STA 91+50

MATCH LINE STA 99+00

92+00 93+00 94+00 95+00 96+00 97+00 98+00 99-

STH 83 R/L

STH 83 / ANTIOCH ROAD

STA 92+99
EXISTING 24" CPRC
CLEANING CULVERT PIPES REQ'D

VILLAGE OF SALEM LAKES

EXISTING R/W

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 63	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 3/9/2023 11:08 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 99+00

MATCH LINE STA 106+50

HAZMAT SOILS - AREA 1

STA 99+25
EXISTING 24" CPRC
(NO WORK)

VILLAGE OF SALEM LAKES

EXISTING R/W

STH 83 R/L

STH 83 / ANTIOCH ROAD

100+00 101+00 102+00 103+00 104+00 105+00 106+00

VILLAGE OF SALEM LAKES

EXISTING R/W

LEGEND

- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- R — RECONSTRUCT INLET
- AI — ADJUST INLET COVER
- AM — ADJUST MANHOLE COVER
- AR — CAST IRON MANHOLE ADJUSTMENT RING
- AS — SANITARY MANHOLE ADJUSTMENT
- SR — SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- XXX — PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

VILLAGE OF SALEM LAKES

EXISTING R/W

STA 110+63
EXISTING 36" CPRC
(NO WORK)

STH 83 R/L

107+00 108+00 109+00 110+00 111+00 112+00 113+00 114

STH 83 / ANTIOCH ROAD

EXISTING R/W

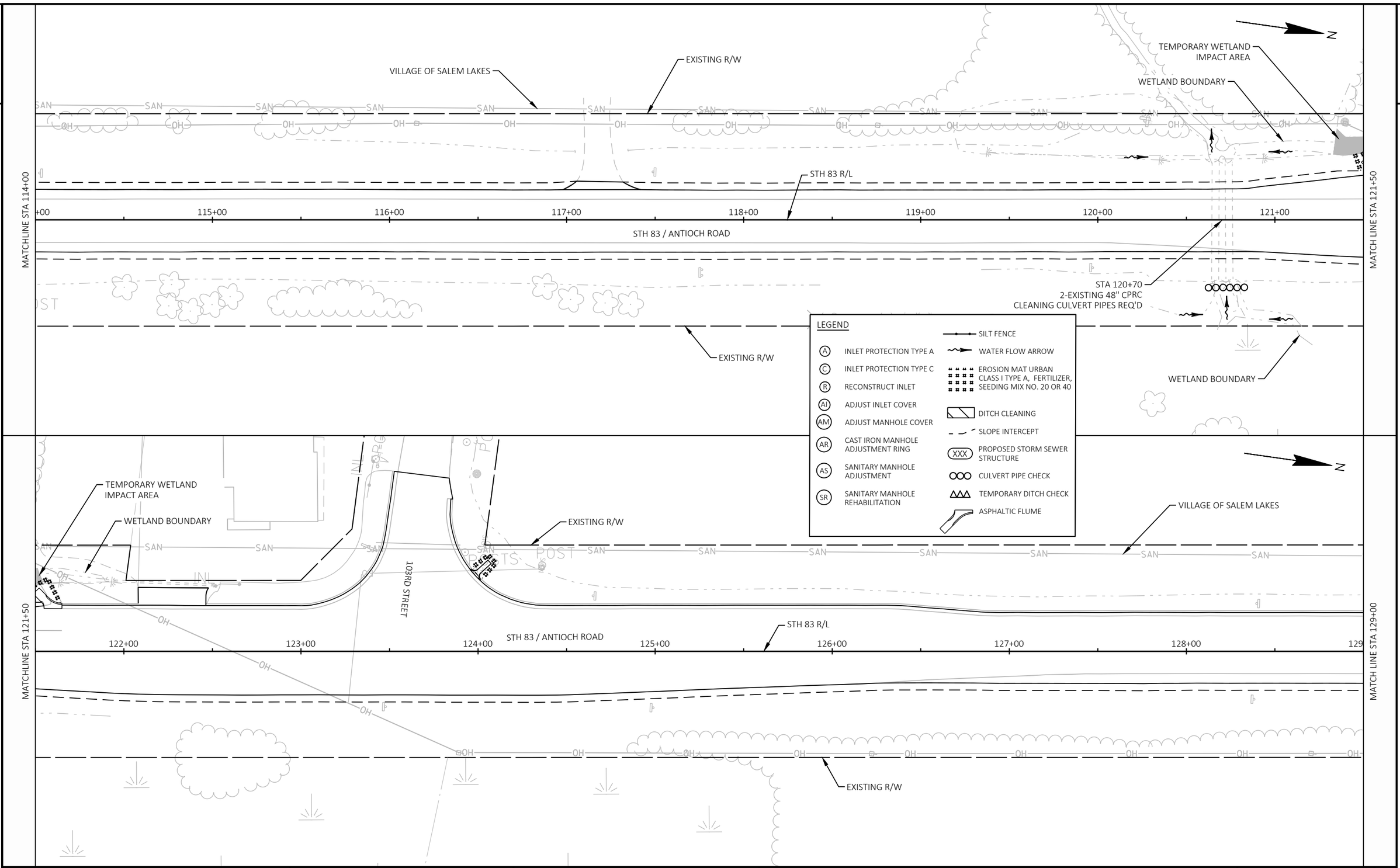
MATCHLINE STA 106+50

MATCH LINE STA 114+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 64	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 3/9/2023 11:09 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 65	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 3/9/2023 11:09 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

MATCHLINE STA 129+00

EXISTING R/W

VILLAGE OF SALEM LAKES

SAN SAN SAN SAN SAN SAN SAN SIGNS SAN SIGNS SAN SAN SAN SAN

STH 83 R/L

+00 130+00 131+00 132+00 133+00 STH 83 / ANTIOCH ROAD 134+00 135+00 136+00

OH OH OH OH OH OH OH OH OH OH OH OH

EXISTING R/W

MATCH LINE STA 136+50

N

RUINS

A/C

FLAG POST

W SIGN

POSTS

MH

POST

INL

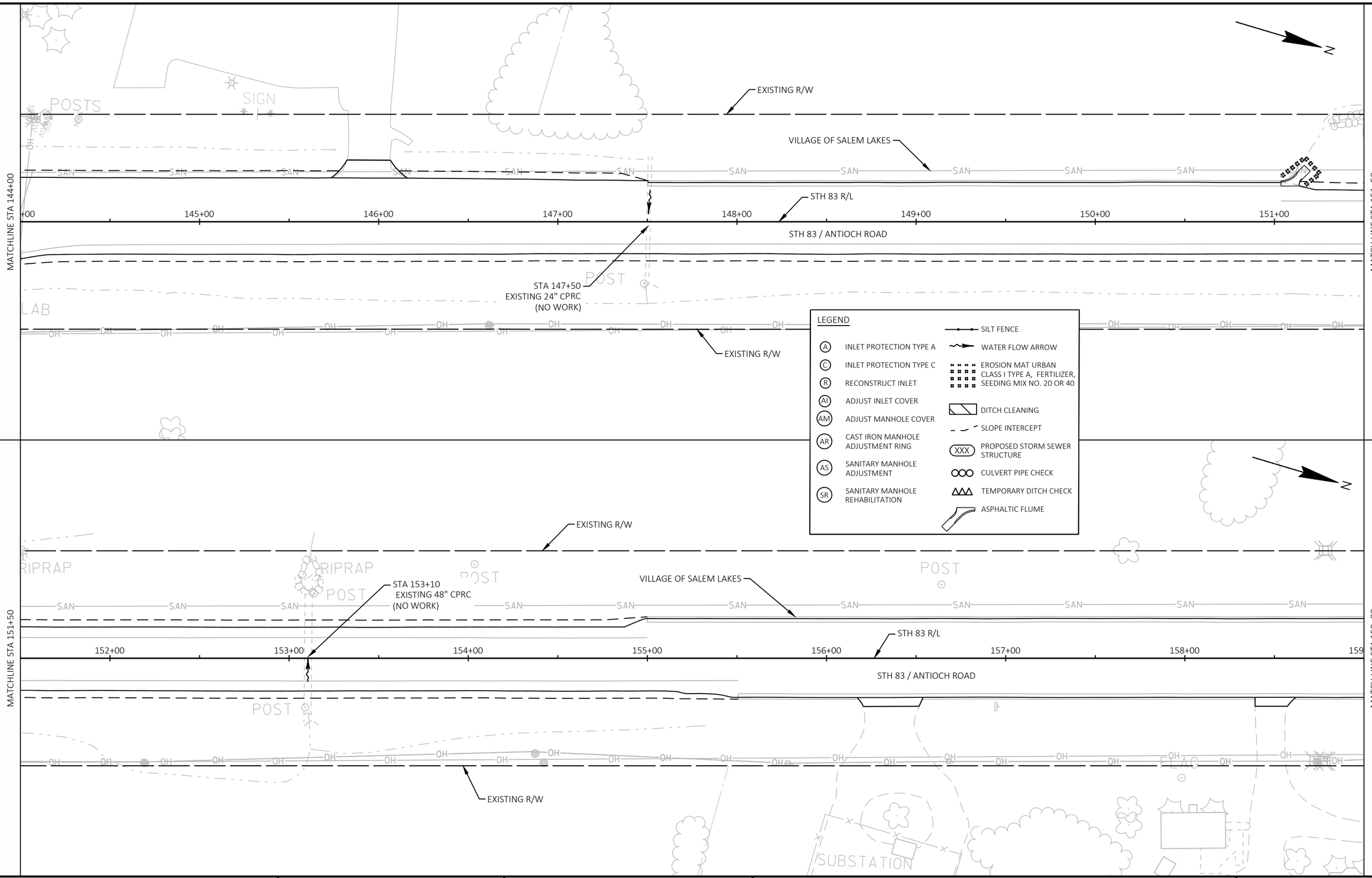
98TH STREET

EXISTING R/W

VILLAGE OF SALEM LAKES

SAN SAN SAN SAN SAN SAN SAN

2



2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 67	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 3/9/2023 11:10 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 159+00

MATCH LINE STA 166+50

MATCHLINE STA 166+50

MATCH LINE STA 174+00

N

EXISTING R/W

VILLAGE OF SALEM LAKES

STH 83 R/L

STH 83 / ANTIOCH ROAD

EXISTING R/W

RUINS

POSTS

SAN

OH

+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00

167+00 168+00 169+00 170+00 171+00 172+00 173+00 174

LEGEND

(A) INLET PROTECTION TYPE A	SILT FENCE
(C) INLET PROTECTION TYPE C	WATER FLOW ARROW
(R) RECONSTRUCT INLET	EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
(AI) ADJUST INLET COVER	DITCH CLEANING
(AM) ADJUST MANHOLE COVER	SLOPE INTERCEPT
(AR) CAST IRON MANHOLE ADJUSTMENT RING	(XXX) PROPOSED STORM SEWER STRUCTURE
(AS) SANITARY MANHOLE ADJUSTMENT	CULVERT PIPE CHECK
(SR) SANITARY MANHOLE REHABILITATION	TEMPORARY DITCH CHECK
	ASPHALTIC FLUME

N

EXISTING R/W

VILLAGE OF SALEM LAKES

POST

SIGN

STH 83 R/L

STA 170+80
EXISTING 48" CPRC
(NO WORK)

STH 83 / ANTIOCH ROAD

EXISTING R/W

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 68	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 3/9/2023 11:10 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 174+00

MATCH LINE STA 181+50

EXISTING R/W

VILLAGE OF SALEM LAKES

STH 83 R/L

175+00 176+00 177+00 178+00 179+00 180+00 181+00

STH 83 / ANTIOCH ROAD

WETLAND BOUNDARY

STA 176+89
EXISTING 24" CPRC
ENDWALLS COLLECTING VEGETATION
OVERGROWN DITCH RT
CLEANING CULVERT PIPES REQ'D
CLEANING DITCH REQ'D RT

TEMPORARY WETLAND
IMPACT AREA

VILLAGE OF SALEM LAKES

EXISTING R/W

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

EXISTING R/W

STH 83 R/L

182+00 183+00 184+00 185+00 186+00 187+00 188+00 189

STH 83 / ANTIOCH ROAD

VILLAGE OF SALEM LAKES

VILLAGE OF SALEM LAKES

EXISTING R/W

MATCHLINE STA 181+50

MATCH LINE STA 189+00

2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 69	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 3/9/2023 11:11 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 189+00

EXISTING R/W

STH 83 R/L

189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00

STH 83 / ANTIOCH ROAD

VILLAGE OF SALEM LAKES

VILLAGE OF SALEM LAKES

EXISTING R/W

MATCH LINE STA 196+50

2

LEGEND

- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (R) RECONSTRUCT INLET
- (AI) ADJUST INLET COVER
- (AM) ADJUST MANHOLE COVER
- (AR) CAST IRON MANHOLE ADJUSTMENT RING
- (AS) SANITARY MANHOLE ADJUSTMENT
- (SR) SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- (XXX) PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

PERMITTED WETLAND IMPACT AREA

WETLAND BOUNDARY

PROPOSED TLE

263

MATCHLINE STA 196+50

VILLAGE OF SALEM LAKES

197+00 198+00 199+00 200+00 201+00 202+00 203+00 204

STH 83 R/L

259A

259

260

STH 83 / ANTIOCH ROAD

WETLAND BOUNDARY

STA 200+00
EXISTING 18" CPRC
EW PLUGGED
CLEANING CULVERT PIPES REQ'D
DITCH CLEANING REQ'D

TEMPORARY
WETLAND IMPACT
AREA

EXISTING R/W

MATCH LINE STA 204+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 70	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 3/9/2023 11:11 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 204+00

MATCH LINE STA 211+50

STA 204+50
EXISTING 12" CPRC
ENDWALL PLUGGED
CLEANING CULVERT PIPES REQ'D
DITCH CLEANING REQ'D

EXISTING R/W

VILLAGE OF SALEM LAKES

STH 83 R/L

STH 83 / ANTIOCH ROAD

STA 208+00
EXISTING 18" CPRC
ENDWALL PLUGGED
CLEANING CULVERT PIPES REQ'D
DITCH CLEANING REQ'D

EXISTING R/W

TEMPORARY WETLAND IMPACT AREA

WETLAND BOUNDARY

STA 210+00
EXISITNG 18" CPRC
ENDWALL PLUGGED
CLEANING CULVERT PIPES REQ'D

ATHLETIC FIELD

N

+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00

LEGEND

- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- R — RECONSTRUCT INLET
- AI — ADJUST INLET COVER
- AM — ADJUST MANHOLE COVER
- AR — CAST IRON MANHOLE ADJUSTMENT RING
- AS — SANITARY MANHOLE ADJUSTMENT
- SR — SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- XXX — PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

MATCHLINE STA 211+50

MATCH LINE STA 219+00

EXISTING R/W

STA 213+00
EXISTING 18" CPRC
(NO WORK)

STA 214+50
EXISTING 19X30-INCH CPRC HE
(NO WORK)

87TH STREET

STA 216+61
EXISTING 24" CPRC
(NO WORK)

STA 217+81
EXISTING 18" CPRC
(NO WORK)

STH 83 R/L

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219

STH 83 / ANTIOCH ROAD

VILLAGE OF SALEM LAKES

STA 214+95
EXISTING 24" CPRC
(NO WORK)

PROPOSED TLE

87TH STREET

STA 216+25
RIPRAP IS ERODING
SUPPLEMENTAL MEDIUM RIPRAP REQ'D

EXISTING R/W

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 71	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 14

PLOT DATE : 3/9/2023 11:12 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 219+00

INLET MORTAR CRUMBLING REPAIR INLETS

EXISTING R/W

BRICK/MORTAR DISLODGED REPAIR INLET

STH 83 R/L

STH 83 / ANTIOCH ROAD

220+00 221+00 222+00 223+00 224+00 225+00 226+00

EXISTING R/W

INLET MORTAR CRUMBLING REPAIR INLET

HAZMAT SOILS - AREA 2

VILLAGE OF SALEM LAKES

MATCH LINE STA 226+50

2

LEGEND

- A — INLET PROTECTION TYPE A
- C — INLET PROTECTION TYPE C
- R — RECONSTRUCT INLET
- AI — ADJUST INLET COVER
- AM — ADJUST MANHOLE COVER
- AR — CAST IRON MANHOLE ADJUSTMENT RING
- AS — SANITARY MANHOLE ADJUSTMENT
- SR — SANITARY MANHOLE REHABILITATION
- SILT FENCE
- WATER FLOW ARROW
- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
- DITCH CLEANING
- SLOPE INTERCEPT
- XXX — PROPOSED STORM SEWER STRUCTURE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- ASPHALTIC FLUME

MATCHLINE STA 226+50

85TH STREET

PROPOSED TLE

INLET MORTAR CRUMBLING REPAIR INLET

PROPOSED TLE

227+00 228+00 229+00 230+00 231+00 232+00 233+00 234

STH 83 / ANTIOCH ROAD

STH 83 R/L

83RD PLACE

GAS VALVE TO BE ADJUSTED BY UTILITY OWNER.

PROPOSED TLE

EXISTING R/W

GAS VALVE TO BE ADJUSTED BY UTILITY OWNER.

PROPOSED PLE

INLET MORTAR CRUMBLING REPAIR INLET

PROPOSED TLE

83RD STREET

PROPOSED TLE

PROPOSED PLE

PROPOSED TLE

INLET MORTAR CRUMBLING REPAIR INLET

EXISTING R/W

PROPOSED PLE

PROPOSED TLE

PROPOSED PLE

PROPOSED TLE

VILLAGE OF SALEM LAKES

84TH STREET

83RD PLACE

83RD STREET

PROPOSED PLE

PROPOSED TLE

MATCH LINE STA 234+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 72	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 15

PLOT DATE : 3/9/2023 11:12 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

HAZMAT SOILS - AREA 3

INLET MORTAR CRUMBLING REPAIR INLET

EXISTING R/W

STH 83 R/L

MATCHLINE STA 234+00

235+00 236+00 237+00 238+00 239+00 240+00 241+00

STH 83 / ANTIOCH ROAD

82ND STREET

INLET MORTAR CRUMBLING REPAIR INLET

VILLAGE OF SALEM LAKES

MATCH LINE STA 241+50

2

LEGEND

A — INLET PROTECTION TYPE A	SILT FENCE
C — INLET PROTECTION TYPE C	WATER FLOW ARROW
R — RECONSTRUCT INLET	EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
AI — ADJUST INLET COVER	DITCH CLEANING
AM — ADJUST MANHOLE COVER	SLOPE INTERCEPT
AR — CAST IRON MANHOLE ADJUSTMENT RING	XXX — PROPOSED STORM SEWER STRUCTURE
AS — SANITARY MANHOLE ADJUSTMENT	CULVERT PIPE CHECK
SR — SANITARY MANHOLE REHABILITATION	TEMPORARY DITCH CHECK
	ASPHALTIC FLUME

EXISTING R/W

PROPOSED TLE

MATCHLINE STA 241+50

242+00 243+00 244+00 245+00 246+00 247+00 248+00 249

STH 83 R/L

STH 83 / ANTIOCH ROAD

VILLAGE OF SALEM LAKES

EXISTING R/W

81ST STREET

STA 246+37
EXISTING 18" CPRC AND DROP INLET
(NO WORK)

MATCH LINE STA 249+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 73	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 16

PLOT DATE : 3/9/2023 11:13 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 249+00

EXISTING R/W

STA 255+45
2-EXISTING 30" CPRC
ENDWALL COLLECT SILT/VEGETATION
CLEANING CULVERT PIPES REQ'D
OVERGROWN DITCH
DITCH CLEANING REQ'D

CAUTION

WETLAND BOUNDARY

TEMPORARY WETLAND IMPACT AREA

STH 83 R/L

STH 83 / ANTIOCH ROAD

250+00 251+00 252+00 253+00 254+00 255+00 256+00

VILLAGE OF SALEM LAKES

EXISTING R/W

FALCON WAY

WETLAND BOUNDARY

MATCH LINE STA 256+50

LEGEND

A — INLET PROTECTION TYPE A	SILT FENCE
C — INLET PROTECTION TYPE C	WATER FLOW ARROW
R — RECONSTRUCT INLET	EROSION MAT URBAN CLASS I TYPE A, FERTILIZER, SEEDING MIX NO. 20 OR 40
AI — ADJUST INLET COVER	DITCH CLEANING
AM — ADJUST MANHOLE COVER	SLOPE INTERCEPT
AR — CAST IRON MANHOLE ADJUSTMENT RING	XXX — PROPOSED STORM SEWER STRUCTURE
AS — SANITARY MANHOLE ADJUSTMENT	CULVERT PIPE CHECK
SR — SANITARY MANHOLE REHABILITATION	TEMPORARY DITCH CHECK
	ASPHALTIC FLUME

BERM

POST

SIGN

EXISTING R/W

MATCHLINE STA 256+50

STH 83 R/L

STH 83 / ANTIOCH ROAD

257+00 258+00 259+00 260+00 261+00 262+00 263+00 264

VILLAGE OF SALEM LAKES

EXISTING R/W

BLEACH

POST

MATCH LINE STA 264+00

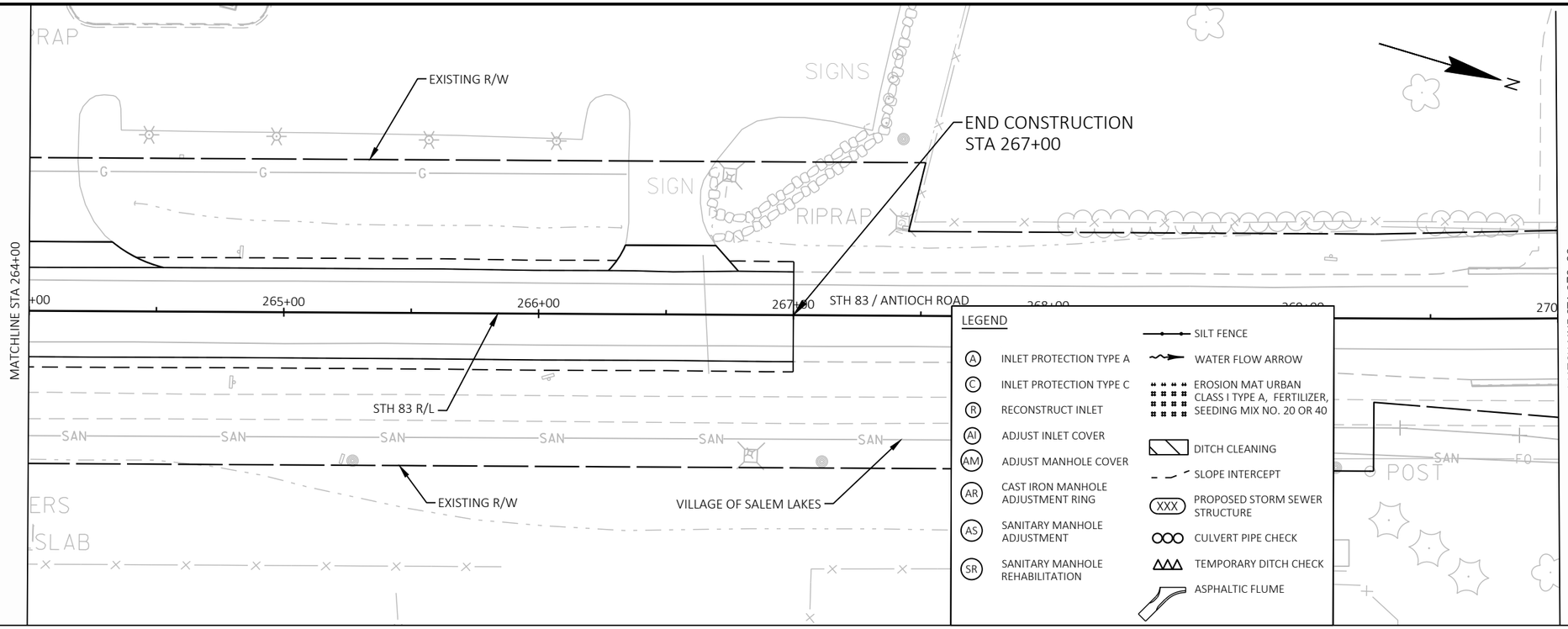
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PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 74	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\022501-SS-EC.DWG
LAYOUT NAME - 17

PLOT DATE : 3/9/2023 11:13 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42



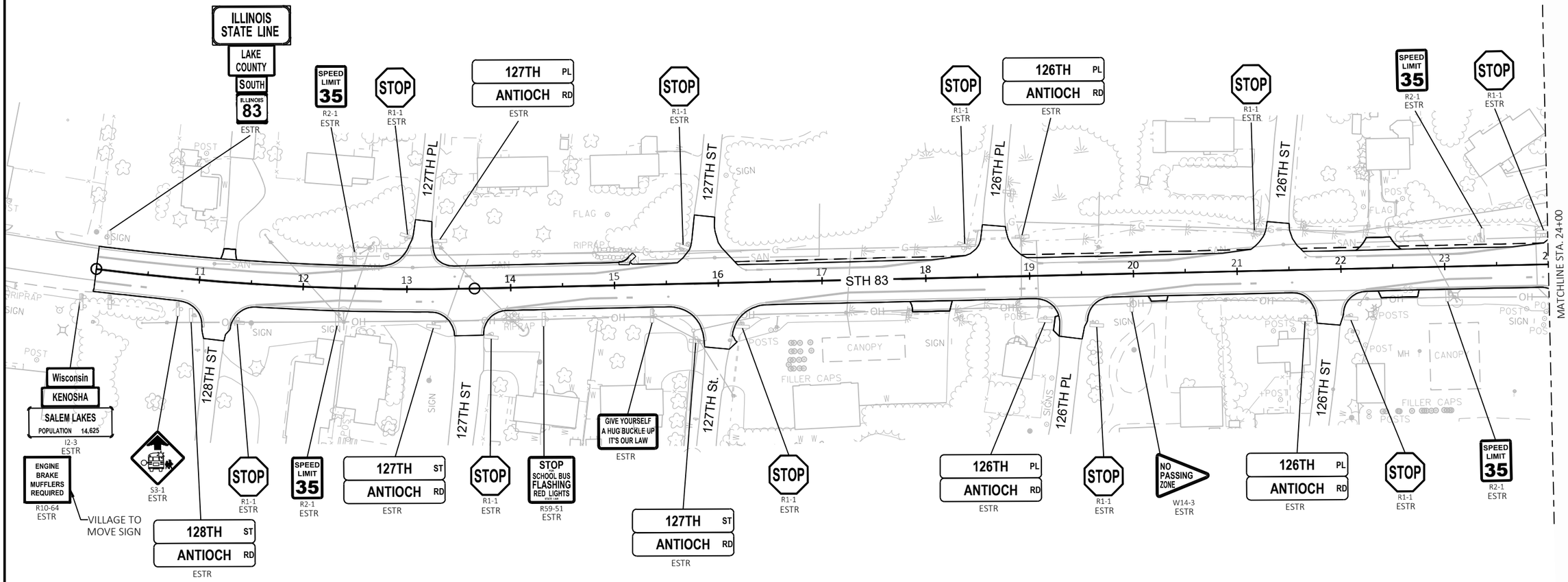
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PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	EROSION CONTROL DRAINAGE & UTILITY PLAN	SHEET 75	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



NOTES:

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTIES	PHONE #
JENNY BUCKETT	MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE	414-750-2427
CHUCK SALDIVAR	RACINE, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE SIGN POSTS IS INCIDENTAL TO THE POST

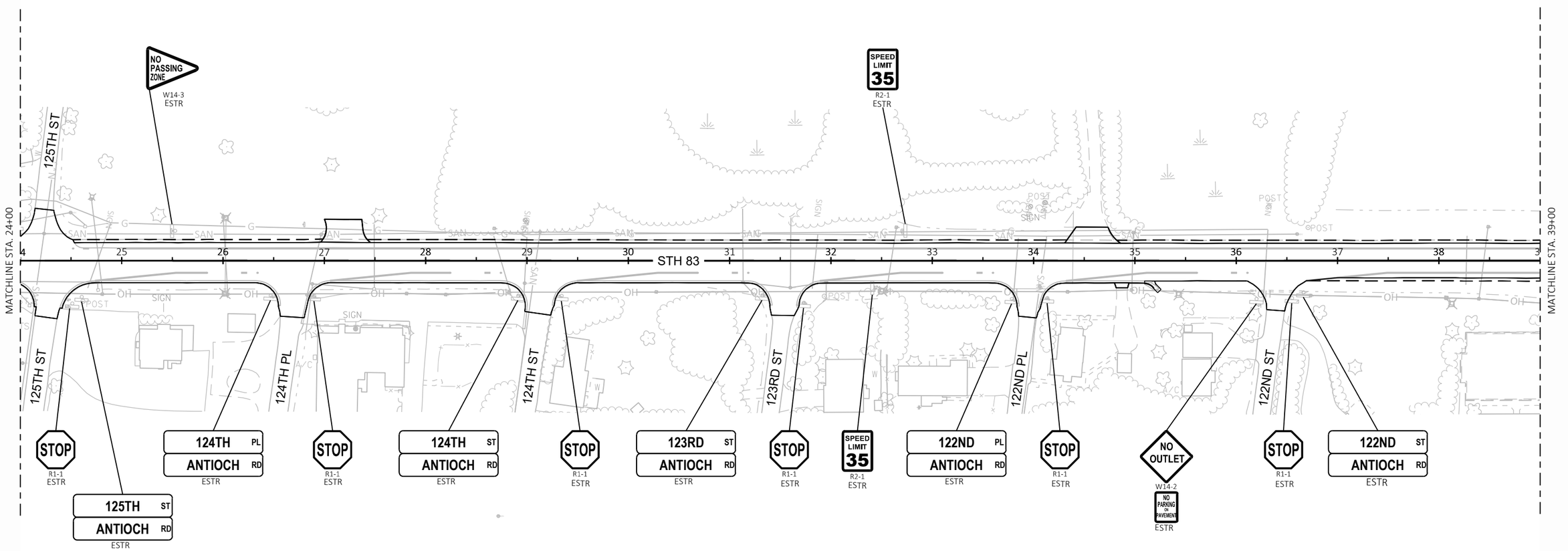
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 76	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023201_ps
PLOT DATE : 1/16/2023 2:49 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 2 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 77	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023202_ps

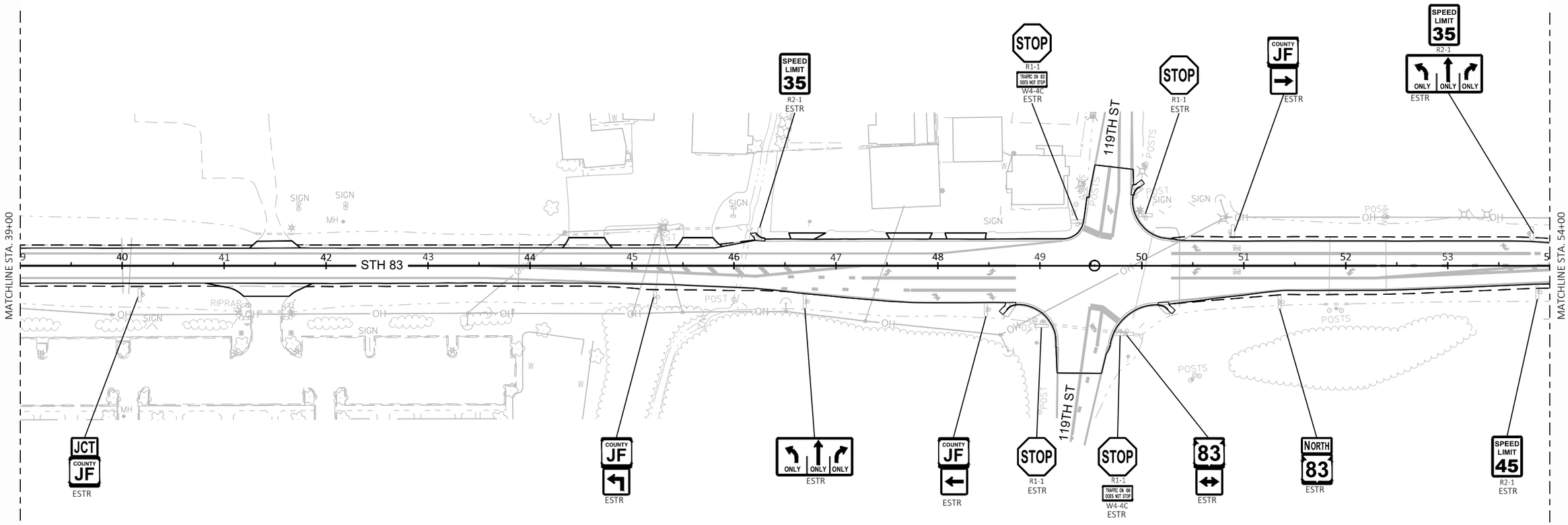
PLOT DATE : 1/16/2023 2:49 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 3 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 78	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
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PLOT DATE : 1/16/2023 2:50 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

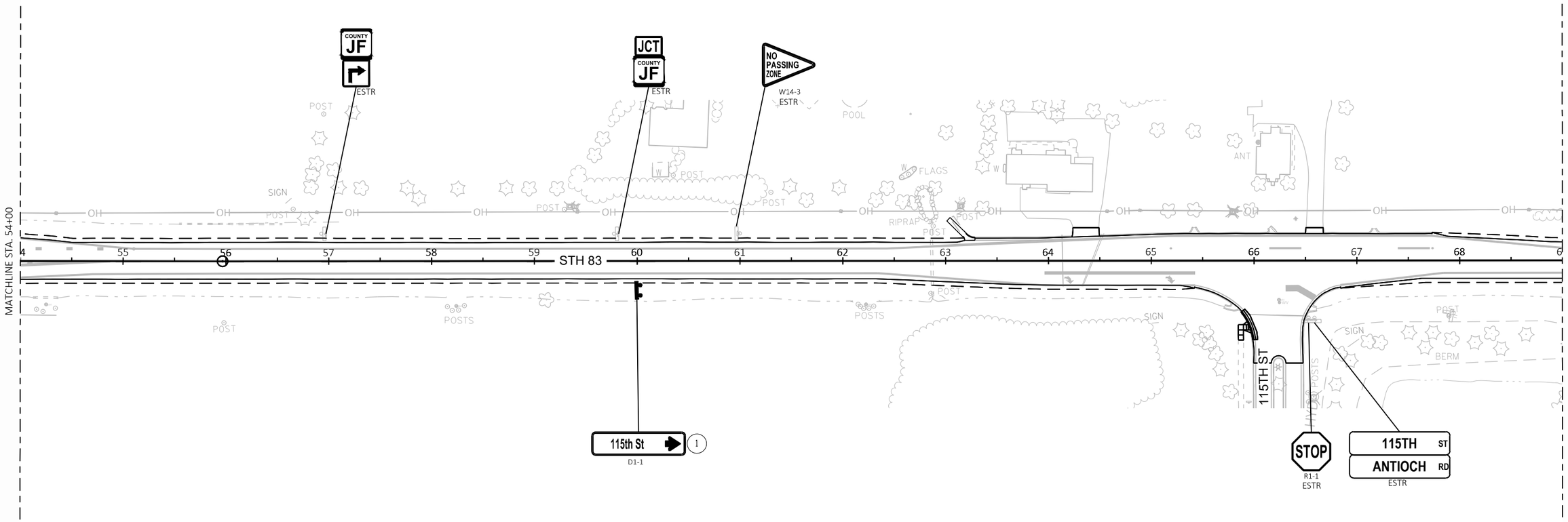
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 4 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 79	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023204_ps

PLOT DATE : 1/16/2023 2:50 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

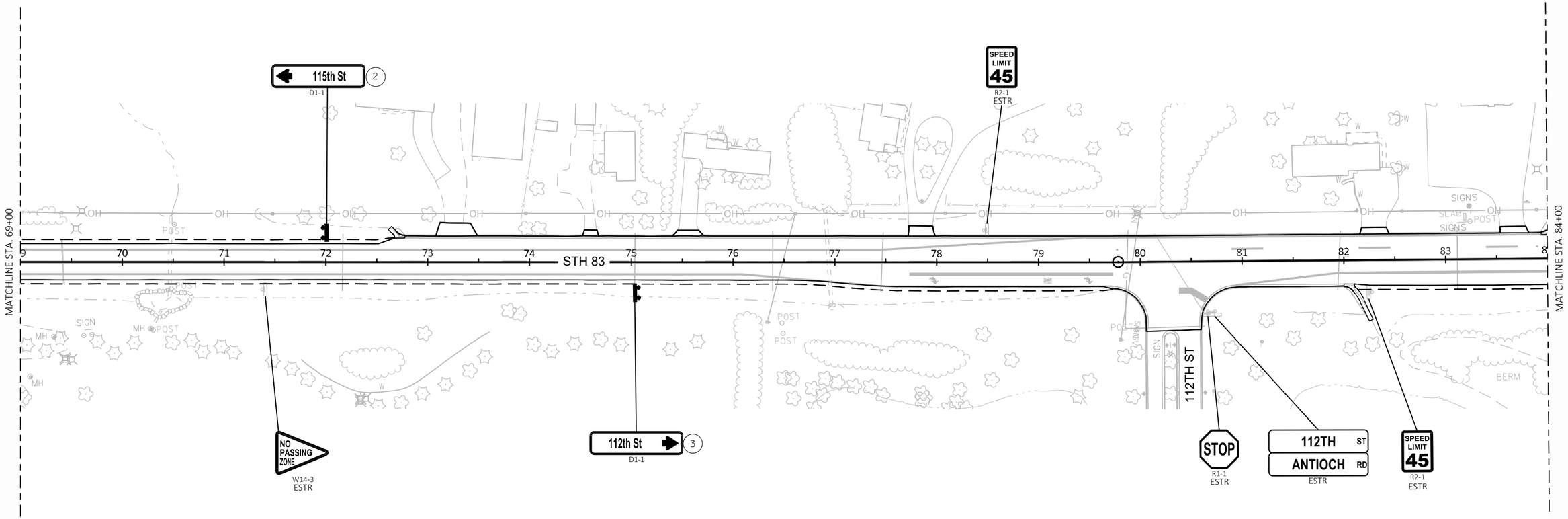
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 5 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 80	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
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PLOT DATE : 1/16/2023 2:50 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

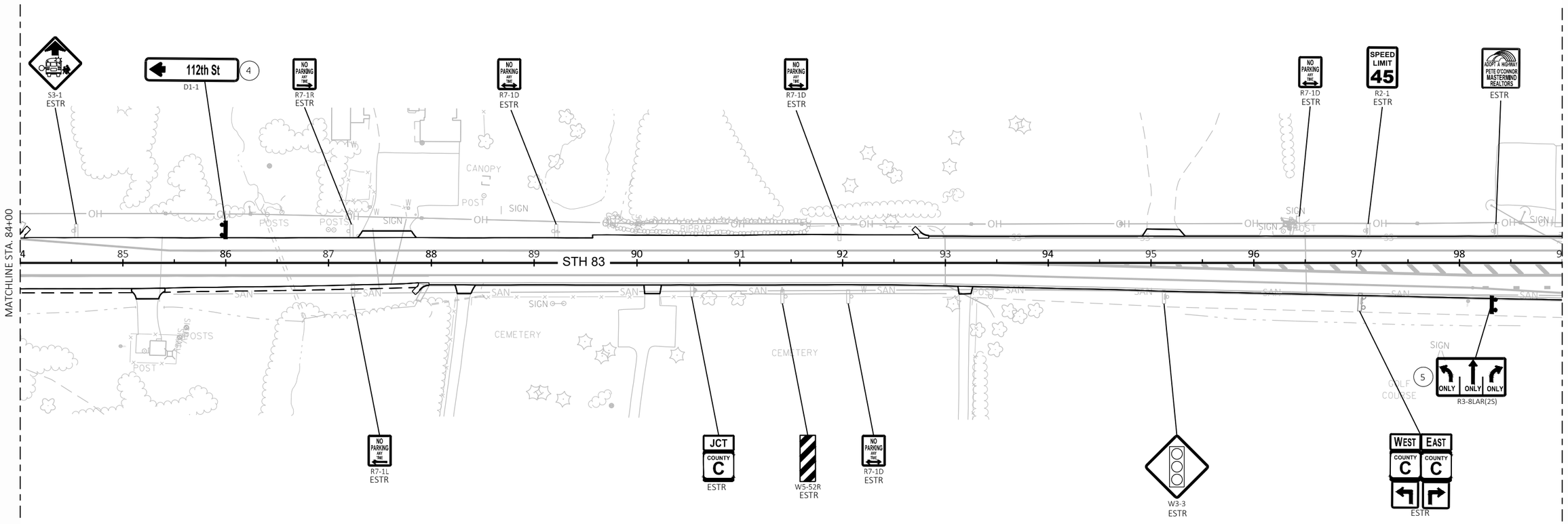
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 19

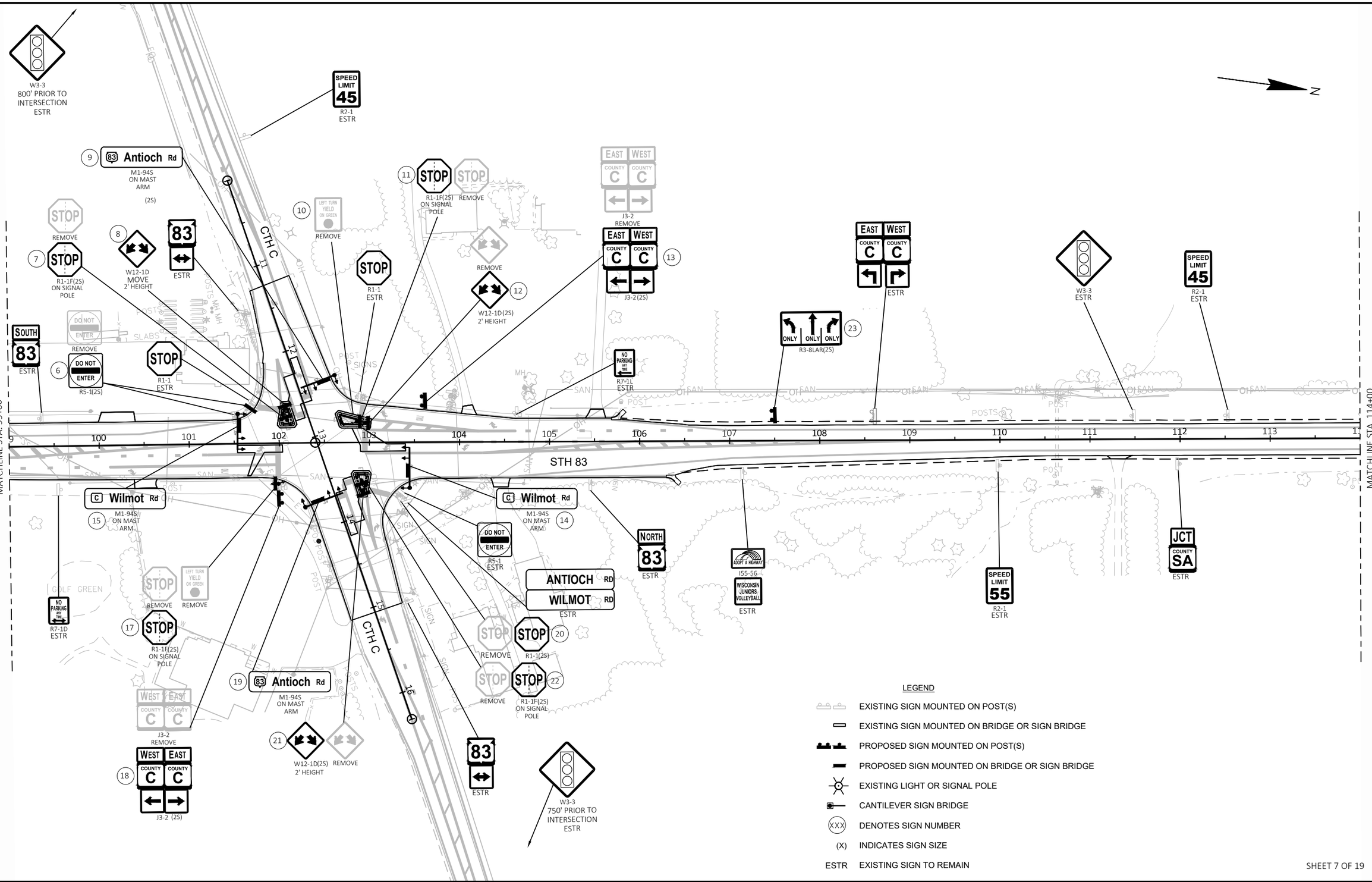
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 81	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023206_ps

PLOT DATE : 1/16/2023 2:50 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

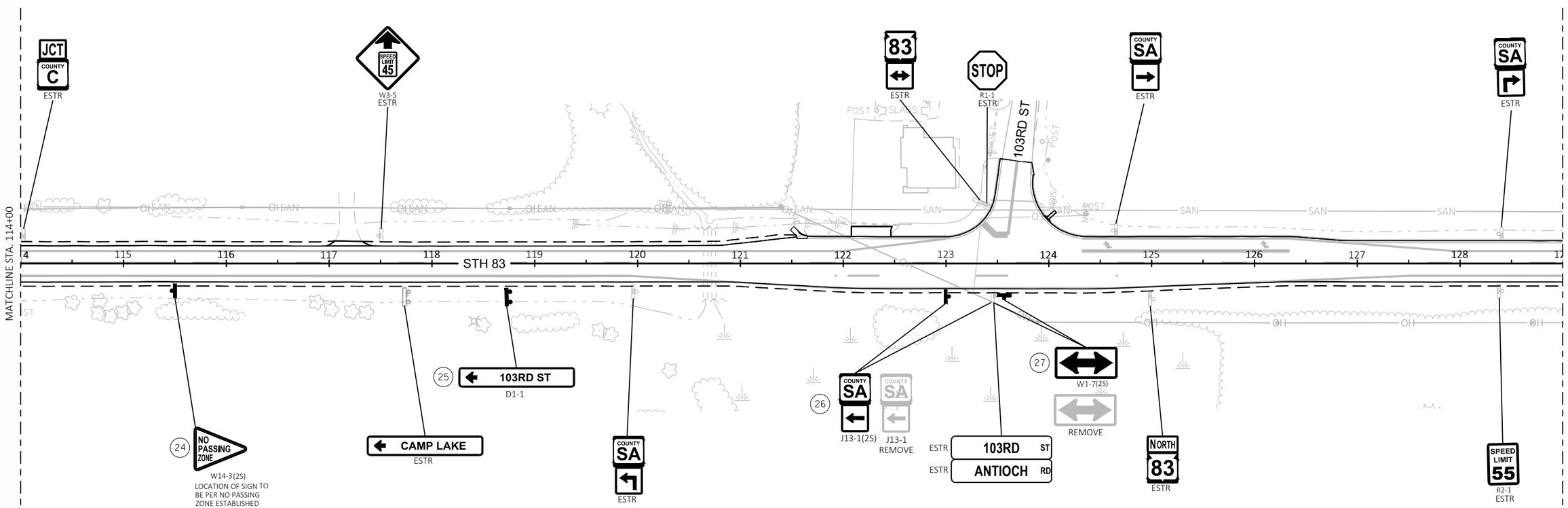


PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 82	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 8 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 83	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023208_ps

PLOT DATE : 1/16/2023 2:51 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

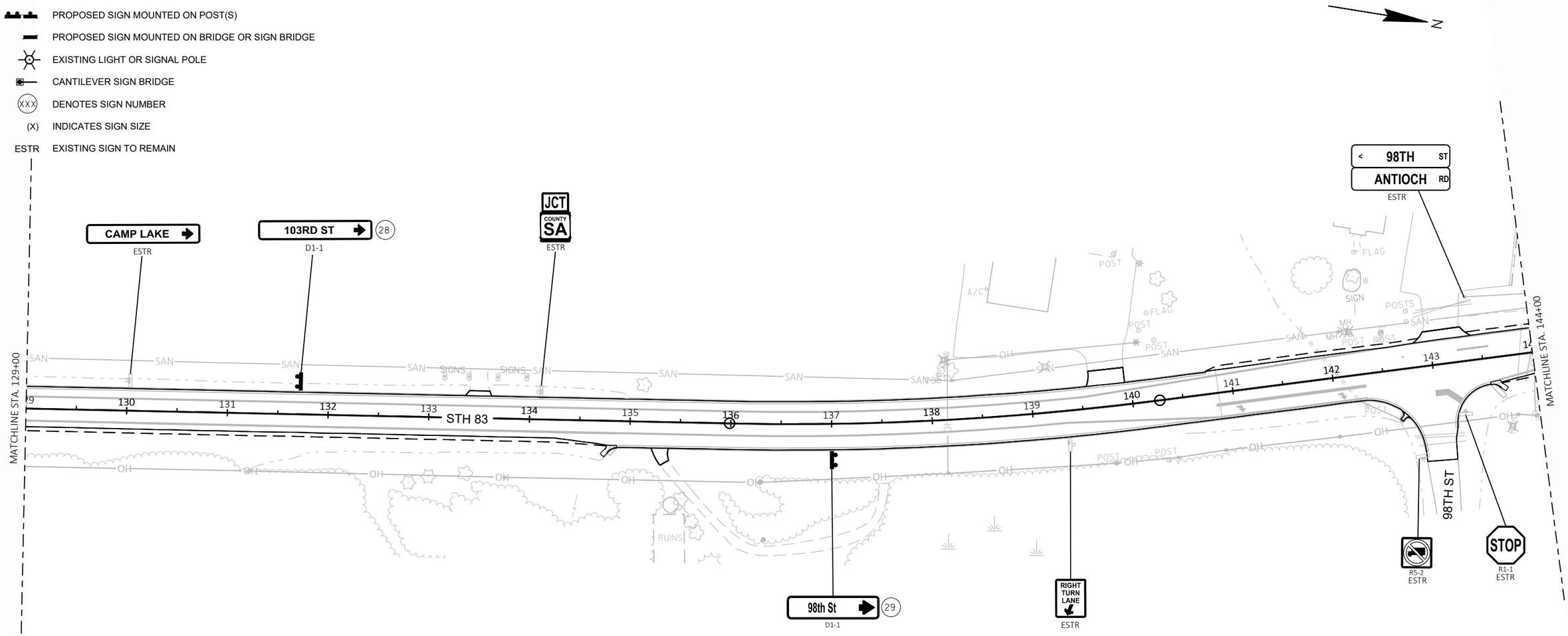
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 9 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 84	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023209_ps

PLOT DATE : 1/16/2023 2:51 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

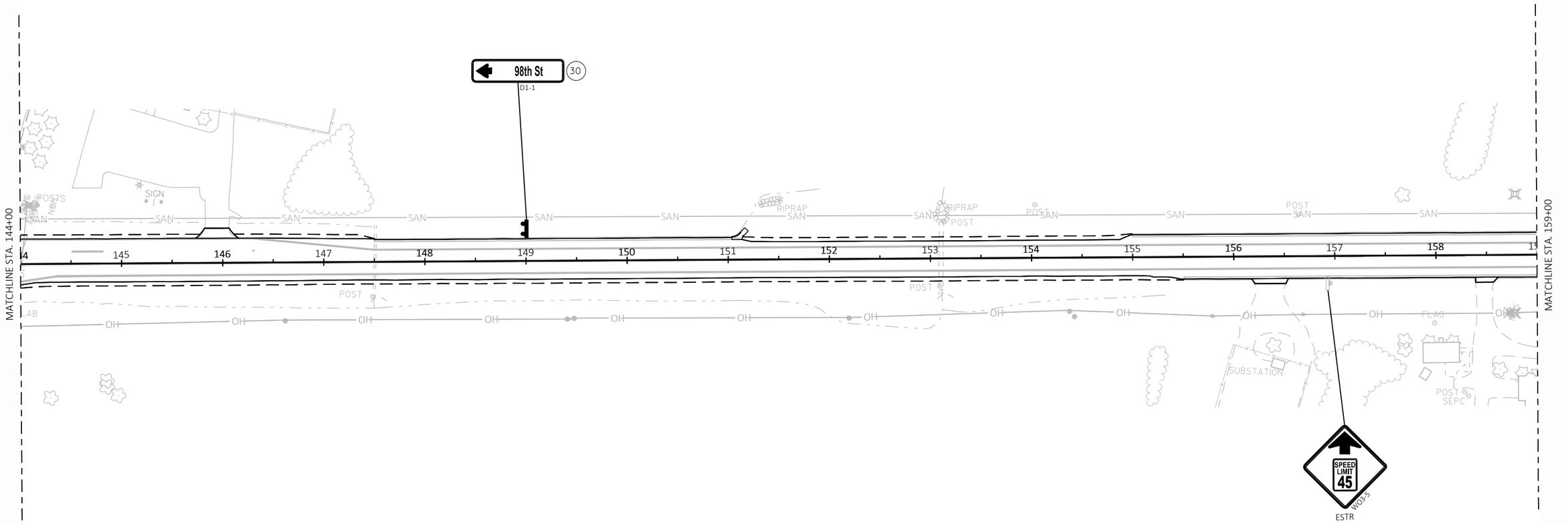
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 10 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 85	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023210_ps

PLOT DATE : 1/16/2023 2:51 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

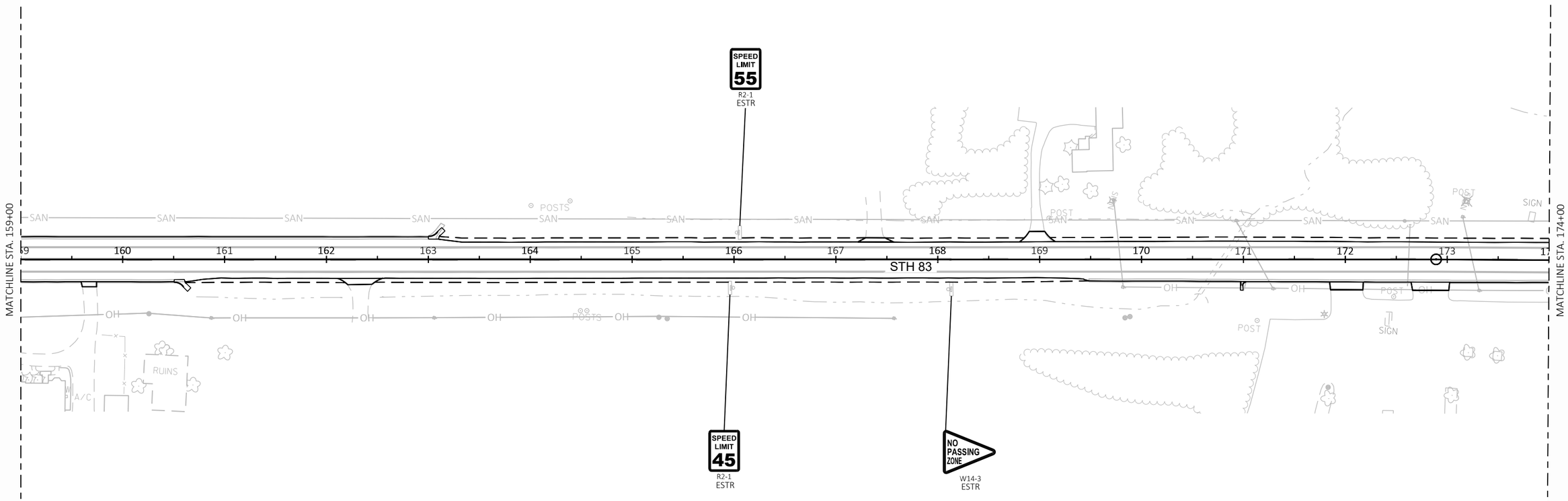
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 11 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 86	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023211_ps

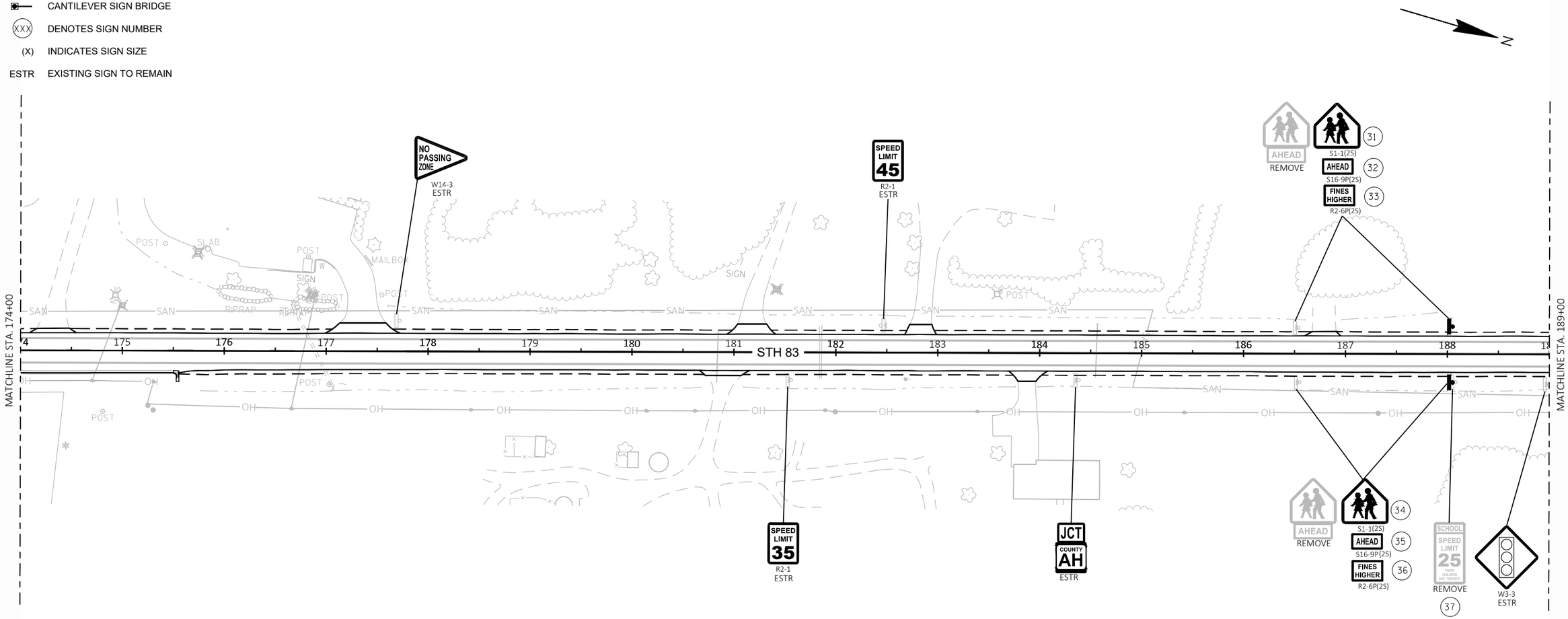
PLOT DATE : 1/16/2023 2:52 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 12 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 87	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023212_ps

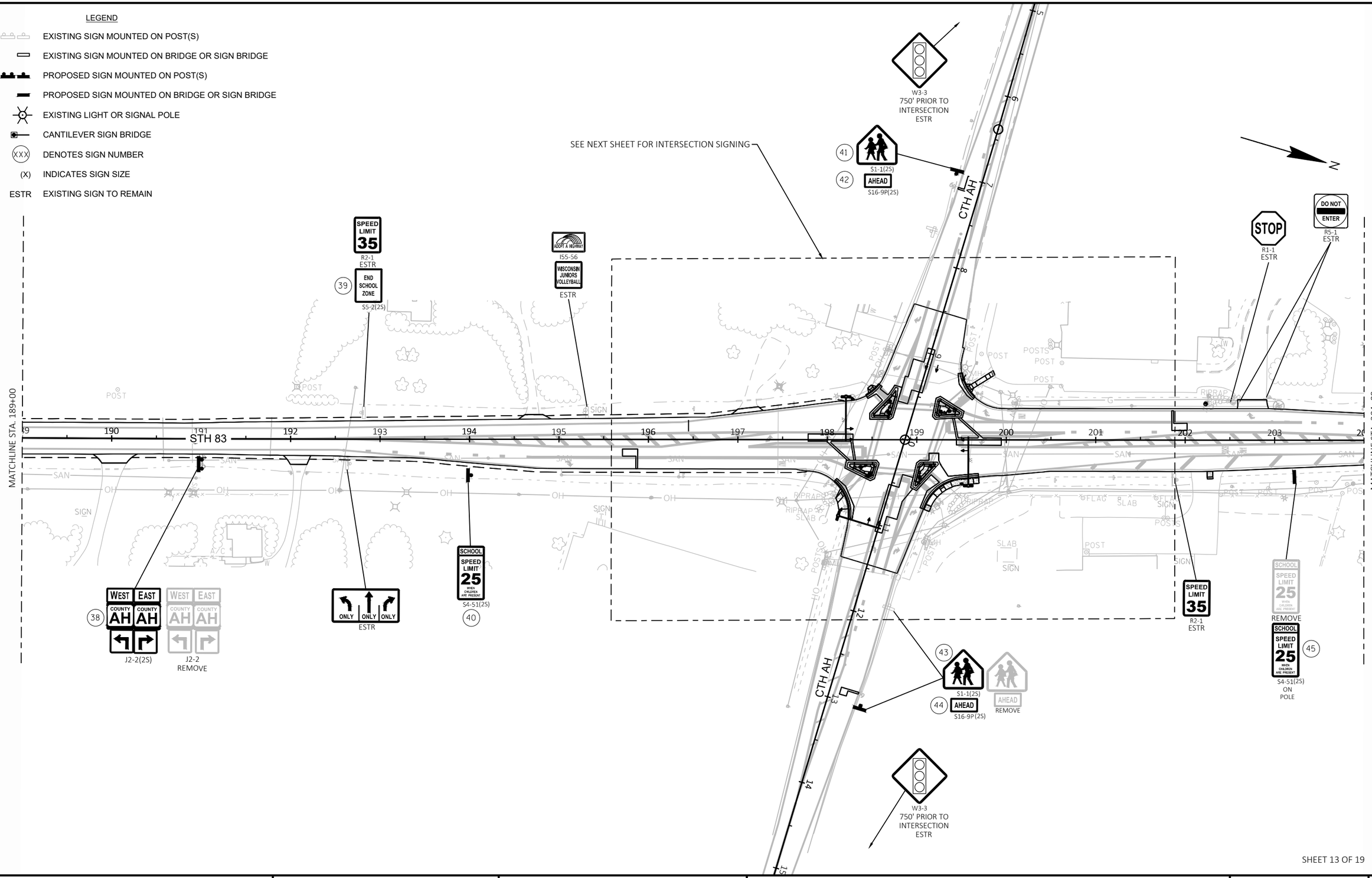
PLOT DATE : 1/16/2023 2:52 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 13 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 88	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023213_ps

PLOT DATE : 1/16/2023 2:52 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

2

N

46 END SCHOOL ZONE REMOVE

SOUTH 83 ESTR

47 AH 89th St M1-94S ON MAST ARM

48 STOP R1-1F(2S) ON SIGNAL POLE

49 W12-10(2S) 2' HEIGHT

50 S1-1(2S)

51 S16-7L(2S)

52 DO NOT ENTER R5-1(2S)

53 83 J13-1(2S)

54 83 Antioch Rd M1-94S ON MAST ARM

55 STOP R1-1F(2S) ON SIGNAL POLE

56 MOVE ON SIGNAL POLE 2' HEIGHT

57 S1-1(2S)

58 S16-7L(2S)

59 DO NOT ENTER R5-1(2S)

60 61 REMOVE

SPEED LIMIT 35 R2-1 ESTR

EAST COUNTY AH WEST COUNTY AH ESTR

STOP R1-1 ESTR

45'

50'

55'

CTH AH

196 197 198 199 200 201

STH 83

62 WEST COUNTY AH EAST COUNTY AH J3-2(2S)

63 64 REMOVE

65 S1-1(2S)

66 S16-7L(2S)

67 DO NOT ENTER R5-1(2S)

68 83 Antioch Rd M1-94S ON MAST ARM

69 STOP R1-1F(2S)

70 W12-1D(2S) ON SIGNAL POLE 2' HEIGHT

71 STOP R1-1F(2S)

72 W12-1D(2S) ON SIGNAL POLE 2' HEIGHT

73 AH 89th St M1-94S ON MAST ARM

74 S1-1(2S)

75 S16-7L(2S)

76 DO NOT ENTER R5-1(2S)

DO NOT PASS ON SHOULDER R4-18 ESTR

NORTH 83 ESTR

SPEED LIMIT 35 R2-1 ESTR

SHEET 14 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 89	E

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

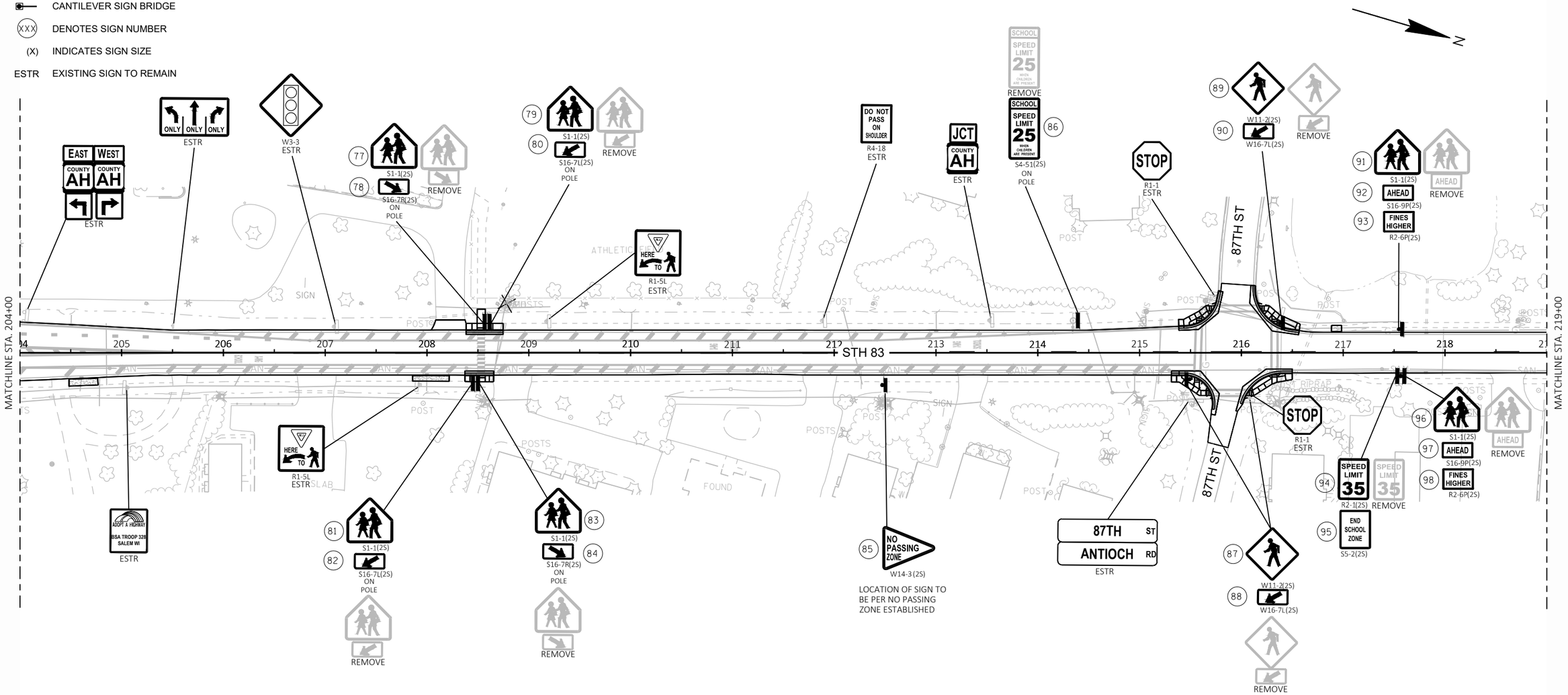
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 15 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 90	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023214_ps

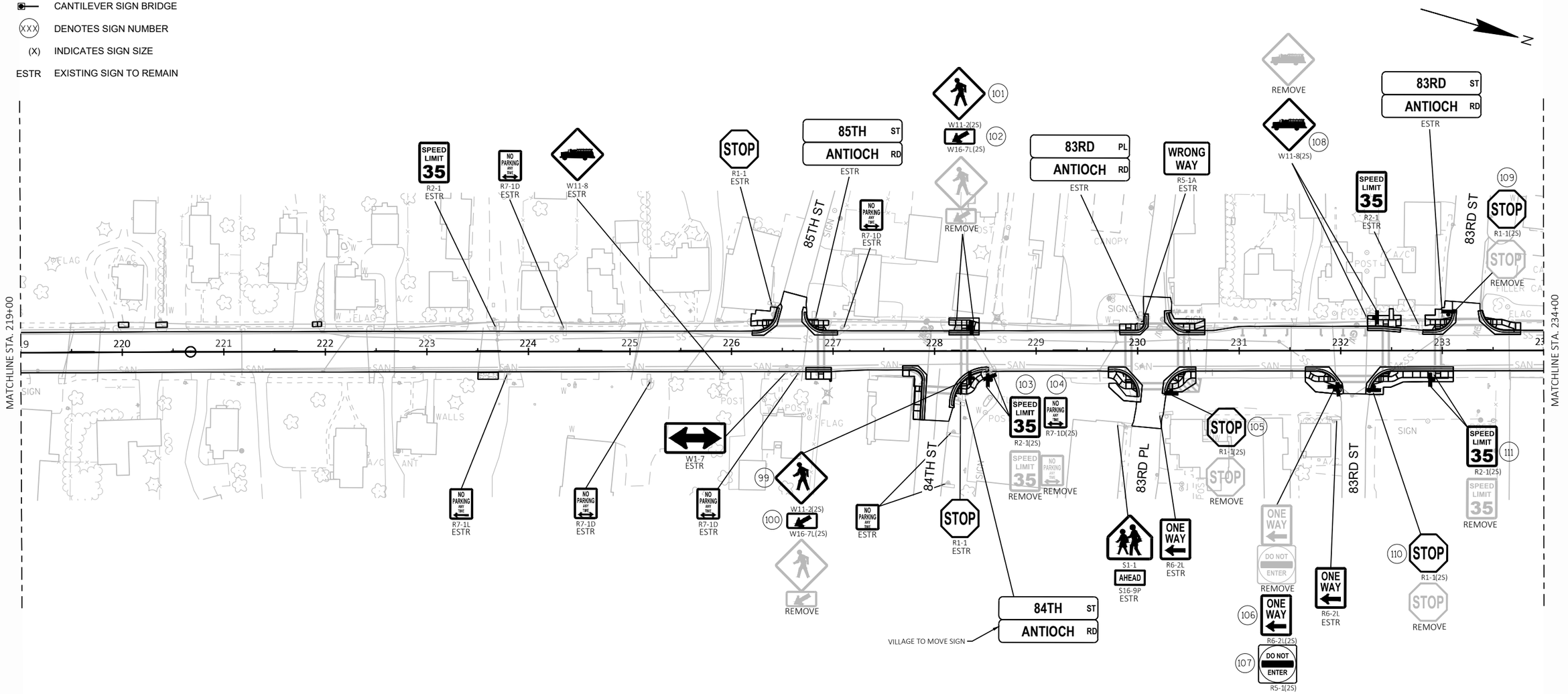
PLOT DATE : 1/16/2023 2:53 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 16 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 91	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023215_ps

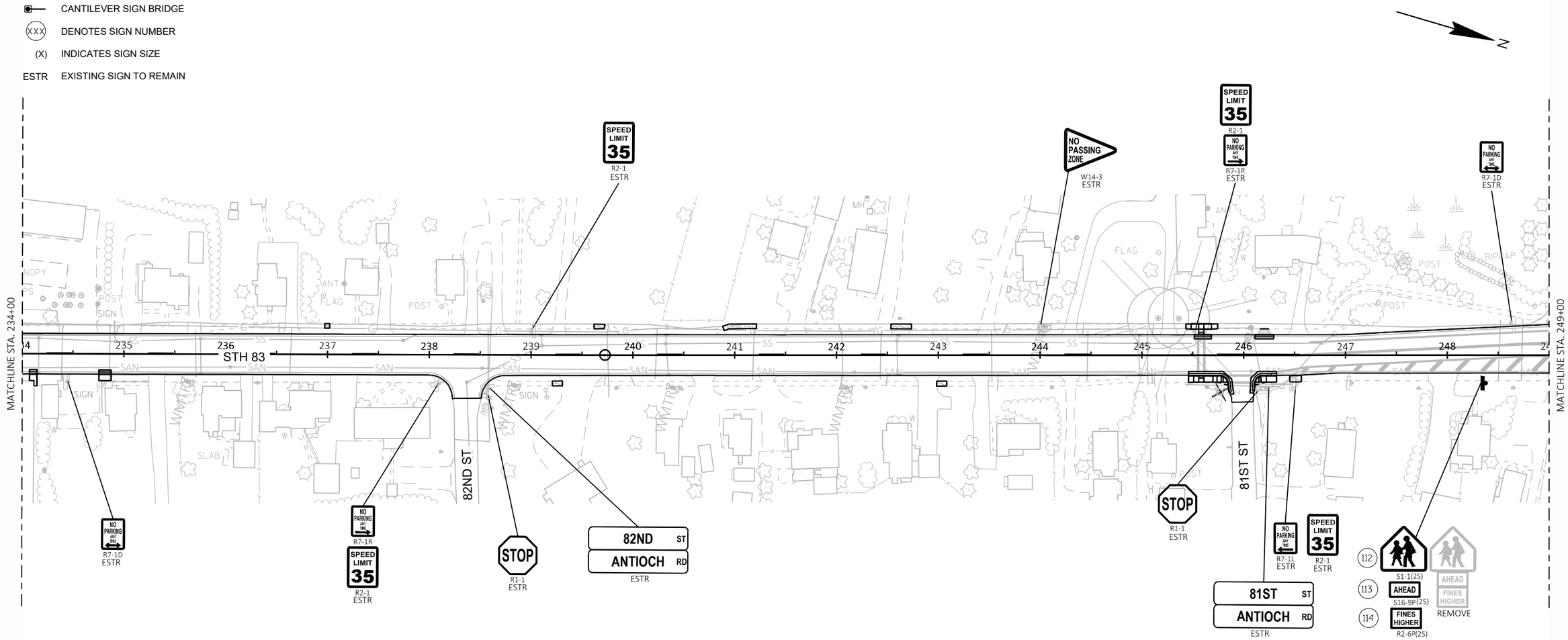
PLOT DATE : 1/16/2023 2:53 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 17 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 92	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023216_ps

PLOT DATE : 1/16/2023 2:53 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

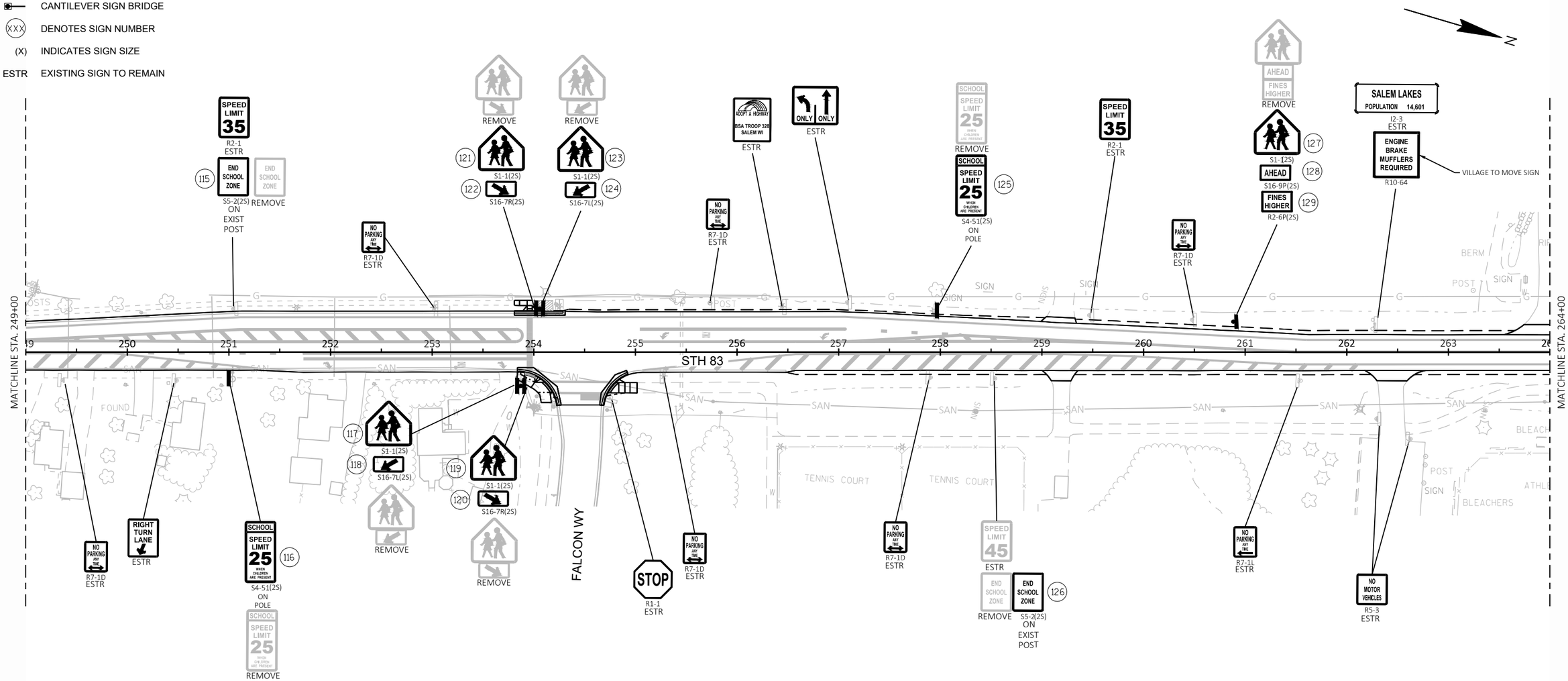
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 18 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 93	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
LAYOUT NAME - 023217_ps

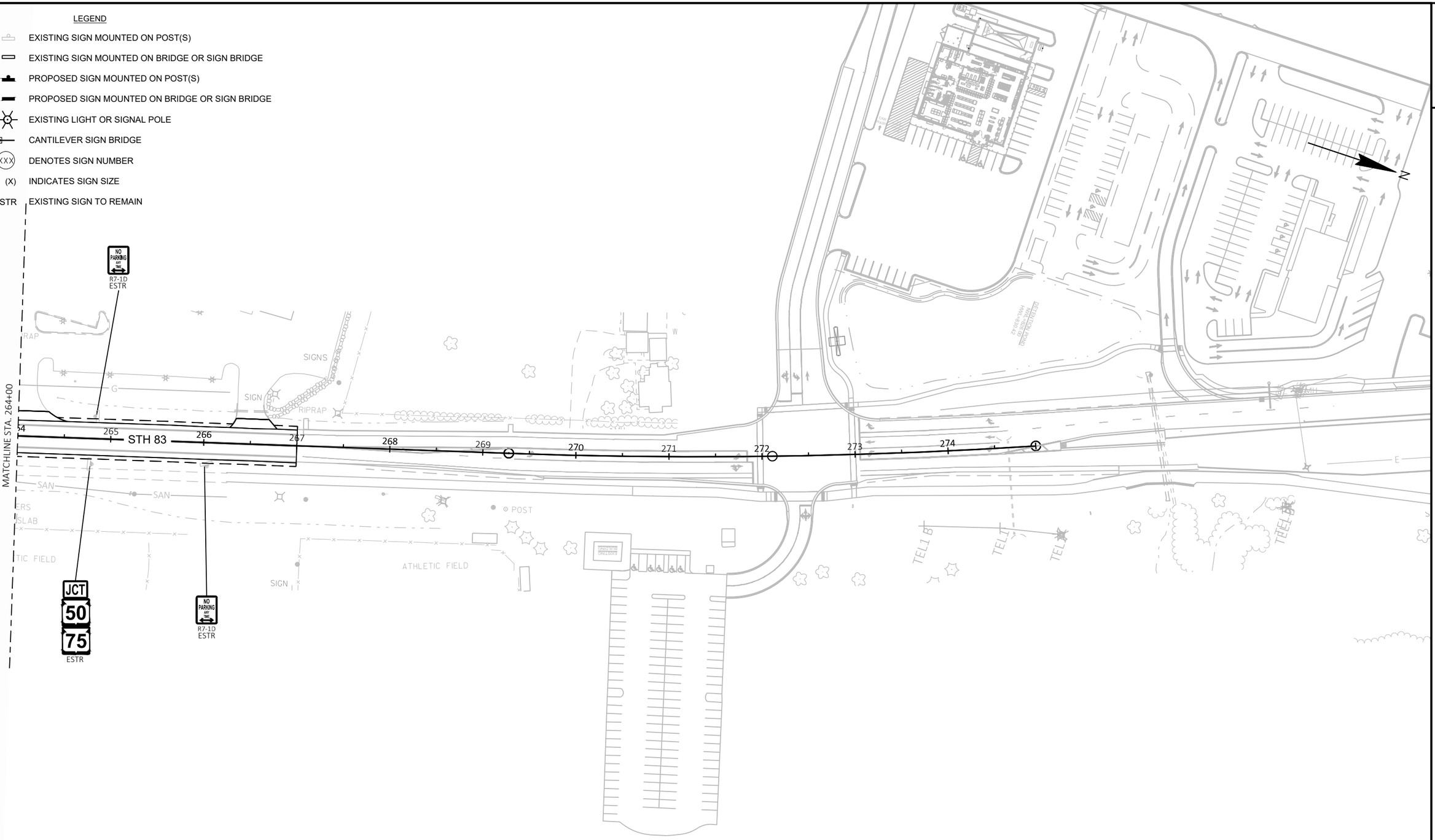
PLOT DATE : 1/16/2023 3:25 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 19 OF 19

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 94	E

FILE NAME : X:\ML\2022\20220357\2022-0357.01\DESIGN\TRANSPORTATION\SHEETSPLAN\023201_PS_3380-06-00.DWG
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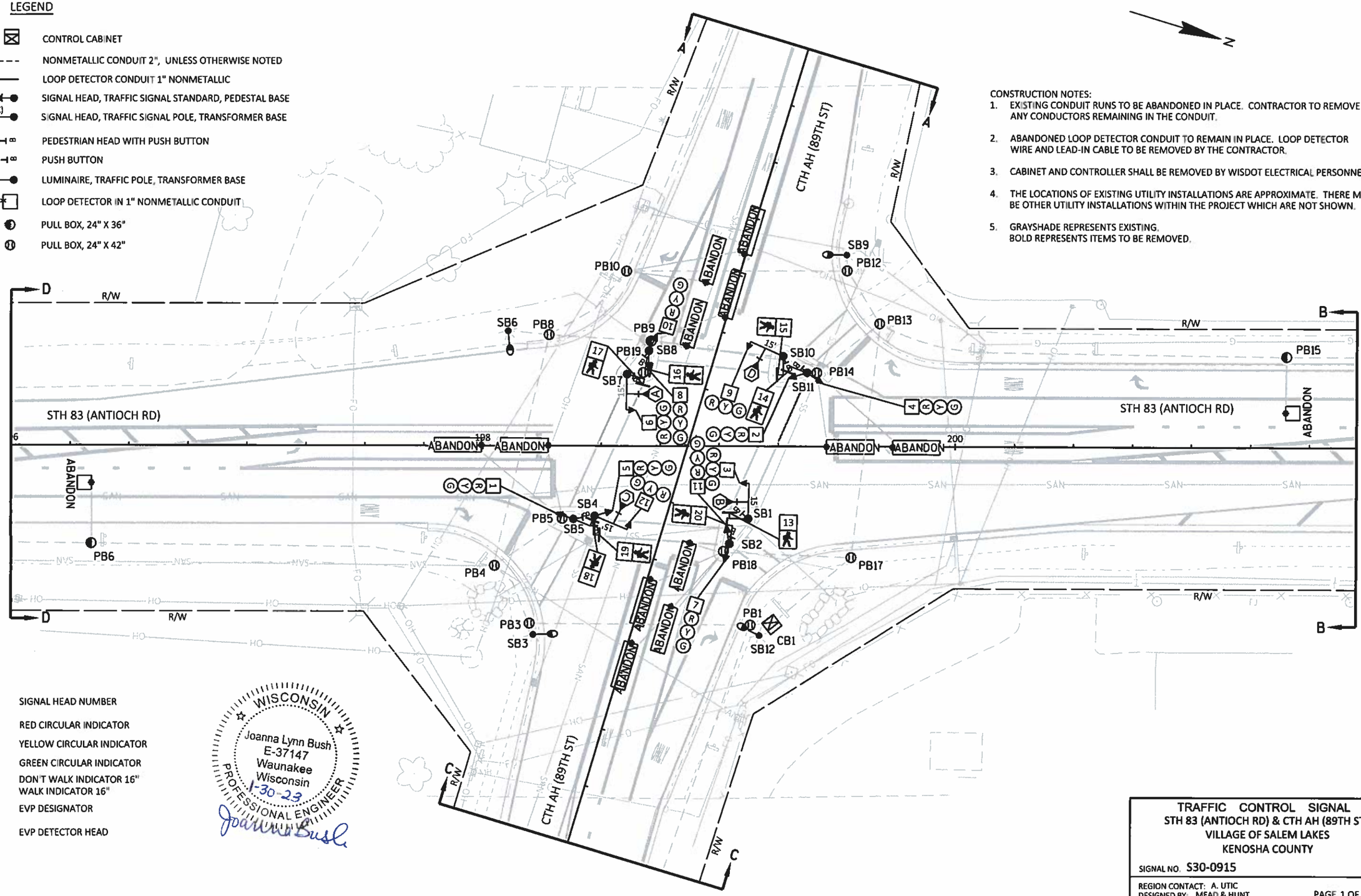
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.



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

WISCONSIN
Joanna Lynn Bush
E-37147
Waunakee
Wisconsin
1-30-23
PROFESSIONAL ENGINEER

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0915

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 95 E

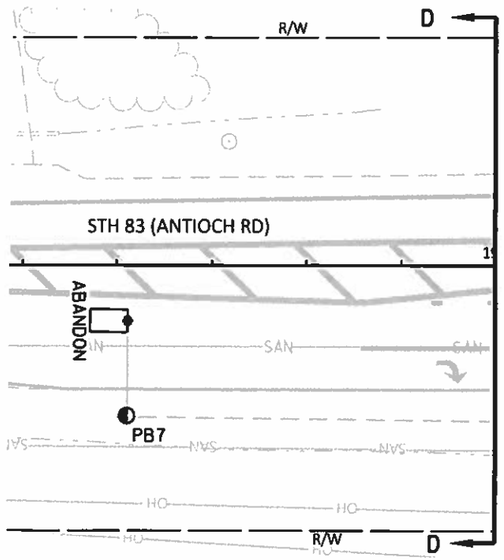
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LAYOUT NAME - CTH_AH

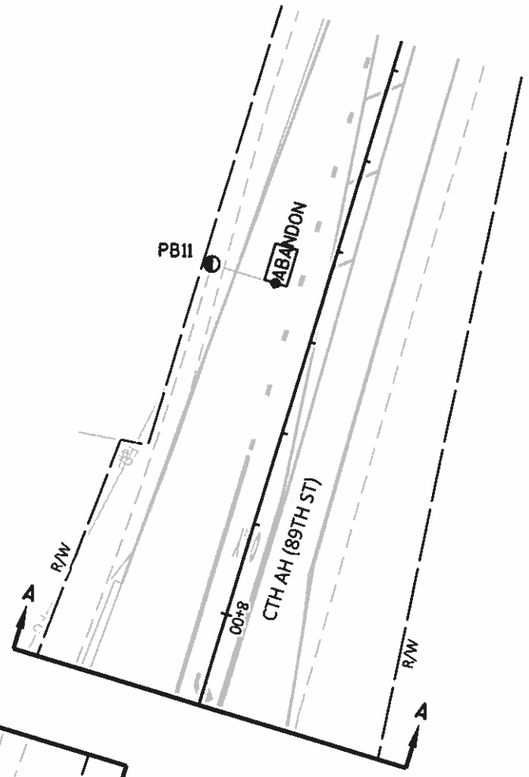
PLOT DATE : 1/30/2023 12:41 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

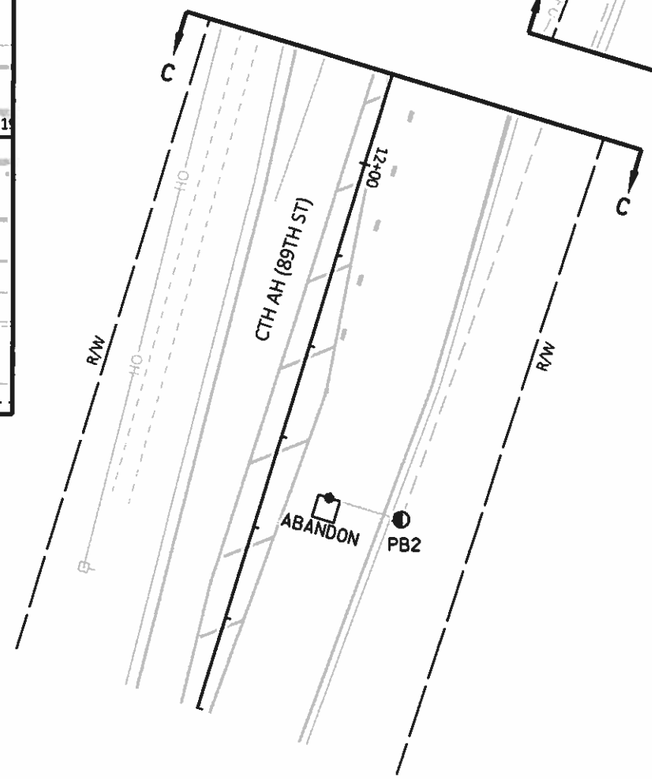
WISDOT/CADDS SHEET 42

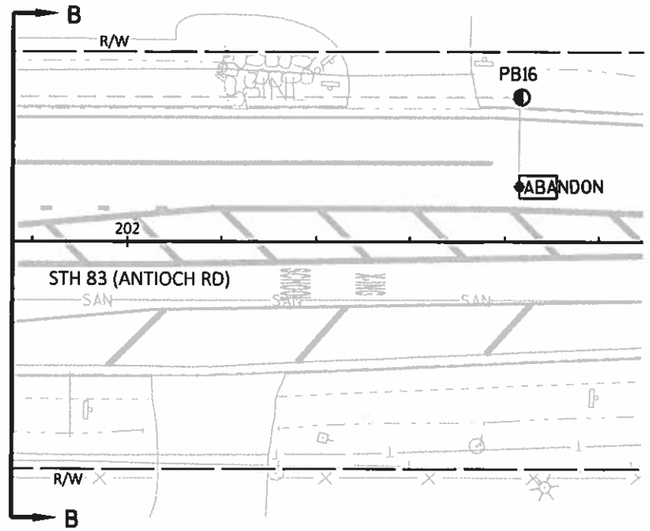
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N









TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0915

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 96 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-SR.DWG
LAYOUT NAME - CTH_AH_p2

PLOT DATE : 1/25/2023 4:14 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

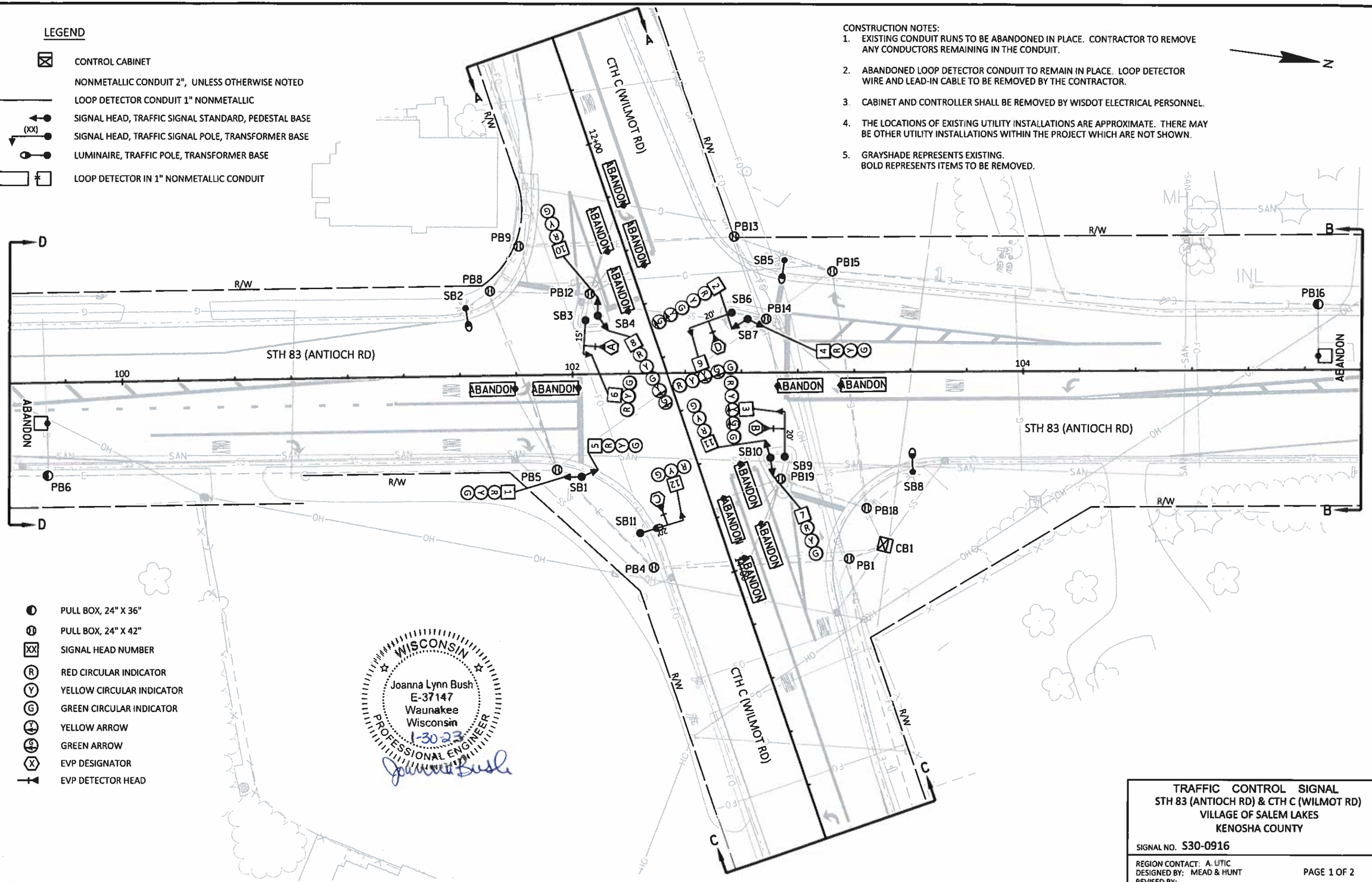
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.



- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

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Waunakee
Wisconsin
1-30-23
PROFESSIONAL ENGINEER

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0916

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 97 E

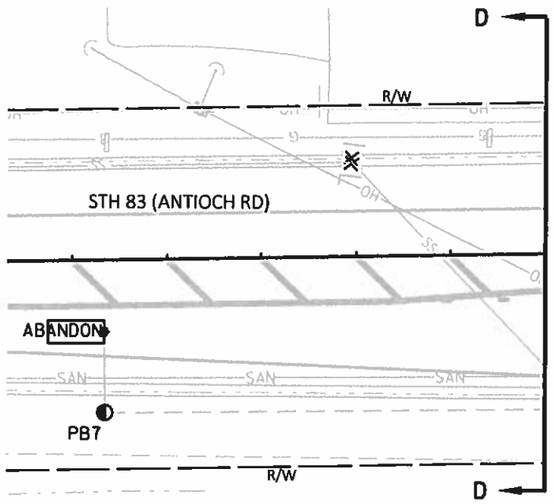
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LAYOUT NAME - CTH_C

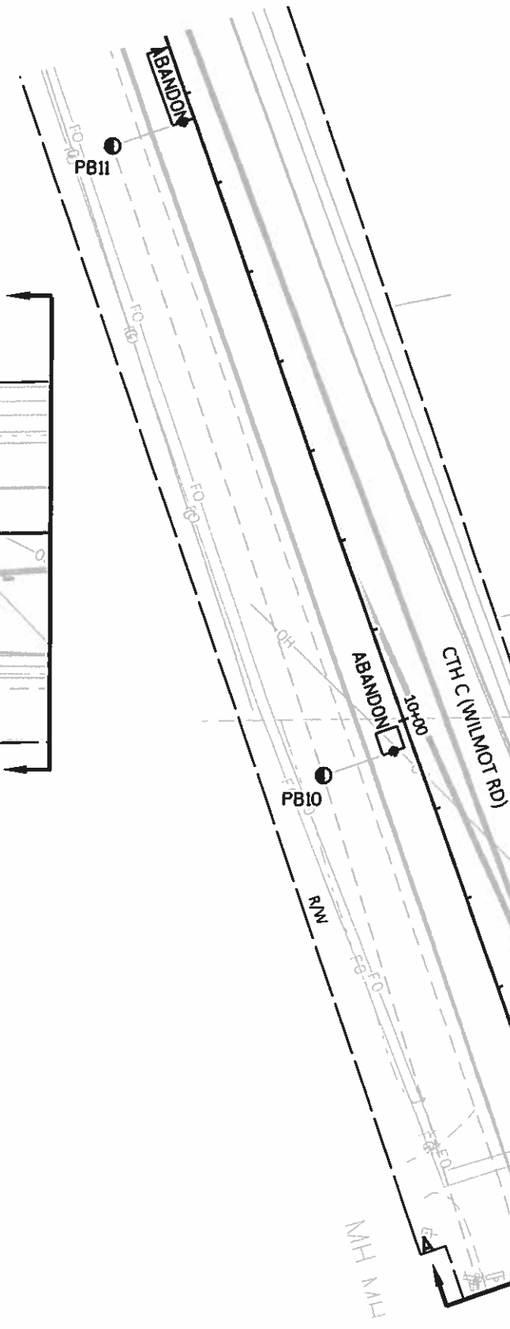
PLOT DATE : 1/25/2023 4:14 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

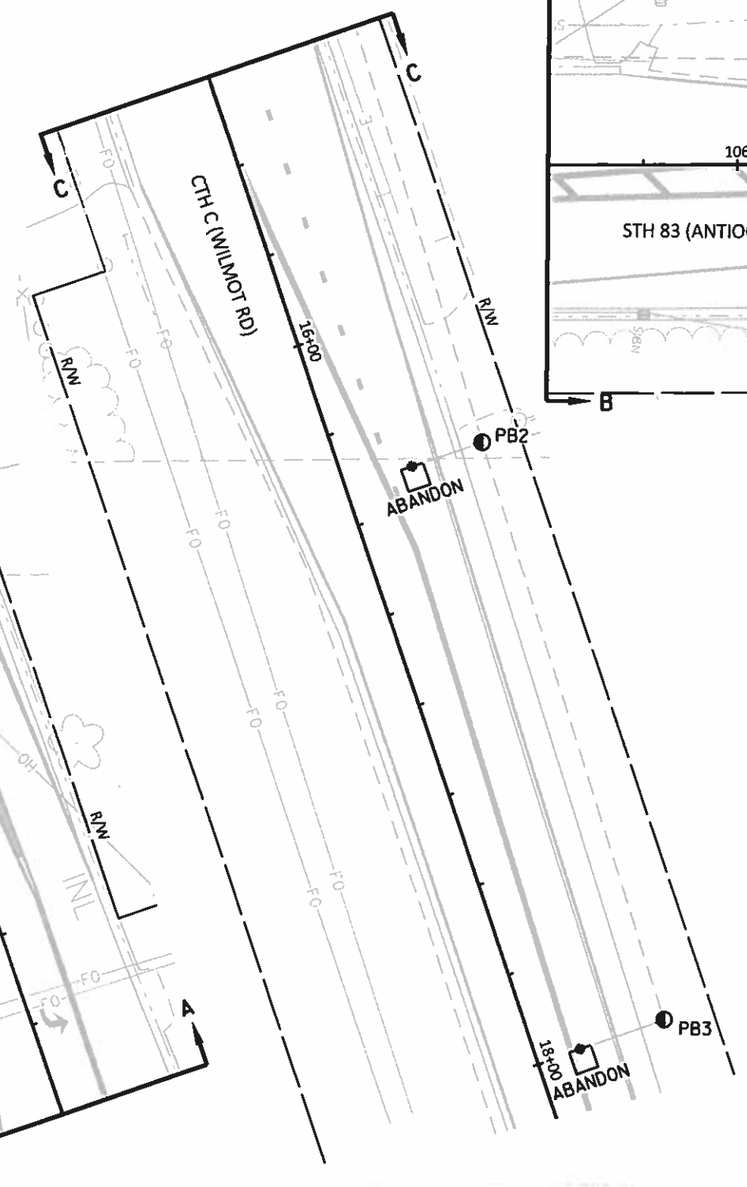
WISDOT/CADDS SHEET 42

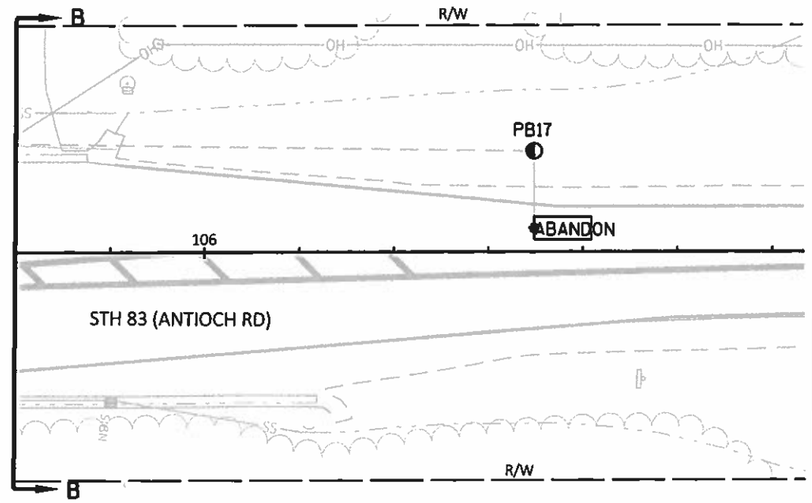
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TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0916

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

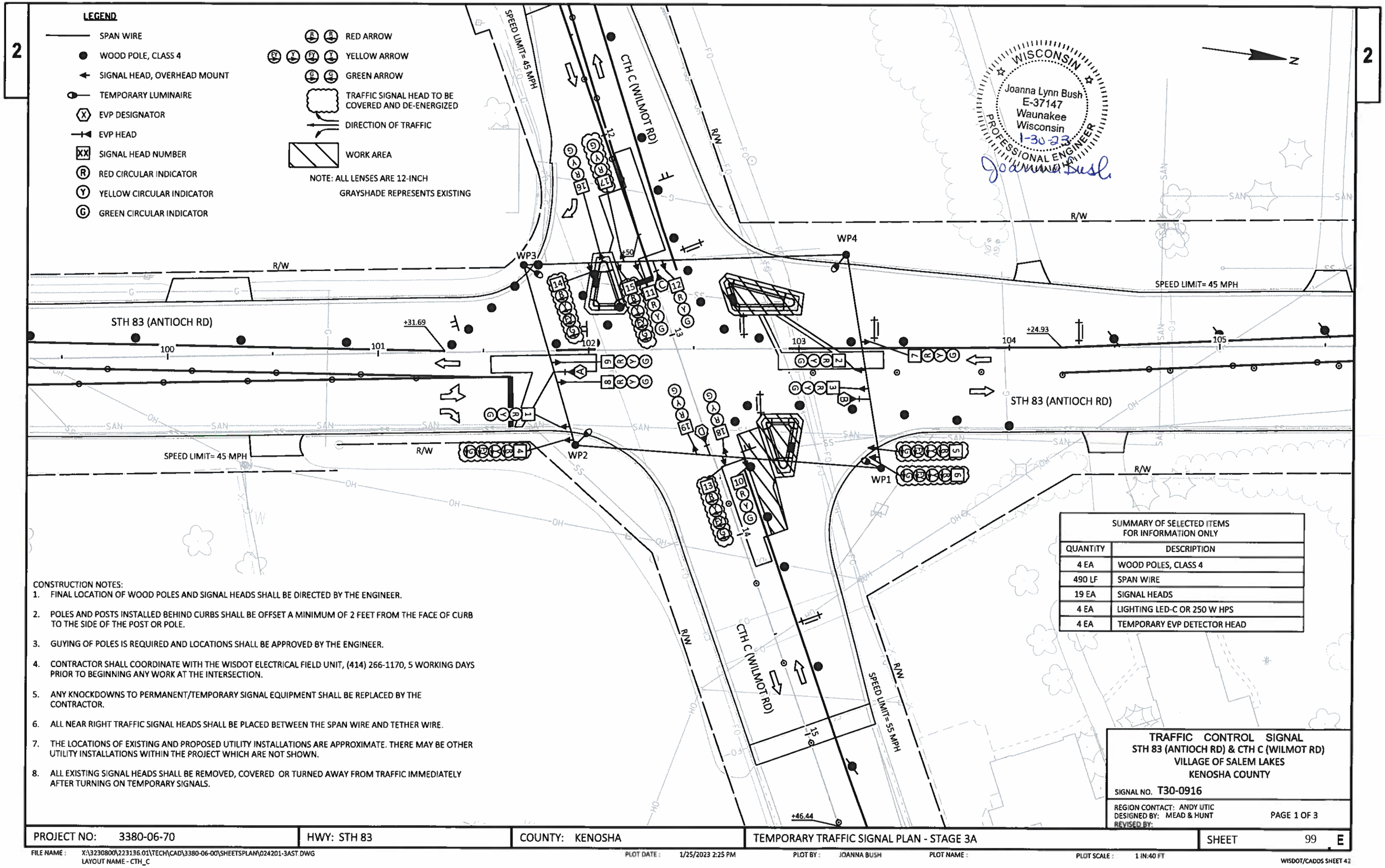
PAGE 2 OF 2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 98 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-SR.DWG
LAYOUT NAME - CTH_C_p2

PLOT DATE : 1/25/2023 4:16 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS SHALL BE DIRECTED BY THE ENGINEER.
2. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR SHALL COORDINATE WITH THE WISDOT ELECTRICAL FIELD UNIT, (414) 266-1170, 5 WORKING DAYS PRIOR TO BEGINNING ANY WORK AT THE INTERSECTION.
5. ANY KNOCKDOWNS TO PERMANENT/TEMPORARY SIGNAL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR.
6. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
7. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
8. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
4 EA	WOOD POLES, CLASS 4
490 LF	SPAN WIRE
19 EA	SIGNAL HEADS
4 EA	LIGHTING LED-C OR 250 W HPS
4 EA	TEMPORARY EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. T30-0916

REGION CONTACT: ANDY UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A	SHEET 99 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-3AST.DWG
LAYOUT NAME - CTH_C
PLOT DATE : 1/25/2023 2:25 PM
PLOT BY : JOANNA BUSH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SPAN WIRE
- WOOD POLE, CLASS 4
- SIGNAL HEAD, OVERHEAD MOUNT
- TEMPORARY LUMINAIRE
- EVP DESIGNATOR
- EVP HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- DIRECTION OF TRAFFIC
- WORK AREA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

SPEED LIMIT = 45 MPH

CTH C (WILMOT RD)

R/W

WP1

WP2

WP3

WP4

STH 83 (ANTIOCH RD)

+31.69

+20.63

SPEED LIMIT = 55 MPH

GOLF GREEN

SAN

OH

SS

W

100 101 102 103 104 105

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. T30-0916

REGION CONTACT: ANDY UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 2 OF 3

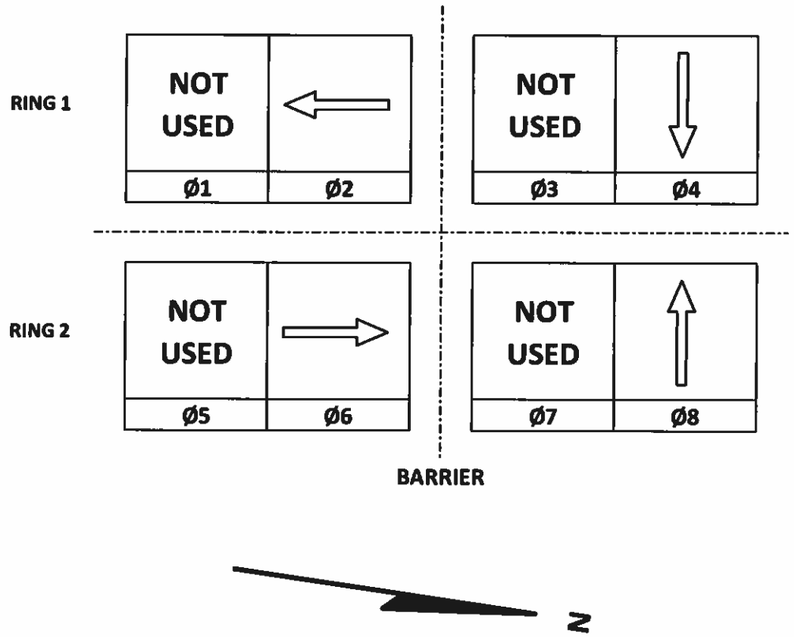
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET 100 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-3BST.DWG
LAYOUT NAME - CTH_C

PLOT DATE : 1/25/2023 2:26 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	7,8,9	R
Ø3		
Ø4	16,17,18,19	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

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

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

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

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

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO: T30-0916 CABINET TYPE: TEMP
CONTROLLER TYPE: ECONOLITE
DATE: 1/2023 PAGE: 3 OF 3

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS – STAGES 3A/3B	SHEET NO: E

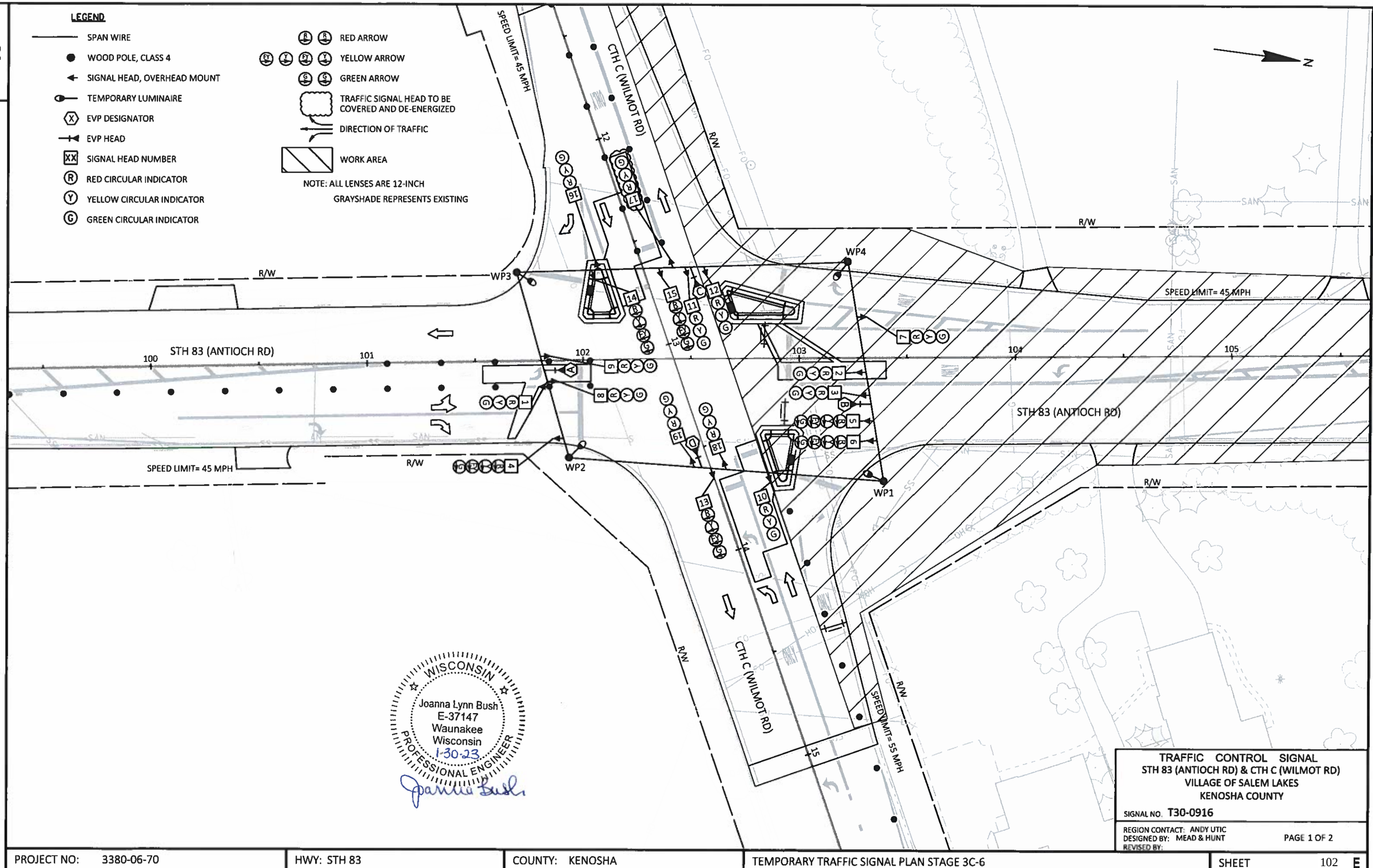
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2

LEGEND

- SPAN WIRE
- WOOD POLE, CLASS 4
- SIGNAL HEAD, OVERHEAD MOUNT
- TEMPORARY LUMINAIRE
- EVP DESIGNATOR
- EVP HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- DIRECTION OF TRAFFIC
- WORK AREA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



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1-30-23
PROFESSIONAL ENGINEER

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. T30-0916

REGION CONTACT: ANDY UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 1 OF 2

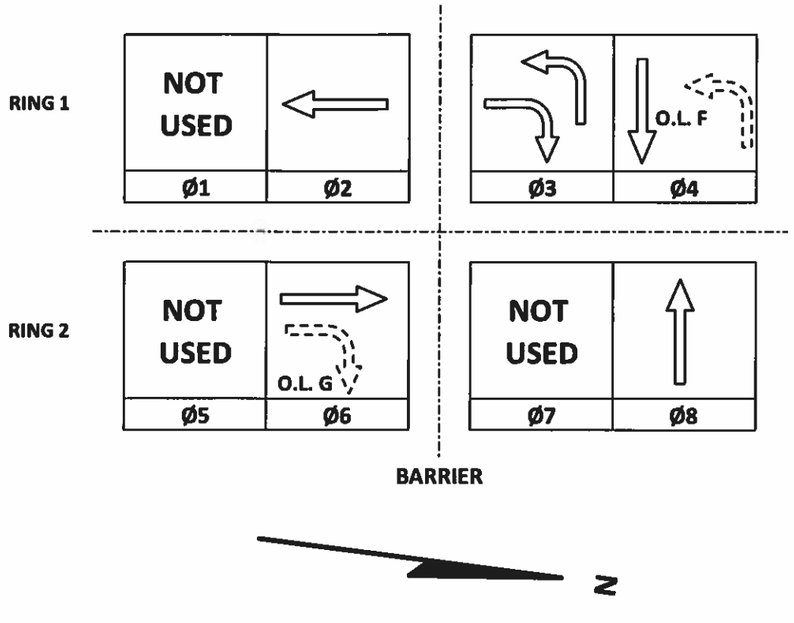
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN STAGE 3C-6	SHEET 102 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-3CST.DWG
LAYOUT NAME - CTH_C

PLOT DATE : 1/25/2023 2:27 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	7,8,9	R
Ø3	4,5,6,13,14,15	R. R ← →
Ø4	16,18,19	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE		
OLF	13,14,15	-
OLG	4,5,6	-
OLH		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	6+2	4+8	8+3

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

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

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

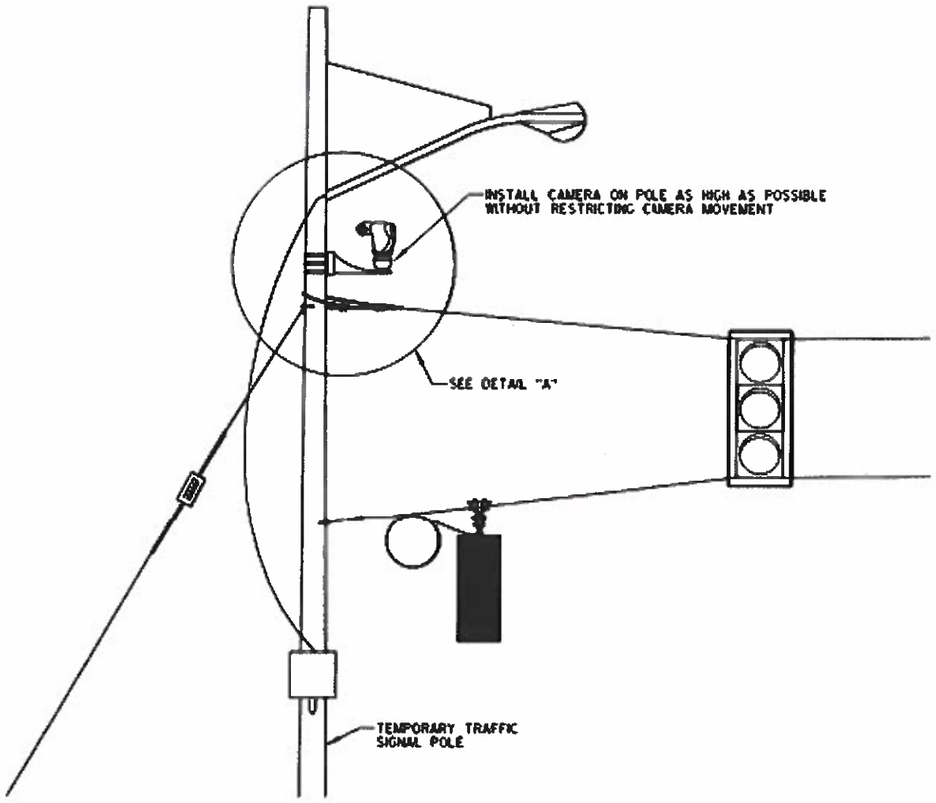
TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

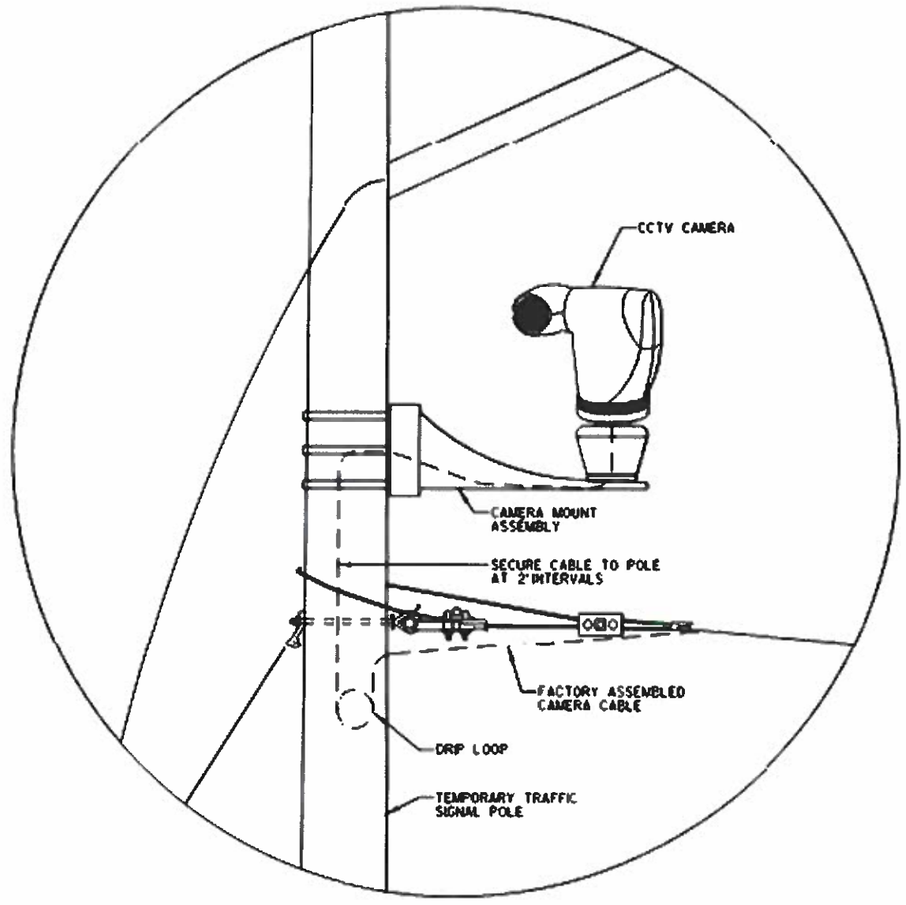
TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY
SIGNAL NO: T30-0916 CABINET TYPE: TEMP
CONTROLLER TYPE: ECONOLITE
DATE: 1/2023 PAGE: 2 OF 2

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS – STAGES 3C-6	SHEET NO: 103 E

2





DETAIL "A"

CCTV MOUNTING DETAIL
(TEMPORARY TRAFFIC SIGNAL MOUNT)

NOT TO SCALE

2

LEGEND

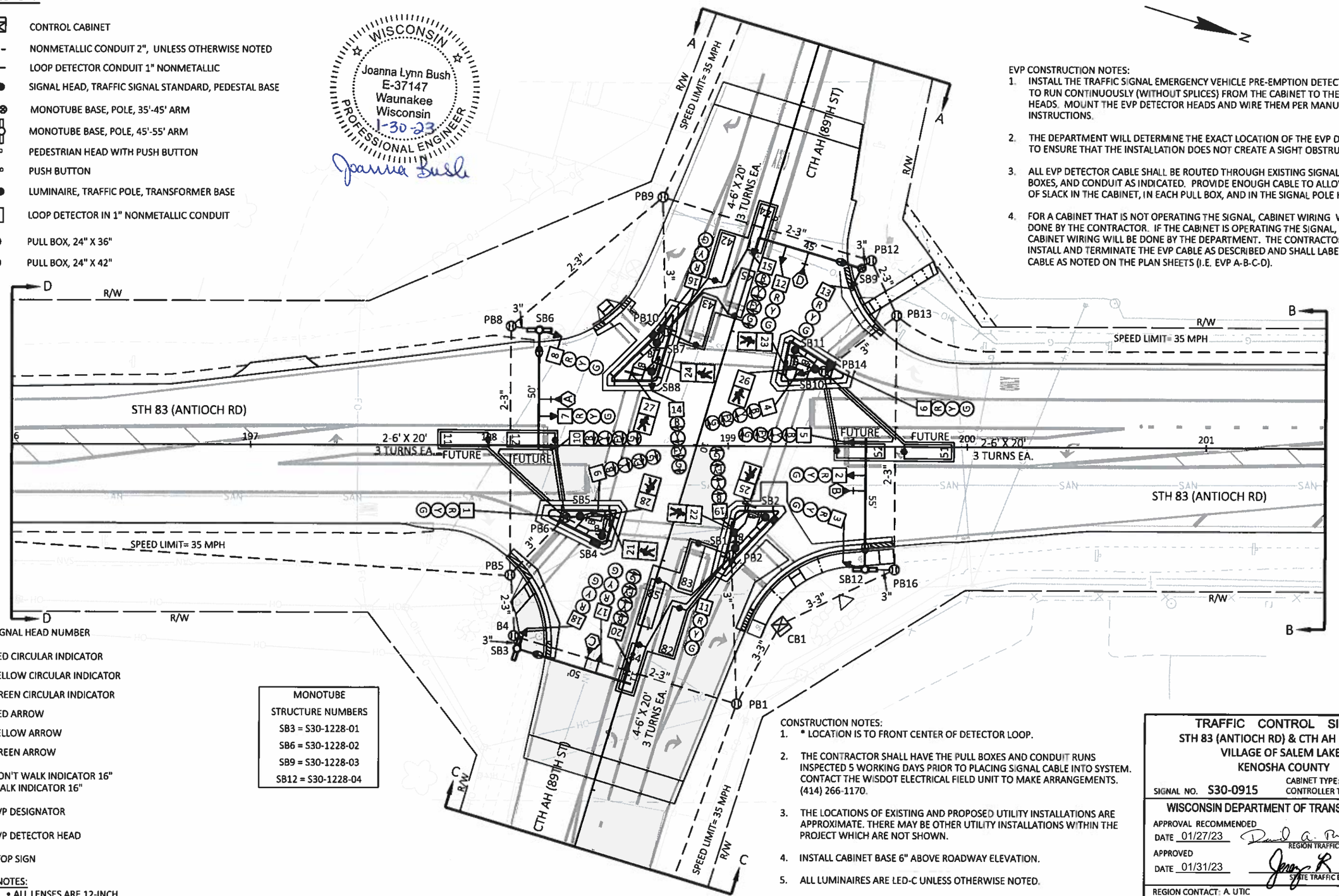
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 45'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE,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

WISCONSIN
Joanna Lynn Bush
E-37147
Waunakee
Wisconsin
1-30-23
PROFESSIONAL ENGINEER

Joanna Bush

EVP CONSTRUCTION NOTES:

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



XX SIGNAL HEAD NUMBER
R RED CIRCULAR INDICATOR
Y YELLOW CIRCULAR INDICATOR
G GREEN CIRCULAR INDICATOR
RA RED ARROW
YA YELLOW ARROW
GA GREEN ARROW
DON'T WALK INDICATOR 16"
WALK INDICATOR 16"
X EVP DESIGNATOR
EVP DETECTOR HEAD
S STOP SIGN

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURE NUMBERS
SB3 = S30-1228-01
SB6 = S30-1228-02
SB9 = S30-1228-03
SB12 = S30-1228-04

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0915
CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 01/27/23 David A. Praedan, P.E.
REGION TRAFFIC ENGINEER

APPROVED
DATE 01/31/23
STATE TRAFFIC ENGINEER

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 1 OF 3

ATM 1-27-23

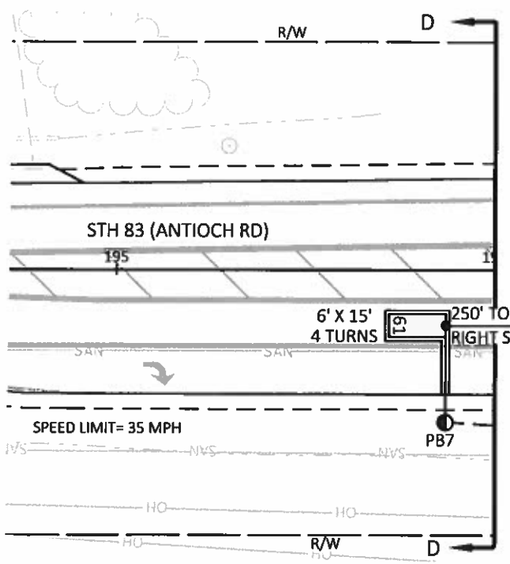
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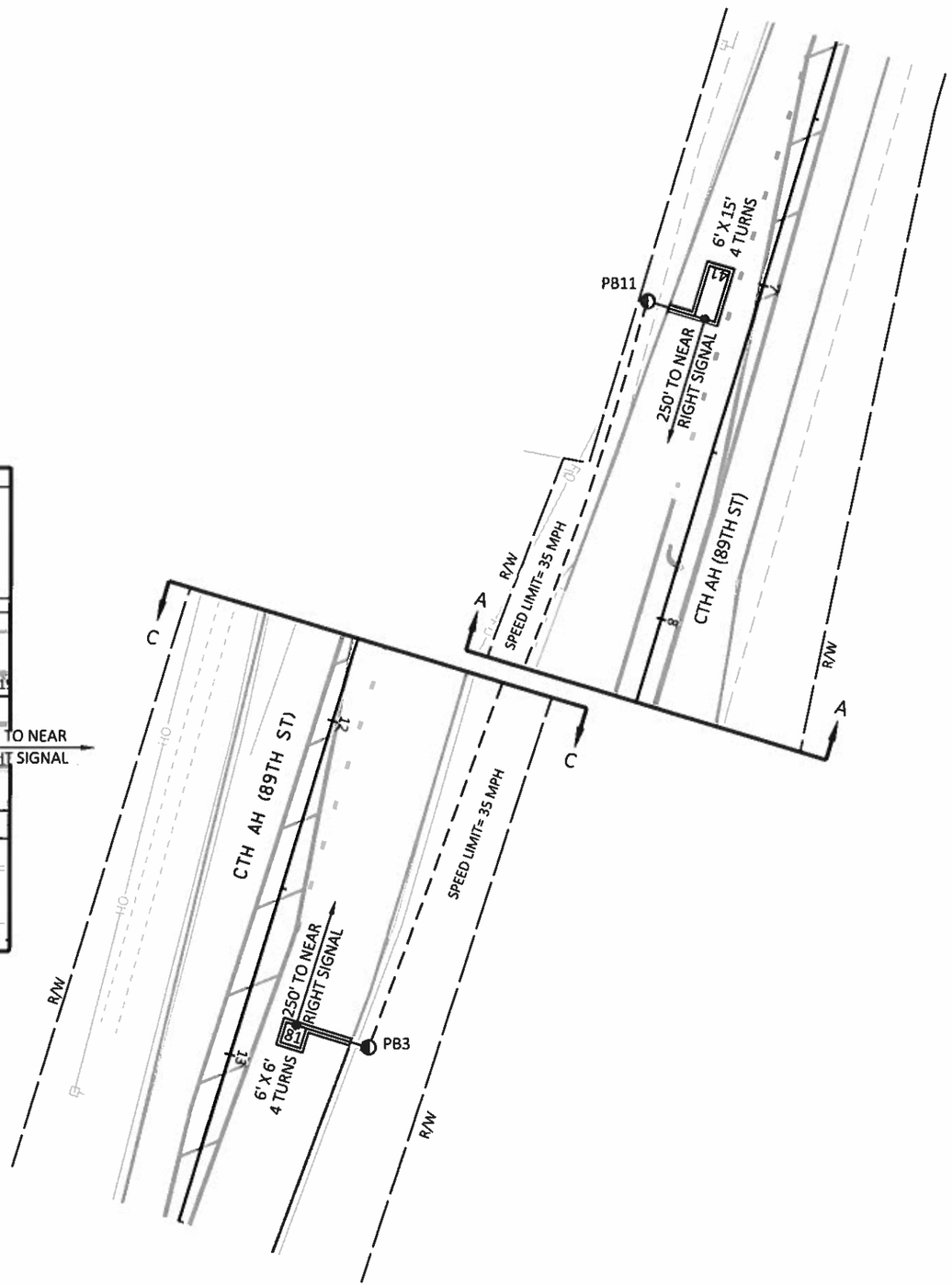
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LAYOUT NAME - CTH_AH
PLOT DATE 1/25/2023 2:28 PM
PLOT BY : JOANNA BUSH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

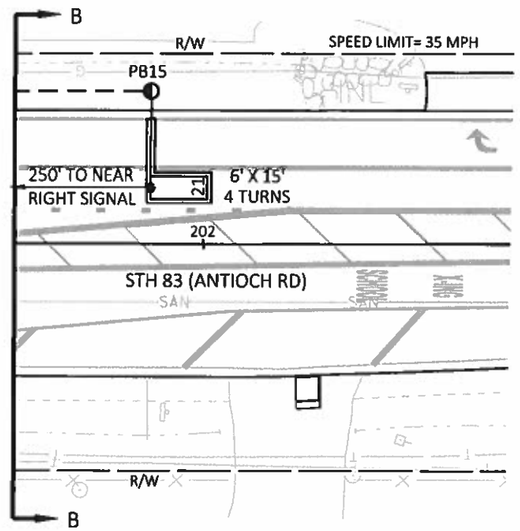
WISDOT/CADDS SHEET 42

2

N







TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0915

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 2 OF 3

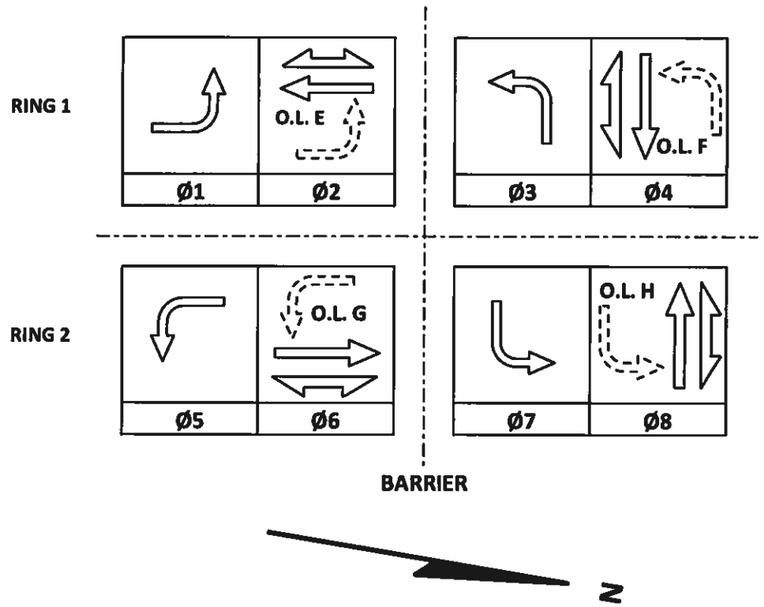
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 106

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - CTH_AH_p2

PLOT DATE : 1/25/2023 2:29 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	6,7,8	R
Ø3	14,15	R
Ø4	16,17,18	R
Ø5	9,10	R
Ø6	1,2,3	R
Ø7	19,20	R
Ø8	11,12,13	R
Ø2P	23,24	
Ø4P	27,28	
Ø6P	21,22	
Ø8P	25,26	
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH	19,20	-



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	42	44	51	61	82	84
CALLED PHASE	FUTURE	2	4	4	FUTURE	6	8	8
CALL OPTION		X	X	X		X	X	X
DELAY TIME								
EXTENTION OPTION		X	X	X		X	X	X
EXTEND TIME								
USE ADDED INITIAL		X				X		
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41	43	45	52	81	83	85
CALLED PHASE	FUTURE	4	4	4	FUTURE	8	8	8
CALL OPTION			X	X			X	X
DELAY TIME								
EXTENTION OPTION		X	X	X		X	X	X
EXTEND TIME		X				X		
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES:

1. OMIT PHASES 1, 3, 5 & 7 DURING NORMAL OPERATION.

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY
SIGNAL NO: S30-0915 CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE
DATE: 1/2023 PAGE: 3 OF 3

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO: E

FILE NAME: X:\3230800\223136.01\TECH\traffic\S30-0915.xlsx PLOT DATE: 1/8/2023 PLOT NAME: S30-0915.xlsx PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	3380-06-70
INTERSECTION:	STH 83 (ANTIOCH RD) & CTH AH (89TH ST)

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

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	11	RED/BLK	ORG/BLK	GRN/BLK								
		19				RED	ORG	GRN	BLK/WHT				
		22								BLK	BLU		
		B										WHT/BLK	
SB2	7	25								BLK	BLU		
		B										WHT/BLK	
SB3	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB4	7	21								BLK	BLU		
		B										WHT/BLK	
SB5	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		28								BLK	BLU		
		B										WHT/BLK	
SB6	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB7	7	16	RED	ORG	GRN								
		24								BLK	BLU		
		B										WHT/BLK	
SB8	12	14				RED	ORG	GRN	BLK/WHT				
		27								BLK	BLU		
		B										WHT/BLK	
SB9	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB10	12	4				RED	ORG	GRN	BLK/WHT				
		6	RED/BLK	ORG/BLK	GRN/BLK								
		26								BLK	BLU		
		B										WHT/BLK	
SB11	7	23								BLK	BLU		
		B										WHT/BLK	
SB12	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB4	SB3
PB5	SB3
PB6	SB5
PB8	SB6
PB9	SB7
PB10	SB7
PB12	SB9
PB13	SB9
PB14	SB10
PB16	SB12

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB3
SB3	SB6
CB1	SB12
SB12	SB9

Emergency Vehicle Preemption	
From	To
CB1	SB6 (HEAD A)
CB1	SB12 (HEAD B)
CB1	SB3 (HEAD C)
CB1	SB9 (HEAD D)

2

2

LEGEND

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

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.

N

WISCONSIN
Joanna Lynn Bush
E-37147
Waunakee
Wisconsin
1-30-23
PROFESSIONAL ENGINEER

CTH C (WILMOT RD)
SPEED LIMIT= 45 MPH
900' TO END OF DETECTION ZONE FROM RADAR UNIT
4-6' X 20' 3 TURNS EA.
2-6' X 20' 3 TURNS EA.
STH 83 (ANTIOCH RD)
FUTURE
R/W
PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11
SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8
CB1

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
PULL BOX, 24" X 36"
PULL BOX, 24" X 42"
SIGNAL HEAD NUMBER
RED CIRCULAR INDICATOR
YELLOW CIRCULAR INDICATOR
GREEN CIRCULAR INDICATOR
RED ARROW
YELLOW ARROW
GREEN ARROW
DON'T WALK INDICATOR 16"
WALK INDICATOR 16"
EVP DESIGNATOR
EVP DETECTOR HEAD
STOP SIGN

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

EVP CONSTRUCTION NOTES:

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

MONOTUBE STRUCTURE NUMBERS
SB2 = S30-1227-01
SB4 = S30-1227-02
SB6 = S30-1227-03
SB8 = S30-1227-04

TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY
SIGNAL NO. S30-0916
CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE 01/27/23 REGION TRAFFIC ENGINEER
APPROVED
DATE 01/31/23 STATE TRAFFIC ENGINEER

REGION CONTACT: ANDY UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 1 OF 3

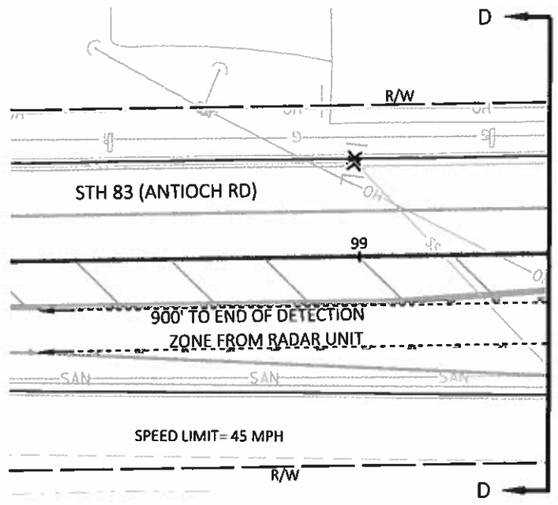
ATM 1-27-23

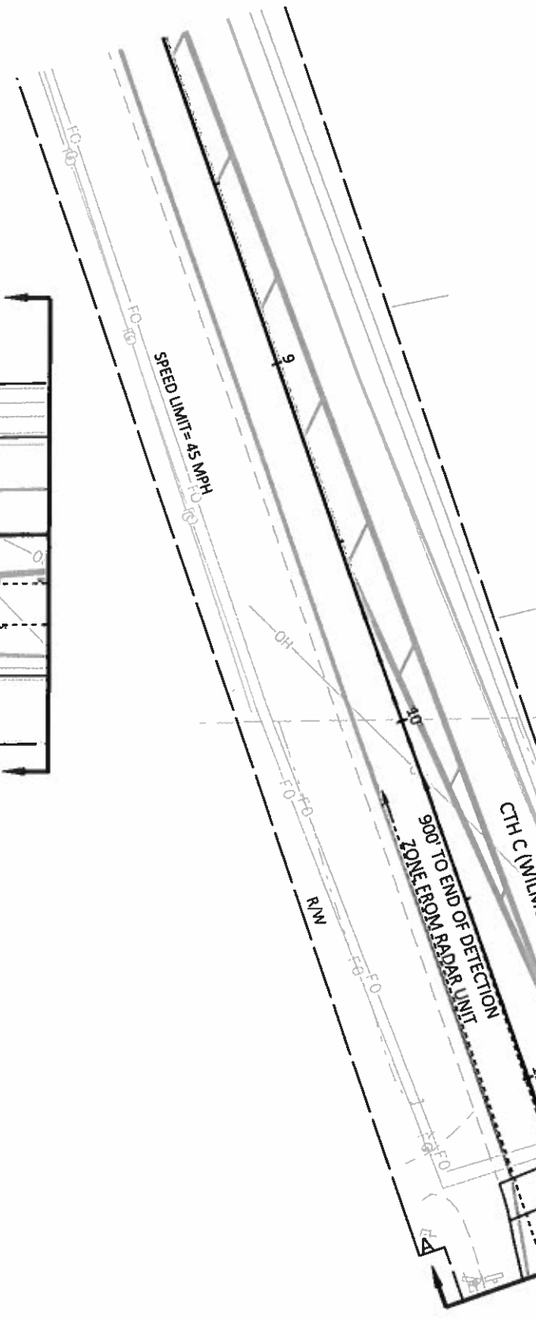
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 109	E

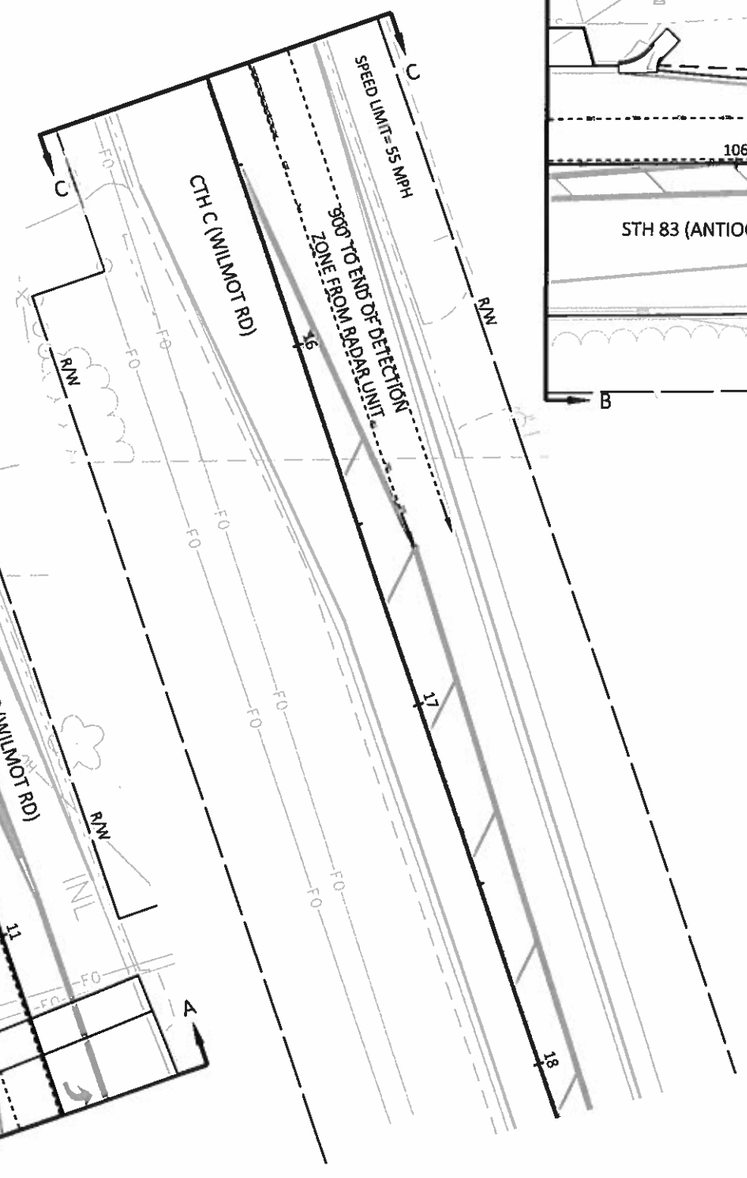
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LAYOUT NAME - CTH_C
PLOT DATE : 3/9/2023 1:00 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

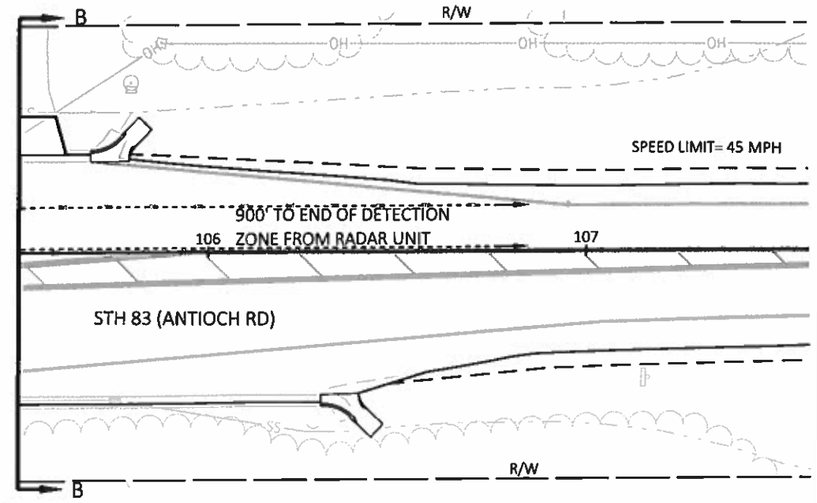
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TRAFFIC CONTROL SIGNAL
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY

SIGNAL NO. S30-0916

REGION CONTACT: A. UTIC
DESIGNED BY: MEAD & HUNT
REVISED BY:

PAGE 2 OF 3

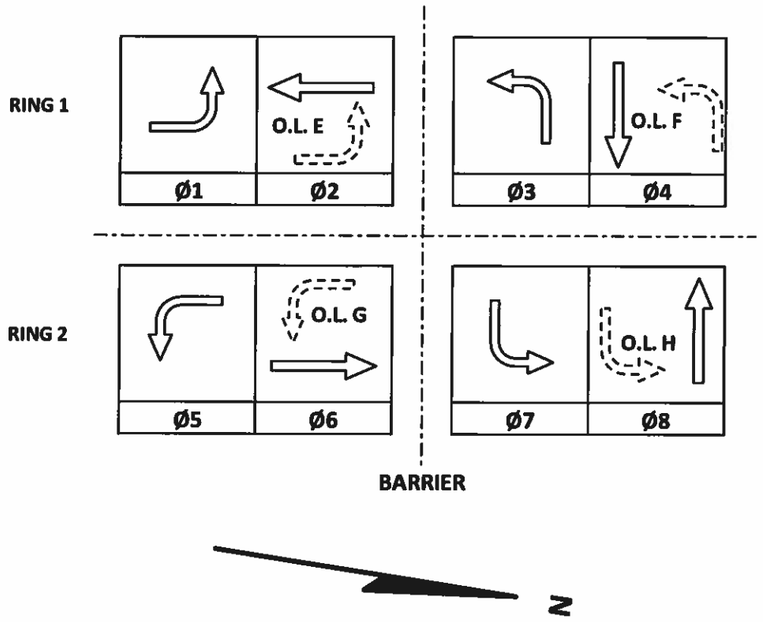
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 110 E

FILE NAME : X:\3230800\223136.01\TECH\CAD\3380-06-00\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - CTH_C_p2

PLOT DATE : 1/25/2023 2:33 PM PLOT BY : JOANNA BUSH PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	14,15	R ←
Ø4	16,17,18	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7	19,20	R ←
Ø8	11,12,13	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH	19,20	-



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	31	42	44	51	82		
CALLED PHASE	1	3	4	4	FUTURE	8		
CALL OPTION	X	X	X	X		X		
DELAY TIME								
EXTENTION OPTION	X	X	X	X		X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	4						

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	32	43	45	52	83		
CALLED PHASE	1	3	4	4	FUTURE	8		
CALL OPTION	X	X	X	X		X		
DELAY TIME								
EXTENTION OPTION	X	X	X	X		X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	4						

49	50	51	52					DETECTOR INPUT
21	41	61	81					PLAN LOOP DETECTOR*(S)
2	4	6	8					CALLED PHASE
X		X						CALL OPTION
								DELAY TIME
X	X	X	X					EXTENTION OPTION
	X		X					EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

								DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

GENERAL NOTES:

1. OMIT PHASES 5 & 7 DURING NORMAL OPERATION.

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
VILLAGE OF SALEM LAKES
KENOSHA COUNTY
SIGNAL NO: S30-0916 CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE
DATE: 1/2023 PAGE: 2 OF 3

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO: E

FILE NAME: \\corp.meadhunt.com\sharedfolders\entp\3230800\223136.01\TECH\traffic\S30-0916.xlsx PLOT DATE: 1/8/2023 PLOT NAME: S30-0916.xlsx PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	3380-06-70
INTERSECTION:	STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)

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

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	11	RED/BLK	ORG/BLK	GRN/BLK								
		19				RED	ORG	GRN	BLK/WHT				
SB2	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB3	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB4	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB5	12	14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		16	RED	ORG	GRN								
SB6	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB7	12	4				RED	ORG	GRN	BLK/WHT				
		6	RED/BLK	ORG/BLK	GRN/BLK								
SB8	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB11	SB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB4
PB6	SB5
PB7	SB6
PB8	SB7
PB9	SB7
PB10	CB1

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB2
SB2	SB4
CB1	SB8
SB8	SB5

Emergency Vehicle Preemption	
From	To
CB1	SB4 (HEAD A)
CB1	SB8 (HEAD B)
CB1	SB2 (HEAD C)
CB1	SB6 (HEAD D)

Radar Detection Cable	
From	To
CB1	SB4 (RE1)
CB1	SB8 (RE2)
CB1	SB2 (RE3)
CB1	SB6 (RE4)

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

BEGIN PROJECT
STA 10+00

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

127TH PLACE
127TH STREET
128TH STREET
STH 83 / ANTIOCH ROAD
MATCH LINE STA 16+50
MATCHLINE STA 16+50
240TH AVENUE
126TH STREET
STH 83 R/L
MATCH LINE STA 24+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
12'
SIGN
FLAG
RIPRAP
POST
POSTS
CANOPY
FILLER CAPS
MH
N

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 113 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 3/9/2023 11:47 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MATCHLINE STA 24+00

MATCH LINE STA 31+50

MATCHLINE STA 31+50

MATCH LINE STA 39+00

125TH STREET

124TH PLACE

124TH STREET

123RD STREET

122ND PLACE

122ND STREET

STH 83 / ANTIOCH ROAD

SIGN

POST

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 114 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02
PLOT DATE : 3/9/2023 11:48 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MATCHLINE STA 39+00

MATCH LINE STA 46+50

STH 83 / ANTIOCH ROAD

40+00 41+00 42+00 43+00 44+00 45+00 46+00

+56.97

+21.15

25' (TYP)

12'

SIGN SIGN MH POST SIGN RIPRAP SIGN INL INL POST

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

MATCHLINE STA 46+50

MATCH LINE STA 54+00

STH 83 / ANTIOCH ROAD

47+00 48+00 49+00 50+00 51+00 52+00 53+00 54

+26.11 +02.28 +74.35 +36.59 +79.66

119TH STREET / CTH JF

SIGN SIGN POST POST POSTS POSTS

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 115	E

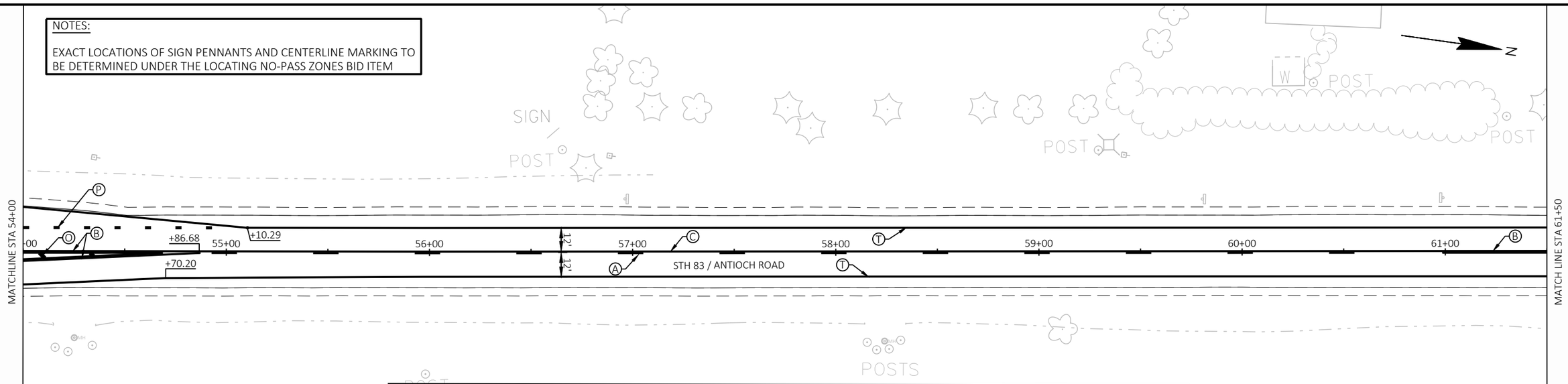
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03

PLOT DATE : 3/9/2023 11:48 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

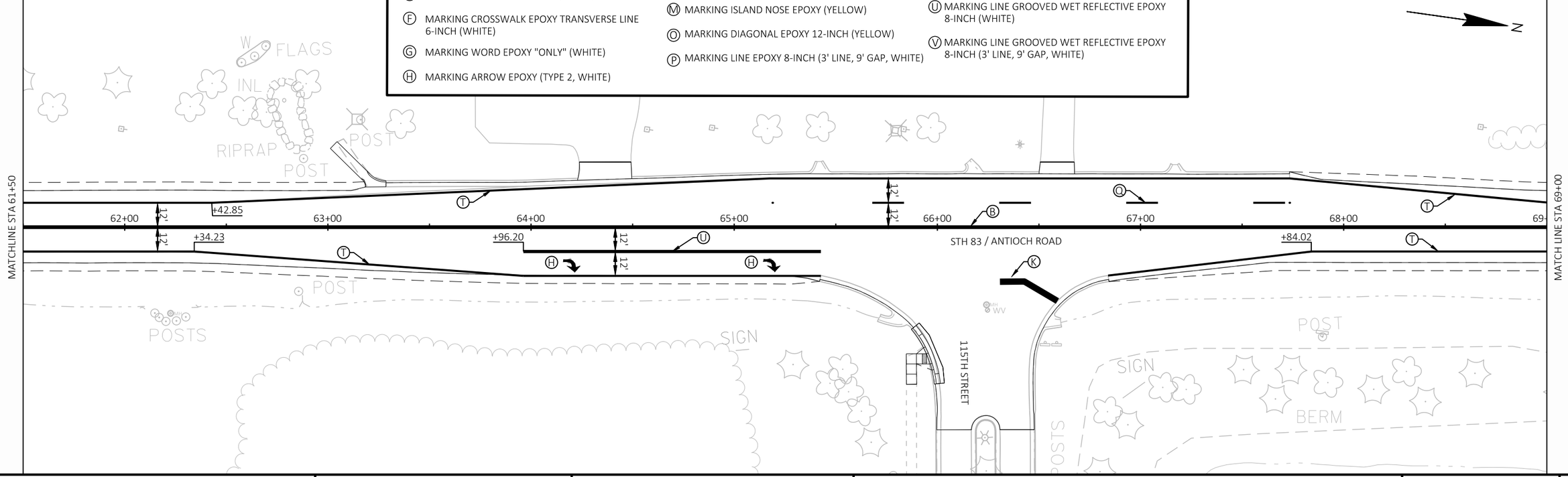
NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 116	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 3/9/2023 11:49 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

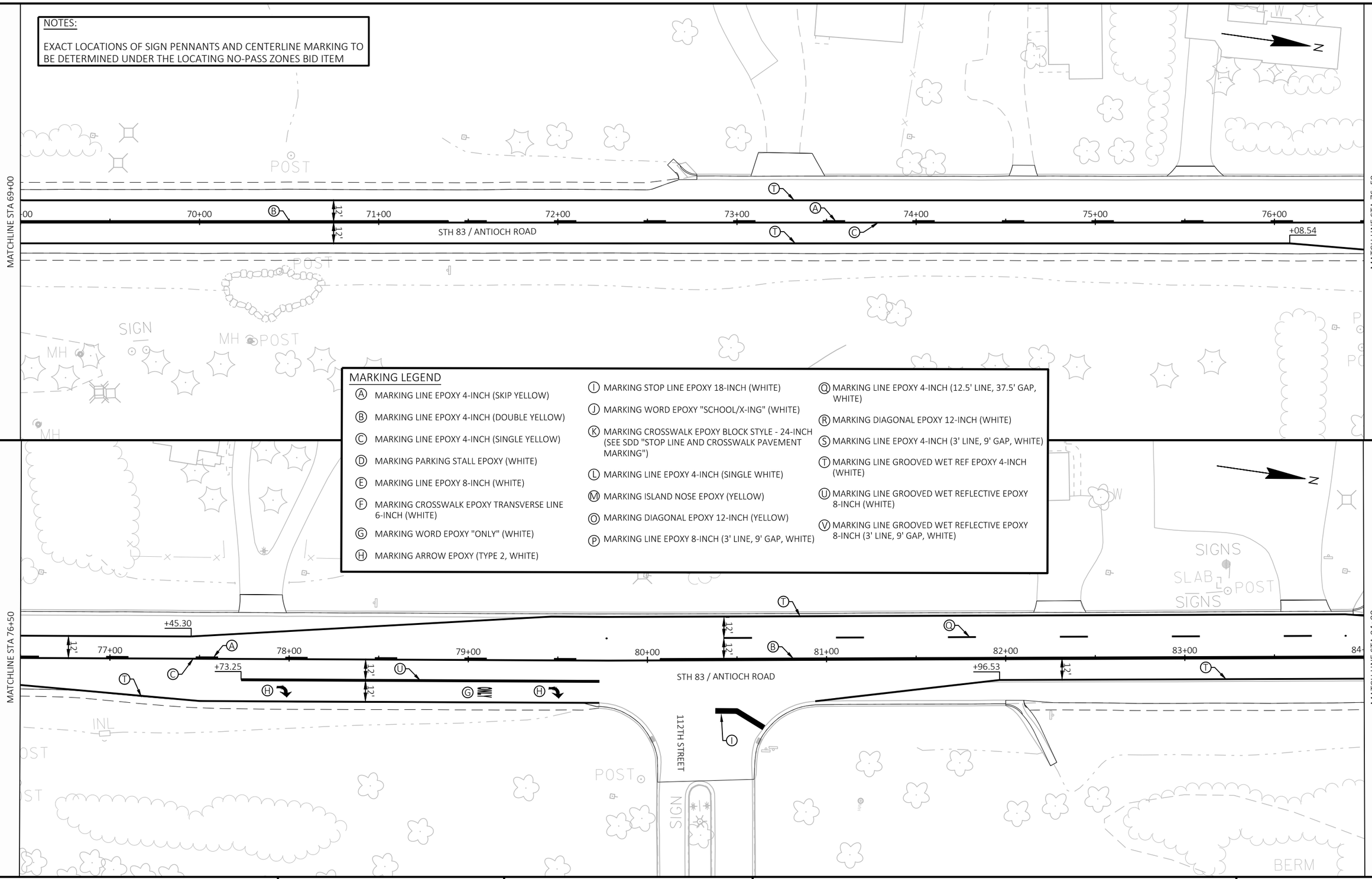
WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 117 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05

PLOT DATE : 3/9/2023 11:50 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

MATCHLINE STA 84+00

MATCH LINE STA 91+50

MATCHLINE STA 91+50

MATCH LINE STA 99+00

STH 83 / ANTIOCH ROAD

+45.04

+43.78

+12.50

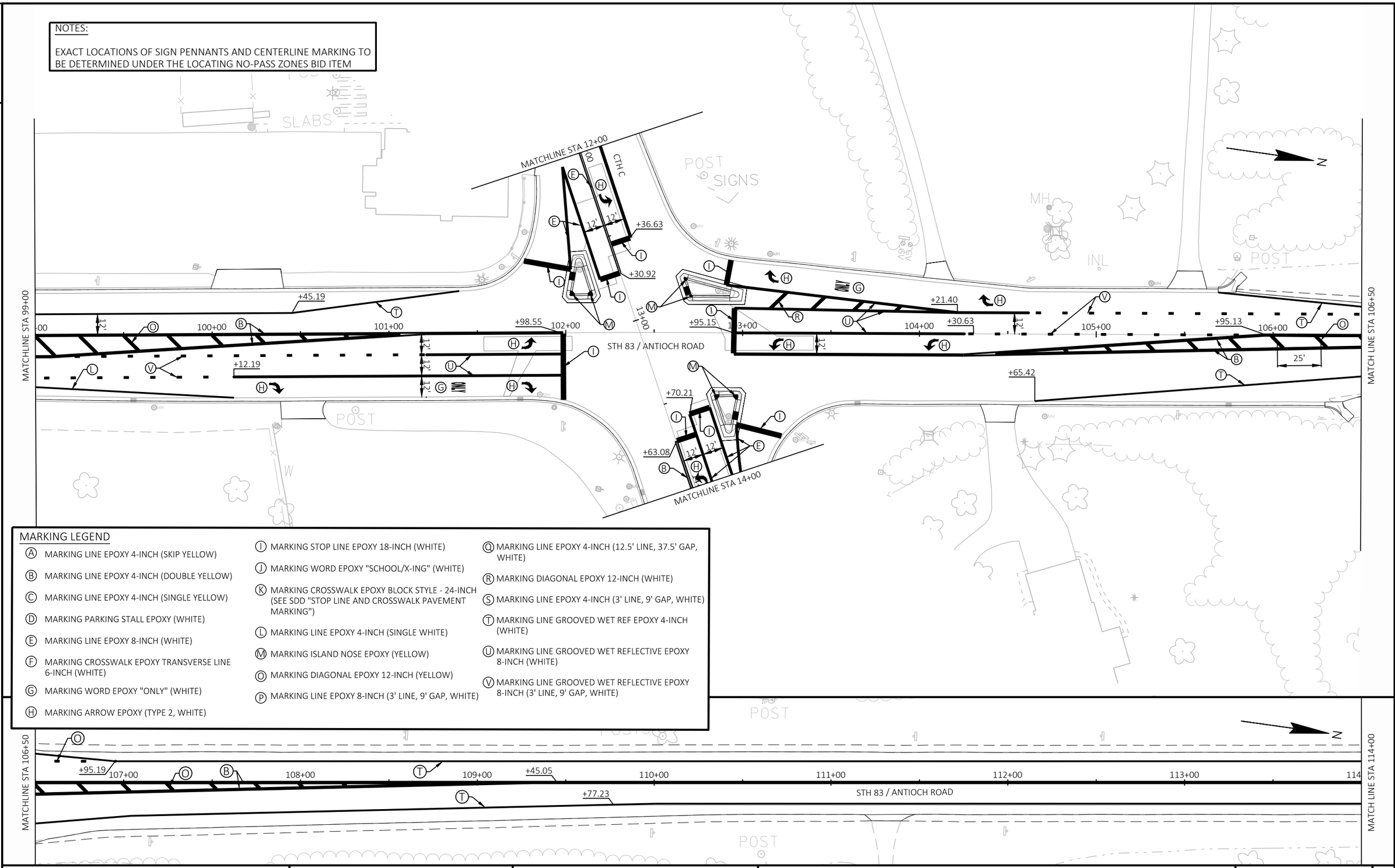
25'

12'

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 118	E

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

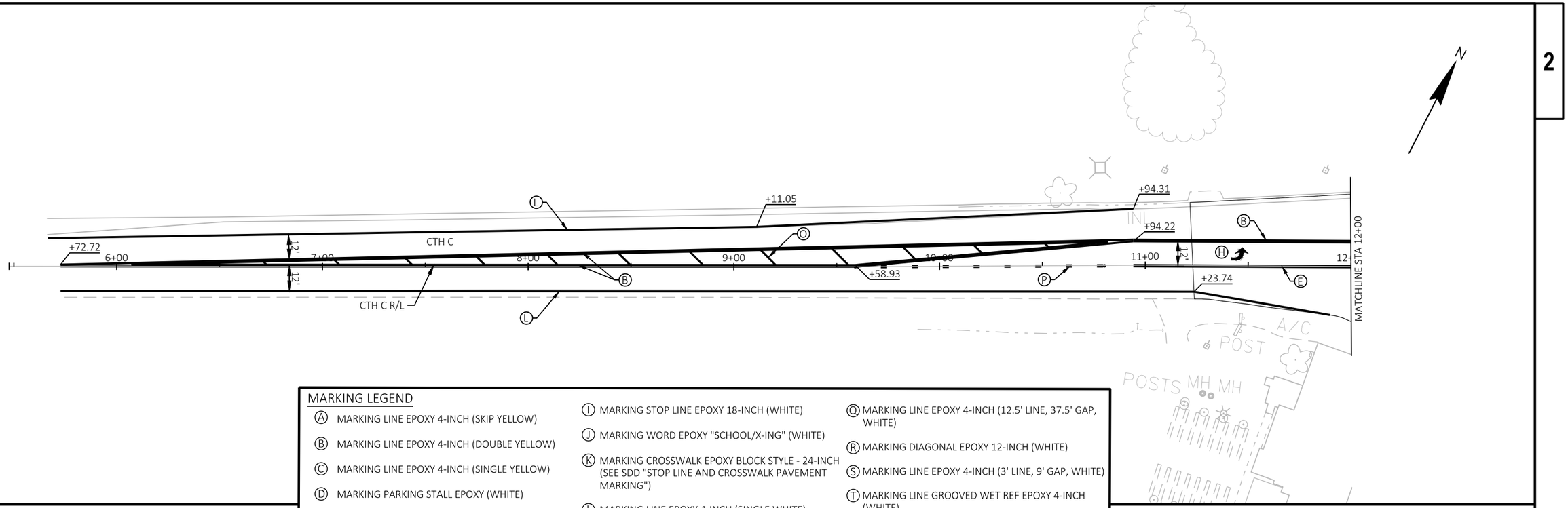
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 119	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 3/9/2023 11:51 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

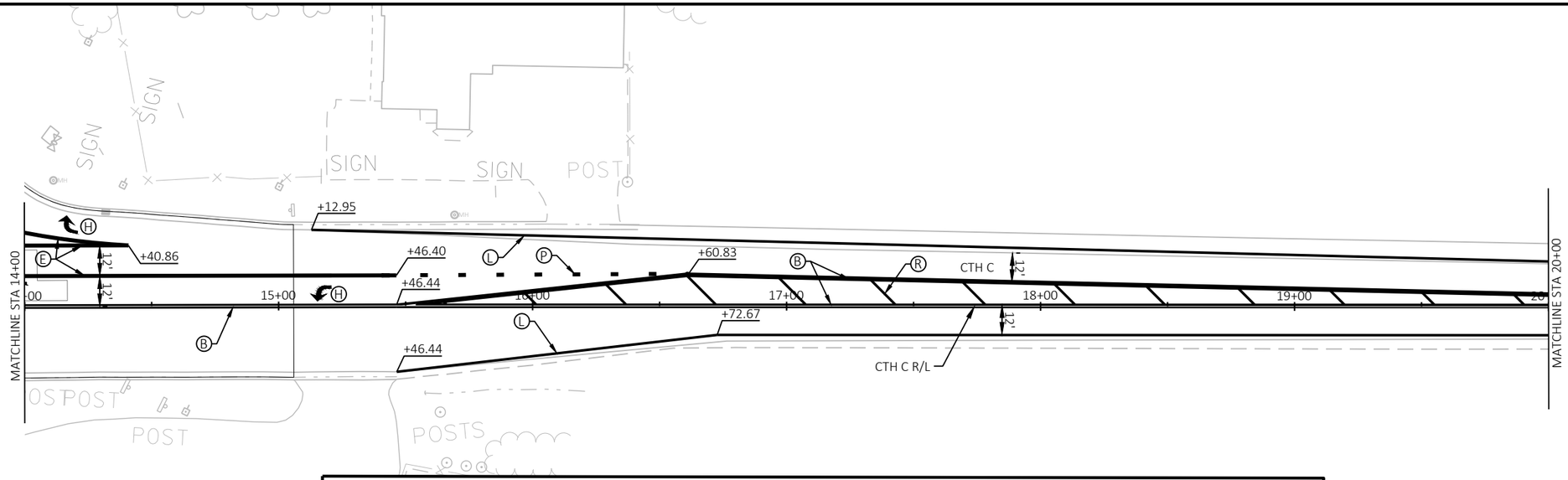


MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

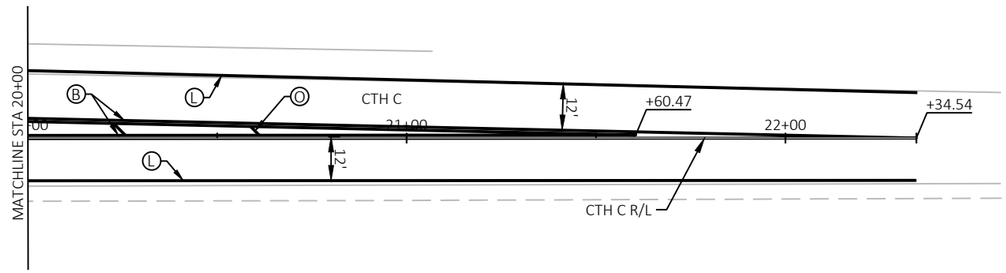
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2



MARKING LEGEND

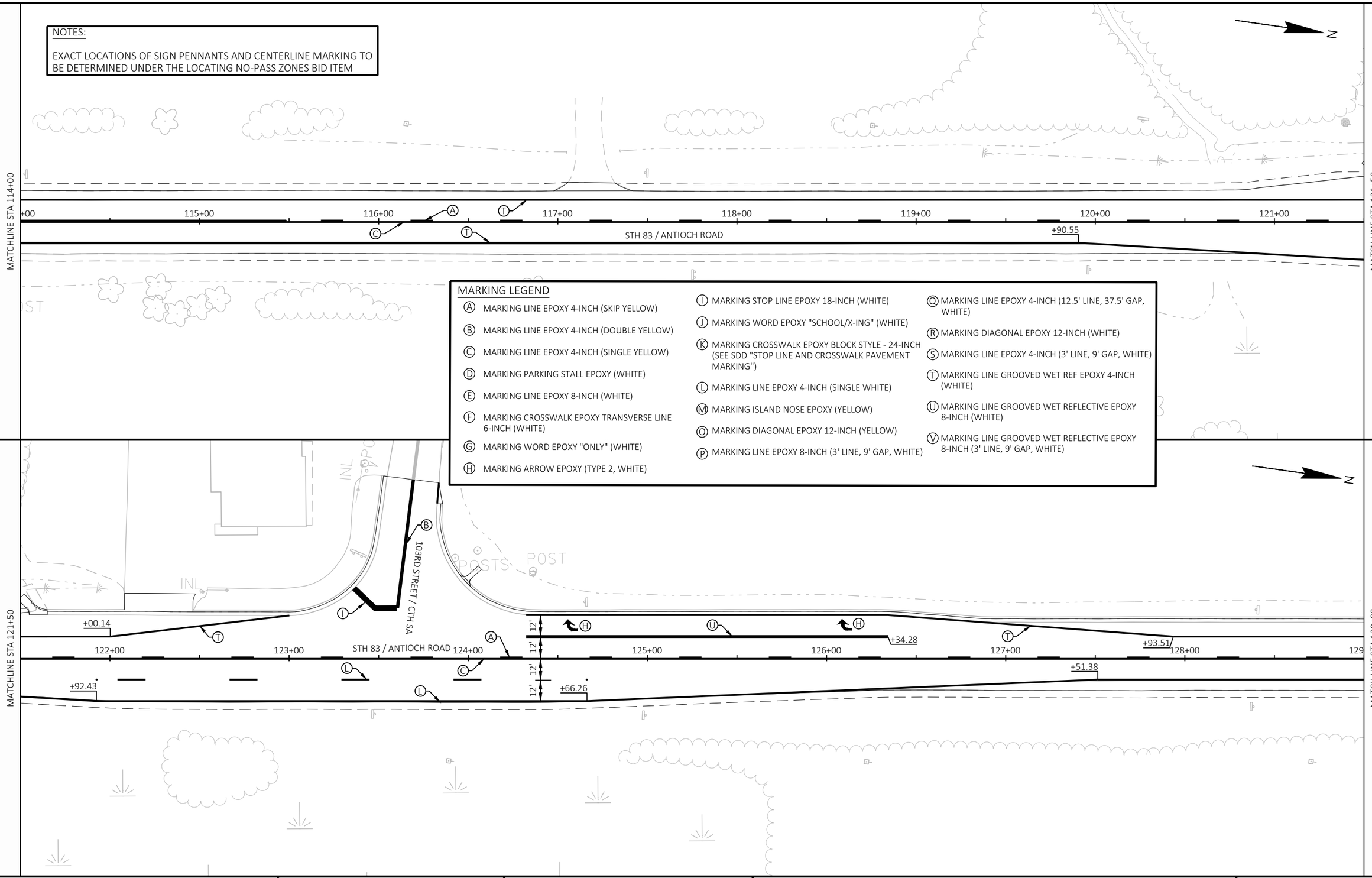
- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 121	E

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

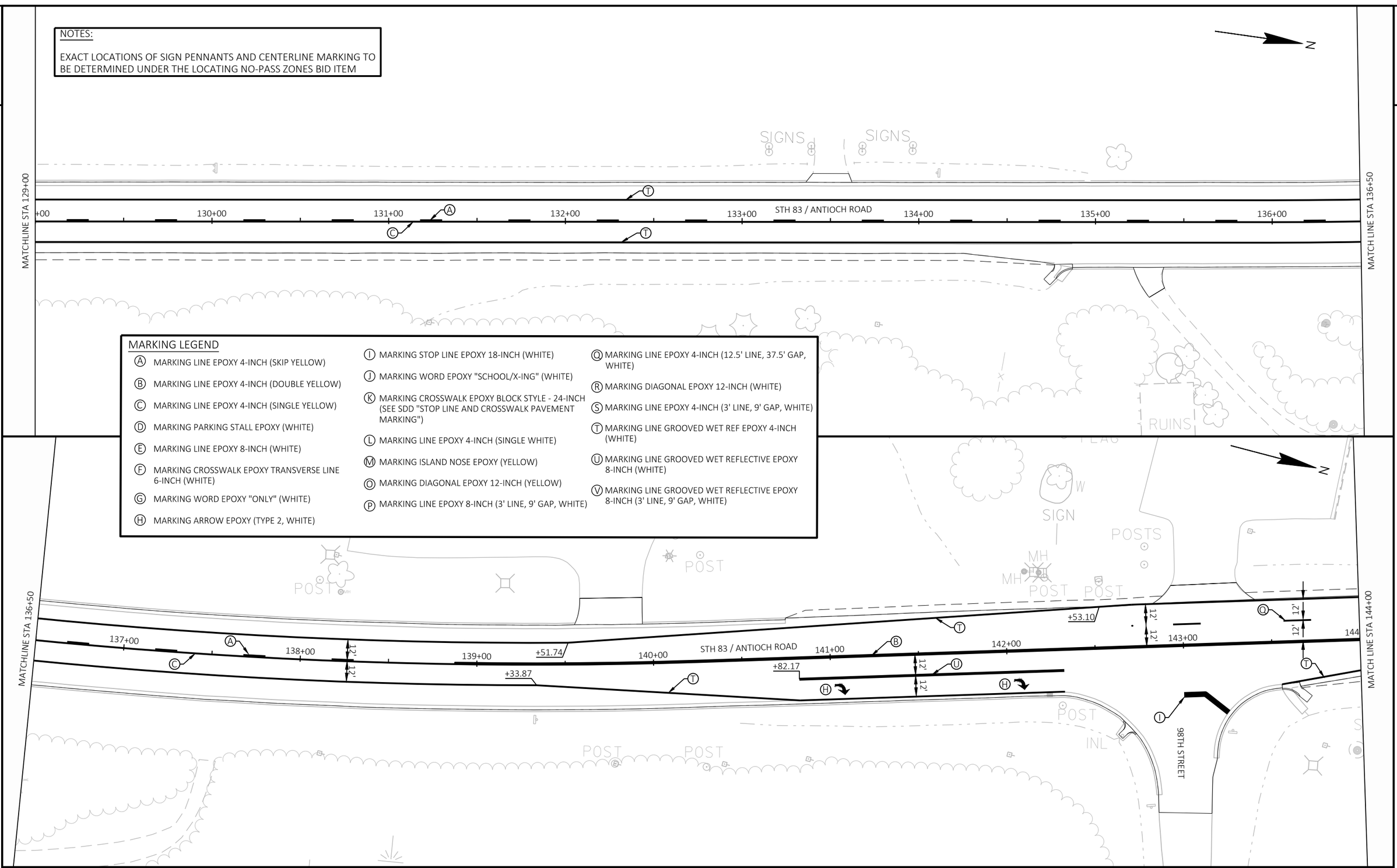
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 122 E

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 123	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09

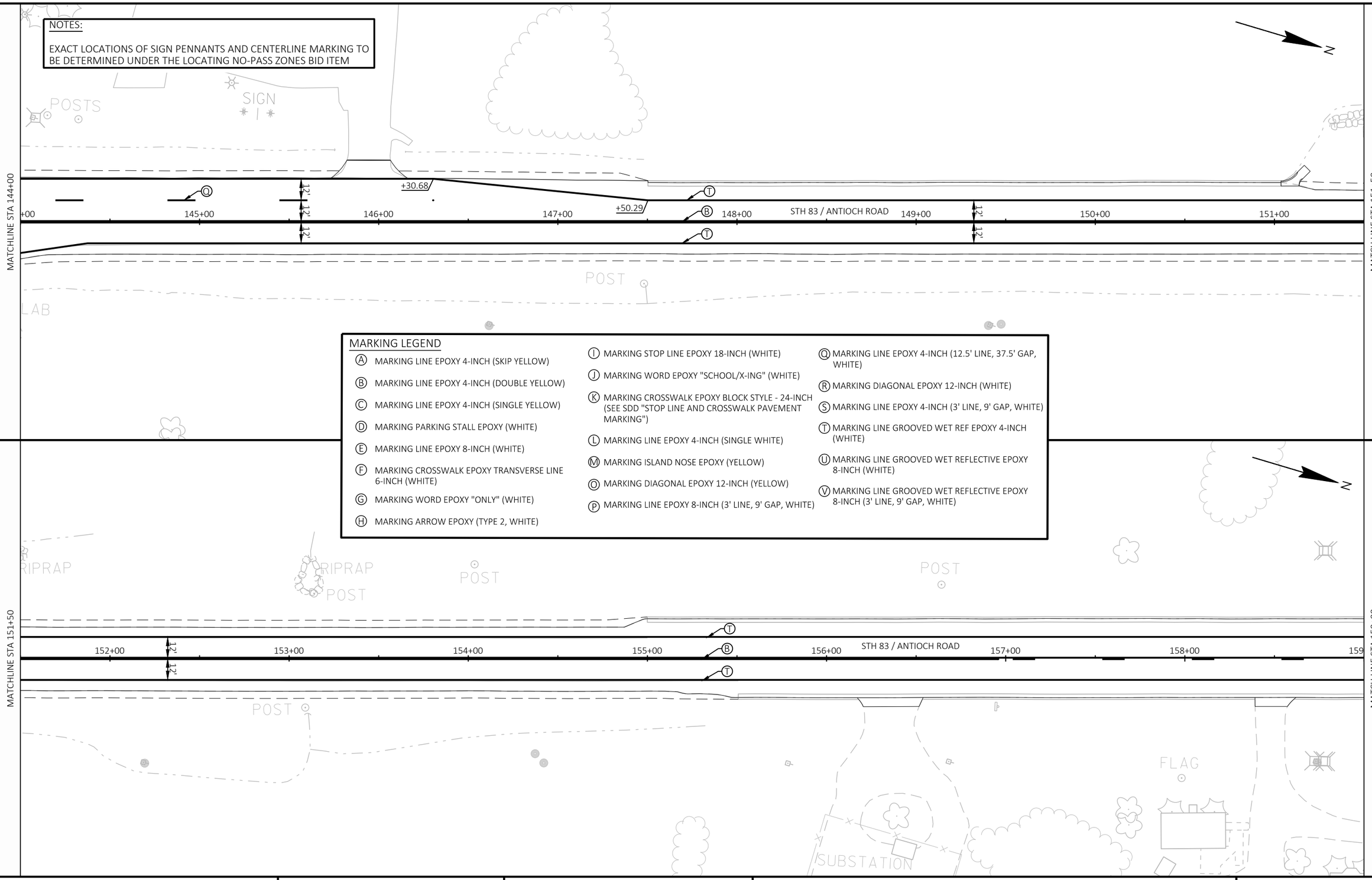
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WISDOT/CADDS SHEET 44

2

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

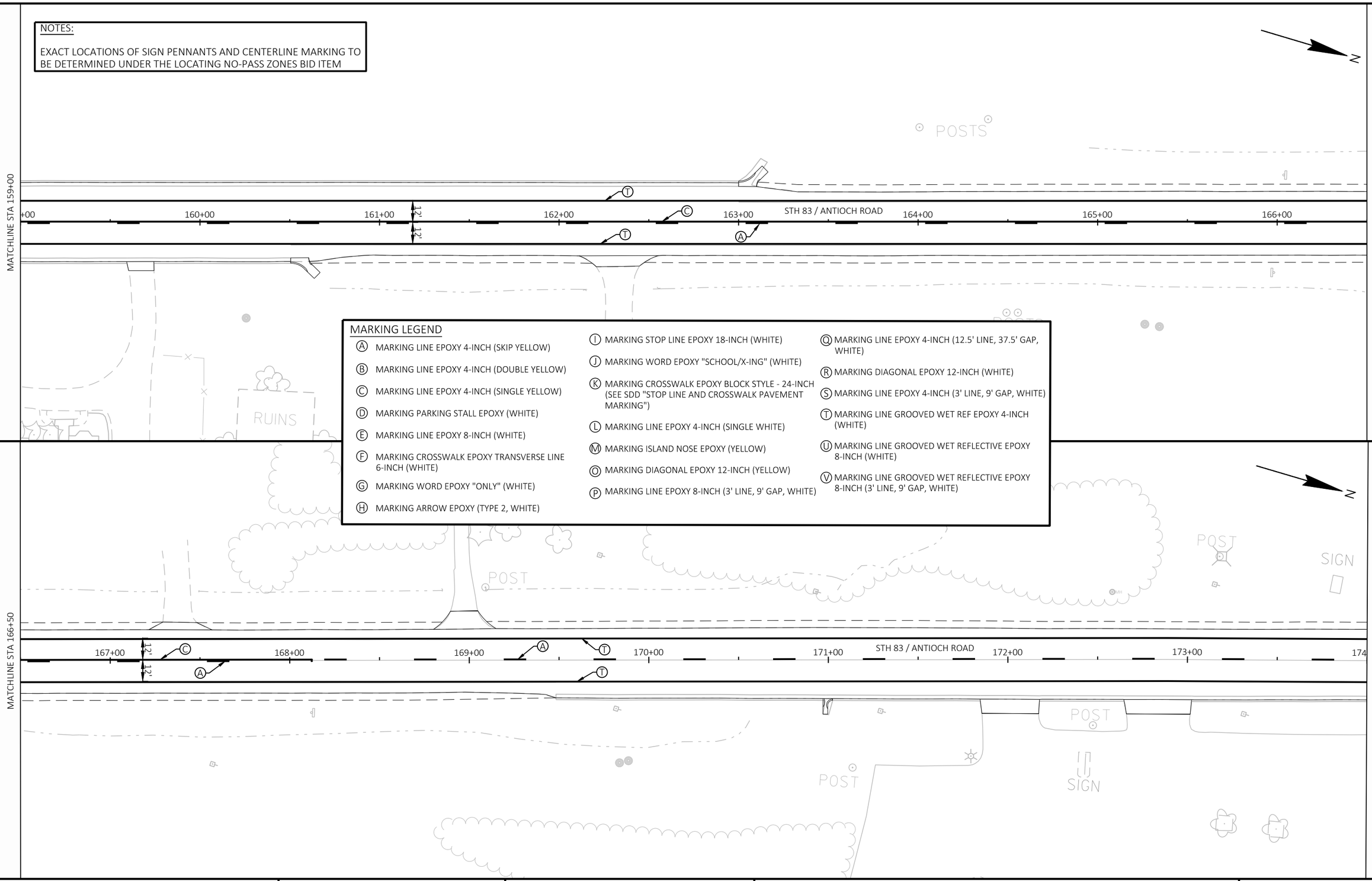


MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 125	E

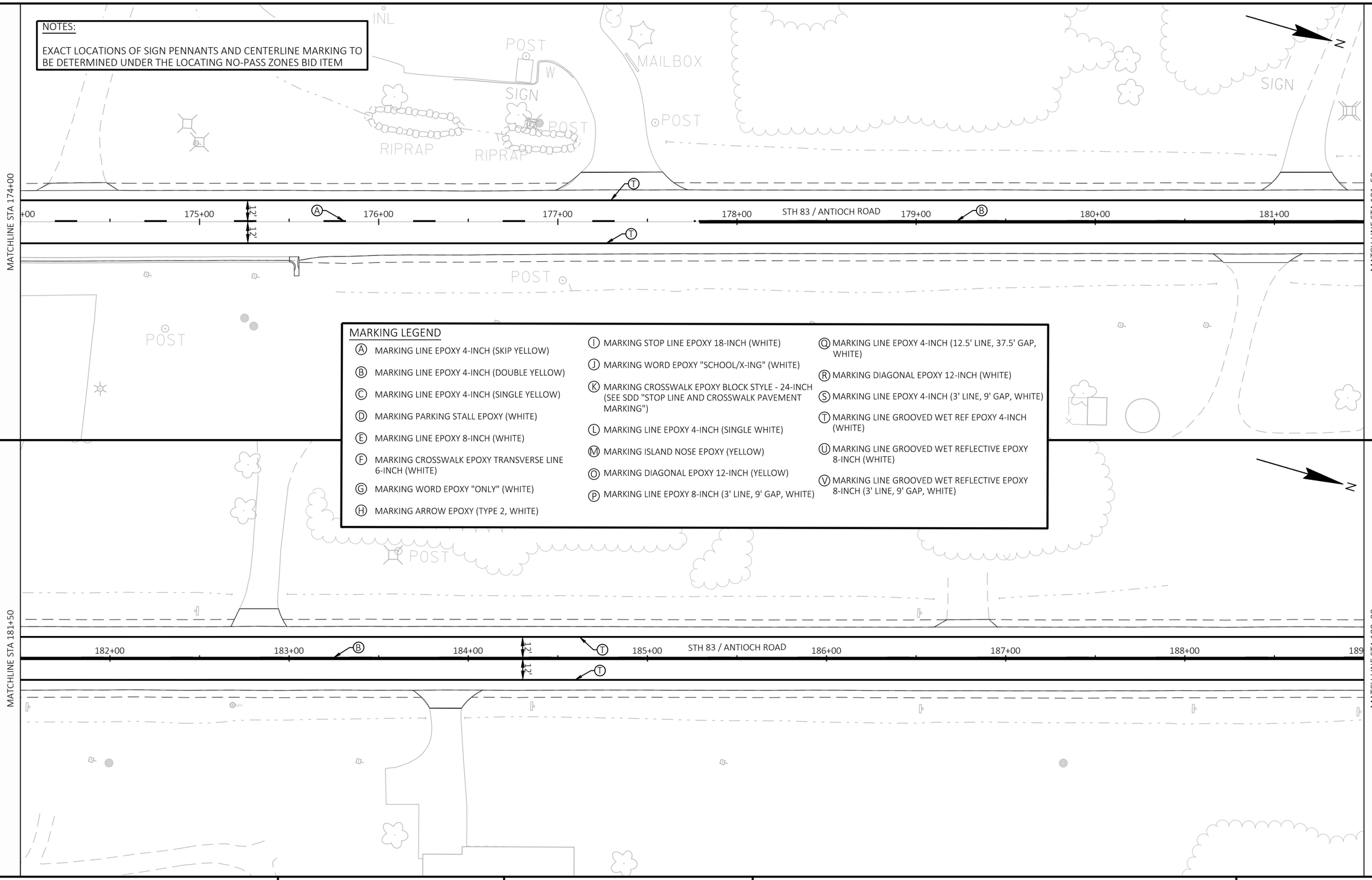
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LAYOUT NAME - 11

PLOT DATE : 3/9/2023 11:55 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 126	E

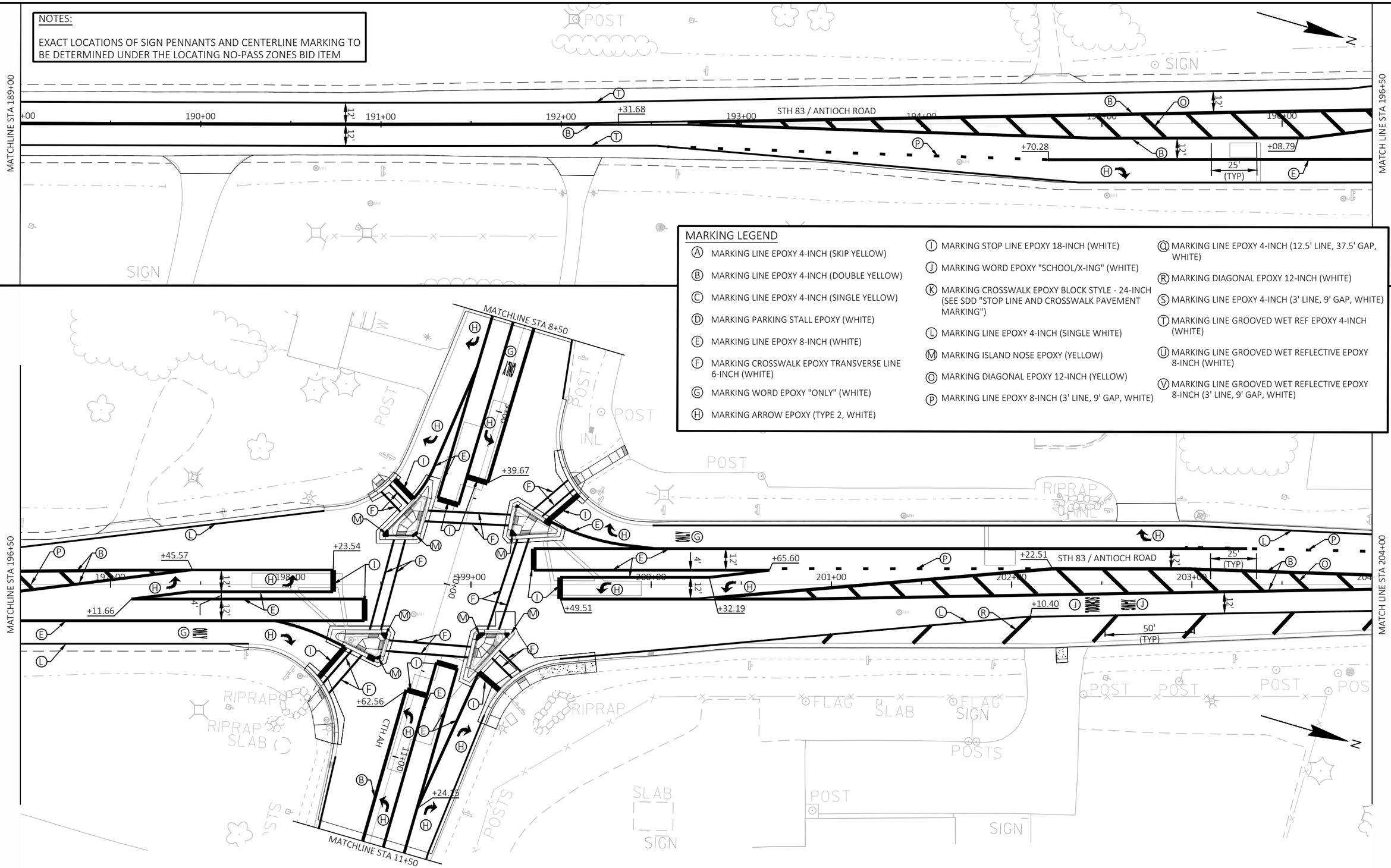
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LAYOUT NAME - 12

PLOT DATE : 3/9/2023 11:56 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

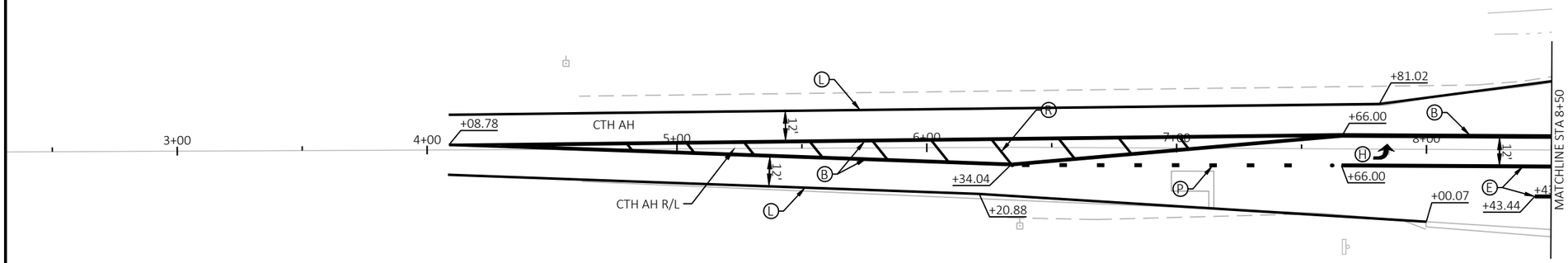
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 127 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 13

PLOT DATE : 3/9/2023 11:57 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

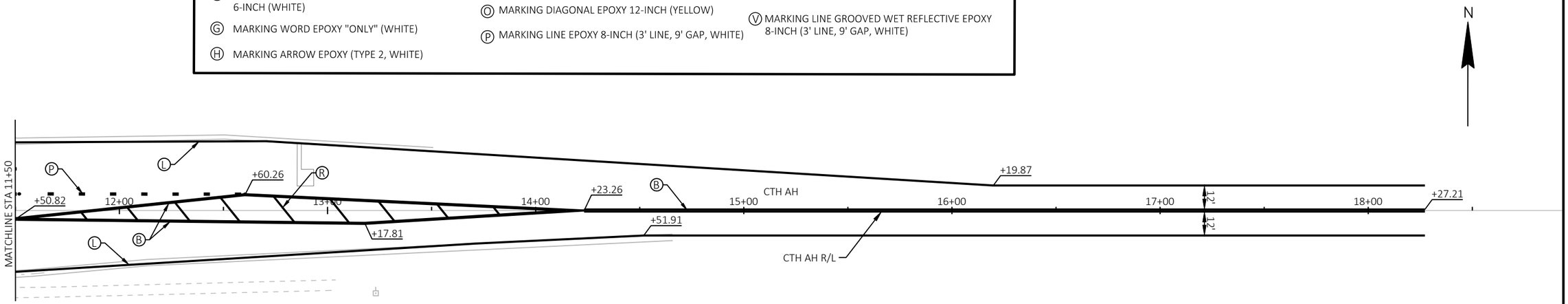
WISDOT/CADDS SHEET 42

2



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)



POST

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 128	E

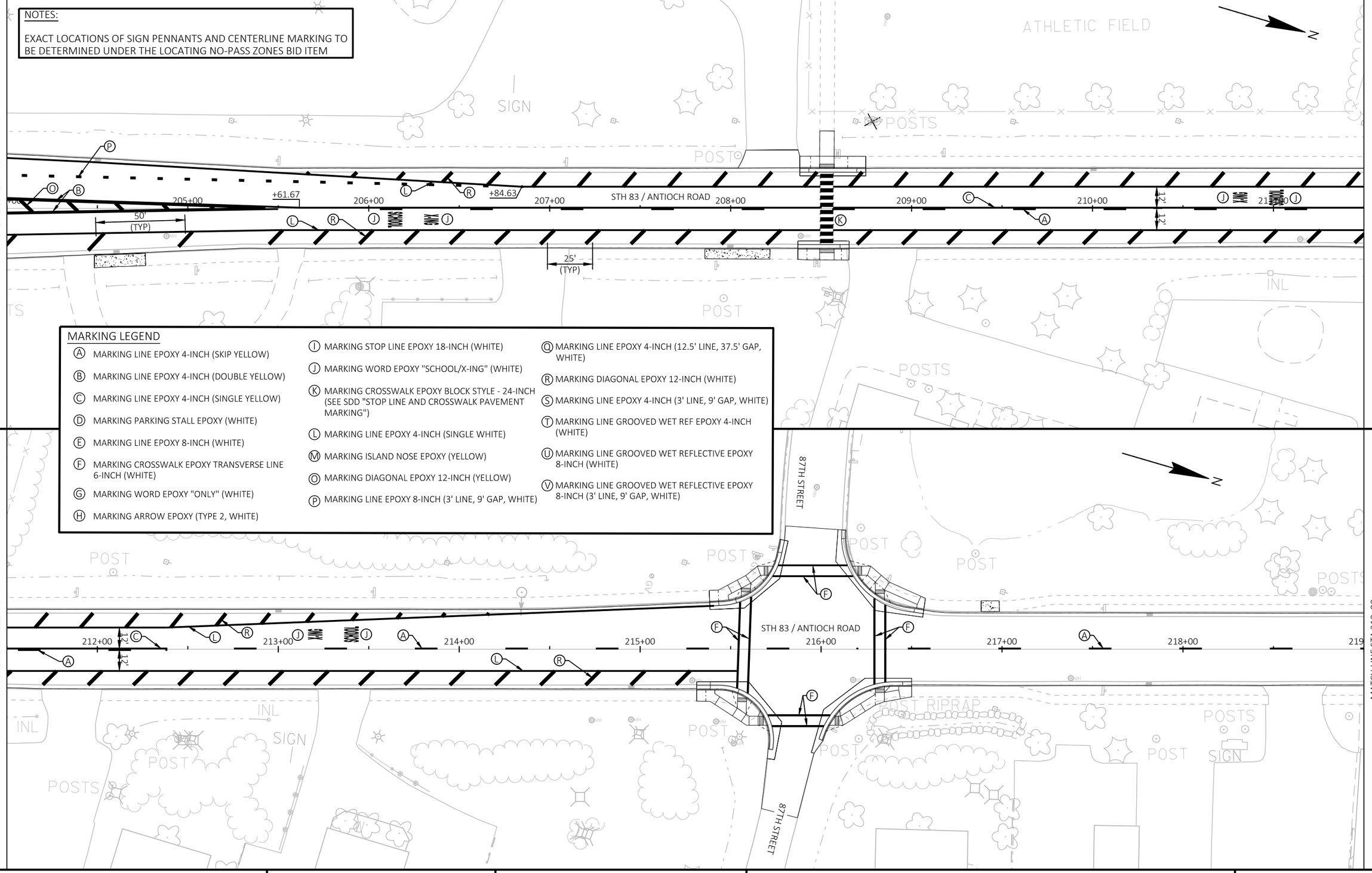
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LAYOUT NAME - 13A

PLOT DATE : 3/9/2023 11:57 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- Ⓐ MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- Ⓑ MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- Ⓒ MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- Ⓓ MARKING PARKING STALL EPOXY (WHITE)
- Ⓔ MARKING LINE EPOXY 8-INCH (WHITE)
- Ⓕ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Ⓖ MARKING WORD EPOXY "ONLY" (WHITE)
- Ⓗ MARKING ARROW EPOXY (TYPE 2, WHITE)
- Ⓘ MARKING STOP LINE EPOXY 18-INCH (WHITE)
- Ⓙ MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- Ⓚ MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- Ⓛ MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- Ⓜ MARKING ISLAND NOSE EPOXY (YELLOW)
- Ⓞ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- Ⓟ MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- Ⓠ MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- Ⓡ MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓢ MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- Ⓣ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- Ⓤ MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- Ⓥ MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 129 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 14

PLOT DATE : 3/9/2023 11:58 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

MATCHLINE STA 219+00

MATCH LINE STA 226+50

MATCHLINE STA 226+50

MATCH LINE STA 234+00

STH 83 / ANTIOCH ROAD

85TH STREET

84TH STREET

83RD PLACE

83RD STREET

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 130	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 15

PLOT DATE : 3/9/2023 11:58 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM

MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

MATCHLINE STA 234+00

MATCH LINE STA 241+50

MATCHLINE STA 241+50

MATCH LINE STA 249+00

STH 83 / ANTIOCH ROAD

82ND STREET

81ST STREET

+56.42

+77.34

25' (TYP)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 131 E

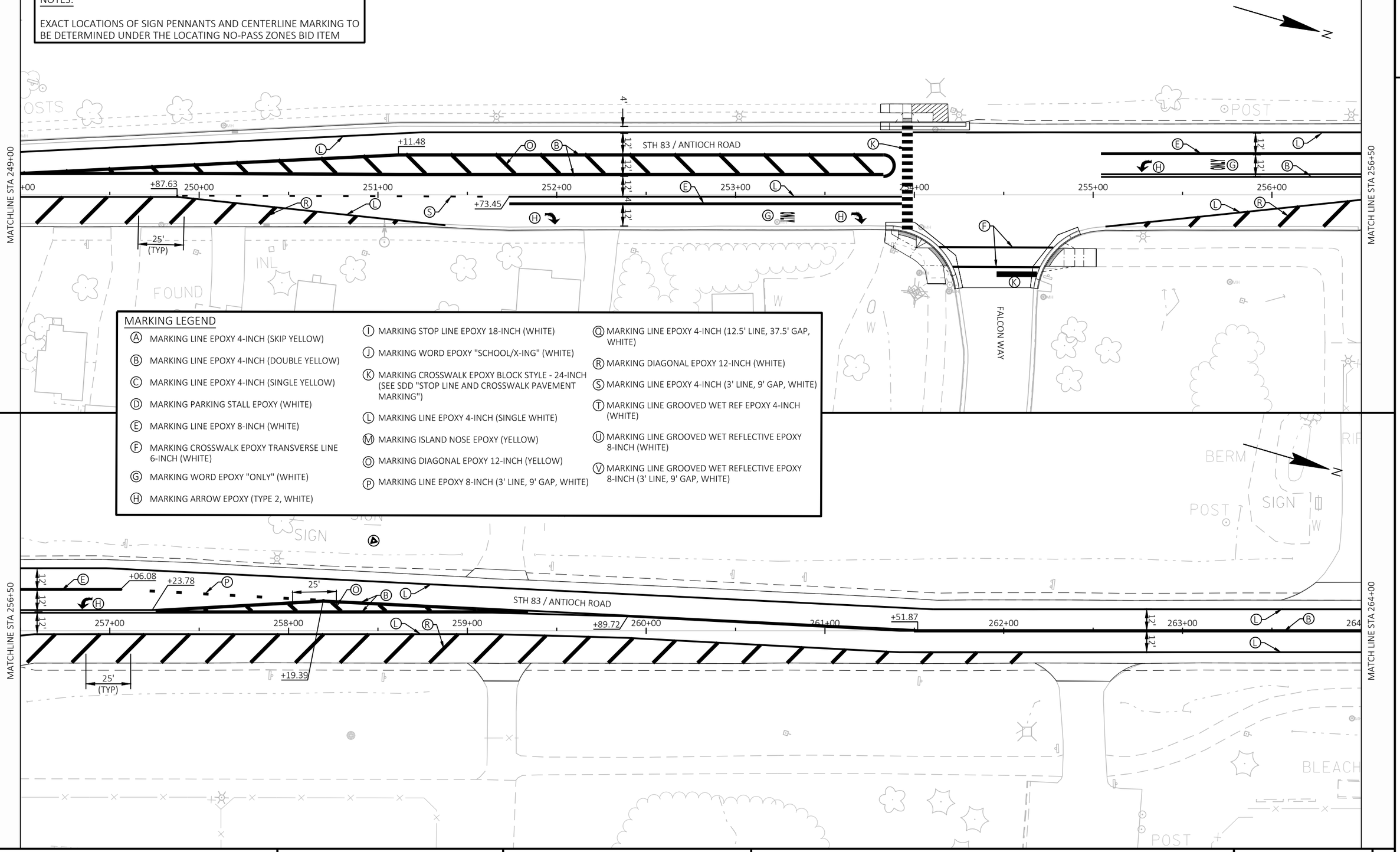
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 16

PLOT DATE : 3/9/2023 11:59 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING WORD EPOXY "ONLY" (WHITE)
- (H) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (I) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (J) MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- (L) MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- (M) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (P) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (Q) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (R) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (S) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (T) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- (U) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- (V) MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 132 E

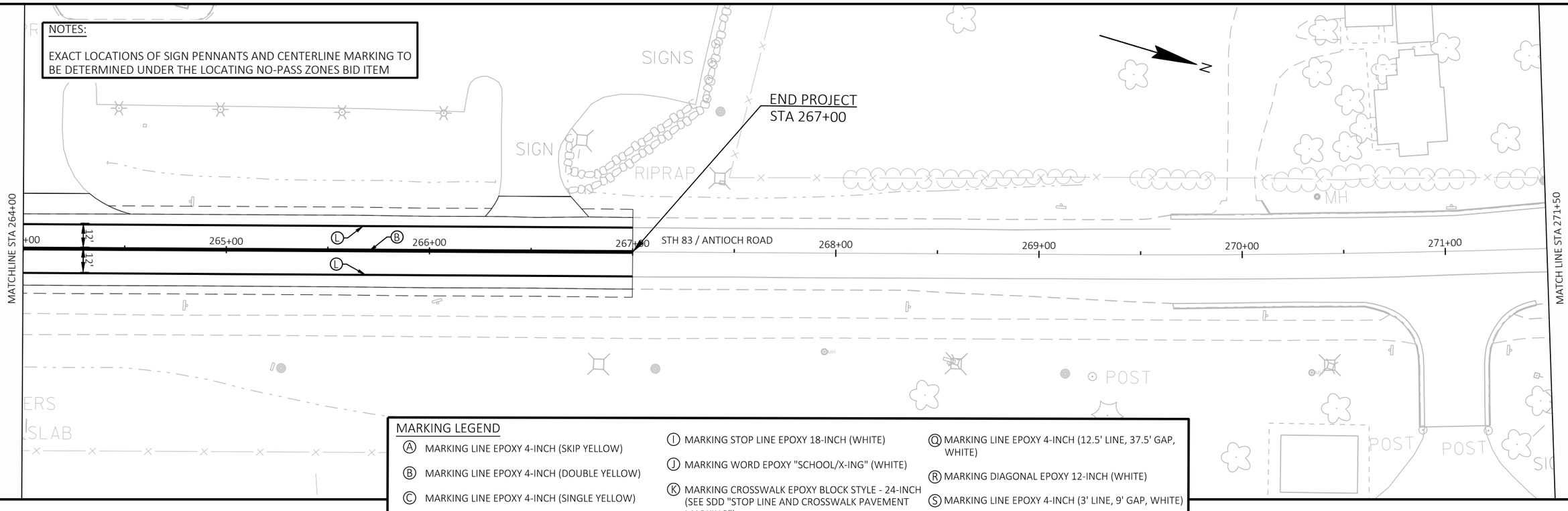
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 17

PLOT DATE : 3/9/2023 12:00 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:

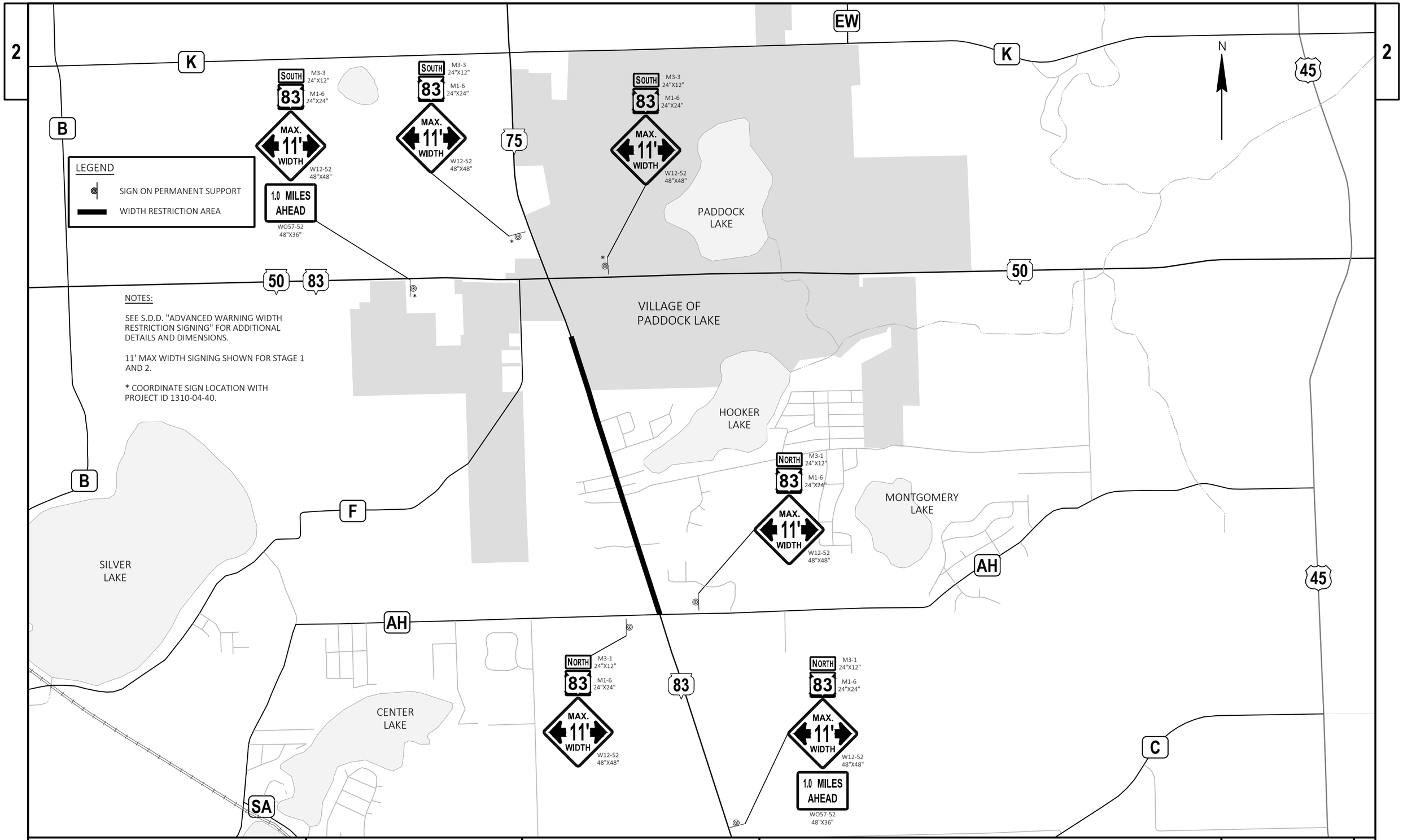
EXACT LOCATIONS OF SIGN PENNANTS AND CENTERLINE MARKING TO BE DETERMINED UNDER THE LOCATING NO-PASS ZONES BID ITEM



MARKING LEGEND

- Ⓐ MARKING LINE EPOXY 4-INCH (SKIP YELLOW)
- Ⓑ MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- Ⓒ MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
- Ⓓ MARKING PARKING STALL EPOXY (WHITE)
- Ⓔ MARKING LINE EPOXY 8-INCH (WHITE)
- Ⓕ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Ⓖ MARKING WORD EPOXY "ONLY" (WHITE)
- Ⓗ MARKING ARROW EPOXY (TYPE 2, WHITE)
- Ⓘ MARKING STOP LINE EPOXY 18-INCH (WHITE)
- Ⓙ MARKING WORD EPOXY "SCHOOL/X-ING" (WHITE)
- Ⓚ MARKING CROSSWALK EPOXY BLOCK STYLE - 24-INCH (SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING")
- Ⓛ MARKING LINE EPOXY 4-INCH (SINGLE WHITE)
- Ⓜ MARKING ISLAND NOSE EPOXY (YELLOW)
- Ⓞ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- Ⓟ MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- Ⓠ MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- Ⓡ MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- Ⓢ MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- Ⓣ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
- Ⓤ MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- Ⓥ MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)

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NOTES:

SEE S.D.D. "ADVANCED WARNING WIDTH RESTRICTION SIGNING" FOR ADDITIONAL DETAILS AND DIMENSIONS.

11' MAX WIDTH SIGNING SHOWN FOR STAGE 1 AND 2.

* COORDINATE SIGN LOCATION WITH PROJECT ID 1310-04-40.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	ADVANCED WARNING SIGNING	SHEET 134 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025001-AW.DWG
LAYOUT NAME - 01

PLOT DATE : 9/22/2022 12:44 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 44

NOTES:

1. R3-2 SIGNS ARE REQUIRED IF TURNS ARE PROHIBITED.
2. END ROAD WORK SIGN SHOULD BE PLACED 500 FEET PAST WORK AREA.

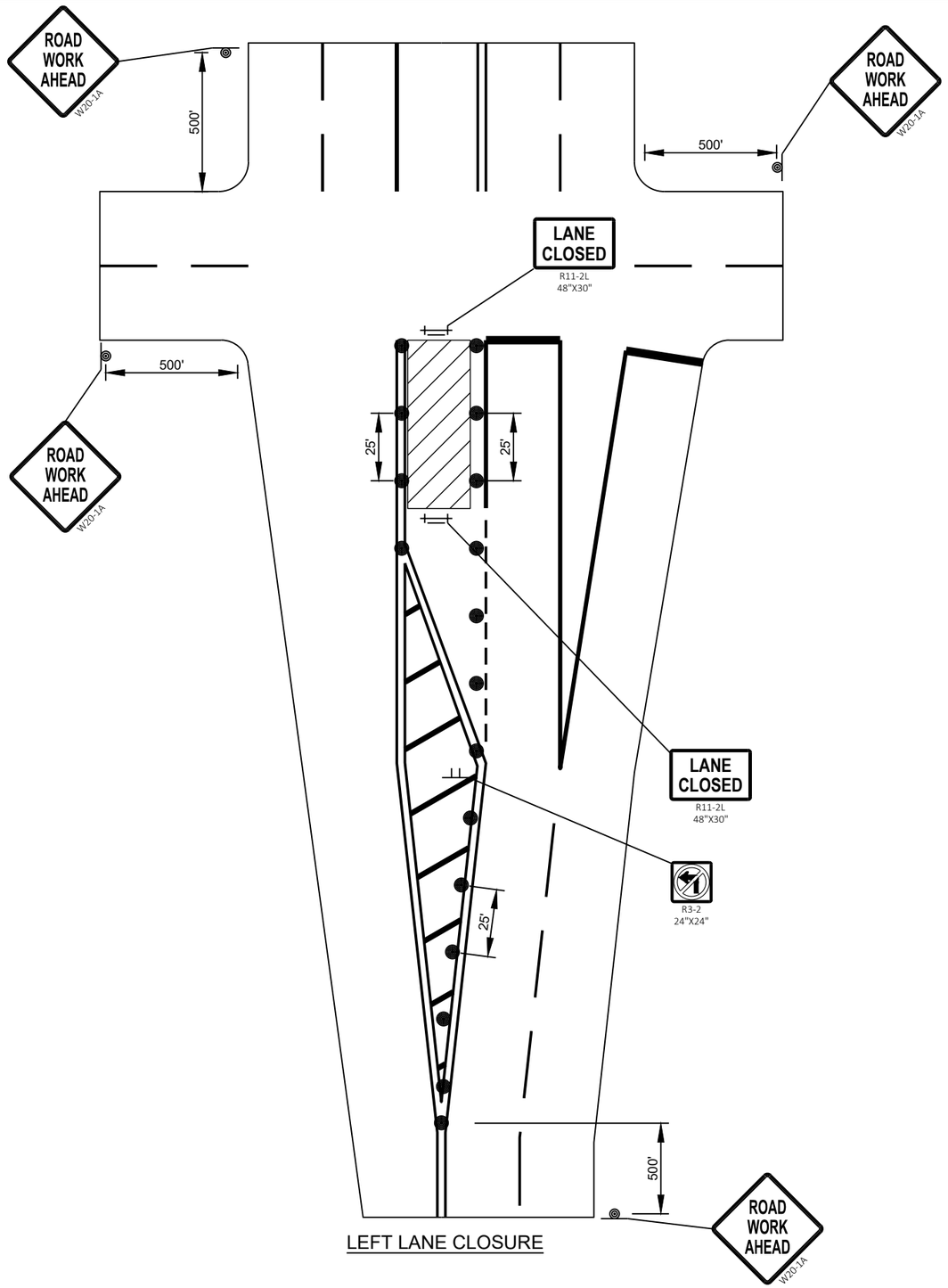
TRAFFIC CONTROL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS NOTED OTHERWISE.

"WO" SIGNS ARE THE SAME AS 'W' SIGNS EXCEPT THE BACKGROUND IS ORANGE.

UTILIZE LEFT TURN LANE CLOSURE TO COMPLETE LOOP DETECTOR WORK LOCATED WITHIN LEFT TURN LANES AND TO CLOSE LEFT TURN LANES AS SHOWN ON THE TRAFFIC CONTROL PLANS.



LEFT LANE CLOSURE

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL DETAILS	SHEET 135	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025100-TC-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/28/2022 1:42 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

REFER TO DETOUR PLAN FOR ADVANCED WARNING SIGNING.

CTH C (WILMOT RD)

CLOSE LEFT TURN LANE. SEE DETAIL.

TEMPORARY TRAFFIC SIGNAL. ADJUST SIGNAL HEAD LOCATIONS AFTER STAGE 3B WORK IS COMPLETED.

EXISTING R/W

STH 83 (ANTIOCH RD)

CLOSE LEFT TURN LANE. SEE DETAIL.

EXISTING R/W

STH 83 (ANTIOCH RD)

REFER TO DETOUR PLAN FOR ADVANCED WARNING SIGNING.

EXISTING R/W

EXISTING R/W

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

DETOUR
M4-9R
30"X24"

LANE CLOSED
R11-2L
48"X30"

CTH C (WILMOT RD)

GOLF COURSE

GOLF GREEN

25' TYP

145' TAPER

REFER TO DETOUR PLAN FOR ADVANCED WARNING SIGNING.

2

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL DETAILS: CTH C INTERSECTION DURING DETOUR (STAGE 3C THROUGH 6)	SHEET 136	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025101-TC-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 1/12/2023 11:45 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

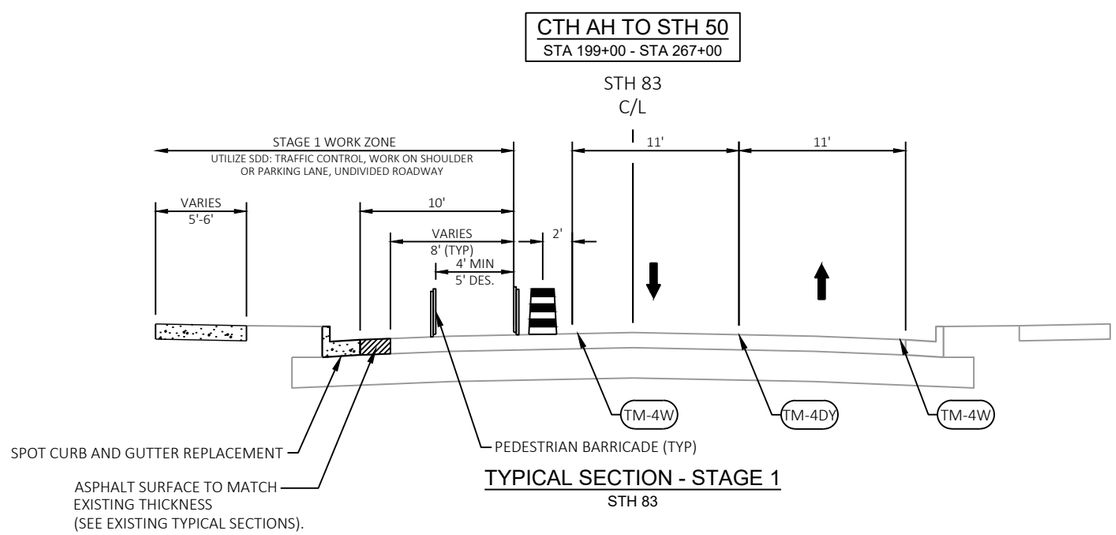
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

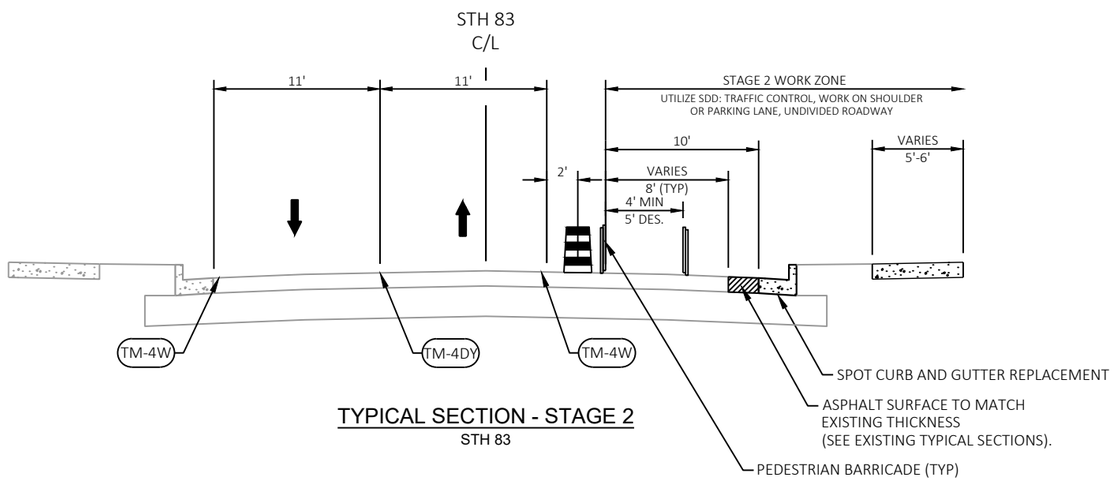
NOTE:

SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION," FOR ADDITIONAL DETAILS

CTH AH TO STH 50
STA 199+00 - STA 267+00



TYPICAL SECTION - STAGE 1
STH 83



TYPICAL SECTION - STAGE 2
STH 83

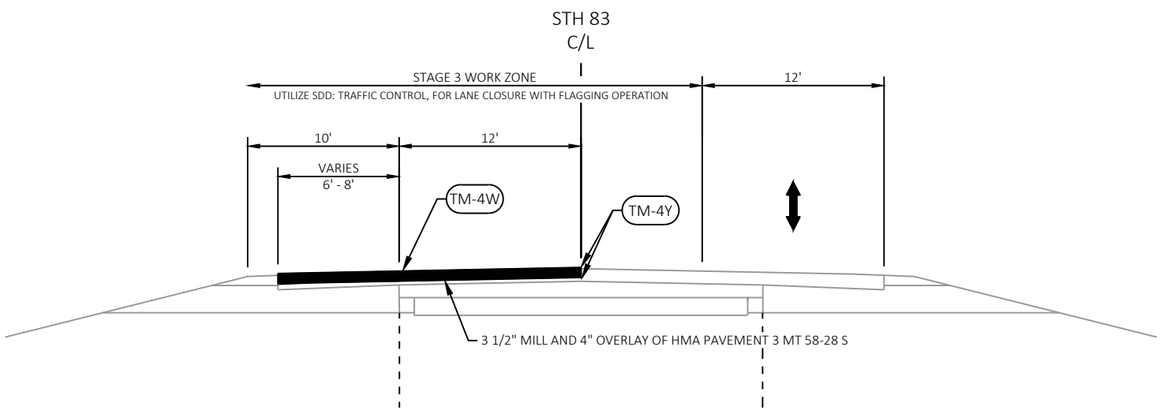
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGES 1 & 2	SHEET 137	E

2

TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

IL STATE LINE TO CTH C
STA 10+00 - STA 102+50



TYPICAL SECTION - STAGE 3C
STH 83



TYPICAL URBAN SECTION
STH 83

TYPICAL URBAN SECTION
STH 83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 3C	SHEET 138 E

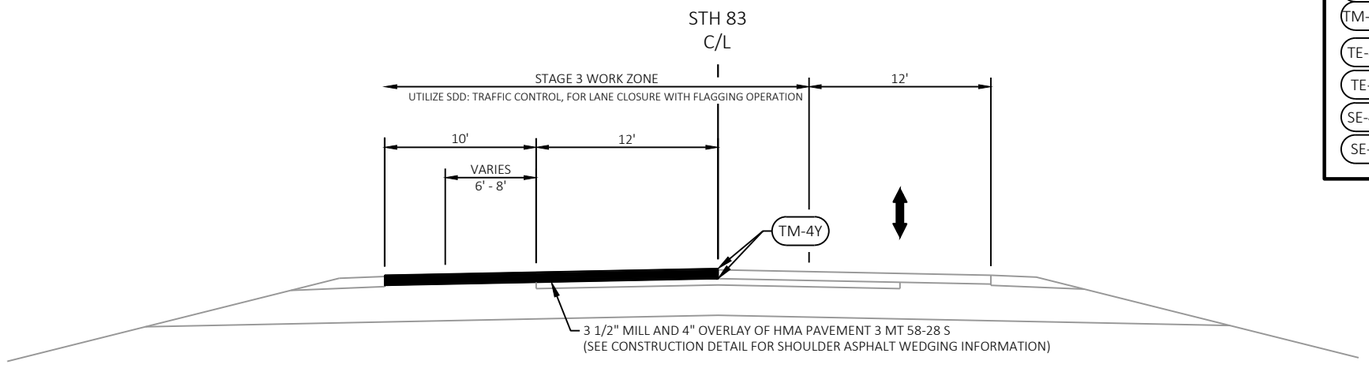
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025101-TC-TS.DWG
LAYOUT NAME - Stage 3c1
PLOT DATE : 3/10/2023 10:02 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

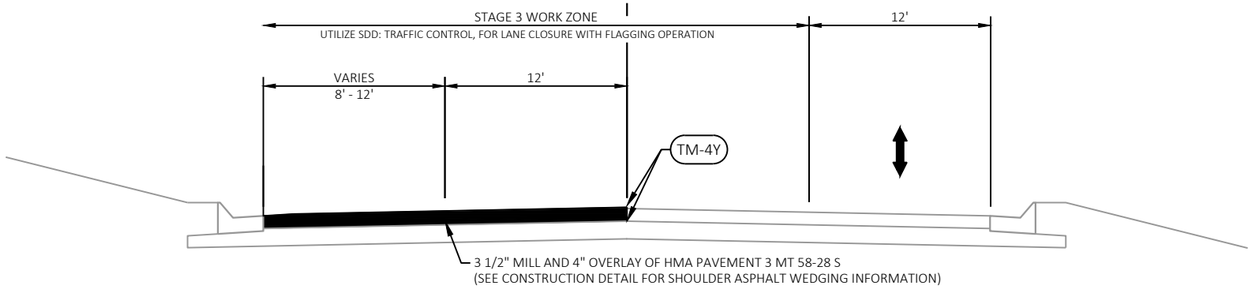
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

CTH C TO CTH AH - ROAD CLOSED TO THRU TRAFFIC
STA 102+50 - STA 199+00

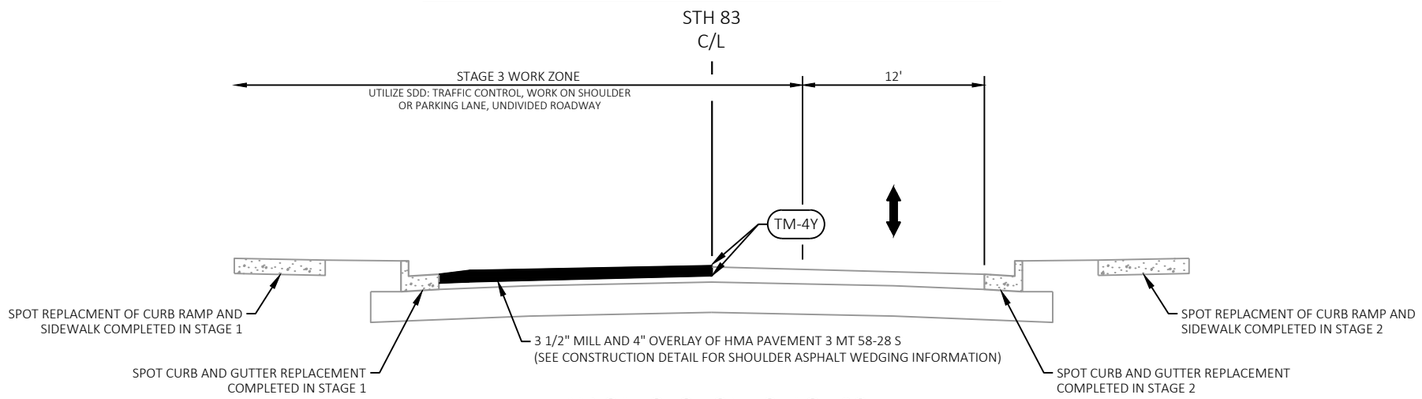


TYPICAL SECTION - STAGE 3C
STH 83



TYPICAL SECTION - STAGE 3C
STH 83

CTH AH TO STH 50 - ROAD CLOSED TO THRU TRAFFIC
STA 199+00 - STA 267+00



TYPICAL SECTION - STAGE 3C
STH 83

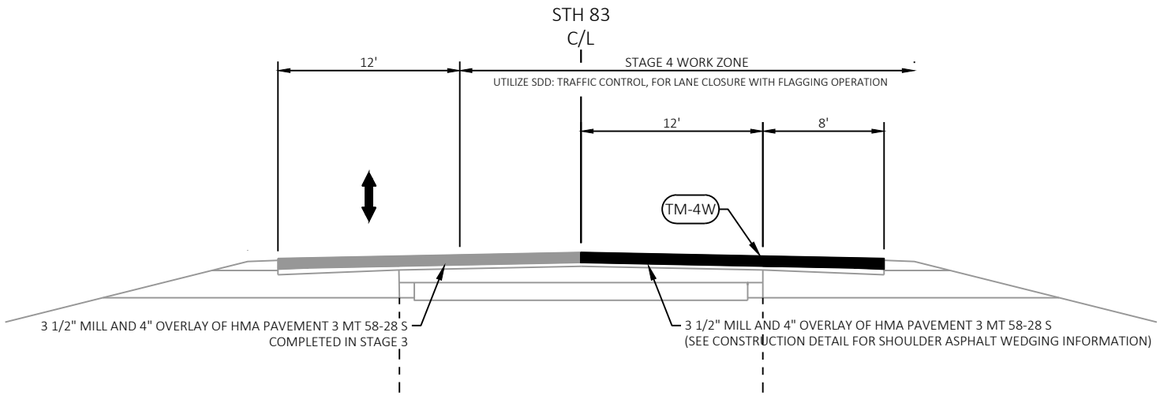
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 3C	SHEET 139 E

2

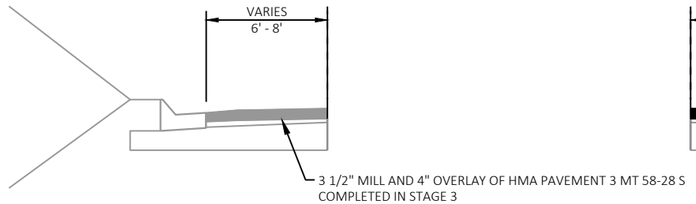
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

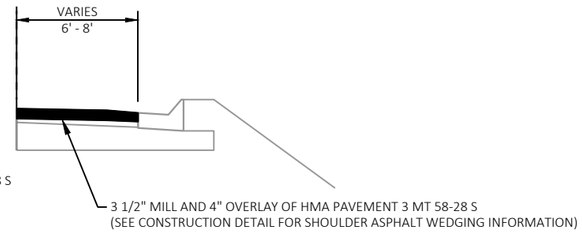
IL STATE LINE TO CTH C
STA 10+00 - STA 102+50



TYPICAL SECTION - STAGE 4
STH 83



TYPICAL URBAN SECTION
STH 83



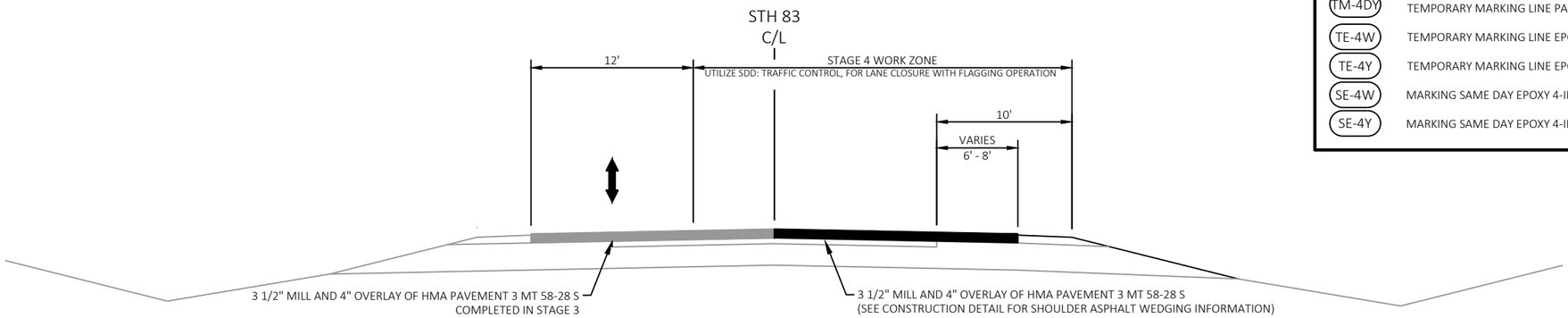
TYPICAL URBAN SECTION
STH 83

2

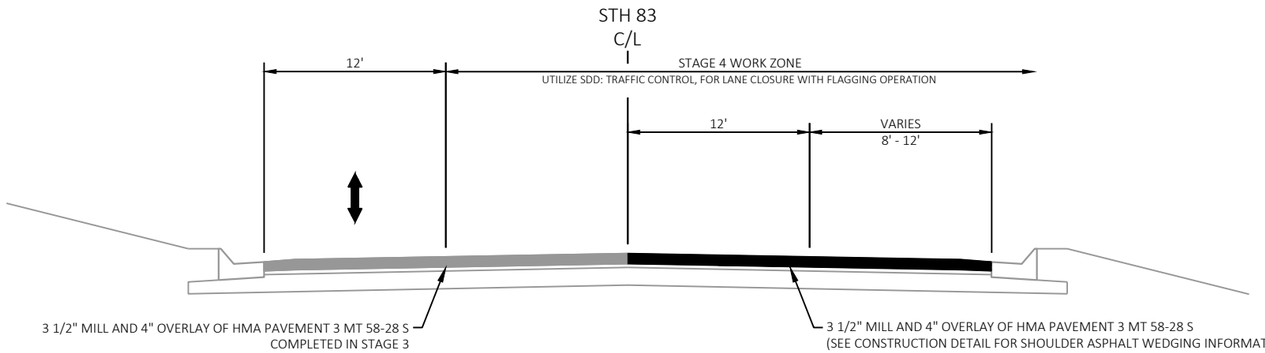
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

CTH C TO CTH AH - ROAD CLOSED TO THRU TRAFFIC
STA 102+50 - STA 199+00

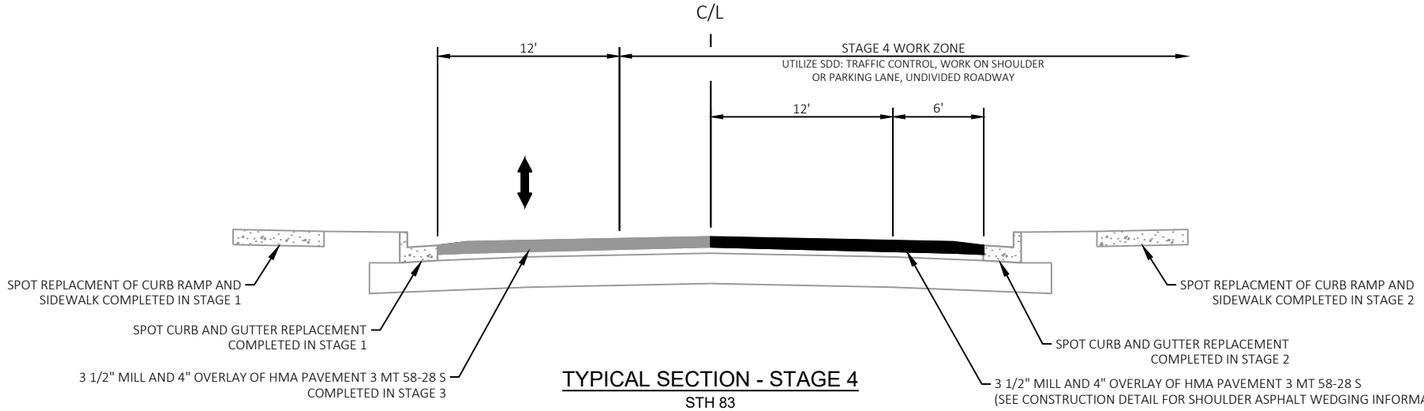


TYPICAL SECTION - STAGE 4
STH 83



TYPICAL SECTION - STAGE 4
STH 83

CTH AH TO STH 50 - ROAD CLOSED TO THRU TRAFFIC
STA 199+00 - STA 267+00



TYPICAL SECTION - STAGE 4
STH 83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 4	SHEET 141	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025101-TC-TS.DWG
LAYOUT NAME - Stage 4b

PLOT DATE : 3/10/2023 10:02 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

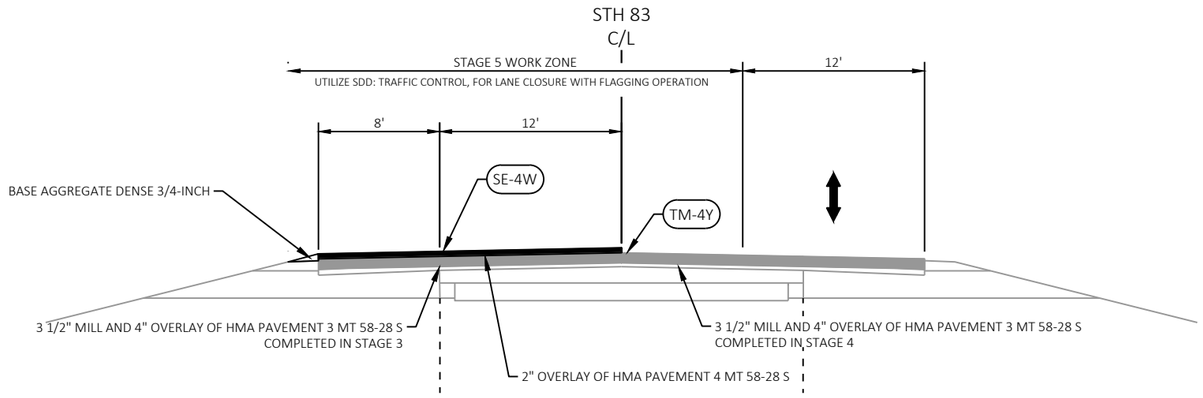
WISDOT/CADDS SHEET 42

2

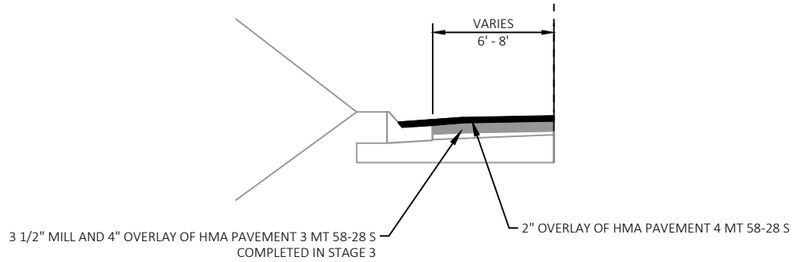
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

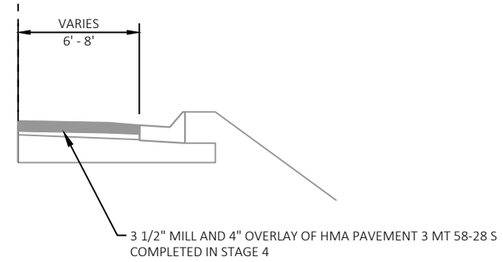
IL STATE LINE TO CTH C
STA 10+00 - STA 102+50



TYPICAL SECTION - STAGE 5
STH 83



TYPICAL URBAN SECTION
STH 83



TYPICAL URBAN SECTION
STH 83

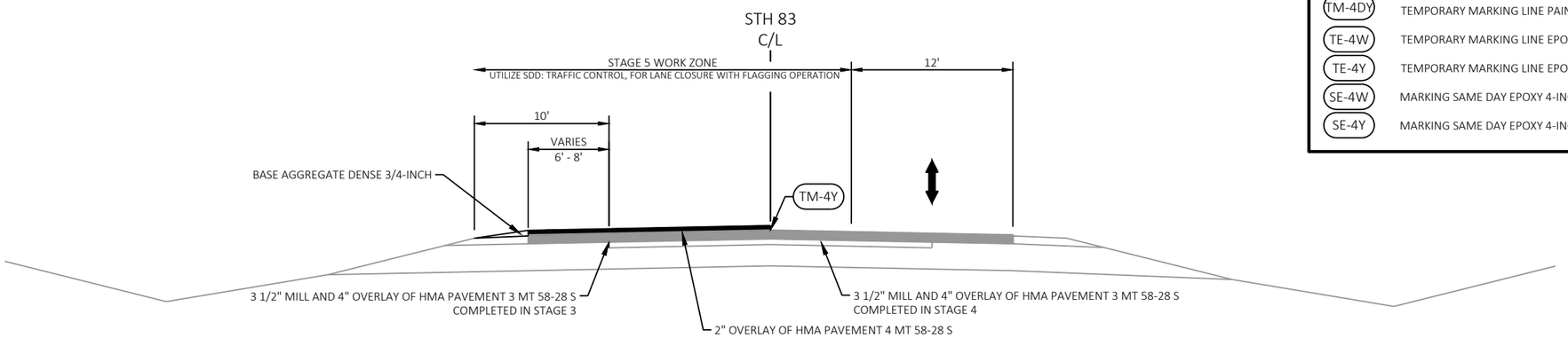
2

TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

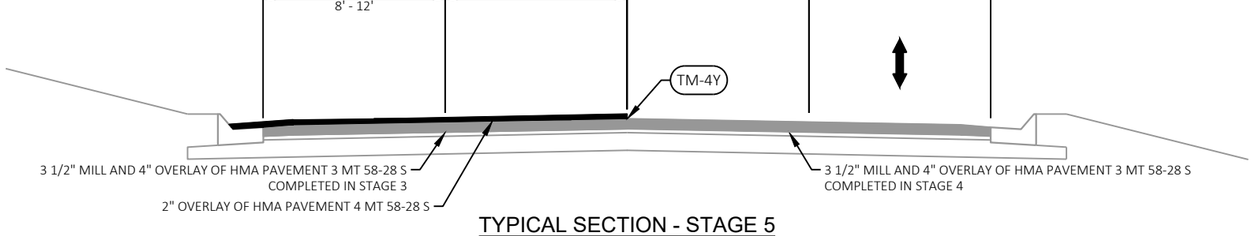
CTH C TO CTH AH - ROAD CLOSED TO THRU TRAFFIC

STA 102+50 - STA 199+00



TYPICAL SECTION - STAGE 5

STH 83

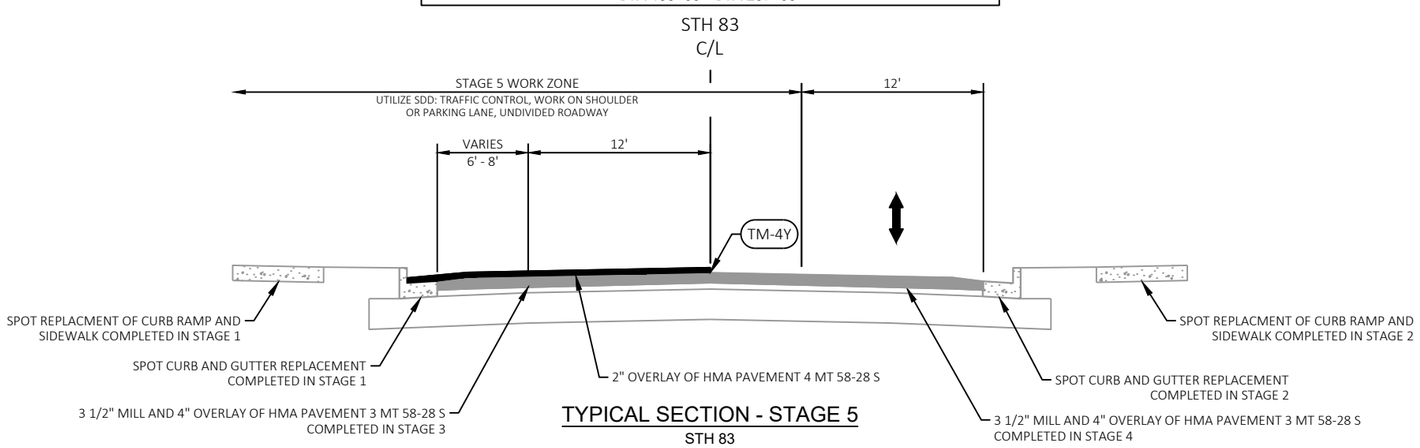


TYPICAL SECTION - STAGE 5

STH 83

CTH AH TO STH 50 - ROAD CLOSED TO THRU TRAFFIC

STA 199+00 - STA 267+00



TYPICAL SECTION - STAGE 5

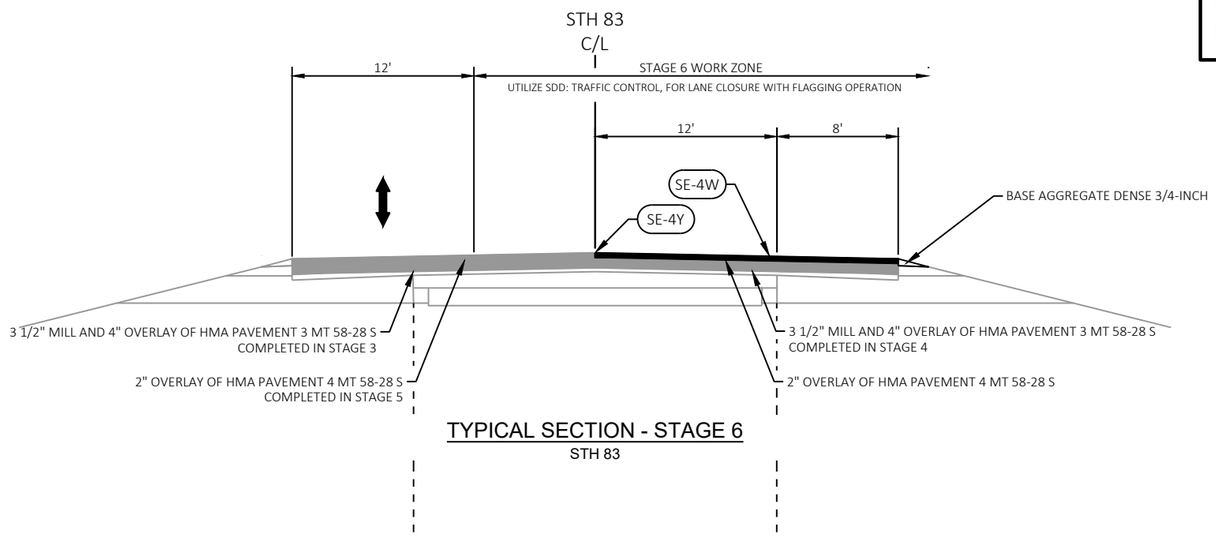
STH 83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 5	SHEET 143	E

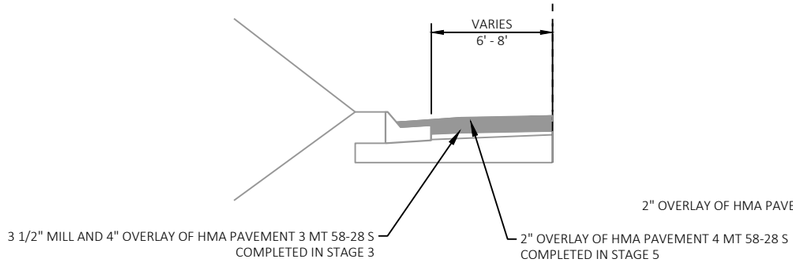
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

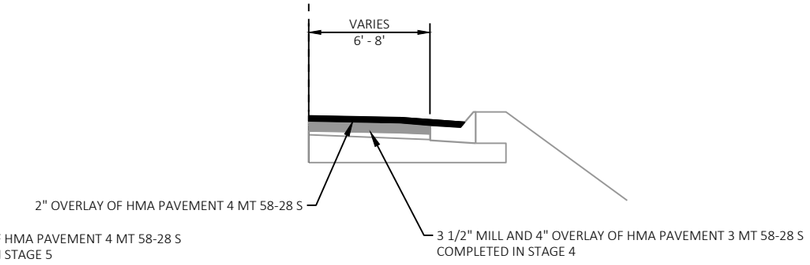
IL STATE LINE TO CTH C
STA 10+00 - STA 102+50



TYPICAL SECTION - STAGE 6
STH 83



TYPICAL URBAN SECTION
STH 83



TYPICAL URBAN SECTION
STH 83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 6	SHEET 144	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025101-TC-TS.DWG
LAYOUT NAME - Stage 6a
PLOT DATE : 3/10/2023 10:02 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

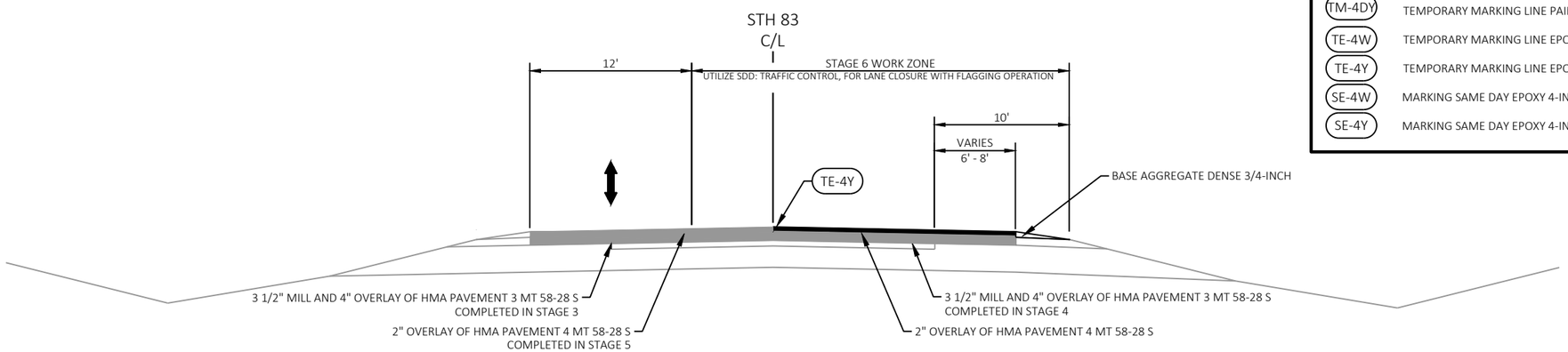
2

TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TE-4W	TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE)
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4W	MARKING SAME DAY EPOXY 4-INCH (WHITE) (SEE PAVEMENT MARKING PLAN)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

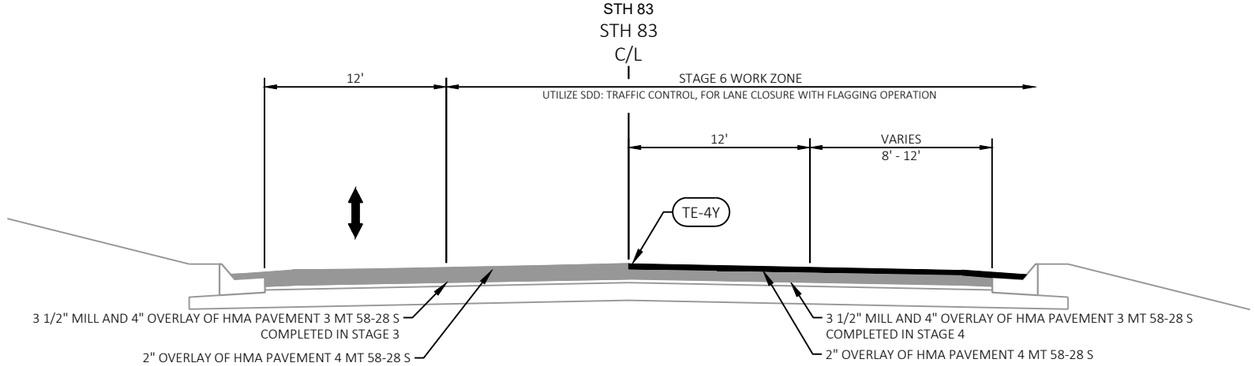
CTH C TO CTH AH - ROAD CLOSED TO THRU TRAFFIC

STA 102+50 - STA 199+00



TYPICAL SECTION - STAGE 6

STH 83

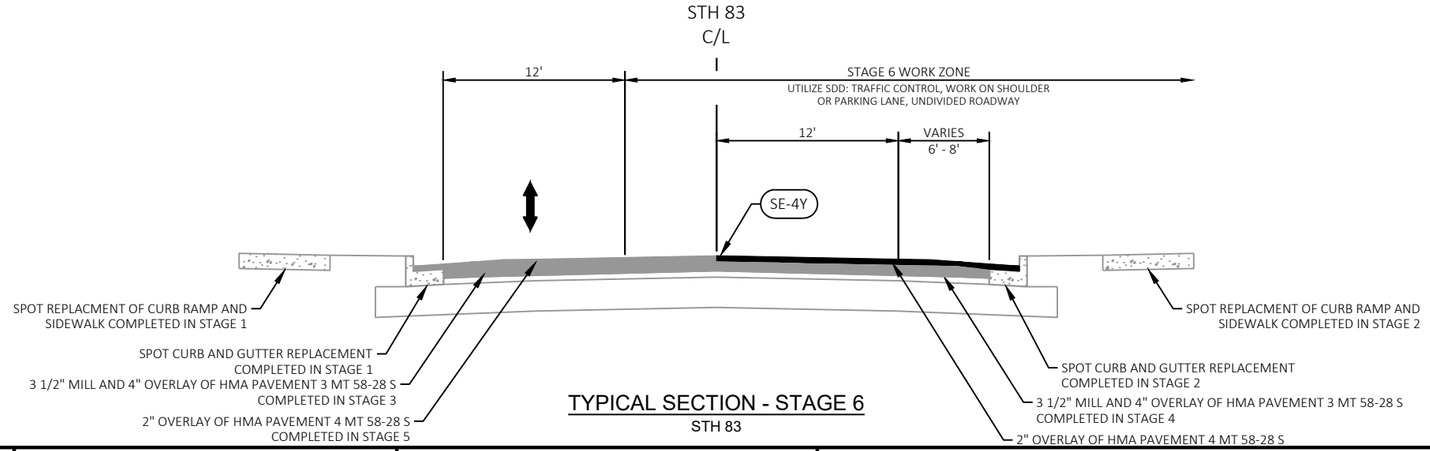


TYPICAL SECTION - STAGE 6

STH 83

CTH AH TO STH 50 - ROAD CLOSED TO THRU TRAFFIC

STA 199+00 - STA 267+00



TYPICAL SECTION - STAGE 6

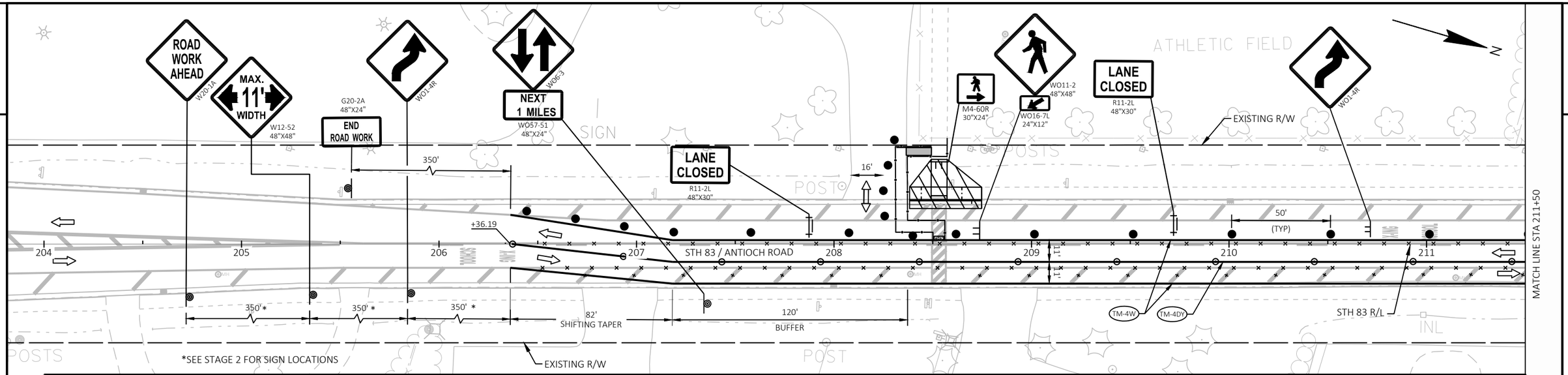
STH 83

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL: TYPICAL SECTIONS - STAGE 6	SHEET 145 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025101-TC-TS.DWG
LAYOUT NAME - Stage 6b

PLOT DATE : 3/10/2023 10:02 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

STAGE 1 CONSTRUCTION

- CONSTRUCT CURB RAMP AND SPOT SIDEWALK REPLACEMENTS ON THE WEST SIDE OF STH 83 FROM NORTH OF CTH AH TO THE END PROJECT LIMITS.
- COMPLETE STORM SEWER AND CULVERT REPAIR, CULVERT CLEANING, AND DITCHING ON THE WEST SIDE OF STH 83.

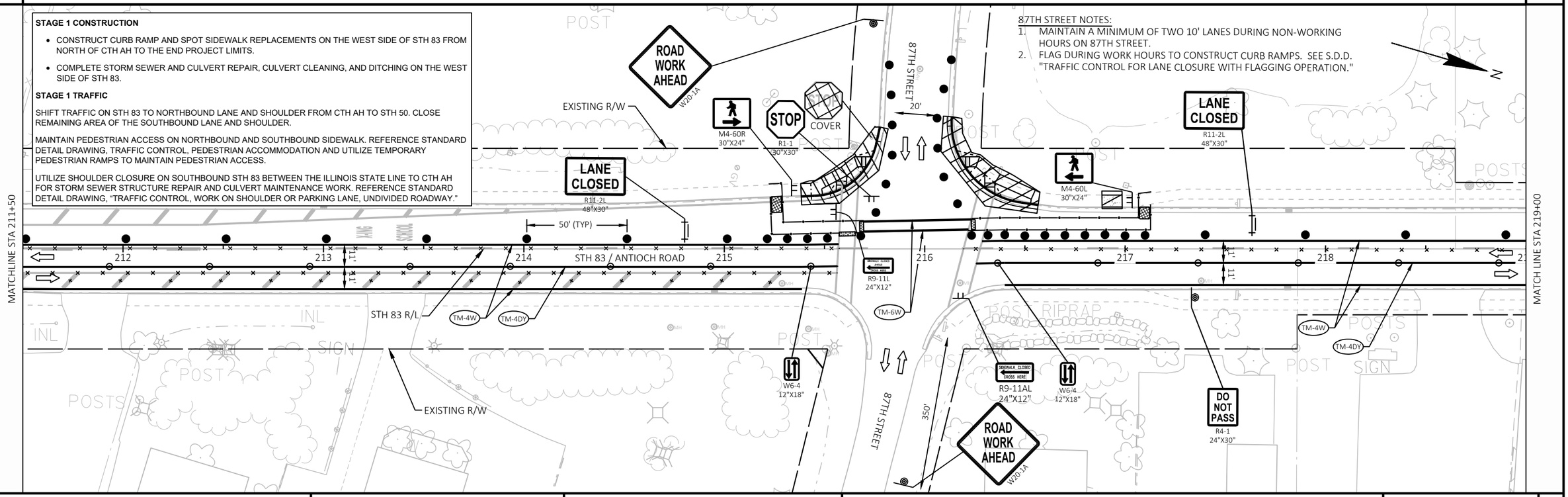
STAGE 1 TRAFFIC

SHIFT TRAFFIC ON STH 83 TO NORTHBOUND LANE AND SHOULDER FROM CTH AH TO STH 50. CLOSE REMAINING AREA OF THE SOUTHBOUND LANE AND SHOULDER.

MAINTAIN PEDESTRIAN ACCESS ON NORTHBOUND AND SOUTHBOUND SIDEWALK. REFERENCE STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION AND UTILIZE TEMPORARY PEDESTRIAN RAMPS TO MAINTAIN PEDESTRIAN ACCESS.

UTILIZE SHOULDER CLOSURE ON SOUTHBOUND STH 83 BETWEEN THE ILLINOIS STATE LINE TO CTH AH FOR STORM SEWER STRUCTURE REPAIR AND CULVERT MAINTENANCE WORK. REFERENCE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."

87TH STREET NOTES:
1. MAINTAIN A MINIMUM OF TWO 10' LANES DURING NON-WORKING HOURS ON 87TH STREET.
2. FLAG DURING WORK HOURS TO CONSTRUCT CURB RAMPS. SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

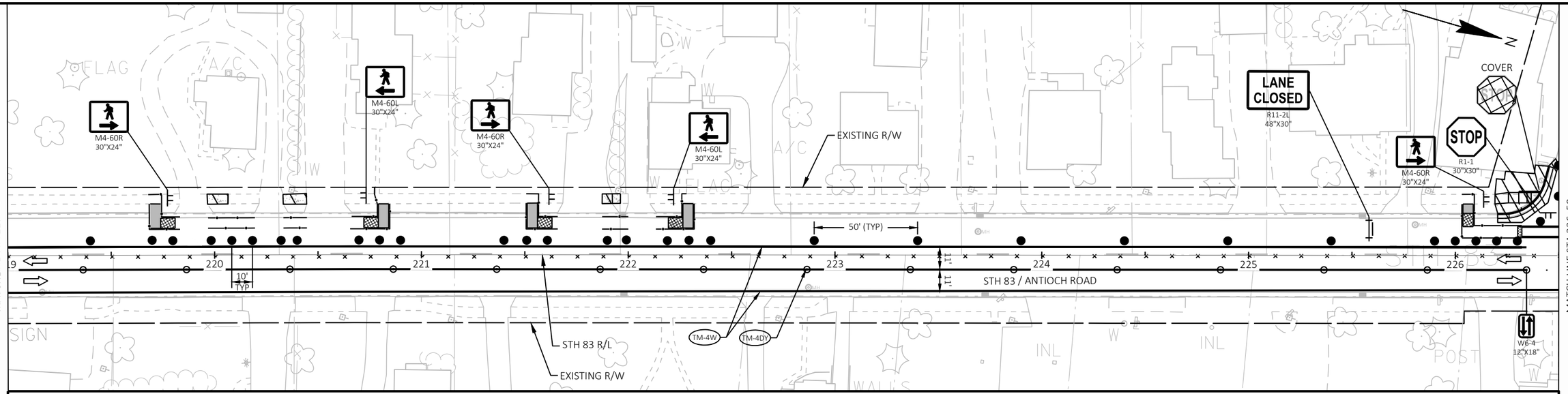


PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 146	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025102-TC-S1.DWG
LAYOUT NAME - 01

PLOT DATE : 3/10/2023 10:23 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



TRAFFIC CONTROL LEGEND

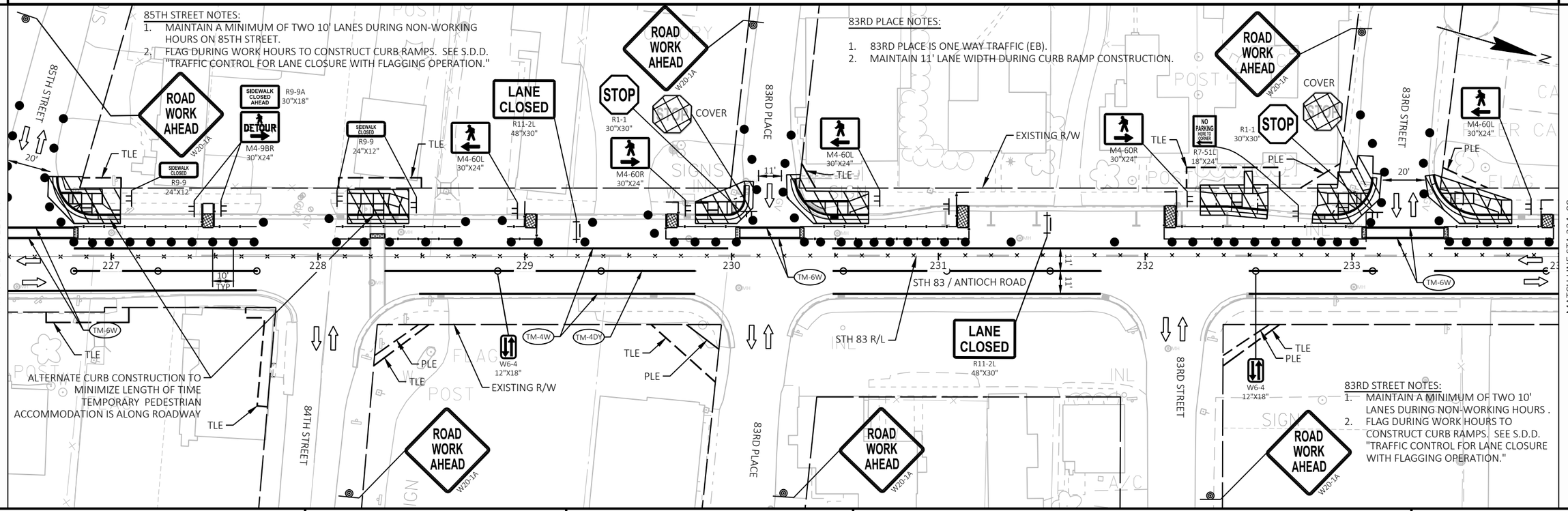
- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-6W	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TM-8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TM-18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

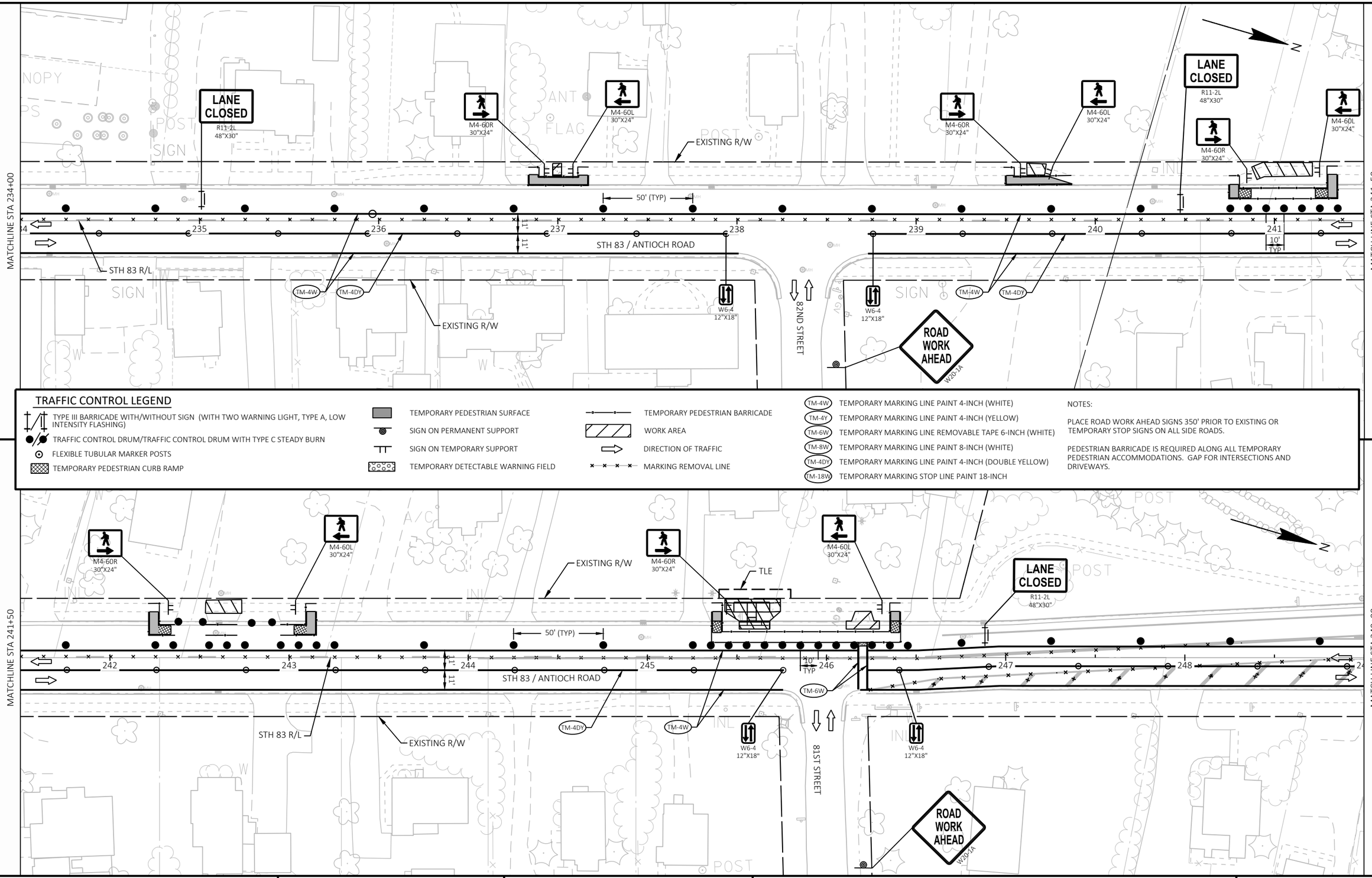
PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 147	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025102-TC-S1.DWG
LAYOUT NAME - 02
PLOT DATE : 3/10/2023 10:23 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

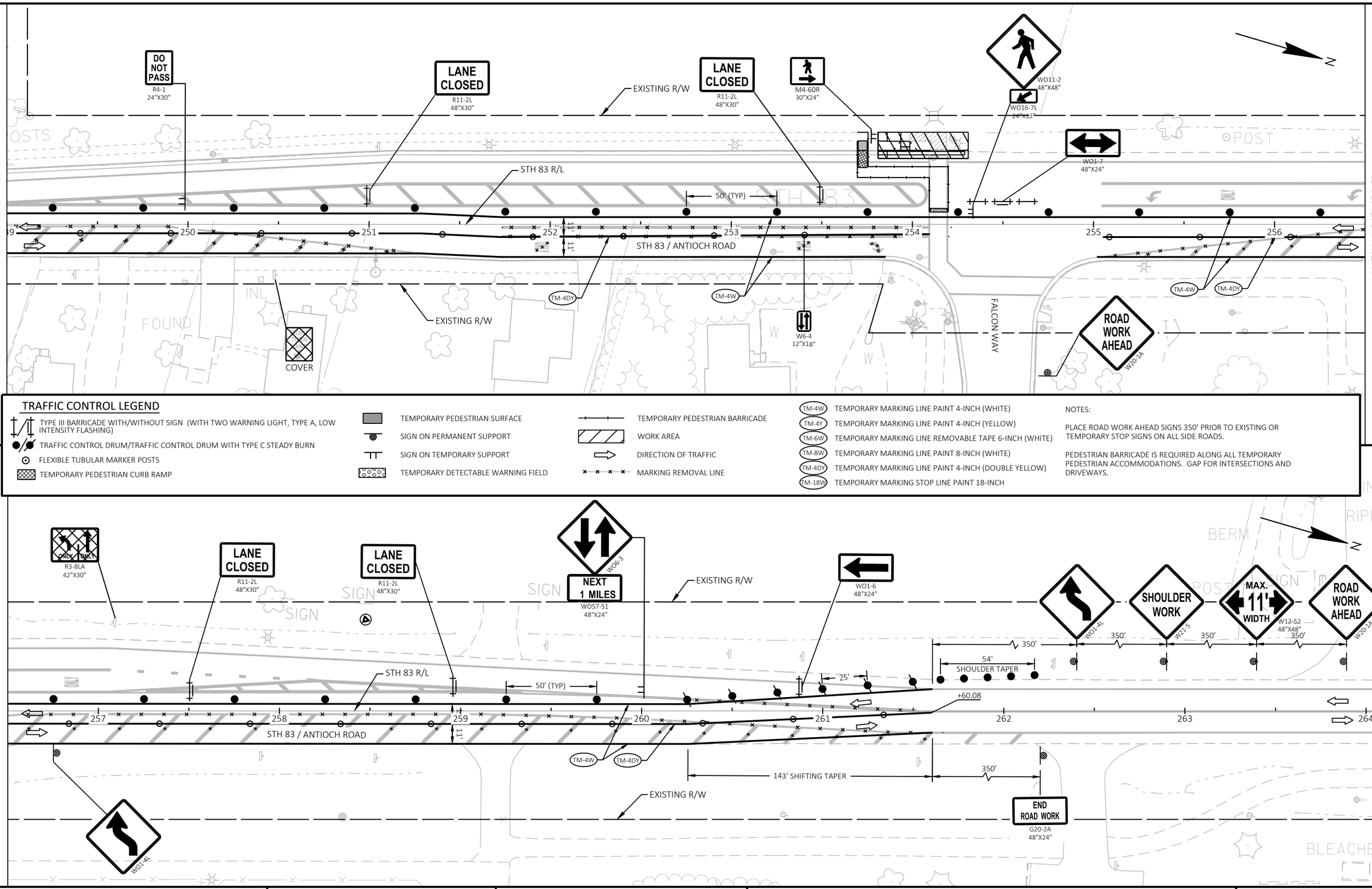
TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-6W	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TM-8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TM-18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 148	E



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-6W	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TM-8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TM-18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

2

STAGE 2 CONSTRUCTION

- CONSTRUCT CURB RAMP AND SPOT SIDEWALK REPLACEMENTS ON THE EAST SIDE OF STH 83 FROM NORTH OF CTH AH TO THE END PROJECT LIMITS.
- COMPLETE STORM SEWER AND CULVERT REPAIR, CULVERT CLEANING, AND DITCHING ON THE EAST SIDE OF STH 83.

STAGE 2 TRAFFIC

SHIFT TRAFFIC ON STH 83 TO SOUTHBOUND LANE AND SHOULDER FROM CTH AH TO STH 50. CLOSE REMAINING AREA OF THE NORTHBOUND LANE AND SHOULDER.

MAINTAIN PEDESTRIAN ACCESS ON NORTHBOUND AND SOUTHBOUND SIDEWALK. REFERENCE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" AND UTILIZE TEMPORARY PEDESTRIAN RAMPS TO MAINTAIN PEDESTRIAN ACCESS.

UTILIZE SHOULDER CLOSURE ON NORTHBOUND STH 83 BETWEEN THE ILLINOIS STATE LINE TO CTH AH FOR STORM SEWER STRUCTURE REPAIR AND CULVERT MAINTENANCE WORK. REFERENCE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."

ROAD WORK AHEAD W20-1A

EXISTING R/W

TLE

STH 83 R/L

197 198 199 200 201 202 203

25' TYP

12'

STH 83 / ANTIOCH ROAD

MATCHLINE STA 204+00

350' 350' 350'

ROAD WORK AHEAD W20-1A

SHOULDER WORK W21-5

MAX. 11' WIDTH W12-52 48"X48"

CTH AH

M4-60L 30"X24"

M4-60R 30"X24"

W01-4L

EXISTING R/W

ROAD WORK AHEAD W20-1A

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 150 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025103-TC-S2.DWG
LAYOUT NAME - 01

PLOT DATE : 3/9/2023 1:21 PM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE STA 204+00

MATCH LINE STA 211+50

G20-2A
48"X24"

END
ROAD WORK

EXISTING R/W

350'

COORDINATE WITH PROPERTY OWNER TO CLOSE SECOND DRIVEWAY DURING SIDEWALK REPLACEMENT.

STH 83 R/L

STH 83 / ANTIOCH ROA

+26.20

25'

92'
SHIFTING TAPER

10'
TYP

11'

11'

TM-4W

TM-4DY

50' (TYP)

WO11-2
48"X48"

WO16-7L
24"X12"

WO1-4L

M4-60L
30"X24"

M4-60R
30"X24"

WO1-6
48"X24"

WO6-3

NEXT
1 MILES

WO57-51
48"X24"

M4-60L
30"X24"

EXISTING R/W

M4-60R
30"X24"

LANE
CLOSED

R11-2L
48"X30"

ATHLETIC FIELD

SIGN

POSTS

INL

N

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- (TM-4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (TM-4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (TM-6W) TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TM-8W) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (TM-4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (TM-18W) TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

MATCHLINE STA 211+50

MATCH LINE STA 219+00

ROAD
WORK
AHEAD

W20-1A

EXISTING R/W

87TH STREET

SIDEWALK
CLOSED

R9-9
24"X12"

W6-4
12"X18"

W6-4
12"X18"

TM-4W

TM-4DY

STH 83 R/L

STH 83 / ANTIOCH ROAD

TM-6W

11'

50' (TYP)

20'

RIPRAP

87TH STREET NOTES:

1. MAINTAIN A MINIMUM OF TWO 10' LANES DURING NON-WORKING HOURS ON 87TH STREET.
2. FLAG DURING WORK HOURS TO CONSTRUCT CURB RAMPS. SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

M4-60L
30"X24"

TLE

COVER

STOP

R1-1
30"X30"

M4-60R
30"X24"

DO
NOT
PASS

R4-1
24"X30"

ROAD
WORK
AHEAD

W20-1A

87TH STREET

SIGN

POSTS

INL

N

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 151	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025103-TC-S2.DWG
LAYOUT NAME - 02

PLOT DATE : 3/9/2023 1:22 PM

PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE STA 219+00

MATCH LINE STA 226+50

EXISTING R/W

STH 83 R/L

STH 83 / ANTIOCH ROAD

50' (TYP)

11'

11'

TM-4W

TM-4DY

W6-4
12"X18"

LANE CLOSED
R11-2L
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

84TH STREET/83RD PLACE/83RD STREET NOTES:

1. MAINTAIN A MINIMUM OF TWO 10' LANES DURING NON-WORKING HOURS.
2. FLAG DURING WORK HOURS TO CONSTRUCT CURB RAMPS. SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

MATCHLINE STA 226+50

MATCH LINE STA 234+00

85TH STREET

84TH STREET

83RD PLACE

83RD STREET

ROAD WORK AHEAD
W20-1A

STH 83 / ANTIOCH ROAD

STH 83 R/L

EXISTING R/W

TLE

PLE

TM-6W

TM-4W

TM-4DY

W6-4
12"X18"

SIDEWALK CLOSED
R9-9
24"X12"

NO PARKING ANY TIME
R7-1D
18"X24"

STOP
R1-1
30"X30"

COVER

20'

LANE CLOSED
R11-2L
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

WO11-2
48"X48"

WO16-7L
24"X12"

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 152	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025103-TC-S2.DWG
LAYOUT NAME - 03

PLOT DATE : 3/9/2023 1:23 PM

PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

2

MATCHLINE STA 234+00

EXISTING R/W

DO NOT PASS
R4-1
24"X30"

W6-4
12"X18"

TM-4W

TM-4DY

STH 83 R/L

STH 83 / ANTIOCH ROAD

11'

11'

11'

234

235

236

237

238

239

240

241

50' (TYP)

LANE CLOSED
R11-2L
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

EXISTING R/W

COVER

82ND STREET

COVER

STOP
R1-1
30"X30"

ROAD WORK AHEAD
W20-1A

M4-60L
30"X24"

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

MATCH LINE STA 241+50

2

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

MATCHLINE STA 241+50

EXISTING R/W

R3-1
24"X24"

R3-2
24"X24"

TM-6W

TM-4DY

W06-3

NEXT 1 MILES
WO57-51
48"X24"

TM-4W

TM-4DY

STH 83 R/L

STH 83 / ANTIOCH ROAD

11'

11'

242

243

244

245

246

247

248

50' (TYP)

M4-60L
30"X24"

M4-60R
30"X24"

EXISTING R/W

WO11-2
48"X48"

WO16-7L
24"X12"

M4-60L
30"X24"

81ST STREET

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED AHEAD
W20-5A

81ST STREET NOTES:

1. CLOSE 81ST STREET DURING CURB RAMP CONSTRUCTION. LOCAL TRAFFIC TO UTILIZE 82ND STREET.
2. SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES," DETAIL 1.

MATCH LINE STA 249+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 153	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025103-TC-S2.DWG
LAYOUT NAME - 04

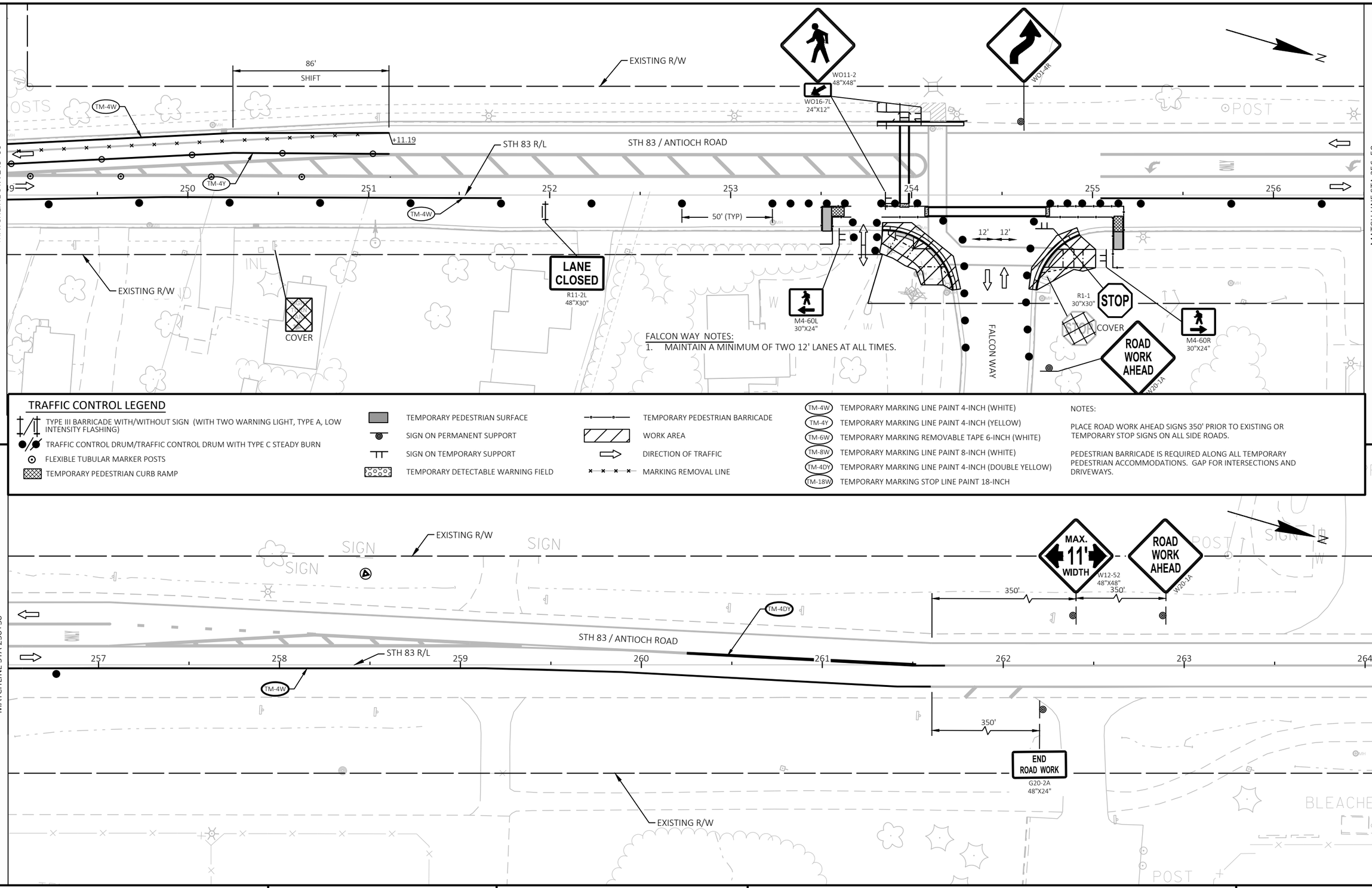
PLOT DATE : 3/9/2023 1:24 PM

PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-6W	TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
TM-8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TM-18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 154	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025103-TC-S2.DWG
LAYOUT NAME - 05
PLOT DATE : 3/9/2023 1:25 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

STAGE 3 THRU 6 DESCRIPTION

CLOSE STH 83 TO THROUGH TRAFFIC FROM CTH C TO STH 50. UTILIZE CTH C, USH 45, AND STH 50 FOR DETOUR ROUTE. INSTALL TEMPORARY SIGNALS AT THE STH 83 AND CTH C INTERSECTION AT THE BEGINNING OF STAGE 3A. CONVERT THE TRAFFIC SIGNALS AT THE STH 83/CTH AH INTERSECTION TO AN ALL-WAY STOP CONTROLLED INTERSECTION DURING CONSTRUCTION. INSTALL NEW TRAFFIC SIGNAL EQUIPMENT AT THE STH 83/CTH C AND STH 83/CTH AH INTERSECTIONS. ACTIVATE TRAFFIC SIGNAL EQUIPMENT ONCE MILLING AND PAVING OPERATIONS, AND PAVEMENT MARKING IS COMPLETE. CONSTRUCT CURB RAMPS AT THE CTH AH INTERSECTION PRIOR TO MILLING AND PAVING OPERATIONS. MAINTAIN PEDESTRIAN ACCESS ON THE EXISTING SIDEWALK AND NEW CURB RAMPS CONSTRUCTED IN STAGES 1 AND 2. UTILIZE TEMPORARY PEDESTRIAN RAMPS AT CROSSING LOCATIONS WHERE GRADE DIFFERENCE IS PRESENT DURING MILLING AND PAVING OPERATIONS.

STH 83 WILL REMAIN OPEN TO THROUGH TRAFFIC FROM THE ILLINOIS STATE LINE TO CTH C. UTILIZE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR MILLING AND PAVING OPERATIONS. UTILIZE PEAK HOUR RESTRICTIONS FOR STAGING OPERATIONS. RESTRICTIONS ARE NOTED IN THE SPECIAL PROVISIONS.

STAGE 3A TRAFFIC
SEE TRAFFIC CONTROL SHEETS.

STAGE 3B TRAFFIC
SEE TRAFFIC CONTROL SHEETS.

STAGE 3C TRAFFIC
SHIFT STH 83 TRAFFIC TO NORTHBOUND LANE AND SHOULDER FOR MILLING AND PAVING THE LOWER LAYER OF ASPHALT ON THE SOUTHBOUND LANE. UTILIZE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

STAGE 4 TRAFFIC
SHIFT STH 83 TRAFFIC TO SOUTHBOUND LANE AND SHOULDER FOR MILLING AND PAVING THE LOWER LAYER OF ASPHALT ON THE NORTHBOUND LANE. UTILIZE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

STAGE 5 TRAFFIC
SHIFT STH 83 TRAFFIC TO NORTHBOUND LANE AND SHOULDER FOR PAVING THE UPPER LAYER OF ASPHALT ON THE SOUTHBOUND LANE. UTILIZE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

STAGE 6 TRAFFIC
SHIFT STH 83 TRAFFIC TO SOUTHBOUND LANE AND SHOULDER FOR PAVING THE UPPER LAYER OF ASPHALT ON THE NORTHBOUND LANE. UTILIZE STANDARD DETAIL DRAWING, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

LEGEND:

ROAD OPEN TO THRU TRAFFIC. SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

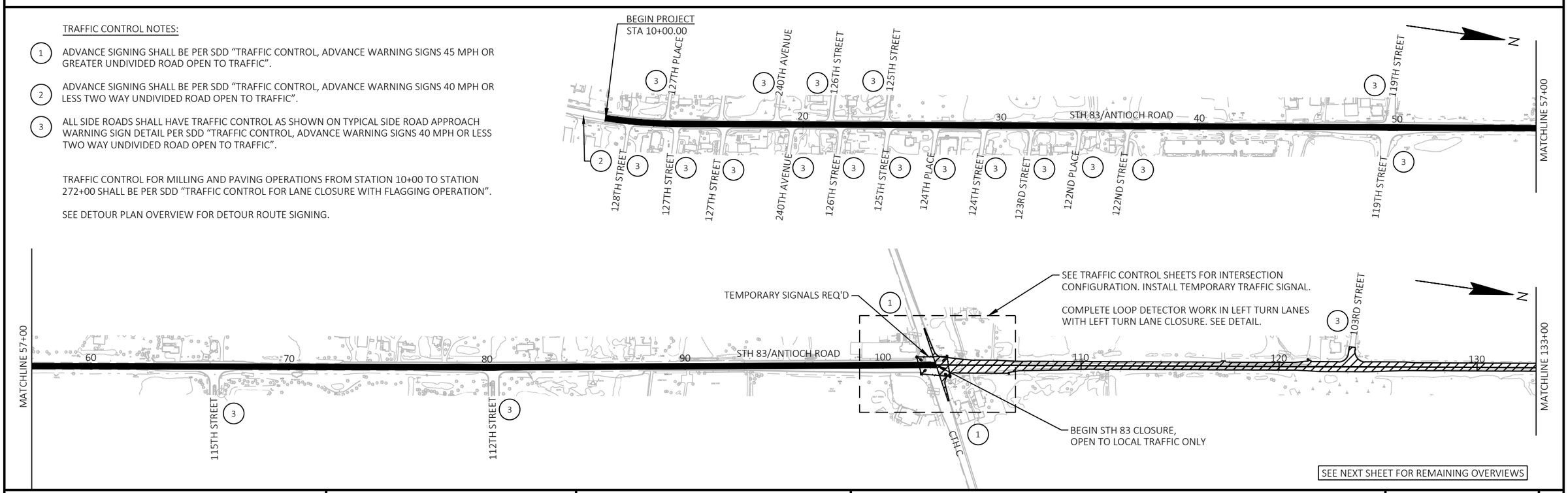
ROAD CLOSED TO THRU TRAFFIC. SEE DETOUR PLAN

TRAFFIC CONTROL NOTES:

1. ADVANCE SIGNING SHALL BE PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC".
2. ADVANCE SIGNING SHALL BE PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
3. ALL SIDE ROADS SHALL HAVE TRAFFIC CONTROL AS SHOWN ON TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

TRAFFIC CONTROL FOR MILLING AND PAVING OPERATIONS FROM STATION 10+00 TO STATION 272+00 SHALL BE PER SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE DETOUR PLAN OVERVIEW FOR DETOUR ROUTE SIGNING.



SEE NEXT SHEET FOR REMAINING OVERVIEWS

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL OVERVIEW: STAGES 3-6	SHEET 155	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025104-TC-S3-6.DWG
LAYOUT NAME - Overview-1
PLOT DATE : 1/12/2023 11:48 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1" = 500'_XREF
WISDOT/CADDS SHEET 44

2

2

LEGEND:

ROAD OPEN TO THRU TRAFFIC. SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

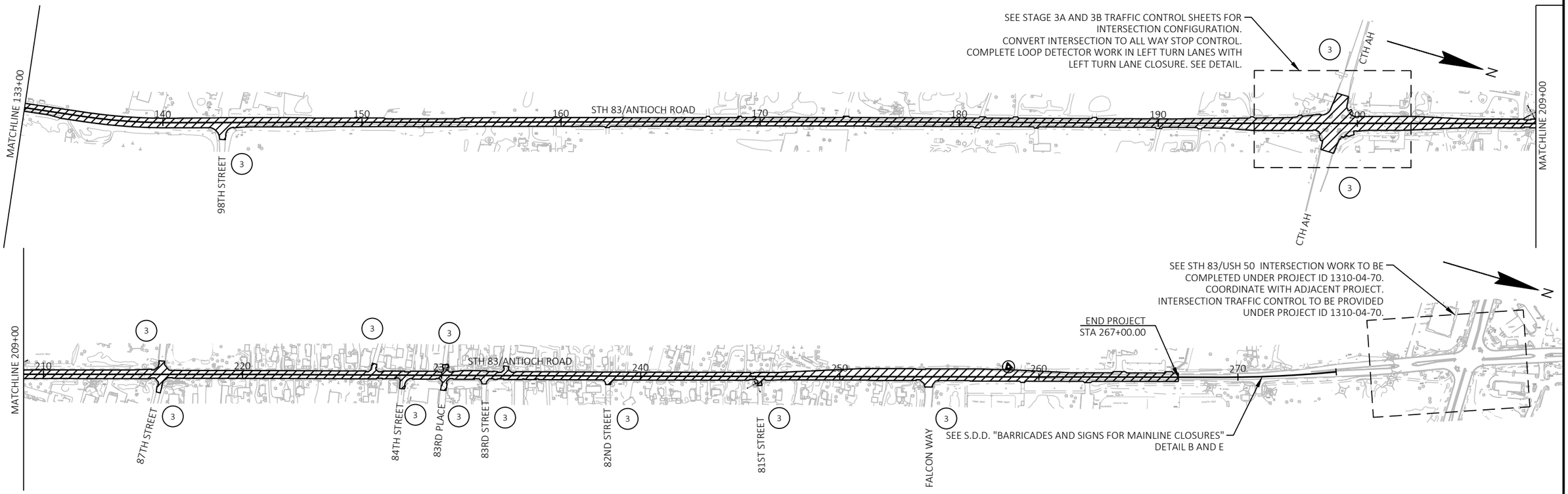
ROAD CLOSED TO THRU TRAFFIC. SEE DETOUR PLAN

TRAFFIC CONTROL NOTES:

1. ADVANCE SIGNING SHALL BE PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC".
2. ADVANCE SIGNING SHALL BE PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
3. ALL SIDE ROADS SHALL HAVE TRAFFIC CONTROL AS SHOWN ON TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

TRAFFIC CONTROL FOR MILLING AND PAVING OPERATIONS FROM STATION 10+00 TO STATION 272+00 SHALL BE PER SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE DETOUR PLAN OVERVIEW FOR DETOUR ROUTE SIGNING AT MAJOR INTERSECTIONS ALONG THE DETOUR ROUTE.



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL OVERVIEW: STAGES 3-6	SHEET 156	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025104-TC-S3-6.DWG
LAYOUT NAME - Overview-2

PLOT DATE : 1/12/2023 11:49 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1" = 500'_XREF

WISDOT/CADDS SHEET 42

NOTE:

SEE DETOUR PLAN FOR ADDITIONAL ADVANCE WARNING REQUIRED.

STAGE 3A CONSTRUCTION:

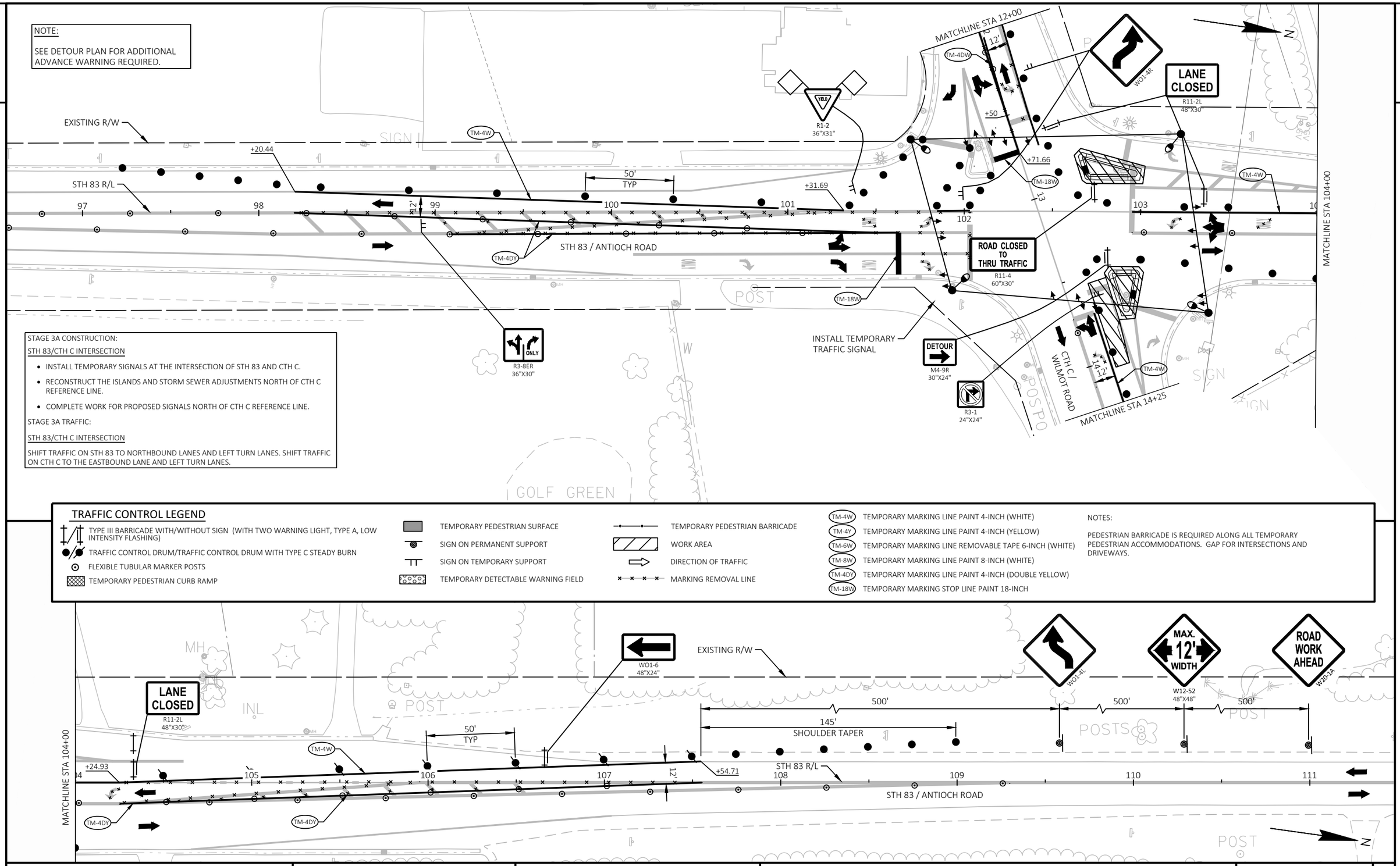
STH 83/CTH C INTERSECTION

- INSTALL TEMPORARY SIGNALS AT THE INTERSECTION OF STH 83 AND CTH C.
- RECONSTRUCT THE ISLANDS AND STORM SEWER ADJUSTMENTS NORTH OF CTH C REFERENCE LINE.
- COMPLETE WORK FOR PROPOSED SIGNALS NORTH OF CTH C REFERENCE LINE.

STAGE 3A TRAFFIC:

STH 83/CTH C INTERSECTION

SHIFT TRAFFIC ON STH 83 TO NORTHBOUND LANES AND LEFT TURN LANES. SHIFT TRAFFIC ON CTH C TO THE EASTBOUND LANE AND LEFT TURN LANES.



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

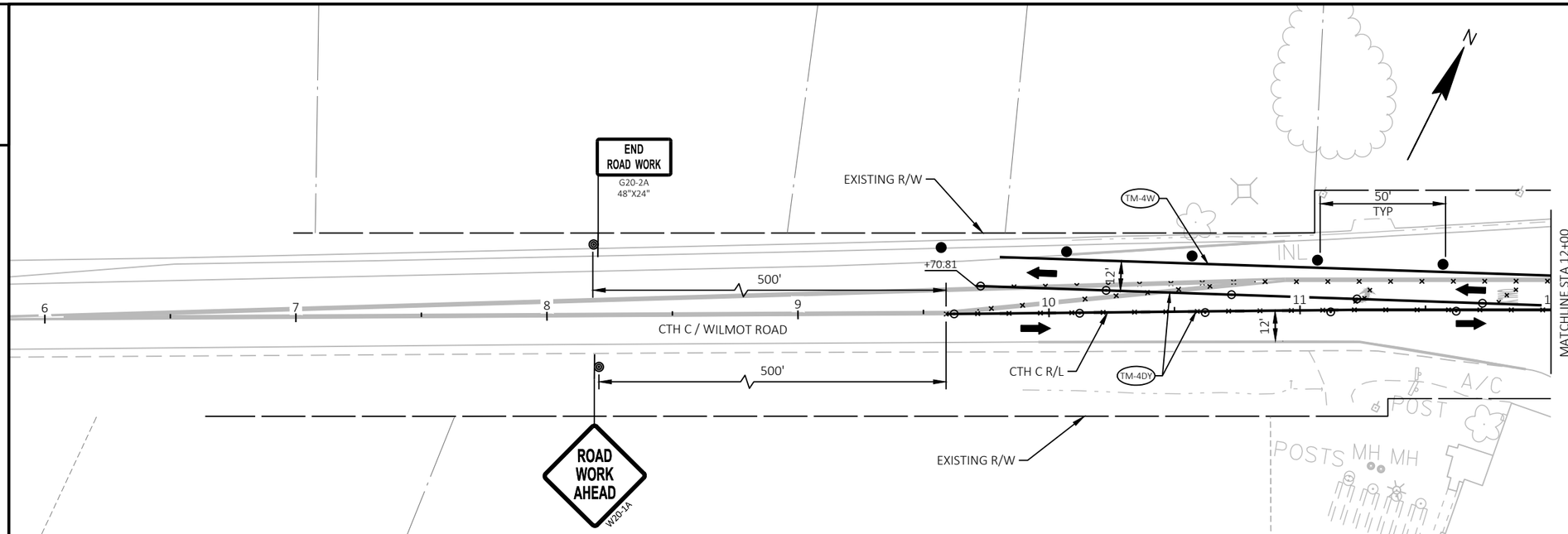
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3A: CTH C/STH 83 INTERSECTION	SHEET 157 E

2

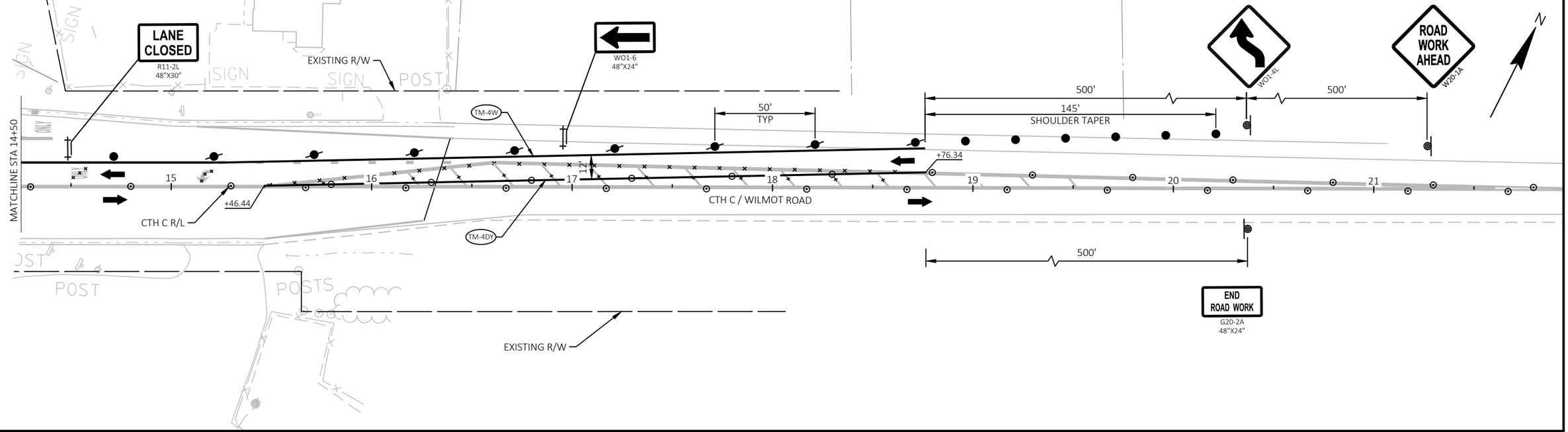


TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- (TM-4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (TM-4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (TM-6W) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TM-8W) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (TM-4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (TM-18W) TEMPORARY MARKING STOP LINE PAINT 18-INCH

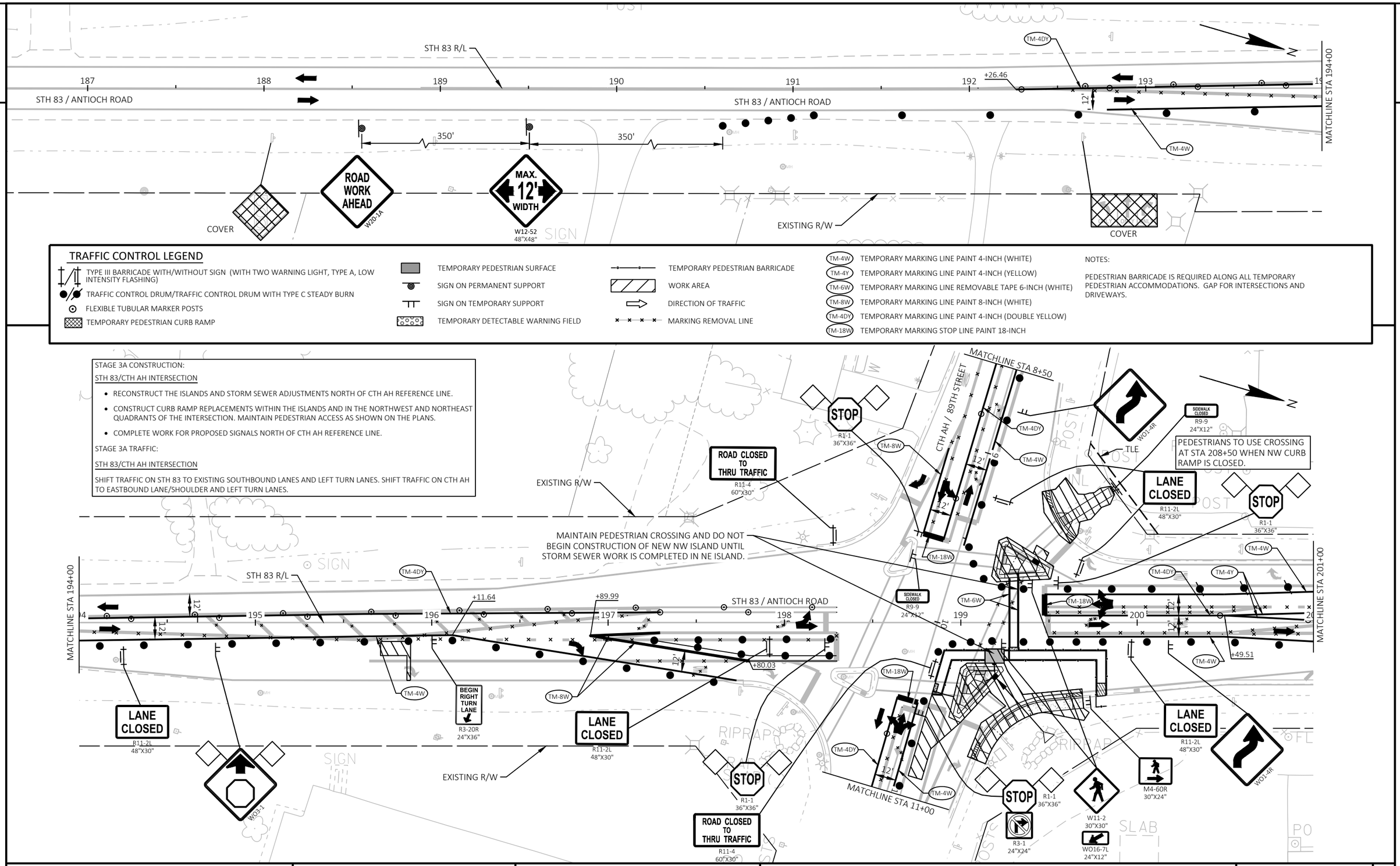
NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3A: CTH C/STH 83 INTERSECTION	SHEET 158	E

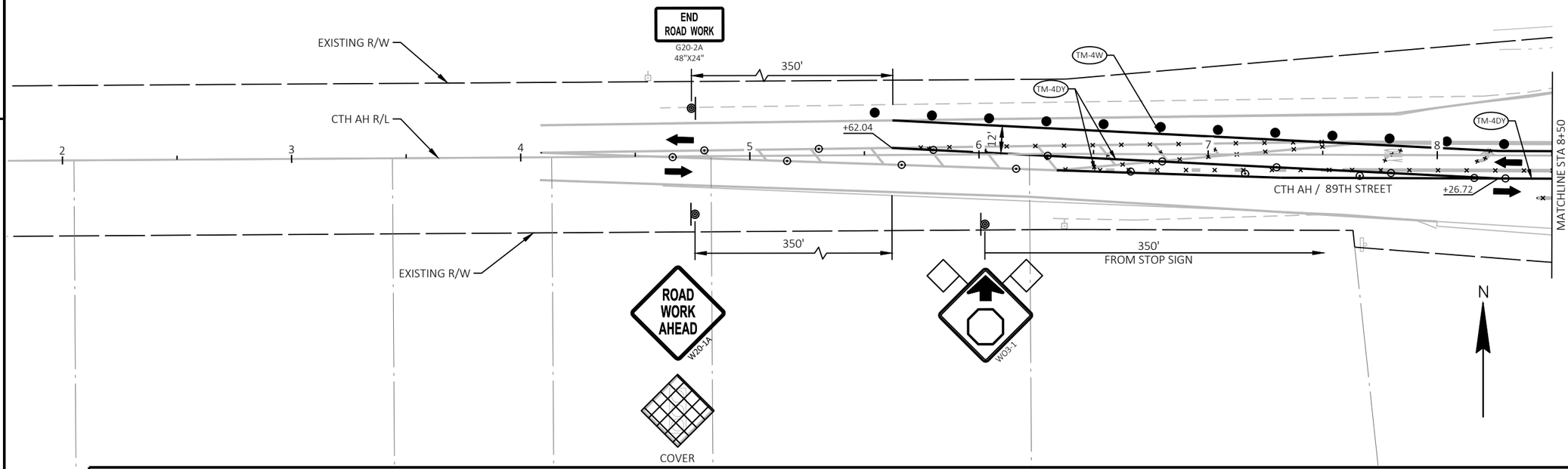
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PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3A: CTH AH/STH 83 INTERSECTION	SHEET 159	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025105-TC-S3A.DWG
LAYOUT NAME - 03
PLOT DATE : 3/9/2023 2:14 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



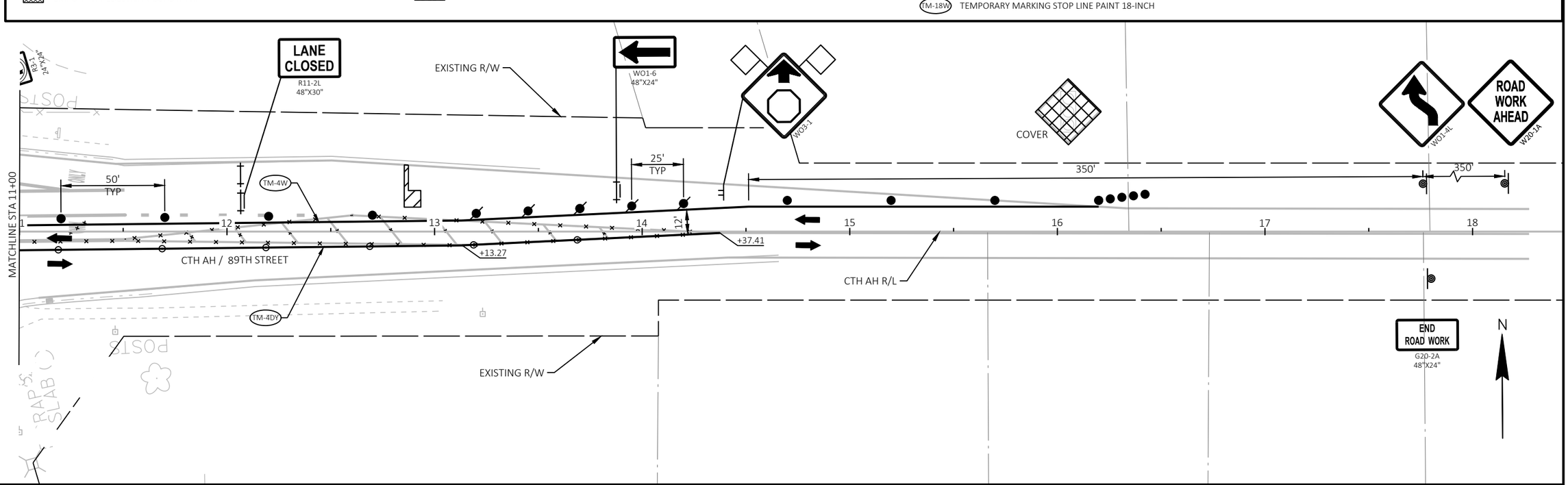
TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

- (TM-4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (TM-4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (TM-6W) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TM-8W) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (TM-4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (TM-18W) TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

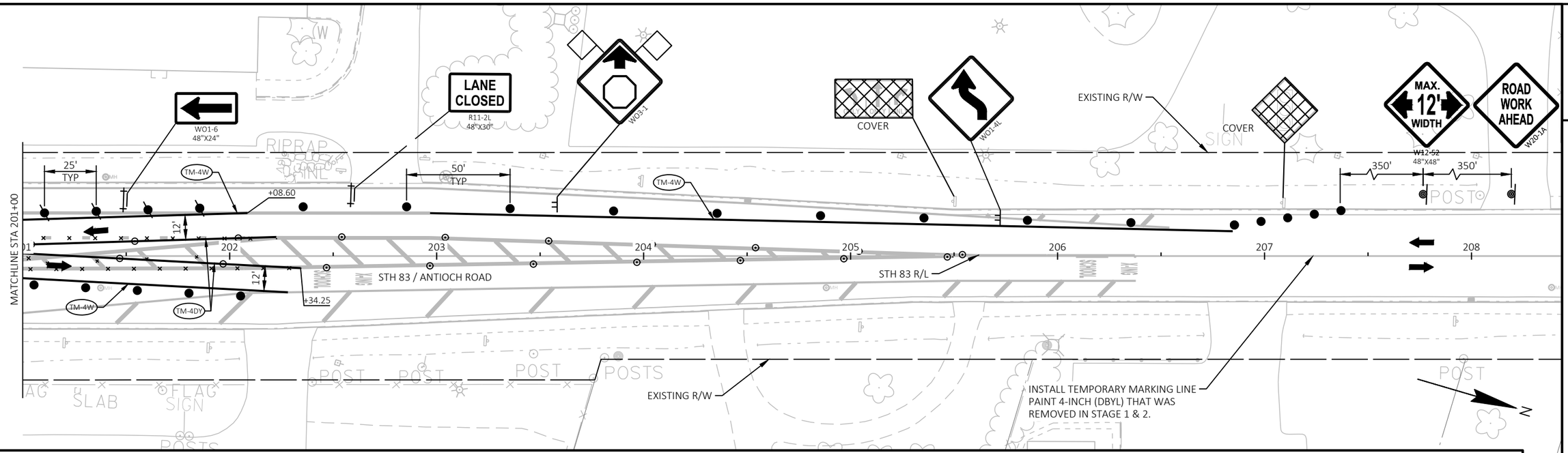
PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3A: CTH AH/STH 83 INTERSECTION	SHEET 160	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025105-TC-S3A.DWG
LAYOUT NAME - 04
PLOT DATE : 3/9/2023 2:15 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
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- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TM-6W	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TM-8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TM-18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH

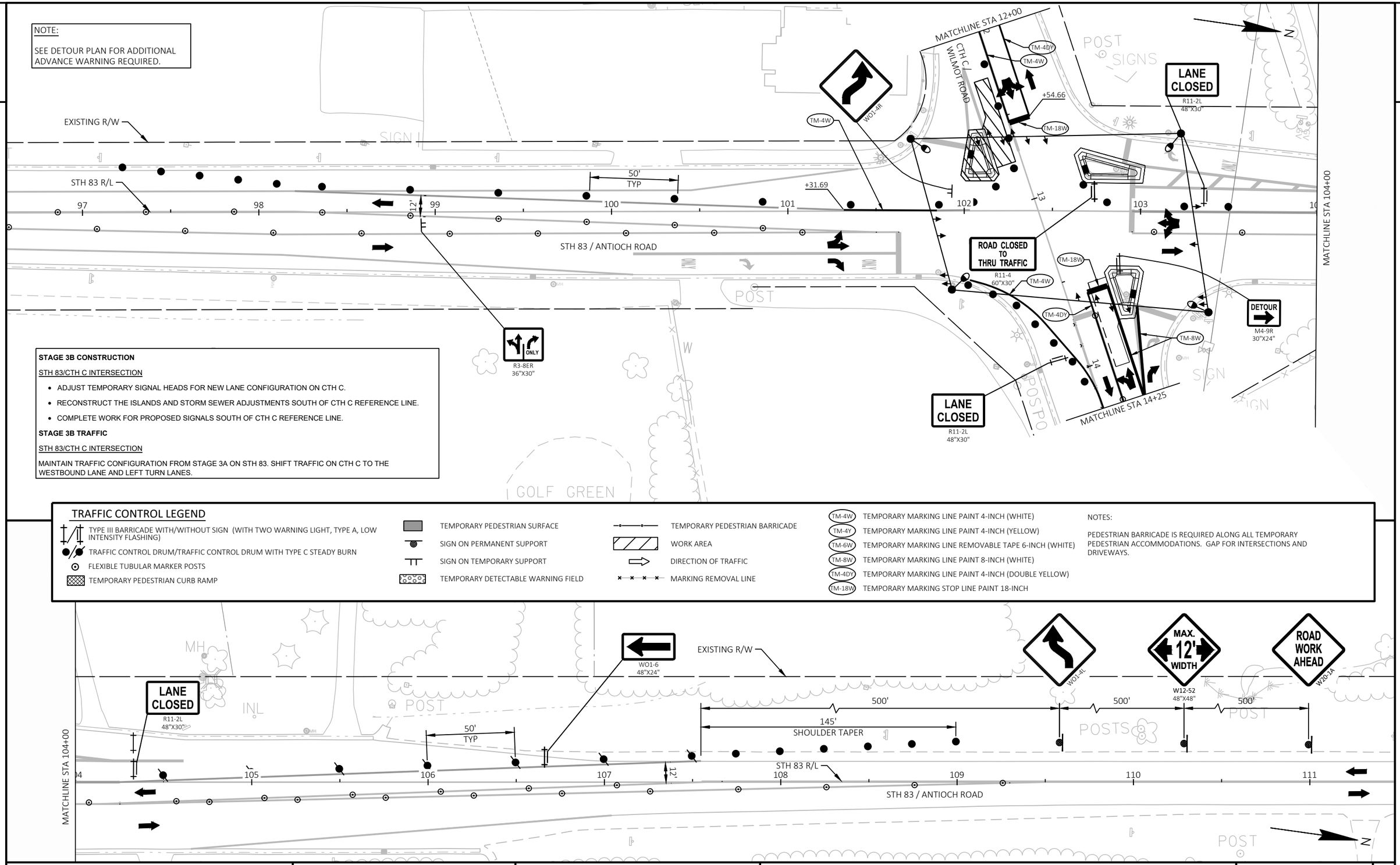
NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

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NOTE:

SEE DETOUR PLAN FOR ADDITIONAL ADVANCE WARNING REQUIRED.



STAGE 3B CONSTRUCTION

STH 83/CTH C INTERSECTION

- ADJUST TEMPORARY SIGNAL HEADS FOR NEW LANE CONFIGURATION ON CTH C.
- RECONSTRUCT THE ISLANDS AND STORM SEWER ADJUSTMENTS SOUTH OF CTH C REFERENCE LINE.
- COMPLETE WORK FOR PROPOSED SIGNALS SOUTH OF CTH C REFERENCE LINE.

STAGE 3B TRAFFIC

STH 83/CTH C INTERSECTION

MAINTAIN TRAFFIC CONFIGURATION FROM STAGE 3A ON STH 83. SHIFT TRAFFIC ON CTH C TO THE WESTBOUND LANE AND LEFT TURN LANES.

TRAFFIC CONTROL LEGEND

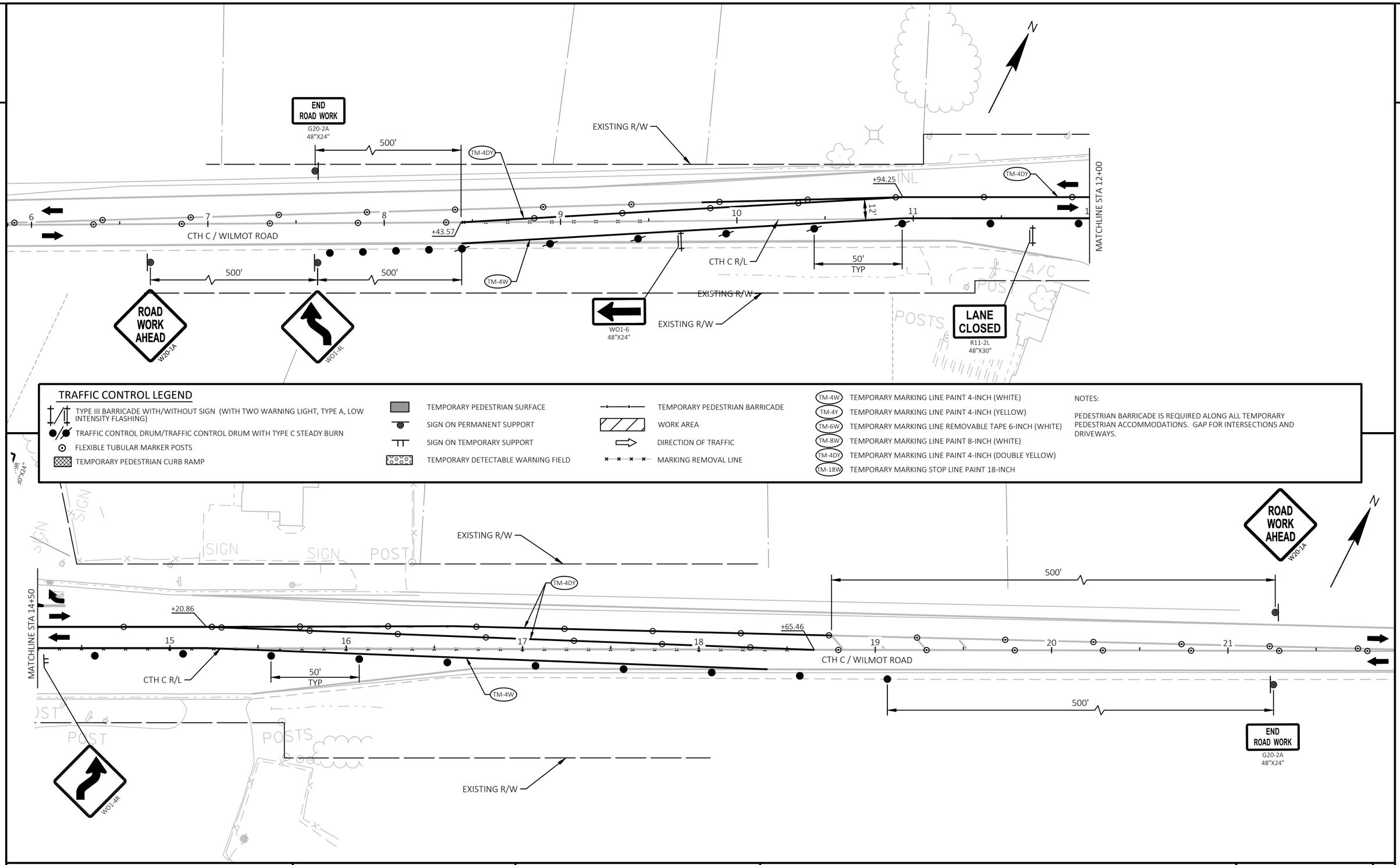
- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- (TM-4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (TM-4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (TM-6W) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- (TM-8W) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (TM-4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (TM-18W) TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3B: CTH C/STH 83 INTERSECTION	SHEET 162	E

2



TRAFFIC CONTROL LEGEND

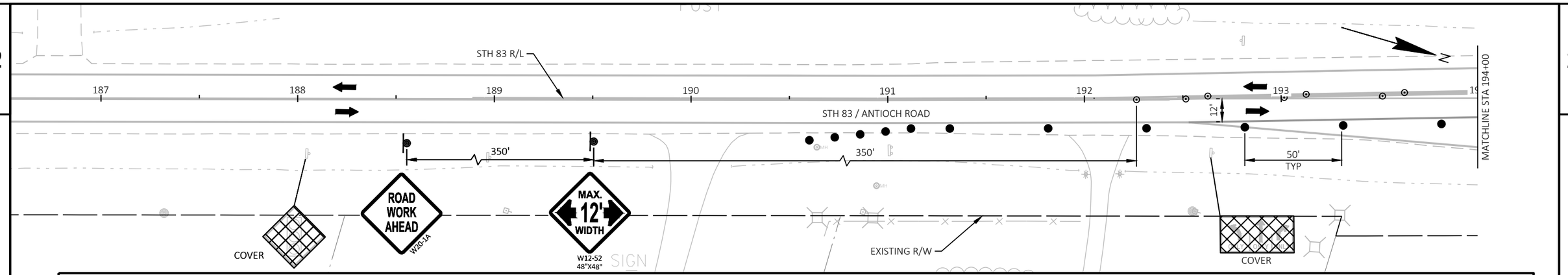
- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3B: CTH C/STH 83 INTERSECTION	SHEET 163	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025106-TC-S3B.DWG
LAYOUT NAME - 02
PLOT DATE : 3/9/2023 3:19 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- TM-6W TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- TM-8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TM-4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

STAGE 3B CONSTRUCTION

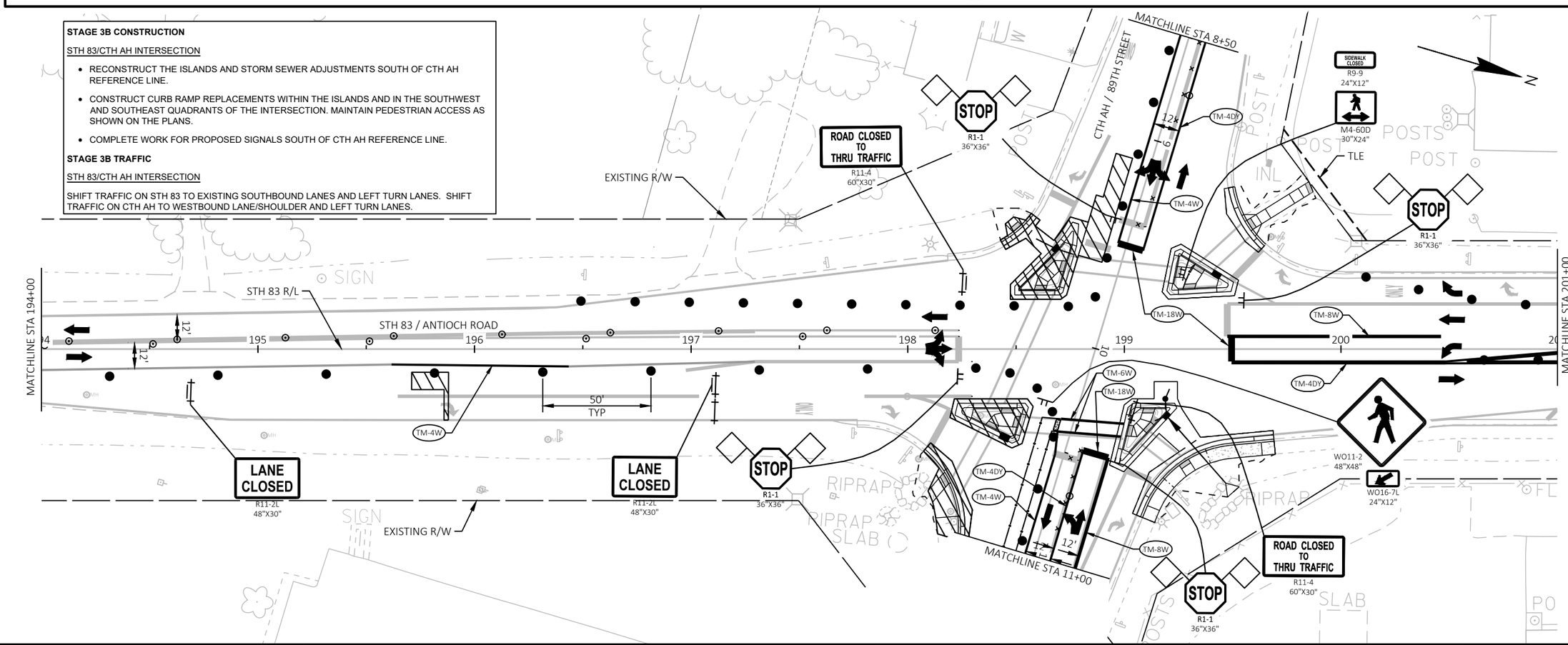
STH 83/CTH AH INTERSECTION

- RECONSTRUCT THE ISLANDS AND STORM SEWER ADJUSTMENTS SOUTH OF CTH AH REFERENCE LINE.
- CONSTRUCT CURB RAMP REPLACEMENTS WITHIN THE ISLANDS AND IN THE SOUTHWEST AND SOUTHEAST QUADRANTS OF THE INTERSECTION. MAINTAIN PEDESTRIAN ACCESS AS SHOWN ON THE PLANS.
- COMPLETE WORK FOR PROPOSED SIGNALS SOUTH OF CTH AH REFERENCE LINE.

STAGE 3B TRAFFIC

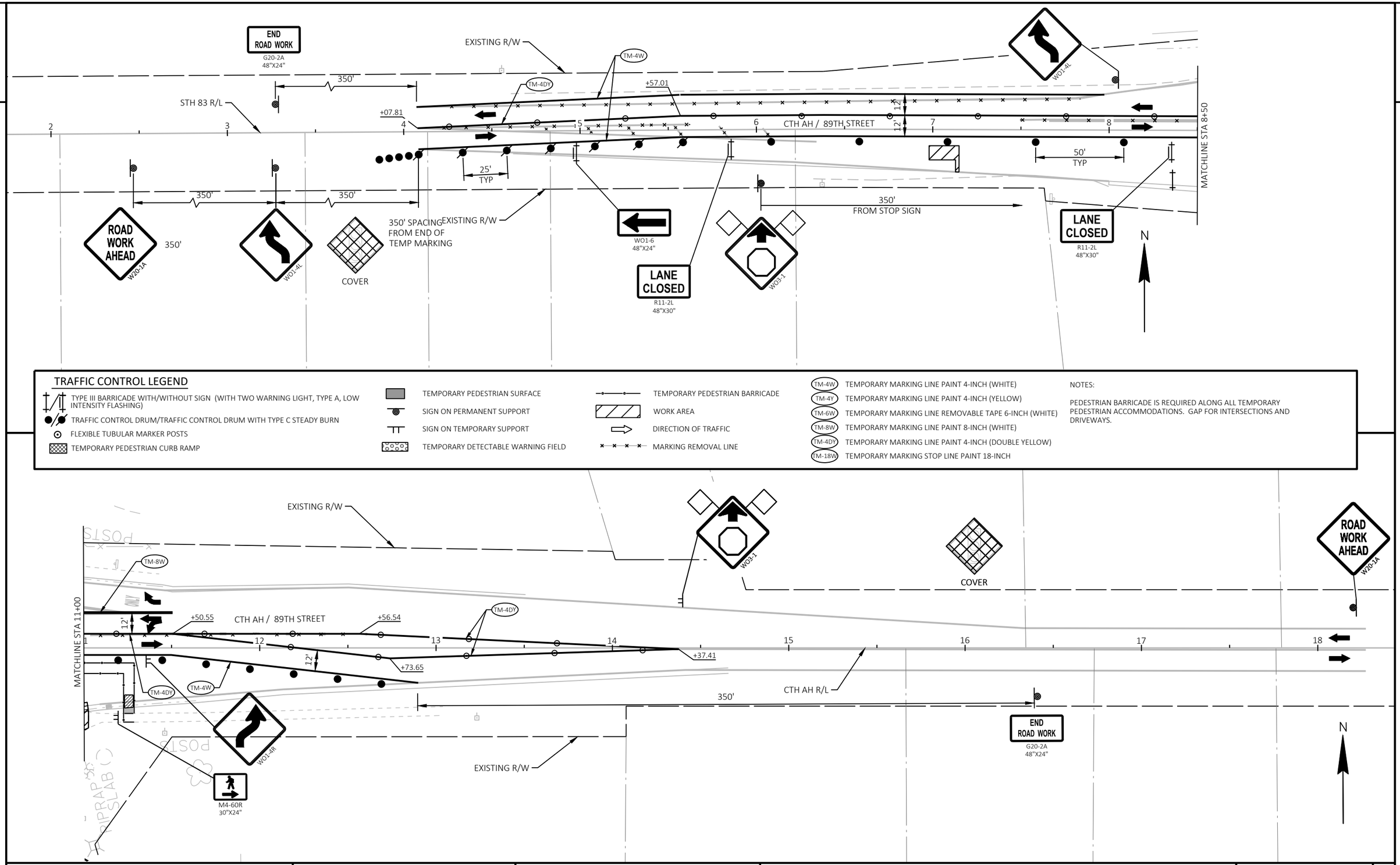
STH 83/CTH AH INTERSECTION

SHIFT TRAFFIC ON STH 83 TO EXISTING SOUTHBOUND LANES AND LEFT TURN LANES. SHIFT TRAFFIC ON CTH AH TO WESTBOUND LANE/SHOULDER AND LEFT TURN LANES.



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3B: CTH AH/STH 83 INTERSECTION	SHEET 164	E

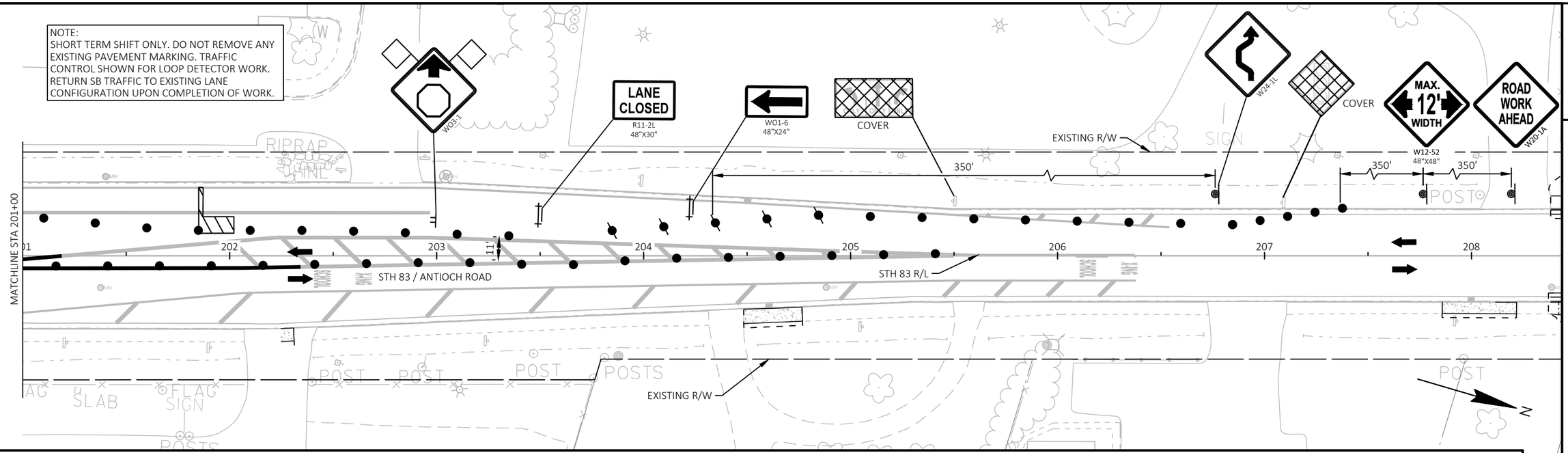
FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025106-TC-S3B.DWG
LAYOUT NAME - 03
PLOT DATE : 3/9/2023 3:19 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 3B : CTH AH/STH 83 INTERSECTION	SHEET 165	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\025106-TC-S3B.DWG
LAYOUT NAME - 04
PLOT DATE : 3/9/2023 3:20 PM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

NOTE:
SHORT TERM SHIFT ONLY. DO NOT REMOVE ANY EXISTING PAVEMENT MARKING. TRAFFIC CONTROL SHOWN FOR LOOP DETECTOR WORK. RETURN SB TRAFFIC TO EXISTING LANE CONFIGURATION UPON COMPLETION OF WORK.



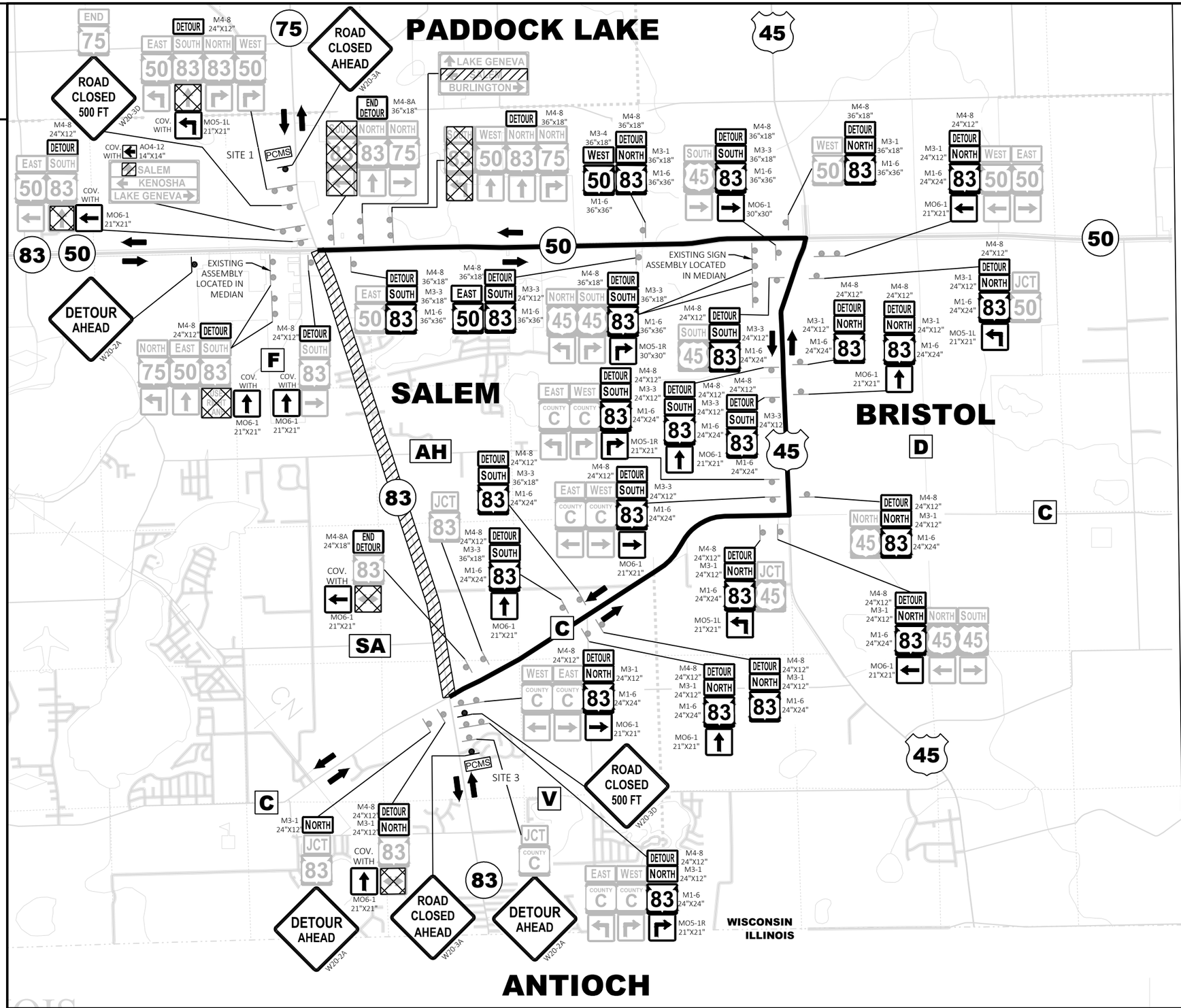
TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH TWO WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TRAFFIC CONTROL DRUM/TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN
- FLEXIBLE TUBULAR MARKER POSTS
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- MARKING REMOVAL LINE
- TM-4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TM-4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
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- TM-18W TEMPORARY MARKING STOP LINE PAINT 18-INCH

NOTES:

PEDESTRIAN BARRICADE IS REQUIRED ALONG ALL TEMPORARY PEDESTRIAN ACCOMMODATIONS. GAP FOR INTERSECTIONS AND DRIVEWAYS.

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LEGEND:

- TRAFFIC FLOW ARROW
- PROPOSED SIGN ON POST
- EXISTING SIGN ON POST
- COVER EXISTING SIGN
- WORK ZONE
- STH 83 DETOUR ROUTE
- PCMS — TRAFFIC CONTROL SIGNS PCMS

N

NOTES:

1. UTILIZE DETAIL B OF SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR SIGNING ON STH 83 APPROACHING THE WORK ZONE AREA.
2. UTILIZE DETAIL 1 OF SDD "BARRICADE AND SIGNS FOR SIDEROAD CLOSURES" ALONG STH 83 WITHIN THE WORKZONE AREA.
3. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL.
4. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER
5. 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.
6. 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.
7. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
8. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.

PCMS MESSAGE OVERVIEW			
SIGN OWNER	PCMS SITE NO. (DIR.)	FRAME 1 (2 SEC)	FRAME 2 (2 SEC)
CONTRACTOR	1 (SB)*	ROAD WORK BEGINS	MONTH_DATE
CONTRACTOR	2 (NB)*	ROAD WORK BEGINS	MONTH_DATE
CONTRACTOR	1 (SB)**	STH 83 TO BE CLOSED	MONTH_DATE
CONTRACTOR	3 (NB)**	STH 83 TO BE CLOSED	MONTH_DATE

*PLACE 7 CALENDAR DAYS PRIOR TO CONSTRUCTION
**PLACE 7 CALENDAR DAYS PRIOR TO STAGE 3A
PCMS SITE 2 IS LOCATED AT ILLINOIS/WISCONSIN STATE LINE.

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	DETOUR PLAN	SHEET 167 E

3380-06-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	3,062.000	3,062.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,584.000	1,584.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	128,490.000	128,490.000
0008	204.0150	Removing Curb & Gutter	LF	1,890.000	1,890.000
0010	204.0155	Removing Concrete Sidewalk	SY	975.000	975.000
0012	204.0195	Removing Concrete Bases	EACH	25.000	25.000
0014	204.0220	Removing Inlets	EACH	2.000	2.000
0016	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	10.000	10.000
0018	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	56.000	56.000
0020	204.0245	Removing Storm Sewer (size) 03. 24-Inch	LF	16.000	16.000
0022	204.9060.S	Removing (item description) 01. 12-Inch CMCP Endwall	EACH	1.000	1.000
0024	204.9060.S	Removing (item description) 02. Loop Detector Wire and Lead-In Cable STH 83 & CTH AH	EACH	1.000	1.000
0026	204.9060.S	Removing (item description) 03. Loop Detector Wire and Lead-In Cable STH 83 & CTH C	EACH	1.000	1.000
0028	204.9060.S	Removing (item description) 04. Traffic Signals STH 83 & CTH AH	EACH	1.000	1.000
0030	204.9060.S	Removing (item description) 05. Traffic Signals STH 83 & CTH C	EACH	1.000	1.000
0032	204.9060.S	Removing (item description) 06. Asphaltic Flume	EACH	25.000	25.000
0034	204.9090.S	Removing (item description) 01. Railing Pipe	LF	19.000	19.000
0036	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	103.700	103.700
0038	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3380-06-70	EACH	1.000	1.000
0040	213.0100	Finishing Roadway (project) 01. 3380-06-70	EACH	1.000	1.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,165.000	1,165.000
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	486.000	486.000
0046	390.0403	Base Patching Concrete Shes	SY	80.000	80.000
0048	416.0160	Concrete Driveway 6-Inch	SY	12.000	12.000
0050	450.4000	HMA Cold Weather Paving	TON	15,270.000	15,270.000
0052	455.0605	Tack Coat	GAL	15,970.000	15,970.000
0054	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0056	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0058	460.2005	Incentive Density PWL HMA Pavement	DOL	22,745.000	22,745.000
0060	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	25,700.000	25,700.000
0062	460.2010	Incentive Air Voids HMA Pavement	DOL	43,240.000	43,240.000
0064	460.6223	HMA Pavement 3 MT 58-28 S	TON	27,970.000	27,970.000
0066	460.6224	HMA Pavement 4 MT 58-28 S	TON	15,270.000	15,270.000
0068	465.0105	Asphaltic Surface	TON	279.000	279.000
0070	465.0110	Asphaltic Surface Patching	TON	33.000	33.000
0072	465.0115	Asphaltic Surface Detours	TON	10.000	10.000
0074	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	384.000	384.000
0076	465.0315	Asphaltic Flumes	SY	233.000	233.000
0078	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	16,195.000	16,195.000
0080	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	7,474.000	7,474.000
0082	513.2001	Railing Pipe	LF	19.000	19.000
0084	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000
0086	520.8700	Cleaning Culvert Pipes	EACH	12.000	12.000
0088	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	1.000	1.000
0090	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0092	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,492.000	1,492.000
0094	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	221.000	221.000

3380-06-70

Line	Item	Item Description	Unit	Total	Qty
0096	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	129.000	129.000
0098	601.0600	Concrete Curb Pedestrian	LF	111.000	111.000
0100	602.0410	Concrete Sidewalk 5-Inch	SF	9,648.000	9,648.000
0102	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	513.000	513.000
0104	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	104.000	104.000
0106	606.0200	Riprap Medium	CY	14.000	14.000
0108	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	10.000	10.000
0110	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	56.000	56.000
0112	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	13.000	13.000
0114	611.0430	Reconstructing Inlets	EACH	10.000	10.000
0116	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0118	611.0630	Inlet Covers Type HM-GJ	EACH	4.000	4.000
0120	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0122	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0124	611.8110	Adjusting Manhole Covers	EACH	21.000	21.000
0126	611.8115	Adjusting Inlet Covers	EACH	58.000	58.000
0128	611.8120.S	Cover Plates Temporary	EACH	33.000	33.000
0130	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3380-06-70	EACH	1.000	1.000
0132	619.1000	Mobilization	EACH	1.000	1.000
0134	620.0300	Concrete Median Sloped Nose	SF	597.000	597.000
0136	624.0100	Water	MGAL	31.000	31.000
0138	625.0100	Topsoil	SY	1,900.000	1,900.000
0140	627.0200	Mulching	SY	100.000	100.000
0142	628.1504	Silt Fence	LF	225.000	225.000
0144	628.1520	Silt Fence Maintenance	LF	225.000	225.000
0146	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0148	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0150	628.2006	Erosion Mat Urban Class I Type A	SY	1,900.000	1,900.000
0152	628.7005	Inlet Protection Type A	EACH	13.000	13.000
0154	628.7015	Inlet Protection Type C	EACH	95.000	95.000
0156	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0158	628.7555	Culvert Pipe Checks	EACH	50.000	50.000
0160	629.0210	Fertilizer Type B	CWT	2.100	2.100
0162	630.0120	Seeding Mixture No. 20	LB	27.000	27.000
0164	630.0140	Seeding Mixture No. 40	LB	63.000	63.000
0166	630.0200	Seeding Temporary	LB	26.600	26.600
0168	630.0500	Seed Water	MGAL	45.000	45.000
0170	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	65.000	65.000
0172	637.2210	Signs Type II Reflective H	SF	382.220	382.220
0174	637.2215	Signs Type II Reflective H Folding	SF	41.440	41.440
0176	637.2230	Signs Type II Reflective F	SF	328.370	328.370
0178	638.2102	Moving Signs Type II	EACH	2.000	2.000
0180	638.2602	Removing Signs Type II	EACH	95.000	95.000
0182	638.3000	Removing Small Sign Supports	EACH	37.000	37.000
0184	643.0300	Traffic Control Drums	DAY	147,900.000	147,900.000
0186	643.0420	Traffic Control Barricades Type III	DAY	3,050.000	3,050.000
0188	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	625.000	625.000
0190	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	585.000	585.000
0192	643.0705	Traffic Control Warning Lights Type A	DAY	4,425.000	4,425.000

3380-06-70

Line	Item	Item Description	Unit	Total	Qty
0194	643.0715	Traffic Control Warning Lights Type C	DAY	1,375.000	1,375.000
0196	643.0900	Traffic Control Signs	DAY	24,906.000	24,906.000
0198	643.0920	Traffic Control Covering Signs Type II	EACH	30.000	30.000
0200	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0202	643.3105	Temporary Marking Line Paint 4-Inch	LF	181,686.000	181,686.000
0204	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	10,550.000	10,550.000
0206	643.3205	Temporary Marking Line Paint 8-Inch	LF	3,350.000	3,350.000
0208	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	175.000	175.000
0210	643.5000	Traffic Control	EACH	1.000	1.000
0212	644.1430	Temporary Pedestrian Surface Plate	SF	3,050.000	3,050.000
0214	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,050.000	1,050.000
0216	644.1605	Temporary Pedestrian Detectable Warning Field	SF	375.000	375.000
0218	644.1810	Temporary Pedestrian Barricade	LF	6,500.000	6,500.000
0220	645.0120	Geotextile Type HR	SY	32.000	32.000
0222	646.1020	Marking Line Epoxy 4-Inch	LF	24,431.000	24,431.000
0224	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	26,055.000	26,055.000
0226	646.3020	Marking Line Epoxy 8-Inch	LF	3,629.000	3,629.000
0228	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	1,599.000	1,599.000
0230	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	49,361.000	49,361.000
0232	646.4620	Marking Line Same Day Epoxy 8-Inch	LF	804.000	804.000
0234	646.5020	Marking Arrow Epoxy	EACH	50.000	50.000
0236	646.5120	Marking Word Epoxy	EACH	17.000	17.000
0238	646.6120	Marking Stop Line Epoxy 18-Inch	LF	689.000	689.000
0240	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	99,847.000	99,847.000
0242	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	6,032.000	6,032.000
0244	646.7120	Marking Diagonal Epoxy 12-Inch	LF	2,292.000	2,292.000
0246	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,860.000	1,860.000
0248	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	196.000	196.000
0250	646.8220	Marking Island Nose Epoxy	EACH	14.000	14.000
0252	646.8320	Marking Parking Stall Epoxy	LF	151.000	151.000
0254	646.9000	Marking Removal Line 4-Inch	LF	15,500.000	15,500.000
0256	646.9100	Marking Removal Line 8-Inch	LF	1,600.000	1,600.000
0258	646.9200	Marking Removal Line Wide	LF	2,225.000	2,225.000
0260	646.9300	Marking Removal Special Marking	EACH	30.000	30.000
0262	648.0100	Locating No-Passing Zones	MI	4.900	4.900
0264	650.4000	Construction Staking Storm Sewer	EACH	4.000	4.000
0266	650.8000	Construction Staking Resurfacing Reference	LF	25,700.000	25,700.000
0268	650.8501	Construction Staking Electrical Installations (project) 01. 3380-06-70	EACH	1.000	1.000
0270	650.9000	Construction Staking Curb Ramps	EACH	55.000	55.000
0272	650.9500	Construction Staking Sidewalk (project) 01. 3380-06-70	EACH	1.000	1.000
0274	650.9911	Construction Staking Supplemental Control (project) 01. 3380-06-70	EACH	1.000	1.000
0276	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	954.000	954.000
0278	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,206.000	1,206.000
0280	652.0615	Conduit Special 3-Inch	LF	1,790.000	1,790.000
0282	652.0800	Conduit Loop Detector	LF	3,025.000	3,025.000
0284	653.0135	Pull Boxes Steel 24x36-Inch	EACH	4.000	4.000
0286	653.0140	Pull Boxes Steel 24x42-Inch	EACH	23.000	23.000
0288	653.0905	Removing Pull Boxes	EACH	38.000	38.000
0290	654.0101	Concrete Bases Type 1	EACH	11.000	11.000

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Line	Item	Item Description	Unit	Total	Qty
0292	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0294	654.0113	Concrete Bases Type 13	EACH	3.000	3.000
0296	654.0120	Concrete Bases Type 10-Special	EACH	5.000	5.000
0298	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
0300	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,018.000	1,018.000
0302	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,686.000	1,686.000
0304	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,491.000	3,491.000
0306	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,457.000	1,457.000
0308	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,637.000	3,637.000
0310	655.0610	Electrical Wire Lighting 12 AWG	LF	1,160.000	1,160.000
0312	655.0700	Loop Detector Lead In Cable	LF	6,922.000	6,922.000
0314	655.0800	Loop Detector Wire	LF	9,383.000	9,383.000
0316	655.0900	Traffic Signal EVP Detector Cable	LF	1,548.000	1,548.000
0318	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 83 (Antioch Rd) & CTH AH (89th St)	EACH	1.000	1.000
0320	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. STH 83 (Antioch Rd) & CTH C (Wilmot Rd)	EACH	1.000	1.000
0322	657.0100	Pedestal Bases	EACH	11.000	11.000
0324	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0326	657.0310	Poles Type 3	EACH	1.000	1.000
0328	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000
0330	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	7.000	7.000
0332	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000	3.000
0334	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000
0336	658.0173	Traffic Signal Face 3S 12-Inch	EACH	24.000	24.000
0338	658.0174	Traffic Signal Face 4S 12-Inch	EACH	16.000	16.000
0340	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0342	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0344	658.5070	Signal Mounting Hardware (location) 01. STH 83 (Antioch Rd) & CTH AH (89th St)	EACH	1.000	1.000
0346	658.5070	Signal Mounting Hardware (location) 02. STH 83 (Antioch Rd) & CTH C (Wilmot Rd)	EACH	1.000	1.000
0348	659.1125	Luminaires Utility LED C	EACH	8.000	8.000
0350	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	47.000	47.000
0352	661.0201	Temporary Traffic Signals for Intersections (location) 01. STH 83 (Antioch Rd) & CTH C (Wilmot Rd)	EACH	1.000	1.000
0354	690.0150	Sawing Asphalt	LF	6,411.000	6,411.000
0356	690.0250	Sawing Concrete	LF	758.000	758.000
0358	740.0440	Incentive IRI Ride	DOL	19,470.000	19,470.000
0360	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,750.000	1,750.000
0362	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000
0364	SPV.0035	Special 01. Backfill Slurry	CY	5.000	5.000
0366	SPV.0060	Special 01. Grading and Shaping for Curb Ramps	EACH	55.000	55.000
0368	SPV.0060	Special 02. Cleaning Surface Drains	EACH	2.000	2.000
0370	SPV.0060	Special 03. Cast Iron Manhole Adjustment Ring	EACH	23.000	23.000
0372	SPV.0060	Special 04. Sanitary Manhole Adjustment	EACH	11.000	11.000
0374	SPV.0060	Special 05. Sanitary Manhole Rehabilitation	EACH	1.000	1.000
0376	SPV.0060	Special 06. Sanitary Cast Iron Cover	EACH	5.000	5.000
0378	SPV.0060	Special 07. Install Poles Type 9 Special	EACH	1.000	1.000
0380	SPV.0060	Special 08. Install Poles Type 10 Special	EACH	4.000	4.000
0382	SPV.0060	Special 09. Install Poles Type 13	EACH	3.000	3.000
0384	SPV.0060	Special 10. Install Monotubes 40-FT Special	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0386	SPV.0060	Special 11. Install Monotube Arms 45-FT Special	EACH	3.000	3.000
0388	SPV.0060	Special 12. Install Monotube Arms 50-FT	EACH	2.000	2.000
0390	SPV.0060	Special 13. Install Monotube Arms 55-FT	EACH	1.000	1.000
0392	SPV.0060	Special 14. Install Luminaire Arms Steel 15-FT	EACH	7.000	7.000
0394	SPV.0060	Special 15. Temp Infrared EVP System STH 83 (Antioch Rd) & CTH C (Wilmot Rd)	EACH	1.000	1.000
0396	SPV.0060	Special 16. Transport & Install State Furnished EVP Detector Head STH 83 & CTH AH	EACH	1.000	1.000
0398	SPV.0060	Special 17. Transport & Install State Furnished EVP Detector Head STH 83 & CTH C	EACH	1.000	1.000
0400	SPV.0060	Special 18. Transport & Install State Furnished Traffic Signal Cabinet STH 83 & CTH AH	EACH	1.000	1.000
0402	SPV.0060	Special 19. Transport & Install State Furnished Traffic Signal Cabinet STH 83 & CTH C	EACH	1.000	1.000
0404	SPV.0060	Special 20. Transport & Install State Furnished Radar Detection System STH 83 & CTH C	EACH	1.000	1.000
0406	SPV.0060	Special 21. Transport Traffic Signal & Intersection Lighting Materials, STH 83 & CTH AH	EACH	1.000	1.000
0408	SPV.0060	Special 22. Transport Traffic Signal & Intersection Lighting Materials, STH 83 & CTH C	EACH	1.000	1.000
0410	SPV.0060	Special 23. Inlet Covers Type H-D	EACH	1.000	1.000
0412	SPV.0060	Special 24. Moving Wheel Stops	EACH	5.000	5.000
0414	SPV.0090	Special 01. Ditch Cleaning	LF	427.000	427.000
0416	SPV.0090	Special 02. Temporary Marking Line Removeable Tape 6-Inch	LF	1,100.000	1,100.000
0418	SPV.0090	Special 03. Salvage and Reset Landscape Timbers	LF	25.000	25.000
0420	SPV.0090	Special 04. Remove and Reattach Existing Pipe Railing	LF	12.000	12.000
0422	SPV.0165	Special 01. Concrete Sidewalk Thickened Edge	SF	115.000	115.000
0424	SPV.0195	Special 01. Asphaltic Repair	TON	367.000	367.000

204 - REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	* 204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	* 690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 1									
0010	208+38	-	208+75	STH 83 LT	9	37	39	75	27
0010	215+38	-	215+82	STH 83 LT	18	59	21	70	12
0010	216+09	-	216+58	STH 83 LT	25	70	25	83	11
0010	216+88	-	216+98	STH 83 LT	—	—	7	—	12
0010	219+97	-	220+07	STH 83 LT	—	—	6	—	10
0010	220+33	-	220+44	STH 83 LT	—	—	7	—	10
0010	221+87	-	221+96	STH 83 LT	—	—	5	—	19
0010	226+20	-	226+50	STH 83 LT	39	38	6	58	23
0010	226+71	-	227+04	STH 83 LT	16	42	26	61	8
0010	228+14	-	228+44	STH 83 LT	15	30	9	37	18
0010	229+69	-	230+10	STH 83 LT	10	35	39	50	9
0010	230+27	-	230+66	STH 83 LT	25	46	10	66	51
0010	232+27	-	232+59	STH 83 LT	8	33	42	37	54
0010	232+81	-	233+13	STH 83 LT	43	40	16	108	10
0010	233+35	-	233+77	STH 83 LT	15	48	22	60	12
0010	236+97	-	237+02	STH 83 LT	—	—	3	—	10
0010	239+62	-	239+72	STH 83 LT	—	—	5	—	10
0010	240+88	-	241+21	STH 83 LT	—	—	17	—	10
0010	242+53	-	242+74	STH 83 LT	—	—	11	—	10
0010	245+43	-	245+74	STH 83 LT	4	17	17	21	15
0010	246+11	-	246+30	STH 83 LT	5	19	7	23	14
0010	253+81	-	254+31	STH 83 LT	12	48	26	57	8
0010	INLET RECONSTRUCTS			STH 83 LT	9	30	—	42	15
STAGE 1 SUBTOTAL					253	592	366	848	378
STAGE 2									
0010	65+85		66+04	STH 83 RT	4	31	13	37	11
0010	202+25	-	202+31	STH 83 RT	—	—	7	—	23
0010	202+48	-	204+77	STH 83 RT	—	—	22	—	14
0010	207+86	-	208+22	STH 83 RT	—	—	23	—	11
0010	208+38	-	208+65	STH 83 RT	7	28	19	32	17
0010	215+31	-	215+78	STH 83 RT	28	62	27	85	9
0010	215+95	-	215+50	STH 83 RT	26	64	31	83	9
0010	223+50	-	223+70	STH 83 RT	—	—	15	—	14
0010	226+73	-	226+98	STH 83 RT	6	25	20	33	19
0010	227+69	-	227+92	STH 83 RT	23	64	34	89	11
0010	228+15	-	228+53	STH 83 RT	13	54	26	68	9
0010	229+71	-	230+04	STH 83 RT	38	44	24	98	9
0010	230+24	-	230+57	STH 83 RT	41	40	19	94	8
0010	231+65	-	232+03	STH 83 RT	56	44	22	102	9
0010	232+25	-	233+10	STH 83 RT	81	44	55	204	9
0010	234+07	-	234+15	STH 83 RT	2	8	7	12	22
0010	234+75	-	234+87	STH 83 RT	3	12	8	16	17
0010	239+21	-	239+31	STH 83 RT	—	—	5	—	10
0010	242+98	-	243+08	STH 83 RT	—	—	6	—	10
0010	245+46	-	245+90	STH 83 RT	14	52	25	66	9
0010	246+06	-	246+32	STH 83 RT	—	34	13	49	9
0010	246+45	-	246+57	STH 83 RT	—	—	8	—	12
0010	253+84	-	254+27	STH 83 RT	19	57	45	79	12
0010	254+65	-	255+02	STH 83 RT	21	41	14	61	5
0010	INLET RECONSTRUCTS			STH 83 RT	6	20	—	32	10
STAGE 2 SUBTOTAL					388	724	488	1,240	298

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204 - REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	* 204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	* 690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STAGE 3A									
0010	102+62	-	103+02	STH 83 LT	32	58	—	103	—
0010	102+80	-	103+02	STH 83 RT	30	52	—	89	—
0010	198+93	-	199+25	STH 83 RT	53	55	7	135	—
0010	199+17	-	199+52	STH 83 LT	25	63	11	110	—
0010	199+04	-	199+70	STH 83 RT	23	77	49	75	18
0010	199+46	-	199+87	STH 83 LT	27	32	3	5	44
STAGE 3A SUBTOTAL					190	337	70	517	62
STAGE 3B									
0010	101+98	-	102+20	STH 83 LT	30	54	—	87	—
0010	198+11	-	198+28	STH 83 RT	16	47	30	56	15
0010	198+45	-	198+61	STH 83 LT	6	20	3	18	5
0010	198+22	-	198+58	STH 83 RT	22	61	11	102	—
0010	198+47	-	198+83	STH 83 LT	35	55	7	111	—
STAGE 3B SUBTOTAL					109	237	51	374	20
				TOTAL 0010	940	1,890	975	2,979	758

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

204.0220 - REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 REMOVING INLETS EACH	SPV.0035.01 SPECIAL (01. BACKFILL SLURRY) CY	REMARKS
0010	198+68	45' LT	1	2	83/AH SW ISLAND
0010	199+14	33' RT	1	3	83/AH NE ISLAND
		TOTAL 0010	2	5	

204.0245 - REMOVING SS

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 18-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 24-INCH) LF
0010	198+59	-	198+68	STH 83 LT	10	—	—
0010	198+68	-	198+77	STH 83 LT	—	8	—
0010	199+50	-	199+14	STH 83 RT	0	48	—
0010	199+14	-	199+21	STH 83 RT	—	—	16
				TOTAL 0010	10	56	16

204 -521 REPLACING ENDWALLS

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. 12-INCH CMCP ENDWALL) EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH
0010	18+84	STH 83 RT	1	1
		TOTAL 0010	1	1

205.0501.S CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	LOCATION	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
0010	101+00	-	104+00	STH 83	103.7
				TOTAL 0010	103.7

204.0115 - BUTT JOINTS

CATEGORY	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
STAGE 3C			
0010	STH 83	100	BEGIN PROJECT
0010	127TH PL	19	
0010	127TH ST	23	
0010	126TH PL	27	
0010	126TH ST	26	
0010	125TH ST	24	
0010	119TH ST	44	
0010	CTH C	53	
0010	103RD ST	43	
0010	CTH AH	70	
0010	87TH ST	35	
0010	85TH ST	27	
0010	83RD PL	31	
0010	83RD ST	31	
0010	STH 83	20	END PROJECT
STAGE 3C SUBTOTAL		573	
STAGE 4			
0010	STH 83	100	BEGIN PROJECT
0010	128TH ST	29	
0010	127TH ST	33	
0010	127TH ST	41	
0010	126TH PL	26	
0010	126TH ST	27	
0010	125TH ST	29	
0010	124TH PL	30	
0010	124TH ST	31	
0010	123RD ST	29	
0010	122ND PL	23	
0010	122ND ST	22	
0010	119TH ST	51	
0010	115TH ST	45	
0010	112TH ST	61	
0010	CTH C	67	
0010	98TH ST	34	
0010	CTH AH	75	
0010	87TH ST	24	
0010	84TH ST	31	
0010	83RD PL	31	
0010	83RD ST	32	
0010	82ND ST	34	
0010	81ST ST	26	
0010	FALCON WAY	60	
0010	STH 83	20	END PROJECT
0010	STAGE 4 SUBTOTAL	1,011	
	TOTAL 0010	1,584	

204.0120 - MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STAGE 3C					
0010	10+00	-	102+42	STH 83	22,200
0010	102+42	-	198+87	STH 83	21,600
0010	198+87	-	267+00	STH 83	17,700
0010	11+23	-	12+84	CTH C WEST	1,380
0010	8+51	-	9+68	CTH AH WEST	950
STAGE 3C SUBTOTAL					63,830
STAGE 4					
0010	10+00	-	102+42	STH 83	24,400
0010	102+42	-	198+87	STH 83	22,700
0010	198+87	-	267+00	STH 83	15,400
0010	13+45	-	15+06	CTH C EAST	1,180
0010	10+28	-	11+46	CTH AH EAST	980
STAGE 4 SUBTOTAL					64,660
				TOTAL 0010	128,490

305.0110 - SHOULDER AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER MGAL
STAGE 5						
0010	15+05	-	46+31	STH 83 LT	125	2
0010	50+29	-	63+14	STH 83 LT	50	1
0010	67+73	-	72+73	STH 83 LT	20	1
0010	83+99	-	92+69	STH 83 LT	35	1
0010	105+77	-	121+50	STH 83 LT	65	1
0010	140+75	-	147+50	STH 83 LT	30	1
0010	151+04	-	155+00	STH 83 LT	20	1
0010	163+00	-	198+19	STH 83 LT	140	2
0010	254+29	-	267+00	STH 83 LT	50	1
0010	---	-	---	SIDE ROADS	50	1
STAGE 5 SUBTOTAL					585	12
STAGE 6						
0010	35+10	-	48+77	STH 83 RT	55	1
0010	50+31	-	65+42	STH 83 RT	60	1
0010	66+84	-	79+73	STH 83 RT	55	1
0010	82+09	-	87+98	STH 83 RT	25	1
0010	106+32	-	134+87	STH 83 RT	115	2
0010	143+61	-	155+51	STH 83 RT	50	1
0010	160+51	-	169+48	STH 83 RT	35	1
0010	175+51	-	197+77	STH 83 RT	90	1
0010	256+48	-	267+00	STH 83 RT	45	1
0010	---	-	---	SIDE ROADS	50	1
STAGE 6 SUBTOTAL					580	11
				TOTAL 0010	1,165	23

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

305.0120 - BAD

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 624.0100 WATER MGAL	REMARKS
STAGE 1							
0010	208+38	-	254+31	STH 83 LT	110	2	FOR C/G REPLACEMENT AND SIDEWALK REPLACEMENT
STAGE 2							
0010	65+85	-	255+02	STH 83 RT	140	2	FOR C/G REPLACEMENT AND SIDEWALK REPLACEMENT
STAGE 3A							
0010	102+62	-	199+87	STH83/CTH C & STH 83/CTH AH	50	1	FOR C/G REPLACEMENT AND SIDEWALK REPLACEMENT
STAGE 3B							
0010	101+98	-	198+83	STH83/CTH C & STH 83/CTH AH	35	1	FOR C/G REPLACEMENT AND SIDEWALK REPLACEMENT
				TOTAL 0010	335	6	
STAGE 1							
0020	216+88	-	242+74	STH 83 LT	15	1	FOR SPOT SIDEWALK REPLACEMENT
STAGE 2							
0020	202+25	-	246+57	STH 83 RT	25	1	FOR SPOT SIDEWALK REPLACEMENT
				TOTAL 0020	40	2	
				PROJECT TOTAL	375	8	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

465 - RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF	REMARKS
0010	106+95	-	121+50	STH 83 LT	1,455	—	TYPE 1
0010	107+54	-	120+93	STH 83 RT	1,339	—	TYPE 1
0010	109+55	-	121+56	STH 83	—	1,201	CL RUMBLES
0010	120+93	-	126+50	STH 83 RT	557	—	TYPE 2 - BYPASS LANE
0010	125+56	-	141+01	STH 83	—	1,545	CL RUMBLES
0010	126+50	-	139+34	STH 83 RT	1,284	—	TYPE 1
0010	127+94	-	142+28	STH 83 LT	1,434	—	TYPE 1
0010	142+28	-	146+42	STH 83 LT	414	—	TYPE 2 - BYPASS LANE
0010	144+87	-	192+53	STH 83 RT	4,766	—	TYPE 1
0010	145+01	-	192+29	STH 83	—	4,728	CL RUMBLES
0010	146+42	-	195+88	STH 83 LT	4,946	—	TYPE 1
				TOTAL 0010	16,195	7,474	

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460 - HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	* 455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
STAGE 3C								
0010	10+00	-	102+42	STH 83	—	1,570	4,770	—
0010	102+42	-	198+87	STH 83	—	1,520	4,570	—
0010	198+87	-	267+00	STH 83	—	1,250	3,940	—
0010	11+23	-	12+84	CTH C WEST	—	105	320	—
0010	8+51	-	9+68	CTH AH WEST	—	75	230	—
STAGE 3C SUBTOTAL					—	4,520	13,830	—
STAGE 4								
0010	10+00	-	102+42	STH 83	—	1,745	5,360	—
0010	102+42	-	198+87	STH 83	—	1,595	4,800	—
0010	198+87	-	267+00	STH 83	—	1,105	3,470	—
0010	13+45	-	15+06	CTH C EAST	—	90	280	—
0010	10+28	-	11+46	CTH AH EAST	—	75	230	—
STAGE 4 SUBTOTAL					—	4,610	14,140	—
STAGE 5								
0010	10+00	-	102+42	STH 83	2,600	1,160	—	2,600
0010	102+42	-	198+87	STH 83	2,540	1,130	—	2,540
0010	198+87	-	267+00	STH 83	2,140	955	—	2,140
0010	11+23	-	12+84	CTH C WEST	150	65	—	150
0010	8+51	-	9+68	CTH AH WEST	130	55	—	130
STAGE 5 SUBTOTAL					7,560	3,365	—	7,560
STAGE 6								
0010	10+00	-	102+42	STH 83	2,910	1,295	—	2,910
0010	102+42	-	198+87	STH 83	2,610	1,165	—	2,610
0010	198+87	-	267+00	STH 83	1,910	850	—	1,910
0010	13+45	-	15+06	CTH C EAST	150	65	—	150
0010	10+28	-	11+46	CTH AH EAST	130	55	—	130
STAGE 6 SUBTOTAL					7,710	3,430	—	7,710
		-						
				TOTAL 0010	15,270	15,925	27,970	15,270

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

465.0115 - DETOUR

CATEGORY	LOCATION	465.0115 ASPHALTIC SURFACE DETOURS TON	REMARKS
0010	DETOUR ROUTE	10	FOR MAINTAINING DETOUR ROUTE
	TOTAL 0010	10	

465.0315 - FLUMES

CATEGORY	STATION	LOCATION	204.9060.S.06 REMOVING (ITEM DESCRIPTION) (06. ASPHALTIC FLUME) EACH	465.0315 ASPHALTIC FLUMES SY
0010	15+10	STH 83 LT	1	8
0010	35+15	STH 83 RT	1	8
0010	46+25	STH 83 LT	1	8
0010	48+75	STH 83 RT	1	8
0010	49+85	119TH ST LT	1	8
0010	50+20	STH 83 RT	1	8
0010	50+25	STH 83 RT	1	8
0010	63+20	STH 83 LT	1	22
0010	72+75	STH 83 LT	1	8
0010	82+05	STH 83 RT	1	27
0010	84+00	STH 83 LT	1	8
0010	87+95	STH 83 LT	1	8
0010	92+80	STH 83 LT	1	8
0010	105+75	STH 83 LT	1	8
0010	106+30	STH 83 RT	1	8
0010	121+60	STH 83 LT	1	8
0010	124+00	STH 83 LT	1	8
0010	134+80	STH 83 LT	1	8
0010	142+80	98TH ST RT	1	8
0010	143+60	STH 83 RT	1	8
0010	151+10	STH 83 LT	1	8
0010	160+55	STH 83 RT	1	8
0010	163+05	STH 83 LT	1	8
0010	171+00	STH 83 RT	1	8
0010	175+50	STH 83 RT	1	8
		TOTAL 0010	25	233

PWL TABLE								
							Quality Management Program to be used for:	
Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Mixture Acceptance	Density Acceptance
12-Ft Driving Lanes - STH 83	10+00 - 102+42	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	5,525	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-Ft Driving Lanes - STH 83	10+00 - 102+42	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,765	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	10+00 - 102+42	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	4,605	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	10+00 - 102+42	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,745	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes - STH 83	102+42 - 198+87	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	5,765	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-Ft Driving Lanes - STH 83	102+42 - 198+87	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,885	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	102+42 - 198+87	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	3,605	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	102+42 - 198+87	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,265	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes - STH 83	198+87 +267+00	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	4,070	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12-Ft Driving Lanes - STH 83	198+87 +267+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,035	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	198+87 +267+00	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	3,340	4"	PWL Incentive Air Voids	Acceptance testing by the Department; Not eligible for incentive
Shoulders, Bypass Lane, Turn Lane, & Side Roads - STH 83	198+87 +267+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	2,015	2"	PWL Incentive Air Voids	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes, Shoulders, Bypass Lane, Turn Lane - CTH C	11+23 - 15+06	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	600	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes, Shoulders, Bypass Lane, Turn Lane - CTH C	11+23 - 15+06	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	300	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes, Shoulders, Bypass Lane, Turn Lane - CTH AH	8+51 - 11+46	Lower Layer	Milled Existing HMA Surface	3 MT 58-28 S	460	4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
12-Ft Driving Lanes, Shoulders, Bypass Lane, Turn Lane - CTH AH	8+51 - 11+46	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	260	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the Department; Not eligible for incentive
Project	10+00 - 267+00	Patching	Base Aggregate	Asphaltic Surface	367	Varies	QMP as per SS 460.	Acceptance by ordinary compaction
Project	10+00 - 267+00	Patching	Base Aggregate	Asphaltic Surface Patching	33	Varies	QMP as per SS 460.	Acceptance by ordinary compaction

	- Indicates non PWL.

465.0120 - DRIVEWAYS

CATEGORY	STATION	LOCATION	* 204.0110 REMOVING ASPHALTIC SURFACE SY	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	* 690.0150 SAWING ASPHALT LF
0010	11+27	STH 83 LT	15	1	3	28
0010	18+05	STH 83 RT	44	2	8	36
0010	20+25	STH 83 RT	10	1	2	20
0010	22+38	STH 83 LT	45	2	8	68
0010	22+55	STH 83 RT	28	2	5	35
0010	27+20	STH 83 LT	100	4	17	50
0010	34+55	STH 83 LT	74	3	13	55
0010	34+87	STH 83 RT	8	1	2	15
0010	41+41	STH 83 RT	99	4	17	105
0010	41+41	STH 83 LT	33	2	6	50
0010	44+55	STH 83 LT	47	2	8	84
0010	45+65	STH 83 LT	42	2	7	77
0010	46+70	STH 83 LT	20	1	4	37
0010	47+75	STH 83 LT	27	1	5	45
0010	48+25	STH 83 LT	26	1	5	41
0010	64+35	STH 83 LT	25	1	5	26
0010	66+60	STH 83 LT	12	1	2	17
0010	73+27	STH 83 LT	52	2	9	41
0010	74+59	STH 83 LT	10	1	2	16
0010	75+55	STH 83 LT	17	1	3	22
0010	77+85	STH 83 LT	28	2	5	24
0010	82+30	STH 83 LT	20	1	4	25
0010	83+65	STH 83 LT	20	1	4	26
0010	85+25	STH 83 RT	32	2	6	23
0010	87+55	STH 83 LT	38	2	7	48
0010	88+30	STH 83 RT	17	1	3	14
0010	90+15	STH 83 RT	16	1	3	15
0010	93+20	STH 83 RT	5	1	1	12
0010	95+11	STH 83 LT	28	2	5	41
0010	100+20	STH 83 LT	47	2	8	36
0010	100+50	STH 83 RT	28	2	5	25
0010	104+10	STH 83 LT	15	1	3	12
0010	104+45	STH 83 RT	20	1	4	16
0010	105+53	STH 83 LT	21	1	4	15
0010	111+30	STH 83 RT	9	1	2	28
0010	117+20	STH 83 LT	18	1	3	44
0010	122+25	STH 83 LT	43	2	8	40
0010	135+30	STH 83 RT	23	1	4	11
0010	139+75	STH 83 LT	62	3	11	36
0010	143+15	STH 83 LT	53	2	9	95

465.0120 - DRIVEWAYS CONTINUED

CATEGORY	STATION	LOCATION	* 204.0110 REMOVING ASPHALTIC SURFACE SY	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	* 690.0150 SAWING ASPHALT LF
0010	145+95	STH 83 LT	38	2	7	67
0010	156+35	STH 83 RT	19	1	4	36
0010	158+50	STH 83 RT	12	1	2	23
0010	159+65	STH 83 RT	9	1	2	15
0010	162+32	STH 83 RT	22	1	4	44
0010	167+38	STH 83 LT	13	1	3	35
0010	169+00	STH 83 LT	28	2	5	50
0010	172+00	STH 83 RT	29	2	5	32
0010	172+85	STH 83 RT	33	2	6	36
0010	174+32	STH 83 LT	19	1	4	46
0010	177+35	STH 83 LT	67	3	12	120
0010	180+88	STH 83 RT	24	1	4	50
0010	181+18	STH 83 LT	43	2	8	77
0010	182+85	STH 83 LT	30	2	5	53
0010	183+87	STH 83 RT	32	2	6	57
0010	186+75	STH 83 LT	14	1	3	35
0010	190+02	STH 83 RT	44	2	8	77
0010	192+10	STH 83 RT	28	2	5	50
0010	194+75	STH 83 LT	16	1	3	37
0010	197+10	STH 83 LT	17	1	3	36
0010	202+75	STH 83 LT	38	2	7	33
0010	208+25	STH 83 LT	36	2	6	29
0010	259+20	STH 83 LT	18	1	3	35
0010	259+20	STH 83 RT	31	2	6	56
0010	262+45	STH 83 RT	49	2	9	90
0010	264+10	STH 83 LT	87	4	15	156
0010	266+50	STH 83 LT	49	2	9	57
		TOTAL 0010	2,122	111	384	2,836

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

520.8700 - CLEAN CULVERT PIPES

CATEGORY	STATION	LOCATION	520.8700 CLEANING CULVERT PIPES EACH	REMARKS
0010	18+84	STH 83 RT	1	12" CMCP
0010	76+96	STH 83	1	36"CPRC
0010	92+69	STH 83	1	24" CPRC
0010	96+50	STH 83 LT	1	18" CPRC
0010	120+70	STH 83	2	2-48" CPRC
0010	176+89	STH 83	1	24" CPRC
0010	200+00	STH 83 RT	1	18" CPRC
0010	204+50	STH 83 LT	1	12" CPRC
0010	210+00	STH 83 LT	1	18" CPRC
0010	255+45	STH 83	2	2-30" CPRC
		TOTAL 0010	12	

601-602 CG AND CURB RAMPS

CATEGORY	STATION	TO	STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY	465.0105 ASPHALTIC SURFACE TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0060.01 SPECIAL (01. GRADING AND SHAPING FOR CURB RAMPS) EACH	REMARKS
STAGE 1																	
0010	208+38	-	208+75	STH 83 LT	—	3	37	—	—	—	345	16	—	—	1	1	CURB RAMP REPLACEMENT
0010	215+38	-	215+82	STH 83 LT	—	6	59	—	—	—	230	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	216+09	-	216+58	STH 83 LT	—	9	70	—	—	—	255	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	226+20	-	226+50	STH 83 LT	—	10	38	—	—	11	100	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	226+71	-	227+04	STH 83 LT	—	6	42	—	—	11	130	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	228+14	-	228+44	STH 83 LT	—	4	30	—	—	—	190	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	229+83	-	230+10	STH 83 LT	—	4	35	—	—	—	130	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	230+27	-	230+66	STH 83 LT	—	6	46	—	—	22	310	—	20	—	1	1	CURB RAMP REPLACEMENT
0010	232+27	-	232+59	STH 83 LT	—	3	33	—	—	—	370	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	232+81	-	233+13	STH 83 LT	—	10	40	—	—	—	160	20	—	—	1	1	CURB RAMP REPLACEMENT
0010	233+35	-	233+77	STH 83 LT	—	5	48	—	—	—	175	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	245+43	-	245+74	STH 83 LT	—	2	17	—	—	20	180	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	246+11	-	246+30	STH 83 LT	—	—	19	—	—	—	—	—	—	—	—	—	REMOVE EXISTING RAMP
0010	253+81	-	254+31	STH 83 LT	—	4	48	—	—	—	115	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	INLET RECONSTRUCTS			STH 83 LT	—	3	30	—	—	—	—	—	—	—	—	—	
STAGE 1 SUBTOTAL					—	75	592	—	—	64	2,690	176	20	—	17	17	
STAGE 2																	
0010	65+85		66+04	STH 83 RT	—	3	31	—	—	—	105	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	208+38	-	208+65	STH 83 RT	—	3	28	—	—	—	165	16	—	—	1	1	CURB RAMP REPLACEMENT
0010	215+31	-	215+78	STH 83 RT	—	10	62	—	—	—	265	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	215+95	-	215+50	STH 83 RT	—	9	64	—	—	—	290	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	226+73	-	226+98	STH 83 RT	—	2	25	—	—	—	175	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	227+69	-	227+92	STH 83 RT	—	7	64	—	—	27	305	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	228+15	-	228+53	STH 83 RT	—	5	54	—	—	—	245	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	229+71	-	230+04	STH 83 RT	—	10	44	—	—	—	205	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	230+24	-	230+57	STH 83 RT	—	8	40	—	—	—	250	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	231+65	-	232+03	STH 83 RT	—	11	44	—	—	—	155	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	232+25	-	233+10	STH 83 RT	—	18	44	—	—	20	465	30	—	—	3	3	CURB RAMP REPLACEMENT
0010	245+46	-	245+90	STH 83 RT	—	5	52	—	—	—	220	20	—	—	2	2	CURB RAMP REPLACEMENT
0010	246+06	-	246+32	STH 83 RT	—	4	34	—	—	—	115	1	—	—	1	1	CURB RAMP REPLACEMENT
0010	253+84	-	254+27	STH 83 RT	—	7	57	—	—	—	470	—	47	—	2	2	CURB RAMP REPLACEMENT
0010	254+65	-	255+02	STH 83 RT	—	7	41	—	—	—	180	—	26	—	1	1	CURB RAMP REPLACEMENT
0010	INLET RECONSTRUCTS			STH 83 RT	—	2	20	—	—	—	—	—	—	—	—	—	
STAGE 2 SUBTOTAL					—	111	704	—	—	47	3,610	207	73	—	24	24	
STAGE 3A																	
0010	102+62	-	103+02	STH 83 LT	—	8	—	—	55	—	130	—	—	78	—	—	NW ISLAND, TYPE 1 NOSE N, TYPE 2 SW & SE
0010	102+80	-	103+02	STH 83 RT	—	7	—	—	38	—	110	—	—	92	—	—	NE ISLAND, TYPE 1 NOSE E, TYPE 2 NW & SW
0010	198+93	-	199+25	STH 83 RT	—	18	—	54	—	—	185	—	—	90	—	—	NE ISLAND, TYPE 1 NOSE E, TYPE 2 NW & SW
0010	199+17	-	199+52	STH 83 LT	—	9	—	52	—	—	193	30	—	77	3	3	NW ISLAND, TYPE 1 NOSE N, TYPE 2 SW & SE
0010	199+04	-	199+70	STH 83 RT	—	11	77	—	—	—	435	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	199+46	-	199+87	STH 83 LT	—	4	32	—	—	—	170	20	—	—	2	2	CURB RAMP REPLACEMENT
STAGE 3A SUBTOTAL					—	57	109	106	93	—	1,223	60	—	337	6	6	
STAGE 3B																	
0010	101+98	-	102+20	STH 83 LT	—	6	—	—	36	—	105	—	—	90	—	—	SW ISLAND, TYPE 1 NOSE W, TYPE 2 NE & SE
0010	198+11	-	198+28	STH 83 RT	—	6	47	—	—	—	265	—	11	—	1	1	CURB RAMP REPLACEMENT
0010	198+45	-	198+61	STH 83 LT	—	2	20	—	—	—	25	10	—	—	1	1	CURB RAMP REPLACEMENT
0010	198+22	-	198+58	STH 83 RT	—	8	—	50	—	—	195	30	—	90	3	3	SE ISLAND, TYPE 1 NOSE S, TYPE 2 NW & NE
0010	198+47	-	198+83	STH 83 LT	—	12	—	65	—	—	225	30	—	80	3	3	SW ISLAND, TYPE 1 NOSE W, TYPE 2 NE & SE
STAGE 3B SUBTOTAL					—	34	67	115	36	—	815	70	11	260	8	8	
				TOTAL 0010	—	277	1,472	221	129	111	8,338	513	104	597	55	55	

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601-602 CG AND CURB RAMPS

CATEGORY	STATION	TO	STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY	465.0105 ASPHALTIC SURFACE TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0060.01 SPECIAL (01. GRADING AND SHAPING FOR CURB RAMPS) EACH	REMARKS
STAGE 1																	
0020	216+88	-	216+98	STH 83 LT	—	—	—	—	—	—	60	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	219+97	-	220+07	STH 83 LT	—	—	—	—	—	—	50	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	220+33	-	220+44	STH 83 LT	—	—	—	—	—	—	60	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	221+87	-	221+96	STH 83 LT	5	—	—	—	—	—	—	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	26+97	-	237+02	STH 83 LT	—	—	—	—	—	—	25	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	239+62	-	239+72	STH 83 LT	—	—	—	—	—	—	45	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	240+88	-	241+21	STH 83 LT	—	—	—	—	—	—	150	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	242+53	-	242+74	STH 83 LT	—	—	—	—	—	—	95	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
STAGE 1 SUBTOTAL					5	—	—	—	—	—	485	—	—	—	—	—	
STAGE 2																	
0020	202+25	-	202+31	STH 83 RT	7	—	—	—	—	—	—	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	202+48	-	204+77	STH 83 RT	—	—	—	—	—	—	195	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	207+86	-	208+22	STH 83 RT	—	—	—	—	—	—	200	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	223+50	-	223+70	STH 83 RT	—	—	—	—	—	—	135	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	234+07	-	234+15	STH 83 RT	—	1	8	—	—	—	60	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	234+75	-	234+87	STH 83 RT	—	1	12	—	—	—	70	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	239+21	-	239+31	STH 83 RT	—	—	—	—	—	—	45	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	242+98	-	243+08	STH 83 RT	—	—	—	—	—	—	50	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
0020	246+45	-	246+57	STH 83 RT	—	—	—	—	—	—	70	—	—	—	—	—	SPOT SIDEWALK REPLACEMENT
STAGE 2 SUBTOTAL					7	2	20	—	—	—	825	—	—	—	—	—	
				TOTAL 0020	12	2	20	—	—	—	1,310	—	—	—	—	—	
				PROJECT TOTAL	12	279	1,492	221	129	111	9,648	513	104	597	55	55	

CONC SIDEWALK THICKENED EDGE

CATEGORY	STATION	TO	STATION	LOCATION	204.9090.S.01 REMOVING (ITEM DESCRIPTION) (01. RAILING PIPE) LF	513.2001 RAILING PIPE LF	SPV.0165.01 SPECIAL (01. CONCRETE SIDEWALK THICKENED EDGE) SF
0010	229+69	-	229+89	STH 83 LT	19	19	115
				TOTAL 0010	19	19	115

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.1018 AEW FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
258A	199+14	33.1' RT	83	1	—	—	—	—	—	—	---	---	---
259	199+20	30.8' RT	83	—	—	—	1	—	1	1	796.17	790.51	4.90
259A	199+19	23.0' RT	83	—	—	1	—	1	—	1	796.15	790.47	4.68
259B	199+21	18.4' RT	83	1	—	—	—		—	—	---	---	---
260	199+47	61.9' RT	83	—	1	—	—	—	—	1	---	791.00	---
262A	198+59	50.9' LT	83	1	—	—	—	—	—	—	---	---	---
263	198+68	46.4' LT	83	—	—	—	1	—	1	1	796.48	792.00	3.69
---	198+44	41.4' RT	83	—	—	—	1	—	—	—	---	---	---
---	199+43	35.6' LT	83	—	—	—	1	—	—	—	---	---	---
			TOTALS	3	1	1	4	1	2	4			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

STORM SEWER PIPES

FROM	TO	LOCATION	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
259	258A	83	—	6	—	790.60	790.51	0.0145
259	259A	83	—	—	8	790.51	790.48	0.0050
259A	259B	83	—	—	5	790.47	790.45	0.0050
260	259	83	—	41	—	791.00	790.51	0.0118
263	262A	83	10	—	—	792.33	792.24	0.0090
263	263A	83	—	9	—	792.00	791.81	0.0220
		TOTALS	10	56	13			

*NON-BID ITEM: FOR INFORMATION ONLY

606-645 RIPRAP

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	216+25	STH 83 RT	14	32
		TOTAL 0010	14	32

611 - STORM SEWER ADJUSTMENTS

CATEGORY	STATION	LOCATION	* 390.0403 BASE PATCHING CONCRETE SHES SY	* 465.0110 ASPHALTIC SURFACE PATCHING TON	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	* 611.8120.S COVER PLATES TEMPORARY EACH	* 690.0150 SAWING ASPHALT LF	SPV.0060.23 SPECIAL (23. INLET COVERS TYPE H-D) EACH
0010	12+96	STH 83 LT	—	—	—	—	1	—	—	—
0010	18+92	STH 83 RT	—	—	—	—	1	—	—	—
0010	19+75	STH 83 RT	—	—	—	—	1	—	—	—
0010	21+47	STH 83 RT	—	—	—	—	1	—	—	—
0010	22+26	STH 83 RT	—	—	—	—	1	—	—	—
0010	23+89	STH 83 RT	—	—	—	—	1	—	—	—
0010	24+76	STH 83 RT	—	—	—	—	1	—	—	—
0010	26+88	STH 83 RT	2.5	1	—	1	—	1	20	—
0010	31+13	STH 83 RT	—	—	—	—	1	—	—	—
0010	31+60	STH 83 RT	2.5	1	—	1	—	1	20	—
0010	31+95	STH 83 RT	—	—	—	—	1	—	—	—
0010	80+02	STH 83 RT	—	—	—	—	1	—	—	—
0010	80+63	STH 83 RT	—	—	—	—	1	—	—	—
0010	93+00	STH 83 RT	—	—	—	—	1	—	—	—
0010	93+00	STH 83 LT	—	—	—	—	1	—	—	—
0010	96+50	STH 83 RT	—	—	—	—	1	—	—	—
0010	96+51	STH 83 LT	—	—	—	—	1	—	—	—
0010	98+99	STH 83 LT	—	—	—	—	1	—	—	—
0010	99+55	STH 83 RT	—	—	—	—	1	—	—	—
0010	101+74	STH 83 RT	—	—	—	—	1	—	—	—
0010	102+05	STH 83 LT	—	—	—	—	1	—	—	—
0010	102+43	CTH C RT	—	—	—	—	1	—	—	—
0010	102+70	STH 83 LT	—	—	—	—	1	—	—	—
0010	102+95	STH 83 RT	—	—	—	—	1	—	—	—
0010	103+18	CTH C LT	—	—	—	—	1	—	—	—
0010	103+60	STH 83 RT	—	—	—	—	1	—	—	—
0010	105+75	STH 83 RT	—	—	—	—	1	—	—	—
0010	142+24	STH 83 RT	—	—	—	—	1	—	—	—
0010	198+21	CTH AH RT	—	—	—	—	1	—	—	—
0010	200+00	STH 83 RT	—	—	—	—	1	—	—	—
0010	204+50	STH 83 LT	—	—	—	—	1	—	—	—
0010	204+61	STH 83 RT	—	—	—	—	1	—	—	—
0010	208+00	STH 83 RT	—	—	—	—	1	—	—	—
0010	210+00	STH 83 LT	—	—	—	—	1	—	—	—
0010	213+00	STH 83 LT	—	—	—	—	1	—	—	—
0010	214+95	STH 83 RT	—	—	—	—	1	—	—	—
0010	218+81	STH 83 RT	—	—	—	—	1	—	—	—
0010	218+82	STH 83 LT	—	—	—	—	1	—	—	—
0010	221+97	STH 83 LT	—	—	1	—	—	—	—	—
0010	221+98	STH 83 RT	—	—	1	—	—	—	—	—
0010	222+22	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	223+69	STH 83 LT	—	—	—	—	1	—	—	—
0010	223+69	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	223+73	STH 83 RT	—	—	1	—	—	—	—	—
0010	225+55	STH 83 RT	—	—	1	—	—	—	—	—
0010	225+55	STH 83 LT	—	—	1	—	—	—	—	—
0010	225+81	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	227+00	STH 83 LT	—	—	—	—	1	—	—	—
0010	227+00	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	228+10	STH 83 LT	—	—	1	—	—	—	—	—

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611 - STORM SEWER ADJUSTMENTS

CATEGORY	STATION	LOCATION	* 390.0403 BASE PATCHING CONCRETE SHES SY	* 465.0110 ASPHALTIC SURFACE PATCHING TON	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	* 611.8120.S COVER PLATES TEMPORARY EACH	* 690.0150 SAWING ASPHALT LF	SPV.0060.23 SPECIAL (23. INLET COVERS TYPE H-D) EACH
0010	228+37	STH 83 LT	—	—	—	—	1	—	—	—
0010	228+40	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	228+59	STH 83 RT	—	—	1	—	—	—	—	—
0010	229+62	STH 83 RT	—	—	—	—	1	—	—	—
0010	229+79	STH 83 LT	—	—	—	—	1	—	—	—
0010	229+79	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	230+50	STH 83 LT	—	—	—	—	—	—	—	1
0010	230+51	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	230+53	STH 83 RT	—	—	—	—	1	—	—	—
0010	231+39	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	231+80	STH 83 RT	—	—	—	—	1	—	—	—
0010	232+51	STH 83 RT	—	—	—	—	1	—	—	—
0010	232+85	STH 83 LT	—	—	1	—	—	—	—	—
0010	232+99	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	233+82	STH 83 LT	—	—	—	—	1	—	—	—
0010	234+16	STH 83 LT	—	—	—	—	1	—	—	—
0010	234+16	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	234+16	STH 83 RT	—	—	1	—	—	—	—	—
0010	234+91	STH 83 LT	—	—	1	—	—	—	—	—
0010	234+91	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	235+75	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	235+76	STH 83 RT	—	—	—	—	1	—	—	—
0010	237+74	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	273+86	STH 83 LT	—	—	—	—	1	—	—	—
0010	238+37	STH 83 RT	2.5	1	—	1	—	1	20	—
0010	239+10	STH 83 LT	—	—	—	—	1	—	—	—
0010	239+11	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	240+32	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	240+33	STH 83 LT	—	—	—	—	1	—	—	—
0010	240+35	STH 83 RT	—	—	—	—	—	—	—	—
0010	242+60	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	242+60	STH 83 LT	—	—	—	—	1	—	—	—
0010	242+60	STH 83 RT	—	—	—	—	1	—	—	—
0010	245+97	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	245+98	STH 83 LT	—	—	—	—	1	—	—	—
0010	245+98	STH 83 RT	—	—	—	—	1	—	—	—
0010	246+50	STH 83 RT	—	—	—	—	1	—	—	—
0010	246+76	STH 83 LT	2.5	1	—	1	—	1	20	—
0010	246+88	STH 83 LT	—	—	—	—	1	—	—	—
0010	250+20	STH 83 LT	—	—	—	—	1	—	—	—
0010	250+38	STH 83 RT	—	—	—	—	1	—	—	—
		TOTAL 0010	52.5	21	10	21	58	21	420	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

625-630 RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
STAGE 1													
0010	92+19	-	93+00	STH 83 LT	72	—	72	.05	4	—	1.0	1.7	
0010	204+26	-	204+76	STH 83 LT	45	—	45	.03	—	3	.8	1.1	
0010	208+36	-	208+75	STH 83 LT	25	—	25	.02	—	2	.5	.6	
0010	215+36	-	216+60	STH 83 LT	62	—	62	.04	—	3	.8	1.4	
0010	219+95	-	222+00	STH 83 LT	13	—	13	.01	—	1	.3	.3	
0010	226+20	-	227+05	STH 83 LT	19	—	19	.02	—	1	.3	.5	
0010	228+12	-	228+45	STH 83 LT	19	—	19	.02	—	1	.3	.5	
0010	229+82	-	230+11	STH 83 LT	10	—	10	.01	—	1	.3	.3	
0010	232+25	-	233+77	STH 83 LT	35	—	35	.03	—	2	.5	.8	
0010	239+60	-	242+75	STH 83 LT	52	—	52	.04	—	3	.8	1.2	
0010	245+42	-	246+30	STH 83 LT	26	—	26	.02	—	2	.5	.6	
0010	253+81	-	254+30	STH 83 LT	40	—	40	.03	—	2	.5	.9	
0010	255+20	-	255+71	STH 83 LT	45	—	45	.03	2	—	.5	1.1	
STAGE 1 SUBTOTAL					463	—	463	.35	6	21	7.1	11.0	
STAGE 2													
0010	65+82	-	66+00	STH 83 RT	20	—	20	.02	—	1	.3	.5	
0010	176+50	-	177+60	STH 83 RT	95	—	95	.06	5	—	1.3	2.2	
0010	204+47	-	204+77	STH 83 RT	7	—	7	.01	—	1	.3	.2	
0010	207+18	-	208+53	STH 83 RT	120	—	120	.08	6	—	1.5	2.7	
0010	207+85	-	208+65	STH 83 RT	15	—	15	.01	—	1	.3	.4	
0010	215+30	-	216+50	STH 83 RT	86	—	86	.06	—	4	1.0	2.0	
0010	223+50	-	223+70	STH 83 RT	5	—	5	.01	—	1	.3	.2	
0010	226+73	-	227+00	STH 83 RT	7	—	7	.01	—	1	.3	.2	
0010	228+18	-	228+52	STH 83 RT	25	—	25	.02	—	2	.5	.6	
0010	229+70	-	23+00	STH 83 RT	22	—	22	.02	—	1	.3	.5	
0010	239+20	-	239+30	STH 83 RT	7	—	7	.01	—	1	.3	.2	
0010	242+98	-	243+08	STH 83 RT	7	—	7	.01	—	1	.3	.2	
0010	245+45	-	246+57	STH 83 RT	28	—	28	.02	—	2	.5	.7	
0010	253+82	-	255+02	STH 83 RT	39	—	39	.03	—	2	.5	.9	
STAGE 2 SUBTOTAL					483	—	483	.37	11	18	7.7	11.5	
STAGE 3A													
0010	199+00	-	200+00	STH 83 RT	132	—	132	.09	—	6	1.5	3.0	
0010	199+50	-	199+88	STH 83 LT	35	—	35	.03	—	2	.5	.8	
STAGE 3A SUBTOTAL					167	—	167	.12	—	8	2.0	3.8	
STAGE 3B													
0010	198+03	-	198+16	STH 83 RT	21	—	21	.02	—	1	.3	.5	
0010	198+38	-	198+58	STH 83 LT	15	—	15	.01	—	1	.3	.4	
STAGE 3B SUBTOTAL					36	—	36	.03	—	2	.6	.9	
STAGE 3C-6													
0010	10+00	-	267+00	STH 83	350	—	350	.23	2	—	.5	7.9	INCLUDES RESTORATION AROUND FLUMES
STAGE 3C-6 SUBTOTAL					350	—	350	.23	2	—	.5	7.9	
0010		PROJECT		UNDISTRIBUTED (25%)	401	100	401	1.00	8	14	8.7	9.9	
				TOTAL 0010	1,900	100	1,900	2.10	27	63	26.6	45.0	

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628 - EC MOBILIZATIONS

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	10+00	-	267+00	PROJECT	6	3
				TOTAL 0010	6	3

628 - EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	10+00	-	102+50	STH 83	—	—	1	20	10	1	STATE LINE TO CTH C
0010	102+50	-	199+00	STH 83	60	60	2	10	20	25	CTH C TO CTH AH
0010	199+00	-	267+00	STH 83	120	120	7	45	30	14	CTH AH TO END OF PROJECT
0010		PROJECT		UNDISTRIBUTED (25%)	45	45	3	20		10	
				TOTAL 0010	225	225	13	95	60	50	

643 - TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	* 643.0900 TRAFFIC CONTROL SIGNS EACH**	* 643.0900 TRAFFIC CONTROL SIGNS DAY	REMARKS
0010	PROJECT			STH 83/SIDE ROADS	108	—	—	—	—	—	—	—	—	—	—	19	2,052	WIDTH RESTRICTION SIGNING (STAGE 1-3C)
0010	-			STAGE 1 - STH 83	37	258	27,864	18	666	107	107	34	1,258	6	222	92	3,404	
0010	-			STAGE 2 - STH 83	39	314	33,912	15	585	132	132	36	1,404	5	195	94	3,666	
0010	-			STAGE 3A - STH 83/CTH C	16	74	7,992	8	128	80	80	16	256	15	240	19	304	
0010	-			STAGE 3A - STH 83/CTH AH	16	119	12,852	12	192	73	73	24	384	12	192	34	544	
0010	-			STAGE 3B - STH 83/CTH C	16	65	7,020	9	144	91	91	18	288	13	208	19	304	
0010	-			STAGE 3B - STH 83/CTH AH	16	115	12,420	11	176	48	48	22	352	12	192	43	688	
0010	PROJECT			STH 83/SIDE ROADS	79	—	—	—	—	—	—	—	—	—	—	38	3,002	ADVANCE WARNING -MILLING/PAVING OPERATIONS
0010	-			STAGE 3C	25	75	8,100	11	275	—	—	—	18	—	—	6	150	
0010	-			STAGE 4	25	75	8,100	11	275	—	—	—	18	—	—	6	150	
0010	-			STAGE 5	14	75	8,100	11	154	—	—	—	18	—	—	6	84	
0010	-			STAGE 6	15	75	8,100	11	165	—	—	—	18	—	—	6	90	
0010	PROJECT			UNDISTRIBUTED (10%)			13,440		290	94	54		411		126		1,462	
				TOTAL 0010			147,900		3,050	625	585		4,425		1,375		15,900	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
**FOR INFO ONLY

643.0900 - DETOUR SIGNS

CATEGORY	LOCATION	DURATION DAYS	EACH**	* 643.0900 TRAFFIC CONTROL SIGNS DAY
STAGE 3A-6				
0010	DETOUR ROUTE	79	114	9,006
	TOTAL 0010			9,006

643.0920 - COVERING SIGNS

CATEGORY	STATION	TO	STATION	LOCATION	NUMBER OF SIGNS	NUMBER OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
0010	STAGE 1			STH 83	5	1	5	
0010	STAGE 2			STH 83	5	1	5	
0010	STAGE 3A			STH 83	6	1	6	SIGNS TO REMAIN COVERED FOR DURATION OF DETOUR
0010	DETOUR ROUTE				7	1	7	
0010	UNDISTRIBUTED				7	1	7	
				TOTAL 0010			30	

643.1050 - PCMS

CATEGORY	LOCATION	EACH*	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	STH 83	1	7	SITE 1 - PRIOR TO STAGE 1
0010	STH 83	1	7	SITE 2 - PRIOR TO STAGE 1
0010	STH 83	1	7	SITE 1 - PRIOR TO STAGE 3A
0010	STH 83	1	7	SITE 3 - PRIOR TO STAGE 3A
	TOTAL 0010		28	

643 - TEMP MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH WHITE LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	SPV.0090.02 SPECIAL (02. TEMPORARY MARKING LINE TAPE 6-INCH) WHITE LF	REMARKS
STAGE 1															
0010	206+36	-	261+60	STH 83	9,900	9,590		—	—	4,389	470	1,116	3	387	
STAGE 1 SUBTOTAL					9,900	9,590		—	—	4,389	470	1,116	3	387	
STAGE 2															
0010	206+26	-	261+68	STH 83	8,330	8,305		—	—	1,306	—	290	—	501	
STAGE 2 SUBTOTAL					8,330	8,305		—	—	1,306	—	290	—	501	
STAGE 3A															
0010	98+20	-	107+55	STH 83	1,826	790		—	24	681	43	167	6	—	
0010	9+58	-	18+76	CTH C	1,846	796		—	15	1,194	191	168	6	—	
0010	192+26	-	202+34	STH 83	1,928	1,574		—	12	3,512	448	194	4	82	
0010	5+62	-	16+20	CTH AH	1,952	1,016		—	24	1,988	227	160	6	—	
0010	206+26	-	261+68	STH 83	2,118	—		—	—	—	—	—	—	—	REPLACE CENTERLINE REMOVED IN STAGE 1/2
STAGE 3A SUBTOTAL					9,670	4,176		—	75	7,375	909	689	22	82	
STAGE 3B															
0010	8+44	-	18+75	CTH C	2,772	935		121	24	1,218	—	—	—	—	
0010	192+26	-	202+34	STH 83	791	82		98	12	—	—	—	—	—	
0010	4+08	-	14+37	CTH AH	2,444	1,182		104	24	755	132	24	—	57	
STAGE 3B SUBTOTAL					6,007	2,199		323	60	1,973	132	24	—	57	
STAGE 3C															
0010	10+00	-	102+50	STH 83	28,120	9,250	—	550	—	—	—	—	—	—	STATE LINE TO CTH C
0010	8+44	-	18+76	CTH C	6,872	100	—	40	24						RESTRIPE CENTERLINES & EDGELINES REMOVED IN STAGE 3A/3B
0010	102+50	-	199+00	STH 83	20,830	—	—	—	—	—	—	—	—	—	CTH C TO CTH AH
0010	199+00	-	267+00	STH 83	8,780	—	—	—	—	—	—	—	—	—	CTH AH TO END OF PROJECT
STAGE 3C SUBTOTAL					64,602	9,350	—	590	24	—	—	—	—	—	
STAGE 4															
0010	10+00	-	102+50	STH 83	—	9,250	—	865	—	—	—	—	—	—	STATE LINE TO CTH C
STAGE 4 SUBTOTAL					—	9,250	—	865	—	—	—	—	—	—	
STAGE 5															
0010	10+00	-	102+50	STH 83	14,060	4,631	—	550	—	—	—	—	—	—	STATE LINE TO CTH C
0010	102+50	-	199+00	STH 83	10,040	—		—	—	—	—	—	—	—	CTH C TO CTH AH
0010	199+00	-	267+00	STH 83	4,390	—	—	—	—	—	—	—	—	—	CTH AH TO END OF PROJECT
STAGE 5 SUBTOTAL					28,490	4,631	—	550	—	—	—	—	—	—	
STAGE 6															
0010	54+10	-	102+50	STH 83	—	4,242	—	865	—	—	—	—	—	—	TEMP EDGELINE UNTIL GROOVED EDGELINE IS PLACED.
0010	102+50	-	199+00	STH 83	—	—	10,040	—	—	—	—	—	—	—	CTH C TO CTH AH (CL RUMBLES)
STAGE 6 SUBTOTAL					—	4,242	10,040	865	—	—	—	—	—	—	
0010	PROJECT			UNDISTRIBUTED	1,907	1,037	510	157	16	457	89	106	5	73	
SUBTOTAL					128,906	52,780	10,550	3,350	175	15,500	1,600	2,225	30	1,100	
				TOTAL 0010	181,686		10,550	3,350	175	15,500	1,600	2,225	30	1,100	

644 - TEMP PED ACCOMMODATIONS

CATEGORY	STATION	TO	STATION	LOCATION	STAGE DURATION DAYS	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	EACH*	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
STAGE 1					21						
0010	208+25	-	208+60	STH 83 LT		72		—	10	176	MIDBLOCK CROSSING
0010	215+20	-	217+15	STH 83 LT		50	2	42	30	325	87TH STEET INTERSECTION
0010	219+60	-	220+90	STH 83 LT		120	2	42	—	180	SPOT SIDEWALK REPLACEMENT
0010	221+50	-	222+35	STH 83 LT		120	2	42	—	136	SPOT SIDEWALK REPLACEMENT
0010	226+00	-	229+10	STH 83 LT		65	3	63	30	450	84TH/85TH STREET INTERSECTION
0010	229+60	-	231+25	STH 83 LT		30	2	42	20	292	83RD PLACE INTERSECTION
0010	232+00	-	234+00	STH 83 LT		40	2	42	20	360	83RD STEET INTERSECTION
0010	236+75	-	237+20	STH 83 LT		145	—	—	—	90	SPOT SIDEWALK REPLACEMENT
0010	239+45	-	239+90	STH 83 LT		125	—	—	—	85	SPOT SIDEWALK REPLACEMENT
0010	240+70	-	241+32	STH 83 LT		105	2	42	—	155	SPOT SIDEWALK REPLACEMENT
0010	242+20	-	243+20	STH 83 LT		130	2	42	—	155	SPOT SIDEWALK REPLACEMENT
0010	245+35	-	246+45	STH 83 LT		65	2	42	10	275	81ST STREET INTERSECTION
0010	253+65	-	254+30	STH 83 LT		37	1	21	10	175	FALCON WAY INTERSECTION
STAGE 1 SUBTOTAL						1,104		420	130	2,854	
STAGE 2					21						
0010	201+85	-	202+60	STH 83 RT		80	2	42	—	95	SPOT SIDEWALK REPLACEMENT
0010	204+30	-	204+90	STH 83 RT		40	1	21	—	140	SPOT SIDEWALK REPLACEMENT
0010	207+66	-	208+80	STH 83 RT		20	1	21	10	233	MIDBLOCK CROSSING
0010	215+10	-	216+60	STH 83 RT		40	2	42	30	225	87TH STREET INTERSECTION
0010	223+30	-	223+85	STH 83 RT		110	2	42	—	140	SPOT SIDEWALK REPLACEMENT
0010	226+50	-	227+15	STH 83 RT		65	2	42	10	150	85TH STREET INTERSECTION
0010	227+50	-	228+75	STH 83 RT		145	2	42	30	193	84TH STREET INTERSECTION
0010	229+50	-	230+75	STH 83 RT		155	2	42	30	186	83RD PLACE INTERSECTION
0010	231+45	-	233+30	STH 83 RT		156	2	42	30	293	83RD SREET INTERSECTION
0010	234+50	-	235+05	STH 83 RT		58	2	42	—	133	SPOT SIDEWALK REPLACEMENT
0010	239+00	-	239+50	STH 83 RT		65	—	—	—	113	SPOT SIDEWALK REPLACEMENT
0010	242+60	-	243+25	STH 83 RT		130	2	42	—	130	SPOT SIDEWALK REPLACEMENT
0010	245+25	-	246+75	STH 83 RT		140	2	42	10	257	81ST STREET INTERSECTION
0010	253+50	-	255+20	STH 83 RT		175	2	42	30	240	FALCON WAY INTERSECTION
STAGE 2 SUBTOTAL						1,379	24	504	180	2,528	
STAGE 3A					7						
0010	198+80	-	199+85	STH 83 RT		175	2	14	20	282	CTH AH INTERSECTION NE
STAGE 3A SUBTOTAL						175		14	20	282	
STAGE 3B					7						
0010	198+00	-		STH 83 RT		97	1	7	10	245	CTH AH INTERSECTION NE
STAE 3B SUBTOTAL						97		7	10	245	
0010				UNDISTRIBUTED (10%)		295		105	35	591	
				TOTAL 0010		3,050		1,050	375	6,500	

646 - PAVEMENT MARKING

					646.1020 MARKING LINE EPOXY 4-INCH				646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH	646.3020 MARKING LINE EPOXY 8-INCH		646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH		646.4520 MARKING LINE SAME DAY EPOXY 4-INCH				646.4620 MARKING LINE SAME DAY EPOXY 8-INCH	646.5020 MARKING ARROW EPOXY	646.5120 MARKING WORD EPOXY	646.6120 MARKING STOP LINE EPOXY 18-INCH	646.7120 MARKING DIAGONAL EPOXY 12-INCH		646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	646.7520 CROSSWALK EPOXY BLOCK STYLE 24-	646.8220 MARKING ISLAND NOSE EPOXY	646.8320 MARKING PARKING STALL EPOXY	
					WHITE	YELLOW	WHITE (12.5' SKIP)	WHITE (3' SKIP)	WHITE	WHITE	WHITE (3' SKIP)	YELLOW	WHITE (3' SKIP)	WHITE	YELLOW	YELLOW (12.5' SKIP)	WHITE (3' SKIP)	WHITE					WHITE	YELLOW				
CAT	STA	TO	STA	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	LF	LF		LF	LF	EACH	LF	REMARKS
0010	10+00	-	55+10	STH 83	336	509	—	—	—	87	177	—	—	6,874	6,749	625	201	804	10	2	63	—	109	—	—	—	—	IL STAETE LINE TO 119TH
0010	55+41	-	109+45	STH 83	—	—	175	—	9,732	—	—	1,043	204	—	11,621	375	—	—	11	3	139	—	354	—	—	2	—	119TH TO CTH C
0010	5+72	-	22+35	CTH C	—	—	—	—	—	639	63	—	—	2,558	5,130	—	—	—	5	—	100	—	213	—	—	4	—	CTH C
0010	109+45	-	192+32	STH 83	—	11,533	1,275	—	16,323	—	—	—	352	—	—	—	—	—	4	—	57	—	—	—	—	—	—	CTH C TO CTH AH
0010	4+09	-	18+27	CTH AH	2,350	—	—	—	—	683	60	—	—	—	3,775	—	—	—	8	—	173	—	171	300	—	8	—	CTH AH
0010	192+32	-	267+00	STH 83	8,203	—	—	50	—	1,770	150	—	—	—	10,478	975	—	—	12	12	157	750	695	1,560	196	—	151	CTH AH TO EOP
				SUBTOTAL	10,889	12,042	1,450	50	26,055	3,179	450	1,043	556	9,432	37,753	1,975	201	804	50	17	689	750	1,542	1,860	196	14	151	
				TOTAL 0010			24,431		26,055		3,629		1,599			49,361		804	50	17	689		2,292	1,860	196	14	151	

646 - COLD WEATHER MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.6464 COLD WEATHER MARKING EPOXY 4-INCH LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH LF
0010	10+00	-	267+00	STH 83	86,034	3,410
0010	5+72	-	22+35	CTH C	7,688	702
0010	4+09	-	18+27	CTH AH	6,125	1,920
				TOTAL 0010	99,847	6,032

648.0100 - NO PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 LOCATING NO-PASSING ZONES MI
0010	10+00	-	267+00	STH 83	4.9
				TOTAL 0010	4.9

650 - STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 3380-06-70) EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 3380-06-70) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 3380-06-70) EACH
0010	10+00	-	267+00	STH 83	25,700	1	1	1
				TOTAL 0010	25,700	1	1	1

SPV.0060.02 - CLEAN SURF DRAIN

CATEGORY	STATION	LOCATION	SPV.0060.02 SPECIAL (02. CLEANING SURFACE DRAINS) EACH
0010	65+72	STH 83 RT	1
0010	66+60	STH 83 RT	1
		TOTAL 0010	2

SPV - SANITARY ITEMS

CATEGORY	STATION	LOCATION	* 390.0403 BASE PATCHING CONCRETE SHES SY	* 465.0110 ASPHALTIC SURFACE PATCHING TON	* 611.8120.S COVER PLATES TEMPORARY EACH	* 690.0150 SAWING ASPHALT LF	SPV.0060.03 SPECIAL (03. CAST IRON MANHOLE ADJUSTMENT RING) EACH	SPV.0060.04 SPECIAL (04. SANITARY MANHOLE ADJUSTMENT) EACH	SPV.0060.05 SPECIAL (05. SANITARY MANHOLE REHABILITATION) EACH	SPV.0060.06 SPECIAL (06. SANITARY CAST IRON COVER) EACH	REMARKS
0020	11+14	LT	—	—	—	—	1	—	—	—	
0020	13+06	LT	2.5	1	1	16	—	1	—	—	
0020	15+98	LT	—	—	—	—	1	—	—	—	
0020	16+10	RT	—	—	—	—	1	—	—	—	
0020	21+45	LT	2.5	1	1	16	—	1	—	—	
0020	24+23	LT	2.5	1	1	16	—	1	—	—	
0020	26+83	RT	—	—	—	—	1	—	—	—	
0020	34+05	RT	—	—	—	—	1	—	—	—	
0020	66+25	RT	—	—	—	—	1	—	—	—	
0020	101+85	RT	—	—	—	—	1	—	—	—	
0020	194+20	RT	2.5	1	1	16	—	1	—	—	
0020	198+00	RT	2.5	1	1	16	—	1	—	—	
0020	198+70	RT	—	1	1	—	—	—	1	—	
0020	201+39	RT	2.5	1	1	16	—	1	—	—	
0020	204+89	RT	2.5	1	1	16	—	1	—	—	
0020	208+39	RT	—	—	—	—	1	—	—	—	
0020	211+15	RT	—	—	—	—	1	—	—	—	
0020	215+29	RT	—	—	—	—	1	—	—	—	
0020	216+18	RT	2.5	1	1	16	—	1	—	—	
0020	217+38	RT	2.5	1	1	16	—	1	—	—	
0020	219+17	RT	2.5	1	1	16	—	1	—	—	
0020	222+81	RT	—	—	—	—	1	—	—	—	
0020	226+60	RT	—	—	—	—	1	—	—	—	
0020	228+25	RT	—	—	—	—	1	—	—	—	
0020	230+03	RT	—	—	—	—	1	—	—	—	
0020	230+06	LT	—	—	—	—	1	—	—	—	
0020	233+01	RT	—	—	—	—	1	—	—	—	
0020	236+05	RT	—	—	—	—	1	—	—	—	
0020	238+51	RT	—	—	—	—	1	—	—	—	
0020	242+20	RT	—	—	—	—	1	—	—	—	
0020	246+08	RT	—	—	—	—	1	—	—	—	
0020	249+79	RT	—	—	—	—	1	—	—	—	
0020	253+24	RT	2.5	1	1	16	—	1	—	—	
0020	254+04	RT	—	—	—	—	1	—	—	—	
0020	254+12	LT	—	—	—	—	1	—	—	—	
	UNDISTRUBTED		—	—	—	—	—	—	—	5	REPLACE COVERS AS NECESSARY
		TOTAL 0020	27.5	12	12	176	23	11	1	5	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

SPV.0090.04 - REATTACH RAIL

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.04 SPECIAL (04. REMOVE AND REATTACH EXISTING PIPE RAILING) LF
0010	234+75	-	234+87	STH 83 RT	12
				TOTAL 0010	12

SPV.0060.24 - WHEEL STOPS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.24 SPECIAL (24. MOVING WHEEL STOPS) EACH
0010	232+40	-	233+10	STH 83 RT	5
				TOTAL 0010	5

3

SPV.0195.01 - ASPHALT REPAIR

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	SPV.0195.01 SPECIAL (01. ASPHALT REPAIR) TON	REMARKS
STAGE 3A							
0010	101+73	-	101+83	STH 83 RT	—	7	LOOP DETECTOR PATCH (FULL DEPTH)
0010	13+32	-	13+40	CTH C LT	—	4	LOOP DETECTOR PATCH (FULL DEPTH)
0010	13+55	-	14+17	CTH C LT	—	20	LOOP DETECTOR PATCH (FULL DEPTH)
0010	195+35	-	195+52	STH 83 RT	—	7	LOOP DETECTOR PATCH (FULL DEPTH)
0010	6+33	-	6+51	CTH AH RT	—	6	LOOP DETECTOR PATCH (FULL DEPTH)
0010	10+38	-	11+08	CTH AH LT	—	30	LOOP DETECTOR PATCH (FULL DEPTH)
STAGE 3A SUBTOTAL					—	74	
STAGE 3B							
0010	12+31	-	12+61	CTH C RT	—	23	LOOP DETECTOR PATCH (FULL DEPTH)
0010	9+11	-	9+49	CTH AH RT	—	19	LOOP DETECTOR PATCH (FULL DEPTH)
0010	202+23	-	202+41	STH 83 LT	—	7	LOOP DETECTOR PATCH (FULL DEPTH)
STAGE 3B SUBTOTAL					—	49	
STAGE 3C							
0010	101+54	-	102+04	STH 83 RT	—	16	LOOP DETECTOR PATCH (FULL DEPTH)
0010	12+10	-	12+61	CTH C LT	—	18	LOOP DETECTOR PATCH (FULL DEPTH)
0010	13+67	-	14+17	CTH C LT	—	18	LOOP DETECTOR PATCH (FULL DEPTH)
0010	102+81	-	103+40	STH 83 LT	—	20	LOOP DETECTOR PATCH (FULL DEPTH)
0010	197+78	-	198+29	STH 83	—	19	LOOP DETECTOR PATCH (FULL DEPTH)
0010	8+95	-	9+49	CTH AH	—	22	LOOP DETECTOR PATCH (FULL DEPTH)
0010	10+57	-	11+08	CTH AH	—	11	LOOP DETECTOR PATCH (FULL DEPTH)
0010	199+40		199+95	STH 83	—	20	LOOP DETECTOR PATCH (FULL DEPTH)
STAGE 3C SUBTOTAL					—	144	
STAGE 3C-STAGE 4							
0010	10+00	-	267+00	STH 83	45	100	UNDISTRUBUTED - AS DIRECTED BY THE ENGINEER
				TOTAL 0010	45	367	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

SPV.0090.01- DITCH CLEANING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.01 SPECIAL (01. DITCH CLEANING) LF
0010	92+19	-	93+00	STH 83 LT	81
0010	176+50	-	177+60	STH 83 RT	110
0010	204+26	-	204+76	STH 83 LT	50
0010	207+18	-	208+53	STH 83 RT	135
0010	255+20	-	255+71	STH 83 LT	51
				TOTAL 0010	427

SPV.0090.03 - LANDSCAPE TIMBERS

CATEGORY	STATION	LOCATION	SPV.0090.03 SPECIAL (03. SALVAGE AND RESET LANDSCAPE TIMBERS) LF	REMARKS
0010	227+80	RT	25	ADJACENT TO HISTORIC PROPERTY. RESTORE TO EXISTING CONDITION.
		TOTAL 0010	25	

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	D1-1	II	115TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
2	D1-1	II	115TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
3	D1-1	II	112TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
4	D1-1	II	112TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
5	R3-8LAR(2S)	II	--	54	x	30	11.250	`	--	--	--	2	--	--	--
6	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	--	ON SIGNAL POLE
7	R1-1F(2S)	II	--	30	X	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
8	W12-1D(2S)	--	--	--	x	--	--	--	--	--	--	1	1	--	2' HEIGHT
9	M1-94S	II	WIS 83 ANTIOCH RD	102	x	18	12.750	--	--	--	--	--	--	--	ON MAST ARM
10	R10-12	--	--	--	x	--	--	--	--	1	--	--	--	--	ON SIGNAL POLE
11	R1-1F(2S)	II	--	30	X	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
12	W12-1D(2S)	II	--	24	x	24	--	4.000	--	1	1	1	--	--	2' HEIGHT
13	J3-2(2S)	II	--	48	x	57	19.000	--	--	1	2	2	--	--	--
	M3-2		--	24	x	12									
	M3-4		--	24	x	12									
	M1-5A		COUNTY C	24	x	24									
	M1-5A		COUNTY C	24	x	24									
	M6-1		--	21	x	21									
	M6-2		--	21	x	21									
14	M1-94S	II	CNTY C WILMOT RD	96	x	18	12.000	--	--	--	--	--	--	--	ON MAST ARM
15	M1-94S	II	CNTY C WILMOT RD	96	x	18	12.000	`	--	--	--	--	--	--	ON MAST ARM
16	NOT USED	--	--	--	x	--	--	--	--	--	--	--	--	--	--
17	R1-1F(2S)	II	--	30	x	30	--	--	5.180	2	--	--	--	--	ON SIGNAL POLE
18	J3-2(2S)	II	--	48	x	57	19.000	--	--	1	2	2	--	--	--
	M3-2		--	24	x	12									
	M3-4		--	24	x	12									
	M1-5A		COUNTY C	24	x	24									
	M1-5A		COUNTY C	24	x	24									
	M6-1		--	21	x	21									
	M6-2		--	21	x	21									
19	M1-94S	II	WIS 83 ANTIOCH RD	102	x	18	12.750	--	--	--	--	--	--	--	ON MAST ARM
20	R1-1(2S)	II	--	30	x	36	5.180	--	--	1	1	--	--	--	--
21	W12-1D(2S)	II	--	24	x	24	--	4.000	--	1	1	1	--	--	2' HEIGHT
22	R1-1F(2S)	II	--	30	x	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
23	R3-8LAR(2S)	II	--	54	x	30	11.250	`	--	--	--	2	--	--	--
24	W14-3(2S)	II	--	48	x	36	--	5.560	--	--	--	1	--	--	--
25	D1-1	II	103RD ST	66	x	15	6.875	--	--	--	--	2	--	--	--
26	J13-1(2S)	II	--	24	x	45	7.500	--	--	1	--	1	--	--	--
	M1-5A		COUNTY SA	24	x	24									
	M6-1		--	21	x	21									
27	W1-7(2S)	II	--	48	x	24	--	8.000	--	1	--	1	--	--	--
28	D1-1	II	103RD ST	66	x	15	6.875	--	--	--	--	2	--	--	--
29	D1-1	II	98TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
30	D1-1	II	98TH ST	66	x	15	6.875	--	--	--	--	2	--	--	--
31	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
32	S16-9P(2S)	II	--	30	x	18	3.750	--	--	1	--	--	--	31	--
33	R2-6P(2S)	II	--	24	x	18	3.000	--	--	--	--	--	--	31	--
34	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
35	S16-9P(2S)	II	--	30	x	18	3.750	--	--	1	--	--	--	34	--
36	R2-6P(2S)	II	--	24	x	18	3.000	--	--	--	--	--	--	34	--
37	S4-51	--	--	--	x	--	--	--	--	1	1	--	--	--	--
38	J2-2(2S)	II	--	48	x	57	19.000	--	--	1	2	2	--	--	--
	M3-2		--	24	x	12									
	M3-4		--	24	x	12									
	M1-5A		COUNTY AH	24	x	24									
	M1-5A		COUNTY AH	24	x	24									
	M5-1R		--	21	x	21									
	M5-1L		--	21	x	21									
39	S5-2(2S)	II	--	24	x	30	5.000	--	--	--	--	--	--	--	MOUNT BELOW EXISTING SPEED LIMIT SIGN
40	S4-51(2S)	II	SCHOOL SPEED LIMIT 25	24	x	48	--	8.000	--	--	--	1	--	--	--
41	S1-1(2S)	II	--	36	x	36	--	6.750	--	--	--	1	--	--	--
42	S16-9P(2S)	II	--	30	x	18	3.750	--	--	--	--	--	--	41	--
43	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
44	S16-9P(2S)	II	--	30	x	18	3.750	--	--	1	--	--	--	43	--
45	S4-51(2S)	II	SCHOOL SPEED LIMIT 25	24	x	48	--	8.000	--	1	--	--	--	--	ON POLE
46	S5-2	--	--	--	x	--	--	--	--	1	1	--	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
47	M1-94S	II	CNTY AH 89TH ST	78	x	18	9.750	--	--	--	--	--	--	--	ON MAST ARM
48	R1-1F(2S)	II	--	30	x	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
49	W12-1D(2S)	II	--	24	x	24	--	4.000	--	1	--	1	--	--	ON SIGNAL POLE, 2' HEIGHT
50	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
51	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	50	--
52	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	50	MOUNT BEHIIND SIGN NO. 50
53	J13-1(2S)	II	--	24	x	45	7.500	--	--	--	--	1	--	--	--
	M1-6		83	24	x	24									
	M6-4		--	21	x	21									
54	M1-94S	II	WIS 83 ANTIOCH RD	102	x	18	12.750	--	--	--	--	--	--	--	ON MAST ARM
55	R1-1F(2S)	II	--	30	x	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
56	W12-1D(2S)	II	--	--	x	--	--	--	--	--	--	--	1	--	ON SIGNAL POLE, 2' HEIGHT
57	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
58	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	57	--
59	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	57	MOUNT BEHIIND SIGN NO. 57
60	S1-1	--	--	--	x	--	--	--	--	1	1	--	--	--	--
61	S16-7	--	--	--	x	--	--	--	--	1	--	--	--	--	--
62	J3-2(2S)	II	--	48	x	57	19.000	--	--	1	2	2	--	--	--
	M3-2		--	24	x	12									
	M3-4		--	24	x	12									
	M1-5A		COUNTY AH	24	x	24									
	M1-5A		COUNTY AH	24	x	24									
	M6-1		--	21	x	21									
	M6-2		--	21	x	21									
63	S1-1	--	--	--	x	--	--	--	--	1	1	--	--	--	--
64	S16-7	--	--	--	x	--	--	--	--	1	--	--	--	--	--
65	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
66	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	65	--
67	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	65	MOUNT BEHIIND SIGN NO. 65
68	M1-94S	II	WIS 83 ANTIOCH RD	102	x	18	12.750	--	--	--	--	--	--	--	ON MAST ARM
69	R1-1F(2S)	II	--	30	x	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
70	W12-1D(2S)	II	--	24	x	24	--	4.000	--	--	--	--	--	--	ON SIGNAL POLE, 2' HEIGHT

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
71	R1-1F(2S)	II	--	30	x	30	--	--	5.180	1	--	--	--	--	ON SIGNAL POLE
72	W12-1D(2S)	II	--	24	x	24	--	4.000	--	--	--	--	--	--	ON SIGNAL POLE, 2' HEIGHT
73	M1-94S	II	CNTY AH 89TH ST	78	x	18	9.750	--	--	--	--	--	--	--	ON MAST ARM
74	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
75	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	74	--
76	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	74	MOUNT BEHIIND SIGN NO. 74
77	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	--	--	--	ON POLE
78	S16-7R(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	--	ON POLE
79	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	--	--	--	ON POLE
80	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	--	ON POLE
81	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	1	--	--	ON POLE
82	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	--	ON POLE
83	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	1	--	--	ON POLE
84	S16-7R(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	--	ON POLE
85	W14-3(2S)	II	--	48	x	36	--	5.560	--	--	--	1	--	--	--
86	S4-51(2S)	II	SCHOOL SPEED LIMIT 25	24	x	48	--	8.000	--	1	--	--	--	--	ON POLE
87	W11-2(2S)	II	--	30	x	30	--	6.250	--	1	1	1	--	--	--
88	W16-7L(2S)	II	--	24	x	12	--	2.000	--	1	--	--	--	82	--
89	W11-2(2S)	II	--	30	x	30	--	6.250	--	1	1	1	--	--	--
90	W16-7L(2S)	II	--	24	x	12	--	2.000	--	1	--	--	--	84	--
91	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
92	S16-9P(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	86	--
93	R2-6P(2S)	II	--	24	x	18	3.000	--	--	--	--	--	--	86	--
94	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.000	--	--	1	1	1	--	--	--
95	S5-2(2S)	II	--	24	x	30	--	5.000	--	--	--	--	--	94	--
96	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	--	--	94	MOUNT BEHIIND SIGN NO. 94
97	S16-9P(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	94	MOUNT BEHIIND SIGN NO. 94
98	R2-6P(2S)	II	--	24	x	18	3.000	--	--	--	--	--	--	94	MOUNT BEHIIND SIGN NO. 94
99	W11-2(2S)	II	--	30	x	30	--	6.250	--	1	1	1	--	--	--
100	W16-7L(2S)	II	--	24	x	12	--	2.000	--	1	--	--	--	99	--
101	W11-2(2S)	II	--	30	x	30	--	6.250	--	1	1	1	--	--	--
102	W16-7L(2S)	II	--	24	x	12	--	2.000	--	1	--	--	--	101	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
103	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.000	--	--	1	1	1	--	--	--
104	R7-1D(2S)	II	--	18	x	24	3.000	--	--	1	--	--	--	103	--
105	R1-1(2S)	II	--	30	x	30	5.180	--	--	1	1	1	--	--	--
106	R6-2L(2S)	II	--	24	x	30	5.000	--	--	1	1	1	--	--	--
107	R5-1(2S)	II	--	30	x	30	6.250	--	--	1	--	--	--	106	--
108	W11-8(2S)	II	--	30	x	30	--	6.250	--	1	--	1	--	--	--
109	R1-1(2S)	II	--	30	x	30	5.180	--	--	1	1	1	--	--	--
110	R1-1(2S)	II	--	30	x	30	5.180	--	--	1	1	1	--	--	--
111	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.000	--	--	1	1	1	--	--	--
112	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
113	S16-9P(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	112	--
114	R2-6P(2S)	II	--	24	x	18	3.000	--	--	1	--	--	--	112	--
115	S5-2(2S)	II	--	24	x	30	--	5.000	--	1	--	--	--	--	MOUNT BELOW EXISTING SPEED LIMIT SIGN
116	S4-51(2S)	II	SCHOOL SPEED LIMIT 25	24	x	48	--	8.000	--	1	--	--	--	--	ON POLE
117	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
118	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	117	--
119	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	--	--	117	MOUNT BEHIIND SIGN NO. 117
120	S16-7R(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	117	MOUNT BEHIIND SIGN NO. 118
121	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	1	--	--	--
122	S16-7R(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	121	--
123	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	--	--	--	121	MOUNT BEHIIND SIGN NO. 121
124	S16-7L(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	121	MOUNT BEHIIND SIGN NO. 122
125	S4-51(2S)	II	SCHOOL SPEED LIMIT 25	24	x	48	--	8.000	--	1	--	--	--	--	ON POLE
126	S5-2(2S)	II	--	24	x	30	--	5.000	--	1	--	--	--	--	MOUNT BELOW EXISTING SPEED LIMIT SIGN
127	S1-1(2S)	II	--	36	x	36	--	6.750	--	1	1	1	--	--	--
128	S16-9P(2S)	II	--	30	x	18	--	3.750	--	1	--	--	--	122	--
129	R2-6P(2S)	II	--	24	x	18	3.000	--	--	1	--	--	--	122	--
TOTALS							382.220	328.370	41.440	95	37	65	2		

SHEET: 5 OF 5

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
SB12	1
TOTAL	13*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
PB14	1
PB15	1
PB16	1
PB17	1
PB18	1
PB19	1
TOTAL	19*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
KENOSHA COUNTY
CATEGORY 0010
S30-0915



PULL BOXES

PULL BOX NO.	LOCATION^	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	10+98 47.7' LT	--	1
PB2	10+39 27.4' LT	--	1
PB3	12+86 37.6' LT	1	--
PB4	10+98 49.4' RT	--	1
PB5	198+09 54.2' RT	--	1
PB6	198+32 30.1' RT	--	1
PB7	195+87 40.2' RT	1	--
PB8	198+09 49.6' LT	--	1
PB9	9+05 43.8' RT	--	1
PB10	9+59 26.0' RT	--	1
PB11	7+14 30.6' RT	1	--
PB12	9+05 47.2' LT	--	1
PB13	199+70 54.6' LT	--	1
PB14	199+40 31.3' LT	--	1
PB15	201+86 40.1' LT	1	--
PB16	199+70 51.4' RT	--	1
	TOTAL	4	12*

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
1	TRAFFIC SIGNAL CABINET
1	CELLULAR MODEM
1	POLES TYPE 10 SPECIAL
3	POLES TYPE 13
1	MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE
2	MONOTUBE ARMS 50-FT
1	MONOTUBE ARMS 55-FT
4	LUMINAIRE ARMS 15-FT
4	EVP DETECTOR HEADS
4	EVP CONFIRMATION LIGHTS

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	114	--
PB1	PB2	--	--	62
PB2	SB1	4	--	--
PB2	SB2	21	--	--
PB1	PB3	185	--	--
PB1	PB4	--	--	196
PB4	SB3	--	6	--
PB4	PB5	--	50	--
PB5	PB6	--	--	33
PB6	SB4	17	--	--
PB6	SB5	5	--	--
PB5	PB7	218	--	--
PB5	PB8	--	--	208
PB8	SB6	--	12	--
PB8	PB9	--	166	--
PB9	PB10	--	--	56
PB10	SB7	6	--	--
PB10	SB8	18	--	--
PB9	PB11	188	--	--
PB9	PB12	--	--	182
PB12	SB9	--	6	--
PB12	PB13	--	50	--
PB13	PB14	--	--	38
PB14	SB10	4	--	--
PB14	SB11	14	--	--
PB13	PB15	216	--	--
PB13	PB16	--	--	212
PB16	SB12	--	12	--
PB16	CB1	--	159	--
	TOTAL	896*	575*	987*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 1/27/2023 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
KENOSHA COUNTY
CATEGORY 0010
S30-0915

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
FUTURE 11	SB5	198+00 2.2'LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	140	214	420
FUTURE 12	SB5	198+28 2.2' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	214	336
21	PB15	201+87 14.8' LT	6X15	4	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	390	352
41	PB11	7+14 13.2' RT	6X15	4	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	488	280
42	PB10	9+32 12.6' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	108	356	324
43	PB10	9+60 12.6' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	356	222
44	PB10	9+16 0.6' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	148	356	444
45	PB10	9+44 0.6' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	356	318
FUTURE 51	PB14	199+73 1.8' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	144	212	432
FUTURE 52	PB14	199+45 1.8' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	114	212	342
61	PB7	195+87 14.7' RT	6X15	4	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	399	352
81	PB3	12+86 15.8' LT	6X6	4	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	233	248
82	PB2	10+67 12.9 LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	110	336
83	PB2	10+39 12.7' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	110	228
84	PB2	10+87 1.4' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	158	110	474
85	PB2	10+59 1.2' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	110	336
						TOTAL	1712*	4226*	5444*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASES

SIGNAL BASE NO.	LOCATION^	654.0101 CONCRETE BASES TYPE 1 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	10+36 28.1' LT	1	--	--	--
SB2	199+16 29.6' RT	1	--	--	--
SB3	10+98 50.1' LT	--	1	--	--
SB4	10+47 26.8' RT	1	--	--	--
SB5	198+38 29.5' RT	1	--	--	--
SB6	198+21 48.1' LT	--	1	--	--
SB7	9+65 28.4' RT	1	--	--	--
SB8	198+68 30.9' RT	1	--	--	--
SB9	9+09 44.2' RT	--	--	1	--
SB10	199+36 32.1' LT	1	--	--	--
SB11	9+50 27.7' LT	1	--	--	--
SB12	199+57 51.3' RT	--	1	--	--
CB1	10+61 55.2' LT	--	--	--	1
	TOTAL	8*	3	1*	1*

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	--	124
CB1	SB2	141	--
CB1	SB3	--	162
CB1	SB4	251	--
CB1	SB5	--	239
CB1	SB6	--	317
CB1	SB7	387	--
CB1	SB8	--	399
CB1	SB9	--	220
CB1	SB10	--	231
CB1	SB11	241	--
CB1	SB12	--	75
	TOTAL	1020*	1767*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
KENOSHA COUNTY
CATEGORY 0010
S30-0915

3

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	124
SB1	SB2	35
SB2	SB3	217
SB3	SB4	101
SB4	SB5	32
SB5	SB6	184
SB6	SB7	187
SB7	SB8	34
SB8	SB9	201
SB9	SB10	103
SB10	SB11	28
SB11	SB12	200
SB12	CB1	85
PB1	CB1	48
PB2	SB1	14
PB4	SB3	16
PB5	SB3	51
PB6	SB5	15
PB8	SB6	22
PB9	SB7	82
PB10	SB7	16
PB12	SB9	16
PB13	SB9	51
PB14	SB10	14
PB16	SB12	22
	TOTAL	1898*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB3	162	--
SB3	LUMINAIRE	--	145
SB3	SB6	183	--
SB6	LUMINAIRE	--	145
CB1	SB12	75	--
SB12	LUMINAIRE	--	145
SB12	SB9	179	--
SB9	LUMINAIRE	--	145
	TOTAL	599*	580*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 11	22	--
SB1	HEAD 19	--	22
SB1	HEAD 22	15	--
SB2	HEAD 25	15	--
SB3	HEAD 17	75	--
SB3	HEAD 18	19	--
SB3	HEAD 20	--	75
SB4	HEAD 21	15	--
SB5	HEAD 1	22	--
SB5	HEAD 9	--	22
SB5	HEAD 28	15	--
SB6	HEAD 7	75	--
SB6	HEAD 8	19	--
SB6	HEAD 10	--	75
SB7	HEAD 16	22	--
SB7	HEAD 24	15	--
SB8	HEAD 14	--	22
SB8	HEAD 27	15	--
SB9	HEAD 12	70	--
SB9	HEAD 13	19	--
SB9	HEAD 15	--	70
SB10	HEAD 4	--	22
SB10	HEAD 6	22	--
SB10	HEAD 26	15	--
SB11	HEAD 23	15	--
SB12	HEAD 2	80	--
SB12	HEAD 3	19	--
SB12	HEAD 5	--	80
	TOTAL	584*	308*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB6 (HEAD A)	317
CB1	SB12 (HEAD B)	75
CB1	SB3 (HEAD C)	162
CB1	SB9 (HEAD D)	220
	TOTAL	774*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB5	1	--	--
2	SB12	1	--	--
3	SB12	1	--	--
4	SB11	--	1	--
5	SB12	--	1	--
6	SB10	1	--	--
7	SB6	1	--	--
8	SB6	1	--	--
9	SB5	--	1	--
10	SB6	--	1	--
11	SB1	1	--	--
12	SB9	1	--	--
13	SB9	1	--	--
14	SB8	--	1	--
15	SB9	--	1	--
16	SB7	1	--	--
17	SB3	1	--	--
18	SB3	1	--	--
19	SB1	--	1	--
20	SB3	--	1	--
21	SB4	--	--	1
22	SB1	--	--	1
23	SB11	--	--	1
24	SB7	--	--	1
25	SB2	--	--	1
26	SB10	--	--	1
27	SB8	--	--	1
28	SB5	--	--	1
	TOTAL	12*	8*	8

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
KENOSHA COUNTY
CATEGORY 0010
S30-0915

3

3

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	SPV.0060.08 INSTALL POLES TYPE 10 SPECIAL EACH	SPV.0060.09 INSTALL POLES TYPE 13 EACH	SPV.0060.11 INSTALL MONOTUBE ARMS 45-FT SPECIAL EACH	SPV.0060.12 INSTALL MONOTUBE ARMS 50-FT EACH	SPV.0060.13 INSTALL MONOTUBE ARMS 55-FT EACH	SPV.0060.14 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1	--	1	--	--	--	--	--	--	--	1	--
SB2	1	--	--	1	--	--	--	--	--	--	1	--
SB3	--	--	--	--	--	1	--	1	--	1	--	1
SB4	1	--	--	1	--	--	--	--	--	--	1	--
SB5	1	--	1	--	--	--	--	--	--	--	1	--
SB6	--	--	--	--	--	1	--	1	--	1	--	1
SB7	1	1	--	--	--	--	--	--	--	--	1	--
SB8	1	--	1	--	--	--	--	--	--	--	1	--
SB9	--	--	--	--	1	--	1	--	--	1	--	1
SB10	1	--	1	--	--	--	--	--	--	--	1	--
SB11	1	--	--	1	--	--	--	--	--	--	1	--
SB12	--	--	--	--	--	1	--	--	1	1	--	1
TOTAL	8*	1	4*	3	1*	3	1*	2	1	4*	8	4*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS

LOCATION	SPV.0060.21 TRANSPORT TRAFFIC SIGNAL & INTERSECTION LIGHTING MATERIALS EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

EVP DETECTOR HEAD INSTALLATION

LOCATION	SPV.0060.16 TRNSPORT & INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEAD EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.04 REMOVING TRAFFIC SIGNALS EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION*	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 1/27/2023 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 83 (ANTIOCH RD) & CTH AH (89TH ST)
KENOSHA COUNTY
CATEGORY 0010
S30-0915

LED MODULES SUMMARY

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
1	SB5	--	1	1	1	--	--	--
2	SB12	--	1	1	1	--	--	--
3	SB12	--	1	1	1	--	--	--
4	SB11	--	--	--	--	1	2	1
5	SB12	--	--	--	--	1	2	1
6	SB10	--	1	1	1	--	--	--
7	SB6	--	1	1	1	--	--	--
8	SB6	--	1	1	1	--	--	--
9	SB5	--	--	--	--	1	2	1
10	SB6	--	--	--	--	1	2	1
11	SB1	--	1	1	1	--	--	--
12	SB9	--	1	1	1	--	--	--
13	SB9	--	1	1	1	--	--	--
14	SB8	--	--	--	--	1	2	1
15	SB9	--	--	--	--	1	2	1
16	SB7	--	1	1	1	--	--	--
17	SB3	--	1	1	1	--	--	--
18	SB3	--	1	1	1	--	--	--
19	SB1	--	--	--	--	1	2	1
20	SB3	--	--	--	--	1	2	1
21	SB5	1	--	--	--	--	--	--
22	SB2	1	--	--	--	--	--	--
23	SB10	1	--	--	--	--	--	--
24	SB8	1	--	--	--	--	--	--
25	SB1	1	--	--	--	--	--	--
26	SB10	1	--	--	--	--	--	--
27	SB8	1	--	--	--	--	--	--
28	SB5	1	--	--	--	--	--	--
	TOTAL	8	12	12	12	8	16	8

WASTE DISPOSAL

659.5000.S

SIGNAL BASE NO.	LOCATION	LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
SB1	199+12 30.6' RT	2
SB2	199+05 41.3' RT	3
SB3	198+22 79.6' RT	2
SB4	198+47 29.6' RT	3
SB5	198+39 30.9' RT	2
SB6	198+11 48.6' LT	2
SB7	198+61 30.2' LT	2
SB8	198+70 40.1' LT	3
SB9	199+27 38.0' LT	2
SB10	199+54 80.9' LT	2
SB11	199+37 31.0' LT	3
SB12	199+17 79.9' RT	2
	TOTAL	28*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET

SPV.0060.18
TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET

LOCATION	EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

204.9060.S.02
REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE

LOCATION	EACH
STH 83 (ANTIOCH RD) & CTH AH (89TH ST)	1
TOTAL	1

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
TOTAL	12*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
PB14	1
PB15	1
PB16	1
PB17	1
PB18	1
PB19	1
TOTAL	19*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
KENOSHA COUNTY
CATEGORY 0010
S30-0916

WISCONSIN
Joanna Lynn Bush
E-37147
Waunakee
Wisconsin
1-30-23
PROFESSIONAL ENGINEER

PULL BOXES

PULL BOX NO.	LOCATION^	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	14+11 50.0' LT	1
PB2	14+11 33.6' RT	1
PB3	101+64 40.1' RT	1
PB4	101+64 37.4' LT	1
PB5	12+33 44.1' RT	1
PB6	12+63 21.0' RT	1
PB7	12+33 42.7' LT	1
PB8	103+31 44.4' LT	1
PB9	102+78 24.4' LT	1
PB10	103+31 60.3' RT	1
PB11	13+67 32.8' LT	1
	TOTAL	11*

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
1	TRAFFIC SIGNAL CABINET
1	CELLULAR MODEM
1	POLES TYPE 9 SPECIAL
3	POLES TYPE 10 SPECIAL
2	MONOTUBE ARMS 40-FT TYPE 9/10 SPEC POLE
2	MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE
3	LUMINAIRE ARMS 15-FT
4	RADAR DETECTOR
4	EVP DETECTOR HEADS
4	EVP CONFIRMATION LIGHTS

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	36	--
PB1	PB2	--	--	168
PB2	SB2	--	41	--
PB2	PB3	--	210	--
PB3	SB3	35	--	--
PB3	PB4	--	--	156
PB4	SB4	--	11	--
PB4	PB5	--	48	--
PB5	PB6	--	--	38
PB6	SB5	10	--	--
PB5	PB7	--	--	174
PB7	SB6	--	10	--
PB7	PB8	--	178	--
PB8	PB9	--	--	57
PB9	SB7	9	--	--
PB8	PB10	--		210
PB10	SB8	--	17	--
PB10	PB11	--	41	--
PB11	SB1	4	--	--
PB10	CB1	--	39	--
	TOTAL	58*	631*	803*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 1/27/2023 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
KENOSHA COUNTY
CATEGORY 0010
S30-0916

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB3	101+75 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	120	231	360
12	PB3	102+03 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	127	231	381
31	PB11	13+96 6.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	128	74	384
32	PB11	13+68 6.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	74	300
42	PB6	12+48 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	382	270
43	PB6	12+76 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	382	234
44	PB6	12+31 6.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	132	382	396
45	PB6	12+59 6.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	382	300
FUTURE 51	PB9	103+19 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	150	205	450
FUTURE 52	PB9	102+91 6.0' RT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	205	336
82	PB11	13+84 18.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	74	282
83	PB11	13+56 18.0' LT	6X20	3	ASPHALT	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WILL PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	74	246
						TOTAL	1313*	2696*	3939*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

3

CONCRETE BASES

SIGNAL BASE NO.	LOCATION^	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	13+63 33.0' LT	1	--	--	--
SB2	13+69 36.0' RT	--	--	1	--
SB3	101+99 45.1' RT	1	--	--	--
SB4	101+54 33.0' LT	--	--	1	--
SB5	102+09 25.5' LT	--	1	--	--
SB6	12+43 42.5' LT	--	--	1	--
SB7	102+86 23.1' LT	1	--	--	--
SB8	103+45 50.6' RT	--	--	1	--
CB1	14+04 60.4' LT	--	--	--	1
	TOTAL	3*	1	4*	1*

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	78
CB1	SB2	157
CB1	SB3	266
CB1	SB4	330
CB1	SB5	392
CB1	SB6	247
CB1	SB7	214
CB1	SB8	40
	TOTAL	1724*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
KENOSHA COUNTY
CATEGORY 0010
S30-0916

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB2	157
SB2	SB3	201
SB3	SB4	144
SB4	SB5	113
SB5	SB6	175
SB6	SB7	195
SB7	SB8	218
SB8	SB1	82
SB1	CB1	78
PB1	CB1	22
PB11	SB1	14
PB2	SB2	51
PB3	SB3	45
PB4	SB4	21
PB5	SB4	55
PB6	SB5	20
PB7	SB6	20
PB8	SB7	86
PB9	SB7	19
PB10	CB1	23
	TOTAL	1739*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 11	22	--
SB1	HEAD 19	--	22
SB2	HEAD 17	70	--
SB2	HEAD 18	19	--
SB2	HEAD 20	--	70
SB3	HEAD 1	22	--
SB3	HEAD 9	--	22
SB4	HEAD 7	65	--
SB4	HEAD 8	19	--
SB4	HEAD 10	--	65
SB5	HEAD 14	--	22
SB5	HEAD 16	22	--
SB6	HEAD 12	65	--
SB6	HEAD 13	19	--
SB6	HEAD 15	--	65
SB7	HEAD 4	--	22
SB7	HEAD 6	22	--
SB8	HEAD 2	70	--
SB8	HEAD 3	19	--
SB8	HEAD 5	--	70
		--	--
	TOTAL	434*	358*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH
1	SB3	1	--
2	SB8	1	--
3	SB8	1	--
4	SB7	--	1
5	SB8	--	1
6	SB7	1	--
7	SB4	1	--
8	SB4	1	--
9	SB3	--	1
10	SB4	--	1
11	SB1	1	--
12	SB6	1	--
13	SB6	1	--
14	SB5	--	1
15	SB6	--	1
16	SB5	1	--
17	SB2	1	--
18	SB2	1	--
19	SB1	--	1
20	SB2	--	1
	TOTAL	12*	8*

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB2	157	--
SB2	LUMINAIRE	--	145
SB2	SB4	265	--
SB4	LUMINAIRE	--	145
CB1	SB8	40	--
SB8	LUMINAIRE	--	145
SB8	SB5	396	--
SB5	LUMINAIRE	--	145
	TOTAL	858*	580*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB4 (HEAD A)	330
CB1	SB8 (HEAD B)	40
CB1	SB2 (HEAD C)	157
CB1	SB6 (HEAD D)	247
	TOTAL	774*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.02 SIGNAL MOUNTING HARDWARE EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 1/27/2023 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
KENOSHA COUNTY
CATEGORY 0010
S30-0916

3

3

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	SPV.006007 INSTALL POLES TYPE 9 SPECIAL EACH	SPV.0060.08 INSTALL POLES TYPE 10 SPECIAL EACH	SPV.0060.10 INSTALL MONOTUBE ARMS 40-FT SPECIAL EACH	SPV.0060.11 INSTALL MONOTUBE ARMS 45-FT SPECIAL EACH	SPV.0060.14 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	657.0609 LUMINAIRE ARM SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	1	--	--	--	--	--	--	--
SB2	--	--	--	--	--	1	--	1	1	--	1
SB3	1	--	--	1	--	--	--	--	--	--	--
SB4	--	--	--	--	--	1	1	--	1	--	1
SB5	--	1	1	--	--	--	--	--	--	1	1
SB6	--	--	--	--	1	--	1	--	--	--	--
SB7	1	--	--	1	--	--	--	--	--	--	--
SB8	--	--	--	--	--	1	--	1	1	--	1
TOTAL	3*	1	1	3*	1	3*	2	2*	3*	1	4*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY INFRARED EVP SYSTEM

LOCATION	SPV.0060.15 TEMPORARY INFRARED EVP SYSTEM EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.9060.S.03 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.05 REMOVING TRAFFIC SIGNALS EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR DETECTION SYSTEM

LOCATION	SPV.0060.20 TRANSPORT & INSTALL STATE FURNISHED RADAR DETECTION SYSTEM EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION*	656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

FILE NAME : N:\PDS\C3D\CAD\XXXXXXXX\SIG\SXX-XXXX\SXX-XXXX_mq.pptx PLOT DATE : 1/27/2023 PLOT BY : DOTCMV PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)
KENOSHA COUNTY
CATEGORY 0010
S30-0916

3

LED MODULES SUMMARY

SIGNAL HEAD NO.	SIGNAL BASE NO.	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
1	SB3	1	1	1			
2	SB8	1	1	1			
3	SB8	1	1	1			
4	SB7				1	2	1
5	SB8				1	2	1
6	SB7	1	1	1			
7	SB4	1	1	1			
8	SB4	1	1	1			
9	SB3				1	2	1
10	SB4				1	2	1
11	SB1	1	1	1			
12	SB6	1	1	1			
13	SB6	1	1	1			
14	SB5				1	2	1
15	SB6				1	2	1
16	SB5	1	1	1			
17	SB2	1	1	1			
18	SB2	1	1	1			
19	SB1				1	2	1
20	SB2				1	2	1
	TOTAL	12*	12*	12*	8*	16*	8*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

WASTE DISPOSAL

659.5000.S

SIGNAL BASE NO.	LOCATION	LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
SB1	102+03 45.8' RT	2
SB2	101+53 30.1' LT	2
SB3	102+06 23.8' LT	1
SB4	102+12 25.8' RT	2
SB5	102+94 49.8' LT	2
SB6	102+71 26.6' LT	1
SB7	102+78 23.7' LT	2
SB8	103+51 44.0' RT	2
SB9	102+94 37.3' RT	1
SB10	102+88 37.6' RT	2
SB11	102+29 70.7' RT	2
	TOTAL	19*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

EVP DETECTOR HEAD INSTALLATION

LOCATION	SPV.0060.17 TRANSPORT & INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION (EVP) DETECTOR HEAD EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS

LOCATION	SPV.0060.22 TRNSPORT TRAFFIC SIGNAL & INTERSECTION LIGHTING MATERIALS EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.19 TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET EACH
STH 83 (ANTIOCH RD) & CTH C (WILMOT RD)	1
TOTAL	1

NOTES:

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PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

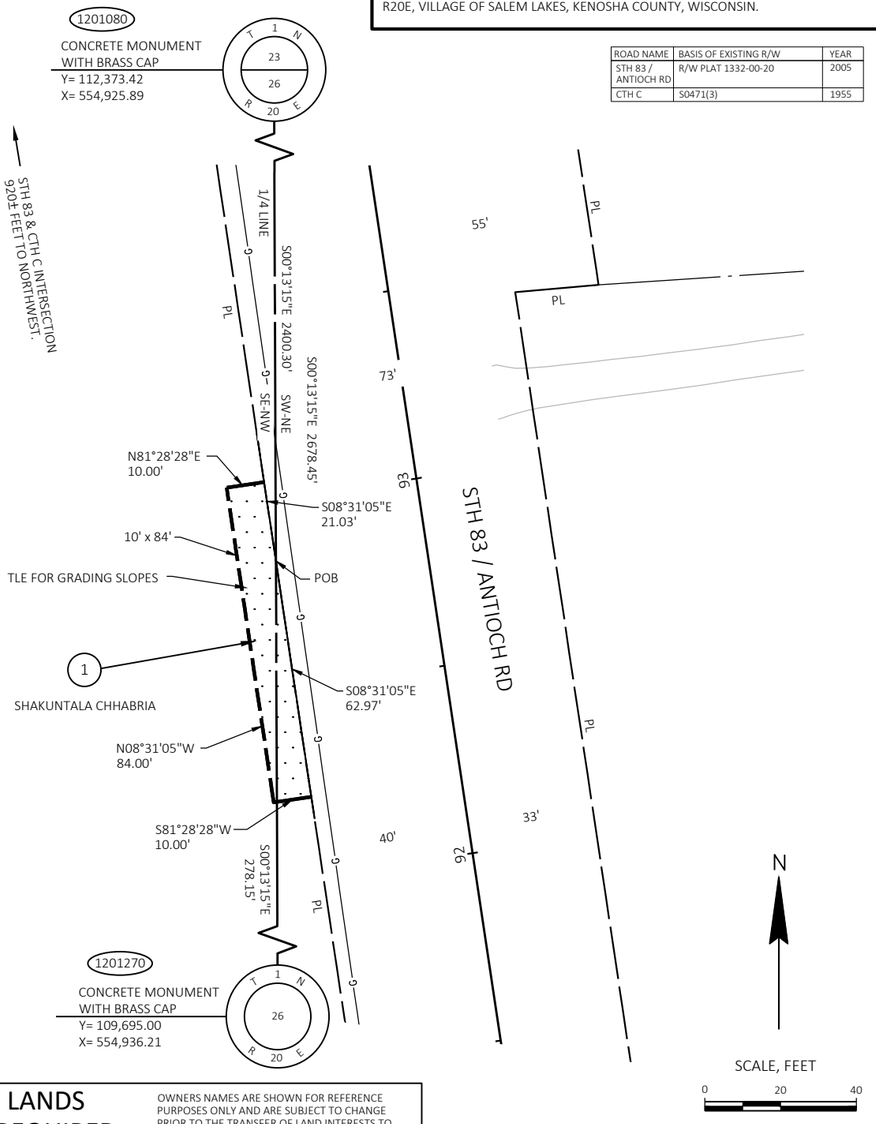
R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.01

TLE ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 KENOSHA COUNTY

THAT PART OF THE SE 1/4 - NW 1/4, AND PART OF THE SW 1/4 - NE 1/4, SECTION 26, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
CTH C	S0471(3)	1955



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
1	SHAKUNTALA CHHABRIA	TLE	840

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert D Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

FILE NAME : 040101-RP.DWG PLOT DATE : 3/14/2023 10:32 AM R/W PROJECT: 3380-06-20-4.01

4

NOTES:

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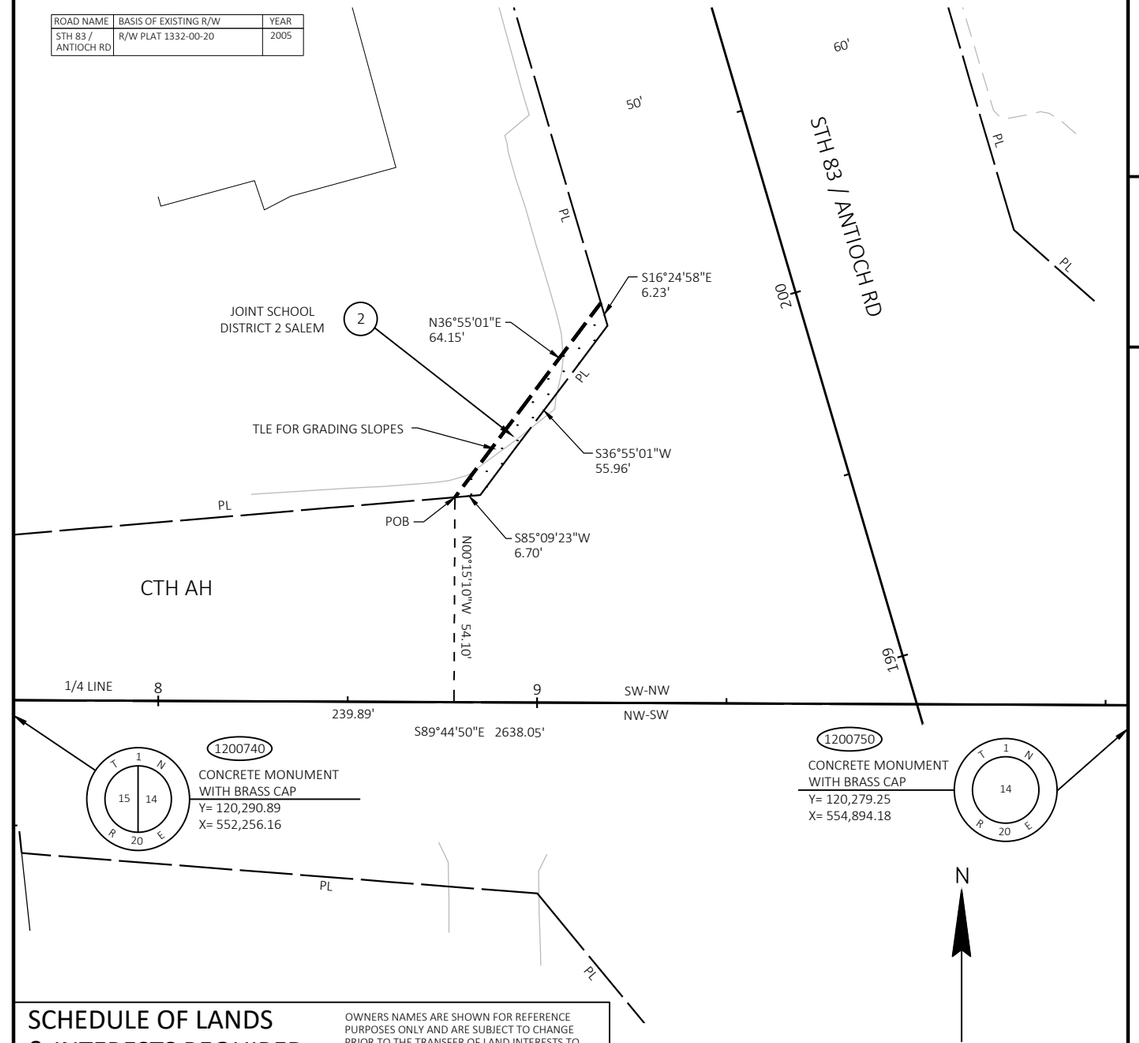
R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.02

TLE ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 KENOSHA COUNTY

THAT PART OF THE SW 1/4 - NW 1/4, SECTION 14, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
2	JOINT SCHOOL DISTRICT 2 SALEM	TLE	300

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

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SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert D Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

FILE NAME : 040101-RP.DWG PLOT DATE : 3/14/2023 10:32 AM R/W PROJECT: 3380-06-20-4.02

4

4

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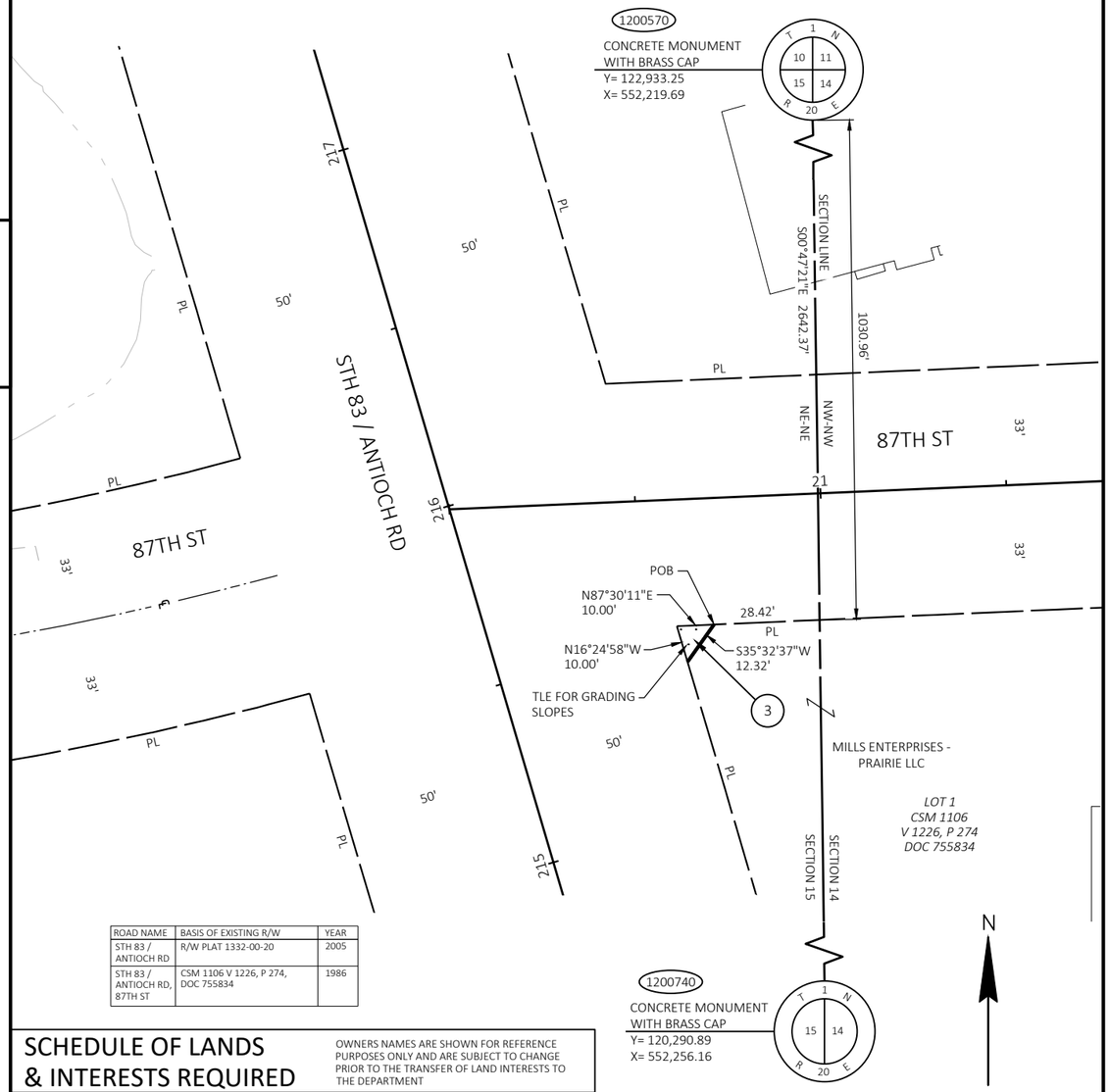
PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.03

TLE ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF PART OF LOT 1, CSM 1106, V 1226, P 274, DOC 755834, LOCATED IN THE NE 1/4 - NE 1/4, SECTION 15, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.



ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
STH 83 / ANTIOCH RD, 87TH ST	CSM 1106 V 1226, P 274, DOC 755834	1986

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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
3	MILLS ENTERPRISES - PRAIRIE LLC	TLE	49

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert D Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

NOTES:

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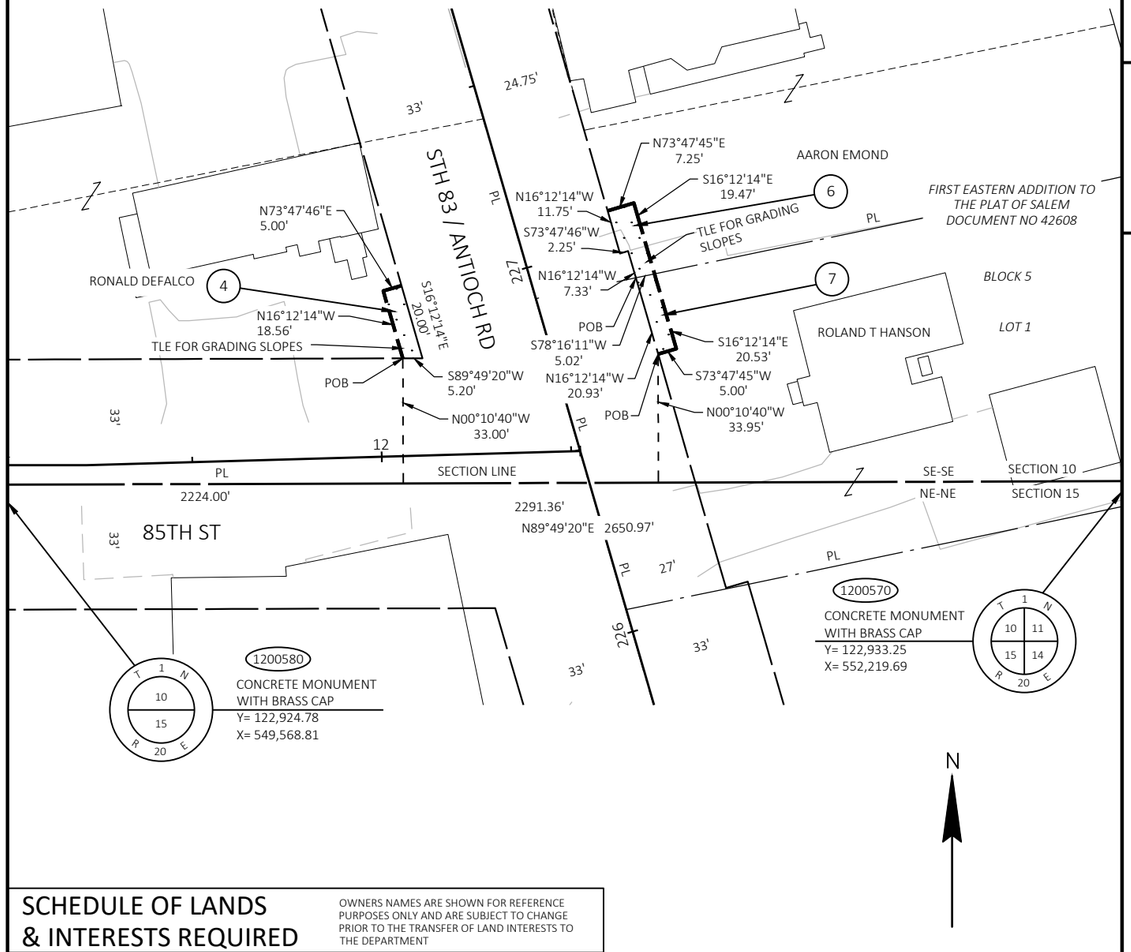
R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.04

TLE ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF LOT 1, BLOCK 5, FIRST EASTERN ADDITION TO THE PLAT OF SALEM, LOCATED IN AND INCLUDING PART OF THE SE 1/4 - SE 1/4, SECTION 10, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
STH 83 / ANTIOCH RD,	FIRST EASTERN ADDITION TO THE PLAT OF SALEM DOC NO. 42608	1887



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
4	RONALD DEFALCO	TLE	96
6	AARON EMOND	TLE	123
7	ROLAND T HANSON	TLE	103

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert D Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

4

NOTES:

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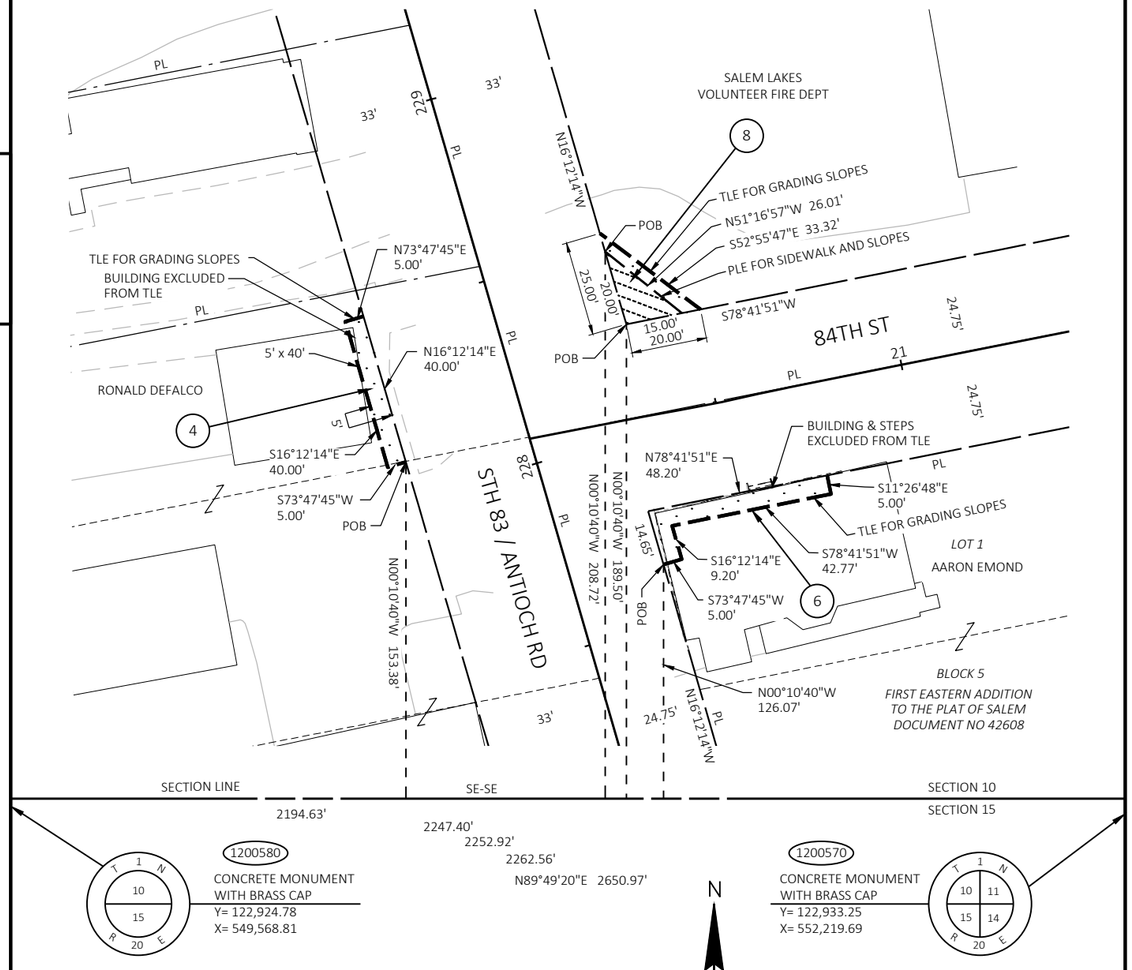
ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
STH 83 / ANTIOCH RD,	FIRST EASTERN ADDITION TO THE PLAT OF SALEM DOC NO. 42608	1887

R/W PROJECT NUMBER: 3380-06-20 | **SHEET NUMBER: 4.05**

ROW ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF LOT 1, BLOCK 5, FIRST EASTERN ADDITION TO THE PLAT OF SALEM, LOCATED IN AND INCLUDING THE SE 1/4 - SE 1/4, SECTION 10, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	PLE SQUARE FEET	TLE SQUARE FEET
4	RONALD DEFALCO	TLE	-	200
6	AARON EMOND	TLE	-	287
8	SALEM LAKES VOLUNTEER FIRE DEPT	PLE/TLE	149	100

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert J Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

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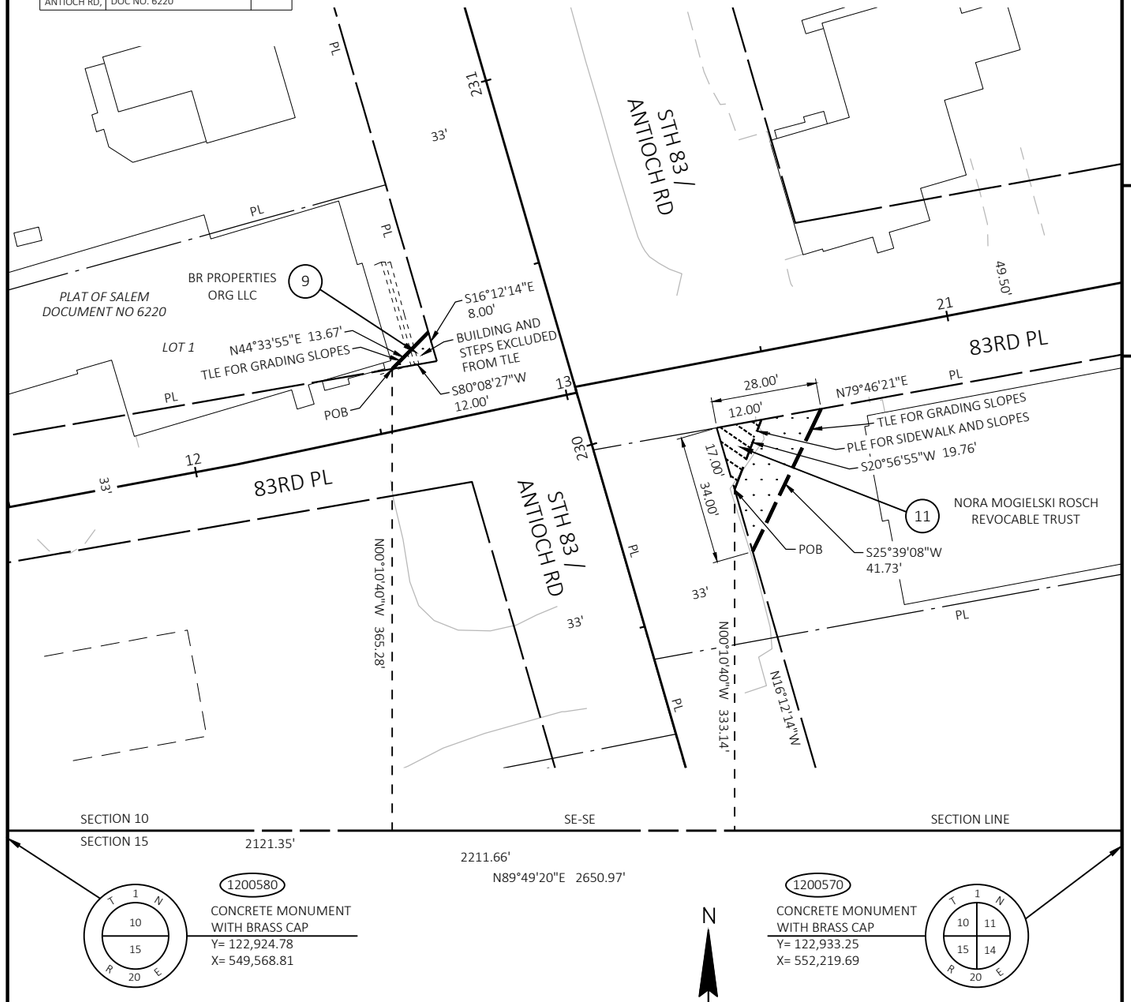
ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
STH 83 / ANTIOCH RD,	PLAT OF SALEM DOC NO. 6220	1879

R/W PROJECT NUMBER: 3380-06-20 | **SHEET NUMBER: 4.06**

ROW ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF LOT 1, PLAT OF SALEM, LOCATED IN AND INCLUDING PART OF THE SE 1/4 - SE 1/4, SECTION 10, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	PLE SQUARE FEET	TLE SQUARE FEET
9	BR PROPERTIES ORG LLC	TLE	-	48
11	NORA MOGIEL SKI ROSCH REVOCABLE TRUST	PLE/TLE	101	372

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert J Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

NOTES:

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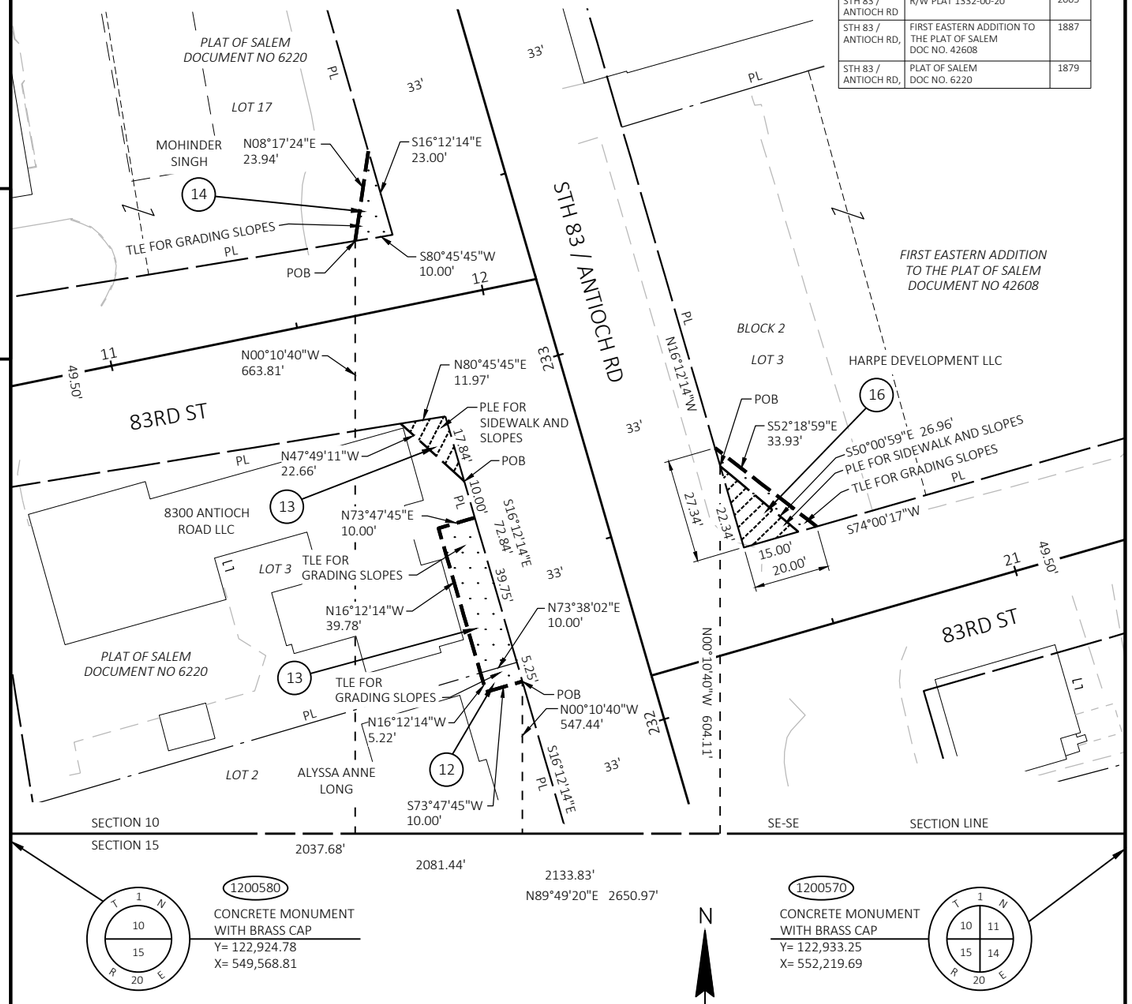
R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.07

ROW ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF LOTS 2, 3 AND 17, PLAT OF SALEM, AND PART OF LOT 3, BLOCK 2, FIRST EASTERN ADDITION TO THE PLAT OF SALEM, LOCATED IN PART OF THE SE 1/4 - SE 1/4, SECTION 10, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005
STH 83 / ANTIOCH RD,	FIRST EASTERN ADDITION TO THE PLAT OF SALEM DOC NO. 42608	1887
STH 83 / ANTIOCH RD,	PLAT OF SALEM DOC NO. 6220	1879



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	PLE SQUARE FEET	TLE SQUARE FEET
12	ALYSSA ANNE LONG	TLE	-	52
13	8300 ANTIOCH ROAD LLC	TLE	106	398
14	MOHINDER SINGH	TLE	-	114
16	HARPE DEVELOPMENT LLC	PLE/TLE	168	106

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert J Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

NOTES:

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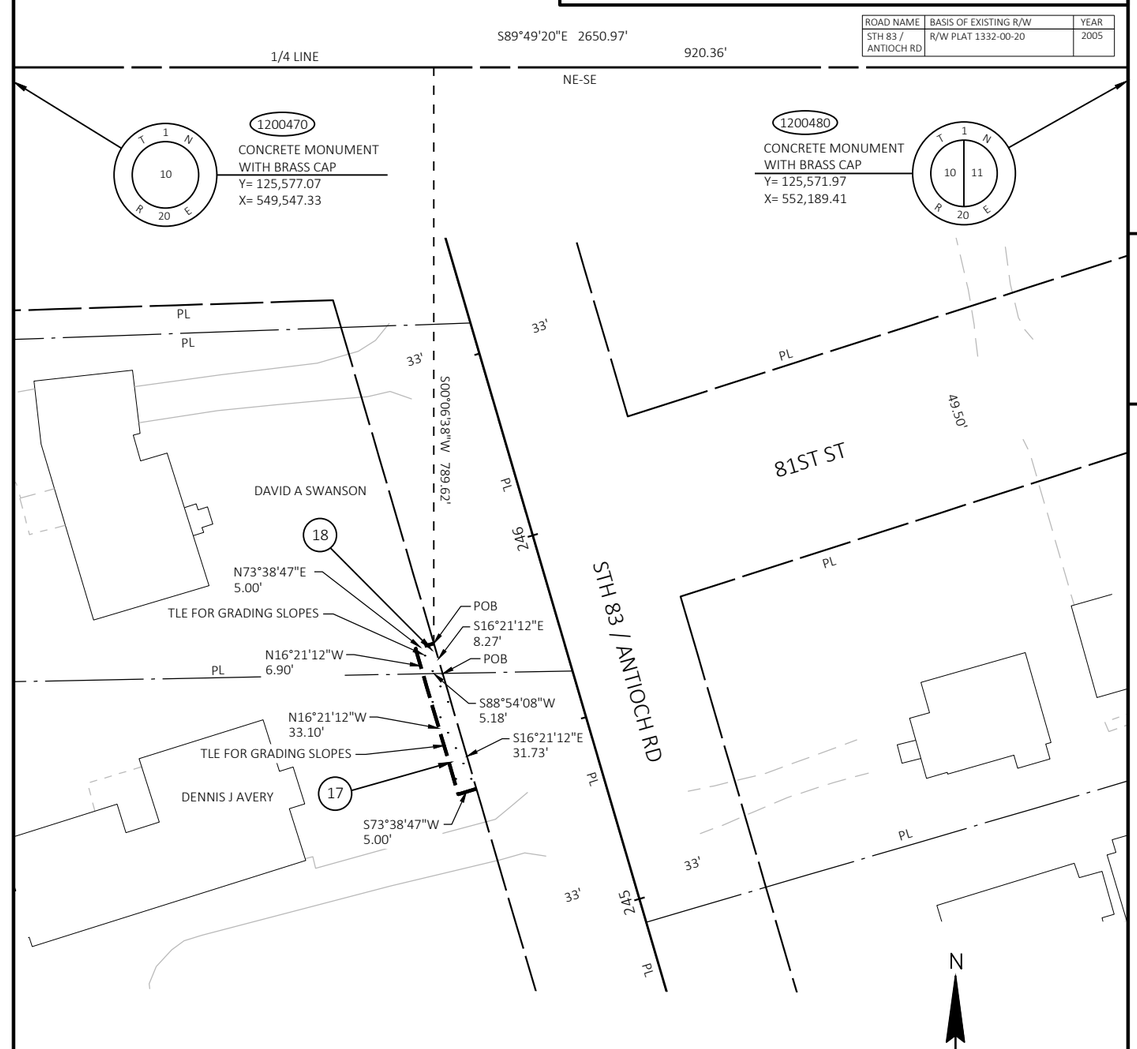
R/W PROJECT NUMBER: 3380-06-20	SHEET NUMBER: 4.08

TLE ACQUISITION EXHIBIT
ANTIOCH RD, ANTIOCH - BURLINGTON
IL STATE LINE TO STH 50

STH 83 — KENOSHA COUNTY

THAT PART OF THE NE 1/4 - SE 1/4, SECTION 10, T1N, R20E, VILLAGE OF SALEM LAKES, KENOSHA COUNTY, WISCONSIN.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 83 / ANTIOCH RD	R/W PLAT 1332-00-20	2005



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 THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
17	DENNIS J AVERY	TLE	162
18	DAVID A SWANSON	TLE	38

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

03/24/2022

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert J Duffeck DATE: 02/17/2022

PRINT NAME: ROBERT DUFFECK

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
901	10+91.12	32.10 RT	101866.724	556141.714	829.85	CP 1 M BERNTSEN FENO MON W/ALUM CAP

BEGIN PROJECT
STA 10+00
MATCH EXISTING
BUTT JOINT REQ'D
Y=101774.744
X=556110.406

HAZARDOUS MATERIALS
INVESTIGATION SITE #8
284 MAIN ST, ANTIOCH,
IL 60002

BE: 10+00.00

11+27 LT
ASPH PE

WE ENERGIES - OVERHEAD
127TH PLACE R/L
127TH PLACE
WE ENERGIES - OVERHEAD
WE ENERGIES - GAS
EXISTING R/W
R/L 127TH ST
127TH STREET
N89°57'40"E 3.50
PI STA = 13+65.02
11+00
12+00
STH 83 R/L
STA 15+80.79 STH 83 =
STA 12+22.76 LCL-127THST-WEST
STH 83 / ANTIOCH ROAD
N7° 56' 43.13"W
3588.485
14+00
15+00
16+00
STA 16+03.25 STH 83 =
STA 20+00.00 LCL-127THST-NORTH
MATCH LINE STA 16+50
11+00
12+00
13+00
STA 11+21.47 STH 83 =
STA 20+00.00 LCL-128THST
STA 13+08.25 STH 83 =
STA 11+49.86 LCL-127THPL
STA 13+61.75 STH 83 =
STA 11+43.22 LCL-127THPL
901
S89°57'44"E
N89°49'59"E
N89°20'48"E
ILLINOIS STATE LINE
WE ENERGIES - OVERHEAD
128TH ST R/L
128TH STREET
21+00
PI STA = 11+82.85
Y = 101957.581
X = 556112.230
DELTA = 8°31'01"
D = 2°20'00"
T = 182.84'
L = 365.02'
R = 2455.53'
PC STA = 10+00.00
PT STA = 13+65.02
SE = 0.023 FT/FT
*SUPERELEVATION IS FROM EXISTING SURFACE. FIELD VERIFY.
EXISTING R/W
WE ENERGIES - GAS
127TH PLACE R/L
127TH PL
WE ENERGIES - OVERHEAD
R/L 127TH ST
127TH STREET
21+00

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
902	19+82.56	27.04 RT	102754.020	556028.375	813.88	CP 1 M BERNTSEN FENO MON W/ALUM CAP
9007	20+46.18	28.43 RT	102817.226	556020.960	813.98	NGS ILWI 002 DP9007

WE ENERGIES - GAS
WE ENERGIES - OVERHEAD
126TH PL R/L
126TH PL
N89°07'39"E
11+00
WE ENERGIES - OVERHEAD
EXISTING R/W
126TH ST R/L
126TH STREET
N89°38'02"E
WE ENERGIES - OVERHEAD
WE ENERGIES - GAS
22+37 LT
ASPH PE
12+00
MATCHLINE STA 16+50
17+00
18+00
N7° 56' 43.13"W
3588.485
19+00
STH 83 / ANTIOCH ROAD
20+00
21+00
22+00
STH 83 R/L
23+00
24-
MATCH LINE STA 24+00
902
NGS
9007
S89°54'17"E
18+07 RT
ASPH CE
19+25 RT
ASPH PE
20+24 RT
ASPH PE
22+57 RT
ASPH PE
WE ENERGIES - OVERHEAD
WE ENERGIES - OVERHEAD
EXISTING R/W
126TH ST R/L
WE ENERGIES - OVERHEAD
126TH PL
126TH PL R/L
N89°03'47"E
126TH STREET
21+00
HAZARDOUS MATERIALS
INVESTIGATION SITE #2
12617 ANTIOCH RD,
TREVOR, WI 53179
HAZARDOUS MATERIALS
INVESTIGATION SITE #3
12511 ANTIOCH RD,
TREVOR, WI 53179

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 212	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 2/1/2023 7:58 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
903	25+91.50	37.48 LT	103348.195	555880.301	811.72	CP 1 M BERNTSEN FENO MON W/ALUM CAP

125TH ST R/L
125TH STREET
11+00
WE ENERGIES - OVERHEAD
WE ENERGIES - GAS
FRONTIER
903
EXISTING R/W
27+21 LT
ASPH PE
WE ENERGIES - GAS
STH 83 R/L
MATCHLINE STA 24+00
STA 24+18.60 STH 83 =
STA 11+74.76 LCL-125THST
25+00
N7° 56' 43.13"W
3588.485
26+00
27+00
28+00
29+00
30+00
31+00
STA 24+33.74 STH 83 =
STA 20+00.00 LCL-125THST-EAST
S89°58'10"E
STA 26+75.68 STH 83 =
STA 20+00.01 LCL-124THPL
S89°47'57"E
STH 83 / ANTIOCH ROAD
STA 29+18.36 STH 83 =
STA 20+00.00 LCL-124THST
S89°45'26"E
WE ENERGIES - OVERHEAD
EXISTING R/W
WE ENERGIES - OVERHEAD
125TH ST R/L
125TH STREET
21+00
124TH PLACE
21+00
124TH PL R/L
124TH STREET
21+00
124TH ST R/L
123RD STREET

5

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
904	33+57.75	37.32 LT	104107.119	555774.543	816.16	CP 1 M BERNTSEN FENO MON W/ALUM CAP

EXISTING R/W
WE ENERGIES - ELECTRIC
WE ENERGIES - GAS
904
34+57 LT
ASPH PE
WE ENERGIES - GAS
STH 83 R/L
MATCHLINE STA 31+50
STA 34+02.14 STH 83 =
STA 20+00.00 LCL-122NDPL
32+00
33+00
N7° 56' 43.13"W
3588.485
34+00
35+00
36+00
37+00
38+00
39+
MATCH LINE STA 39+00
STA 31+59.15 STH 83 =
STA 20+00.02 LCL-123RD ST
S89°48'16"E
STH 83 / ANTIOCH ROAD
S89°47'12"E
STA 36+46.27 STH 83 =
STA 20+00.00 LCL-122NDST
WE ENERGIES - OVERHEAD
FRONTIER COMMUNICATIONS
34+88 RT
ASPH PE
WE ENERGIES - GAS
WE ENERGIES - OVERHEAD
122ND PL R/L
EXISTING R/W
WE ENERGIES - OVERHEAD
122ND ST R/L
123RD STREET
21+00
122ND PLACE
21+00
122ND STREET
21+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 213	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn
PLOT DATE : 2/1/2023 7:59 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
905	44+15.49	42.38 RT	105165.721	555707.269	804.57	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 39+00

MATCH LINE STA 46+50

WE ENERGIES - GAS

WE ENERGIES - OVERHEAD

EXISTING R/W

41+49 LT
ASPH PE

STH 83 R/L

44+57 LT
ASPH PE

45+65 LT
ASPH PE

40+00

N7° 56' 43.13"W
3588.485

41+00

42+00

43+00

44+00

45+00

46+00

STH 83 / ANTIOCH ROAD

41+42 LT
ASPH CE

FRONTIER

905

WE ENERGIES - OVERHEAD

EXISTING R/W

WE ENERGIES - OVERHEAD

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
906	52+57.33	35.50 LT	105988.709	555513.767	806.93	CP 1 M BERNTSEN FENO MON W/ALUM CAP

FRONTIER COMMUNICATIONS

EXISTING R/W

WE ENERGIES - GAS

WE ENERGIES - OVERHEAD

WE ENERGIES - OVERHEAD

HAZARDOUS MATERIALS
INVESTIGATION SITE #6
11916 ANTIOCH RD,
SALEM, WI 53179

46+69 LT
ASPH CE

47+74 LT
ASPH CE

48+28 LT
ASPH CE

PI: 49+53.50

11+00

119TH STREET

FRONTIER

906

STH 83 R/L

47+00

48+00

N7° 56' 43.13"W
3588.485

49+00

50+00

51+00

52+00

N7° 56' 43.15"W
643.242

53+00

54-

STA 49+55.09 STH 83 =
STA 11+52.52 LCL-119THST

STH 83 / ANTIOCH ROAD

MATCHLINE STA 46+50

MATCH LINE STA 54+00

WE ENERGIES - OVERHEAD

12+00

WE ENERGIES - GAS

FRONTIER

ASPHALTIC FLUME
(TYP)

FRONTIER COMMUNICATION

119TH STREET

WE ENERGIES - GAS

EXISTING R/W

119TH ST R/L

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 214	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 2/1/2023 7:59 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA 54+00

MATCH LINE STA 61+50

WE ENERGIES - OVERHEAD

EXISTING R/W

PI: 55+96.74

STH 83 R/L

55+00 | N7° 56' 43.15"W 643.242 | 56+00 | N8° 03' 28.38"W 2381.365 | 57+00 | 58+00 | 59+00 | 60+00 | 61+00

STH 83 / ANTIOCH ROAD

WE ENERGIES - GAS

EXISTING R/W

5

5

MATCHLINE STA 61+50

MATCH LINE STA 69+00

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
907	61+98.87	29.28 RT	106930.061	555446.606	811.66	CP 1 M BERNTSEN FENO MON W/ALUM CAP

ASPHALTIC FLUME (TYP)

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

SPECTRUM

WE ENERGIES - OVERHEAD

EXISTING R/W

64+37 LT ASPH PE

66+59 LT ASPH PE

62+00 | 63+00 | 64+00 | 65+00 | N8° 03' 28.38"W 2381.365 | 66+00 | 67+00 | 68+00 | 69+

STH 83 / ANTIOCH ROAD

STA 66+16.23 STH 83 = STA 20+00.00 LCL-115TH ST

907

STH 83 R/L

SPECTRUM

WE ENERGIES - ELECTRIC

WE ENERGIES - GAS

EXISTING R/W

SLOPE INTERCEPT

WE ENERGIES - GAS

115TH STREET 21+00

115TH ST R/L

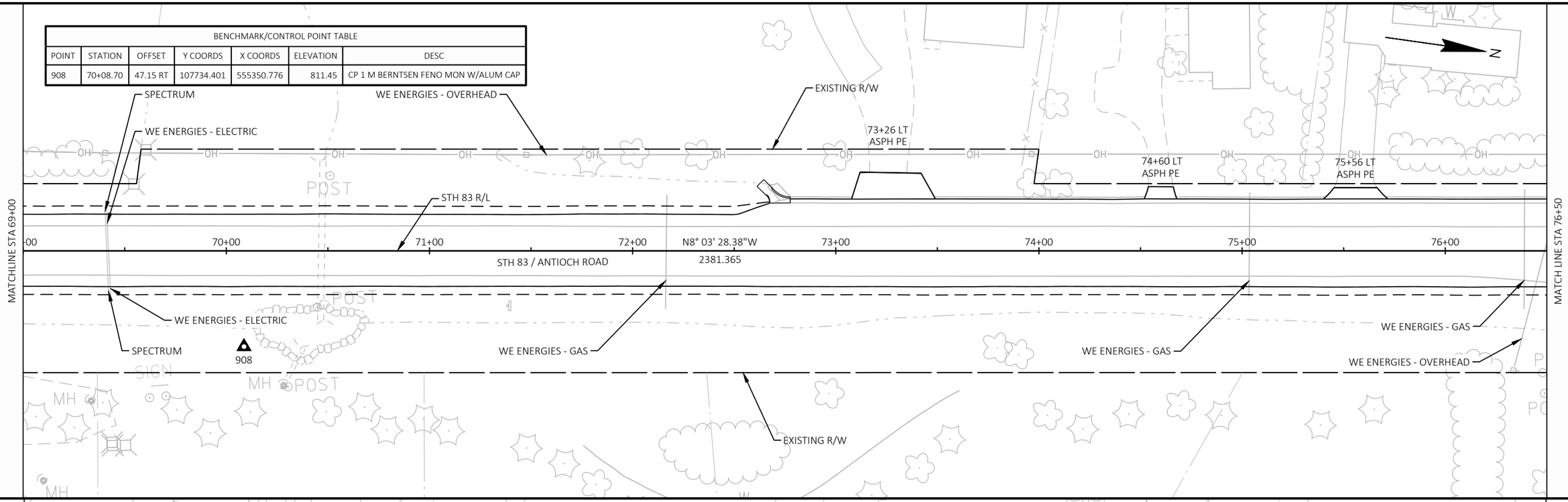
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 215	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

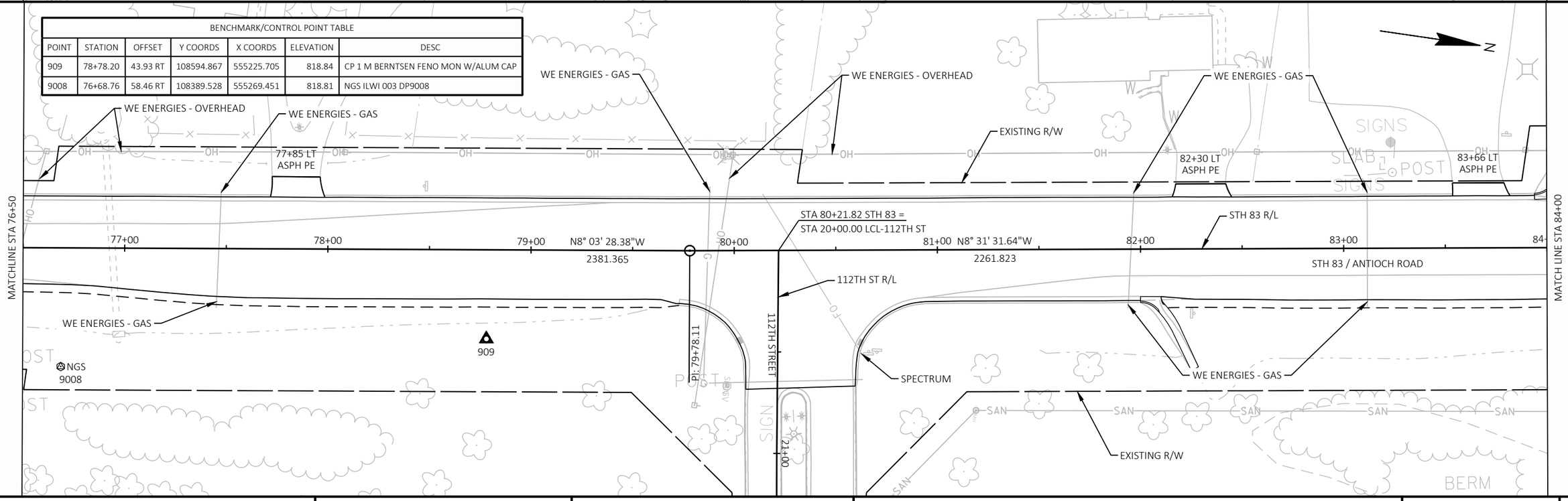
PLOT DATE : 2/1/2023 8:00 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
908	70+08.70	47.15 RT	107734.401	555350.776	811.45	CP 1 M BERNTSEN FENO MON W/ALUM CAP



BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
909	78+78.20	43.93 RT	108594.867	555225.705	818.84	CP 1 M BERNTSEN FENO MON W/ALUM CAP
9008	76+68.76	58.46 RT	108389.528	555269.451	818.81	NGS ILWI 003 DP9008



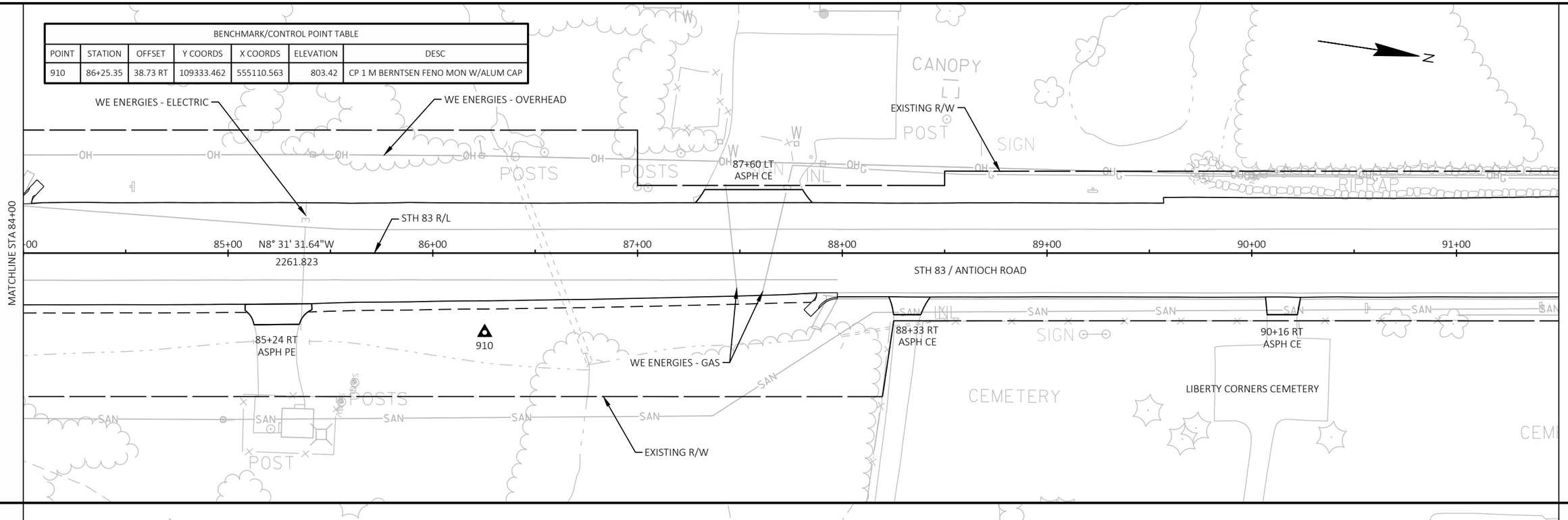
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 216	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn

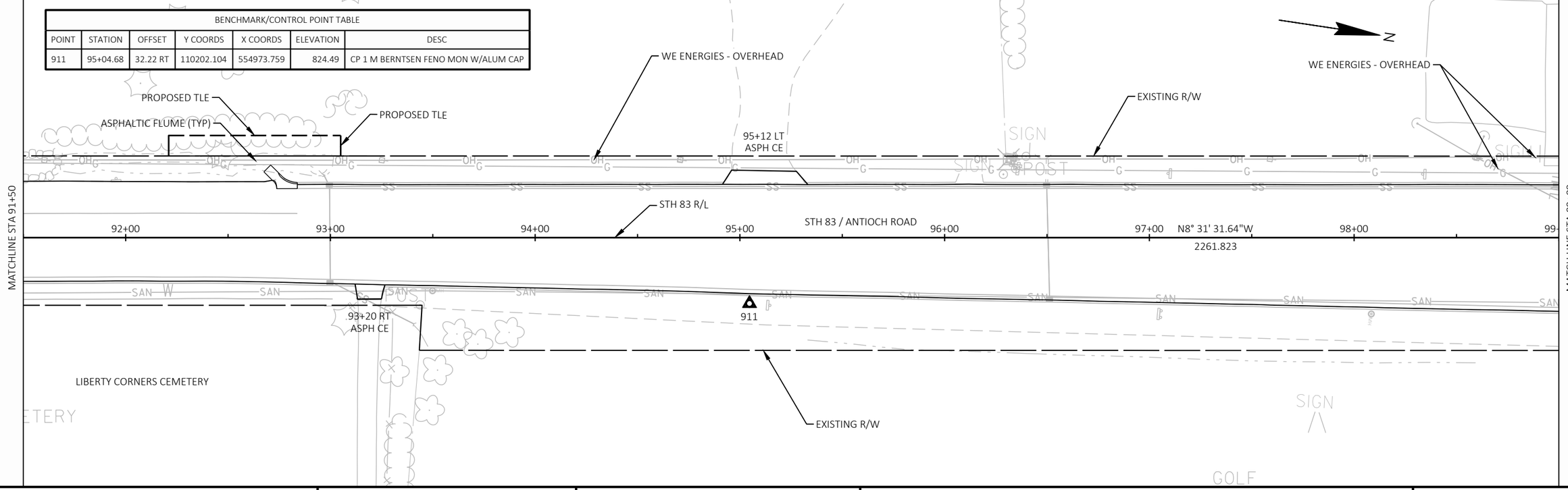
PLOT DATE : 2/1/2023 8:00 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
910	86+25.35	38.73 RT	109333.462	555110.563	803.42	CP 1 M BERNTSEN FENO MON W/ALUM CAP



BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
911	95+04.68	32.22 RT	110202.104	554973.759	824.49	CP 1 M BERNTSEN FENO MON W/ALUM CAP



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 217	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn
PLOT DATE : 2/1/2023 8:01 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
912	103+05.14	62.08 LT	110980.409	554762.360	841.40	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 99+00

MATCH LINE STA 106+50

WE ENERGIES - GAS

MIDWEST FIBER NETWORKS

WE ENERGIES - ELECTRIC

100+20 LT
ASPH CE

SPECTRUM

HAZARDOUS MATERIALS
INVESTIGATION SITE #7
10706 ANTIOCH RD,
TREVOR, WI 53179

WE ENERGIES - GAS

EXISTING R/W

SPECTRUM

WE ENERGIES - OVERHEAD

WE ENERGIES - ELECTRIC

912

CAUTION

104+11 LT
ASPH PE

105+53 LT
ASPH PE

1+00

PI: 102+39.93

13+00

99+00 | 100+00 | 101+00 | N8° 31' 31.64"W 2261.823 | 102+00 | 103+00 | STH 83 / ANTIOCH ROAD | 104+00 | N7° 59' 22.81"W 3358.694 | 105+00 | 106+00

STH 83 R/L

WE ENERGIES - GAS

AREA 1 - HAZMAT SOILS
1' - 8' BELOW GROUND SURFACE

STA 102+41.97 STH 83 =
STA 13+07.16 CTY-C

FRONTIER COMMUNICATIONS

WE ENERGIES - GAS

EXISTING R/W

100+53 RT
ASPH CE

MIDWEST FIBER NETWORKS

CTH C R/L

EVERSTREAM

104+46 RT
ASPH PE

SPECTRUM

WE ENERGIES - OVERHEAD

WE ENERGIES - GAS

14+00

CTH C

MIDWEST FIBER NETWORKS

CONTAMINATED SOIL LEGEND:

APPROXIMATE LIMITS OF CONTAMINATED SOIL

APPROXIMATE LIMITS OF EXCAVATION HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

5

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
913	112+18.83	26.69 RT	111897.569	554723.267	821.73	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 106+50

MATCH LINE STA 114+00

WE ENERGIES - OVERHEAD

WE ENERGIES - GAS

SPECTRUM

EXISTING R/W

STH 83 R/L

107+00 | 108+00 | 109+00 | N7° 59' 22.81"W 3358.694 | 110+00 | 111+00 | STH 83 / ANTIOCH ROAD | 112+00 | 113+00 | 114

111+31 RT
ASPH PE

913

EXISTING R/W

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 218	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 2/1/2023 8:01 AM

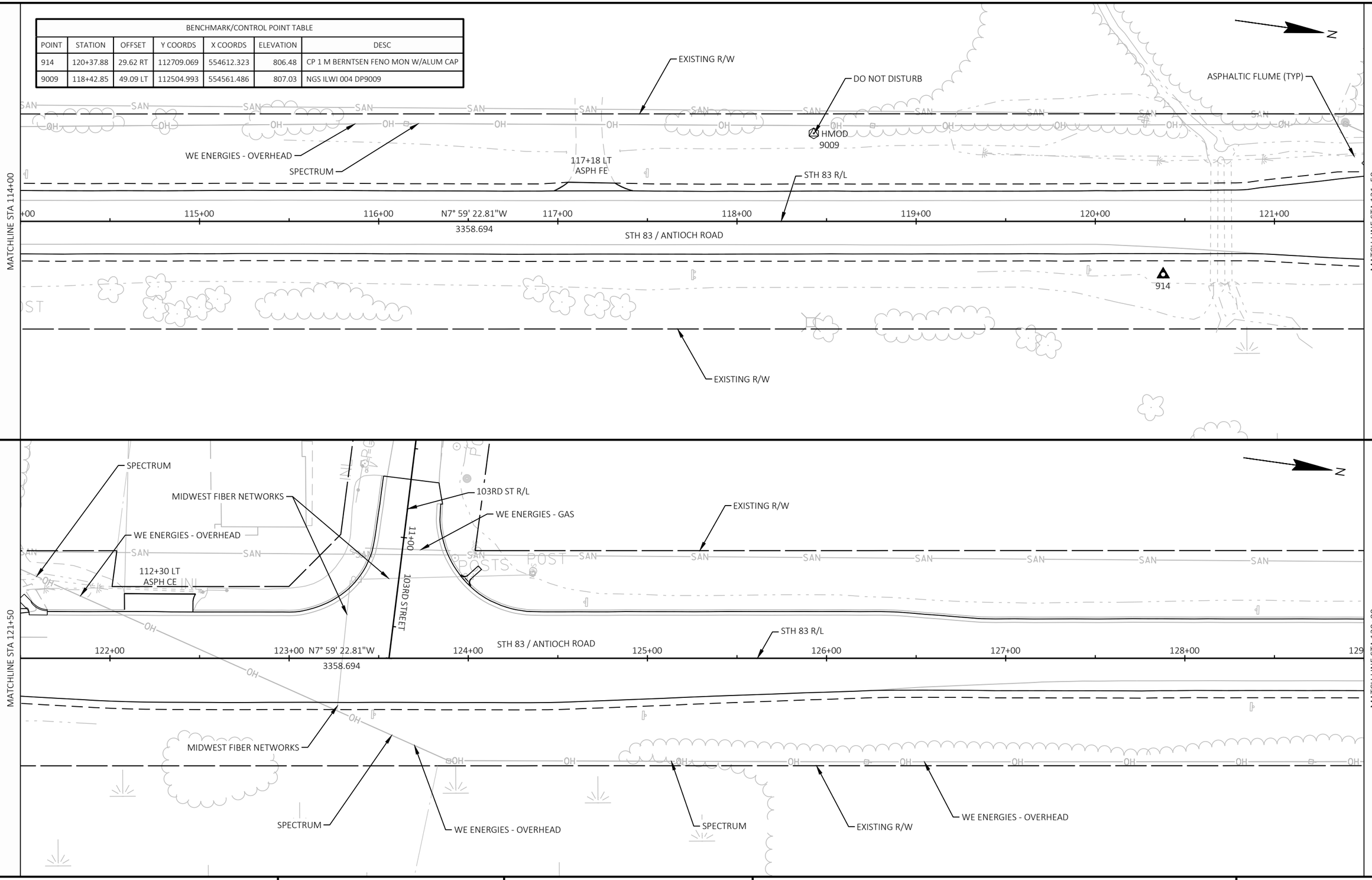
PLOT BY : CORY IHDE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
914	120+37.88	29.62 RT	112709.069	554612.323	806.48	CP 1 M BERNTSEN FENO MON W/ALUM CAP
9009	118+42.85	49.09 LT	112504.993	554561.486	807.03	NGS ILWI 004 DP9009



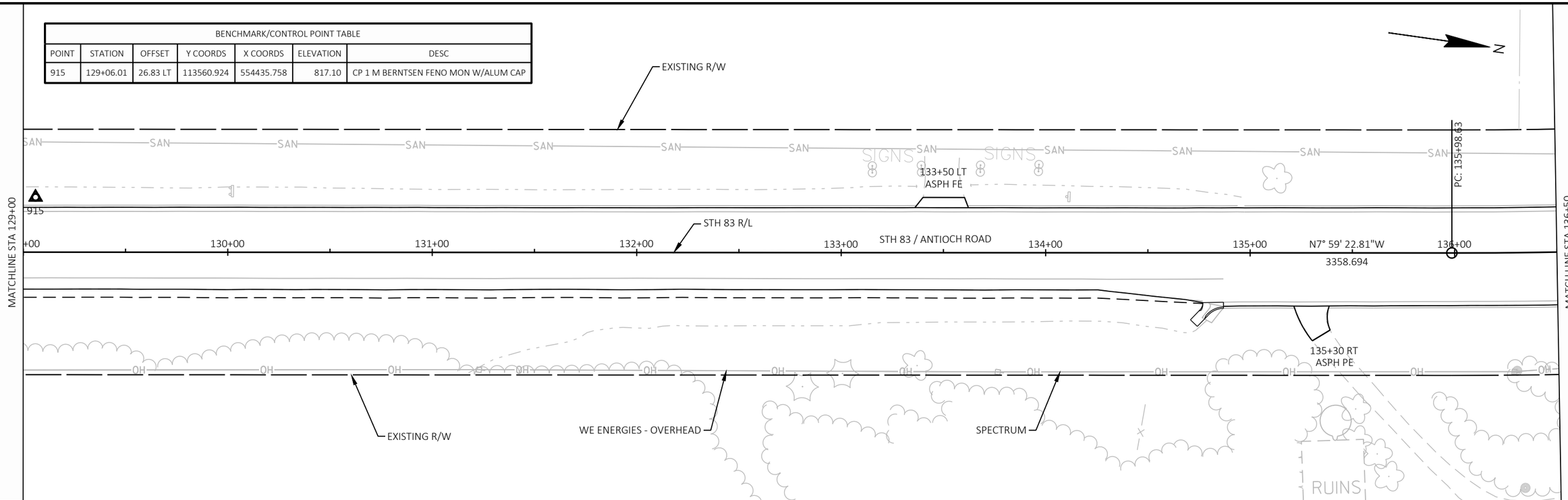
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 219	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 2/1/2023 8:02 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

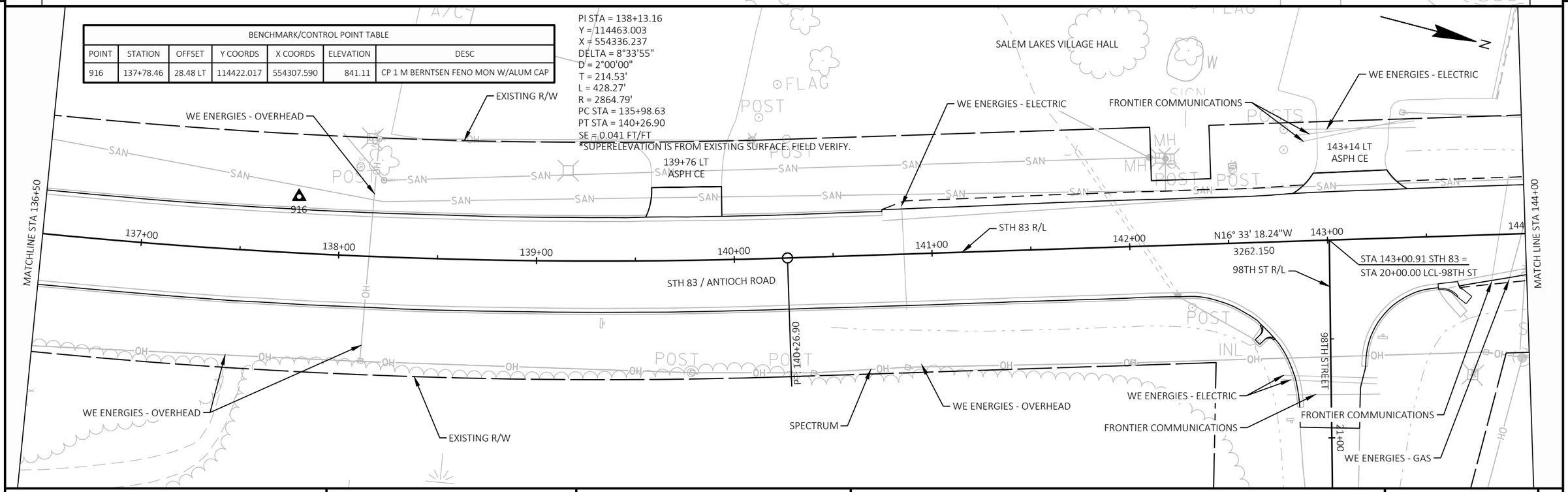
WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
915	129+06.01	26.83 LT	113560.924	554435.758	817.10	CP 1 M BERNTSEN FENO MON W/ALUM CAP



BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
916	137+78.46	28.48 LT	114422.017	554307.590	841.11	CP 1 M BERNTSEN FENO MON W/ALUM CAP

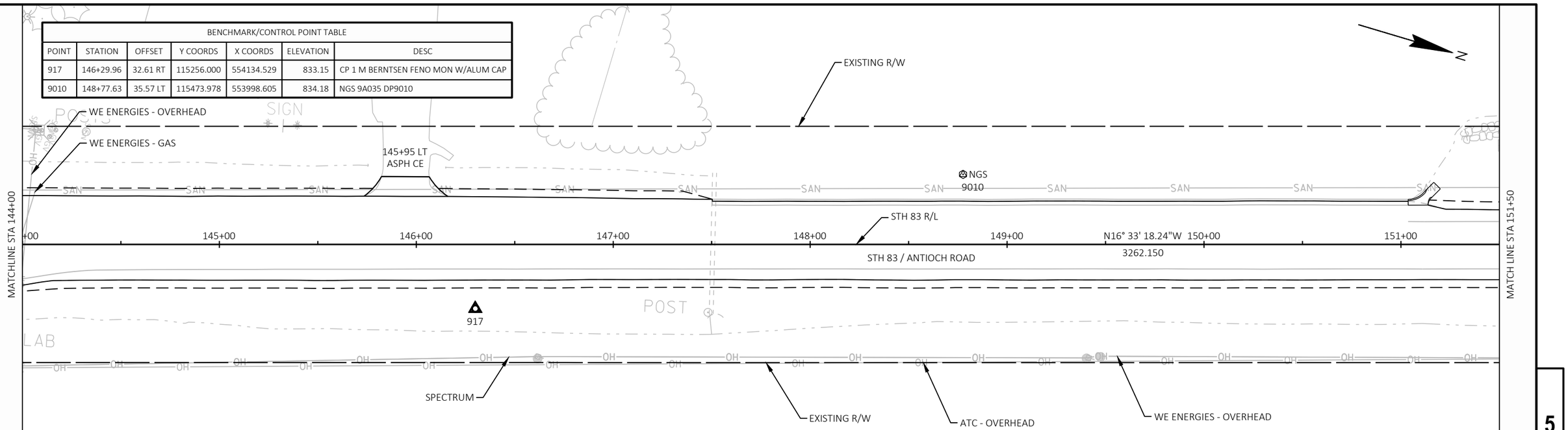
PI STA = 138+13.16
Y = 114463.003
X = 554336.237
DELTA = 8°33'55"
D = 2°00'00"
T = 214.53'
L = 428.27'
R = 2864.79'
PC STA = 135+98.63
PT STA = 140+26.90
SE = 0.041 FT/FT
*SUPERELEVATION IS FROM EXISTING SURFACE. FIELD VERIFY.



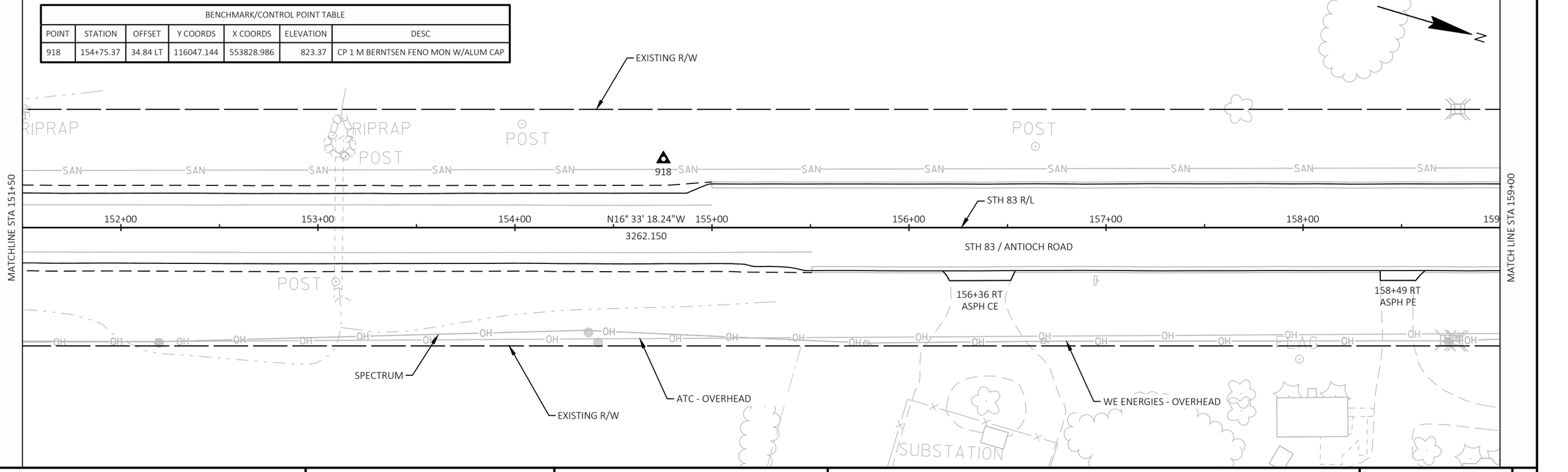
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 220	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn
PLOT DATE : 2/1/2023 8:02 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
917	146+29.96	32.61 RT	115256.000	554134.529	833.15	CP 1 M BERNTSEN FENO MON W/ALUM CAP
9010	148+77.63	35.57 LT	115473.978	553998.605	834.18	NGS 9A035 DP9010



BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
918	154+75.37	34.84 LT	116047.144	553828.986	823.37	CP 1 M BERNTSEN FENO MON W/ALUM CAP



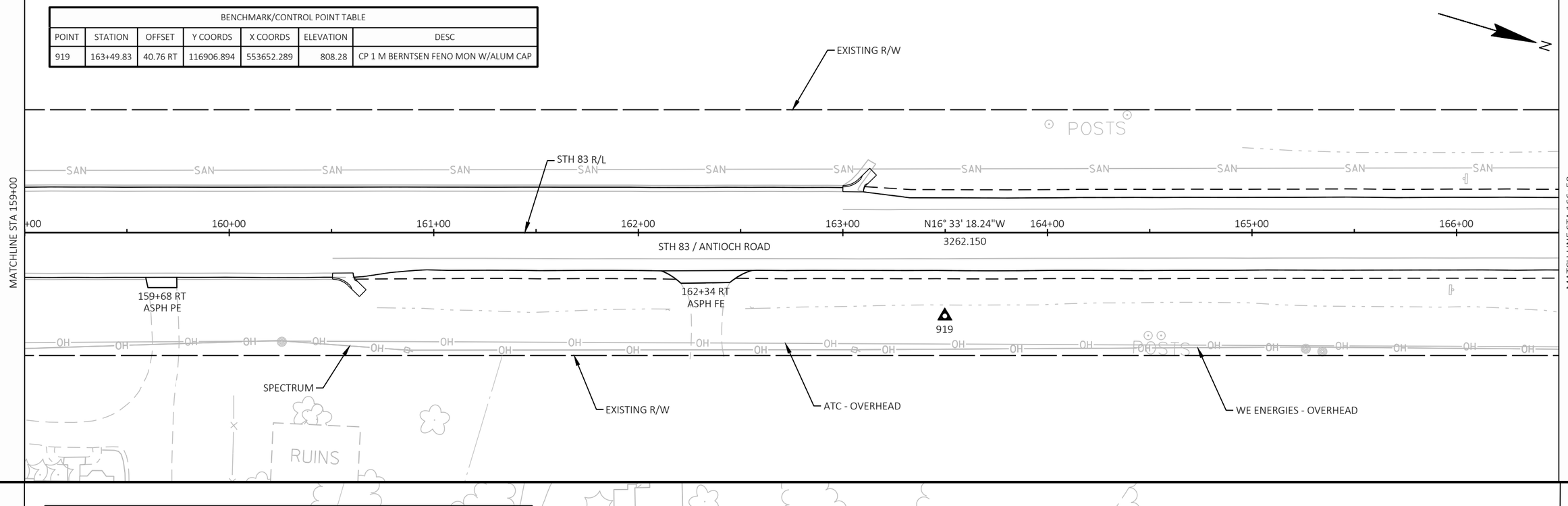
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 221	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050210-pn

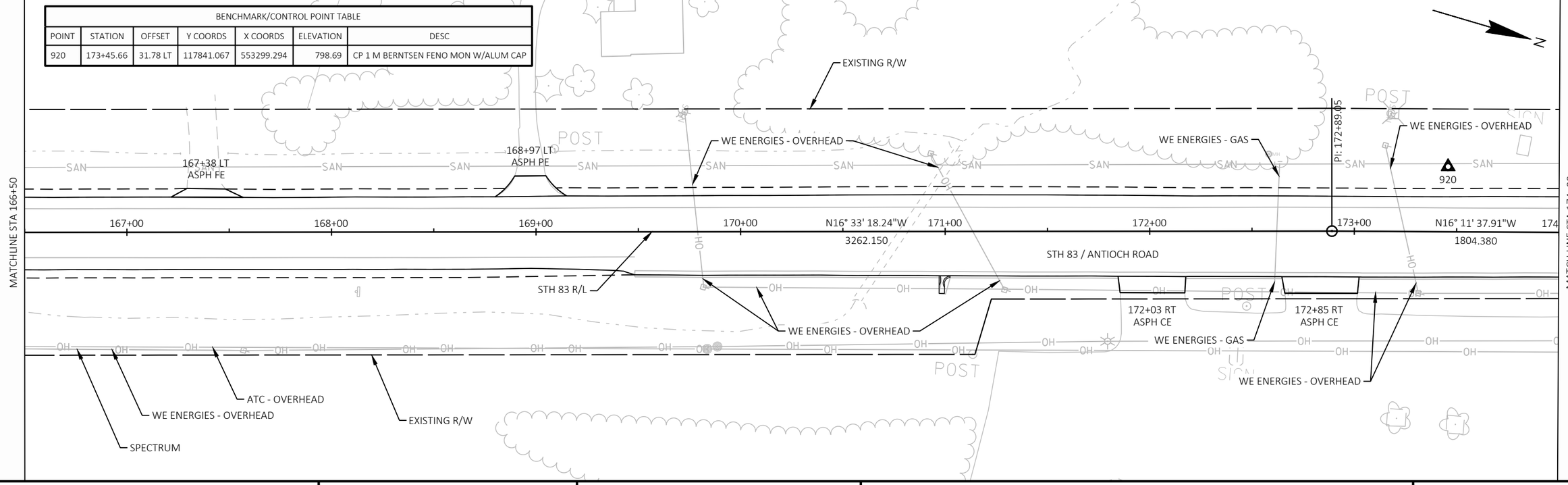
PLOT DATE : 2/1/2023 8:03 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
919	163+49.83	40.76 RT	116906.894	553652.289	808.28	CP 1 M BERNTSEN FENO MON W/ALUM CAP



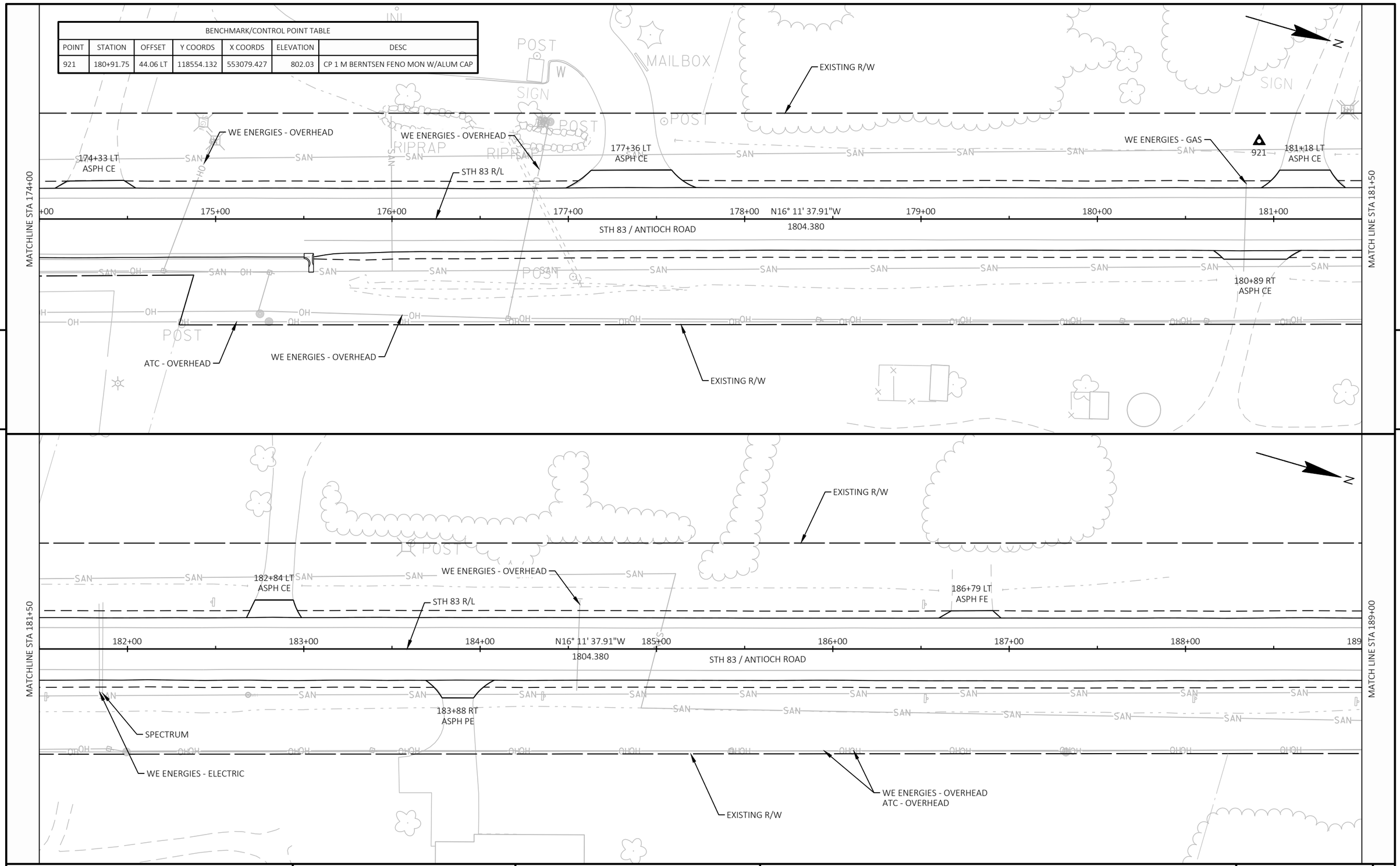
BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
920	173+45.66	31.78 LT	117841.067	553299.294	798.69	CP 1 M BERNTSEN FENO MON W/ALUM CAP



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 222	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-pn
PLOT DATE : 2/1/2023 8:03 AM
PLOT BY : CORY IHDE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
921	180+91.75	44.06 LT	118554.132	553079.427	802.03	CP 1 M BERNTSEN FENO MON W/ALUM CAP



PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 223 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 2/1/2023 8:04 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
922	189+41.28	44.98 LT	119369.698	552841.616	808.55	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 189+00

922

PI: 190+93.43

WE ENERGIES - OVERHEAD

EXISTING R/W

WE ENERGIES - GAS

STH 83 R/L

194+71 LT
ASPH PE

+00 190+00 N16° 11' 37.91"W 191+00 N16° 24' 51.66"W 192+00 193+00 194+00 195+00 196+00

1804.380 2973.858

STH 83 / ANTIOCH ROAD

190+02 RT
ASPH PE

WE ENERGIES - GAS

WE ENERGIES - GAS

192+10 RT
ASPH PE

FRONTIER

WE ENERGIES - OVERHEAD

EXISTING R/W

ATC - OVERHEAD

5

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
923	197+75.51	63.13 RT	120200.476	552710.191	797.81	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 196+50

WE ENERGIES - GAS

SLOPE INTERCEPT

USGS

PROPOSED TLE

WE ENERGIES - OVERHEAD

SALEM CONSOLIDATED GRADE SCHOOL

WE ENERGIES - ELECTRIC

DO NOT DISTURB

WETLAND BOUNDARY

FRONTIER

SLOPE INTERCEPT

EXISTING R/W

WE ENERGIES - GAS

202+75 LT
ASPH CE

197+13 LT
ASPH PE

STH 83 R/L

WE ENERGIES - ELECTRIC

STA 198+86.70 STH 83 =
STA 10+00.23 AH

CTH AH R/L

197+00 198+00 199+00 200+00 201+00 N16° 24' 51.66"W 202+00 203+00 204

2973.858

STH 83 / ANTIOCH ROAD

ATC-OH

FRONTIER

WE ENERGIES - ELECTRIC

923

SALEM COMMUNITY LIBRARY

WE ENERGIES - OVERHEAD

SLOPE INTERCEPT

CTH AH

EXISTING R/W

WETLAND BOUNDARY

WE ENERGIES - GAS

SLOPE INTERCEPT

FRONTIER

WE ENERGIES - ELECTRIC

SPECTRUM

WE ENERGIES - GAS

MATCH LINE STA 204+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 224	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 2/1/2023 8:04 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
924	206+68.54	47.23 RT	121052.619	552442.593	785.26	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 204+00

MATCH LINE STA 211+50

5

5

ATHLETIC FIELD

N

EXISTING R/W

WE ENERGIES - GAS

WE ENERGIES - GAS

SPECTRUM

SLOPE INTERCEPT

FRONTIER

208+23 LT
ASPH CE

STH 83 R/L

+00 205+00 206+00 N16° 24' 51.66"W 207+00 208+00 209+00 210+00 211+00

2973.858

STH 83 / ANTIOCH ROAD

SLOPE INTERCEPT

WE ENERGIES - GAS

924

WE ENERGIES - GAS

EXISTING R/W

SLOPE INTERCEPT

WETLAND BOUNDARY

SPECTRUM

SPECTRUM

POSTS

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
925	216+21.75	67.06 LT	121934.679	552063.594	775.32	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 211+50

MATCH LINE STA 219+00

WE ENERGIES - GAS

EXISTING R/W

WE ENERGIES - GAS

SLOPE INTERCEPT

WE ENERGIES - ELECTRIC

SPECTRUM

WE ENERGIES - GAS

87TH STREET

11+00

925

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

SPECTRUM

WE ENERGIES - ELECTRIC

STH 83 R/L

212+00 213+00 214+00 215+00 216+00 217+00 N16° 24' 51.66"W 218+00 219

2973.858

STA 215+95.89 STH 83 =
STA 11+53.57 LCL-87TH ST-WEST

STA 215+99.08 STH 83 =
STA 20+00.00 LCL-87THST

STH 83 / ANTIOCH ROAD

FRONTIER COMMUNICATIONS

WE ENERGIES - GAS

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

EXISTING R/W

SPECTRUM

PROPOSED TLE

SLOPE INTERCEPT

87TH STREET

21+00

WE ENERGIES - ELECTRIC

SLOPE INTERCEPT

87TH ST R/L

SPECTRUM

HAZARDOUS MATERIALS
INVESTIGATION SITE #4
8607 ANTIOCH RD,
TREVOR, WI 53179

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 225	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050214-pn

PLOT DATE : 2/1/2023 8:05 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
926	225+51.64	31.07 RT	122854.795	551896.693	775.35	CP 1 M BERNTSEN FENO MON W/ALUM CAP

CONTAMINATED SOIL LEGEND:

APPROXIMATE LIMITS OF CONTAMINATED SOIL

APPROXIMATE LIMITS OF EXCAVATION HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

MATCHLINE STA 219+00

MATCH LINE STA 226+50

AREA 2 - HAZMAT SOILS
4' BELOW GROUND SURFACE & LOWER
(NO EXCAVATION HAULING AND DISPOSAL OF
PETROLEUM CONTAMINATED SOILS ANTICIPATED)

WE ENERGIES - GAS

SLOPE INTERCEPT

EXISTING R/W

PI: 220+67.28

STH 83 R/L

STH 83 / ANTIOCH ROAD

220+00 N16° 24' 51.66"W 2973.858

222+00 N16° 12' 14.85"W 1905.160

926

HAZARDOUS MATERIALS
INVESTIGATION SITE #5
8517 ANTIOCH RD
SALEM, WI 53168

5

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
927	233+68.32	37.62 LT	123619.858	551602.836	779.25	CP 1 M BERNTSEN FENO MON W/ALUM CAP

85TH ST R/L

85TH STREET

N89°22'47"E

84TH STREET

84TH ST R/L

83RD PLACE

83RD PL R/L

83RD STREET

83RD ST R/L

12+00

13+00

21+00

PROPOSED TLE

PROPOSED PLE

RAILING PIPE

CONCRETE SIDEWALK THICKENED EDGE

STH 83 / ANTIOCH ROAD

STH 83 R/L

227+00 228+00 229+00 230+00 231+00 N16° 12' 14.85"W 1905.160 232+00 233+00 234

STA 228+06.77 STH 83 =
STA 20+00.00 LCL-84THST

STA 230+14.23 STH 83 =
STA 13+02.70 LCL-83RDPL-WEST

STA 230+15.82 STH 83 =
STA 20+00.00 LCL-83RDPL

STA 232+12.02 STH 83 =
STA 20+00.00 LCL-83RDST

STA 233+20.96 STH 83 =
STA 12+14.38 LCL-83RDST-WEST

N79°03'26"E

N7°55'11"W

N7°00'12"E

N89°02'34"W

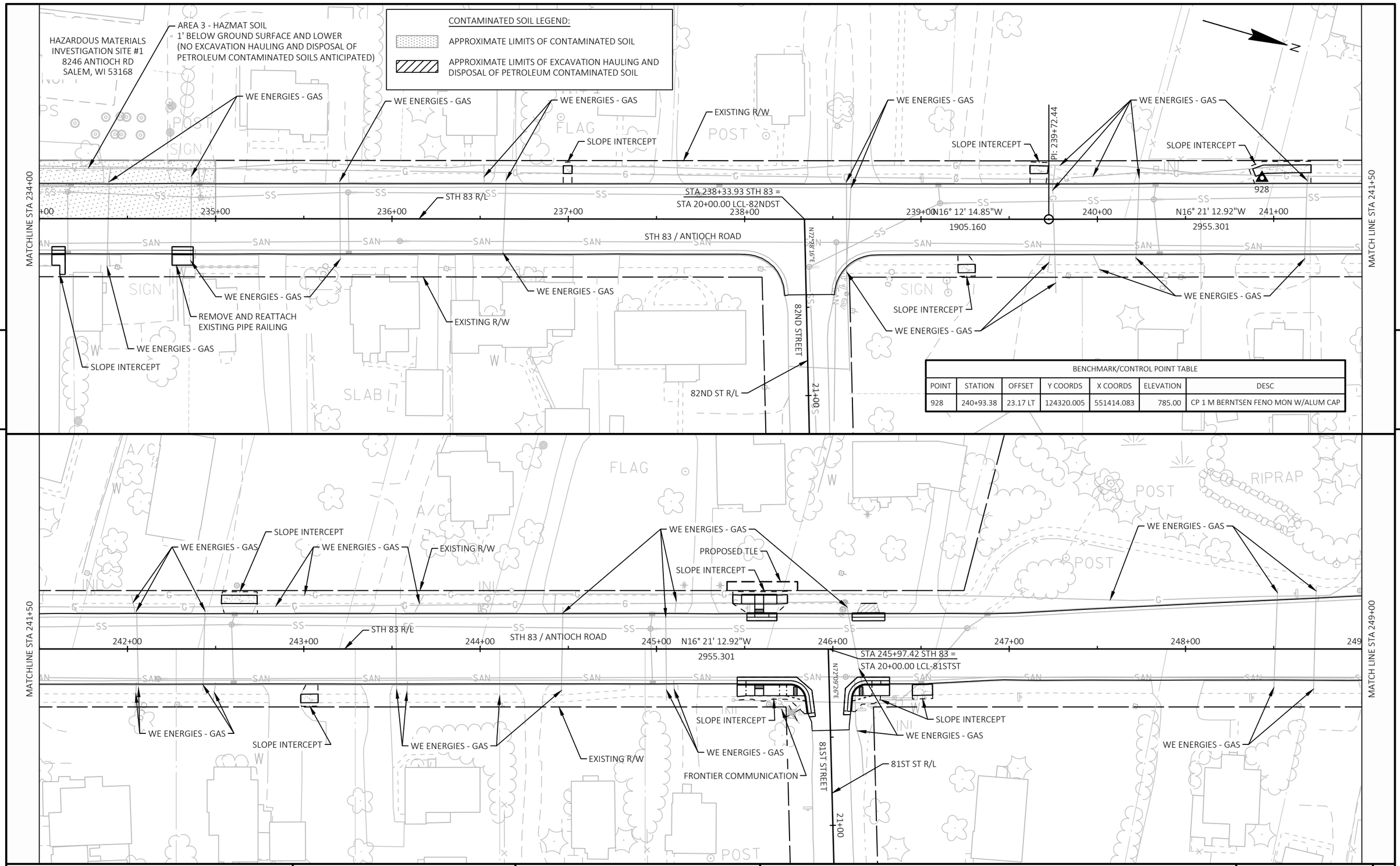
SIEBERT'S PUB
(HISTORICAL PROPERTY)

HAZARDOUS MATERIALS
INVESTIGATION SITE #1
8246 ANTIOCH RD, SALEM,
WI 53168

MATCHLINE STA 226+50

MATCH LINE STA 234+00

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 226	E



BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
928	240+93.38	23.17 LT	124320.005	551414.083	785.00	CP 1 M BERNTSEN FENO MON W/ALUM CAP

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 227	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050216-pn

PLOT DATE : 2/1/2023 8:06 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
929	249+58.35	48.96 LT	125142.714	551145.794	798.51	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 249+00

MATCH LINE STA 256+50

WE ENERGIES - GAS

929

WE ENERGIES - GAS

EXISTING R/W

WE ENERGIES - GAS

SLOPE INTERCEPT

WE ENERGIES - GAS

REMOVE EXISTING CURB RAMP

STA 254+44.98 STH 83 = STA 2+00.00 LCL-FALCON WAY

+00 250+00 N16° 21' 12.92"W 251+00 STH 83 R/L 252+00 STH 83 / ANTIOCH ROAD 253+00 254+00 255+00 256+00

2955.301

WE ENERGIES - GAS

EXISTING R/W

WE ENERGIES - GAS

SLOPE INTERCEPT

WE ENERGIES - ELECTRIC

SPECTRUM

FALCON WAY 3+00

SLOPE INTERCEPT

SPECTRUM

CENTRAL HIGH SCHOOL DISTRICT OF WESTOSHA

5

5

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
930	258+47.56	50.34 LT	125995.559	550894.103	811.43	CP 1 M BERNTSEN FENO MON W/ALUM CAP

MATCHLINE STA 256+50

MATCH LINE STA 264+00

EXISTING R/W

WE ENERGIES - GAS

930

295+15 LT ASPH FE

264+04 LT ASPH CE

257+00 258+00 STH 83 R/L 259+00 STH 83 / ANTIOCH ROAD 260+00 N16° 21' 12.92"W 261+00 262+00 263+00 264

2955.301

259+20 RT ASPH CE

262+45 RT ASPH CE

EXISTING R/W

CENTRAL HIGH SCHOOL DISTRICT OF WESTOSHA

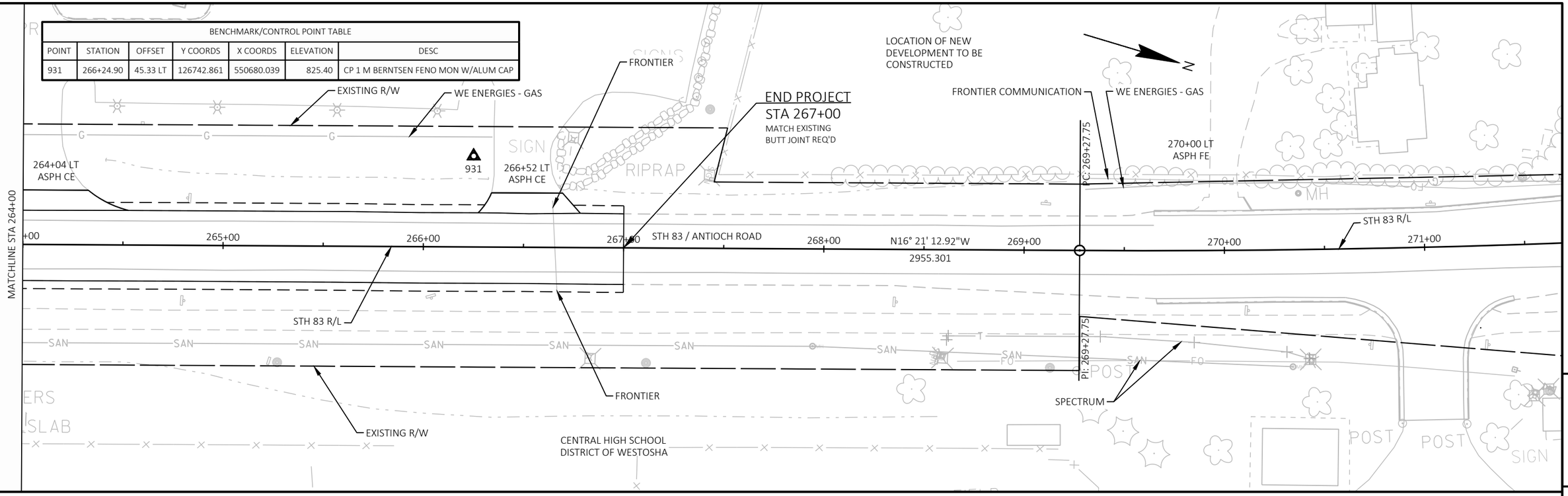
PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 228 E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050217-pn

PLOT DATE : 2/1/2023 8:06 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCHMARK/CONTROL POINT TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
931	266+24.90	45.33 LT	126742.861	550680.039	825.40	CP 1 M BERNTSEN FENO MON W/ALUM CAP



SHEET INTENTIONALLY LEFT BLANK

PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PLAN	SHEET 229	E

FILE NAME : N:\PDS\C3D\33800600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050218-pn

PLOT DATE : 2/1/2023 8:07 AM PLOT BY : CORY IHDE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

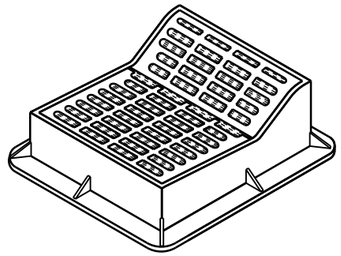
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE 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
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

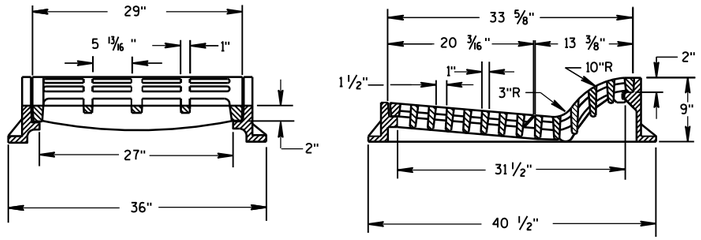
6

Standard Detail Drawing List

15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-07A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-07C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-08C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

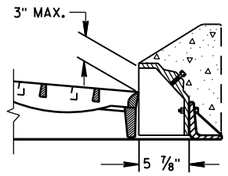
6





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

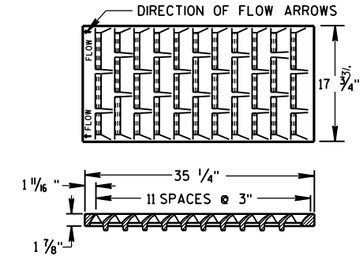
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

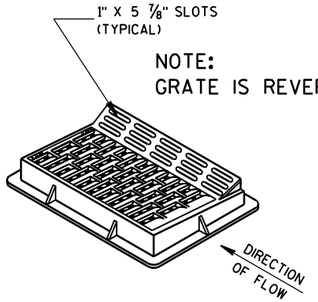
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

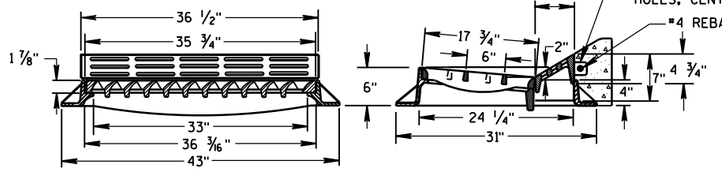
GENERAL NOTES

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.



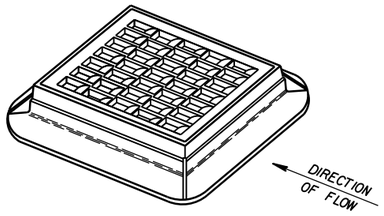


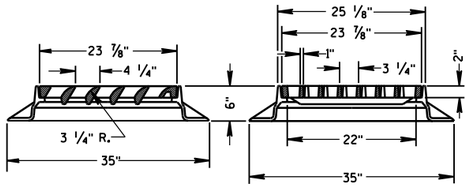


TYPE "HM"

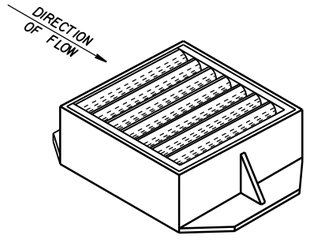
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

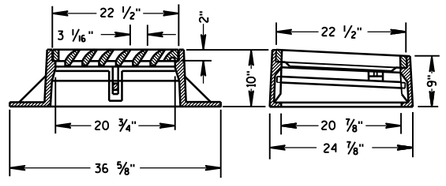
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



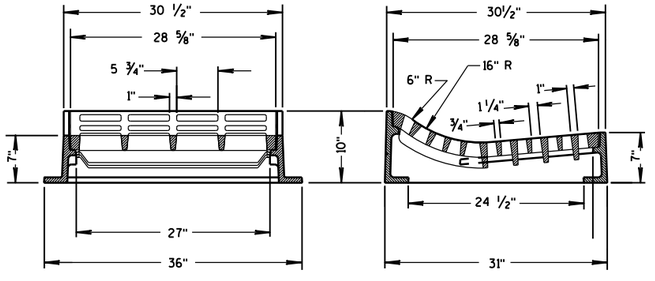


TYPE "S"



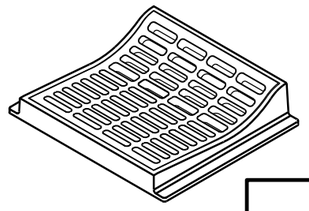


TYPE "V"



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

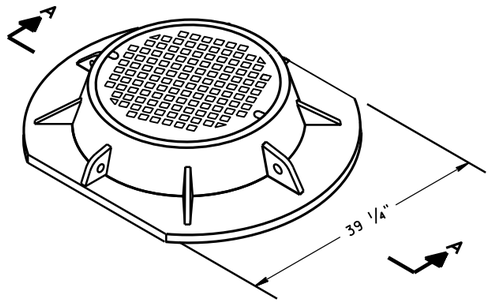
FHWA

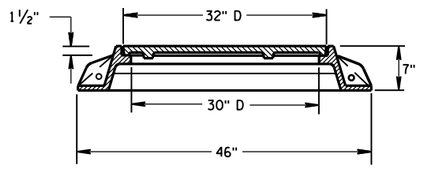
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S.D.D. 8 A 5-19c

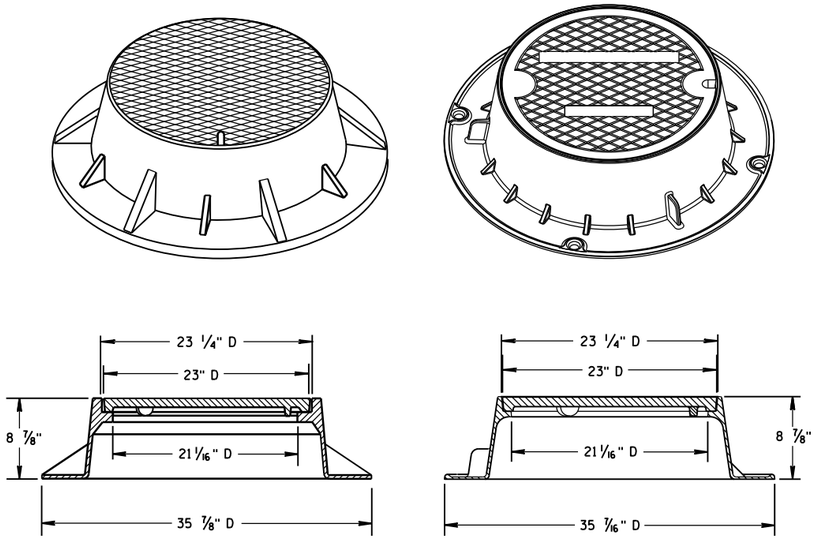
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S.D.D. 8 A 5-19c





SECTION A-A
TYPE "K"



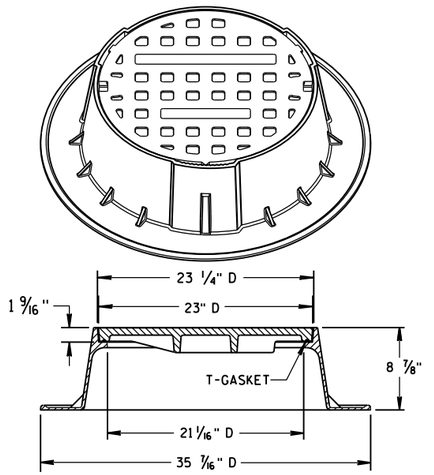
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

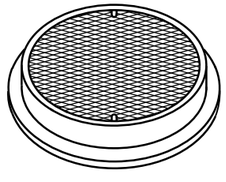
GENERAL NOTES

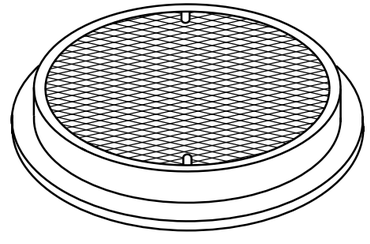
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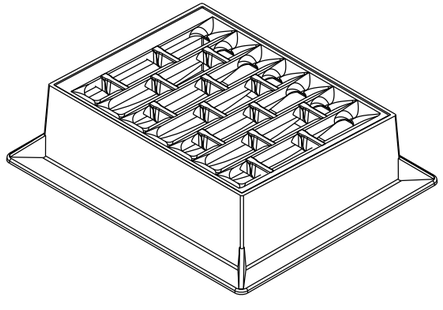
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

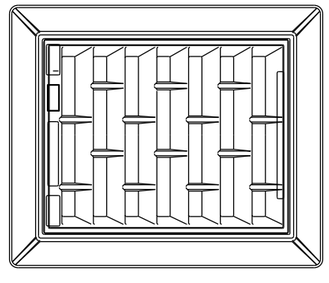
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

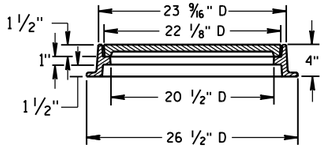




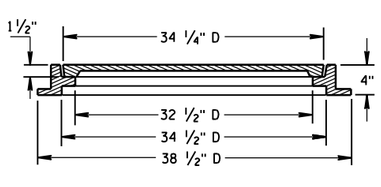




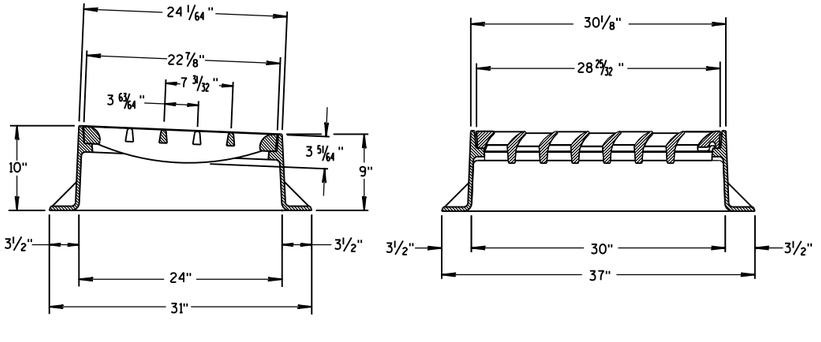




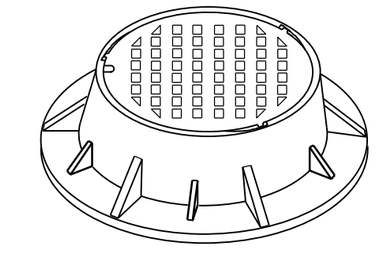
TYPE "L"

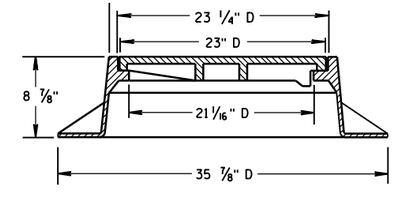


TYPE "M"



INLET COVER TYPE "BW"





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

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

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APPROVED
11/27/2013
DATE
FHWA

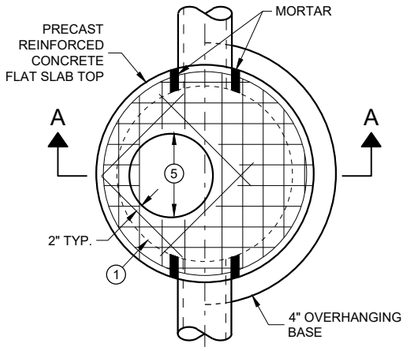
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

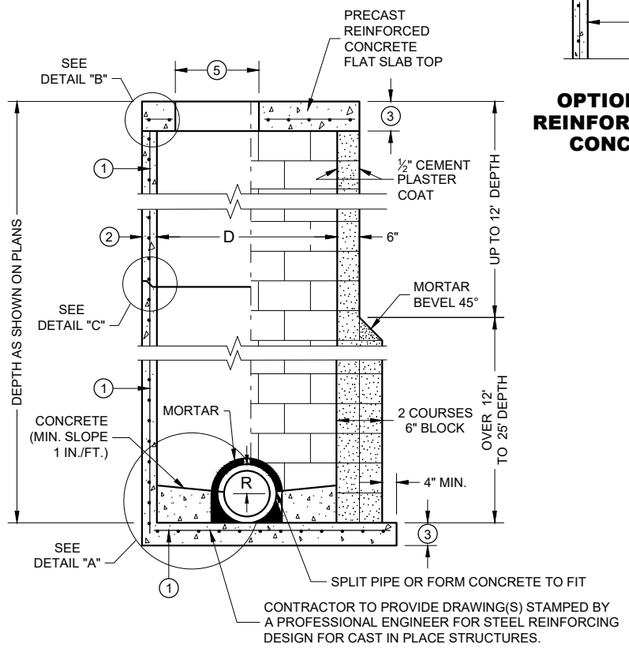
S.D.D. 8 A 5-19d

6

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



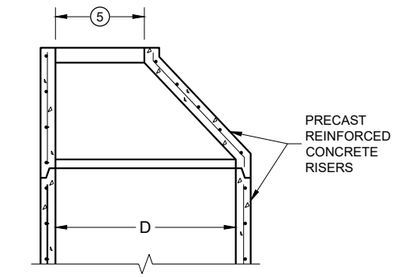
PLAN VIEW
CIRCULAR OPENING



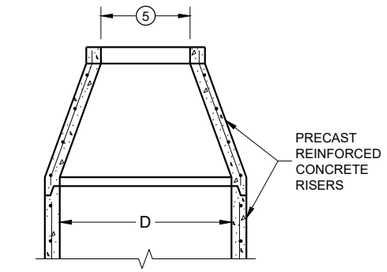
SECTION A - A

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

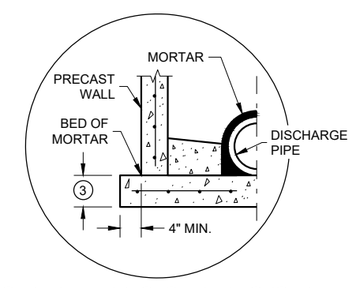
MANHOLE COVER OPENING MATRIX

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

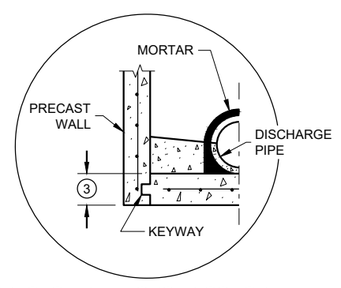
PIPE MATRIX

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.

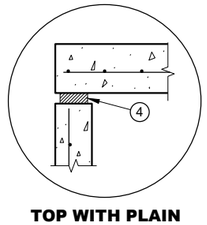


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

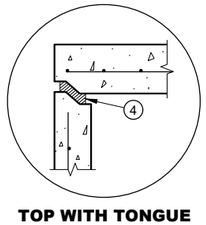


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

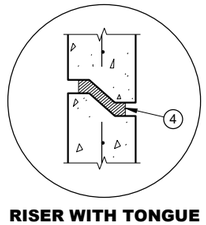


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

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".

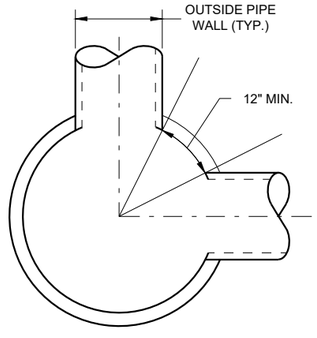
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

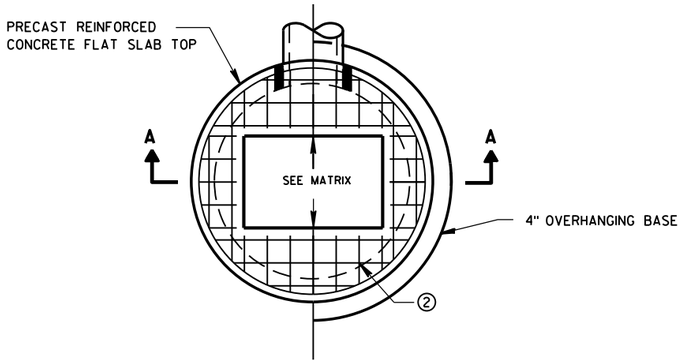
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

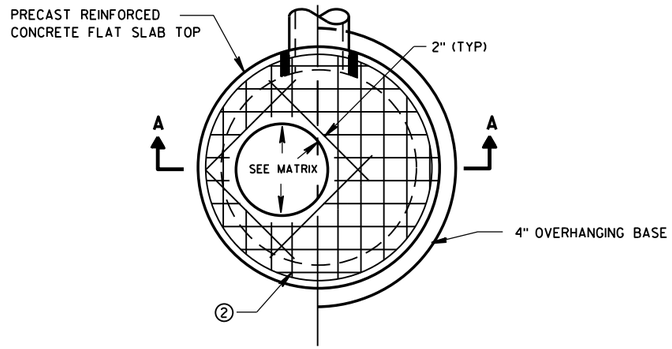
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

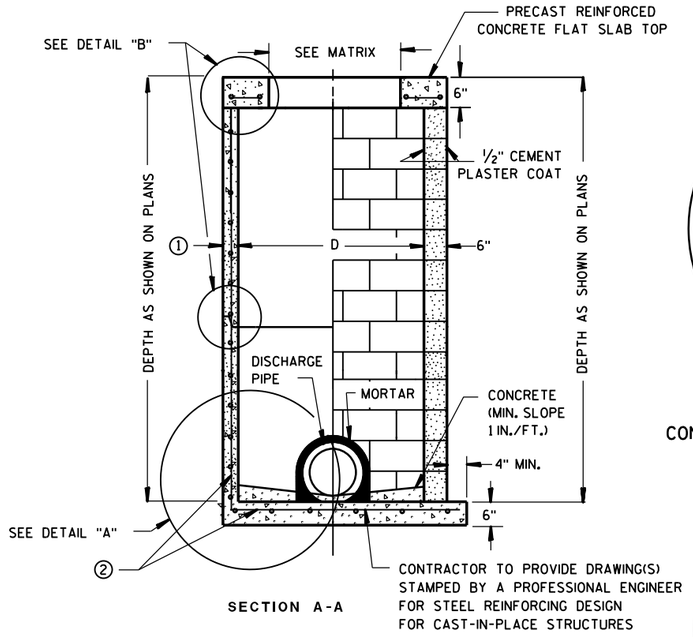
SDD 08B09 - 03



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

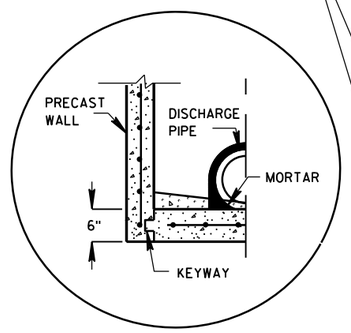


SECTION A-A

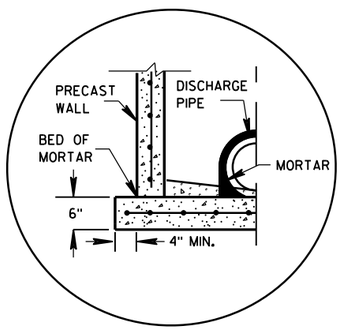
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

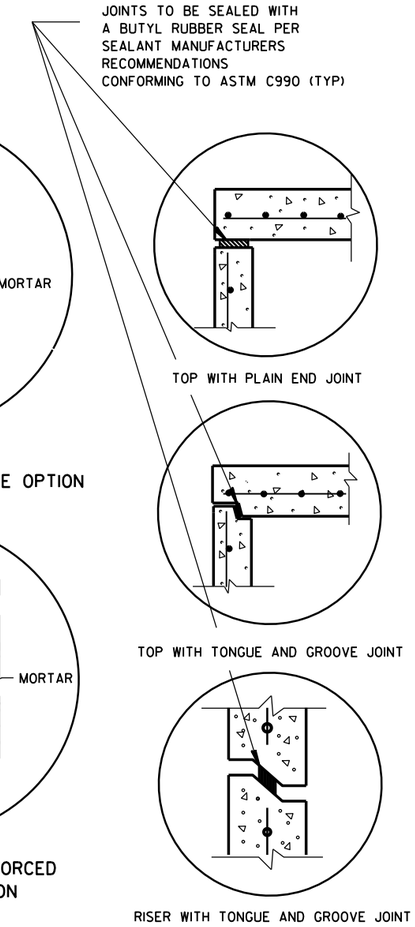


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

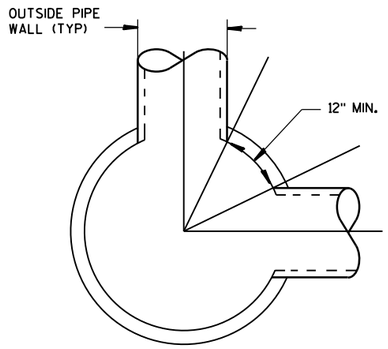
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

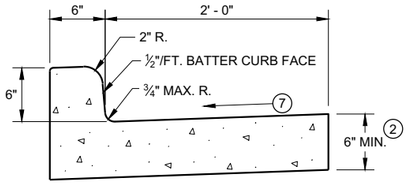
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S.D.D. 8 C 6-2

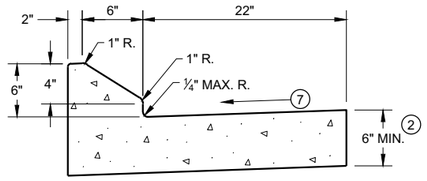
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S.D.D. 8 C 6-2

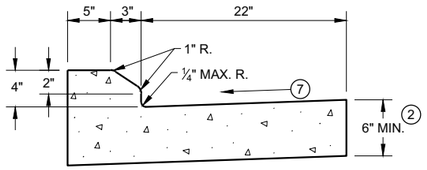
INLETS 3-FT AND 4-FT DIAMETER



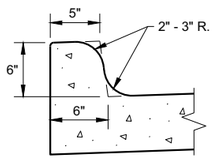
TYPES A (1) & D



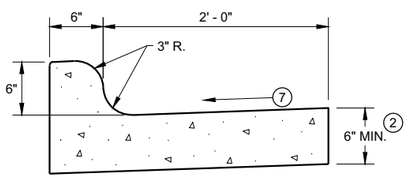
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

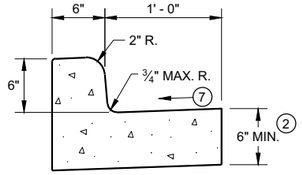


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



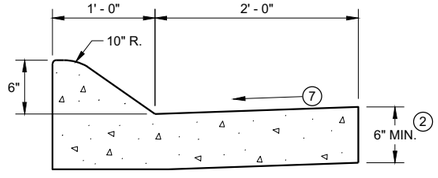
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

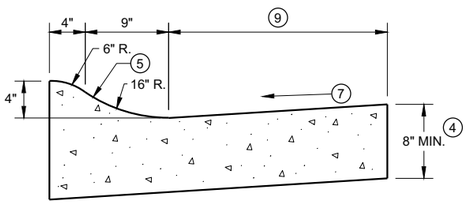
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

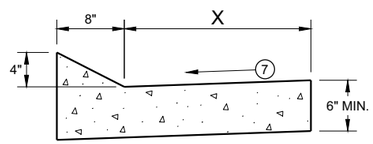
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

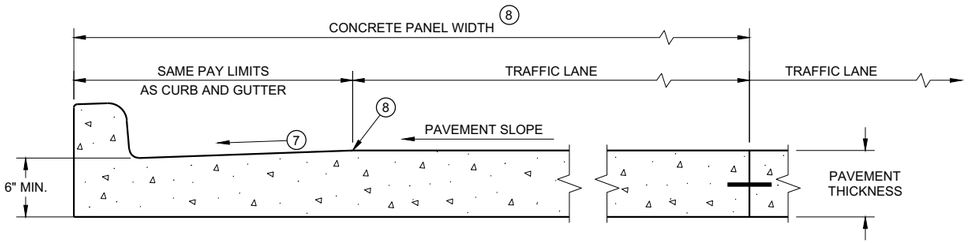


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

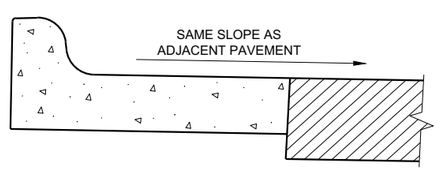
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

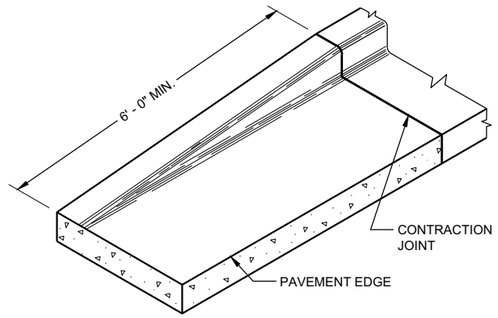
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

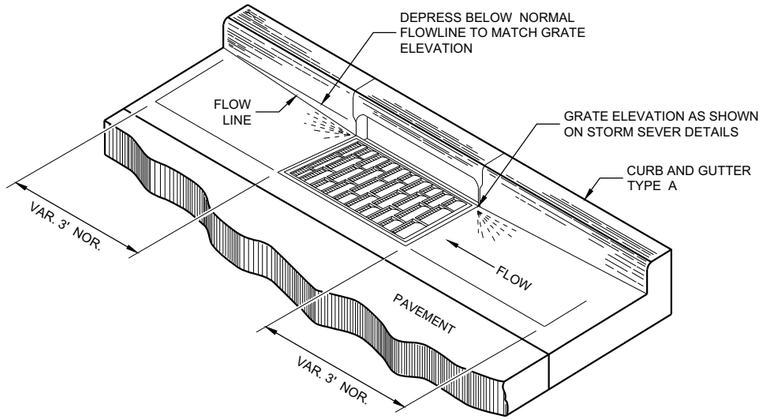
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

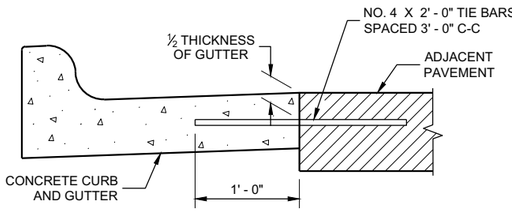
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

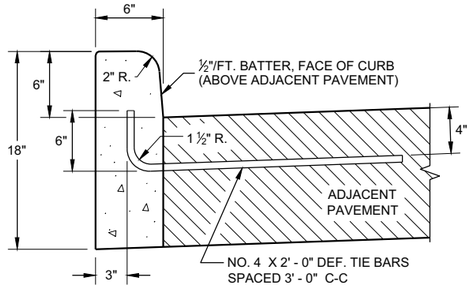
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

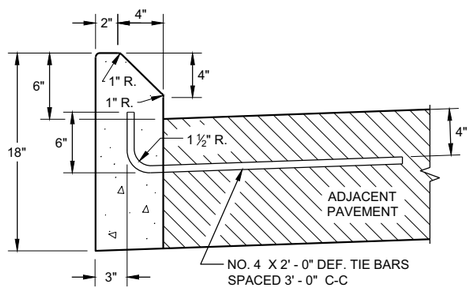
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

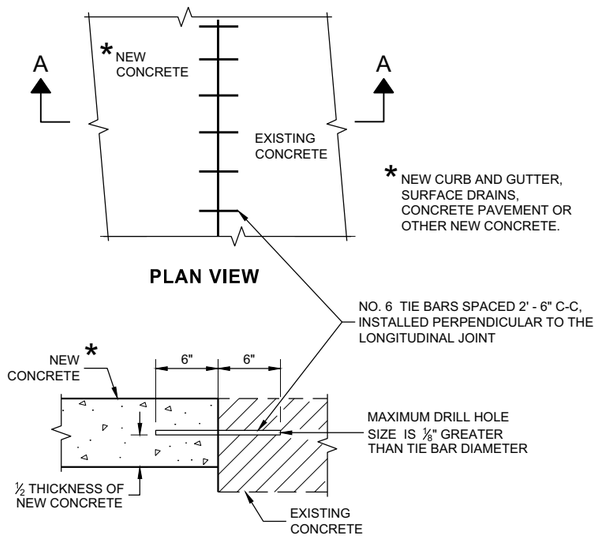


TYPES A (1) & D



TYPES G (1) & J

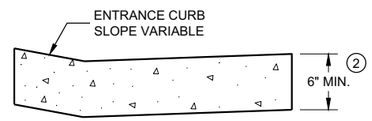
CONCRETE CURB



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

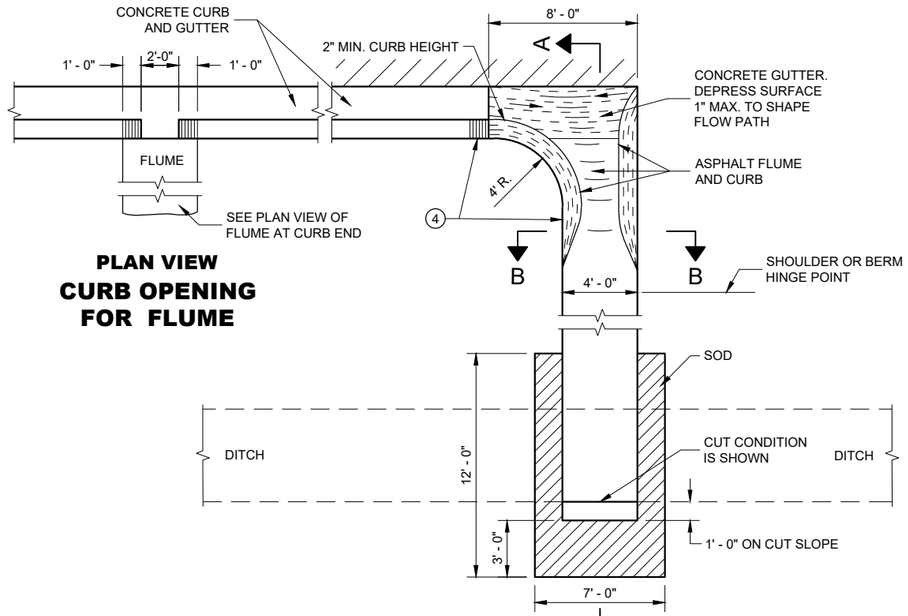
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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SDD08D01 - 22b

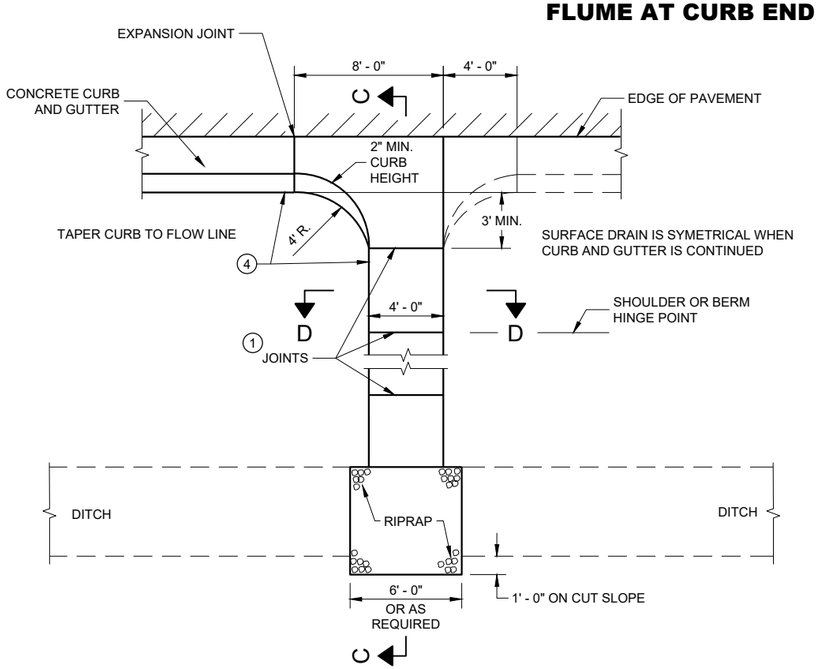
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



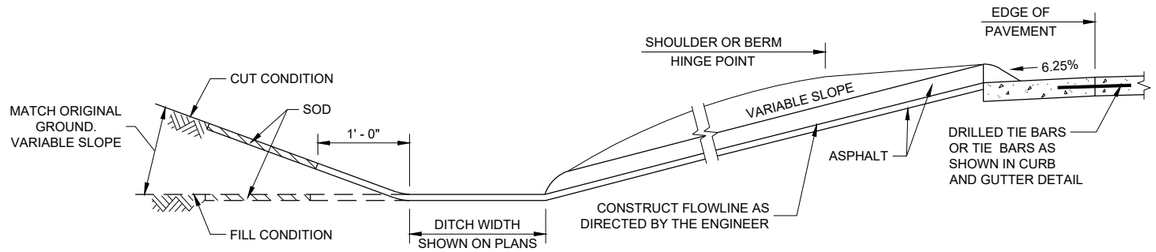
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

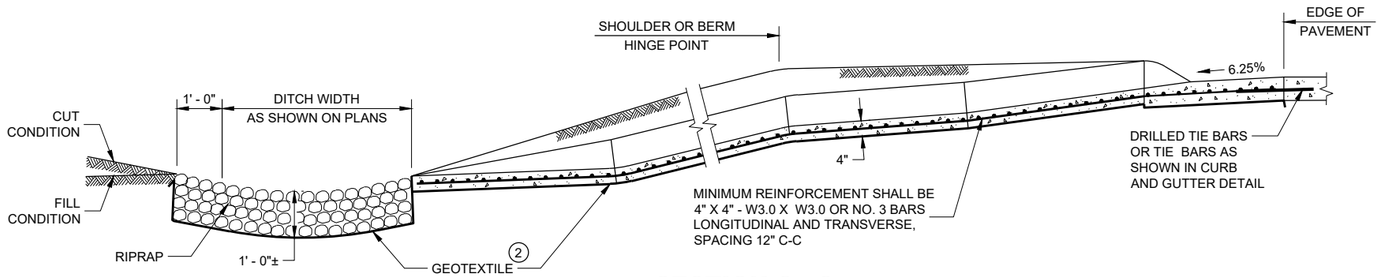
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

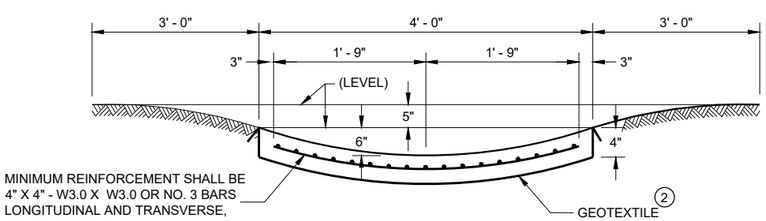


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

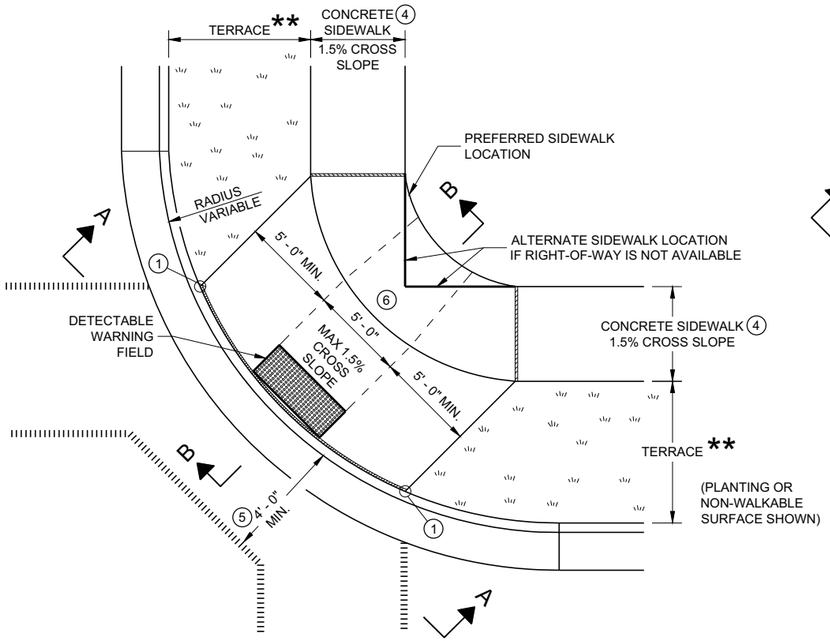
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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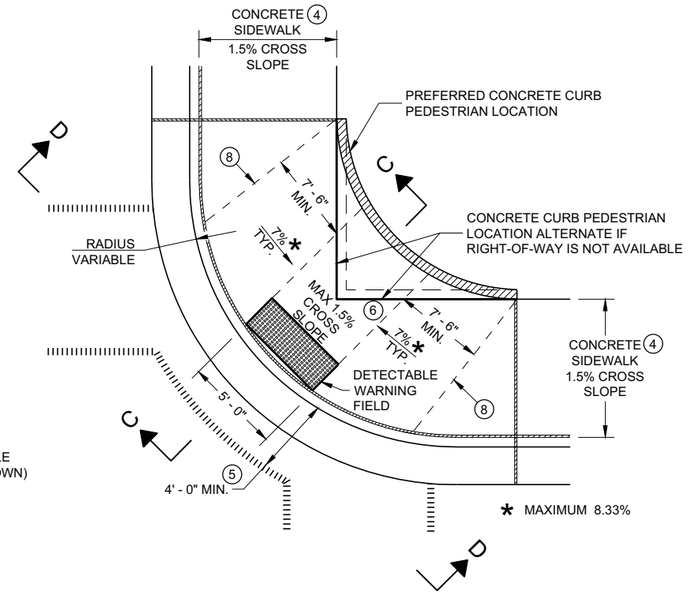
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

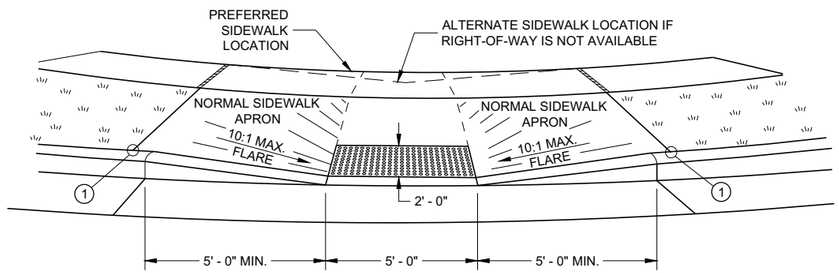
(CENTER OF CORNER RADIUS)



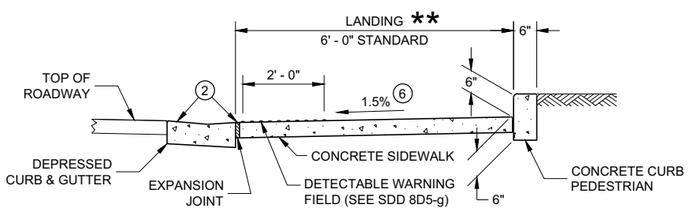
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

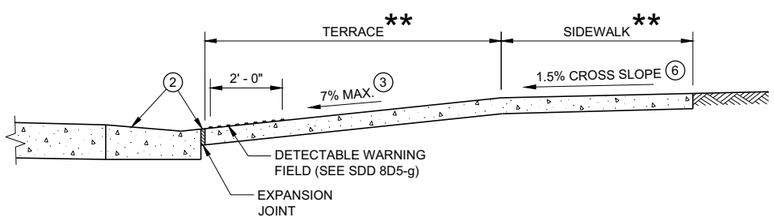


VIEW A - A FOR TYPE 1

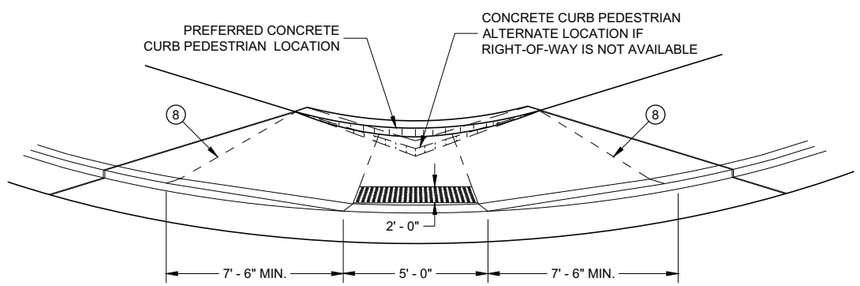


SECTION C - C FOR TYPE 1 - A

** 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

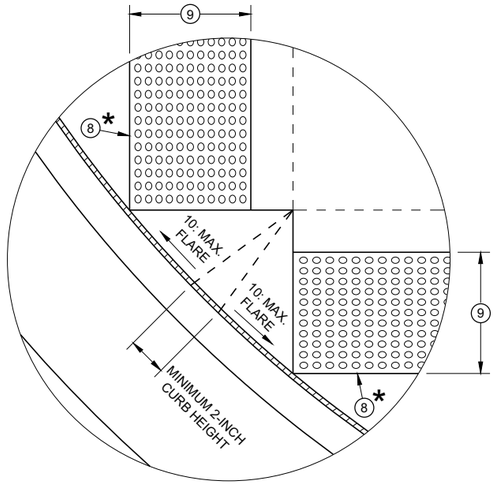
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

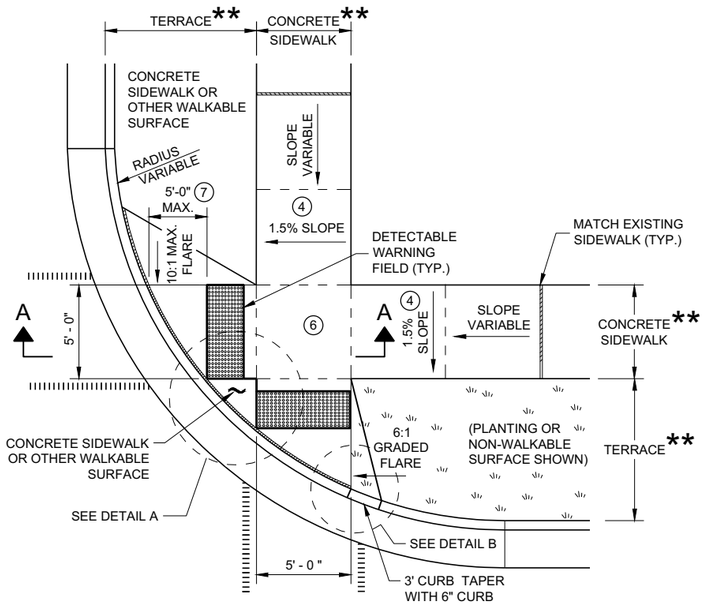
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

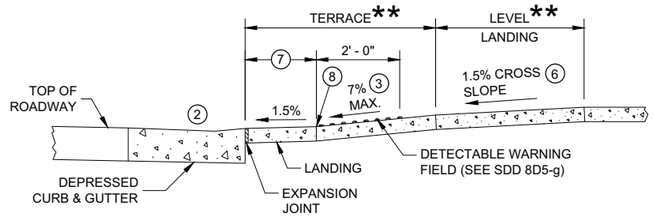
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

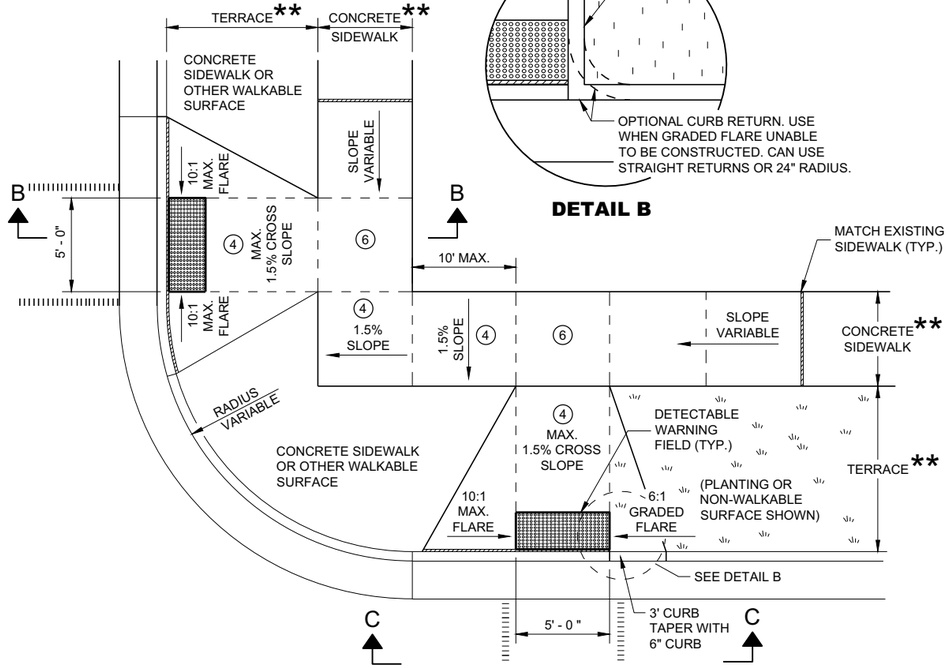
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

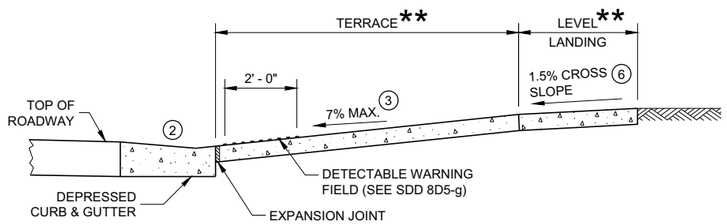
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

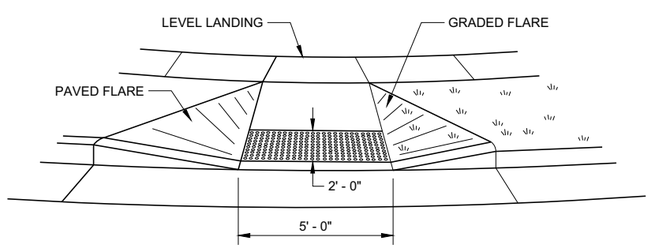
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



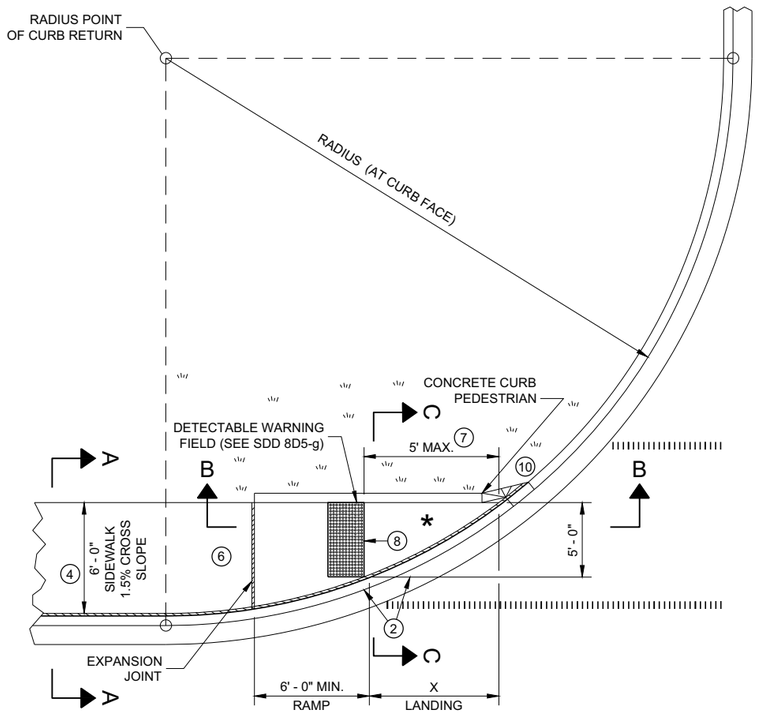
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

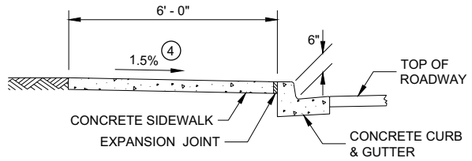


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

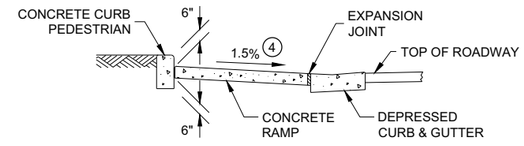
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

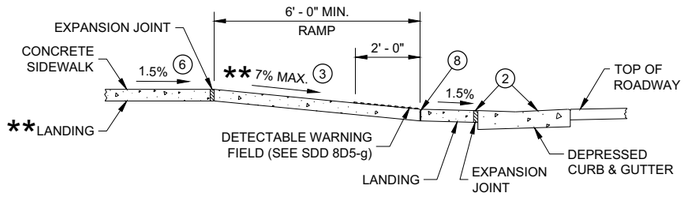
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



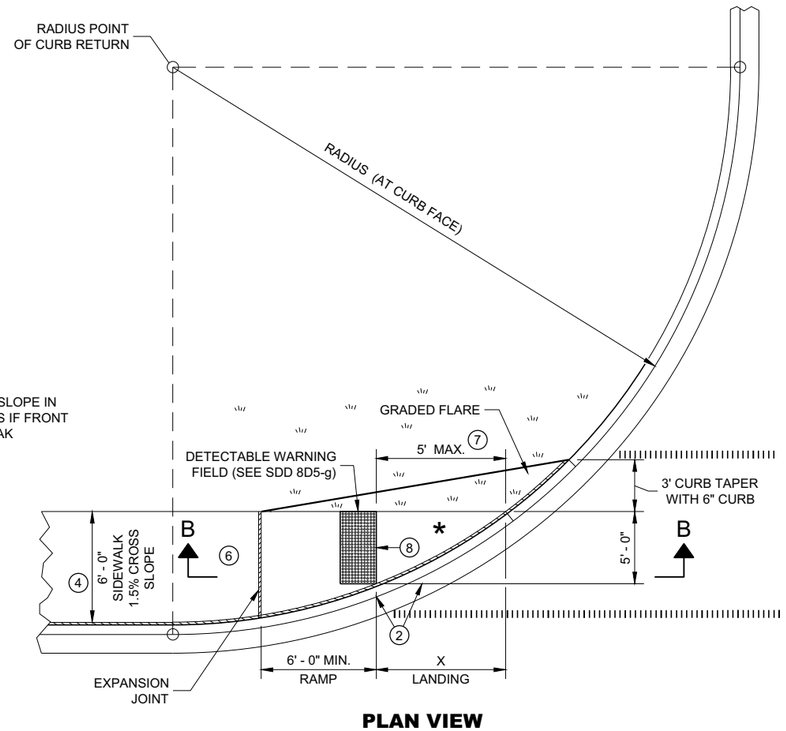
SECTION C - C FOR TYPE 4A



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

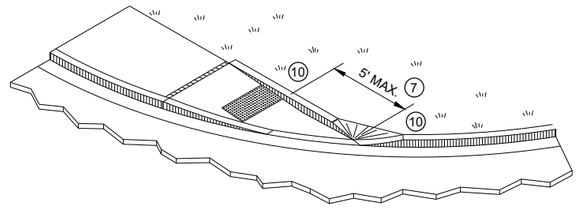
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

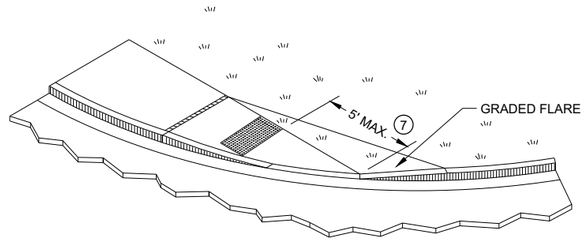


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



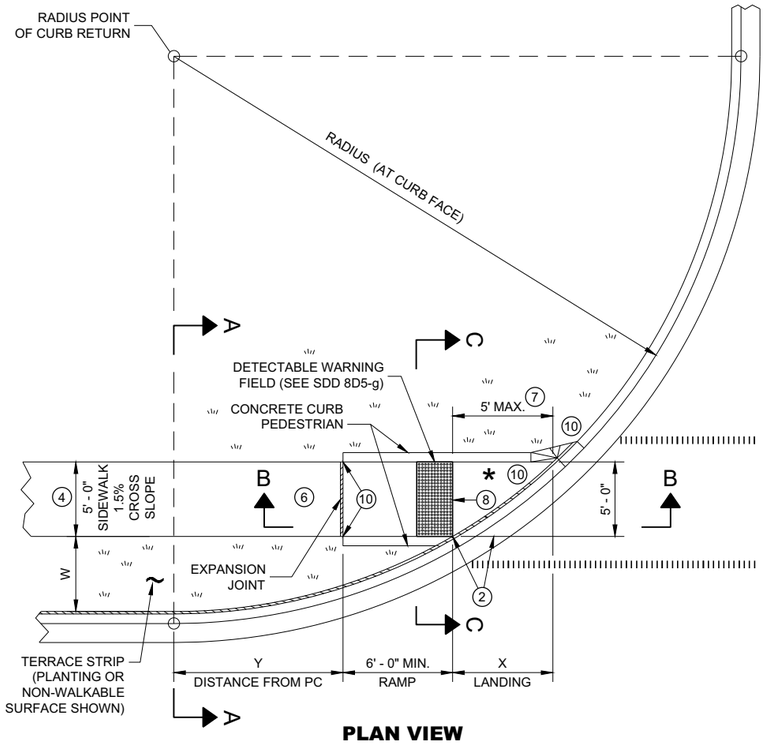
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c

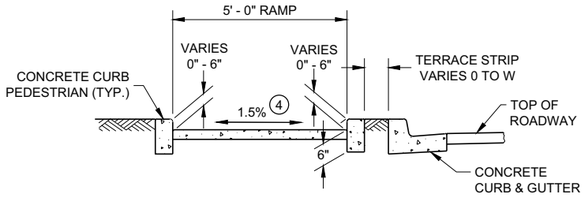


PLAN VIEW

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.

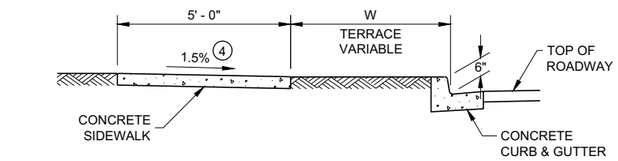
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

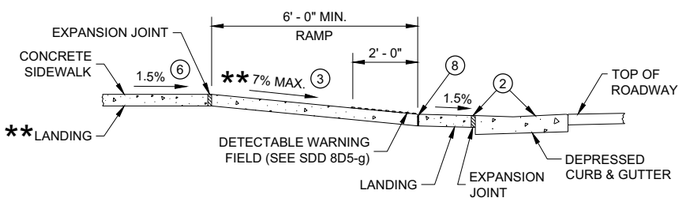
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

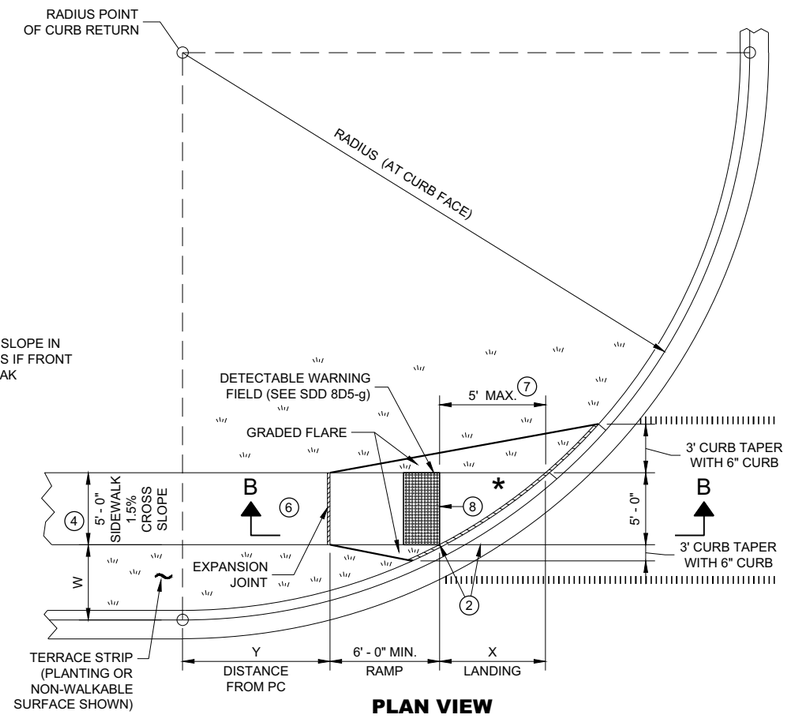


SECTION A - A FOR TYPE 4B



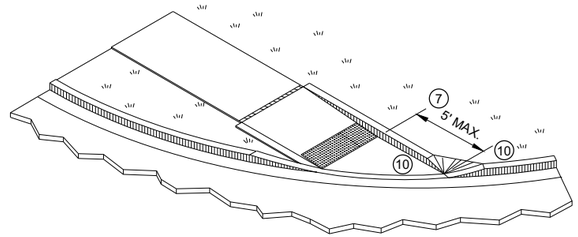
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

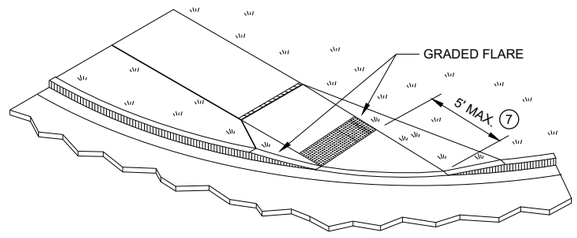


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



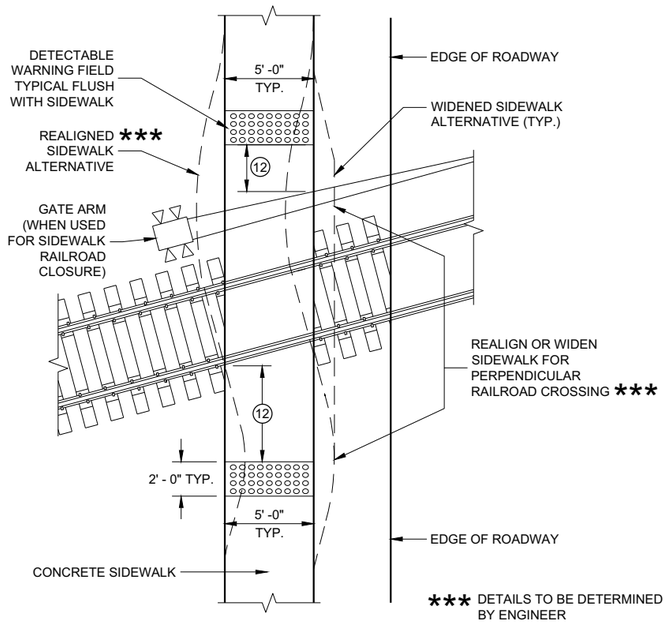
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

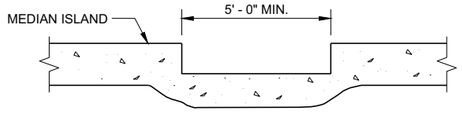
6

SDD 08D05 - 20d

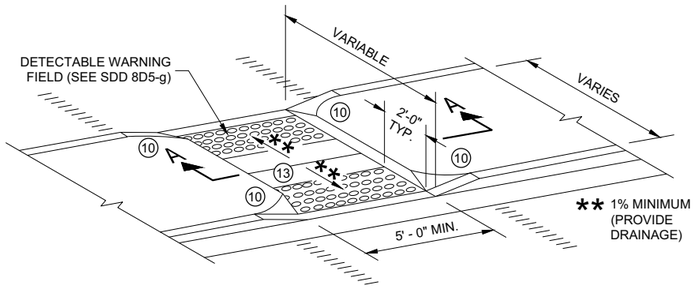


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

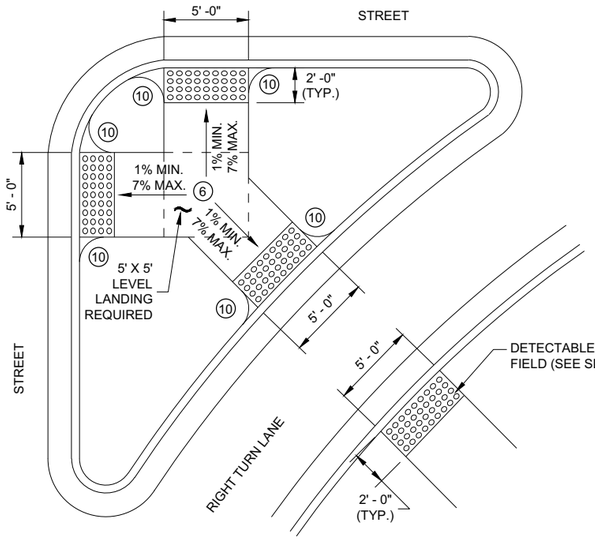
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

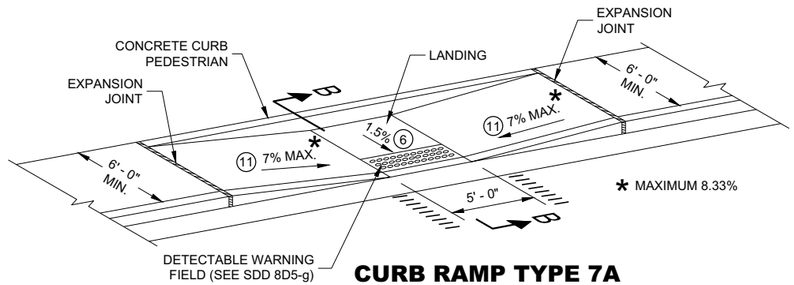
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

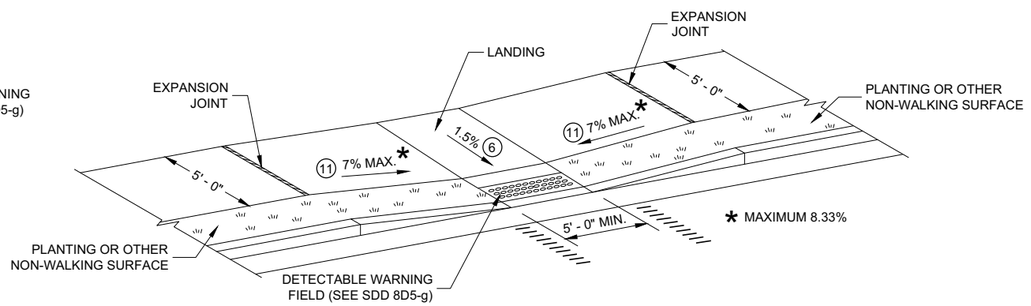
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

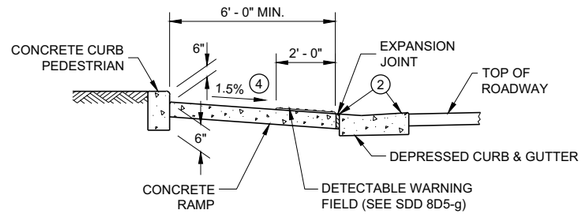
MID BLOCK CROSSING



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

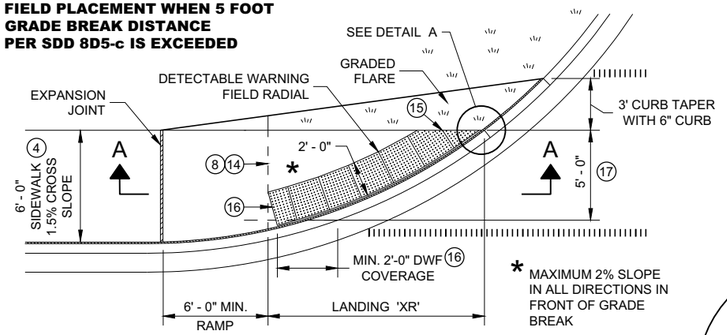
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20e

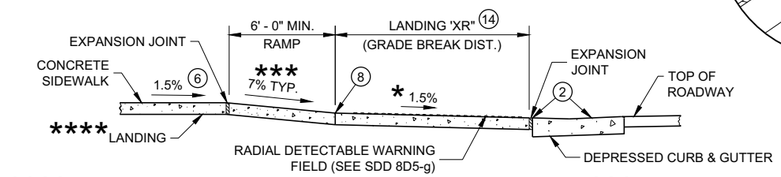
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

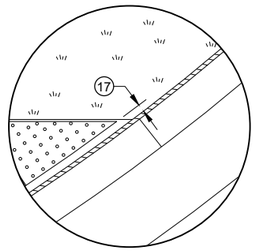
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

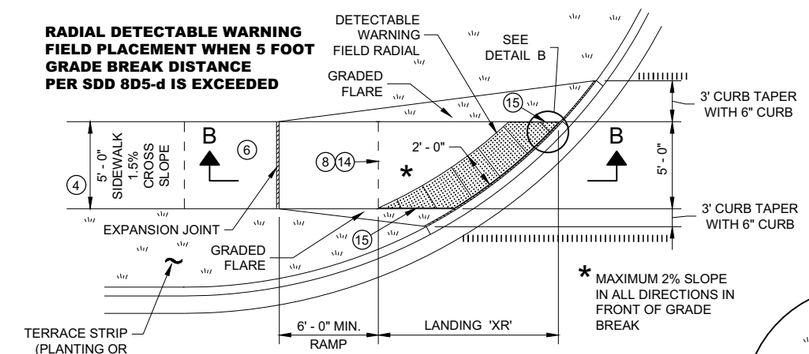
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

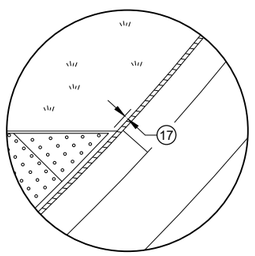
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



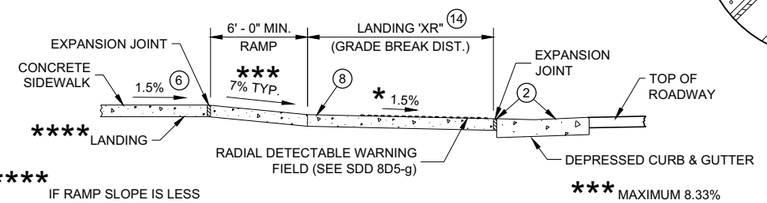
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

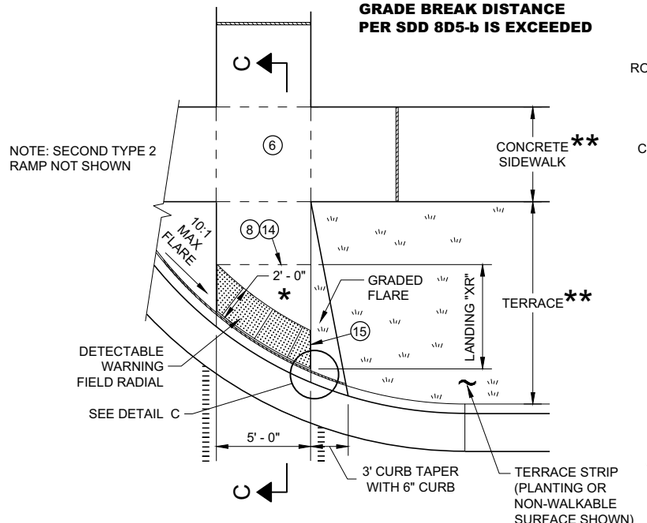


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

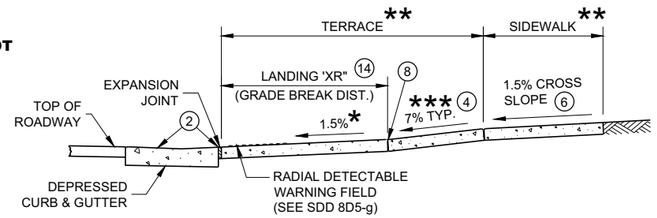


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

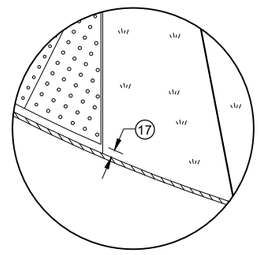


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

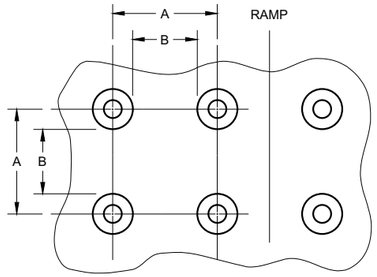
SDD 08D05 - 20f

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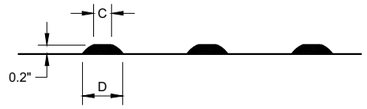
SDD 08D05 - 20f

	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.

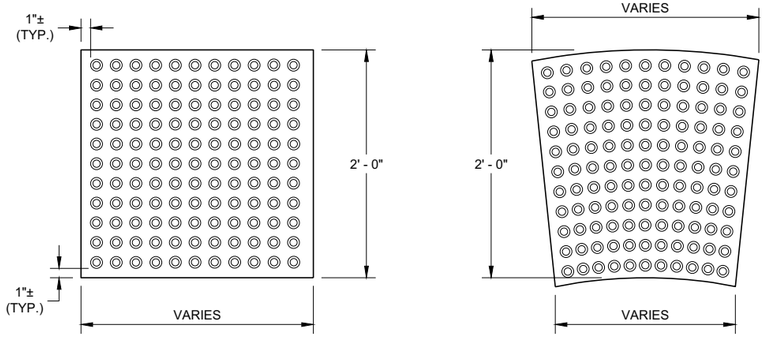


PLAN VIEW



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.

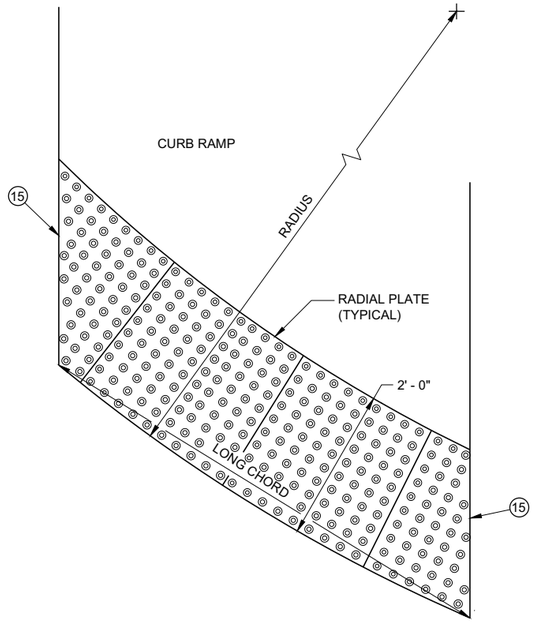
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

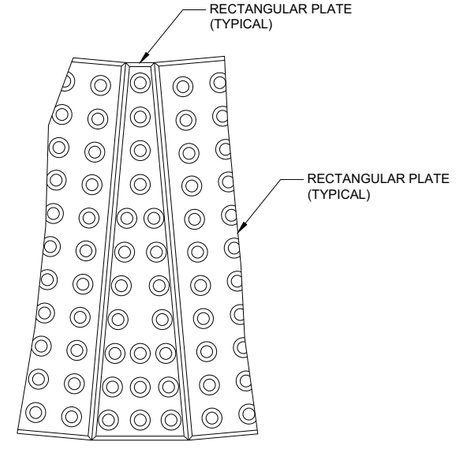
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

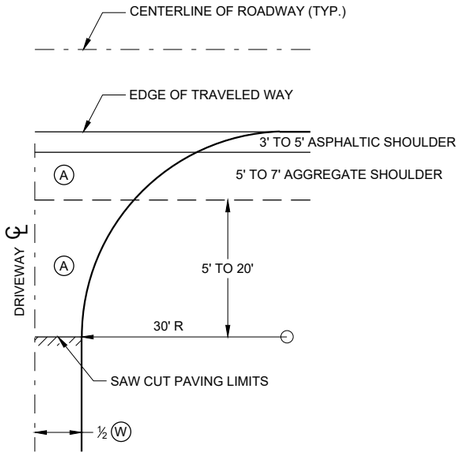
FHWA

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SDD 08D05 - 20g

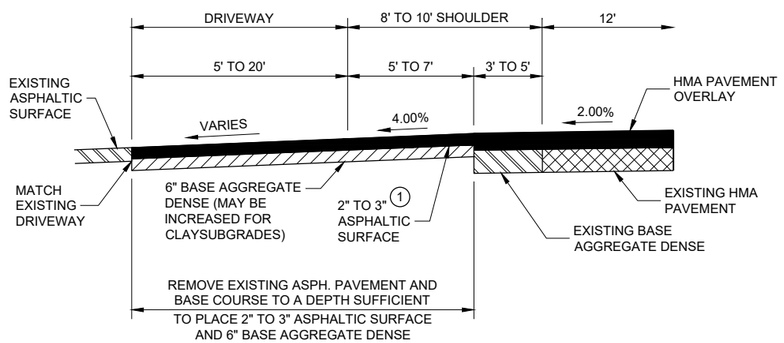
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



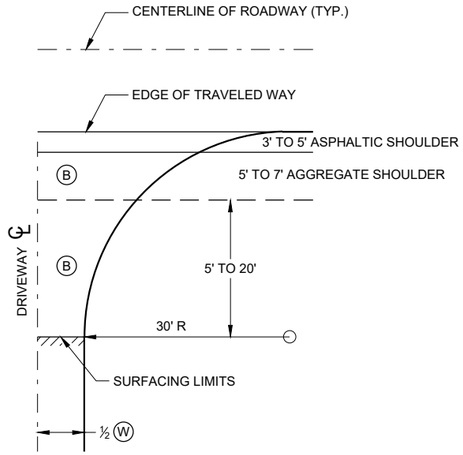
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

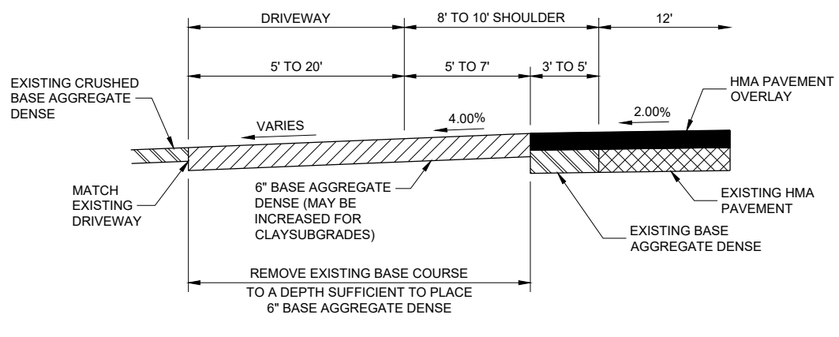
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

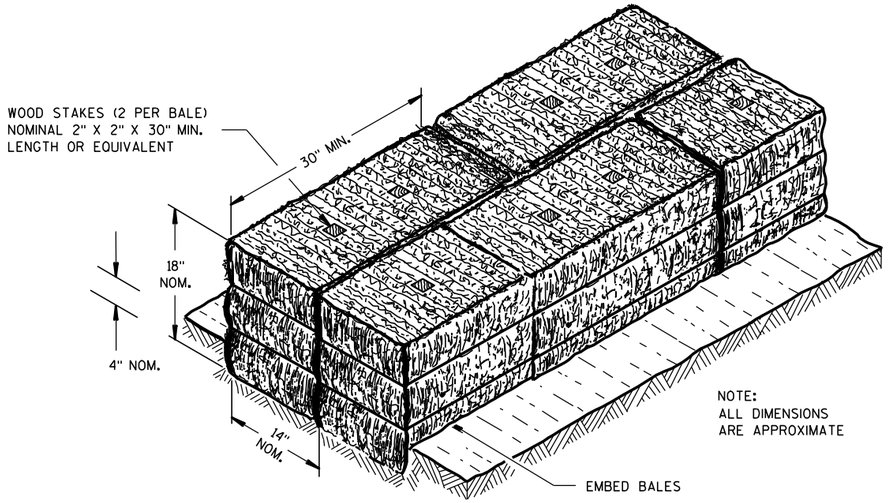
DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

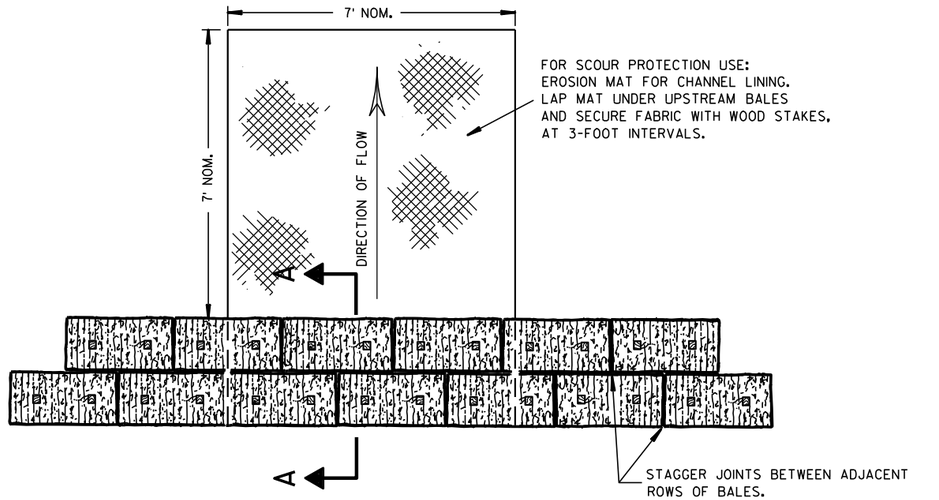
APPROVED
December 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

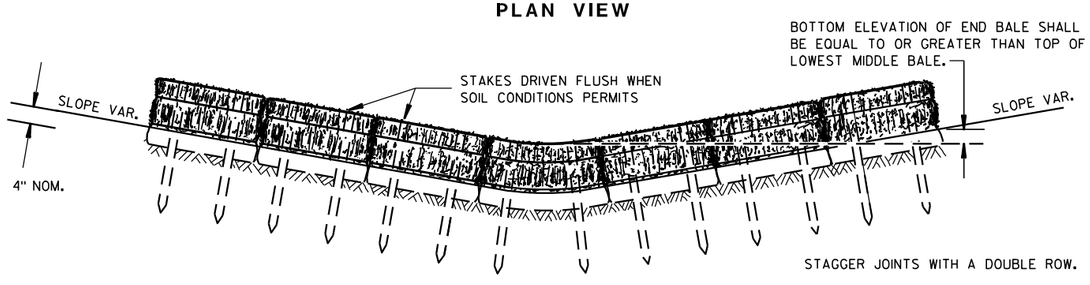
SDD 08D22 - 01



SECTION A-A



PLAN VIEW



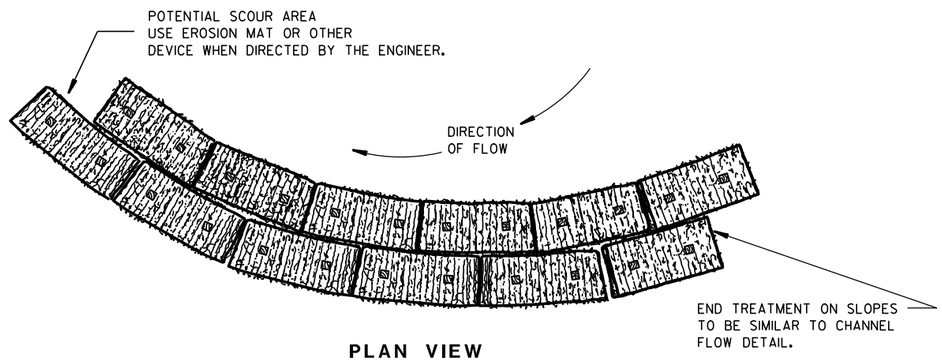
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

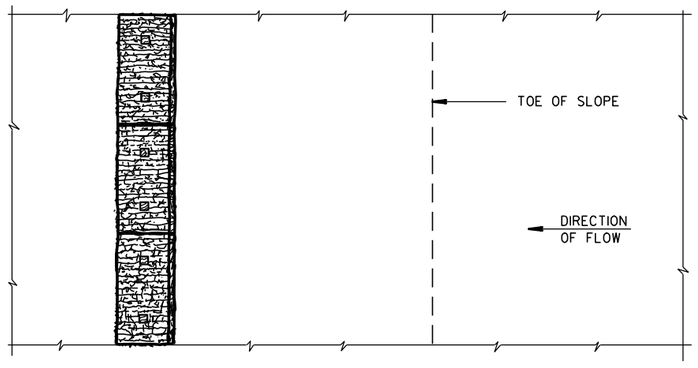
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

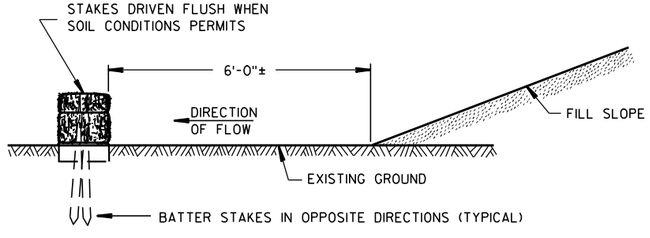


PLAN VIEW

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

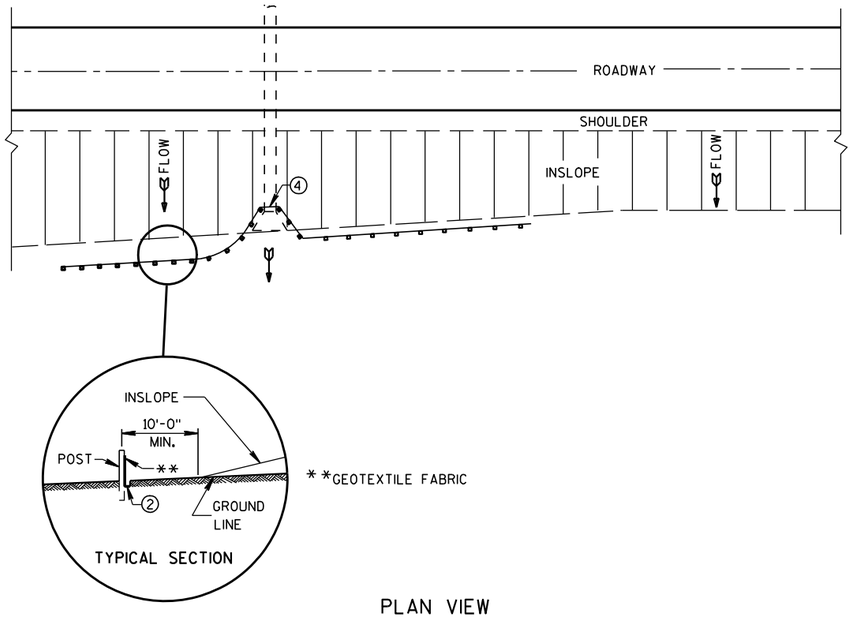
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

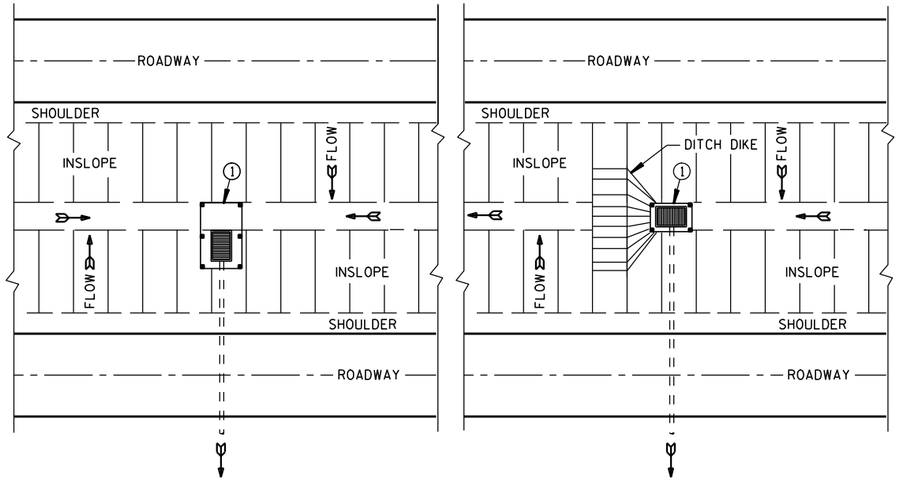
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S.D.D. 8 E 8-3



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.

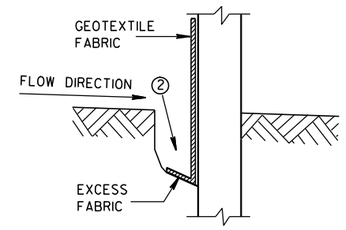
(1) HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

(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.

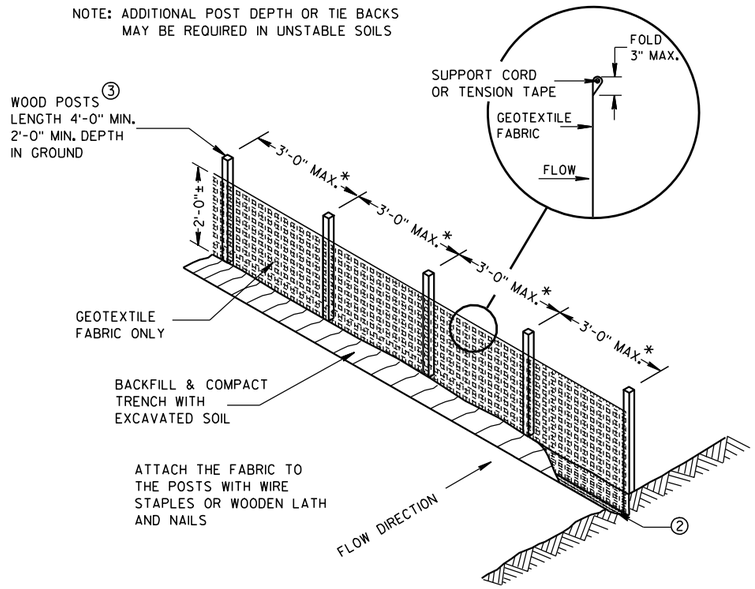
(3) WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

(4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

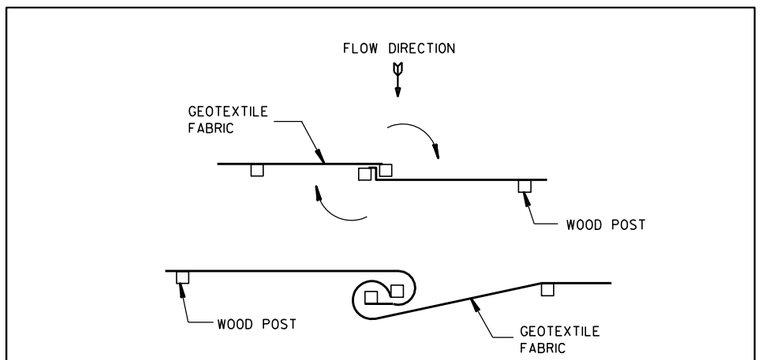
(5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



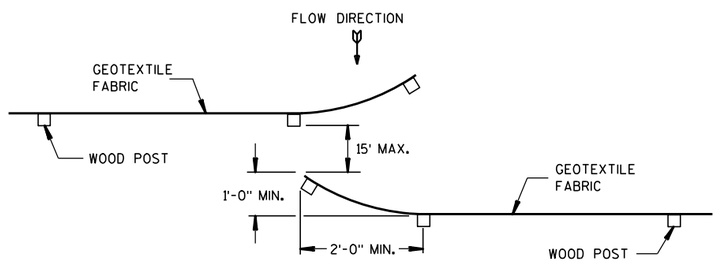
TRENCH DETAIL



SILT FENCE

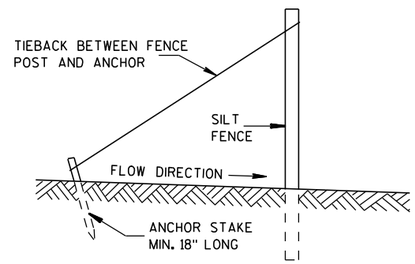


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

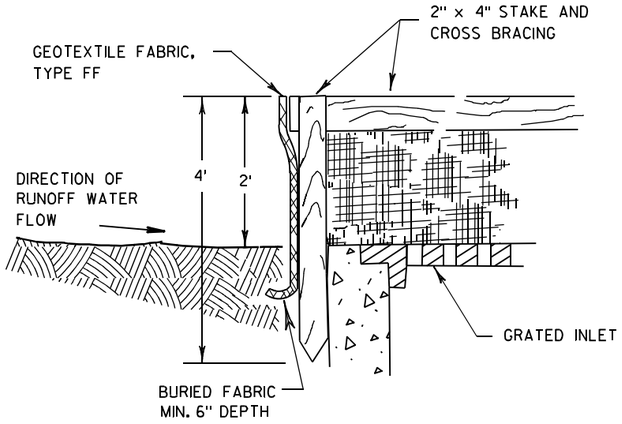
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

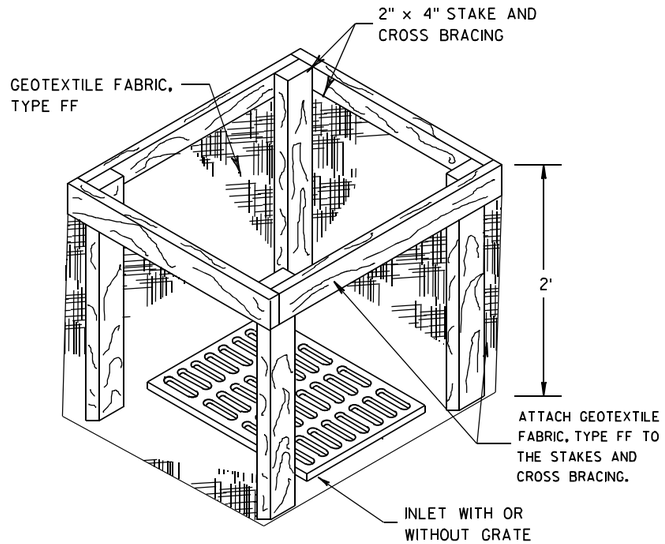
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S.D.D. 8 E 9-6

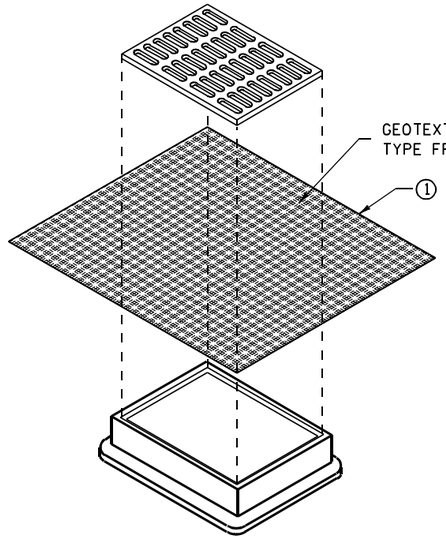
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S.D.D. 8 E 9-6



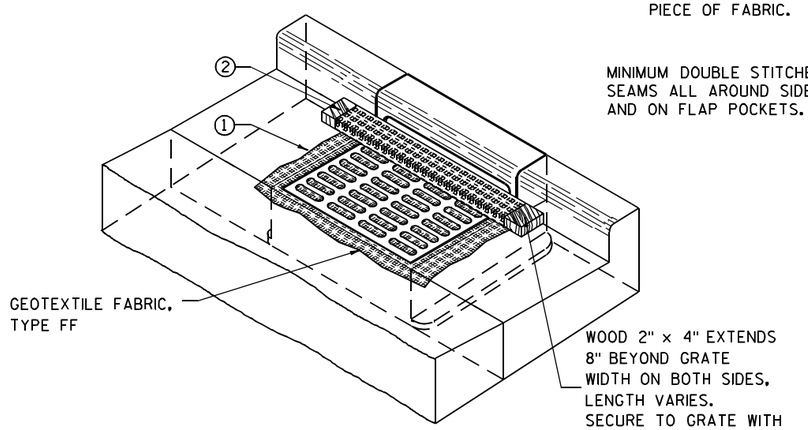


INLET PROTECTION, TYPE A

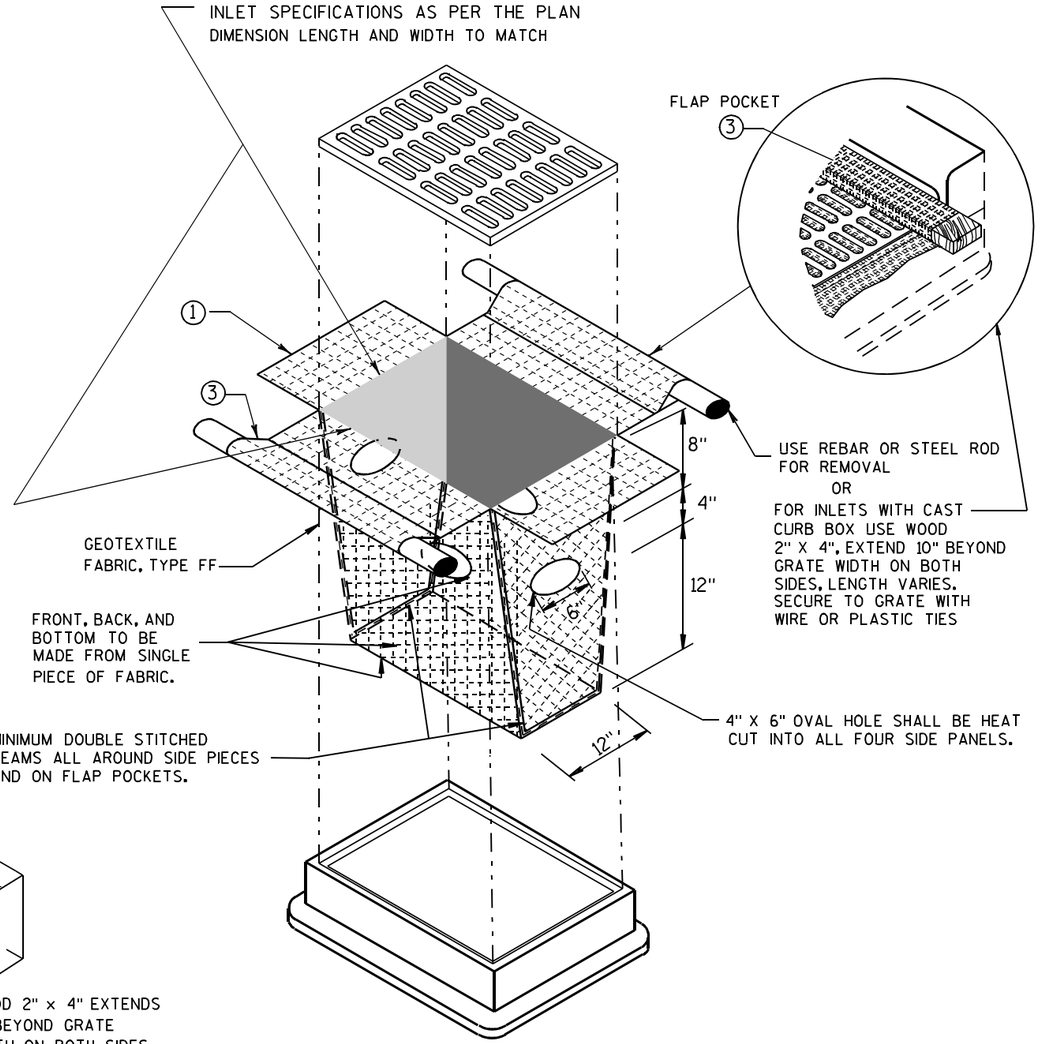


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

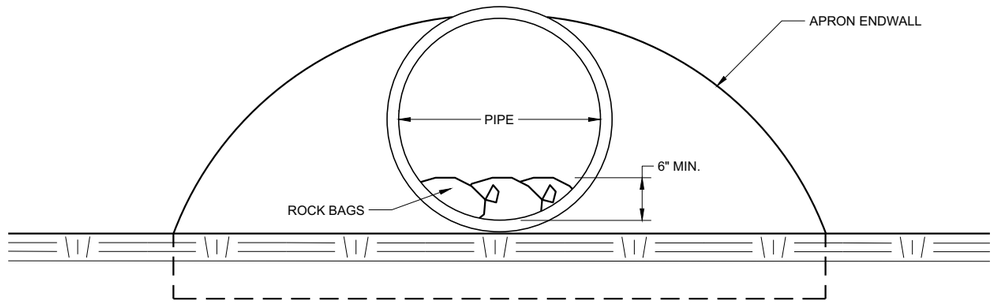
FHWA

6

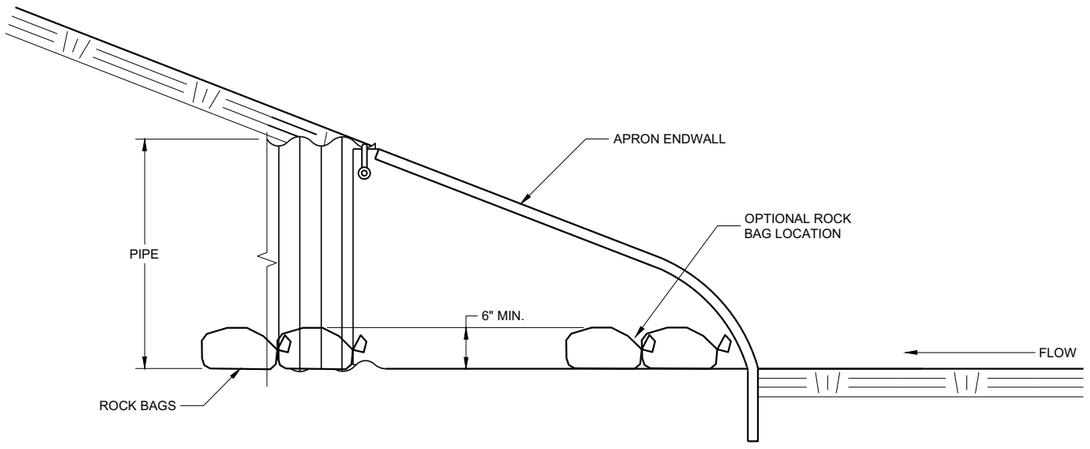
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



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	

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

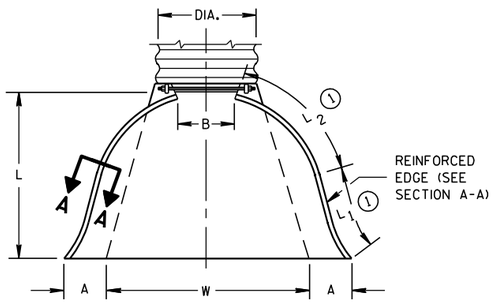
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

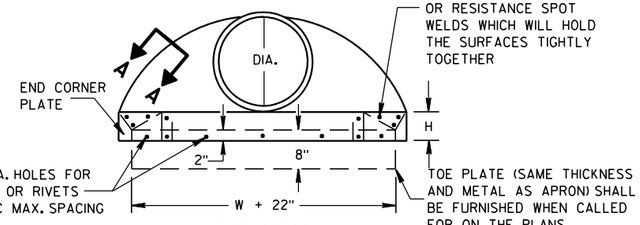
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

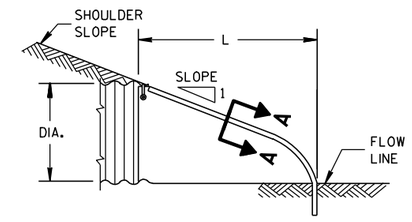
*MINIMUM
**MAXIMUM



PLAN VIEW

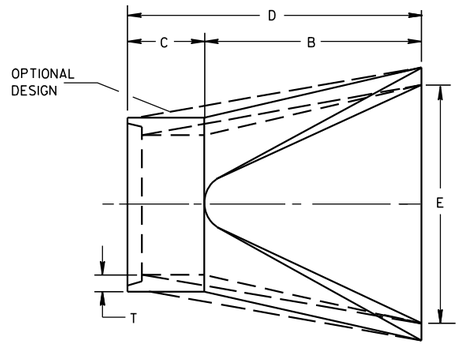


END VIEW

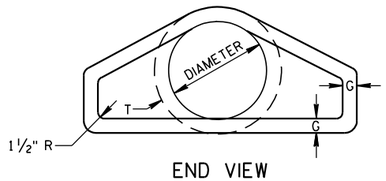


SIDE ELEVATION

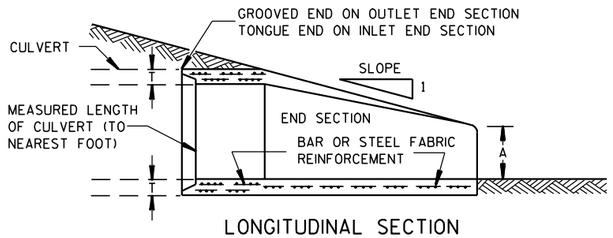
METAL ENDWALLS



PLAN

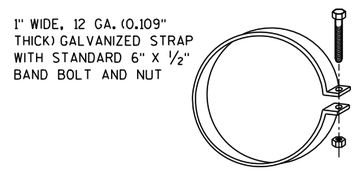


END VIEW



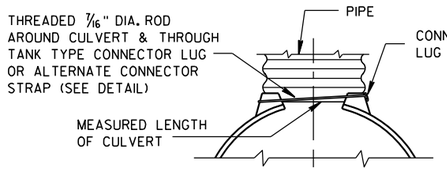
LONGITUDINAL SECTION

CONCRETE ENDWALLS

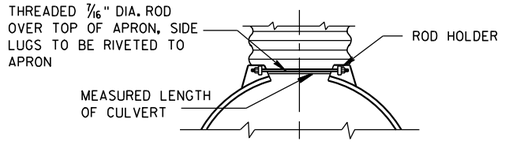


ALTERNATE FOR TYPE 1 CONNECTION

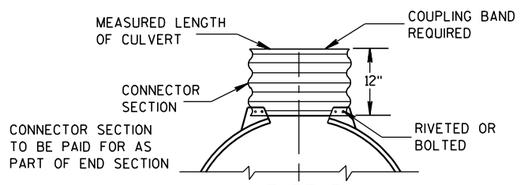
END SECTION CONNECTOR STRAP



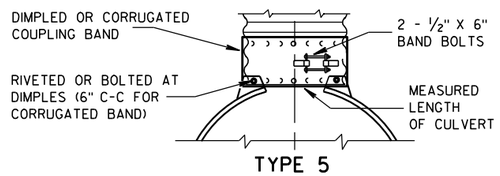
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

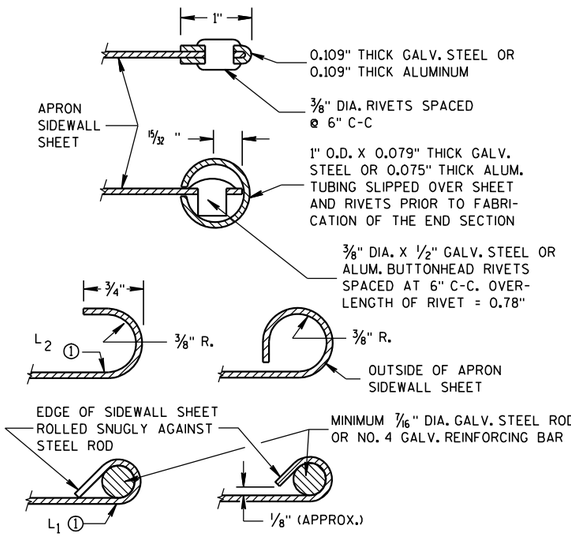
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

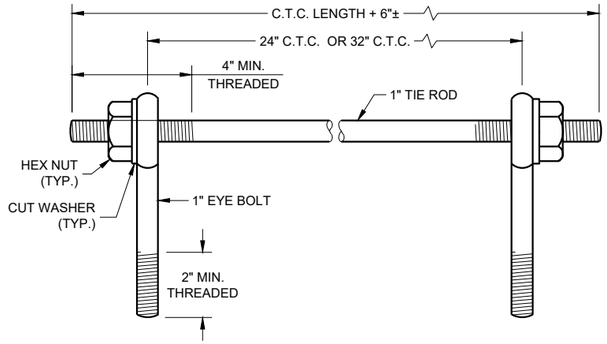
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

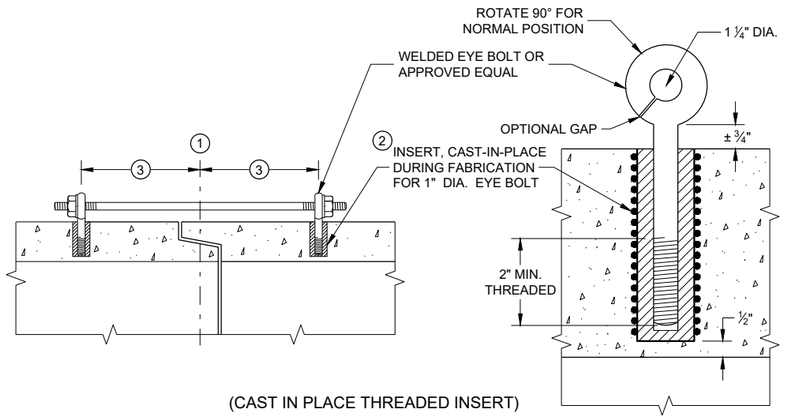
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



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.

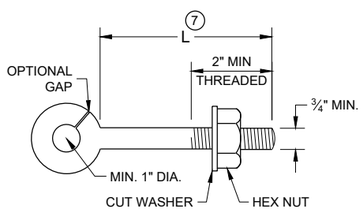
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

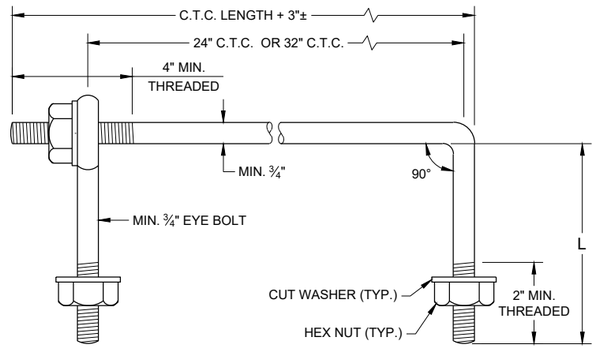
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

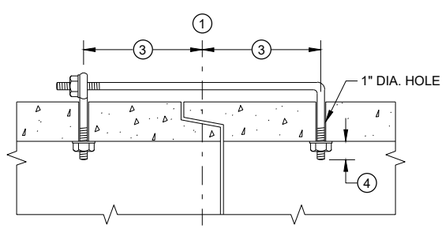


EYE BOLT (7)

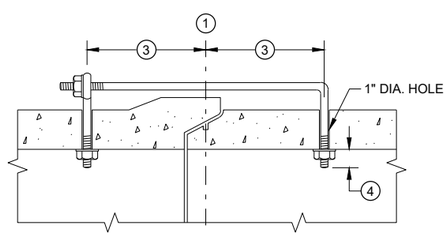
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

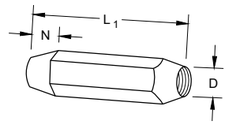
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

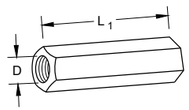
ADJUSTABLE TIE ROD TABLE

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



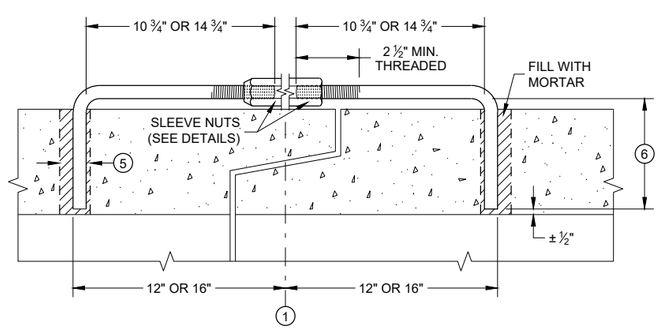
TAPERED



PLAIN

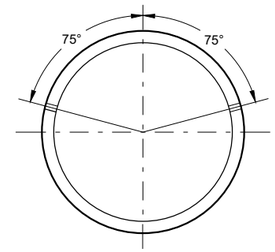
RIGHT AND LEFT THREADS

SLEEVE NUTS



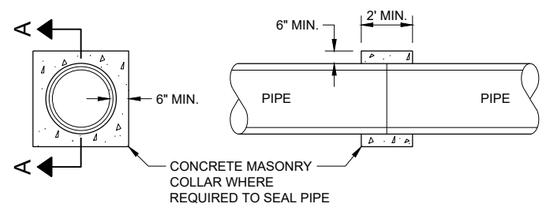
LONGITUDINAL SECTION

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

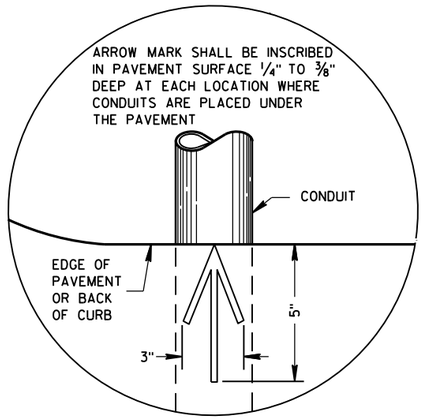
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

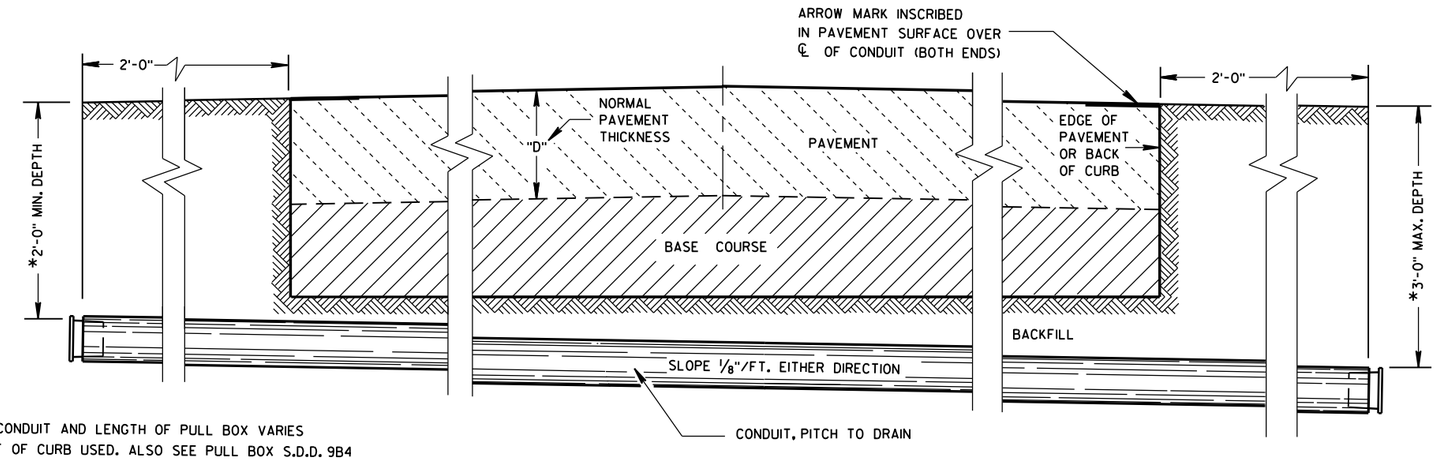
SDD 08F04 - 08

SDD 08F04 - 08



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.

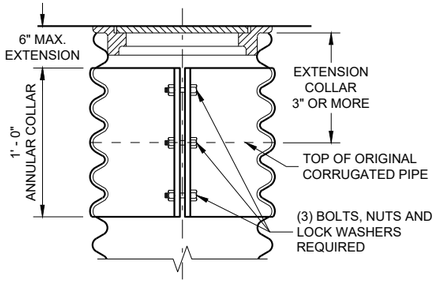
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

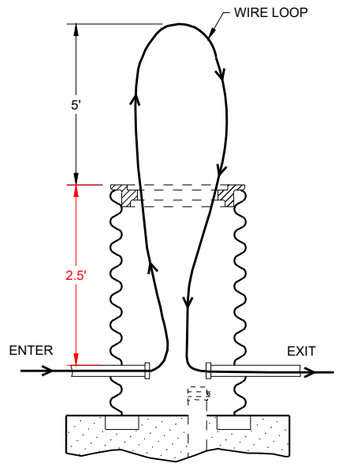
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 253
FHWA

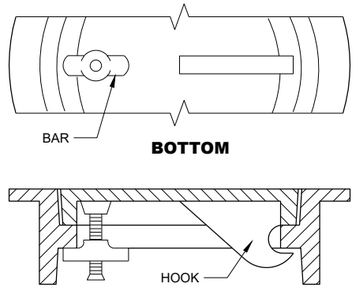
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S.D.D. 9 B 2-10



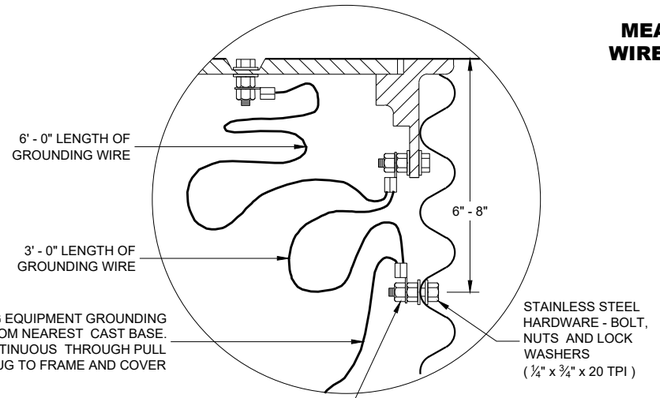
CORRUGATED PIPE EXTENDER



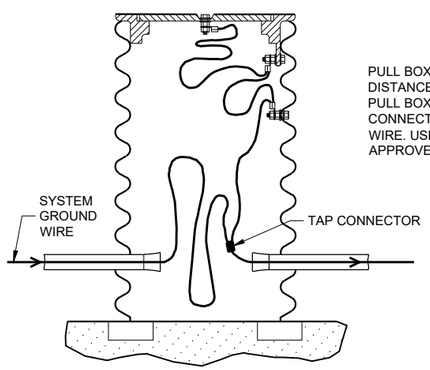
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

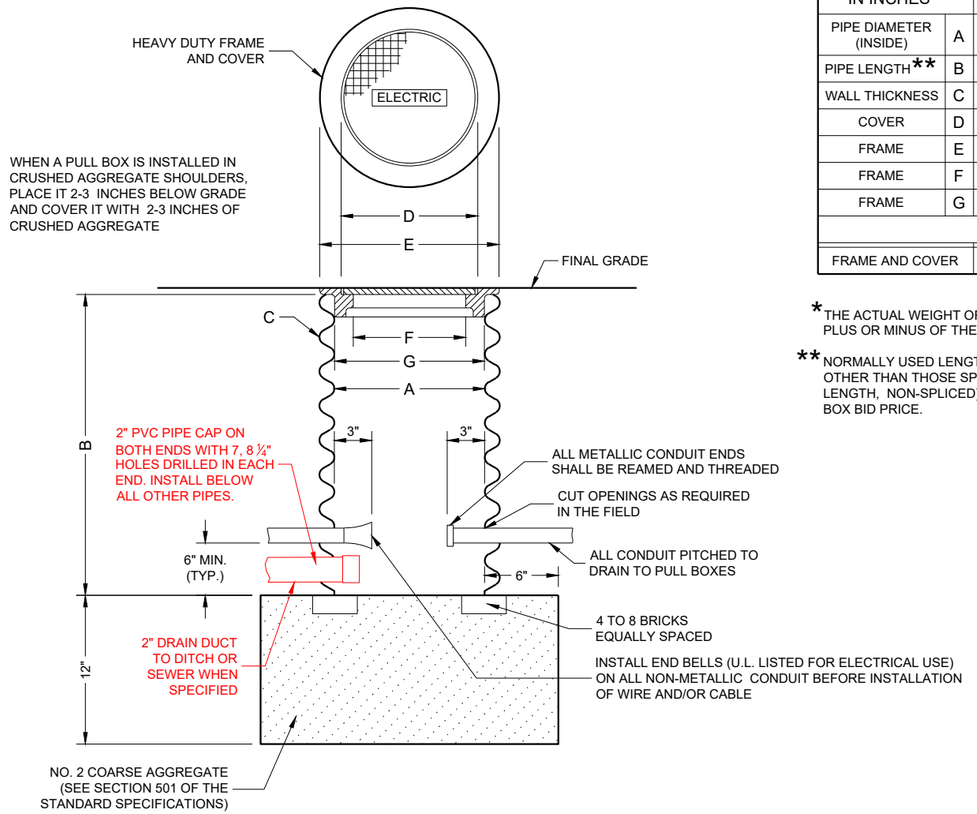


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX 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

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 ¼".

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.

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 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
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.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

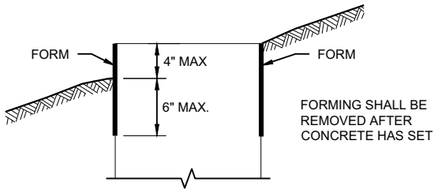
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 254

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6
SDD 09B04-12

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

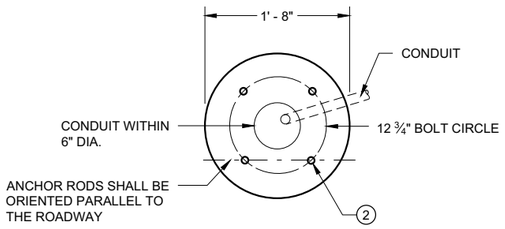
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

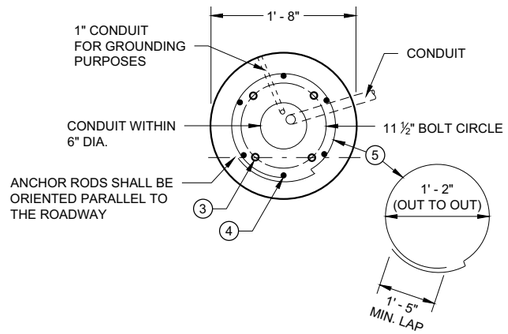
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

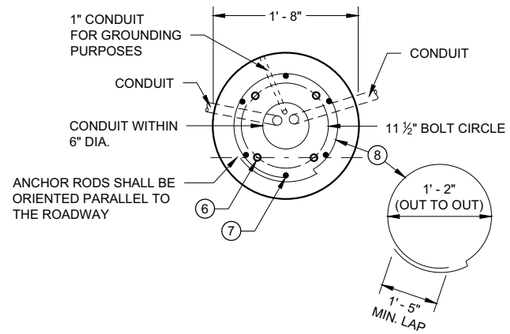
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

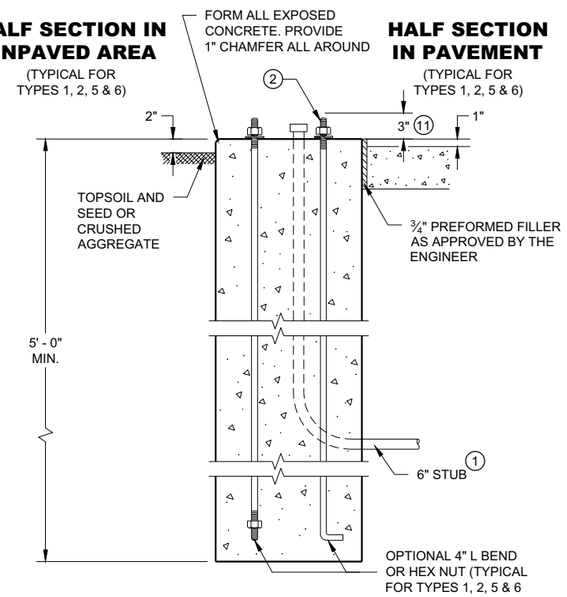
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

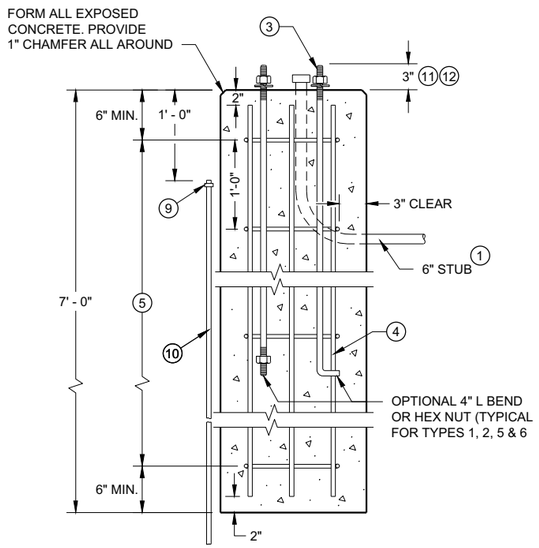
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

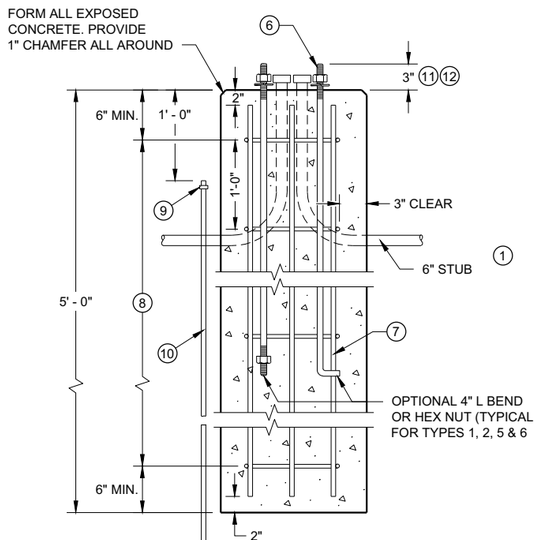
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

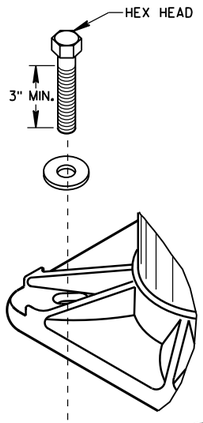
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

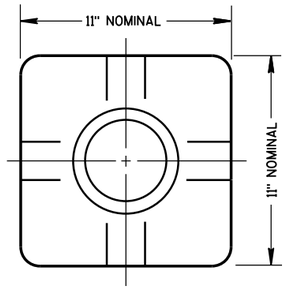
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

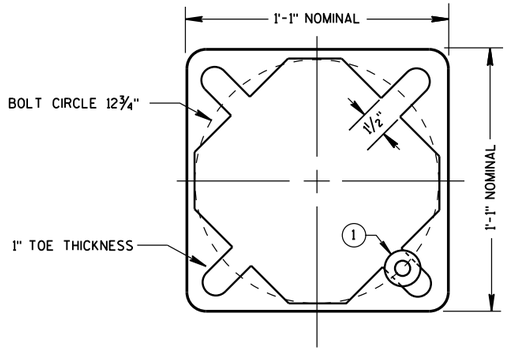
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

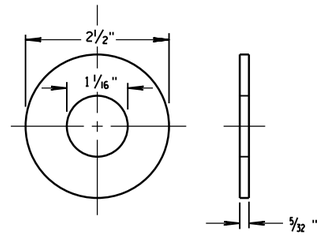




TOP VIEW
(PEDESTAL BASE)

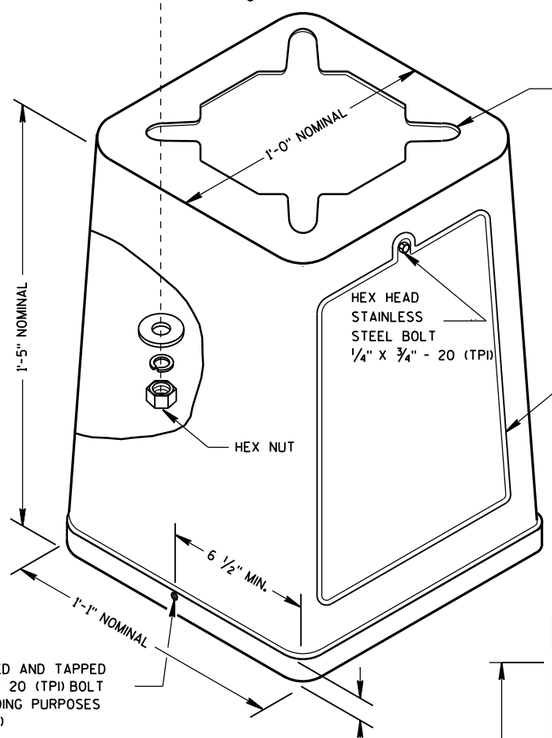


BOTTOM VIEW
(PEDESTAL BASE)

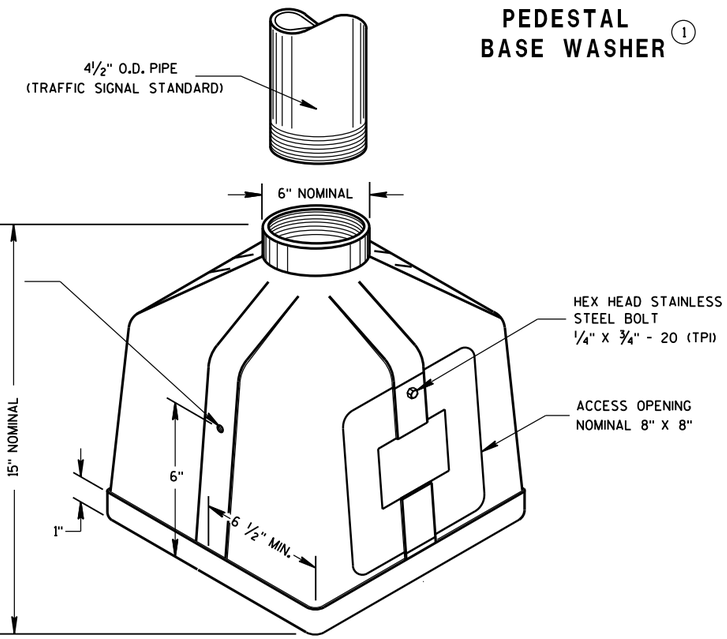


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

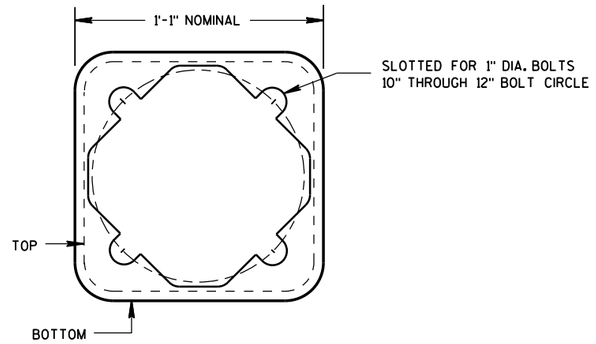


ISOMETRIC VIEW

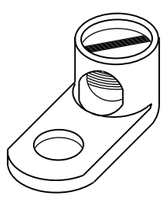


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

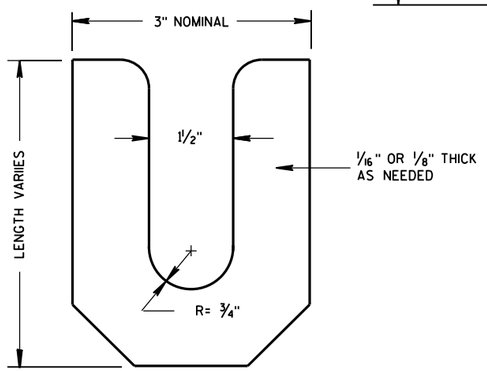


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

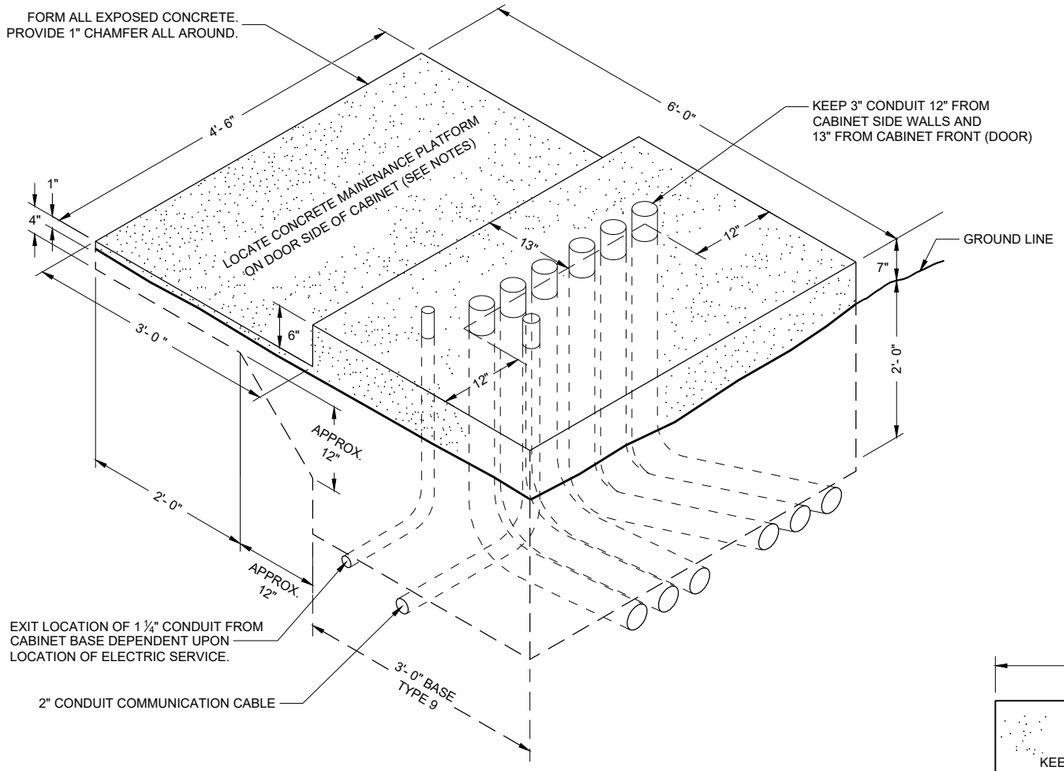
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S.D.D. 9 C 3-4

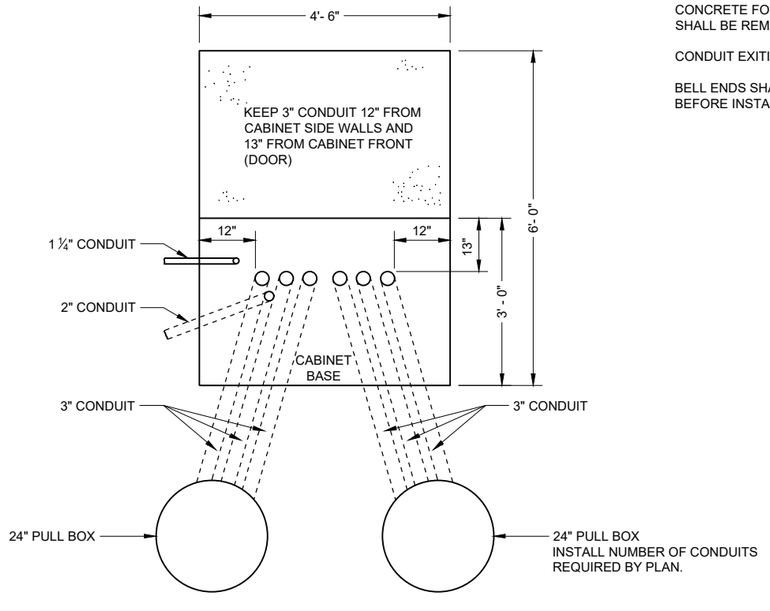
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT 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.

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 (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 257

FHWA

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SDD 09C06 - 07

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SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

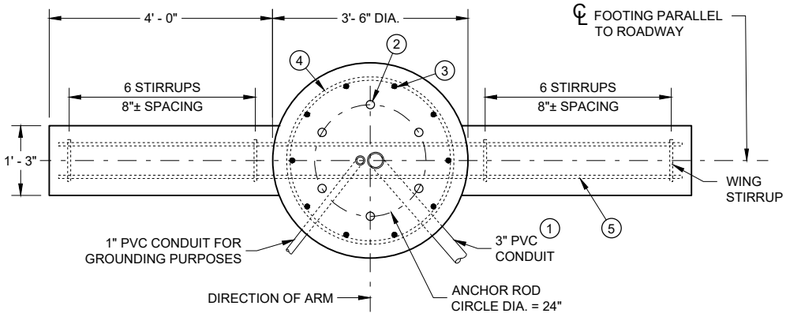
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

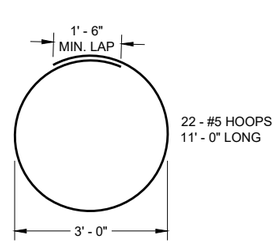
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

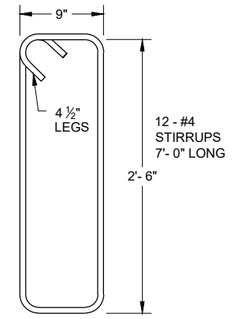
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



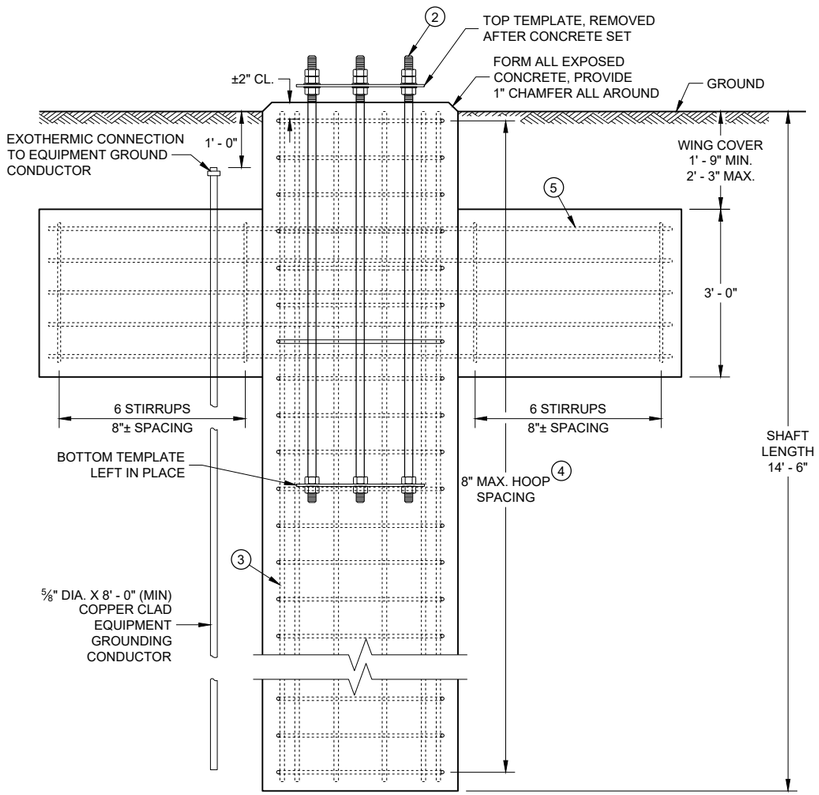
PLAN VIEW



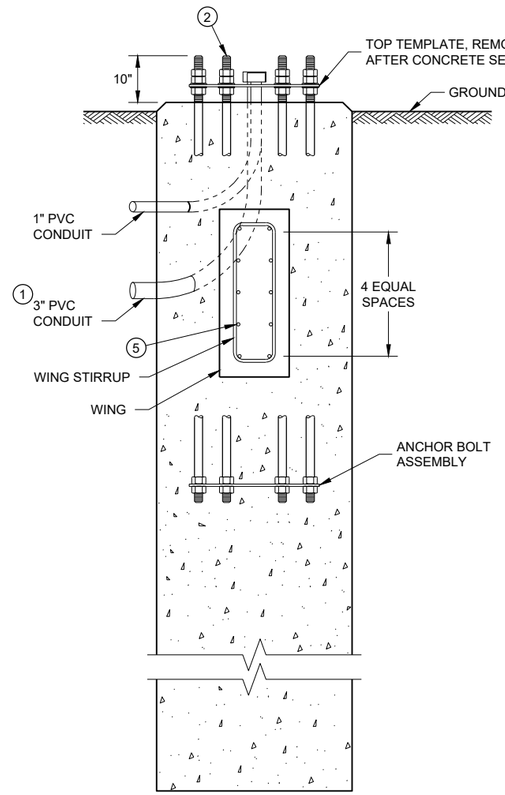
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

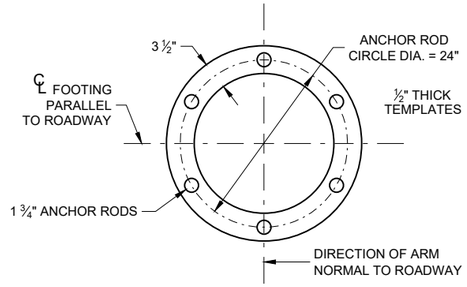
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

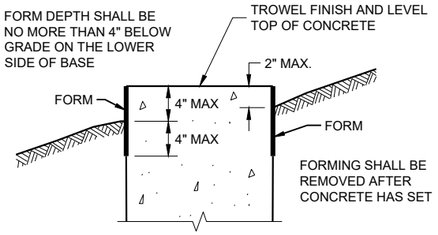
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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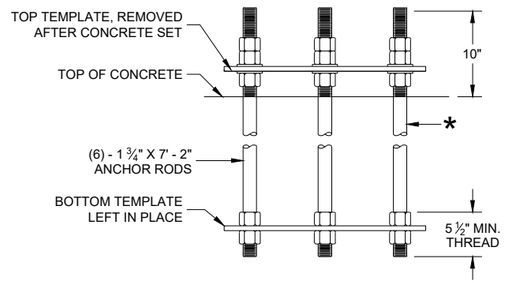
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

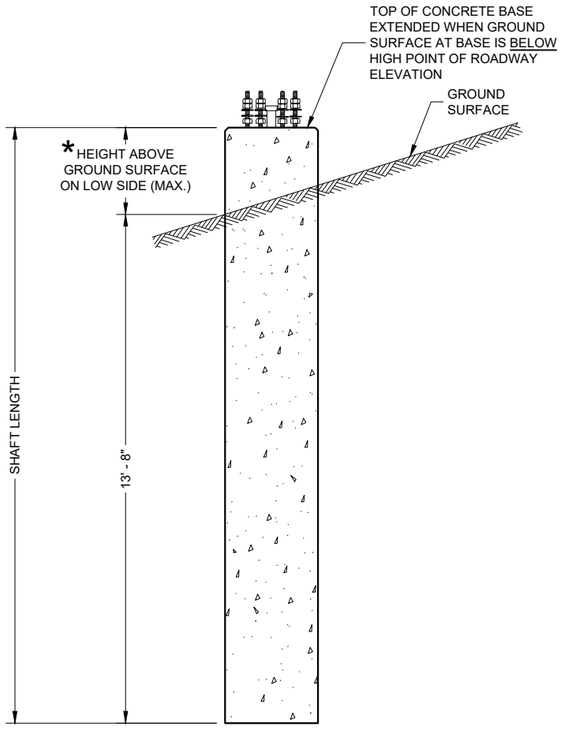
APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER
FHWA

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SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

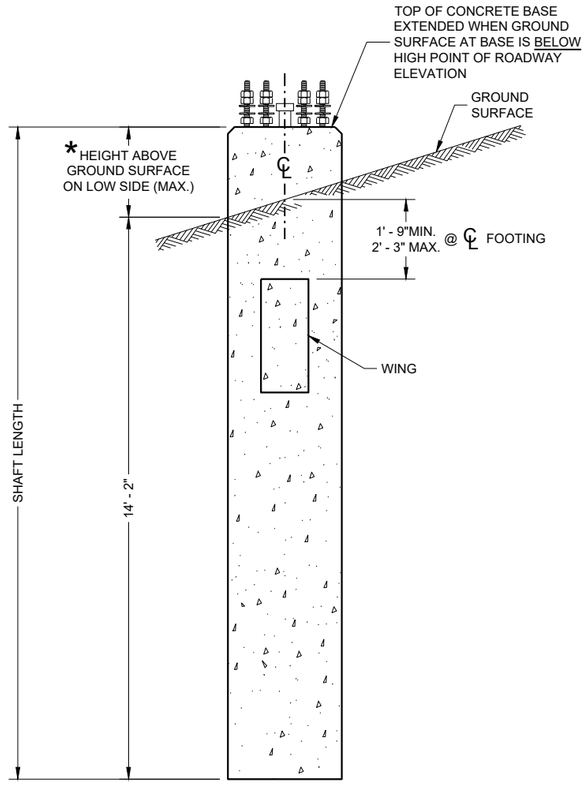
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	16	2.6	78	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	16	2.7	78	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	17	2.8	83	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	16	6.5	447
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	16	6.6	454
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	17	6.8	469
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 260

FHWA

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SDD 09C13 - 02

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SDD 09C13 - 02

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

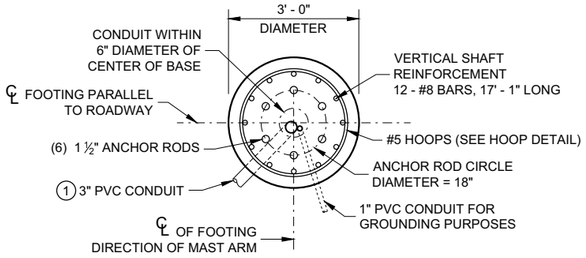
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

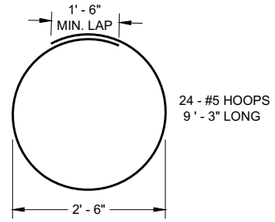
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

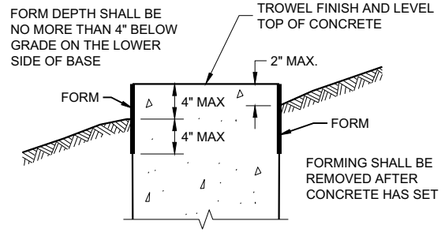
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



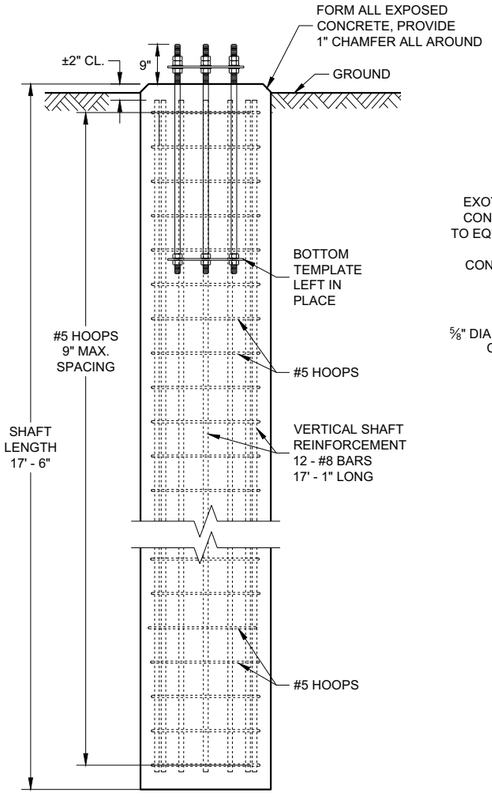
PLAN VIEW



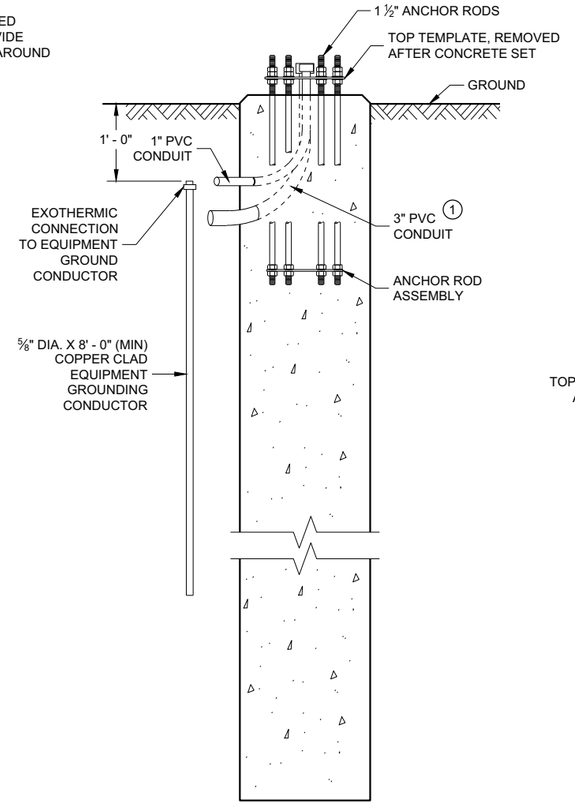
HOOP DETAIL



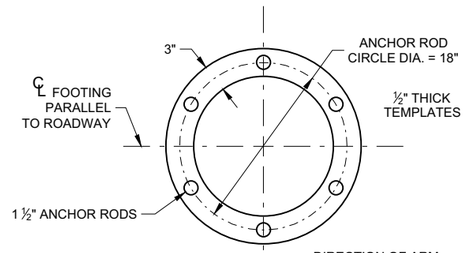
FORMING DETAIL



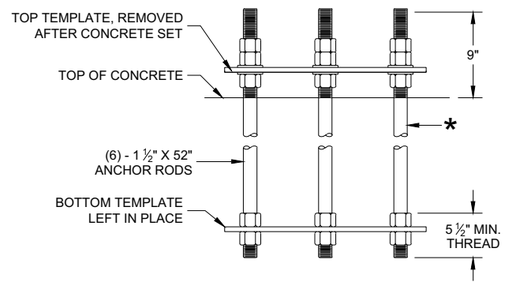
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

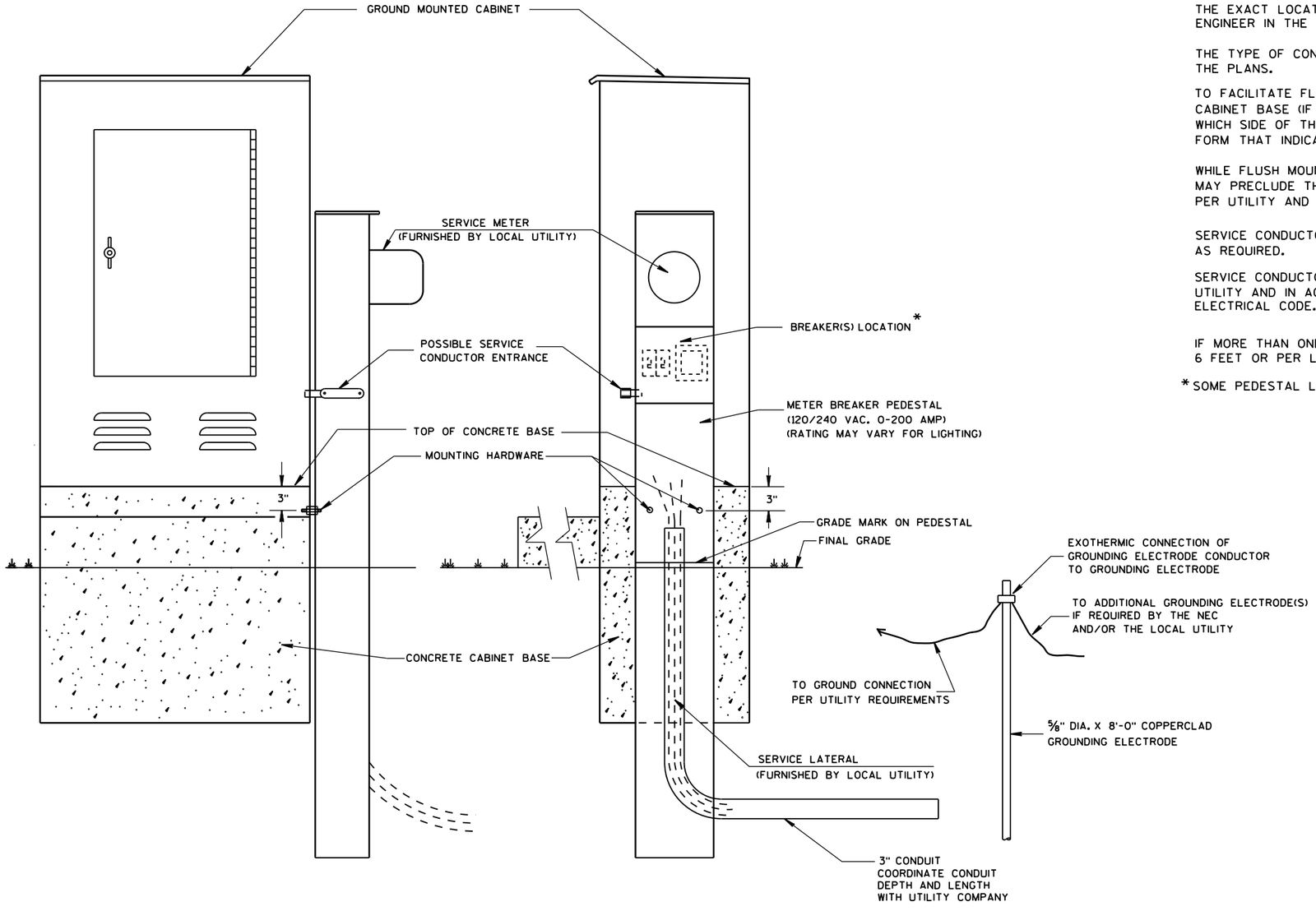
APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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SDD 09C15 - 01

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SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

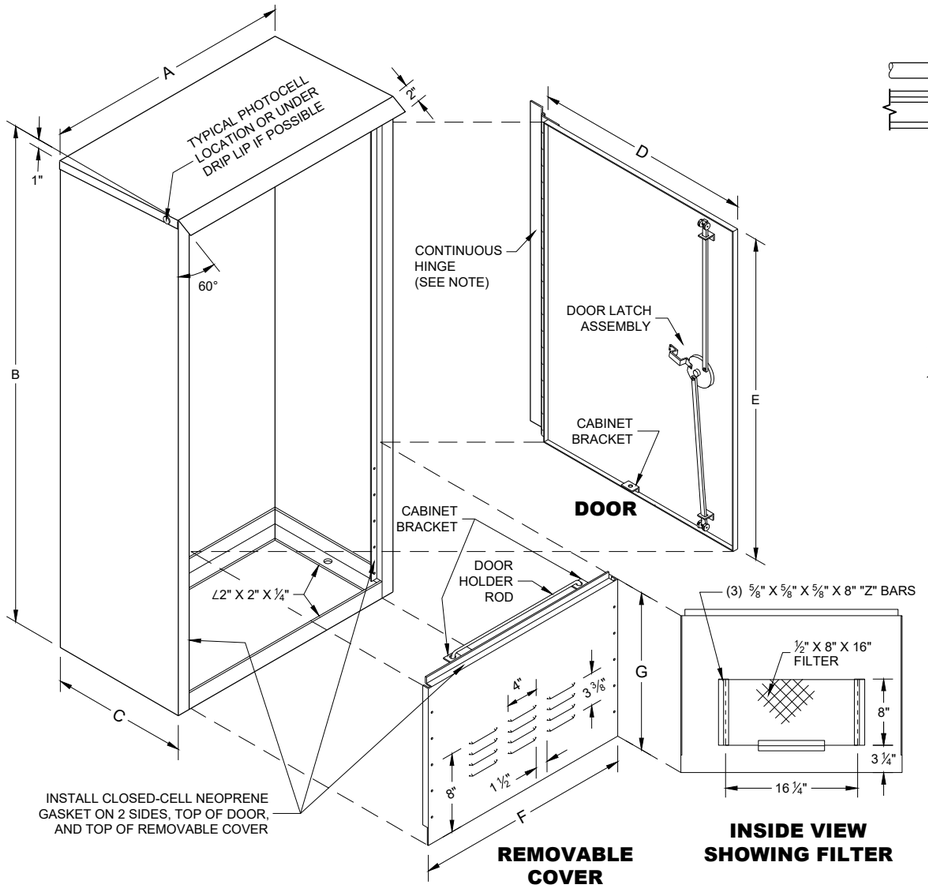
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

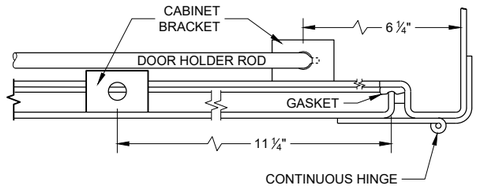
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

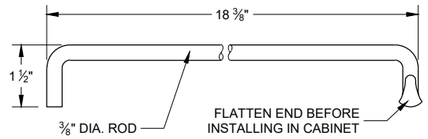
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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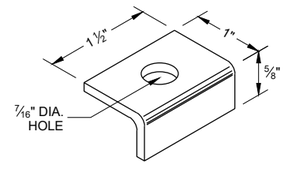




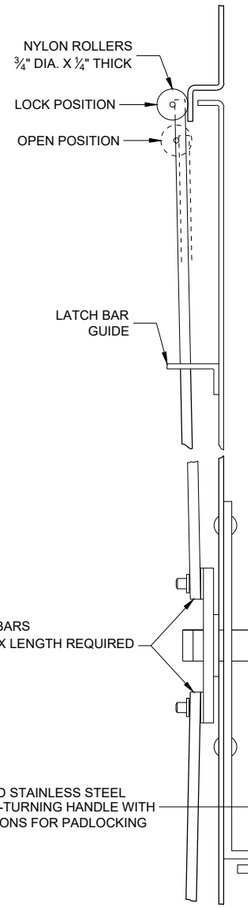
HINGE AND DOOR HOLDER

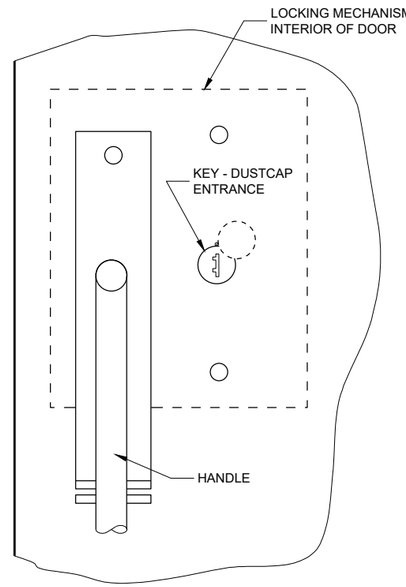


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

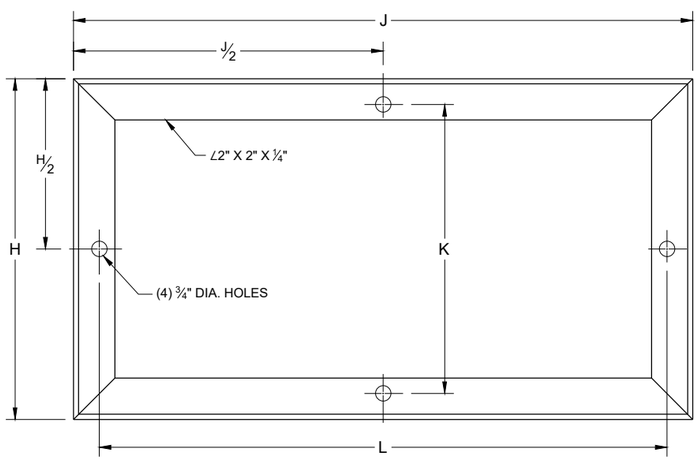
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

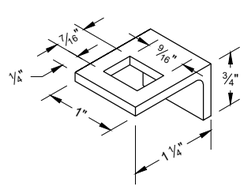
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

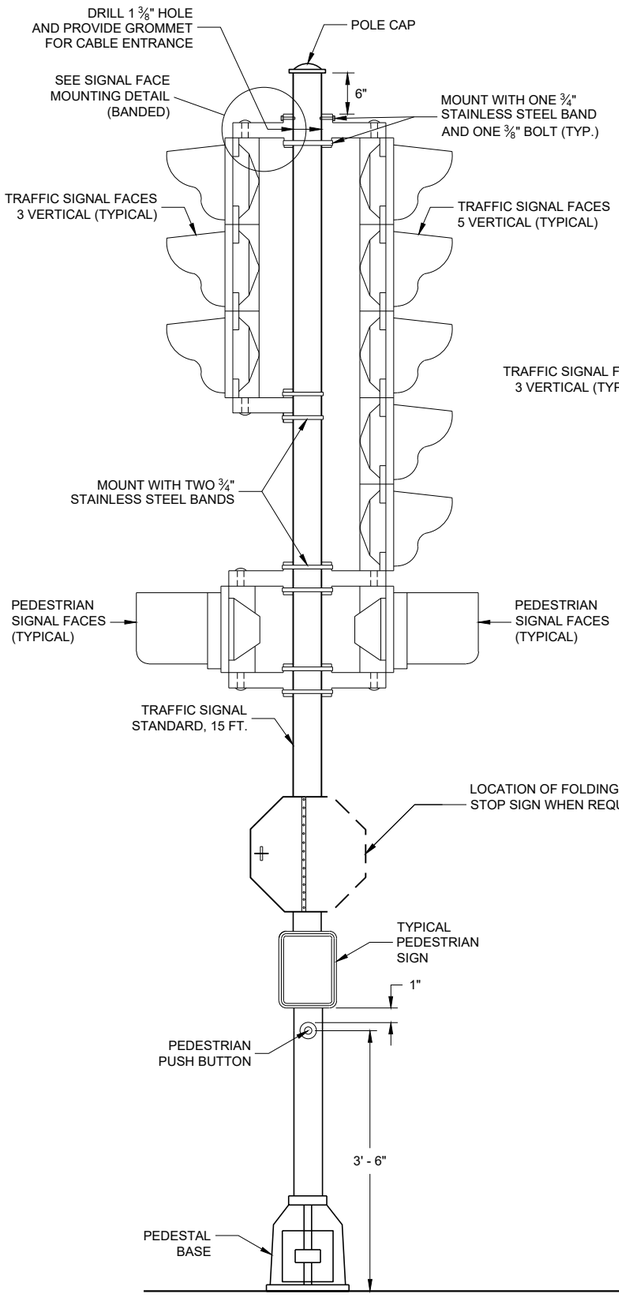
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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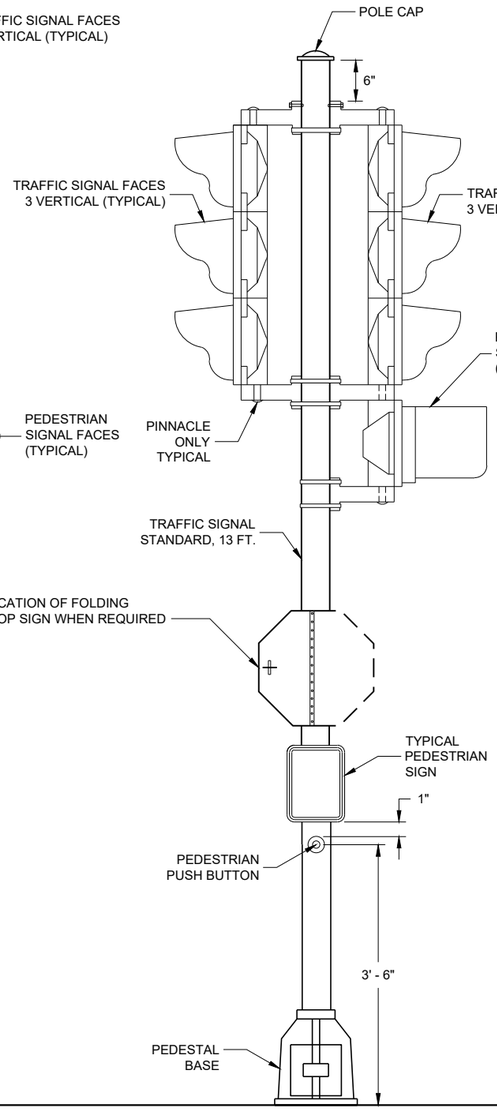
FHWA

SDD 09D02 - 03

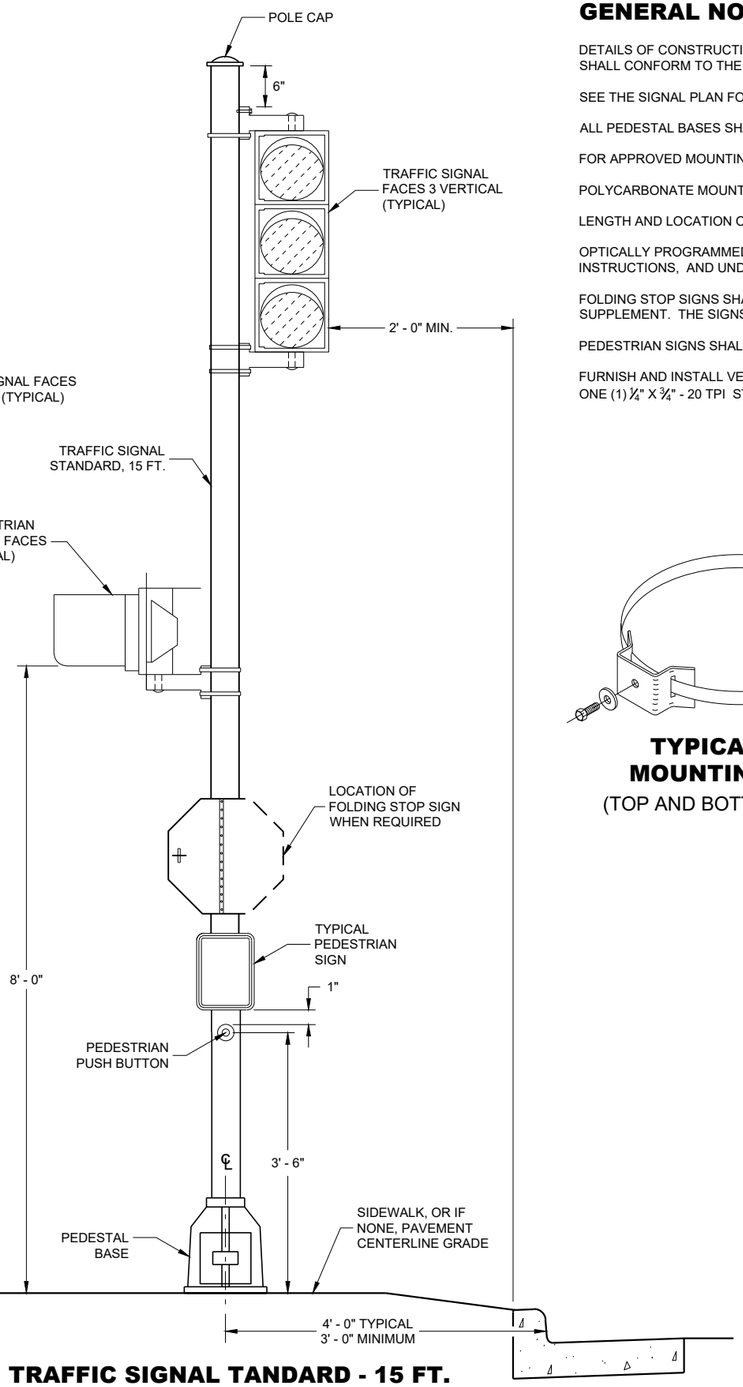
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TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

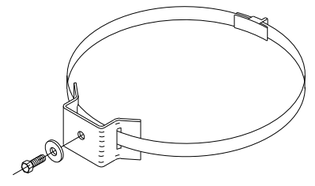
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

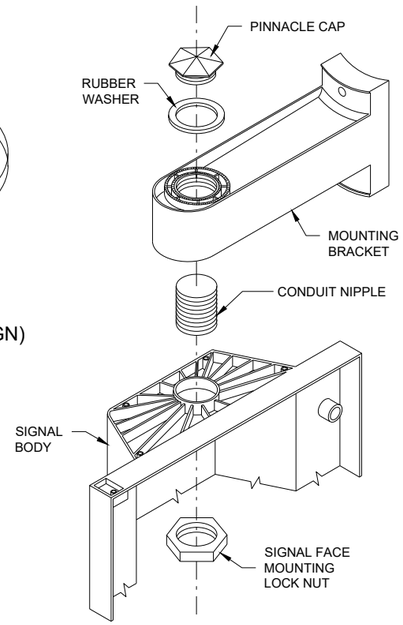
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

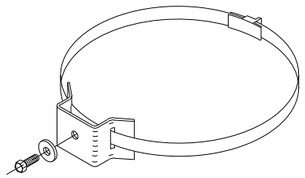
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

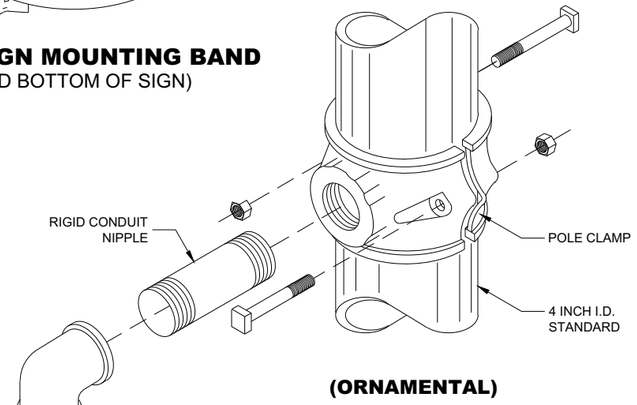
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 264

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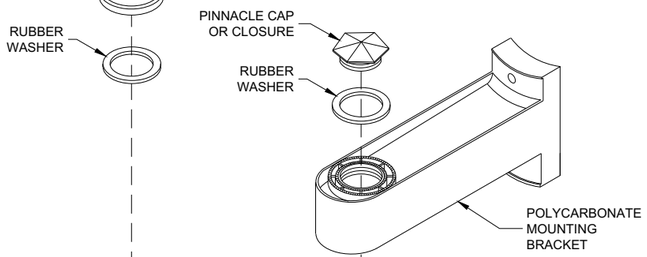
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SDD 09E06 - 05



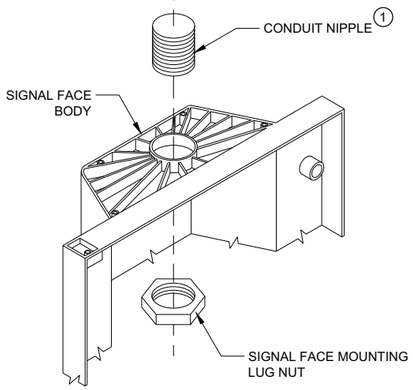
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



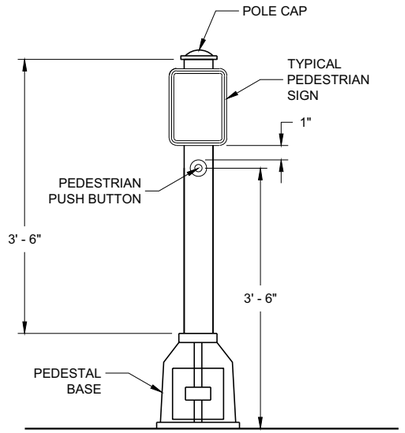
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

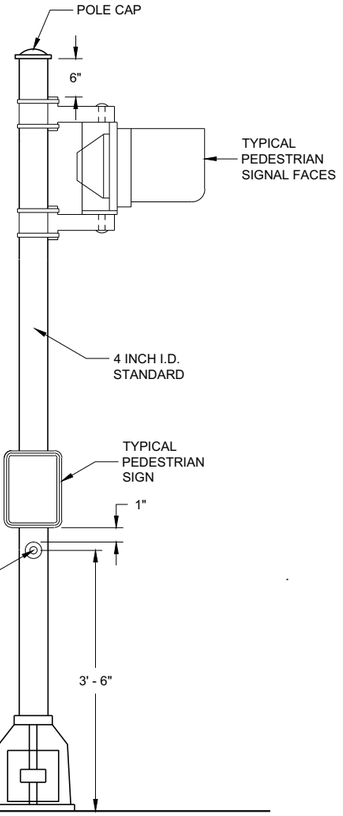
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

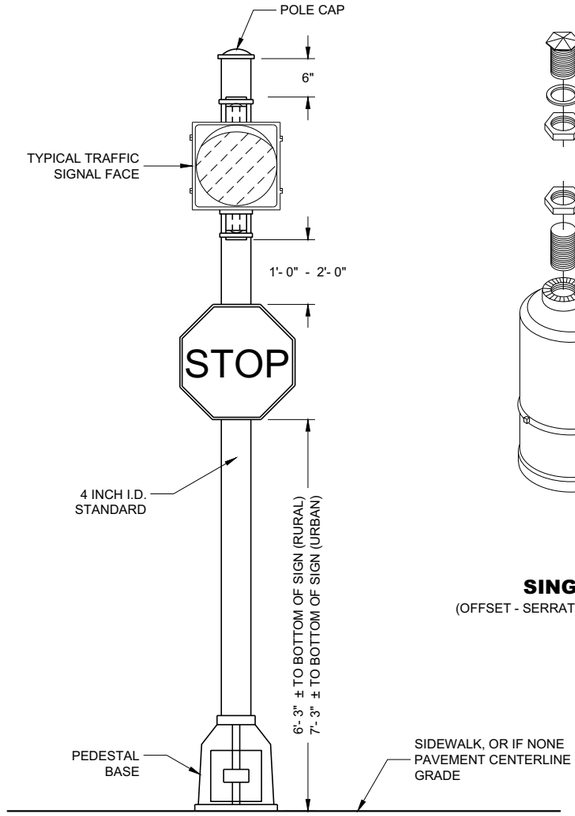
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

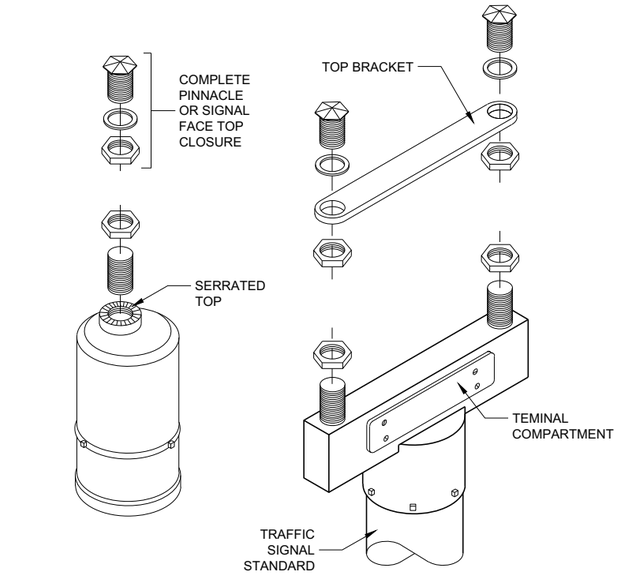
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

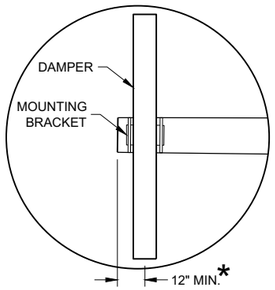
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 265

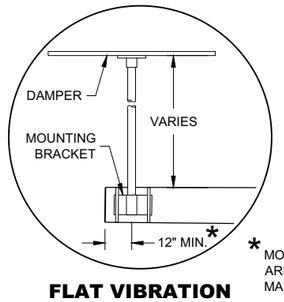
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SDD 09E07 - 06

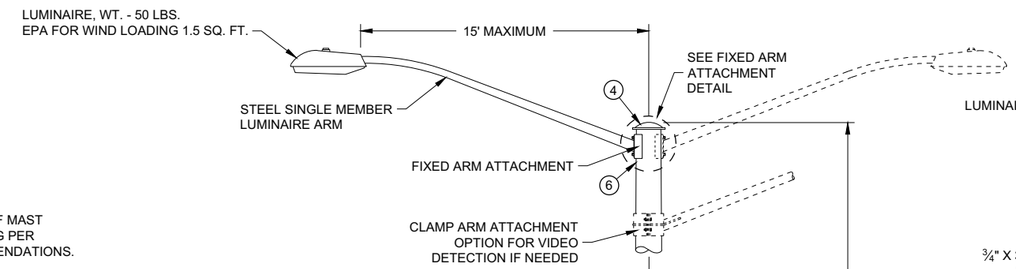


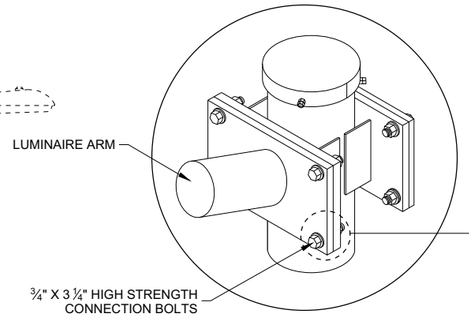
DUMBBELL VIBRATION DAMPER



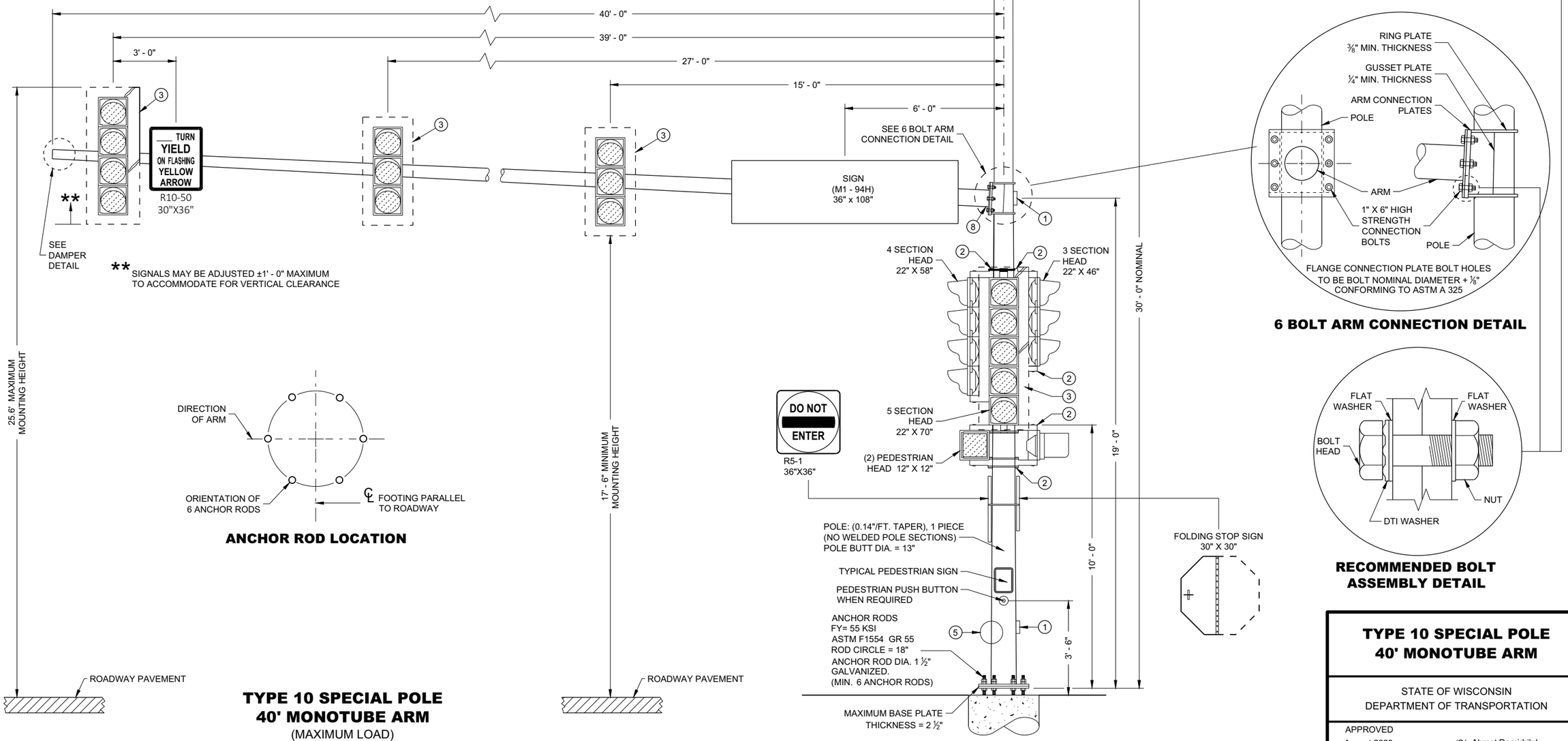
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL

ANCHOR ROD LOCATION

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

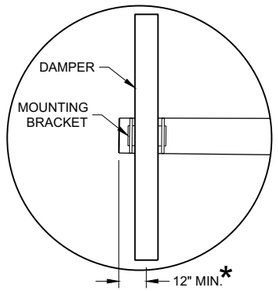
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

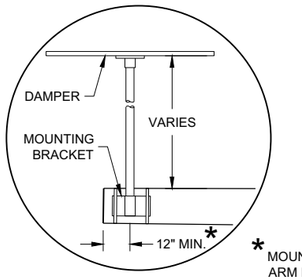
FHWA

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SDD 09E08 - 09g

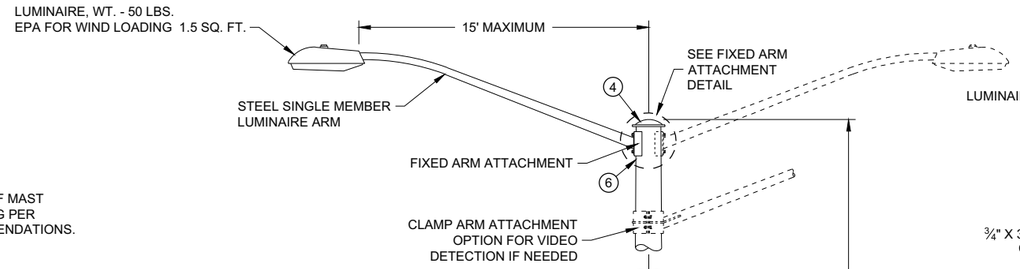


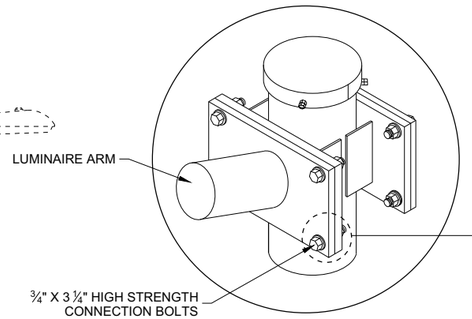
DUMBBELL VIBRATION DAMPER



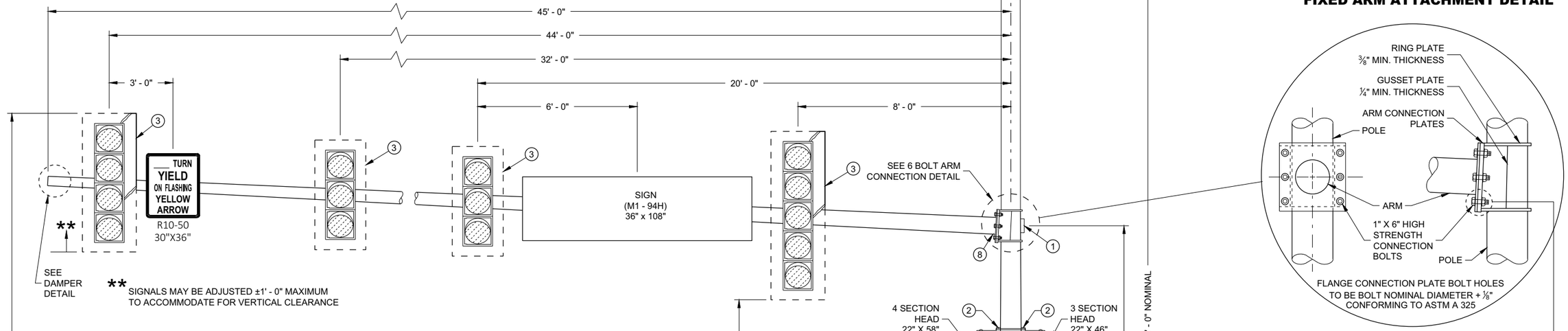
FLAT VIBRATION DAMPER

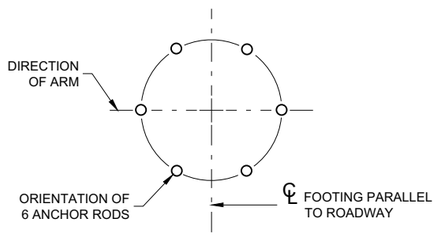
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL

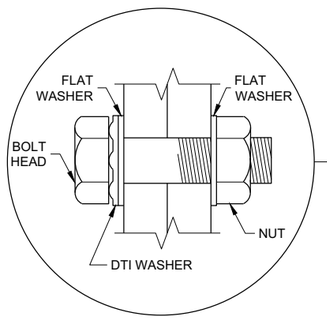




ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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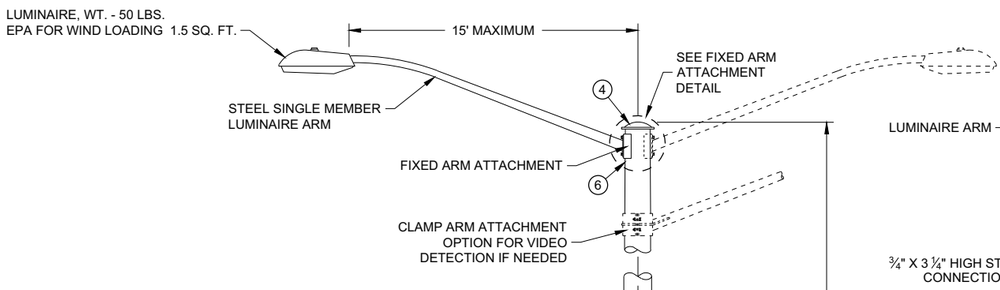
FHWA

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SDD 09E08 - 08h

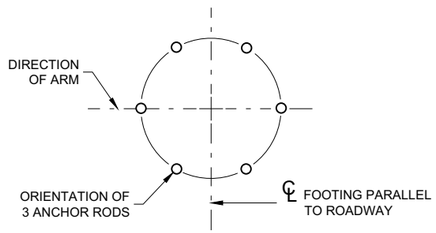
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SDD 09E08 - 08h

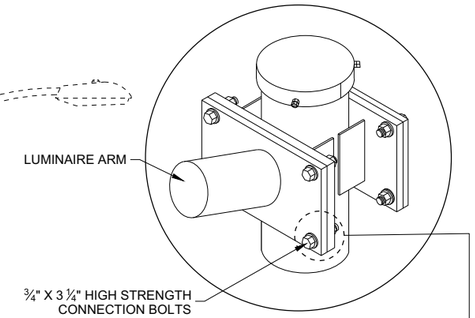


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

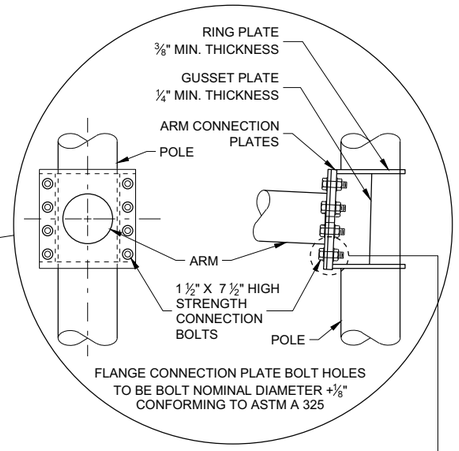
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



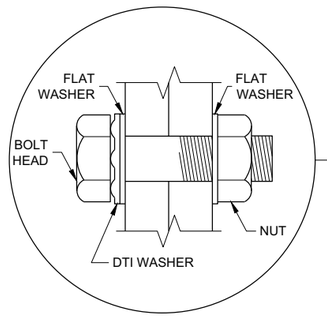
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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SDD 09E08 - 09j

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

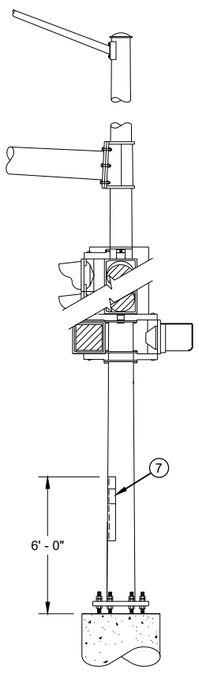
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

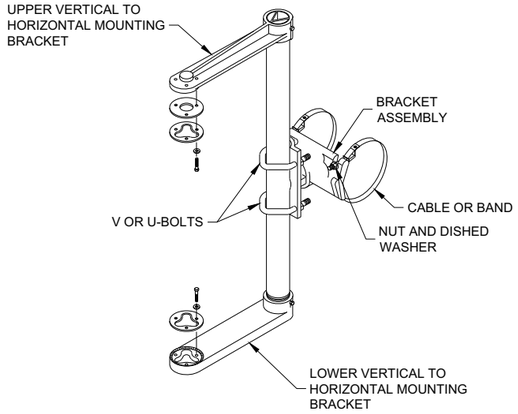
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

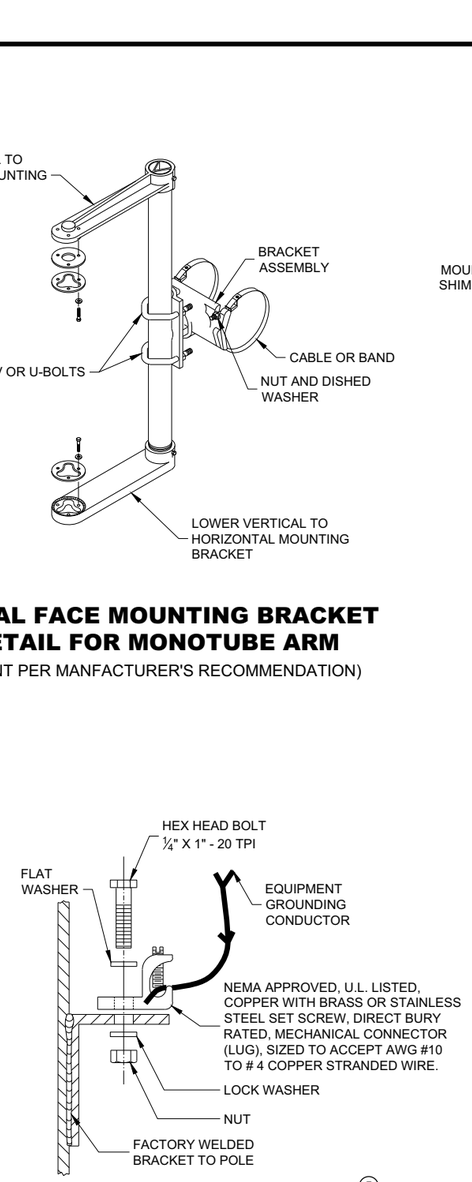


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



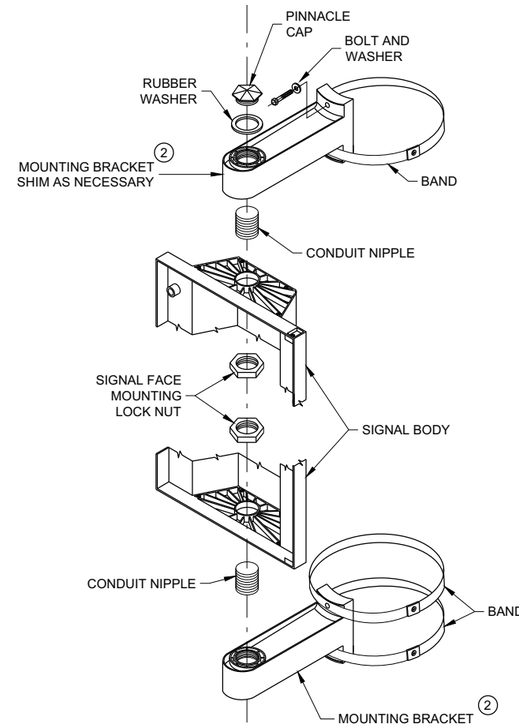
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

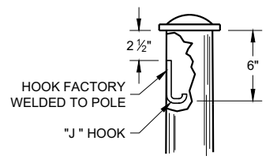


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

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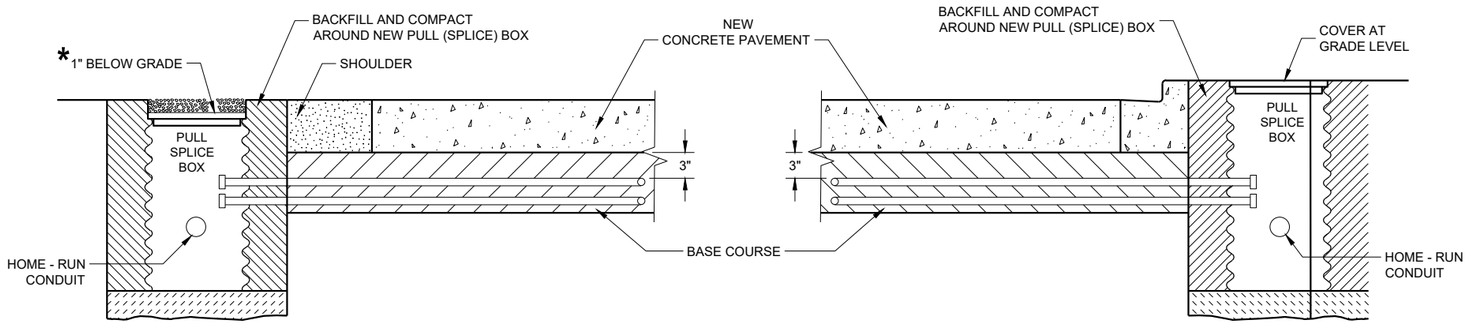
APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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SDD 09E08 - 09k



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

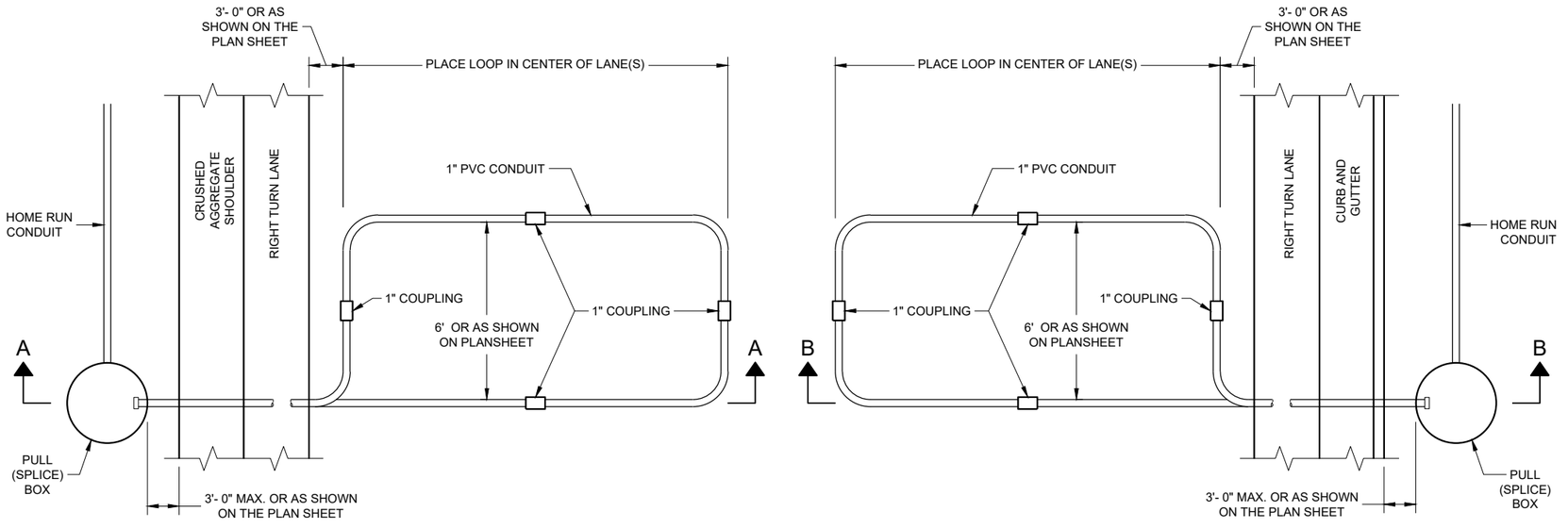
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

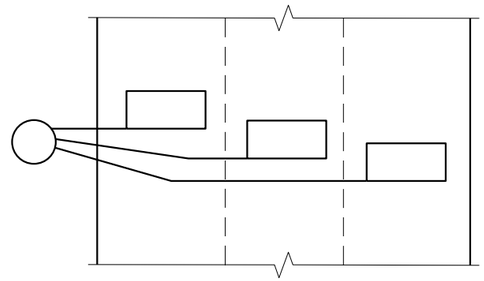
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 270

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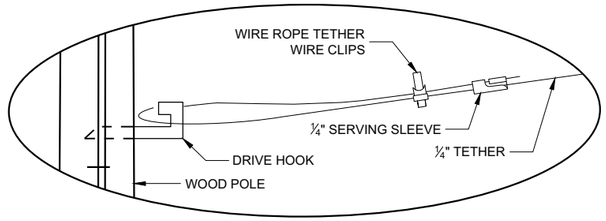
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SDD 09F15 - 04b

SDD 09F15 - 04b

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

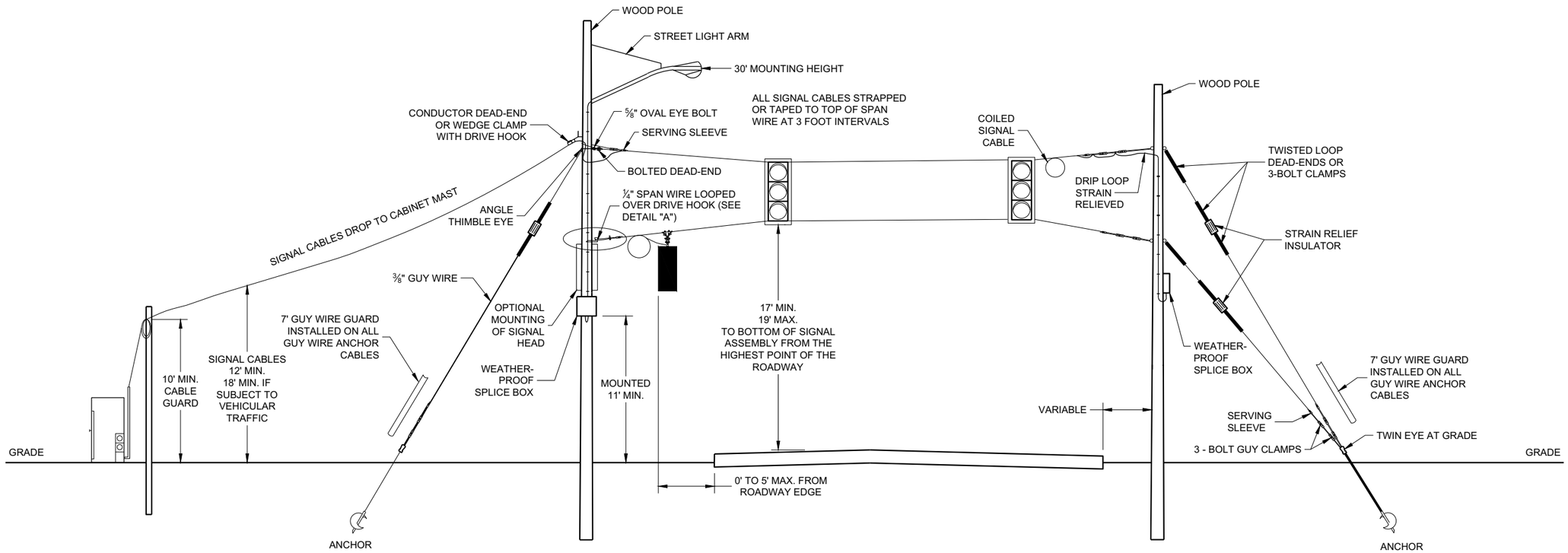


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 271

FHWA

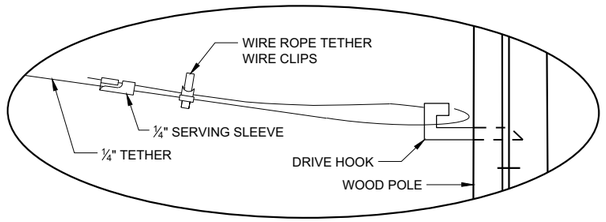
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SDD09G01 - 04a

SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

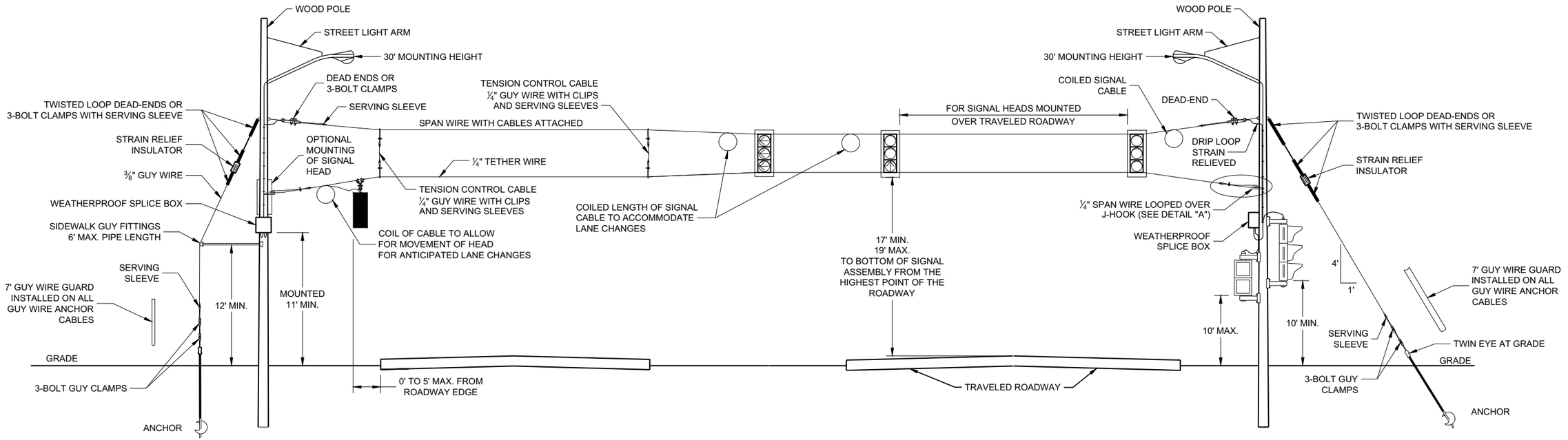


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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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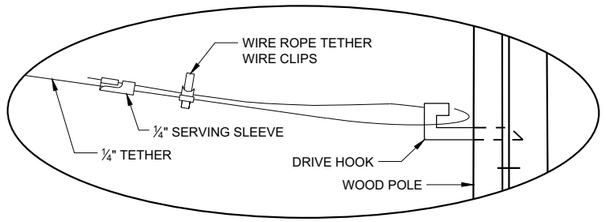
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SDD09G01 - 04b

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SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

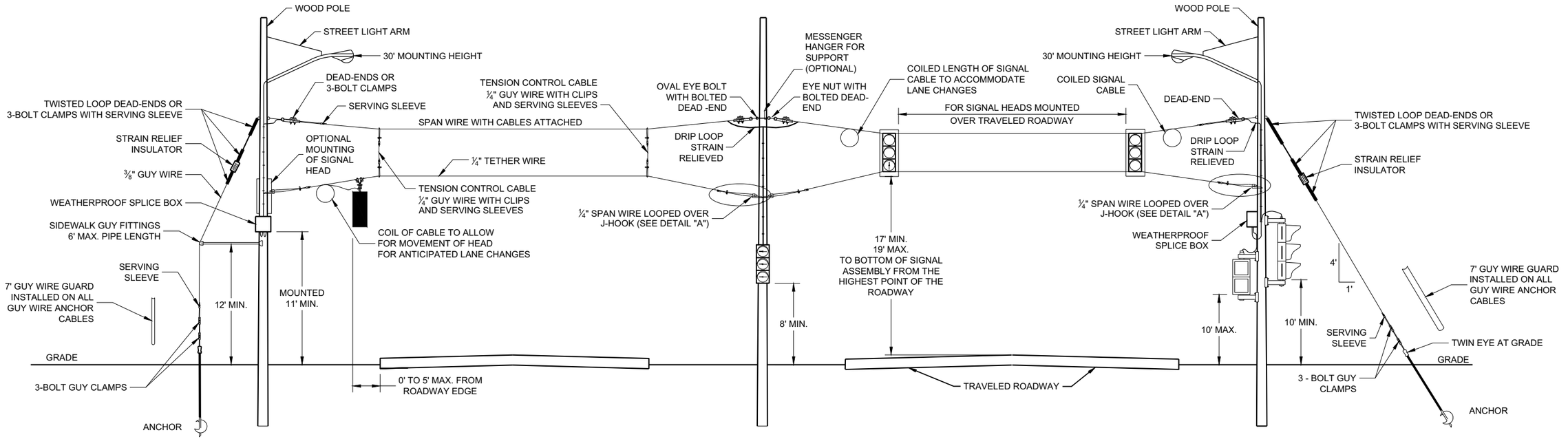


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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

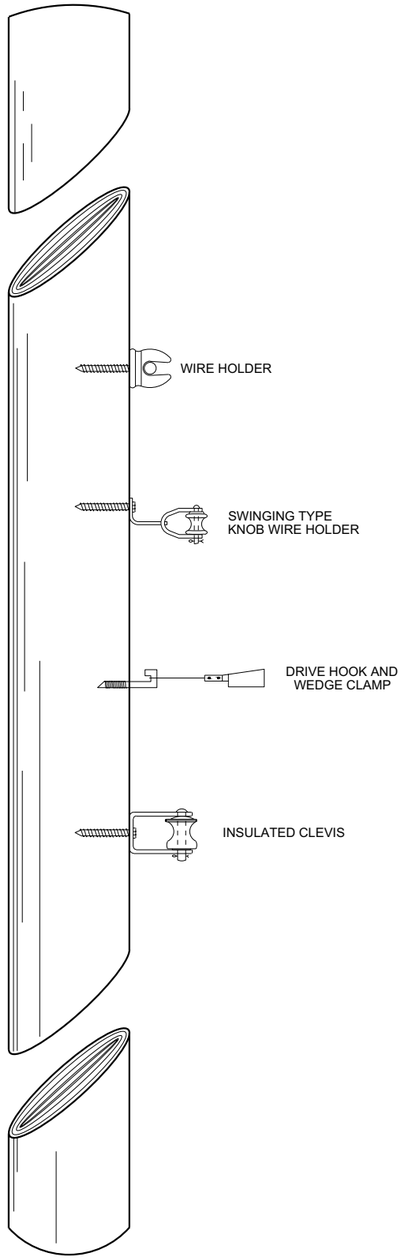
APPROVED
June 2015
DATE

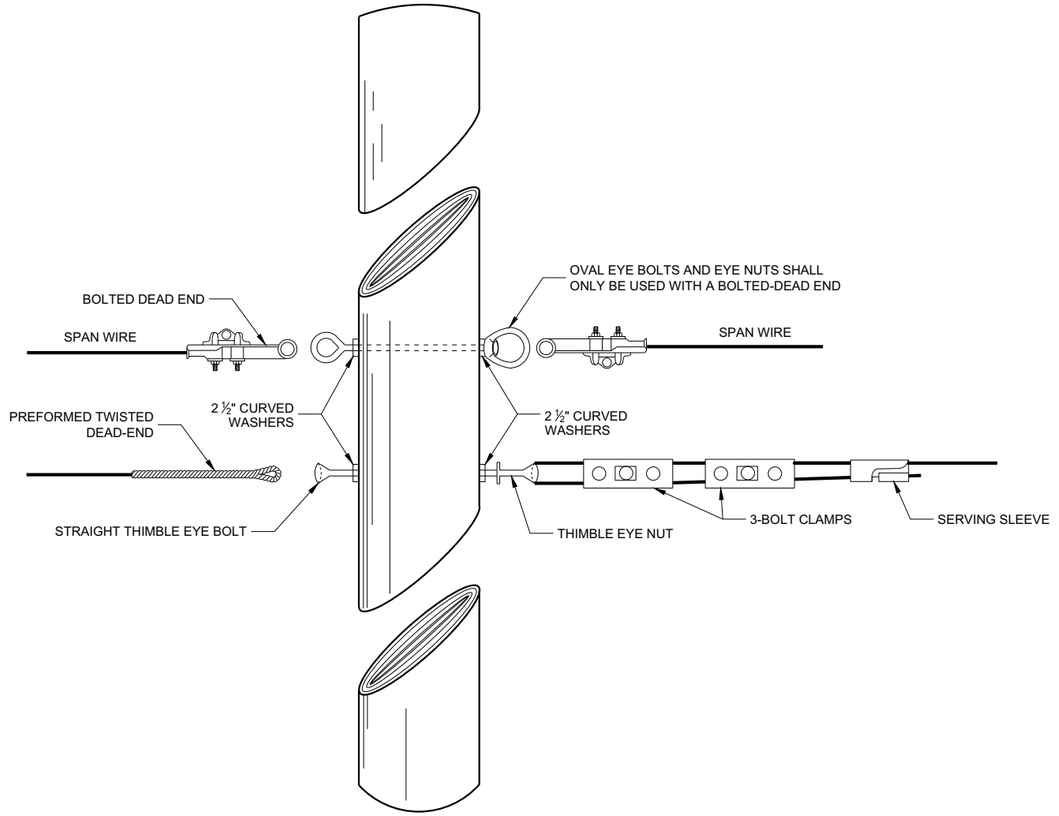
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

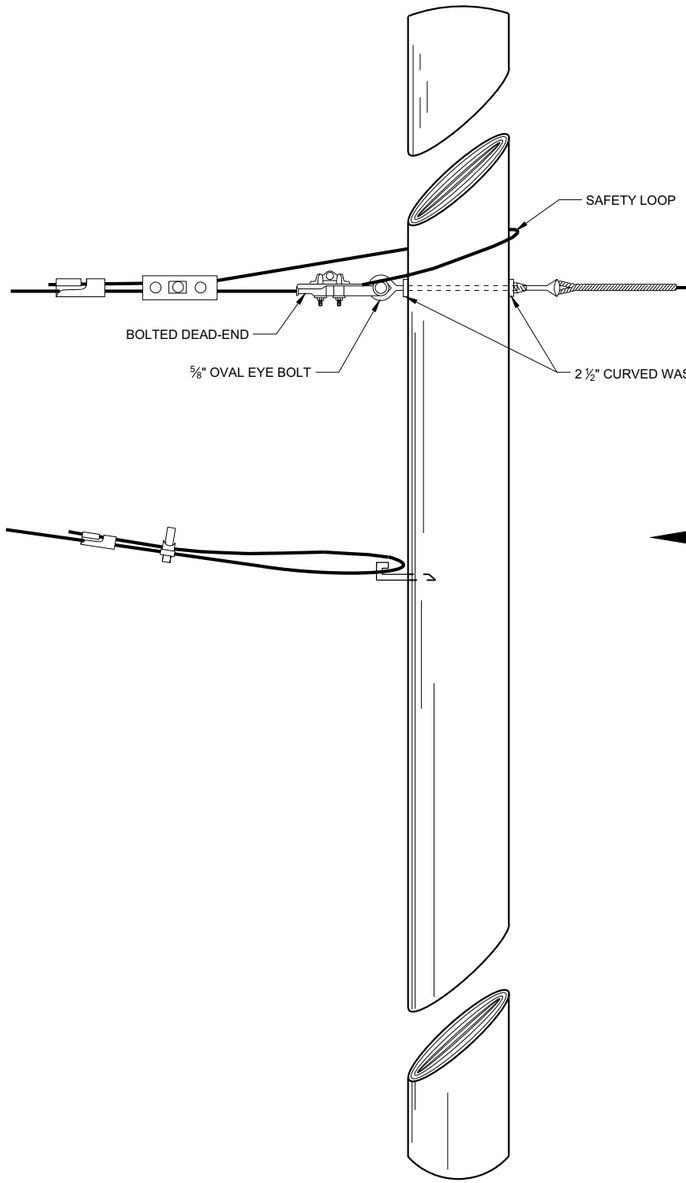
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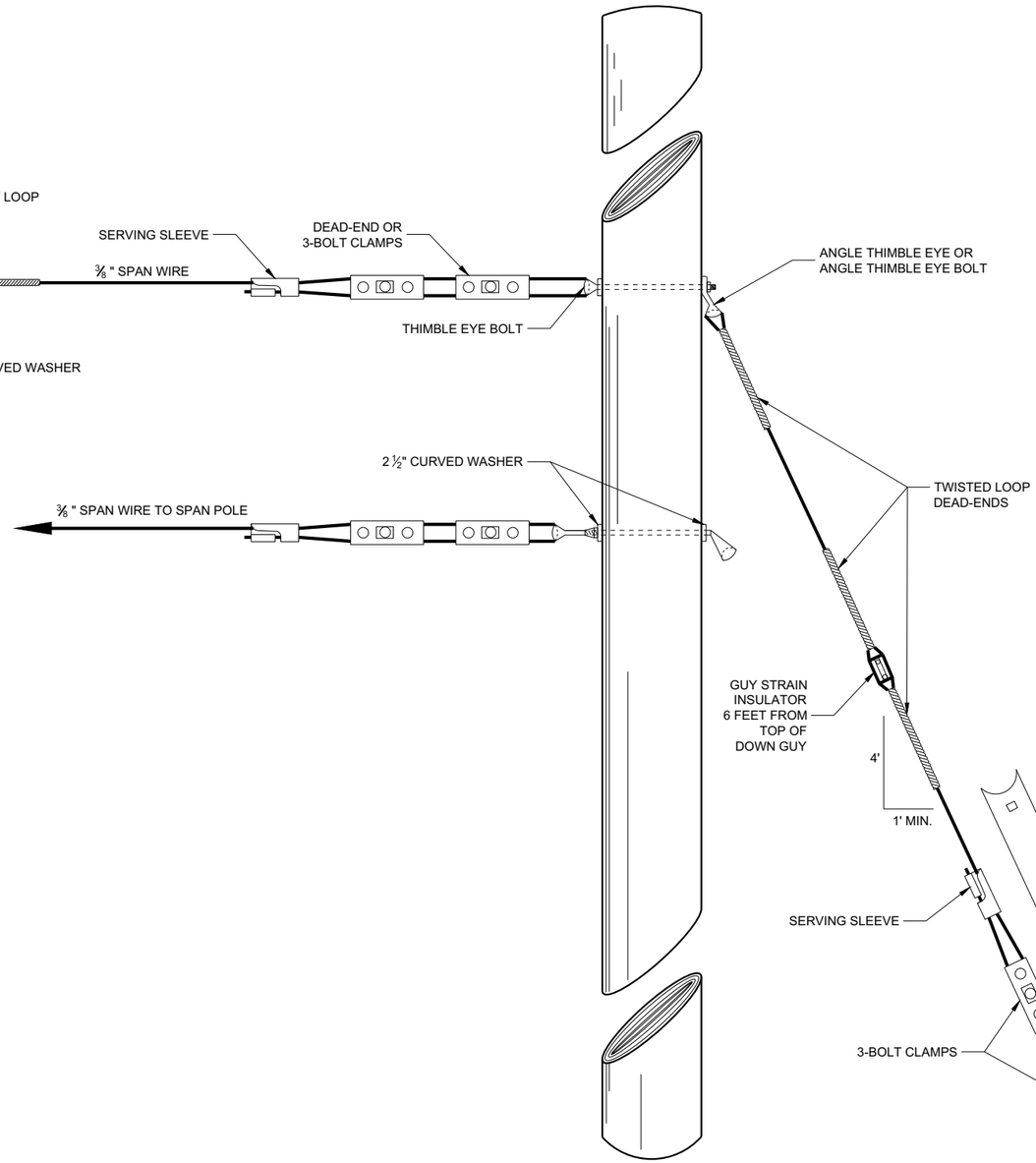
SDD 09G01 - 4d

GENERAL NOTES

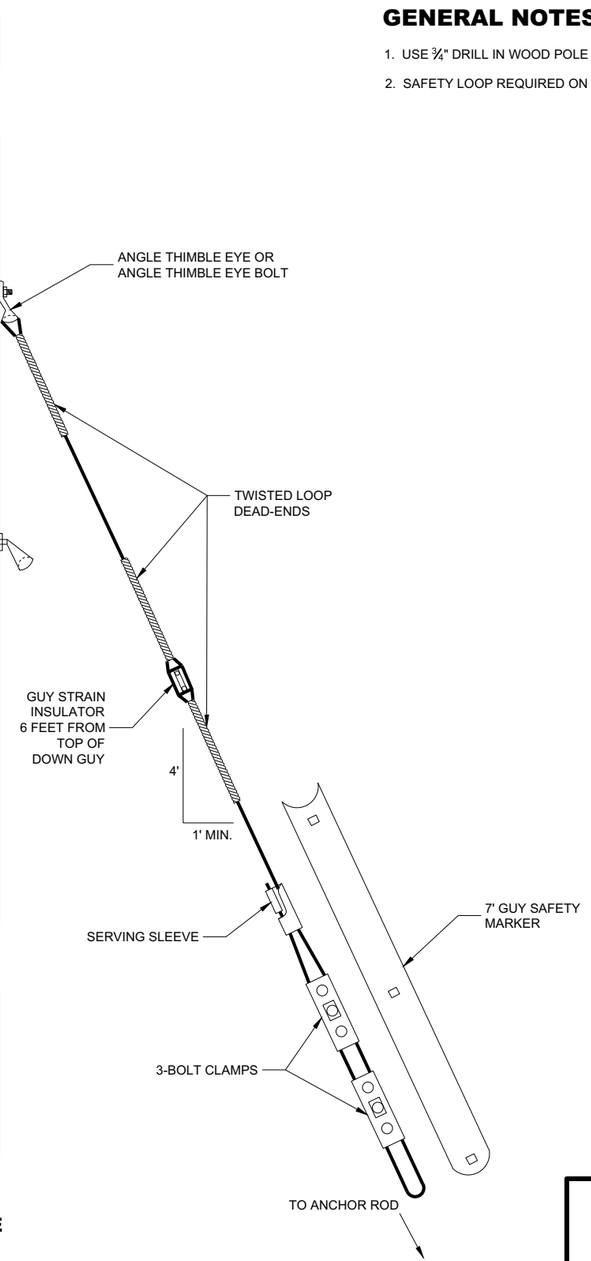
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

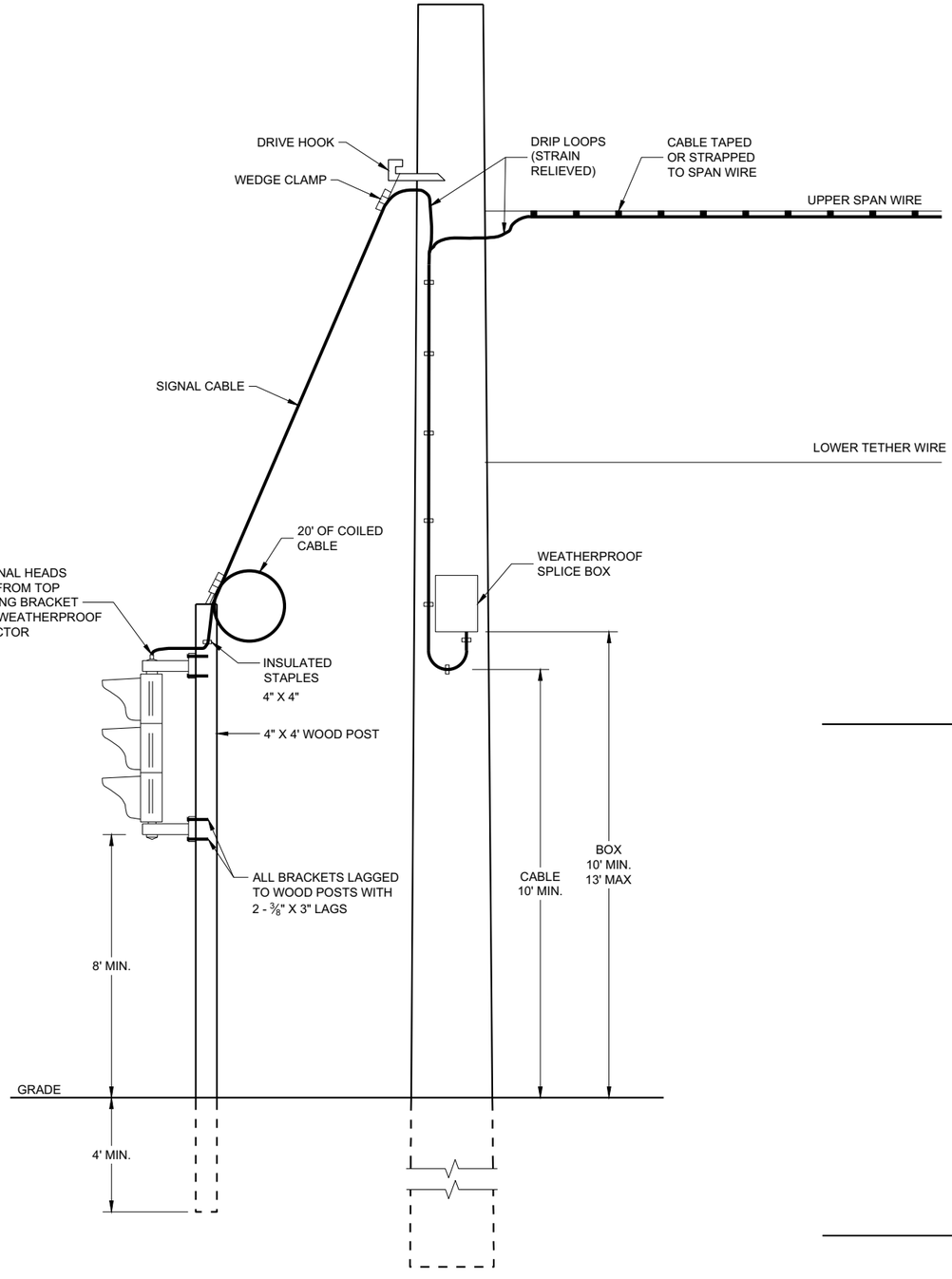
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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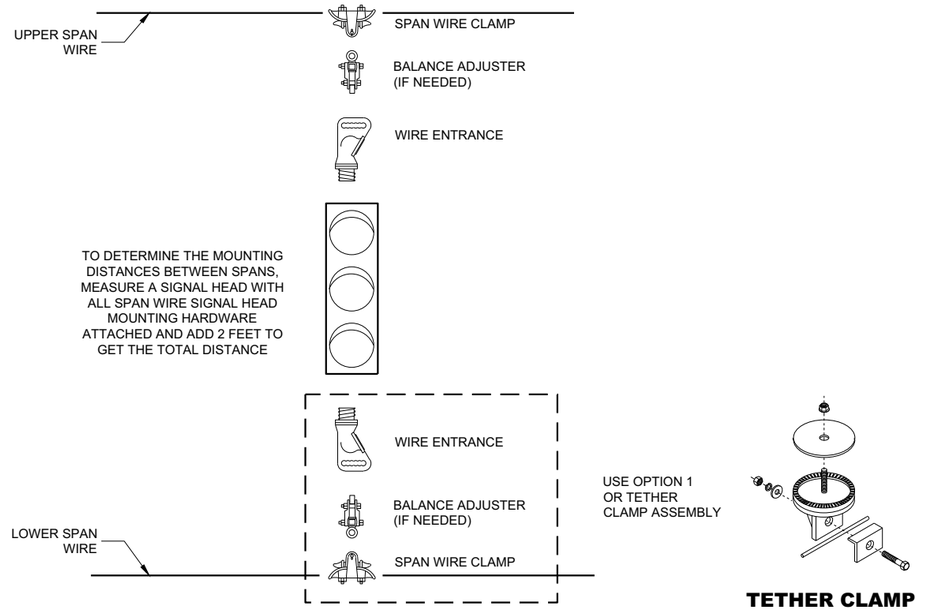
SDD 09G01 - 4e

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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

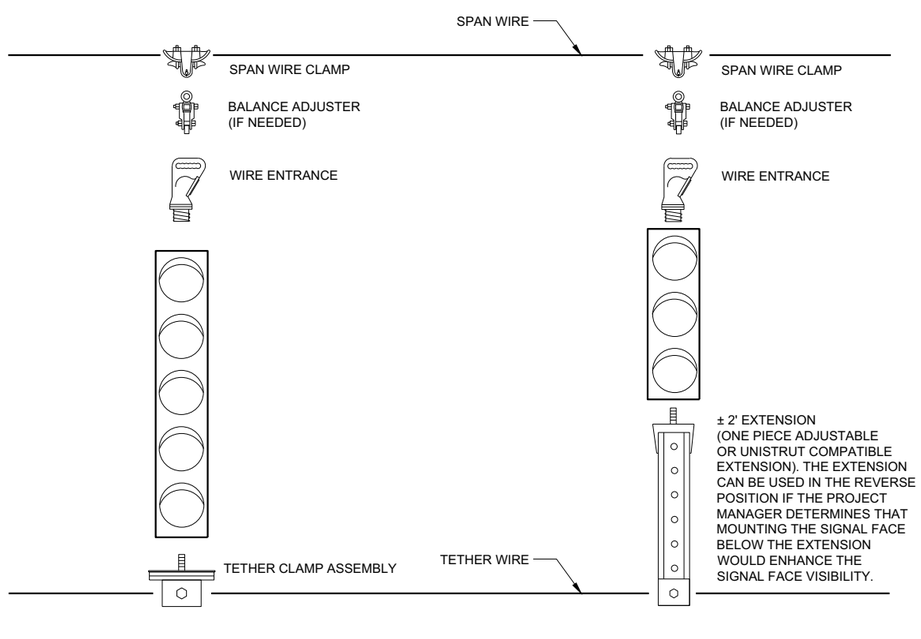


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

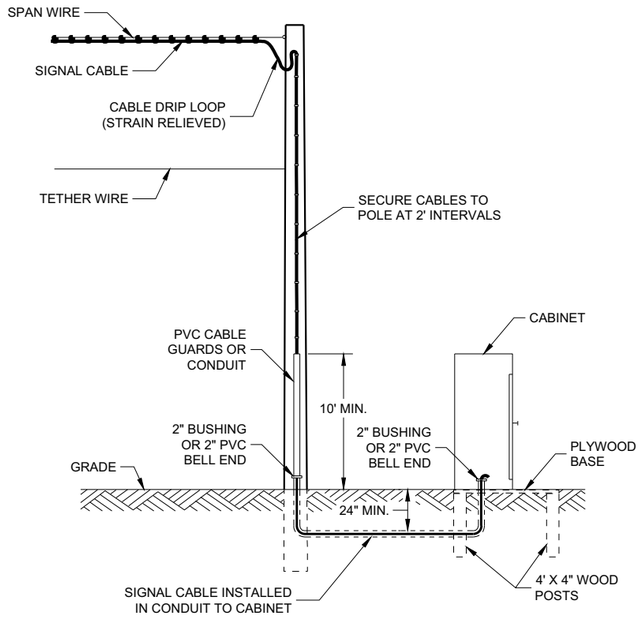
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

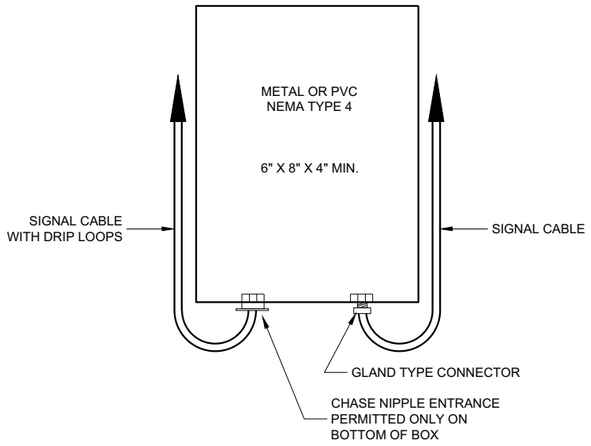
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

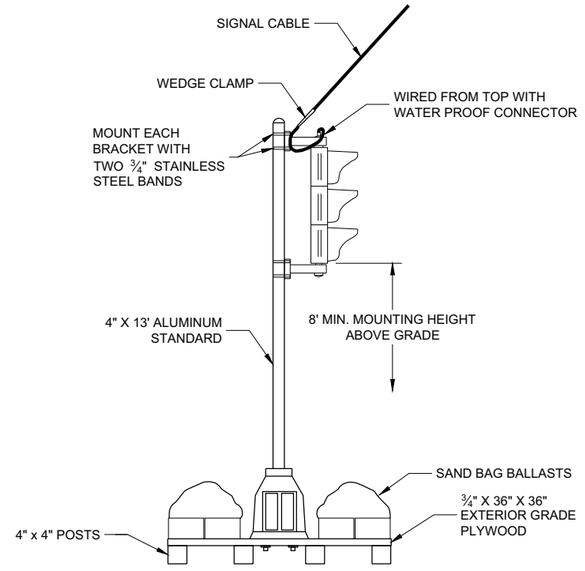
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SDD 09G01 - 4f

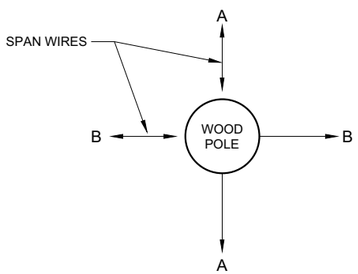




SPLICE BOX

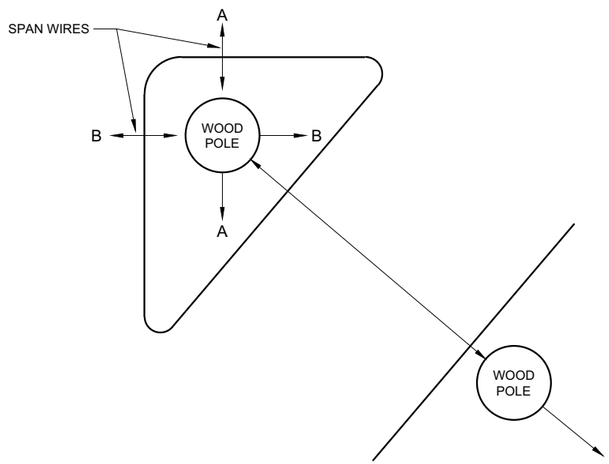


TYPICAL SKID TYPE TEMPORARY

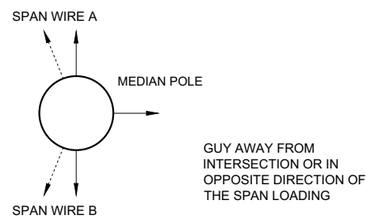


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

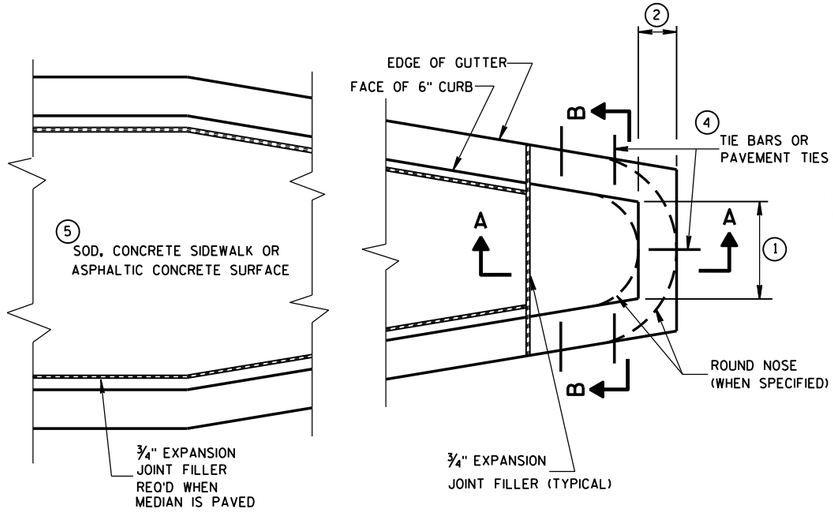
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

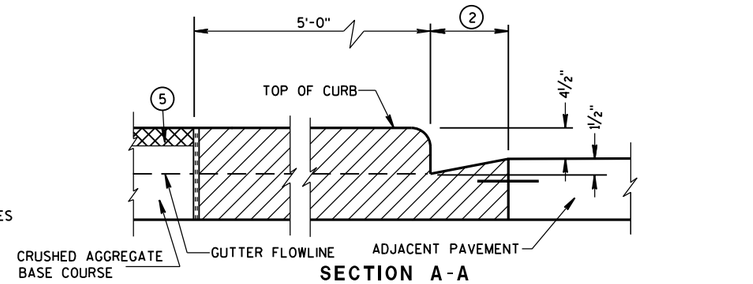
FHWA

277

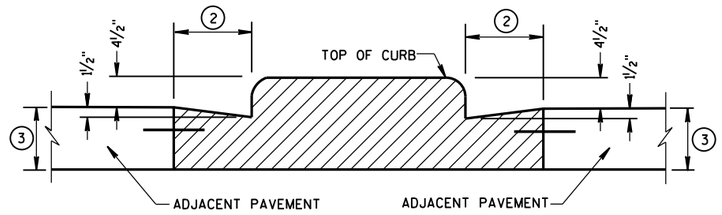
6

SDD 09G01 - 4g





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.

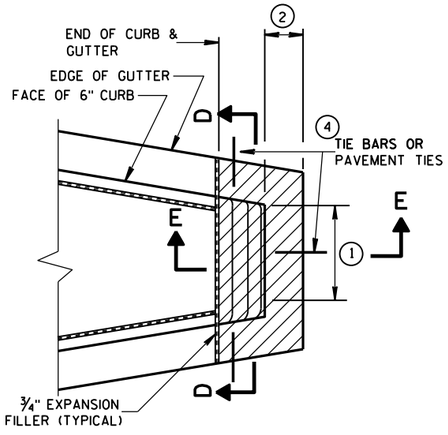
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

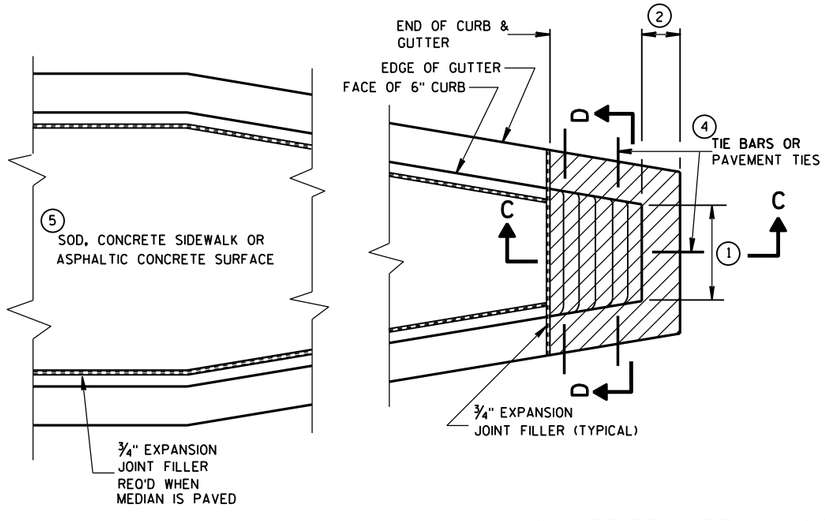
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

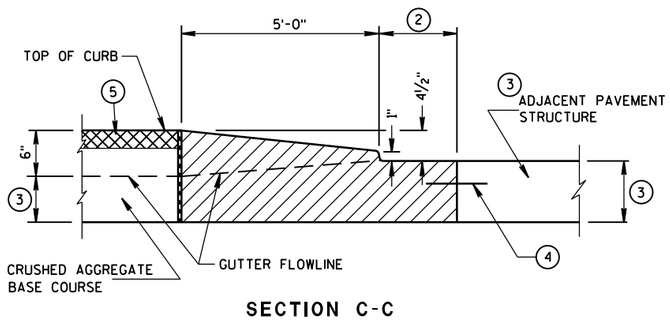
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

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

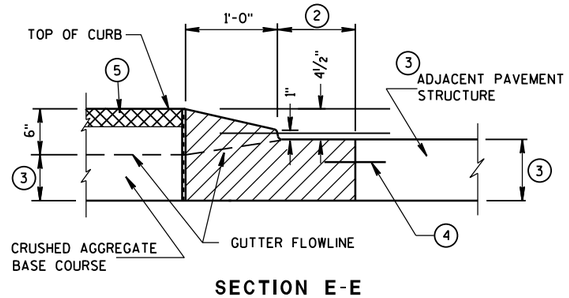




CONCRETE MEDIAN SLOPED NOSE TYPE 1

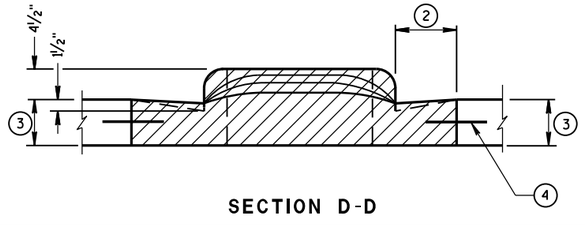


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

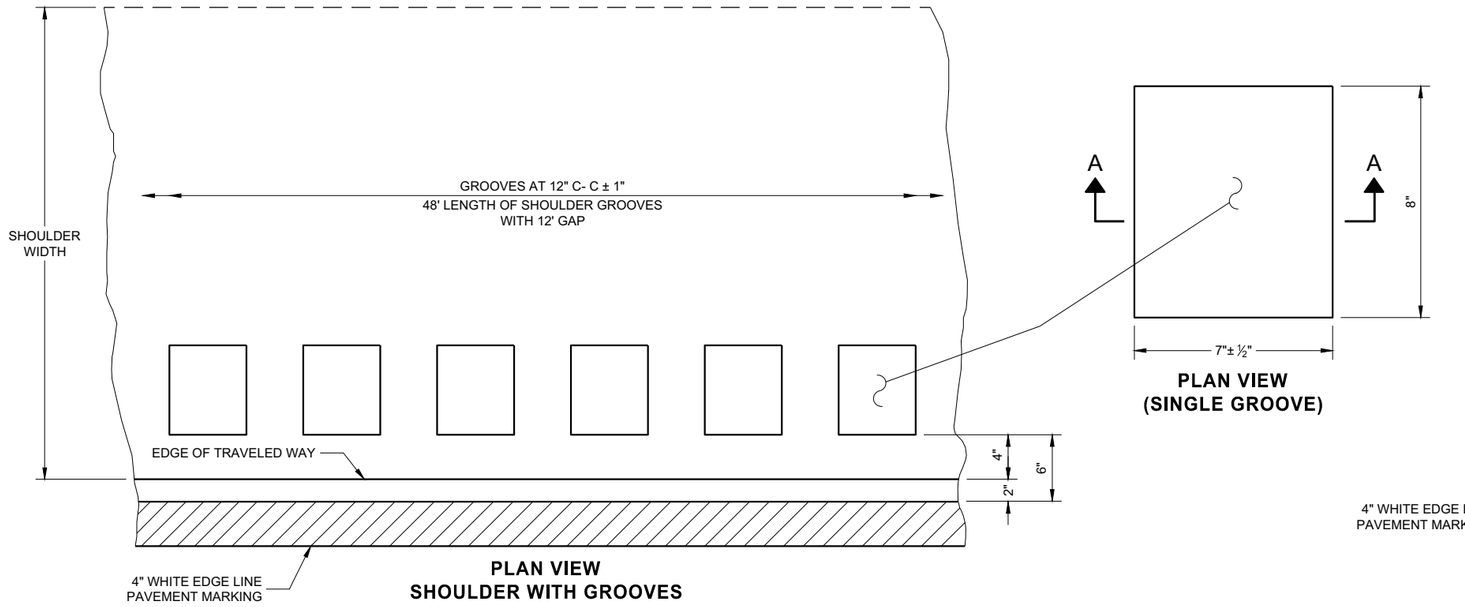
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

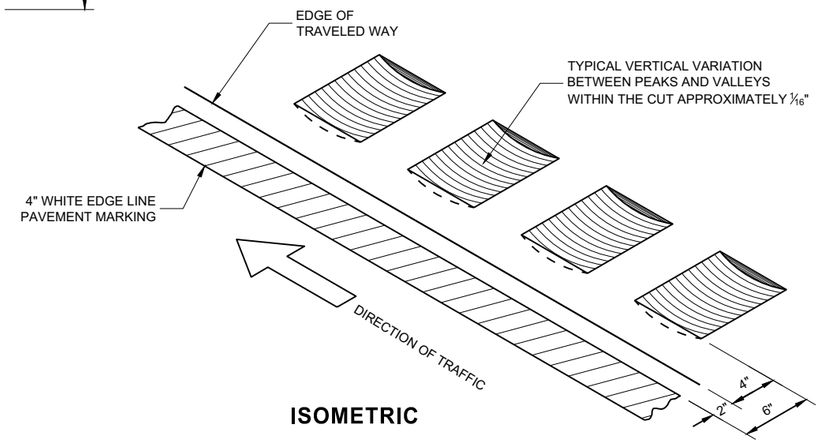
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

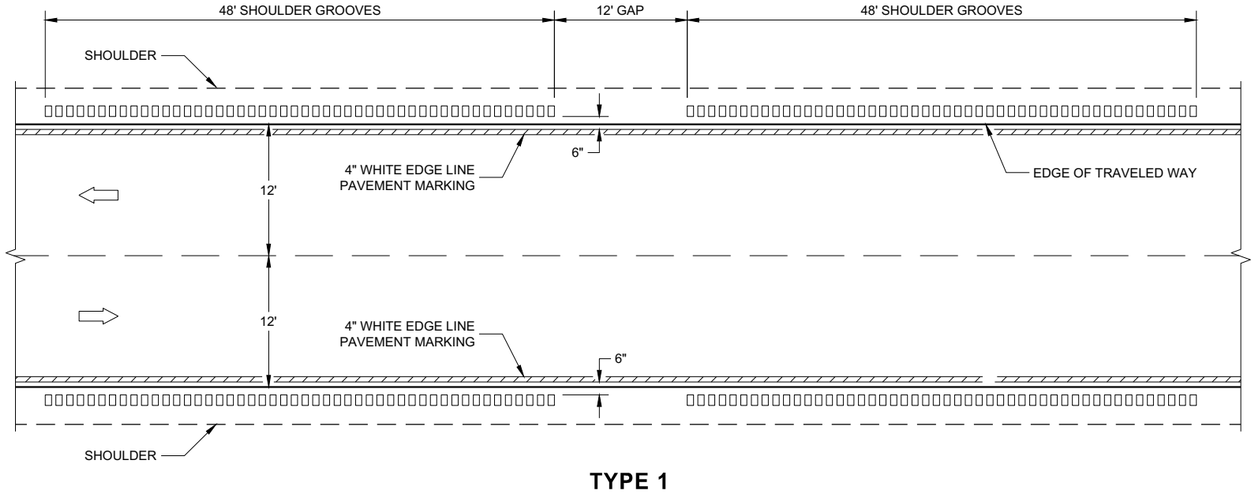
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

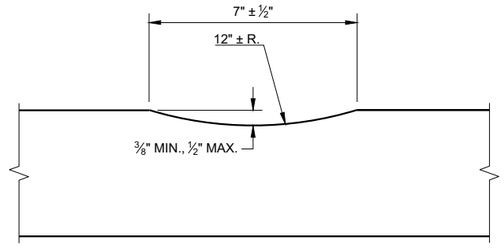
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

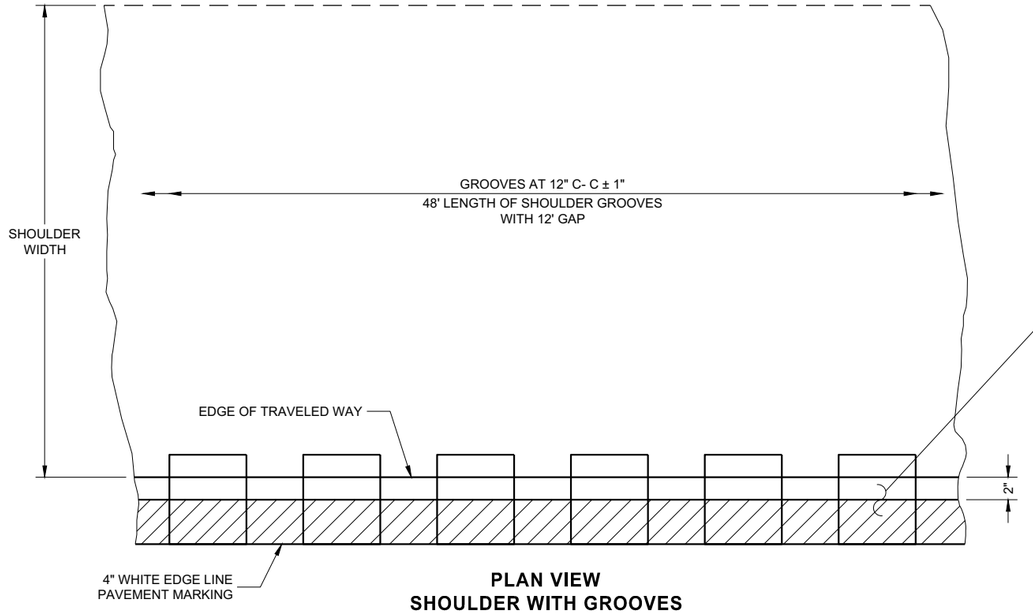
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

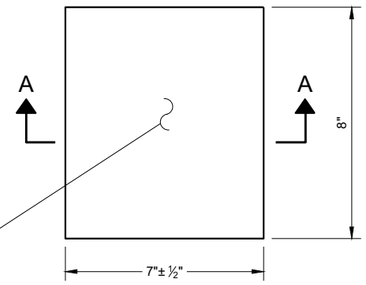
SDD 13A10 - 02a

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SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



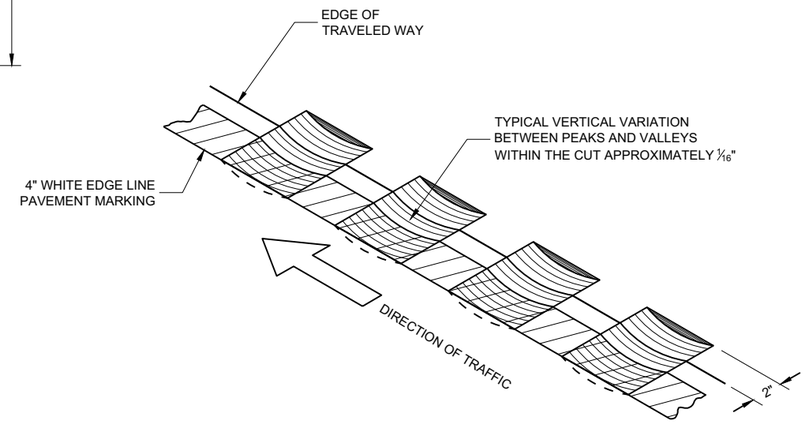
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

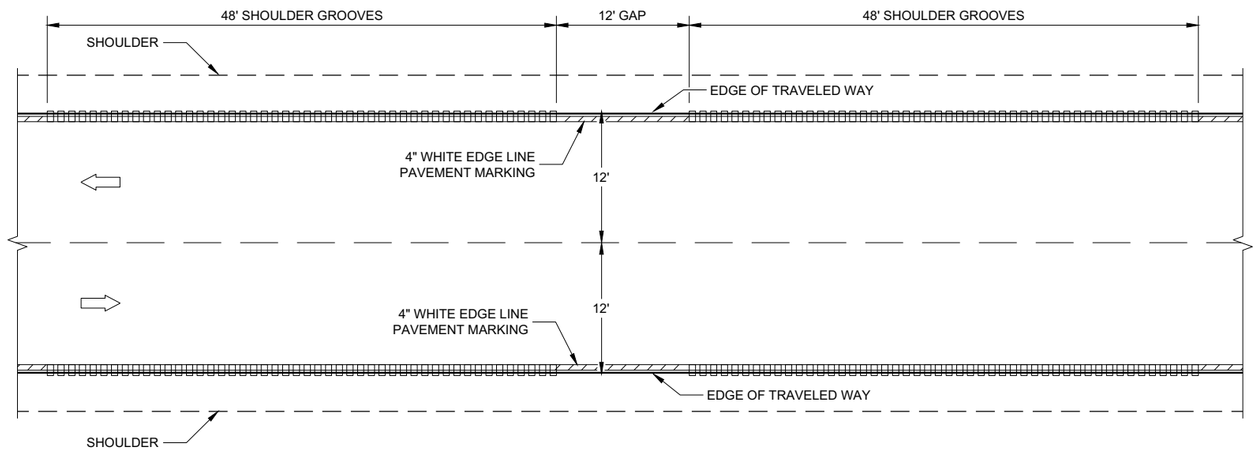
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

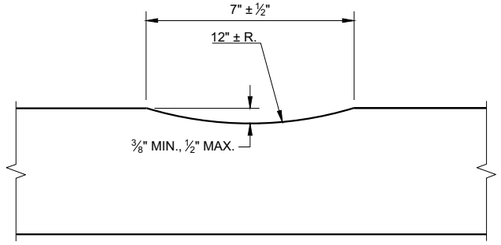


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - S

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

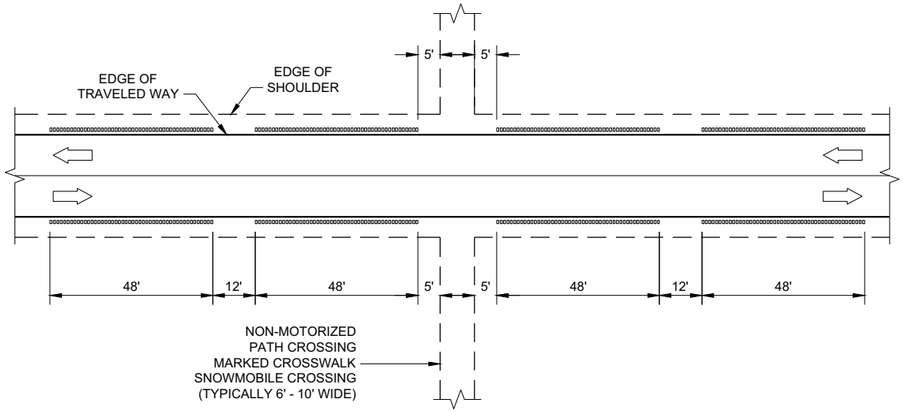
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

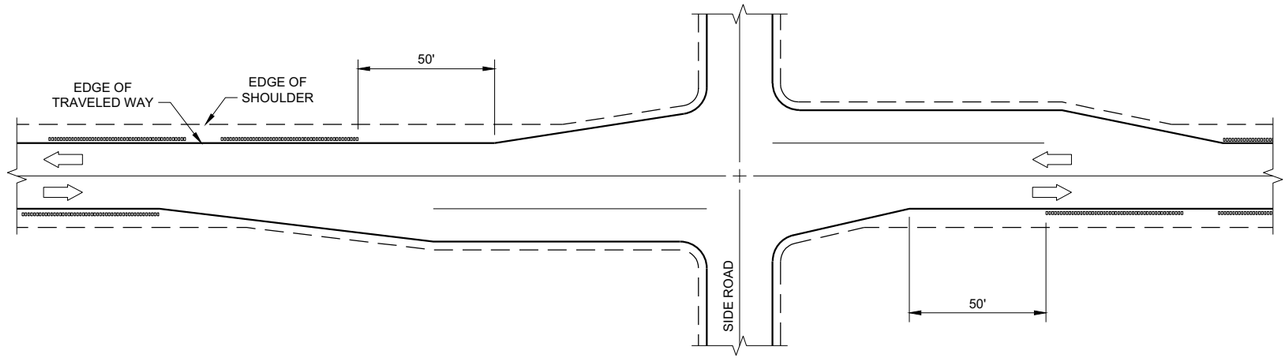
SDD 13A10 - 02b

6

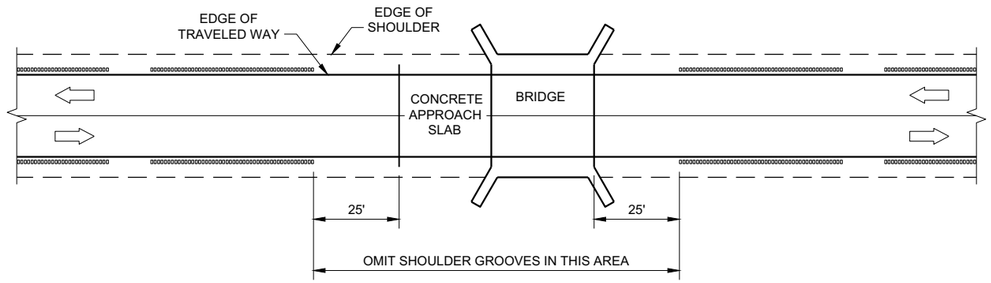
SDD13A10 - 02b



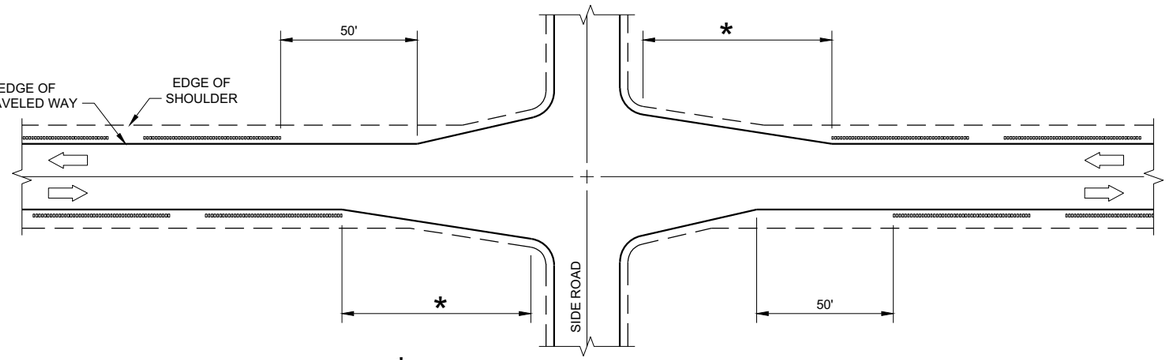
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

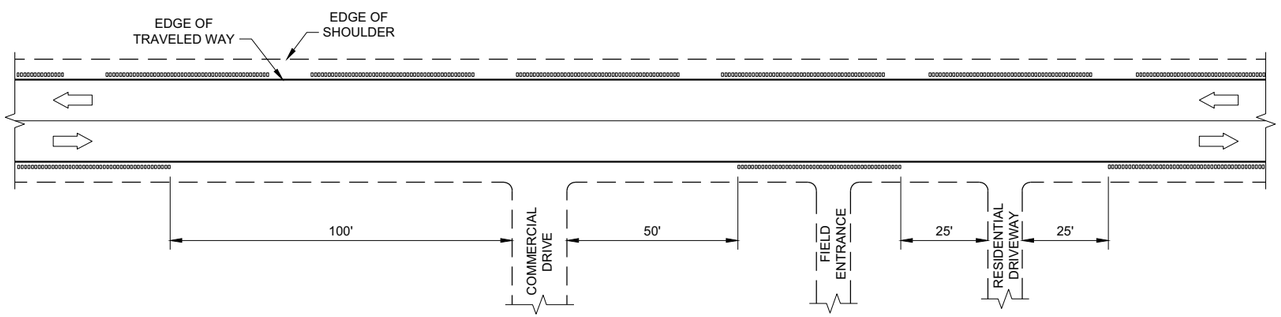


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

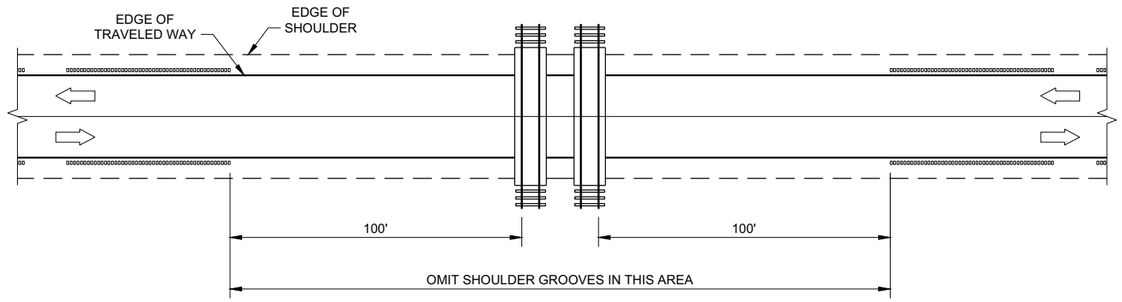
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

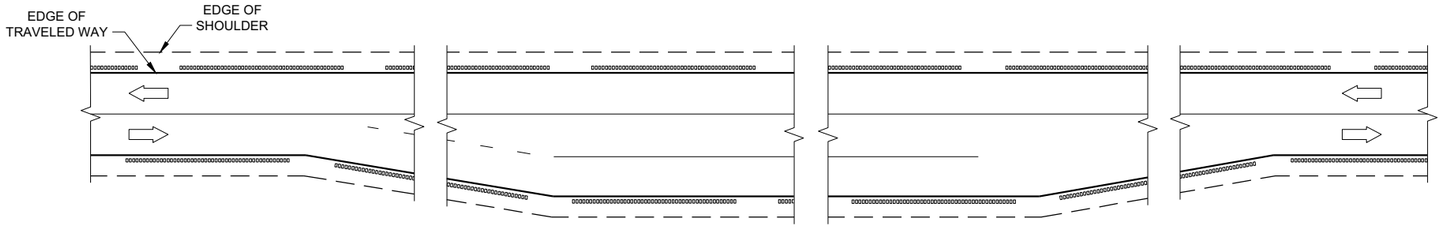
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SDD 13A10 - 02c

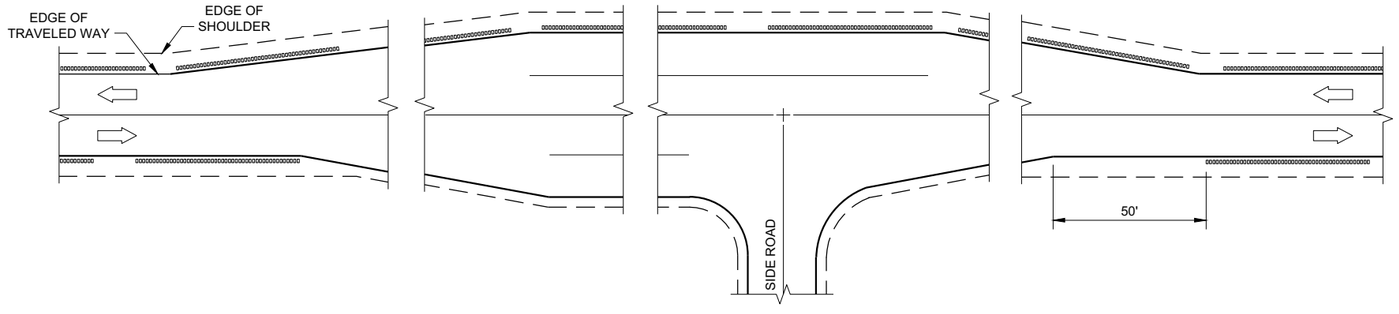
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

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SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

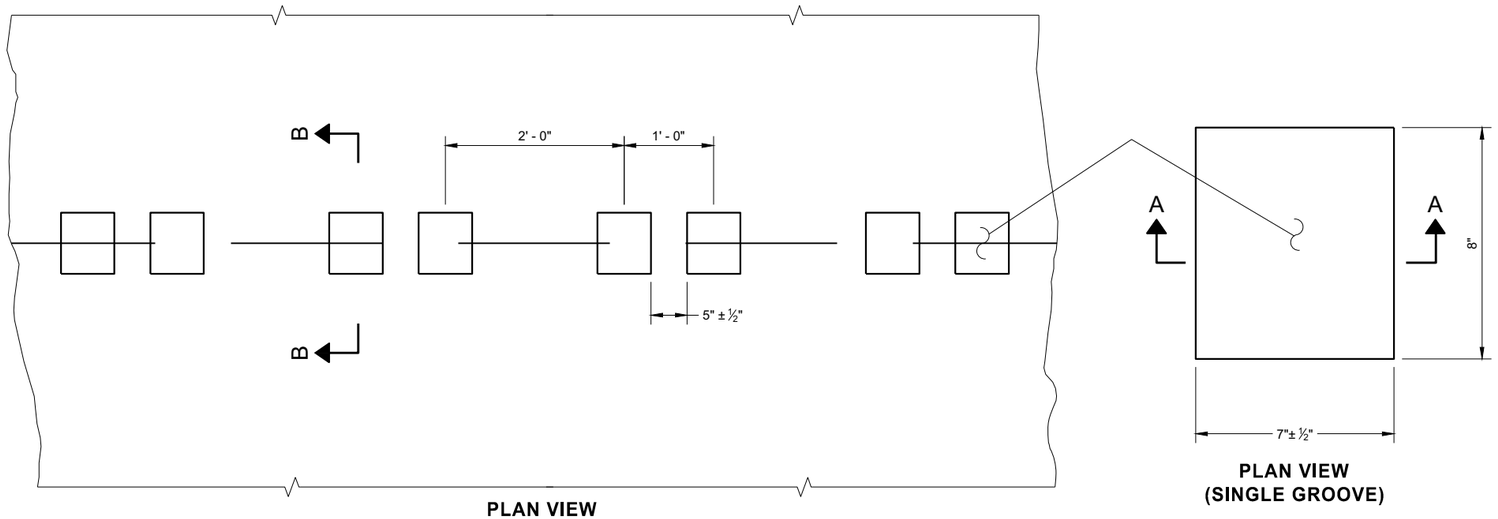
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

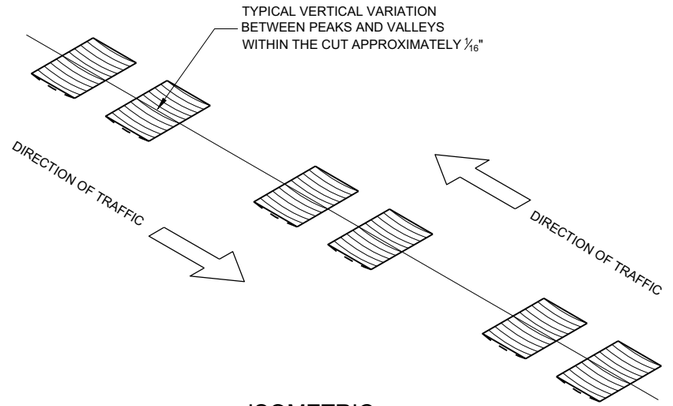
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

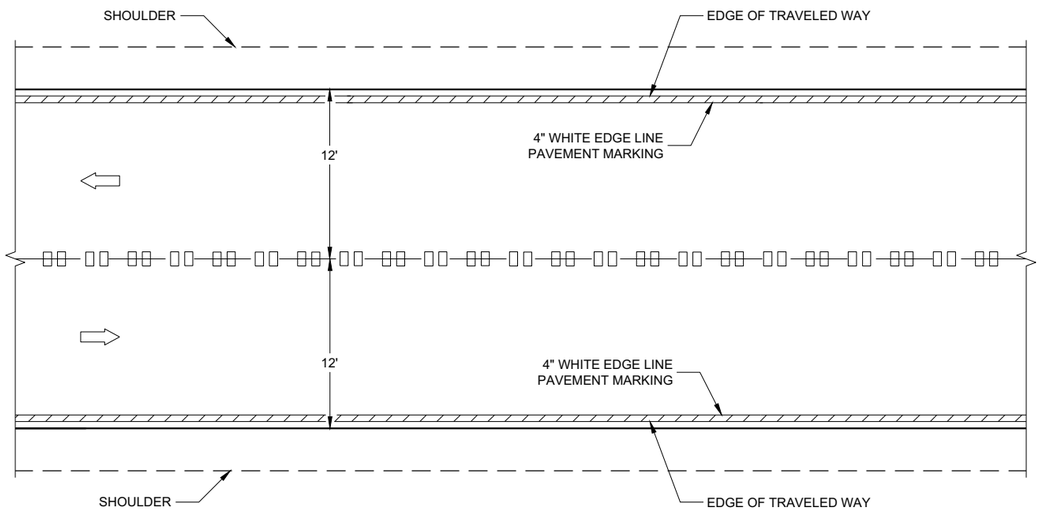
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

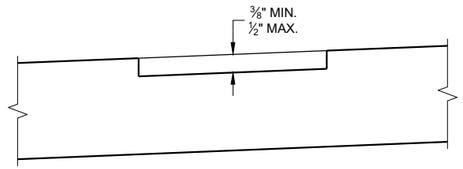
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



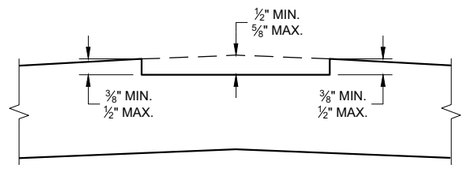
ISOMETRIC



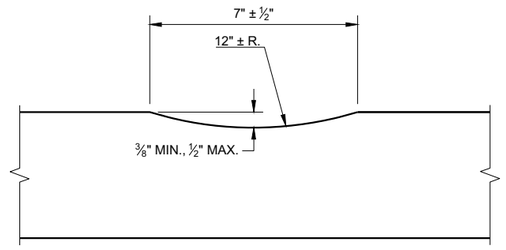
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

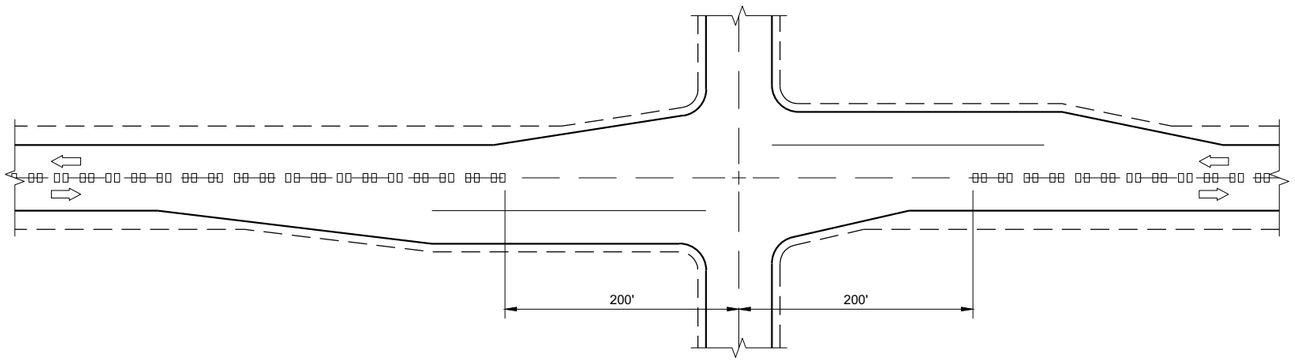
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

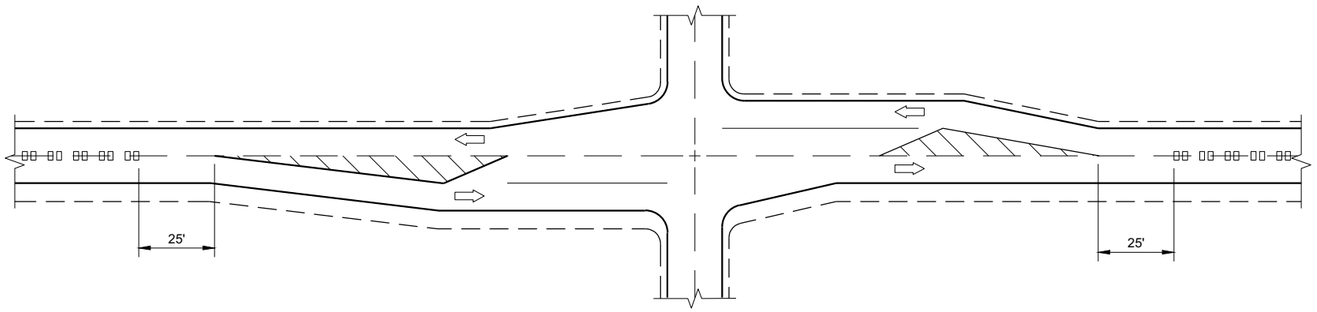
SDD 13A11 - 03a

6

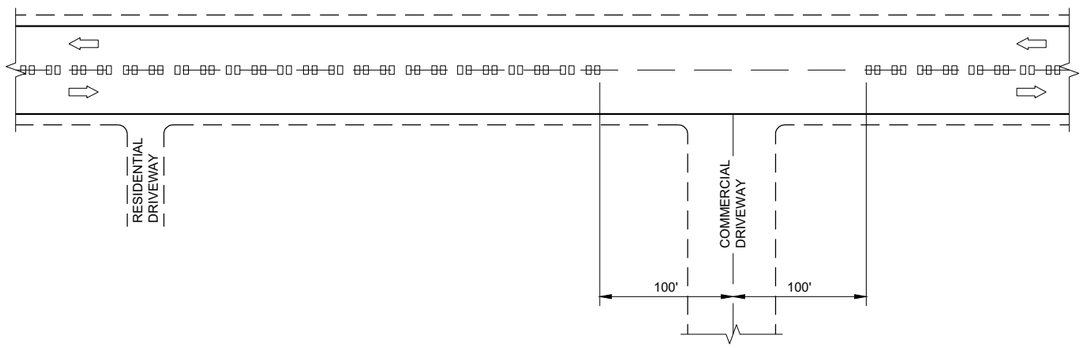
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



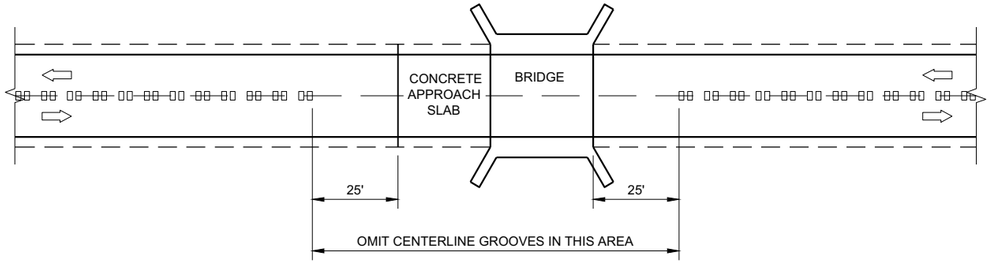
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



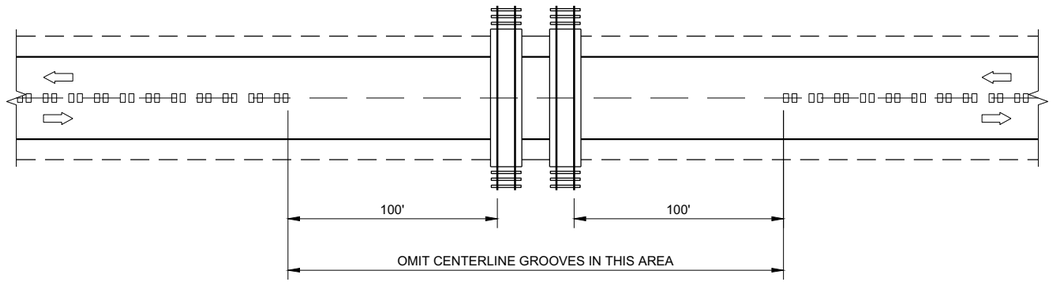
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

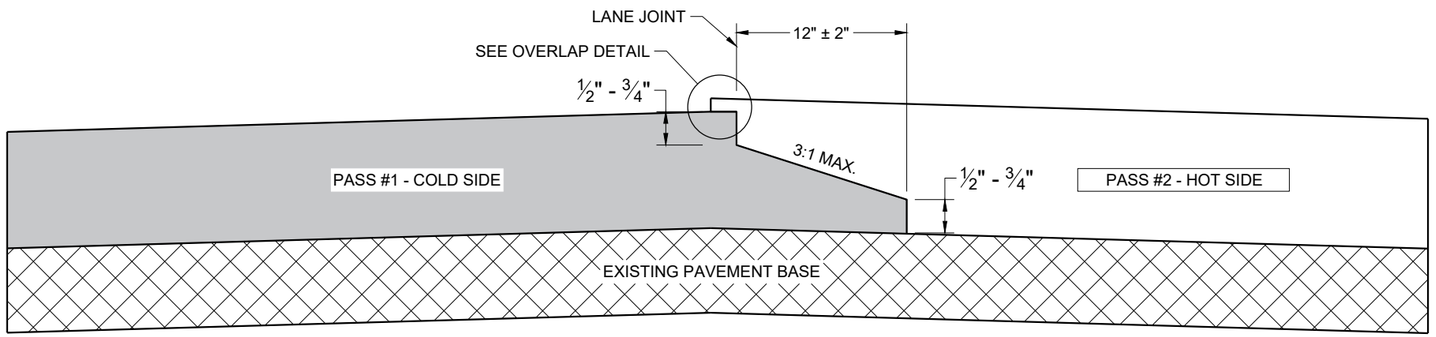
2-LANE RURAL
CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

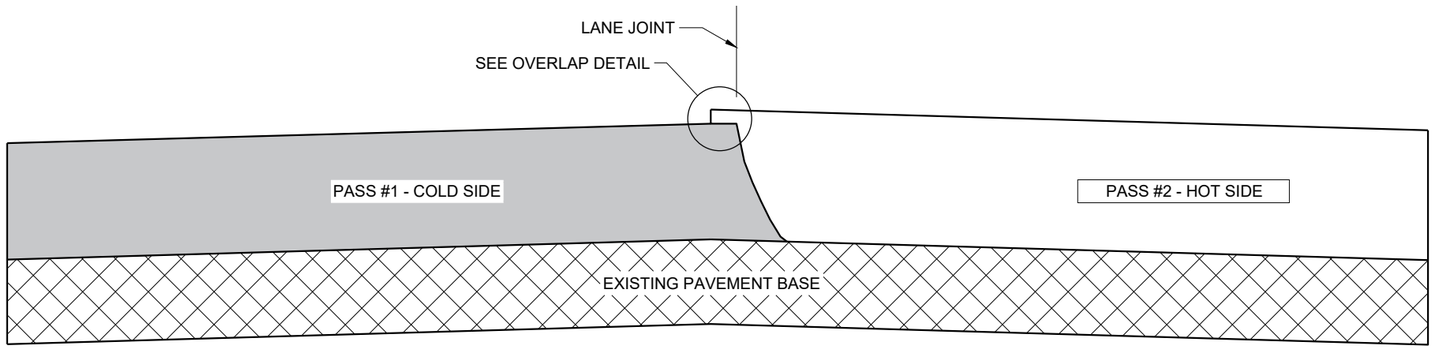
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

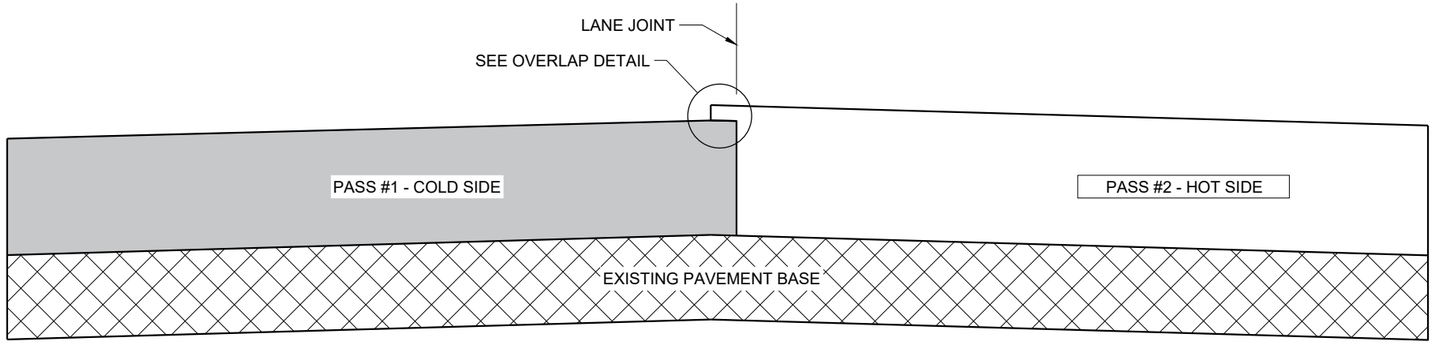
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SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

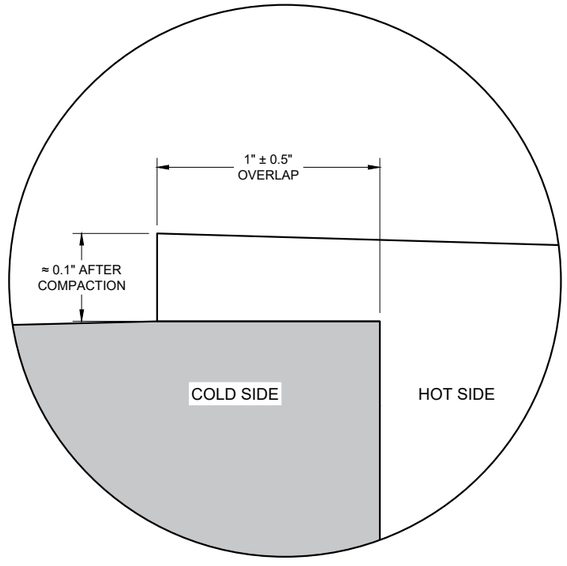
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

6

SDD 13C19 - 03

SDD 13C19 - 03

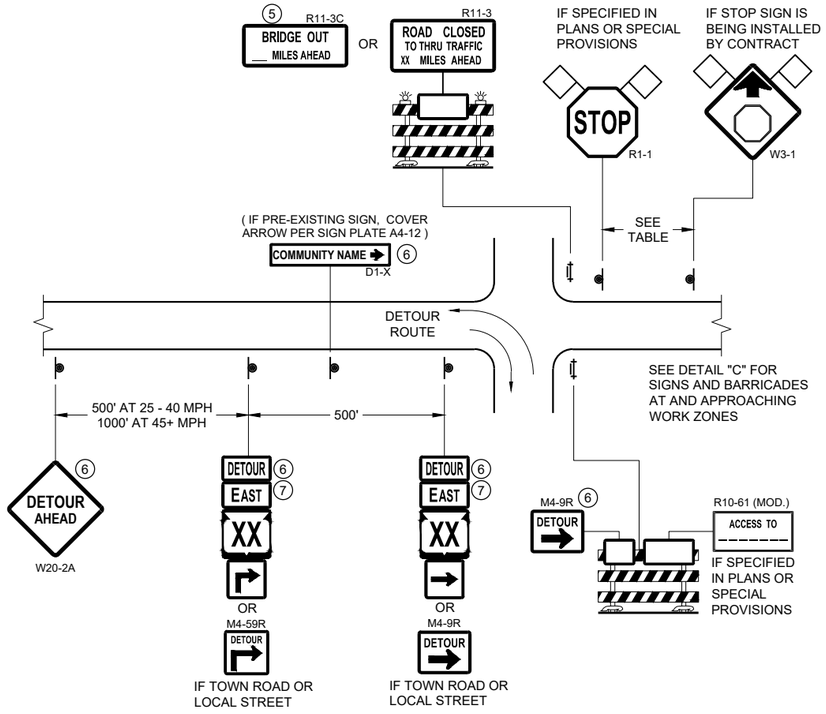
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

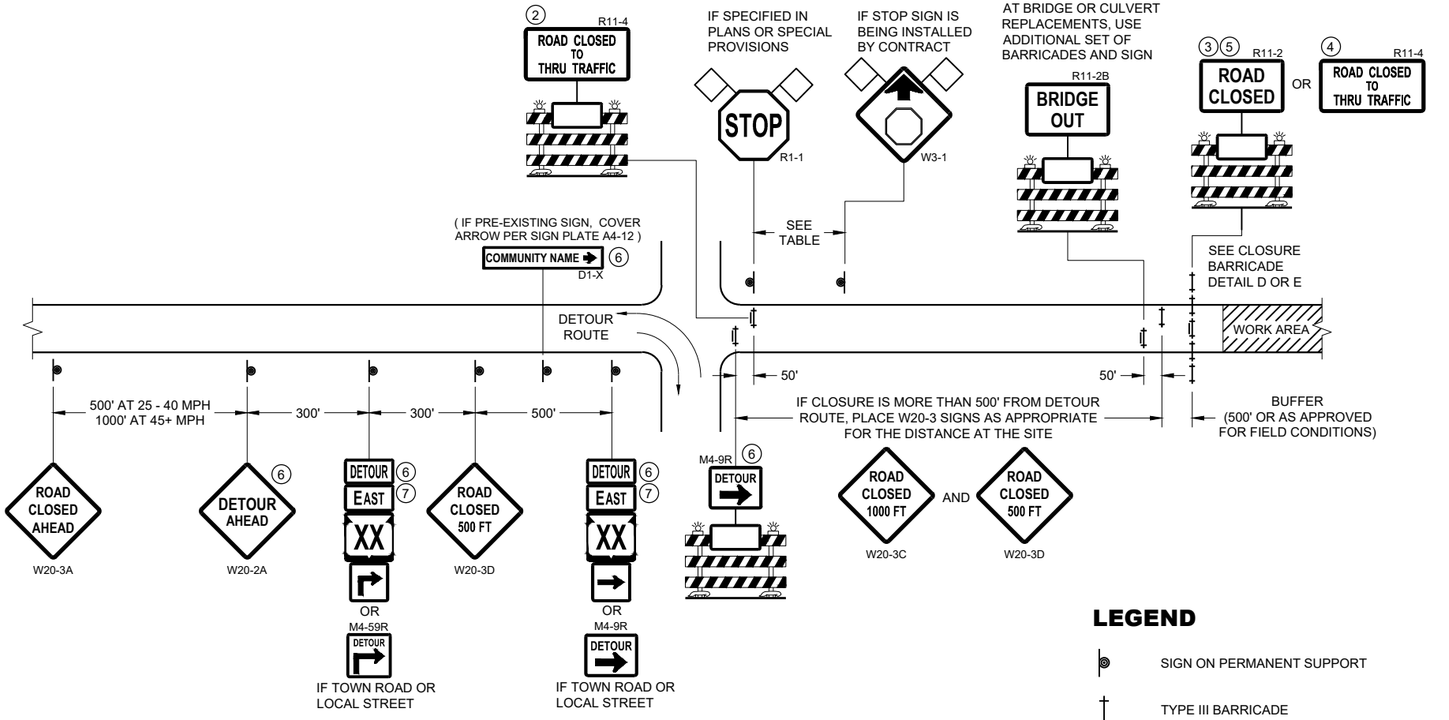
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



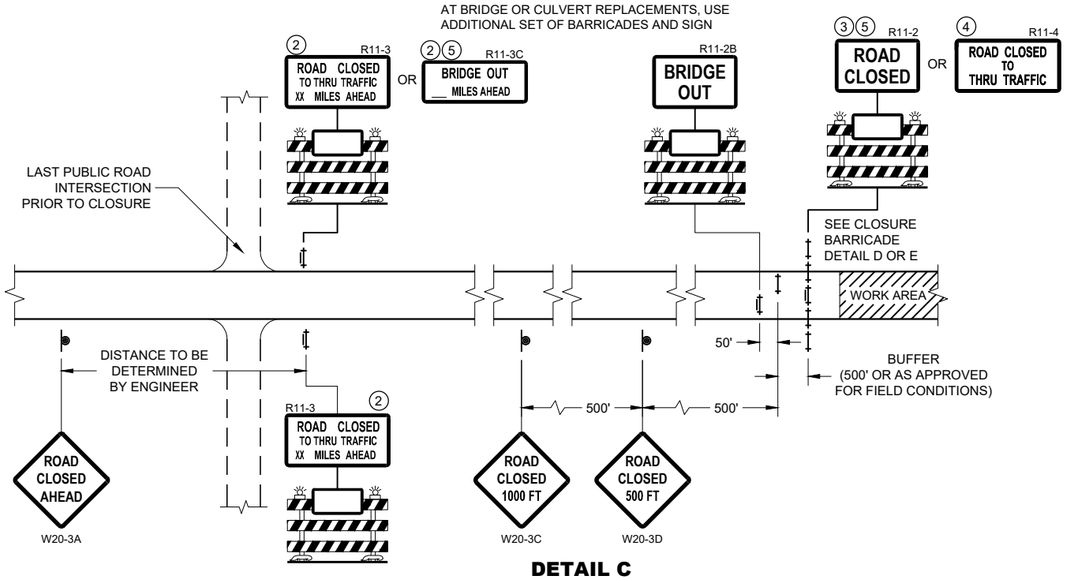
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

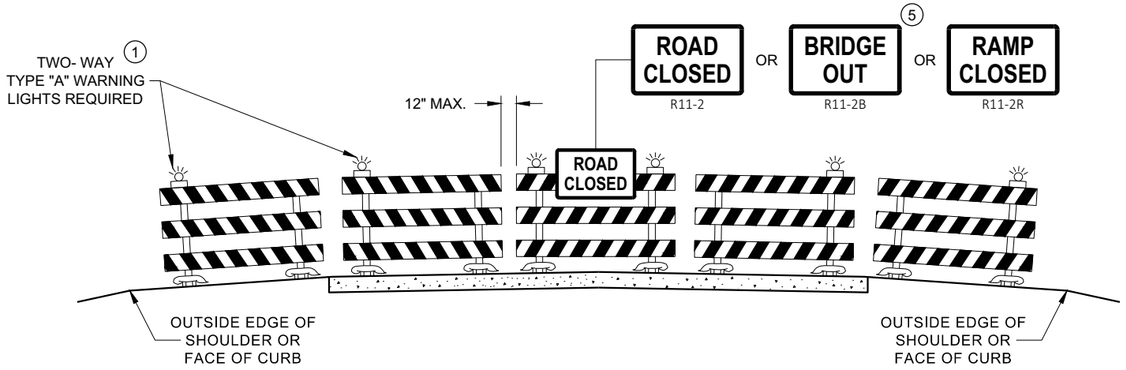
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

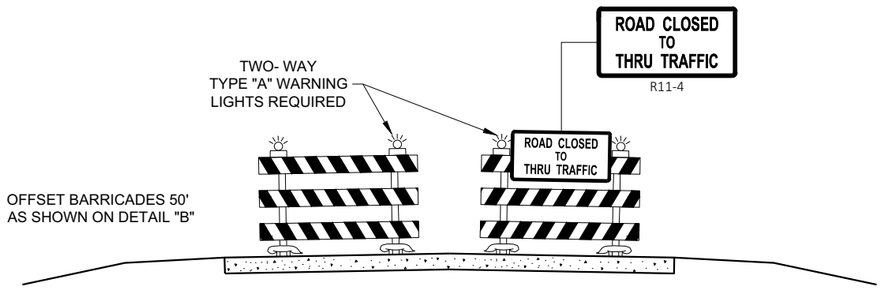
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SDD 15C02 - 08a

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

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 / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- XX — M1 - 6
- COUNTY X — M1 - 5A
- M05 - 1
- M06 - 1
- 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.

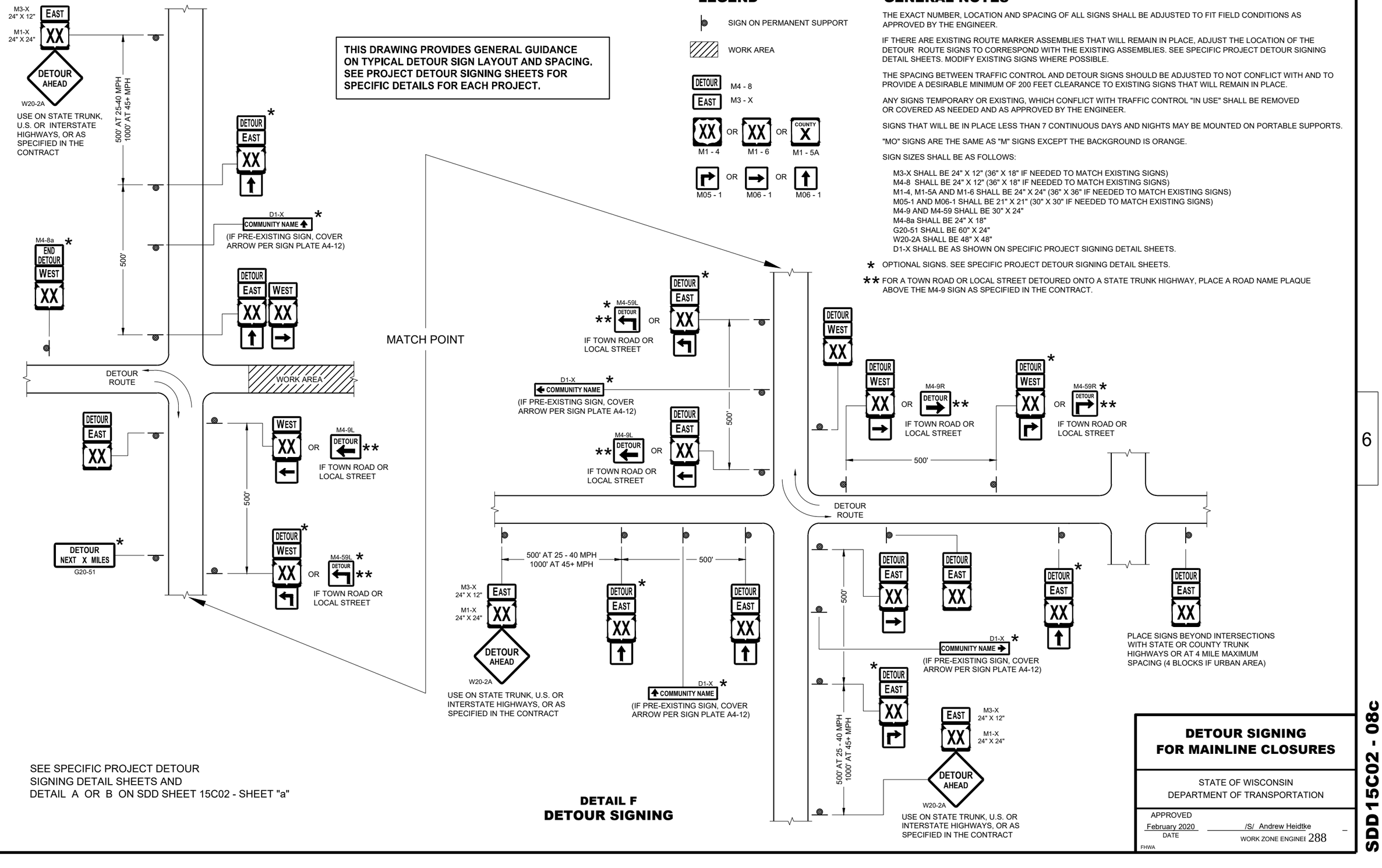
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

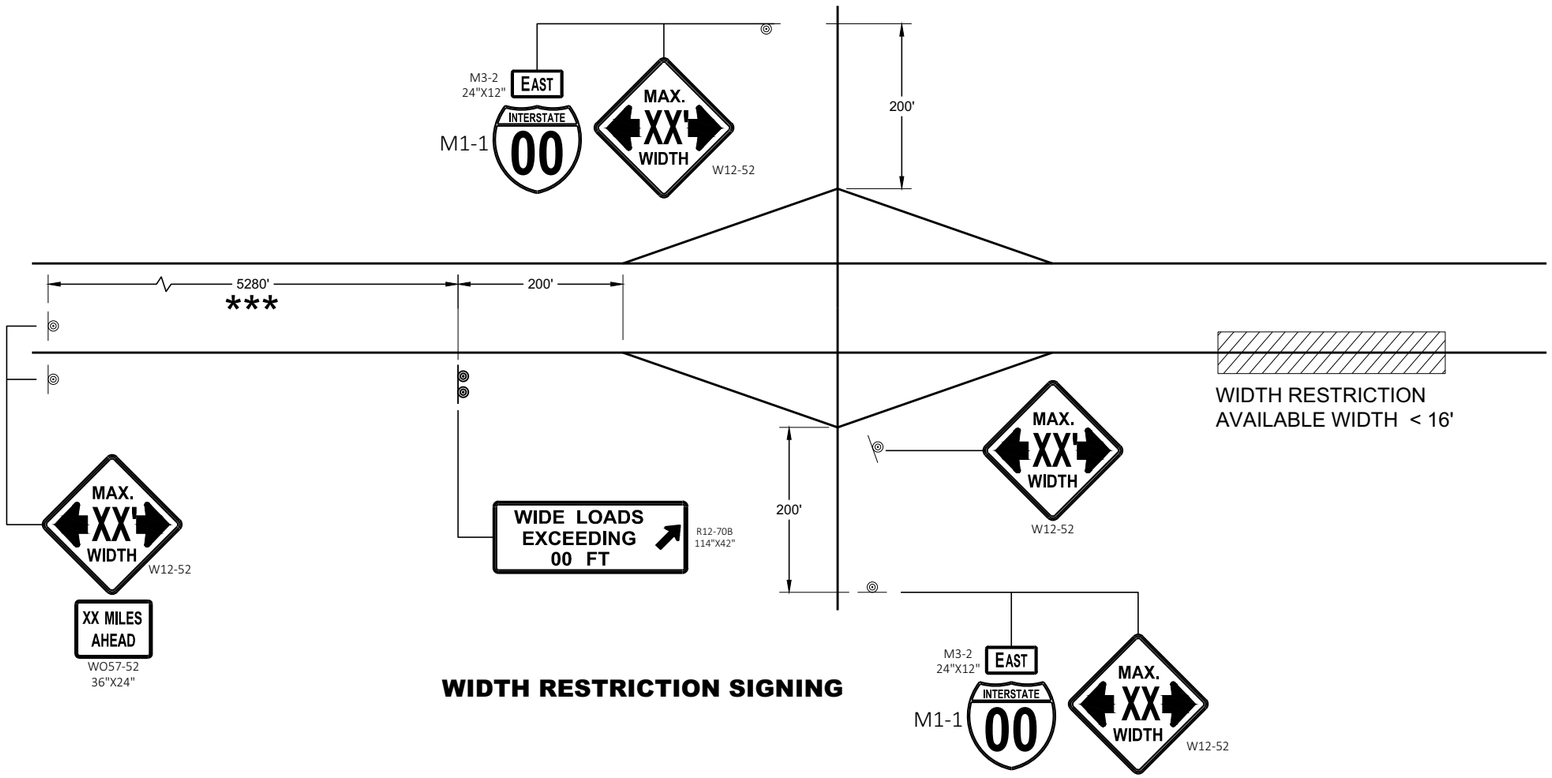
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 08c



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

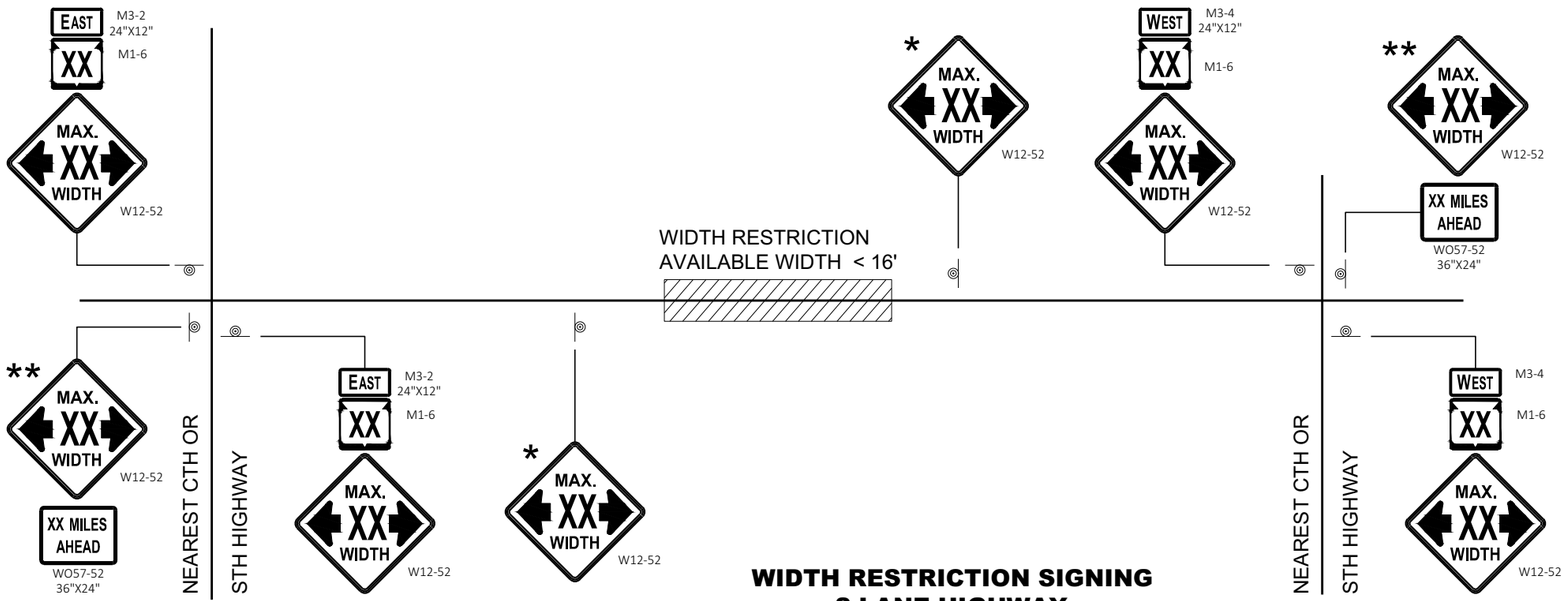
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

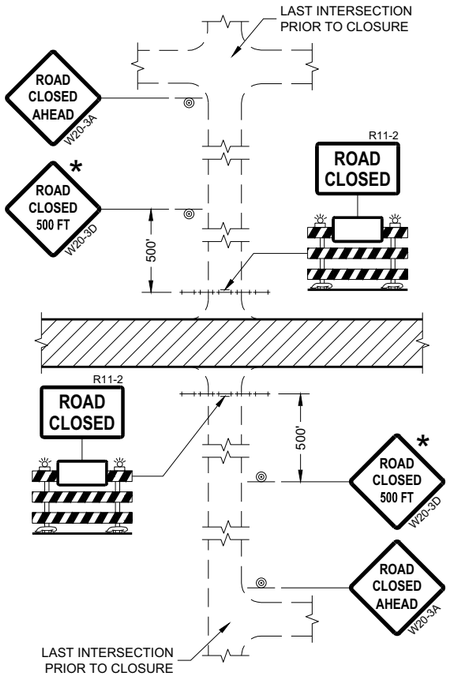
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

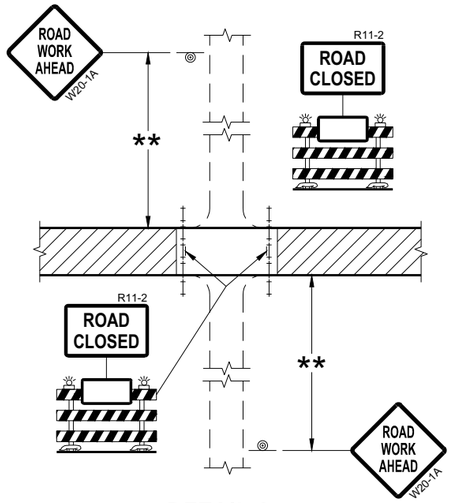
FHWA

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SDD 15C02 - 08f



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.

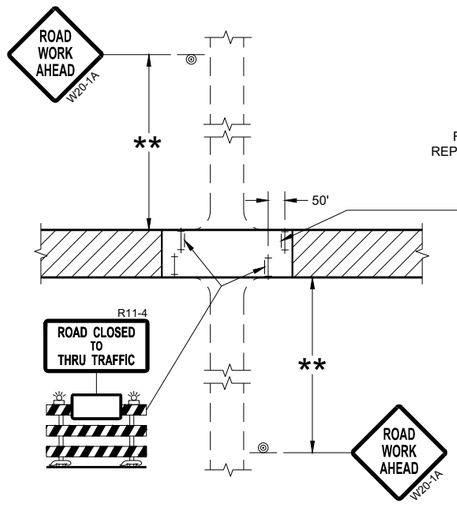
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

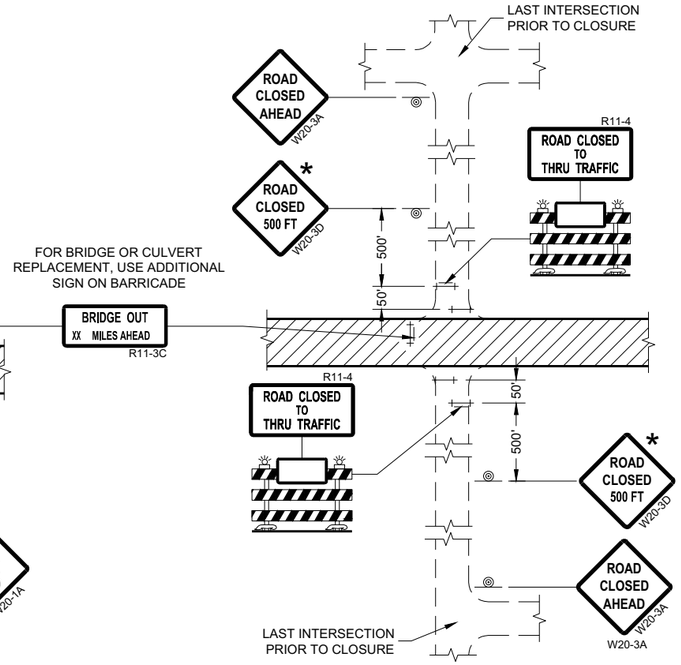
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

GENERAL NOTES

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

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

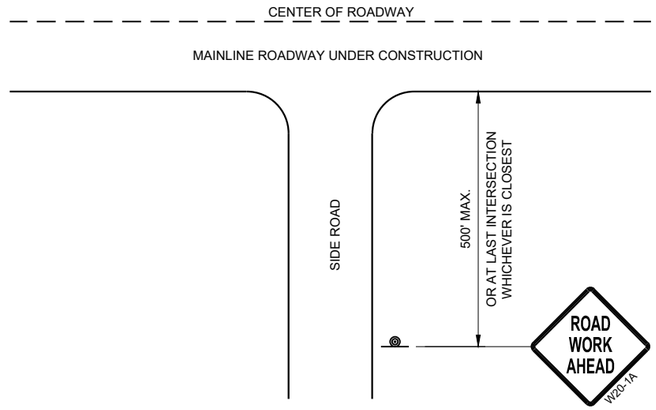
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



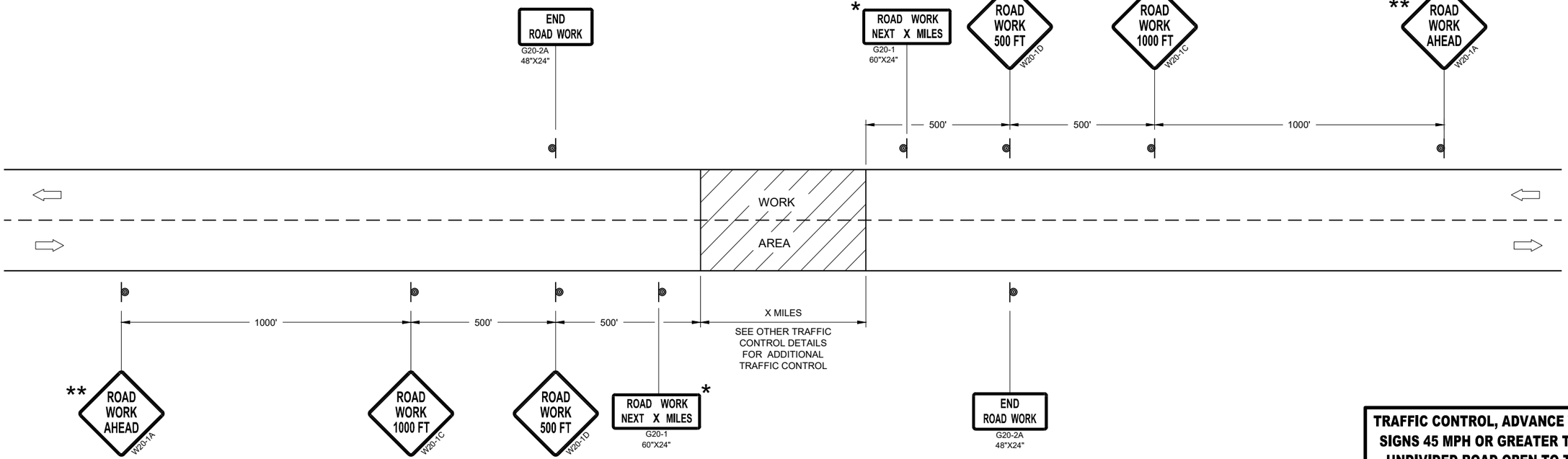
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

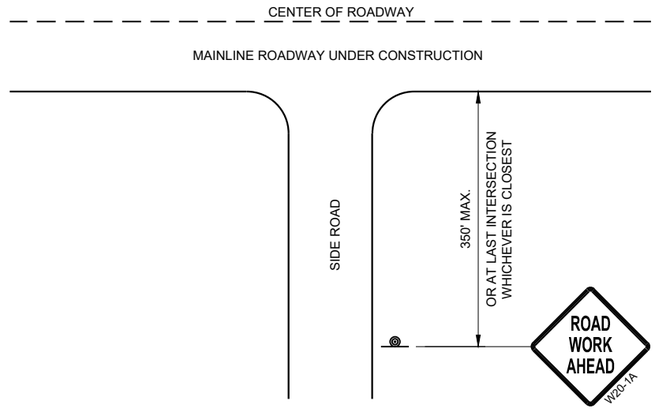
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

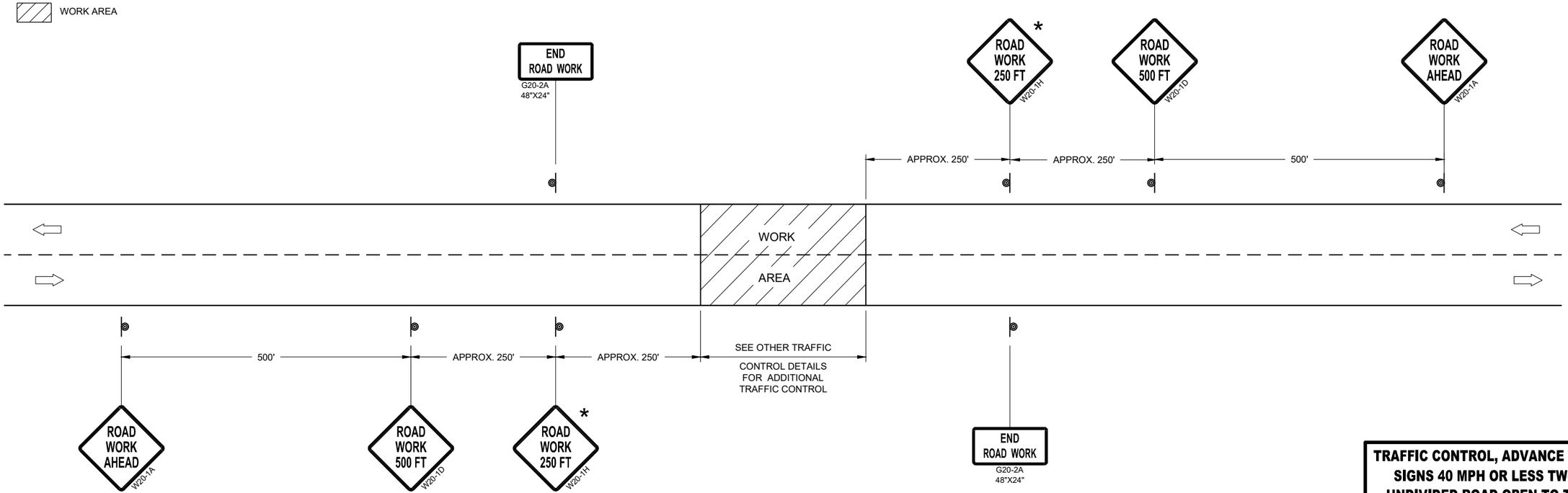
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

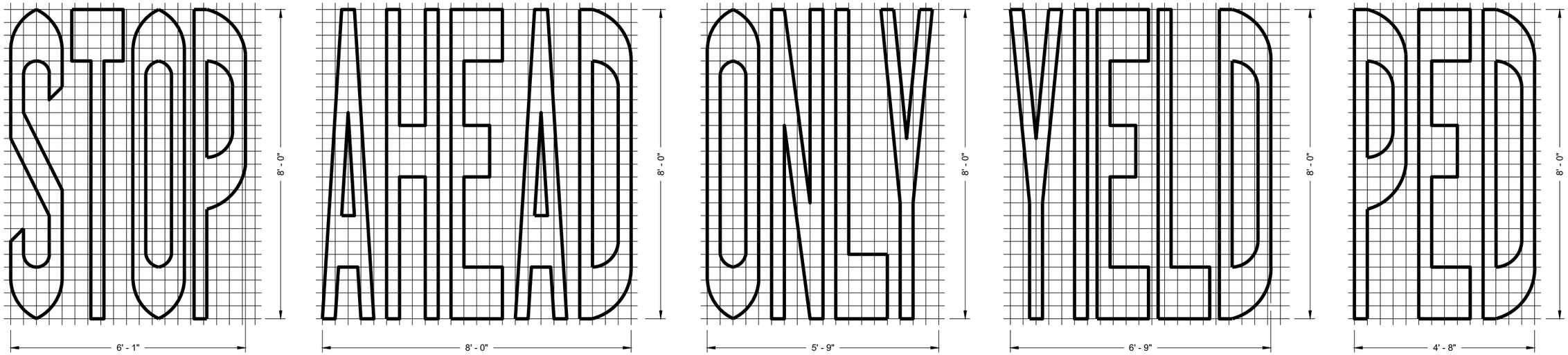
APPROVED
July 2018
DATE

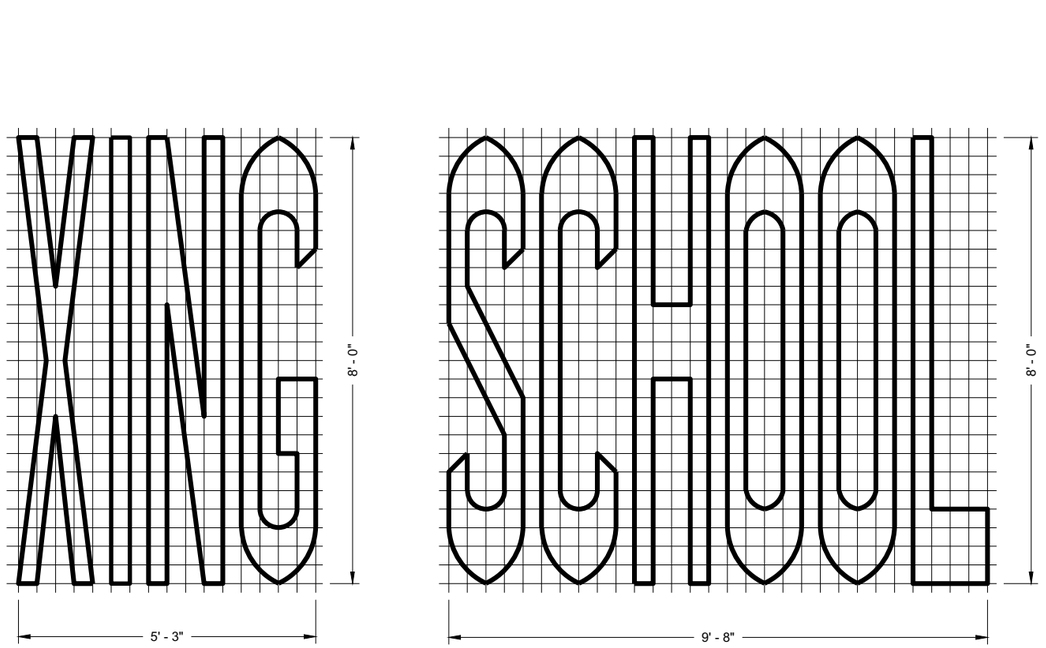
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

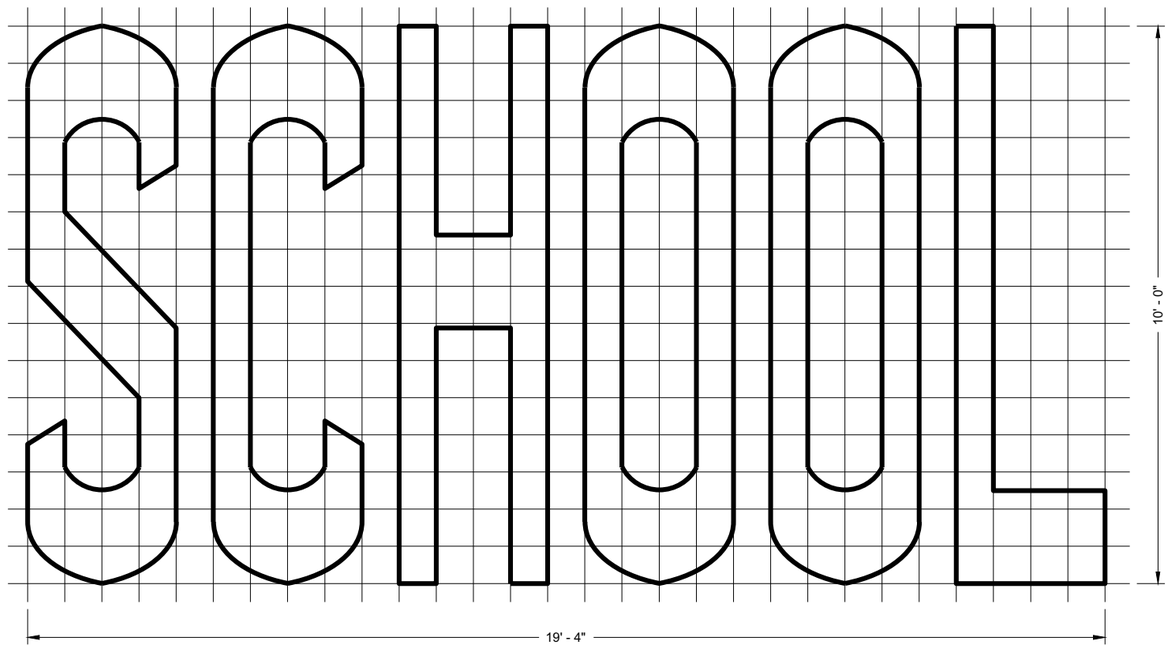
6

SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

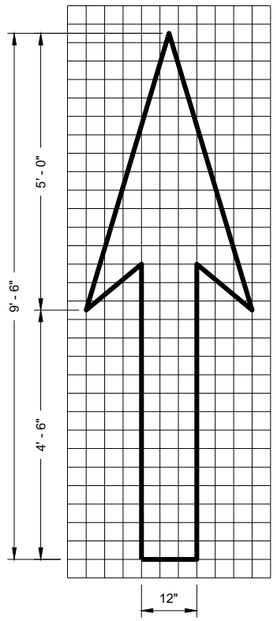
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

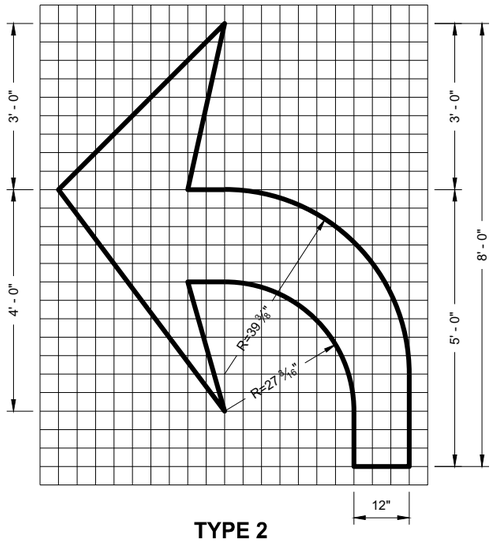
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SDD 15C07 - 15b

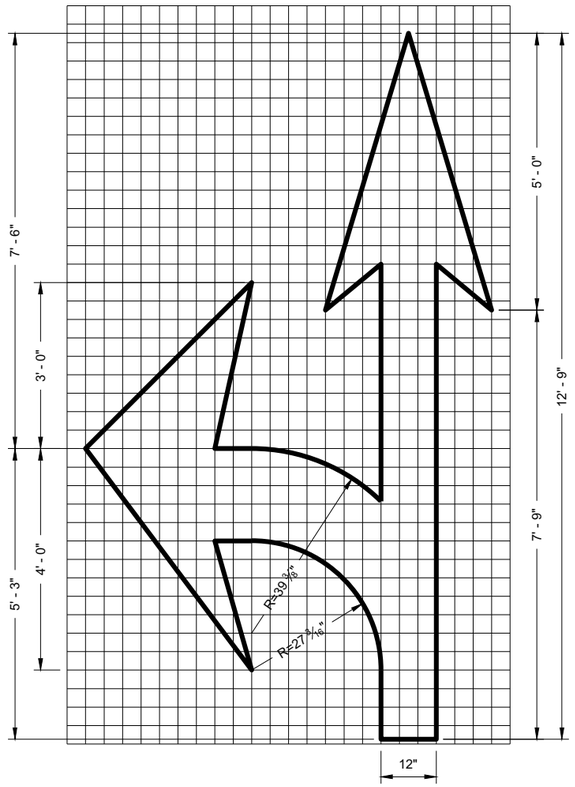
SDD 15C07 - 15b



TYPE 1



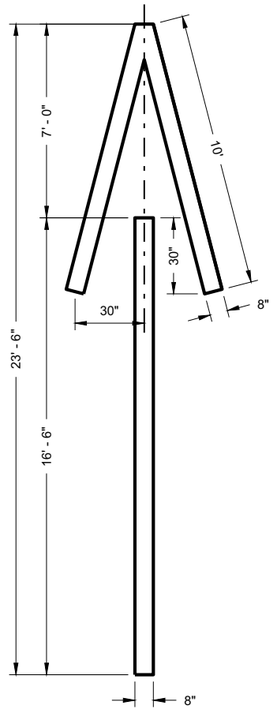
TYPE 2



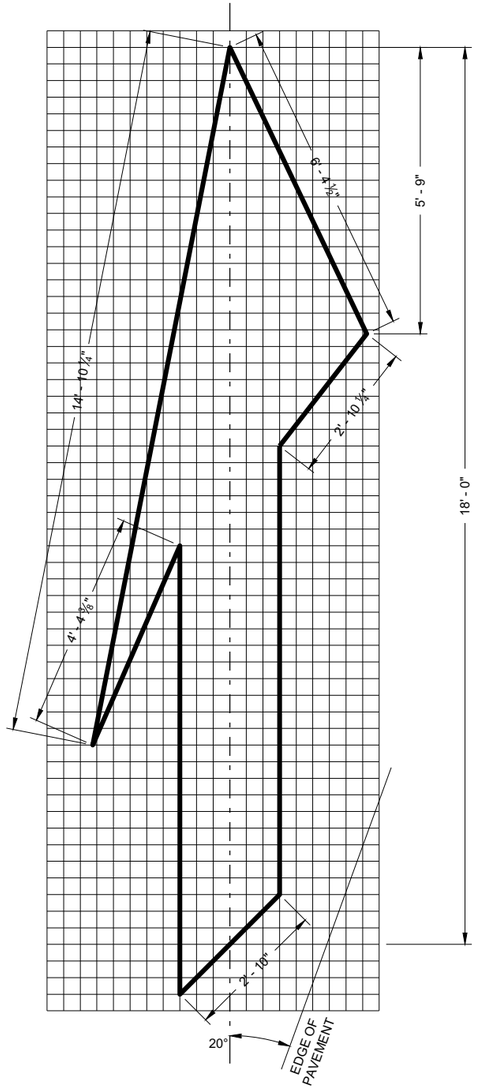
TYPE 3

GENERAL NOTES

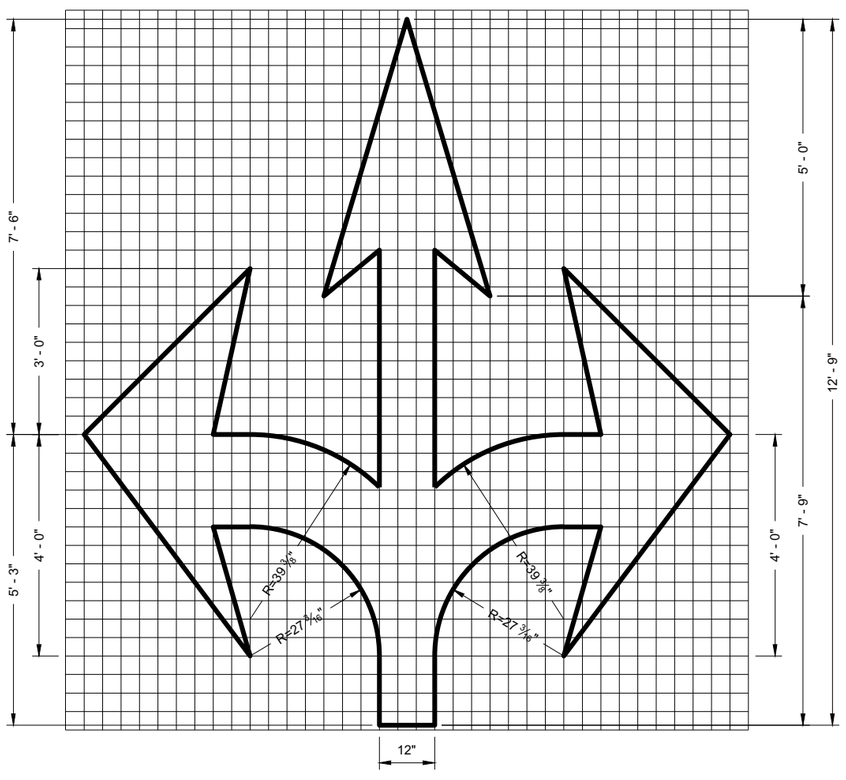
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



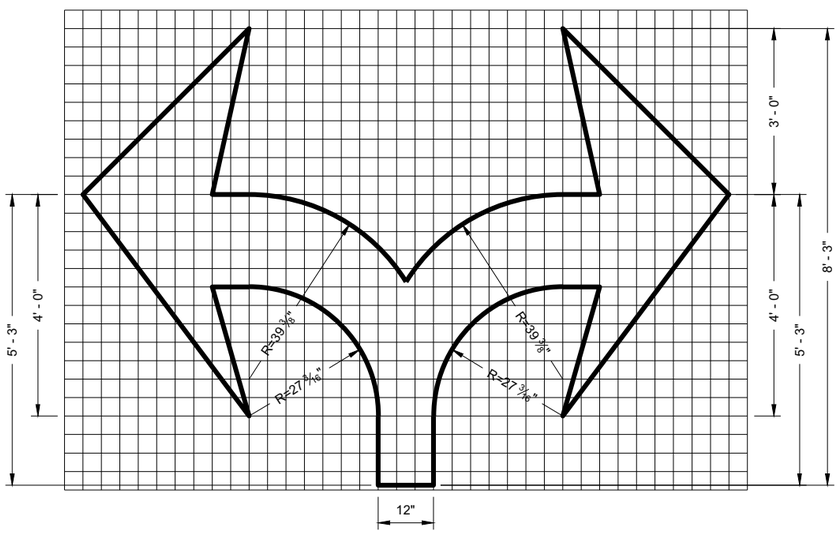
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

294

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

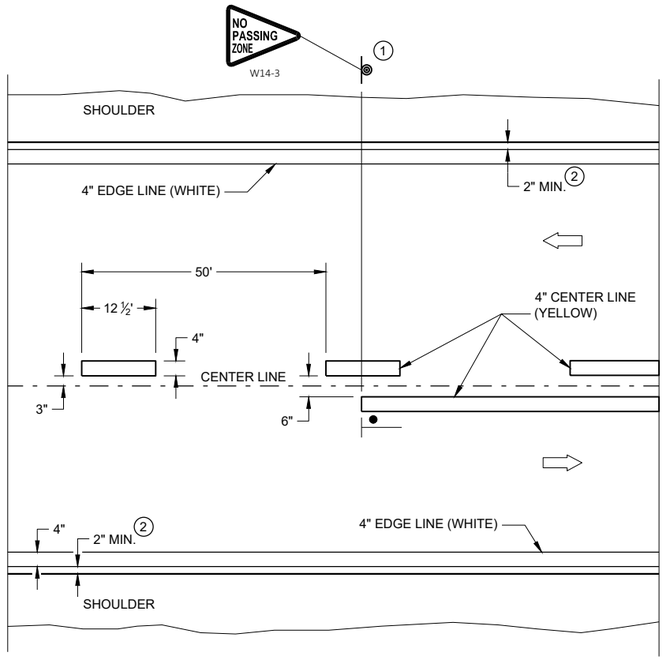
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

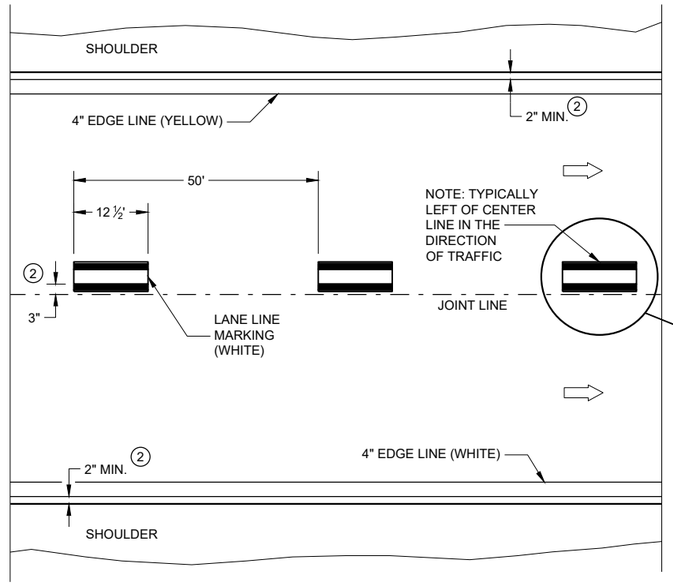
"T" MARKING

SIGN ON PERMANENT SUPPORT

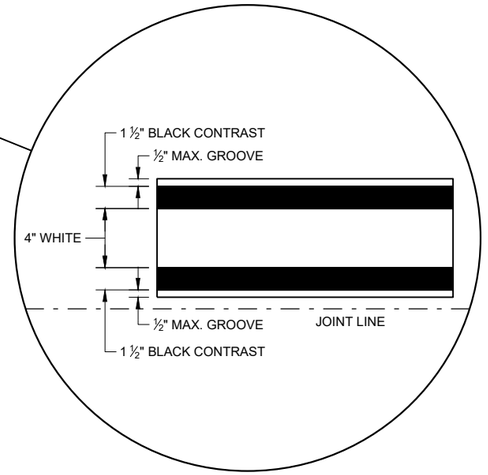
DIRECTION OF TRAFFIC



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

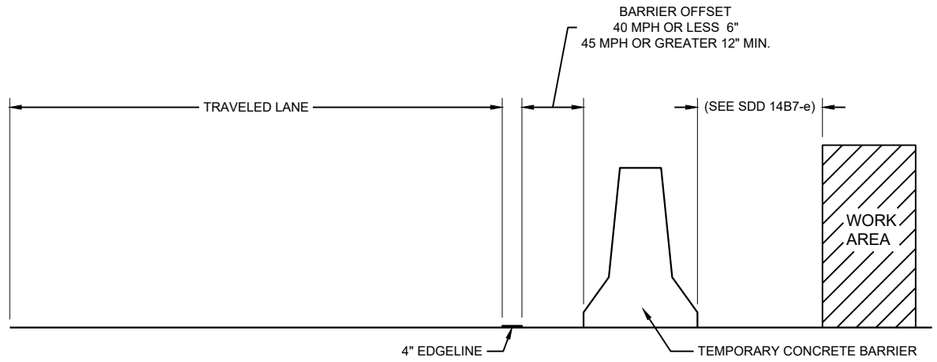
FHWA

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SDD 15C08 - 22a

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SDD 15C08 - 22a



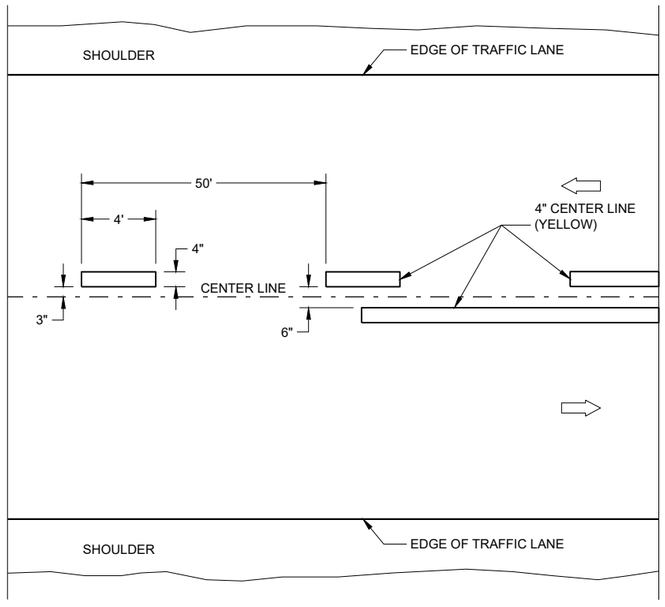
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

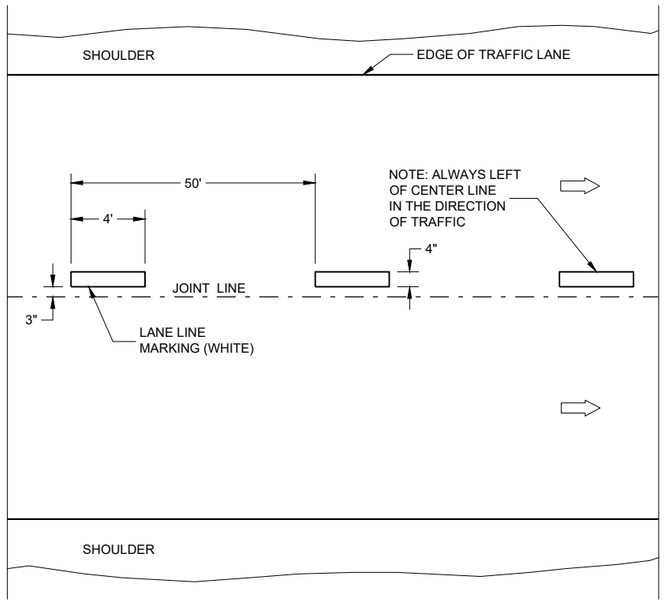
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

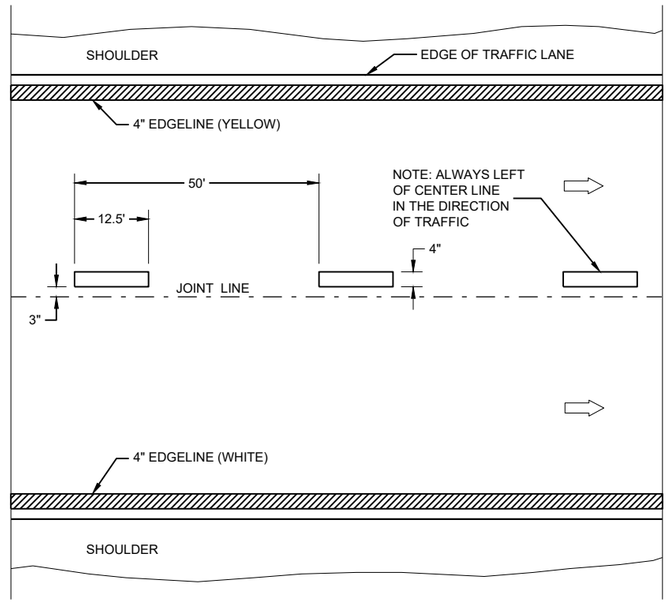
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

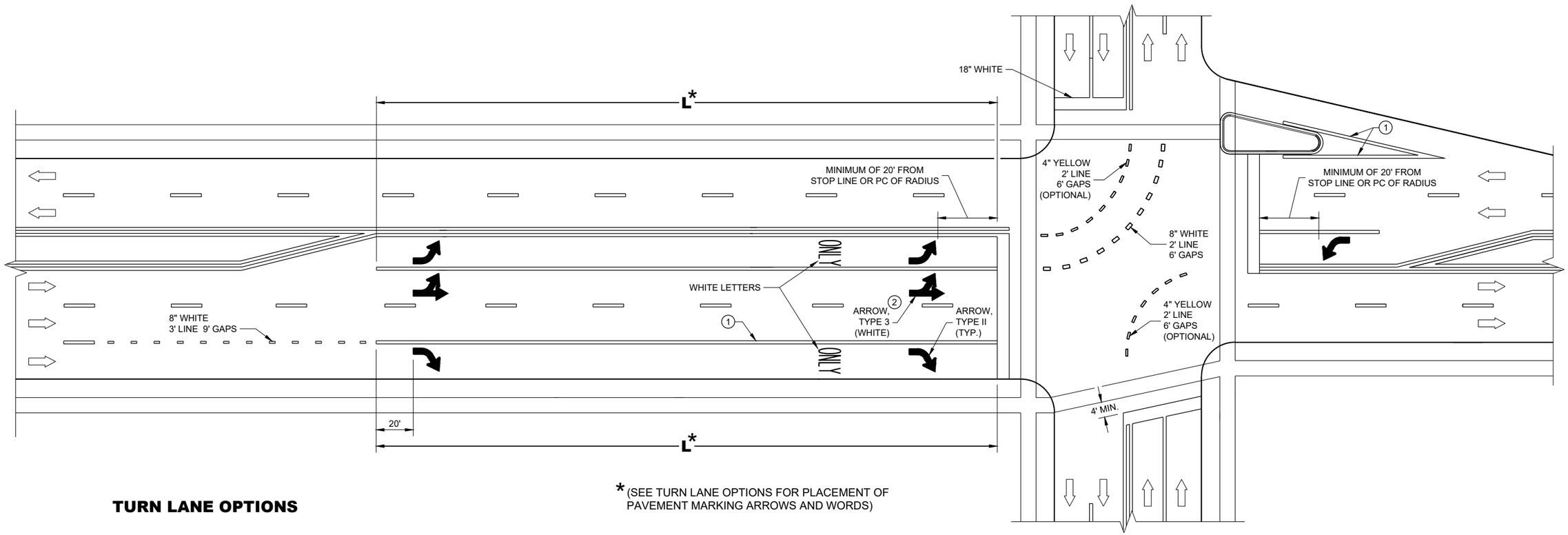
FHWA

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SDD 15C08 - 22b

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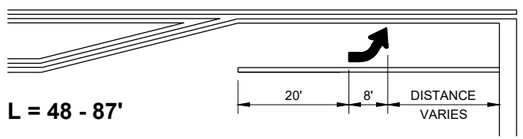
SDD 15C08 - 22b



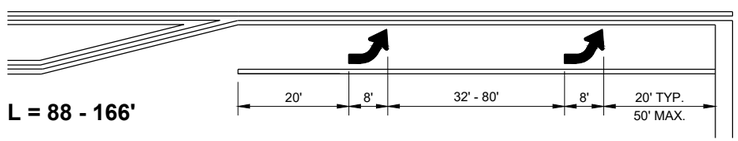
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

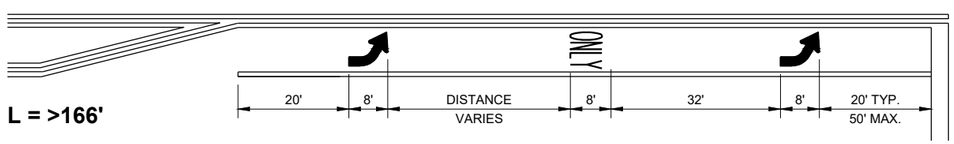
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

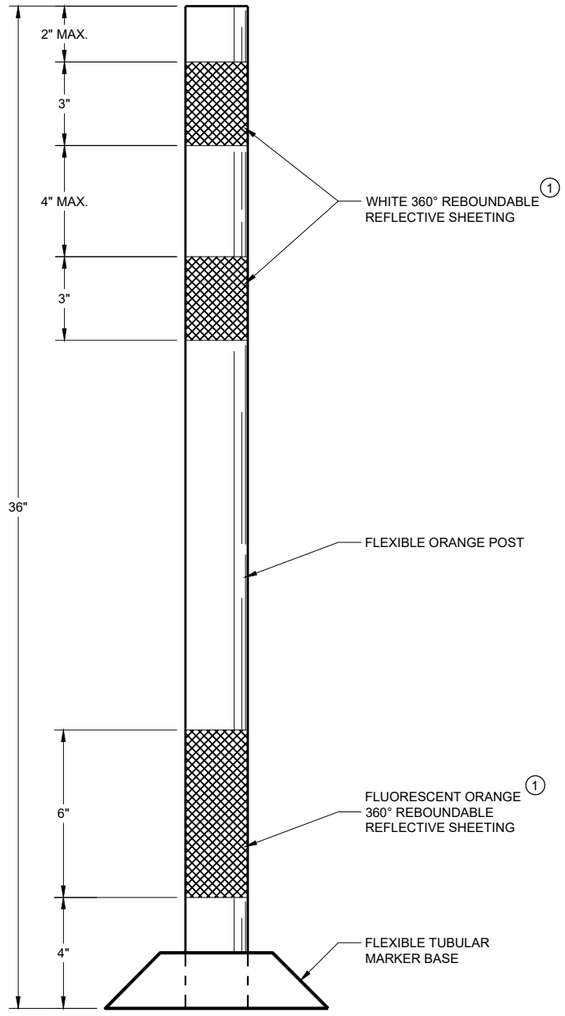
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 22d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

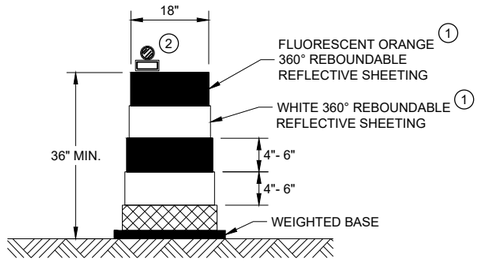
FHWA

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SDD 15C11 - 10a

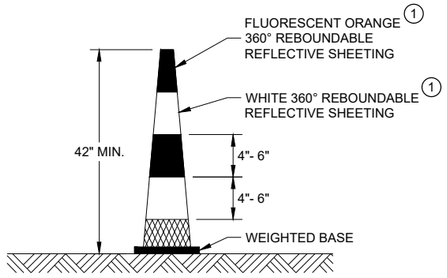
GENERAL NOTES

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

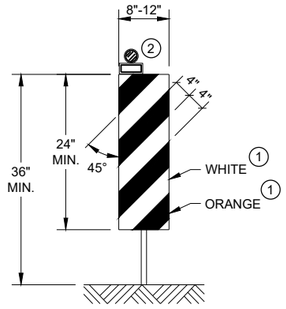
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

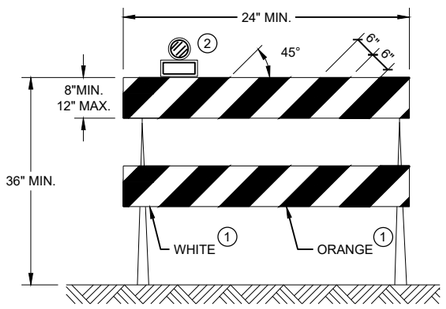
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



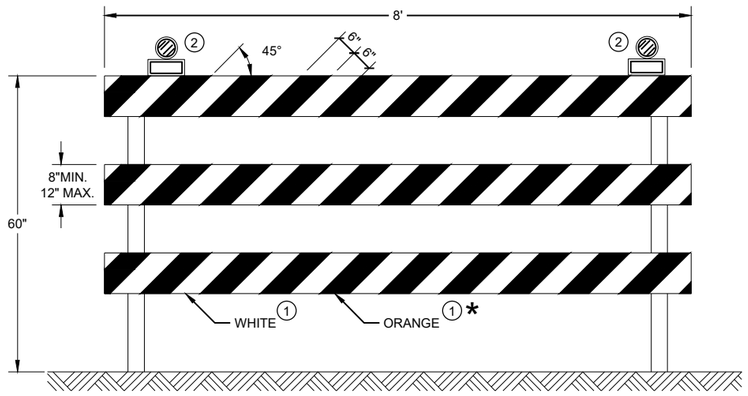
VERTICAL PANEL

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
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

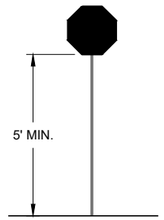
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

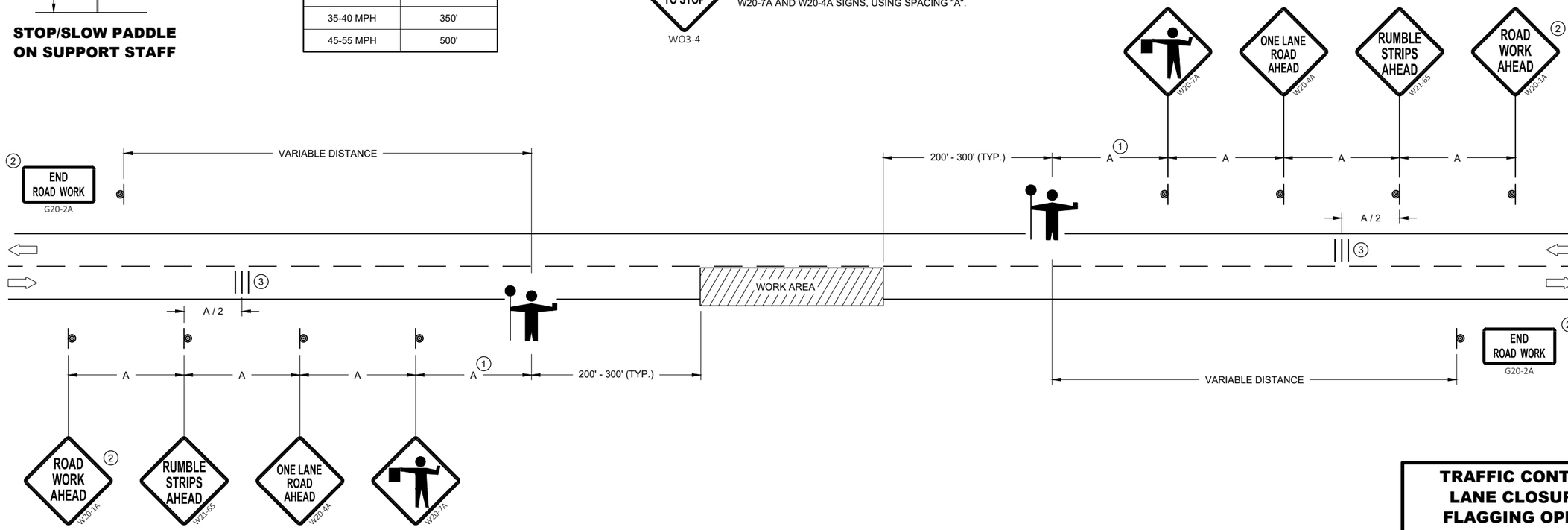
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

300

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

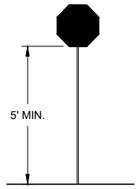
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

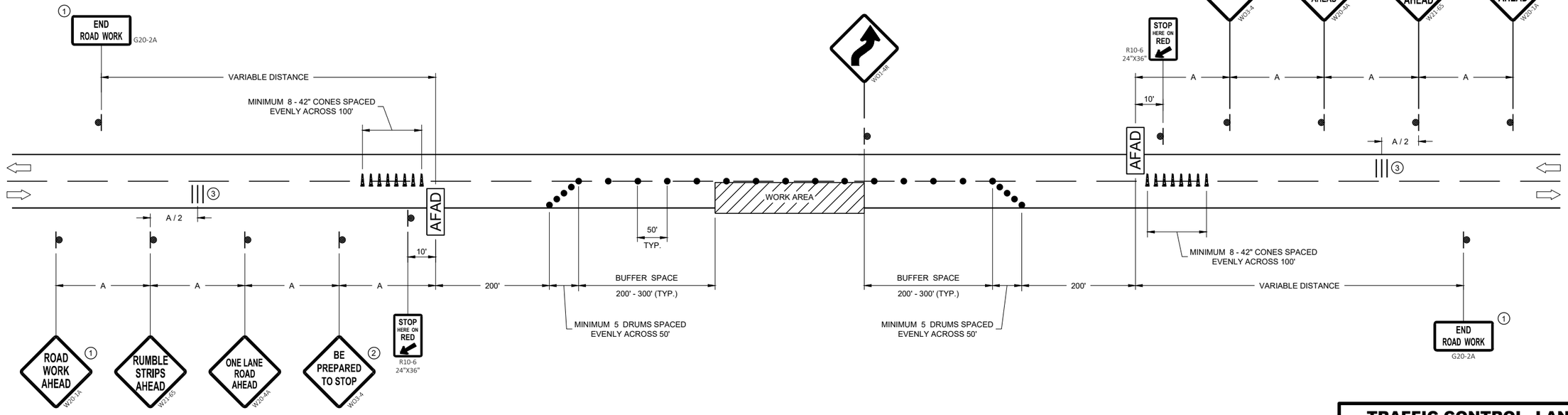
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

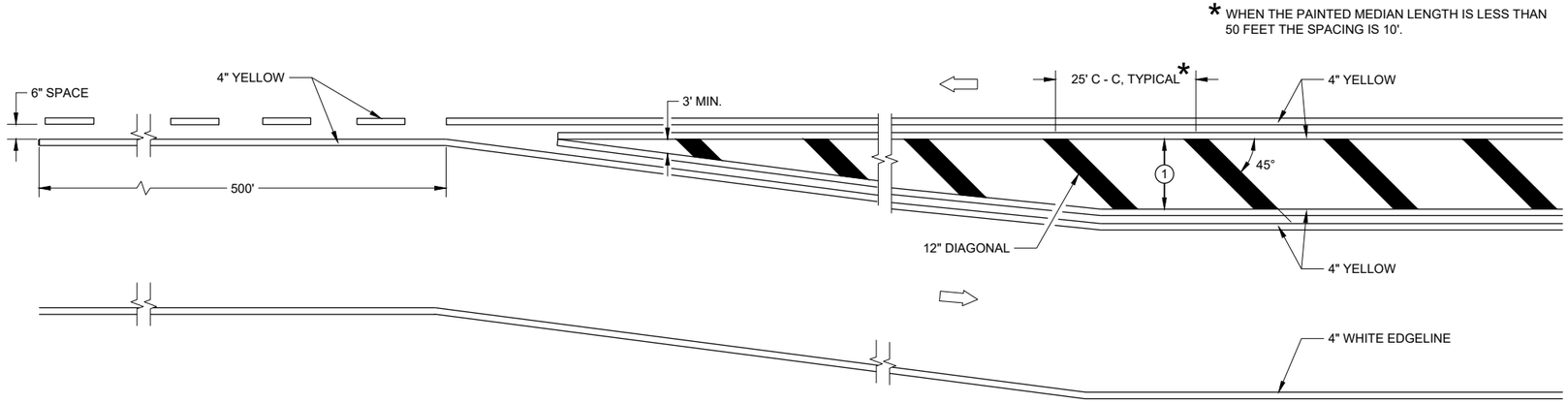
FHWA

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SDD 15C12 - 09b

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SDD 15C12 - 09b

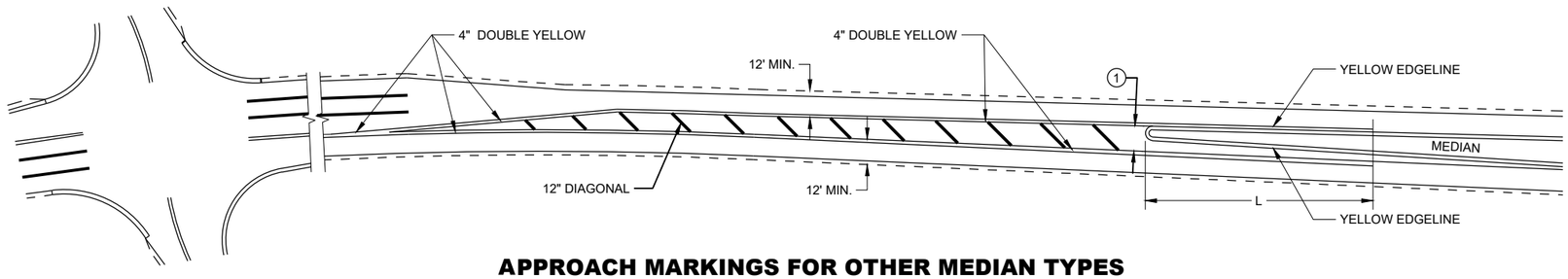


MEDIAN ISLAND DETAIL

GENERAL NOTES

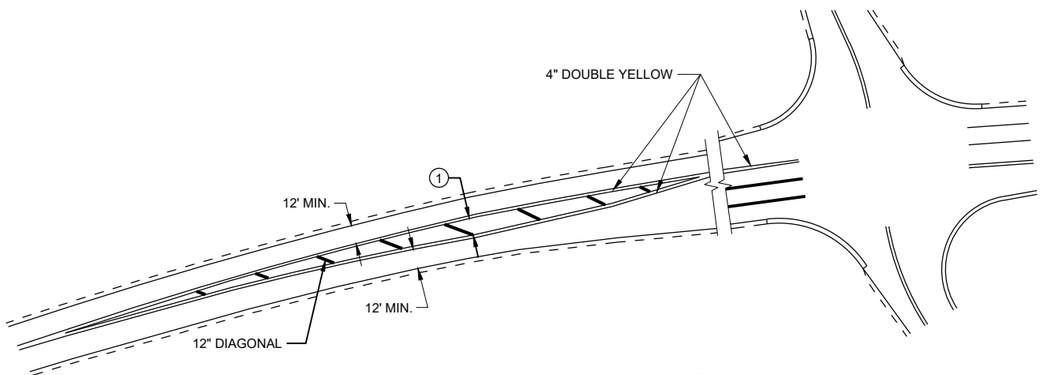
1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

6

SDD 15C18 - 07a

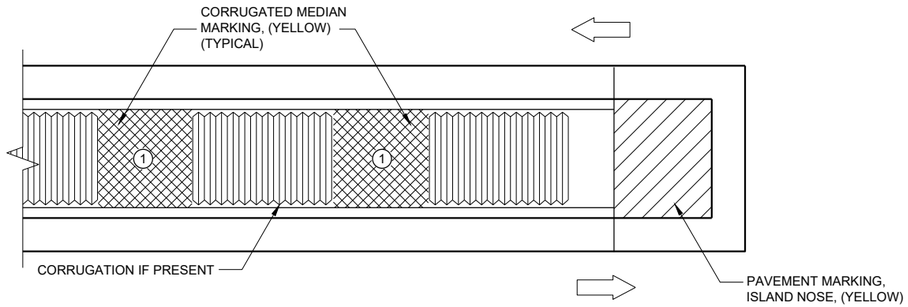
MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

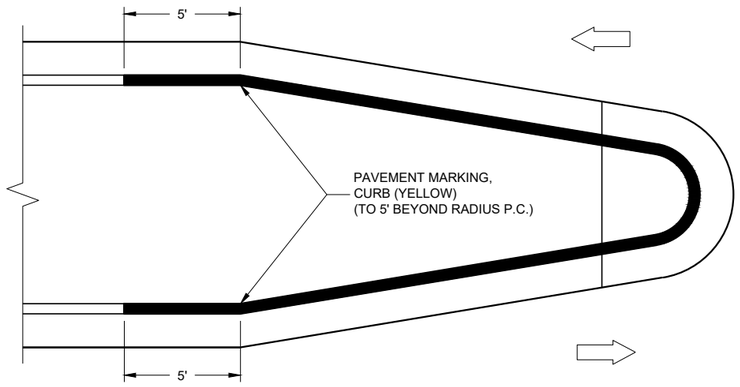
APPROVED
November 2022 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
FHWA

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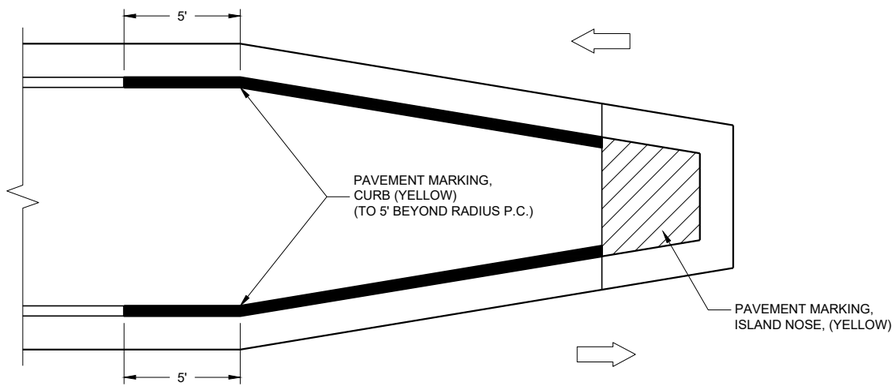
SDD 15C18 - 07a



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

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November 2022
DATE

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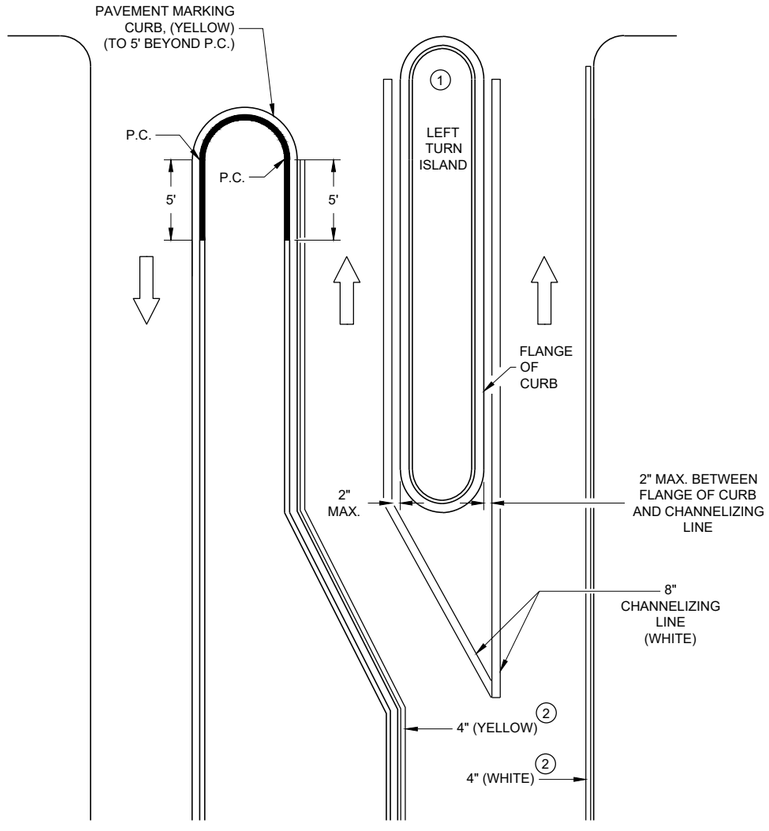
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SDD 15C18 - 07b

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SDD15C18 - 07b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

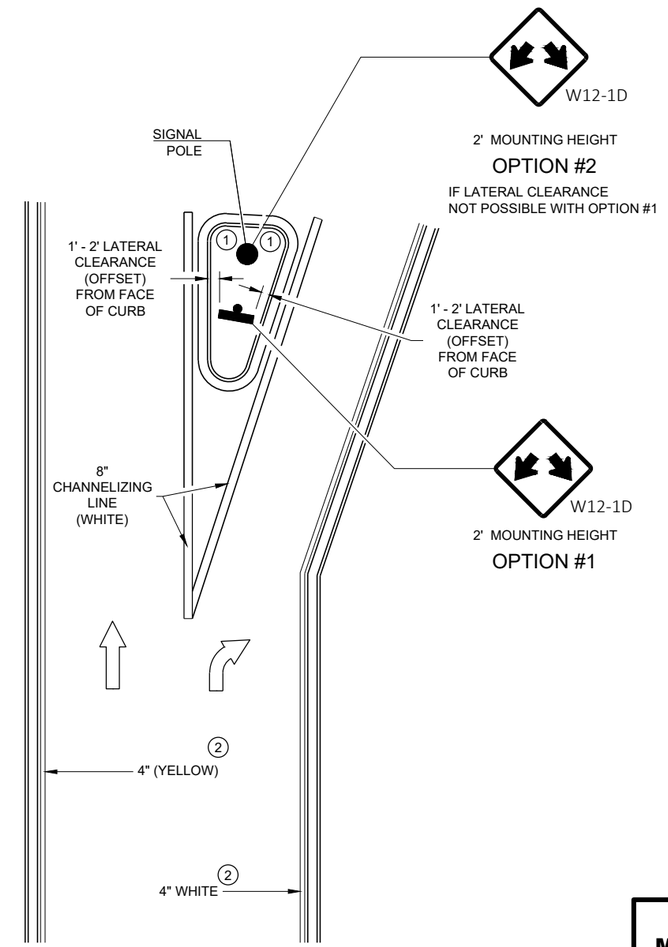
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2022 — DATE

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SDD15C18 - 07c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

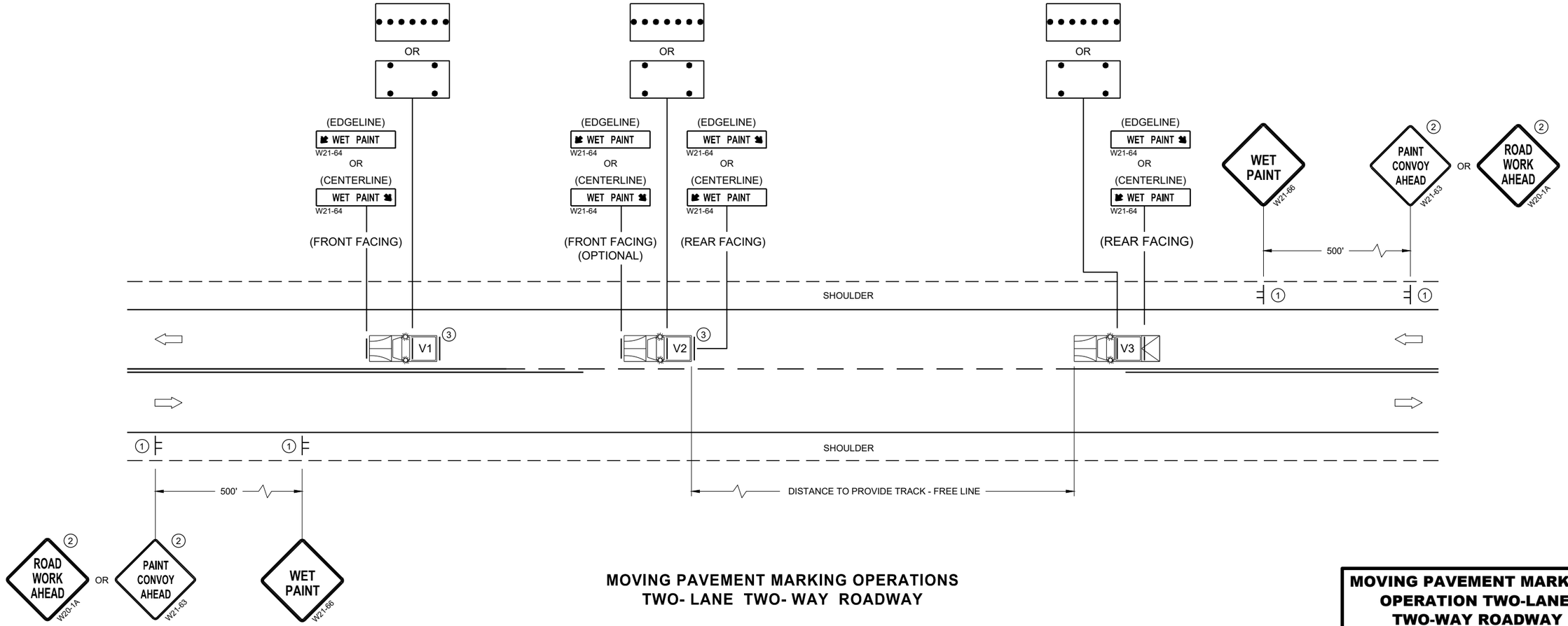
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C19 - 07a

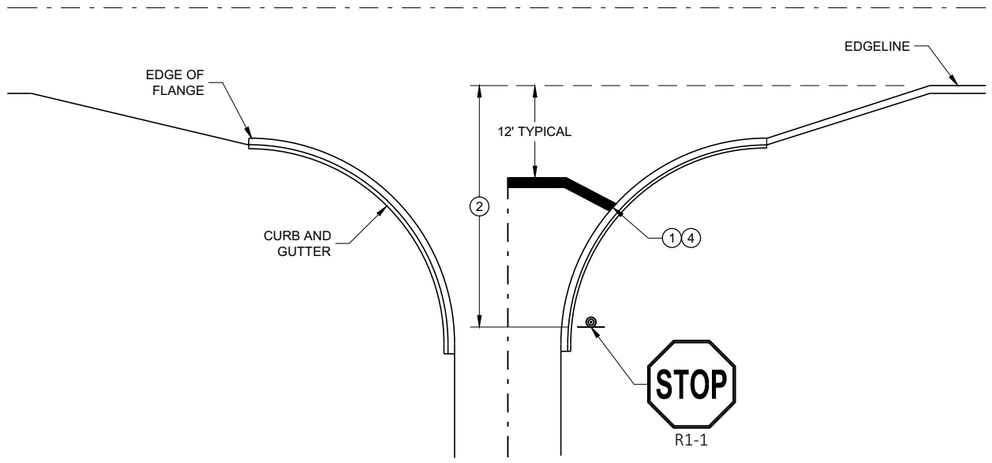
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SDD 15C19 - 07a

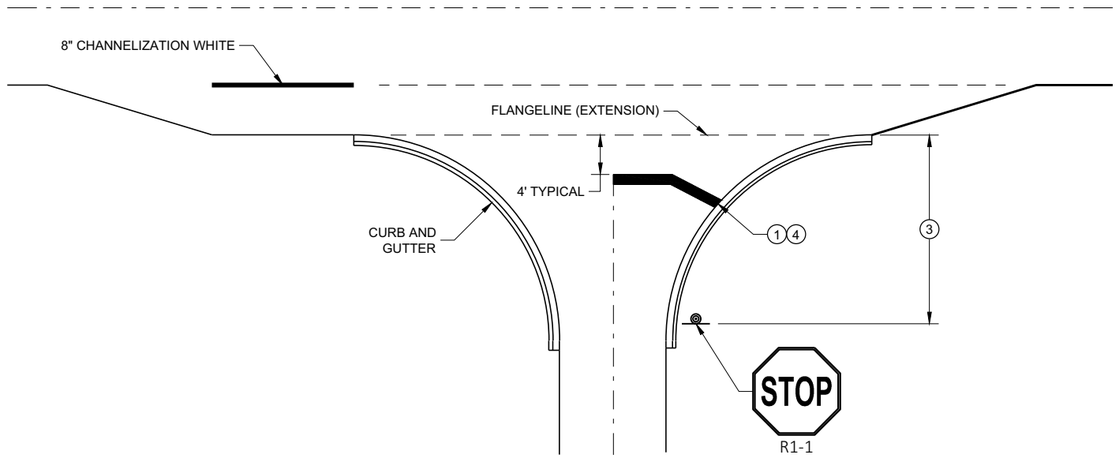
GENERAL NOTES

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

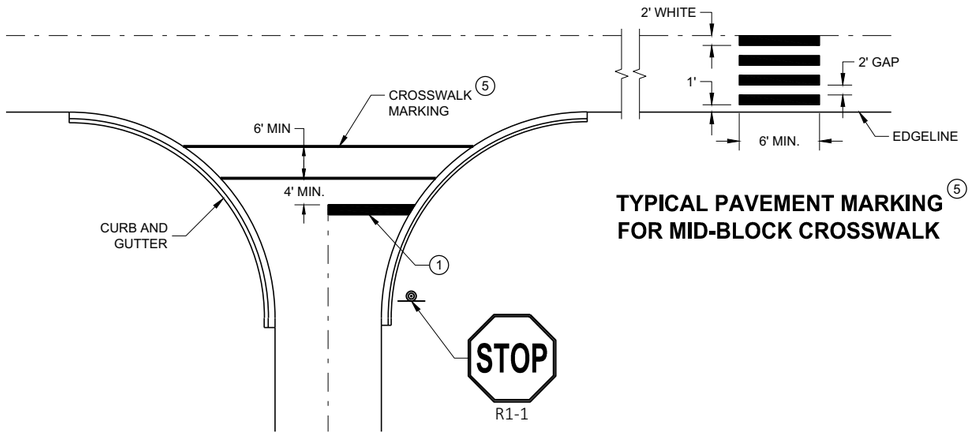
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

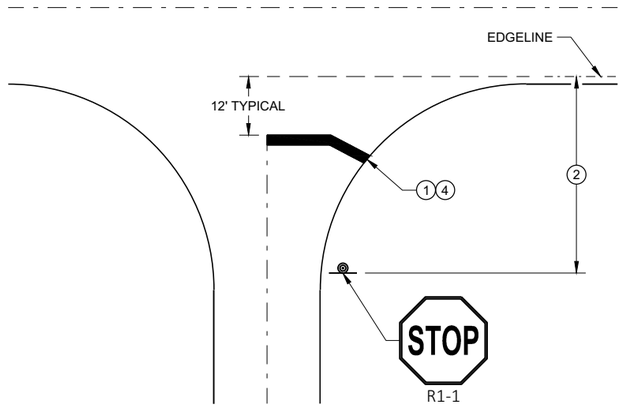


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

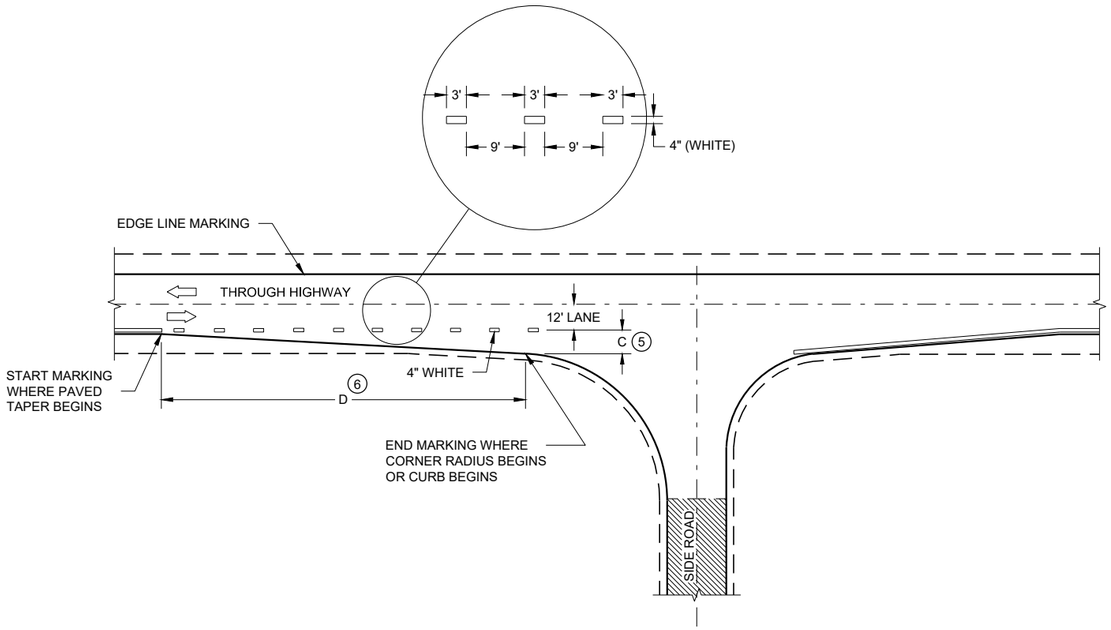
FHWA

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SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION

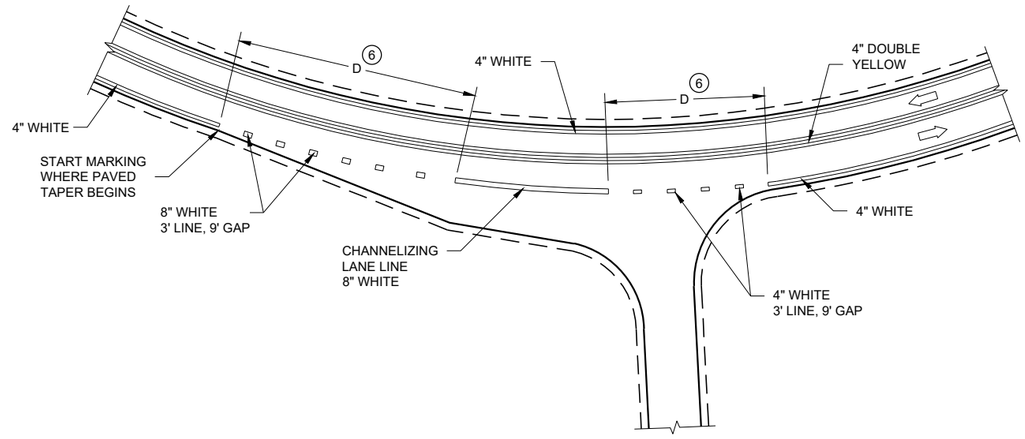
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

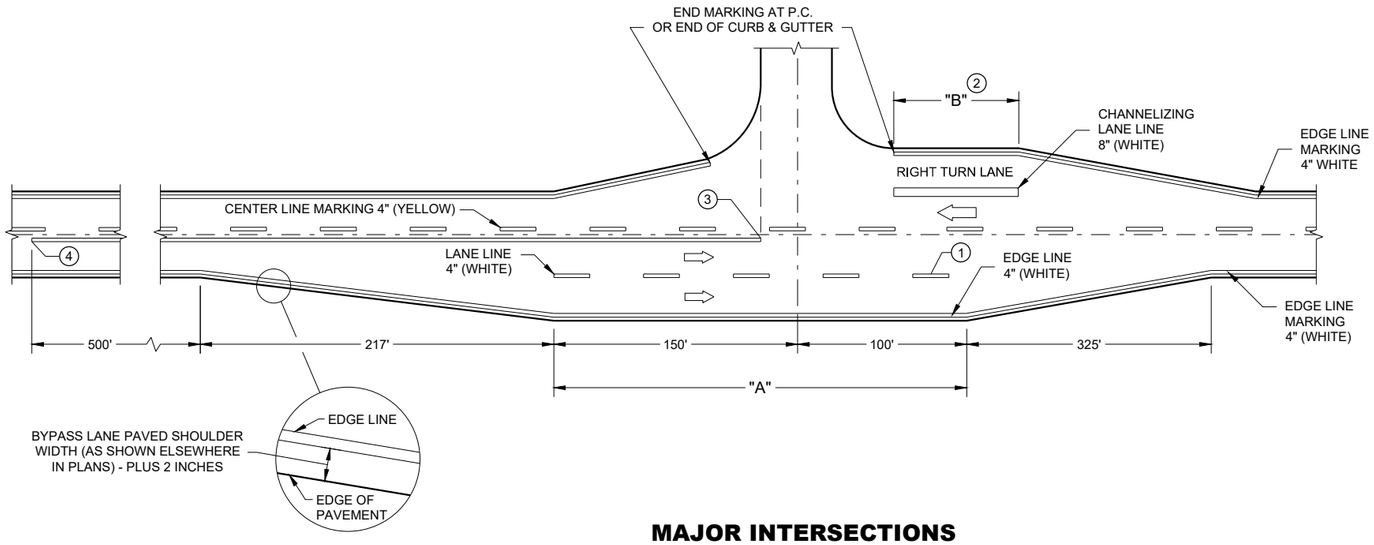
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



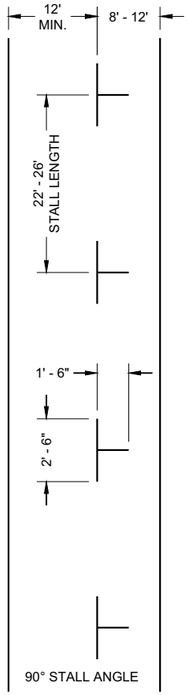
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

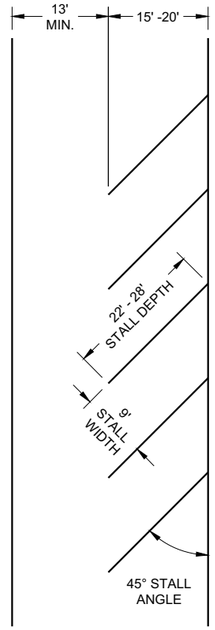
PAVEMENT MARKING (INTERSECTIONS)

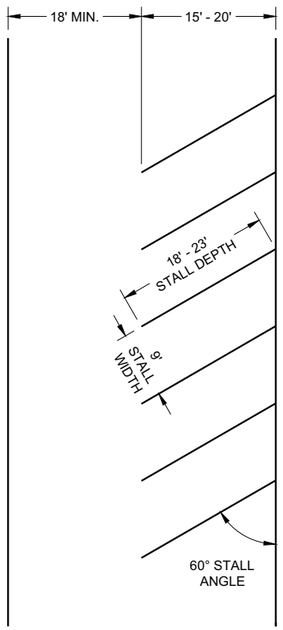
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SDD 15C35 - 05a



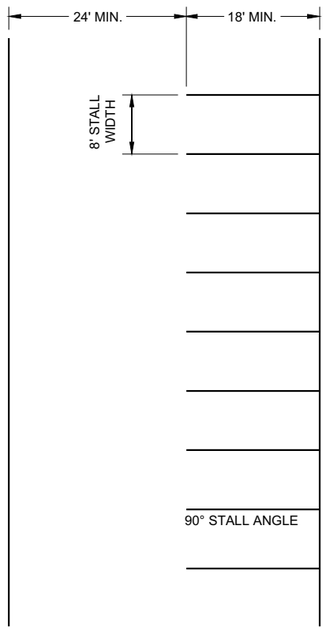
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

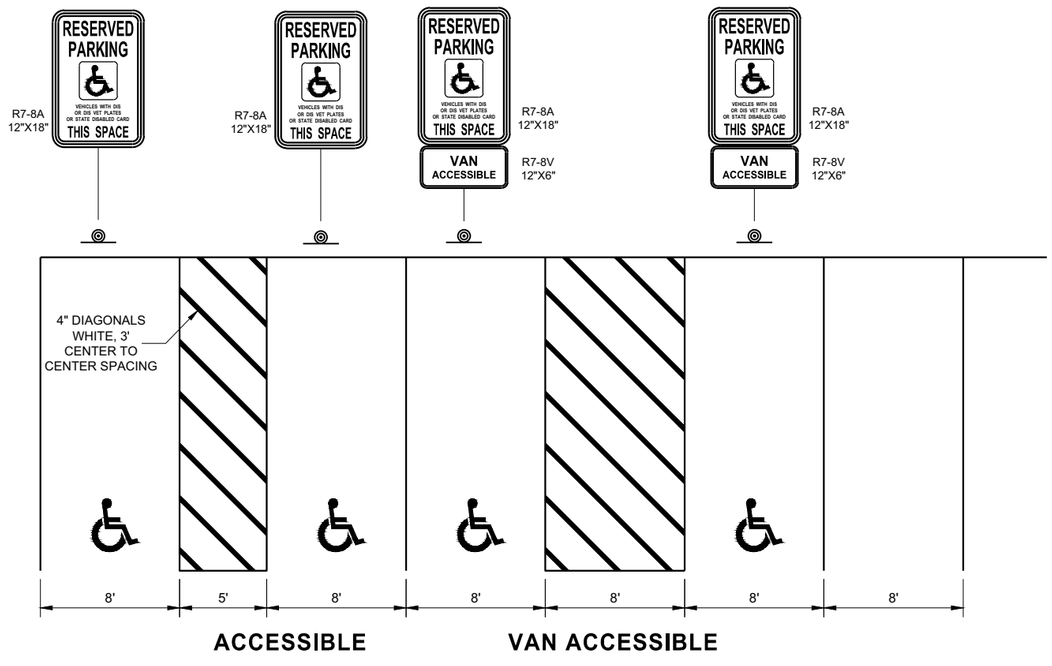
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

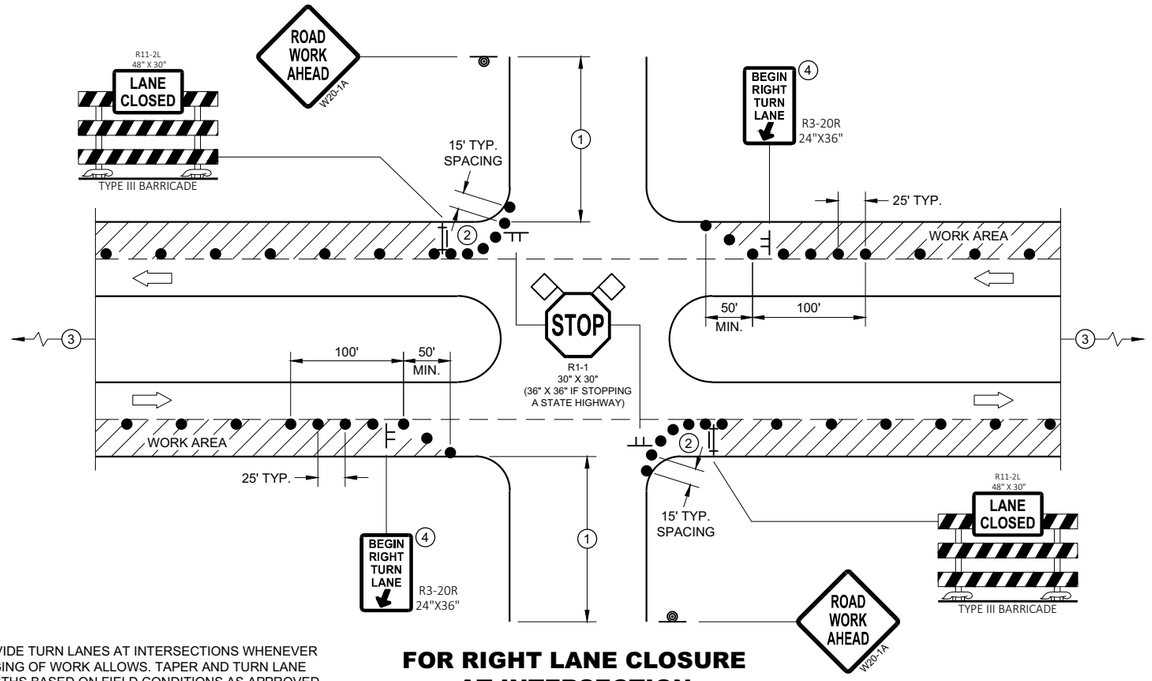
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

6

SDD 15C36 - 01
SDD 15C36 - 01



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE 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.

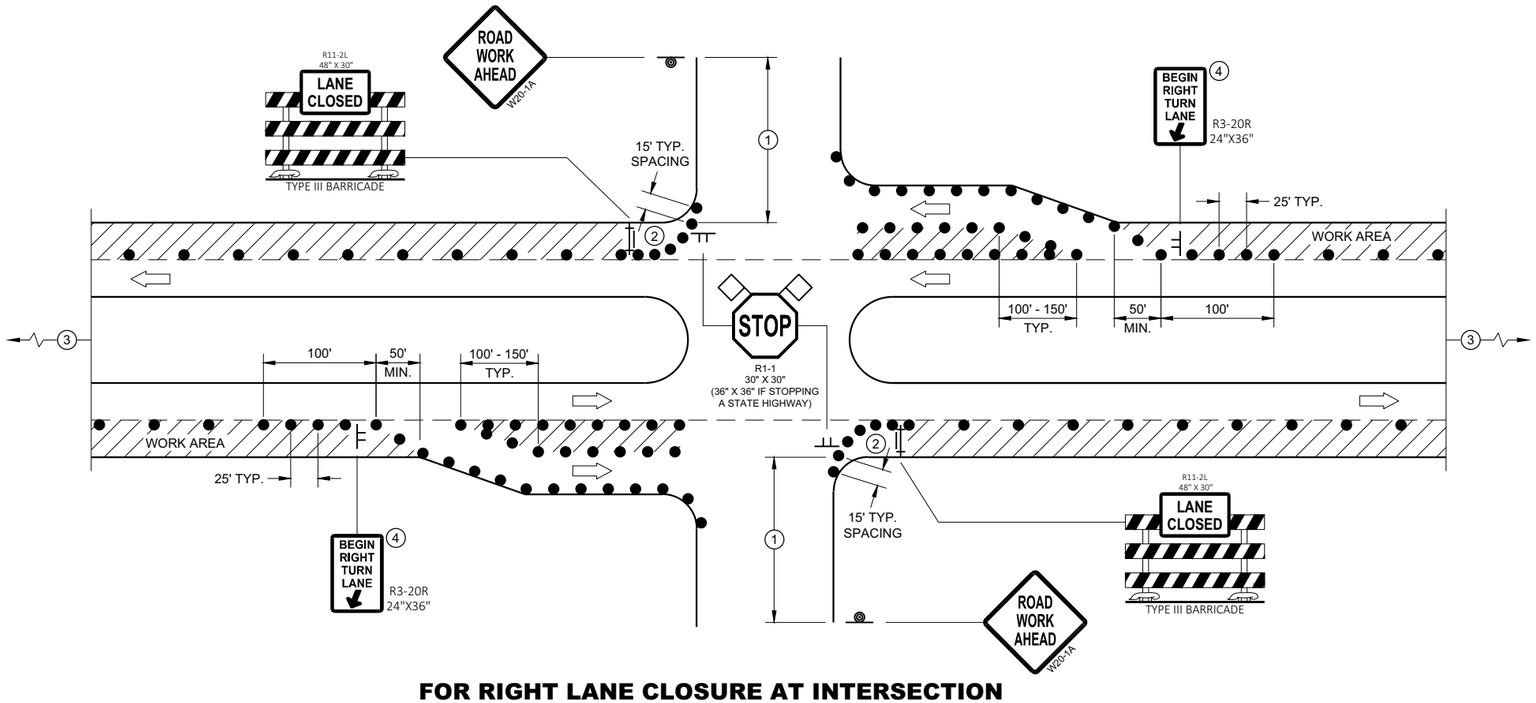
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

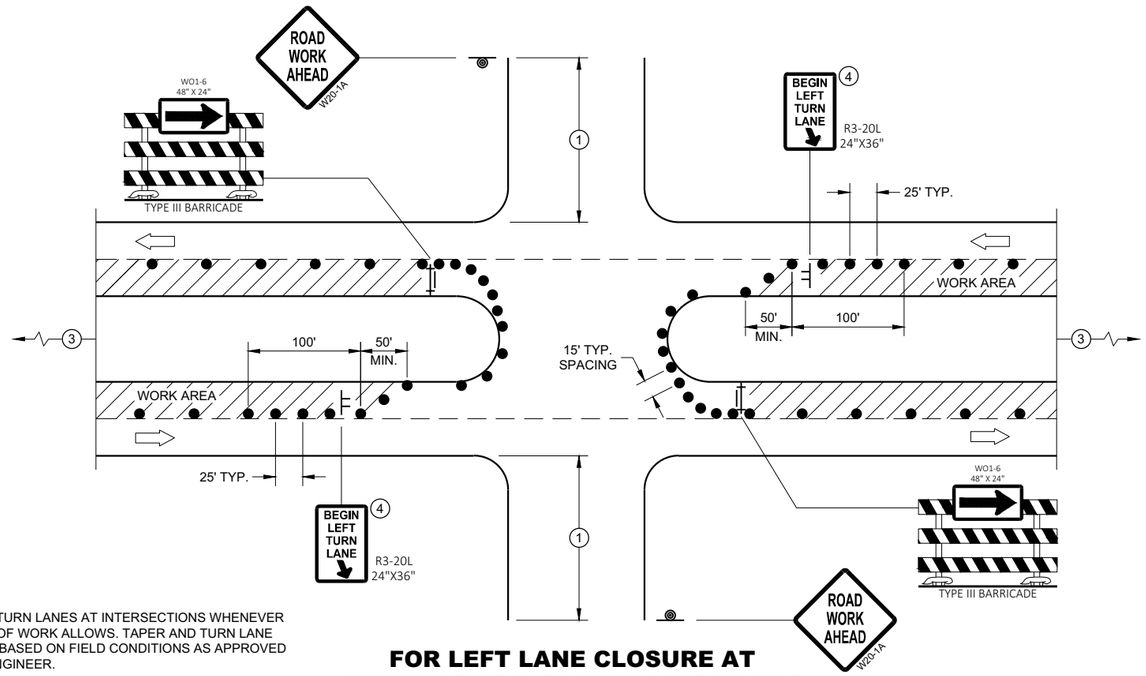
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE 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.

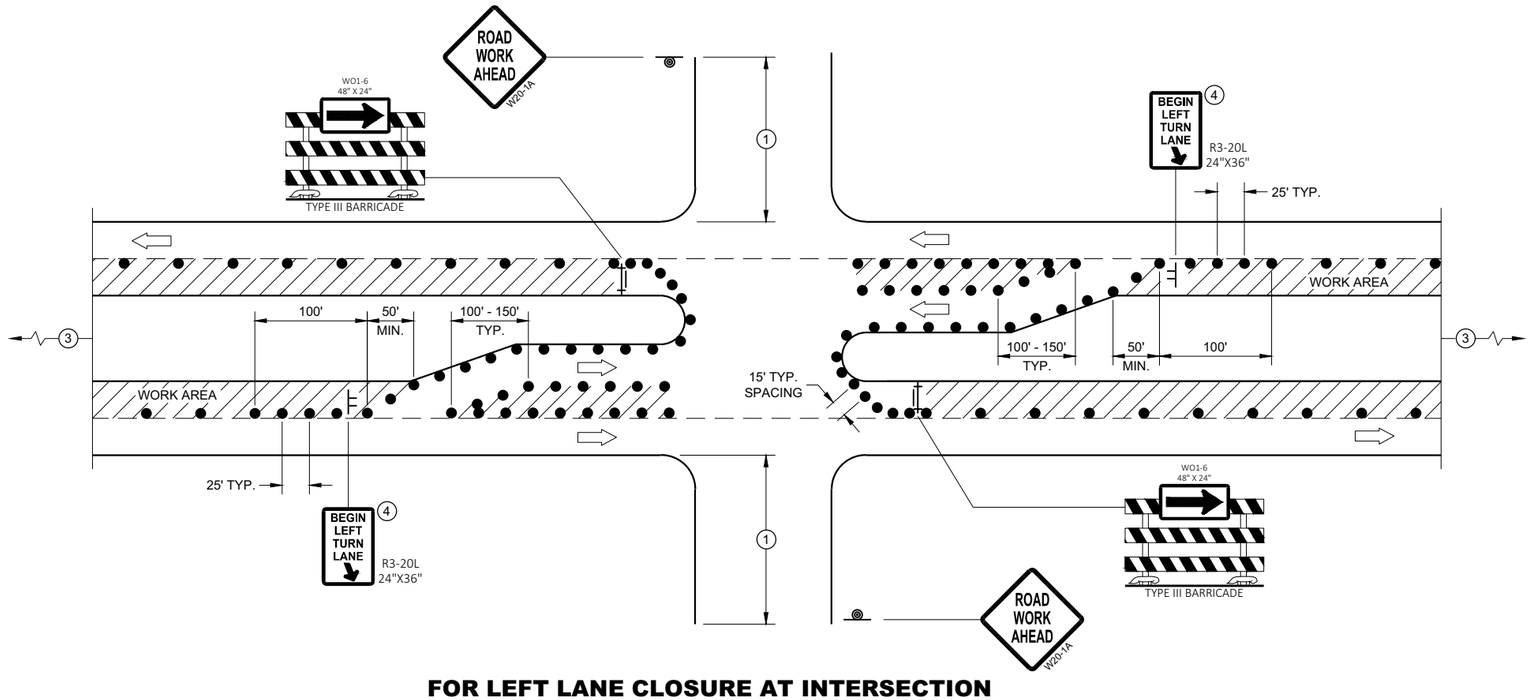
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

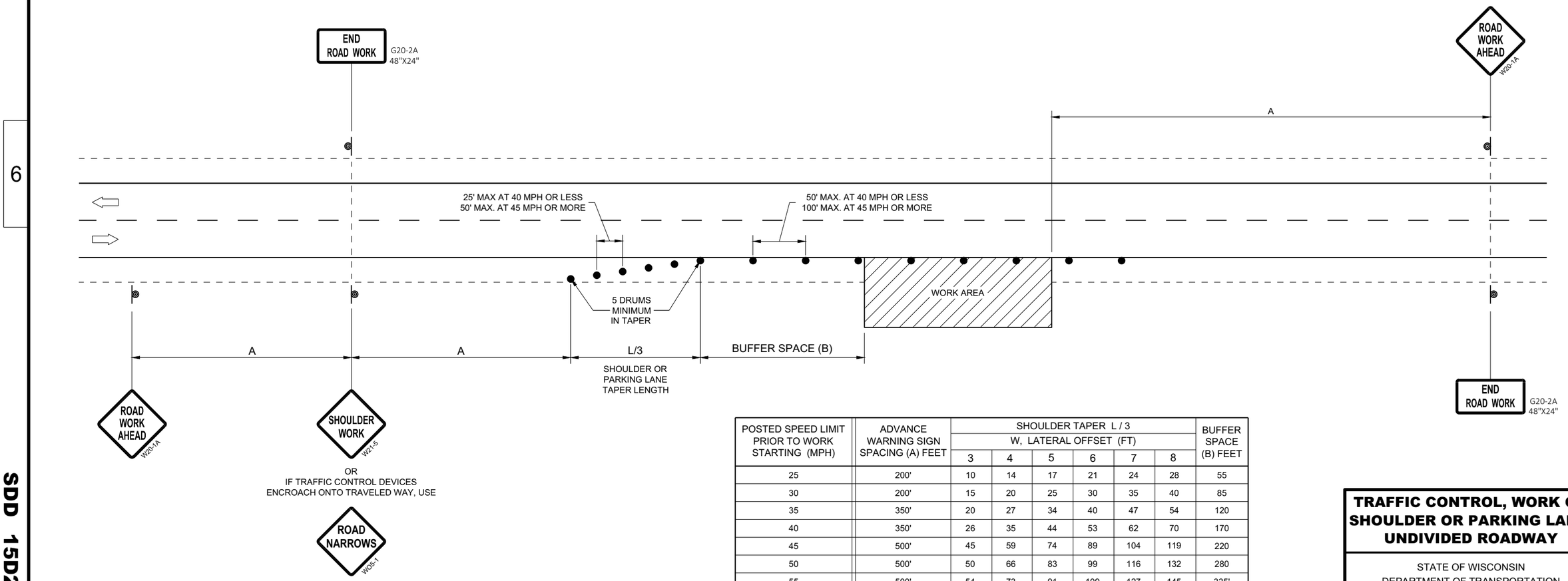
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

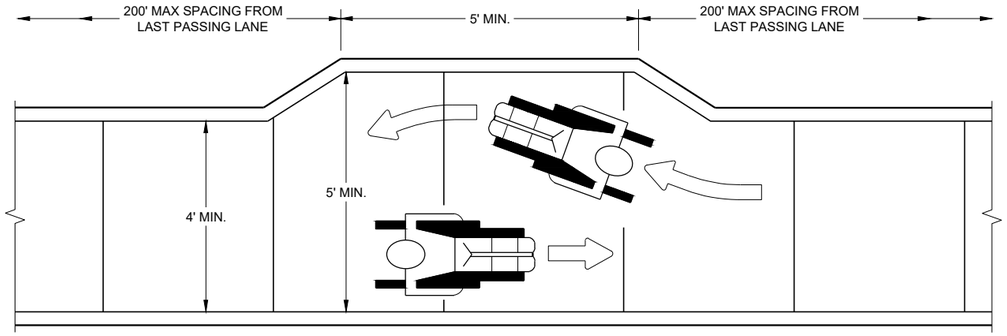
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

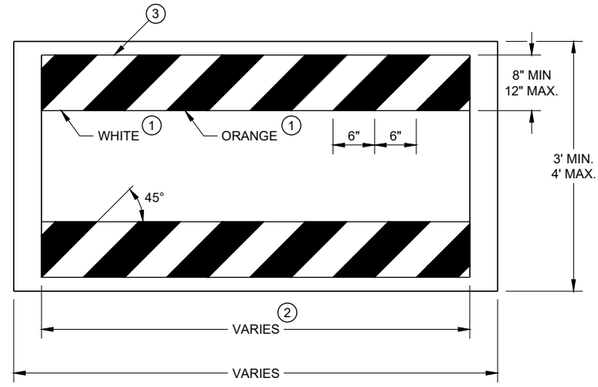
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

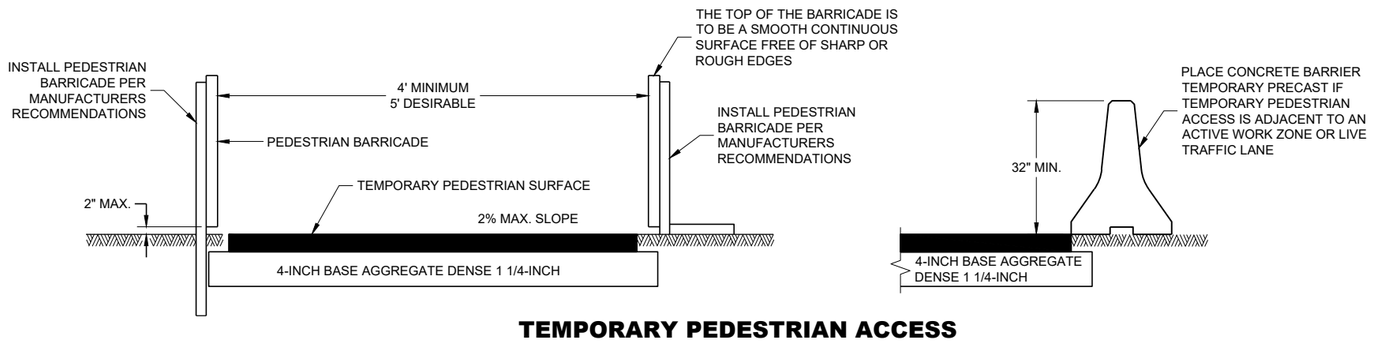
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

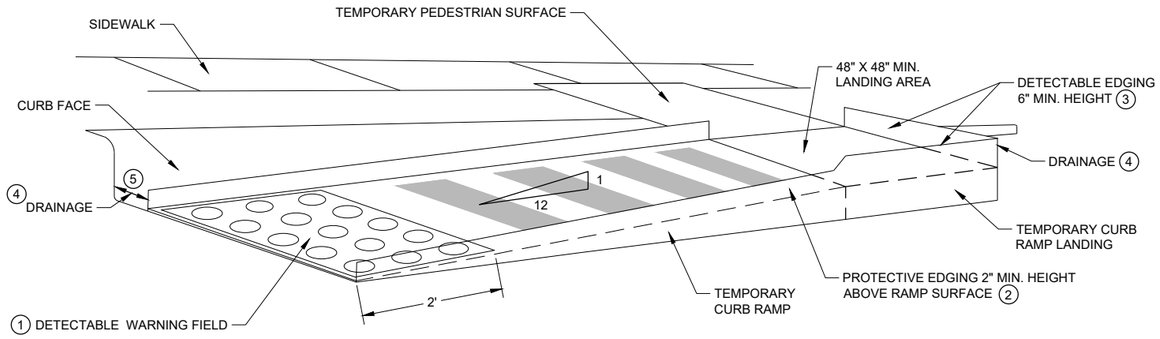
6

6

SDD 15D30 - 08a

SDD 15D30 - 08a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

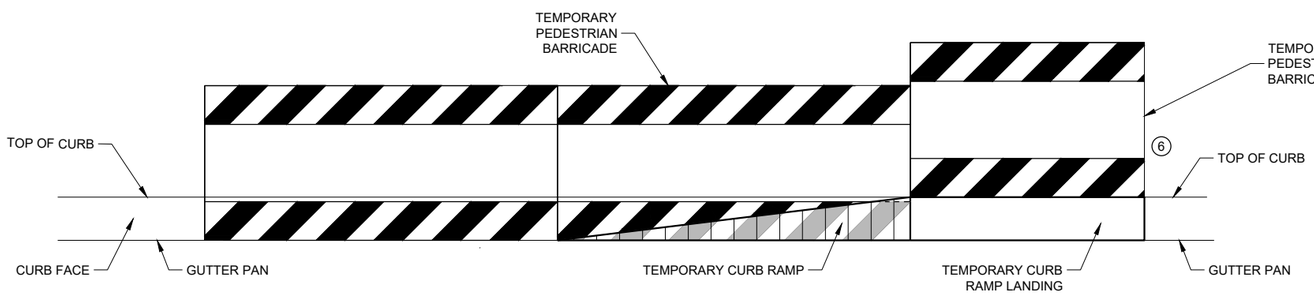
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

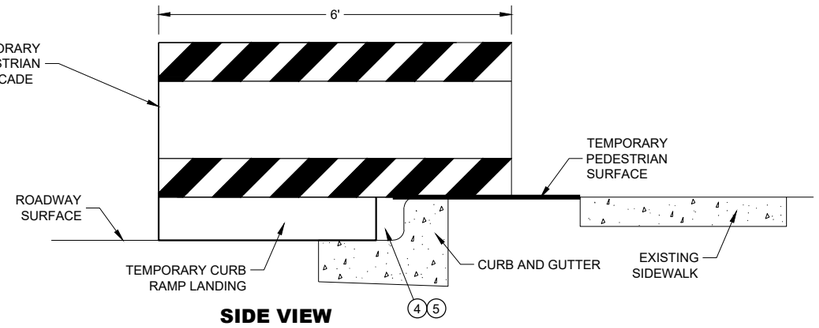
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

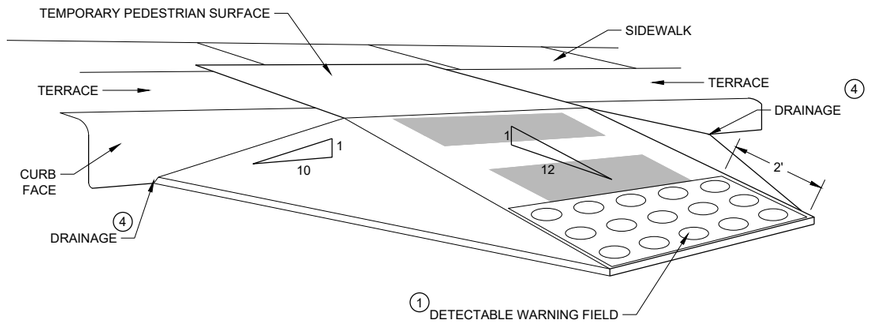
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

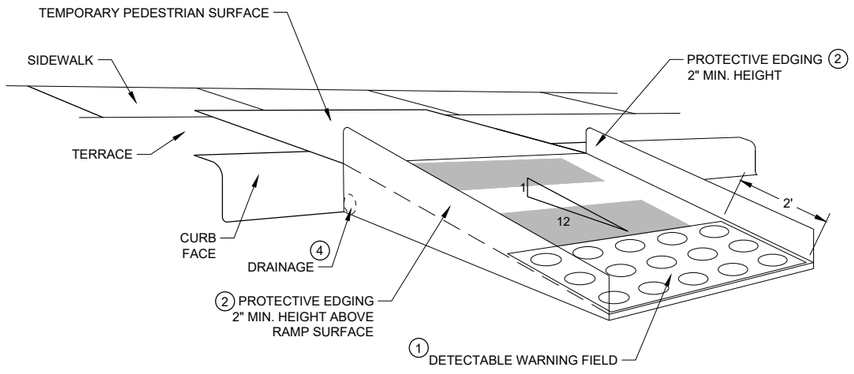
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 08b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

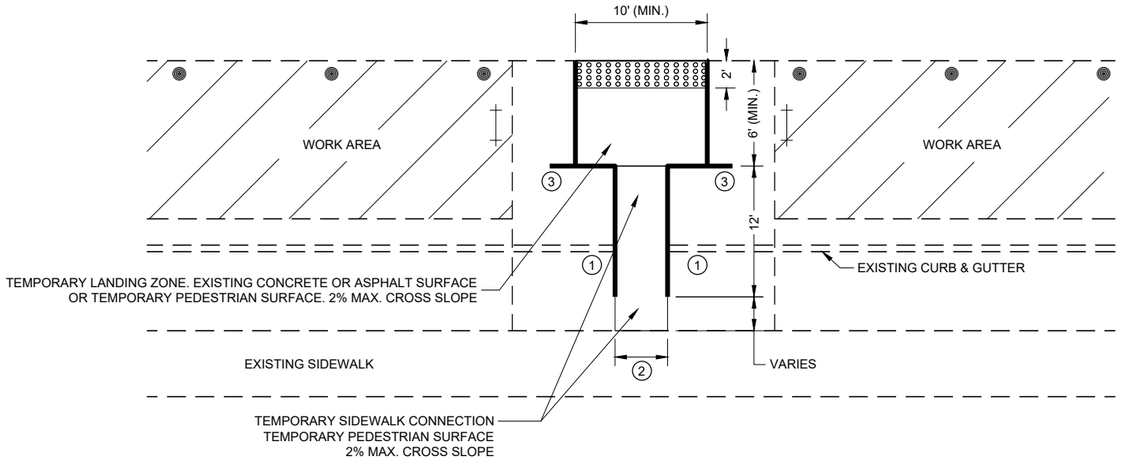
(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

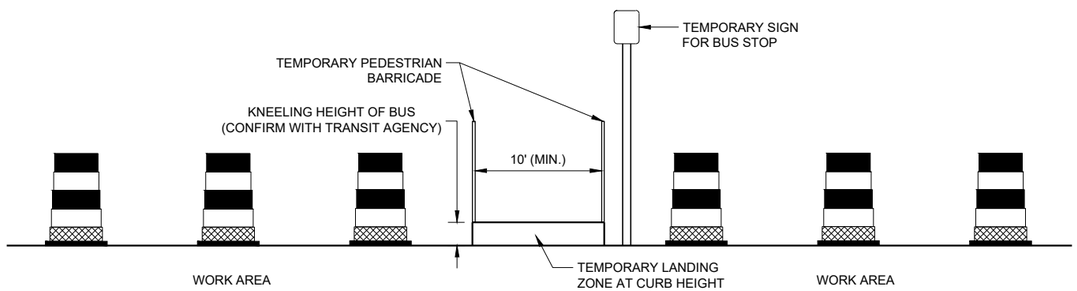
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

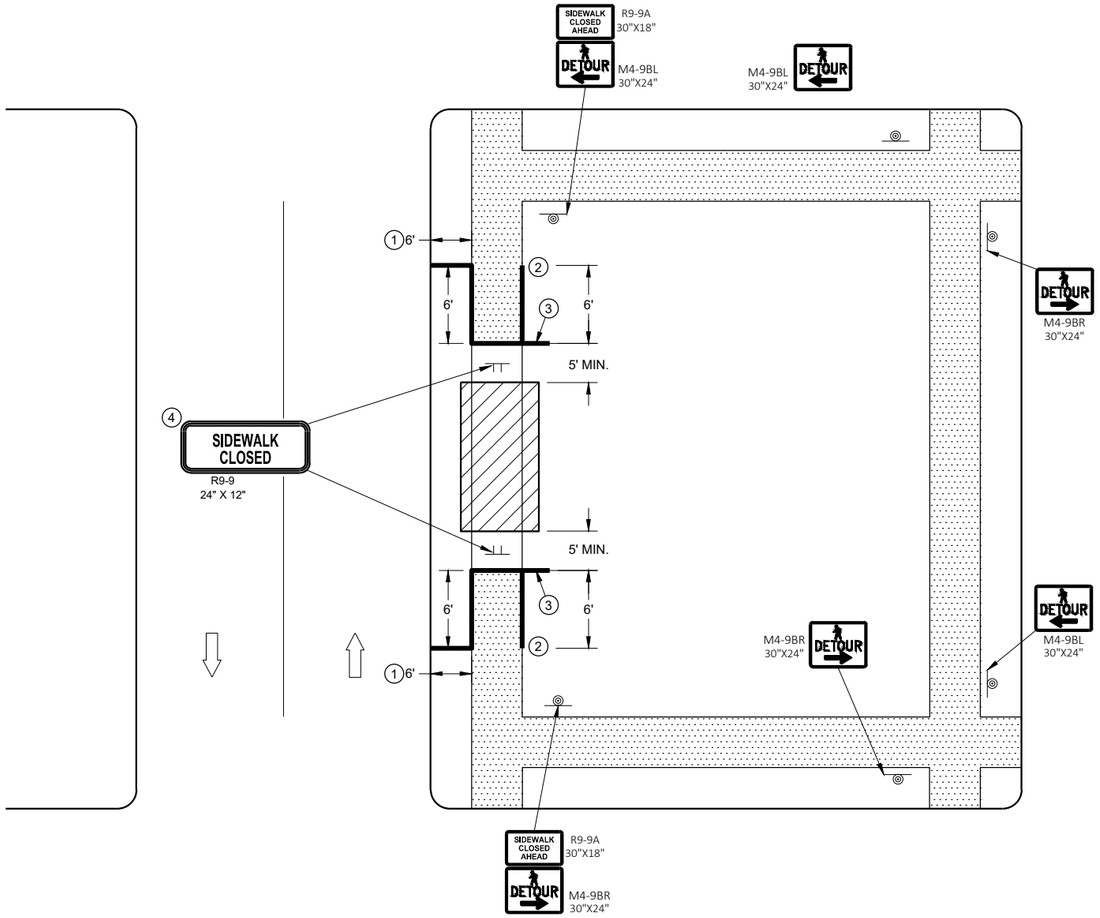
SDD 15D30 - 08e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA1315

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

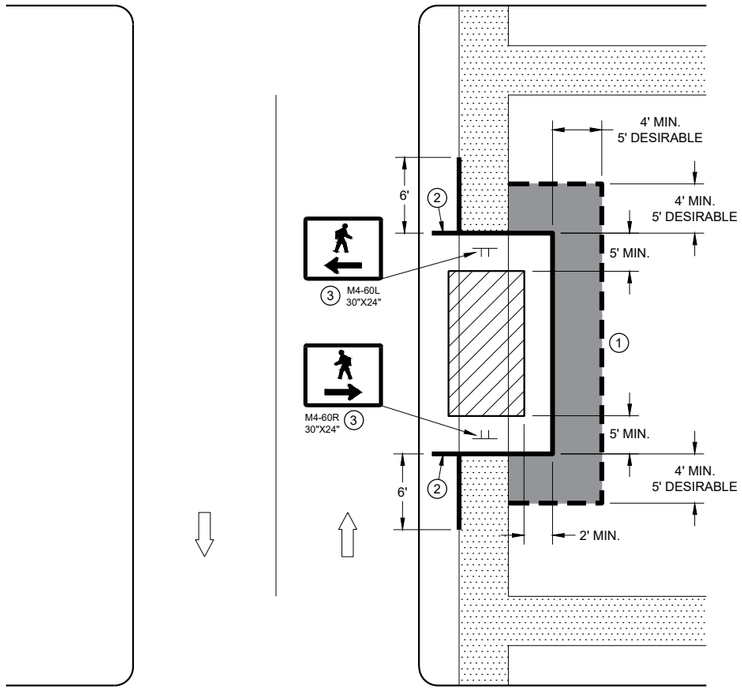
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 08g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 08g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

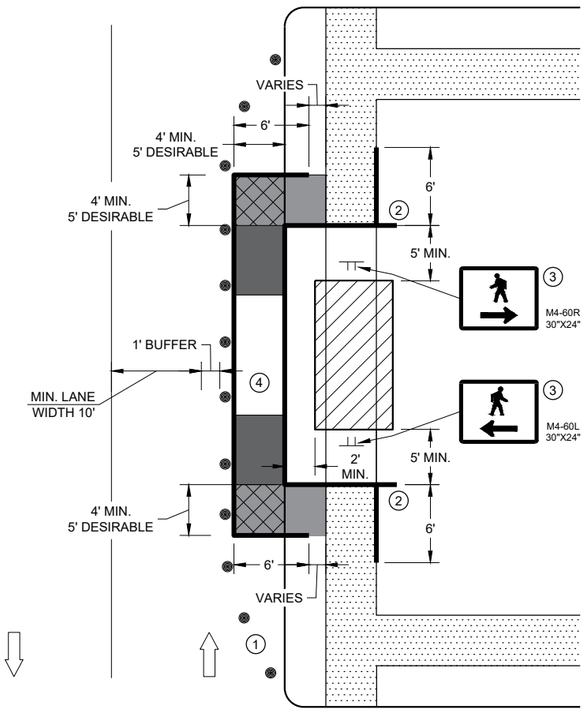
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

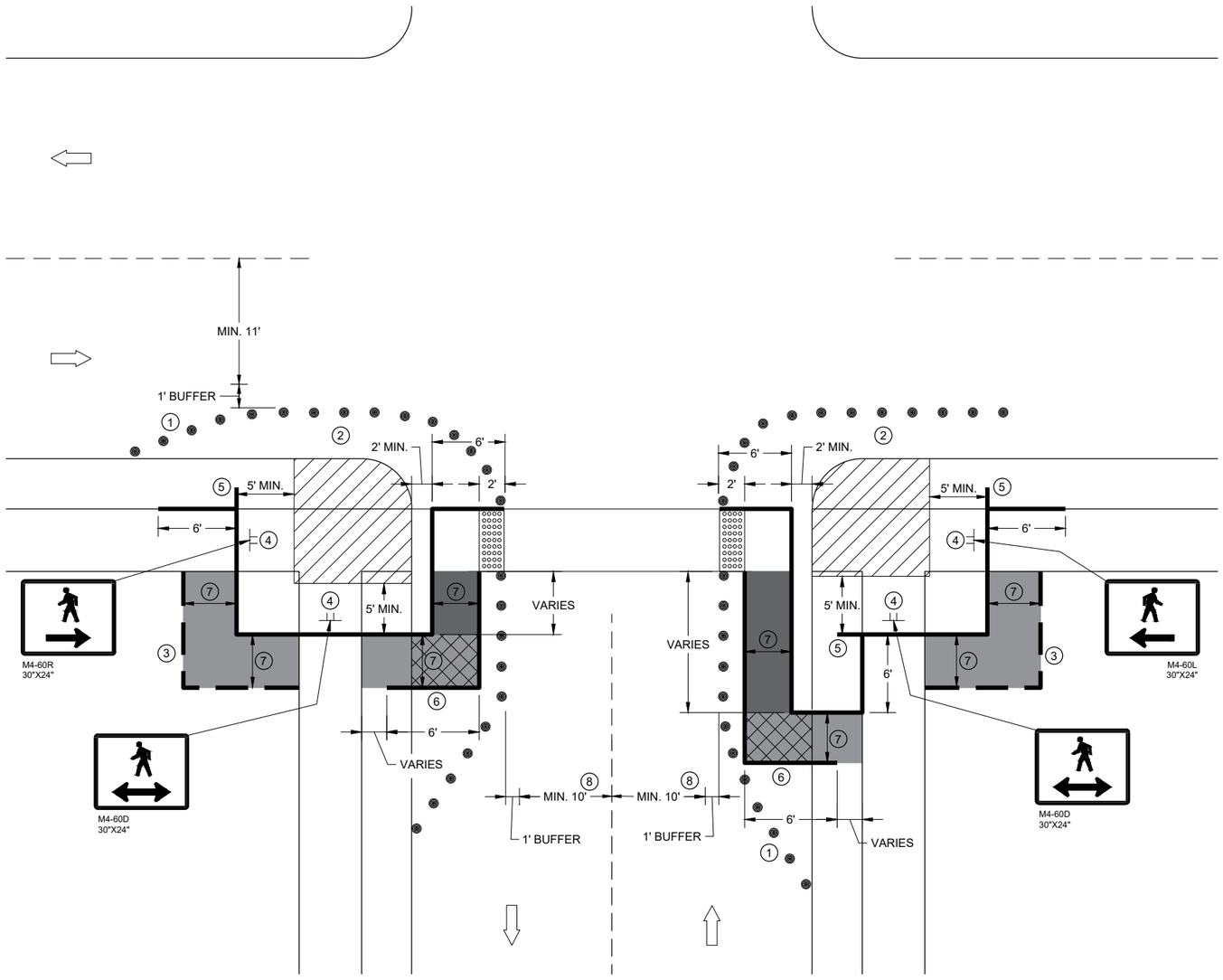
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 08h

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SDD 15D30 - 08h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

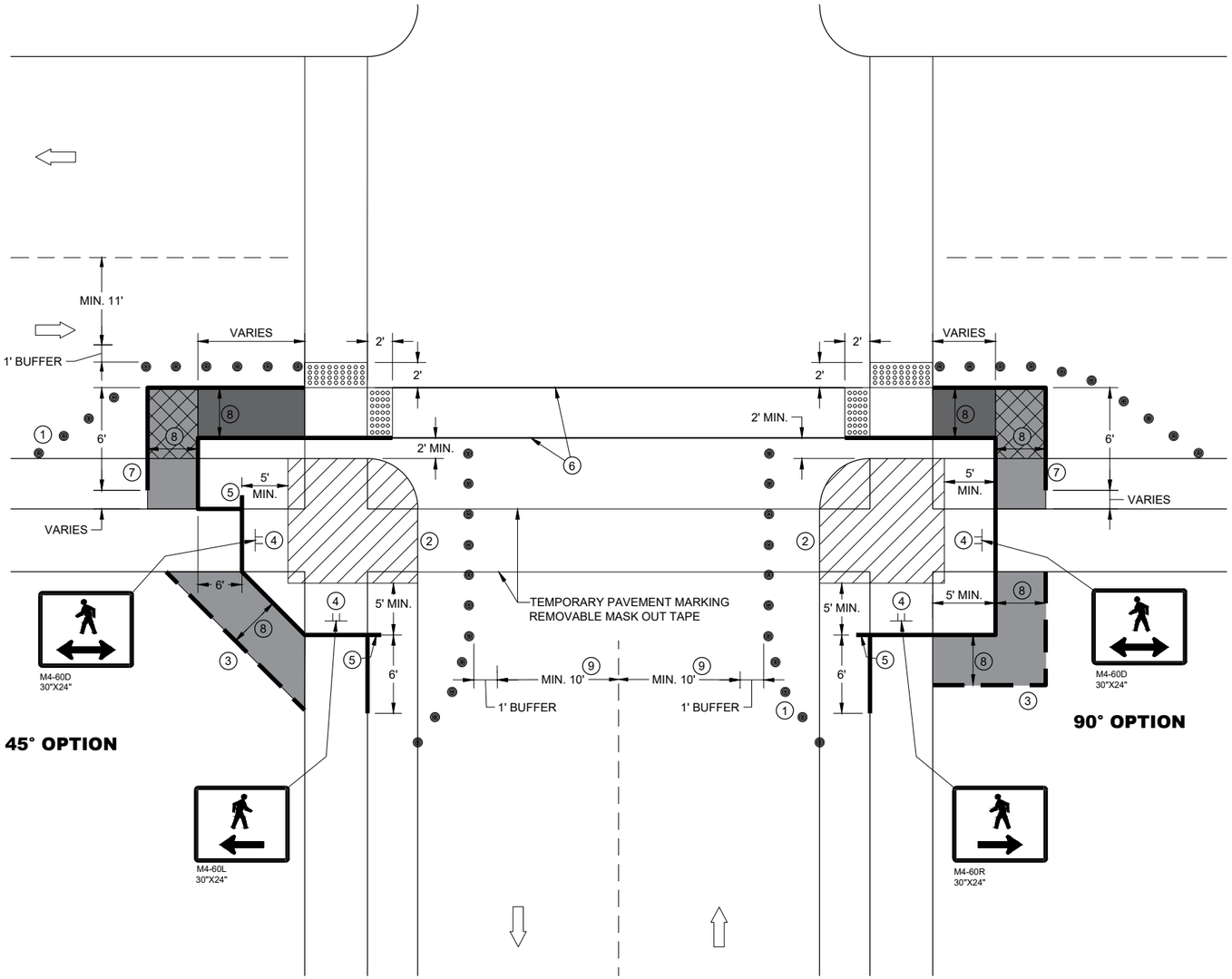
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 08i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

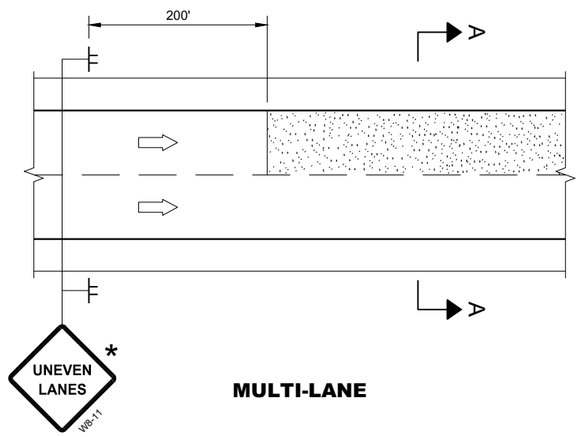
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

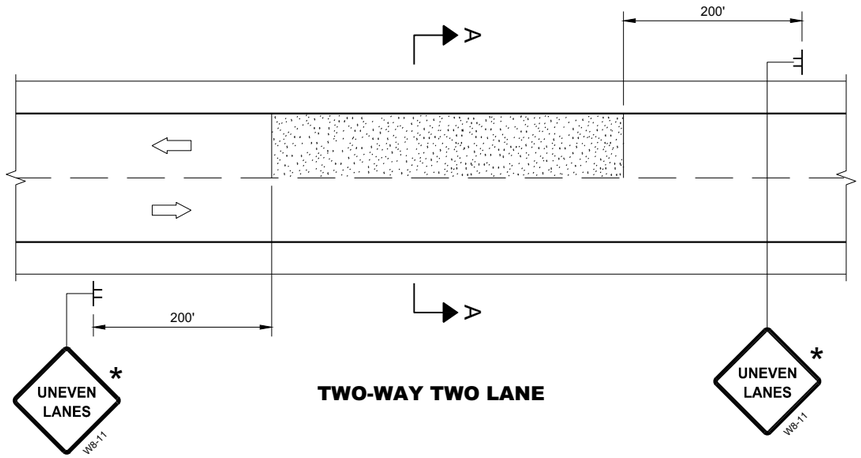
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 08j

6



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

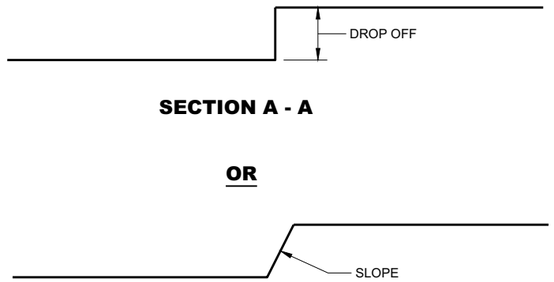
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

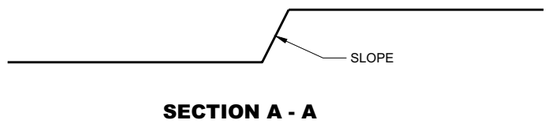
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

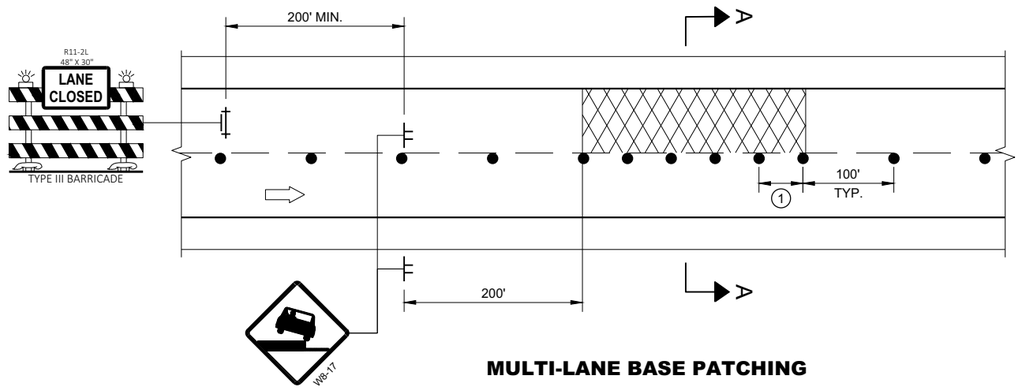


SECTION A - A

OR

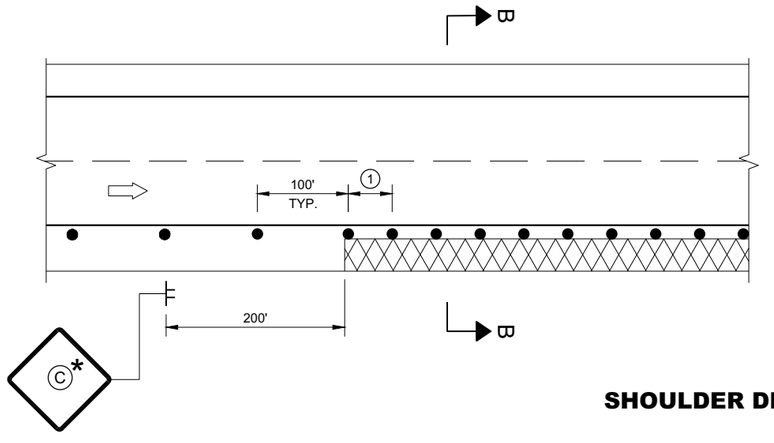


SECTION A - A

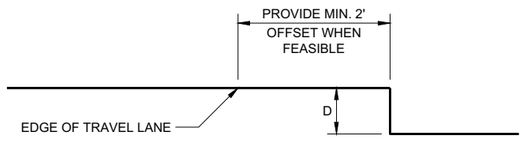


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

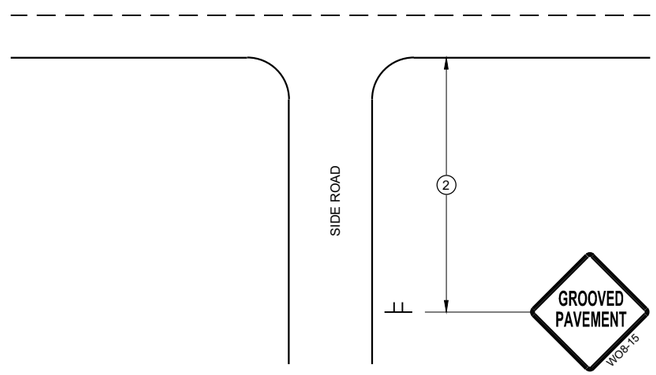
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

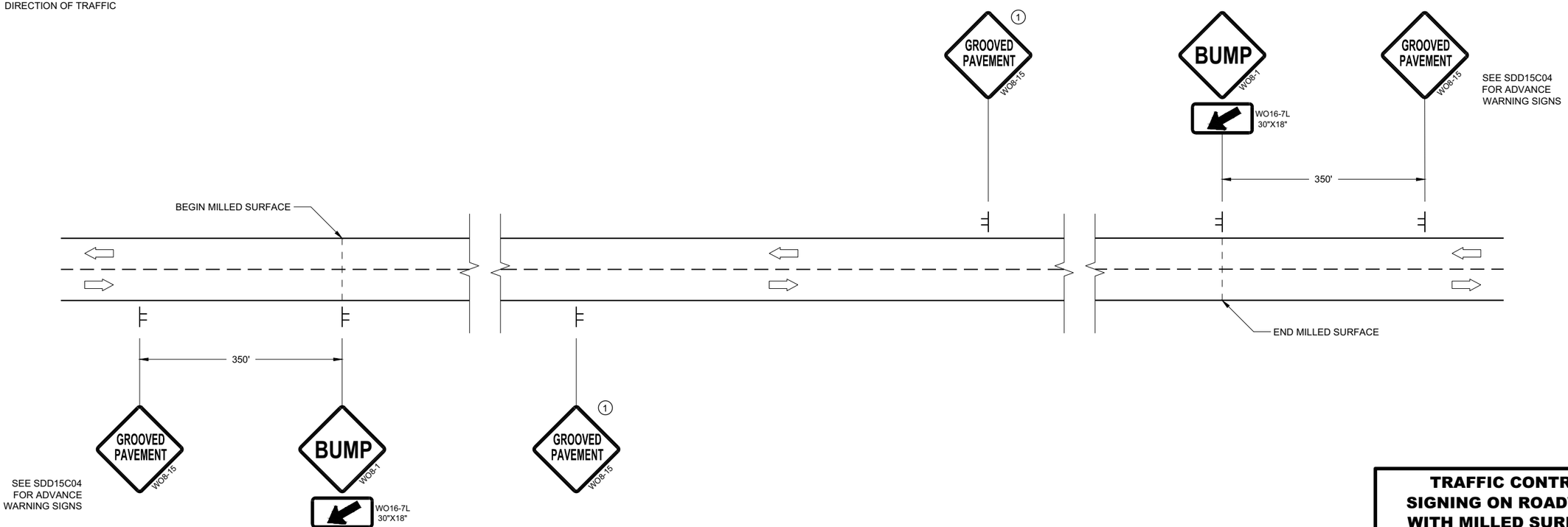
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

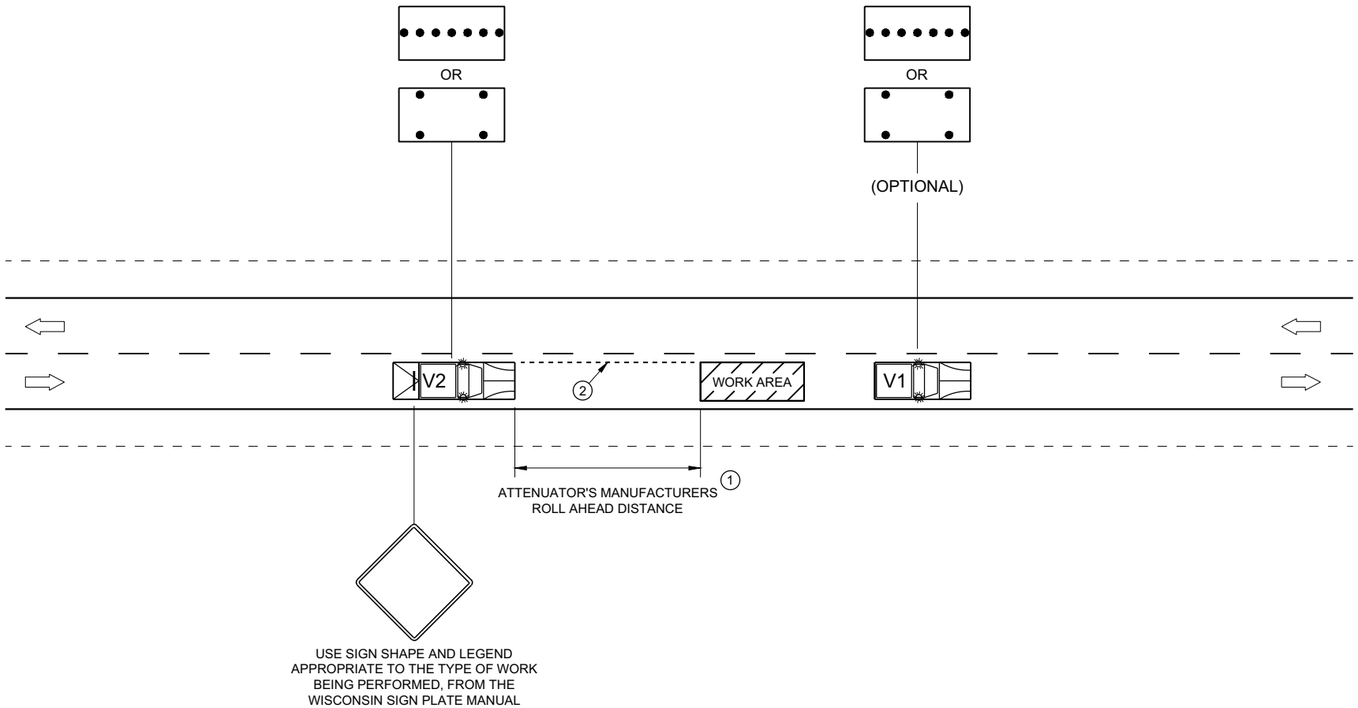
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.

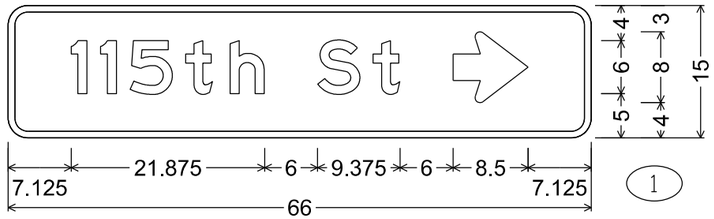


TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

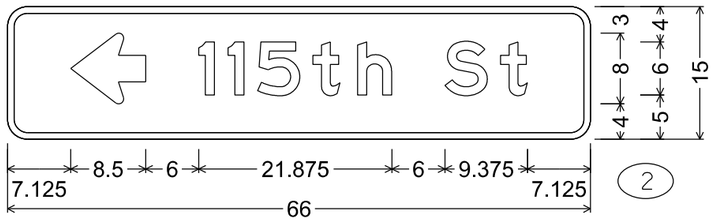
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

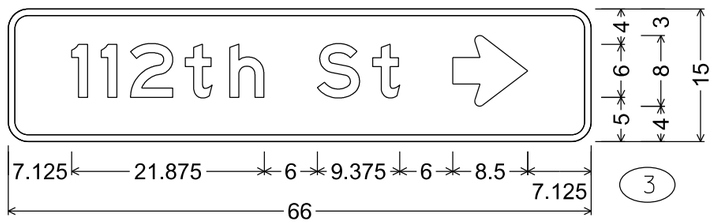
6
SDD 15D51 - 01



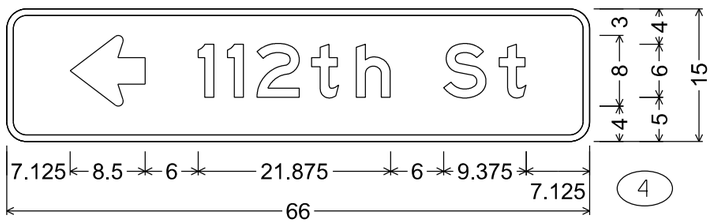
D1-1; 2.250" Radius, 0.750" Border



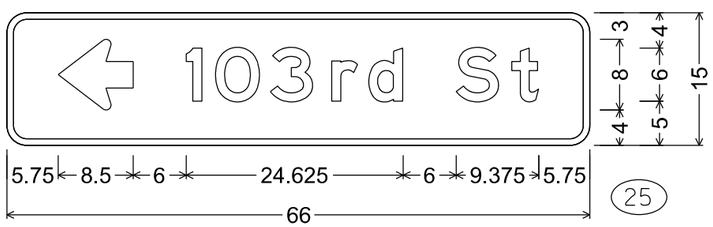
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



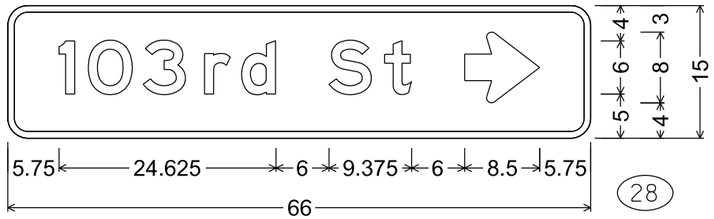
D1-1; 2.250" Radius, 0.750" Border



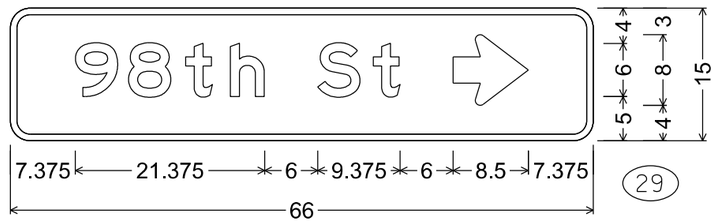
D1-1; 2.250" Radius, 0.750" Border

NOTES

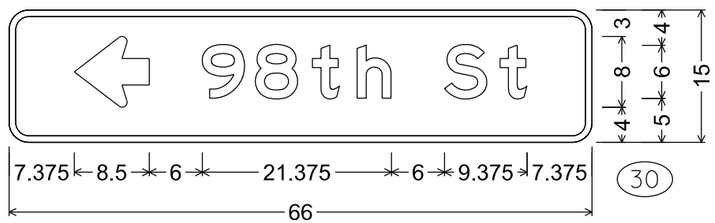
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



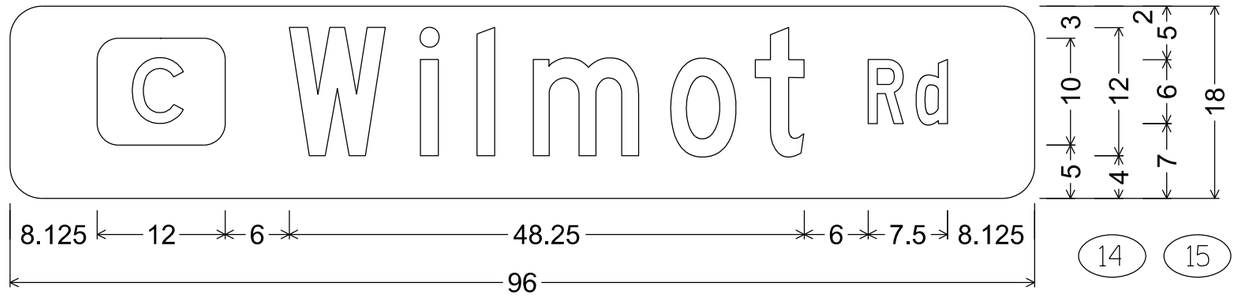
D1-1; 2.250" Radius, 0.750" Border



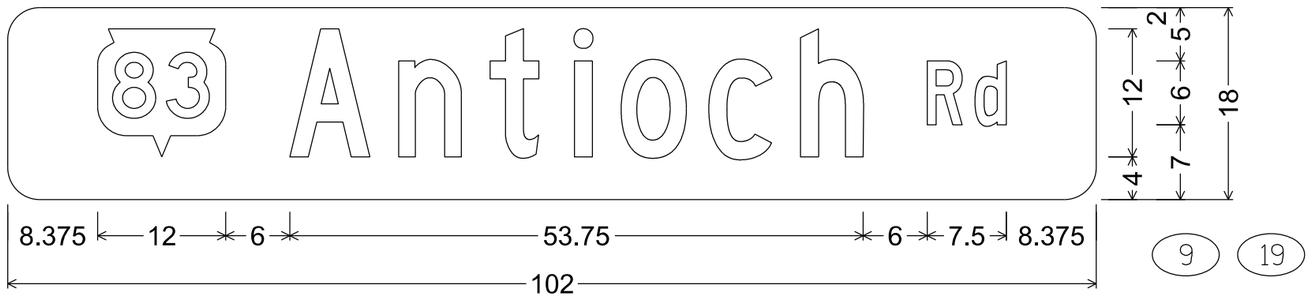
D1-1; 2.250" Radius, 0.750" Border



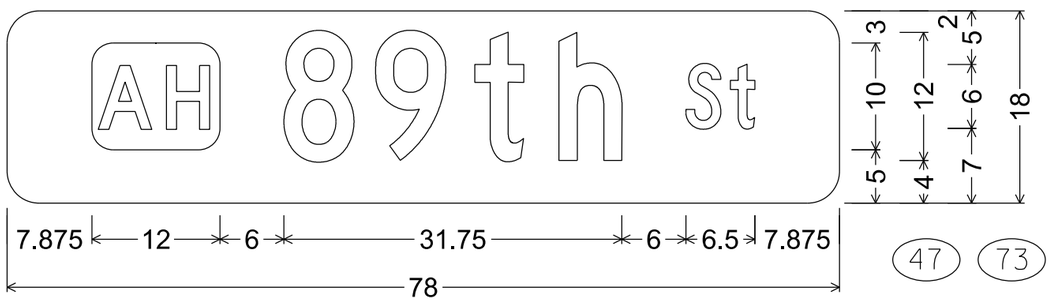
D1-1; 2.250" Radius, 0.750" Border



M1-94S; 3.000" Radius, No border



M1-94S; 3.000" Radius, No border



M1-94S; 3.000" Radius, No border

NOTES

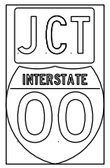
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C

7

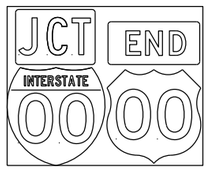
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PROJECT NO: 3380-06-70	HWY: STH 83	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET NO: 325	E

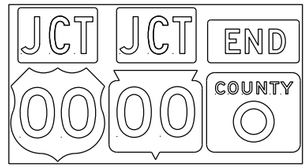
TYPICAL ASSEMBLIES



J1-1



J1-2



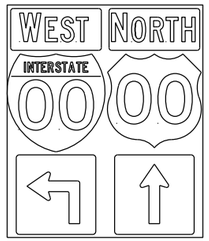
J1-3



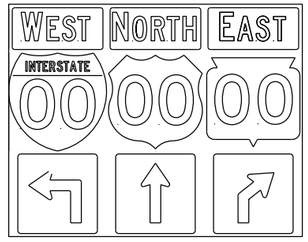
JR1-1



J2-1



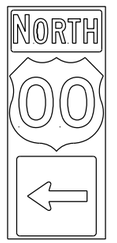
J2-2



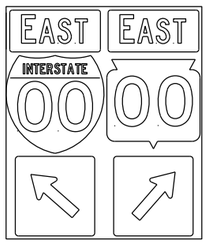
J2-3



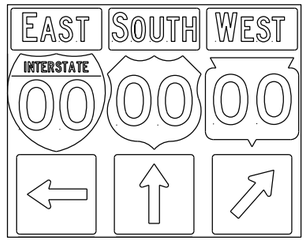
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



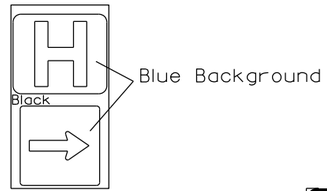
J3-1



J3-2



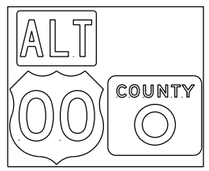
J3-3



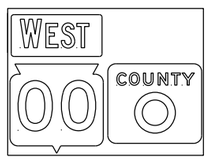
JH-1



J4-1



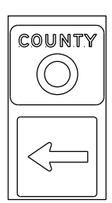
J4-2



J4-2



J12-1



J13-1



J32-1



J33-1



J22-1



J23-1



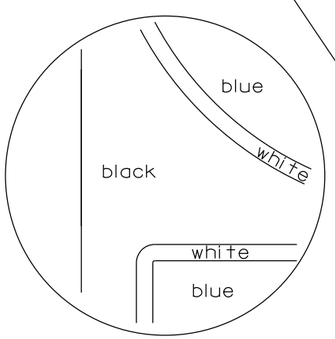
JR13-1

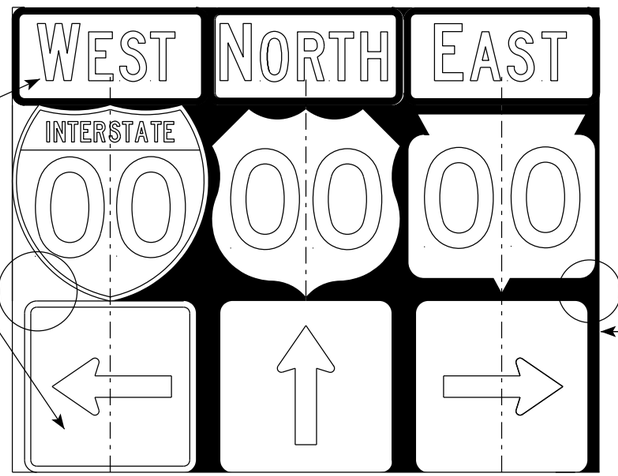


JR23-1



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: 326 E

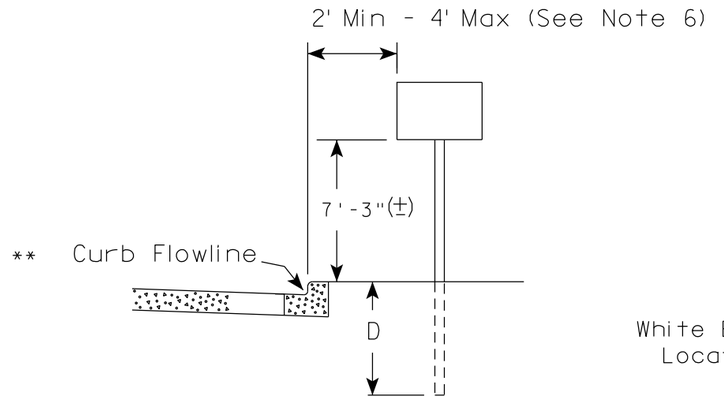
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

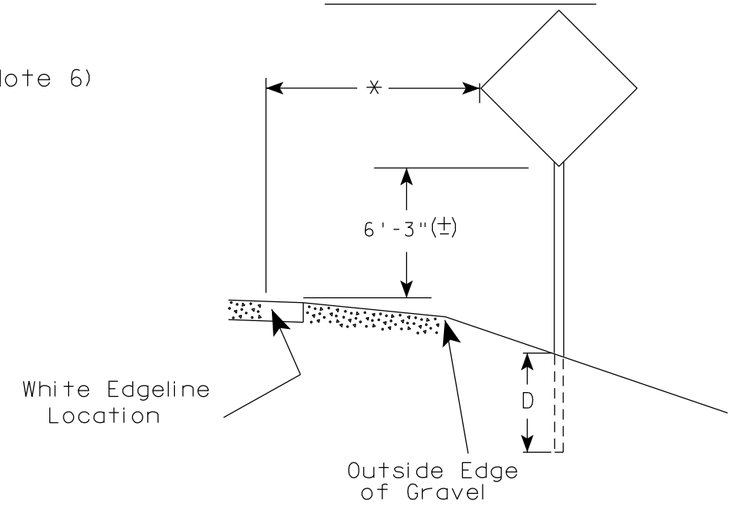
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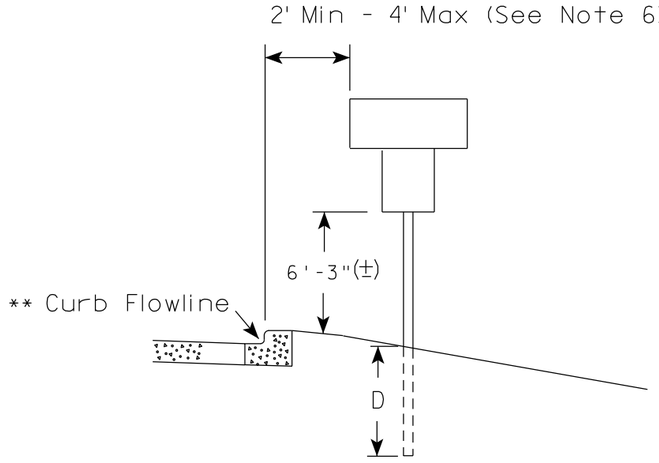
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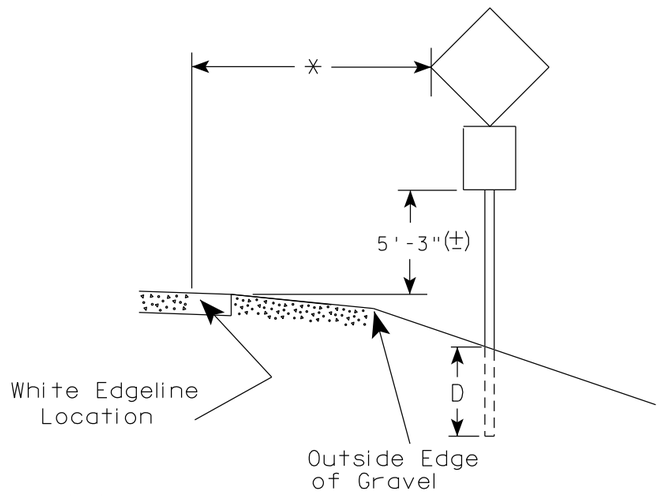
URBAN AREA



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.

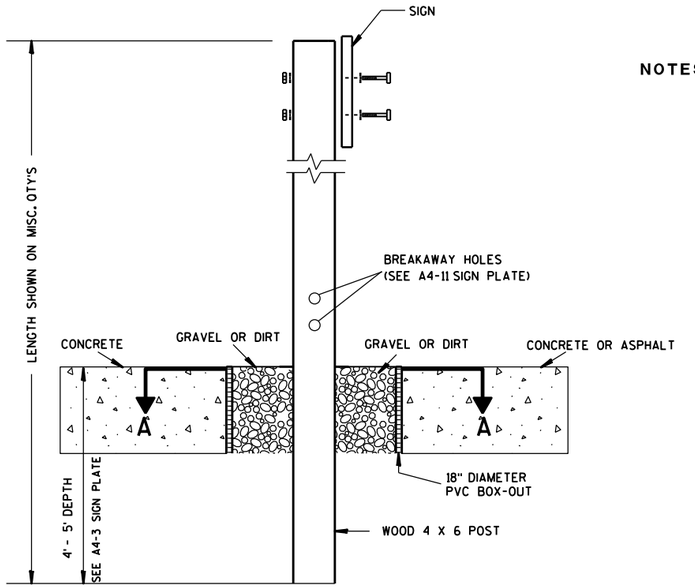
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

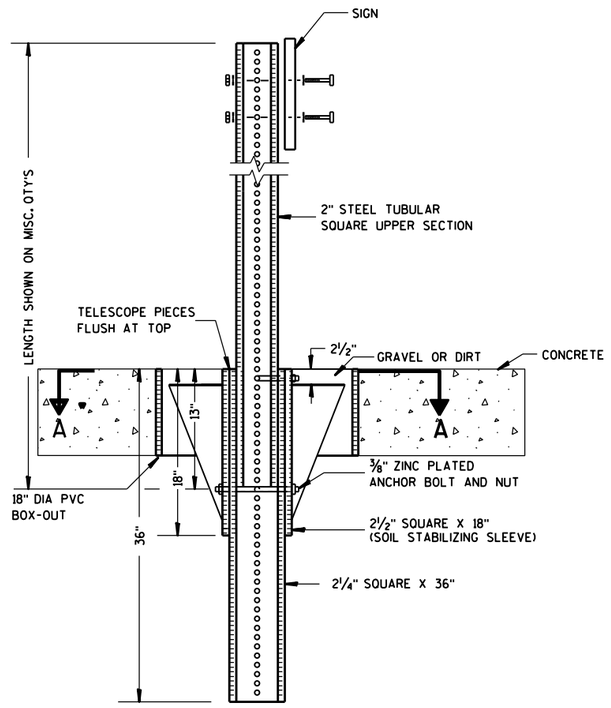
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E



ELEVATION VIEW

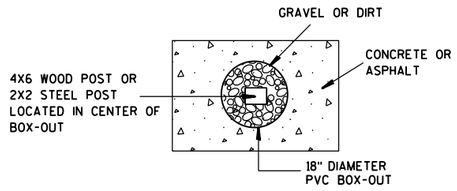
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

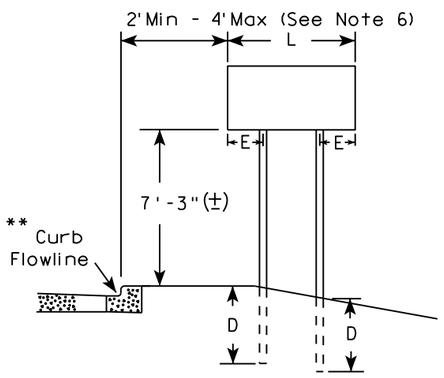
APPROVED Matthew R Rauch
for State Traffic Engineer

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

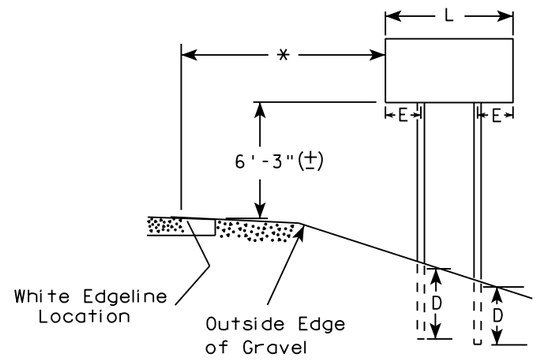
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

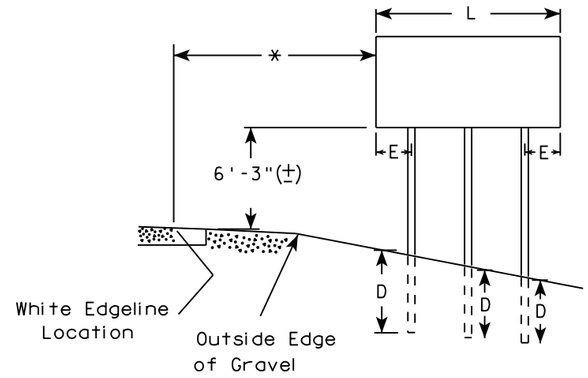
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

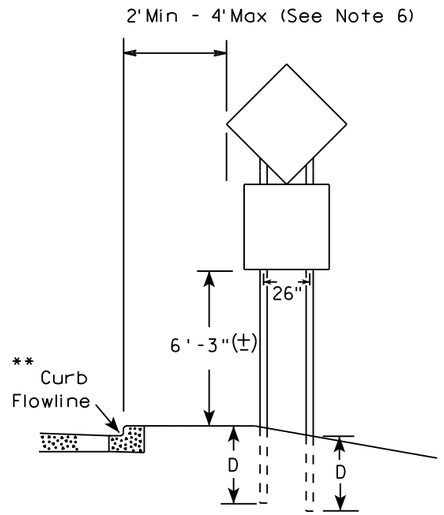
URBAN AREA



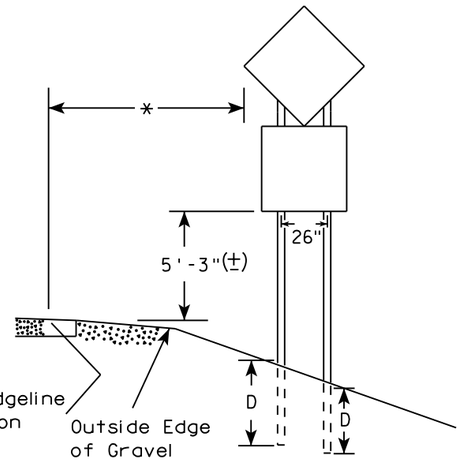
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

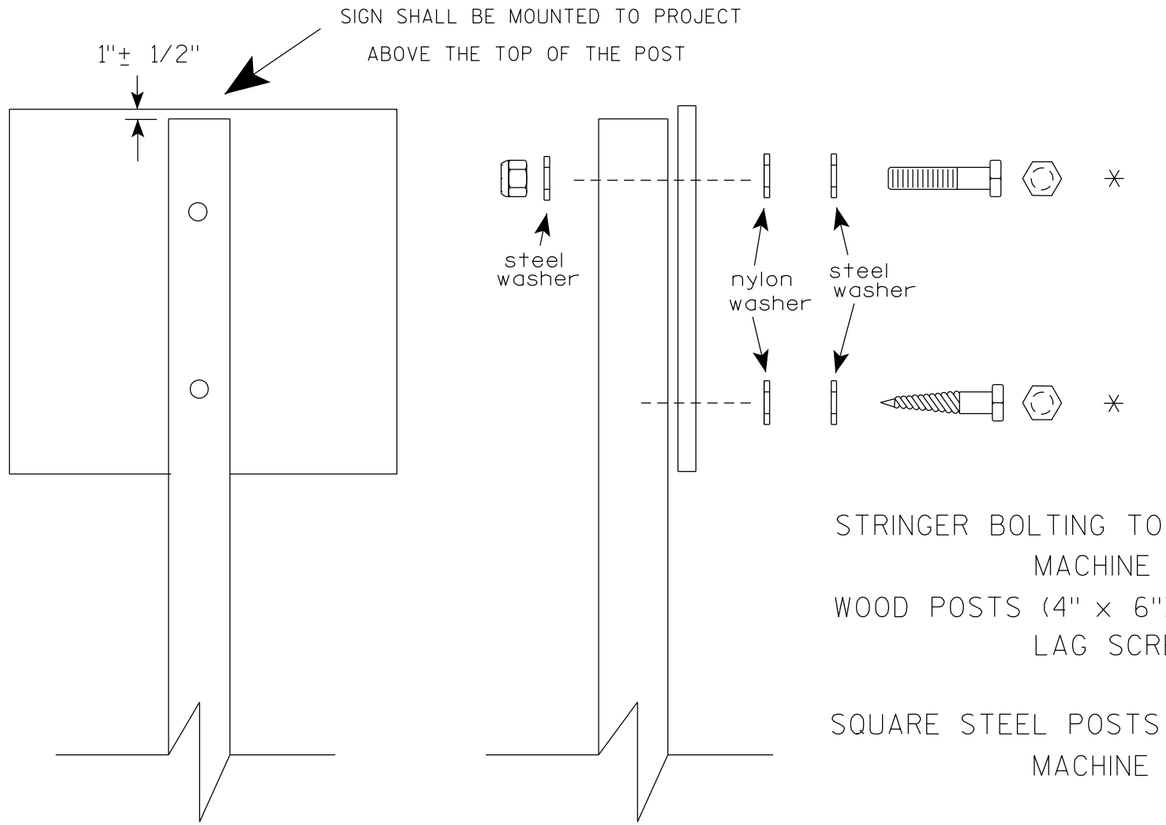
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 329	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

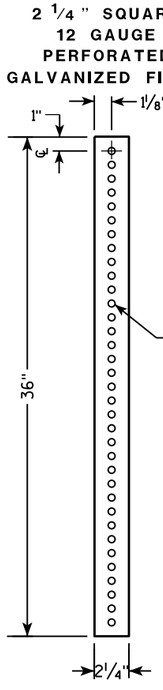
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

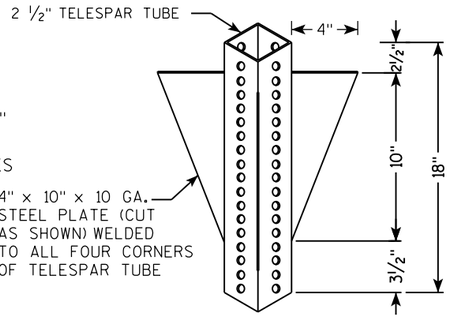
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

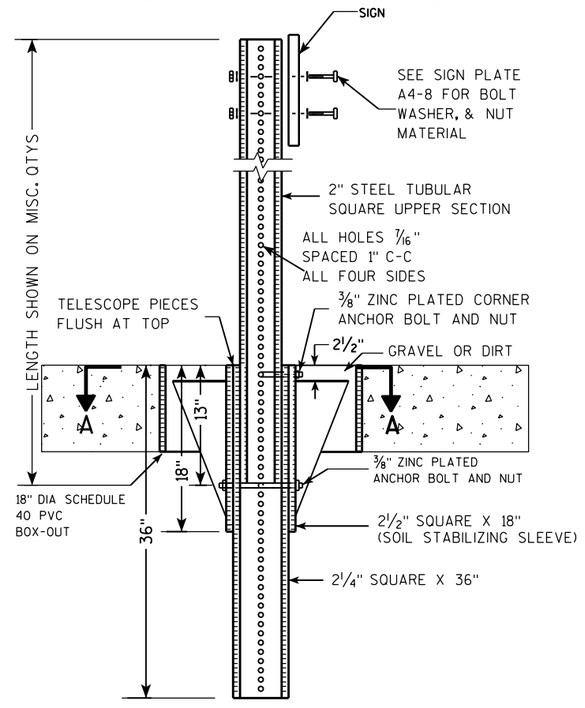
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



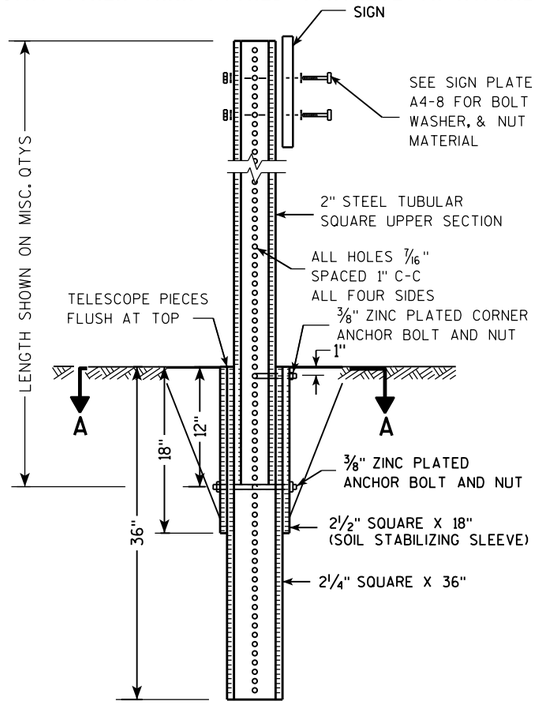
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

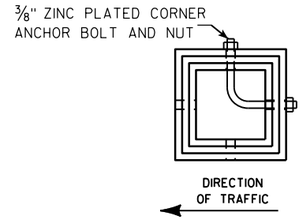


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

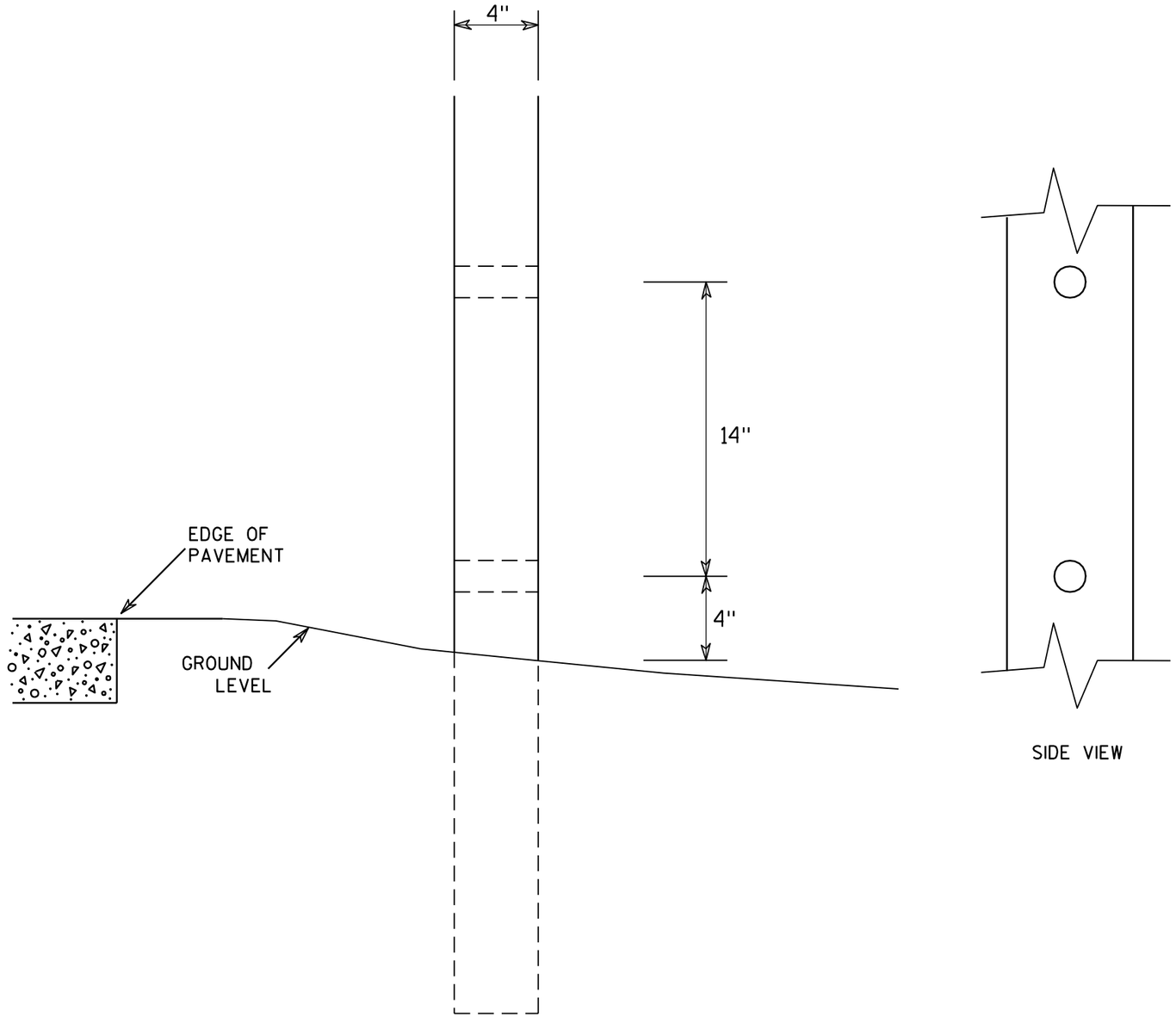
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 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

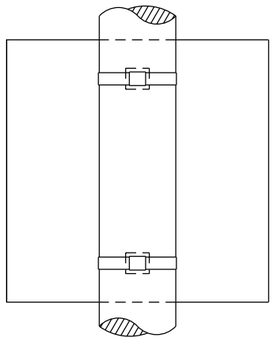
APPROVED Chester J Spang for State Traffic Engineer

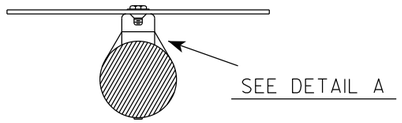
DATE 3/27/97 PLATE NO. A4-11.2

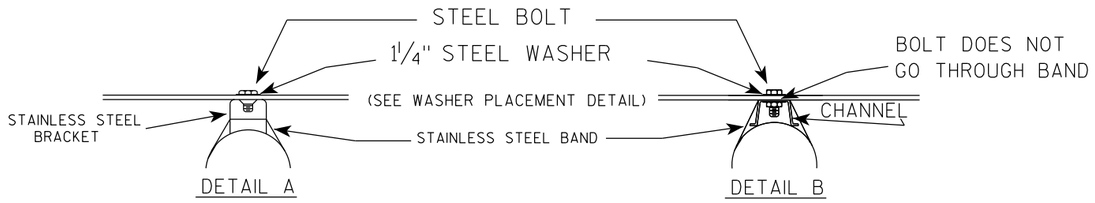
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E

BANDING

SINGLE SIGN



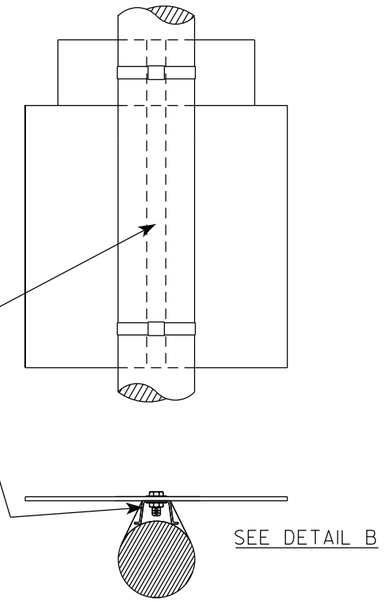




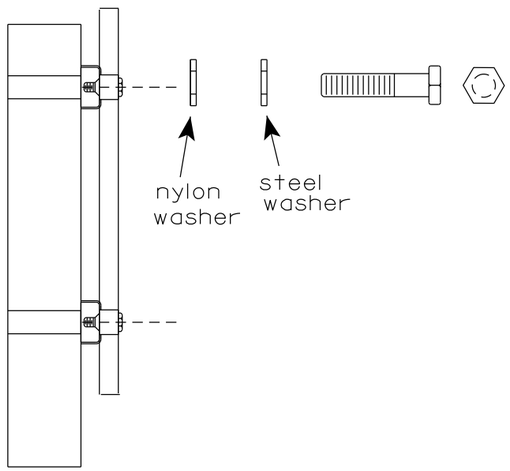
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

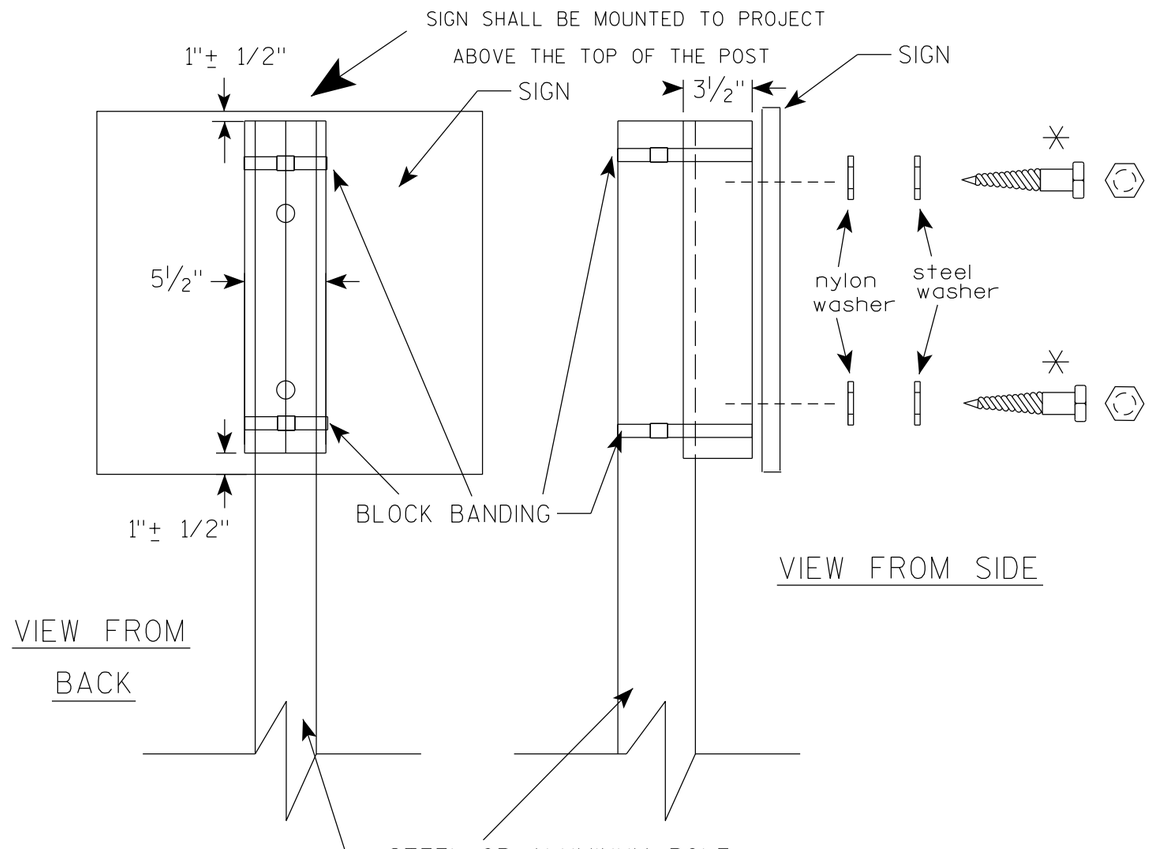
WISCONSIN DEPT OF TRANSPORTATION

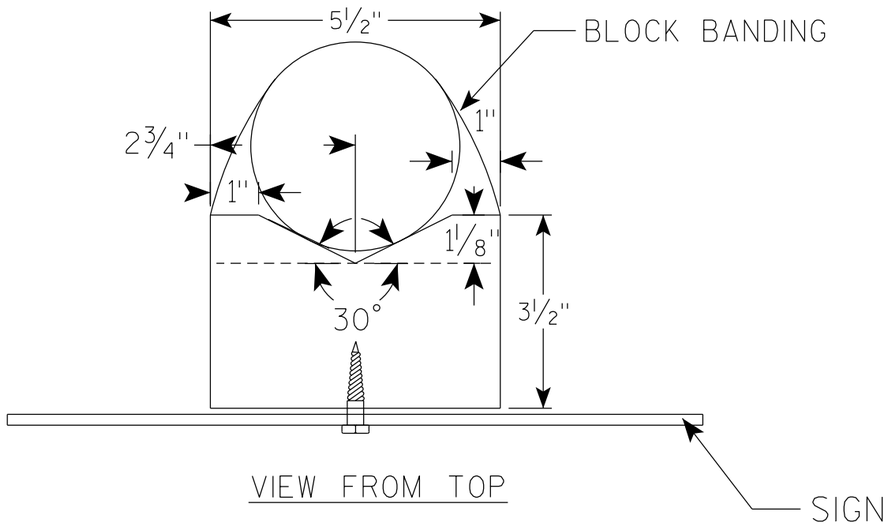
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

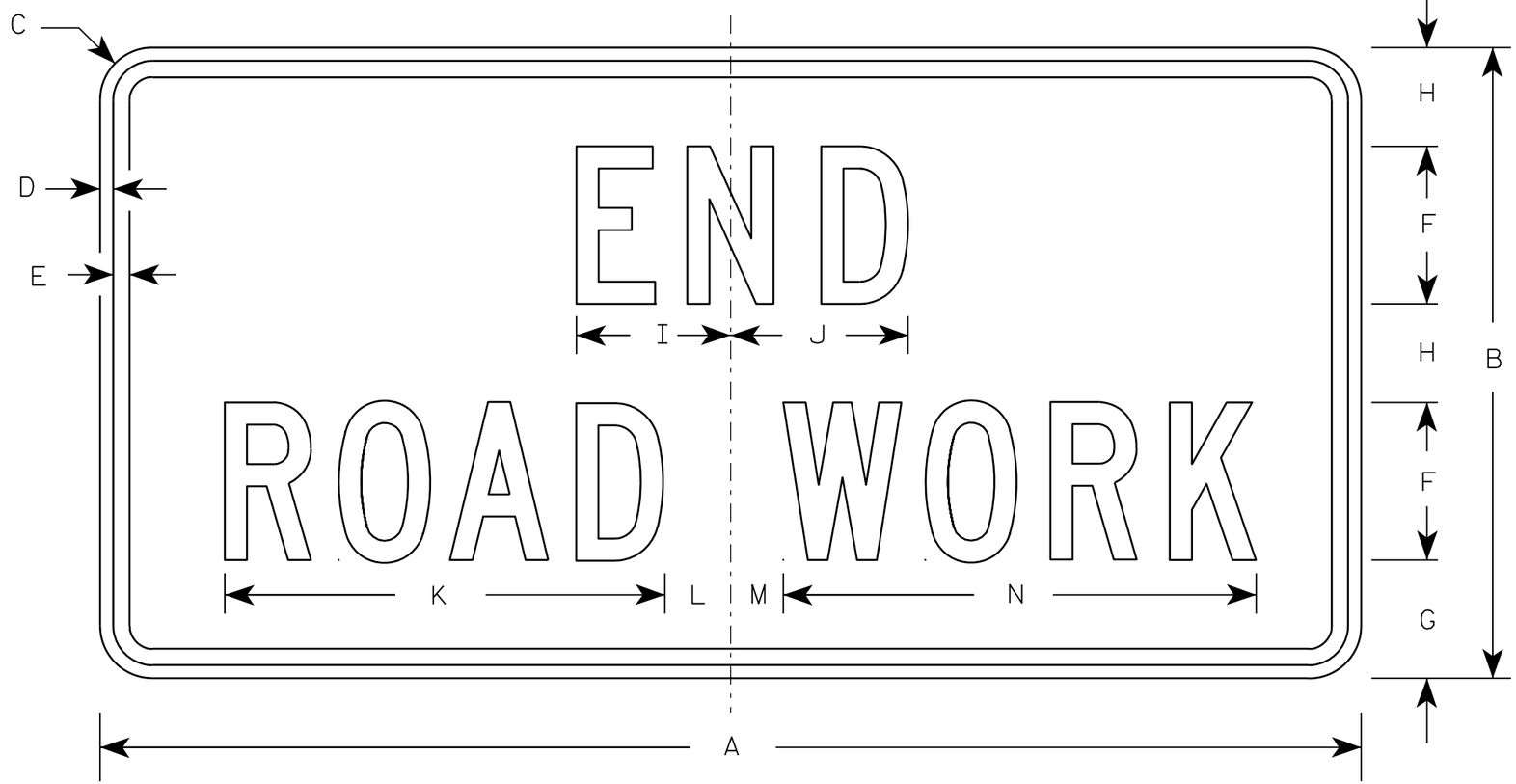
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 334 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

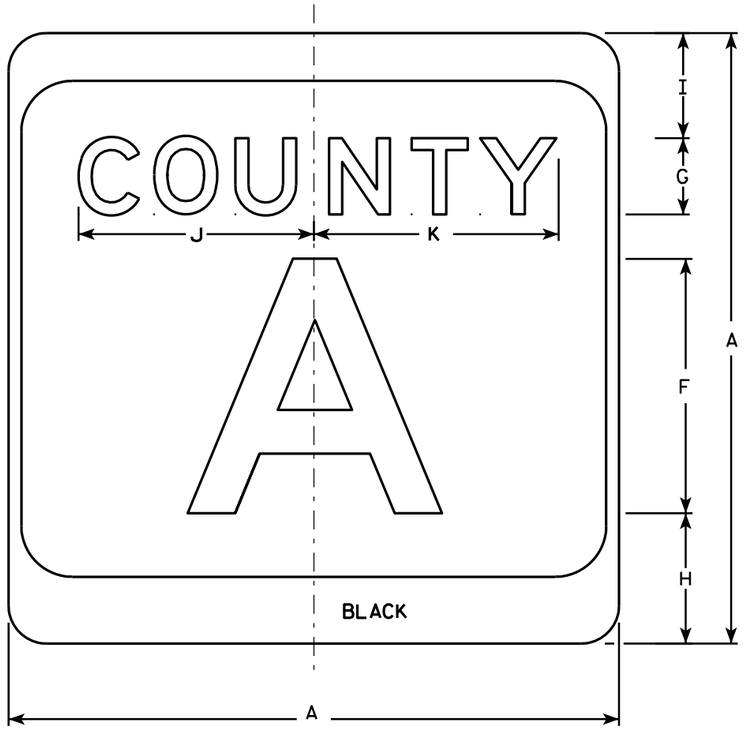
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

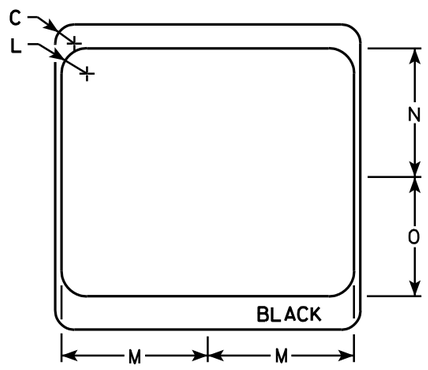
APPROVED Matthew R Rauch
for State Traffic Engineer

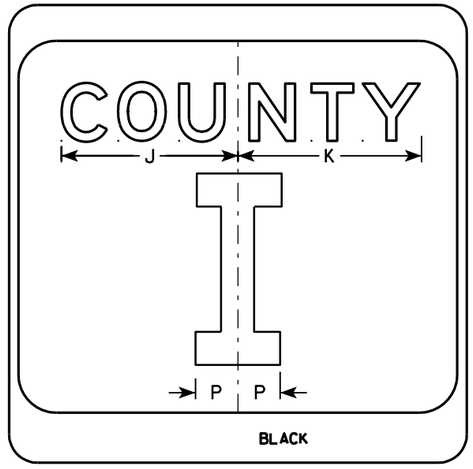
DATE 9/30/09 PLATE NO. G20-2A.8

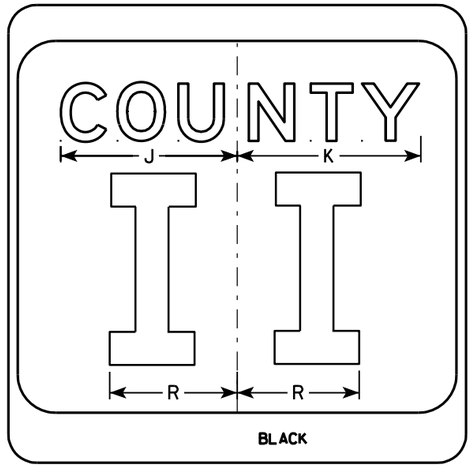
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 335	E



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

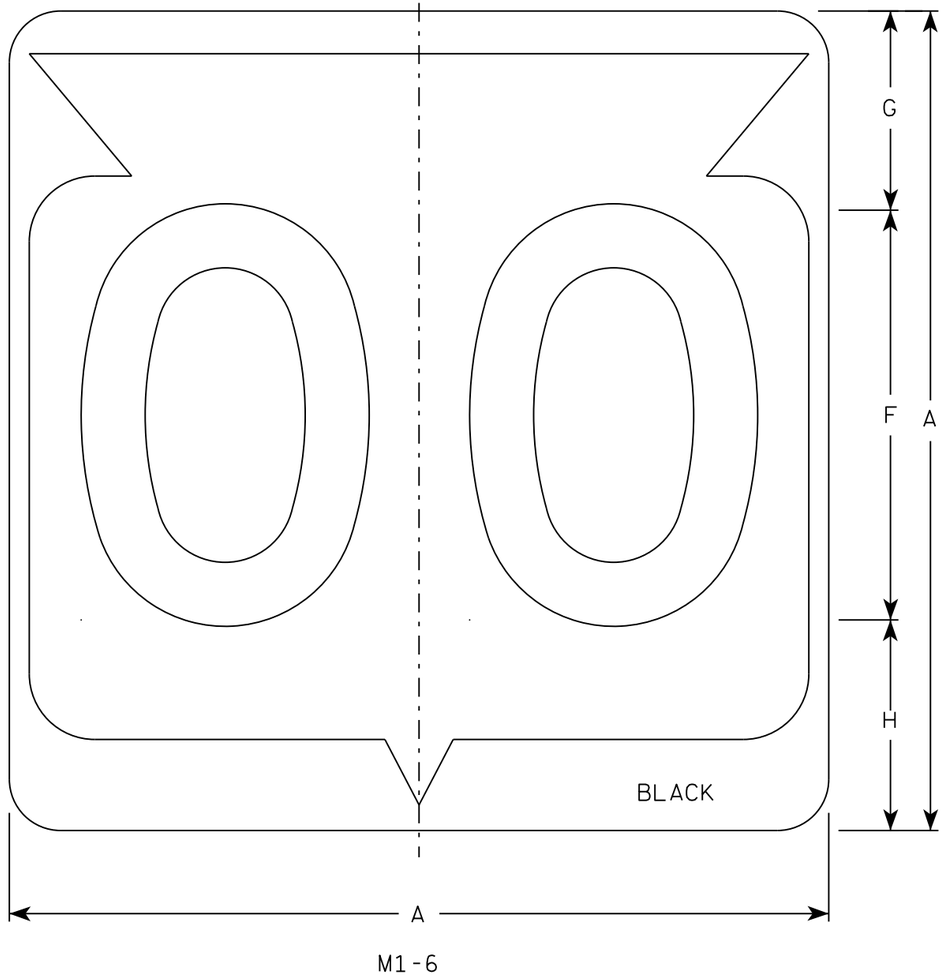
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

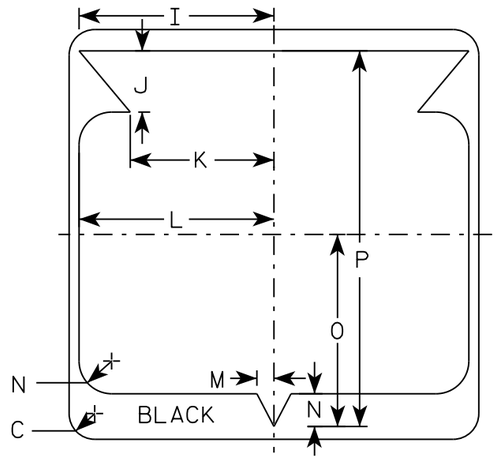
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 336 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

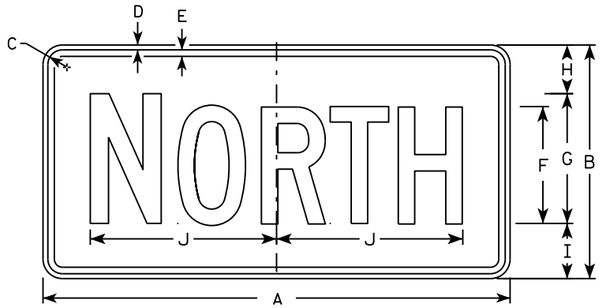
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

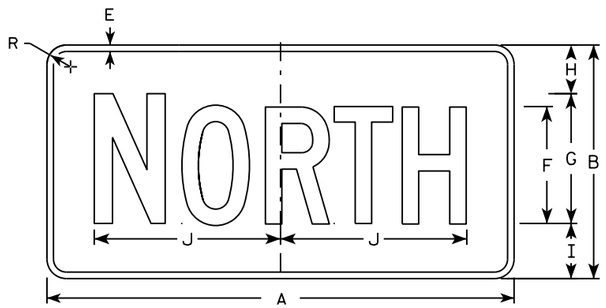
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 E



M3-1
MM3-1
MP3-1



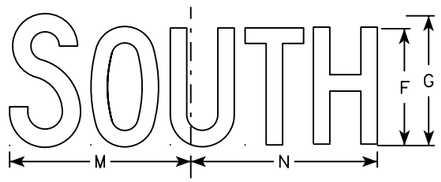
MB3-1
MK3-1
MN3-1



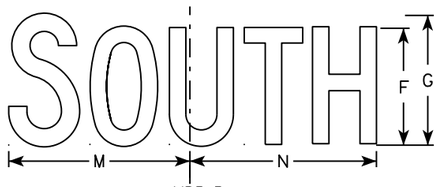
M3-2
MM3-2
MP3-2



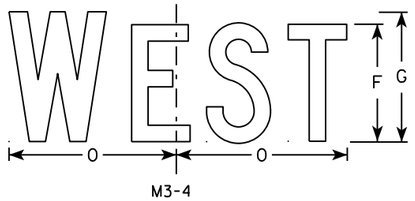
MB3-2
MK3-2
MN3-2



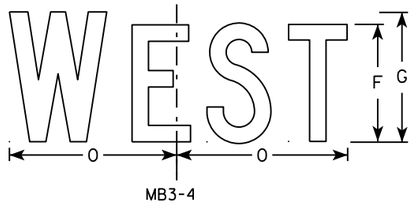
M3-3
MM3-3
MP3-3



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

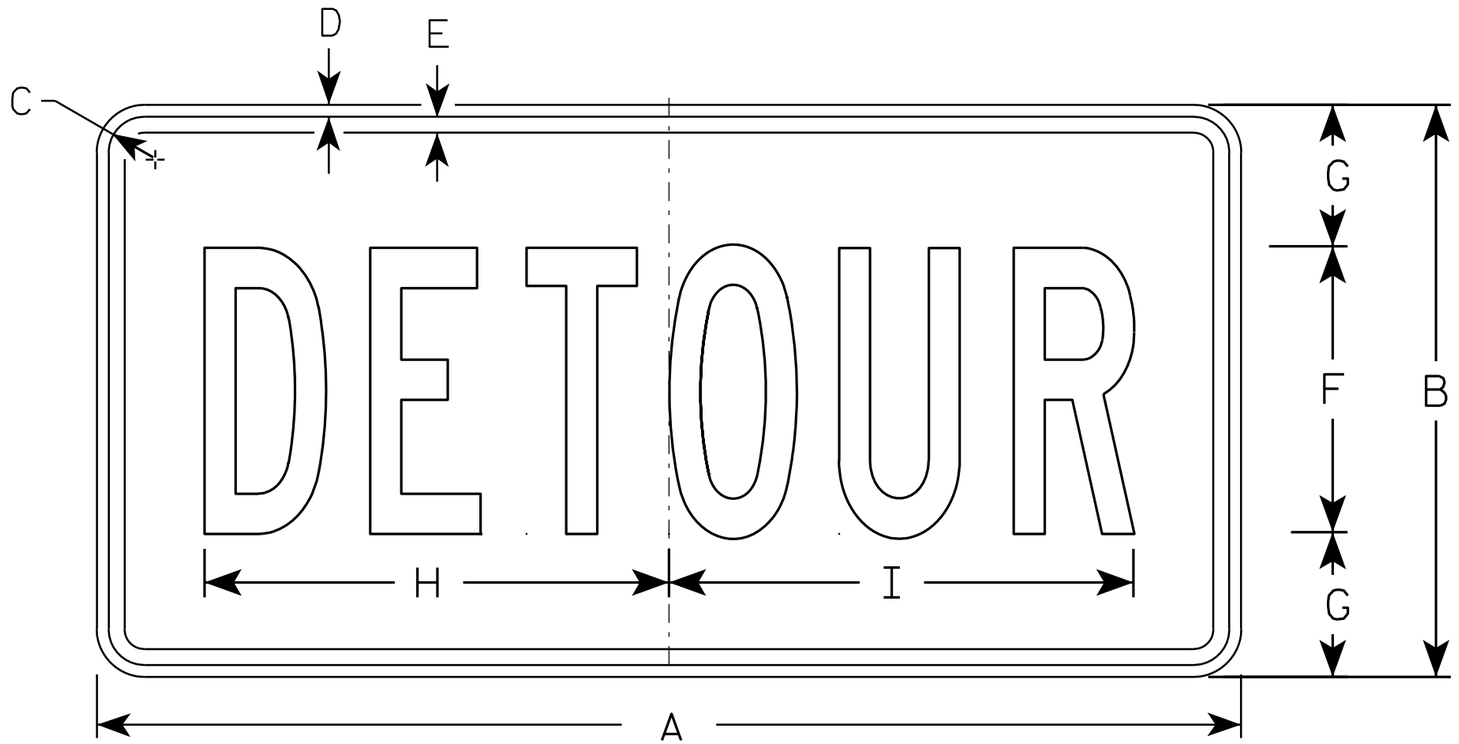
WISCONSIN DEPT OF TRANSPORTATION

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																											

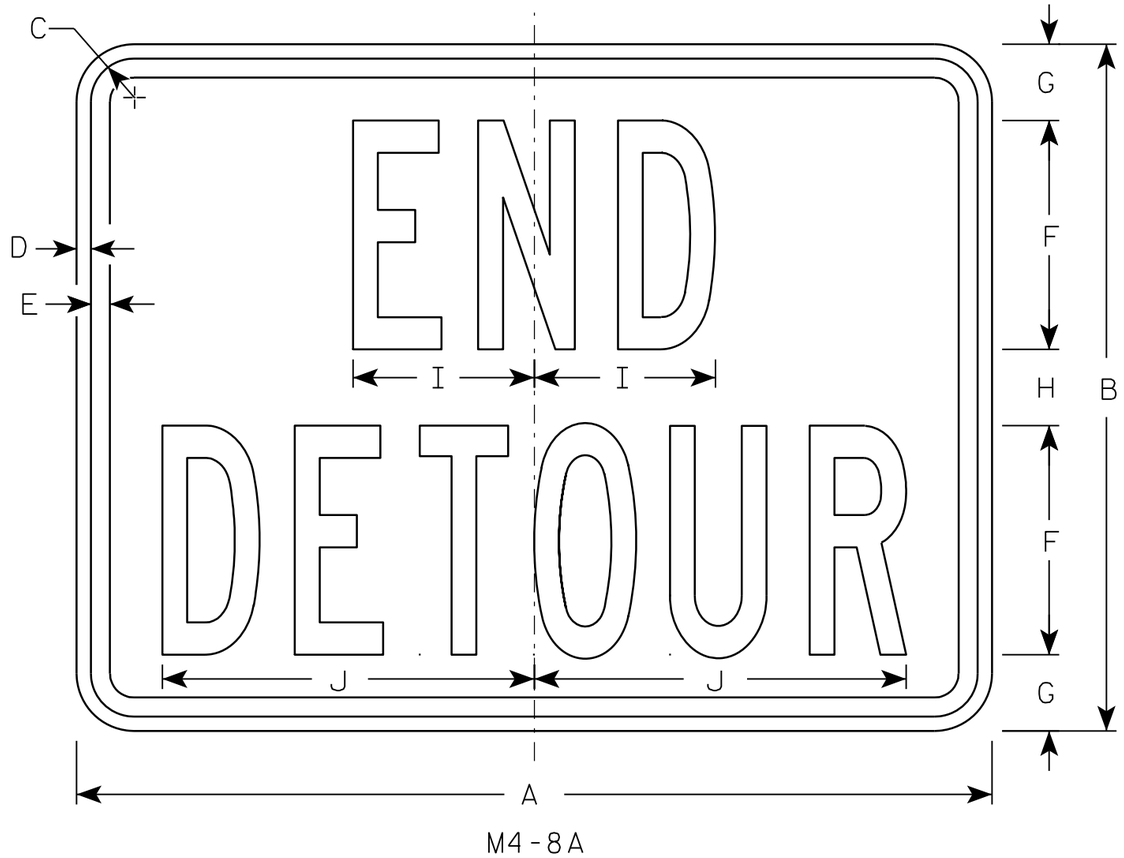
STANDARD SIGN
M4-8

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: 339	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

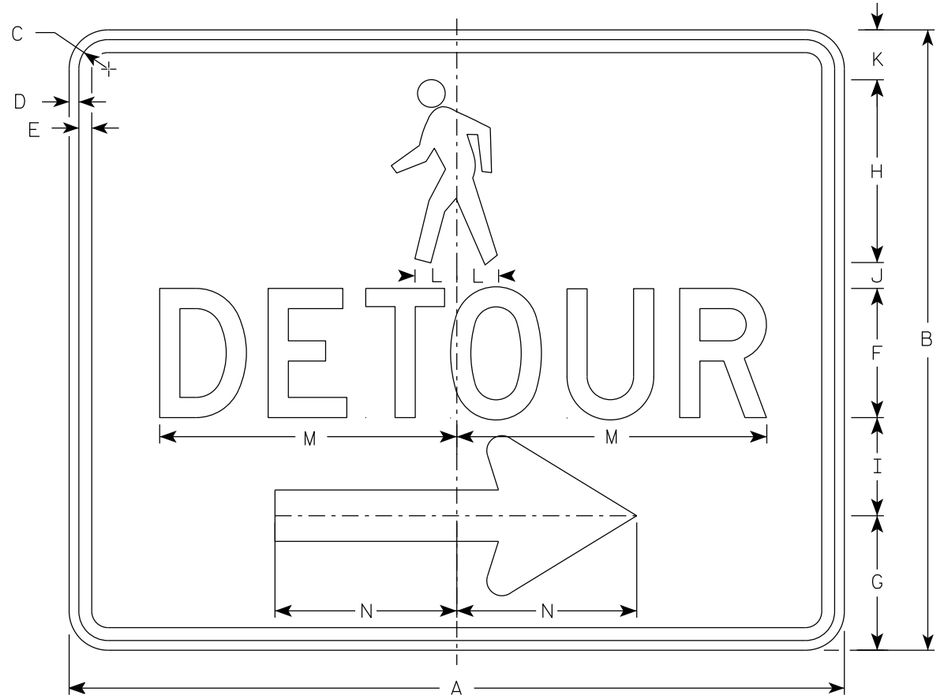
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

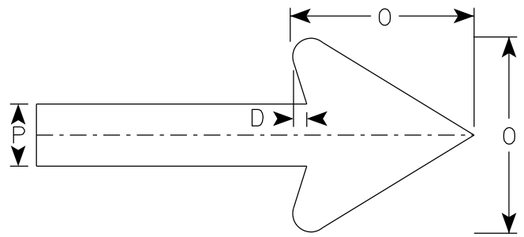
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 340	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

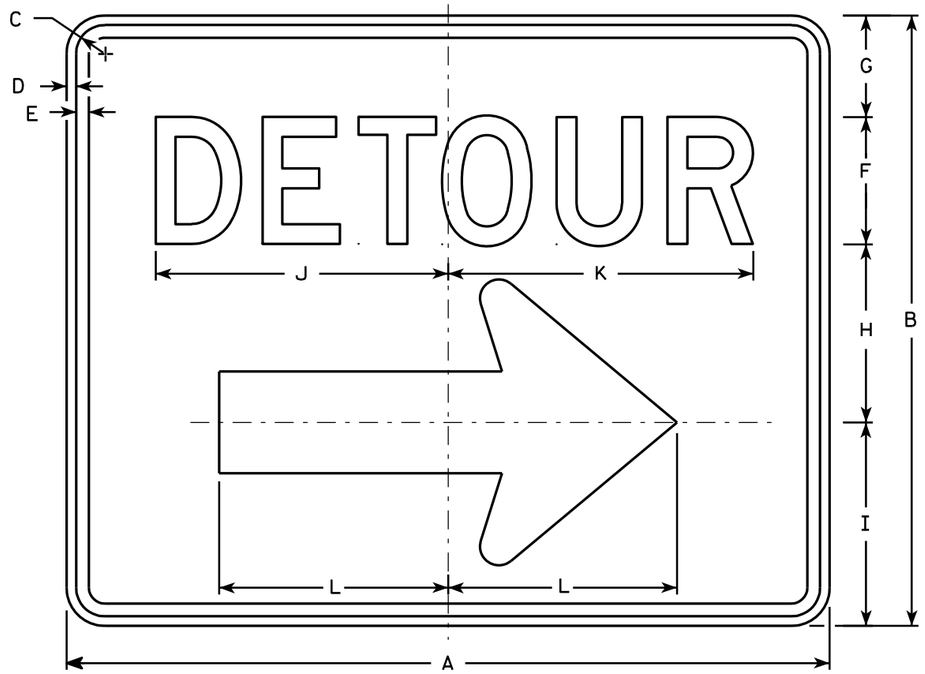
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

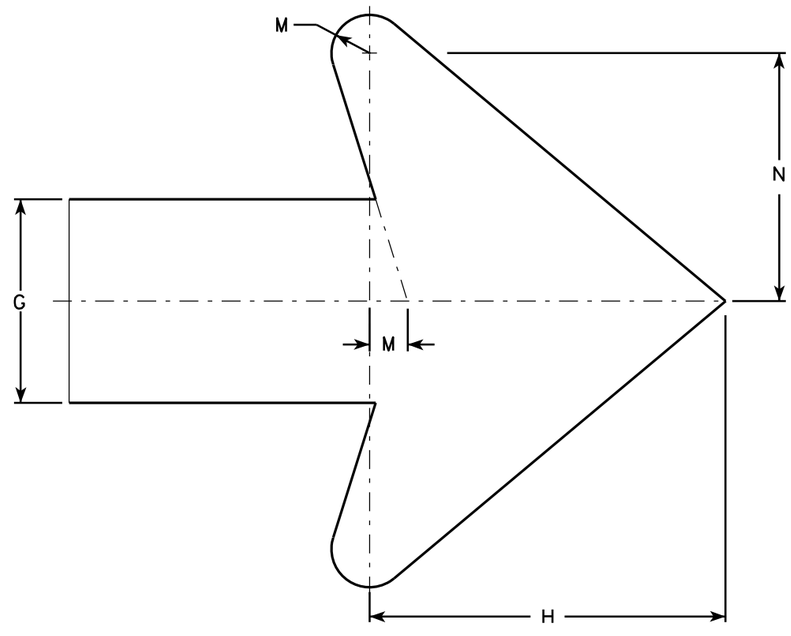
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

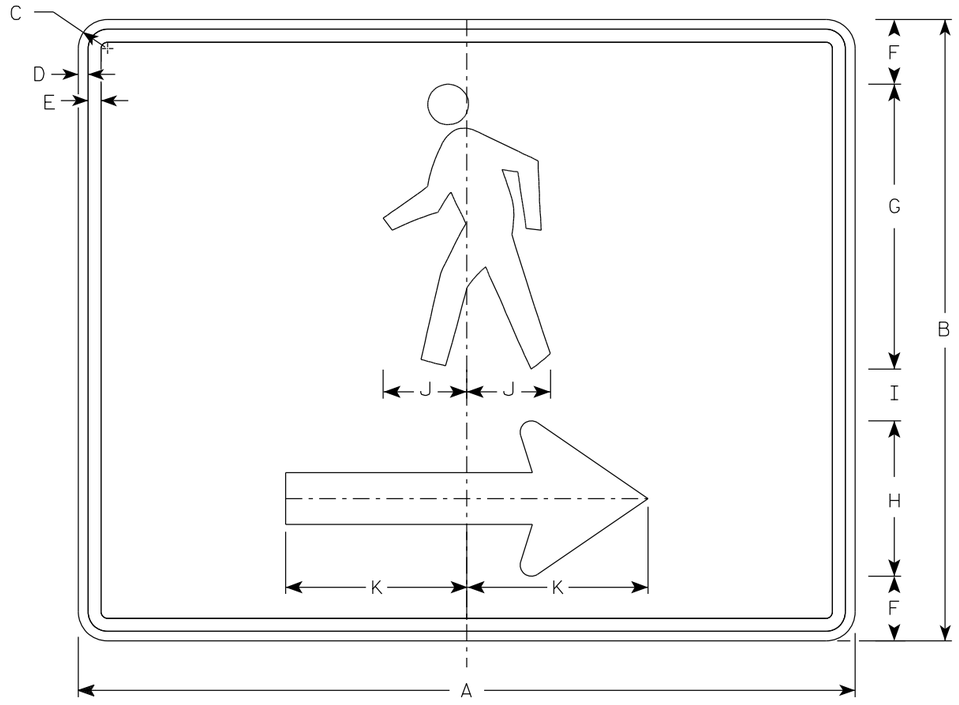
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

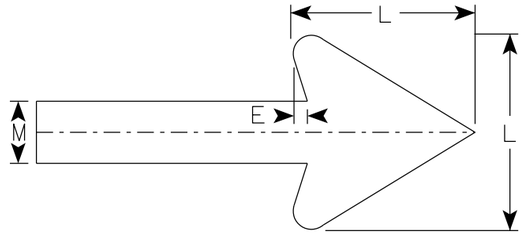
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 342	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

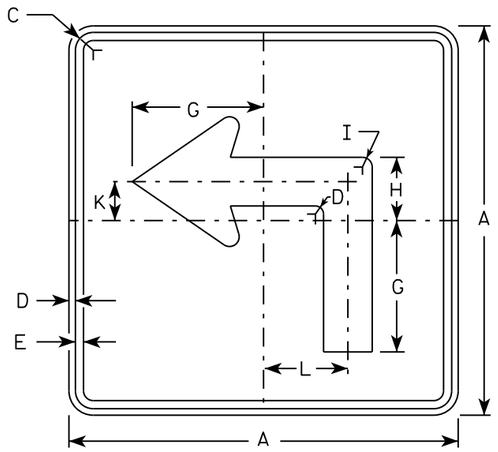
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

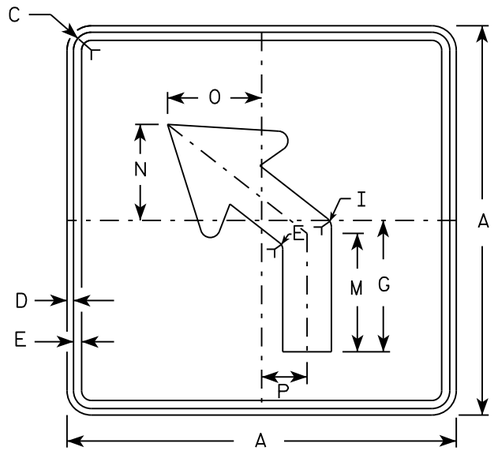
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

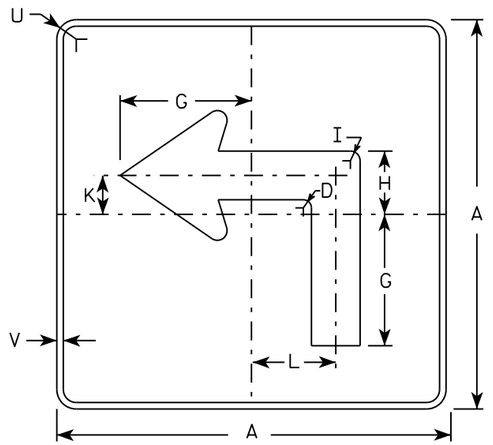
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 343 | E



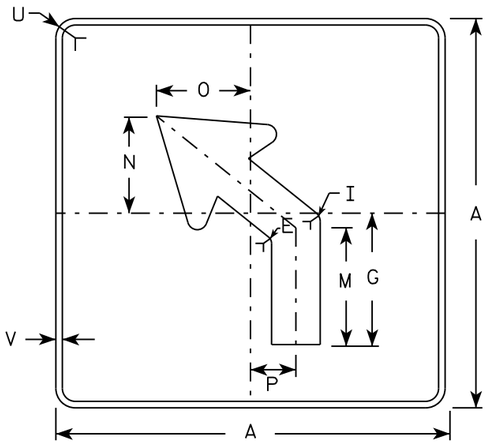
M5-1L
MM5-1L
MO5-1L
MP5-1L



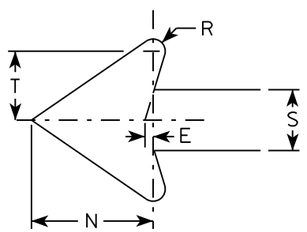
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

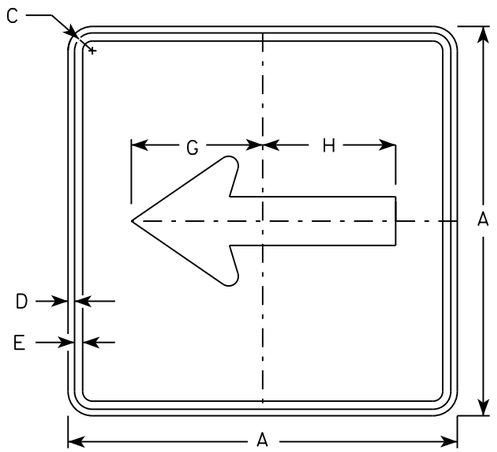
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

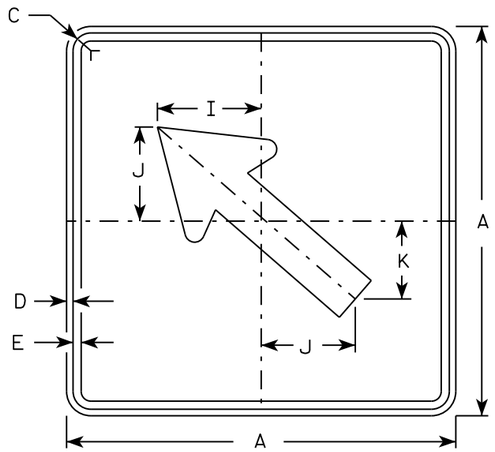
DATE 10/15/15 PLATE NO. M5-1.13

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



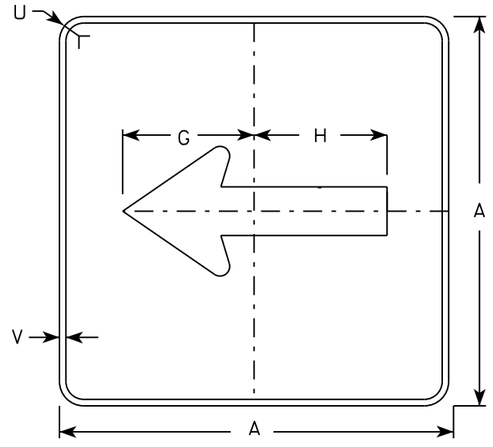
M6-1
MM6-1
MO6-1
MP6-1



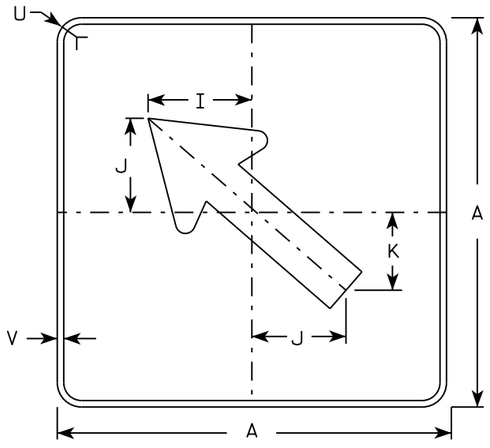
M6-2
MM6-2
MO6-2
MP6-2

NOTES

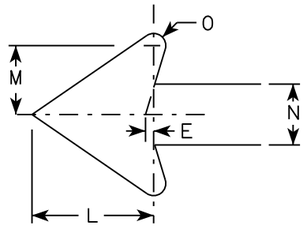
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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

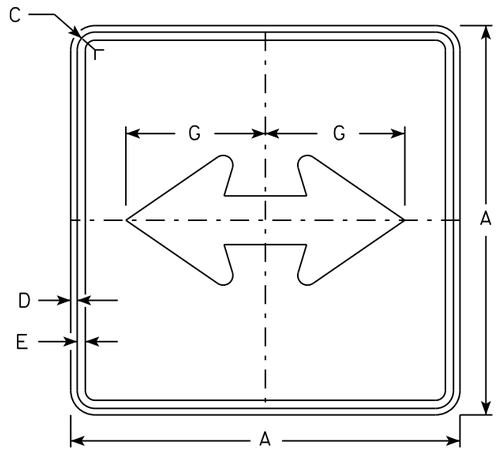
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

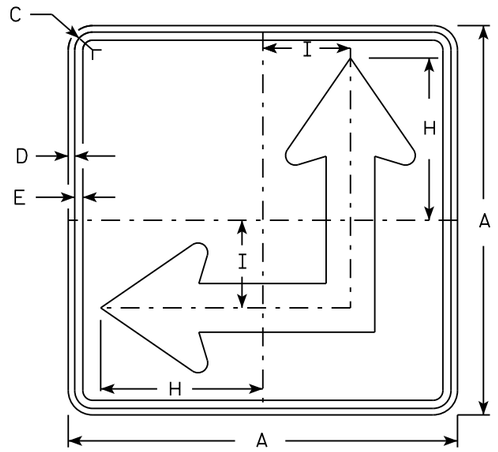
DATE 10/15/15 PLATE 345 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



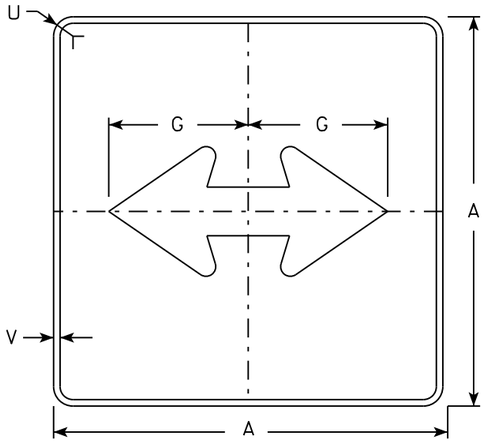
M6-4
MM6-4
MO6-4
MP6-4



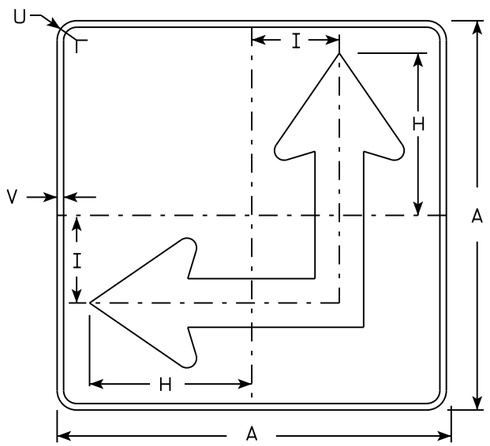
M6-6
MM6-6
MO6-6
MP6-6

NOTES

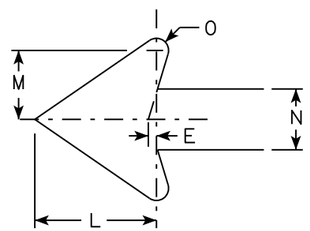
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

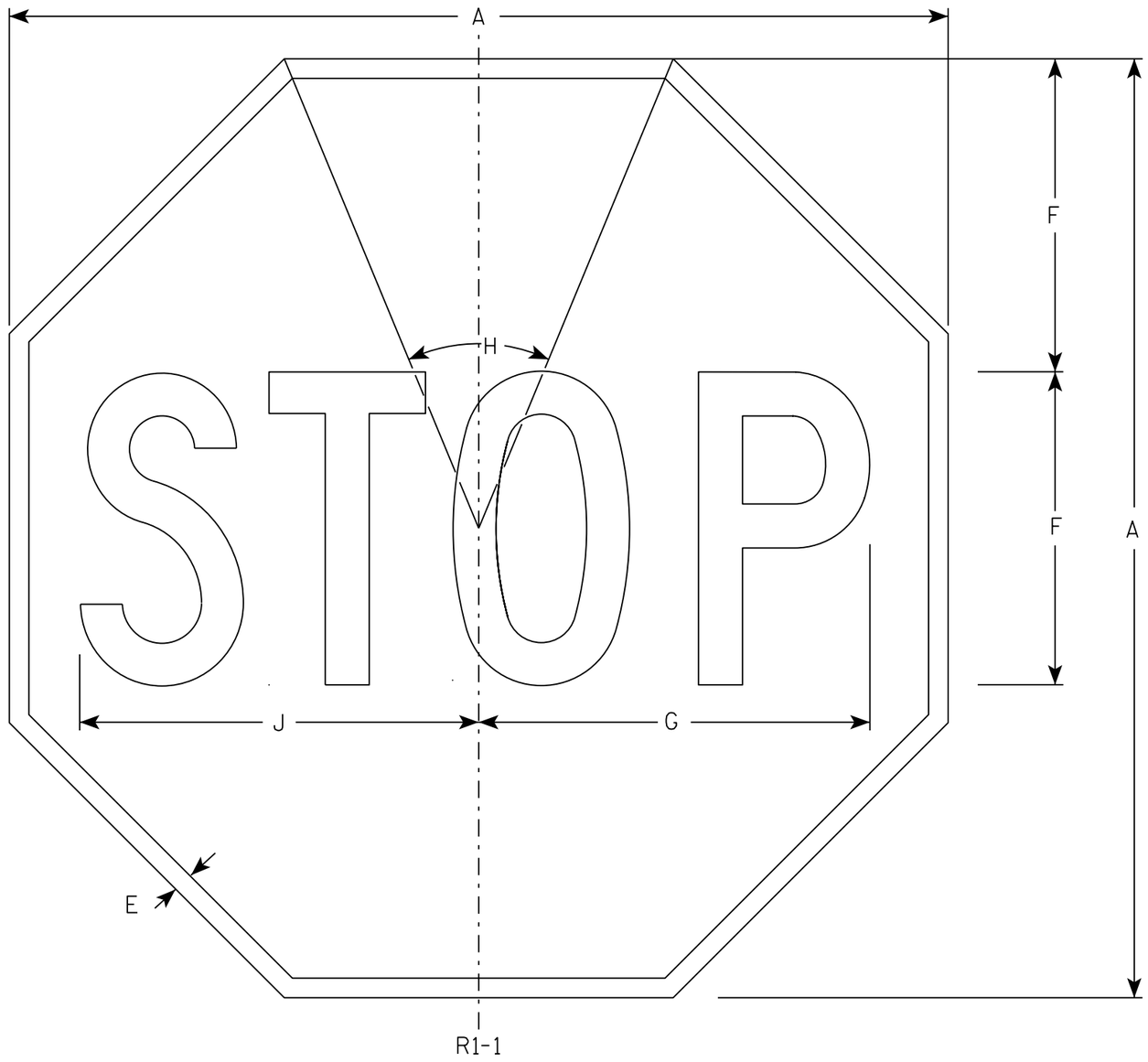
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 346 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

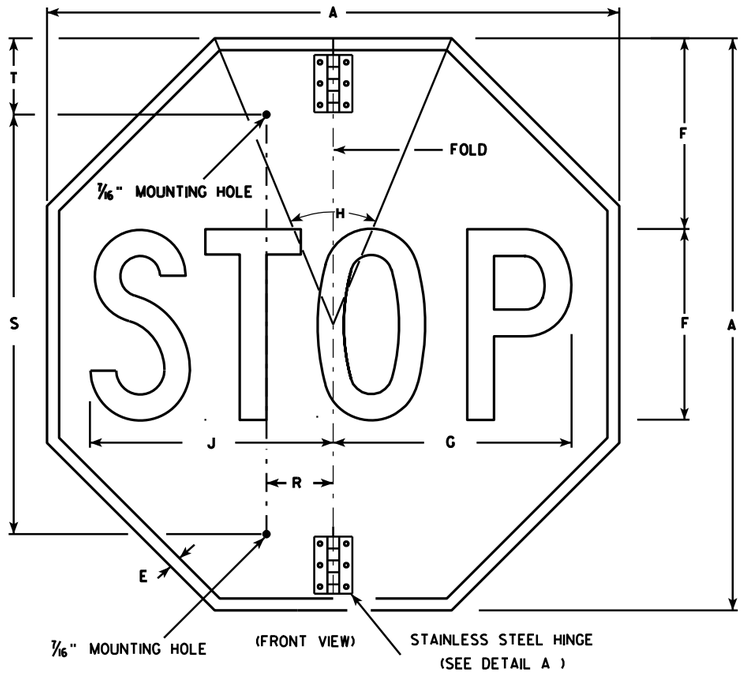
WISCONSIN DEPT OF TRANSPORTATION

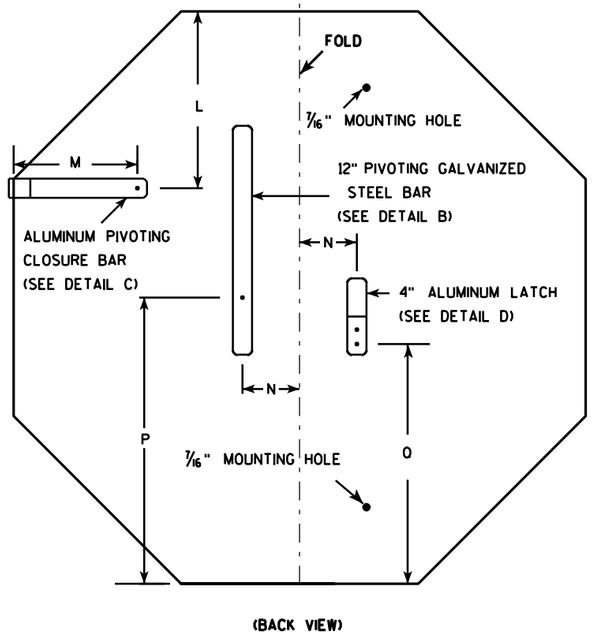
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

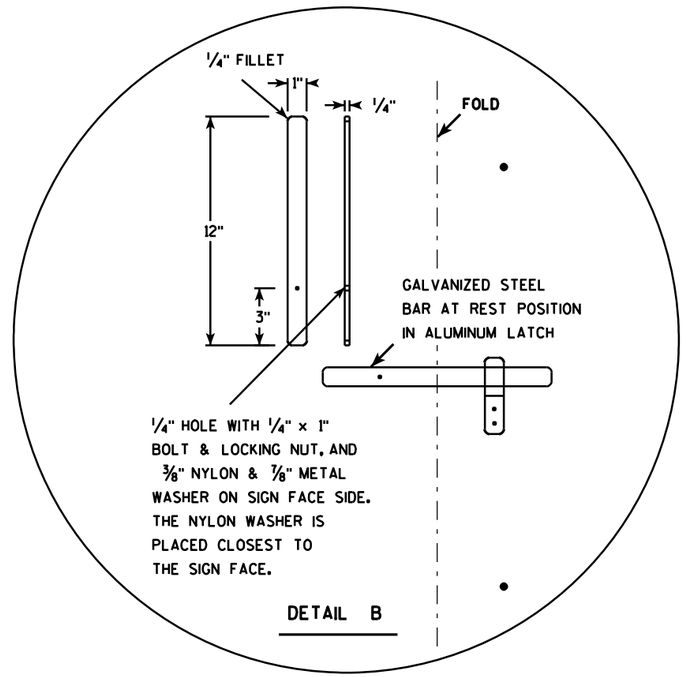
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



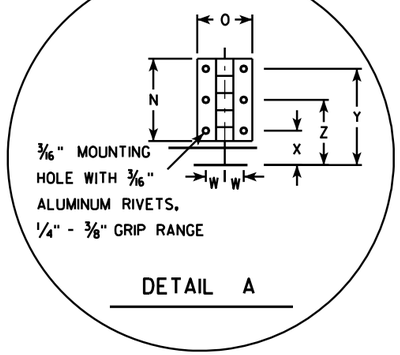


NOTES

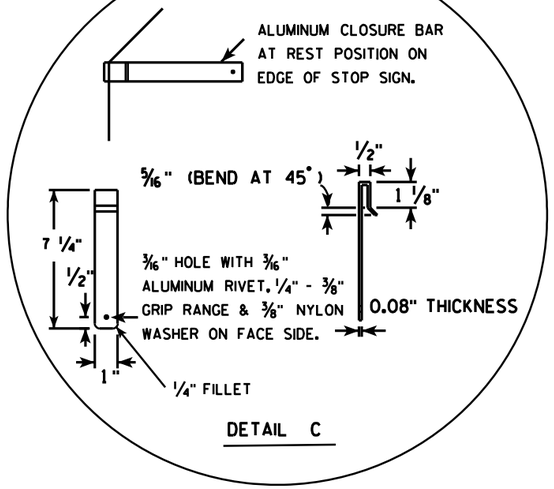
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



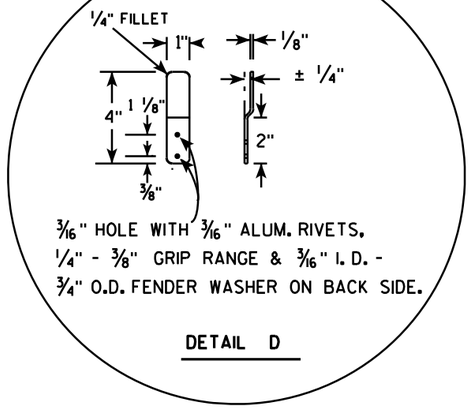
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

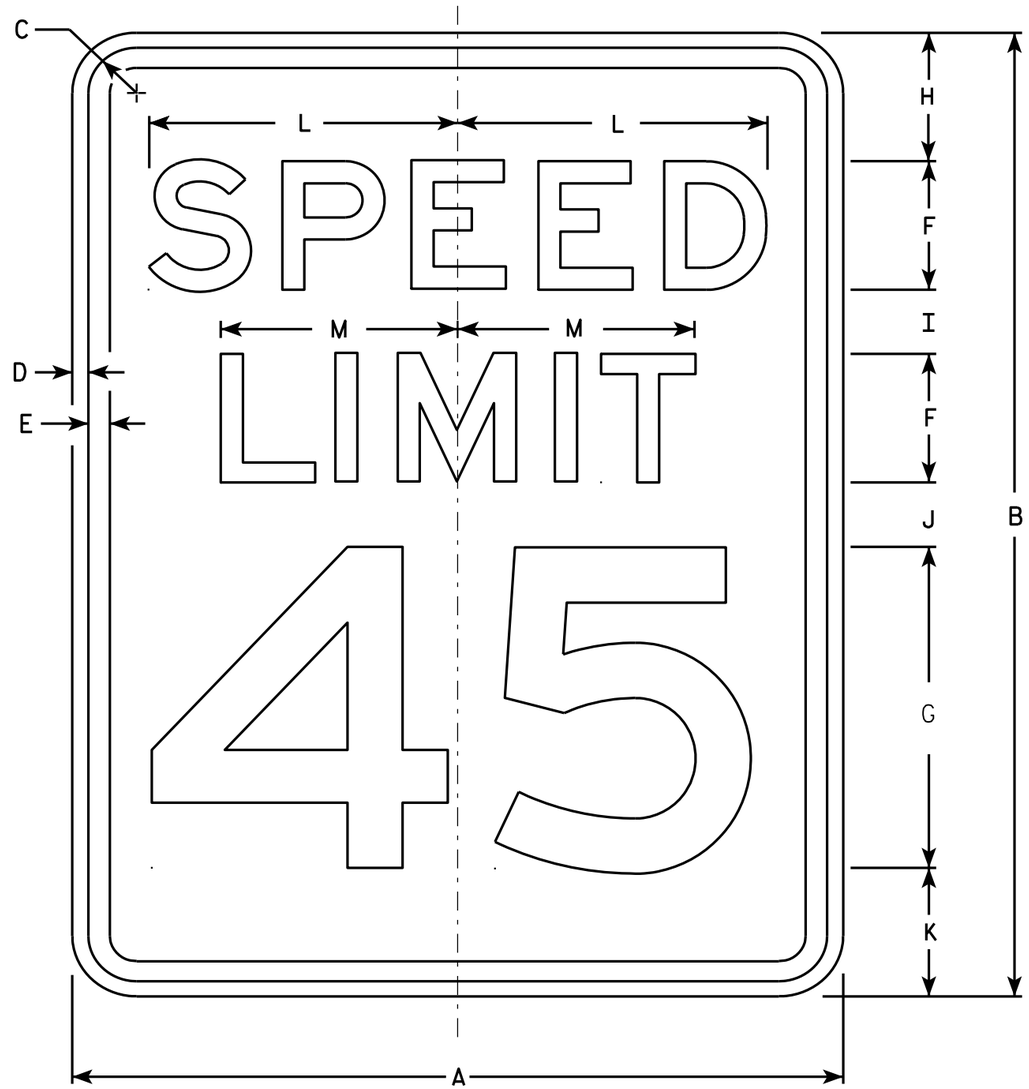
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	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

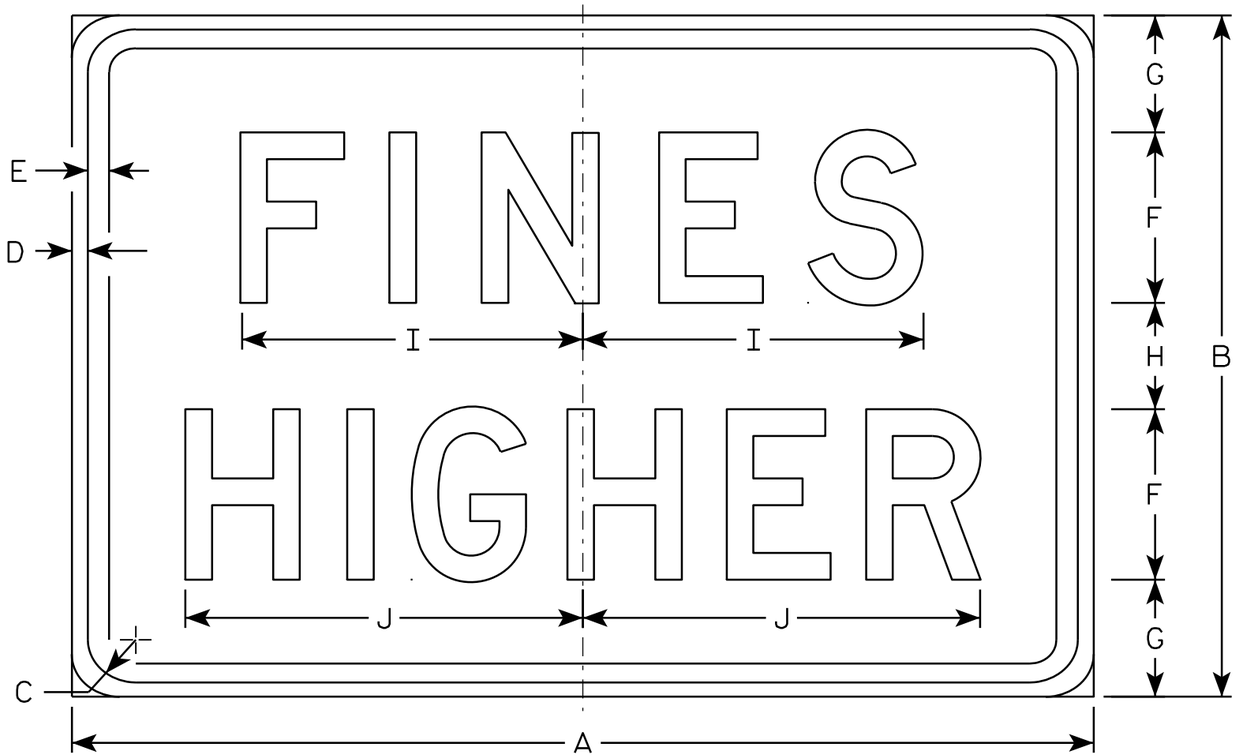
STANDARD SIGN
R2-1

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: 349	E



R2-6P

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.

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	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

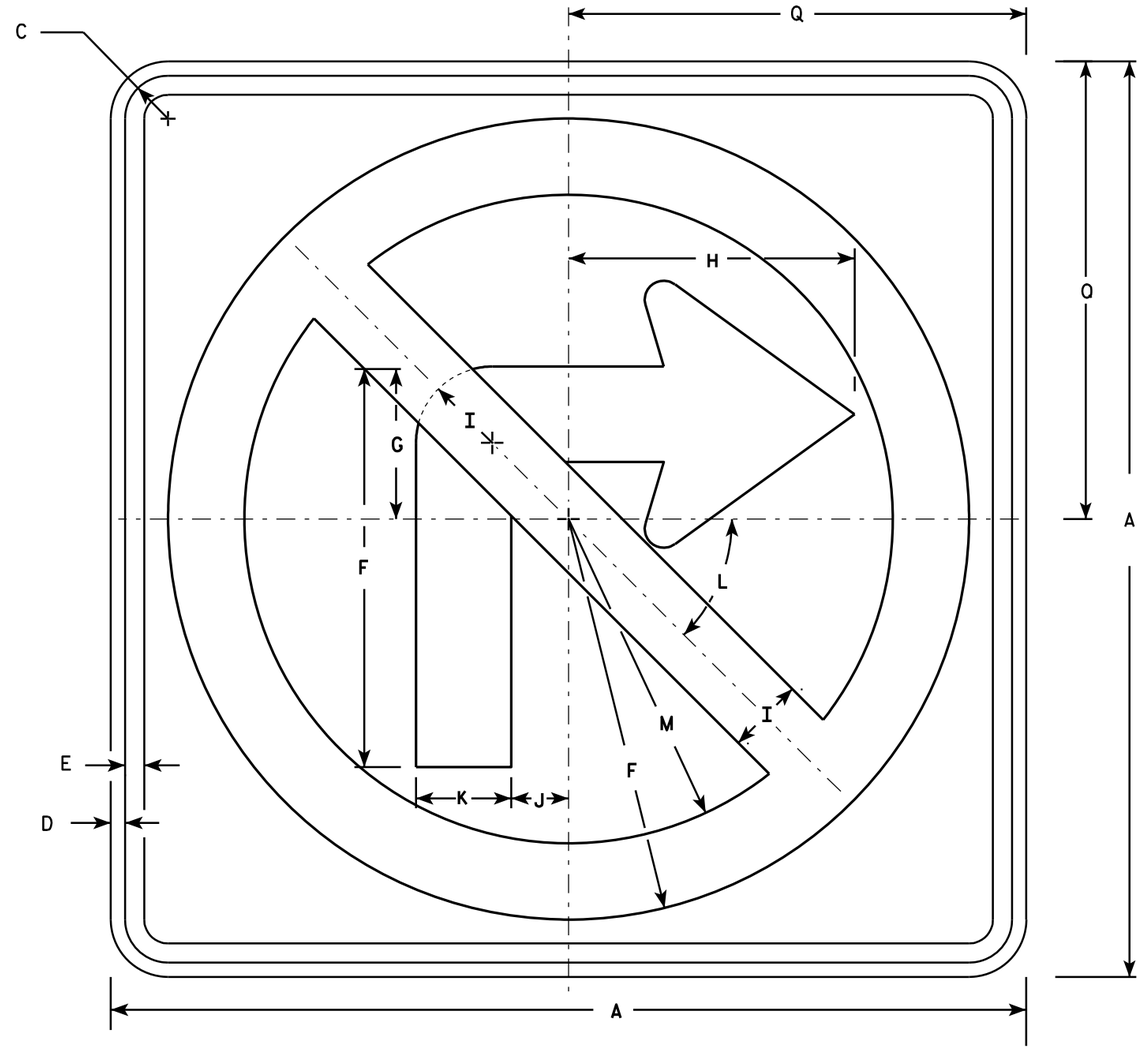
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

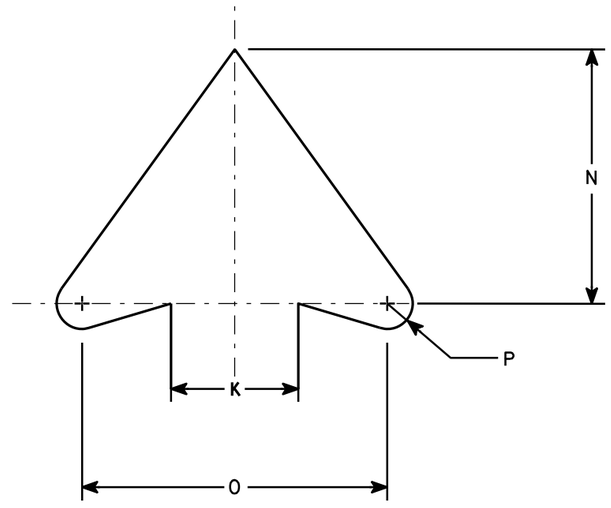
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 350 | E



R3-1

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 - 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

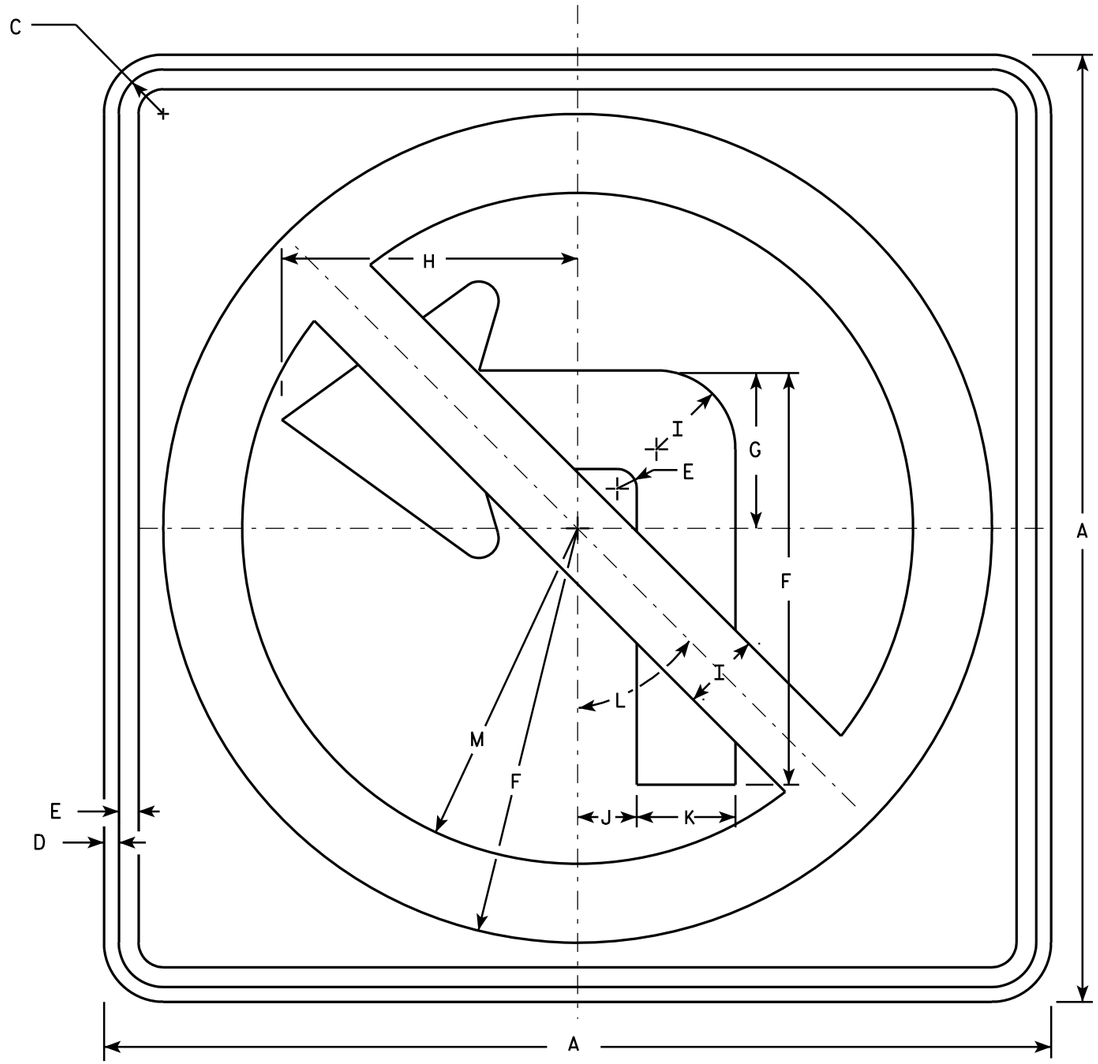
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

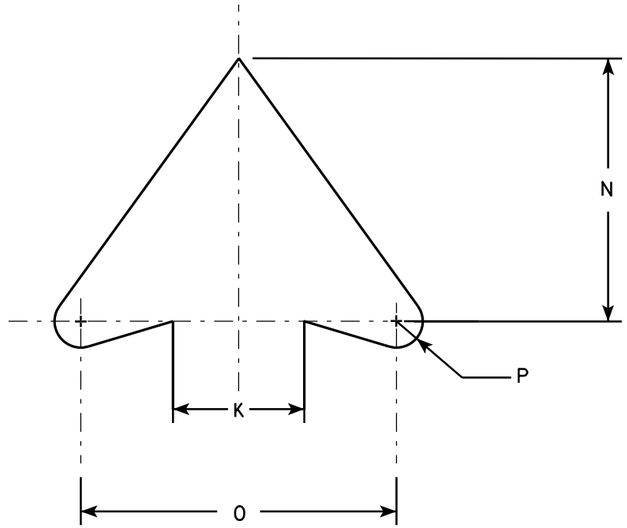
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 351	E



R3-2

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 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

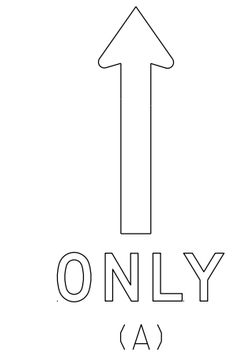
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

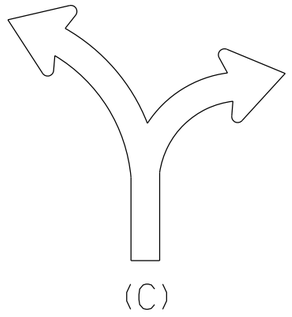
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 352	E

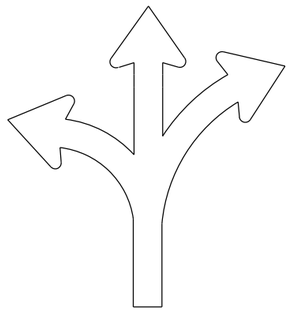


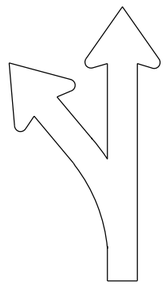
(A)

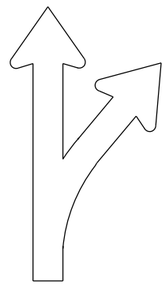


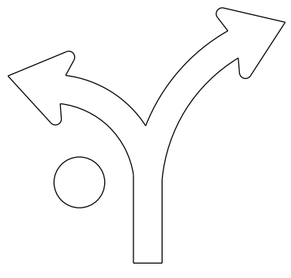
(B)

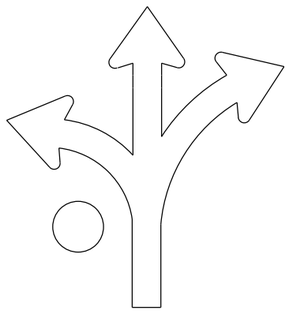

(C)

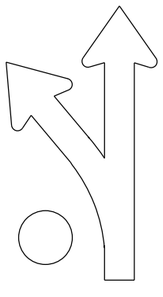

(D)


(E)


(F)

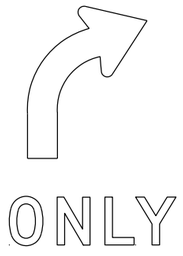

(G)


(H)

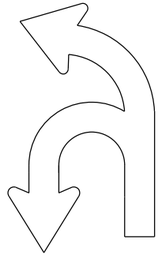

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

SHEET NO: 353 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:37 PLOT BY : mscj9h PLOT NAME :

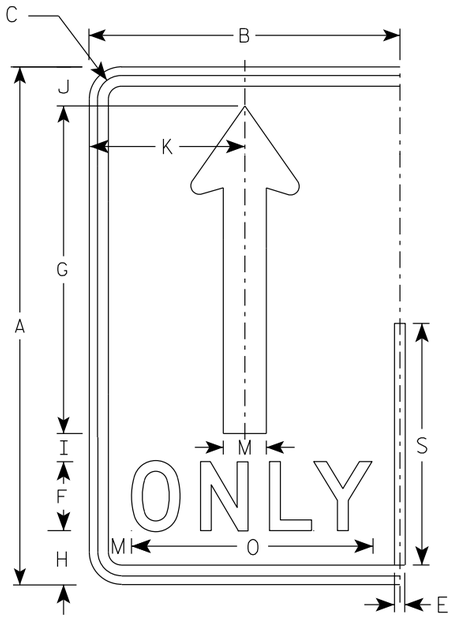
WISDOT/CADDS SHEET 42

7

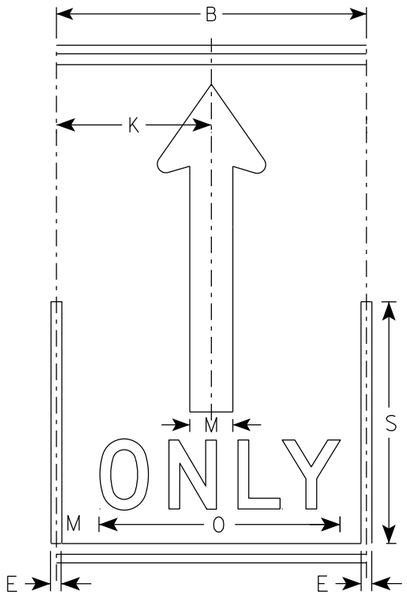
7

NOTES

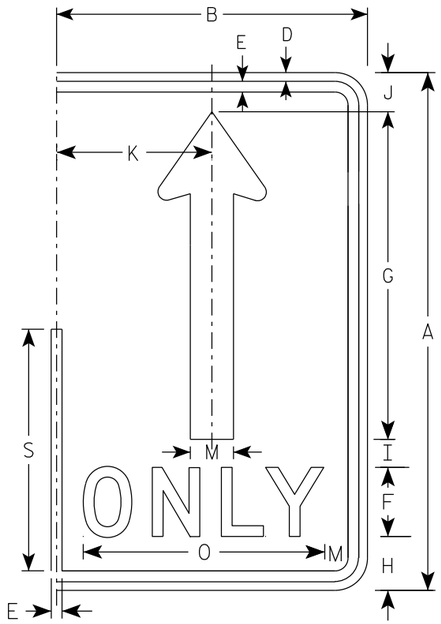
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



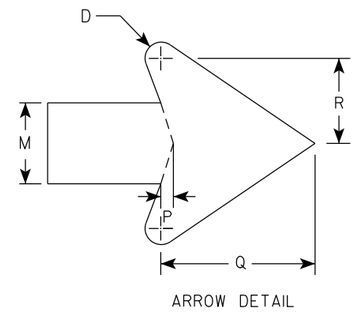
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

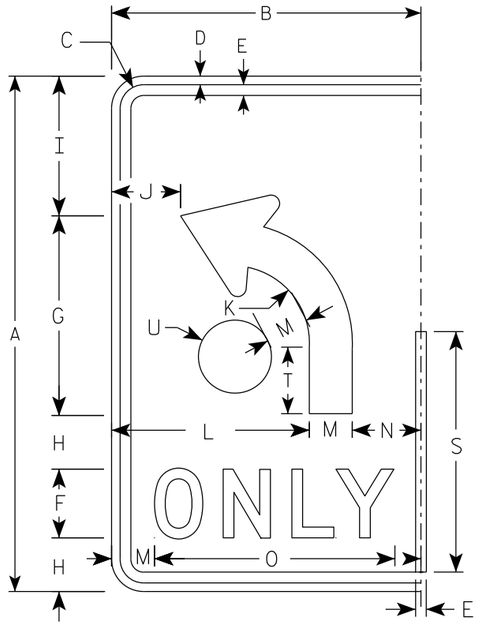
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

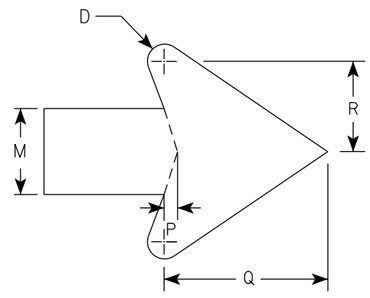
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 354 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

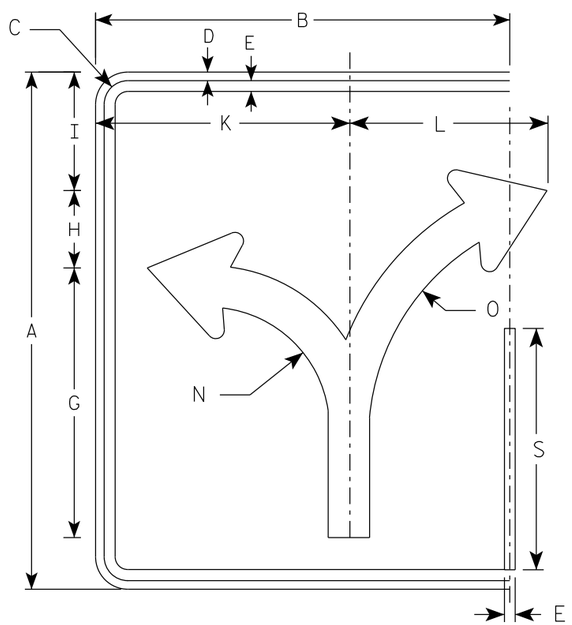
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

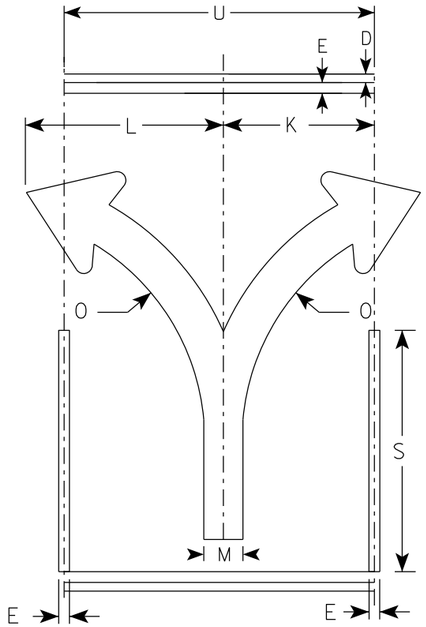
SHEET NO: 355 E

NOTES

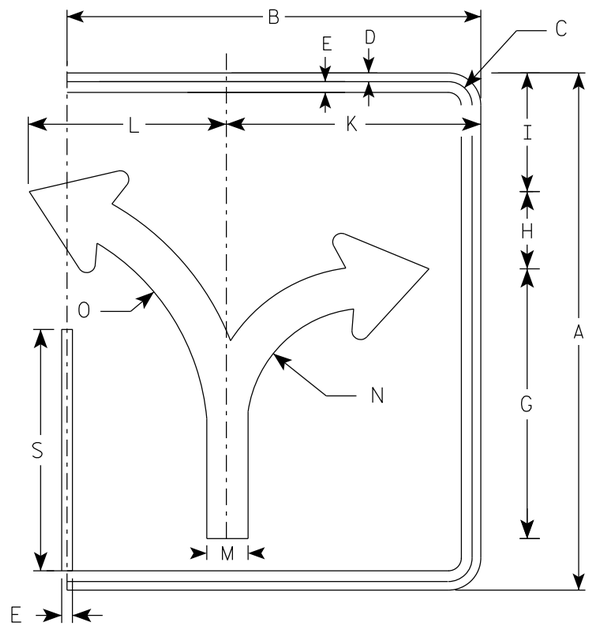
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



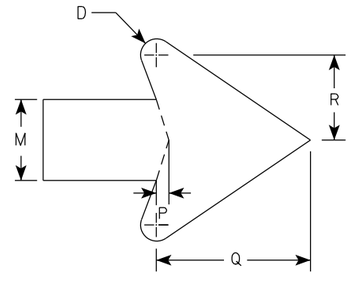
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

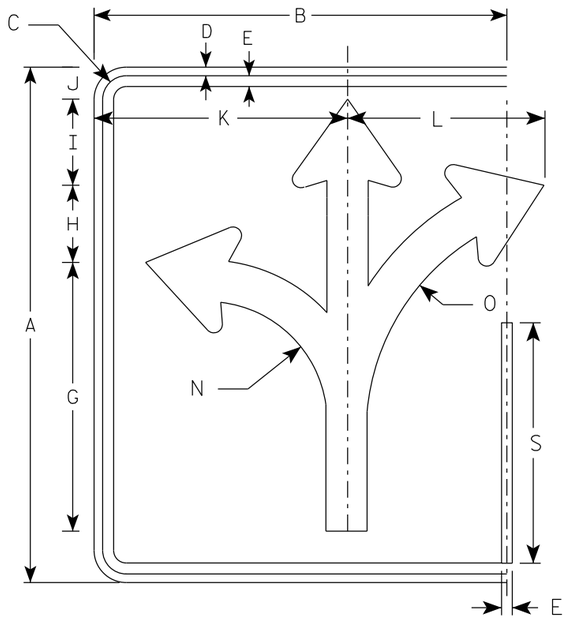
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E

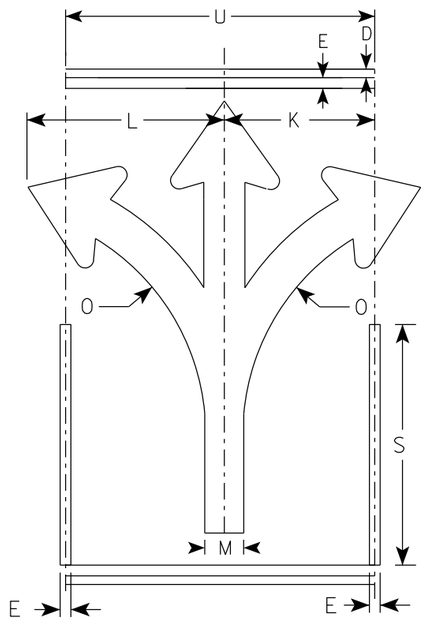
7

NOTES

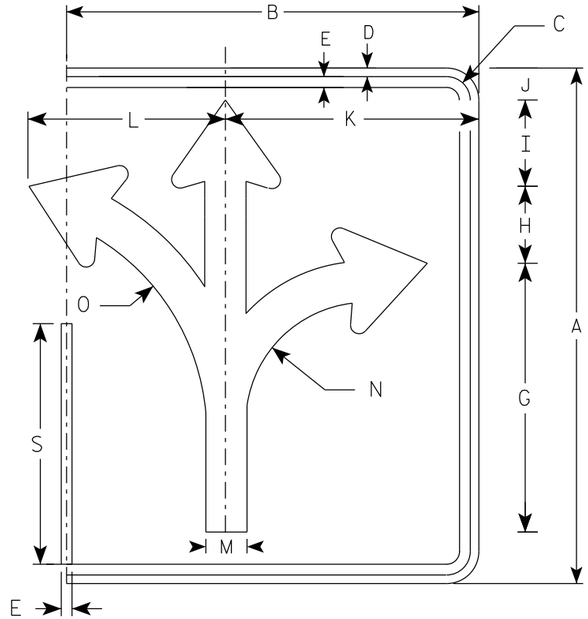
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



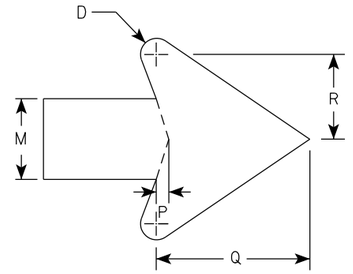
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

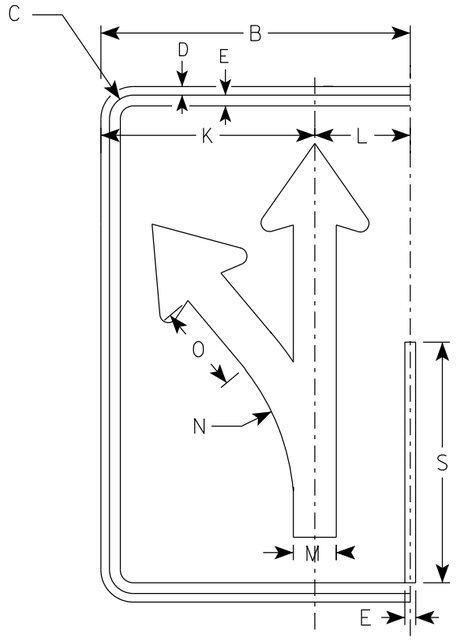
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

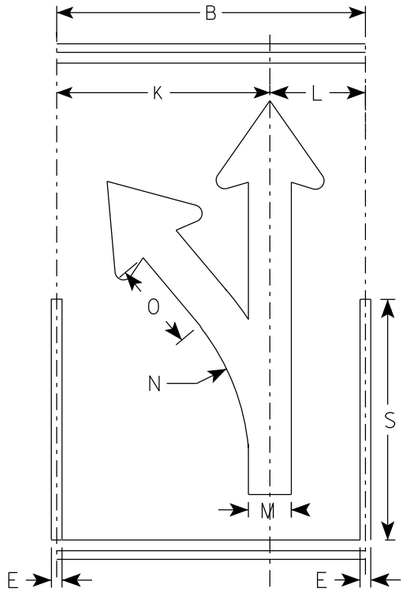
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 357 | E

NOTES

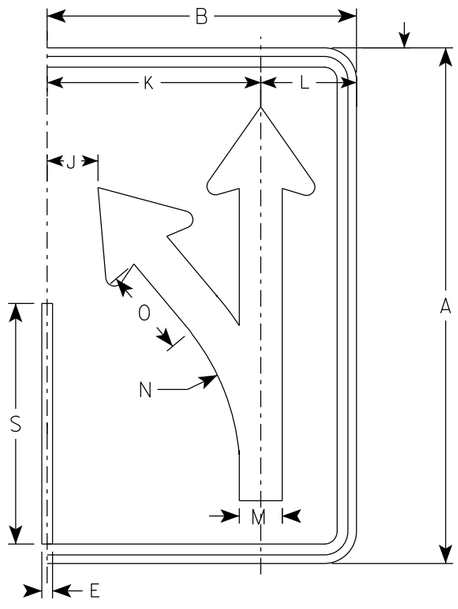
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



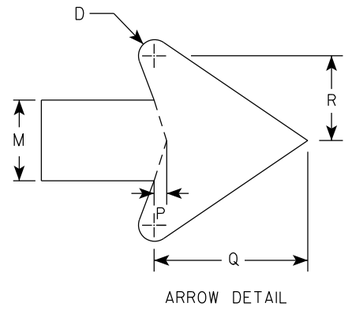
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

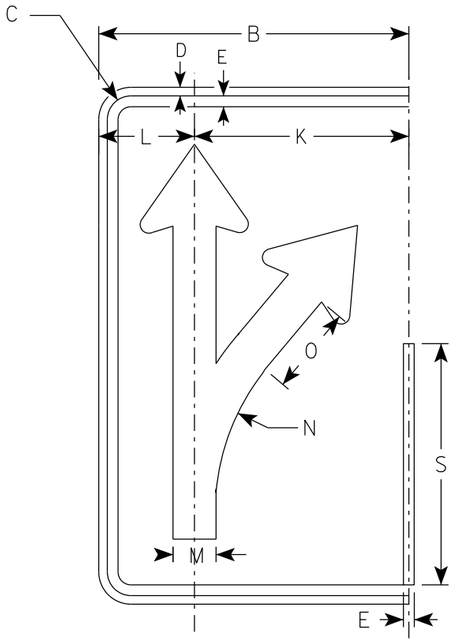
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

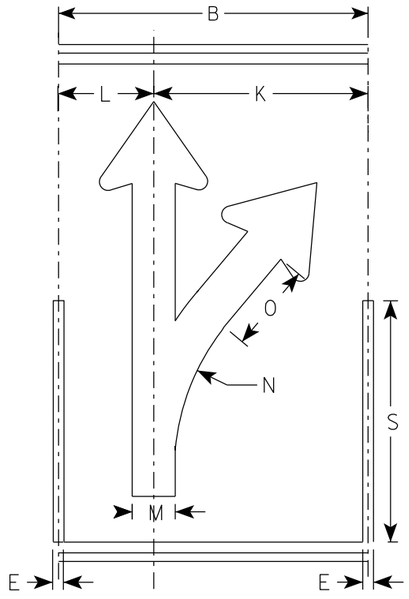
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E

NOTES

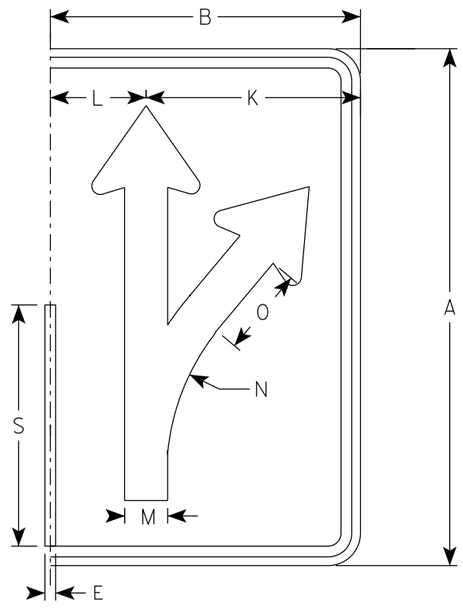
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



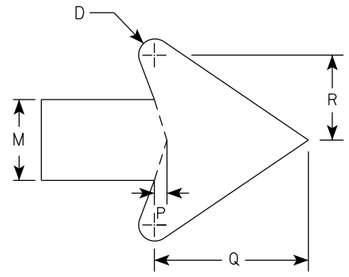
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

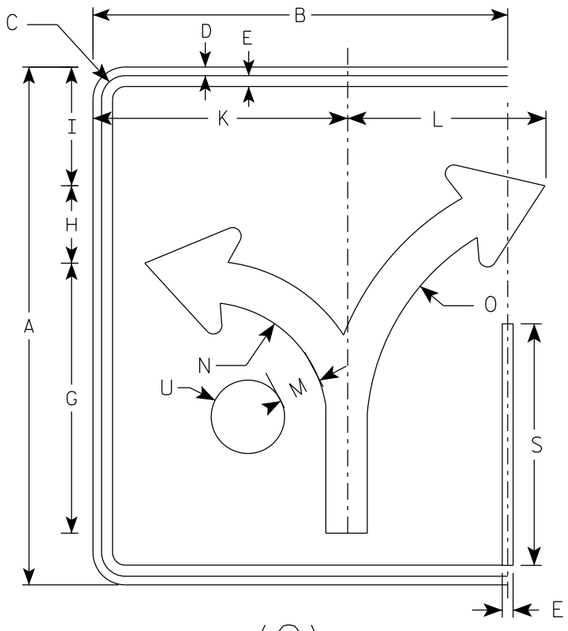
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

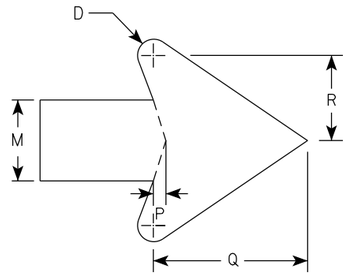
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

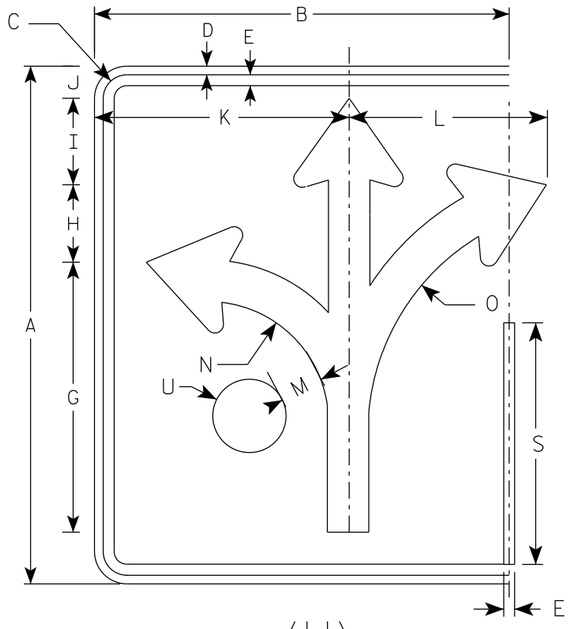
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

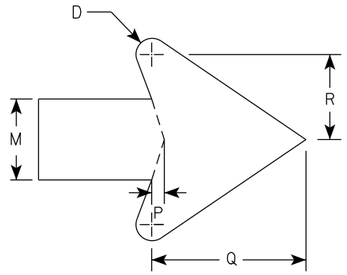
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

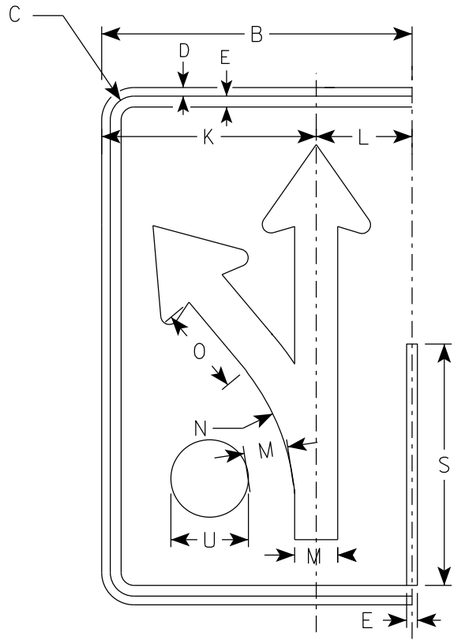
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

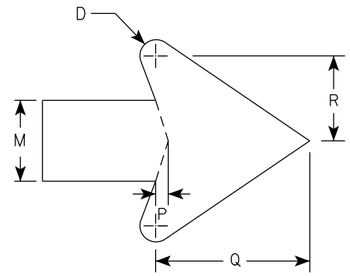
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 361	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

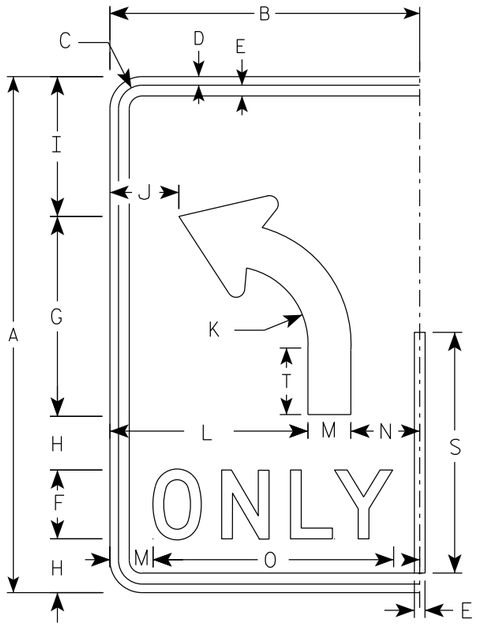
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

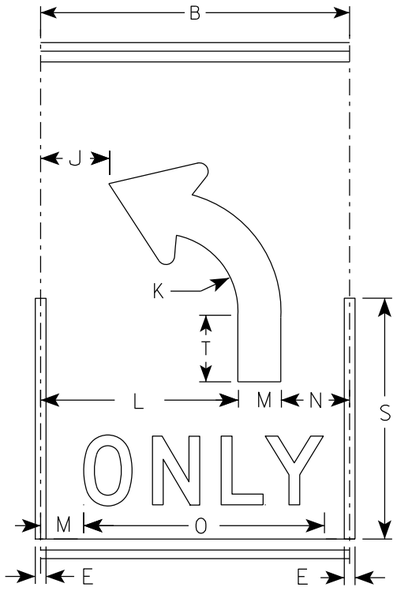
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | E

NOTES

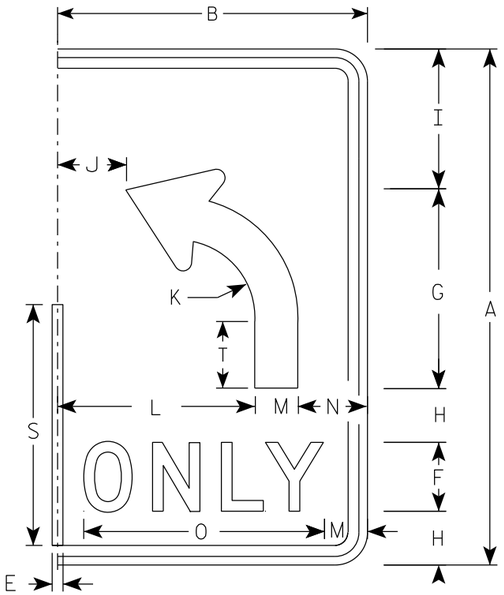
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



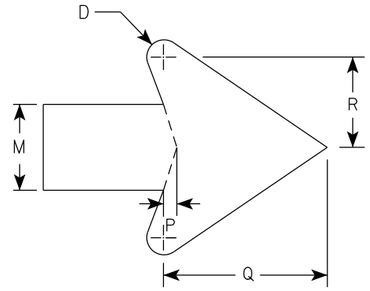
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

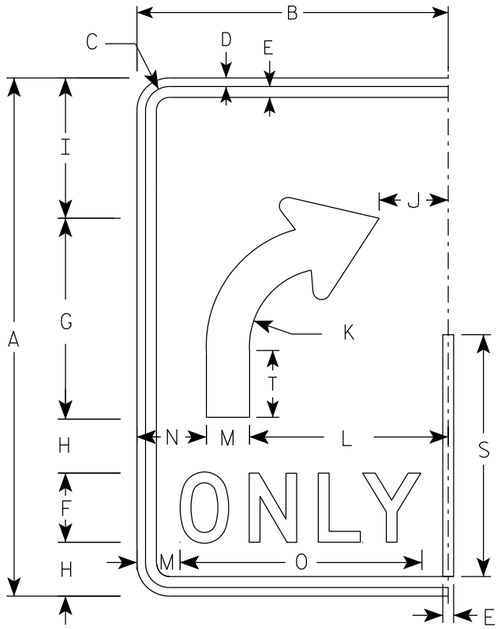
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

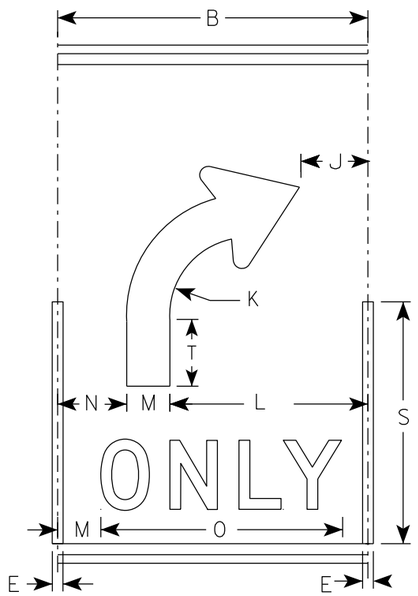
SHEET NO: 363 E

NOTES

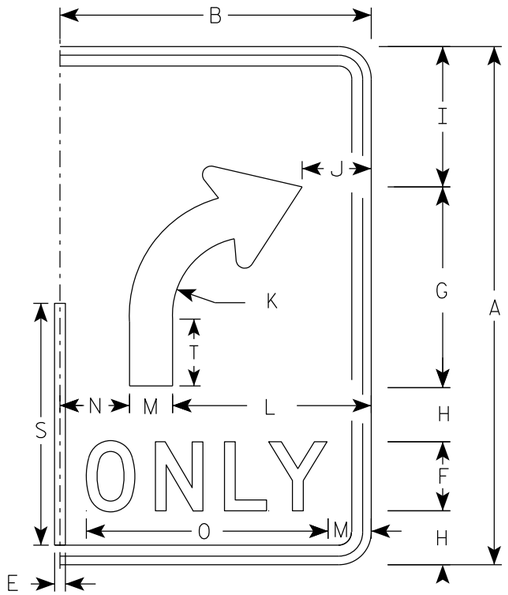
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



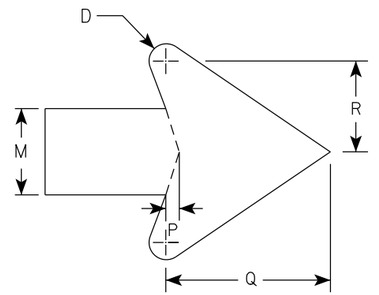
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

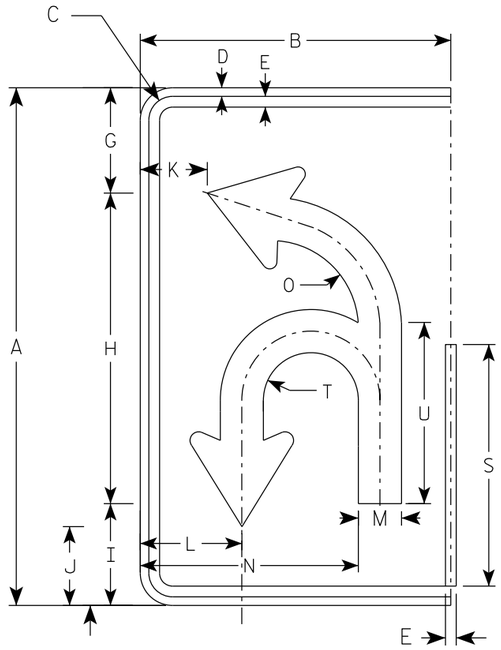
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

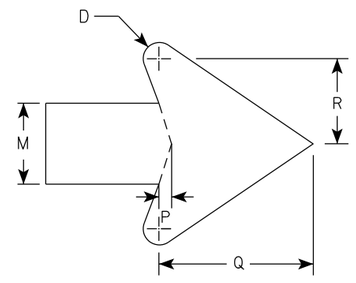
SHEET NO: 364 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

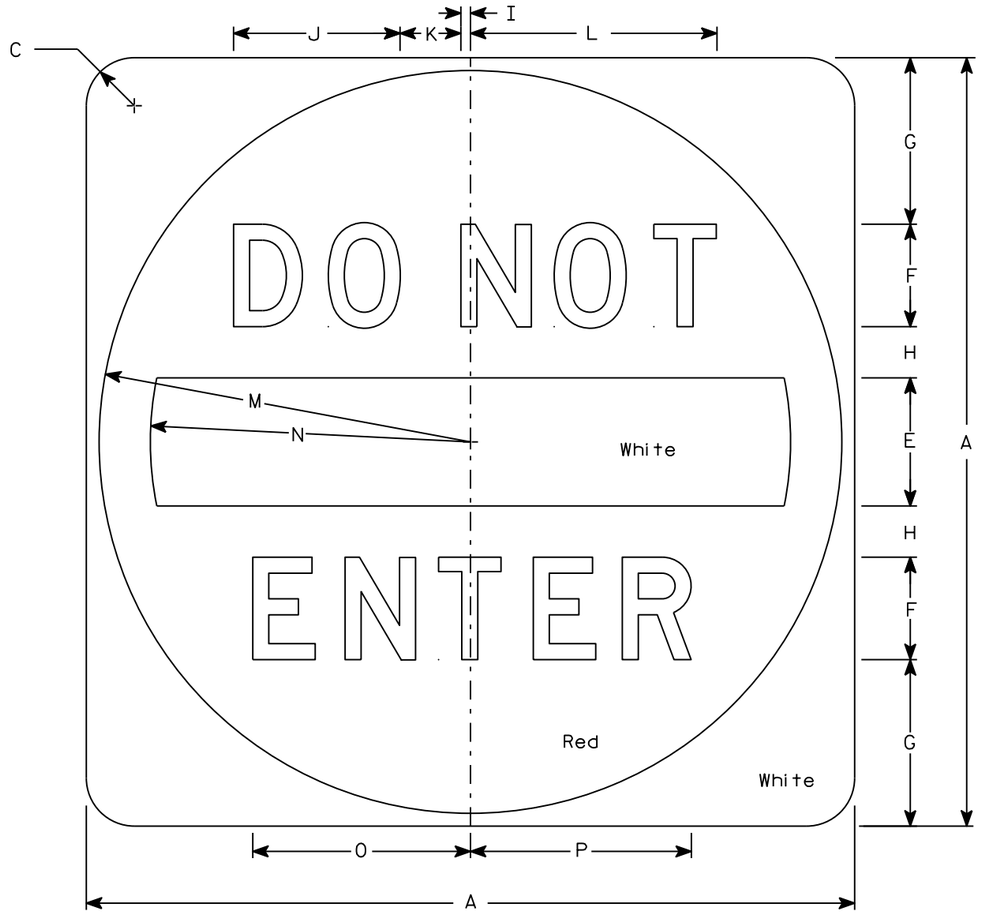
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 365 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

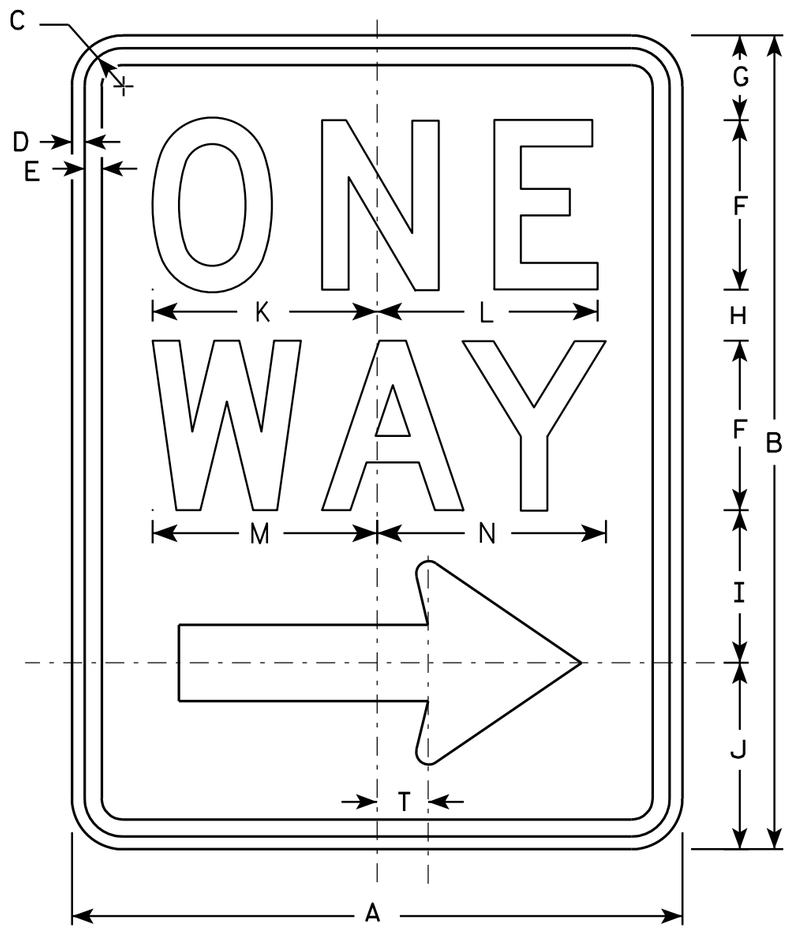
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

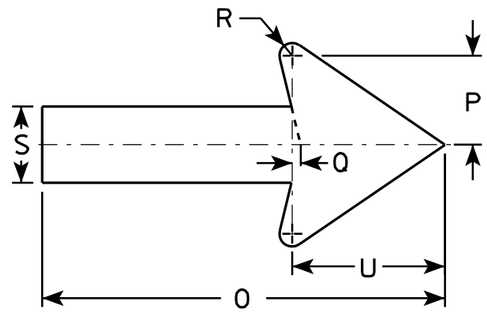
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



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	Q	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

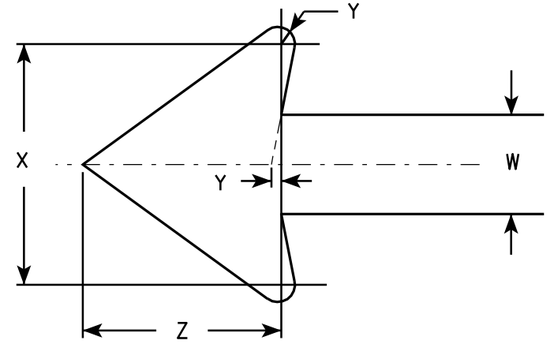
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 367 | E



R7-51

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 - Red
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. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

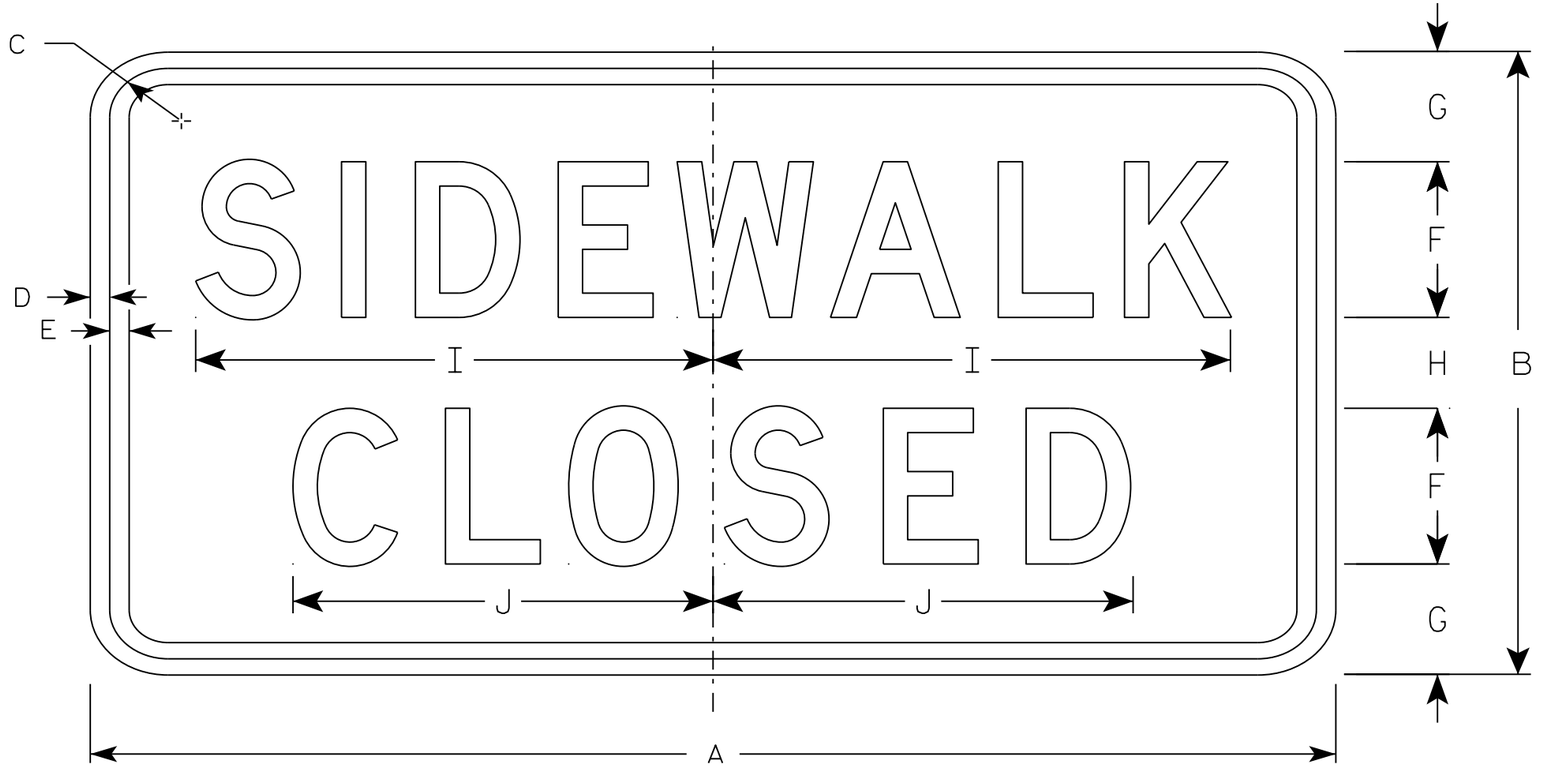
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 368	E



R9-9

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.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

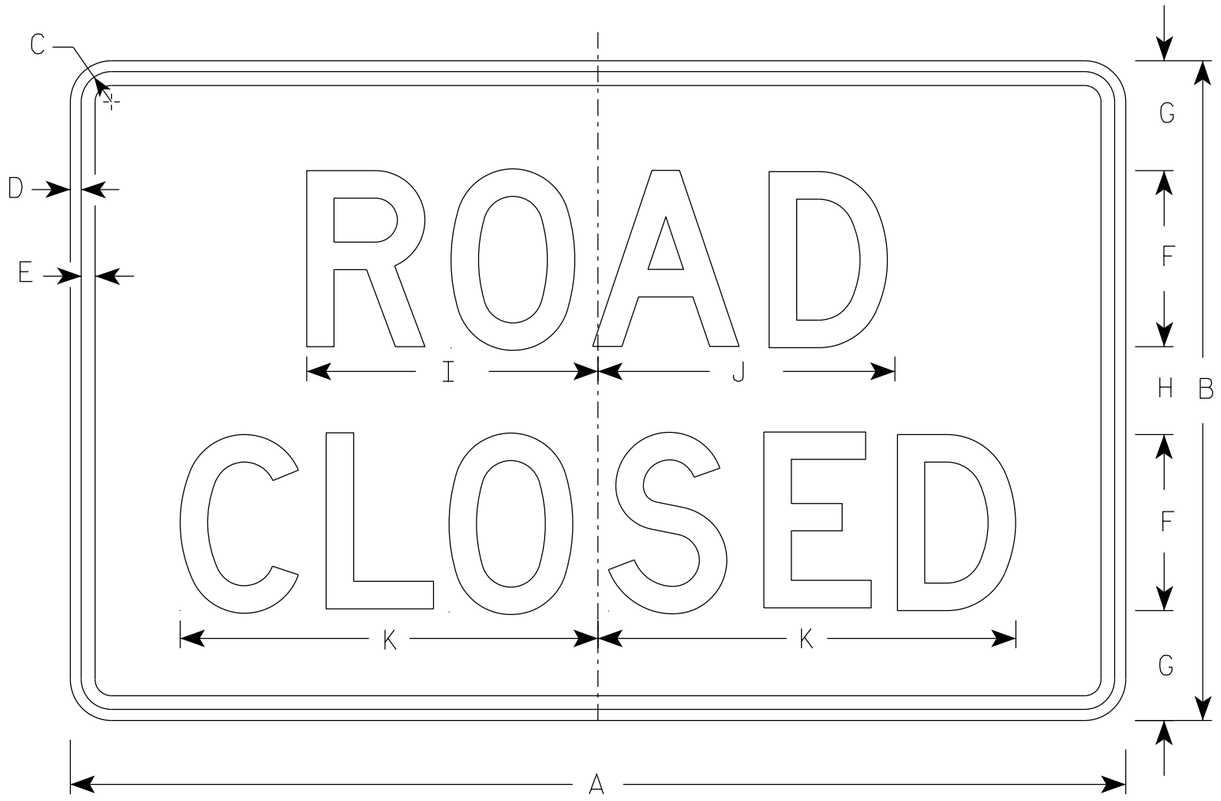
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 369 R9-9.6

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

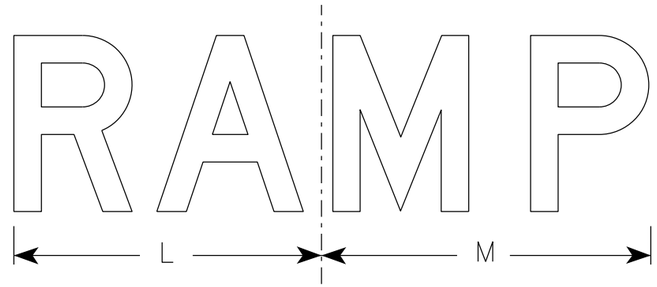
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



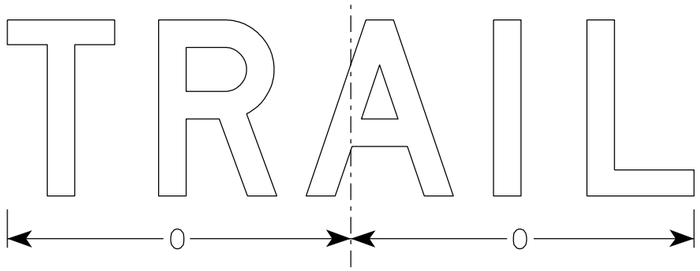
R11-2

NOTES

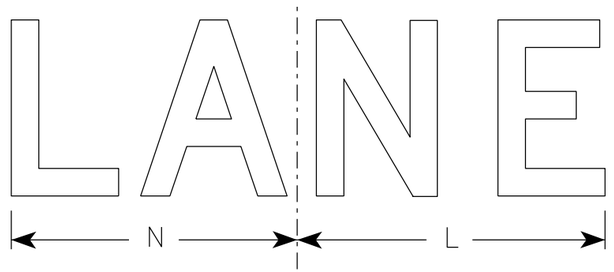
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

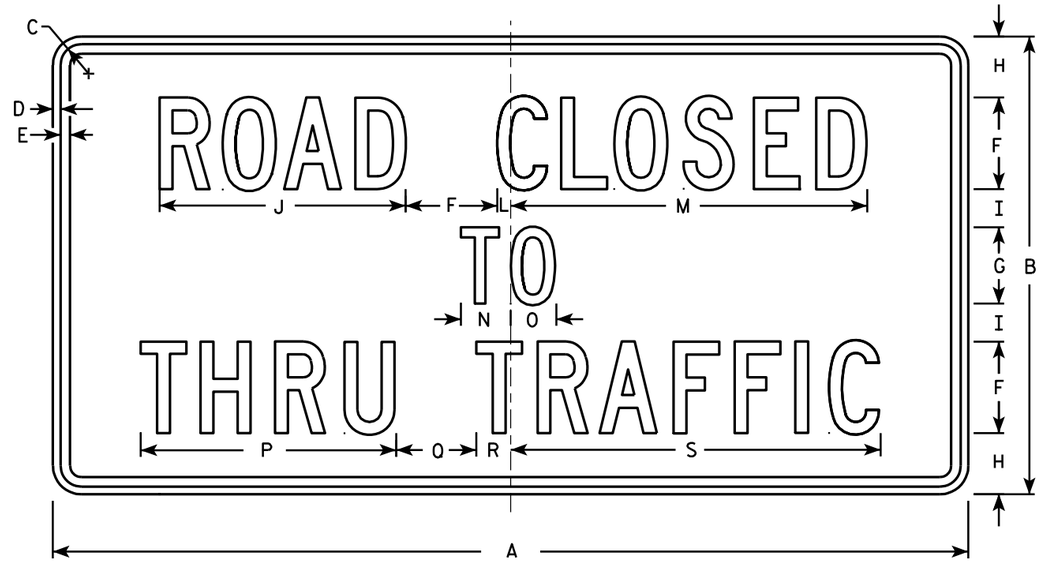
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 370	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																											

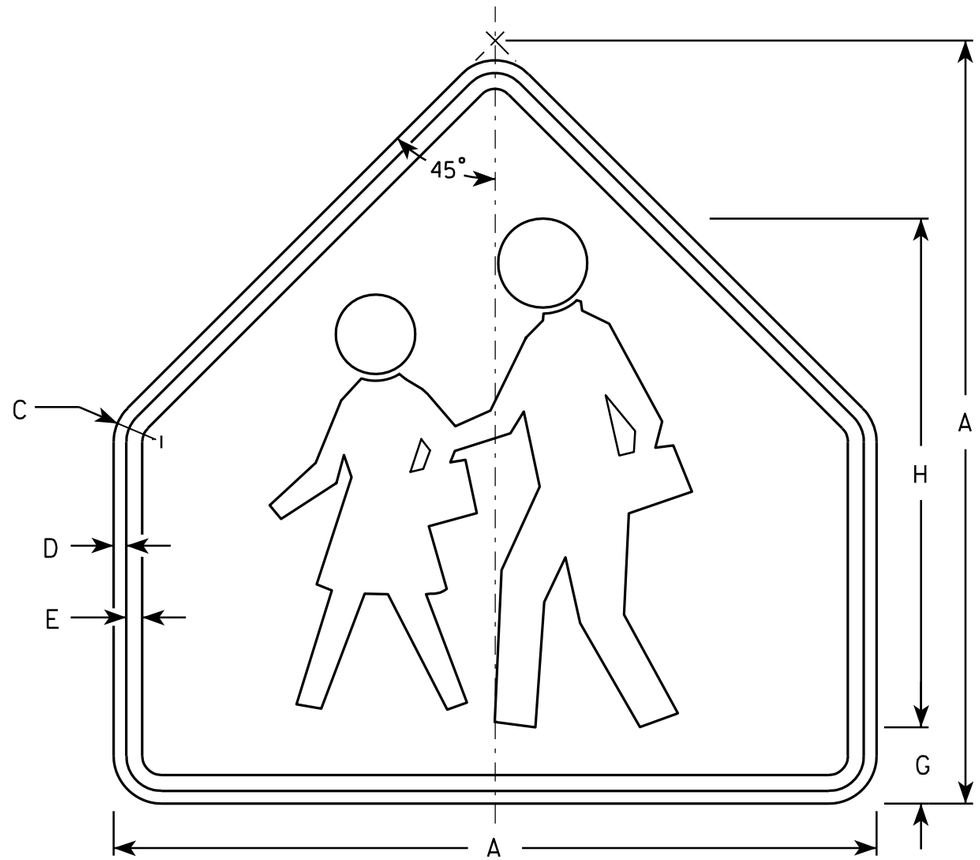
STANDARD SIGN
R11 - 4

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: 371	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

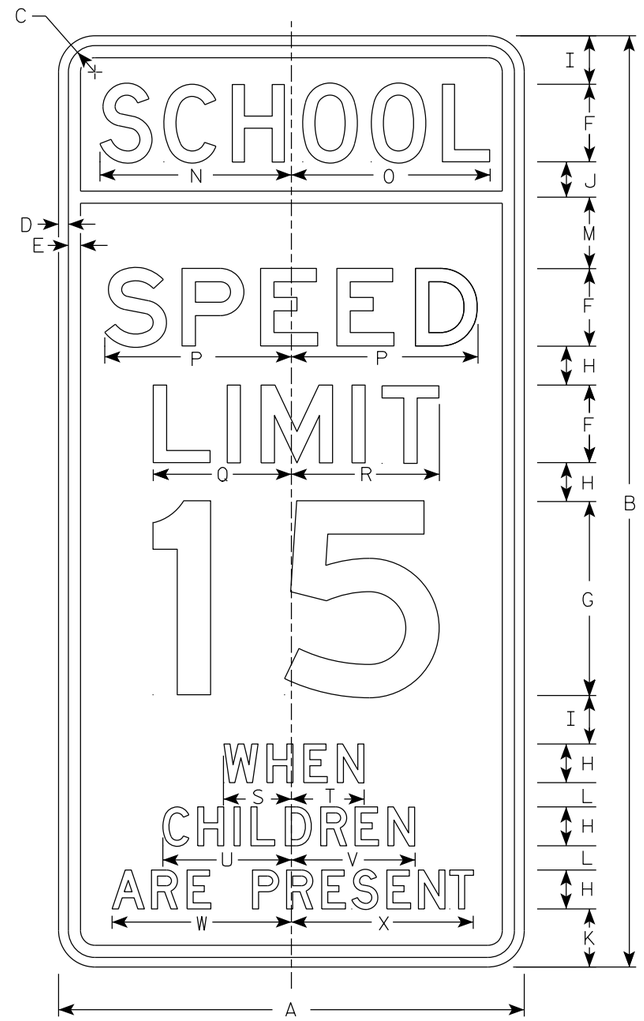
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 372	E



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and 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																											
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

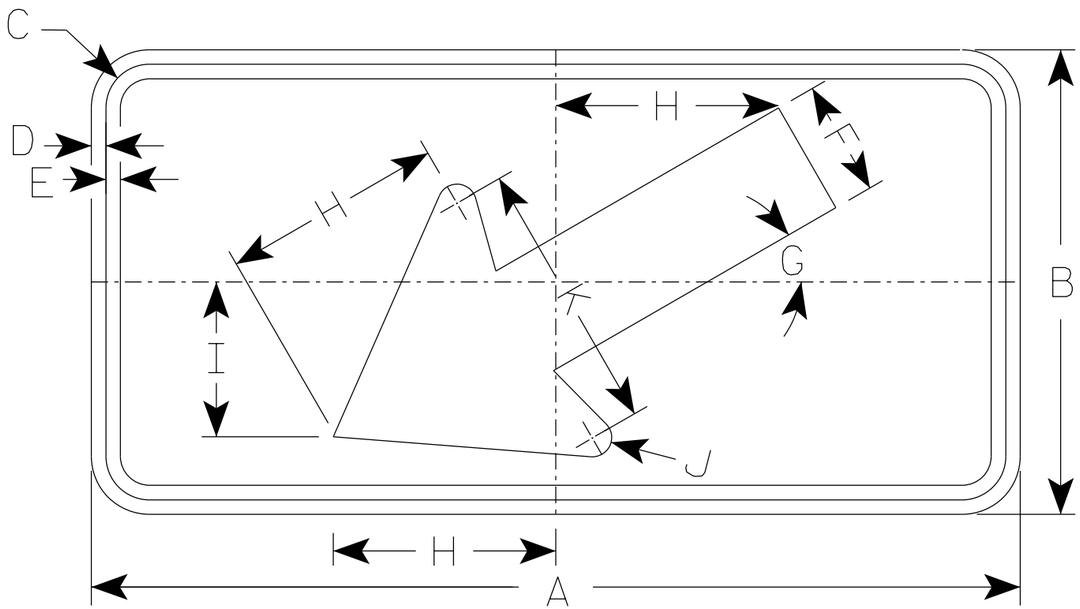
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. S4-51.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

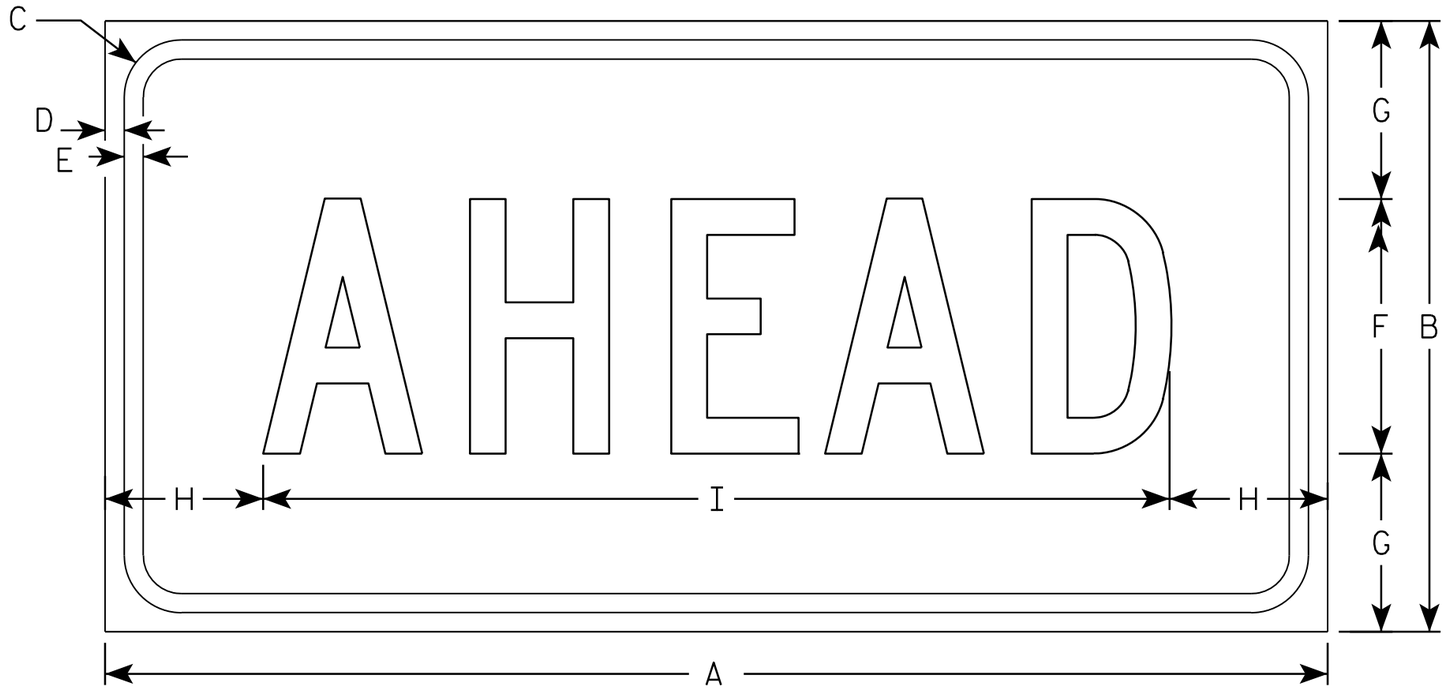
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. S16-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 374 E



S16-9P

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-Green
   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	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

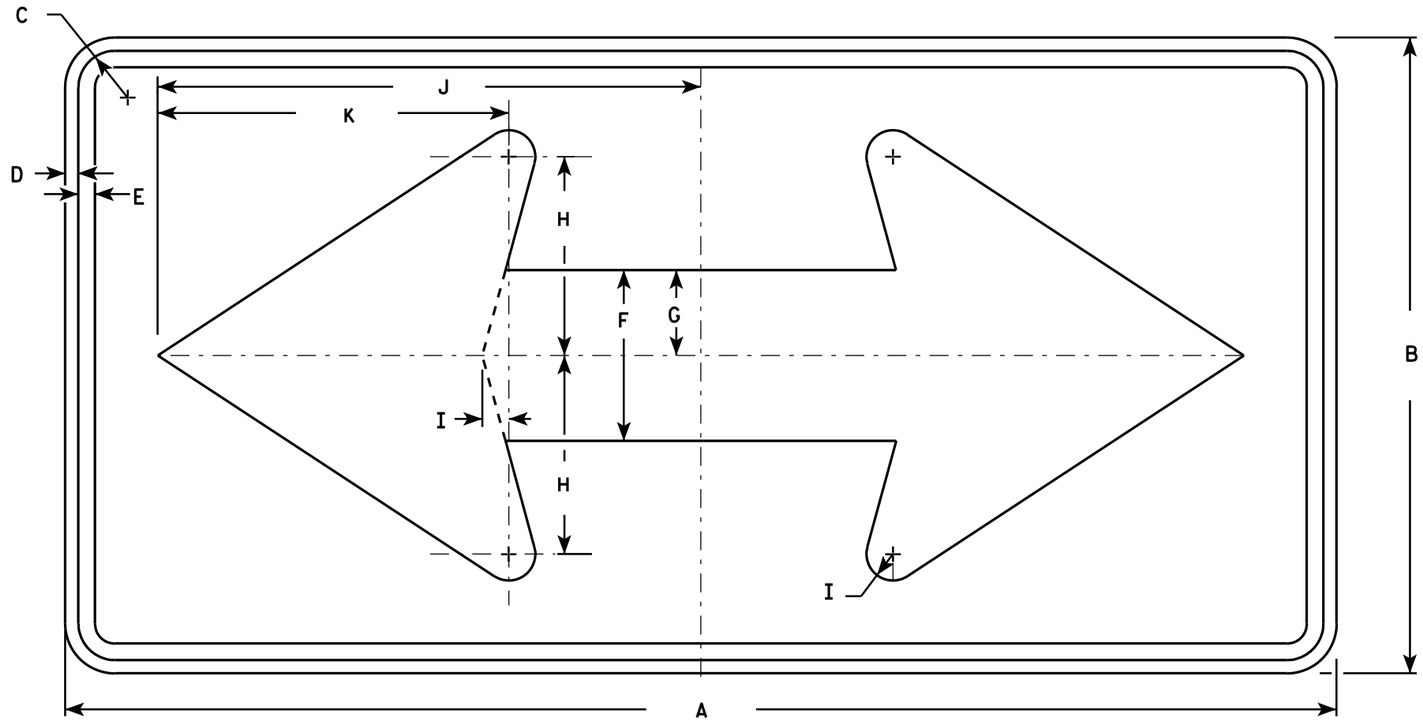
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 375 | E



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

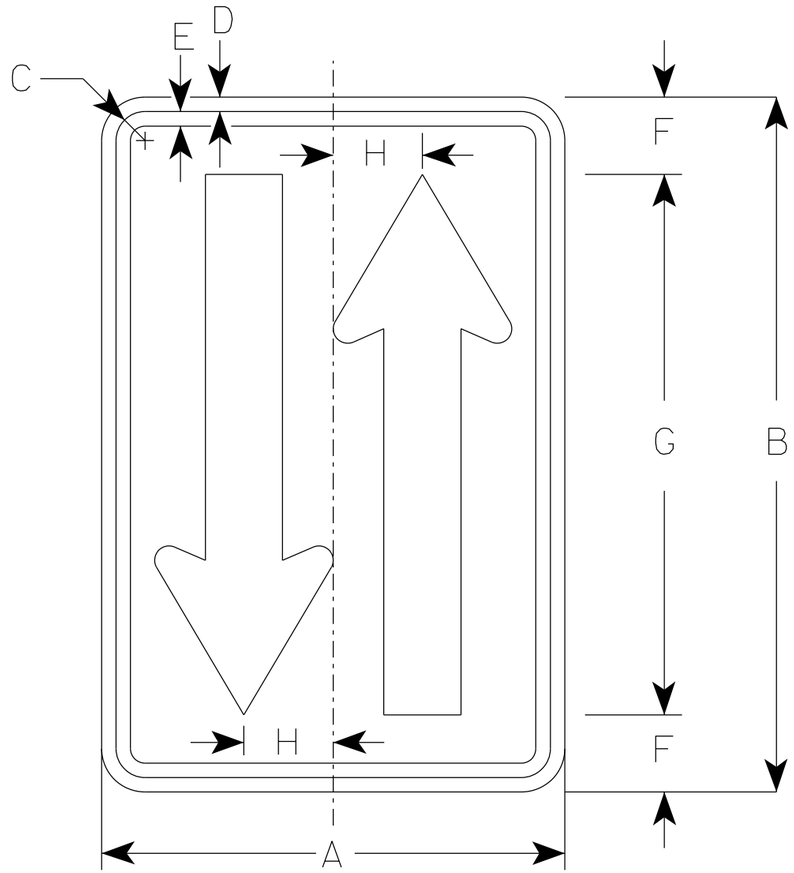
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

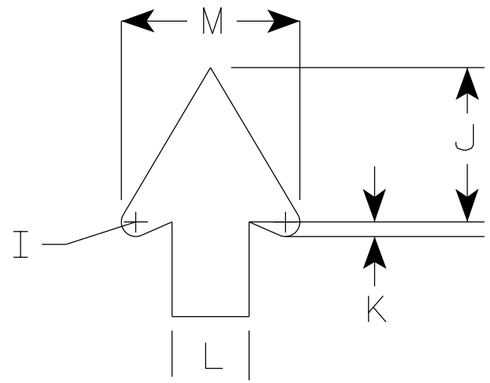
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 376 | E



W6-4

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
2M	12	18	1 1/8	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
3																											
4																											
5																											

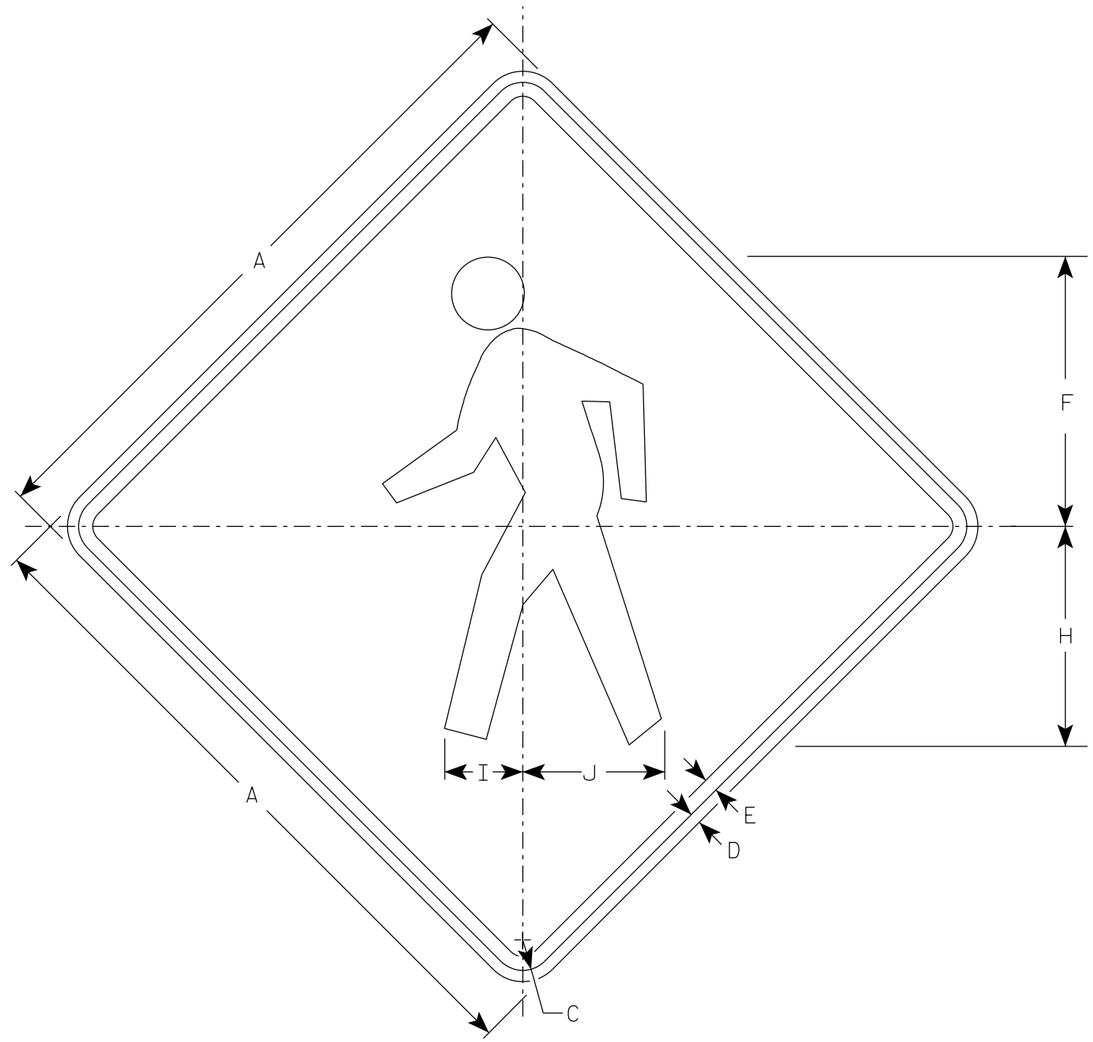
STANDARD SIGN
W6-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2021 PLATE NO. W6-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

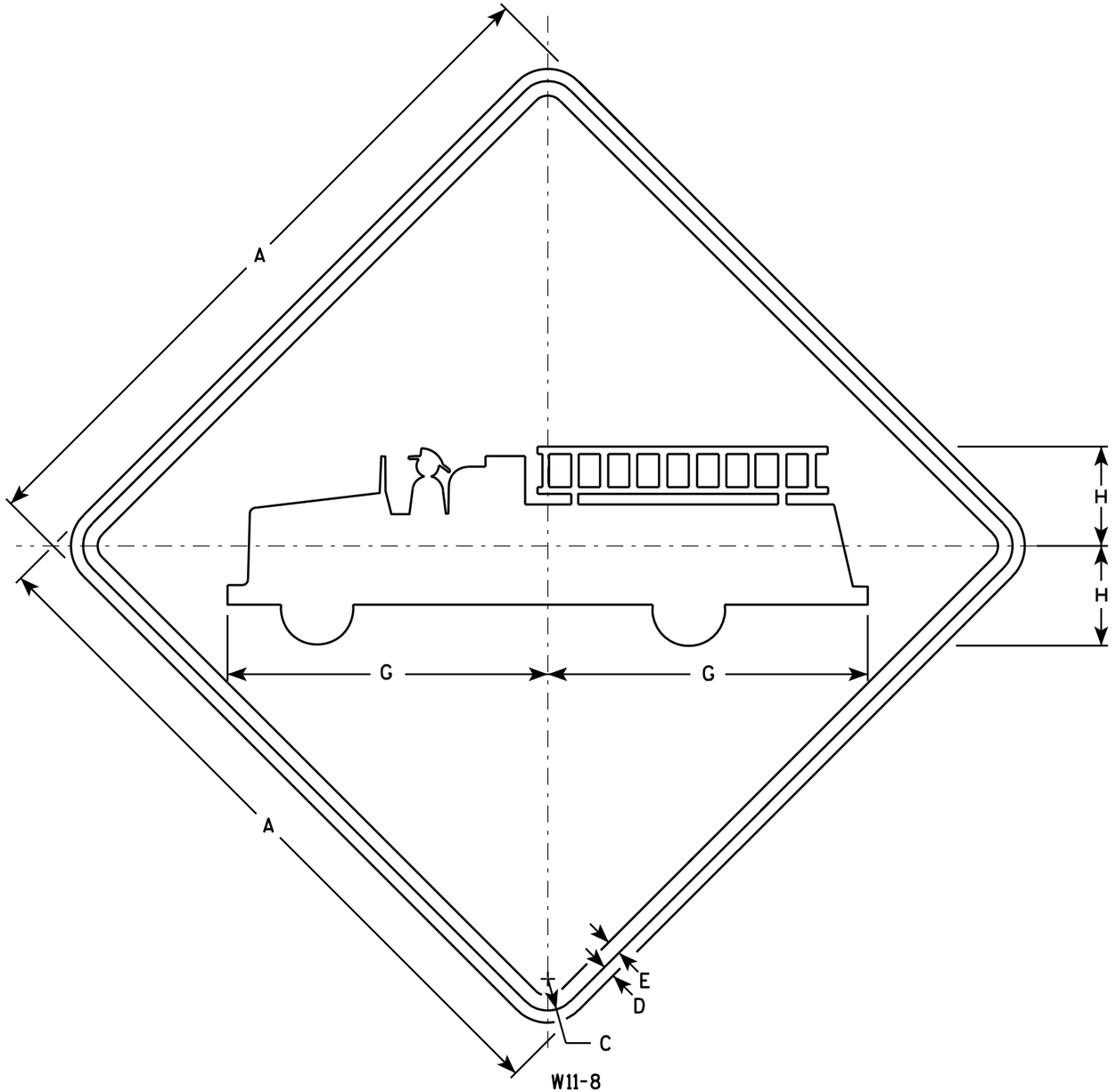
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 378 E



W11-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

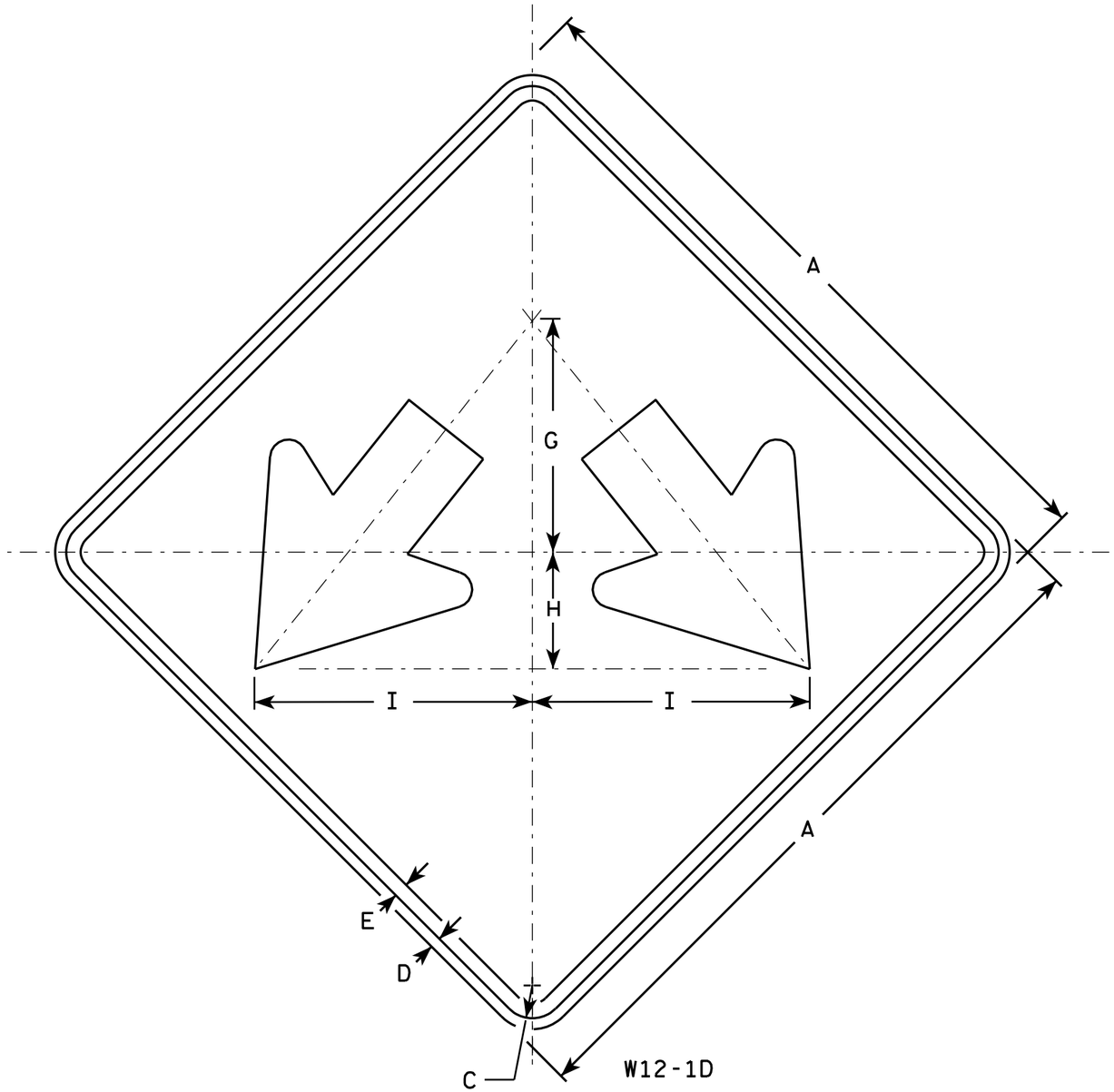
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-8.7

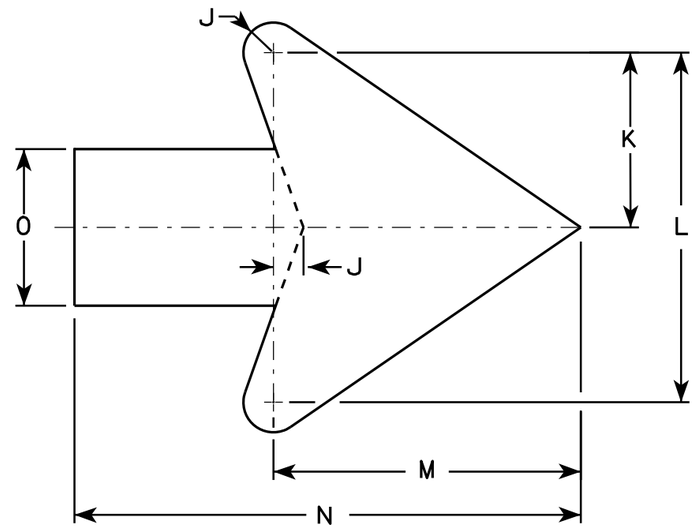
PROJECT NO:

SHEET NO: 379 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - 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.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

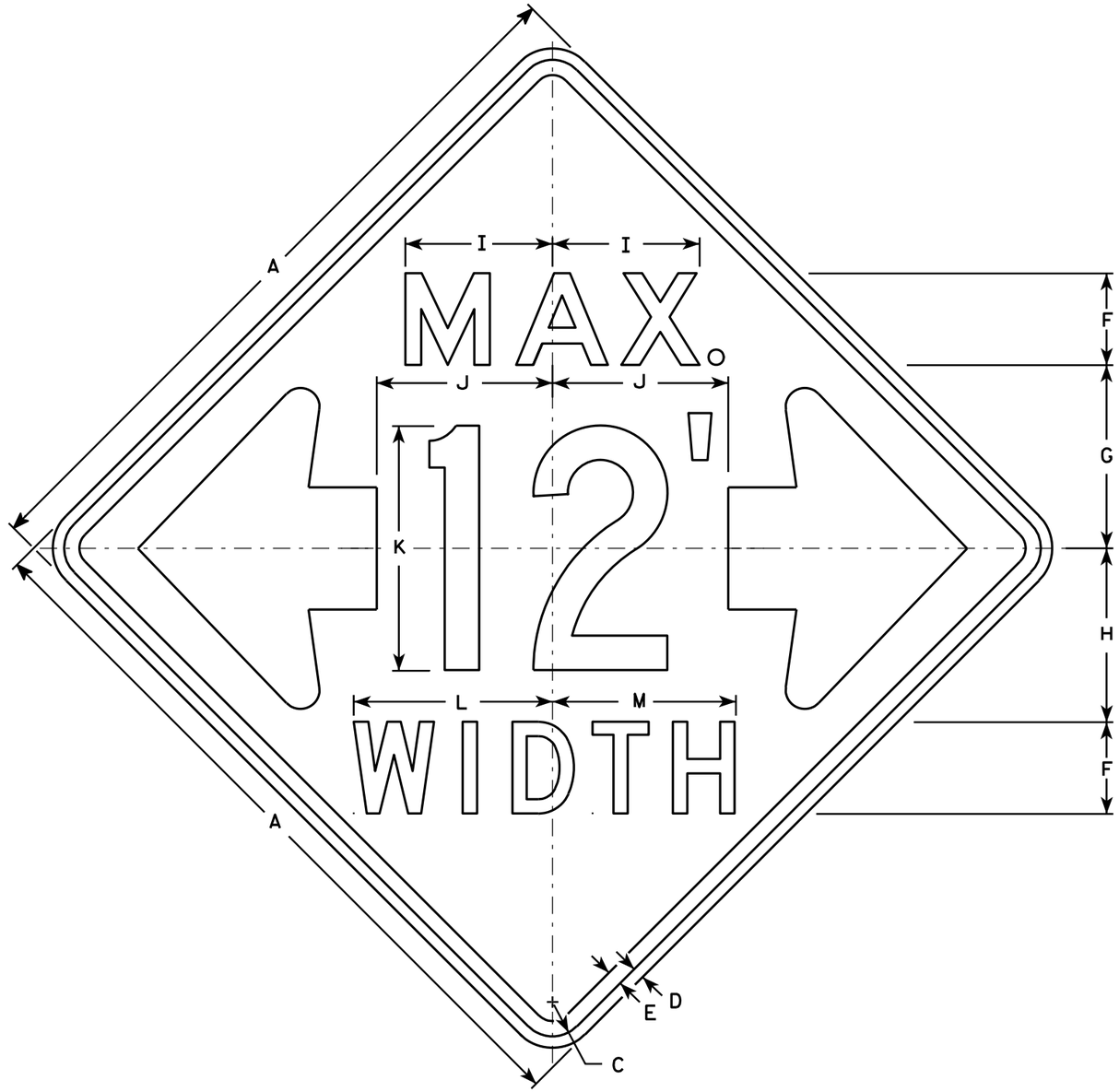
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

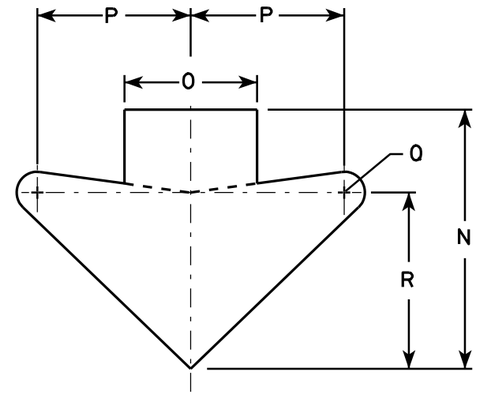
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 380	E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

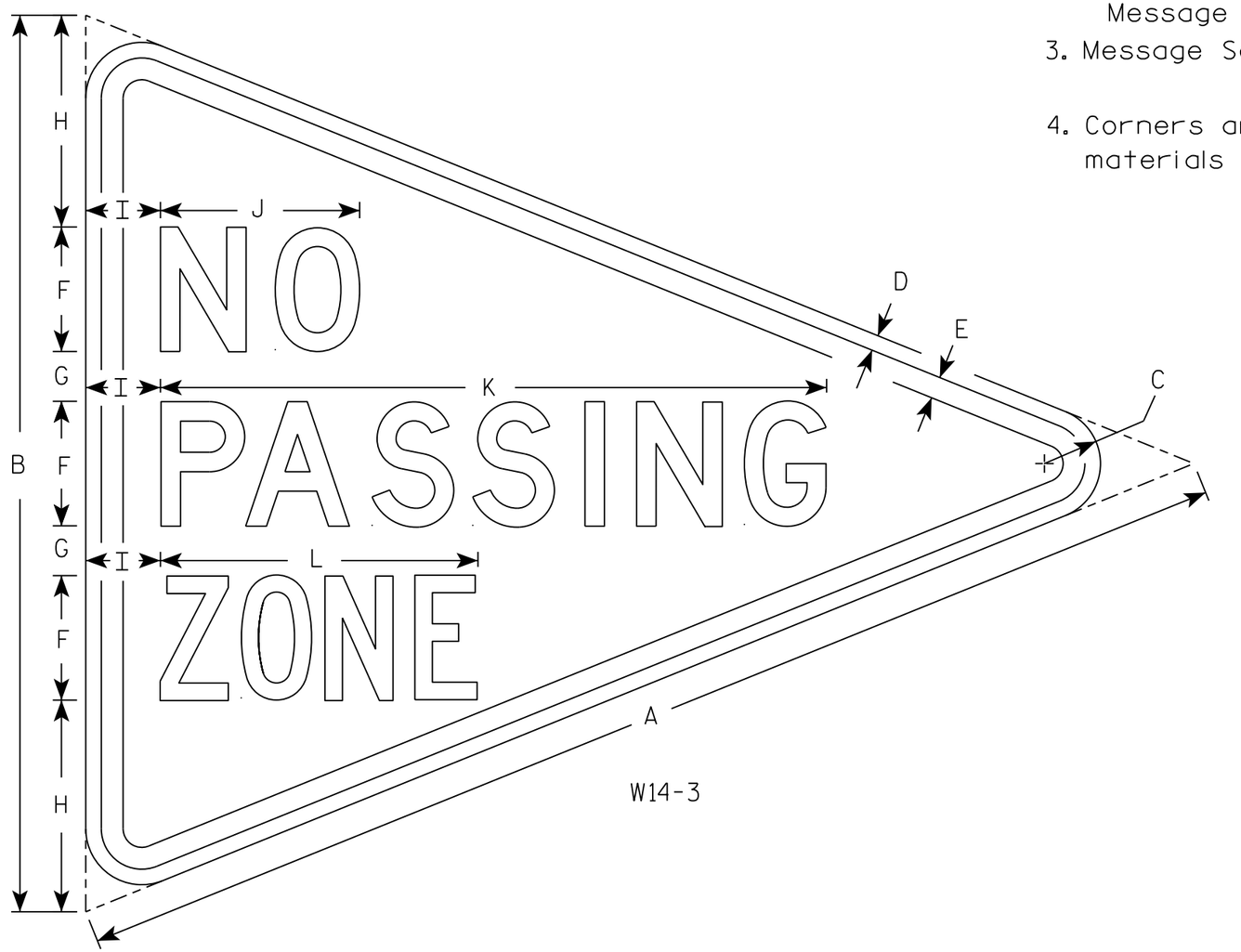
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

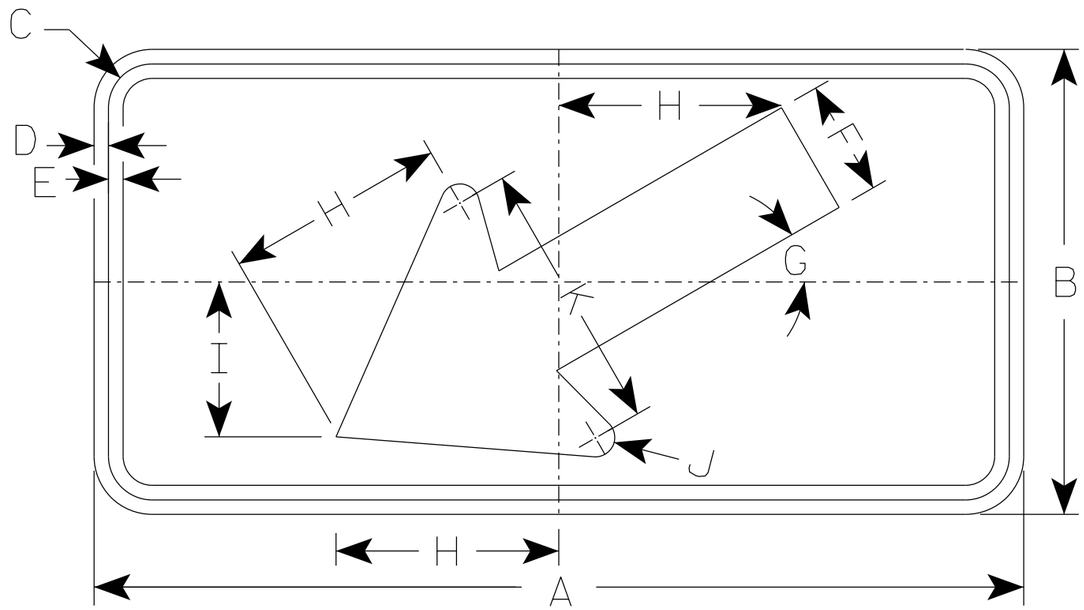
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

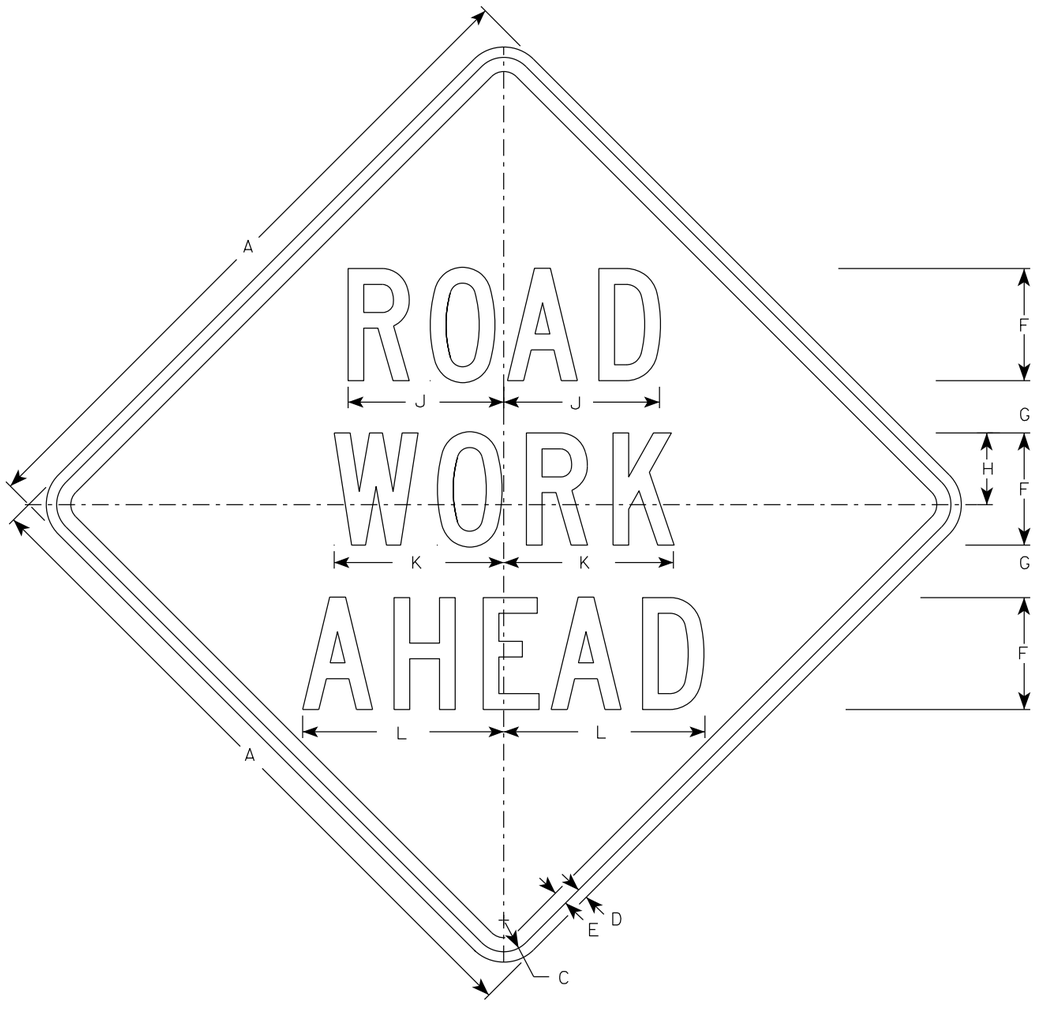
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

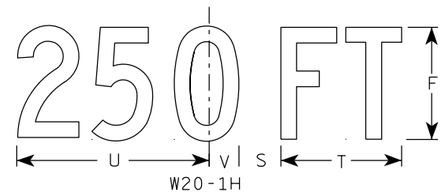
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

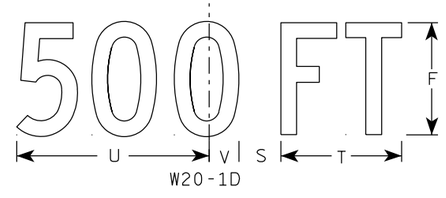
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 383	E



W20-1A



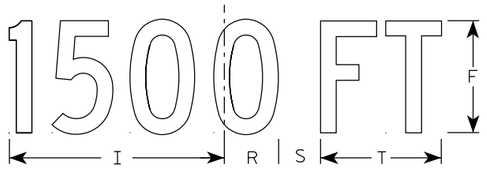
W20-1H



W20-1D



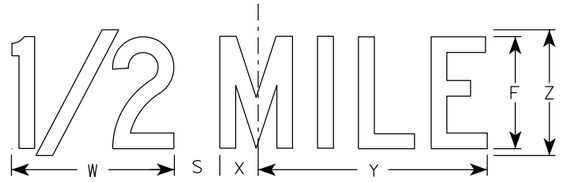
W20-1C



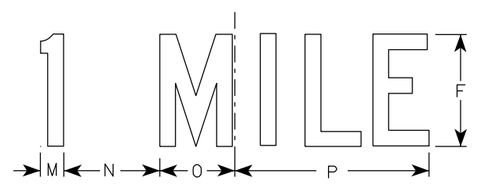
W20-1B

NOTES

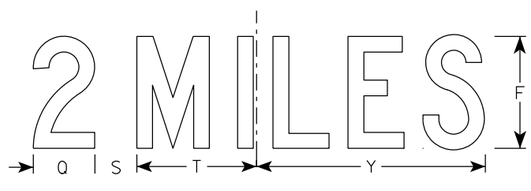
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

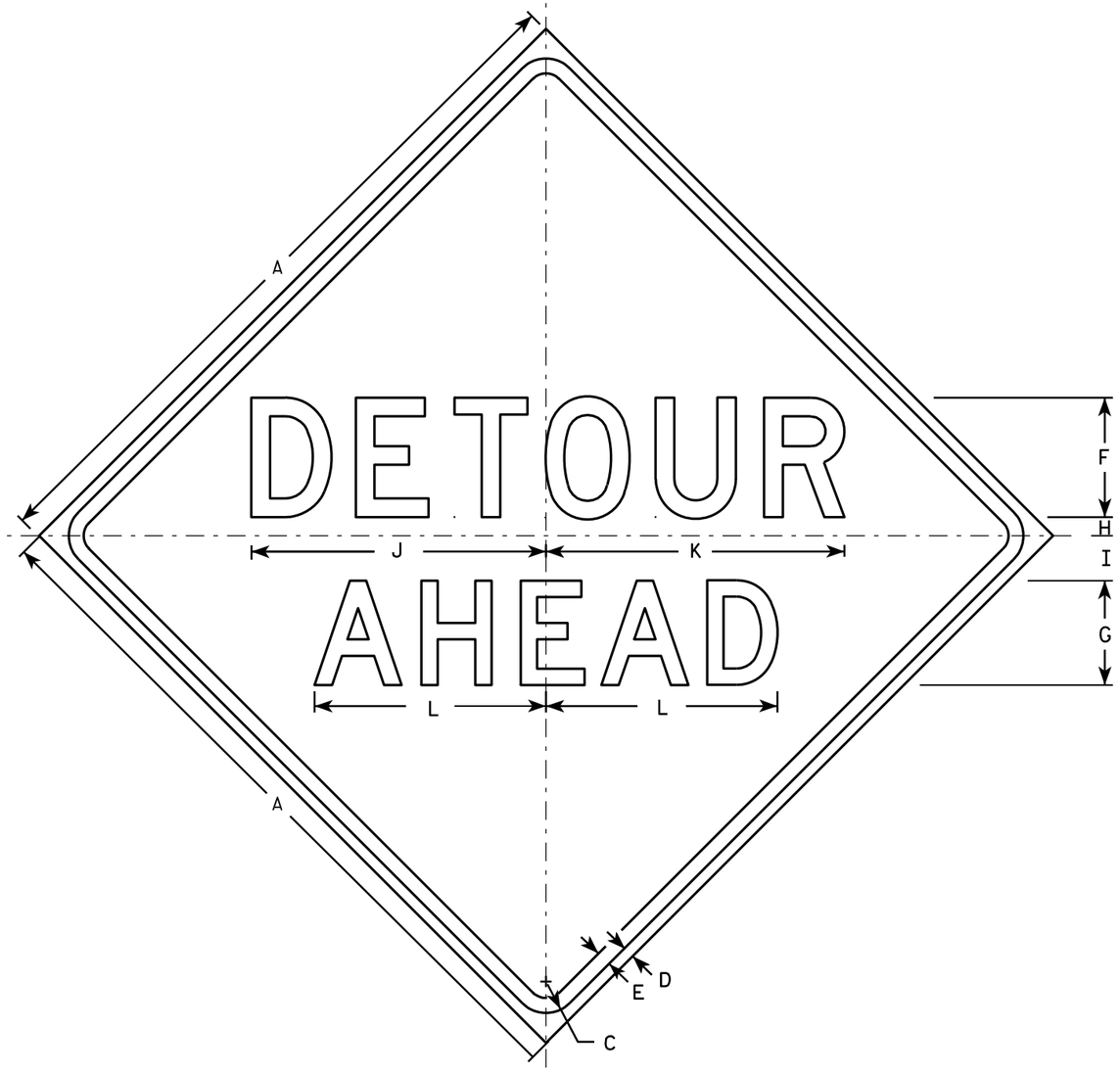
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

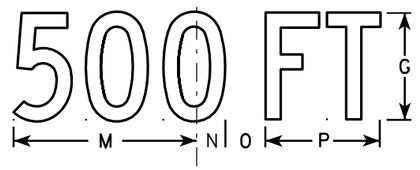
WISDOT/CADDS SHEET 42

7

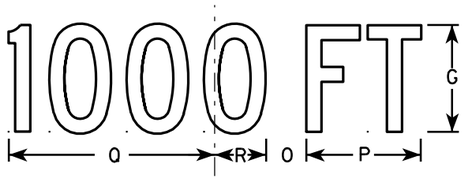
7



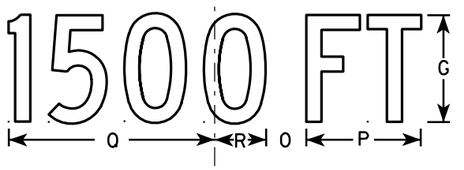
W20-2A



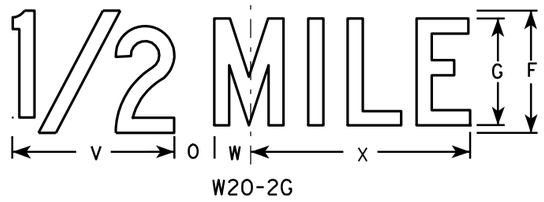
W20-2D



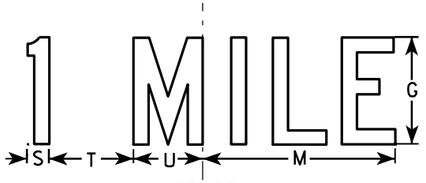
W20-2C



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

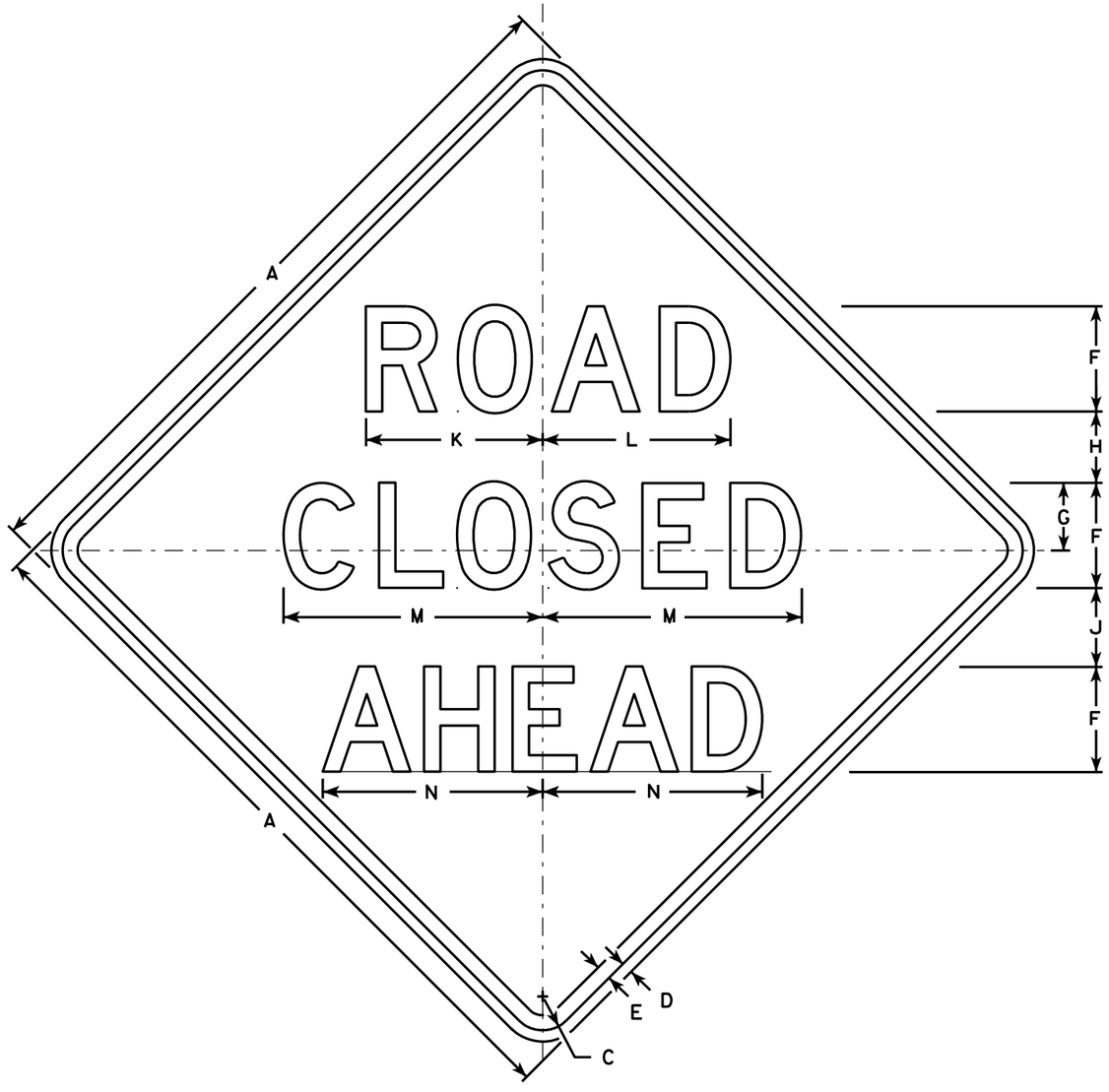
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

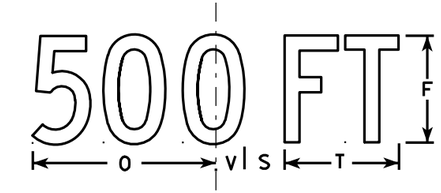
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 385 | E

7

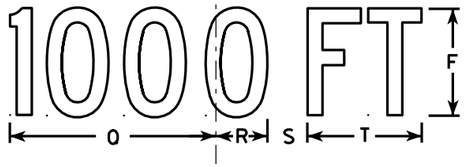
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



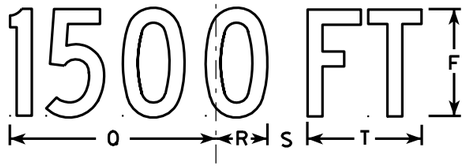
W20-3A



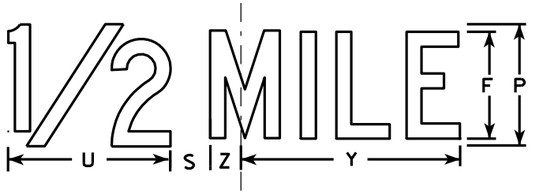
W20-3D



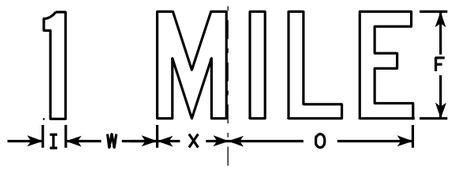
W20-3C



W20-3B



W20-3G



W20-3F

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

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.

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

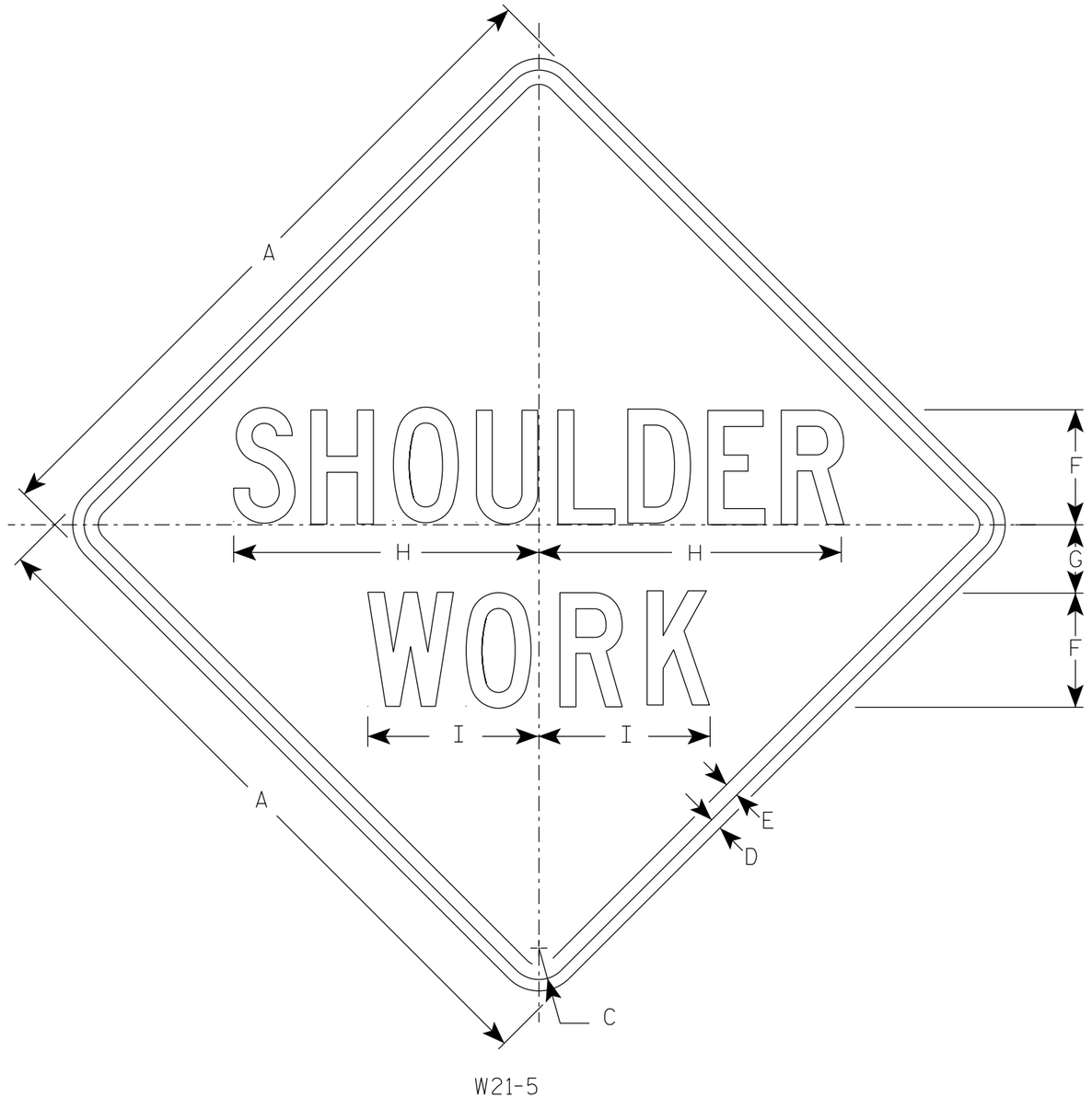
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	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



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	6	3 1/2	16	9																		9.0
2S	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

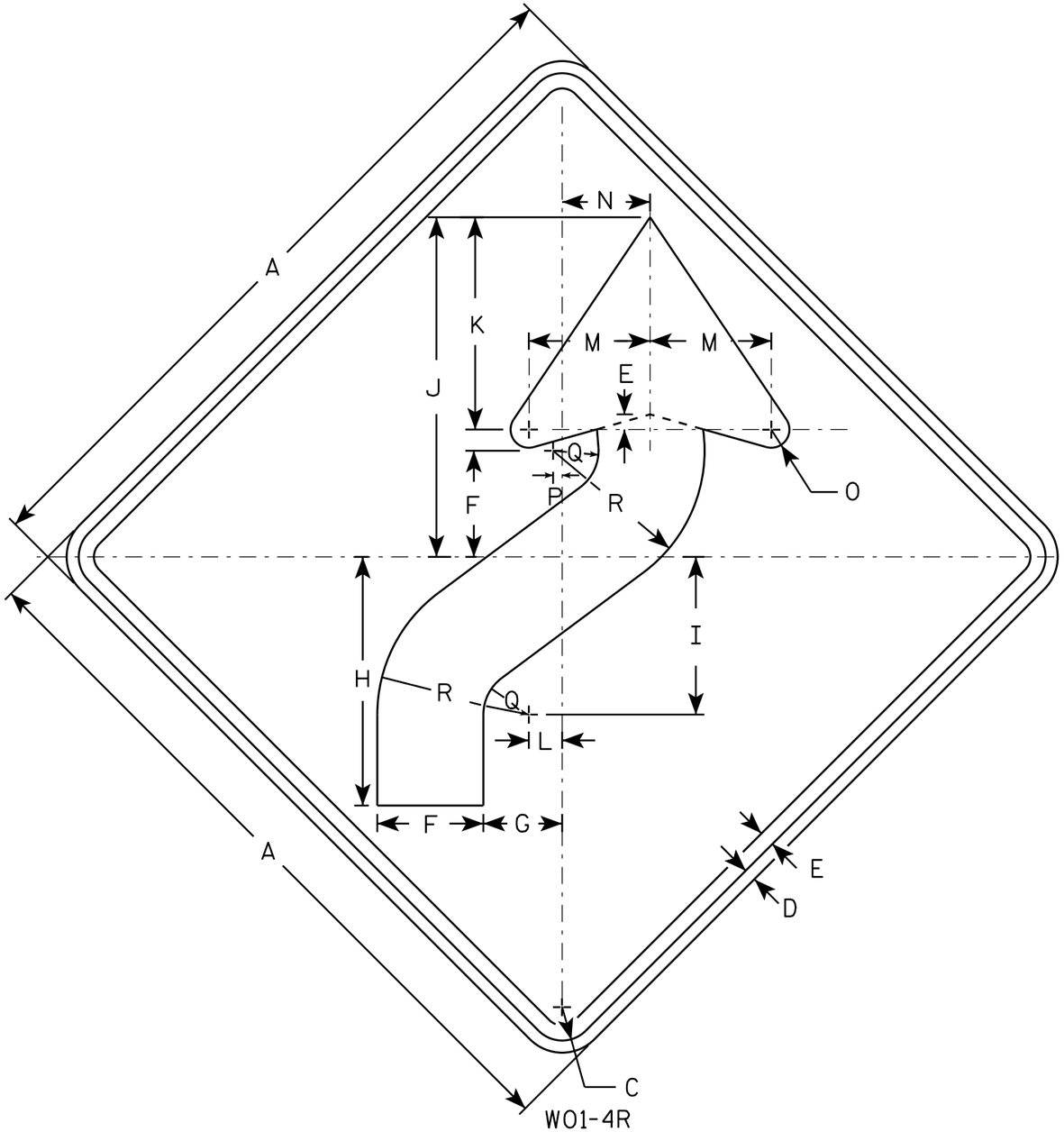
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/2020 PLATE NO. W21-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

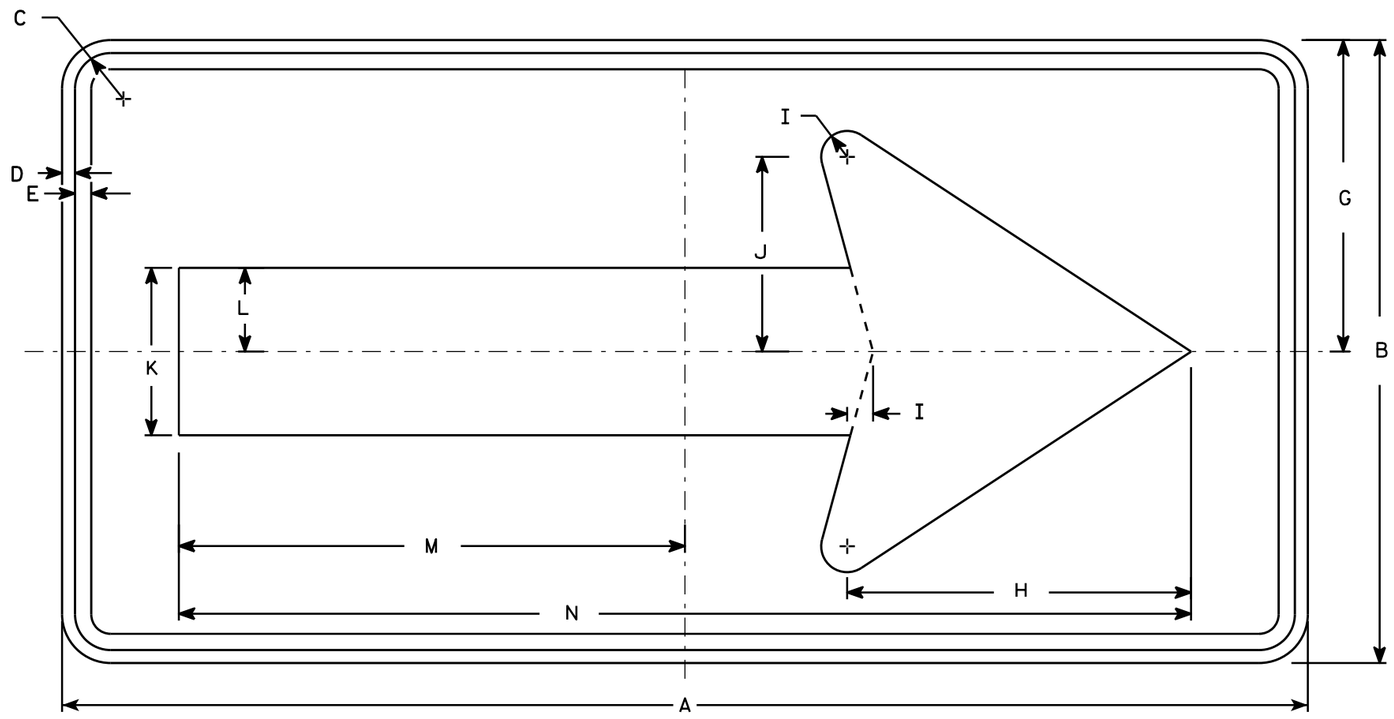
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

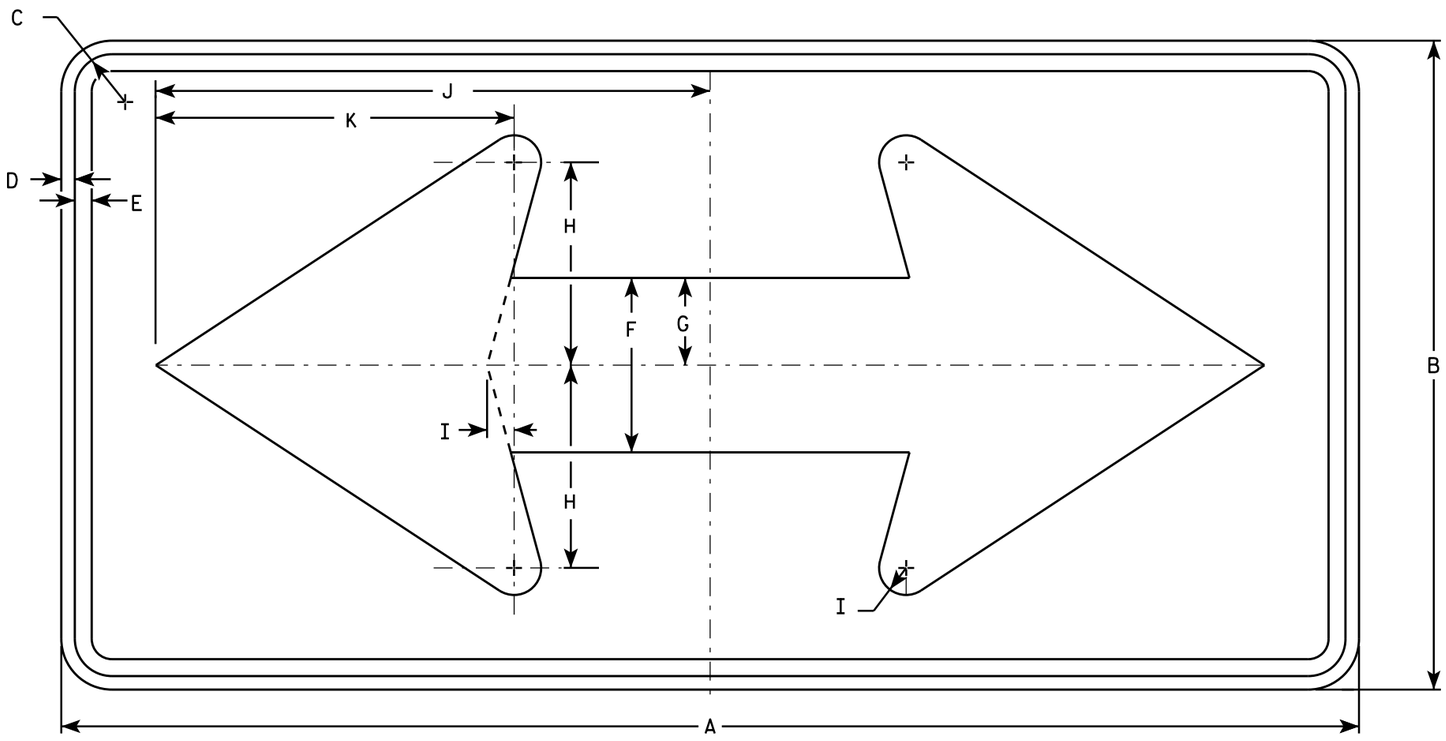
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

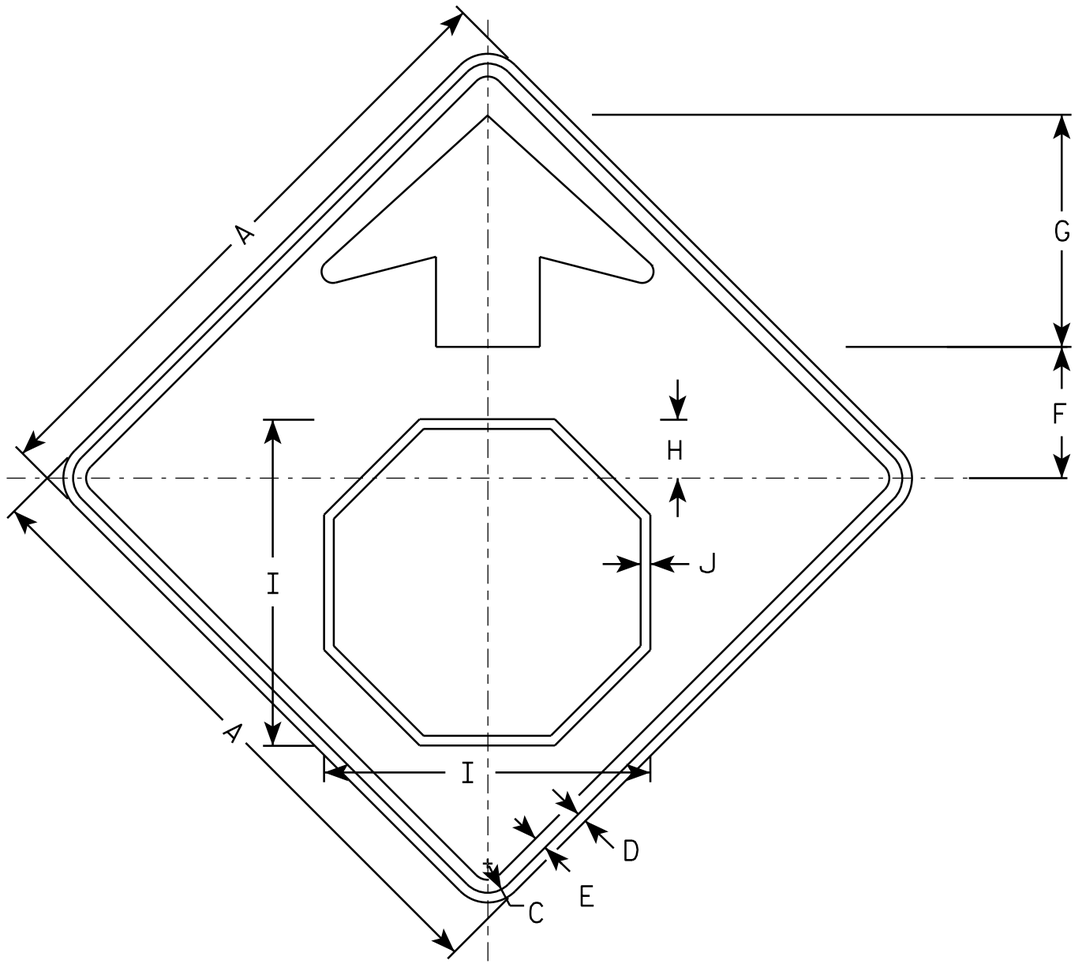
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1390 W01-7.1

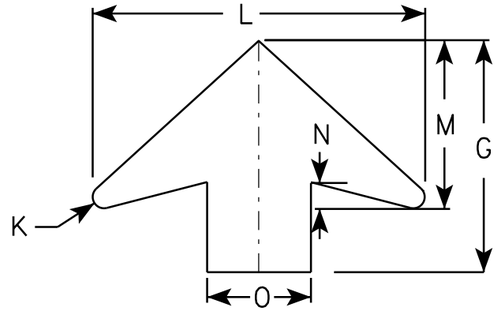
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop 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	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

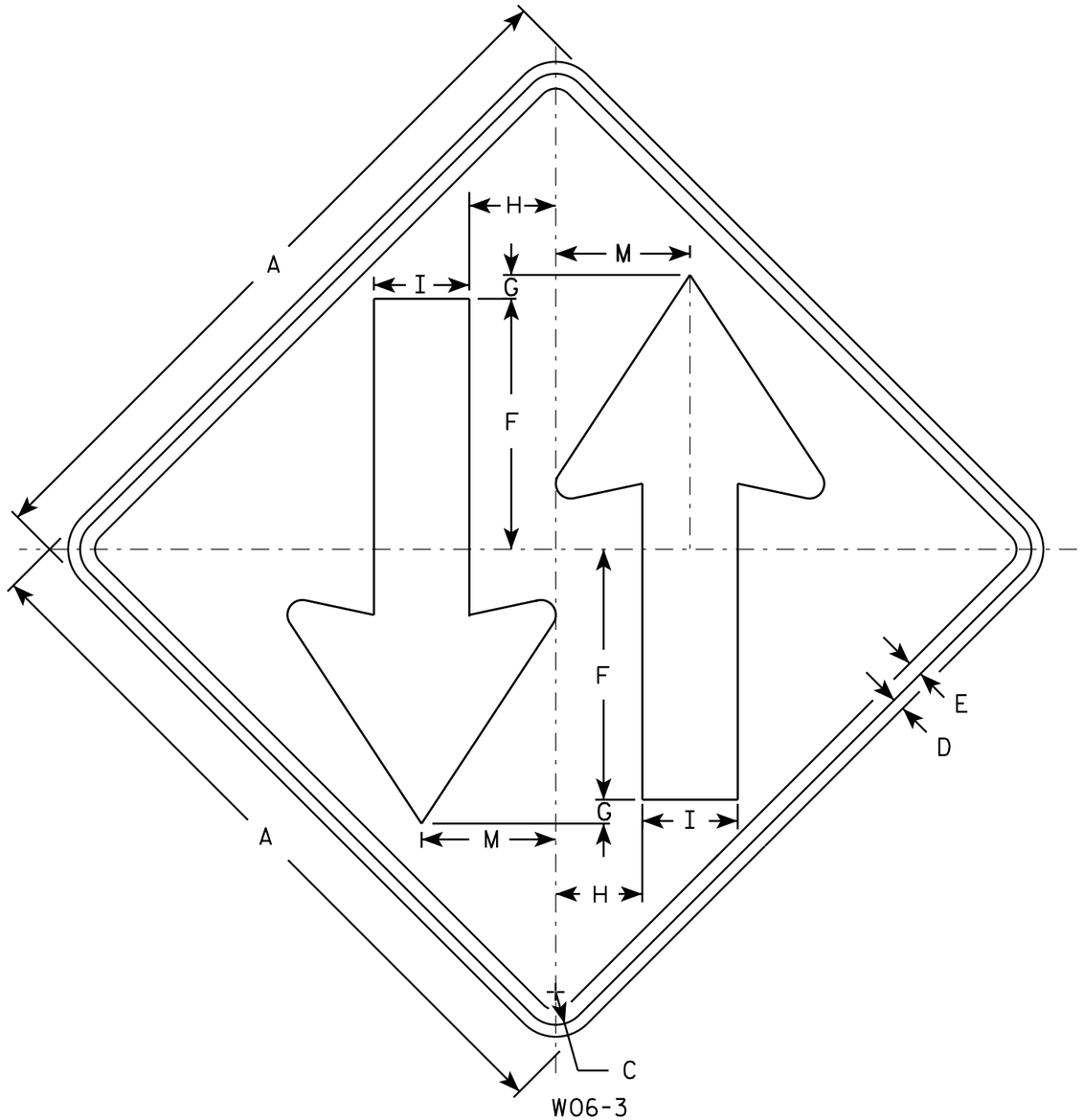
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 391 03-1.1

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

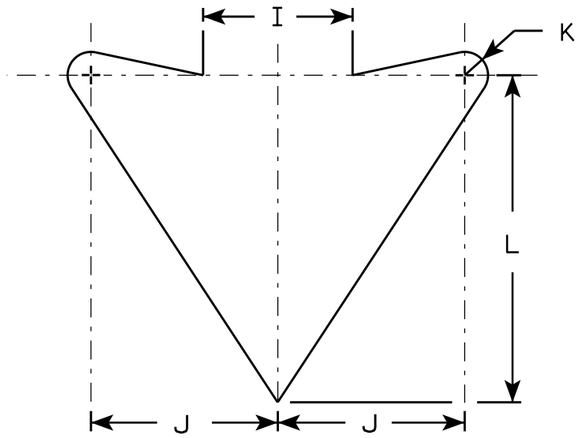
WISDOT/CADDS SHEET 42



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

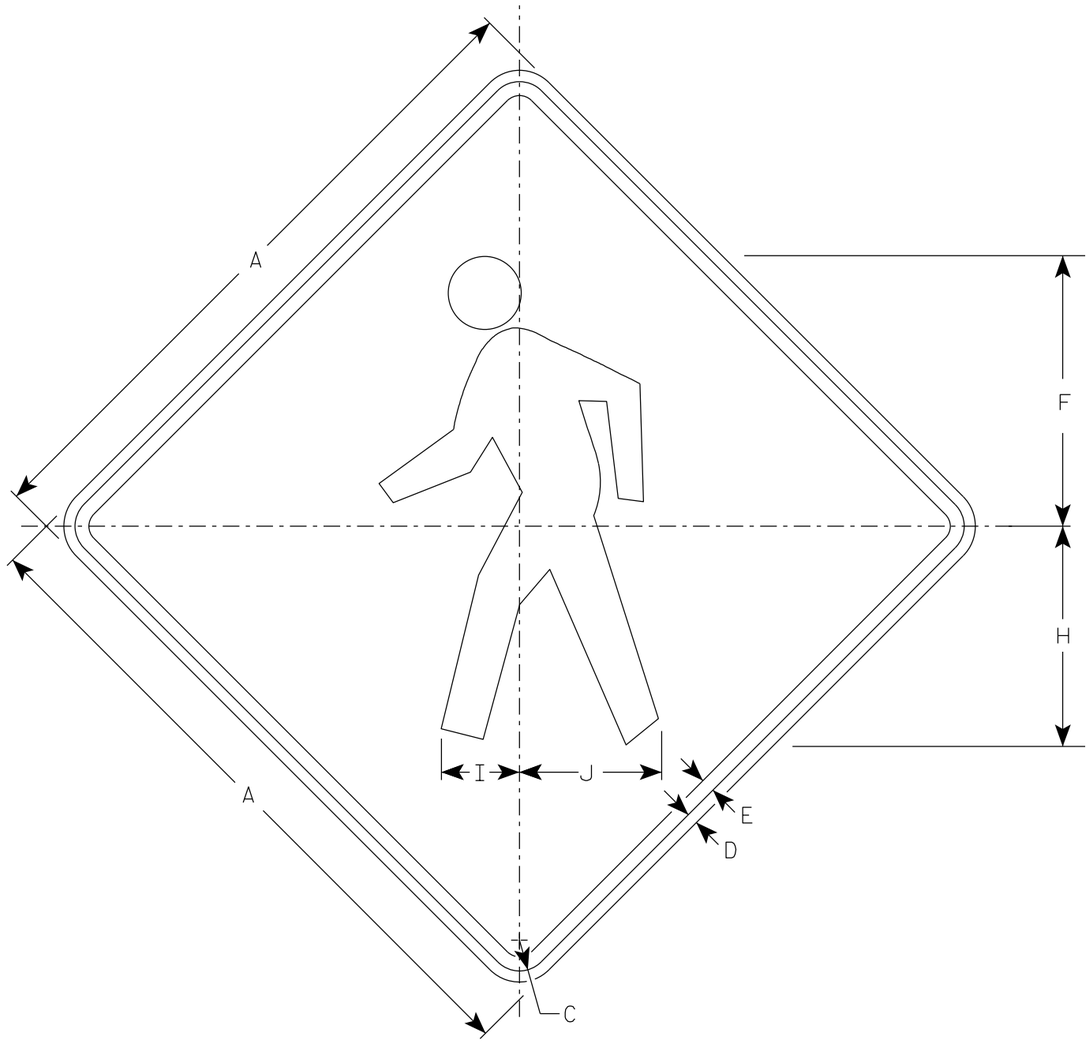
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 392 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

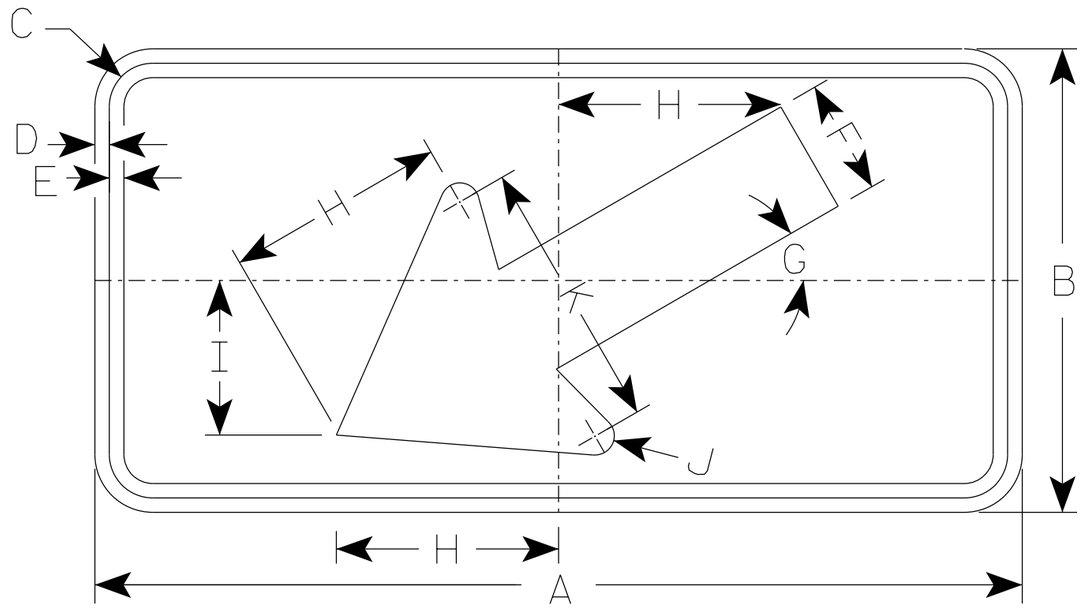
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/8/2020 PLATE NO. WO11-2.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

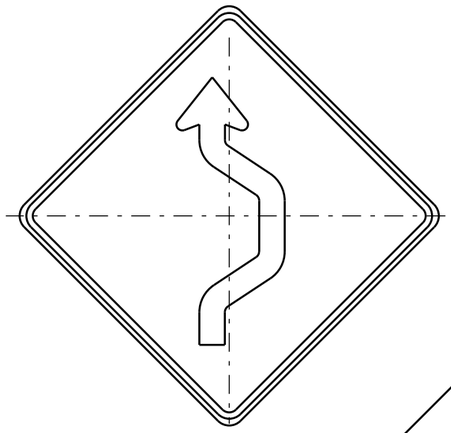
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

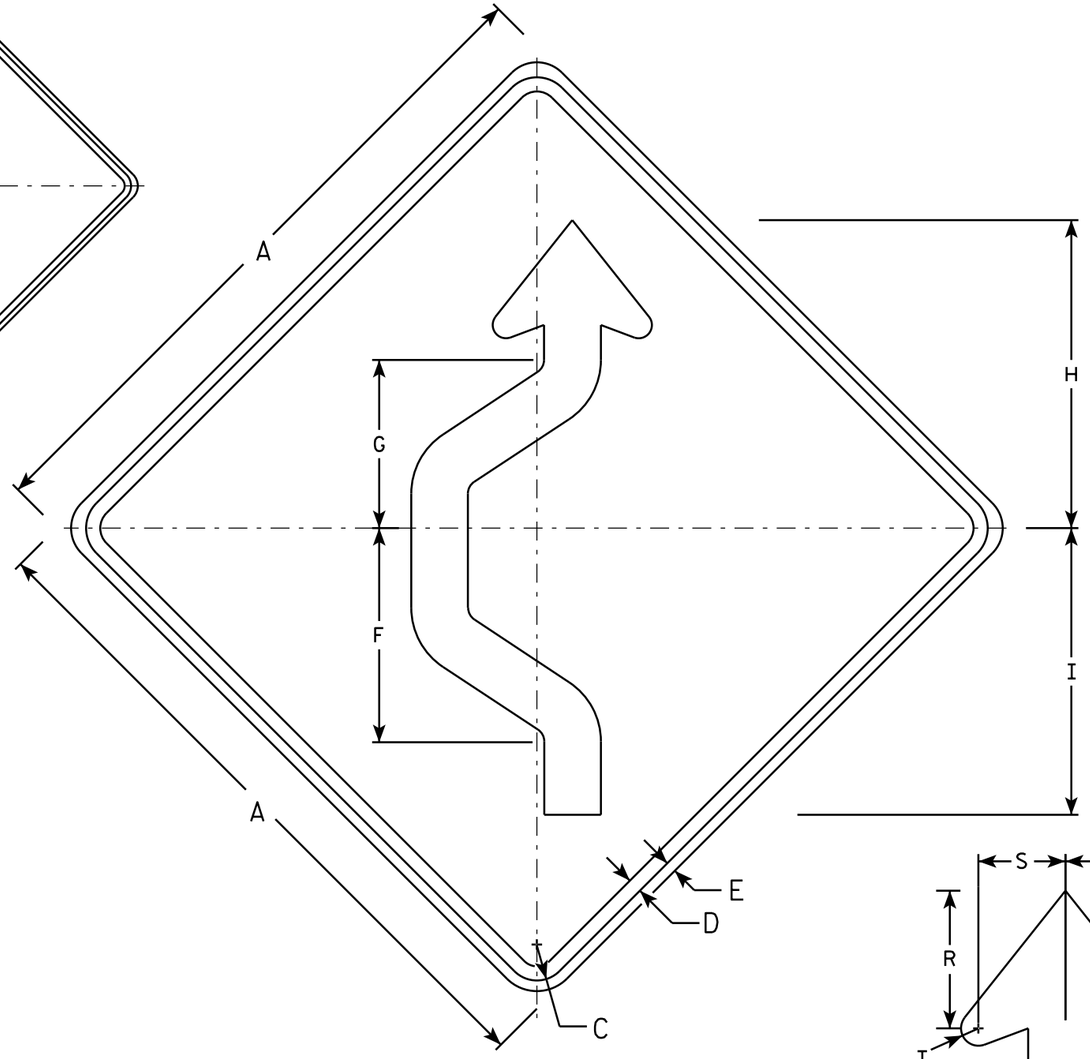
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 E

7

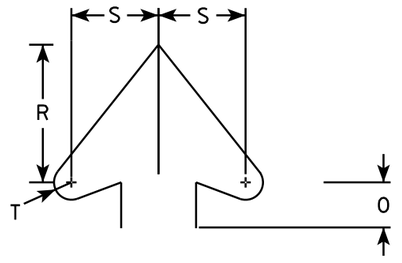
7



W024-1R



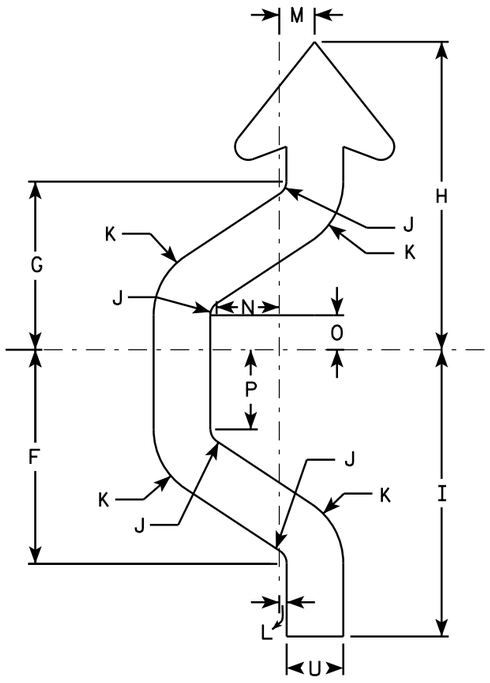
W024-1L



Arrowhead Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

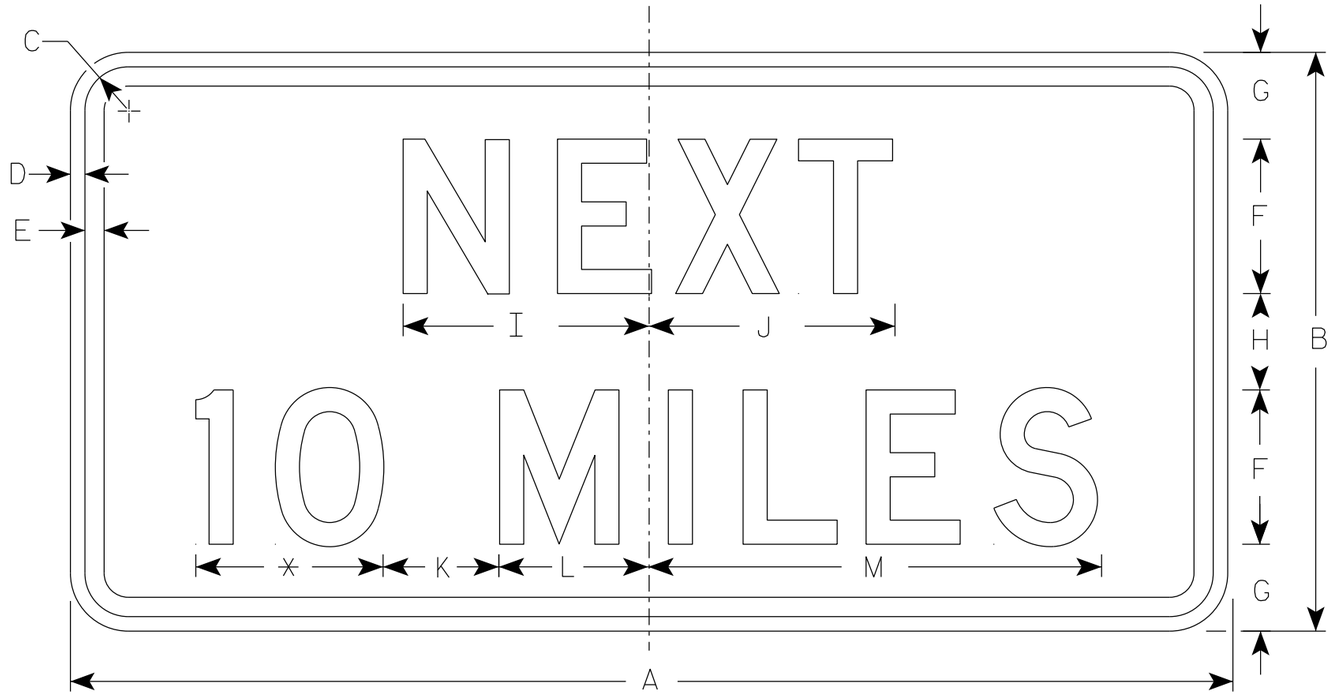
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and 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	36	18	1 1/8	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

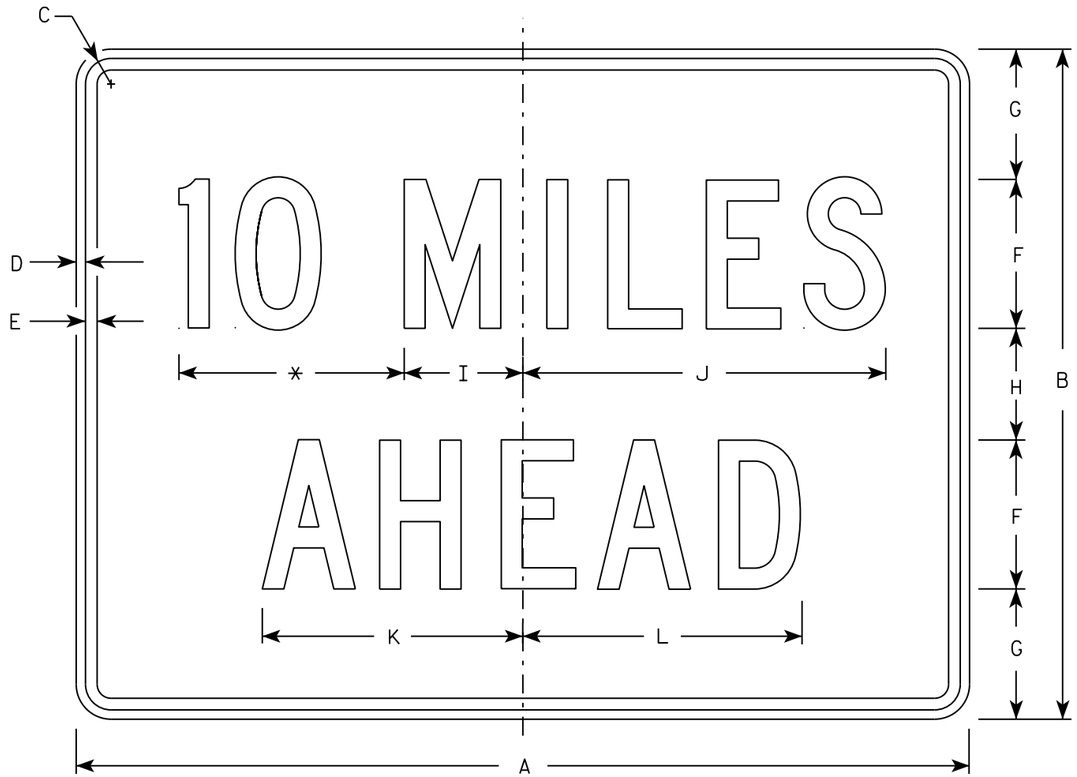
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

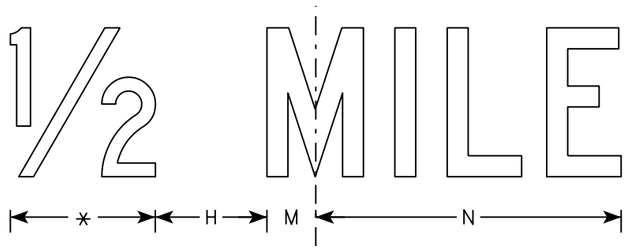
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W057-51.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 396	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* 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	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 397	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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