WKE | JANUARY 2025

PROJECT ID: 2722-08-71
WITH: N/A

COUNTY: WAUKESHA

45

ORDER OF SHEETS

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

TOTAL SHEETS = 492

N

DESIGN DESIGNATION

A.A.D.T.	2025	=	34,000
A.A.D.T.	2045	=	37,000
D.H.V.		=	4070
D.D.		=	50/50
T.		=	8.6%
DESIGN SPEED		=	45 MPH
ESALS		=	13,000,000

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

C NEW BERLIN MOORLAND ROAD

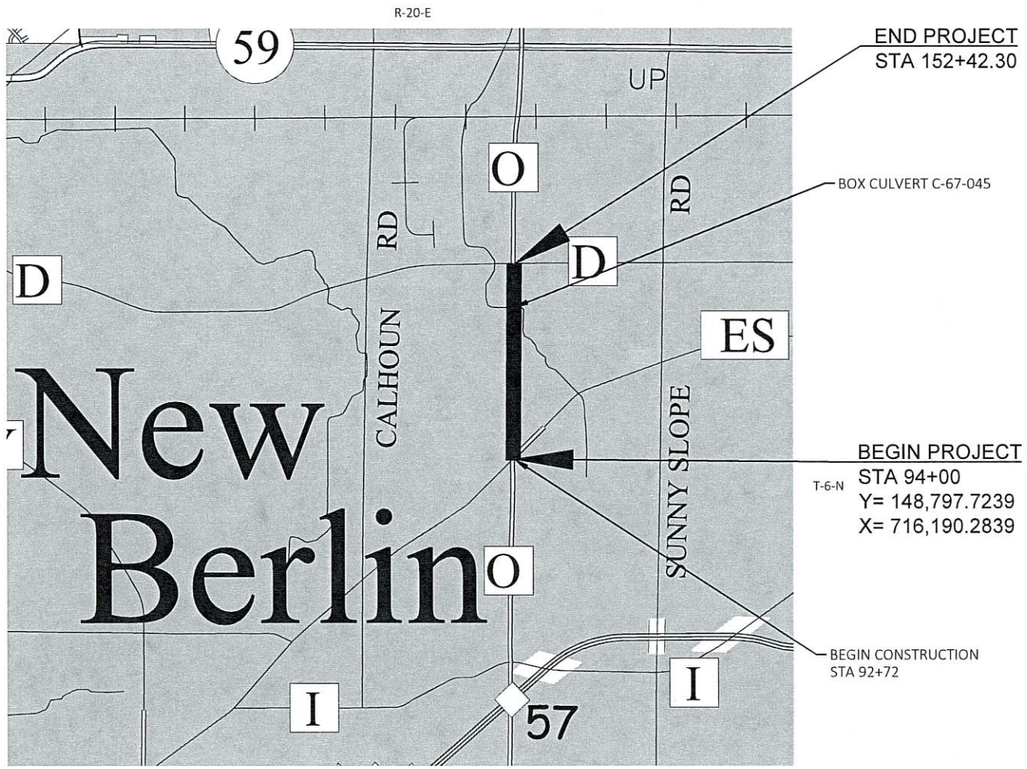
CTH ES TO CTH D

CTH O

WAUKESHA COUNTY

STATE PROJECT NUMBER
2722-08-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2722-08-71	WISC 2025102	1



END PROJECT
STA 152+42.30

BOX CULVERT C-67-045

BEGIN PROJECT
STA 94+00
Y= 148,797.7239
X= 716,190.2839

BEGIN CONSTRUCTION
STA 92+72

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.106 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUKESHA 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

ACCEPTED FOR
WAUKESHA COUNTY

Date 8-5-24 Director of Public Works

Date 8/2/24 P.E. Engineering Service Manager

ORIGINAL PLANS PREPARED BY
AECOM

WISCONSIN PROFESSIONAL ENGINEER
WILLIAM R SCHILLING
E-35841-006
WAUKESHA, WI

DATE: 8/1/2024 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS
Designer	AECOM/EMCS
Project Manager	JOE JELACIC
Regional Examiner	
Regional Supervisor	BRIAN BOOTHBY

APPROVED FOR THE DEPARTMENT

DATE: 10/24/24 Joseph Jelacic (Signature)

E

FILE NAME : C:\PWWORKING\USWI\DMS01290\010101_TI.DWG PLOT DATE : 8/1/2024 12:49 PM PLOT BY : LANCELLE, JESSICA PLOT NAME :

2

DESIGN CONSULTANTS

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1555 N. RIVERCENTER DR. STE 214
MILWAUKEE, WI 53212
(414)-418-1964
BILL.SCHILLING@AECOM.COM

WDNR LIAISON

DNR LIAISON
MR. CRAIG WEBSTER
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PROJECT CONTACTS

CITY OF NEW BERLIN LIGHTING
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TSIMONSON@NEWBERLIN.ORG

WAUKESHA COUNTY PROJECT MANAGER
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EHINRICHS@WAUKESHACOUNTY.GOV

WAUKESHA COUNTY DEPT OF PUBLIC WORKS
MR. BRETT WALLACE, P.E.
515 W MORELAND BLVD ROOM 220
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SEWRPC
MR. ANDY TRAEGER
W239 N1812 ROCKWOOD DRIVE
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ATRAEGER@SEWRPC.ORG

WAUKESHA COUNTY TRAFFIC SIGNALS
MR. JASON MAYER, P.E.
515 W MORELAND BOULEVARD, ROOM 220
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(262) 548-7749
JMAYER@WAUKESHACOUNTY.GOV

GENERAL NOTES:

1. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
2. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL VERIFY UTILITY FACILITY LOCATION AND ELEVATIONS PRIOR TO EXCAVATION NEAR EXISTING FACILITY AND NOTIFY ENGINEER OF CONFLICT. POTHOLING MAY BE REQUIRED AND SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS.
4. SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WAUKESHA COUNTY BY CONTACTING ED HINRICHS, WAUKESHA COUNTY PROJECT MANAGER, 262-548-7740.
5. VOLUMES FOR EXCAVATION COMMON INCLUDE ASPHALT AND BASE COURSE TO THE PROPOSED SUBGRADE.
6. CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL REQUIRED. TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.
7. WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
8. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
10. CURB AND GUTTER GRADES ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
11. PAVEMENT REMOVAL WILL BE TO THE SAWCUT MATCHLINE INDICATED ON THE PLANS UNLESS OTHERWISE IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER.
12. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
13. CONTRACTOR MUST CONTACT THE ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVALS
PAVING GRADES
PAVING DETAILS
CURB RAMP DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER
SIGNING
STREET LIGHTING
TRAFFIC SIGNALS
PAVEMENT MARKING
CONCEPTUAL TRAFFIC CONTROL & CONSTRUCTION STAGING
ALIGNMENT

BORING LOG SUMMARY

APPROXIMATE LOCATIONS
ALL LOCATIONS BASED ON THE CTH O R/L

BORING NO.	APPROX. GROUND SURFACE ELEV.	APPROX. STATIONING	APPROX. OFFSET
B-1	917.0	93+02	43.3' RT
B-2	916.1	96+50	44.8' LT
B-3	919.5	99+75	18.7' RT
B-4	919.7	102+21	21.4' LT
B-5	921.1	104+28	41.9' RT
B-6	920.5	108+49	34.3' LT
B-7	919.0	111+35	21.2' RT
B-8	914.1	115+05	41.6' LT
B-9	906.9	118+87	31.8' RT
B-10	905.4	122+00	18.8' LT
B-11	894.8	124+50	19.9' RT
B-12	881.1	127+69	15.3' LT
B-13	864.7	131+27	32.4' RT
B-14	862.6	134+26	40.7' LT
B-15	862.4	137+53	19.9' RT
B-16	862.1	141+28	24.9' LT
B-17	862.1	145+82	31.6' RT
B-18	864.7	149+06	34.0' LT
B-19	868.8	152+34	33.0' RT
B-20	875.8	155+45	41.0' LT
S-1	862.5	143+11	40.6' RT
S-2	862.6	143+26	42.5' LT
S-3	861.9	141+95	40.3' RT
S-4	861.9	142+09	42.5' LT

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

UTILITIES

AT&T WISCONSIN - TELECOMMUNICATIONS
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435 S 95TH STREET
MILWAUKEE, WI 53214
(414) 379-7522

TELCOM CONSTRUCTION - COMMUNICATIONS
MR. TRAVIS ISLEY
2941 S 5TH STREET
MILWAUKEE , WI 53207
(414) 930-5501
TRAVIS.ISLEY@TELCOMCONSTRUCTION.COM

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

US SIGNAL - COMMUNICATIONS
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D (630) 425-3070 M (224) 575-6657
RJMIEDEMA@USSIGNAL.COM

CROWN CASTLE - COMMUNICATIONS
MR. MARK MAYZURE
3025 HIGHLAND PARKWAY, SUITE 400
DOWNERS GROVE, IL 60515
MARK.MAYZURE@CROWNCASTLE.COM

VERIZON/MCI - COMMUNICATIONS
MR. RJ CICATELLO
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
(262) 782-9836
RANDY.CICATELLO@VERIZON.COM

EVERSTREAM - COMMUNICATIONS
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324 E WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
WI-RELOCATIONS@EVERSTREAM.NET

WE ENERGIES - ELECTRIC
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333 W EVERETT STREET, A299
MILWAUKEE, WI 53203
(414) 254-1865
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

MIDWEST FIBER NETWORKS - COMMUNICATIONS
MR. CORY SCHMUKI
6070 N FLINT ROAD
GLENDALE, WI 53209
(414) 459-3561

WE ENERGIES - GAS OPERATIONS
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333 W EVERETT STREET, A299
MILWAUKEE, WI 53203
(414) 507-2021
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

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TDS TELECOM - COMMUNICATIONS
MR. BRIAN WILLIANS
(262) 613-3908
BRIAN.WILLIANS@TDSMETRO.COM

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CITY OF NEW BERLIN

W CHURCHVIEW DR

W ST. FRANCIS DR

W COFFEE RD

W RIVIERA DR

W EL DORADO DR

W RYERSON RD

S JAMES DR

W CLEVELAND AVE

BEGIN CONSTRUCTION SB
STA 93+47

BEGIN PROJECT
STA 94+00
MATCH EXISTING
SAW CUT REQ'D

90 95 100 105 110 115 120 125 130 135 140 145 150 155 160

SIGNALIZED
INTERSECTION
(NO WORK)

BEGIN CONSTRUCTION
STA 92+72
MATCH EXISTING
SAW CUT REQ'D

CTH ES (W NATIONAL AVE)

SIGNALIZED
INTERSECTION

W SAN MATEO DR

CTH O (MOORLAND ROAD)

R/L CTH O

S PINEWOOD CREEK CT

SIGNALIZED
INTERSECTION

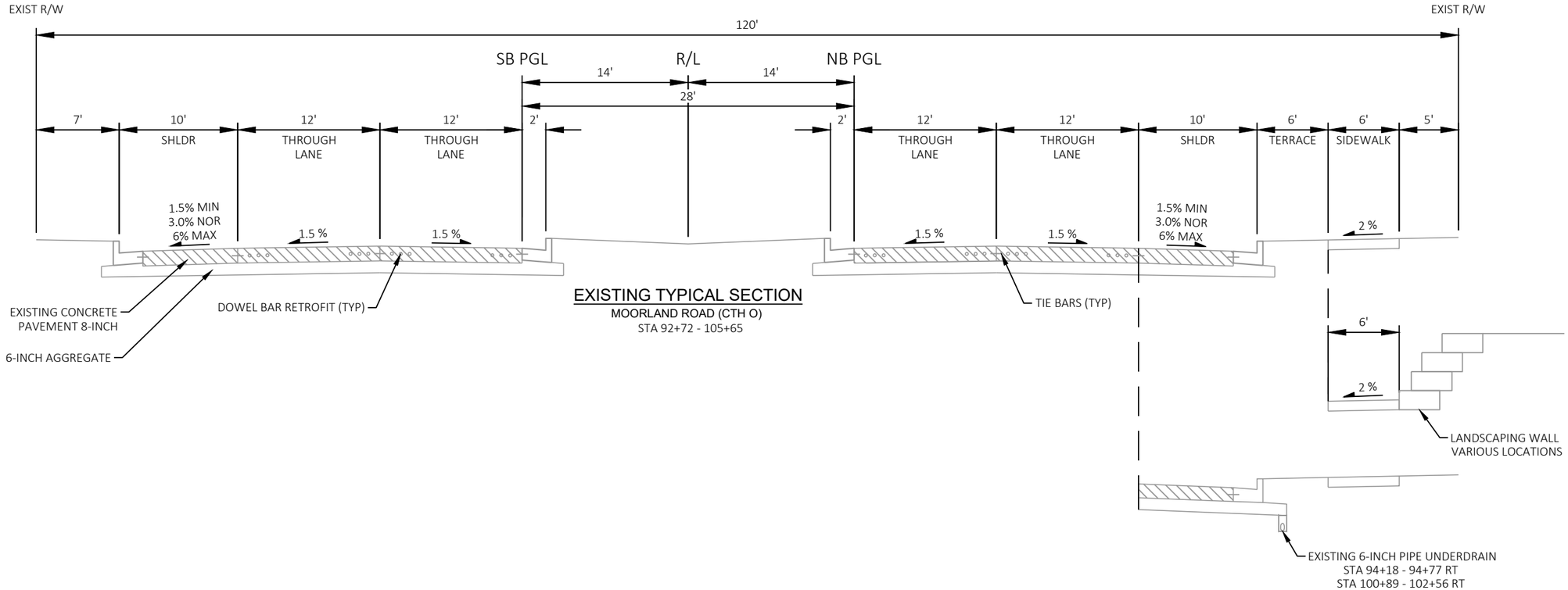
BOX CULVERT V-67-045

END PROJECT
STA 152+42.30
MATCH EXISTING
SAW CUT REQ'D

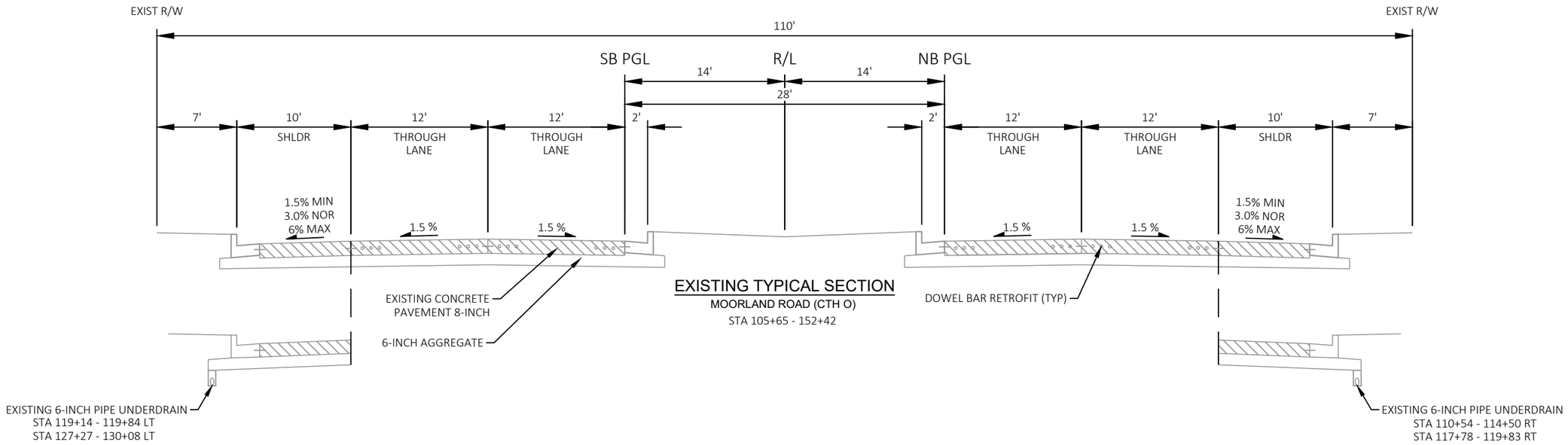
END CONSTRUCTION
STA 153+25.00
MATCH EXISTING
SAW CUT REQ'D

SIGNALIZED
INTERSECTION
(NO WORK)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET 4	E

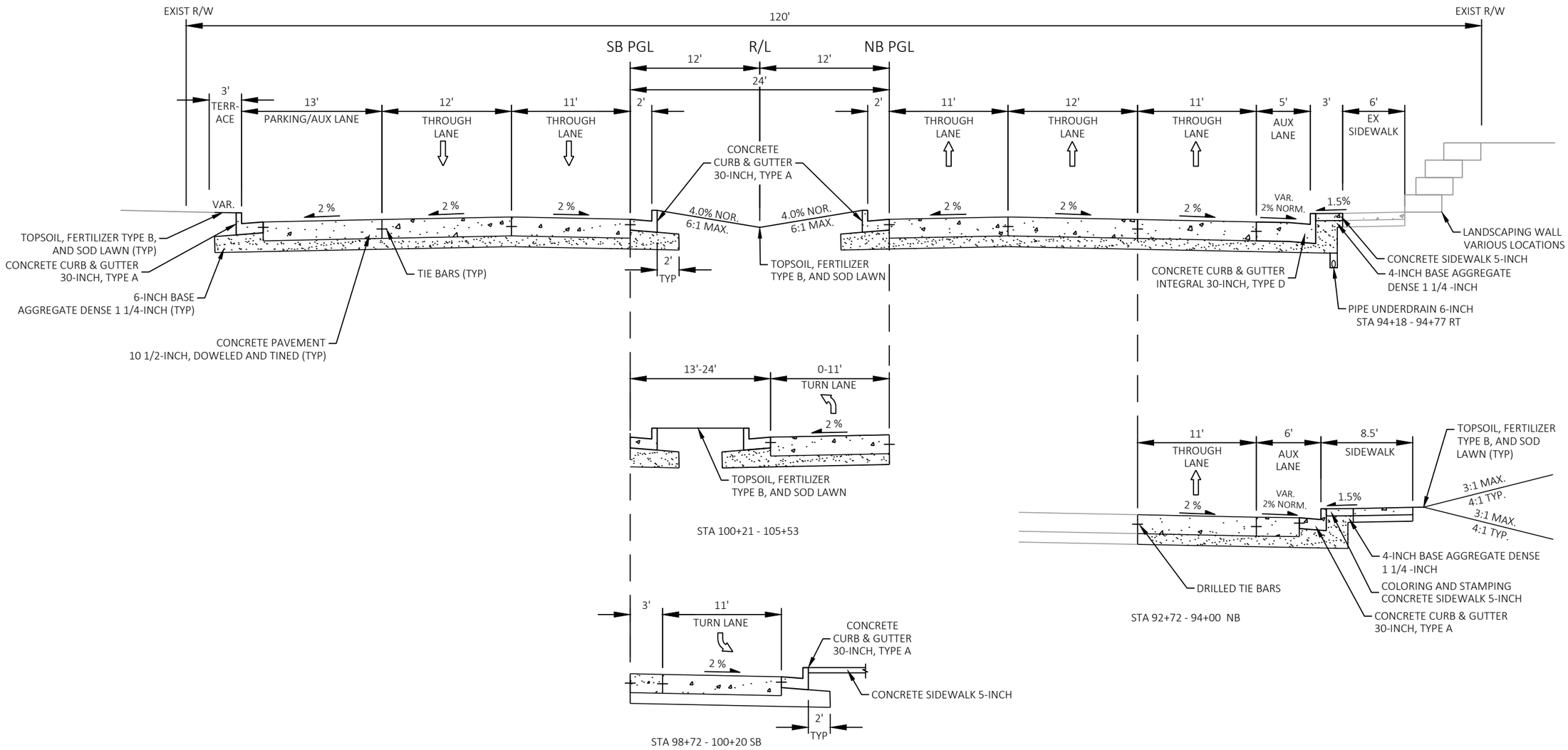


EXISTING TYPICAL SECTION
MOORLAND ROAD (CTH O)
STA 92+72 - 105+65



EXISTING TYPICAL SECTION
MOORLAND ROAD (CTH O)
STA 105+65 - 152+42

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TYPICAL SECTION	SHEET 5	E



FINISHED TYPICAL SECTION

MOORLAND ROAD (CTH O)

STA 94+00 - 106+00 NB
STA 94+00 - 106+00 SB

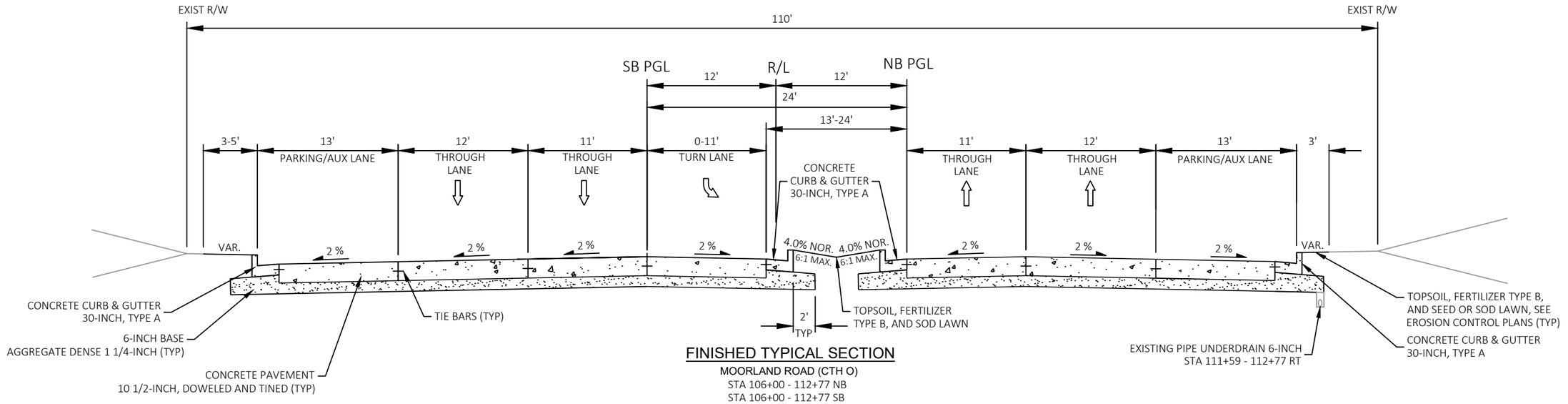
*24-INCH EXCAVATION BELOW SUBGRADE AND SELECT BORROW REQUIRED. SEE CONSTRUCTION DETAILS.

STA 94+00 - 96+39 NB
STA 115+11 - 123+26 NB
STA 127+89 - 136+00 NB

STA 105+35 - 111+77 SB
STA 137+77 - 152+26 SB

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TYPICAL SECTION	SHEET 6	E

2



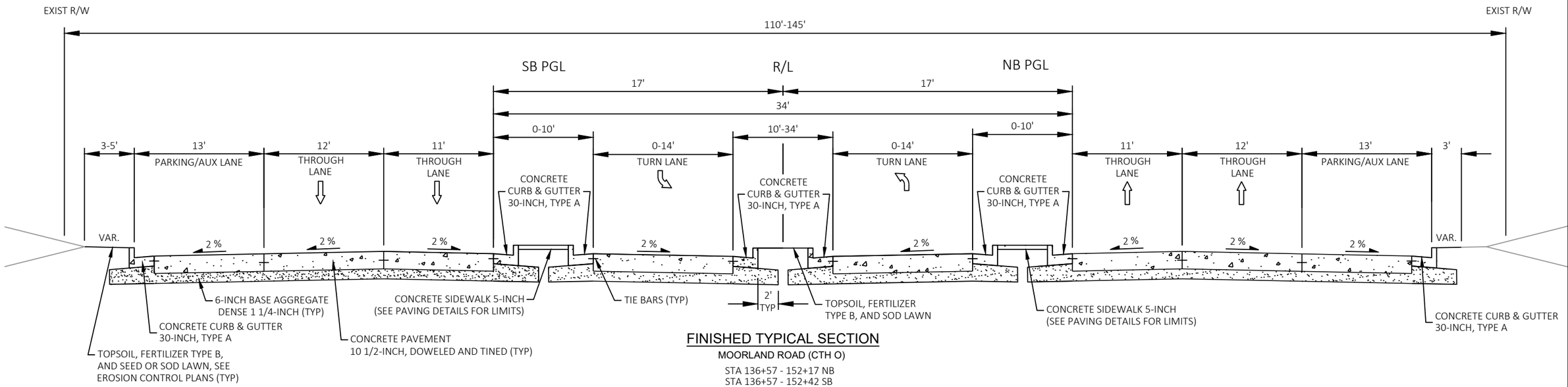
FINISHED TYPICAL SECTION

MOORLAND ROAD (CTH O)
STA 106+00 - 112+77 NB
STA 106+00 - 112+77 SB

*24-INCH EXCAVATION BELOW SUBGRADE AND SELECT BORROW REQUIRED. SEE CONSTRUCTION DETAILS.

STA 94+00 - 96+39 NB
STA 115+11 - 123+26 NB
STA 127+89 - 136+00 NB

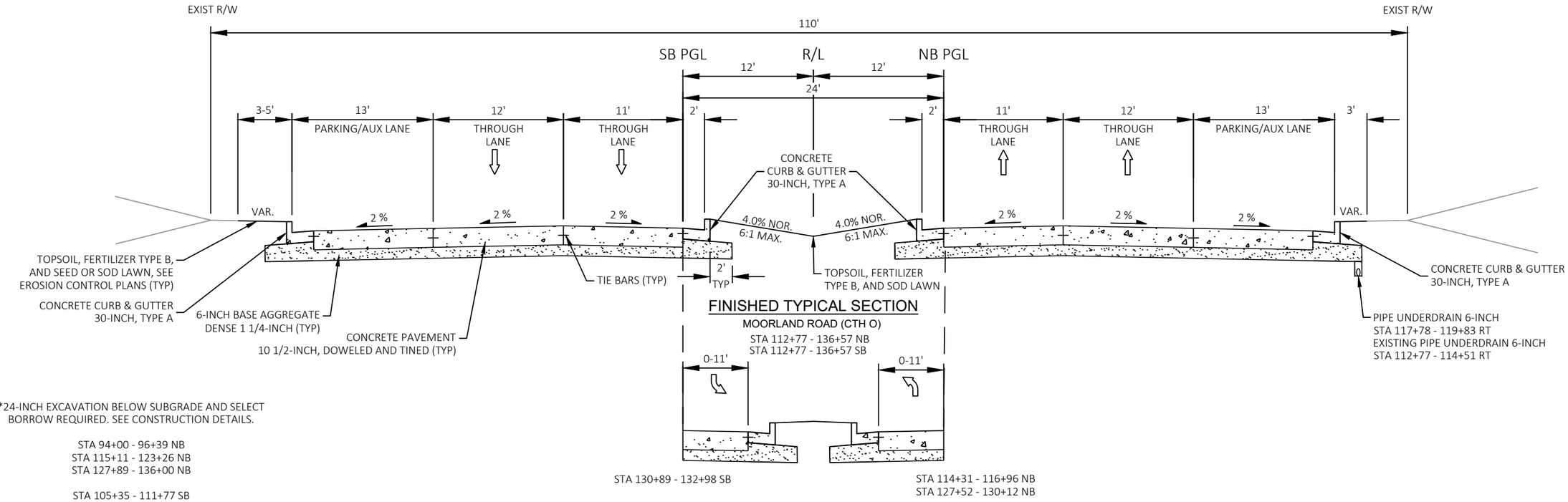
STA 105+35 - 111+77 SB
STA 137+77 - 152+26 SB



FINISHED TYPICAL SECTION

MOORLAND ROAD (CTH O)

STA 136+57 - 152+17 NB
STA 136+57 - 152+42 SB



FINISHED TYPICAL SECTION

MOORLAND ROAD (CTH O)

STA 112+77 - 136+57 NB
STA 112+77 - 136+57 SB

*24-INCH EXCAVATION BELOW SUBGRADE AND SELECT BORROW REQUIRED. SEE CONSTRUCTION DETAILS.

STA 94+00 - 96+39 NB
STA 115+11 - 123+26 NB
STA 127+89 - 136+00 NB

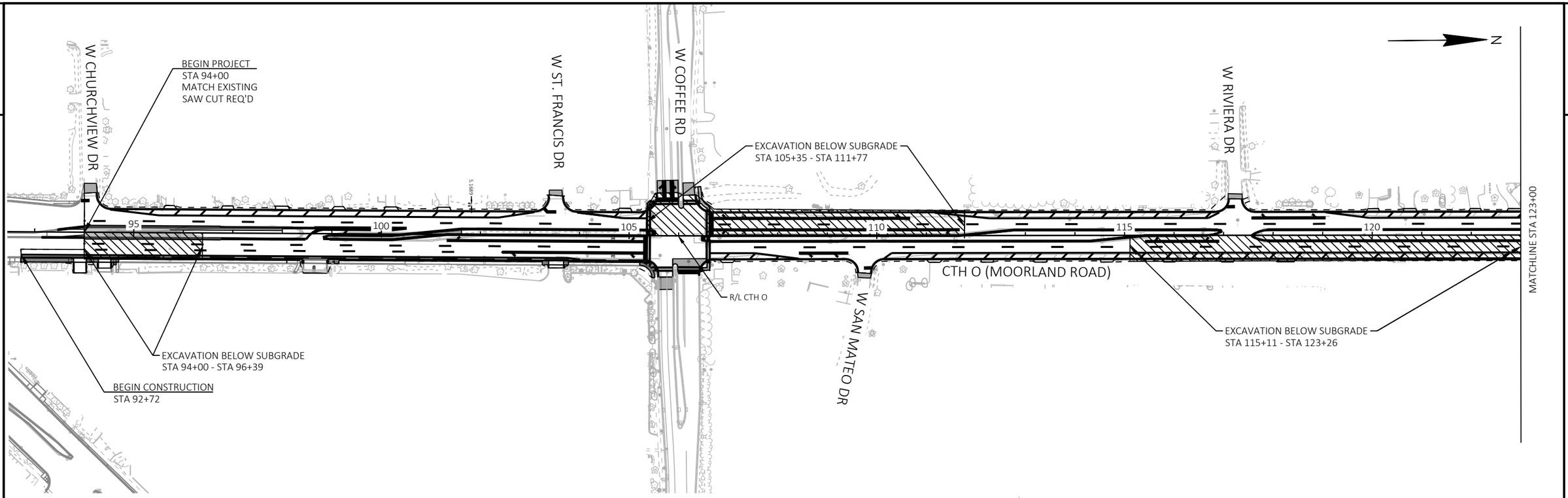
STA 105+35 - 111+77 SB
STA 137+77 - 152+26 SB

STA 130+89 - 132+98 SB

STA 114+31 - 116+96 NB
STA 127+52 - 130+12 NB

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TYPICAL SECTION	SHEET 8	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\020301-TS.DWG
LAYOUT NAME - 04-10ft
PLOT DATE : 7/18/2024 3:30 PM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

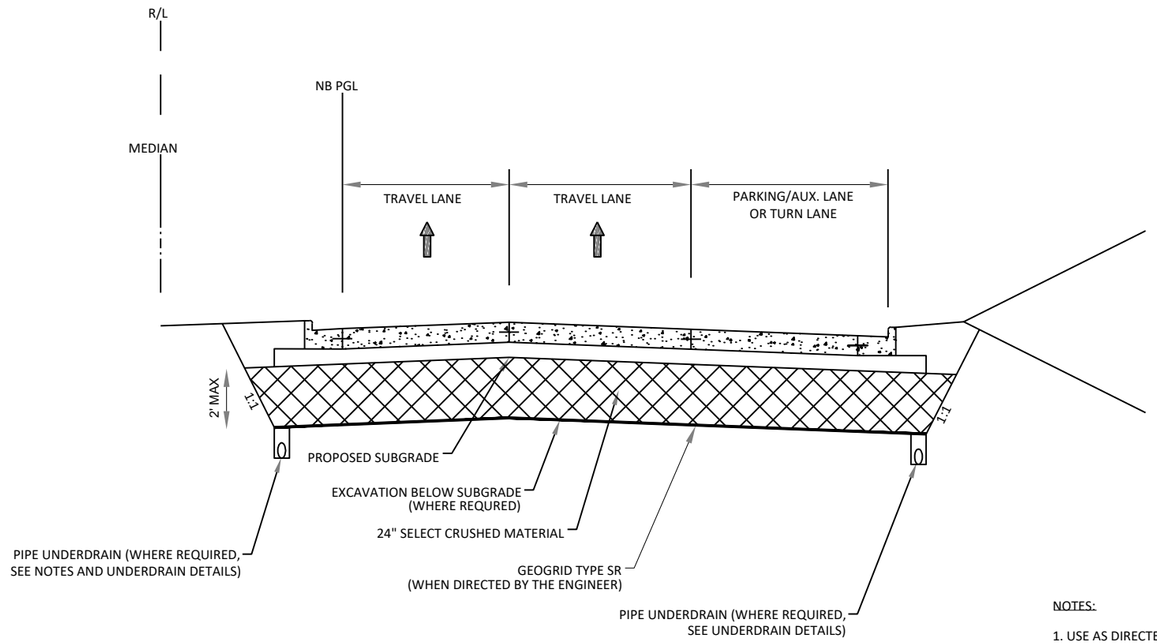


NOTES:

1. EBS AREAS SHOWN ARE APPROXIMATE. EBS AREAS REQUIRING EXCAVATION SHALL BE IDENTIFIED IN THE FIELD BY THE ENGINEER.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - EXCAVATION BELOW SUBGRADE LOCATIONS	SHEET 9	E

2



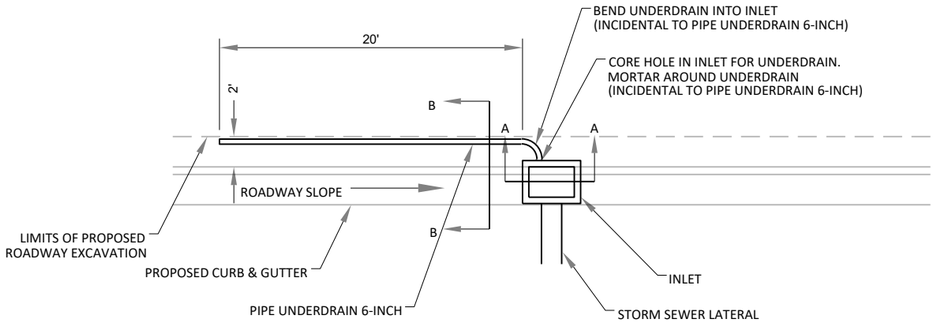
EXCAVATION BELOW SUBGRADE DETAIL - CURB & GUTTER REPLACEMENT

HALF SECTION SHOWN - SB SIDE IS A MIRROR IMAGE

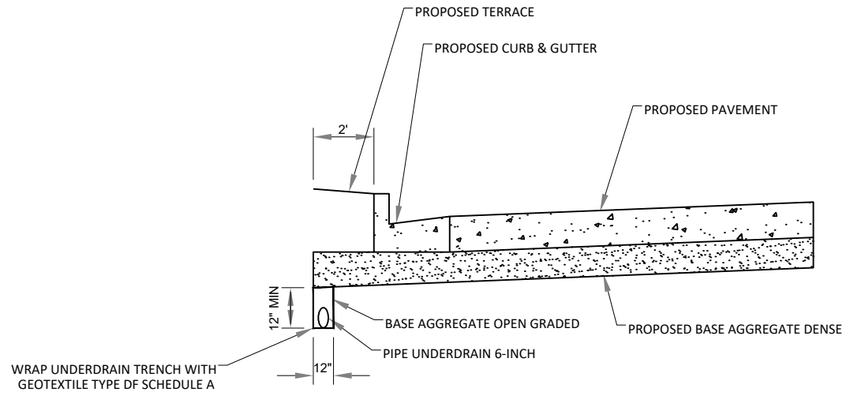
(ALL LOCATIONS ESTIMATED AND SHALL BE DETERMINED BY THE ENGINEER)

NOTES:

1. USE AS DIRECTED BY THE ENGINEER FOR AREAS OF UNSTABLE SUBGRADE.
2. NO EBS WILL BE ALLOWED WITHOUT A FAILED PROOF ROLL OR AS DIRECTED BY THE ENGINEER.
3. DEPTH OF EBS CUT SHALL BE IDENTIFIED BY ENGINEER IN THE FIELD.
4. EBS SHALL BE PAID FOR AS COMMON EXCAVATION.
5. GEOGRID TYPE SR SHALL BE USED AT THE DISCRETION OF THE ENGINEER WHEN THE EBS DEPTH EXCEEDS 24 INCHES TO LIMIT THE DEPTH OF THE REQUIRED EBS. GEOGRID TYPE SR PLACED WITHOUT THE AUTHORIZATION OF THE ENGINEER SHALL NOT BE PAID FOR.
6. PROVIDE 20 FEET OF PIPE UNDERDRAIN UPSTREAM OF EACH INLET IN EBS AREAS. SEE UNDERDRAIN PLACEMENT AT INLET CONSTRUCTION DETAIL. AT LOW POINTS IN EBS AREAS UNDERDRAIN SHALL EXTEND PARALLEL TO THE CURB AND GUTTER IN BOTH DIRECTIONS FROM THE INLET.

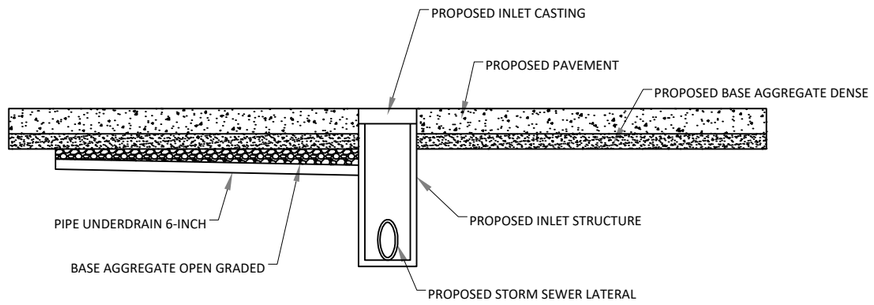


PLAN VIEW



SECTION VIEW

SECTION B-B



PROFILE VIEW

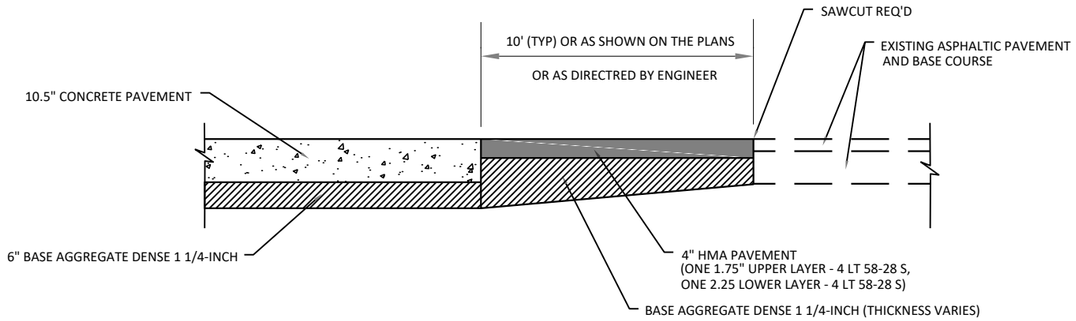
SECTION A-A

NOTES:

1. PROVIDE 20 FEET OF PIPE UNDERDRAIN UPSTREAM OF EACH INLET IN EBS AREAS. AT LOW POINTS UNDERDRAIN SHALL EXTEND PARALLEL TO THE CURB AND GUTTER IN BOTH DIRECTIONS FROM THE INLET.
2. WRAP THE UNDERDRAIN TRENCH WITH GEOTEXTILE TYPE DF SCHEDULE A. OVERLAP THE FABRIC BY 8" AT THE TOP OF THE TRENCH. TOTAL FABRIC WIDTH IS 3'-6" FOR PAYMENT.
3. SLOPE THE UNDERDRAIN PIPE AT 0.5% MINIMUM , 1.0% DESIRABLE.
4. CONNECT THE UNDERDRAIN TO THE INLET BY CORING A HOLE IN THE INLET STRUCTURE. MORTAR THE UNDERDRAIN TO THE INLET STRUCTURE. CORING A HOLE IN THE INLET STRUCTURE AND MORTARING THE UNDERDRAIN INTO THE INLET IS INCIDENTAL TO PIPE UNDERDRAIN 6-INCH.
5. THE BOTTOM OF THE PIPE UNDERDRAIN SHALL ENTER THE INLET STRUCTURE HIGHER THAN THE CROWN OF ANY STORM SEWER PIPES IN THE INLET STRUCTURE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

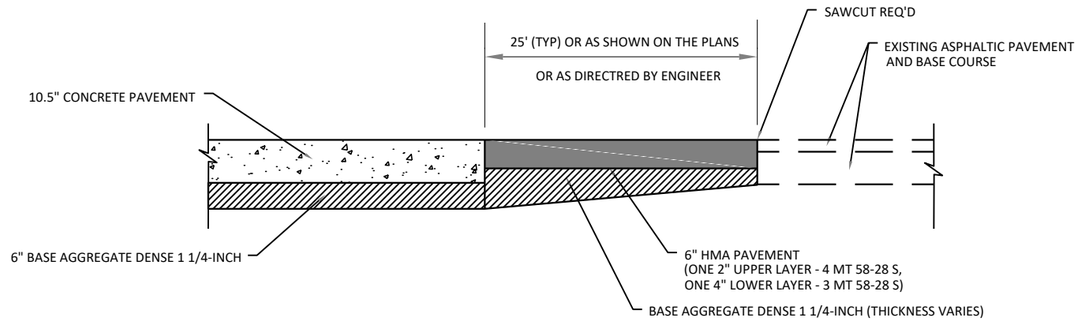
UNDERDRAIN PLACEMENT AT INLETS IN EBS LOCATIONS

SEE MISCELLANEOUS QUANTITIES



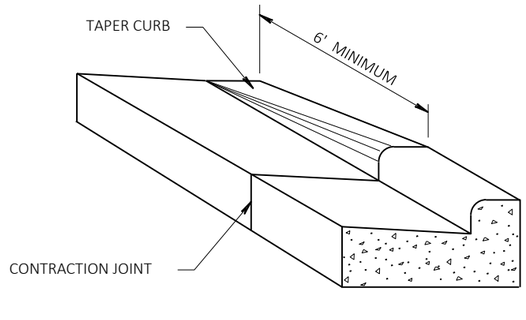
PAVEMENT TRANSITION AT EXISTING ASPHALTIC PAVEMENT MATCH POINTS

W CHURCHVIEW DRIVE
W ST. FRANCIS DRIVE
W SAN MATEO DRIVE
W RIVIERA DR
W EL DORADO DRIVE
S PINEWOOD CREEK COURT
W RYERSON ROAD
S JAMES DRIVE

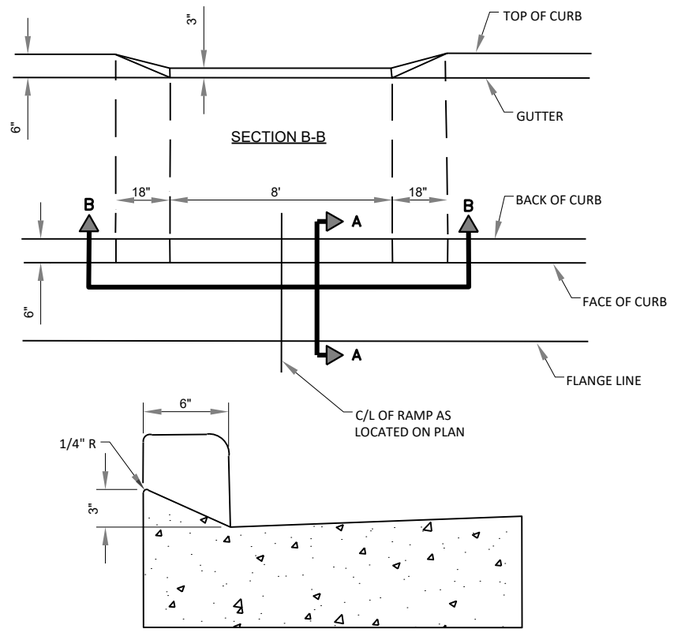


PAVEMENT TRANSITION AT EXISTING ASPHALTIC PAVEMENT MATCH POINTS

W COFFEE ROAD



DETAIL OF CURB & GUTTER TERMINI



SECTION A-A

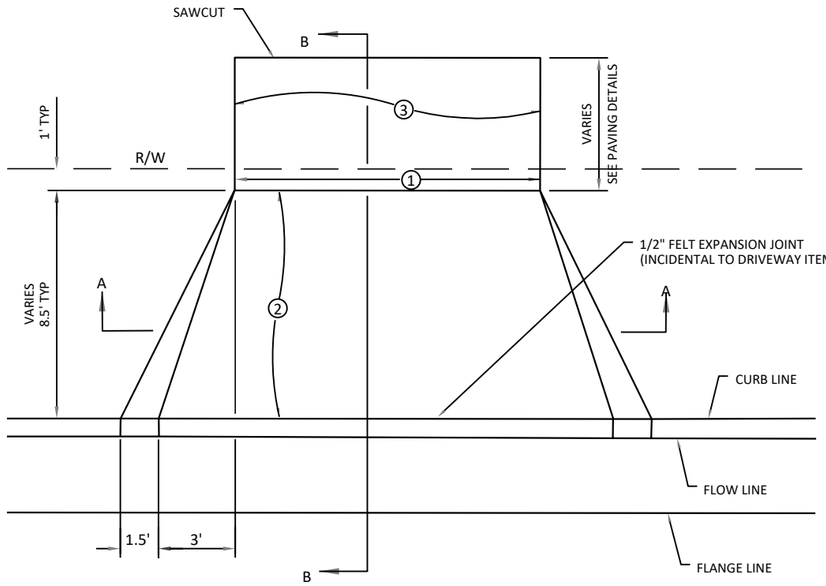
MEDIAN MAINTENANCE OPENING
(SEE PAVING DETAILS FOR LOCATIONS)

NOTES:

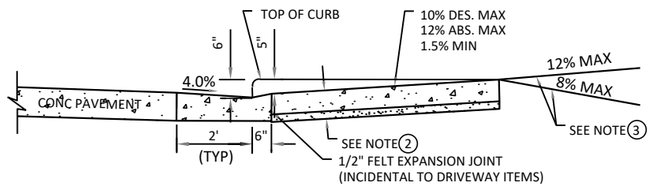
1. DRIVEWAY WIDTHS:
   COMMERCIAL 40' MAX 12' MIN
   RESIDENTIAL 30' MAX 12' MIN
2. ALL DRIVEWAY APPROACHES SHALL BE:

   3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
   OR
   CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
3. WHERE REQUIRED, DRIVEWAY SURFACE BEYOND DRIVEWAY APPROACH SHALL BE REPLACED IN-KIND WITH A MINIMUM SECTION OF:

   3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
   OR
   CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
   OR
   6" BASE AGGREGATE DENSE 3/4-INCH.



PLAN VIEW



SECTION B-B

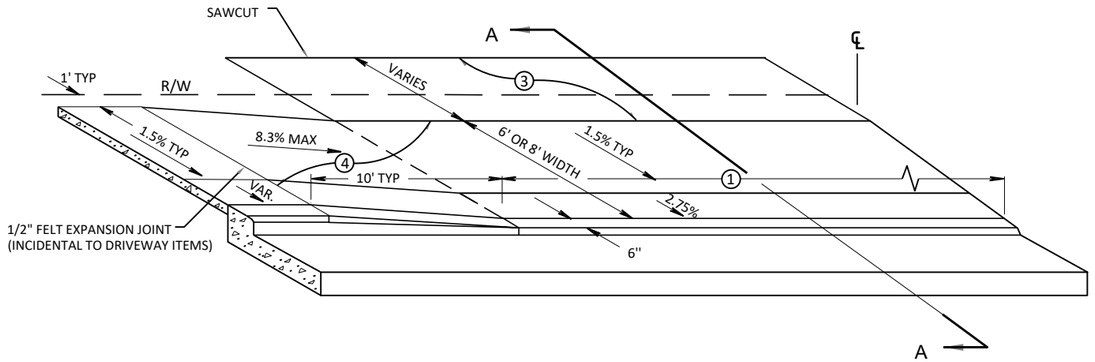
SECTION A-A

URBAN CONCRETE DRIVEWAY DETAIL - NO SIDEWALK

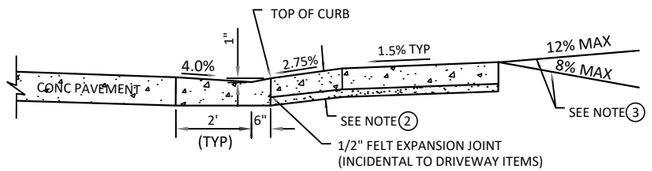
NOTES:

1. DRIVEWAY WIDTHS:
   COMMERCIAL 40' MAX 12' MIN
   RESIDENTIAL 30' MAX 12' MIN
2. ALL COMMERCIAL SIDEWALK AT DRIVEWAY APPROACHES SHALL BE CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
3. DRIVEWAY SURFACE BEYOND DRIVEWAY APPROACH SHALL BE REPLACED IN-KIND WITH A MINIMUM SECTION OF:

   3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
   OR
   CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
4. PAY LIMITS FOR CONCRETE DRIVEWAY 7-INCH



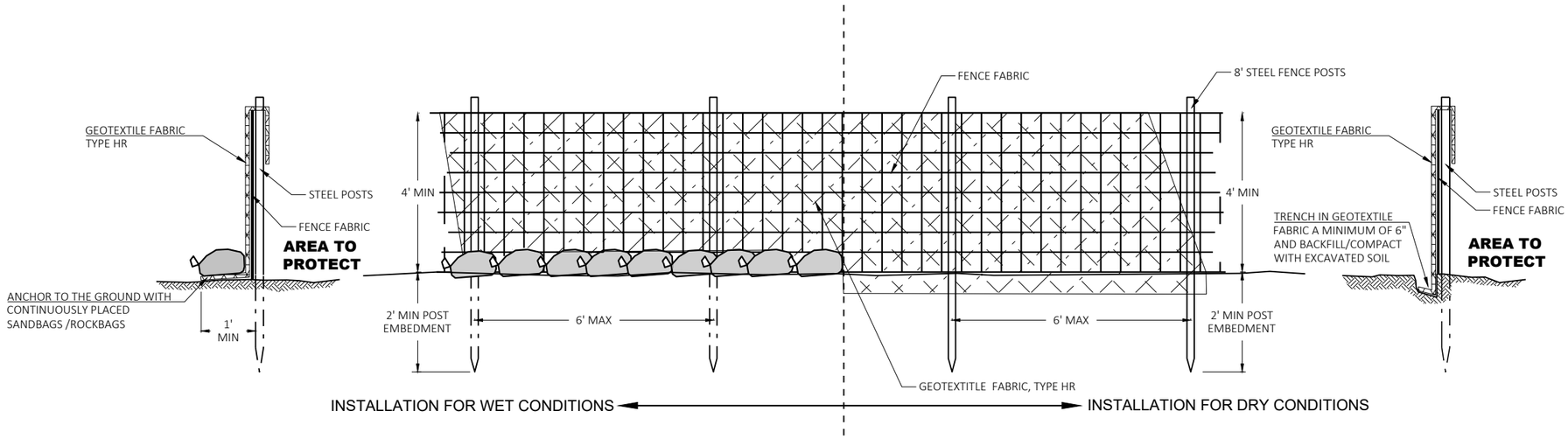
ISOMETRIC VIEW (HALF SECTION)



SECTION A-A

COMMERICAL SIDEWALK AT DRIVEWAYS DETAIL (HALF SECTION)

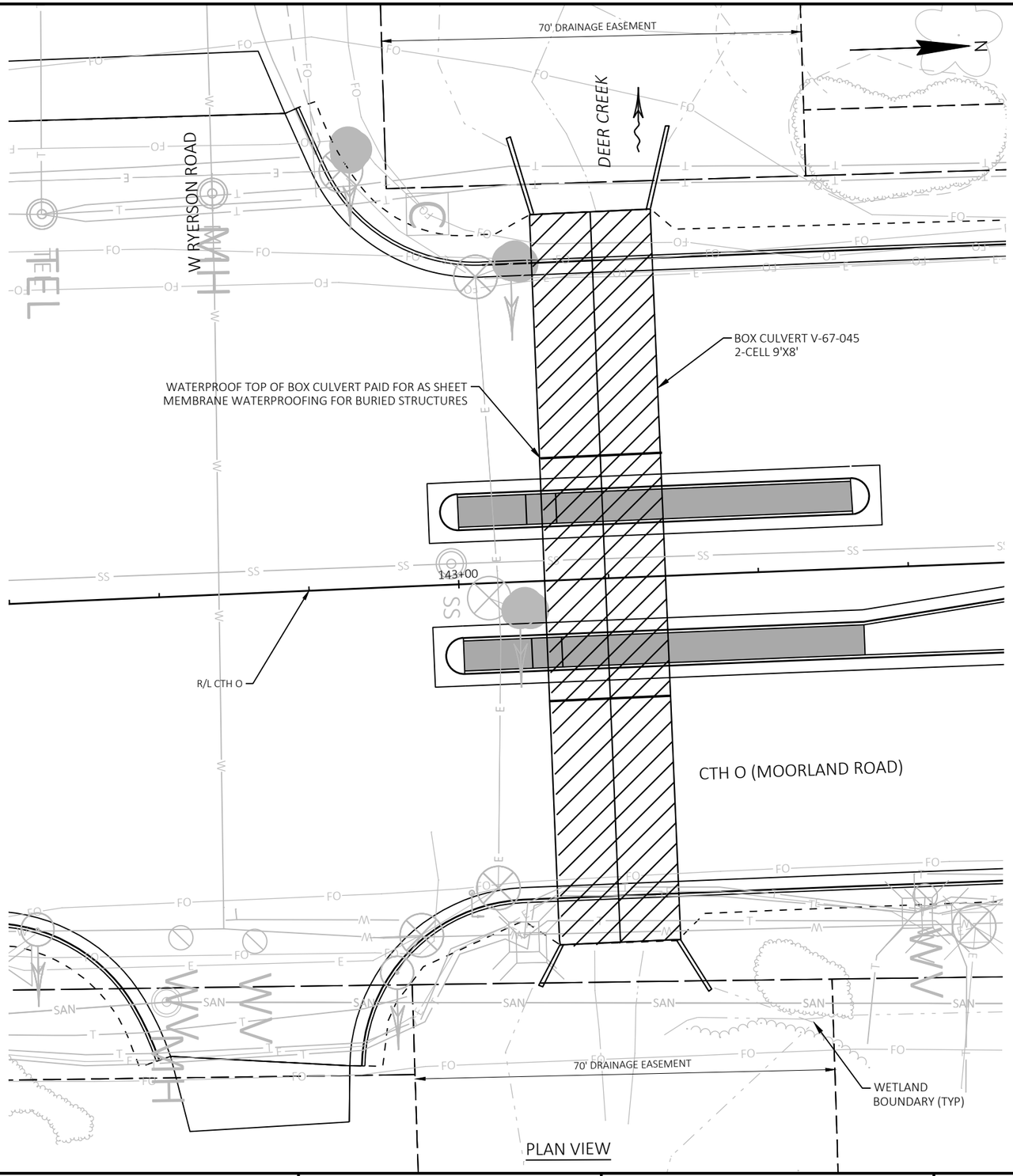
2



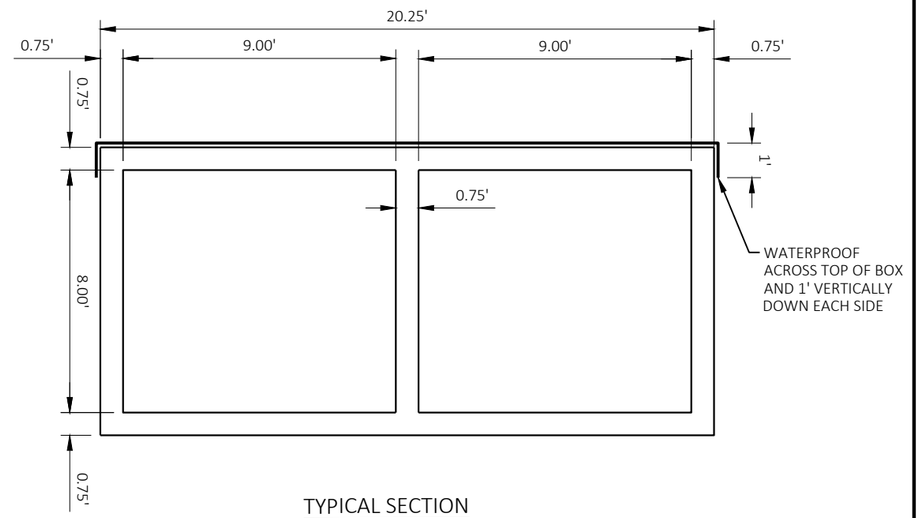
SILT FENCE HEAVY DUTY

GENERAL NOTES:

1. ATTACH FENCE FABRIC TO POSTS A MINIMUM OF 3 TIES PER POST (TOP, MIDDLE, BOTTOM)
2. ATTACH GEOTEXTILE FABRIC TO FENCE FABRIC AND/OR POSTS AT A MAXIMUM SPACING OF EVERY 2 FEET ALONG THE TOP AND ADDITIONALLY AS NECESSARY TO PREVENT DISPLACEMENT BY WIND AND WAVE ACTIONS.



PLAN VIEW



TYPICAL SECTION

NOTES

1. SEAL 1' DOWN FROM THE TOP OF BOX ON EACH SIDE AND ACROSS TOP OF CULVERT.
2. EXCAVATE TO DEPTH REQUIRED TO PROPERLY SEAL 1' MINIMUM FROM TOP OF BOX.
3. TOP OF BURIED STRUCTURE SHALL BE PREPARED AND CLEANED UP TO STANDARD OF MANUFACTURES RECOMMENDATIONS FOR EXISTING STRUCTURE PREPARED SURFACES.
4. SEE EROSION CONTROL DETAILS AND SPECIFICATIONS FOR REQUIREMENTS NEAR WETLANDS.
5. NO EXCAVATED MATERIALS, CLEANING, OR WATERPROOFING MATERIALS MAY TOUCH THE WATERWAY.
6. MINIMIZE EXCAVATION LIMITS NEAR CULVERT. RESTORE TO PRECONSTRUCTION CONTOURS FOR FINAL CONDITION.
7. DO NOT EXCEED TEN (10) DAY RESTORATION REQUIREMENT.
8. AFTER PLACEMENT OF 6" GRANULAR FILL ABOVE THE MEMBRANE, FILL ANY REMAINING SPACE BETWEEN THE 6" GRANULAR FILL AND THE PLANNED 6" BASE AGGREGATE DENSE 1 1/4-INCH WITH ADDITIONAL BASE AGGREGATE. THIS ADDITIONAL FILL SHALL BE PAID FOR UNDER 6" BASE AGGREGATE DENSE 1 1/4-INCH. BASE AGGREGATE PLACED AROUND CULVERT SHALL BE THOROUGHLY COMPACTED.

BOX CULVERT WATERPROOFING

2

N

W CHURCHVIEW DR

3643 S MOORLAND RD

3633 S MOORLAND RD

3623 S MOORLAND RD

3613 S MOORLAND RD

93+00

94+00

95+00

96+00

97+00

98+00

CTH O (MOORLAND ROAD)

EX R/W

MATCH LINE STA 98+75

REMOVE EXISTING UNDERDRAIN, FIELD VERIFY

15450 W NATIONAL AVE

3680 S MOORLAND RD

3670 S MOORLAND RD

LEGEND

- REMOVING CURB & GUTTER
- REMOVING STORM SEWER
- REMOVING SMALL PIPE CULVERT
- SLOPE INTERCEPT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)
- REMOVING CONCRETE SIDEWALK
- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- RE — REMOVING ENDWALLS
- CLEARING & GRUBBING
- SAWING ASPHALT
- SAWING CONCRETE
- ADJUSTING INLET/MANHOLE

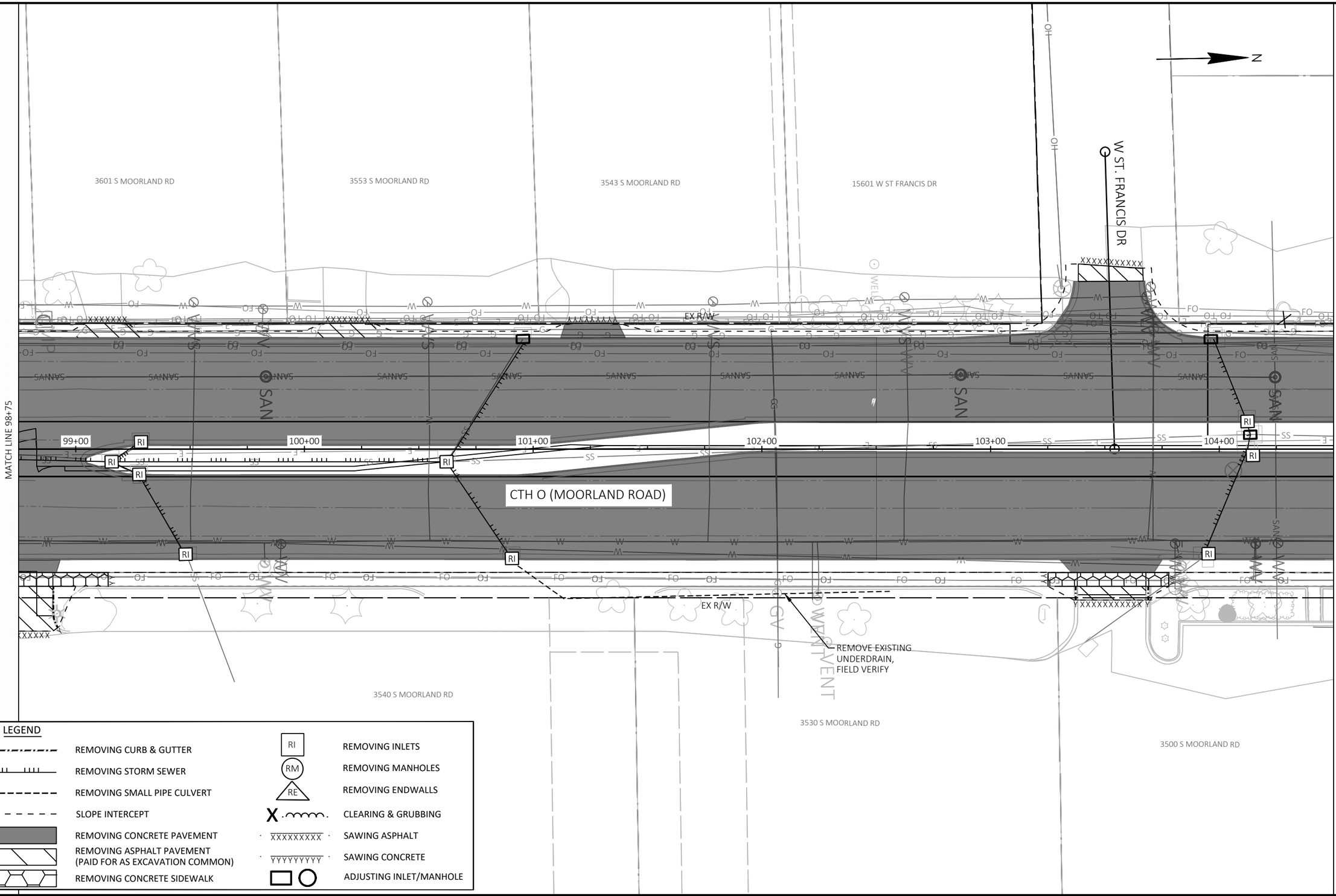
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 17	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 01

PLOT DATE : 12/10/2024 12:11 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING CURB & GUTTER
- REMOVING STORM SEWER
- REMOVING SMALL PIPE CULVERT
- SLOPE INTERCEPT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)
- REMOVING CONCRETE SIDEWALK
- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- RE — REMOVING ENDWALLS
- CLEARING & GRUBBING
- XXXXXXXXX — SAWING ASPHALT
- YYYYYYYYY — SAWING CONCRETE
- ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 18	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 02

PLOT DATE : 12/10/2024 12:11 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

W COFFEE RD

0.91%

0.79%

3507 S MOORLAND RD

EX R/W

MATCH LINE 104+50

MATCH LINE 110+50

105+00

106+00

107+00

108+00

109+00

110+00

CTH O (MOORLAND ROAD)

EX R/W

3474 S MOORLAND RD

15543 W SAN MATEO DR

W SAN MATEO DR

-0.50%

-0.77%

REMOVING LANDSCAPING BRICK-
AT NEW LIMITS, STEP DOWN
WALL AND GRADE TO MATCH

20'

06
T 15 14 N
R 15 14 E
20

LEGEND

	REMOVING CURB & GUTTER	RI	REMOVING INLETS
	REMOVING STORM SEWER	RM	REMOVING MANHOLES
	REMOVING SMALL PIPE CULVERT	RE	REMOVING ENDWALLS
	SLOPE INTERCEPT	X	CLEARING & GRUBBING
	REMOVING CONCRETE PAVEMENT	XXXXXXXXX	SAWING ASPHALT
	REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	YYYYYYYYY	SAWING CONCRETE
	REMOVING CONCRETE SIDEWALK		ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 19	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 03

PLOT DATE : 12/10/2024 12:12 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

15700 W COFFEE RD

3446 S MONTEREY DR

3440 S MONTEREY DR

15613 W RIVIERA DR

EX R/W

CTH O (MOORLAND ROAD)

MATCH LINE 110+50

MATCH LINE 116+25

111+00

112+00

113+00

114+00

115+00

116+00

EX R/W

EX R/W

3432 S MOORLAND RD

REMOVE EXISTING UNDERDRAIN, FIELD VERIFY

3400 S MOORLAND RD

3356 S MOORLAND RD

3348 S MOORLAND RD

3334 S MOORLAND RD

LEGEND

REMOVING CURB & GUTTER	REMOVING INLETS
REMOVING STORM SEWER	REMOVING MANHOLES
REMOVING SMALL PIPE CULVERT	REMOVING ENDWALLS
SLOPE INTERCEPT	CLEARING & GRUBBING
REMOVING CONCRETE PAVEMENT	SAWING ASPHALT
REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	SAWING CONCRETE
REMOVING CONCRETE SIDEWALK	ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 20	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 04

PLOT DATE : 12/10/2024 12:12 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

W RIVIERA DR

15614 W RIVIERA DR

3275 S MOORLAND RD

3265 S MOORLAND RD

3255 S MOORLAND RD

REMOVE EXISTING UNDERDRAIN, FIELD VERIFY

EX R/W

CTH O (MOORLAND ROAD)

MATCH LINE 116+25

MATCH LINE 122+00

117+00 118+00 119+00 120+00 121+00

3322 S MOORLAND RD

3310 S MOORLAND RD

REMOVE EXISTING UNDERDRAIN, FIELD VERIFY

EX R/W

LEGEND

- REMOVING CURB & GUTTER
- REMOVING STORM SEWER
- REMOVING SMALL PIPE CULVERT
- SLOPE INTERCEPT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)
- REMOVING CONCRETE SIDEWALK
- RI REMOVING INLETS
- RM REMOVING MANHOLES
- RE REMOVING ENDWALLS
- CLEARING & GRUBBING
- XXXXXXXXX SAWING ASPHALT
- YYYYYYYYY SAWING CONCRETE
- ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 21	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 05

PLOT DATE : 12/10/2024 12:12 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

3245 S MOORLAND RD

3235 S MOORLAND RD

3225 S MOORLAND RD

3215 S MOORLAND RD

3195 S MOORLAND RD

3171 S MOORLAND

MATCH LINE 122+00

123+00

124+00

125+00

126+00

127+00

MATCH LINE 127+75

CTH O (MOORLAND ROAD)

3200 S PINEWOOD CREEK CT

LEGEND

- REMOVING CURB & GUTTER
- REMOVING STORM SEWER
- REMOVING SMALL PIPE CULVERT
- SLOPE INTERCEPT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)
- REMOVING CONCRETE SIDEWALK
- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- RE — REMOVING ENDWALLS
- X — CLEARING & GRUBBING
- XXXXXXXXX — SAWING ASPHALT
- YYYYYYYYY — SAWING CONCRETE
- ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 22	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 06

PLOT DATE : 12/10/2024 12:12 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 127+75

MATCH LINE 133+50

N

W EL DORADO DR

15625 W EL DORADO DR

15612 W EL DORADO DR

REMOVE EXISTING UNDERDRAIN, FIELD VERIFY

EX R/W

128+00 129+00 130+00 131+00 132+00 133+00

CTH O (MOORLAND ROAD)

S PINEWOOD CREEK CT

3200 S PINEWOOD CREEK CT

06 N
10 11
15 14
20 T R E

LEGEND

- REMOVING CURB & GUTTER
- REMOVING STORM SEWER
- REMOVING SMALL PIPE CULVERT
- SLOPE INTERCEPT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)
- REMOVING CONCRETE SIDEWALK
- RI REMOVING INLETS
- RM REMOVING MANHOLES
- RE REMOVING ENDWALLS
- X CLEARING & GRUBBING
- XXXXXXXXX SAWING ASPHALT
- YYYYYYYYY SAWING CONCRETE
- ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 23	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 07

PLOT DATE : 12/10/2024 12:13 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

3095 S LAUREL DR

3025 S MOORLAND RD

N

EX R/W

MATCH LINE 133+50

MATCH LINE 139+50

134+00 135+00 136+00 137+00 138+00 139+00

CTH O (MOORLAND ROAD)

EX R/W

3000 S MOORLAND RD

LEGEND

REMOVING CURB & GUTTER	REMOVING INLETS
REMOVING STORM SEWER	REMOVING MANHOLES
REMOVING SMALL PIPE CULVERT	REMOVING ENDWALLS
SLOPE INTERCEPT	CLEARING & GRUBBING
REMOVING CONCRETE PAVEMENT	SAWING ASPHALT
REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	SAWING CONCRETE
REMOVING CONCRETE SIDEWALK	ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 24 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 08

PLOT DATE : 12/10/2024 12:13 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 139+50

MATCH LINE 145+25

2965 S MOORLAND RD

W RYERSON RD

BOX CULVERT
V-67-045

CTH O (MOORLAND ROAD)

2900 S MOORLAND RD

140+00 141+00 142+00 143+00 144+00 145+00

N

LEGEND

REMOVING CURB & GUTTER	RI — REMOVING INLETS
REMOVING STORM SEWER	RM — REMOVING MANHOLES
REMOVING SMALL PIPE CULVERT	RE — REMOVING ENDWALLS
SLOPE INTERCEPT	CLEARING & GRUBBING
REMOVING CONCRETE PAVEMENT	SAWING ASPHALT
REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	SAWING CONCRETE
REMOVING CONCRETE SIDEWALK	ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 25	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 09

PLOT DATE : 12/10/2024 12:13 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

2801 S MOORLAND RD

EX R/W

CTH O (MOORLAND ROAD)

MATCH LINE 145+25

MATCH LINE 151+00

146+00

147+00

148+00

149+00

150+00

151

2880 S MOORLAND RD

2879 S ACREDALE RD

S MOORLAND RD

2810 S MOORLAND RD

LEGEND

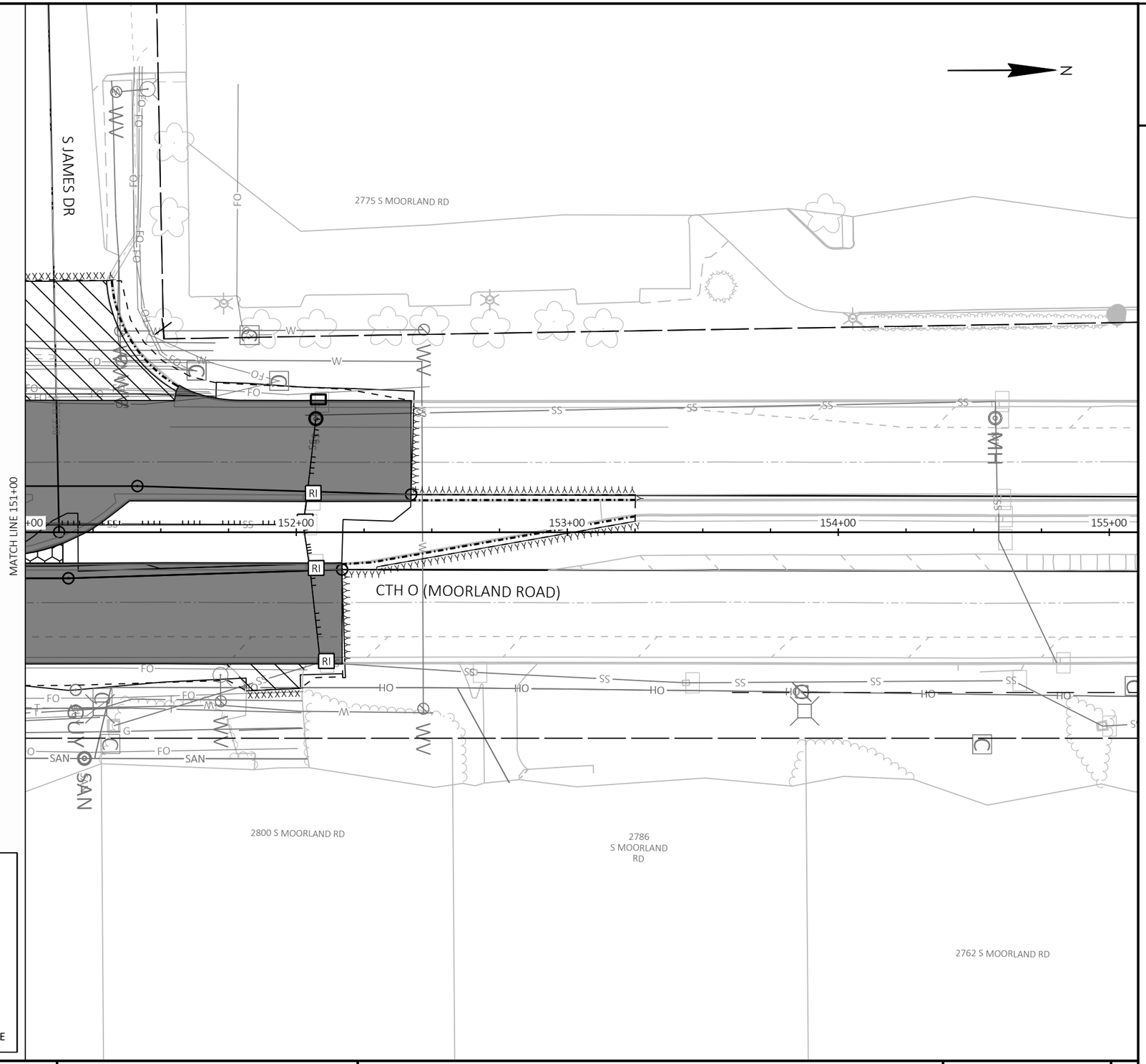
REMOVING CURB & GUTTER	REMOVING INLETS
REMOVING STORM SEWER	REMOVING MANHOLES
REMOVING SMALL PIPE CULVERT	REMOVING ENDWALLS
SLOPE INTERCEPT	CLEARING & GRUBBING
REMOVING CONCRETE PAVEMENT	SAWING ASPHALT
REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	SAWING CONCRETE
REMOVING CONCRETE SIDEWALK	ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 26	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021101_RM.DWG
LAYOUT NAME - 10

PLOT DATE : 12/10/2024 12:13 PM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

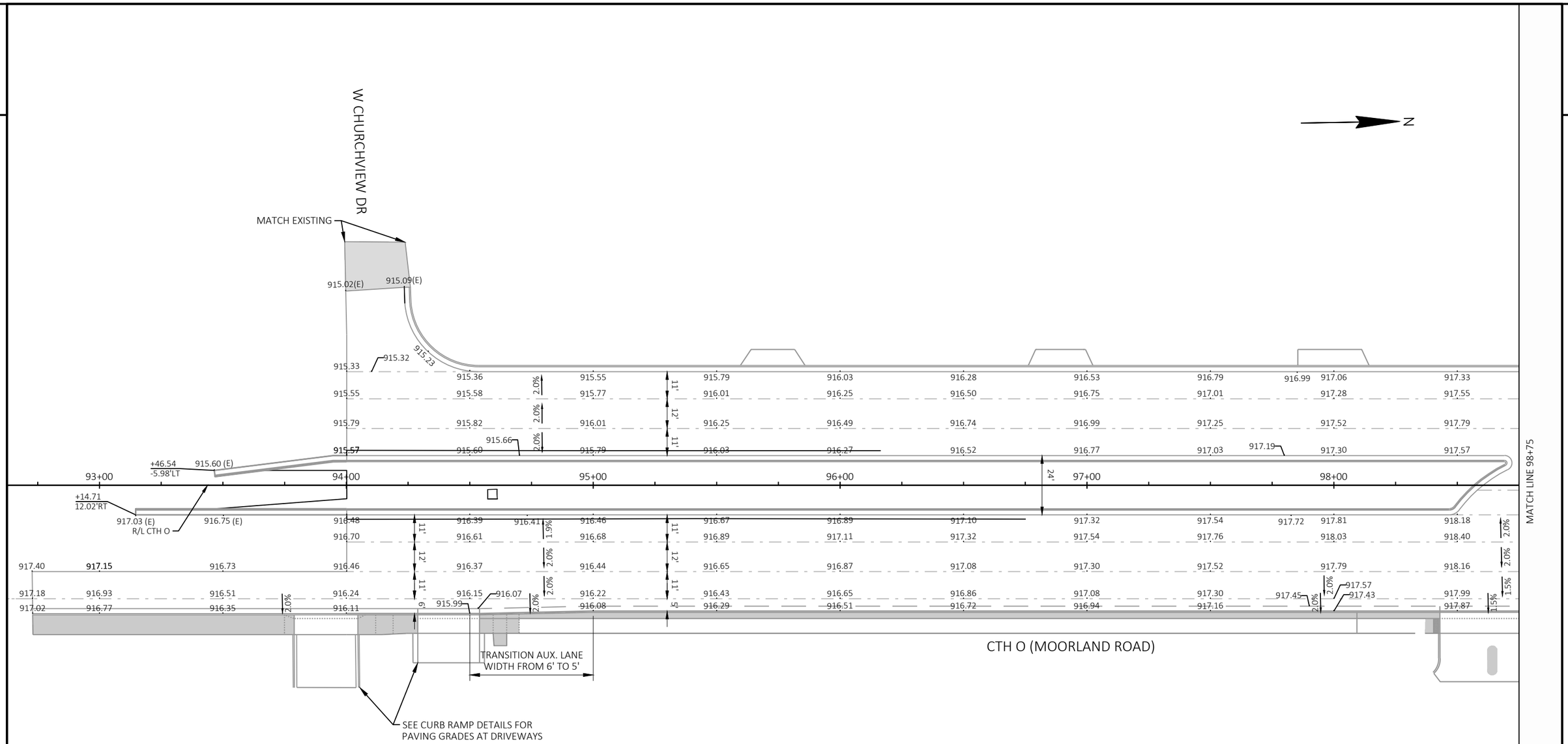


LEGEND

	REMOVING CURB & GUTTER	RI	REMOVING INLETS
	REMOVING STORM SEWER	RM	REMOVING MANHOLES
	REMOVING SMALL PIPE CULVERT	RE	REMOVING ENDWALLS
	SLOPE INTERCEPT	X	CLEARING & GRUBBING
	REMOVING CONCRETE PAVEMENT	XXXXXXXXX	SAWING ASPHALT
	REMOVING ASPHALT PAVEMENT (PAID FOR AS EXCAVATION COMMON)	YYYYYYYYY	SAWING CONCRETE
	REMOVING CONCRETE SIDEWALK		ADJUSTING INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 27	E

2



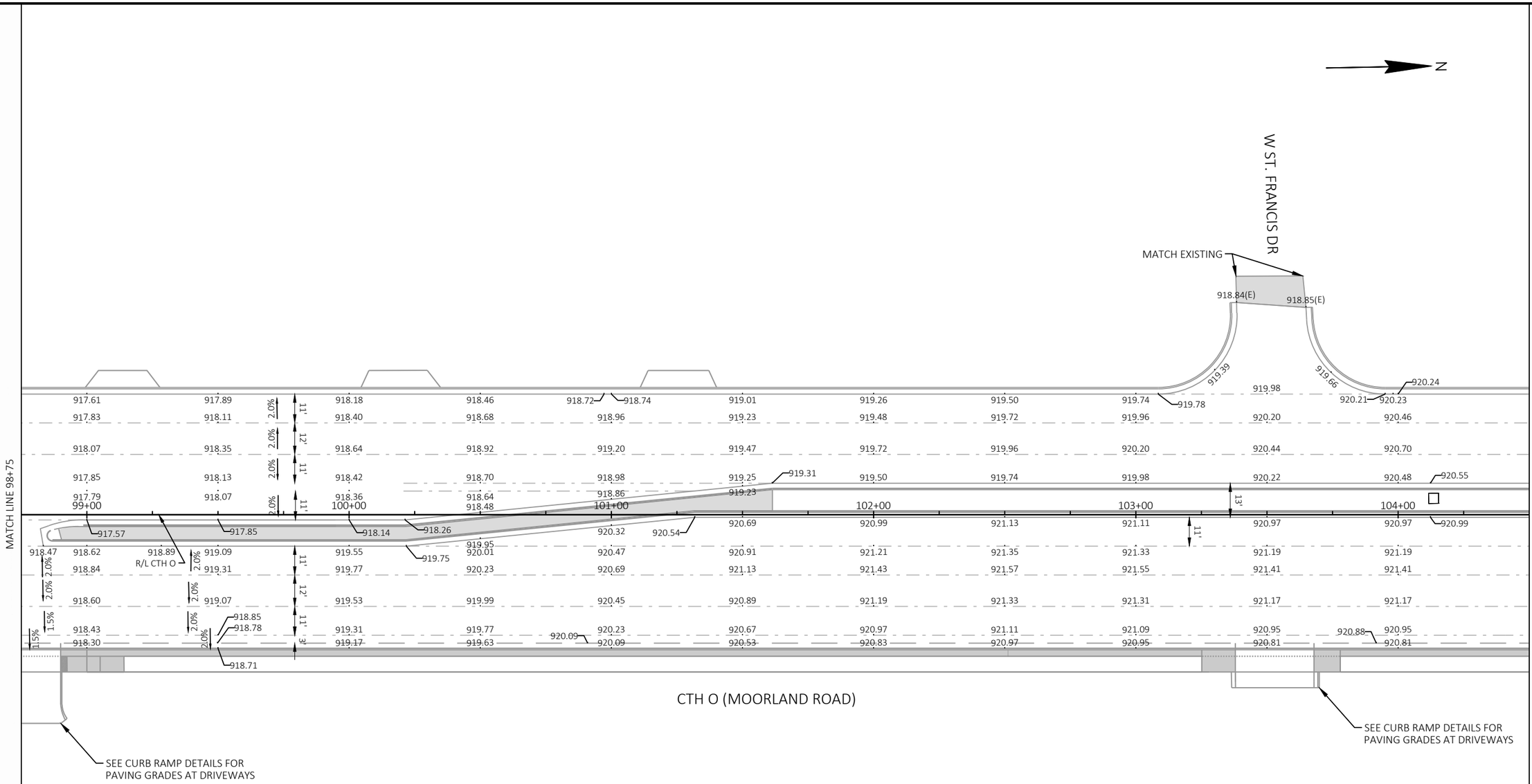
NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 28	E



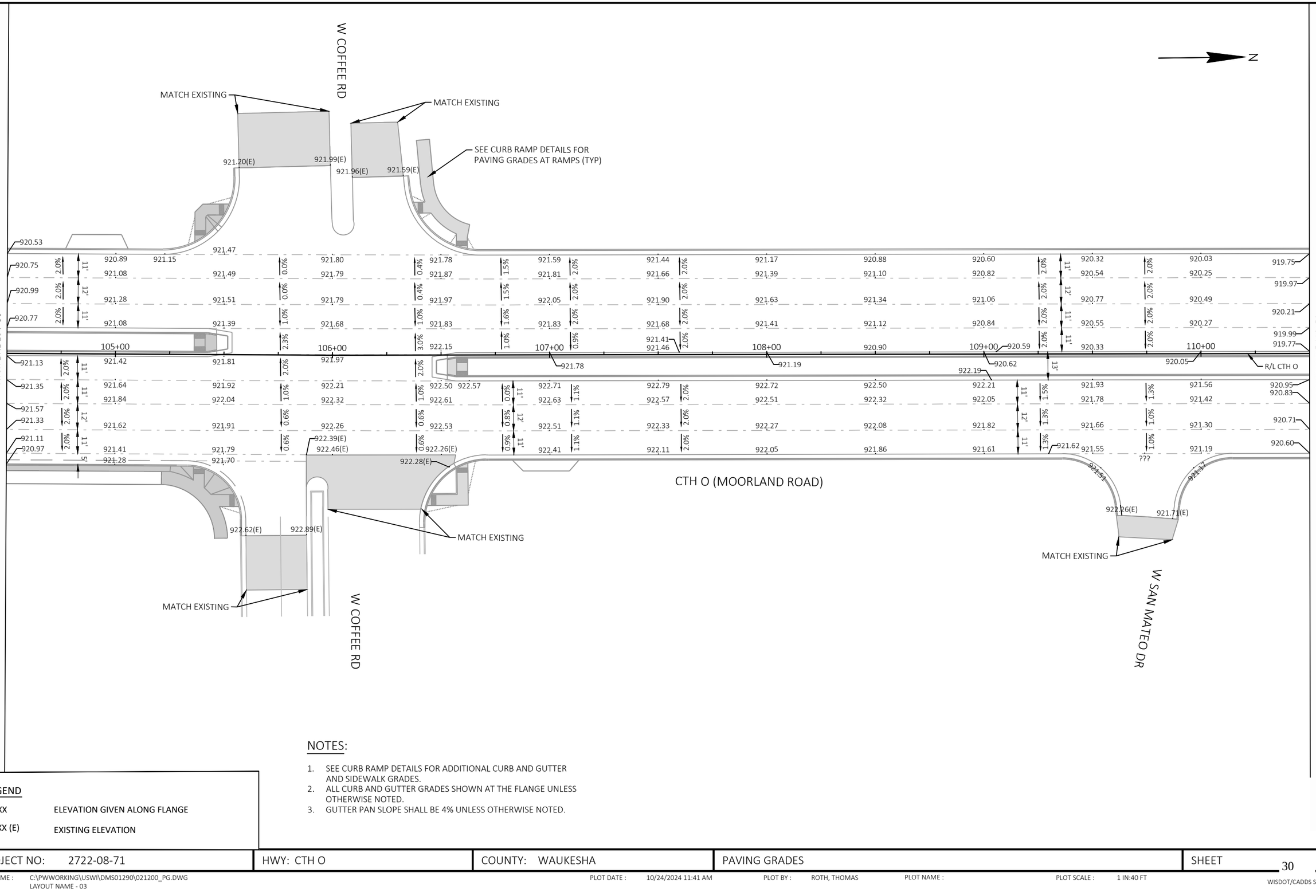
NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 29	E



NOTES:

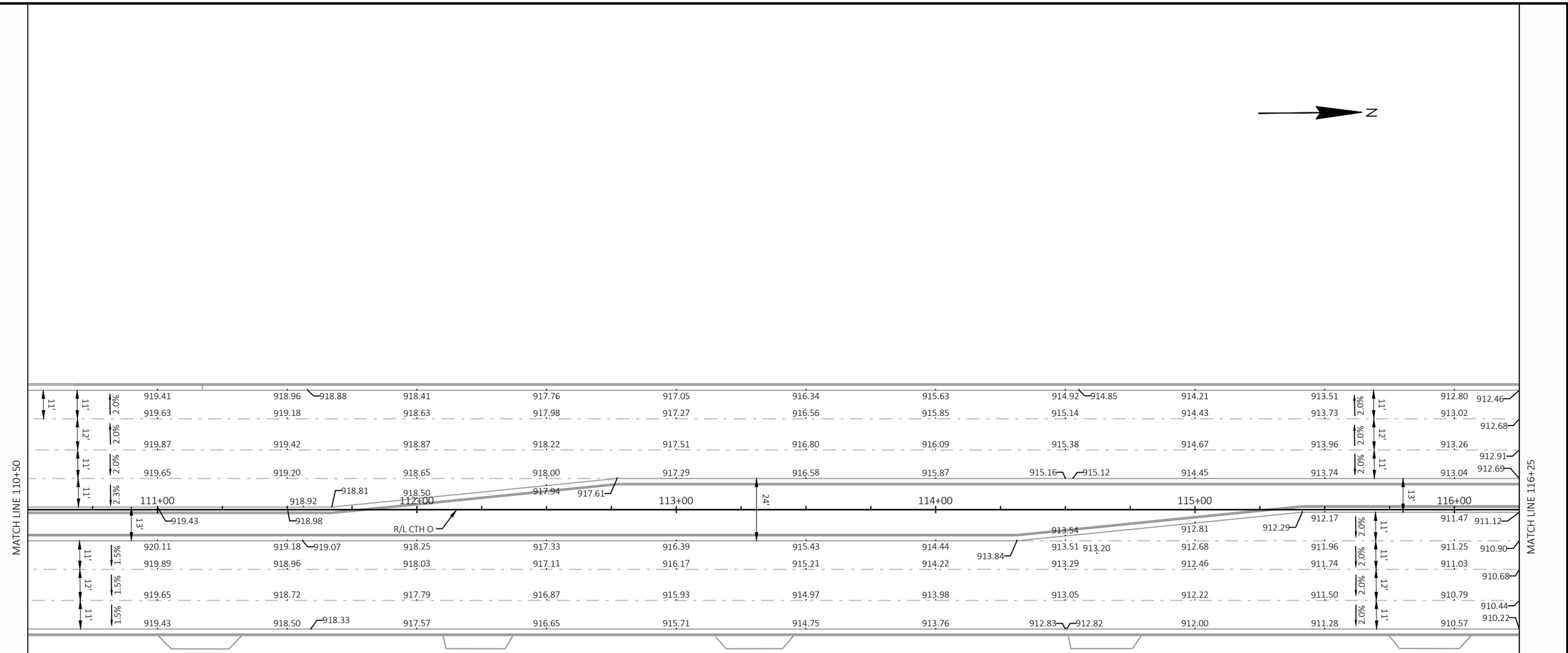
1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 30	E

2



NOTES:

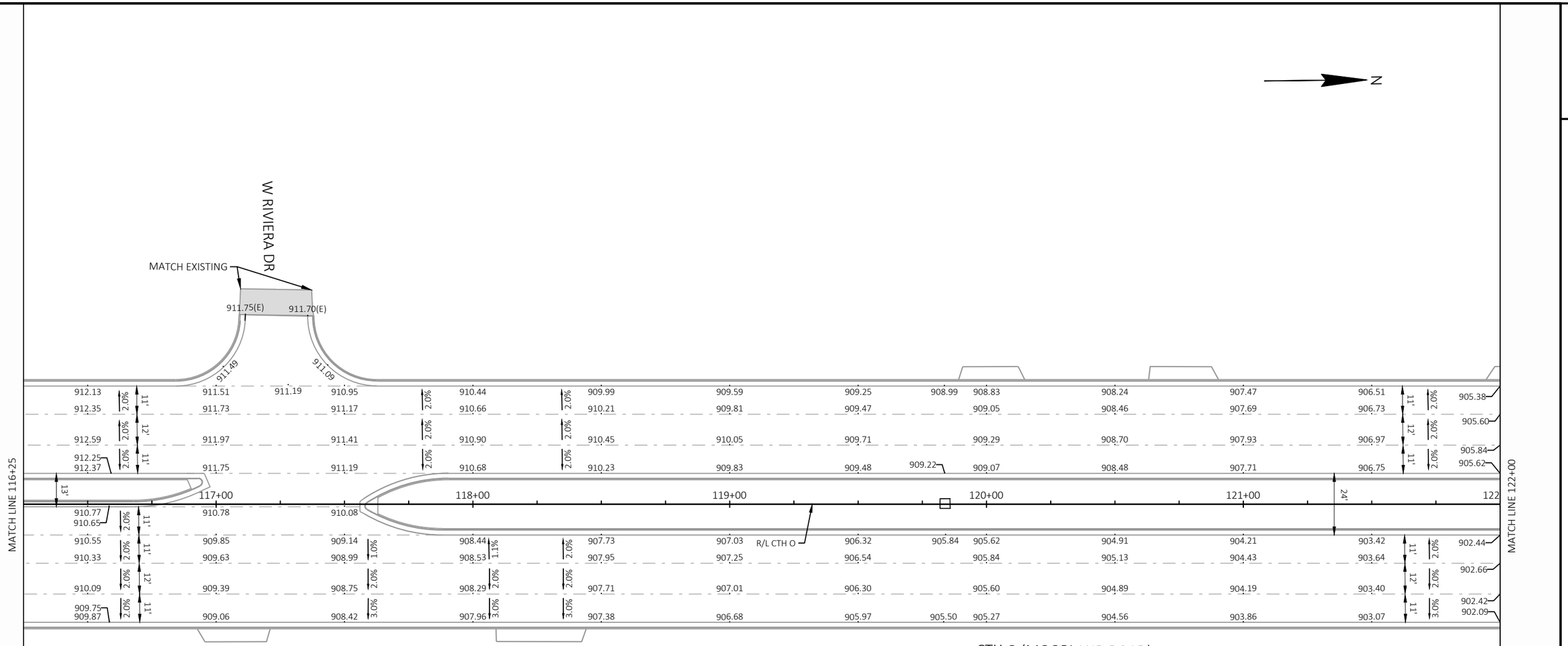
1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 31	E

2



NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 32	E

2

N

MATCH LINE 122+00

MATCH LINE 127+75

1.9% 11'	904.07	902.58	902.33	900.91	899.05	897.02	894.81	892.42	889.85	889.42	887.18	884.52	2.0% 11'	881.85
2.0% 12'	904.29	902.80		901.13	899.27	897.24	895.03	892.64	890.07		887.40	884.74	2.0% 12'	882.07
2.0% 11'	904.53	903.04		901.36	899.51	897.48	895.27	892.88	890.31		887.64	884.98	2.0% 11'	882.31
	904.31	902.82	902.52	901.14	899.29	897.26	895.05	892.66	890.09	889.43	887.42	884.76		882.09

123+00 124+00 24' 125+00 126+00 127+00

2.0% 11'	901.29	899.96	899.64	898.46	896.77	894.91	892.86	890.64	888.25	887.63	885.67	882.91	0.5% 11'	880.07
2.0% 12'	901.51	900.18		898.68	896.99	895.13	893.08	890.86	888.46		885.89	882.94	2.0% 12'	879.85
	901.27	899.94		898.44	896.75	894.89	892.84	890.62	888.22		885.65	882.70		879.61
3.0% 11'	900.94	899.72	899.44	898.22	896.53	894.67	892.62	890.40	888.00	887.61	885.43	882.48	2.0% 11'	879.39

R/L CTH O

879.93

1.5%

CTH O (MOORLAND ROAD)

NOTES:

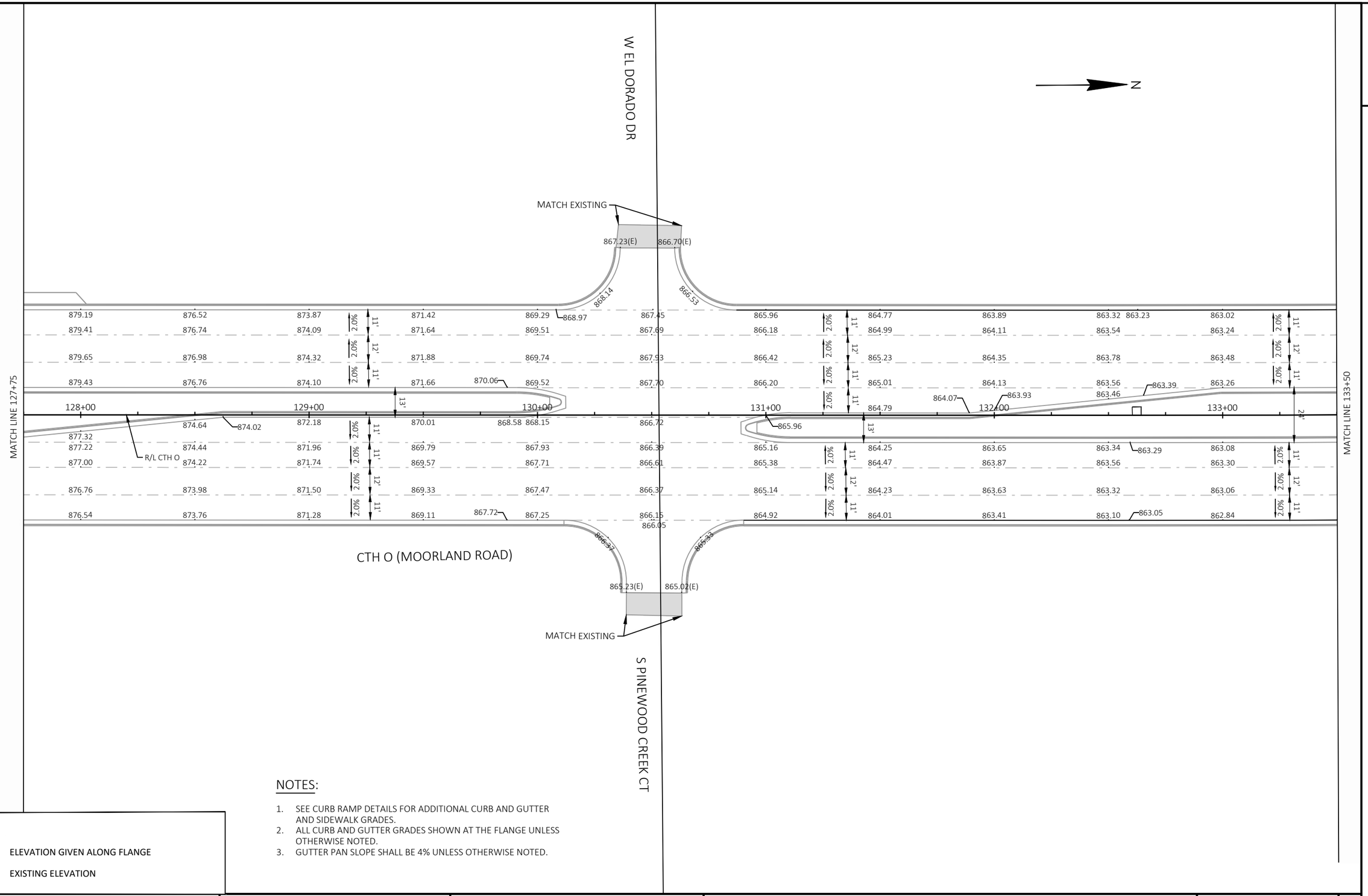
1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 33	E

2



NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 34	E

2

N

MATCH LINE 133+50

862.73 862.45 862.16 861.89 861.75 861.75 861.84 862.14 862.30 862.23 861.95 861.79 861.78 861.85
862.67 862.39 862.11 861.97 862.06 862.35 862.52 862.45 862.17 862.01 862.07
862.95 862.91 862.63 862.35 862.21 862.30 862.59 862.76 862.69 862.41 862.25 862.31
863.19 862.97 862.69 862.41 862.13 861.99 861.99 862.08 862.37 862.42 862.54 862.47 862.19 862.07 862.03 862.02 862.09

11' 12' 11' 2.0%

134+00 135+00 136+00 137+00 138+00 139+00

24' 34'

R/L CTH O

MATCH LINE 139+50

862.81 862.55 862.28 862.03 861.91 861.92 861.99 862.24 862.27 862.38 862.34 862.16 862.07 861.99 861.96 861.93
863.03 862.77 862.50 862.25 862.13 862.21 862.46 862.60 862.56 862.38 862.04 862.11
862.79 862.53 862.26 862.01 861.89 861.97 862.22 862.36 862.32 862.14 862.26 862.32
862.57 862.31 862.04 861.79 861.67 861.68 861.75 862.00 862.14 862.10 861.91 861.83 861.80 861.80 862.02 862.08 861.86

11' 12' 11' 2.0%

CTH O (MOORLAND ROAD)

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 35	E

2

N

W RYERSON RD

MATCH EXISTING

861.58(E)

861.71(E)

MATCH LINE 139+50

MATCH LINE 145+25

140+00

141+00

142+00

143+00

144+00

145+00

R/L CTH O

CTH O (MOORLAND ROAD)

BOX CULVERT V-67-045

MATCH EXISTING

862.06(E)

862.50(E)

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 36	E

2

N

MATCH EXISTING

865.08(E)

865.51

MATCH LINE 145+25

MATCH LINE 151+00

146+00 147+00 148+00 149+00 150+00 151

34'

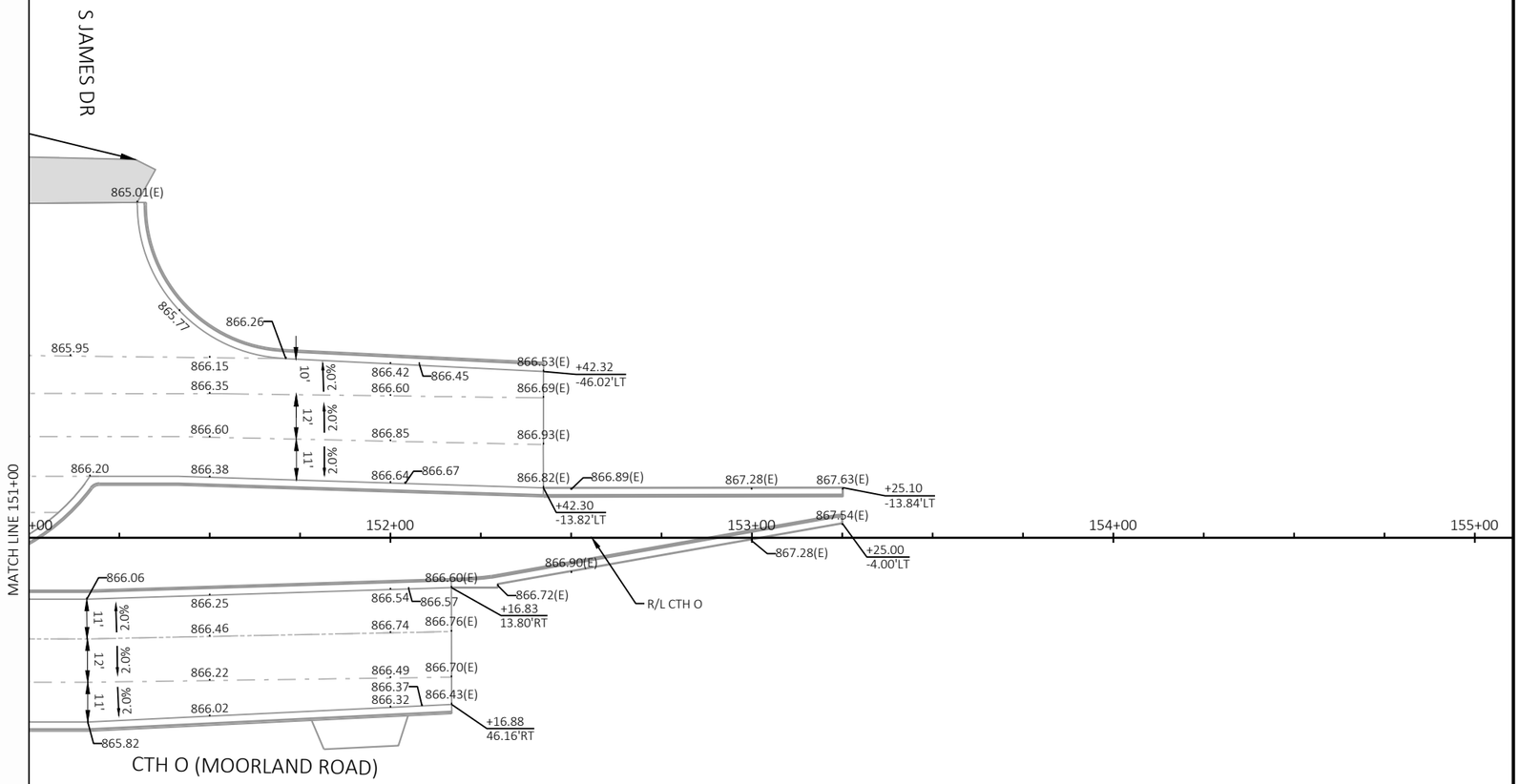
R/L CTH O

0.00

548.77

| | | |

2



NOTES:

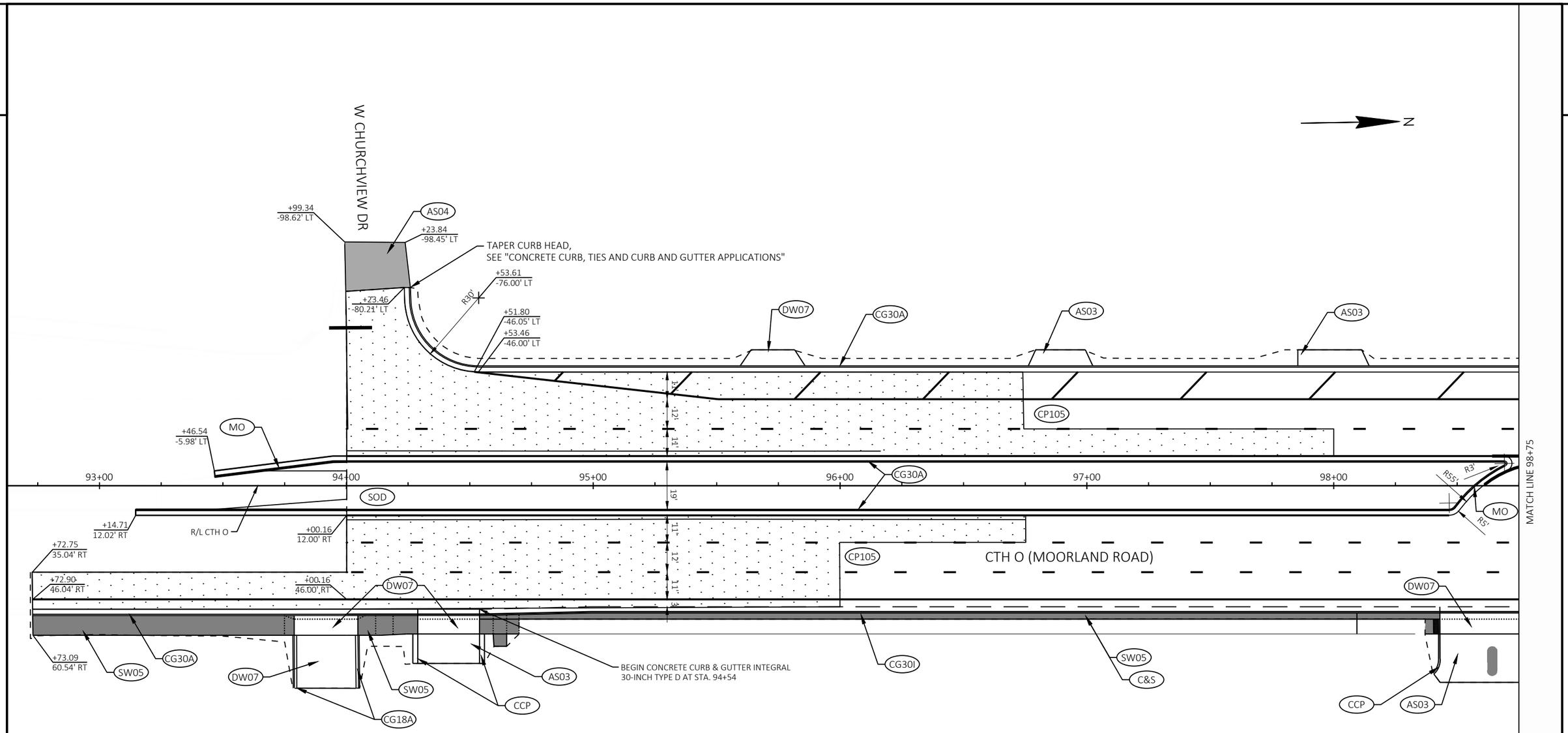
1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER AND SIDEWALK GRADES.
2. ALL CURB AND GUTTER GRADES SHOWN AT THE FLANGE UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX	ELEVATION GIVEN ALONG FLANGE
XXX.XX (E)	EXISTING ELEVATION

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING GRADES	SHEET 38	E

2



PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 39	E

2

N

W ST. FRANCIS DR

TAPER CURB HEAD,
SEE "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS"

AS04 AS03 CG30A AS03 DW07 CG30A

+38.35 -80.92' LT
+08.49 -76.00' LT
R30'
+64.84 -79.05' LT
R30'
+95.07 -76.02' LT
+08.49 -46.00' LT
+95.03 -46.00' LT

MATCH LINE 98+75

MATCH LINE 104+50

CP105 SW05 MO SOD CG30A MO

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

R4'

11' 12' 11' 5' 8'

+21.77 12.00' RT
+31.77 1.00' RT
+31.77 12.00' RT

SN01

CENTER POINT RADIUS
PREVIOUS PAGE

R/L CTH O

CP105

CG30I DW07 AS03 CCP

CTH O (MOORLAND ROAD)

SW05 C&S

COLORING CONCRETE CUSTOM &
STAMPING COLORED CONCRETE

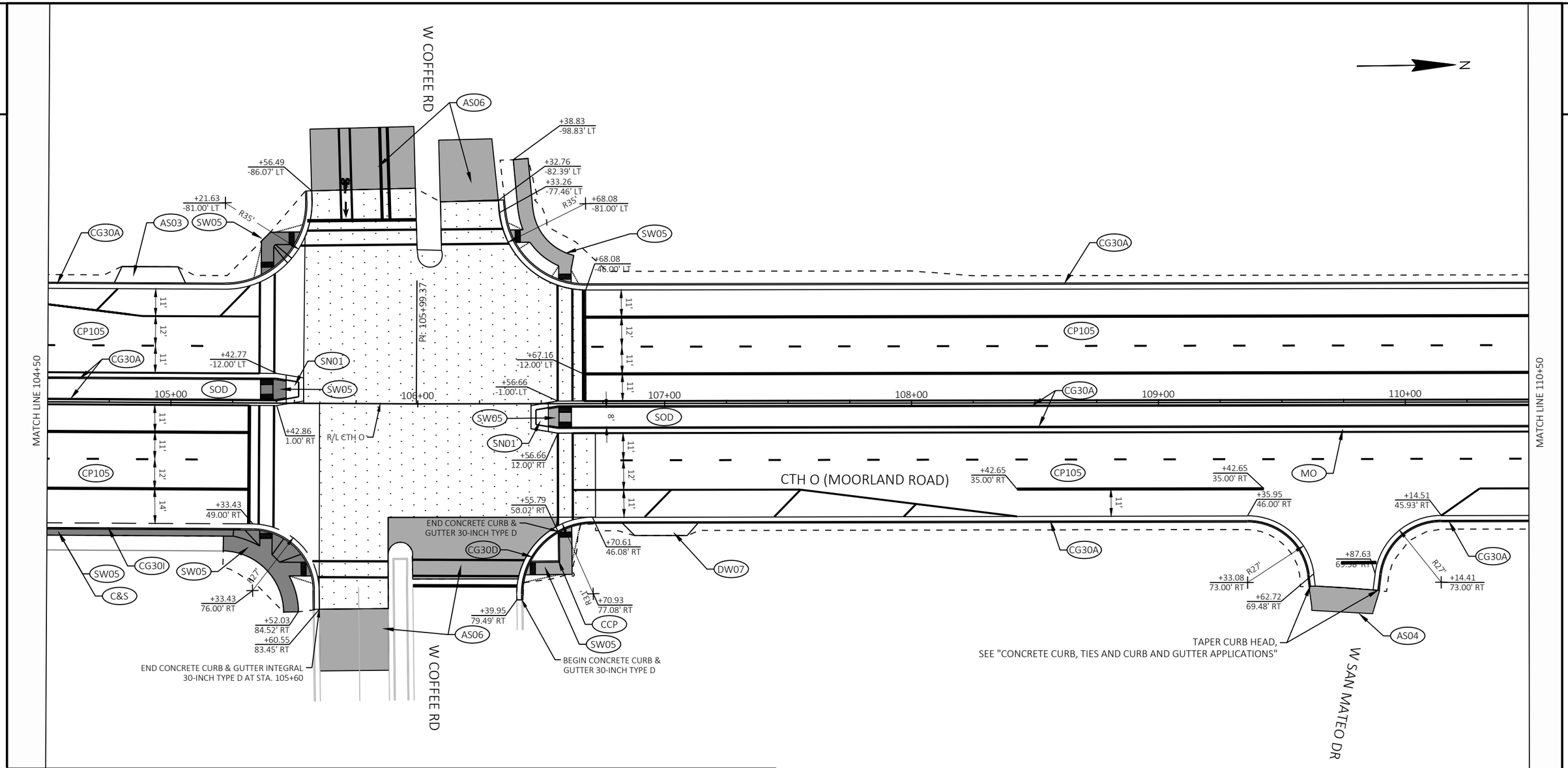
DW07 CCP AS03 CG18A SW05 C&S

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 40	E

2

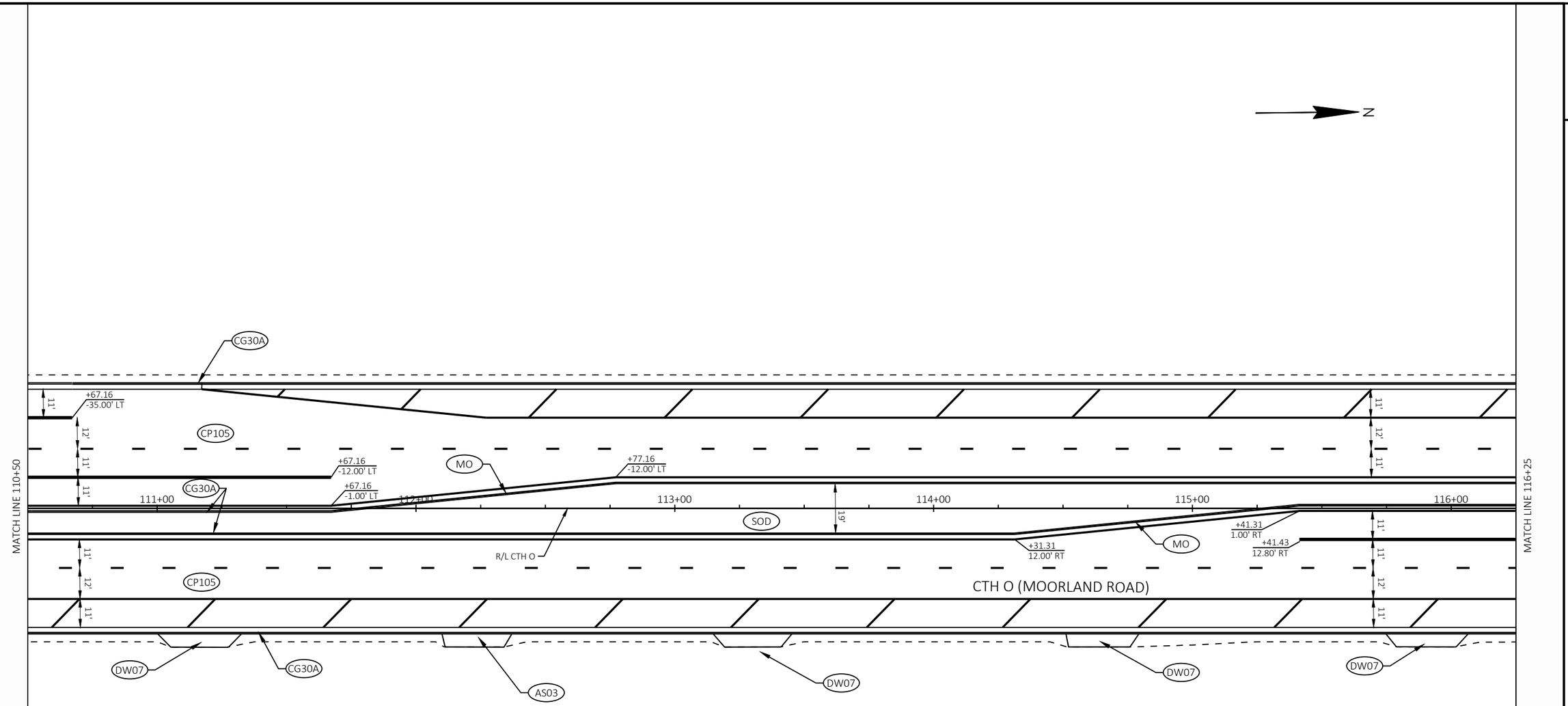


PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- – – – SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 41	E

2



PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 42	E

2

N

W RIVIERA DR

AS04

+11.38
-73.73' LT

+35.62
-73.22' LT

TAPER CURB HEAD,
SEE "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS"

+84.29
-73.00' LT

R27'

+62.60
-72.98' LT

CG30A

+11.24
-71.38' LT

+62.62
-46.00' LT

AS03

DW07

+84.29
-46.00' LT

+55.97
-35.00' LT

+05.97
-35.00' LT

CP105

MO

+87.91
-11.89' LT

SN01

SOD

R4'

117+00

118+00

119+00

120+00

121+00

122

+67.73
1.00' RT

+91.31
12.00' RT

+88.16
12.11' RT

R/L CTH O

CTH O (MOORLAND ROAD)

MATCH LINE 116+25

MATCH LINE 122+00

11'

12'

19'

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 43	E

2

N

AS03 DW07 CG30A AS03 AS03 AS03 AS03

11'
12'
11'
19'
11'
12'
11'

CP105

MATCH LINE 122+00

+00 123+00 CG30A 124+00 125+00 126+00 SOD 127+00

R/L CTH O

+52.35
12.00' RT

CTH O (MOORLAND ROAD) CP105

CG30A

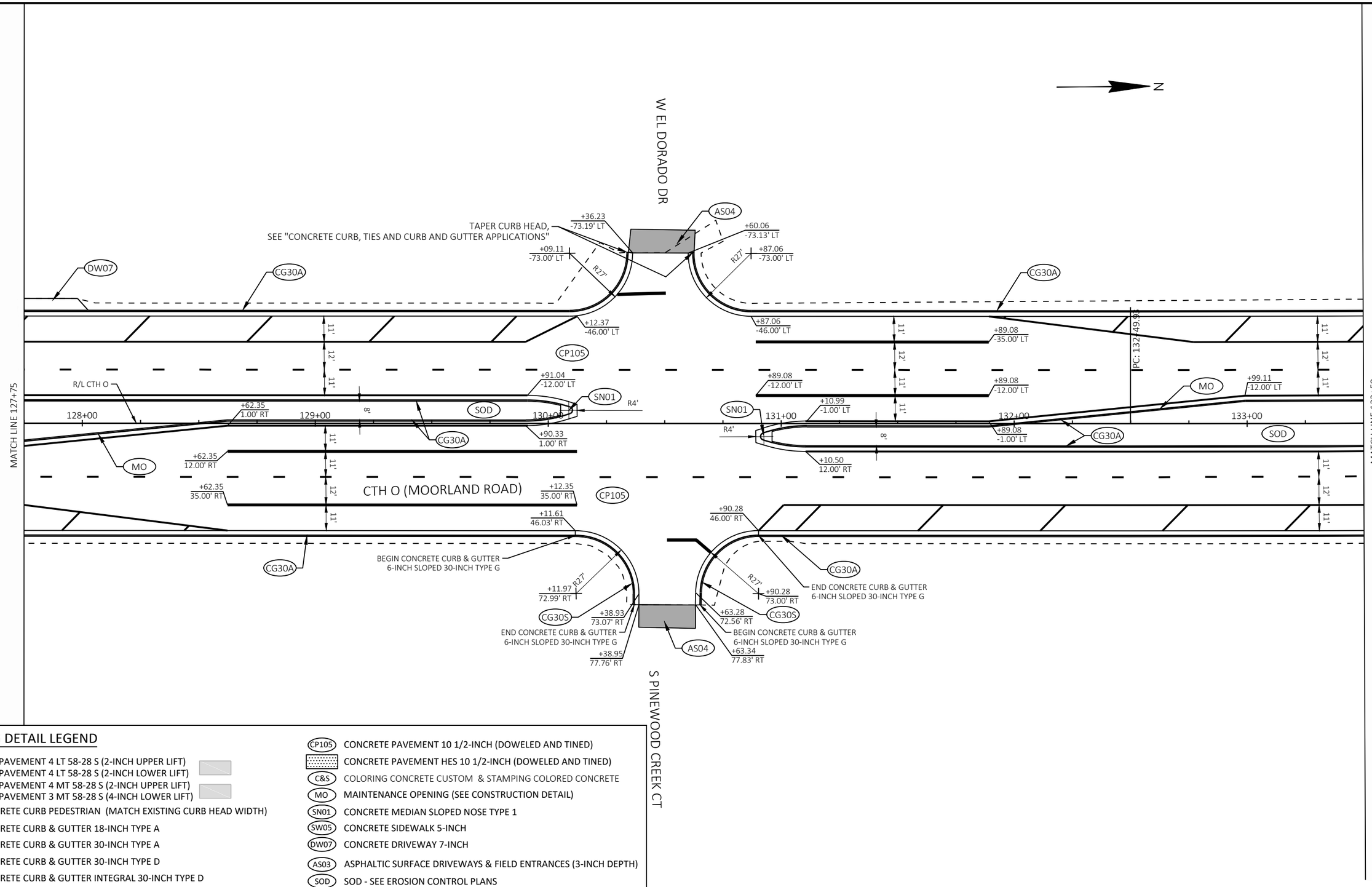
MATCH LINE 127+75

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 44	E

2



PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 45	E

2

N

MATCH LINE 133+50

MATCH LINE 139+50

134+00 135+00 136+00 137+00 138+00 139+00

11'
12'
11'
19'
11'
12'
11'

CTH O (MOORLAND ROAD)

R/L CTH O

+57.43
-46.00' LT

+27.62
-53.00' LT

+57.99
-12.00' LT

+28.08
-17.00' LT

+58.17
12.00' RT

+28.08
17.00' RT

+27.70
40.00' RT

+57.73
46.00' RT

+27.38
53.50' RT

CG30A

CP105

DW07

SOD

MO

AS03

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT) / HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 46	E

2

N

W RYERSON RD

MATCH LINE 139+50

MATCH LINE 145+25

CTH O (MOORLAND ROAD)

R/L CTH O

TAPER CURB HEAD,
SEE "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS"

TAPER CURB HEAD,
SEE "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS"

BOX CULVERT
V-67-045

+27.58
-80.40' LT

+97.69
-81.00' LT

+97.70
-51.00' LT

+74.51
-79.71' LT

+78.24
-70.03' LT

+06.06
-81.02' LT

+06.07
-51.02' LT

+67.45
-40.03' LT

+21.21
-40.02' LT

+19.45
-7.00' LT

+67.09
6.97' RT

+08.45
50.98' RT

+90.31
40.00' RT

+17.97
50.99' RT

+48.51
76.58' RT

+78.39
79.42' RT

+08.66
81.19' RT

+44.53
66.87' RT

PT: 141+71.42

PC: 141+80.16

140+00

141+00

142+00

143+00

144+00

145+00

R30'

R5'

11'

12'

14'

5'

AS04

AS03

CG30A

CP105

SOD

SN01

SW05

MO

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT); HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT); HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 47	E

2

N

S JAMES DR

AS04

TAPER CURB HEAD,
SEE "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS"

+91.51
-92.45' LT

+48.66
-93.50' LT

R43'

+90.65
-86.94' LT

+48.66
-51.00' LT

AS03

CG30A

CP105

11'
12'
11'

PT: 149+54.73

+55.23
-17.04' LT

+71.47
-7.00' LT

SN01

R4'

5'

+71.41
-7.00' LT

+71.47
7.00' RT

MATCH LINE 145+25

MATCH LINE 151+00

146+00

147+00

148+00

149+00

150+00

151

CG30A

SOD

+25.63
16.97' RT

MO

R/L CTH O

R5'

SN01

SW05

CG30A

CP105

CTH O (MOORLAND ROAD)

AS03

CG30A

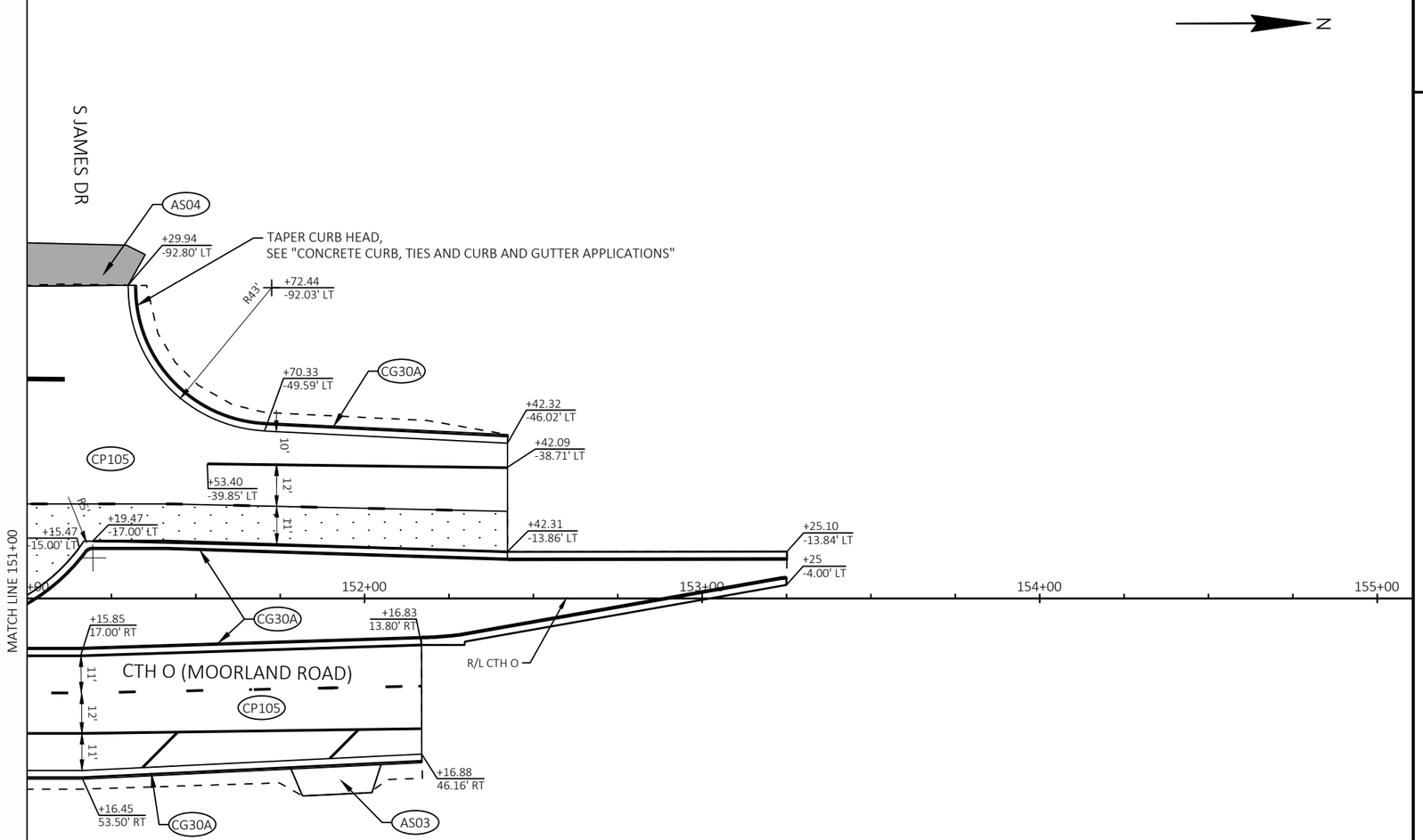
AS03

PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
  HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 48	E

2



PAVING DETAIL LEGEND

- AS04 — HMA PAVEMENT 4 LT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 4 LT 58-28 S (2-INCH LOWER LIFT)
- AS06 — HMA PAVEMENT 4 MT 58-28 S (2-INCH UPPER LIFT)
HMA PAVEMENT 3 MT 58-28 S (4-INCH LOWER LIFT)
- CCP — CONCRETE CURB PEDESTRIAN (MATCH EXISTING CURB HEAD WIDTH)
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG30S — CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- CP105 — CONCRETE PAVEMENT 10 1/2-INCH (DOWELED AND TINED)
- CONCRETE PAVEMENT HES 10 1/2-INCH (DOWELED AND TINED)
- C&S — COLORING CONCRETE CUSTOM & STAMPING COLORED CONCRETE
- MO — MAINTENANCE OPENING (SEE CONSTRUCTION DETAIL)
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SW05 — CONCRETE SIDEWALK 5-INCH
- DW07 — CONCRETE DRIVEWAY 7-INCH
- AS03 — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES (3-INCH DEPTH)
- SOD — SOD - SEE EROSION CONTROL PLANS
- SLOPE INTERCEPT

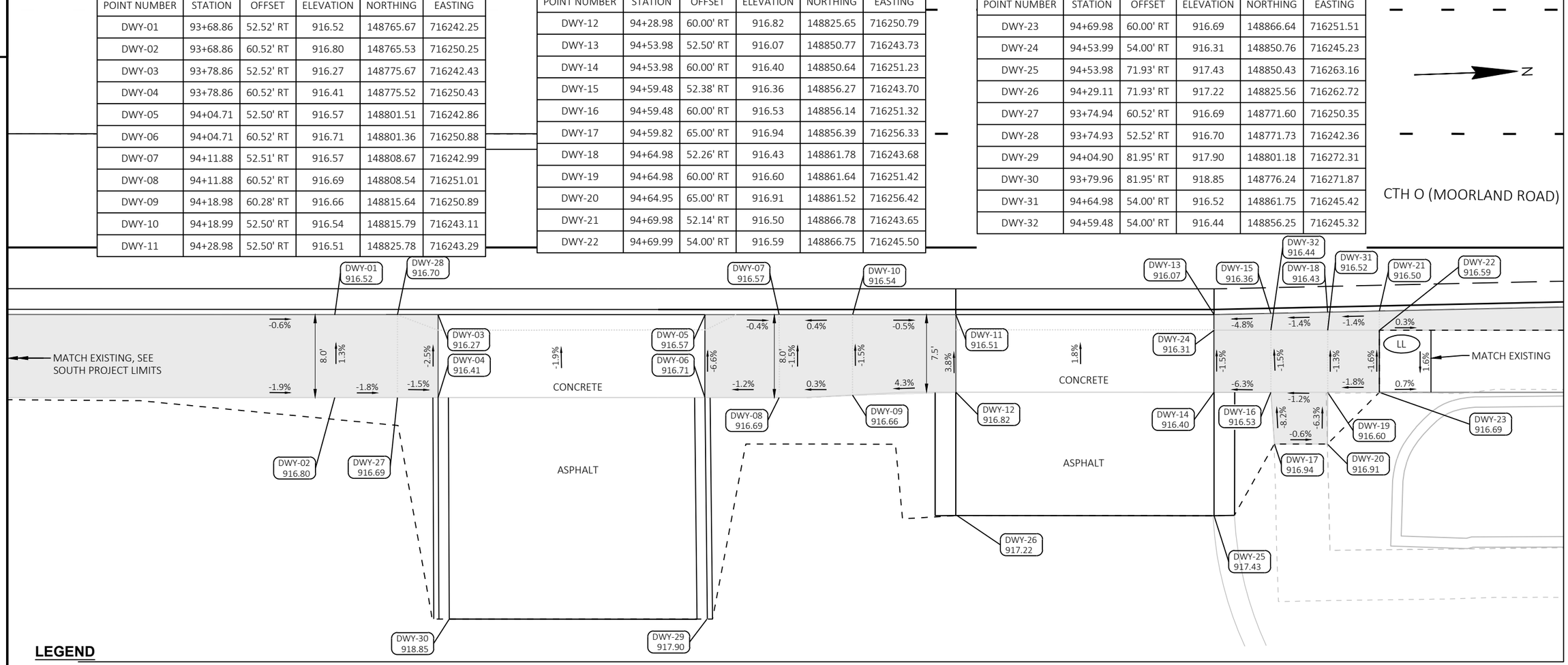
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 49	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\021201_PD.DWG
LAYOUT NAME - 11
PLOT DATE : 12/11/2024 10:57 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

BMO & McDONALDS DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
DWY-01	93+68.86	52.52' RT	916.52	148765.67	716242.25
DWY-02	93+68.86	60.52' RT	916.80	148765.53	716250.25
DWY-03	93+78.86	52.52' RT	916.27	148775.67	716242.43
DWY-04	93+78.86	60.52' RT	916.41	148775.52	716250.43
DWY-05	94+04.71	52.50' RT	916.57	148801.51	716242.86
DWY-06	94+04.71	60.52' RT	916.71	148801.36	716250.88
DWY-07	94+11.88	52.51' RT	916.57	148808.67	716242.99
DWY-08	94+11.88	60.52' RT	916.69	148808.54	716251.01
DWY-09	94+18.98	60.28' RT	916.66	148815.64	716250.89
DWY-10	94+18.99	52.50' RT	916.54	148815.79	716243.11
DWY-11	94+28.98	52.50' RT	916.51	148825.78	716243.29

BMO & McDONALDS DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
DWY-12	94+28.98	60.00' RT	916.82	148825.65	716250.79
DWY-13	94+53.98	52.50' RT	916.07	148850.77	716243.73
DWY-14	94+53.98	60.00' RT	916.40	148850.64	716251.23
DWY-15	94+59.48	52.38' RT	916.36	148856.27	716243.70
DWY-16	94+59.48	60.00' RT	916.53	148856.14	716251.32
DWY-17	94+59.82	65.00' RT	916.94	148856.39	716256.33
DWY-18	94+64.98	52.26' RT	916.43	148861.78	716243.68
DWY-19	94+64.98	60.00' RT	916.60	148861.64	716251.42
DWY-20	94+64.95	65.00' RT	916.91	148861.52	716256.42
DWY-21	94+69.98	52.14' RT	916.50	148866.78	716243.65
DWY-22	94+69.99	54.00' RT	916.59	148866.75	716245.50

BMO & McDONALDS DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
DWY-23	94+69.98	60.00' RT	916.69	148866.64	716251.51
DWY-24	94+53.99	54.00' RT	916.31	148850.76	716245.23
DWY-25	94+53.98	71.93' RT	917.43	148850.43	716263.16
DWY-26	94+29.11	71.93' RT	917.22	148825.56	716262.72
DWY-27	93+74.94	60.52' RT	916.69	148771.60	716250.35
DWY-28	93+74.93	52.52' RT	916.70	148771.73	716242.36
DWY-29	94+04.90	81.95' RT	917.90	148801.18	716272.31
DWY-30	93+79.96	81.95' RT	918.85	148776.24	716271.87
DWY-31	94+64.98	54.00' RT	916.52	148861.75	716245.42
DWY-32	94+59.48	54.00' RT	916.44	148856.25	716245.32



MOORLAND ROAD & BMO DWY

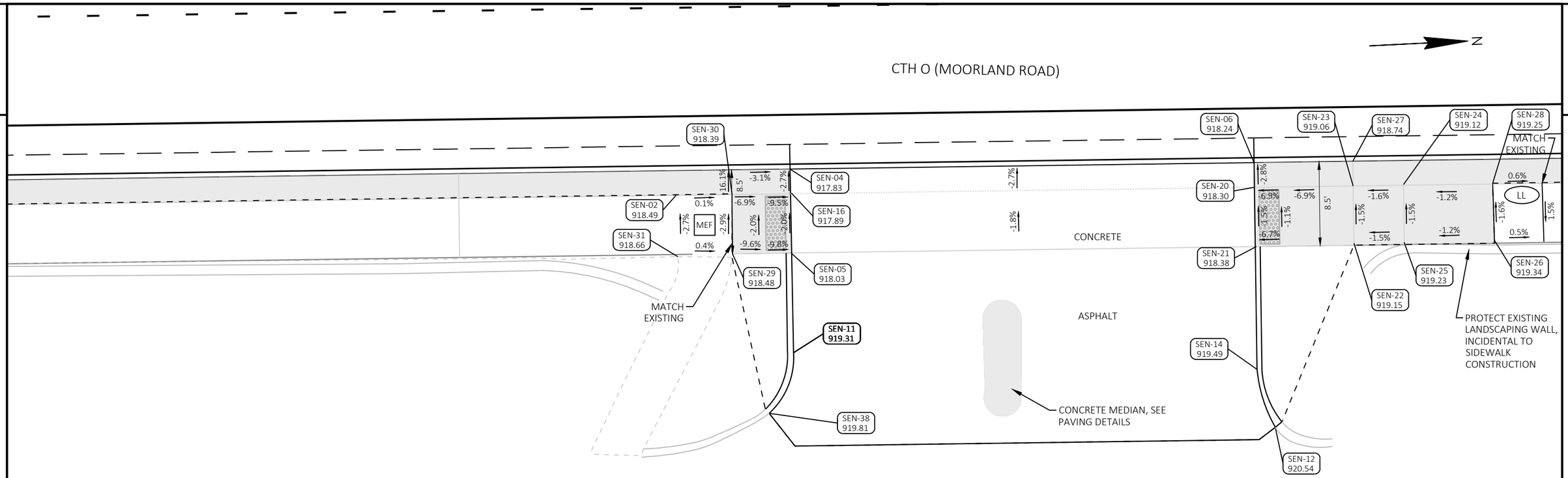
MOORLAND ROAD & MC DONALD'S DWY

LEGEND

- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- B — PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).



SENDIK'S DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SEN-01	98+31.37	51.50' RT	918.15	149228.12	716249.38
SEN-02	98+31.37	54.00' RT	918.49	149228.07	716251.88
SEN-03	98+31.38	60.00' RT	918.65	149227.98	716257.88
SEN-04	98+42.94	51.50' RT	917.83	149239.69	716249.58
SEN-05	98+42.93	60.00' RT	918.03	149239.53	716258.08
SEN-06	98+89.94	51.50' RT	918.24	149286.68	716250.41
SEN-07	98+89.94	60.00' RT	918.42	149286.53	716258.91
SEN-08	98+99.94	51.50' RT	918.74	149296.68	716250.59
SEN-09	98+99.94	54.00' RT	919.06	149296.64	716253.09
SEN-10	98+99.94	60.00' RT	919.41	149296.53	716259.08
SEN-11	98+43.06	70.10' RT	919.31	149239.48	716268.18
SEN-12	98+91.72	78.34' RT	920.54	149287.99	716277.28
SEN-13	98+40.50	76.22' RT	919.81	149236.81	716274.25
SEN-14	98+89.94	72.45' RT	919.49	149286.31	716271.36
SEN-15	98+89.90	53.92' RT	918.29	149286.60	716252.83
SEN-16	98+43.05	53.93' RT	917.89	149239.75	716252.02
SEN-17	98+30.41	54.80' RT	0.00	149227.10	716252.66
SEN-18	98+30.71	54.63' RT	0.00	149227.40	716252.49
SEN-19	99+04.80	49.80' RT	918.34	149301.57	716248.97
SEN-20	98+89.94	54.00' RT	918.30	149286.64	716252.91

SENDIK'S DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SEN-21	98+90.05	60.00' RT	918.38	149286.64	716258.91
SEN-22	98+99.94	59.80' RT	919.15	149296.53	716258.88
SEN-23	98+99.94	54.00' RT	919.06	149296.64	716253.09
SEN-24	99+05.03	53.92' RT	919.12	149301.73	716253.10
SEN-25	99+05.03	59.78' RT	919.23	149301.62	716258.96
SEN-26	99+14.17	59.71' RT	919.34	149310.76	716259.05
SEN-27	98+99.94	51.50' RT	918.74	149296.68	716250.59
SEN-28	99+14.07	53.92' RT	919.25	149310.77	716253.25
SEN-29	98+37.00	60.00' RT	918.48	149233.60	716257.98
SEN-30	98+37.02	53.94' RT	918.39	149233.73	716251.91
SEN-31	98+31.46	60.22' RT	918.66	149228.06	716258.10
SEN-32	98+09.37	60.00' RT	918.36	149205.97	716257.49
SEN-33	98+09.24	53.94' RT	918.27	149205.95	716251.43
SEN-34	98+27.47	80.33' RT	920.25	149223.71	716278.13
SEN-35	98+22.46	79.69' RT	0.00	149218.71	716277.41
SEN-36	98+22.47	79.70' RT	920.16	149218.72	716277.42
SEN-37	98+31.37	54.00' RT	918.48	149228.07	716251.88
SEN-38	98+40.50	76.22' RT	919.81	149236.81	716274.25

MOORLAND ROAD & SENDIK'S DWY

LEGEND

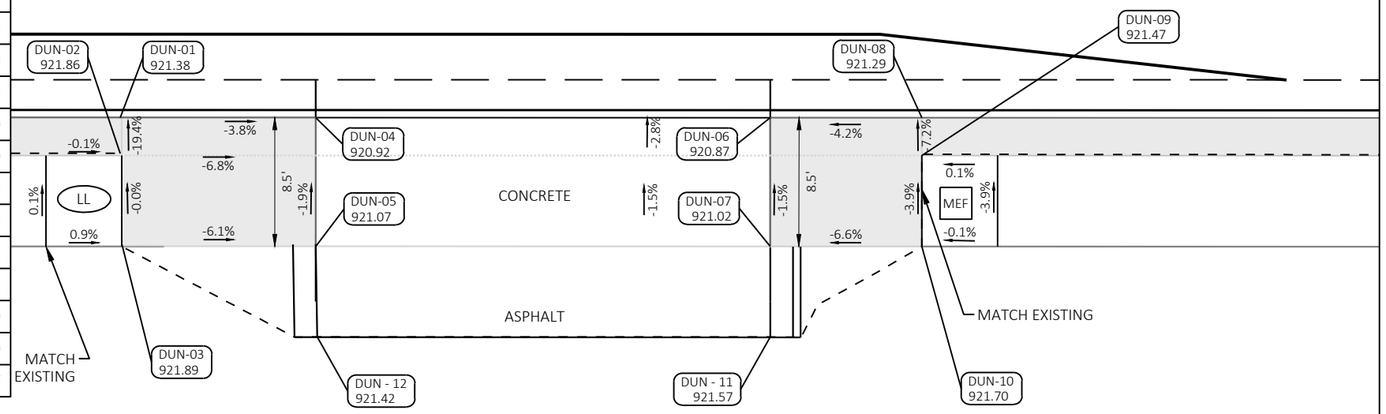
- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

2

DUNKIN DWY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
DUN-01	103+25.00	51.50' RT	921.38	149721.67	716258.08
DUN-02	103+25.00	53.86' RT	921.86	149721.63	716260.44
DUN-03	103+25.11	59.89' RT	921.89	149721.63	716266.46
DUN-04	103+37.89	51.50' RT	920.92	149734.56	716258.30
DUN-05	103+37.89	59.99' RT	921.07	149734.41	716266.80
DUN-06	103+67.89	51.50' RT	920.87	149764.56	716258.83
DUN-07	103+67.89	60.00' RT	921.02	149764.41	716267.33
DUN-08	103+77.89	51.50' RT	921.29	149774.56	716259.01
DUN-09	103+77.89	54.00' RT	921.47	149774.51	716261.51
DUN-10	103+77.89	59.99' RT	921.70	149774.41	716267.50
DUN - 11	103+67.89	65.97' RT	921.57	149764.30	716273.30
DUN - 12	103+38.00	65.97' RT	921.42	149734.41	716272.77



MOORLAND ROAD & DUNKIN DWY

LEGEND

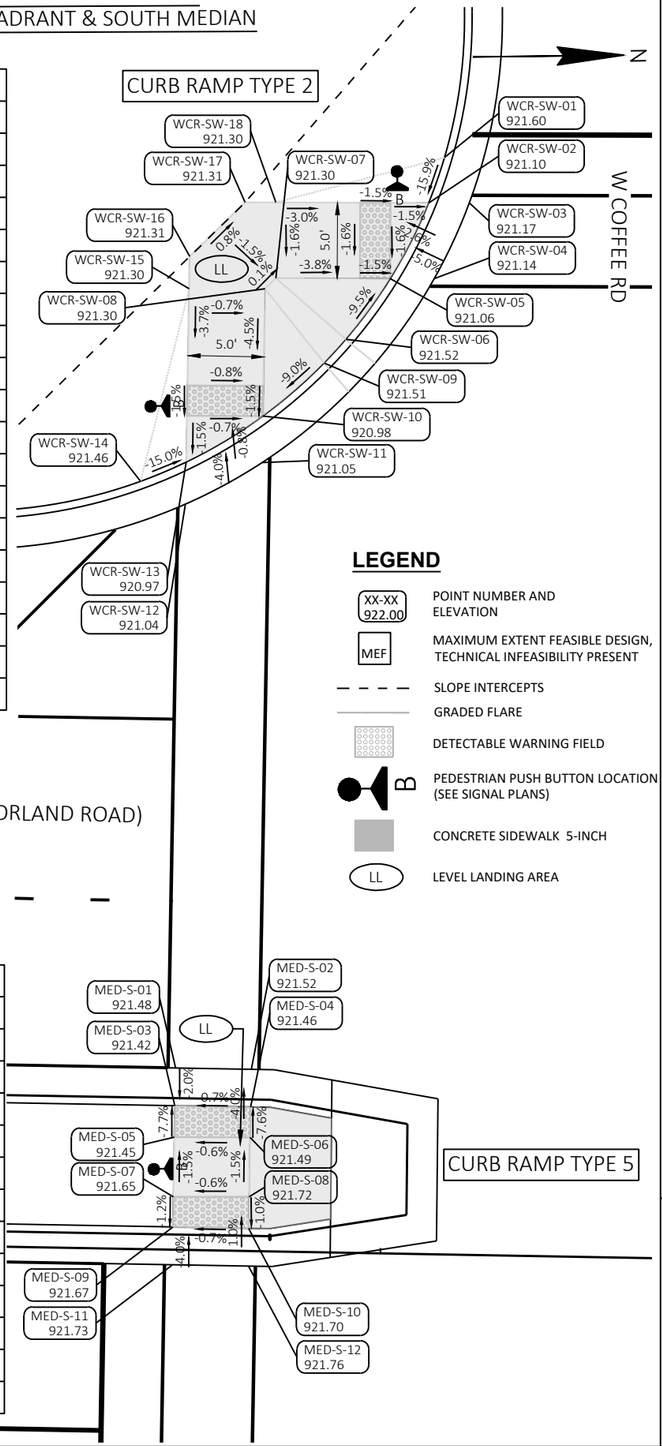
- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

MOORLAND RD & W COFFEE RD
SOUTHWEST QUADRANT & SOUTH MEDIAN

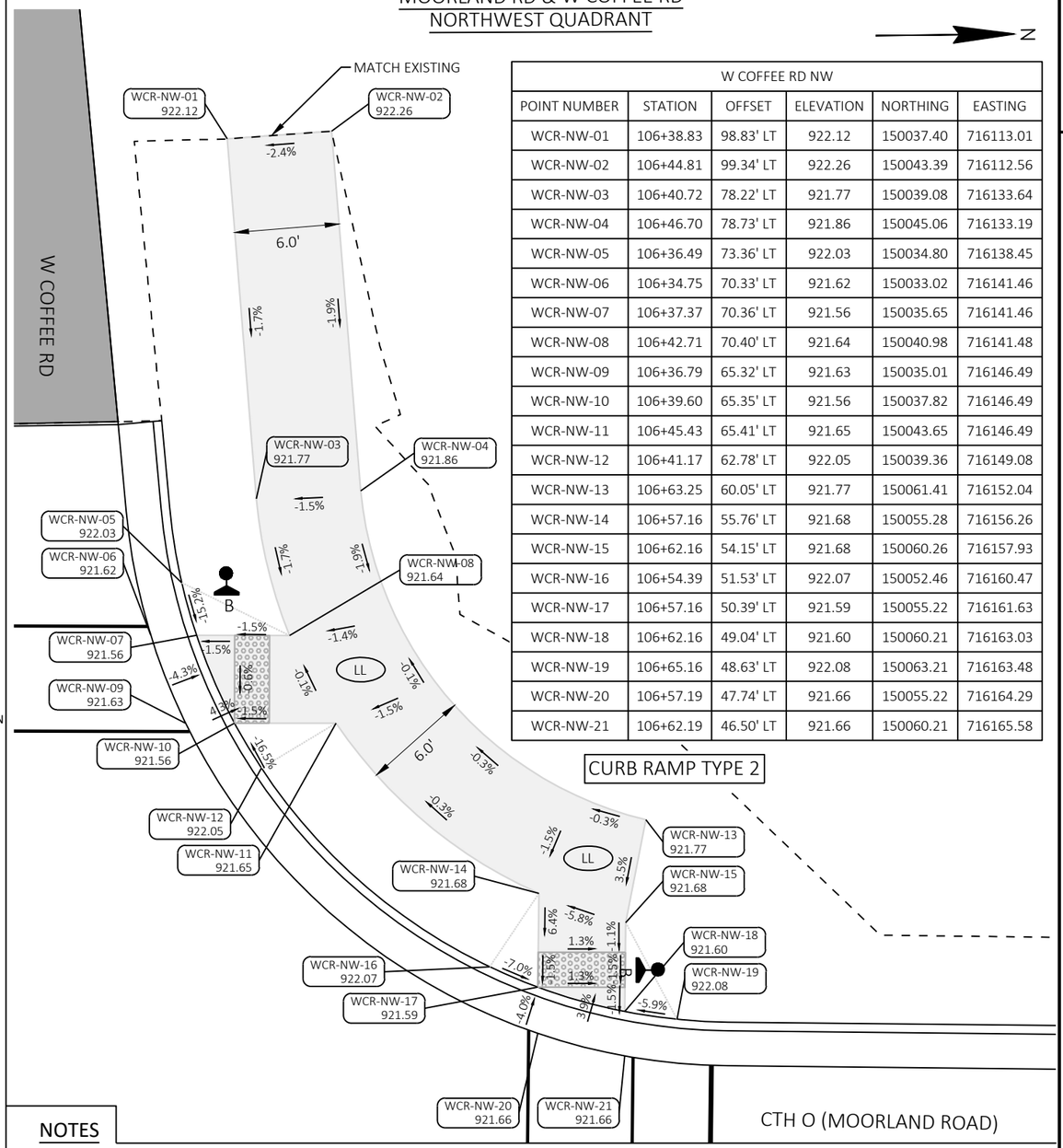
W COFFEE RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WCR-SW-01	105+52.97	72.38' LT	921.60	149951.79	716138.23
WCR-SW-02	105+51.98	69.37' LT	921.10	149950.74	716141.23
WCR-SW-03	105+54.65	69.41' LT	921.17	149953.42	716141.24
WCR-SW-04	105+52.43	64.37' LT	921.14	149951.11	716146.23
WCR-SW-05	105+49.53	64.33' LT	921.06	149948.21	716146.22
WCR-SW-06	105+46.66	60.27' LT	921.52	149945.27	716150.23
WCR-SW-07	105+41.98	64.22' LT	921.30	149940.65	716146.20
WCR-SW-08	105+41.27	63.50' LT	921.30	149939.94	716146.90
WCR-SW-09	105+45.26	58.68' LT	921.51	149943.84	716151.79
WCR-SW-10	105+41.27	55.11' LT	920.98	149939.79	716155.30
WCR-SW-11	105+41.27	52.03' LT	921.05	149939.74	716158.37
WCR-SW-12	105+36.27	49.21' LT	921.04	149934.69	716161.10
WCR-SW-13	105+36.27	51.99' LT	920.97	149934.74	716158.33
WCR-SW-14	105+33.28	50.66' LT	921.46	149931.72	716159.60
WCR-SW-15	105+36.27	63.42' LT	921.30	149934.94	716146.90
WCR-SW-16	105+36.27	65.56' LT	921.31	149934.98	716144.76
WCR-SW-17	105+39.85	69.18' LT	921.31	149938.62	716141.20
WCR-SW-18	105+41.89	69.22' LT	921.30	149940.65	716141.20



W COFFEE RD - MEDIAN - SOUTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MED-S-01	105+36.27	12.00' LT	921.48	149934.03	716198.31
MED-S-02	105+41.27	12.00' LT	921.52	149939.03	716198.40
MED-S-03	105+36.27	9.50' LT	921.42	149933.99	716200.81
MED-S-04	105+41.27	9.50' LT	921.46	149938.99	716200.90
MED-S-05	105+36.27	7.43' LT	921.45	149933.95	716202.88
MED-S-06	105+41.27	7.50' LT	921.49	149938.95	716202.90
MED-S-07	105+36.27	3.50' LT	921.65	149933.88	716206.81
MED-S-08	105+41.27	3.57' LT	921.72	149938.88	716206.82
MED-S-09	105+36.27	1.50' LT	921.67	149933.85	716208.81
MED-S-10	105+41.27	1.50' LT	921.70	149938.85	716208.90
MED-S-11	105+36.29	1.00' RT	921.73	149933.82	716211.31
MED-S-12	105+41.32	1.00' RT	921.76	149938.85	716211.40

MOORLAND RD & W COFFEE RD
NORTHWEST QUADRANT

W COFFEE RD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WCR-NW-01	106+38.83	98.83' LT	922.12	150037.40	716113.01
WCR-NW-02	106+44.81	99.34' LT	922.26	150043.39	716112.56
WCR-NW-03	106+40.72	78.22' LT	921.77	150039.08	716133.64
WCR-NW-04	106+46.70	78.73' LT	921.86	150045.06	716133.19
WCR-NW-05	106+36.49	73.36' LT	922.03	150034.80	716138.45
WCR-NW-06	106+34.75	70.33' LT	921.62	150033.02	716141.46
WCR-NW-07	106+37.37	70.36' LT	921.56	150035.65	716141.46
WCR-NW-08	106+42.71	70.40' LT	921.64	150040.98	716141.48
WCR-NW-09	106+36.79	65.32' LT	921.63	150035.01	716146.49
WCR-NW-10	106+39.60	65.35' LT	921.56	150037.82	716146.49
WCR-NW-11	106+45.43	65.41' LT	921.65	150043.65	716146.49
WCR-NW-12	106+41.17	62.78' LT	922.05	150039.36	716149.08
WCR-NW-13	106+63.25	60.05' LT	921.77	150061.41	716152.04
WCR-NW-14	106+57.16	55.76' LT	921.68	150055.28	716156.26
WCR-NW-15	106+62.16	54.15' LT	921.68	150060.26	716157.93
WCR-NW-16	106+54.39	51.53' LT	922.07	150052.46	716160.47
WCR-NW-17	106+57.16	50.39' LT	921.59	150055.22	716161.63
WCR-NW-18	106+62.16	49.04' LT	921.60	150060.21	716163.03
WCR-NW-19	106+65.16	48.63' LT	922.08	150063.21	716163.48
WCR-NW-20	106+57.19	47.74' LT	921.66	150055.22	716164.29
WCR-NW-21	106+62.19	46.50' LT	921.66	150060.21	716165.58



NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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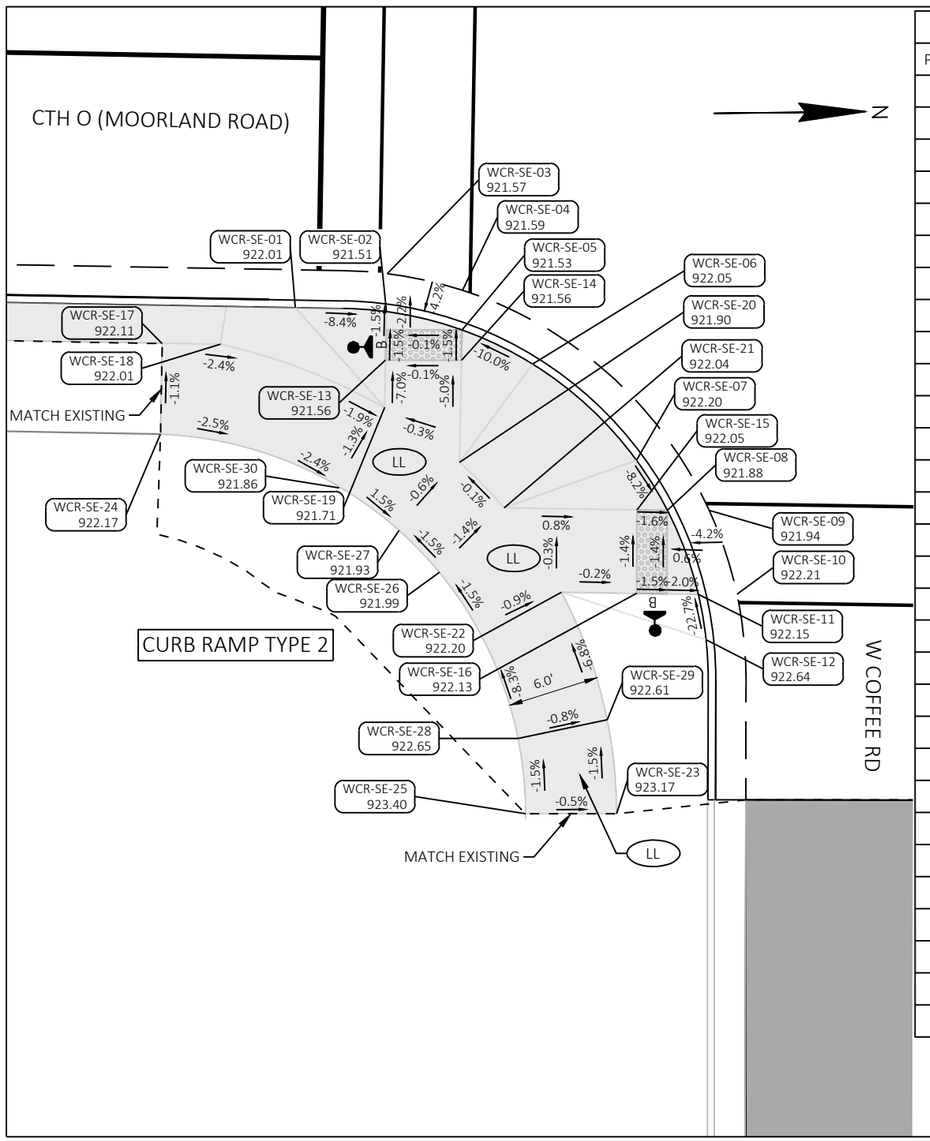
LEGEND

- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- B — PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA

MOORLAND ROAD & W COFFEE RD
SOUTHEAST QUADRANT



W COFFEE RD SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WCR-SE-01	105+30.26	51.50' RT	922.01	149926.90	716261.69
WCR-SE-02	105+36.27	51.67' RT	921.51	149932.91	716261.97
WCR-SE-03	105+36.27	49.15' RT	921.57	149932.95	716259.45
WCR-SE-04	105+41.27	50.17' RT	921.59	149937.94	716260.55
WCR-SE-05	105+41.27	52.79' RT	921.53	149937.89	716263.18
WCR-SE-06	105+45.97	54.95' RT	922.05	149942.54	716265.42
WCR-SE-07	105+52.94	61.19' RT	922.20	149949.41	716271.78
WCR-SE-08	105+55.03	64.45' RT	921.88	149951.44	716275.07
WCR-SE-09	105+57.81	64.40' RT	921.94	149954.22	716275.07
WCR-SE-10	105+59.73	69.90' RT	922.21	149956.04	716280.61
WCR-SE-11	105+57.17	69.94' RT	922.15	149953.48	716280.61
WCR-SE-12	105+57.73	72.93' RT	922.64	149953.99	716283.61
WCR-SE-13	105+36.27	54.86' RT	921.56	149932.85	716265.16
WCR-SE-14	105+41.27	54.79' RT	921.56	149937.85	716265.18
WCR-SE-15	105+53.03	64.45' RT	922.05	149949.44	716275.04
WCR-SE-16	105+53.11	69.95' RT	922.13	149949.42	716280.54
WCR-SE-17	105+21.51	54.03' RT	922.11	149918.11	716264.07
WCR-SE-18	105+25.37	54.00' RT	922.01	149921.96	716264.11
WCR-SE-19	105+36.28	57.98' RT	921.71	149932.80	716268.28
WCR-SE-20	105+41.27	61.52' RT	921.90	149937.74	716271.90
WCR-SE-21	105+44.26	64.47' RT	922.04	149940.67	716274.90
WCR-SE-22	105+48.14	69.96' RT	922.20	149944.46	716280.47
WCR-SE-23	105+52.03	84.52' RT	923.17	149948.09	716295.09
WCR-SE-24	105+21.51	60.00' RT	922.17	149918.01	716270.04
WCR-SE-25	105+46.03	84.61' RT	923.40	149942.09	716295.08
WCR-SE-26	105+40.07	68.79' RT	921.99	149936.41	716279.16
WCR-SE-27	105+37.37	66.08' RT	921.93	149933.75	716276.39
WCR-SE-28	105+45.45	79.66' RT	922.65	149941.60	716290.12
WCR-SE-29	105+51.31	78.33' RT	922.61	149947.48	716288.89
WCR-SE-30	105+33.36	63.34' RT	921.86	149929.80	716273.58

NOTES

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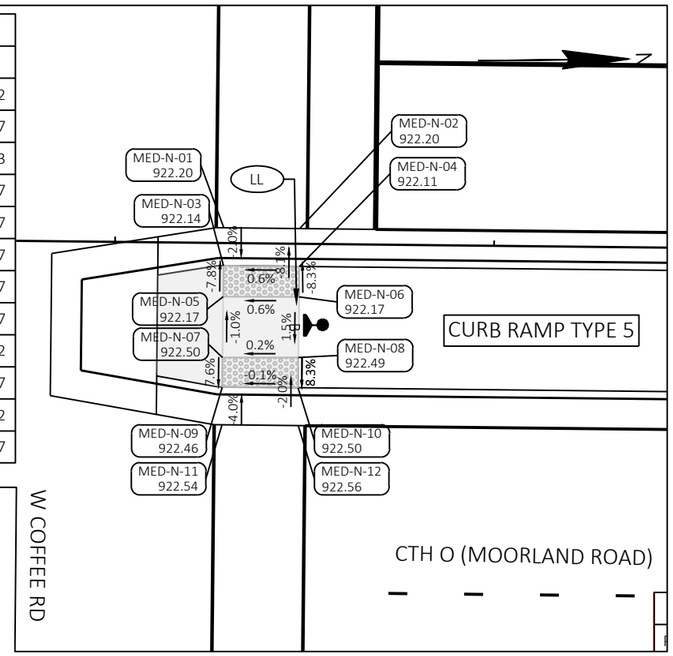
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- B — PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA

W COFFEE RD - MEDIAN - NORTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MED-N-01	106+57.16	1.00' LT	922.20	150054.71	716211.02
MED-N-02	106+62.15	1.00' LT	922.20	150059.70	716211.07
MED-N-03	106+57.16	1.51' RT	922.14	150054.68	716213.53
MED-N-04	106+62.16	1.50' RT	922.11	150059.68	716213.57
MED-N-05	106+57.16	3.55' RT	922.17	150054.66	716215.57
MED-N-06	106+62.16	3.50' RT	922.17	150059.66	716215.57
MED-N-07	106+57.16	7.55' RT	922.50	150054.62	716219.57
MED-N-08	106+62.16	7.50' RT	922.49	150059.62	716219.57
MED-N-09	106+57.16	9.50' RT	922.46	150054.60	716221.52
MED-N-10	106+62.16	9.50' RT	922.50	150059.60	716221.57
MED-N-11	106+57.18	12.00' RT	922.54	150054.59	716224.02
MED-N-12	106+62.21	12.00' RT	922.56	150059.61	716224.07



MOORLAND RD & W COFFEE RD
NORTH MEDIAN

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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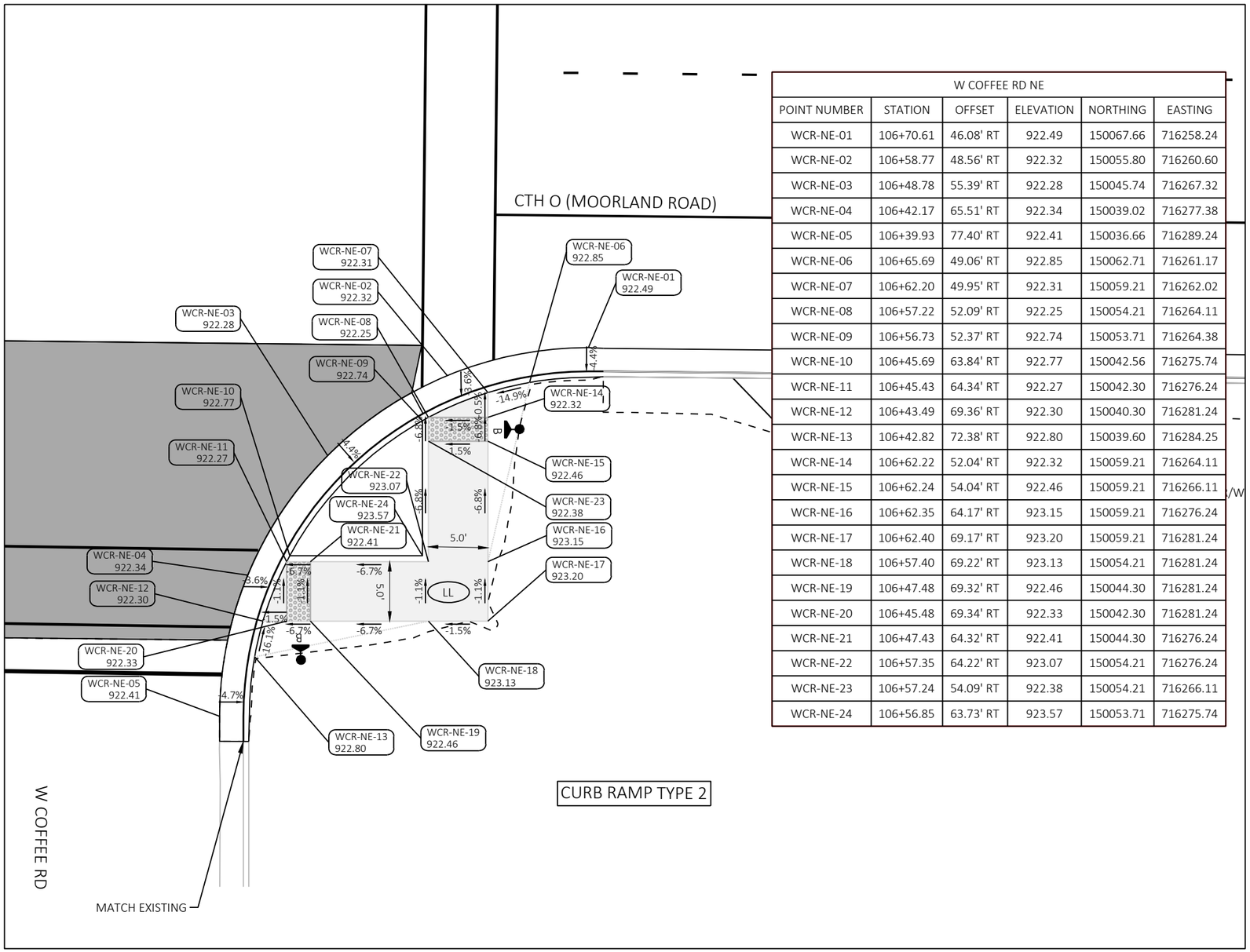
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

- XX-XX 922.00 — POINT NUMBER AND ELEVATION
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- B — PEDESTRIAN PUSH BUTTON LOCATION (SEE SIGNAL PLANS)
- CONCRETE SIDEWALK 5-INCH
- LL — LEVEL LANDING AREA



W COFFEE RD NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WCR-NE-01	106+70.61	46.08' RT	922.49	150067.66	716258.24
WCR-NE-02	106+58.77	48.56' RT	922.32	150055.80	716260.60
WCR-NE-03	106+48.78	55.39' RT	922.28	150045.74	716267.32
WCR-NE-04	106+42.17	65.51' RT	922.34	150039.02	716277.38
WCR-NE-05	106+39.93	77.40' RT	922.41	150036.66	716289.24
WCR-NE-06	106+65.69	49.06' RT	922.85	150062.71	716261.17
WCR-NE-07	106+62.20	49.95' RT	922.31	150059.21	716262.02
WCR-NE-08	106+57.22	52.09' RT	922.25	150054.21	716264.11
WCR-NE-09	106+56.73	52.37' RT	922.74	150053.71	716264.38
WCR-NE-10	106+45.69	63.84' RT	922.77	150042.56	716275.74
WCR-NE-11	106+45.43	64.34' RT	922.27	150042.30	716276.24
WCR-NE-12	106+43.49	69.36' RT	922.30	150040.30	716281.24
WCR-NE-13	106+42.82	72.38' RT	922.80	150039.60	716284.25
WCR-NE-14	106+62.22	52.04' RT	922.32	150059.21	716264.11
WCR-NE-15	106+62.24	54.04' RT	922.46	150059.21	716266.11
WCR-NE-16	106+62.35	64.17' RT	923.15	150059.21	716276.24
WCR-NE-17	106+62.40	69.17' RT	923.20	150059.21	716281.24
WCR-NE-18	106+57.40	69.22' RT	923.13	150054.21	716281.24
WCR-NE-19	106+47.48	69.32' RT	922.46	150044.30	716281.24
WCR-NE-20	106+45.48	69.34' RT	922.33	150042.30	716281.24
WCR-NE-21	106+47.43	64.32' RT	922.41	150044.30	716276.24
WCR-NE-22	106+57.35	64.22' RT	923.07	150054.21	716276.24
WCR-NE-23	106+57.24	54.09' RT	922.38	150054.21	716266.11
WCR-NE-24	106+56.85	63.73' RT	923.57	150053.71	716275.74

MOORLAND ROAD & W COFFEE RD
NORTHEAST QUADRANT

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

W CHURCHVIEW DR

CTH O (MOORLAND ROAD)

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

EX R/W

R/L CTH O

8' x 4' x 2" INSULATION (TYP.)

SAN-3D

MATCHLINESTA 98+75

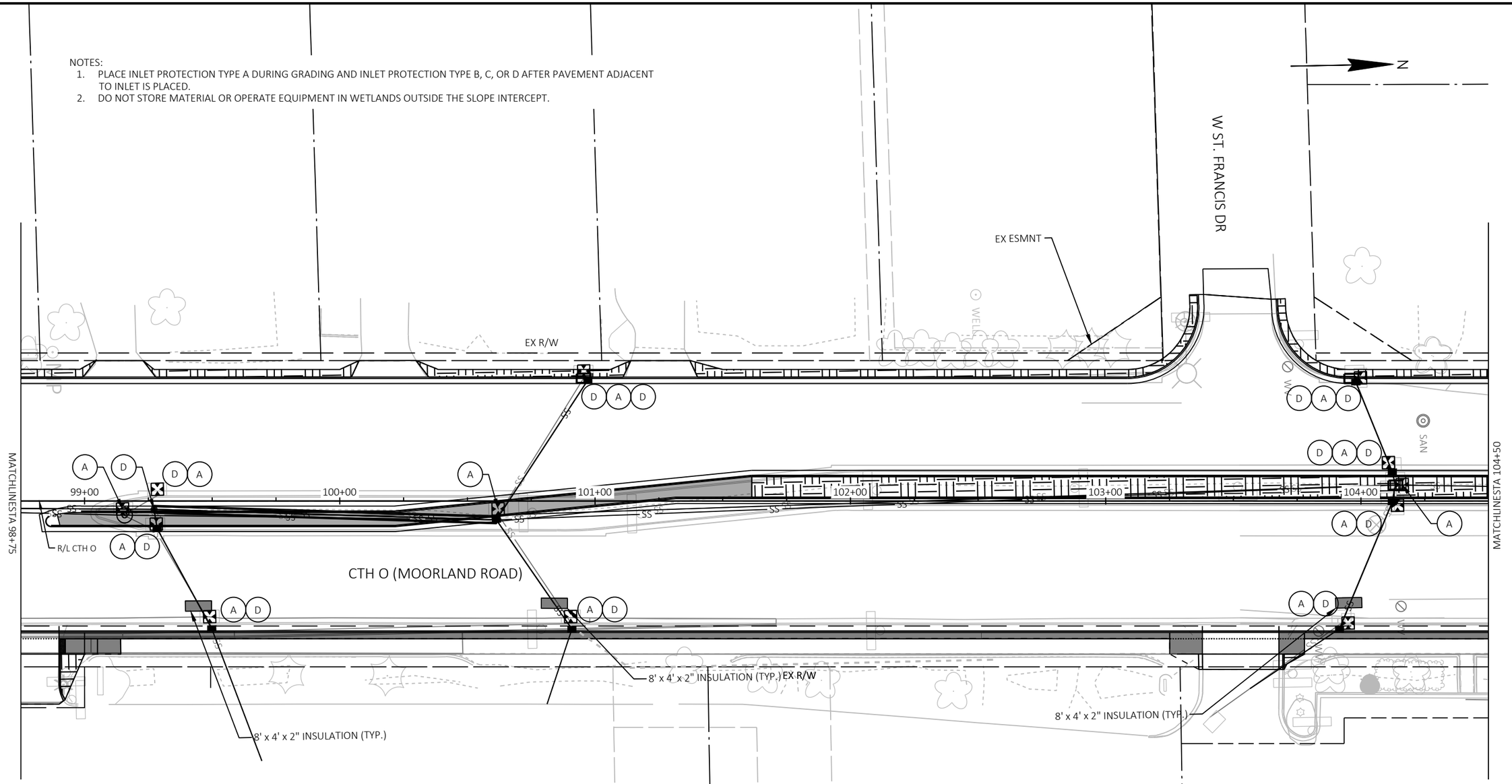
LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A)(B)(C)(D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 57	E

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 58	E

2

LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

N

W COFFEE RD

CTH O (MOORLAND ROAD)

WETLAND BOUNDARY (TYP)

EX R/W

EX R/W

MATCHLINESTA 104+50

MATCHLINESTA 110+50

105+00 106+00 107+00 108+00 109+00 110+00

8' x 4' x 2" INSULATION (TYP.)

8' x 4' x 2" INSULATION (TYP.)

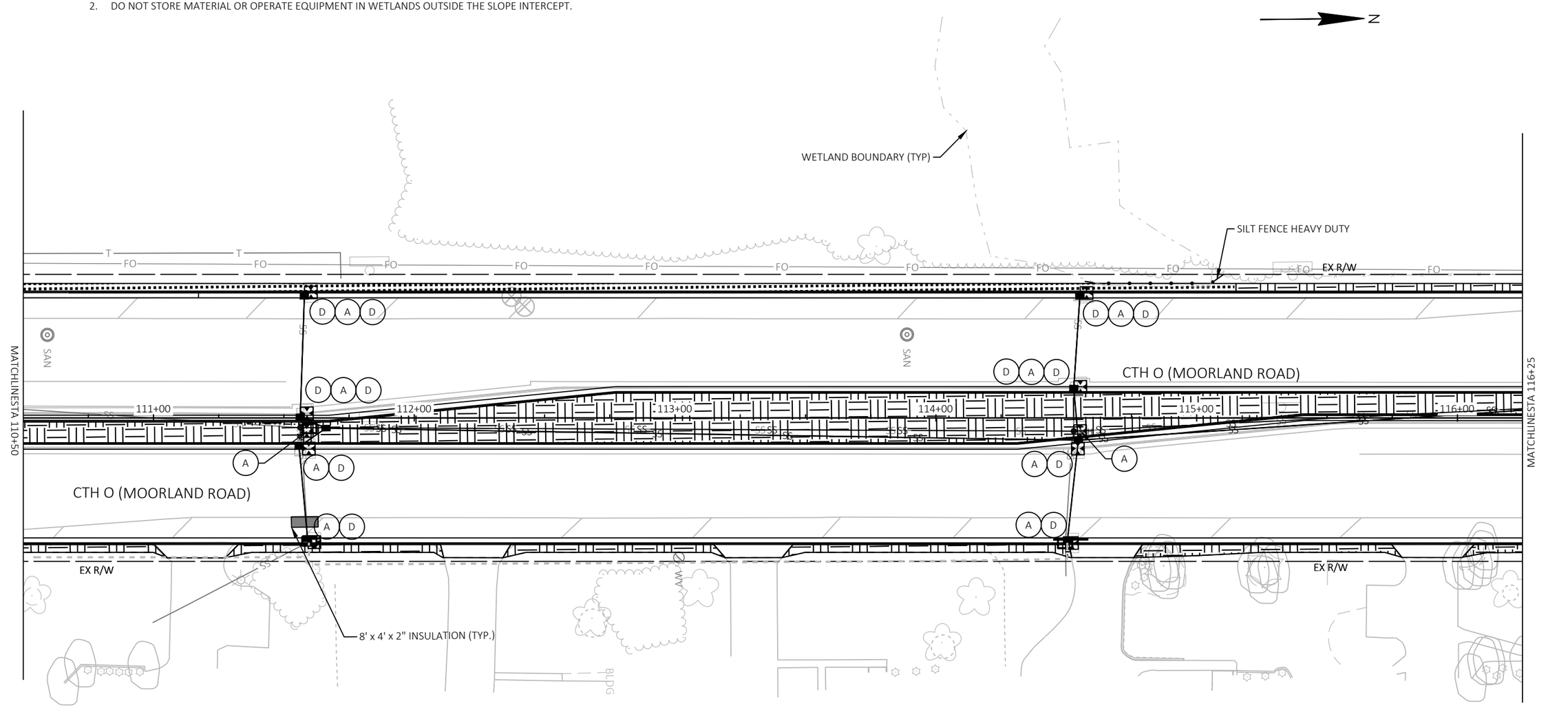
R/L CTH O

W SAN MATEO DR

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 59	E

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



LEGEND

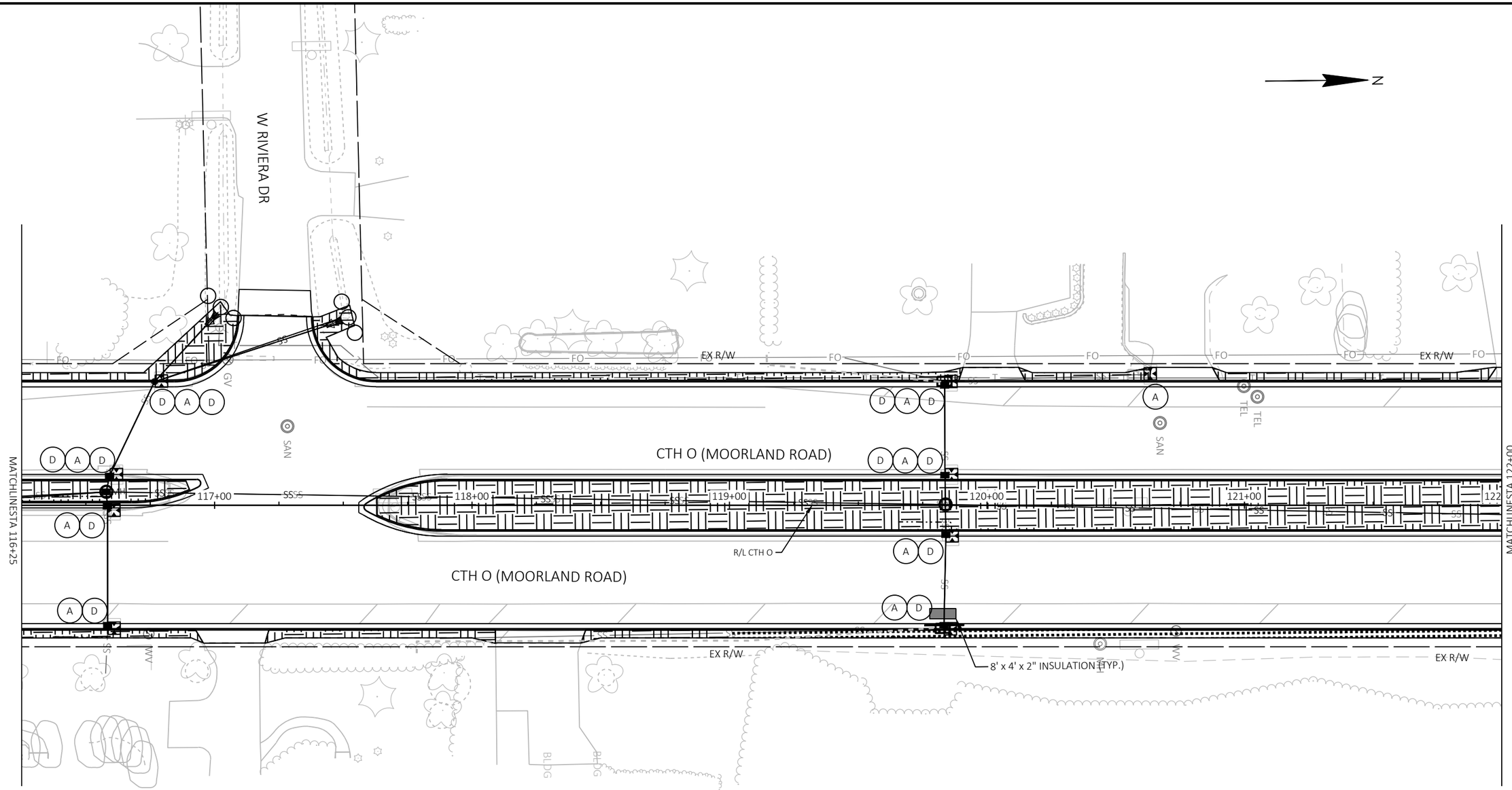
- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 60	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022001_EC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/24/2024 11:48 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

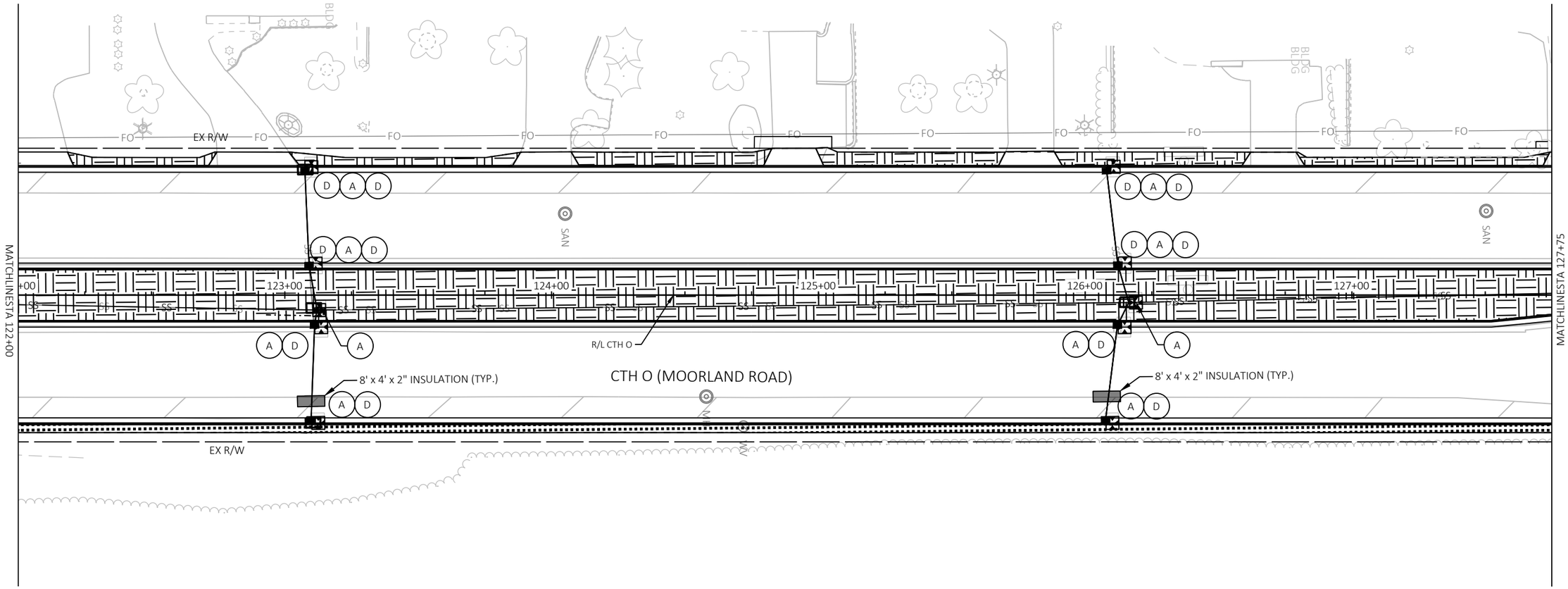
- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 61	E

2



LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

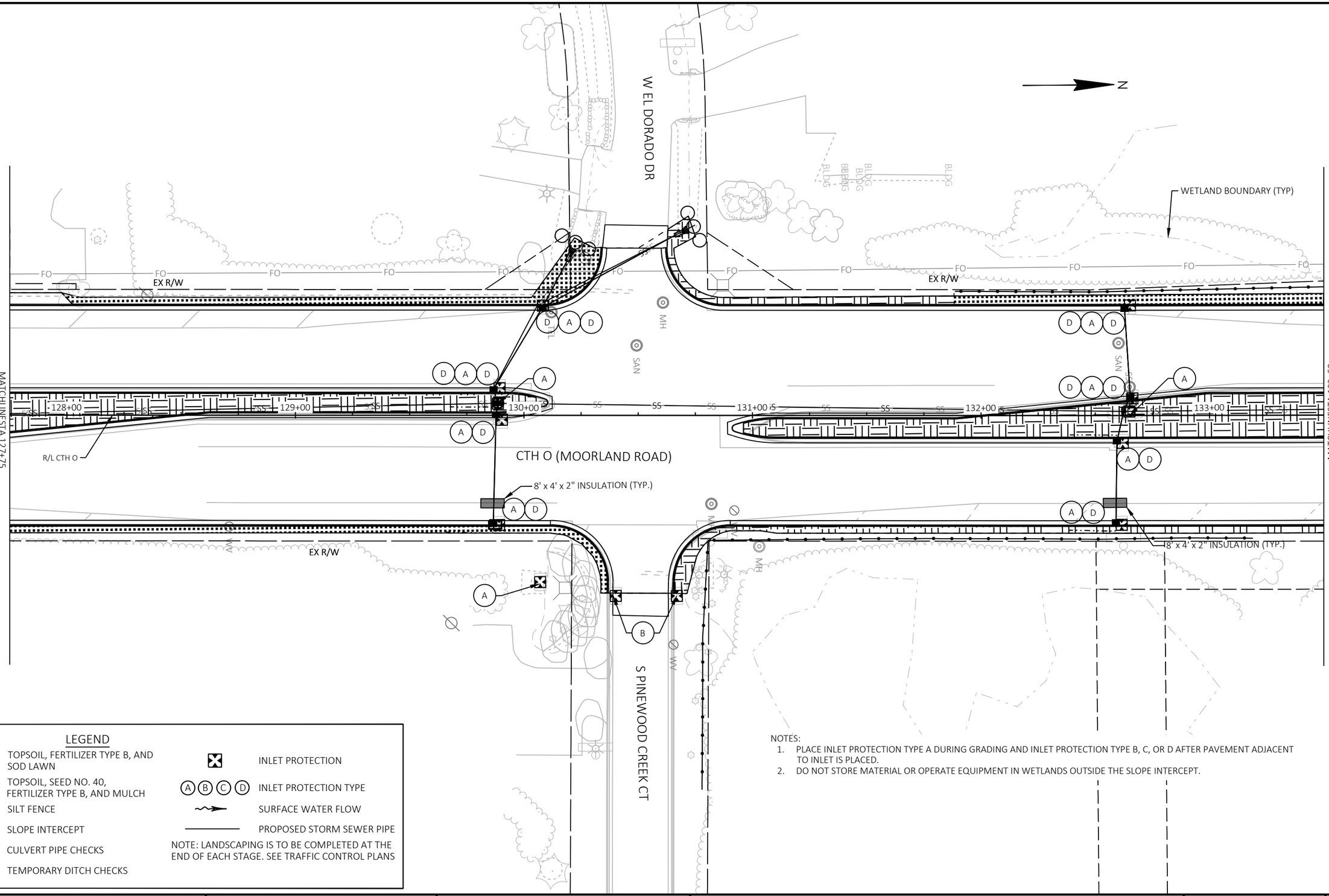
NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

NOTES:

1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 62	E

2



LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

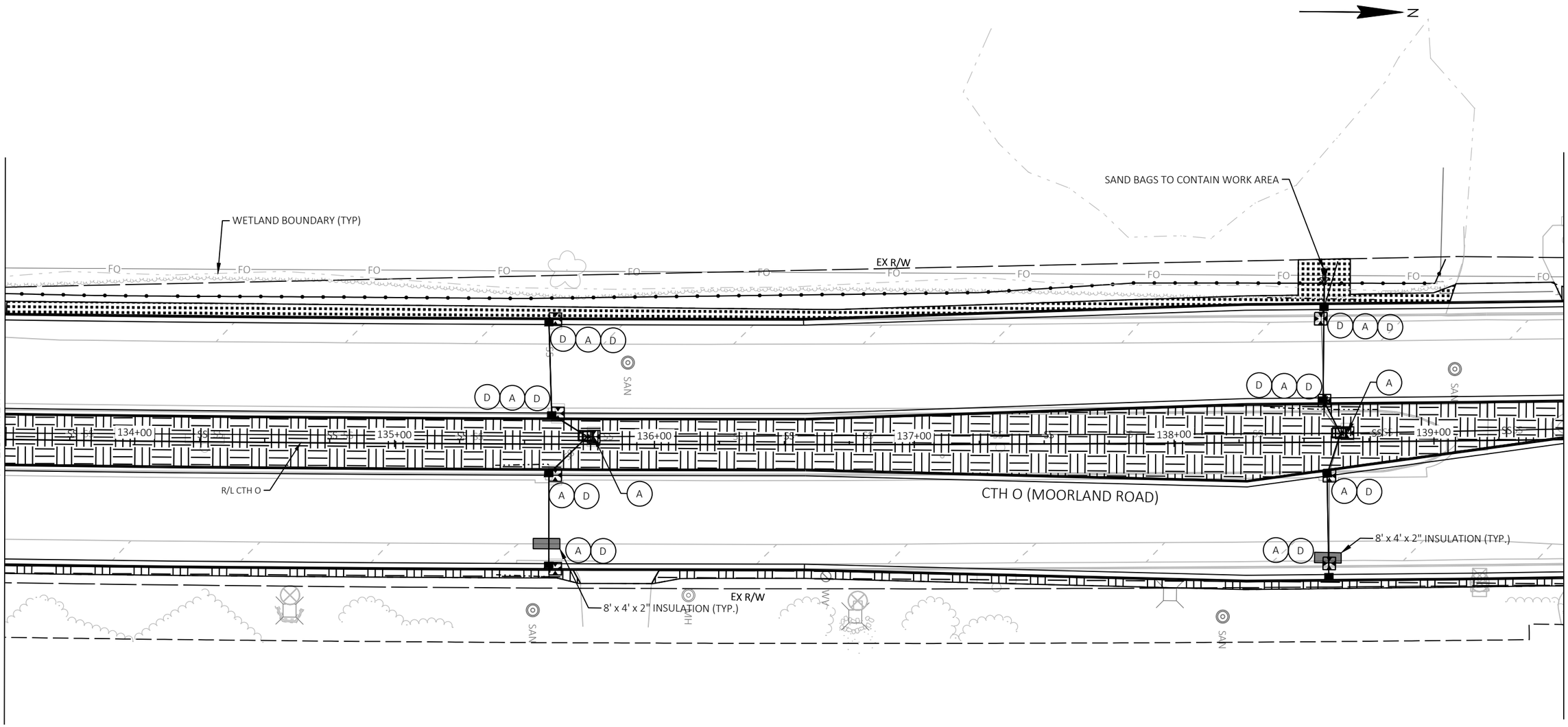
NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 63	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022001_EC.DWG
LAYOUT NAME - 07
PLOT DATE : 10/24/2024 11:50 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

NOTES:

1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 64	E

2

N

W RYERSON RD

DEER CREEK

WETLAND BOUNDARY (TYP)

UTILIZE HEAVY DUTY SILT FENCE ALONG SLOPES AND ROCK BAGS AT HEADER TO CONTAIN DEBRIS AND EXCAVATED MATERIALS (TYP)

BOX CULVERT V-67-045

SILT FENCE HEAVY DUTY

EX R/W

MATCHLINESTA 139+50

140+00

141+00

142+00

143+00

144+00

145+00

MATCHLINESTA 145+25

CTH O (MOORLAND ROAD)

R/L CTH O

SILT FENCE HEAVY DUTY

LEGEND

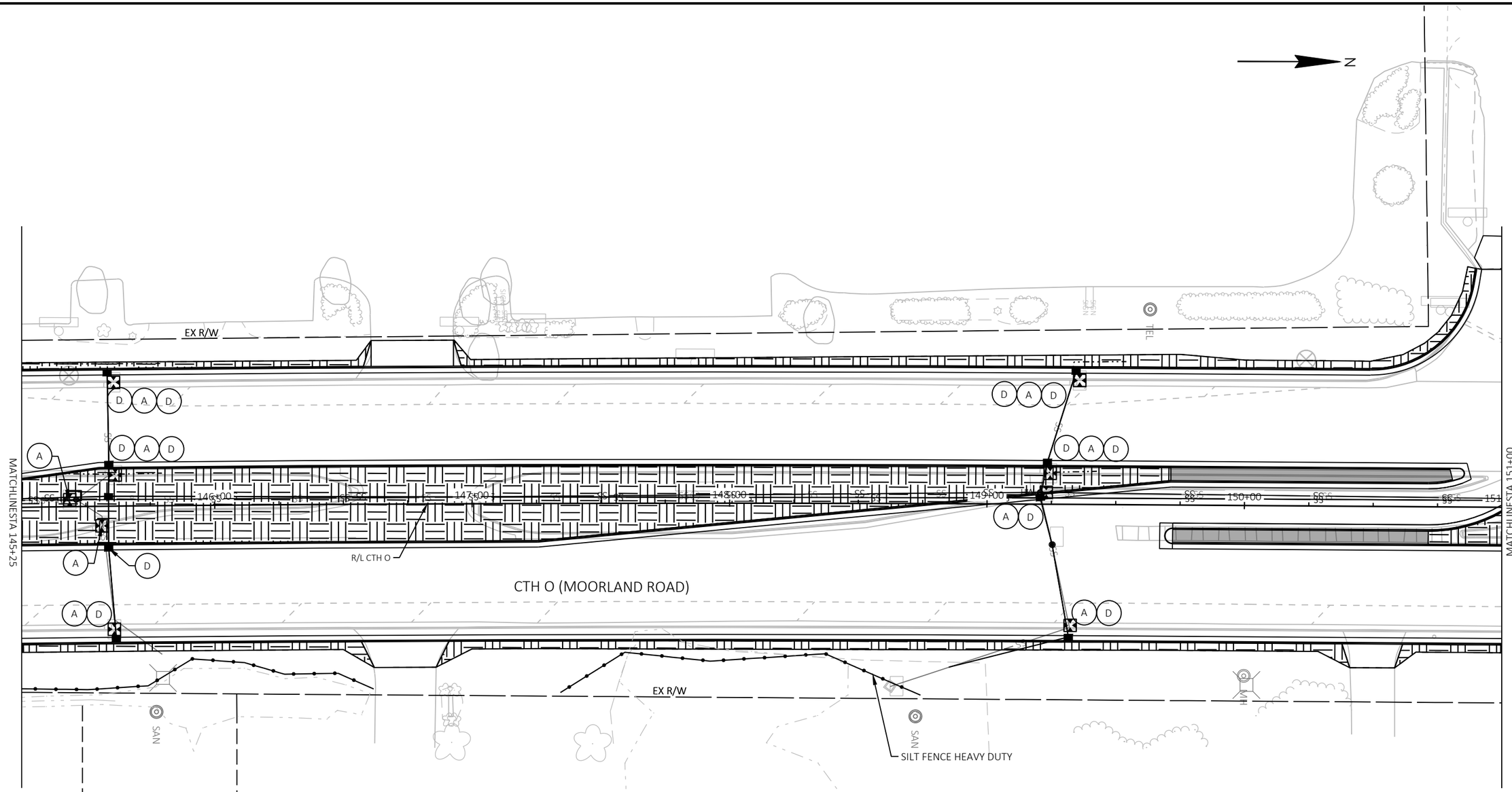
- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 65	E

2



LEGEND

- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

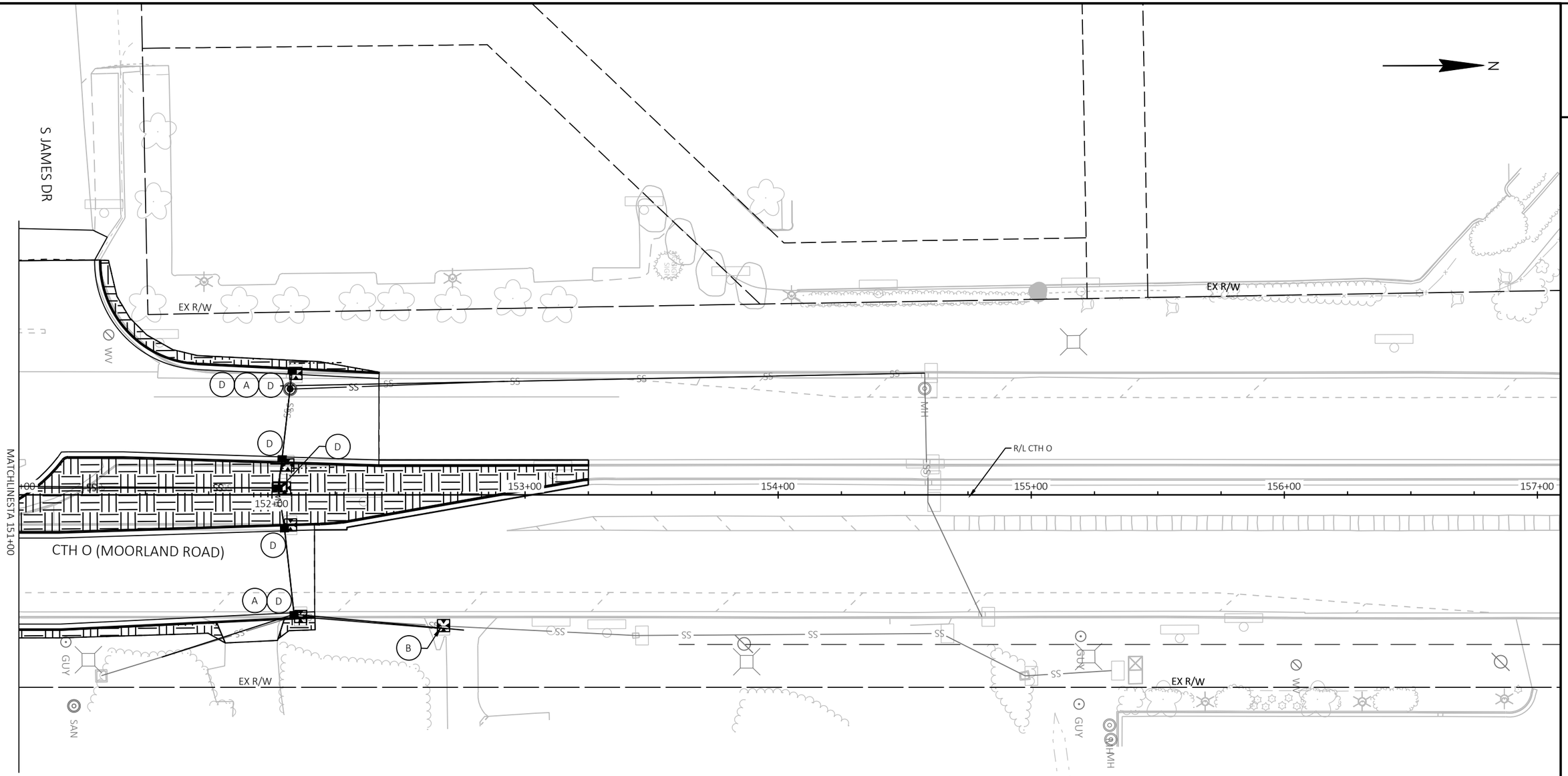
NOTES:

1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 66	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022001_EC.DWG
LAYOUT NAME - 10
PLOT DATE : 10/24/2024 11:51 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

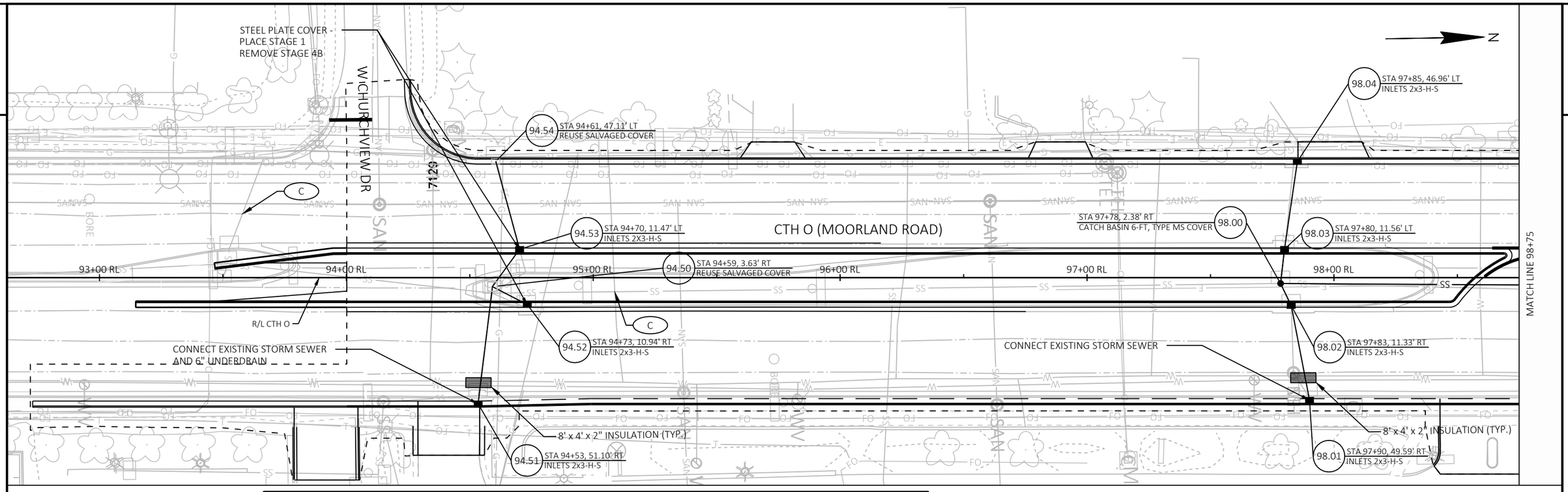
- TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
- TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- SURFACE WATER FLOW
- PROPOSED STORM SEWER PIPE

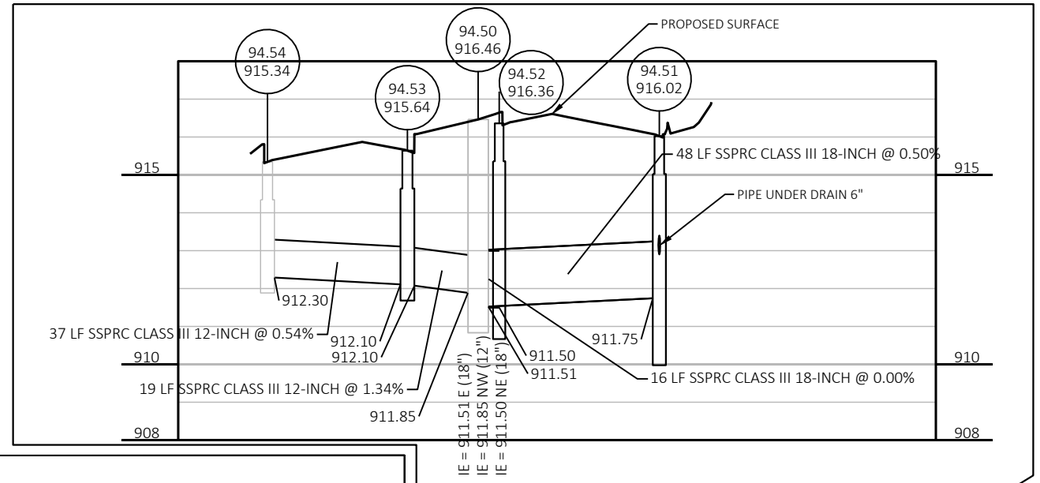
NOTE: LANDSCAPING IS TO BE COMPLETED AT THE END OF EACH STAGE. SEE TRAFFIC CONTROL PLANS

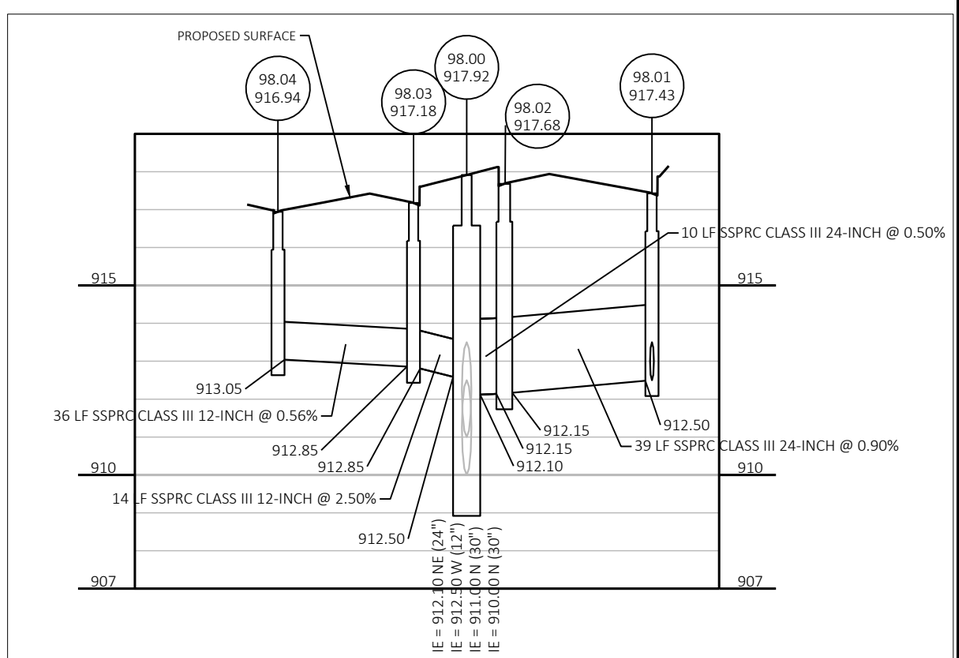
NOTES:
1. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE B, C, OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
2. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 67	E

2





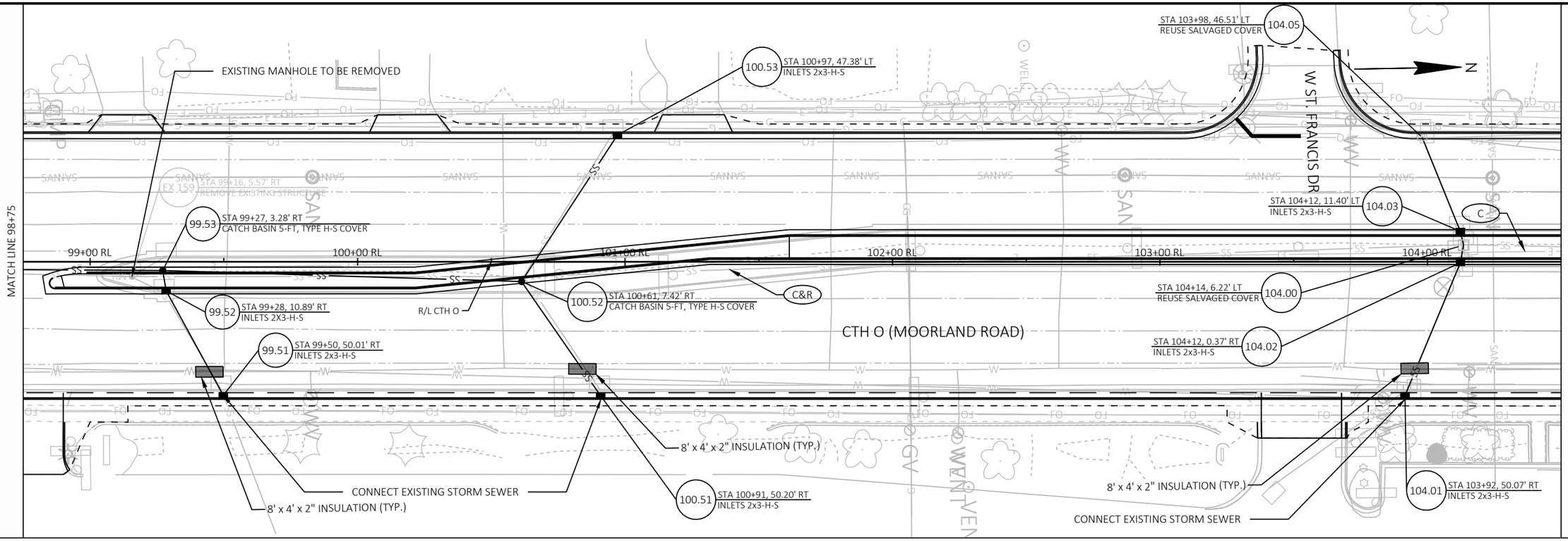


LEGEND

C	CLEANING STORM SEWER PIPES
R	SPOT PIPE REPAIR
SSPRC XX-XX	STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
	SLOPE INTERCEPT
	ADJUSTING INLET/MANHOLE
	NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 68	E



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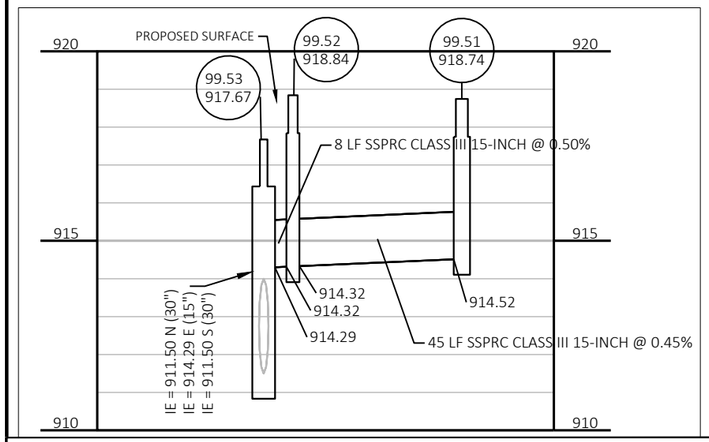
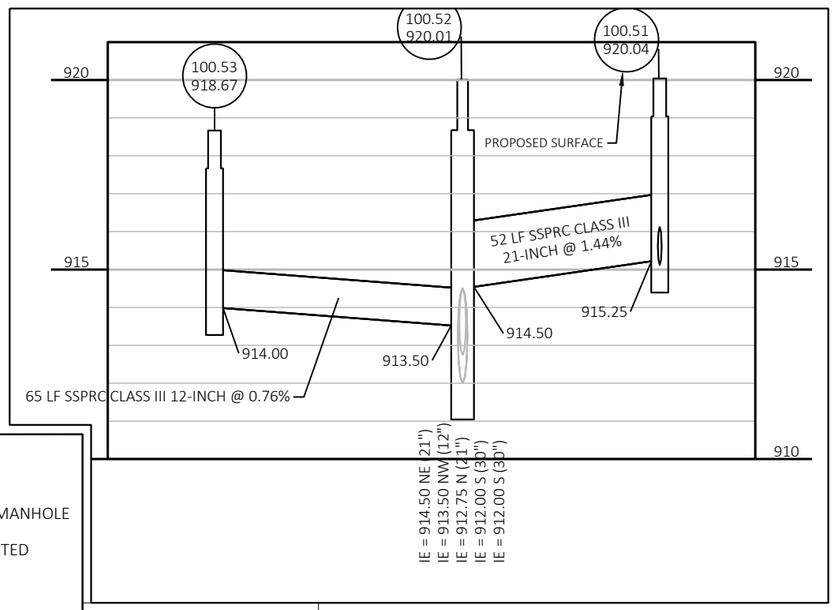
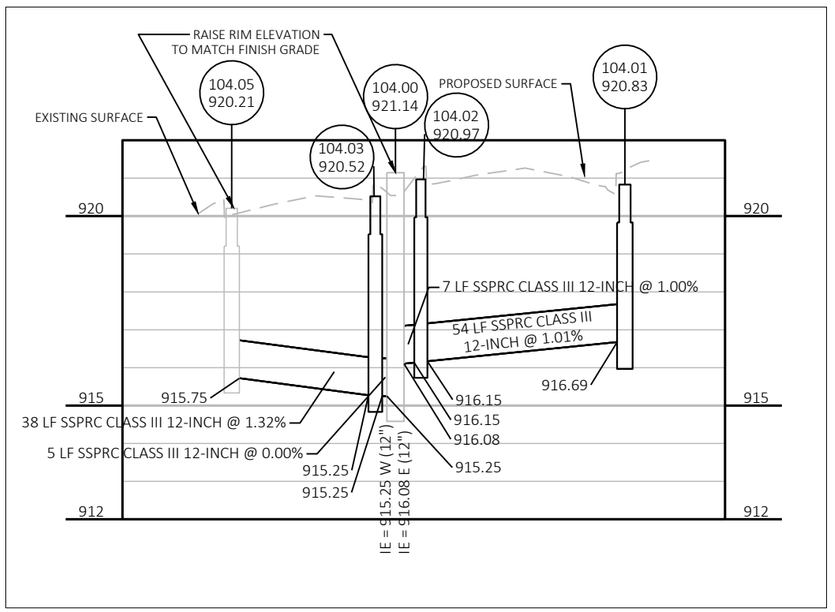






LEGEND

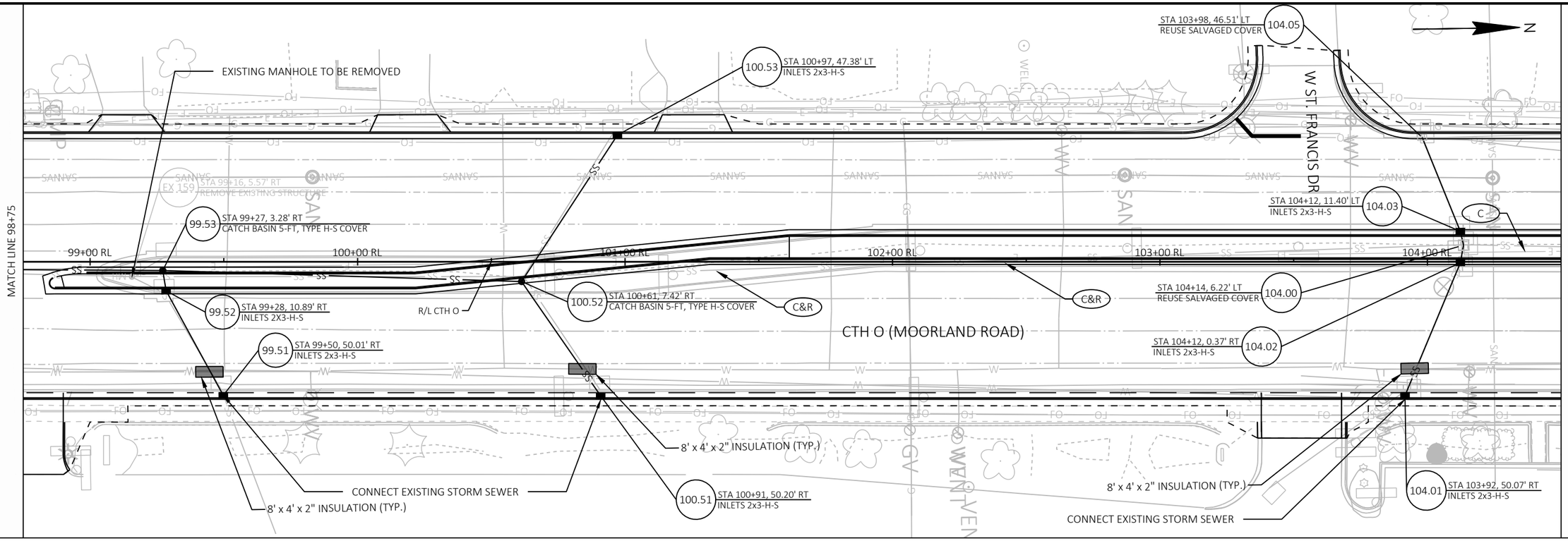
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

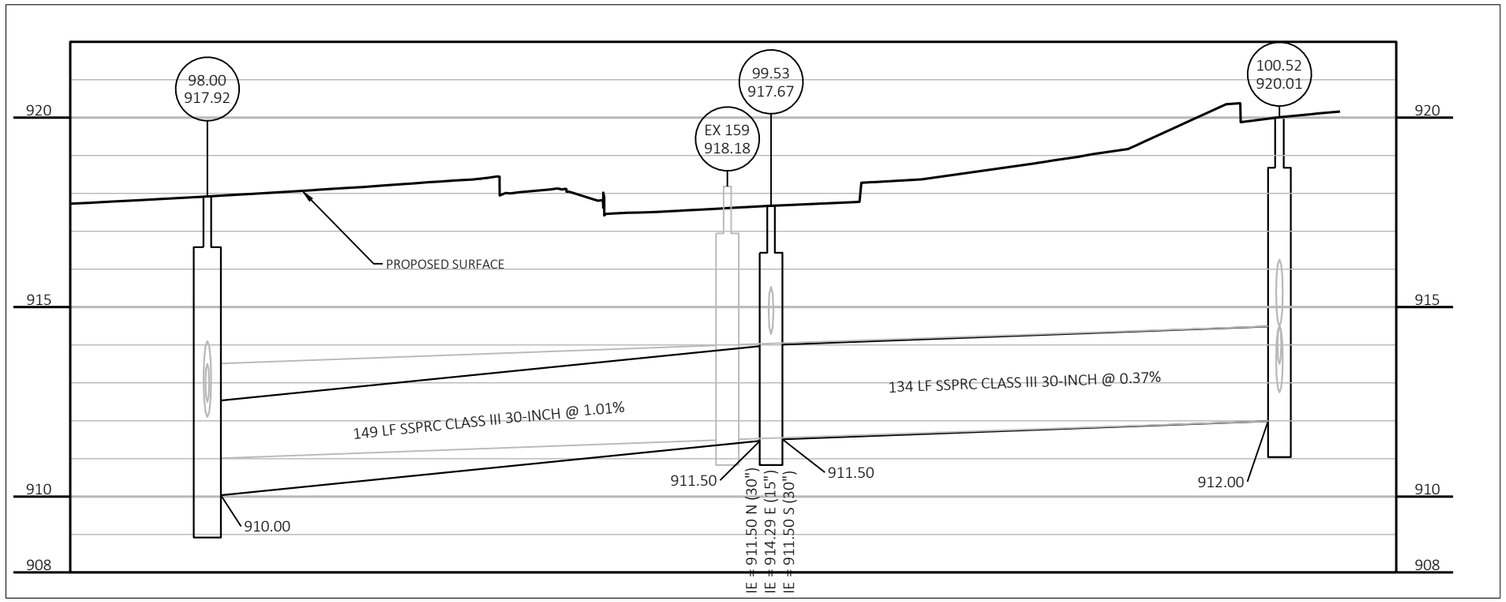
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 69	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2024 11:29 AM
PLOT BY : CHEN, LU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 70	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 02 (2)
PLOT DATE : 10/24/2024 11:31 AM
PLOT BY : CHEN, LU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 104+50

MATCH LINE 110+50

N

105.00 STA 105+31, 5.82' LT
EXISTING INLET

RAISE MEDIAN GRATE TO FINISH GRADE

C

105+00 RL

106+00 RL

107+00 RL

108+00 RL

109+00 RL

110+00 RL

SS

R/L CTH O

CTH O (MOORLAND ROAD)

106.52 STA 106+63, 11.38' RT
INLETS 2x3-H-S

107.51 STA 107+60, 0.40' LT
INLETS 2x3-H-S

109.04 STA 109+05, 12.76' LT
MANHOLE 4-FT, TYPE J COVER

109.03 STA 109+06, 0.07' RT
INLETS 2x3-H-S

109.02 STA 109+03, 11.40' RT
INLETS 2x3-H-S

CONNECT EXISTING STORM SEWER

8' x 4' x 2" INSULATION (TYP.)

STA 109+30, 47.09' RT
INLETS 2x3-H-S

109.01

8' x 4' x 2" INSULATION (TYP.)

W COFFEE RD

5071

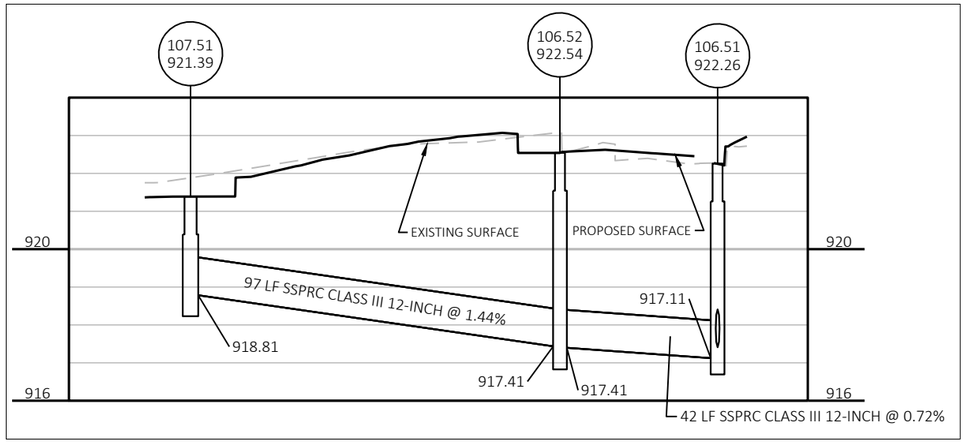
106.51 STA 106+54, 52.00' RT
INLETS 2x3-H-S

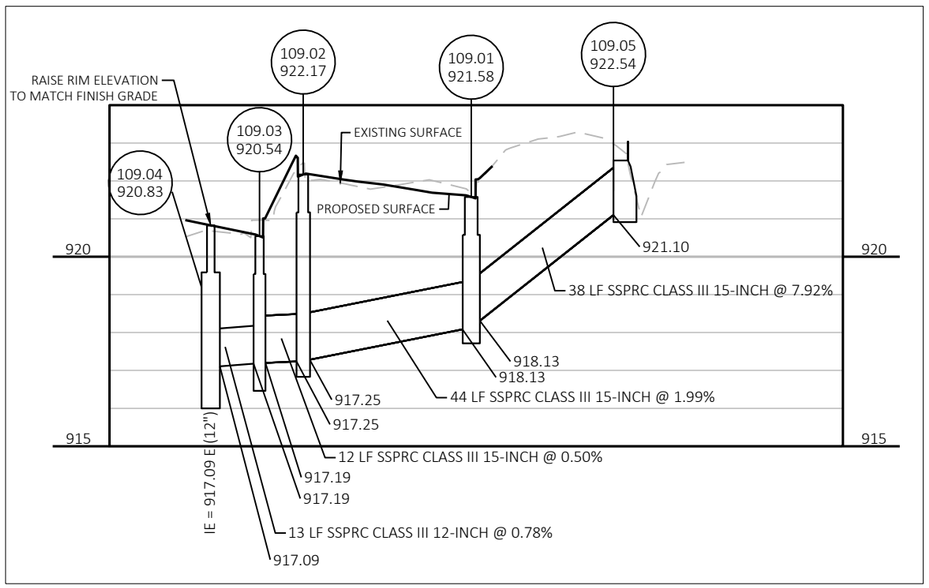
W SAN MATEO DR

STA 109+53, 76.37' RT
APRON ENDWALLS FOR CPRC 15-INCH

109.05

CONNECT INTO PROPOSED STORM SEWER



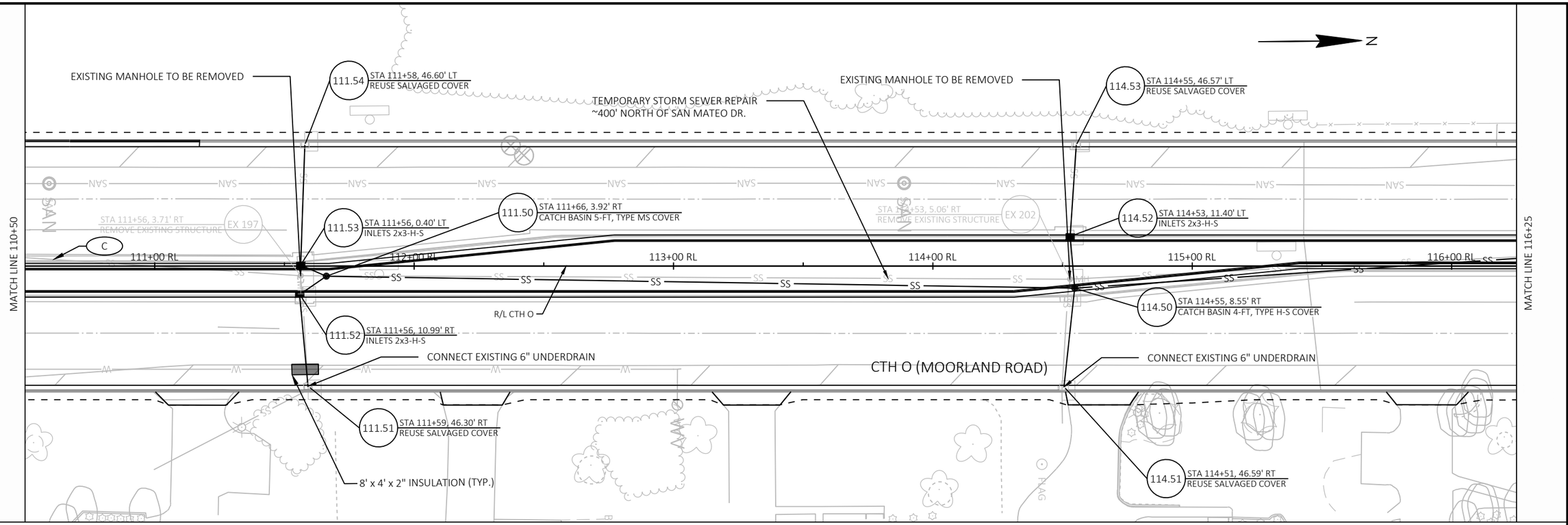


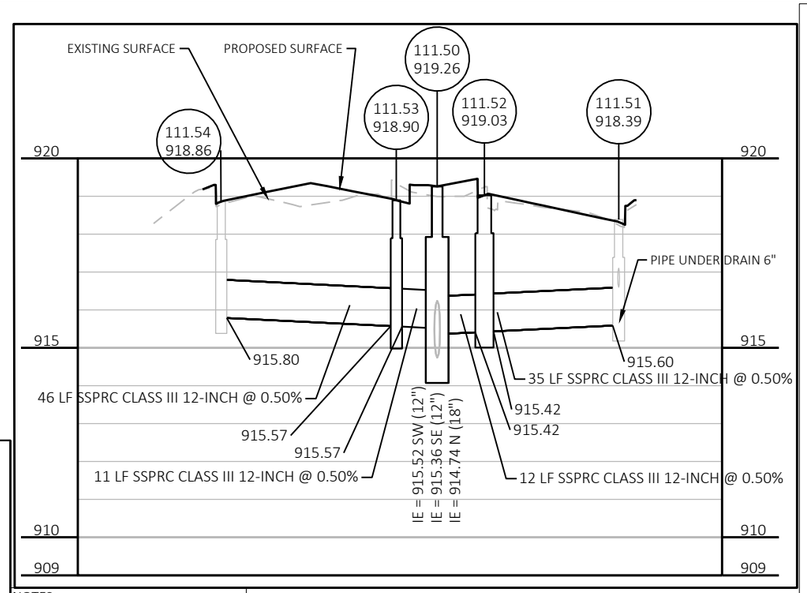
LEGEND

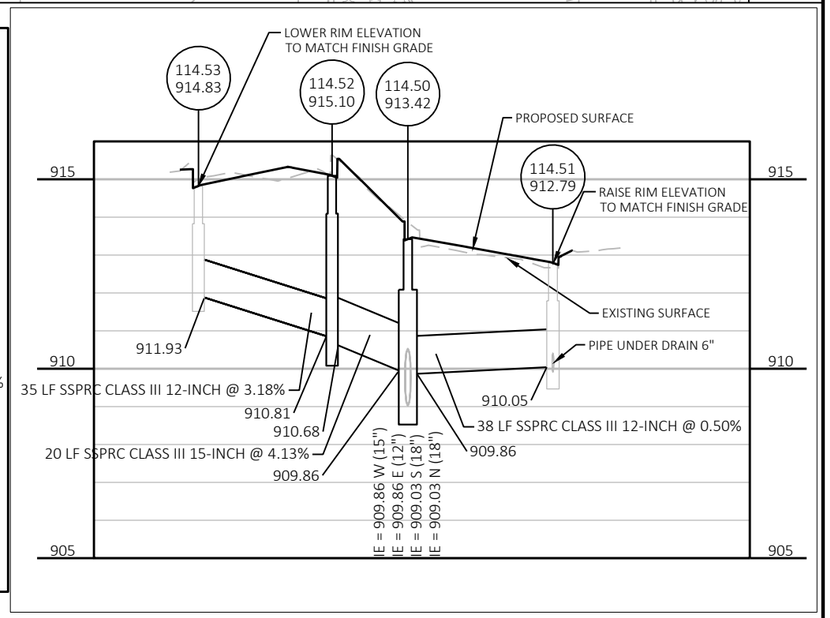
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

2







LEGEND

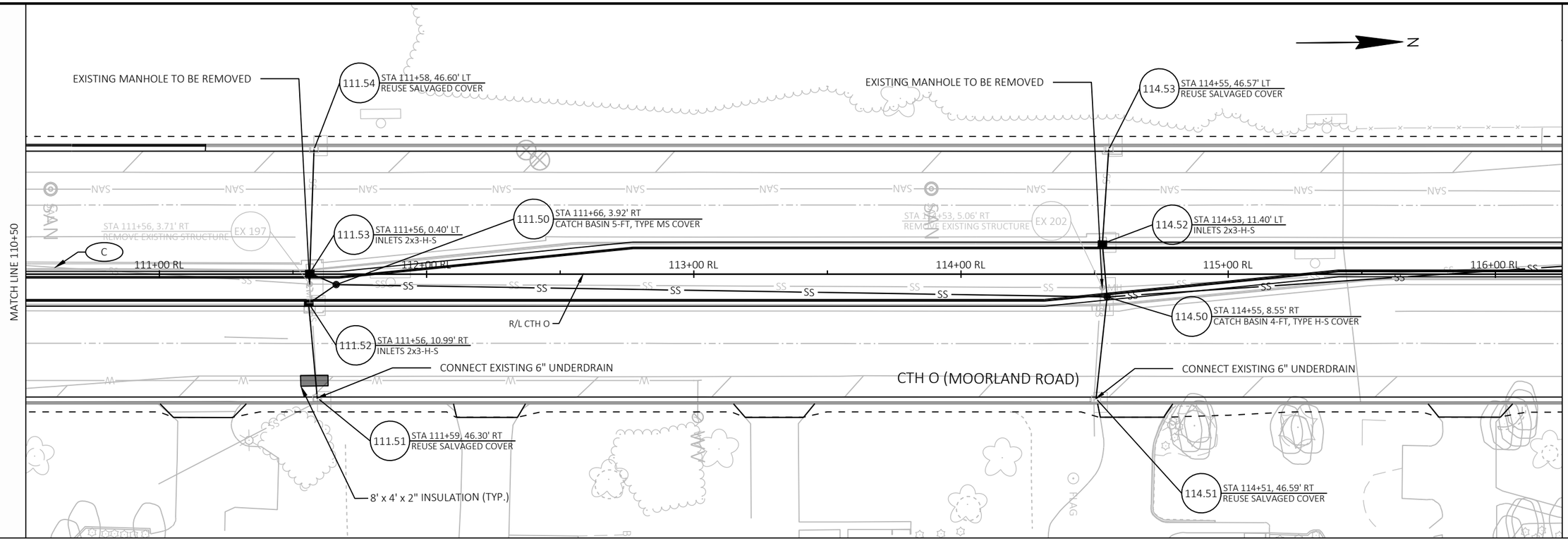
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

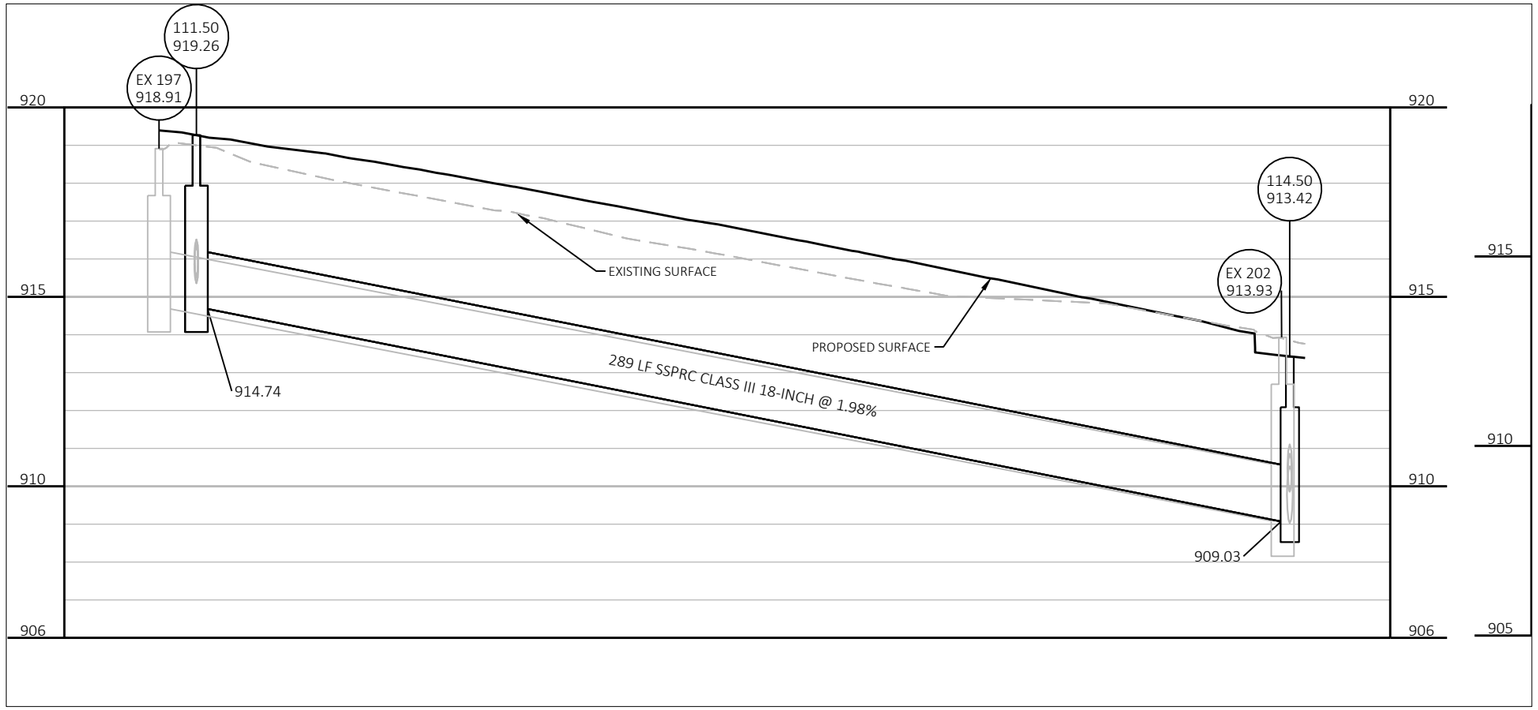
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)
2. TEMPORARY STORM SEWER REPAIR ~400' NORTH OF SAN MATEO DR.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 72	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 04
PLOT DATE : 10/24/2024 12:08 PM
PLOT BY : CHEN, LU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

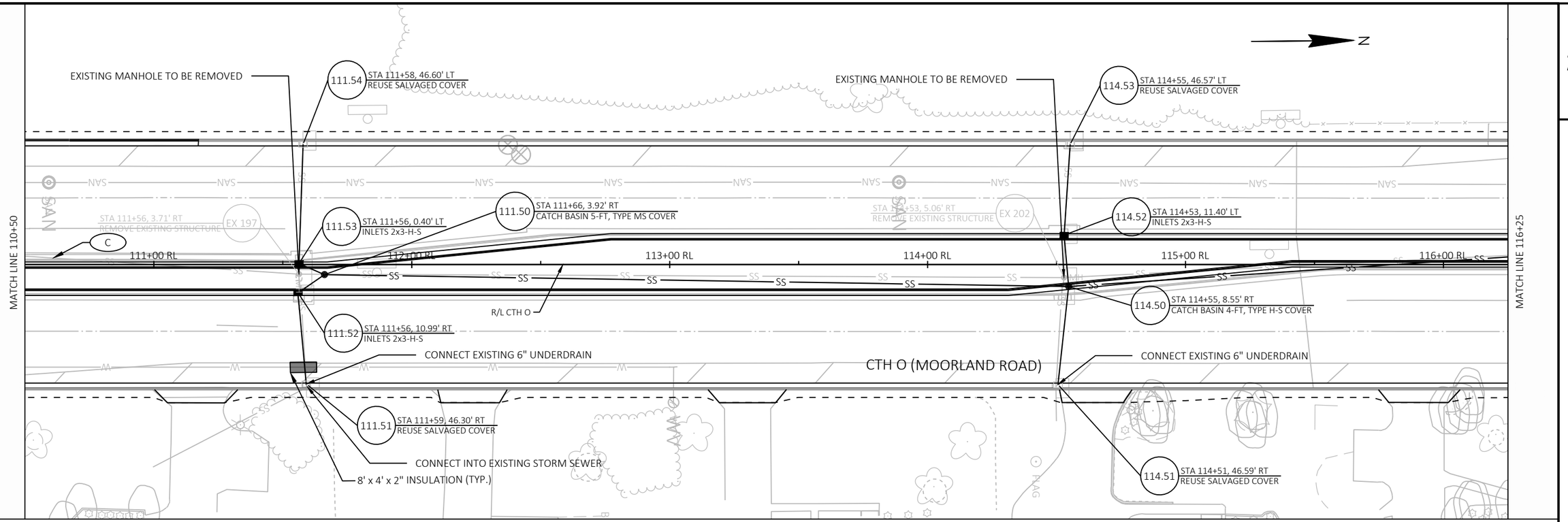
LEGEND

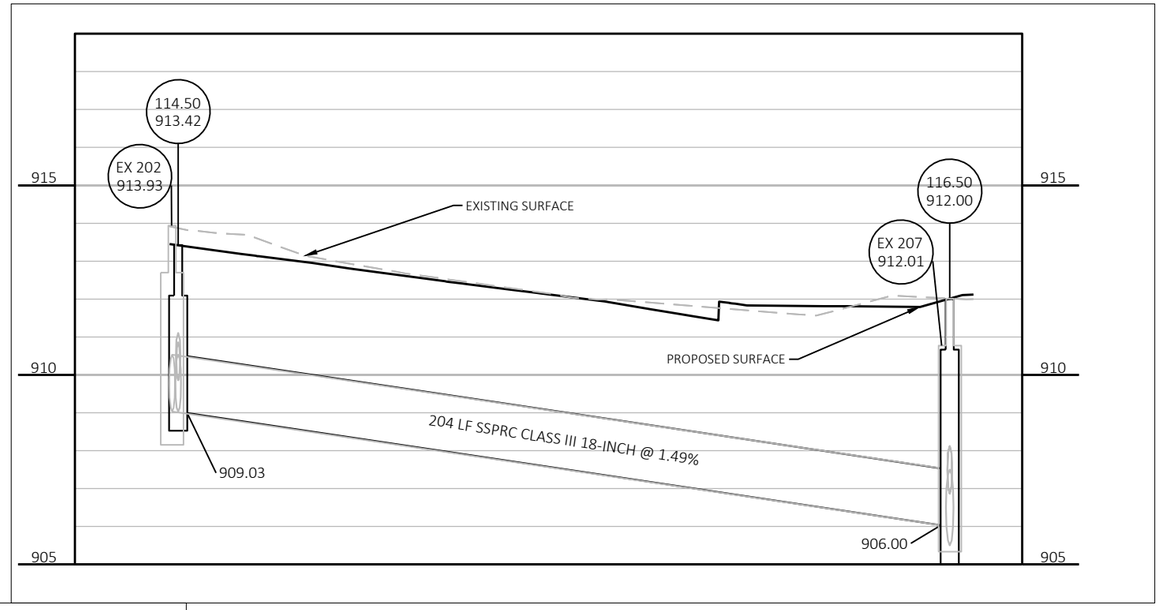
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 73	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 04 (2)
PLOT DATE : 10/24/2024 12:15 PM PLOT BY : CHEN, LU PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





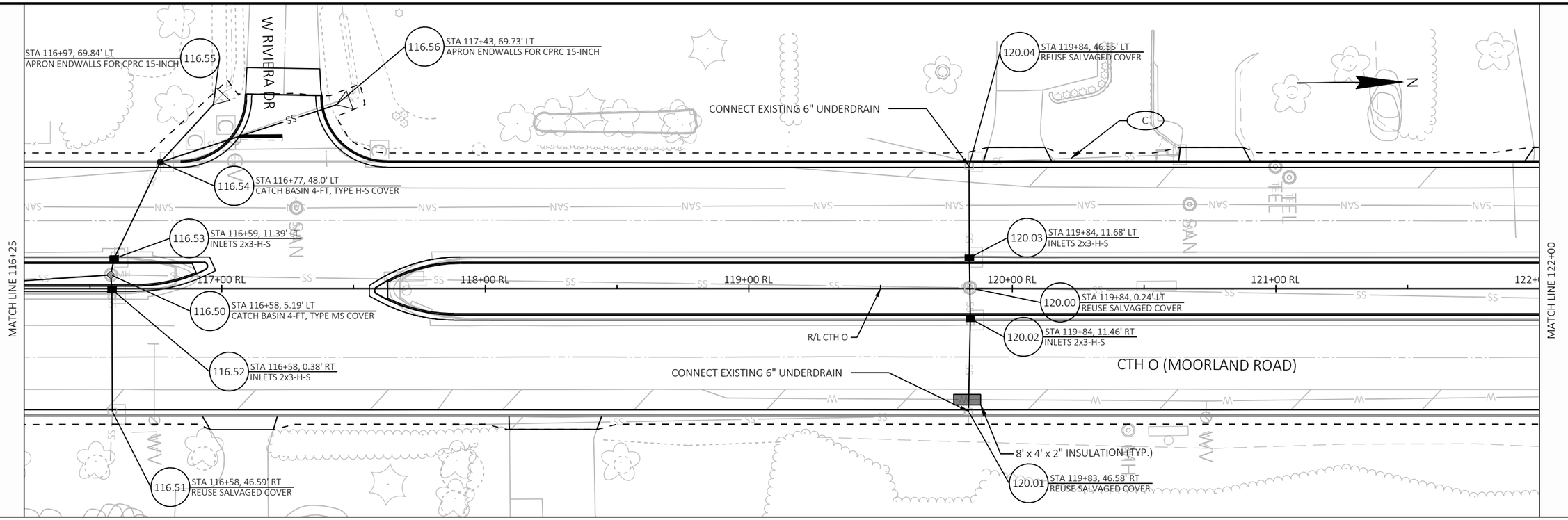
LEGEND

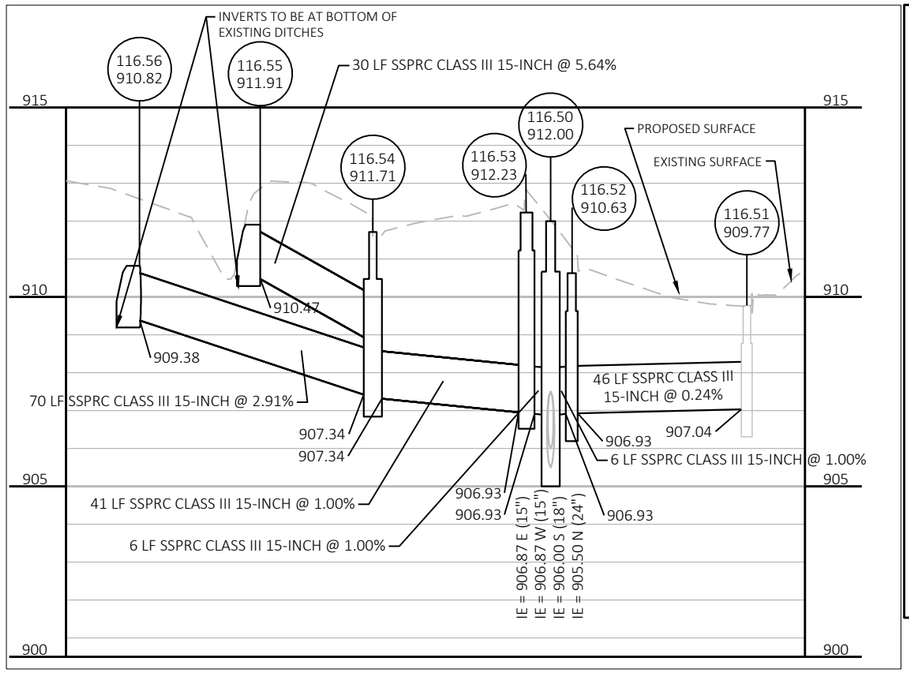
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

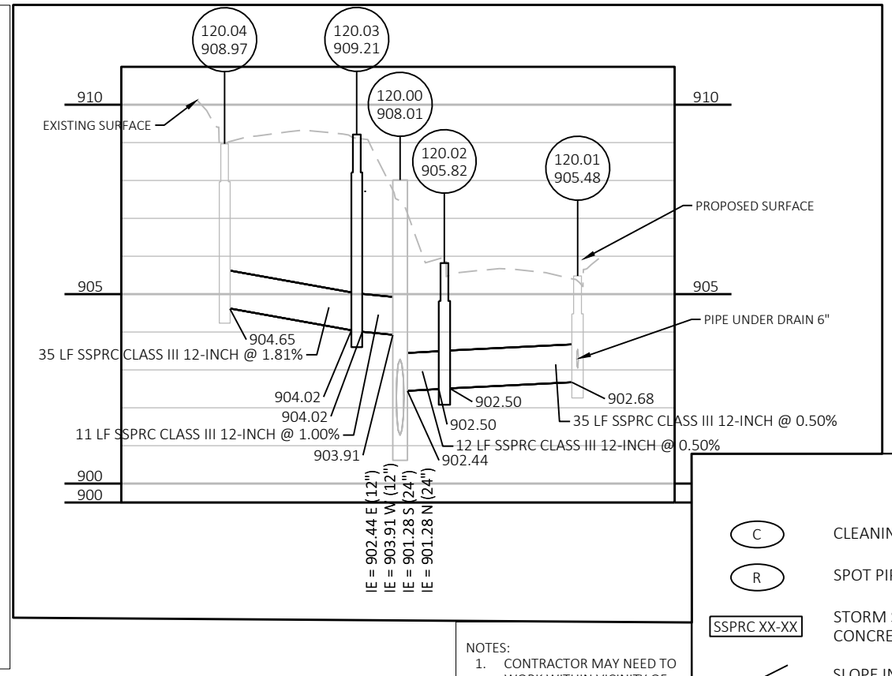
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 74	E

2





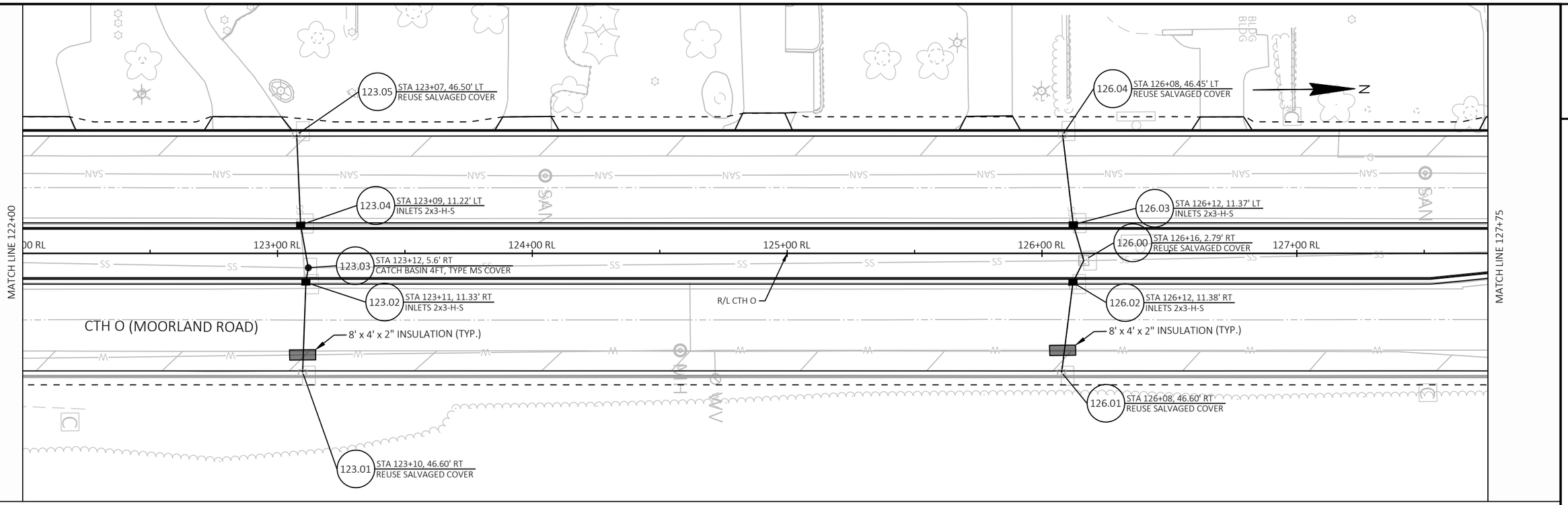


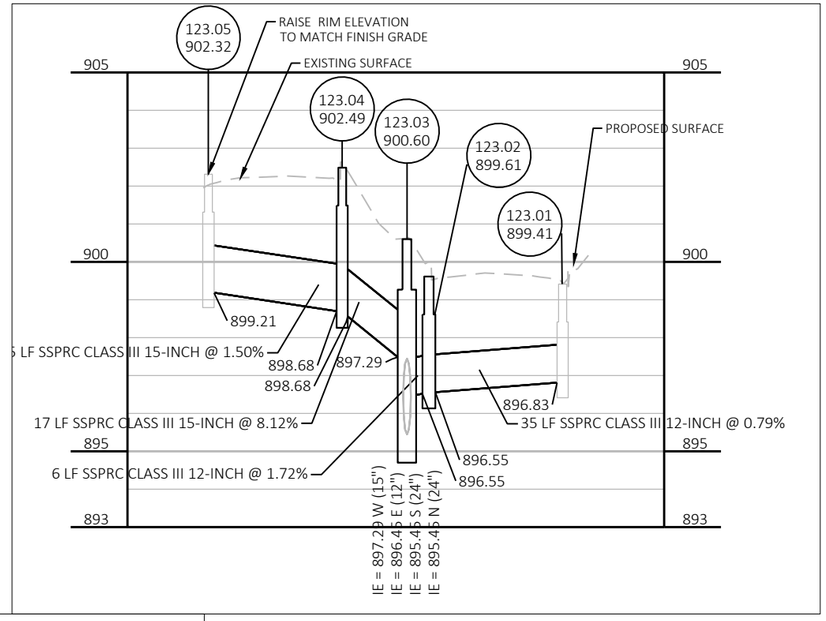
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

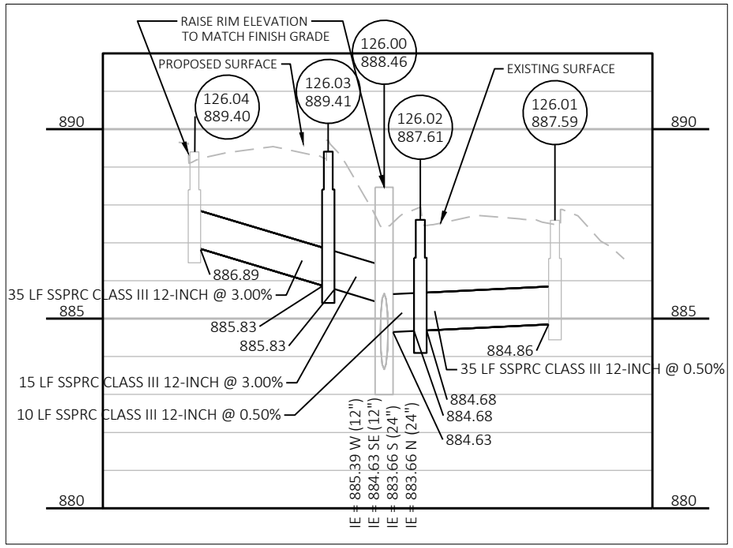
LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 75	E





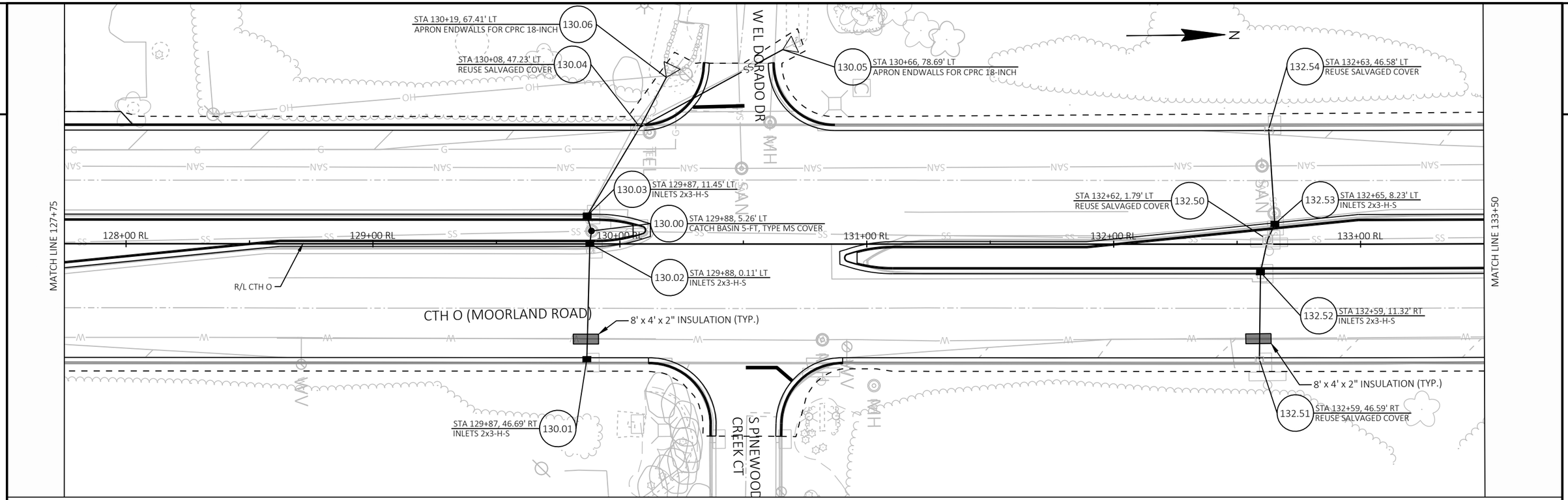


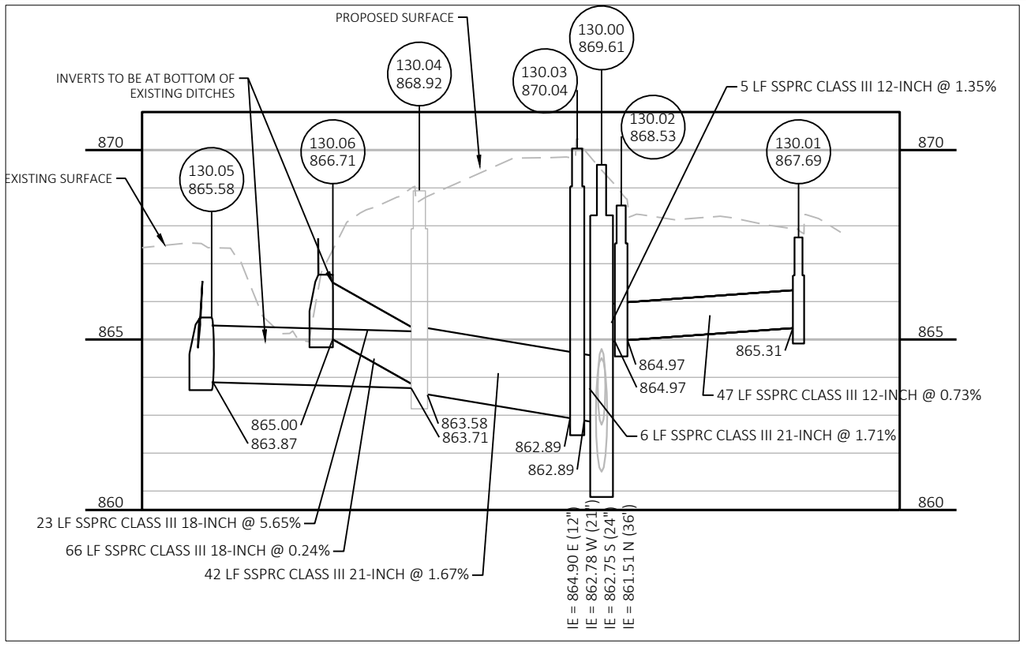
LEGEND

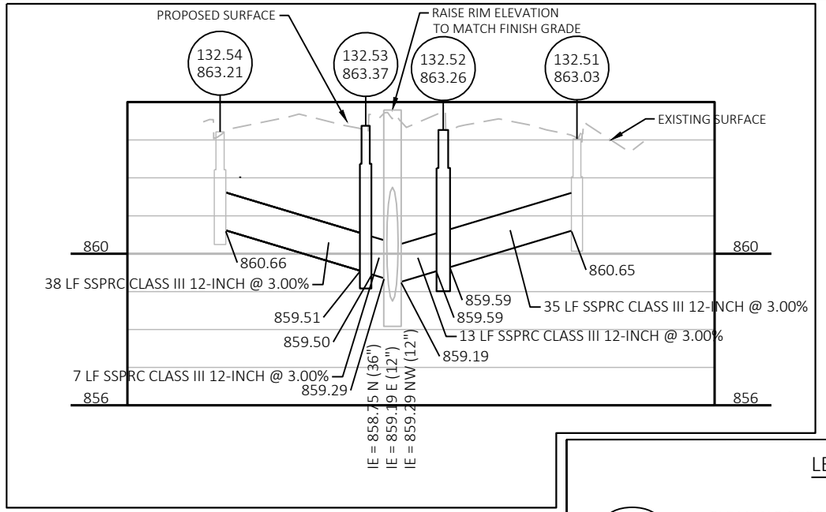
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 76	E







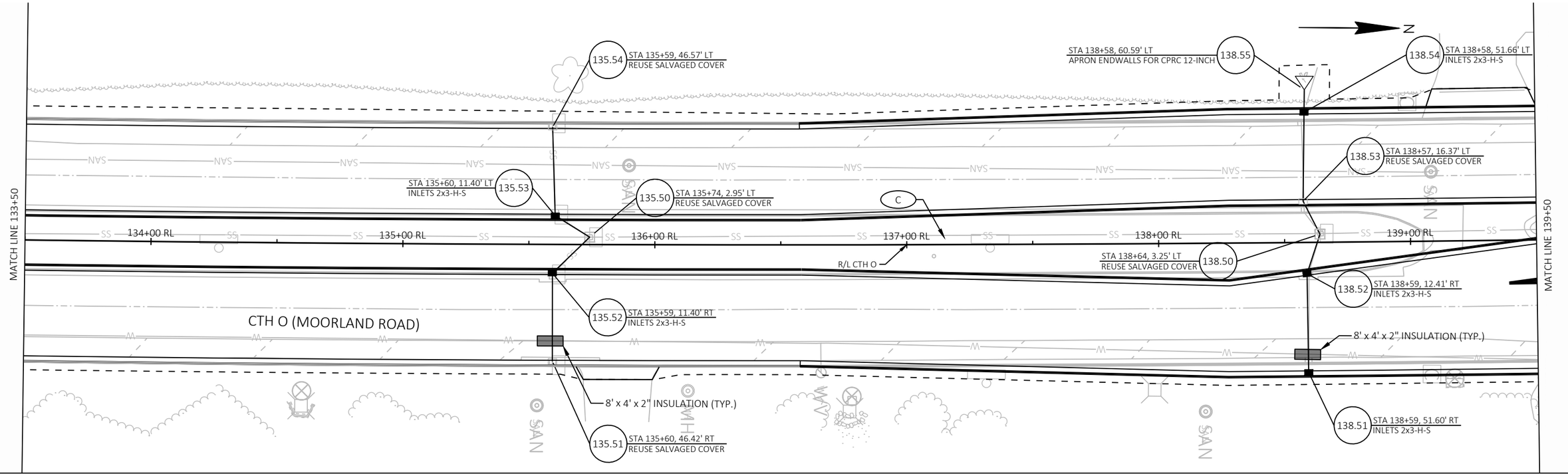
LEGEND

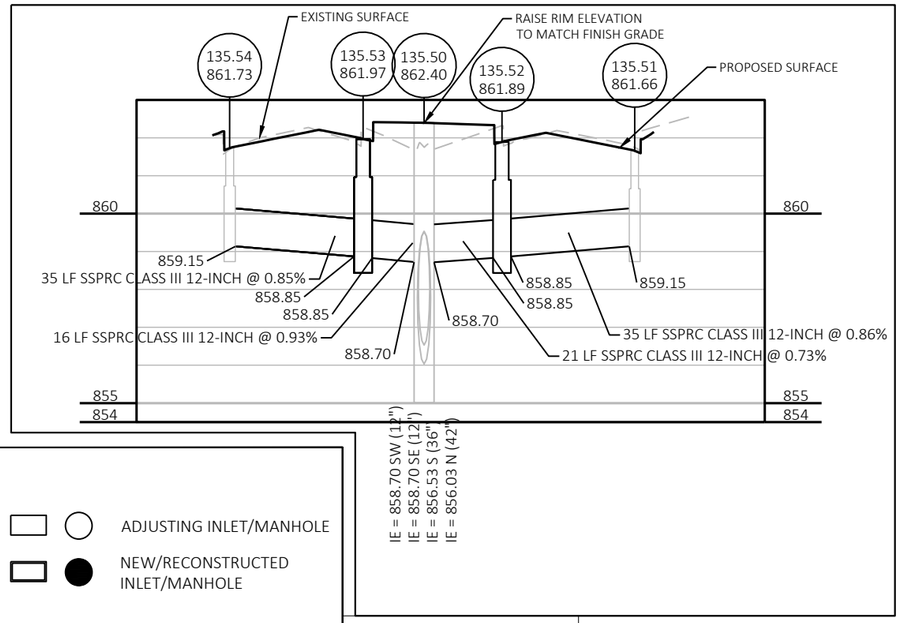
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

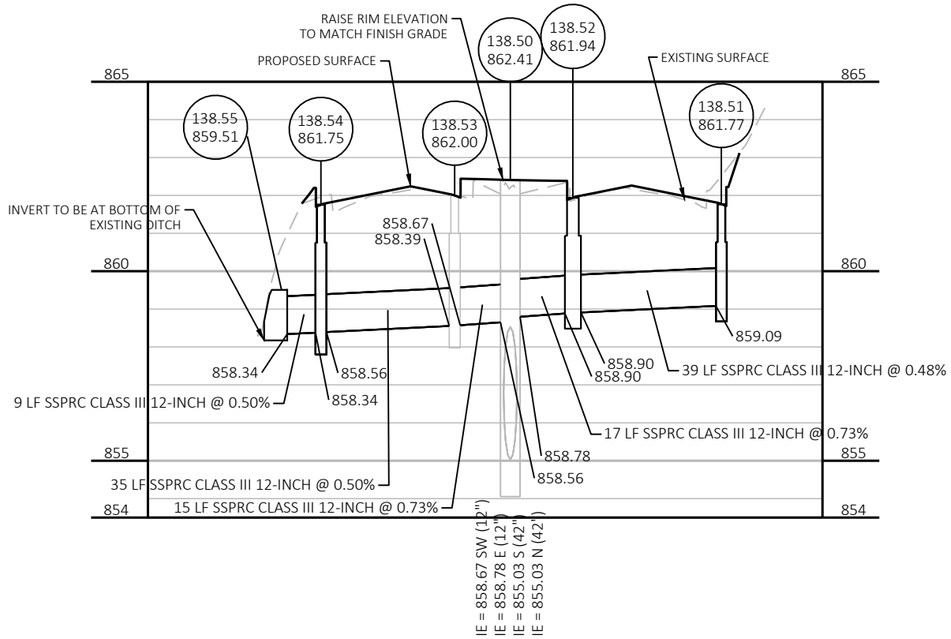
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 77	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 07
PLOT DATE : 10/24/2024 11:48 AM
PLOT BY : CHEN, LU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42







LEGEND

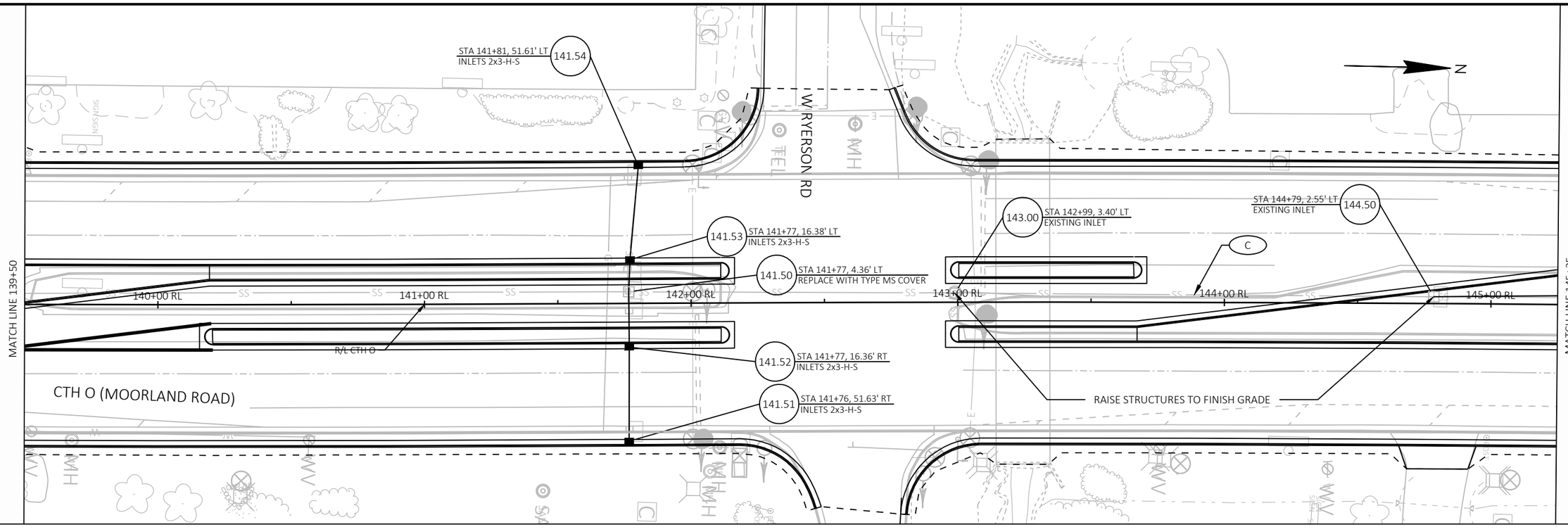
- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

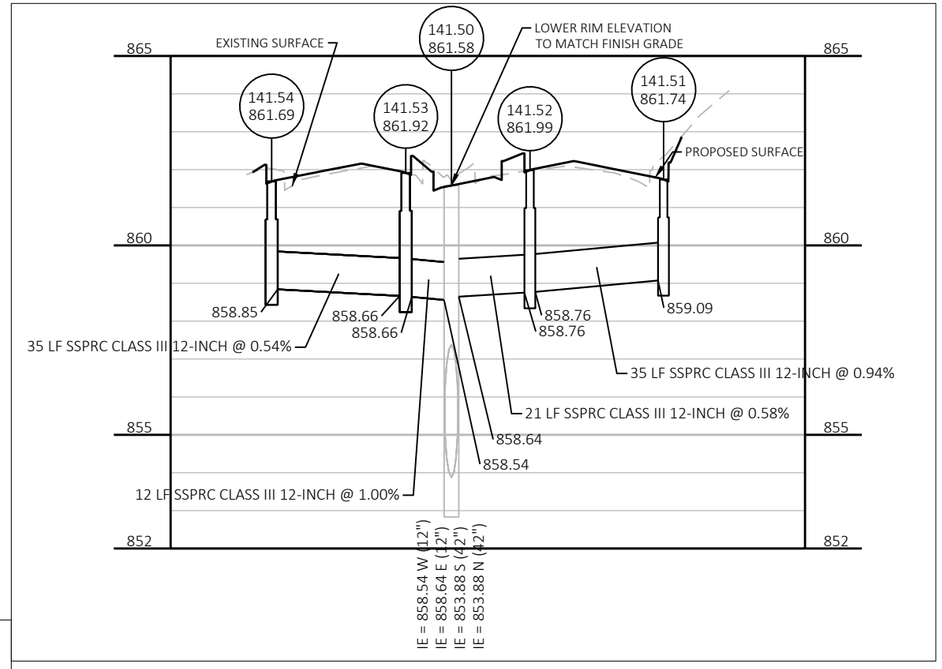
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 78	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 08
PLOT DATE : 10/24/2024 11:50 AM
PLOT BY : CHEN, LU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

EXISTING MANHOLE TO BE REMOVED

145.54 STA 145+59, 51.69' LT
INLETS 2x3-H-S

EXISTING MANHOLE TO BE REMOVED

149.04 STA 149+34, 51.64' LT
INLETS 2x3-H-S

N

145.53 STA 145+59, 16.40' LT
INLETS 2x3-H-S

149.03 STA 149+23, 16.40' LT
INLETS 2x3-H-S

EX 269 STA 145+46, 2.59' LT
REMOVE EXISTING STRUCTURE

MATCH LINE 145+25

146+00 RL

147+00 RL

148+00 RL

149+00 RL

150+00 RL

151+

MATCH LINE 151+00

145.50 STA 145+59, 3.84' LT
CATCH BASIN 5-FT, TYPE MS COVER

EX 264 STA 149+21, 4.59' LT
REMOVE EXISTING STRUCTURE

R/L CTH O

149.02 STA 149+21, 2.43' LT
CATCH BASIN 5-FT, TYPE H-S COVER

CONNECT EXISTING STORM SEWER

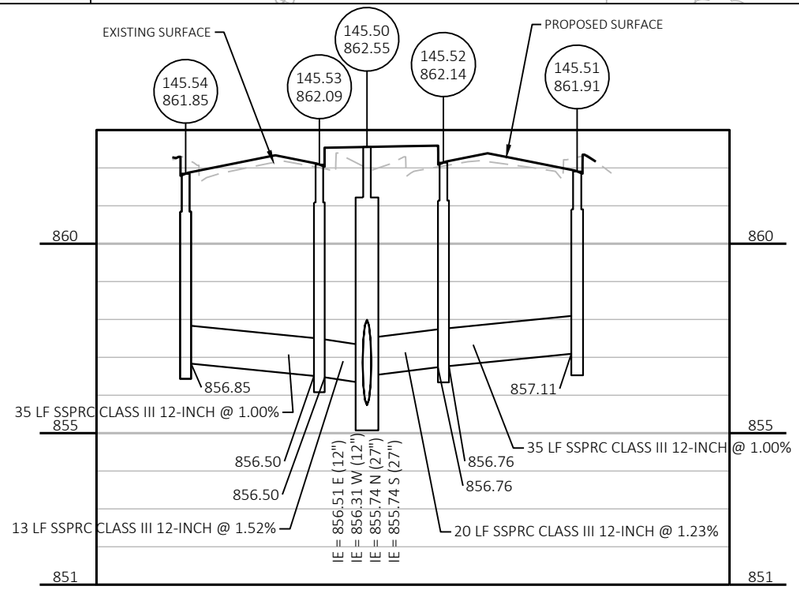
145.52 STA 145+59, 16.35' RT
INLETS 2x3-H-S

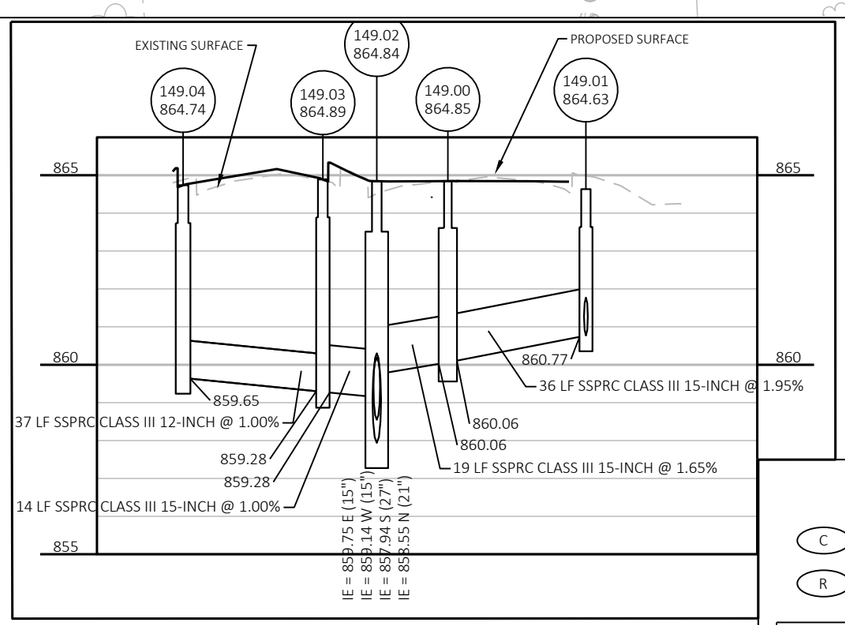
CTH O (MOORLAND ROAD)

149.00 STA 149+25, 15.72' RT
MANHOLE 4-FT, TYPE J COVER

145.51 STA 145+61, 51.55' RT
INLETS 2x3-H-S

149.01 STA 149+32, 51.58' RT
INLETS 2x3-H-S



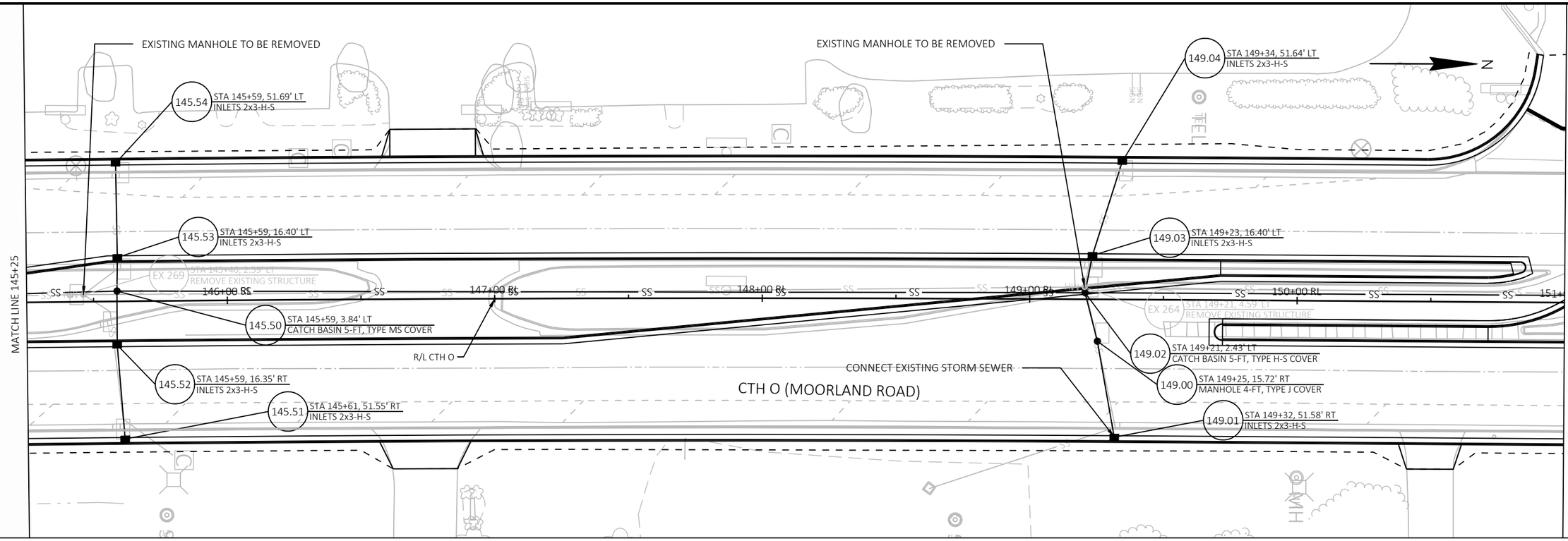


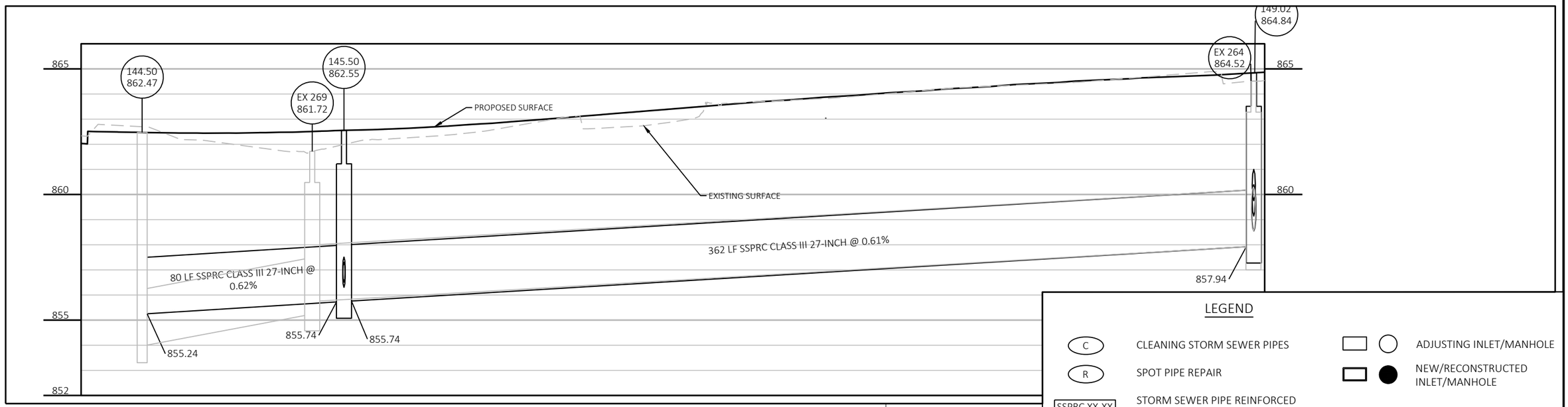
LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 80	E



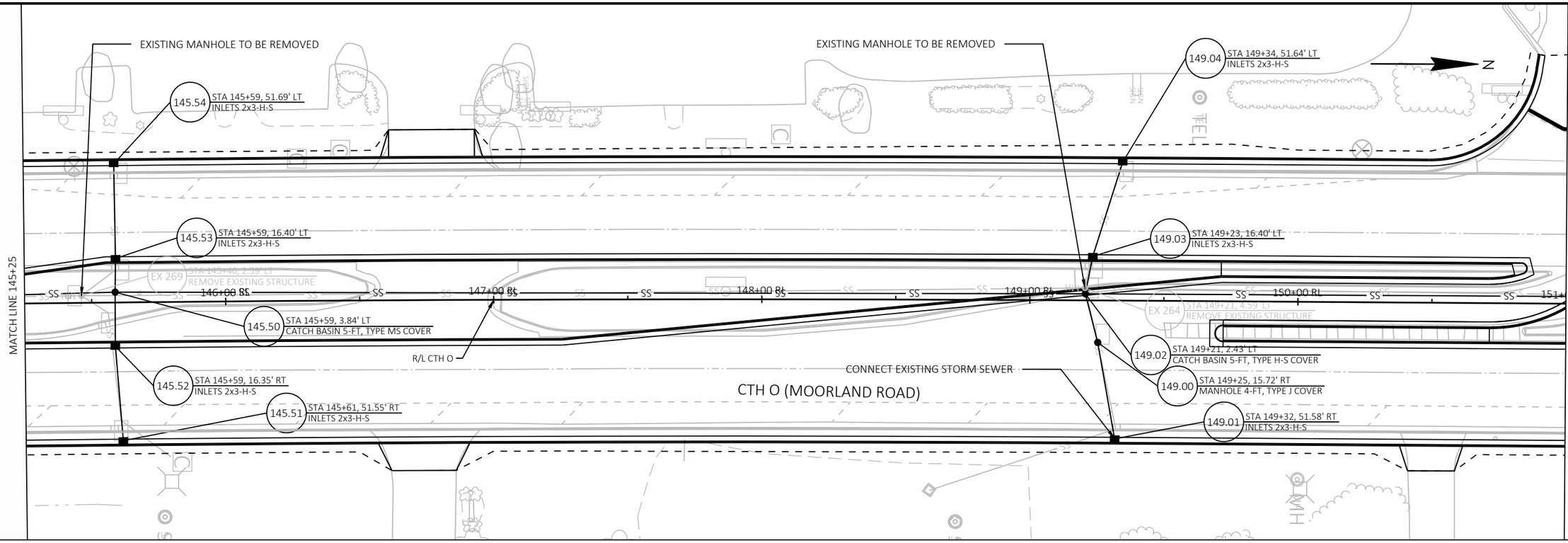


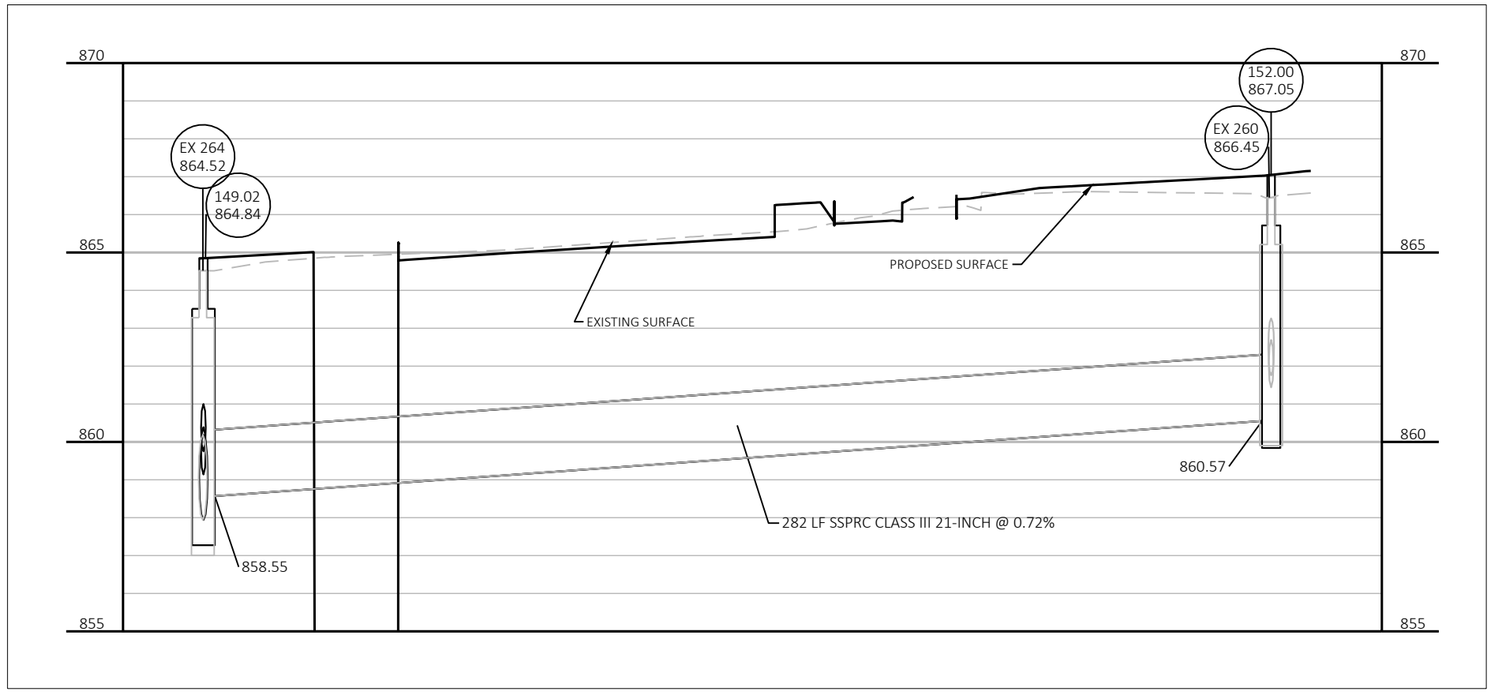
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 81	E





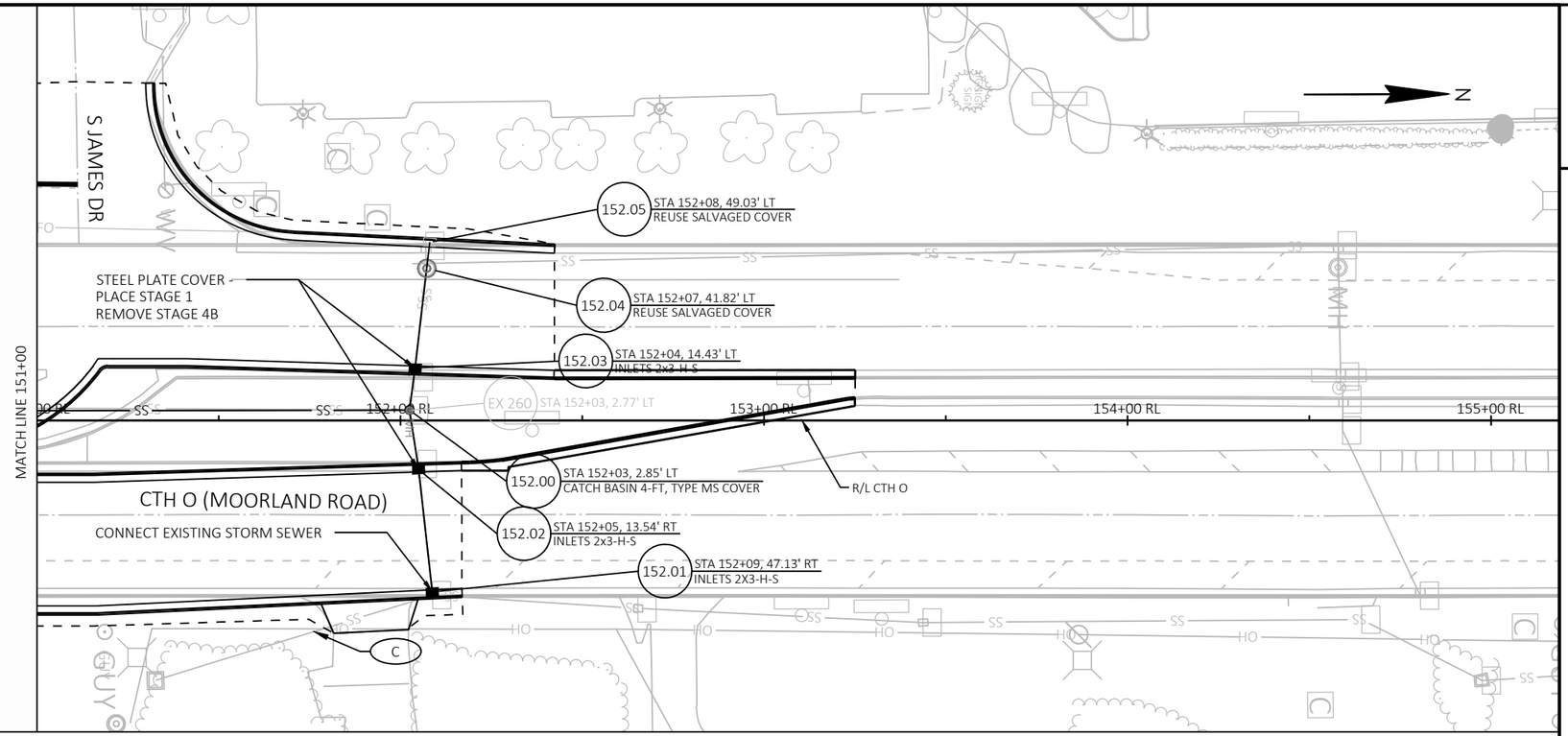
NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

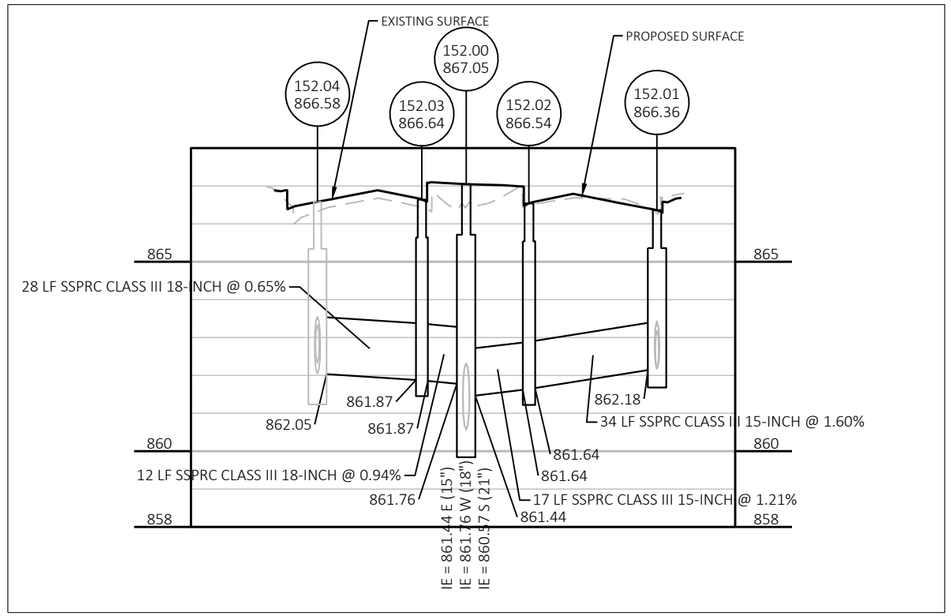
LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 82	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\022501_SS.DWG
LAYOUT NAME - 10 (3)
PLOT DATE : 10/24/2024 11:58 AM PLOT BY : CHEN, LU PLOT NAME : PLOT SCALE : 1 IN:40 FT





NOTES:
1. CONTRACTOR MAY NEED TO WORK WITHIN VICINITY OF EXISTING UTILITIES (STRUCTURES, PIPES, ETC)

LEGEND

- C — CLEANING STORM SEWER PIPES
- R — SPOT PIPE REPAIR
- SSPRC XX-XX — STORM SEWER PIPE REINFORCED CONCRETE CLASS XX, XX-INCH
- SLOPE INTERCEPT
- ADJUSTING INLET/MANHOLE
- NEW/RECONSTRUCTED INLET/MANHOLE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	STORM SEWER	SHEET 83 E

2

N

W CHURCHVIEW DR

01-01 ONE WAY R6-2R 30"X36"

01-02 W3-3 36"X36"

01-03 NO PARKING BETWEEN SIGNS R7-52D 24"X30"

R01-01

R01-02 NO PARKING BETWEEN SIGNS

R01-03 JCT COUNTY ES

01-04 JCT COUNTY ES M2-1 21"X15" M1-5A 24"X24"

R01-04

01-05

R01-05 JCT COUNTY ES

R01-06

R01-07 COUNTY O

01-06 M2-1 21"X15"

JCT COUNTY ES M1-5A 24"X24"

01-07

01-08 COUNTY O M1-5A 24"X24"

RSR-01 BEGIN LEFT TURN LANE

ESTR ONLY ONLY ONLY ONLY ONLY

ESTR NO PARKING BETWEEN SIGNS

ESTR STOP

RSR-02

R01-08

01-09 W12-1D 24"X24"

01-10 NO PARKING BETWEEN SIGNS R7-52D 24"X30"

R01-09 NO PARKING BETWEEN SIGNS

I-94 BORE

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

R/L CTH O

CTH O (MOORLAND ROAD)

I-94 BORE

MATCH LINE 98+75

01-11 ONE WAY R6-2R 30"X36"

RSR-03 MAY USE FULL LANE

01-12 ONE WAY R6-2R 30"X36"

RSR-04 NO PARKING BETWEEN SIGNS

RSR-05 COUNTY O

01-13

01-14 WRONG WAY R5-1A 42"X30"

01-15

01-16 W3-3 36"X36"

01-17 R3-2 36"X36"

01-18 DO NOT ENTER R5-1 36"X36"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- R##-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- ##-## NEW SIGN NUMBER
- RSR REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:

1. ALL STREET NAME SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO NEW BERLIN STREETS DEPARTMENT. ALL OTHER ALUMINUM TYPE II SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO THE WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS.
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 84	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- R##-## — SIGN NUMBER (REMOVING SIGNS TYPE II)
- ##-## — NEW SIGN NUMBER
- RSR — REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
1. ALL STREET NAME SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO NEW BERLIN STREETS DEPARTMENT. ALL OTHER ALUMINUM TYPE II SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO THE WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS.
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

N

MATCH LINE 98+75

MATCH LINE 104+50

CTH O (MOORLAND ROAD)

W ST. FRANCIS DR

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

R/L CTH O

02-01 BEGIN LEFT TURN LANE R3-20L 24"X36"

02-02 R02-02 SPEED LIMIT 40 R2-1 30"X36"

02-03 R02-03 NO PARKING BETWEEN SIGNS R7-52D 24"X30"

02-04 R02-01 SPEED LIMIT 40 R2-1 30"X36"

02-05 R02-04 STOP R1-1 30"X30"

S Moorland Rd R02-05

W St Francis Dr R02-06

02-06 R4-7 24"X30"

02-07 R3-2 36"X36"

02-08 DO NOT ENTER R5-1 36"X36"

02-09 ONE WAY R6-2R 30"X36"

RSR-06 RIGHT LANE MUST TURN RIGHT

R02-07 NO PARKING BETWEEN SIGNS

02-10 NO PARKING BETWEEN SIGNS R7-52D 24"X30"

02-11 ONLY ONLY ONLY ONLY R3-8LAAR 72"X30"

02-12 R5-2 24"X24"

02-13 M5-1L 21"X21"

02-14 BEGIN LEFT TURN LANE R3-20L 24"X36"

R02-08

R02-09

R02-10

W Coffee Rd R02-11

R02-12

R02-13 LEFT LANE MUST TURN LEFT

R02-14 NO PARKING BETWEEN SIGNS

02-15 NO PARKING BETWEEN SIGNS R7-52D 24"X30"

R02-15 ONE WAY

R02-16 ONE WAY

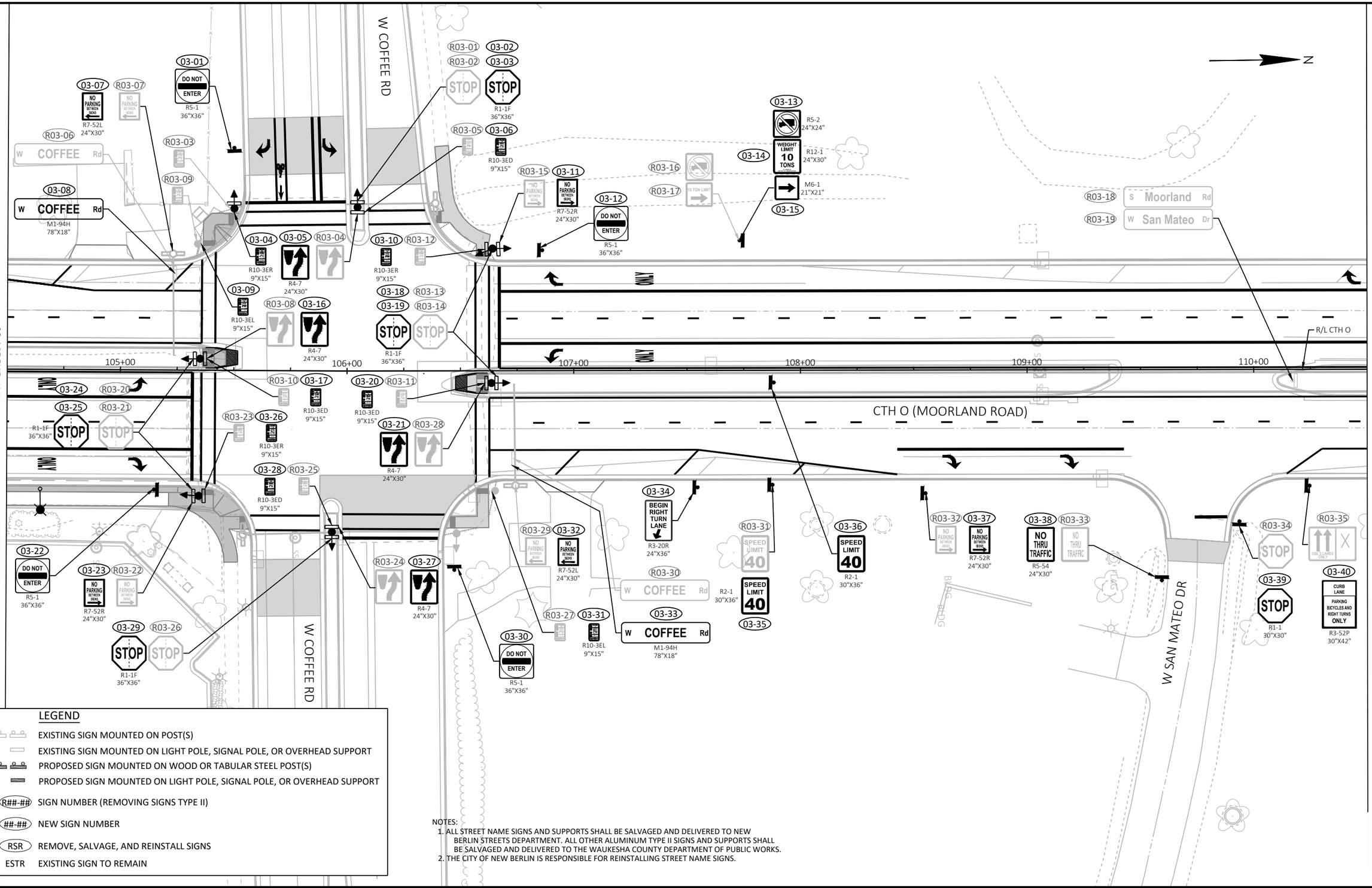
02-16 ONE WAY R6-2R 30"X36"

02-17 ONE WAY R6-2R 30"X36"

RSR-07 RIGHT LANE MUST TURN RIGHT

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 85	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- R##-## — SIGN NUMBER (REMOVING SIGNS TYPE II)
- ##-## — NEW SIGN NUMBER
- RSR — REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
1. ALL STREET NAME SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO NEW BERLIN STREETS DEPARTMENT. ALL OTHER ALUMINUM TYPE II SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO THE WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS.
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 86	E

2

N

04-01
04-02
W3-3
36"X36"

R04-01
R04-02

04-03
BEGIN RIGHT TURN LANE
R3-20R
24"X36"

04-04
BEGIN LEFT TURN LANE
R3-20L
24"X36"

04-05
04-06
ONLY | ONLY | ONLY | ONLY
R3-8LAAR
72"X30"

04-07
04-08
SPEED LIMIT 40
R2-1
30"X36"

R04-03
R04-04
SPEED LIMIT 40

MATCH LINE 110+50

111+00 112+00 113+00 114+00 115+00 116+00

MATCH LINE 116+25

R/L CTH O

CTH O (MOORLAND ROAD)

04-09
BEGIN LEFT TURN LANE
R3-20L
24"X36"

BLDG

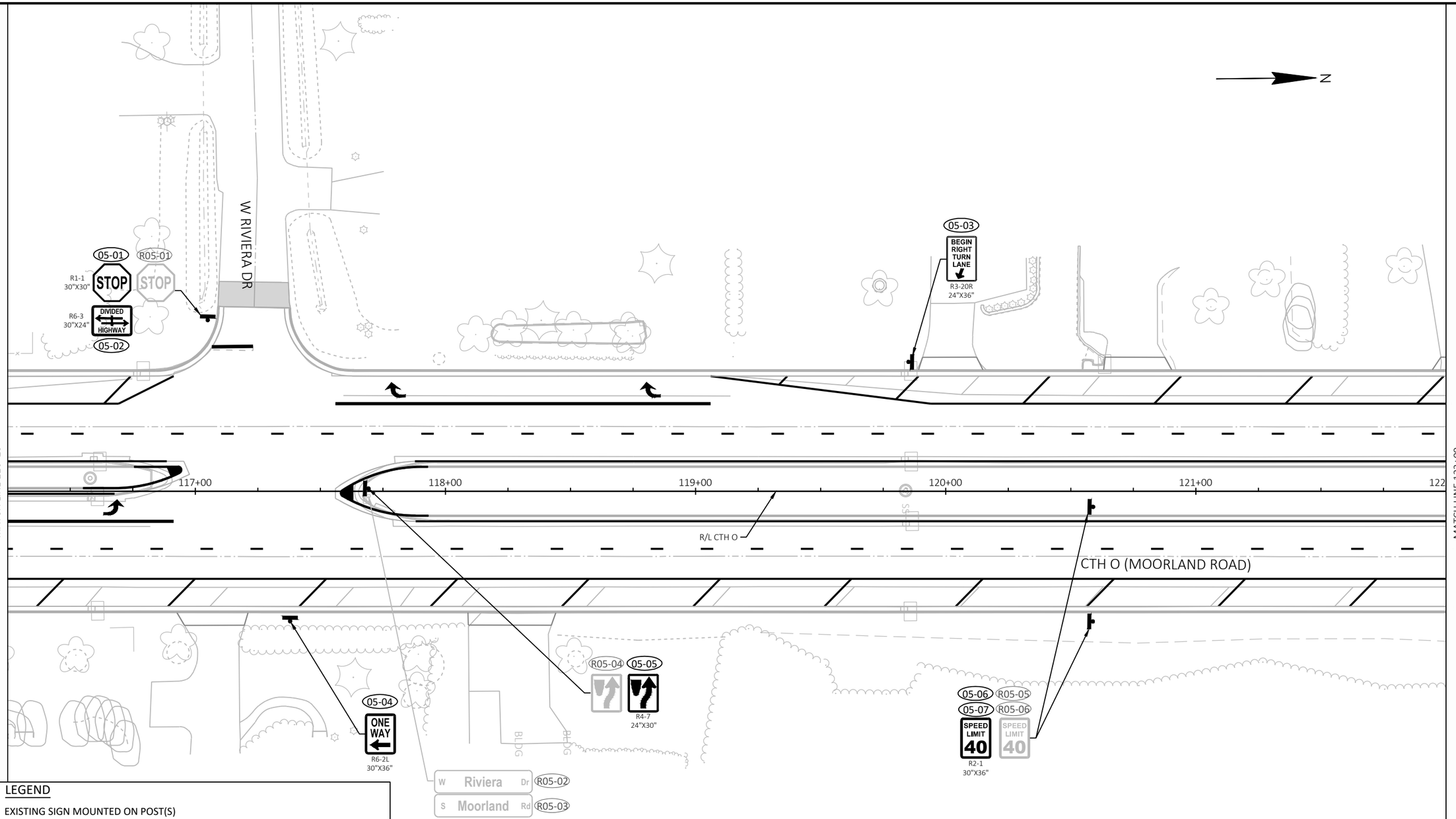
TAG

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- R##-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- ##-## NEW SIGN NUMBER
- RSR REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:
1. ALL STREET NAME SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO NEW BERLIN STREETS DEPARTMENT. ALL OTHER ALUMINUM TYPE II SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO THE WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS.
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- (R##-##) SIGN NUMBER (REMOVING SIGNS TYPE II)
- (##-##) NEW SIGN NUMBER
- (RSR) REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:
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2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 88	E

2

N

06-01 R06-01
06-02 R06-02
SPEED LIMIT 40
R2-1
30"X36"

SPEED LIMIT 40

BLDG
BLDG
BLDG

MATCH LINE 122+00

+00 123+00 124+00 125+00 126+00 127+00

MATCH LINE 127+75

R/L CTH O

CTH O (MOORLAND ROAD)

06-03
BEGIN LEFT TURN LANE
R3-20L
24"X36"

06-04
BEGIN RIGHT TURN LANE
R3-20R
24"X36"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- R##-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- ##-## NEW SIGN NUMBER
- RSR REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:
1. ALL STREET NAME SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO NEW BERLIN STREETS DEPARTMENT. ALL OTHER ALUMINUM TYPE II SIGNS AND SUPPORTS SHALL BE SALVAGED AND DELIVERED TO THE WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS.
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 89	E

2

W EL DORADO DR

07-03 R07-02
R1-1 30"X30"
STOP
R6-3 30"X24"
DIVIDED HIGHWAY
07-04

07-01 R07-01
R4-7 24"X30"

07-02
ONE WAY
R6-2L 30"X36"

07-05
BEGIN RIGHT TURN LANE
R3-20R 24"X36"

07-06
BEGIN LEFT TURN LANE
R3-20L 24"X36"

N

MATCH LINE 127+75

128+00 129+00 130+00 131+00 132+00 133+00

R/L CTH O

CTH O (MOORLAND ROAD)

MATCH LINE 133+50

07-09
ONE WAY
R6-2L 30"X36"

S Moorland Rd R07-05
W El Dorado Dr R07-06
R07-07

07-10
R4-7 24"X30"

R07-08 07-11
R07-09 07-12
SPEED LIMIT 40
SPEED LIMIT 40
R2-1 30"X36"

R07-04
S PINEWOOD CREEK CT

S PINEWOOD CREEK CT

R07-03 07-07
STOP STOP
R1-1 30"X30"
DIVIDED HIGHWAY
R6-3 30"X24"
07-08

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
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2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 90	E

2

N

MATCH LINE 133+50

MATCH LINE 139+50

134+00 135+00 136+00 137+00 138+00 139+00

R/L CTH O

CTH O (MOORLAND ROAD)

ESTR

NO ENGINE BRAKE
NEW BERLIN CITY ORDINANCE #2000

08-01
ONE WAY
R6-2R
30"X36"

08-02
08-03
ONLY ONLY ONLY ONLY
R3-8LAAR
72"X30"

08-04
BEGIN RIGHT TURN LANE
R3-20R
24"X36"

R08-01
R08-02

08-05
08-06
W3-3
36"X36"

08-07
BEGIN LEFT TURN LANE
R3-20L
24"X36"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
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2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

2

N

W RYERSON RD

09-06 R09-07 NO PARKING ANY TIME R7-1R 18"X24"

09-07 STOP R1-1F 36"X36"

R09-06 STOP

R09-05 W RYERSON RD

09-04 W RYERSON Rd M1-94H 96"X18"

R09-01 R09-02 SPEED LIMIT 40

09-01 09-02 SPEED LIMIT 40 R2-1 30"X36"

09-03 CURB LANE PARKING BICYCLES AND RIGHT TURNS ONLY R3-52P 30"X42"

R09-03 USE 2 LANES ONLY

R09-08 NO PARKING ANY TIME

09-08 NO PARKING ANY TIME R7-1L 18"X24"

W RYERSON RD R09-09

S MOORLAND RD R09-10

R09-11 R09-12 STOP

09-12 BEGIN LEFT TURN LANE R3-20LL 24"X36"

R09-13 LEFT LANE MUST TURN LEFT

09-09 DO NOT ENTER R5-1 36"X36"

09-05 R4-7 24"X30"

R09-04

09-17 09-18 DO NOT ENTER R5-1 30"X30"

09-10 09-11 STOP R1-1F 36"X36"

R09-19

MATCH LINE 139+50

140+00

141+00

142+00

143+00

144+00

145+00

MATCH LINE 145+25

R/L CTH O

CTH O (MOORLAND ROAD)

R09-14 LEFT LANE MUST TURN LEFT

09-13 BEGIN LEFT TURN LANE R3-20LL 24"X36"

09-14 09-15 STOP R1-1F 36"X36"

09-16 DO NOT ENTER R5-1 30"X30"

R09-15 R09-16 STOP

R09-17 STOP

09-19 STOP R1-1F 36"X36"

09-20 W RYERSON Rd M1-94H 96"X18"

S MOORLAND RD R09-20

W RYERSON RD R09-21

09-21 R4-7 24"X30"

R09-18 W RYERSON RD

09-22 R09-22 09-23 R09-23 SPEED LIMIT 40 R2-1 30"X36"

SPEED LIMIT 40

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
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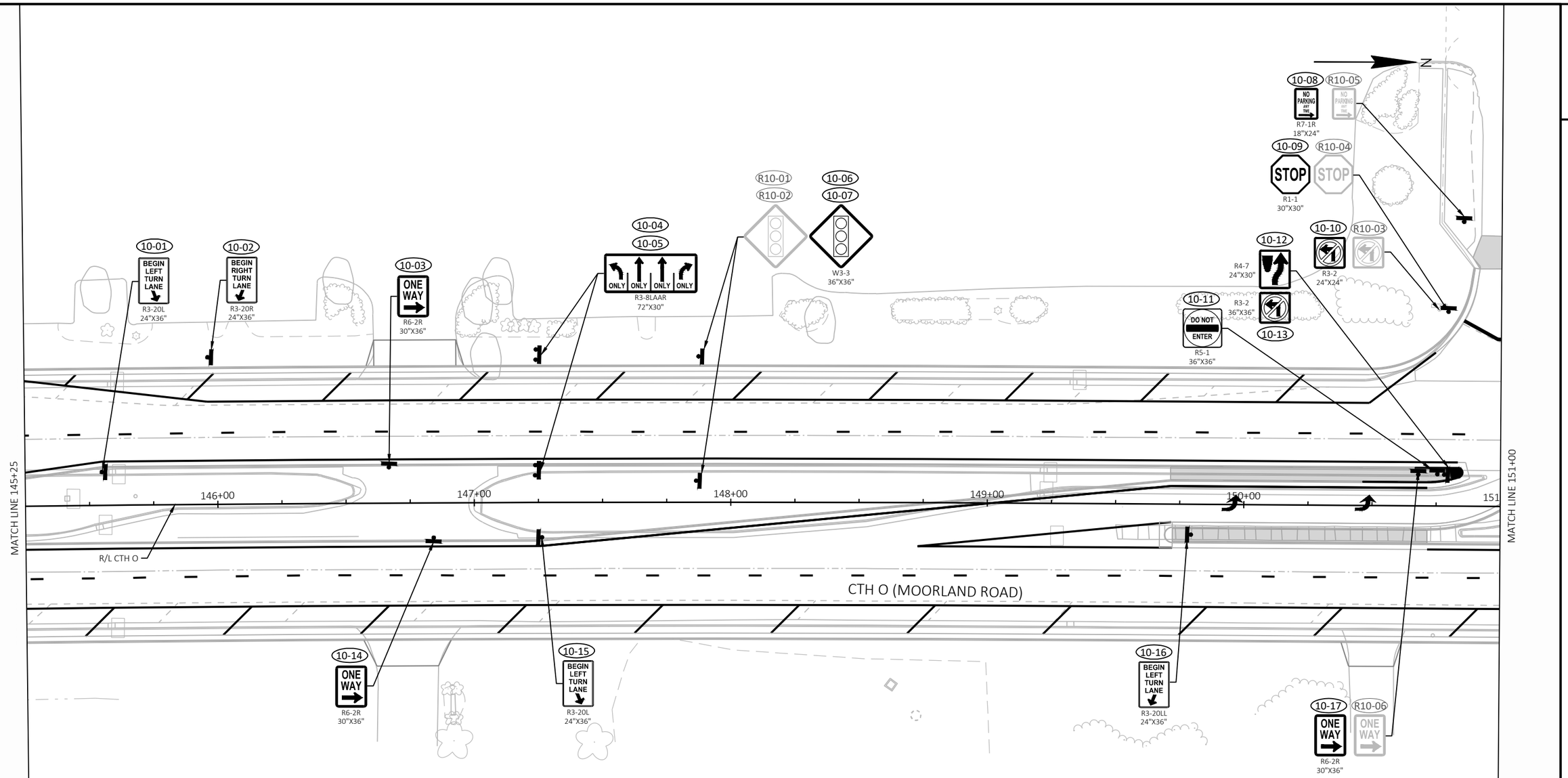
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 92	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- (R##-##) SIGN NUMBER (REMOVING SIGNS TYPE II)
- (##-##) NEW SIGN NUMBER
- (RSR) REMOVE, SALVAGE, AND REINSTALL SIGNS
- ESTR EXISTING SIGN TO REMAIN

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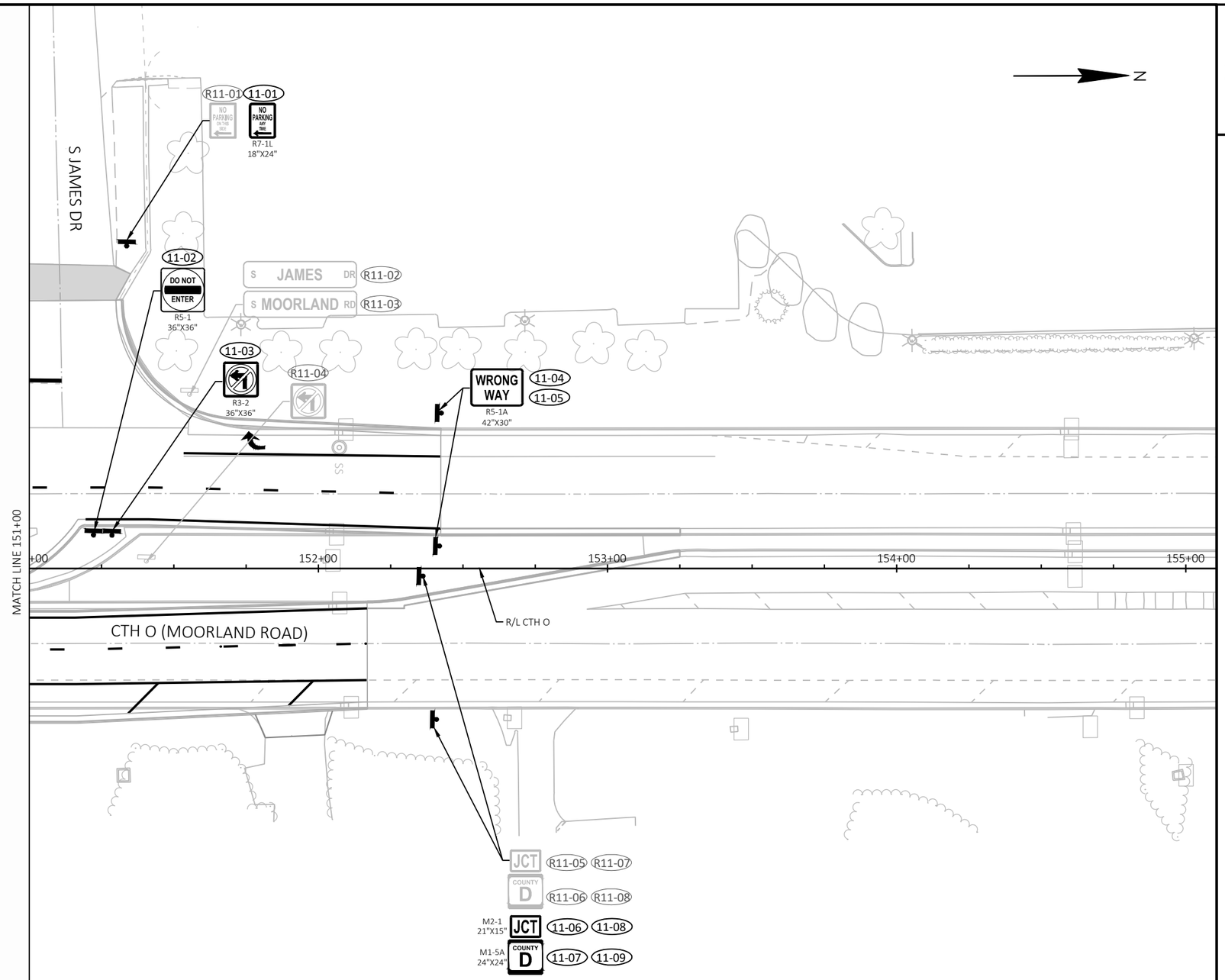
2. THE CITY OF NEW BERLIN IS RESPONSIBLE FOR REINSTALLING STREET NAME SIGNS.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 93	E

2



LEGEND

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- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON WOOD OR TABULAR STEEL POST(S)
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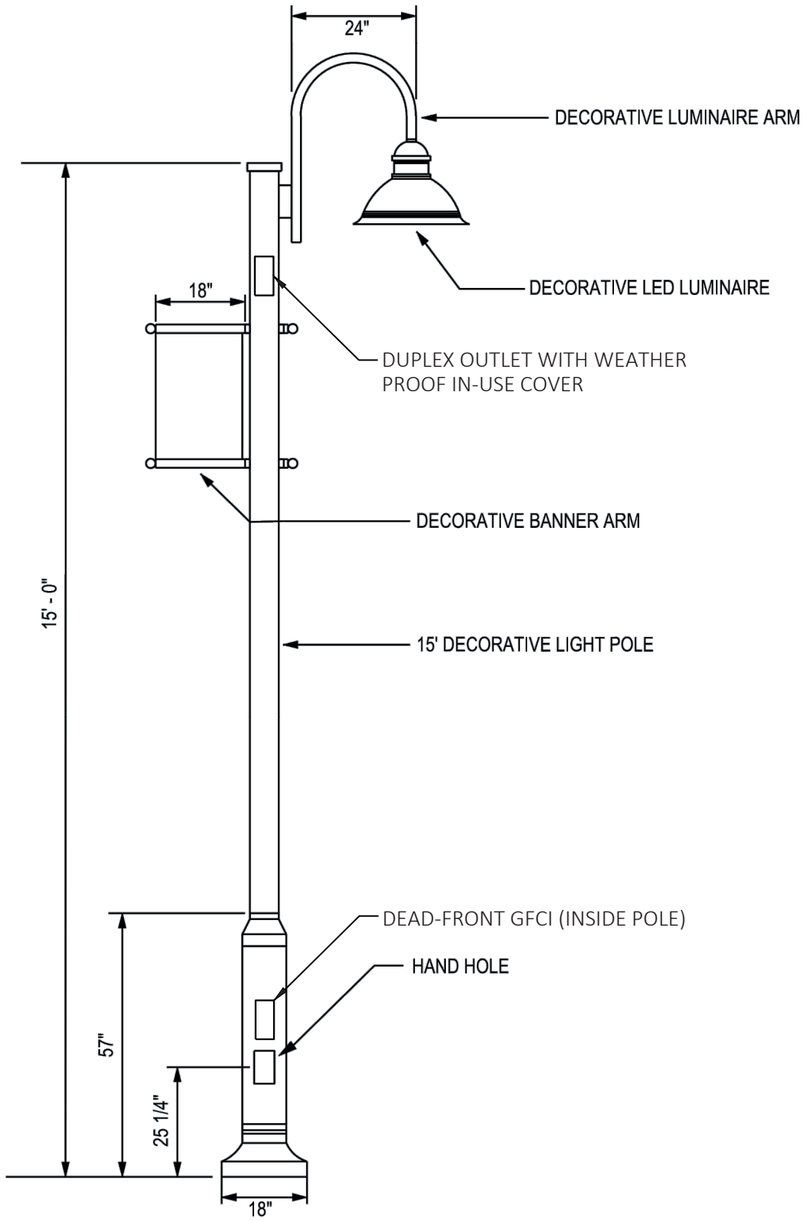
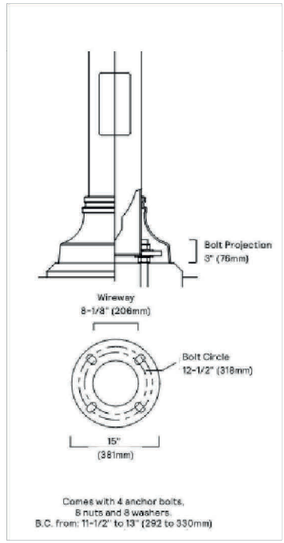


15-FOOT DECORATIVE LIGHT POLE DETAIL

SCALE: NTS



15-FOOT DECORATIVE LIGHT POLE ANCHOR PLATE DETAIL

SCALE: NTS

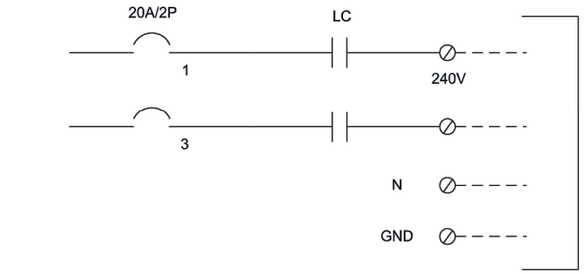
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	LIGHTING DETAILS	SHEET E-06

E

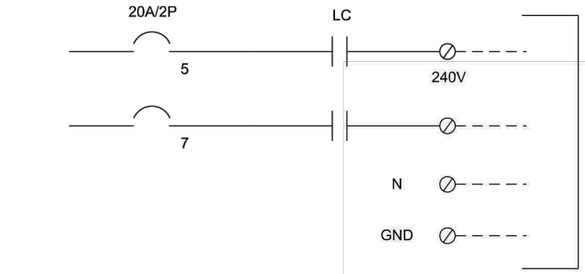
FILE NAME : C:\USERS\MYERSC\DESKTOP\MOORLAND TEMP\023601_LP.DWG
LAYOUT NAME - 0236X01

PLOT DATE : 4/17/2024 6:53 AM PLOT BY : MYERS, CHAD PLOT NAME : PLOT SCALE : ##########

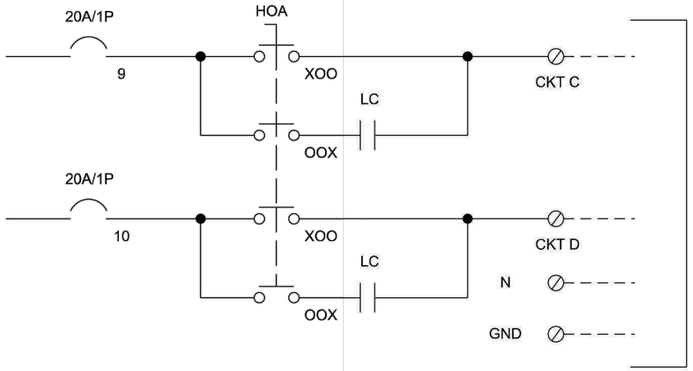
WISDOT/CADDS SHEET 42



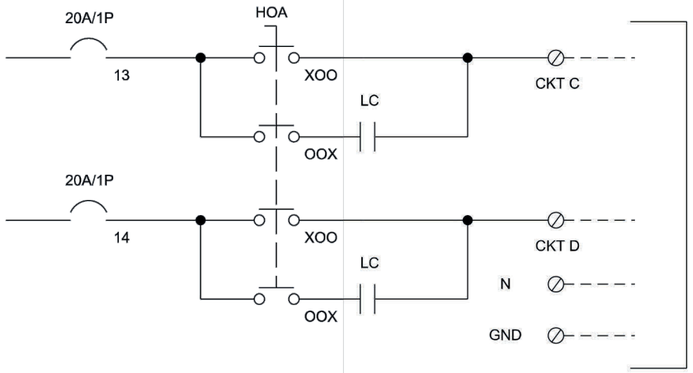
TO STREET LIGHTS CIRCUIT "A"
SIMILAR FOR CIRCUIT "B" EXCEPT
BREAKER 2, 4



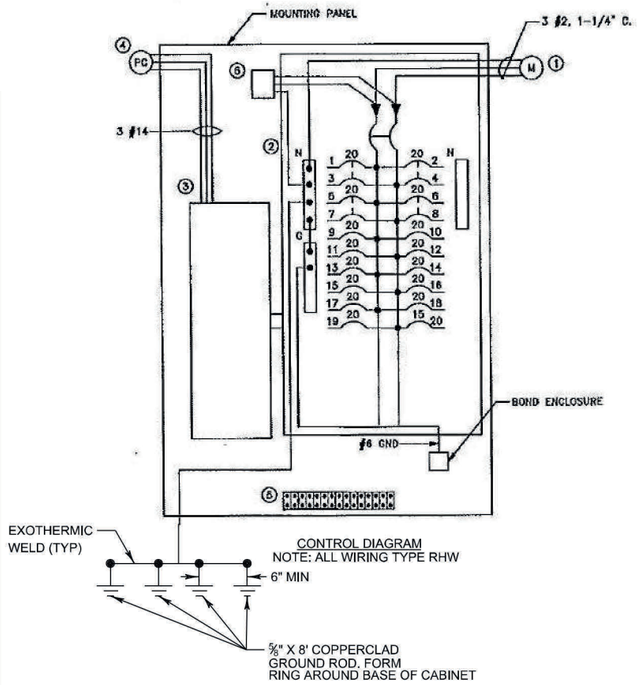
FOR FUTURE STREET LIGHTS



FOR RECEPTACLES AT "A" CIRCUIT POLES.
SIMILAR FOR "B" CIRCUIT POLES EXCEPT
BREAKER 11 AND 12. FOR CIRCUITS "E" AND "F"



FOR RECEPTACLES ON FUTURE POLES
(BREAKER 5,7)



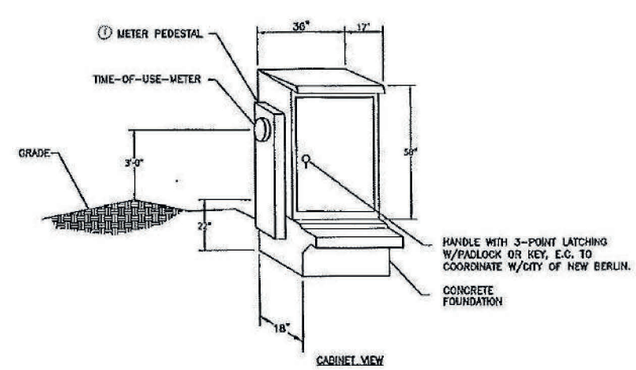
CONTROL DIAGRAM
NOTE: ALL WIRING TYPE RHW

NOTES:

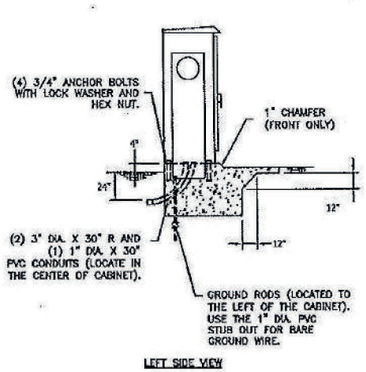
1) ALL CONTROL WIRING SHALL BE COLOR CODED # 14 AWG, USE UNLESS OTHERWISE NOTED.
2) ALL POWER AND CONTROL WIRING SHALL BE NEATLY TRAINED, LABELED AND SUPPORTED.
3) THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO THE INSTALLATION AT THE SITE.
4) THE CONTRACTOR SHALL COMPLY WITH WE ENERGIES SERVICE INSTALLATION REQUIREMENTS.
5) EXTEND APPROPRIATELY SIZED CONDUCTORS FROM THE CONTRACTORS TO THE FIELD TERMINATION STRIP.
6) SEAL CONDUIT OPENING WITH DUCT SEAL.
7) ENCLOSURE SHALL BE GROUNDED.
8) THE ENCLOSURE AND METER PEDESTAL SHALL BE PAINTED TO MATCH LIGHTING UNITS.
9) GROUND WIRE REQUIRED FOR EACH LIGHTING CIRCUIT.
10) ALL CONDUITS TO LIGHTING CIRCUITS TO BE PVC PITCH CONDUIT TO ONE END OF RUN AND DRILL ¼" DRAIN HOLE IN CONDUIT TO ALLOW WATER DRAINAGE.
11) ELECTRICAL CONTRACTOR TO PROVIDE GRAVEL BASE AND REINFORCEMENT AS REQUIRED FOR STRUCTURAL INTEGRITY OF CONCRETE FOUNDATION
12) CABINET TO OPEN AWAY FROM SIDEWALK.

EQUIPMENT

(1) WE ENERGIES APPROVED 100A, 1PH, 3W, 120 / 240 V METER PEDESTAL, TIME AND USE METER BY WE ENERGIES, SEE LATEST EDITION OF WE ENERGIES ELECTRICAL SERVICE AND METERING MANUAL.
(2) 100A MCB, 120 / 240 V 1PH, 3W, 20CKT NEMA 1 PANEL BOARD WITH BOLT-ON MOLDED CASE BRANCH CIRCUIT BREAKERS.
(3) 300 V MECHANICALLY HELD 12 POLE CONTRACTOR WITH 120 VOLT CONTROL COIL, TWO WIRE INTERFACE RELAY AND HAND-OFF-AUTO SWITCH IN FACTORY ASSEMBLED NEMA 1 ENCLOSURE.
(4) PHOTOCELL MOUNTED ON EAST SIDE OF CABINET.
(5) FIELD WIRING TERMINATION STRIP
(6) SURGE ARRESTER.



CABINET VIEW



LEFT SIDE VIEW

CONTROL CABINET CR
NOT TO SCALE

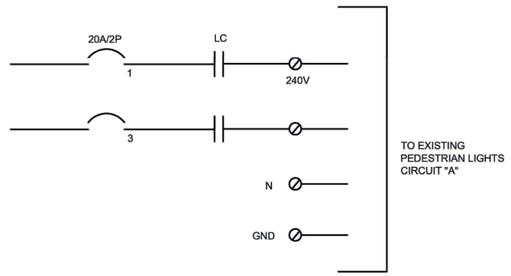
INFORMATION ONLY

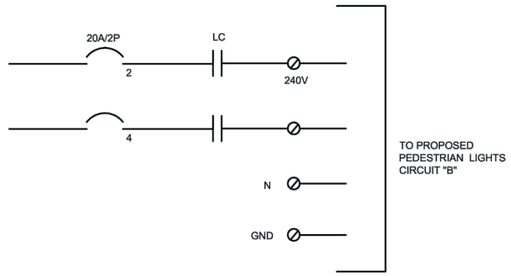
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	LIGHTING DETAILS	SHEET E-07	E

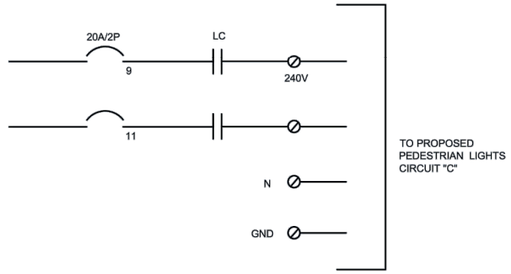
FILE NAME : C:\USERS\MYERSC\DESKTOP\MOORLAND TEMP\023601_LP.DWG
LAYOUT NAME - 0236X04
PLOT DATE : 4/17/2024 6:54 AM PLOT BY : MYERS, CHAD PLOT NAME : PLOT SCALE : ##########

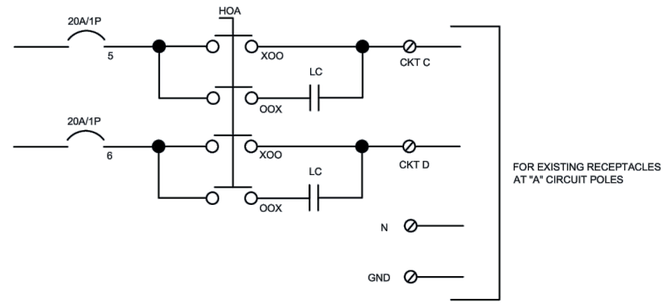
2

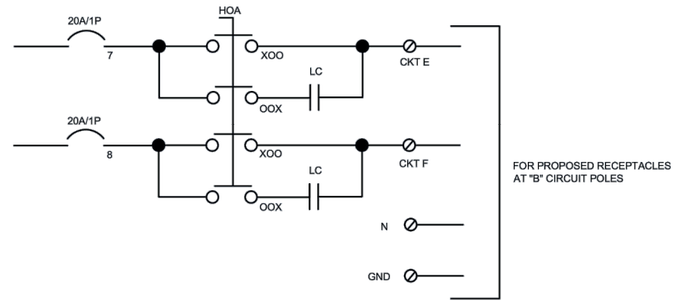
PANEL (LCC–1) CONTROL PANEL (002)				
LOAD DESCRIPTION	CCT	PHASE	CCT	LOAD DESCRIPTION
EXISTING LIGHTS ACR–1 THROUGH ACR–14	1	A –	2	LIGHTS BCR–1 THROUGH BCR–4
	3	– B	4	
RECEPTACLES AT EXISTING "A" CIRCUIT POLES (C)	5	A –	6	RECEPTACLES ON EXISTING "A" CIRCUIT POLES (D)
RECEPTACLES AT "B" CIRCUIT POLES (E)	7	– B	8	RECEPTACLES AT "B" CIRCUIT POLES (F)
PROPOSED LIGHTS CCR–1 THROUGH CCR–10	9	A –	10	SPARE
	11	– B	12	
RECEPTACLES AT "C" CIRCUIT POLES (G)	13	A –	14	RECEPTACLES AT "C" CIRCUIT POLES (H)
SPARE	15	– B	16	SPARE
	17	A –	18	
	19	– B	20	

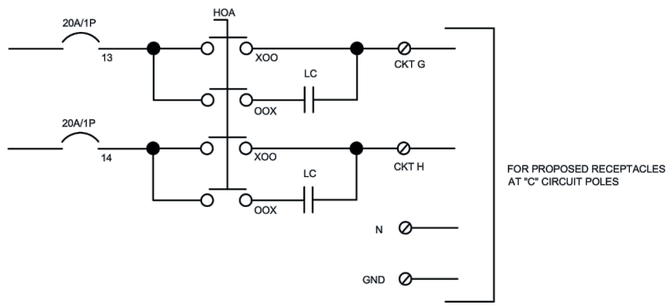












INFORMATION ONLY

2

LIGHTING LEGEND

- CONTROL CABINET DESIGNATION X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)

A-7-(1)-(2)
STA 865+55.00, 22.0' LT
C-5(T)-8

- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION X=EXISTING POLE

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

PULL BOX, 24" X 36"

- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

N

CABLE AND CONDUIT LEGEND

A — 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT

ETR - EXISTING TO REMAIN

X-X-X
STA. 205+71.2, 67.2' LT
A-XX-6

001-X-(17,19)-(18)
STA. 205+84.8, 50.4' LT
A-XX-6

X-X-X
STA. 206+62.4, 67.2' LT
A-XX-6

X-X-X
STA. 89+68.8, 71.5' LT
A-XX-6

001-X-(17,19)-(18)
STA. 89+83.2, 71' LT
A-XX-6

X-X-X
STA. 90+50, 72.5' LT
A-XX-6

001-X-(17,19)-(20)
STA. 90+57.6, 71' LT
A-XX-6

001-X-(17,19)-(18)
STA. 91+68, 71' LT
A-XX-6

STA. 91+45, 72' LT
PB6

X-X-X
STA. 92+20, 73' LT
A-XX-6

001-X-(17,19)-(20)
STA. 92+48, 71' LT
A-XX-6

MOORLAND ROAD (CTH O)

002-X-(9,11)-(14)
STA. 208+56, 51.2' RT
A-XX-6

002-X-(2,4)-(7)
STA. 91+00, 63.2' RT
A-XX-6

002-X-(2,4)-(8)
STA. 91+59.2, 63.2' RT
A-XX-6

X-X-X
STA. 91+92, 63.2' RT
A-XX-6

002-16-(2,4) - (7)
STA. 92+67, 62.5' RT
B-5

002-X-(2,4)-(8)
STA. 209+71.2, 66.4' LT
A-XX-6

002-X-(2,4)-(7)
STA. 210+30.4, 66.4' LT
A-XX-6

W NATIONAL AVE (CTH ES)

MATCHLINE STA. 87+00

MATCHLINE STA. 92+80

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

ETR - EXISTING TO REMAIN
ERL - EXISTING TO RELOCATE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PROPOSED LIGHTING PLAN	SHEET E-02	98	E

FILE NAME : C:\USERS\MYERSC\DESKTOP\MOORLAND TEMP\023601_LP.DWG
LAYOUT NAME - 023616_lp
PLOT DATE : 4/17/2024 6:42 AM
PLOT BY : MYERS, CHAD
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LIGHTING LEGEND

A-7-(1)-(2)
STA 865+55.00, 22.0' LT
C-5(T)-8

- CONTROL CABINET DESIGNATION X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION X=EXISTING POLE

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

PULL BOX, 24" X 36"

- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

CABLE AND CONDUIT LEGEND

(A) 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT

ETR - EXISTING TO REMAIN

N

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.

MATCHLINE STA. 92+80

MATCHLINE STA. 98+60

MOORLAND ROAD (CTH O)

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

X-X-X
STA. 93+14.4, 72.8' LT
A-XX-6

001-X-(17,19)-(18)
STA. 93+28, 65' LT
A-XX-6

X-X-X
STA. 93+88, 70.4' LT
A-XX-6

ETR

ETR
LUMINAIRE IS MOUNTED ON UTILITY POLE

002-18-(2,4) - (8)
STA. 93+55.0, 62.5' RT
B-5

002-19-(2,4) - (7)
STA. 94+92.8, 52.5' RT
B-5

002-20-(2,4) - (8)
STA. 95+77.8, 52.5' RT
B-5

002-21-(2,4) - (7)
STA. 96+58.0, 52.5' RT
B-5

002-22-(2,4) - (8)
STA. 97+47.8, 52.5' RT
B-5

X-X-X
STA. 93+40, 75.2' RT
A-XX-6

X-X-X
STA. 93+5.6, 75.2' RT
A-XX-6

X-X-X
STA. 95+62.4, 78.4' RT
A-XX-6

X-X-X
STA. 98+40.8, 72' RT
A-XX-6

IP 1.25" ODPE

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PROPOSED LIGHTING PLAN	SHEET E-03	E

FILE NAME : C:\USERS\MYERSC\DESKTOP\MOORLAND TEMP\023601_LP.DWG
LAYOUT NAME - 023617_lp

PLOT DATE : 4/17/2024 6:50 AM PLOT BY : MYERS, CHAD PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING LEGEND

A-7-(1)-(2)
STA 865+55.00, 22.0' LT
C-5(T)-8

- CONTROL CABINET DESIGNATION X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION X=EXISTING POLE
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX, 24" X 36"
- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

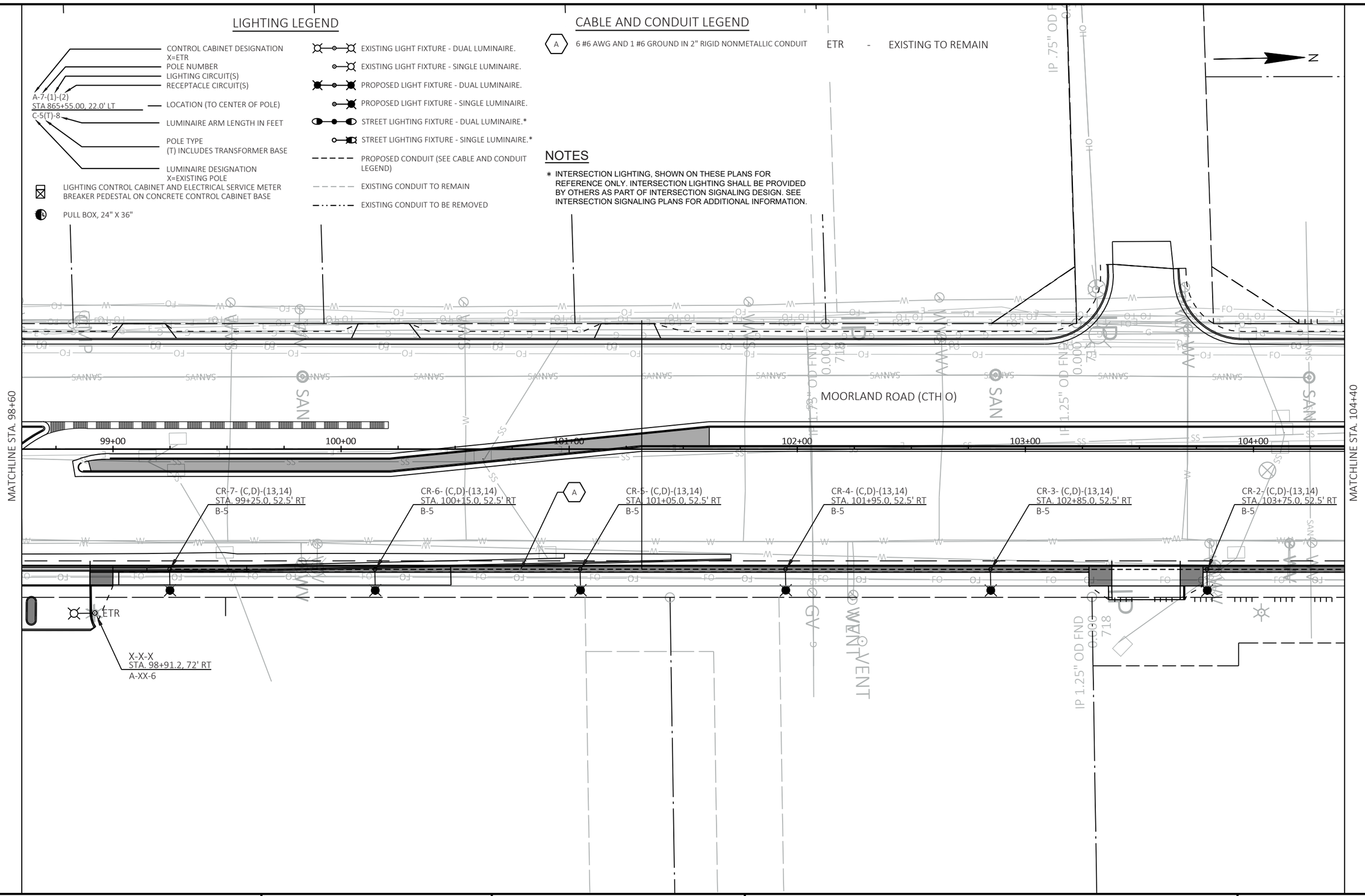
CABLE AND CONDUIT LEGEND

(A) 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT

ETR - EXISTING TO REMAIN

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PROPOSED LIGHTING PLAN	SHEET E-04	E

FILE NAME : C:\USERS\MYERSC\DESKTOP\MOORLAND TEMP\023601_LP.DWG
LAYOUT NAME - 023618_lp
PLOT DATE : 4/17/2024 6:51 AM PLOT BY : MYERS, CHAD PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING LEGEND

A-7-(1)-(2)
STA 865+55.00, 22.0' LT
C-5(T)-8

- CONTROL CABINET DESIGNATION X=ETR
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- RECEPTACLE CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION X=EXISTING POLE
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- PULL BOX, 24" X 36"
- EXISTING LIGHT FIXTURE - DUAL LUMINAIRE.
- EXISTING LIGHT FIXTURE - SINGLE LUMINAIRE.
- PROPOSED LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED LIGHT FIXTURE - SINGLE LUMINAIRE.
- STREET LIGHTING FIXTURE - DUAL LUMINAIRE.*
- STREET LIGHTING FIXTURE - SINGLE LUMINAIRE.*
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- EXISTING CONDUIT TO REMAIN
- EXISTING CONDUIT TO BE REMOVED

CABLE AND CONDUIT LEGEND

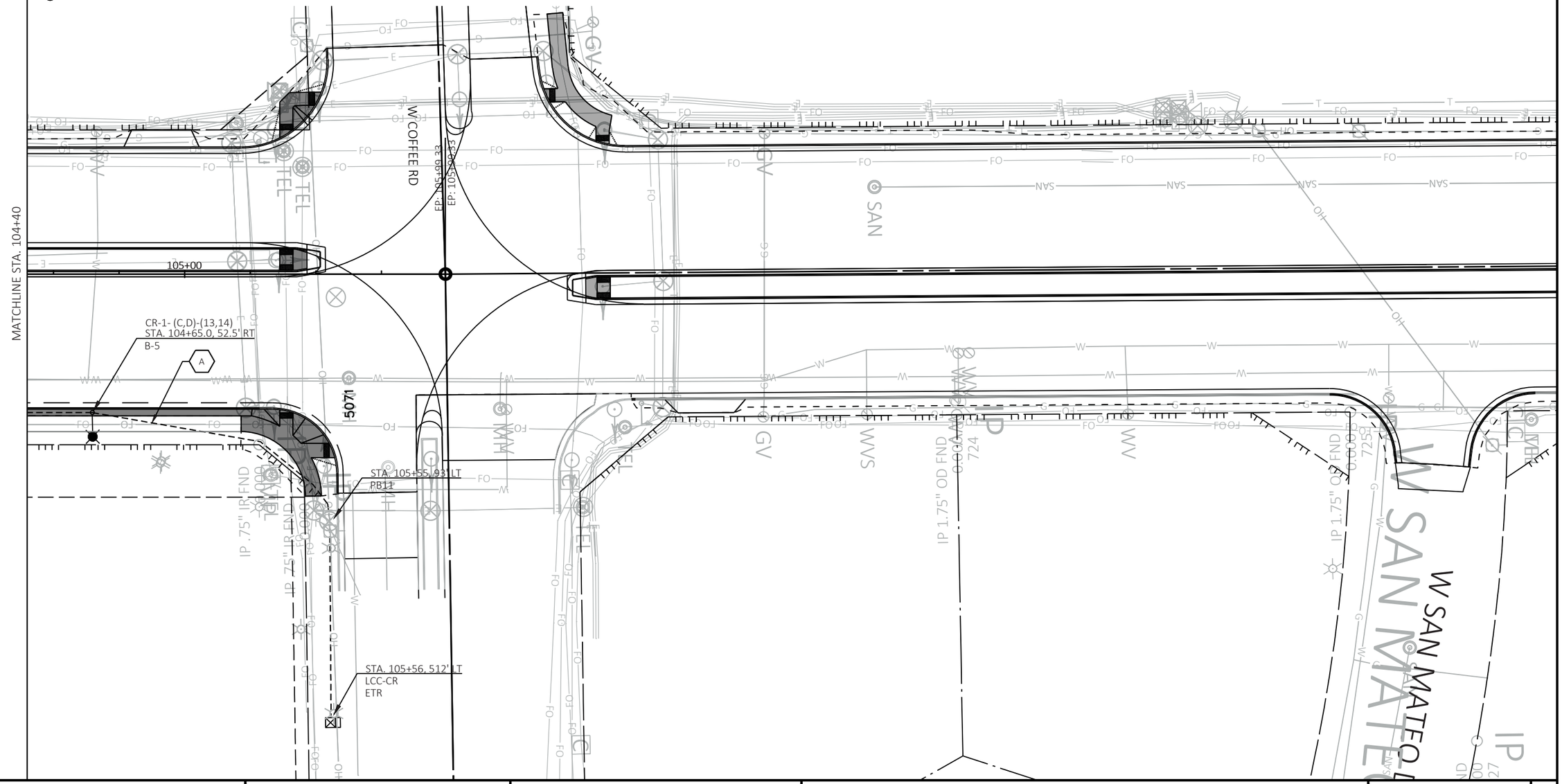
(A) 6 #6 AWG AND 1 #6 GROUND IN 2" RIGID NONMETALLIC CONDUIT

ETR - EXISTING TO REMAIN

N

NOTES

* INTERSECTION LIGHTING, SHOWN ON THESE PLANS FOR REFERENCE ONLY. INTERSECTION LIGHTING SHALL BE PROVIDED BY OTHERS AS PART OF INTERSECTION SIGNALING DESIGN. SEE INTERSECTION SIGNALING PLANS FOR ADDITIONAL INFORMATION.



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PROPOSED LIGHTING PLAN	SHEET E-05	101	E

CONSTRUCTION NOTES:

1. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.
2. SALVAGE PUSH BUTTONS, SIGNAL HEADS, PULL BOXES AND POLES MARKED BOLD. CONTACT STEVEN SCHULTZ AT WAUKESHA COUNTY PUBLIC WORKS AT 262-242-9129 TO ARRANGE DELIVERY OF SALVAGED MATERIAL AT LEAST THREE WORKING DAYS PRIOR TO DELIVERY.
3. REMOVE CONCRETE SIGNAL BASES SB4, SB5, AND SB11.
4. SALVAGE FOR REINSTALL SIGNAL HEADS 1, 6, 11, 21, 23, AND 25.
5. MAINTAIN CONCRETE BASES AND PEDESTAL BASES AT SB1, SB2, SB9 AND SB12 FOR INSTALLATION OF NEW POLES.

N

CTH O (S MOORLAND RD)

W COFFEE RD

SPEED LIMIT = 35 MPH

SPEED LIMIT = 40 MPH

EXISTING R/W

EXISTING EASEMENT

CAUTION

SB1 SB2 SB4 SB5 SB9 SB11 SB12

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB10 PB11

104+00 105+00 106+00 107+00 108+00

LEGEND

SPEED LIMIT = 40 MPH	
CONTROL CABINET	
NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED	VIDEO DETECTION CAMERA
LOOP DETECTOR CONDUIT 1" NONMETALLIC	PULL BOX, 24" X 36"
SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE	PULL BOX, 24" X 42"
(XX) MONOTUBE BASE, POLE, 15'-30' ARM	SIGNAL HEAD NUMBER
(XX) MONOTUBE BASE, POLE, 35'-45' ARM	RED CIRCULAR INDICATOR
LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE	YELLOW CIRCULAR INDICATOR
CONFIRMATION LIGHT	GREEN CIRCULAR INDICATOR
LOOP DETECTOR IN 1" NONMETALLIC CONDUIT	RED ARROW
VIDEO DETECTION AREA	YELLOW ARROW
DON'T WALK INDICATOR 16" / WALK INDICATOR 16"	FLASHING YELLOW ARROW
PEDESTRIAN HEAD AND BUTTON	GREEN ARROW
PEDESTRIAN BUTTON	EVP DESIGNATOR
	EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

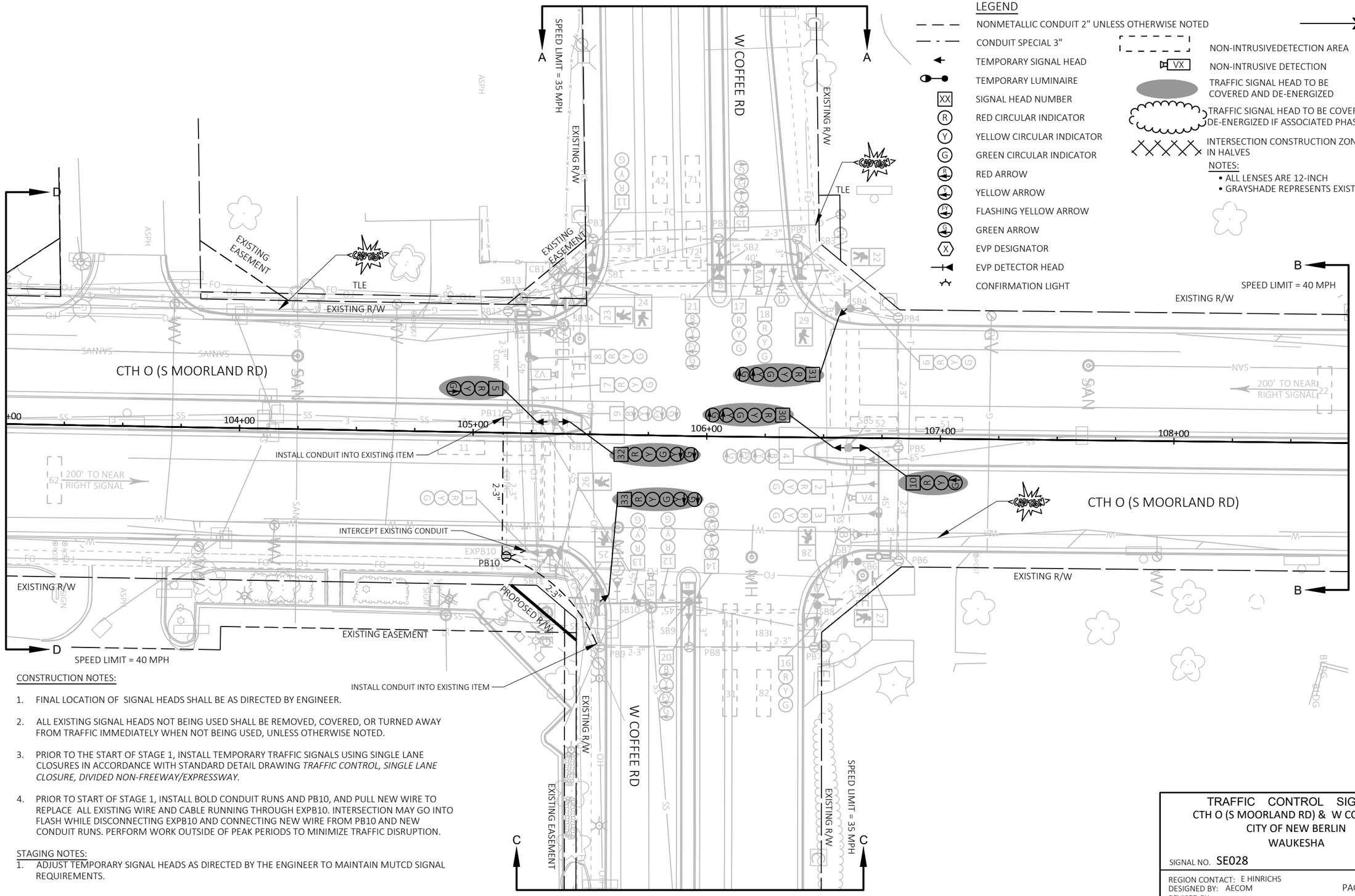
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 102	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024001-SR.DWG
LAYOUT NAME - 024201-sr-SE028

PLOT DATE : 7/29/2024 11:30 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL HEADS SHALL BE AS DIRECTED BY ENGINEER.
2. ALL EXISTING SIGNAL HEADS NOT BEING USED SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY WHEN NOT BEING USED, UNLESS OTHERWISE NOTED.
3. PRIOR TO THE START OF STAGE 1, INSTALL TEMPORARY TRAFFIC SIGNALS USING SINGLE LANE CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING *TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY.*
4. PRIOR TO START OF STAGE 1, INSTALL BOLD CONDUIT RUNS AND PB10, AND PULL NEW WIRE TO REPLACE ALL EXISTING WIRE AND CABLE RUNNING THROUGH EXPB10. INTERSECTION MAY GO INTO FLASH WHILE DISCONNECTING EXPB10 AND CONNECTING NEW WIRE FROM PB10 AND NEW CONDUIT RUNS. PERFORM WORK OUTSIDE OF PEAK PERIODS TO MINIMIZE TRAFFIC DISRUPTION.

STAGING NOTES:

1. ADJUST TEMPORARY SIGNAL HEADS AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

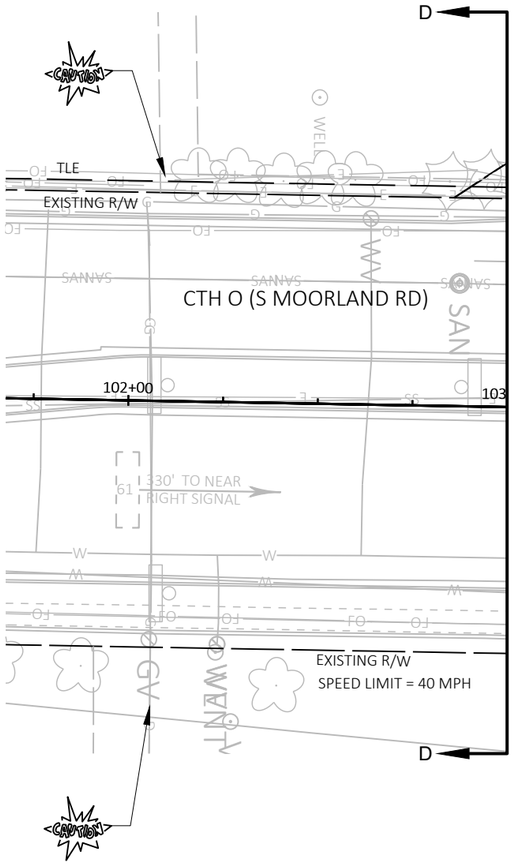
PAGE 1 OF 7

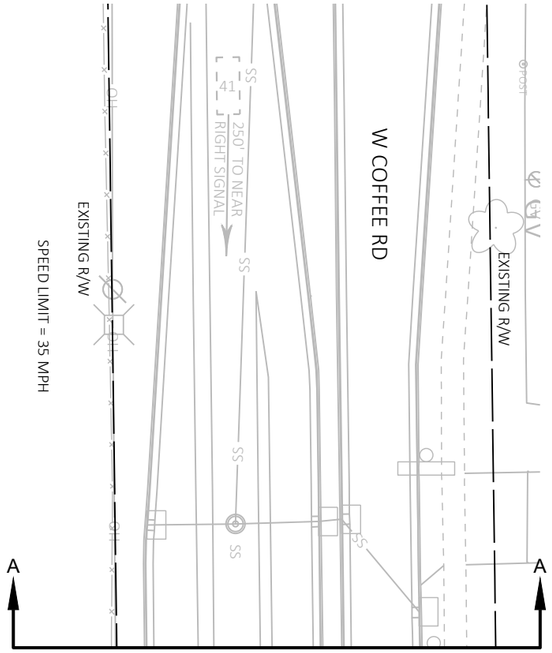
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 1 AND STAGE 4	SHEET 103	E

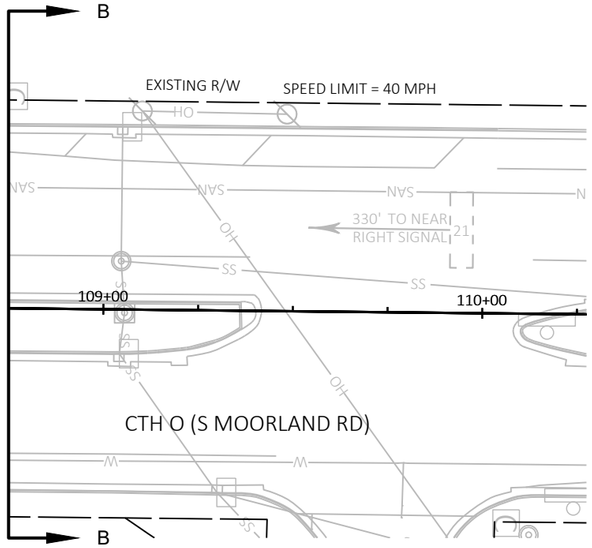
FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST1&4.DWG
LAYOUT NAME - 024102-st1&4_pg1
PLOT DATE : 7/29/2024 12:29 PM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

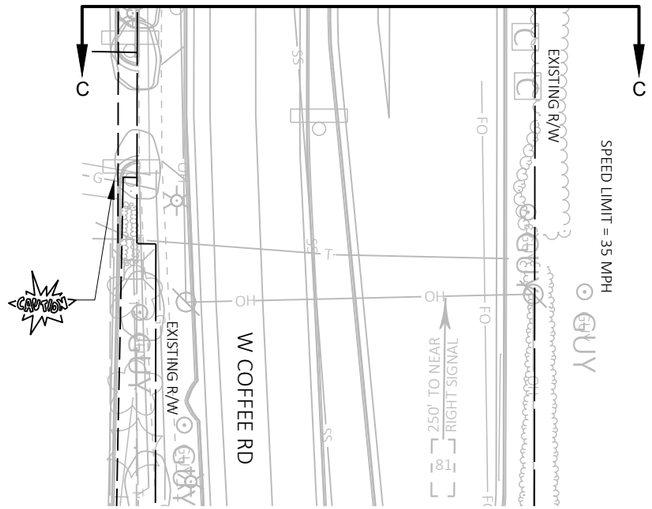
2

N









TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 1 AND STAGE 4	SHEET 104	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST1&4.DWG
LAYOUT NAME - 024102-st1&4-pg2

PLOT DATE : 7/29/2024 12:30 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED
- CONDUIT SPECIAL 3"
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT
- NON-INTRUSIVEDETECTION AREA
- NON-INTRUSIVE DETECTION
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED IF ASSOCIATED PHASE IS INACTIVE
- INTERSECTION CONSTRUCTION ZONE TO BE BUILT IN HALVES

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

N

W COFFEE RD

SPEED LIMIT = 35 MPH

EXISTING R/W

EXISTING EASEMENT

TLE

CAUTION

SPEED LIMIT = 40 MPH

200' TO NEAR RIGHT SIGNAL

CTH O (S MOORLAND RD)

104+00

105+00

106+00

107+00

108+00

PROPOSED R/W

PB10

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 3 OF 7

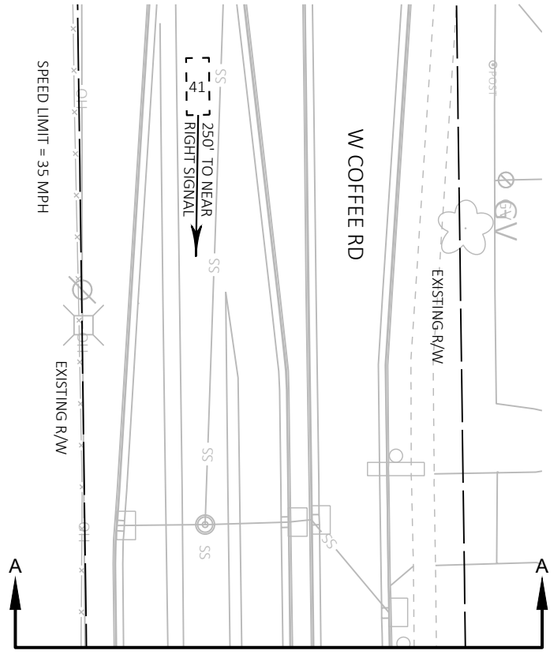
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 2	SHEET 105	E

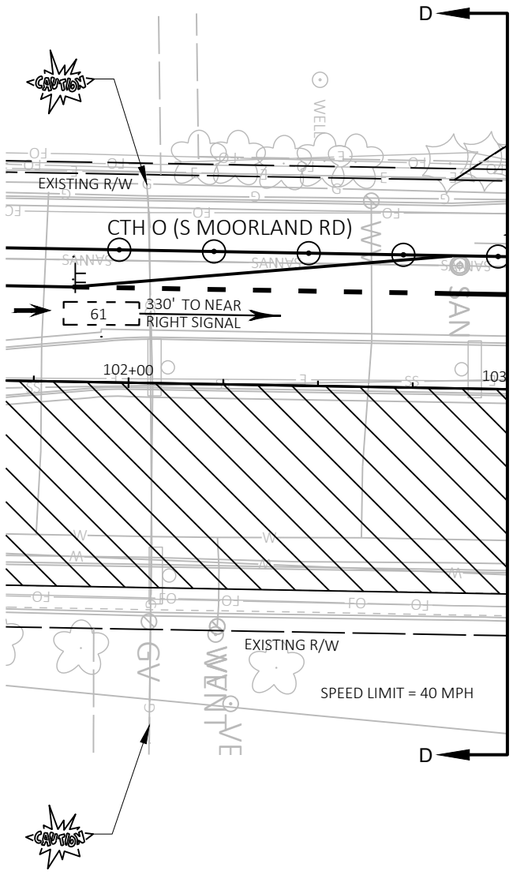
FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST2.DWG
LAYOUT NAME - 024102-st2-pg1

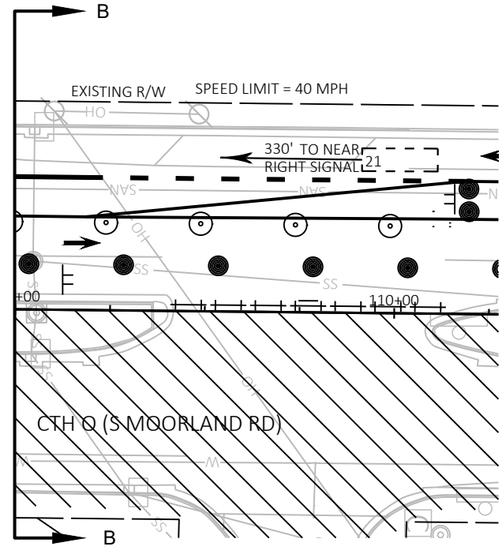
PLOT DATE : 7/29/2024 12:11 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N







TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 4 OF 7

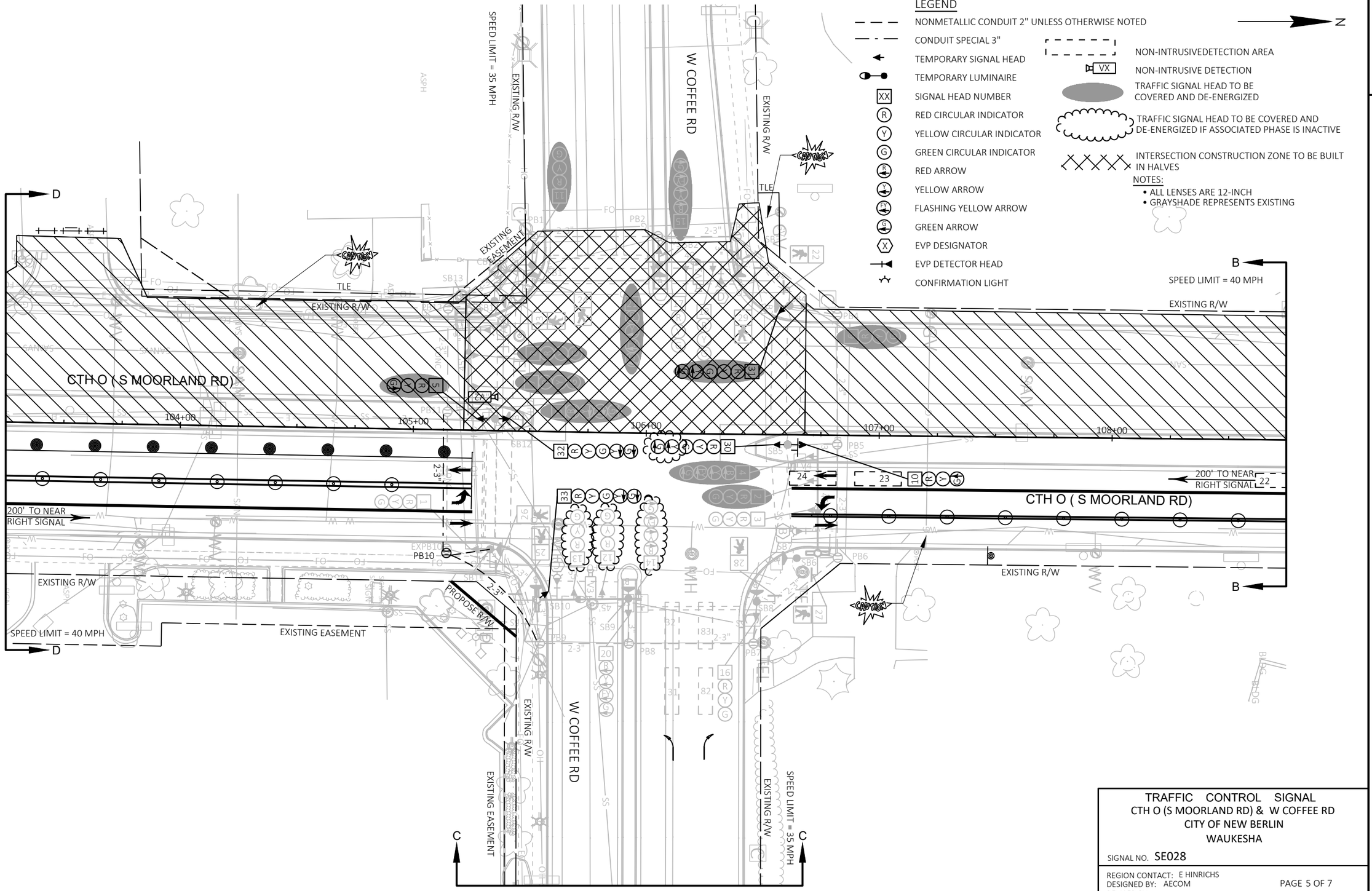
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 2	SHEET 106	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST2.DWG
LAYOUT NAME - 024102-st2-pg2

PLOT DATE : 7/29/2024 12:13 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 3	SHEET 107	E

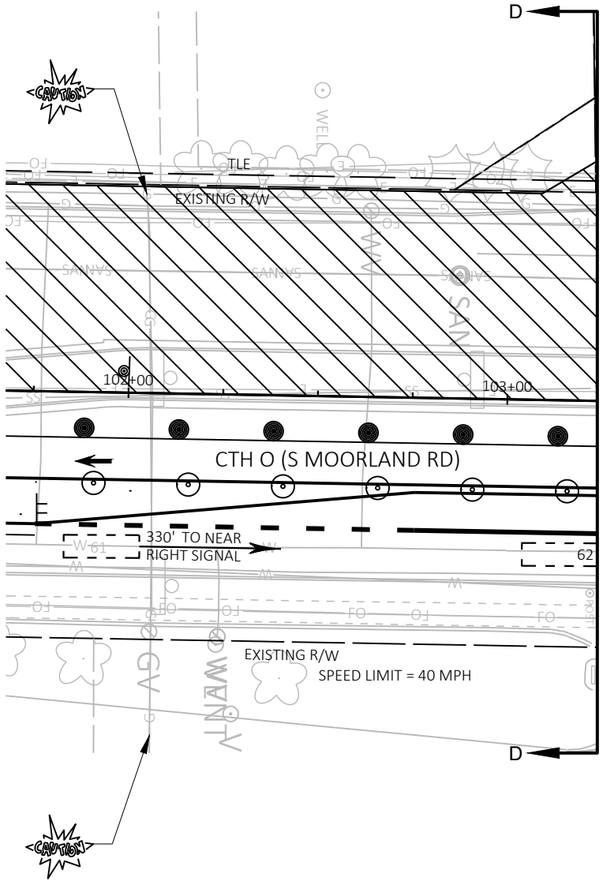
FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST3.DWG
LAYOUT NAME - 024102-st3-pg1

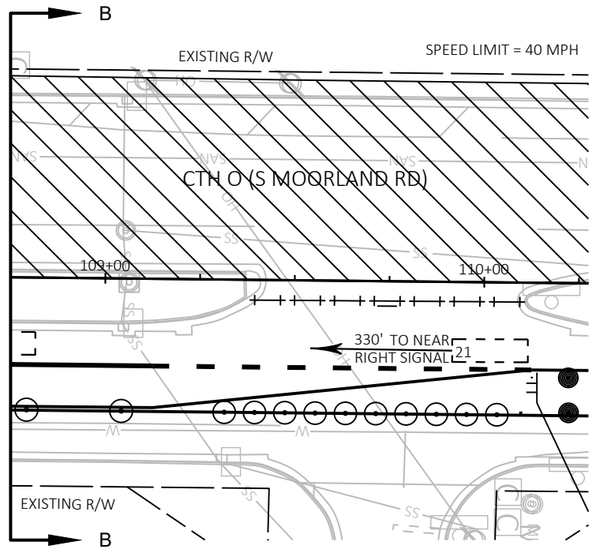
PLOT DATE : 7/29/2024 12:24 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : ##########

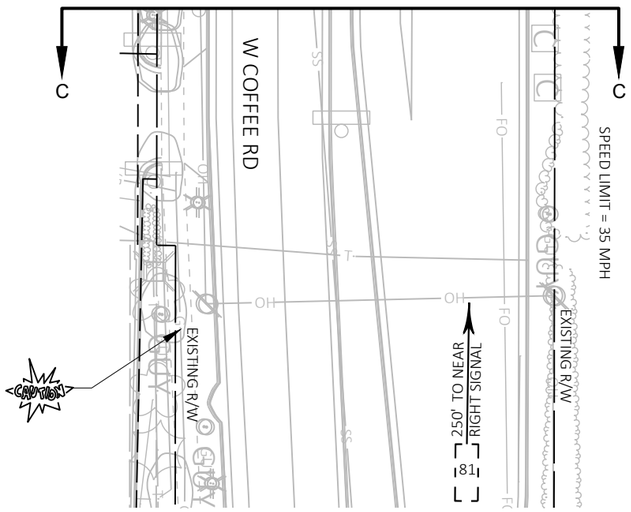
WISDOT/CADDS SHEET 42

2

N







TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 6 OF 7

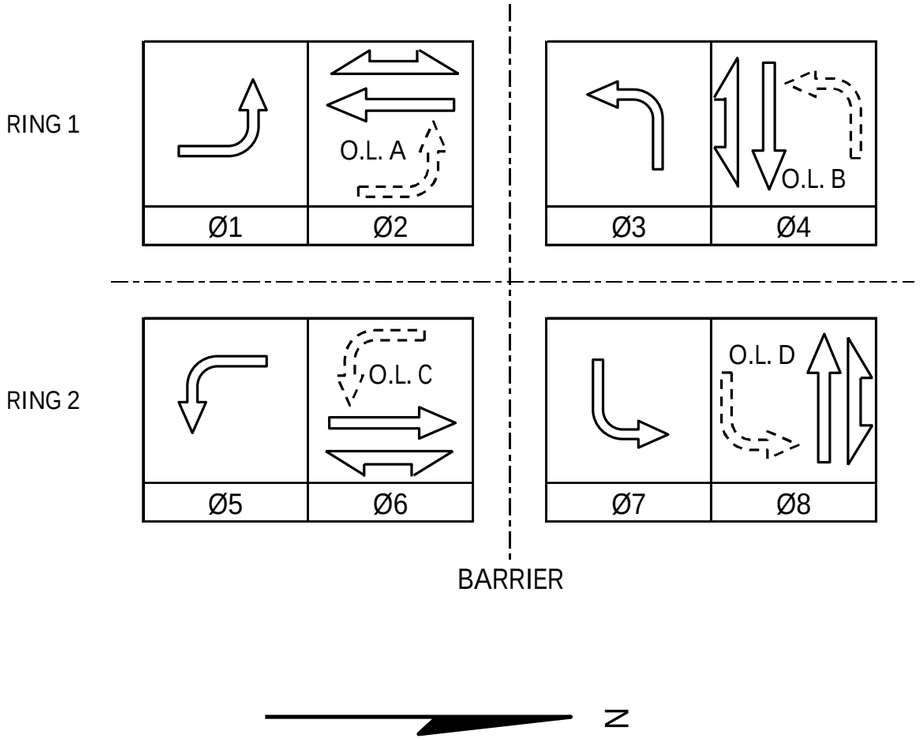
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 3	SHEET 108	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024101-ST3.DWG
LAYOUT NAME - 024102-st3-pg2

PLOT DATE : 7/29/2024 12:25 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,30,31	-
Ø2	6,7,8,10,32,33	R
Ø3	20,21	-
Ø4	11,12,13	R
Ø5	9,32,33	-
Ø6	1,2,3,5,30,31	R
Ø7	14,15	-
Ø8	16,17,18	R
Ø2P	22,23	
Ø4P	24,25	
Ø6P	26,27	
Ø8P	28,29	
OLA	4,30,31	R
OLB	20,21	R
OLC	9,32,33	R
OLD	14,15	R



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

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

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	22	12	42	32	52		72	62		82							PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	1	4	3	5		7	6		8							ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH		2		8	6		8										SWITCH
EXTEND	X	X	X	X	X	X	X	X		X							EXTEND
DELAY																	DELAY

GENERAL NOTES:

1. DURING CONSTRUCTION STAGE 2, WHEN PHASES 3, 5, AND/OR 8 ARE INACTIVE BAG THE SIGNAL HEADS ASSOCIATED WITH THE PHASE AND SKIP THAT PHASE.
2. DURING CONSTRUCTION STAGE 3, WHEN PHASES 1, 4, AND/OR 7 ARE INACTIVE BAG THE PHASE AND SKIP THAT PHASE.
3. DEACTIVEATE ASSOCIATED DETECTION ZONES IN DIFFERENT STAGES, AS SHOWN IN PLANS.
4.

CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO: SE028 CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: AUGUST 2024 PAGE NUMBER: 7 of 7

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE WAUKESHA COUNTY HIGHWAY DEPARTMENT TO MAKE ARRANGEMENTS. (262) 548-7736.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED
.
5. INSTALL NEW POLES ON EXISTING CONCRETE AND PEDESTAL BASES AT SB1, SB2, SB9, AND SB12. REINSTALL SALVAGED POLE ON SB11.
6. REINSTALL SALVAGED SIGNAL HEADS 1, 6, 11, 22, 23, AND 25 AS SHOWN ON PLAN.
7. ONLY ONE SIGNAL INDICATION MAY BE INACTIVE AT ANY ONE TIME AND MAY BE INACTIVE ONLY WHEN WORK IS BEING ACTIVELY PERFORMED ON THE SIGNAL INDICATION

LEGEND

- CONTROL CABINET
- CONDUIT SPECIAL 3"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- CONFIRMATION LIGHT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO DETECTION AREA
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- PEDESTRIAN HEAD WITH ACCESSIBLE SIGNAL
- VX VIDEO DETECTION CAMERA
- 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
- R RED ARROW
- FY FLASHING YELLOW ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- B ACCESSIBLE PEDESTRIAN SIGNAL

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE COUNTY WILL DETERMINE THE EXACT LOCATION OF 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 OPERA TING THE SIGNAL, CABINET WIRING WILL BE DONE BY THE CONTRACTOR. IF THE CABINET IS OPERA TING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE COUNTY. 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)

LANE DESIGNATION FOR INFO ONLY

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

REVISION

REV. NO.				
01	ADD 4-SECTION FLASHING YELLOW ARROW HEADS, APS BUTTONS TO ALL LEGS OF INTERSECTION, ACTIVATE P3 & P7, UPDATE MAINLINE DETECTION			
	APPROVAL RECOMMENDED		APPROVED	
	TRAFFIC ENGINEER		ENGINEERING SERVICES MANAGER	
	DATE	BY	DATE	BY
	DATE	NAME	DATE	NAME

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESA

SIGNAL NO. SE028 CABINET TYPE: TS-2 CONTROLLER TYPE: EPAC

WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS

APPROVAL RECOMMENDED
DATE 12/26/2013 BRUCE BARNES, TRAFFIC ENGINEER

APPROVED
DATE 12/26/2013 GARY EVANS, ENGINEERING SERVICES MANAGER

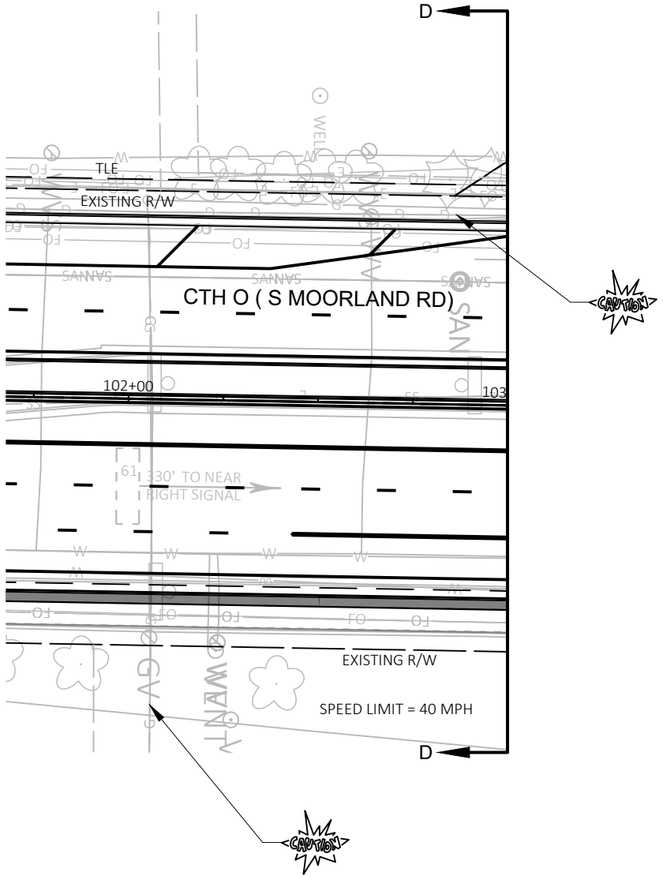
REGION CONTACT: E HINRICHS
DESIGNED BY: TADI, INC
REVISED BY: AECOM

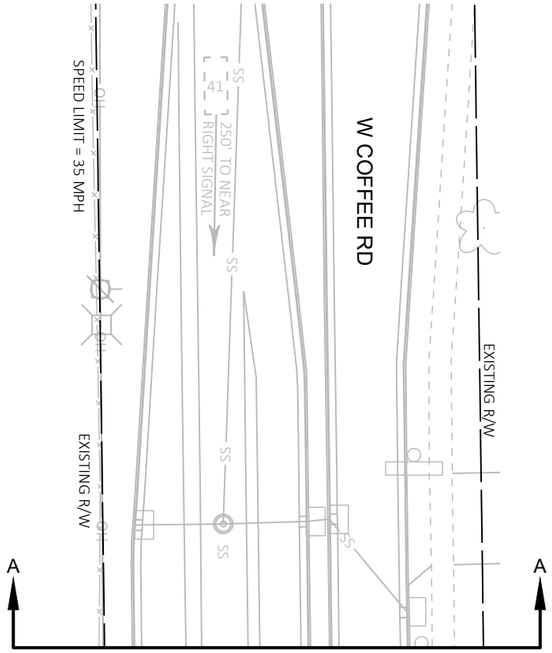
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 110	E

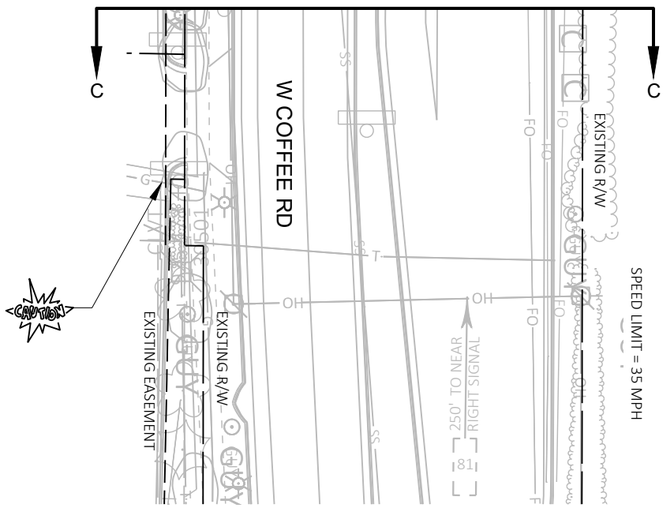
FILE NAME : C:\PWWORKING\USWI\DMS01290\024201-SP.DWG
LAYOUT NAME - 024201-sp-SE028_PG1
PLOT DATE : 7/31/2024 12:18 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

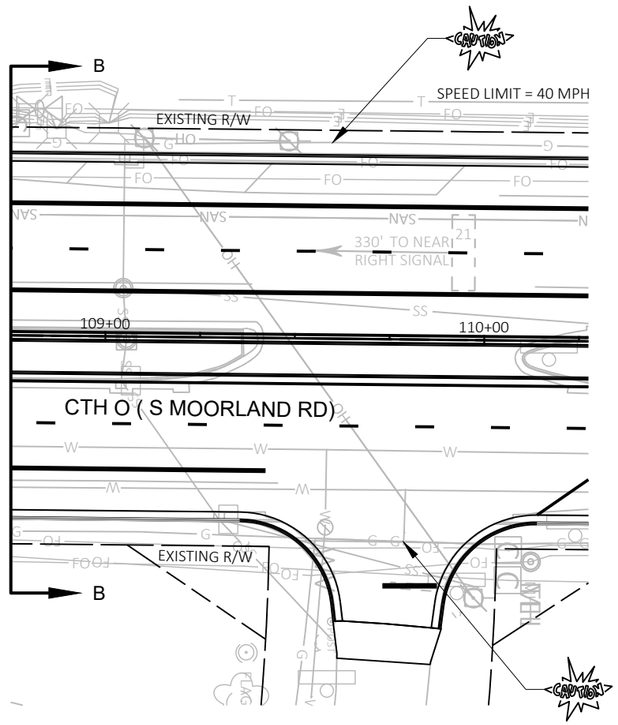
2

N









TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE028

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 3

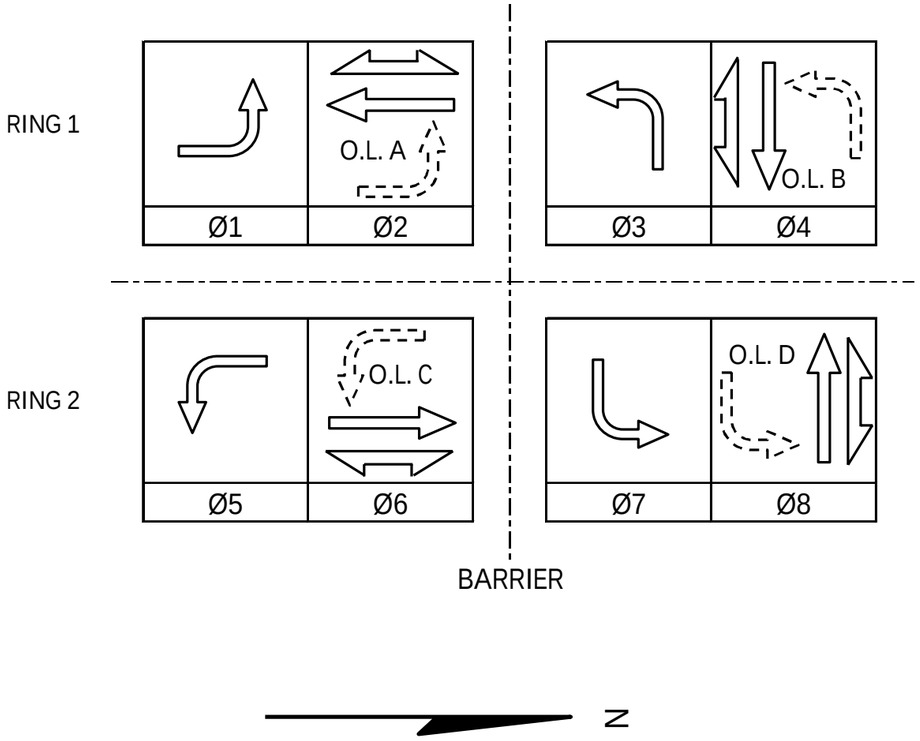
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 111	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024201-SP.DWG
LAYOUT NAME - 024201-sp-SE028_PG2

PLOT DATE : 7/29/2024 2:47 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5,29	-
Ø2	6,7,8	R
Ø3	19,20,32	-
Ø4	11,12,13	R
Ø5	9,10,30	-
Ø6	1,2,3	R
Ø7	14,15,31	-
Ø8	16,17,18	R
Ø2P	21,22	
Ø4P	23,24	
Ø6P	25,26	
Ø8P	27,28	
OLA	4,5,29	R
OLB	19,20,32	R
OLC	9,10,30	R
OLD	14,15,31	R



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

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

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	22	12	42	32	52		72	62		82						
ASSIGNED PHASE	2	1	4	3	5		7	6		8						
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH		2		8	6		8									
EXTEND	X	X	X	X	X	X	X	X		X						
DELAY																

GENERAL NOTES:

1.
2.
3.
4.

CTH O (S MOORLAND RD) & W COFFEE RD
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO: SE028 CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: AUGUST 2024 PAGE NUMBER: 3 OF 3

PROJECT ID:	2722-08-71
INTERSECTION:	CTH O & W COFFEE 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 WIRE 1	PED BUTTON WIRE 2
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	11	RED	ORG	GRN								
		23								BLK	BLU		
		32				RED/BLK	ORG/BLK	GRN/BLK	BLU				
		B										WHT/BLK	BLU/BLK
SB2	12	15				RED	ORG	GRN	BLK				
		B										WHT/BLK	BLU/BLK
SB3	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		28								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB4	12	6	RED	ORG	GRN								
		21								BLK	BLU		
		29				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		B										WHT/BLK	BLU/BLK
SB5	12	10				RED/BLK	ORG/BLK	GRN/BLK	BLU				
		B										WHT/BLK	BLU/BLK
SB6	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		4				RED/WHT	BLU/WHT	GRN/WHT	WHT/BLK				
		26								BLK	BLU		
		31				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB7	12	B										WHT/BLK	BLU/BLK
SB8	12	16	RED	ORG	GRN								
		27								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB9	12	19				RED	ORG	GRN	BLK				
		B										WHT/BLK	BLU/BLK
SB10	19	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		14				RED/WHT	ORG/RED	GRN/WHT	BLK/RED				
		25								BLK	BLU		
		31				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		B										WHT/BLK	BLU/BLK
SB11	12	1	RED	ORG	GRN								
		25								BLK	BLU		
		B										WHT/BLK	BLU/BLK
SB12	12	5				RED	ORG	GRN	BLK				
		B										WHT/BLK	BLU/BLK
SB13	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLU				
SB14	12	22								BLK	BLU		
		B										WHT/BLK	BLU/BLK

Equipment grounding	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SBS
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	CB1

Pull Box Bonding Jumper	
From	To
CB1	PB1
SB2	PB2
SB3	PB3
SB4	PB4
SBS	PBS
SB6	PB6
SB8	PB7
SB9	PB8
SB10	PB9
SB11	PB10
SB12	PB11
CB1	PB12

Lighting UF #12 w/ground	
From	To
CB1	SB3
CB1	SB13
SB13	SB10
SB10	SB6

VIDEO DETECTION	
From	To
CB1	SB3
CB1	SB6
CB1	SB10
CB1	SB13

EVP CABLE	
From	To
CB1	SB13 (HEAD A)
CB1	SB6 (HEAD B)
CB1	SB10 (HEAD C)
CB1	SB3 (HEAD D)

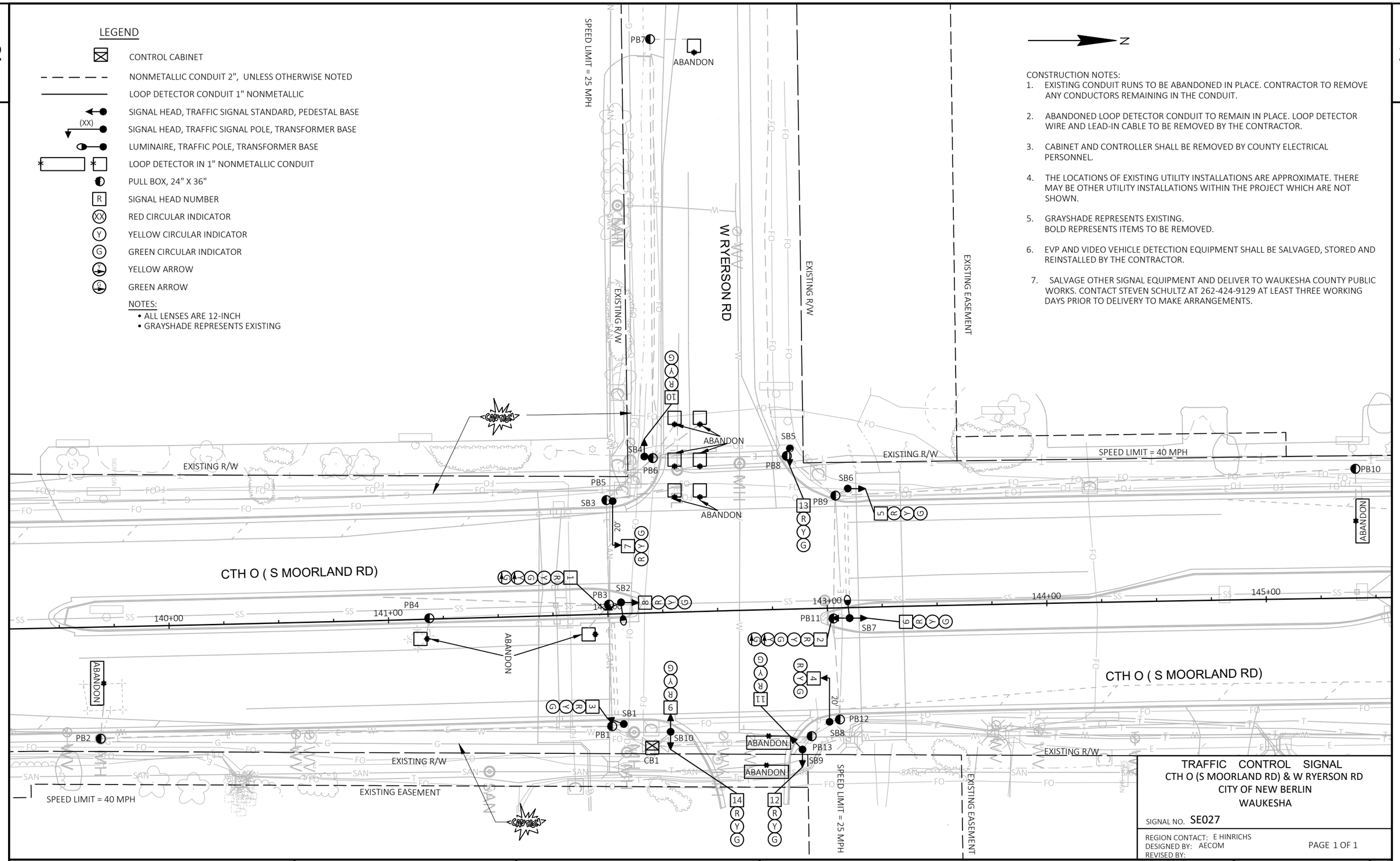
***Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications**
***Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.**
***At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.**
***Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.**
***Reserve the Blue/Black conductor in the cable assembly as the APS conductor for all push buttons**

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
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- R SIGNAL HEAD NUMBER
- XX RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

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



N

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 COUNTY 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.
6. EVP AND VIDEO VEHICLE DETECTION EQUIPMENT SHALL BE SALVAGED, STORED AND REINSTALLED BY THE CONTRACTOR.
7. SALVAGE OTHER SIGNAL EQUIPMENT AND DELIVER TO WAUKESHA COUNTY PUBLIC WORKS. CONTACT STEVEN SCHULTZ AT 262-424-9129 AT LEAST THREE WORKING DAYS PRIOR TO DELIVERY TO MAKE ARRANGEMENTS.

2

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

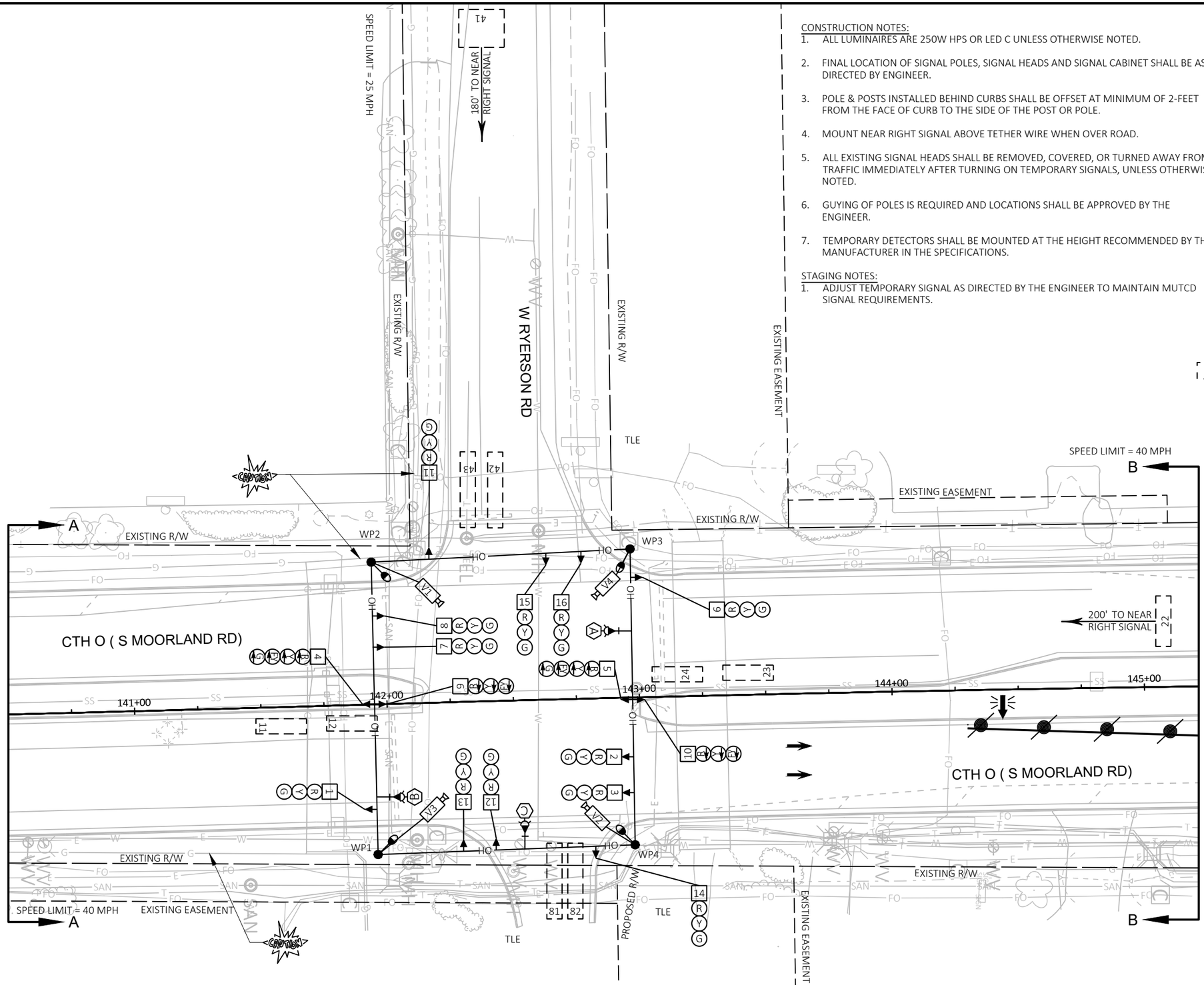
PAGE 1 OF 1

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 114	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024002-SR.DWG
LAYOUT NAME - 024001-sr-SE027

PLOT DATE : 7/29/2024 1:14 PM PLOT BY : DONTIREDDY, ASHOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET AT MINIMUM OF 2-FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS, UNLESS OTHERWISE NOTED.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. TEMPORARY DETECTORS SHALL BE MOUNTED AT THE HEIGHT RECOMMENDED BY THE MANUFACTURER IN THE SPECIFICATIONS.

STAGING NOTES:

1. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N

LEGEND

- SERVICE POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- FY FLASHING YELLOW ARROW
- GA GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT
- NON-INTRUSIVEDETECTION AREA
- VX NON-INTRUSIVE DETECTION
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED IF ASSOCIATED PHASE IS INACTIVE
- INTERSECTION CONSTRUCTION ZONE TO BE BUILT IN HALVES

NOTES:

- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

SUMMARY OF SELECTED ITEMS FOR INFORMATION ONLY	
QUANTITY	DESCRIPTION
4 EA	WOOD POLES, CLASS 4
900 LF	SPAN WIRE
4 EA	LIGHTING
16 EA	SIGNAL HEADS

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 1 AND STAGE 4	SHEET 115	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024102-ST1&4.DWG
LAYOUT NAME - 024101_st1&4_pg1
PLOT DATE : 7/29/2024 5:04 PM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

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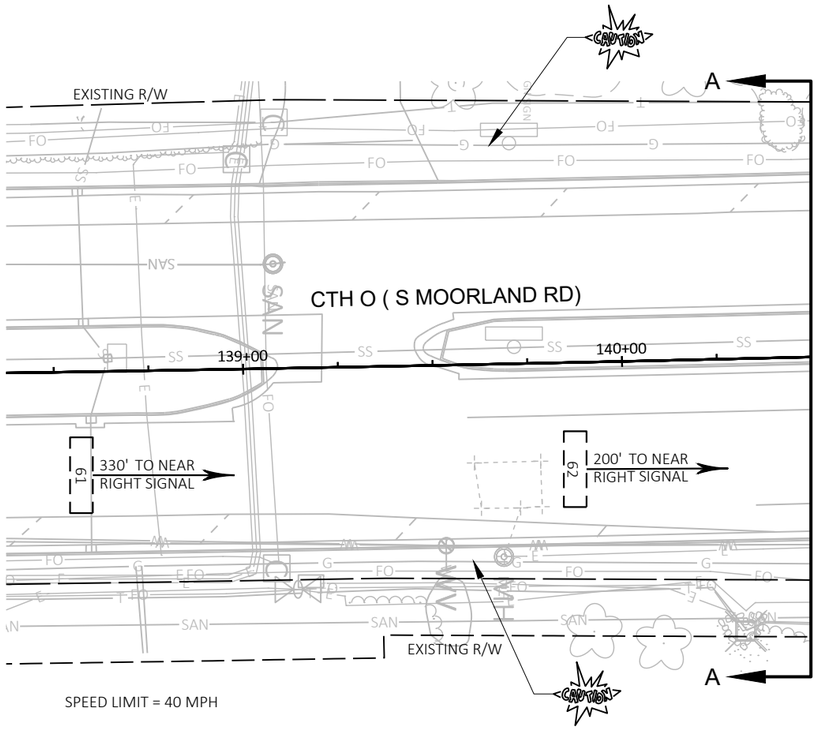
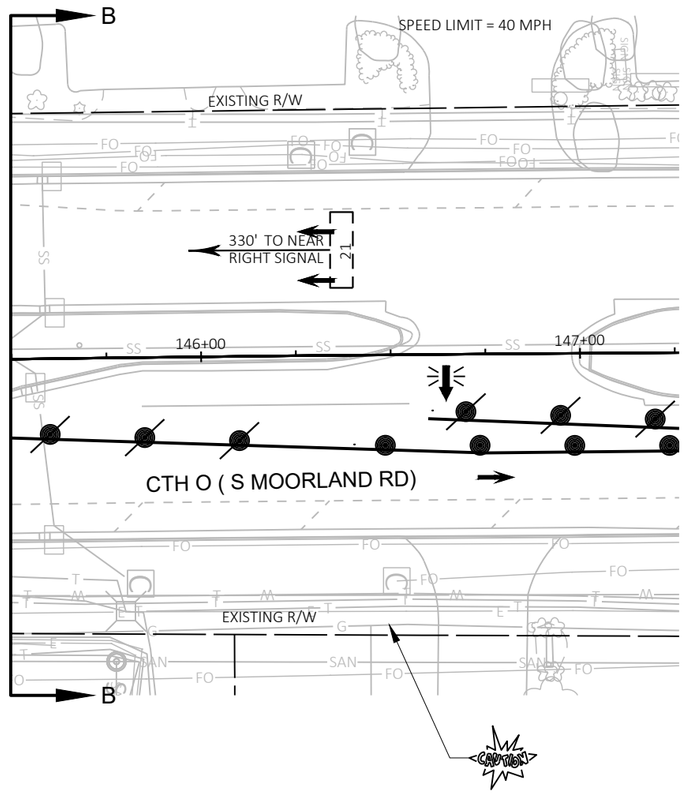




TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 7

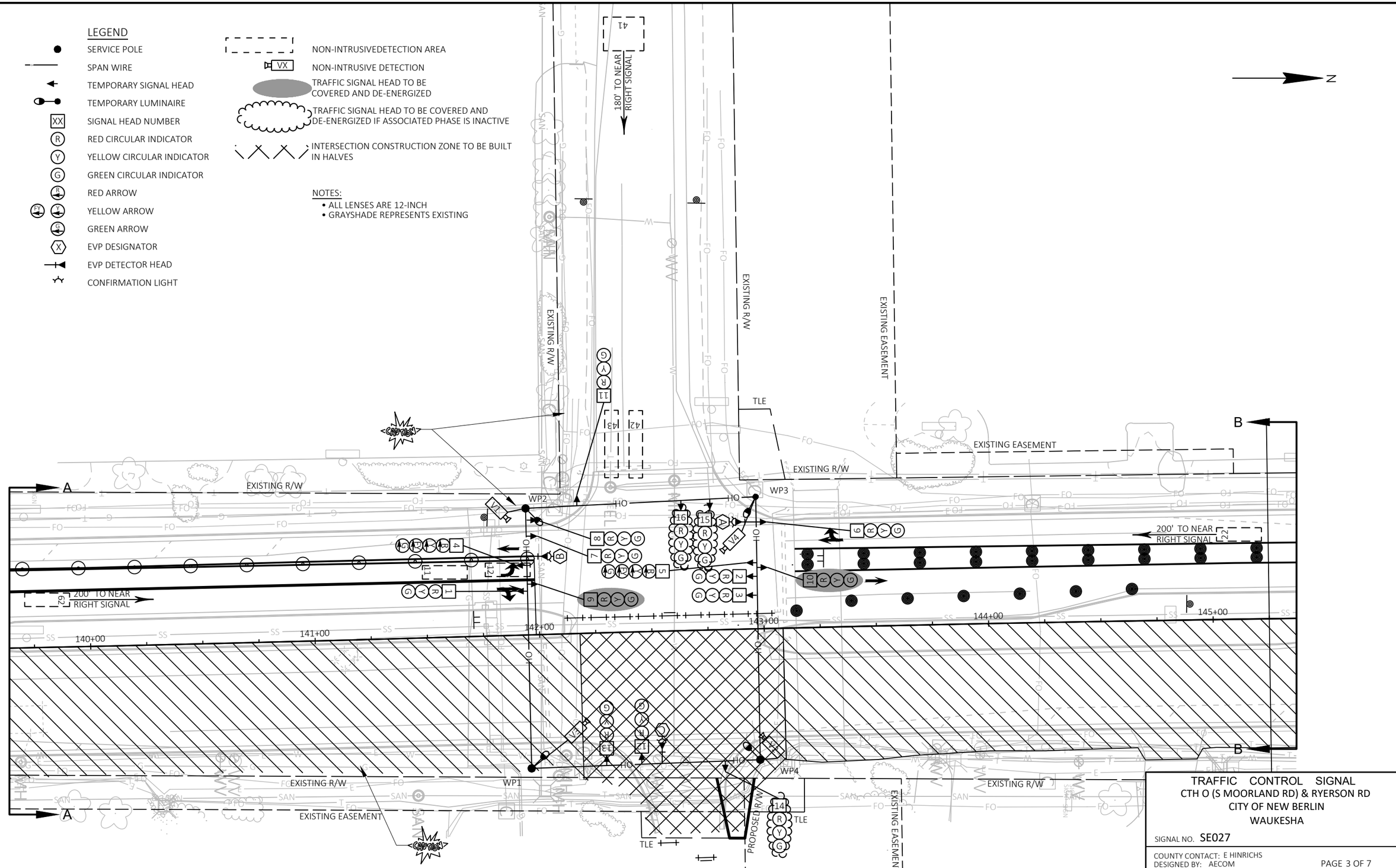
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 1 AND STAGE 4	SHEET 116	E

LEGEND

- SERVICE POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT

- NON-INTRUSIVEDETECTION AREA
- NON-INTRUSIVE DETECTION
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED IF ASSOCIATED PHASE IS INACTIVE
- INTERSECTION CONSTRUCTION ZONE TO BE BUILT IN HALVES

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



TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 2	SHEET 117	E

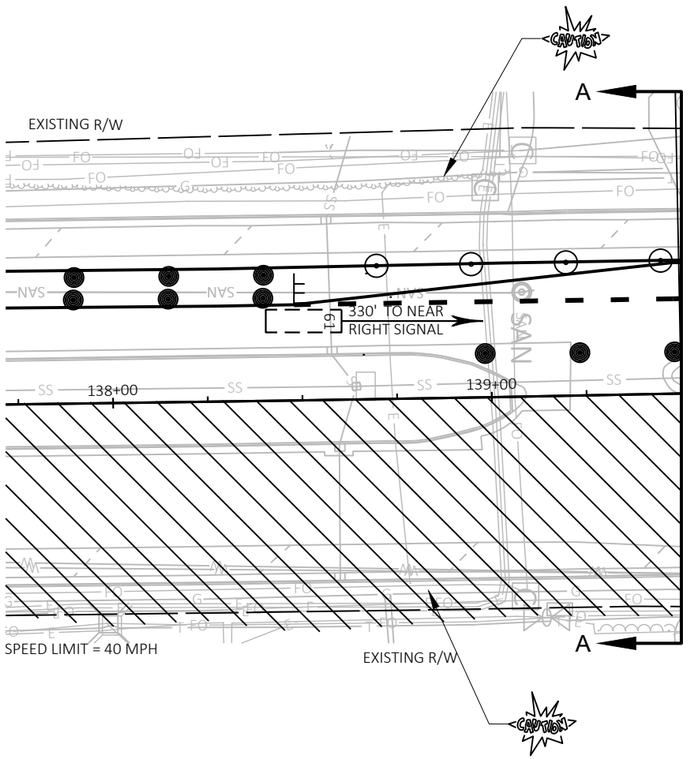
FILE NAME : C:\PWWORKING\USWI\DMS01290\024102-ST2.DWG
LAYOUT NAME - 024101_st2_pg3

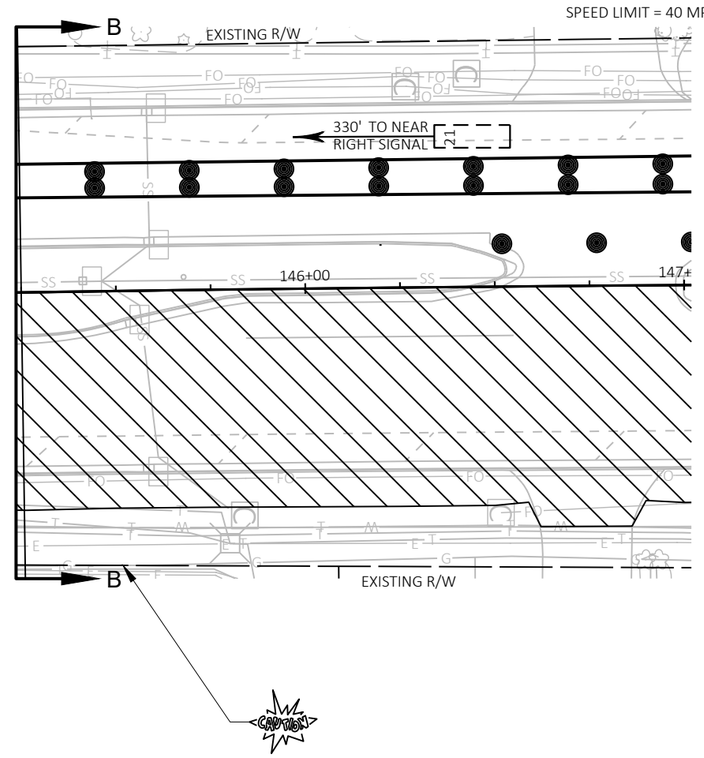
PLOT DATE : 7/29/2024 4:00 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 2	SHEET 118	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024102-ST2.DWG
LAYOUT NAME - 024101_st2_pg4

PLOT DATE : 7/29/2024 4:00 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

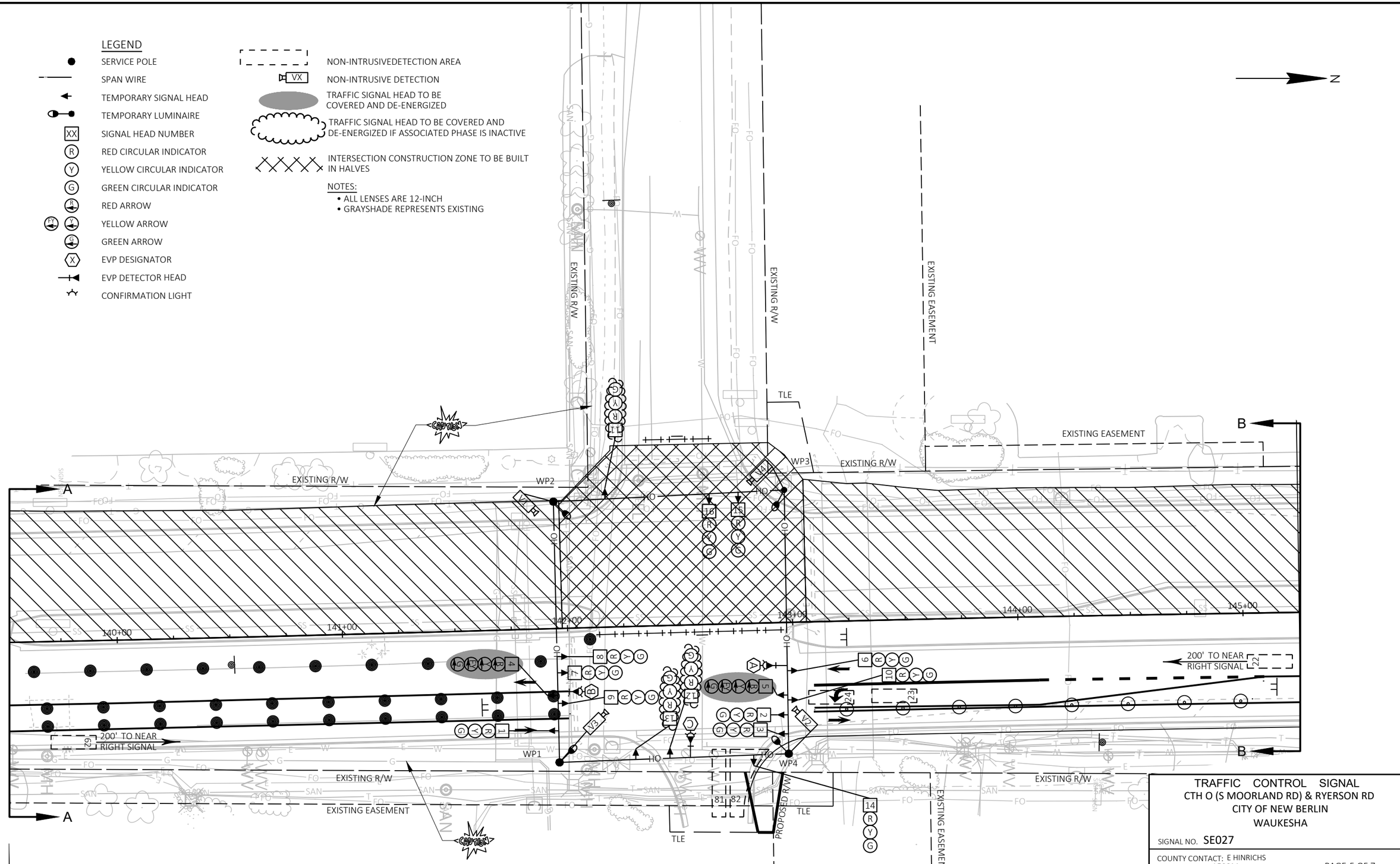
2

LEGEND

- SERVICE POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- EY Y — YELLOW ARROW
- G — GREEN ARROW
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONFIRMATION LIGHT

- NON-INTRUSIVEDETECTION AREA
- VX — NON-INTRUSIVE DETECTION
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED IF ASSOCIATED PHASE IS INACTIVE
- INTERSECTION CONSTRUCTION ZONE TO BE BUILT IN HALVES

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



TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

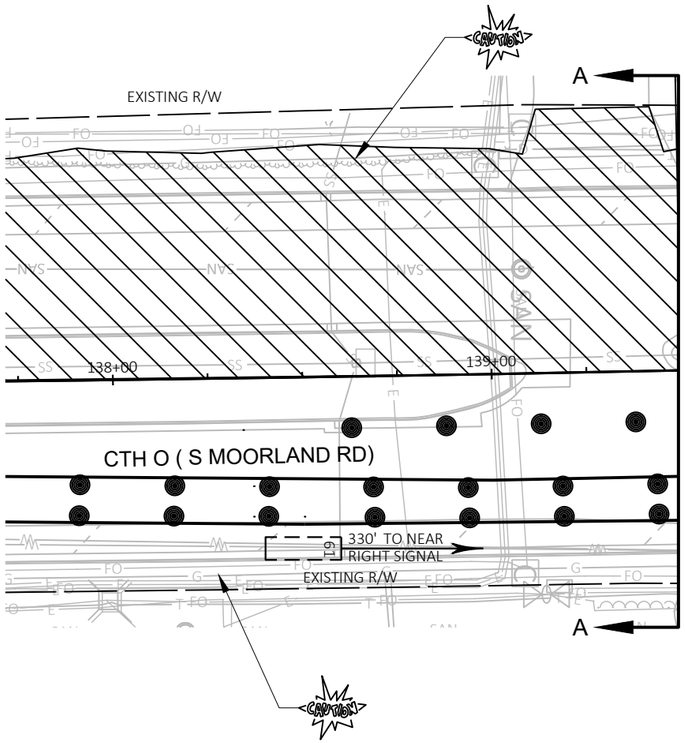
COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

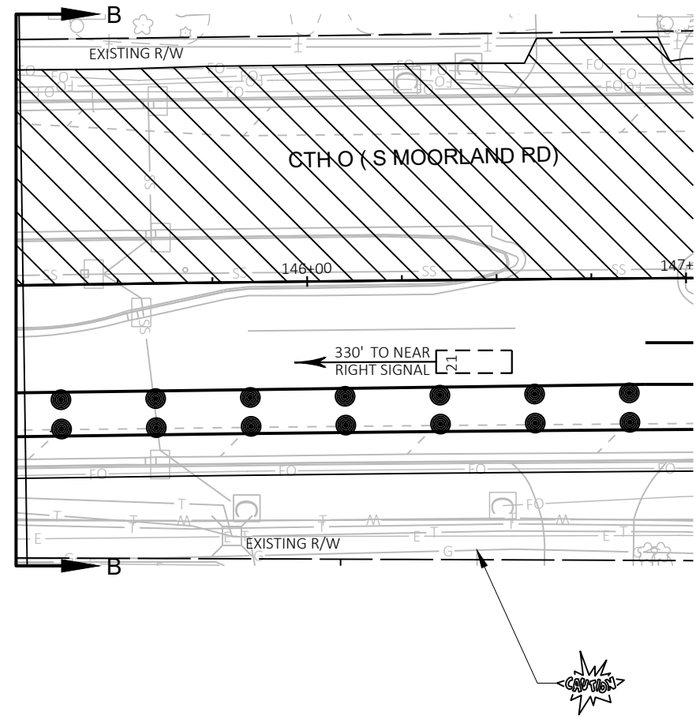
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 3	SHEET 119	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024102-ST3.DWG
LAYOUT NAME - 024101_st3_pg5
PLOT DATE : 7/29/2024 2:33 PM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

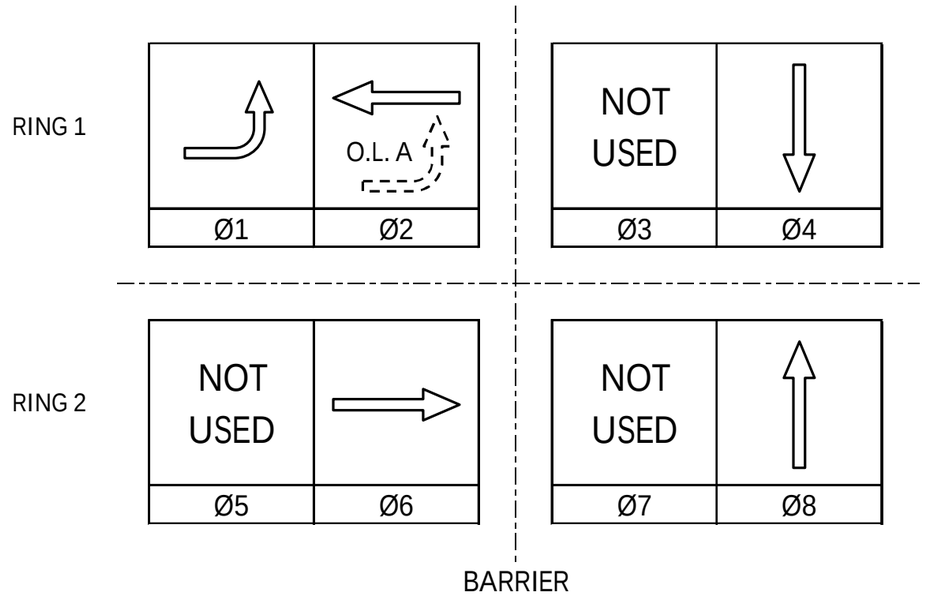
PAGE 6 OF 7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN — STAGE 3	SHEET 120	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024102-ST3.DWG
LAYOUT NAME - 024101_st3_pg6

PLOT DATE : 7/29/2024 2:33 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

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

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

GENERAL NOTES:

1. DURING CONSTRUCTION STAGE 2, WHEN PHASE 8 IS INACTIVE, BAG THE ASSOCIATED SIGNAL HEADS AND SKIP THAT PHASE.
2. DURING CONSTRUCTION STAGE 3, WHEN PHASE 4 INACTIVE, BAG THE ASSOCIATED SIGNAL HEADS AND SKIP THAT PHASE.
3. DEACTIVEATE ASSOCIATED DETECTION ZONES IN DIFFERENT STAGES, AS SHOWN IN PLANS.

CTH O (S MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO: SE027 CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2024 PAGE NO. 7 OF 7

PROJECT NO: 2722-08-71 | **HWY: CTH O** | **COUNTY: WAUKESHA** | **TEMPORARYSEQUENCE OF OPERATIONS** | **SHEET NO: 121** | **E**

LEGEND

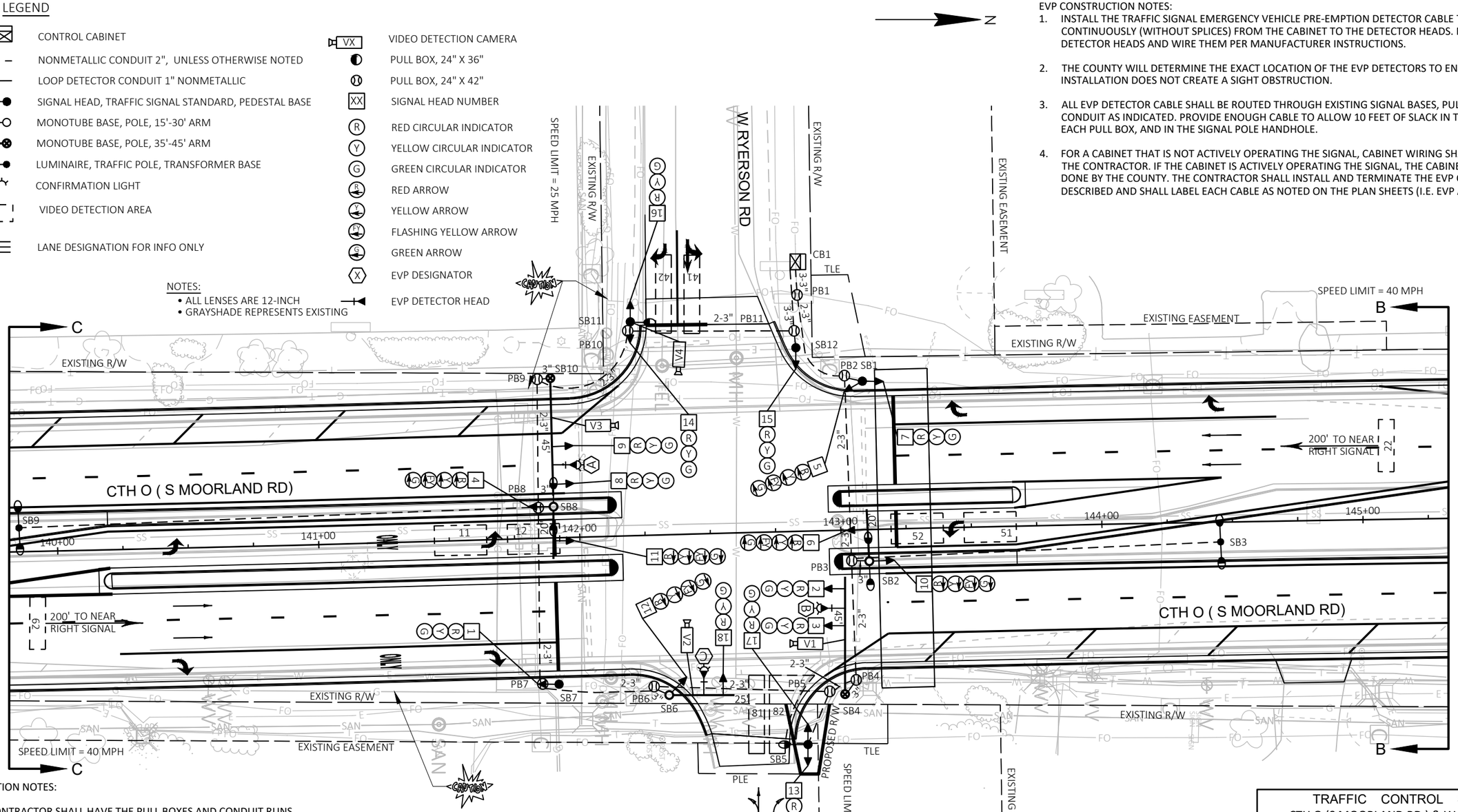
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- CONFIRMATION LIGHT
- VIDEO DETECTION AREA
- LANE DESIGNATION FOR INFO ONLY
- VX VIDEO DETECTION CAMERA
- 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
- RA RED ARROW
- YA YELLOW ARROW
- FYA FLASHING YELLOW ARROW
- GA GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

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

N

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE COUNTY WILL DETERMINE THE EXACT LOCATION OF 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 ACTIVELY OPERATING THE SIGNAL, CABINET WIRING SHALL BE DONE BY THE CONTRACTOR. IF THE CABINET IS ACTIVELY OPERATING THE SIGNAL, THE CABINET WIRING WILL BE DONE BY THE COUNTY. 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)



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE SIGNAL CABLE INTO SYSTEM. CONTACT THE WAUKESHA COUNTY HIGHWAY DEPARTMENT TO MAKE ARRANGEMENTS. (262) 548-7736.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
4. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

SIGNAL NO. SE027
CABINET TYPE: TS2
CONTROLLER TYPE:

WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS

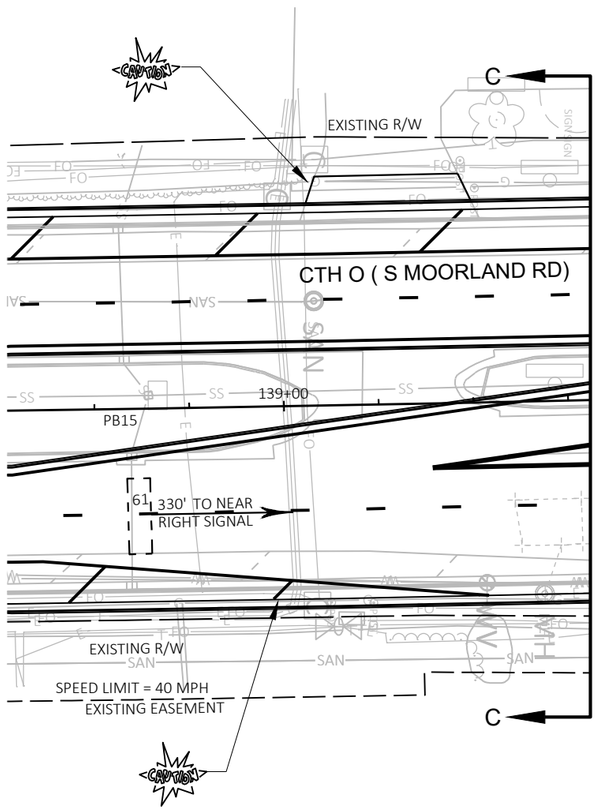
APPROVAL RECOMMENDED
DATE _____ TRAFFIC ENGINEER
APPROVED
DATE _____ ENGINEERING SERVICES MANAGER

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 122	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024202-SP.DWG
LAYOUT NAME - SE027_PG1
PLOT DATE : 9/23/2024 9:42 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



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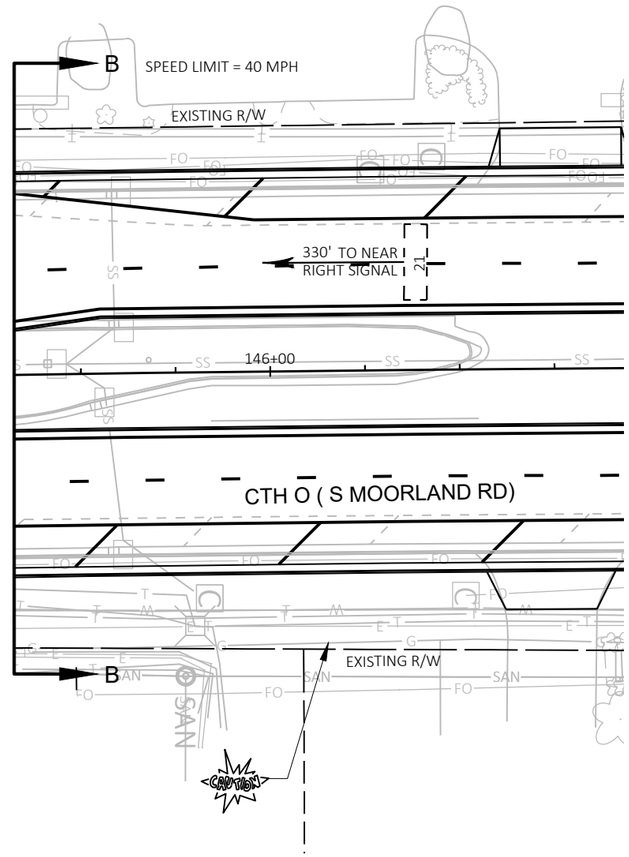


TRAFFIC CONTROL SIGNAL
CTH O (S MOORLAND RD) & W RYERSON RD
CITY OF NEW BERLIN
WAUKESHA

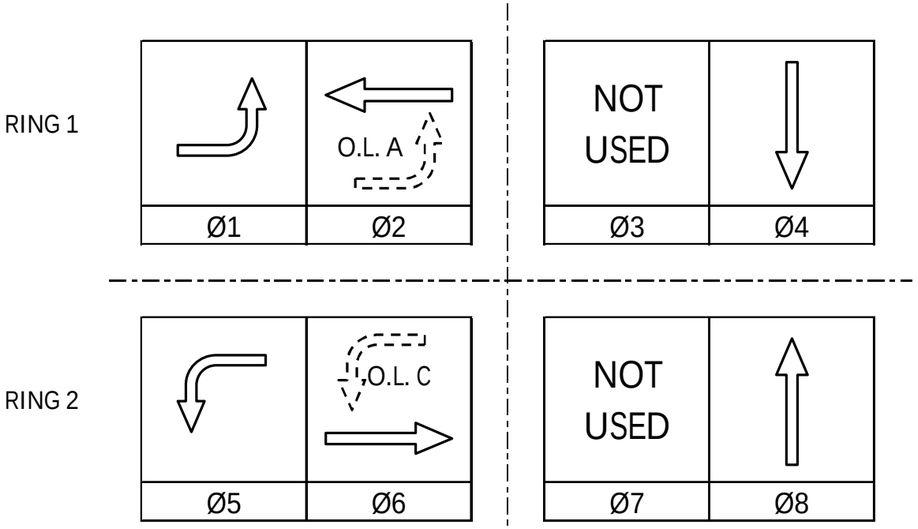
SIGNAL NO. SE027

COUNTY CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 123	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024202-SP.DWG
LAYOUT NAME - SE027_PG2
PLOT DATE : 9/23/2024 9:45 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4.5.6	-
Ø2	7,8,9	R
Ø3		
Ø4	16,17,18	R
Ø5	10,11,12	-
Ø6	1,2,3	R
Ø7		
Ø8	13,14,15	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	4,5,6	R ←
OLB		
OLC	10,11,12	R ←
OLD		



N

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

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

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	22	12	62	52						42	82						PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	1	6	5						4	8						ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH		2		6													SWITCH
EXTEND	X	X	X	X						X	X						EXTEND
DELAY											X						DELAY

GENERAL NOTES:

1.

2.

3.

4.

CTH O (MOORLAND RD) & RYERSON RD
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO: SE027 CABINET TYPE: TS2-S
CONTROLLER TYPE: EPAC
DATE: AUGUST 2024 PAGE NUMBER: 3 OF 3

PROJECT NO: 2722-08-71 | **HWY: CTH O** | **COUNTY: WAUKESHA** | **SEQUENCE OF OPERATIONS** | **SHEET NO: 124** | **E**

PROJECT ID:	2722-08-71
INTERSECTION:	CTH O & W RYERSON RD

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

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON WIRE 1	PED BUTTON WIRE 2
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK	
SB1	12	5				RED/BLK	ORG/BLK	GRN/BLK	BLU			
		7	RED	ORG	GRN							
SB2	12	6				RED	ORG	GRN	BLK			
		10				RED/BLK	ORG/BLK	GRN/BLK	BLU			
SB4	7	2	RED	ORG	GRN							
		3	RED	ORG	GRN							
SB5	12	13	RED	ORG	GRN							
		17	RED/BLK	ORG/BLK	GRN/BLK							
SB6	12	12				RED/BLK	ORG/BLK	GRN/BLK	BLU			
		18	RED	ORG	GRN							
SB7	7	1	RED	ORG	GRN							
SB8	12	4				RED	ORG	GRN	BLK			
		11				RED/BLK	ORG/BLK	GRN/BLK	BLU			
SB10	7	8	RED	ORG	GRN							
		9	RED	ORG	GRN							
SB11	12	14	RED	ORG	GRN							
		16	RED/BLK	ORG/BLK	GRN/BLK							
SB12	7	15	RED	ORG	GRN							

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

Equipment grounding conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB10
SB10	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB4
PB5	SB5
PB6	SB6
PB7	SB7
PB8	SB8
PB9	SB10
PB10	SB11
PB11	SB12

Lighting UF #10 w/ground	
From	To
CB1	SB2
SB2	SB3
SB3	SB5
CB1	SB11
SB11	SB8
SB8	SB9

EVP CABLE	
From	To
CB1	SB10 (HEAD A)
CB1	SB4 (HEAD B)
CB1	SB6 (HEAD C)

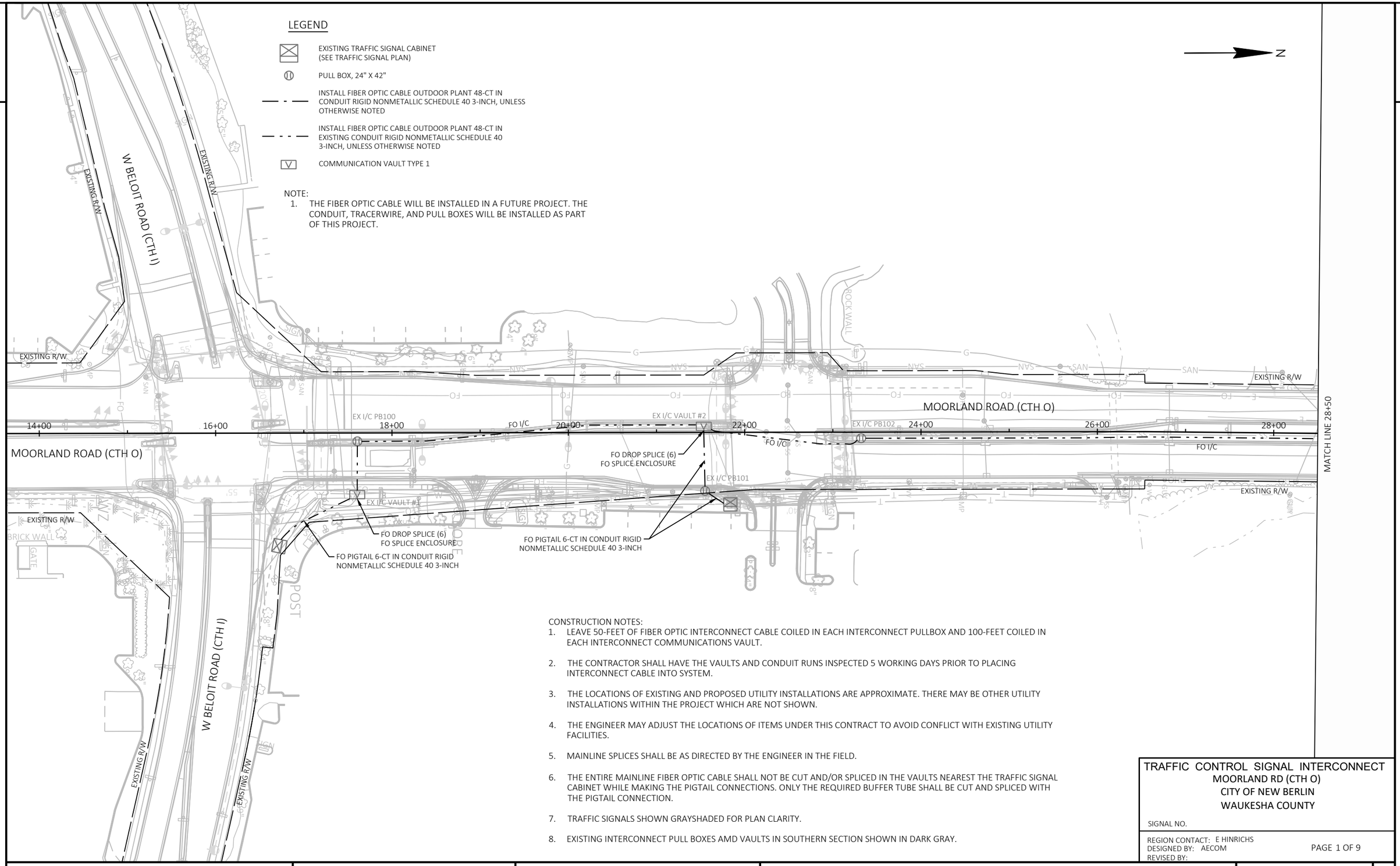
VIDEO DETECTION CABLE	
From	To
CB1	SB4
CB1	SB6
CB1	SB10
CB1	SB11

2

LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

NOTE:
1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.



CONSTRUCTION NOTES:
1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. MAINLINE SPLICES SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. THE ENTIRE MAINLINE FIBER OPTIC CABLE SHALL NOT BE CUT AND/OR SPLICED IN THE VAULTS NEAREST THE TRAFFIC SIGNAL CABINET WHILE MAKING THE PIGTAIL CONNECTIONS. ONLY THE REQUIRED BUFFER TUBE SHALL BE CUT AND SPLICED WITH THE PIGTAIL CONNECTION.
7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AMD VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.

TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 126	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024001_ic
PLOT DATE : 9/23/2024 10:53 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:100 FT

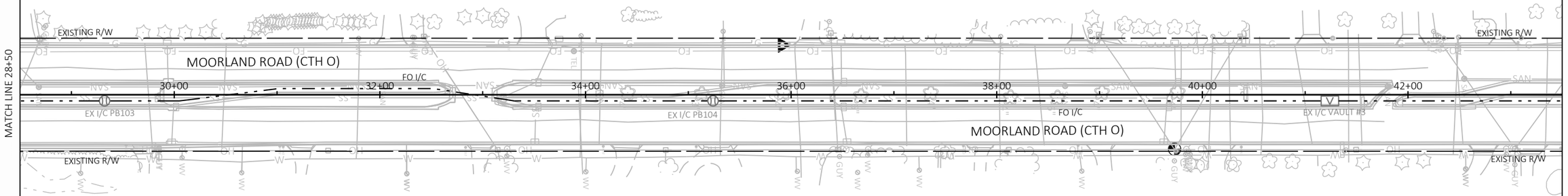
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

NOTE:
1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.

N



CONSTRUCTION NOTES:
1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. MAINLINE SPLICES SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. THE ENTIRE MAINLINE FIBER OPTIC CABLE SHALL NOT BE CUT AND/OR SPLICED IN THE VAULTS NEAREST THE TRAFFIC SIGNAL CABINET WHILE MAKING THE PIGTAIL CONNECTIONS. ONLY THE REQUIRED BUFFER TUBE SHALL BE CUT AND SPLICED WITH THE PIGTAIL CONNECTION.
7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AMD VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.

TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 127	E

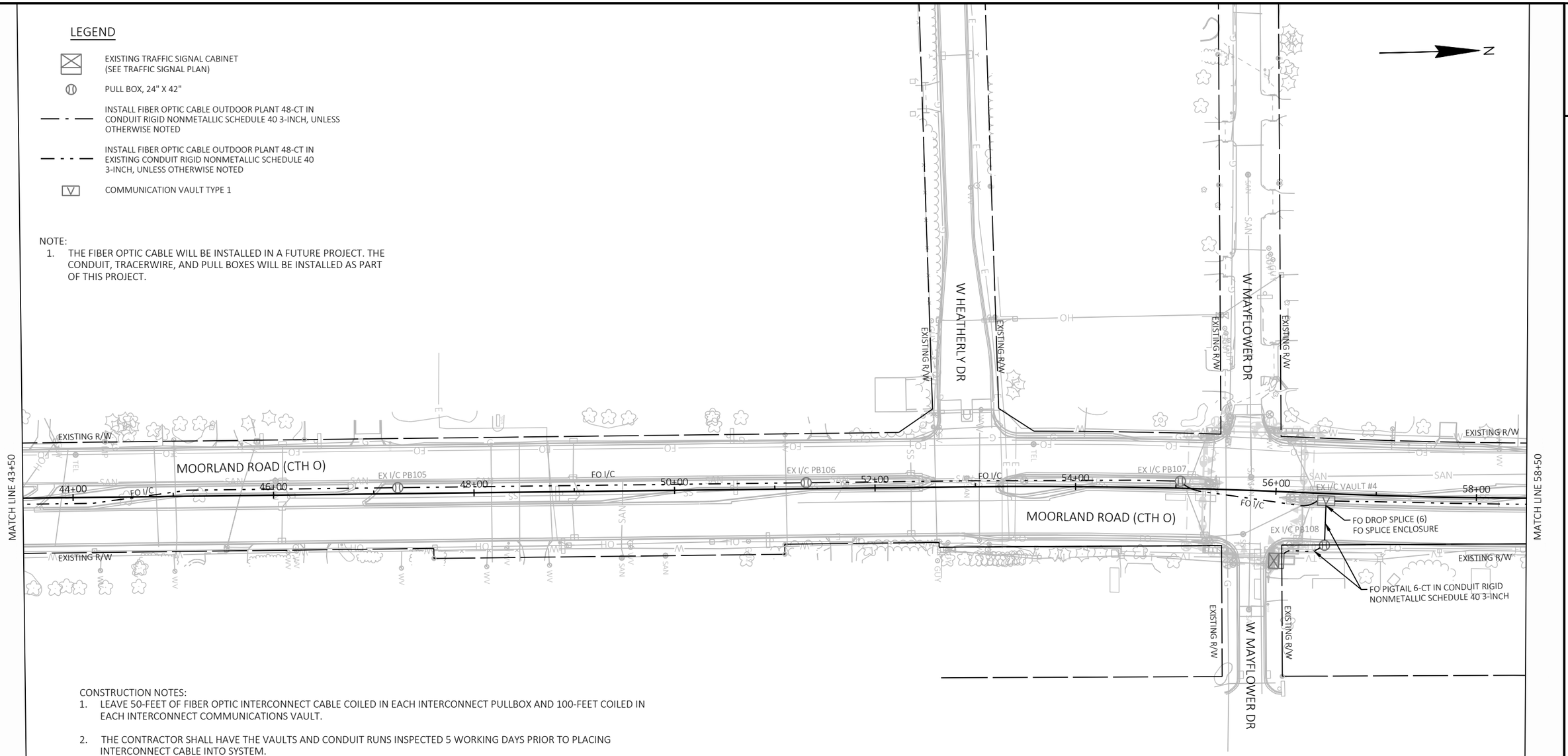
FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024002_ic
PLOT DATE : 9/23/2024 10:54 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

NOTE:
1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.



CONSTRUCTION NOTES:
1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 128	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024003_ic
PLOT DATE : 9/23/2024 10:55 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

NOTE:
1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.

N

CONSTRUCTION NOTES:
1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
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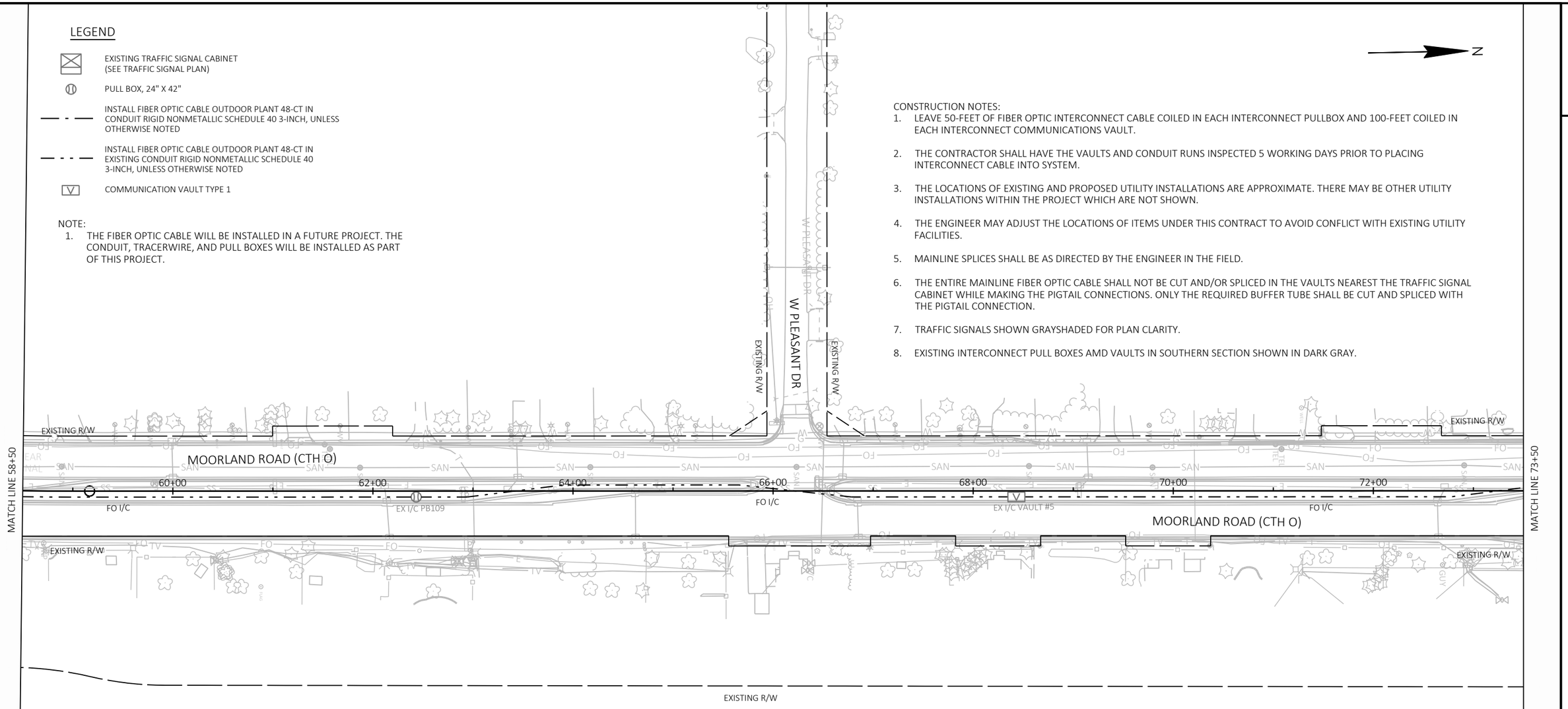
7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AMD VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.



TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 4 OF 9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 129	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024004_ic
PLOT DATE : 9/23/2024 10:55 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES:

1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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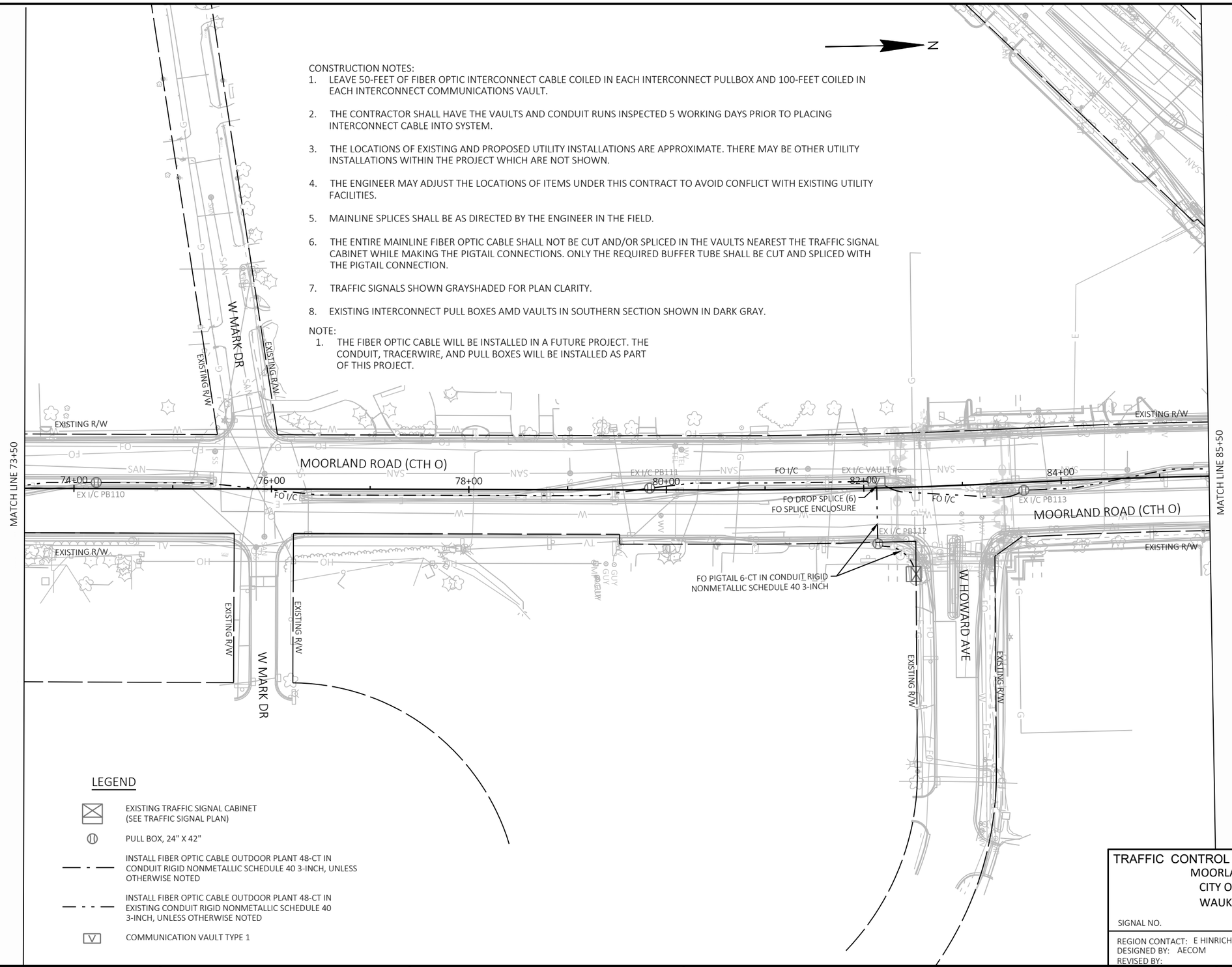
7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AMD VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.

NOTE:

1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.



LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 5 OF 9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 130	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024005_ic

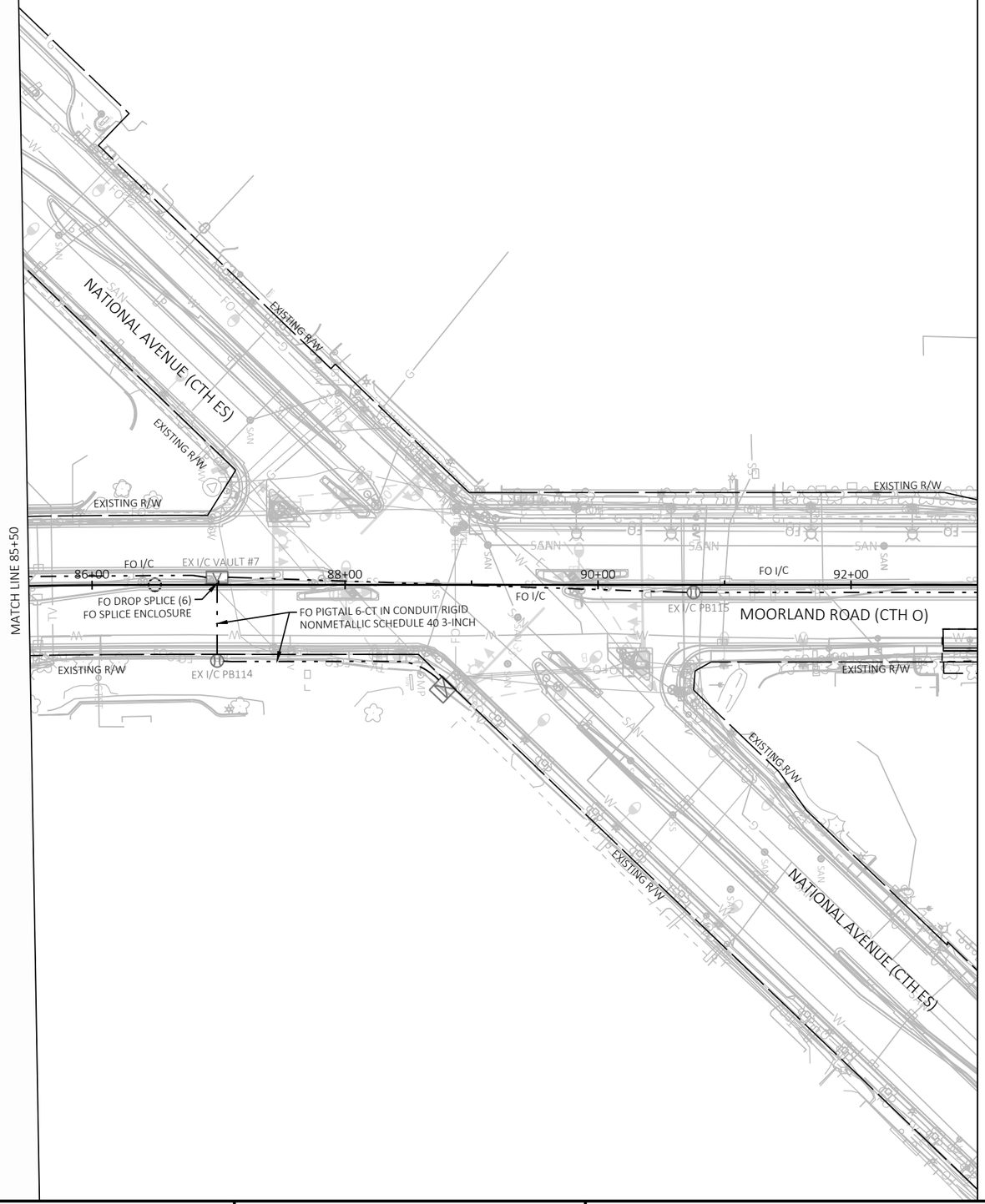
PLOT DATE : 9/23/2024 10:56 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1



N

CONSTRUCTION NOTES:

1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
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NOTE:

1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.

TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PAGE 6 OF 9

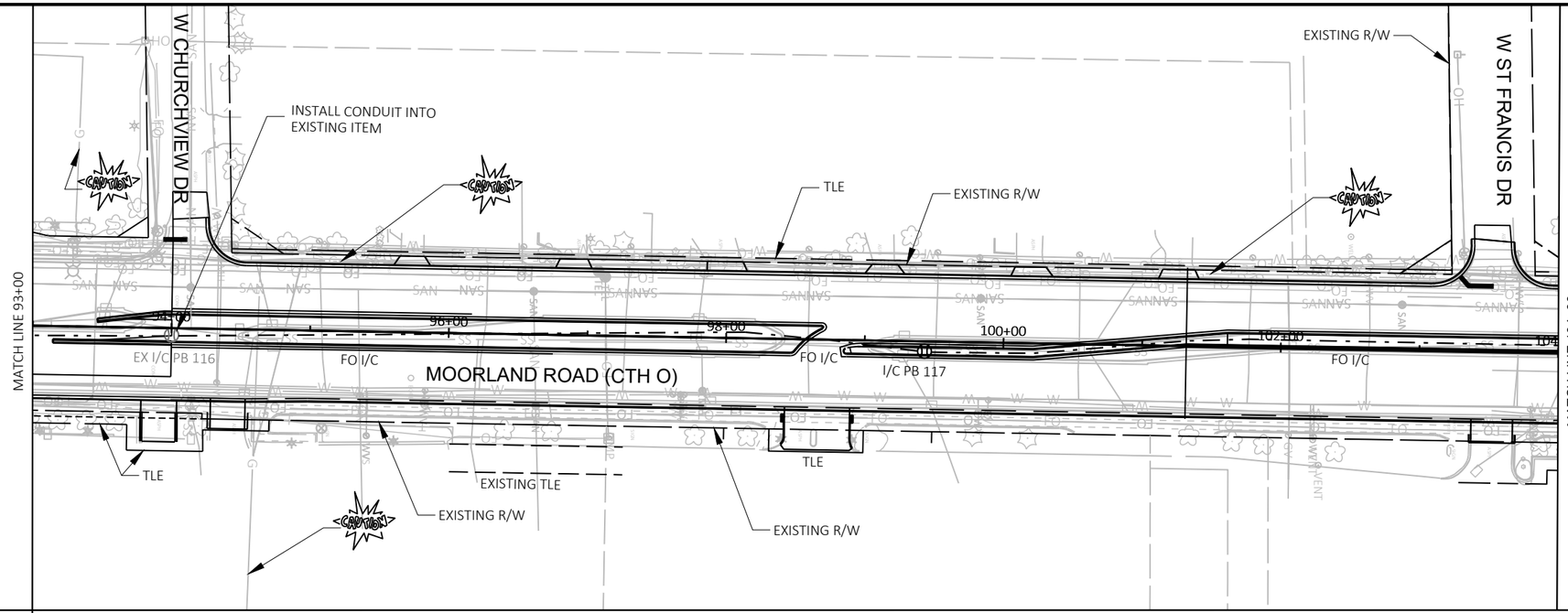
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 131	E

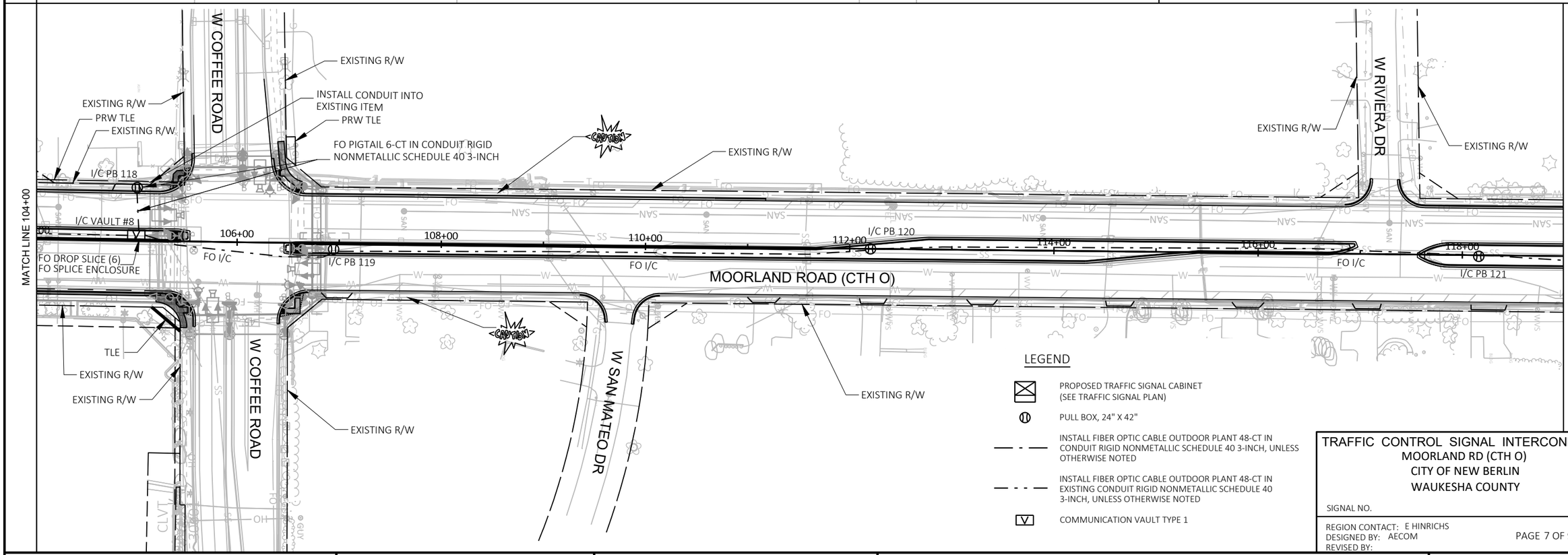
FILE NAME : C:\PWWORKING\USWI\DMS01290\024001_IC.DWG
LAYOUT NAME - 024006_ic

PLOT DATE : 9/23/2024 10:57 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2





CONSTRUCTION NOTES:

1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
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7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AND VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.

NOTE:

1. THE FIBER OPTIC CABLE WILL BE INSTALLED IN A FUTURE PROJECT. THE CONDUIT, TRACERWIRE, AND PULL BOXES WILL BE INSTALLED AS PART OF THIS PROJECT.

N

LEGEND

- PROPOSED TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN EXISTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- COMMUNICATION VAULT TYPE 1

TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 132	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024203-SPIC.DWG
LAYOUT NAME - 024203-spic_PG1
PLOT DATE : 9/23/2024 10:47 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 119+00

EXISTING R/W

EXISTING R/W

EXISTING R/W

W EL DORADO DR

TLE

TLE

I/C VAULT #9

I/C PB 122

120+00

122+00

126+00

128+00

130+00

132+00

FO I/C

FO I/C

MOORLAND ROAD (CTH O)

EXISTING R/W

EXISTING R/W

S PINEWOOD CREEK CT

EXISTING TLE

EXISTING R/W

CONSTRUCTION NOTES:

1. LEAVE 50-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH INTERCONNECT PULLBOX AND 100-FEET COILED IN EACH INTERCONNECT COMMUNICATIONS VAULT.
2. THE CONTRACTOR SHALL HAVE THE VAULTS AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING INTERCONNECT CABLE INTO SYSTEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
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6. THE ENTIRE MAINLINE FIBER OPTIC CABLE SHALL NOT BE CUT AND/OR SPLICED IN THE VAULTS NEAREST THE TRAFFIC SIGNAL CABINET WHILE MAKING THE PIGTAIL CONNECTIONS. ONLY THE REQUIRED BUFFER TUBE SHALL BE CUT AND SPLICED WITH THE PIGTAIL CONNECTION.
7. TRAFFIC SIGNALS SHOWN GRAYSHADED FOR PLAN CLARITY.
8. EXISTING INTERCONNECT PULL BOXES AND VAULTS IN SOUTHERN SECTION SHOWN IN DARK GRAY.

MATCH LINE 134+00

MATCH LINE 134+00

W RYERSON RD

EXISTING R/W

EXISTING TLE

EXISTING R/W

TLE

FO PIGTAIL 6-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

INSTALL CONDUIT INTO EXISTING ITEM

I/C PB 125

I/C PB 124

I/C PB 123

136+00

138+00

140+00

142+00

144+00

FO I/C

FO I/C

I/C VAULT #10

MOORLAND ROAD (CTH O)

EXISTING TLE

TLE

EXISTING R/W

FO DROP SLICE (6)
FO SPLICE ENCLOSURE

MATCH LINE 146+00

LEGEND

- PROPOSED TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
- INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 48-CT IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
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NOTE:

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TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 133	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024203-SPIC.DWG
LAYOUT NAME - 024203-spic_PG2
PLOT DATE : 9/23/2024 10:48 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- PROPOSED TRAFFIC SIGNAL CABINET (SEE TRAFFIC SIGNAL PLAN)
- PULL BOX, 24" X 42"
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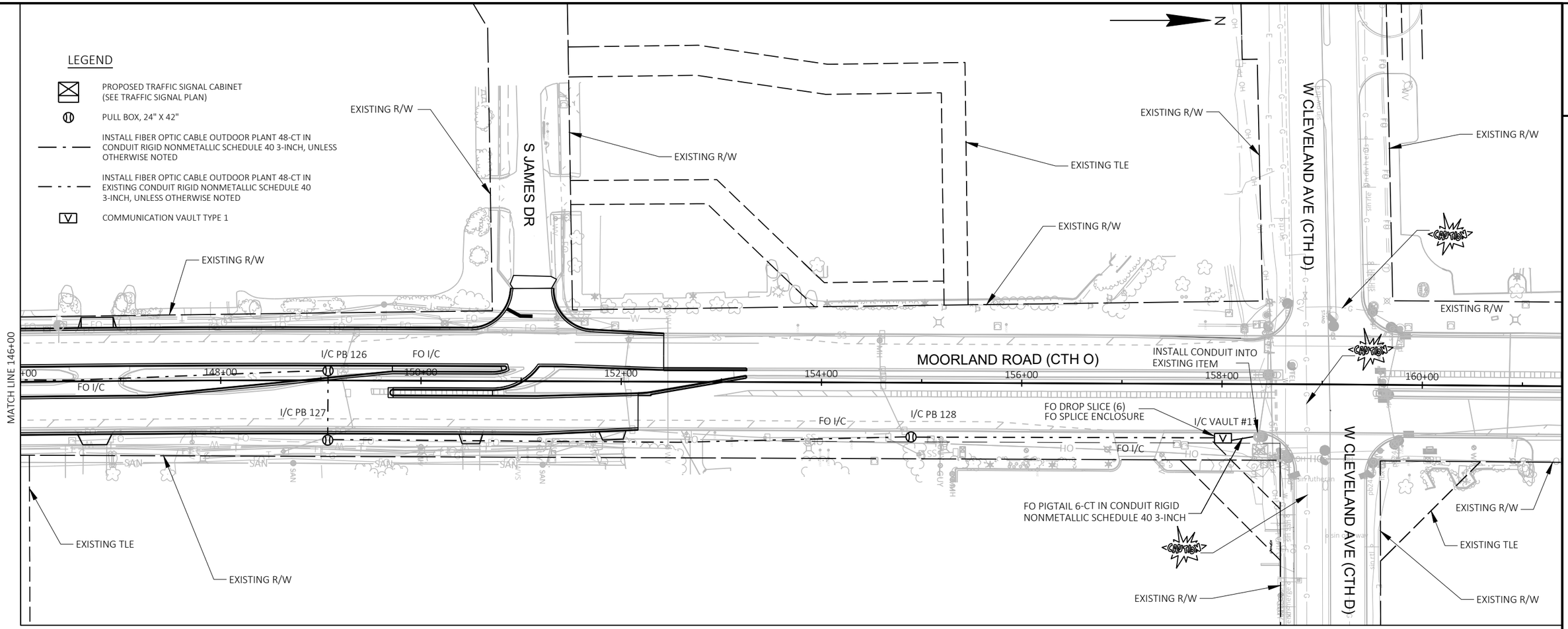

CONSTRUCTION NOTES:

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TRAFFIC CONTROL SIGNAL INTERCONNECT
MOORLAND RD (CTH O)
CITY OF NEW BERLIN
WAUKESHA COUNTY

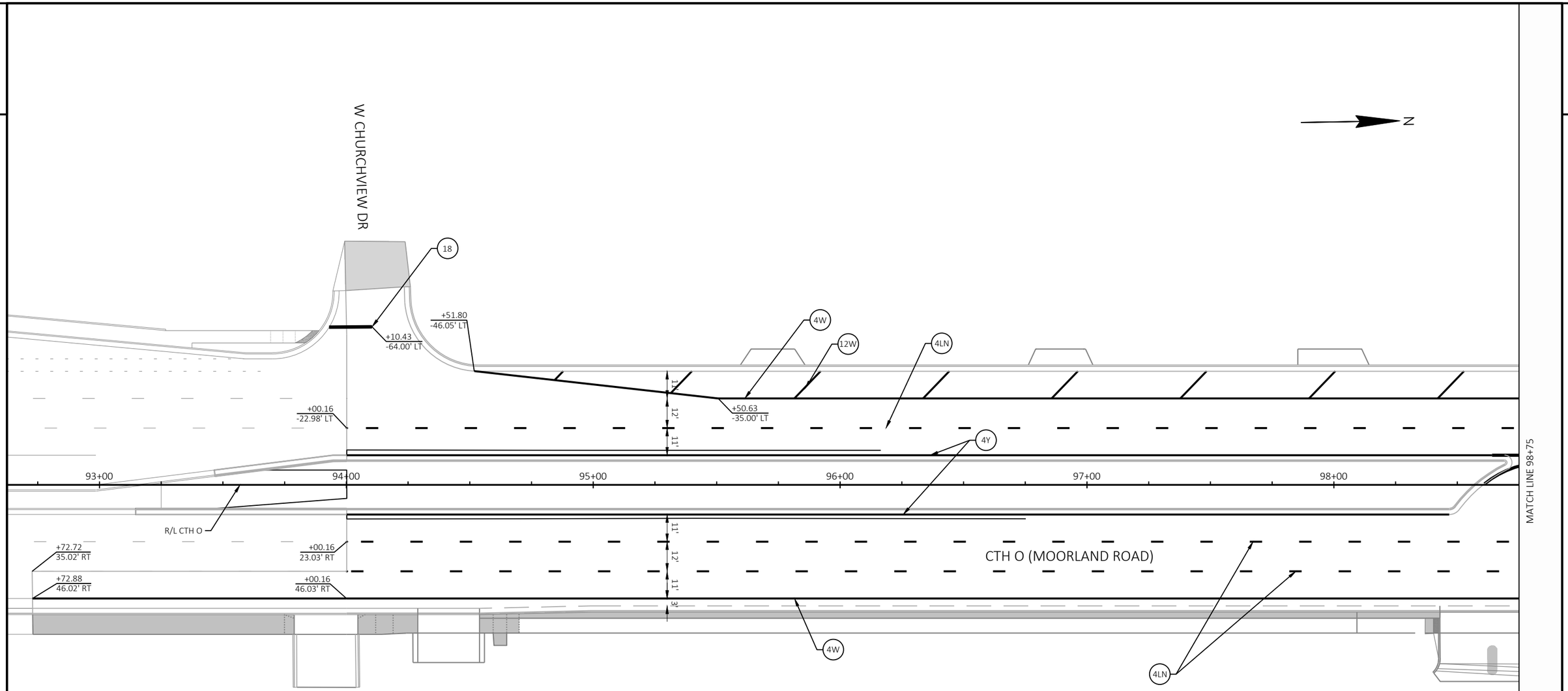
SIGNAL NO.

REGION CONTACT: E HINRICHS
DESIGNED BY: AECOM
REVISED BY:

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET 134	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024203-SPIC.DWG
LAYOUT NAME - 024203-spic_PG3
PLOT DATE : 9/23/2024 10:49 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

NOTES:

1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)"

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 135	E

2

N

W ST. FRANCIS DR

5.1689

CTH O (MOORLAND ROAD)

MATCH LINE 98+75

MATCH LINE 104+50

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

4LN 4W 12W 4Y 18 8W

+36.90 -35.00' LT

+08.49 -46.00' LT

+52.69 -47.00' LT

+95.03 -46.00' LT

+50.73 -12.00' LT

+61.27 -12.00' LT

+21.77 12.00' RT

+31.77 1.00' RT

+31.77 12.00' RT

+43.77 35.00' RT

+75.13 46.00' RT

+01.95 49.00' RT

INE CE R/L CTH O

4' 11' 12' 11' 11' 12' 11' 3'

4LN AR2 8W 4W AR2 8W

PAVEMENT MARKING LEGEND

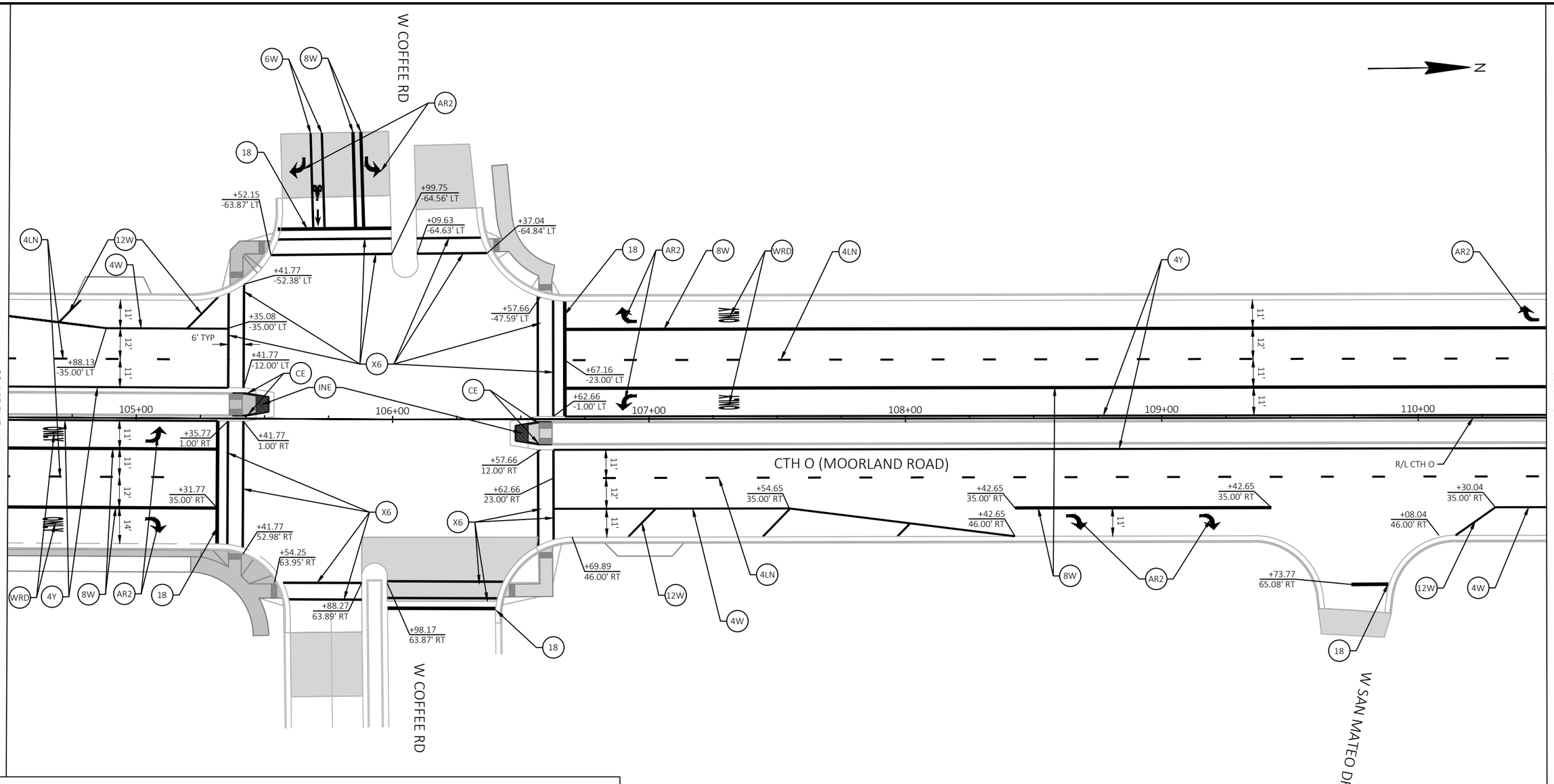
4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 136	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/18/2024 11:35 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 137	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 03
PLOT DATE : 7/18/2024 11:35 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE 110+50

MATCH LINE 116+25

8W
AR2
4W
12W
4LN
4Y

+17.16
-46.00' LT

+67.16
-35.00' LT

+27.16
-35.00' LT

+67.16
-12.00' LT

+67.16
-1.00' LT

+77.16
-12.00' LT

+31.31
12.00' RT

+41.31
1.00' RT

+41.31
12.00' RT

11'
12'
11'
11'

111+00
112+00
113+00
114+00
115+00
116+00

R/L CTH O

CTH O (MOORLAND ROAD)

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 138	E

2

2

N

W RIVIERA DR

MATCH LINE 116+25

MATCH LINE 122+00

117+00 118+00 119+00 120+00 121+00 122

CTH O (MOORLAND ROAD)

R/L CTH O

4W 12W 18 8W AR2 4LN 4W 12W 4Y

+91.31 -46.00' LT
+69.31 -35.00' LT
+23.02 -57.90' LT
+55.97 -35.00' LT
+05.97 -46.00' LT
+05.97 -35.00' LT
+93.97 -35.00' LT
+88.58 -12.00' LT
+67.73 1.00' RT
+91.31 12.00' RT
+88.04 12.00' RT

11' 12' 11' 11' 12' 11' 11' 12' 11' 11' 12' 11' 11' 12' 11' 11' 12' 11'

4Y 8W AR2 INE CE 12W 4W 4LN

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 139	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 05
PLOT DATE : 7/18/2024 11:35 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

12W
4W
4LN
4Y

11'
12'
11'

MATCH LINE 122+00

+00
123+00
124+00
125+00
126+00
127+00

MATCH LINE 127+75

R/L CTH O

+52.35
12.00' RT

11'
12'
11'

CTH O (MOORLAND ROAD)

12W
4W
4LN

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 140	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 06

PLOT DATE : 7/18/2024 11:35 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W EL DORADO DR

MATCH LINE 127+75

MATCH LINE 133+50

128+00 129+00 130+00 131+00 132+00 133+00

CTH O (MOORLAND ROAD)

R/L CTH O

S PINEWOOD CREEK CT

+62.35 1.00' RT
+91.04 -12.00' LT
+12.37 -46.00' LT
+50.46 -55.95' LT
+87.06 -46.00' LT
+89.08 -46.00' LT
+89.08 -35.00' LT
+89.08 -12.00' LT
+89.08 -35.00' LT
+89.08 -12.00' LT
+89.08 -1.00' LT
+77.13 -35.00' LT
+99.11 -12.00' LT
+62.35 12.00' RT
+12.35 12.00' RT
+10.50 12.00' RT
+62.35 35.00' RT
+12.35 35.00' RT
+01.01 35.00' RT
+62.35 46.00' RT
+11.61 46.03' RT
+90.28 46.00' RT
+51.03 50.01' RT

11' 12' 11'

4W 12W 4Y 18 CE INE 8W AR2 4LN 4W 12W 4Y 4W 12W 4W 8W AR2 18 CE 12W 4W 4LN

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 141	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 07
PLOT DATE : 7/18/2024 11:35 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

4LN

4W

12W

4Y

+57.43
-46.00' LT

+27.62
-53.00' LT

+28.08
-17.00' LT

+57.99
-12.00' LT

11'

12'

11'

MATCH LINE 133+50

134+00

135+00

136+00

137+00

138+00

139+00

MATCH LINE 139+50

+58.17
12.00' RT

+28.08
17.00' RT

+38.98
17.00' RT

8W

R/L CTH O

CTH O (MOORLAND ROAD)

+58.34
35.00' RT

+27.70
40.00' RT

+35.84
40.00' RT

11'

+57.73
46.00' RT

+27.38
53.50' RT

4W

12W

4LN

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 142	E

2

N

W RYERSON RD

MATCH LINE 139+50

MATCH LINE 145+25

CTH O (MOORLAND ROAD)

R/L CTH O

140+00 141+00 142+00 143+00 144+00 145+00

+16.31 -57.52' LT
+50.98 -80.04' LT
+94.33 -40.00' LT
+94.81 -17.00' LT
+94.33 -28.00' LT
+19.45 -7.00' LT
+20 7.04' RT
+20.60 17.00' RT
+90.32 17.00' RT
+90.31 51.00' RT
+17.97 50.99' RT
+21.20 -51.02' LT
+21.22 -28.02' LT
+21.23 -17.02' LT
+65.92 -17.03' LT
+67.45 -40.03' LT
+07 -51.04' LT
+46.14 -17.03' LT
+66.23 -7.03' LT
+67.09 6.97' RT
+17.28 27.98' RT
+17.29 39.98' RT
+92.46 55.66' RT

11' 12' 11'

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 143	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\024501_PM.DWG
LAYOUT NAME - 09

PLOT DATE : 7/18/2024 11:35 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE 145+25

MATCH LINE 151+00

146+00 147+00 148+00 149+00 150+00 151

4W 12W 4LN 4Y 18

+96.09
-40.04' LT

+48.66
-51.00' LT

+74.48
-59.74' LT

+48.66
-40.00' LT

+55.23
-17.04' LT

+71.47
-7.00' LT

CE +83.30
-17.00' LT INE

11' 12' 11'

R/L CTH O

+25.63
16.97' RT

+72.86
16.99' RT

+72.18
7.00' RT

+71.47
9.00' RT

+72.18
17.00' RT

+71.57
17.00' RT

CTH O (MOORLAND ROAD)

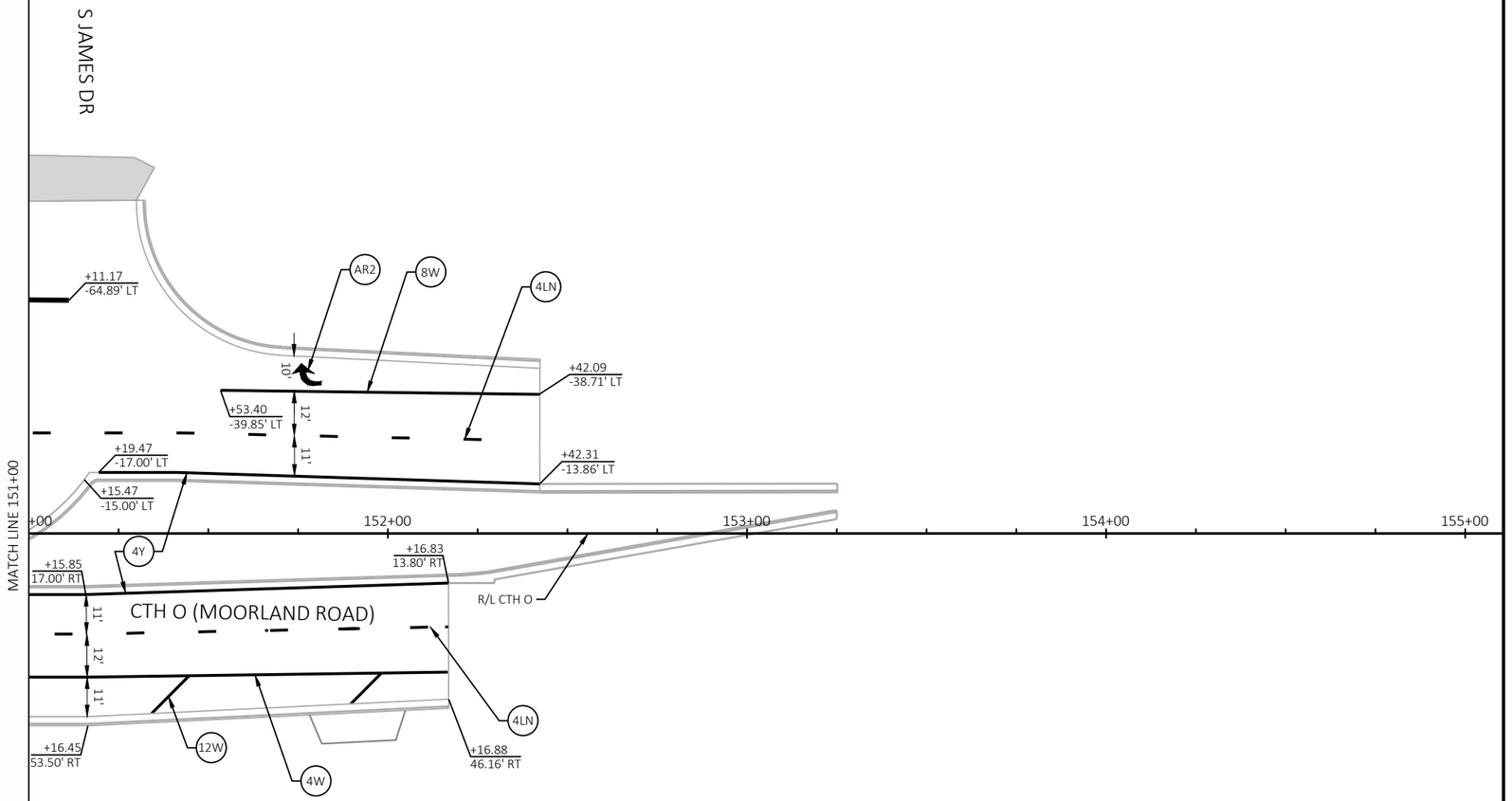
12W 4LN 4W 8W AR2 4Y

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MARKING PLANS	SHEET 144	E

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	B	MARKING BICYCLE ARROW & SYMBOL EPOXY (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
6W	MARKING LINE EPOXY 6-INCH (WHITE)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE, 50' SPACING TYP)

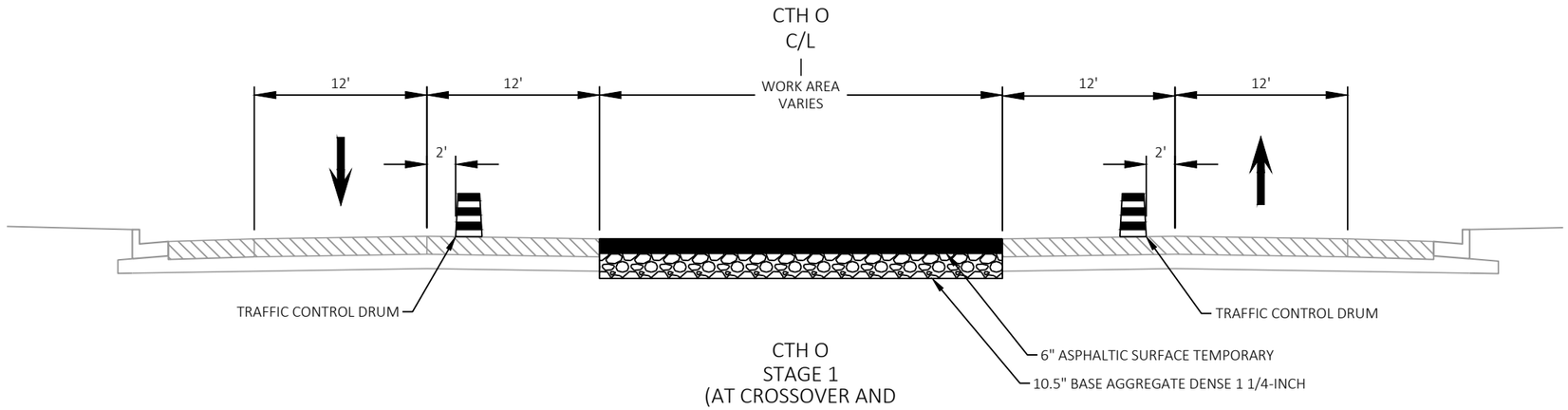
TRAFFIC CONTROL GENERAL NOTES

1. MAINTAIN ONE 11-FOOT MINIMUM LANE IN EACH DIRECTION ON CTH O.
2. TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS AND DRUMS ARE SPACED AT 25' ON CENTER EXCEPT AT DRIVEWAY AND INTERSECTIONS, WHERE SPACING IS 5'. TRAFFIC CONTROL DRUMS IN LANE CLOSURE TAPERS ARE SPACED AT 25'.
3. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL.
4. TEMPORARY MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT THAT IS TO BE REMOVED IN SUBSEQUENT STAGES.
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, AND SAFETY DEVICES AS CALLED FOR ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
6. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
7. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
8. ALL SIGNS ARE 48"X48" EXCEPT OTHERWISE NOTED
9. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
10. ANY TEMPORARY "STOP" SIGNS THAT ARE INSTALLED SHALL INCLUDE FLAGS 16"X16" MIN. (ORANGE) FLAGS ARE INCIDENTAL TO THE TRAFFIC CONTROL SIGNS ITEM.
11. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHAL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARD ADJACENT APPROACHING TRAFFIC.
12. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (APPROACH TAPERS ONLY).
13. ARROW BOARDS SHALL BE LOCATED S SHOWN ON THE PLAN, OR AS DIRECTED BY THE ENGINEER.
14. WEDGE OR RAMP ELEVATION DIFFERENCES BETWEEN PROPOSED CONCRETE PAVEMENT AND ADJACENT EXISTING CONCRETE PAVEMENT SECTIONS WITH ASPHALTIC SURFACE TEMPORARY. REMOVAL OF WEDGE OR RAMP IS INCIDENTAL TO EXCAVATION BID ITEM.

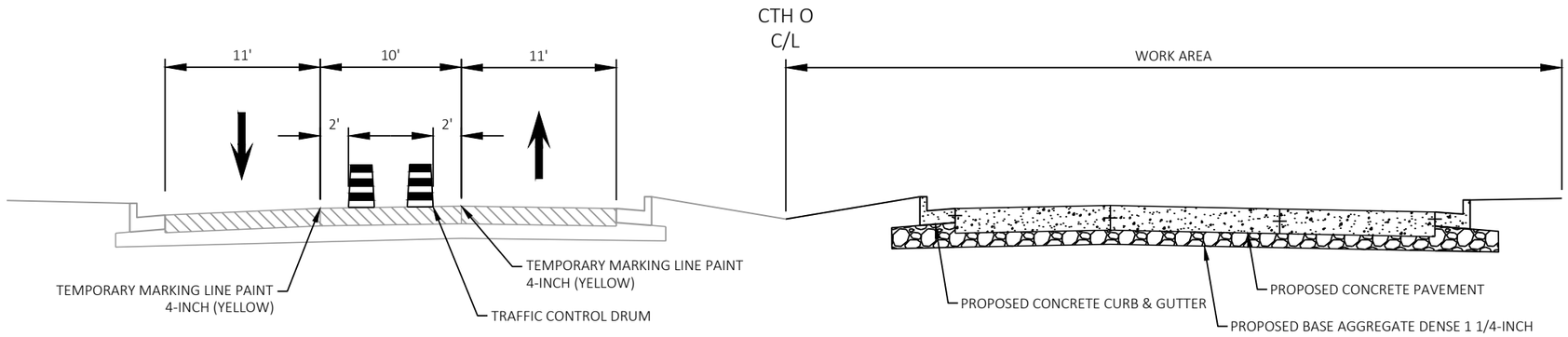
LEGEND

- WORK ZONE
- INTERSECTION TO BE BUILT IN HALVES
- ASPHALTIC SURFACE TEMPORARY
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL FLEXIBLE MARKER POST AND BASE
- MB — TRAFFIC CONTROL SIGNS PCMS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC

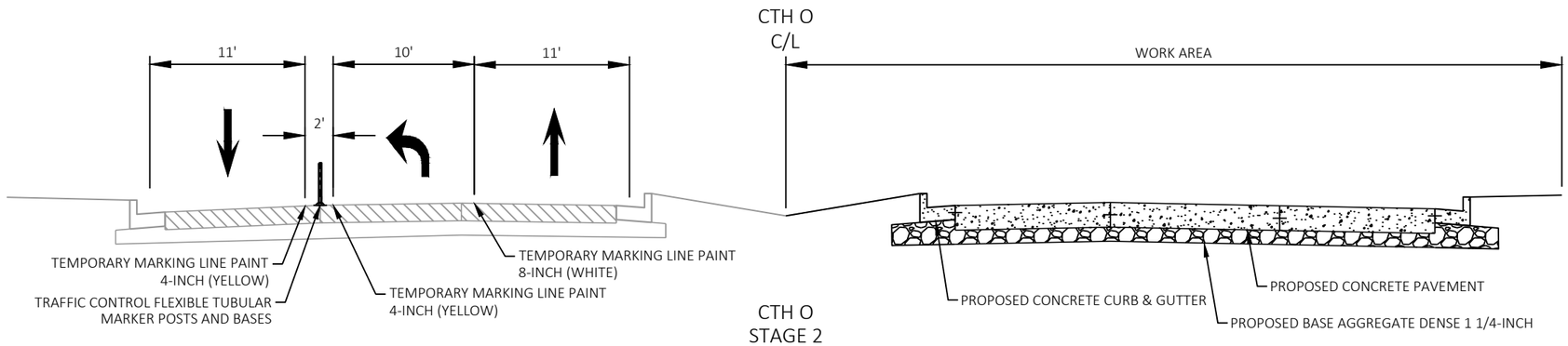
PW4	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
PWL	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' GAP)
PWS	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (3' SKIP, 9' GAP)
PY4	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
PYS	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (2' SKIP, 6' GAP)
PW8	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TW4	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TWL	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' GAP)
TWS	TEMPORARY MARKINGLINE REMOVABLE TAPE 4-INCH (WHITE) (3' SKIP, 9' GAP)
TY4	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TYS	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) (2' SKIP, 6' GAP)
TW8	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
PWA	TEMPORARY MARKING ARROW PAINT
RSM	MARKING REMOVAL SPECIAL MARKING



CTH O
STAGE 1
(AT CROSSOVER AND
SPOT LOCATIONS
WITHIN MEDIAN)

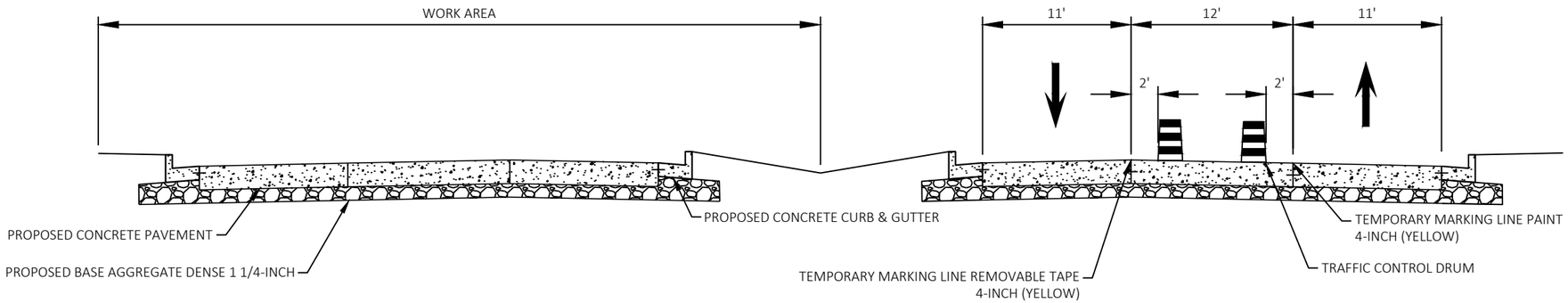


CTH O
STAGE 2



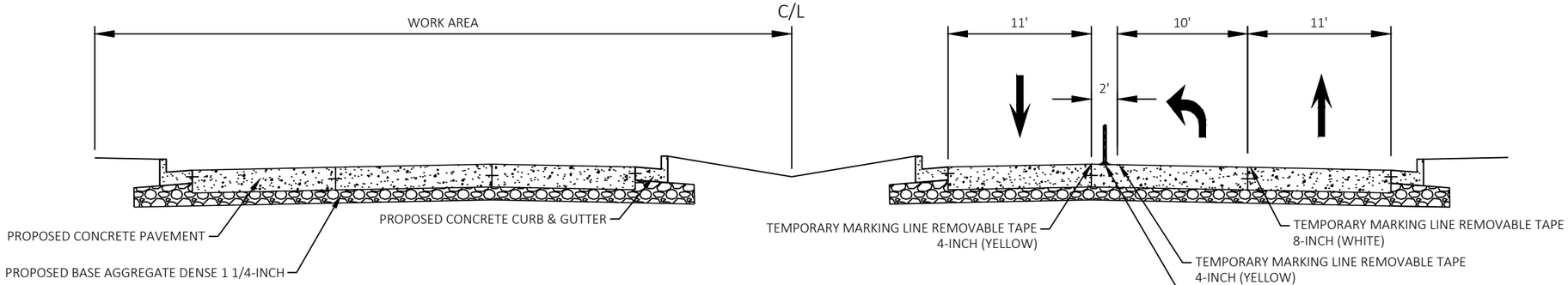
CTH O
STAGE 2
AT INTERSECTIONS
(NB LEFT TURN SHOWN, SB SIMILAR)

CTH O
C/L



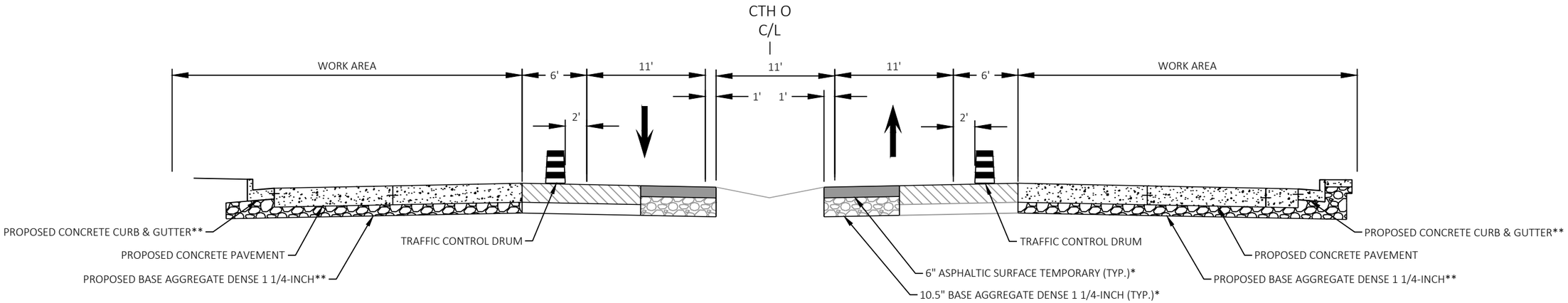
CTH O
STAGE 3

CTH O
C/L

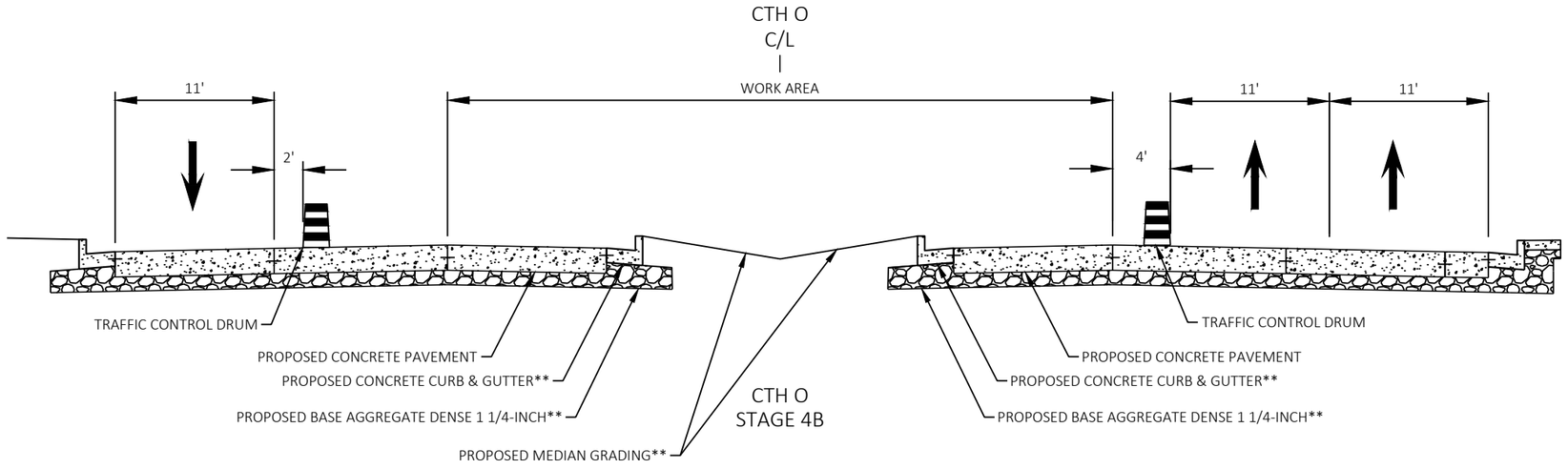


CTH O
STAGE 3
AT INTERSECTIONS
(NB LEFT TURN SHOWN, SB SIMILAR)

2



CTH O
STAGE 4A



CTH O
STAGE 4B

NOTES:
* 6' WIDE ASPHALTIC SURFACE TEMPORARY FOR WIDENING CONSTRUCTED IN PREVIOUS STAGES AT SPOT LOCATIONS

**CONSTRUCTED AT SPOT LOCATIONS FOR CROSSOVERS, INTERSECTIONS, AND MEDIAN GAPS

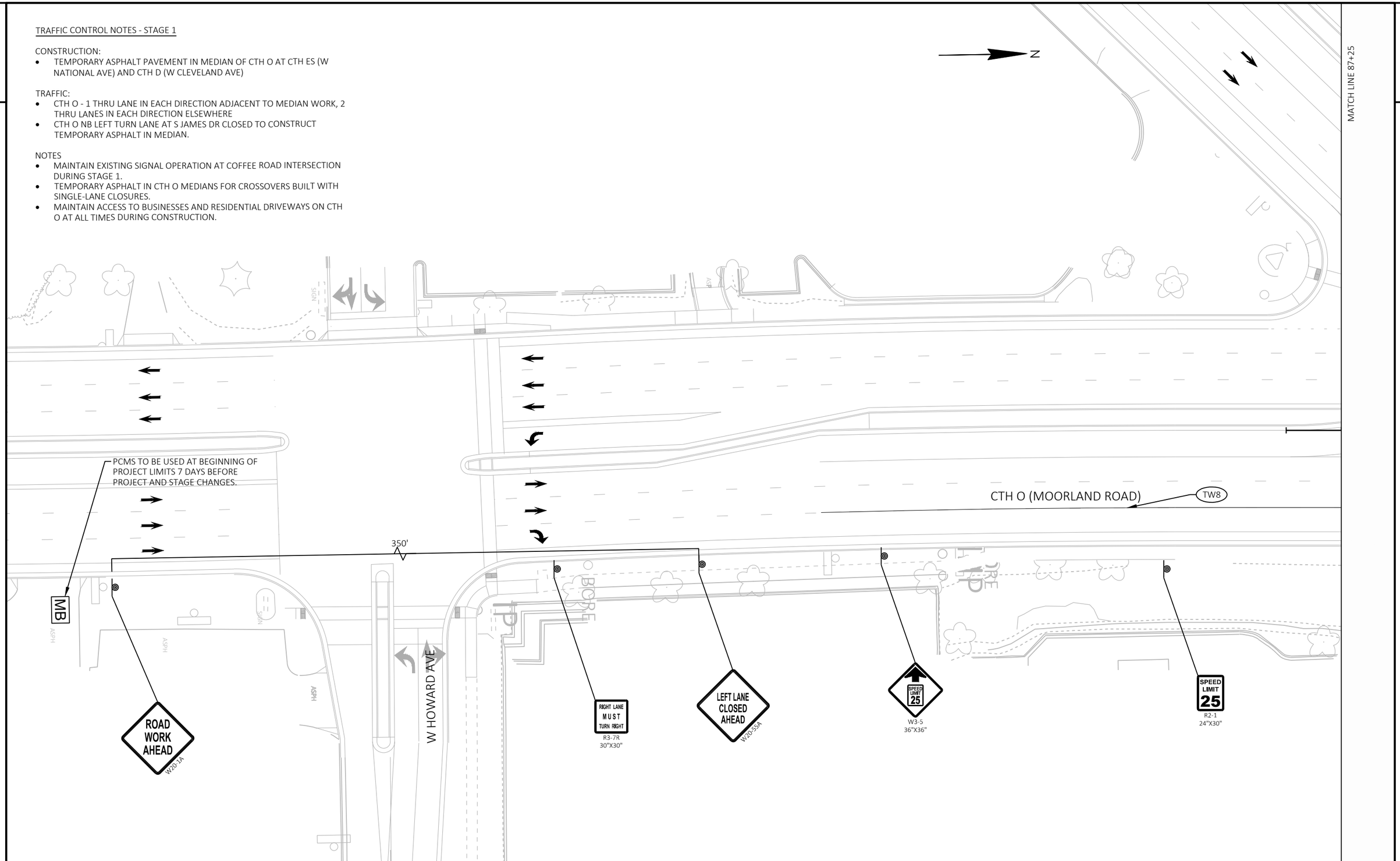
2

TRAFFIC CONTROL NOTES - STAGE 1

CONSTRUCTION:
- TEMPORARY ASPHALT PAVEMENT IN MEDIAN OF CTH O AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE)

TRAFFIC:
- CTH O - 1 THRU LANE IN EACH DIRECTION ADJACENT TO MEDIAN WORK, 2 THRU LANES IN EACH DIRECTION ELSEWHERE
- CTH O NB LEFT TURN LANE AT S JAMES DR CLOSED TO CONSTRUCT TEMPORARY ASPHALT IN MEDIAN.

NOTES
- MAINTAIN EXISTING SIGNAL OPERATION AT COFFEE ROAD INTERSECTION DURING STAGE 1.
- TEMPORARY ASPHALT IN CTH O MEDIANS FOR CROSSOVERS BUILT WITH SINGLE-LANE CLOSURES.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 150	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260001
PLOT DATE : 8/5/2024 1:38 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 93+00

END
ROAD WORK
G20-2A
48"X24"

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

+35
12' RT

+94
23' RT

TW4

CTH O (MOORLAND ROAD)

SIGN

W01-2L

BORE

W NATIONAL AVE

IP

IP

H

SPEED
LIMIT
25
R2-1
24"X30"

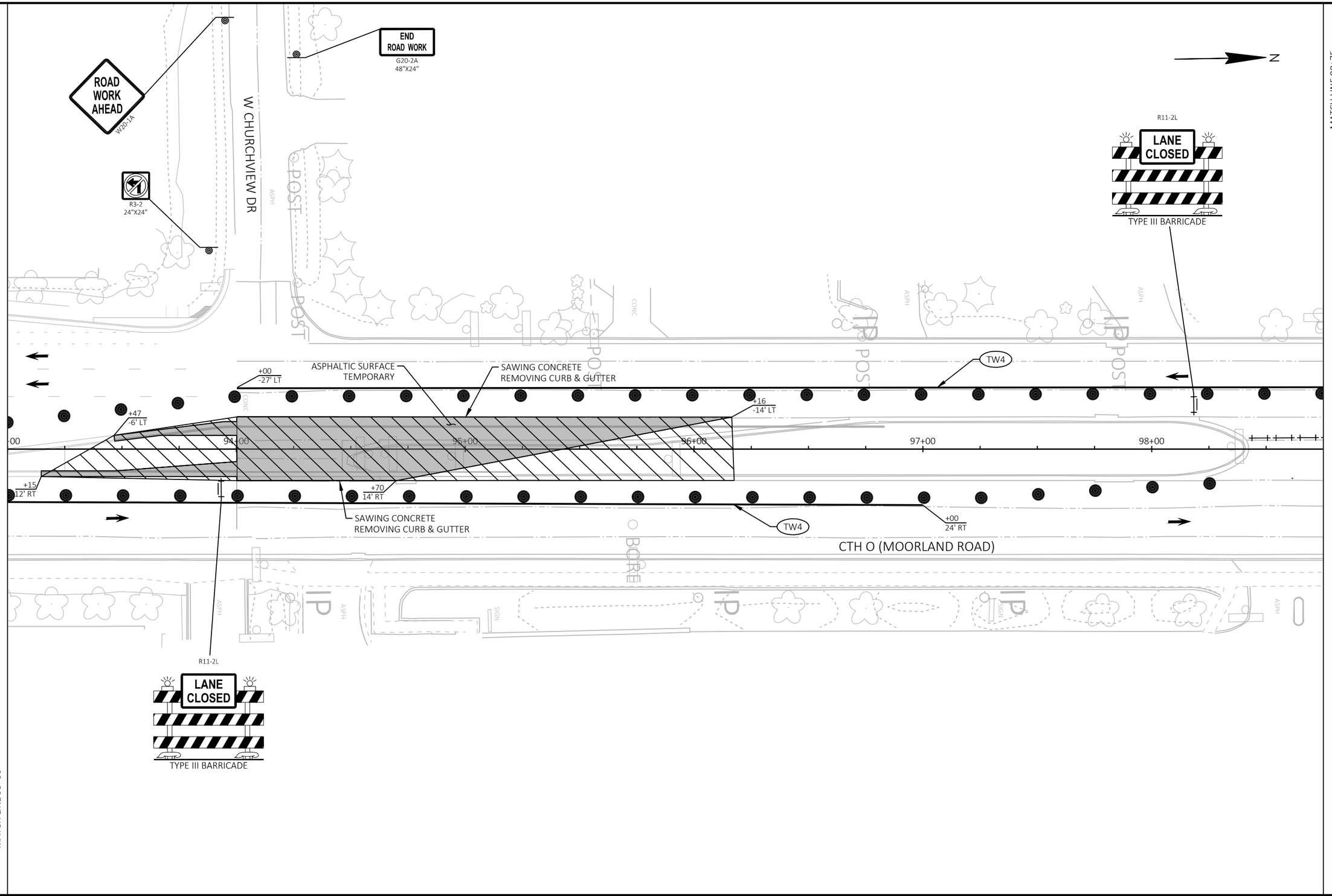
MATCH LINE 87+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 151	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260002

PLOT DATE : 8/5/2024 1:38 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

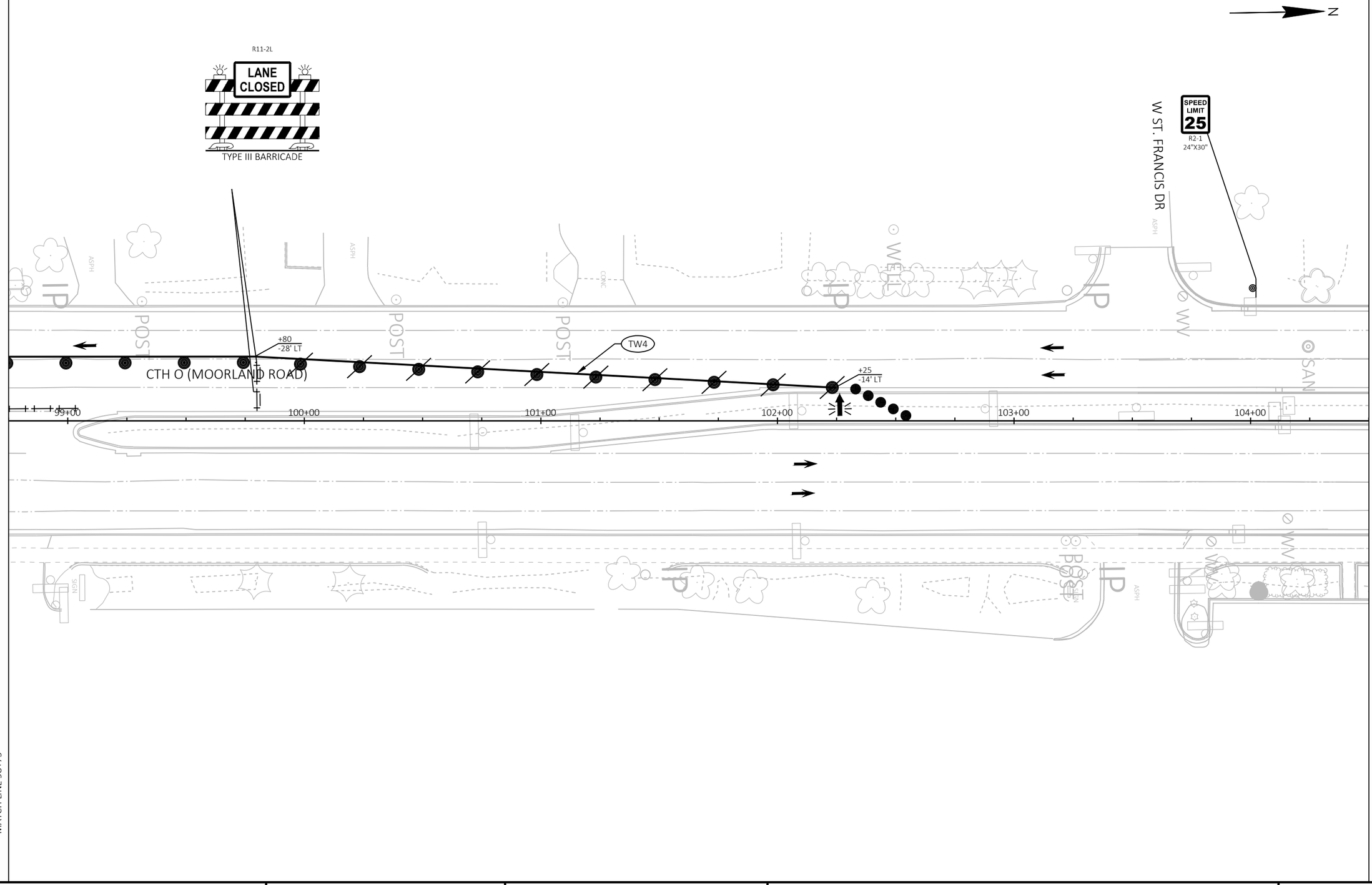
2



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 152	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260003

PLOT DATE : 8/5/2024 1:38 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 153	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260004

PLOT DATE : 8/5/2024 1:38 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

W COFFEE RD

SPEED LIMIT 25
R2-1
24"X30"

LEFT LANE CLOSED AHEAD
W20-5SA

W01-2L

CTH O (MOORLAND ROAD)

105+00 106+00 107+00 108+00 109+00 110+00

MATCH LINE 110+50

2

MATCH LINE 104+50

W COFFEE RD

SPEED LIMIT 25
R2-1
24"X30"

W SAN MATEO DR

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 154	E

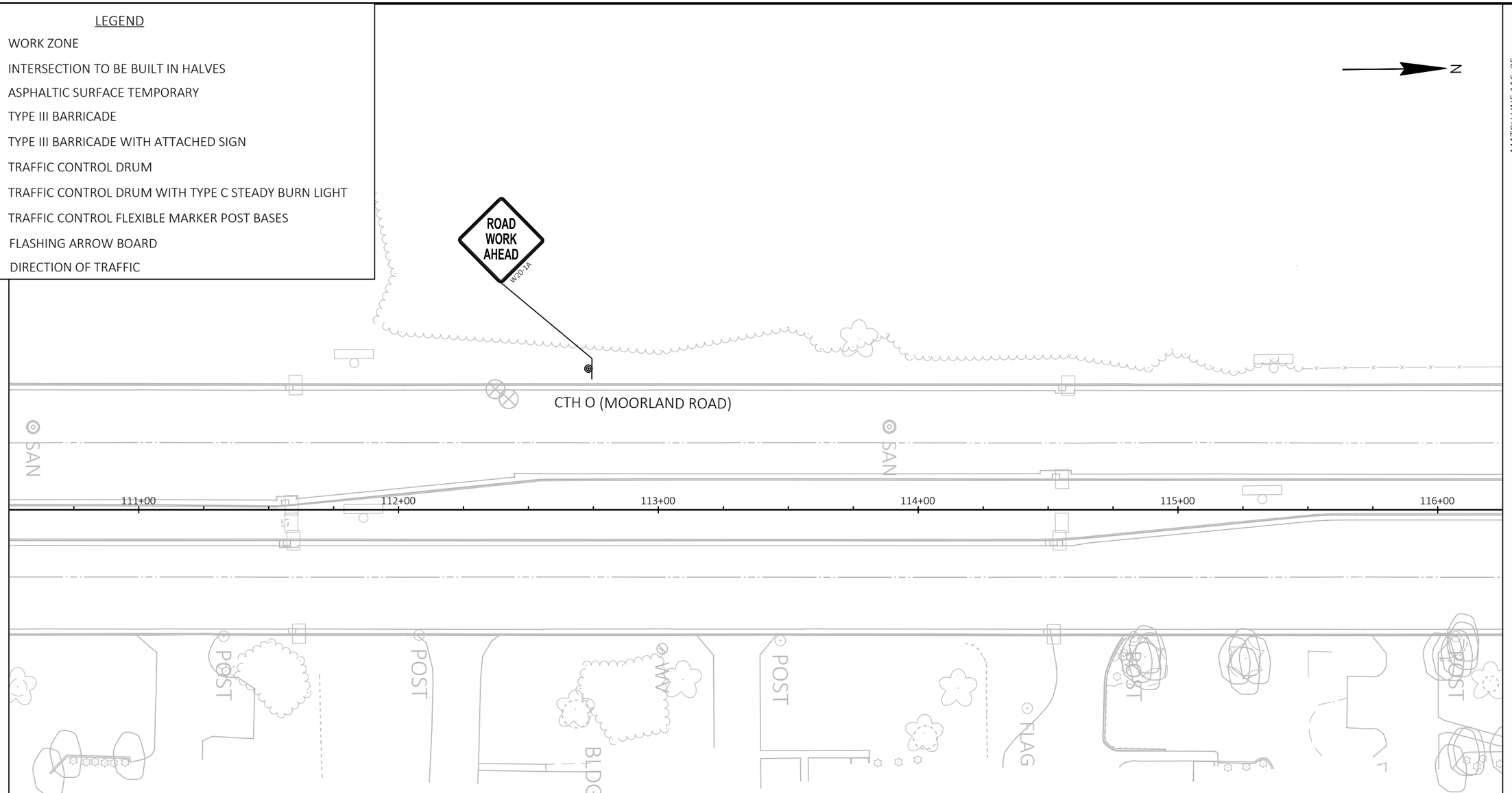
FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260005

PLOT DATE : 8/5/2024 1:39 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- WORK ZONE
- INTERSECTION TO BE BUILT IN HALVES
- ASPHALTIC SURFACE TEMPORARY
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL FLEXIBLE MARKER POST BASES
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC



MATCH LINE 116+25

MATCH LINE 110+50

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 155	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260006

PLOT DATE : 8/5/2024 1:39 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 122+00

MATCH LINE 116+25

N

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 25
R2-1
24"X30"

W RIVIERA DR

CTH O (MOORLAND ROAD)

117+00 118+00 119+00 120+00 121+00 122

POST POST GV SAN POST POST SAN TEL TEL SS SS

WV POST POST BLDG BLDG MH WV

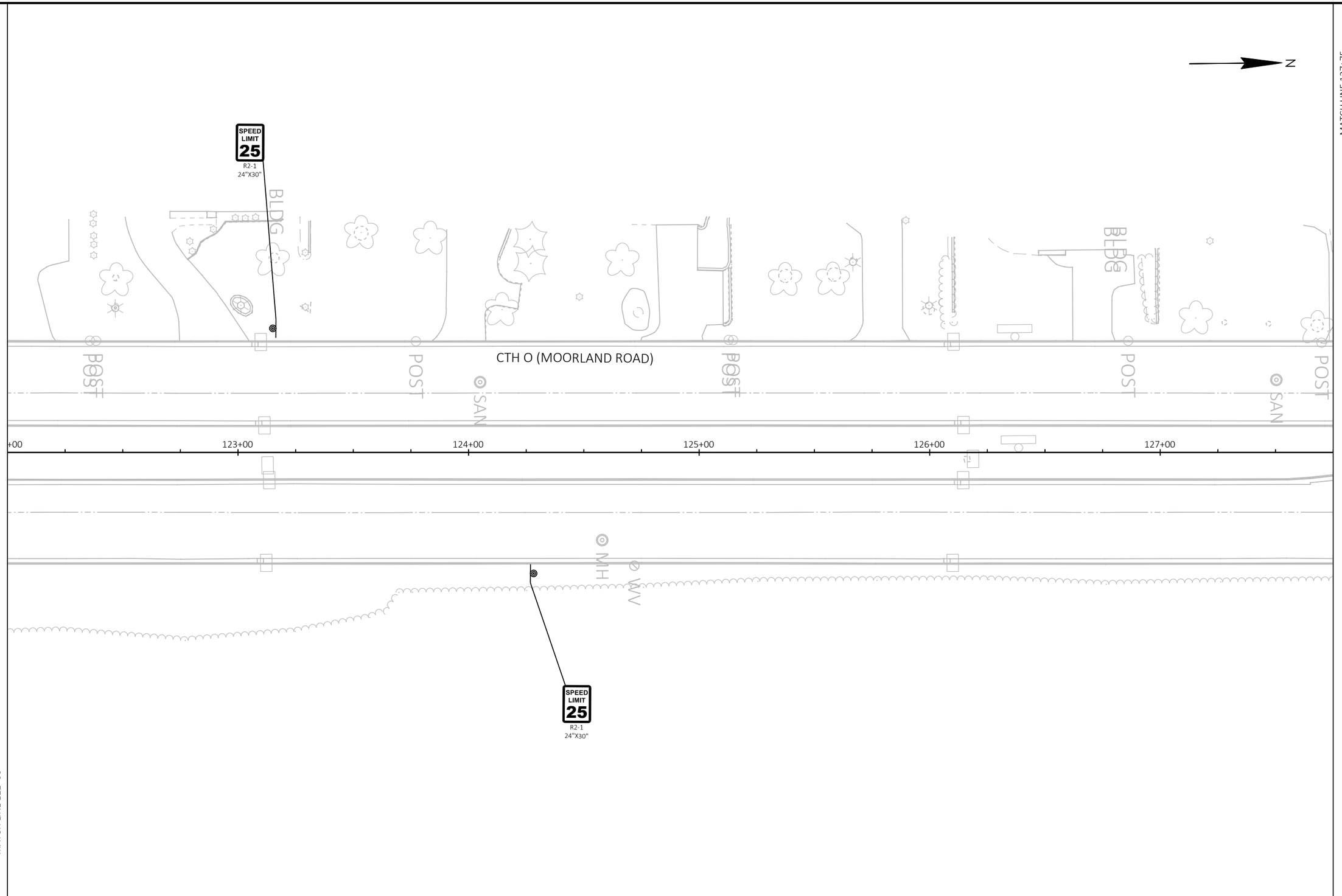
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 156	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260007

PLOT DATE : 8/5/2024 1:39 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 157	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260008

PLOT DATE : 8/5/2024 1:39 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 133+50

W EL DORADO DR

SPEED LIMIT 25
R2-1
24"X30"

POST

POST

BLDG

BLDG

BLDG

BLDG

BLDG

CTH O (MOORLAND ROAD)

TEL

MH

SAN

SAN

SAN

128+00

129+00

130+00

131+00

132+00

133+00

WV

WV

WV

MH

MH

S PINEWOOD CREEK CT

SPEED LIMIT 25
R2-1
24"X30"

MATCH LINE 127+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 158	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260009

PLOT DATE : 8/5/2024 1:40 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 139+50

CTH O (MOORLAND ROAD)

134+00 135+00 136+00 137+00 138+00 139+00

SAN

SAN

SAN

MH

WV

SAN

POST

POST

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5SA

MATCH LINE 133+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 159	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260010

PLOT DATE : 8/5/2024 1:40 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 145+25

SPEED LIMIT 25
R2-1
24"X30"

W RYERSON RD

SAN

GV

TEL

MH

POST

SIGN

CTH O (MOORLAND ROAD)

140+00

141+00

142+00

143+00

144+00

145+00

+02
14' RT

PW4

WV

MH

SAN

POST

WO4-2L

SPEED LIMIT 25
R2-1
24"X30"

MATCH LINE 139+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 160	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260011

PLOT DATE : 8/5/2024 1:40 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SPEED LIMIT 25
R2-1
24"X30"

MATCH LINE 151+00

S JAMES DR

SIGN

SIGN

TEL

CTH O (MOORLAND ROAD)

PW4
+24
-26' LT

146+00

147+00

148+00

149+00

150+00

151

+47
26' RT

PW4

POST

SAN

SAN

MH

POST

R11-2L

LANE CLOSED

TYPE III BARRICADE

R11-2L

LANE CLOSED

TYPE III BARRICADE

MATCH LINE 145+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 161	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260012

PLOT DATE : 8/5/2024 1:40 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 157+00

MATCH LINE 151+00

N

S JAMES DR

R11-2L

LANE CLOSED

TYPE III BARRICADE

SPEED LIMIT 25

R2-1

24"X30"

PW4

ASPHALTIC SURFACE TEMPORARY

+29 -8' LT

+33 -14' LT

+25 -14' LT

+25 -4' LT

+38 11' RT

SAWING CONCRETE REMOVING CURB & GUTTER

+45 -26' LT

+90 -14' LT

152+00

153+00

154+00

155+00

156+00

157

+30 26' RT

CTH O (MOORLAND ROAD)

PW4

SPEED LIMIT 25

R2-1

24"X30"

POST

GUY

SAN

MH

WV

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 162	E

2

2

N

W CLEVELAND AVE

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 25
W3-5
36"X36"

LEFT LANE CLOSED AHEAD
W20-5SA

W04-2L

SIGN

POST

TEL

MATCH LINE 162+75

+00
158+00
159+00
160+00
161+00
162+00

CTH O (MOORLAND ROAD)

MH

WV

SAN

GAS

END ROAD WORK
G20-2A
48"X24"

ASPHALT

MATCH LINE 157+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 163	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260014

PLOT DATE : 8/5/2024 1:40 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 168+50

PCMS TO BE USED AT BEGINNING OF PROJECT LIMITS 7 DAYS BEFORE PROJECT AND STAGE CHANGES.

ROAD WORK AHEAD
W20-1A

MB

SIGN

GV

TEL

MH

POST

163+00 164+00 165+00 166+00 167+00 168+00

MH

SS

SAN

SAN

SAN

MH

WV

POST

POST

WV

GUY

GUY

POST

MATCH LINE 162+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 164	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 260015

PLOT DATE : 8/5/2024 1:41 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 2
CONSTRUCTION:

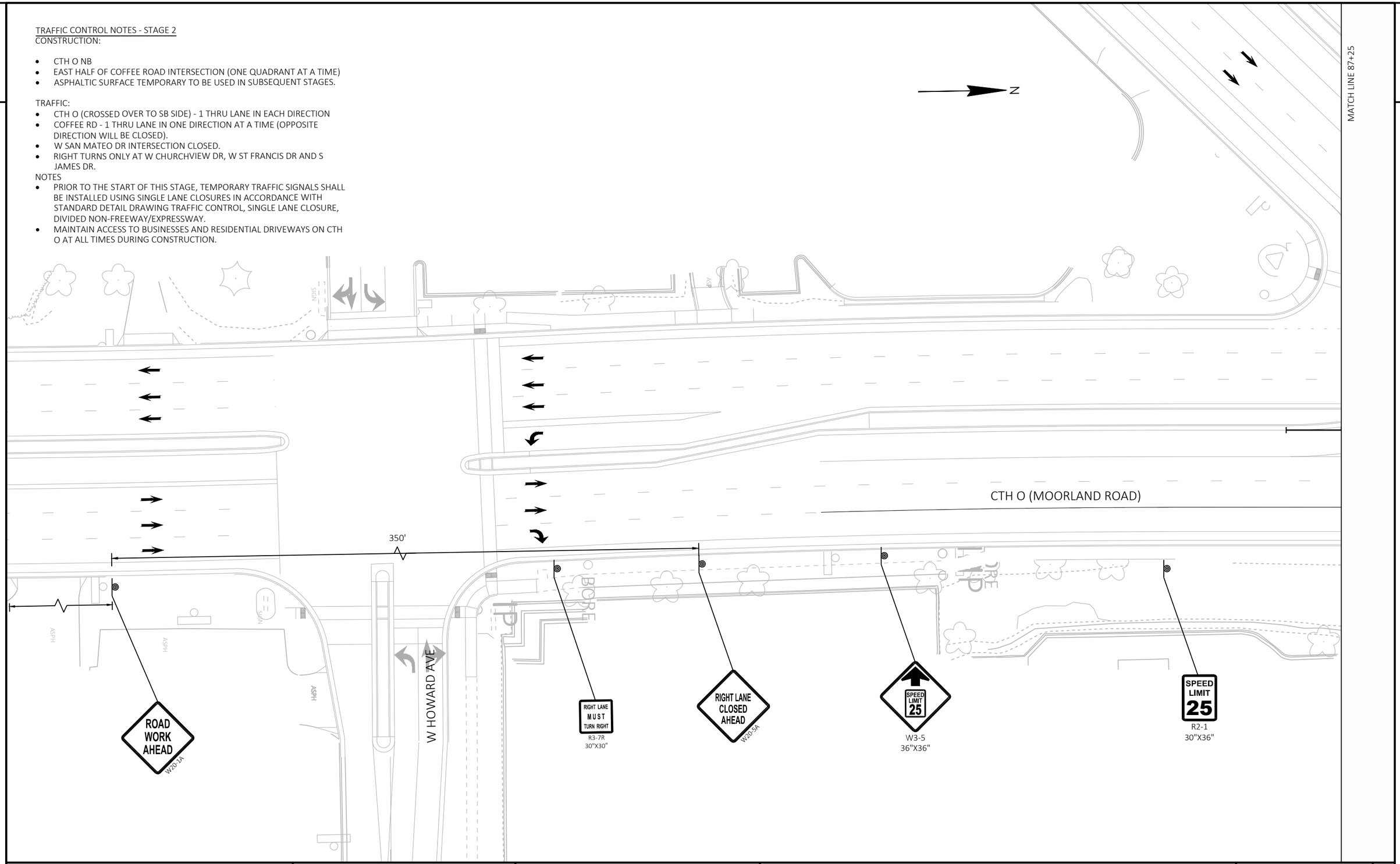
- CTH O NB
- EAST HALF OF COFFEE ROAD INTERSECTION (ONE QUADRANT AT A TIME)
- ASPHALTIC SURFACE TEMPORARY TO BE USED IN SUBSEQUENT STAGES.

TRAFFIC:

- CTH O (CROSSED OVER TO SB SIDE) - 1 THRU LANE IN EACH DIRECTION
- COFFEE RD - 1 THRU LANE IN ONE DIRECTION AT A TIME (OPPOSITE DIRECTION WILL BE CLOSED).
- W SAN MATEO DR INTERSECTION CLOSED.
- RIGHT TURNS ONLY AT W CHURCHVIEW DR, W ST FRANCIS DR AND S JAMES DR.

NOTES

- PRIOR TO THE START OF THIS STAGE, TEMPORARY TRAFFIC SIGNALS SHALL BE INSTALLED USING SINGLE LANE CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 165	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260001
PLOT DATE : 8/5/2024 1:48 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 93+00

MATCH LINE 87+25

N

END
ROAD WORK
G20-2A
48"X24"

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

CTH O (MOORLAND ROAD)

+35
35' RT

25'

TW4

SPEED
LIMIT
25
R2-1
30"X36"

W4-2R

W NATIONAL AVE

BORE

SIGN

IP

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 166	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260002

PLOT DATE : 8/5/2024 1:49 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 98+75

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

R3-2
24"X24"

W CHURCHVIEW DR

N

ASPHALTIC SURFACE TEMPORARY (PLACED IN STAGE 1)

PY4

PW4

CTH O (MOORLAND ROAD)

25'

11'

11'

+95
-14' LT

+73
-5' LT

+52
9' RT

+75
9' RT

+75
14' RT

+70
14' RT

-15
23' RT

+00
23' RT

94+00

95+00

96+00

97+00

98+00

SAWING CONCRETE REMOVING CURB & GUTTER

ASPHALTIC SURFACE TEMPORARY (PLACE PRIOR TO STAGE 3)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

ROAD CLOSED
R11-2
48"X30"

MATCH LINE 93+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 167	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260003

PLOT DATE : 8/5/2024 1:49 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

R3-2
24"X24"

SPEED LIMIT 25
R2-1
30"X36"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

W ST. FRANCIS DR

MATCH LINE 104+50

CTH O (MOORLAND ROAD)

25'

PY4

+85
-25' LT

PWS

+81
-25' LT

11'

10'

11'

PW8

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

MATCH LINE 98+75

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 168	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260004

PLOT DATE : 8/5/2024 1:50 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 110+50

MATCH LINE 104+50

N

W COFFEE RD

W SAN MATEO DR

CTH O (MOORLAND ROAD)

W6-4
12"X18"

W6-4
12"X18"

R3-1
24"X24"

BEGIN
LEFT
TURN
LANE
R3-20L
24"X36"

ROAD
CLOSED
R11-2
48"X30"

PY4

PW8

PWS

+51
-25' LT

+68
-35' LT

+23
-35' LT

+18
-35' LT

11'

10'

11'

25'

105+00

106+00

107+00

108+00

109+00

110+00

SPEED
LIMIT
25
R2-1
30"X36"

ROAD
CLOSED
R11-2
48"X30"

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

ROAD
CLOSED
AHEAD
W20-3A

PLACE SIGN AT
NEAREST INTERSECTION

**SEE "TRAFFIC CONTROL - COFFEE ROAD CLOSURE" SHEETS FOR ADVANCE WARNING SIGNAGE ON COFFEE ROAD.

CLOSE W COFFEE RD IN ONE DIRECTION AT A TIME TO BUILD EACH QUADRANT.

MAINTAIN ONE LANE OF TRAFFIC THROUGH INTERSECTION AT ALL TIMES.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 169	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260005

PLOT DATE : 8/5/2024 1:50 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE 116+25

BEGIN LEFT TURN LANE
R3-20L
24"X36"

CTH O (MOORLAND ROAD)

11'

11'

25'

10'

PY4

PWS

PW8

+79
-25' LT

+78
-25' LT

111+00 112+00 113+00 114+00 115+00 116+00

SAN

SAN

POST

POST

POST

POST

BLDG

FLAG

MATCH LINE 110+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 170	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260006

PLOT DATE : 8/5/2024 1:50 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 25
R2-1
30"X36"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

W6-4
12"X18"

R3-2
24"X24"

N

MATCH LINE 122+00

W RIVIERA DR

POST

SAN

+79
-26' LT

11'

11'

25'

PY4

CTH O (MOORLAND ROAD)

TEL

117+00

118+00

119+00

120+00

121+00

122

WV

BLDG

MH

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 171	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260007

PLOT DATE : 8/5/2024 1:51 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 127+75

N

SPEED LIMIT 25
R2-1
30"X36"

BLDG

POST

CTH O (MOORLAND ROAD)

11'

11'

25'

PY4

SAN

+00

123+00

124+00

125+00

126+00

127+00

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 122+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 172	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260008

PLOT DATE : 8/5/2024 1:51 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-3A
PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

MATCH LINE 133+50

W EL DORADO DR

SPEED LIMIT 25
R2-1
30"X36"

ROAD CLOSED
R11-2
48"X30"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R3-1
24"X24"

W6-4
12"X18"

R3-2
24"X24"

CTH O (MOORLAND ROAD)

PY4

PWS

PW8

+09
-25' LT

+05
-23' LT

+09
-23' LT

10'

11'

11'

25'

PY4

128+00

129+00

130+00

131+00

132+00

133+00

SPEED LIMIT 25
R2-1
30"X36"

S PINEWOOD CREEK CT

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

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT NEAREST INTERSECTION

MATCH LINE 127+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 173	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260009

PLOT DATE : 8/5/2024 1:52 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 139+50

BEGIN LEFT TURN LANE
R3-20L
24"X36"

CTH O (MOORLAND ROAD)

PY4

11'

11'

25'

5'

+48
-25' LT

PWS

+44
-25' LT

134+00

135+00

136+00

137+00

138+00

139+00

SAN

MH

WV

SAN

POST

POST

MATCH LINE 133+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 174	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260010

PLOT DATE : 8/5/2024 1:52 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT NEAREST INTERSECTION

SPEED LIMIT 25
R2-1
30"X36"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

W6-4
12"X18"

END ROAD WORK
G20-2A
48"X24"

R3-2
24"X24"

W RYERSON RD

N

MATCH LINE 145+25

CTH O (MOORLAND ROAD)

PY4
11'
10'
PW8
11'

+99
-24' LT

PY4
25'

140+00
141+00
142+00
143+00
144+00
145+00

SPEED LIMIT 25
R2-1
30"X36"

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

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT NEAREST INTERSECTION

MATCH LINE 139+50

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 175	E

2

2

MATCH LINE 151+00

MATCH LINE 145+25

N

ROAD WORK AHEAD
W20.1A
PLACE SIGN AT NEAREST INTERSECTION

R3-2
24"X24"

SPEED LIMIT 25
R2-1
30"X36"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

W6-4
12"X18"

S JAMES DR

CTH O (MOORLAND ROAD)

25'
PY4
5'
11'
11'
+49
-25' LT
PWS
+44
-23' LT
PW8
10'

146+00
147+00
148+00
149+00
150+00
+25
8' RT
+25
17' RT
151

SPEED LIMIT 25
R2-1
30"X36"

ASPHALTIC SURFACE TEMPORARY
(PLACE PRIOR TO STAGE 3)

SIGN
TEL
SAN
POST
SAN
POST
MH

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 176	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260012

PLOT DATE : 8/5/2024 1:52 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 157+00

MATCH LINE 151+00

N

S JAMES DR

WO1-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

END
ROAD WORK
G20-2A
48"X24"

PY4

+00
-35' LT

11'

+42
-26' LT

25'

ASPHALTIC SURFACE
TEMPORARY
(PLACED IN STAGE 1)

TY4

+07
-14' LT

+30
-23' LT

+00

152+00

153+00

154+00

155+00

156+00

157

TY4

+39
14' RT

11'

+38
11' RT

ASPHALTIC SURFACE
TEMPORARY
(PLACE PRIOR TO STAGE 3)

TW4

CTH O (MOORLAND ROAD)

INLET COVER TYPE S

POST

MH

WV

SAN

GUY

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 177	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260013

PLOT DATE : 8/5/2024 1:53 PM

PLOT BY : CODY LABELLE

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W CLEVELAND AVE

SPEED LIMIT 25
R2-1
30"X36"

W04-2L

SPEED LIMIT 25
R2-1
30"X36"

SPEED LIMIT 25
W3-5
36"X36"

LEFT LANE CLOSED AHEAD
W20-5SA

MATCH LINE 162+75

158+00

159+00

160+00

161+00

162+00

CTH O (MOORLAND ROAD)

MATCH LINE 157+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 178	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260014

PLOT DATE : 8/5/2024 1:53 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 168+50

MATCH LINE 162+75

ROAD WORK AHEAD
W20-1A

SIGN

Ø GV

TEL

MH

POST

163+00

164+00

165+00

166+00

167+00

168+00

MH

SS

SAN

SAN

SAN

MH

Ø WV

POST

POST

Ø WV

GUY

GUY

POST

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 179	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026002-S2.DWG
LAYOUT NAME - 260015

PLOT DATE : 8/5/2024 1:53 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL NOTES - STAGE 3
CONSTRUCTION:

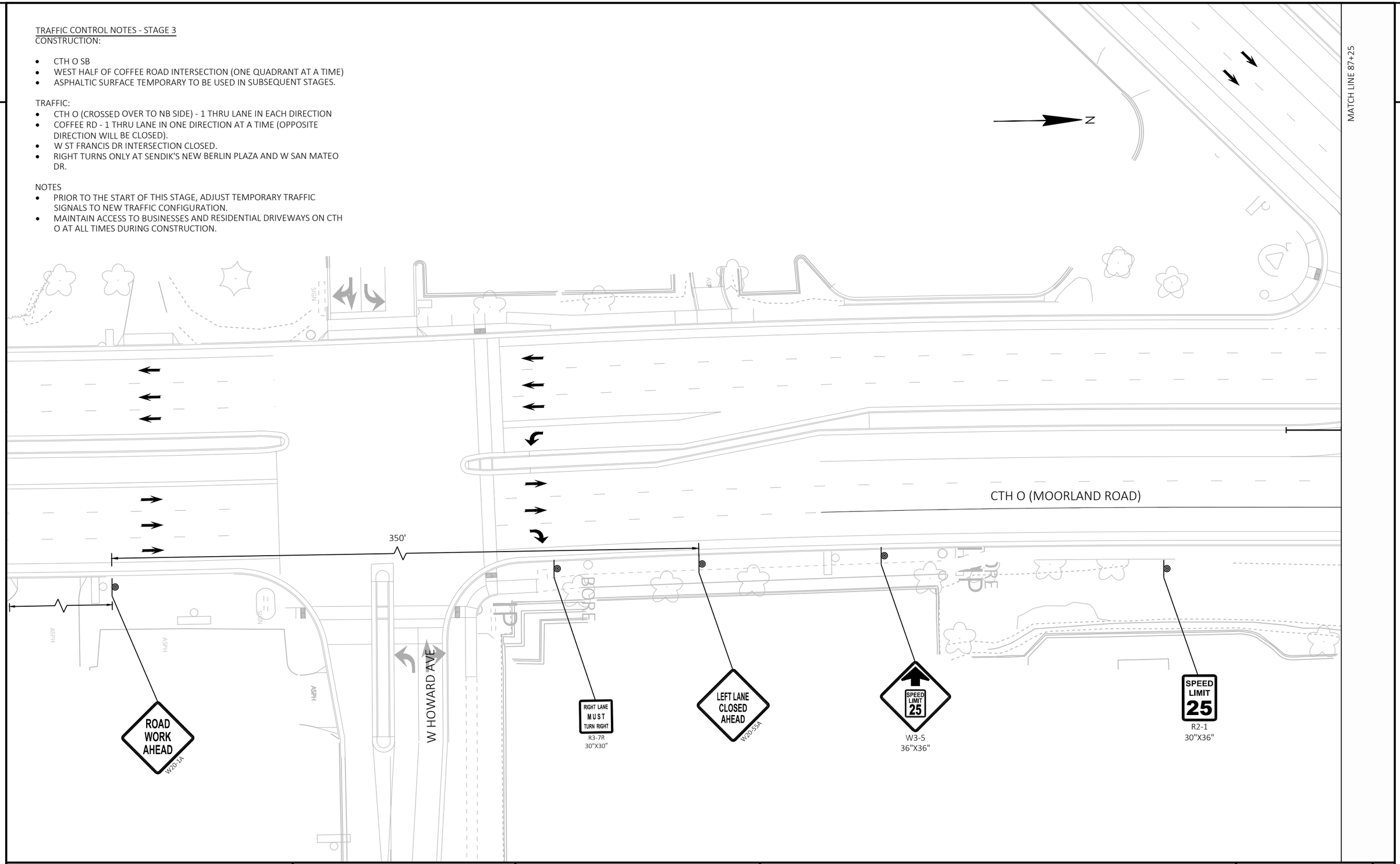
- CTH O SB
- WEST HALF OF COFFEE ROAD INTERSECTION (ONE QUADRANT AT A TIME)
- ASPHALTIC SURFACE TEMPORARY TO BE USED IN SUBSEQUENT STAGES.

TRAFFIC:

- CTH O (CROSSED OVER TO NB SIDE) - 1 THRU LANE IN EACH DIRECTION
- COFFEE RD - 1 THRU LANE IN ONE DIRECTION AT A TIME (OPPOSITE DIRECTION WILL BE CLOSED).
- W ST FRANCIS DR INTERSECTION CLOSED.
- RIGHT TURNS ONLY AT SENDIK'S NEW BERLIN PLAZA AND W SAN MATEO DR.

NOTES

- PRIOR TO THE START OF THIS STAGE, ADJUST TEMPORARY TRAFFIC SIGNALS TO NEW TRAFFIC CONFIGURATION.
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 180	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260001
PLOT DATE : 8/5/2024 1:59 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 93+00

MATCH LINE 87+25

N

END
ROAD WORK
G20-2A
48"X24"

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

+42
13' RT

25'

TY4

CTH O (MOORLAND ROAD)

W NATIONAL AVE

SPEED
LIMIT
25
R2-1
30"X36"

W04-2L

SIGN

BORE

IP

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 181	E

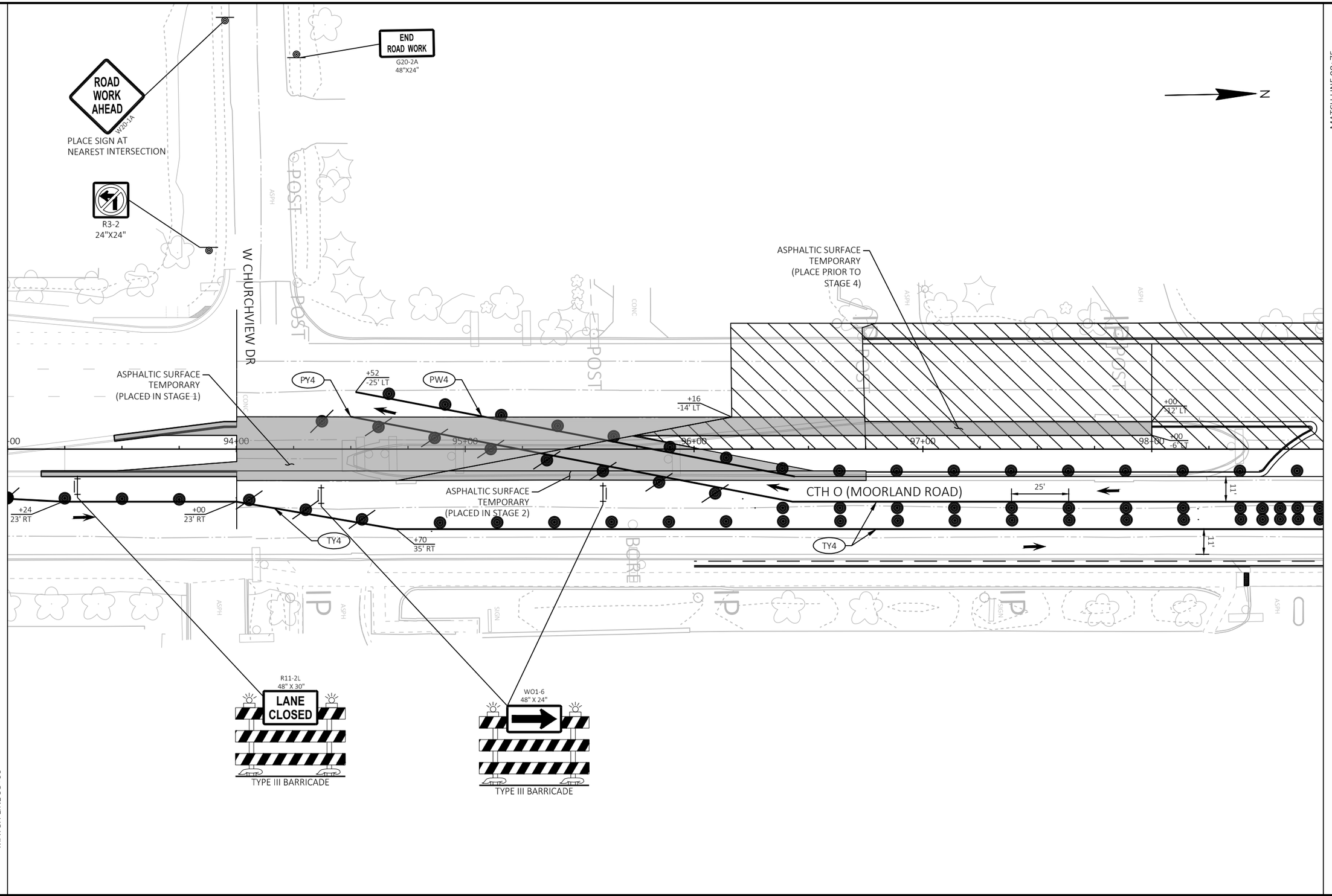
FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260002

PLOT DATE : 8/5/2024 2:00 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 98+75



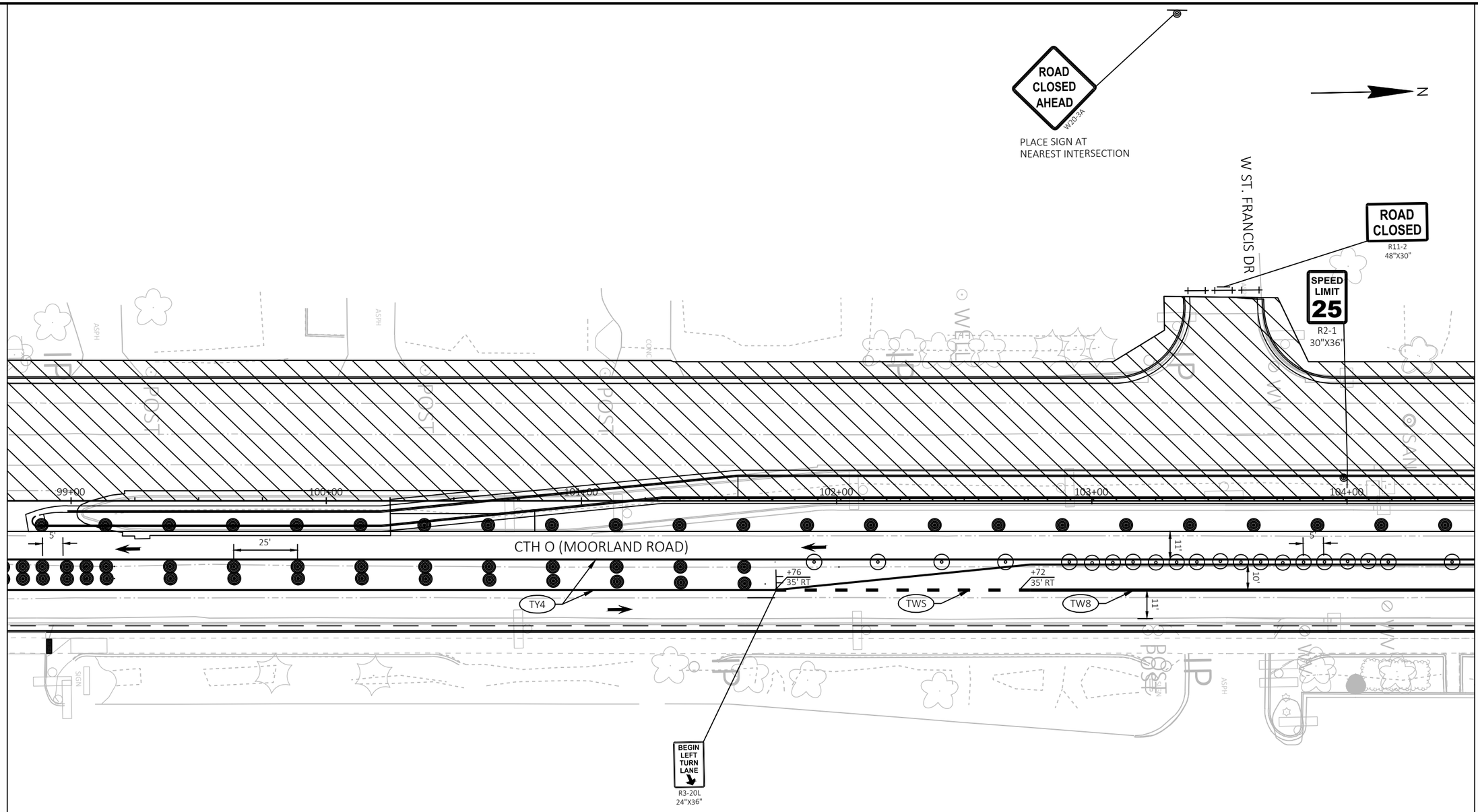
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 182	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260003

PLOT DATE : 8/5/2024 2:00 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 104+50



MATCH LINE 98+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 183	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260004
PLOT DATE : 8/5/2024 2:00 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 110+50

MATCH LINE 104+50

N

W COFFEE RD

W SAN MATEO DR

CTH O (MOORLAND ROAD)

105+00 106+00 107+00 108+00 109+00 110+00

TY4

TW8

TWS

+63 23' RT

+26 35' RT

+17 23' RT

+13 23' RT

11'

10'

25'

5'

5' SPACING THOUGH INTERSECTION

W6-4 12"X18"

R3-1 24"X24"

SPEED LIMIT 25 R2-1 30"X36"

ROAD CLOSED R11-2 48"X30"

R3-2 24"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

ONE WAY R6-1R 36"X12"

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN AT NEAREST INTERSECTION

**SEE "TRAFFIC CONTROL - COFFEE ROAD CLOSURE" SHEETS FOR ADVANCE WARNING SIGNAGE ON COFFEE ROAD.

CLOSE W COFFEE RD IN ONE DIRECTION AT A TIME TO BUILD EACH QUADRANT.

MAINTAIN ONE LANE OF TRAFFIC THROUGH INTERSECTION AT ALL TIMES.

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 184	E

2

N

MATCH LINE 116+25

111+00 112+00 113+00 114+00 115+00 116+00

11'

CTH O (MOORLAND ROAD)

25'

TY4

11'

SAN

SAN

POST

POST

POST

POST

FLAG

BLDG

MATCH LINE 110+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 185	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260006

PLOT DATE : 8/5/2024 2:00 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RIVIERA DRIVE INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4

N

MATCH LINE 122+00

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT NEAREST INTERSECTION

W RIVIERA DR

ROAD CLOSED
R11-2
48"X30"

SPEED LIMIT 25
R2-1
30"X36"

117+00 118+00 119+00 120+00 121+00 122

11'

25'

11'

CTH O (MOORLAND ROAD)

TY4

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 186	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260007

PLOT DATE : 8/5/2024 2:00 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 127+75

N

BLDG

BLDG

POST

POST

POST

POST

+00

123+00

124+00

125+00

126+00

127+00

CTH O (MOORLAND ROAD)

11'

11'

25'

TY4

MH

WV

MATCH LINE 122+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 187	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260008

PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RIVIERA DRIVE INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT NEAREST INTERSECTION

N

W EL DORADO DR

POST

ROAD CLOSED
R11-2
48"X30"

BLDG

SPEED LIMIT 25
R2-1
30"X36"

128+00 129+00 130+00 131+00 132+00 133+00

25'

TY4

CTH O (MOORLAND ROAD)

TW8

+94
33' RT

+00
23' RT

TWS

+94
23' RT

11'

10'

11'

TY4

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

W6-4
12"X18"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

S PINEWOOD CREEK CT

SPEED LIMIT 25
R2-1
30"X36"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT NEAREST INTERSECTION

MATCH LINE 127+75

MATCH LINE 133+50

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 188	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260009

PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 139+50

134+00

135+00

136+00

137+00

138+00

139+00

25'

CTH O (MOORLAND ROAD)

11'

11'

TY4

SAN

MH

WV

SAN

POST

POST

MATCH LINE 133+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 189	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260010

PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W RYERSON RD INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT NEAREST INTERSECTION

N

MATCH LINE 145+25

W RYERSON RD

ROAD CLOSED
R11-2
48"X30"

SPEED LIMIT 25
R2-1
30"X36"

140+00 141+00 142+00 143+00 144+00 145+00

TY4 25'

CTH O (MOORLAND ROAD)

TW8 +09 28' RT

11' 10' 11'

TWS +09 28' RT

+13 28' RT

TY4

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

W6-4
12"X18"

R3-1
24"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

SPEED LIMIT 25
R2-1
30"X36"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT NEAREST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

MATCH LINE 139+50

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 190	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260011
PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

PLACE TRAFFIC CONTROL DEVICES AS SHOWN WHEN W JAMES DR INTERSECTION IS BEING CONSTRUCTED.

WHEN INTERSECTION IS NOT BEING WORKED ON, PLACE TRAFFIC CONTROL DEVICES PER STANDARD DETAIL "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES", DETAIL 4

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT NEAREST INTERSECTION

MATCH LINE 151+00

S JAMES DR

SIGN

TEL

146+00

147+00

148+00

149+00

150+00

151

TW4

PW4

TY4

25'

11'

CTH O (MOORLAND ROAD)

+25
17' RT

+33
17' RT

+34
28' RT

11'

POST

SAN

SAN

MH

POST

MATCH LINE 145+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 191	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260012

PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 157+00

MATCH LINE 151+00

S JAMES DR

ROAD CLOSED
R11-2
48"X30"

WO1-6
48" X 24"
TYPE III BARRICADE

R3-1
24"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

+29
-8' LT

+42
-26' LT

+27
-26' LT

+07
-38' LT

PW4

PY4

TY4

TW4

25'

11'

12'

+38
11' RT

+00

152+00

153+00

154+00

155+00

156+00

157

ASPHALTIC SURFACE
TEMPORARY
(PLACED IN STAGE 1)

TY4

CTH O (MOORLAND ROAD)

11'

ASPHALTIC SURFACE
TEMPORARY
(PLACED IN STAGE 3)

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 192	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260013

PLOT DATE : 8/5/2024 2:01 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W CLEVELAND AVE

SPEED LIMIT 25
R2-1
30"X36"

W1-4R

SPEED LIMIT 25
R2-1
30"X36"

SPEED LIMIT 25
W3-5
36"X36"

RIGHT LANE CLOSED AHEAD
W20-5A

MATCH LINE 162+75

+00
158+00
159+00
160+00
161+00
162+00

CTH O (MOORLAND ROAD)

MATCH LINE 157+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 193	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260014
PLOT DATE : 8/5/2024 2:02 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 168+50

N

ROAD WORK AHEAD
W20-1A

SIGN
Ø GV
TEL
MH
POST

163+00 164+00 165+00 166+00 167+00 168+00

MH
SS

SAN
SAN
MH
WV
POST
POST
Ø
WV
GUY
GUY
POST
SAN
SAN

MATCH LINE 162+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 194	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026003-S3.DWG
LAYOUT NAME - 260015
PLOT DATE : 8/5/2024 2:02 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

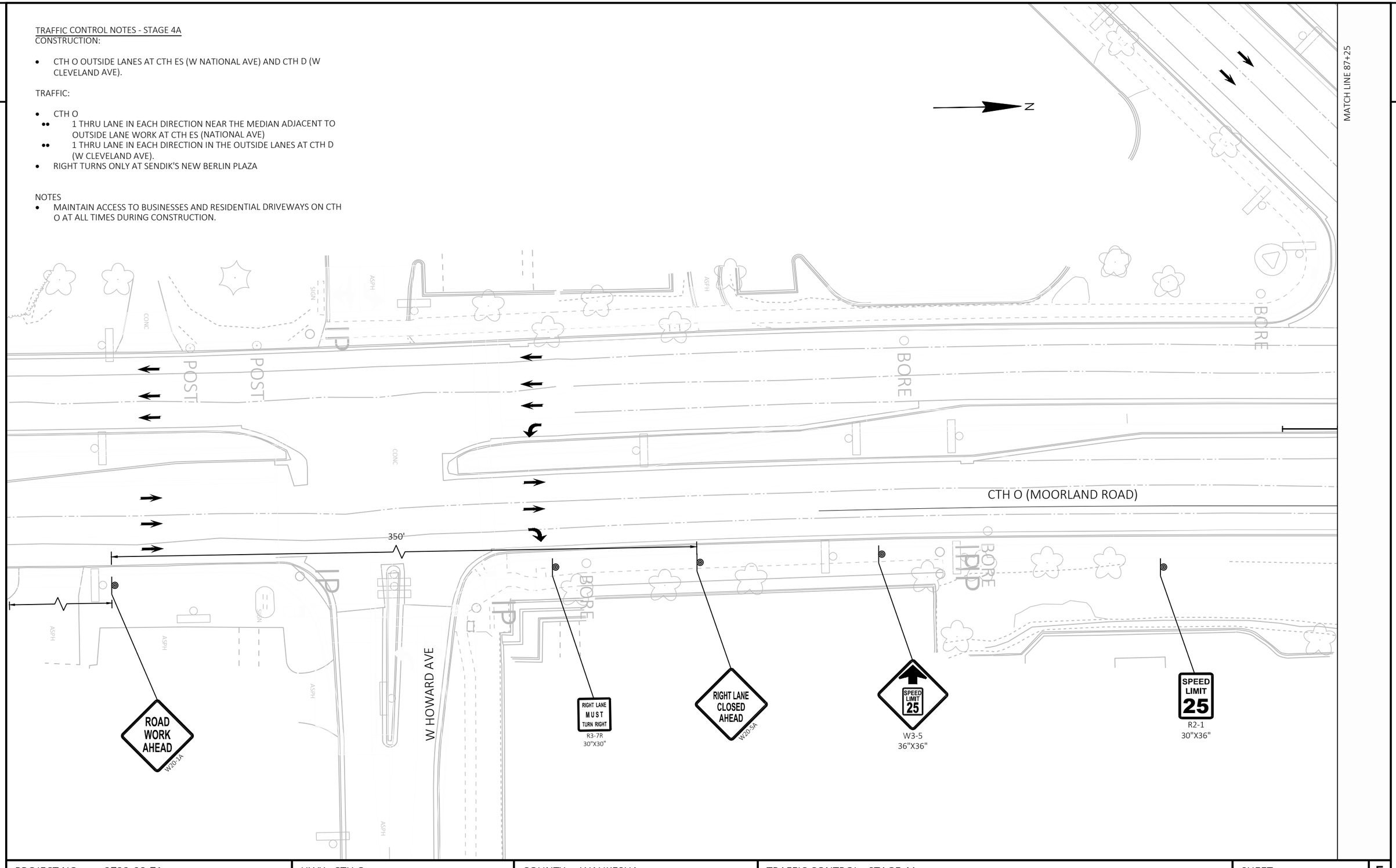
TRAFFIC CONTROL NOTES - STAGE 4A
CONSTRUCTION:

- CTH O OUTSIDE LANES AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE).

TRAFFIC:

- CTH O
  - 1 THRU LANE IN EACH DIRECTION NEAR THE MEDIAN ADJACENT TO OUTSIDE LANE WORK AT CTH ES (NATIONAL AVE)
  - 1 THRU LANE IN EACH DIRECTION IN THE OUTSIDE LANES AT CTH D (W CLEVELAND AVE).
- RIGHT TURNS ONLY AT SENDIK'S NEW BERLIN PLAZA

NOTES
- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 195	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260001
PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 93+00

MATCH LINE 87+25

N

END
ROAD WORK
G20-2A
48"X24"

W04-2R

CTH O (MOORLAND ROAD)

W NATIONAL AVE

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

TW4
+01
38' RT
+80
23' RT

BORE
POST
IP
CONC
ASPH
SIGN

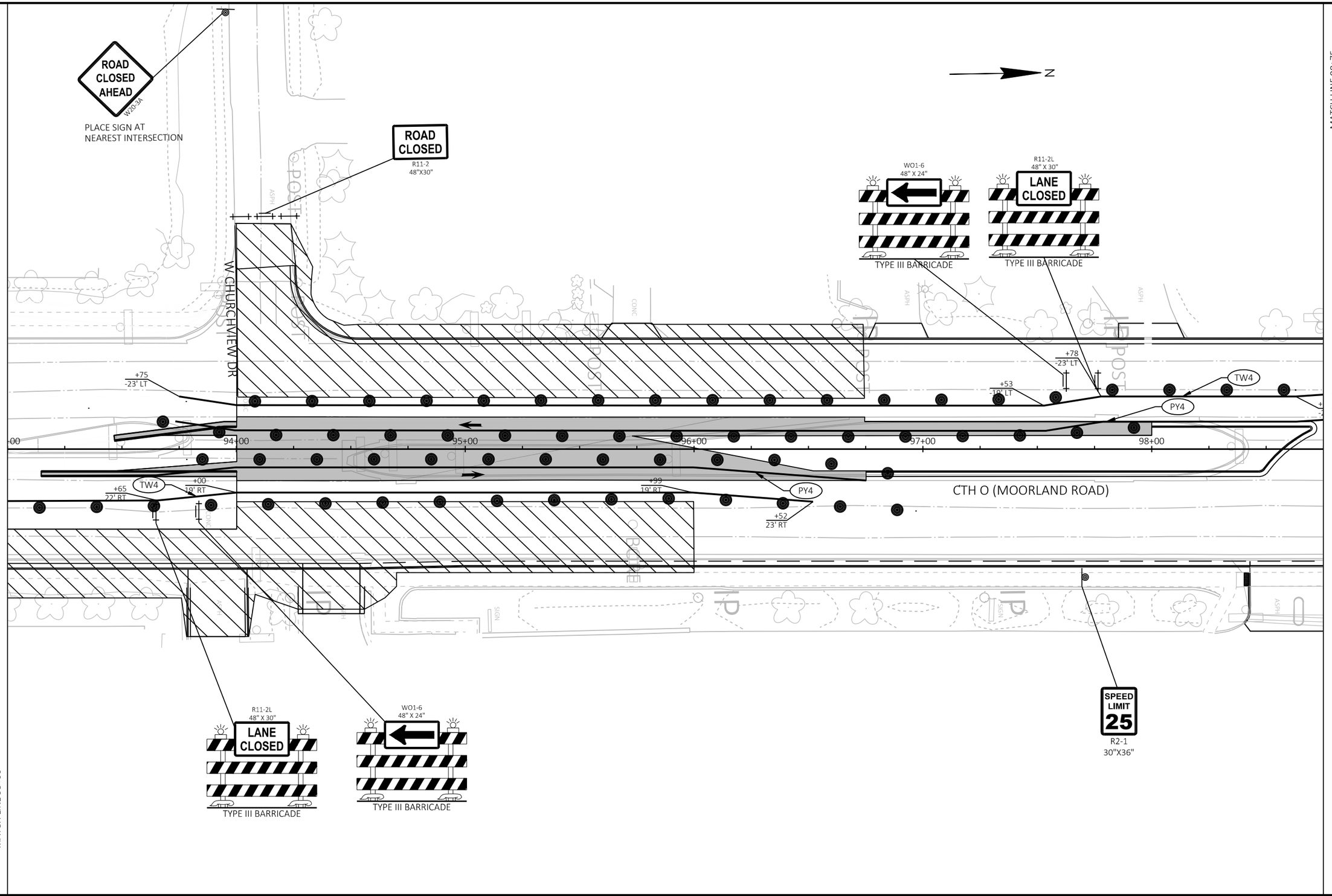
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 196	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260002

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 197	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260003
PLOT DATE : 8/5/2024 2:05 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SPEED LIMIT 25

R2-1
30"X36"

W ST. FRANCIS DR

W04-2R

MATCH LINE 104+50

2

TW4

TY4

+43
-35' LT

+09
-19' LT

99+00

100+00

101+00

102+00

103+00

104+00

CTH O (MOORLAND ROAD)

MATCH LINE 98+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 198	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260004

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 110+50

2

N

RIGHT LANE CLOSED AHEAD
W20-5A

W COFFEE RD

105+00 106+00 107+00 108+00 109+00 110+00

CTH O (MOORLAND ROAD)

SPEED LIMIT 25
R2-1
30"X36"

W SAN MATEO DR

MATCH LINE 104+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 199	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260005

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 116+25

ROAD WORK AHEAD
W20-1A

SAN

SAN

111+00

112+00

113+00

114+00

115+00

116+00

CTH O (MOORLAND ROAD)

POST

POST

POST

POST

BLDG

FLAG

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 110+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 200	E

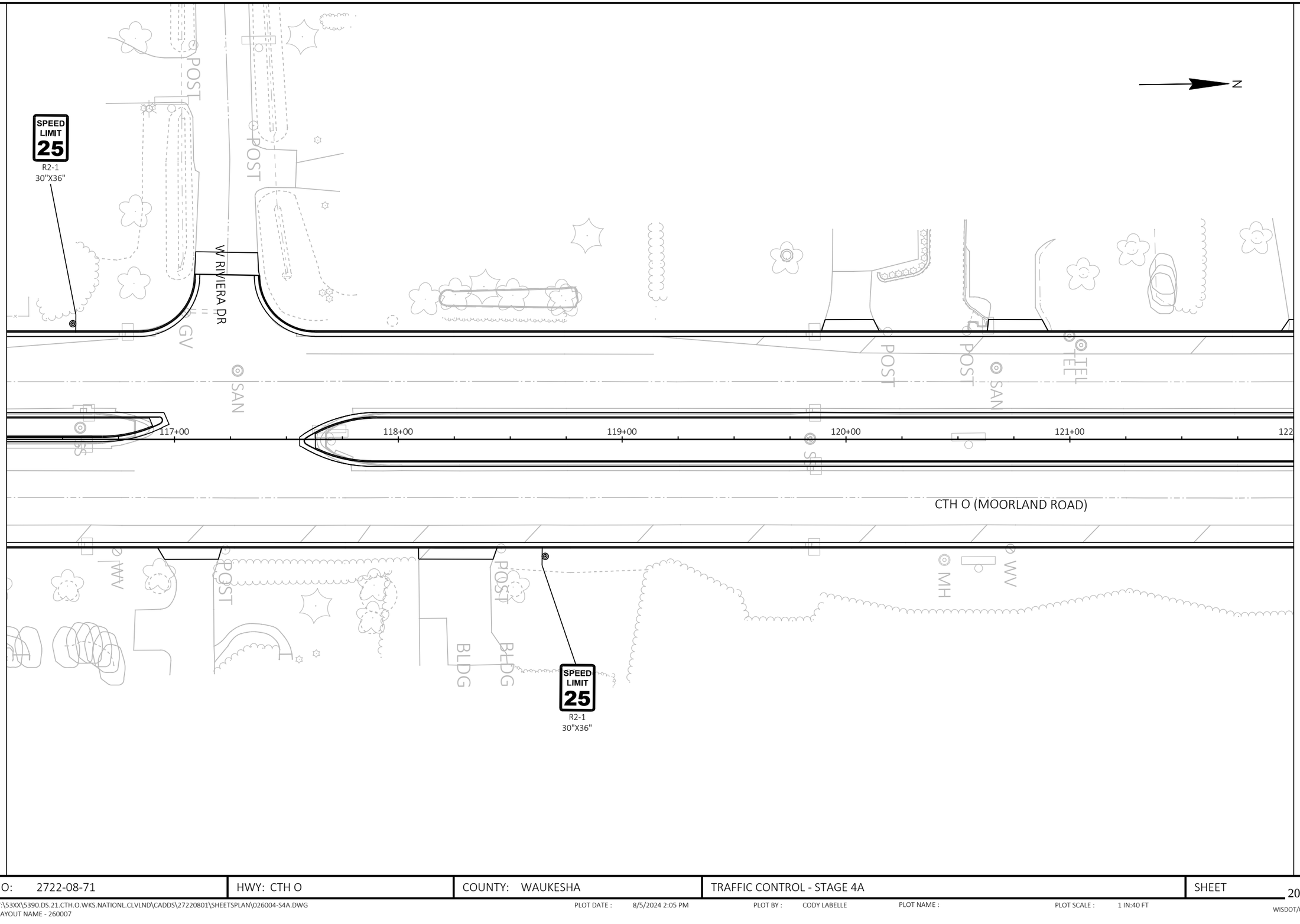
FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260006

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 122+00



MATCH LINE 116+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 201	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260007
PLOT DATE : 8/5/2024 2:05 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 127+75

BLDG

BLDG

POST

POST

POST

POST

SAN

SAN

+00

123+00

124+00

125+00

126+00

127+00

CTH O (MOORLAND ROAD)

WM

WM

MATCH LINE 122+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 202	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260008

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 133+50

N

W EL DORADO DR

SPEED LIMIT 25
R2-1
30"X36"

POST

BLDG

TEL

MH

SAN

128+00 129+00 130+00 131+00 132+00 133+00

CTH O (MOORLAND ROAD)

S PINEWOOD CREEK CT

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 127+75

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 203	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260009

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 139+50

134+00

135+00

136+00

137+00

138+00

139+00

CTH O (MOORLAND ROAD)

SAN

MH

WV

SAN

SAN

POST

POST

ROAD WORK AHEAD

W20-1A

MATCH LINE 133+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 204	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260010

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SPEED LIMIT 25
R2-1
30"X36"

W RYERSON RD

N

MATCH LINE 145+25

SAN
GV
TEL
MH
POST
SIGN

140+00
141+00
142+00
143+00
144+00
145+00

CTH O (MOORLAND ROAD)

MH
WV
SAN
POST
SIGN

LEFT LANE CLOSED AHEAD
W20-5RA

W04-2L

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 139+50

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 205	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260011

PLOT DATE : 8/5/2024 2:05 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SPEED LIMIT 25

R2-1
30"X36"

MATCH LINE 151+00

SIGN

TEL

146+00

147+00

148+00

149+00

150+00

151

+60
17' RT

TY4

CTH O (MOORLAND ROAD)

25'

+05
27' RT

POST

SAN

SAN

MH

POST

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

MATCH LINE 145+25

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 206	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260012

PLOT DATE : 8/5/2024 2:06 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

MATCH LINE 157+00

N

S JAMES DR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SPEED LIMIT 25
R2-1
30"X36"

TY4
25'
+45
-26' LT
+90
-14' LT

152+00 153+00 154+00 155+00 156+00 157

CTH O (MOORLAND ROAD)

SPEED LIMIT 25
R2-1
30"X36"

END ROAD WORK
G20-2A
48"X24"

MATCH LINE 151+00

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 207	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260013

PLOT DATE : 8/5/2024 2:06 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

W CLEVELAND AVE

N

SPEED LIMIT 25

R2-1
30"X36"

W04-2L

MATCH LINE 162+75

MATCH LINE 157+00

158+00

159+00

160+00

161+00

162+00

CTH O (MOORLAND ROAD)

SIGN

POST

TEL

MH

WV

SAN

GAS

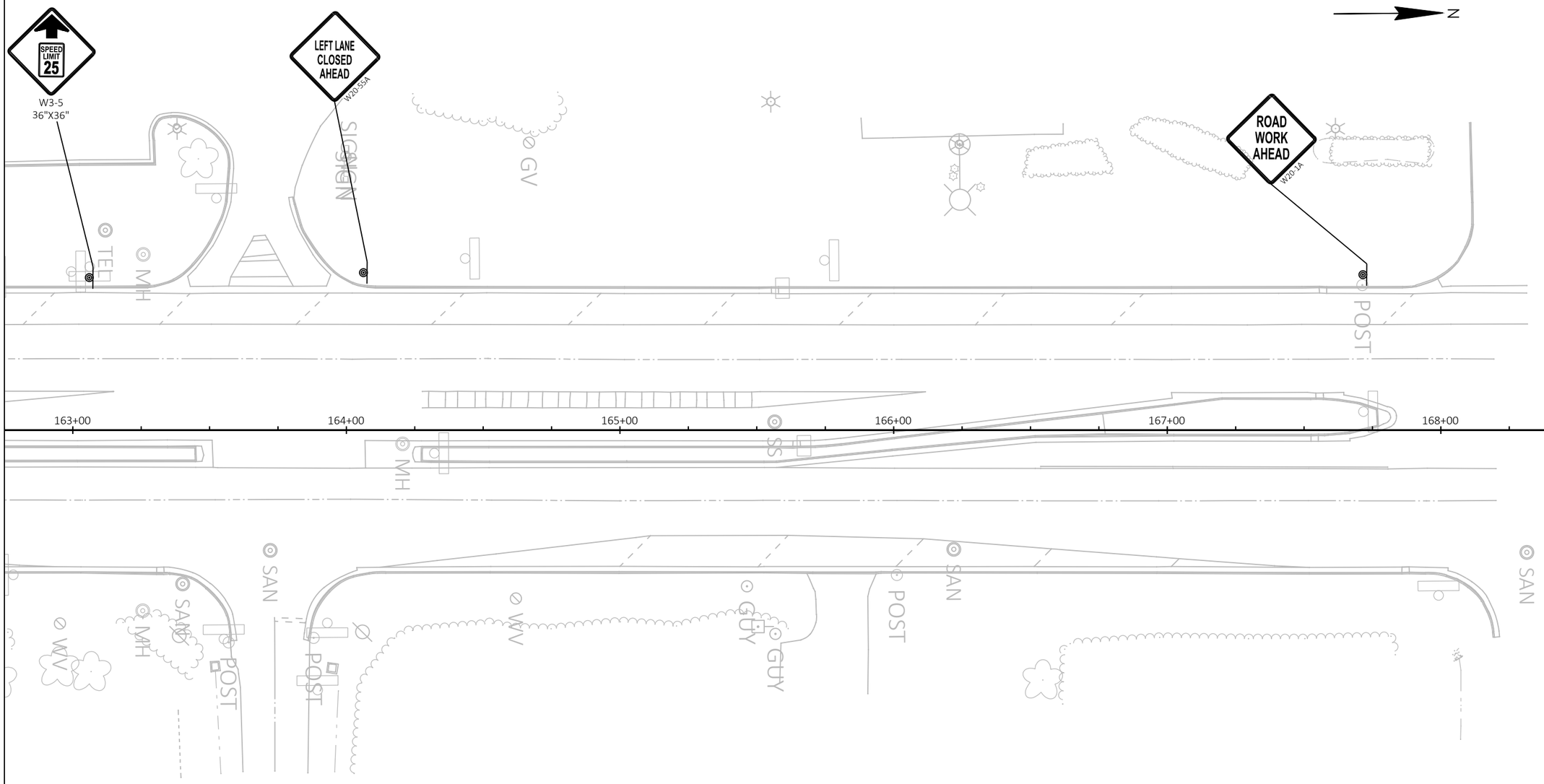
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 208	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260014

PLOT DATE : 8/5/2024 2:06 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



MATCH LINE 168+50

MATCH LINE 162+75

2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 209	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4A.DWG
LAYOUT NAME - 260015

PLOT DATE : 8/5/2024 2:06 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL NOTES - STAGE 4B

CONSTRUCTION:

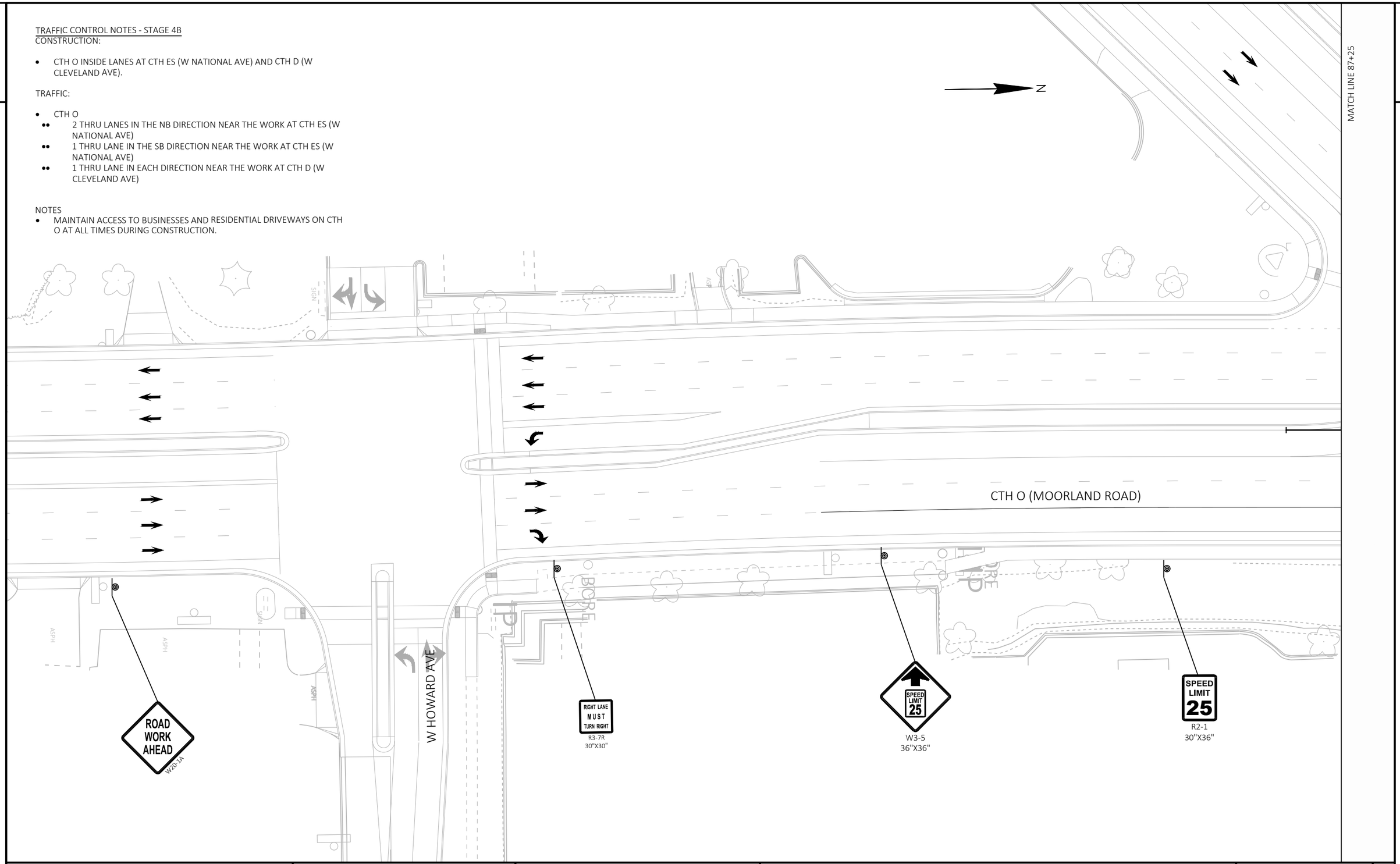
- CTH O INSIDE LANES AT CTH ES (W NATIONAL AVE) AND CTH D (W CLEVELAND AVE).

TRAFFIC:

- CTH O
  - 2 THRU LANES IN THE NB DIRECTION NEAR THE WORK AT CTH ES (W NATIONAL AVE)
  - 1 THRU LANE IN THE SB DIRECTION NEAR THE WORK AT CTH ES (W NATIONAL AVE)
  - 1 THRU LANE IN EACH DIRECTION NEAR THE WORK AT CTH D (W CLEVELAND AVE)

NOTES

- MAINTAIN ACCESS TO BUSINESSES AND RESIDENTIAL DRIVEWAYS ON CTH O AT ALL TIMES DURING CONSTRUCTION.



PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 210	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260001

PLOT DATE : 8/5/2024 2:09 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 93+00

MATCH LINE 87+25

N

END
ROAD WORK
G20-2A
48"X24"

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

CTH O (MOORLAND ROAD)

+17
14' RT

+16
25' RT

25'

+30
27' RT

W NATIONAL AVE

SIGN

WO1-4BR

SPEED
LIMIT
25
R2-1
30"X36"

R11-2L
48" X 30"
LANE
CLOSED
TYPE III BARRICADE

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 211	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260002

PLOT DATE : 8/5/2024 2:10 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 98+75

MATCH LINE 93+00

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W CHURCHVIEW DR

25'

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

CTH O (MOORLAND ROAD)

SPEED LIMIT 25
R2-1
30"X36"

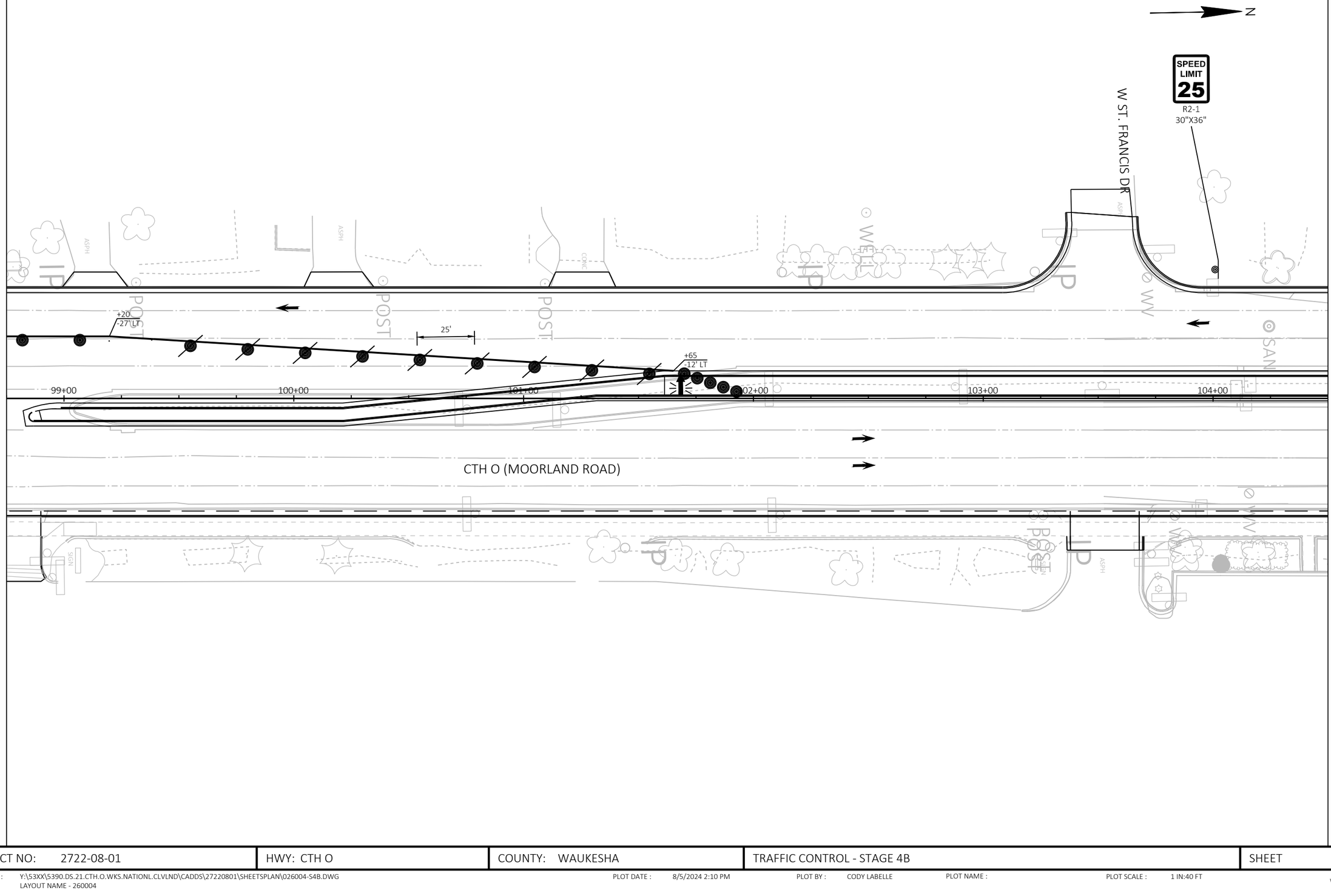
PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 212	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260003

PLOT DATE : 8/5/2024 2:10 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 213	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260004

PLOT DATE : 8/5/2024 2:10 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 110+50

2

N

LEFT LANE CLOSED AHEAD
W20-5SA

W COFFEE RD

W1/A-2L

105+00 106+00 107+00 108+00 109+00 110+00

CTH O (MOORLAND ROAD)

SPEED LIMIT 25
R2-1
30"X36"

W SAN MATEO DR

MATCH LINE 104+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 214	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260005

PLOT DATE : 8/5/2024 2:10 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 116+25

ROAD WORK AHEAD
W20-1A

SAN

SAN

111+00

112+00

113+00

114+00

115+00

116+00

CTH O (MOORLAND ROAD)

POST

POST

POST

POST

W

BLDG

FLAG

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 110+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 215	E

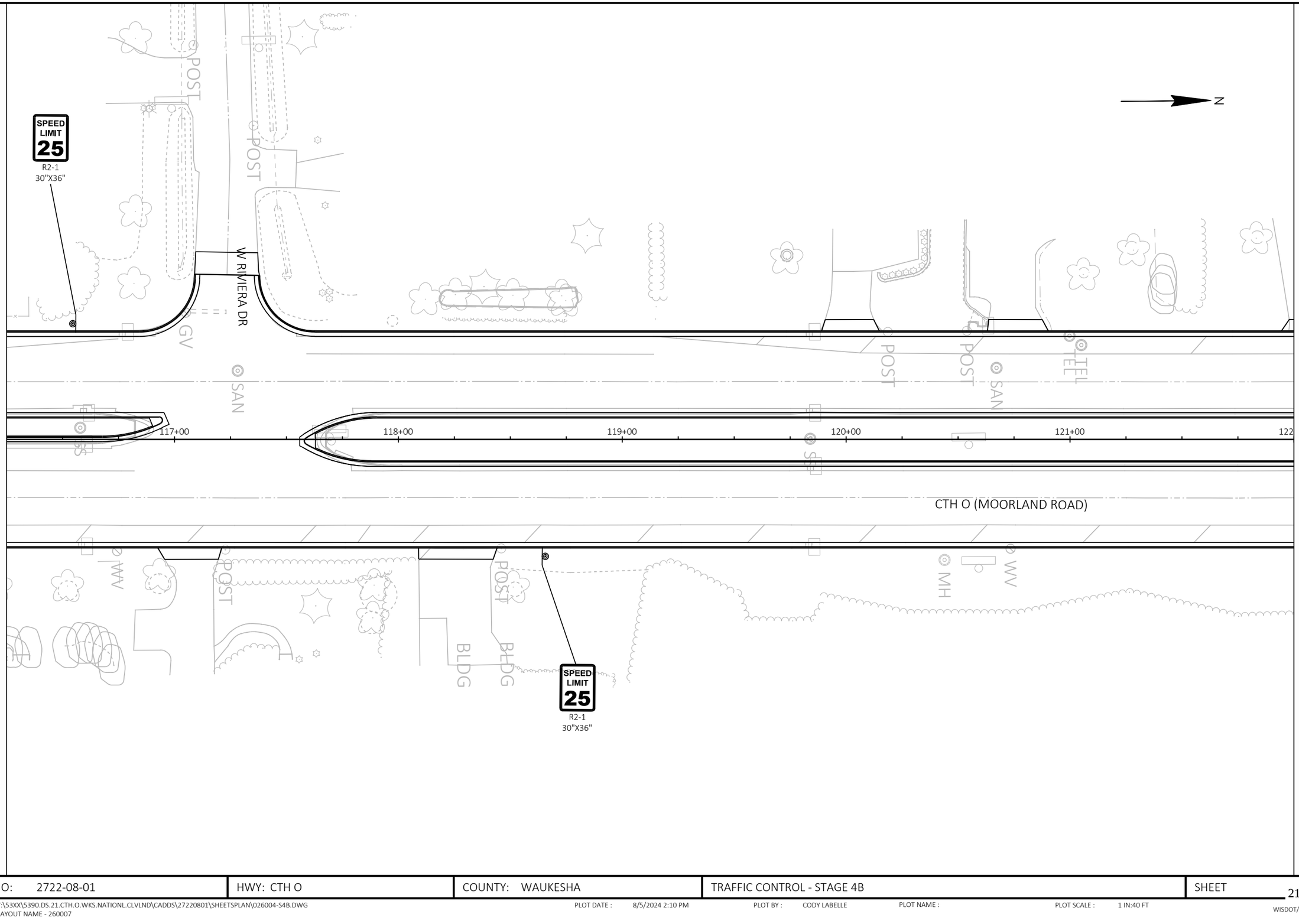
FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260006

PLOT DATE : 8/5/2024 2:10 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 122+00



MATCH LINE 116+25

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 216	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260007
PLOT DATE : 8/5/2024 2:10 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 127+75

BLDG

BLDG

POST

POST

POST

POST

SAN

SAN

+00

123+00

124+00

125+00

126+00

127+00

CTH O (MOORLAND ROAD)

WM

WM

MATCH LINE 122+00

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 217	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260008

PLOT DATE : 8/5/2024 2:11 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 133+50

MATCH LINE 127+75

N

W EL DORADO DR

POST

POST

BLDG

BLDG

BLDG

BLDG

BLDG

TEL

MH

SAN

SAN

SAN

128+00

129+00

130+00

131+00

132+00

133+00

CTH O (MOORLAND ROAD)

S PINEWOOD CREEK CT

MH

SPEED LIMIT 25

R2-1
30"X36"

SPEED LIMIT 25

R2-1
30"X36"

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 218	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260009

PLOT DATE : 8/5/2024 2:11 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 139+50

134+00

135+00

136+00

137+00

138+00

139+00

CTH O (MOORLAND ROAD)

SAN

MH

WV

SAN

SAN

POST

POST

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5SA

MATCH LINE 133+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 219	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260010

PLOT DATE : 8/5/2024 2:11 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SPEED LIMIT 25
R2-1
30"X36"

W RYERSON RD

SAN

GV

TEL

MH

POST

SIGN

N

MATCH LINE 145+25

140+00

141+00

142+00

143+00

144+00

145+00

CTH O (MOORLAND ROAD)

25'

+29
14' RT

MH

WV

SAN

MH

POST

WV

SIGN

POST

SPEED LIMIT 25
R2-1
30"X36"

W04-2L

SPEED LIMIT 25
R2-1
30"X36"

MATCH LINE 139+50

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 220	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260011

PLOT DATE : 8/5/2024 2:11 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SPEED LIMIT 25

R2-1
30"X36"

MATCH LINE 151+00

SIGN

TEL

TY4

25'

146+00

147+00

148+00

149+00

150+00

151

25'

+47
26' RT

TY4

CTH O (MOORLAND ROAD)

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

POST

SAN

R3-2
24"X24"

SAN

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

MH

POST

MATCH LINE 145+25

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 221	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260012

PLOT DATE : 8/5/2024 2:11 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 157+00

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SPEED LIMIT 25
R2-1
30"X36"

S JAMES DR

TY4
25'
+45
-30' LT
+90
-12' LT

152+00
153+00
154+00
155+00
156+00
157

CTH O (MOORLAND ROAD)

TY4
25'

SPEED LIMIT 25
R2-1
30"X36"

END ROAD WORK
G20-2A
48"X24"

MATCH LINE 151+00

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 222	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260013
PLOT DATE : 8/5/2024 2:11 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

W CLEVELAND AVE

N

SPEED LIMIT 25
R2-1
30"X36"

SPEED LIMIT 25
W3-5
36"X36"

W04-2L

MATCH LINE 162+75

MATCH LINE 157+00

+00
158+00
159+00
160+00
161+00
162+00

CTH O (MOORLAND ROAD)

SIGN
POST
TEL
MH
WV
SAN
GAS

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 223	E

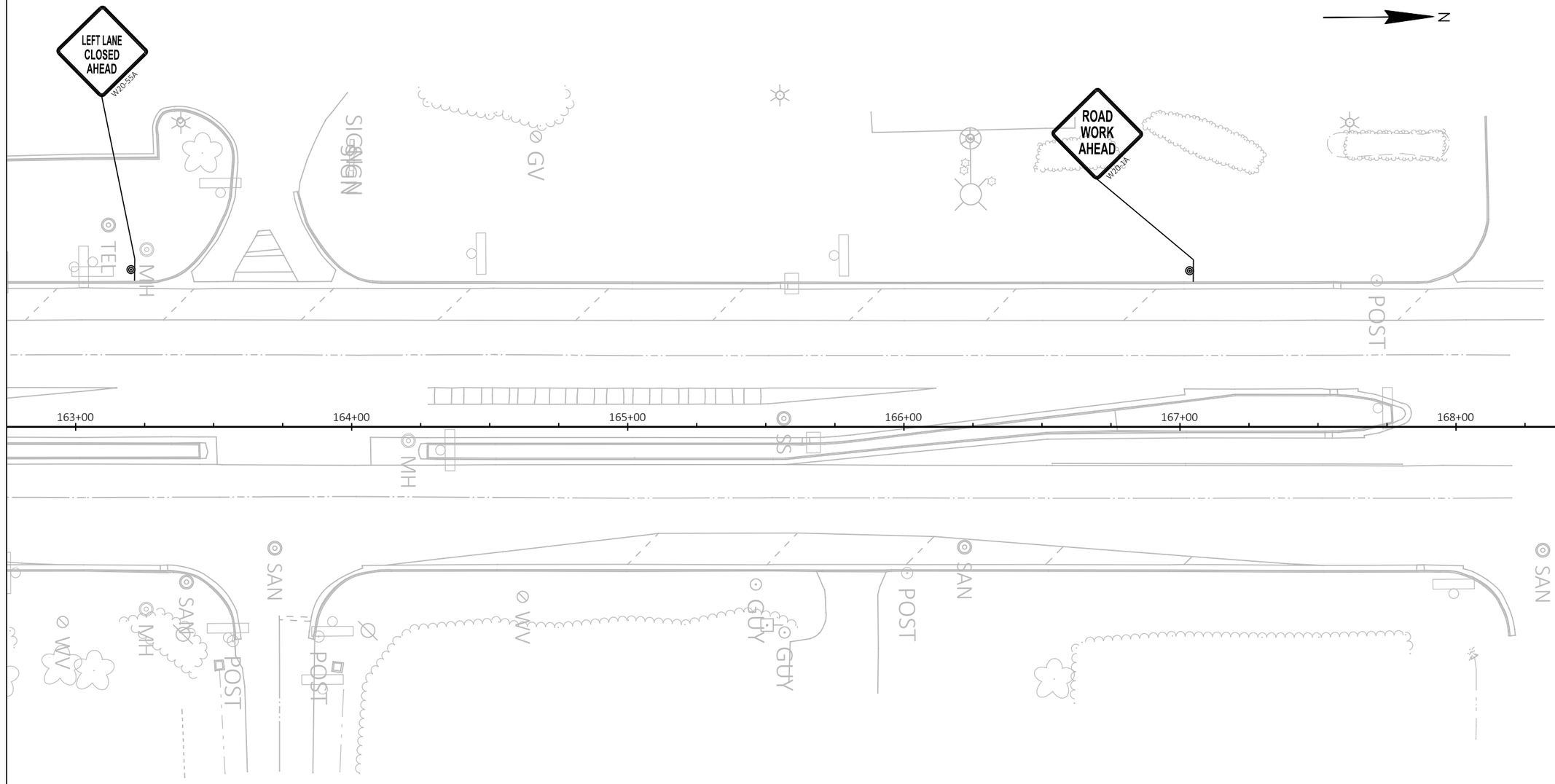
FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260014

PLOT DATE : 8/5/2024 2:12 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 168+50

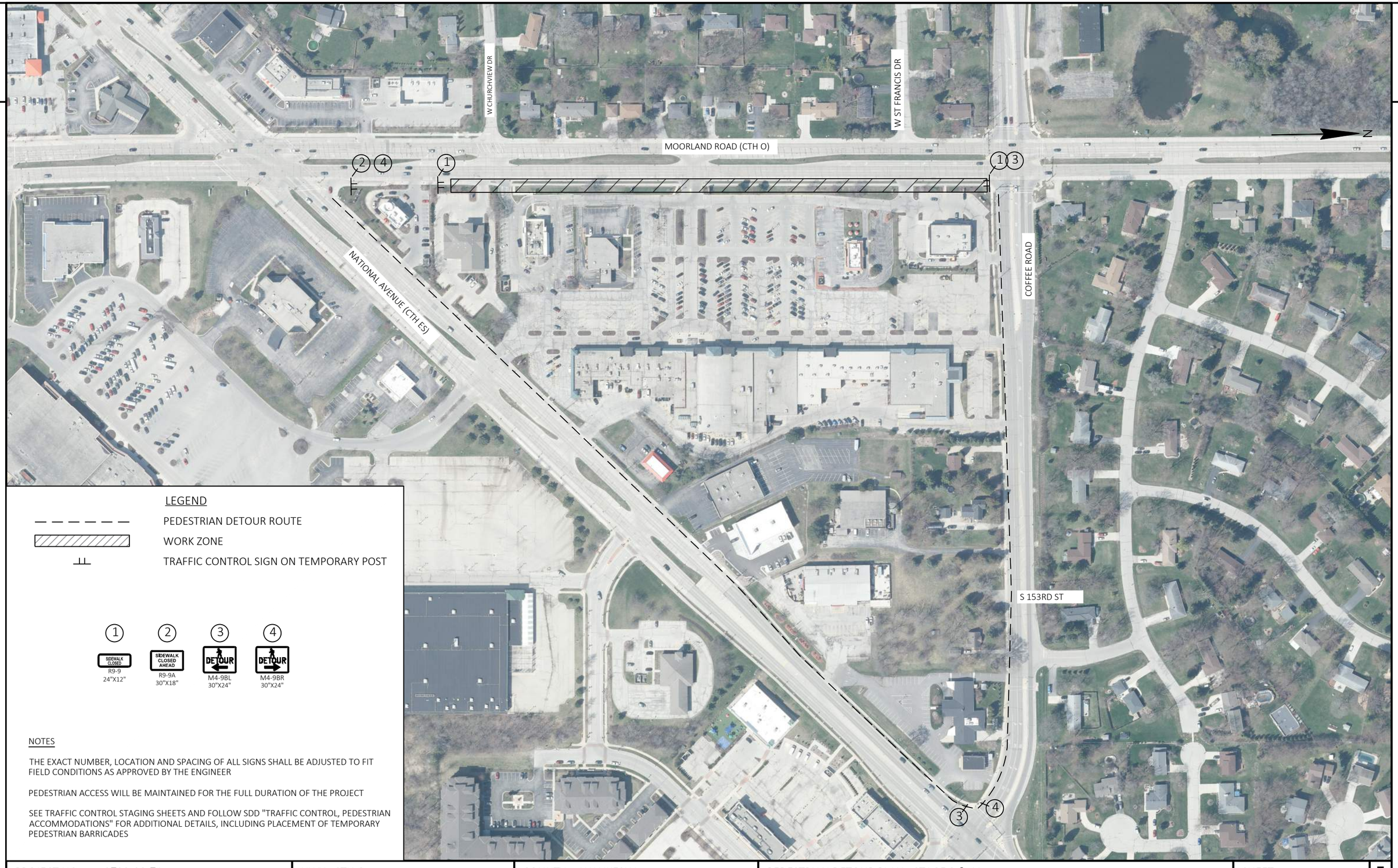


MATCH LINE 162+75

PROJECT NO: 2722-08-01	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 224	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\026004-S4B.DWG
LAYOUT NAME - 260015
PLOT DATE : 8/5/2024 2:12 PM
PLOT BY : CODY LABELLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

PEDESTRIAN DETOUR ROUTE

WORK ZONE

TRAFFIC CONTROL SIGN ON TEMPORARY POST

1	2	3	4
SIDEWALK CLOSED	SIDEWALK CLOSED AHEAD	DETOUR	DETOUR
R9-9 24"X12"	R9-9A 30"X18"	M4-9BL 30"X24"	M4-9BR 30"X24"

NOTES

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

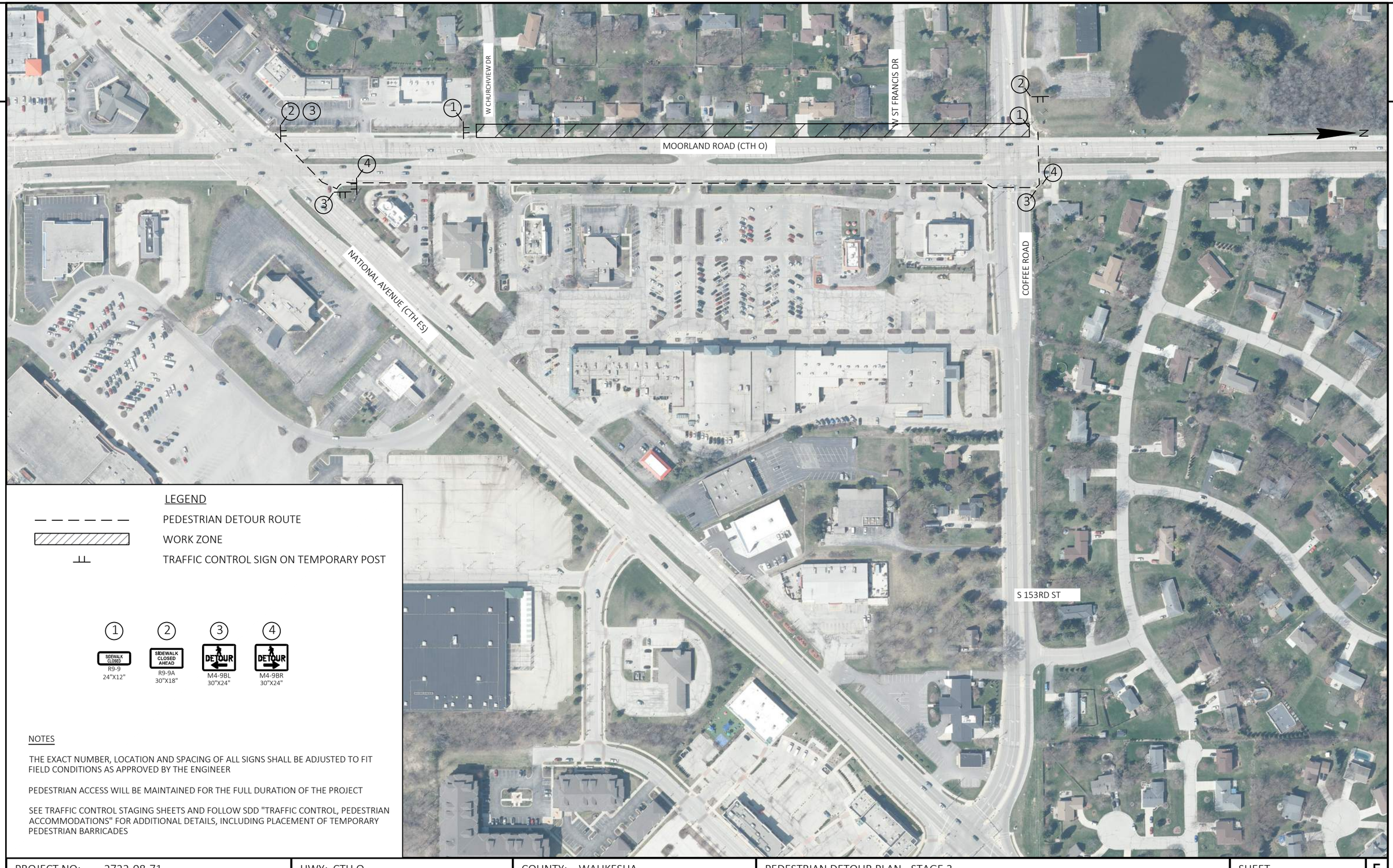
PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT

SEE TRAFFIC CONTROL STAGING SHEETS AND FOLLOW SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL DETAILS, INCLUDING PLACEMENT OF TEMPORARY PEDESTRIAN BARRICADES

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PEDESTRIAN DETOUR PLAN - STAGE 2 & 4A	SHEET 225	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\027003-DT-PEDS2.DWG
LAYOUT NAME - 027001

PLOT DATE : 8/5/2024 2:39 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:200 FT



LEGEND

PEDESTRIAN DETOUR ROUTE

WORK ZONE

TRAFFIC CONTROL SIGN ON TEMPORARY POST

1	2	3	4
SIDEWALK CLOSED	SIDEWALK CLOSED AHEAD	DETOUR	DETOUR
R9-9 24"X12"	R9-9A 30"X18"	M4-9BL 30"X24"	M4-9BR 30"X24"

NOTES

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

PEDESTRIAN ACCESS WILL BE MAINTAINED FOR THE FULL DURATION OF THE PROJECT

SEE TRAFFIC CONTROL STAGING SHEETS AND FOLLOW SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS" FOR ADDITIONAL DETAILS, INCLUDING PLACEMENT OF TEMPORARY PEDESTRIAN BARRICADES

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PEDESTRIAN DETOUR PLAN - STAGE 3	SHEET 226	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\027003-DT-PEDS3.DWG
LAYOUT NAME - 027001

PLOT DATE : 8/5/2024 2:44 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:200 FT

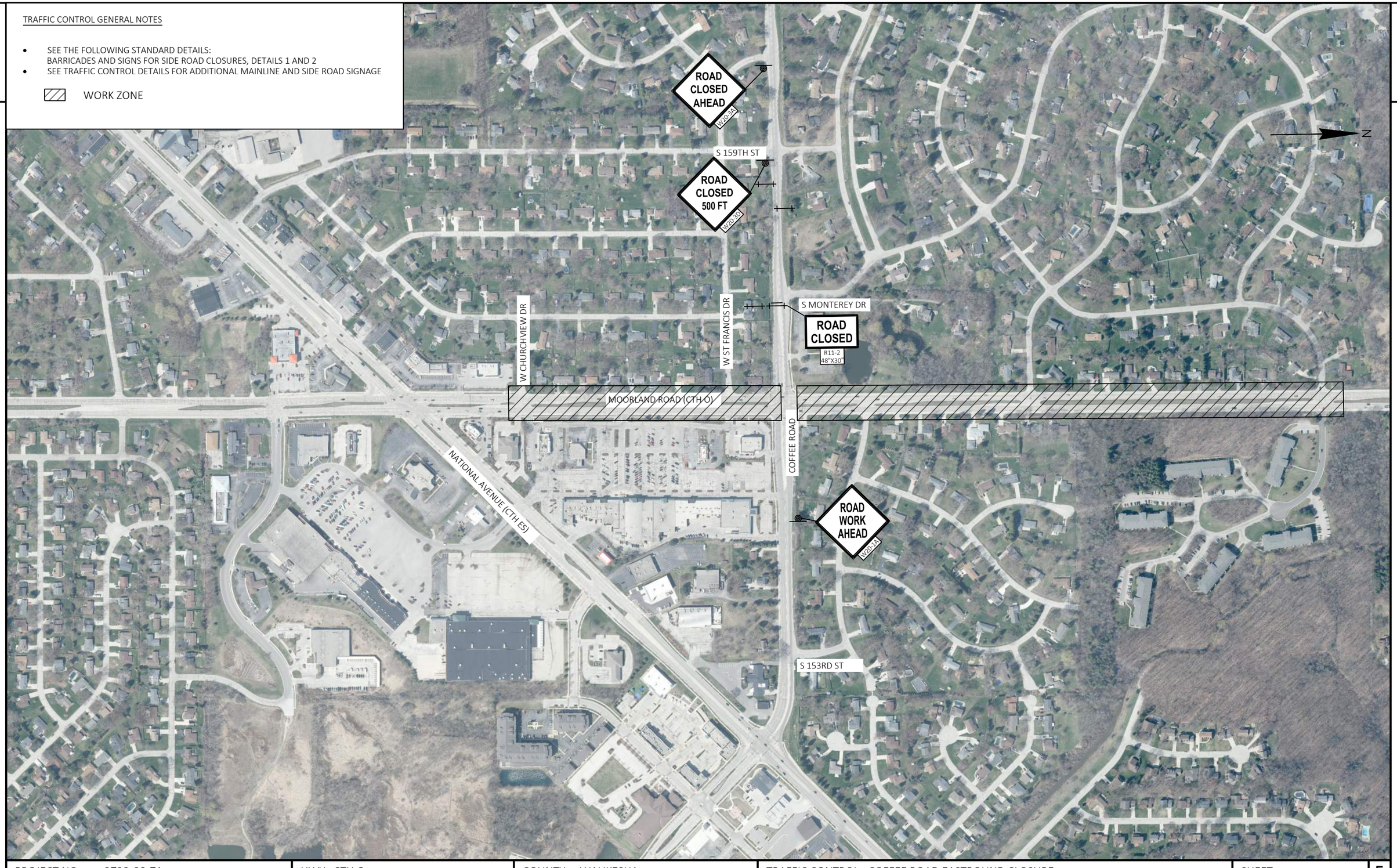
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL GENERAL NOTES

- SEE THE FOLLOWING STANDARD DETAILS:
  BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAILS 1 AND 2
- SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL MAINLINE AND SIDE ROAD SIGNAGE

WORK ZONE



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - COFFEE ROAD EASTBOUND CLOSURE	SHEET 227	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001

PLOT DATE : 8/5/2024 2:30 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:400 FT

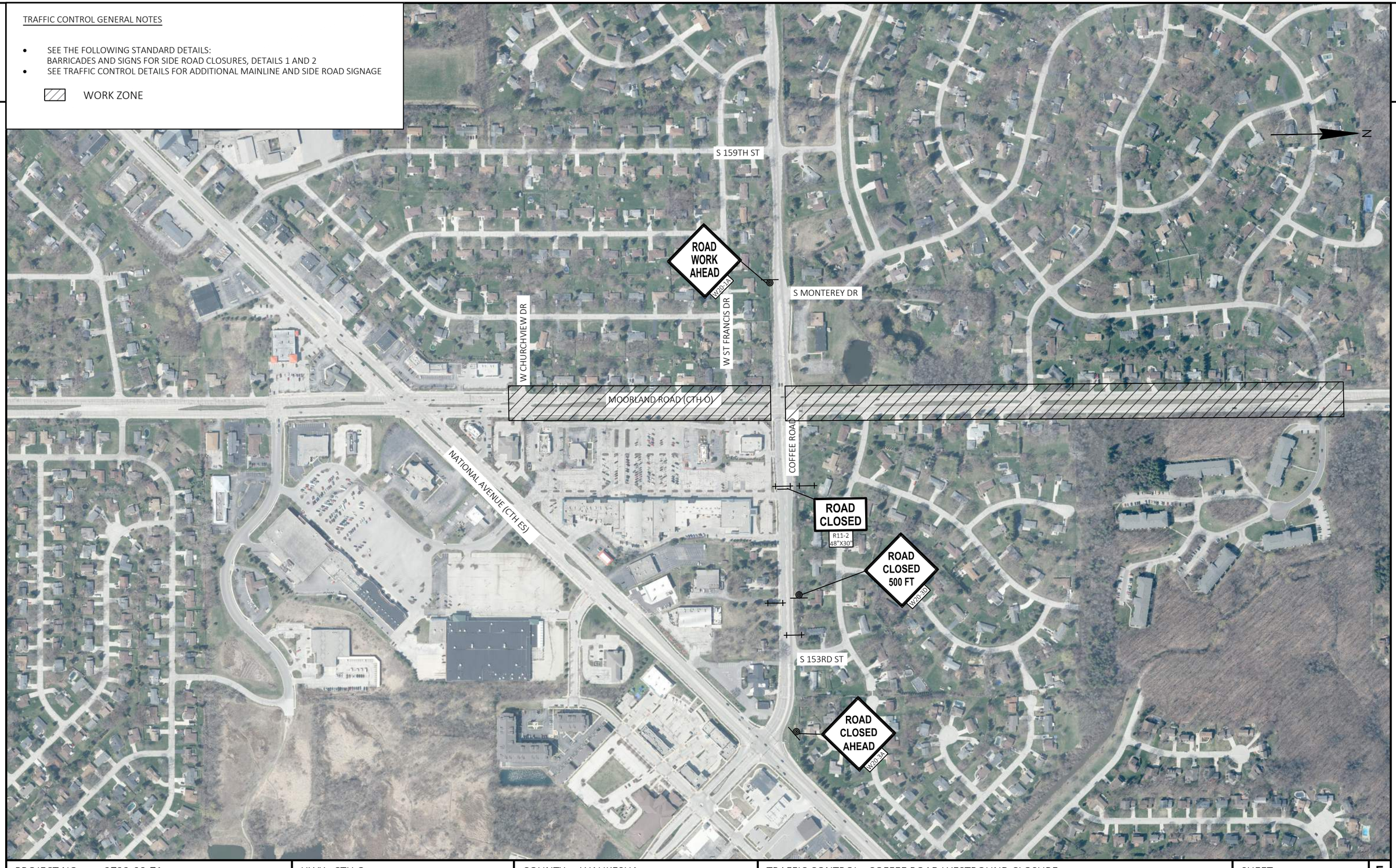
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL GENERAL NOTES

- SEE THE FOLLOWING STANDARD DETAILS:
  BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAILS 1 AND 2
- SEE TRAFFIC CONTROL DETAILS FOR ADDITIONAL MAINLINE AND SIDE ROAD SIGNAGE

WORK ZONE



2

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	TRAFFIC CONTROL - COFFEE ROAD WESTBOUND CLOSURE	SHEET 228	E

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\027002-DT.DWG
LAYOUT NAME - 027002

PLOT DATE : 8/5/2024 2:35 PM PLOT BY : CODY LABELLE PLOT NAME : PLOT SCALE : 1 IN:400 FT

BEGIN PROJECT
STA 94+00
Y= 148,797.7239
X=716,190.2839
MATCH EXISTING
SAW CUT REQ'D

W CHURCHVIEW DR

CTH O RL, STA 94+09.90
CHURCHVIEW DR, STA 11+20.00

L1

SB PGL

R/L CTH O

NB PGL

CTH O (MOORLAND ROAD)

W ST. FRANCIS DR

CP510

CTH O RL, STA 103+54.18
ST FRANCIS DR, STA 11+30.00

BM651

BM600

CTH O RL, STA 105+99.37
COFFEE RD, STA 61+50.00

W COFFEE RD

620074
SEC W14-6-20
STA 105+99.37, 0.00'
Y= 149996.871
X= 716211.434
EL. 921.780

W SAN MATEO DR

CTH O RL, STA 109+74.46
SAN MATEO DR, STA 10+00.00

CP511

CTH O RL, STA 117+29.22
RIVIERA DR, STA 12+00.00

W RIVIERA DR

L2

CP512

MATCHLINE STA 120+00

N

2

MATCHLINE STA 120+00

CTH O (MOORLAND ROAD)

CP513

CTH O RL, STA 130+51.19
ELDORADO DR, STA 12+70.00

W EL DORADO DR

PC: 132+49.93

620057
SEC 10-6-20
STA 132+49.54, 0.339' RT
Y= 152647.209
X= 716239.108
EL. 863.25

SB PGL

R/L CTH O

NB PGL

CTH O RL, STA 130+51.23
PINEWOOD CT, STA 10+00.00

S PINEWOOD CREEK CT

CP514

PI: 134+54.16

PI: 134+78.35

C1

MON521

PI: 138+28.56

CTH O RL, STA 142+50.00
RYERSON RD, STA 15+00.00

L3

CP515

PI: 139+99.29

PI: 140+21.22

PC: 141+80.16

PT: 141+71.42

MON518

W RYERSON RD

C2

PI: 145+13.50

PI: 145+67.18

MON519

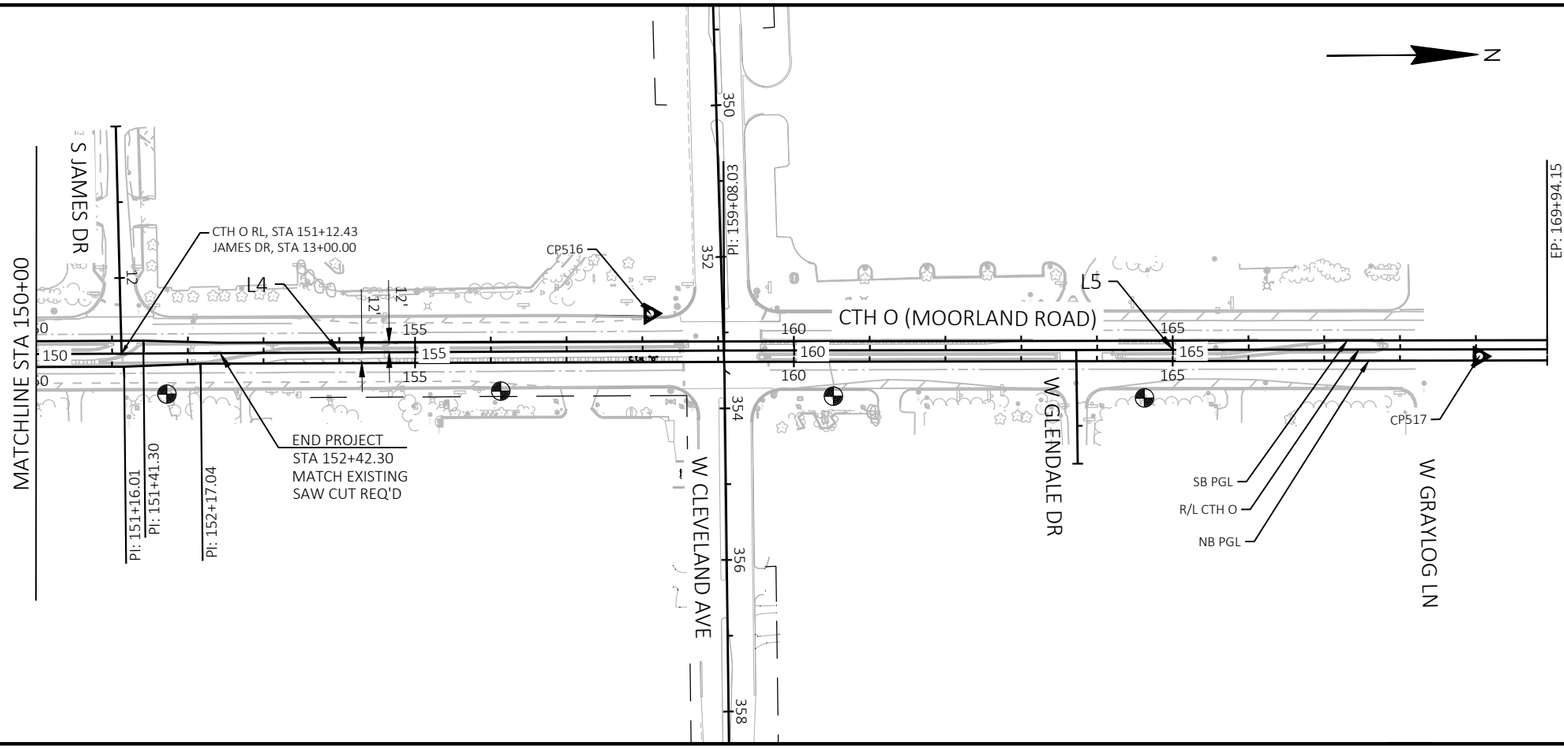
PT: 149+54.73

MATCHLINE STA 150+00

N

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	ALIGNMENT DIAGRAM	SHEET 229	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\027201_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2024 4:13 PM
PLOT BY : LANCELLE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



VERTICAL CONTROL

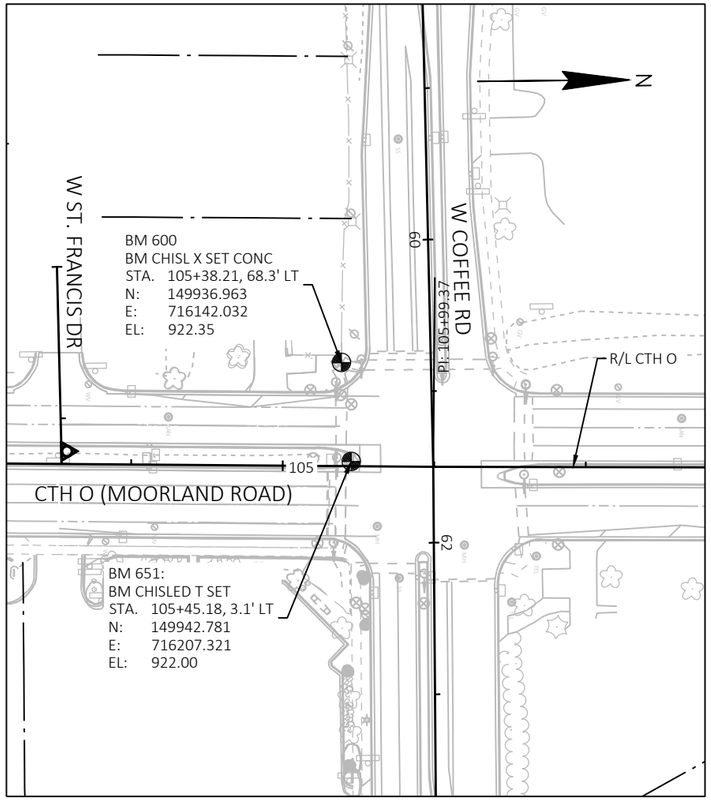
POINT	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP510	CTH O	103+57.48	8.30' LT	149,755.204	716,198.859	920.750	3/4" IR W/CAP SET
BM600	CTH O	105+38.21	68.322' LT	149,936.964	716,142.030	922.350	CHISEL X SET CONC
BM651	CTH O	105+45.18	3.143' LT	149,942.779	716,207.321	922.000	CHISELED T SET
CP511	CTH O	113+33.46	6.892' LT	150,731.033	716,212.196	916.470	3/4" IR W/CAP SET
CP512	CTH O	117+67.70	0.679' RT	151,165.164	716,224.303	910.180	CHISELED X MARK
CP513	CTH O	124+36.05	6.621' LT	151,833.560	716,223.986	897.460	3/4" IR W/CAP SET
CP514	CTH O	131+00.16	7.255' RT	152,497.485	716,244.799	865.980	CHISELED X SET CONC
MON521	CTH O	137+10.75	4.482'RT	153,108.181	716,243.772	862.615	BRASS FND
CP515	CTH O	142+05.70	1.095' LT	153,602.939	716,228.111	862.360	3/4" IR W/CAP SET
MON518	CTH O	143+41.51	61.217' RT	153,713.208	716,287.546	860.784	BRASS CAP FND
MON519	CTH O	145+68.03	3.348' LT	153,965.182	716,218.343	863.067	BRASS CAP FND
CP516	CTH O	158+10.39	49.198' LT	155,207.760	716,174.246	888.350	3/4" IR SET NO CAP
CP517	CTH O	169+04.41	9.093' RT	156,301.481	716,240.904	881.650	3/4" IR W/CAP SET

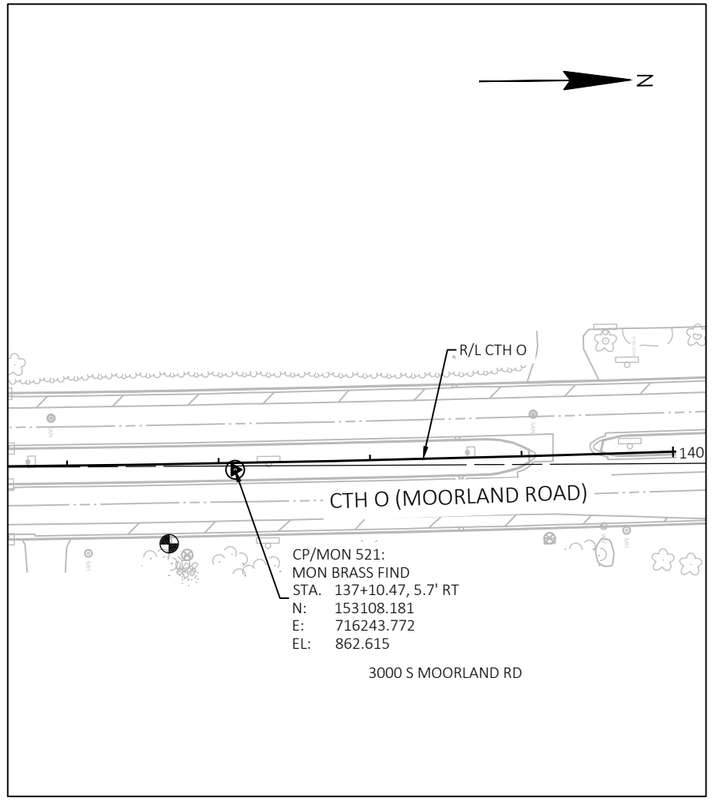
GEOMETRY TABLE

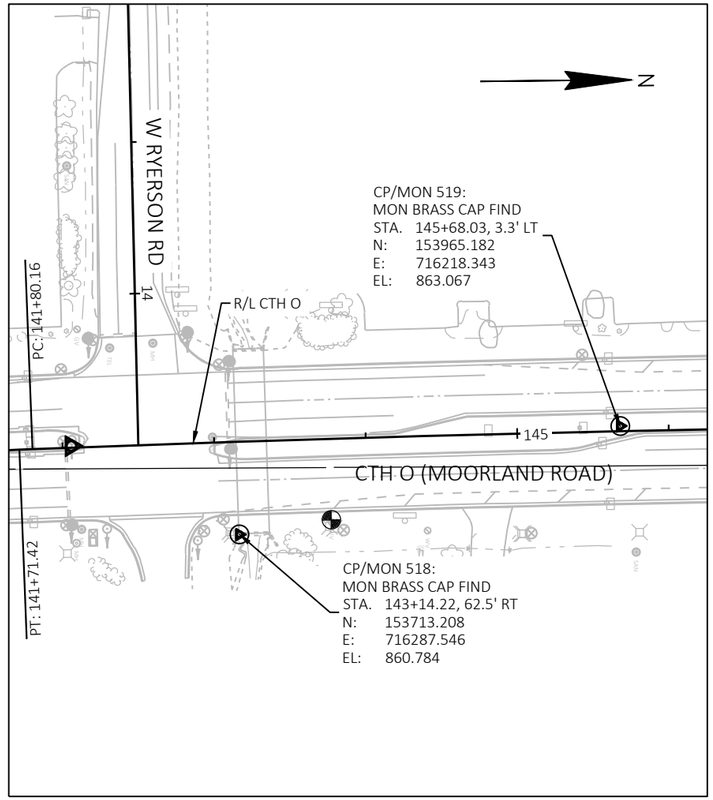
Number	Radius	Length	Line/Chord Direction	Start Station	Northing	Easting
L1		1899.37	N01°00'35"E	87+00.00	148097.833	716177.949
L2		2650.56	N00°35'55"E	105+99.37	149996.910	716211.419
C = 1	22918.00	921.49	N00°33'12"W	132+49.93	152647.322	716239.109
L3		8.74	N01°42'19"W	141+71.42	153568.707	716230.211
C = 2	22918.00	774.58	N00°44'13"W	141+80.16	153577.439	716229.951
L4		953.30	N00°13'53"E	149+54.73	154351.914	716219.989
L5		1086.13	N00°27'31"E	159+08.03	155305.204	716223.837

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	ALIGNMENT DIAGRAM	SHEET 230	E

2







PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	ALIGNMENT DIAGRAM	SHEET 231	E

Estimate Of Quantities

2722-08-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	9.000	9.000
0004	201.0120	Clearing	ID	246.000	246.000
0006	201.0205	Grubbing	STA	9.000	9.000
0008	201.0220	Grubbing	ID	246.000	246.000
0010	204.0100	Removing Concrete Pavement	SY	54,322.000	54,322.000
0012	204.0150	Removing Curb & Gutter	LF	1,290.000	1,290.000
0014	204.0155	Removing Concrete Sidewalk	SY	488.000	488.000
0016	204.0195	Removing Concrete Bases	EACH	14.000	14.000
0018	204.0210	Removing Manholes	EACH	13.000	13.000
0020	204.0220	Removing Inlets	EACH	56.000	56.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	1,483.000	1,483.000
0024	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	448.000	448.000
0026	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	253.000	253.000
0028	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	99.000	99.000
0030	204.0245	Removing Storm Sewer (size) 06. 27-Inch	LF	442.000	442.000
0032	204.0245	Removing Storm Sewer (size) 07. 30-Inch	LF	283.000	283.000
0034	204.9060.S	Removing (item description) 01.Traffic Signals (CTH O (S Moorland Rd) & W Ryerson Rd)	EACH	1.000	1.000
0036	204.9060.S	Removing (item description) 02.Traffic Signals (CTH O (S Moorland Rd) & W Coffee Rd)	EACH	1.000	1.000
0038	204.9090.S	Removing (item description) 01. Landscaping Bricks	LF	20.000	20.000
0040	205.0100	Excavation Common	CY	43,086.000	43,086.000
0042	210.2100	Backfill Structure Type B	CY	48.000	48.000
0044	213.0100	Finishing Roadway (project) 01. 2722-08-71	EACH	1.000	1.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	23,235.000	23,235.000
0048	310.0110	Base Aggregate Open-Graded	TON	82.000	82.000
0050	312.0110	Select Crushed Material	TON	12,018.000	12,018.000
0052	405.0200	Coloring Concrete Custom	CY	40.000	40.000
0054	405.1000	Stamping Colored Concrete	CY	40.000	40.000
0056	415.0105	Concrete Pavement 10 1/2-Inch	SY	46,987.000	46,987.000
0058	415.1105	Concrete Pavement HES 10 1/2-Inch	SY	4,423.000	4,423.000
0060	416.0610	Drilled Tie Bars	EACH	90.000	90.000
0062	416.0620	Drilled Dowel Bars	EACH	120.000	120.000
0064	455.0605	Tack Coat	GAL	80.000	80.000
0066	460.5224	HMA Pavement 4 LT 58-28 S	TON	81.000	81.000
0068	460.6223	HMA Pavement 3 MT 58-28 S	TON	96.000	96.000
0070	460.6224	HMA Pavement 4 MT 58-28 S	TON	60.000	60.000
0072	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	96.000	96.000
0074	465.0125	Asphaltic Surface Temporary	TON	513.000	513.000
0076	495.1000.S	Cold Patch	TON	50.000	50.000
0078	516.0610.S	Sheet Membrane Waterproofing for Buried Structures	SY	310.000	310.000
0080	520.8000	Concrete Collars for Pipe	EACH	15.000	15.000
0082	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0084	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000	2.000
0086	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000
0088	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	44.000	44.000
0090	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	22,209.000	22,209.000
0092	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	33.000	33.000
0094	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	88.000	88.000

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Line	Item	Item Description	Unit	Total	Qty
0096	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	1,126.000	1,126.000
0098	601.0600	Concrete Curb Pedestrian	LF	88.000	88.000
0100	602.0410	Concrete Sidewalk 5-Inch	SF	10,035.000	10,035.000
0102	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	140.000	140.000
0104	602.0815	Concrete Driveway 7-Inch	SY	368.000	368.000
0106	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,409.000	1,409.000
0108	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	544.000	544.000
0110	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	684.000	684.000
0112	608.0321	Storm Sewer Pipe Reinforced Concrete Class III 21-Inch	LF	380.000	380.000
0114	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	49.000	49.000
0116	608.0327	Storm Sewer Pipe Reinforced Concrete Class III 27-Inch	LF	442.000	442.000
0118	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	283.000	283.000
0120	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0122	611.0639	Inlet Covers Type H-S	EACH	59.000	59.000
0124	611.0645	Inlet Covers Type MS-A	EACH	8.000	8.000
0126	611.1004	Catch Basins 4-FT Diameter	EACH	5.000	5.000
0128	611.1005	Catch Basins 5-FT Diameter	EACH	6.000	6.000
0130	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000
0132	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0134	611.3230	Inlets 2x3-FT	EACH	55.000	55.000
0136	611.8110	Adjusting Manhole Covers	EACH	10.000	10.000
0138	611.8115	Adjusting Inlet Covers	EACH	21.000	21.000
0140	611.8120.S	Cover Plates Temporary	EACH	7.000	7.000
0142	611.9705	Salvaged Manhole Covers	EACH	7.000	7.000
0144	611.9710	Salvaged Inlet Covers	EACH	21.000	21.000
0146	612.0106	Pipe Underdrain 6-Inch	LF	830.000	830.000
0148	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	76.000	76.000
0150	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2722-08-71	EACH	1.000	1.000
0152	619.1000	Mobilization	EACH	1.000	1.000
0154	620.0300	Concrete Median Sloped Nose	SF	723.000	723.000
0156	624.0100	Water	MGAL	320.100	320.100
0158	625.0100	Topsoil	SY	26,383.000	26,383.000
0160	627.0200	Mulching	SY	1,510.000	1,510.000
0162	628.1504	Silt Fence	LF	1,573.000	1,573.000
0164	628.1520	Silt Fence Maintenance	LF	1,573.000	1,573.000
0166	628.1530.S	Silt Fence Heavy Duty	LF	244.000	244.000
0168	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	244.000	244.000
0170	628.1905	Mobilizations Erosion Control	EACH	16.000	16.000
0172	628.1910	Mobilizations Emergency Erosion Control	EACH	9.000	9.000
0174	628.7005	Inlet Protection Type A	EACH	94.000	94.000
0176	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0178	628.7015	Inlet Protection Type C	EACH	4.000	4.000
0180	628.7020	Inlet Protection Type D	EACH	123.000	123.000
0182	628.7504	Temporary Ditch Checks	LF	20.000	20.000
0184	628.7555	Culvert Pipe Checks	EACH	15.000	15.000
0186	629.0210	Fertilizer Type B	CWT	18.000	18.000
0188	630.0140	Seeding Mixture No. 40	LB	30.000	30.000
0190	630.0200	Seeding Temporary	LB	40.000	40.000
0192	630.0500	Seed Water	MGAL	500.000	500.000

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Line	Item	Item Description	Unit	Total	Qty
0194	631.0300	Sod Water	MGAL	647.000	647.000
0196	631.1000	Sod Lawn	SY	14,172.000	14,172.000
0198	637.2210	Signs Type II Reflective H	SF	899.460	899.460
0200	637.2215	Signs Type II Reflective H Folding	SF	96.980	96.980
0202	637.2230	Signs Type II Reflective F	SF	85.000	85.000
0204	638.2602	Removing Signs Type II	EACH	120.000	120.000
0206	638.3000	Removing Small Sign Supports	EACH	63.000	63.000
0208	642.5401	Field Office Type D	EACH	1.000	1.000
0210	643.0300	Traffic Control Drums	DAY	85,043.000	85,043.000
0212	643.0420	Traffic Control Barricades Type III	DAY	9,796.000	9,796.000
0214	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	119.000	119.000
0216	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	119.000	119.000
0218	643.0705	Traffic Control Warning Lights Type A	DAY	4,626.000	4,626.000
0220	643.0715	Traffic Control Warning Lights Type C	DAY	8,585.000	8,585.000
0222	643.0800	Traffic Control Arrow Boards	DAY	642.000	642.000
0224	643.0900	Traffic Control Signs	DAY	17,245.000	17,245.000
0226	643.1050	Traffic Control Signs PCMS	DAY	70.000	70.000
0228	643.3105	Temporary Marking Line Paint 4-Inch	LF	14,950.000	14,950.000
0230	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	15,451.000	15,451.000
0232	643.3205	Temporary Marking Line Paint 8-Inch	LF	1,474.000	1,474.000
0234	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	1,035.000	1,035.000
0236	643.5000	Traffic Control	EACH	1.000	1.000
0238	644.1440	Temporary Pedestrian Surface Matting	SF	857.000	857.000
0240	644.1601	Temporary Pedestrian Curb Ramp	DAY	987.000	987.000
0242	644.1605	Temporary Pedestrian Detectable Warning Field	SF	120.000	120.000
0244	644.1810	Temporary Pedestrian Barricade	LF	528.000	528.000
0246	645.0111	Geotextile Type DF Schedule A	SY	387.000	387.000
0248	645.0220	Geogrid Type SR	SY	11,179.000	11,179.000
0250	646.1020	Marking Line Epoxy 4-Inch	LF	25,138.000	25,138.000
0252	646.2020	Marking Line Epoxy 6-Inch	LF	75.000	75.000
0254	646.3020	Marking Line Epoxy 8-Inch	LF	4,293.000	4,293.000
0256	646.5020	Marking Arrow Epoxy	EACH	39.000	39.000
0258	646.5120	Marking Word Epoxy	EACH	6.000	6.000
0260	646.5220	Marking Symbol Epoxy	EACH	1.000	1.000
0262	646.6120	Marking Stop Line Epoxy 18-Inch	LF	488.000	488.000
0264	646.7120	Marking Diagonal Epoxy 12-Inch	LF	2,433.000	2,433.000
0266	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	690.000	690.000
0268	646.8120	Marking Curb Epoxy	LF	366.000	366.000
0270	646.8220	Marking Island Nose Epoxy	EACH	13.000	13.000
0272	646.9000	Marking Removal Line 4-Inch	LF	1,100.000	1,100.000
0274	646.9100	Marking Removal Line 8-Inch	LF	780.000	780.000
0276	646.9300	Marking Removal Special Marking	EACH	3.000	3.000
0278	650.4000	Construction Staking Storm Sewer	EACH	162.000	162.000
0280	650.7000	Construction Staking Concrete Pavement	LF	5,970.000	5,970.000
0282	650.8501	Construction Staking Electrical Installations (project) 01. 2722-08-71	EACH	1.000	1.000
0284	650.9000	Construction Staking Curb Ramps	EACH	14.000	14.000
0286	650.9500	Construction Staking Sidewalk (project) 01. 2722-08-71	EACH	1.000	1.000
0288	650.9911	Construction Staking Supplemental Control (project) 01. 2722-08-71	EACH	1.000	1.000
0290	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,898.000	1,898.000

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Line	Item	Item Description	Unit	Total	Qty
0292	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	7,898.000	7,898.000
0294	652.0615	Conduit Special 3-Inch	LF	122.000	122.000
0296	652.0700.S	Install Conduit into Existing Item	EACH	6.000	6.000
0298	653.0140	Pull Boxes Steel 24x42-Inch	EACH	24.000	24.000
0300	653.0905	Removing Pull Boxes	EACH	14.000	14.000
0302	654.0101	Concrete Bases Type 1	EACH	6.000	6.000
0304	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0306	654.0105	Concrete Bases Type 5	EACH	2.000	2.000
0308	654.0110	Concrete Bases Type 10	EACH	3.000	3.000
0310	654.0120	Concrete Bases Type 10-Special	EACH	2.000	2.000
0312	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0314	655.0210	Cable Traffic Signal 3-14 AWG	LF	2,232.000	2,232.000
0316	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,052.000	1,052.000
0318	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,464.000	1,464.000
0320	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,432.000	4,432.000
0322	655.0275	Cable Traffic Signal 19-12 AWG	LF	281.000	281.000
0324	655.0305	Cable Type UF 2-12 AWG Grounded	LF	744.000	744.000
0326	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,180.000	1,180.000
0328	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	10,188.000	10,188.000
0330	655.0610	Electrical Wire Lighting 12 AWG	LF	2,622.000	2,622.000
0332	655.0625	Electrical Wire Lighting 6 AWG	LF	12,201.000	12,201.000
0334	655.0900	Traffic Signal EVP Detector Cable	LF	2,232.000	2,232.000
0336	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0338	657.0100	Pedestal Bases	EACH	3.000	3.000
0340	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000
0342	657.0310	Poles Type 3	EACH	2.000	2.000
0344	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000
0346	657.0345	Poles Type 9	EACH	1.000	1.000
0348	657.0347	Poles Type 9-Special	EACH	2.000	2.000
0350	657.0350	Poles Type 10	EACH	2.000	2.000
0352	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0354	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	7.000	7.000
0356	657.0520	Monotube Arms 20-FT	EACH	2.000	2.000
0358	657.0525	Monotube Arms 25-FT	EACH	1.000	1.000
0360	657.0546	Monotube Arms 45-FT-Special	EACH	2.000	2.000
0362	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	2.000	2.000
0364	657.0820	Luminaire Arms Steel Type 10 Pole Clamp 15-FT	EACH	8.000	8.000
0366	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000	12.000
0368	658.0174	Traffic Signal Face 4S 12-Inch	EACH	17.000	17.000
0370	658.5070	Signal Mounting Hardware (location) 01. CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0372	658.5070	Signal Mounting Hardware (location) 02.CTH O (S Moorland Rd) & W Coffee Rd	EACH	1.000	1.000
0374	659.1125	Luminaires Utility LED C	EACH	10.000	10.000
0376	661.0201	Temporary Traffic Signals for Intersections (location) 01. CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0378	661.0201	Temporary Traffic Signals for Intersections (location) 02.CTH O (S Moorland Rd) & W Coffee Rd	EACH	1.000	1.000
0380	673.0105	Communication Vault Type 1	EACH	4.000	4.000
0382	690.0150	Sawing Asphalt	LF	947.000	947.000
0384	690.0250	Sawing Concrete	LF	1,669.000	1,669.000

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Line	Item	Item Description	Unit	Total	Qty
0386	715.0715	Incentive Flexural Strength Concrete Pavement	DOL	15,293.000	15,293.000
0388	740.0440	Incentive IRI Ride	DOL	14,000.000	14,000.000
0390	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,500.000	3,500.000
0392	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	12,000.000	12,000.000
0394	SPV.0060	Special 01. 15-Foot Decorative Light Pole	EACH	13.000	13.000
0396	SPV.0060	Special 02. Decorative Luminaire Arm	EACH	13.000	13.000
0398	SPV.0060	Special 03. Decorative Led Luminaire	EACH	13.000	13.000
0400	SPV.0060	Special 04. Decorative Pole Mounted Banner Arm	EACH	13.000	13.000
0402	SPV.0060	Special 05. Concrete Bases Type 5 Modified	EACH	13.000	13.000
0404	SPV.0060	Special 06. Furnish And Install Dead-Front GFCI	EACH	13.000	13.000
0406	SPV.0060	Special 07. Connect To Existing Storm Sewer	EACH	11.000	11.000
0408	SPV.0060	Special 08. Remove, Salvage, And Reinstall Signs	EACH	7.000	7.000
0410	SPV.0060	Special 09. Adjusting Sanitary Manhole Covers	EACH	19.000	19.000
0412	SPV.0060	Special 10. Adjusting Water Valve Boxes	EACH	32.000	32.000
0414	SPV.0060	Special 11. Adjusting Water Manhole Covers	EACH	3.000	3.000
0416	SPV.0060	Special 12. EVP Equipment Installation CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0418	SPV.0060	Special 13. Reinstall Temporary EVP Equipment CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0420	SPV.0060	Special 14. Temporary Video Detection for Intersections CTH O (S Moorland Rd) &W Ryerson	EACH	1.000	1.000
0422	SPV.0060	Special 15. Traffic Signal Controller and Cabinet	EACH	1.000	1.000
0424	SPV.0060	Special 16. Video Vehicle Detection System CTH O (S Moorland Rd) & W Ryerson Rd	EACH	1.000	1.000
0426	SPV.0060	Special 17. Accessible Pedestrian System CTH O (S Moorland Rd) & W Coffee Rd	EACH	1.000	1.000
0428	SPV.0060	Special 18. Relocating Hydrant	EACH	4.000	4.000
0430	SPV.0060	Special 19. Reconstructing Sanitary Manholes	EACH	2.000	2.000
0432	SPV.0060	Special 22. Posts Tubular Steel 1.75X1.75-Inch x 13-FT	EACH	40.000	40.000
0434	SPV.0060	Special 23. Posts Tubular Steel 1.75X1.75-Inch x 14-FT	EACH	72.000	72.000
0436	SPV.0060	Special 24. Sand Bags	EACH	50.000	50.000
0438	SPV.0060	Special 25. Drain Tile Sump Connection	EACH	25.000	25.000
0440	SPV.0060	Special 26. Section Corner Monuments	EACH	1.000	1.000
0442	SPV.0060	Special 27. Reconnect EVP System CTH O (S Moorland Rd) &W Coffee Rd	EACH	1.000	1.000
0444	SPV.0060	Special 28. Spot Repair Existing Storm Sewer	EACH	1.000	1.000
0446	SPV.0090	Special 01. Clean Existing Storm Sewer	LF	1,759.000	1,759.000
0448	SPV.0090	Special 02. Video Detector Cable	LF	1,150.000	1,150.000

CLEARING AND GRUBBING

STATION	-	STATION	OFFSET	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
94+44			LT	-	12	-	12
94+48			LT	-	12	-	12
94+62			LT	-	12	-	12
94+82			LT	-	12	-	12
95+39			LT	-	24	-	24
95+47			LT	-	12	-	12
96+70			LT	-	12	-	12
97+51			LT	-	24	-	24
98+17			RT	-	6	-	6
98+54			LT	-	24	-	24
104+28			LT	-	18	-	18
109+91	-	110+05	RT	1	-	1	-
114+87			RT	-	18	-	18
115+26			RT	-	18	-	18
118+11			LT	-	12	-	12
118+14	-	118+78	LT	1	-	1	-
128+30	-	130+14	LT	2	-	2	-
130+22			RT	-	18	-	18
137+49	-	139+07	LT	2	-	2	-
140+40	-	140+49	LT	1	-	1	-
142+15	-	142+38	RT	1	-	1	-
142+85	-	143+22	RT	1	-	1	-
151+51			LT	-	12	-	12
PROJECT 2722-08-71 TOTAL				9	246	9	246

REMOVALS

LOCATION	STA	-	STA	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150* REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.9090.S REMOVING LANDSCAPING BRICK LF
BEGIN CONSTRUCTION	92+72	-	94+00	265	-	117	-
BEGIN PROJECT	94+00	-	102+50	8,116	59	102	-
	102+50	-	117+00	13,867	167	161	20
	117+00	-	131+50	12,938	61	0	-
	131+50	-	146+00	13,208	65	0	-
END PROJECT	146+00	-	152+42	5,928	95	108	-
PROJECT 2722-08-71 TOT				54,322	447	488	20

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER REMOVALS

LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (12-INCH) LF	204.0245.02 REMOVING STORM SEWER (15-INCH) LF	204.0245.03 REMOVING STORM SEWER (18-INCH) LF	204.0245.05 REMOVING STORM SEWER (24-INCH) LF	204.0245.06 REMOVING STORM SEWER (27-INCH) LF	204.0245.07 REMOVING STORM SEWER (30-INCH) LF
PROJECT	13	56	1483	448	253	99	442	283
PROJECT 2722-08-71 TOTAL	**13**	**56**	**1,483**	**448**	**253**	**99**	**442**	**283**

FINISHING ROADWAY

LOCATION	213.0100 FINISHING ROADWAY 2722-08-71 EACH
PROJECT	1
PROJECT 2722-08-71 TOTAL	**1**

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_DS21_NA_2020\Documents\60634334-STH89 Design ID3390-04-00\900-CAD GIS\910_CAD\33900400\SheetsPlan\030201_MQ.pptx
ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

EARTHWORK

DIVISION	FROM/TO STATION	LOCATION	205.0100* COMMON EXCAVATION (1) CUT (2)	205.0100* COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	REDUCED EBS IN FILL (9) FACTOR 0.80	EXPANDED EBS BACKFILL (11) FACTOR 1.30	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)
CTH O	92+72.00/153+00.00		28,825	13,550	10,980	17,845	10,840	17,615	66	83	17,763
TOTAL COMMON EXC			42,375		10,980	17,845	10,840	17,615	66	83	17,763

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(9) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = .80

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30. ITEM NUMBER 312.0110

(13) EXPANDED FILL FACTOR = 1.25

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

*ADDITIONAL QUANTITIES FOUND ELSEWHERE IN PLAN

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ASPHALTIC ITEMS

LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	495.1000.S COLD PATCH TON
W CHURCHVIEW DR	54	10	13	---	---	-
W ST. FRANCIS DR	32	10	7	---	---	-
W COFFEE RD - WEST	180	13	---	42	30	-
W COFFEE RD - EAST	229	16	---	54	30	-
W SAN MATEO DR	30	3	7	---	---	-
W RIVIERA DR	32	3	7	---	---	-
W EL DORADO DR	31	3	7	---	---	-
S PINEWOOD CREEK CT	27	2	6	---	---	-
W RYERSON RD -WEST	52	4	12	---	---	-
W RYERSON RD -EAST	35	3	8	---	---	-
S JAMES DR	59	5	14	---	---	-
UNDISTRIBUTED	-	-	-	-	-	50
PROJECT 2722-08-71 TOTAL	**761**	**80**	**81**	**96**	**60**	**50**

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN**

EBS

STATION	-	STATION	LOCATION	312.0110 SELECT CRUSHED MATERIAL TON	645.0220 GEOGRID TYPE SR SY
92+72	-	94+00	NB	494	356
94+00	-	96+39	NB	1771	664
115+11	-	123+26	SB	2174	2264
127+89	-	136+00	NB	2163	2253
105+35	-	111+17	NB	1552	1617
137+77	-	152+26	SB	3864	4025
PROJECT 2722-08-71 TOTAL				12,018	11,179

PAVING ITEMS

LOCATION	STA	-	STA	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	602.0410 CONCRETE SIDEWALK 5-INCH SF	415.0105 CONCRETE PAVEMENT 10 1/2-INCH SY	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	624.0100 WATER MGAL	405.1000** STAMPING COLORED CONCRETE CY	405.0200** COLORING CONCRETE CUSTOM CY
BEGIN CONSTRUCTION	92+72	-	94+00	113	-	850	-	-	-	1.7	-	-
BEGIN PROJECT	94+00	-	102+50	3170	-	3670	5342	20	51	47.6	30	30
	102+50	-	117+00	5453	-	1901	11880	120	196	81.8	10	10
	117+00	-	131+50	4927	-	-	12009	-	153	74.0	-	-
	131+50	-	146+00	5324	-	2575	12631	-	232	79.9	-	-
END PROJECT	146+00	-	152+42	2339	-	1039	5125	-	91	35.1	-	-
PROJECT 2722-08-71 TOTAL				21,326		10,035	46,987	140	723	320.1	40	40

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN**
****CATEGORY 0020**

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DRIVEWAYS

STATION	LT/RT	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0815 CONCRETE DRIVEWAY 7-INCH SY	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON
93+90	RT	-	80	27
94+40	RT	6	21	15
95+73	LT	-	16	6
97+00	LT	3	-	4
98+00	LT	3	-	5
98+50	RT	20	45	41
99+20	LT	3	-	4
100+25	LT	3	-	5
101+35	LT	-	19	7
103+67	RT	5	29	16
105+02	LT	3	-	5
107+07	RT	-	15	5
111+27	RT	-	16	6
112+38	RT	2	-	4
113+40	RT	-	15	5
114+79	RT	-	15	5
116+06	RT	-	16	6
117+21	RT	3	-	4
118+44	RT	3	-	5
120+15	LT	2	-	3
120+90	LT	-	15	5
122+20	LT	2	-	3
123+05	LT	-	18	6
124+07	LT	2	-	3
125+03	LT	2	-	4
125+91	LT	2	-	3
126+80	LT	2	-	3
128+02	LT	-	16	6
136+00	RT	3	-	4
139+50	LT	-	32	11
144+96	RT	4	-	6
146+99	RT	6	-	8
146+99	LT	7	-	9
150+60	RT	4	-	5
152+00	RT	4	-	5
PROJECT 2722-08-71 TOTAL		96	368	259

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

CULVERT REPAIR

STRUCTURE	STATION	516.0610.S SHEET MEMBRANE WATERPROOFING FOR BURIED STRUCTURES SY
V-67-045	143+20	310
PROJECT 2722-08-71 TOTAL		**310**

CONCRETE COLLARS

LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH
PROJECT	15
PROJECT 2722-08-71 TOTAL	**15**

CONCRETE CURB & GUTTER

LOCATION	STA - STA	601.0405 18-INCH TYPE A LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0413 6-INCH SLOPED 30-INCH TYPE G LF	601.0452 INTEGRAL 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	416.0610* DRILLED TIE BARS EACH
BEGIN CONSTRUCTION	92+76 - 94+00	22	128	-	-	-	-	50
BEGIN PROJECT	94+00 - 102+50	22	2664	-	-	796	59	-
	102+50 - 117+00	-	5144	33	-	330	29	-
	117+00 - 131+50	-	5417	-	88	-	-	-
	131+50 - 146+00	-	6109	-	-	-	-	-
END PROJECT	146+00 - 152+42	-	2747	-	-	-	-	-
PROJECT 2722-08-71 TOTAL		44	22,209	33	88	1,126	88	50

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN

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PIPE UNDERDRAIN

LOCATION	STA	-	STA	SIDE	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	NOTES
NB	94+73	-		MED-RT	4	50	23	EBS
SB	107+60	-		MED-LT	3	30	14	EBS
SB	109+05	-		MED-LT	3	30	14	EBS
SB	109+05	-		LT	3	30	14	EBS
SB	111+56	-		MED-LT	3	30	14	EBS
SB	111+58	-		LT	3	30	14	EBS
NB	116+58	-		MED-RT	3	30	14	EBS
NB	116+58	-		RT	3	30	14	EBS
NB	119+84	-		MED-RT	3	30	14	EBS
NB	119+83	-		RT	3	30	14	EBS
NB	123+11	-		MED-RT	3	30	14	EBS
NB	123+10	-		RT	3	30	14	EBS
NB	132+59	-		MED-RT	3	30	14	EBS
NB	132+59	-		RT	3	30	14	EBS
NB	135+59	-		MED-RT	3	30	14	EBS
NB	135+60	-		RT	3	30	14	EBS
SB	138+57	-		MED-LT	3	30	14	EBS
SB	138+58	-		LT	3	30	14	EBS
SB	141+77	-		MED-LT	3	30	14	EBS
SB	141+81	-		LT	3	30	14	EBS
SB	144+79	-		MED-LT	3	30	14	EBS
SB	145+59	-		MED-LT	3	30	14	EBS
SB	145+59	-		LT	3	30	14	EBS
SB	149+23	-		MED-LT	3	30	14	EBS
SB	149+34	-		LT	3	30	14	EBS
SB	152+04	-		MED-LT	3	30	14	EBS
SB	152+07	-		LT	3	30	14	EBS
PROJECT 2722-08-71 TOTAL					82	830	387	

INSULATION BOARD

LOCATION	612.0902.S INSULATION BOARD POLYSTYRENE 2-INCH SY
PROJECT	76
PROJECT 2722-08-71 TOTAL	**76**

MAINTENANCE AND REPAIR OF HAUL ROADS

PROJECT	618.0100** MAINTENANCE AND REPAIR OF HAUL ROADS EACH
2722-08-71	1
PROJECT 2722-08-71 TOTAL	1

**CATEGORY 0020

EROSION CONTROL MOBILIZATION

STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1	2	1
2	5	3
3	5	3
4A	2	1
4B	2	1
PROJECT 2722-08-71 TOTAL	**16**	**9**

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LANDSCAPING

STATION	-	STATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.1000 SOD LAWN SY	631.0300 SOD WATER MGAL
92+72	-	94+00	136	-	1	-	-	-	136	7
94+00	-	98+75	1137	-	1	-	-	-	1,137	52
98+75	-	104+50	444	-	1	-	-	-	444	20
104+50	-	110+50	852	160	1	3	5	53	697	32
110+50	-	116+25	9787	160	1	3	5	53	1,028	47
116+25	-	122+00	1373	100	1	2	3	34	1,273	58
122+00	-	127+75	1604	200	2	4	6	65	1,414	64
127+75	-	133+50	1062	300	1	6	8	99	769	35
133+50	-	139+50	1853	280	2	5	8	92	1,581	72
139+50	-	145+25	747	-	1	-	-	-	747	34
145+25	-	151+00	1524	-	1	-	-	-	1,524	69
151+00	-	152+42	587	-	1	-	-	-	587	27
UNDISTRIBUTED 25%			5,277	306	4	-	-	99	2,835	130
PROJECT 2722-08-71 TOTAL			**26,383**	**1,510**	**18**	**30**	**40**	**500**	**14,172**	**647**

FIELD OFFICE

PROJECT	642.5401 TYPE D EACH
2722-08-71	1
PROJECT 2722-08-71 TOTAL	1

EROSION CONTROL

STATION	-	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	SPV.0060.24 SAND BAGS EACH
92+76	-	94+00	-	-	-	-	-	-	-	-	-	-	-
94+00	-	98+75	-	-	-	-	7	-	-	13	-	-	-
98+75	-	104+50	-	-	-	-	12	-	-	13	-	3	-
104+50	-	110+50	110	110	-	-	8	-	4	12	-	-	-
110+50	-	116+25	-	-	54	54	10	-	-	12	-	6	-
116+25	-	122+00	-	-	-	-	9	-	-	12	-	-	-
122+00	-	127+75	-	-	-	-	10	-	-	12	-	6	-
127+75	-	133+50	509	509	-	-	11	2	-	12	-	-	-
133+50	-	139+50	560	560	-	-	10	-	-	12	-	-	-
139+50	-	145+25	105	105	190	190	6	-	-	7	-	-	-
145+25	-	151+00	289	289	-	-	9	-	-	12	-	-	-
151+00	-	152+42	-	-	-	-	2	1	-	6	-	-	-
UNDISTRIBUTED			-	-	-	-	-	-	-	-	20	-	50
PROJECT 2722-08-71 TOTAL			1573	1573	244	244	94	3	4	123	20	15	50

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PAVEMENT MARKING ITEMS

STATION	-	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.5120 MARKING WORD EPOXY WHITE EACH	646.5220 MARKING SYMBOL EPOXY WHITE EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
92+72	-	94+00	160	-	-	-	-	-	-	-	-	-	-	-
94+00	-	98+75	1,255	911	17	-	27	-	-	-	106	-	-	-
98+75	-	104+50	1,396	1,101	28	-	875	4	-	-	123	-	20	1
104+50	-	110+50	541	939	194	75	1,105	10	4	1	67	627	36	2
110+50	-	116+25	1,371	1,151	-	-	218	2	-	-	307	-	-	-
116+25	-	122+00	1,227	930	16	-	216	3	-	-	264	-	111	2
122+00	-	127+75	1,437	1,150	-	-	-	-	-	-	339	-	-	-
127+75	-	133+50	1,043	912	42	-	500	8	-	-	194	-	78	2
133+50	-	139+50	1,501	1,201	-	-	22	-	-	-	340	-	-	-
139+50	-	145+25	754	899	120	-	652	9	2	-	128	-	40	4
145+25	-	151+00	1,420	1,135	16	-	199	2	-	-	317	-	48	1
151+00	-	152+42	182	240	11	-	89	1	-	-	27	-	-	-
		10% Undistributed	1,228	1,057	44	-	390	-	-	-	221	63	33	1
PROJECT 2722-08-71 TOTAL			**13,512**	**11,626**	**488**	**75**	**4,293**	**39**	**6**	**1**	**2,433**	**690**	**366**	**13**
			25,138											

CONSTRUCTION STAKING

STATION	-	STATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 2722-08-71 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK 2722-08-71 EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 2722-08-71 EACH
92+72	-	152+42	162	5970	1	14	1	1
PROJECT 2722-08-71 TOTAL			**162**	**5,970**	**1**	**14**	**1**	**1**

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STORM SEWER STRUCTURES: PART 1

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0645 INLET COVERS TYPE MS EACH	611.1004 CATCH BASIN 4-FT EACH	611.1005 CATCH BASIN 5-FT EACH	611.1006 CATCH BASIN 6-FT EACH	611.2004 MANHOLE 4-FT EACH	611.3230 INLET 2 x 3-FT EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.9705 SALVAGED MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH
94.54	94+61	LT	47.1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
94.53	94+70	LT	-11.5	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
94.50	94+59	RT	3.6	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
94.52	94+73	RT	11.8	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
94.51	94+53	RT	50.2	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
98.04	97+85	LT	-47	---	---	---	1	---	---	---	---		1	---	---	---	---	---
98.03	97+80	LT	-11.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
98.00	97+78	RT	2.4	---	---	---	---	1	---	---	1	---	---	---	---	---	---	---
98.02	97+83	RT	11.3	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
98.01	97+90	RT	49.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
99.53	99+27	RT	3.3	---	---	---	1	---	---	1	---	---		---	---	---	---	---
99.52	99+28	RT	10.9	---	---	---	1	---	---		---	---	1	---	---	---	---	---
99.51	99+50	RT	50	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
100.53	100+97	LT	-47.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
100.52	100+61	RT	7.4	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---
100.51	100+91	RT	50.2	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
104.05	103+98	LT	-46.5	---	---	---		---	---	---	---	---		---	1	---	---	1
104.03	104+12	LT	-11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
104.00	104+14	LT	-6.2	---	---	---	---		---	---	---	---	---	---	---	1	1	---
104.02	104+12	RT	0.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
104.01	103+92	RT	501	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
105.00	105+29	LT	-3.7	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
107.51	107+60	LT	-0.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
106.52	106+63	RT	11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
106.51	106+54	RT	52	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
109.04	109+05	LT	-12.8	---	---	---		---	---	---	---	1	---	1	---	---	---	---
109.03	109+06	RT	0.1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
109.02	109+03	RT	11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
109.01	109+30	RT	47.1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
109.05	109+53	RT	76.37	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
111.54	111+58	LT	-46.6	---	---	---		---	---	---	---	---		---	1	---	---	1
111.53	111+56	LT	-0.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
111.50	111+66	RT	3.9	---	---	---	---	1	---	1	---	---	---	---	---	---	---	---
111.52	111+56	RT	11	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
111.51	111+59	RT	46.3	---	---	---		---	---	---	---	---		---	1	---	---	1
114.53	114+55	LT	-46.6	---	---	---		---	---	---	---	---		---	1	---	---	1
114.52	114+53	LT	-11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
114.50	114+55	RT	8.5	---	---	---	1	---	1	---	---	---	---	---	---	---	---	---
114.51	114+51	RT	46.6	---	---	---		---	---	---	---	---		---	1	---	---	1
116.56	117+43	LT	-69.73	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
116.55	116+97	LT	-69.84	---	1	---	---	---	---	---	---	---	---	---	---	---	---	
116.54	116+77	LT	-48	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
116.53	116+59	LT	-11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
116.50	116+58	LT	-5.2	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---
116.52	116+58	RT	0.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
116.51	116+58	RT	46.6	---	---	---		---	---	---	---	---		---	1	---	---	1
SUBTOTAL				0	3	0	28	3	3	3	1	1	25	1	8	2	1	8

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PLOTTED DATE: 10/25/2024 11:02 AM

STORM SEWER STRUCTURES: PART 2

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0645 INLET COVERS TYPE MS EACH	611.1004 CATCH BASIN 4-FT EACH	611.1005 CATCH BASIN 5-FT EACH	611.1006 CATCH BASIN 6-FT EACH	611.2004 MANHOLE 4-FT EACH	611.3230 INLET 2 x 3-FT EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.8115* ADJUSTING INLET COVERS EACH	611.8110* ADJUSTING MANHOLE COVERS EACH	611.9705 SALVAGED MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH
120.04	119+84	LT	-46.5	---	---	---		---	---	---	---	---	---	---	1	---	---	1
120.03	119+84	LT	-11.7	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
120.00	119+84	LT	-0.2	---	---	---	---		---	---	---	---	---	---	---	1	1	---
120.02	119+84	RT	11.5	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
120.01	119+83	RT	46.6	---	---	---		---	---	---	---	---	---	---	1	---	---	1
123.05	123+07	LT	-46.5	---	---	---		---	---	---	---	---	---	---	1	---	---	1
123.04	123+09	LT	-11.2	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
123.03	123+12	RT	5.6	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---
123.02	123+11	RT	11.3	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
123.01	123+10	RT	46.6	---	---	---		---	---	---	---	---	---	---	1	---	---	1
126.04	126+08	LT	-46.5	---	---	---		---	---	---	---	---	---	---	1	---	---	1
126.03	126+12	LT	-11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
126.00	126+16	RT	2.8	---	---	---	---		---	---	---	---	---	---	---	1	1	---
126.02	126+12	RT	11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
126.01	126+08	RT	46.6	---	---	---		---	---	---	---	---	---	---	1	---	---	1
130.04	130+08	LT	-46.6	---	---	2		---	---	---	---	---	---	---	1	---	---	1
130.03	129+87	LT	-11.5	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
130.00	129+88	LT	-5.3	---	---	---	---	1	---	1	---	---	---	---	---	---	---	---
130.02	129+88	LT	-0.1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
130.01	129+87	RT	46.7	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
132.54	132+63	LT	-46.6	---	---	---		---	---	---	---	---		---	1	---	---	1
132.53	132+65	LT	-8.2	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
132.50	132+62	LT	-1.8	---	---	---	---		---	---	---	---	---	---	---	1	1	---
132.52	132+59	RT	11.3	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
132.51	132+59	RT	46.6	---	---	---		---	---	---	---			---	1	---	---	1
135.54	135+59	LT	-46.6	---	---	---		---	---	---	---	---	---	---	1	---	---	1
135.53	135+60	LT	-11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
135.50	135+74	LT	-2.9	---	---	---	---		---	---	---	---	---	---	---	1	1	---
135.52	135+59	RT	11.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
135.51	135+60	RT	46.4	---	---	---		---	---	---	---	---		---	1	---	---	1
138.55	138+58	LT	-65.7	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
138.54	138+58	LT	-51.7	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
138.53	138+57	LT	-16.4	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
138.50	138+64	LT	-3.3	---	---	---	---		---	---	---	---	---	---	---	1	1	---
138.52	138+59	RT	12.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
138.51	138+59	RT	51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
141.54	141+81	LT	-51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
141.53	141+77	LT	-16.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
141.50	141+77	LT	-4.4	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
141.52	141+77	RT	16.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
141.51	141+76	RT	51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
143.00	142+99	LT	-3.5	---	---	---	---	---	---	---			---	---	---	1	---	---
SUBTOTAL				1	0	2	20	3	1	1	0		20	0	12	6	5	12

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 11:02 AM

STORM SEWER STRUCTURES: PART 3

STRUCTURE NUMBER	STATION	OFFSET	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0645 INLET COVERS TYPE MS EACH	611.1004 CATCH BASIN 4-FT EACH	611.1005 CATCH BASIN 5-FT EACH	611.1006 CATCH BASIN 6-FT EACH	611.2004 MANHOLE 4-FT EACH	611.3230 INLET 2 x 3-FT EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.8115* ADJUSTING INLET COVERS EACH	611.8110* ADJUSTING MANHOLE COVERS EACH	611.9705 SALVAGED MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH
144.50	144+79	LT	-2.5	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
145.54	145+59	LT	-21.7	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
145.53	145+59	LT	-16.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
145.50	145+59	LT	-4.1	---	---	---	---	1		1	---	---	---	---	---	---	---	---
145.52	145+59	RT	16.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
145.51	145+61	RT	51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
149.04	149+34	LT	-51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
149.03	149+23	LT	-16.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
149.02	149+21	LT	-2.4	---	---	---	1	---	---	1	---	---	---	---	---	---	---	---
149.00	149+25	RT	15.7	---	---	---	---	---	---	---	---	1	---	1	---	---	---	---
149.01	149+32	RT	51.6	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
152.05	152+08	LT	49.03	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
152.04	152+07	LT	-41.8	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
152.03	152+04	LT	-14.4	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
152.00	152+03	LT	-2.8	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---
152.02	152+05	RT	13.5	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
152.01	152+09	RT	47.1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---
SUBTOTAL				0	0	0	11	2	1	2	0	1	10	1	1	2	1	1
PROJECT 2722-08-71 TOTAL				**1**	**3**	**2**	**59**	**8**	**5**	**6**	**1**	**2**	**55**	**2**	**21**	**10**	**7**	**21**

***ADDITONAL QUANTITIES SHOWN ELSEWHERE ON PLAN**

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

STORM SEWER PIPE: PART 1

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	START	END	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0321 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 21-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0327 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	SPV.0060.07 CONNECT TO EXISTING STORM SEWER EACH
94.53	94.50	94+70	94+59	18.68	---	---	---	---	---	---	---
94.52	94.50	94+73	94+59	---	---	15.91	---	---	---	---	---
94.51	94.52	94+73	94+73	---	---	47.83	---	---	---	---	1
98.04	98.03	97+85	97+80	35.78	---	---	---	---	---	---	---
98.03	98.00	97+80	97+78	14.03	---	---	---	---	---	---	---
98.02	98.00	97+83	97+78	---	---	---	---	9.94	---	---	---
98.01	98.02	97+90	97+83	---	---	---	---	38.97	---	---	1
98.00	99.53	97+78	99+27	---	---	---	---		---	148.79	---
99.53	100.52	99+27	100+61	---	---	---	---		---	134.20	---
99.52	99.53	99+42	99+27	---	7.71	---	---	---	---	---	---
99.51	99.52	99+50	99+42	---	44.58	---	---	---	---	---	1
100.53	100.52	100+97	100+61	65.49	---	---	---	---	---	---	---
100.51	100.52	100+91	100+61	---	---	---	52.03	---	---	---	1
104.05	104.03	103+98	104+12	37.90	---	---	---	---	---	---	---
104.03	104.00	104+12	104+14	5.32	---	---	---	---	---	---	---
104.02	104.00	104+12	104+14	6.69	---	---	---	---	---	---	---
104.01	104.02	104+92	103+14	53.85	---	---	---	---	---	---	1
100.52	99.52	100+61	99+42	---	---	---	---	---	---	---	---
106.51	106.52	107+60	106+63	97.50	---	---	---	---	---	---	1
106.52	106.51	106+63	106+54	41.62	---	---	---	---	---	---	---
109.03	109.04	109+06	109+05	12.88	---	---	---	---	---	---	---
109.02	109.03	109+03	109+06	---	44.34	---	---	---	---	---	---
109.01	109.02	109+30	109+03	---	11.55				---	---	1
109.01	109.5	---	109+30	---	37.53	---	---	---	---	---	---
111.54	111.53	111+58	111+56	46.23	---	---	---	---	---	---	---
111.53	111.50	111+56	111+66	10.77	---	---	---	---	---	---	---
111.52	111.50	111+56	111+66	12.46	---	---	---	---	---	---	---
111.51	111.52	111+59	111+56	35.45	---	---	---	---	---	---	1
114.53	114.52	114+55	114+53	35.25	---	---	---	---	---	---	---
114.52	114.50	114+53	114+55	---	20.02	---	---	---	---	---	---
114.50	114.51	114+55	114+51	38.26	---	---	---	---	---	---	1
111.50	114.50	111+66	114+55	---	---	288.59	---	---	---	---	---
114.50	116.50	114+55	116+58	---	---	203.65	---	---	---	---	---
116.55	116.54	---	116+77	---	36.63	---	---	---	---	---	---
116.56	116.54	---	116+77	---	70.24	---	---	---	---	---	---
116.54	116.53	116+77	116+59	---	40.57	---	---	---	---	---	---
116.53	116.50	116+59	116+58	---	6.36	---	---	---	---	---	---
116.52	116.50	116+58	116+58	---	5.56	---	---	---	---	---	---
116.51	116.52	116+58	116+58	---	46.21	---	---	---	---	---	---
120.04	120.03	119+84	119+84	34.87	---	---	---	---	---	---	---
120.03	120.00	119+84	119+84	11.44	---	---	---	---	---	---	---
120.02	120.00	119+84	119+84	11.70	---	---	---	---	---	---	---
120.01	120.02	119+84	119+83	35.13	---	---	---	---	---	---	1
SUBTOTAL				661.30	371.30	555.98	52.03	48.91	0.00	282.99	10.00

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

STORM SEWER PIPE: PART 2

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	START	END	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0321 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 21-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0327 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	SPV.0060.07 CONNECT TO EXISTING STORM SEWER EACH
123.05	123.04	123+07	123+09	---	35.32	---	---	---	---	---	---
123.04	123.03	123+09	123+12	---	17.08	---	---	---	---	---	---
123.02	123.03	123+12	123+11	5.81	---	---	---	---	---	---	---
123.01	123.02	123+11	123+10	35.29	---	---	---	---	---	---	---
126.04	126.03	126+08	126+12	35.33	---	---	---	---	---	---	---
126.03	126.00	126+12	126+16	14.74	---	---	---	---	---	---	---
126.02	126.00	126+12	126+16	9.58	---	---	---	---	---	---	---
126.02	126.01	126+12	126+08	35.50	---	---	---	---	---	---	---
130.06	130.04			---	---	22.84	---	---	---	---	---
130.05	130.04	---	130+05	---	---	65.85	---	---	---	---	---
130.04	130.03	130+05	129+87	---	---	---	39.65	---	---	---	---
130.03	130.00	129+87	129+88	---	---	---	6.44	---	---	---	---
130.02	130.00	129+88	129+88	5.19	---	---	---	---	---	---	---
130.01	130.02	129+87	129+88	46.82	---	---	---	---	---	---	---
132.54	132.53	132+63	132+65	38.43	---	---	---	---	---	---	---
132.53	132.50	132+65	132+62	7.07	---	---	---	---	---	---	---
132.52	132.50	132+59	132+62	13.42	---	---	---	---	---	---	---
132.51	132.52	132+59	132+59	35.28	---	---	---	---	---	---	---
135.54	135.53	135+59	135+60	35.20	---	---	---	---	---	---	---
135.53	135.50	135+60	165+74	16.10	---	---	---	---	---	---	---
135.52	135.50	165+59	135+74	20.58	---	---	---	---	---	---	---
135.51	135.52	135+59	135+60	35.02	---	---	---	---	---	---	---
138.55	138.54	138+58	138+58	8.93	---	---	---	---	---	---	---
138.54	138.53	138+58	138+57	35.30	---	---	---	---	---	---	---
138.53	138.50	138+57	138+64	14.67	---	---	---	---	---	---	---
138.52	138.50	138+59	138+64	16.53	---	---	---	---	---	---	---
138.51	138.52	138+59	138+59	39.19	---	---	---	---	---	---	---
141.54	141.53	141+81	141+77	35.39	---	---	---	---	---	---	---
141.53	141.50	141+77	141+77	12.03	---	---	---	---	---	---	---
141.50	141.52	141+77	141+77	20.72	---	---	---	---	---	---	---
141.52	141.51	141+77	141+76	35.27	---	---	---	---	---	---	---
144.50		145+59		---	---	---	---	---	80.29	---	---
145.54	145.53	145+59	145+59	35.30	---	---	---	---	---	---	---
145.53	145.50	145+59	145+44	12.56	---	---	---	---	---	---	---
145.52	145.50	145+59	145+44	20.19	---	---	---	---	---	---	---
145.51	145.52	145+61	145+59	35.30	---	---	---	---	---	---	---
145.55	---	---	---	---	---	---	---	---	361.92	---	---
149.04	149.03	149+34	149+23	36.90	---	---	---	---	---	---	---
149.03	149.02	149+23	149+21	---	14.24	---	---	---	---	---	---
149.02	149.00	149+21	149+25	---	18.75	---	---	---	---	---	---
149.00	149.01	149+25	149+32	---	36.45	---	---	---	---	---	---
149.05	145.50	145+21	149+44	---	---	---	281.83	---		---	---
152.00	149.02	152+03	149+21		---	---	---	---	---	---	---
SUBTOTAL				747.64	121.84	88.69	327.92	0.00	442.21	0.00	0.00

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

3

STORM SEWER PIPE: PART 3

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	START	END	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0321 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 21-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0327 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	SPV.0060.07 CONNECT TO EXISTING STORM SEWER EACH
152.04	152.03	152+07	152+04	---	---	27.57	---	---	---	---	---
152.03	152.00	152+04	152+03	---	---	11.69	---	---	---	---	---
152.02	152.00	152+05	152+03	---	16.58	---	---	---	---	---	---
152.01	152.02	152+09	152+05	---	33.80	---	---	---	---	---	1
SUBTOTAL				0.00	50.38	39.26	0.00	0.00	0.00	0.00	1.00
PROJECT 2722-08-71 TOTAL				**1,409**	**544**	**684**	**380**	**49**	**442**	**283**	**11**

CLEAN & REPAIR

FROM STRUCTURE NUMBER	TO STRUCTURE NUMBER	START	END	SPV.0090.01 CLEAN EXISTING STORM SEWER LF	SPV.0090.05 SPOT REPAIR EXISTING STORM SEWER EACH
94.5	98	94+59.2 RL	97+78.4 RL	319	-
EX 146	EX 147	93+51.9 RL	93+66.2 RL	45	-
100.52	104	100+62.4 RL	104+7.78 RL	345	1
104	EX 171	104+7.78 RL	105+29.1 RL	121	-
109.04	EX 196	109+4.55 RL	109+4.61 RL	35	-
109.04	115.5	109+4.55 RL	111+66.1 RL	262	-
120.04	EX 219	119+83.7 RL	120+60.8 RL	78	-
135.5	138.5	135+74.1 RL	138+64.2 RL	293	-
EX 253	144.5	142+98.8 RL	144+78.5 RL	180	-
EX 262A	152.01	151+32.4 RL	152+8.85 RL	80	-
PROJECT 2722-08-71 TOTAL				1,759	1

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 12/10/2024 12:04 PM

LIGHTING CONDUIT & ELECTRICAL WIRE**

			652.0225	655.0625	
			CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES)	6AWG (UNDERGROUND GROUND WIRES)
LOC.	TO	LOC.	L.F.	L.F.	L.F.
ETR		002-16	123	798	133
002-16		002-18	91	606	101
002-18		002-19	178	1128	188
002-19		002-20	93	618	103
002-20		002-21	104	684	114
002-21		002-22	114	744	124
CR-7		CR-6	109	714	119
CR-6		CR-5	109	714	119
CR-5		CR-4	109	714	119
CR-4		CR-3	109	714	119
CR-3		CR-2	114	744	124
CR-2		CR-1	104	684	114
CR-1		PB11	128	828	138
PB11		LCC- ETR	130	768	128
PROJECT 2722-08-71 TOTAL			1485	10458	1743
				12201	

**CATEGORY 0020

LIGHTING EQUIPMENT**

LIGHT POLE BASE NO.	STATION	OFFSET	SPV.0060.01 15-FOOT DECORATIVE LIGHT POLE EACH	SPV.0060.02 DECORATIVE LUMINAIRE ARM EACH	SPV.0060.03 DECORATIVE LED LUMINAIRE EACH	SPV.0060.04 DECORATIVE POLE MOUNTED BANNER ARM EACH	SPV.0060.05 CONCRETE BASES TYPE 5 MODIFIED EACH	SPV.0060.06 FURNISH AND INSTALL DEAD-FRONT GFCI EACH
002-16	92+67.0	62.5' RT	1	1	1	1	1	1
002-18	93+55.0	62.5' RT	1	1	1	1	1	1
002-19	94+92.8	52.5'RT	1	1	1	1	1	1
002-20	95+77.8	52.5'RT	1	1	1	1	1	1
002-21	96+58.0	52.5'RT	1	1	1	1	1	1
002-22	97+47.8	52.5'RT	1	1	1	1	1	1
CR-7	99+25.0	52.5'RT	1	1	1	1	1	1
CR-6	100+15.0	52.5'RT	1	1	1	1	1	1
CR-5	101+05.0	52.5'RT	1	1	1	1	1	1
CR-4	101+95.0	52.5'RT	1	1	1	1	1	1
CR-3	102+85.0	52.5'RT	1	1	1	1	1	1
CR-2	103+75.0	52.5'RT	1	1	1	1	1	1
CR-1	104+65.0	52.5'RT	1	1	1	1	1	1
PROJECT 2722-08-71 TOTAL			13	13	13	13	13	13

**CATEGORY 0020

ALL ITEMS ARE CATEGORY **0020** UNLESS OTHERWISE SPECIFIED.

FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_DS21_NA_2020\Documents\60634334-STH89 Design ID3390-04-00\900-CAD GIS\910_CAD\33900400\SheetsPlan\030201_MQ.pptx ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023 PLOTTED DATE: 10/25/2024 7:37 AM

SIGNING REMOVAL: PART 1

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	SPV.0060.08 REMOVE, SALVAGE, AND REINSTALL SIGNS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
RSR-01	1 OF 11	R3-20L	---	1	---	---	BEGIN LEFT TURN LANE
R01-01	1 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R01-02	1 OF 11	R7-52D	---	---	1	1	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
RSR-02	1 OF 11	W3-3	---	1	---	---	SIGNAL AHEAD
R01-03	1 OF 11	M2-1	---	---	1	1	JCT
R01-04	1 OF 11	M1-5A	R01-03	---	1	---	COUNTY MARKER
R01-05	1 OF 11	M2-1	---	---	1	1	JCT
R01-06	1 OF 11	M1-5A	R01-05	---	1	---	COUNTY MARKER
R01-07	1 OF 11	M1-5A	R01-05	---	1	---	COUNTY MARKER
R01-08	1 OF 11	R4-7	---	---	1	1	KEEP RIGHT
R01-09	1 OF 11	R7-52D	---	---	1	1	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
RSR-03	1 OF 11	R4-11	---	1	---	---	BICYCLES MAY USE FULL LANE
RSR-04	1 OF 11	R7-52D	---	1	---	---	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
RSR-05	1 OF 11	M1-5A	---	1	---	---	COUNTY MARKER
R02-01	2 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R02-02	2 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R02-03	2 OF 11	R7-52D	R02-02	---	1	---	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
R02-04	2 OF 11	R1-1	---	---	1	1	STOP
R02-05	2 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R02-06	2 OF 11	M1-94H	R02-05	---	1	---	OVERHEAD STREET NAME SIGN
R02-07	2 OF 11	R7-52D	---	---	1	1	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
R02-08	2 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R02-09	2 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R02-10	2 OF 11	R5-2	---	---	1	1	NO TRUCKS
R02-11	2 OF 11	M1-94H	---	---	1	---	OVERHEAD STREET NAME SIGN
R02-12	2 OF 11	M5-1L	---	---	1	---	ADVANCE ARROW LEFT TURN
R02-13	2 OF 11	R3-7L	---	---	1	1	LEFT LANE MUST TURN LEFT
R02-14	2 OF 11	R7-52D	---	---	1	1	NO PARKING BETWEEN SIGNS - DOUBLE ARROW
R02-15	2 OF 11	R6-2R	---	---	1	1	ONE WAY RIGHT ARROW
R02-16	2 OF 11	R6-2R	R02-15	---	1	---	ONE WAY RIGHT ARROW
RSR-06	2 OF 11	R3-7R	---	1	---	---	RIGHT LANE MUST TURN RIGHT
RSR-07	2 OF 11	R3-7R	---	1	---	---	RIGHT LANE MUST TURN RIGHT
R03-01	3 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R03-02	3 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R03-03	3 OF 11	R10-3ER	R03-01	---	1	---	PUSH BUTTON TO CROSS SIGNAL - RIGHT ARROW
R03-04	3 OF 11	R4-7	R03-02	---	1	---	KEEP RIGHT
R03-05	3 OF 11	R10-3ED	R03-02	---	1	---	PUSH BUTTON TO CROSS SIGNAL - DOUBLE ARROW
R03-06	3 OF 11	M1-94H	---	---	1	---	OVERHEAD STREET NAME SIGN
R03-07	3 OF 11	R7-53L	R03-06	---	1	---	NO PARKING ON THIS SIDE - LEFT ARROW
R03-08	3 OF 11	R4-7	---	---	1	---	KEEP RIGHT
SUBTOTAL				7	33	17	

SIGNING REMOVAL: PART 2

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	SPV.0060.08 REMOVE, SALVAGE, AND REINSTALL SIGNS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R03-09	3 OF 11	R10-3EL	---	---	1	---	PUSH BUTTON TO CROSS SIGNAL - LEFT ARROW
R03-10	3 OF 11	R10-3ED	R03-08	---	1	---	PUSH BUTTON TO CROSS SIGNAL - DOUBLE ARROW
R03-11	3 OF 11	R10-3ED	---	---	1	---	PUSH BUTTON TO CROSS SIGNAL - DOUBLE ARROW
R03-12	3 OF 11	R10-3ER	---	---	1	---	PUSH BUTTON TO CROSS SIGNAL - RIGHT ARROW
R03-13	3 OF 11	R1-1F	R03-12	---	1	---	STOP (FOLDING)
R03-14	3 OF 11	R1-1F	R03-11	---	1	---	STOP (FOLDING)
R03-15	3 OF 11	R7-52R	R03-12	---	1	---	NO PARKING BETWEEN SIGNS - RIGHT ARROW
R03-16	3 OF 11	R5-2	---	---	1	1	NO TRUCKS
R03-17	3 OF 11	---	R03-16	---	1	---	10 TON LIMIT - RIGHT ARROW
R03-18	3 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R03-19	3 OF 11	M1-94H	R03-18	---	1	---	OVERHEAD STREET NAME SIGN
R03-20	3 OF 11	R1-1F	R03-08	---	1	---	STOP (FOLDING)
R03-21	3 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R03-22	3 OF 11	R7-52R	R03-21	---	1	---	NO PARKING BETWEEN SIGNS - RIGHT ARROW
R03-23	3 OF 11	R10-3ER	R03-21	---	1	---	PUSH BUTTON TO CROSS SIGNAL - RIGHT ARROW
R03-24	3 OF 11	R4-7	---	---	1	---	KEEP RIGHT
R03-25	3 OF 11	R10-3ED	R03-24	---	1	---	PUSH BUTTON TO CROSS SIGNAL - DOUBLE ARROW
R03-26	3 OF 11	R1-1F	R03-24	---	1	---	STOP (FOLDING)
R03-27	3 OF 11	R10-3EL	---	---	1	---	PUSH BUTTON TO CROSS SIGNAL - LEFT ARROW
R03-28	3 OF 11	R4-7	R03-11	---	1	---	KEEP RIGHT
R03-29	3 OF 11	R7-53L	---	---	1	---	NO PARKING ON THIS SIDE - LEFT ARROW
R03-30	3 OF 11	M1-94H	R03-29	---	1	---	OVERHEAD STREET NAME SIGN
R03-31	3 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R03-32	3 OF 11	R7-52R	---	---	1	1	NO PARKING BETWEEN SIGNS - RIGHT ARROW
R03-33	3 OF 11	R5-54	---	---	1	1	NO THRU TRAFFIC
R03-34	3 OF 11	R1-1	---	---	1	1	STOP
R03-35	3 OF 11	---	---	---	1	1	USE 2 LANES ONLY
R04-01	4 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R04-02	4 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R04-03	4 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R04-04	4 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R05-01	5 OF 11	R1-1	---	---	1	1	STOP
R05-02	5 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R05-03	5 OF 11	M1-94H	R05-02	---	1	---	OVERHEAD STREET NAME SIGN
R05-04	5 OF 11	R4-7	---	---	1	1	KEEP RIGHT
R05-05	5 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R05-06	5 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R06-01	6 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R06-02	6 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R07-01	7 OF 11	R4-7	---	---	1	1	KEEP RIGHT
SUBTOTAL				0	40	19	

3

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

SIGNING REMOVAL: PART 3

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	SPV.0060.08 REMOVE, SALVAGE, AND REINSTALL SIGNS EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R07-02	7 OF 11	R1-1	---	---	1	1	STOP
R07-03	7 OF 11	R1-1	---	---	1	1	STOP
R07-04	7 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R07-05	7 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R07-06	7 OF 11	M1-94H	R07-05	---	1	---	OVERHEAD STREET NAME SIGN
R07-07	7 OF 11	R4-7	R07-05	---	1	---	KEEP RIGHT
R07-08	7 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R07-09	7 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R08-01	8 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R08-02	8 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R09-01	9 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R09-02	9 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R09-03	9 OF 11	---	---	---	1	1	USE 2 LANES ONLY
R09-04	9 OF 11	R4-7	---	---	1	---	KEEP RIGHT
R09-05	9 OF 11	M1-94H	---	---	1	---	OVERHEAD STREET NAME SIGN
R09-06	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-07	9 OF 11	R7-1R	---	---	1	1	NO PARKING ANY TIME - RIGHT ARROW
R09-08	9 OF 11	R7-1L	---	---	1	1	NO PARKING ANY TIME - LEFT ARROW
R09-09	9 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R09-10	9 OF 11	M1-94H	R09-09	---	1	---	OVERHEAD STREET NAME SIGN
R09-11	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-12	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-13	9 OF 11	R3-7L	---	---	1	1	LEFT LANE MUST TURN LEFT
R09-14	9 OF 11	R3-7L	R09-02	---	1	---	LEFT LANE MUST TURN LEFT
R09-15	9 OF 11	R1-1F	R09-04	---	1	---	STOP (FOLDING)
R09-16	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-17	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-18	9 OF 11	R1-1F	---	---	1	---	STOP (FOLDING)
R09-19	9 OF 11	R4-7	R09-12	---	1	---	KEEP RIGHT
R09-20	9 OF 11	M1-94H	R09-12	---	1	---	OVERHEAD STREET NAME SIGN
R09-21	9 OF 11	M1-94H	R09-12	---	1	---	OVERHEAD STREET NAME SIGN
R09-22	9 OF 11	R2-1	R09-13	---	1	---	SPEED LIMIT 40 MPH
R09-23	9 OF 11	R2-1	---	---	1	1	SPEED LIMIT 40 MPH
R10-01	10 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R10-02	10 OF 11	W3-3	---	---	1	1	SIGNAL AHEAD
R10-03	10 OF 11	R3-2	---	---	1	1	NO LEFT TURN SYMBOL
R10-04	10 OF 11	R1-1	---	---	1	1	STOP
R10-05	10 OF 11	R7-1R	---	---	1	1	NO PARKING ANY TIME - RIGHT ARROW
R10-06	10 OF 11	R6-2R	---	---	1	1	ONE WAY RIGHT ARROW
R11-01	11 OF 11	R7-53L	---	---	1	1	NO PARKING ON THIS SIDE - LEFT ARROW
R11-02	11 OF 11	M1-94H	---	---	1	1	OVERHEAD STREET NAME SIGN
R11-03	11 OF 11	M1-94H	R11-02	---	1	---	OVERHEAD STREET NAME SIGN
R11-04	11 OF 11	R3-2	---	---	1	1	NO LEFT TURN SYMBOL
R11-05	11 OF 11	M2-1	---	---	1	1	JCT
R11-06	11 OF 11	M1-5A	R11-05	---	1	---	COUNTY MARKER
R11-07	11 OF 11	M2-1	---	---	1	1	JCT
R11-08	11 OF 11	M1-5A	R11-10	---	1	---	COUNTY MARKER
SUBTOTAL				0	47	27	
PROJECT 2722-08-71 TOTAL				**7**	**120**	**63**	

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

PERMANENT SIGNING: PART 1

SIGN #	SIGN CODE	SHEET #	SIGN SIZE W IN. X H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.22 POSTS TUBULAR STEEL 1.75X1.75-INCH X 13-FT EACH	SPV.0060.23 POSTS TUBULAR STEEL 1.75X1.75-INCH X 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
01-01	R6-2R	1 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
01-02	W3-3	1 OF 11	36 X 36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
01-03	R7-52D	1 OF 11	24 X 30	5.00	-	-	1	-	-	NO PARKING BETWEEN SIGNS (DOUBLE ARROW)
01-04	M2-1	1 OF 11	21 X 15	2.20	-	-	1	-	-	JCT
01-05	M1-5A	1 OF 11	24 X 24	4.00	-	-	-	-	01-04	CTH ROUTE MARKER
01-06	M2-1	1 OF 11	21 X 15	2.20	-	-	1	-	-	JCT
01-07	M1-5A	1 OF 11	24 X 24	4.00	-	-	-	-	01-06	CTH ROUTE MARKER
01-08	M1-5A	1 OF 11	24 X 24	4.00	-	-	-	-	01-06	CTH ROUTE MARKER
01-09	W12-1D	1 OF 11	24 X 24	-	-	4.00	1	-	-	DOUBLE DIAGONAL ARROW
01-10	R7-52D	1 OF 11	24 X 30	5.00	-	-	1	-	-	NO PARKING BETWEEN SIGNS (DOUBLE ARROW)
01-11	R6-2R	1 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
01-12	R6-2R	1 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
01-13	R5-1A	1 OF 11	42 X 30	8.75	-	-	1	-	-	WRONG WAY
01-14	R5-1A	1 OF 11	42 X 30	8.75	-	-	1	-	-	WRONG WAY
01-15	W3-3	1 OF 11	36 X 36	-	-	9	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
01-16	W3-3	1 OF 11	36 X 36	-	-	9	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
01-17	R3-2	1 OF 11	36 X 36	9.00	-	-	-	1	-	NO LEFT TURN SYMBOL
01-18	R5-1	1 OF 11	36 X 36	6.25	-	-	-	1	-	DO NOT ENTER
02-01	R3-20L	2 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
02-02	R2-1	2 OF 11	30 X 36	7.50	-	-	-	-	-	SPEED LIMIT (40 MPH)
02-03	R7-52D	2 OF 11	24 X 30	5.00	-	-	-	-	02-02	NO PARKING BETWEEN SIGNS (DOUBLE ARROW)
02-04	R2-1	2 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
02-05	R1-1	2 OF 11	30 X 30	5.18	-	-	1	-	-	STOP
02-06	R4-7	2 OF 11	24 X 30	5.00	-	-	-	-	-	KEEP RIGHT SYMBOL
02-07	R3-2	2 OF 11	36 X 36	9.00	-	-	-	-	02-06	NO LEFT TURN SYMBOL
02-08	R5-1	2 OF 11	36 X 36	6.25	-	-	-	1	-	DO NOT ENTER
02-09	R6-2R	2 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
02-10	R7-52D	2 OF 11	24 X 30	5.00	-	-	1	-	-	NO PARKING BETWEEN SIGNS (DOUBLE ARROW)
02-11	R3-8LAAR	2 OF 11	72 X 30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
02-12	R5-2	2 OF 11	24 X 24	4.00	-	-	-	-	-	NO TRUCKS
02-13	M5-1L	2 OF 11	21 X 21	3.06	-	-	-	-	02-12	ADVANCE TURN ARROW FOR J ASSEMBLIES
02-14	R3-20L	2 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
02-15	R7-52D	2 OF 11	24 X 30	5.00	-	-	1	-	-	NO PARKING BETWEEN SIGNS (DOUBLE ARROW)
02-16	R6-2R	2 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
02-17	R6-2R	2 OF 11	30 X 36	7.50	-	-	-	-	02-16	ONE WAY (RIGHT ARROW)
03-01	R5-1	3 OF 11	36 X 36	9.00	-	-	-	1	-	DO NOT ENTER
03-02	R1-1F	3 OF 11	36 X 36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-03	R1-1F	3 OF 11	36 X 36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-04	R10-3ER	3 OF 11	9 X 15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (RIGHT ARROW)
03-05	R4-7	3 OF 11	24 X 30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
03-06	R10-3ED	3 OF 11	9 X 15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (DOUBLE ARROW)
	SUBTOTAL			209.52	14.92	31.00	12	15		

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_DS21_NA_2020\Documents\60634334-STH89 Design ID3390-04-00\900-CAD GIS\910_CAD\33900400\SheetsPlan\030201_MQ.pptx
ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

PERMANENT SIGNING: PART 2

SIGN #	SIGN CODE	SHEET #	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.22 POSTS TUBULAR STEEL 1.75X1.75-INCH X 13-FT EACH	SPV.0060.23 POSTS TUBULAR STEEL 1.75X1.75-INCH X 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
03-07	R7-52L	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	NO PARKING BETWEEN SIGNS (LEFT ARROW)
03-08	M1-94H	3 OF 11	78	X	18	9.75	-	-	-	-	SIGNAL	OVERHEAD STREET NAME SIGN (W COFFEE RD)
03-09	R10-3EL	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (LEFT ARROW)
03-10	R10-3ER	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (RIGHT ARROW)
03-11	R7-52R	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	NO PARKING BETWEEN SIGNS (RIGHT ARROW)
03-12	R5-1	3 OF 11	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
03-13	R5-2	3 OF 11	24	X	24	4.00	-	-	-	-	-	NO TRUCKS
03-14	R12-1	3 OF 11	24	X	30	5.00	-	-	-	-	03-13	WEIGHT LIMIT (10) TONS
03-15	M6-1	3 OF 11	21	X	21	3.06	-	-	-	-	03-13	DIRECTIONAL ARROWS FOR J ASSEMBLIES
03-16	R4-7	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
03-17	R10-3ED	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (DOUBLE ARROW)
03-18	R1-1F	3 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-19	R1-1F	3 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-20	R10-3ED	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (DOUBLE ARROW)
03-21	R4-7	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
03-22	R5-1	3 OF 11	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
03-23	R7-52R	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	NO PARKING BETWEEN SIGNS (RIGHT ARROW)
03-24	R1-1F	3 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-25	R1-1F	3 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-26	R10-3ER	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (RIGHT ARROW)
03-27	R4-7	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
03-28	R10-3ED	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (DOUBLE ARROW)
03-29	R1-1F	3 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
03-30	R5-1	3 OF 11	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
03-31	R10-3EL	3 OF 11	9	X	15	0.94	-	-	-	-	SIGNAL	PUSH BUTTON TO CROSS SIGNAL (LEFT ARROW)
03-32	R7-52L	3 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	NO PARKING BETWEEN SIGNS (LEFT ARROW)
03-33	M1-94H	3 OF 11	78	X	18	9.75	-	-	-	-	SIGNAL	OVERHEAD STREET NAME SIGN (W COFFEE RD)
03-34	R3-20R	3 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
03-35	R2-1	3 OF 11	30	X	36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
03-36	R2-1	3 OF 11	30	X	36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
03-37	R7-52R	3 OF 11	24	X	30	5.00	-	-	1	-	-	NO PARKING BETWEEN SIGNS (RIGHT ARROW)
03-38	R5-54	3 OF 11	24	X	30	5.00	-	-	1	-	-	NO THRU TRAFFIC
03-39	R1-1	3 OF 11	30	X	30	5.18	-	-	1	-	-	STOP
03-40	R3-52P	3 OF 11	30	X	42	8.75	-	-	-	1	-	CURB LANE PARKING, BICYCLES, AND RIGHT TURNS ONLY
04-01	W3-3	4 OF 11	36	X	36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
04-02	W3-3	4 OF 11	36	X	36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
04-03	R3-20R	4 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
04-04	R3-20L	4 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
04-05	R3-8LAAR	4 OF 11	72	X	30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
04-06	R3-8LAAR	4 OF 11	72	X	30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
04-07	R2-1	4 OF 11	30	X	36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
	SUBTOTAL					194.57	37.30	18.00	7	12		

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_DS21_NA_2020\Documents\60634334-STH89 Design ID3390-04-00\900-CAD GIS\910_CAD\33900400\SheetsPlan\030201_MQ.pptx
ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

PERMANENT SIGNING: PART 3

SIGN #	SIGN CODE	SHEET #	SIGN SIZE W IN. X H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.22 POSTS TUBULAR STEEL 1.75X1.75-INCH X 13-FT EACH	SPV.0060.23 POSTS TUBULAR STEEL 1.75X1.75-INCH X 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
04-08	R2-1	4 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
04-09	R3-20L	4 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
05-01	R1-1	5 OF 11	30 X 30	5.18	-	-	-	1	-	STOP
05-02	R6-3	5 OF 11	30 X 24	5.00	-	-	-	-	05-01	DIVIDED HIGHWAY CROSSING
05-03	R3-20R	5 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
05-04	R6-2L	5 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (LEFT ARROW)
05-05	R4-7	5 OF 11	24 X 30	5.00	-	-	1	-	-	KEEP RIGHT SYMBOL
05-06	R2-1	5 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
05-07	R2-1	5 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
06-01	R2-1	6 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
06-02	R2-1	6 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
06-03	R3-20L	6 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
06-04	R3-20R	6 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
07-01	R4-7	7 OF 11	24 X 30	5.00	-	-	1	-	-	KEEP RIGHT SYMBOL
07-02	R6-2L	7 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (LEFT ARROW)
07-03	R1-1	7 OF 11	30 X 30	5.18	-	-	-	1	-	STOP
07-04	R6-3	7 OF 11	30 X 24	5.00	-	-	-	-	07-03	DIVIDED HIGHWAY CROSSING
07-05	R3-20R	7 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
07-06	R3-20L	7 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
07-07	R1-1	7 OF 11	30 X 30	5.18	-	-	-	1	-	STOP
07-08	R6-3	7 OF 11	30 X 24	5.00	-	-	-	-	07-07	DIVIDED HIGHWAY CROSSING
07-09	R6-2L	7 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (LEFT ARROW)
07-10	R4-7	7 OF 11	24 X 30	5.00	-	-	1	-	-	KEEP RIGHT SYMBOL
07-11	R2-1	7 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
07-12	R2-1	7 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
08-01	R6-2R	8 OF 11	30 X 36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
08-02	R3-8LAAR	8 OF 11	72 X 30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
08-03	R3-8LAAR	8 OF 11	72 X 30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
08-04	R3-20R	8 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
08-05	W3-3	8 OF 11	36 X 36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
08-06	W3-3	8 OF 11	36 X 36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
08-07	R3-20L	8 OF 11	24 X 36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
09-01	R2-1	9 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
09-02	R2-1	9 OF 11	30 X 36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
09-03	R3-52P	9 OF 11	30 X 42	8.75	-	-	-	1	-	CURB LANE PARKING, BICYCLES, AND RIGHT TURNS ONLY
09-04	M1-94H	9 OF 11	96 X 18	12.00			-	-	SIGNAL	OVERHEAD STREET NAME SIGN (W RYERSON RD)
09-05	R4-7	9 OF 11	24 X 30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
09-06	R7-1R	9 OF 11	18 X 24	3.00	-	-	1	-	-	NO PARKING ANY TIME (RIGHT ARROW)
09-07	R1-1F	9 OF 11	36 X 36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-08	R7-1L	9 OF 11	18 X 24	3.00	-	-	1	-	-	NO PARKING ANY TIME (LEFT ARROW)
09-09	R5-1	10 OF 12	36 X 36	9.00	-	-	-	-	SIGNAL	DO NOT ENTER
	SUBTOTAL			261.79	7.46	18.00	9	27		

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PERMANENT SIGNING: PART 4

SIGN #	SIGN CODE	SHEET #	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.22 POSTS TUBULAR STEEL 1.75X1.75-INCH X 13-FT EACH	SPV.0060.23 POSTS TUBULAR STEEL 1.75X1.75-INCH X 14-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
09-10	R1-1F	9 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-11	R1-1F	9 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-12	R3-20LL	9 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE (LEFT ARROW)
09-13	R3-20LL	9 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE (LEFT ARROW)
09-14	R1-1F	9 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-15	R1-1F	9 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-16	R5-1	10 OF 12	36	X	36	9.00	-	-	-	-	SIGNAL	DO NOT ENTER
09-17	R5-1	11 OF 13	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
09-18	R5-1	12 OF 14	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
09-19	R1-1F	9 OF 11	36	X	36	-	7.46	-	-	-	SIGNAL	STOP (FOLDING SIGN)
09-20	M1-94H	9 OF 11	96	X	18	12.00			-	-	SIGNAL	OVERHEAD STREET NAME SIGN (W RYERSON RD)
09-21	R4-7	9 OF 11	24	X	30	5.00	-	-	-	-	SIGNAL	KEEP RIGHT SYMBOL
09-22	R2-1	9 OF 11	30	X	36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
09-23	R2-1	9 OF 11	30	X	36	7.50	-	-	-	1	-	SPEED LIMIT (40 MPH)
10-01	R3-20L	10 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
10-02	R3-20R	10 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN RIGHT TURN LANE
10-03	R6-2R	10 OF 11	30	X	36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
10-04	R3-8LAAR	10 OF 11	72	X	30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
10-05	R3-8LAAR	10 OF 11	72	X	30	15.00	-	-	2	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY
10-06	W3-3	10 OF 11	36	X	36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
10-07	W3-3	10 OF 11	36	X	36	-	-	9.00	-	1	-	TRAFFIC SIGNALS AHEAD SYMBOL
10-08	R7-1R	10 OF 11	18	X	24	3.00	-	-	1	-	-	NO PARKING ANY TIME (RIGHT ARROW)
10-09	R1-1	10 OF 11	30	X	30	5.18	-	-	1	-	-	STOP
10-10	R3-2	10 OF 11	24	X	24	4.00	-	-	1	-	-	NO LEFT TURN SYMBOL
10-11	R5-1	10 OF 11	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
10-12	R4-7	10 OF 11	24	X	30	5.00	-	-	-	-	-	KEEP RIGHT SYMBOL
10-13	R3-2	11 OF 12	36	X	36	9.00	-	-	-	-	10-12	NO LEFT TURN SYMBOL
10-14	R6-2R	10 OF 11	30	X	36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
10-15	R3-20L	10 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE
10-16	R3-20LL	10 OF 11	24	X	36	6.00	-	-	-	1	-	BEGIN LEFT TURN LANE (LEFT ARROW)
10-17	R6-2R	10 OF 11	30	X	36	7.50	-	-	-	1	-	ONE WAY (RIGHT ARROW)
11-01	R7-1L	11 OF 11	18	X	24	3.00	-	-	1	-	-	NO PARKING ANY TIME (LEFT ARROW)
11-02	R5-1	11 OF 11	36	X	36	9.00	-	-	-	1	-	DO NOT ENTER
11-03	R3-2	11 OF 11	36	X	36	9.00	-	-	-	1	-	NO LEFT TURN SYMBOL
11-04	R5-1A	11 OF 11	42	X	30	8.75	-	-	1	-	-	WRONG WAY
11-05	R5-1A	11 OF 11	42	X	30	8.75	-	-	1	-	-	WRONG WAY
11-06	M2-1	11 OF 11	21	X	15	2.20	-	-	1	-	-	JCT
11-07	M1-5A	11 OF 11	24	X	24	4.00	-	-	-	-	11-06	CTH ROUTE MARKER
11-08	M2-1	11 OF 11	21	X	15	2.20	-	-	1	-	-	JCT
11-09	M1-5A	11 OF 11	24	X	24	4.00	-	-	-	-	11-08	CTH ROUTE MARKER
	SUBTOTAL					233.58	37.30	18.00	12	18		
PROJECT 2722-08-71 TOTAL						**899.46**	**96.98**	**85.00**	**40**	**72**		

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FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_DS21_NA_2020\Documents\60634334-STH89 Design ID3390-04-00\900-CAD GIS\910_CAD\33900400\SheetsPlan\030201_MQ.pptx
ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
PLOTTED DATE: 10/25/2024 7:37 AM

UTILITY ADJUSTMENTS: PART 1

STA (C/L)	OFFSET		611.8110* ADJUSTING MANHOLE COVERS EACH	611.8115* ADJUSTING INLET COVERS EACH	SPV.0060.09** ADJUSTING SANITARY MANHOLE COVERS EACH	SPV.0060.10** ADJUSTING WATER VALVE BOXES EACH	SPV.0060.11** ADJUSTING WATER MANHOLE COVERS EACH	SPV.0060.18** RELOCATING HYDRANT EACH	SPV.0060.19** RECONSTRUCTING SANITARY MANHOLES EACH
94+13	29'	LT	-	-	1	-	-	-	-
94+33	38'	RT	-	-	-	1	-	-	-
94+59	3'	RT	-	1	-	-	-	-	-
94+60	60'	LT	-	1	-	-	-	-	-
95+36	46'	RT	-	-	1	-	-	-	-
95+83	42'	RT	-	-	-	1	-	-	-
95+83	52'	RT	-	-	-	-	-	1	-
96+60	31'	LT	-	-	1	-	-	-	1
97+62	42'	RT	-	-	-	1	-	-	-
97+68	45'	RT	-	-	-	1	-	-	-
97+70	41'	RT	-	-	-	1	-	-	-
97+84	50'	LT	-	1	-	-	-	-	-
99+83	32'	LT	-	-	1	-	-	-	-
99+89	42'	RT	-	-	-	1	-	-	-
99+89	52'	RT	-	-	-	-	-	1	-
100+95	50'	LT	-	1	-	-	-	-	-
102+86	32'	LT	-	-	1	-	-	-	-
103+69	71'	LT	-	-	-	1	-	-	-
103+71	53'	LT	-	-	-	1	-	-	-
103+80	41'	RT	-	-	-	1	-	-	-
103+83	53'	RT	-	-	-	-	-	1	-
103+96	50'	LT	-	1	-	-	-	-	-
104+29	31'	LT	-	-	1	-	-	-	-
104+13	6'	RT	-	1	-	-	-	-	-
104+15	41'	RT	-	-	-	1	-	-	-
105+30	4'	LT	-	1	-	-	-	-	-
105+60	82'	RT	-	1	-	-	-	-	-
105+77	74'	RT	1	-	-	-	-	-	-
106+20	51'	RT	-	-	-	-	1	-	-
107+63	32'	LT	-	-	1	-	-	-	-
107+94	32'	RT	-	-	-	1	-	-	-
109+05	48'	LT	-	1	-	-	-	-	-
109+58	50'	RT	-	-	-	1	-	-	-
110+59	31'	LT	-	-	1	-	-	-	-
111+58	48'	LT	-	1	-	-	-	-	-
111+59	48'	RT	-	1	-	-	-	-	-
113+00	24'	RT	-	-	-	1	-	-	-
113+74	20'	RT	-	-	-	1	-	-	-
113+89	32'	LT	-	-	1	-	-	-	-
114+49	48'	RT	-	1	-	-	-	-	-
116+73	24'	RT	-	-	-	1	-	-	-
116+75	24'	RT	-	-	-	1	-	-	-
117+28	31'	LT	-	-	1	-	-	-	-
SUBTOTAL			1	12	10	16	1	3	1

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN**

UTILITY ADJUSTMENTS: PART 2

STA (C/L)	OFFSET		611.8110* ADJUSTING MANHOLE COVERS EACH	611.8115* ADJUSTING INLET COVERS EACH	SPV.0060.09** ADJUSTING SANITARY MANHOLE COVERS EACH	SPV.0060.10** ADJUSTING WATER VALVE BOXES EACH	SPV.0060.11** ADJUSTING WATER MANHOLE COVERS EACH	SPV.0060.18** RELOCATING HYDRANT EACH	SPV.0060.19** RECONSTRUCTING SANITARY MANHOLES EACH
119+83	48'	LT	-	1	-	-	-	-	-
119+83	48'	RT	-	1	-	-	-	-	-
119+83	0'	RT	1	-	-	-	-	-	-
120+67	32'	LT	-	-	1	-	-	-	-
120+70	41'	RT	-	-	-	1	-	-	-
120+73	41'	RT	-	-	-	1	-	-	-
120+76	41'	RT	-	-	-	1	-	-	-
123+08	48'	LT	-	1	-	-	-	-	-
123+08	48'	RT	-	1	-	-	-	-	-
124+05	30'	LT	-	-	1	-	-	-	-
124+71	41'	RT	-	-	-	1	-	-	-
126+08	48'	LT	-	1	-	-	-	-	-
126+08	48'	RT	-	1	-	-	-	-	-
126+16	3'	RT	-	1	-	-	-	-	-
127+50	31'	LT	-	-	1	-	-	-	-
128+71	41'	RT	-	-	-	1	-	-	-
130+05	48'	LT	-	1	-	-	-	-	-
130+49	30'	LT	-	-	1	-	-	-	-
130+56	42'	RT	-	-	-	1	-	-	-
130+62	55'	LT	-	-	-	1	-	-	-
130+92	42'	RT	-	-	-	1	-	-	-
132+48	42'	RT	-	-	-	1	-	-	-
132+59	48'	RT	-	1	-	-	-	-	-
132+60	32'	LT	-	-	1	-	-	-	-
132+62	48'	LT	-	1	-	-	-	-	-
132+64	2'	LT	-	1	-	-	-	-	-
135+59	48'	LT	-	1	-	-	-	-	-
135+59	48'	RT	-	1	-	-	-	-	-
135+74	3'	LT	-	1	-	-	-	-	-
135+84	42'	RT	-	-	-	1	-	-	-
135+90	31'	LT	-	-	1	-	-	-	-
136+66	43'	RT	-	-	-	1	-	-	-
138+64	3'	LT	-	1	-	-	-	-	-
139+08	28'	LT	-	-	1	-	-	-	-
141+76	3'	LT	-	1	-	-	-	-	-
142+51	57'	RT	-	-	-	1	-	-	-
142+62	37'	LT	-	-	-	-	1	-	-
142+63	28'	RT	-	-	-	1	-	-	-
142+99	4'	LT	1	-	-	-	-	-	-
144+78	3'	LT	-	1	-	-	-	-	-
152+07	42'	LT	1	-	-	-	-	-	-
152+07	48'	LT	-	1	-	-	-	-	-
SUBTOTAL			3	18	7	13	1	0	0
UNDISTRIBUTED			1	3	2	3	1	1	1
PROJECT 2722-08-71 TOTAL			**5**	**33**	**19**	**32**	**3**	**4**	**2**

****CATEGORY 0020**

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

SAWING: PART 1

STATION	LT/RT	LOCATION	690.0150 SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
92+72 - 94+00		LANE	-	150
94+00		BEGIN PROJECT	-	109
		W CHURCHVIEW DR	31	-
		W ST. FRANCIS DR	30	-
		W COFFEE RD - EAST	108	3
		W COFFEE RD - WEST	66	5
		W SAN MATEO DR	-	29
		W RIVIERA DR	-	29
		S PINEWOOD CREEK CT	25	5
		W EL DORADO DR	-	29
		W RYERSON RD - WEST	50	-
		W RYERSON RD - EAST	30	5
		S JAMES DR	39	5
		END PROJECT	-	75
93+90	RT	DWY	-	27
94+40	RT	DWY	25	**5**
94+65	RT	SIDEWALK	-	11
95+73	LT	DWY	-	18
96+90	LT	DWY	21	**-**
98+00	LT	DWY	26	**-**
98+30	RT	SIDEWALK	-	12
98+50	RT	DWY	54	5
99+00	RT	SIDEWALK	-	7
99+13	LT	DWY	19	-
100+18	LT	DWY	23	-
101+27	LT	DWY	-	24
103+28	RT	SIDEWALK	-	6
103+53	RT	DWY	30	5
103+77	RT	SIDEWALK	-	6
	SUBTOTAL		577	570

SAWING: PART 2

STATION	LT/RT	LOCATION	690.0150 SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
104+92	LT	DWY	23	-
105+21	RT	SIDEWALK	-	6
105+52	RT	SIDEWALK	-	6
106+40	LT	SIDEWALK	-	6
106+98	RT	DWY	-	22
111+17	RT	DWY	-	23
112+23	RT	DWY	23	-
113+30	RT	DWY	-	22
114+65	RT	DWY	-	24
115+90	RT	DWY	-	24
117+08	RT	DWY	24	-
118+28	RT	DWY	33	-
120+03	LT	DWY	22	-
120+75	LT	DWY	-	24
122+04	LT	DWY	21	-
122+88	LT	DWY	-	27
123+99	LT	DWY	19	-
124+91	LT	DWY	21	-
125+79	LT	DWY	19	-
126+69	LT	DWY	17	-
127+84	LT	DWY	-	24
135+85	RT	DWY	27	-
139+50	LT	DWY	-	38
144+80	RT	DWY	24	-
146+78	LT	DWY	33	-
146+74	RT	DWY	25	-
150+50	RT	DWY	18	-
151+92	RT	DWY	21	-
	SUBTOTAL		370	246
PROJECT 2722-08-71 TOTAL			947	816

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN**

MONUMENTS

STATION	DESCRIPTION	SPV.0060.26 SECTION CORNER MONUMENTS EACH
132+49.54	CONCRETE	1
SE CORNER OF SEC 10-6-20	MONUMENT	
SW CORNER OF SEC 11-6-20	WITH	
NW CORNER OF SEC 14-6-20	BRASS CAP	
NE CORNER OF SEC 15-6-20		
PROJECT 2722-08-71 TOTAL		**1**

DRAIN TILE SUMP CONNECTION

LOCATION	SPV.0060.25 DRAIN TILE SUMP CONNECTION EACH
PROJECT	25
PROJECT 2722-08-71 TOTAL	**25**

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
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REMOVAL ITEMS

STAGE	LOCATION	STATION	- STATION	204.0150 * REMOVING CURB & GUTTER LF	690.0250 * SAWING CONCRETE LF
1					
	CTH O	93+15	- 96+16	433	433
		151+29	- 153+25	280	290
	SUBTOTAL			713	723
2					
	CTH O	94+70	- 96+00	130	130
	SUBTOTAL			130	130
	PROJECT 2722-08-71 TOTAL			**843**	**853**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

EXCAVATION COMMON

STAGE	LOCATION	205.0100 * EXCAVATION COMMON CY
4B		
	93+15 - 98+00	415
	150+25 - 153+25	296
	PROJECT 2722-08-71 TOTAL	**711**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

ADJUSTING MANHOLE & INLET COVERS

STAGE	LOCATION	STATION	611.8120.S COVER PLATES TEMPORARY EACH
1	CTH O	94+80	2
		152+05	2
	SUBTOTAL		4
2	CTH O		
		95+90	2
		152+05	1
	SUBTOTAL		3
	PROJECT 2722-08-71 TOTAL		**7**

3

BASE AGGREGATE ITEMS

STAGE	LOCATION	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON
1		
	93+15 - 96+16	292
	151+33 - 153+25	207
	SUBTOTAL	499
2		
	94+70 - 96+75	130
	150+25 - 152+38	170
	SUBTOTAL	300
3		
	96+16 - 98+00	90
	SUBTOTAL	90
	PROJECT 2722-08-71 TOTAL	**889**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

ASPHALTIC ITEMS

STAGE	LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON
1		
	93+15 - 96+16	168
	151+33 - 153+25	119
	SUBTOTAL	287
2		
	94+70 - 96+75	75
	150+25 - 152+38	98
	SUBTOTAL	173
3		
	96+16 - 98+00	52
	SUBTOTAL	52
	PROJECT 2722-08-71 TOTAL	**513**

REMOVING PAVEMENT MARKING ITEMS

STAGE	LOCATION	STATION	- STATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
1	CTH O	87+00	- 102+25	100	--	1
		144+00	- 157+00	100	--	--
	SUBTOTAL			100	--	--
2	CTH O					
		91+00	- 155+00	1,000	780	3
	SUBTOTAL			1,000	780	3
	PROJECT 2722-08-71 TOTAL			**1,100**	**780**	**3**

TRAFFIC CONTROL QUANTITIES (1 OF 3)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

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TRAFFIC CONTROL ITEMS

STAGE	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS NO.	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES NO.	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900* TRAFFIC CONTROL SIGNS NO.	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
1		31																		
	CTH O		163	5,053	8	248	--	--	--	--	16	496	36	1,116	4	124	45	1,395	2	14
	SUBTOTAL			5,053		248		--		--		496		1,116		124		1,395		14
2		91																		
	CTH O		402	36,582	64	5,824	66	66	66	66	22	2,002	33	3,003	2	182	77	7,007	2	14
	SUBTOTAL			36,582		5,824		66		66		2,002		3,003		182		7,007		14
3		76																		
	CTH O		471	35,796	47	3,572	53	53	53	53	24	1,824	35	2,660	2	152	71	5,396	2	14
	SUBTOTAL			35,796		3,572		53		53		1,824		2,660		152		5,396		14
4A		30																		
	CTH O		170	5,100	4	120	--	--	--	--	8	240	41	1,230	4	120	42	1,260	2	14
	SUBTOTAL			5,100		120		--		--		240		1,230		120		1,260		14
4B		16																		
	CTH O		157	2,512	2	32	--	--	--	--	4	64	36	576	4	64	41	656	2	14
	SUBTOTAL			2,512		32		--		--		64		576		64		656		14
	PROJECT 2722-08-71 TOTAL			**85,043**		**9,796**		**119**		**119**		**4,626**		**8,585**		**642**		**15,714**		**70**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE PAVEMENT ITEMS

STAGE	LOCATION	STATION - STATION	415.1105 CONCRETE PAVEMENT HES 10 1/2-INCH SY	416.0610 * DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
2	CTH O/COFFEE RD NB	105+40 - 106+50	655	--	32
3	CTH O/COFFEE RD SB	105+40 - 106+50	920	--	32
4A	CTH O				
		92+75 - 96+75	1,607	--	40
4B	CTH O				
		94+00 - 98+00	823	40	--
		150+25 - 152+42	418	--	16
	PROJECT 2722-08-71 TOTAL		**4,423**	**40**	**120**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC CONTROL QUANTITIES (2 OF 3)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

3

3

TRAFFIC CONTROL ITEMS-TEMP PED DETOUR

STAGE	LOCATION	STAGE DURATION	643.0900* TRAFFIC CONTROL SIGNS		644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP		644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 TEMPORARY PEDESTRIAN BARRICADE
		DAYS	NO.	DAY	SF	NO.	DAY	SF	LF
2	CTH O	91	7	637	340	5	455	50	176
3	CTH O	76	9	684	517	7	532	70	352
4A	CTH O	30	7	210	--	--	--	--	--
PROJECT 2722-08-71TOTAL				**1,531**	**857**	**12**	**987**	**120**	**528**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TEMPORARY PAVEMENT MARKING ITEMS

STAGE	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH			643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH			643.3205 TEMPORARY MARKING LINE PAINT 8-INCH	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH
		12.5' LINE 37.5' SKIP	SOLID WHITE	SOLID YELLOW	12.5' LINE 37.5' SKIP	SOLID WHITE	SOLID YELLOW	SOLID WHITE	SOLID WHITE
		LF	LF	LF	LF	LF	LF	LF	LF
1	CTH O	--	2,718	--	--	266	--	--	333
2	CTH O	152	196	10,242	--	478	478	1,474	--
3	CTH O	100	409	366	100	610	10,915	--	702
4A	CTH O	--	--	767	--	1,222	1,382	--	--
4B	CTH O	--	--	--	--	--	3,530	--	--
PROJECT2722-08-71 TOTAL			**14,950**			**15,451**		**1,474**	**1,035**

TRAFFIC CONTROL QUANTITIES (3 OF 3)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED.

PROJECT NUMBER: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET NO:

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ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023
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REMOVE TRAFFIC SIGNALS

LOCATION		204.9060.S.02 REMOVING TRAFFIC SIGNALS EACH
CTH O (S MOORLAND RD) & W COFFEE RD		1
PROJECT 2722-08-71	TOTAL	1

POLES

CTH O (S MOORLAND RD) & W COFFEE RD

SIGNAL BASE NO.	657.0425 TRAFFIC SIGNALS STANDARDS ALUMINUM 15-FT EACH
SB1	1
SB2	1
SB3	--
SB4	1
SB5	1
SB6	--
SB7	--
SB8	--
SB9	1
SB10	--
SB11	--
SB12	1
SB13	--
SB14	--
TOTAL	6*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

CTH O (S MOORLAND RD) & W COFFEE RD

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH
SB1	32	1
SB2	15	1
SB3	20	1
SB4	29	1
SB5	10	1
SB6	31	1
SB9	19	1
SB10	14	1
SB10	30	1
SB12	5	1
SB13	9	1
PROJECT 2722-08-71	TOTAL	11*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

SIGNAL MOUNTING HARDWARE

LOCATION		658.5070.02 SIGNAL MOUNTING HARDWARE EACH
CTH O (S MOORLAND RD) & W COFFEE RD		1
PROJECT 2722-08-71	TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION		661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
CTH O (S MOORLAND RD) & W COFFEE RD		1
PROJECT 2722-08-71	TOTAL	1

ACCESSIBLE PEDESTRIAN SYSTEM

LOCATION		SPV.0060.17 ACCESSIBLE PEDESTRIAN SYSTEM EACH
CTH O (S MOORLAND RD) & W COFFEE RD		1
PROJECT 2722-08-71	TOTAL	1

COFFEE ROAD SIGNAL QUANTITIES (1 OF 4)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

3

CONCRETE BASES

CTH O (S MOORLAND RD) & W COFFEE RD

SIGNAL BASE NO.	LOCATION		654.0101 CONCRETE BASES TYPE 1 EACH
SB4	106+64, 55' LT		1
SB5	106+64, 5' RT		1
SB11	105+35, 55' RT		1
PROJECT 2722-08-71		TOTAL	3*

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
NOTE: FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

CTH O (S MOORLAND RD) & W COFFEE RD

PULL BOX NO.	LOCATION		653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB10	150+15, 53' RT		1
PROJECT 2722-08-71		TOTAL	1*

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
NOTE: FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONDUIT

CTH O (S MOORLAND RD) & W COFFEE RD

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.
PB9	PB10	--	114	--
PB10	SB11	22	--	--
PB10	PB11	--	--	122
PB5	SB5	1	--	--
PB4	SB4	1	--	--
		--	--	--
PROJECT 2722-08-71	TOTAL	24*	114*	122

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

REMOVE PULL BOXES

CTH O (S MOORLAND RD) & W COFFEE RD

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB10	1
PROJECT 2722-08-71 TOTAL	1*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

RECONNECT EVP SYSTEM

LOCATION		SPV.0060.27 RECONNECT EVP SYSTEM EACH
CTH O (S MOORLAND RD) & W COFFEE RD		1
PROJECT 2722-08-71	TOTAL	1

INSTALL CONDUIT INTO EXISTING ITEM

CTH O (S MOORLAND RD) & W COFFEE RD

PULL BOX NO.	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
PB11	EXISTING	1
PB9	EXISTING	1
PROJECT 2722-08-71 TOTAL		2*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVE CONCRETE BASES

CTH O (S MOORLAND RD) & W COFFEE RD

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB4	1
SB5	1
SB11	1
TOTAL	3*

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

COFFEE ROAD SIGNAL QUANTITIES (2 OF 4)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0275 CABLE TRAFFIC SIGNAL 19-12 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG L.F.	SPV.0090.02 VIDEO DETECTOR CABLE L.F.
CB1		SB1			61			61				
CB1		SB2			130							
CB1		SB3			177		177			241	241	221
CB1		SB4			253							
CB1		SB5			325							
CB1		SB6			452					516	516	496
CB1		SB7			470							
CB1		SB8			403							
CB1		SB9			335							
CB1		SB10				281				345	345	325
CB1		SB11			210							
CB1		SB12			136							
CB1		SB13			64		64			128	128	108
CB1		SB14			75			75				
SB1		SB2						118				
SB2		SB3						97				
SB3		SB4						123				
SB4		SB5						131				
SB5		SB6						116				
SB6		SB7						53				
SB7		SB8						130				
SB8		SB9						132				
SB9		SB10						116				
SB10		SB11						136				
SB11		SB12						142				
SB12		SB13						114				
SB13		SB14						54				
SB13		SB10					260					
SB10		SB6					243					
CB1		PB1						21				
SB2		PB2						13				
SB3		PB3						11				
SB4		PB4						18				
SB5		PB5						19				
SB6		PB6						9				
SB8		PB7						19				

CONTINUED ON NEXT PAGE

3

COFFEE ROAD SIGNAL QUANTITIES (3 OF 4)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE (CONTINUED)

LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0275 CABLE TRAFFIC SIGNAL 19-12 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG L.F.	SPV.0090.02 VIDEO DETECTOR CABLE L.F.
SB9		PB8						20				
SB10		PB9						19				
SB11		PB10						20				
SB12		PB11						21				
CB1		PB12						9				
SB1		HEAD 11	21									
SB1		HEAD 32		22								
SB1		HEAD 23	15									
SB2		HEAD 15	22									
SB3		HEAD 17	49									
SB3		HEAD 18	38									
SB3		HEAD 20		67								
SB3		HEAD 28	15									
SB3		LUMINAIRE							276			
SB4		HEAD 6	21									
SB4		HEAD 29		22								
SB4		HEAD 21	15									
SB5		HEAD 10	22									
SB6		HEAD 2	57									
SB6		HEAD 3	45									
SB6		HEAD 4		72								
SB6		HEAD 26	15									
SB6		HEAD 31		27								
SB6		LUMINAIRE							276			
SB8		HEAD 16	19									
SB8		HEAD 27	15									
SB9		HEAD 19		22								
SB10		HEAD 12	42									
SB10		HEAD 13	54									
SB10		HEAD 14		72								
SB10		HEAD 24	15									
SB10		HEAD 30		27								
SB10		LUMINAIRE							276			
SB11		HEAD 1	19									
SB11		HEAD 25	15									
SB12		HEAD 5		22								
SB13		HEAD 7	46									
SB13		HEAD 8	59									
SB13		HEAD 9		67								
SB13		HEAD 22	15									
SB13		LUMINAIRE							276			
		TOTAL	634*	420*	3091*	281	744	1797*	1104*	1230*	1230*	1150

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

COFFEE ROAD SIGNAL QUANTITIES (4 OF 4)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET NO: 265	E

3

REMOVE CONCRETE BASES

CTH O (S MOORLAND RD) & W RYERSON RD

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
CB1	1
PROJECT 2722-08-71 TOTAL	11*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVE TRAFFIC SIGNALS

LOCATION		204.9060.S.01 REMOVING TRAFFIC SIGNALS E.A.
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

CONDUIT

CTH O (S MOORLAND RD) & W RYERSON RD

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB1	--	36
PB1	PB2	--	82
PB2	SB1	8	--
PB2	PB3	--	142
PB3	SB2	--	7
PB3	SB3	142	--
PB3	PB4	--	92
PB4	SB4	--	7
PB4	PB5	--	22
PB5	SB5	22	--
PB5	PB6	--	134
PB6	SB6	--	8
PB6	PB7	--	88
PB7	SB7	6	--
PB7	PB8	--	136
PB8	SB8	--	6
PB8	SB9	200	--
PB8	PB9	--	98
PB9	SB10	--	5
PB9	PB10	--	94
PB10	SB11	4	--
PB10	PB11	--	128
PB11	SB12	7	--
PB11	CB1	--	81
	TOTAL	389*	1166*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

PULL BOXES

CTH O (S MOORLAND RD) & W RYERSON RD

PULL BOX NO.	LOCATION *	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	142+85, 92'LT	1
PB2	143+03, 59'LT	1
PB3	143+04, 12'RT	1
PB4	143+04, 57'RT	1
PB5	142+94, 62'RT	1
PB6	142+27, 58'RT	1
PB7	141+84, 56'RT	1
PB8	141+84, 12' LT	1
PB9	141+85, 61' LT	1
PB10	142+21+78' LT	1
PB11	142+84, 77' LT	1
	TOTAL	11**

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
** ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

RYERSON ROAD SIGNAL QUANTITIES (1 OF 5)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

3

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION		656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION		658.5070.01 SIGNAL MOUNTING HARDWARE EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION		661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

3

REMOVE PULL BOXES

CTH O (S MOORLAND RD) & W RYERSON RD

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
PROJECT 2722-08-71 TOTAL	13*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FACES

CTH O (S MOORLAND RD) & W RYERSON RD

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH
SB1	5	--	1
SB1	7	1	--
SB2	6	--	1
SB2	10	--	1
SB4	2	1	--
SB4	3	1	--
SB5	13	1	--
SB5	17	1	--
SB6	12	--	1
SB6	18	1	--
SB7	1	1	--
SB8	4	--	1
SB8	11	--	1
SB10	8	1	--
SB10	9	1	--
SB11	14	1	--
SB11	16	1	--
SB12	15	1	--
PROJECT 2722-08-71 TOTAL		11	6*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE BASES

CTH O (S MOORLAND RD) & W RYERSON RD

SIGNAL BASE NO.	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	142+85, 103'LT	--	--	--	--	--	1
SB1	143+10, 57'LT	1	--	--	--	--	--
SB2	143+11, 12'RT	--	--	--	1	--	--
SB3	144+45, 8' RT	--	--	1			
SB4	143+00, 63'RT	--	--	--	--	1	--
SB5	142+85, 82'RT	--	1	--	--	--	--
SB6	142+33, 61'RT	--	--	--	1	--	--
SB7	141+90, 56'RT	1	--	--	--	--	--
SB8	141+90, 12'LT	--	--	--	1	--	--
SB9	139+85, 9' LT	--	--	1	--	--	--
SB10	141+90, 61'LT	--	--	--	--	1	--
SB11	142+22, 82'LT	--	1	--	--	--	--
SB12	142+84, 70'LT	1	--	--	--	--	--
PROJECT 2722-08-71	TOTAL	3*	2	2	3	2	1

NOTE: FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

RYERSON ROAD SIGNAL QUANTITIES (2 OF 5)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG L.F.
CB1		SB1			97		97			
CB1		SB2			189	189				
CB1		SB4		250					314	314
CB1		SB5			292					
CB1		SB6			360				424	424
CB1		SB7		348						
CB1		SB8			266					
CB1		SB10		200					264	264
CB1		SB11			137	137				
CB1		SB12		61			61			
SB1		SB2					125			
SB2		SB4					100			
SB4		SB5					80			
SB5		SB6					137			
SB6		SB7					92			
SB7		SB7					120			
SB7		SB8					100			
SB8		SB10					96			
SB2		SB3				173				
SB3		SB5				275				
SB11		SB8				161				
SB8		SB9				245				
CB1		PB1					36			
SB1		PB2					27			
SB2		PB3					27			
SB4		PB4					27			
SB5		PB5					42			
SB6		PB6					28			
SB7		PB7					27			
SB8		PB8					26			
SB10		PB9					25			
SB11		PB10					24			
SB12		PB11					27			
SB1		HEAD 5		22						
SB1		HEAD 7	21							
SB2		HEAD 6		42						
SB2		HEAD 10		27						
SB2		LUMINAIRE						276		
SB3		LUMINAIRE						276		
SB4		HEAD 2	66							
SB4		HEAD 3	52							
SB5		HEAD 13	19							
SB5		HEAD 17	19							
SB5		LUMINAIRE						138		
SB6		HEAD 12		27						
SB6		HEAD 18	47							
SB7		HEAD 1	19							
SB8		HEAD 4		27						
SB8		HEAD 11		40						
SB8		LUMINAIRE						276		
SB9		LUMINAIRE						276		
SB10		HEAD 8	52							
SB10		HEAD 9	66							
SB11		HEAD 14	19							
SB11		HEAD 16	19							
SB11		LUMINAIRE						276		
SB12		HEAD 15	19							
		TOTAL	418*	1044*	1341*	1180	1324*	1518*	1002*	1002*

*ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

RYERSON ROAD SIGNAL QUANTITIES (3 OF 5)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

3

	POLES														
	CTH O (S MOORLAND RD) & W RYERSON RD														
SIGNAL BASE NO.	657.0100 PEDSTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 -ALUMINUM EACH	657.0345 POLES TYPE 9 EACH	657.0347 POLES TYPE 9 SPECIAL EACH	657.0350 POLES TYPE 10 EACH	657.0520 MONOTUBE ARMS 20-FT EACH	657.0525 MONOTUBE ARMS 25-FT EACH	657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	657.0420 TRAFFIC SIGNALS STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNALS STANDARDS ALUMINUM 15-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0820 LUMINAIRE ARMS STEEL TYPE 10 POLE CLAMP 15-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	--	--	--	--	--	--	--	--	1	--	--	--
SB2	--	--	--	--	--	--	1	1	--	--	--	--	--	2	2
SB3	--	1	--	1	--	--	--	--	--	--	--	--	--	2	2
SB4	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--
SB5	--	1	1	--	--	--	--	--	--	--	--	--	1	--	1
SB6	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
SB7	1	--	--	--	--	--	--	--	--	--	1	--	--	--	--
SB8	--	--	--	--	--	--	1	1	--	--	--	--	--	2	2
SB9	--	1	--	1	--	--	--	--	--	--	--	--	--	2	2
SB10	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--
SB11	--	1	1	--	--	--	--	--	--	--	--	--	1	--	1
SB12	1	--	--	--	--	--	--	--	--	--	1	--	--	--	--
PROJECT 2722-08-71 TOTAL	3	4	2	2	1	2	2	2	1	2	2	1*	2	8	10

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

RYERSON ROAD SIGNAL QUANTITIES (4 OF 5)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

3

EVP EQUIPMENT INSTALLATION

CTH O (S MOORLAND RD) & W RYERSON RD

LOCATION		SPV.0060.12 EVP EQUIPMENT INSTALLATION CTH O & W RYERSON RD EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

REINSTALL TEMPORARY EVP EQUIPMENT

LOCATION		SPV.0060.13 REINSTALL TEMPORARY EVP EQUIPMENT EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71 CATEGORY 0020	TOTAL	1

TEMPORARY VIDEO DETECTION

LOCATION		SPV.0060.14 TEMPORARY VIDEO DETECTION FOR INTERSECTIONS EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71 CATEGORY 0020	TOTAL	1

3

TRAFFIC SIGNAL CONTROLLER & CABINET

LOCATION		SPV.0060.15 TRAFFIC SIGNAL CONTROLLER & CABINET EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

VIDEO VEHICLE DETECTION SYSTEM

LOCATION		SPV.0060.16 VIDEO VEHICLE DETECTION SYSTEM EACH
CTH O (S MOORLAND RD) & W RYERSON RD		1
PROJECT 2722-08-71	TOTAL	1

*TO INSTALL CAMERAS

RYERSON ROAD SIGNAL QUANTITIES (5 OF 5)

ALL ITEMS ARE CATEGORY **0010** UNLESS OTHERWISE SPECIFIED

3

CONDUIT & ELECTRICAL WIRE

LOC.	TO	LOC.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
EX I/C PB116		I/C PB117	475	505
I/C PB117		I/C VAULT #8	559	579
I/C VAULT #8		I/C PB118	46	66
I/C PB118		EX PB (W COFFEE RD)	13	36
I/C VAULT #8		I/C PB119	199	219
I/C PB119		I/C PB120	527	557
I/C PB120		I/C PB121	596	626
I/C PB121		I/C VAULT #9	584	604
I/C VAULT #9		I/C PB122	464	484
I/C PB122		I/C PB123	560	590
I/C PB123		I/C PB124	559	589
I/C PB124		I/C VAULT #10	355	375
I/C VAULT #10		I/C PB125	71	91
I/C PB125		EX PB (W RYERSON RD)	32	55
I/C VAULT #10		I/C PB126	579	599
I/C PB126		I/C PB127	69	99
I/C PB127		I/C PB128	583	613
I/C PB128		I/C VAULT #11	311	331
I/C VAULT #11		EX PB (W CLEVELAND AVE)	36	49
		TOTALS	6618*	7067*

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

PULL BOXES

PULL BOX NO.	LOCATION	653.0140 PULL BOXES STEEL 24x42-INCH EACH	673.0105 COMMUNICATION VAULT TYPE 1 30"x48" EACH
I/C PB117	99+43, 07' RT	1	
I/C VAULT #8	105+01, 06' LT		1
I/C PB118	105+01' 52' LT	1	
I/C PB119	106+94, 06' RT	1	
I/C PB120	112+20, 00' RT	1	
I/C PB121	118+16, 01' RT	1	
I/C VAULT #9	123+99, 05' LT		1
I/C PB122	128+63, 07' LT	1	
I/C PB123	134+22, 03' RT	1	
I/C PB124	139+79, 10' LT	1	
I/C VAULT #10	143+29, 12' RT		1
I/C PB125	143+34, 59' LT	1	
I/C PB126	149+07, 10' LT	1	
I/C PB127	149+07, 60' RT	1	
I/C PB128	154+90, 54' RT	1	
I/C VAULT #11	158+02, 54' RT		1
	TOTAL	12*	4

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
NOTE: FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

INSTALL CONDUIT INTO EXISTING ITEM

PULL BOX NO.	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
EX I/C PB116	EXISTING	1
EX PB	W COFFEE RD	1
EX PB	W RYERSON RD	1
EX PB	W CLEVELAND AVE (CTH D)	1
	TOTAL	4*

***ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN**

TRAFFIC SIGNAL INTERCONNECT (1 OF 1)

ALL ITEMS ARE CATEGORY **0020** UNLESS OTHERWISE SPECIFIED

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18 / 23 24 / 26 25 / 9)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) — IP
OFF-PREMISE SIGN (#1-25) — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25) — UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

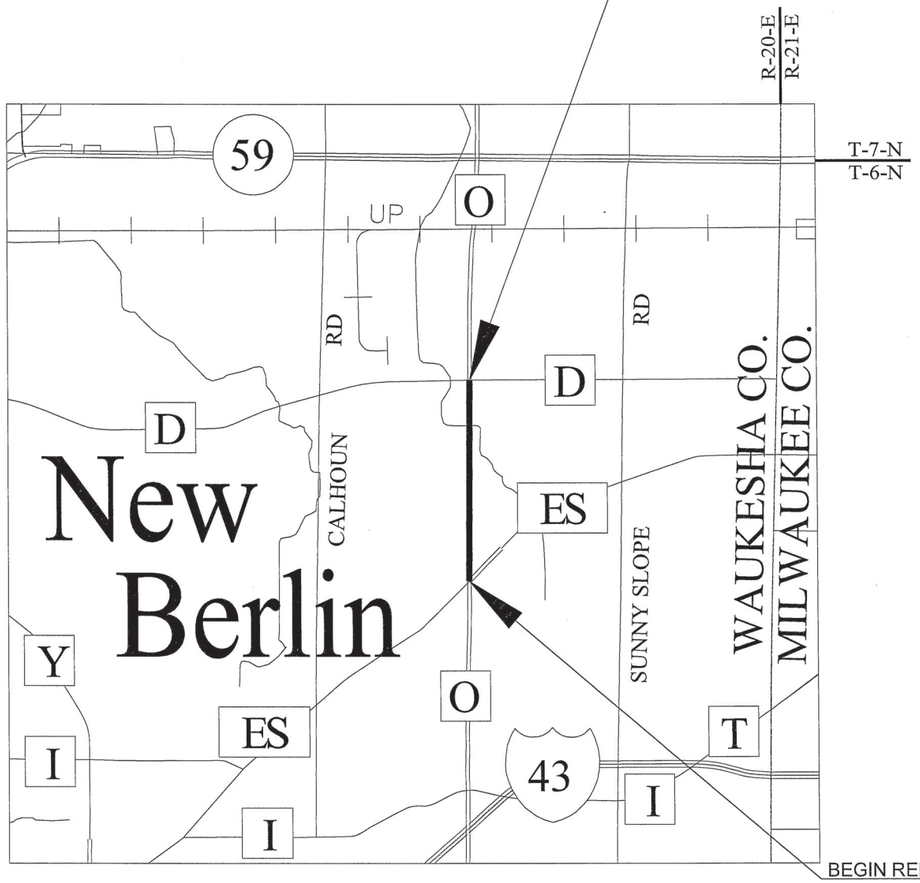
CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

END RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 152+42.30
Y= 154,639.48
X= 716,221.15
666.18 FEET S 02°28'05" W OF THE E1/4 CORNER OF SEC. 10, T-6-N, R-20-E.



BEGIN RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 92+73.00
Y= 148,670.74
X= 716,188.05
1320.46 FEET N 01°00'35" E OF THE SE1/4 CORNER OF SEC. 15, T-6-N, R-20-E.

LAYOUT
SCALE 0 — 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.131 MI

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2722-08-21	4.1	6

PLAT OF RIGHT OF WAY REQUIRED FOR

MOORLAND ROAD (CTH 0)
CTH ES TO CTH D

MOORLAND ROAD (CTH O)	WAUKESHA COUNTY

CONSTRUCTION PROJECT NUMBER
2722-08-71

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUKESHA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA, WI.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

emcs

WISCONSIN — KEVIN C. BOYER — S-2675 — HEWITT WI — LAND SURVEYOR

DATE: 9/12/2023 Kevin C. Boyer
KEVIN C. BOYER, PLS-2675

APPROVED FOR
WAUKESHA COUNTY
DEPARTMENT OF PUBLIC WORKS

DATE: 9-14-23 Allison Bussler
DIRECTOR

DATE: 9/14/23 Edward Hruvis
ENGINEERING SERVICES MANGER
Sr. Civil Engineer

REVISION DATE
3/12/2024 - NC
10/10/2024 - NC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: _____ N/A
(Signature)

FILE NAME : Y:\53XX\5390.DS.21.CTH.O.WKS.NATIONL.CLVLND\CADDS\27220801\SHEETSPLAN\TPP\040101-RP.DWG
PLOT DATE : 9/12/2023 9:00 AM
PLOT BY : DREW NELSON
PLOT NAME :

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

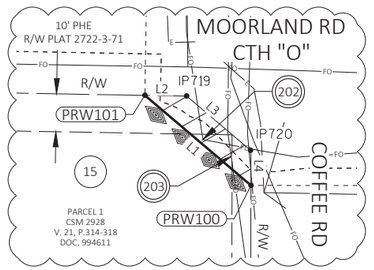
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY OF WAUKESHA.

PARCEL NUMBER	SHEET NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED				TLE S.F.
				NEW	EXISTING	TOTAL	TOTAL REMAINING	
1	4.3	E & K LAND, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	---	2975
2	4.3	FRANCHISE REALTY INTERSTATE CORPORATION, AN ILLINOIS CORPORATION	TLE	---	---	---	---	382
3	4.3	TREVOR KING AND ERIN KORSMO, JOINT TENANTS	TLE	---	---	---	---	330
4	4.3	CESAR PEREZ AND ALEJANDRA PEREZ, HUSBAND AND WIFE	TLE	---	---	---	---	330
6	4.3	HEATHER A. HUNT	TLE	---	---	---	---	330
7	4.3	WILLIAM C. DUMIRE	TLE	---	---	---	---	330
8	4.3	JAMES A. KUJAWA AND LORI R. KUJAWA, HUSBAND AND WIFE	TLE	---	---	---	---	330
9	4.3	DANIEL J. NEWTON AND MICHELLE M. NEWTON, HUSBAND AND WIFE	TLE	---	---	---	---	330
11	4.3	MARK S. KISLEY AND JULIE A. KISLEY, HUSBAND AND WIFE	TLE	---	---	---	---	330
12	4.3	KATHERINE J. FORTIER AND AIME R. FORTIER, HUSBAND AND WIFE	TLE	---	---	---	---	331
13	4.3	BONNIE FEIGE	TLE	---	---	---	---	418
14	4.3	NEW BERLIN ENTERPRISES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	---	---	---	1088
15	4.3	NEW BERLIN ENTERPRISES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	207	---	207	42342	---
16	4.4	CHRIST THE VICTOR EVANGELICAL LUTHERAN CHURCH	TLE	---	---	---	---	218
17	4.5	NEZIR HALILOVIC AND RADOSLAVKA HALILOVIC, HUSBAND AND WIFE	TLE	---	---	---	---	131
18	4.5	CLARA S. STRIZIC	TLE	---	---	---	---	88
19	4.6	CITY OF NEW BERLIN	TLE	---	---	---	---	542
21	4.6	THE ROBERT P. AND PHYLLIS M. PETERSON JOINT REVOCABLE TRUST	FEE/TLE	315	---	315	657964	800
203	4.3, 4.4 & 4.6	AT&T (COMMUNICATION)	RELEASE OF RIGHTS					
204	4.3, 4.4 & 4.6	EVERSTREAM (COMMUNICATION)	RELEASE OF RIGHTS					
205	4.3, 4.4, 4.5 & 4.6	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS					
209	4.3 & 4.5	CITY OF NEW BERLIN (WATER)	RELEASE OF RIGHTS					
206	4.4	WE ENERGIES (GAS)	RELEASE OF RIGHTS					
211	4.4 & 4.6	WISCONSIN TELEPHONE COMPANY (COMMUNICATION)	RELEASE OF RIGHTS					
201	4.6	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS					
213	4.6	CITY OF NEW BERLIN (SANITARY SEWER)	RELEASE OF RIGHTS					
214	4.6	CITY OF NEW BERLIN (DRAINAGE EASEMENT)	RELEASE OF RIGHTS					

4

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIES	1977
COFFEE RD	PROJECT 2722-10-00	VARIES	2013
W ST. FRANCIS DR	BEL-AIRE PLAT	60'	1955
W CHURCHVIEW DR	BEL-AIRE PLAT	60'	1955

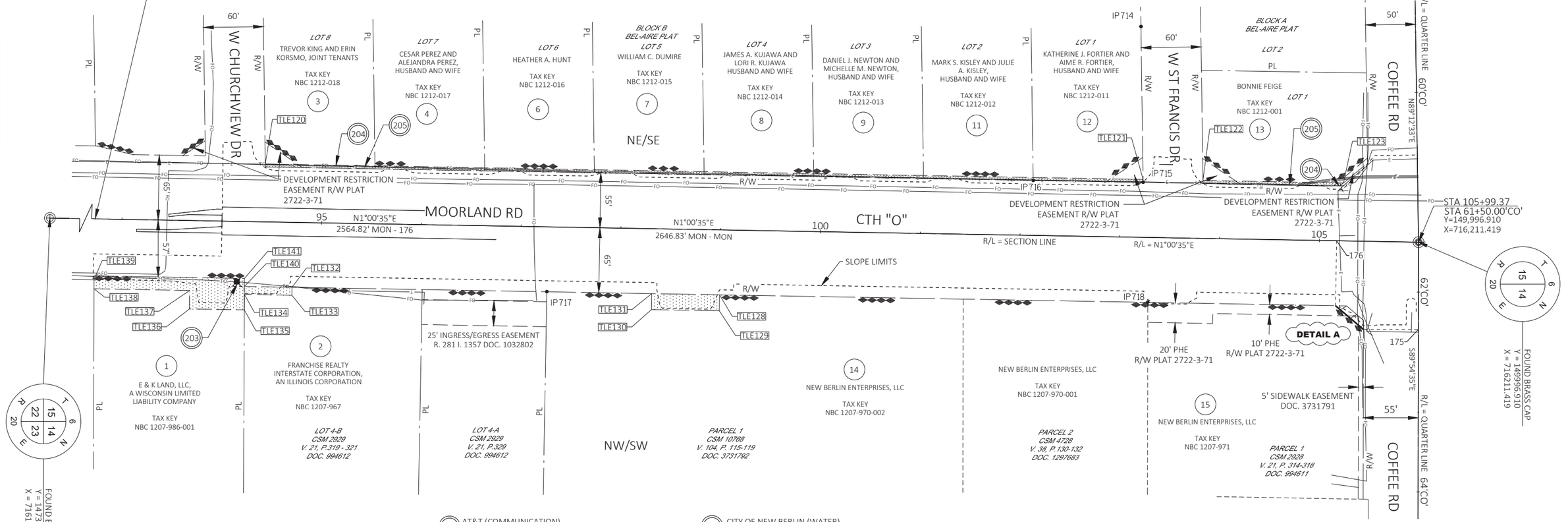
BEGIN RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 92+72.93
Y= 148,670.68
X= 716,188.05
1320.39 FEET N 01°00'35" E OF
THE SE1/4 CORNER OF SEC. 15,
T-6-N, R-20-E.



DETAIL A

COURSE TABLE		
COURSE	BEARING	DISTANCE
L1	S40° 18' 04"W	36.72'
L2	S01° 00' 35"E	11.05'
L3	N40° 18' 04"E	22.25'
L4	S88° 54' 35"E	9.17'

CITY OF
NEW BERLIN



EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP714	149718.802	715995.473	3/4" O.D. IRON PIPE
IP715	149720.952	716151.446	1-1/4" O.D. IRON PIPE
IP716	149610.816	716149.556	1-3/4" O.D. IRON PIPE
IP717	149123.418	716260.925	1-1/4" O.D. IRON PIPE
IP718	149725.588	716271.437	1-1/4" O.D. IRON PIPE
IP719	149924.788	716275.132	3/4" REBAR
IP720	149941.660	716289.441	3/4" REBAR

(203) AT&T (COMMUNICATION)
NO RECORD OF EASEMENTS - PAR. 1, 15

(204) EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENTS - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13

(205) WE ENERGIES (ELECTRIC)
DOC. 135127 (BLANKET) - PAR. 14
DOC. 135129 (BLANKET) - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13
DOC. 226315 (BLANKET) - PAR. 14, 15
DOC. 336012 (BLANKET) - PAR. 14
DOC. 336013 (BLANKET) - PAR. 14, 15
DOC. 416449 (10') - PAR. 11, 12
DOC. 406908 (BLANKET) - PAR. 3, 4, 6, 7, 8, 9, 11, 12, 13

(209) CITY OF NEW BERLIN (WATER)
DOC. 4675594 (24') - PAR. 3
DOC. 4675593 (24') - PAR. 4
DOC. 4675592 (24') - PAR. 6
DOC. 4675591 (24') - PAR. 7
DOC. 4675590 (24') - PAR. 8
DOC. 4675589 (24') - PAR. 9
DOC. 4675588 (24') - PAR. 11
DOC. 4675726 (24') - PAR. 12
DOC. 4675730 (24') - PAR. 13

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE120	94+42.52	-58.00'
TLE121	103+22.32	-58.00'
TLE122	103+82.35	-58.00'
TLE123	105+23.19	-58.00'
TLE128	99+00.00	65.00'
TLE129	99+00.00	81.00'
TLE130	98+32.00	81.00'
TLE131	98+32.00	65.00'
TLE132	94+71.50	65.00'
TLE133	94+71.50	73.00'
TLE134	94+23.85	73.00'
TLE135	94+24.06	88.50'
TLE136	93+69.00	88.50'
TLE137	93+69.00	70.00'
TLE138	92+73.13	70.00'
TLE139	92+73.00	61.00'
TLE140	94+23.75	65.00'
TLE141	94+23.59	57.00'

COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-175	S89° 54'35"E	87.38'
175-PRW100	S00° 05' 25"W	55.00'
PRW100-PRW101	S40° 18' 04"W	36.72'
PRW101-176	N88° 59' 25"W	65.00'
176-MON	N01° 00' 35"E	82.01'

REVISION DATE				DATE	SCALE, FEET	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER 2722-08-21	PLAT SHEET 4.3	
3/12/2024					0 50 100				
10/10/2024				GRID FACTOR 1.0000000		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER 2722-08-71	PS&E SHEET	E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 4.3
PLOT DATE : 10/10/2024 6:35 AM PLOT BY : TODD COPISKEY PLOT NAME : PLOT SCALE :
274
WISDOT/CADDS SHEET 75

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP710	150605.568	716166.507	3/4" REBAR
IP724	150190.734	716267.089	1-3/4" O.D. IRON PIPE
IP725	150340.764	716269.995	1-3/4" O.D. IRON PIPE
IP727	150386.829	716396.232	1" O.D. IRON PIPE
IP728	150560.502	716272.212	1-1/4" O.D. IRON PIPE
IP729	150697.609	716273.795	1-1/4" O.D. IRON PIPE
IP730	150822.678	716275.143	1-1/4" O.D. IRON PIPE
IP731	150945.365	716276.090	1-1/4" O.D. IRON PIPE
IP732	151072.702	716277.583	1-1/4" O.D. IRON PIPE
IP733	151197.702	716278.513	1" O.D. IRON PIPE
IP734	151322.197	716280.443	1-1/4" O.D. IRON PIPE
IP780	151314.909	716168.159	1-1/4" O.D. IRON PIPE
IP781	151155.930	716168.546	1-1/4" O.D. IRON PIPE
IP782	151153.545	716033.226	1" O.D. IRON PIPE
IP785	151094.059	716026.417	1" O.D. IRON PIPE
IP786	151095.938	716167.894	1-1/4" O.D. IRON PIPE

(203) AT&T (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 16

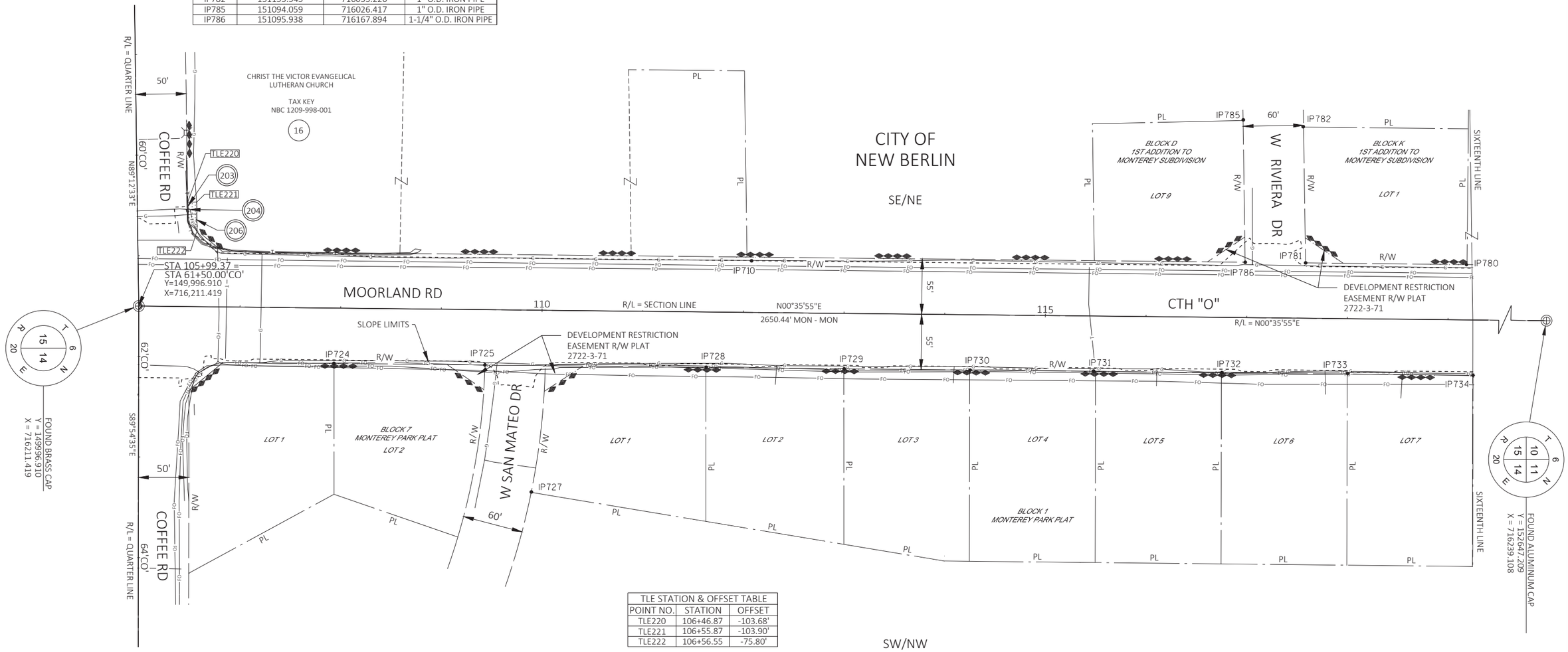
(204) EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 16

(205) WE ENERGIES (ELECTRIC)
DOC. 635592 (BLANKET) - PAR. 16
DOC. 406909 (BLANKET) - PAR. 16

(206) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 16

(211) WISCONSIN TELEPHONE COMPANY (COMMUNICATION)
DOC. 635592 (BLANKET) - PAR. 16

GN



TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE220	106+46.87	-103.68'
TLE221	106+55.87	-103.90'
TLE222	106+56.55	-75.80'

SW/NW

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIES	1977
COFFEE RD	PROJECT 2722-10-00	VARIES	2013
W SAN MATEO DR	MONTEREY PARK PLAT	60'	1956
W RIVIERA DR	1ST ADDITION TO MONTEREY SUBDIVISION	60'	1956

REVISION DATE	3/12/2024 10/10/2024-NC	DATE		HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER 2722-08-21	PLAT SHEET 4.4
		GRID FACTOR 1.0000000	SCALE, FEET 0 50 100	COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER 2722-08-71	PS&E SHEET ____ E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 4.4
PLOT DATE : 10/10/2024 6:35 AM
PLOT BY : TODD COPISKEY
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

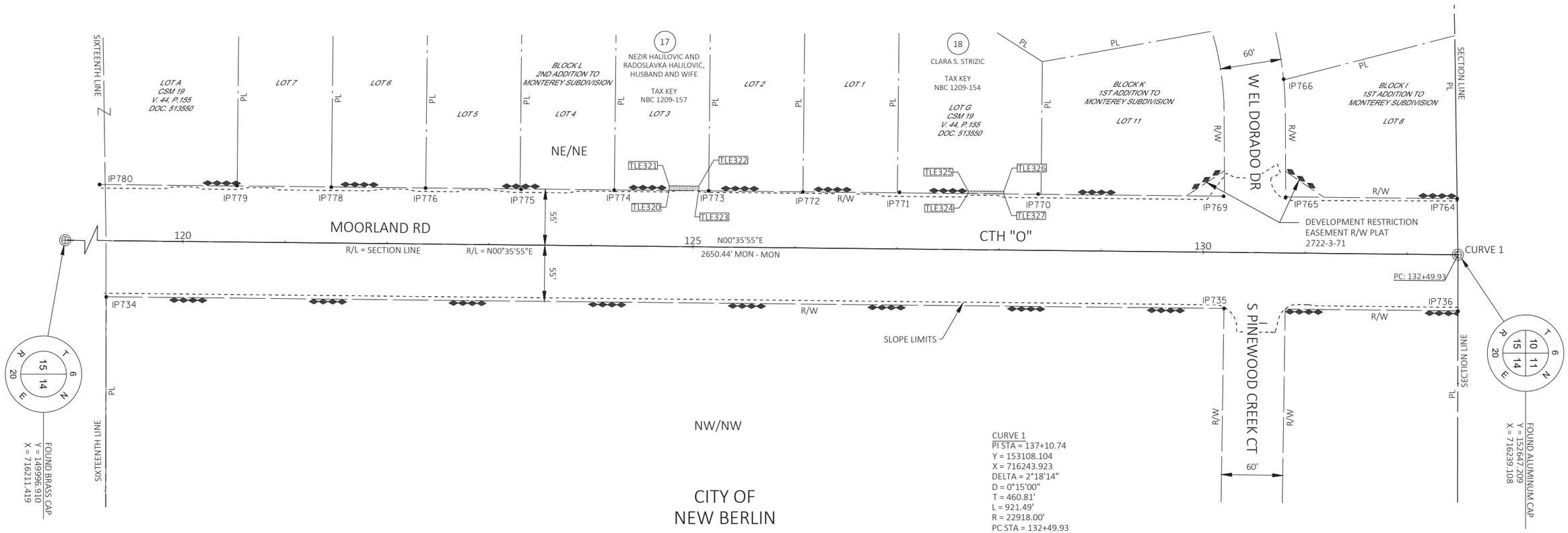
(205) WE ENERGIES (ELECTRIC)
DOC. 406909 (BLANKET) - PAR. 17, 18

(209) CITY OF NEW BERLIN (WATER)
DOC. 4675596 (24') - PAR. 17
DOC. 4675727 (24') - PAR. 18

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE320	124+76.00	-55.00'
TLE321	124+76.00	-59.50'
TLE322	125+05.00	-59.50'
TLE323	125+05.00	-55.00'
TLE324	127+69.00	-55.00'
TLE325	127+69.00	-57.50'
TLE326	128+04.00	-57.50'
TLE327	128+04.00	-55.00'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP734	151322.197	716280.443	1-1/4" O.D. IRON PIPE
IP735	152417.839	716291.751	1-1/4" O.D. IRON PIPE
IP736	152647.019	716294.367	1-1/4" O.D. IRON PIPE
IP764	152646.338	716184.065	1-1/4" O.D. IRON PIPE
IP765	152478.376	716182.739	1-1/4" O.D. IRON PIPE
IP766	152476.298	716066.921	1-1/4" O.D. IRON PIPE
IP769	152417.494	716181.797	1-1/4" O.D. IRON PIPE
IP770	152235.745	716179.588	1-1/4" O.D. IRON PIPE
IP771	152099.797	716177.954	1/2" REBAR
IP772	152005.048	716177.540	1" O.D. IRON PIPE
IP773	151912.745	716176.447	1" O.D. IRON PIPE
IP774	151820.038	716175.772	1" O.D. IRON PIPE IN CONCRETE
IP775	151728.850	716174.954	1-1/4" O.D. IRON PIPE BENT
IP776	151635.266	716173.751	1-1/4" O.D. IRON PIPE
IP778	151542.820	716172.883	1-1/4" O.D. IRON PIPE
IP779	151450.327	716171.319	1-1/2" O.D. IRON PIPE
IP780	151315.719	716170.364	1-1/4" O.D. IRON PIPE

GN



CURVE 1
PI STA = 137+10.74
Y = 153108.104
X = 716243.923
DELTA = 2°18'14"
D = 0°15'00"
T = 460.81'
L = 921.49'
R = 22918.00'
PC STA = 132+49.93
Y = 152647.322
X = 716239.109
PT STA = 141+71.42
Y = 153568.707
X = 716230.211
DB = S00°35'55"W
DA = N01°42'19"W

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	110'	1977
W EL DORADO DR	1ST ADDITION TO MONTEREY SUBDIVISION	60'	1955
S PINEWOOD CREEK CT	PROJECT 2722-3-71	60'	1977

REVISION DATE	3/12/2024 - NC 10/10/2024 - NC			DATE		PLAT SHEET	4.5
				GRID FACTOR	1.0000000	PS&E SHEET	E

SCALE, FEET: 0 50 100

HWY: MOORLAND ROAD (CTH O)
COUNTY: WAUKESHA
STATE R/W PROJECT NUMBER 2722-08-21
CONSTRUCTION PROJECT NUMBER 2722-08-71

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 4.5
PLOT DATE : 10/10/2024 6:35 AM
PLOT BY : TODD COPISKEY
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

(201) SPECTRUM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 19, 21

(203) AT&T (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 19, 21

(204) EVERSTREAM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 21

(205) WE ENERGIES (ELECTRIC)
DOC. 164923 (BLANKET) - PAR. 21
DOC. 499294 (BLANKET) - PAR. 19

(211) WISCONSIN TELEPHONE COMPANY (COMMUNICATION)
DOC. 499294 (BLANKET) - PAR. 19

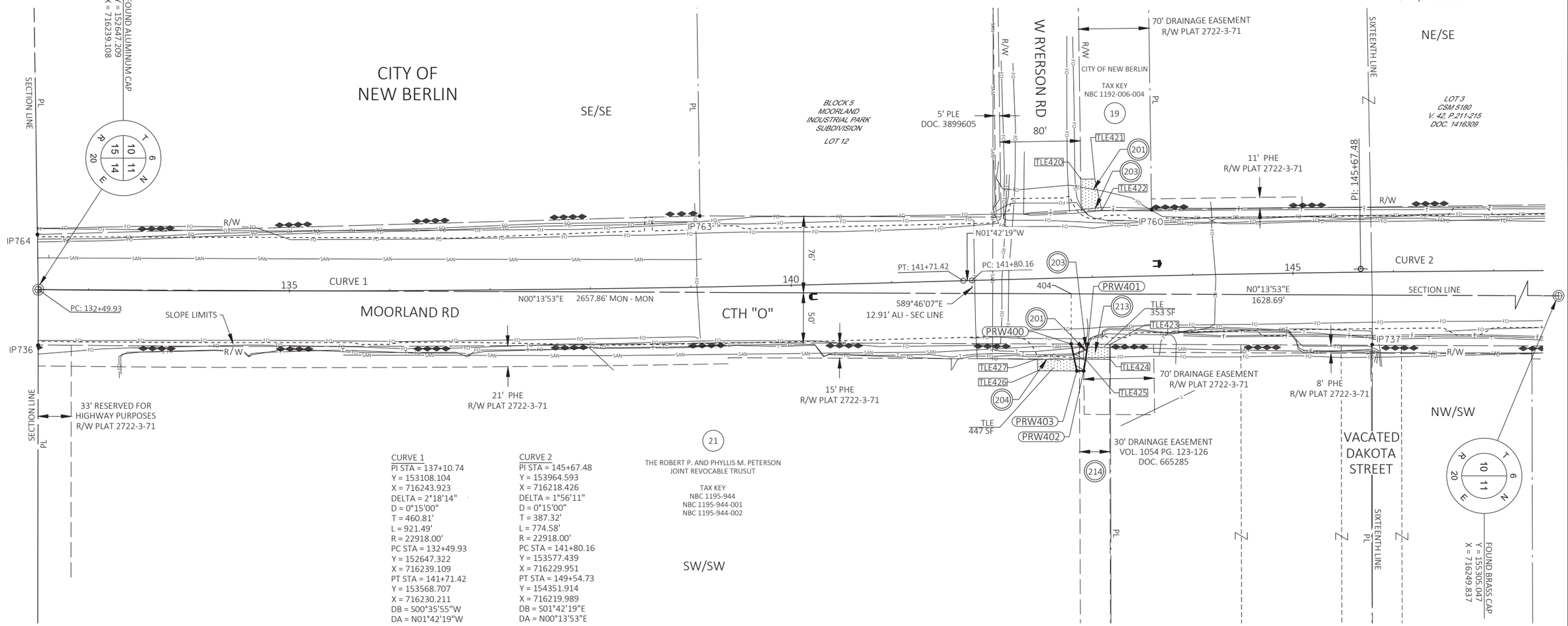
(213) CITY OF NEW BERLIN (SANITARY SEWER)
DOC. 1169227 (20') - PAR. 21

(214) CITY OF NEW BERLIN (DRAINAGE EASEMENT)
DOC. 665285 (30') - PAR. 21

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP736	152647.019	716294.367	1-1/4" O.D. IRON PIPE
IP737	153976.000	716293.800	1-1/4" O.D. IRON PIPE
IP760	153756.356	716159.611	2-1/4" O.D. IRON PIPE
IP763	153306.136	716165.722	1-1/4" O.D. IRON PIPE
IP764	152646.338	716184.065	1-1/4" O.D. IRON PIPE

GN

END RELOCATION ORDER
PROJECT I.D. 2722-08-21
STA 152+42.30
Y= 154,639.48
X= 716,221.15
666.18 FEET S 02°28'05" W OF
THE E1/4 CORNER OF SEC. 10,
T-6-N, R-20-E.



CURVE 1
PI STA = 137+10.74
Y = 153108.104
X = 716243.923
DELTA = 2°18'14"
D = 0°15'00"
T = 460.81'
L = 921.49'
R = 22918.00'
PC STA = 132+49.93
Y = 152647.322
X = 716239.109
PT STA = 141+71.42
Y = 153568.707
X = 716230.211
DB = S00°35'55"W
DA = N01°42'19"W

CURVE 2
PI STA = 145+67.48
Y = 153964.593
X = 716218.426
DELTA = 1°56'11"
D = 0°15'00"
T = 387.32'
L = 774.58'
R = 22918.00'
PC STA = 141+80.16
Y = 153577.439
X = 716229.951
PT STA = 149+54.73
Y = 154351.914
X = 716219.989
DB = S01°42'19"E
DA = N00°13'53"E

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
MOORLAND RD	PROJECT 2722-3-71	VARIES	1977
W RYERSON RD	MOORLAND INDUSTRIAL PARK SUBDIVISION	80'	1969

PRW STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
404	142+78.71	16.04'
PRW400	142+77.24	66.02'
PRW401	142+94.00	66.50'
PRW402	142+89.11	93.12'
PRW403	142+82.26	92.93'

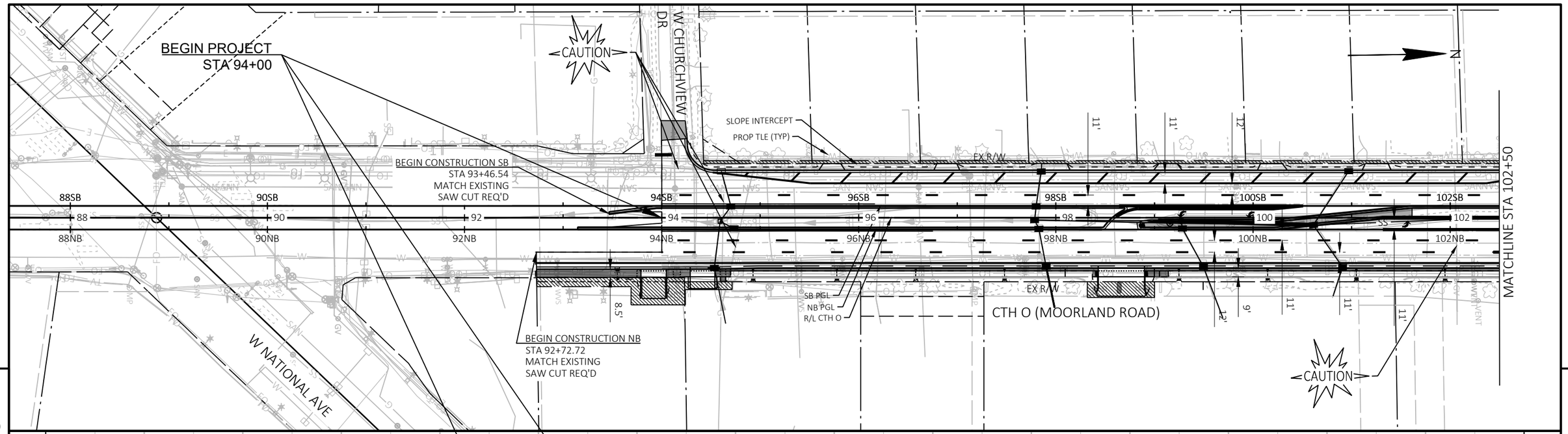
POINT NO.	STATION	OFFSET
TLE420	142+91.03	-97.93'
TLE421	143+05.00	-97.76'
TLE422	143+11.00	-66.19'
TLE423	143+16.36	67.14'
TLE424	143+16.04	82.13'
TLE425	142+91.26	81.43'
TLE426	142+43.00	91.74'
TLE427	142+43.00	79.99'

COURSE TABLE		
COURSE	BEARING	DISTANCE
MON - 404	N00° 13' 53"E	1029.17'
404-PRW400	S89° 46' 07"E	50.00'
PRW400-PRW401	N00° 13' 53"E	16.72'
PRW401-PRW402	S81° 02' 52"E	27.06'
PRW402-PRW403	S00° 13' 53"W	6.83'
PRW403-PRW400	S78° 00' 36"W	27.37'

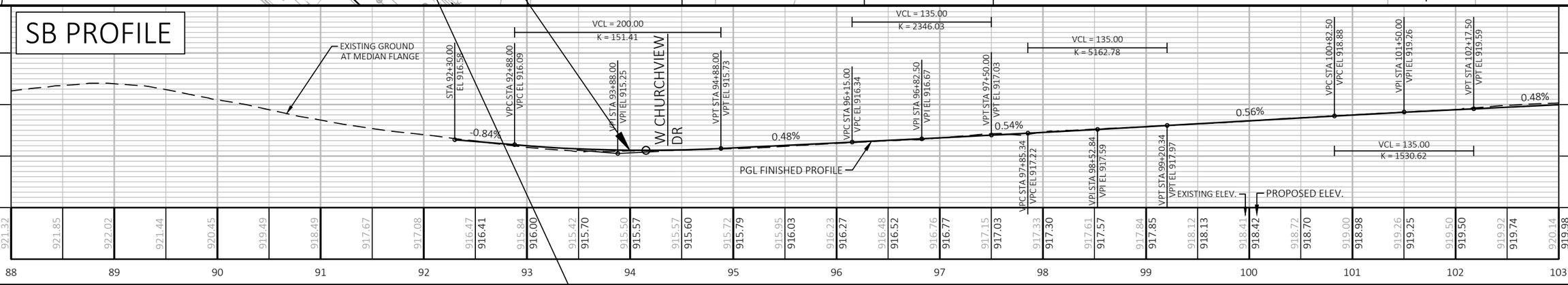
REVISION DATE	3/12/2024			DATE	SCALE, FEET 0 50 100	HWY: MOORLAND ROAD (CTH O)	STATE R/W PROJECT NUMBER 2722-08-21	PLAT SHEET 4.6	
	10/10/2024-NC			GRID FACTOR 1.0000000		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER 2722-08-71	PS&E SHEET	E

FILE NAME : 040101-RP.DWG
LAYOUT NAME - 4.6
PLOT DATE : 10/10/2024 6:35 AM
PLOT BY : TODD COPISKEY
PLOT NAME :
PLOT SCALE :

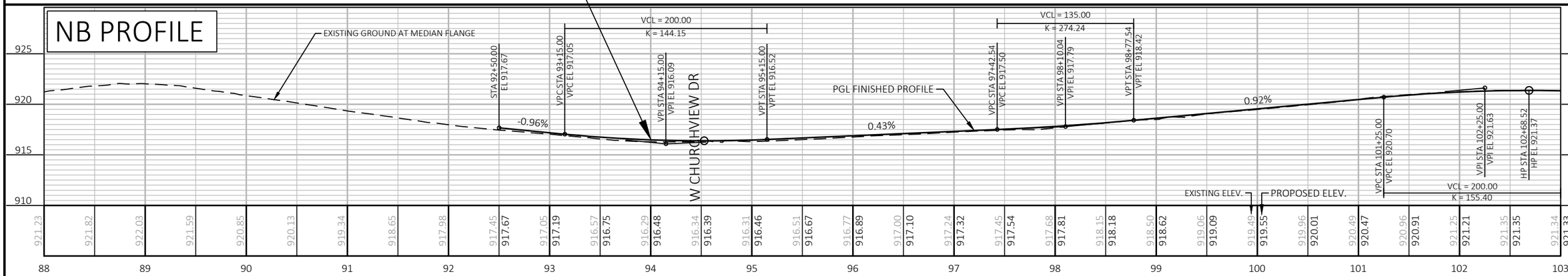
WISDOT/CADDS SHEET 75



SB PROFILE



NB PROFILE

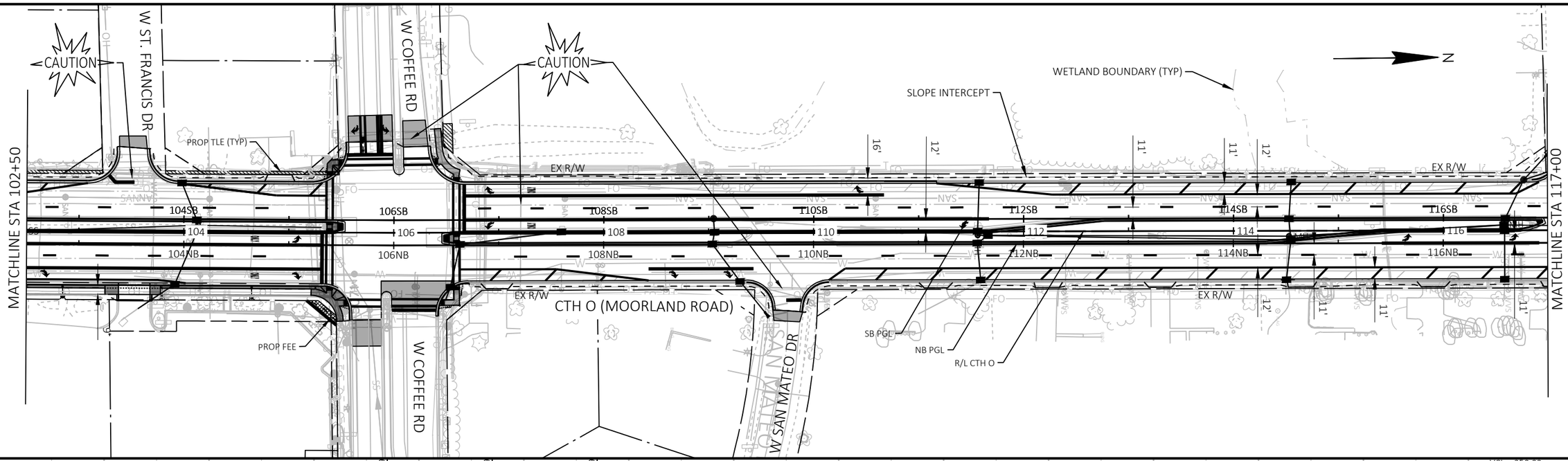


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET 278	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 11:27 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

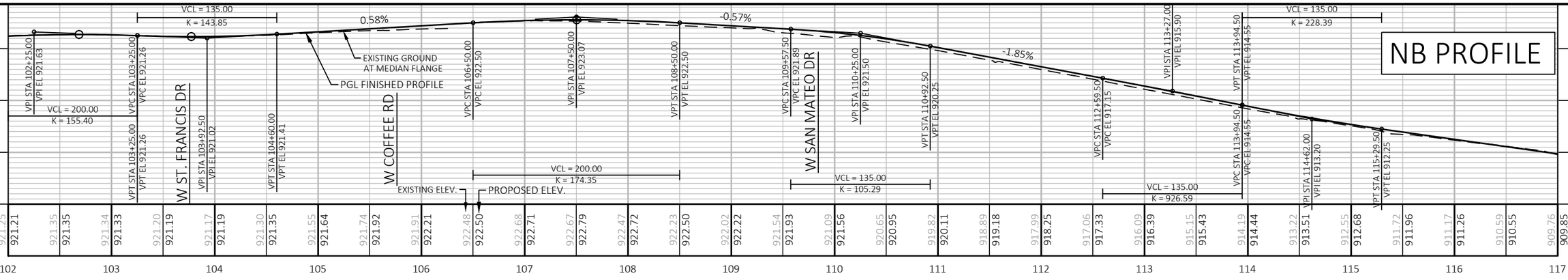


5

5

SB PROFILE

NB PROFILE

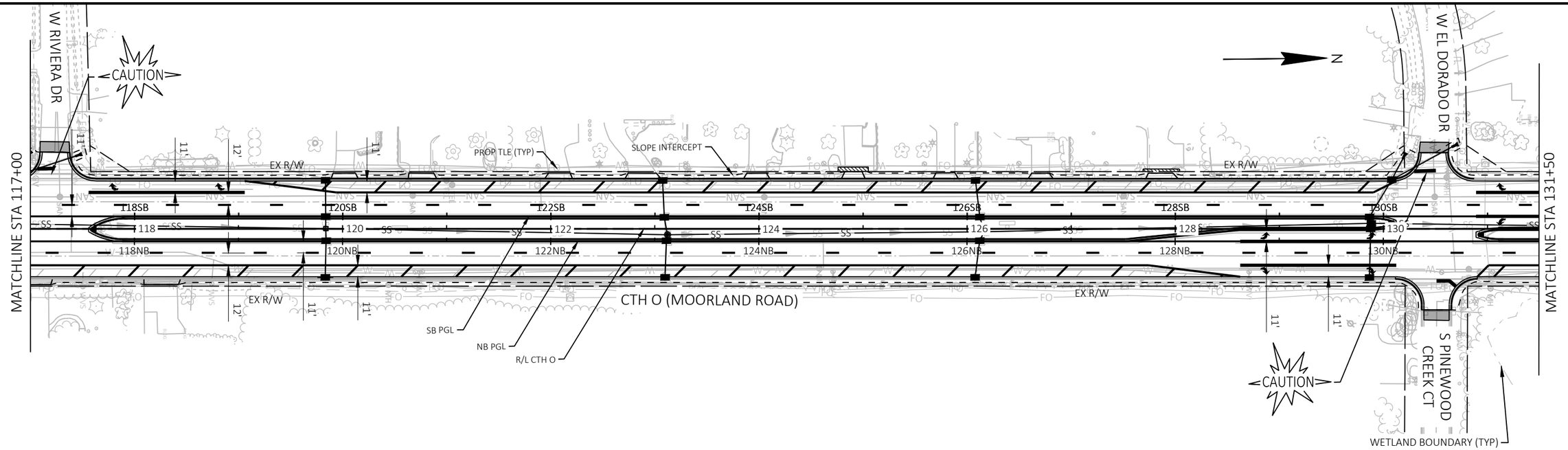


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET 279	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_050101-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2024 11:28 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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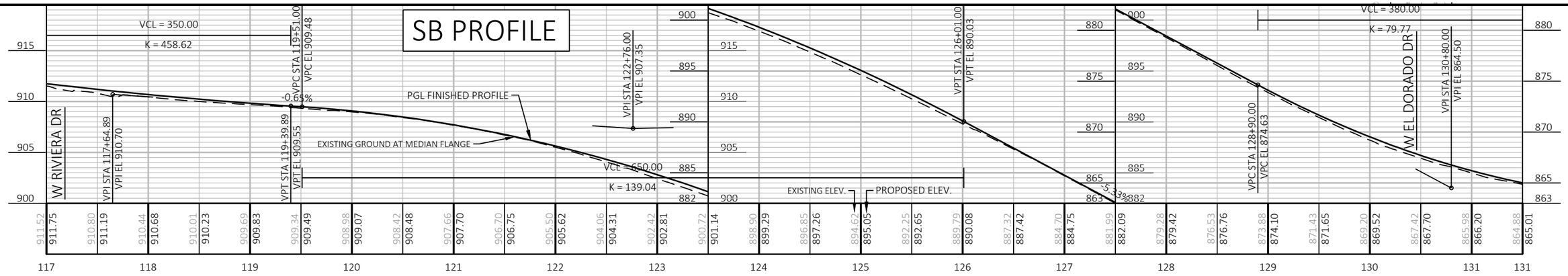
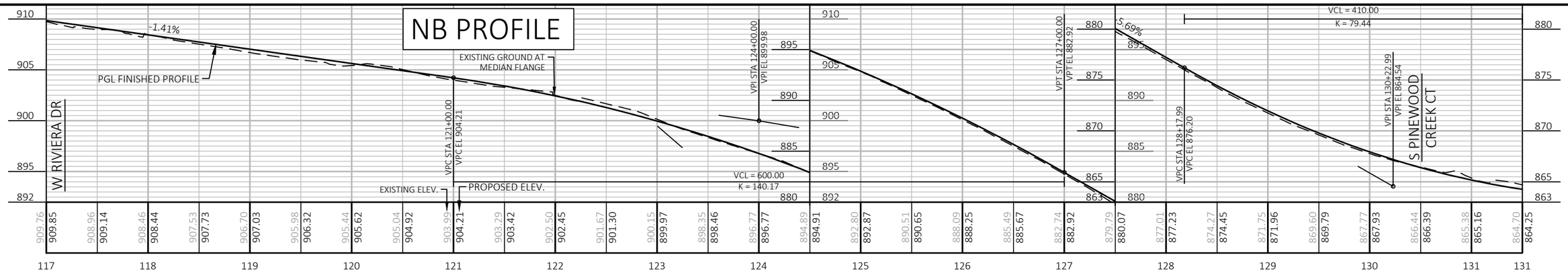
5

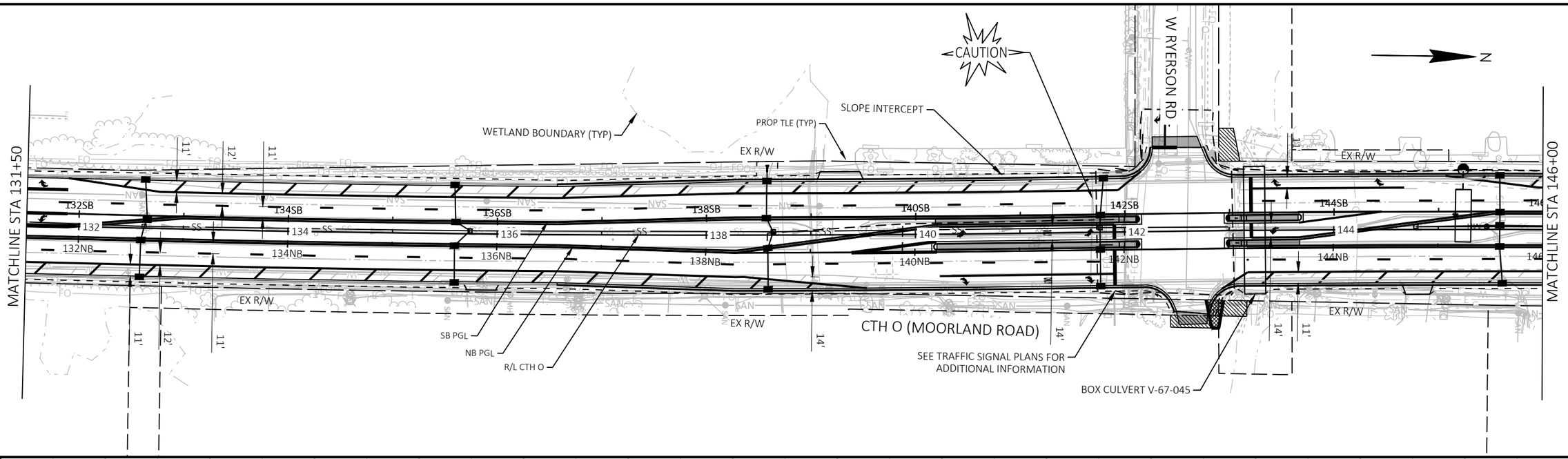
SB PROFILE



NB PROFILE



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET 280	E



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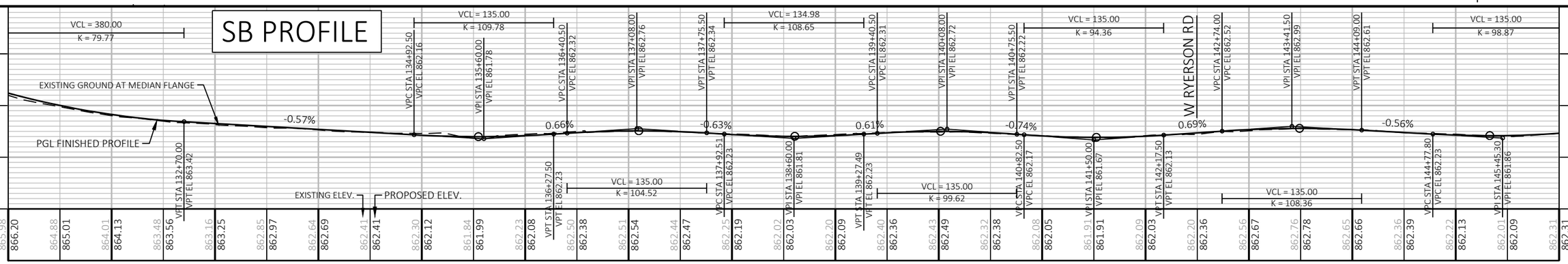
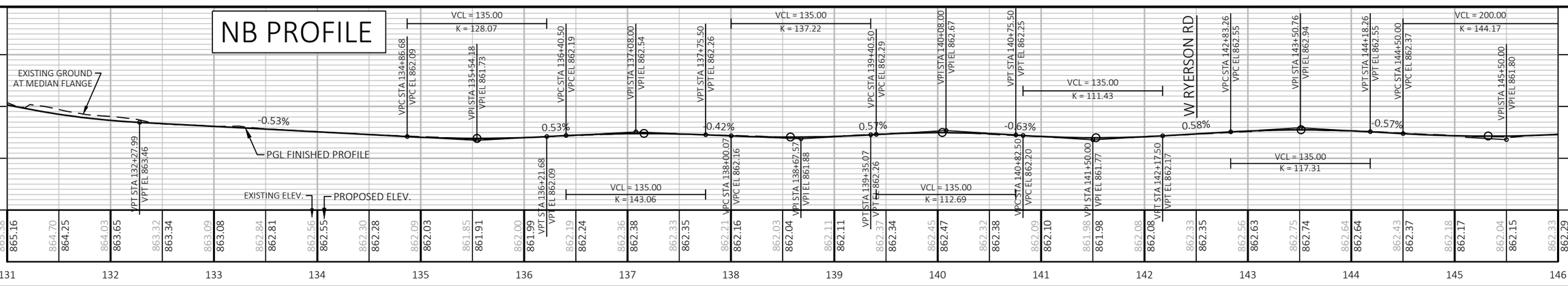
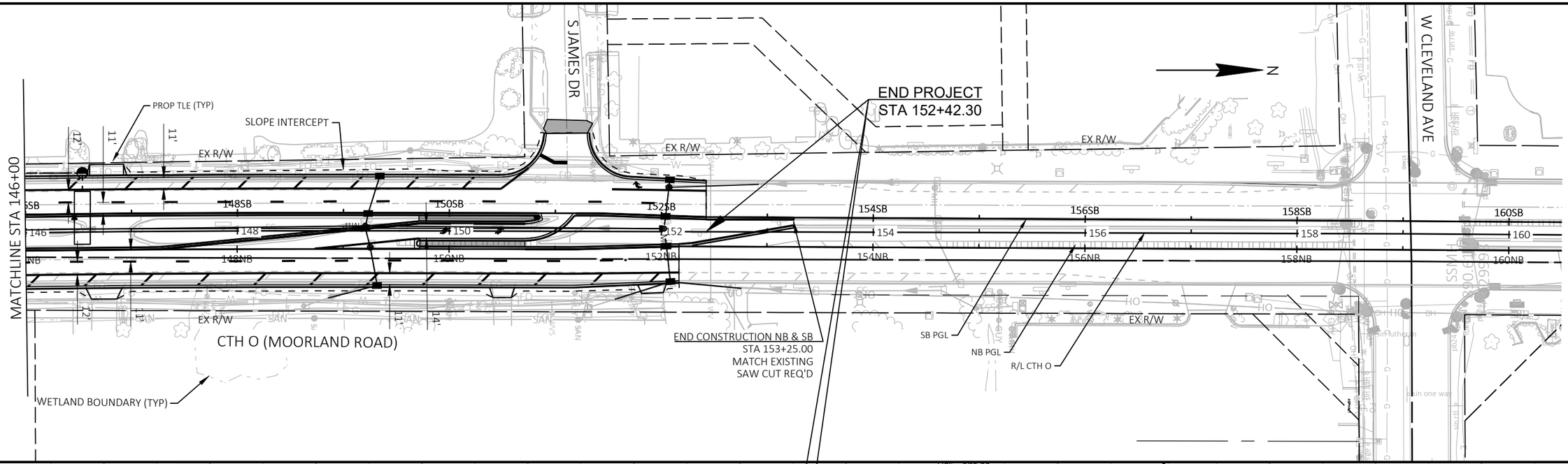




PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PLOTTING	SHEET 281	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_050101-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 10/24/2024 11:30 AM
PLOT BY : ROTH, THOMAS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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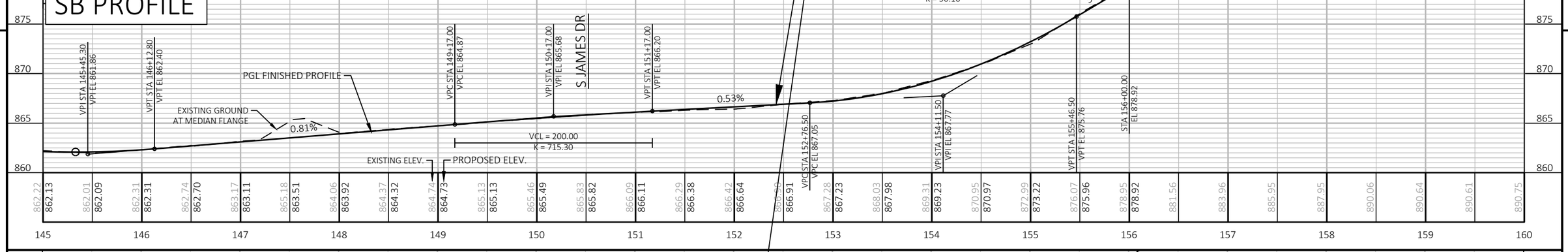
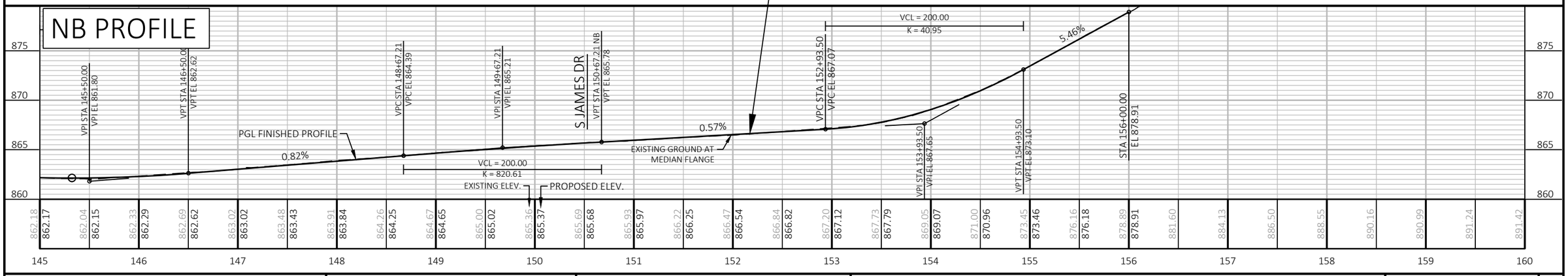
SB PROFILE



NB PROFILE



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PLAN AND PROFILE	SHEET 282	E

Standard Detail Drawing List

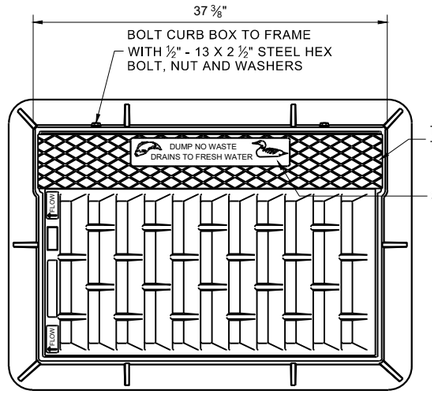
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
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
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09C16-01	CONCRETE BASE TYPE 10 SPECIAL EXTENSION
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE 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
09H09-02	COMMUNICATION VAULT TYPE 1
10A01-04	ELECTRICAL HANDHOLE WIRING
10A18-05A	LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP
11B02-02	CONCRETE MEDIAN NOSE
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS

6

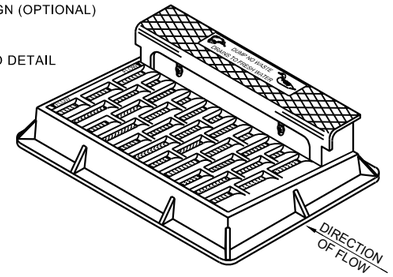
Standard Detail Drawing List

15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-08C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D11-09	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-12A	TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY RUMBLE STRIPS
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

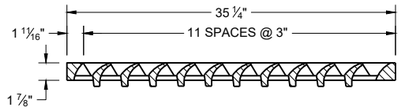
6

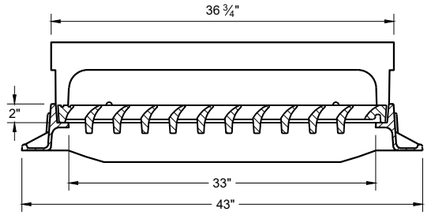


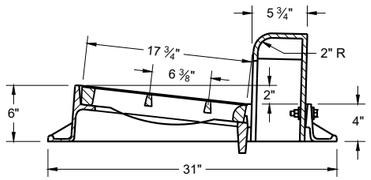
NOTE: EITHER CASTING IS ACCEPTABLE

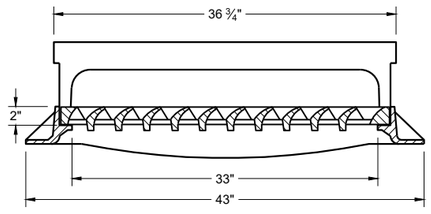


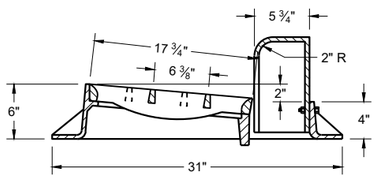
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







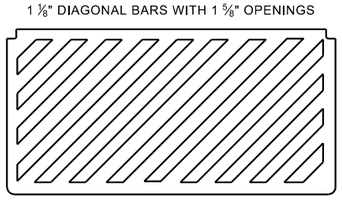




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

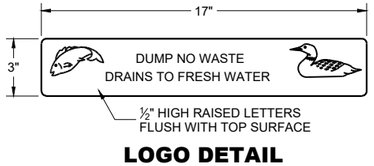
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



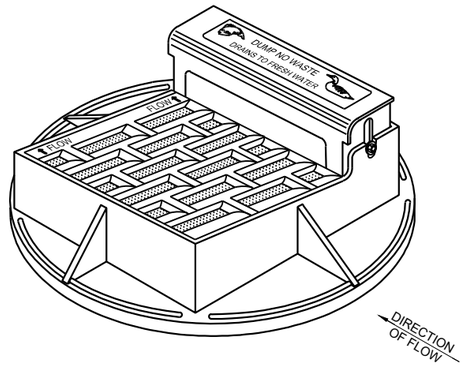
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

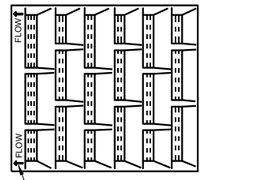


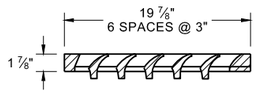
LOGO DETAIL

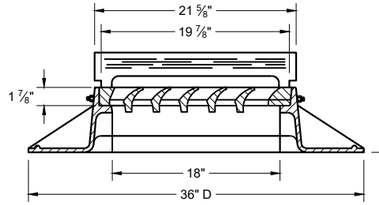


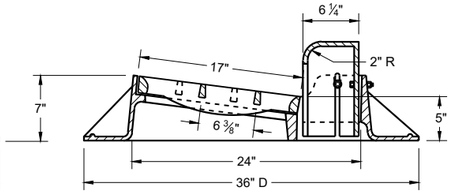
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE









TYPE "A"

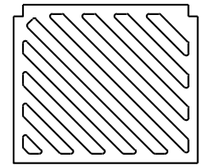
GENERAL NOTES

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

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

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

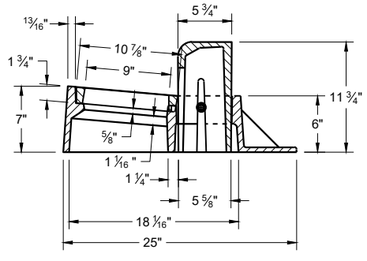
1" DIAGONAL BARS WITH 1 1/2" OPENINGS

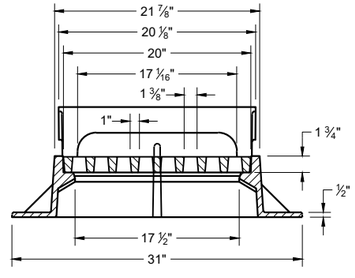


SPECIAL GRATE FOR TYPE "A" COVER

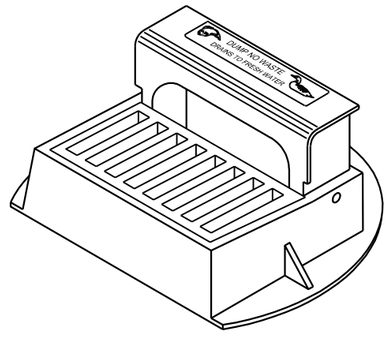
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

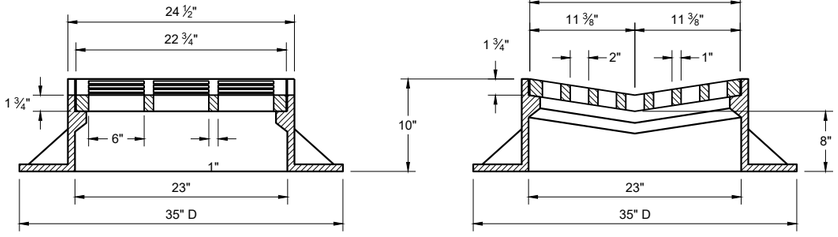
APPROVED
December 2023
DATE

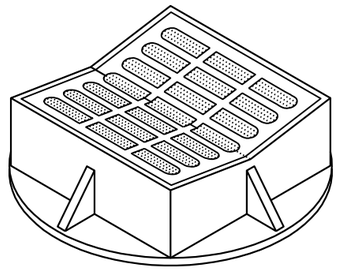
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

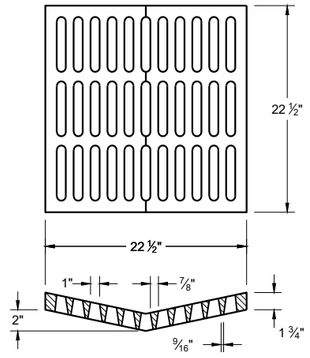
6

SDD 08A05-21a





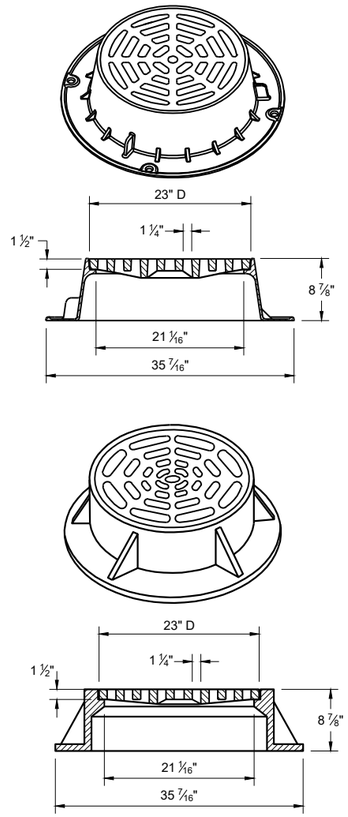
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

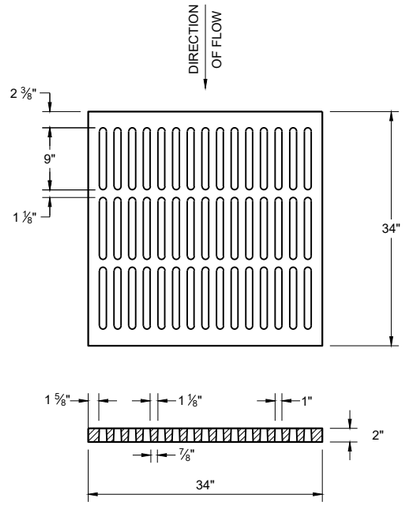
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

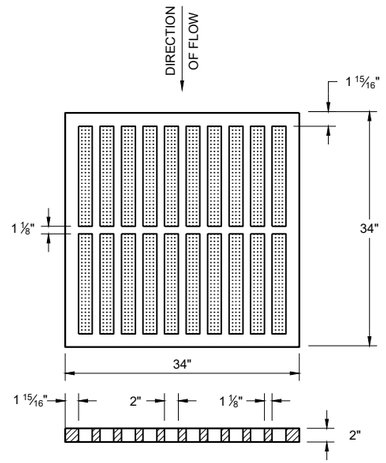
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

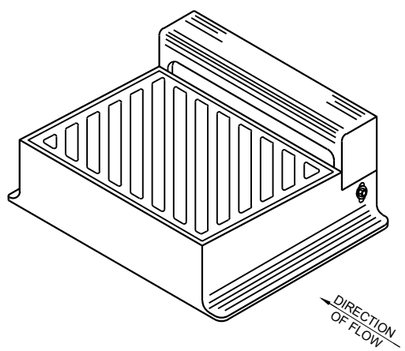
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



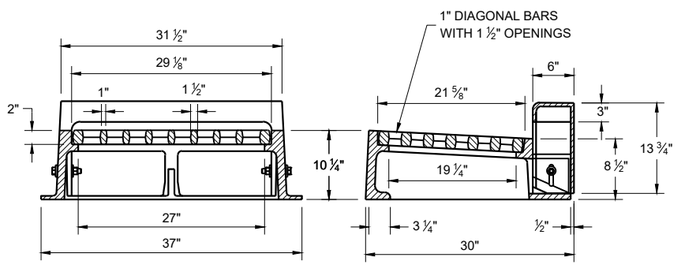
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08A05-21b

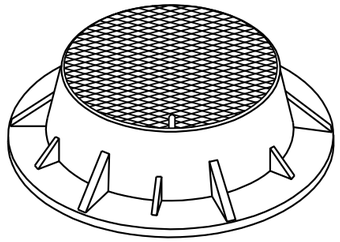
SDD 08A05-21b

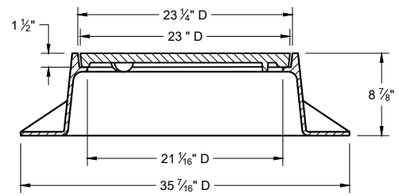
GENERAL NOTES

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

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

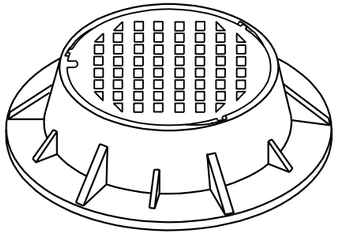
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

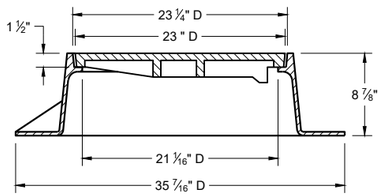




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

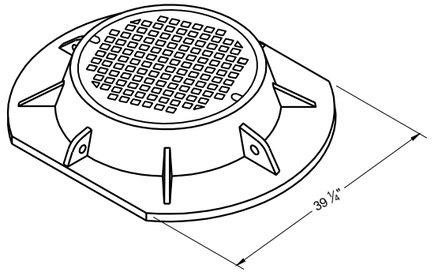


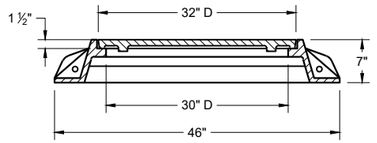


TYPE "J" SPECIAL

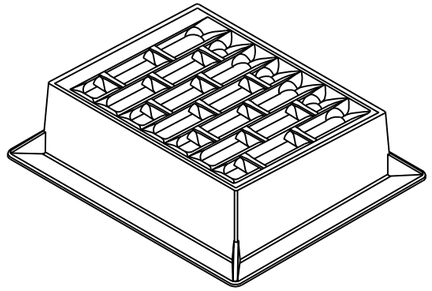
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

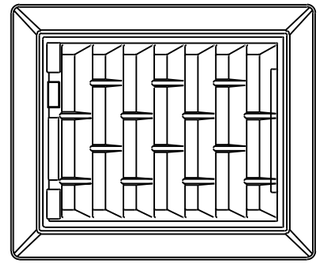
NOTE: EITHER CASTING IS ACCEPTABLE

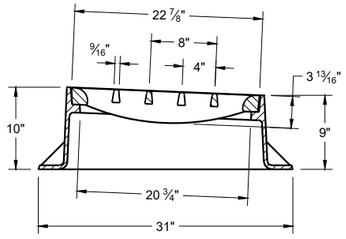


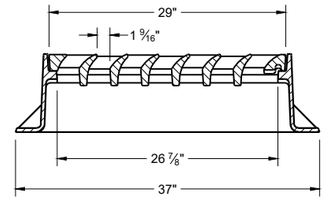


TYPE "K"

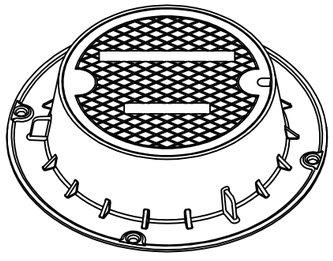


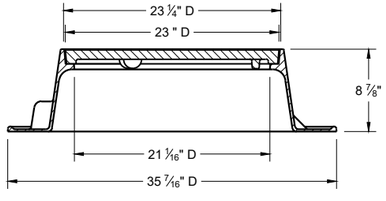






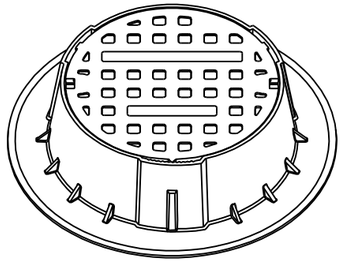
INLET COVER TYPE "BW"

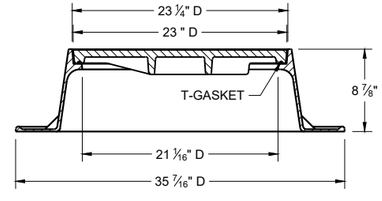




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

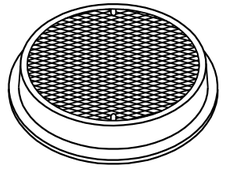


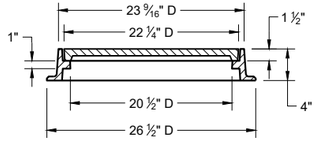


TYPE "J" SPECIAL

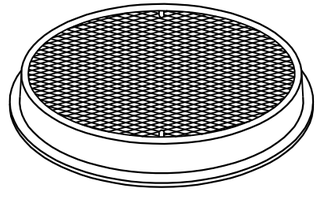
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

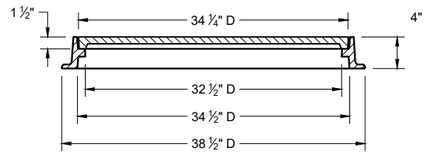
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

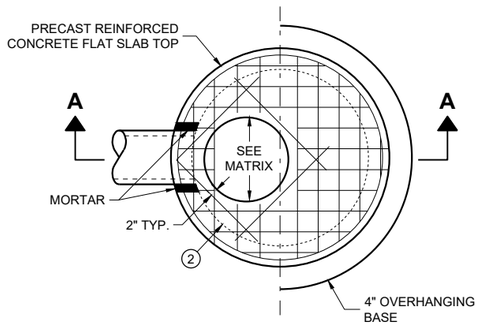
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

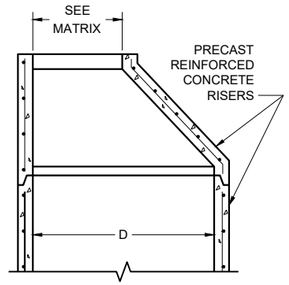
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

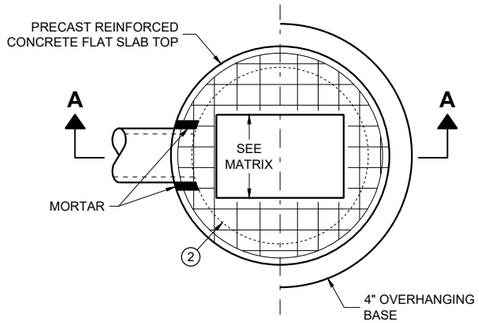
6
SDD 08A05-21e



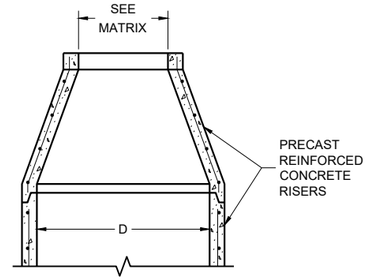
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

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

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE 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".

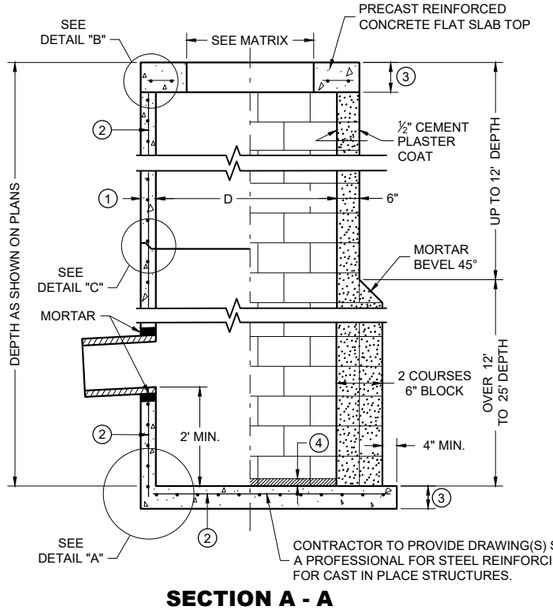
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

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

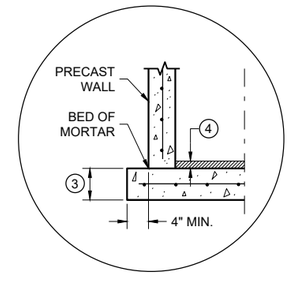
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



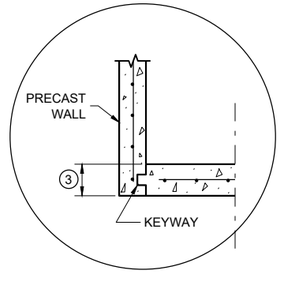
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

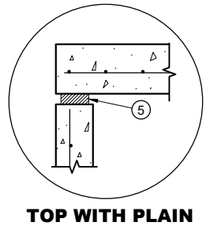


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

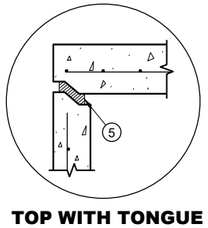


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

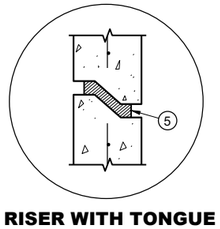
DETAIL "A"



TOP WITH PLAIN END JOINT

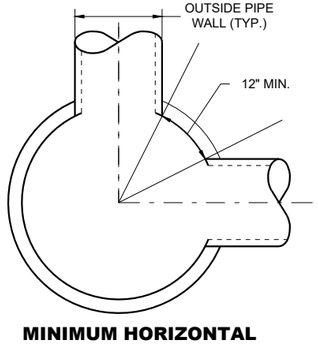


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08A08-03

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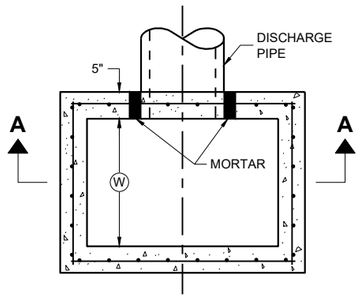
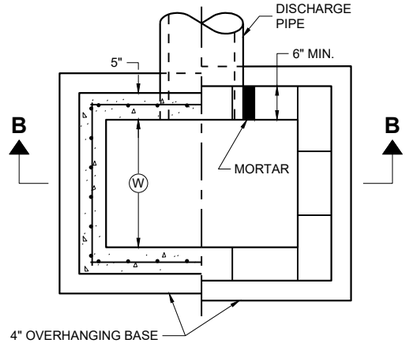
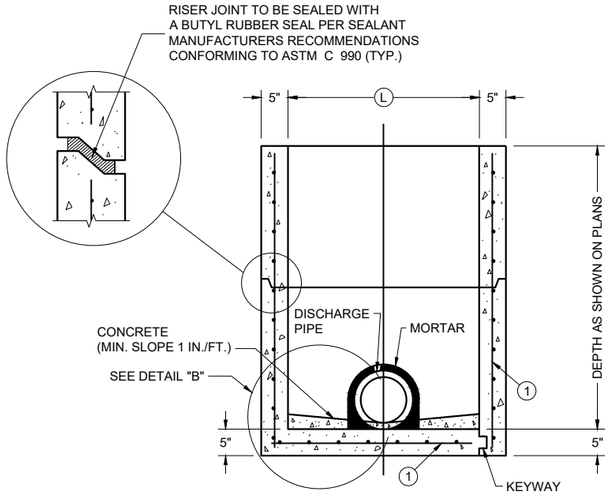
SDD 08A08-03



PLAN VIEW



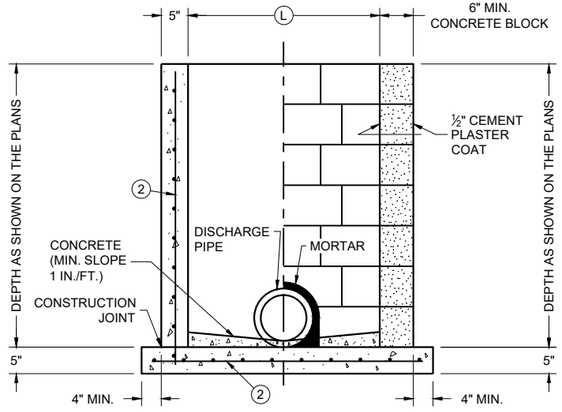
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

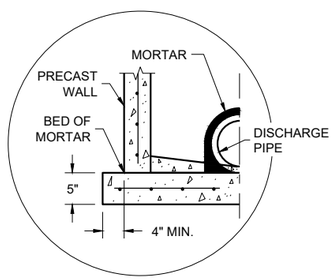
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

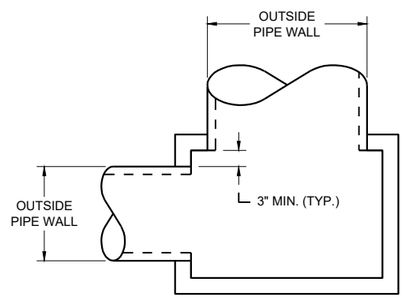
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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SDD 08C07-03

SDD 08C07-03

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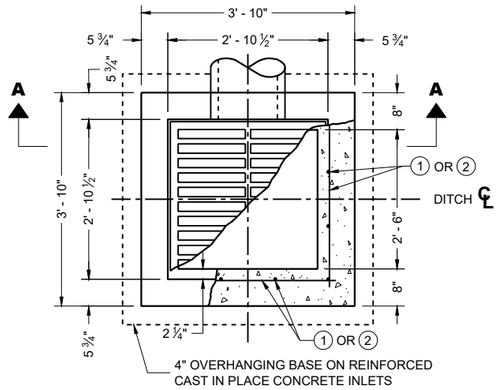
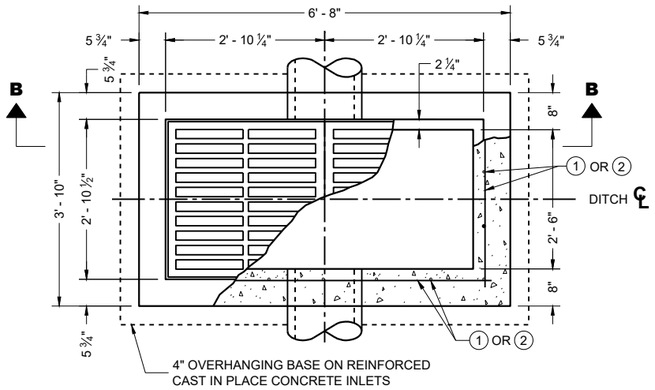
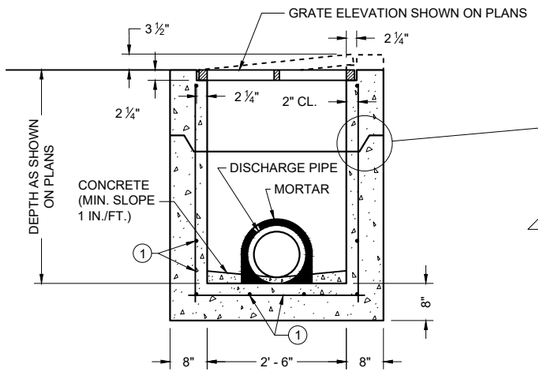


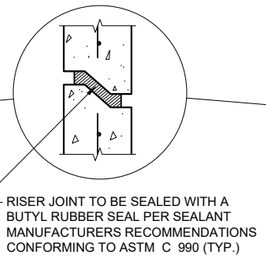
PLAN VIEW

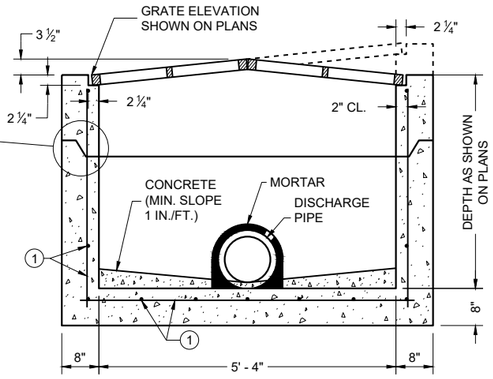


PLAN VIEW

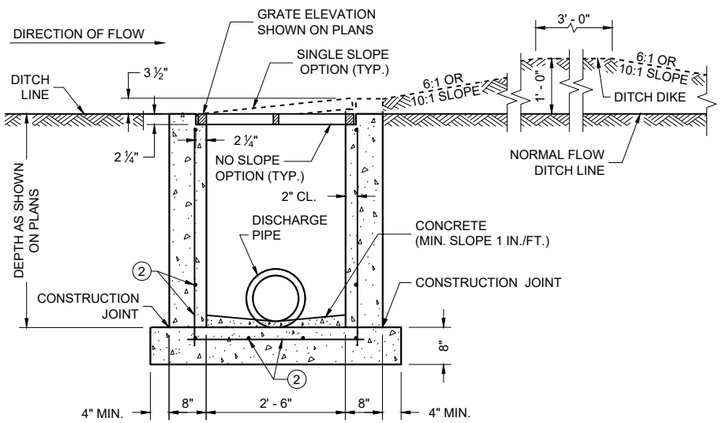


PRECAST REINFORCED CONCRETE SECTION A - A



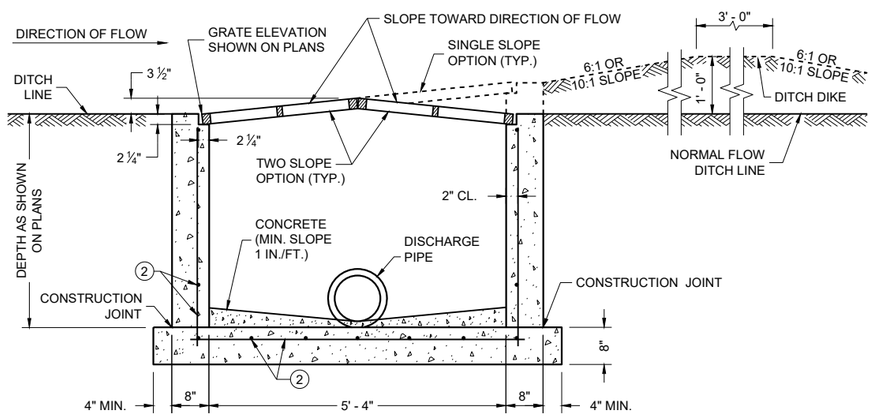


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

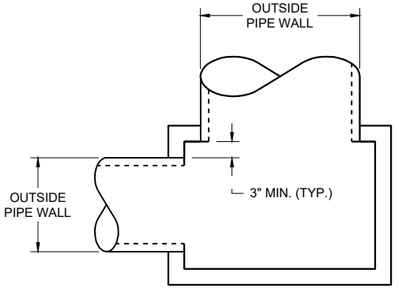
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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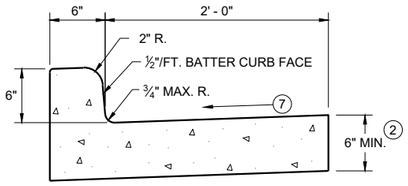
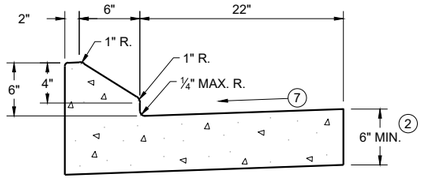
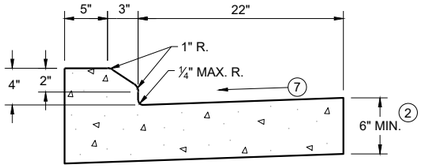


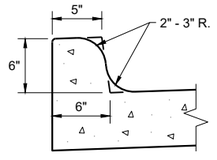
TYPES A (1) & D



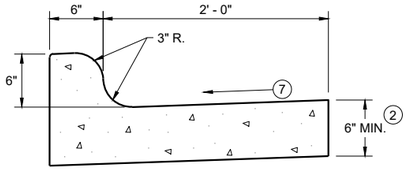
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

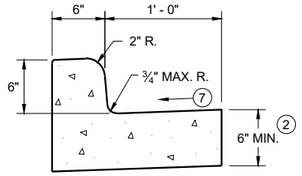


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



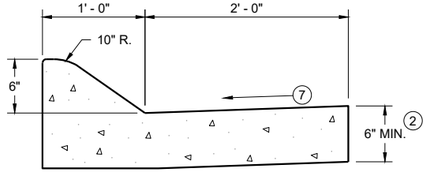
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

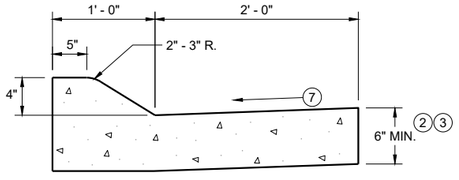


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

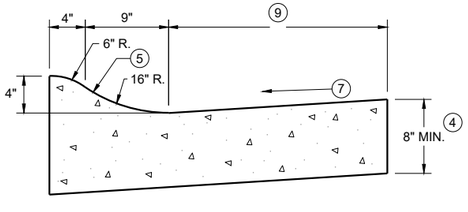


6" SLOPED CURB TYPES A (1) & D



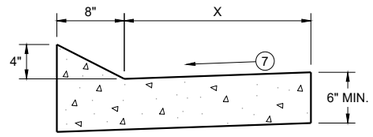
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

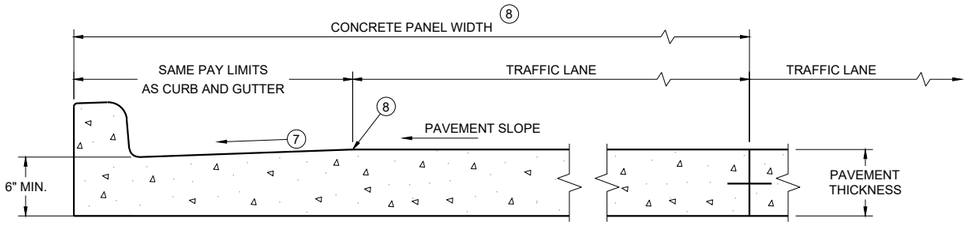


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

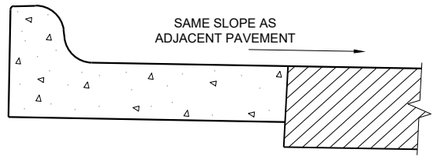
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

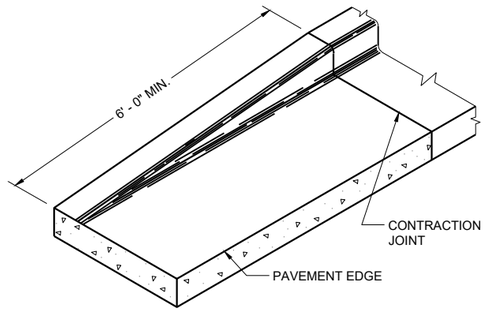
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

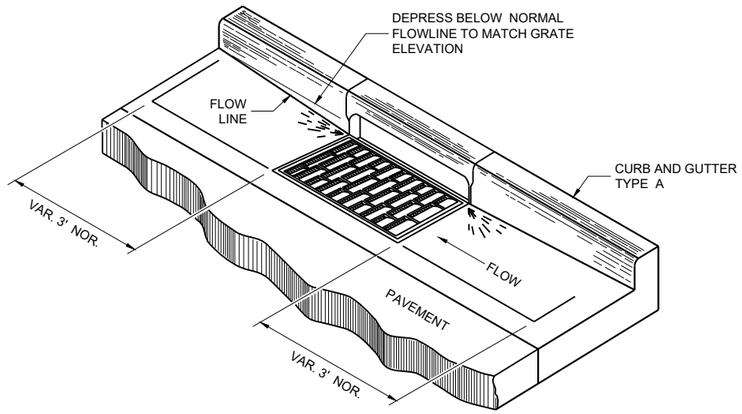
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB 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.

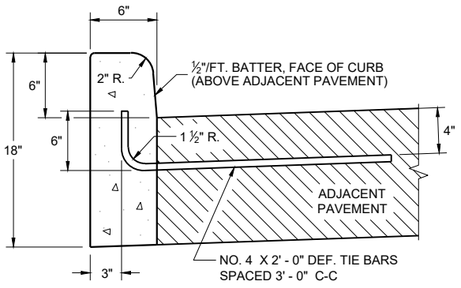
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

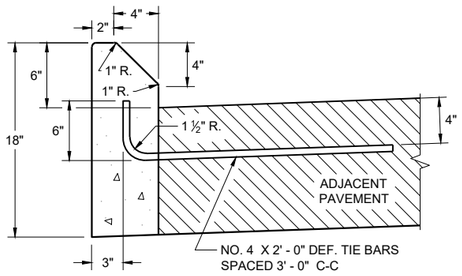
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

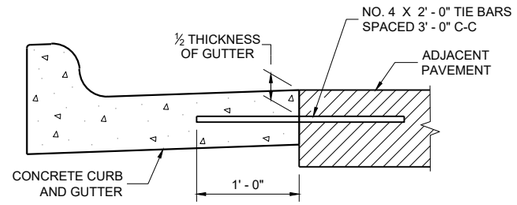


TYPES A (1) & D

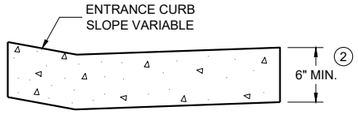


TYPES G (1) & J

CONCRETE CURB

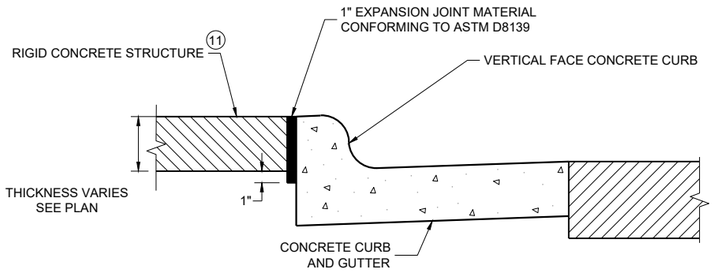


TYPICAL TIE BAR LOCATION (1)

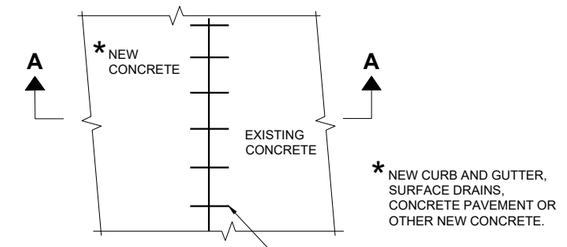


DRIVEWAY ENTRANCE CURB (10)

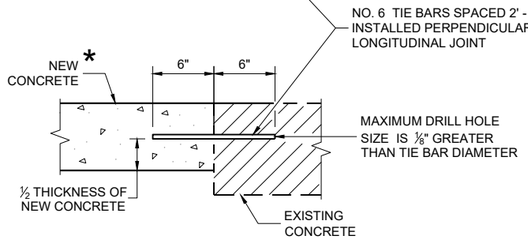
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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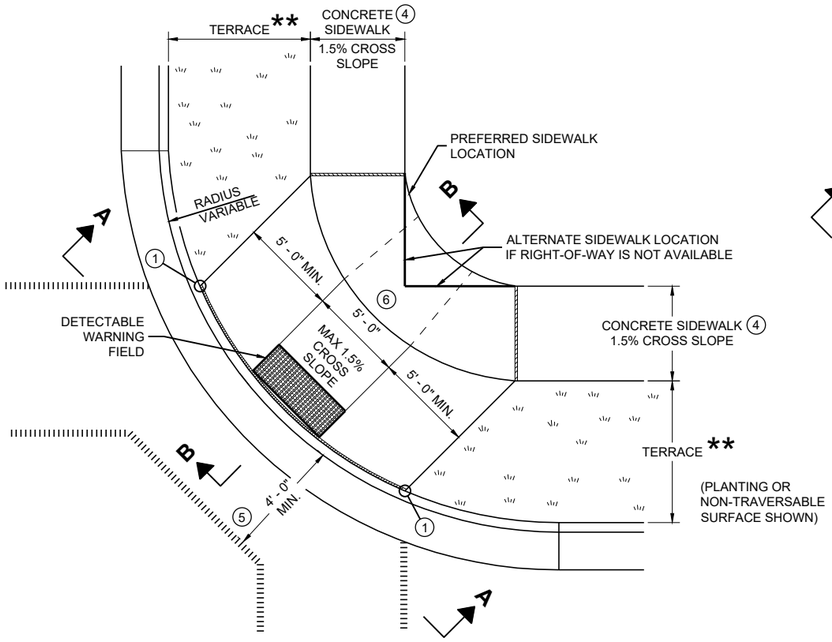
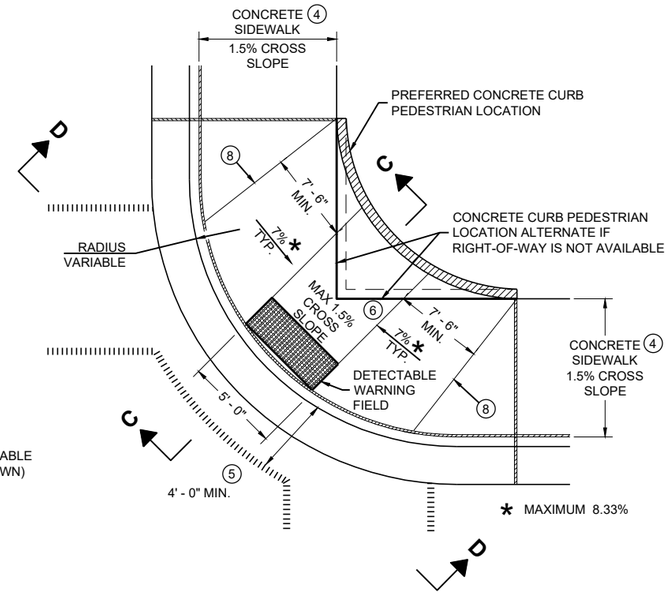
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

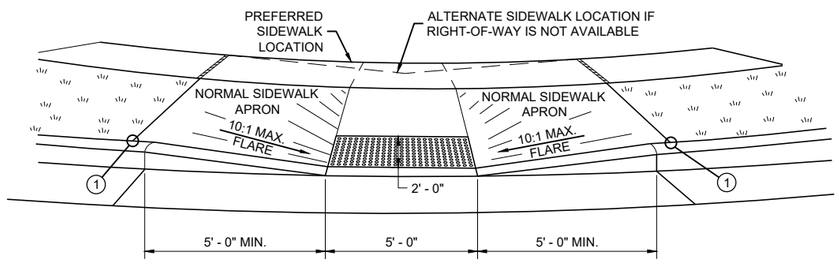
(CENTER OF CORNER RADIUS)



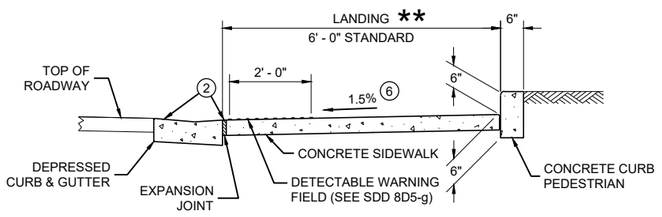
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

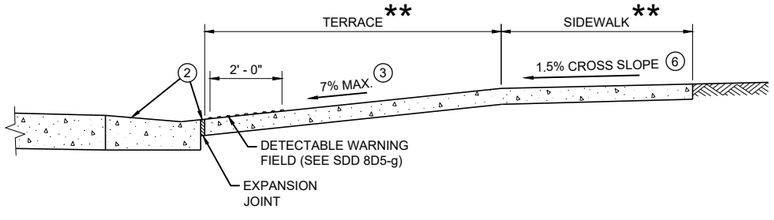


VIEW A - A FOR TYPE 1

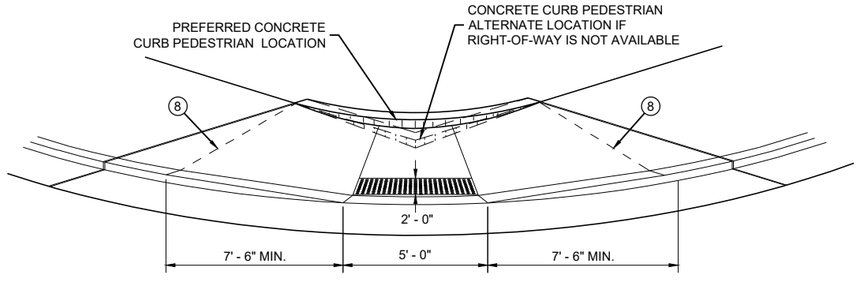


SECTION C - C FOR TYPE 1 - A

** 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 ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

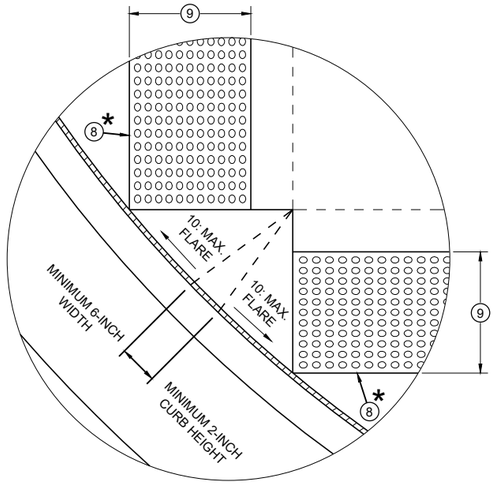
LEGEND

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

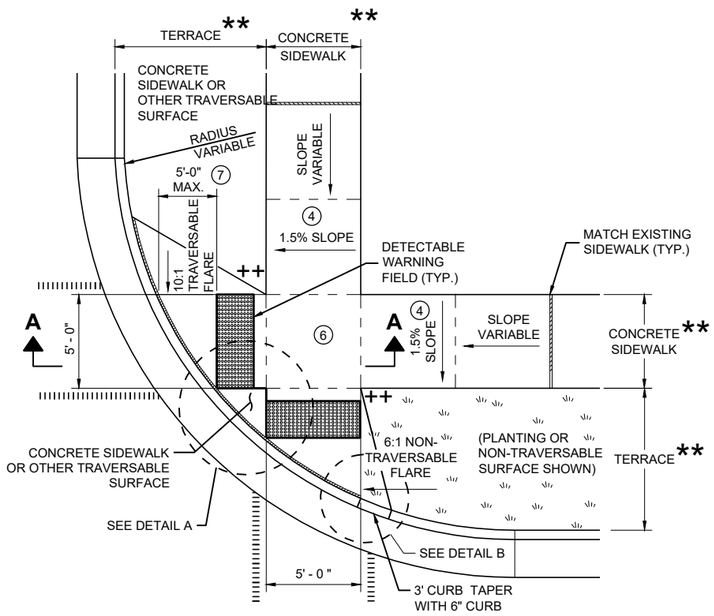
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



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.

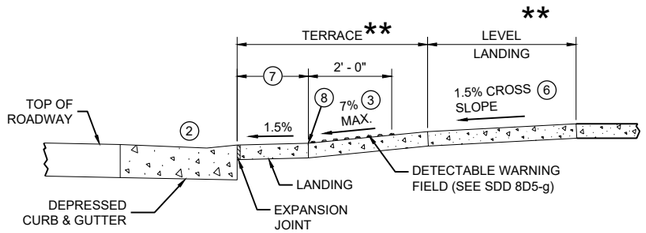
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

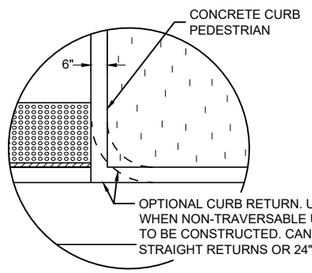


SECTION A - A FOR TYPE 2

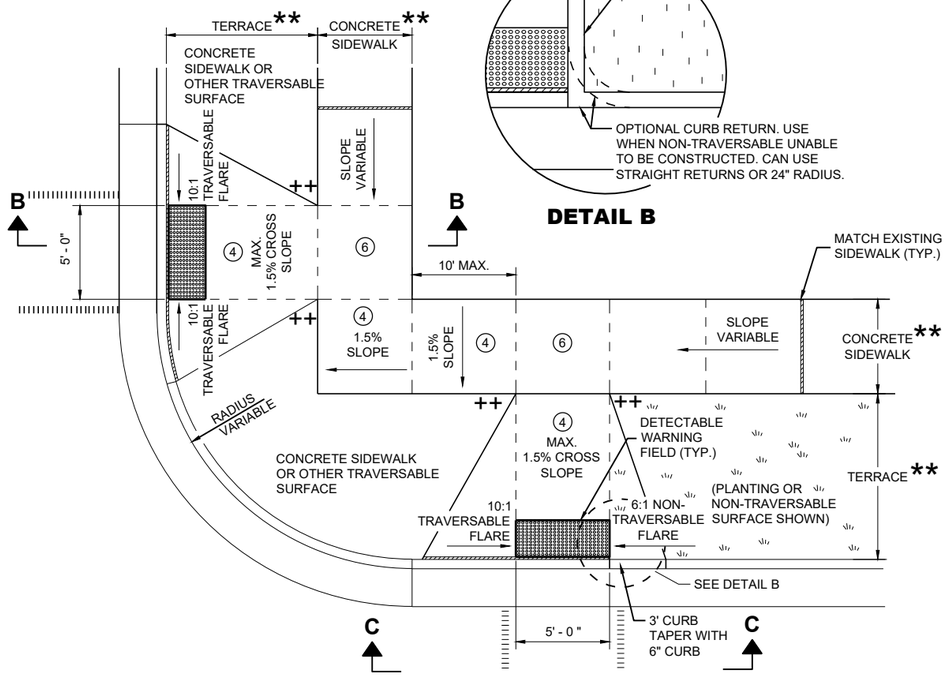
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



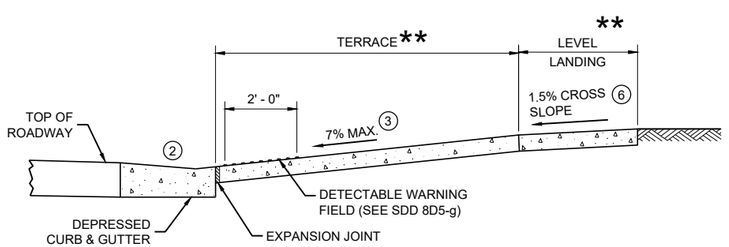
DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)



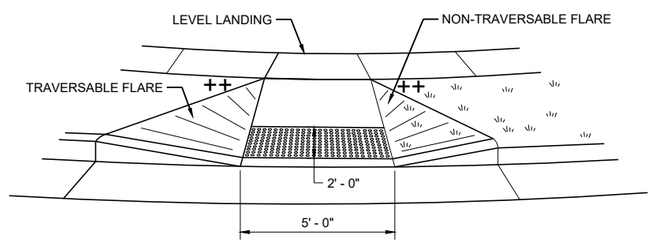
SECTION B - B FOR TYPE 3

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

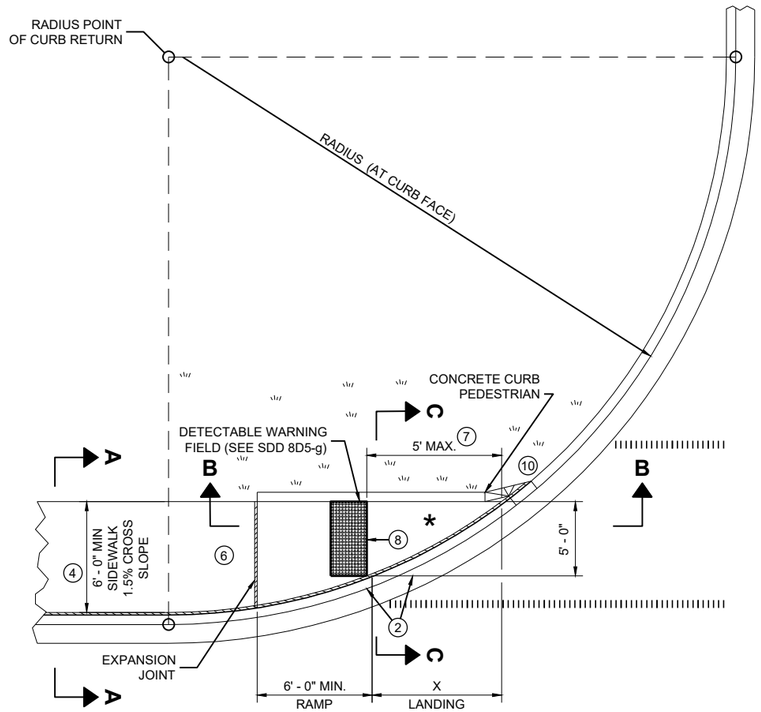
PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

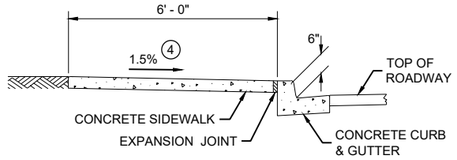


PLAN VIEW

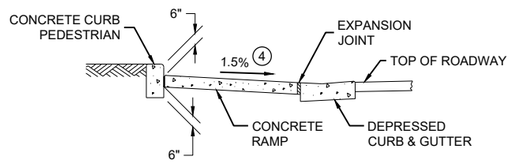
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

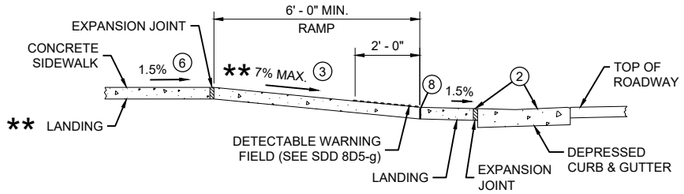
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

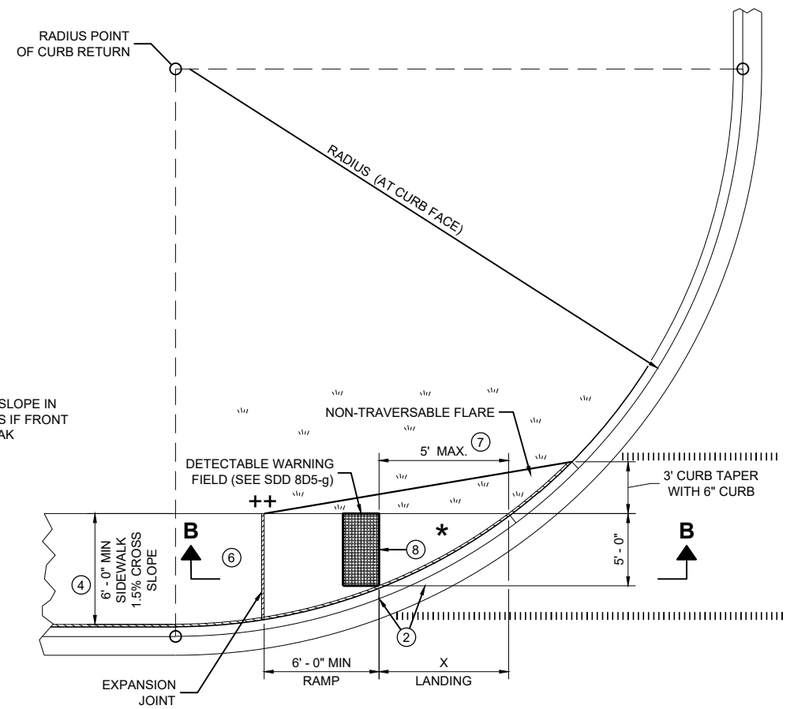


SECTION C - C FOR TYPE 4A



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

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

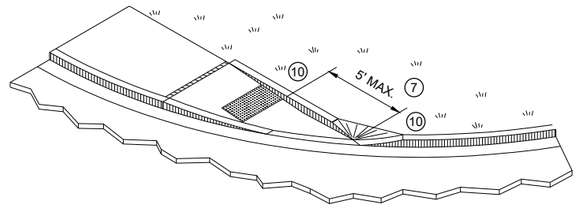


PLAN VIEW

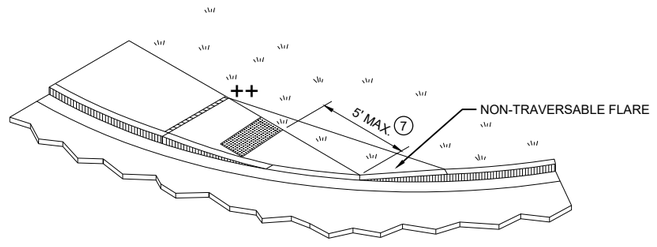
CURB RAMP TYPE 4A1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

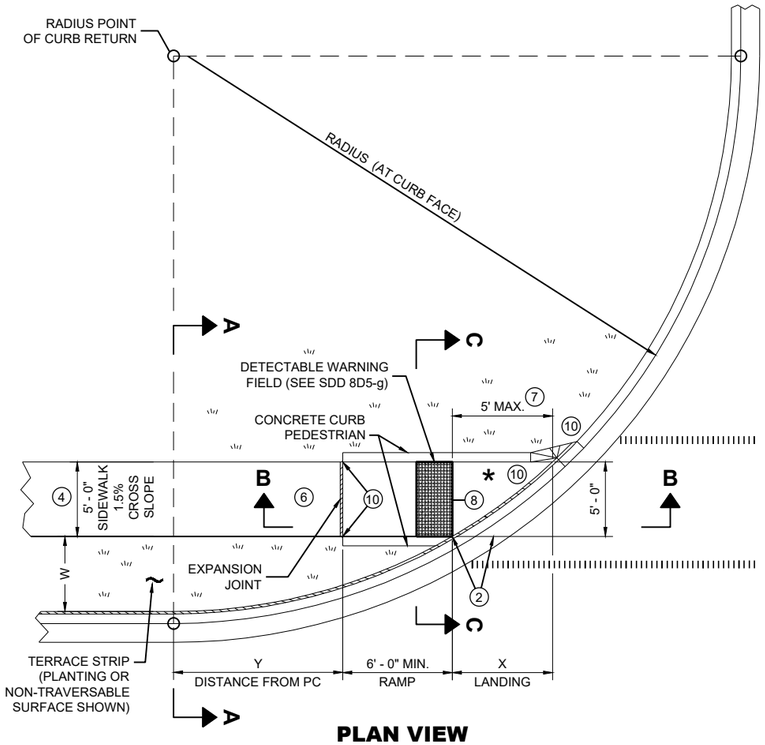
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

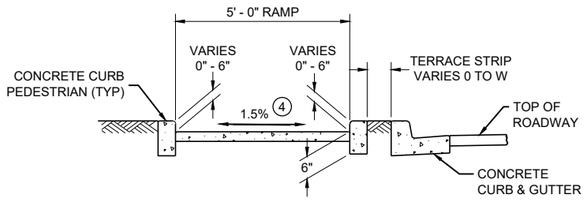
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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.

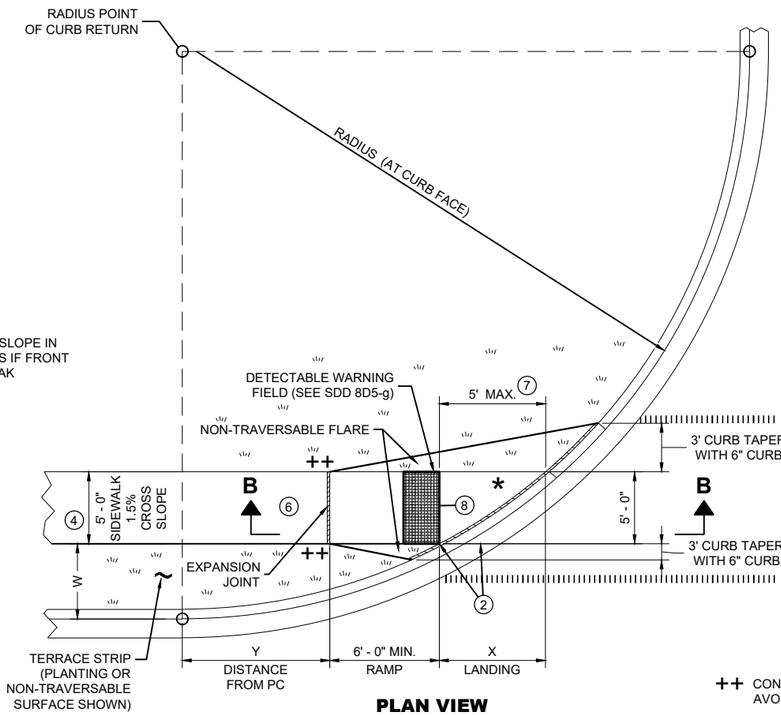
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

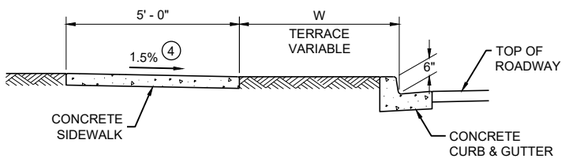
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

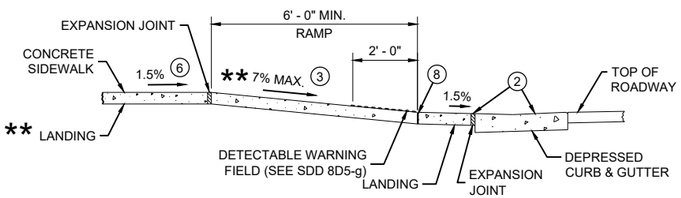
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



PLAN VIEW
CURB RAMP TYPE 4B1



SECTION A - A FOR TYPE 4B

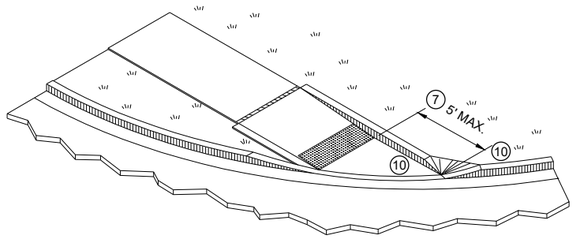


SECTION B - B FOR TYPE 4B AND TYPE 4B1

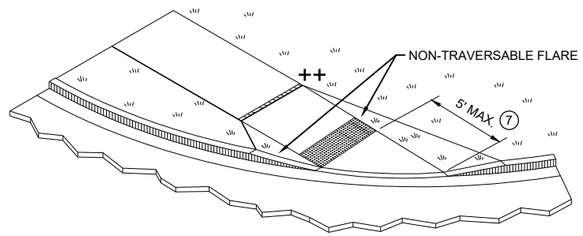
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



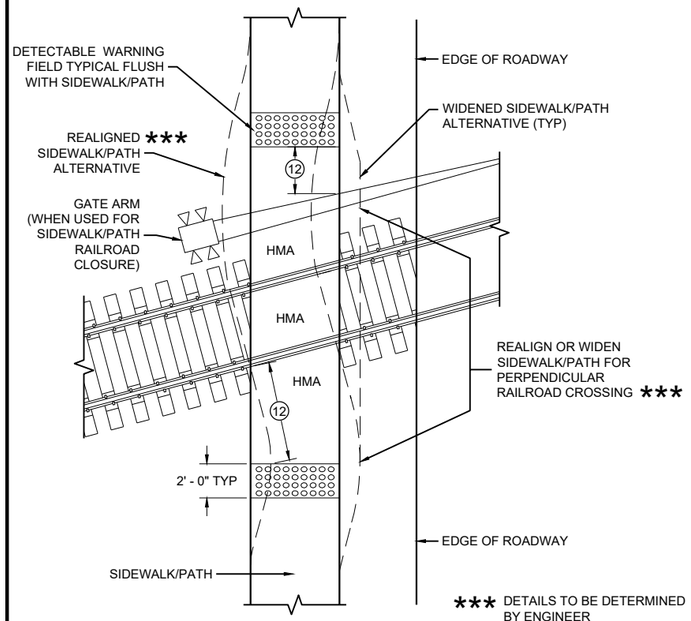
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

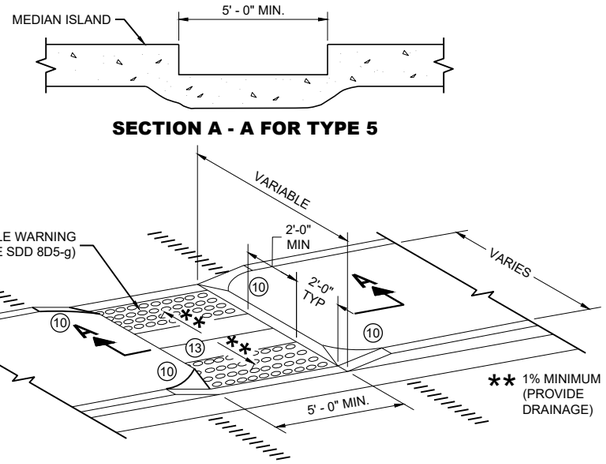
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

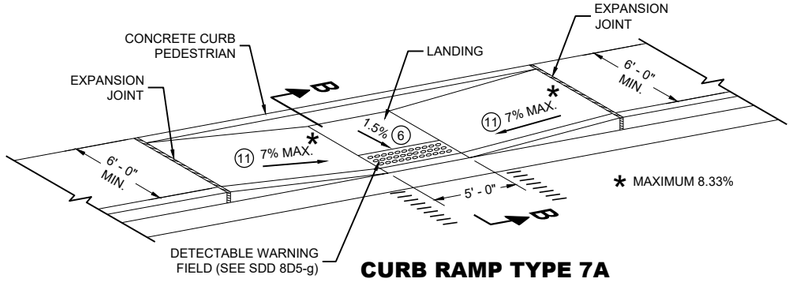
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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.

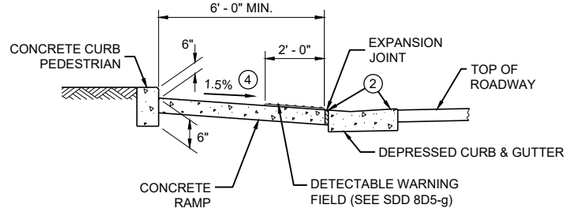
LEGEND

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

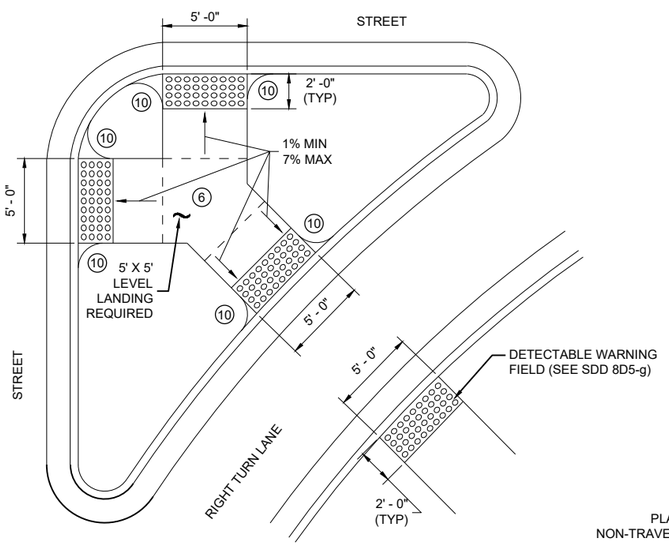


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



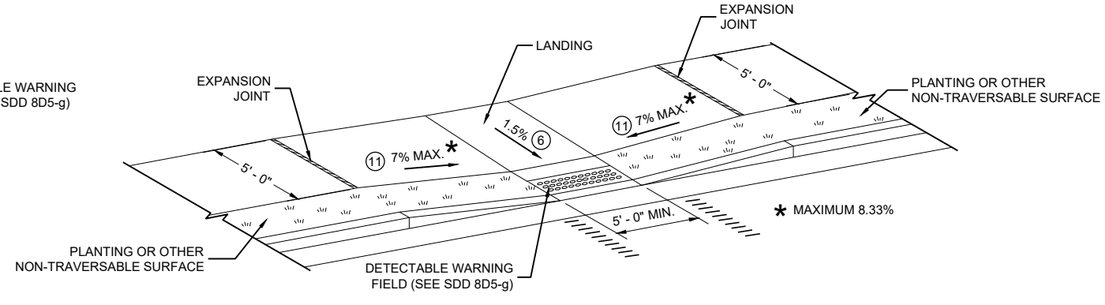
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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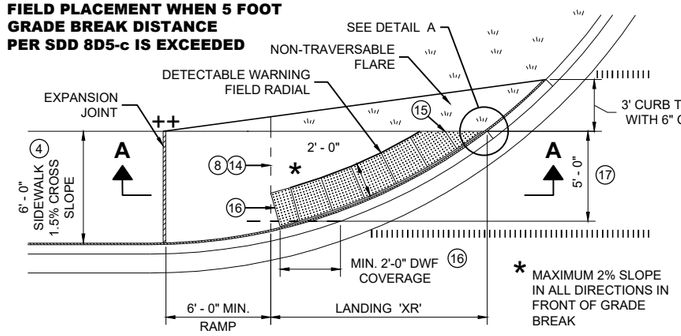
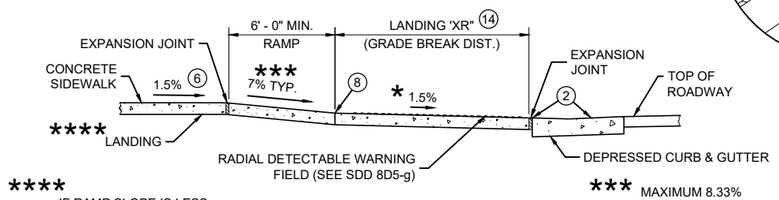
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

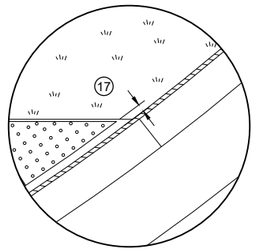
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

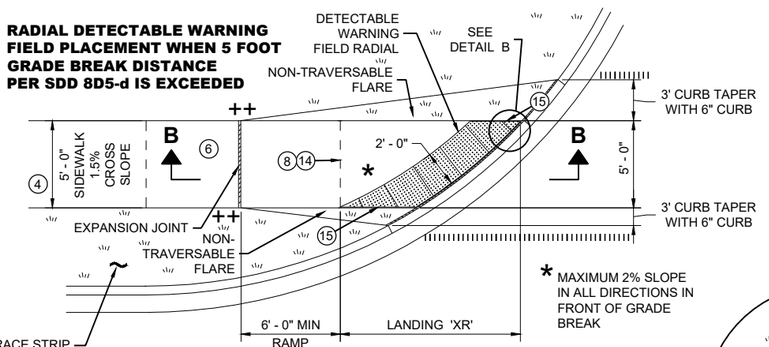
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

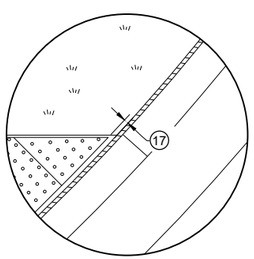
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



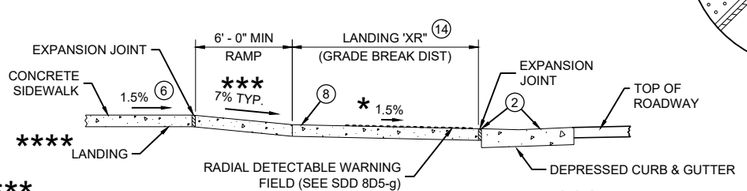
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

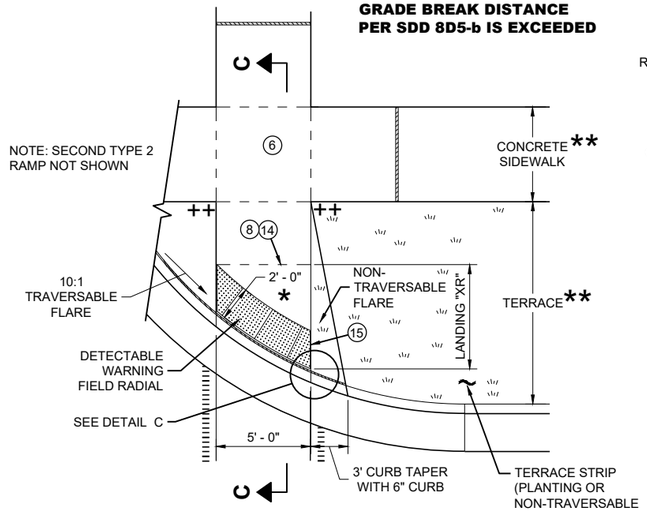


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** 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

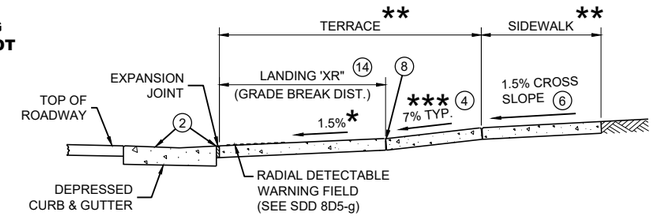


PLAN VIEW

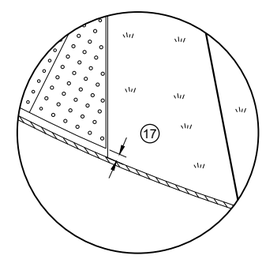
CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

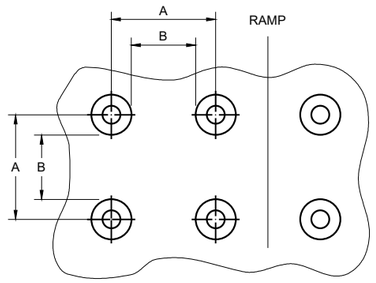
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

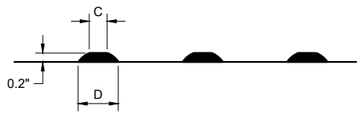
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

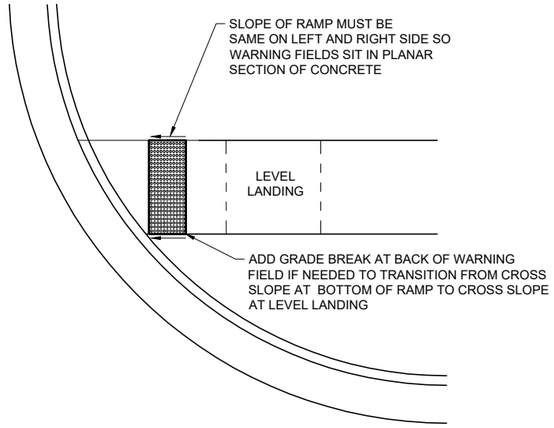
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

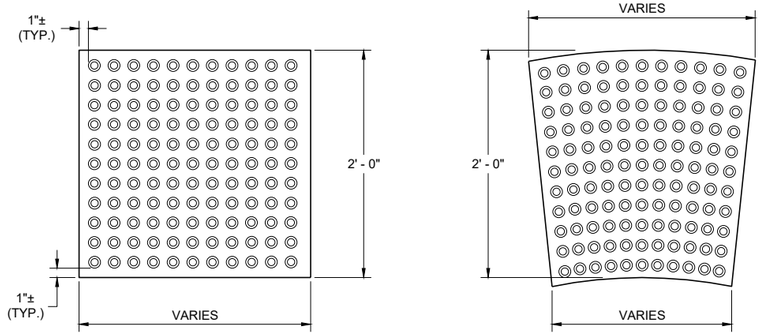
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

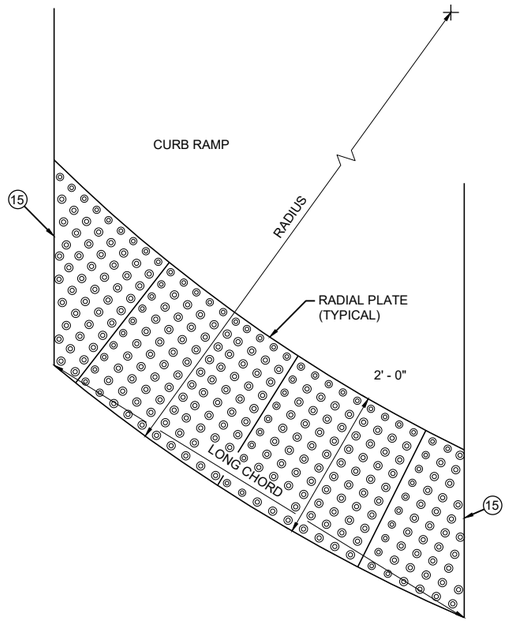
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



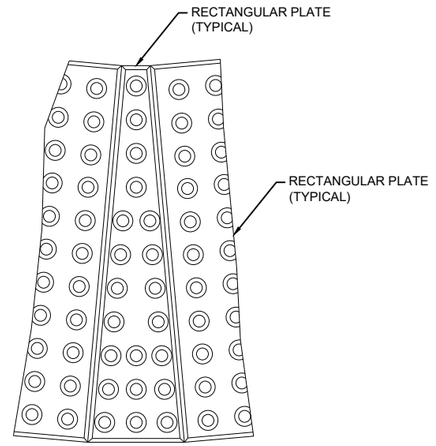
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



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
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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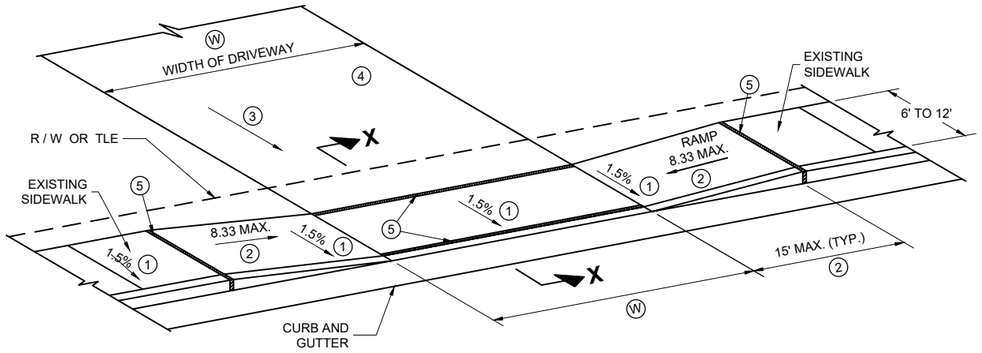
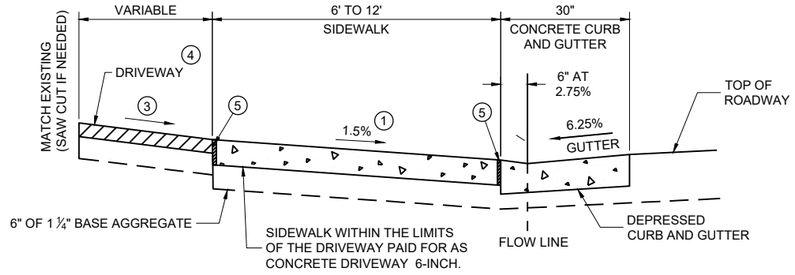
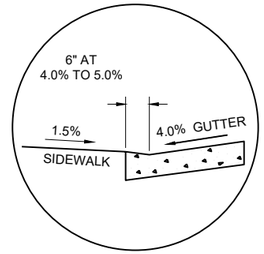


TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



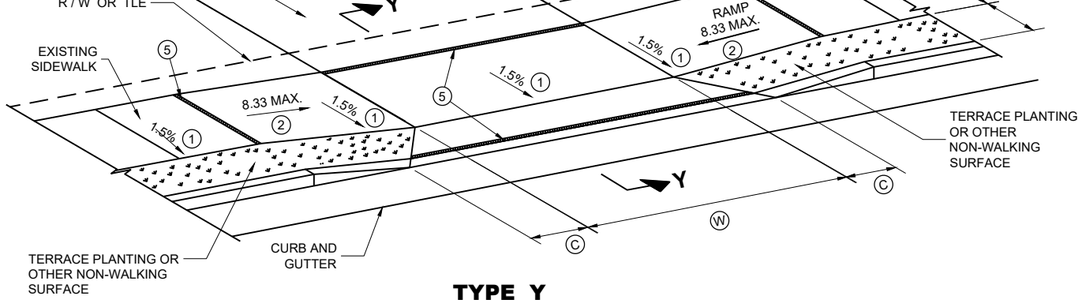
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

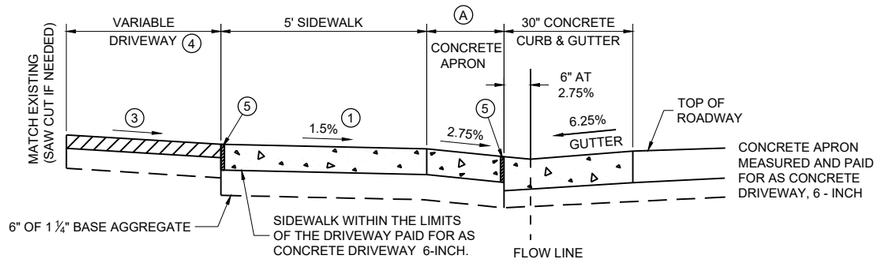
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

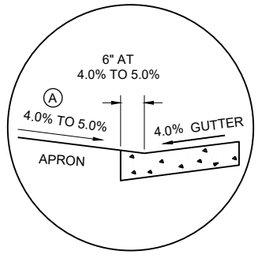


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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GENERAL NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

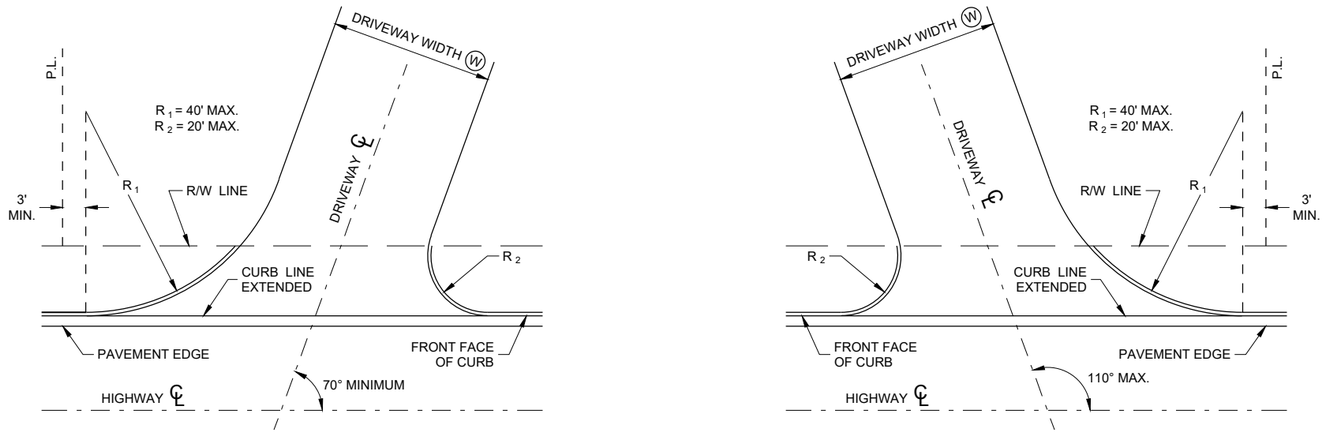
THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

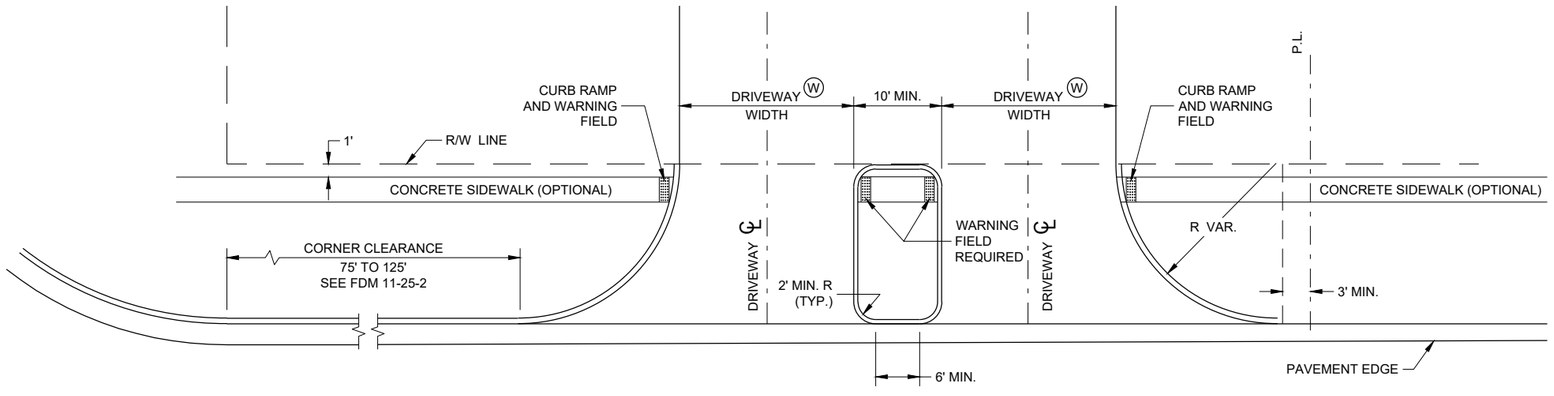
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



SKEWED DRIVEWAY DETAILS (COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

DRIVEWAYS WITH CURB AND GUTTER RETURNS

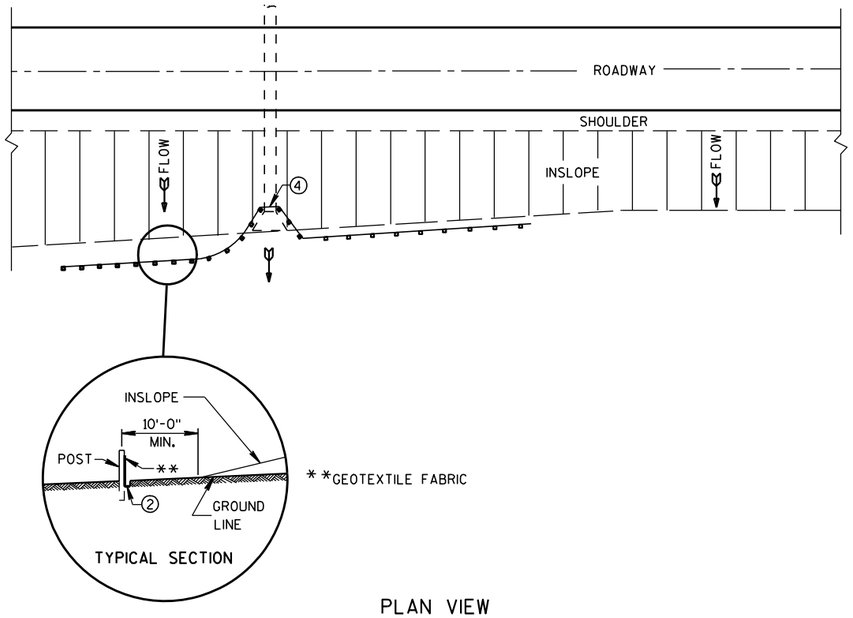
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
00-00-00 — DATE
/S/ <AUTHOR> — ROADWAY STANDARDS DEVE ENGINEER

FHWA

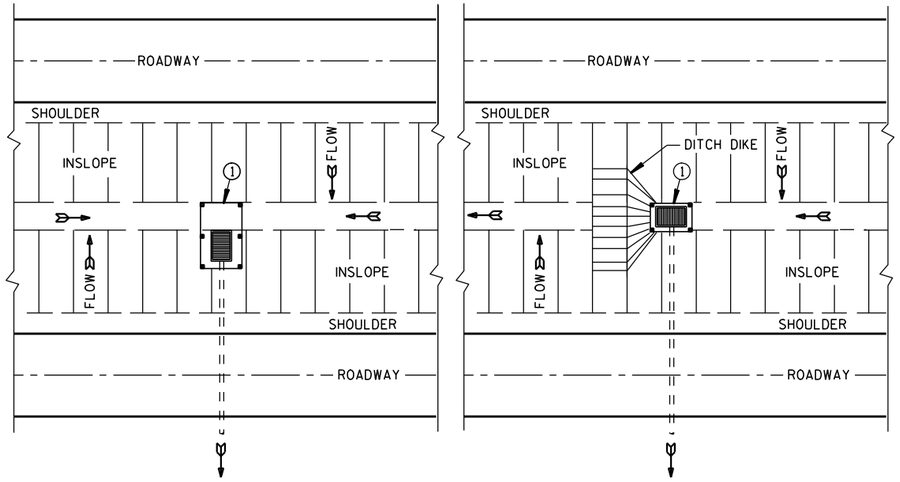
SDD 08D20 - 01

SDD 08D20 - 01



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



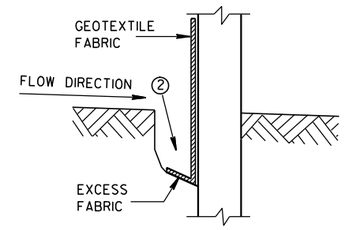
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

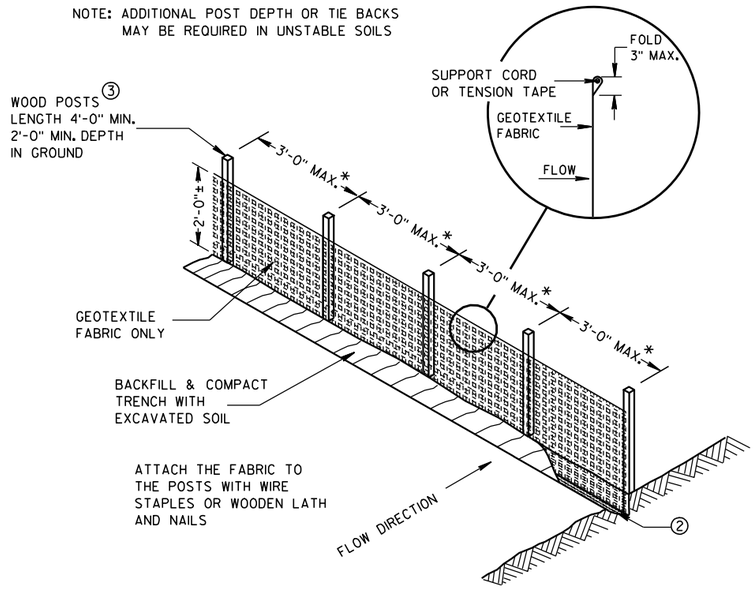
GENERAL NOTES

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

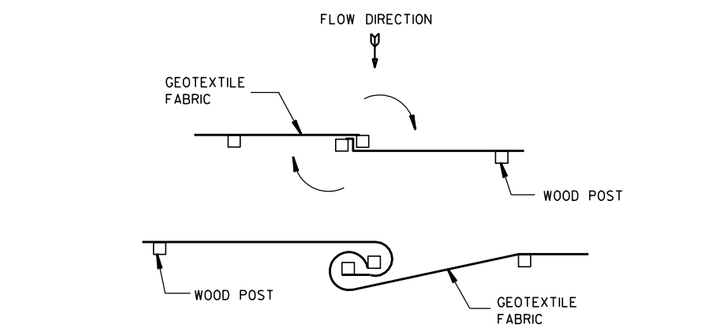
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



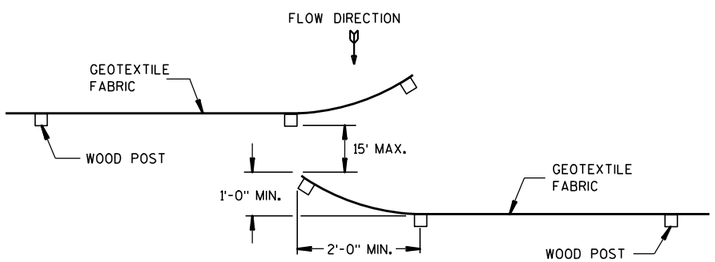
TRENCH DETAIL



SILT FENCE

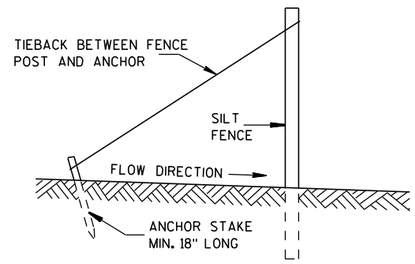


TWIST METHOD



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

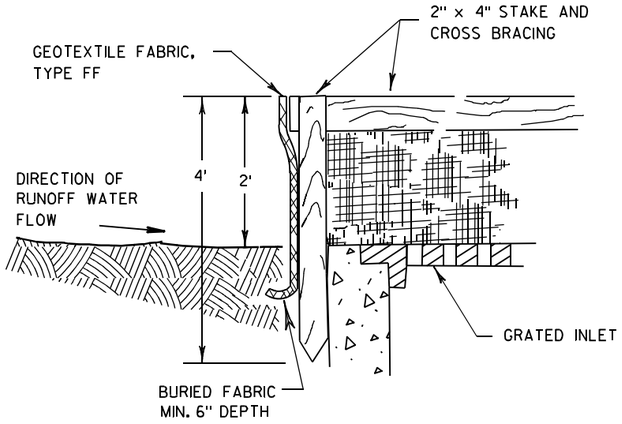
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

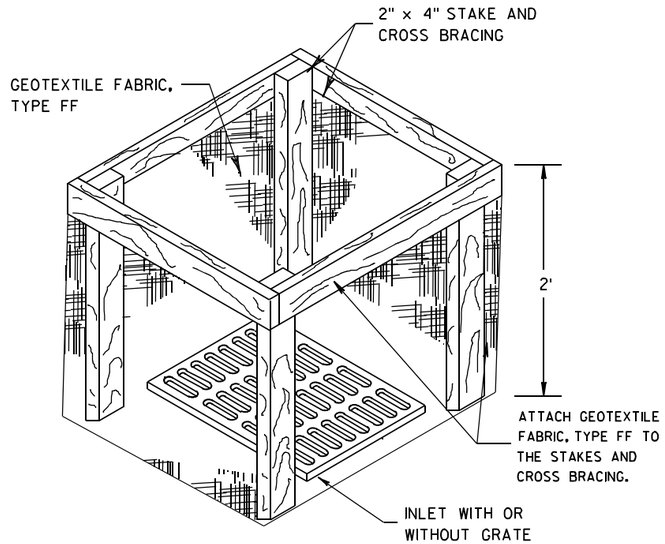
6

S.D.D. 8 E 9-6

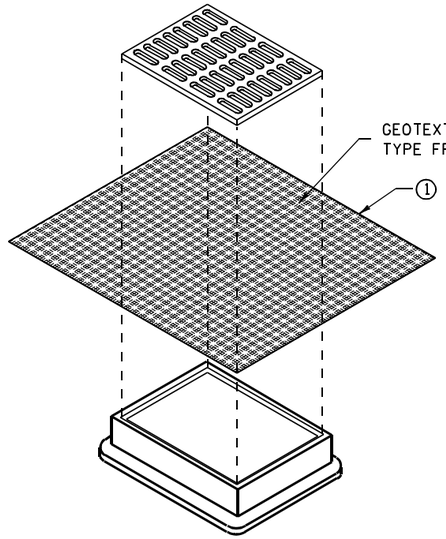
6

S.D.D. 8 E 9-6



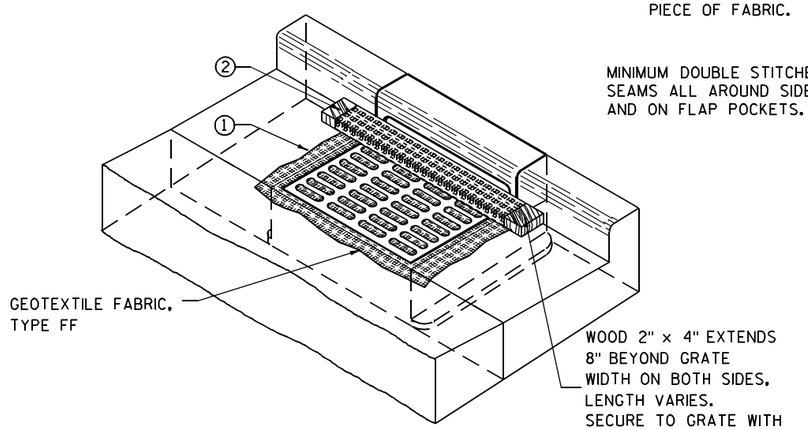


INLET PROTECTION, TYPE A

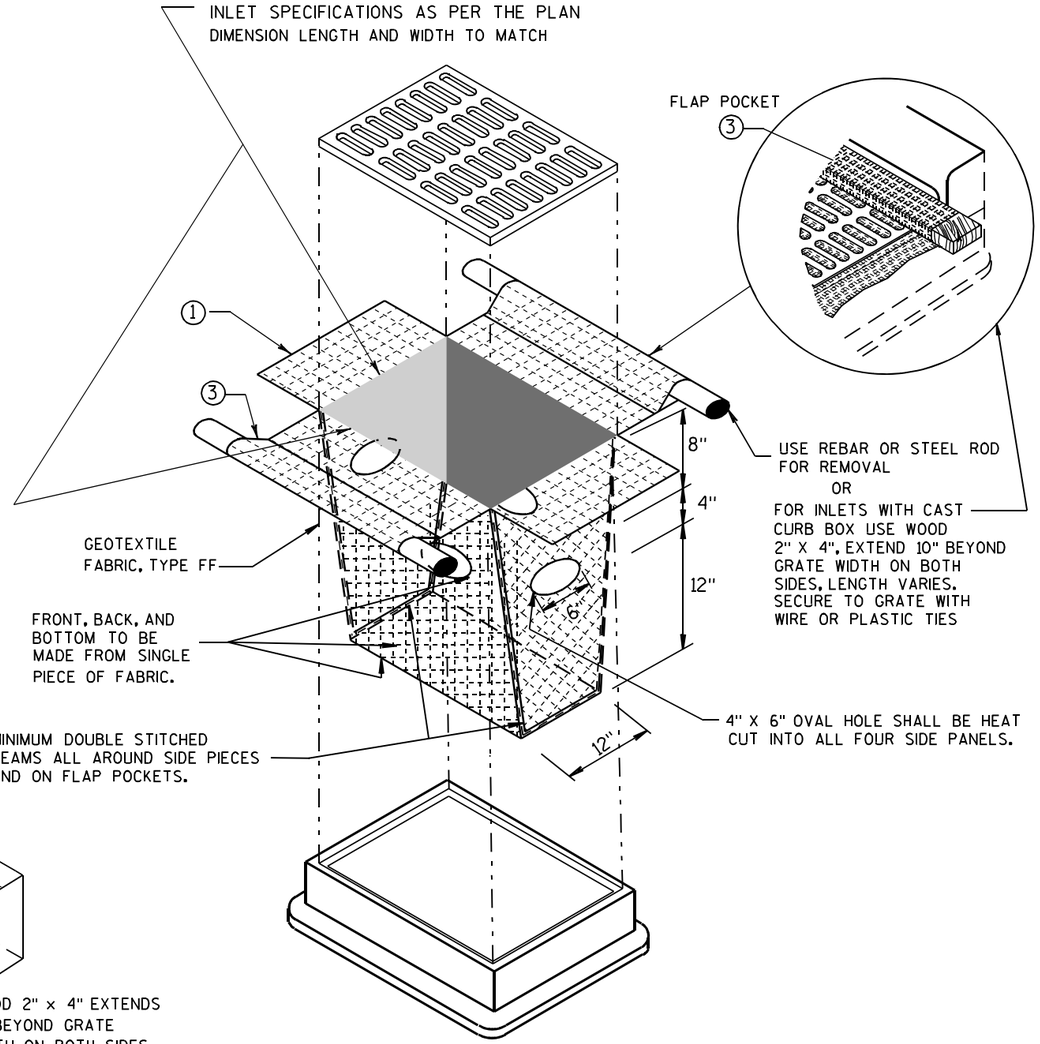


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

METAL APRON ENDWALLS

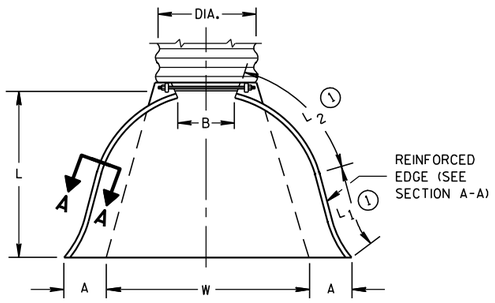
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

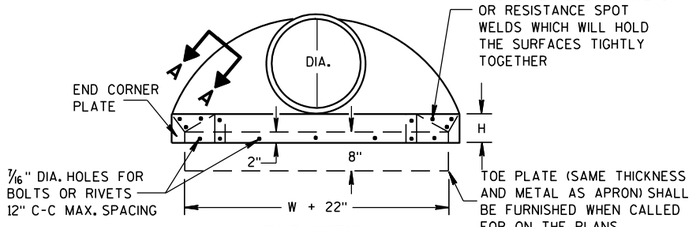
REINFORCED CONCRETE APRON ENDWALLS

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

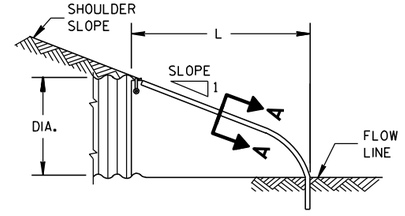
*MINIMUM
**MAXIMUM



PLAN VIEW

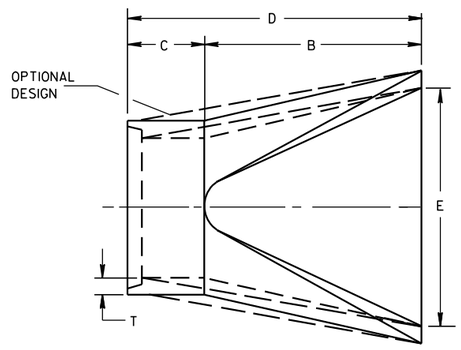


END VIEW

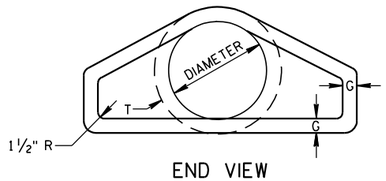


SIDE ELEVATION

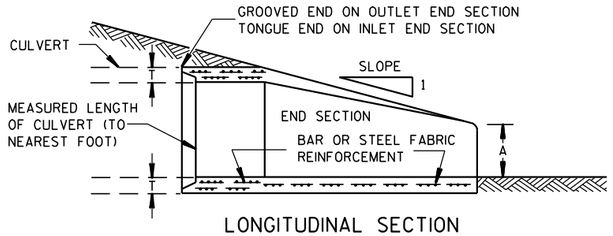
METAL ENDWALLS



PLAN

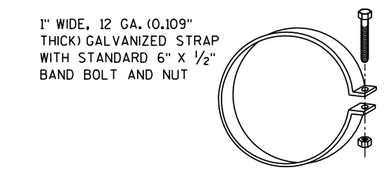


END VIEW



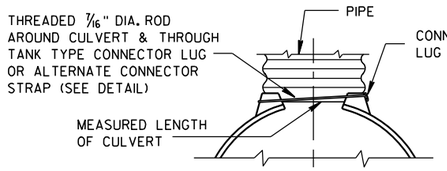
LONGITUDINAL SECTION

CONCRETE ENDWALLS

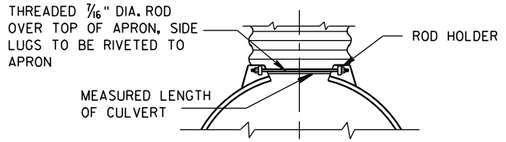


ALTERNATE FOR TYPE 1 CONNECTION

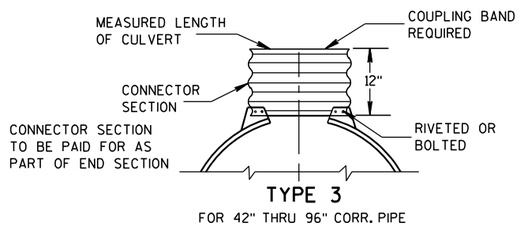
END SECTION CONNECTOR STRAP



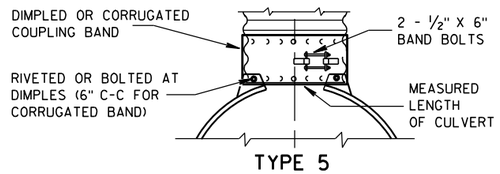
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

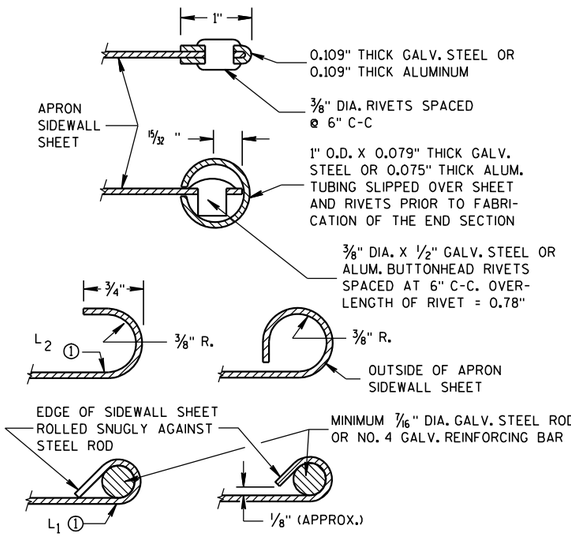
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

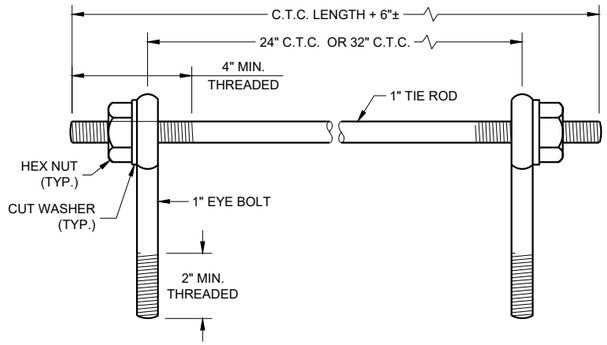
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

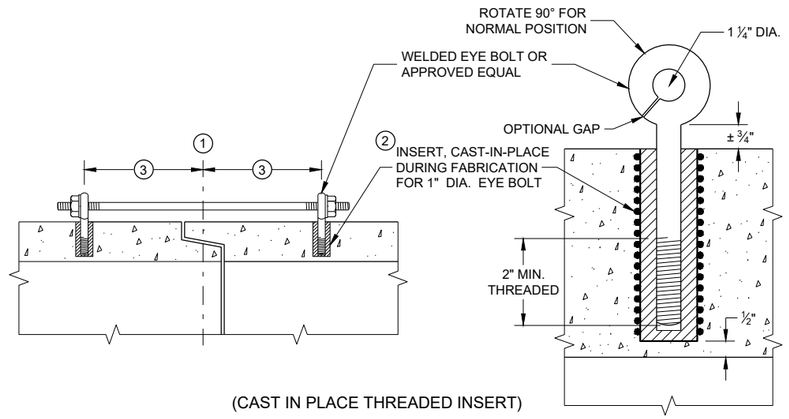
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

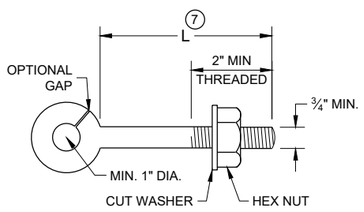
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

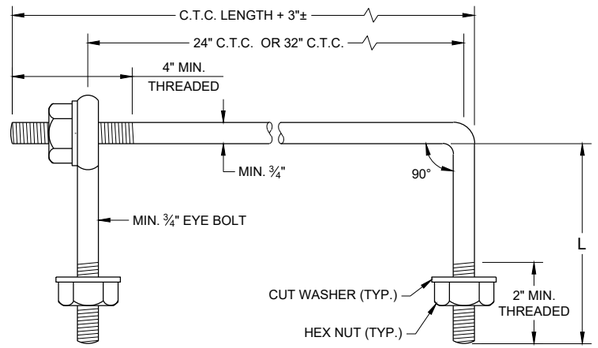
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

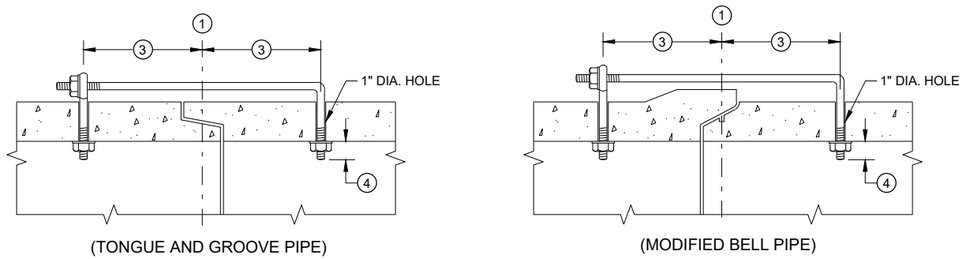


EYE BOLT (7)

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

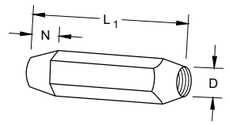
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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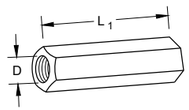
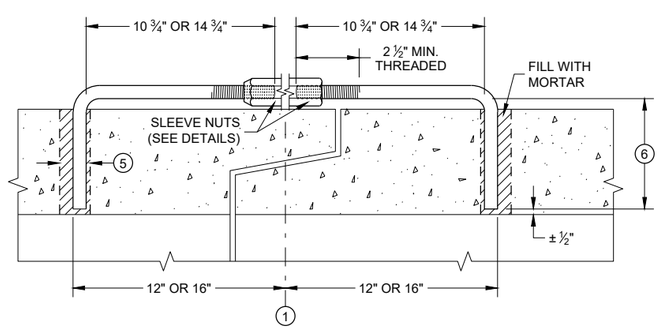


PLAIN

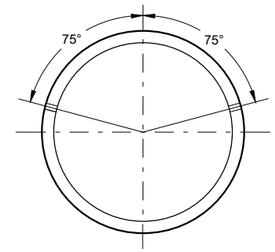
RIGHT AND LEFT THREADS

SLEEVE NUTS



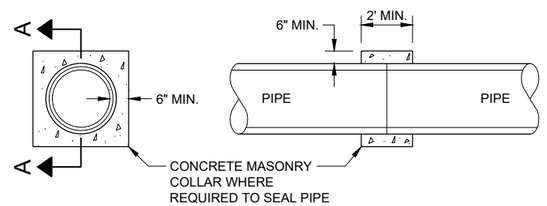
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

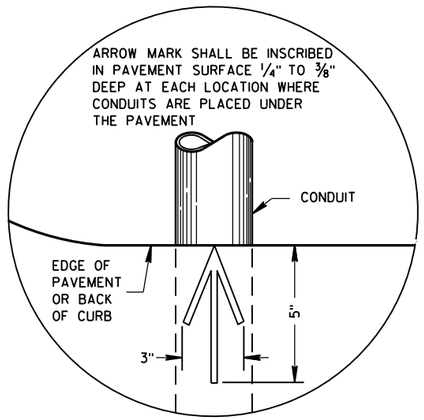
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

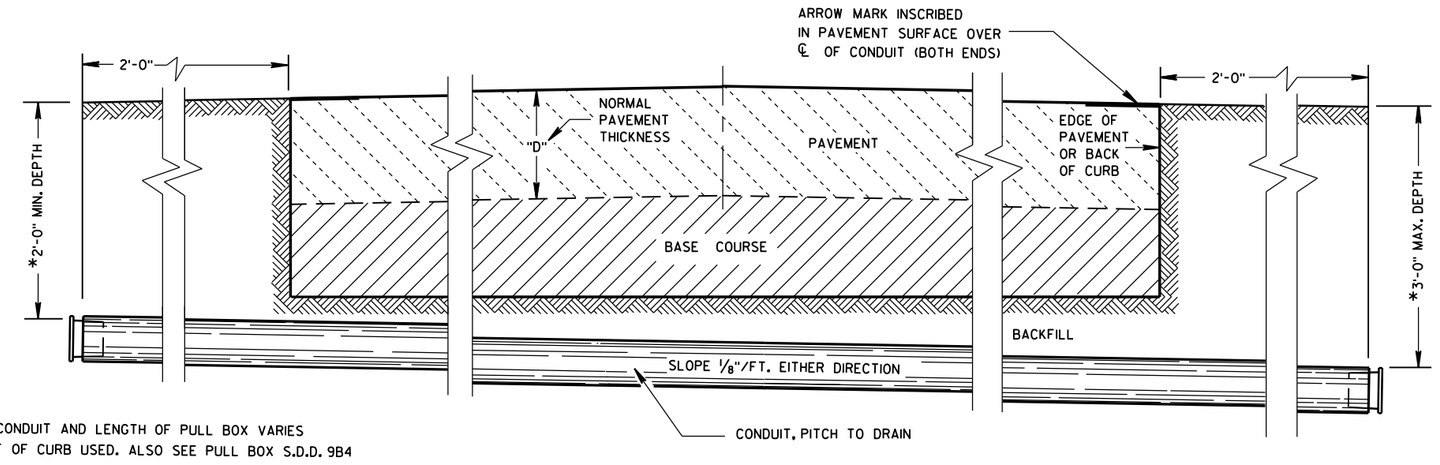
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

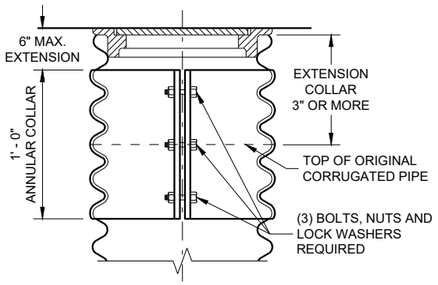
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

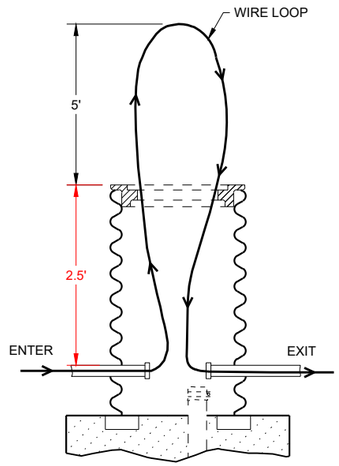
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

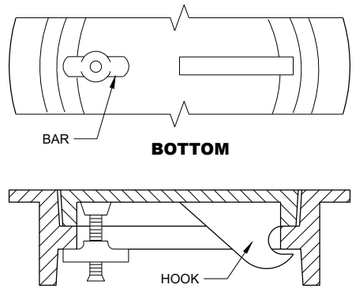
S.D.D. 9 B 2-10



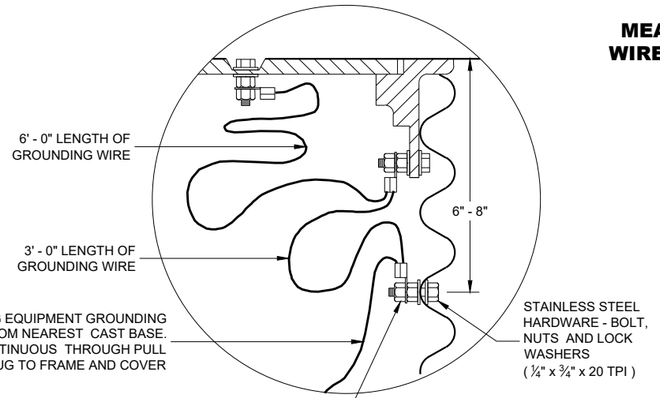
CORRUGATED PIPE EXTENDER



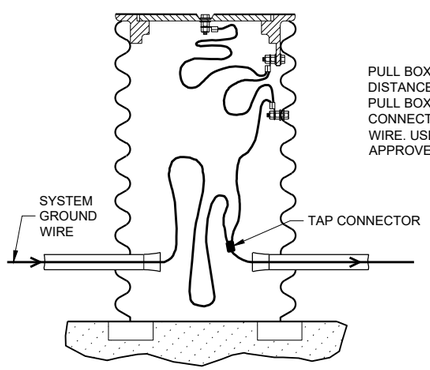
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

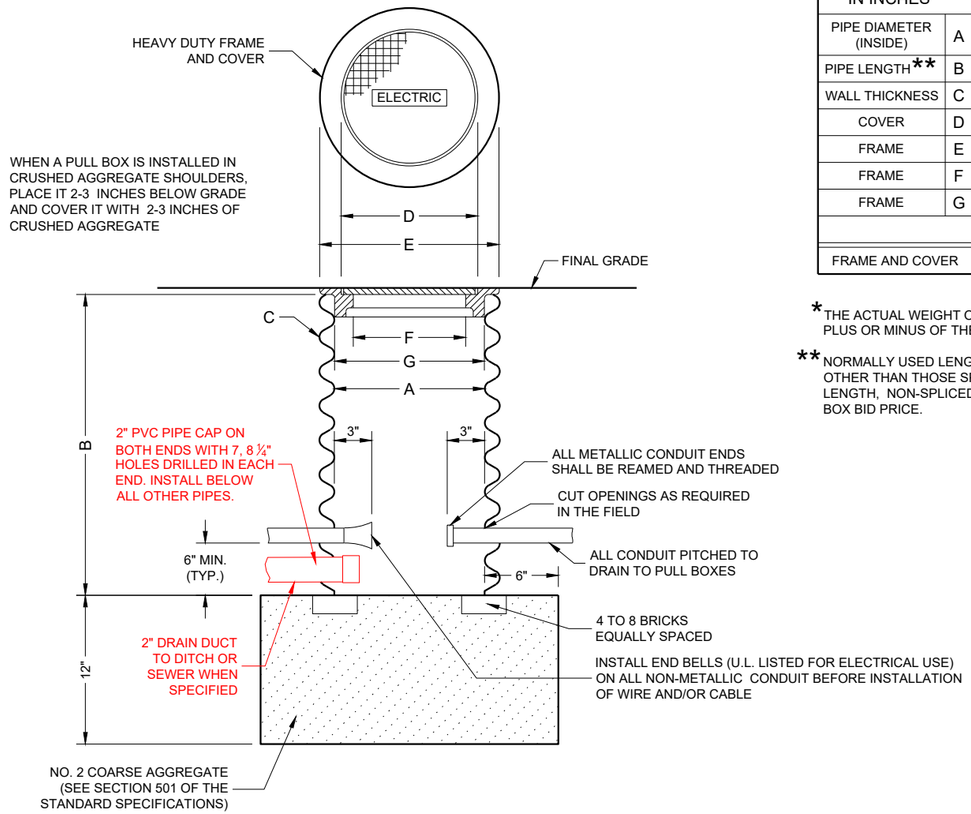


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

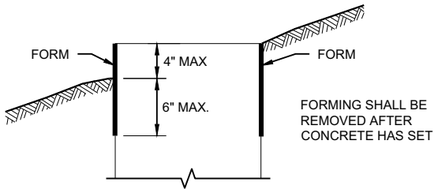
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 307

FHWA

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.

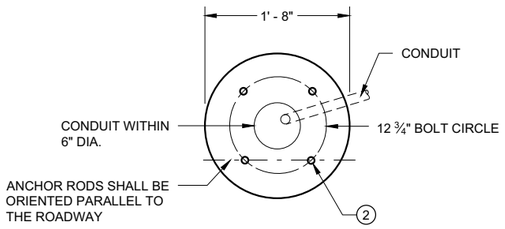
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

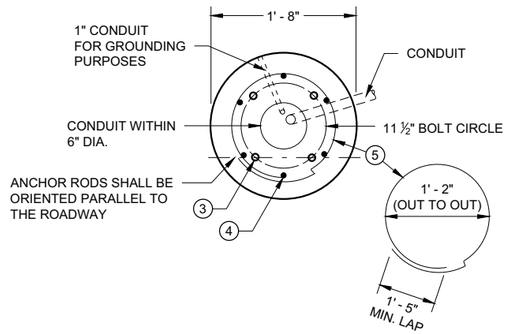
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

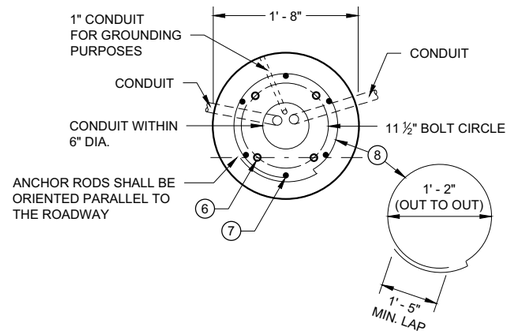
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

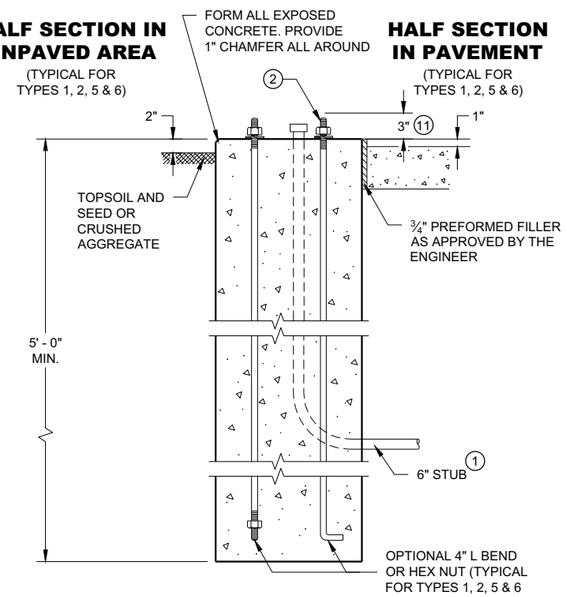
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

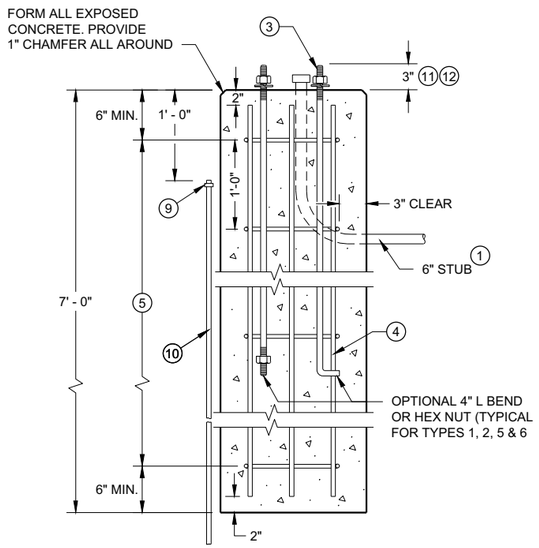
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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



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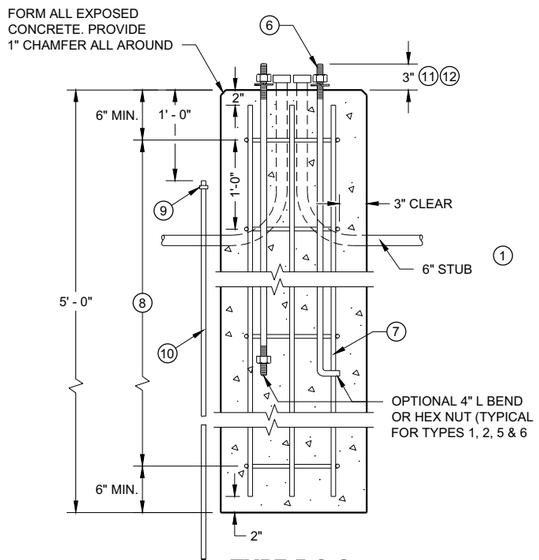


TYPE 5 & 6

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 308

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

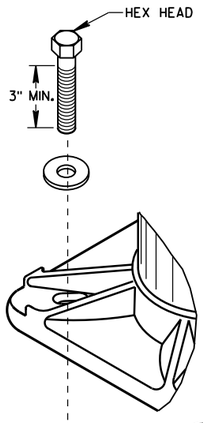
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

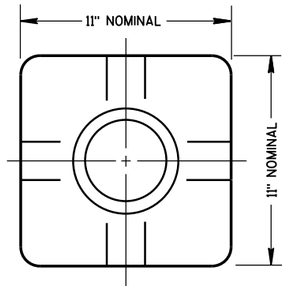
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

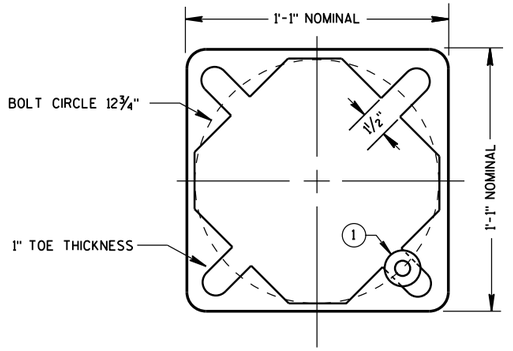
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

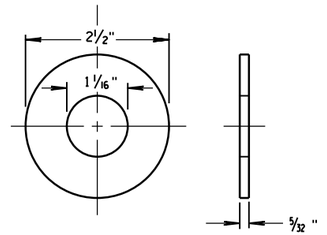




TOP VIEW
(PEDESTAL BASE)

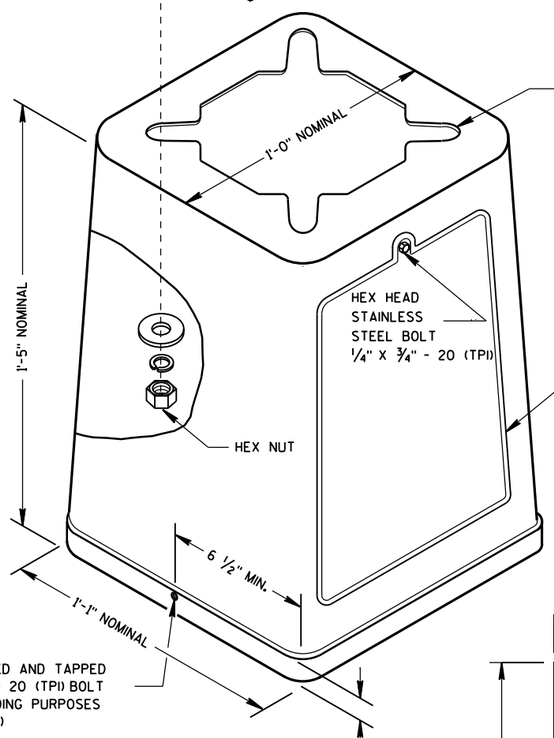


BOTTOM VIEW
(PEDESTAL BASE)

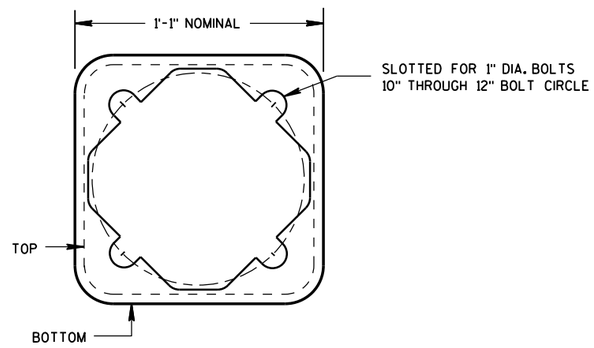


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

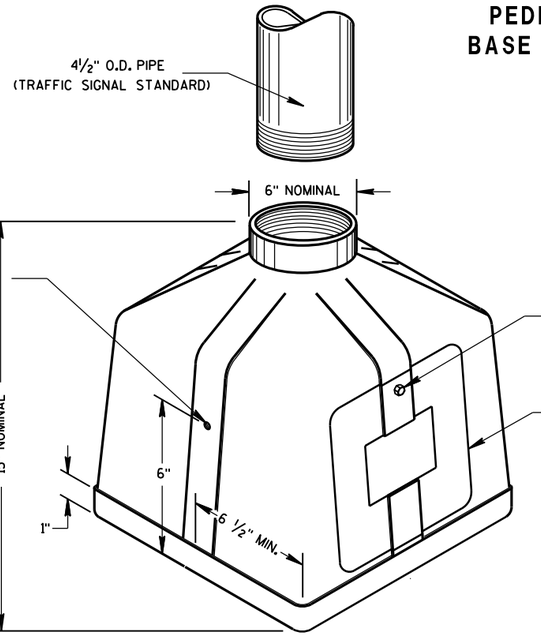
PEDESTAL BASE WASHER (1)



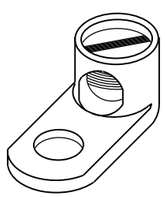
ISOMETRIC VIEW



BOTTOM VIEW
(TRANSFORMER BASE)

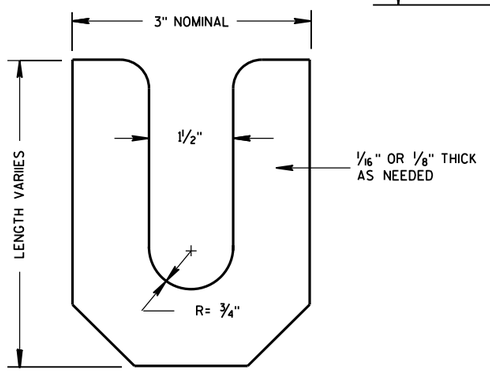


ISOMETRIC VIEW
PEDESTAL BASE



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

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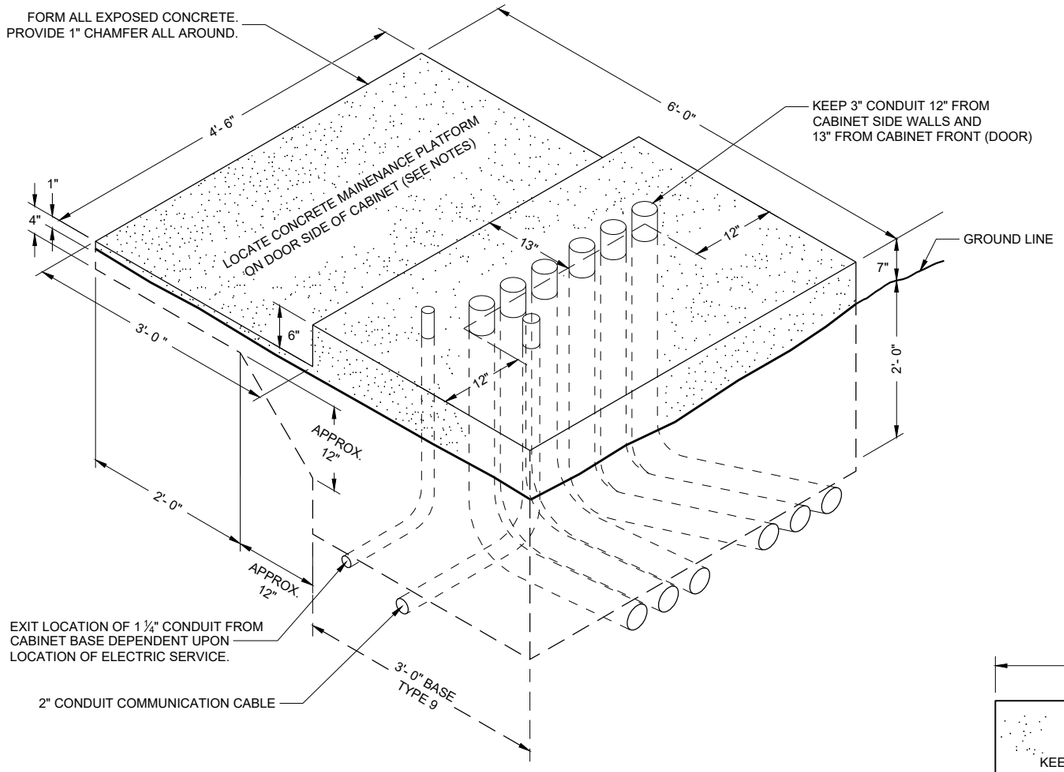
S.D.D. 9 C 3-4

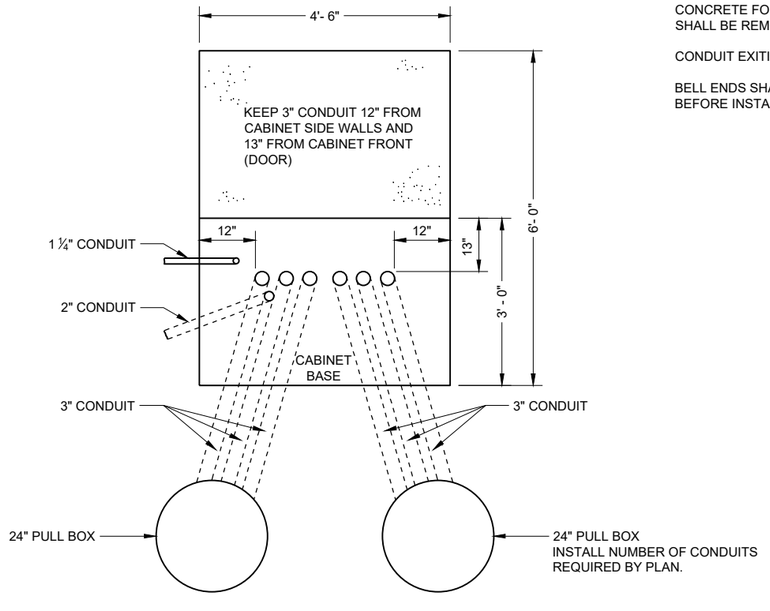
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



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 310

FHWA

6
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) 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.

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).

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

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" 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.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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.

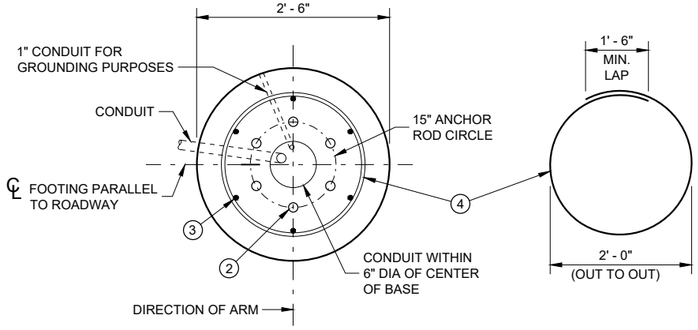
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

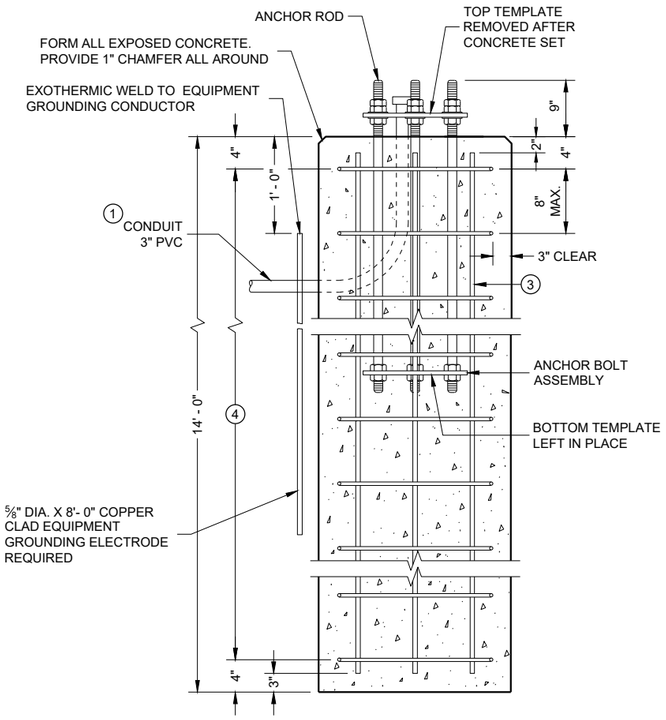
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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.

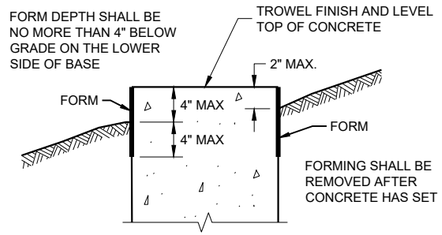
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



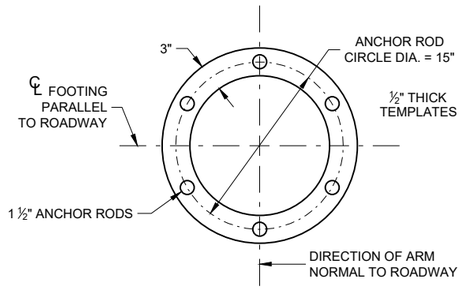


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

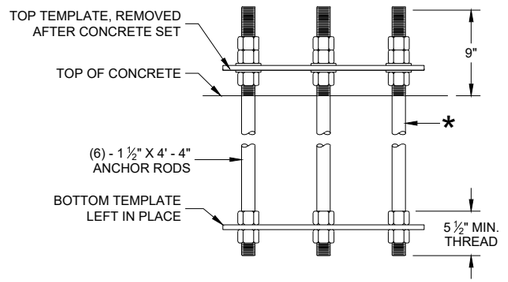
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10

6

SDD 09C11 - 10

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.

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A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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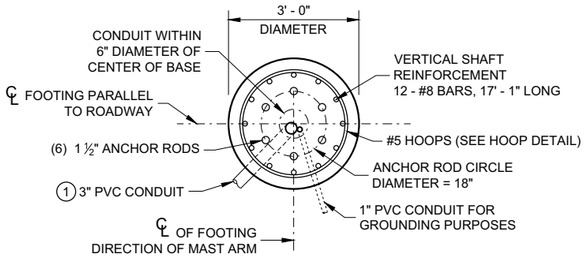
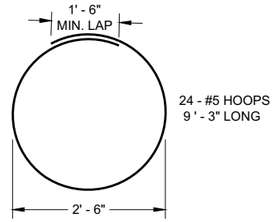
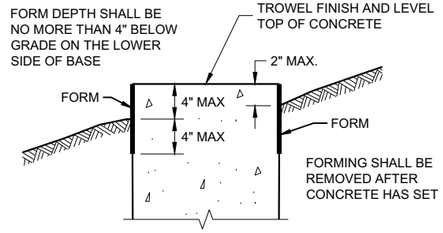
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



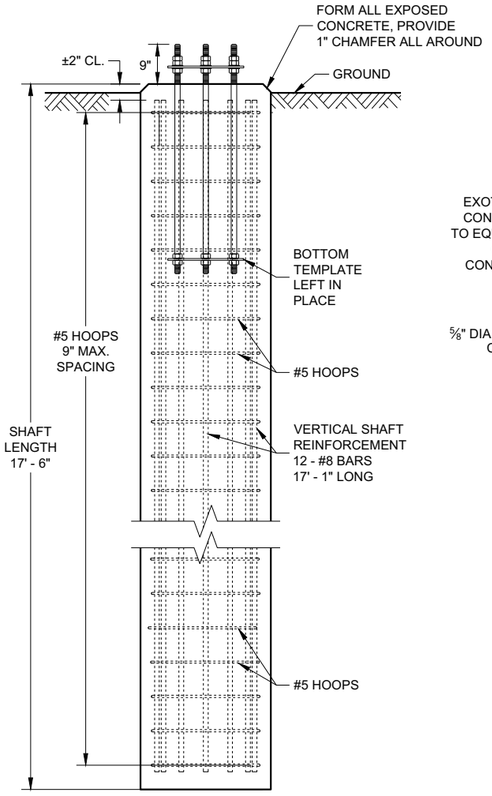
PLAN VIEW



HOOP DETAIL

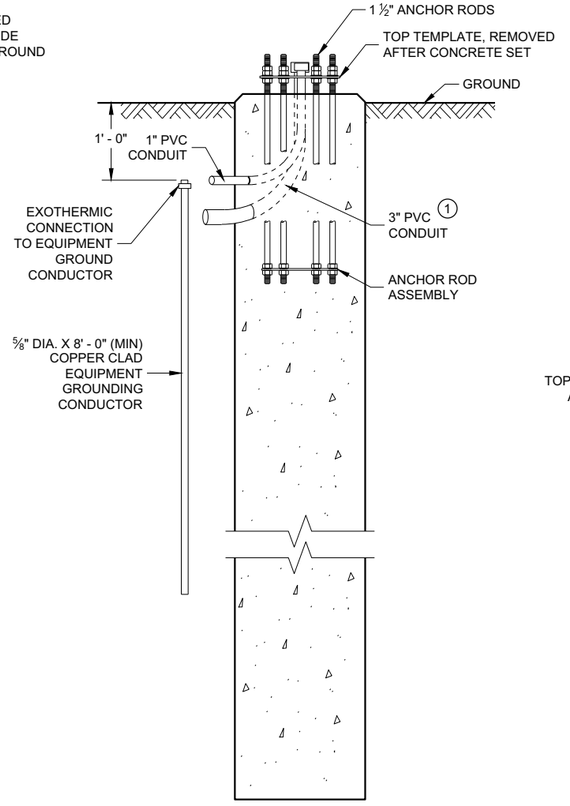


FORMING DETAIL



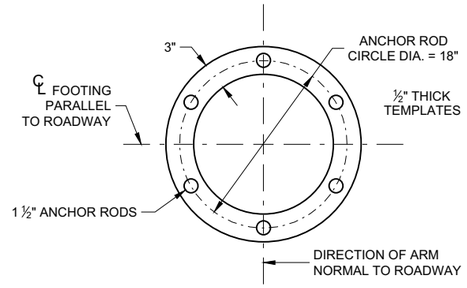
ELEVATION VIEW

(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)

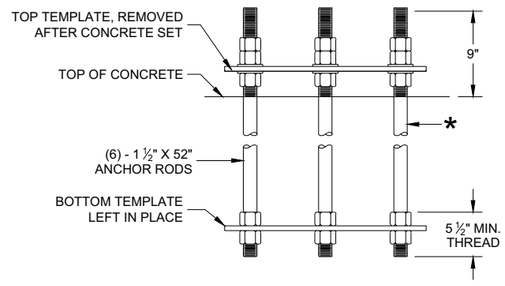


SIDE VIEW

(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

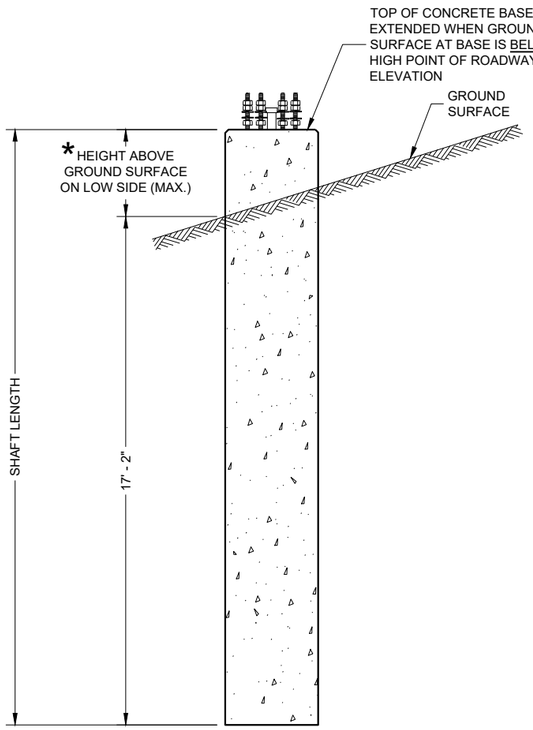
APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

SDD 09C15 - 01

SDD 09C15 - 01

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 SPECIAL CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #8 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	18' - 0"	17' - 7"	25	4.7	241	563
>6" TO 1' - 0"	1' - 4"	18' - 6"	18' - 1"	25	4.8	241	579
>1' - 0" TO 1' - 6"	1' - 10"	19' - 0"	18' - 7"	26	5.0	251	595
>1' - 6" TO 2 - 0"	2' - 4"	19' - 6"	19' - 1"	27	5.1	260	611



CONCRETE BASE TYPE 10 SPECIAL (EXTENDED)

CONCRETE BASE TYPE 10 SPECIAL EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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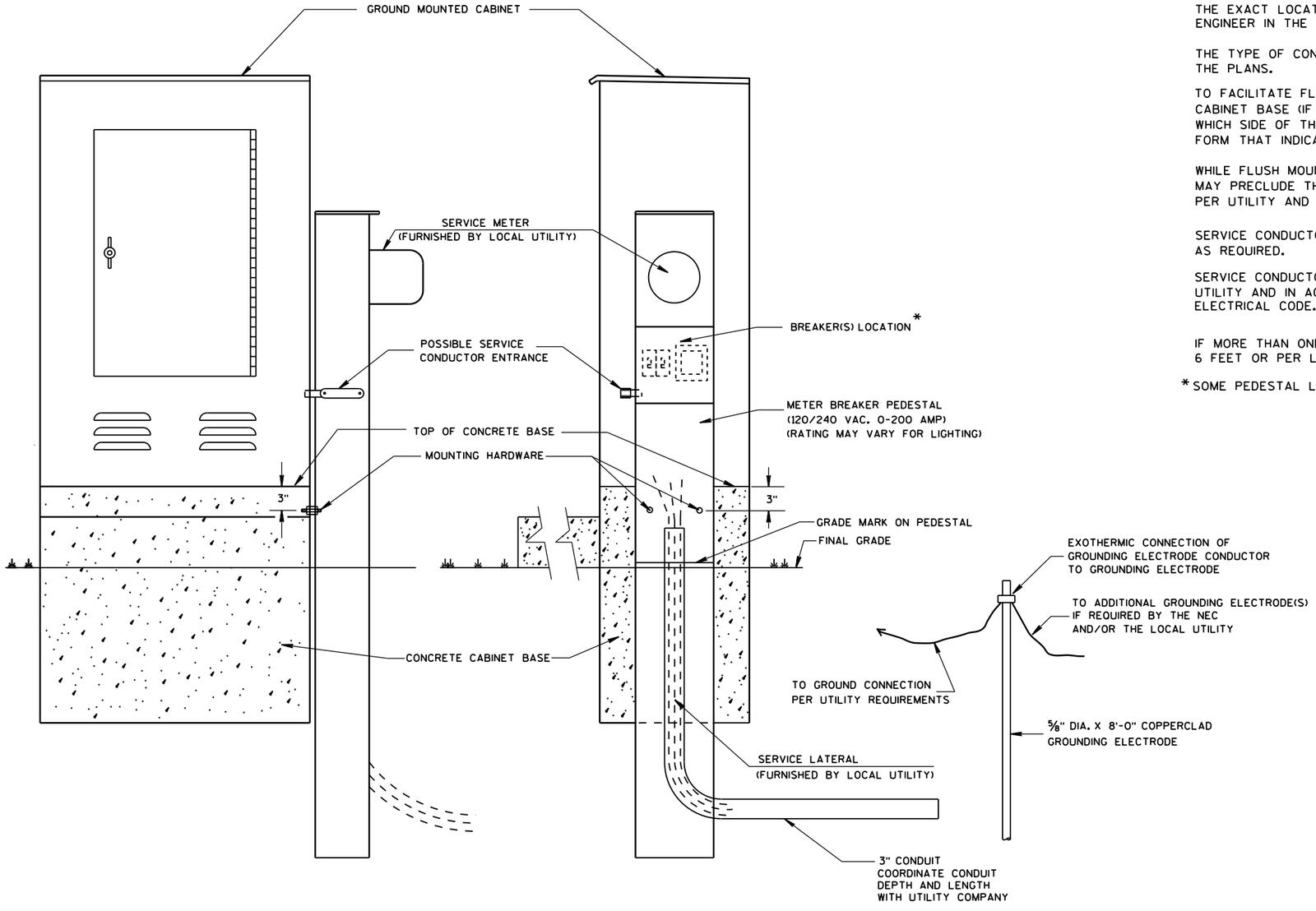
SDD 09C16-01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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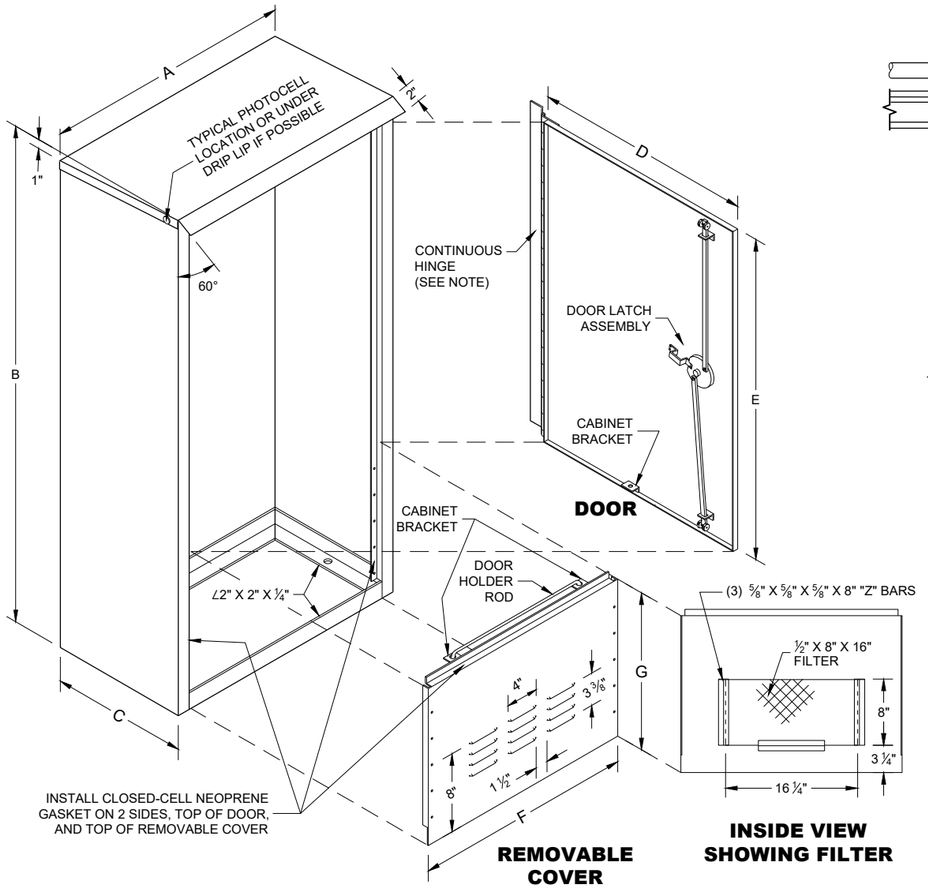
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

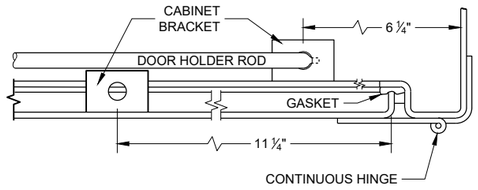
FHWA



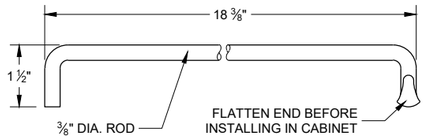
DOOR

REMOVABLE COVER

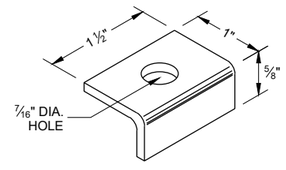
INSIDE VIEW SHOWING FILTER



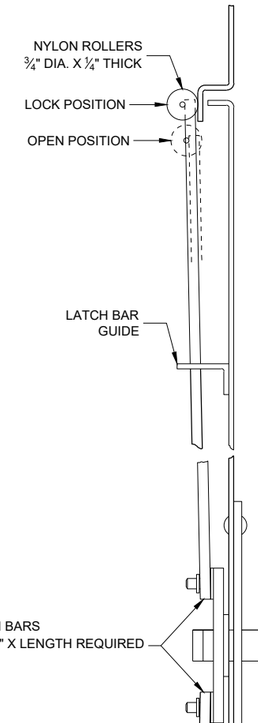
HINGE AND DOOR HOLDER



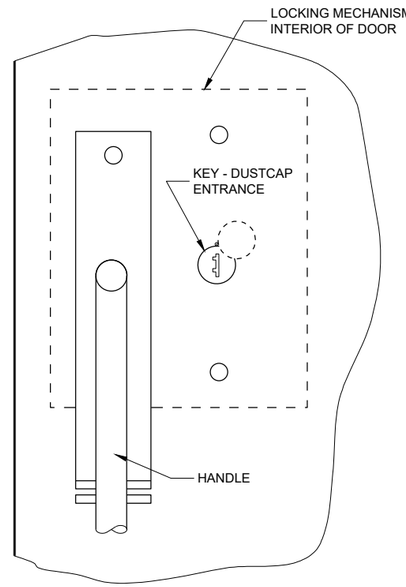
HOLDER ROD



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.

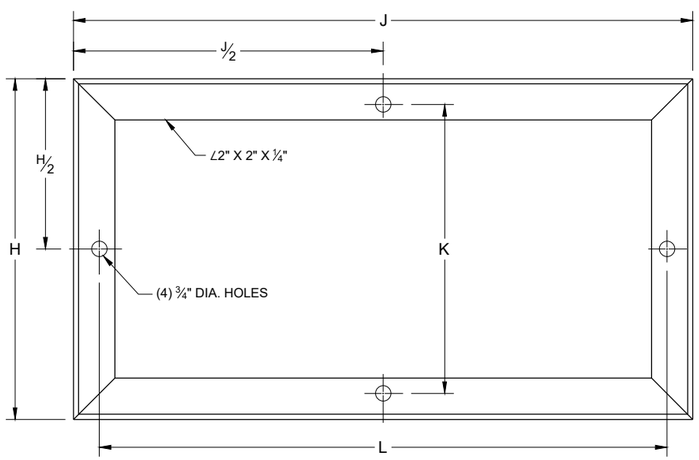
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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.

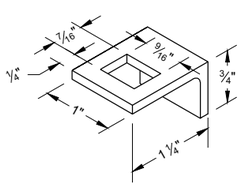
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



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

315

FHWA

SDD 09D02 - 03

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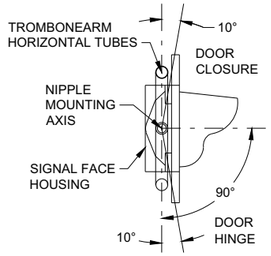
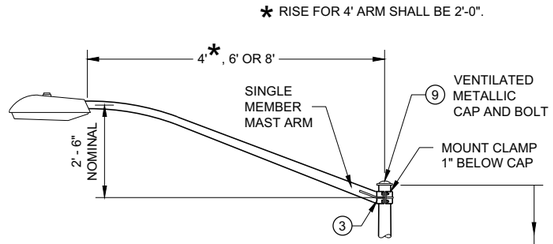
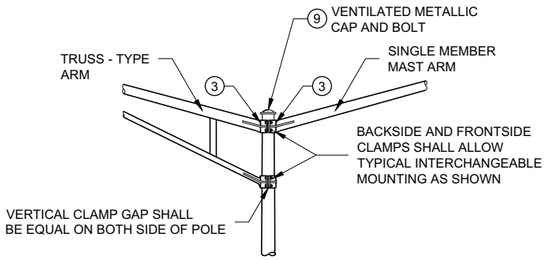
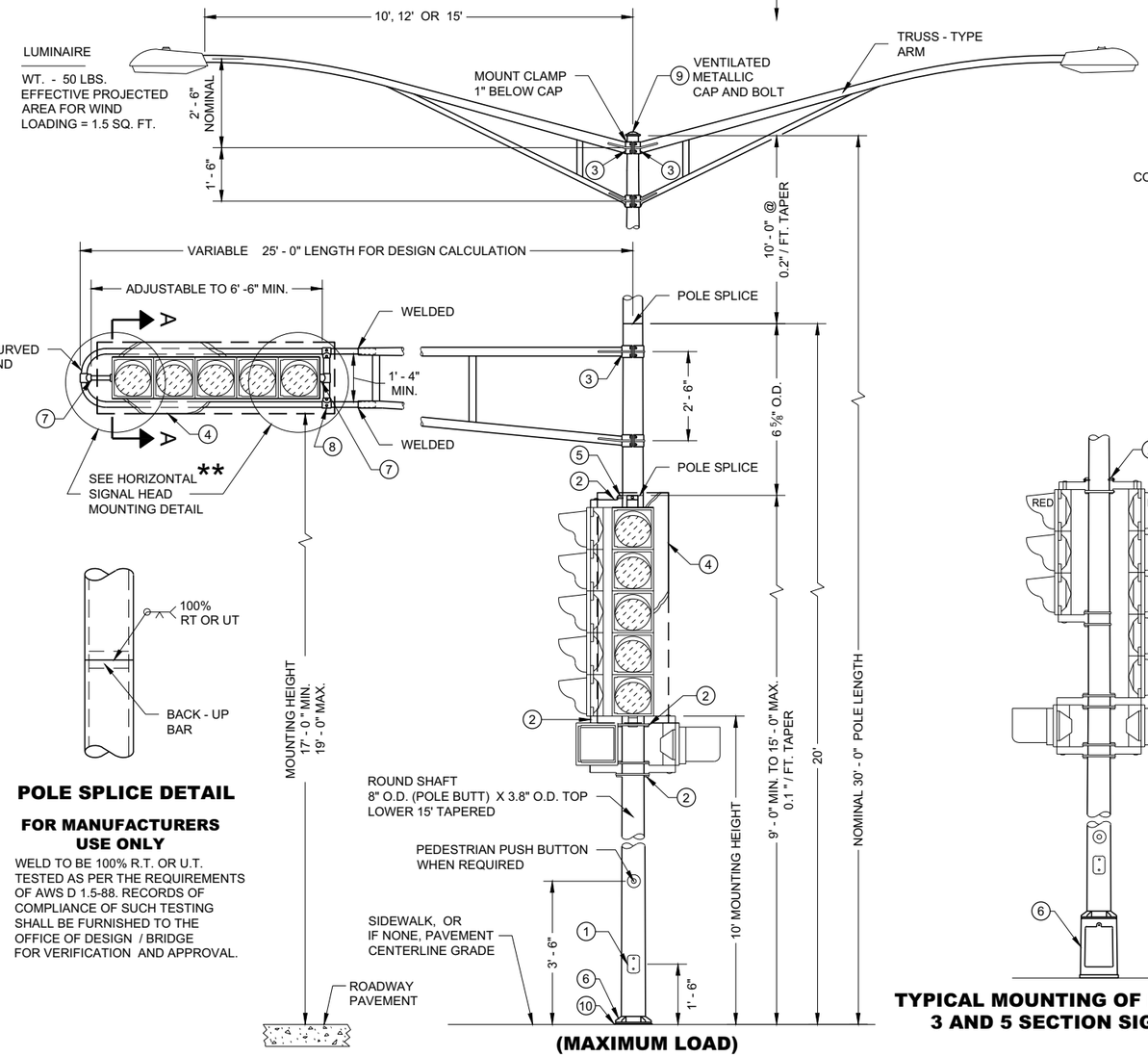


SECTION A-A

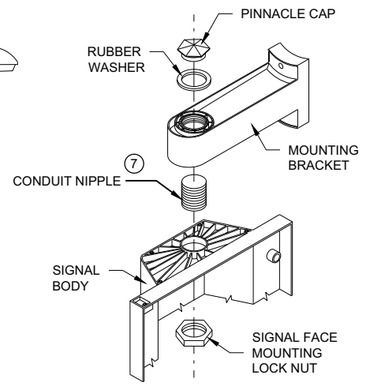




INTERCHANGEABLE MOUNTING DETAIL



(MAXIMUM LOAD)



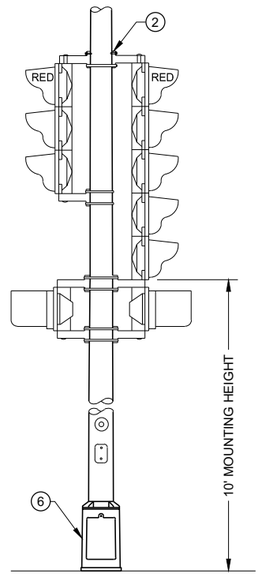
SIGNAL FACE MOUNTING DETAIL

(BANDED)

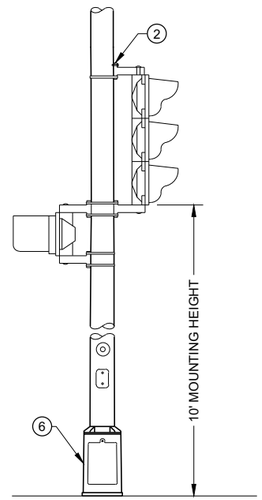
POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

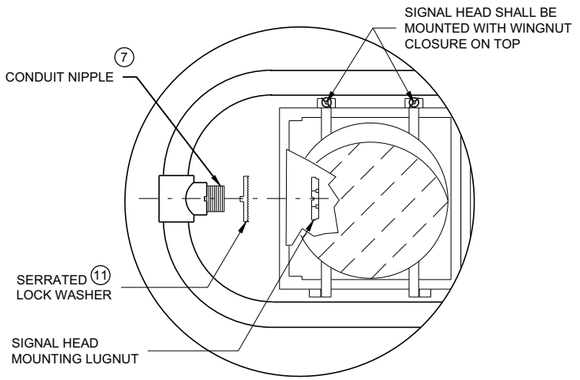
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) 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 FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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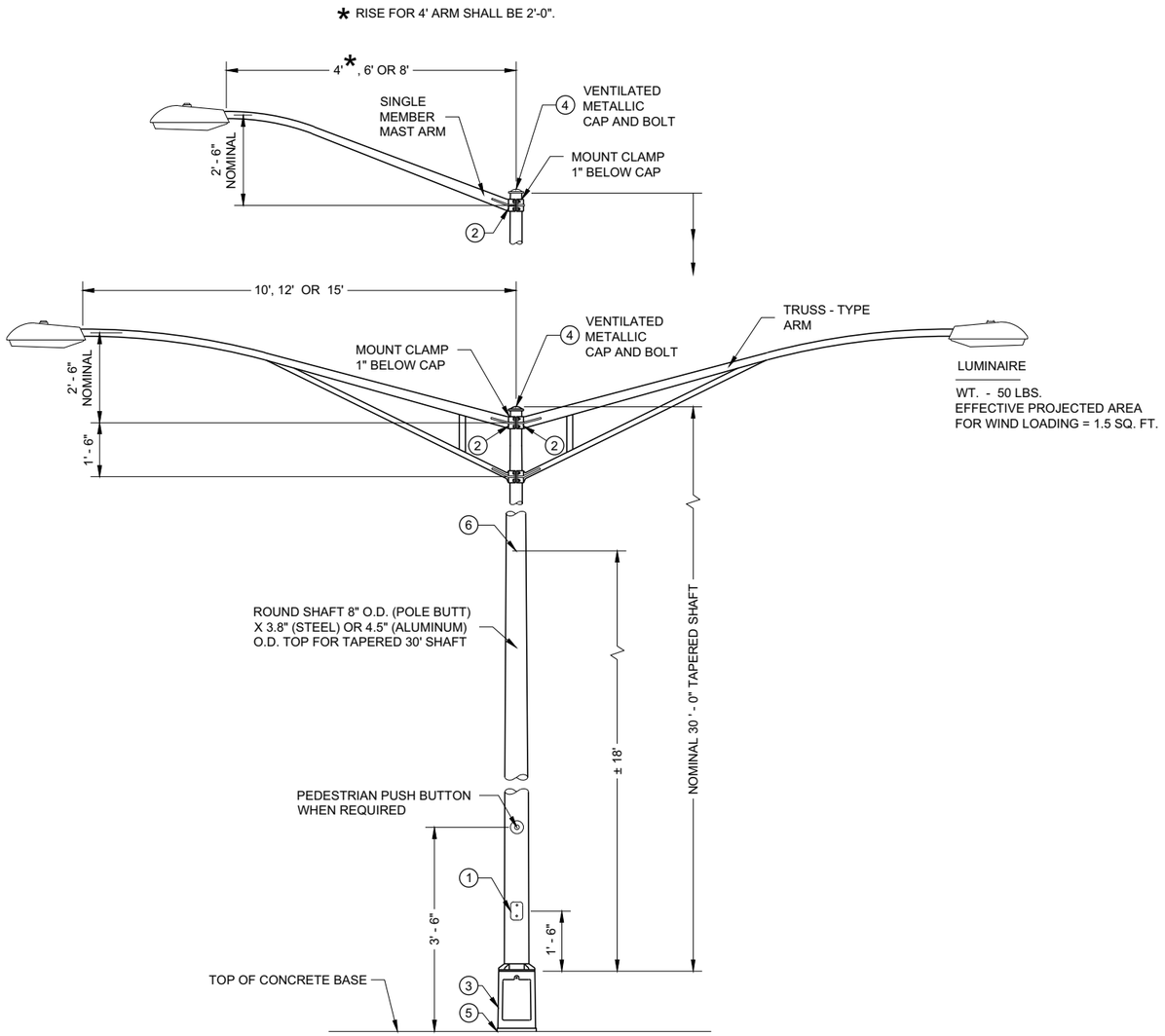
SDD 09E01 - 15b
SDD 09E01 - 15b



TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

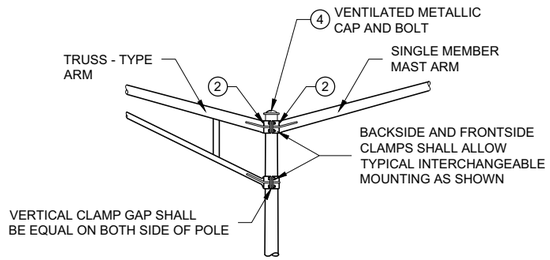
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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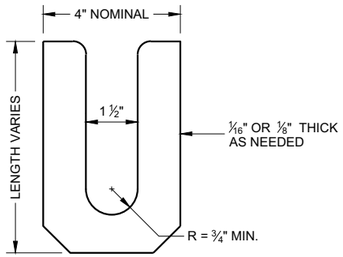
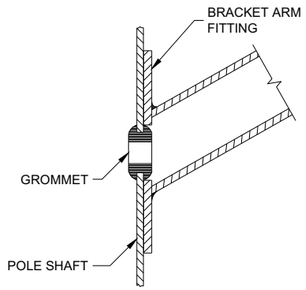
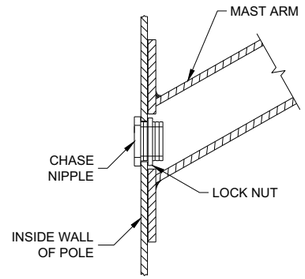
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

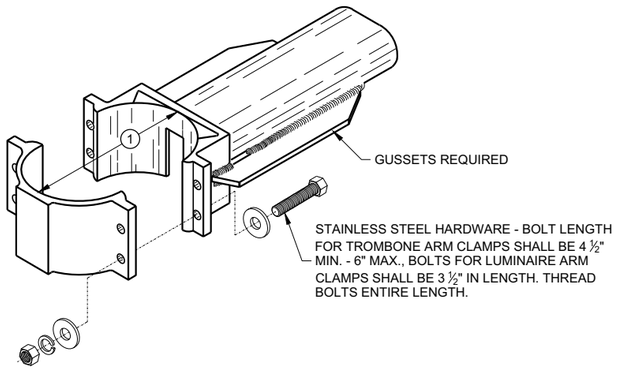
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

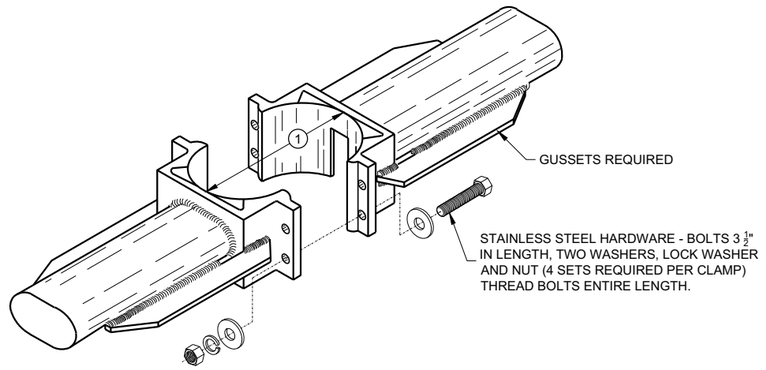
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

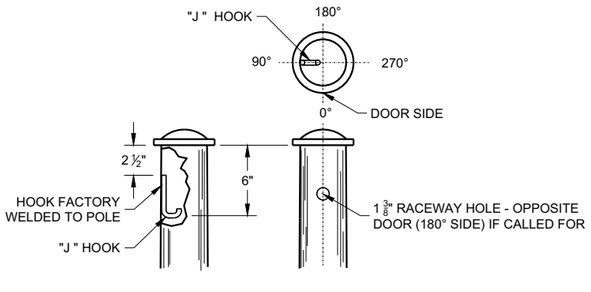
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



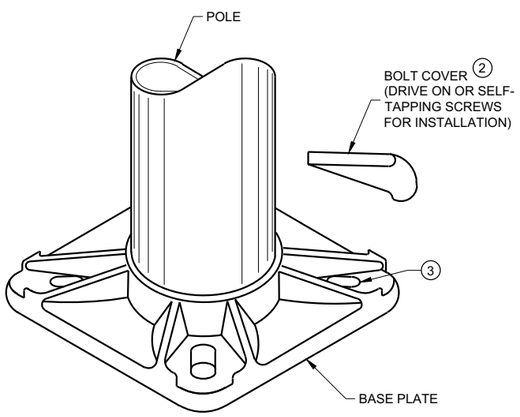
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



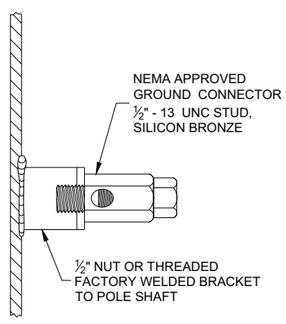
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

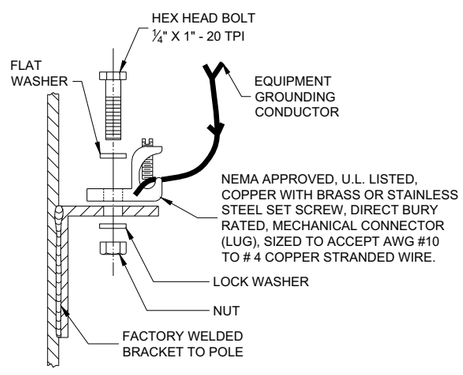


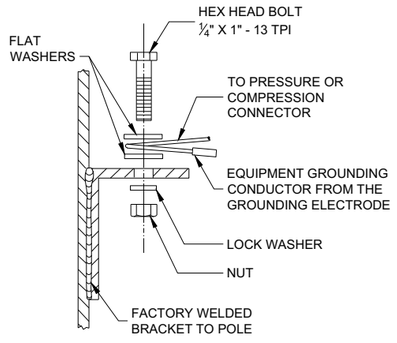
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 318

FHWA

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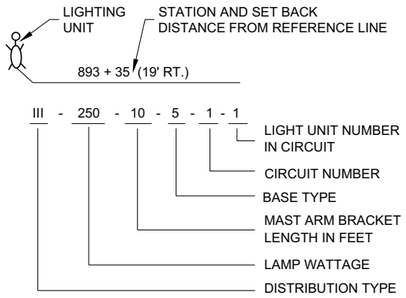
SDD 09E01 - 15g

GENERAL NOTES

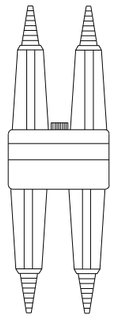
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

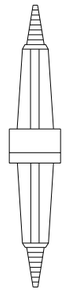
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



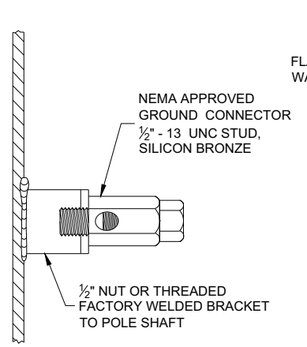
LIGHTING UNIT CODE
(TYPICAL)



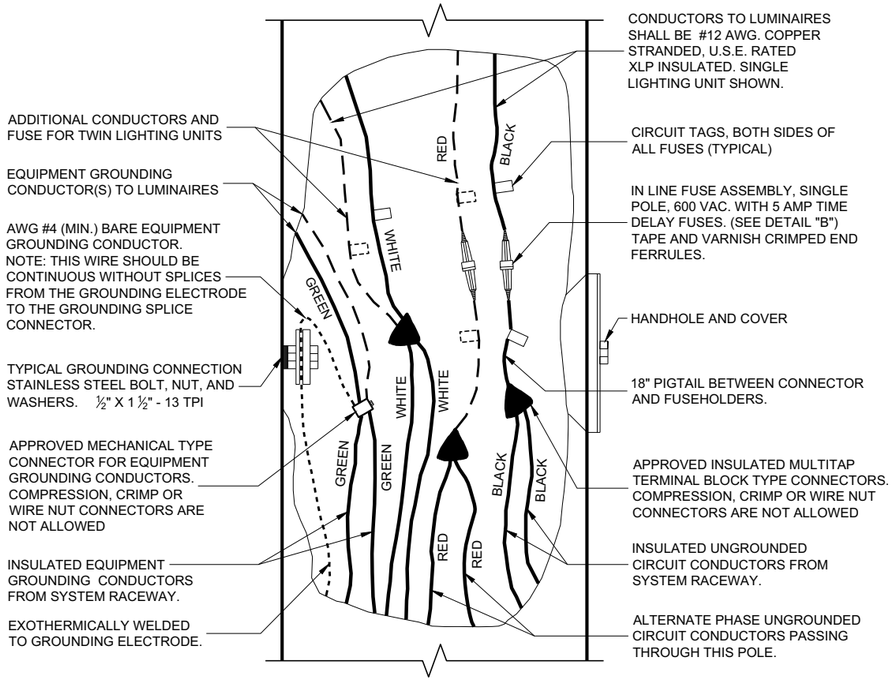
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



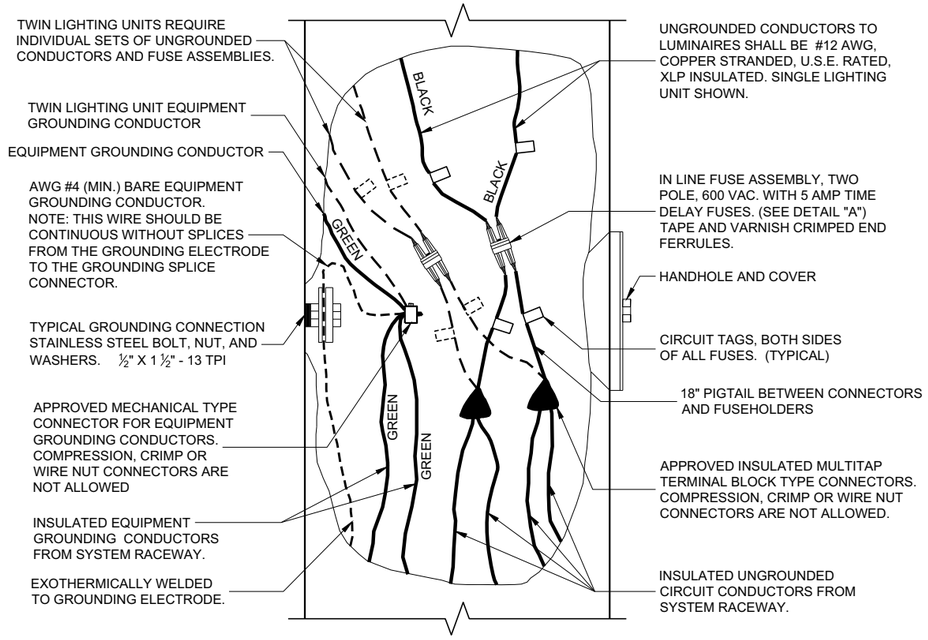
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

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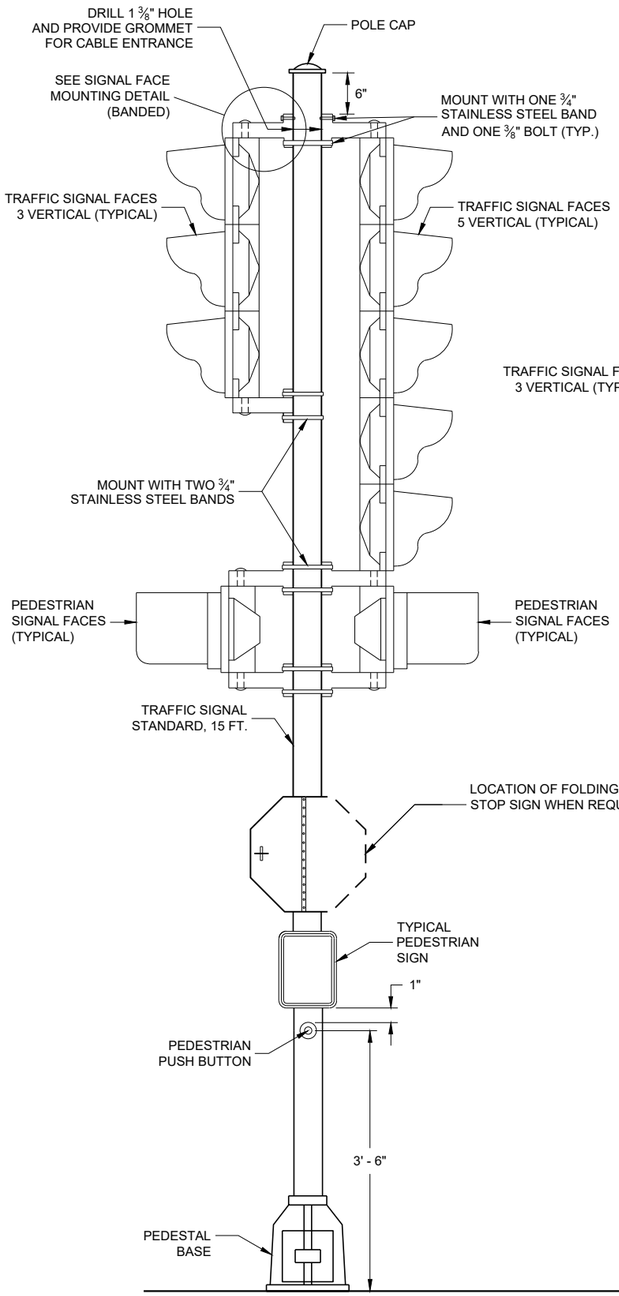
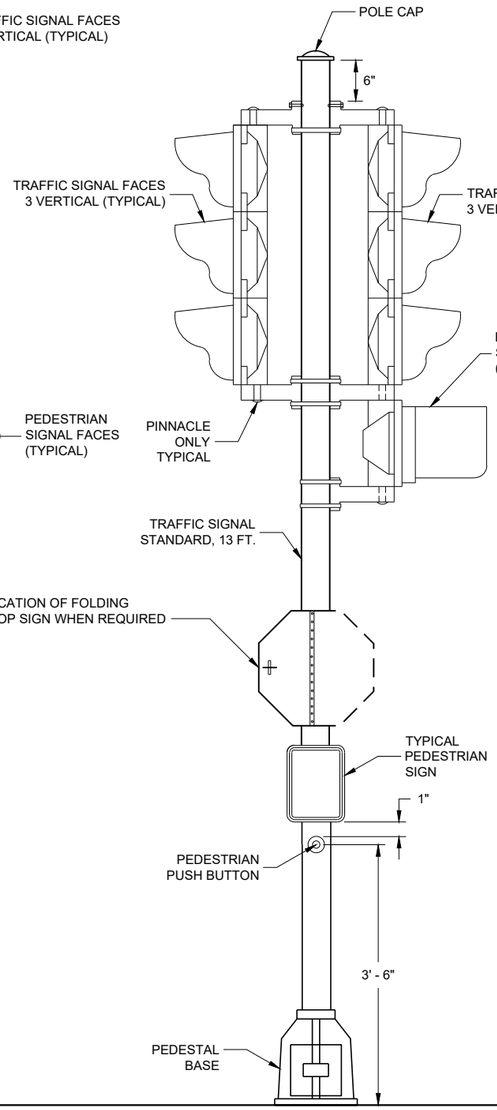
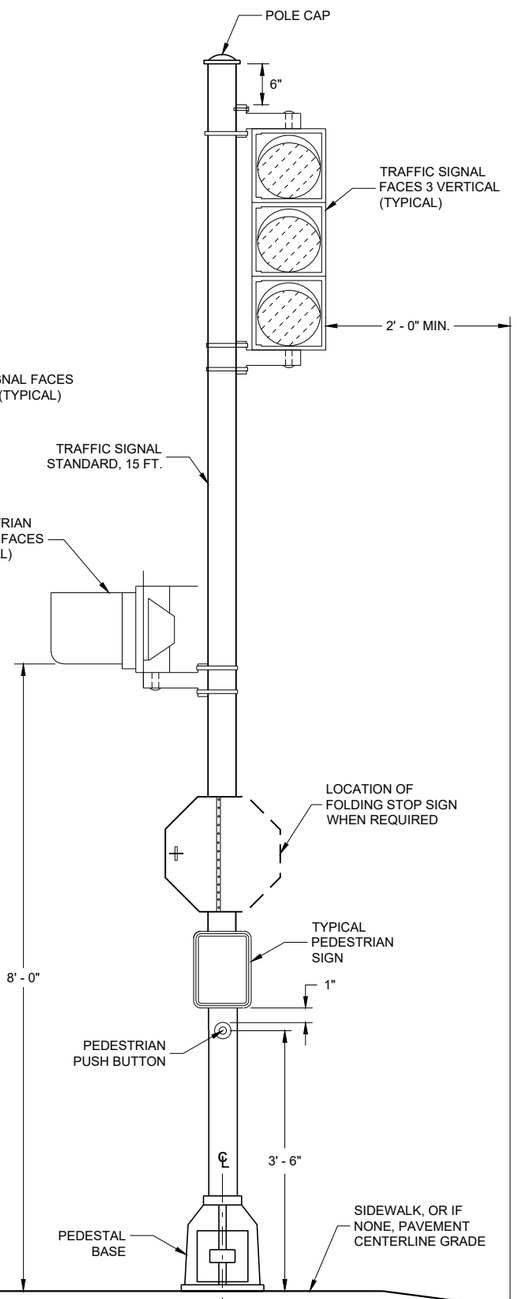


TRAFFIC SIGNAL STANDARD - 15 FT.



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.

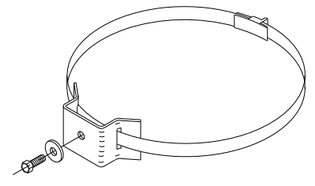
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

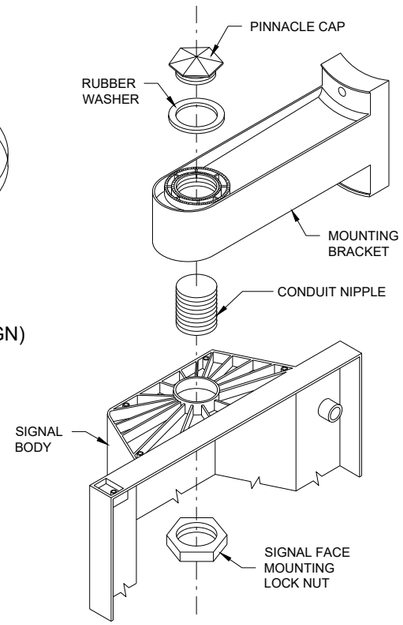
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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.

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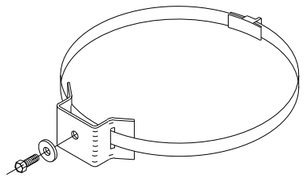
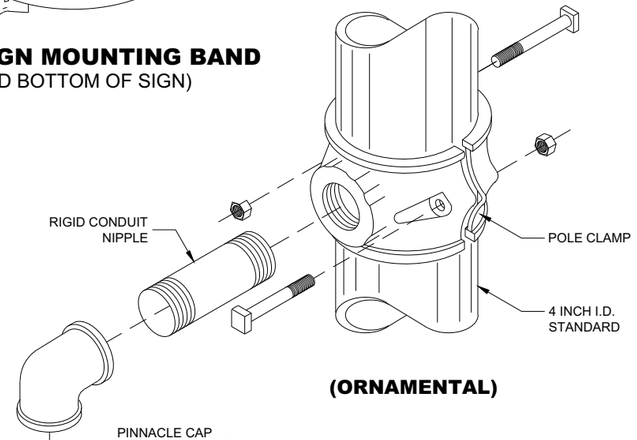
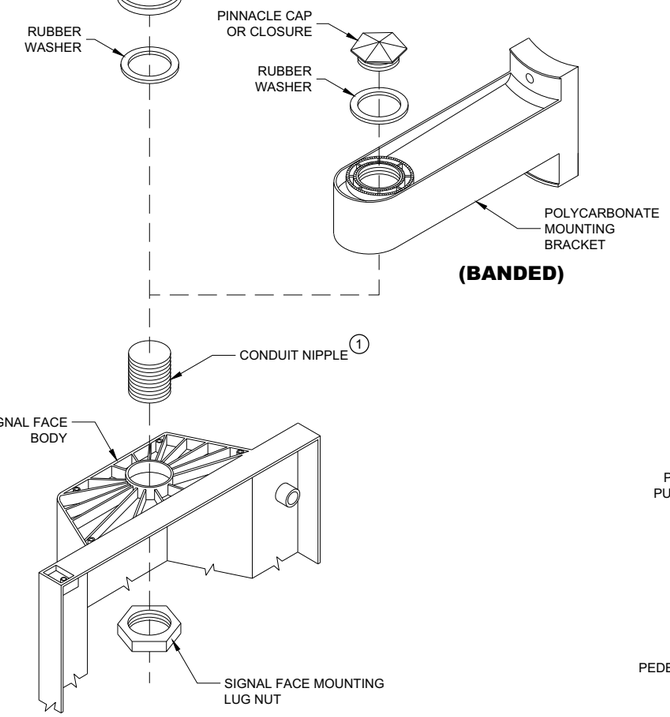


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

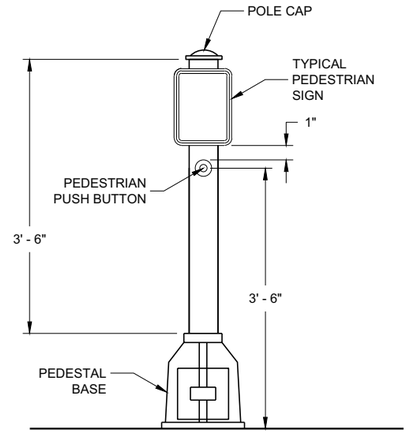


(ORNAMENTAL)



(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.

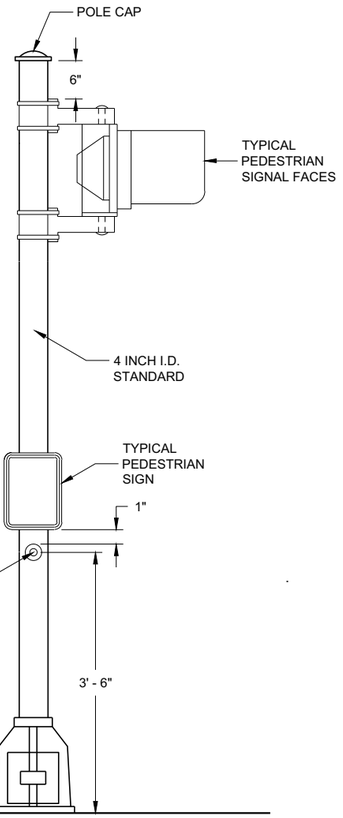
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

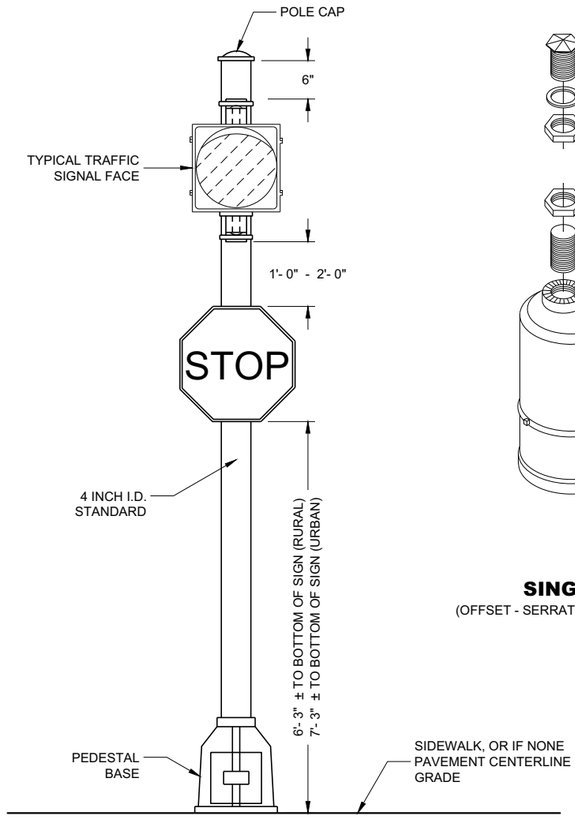
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

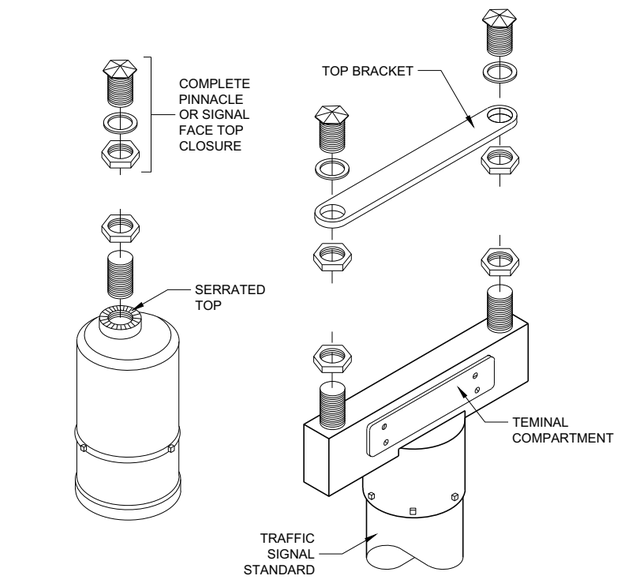
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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
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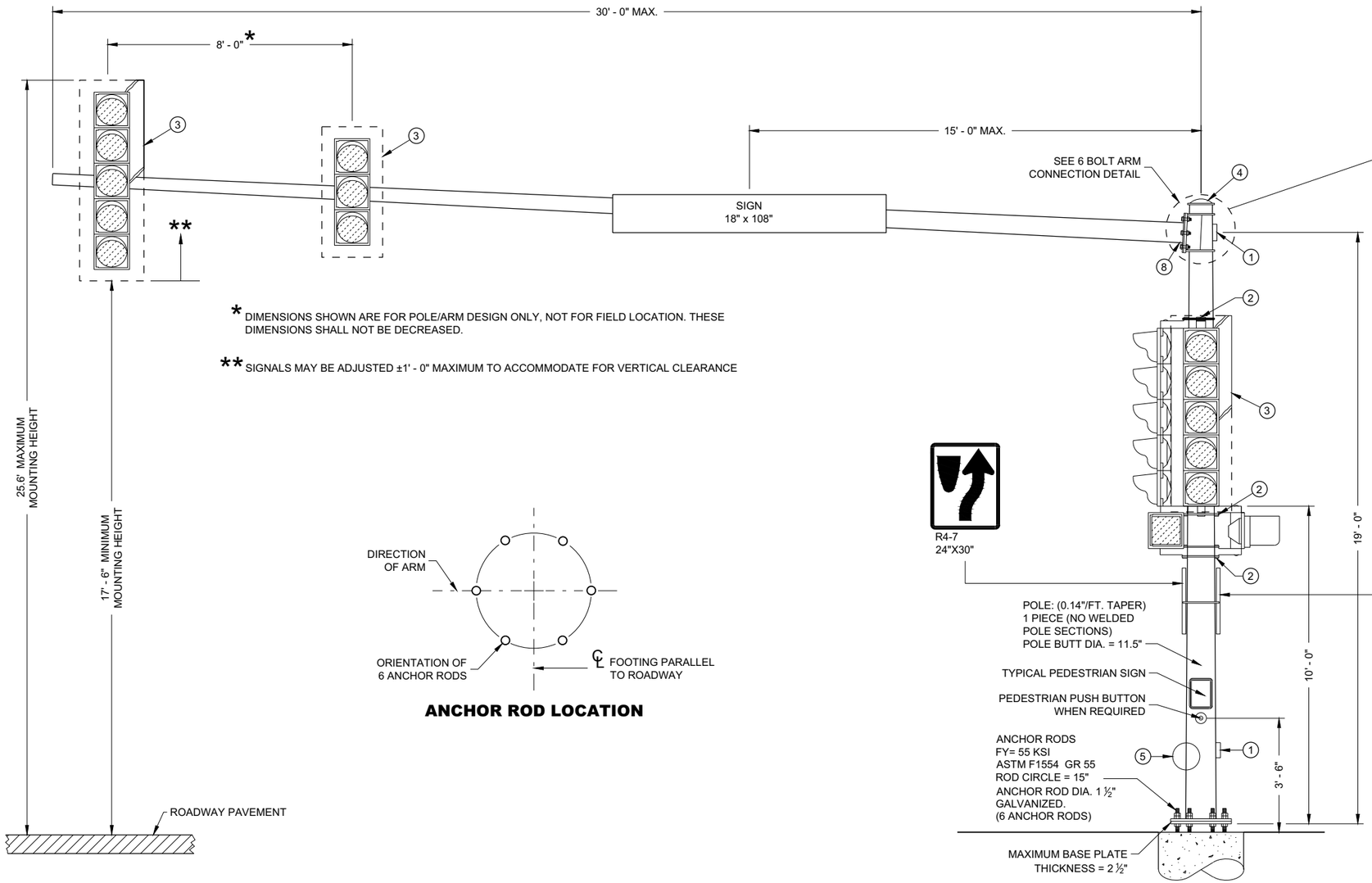
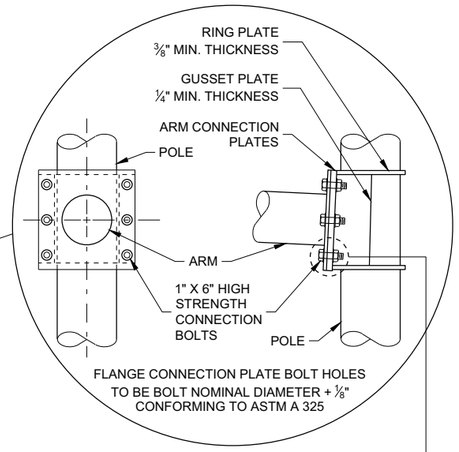


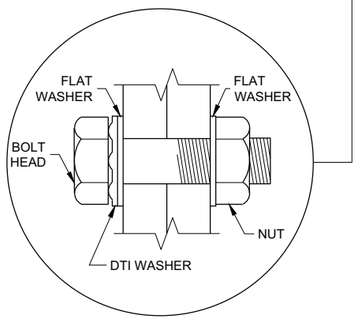
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

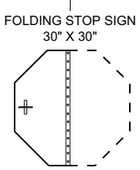
ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
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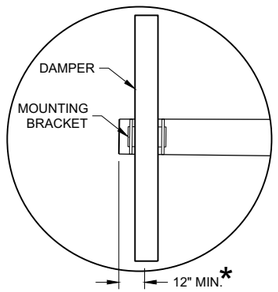
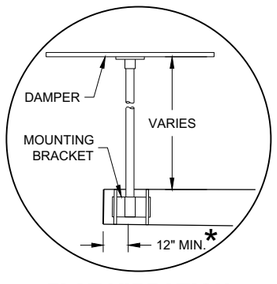
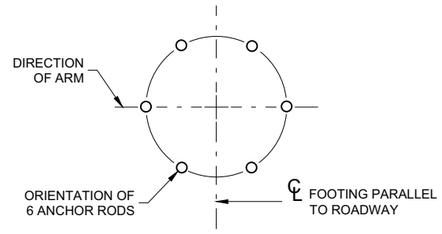


DUMBBELL VIBRATION DAMPER

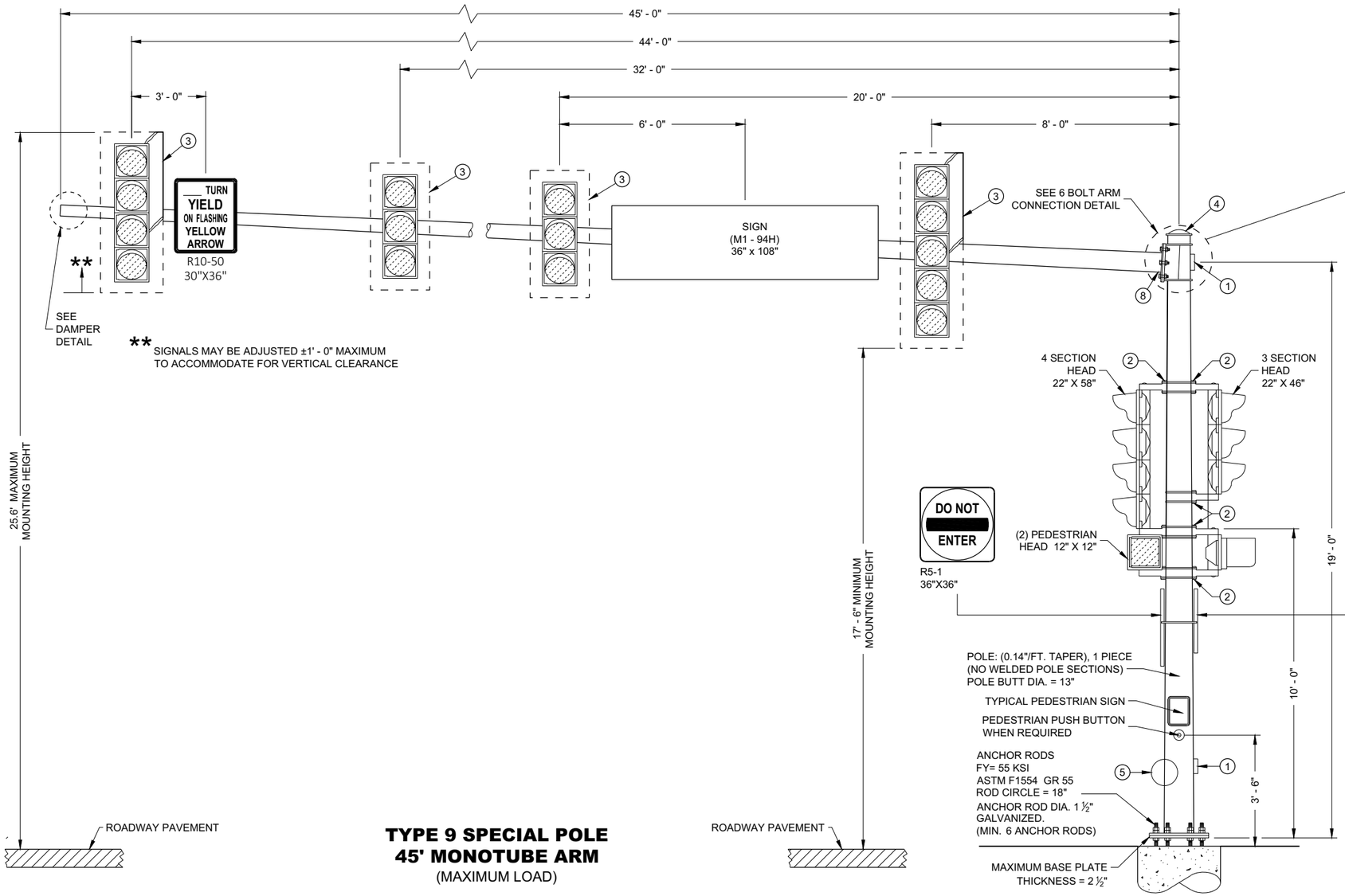


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

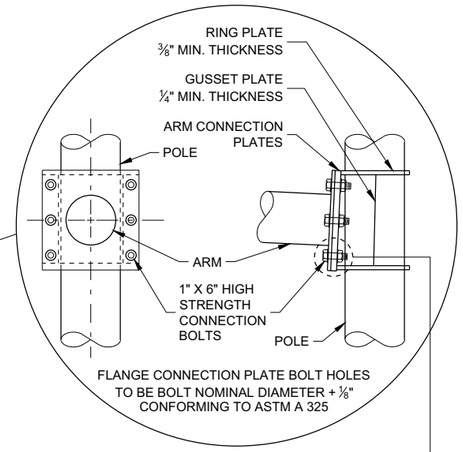


ANCHOR ROD LOCATION

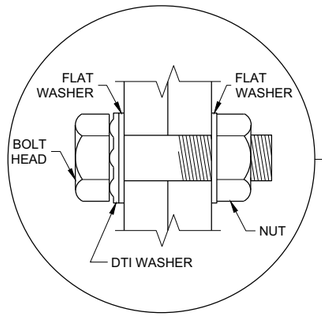


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE 45' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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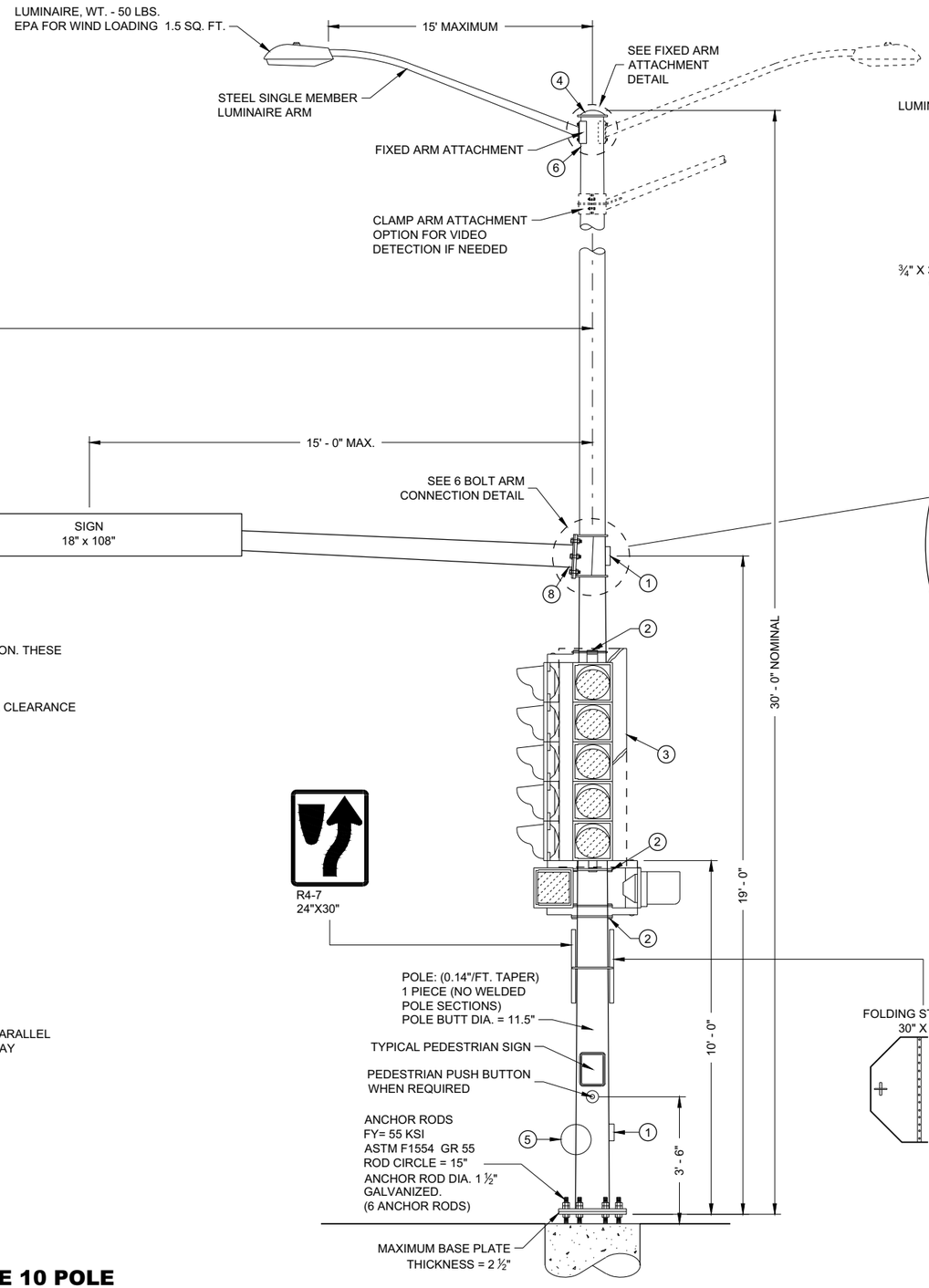
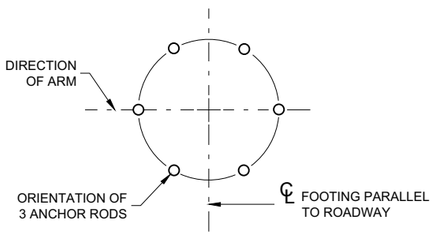
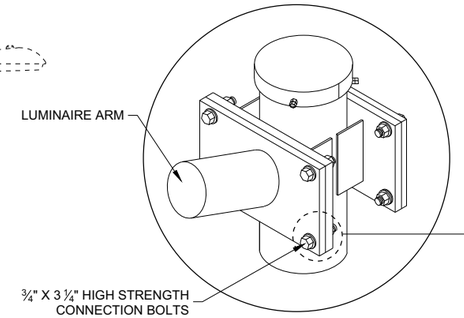


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

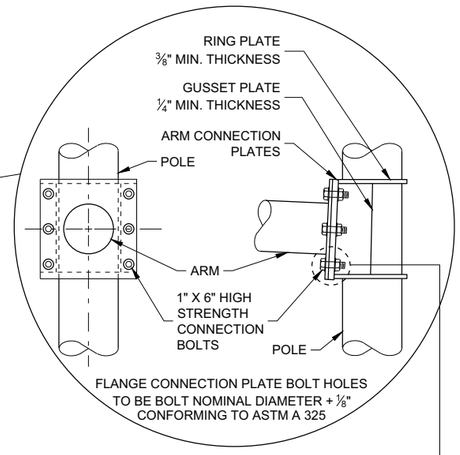
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



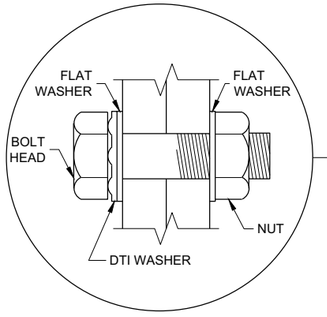
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

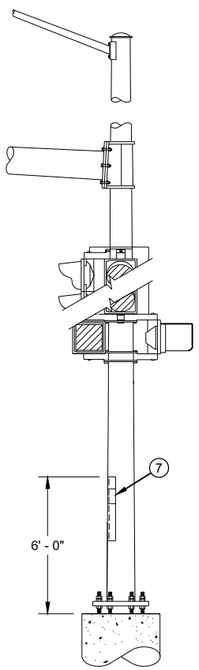
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

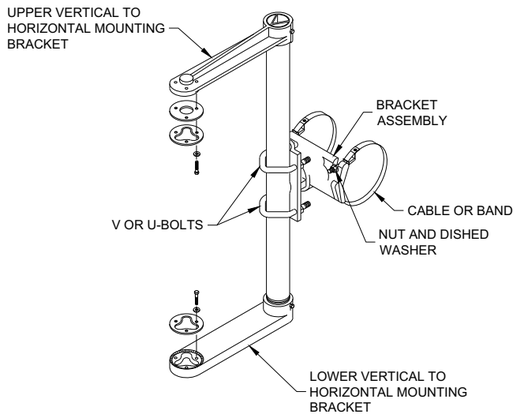
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

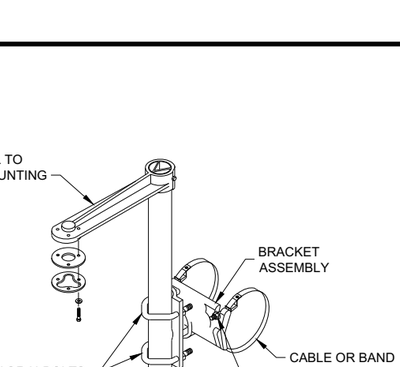


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



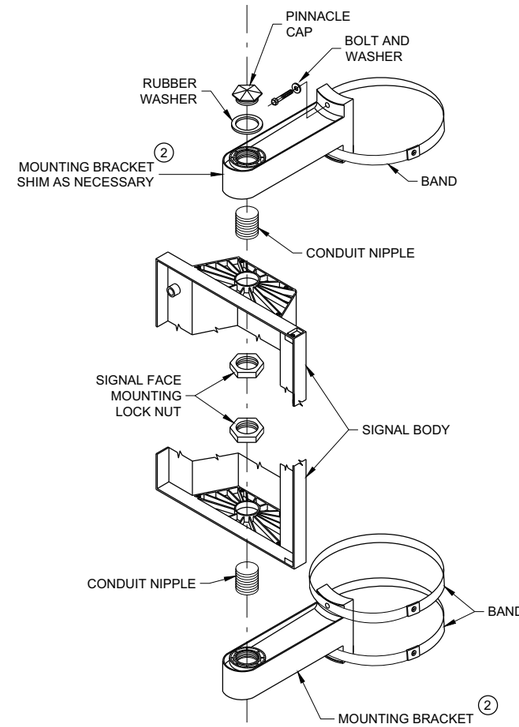
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

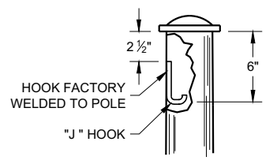


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

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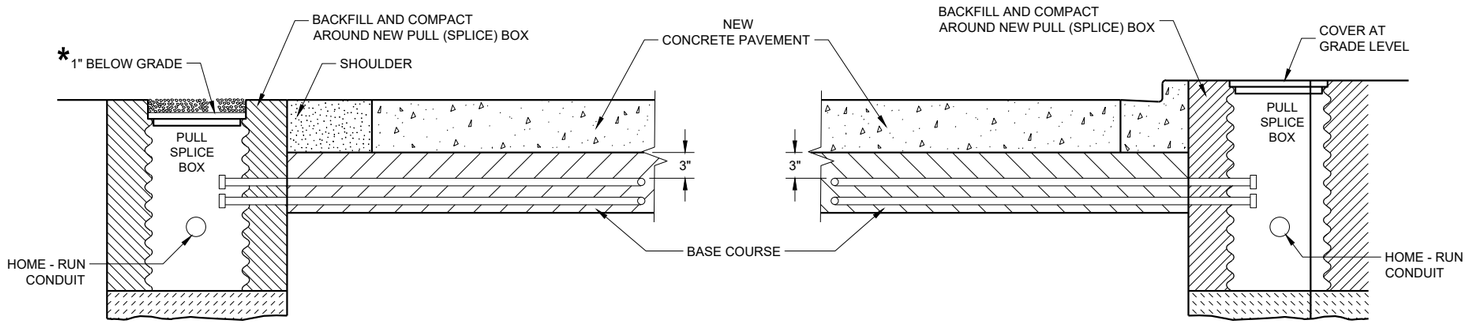


SECTION A - A
NO CURB AND GUTTER

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.

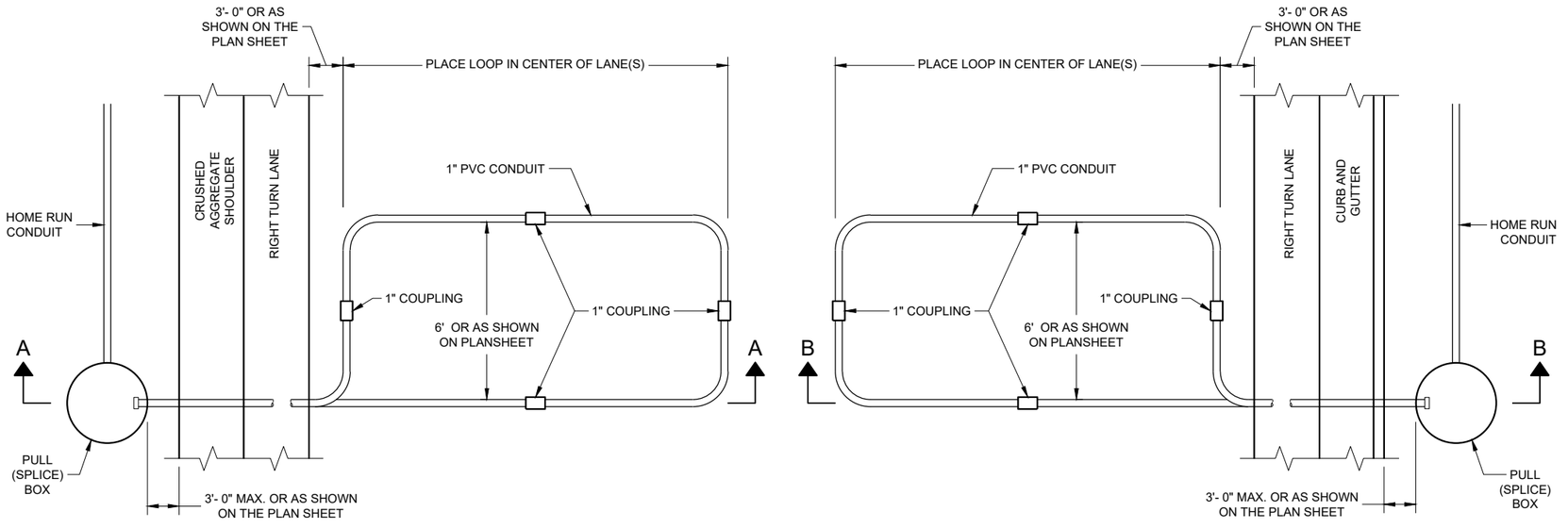
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

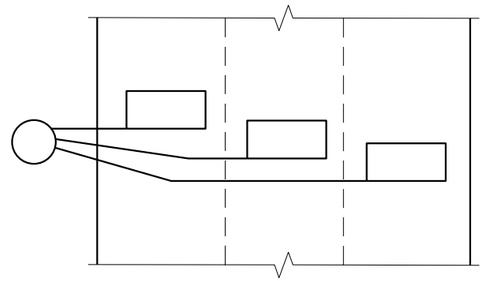
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

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
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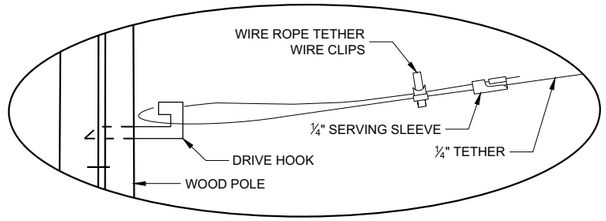
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

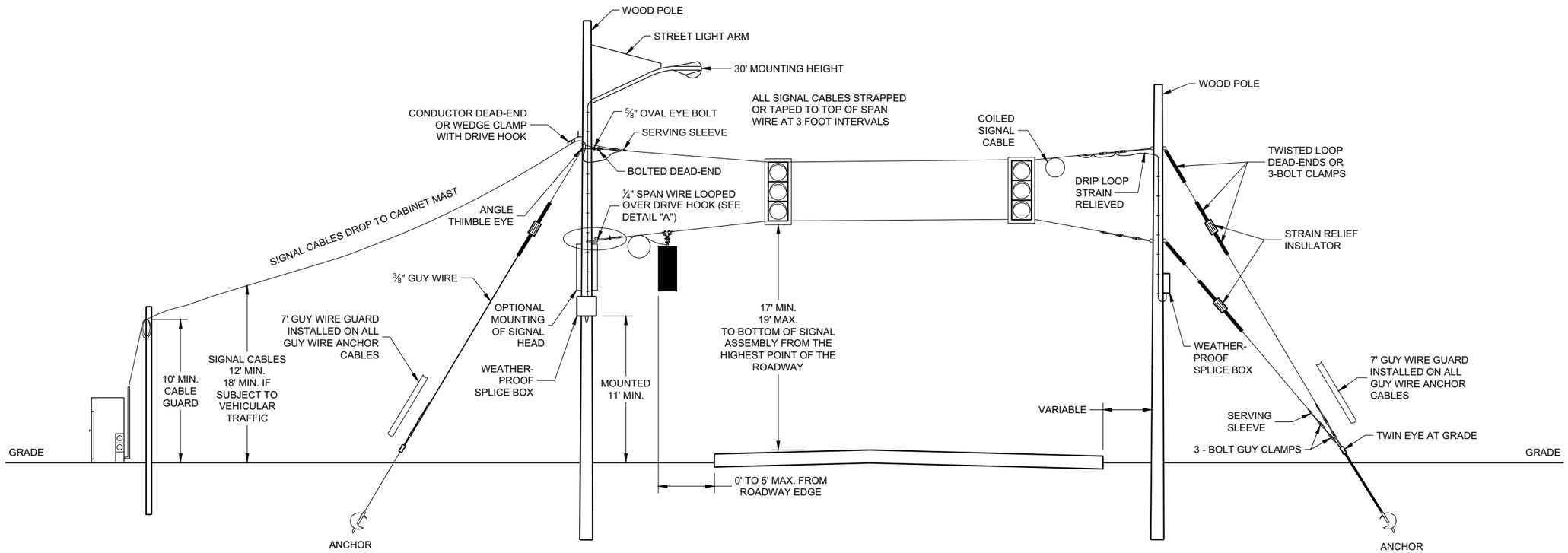


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — STATE ELECTRICAL ENGI
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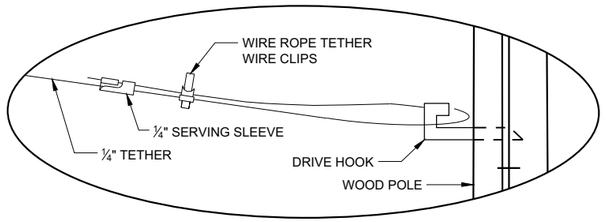
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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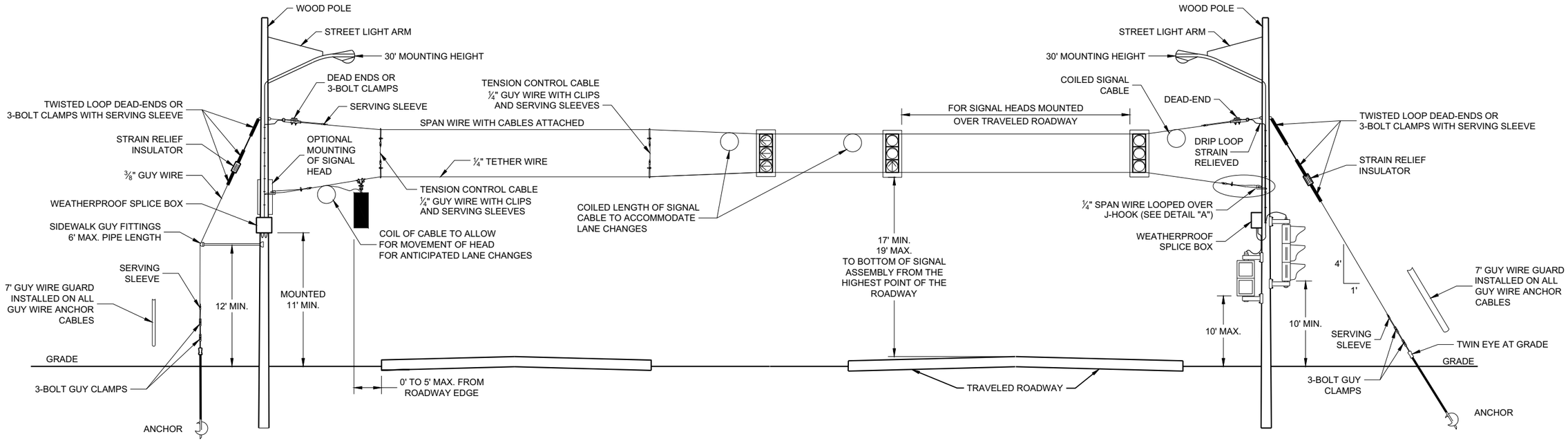

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

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STATE ELECTRICAL ENGI

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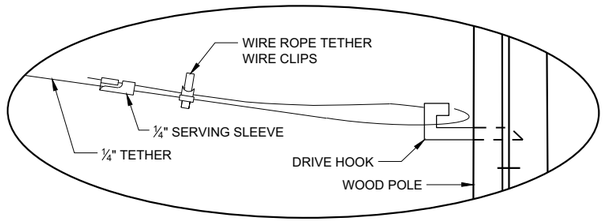
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

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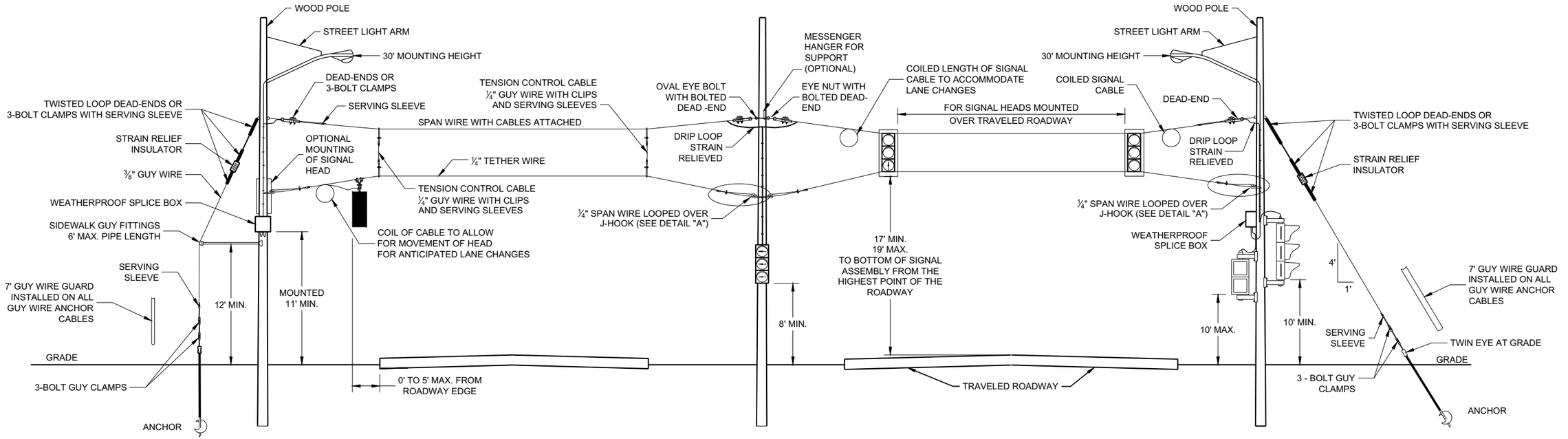

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
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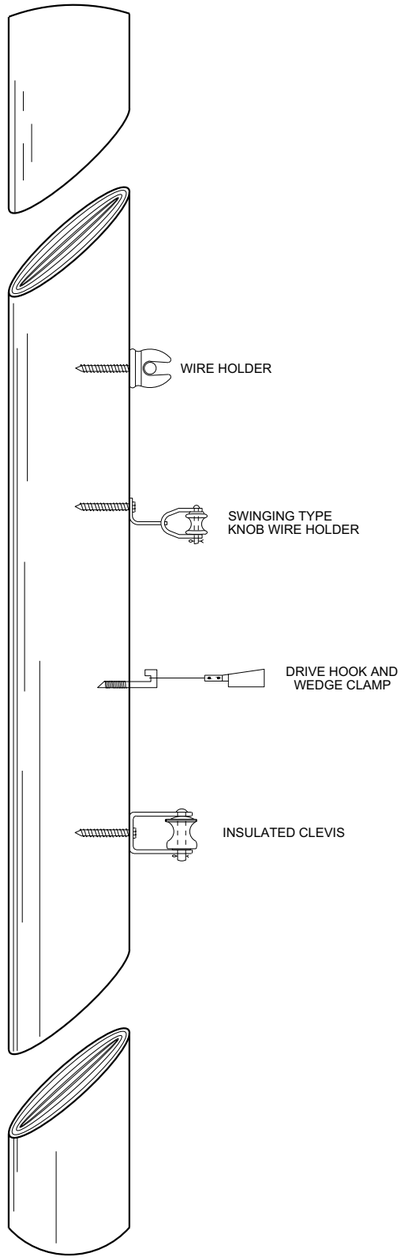

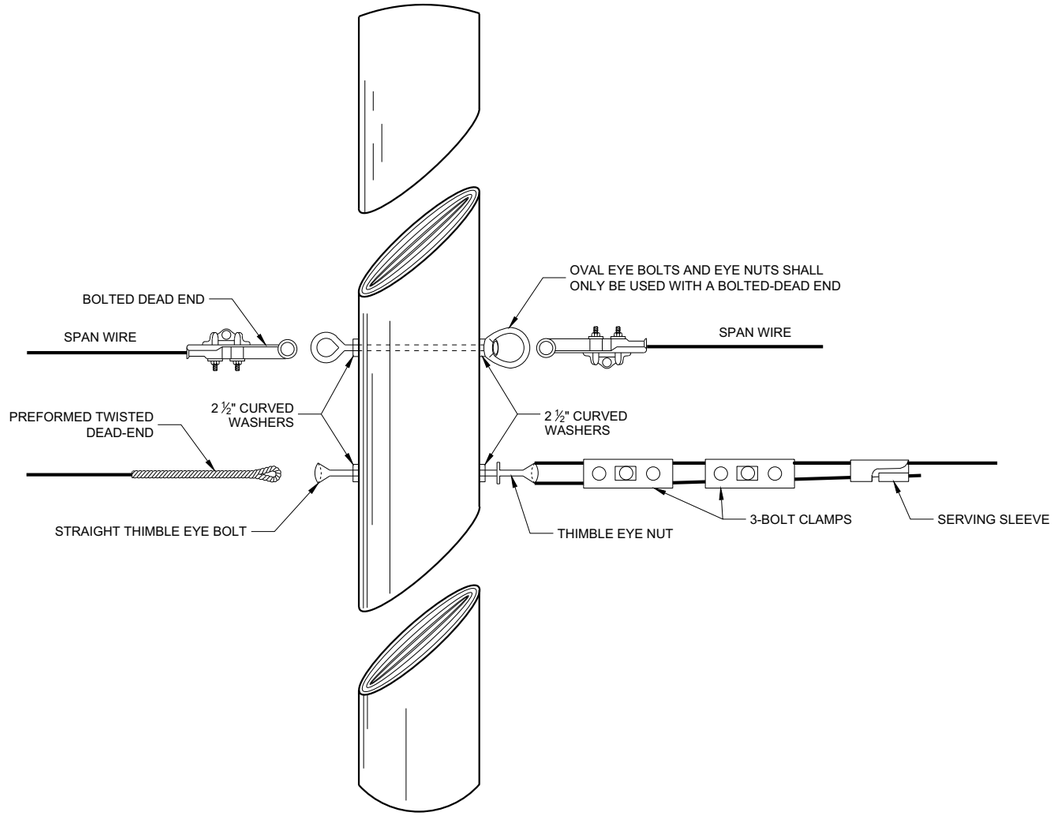

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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DATE

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ROADWAY STANDARDS DEVE ENGINEER

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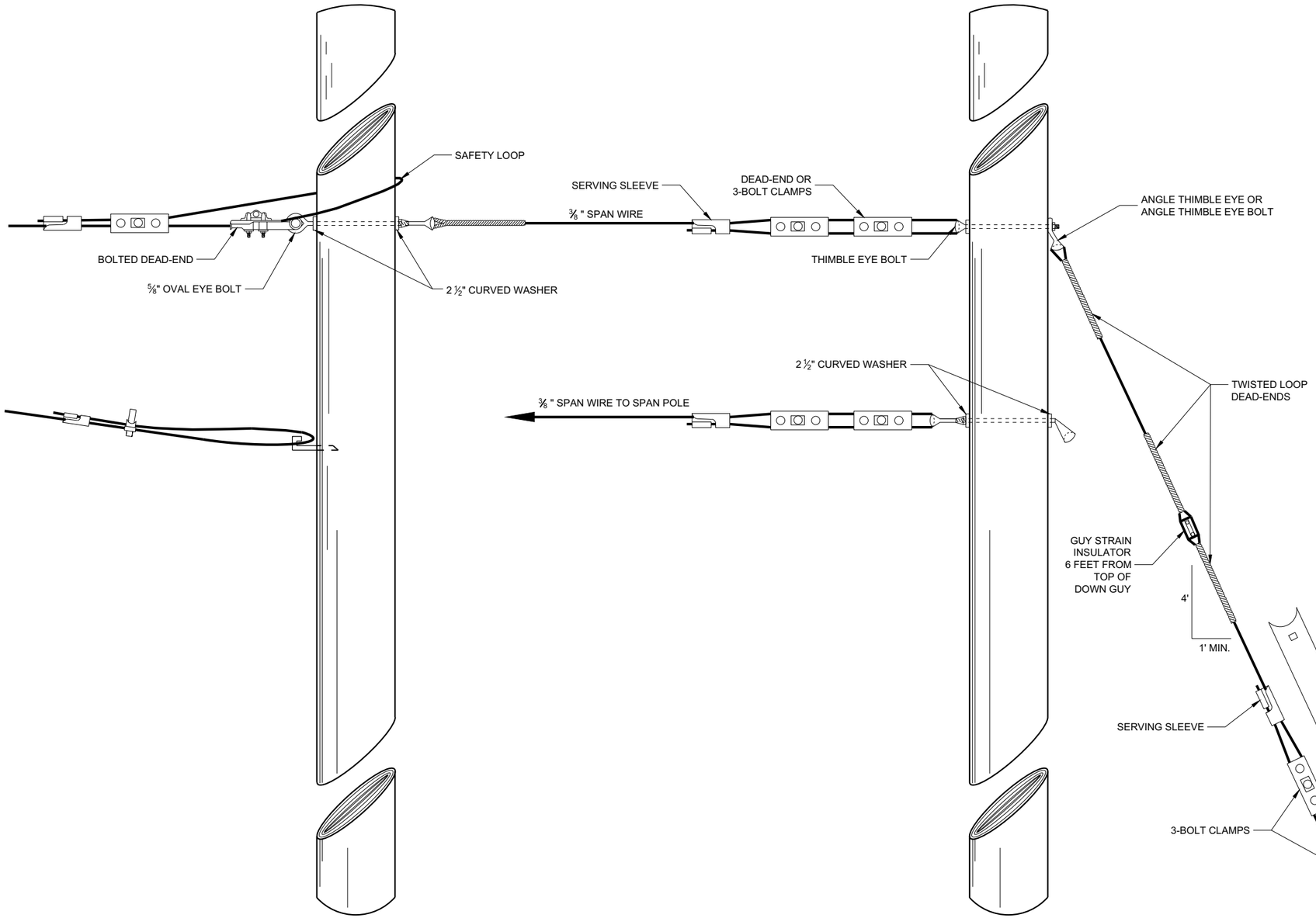
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVE ENGINEER
FHWA	331

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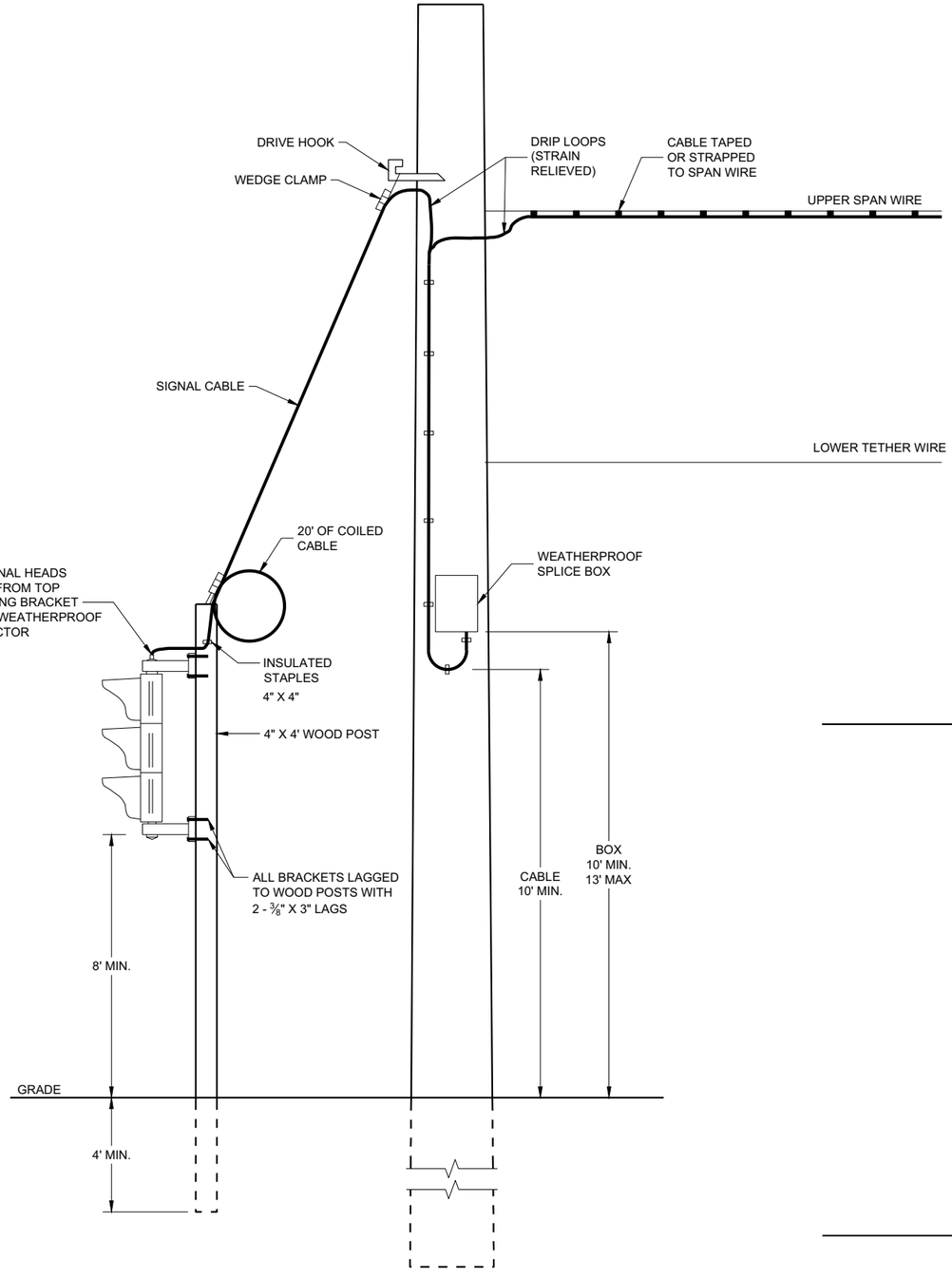
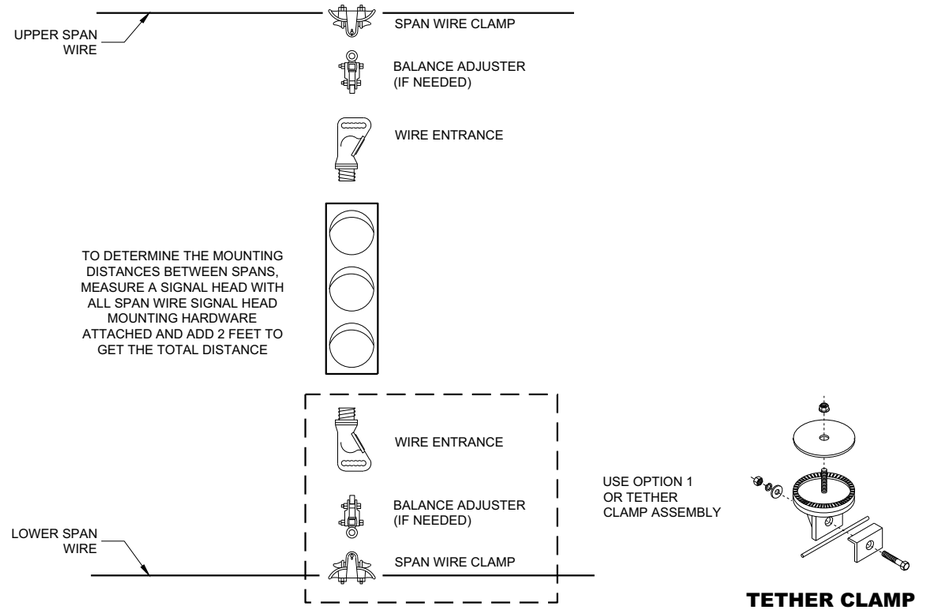


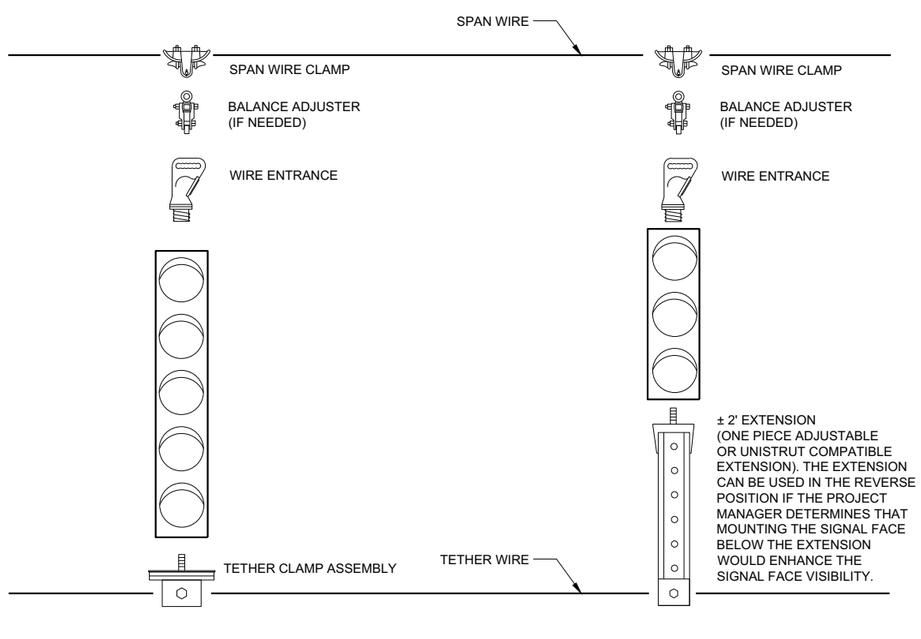
TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



OPTION 1

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

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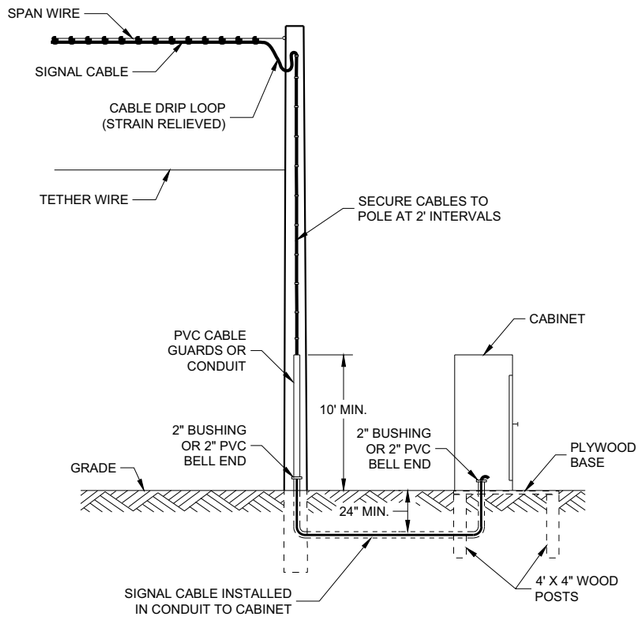
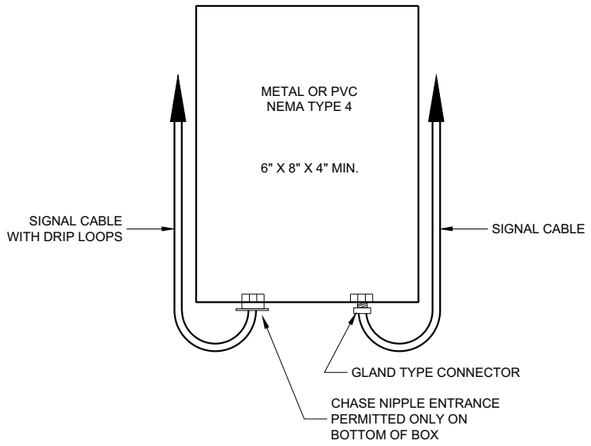
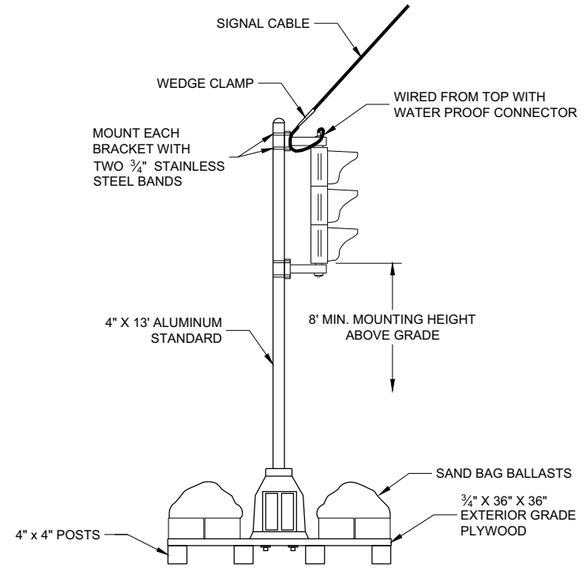
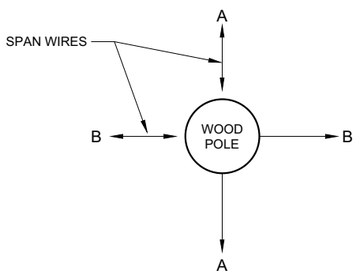




SPLICE BOX

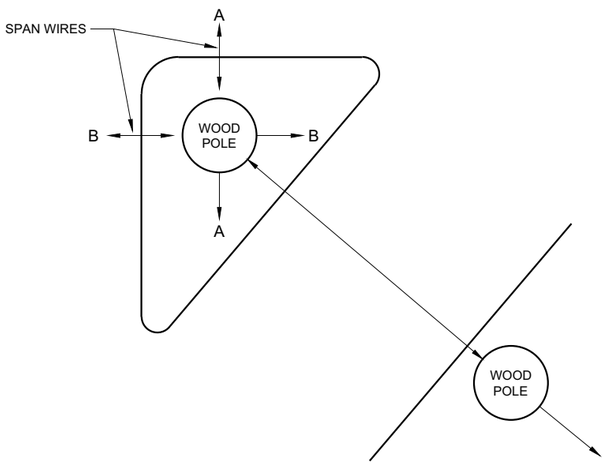


TYPICAL SKID TYPE TEMPORARY

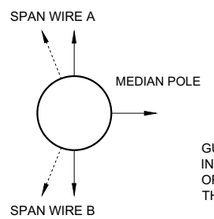


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

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

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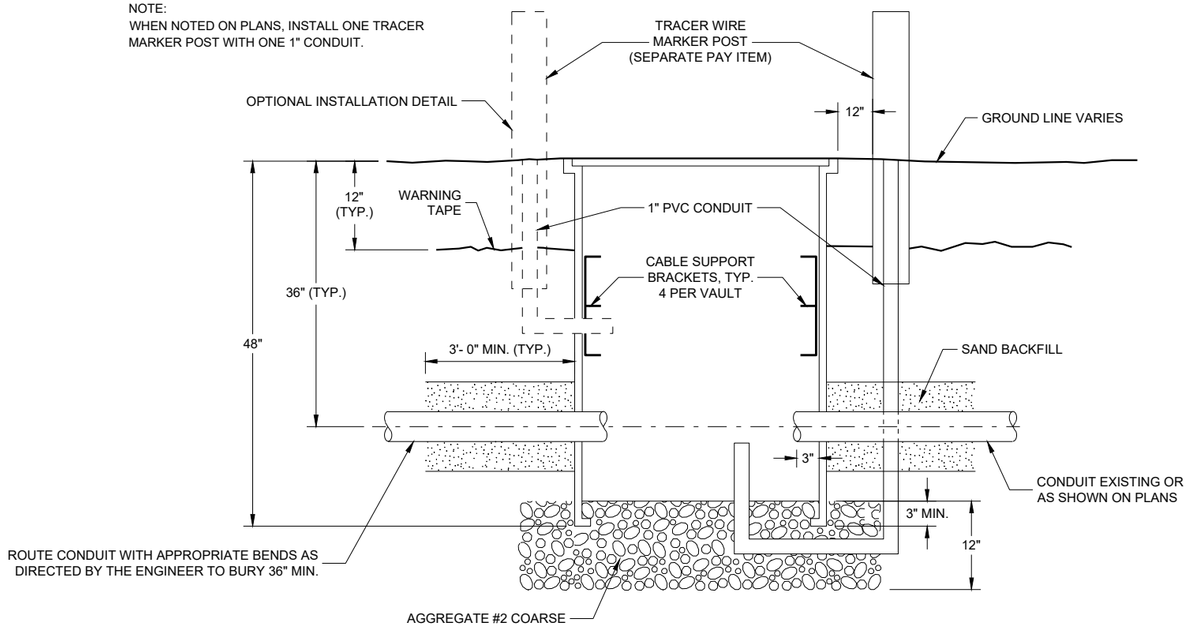
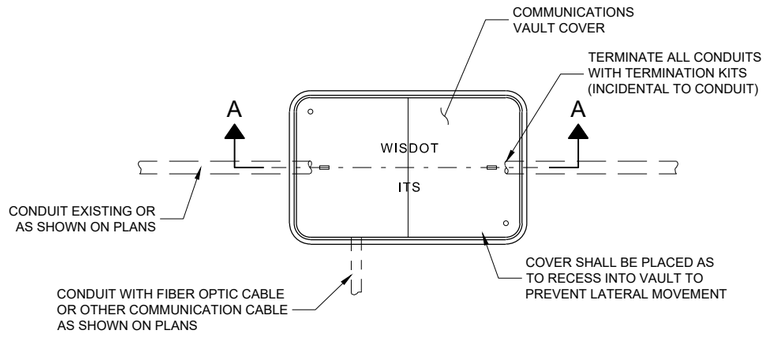
NOTE:
WHEN NOTED ON PLANS, INSTALL ONE TRACER MARKER POST WITH ONE 1" CONDUIT.



SECTION A - A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

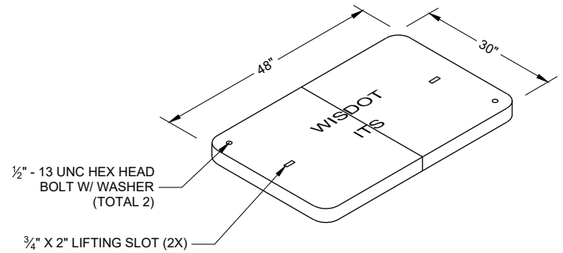
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

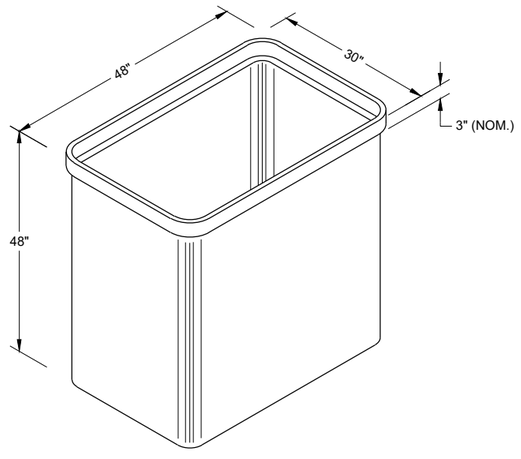
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.





ISOMETRIC VIEW

COMMUNICATION VAULT TYPE 1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 334

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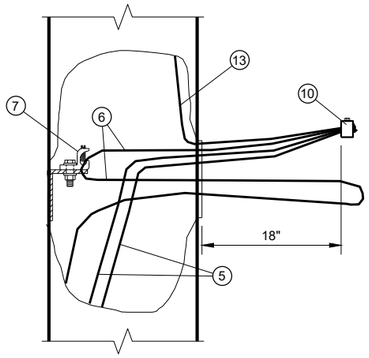
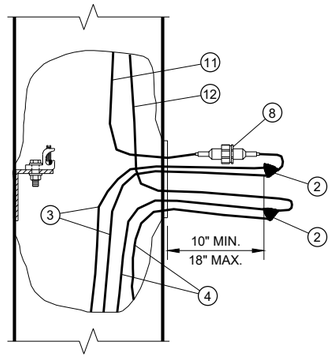
SDD 09H09 - 02

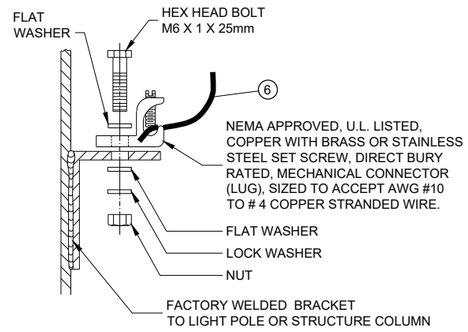


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

GENERAL NOTES

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

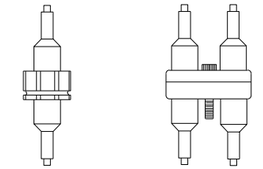
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



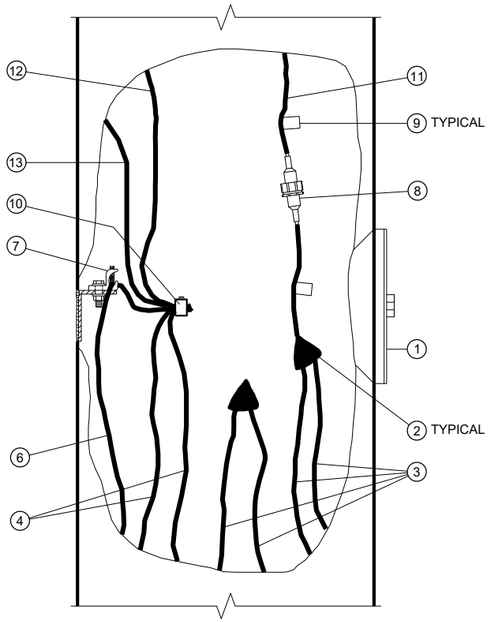
1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

CONDUCTOR COLOR CODES

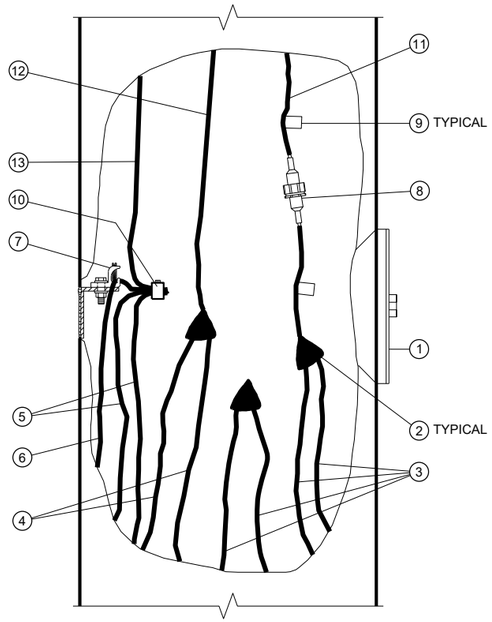
KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



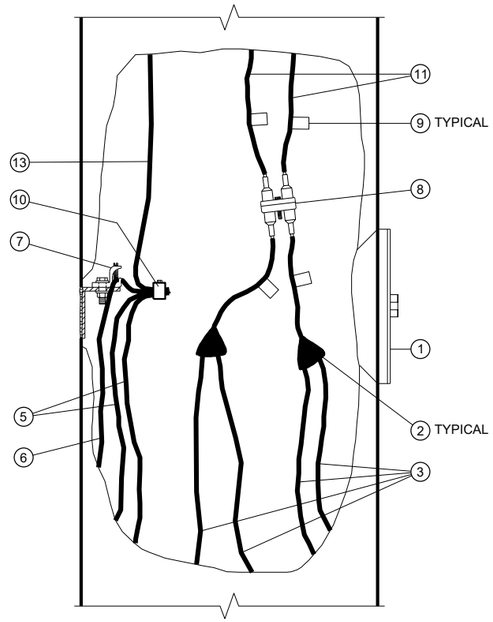
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-ϕ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-ϕ SHOWN; 3-ϕ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE TO PHASE SYSTEMS
1-ϕ SHOWN; 3-ϕ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

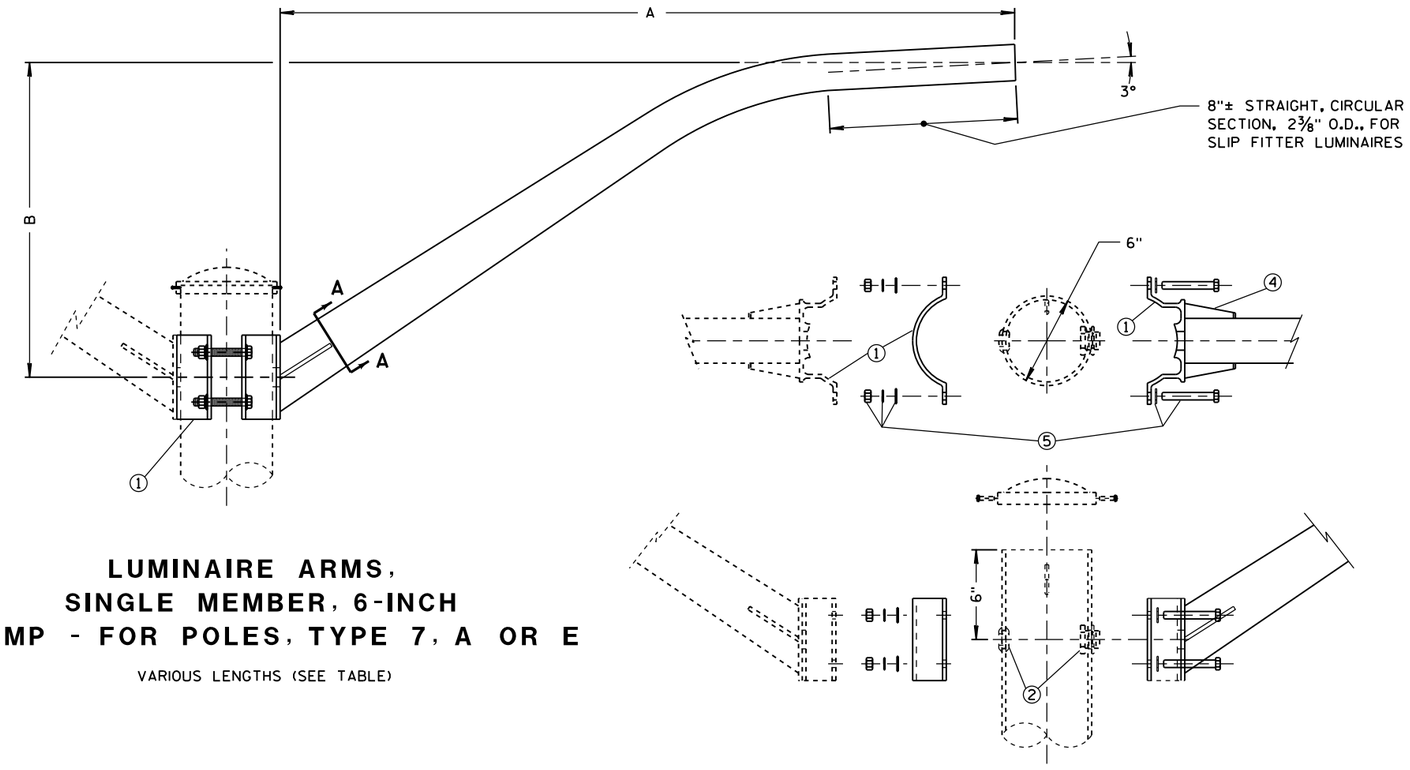
ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 335

FHWA



LUMINAIRE ARMS, SINGLE MEMBER, 6-INCH CLAMP - FOR POLES, TYPE 7, A OR E

VARIOUS LENGTHS (SEE TABLE)

CLAMP ASSEMBLY

SINGLE MEMBER CLAMP SHOWN

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
SINGLE MEMBER	4.0	2.0
SINGLE MEMBER	8.0	3.0
SINGLE MEMBER	10.0	3.0
SINGLE MEMBER	15.0	3.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM.

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1 1/2" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY.

③ STIFFENER

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - 1/2"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

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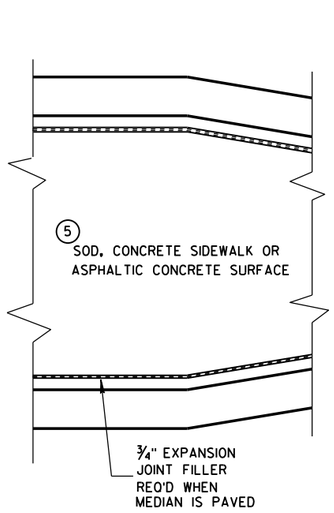
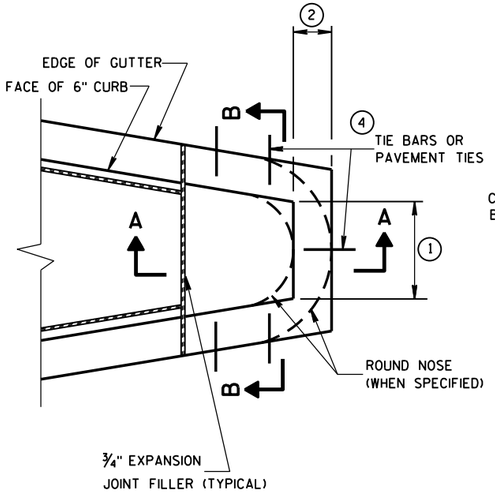
S.D.D. 10 A 18-5a

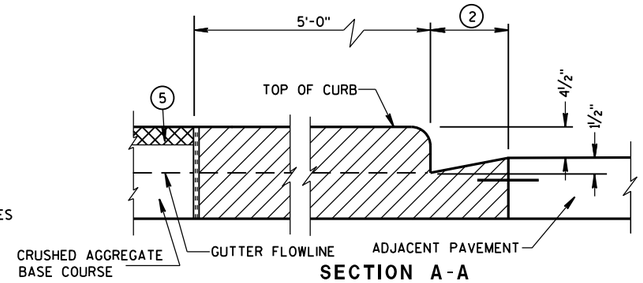
LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

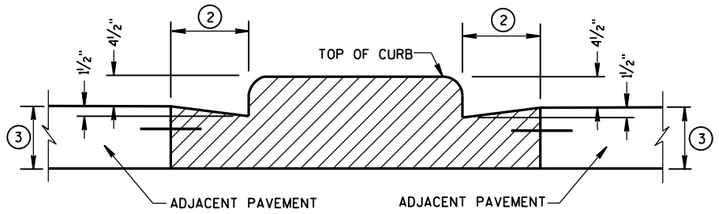
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA







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.

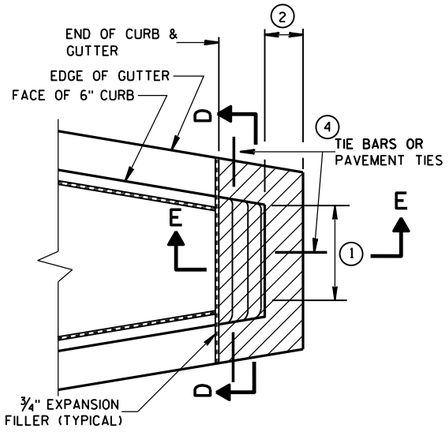
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

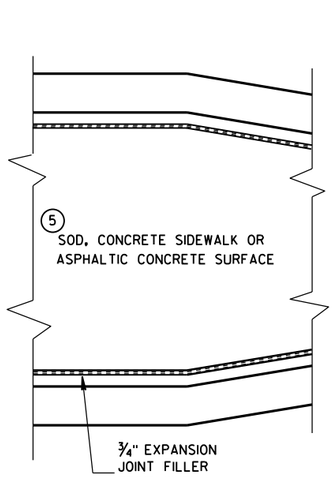
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

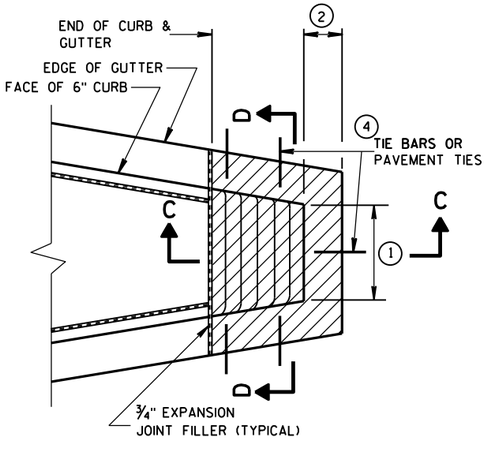
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

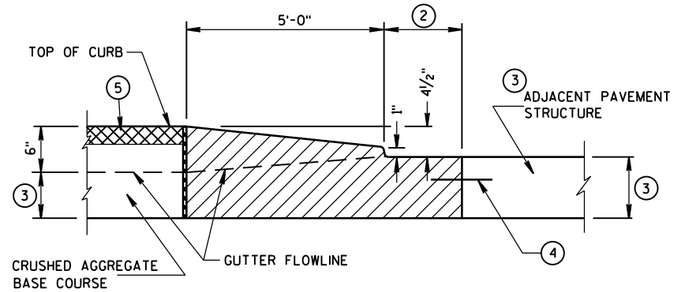
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



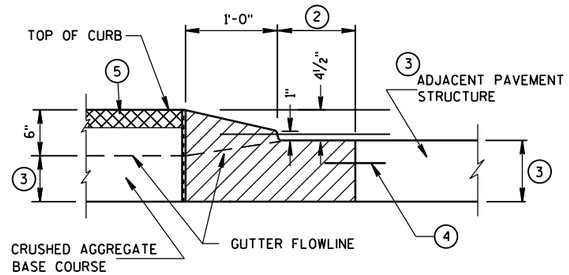




CONCRETE MEDIAN SLOPED NOSE TYPE 1

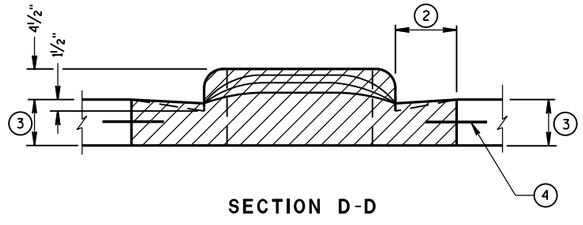


SECTION C-C



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

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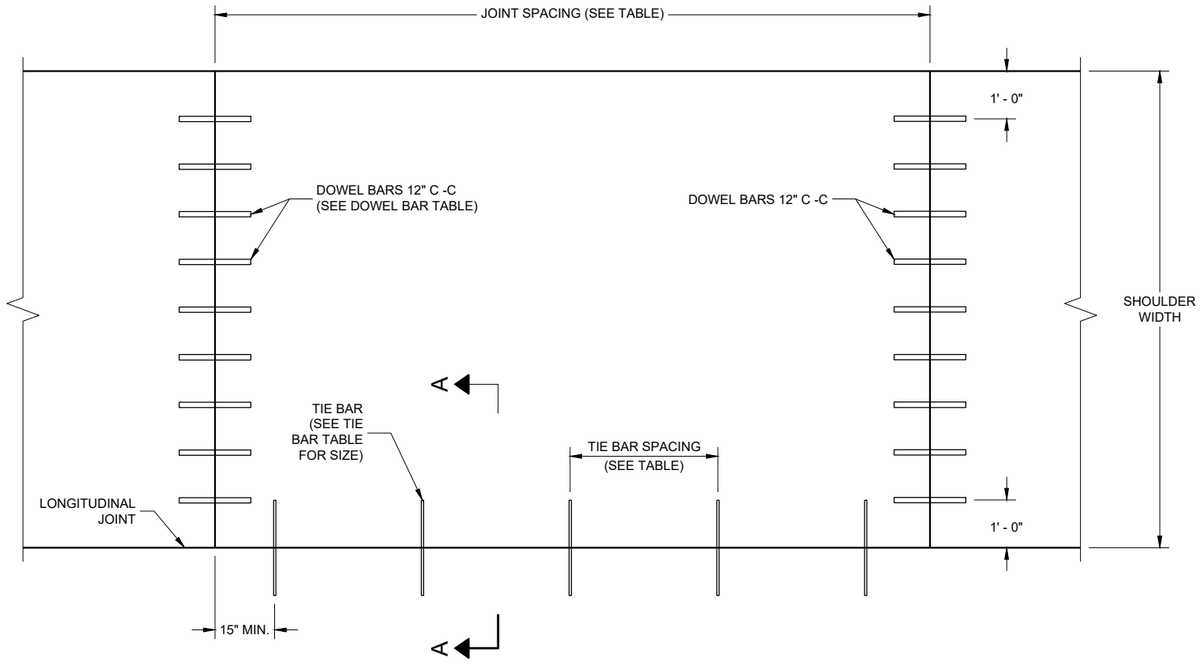
S.D.D. 11 B 2-2



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

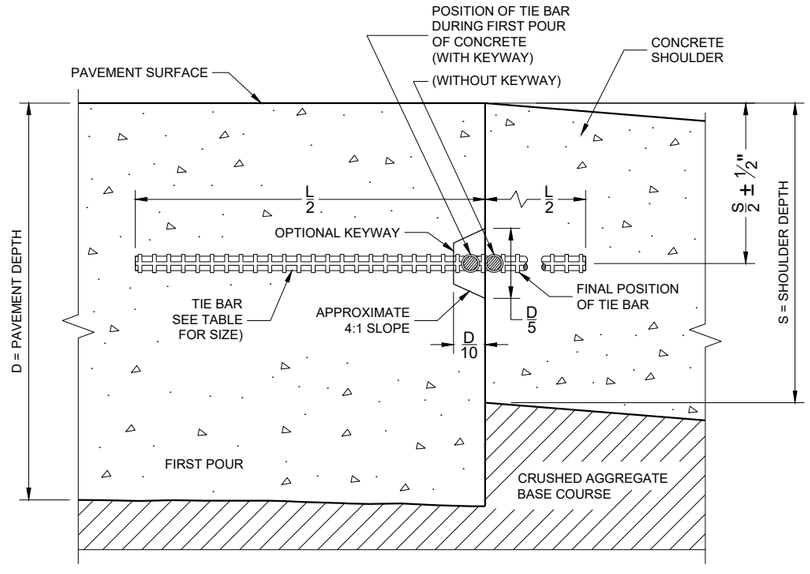
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

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

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

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

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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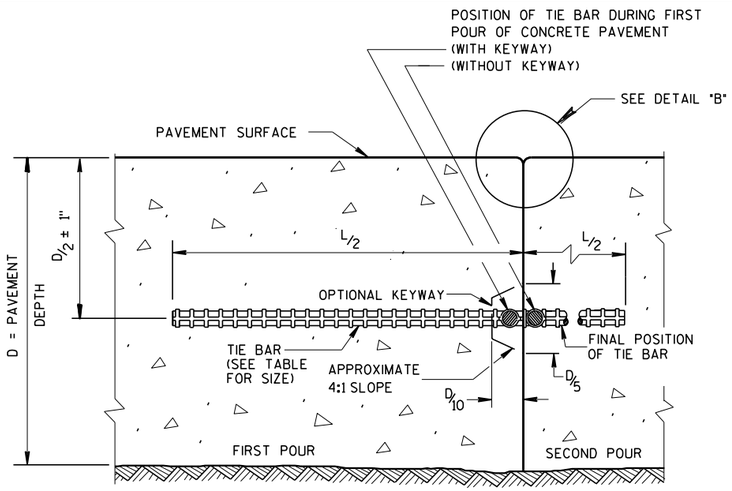
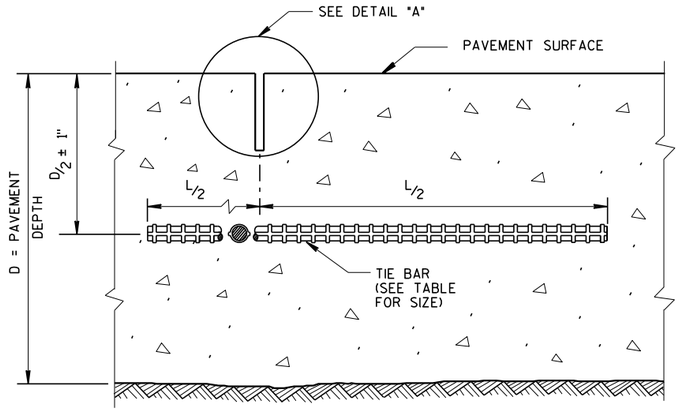
SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

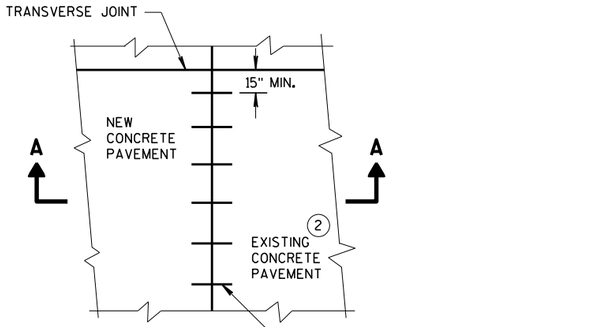
GENERAL NOTES

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

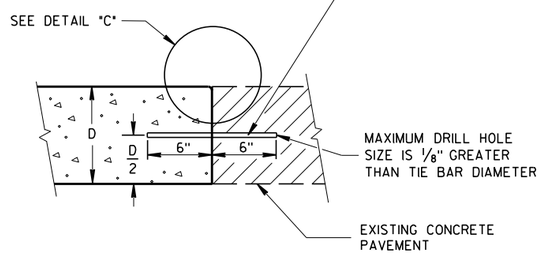
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

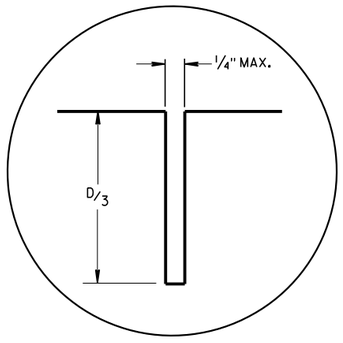


PLAN VIEW

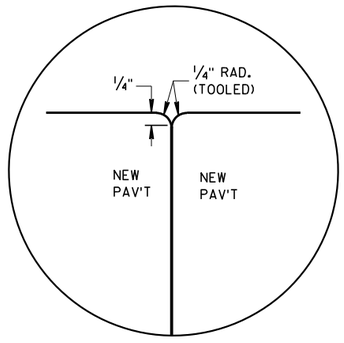


SECTION A-A

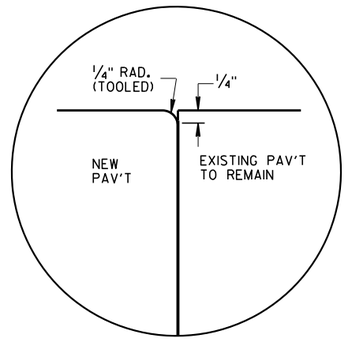
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



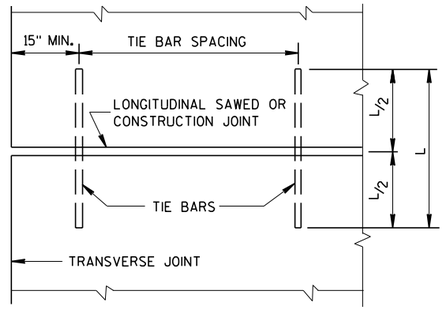
DETAIL "C"

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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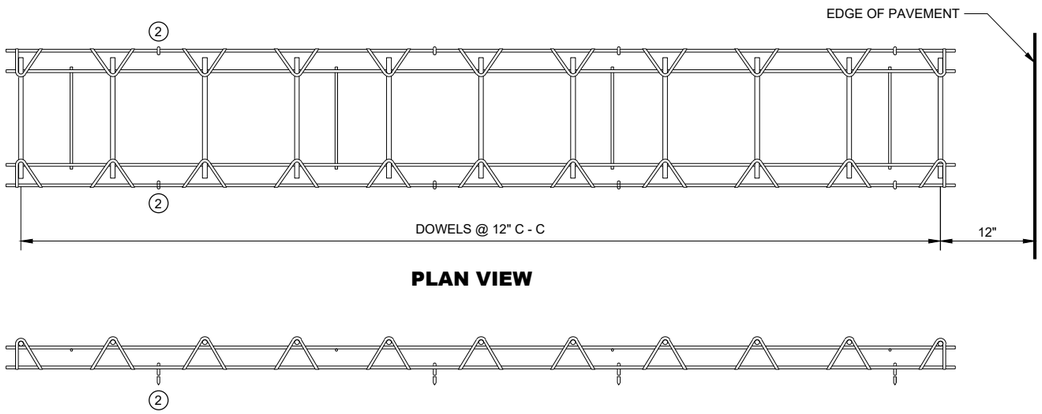
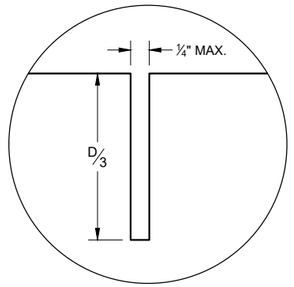
S.D.D. 13 C 1-19



CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

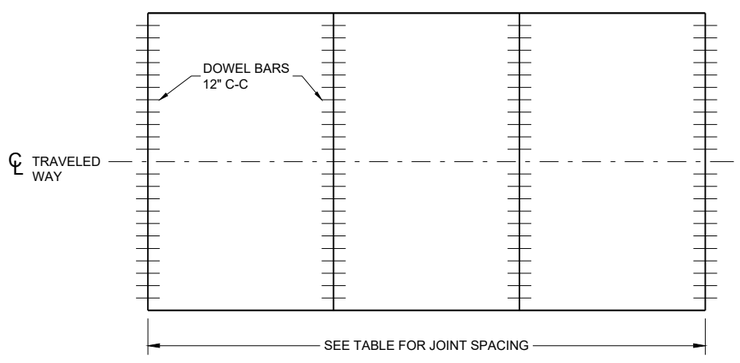
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

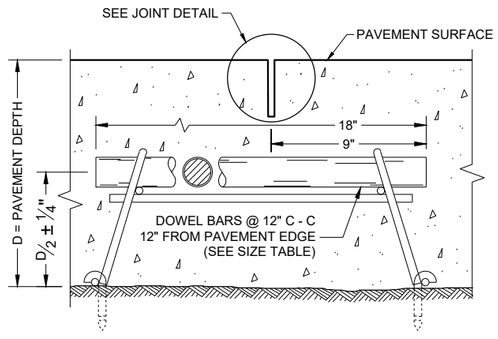
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



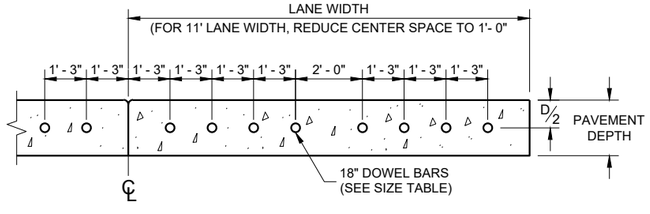
CONTRACTION JOINT LOCATIONS



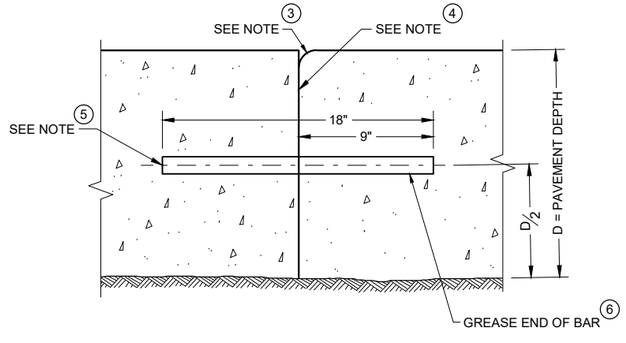
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

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SDD 13C13 - 11

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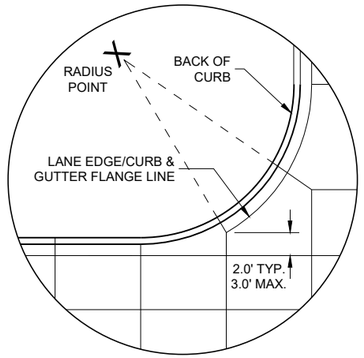
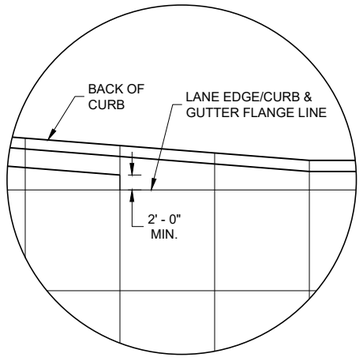
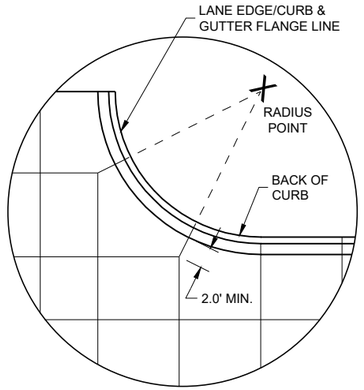


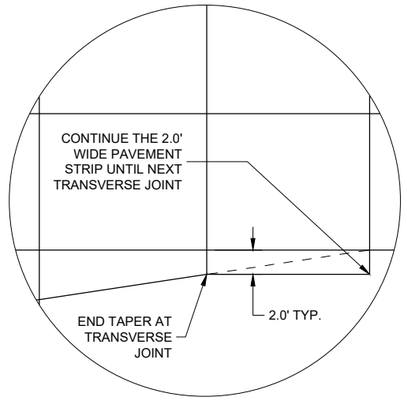
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

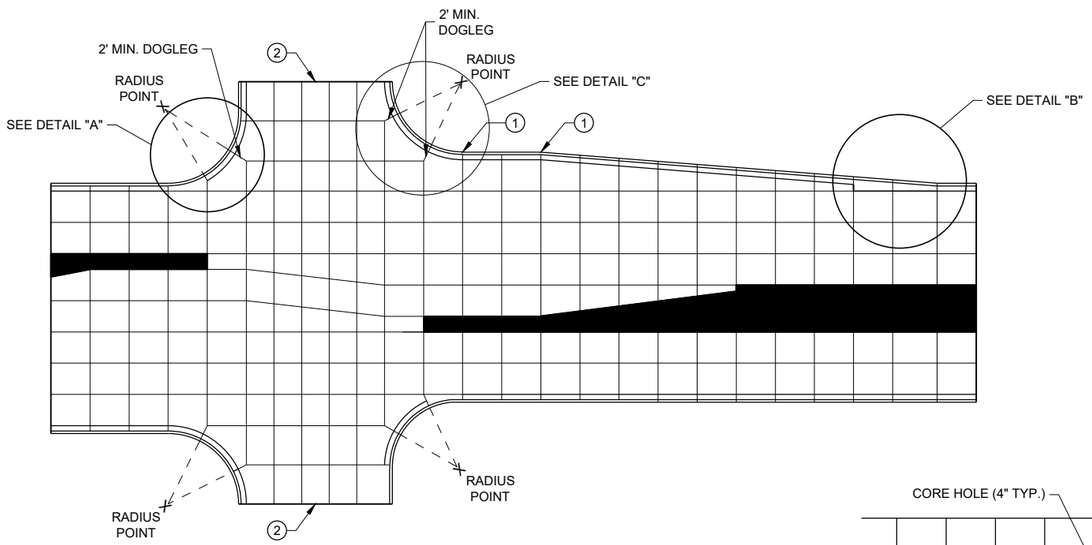
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

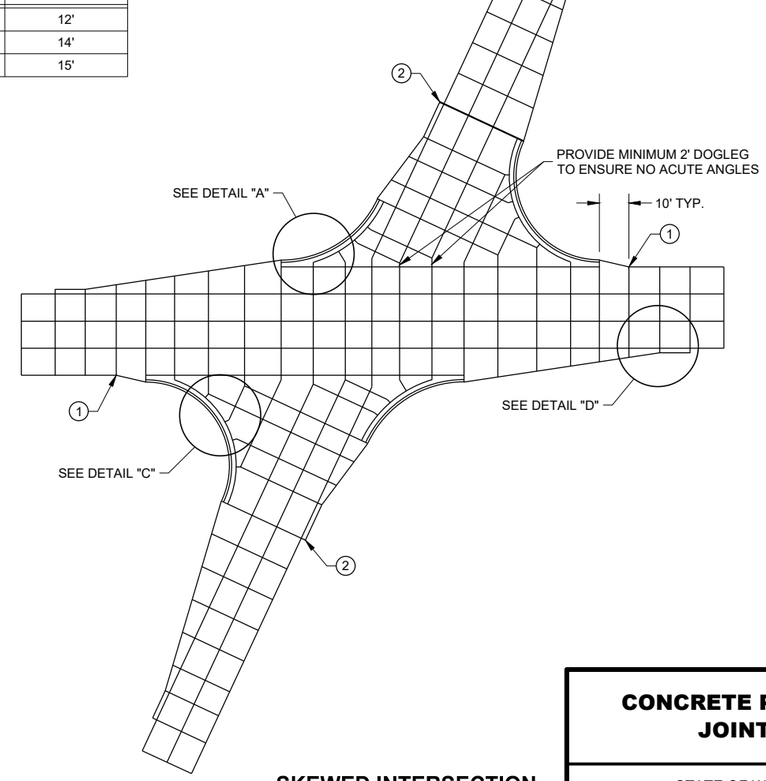
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



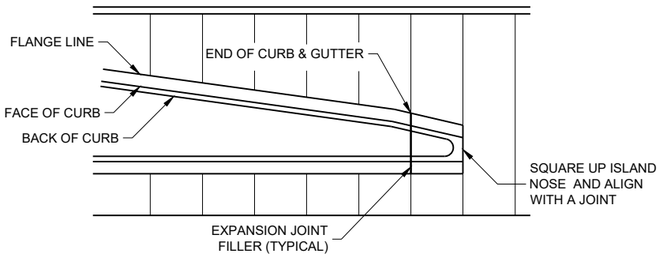
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

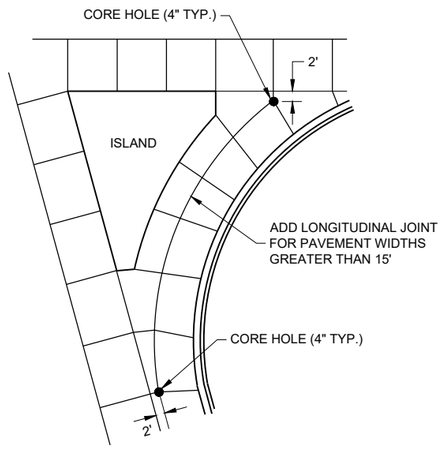
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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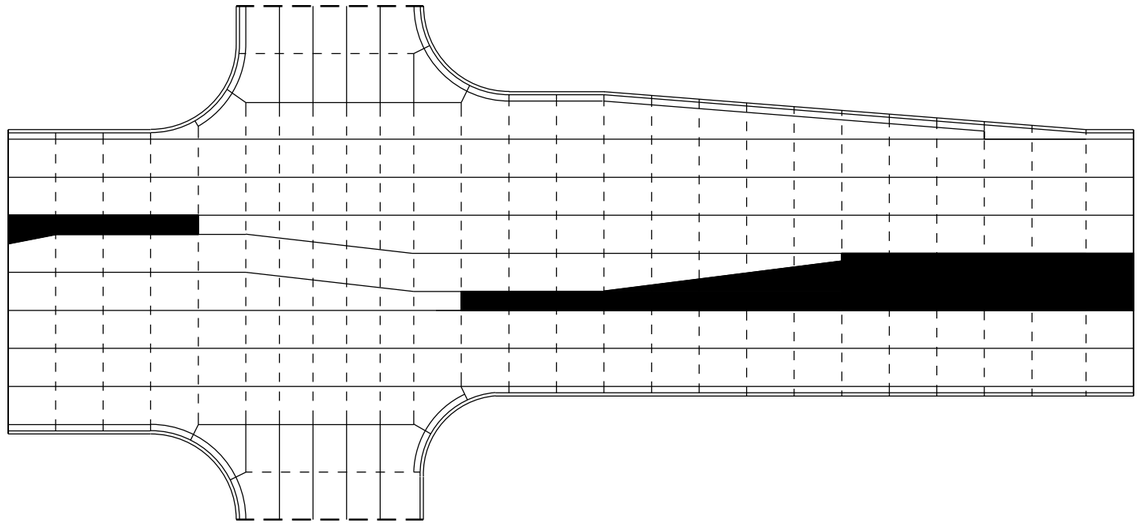
LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

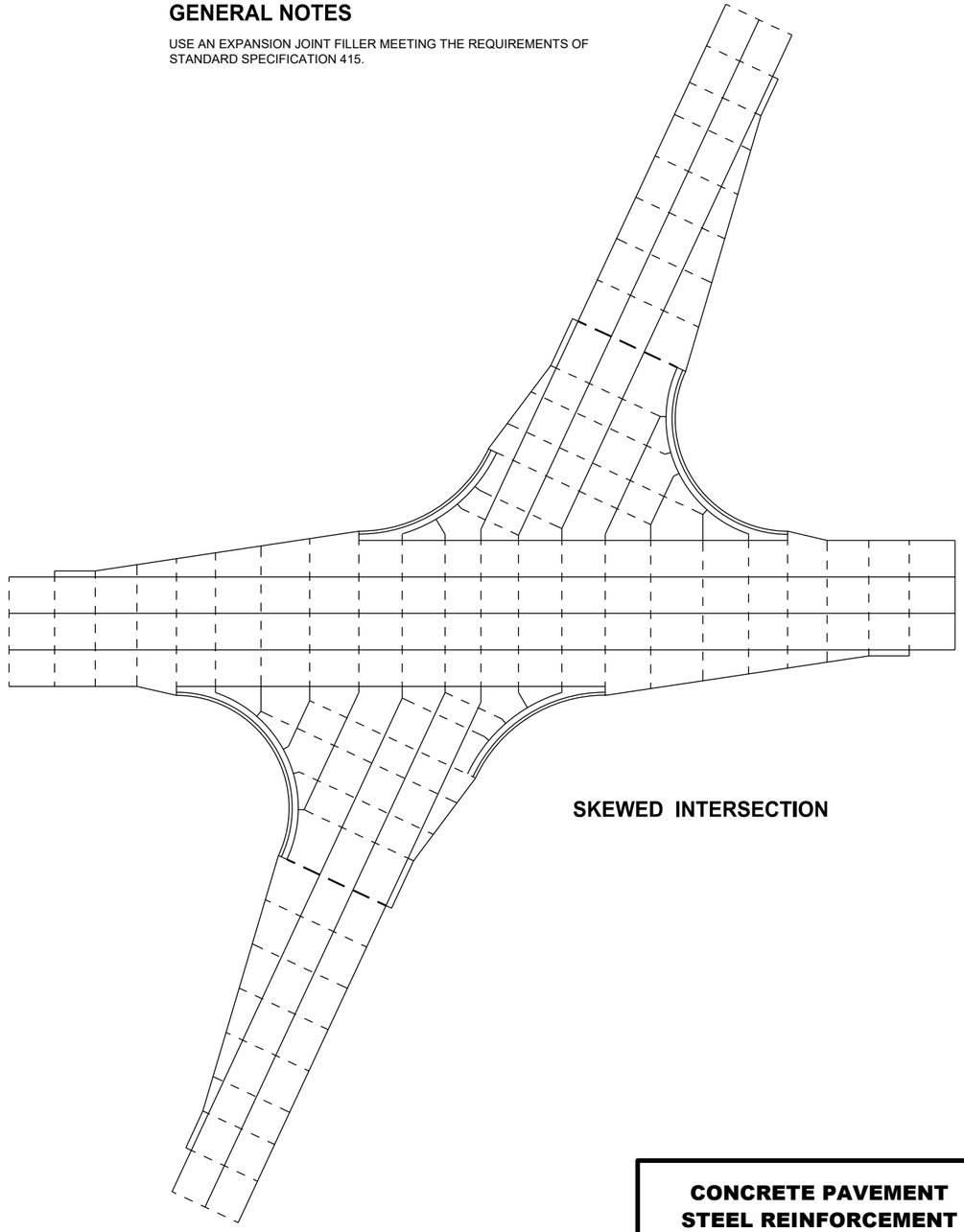
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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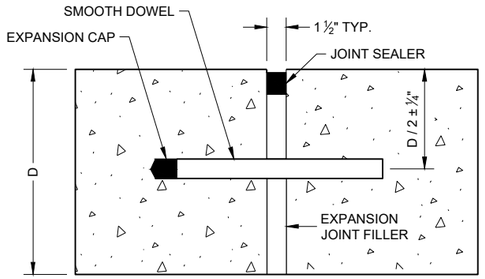
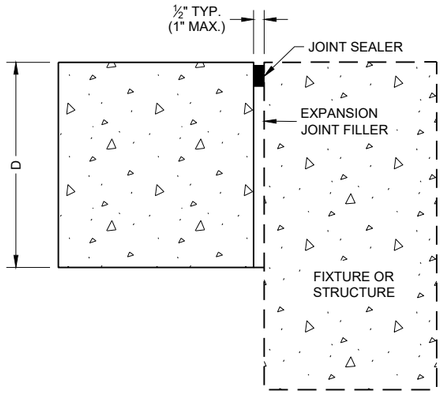
SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

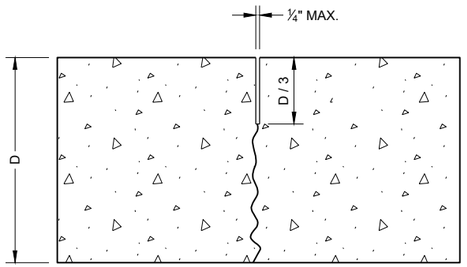
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

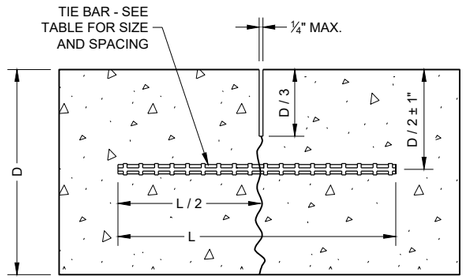
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

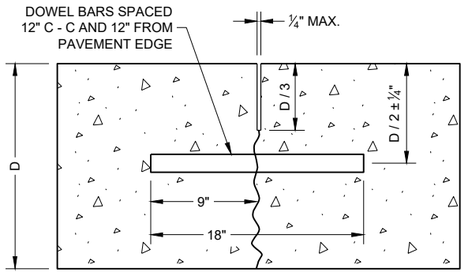
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM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



UNDOWELED TRANSVERSE

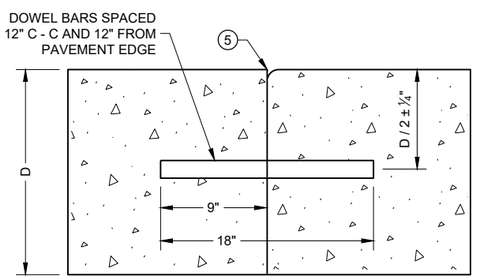


TIED LONGITUDINAL

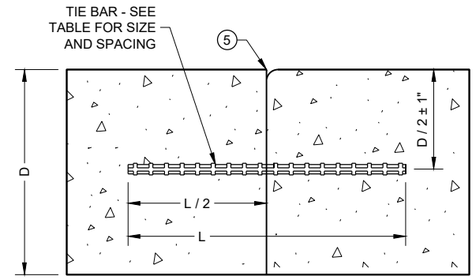


DOWELED TRANSVERSE

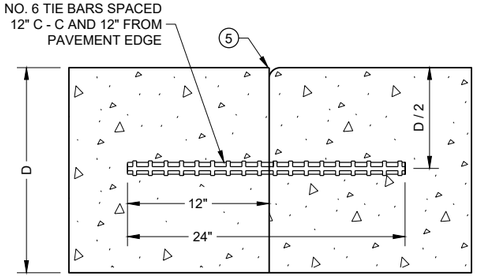
CONTRACTION JOINTS (2)



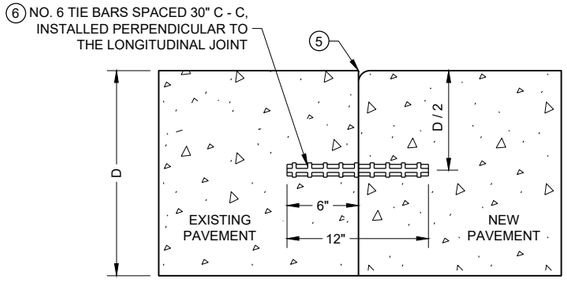
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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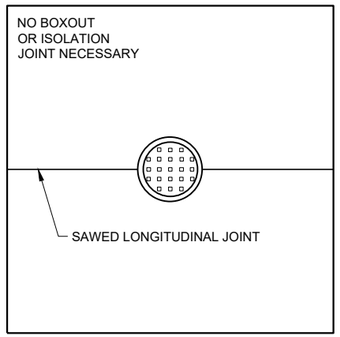
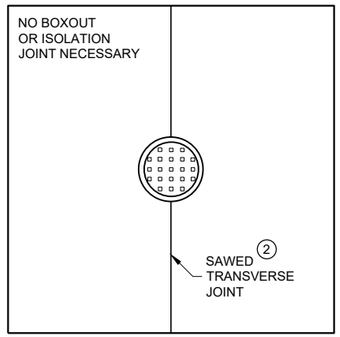
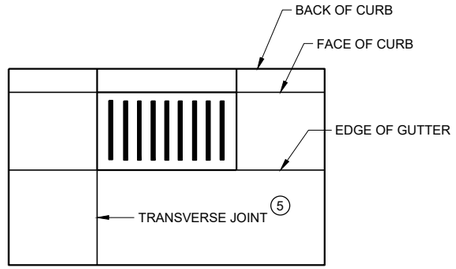
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



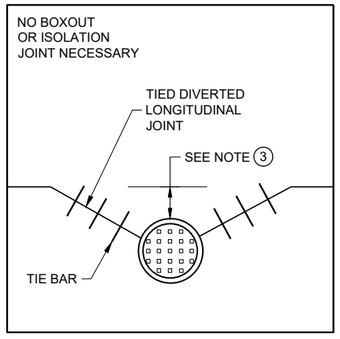
MANHOLE WITH TRANSVERSE JOINT



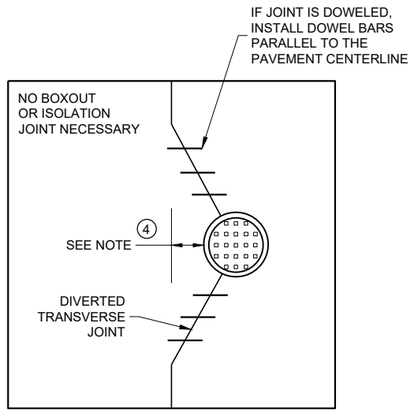
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

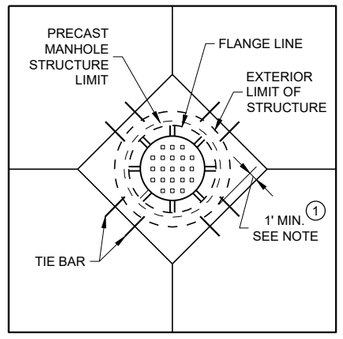
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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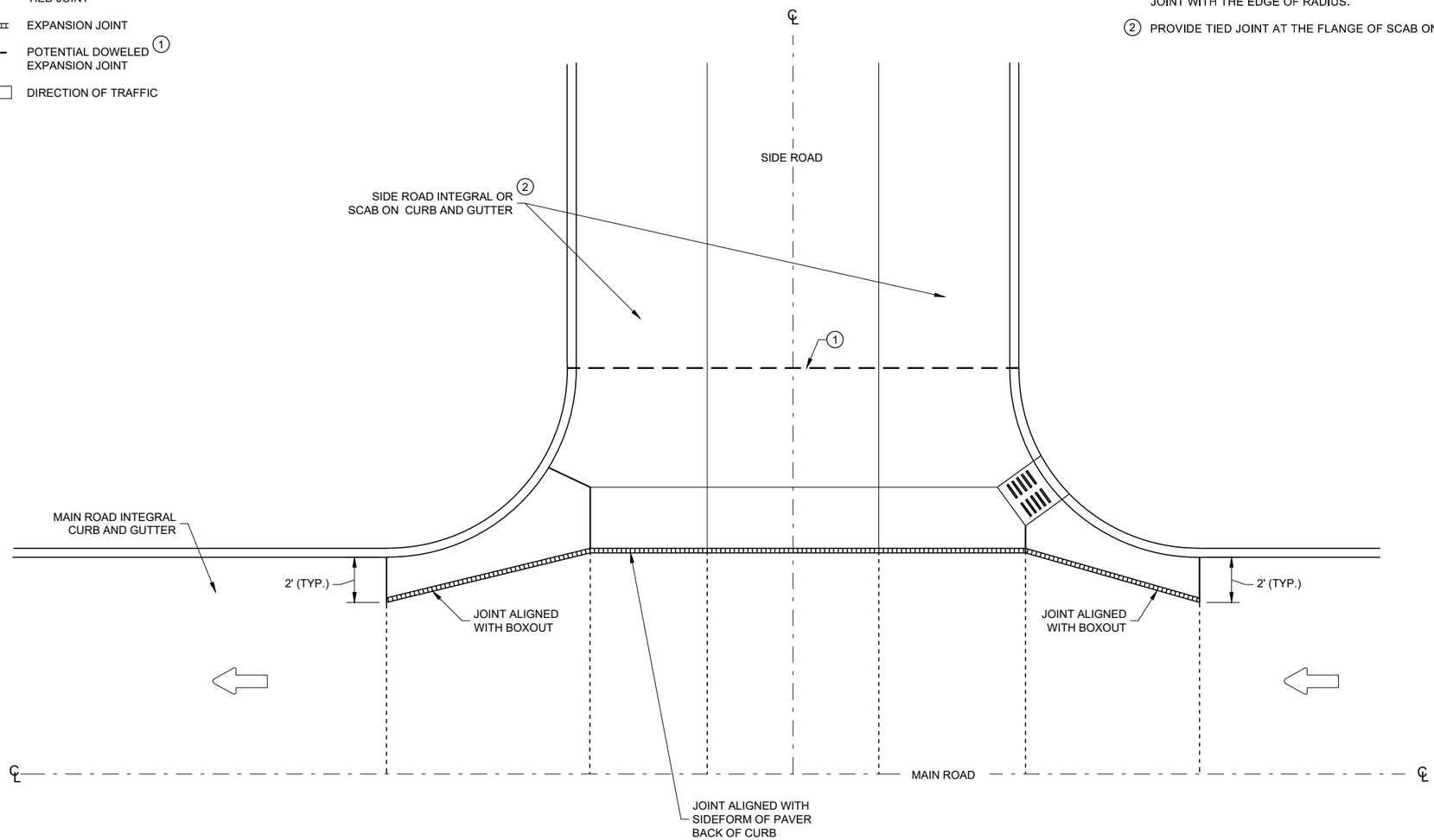
LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

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PAVEMENT SUPERVIS

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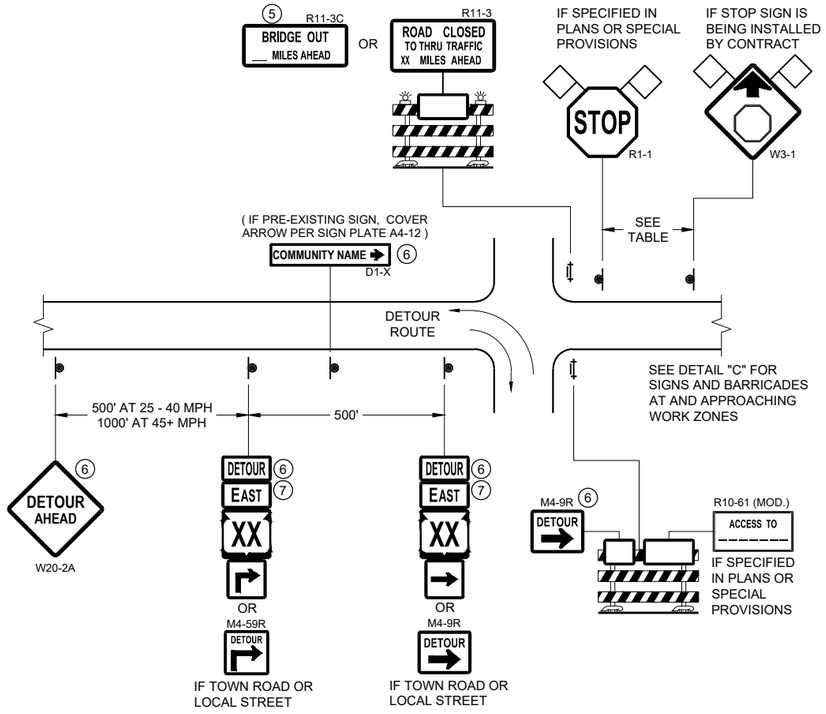
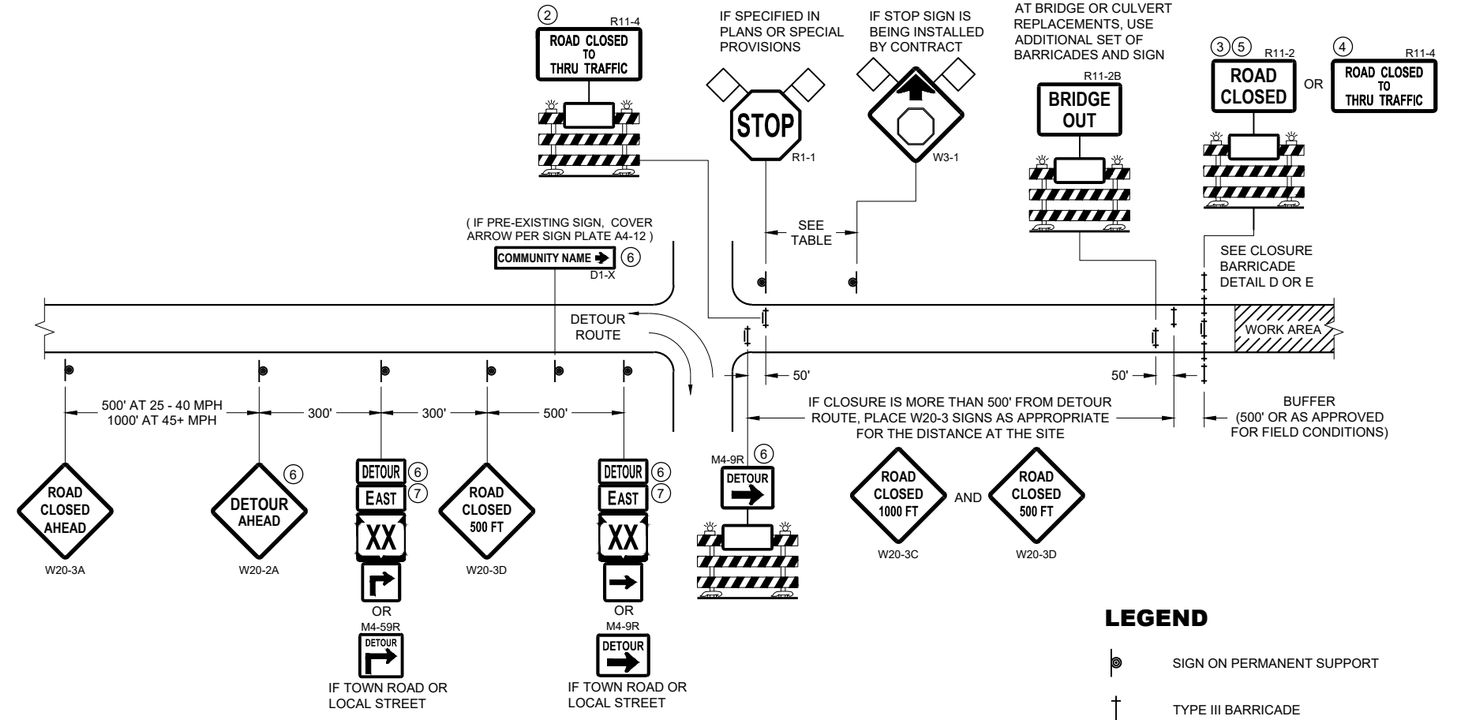


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)

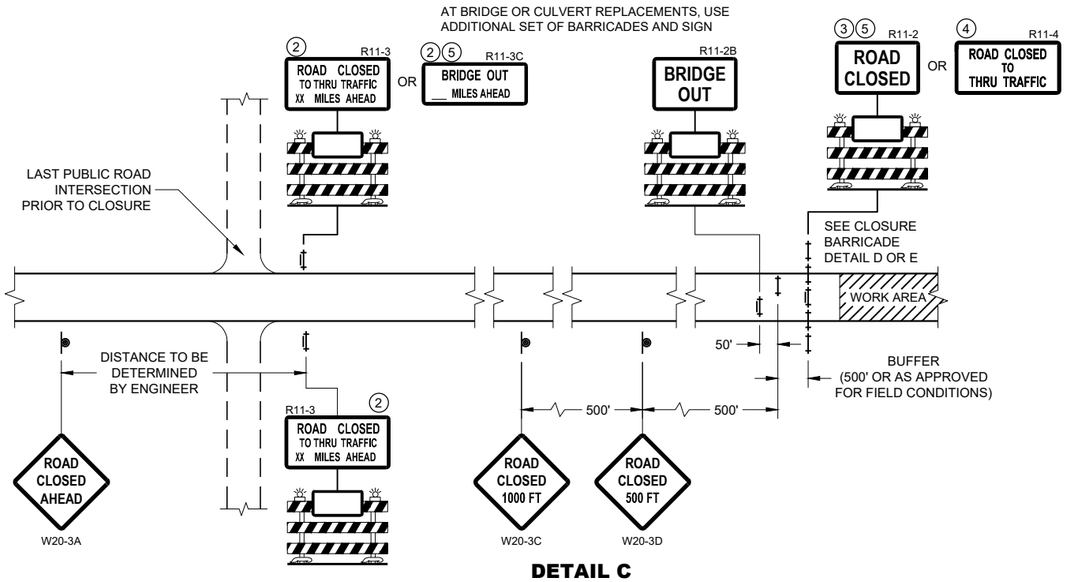
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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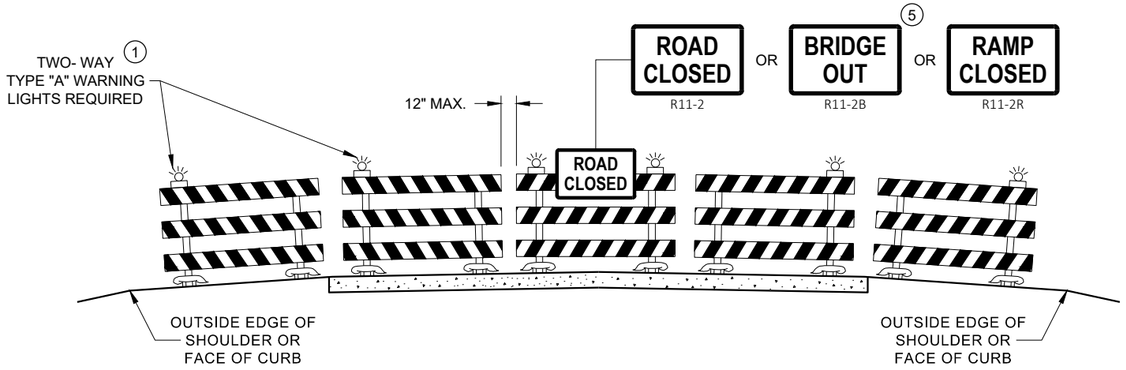
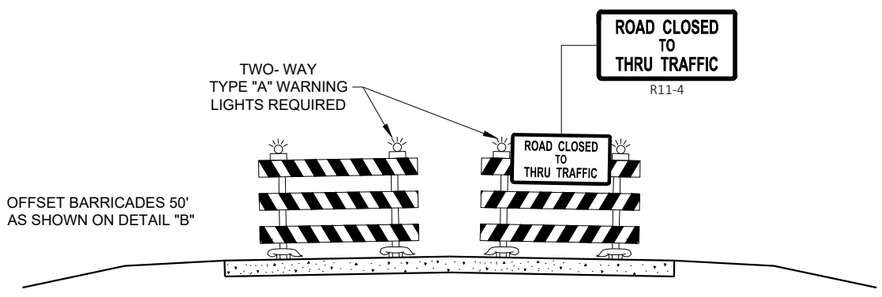


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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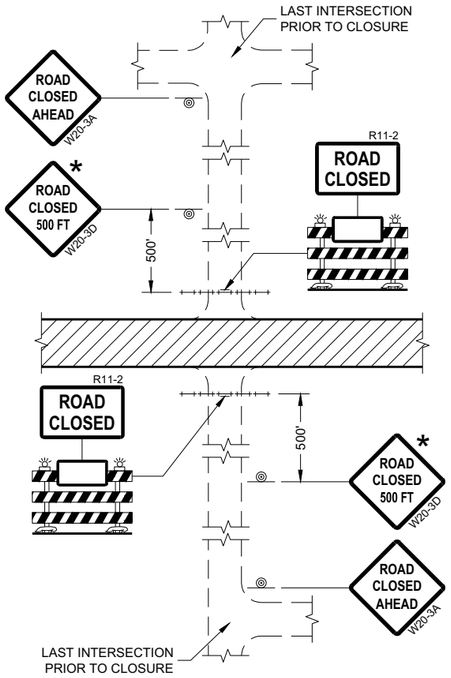
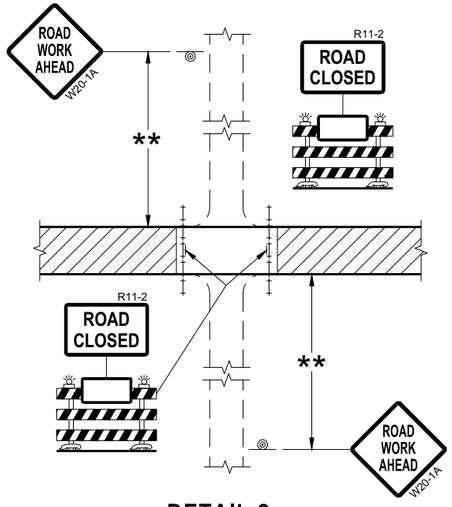
SDD 15C02 - 09b



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.

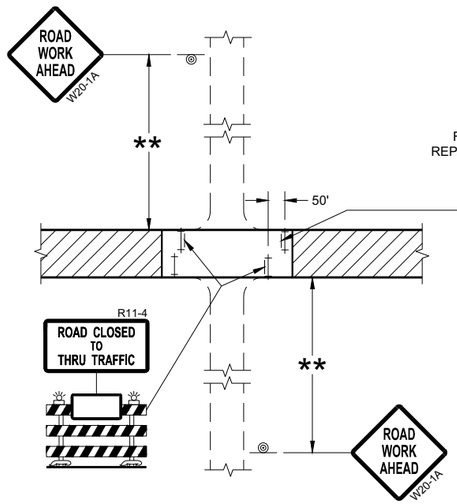
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

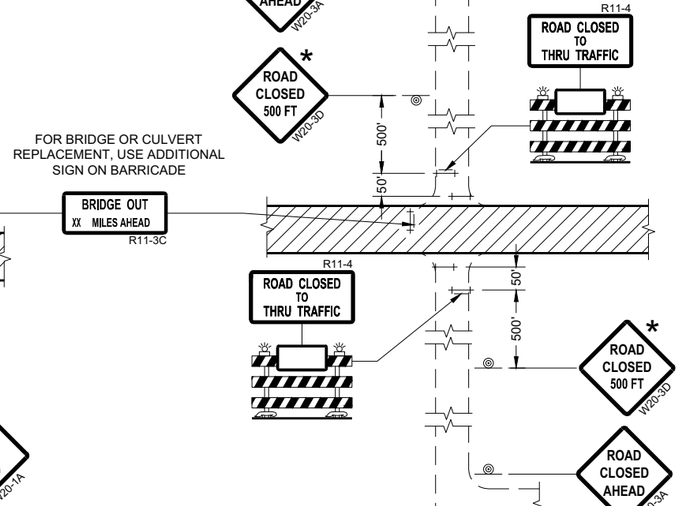
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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.

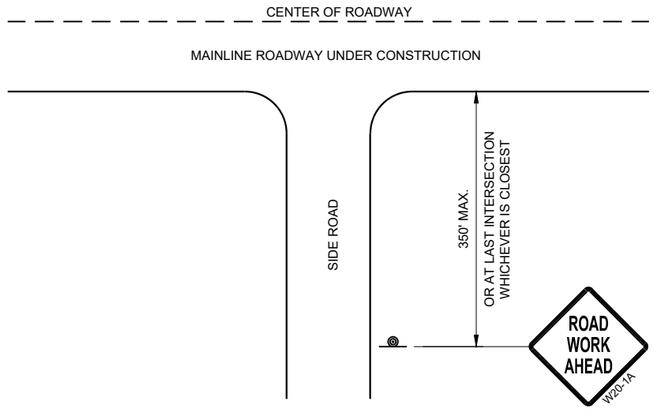
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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



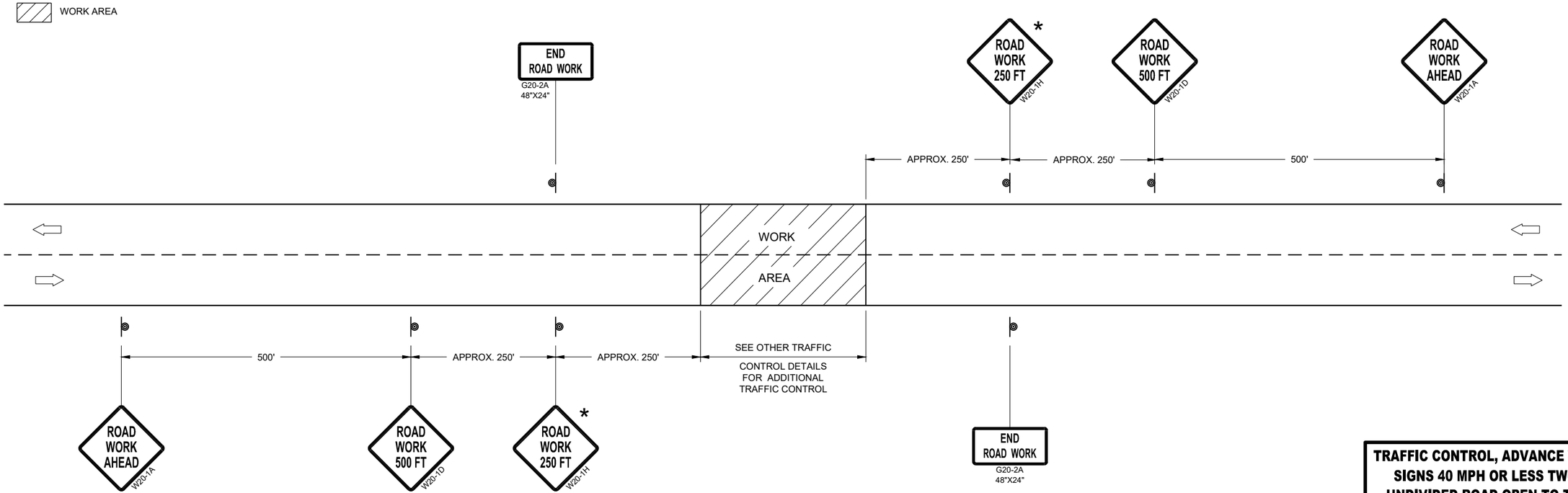
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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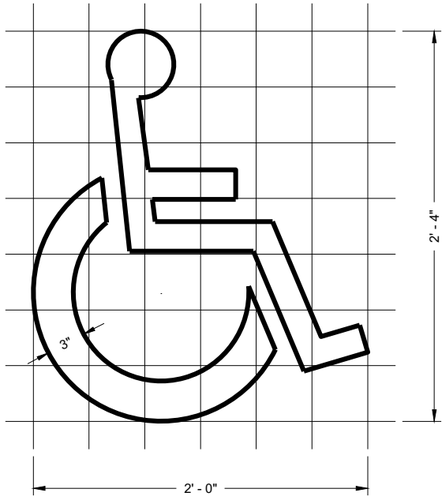
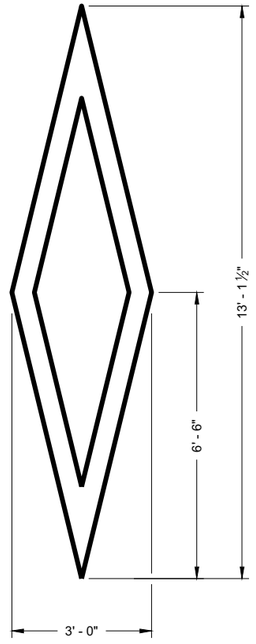
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

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SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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.

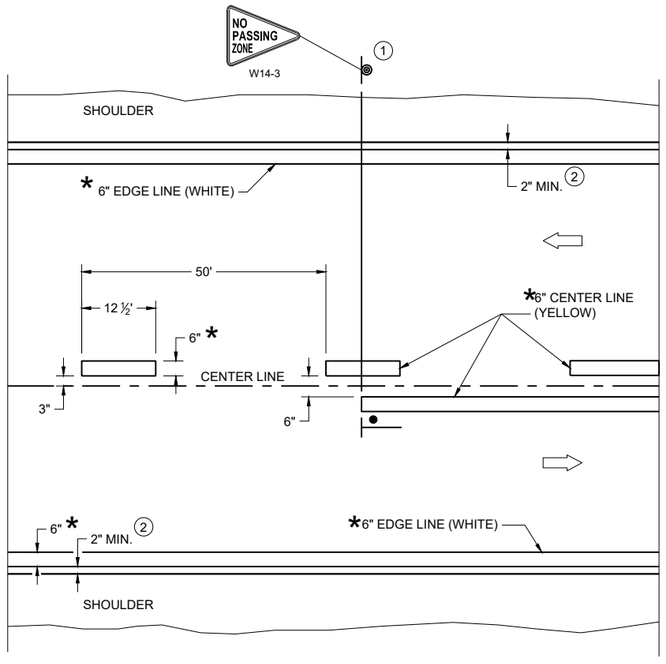
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

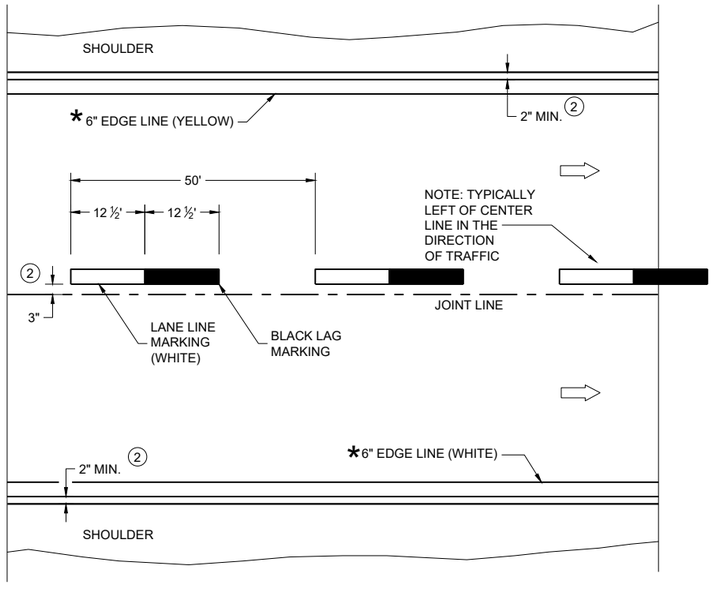
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

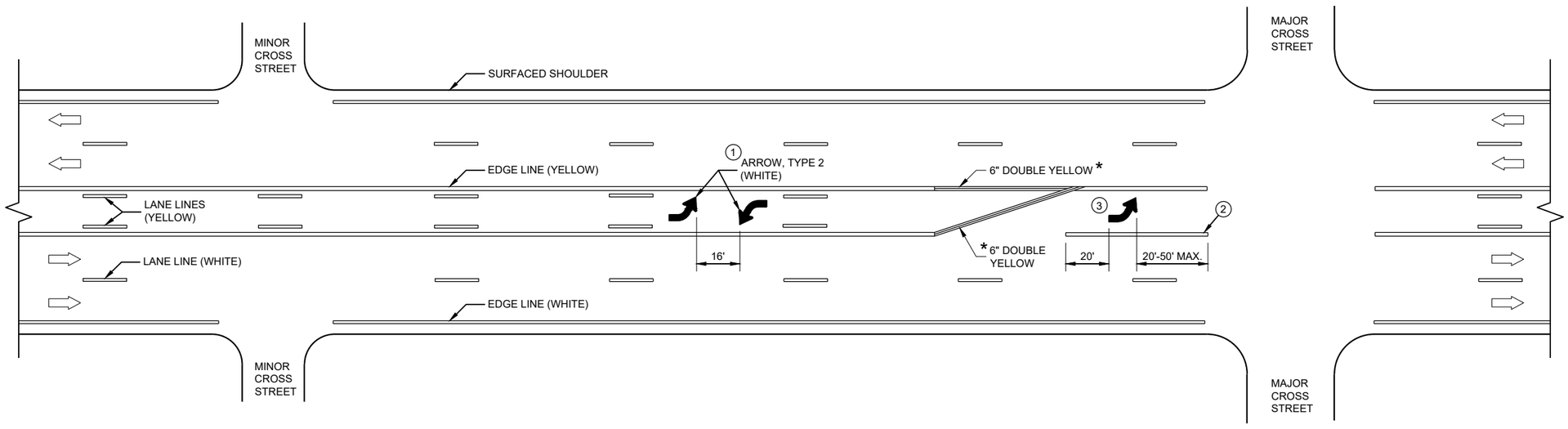
SDD 15C08-23a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



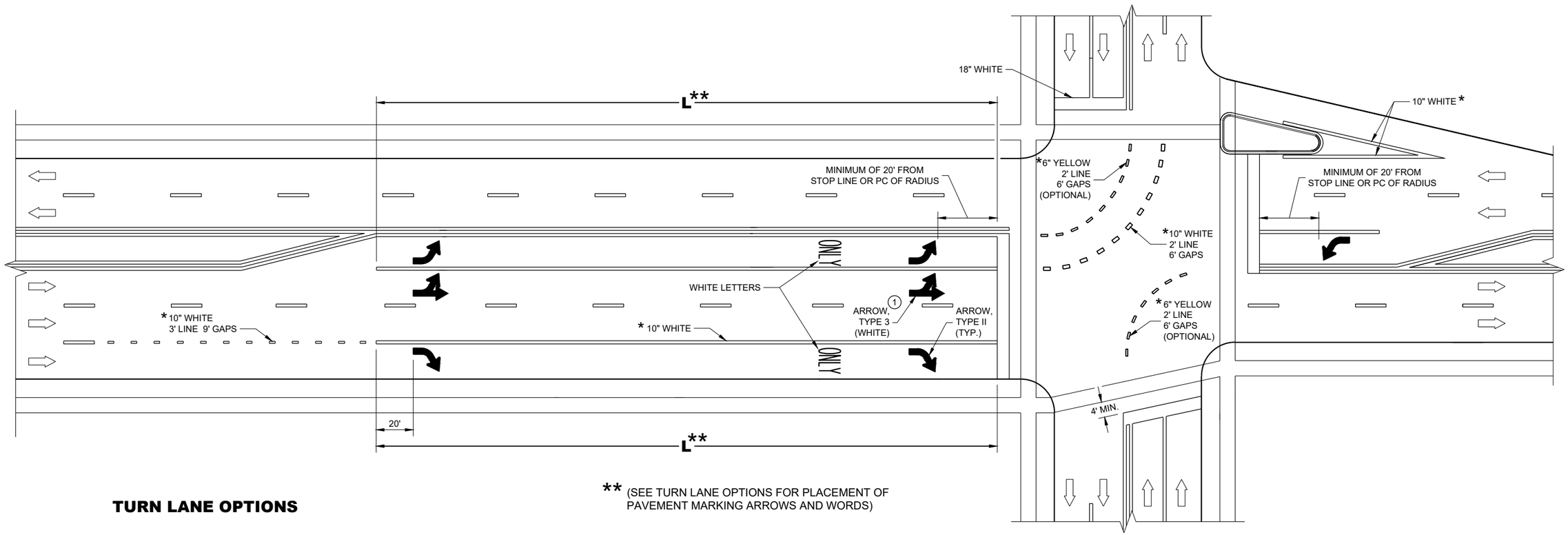
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 352

SDD 15C08-23c

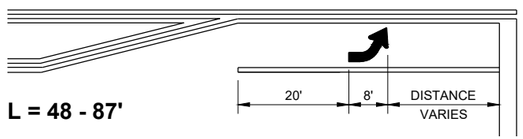
6



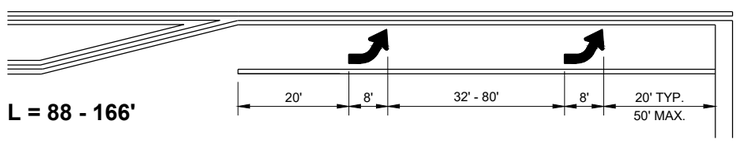
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

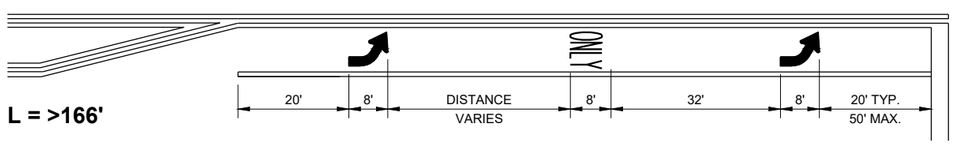
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) 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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

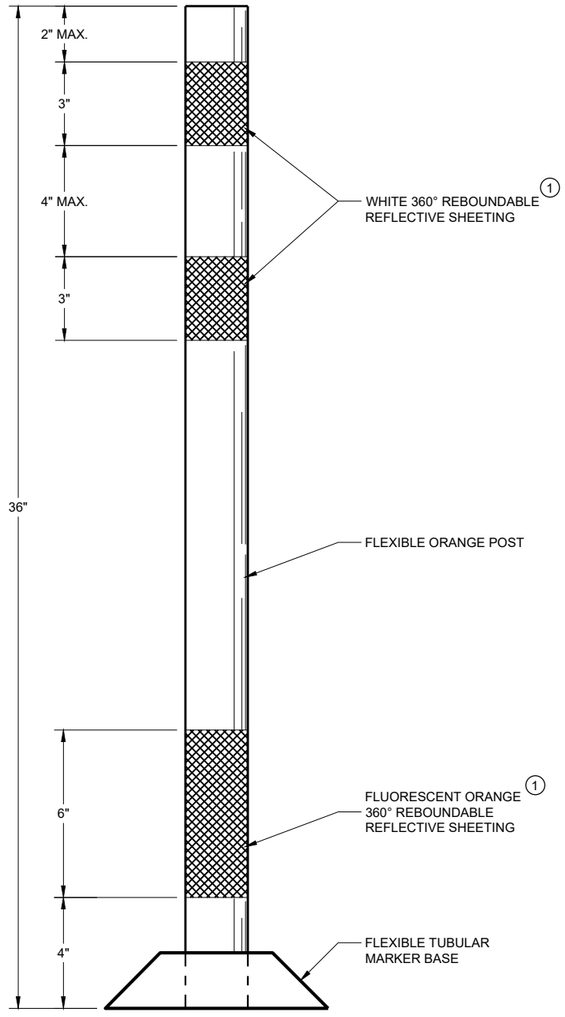
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

SDD 15C08-23d



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 ENGINEER

FHWA

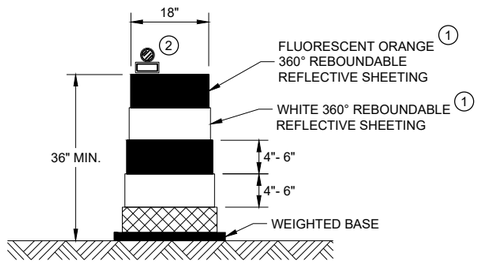
6

SDD 15C11 - 10a

SDD 15C11 - 10a

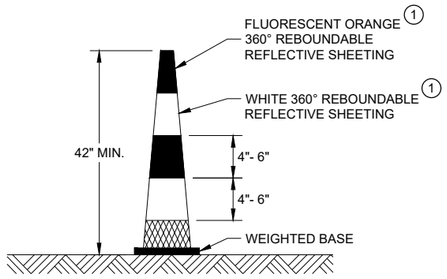
GENERAL NOTES

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

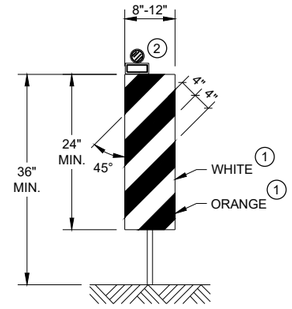
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

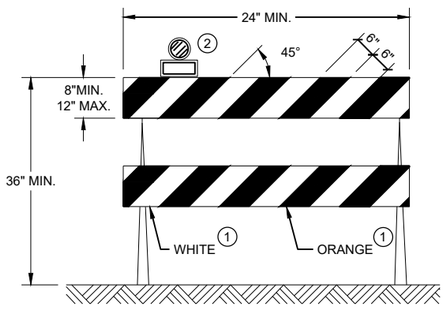
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



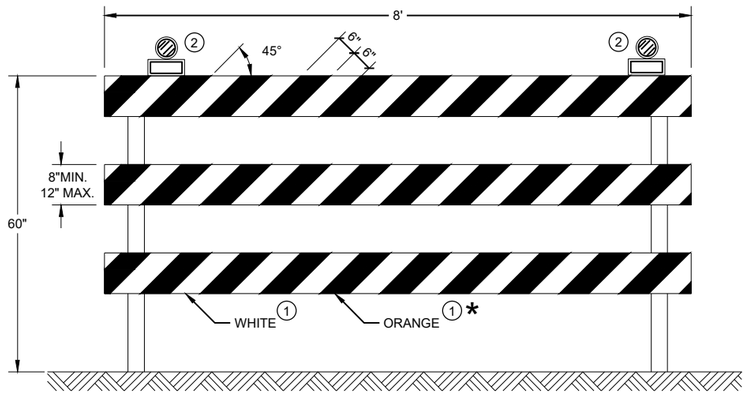
VERTICAL PANEL

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 ENGINEER

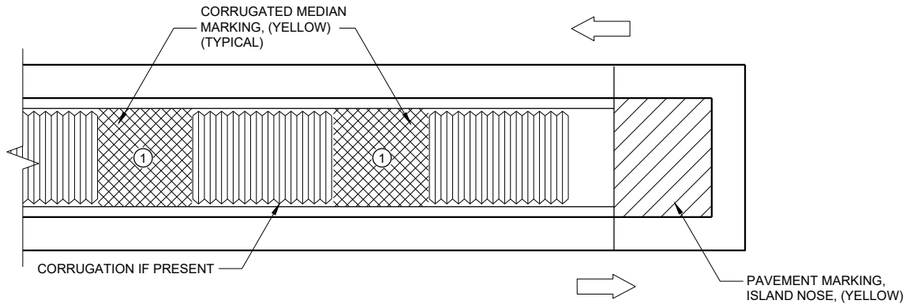
FHWA

6

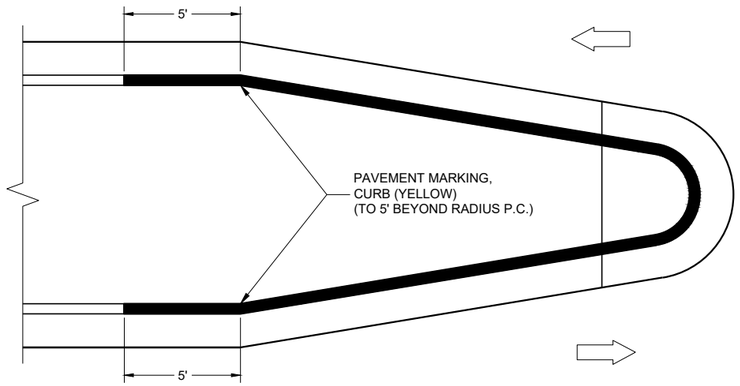
SDD 15C11 - 10b

6

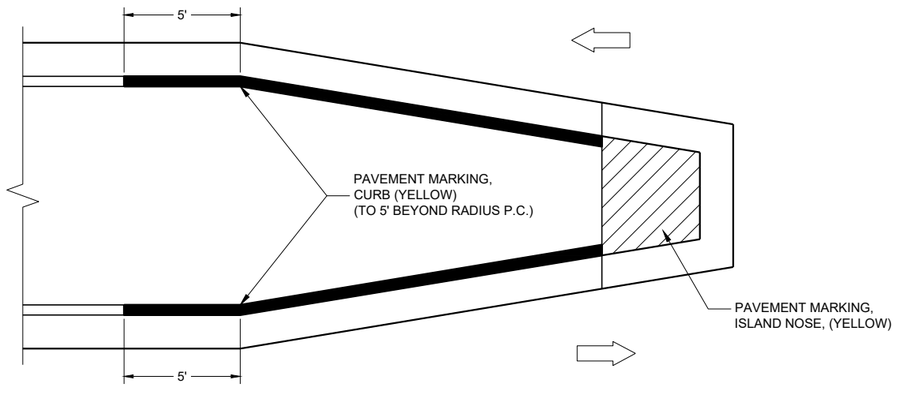
SDD 15C11 - 10b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

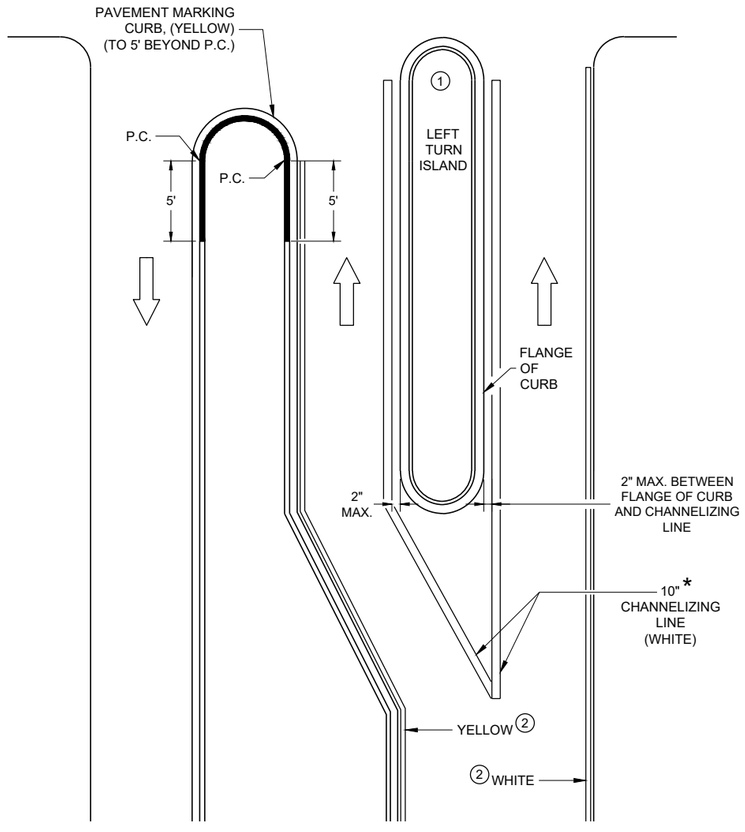
6

SDD 15C18-08b

6

SDD 15C18-08b

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



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEFT TURN & MEDIAN ISLAND

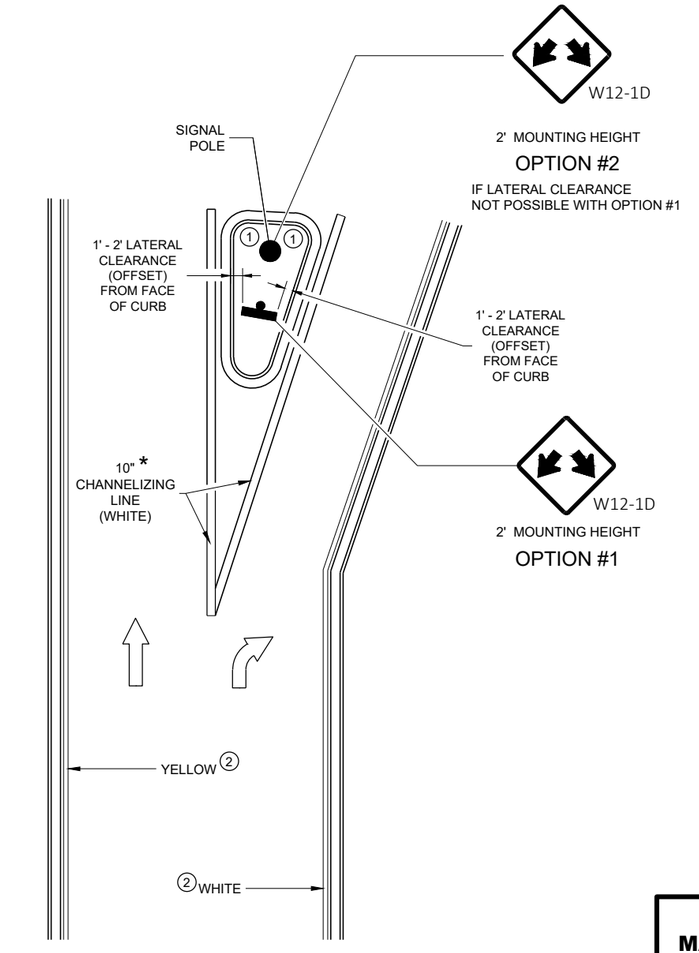
GENERAL NOTES

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

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15C18-08c

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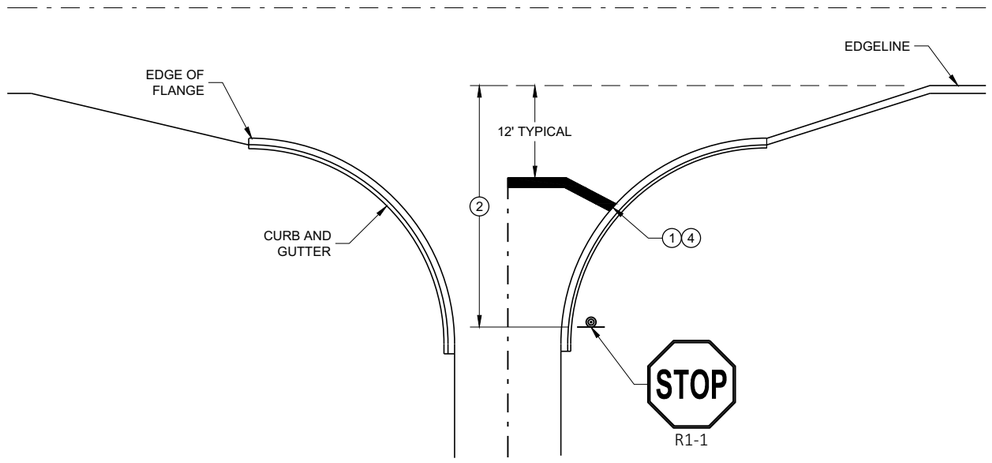
SDD 15C18-08c

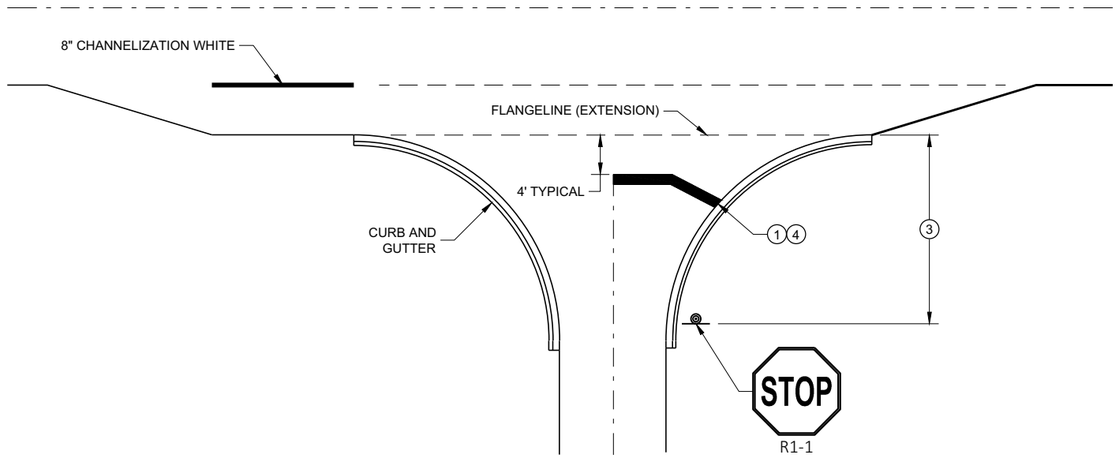
GENERAL NOTES

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

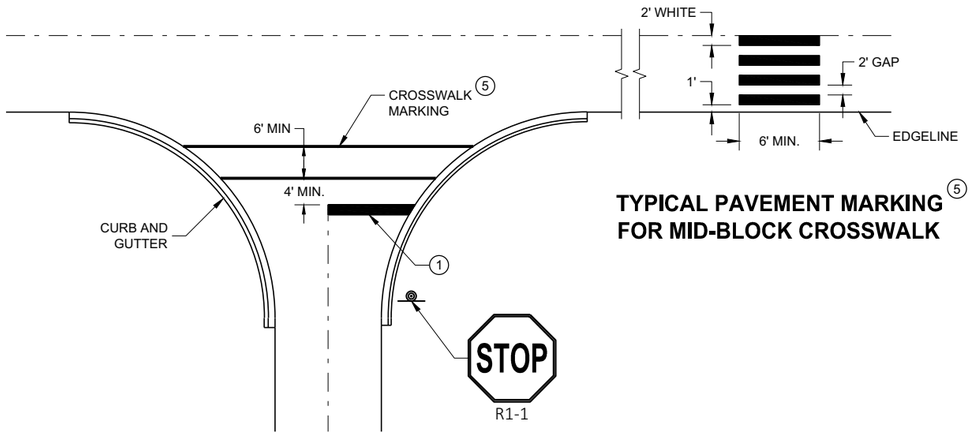
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

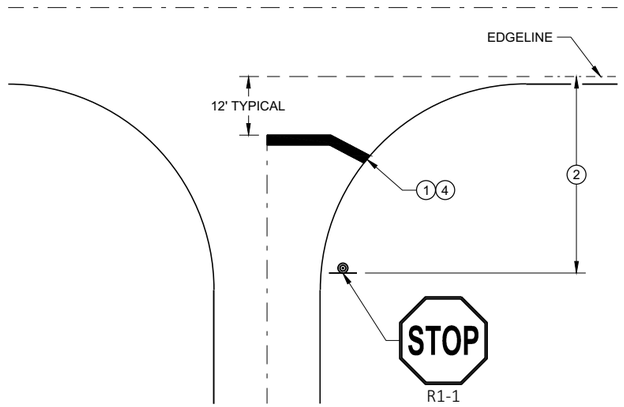


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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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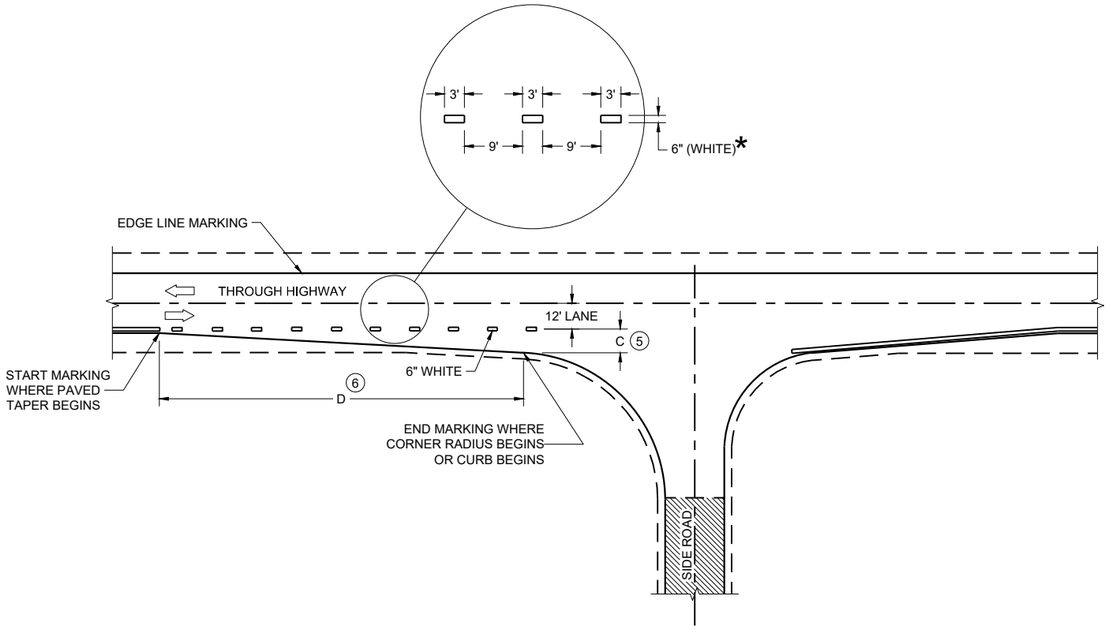
SDD 15C33 - 04



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

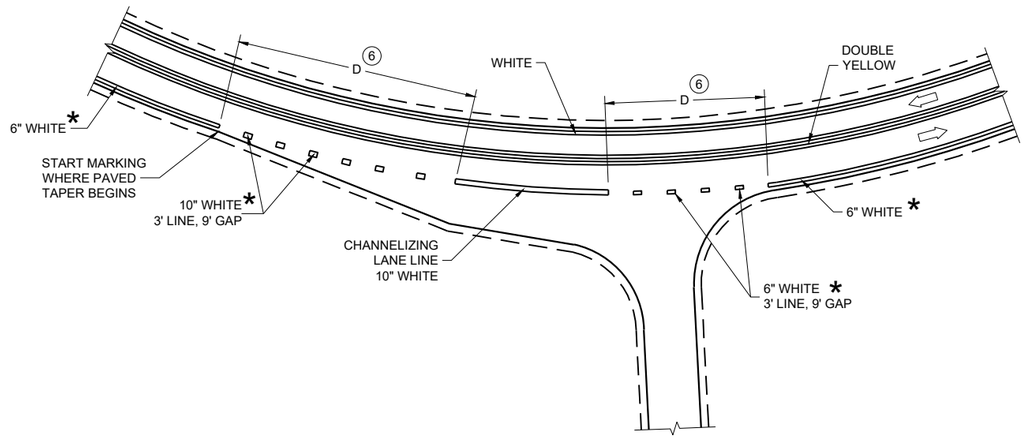
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

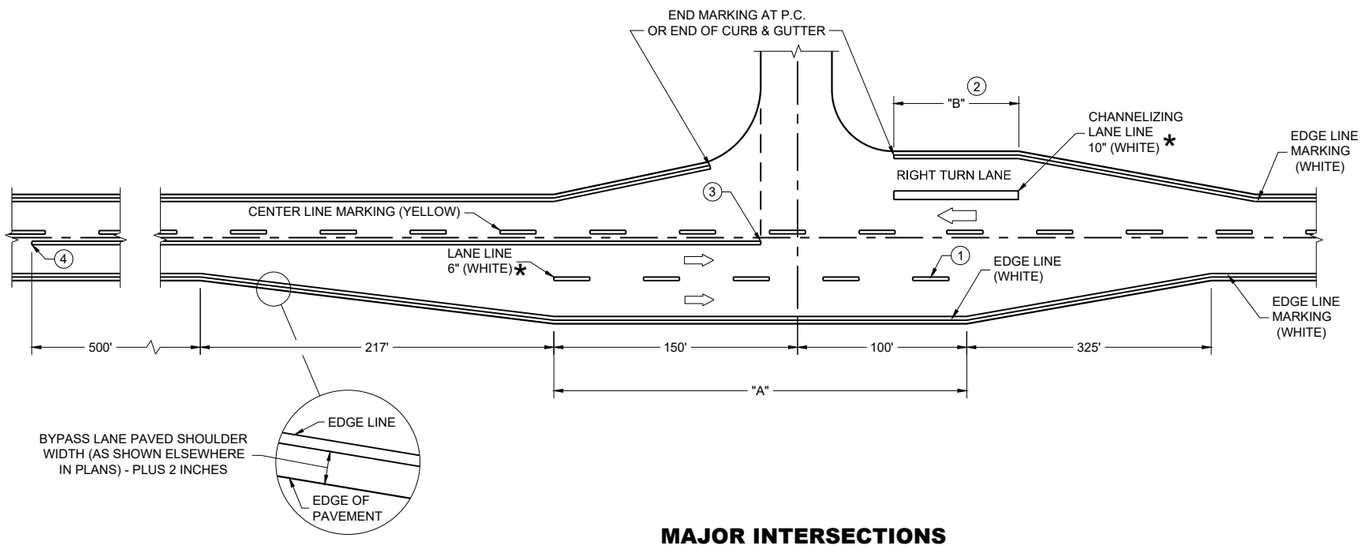
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, 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

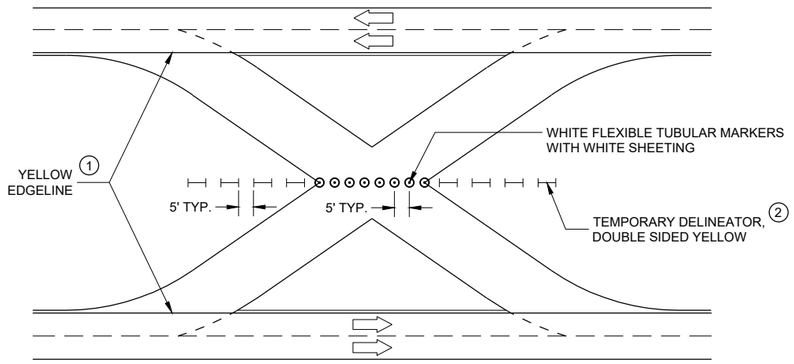
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"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.

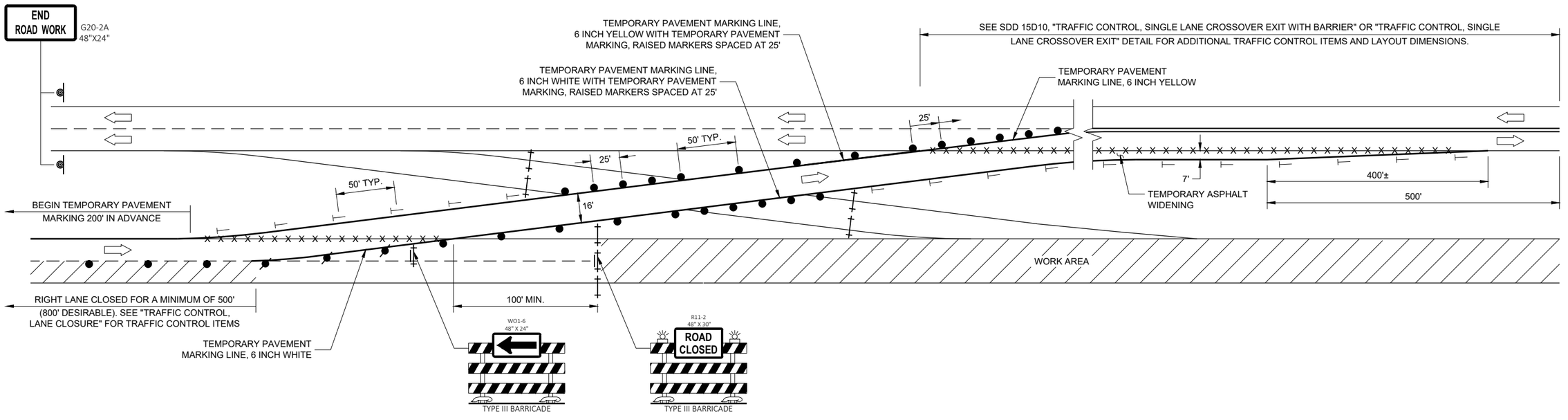
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

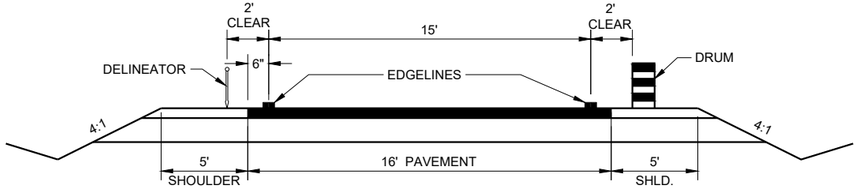
THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

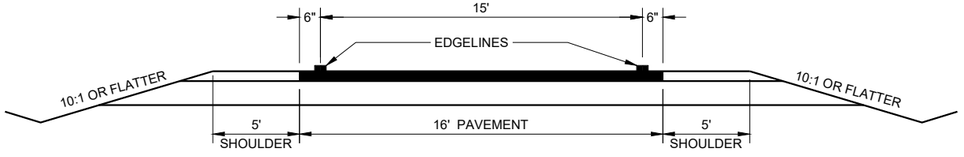
(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D11-09

SDD 15D11-09

GENERAL NOTES

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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

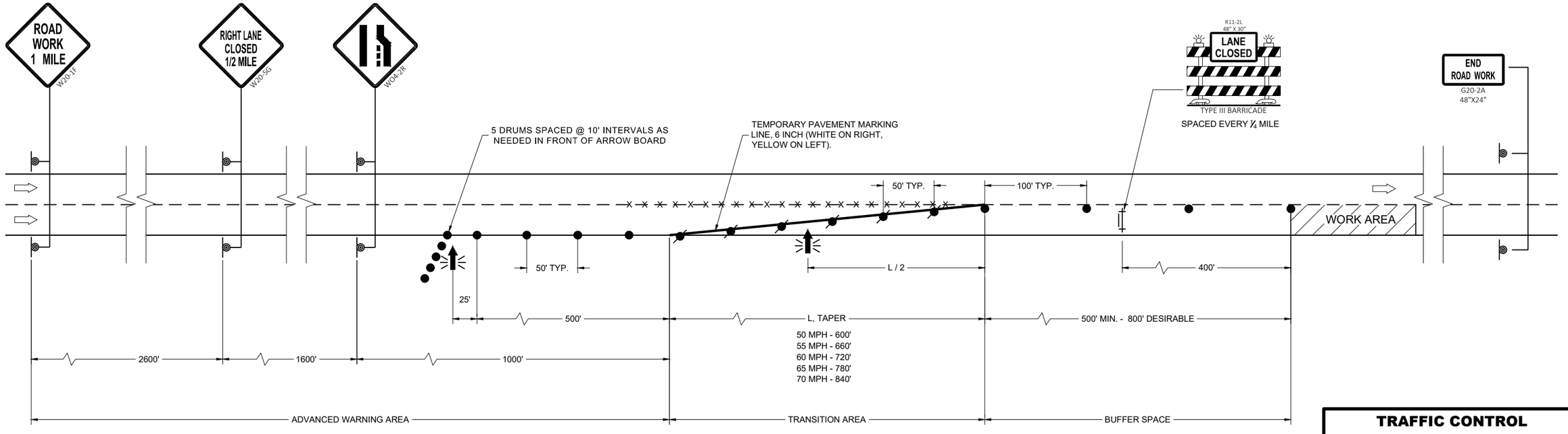
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15D12-12a

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SDD 15D12-12a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

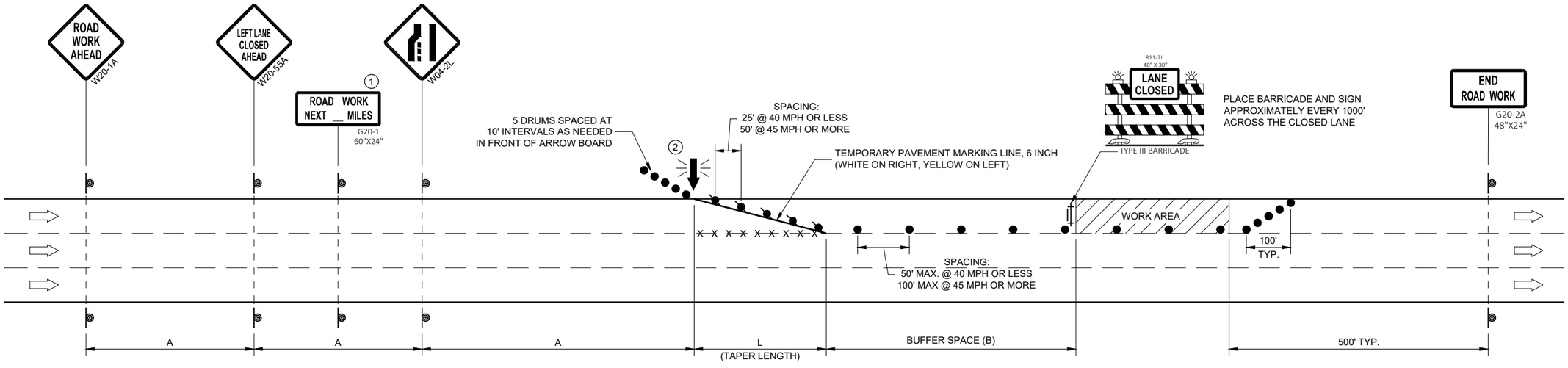
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-07a

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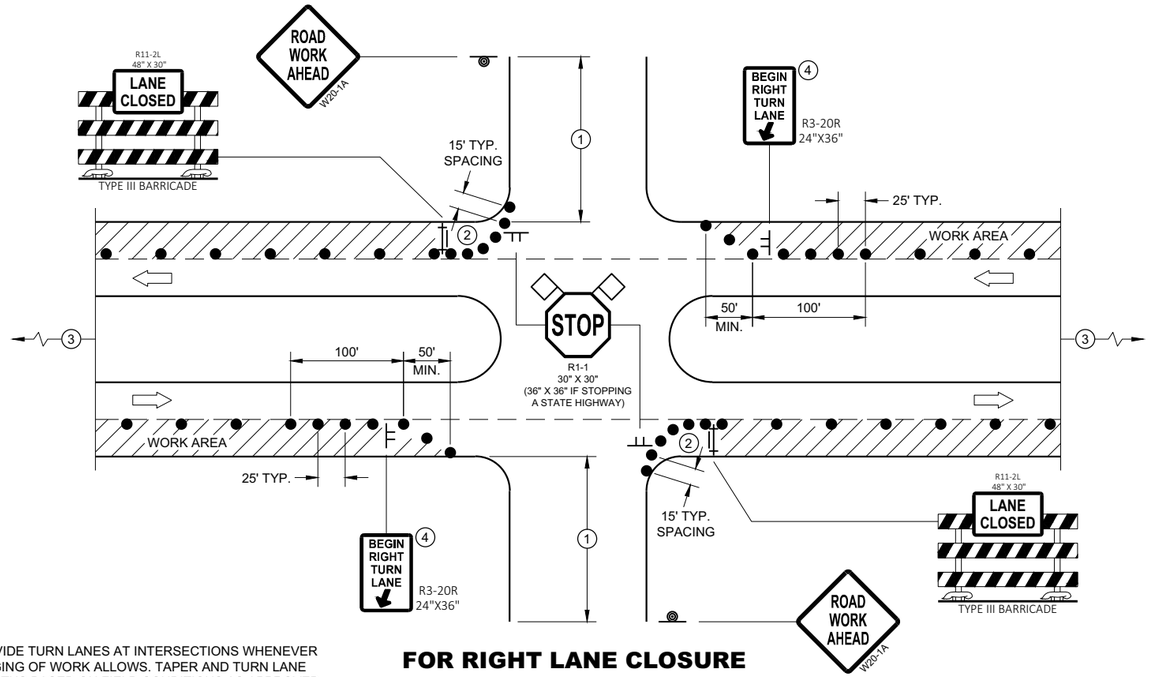
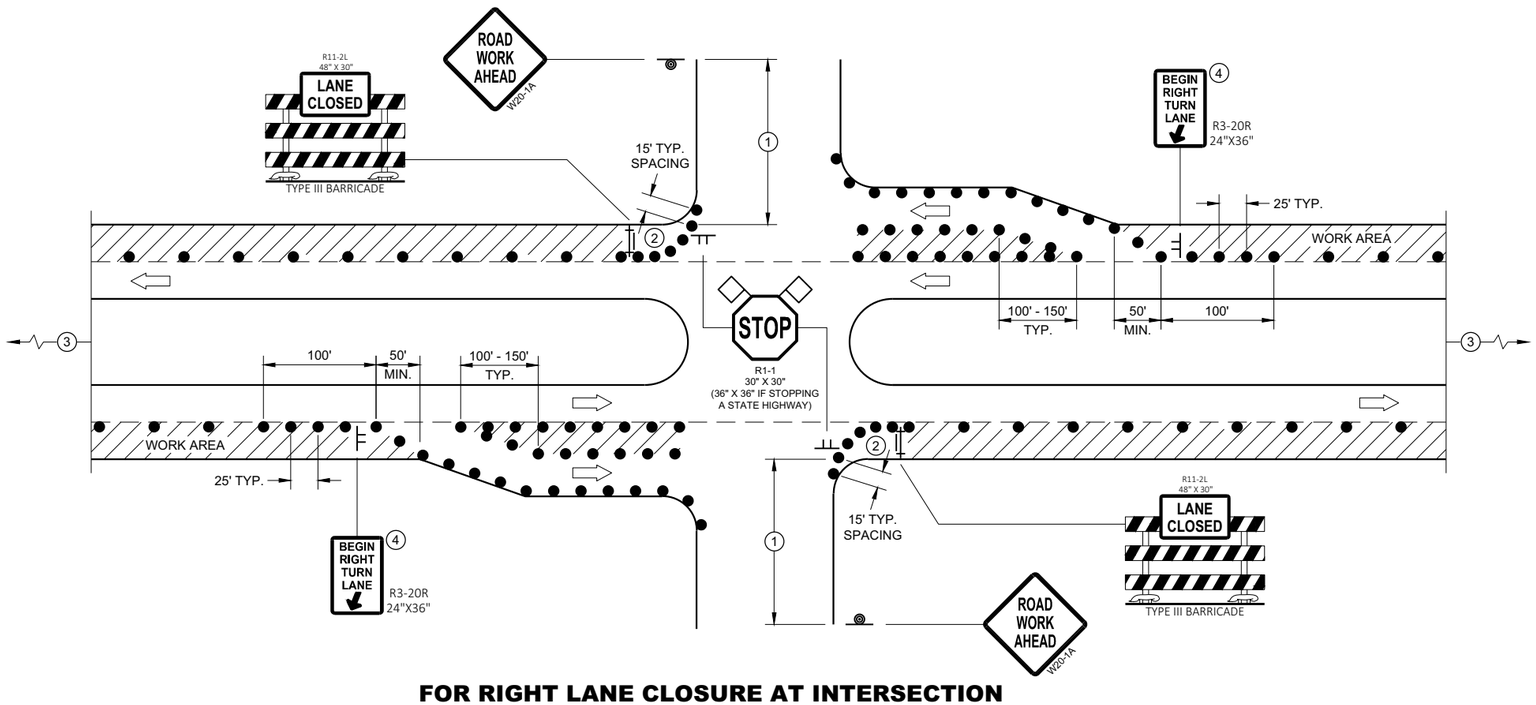
SDD 15D20-07a



FOR RIGHT LANE CLOSURE AT INTERSECTION

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 (WITH RIGHT TURN BAY OPEN)

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.

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

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SDD 15D21 - 07a

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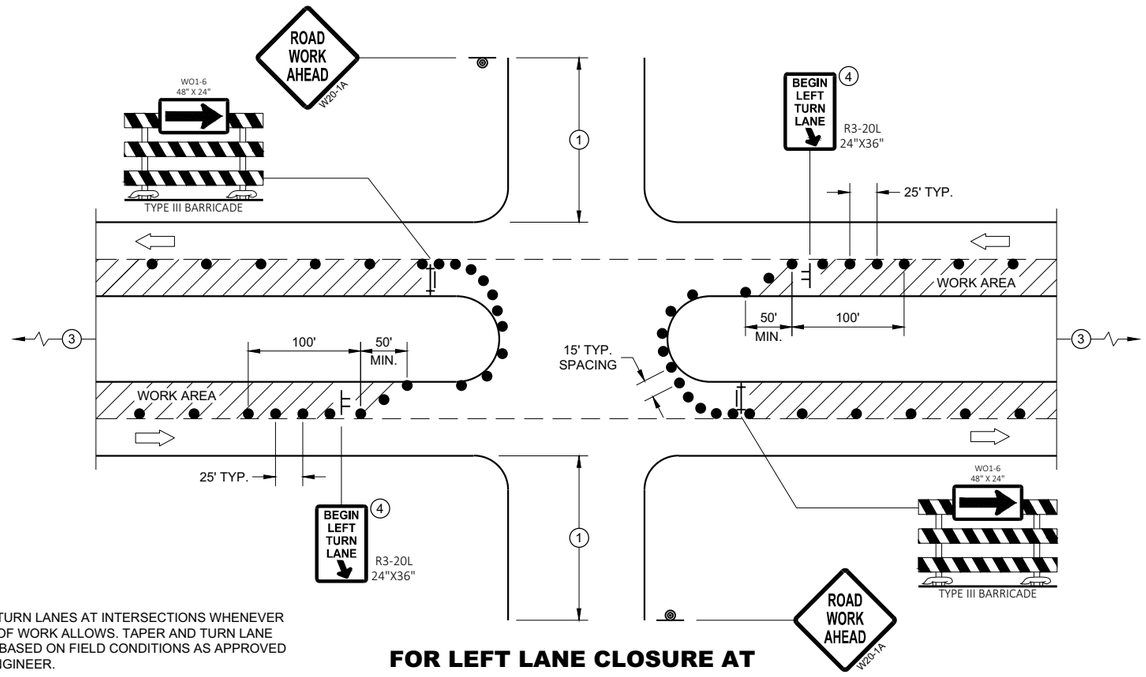
SDD 15D21 - 07a



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.

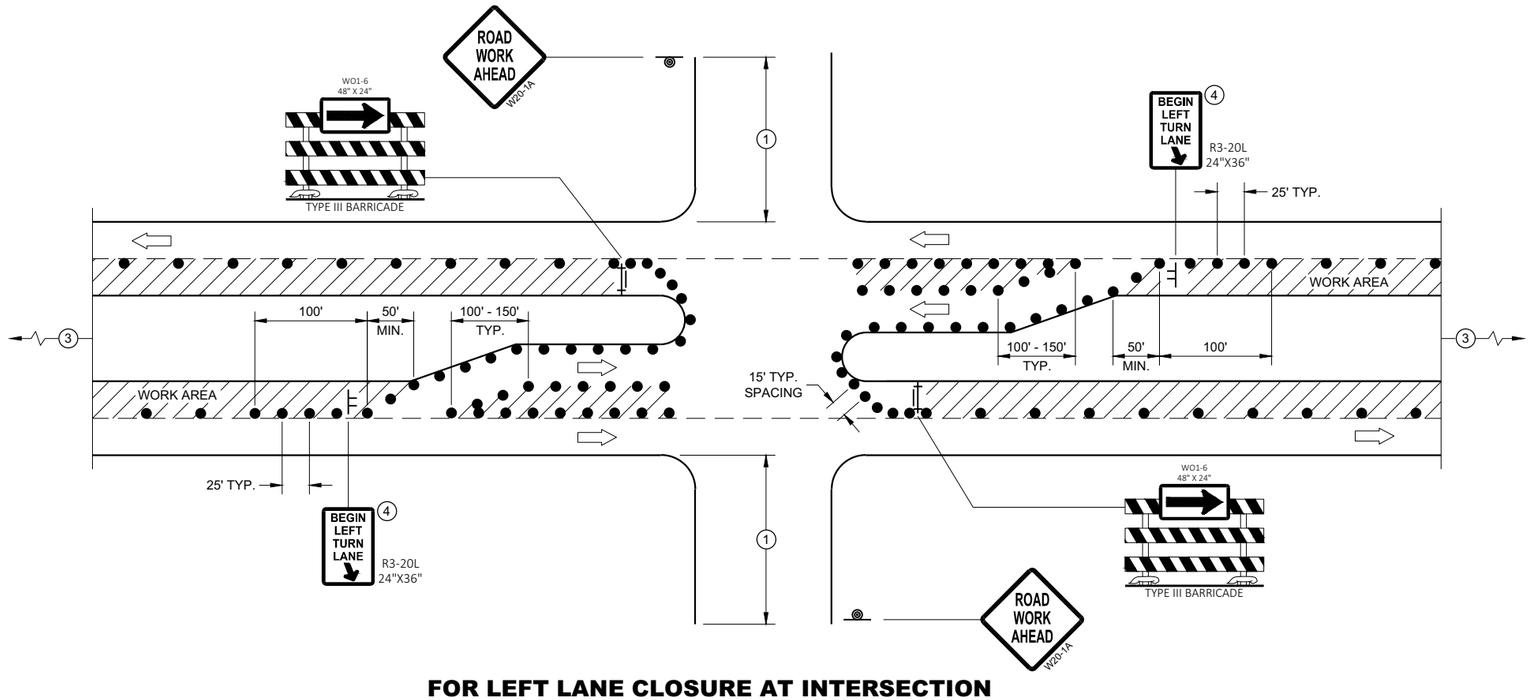
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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

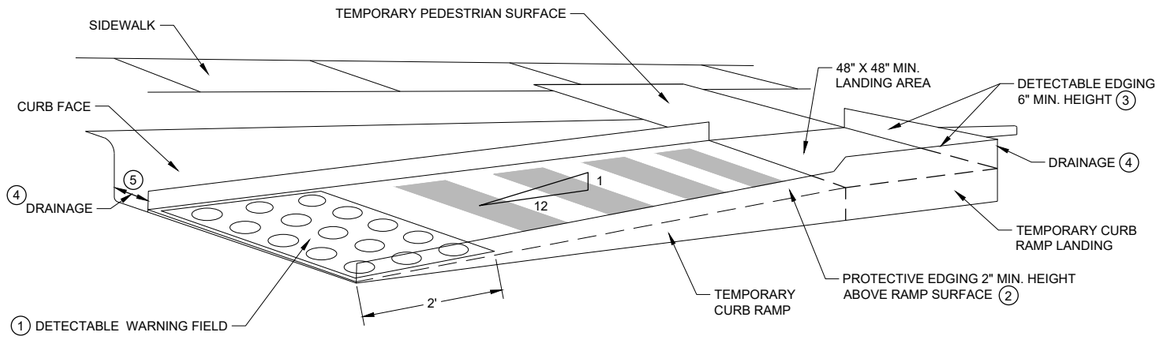
FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b



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.

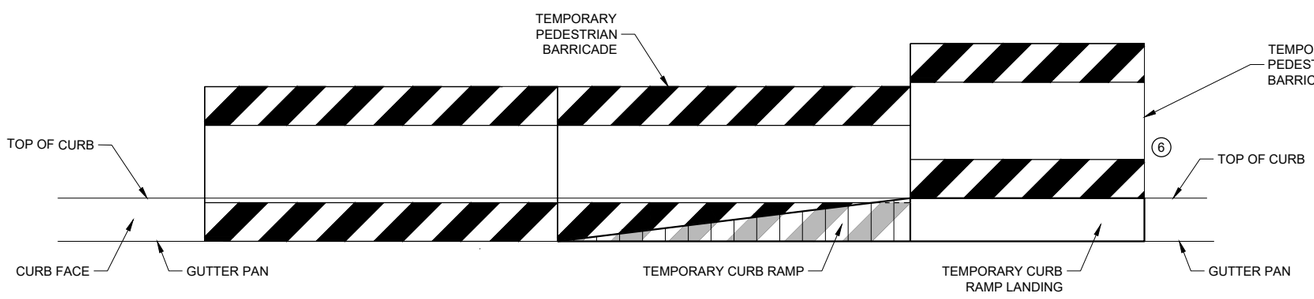
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

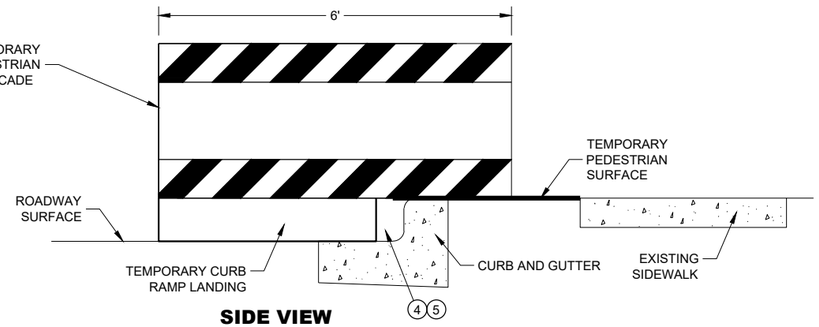
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

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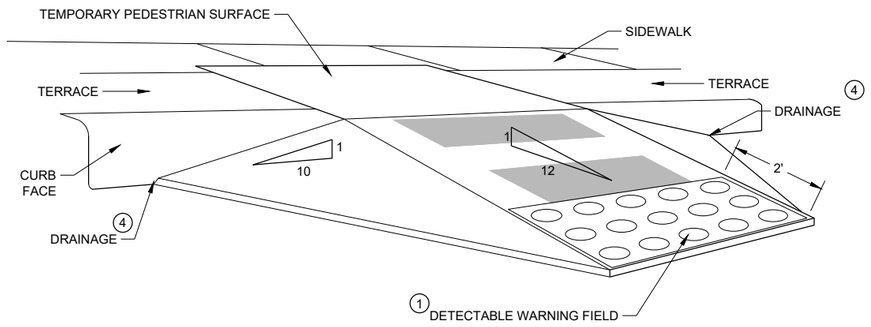
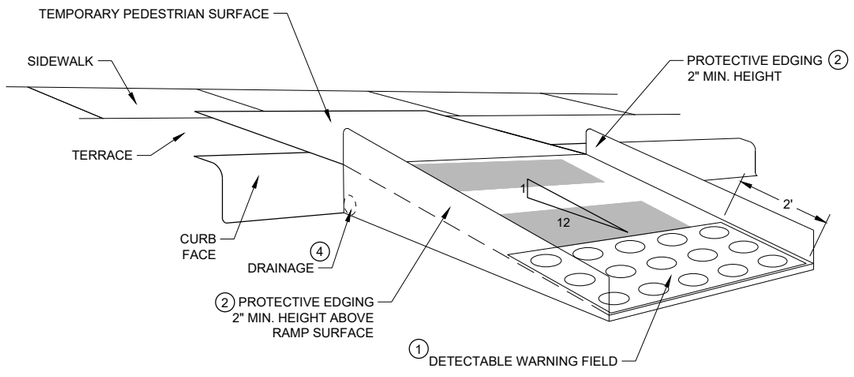
SDD 15D30 - 09b



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.

GENERAL NOTES

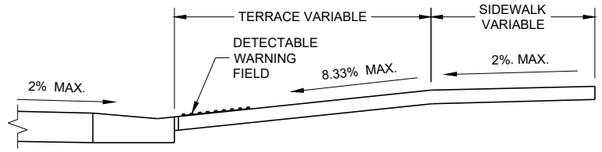
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

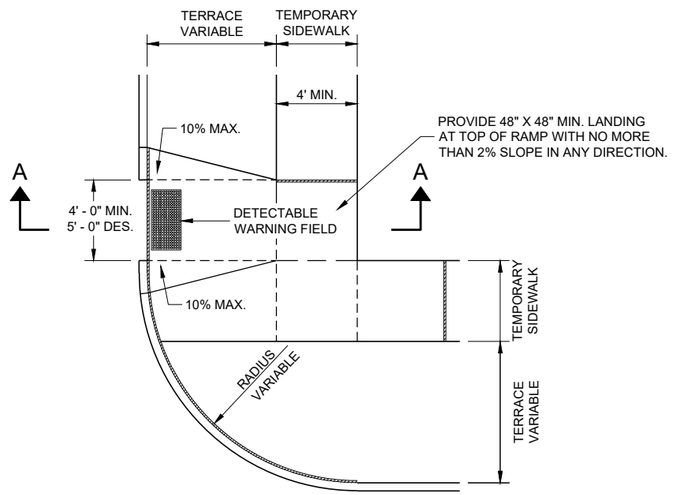
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

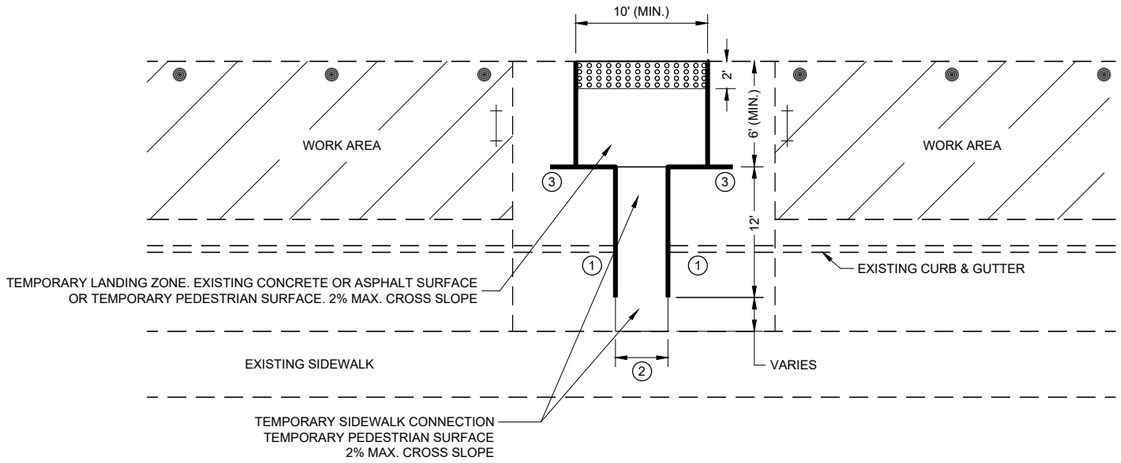
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

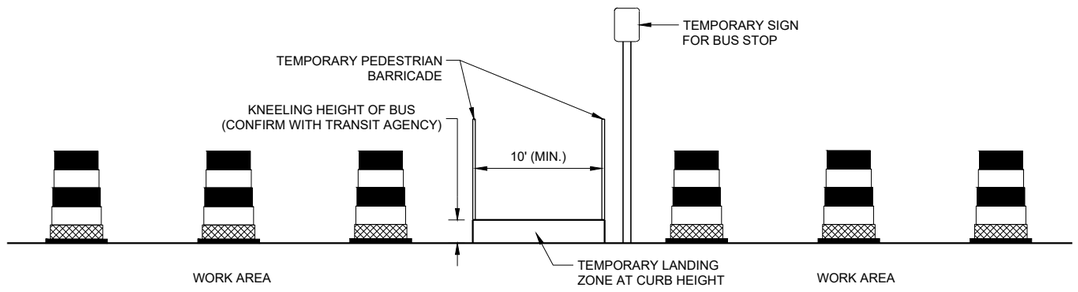
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



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

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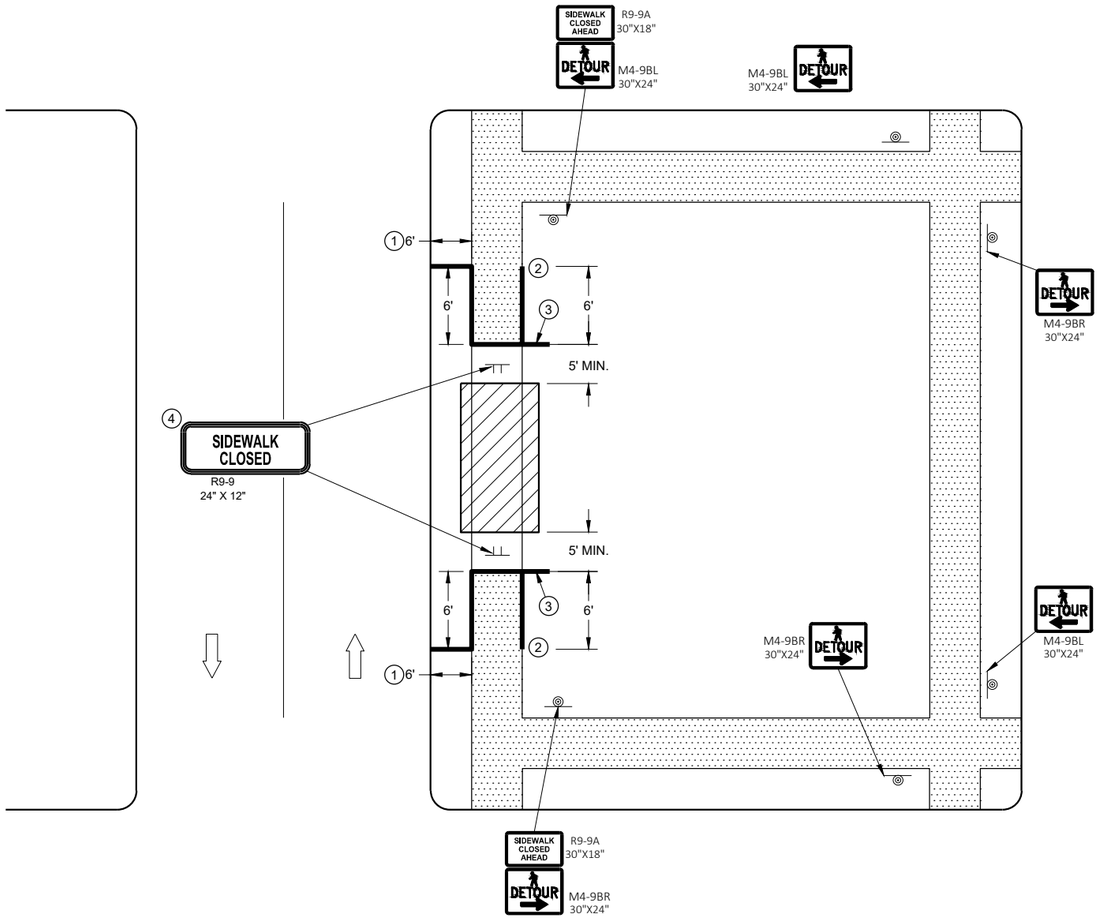
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

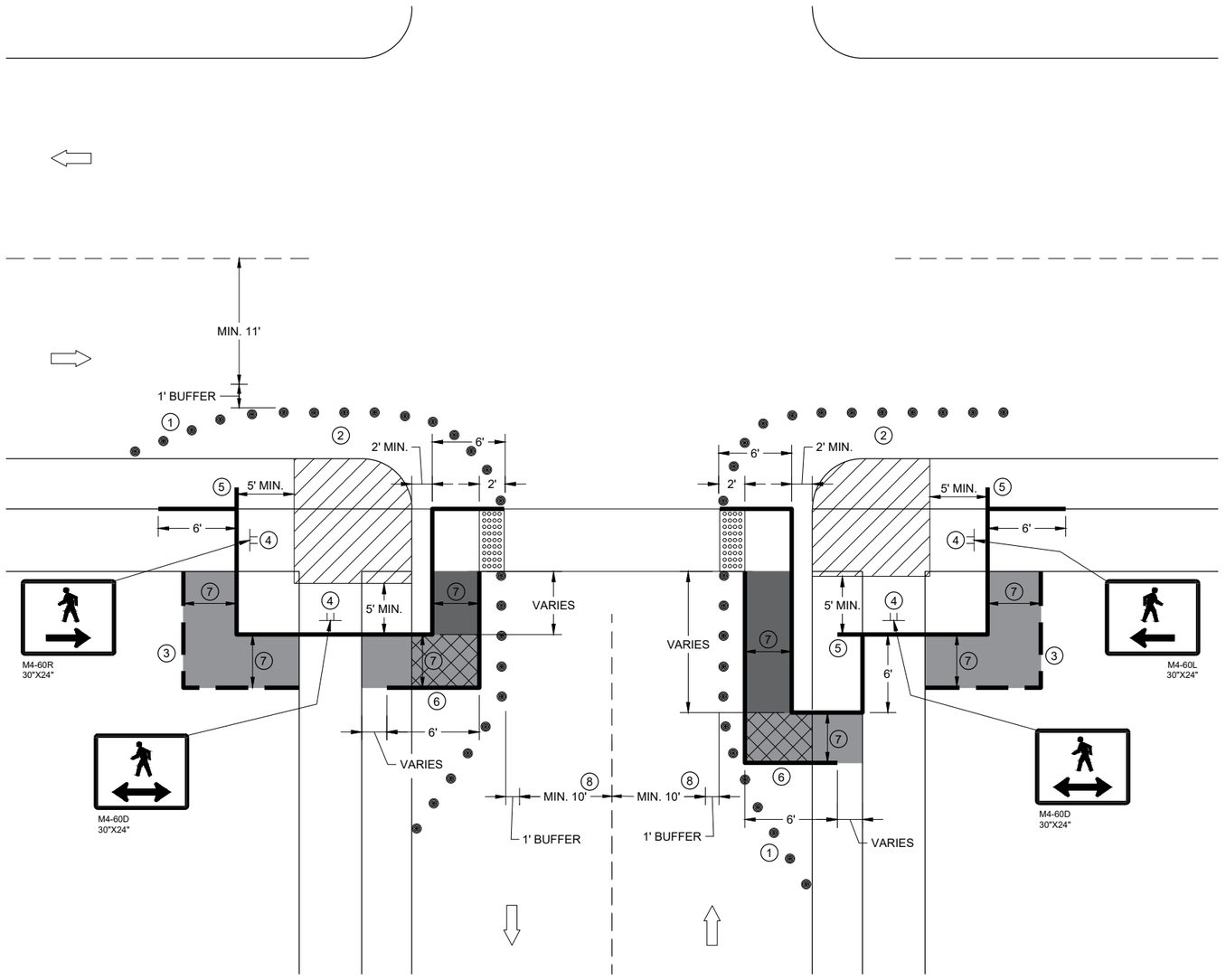
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE



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

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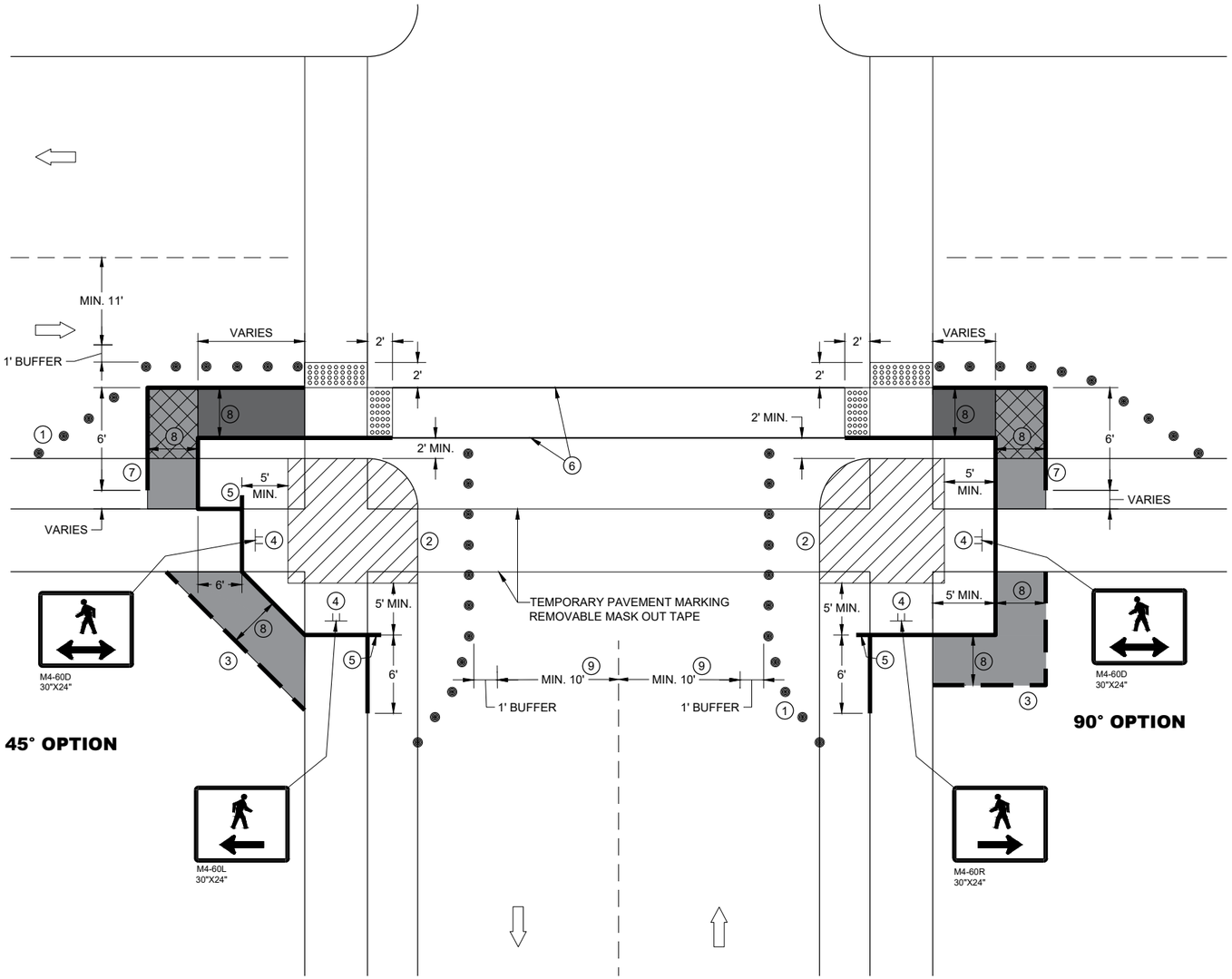
SDD 15D30 - 09i



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 - 09j

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LEGEND

SIGN ON PERMANENT SUPPORT

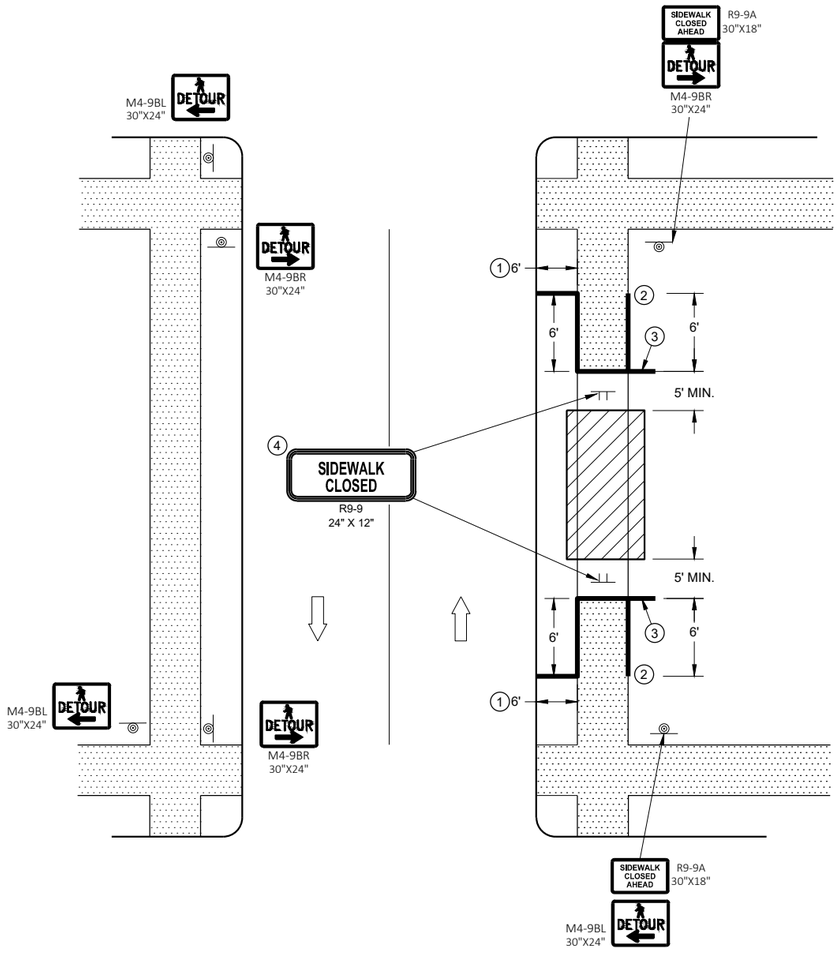
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

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 CONFLICT 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

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

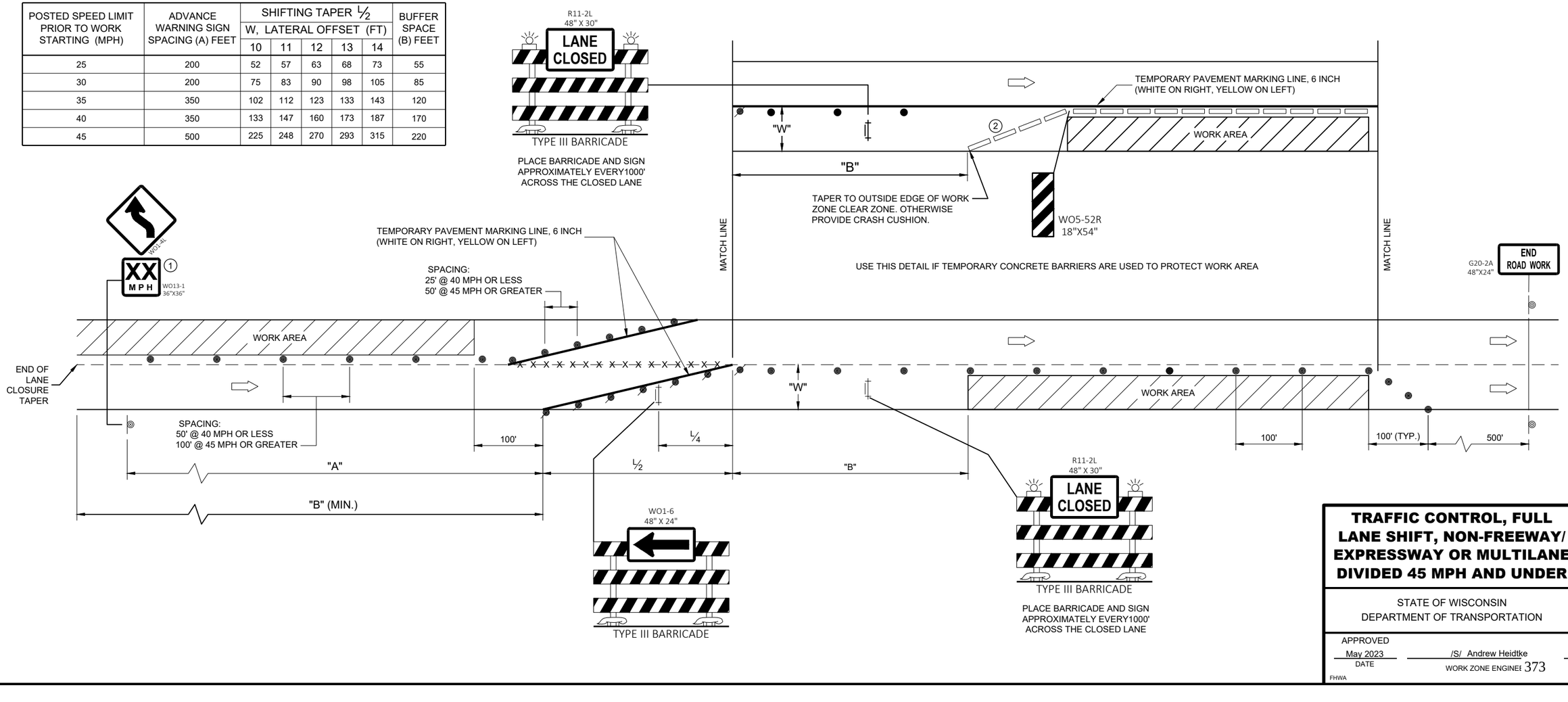
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D40-05a

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SDD 15D40-05a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

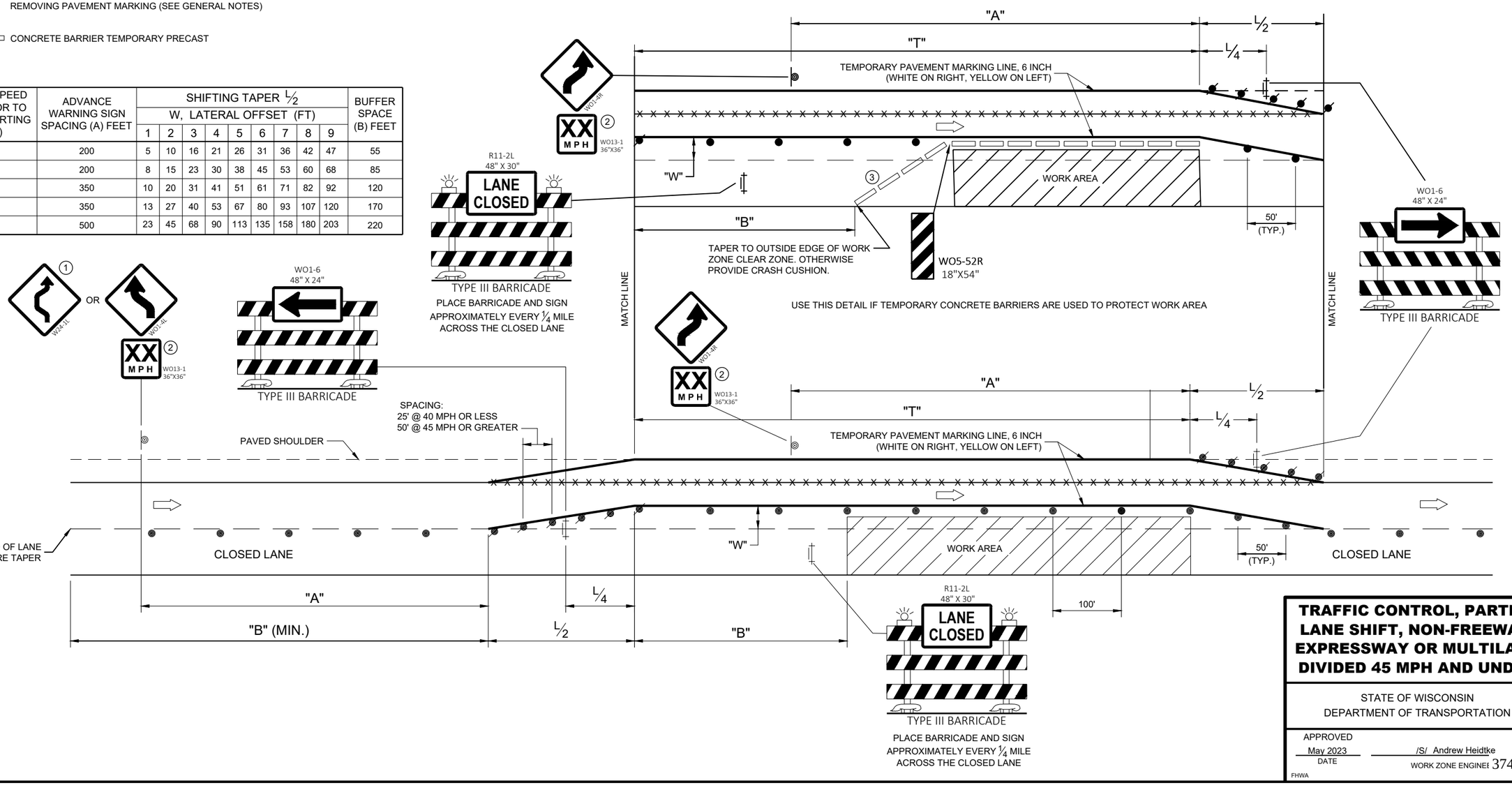
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

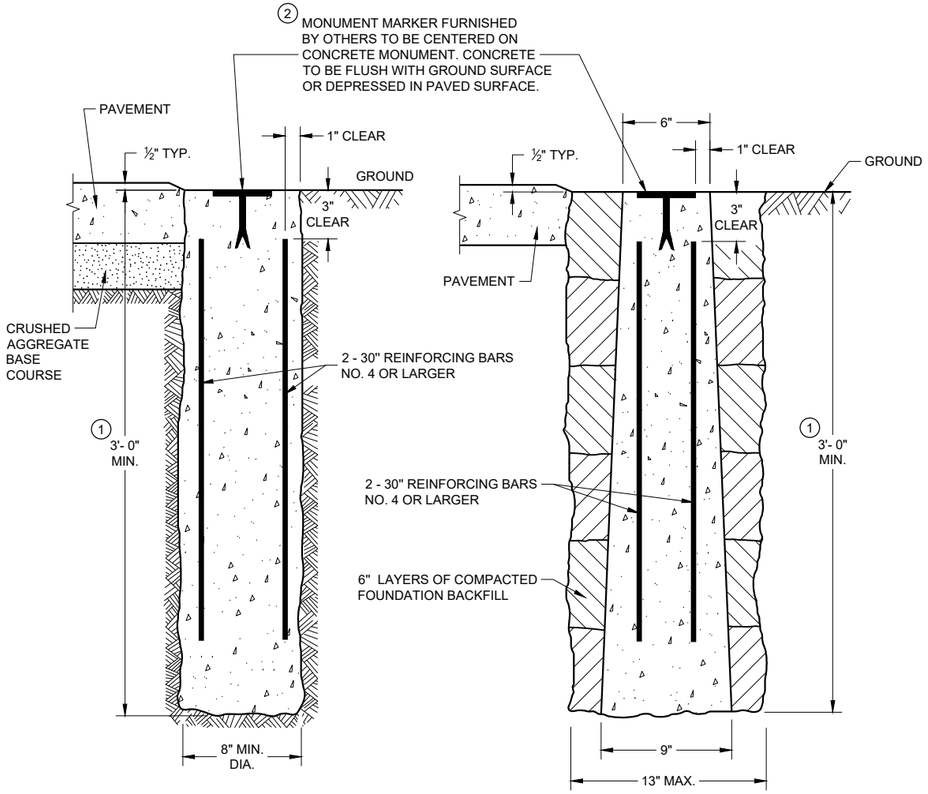
FHWA

6

SDD 15D40-05c

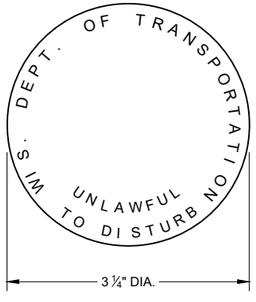
6

SDD 15D40-05c



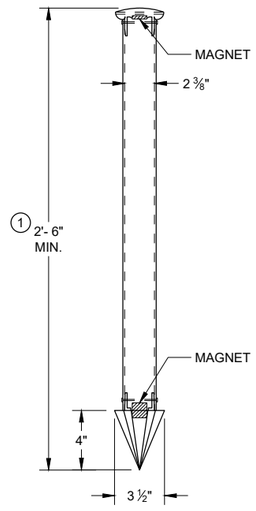
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

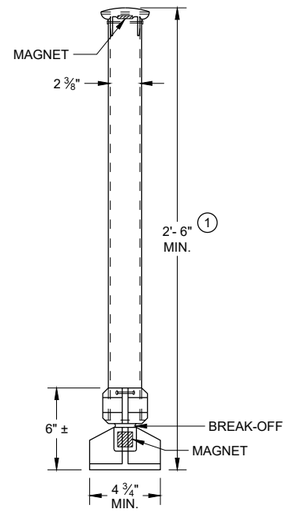


2 **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

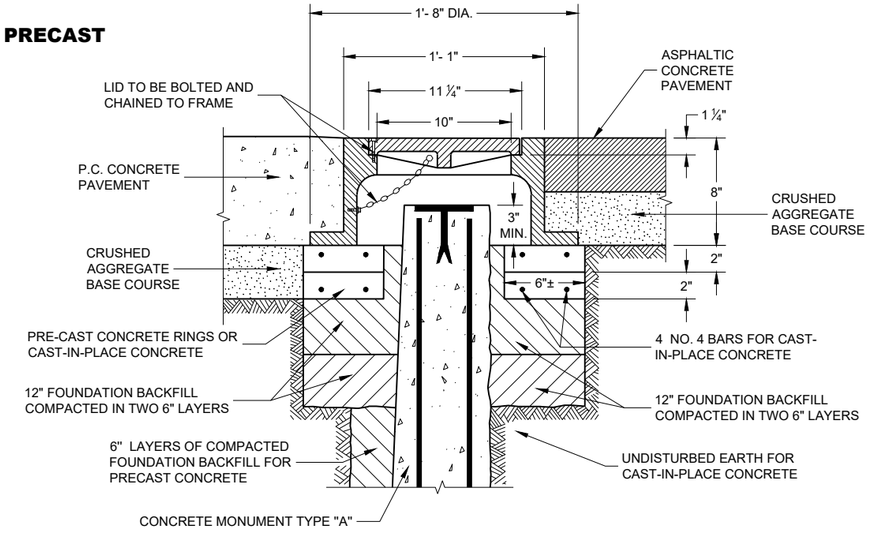


TYPE C DRIVEN MONUMENT



TYPE D NON-DRIVEN BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

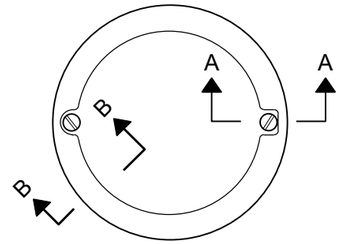
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

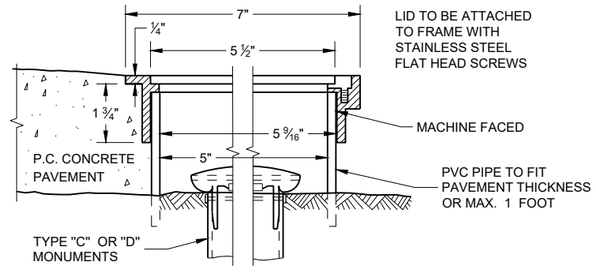
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

1 MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

2 AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

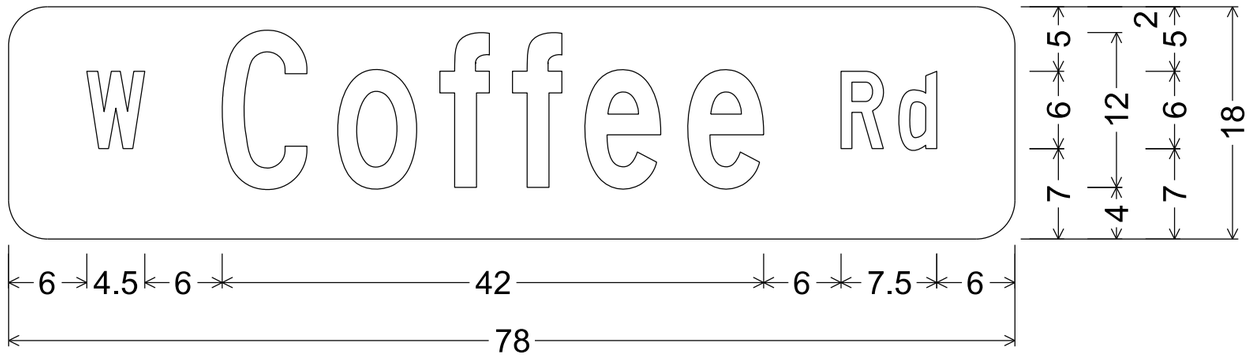
FHWA

6

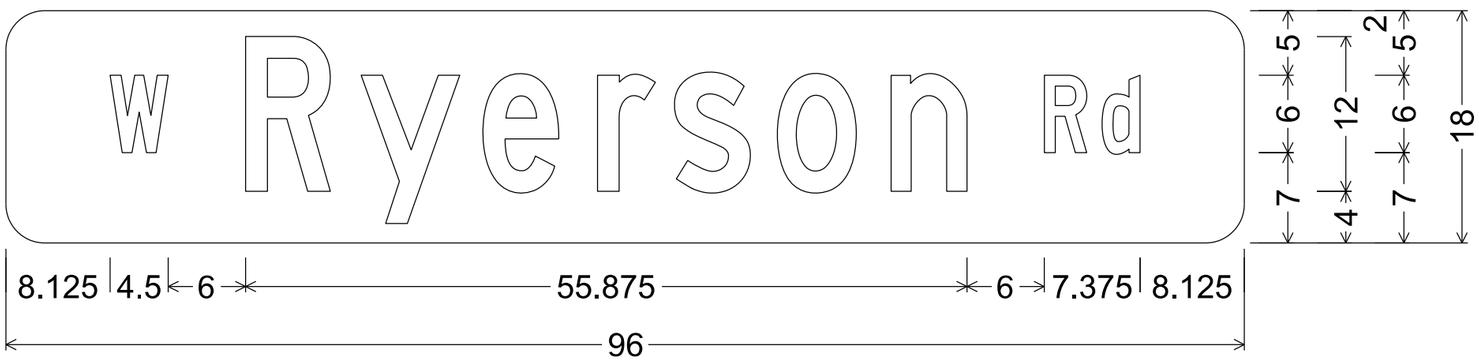
SDD 16A01 - 07

NOTES

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



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border

7

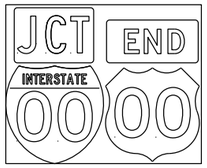
7

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET NO: 376	E

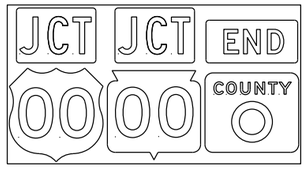
FILE NAME : C:\CAEfiles\Projects\tr_d2_2673b724.DGN PLOT DATE : 8-JULY 2024 11:13 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

TYPICAL ASSEMBLIES

J1-1



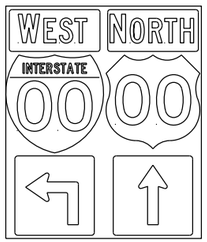
J1-2



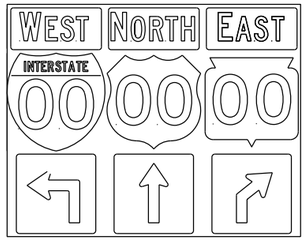
J1-3

JR1-1

J2-1

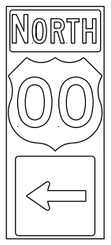


J2-2

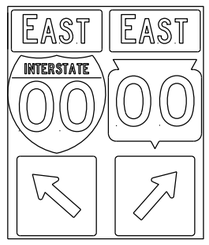


J2-3

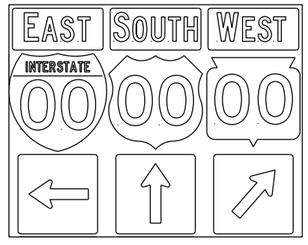
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

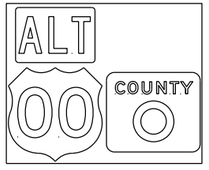


J3-2

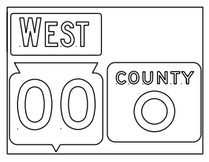


J3-3

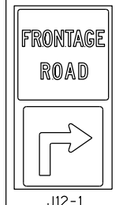
J4-1



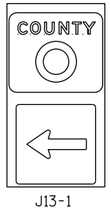
J4-2



J4-2



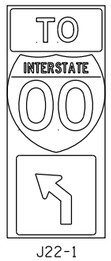
J12-1



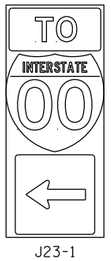
J13-1

J32-1

J33-1



J22-1

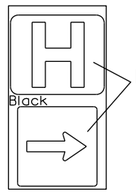


J23-1

JR13-1

JR23-1

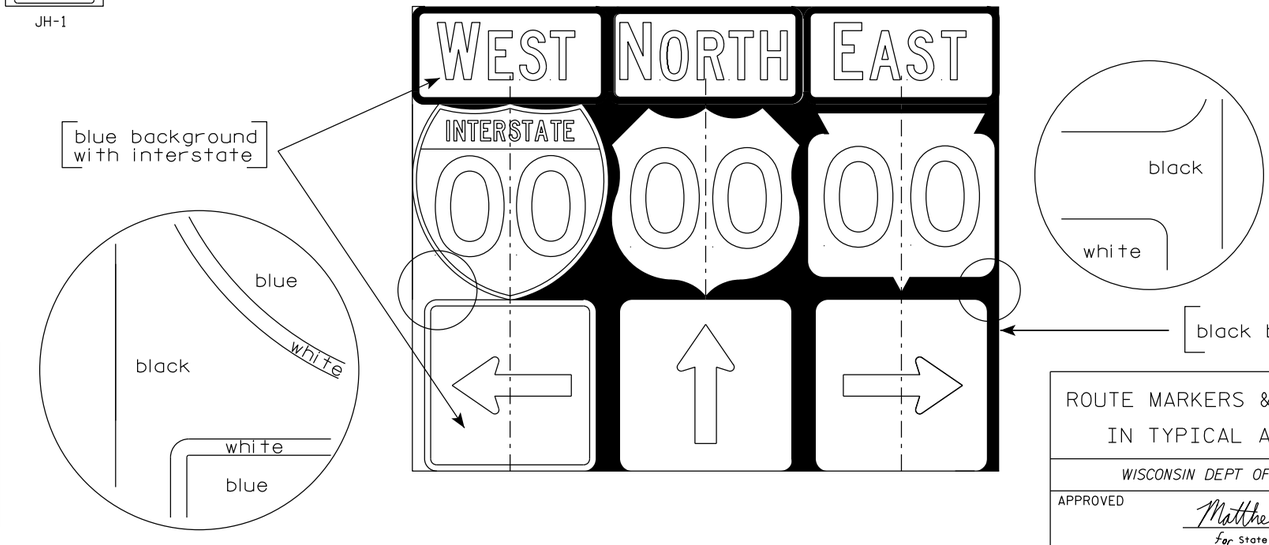
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. 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.
6. 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.
7. 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.
8. 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.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

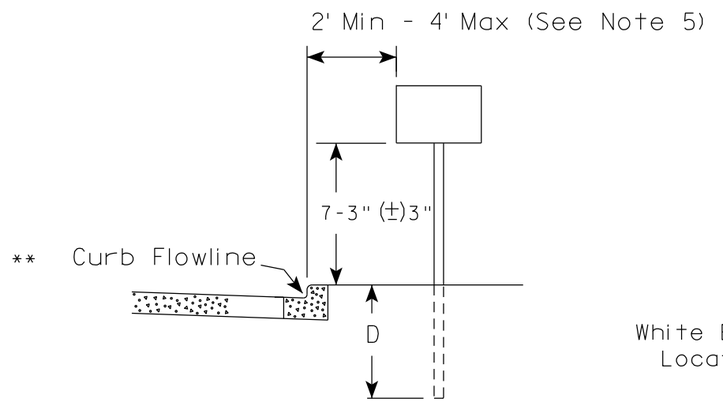
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

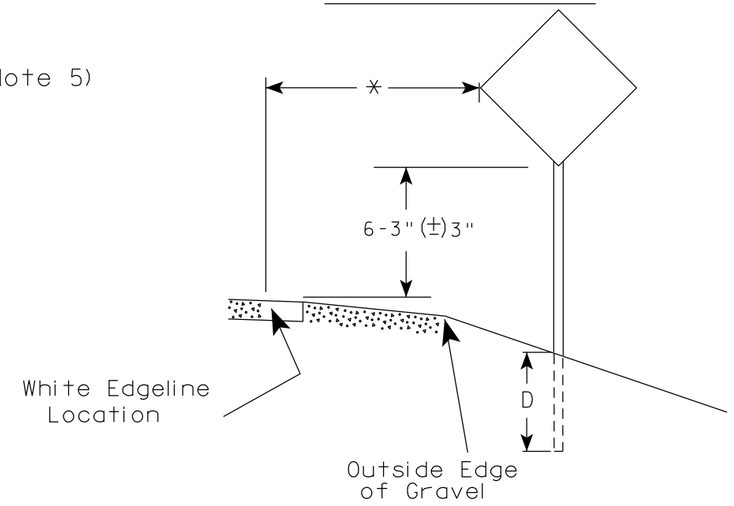
PROJECT NO:

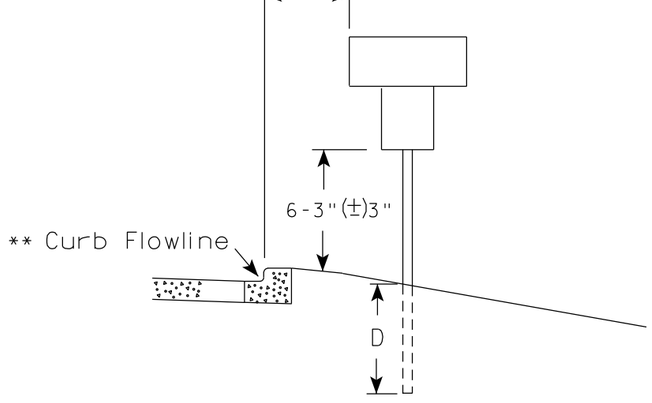
SHEET NO: 377 E

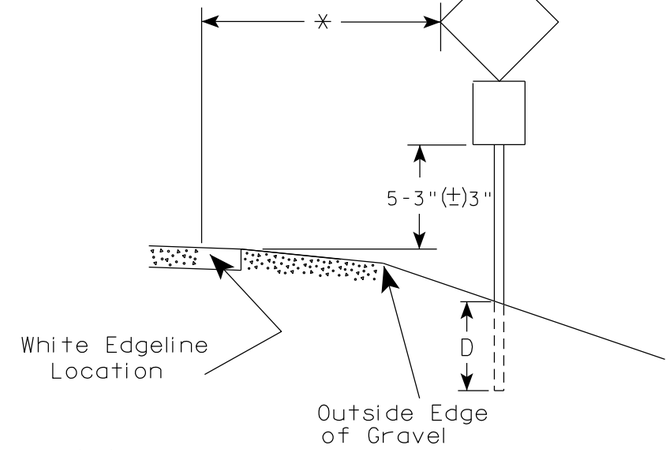
URBAN AREA



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

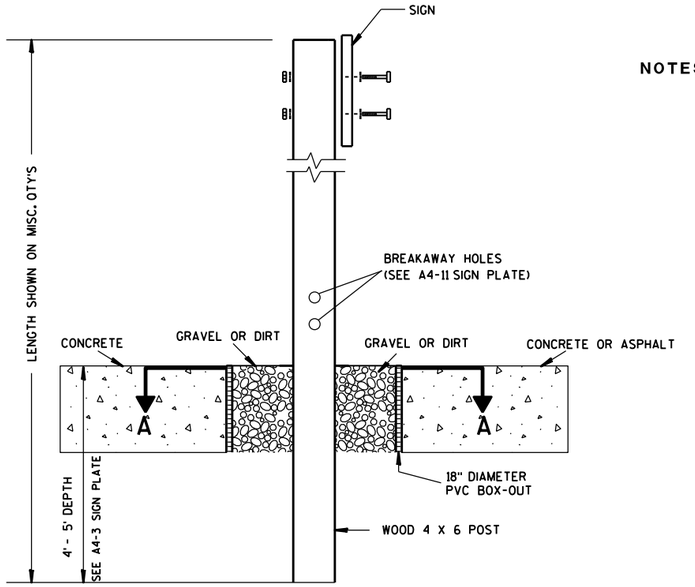
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

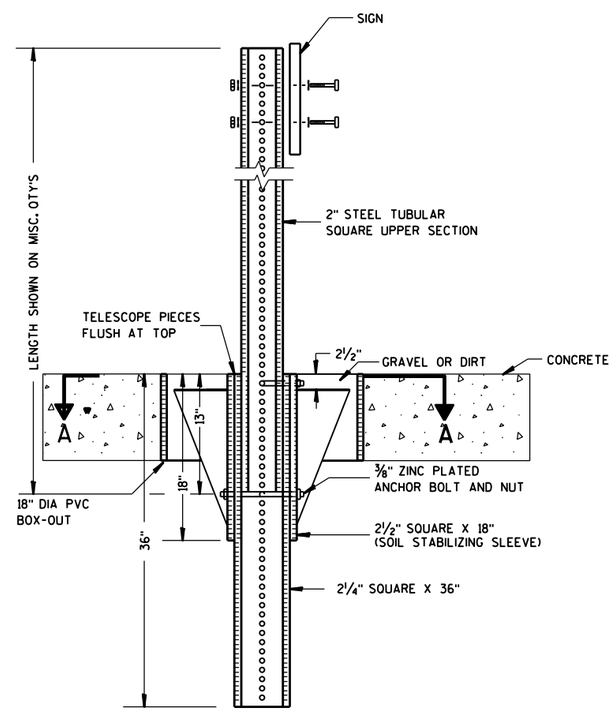
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 378	E



ELEVATION VIEW

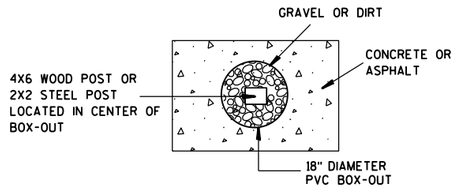
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

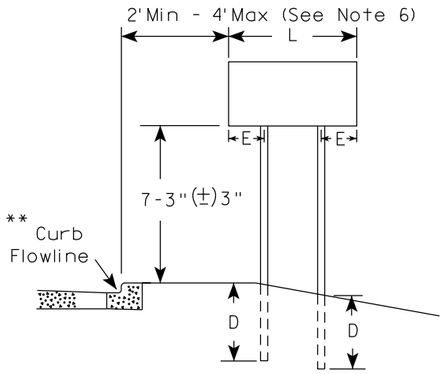
APPROVED Matthew R Rauch
for State Traffic Engineer

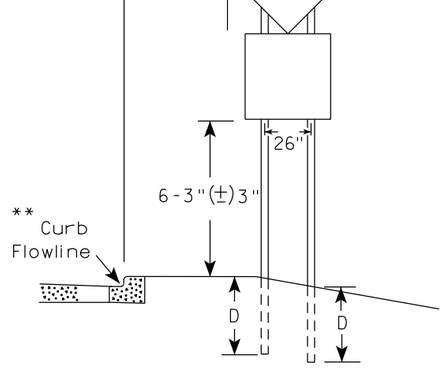
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

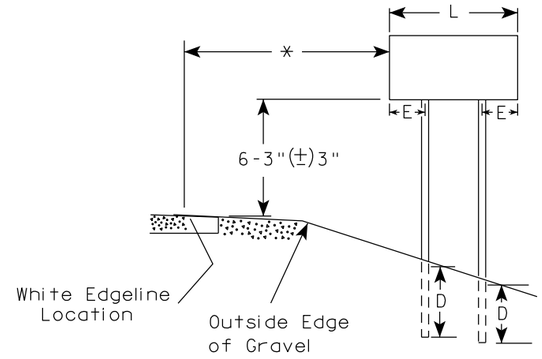
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

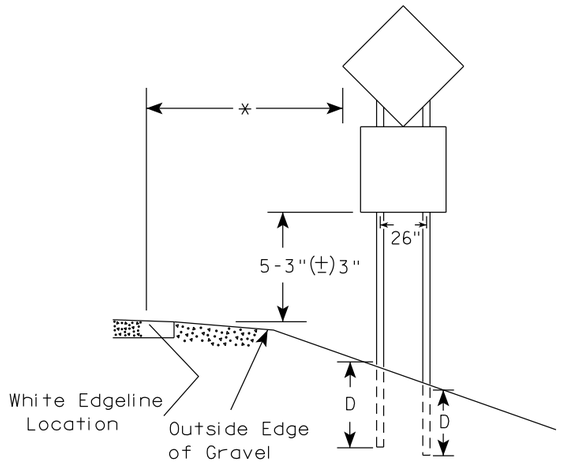
URBAN AREA

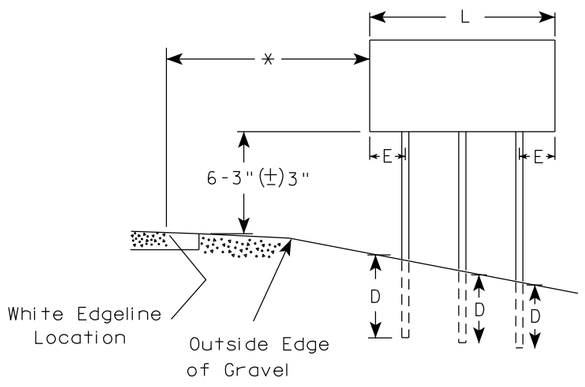




RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

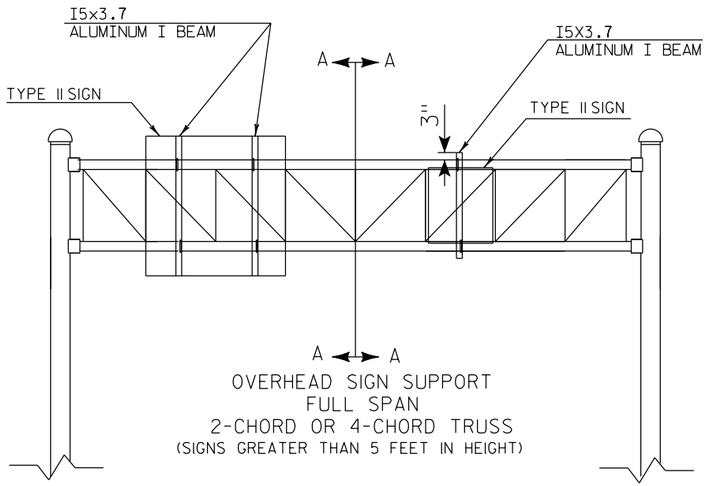
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

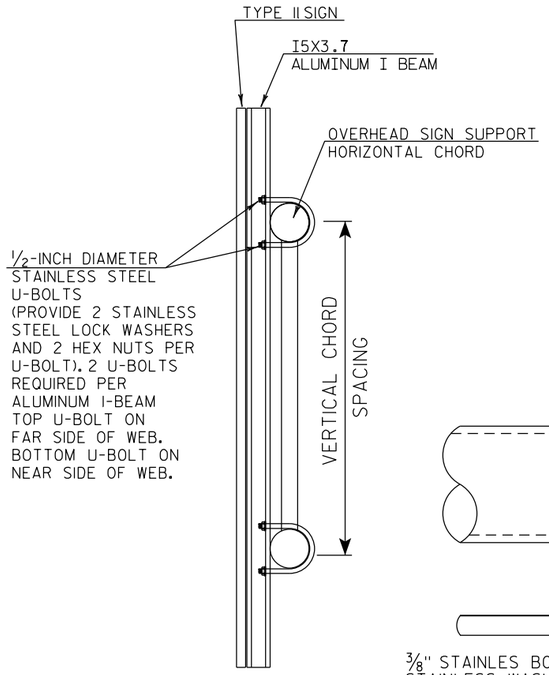
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

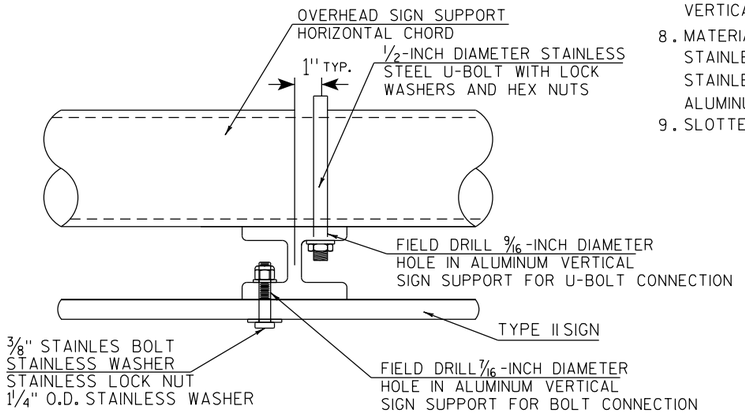
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 380	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



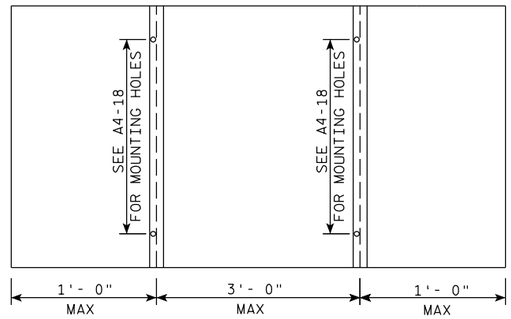
CUT SECTION A-A



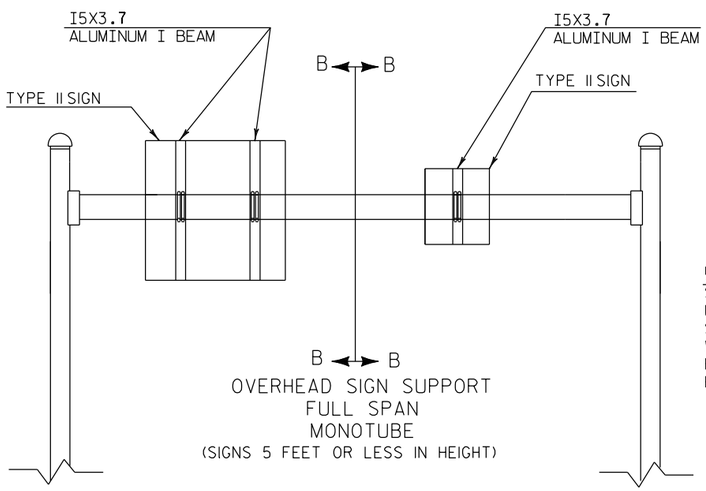
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

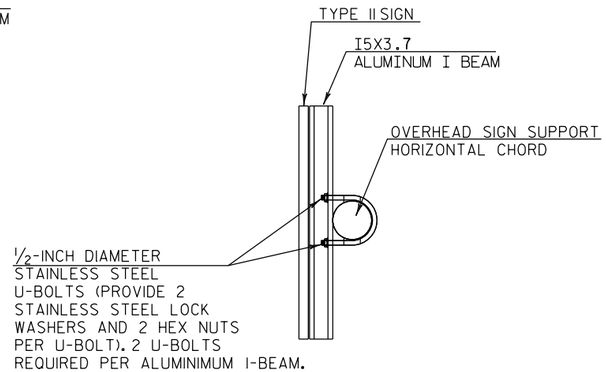
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



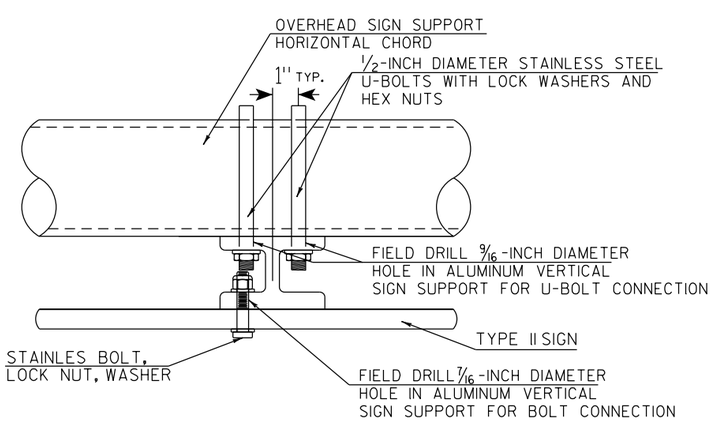
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



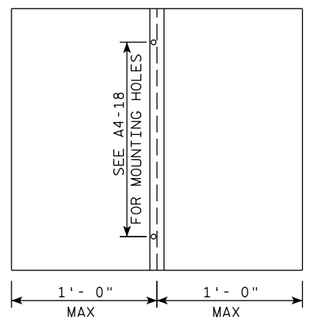
OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW



SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

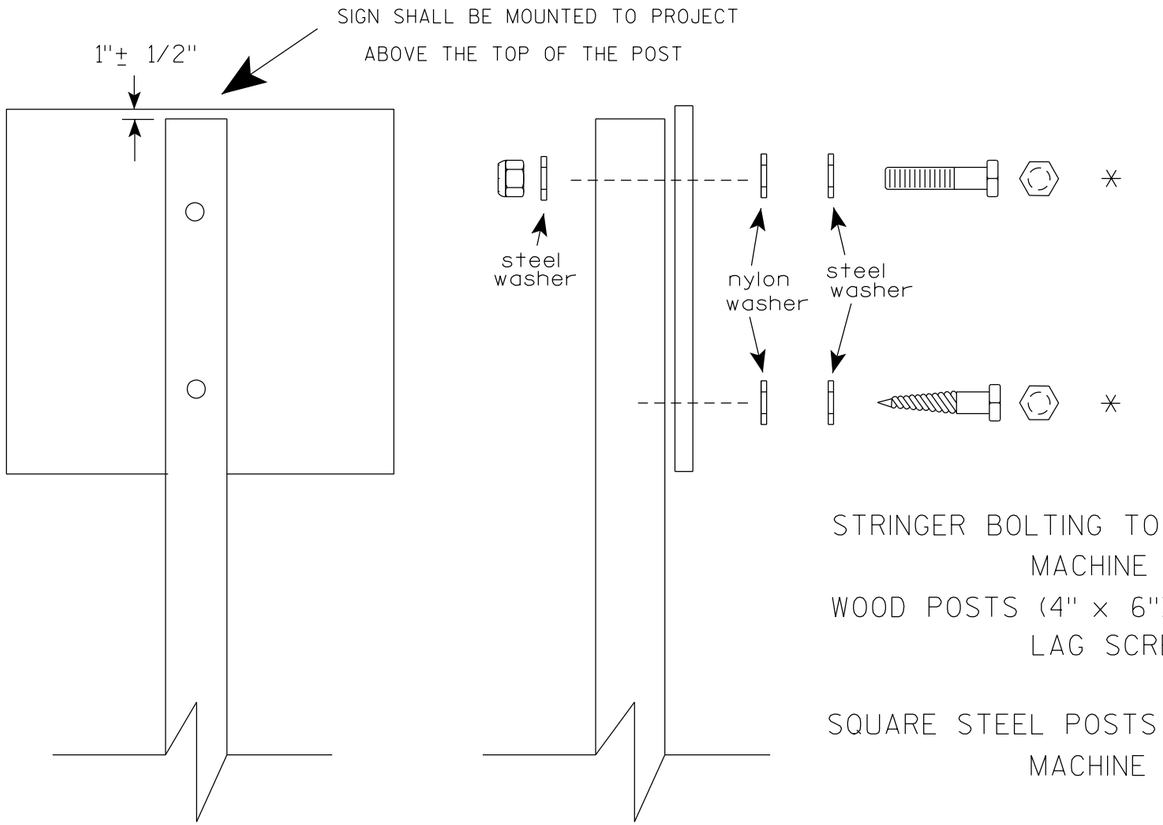
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 381	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

PROJECT NO:

SHEET NO: 382 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

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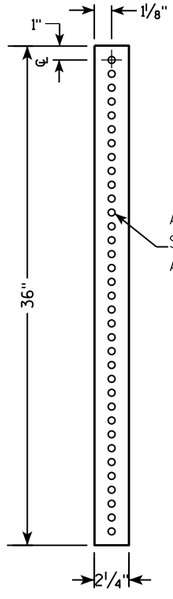
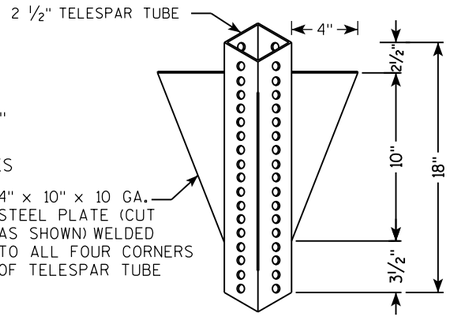
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

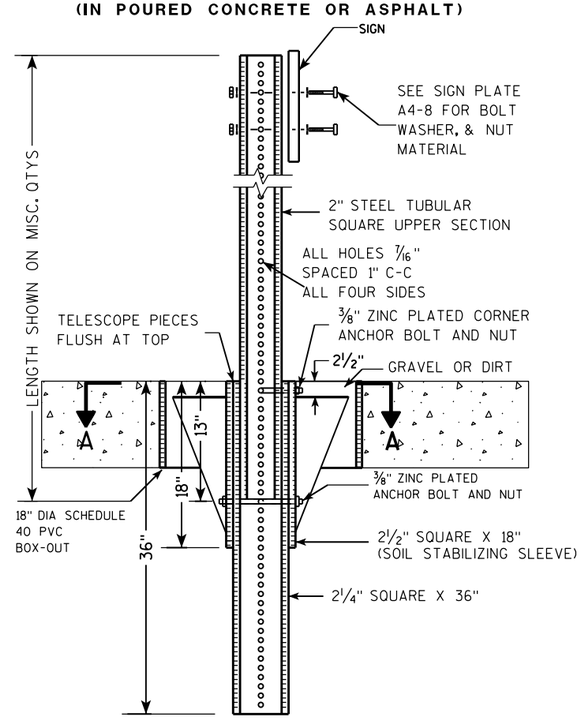
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



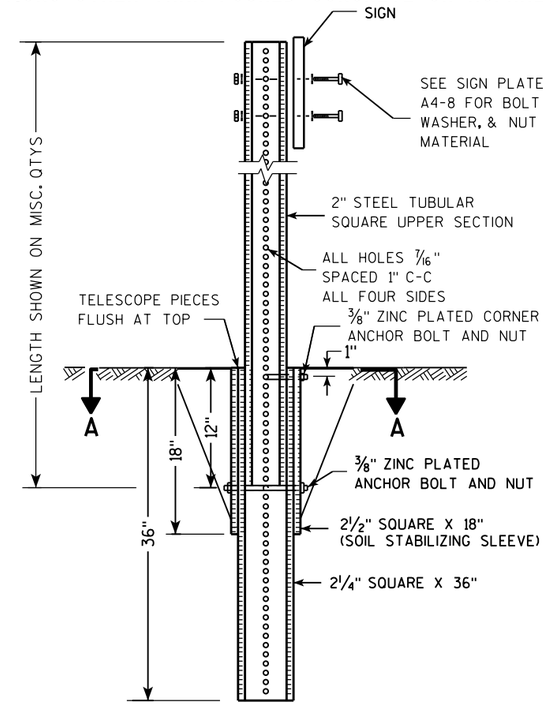
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

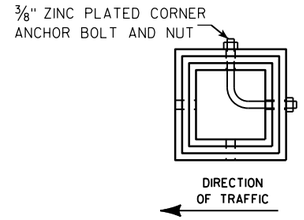


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

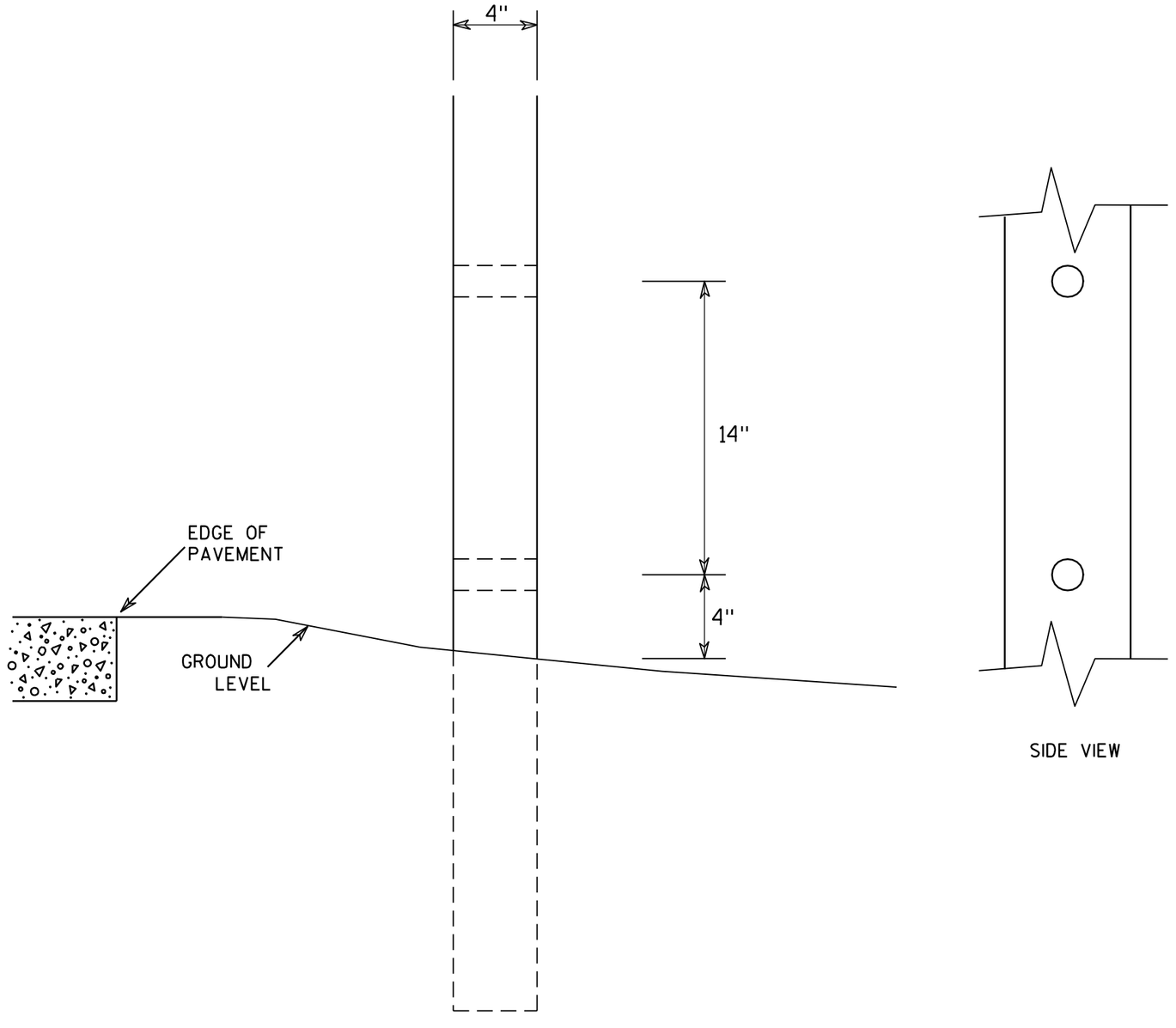
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 383 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

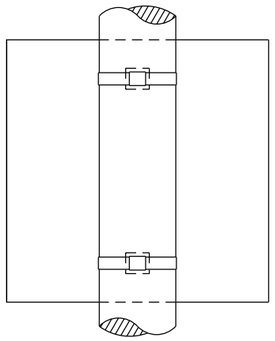
APPROVED Chester J Spang for State Traffic Engineer

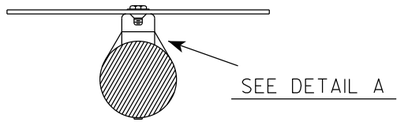
DATE 3/27/97 PLATE NO. A4-11.2

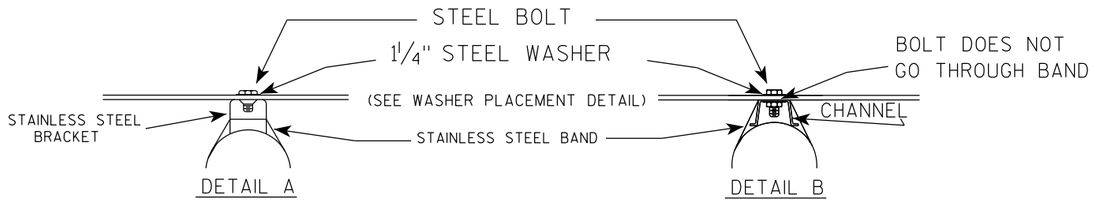
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 384	E

BANDING

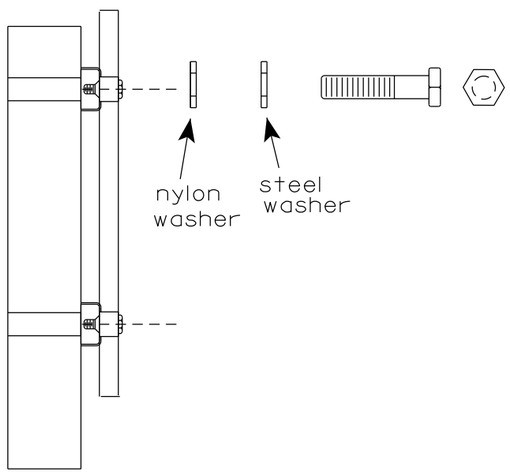
SINGLE SIGN







WASHER PLACEMENT

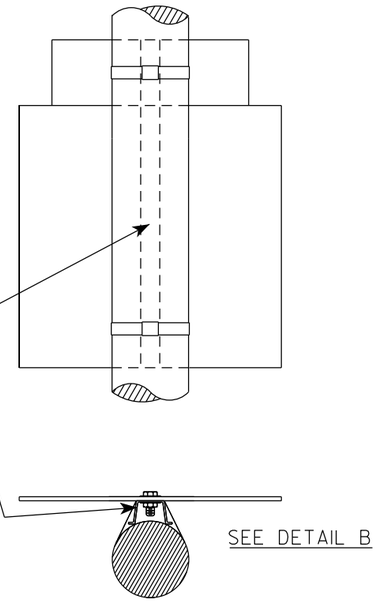


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

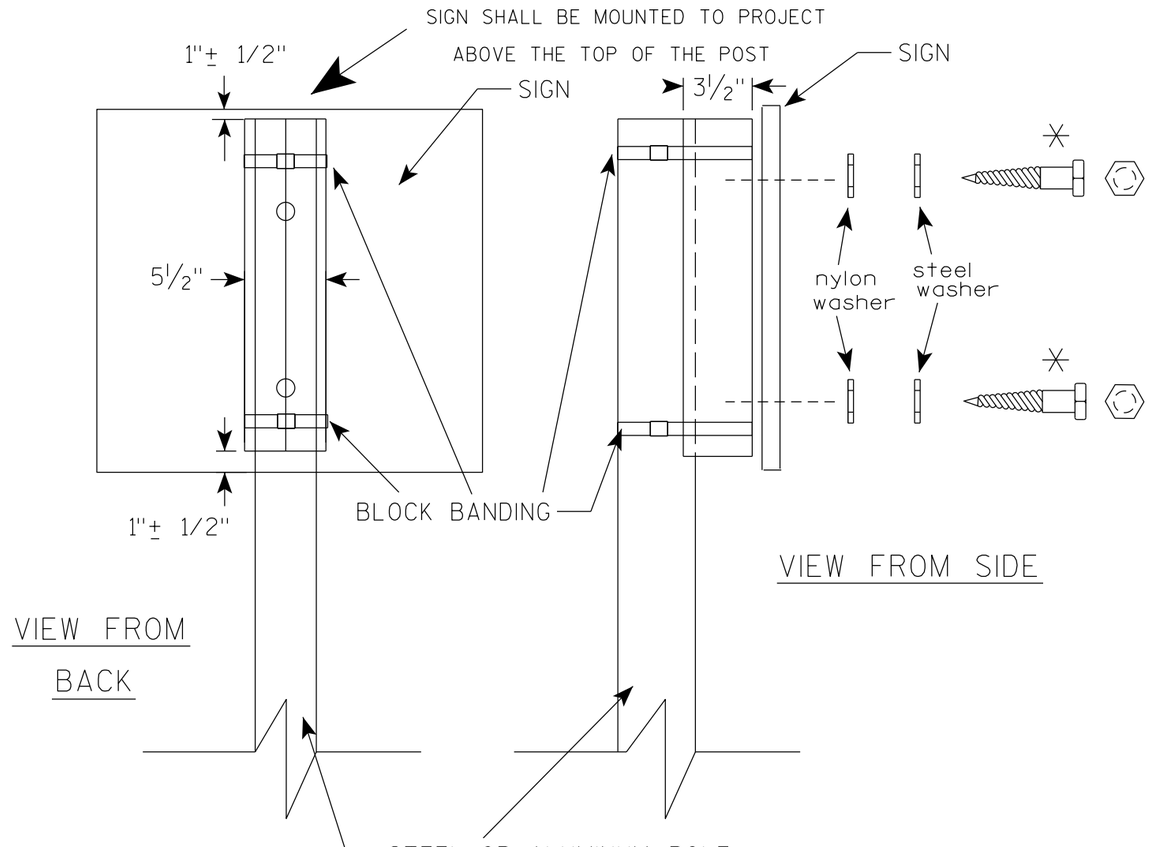
DATE 6/10/19 PLATE NO. A5-9.4

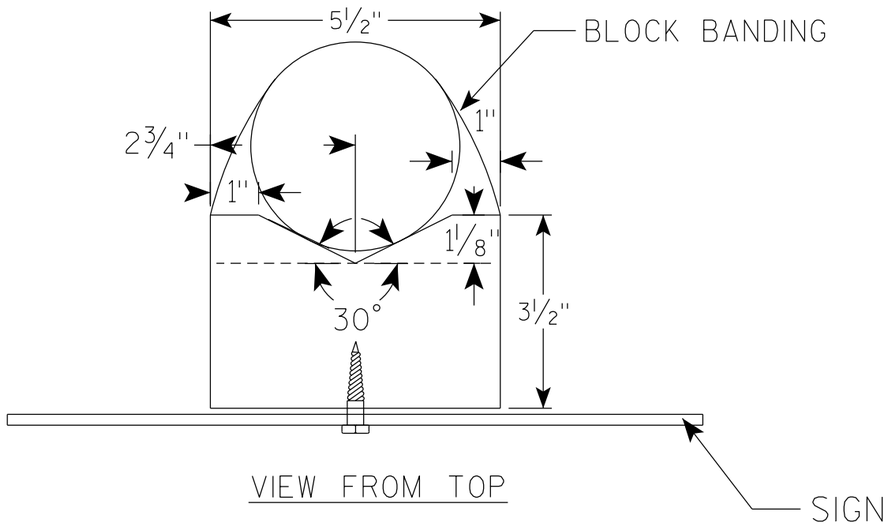
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

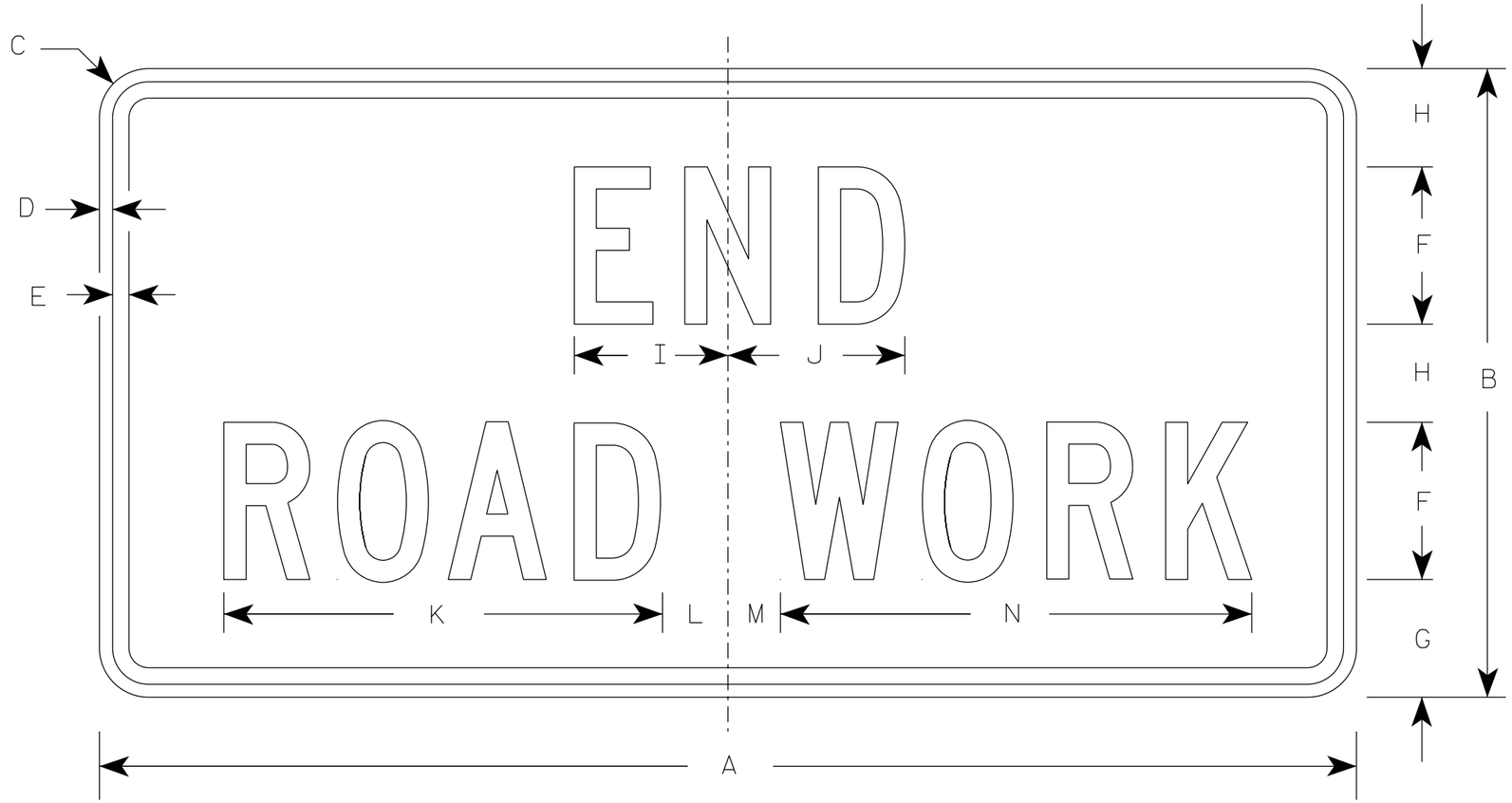
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 386 E



G20-2A

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	18	1 1/2	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
2	48	24	1 7/8	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
2M	48	24	1 7/8	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
3	48	24	1 7/8	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
4	48	24	1 7/8	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
5	48	24	1 7/8	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

STANDARD SIGN

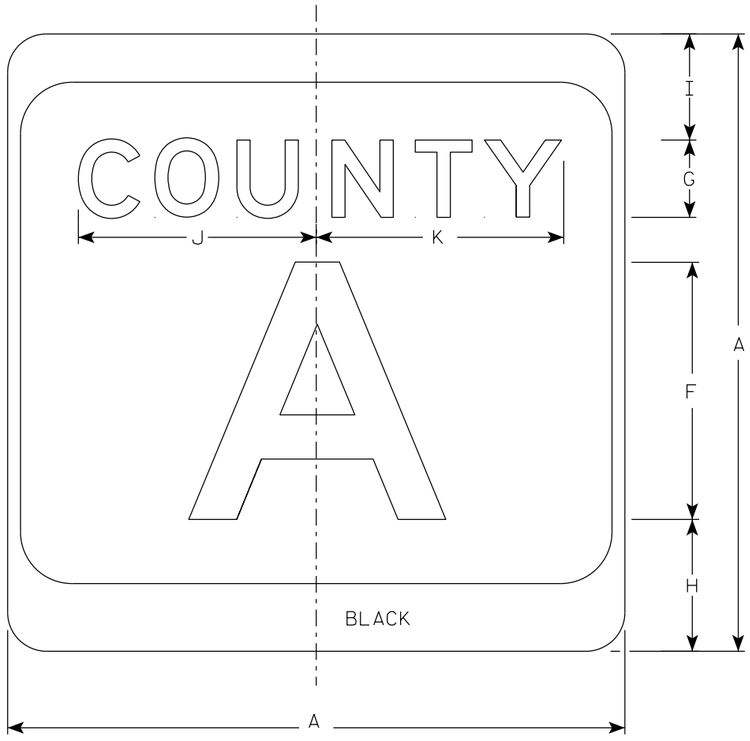
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

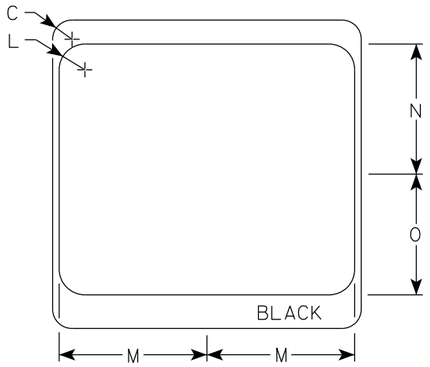
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 E

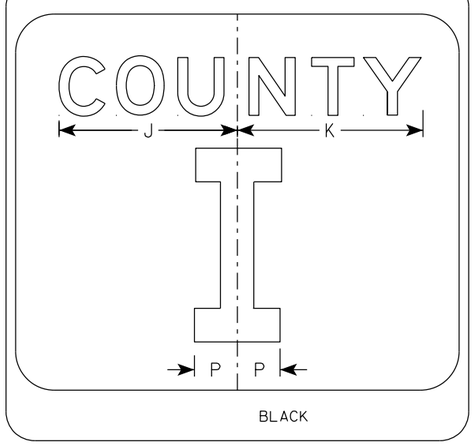


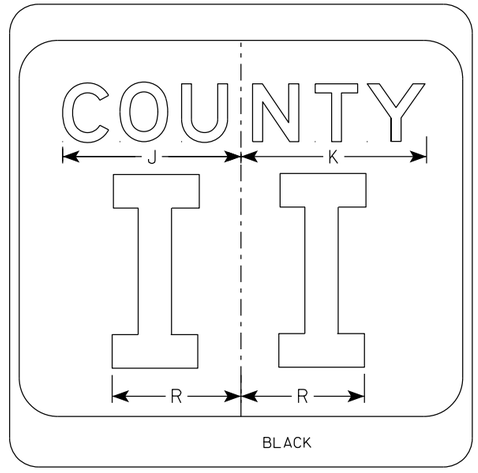
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. 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.
5. Substitute appropriate letters & optically center 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		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
2M	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

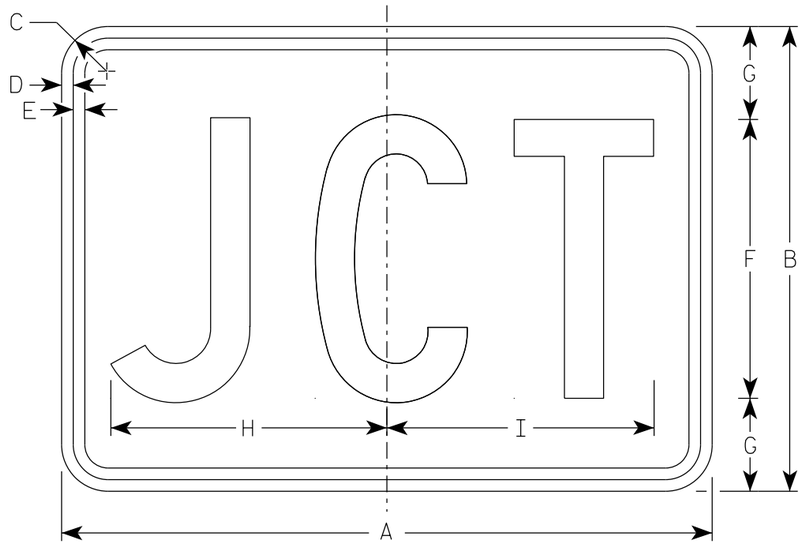
DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

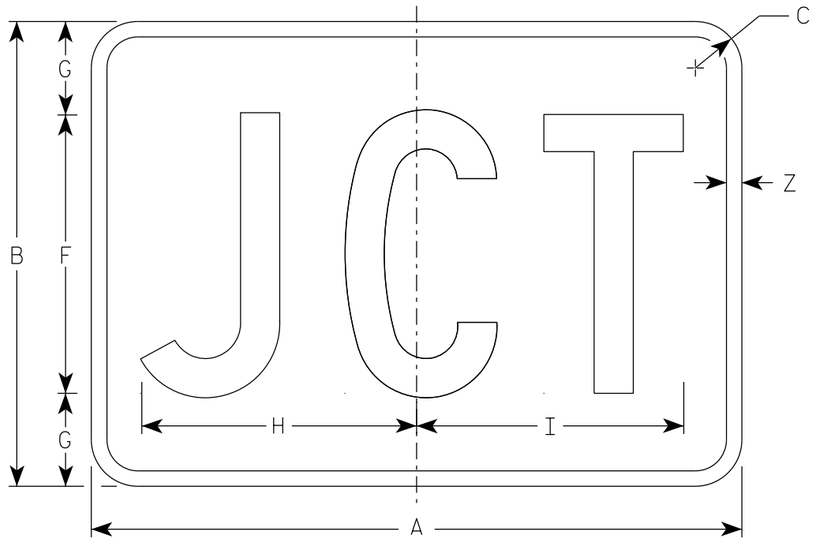
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

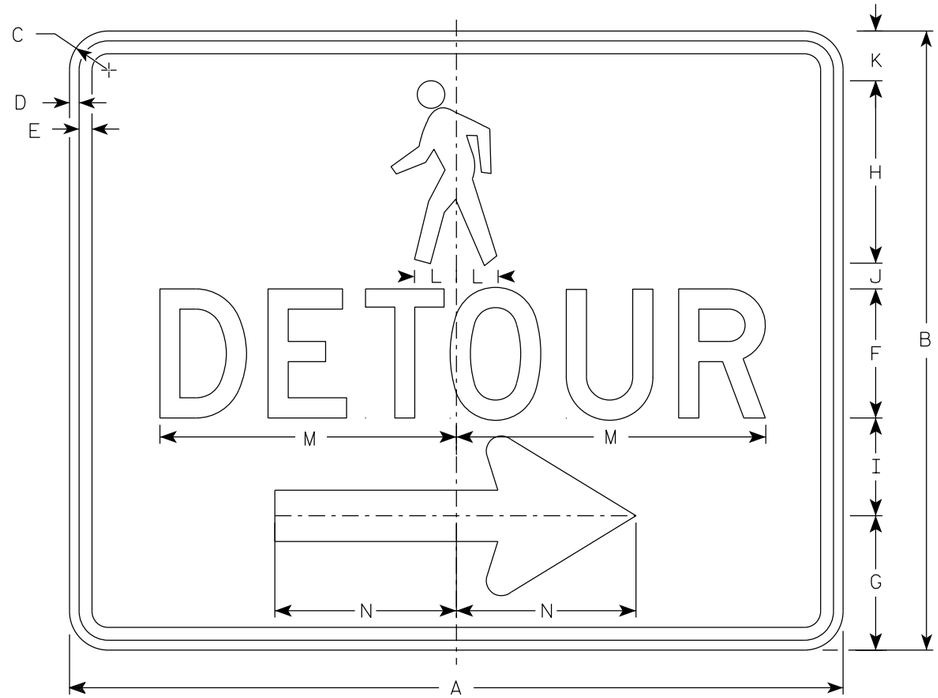
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

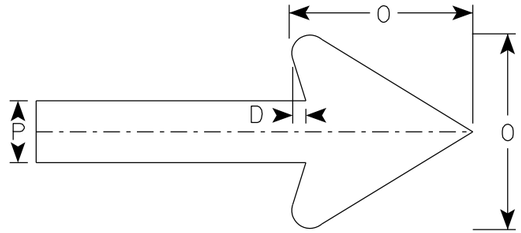
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 389 | E



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																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

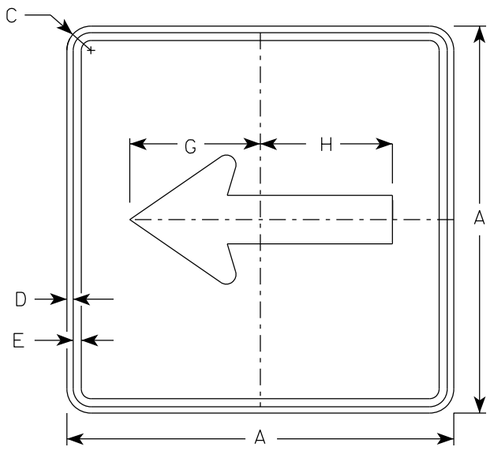
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

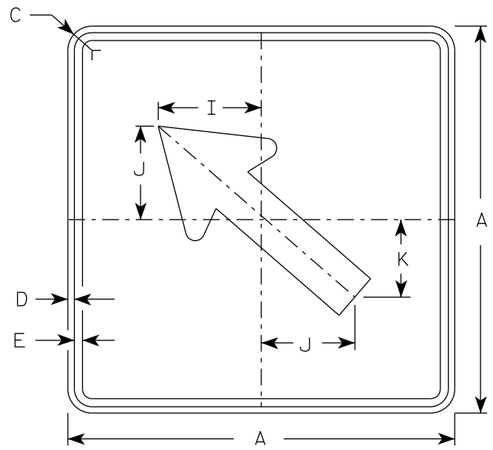
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

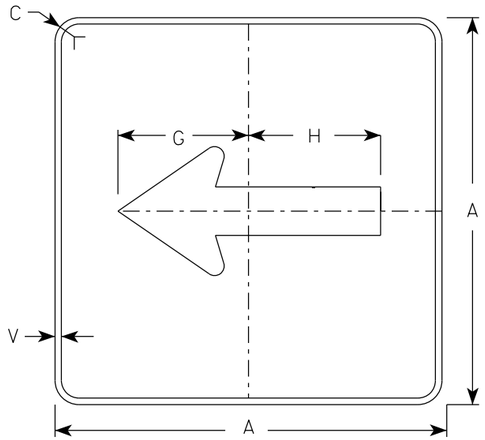
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E



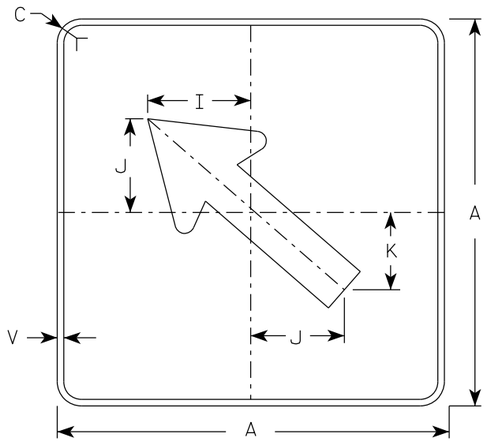
M6-1
MM6-1
MO6-1
MP6-1



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



MB6-1
MK6-1
MN6-1
MR6-1

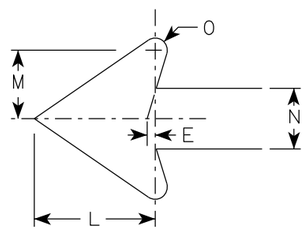


MB6-2
MK6-2
MN6-2
MR6-2

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. 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

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	21		1 1/2	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							1/2					3.06
2M	21		1 1/2	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							1/2					3.06
3	30		1 7/8	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							1/2					6.25
4	30		1 7/8	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							1/2					6.25
5	30		1 7/8	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							1/2					6.25

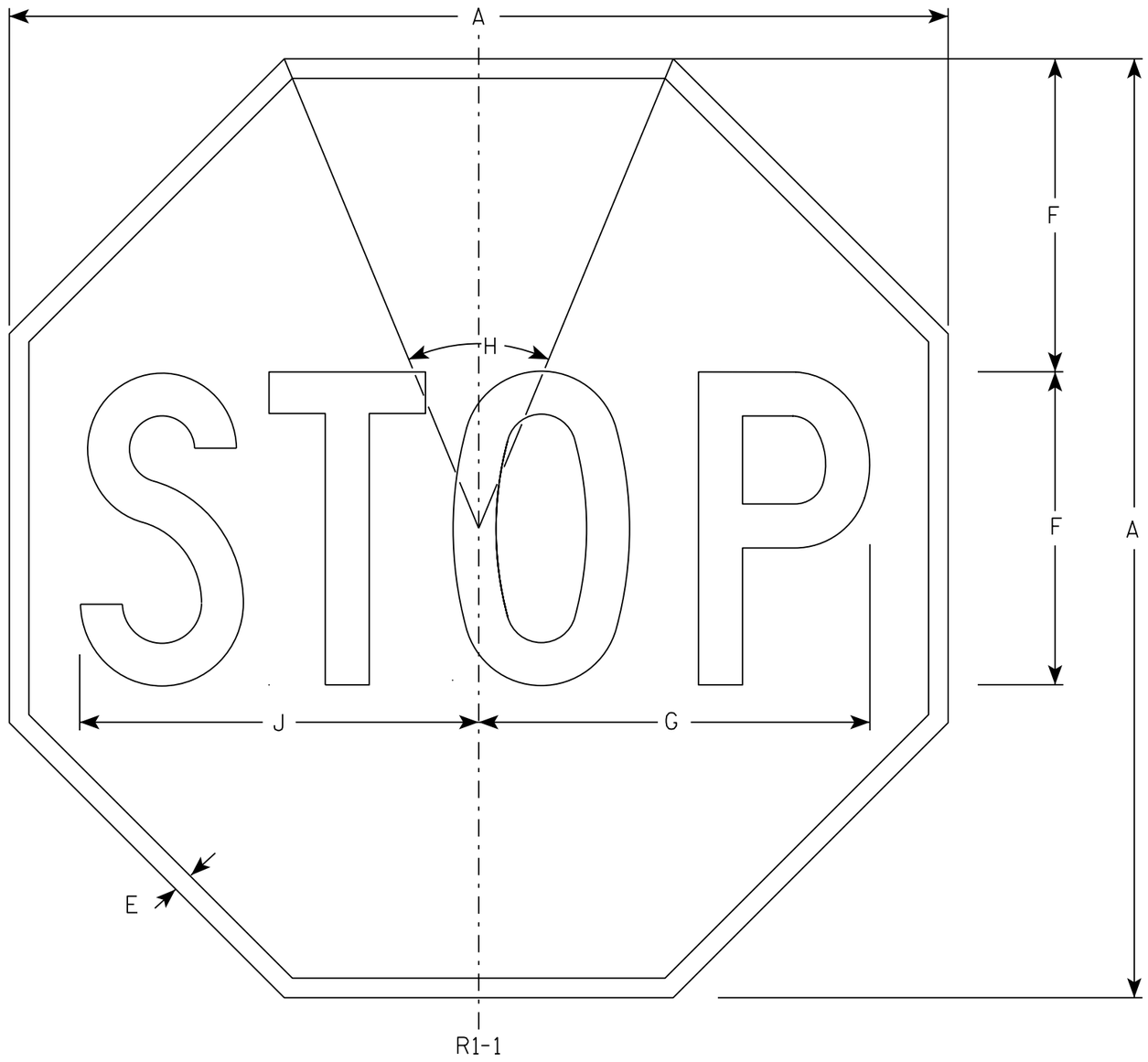
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | 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

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

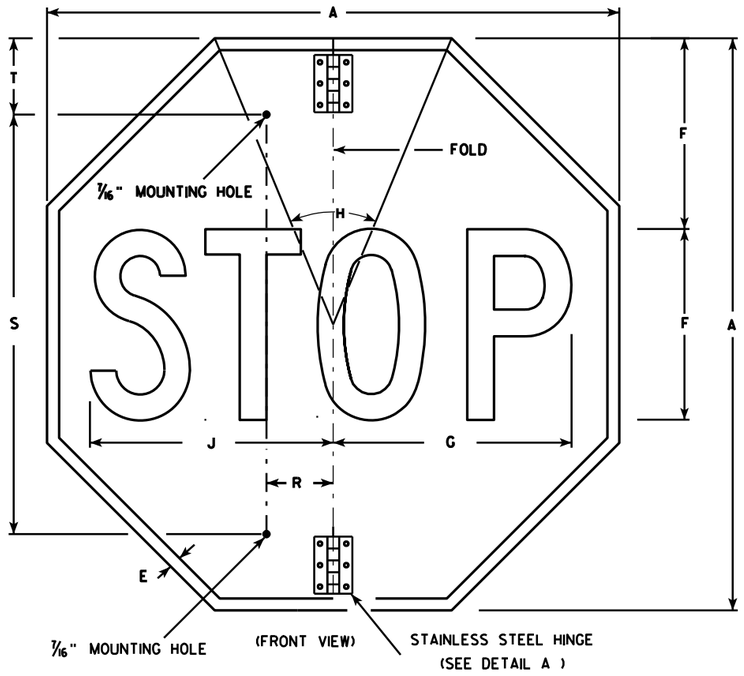
STANDARD SIGN
R1-1

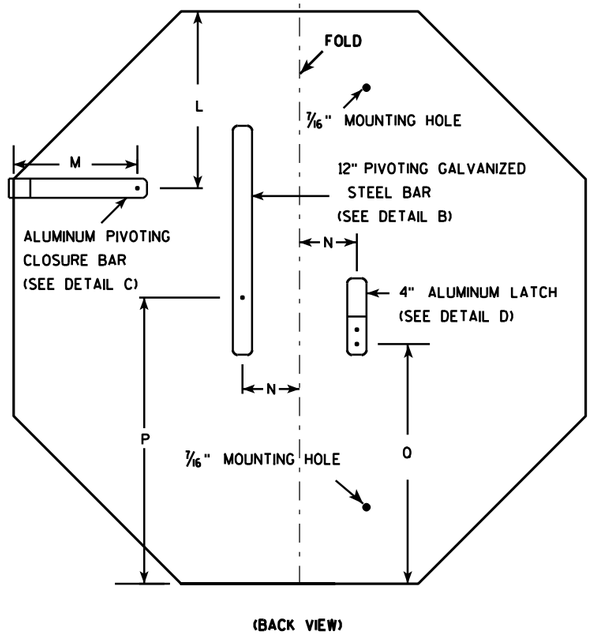
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

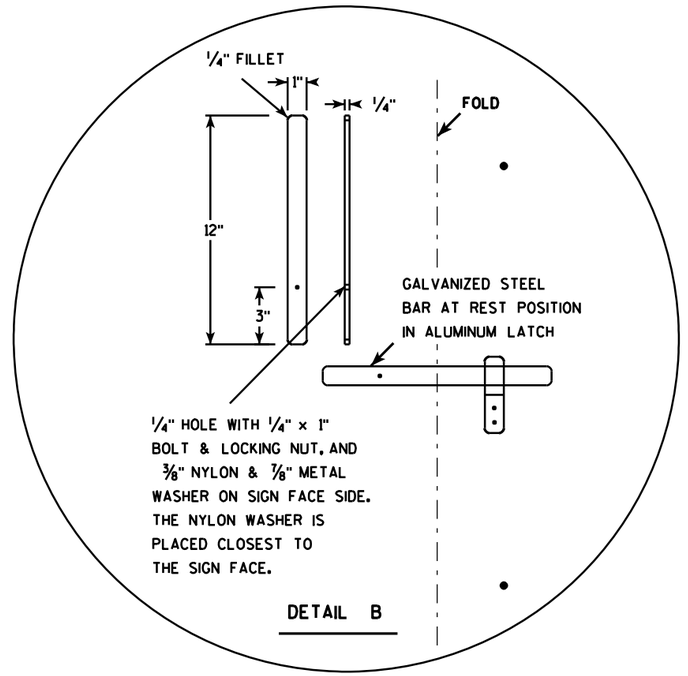
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 392	E

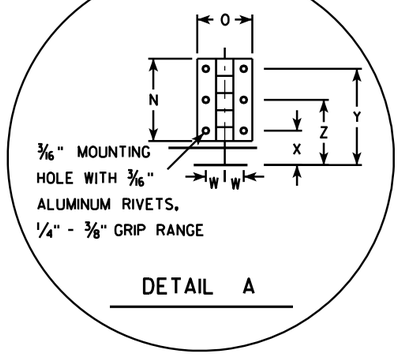


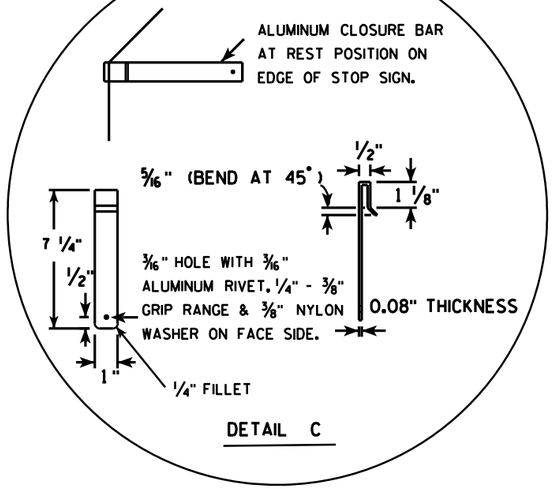


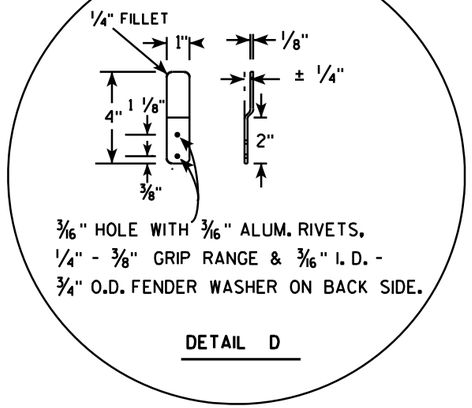
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

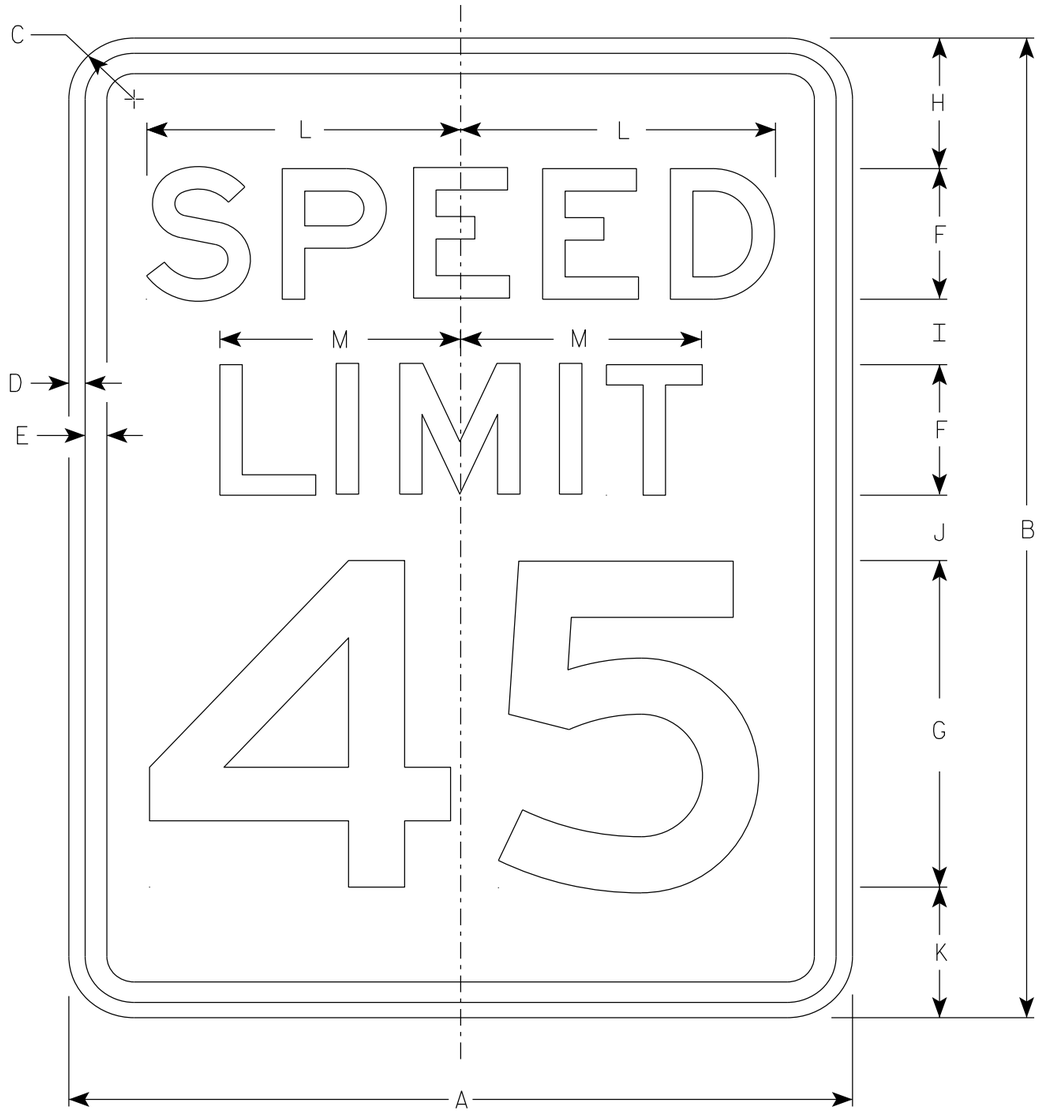
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. 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 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	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 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

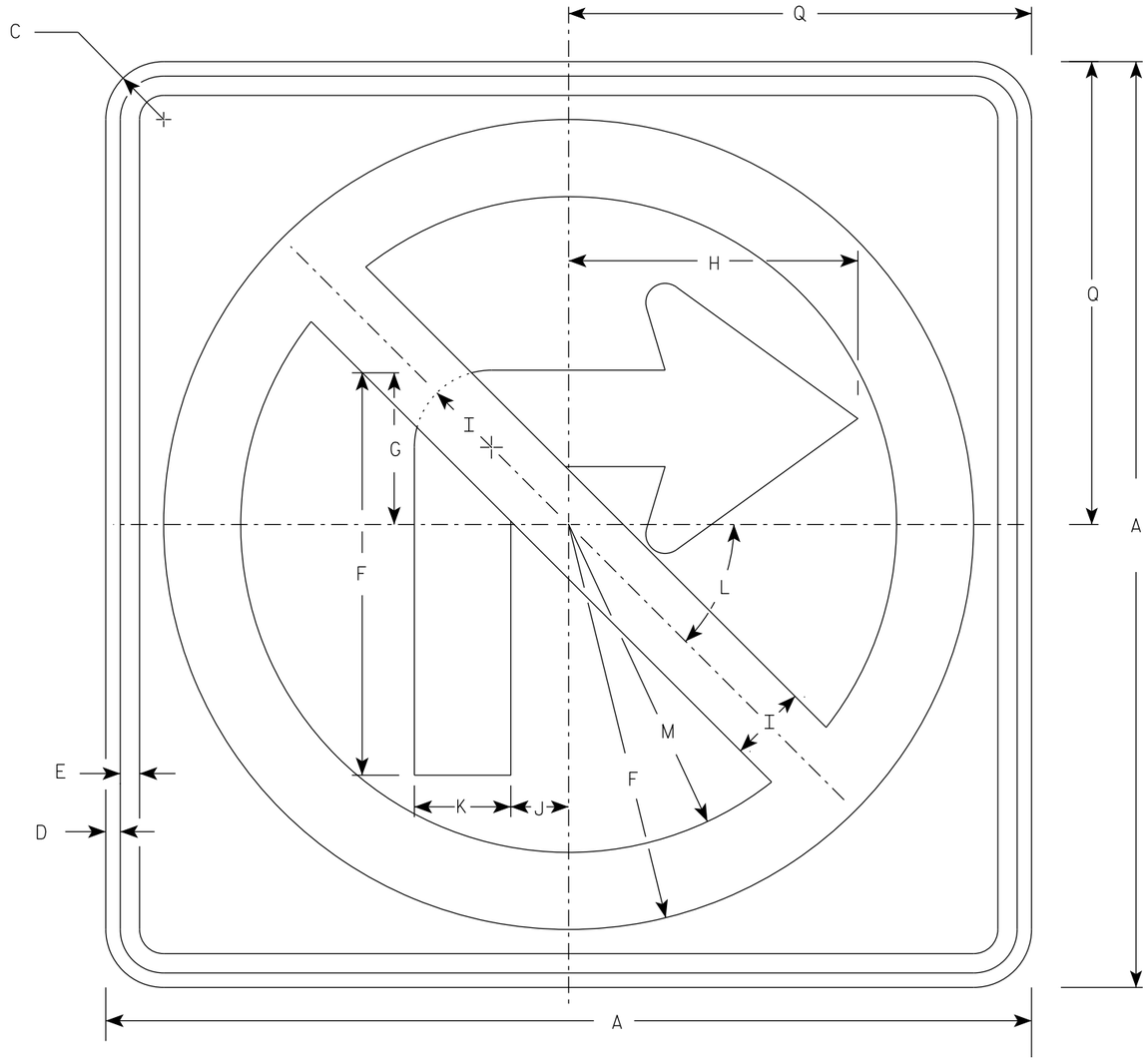
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

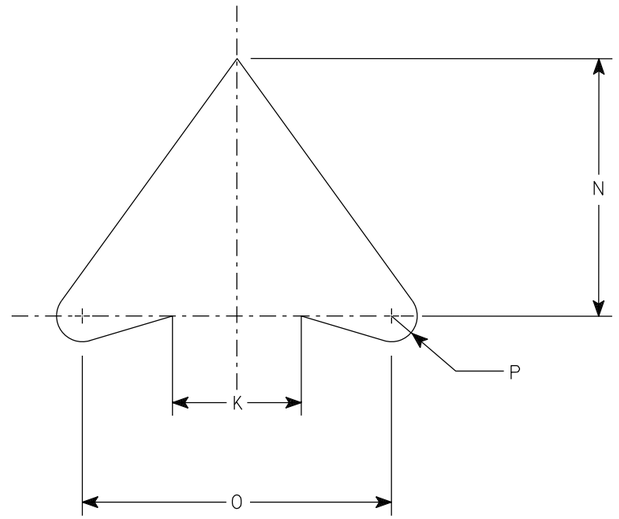
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. 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 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

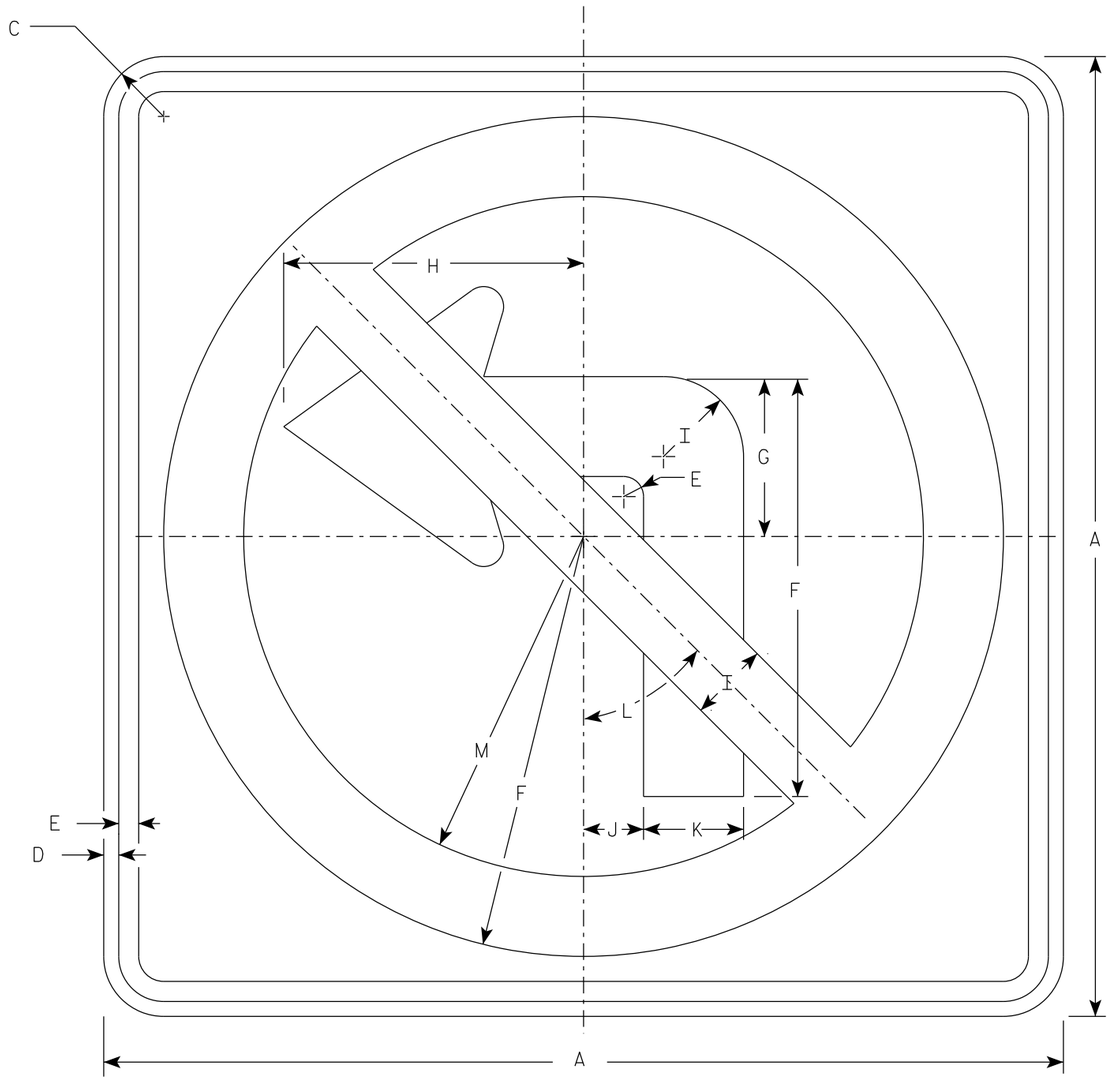
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

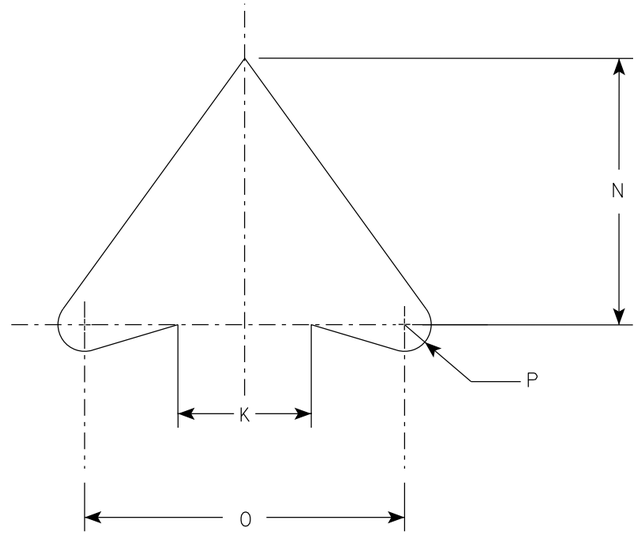
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 395 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. 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 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

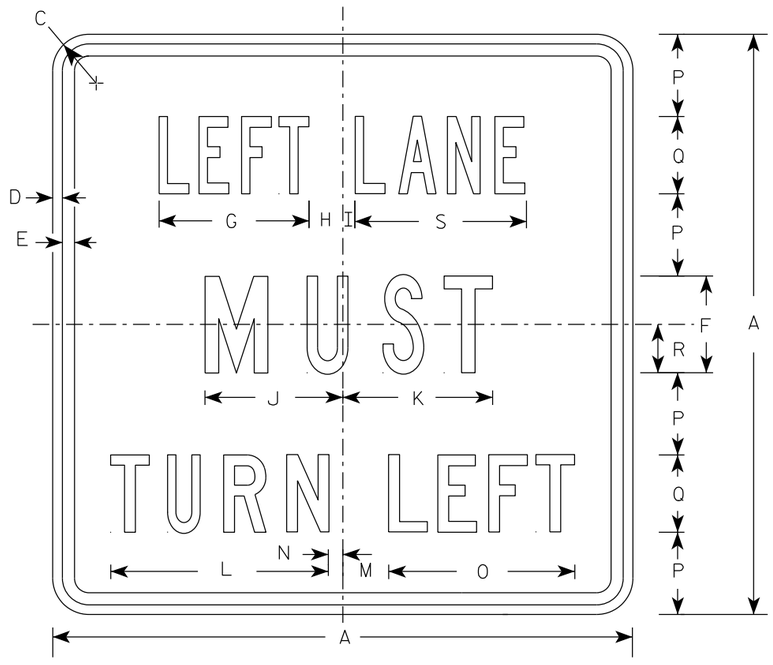
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

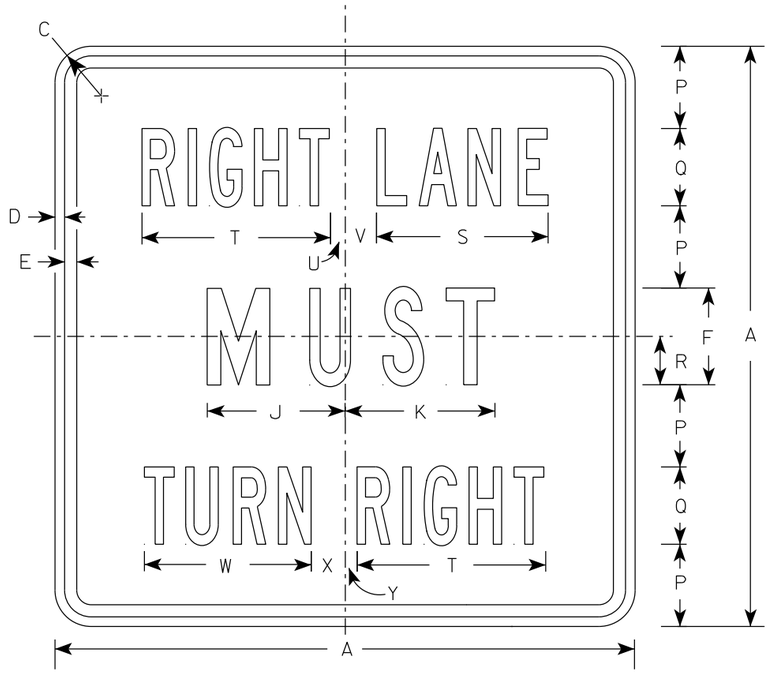
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

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 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

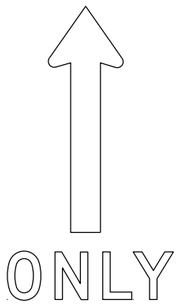
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-7.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 | E

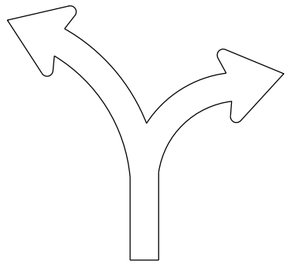
7

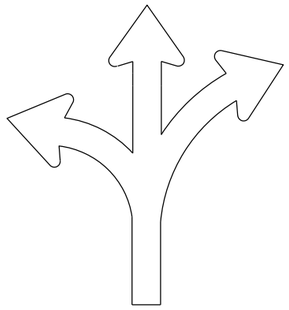
7

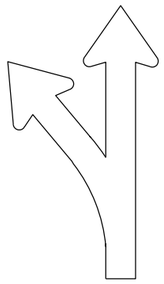


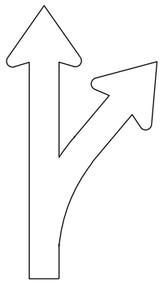
(A)

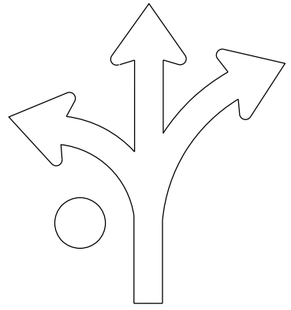
(B)

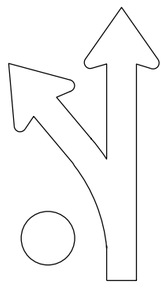

(C)

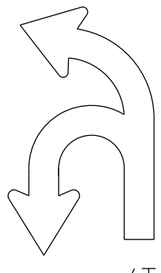

(D)

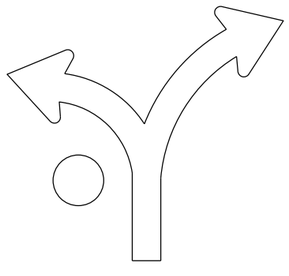

(E)

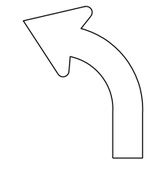

(F)


(G)

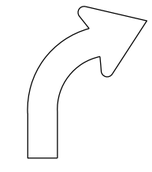

(H)


(I)


(J)



(L)



(R)

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,J 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 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

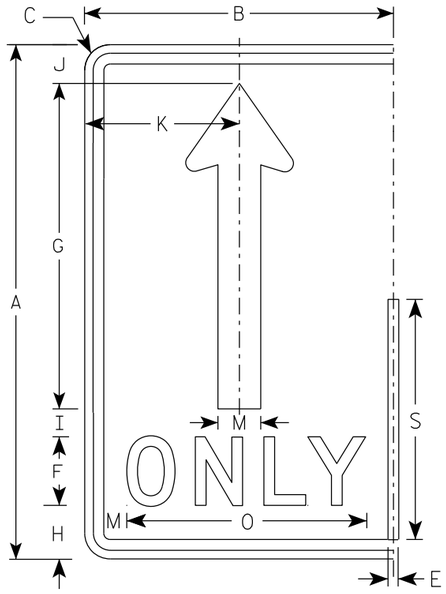
SHEET NO: 398 E

7

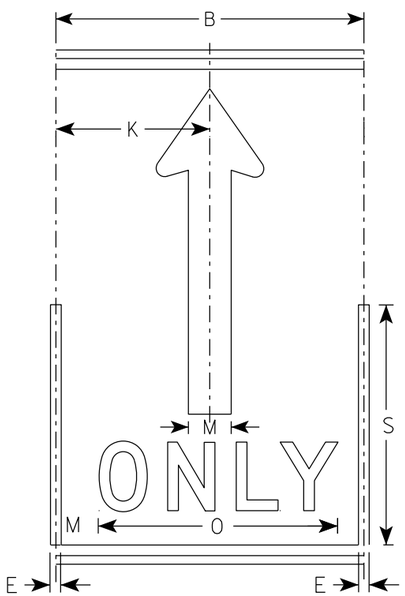
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :
WISDOT/CADDS SHEET 42

NOTES

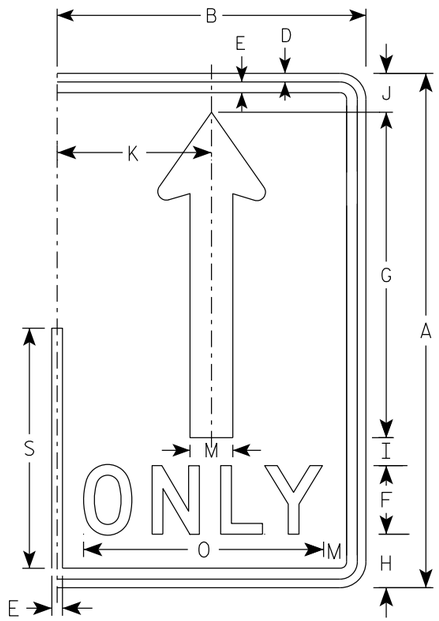
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



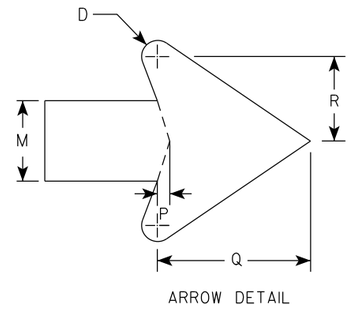
(A)



(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 1/2	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 1/2	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 1/2	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

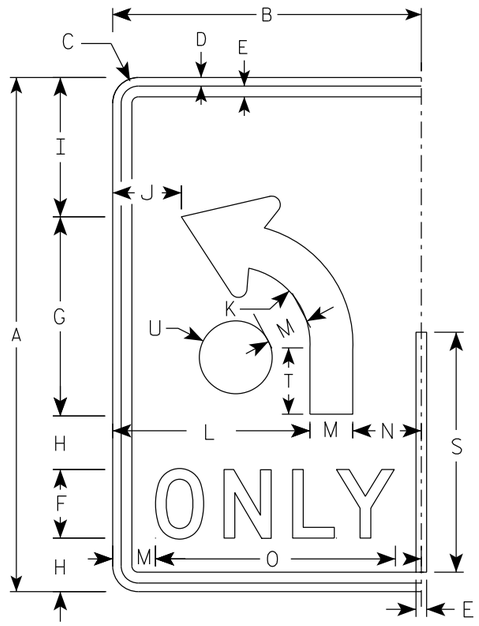
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

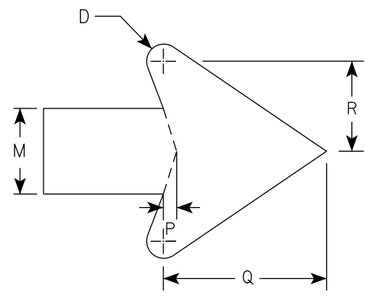
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E

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 1/2	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 1/2	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 1/2	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

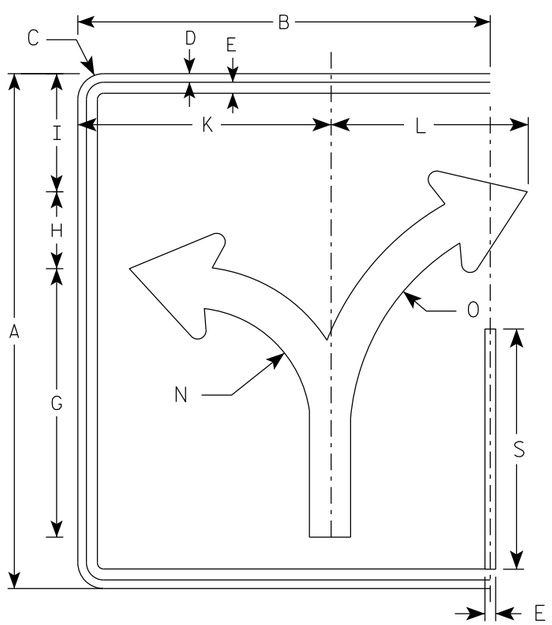
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

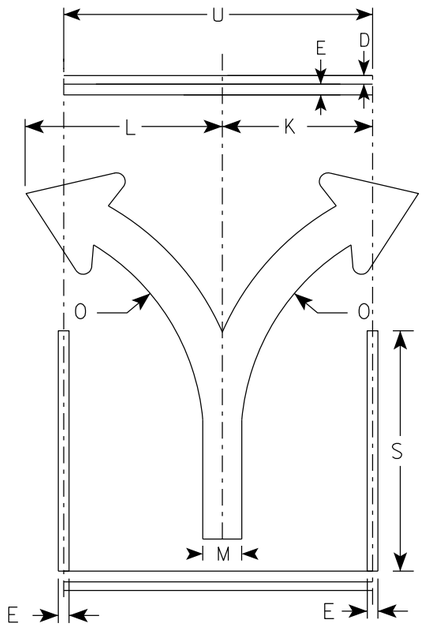
SHEET NO: 400 E

NOTES

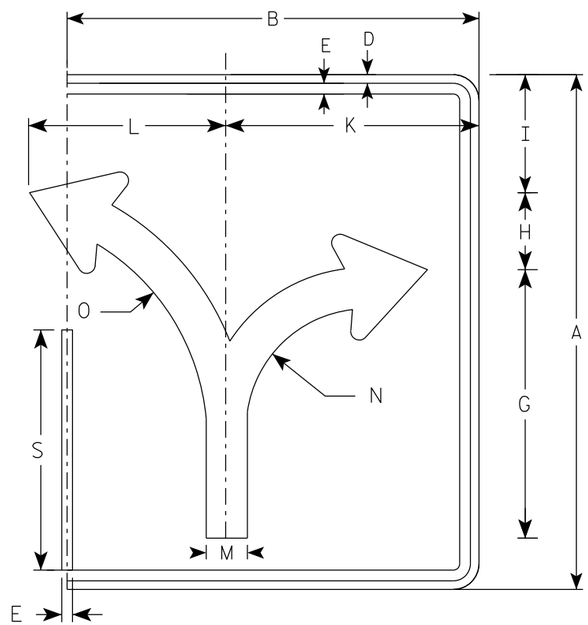
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



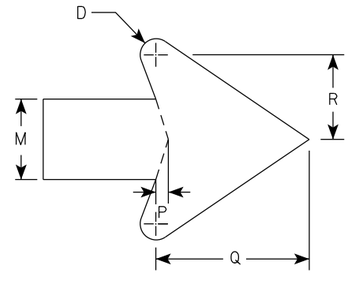
(C)



(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 1/2	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 1/2	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 1/2	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 2/14/23 PLATE NO. R3-8.2

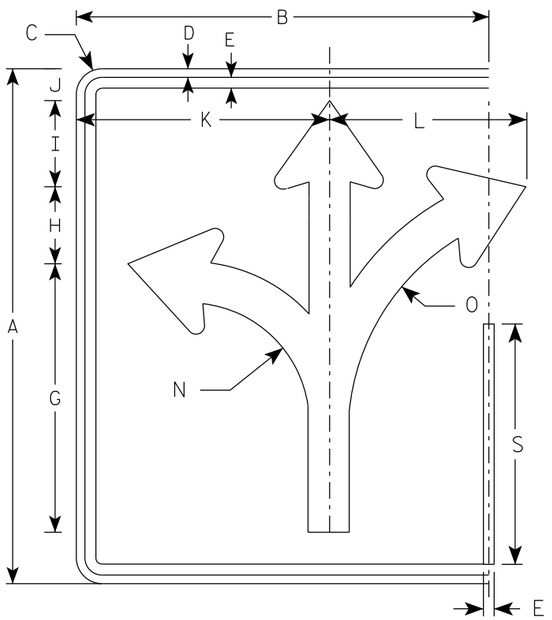
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 401 | E

7

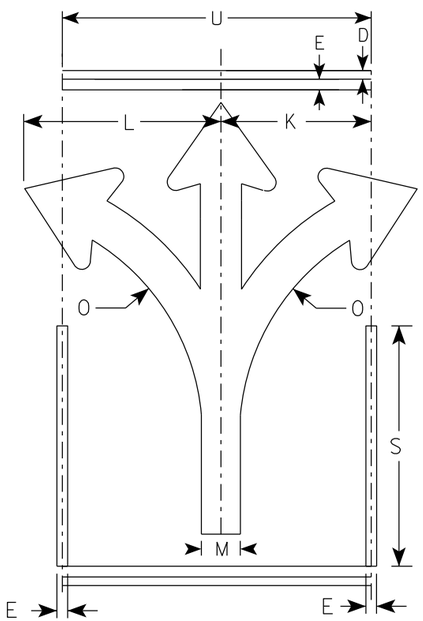
7

NOTES

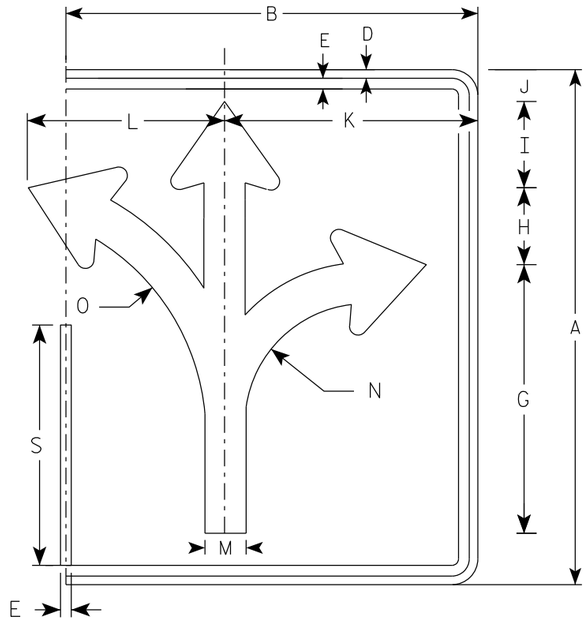
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



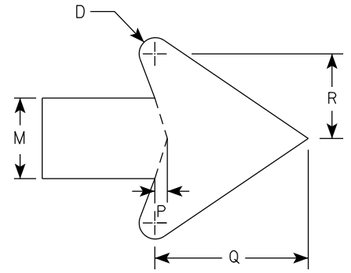
(D)



(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 1/2	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 1/2	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 1/2	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

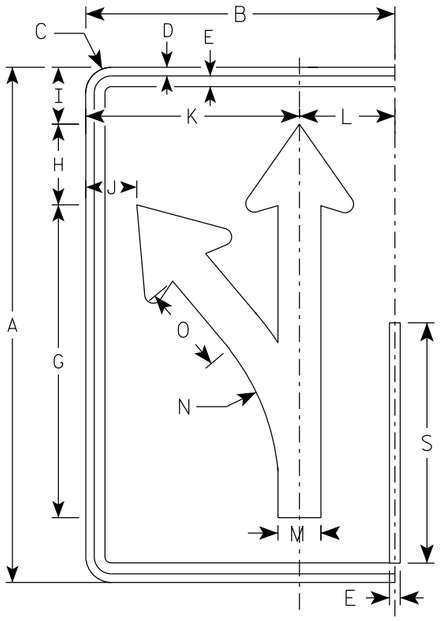
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

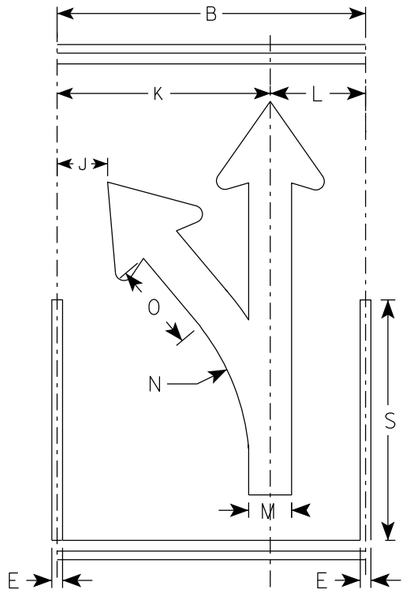
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 402 | E

NOTES

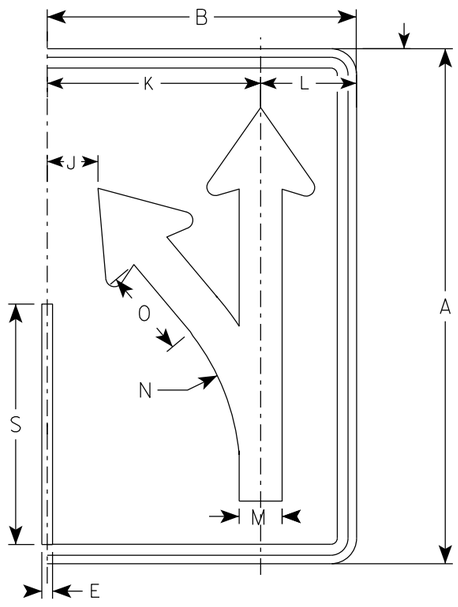
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



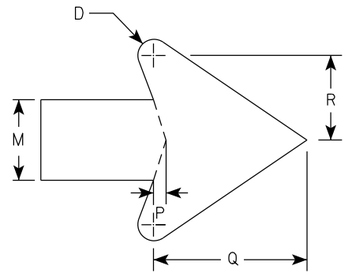
(E)



(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 1/2	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 1/2	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 1/2	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

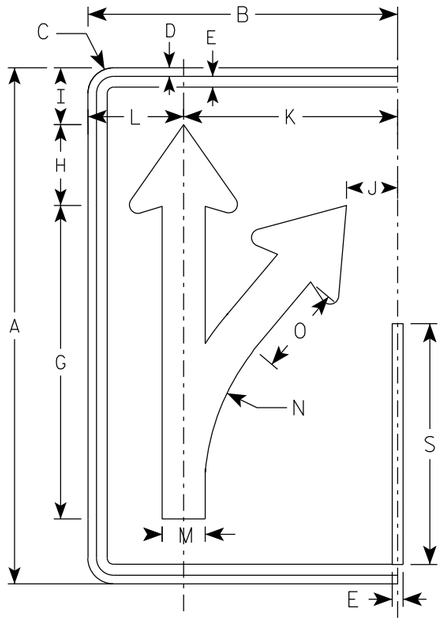
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

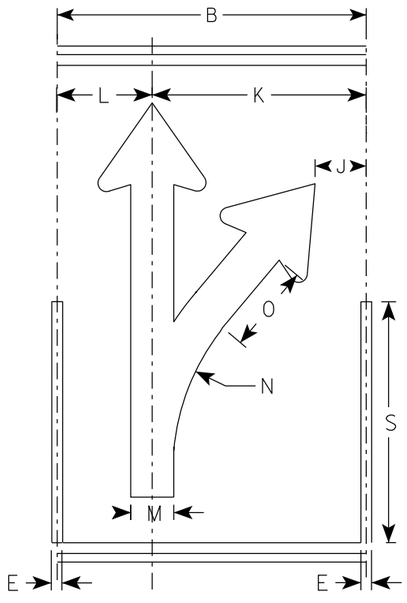
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E

NOTES

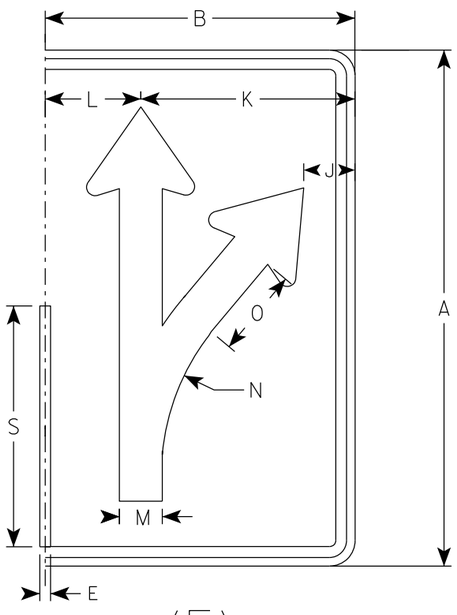
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



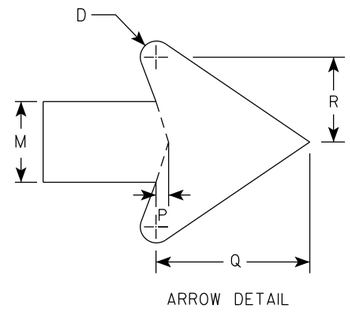
(F)



(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 1/2	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 1/2	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 1/2	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

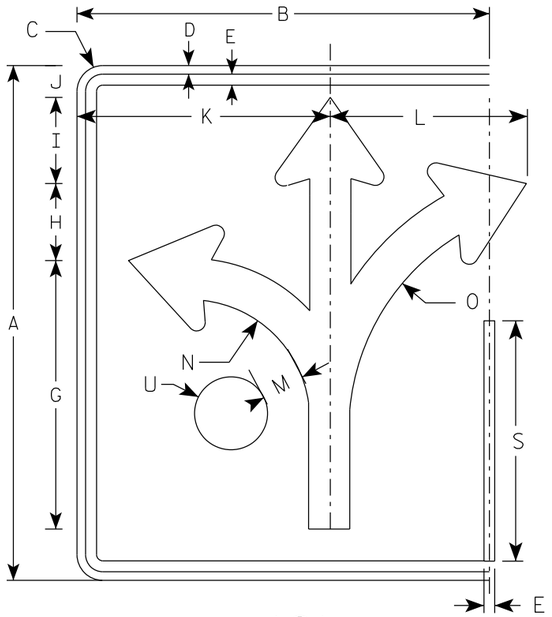
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

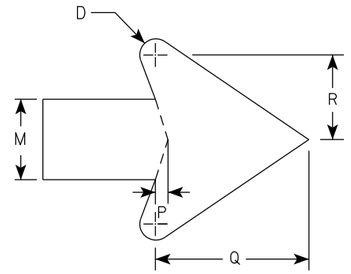
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 404 | E

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 1/2	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 1/2	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 1/2	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 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

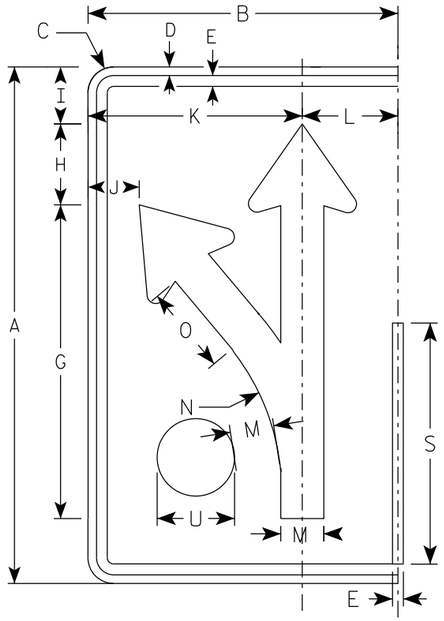
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

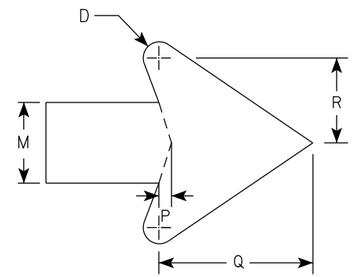
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E

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	18	1 1/2	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 1/2	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 1/2	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 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

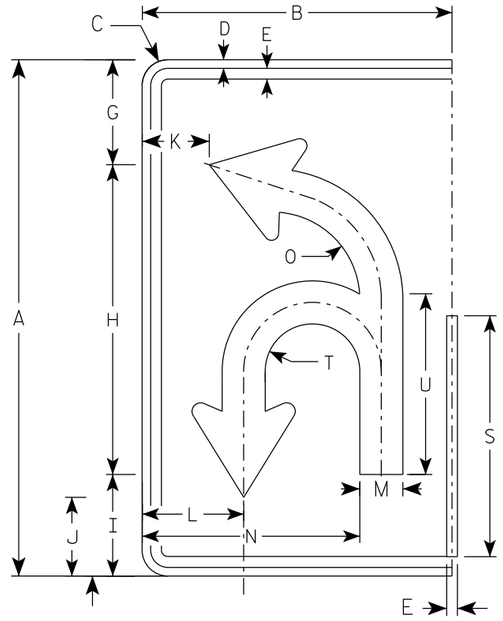
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

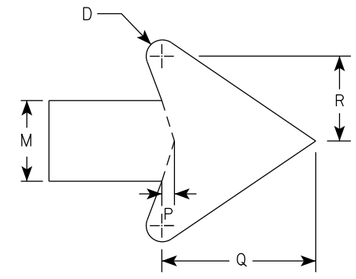
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E

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 1/2	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 1/2	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 1/2	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 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

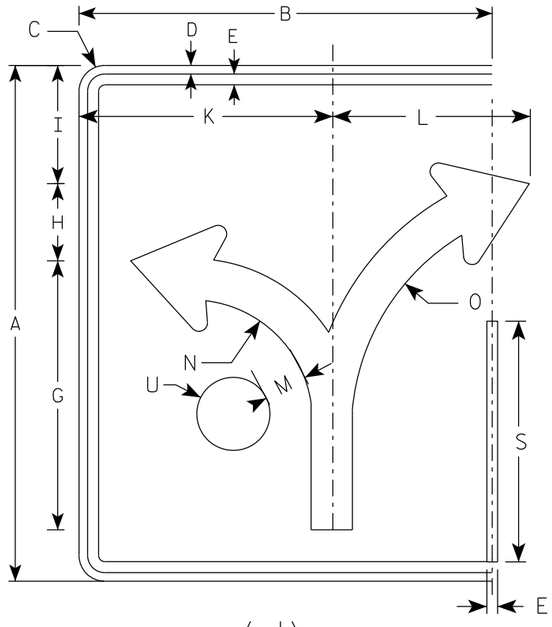
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

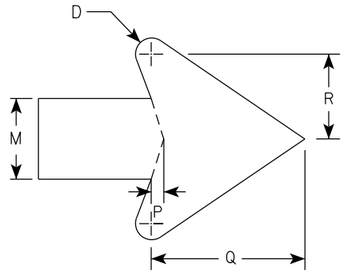
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 407 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



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 1/2	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 1/2	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 1/2	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 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

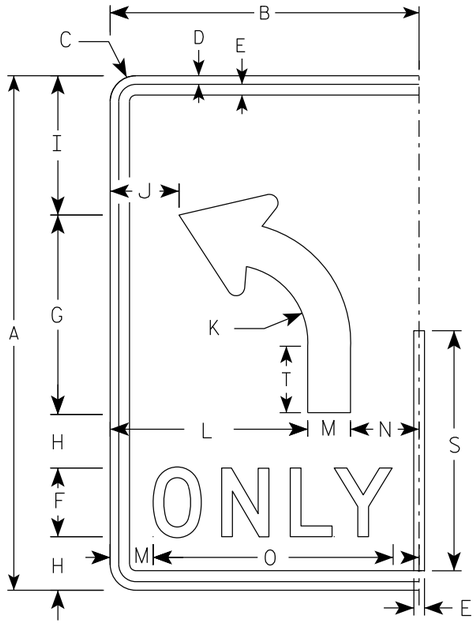
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 408 | E

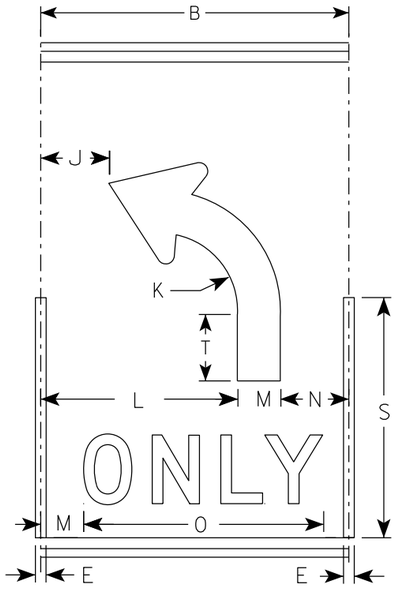
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

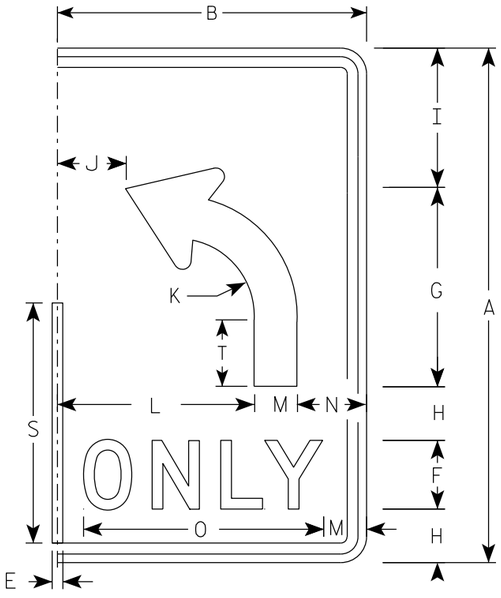
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



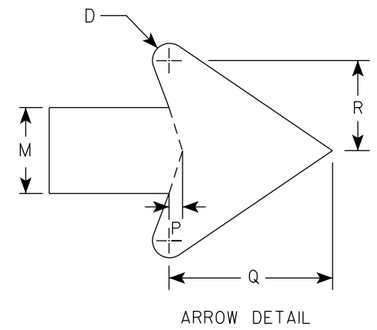
(L)



(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 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

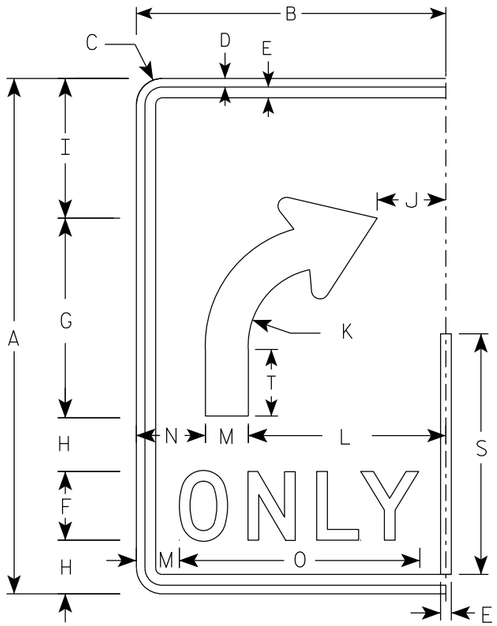
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

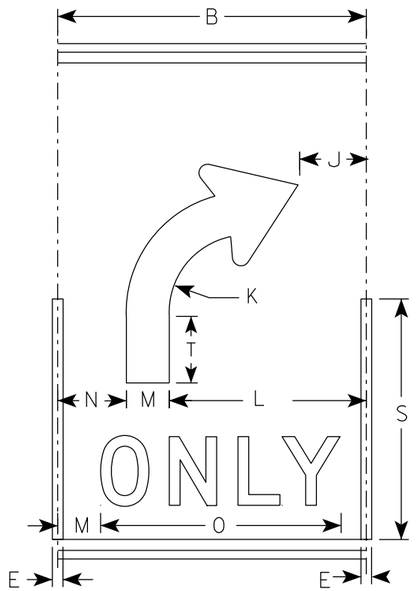
SHEET NO: 409 E

NOTES

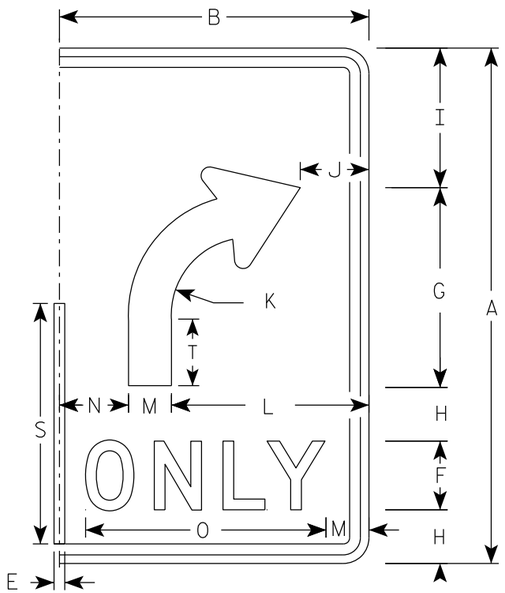
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



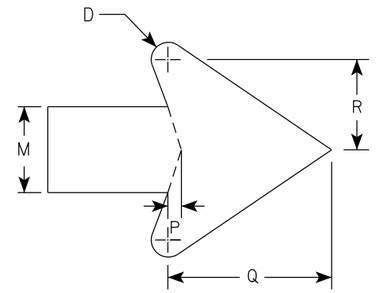
(R)



(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 1/2	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 1/2	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 1/2	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

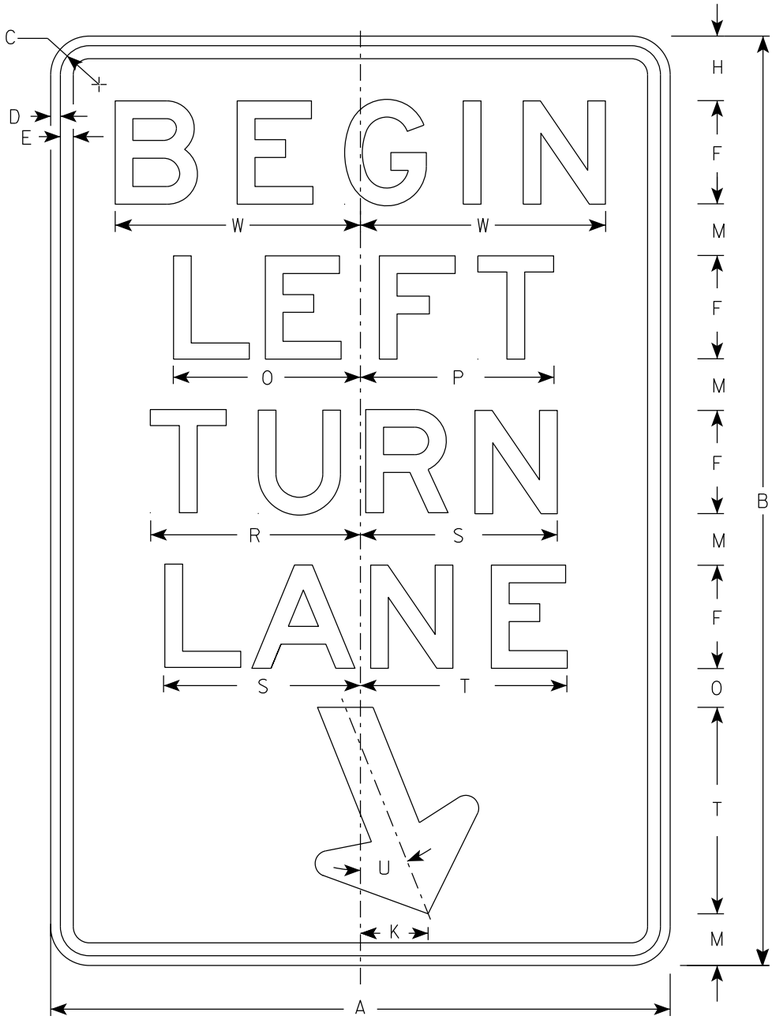
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

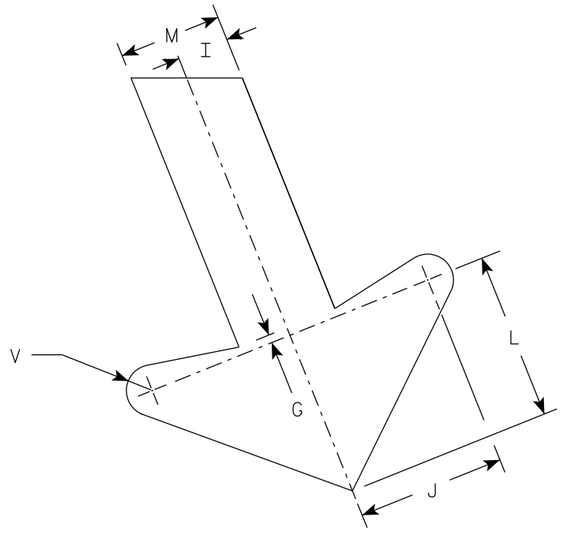
SHEET NO: 410 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - 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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

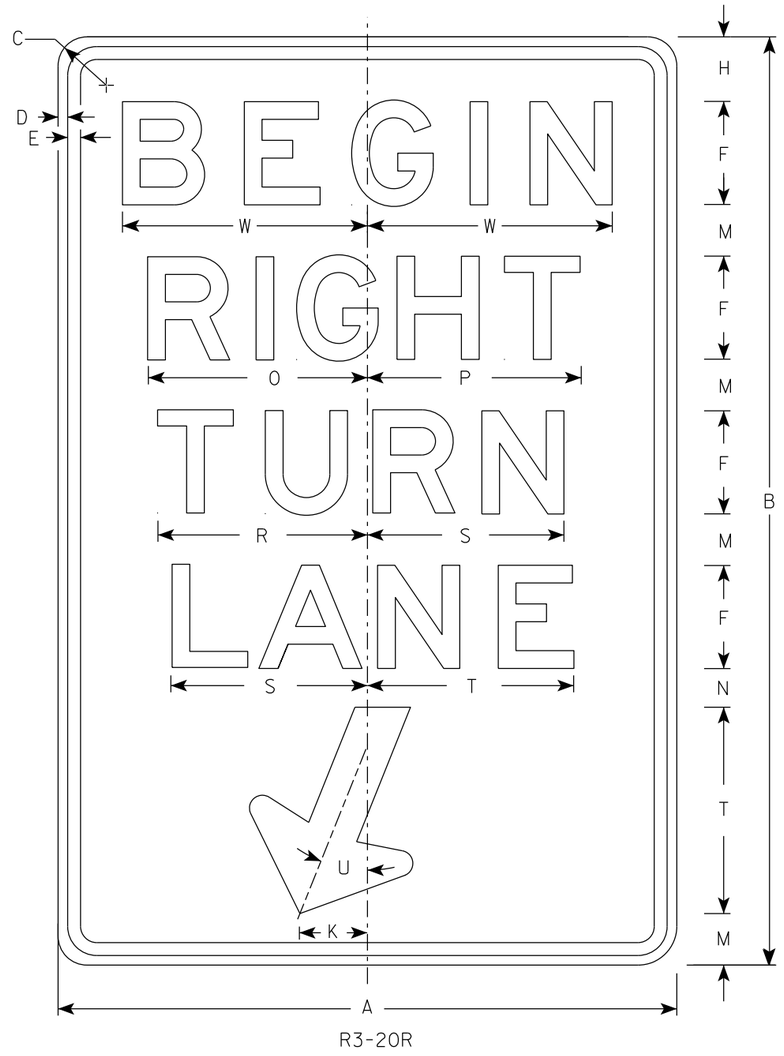
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

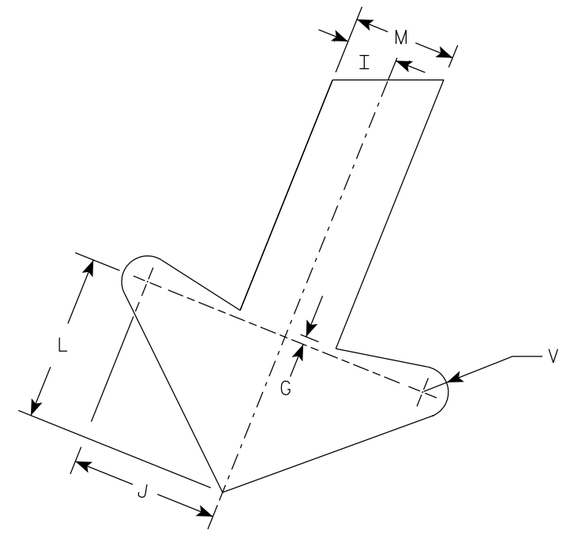
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 411 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - 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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

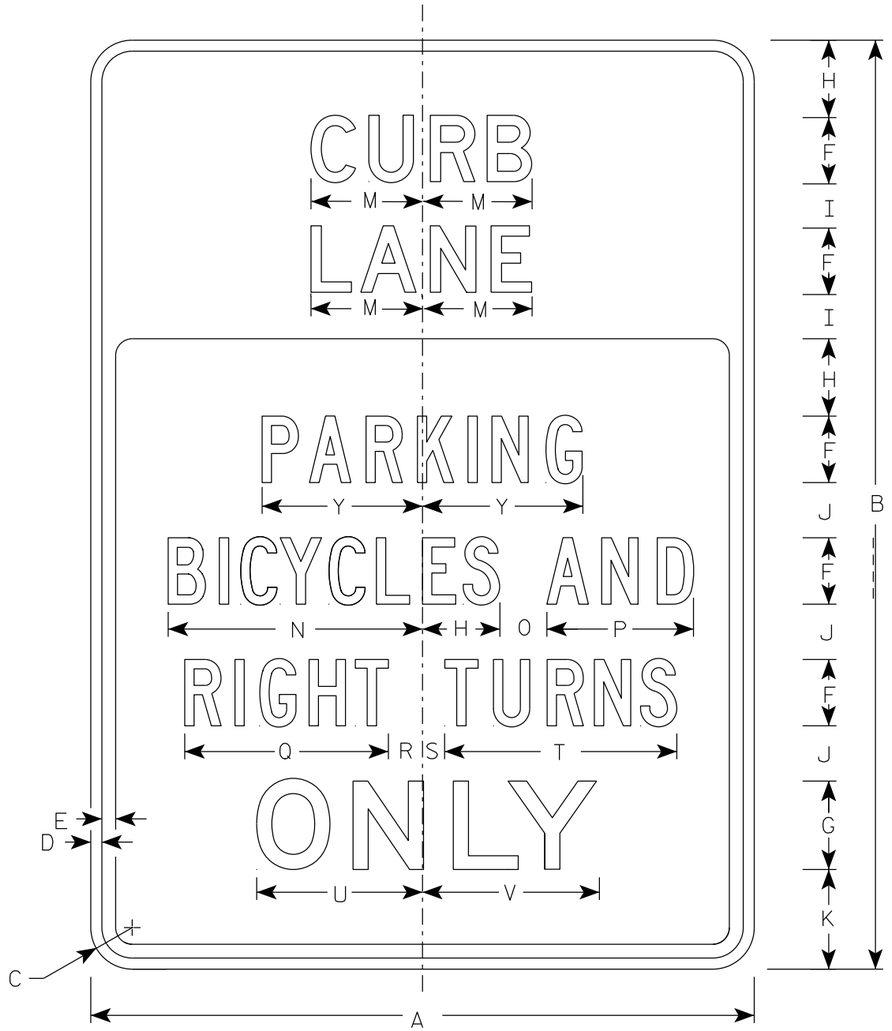
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 412 | E



R3-52P

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Message Series - See Note 5
4. Top symbol and legend are White Type H Reflective with a Black background,
   Bottom legend is Black with White Type H Reflective background.
5. Lines 1 and 2 are series D.
   Lines 3 and 4 and 5 are Series C
   Bottom line is series E.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	42	1 7/8	1/2	5/8	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8			7 1/4		8.75
2M	30	42	1 7/8	1/2	5/8	3	4	3 1/2	2	2 1/2	4 1/2		5	11 1/2	2 1/8	6 5/8	9 1/4	1 1/2	1	10 1/2	7 1/2	8			7 1/4		8.75
3																											
4																											
5																											

STANDARD SIGN
R3-52P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

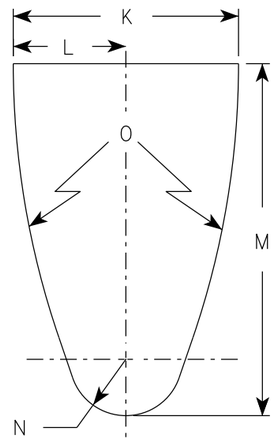
DATE 3/27/24 PLATE NO. R3-52P.2

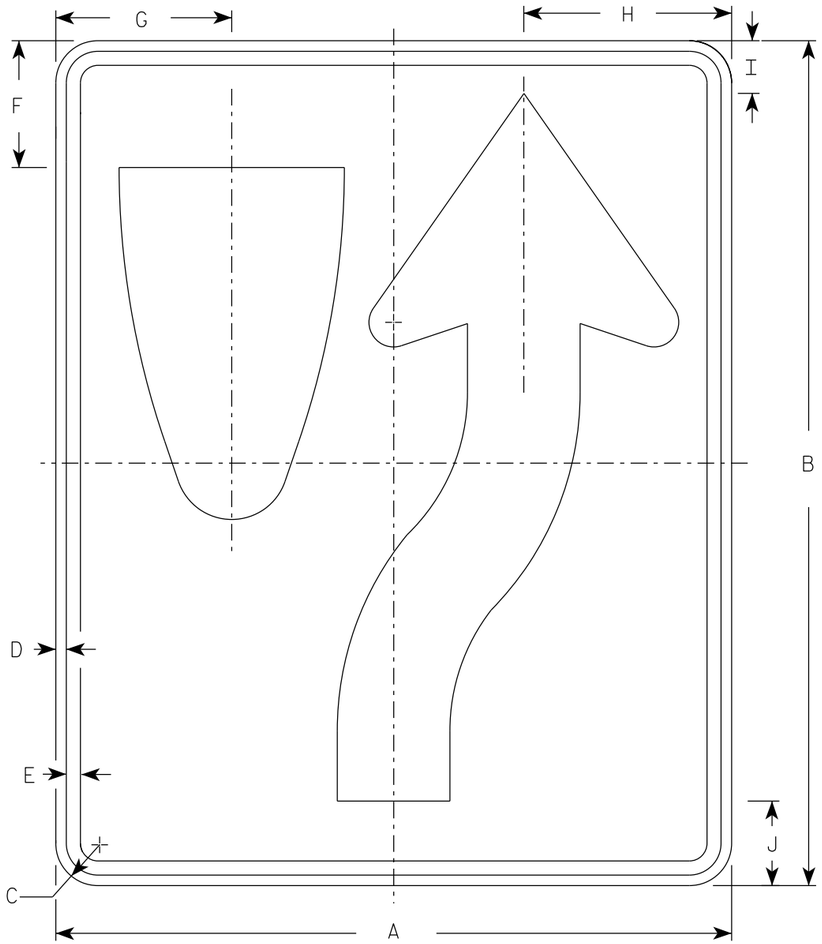
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

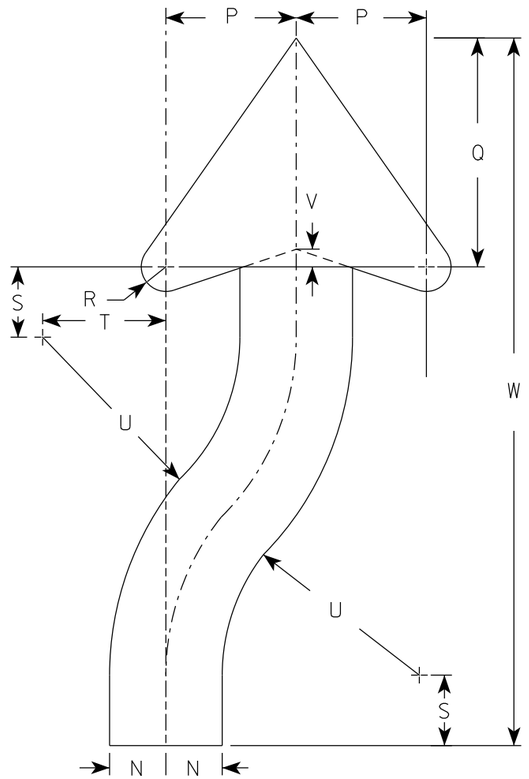
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

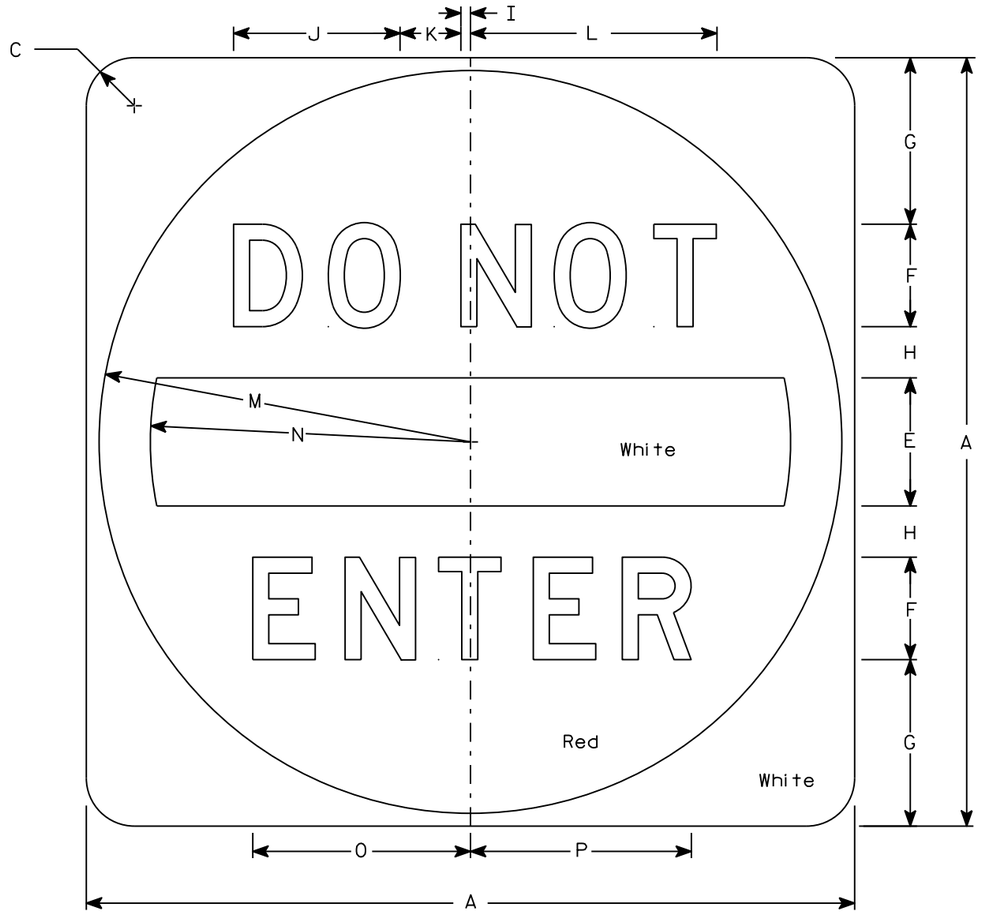
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 414	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

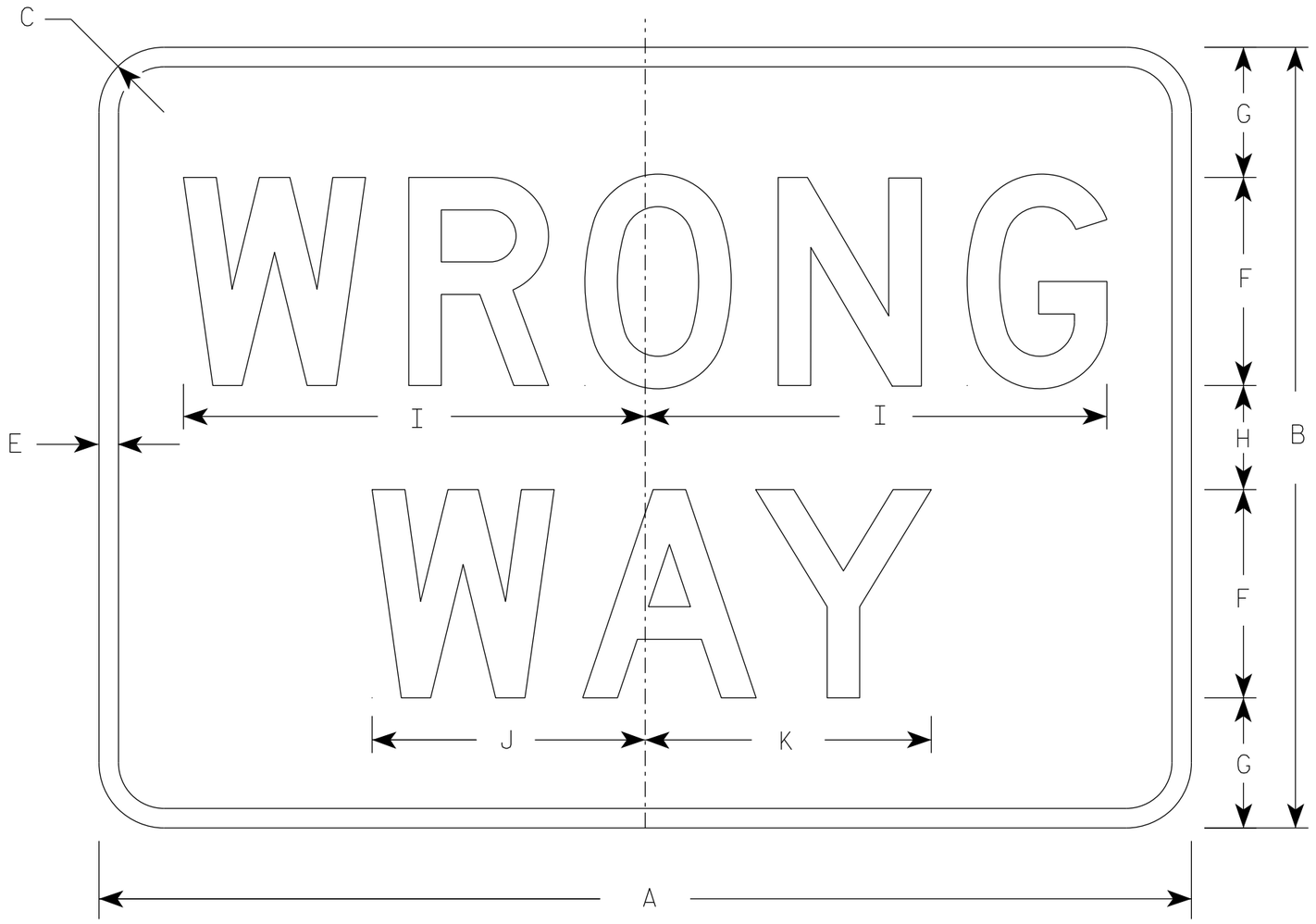
STANDARD SIGN
R5-1

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: 415 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

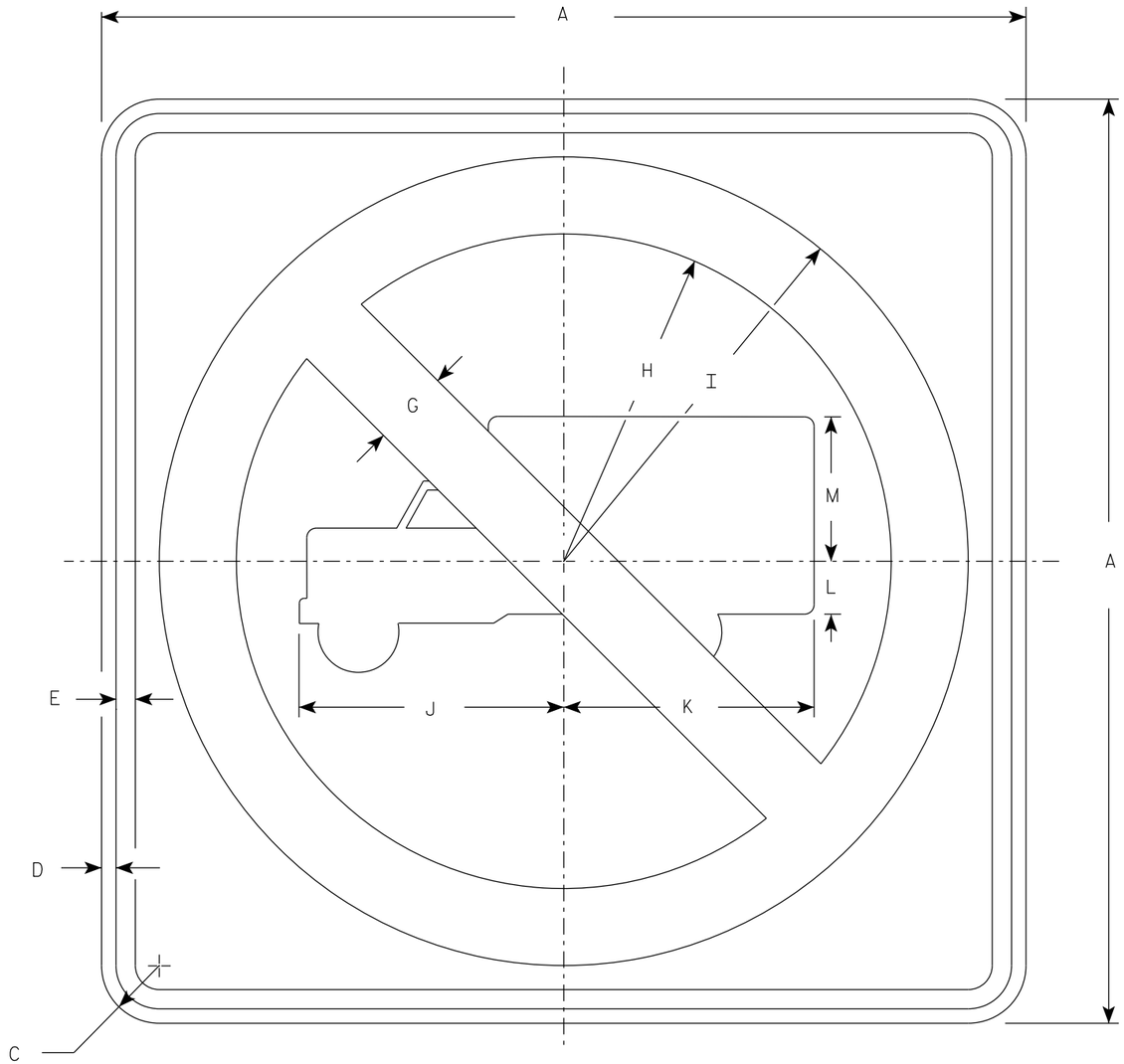
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 416 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - 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																											
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

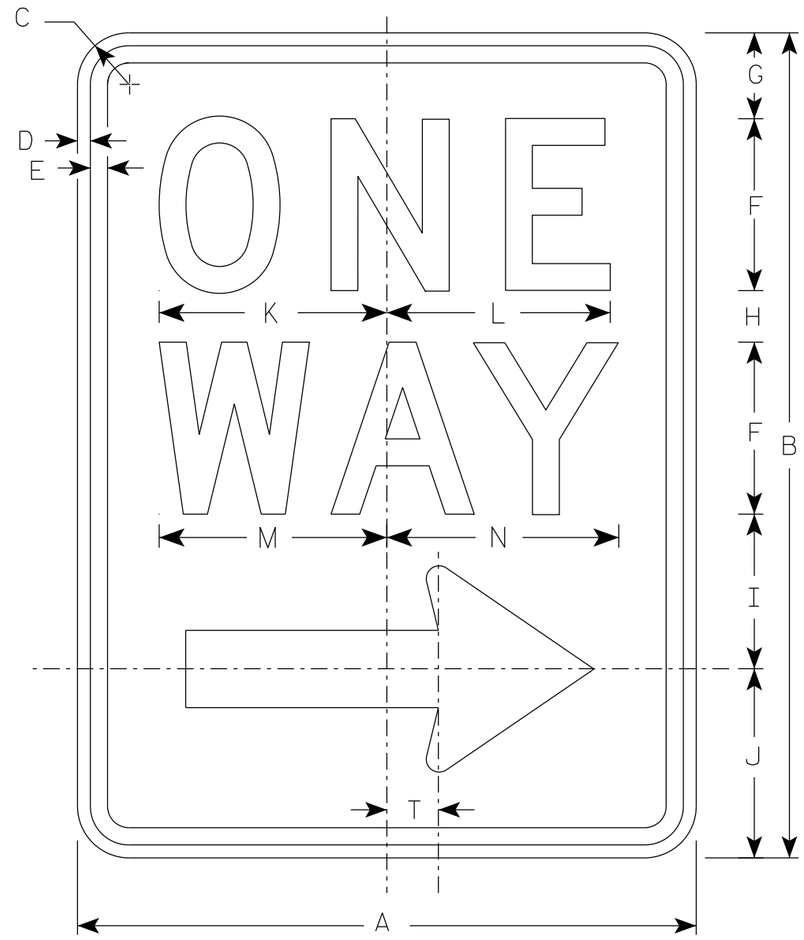
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 417 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R52.dgn PLOT DATE : 17-AUG 2023 3:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7

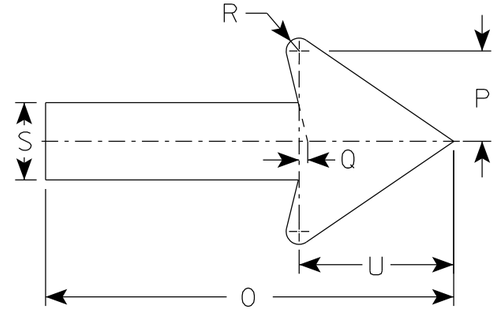
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	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	1 1/2	1 1/2	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 7/8	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

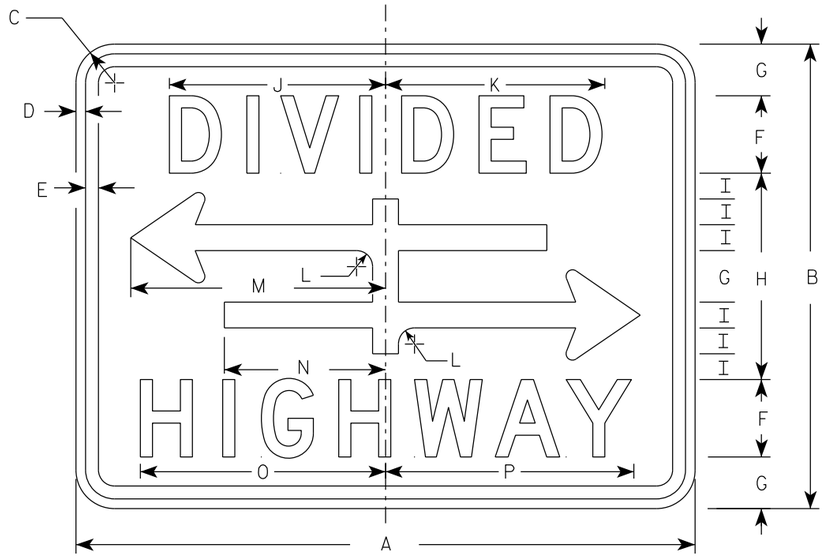
APPROVED Matthew R Rauch
for State Traffic Engineer

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

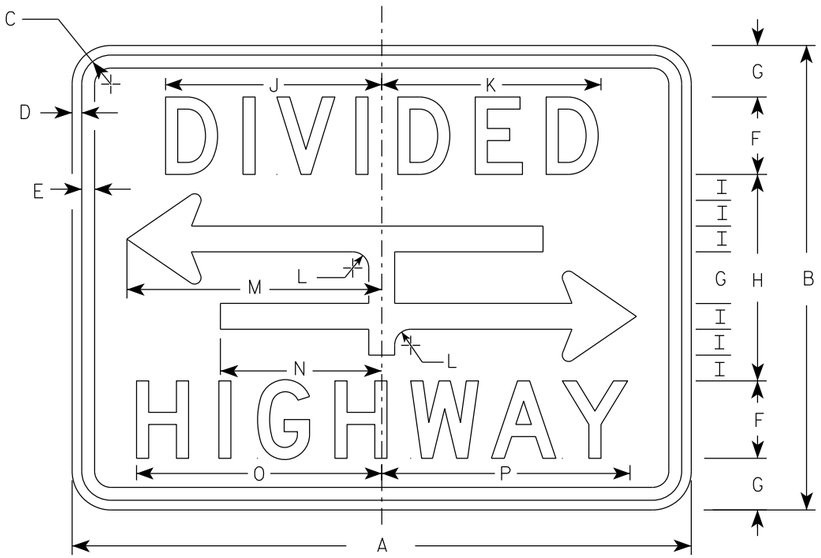
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 418 | E

NOTES

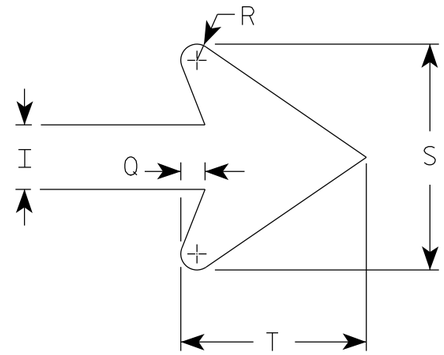
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R6-3



R6-3A



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	18	1 1/2	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

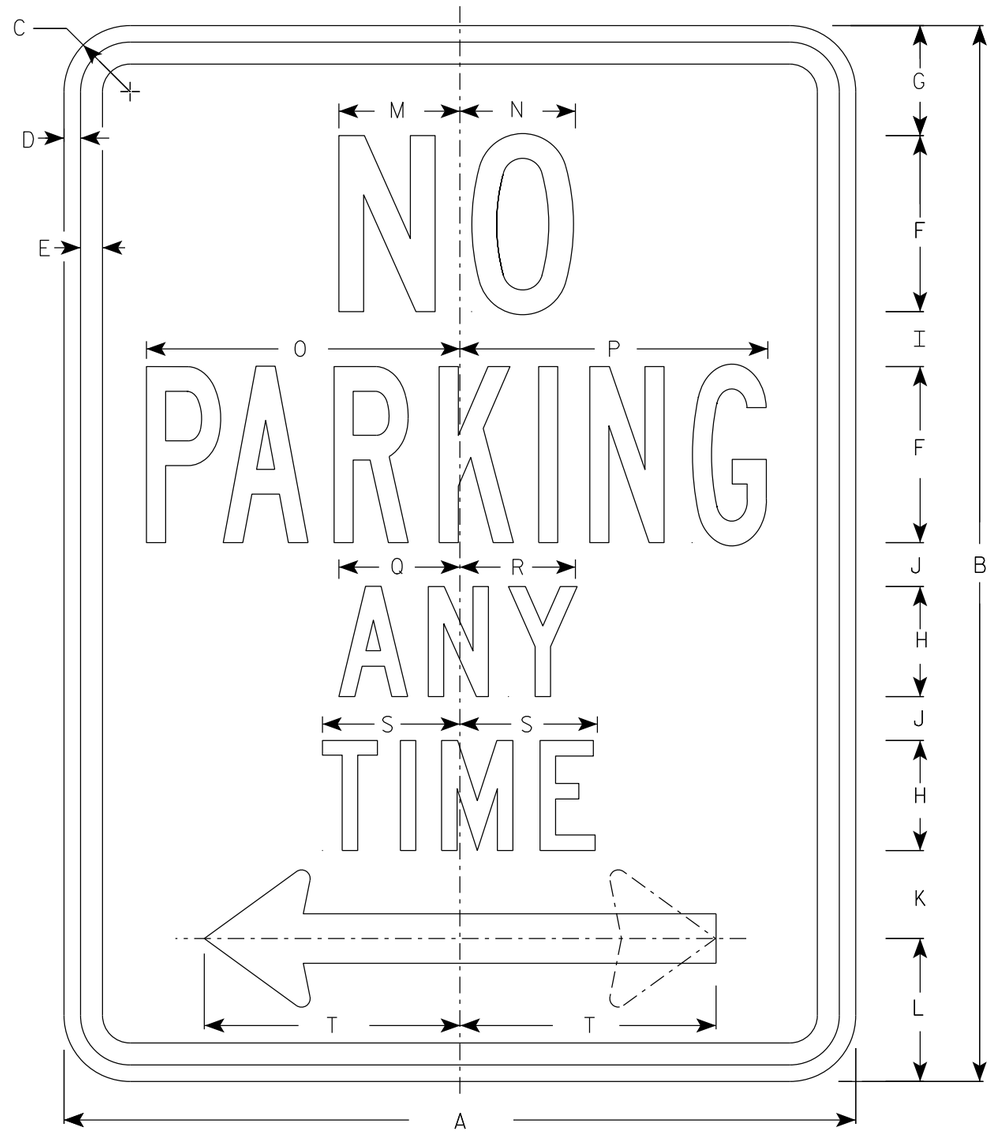
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 419 E

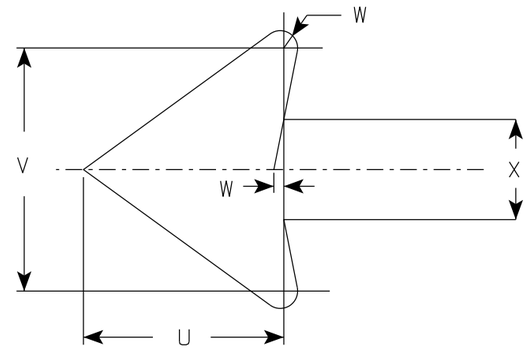


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

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	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

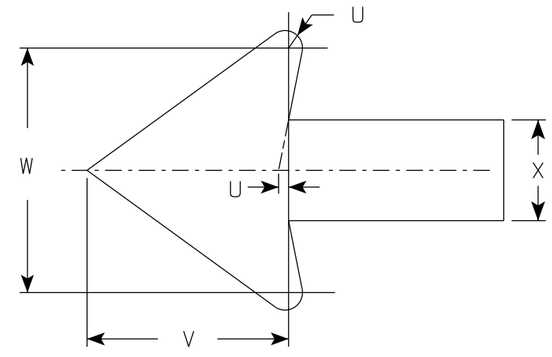
DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 420 | E

R7-52

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-52D (double arrow)
   R7-52L (left arrow)
   R7-52R (right arrow)



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	12	18	1 1/2	3/8	3/8	3	1 7/8	1 1/2	7/8	7/8	2	2 1/2	2	2	4 7/8	4 7/8	3 7/8	3 3/4	2 3/8	3 7/8	1/8	1 1/2	1 3/4	3/4			1.5
2S	18	24	1 1/2	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	6 3/8	6 1/4	3 7/8	5 7/8	1/4	2 1/4	2 5/8	1 1/8			3.0
2M	24	30	1 1/2	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 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
3	24	30	1 1/2	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 5/8	7 5/8	4 3/4	7 3/4	1/4	3	3 1/2	1 1/2			5.0
4																											
5																											

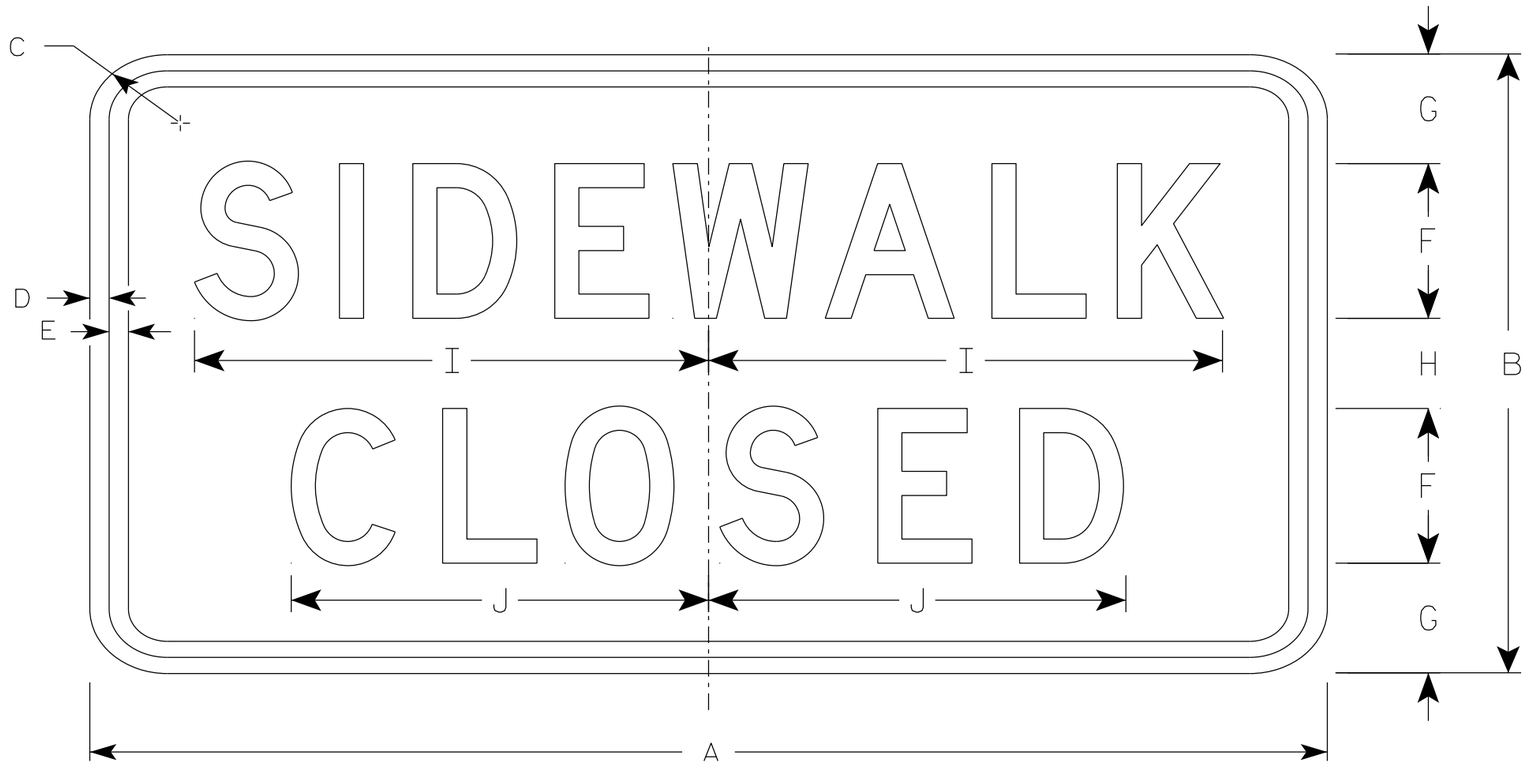
STANDARD SIGN
R7-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-52.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 421	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

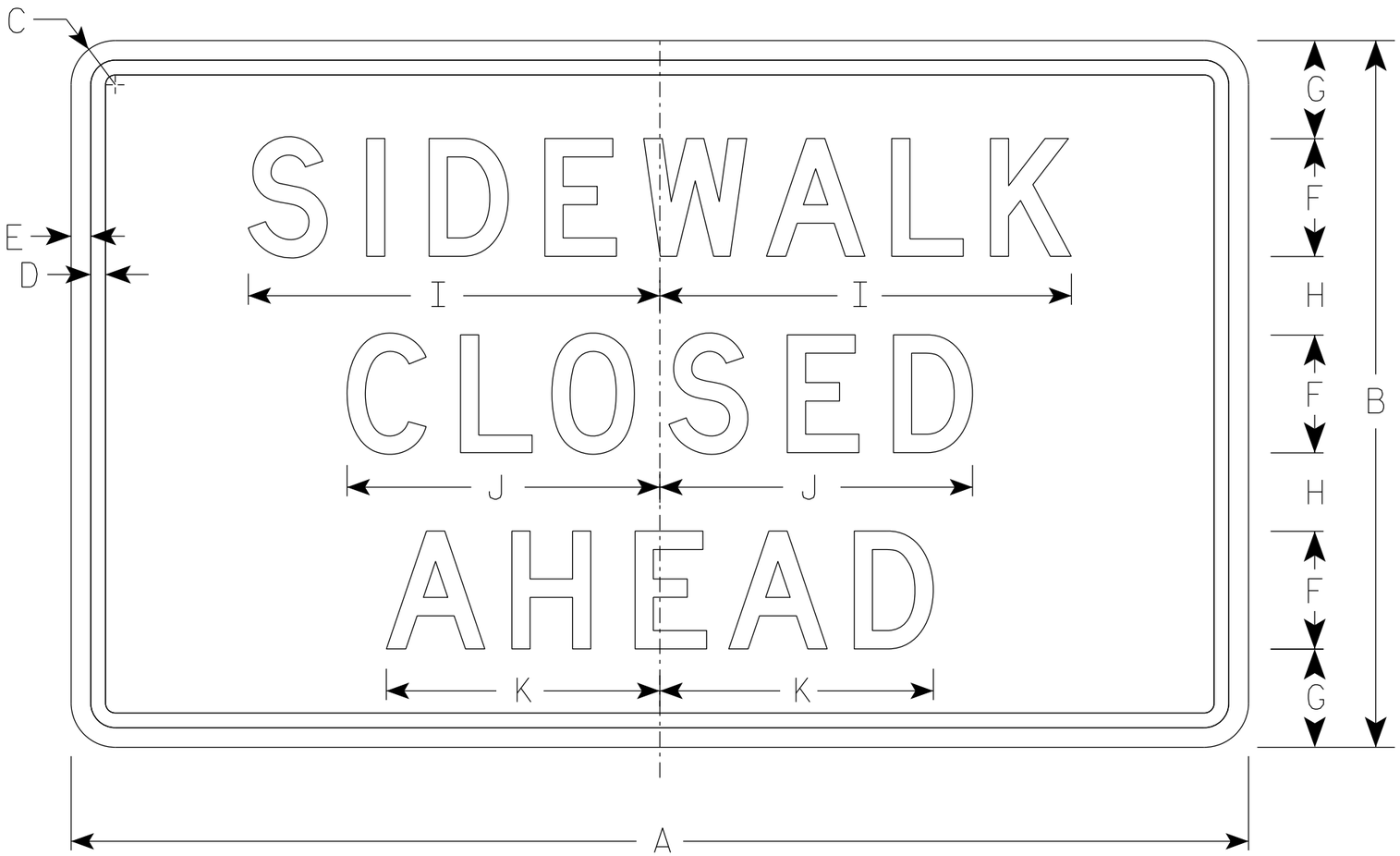
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 422 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

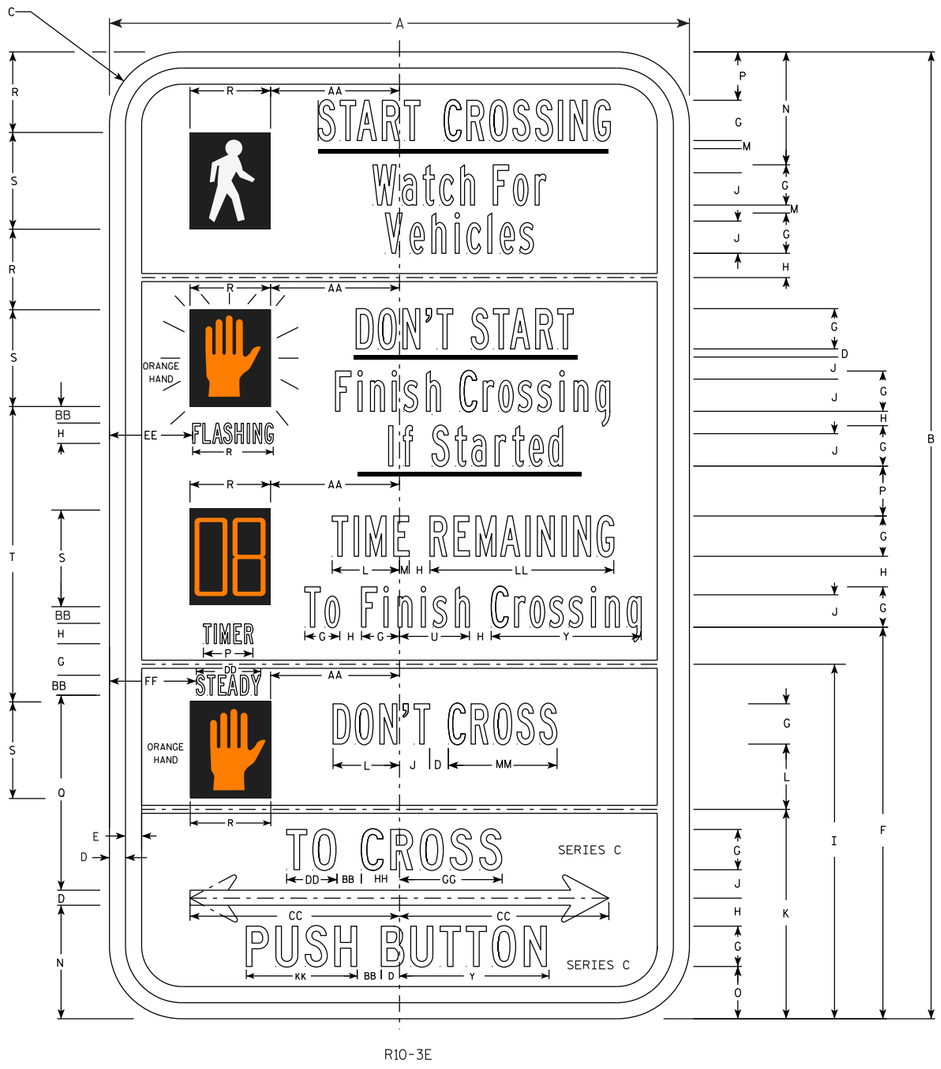
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

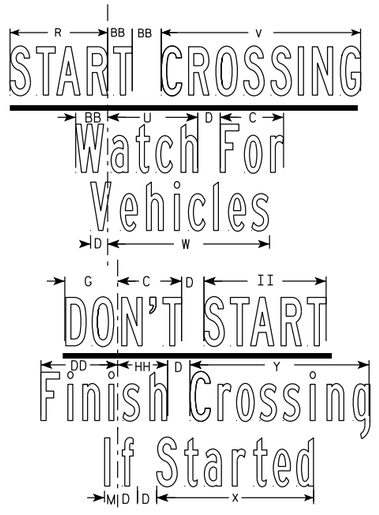
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 | E



R10-3E

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK except Hand Symbol which is Orange with black background.
3. Message Series - B or as noted on the sign.
4. R10-3ER (right arrow)
   R10-3EL (left arrow)
   R10-3ED (double arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	10	1 1/2	1/8	1/8	4	3/8	1/4	4 1/8	1/4	2 1/8	3/4	1/8	1 1/8	1/2	1/2	2 1/4	7/8	1	3	3/4	1 3/4	1 5/8	1 3/8	1 1/2	5/8	0.42
2S	9	15	1 1/2	1/4	1/4	6 1/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	4 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.94
2M	9	15	1 1/2	1/4	1/4	6 1/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	4 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.94
3																											
4																											

SIZE	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	Area sq. ft.
1	1 3/8	1/4	2 1/4	1/2	7/8	7/8	1 1/8	3/8	1	1/2	1 1/8	1 7/8	1 1/8														
2S	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4	2 7/8	1 5/8														
2M	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4	2 7/8	1 5/8														
3																											
4																											

STANDARD SIGN
R10-3EL,R,D

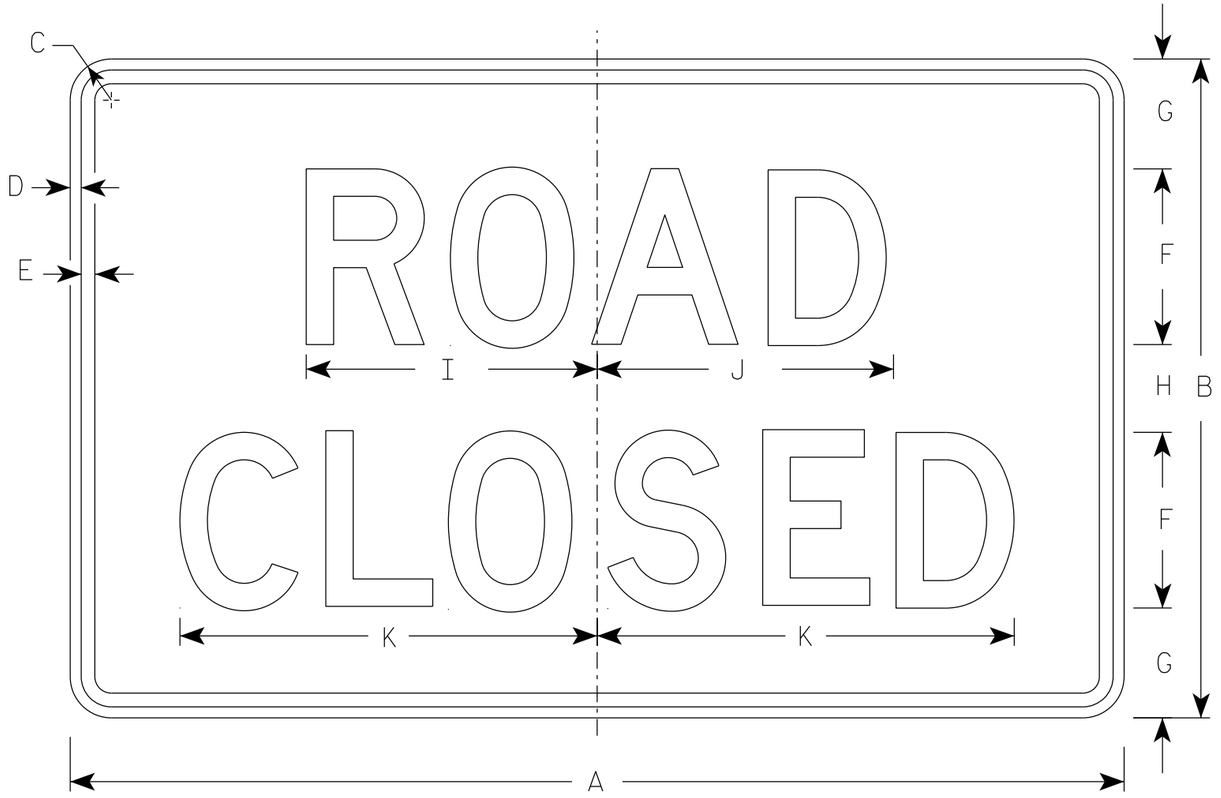
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/24 PLATE NO. R10-3E.3

PROJECT NO:

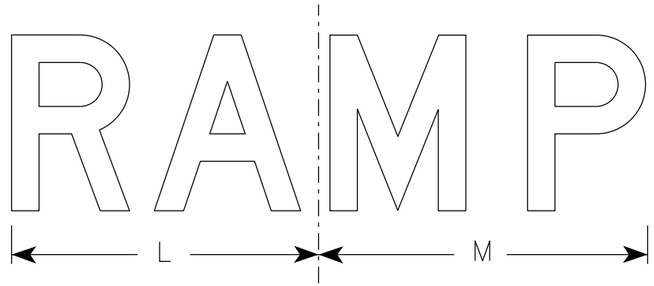
SHEET NO: 424 E



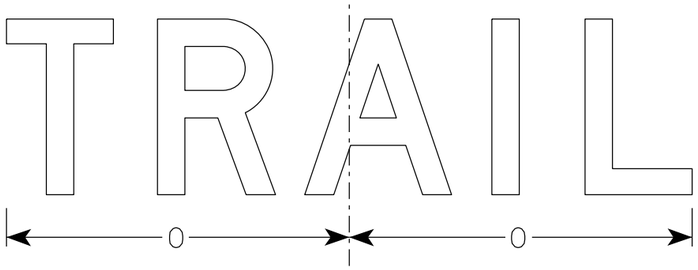
R11-2

NOTES

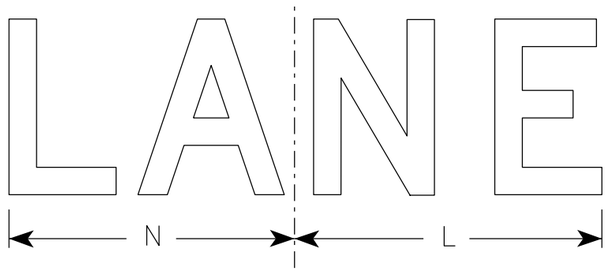
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

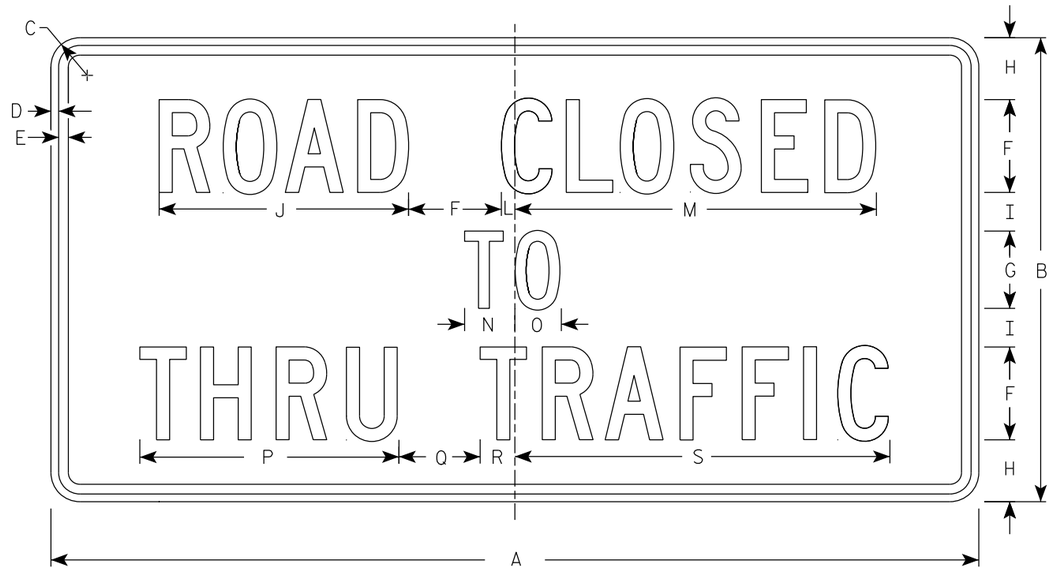
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 425 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 7/8	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 7/8	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																											

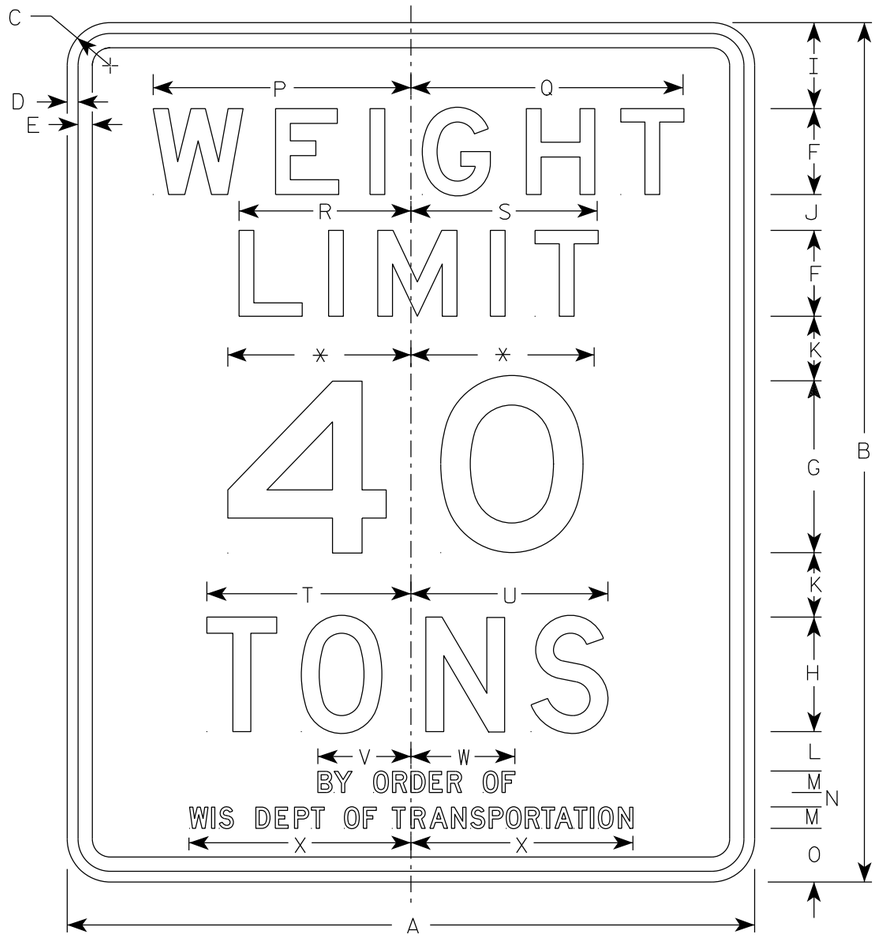
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 E



R12-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2 & 3 are series E
   Lines 4, 5, & 6 are series D.
4. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.
5. Substitute name of county or town on County Trunk and Town Highways respectively. Community name on City or Village Streets including Connecting Highways is optional.

* Varies (see note 4)

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	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2S	24	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2M	24	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
3	36	48	1 7/8	1/2	5/8	6	10	8	4 1/2	2 1/2	2 1/4	1 1/2	3/4	1/2	3	13 1/2	14 1/4	9	9 3/4	10 5/8	10 1/4	3 1/4	3 5/8	7 3/4			12.0
4	48	60	3	3/4	1	6	12	8	6	2 1/2	4 1/2	2 3/4	1 1/2	1	3 3/4	18	19	12	13	14 1/4	13 3/4	6 1/2	7 1/4	15 1/2			20.0
5																											

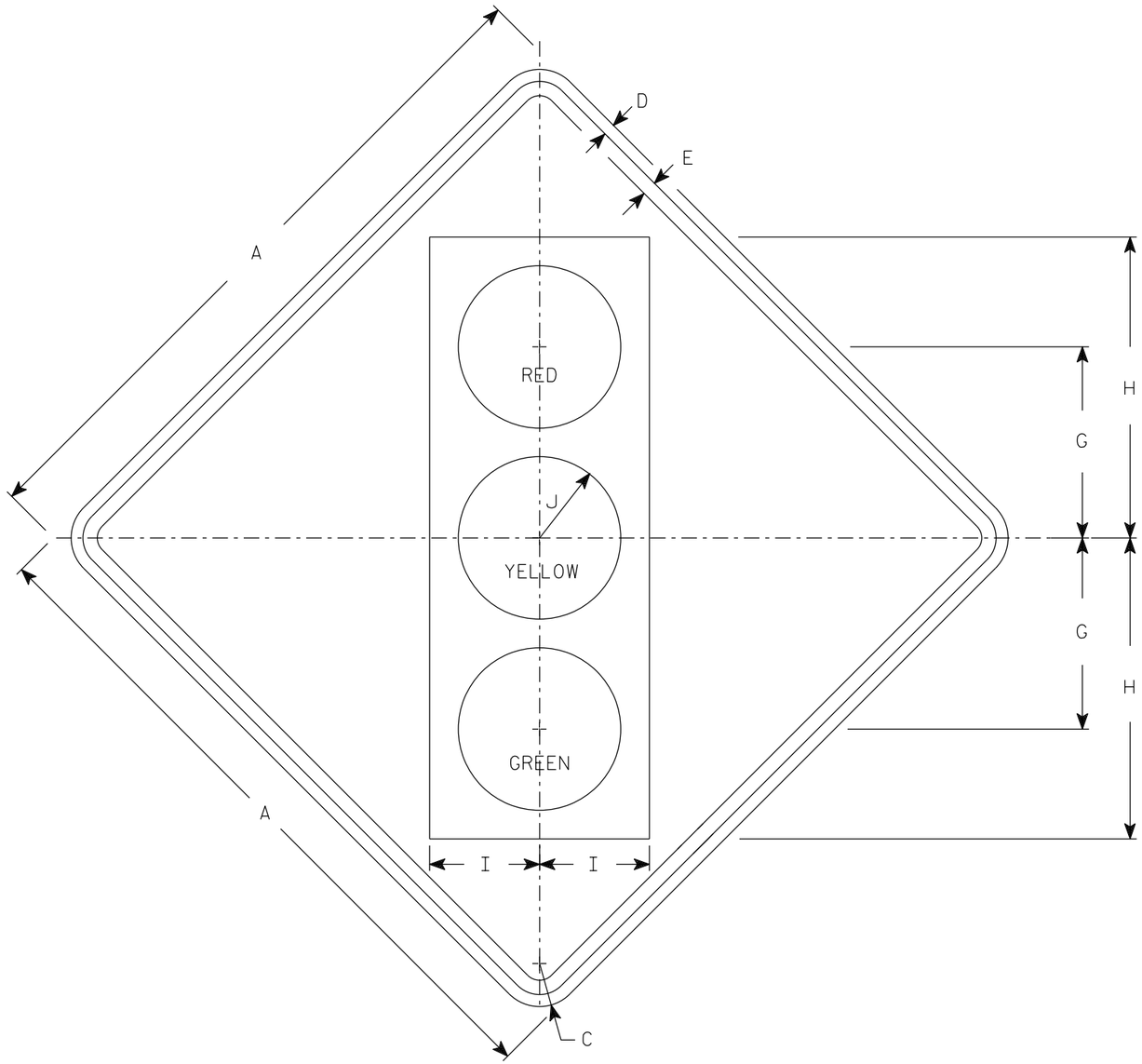
STANDARD SIGN
R12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/24 PLATE NO. R12-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 427 | E



W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

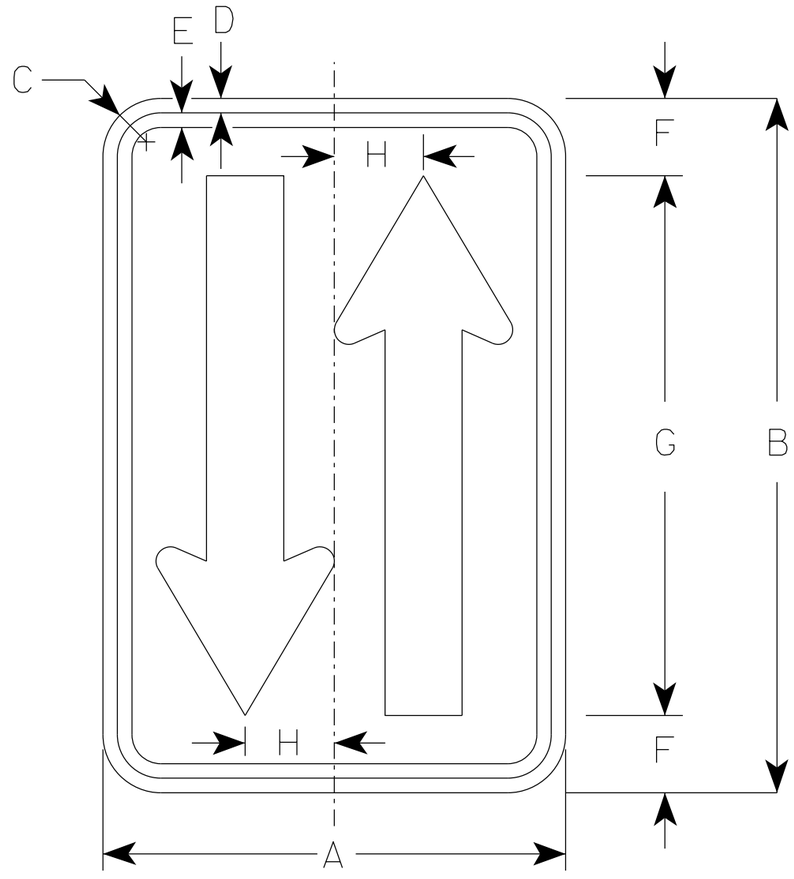
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/2023 PLATE NO. W3-3.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E

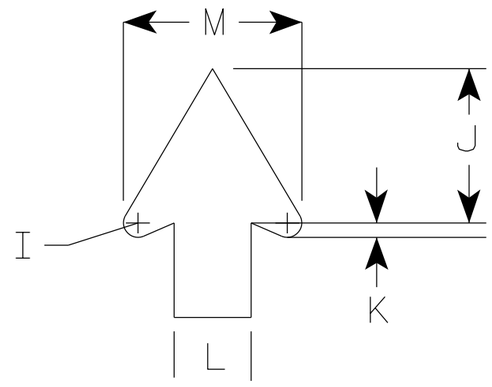
7



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 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
2M	12	18	1 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
3																											
4																											
5																											

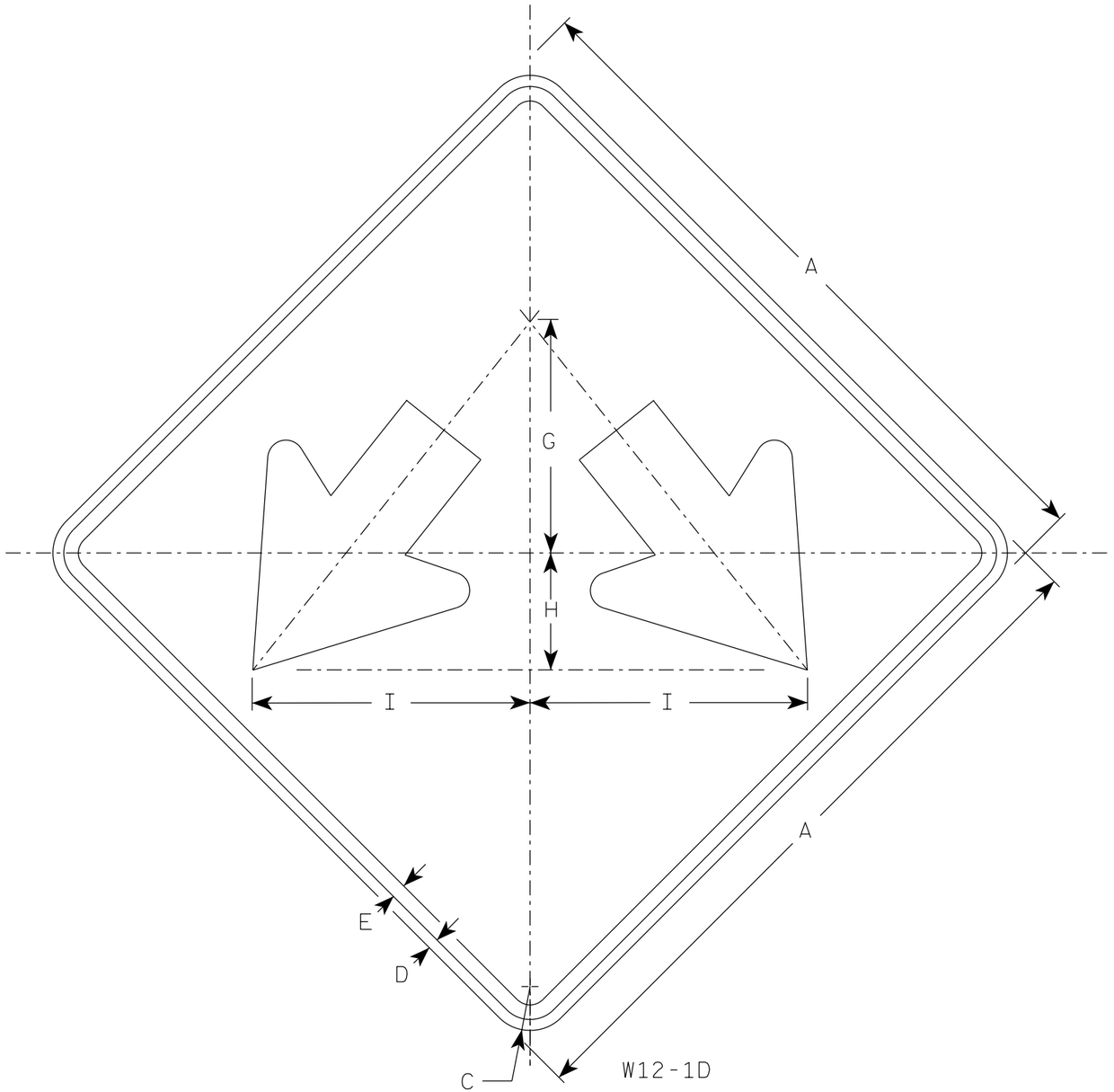
STANDARD SIGN
W6-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

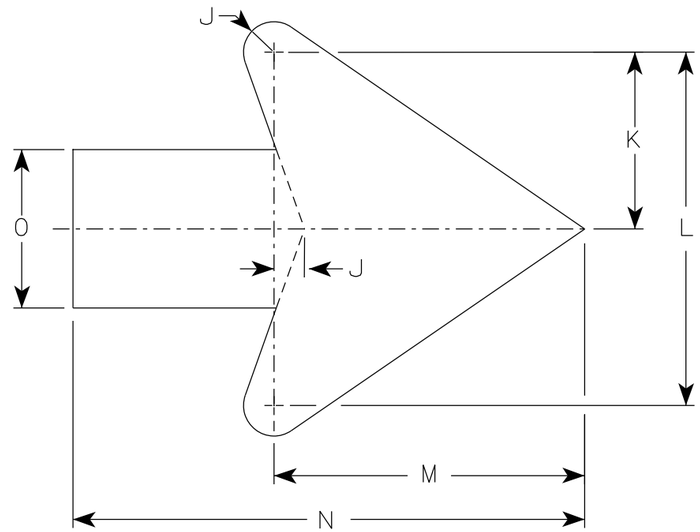
DATE 9/6/2023 PLATE NO. W6-4.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.
1																											
2S	24		1 1/2	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 1/2	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 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	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		3	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

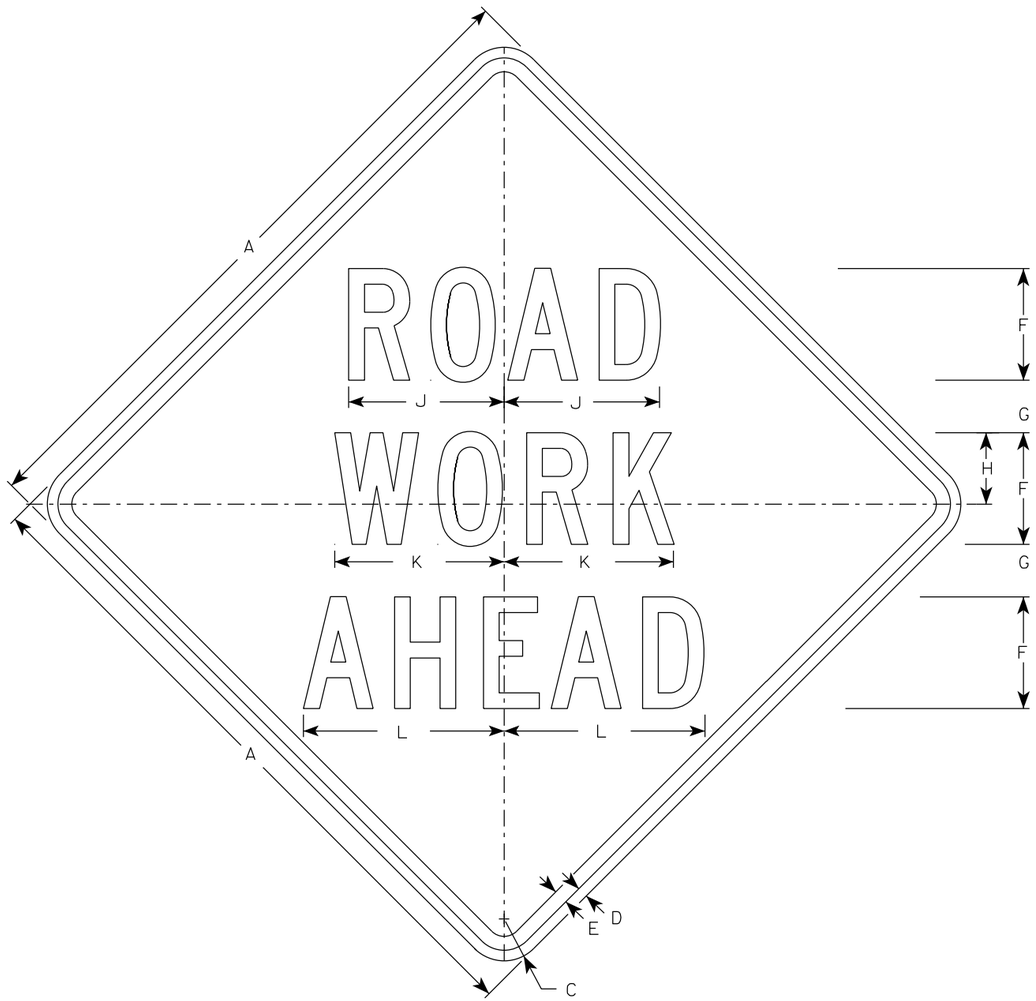
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

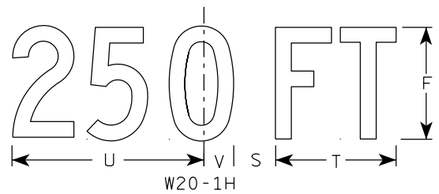
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 430	E

NOTES

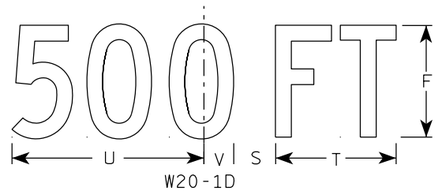
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



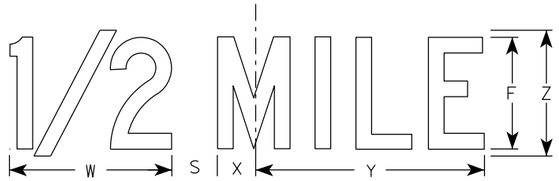
W20-1H



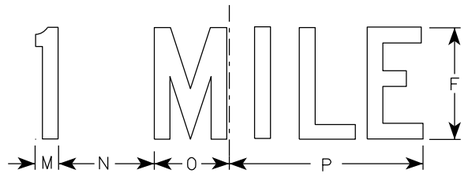
W20-1D

W20-1C

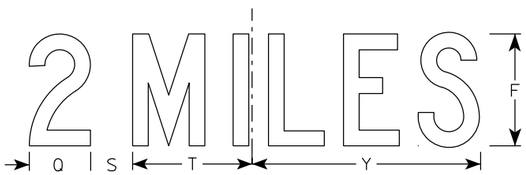
W20-1B



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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

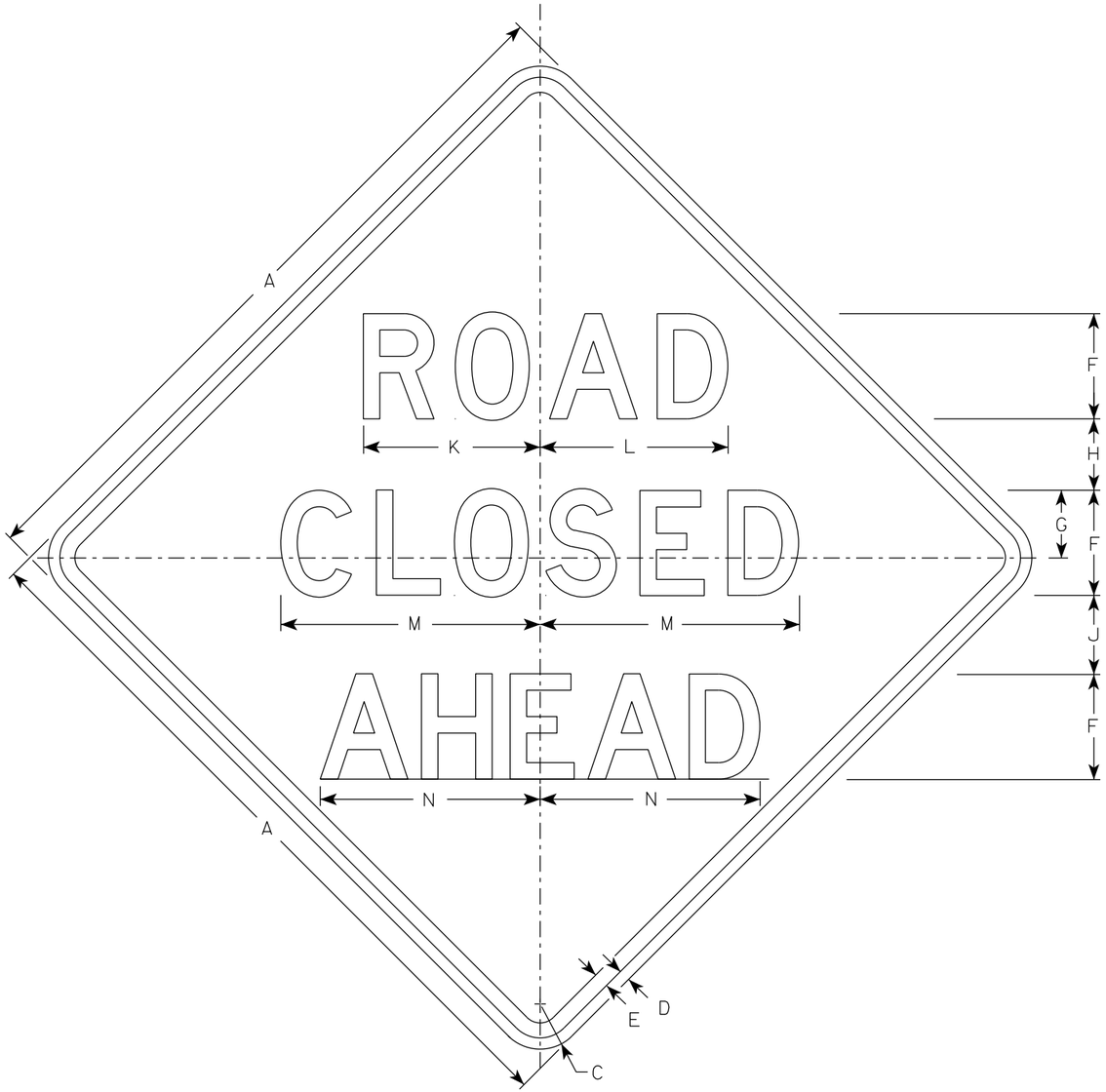
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

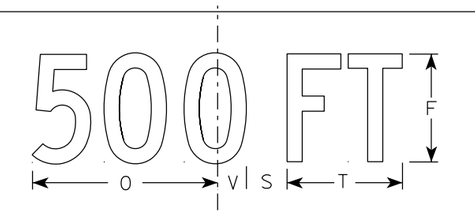
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

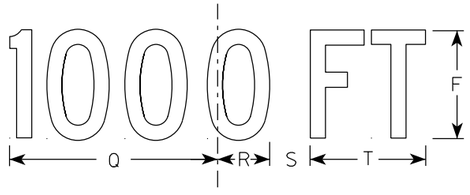
SHEET NO: 431 E



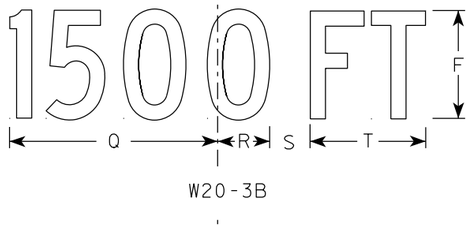
W20-3A



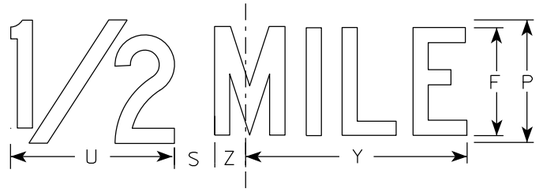
W20-3D



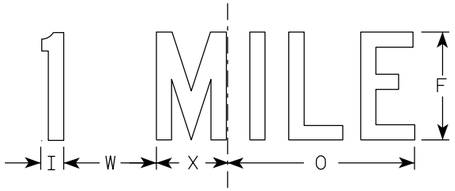
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	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		3	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		3	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		3	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		3	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

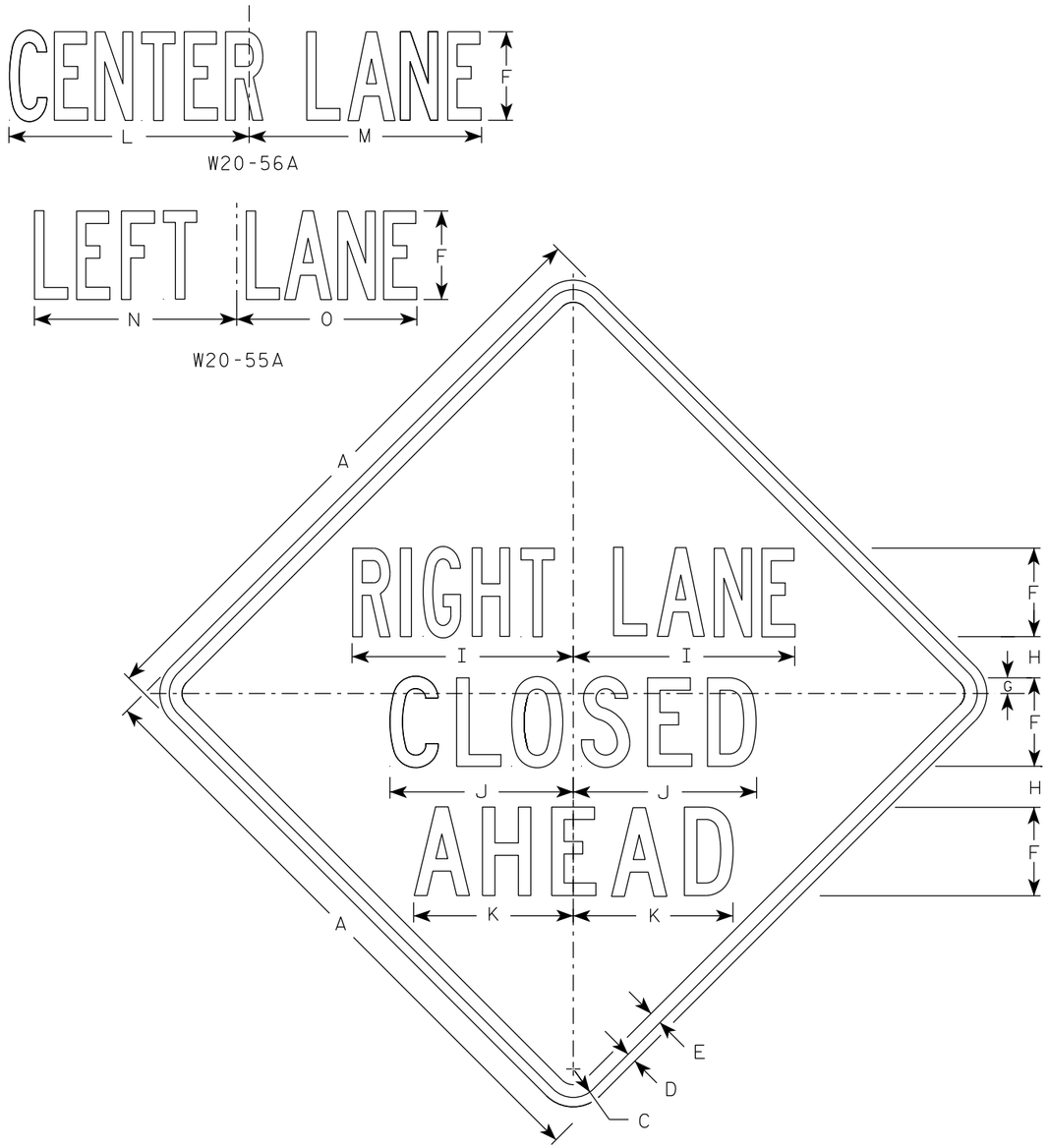
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

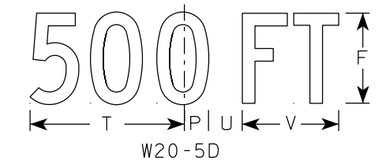
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

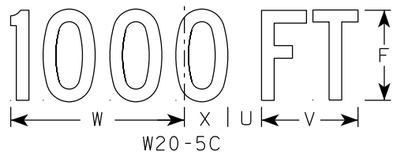
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



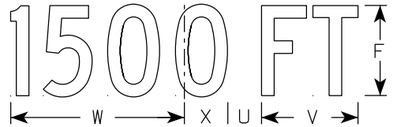
W20-5A



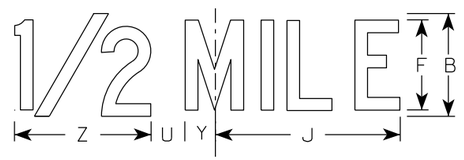
W20-5D



W20-5C



W20-5B



W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective
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. " _____ LANE" is Series B.
   All other copy is 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	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

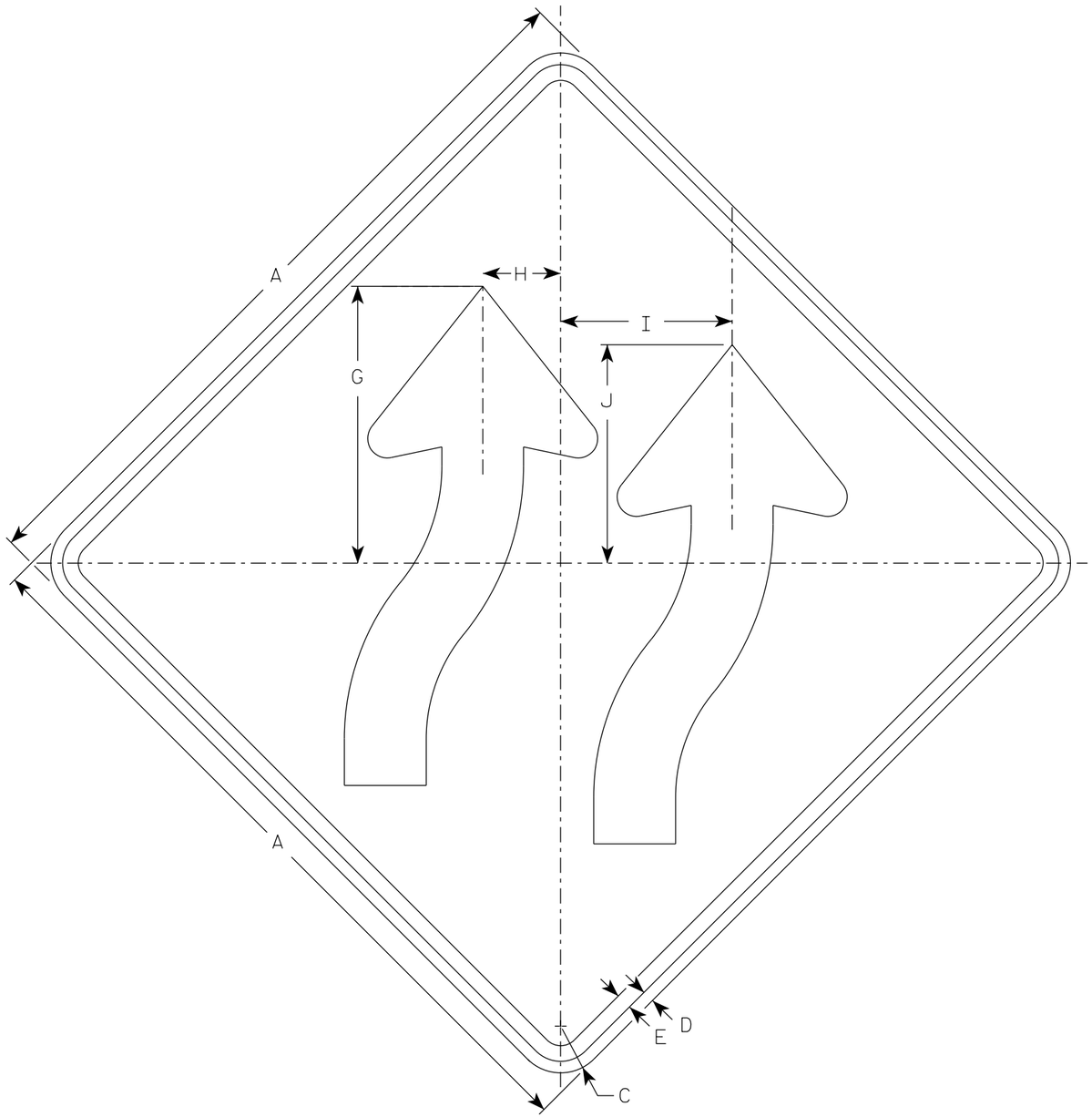
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

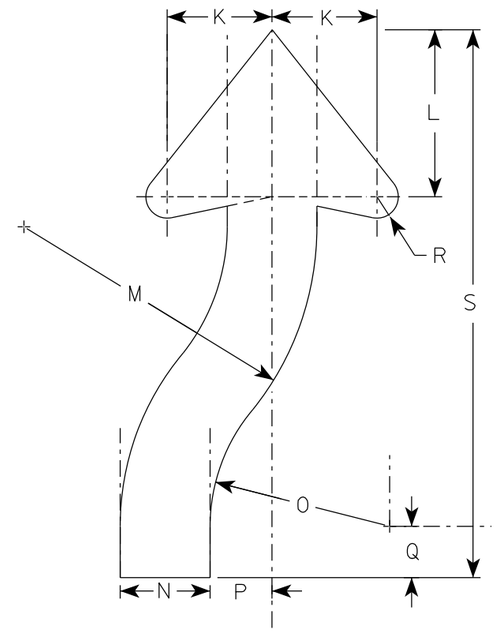
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 | E



W01-4BR

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. W01-4BL is the same as W014-BR exept arrows are 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		2 1/4	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

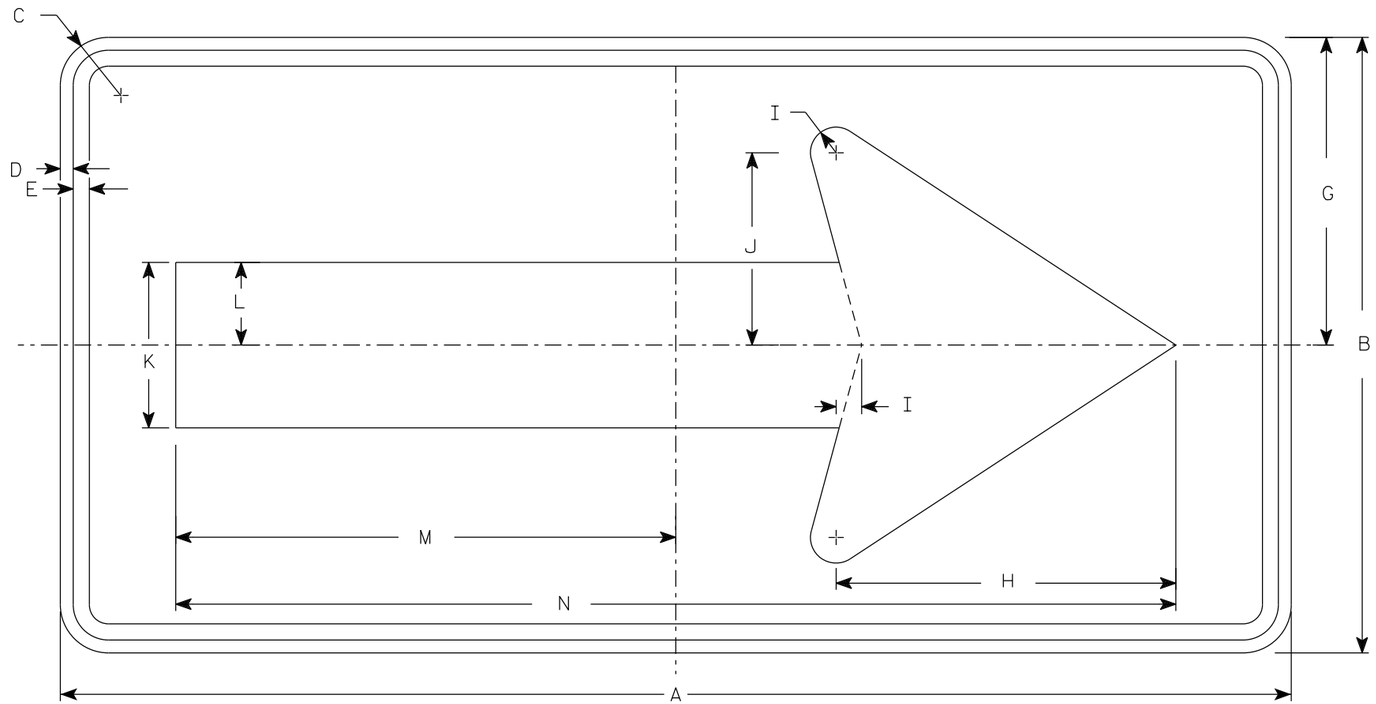
STANDARD SIGN
W01-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



WO1-6

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																											
2S	48	24	1 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

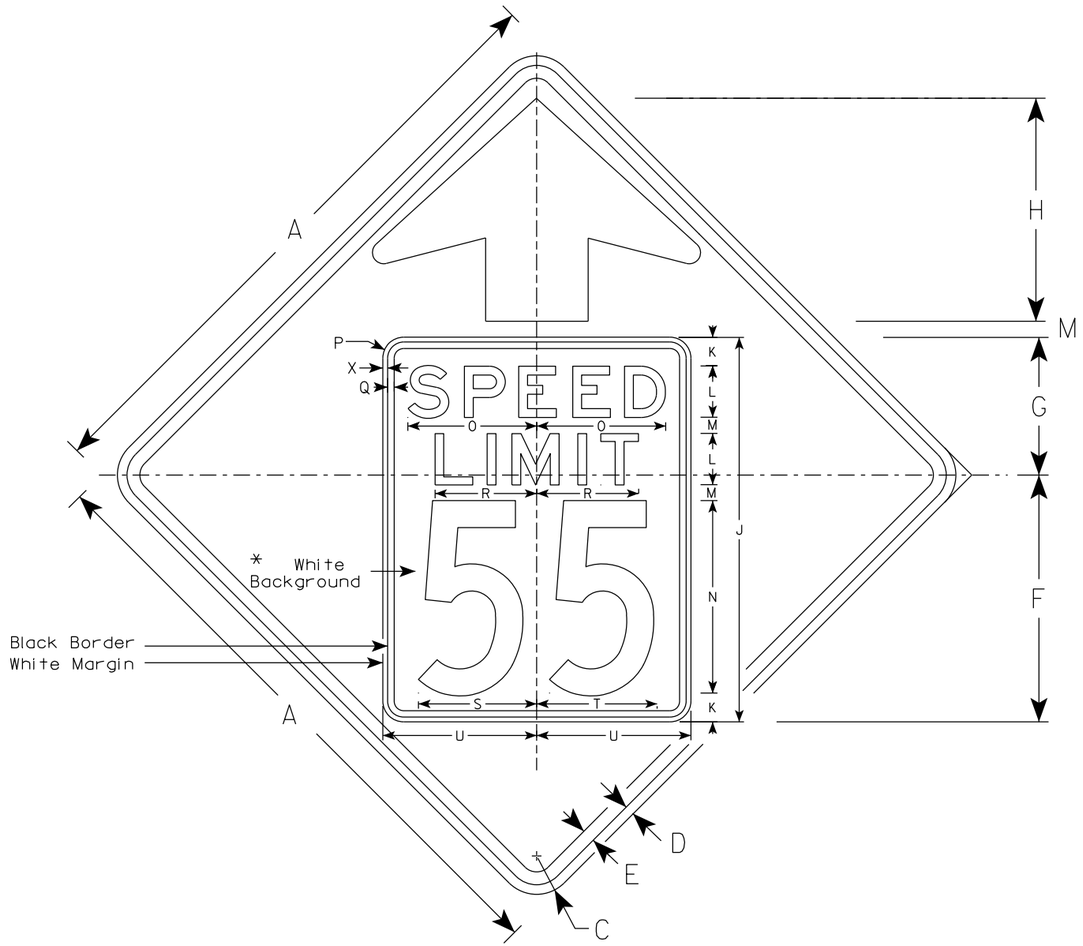
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

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

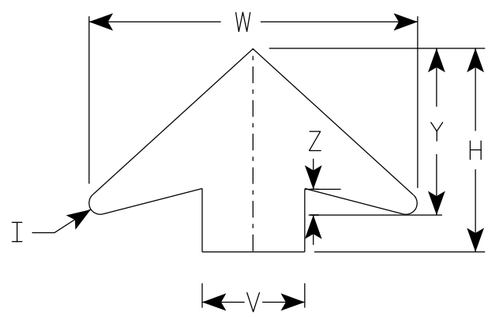


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



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		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

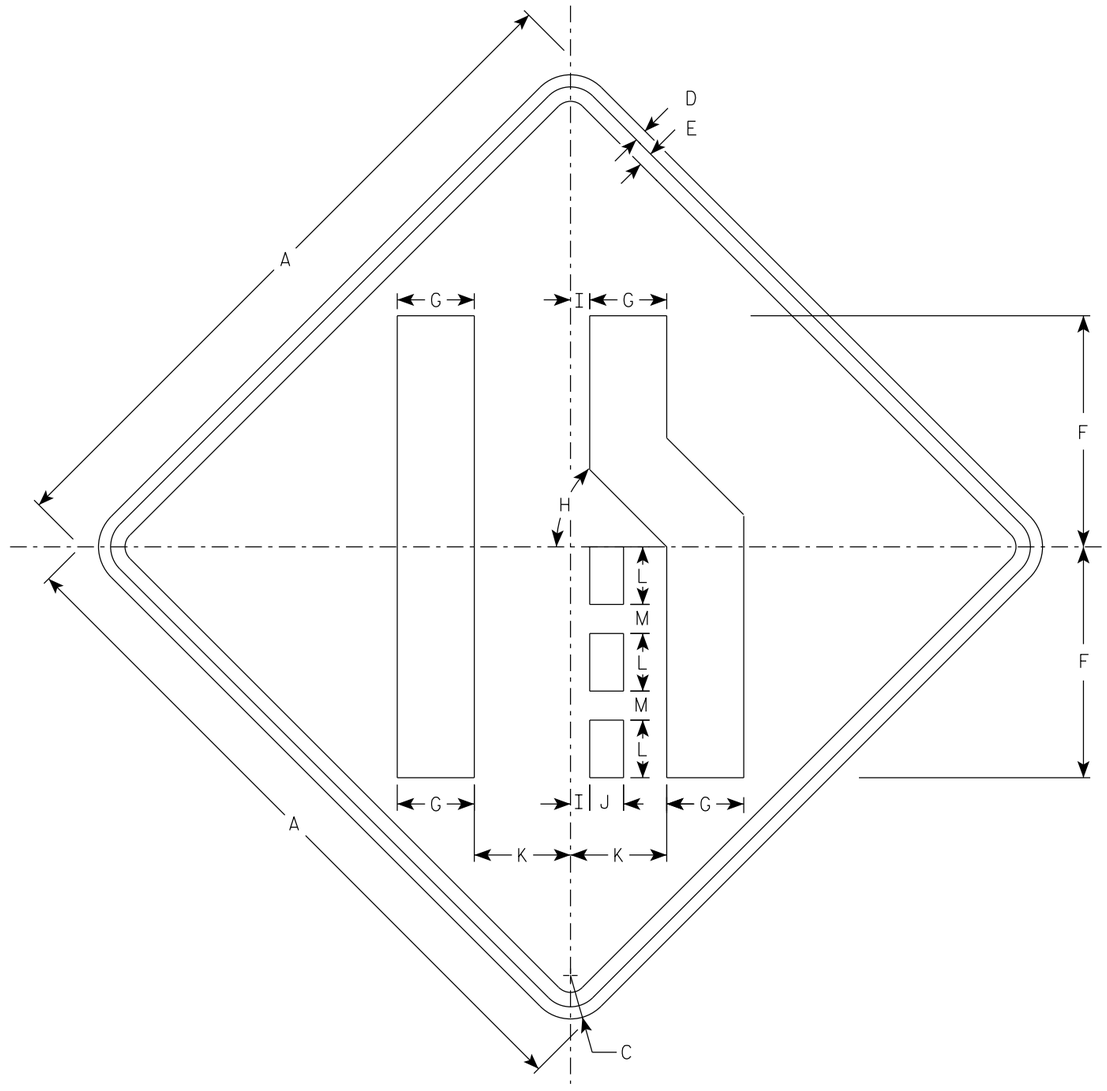
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 436 E



W04-2R

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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 437 E

Division 1 - ALI_O_RL

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
92+72.00	9272.00	0.00	0.00	49.33	0.00	0.00	0	0	0	0	0	0	0	0	0
93+00.00	9300.00	28.00	0.00	49.33	0.00	0.00	0	51	0	0	0	0	0	0	-51
93+50.00	9350.00	50.00	0.00	49.33	0.00	0.00	0	91	0	0	0	0	0	0	-142
93+91.87	9391.87	41.87	0.00	49.33	0.00	0.00	0	77	0	0	0	0	0	0	-219
94+00.00	9400.00	8.13	0.00	49.33	0.00	100.00	0	15	0	15	0	-15	20	12	-219
94+10.46	9410.46	10.46	126.57	49.33	0.00	100.00	25	19	0	39	25	-54	70	43	-174
94+43.74	9443.74	33.28	136.94	49.33	0.00	100.00	162	61	0	123	187	-177	230	142	50
94+50.00	9450.00	6.26	136.27	49.33	0.00	100.00	32	11	0	23	219	-200	260	160	94
95+00.00	9500.00	50.00	134.33	49.33	0.00	100.00	251	91	0	185	470	-385	501	308	439
95+50.00	9550.00	50.00	131.02	49.33	0.00	100.00	246	91	0	185	716	-570	741	456	779
96+00.00	9600.00	50.00	130.96	49.33	0.00	100.00	243	91	0	185	959	-755	982	604	1,116
96+50.00	9650.00	50.00	131.37	49.33	0.00	0.00	243	91	0	93	1,202	-848	1,102	678	1,361
97+00.00	9700.00	50.00	134.15	49.33	0.00	0.00	246	91	0	0	1,448	-848	1,102	678	1,516
97+50.00	9750.00	50.00	139.95	49.33	0.00	0.00	254	91	0	0	1,702	-848	1,102	678	1,679
97+94.24	9794.24	44.24	140.62	49.33	0.01	0.00	230	81	0	0	1,932	-848	1,102	678	1,828
98+00.00	9800.00	5.76	141.41	49.33	0.01	0.00	30	11	0	0	1,962	-848	1,102	678	1,847
98+50.00	9850.00	50.00	161.10	49.33	0.00	0.00	280	91	0	0	2,242	-848	1,102	678	2,036
98+66.44	9866.44	16.44	157.42	49.33	1.40	0.00	97	30	0	0	2,339	-848	1,102	678	2,103
99+00.00	9900.00	33.56	140.46	49.33	0.00	0.00	185	61	1	0	2,524	-847	1,102	678	2,226
99+12.17	9912.17	12.17	142.96	49.33	0.00	0.00	64	22	0	0	2,588	-847	1,102	678	2,268
99+50.00	9950.00	37.83	135.92	49.33	0.00	0.00	195	69	0	0	2,783	-847	1,102	678	2,394
100+00.00	10000.00	50.00	128.18	49.33	0.00	0.00	245	91	0	0	3,028	-847	1,102	678	2,548
100+17.56	10017.56	17.56	123.71	49.33	0.00	0.00	82	32	0	0	3,110	-847	1,102	678	2,598
100+50.00	10050.00	32.44	114.17	49.33	0.00	0.00	143	59	0	0	3,253	-847	1,102	678	2,682
101+00.00	10100.00	50.00	102.96	49.33	0.00	0.00	201	91	0	0	3,454	-847	1,102	678	2,792
101+25.44	10125.44	25.44	102.80	49.33	0.00	0.00	97	46	0	0	3,551	-847	1,102	678	2,843
101+50.00	10150.00	24.56	102.88	49.33	0.00	0.00	94	45	0	0	3,645	-847	1,102	678	2,892
102+00.00	10200.00	50.00	110.89	49.33	0.00	0.00	198	91	0	0	3,843	-847	1,102	678	2,999
102+50.00	10250.00	50.00	118.22	49.33	0.00	0.00	212	91	0	0	4,055	-847	1,102	678	3,120
103+00.00	10300.00	50.00	121.17	49.33	0.00	0.00	222	91	0	0	4,277	-847	1,102	678	3,251
103+50.00	10350.00	50.00	127.15	49.33	1.69	0.00	230	91	2	0	4,507	-844	1,102	678	3,387
104+00.00	10400.00	50.00	125.56	49.33	0.00	0.00	234	91	2	0	4,741	-842	1,102	678	3,528
104+50.00	10450.00	50.00	134.36	49.33	0.00	0.00	241	91	0	0	4,982	-842	1,102	678	3,678
104+91.66	10491.66	41.66	135.53	49.33	0.00	0.00	208	76	0	0	5,190	-842	1,102	678	3,810
105+00.00	10500.00	8.34	137.27	49.33	0.00	90.00	42	15	0	14	5,232	-856	1,121	690	3,851
105+50.00	10550.00	50.00	168.11	49.33	0.00	90.00	283	91	0	167	5,515	-1,023	1,338	823	4,210
105+72.44	10572.44	22.44	229.75	49.33	0.00	90.00	165	41	0	75	5,680	-1,098	1,435	883	4,409
106+00.00	10600.00	27.56	131.32	49.33	0.00	90.00	184	50	0	92	5,864	-1,190	1,555	957	4,635
106+21.12	10621.12	21.12	146.55	49.33	0.00	90.00	109	39	0	70	5,973	-1,260	1,646	1,013	4,775
106+50.00	10650.00	28.88	135.95	49.33	0.00	90.00	151	53	0	96	6,124	-1,356	1,771	1,090	4,969
107+00.00	10700.00	50.00	136.19	49.33	0.16	90.00	252	91	0	167	6,376	-1,523	1,988	1,223	5,297
107+50.00	10750.00	50.00	111.77	49.33	0.47	90.00	230	91	1	167	6,606	-1,689	2,205	1,357	5,602
108+00.00	10800.00	50.00	105.66	49.33	0.32	90.00	201	91	1	167	6,807	-1,854	2,422	1,490	5,877
108+50.00	10850.00	50.00	105.70	49.33	0.89	90.00	196	91	1	167	7,003	-2,020	2,639	1,624	6,148
109+00.00	10900.00	50.00	109.11	49.33	0.64	90.00	199	91	1	167	7,202	-2,186	2,856	1,758	6,422

Division 1 - ALI_O_RL

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
109+50.00	10950.00	50.00	146.70	49.33	0.37	90.00	237	91	1	167	7,439	-2,352	3,073	1,891	6,734
109+73.82	10973.82	23.82	154.04	49.33	0.80	90.00	133	44	1	79	7,572	-2,429	3,176	1,954	6,900
110+00.00	11000.00	26.18	157.69	49.33	0.23	90.00	151	48	1	87	7,723	-2,515	3,289	2,024	7,089
110+50.00	11050.00	50.00	121.78	49.33	0.05	0.00	259	91	0	83	7,982	-2,598	3,397	2,090	7,340
111+00.00	11100.00	50.00	119.76	49.33	0.11	0.00	224	91	0	0	8,206	-2,598	3,397	2,090	7,473
111+16.87	11116.87	16.87	115.59	49.33	0.36	0.00	74	31	0	0	8,280	-2,598	3,397	2,090	7,516
111+50.00	11150.00	33.13	121.09	49.33	0.20	0.00	145	61	0	0	8,425	-2,598	3,397	2,090	7,600
112+00.00	11200.00	50.00	123.93	49.33	0.14	0.00	227	91	0	0	8,652	-2,598	3,397	2,090	7,736
112+22.37	11222.37	22.37	115.40	49.33	0.48	0.00	99	41	0	0	8,751	-2,598	3,397	2,090	7,794
112+50.00	11250.00	27.63	113.43	49.33	0.26	0.00	117	50	0	0	8,868	-2,598	3,397	2,090	7,861
113+00.00	11300.00	50.00	111.86	49.33	0.17	0.00	209	91	0	0	9,077	-2,598	3,397	2,090	7,979
113+30.23	11330.23	30.23	105.71	49.33	0.27	0.00	122	55	0	0	9,199	-2,598	3,397	2,090	8,046
113+50.00	11350.00	19.77	106.55	49.33	0.00	0.00	78	36	0	0	9,277	-2,598	3,397	2,090	8,088
114+00.00	11400.00	50.00	107.75	49.33	0.03	0.00	198	91	0	0	9,475	-2,598	3,397	2,090	8,195
114+50.00	11450.00	50.00	112.24	49.33	0.05	0.00	204	91	0	0	9,679	-2,598	3,397	2,090	8,308
114+62.61	11462.61	12.61	109.37	49.33	1.17	0.00	52	23	0	0	9,731	-2,598	3,397	2,090	8,337
115+00.00	11500.00	37.39	125.85	49.33	0.06	90.00	163	68	1	62	9,894	-2,659	3,478	2,140	8,493
115+50.00	11550.00	50.00	131.63	49.33	0.07	90.00	238	91	0	167	10,132	-2,826	3,695	2,274	8,807
115+90.20	11590.20	40.20	131.05	49.33	0.22	90.00	196	73	0	134	10,328	-2,960	3,869	2,381	9,064
116+00.00	11600.00	9.80	131.93	49.33	0.23	90.00	48	18	0	33	10,376	-2,993	3,912	2,407	9,127
116+50.00	11650.00	50.00	137.18	49.33	0.22	90.00	249	91	0	167	10,625	-3,160	4,129	2,541	9,452
117+00.00	11700.00	50.00	96.31	49.33	0.00	90.00	216	91	0	167	10,841	-3,327	4,346	2,674	9,744
117+25.73	11725.73	25.73	92.90	49.33	0.00	90.00	90	47	0	86	10,931	-3,413	4,458	2,743	9,873
117+50.00	11750.00	24.27	97.42	49.33	0.00	90.00	86	44	0	81	11,017	-3,494	4,563	2,808	9,996
118+00.00	11800.00	50.00	100.85	49.33	0.00	90.00	184	91	0	167	11,201	-3,661	4,780	2,942	10,256
118+25.11	11825.11	25.11	91.52	49.33	0.65	90.00	89	46	0	84	11,290	-3,745	4,889	3,009	10,383
118+50.00	11850.00	24.89	97.39	49.33	0.13	90.00	87	45	0	83	11,377	-3,828	4,997	3,075	10,508
119+00.00	11900.00	50.00	97.27	49.33	0.06	90.00	180	91	0	167	11,557	-3,995	5,214	3,209	10,764
119+50.00	11950.00	50.00	97.12	49.33	0.08	90.00	180	91	0	167	11,737	-4,162	5,431	3,342	11,020
120+00.00	12000.00	50.00	98.42	49.33	0.25	90.00	181	91	0	167	11,918	-4,329	5,649	3,476	11,277
120+50.00	12050.00	50.00	100.33	49.33	1.64	90.00	184	91	2	167	12,102	-4,493	5,866	3,610	11,534
120+74.57	12074.57	24.57	100.33	49.33	0.56	90.00	91	45	1	82	12,193	-4,574	5,972	3,675	11,661
121+00.00	12100.00	25.43	102.70	49.33	0.16	90.00	96	46	0	85	12,289	-4,659	6,083	3,743	11,796
121+50.00	12150.00	50.00	109.84	49.33	0.05	90.00	197	91	0	167	12,486	-4,826	6,300	3,877	12,069
122+00.00	12200.00	50.00	113.52	49.33	0.00	90.00	207	91	0	167	12,693	-4,993	6,517	4,010	12,352
122+07.64	12207.64	7.64	114.22	49.33	0.12	90.00	32	14	0	25	12,725	-5,018	6,549	4,030	12,395
122+50.00	12250.00	42.36	116.10	49.33	0.01	90.00	181	77	0	141	12,906	-5,159	6,733	4,143	12,640
122+86.90	12286.90	36.90	114.86	49.33	0.18	90.00	158	67	0	123	13,064	-5,282	6,893	4,242	12,854
123+00.00	12300.00	13.10	113.26	49.33	0.20	90.00	55	24	0	44	13,119	-5,326	6,950	4,277	12,929
123+50.00	12350.00	50.00	111.60	49.33	0.22	45.00	208	91	0	125	13,327	-5,451	7,112	4,377	13,171
124+00.00	12400.00	50.00	111.16	49.33	0.48	0.00	206	91	1	42	13,533	-5,492	7,167	4,410	13,327
124+50.00	12450.00	50.00	111.82	49.33	0.16	0.00	206	91	1	0	13,739	-5,491	7,167	4,410	13,441
124+90.98	12490.98	40.98	111.37	49.33	0.24	0.00	169	75	0	0	13,908	-5,491	7,167	4,410	13,535
125+00.00	12500.00	9.02	112.52	49.33	0.03	0.00	37	16	0	0	13,945	-5,491	7,167	4,410	13,556
125+50.00	12550.00	50.00	112.26	49.33	0.61	0.00	208	91	1	0	14,153	-5,489	7,167	4,410	13,671

Division 1 - ALI_O_RL

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
125+79.79	12579.79	29.79	113.41	49.33	0.23	0.00	124	54	0	0	14,277	-5,489	7,167	4,410	13,741
126+00.00	12600.00	20.21	114.71	49.33	0.23	0.00	85	37	0	0	14,362	-5,489	7,167	4,410	13,789
126+50.00	12650.00	50.00	119.25	49.33	0.09	0.00	217	91	0	0	14,579	-5,489	7,167	4,410	13,915
126+70.60	12670.60	20.60	122.94	49.33	0.00	0.00	92	38	0	0	14,671	-5,489	7,167	4,410	13,969
127+00.00	12700.00	29.40	121.87	49.33	0.07	0.00	133	54	0	0	14,804	-5,489	7,167	4,410	14,048
127+50.00	12750.00	50.00	118.07	49.33	0.00	0.00	222	91	0	0	15,026	-5,489	7,167	4,410	14,179
127+85.91	12785.91	35.91	117.32	49.33	0.23	90.00	157	66	0	60	15,183	-5,549	7,245	4,458	14,330
128+00.00	12800.00	14.09	118.09	49.33	0.00	90.00	61	26	0	47	15,244	-5,596	7,306	4,496	14,412
128+50.00	12850.00	50.00	108.56	49.33	0.00	90.00	210	91	0	167	15,454	-5,763	7,523	4,630	14,698
129+00.00	12900.00	50.00	105.67	49.33	0.00	90.00	198	91	0	167	15,652	-5,930	7,740	4,763	14,972
129+50.00	12950.00	50.00	110.60	49.33	0.15	90.00	200	91	0	167	15,852	-6,097	7,957	4,897	15,248
130+00.00	13000.00	50.00	122.05	49.33	0.22	90.00	215	91	0	167	16,067	-6,264	8,174	5,030	15,539
130+50.00	13050.00	50.00	153.97	49.33	0.00	90.00	256	91	0	167	16,323	-6,431	8,392	5,164	15,871
131+00.00	13100.00	50.00	136.31	49.33	0.31	90.00	269	91	0	167	16,592	-6,598	8,609	5,298	16,216
131+50.00	13150.00	50.00	142.38	49.33	0.06	90.00	258	91	0	167	16,850	-6,765	8,826	5,431	16,550
132+00.00	13200.00	50.00	145.13	49.33	0.09	90.00	266	91	0	167	17,116	-6,932	9,043	5,565	16,892
132+50.00	13250.00	50.00	136.46	49.33	0.07	90.00	261	91	0	167	17,377	-7,099	9,260	5,698	17,229
133+00.00	13300.00	50.00	119.35	49.33	0.12	90.00	237	91	0	167	17,614	-7,266	9,477	5,832	17,542
133+50.00	13350.00	50.00	122.07	49.33	0.16	90.00	224	91	0	167	17,838	-7,433	9,694	5,966	17,842
134+00.00	13400.00	50.00	121.76	49.33	0.14	90.00	226	91	0	167	18,064	-7,600	9,911	6,099	18,144
134+50.00	13450.00	50.00	123.80	49.33	0.00	90.00	227	91	0	167	18,291	-7,767	10,128	6,233	18,447
135+00.00	13500.00	50.00	149.77	49.33	0.00	90.00	253	91	0	167	18,544	-7,934	10,345	6,366	18,776
135+50.00	13550.00	50.00	131.88	49.33	0.00	90.00	261	91	0	167	18,805	-8,101	10,563	6,500	19,113
135+85.38	13585.38	35.38	122.31	49.33	0.05	90.00	167	65	0	118	18,972	-8,219	10,716	6,594	19,333
136+00.00	13600.00	14.62	168.04	49.33	0.00	90.00	79	27	0	49	19,051	-8,268	10,780	6,634	19,434
136+50.00	13650.00	50.00	122.37	49.33	0.09	0.00	269	91	0	83	19,320	-8,351	10,888	6,700	19,695
137+00.00	13700.00	50.00	116.51	49.33	0.52	0.00	221	91	1	0	19,541	-8,350	10,888	6,700	19,824
137+50.00	13750.00	50.00	112.14	49.33	1.34	90.00	212	91	2	83	19,753	-8,431	10,995	6,766	20,026
138+00.00	13800.00	50.00	121.86	49.33	3.08	90.00	217	91	4	167	19,970	-8,593	11,213	6,900	20,314
138+50.00	13850.00	50.00	125.03	49.33	1.29	90.00	229	91	4	167	20,199	-8,755	11,430	7,034	20,614
139+00.00	13900.00	50.00	132.76	49.33	1.71	90.00	239	91	3	167	20,438	-8,918	11,647	7,167	20,925
139+27.82	13927.82	27.82	137.80	49.33	1.74	90.00	139	51	2	93	20,577	-9,008	11,768	7,242	21,103
139+50.00	13950.00	22.18	139.64	49.33	1.19	90.00	114	41	1	74	20,691	-9,081	11,864	7,301	21,249
140+00.00	14000.00	50.00	147.04	49.33	0.24	90.00	265	91	1	167	20,956	-9,247	12,081	7,434	21,589
140+50.00	14050.00	50.00	154.66	49.33	0.05	90.00	279	91	0	167	21,235	-9,414	12,298	7,568	21,944
141+00.00	14100.00	50.00	177.80	49.33	0.00	90.00	308	91	0	167	21,543	-9,581	12,515	7,702	22,328
141+50.00	14150.00	50.00	202.95	49.33	0.00	90.00	353	91	0	167	21,896	-9,748	12,732	7,835	22,757
142+00.00	14200.00	50.00	209.29	49.33	0.00	90.00	382	91	0	167	22,278	-9,915	12,949	7,969	23,215
142+50.00	14250.00	50.00	217.97	49.33	0.00	90.00	396	91	0	167	22,674	-10,082	13,166	8,102	23,687
143+00.00	14300.00	50.00	124.33	49.33	11.05	90.00	317	91	10	167	22,991	-10,236	13,384	8,236	24,067
143+50.00	14350.00	50.00	214.21	49.33	0.64	90.00	313	91	11	167	23,304	-10,390	13,601	8,370	24,443
144+00.00	14400.00	50.00	215.31	49.33	0.22	90.00	398	91	1	167	23,702	-10,555	13,818	8,503	24,915
144+50.00	14450.00	50.00	200.73	49.33	0.02	90.00	385	91	0	167	24,087	-10,722	14,035	8,637	25,376
144+80.26	14480.26	30.26	195.75	49.33	0.20	90.00	222	55	0	101	24,309	-10,823	14,166	8,718	25,644
145+00.00	14500.00	19.74	185.67	49.33	0.12	90.00	139	36	0	66	24,448	-10,889	14,252	8,770	25,813

Division 1 - ALI_O_RL

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	REDUCED EBS IN FILL	MASS ORDINATE
											1.00	1.25	1.30	0.80	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
145+50.00	14550.00	50.00	139.64	49.33	0.00	90.00	301	91	0	167	24,749	-11,056	14,469	8,904	26,190
146+00.00	14600.00	50.00	166.56	49.33	0.05	90.00	284	91	0	167	25,033	-11,223	14,686	9,038	26,550
146+50.00	14650.00	50.00	170.17	49.33	0.17	90.00	312	91	0	167	25,345	-11,390	14,903	9,171	26,938
146+73.72	14673.72	23.72	161.46	49.33	0.00	90.00	146	43	0	79	25,491	-11,469	15,006	9,234	27,120
147+00.00	14700.00	26.28	168.23	49.33	0.41	90.00	160	48	0	88	25,651	-11,557	15,120	9,305	27,320
147+50.00	14750.00	50.00	222.07	49.33	0.26	90.00	361	91	1	167	26,012	-11,723	15,337	9,438	27,756
148+00.00	14800.00	50.00	181.33	49.33	0.35	90.00	374	91	1	167	26,386	-11,889	15,555	9,572	28,205
148+50.00	14850.00	50.00	176.63	49.33	0.40	90.00	331	91	1	167	26,717	-12,055	15,772	9,706	28,611
149+00.00	14900.00	50.00	174.18	49.33	0.43	90.00	325	91	1	167	27,042	-12,220	15,989	9,839	29,010
149+50.00	14950.00	50.00	171.95	49.33	0.20	90.00	320	91	1	167	27,362	-12,386	16,206	9,973	29,405
150+00.00	15000.00	50.00	165.06	49.33	0.11	90.00	312	91	0	167	27,674	-12,553	16,423	10,106	29,793
150+50.00	15050.00	50.00	155.51	49.33	0.10	90.00	297	91	0	167	27,971	-12,720	16,640	10,240	30,166
151+00.00	15100.00	50.00	139.10	49.33	0.00	90.00	273	91	0	167	28,244	-12,887	16,857	10,374	30,515
151+09.39	15109.39	9.39	128.19	49.33	0.00	90.00	46	17	0	31	28,290	-12,918	16,897	10,398	30,575
151+50.00	15150.00	40.61	126.62	49.33	0.08	90.00	192	74	0	135	28,482	-13,053	17,073	10,506	30,828
151+91.57	15191.57	41.57	122.30	49.33	0.91	90.00	192	76	1	139	28,674	-13,191	17,254	10,618	31,082
152+00.00	15200.00	8.43	122.42	49.33	1.12	90.00	38	15	0	28	28,712	-13,219	17,290	10,640	31,133
152+50.00	15250.00	50.00	0.00	49.33	0.00	90.00	113	91	1	167	28,825	-13,385	17,507	10,774	31,321
153+00.00	15300.00	50.00	0.00	49.33	0.00	0.00	0	91	0	83	28,825	-13,468	17,615	10,840	31,313

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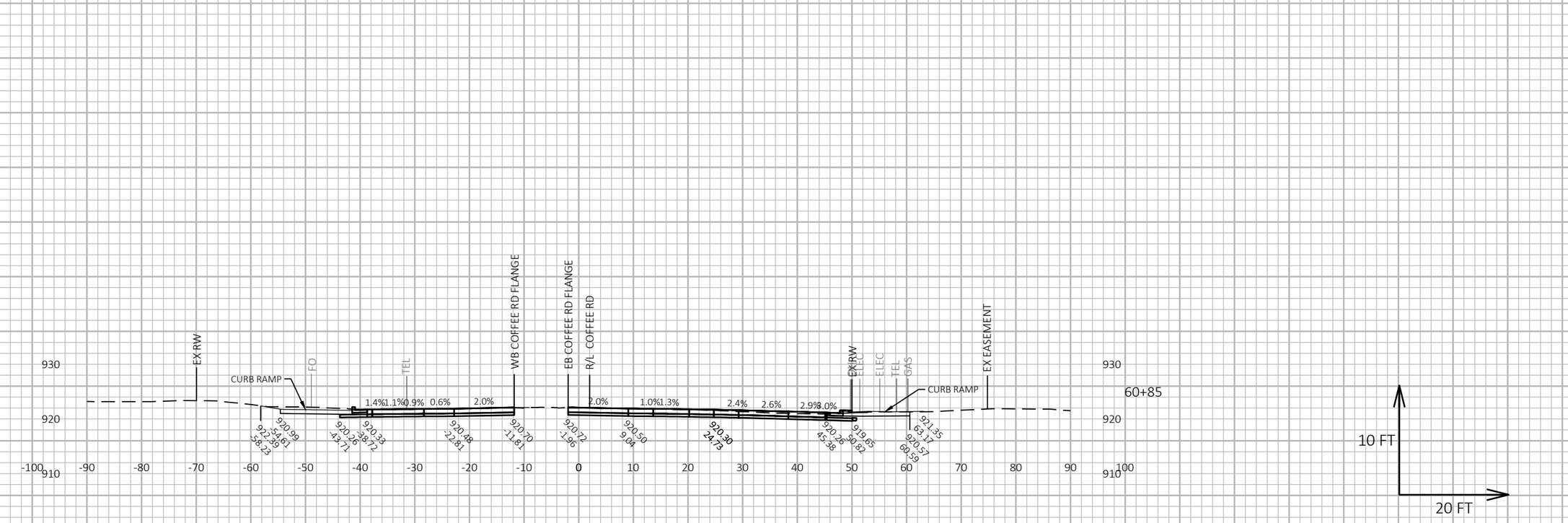
PROJECT NUMBER: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	EARTHWORK DATA	SHEET NO:

FILE NAME: pw:\\aecom-na-pw.bentley.com:AECOM_USA_Wisconsin\Documents\60662201-Waukesha County Moorland Road\900-CAD GIS\910_CAD\27720801\SheetsPlan\090200_ew.pptx

ORIGINATOR: JESSICA LANCELLE ORIG. DATE: MARCH 1, 2023

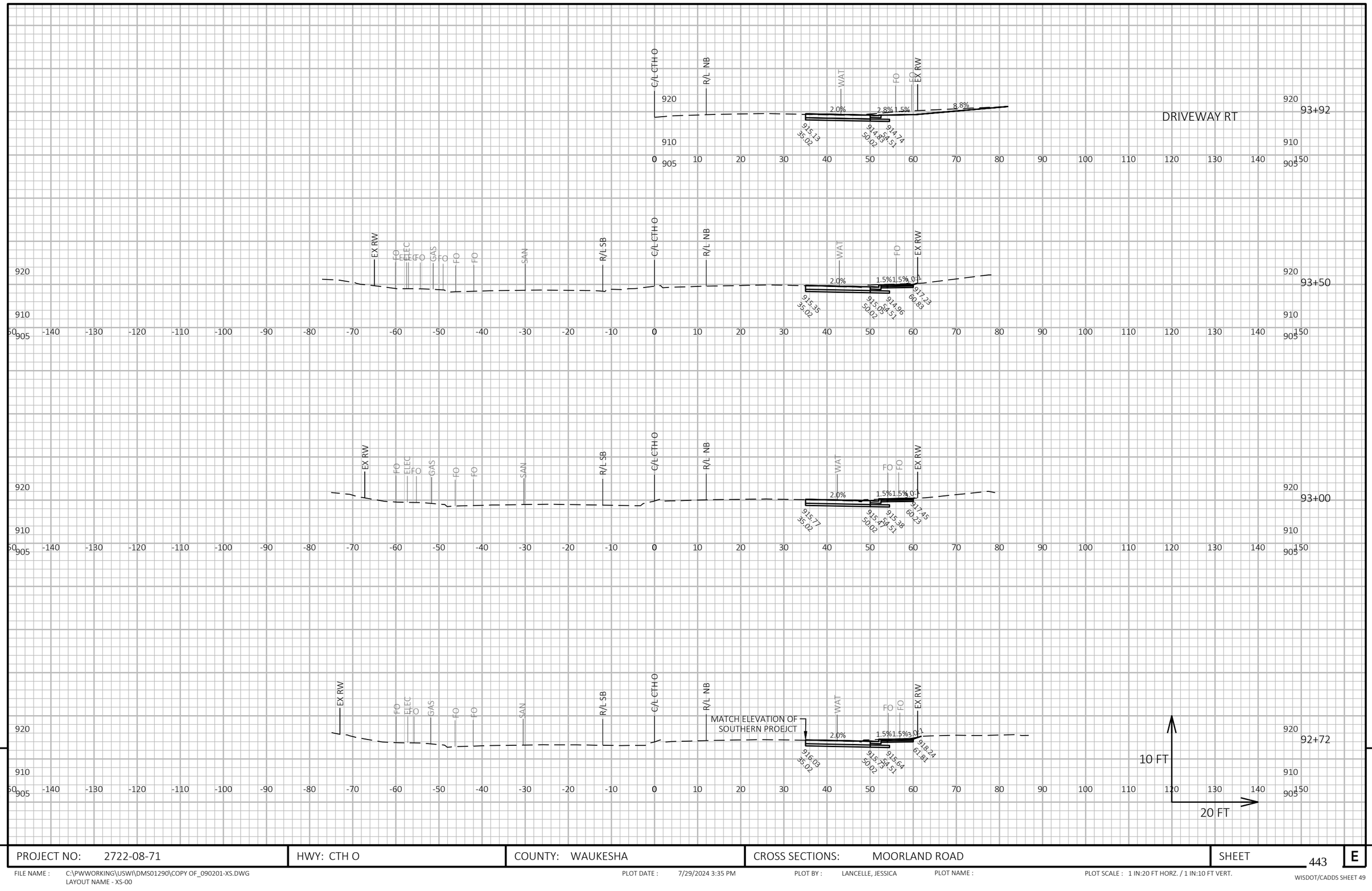
PLOTTED DATE: 4/3/2024 3:11 PM



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: COFFEE ROAD	SHEET 442	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - Coffee

PLOT DATE : 7/29/2024 3:52 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 443	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-00

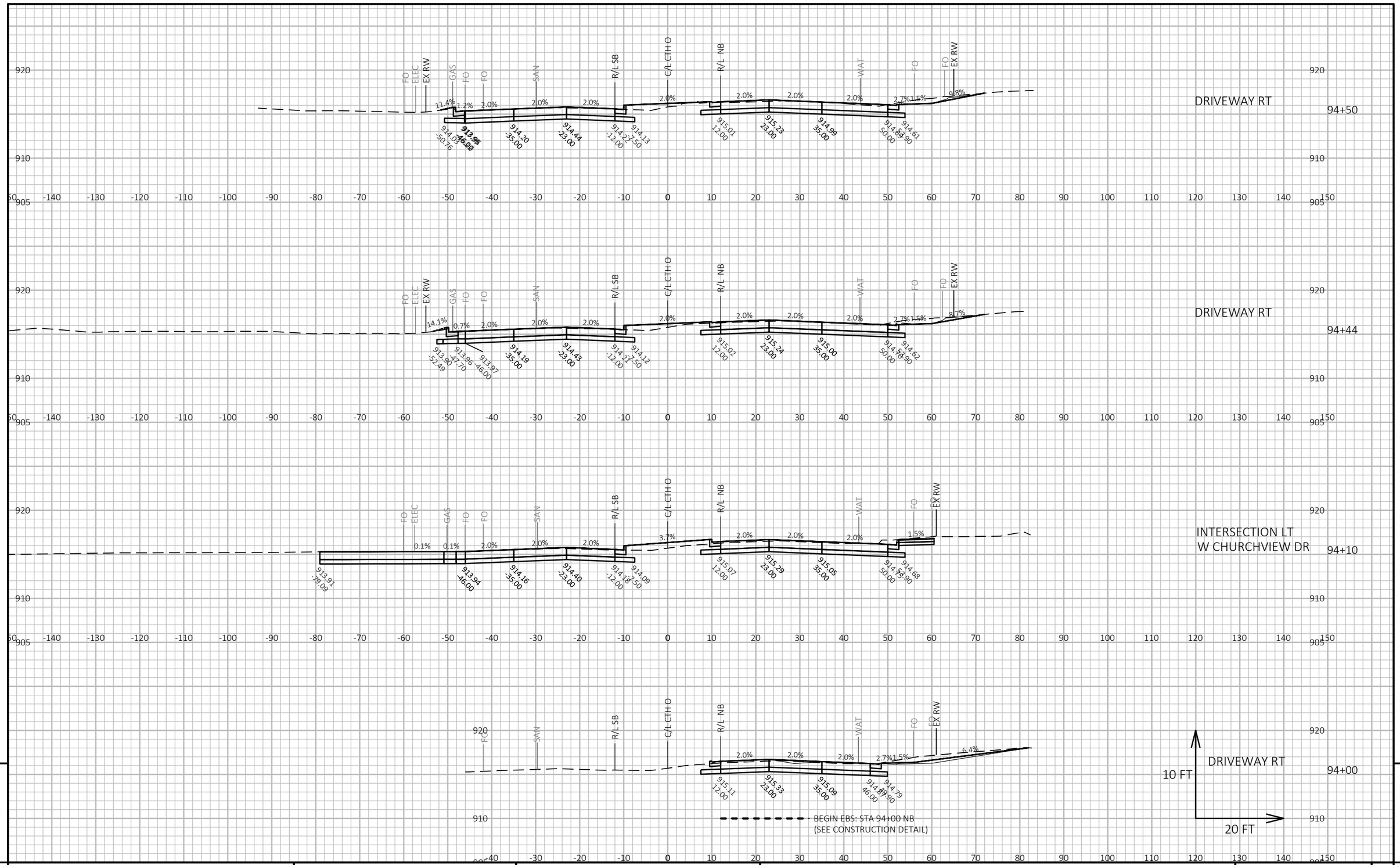
PLOT DATE : 7/29/2024 3:35 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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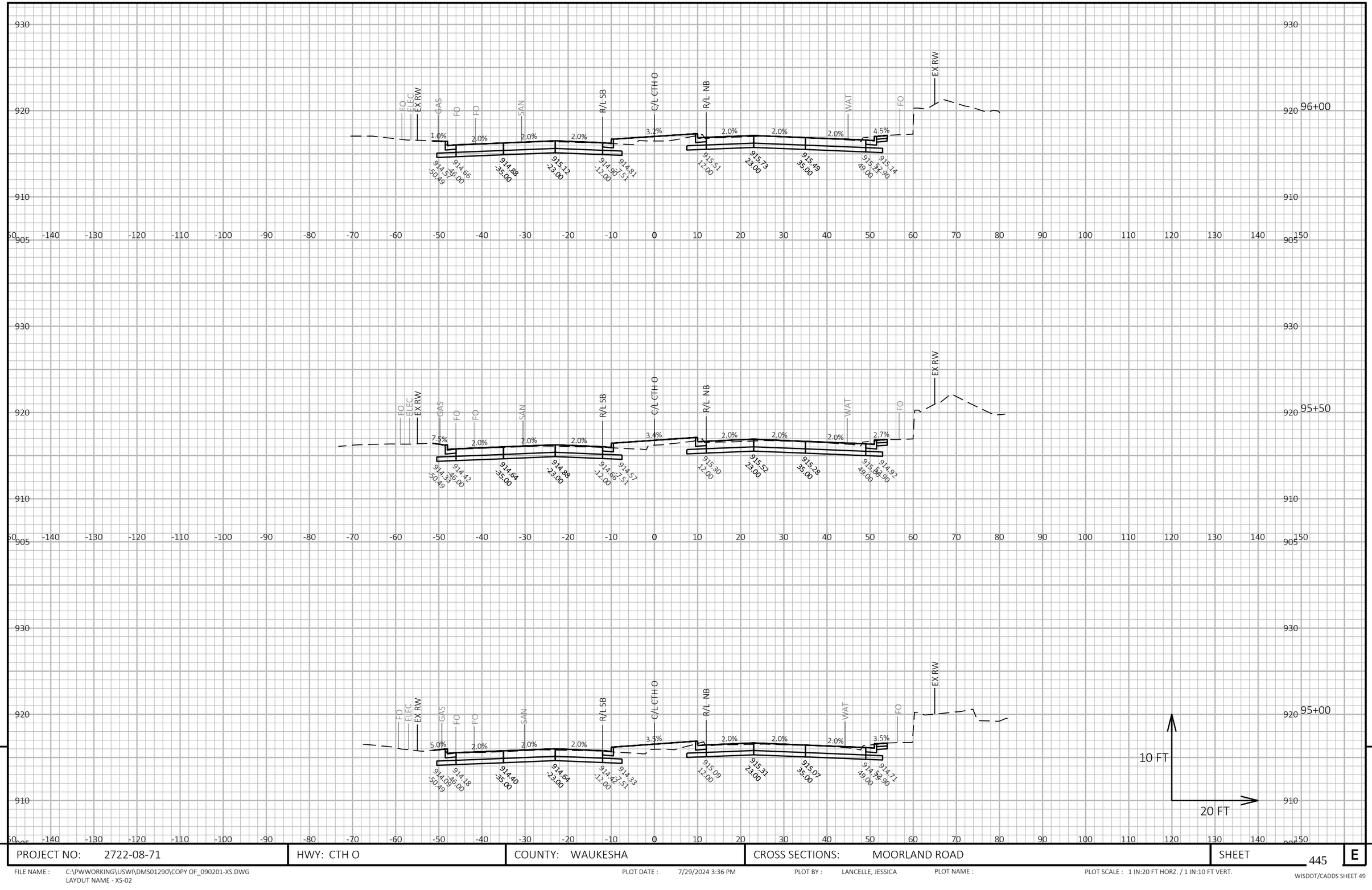
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 444	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-01

PLOT DATE : 8/1/2024 11:00 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 445	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-02

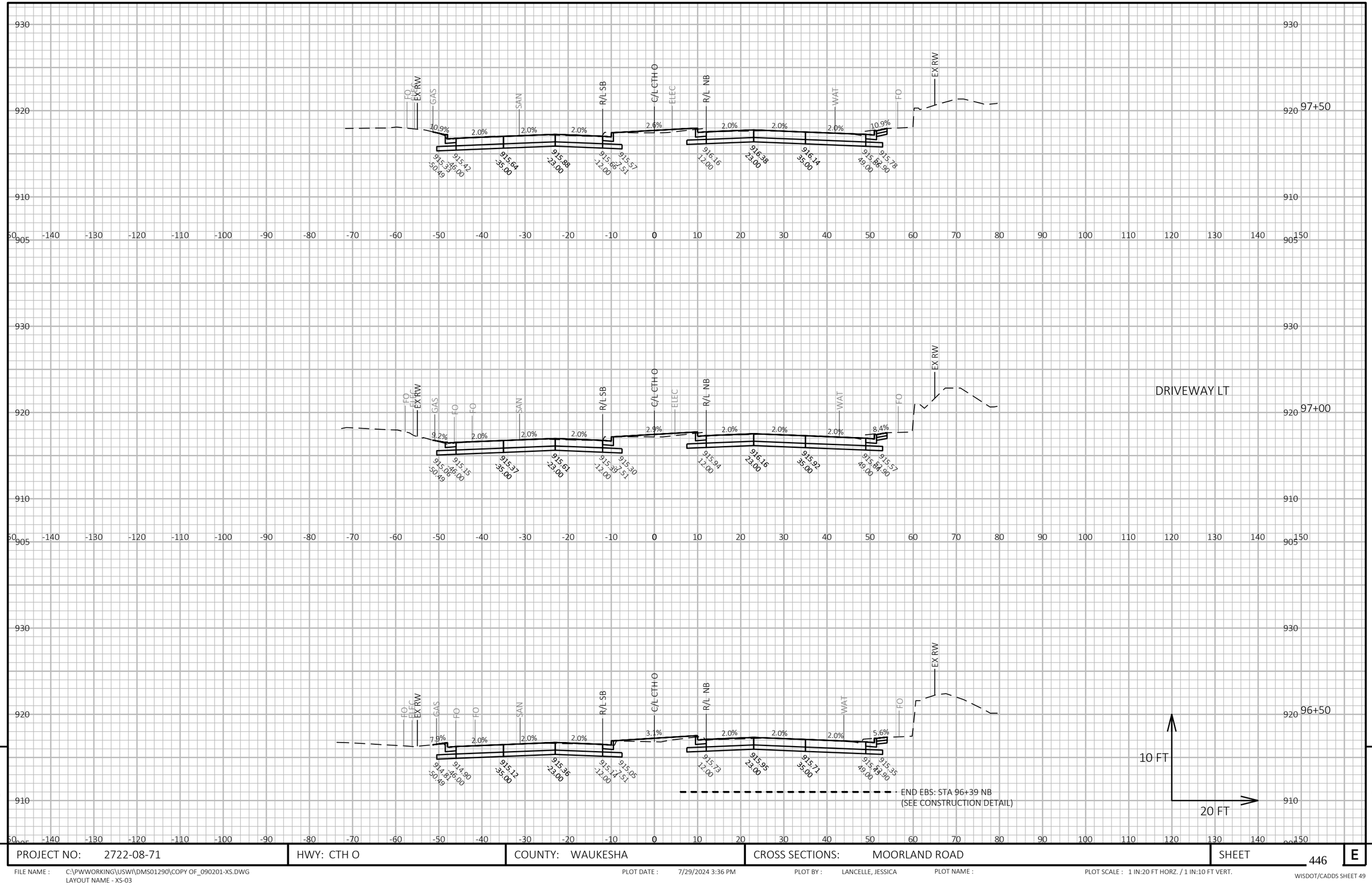
PLOT DATE : 7/29/2024 3:36 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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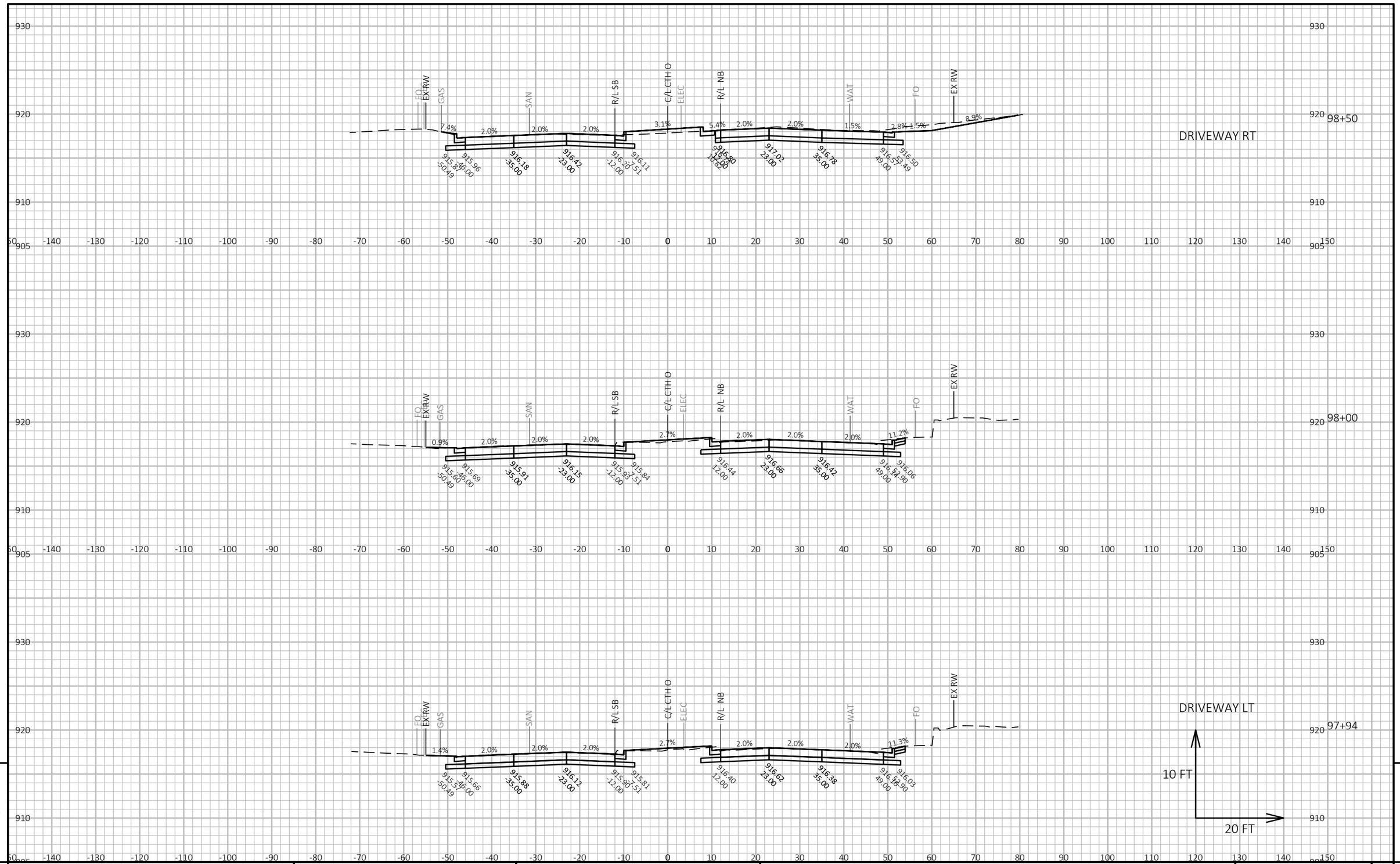
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 446	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-03

PLOT DATE : 7/29/2024 3:36 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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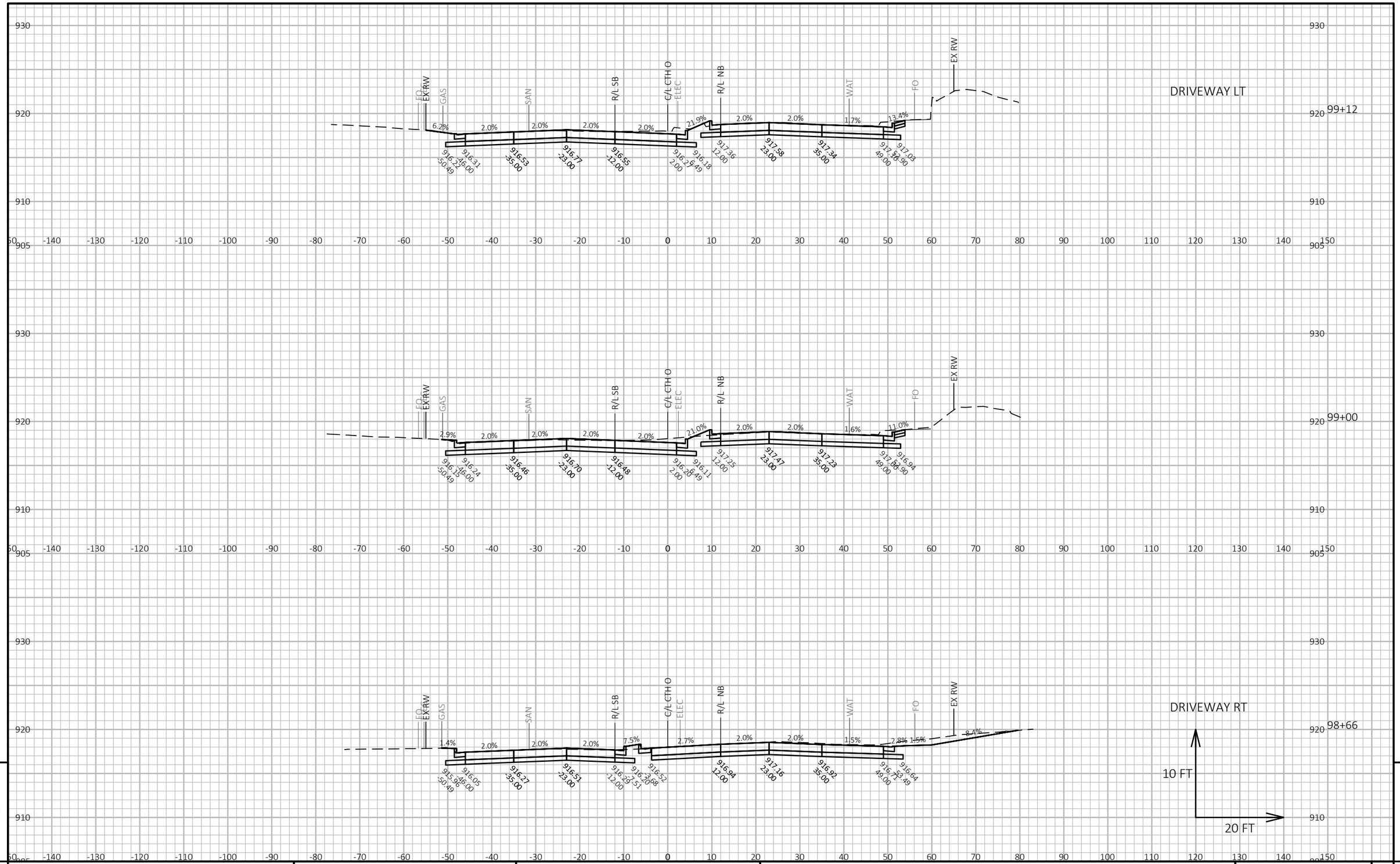
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 447	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-04

PLOT DATE : 7/29/2024 3:37 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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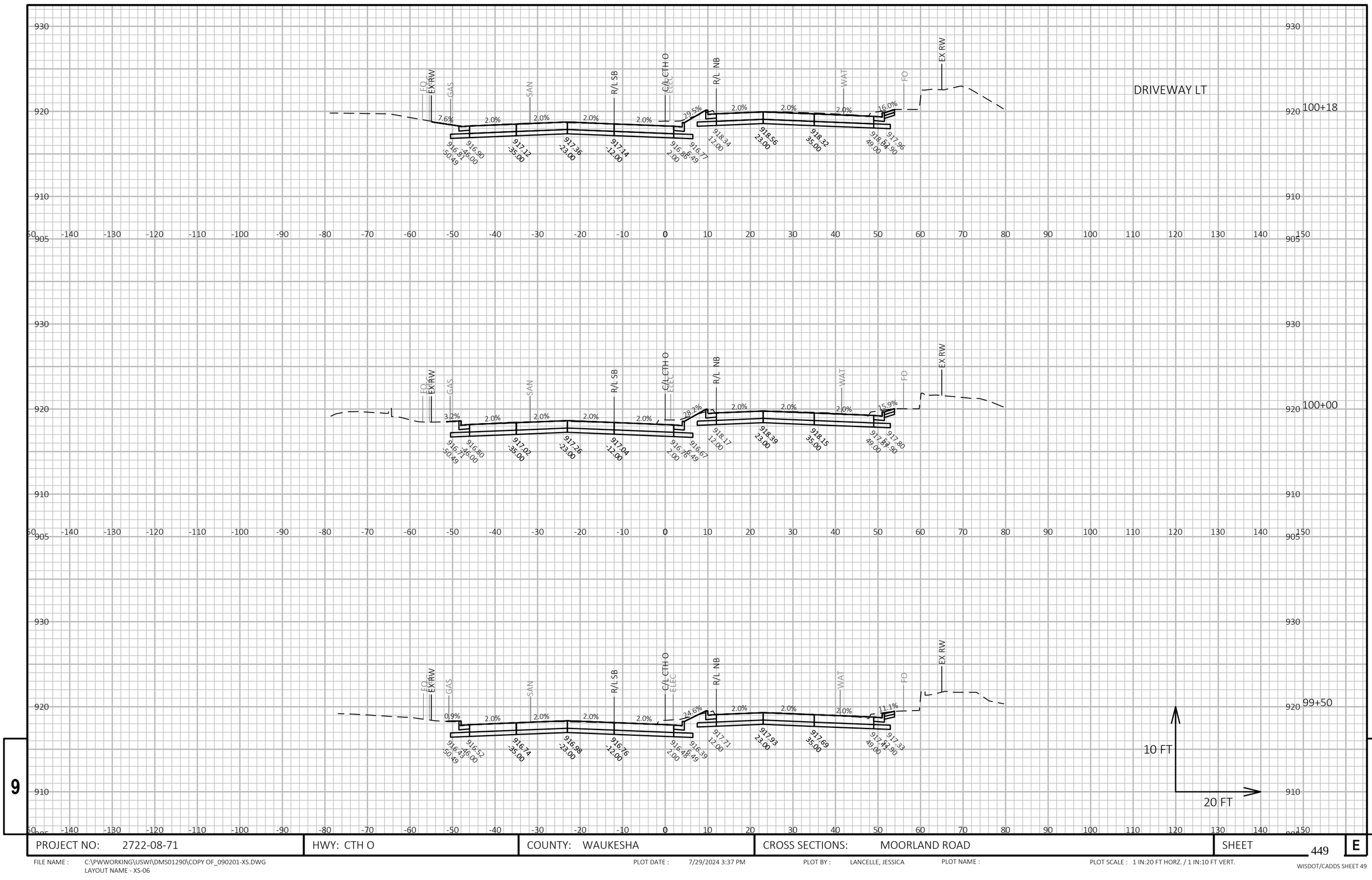
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 448	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-05

PLOT DATE : 7/29/2024 3:37 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 449	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-06

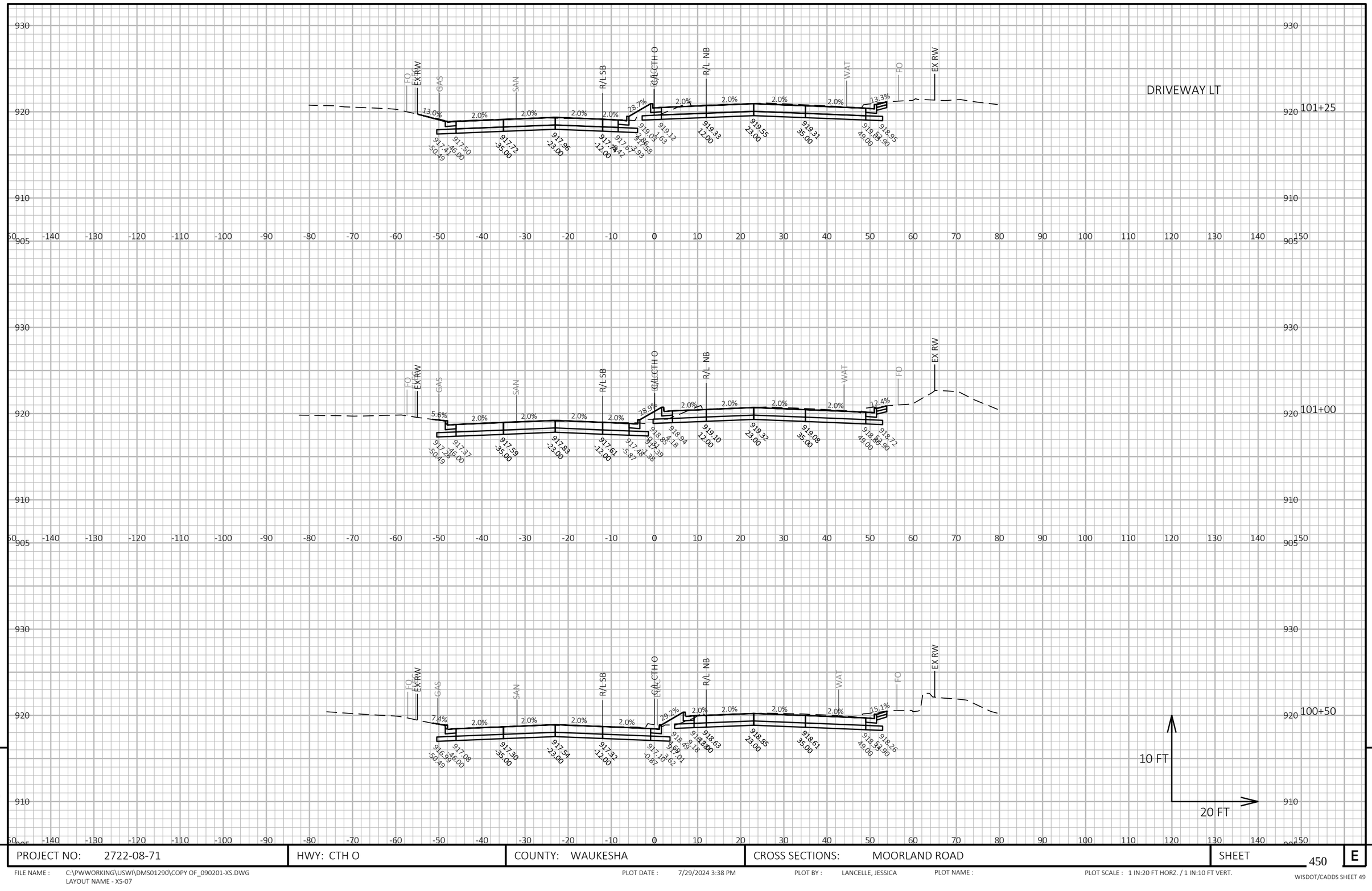
PLOT DATE : 7/29/2024 3:37 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

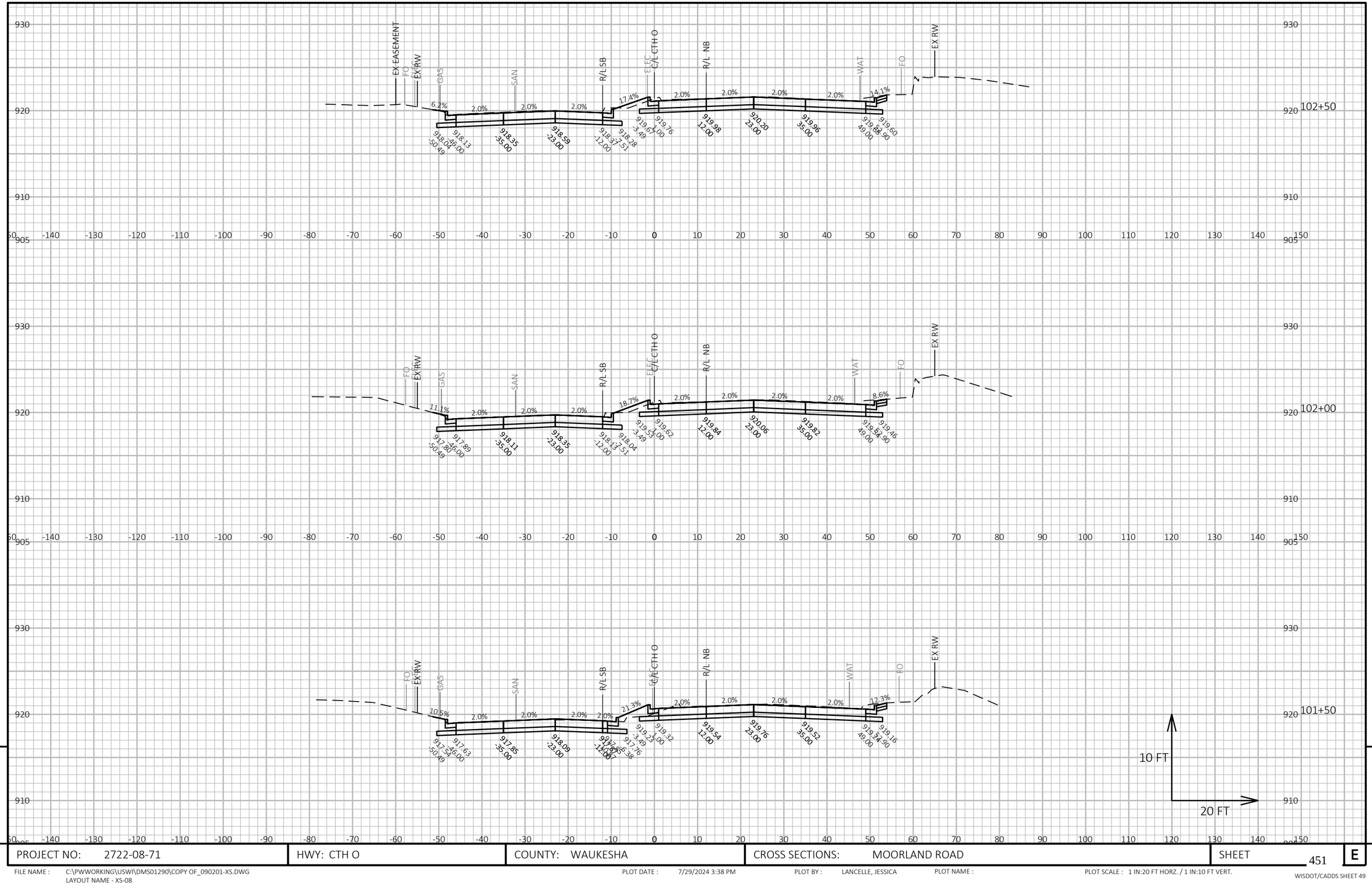


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 450 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-07

PLOT DATE : 7/29/2024 3:38 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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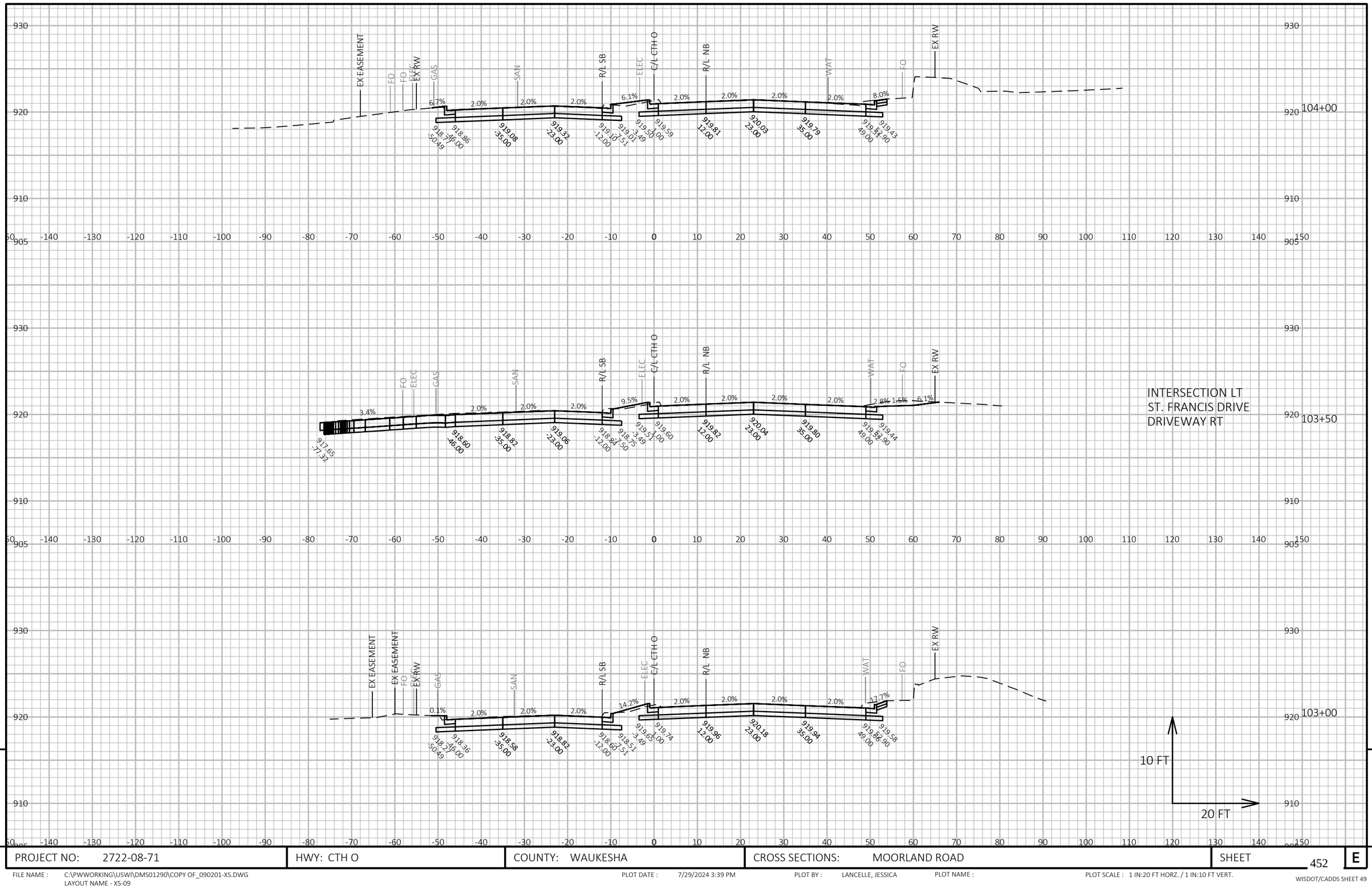
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 451	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-08

PLOT DATE : 7/29/2024 3:38 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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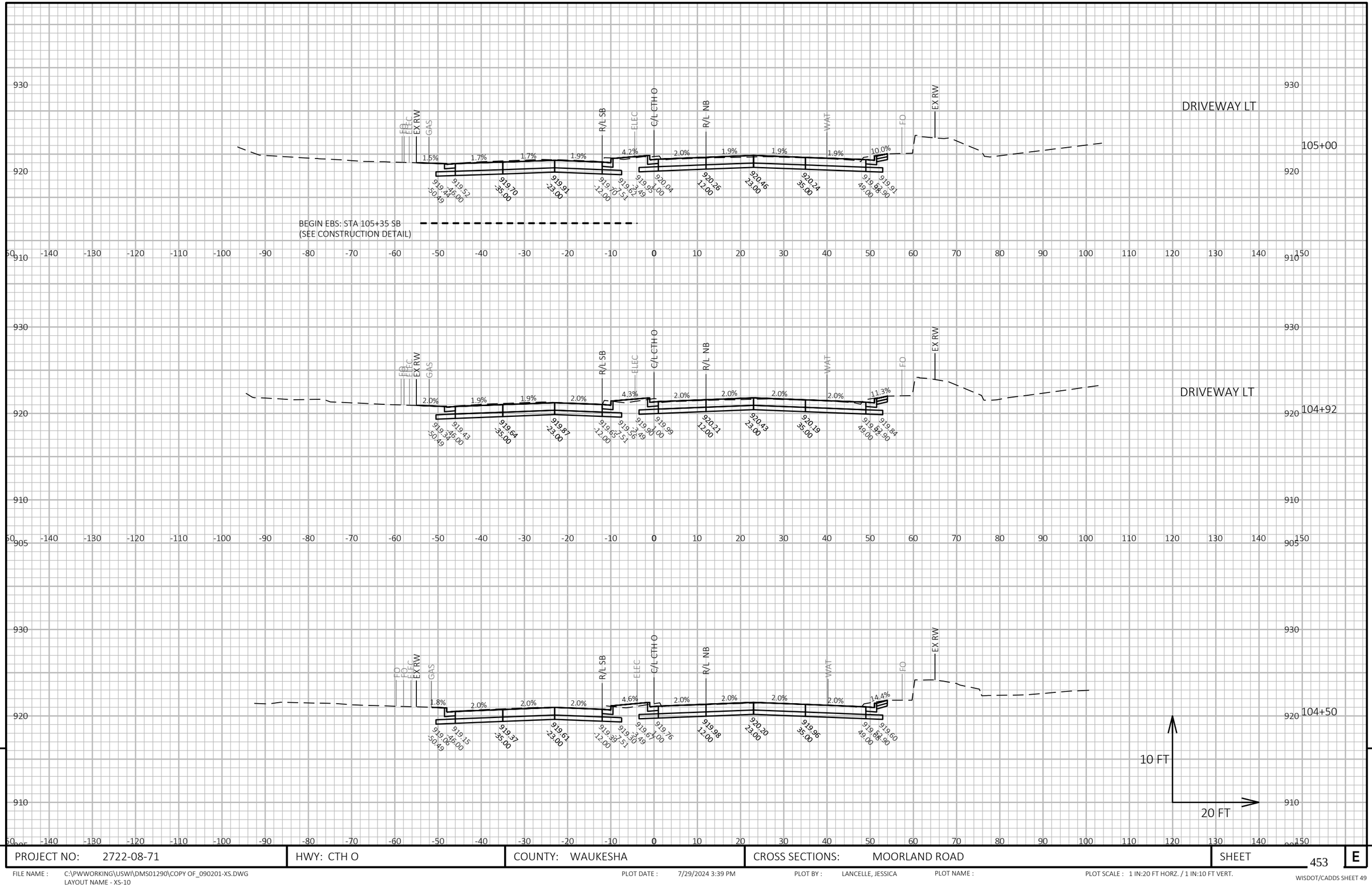
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 452	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-09

PLOT DATE : 7/29/2024 3:39 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

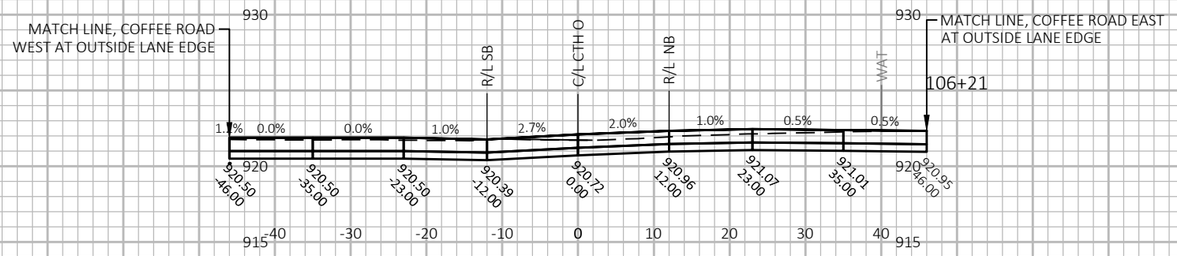


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 453	E

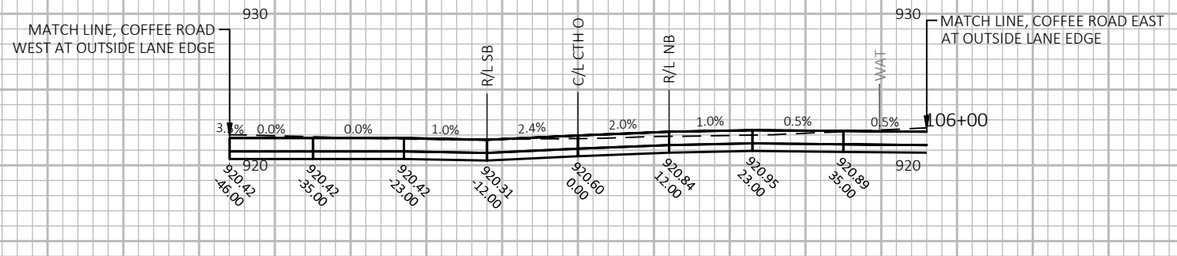
FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-10

PLOT DATE : 7/29/2024 3:39 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

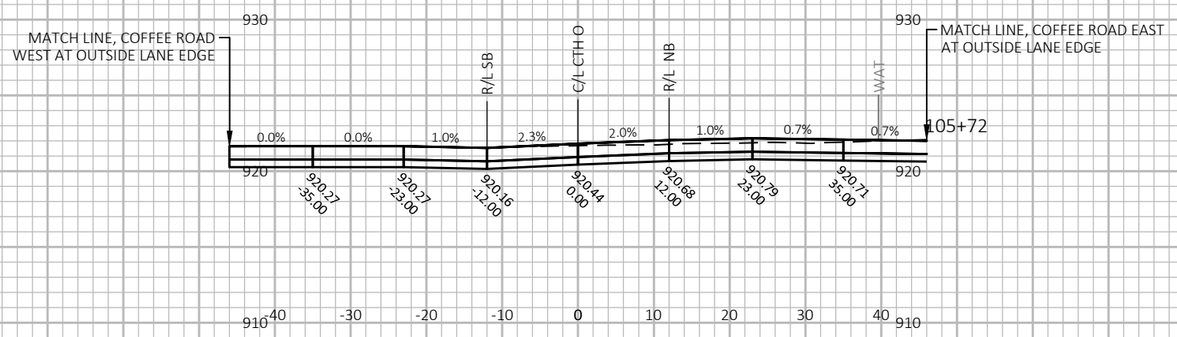
WISDOT/CADDS SHEET 49



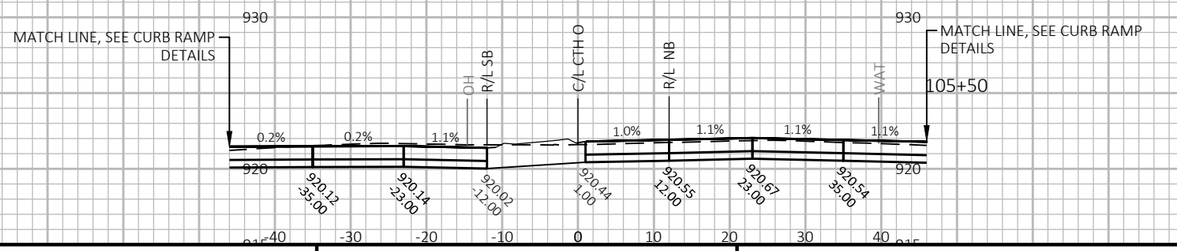
INTERSECTION LT/RT
COFFEE ROAD

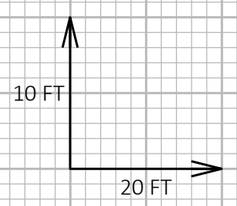


INTERSECTION LT/RT
COFFEE ROAD



INTERSECTION LT/RT
COFFEE ROAD





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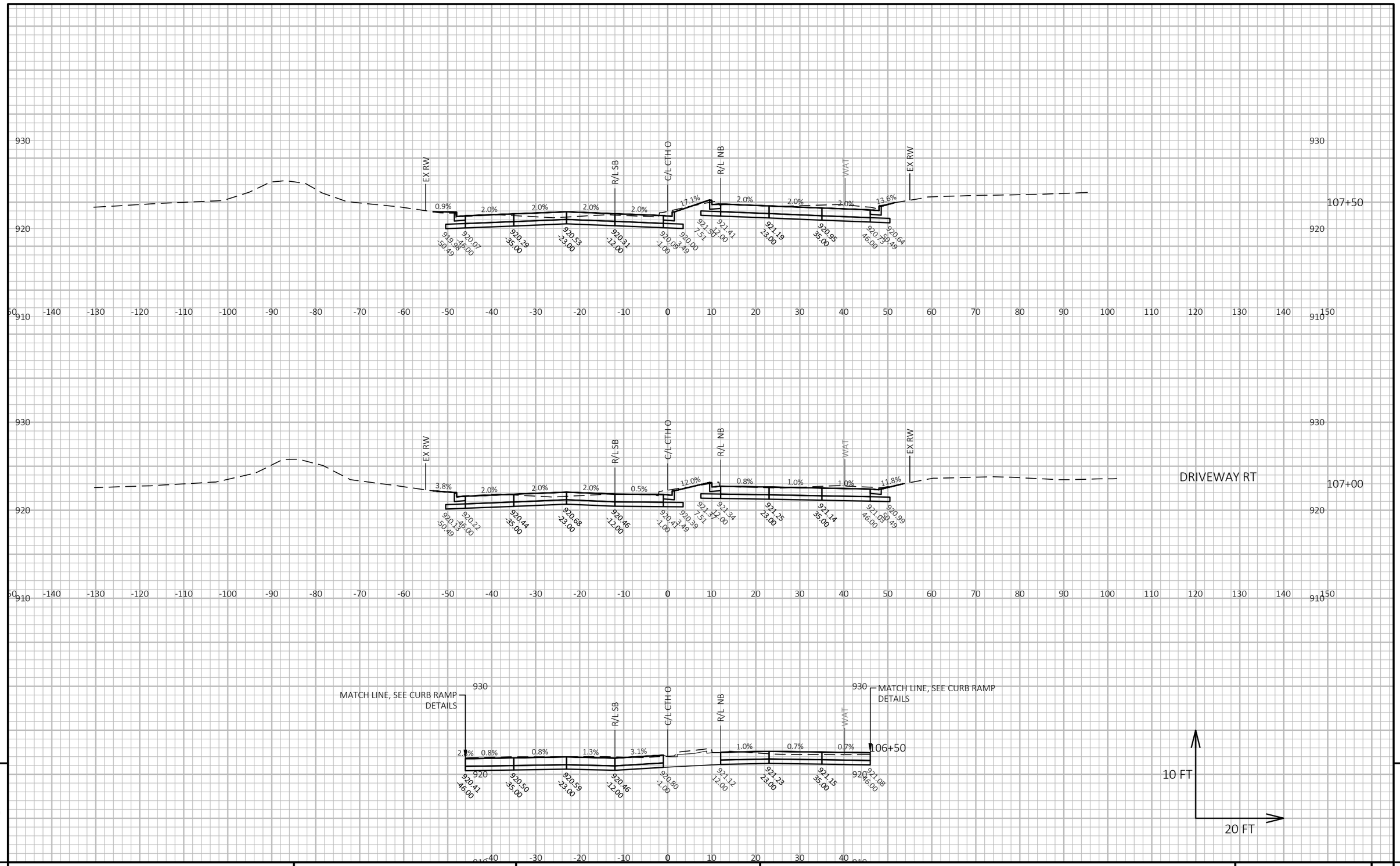
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 454	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-11

PLOT DATE : 7/29/2024 3:39 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

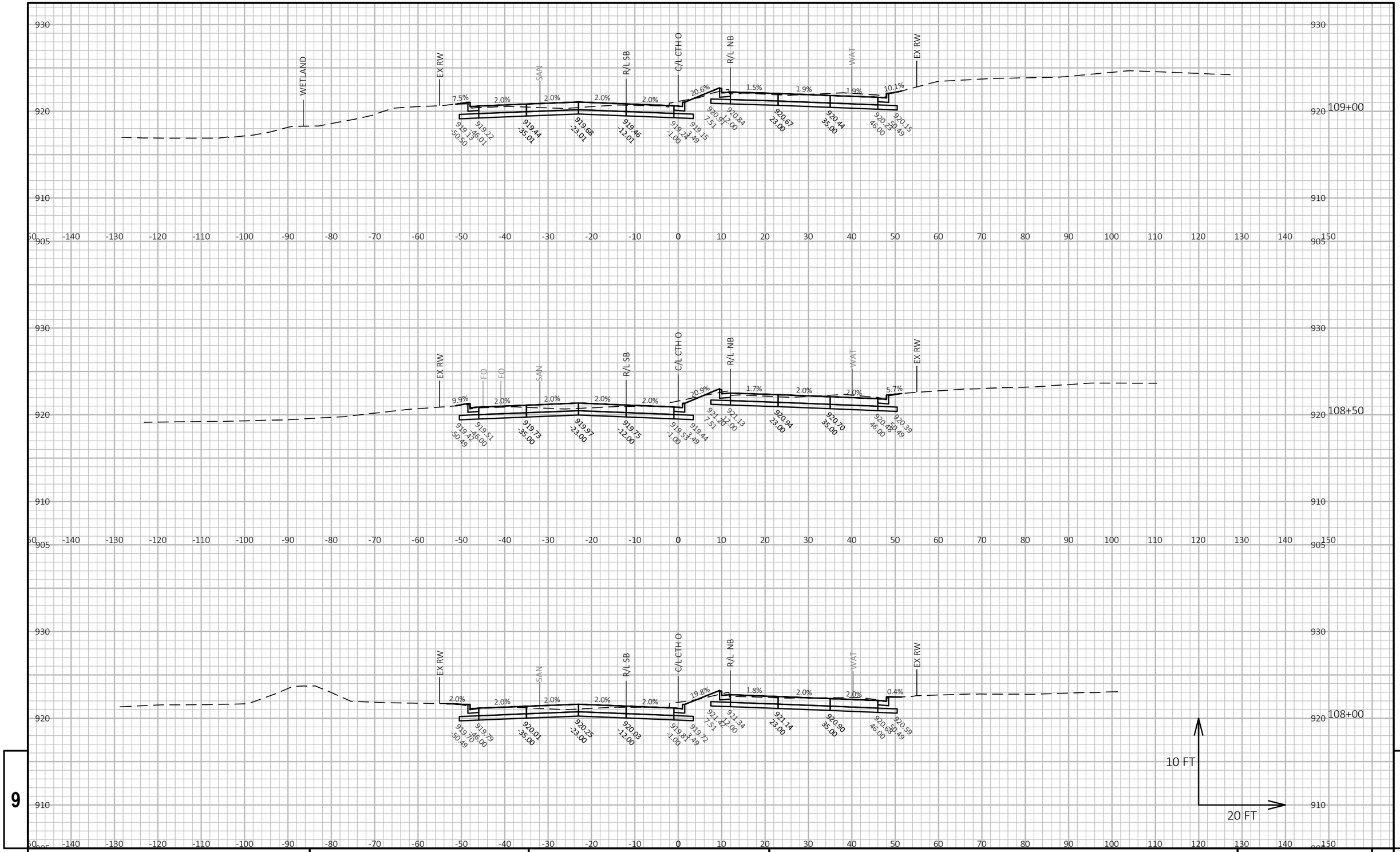


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 455 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-12

PLOT DATE : 7/29/2024 3:40 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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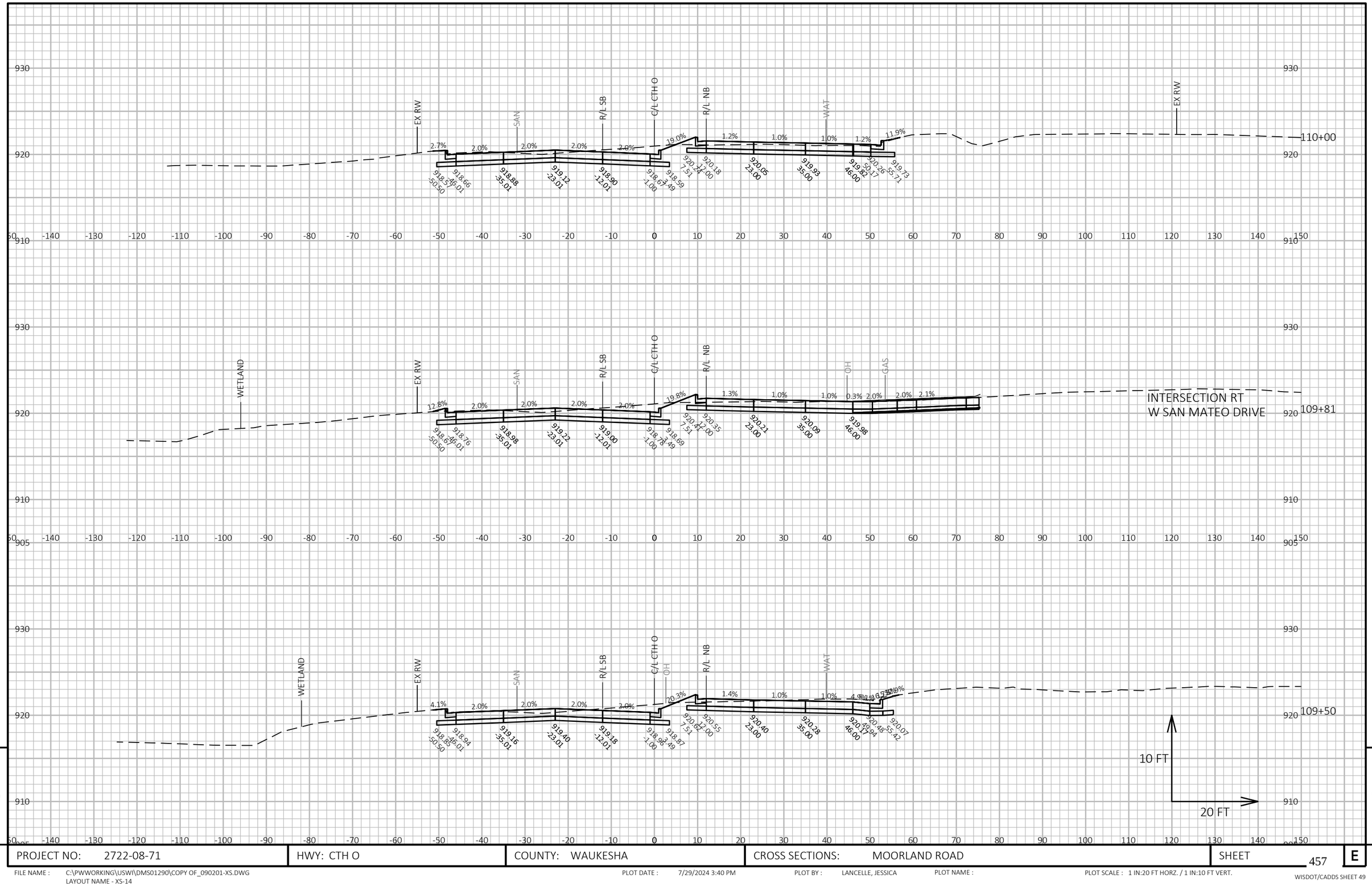
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 456	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-13

PLOT DATE : 7/29/2024 3:40 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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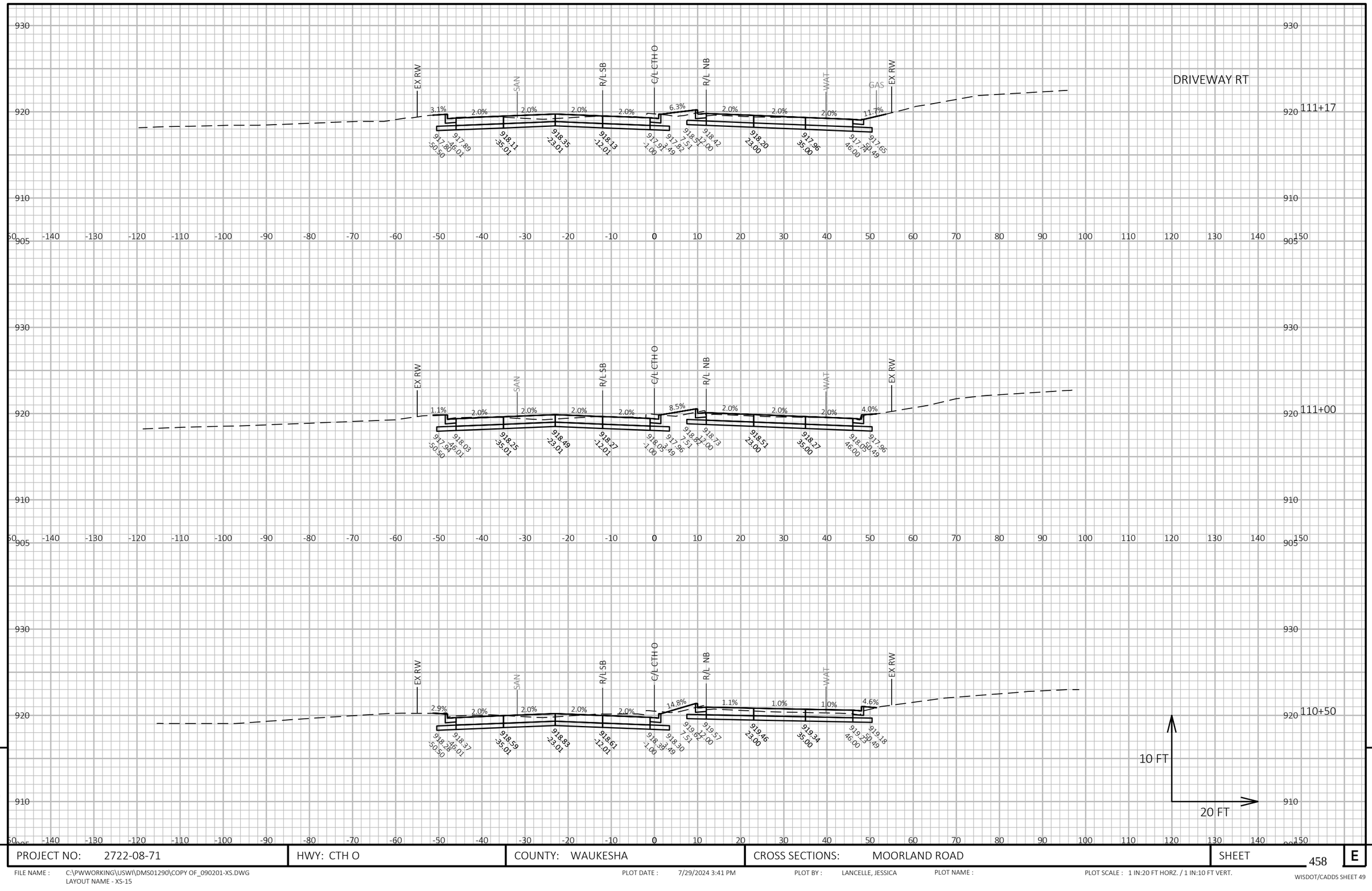
9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 457	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-14

PLOT DATE : 7/29/2024 3:40 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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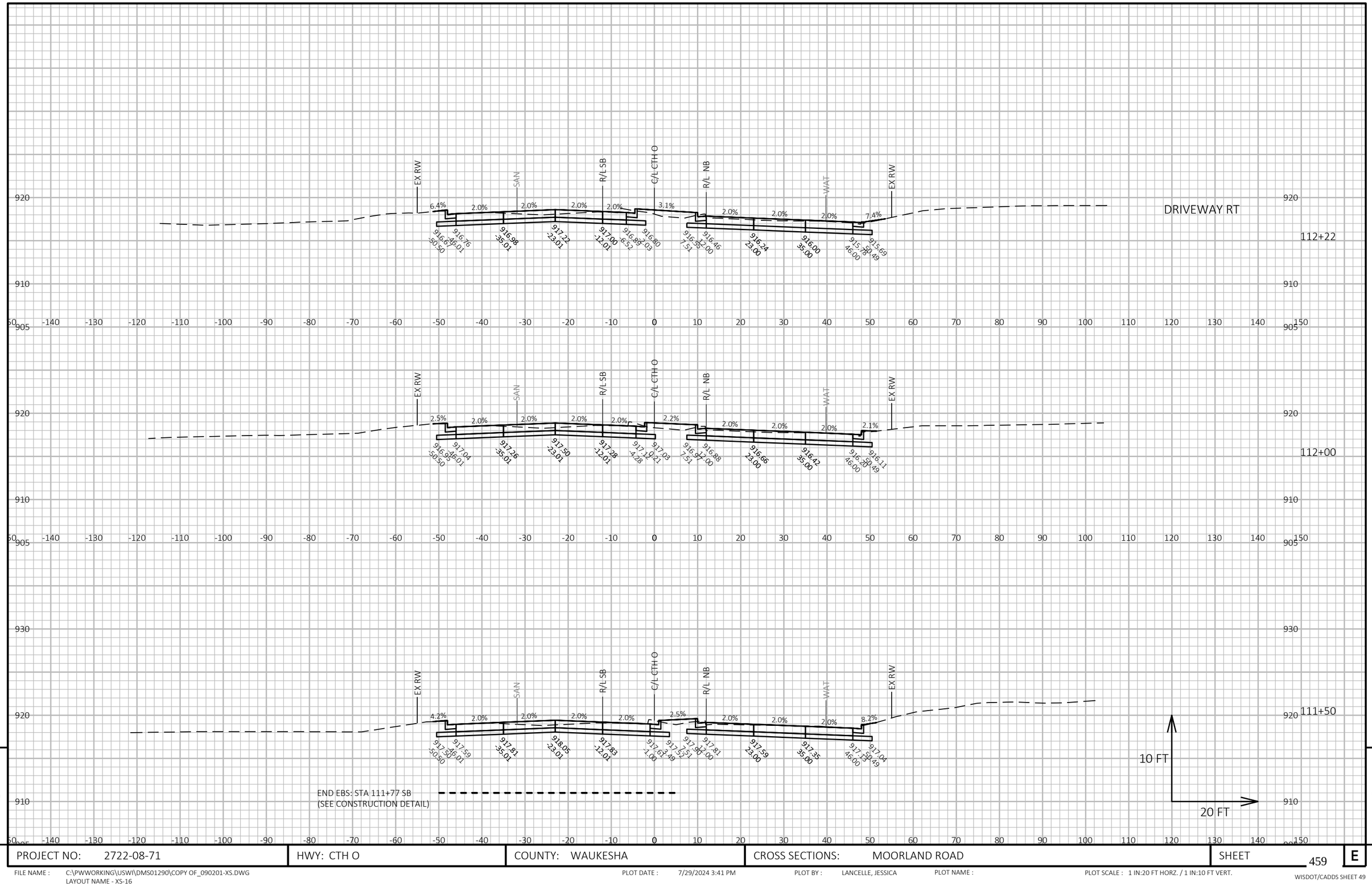
9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 458	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-15

PLOT DATE : 7/29/2024 3:41 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 459	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-16

PLOT DATE : 7/29/2024 3:41 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 460	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-17

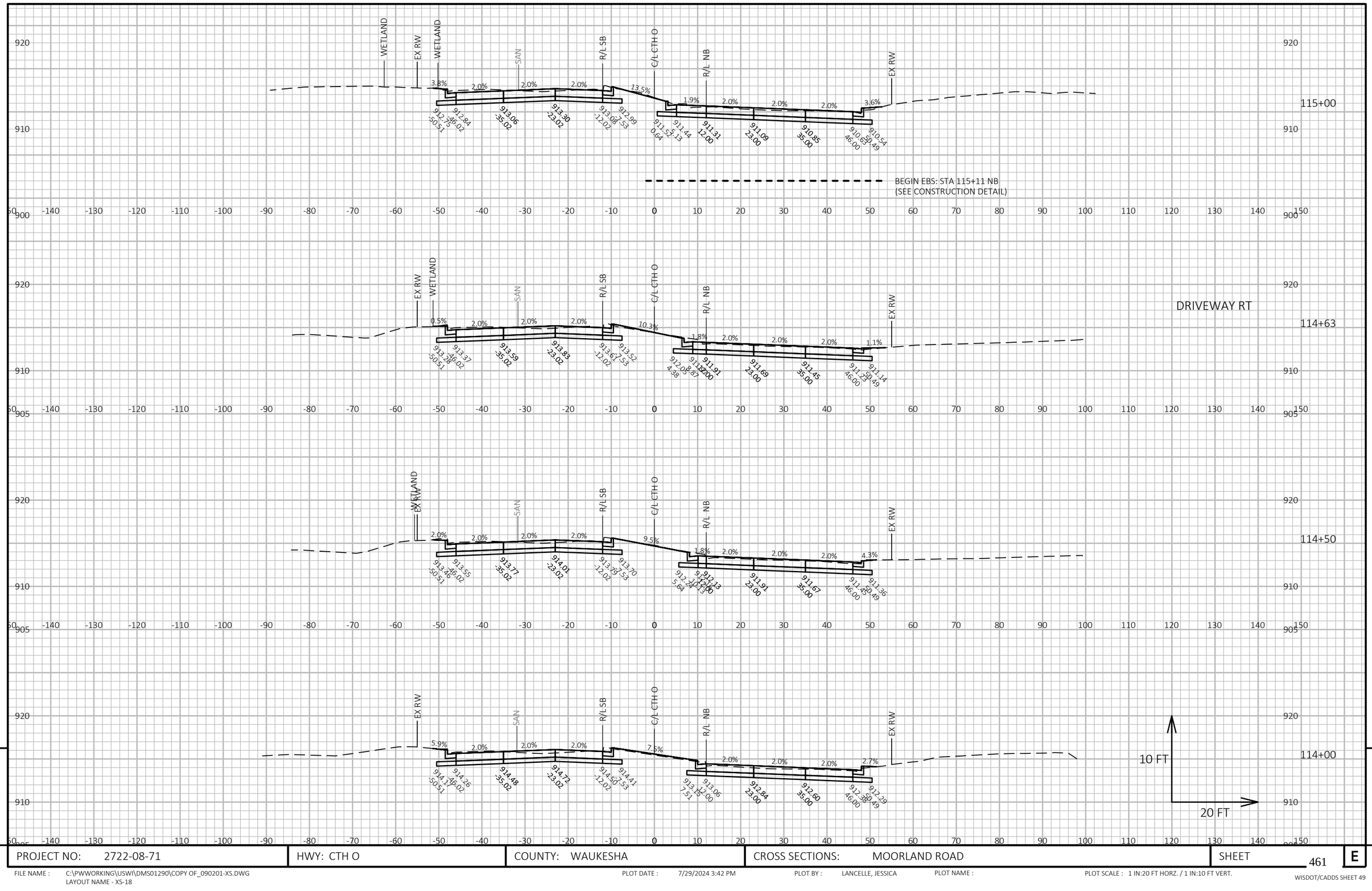
PLOT DATE : 7/29/2024 3:41 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

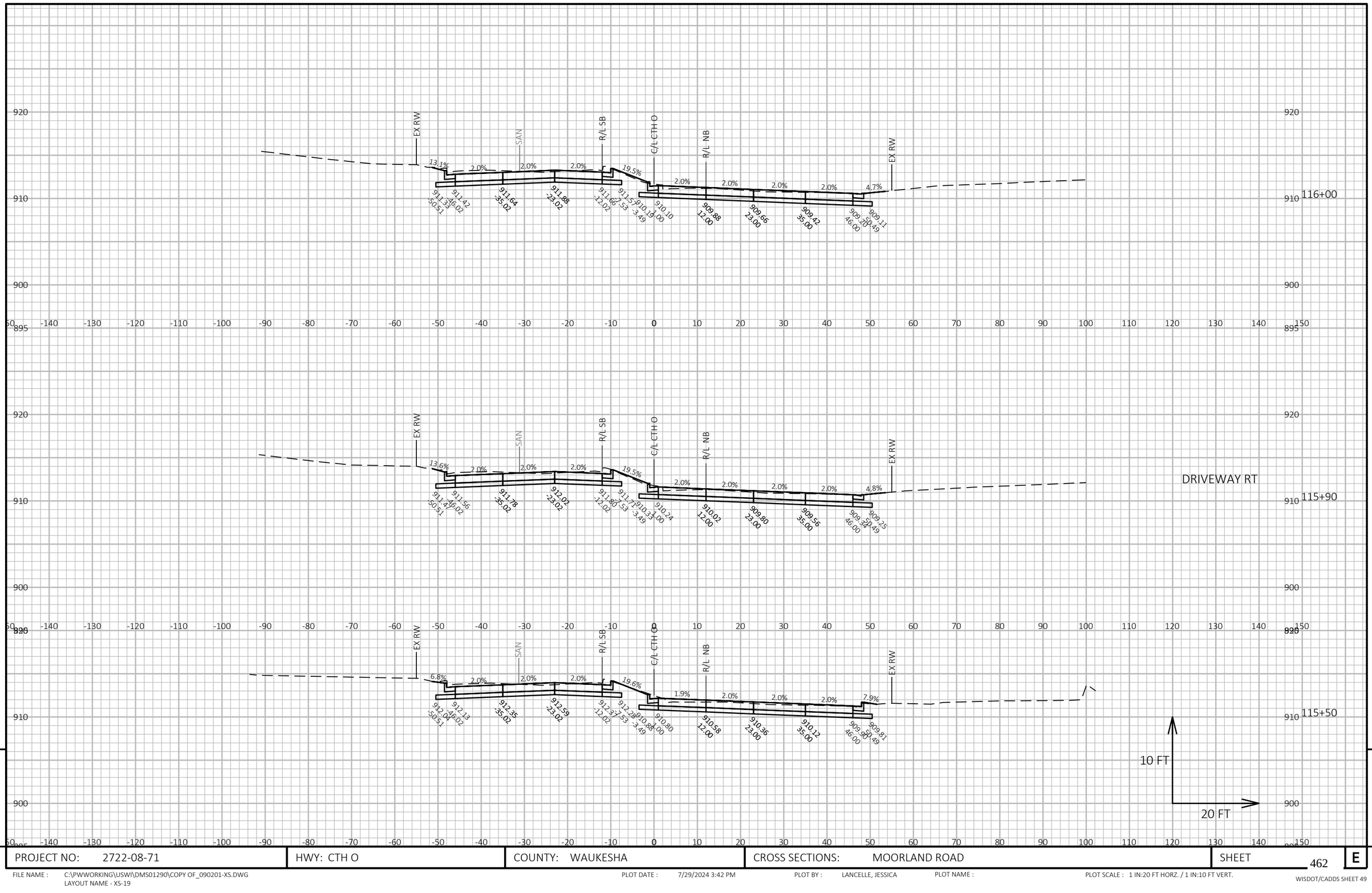


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 461 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-18

PLOT DATE : 7/29/2024 3:42 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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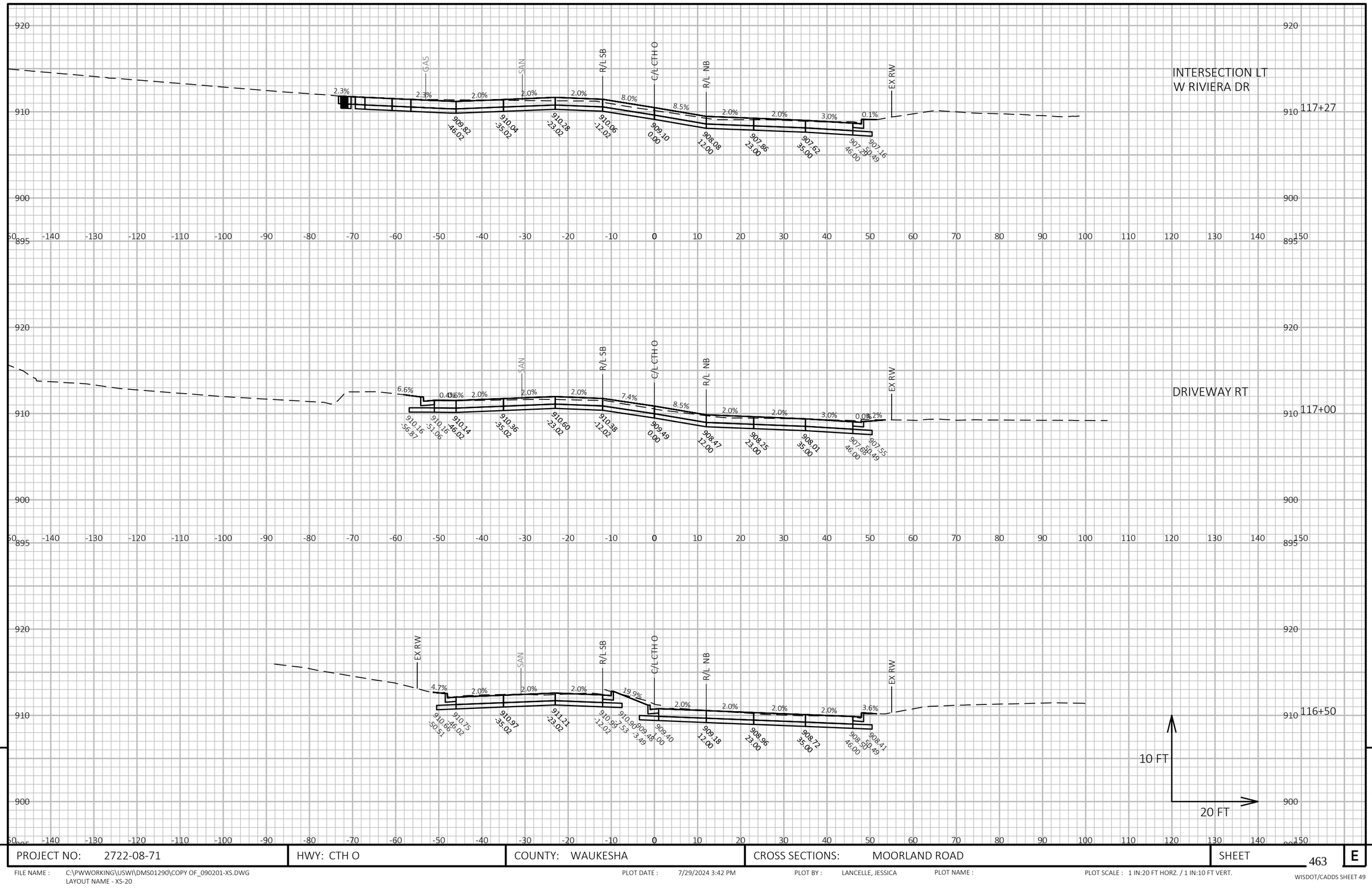
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 462	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-19

PLOT DATE : 7/29/2024 3:42 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

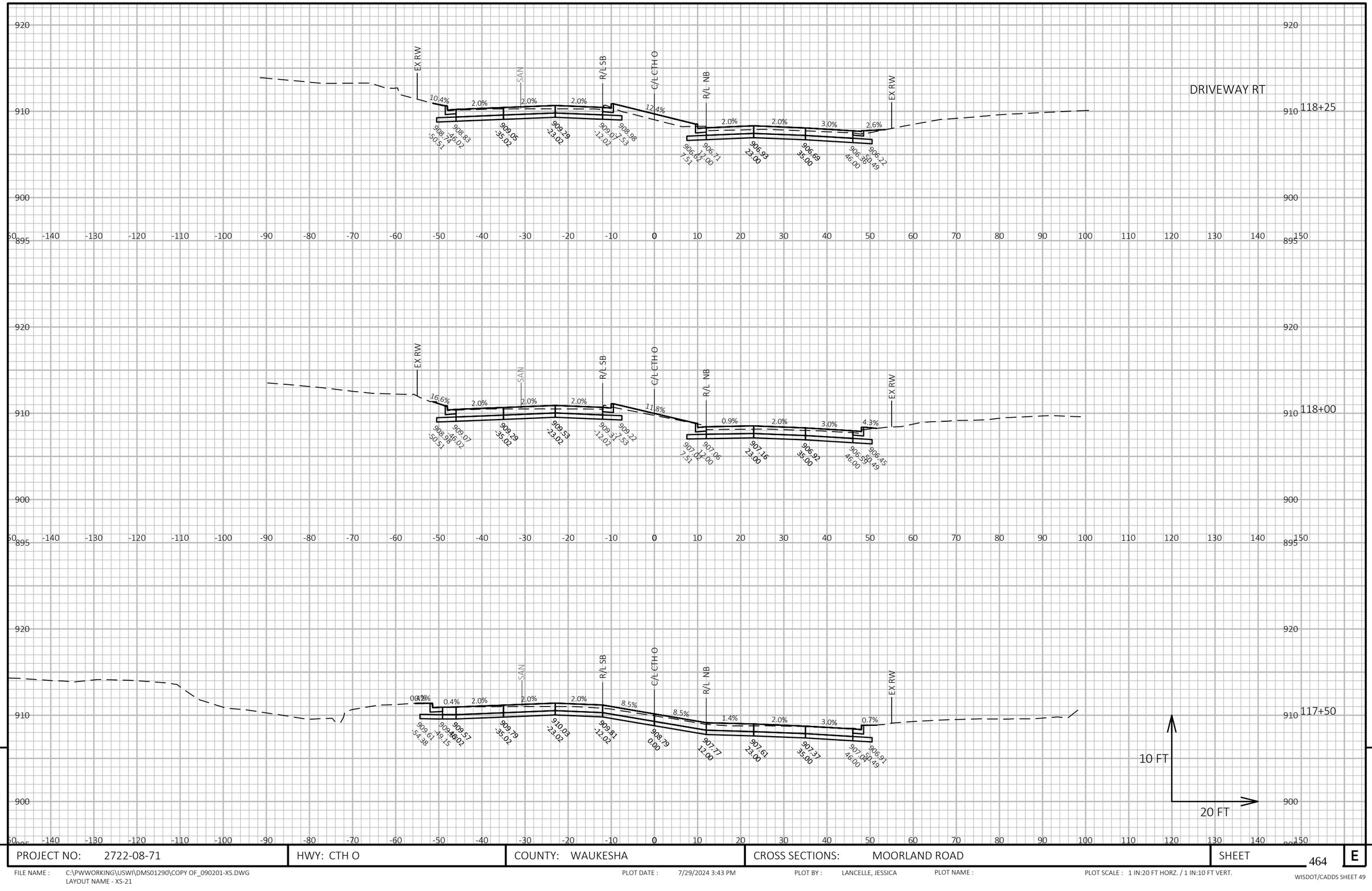


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 463	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-20

PLOT DATE : 7/29/2024 3:42 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

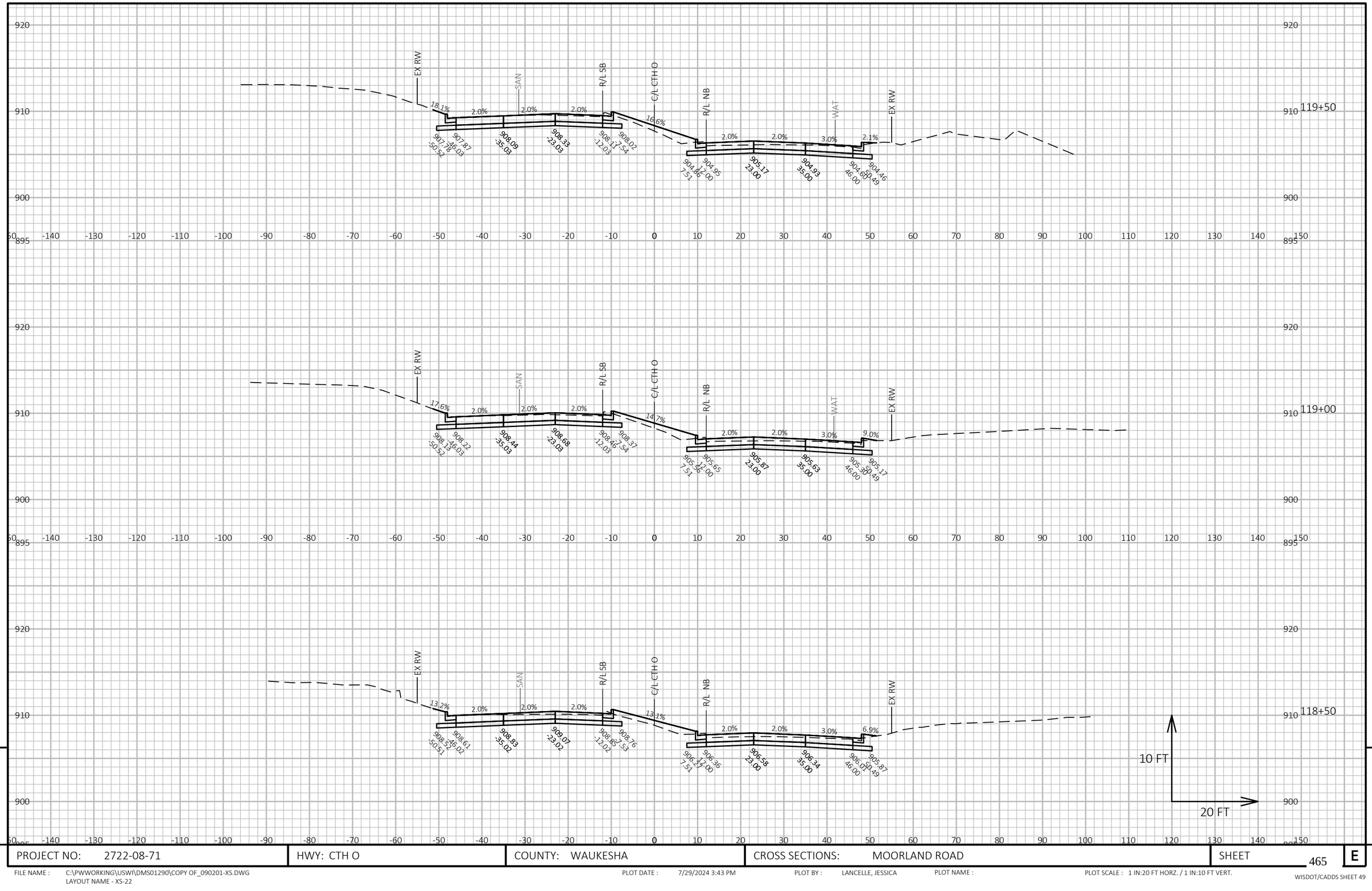


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 464 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-21

PLOT DATE : 7/29/2024 3:43 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 465	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-22

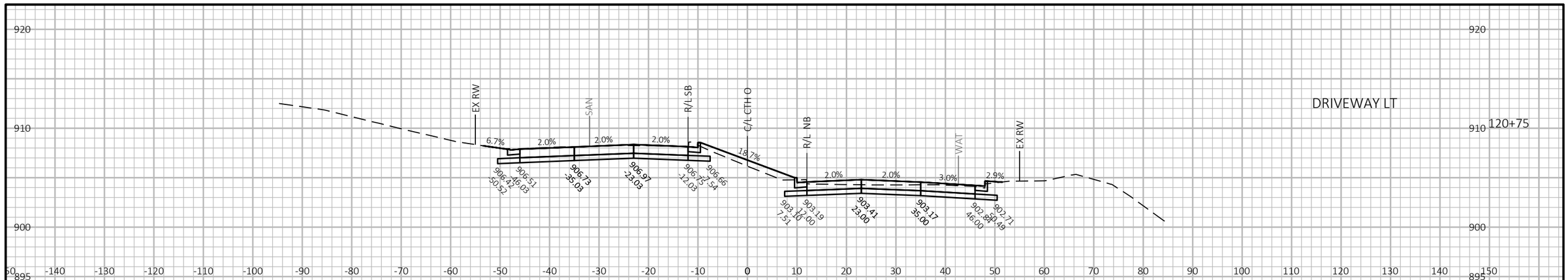
PLOT DATE : 7/29/2024 3:43 PM

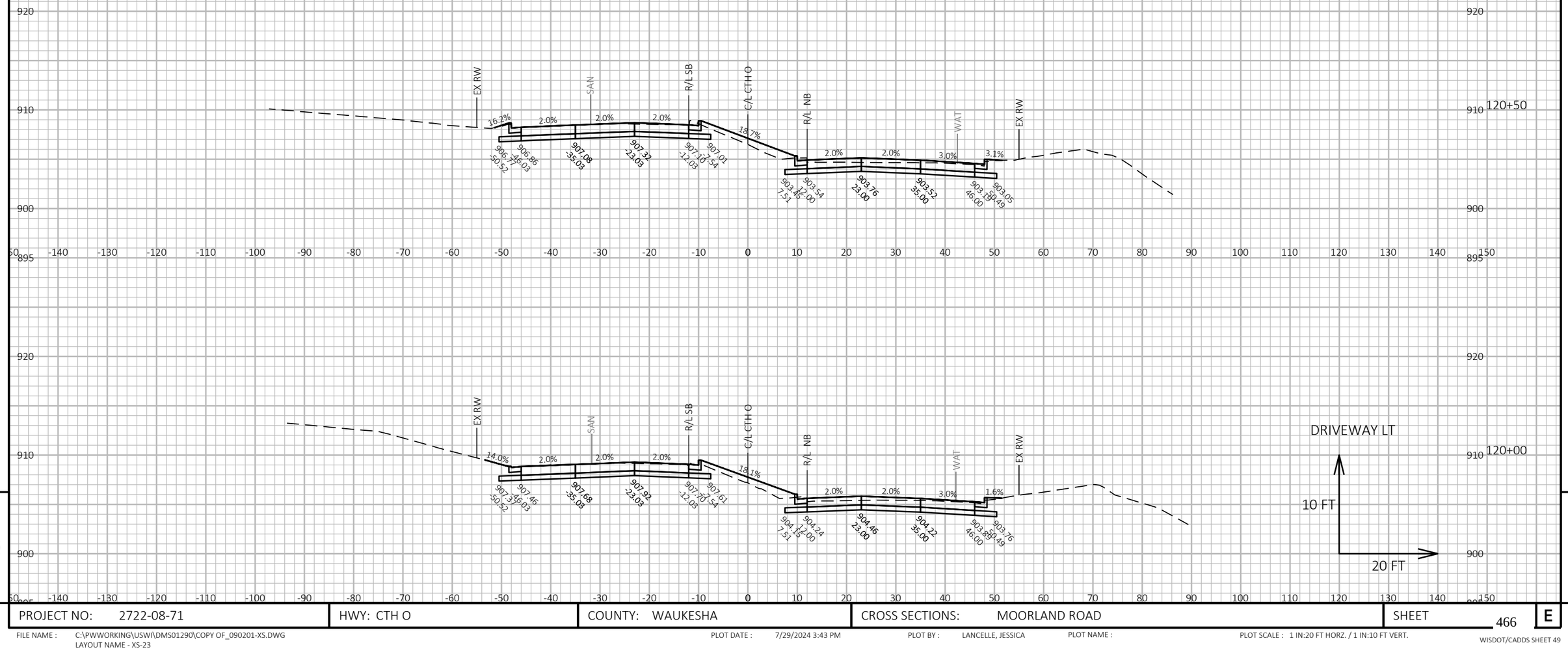
PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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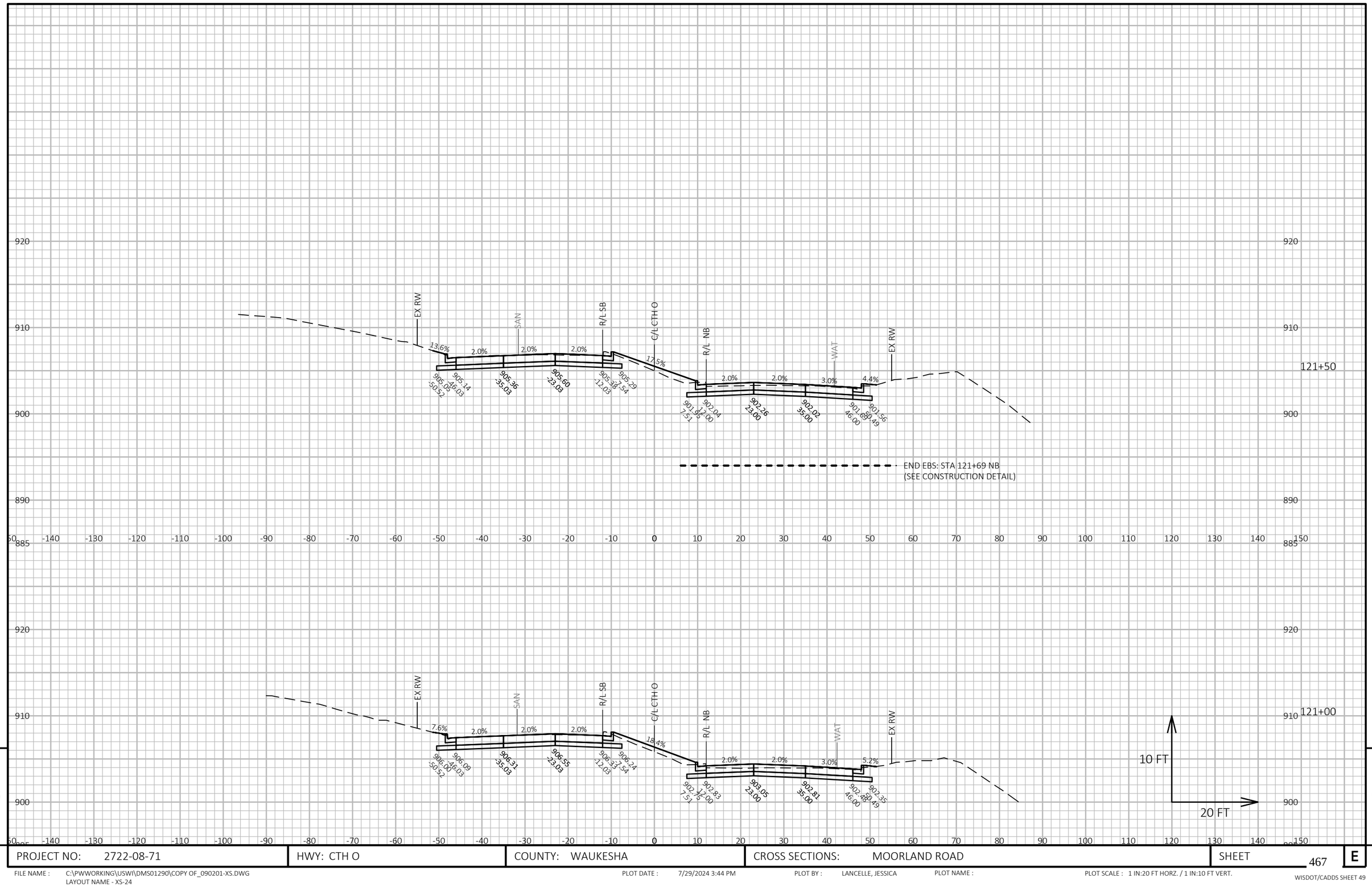
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 466	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-23

PLOT DATE : 7/29/2024 3:43 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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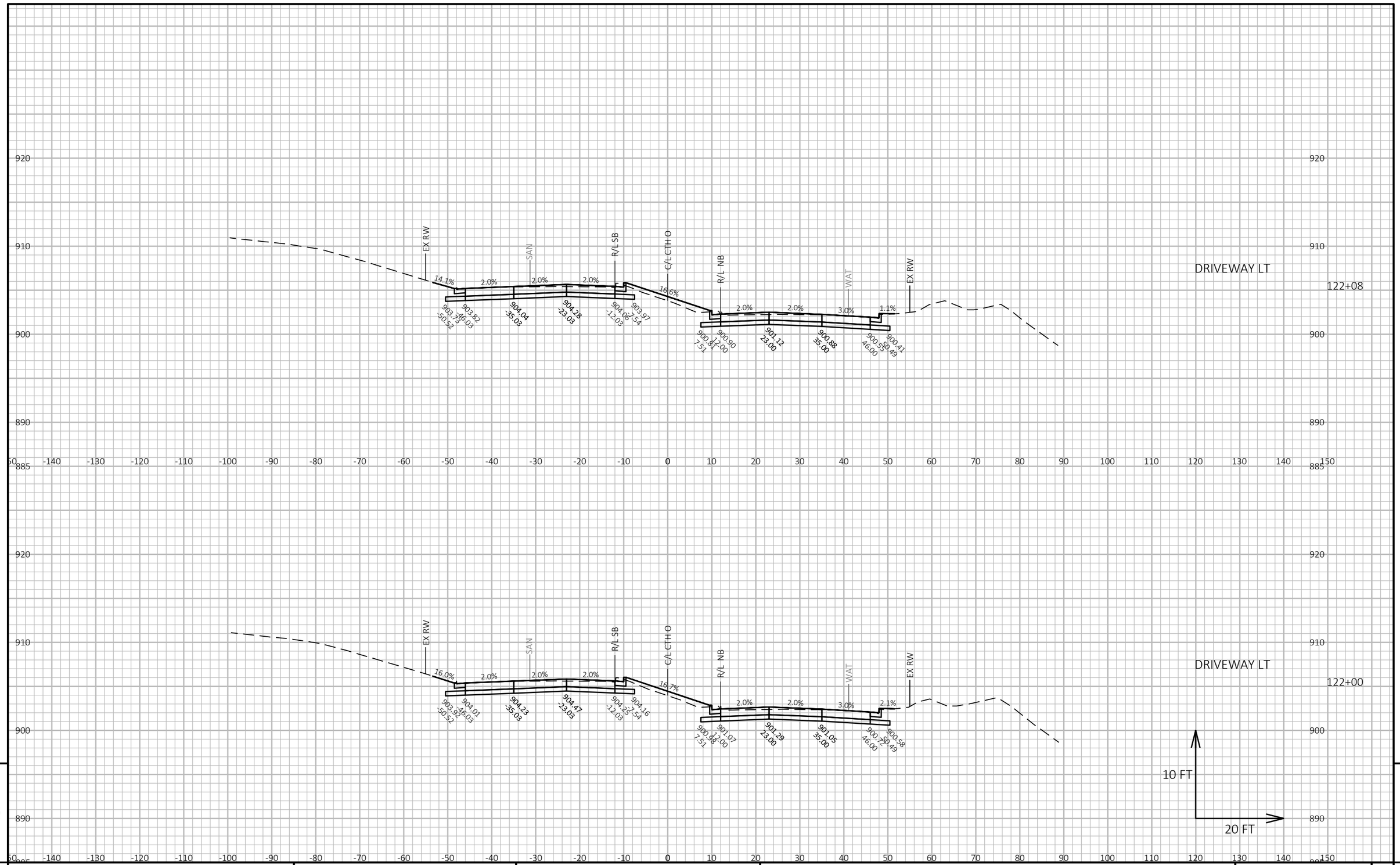
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 467	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-24

PLOT DATE : 7/29/2024 3:44 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

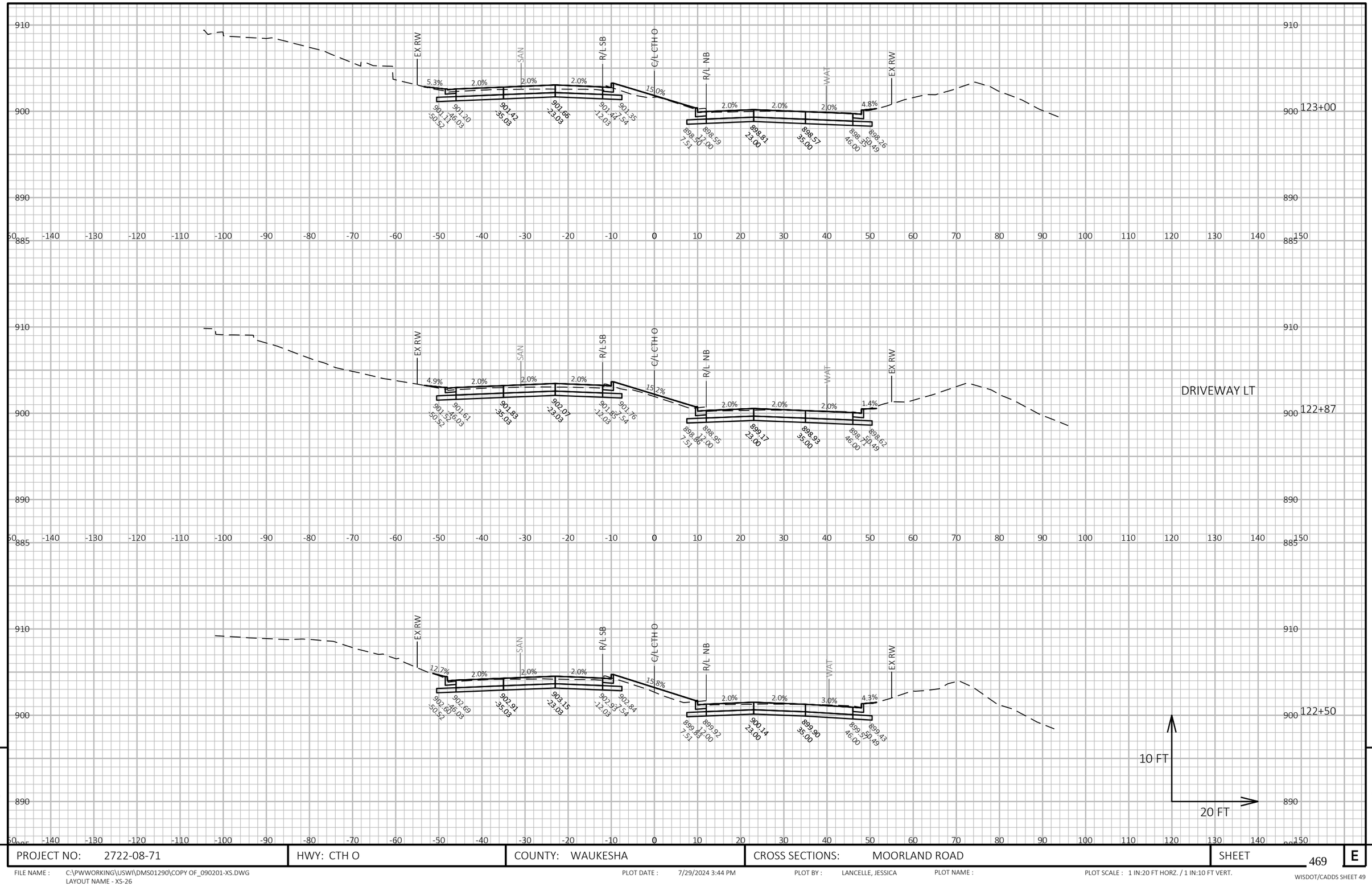


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 468	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-25

PLOT DATE : 7/29/2024 3:44 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 469	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-26

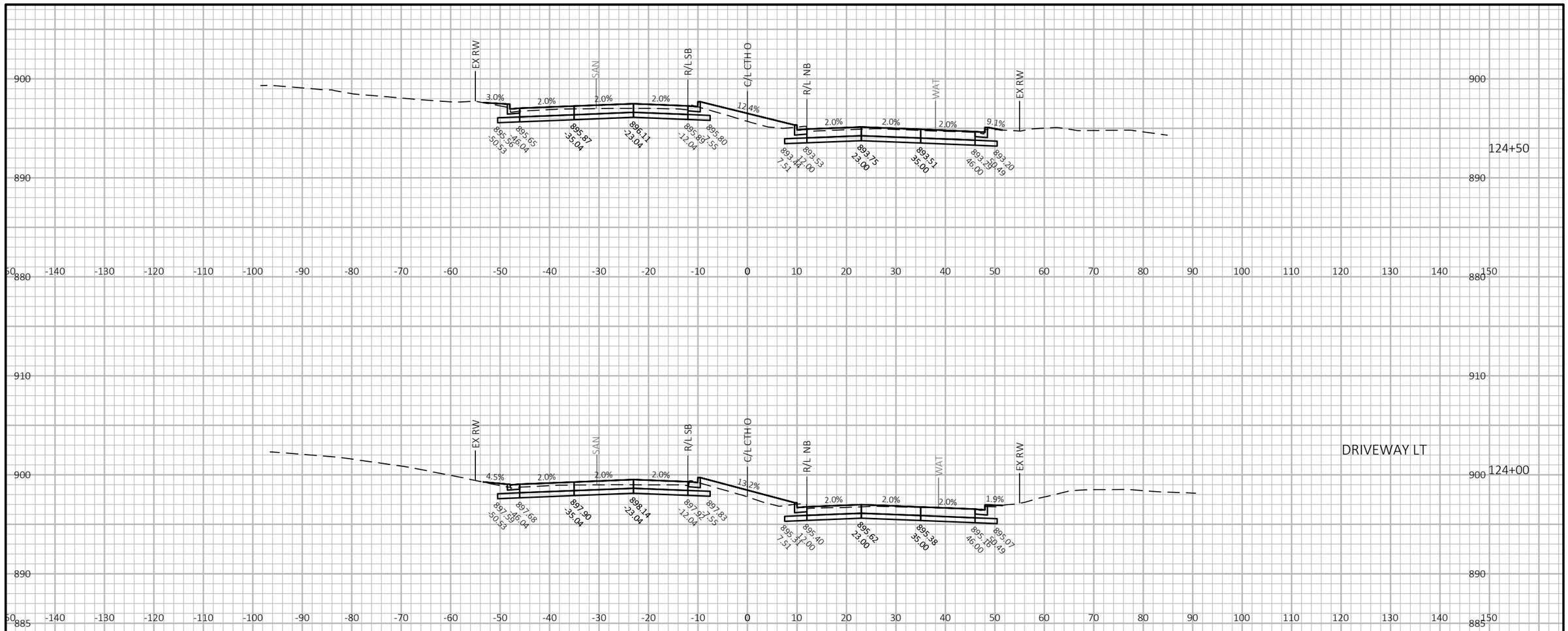
PLOT DATE : 7/29/2024 3:44 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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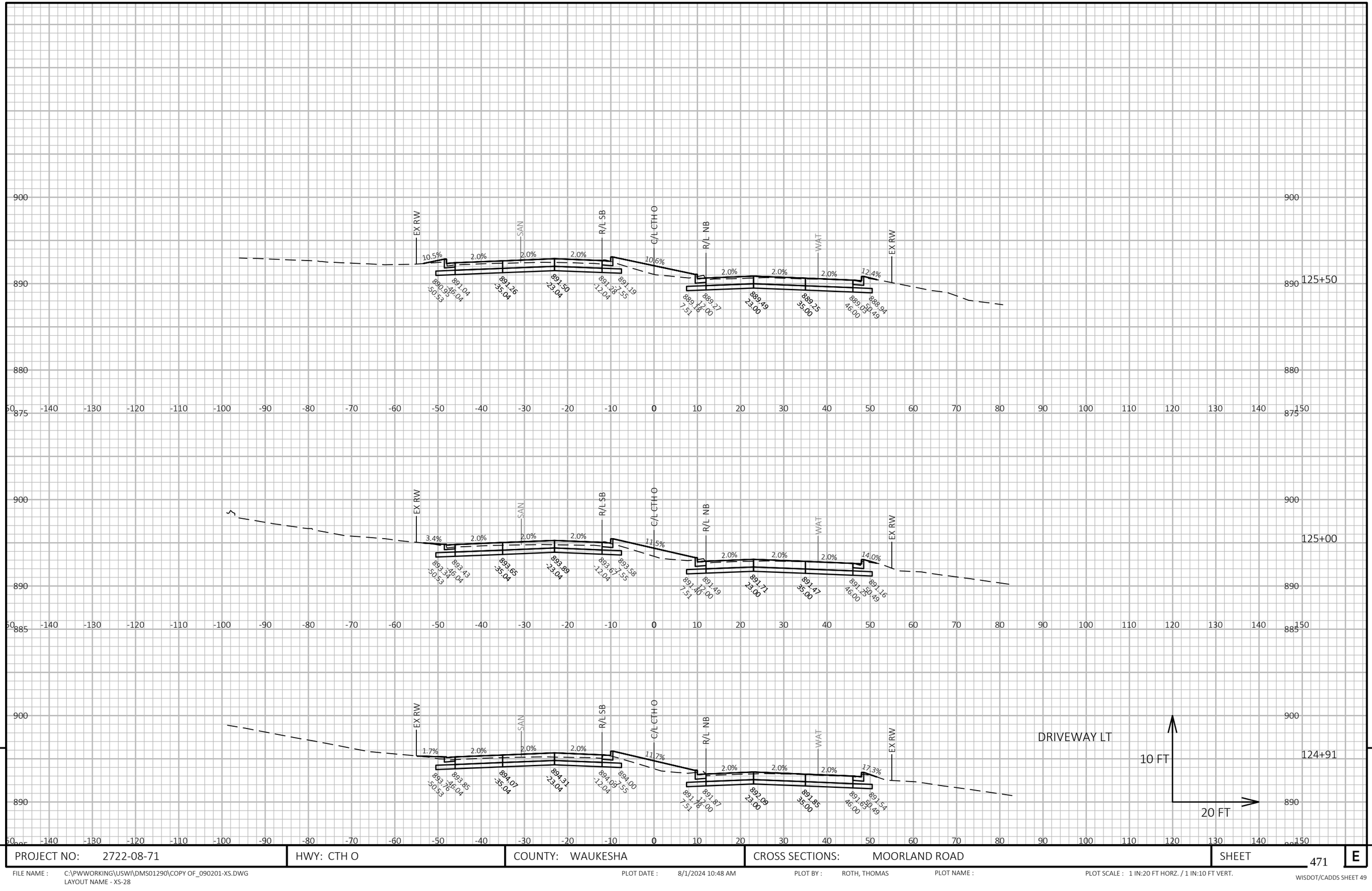
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 470	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-27

PLOT DATE : 7/29/2024 3:45 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 471	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-28

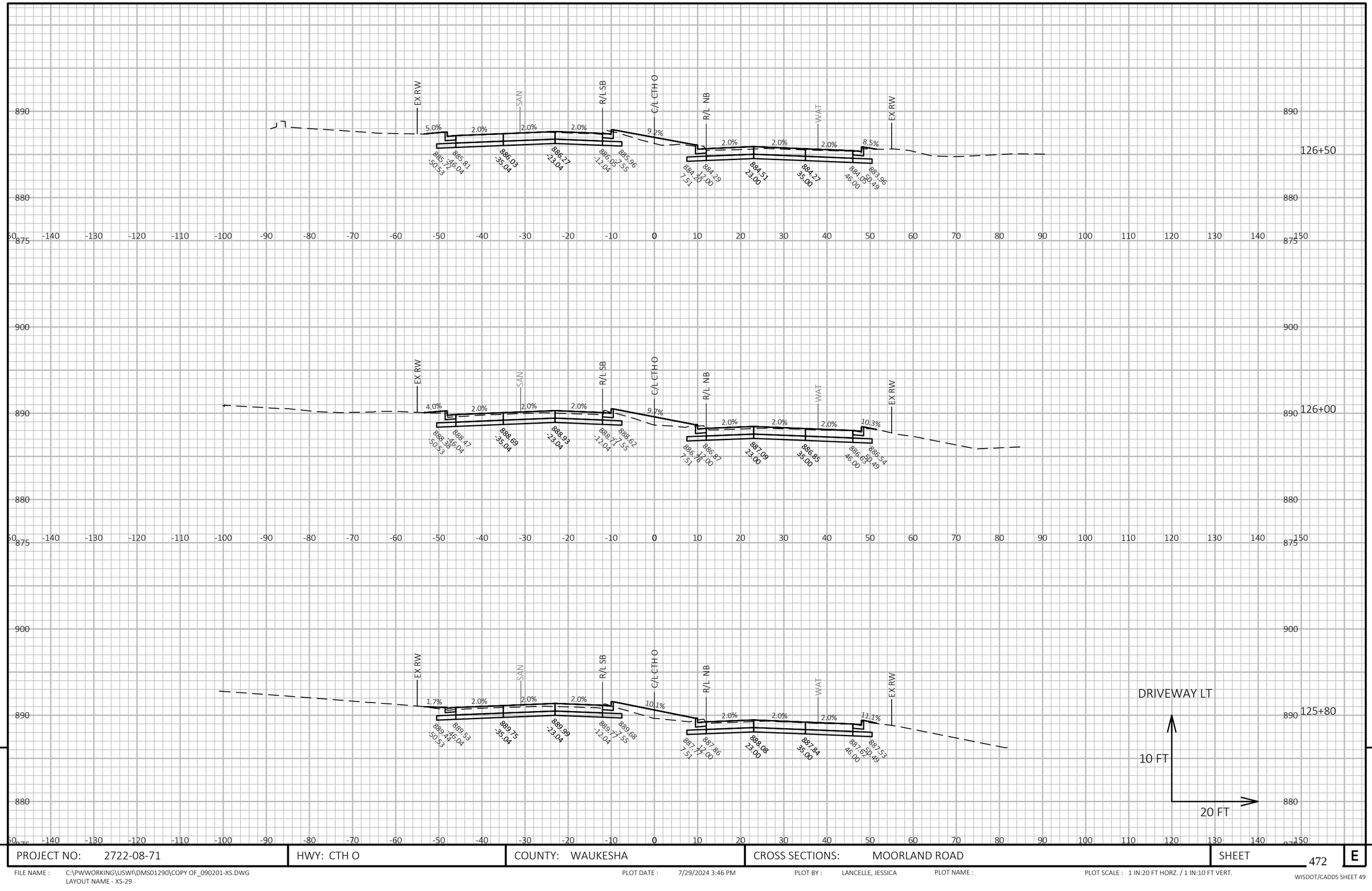
PLOT DATE : 8/1/2024 10:48 AM

PLOT BY : ROTH, THOMAS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

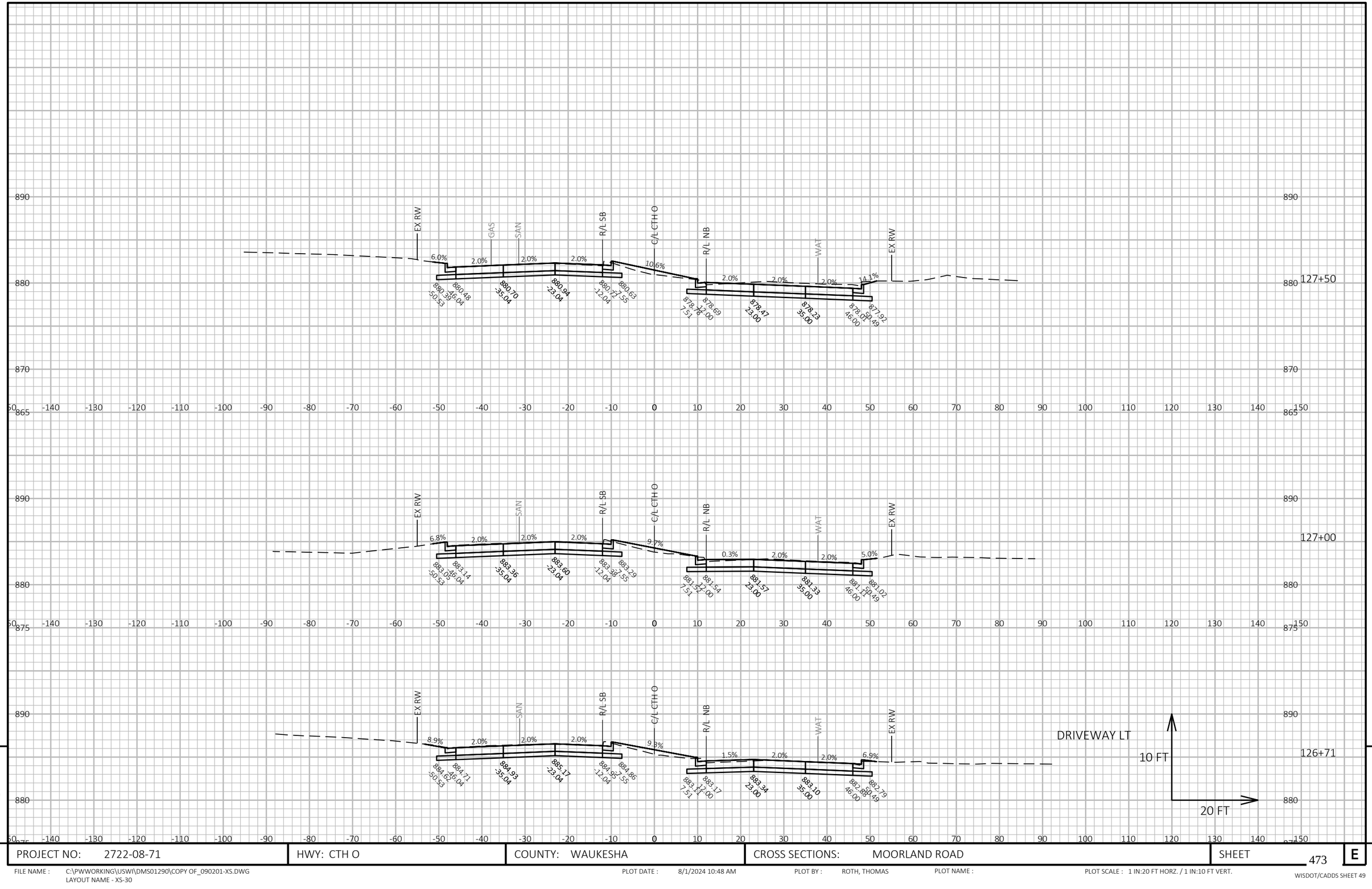


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 472	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-29

PLOT DATE : 7/29/2024 3:46 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 473	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-30

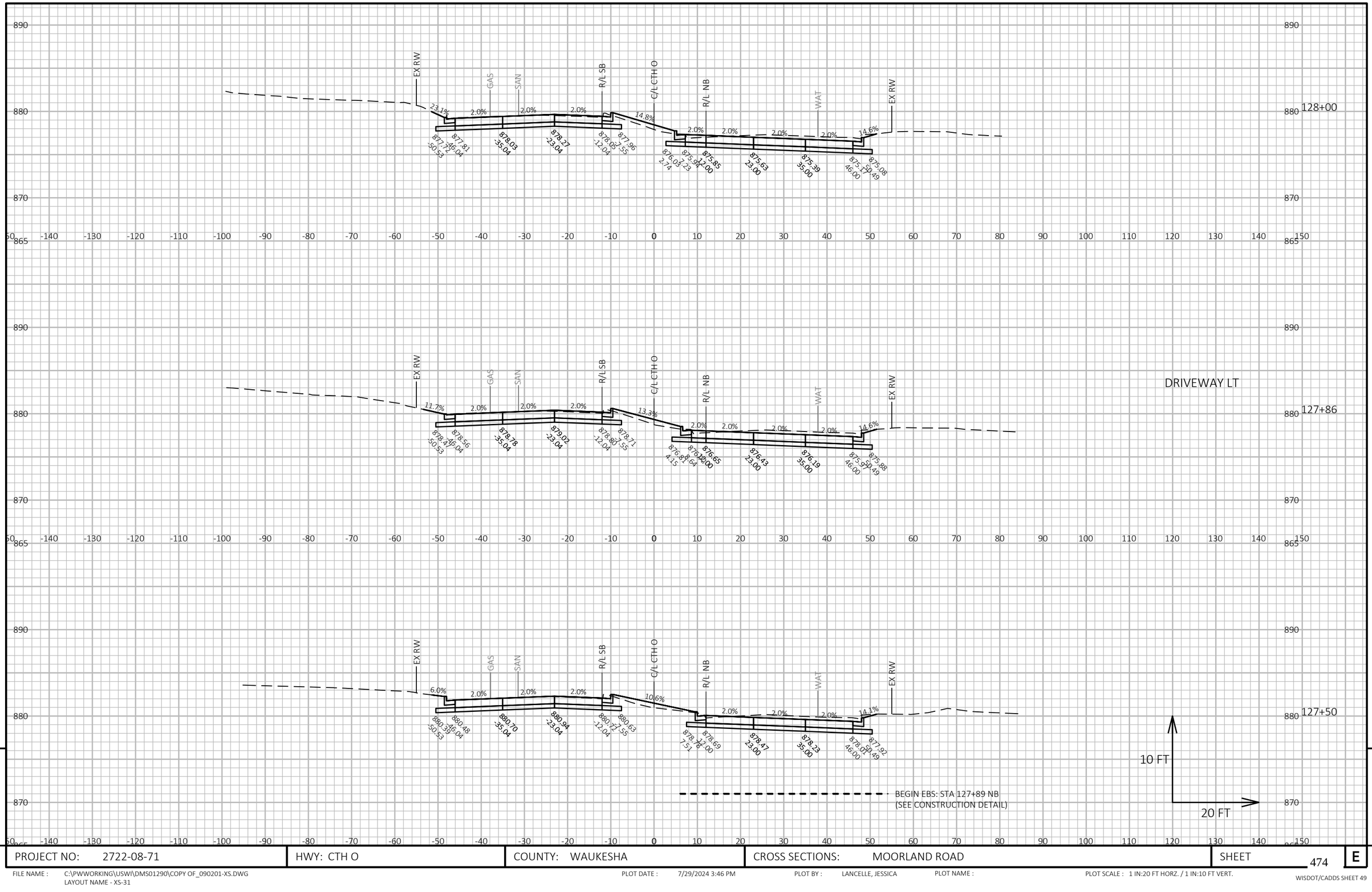
PLOT DATE : 8/1/2024 10:48 AM

PLOT BY : ROTH, THOMAS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

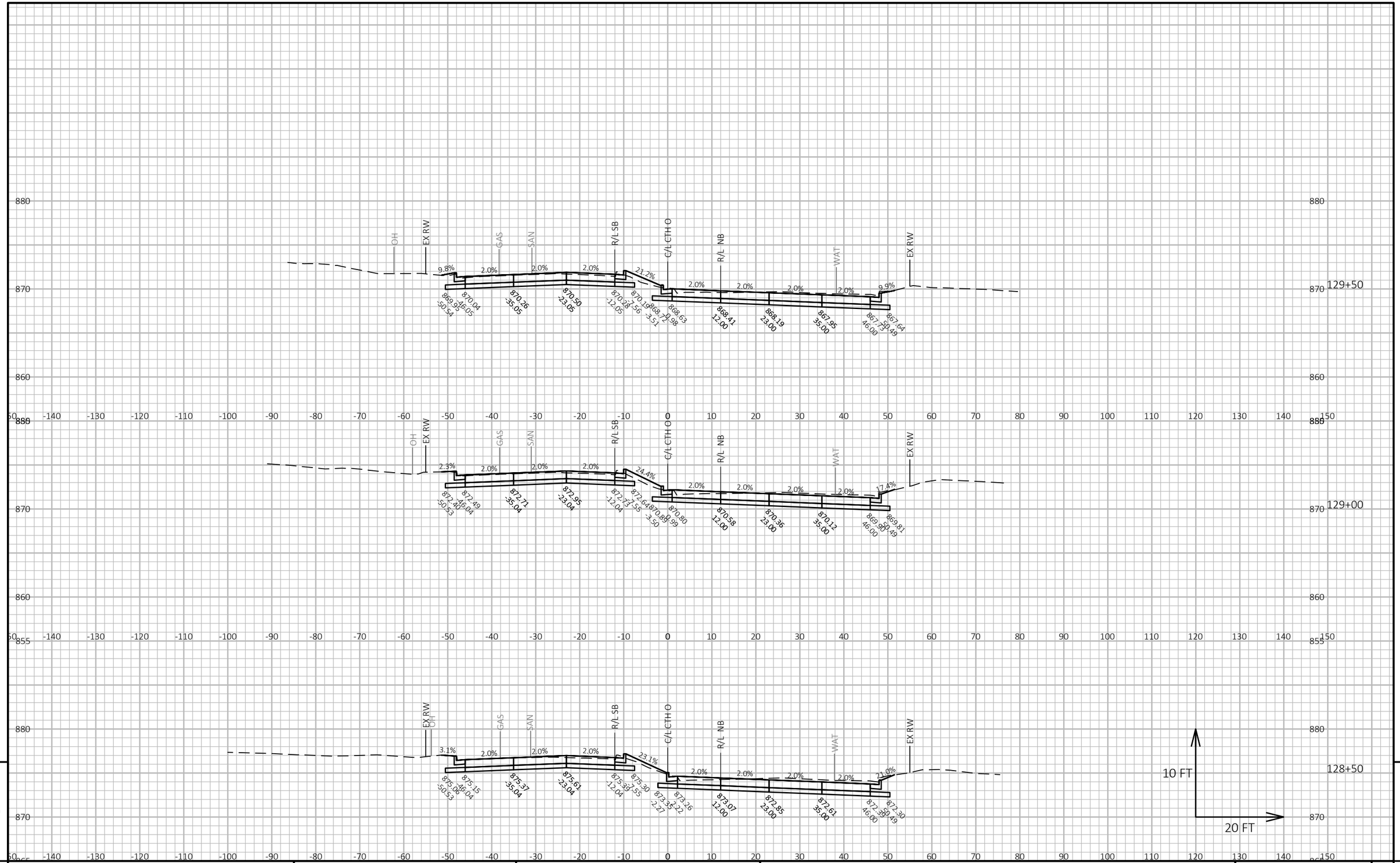


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 474 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-31

PLOT DATE : 7/29/2024 3:46 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 475 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-32

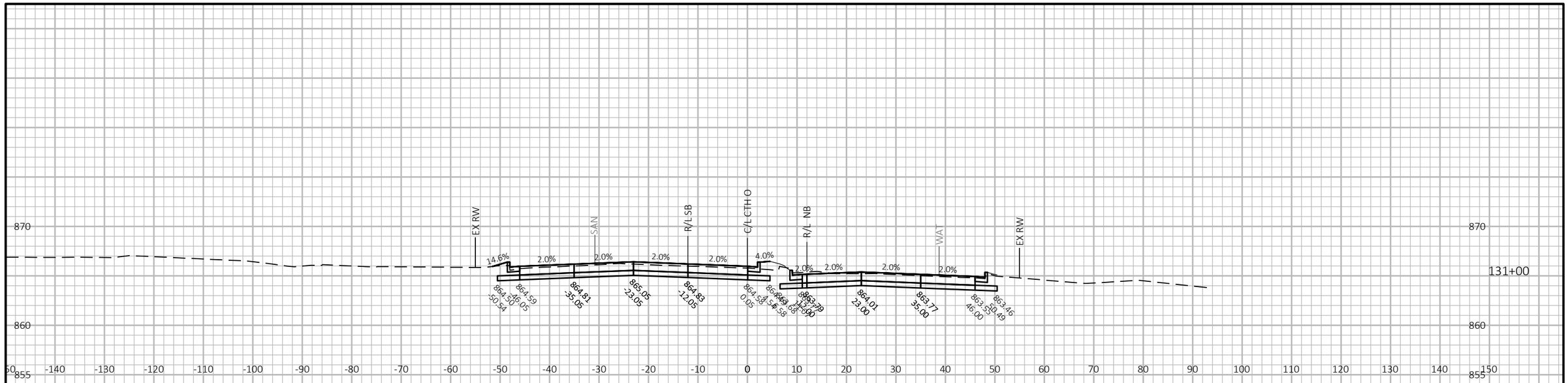
PLOT DATE : 7/29/2024 3:47 PM

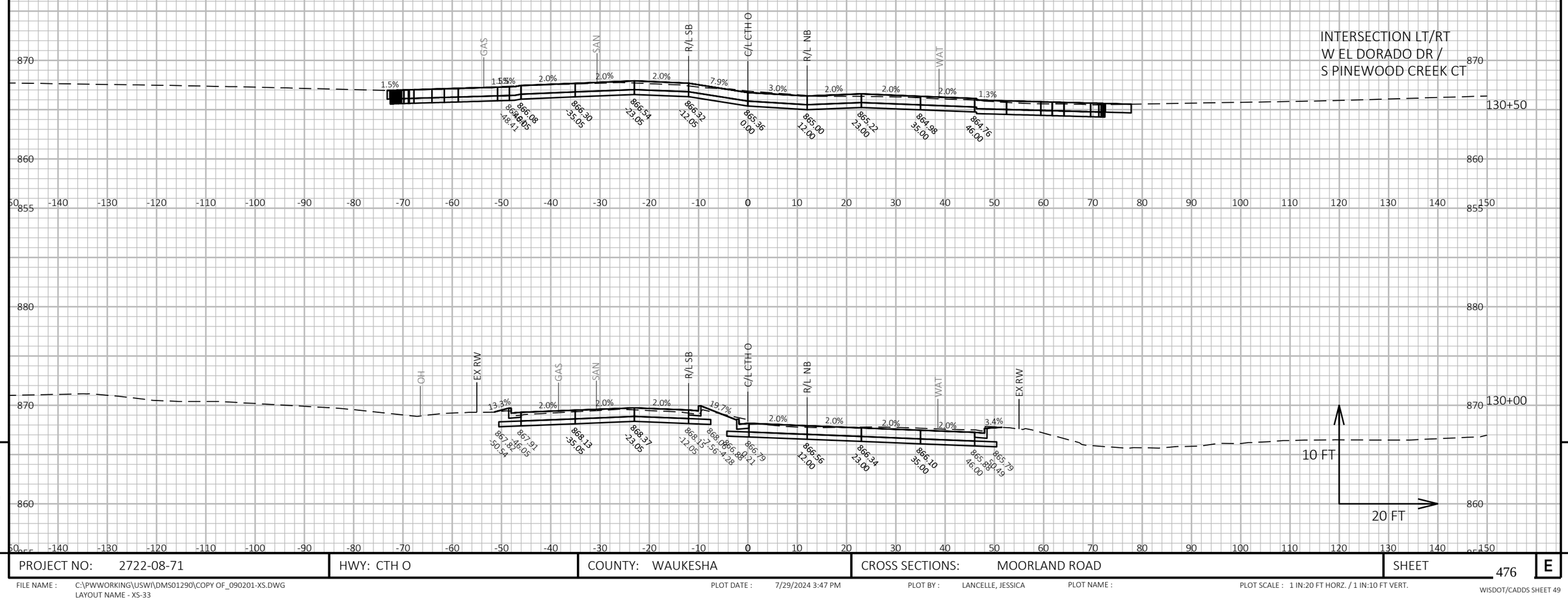
PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





INTERSECTION LT/RT
W EL DORADO DR /
S PINEWOOD CREEK CT

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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 476	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-33

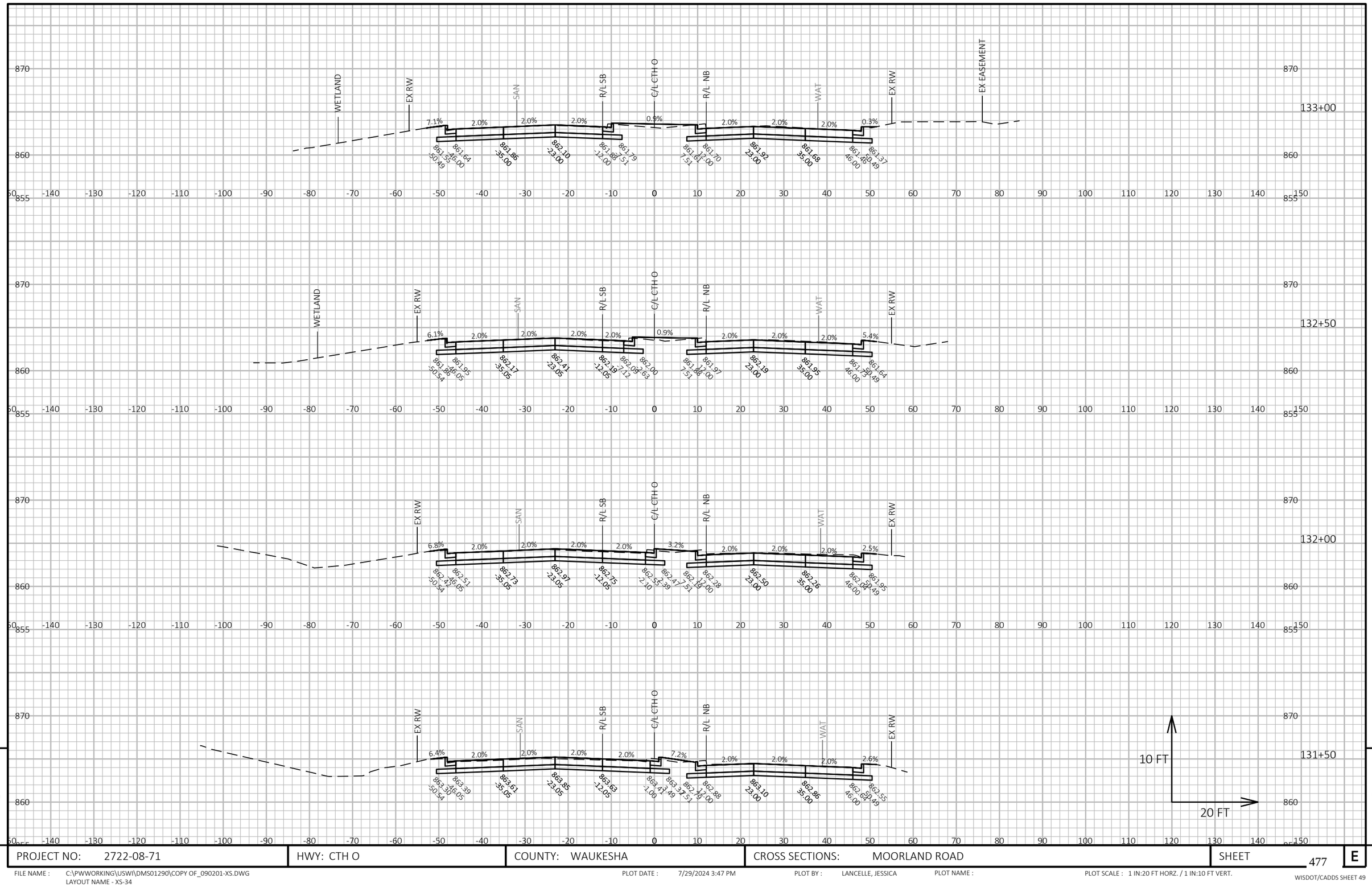
PLOT DATE : 7/29/2024 3:47 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 477 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-34

PLOT DATE : 7/29/2024 3:47 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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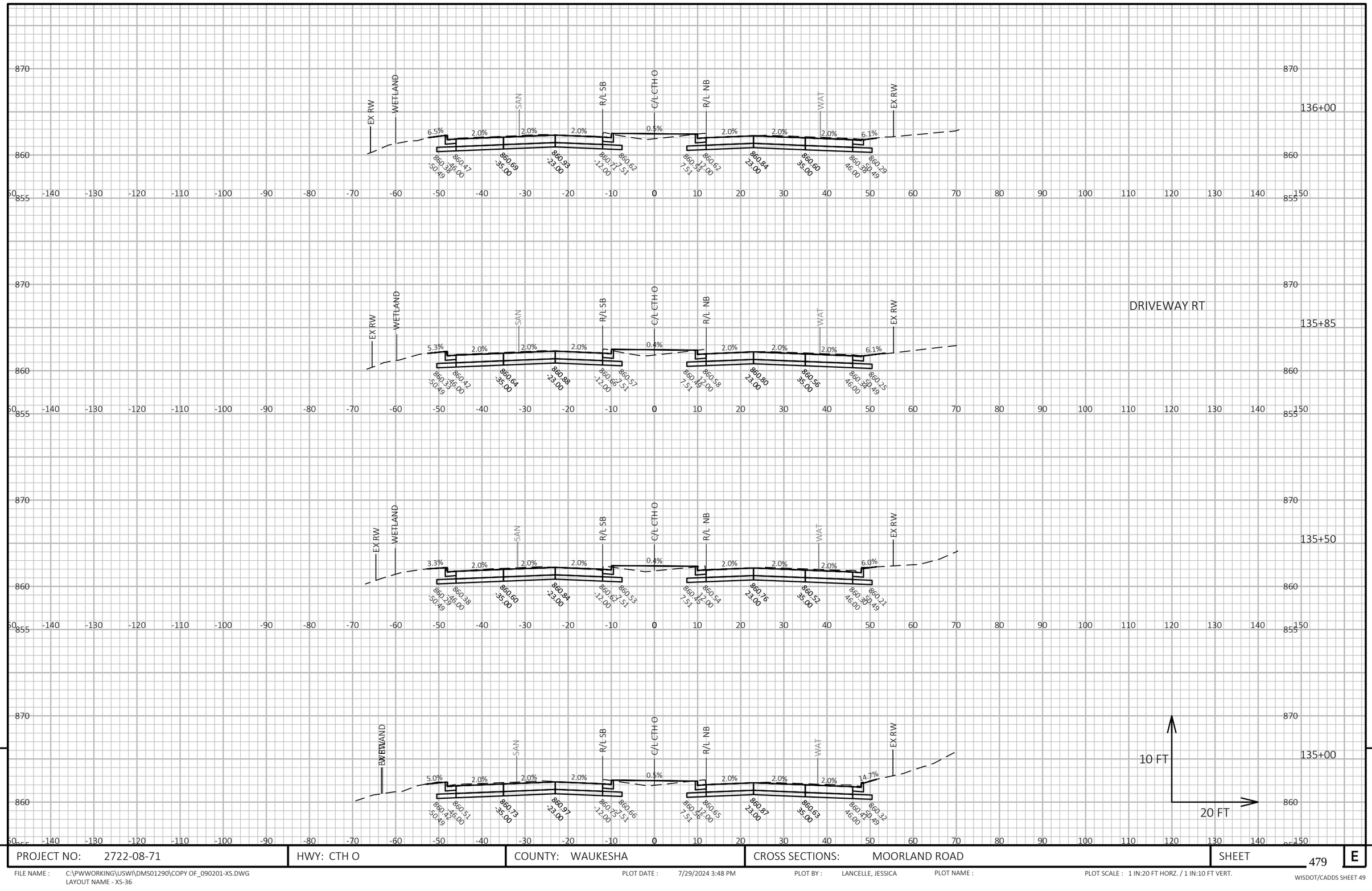
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 478	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-35

PLOT DATE : 7/29/2024 3:48 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 479	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-36

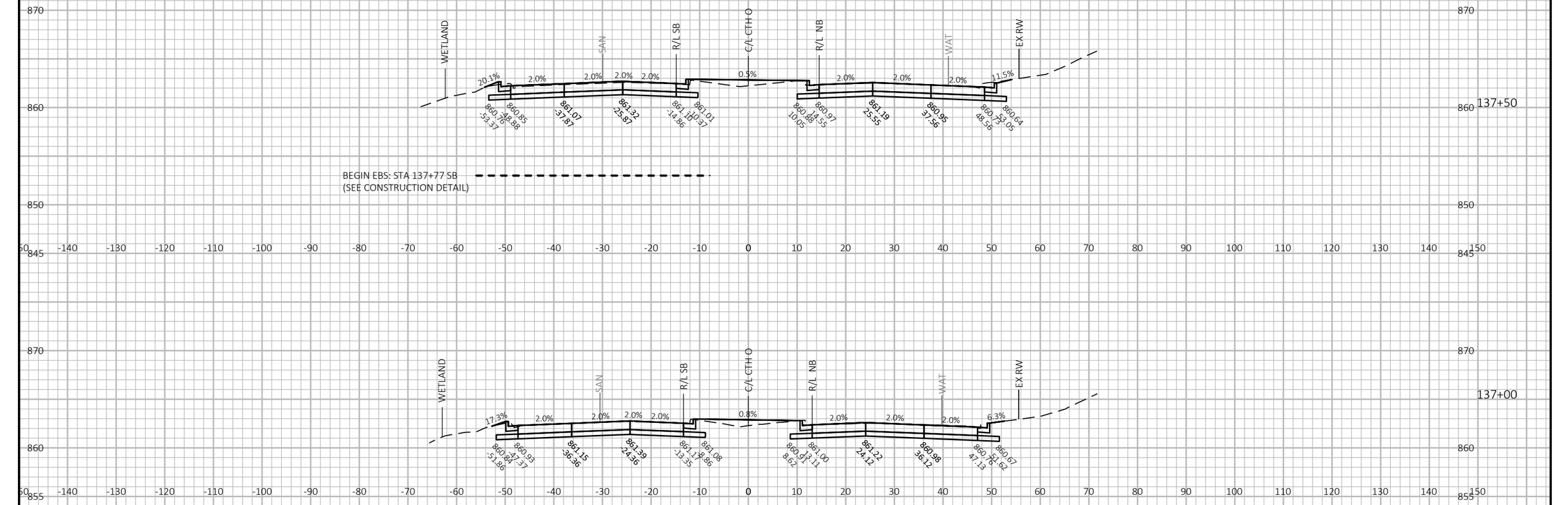
PLOT DATE : 7/29/2024 3:48 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 480 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-37

PLOT DATE : 7/29/2024 3:48 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 481	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-38

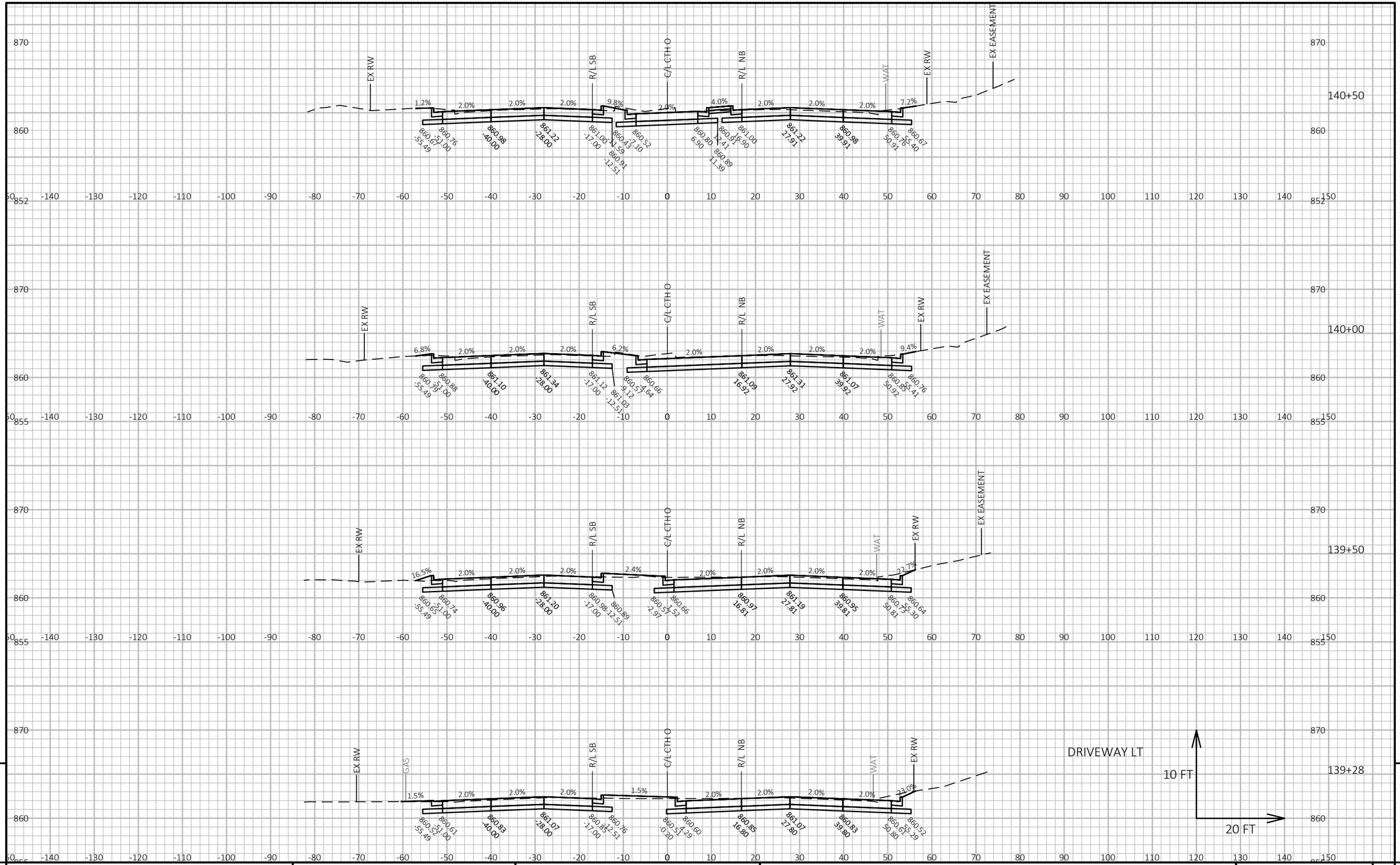
PLOT DATE : 7/29/2024 3:49 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 482	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-39

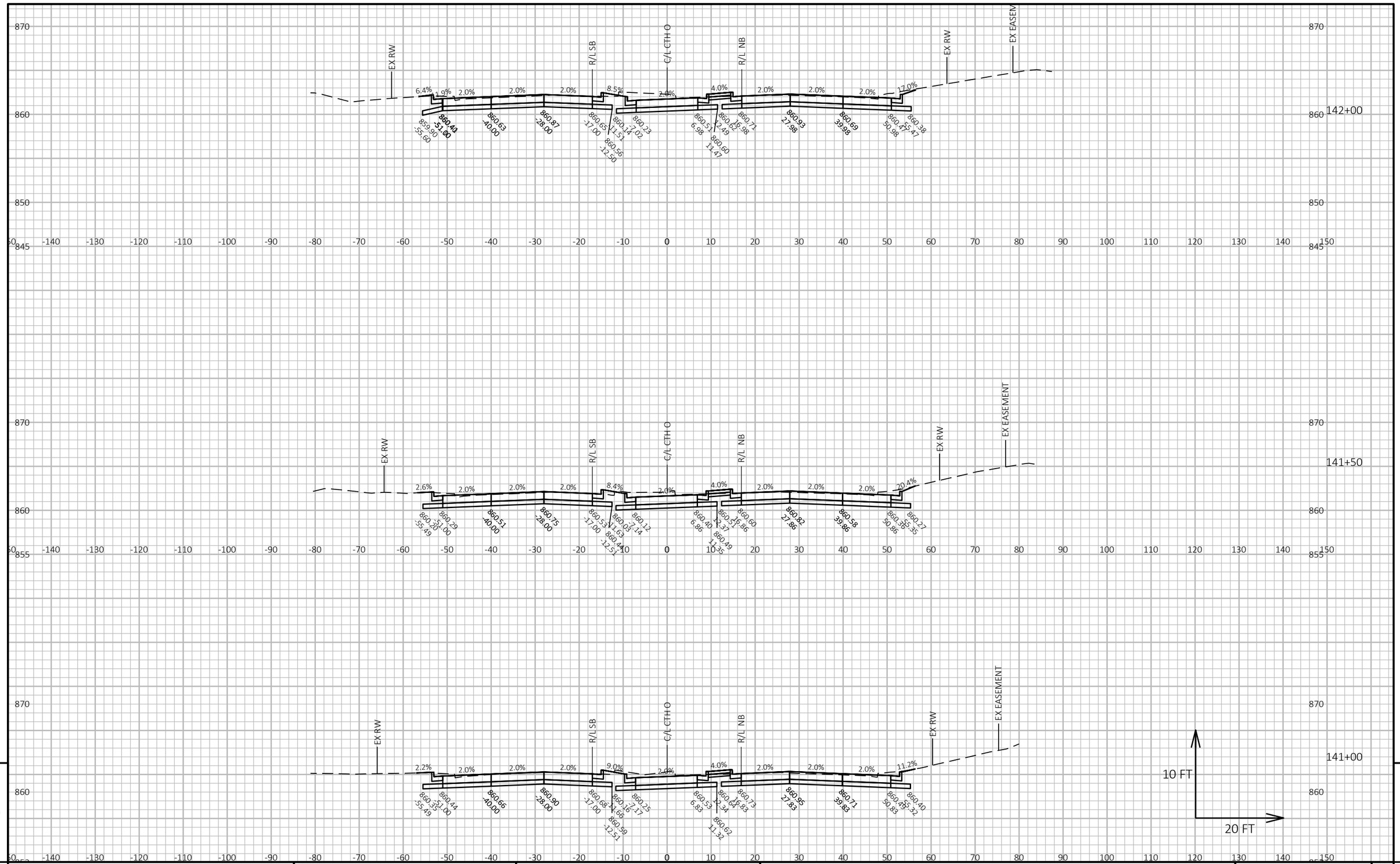
PLOT DATE : 8/1/2024 10:56 AM

PLOT BY : ROTH, THOMAS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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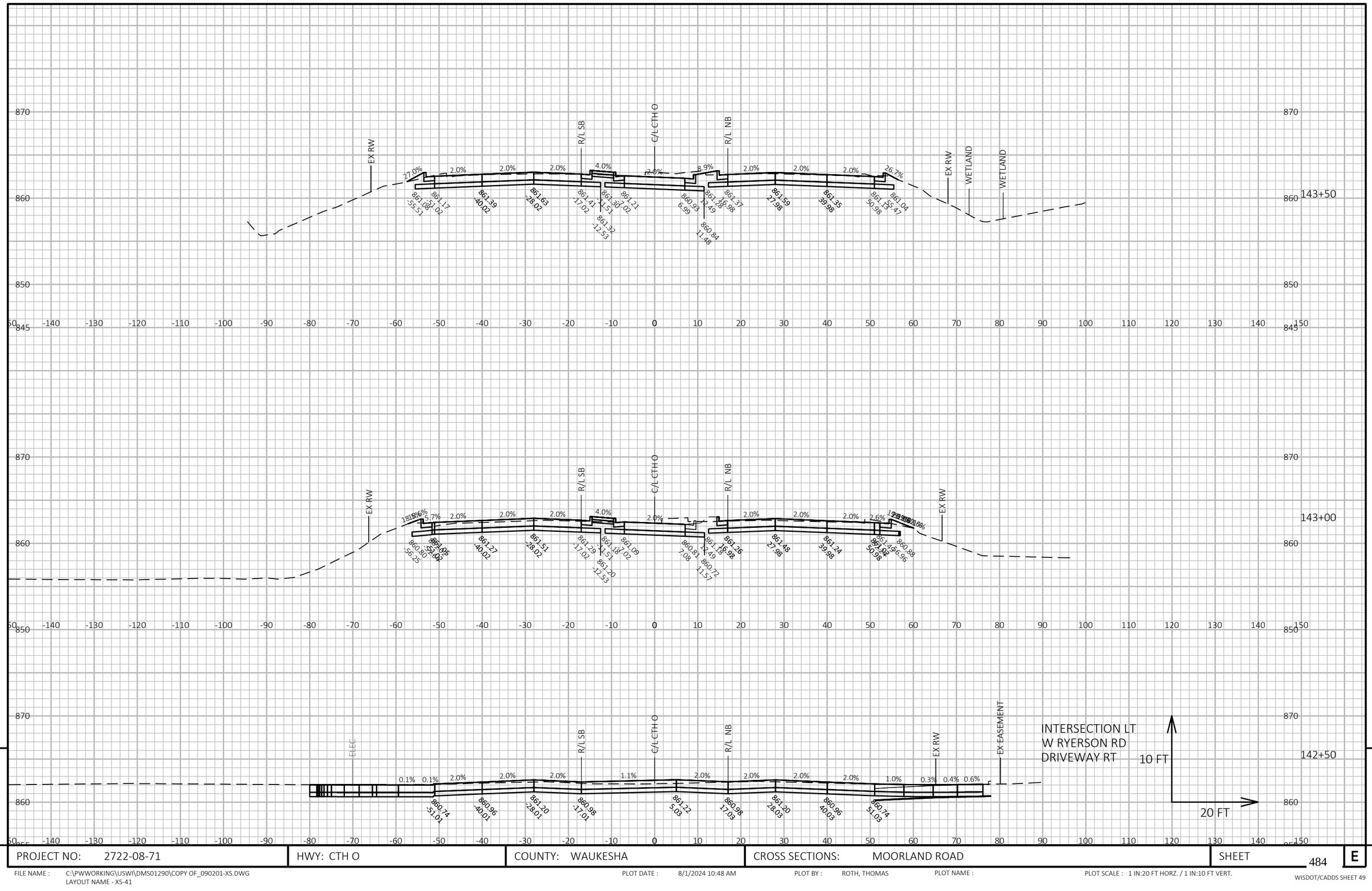
PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 483	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-40

PLOT DATE : 7/29/2024 3:49 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

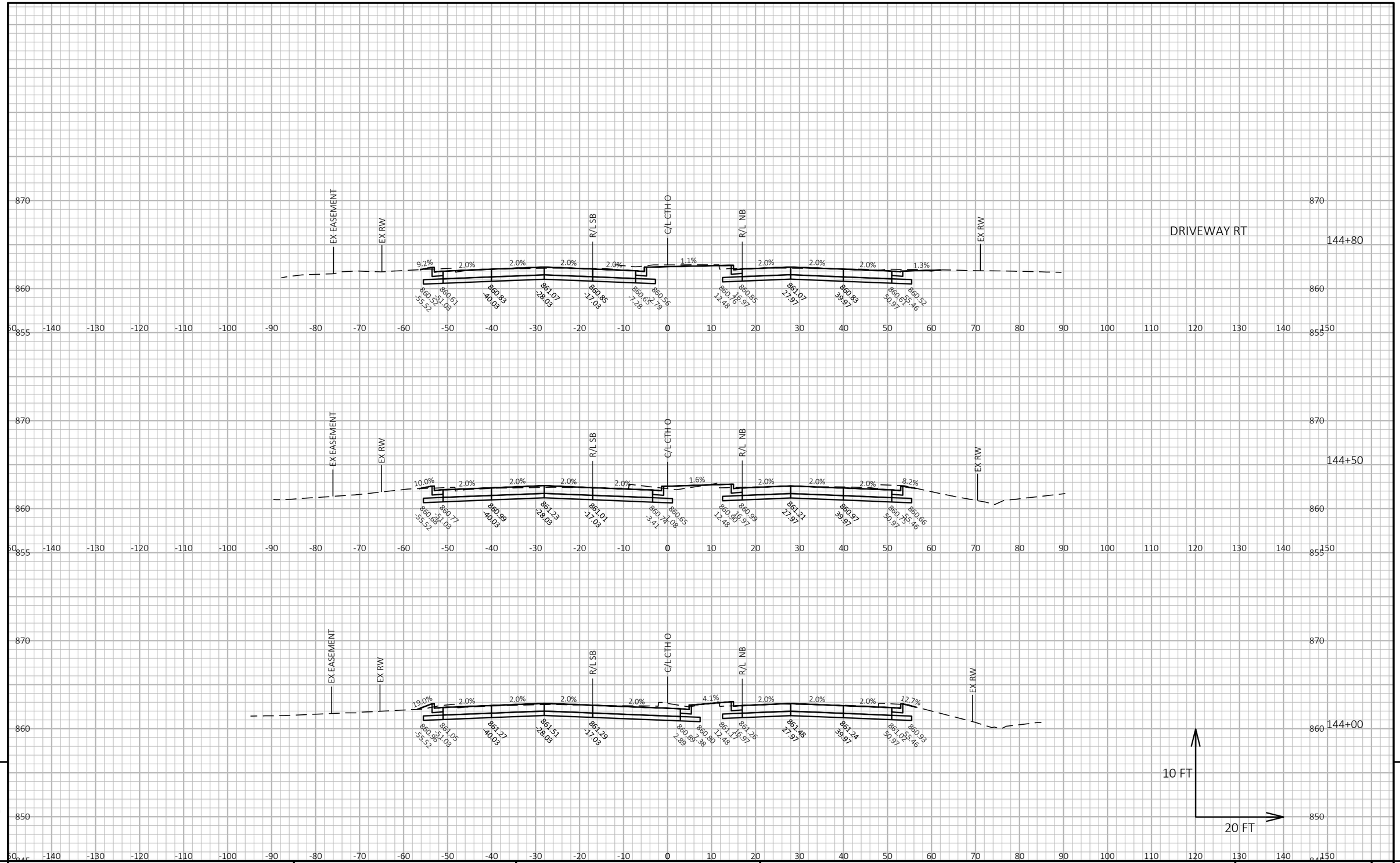


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 484 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-41

PLOT DATE : 8/1/2024 10:48 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 485 E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-42

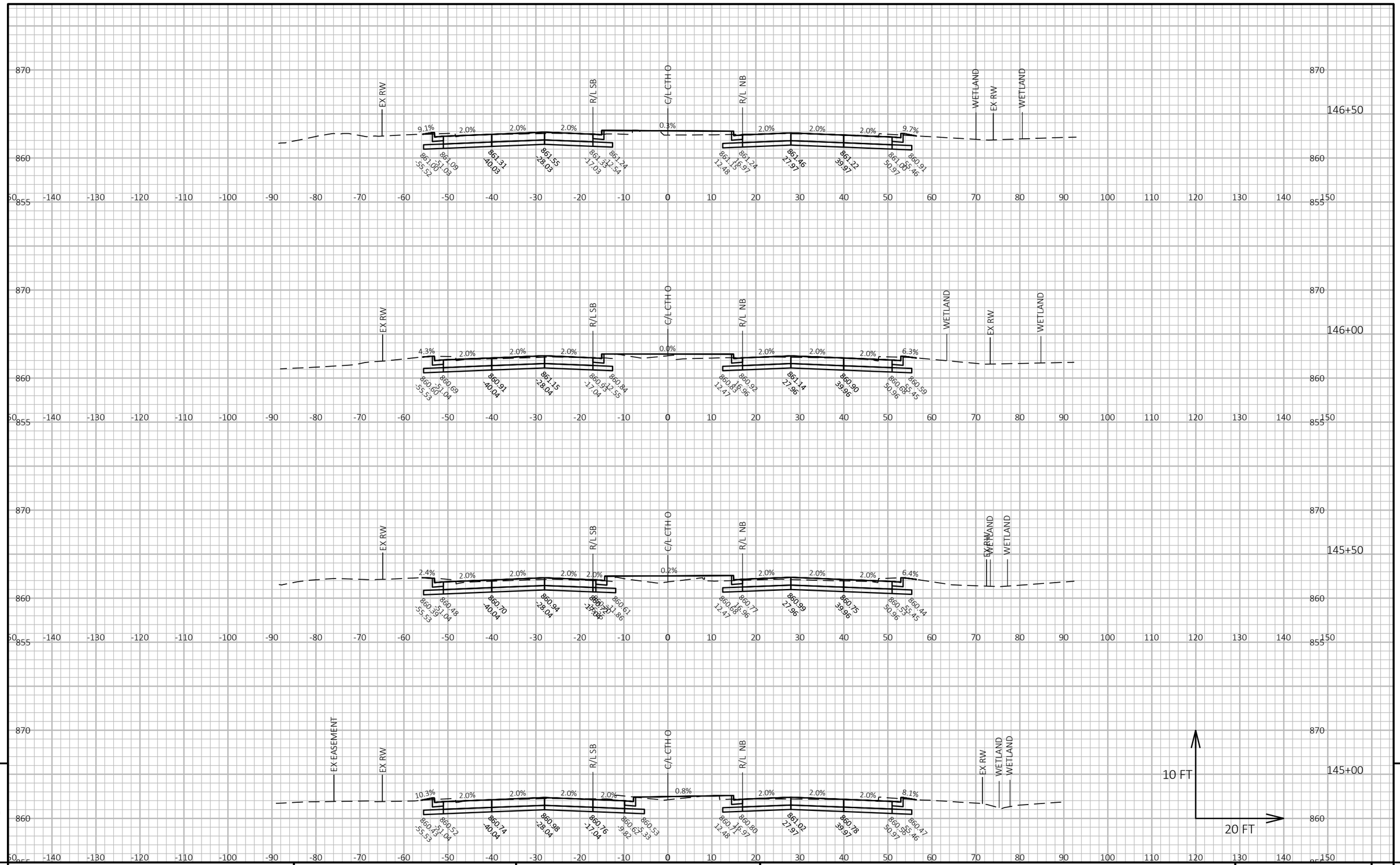
PLOT DATE : 7/29/2024 3:50 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 486	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-43

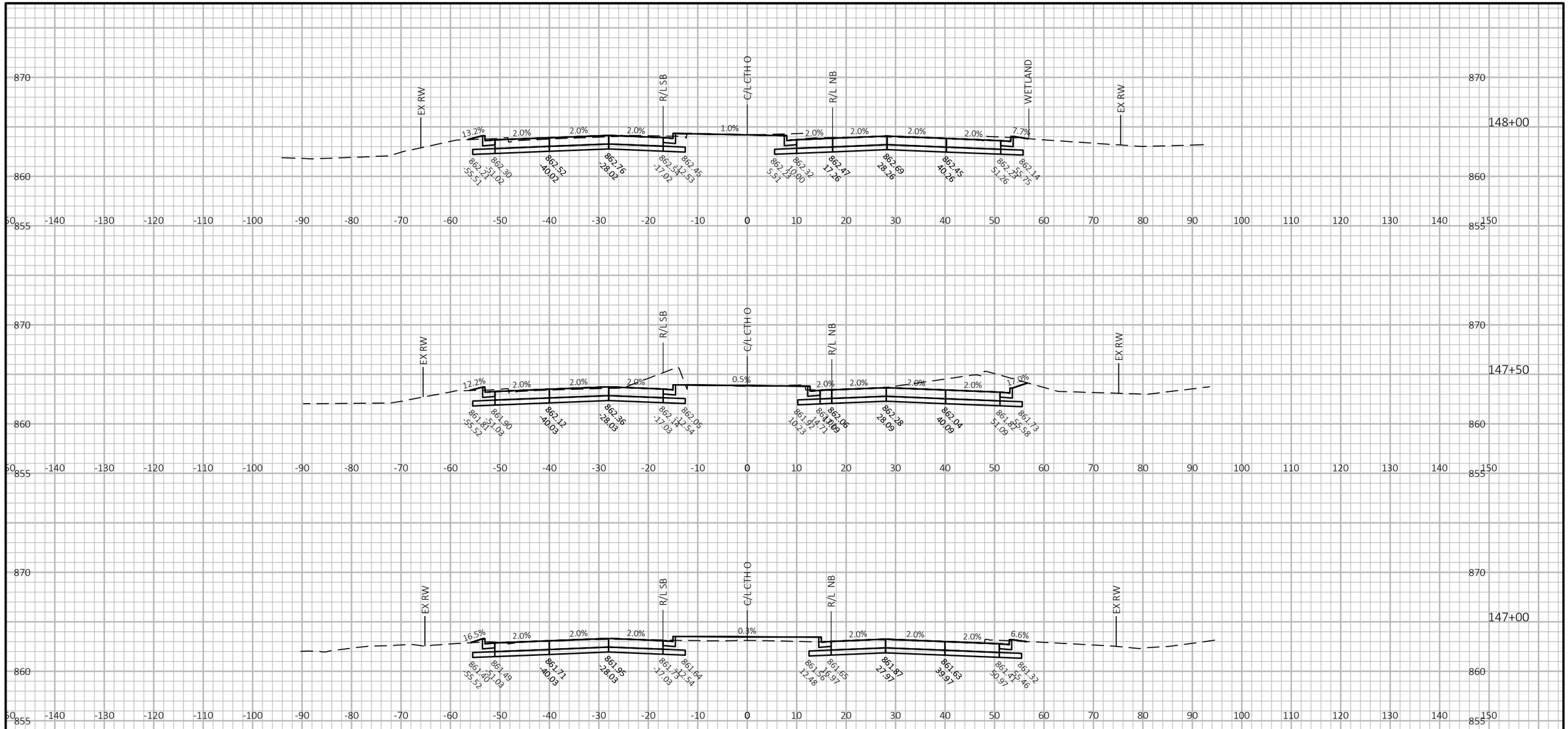
PLOT DATE : 7/29/2024 3:50 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 487	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-44

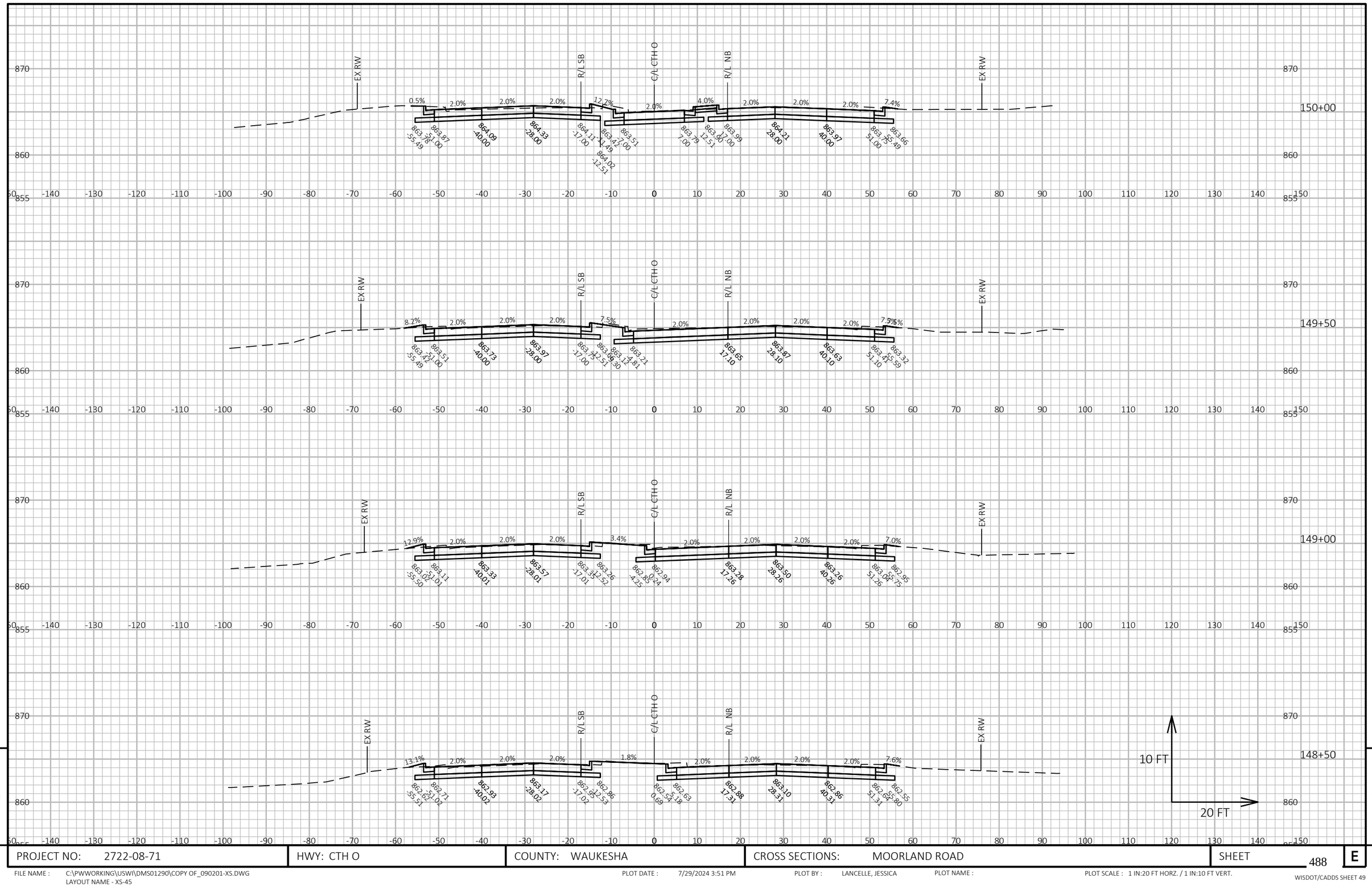
PLOT DATE : 8/1/2024 10:48 AM

PLOT BY : ROTH, THOMAS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 488	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-45

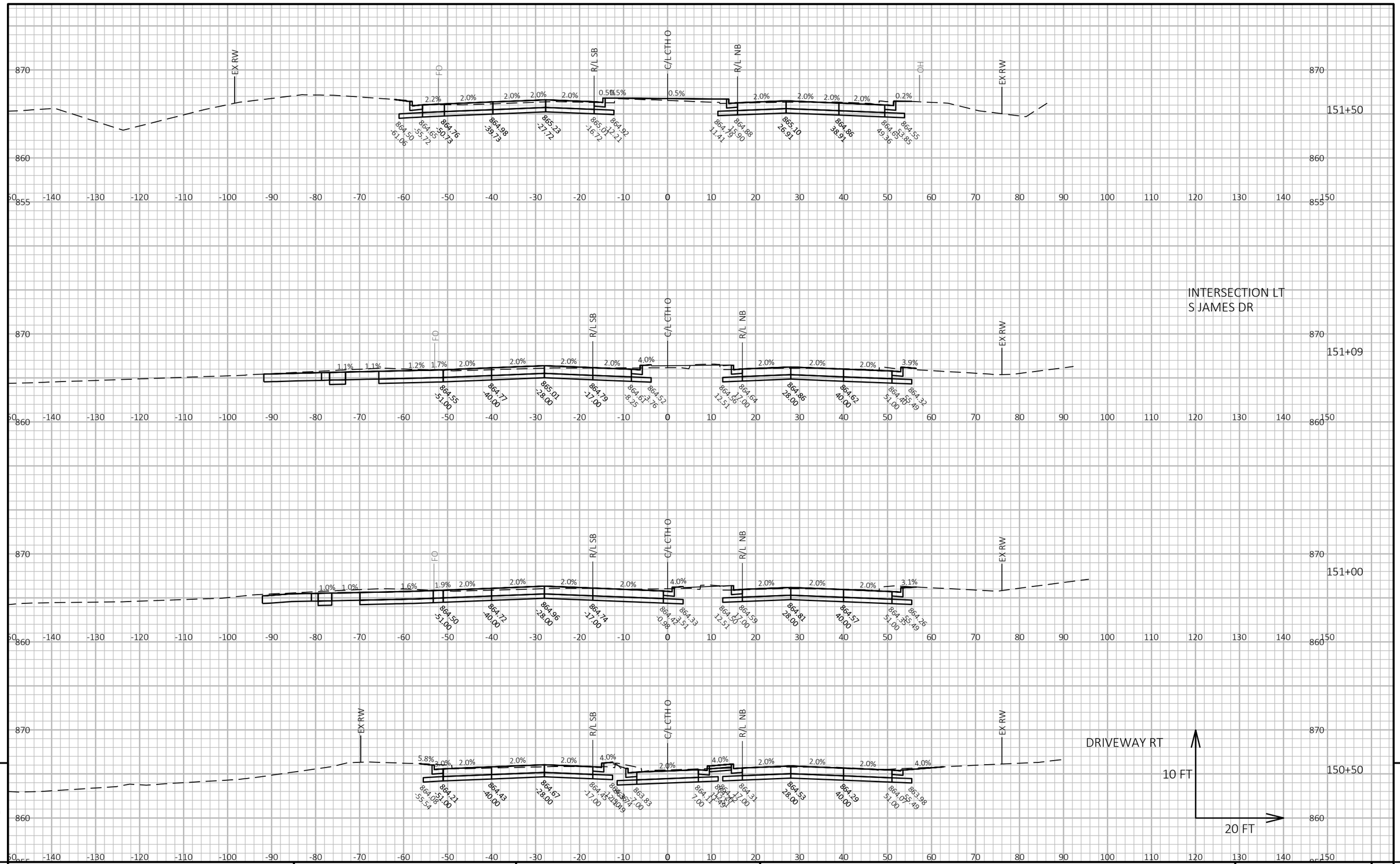
PLOT DATE : 7/29/2024 3:51 PM

PLOT BY : LANCELLE, JESSICA

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

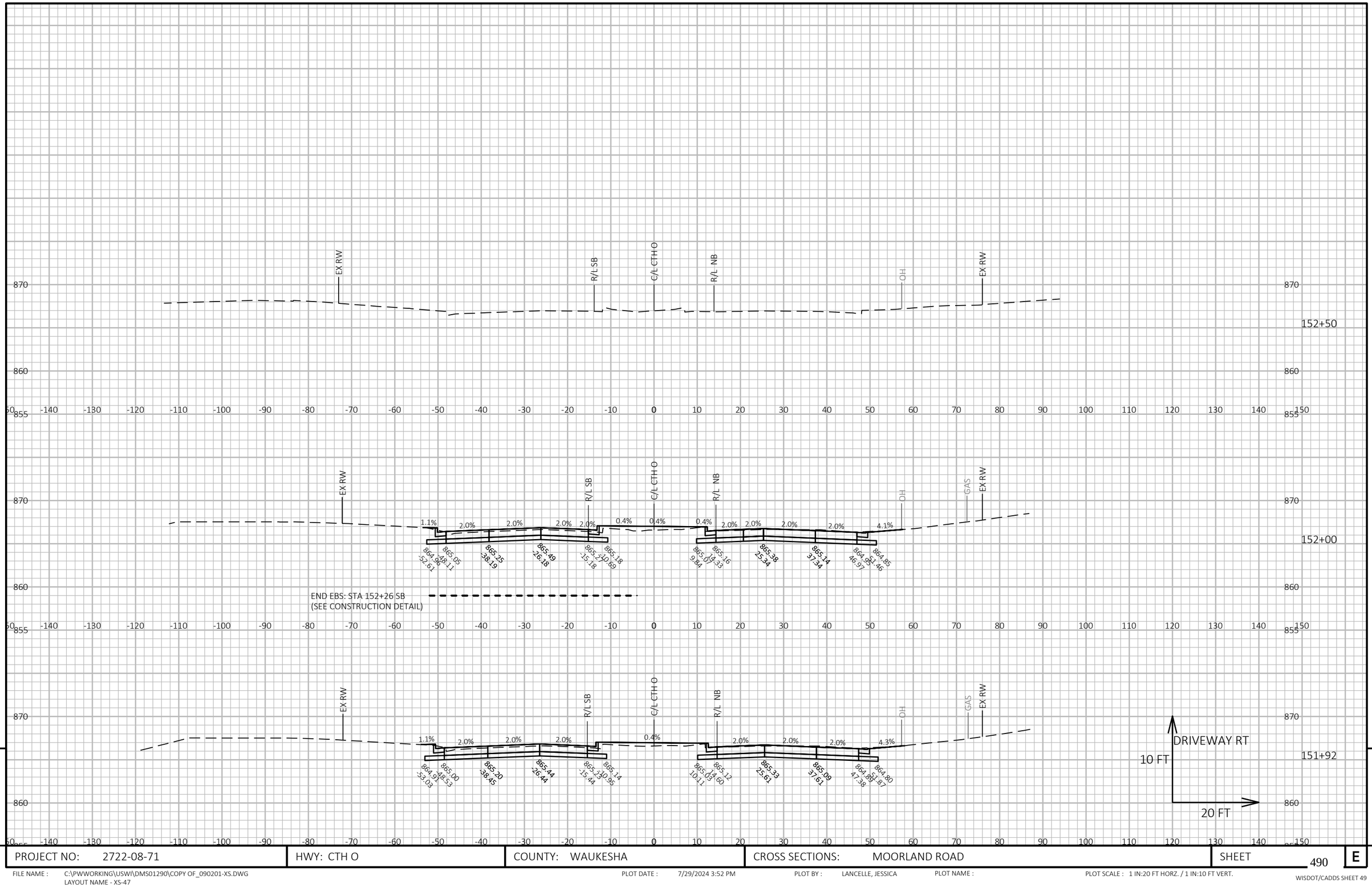


PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 489	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-46

PLOT DATE : 8/1/2024 10:49 AM PLOT BY : ROTH, THOMAS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2722-08-71	HWY: CTH O	COUNTY: WAUKESHA	CROSS SECTIONS: MOORLAND ROAD	SHEET 490	E

FILE NAME : C:\PWWORKING\USWI\DMS01290\COPY OF_090201-XS.DWG
LAYOUT NAME - XS-47

PLOT DATE : 7/29/2024 3:52 PM PLOT BY : LANCELLE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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