WKE

PROJECT ID: 3832-01-71

WITH: N/A

COUNTY: KENOSHA

NOVEMBER 2025

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 308



N

DESIGN DESIGNATION

A.A.D.T.	2026	=	10,100
A.A.D.T.	2046	=	13,000
D.H.V.		=	NA
D.D.		=	50/50
T.		=	5.1%
DESIGN SPEED		=	35 MPH
ESALS		=	980,000

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 KENOSHA, 22ND AVE

50TH ST TO WASHINGTON RD

LOCAL STREET
KENOSHA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3832-01-71	WISC 2026034	1

STATE PROJECT NUMBER
3832-01-71

END PROJECT
STA 446+56.00

BEGIN PROJECT
STA 410+00.00
X = 2,582,813.76
Y = 223,017.10



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.692 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 27, IN U.S. SURVEY FEET.

ELEVATIONS ARE REFERENCED TO NGVD 29.

ACCEPTED FOR
CITY of KENOSHA
7/3/25 (Date)
CITY ENGINEER (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
126 N. JEFFERSON STREET, SUITE 350
MILWAUKEE, WISCONSIN 53202
(414) 271-0771

WISCONSIN
ERIC J NOTSON
E-46397
WAUWATOSA WI
PROFESSIONAL ENGINEER
8/1/2025

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF KENOSHA
Designer	STRAND ASSOCIATES, INC.
Project Manager	GREG HAFEMAN, P.E.
Regional Examiner	WISDOT SE REGION LOCAL PROGRAM
Regional Supervisor	AMY TAETSCH, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 07/07/2025 (Signature)

E

GENERAL NOTES

INSPECT ALL EROSION CONTROL MEASURES AND STRUCTURES SERVING THE SITE AT LEAST WEEKLY AND WITHIN 24 HOURS AFTER A RAINFALL OF 1/2-INCH OR MORE. MAINTENANCE SHALL FOLLOW WITHIN 24 HOURS OF INSPECTION.

ALL AREAS DISTURBED BY PROJECT CONSTRUCTION, BOTH INSIDE AND OUTSIDE OF THE RIGHT-OF-WAY, SHALL BE RESTORED.

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

RE-TOPSOIL GRADED AREAS IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN DISTURBED AREAS. SOD LAWN AND FERTILIZE TOP-SOILED AREAS WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. SEED WITH TEMPORARY SEED AND MULCH ALL DISTURBED AREAS THAT WILL NOT BE PERMANENTLY RESTORED IN 14 DAYS OR LESS.

THE LOCATION OF PROPOSED SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

COVER OR REMOVE ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL PLANS.

EXISTING PIPE SIZES ARE APPROXIMATE. FIELD VERIFY SIZES PRIOR TO CONSTRUCTION.

MAINTAIN STORM SEWER CAPACITY EQUIVALENT TO THE EXISTING STORM SEWER SYSTEM WITHIN THE PROJECT LIMITS DURING RAIN EVENTS AND AT THE END OF THE DAY, AS APPROVED BY THE ENGINEER.

A SAWED JOINT SHALL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE UNLESS EXISTING CONCRETE OR ASPHALT CAN BE REMOVED WITHOUT DAMAGING PAVEMENT TO REMAIN IN PLACE.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE EDGE OF LANE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

EXISTING ASPHALTIC DRIVEWAYS AND PARKING LOTS WERE ASSUMED TO HAVE 4-INCH THICKNESS.

CONTACT THE PROJECT ENGINEER AND SEWRPC (ANDY TRAEGER) AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

TOPOGRAPHIC SURVEY AND EXISTING GROUND SHOTS WERE PROVIDED TO DESIGN CONSULTANT BY CITY OF KENOSHA ON OCTOBER 16, 2023.

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
PAVING GRADES AND JOINTING LAYOUT
EROSION CONTROL
STORM SEWER
LIGHTING
TRAFFIC SIGNAL REMOVAL PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING AND PERMANENT SIGNING
TRAFFIC CONTROL
DETOUR
ALIGNMENT DETAIL
SURVEY CONTROL

UTILITY CONTACTS

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SIFI NETWORKS KENOSHA LLC
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FULLERTON, CA 92831
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TDS METROCOM LLC
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ERIC.KICKHAVER1@WE-ENERGIES.COM

WE ENERGIES - GAS
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STRAND ASSOCIATES, INC.
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SUPERVISOR OF OPERATIONS
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SEWRPC CONTACT
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PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
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WAUKESHA, WI 53187-1607
(262) 953-4296
ATRAEGER@SEWRPC.ORG

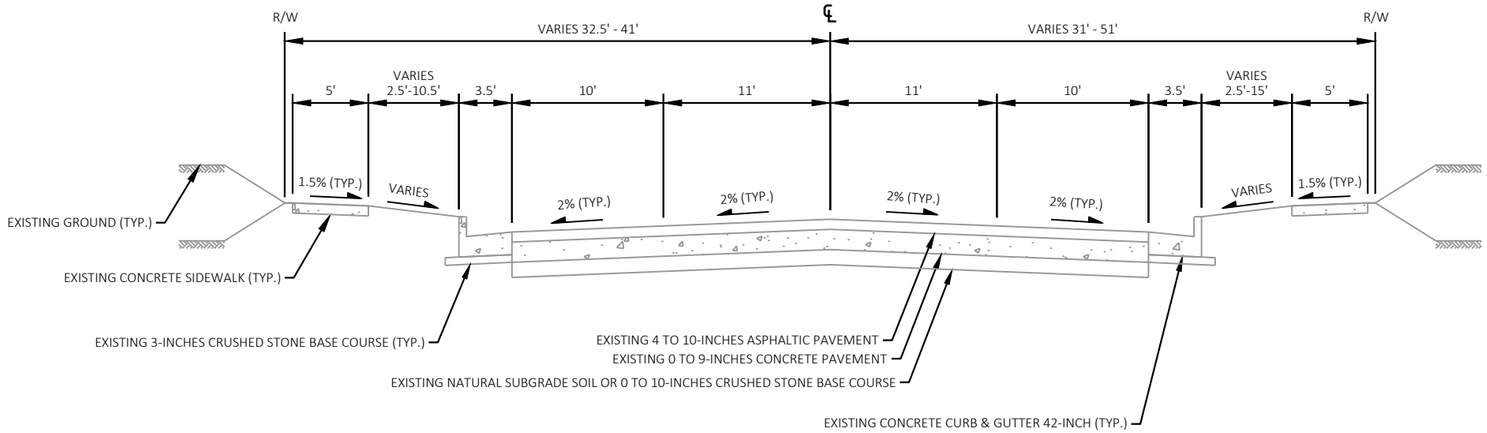
SEWRPC CONTACT
ROB MERRY (CHIEF SURVEYOR)
SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
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(262) 953-4289
RMERRY@SEWRPC.ORG

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



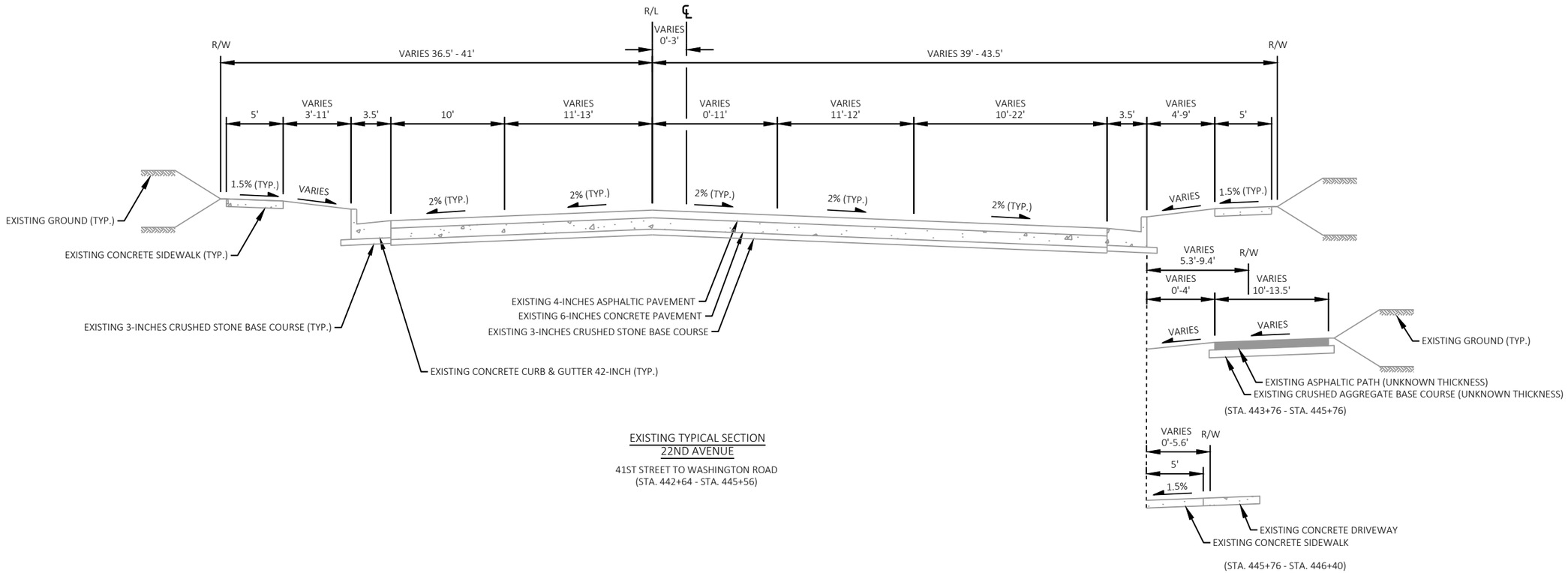
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 3 3	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 4/7/2025 3:00 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION
22ND AVENUE

50TH STREET TO 41ST STREET
(STA. 410+00 - STA. 442+64)



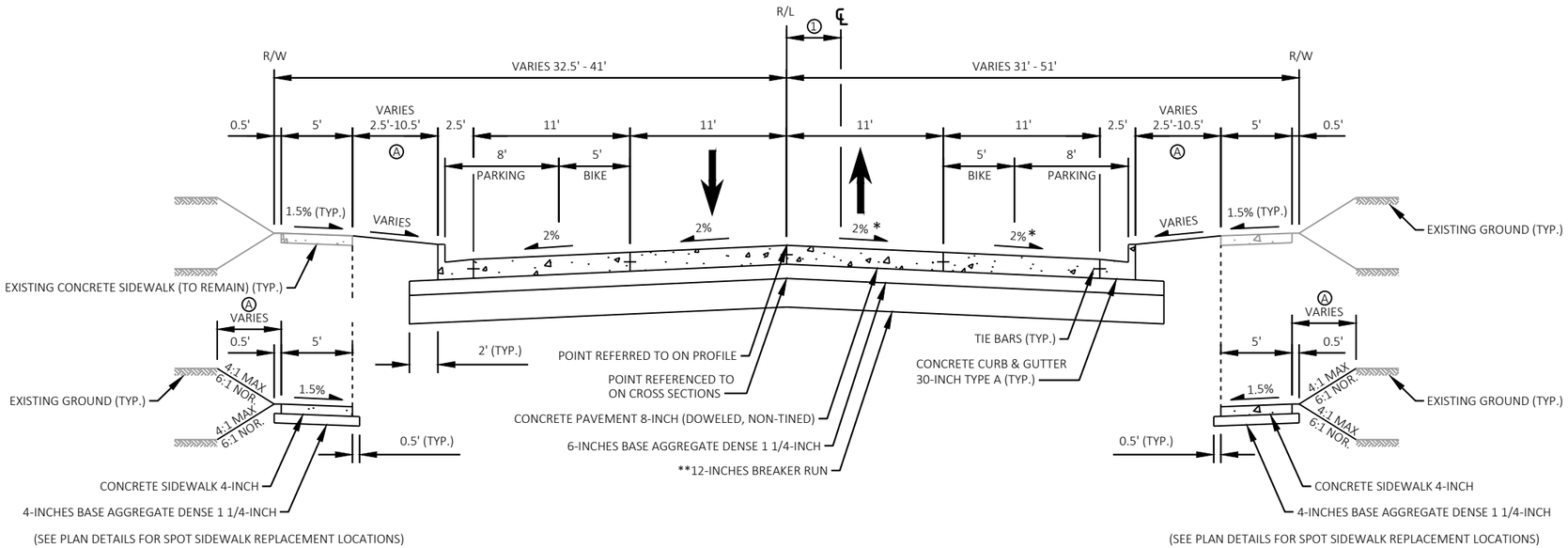
EXISTING TYPICAL SECTION
22ND AVENUE

41ST STREET TO WASHINGTON ROAD
(STA. 442+64 - STA. 445+56)

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 4 4	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 4/11/2025 4:27 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



(SEE PLAN DETAILS FOR SPOT SIDEWALK REPLACEMENT LOCATIONS)

(SEE PLAN DETAILS FOR SPOT SIDEWALK REPLACEMENT LOCATIONS)

FINISHED TYPICAL SECTION
22ND AVENUE

50TH STREET TO 41ST STREET
(STA. 410+00 - STA. 442+64)

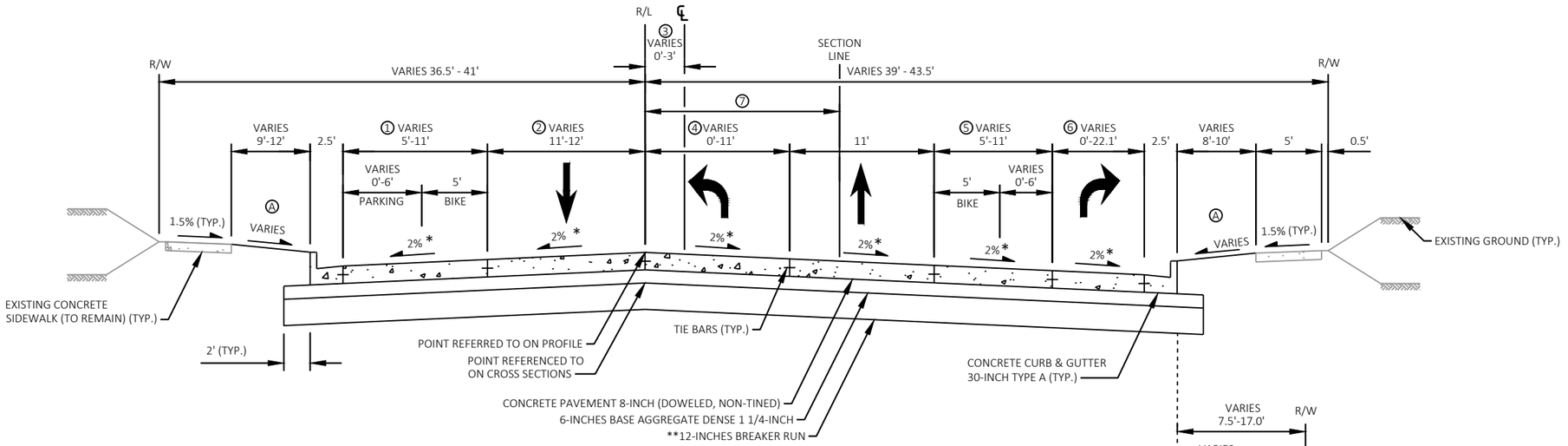
* 2% NORMAL. SEE PAVING GRADES AND JOINTING LAYOUT FOR VARIABLE CROSS-SLOPE LOCATIONS. (2.5% MAXIMUM)

** INSTALL GEOGRID TYPE SR AND 12-INCHES OF BREAKER RUN IN EBS AREAS AS DIRECTED BY THE ENGINEER. ASSUMED AMOUNT OF EBS:
STA. 410+00 TO STA. 439+47 = 20% OF AGGREGATE AREA
STA. 439+47 TO STA. 442+64 = 100% OF AGGREGATE AREA

Ⓐ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

① STA. 410+00.00 TO STA. 423+73.86 = -13.5'
STA. 423+73.86 TO STA. 426+91.35 = VARIES -13.5' TO 7'
STA. 426+91.35 TO STA. 439+44.01 = 7'
STA. 439+44.01 TO STA. 442+63.78 = VARIES 7' TO 15.76'

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5 5	E



** INSTALL GEOGRID TYPE SR AND 12-INCHES OF BREAKER RUN IN EBS AREAS AS DIRECTED BY THE ENGINEER. ASSUMED AMOUNT OF EBS:
STA. 442+64 TO STA. 446+56 = 100% OF AGGREGATE AREA

Ⓐ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

① STA. 442+63.78 TO STA. 443+98.19 = VARIES 11' TO 5'
STA. 443+98.19 TO STA. 446+15.85 = 5'
STA. 446+15.85 TO STA 446+56.00 = VARIES 5' TO 10'

② STA. 442+63.78 TO STA. 443+98.48 = VARIES 11' TO 12'
STA. 443+98.48 TO STA. 446+56.00 = 12'

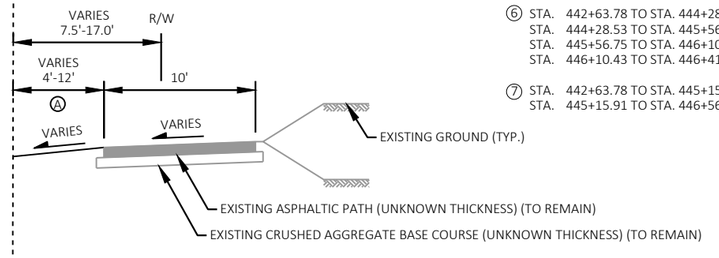
③ STA. 442+63.78 TO STA. 445+15.91 = VARIES 0' TO 3'
STA. 445+15.91 TO STA. 446+56.00 = 3'

④ STA. 442+63.78 TO STA. 445+15.91 = VARIES 0' TO 11'
STA. 445+15.91 TO STA. 446+56.00 = 11'

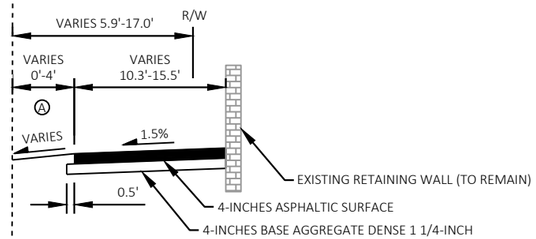
⑤ STA. 442+63.78 TO STA. 443+21.59 = 11'
STA. 443+21.59 TO STA. 443+79.63 = VARIES 11' TO 5'
STA. 443+79.63 TO STA. 446+56.00 = 5'

⑥ STA. 442+63.78 TO STA. 444+28.53 = 0'
STA. 444+28.53 TO STA. 445+56.75 = VARIES 0' TO 11'
STA. 445+56.75 TO STA. 446+10.43 = 11'
STA. 446+10.43 TO STA. 446+41.09 = VARIES 11' TO 15'

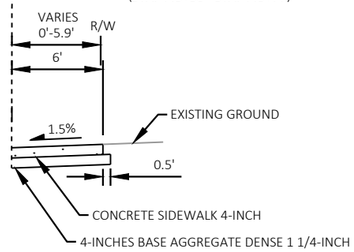
⑦ STA. 442+63.78 TO STA. 445+15.91 = VARIES 15.76' TO 29.04'
STA. 445+15.91 TO STA. 446+56.00 = VARIES 29.04' TO 33.99'



(STA. 443+76 - STA. 445+36)



(STA. 445+36 - STA. 445+77)



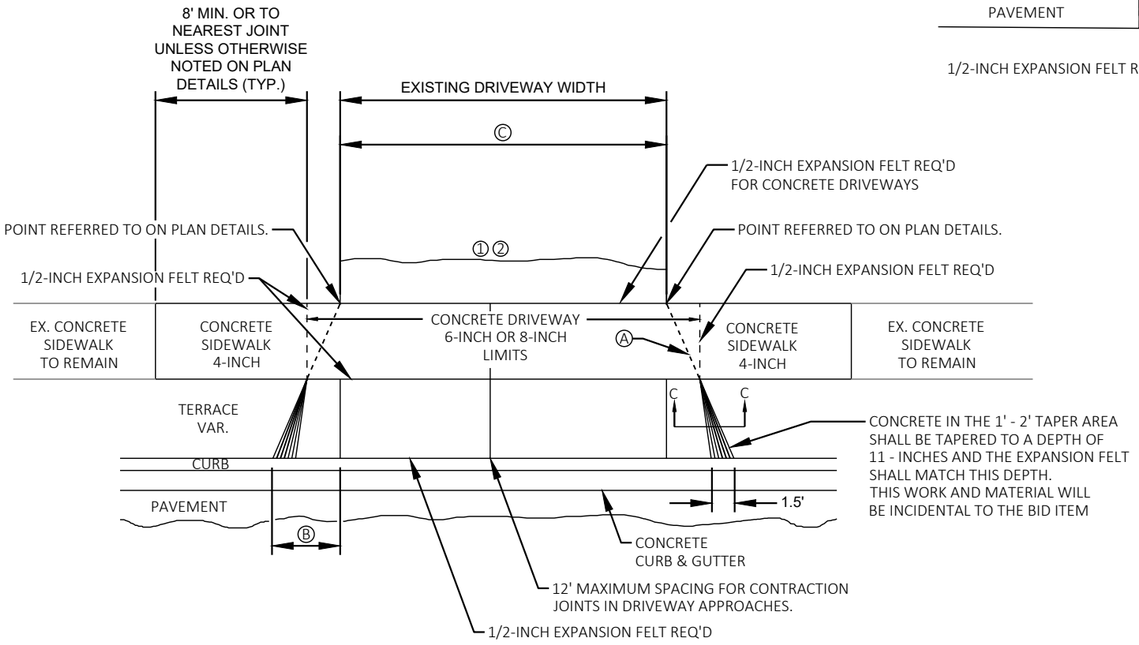
(STA. 445+77 - STA. 446+40)

FINISHED TYPICAL SECTION
22ND AVENUE

41ST STREET TO WASHINGTON ROAD
(STA. 442+64 - STA. 446+56)

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6 6	E

NOT TO SCALE



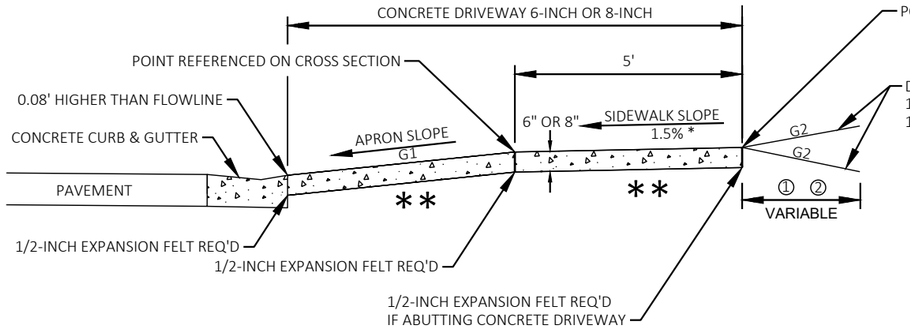
PLAN VIEW

Ⓐ ALIGN TAPER WITH POINT WHERE EDGE OF DRIVEWAY MEETS BACK OF SIDEWALK.

Ⓑ SEE TABLE BELOW FOR APPLICABLE DIMENSIONS:

DIMENSIONS	DRIVEWAY CLASS I	II	III
MAXIMUM WIDTH (FT) Ⓒ	20	30	40
MINIMUM WIDTH (FT) Ⓒ	8	18	35
MAXIMUM CURB CUT (FT) Ⓒ+2Ⓑ	25	40	70
MINIMUM CURB CUT (FT) Ⓒ+2Ⓑ	13	28	65
MAXIMUM FLARE (FT) Ⓑ	2.5	5	15

CLASS I: RESIDENTIAL
CLASS II: BUSINESS
CLASS III: BUSINESS OR MANUFACTURING WITH BUS AND SEMI-TRAILER TRUCK TRAFFIC



TYPICAL DRIVEWAY WITH SIDEWALK SECTION

DRIVEWAY SLOPE
10.5% DESIRABLE MAXIMUM
15% ABSOLUTE MAXIMUM

① CONCRETE DRIVEWAY 6-INCH OR 8-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

② 4-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

* = ±0.5%

** = 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

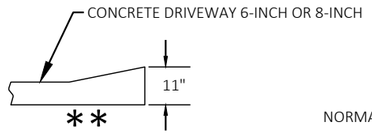
APRON SLOPE (G1) = 4.0% DESIRABLE
10.0% MAXIMUM

NOTES:

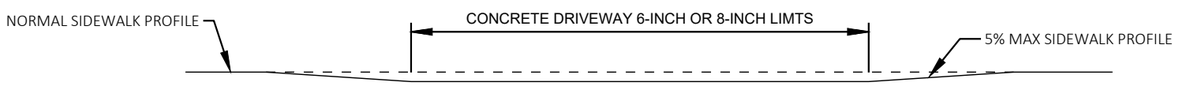
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAXIMUM SLOPE.

CONCRETE DRIVEWAY 6-INCH SHALL BE USED FOR RESIDENTIAL DRIVEWAYS AND CONCRETE DRIVEWAY 8-INCH SHALL BE USED FOR BUSINESS DRIVEWAYS.

SEE PLAN DETAILS FOR DRIVEWAY LOCATIONS.



SECTION C - C

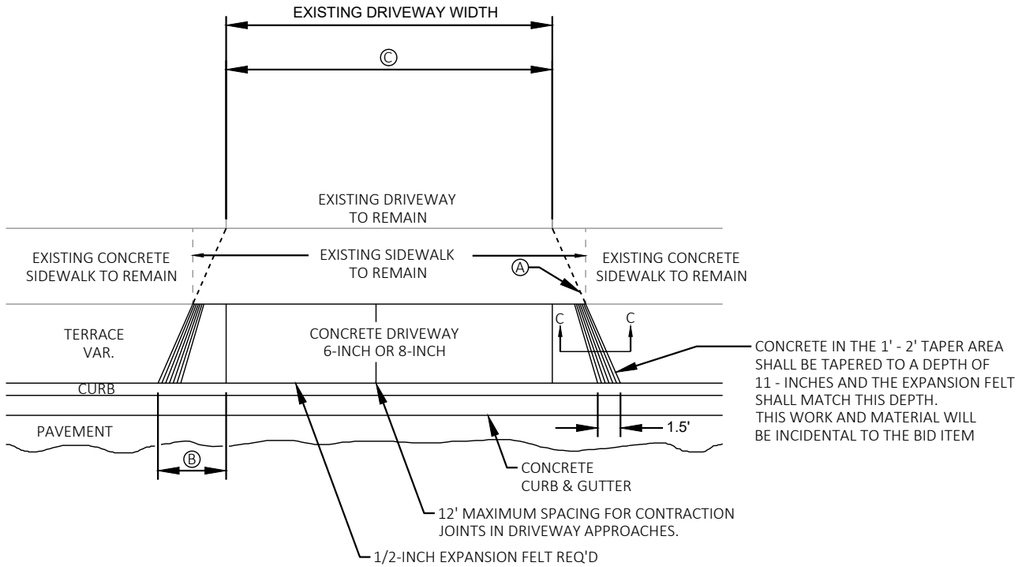


DEPRESSED SIDEWALK PROFILE DETAIL

DRIVEWAY ENTRANCE WITH SIDEWALK REPLACEMENT DETAIL

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 7 7	E

NOT TO SCALE



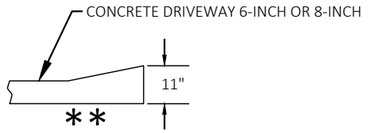
PLAN VIEW

Ⓐ ALIGN TAPER WITH POINT WHERE EDGE OF DRIVEWAY MEETS THE BACK OF SIDEWALK.

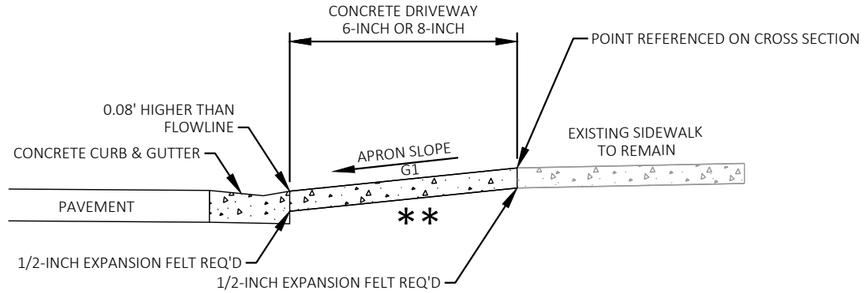
Ⓑ SEE TABLE BELOW FOR APPLICABLE DIMENSIONS:

DIMENSIONS	DRIVEWAY CLASS I	II	III
MAXIMUM WIDTH (FT) Ⓒ	20	30	40
MINIMUM WIDTH (FT) Ⓒ	8	18	35
MAXIMUM CURB CUT (FT) Ⓒ+2Ⓑ	25	40	70
MINIMUM CURB CUT (FT) Ⓒ+2Ⓑ	13	28	65
MAXIMUM FLARE (FT) Ⓑ	2.5	5	15

CLASS I: RESIDENTIAL
CLASS II: BUSINESS
CLASS III: BUSINESS OR MANUFACTURING WITH BUS AND SEMI-TRAILER TRUCK TRAFFIC



SECTION C - C



TYPICAL DRIVEWAY SECTION

** = 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

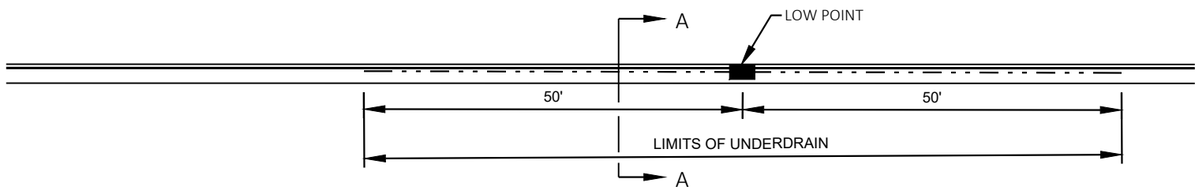
APRON SLOPE (G1) = 4.0% DESIRABLE
15.0% MAXIMUM

NOTE:

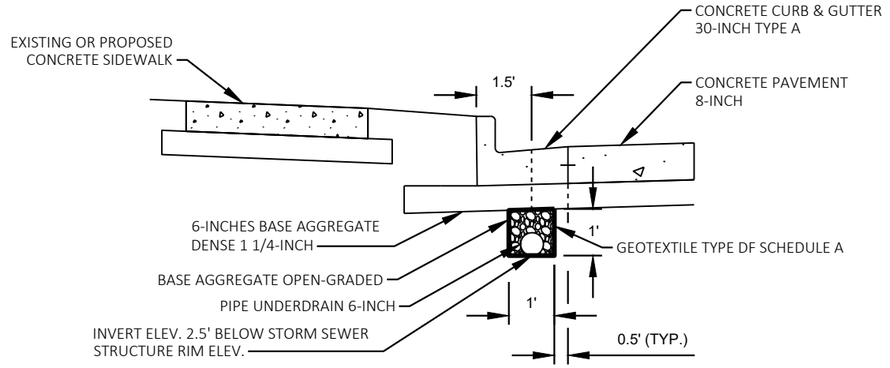
SEE PLAN DETAILS FOR DRIVEWAY LOCATIONS.

DRIVEWAY ENTRANCE WITH EXISTING SIDEWALK TO REMAIN DETAIL

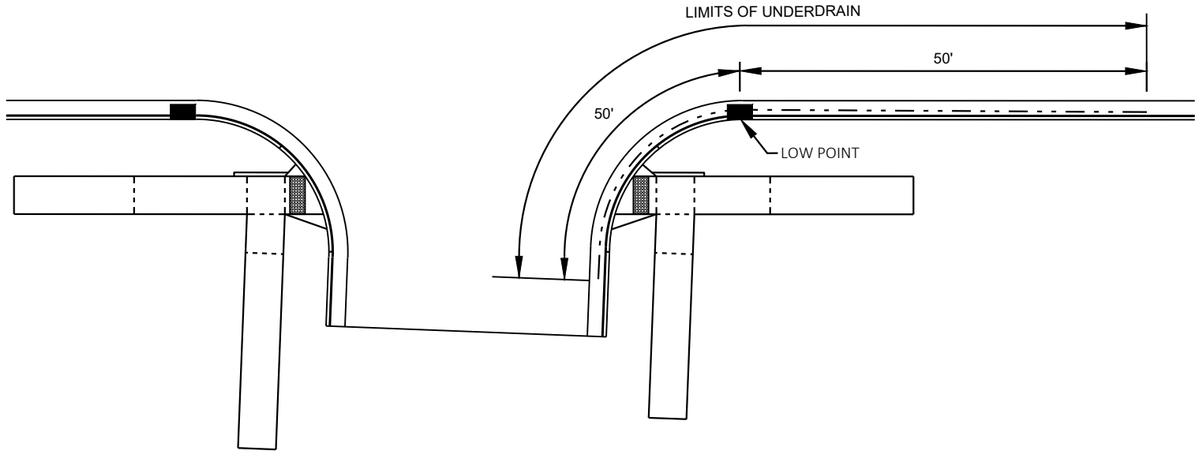
NOT TO SCALE



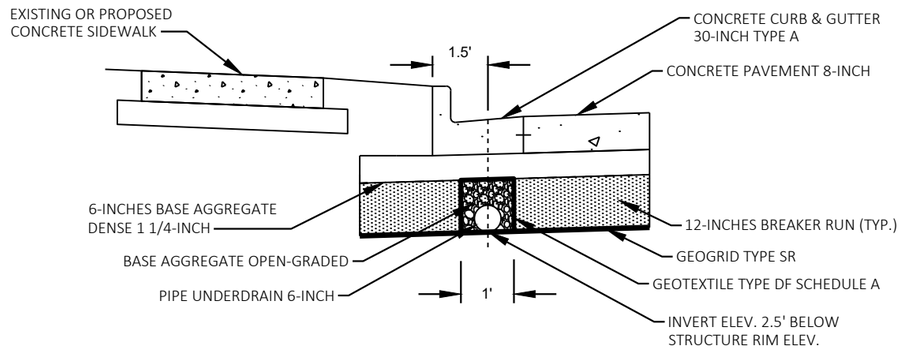
22ND AVENUE



SECTION A - A



PLAN VIEW



SECTION A - A WITH BREAKER RUN

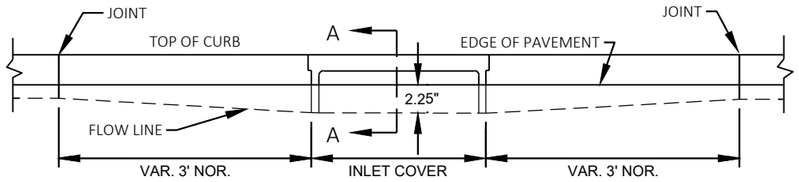
NOTE: IF A TEST ROLL SECTION HAS FAILED,
INSTALL GEOGRID AND BREAKER RUN AS
DIRECTED BY THE ENGINEER IN THE FIELD.

PIPE UNDERDRAIN

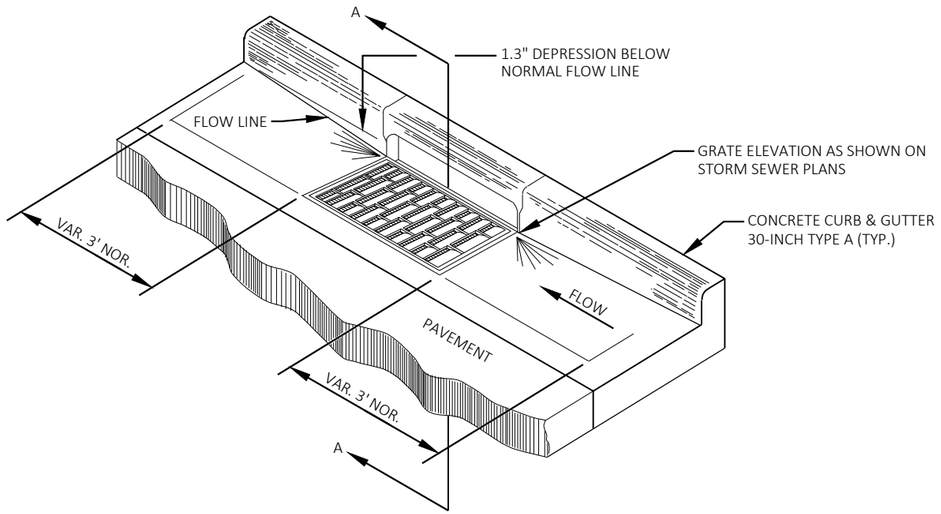
LOCATION: AT LOW POINTS, SEE PAVING GRADES FOR LOW POINT INFORMATION

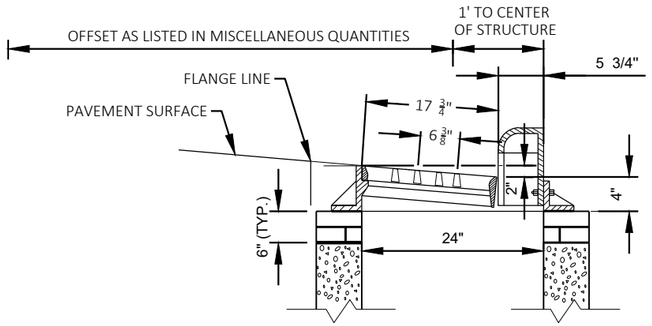
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 9 9	E

NOT TO SCALE



ELEVATION



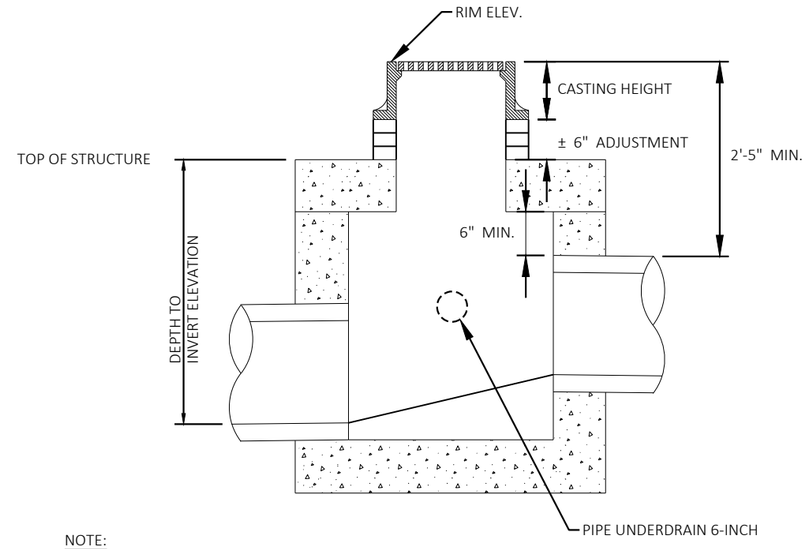


SECTION A - A

DETAIL OF CURB & GUTTER 30 - INCH AT INLETS

(INLETS 2 X 3 - H SHOWN)

NOT TO SCALE



NOTE:

RIM ELEVATION IS AT FLOW LINE FOR INLETS

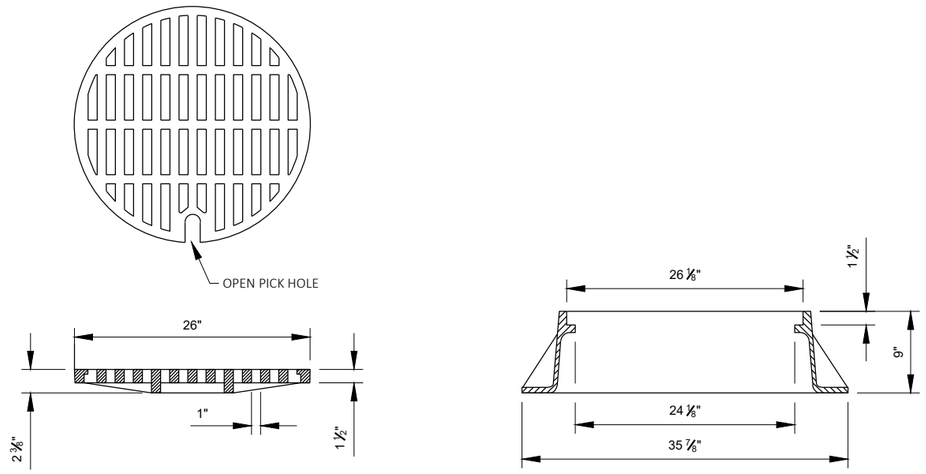
DETAIL FOR COMPUTING STRUCTURE ELEVATIONS

2

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 10 10	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021001-CD.DWG
LAYOUT NAME - 021004-cd
PLOT DATE : 9/23/2025 10:35 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOT TO SCALE

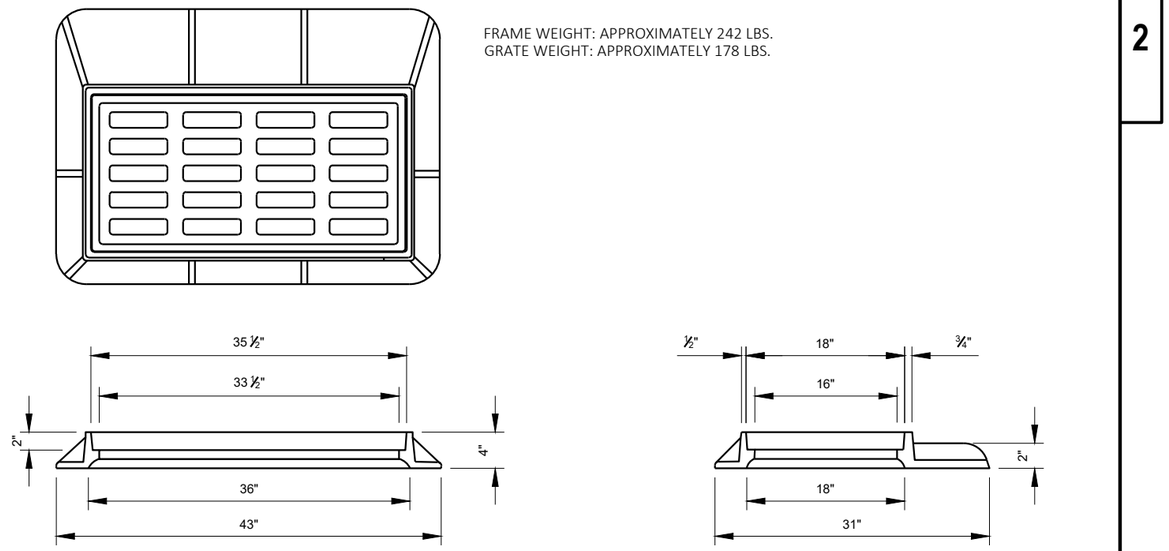


WEIGHT: APPROXIMATELY 120 LBS.

WEIGHT: APPROXIMATELY 160 LBS.

MANHOLE COVER STORM

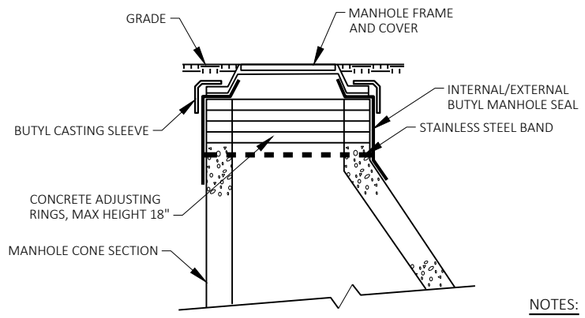
NOT TO SCALE



INLET COVERS TYPE CH

2

NOT TO SCALE



NOTES:

INTERNAL/EXTERNAL MANHOLE SEAL BY ADAPTOR INC., OR APPROVED EQUAL.

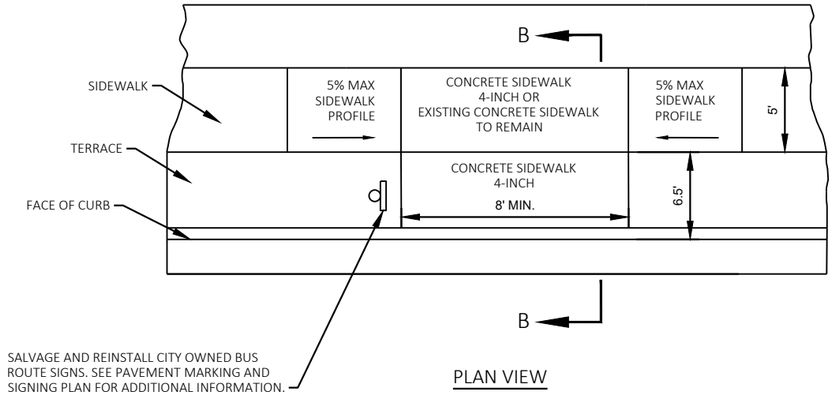
MANHOLE SEAL SHALL BE INSTALLED ACCORDING TO MANUFACTURER SPECIFICATIONS.

INTERNAL/EXTERNAL SANITARY SEWER MANHOLE SEAL

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 11 11	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021001-CD.DWG
LAYOUT NAME - 021005-cd
PLOT DATE : 9/22/2025 10:48 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOT TO SCALE

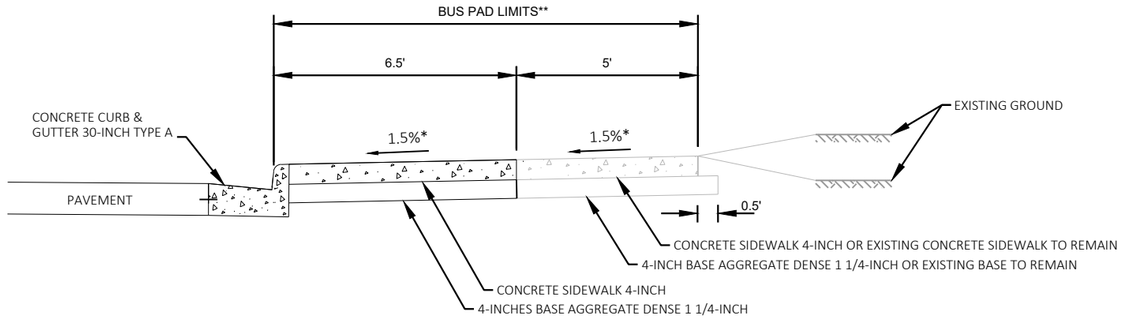


PLAN VIEW

NOTES:

* ±0.5% FOR NEW SIDEWALK

** EXISTING BUS SHELTER TO REMAIN WHERE APPLICABLE. SEE PLAN DETAILS FOR BUS PAD REPLACEMENT LIMITS.



SECTION B - B

BUS PAD DETAIL

STA. 420+71 LT

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA: 6.99 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.98 ACRES

2

N

50TH STREET

R/W

5006 22ND AVE
5002 22ND AVE
4922 22ND AVE
4918 22ND AVE
4912 22ND AVE
4908 22ND AVE
4902 22ND AVE
4832 22ND AVE
4828 22ND AVE
4824 22ND AVE
4818 22ND AVE

410+12.39 30.25' LT
410+02.06 30.25' LT
410+15.75 30.25' LT
410+30.11 30.25' LT
SLOPE INTERCEPT (TYP.)
411+03.60 30.00' LT
411+17.00 30.00' LT
411+28.63 30.00' LT
411+54.79 45.25' LT
411+62.79 45.25' LT
411+73.85 40.25' LT
411+81.85 40.25' LT
411+99.22 30.25' LT
412+46.67 40.25' LT
412+54.28 40.25' LT
412+62.78 40.25' LT
413+04.89 30.75' LT
413+14.38 30.75' LT
413+15.64 30.75' LT
413+25.12 30.75' LT

SR, TLE, CD-6, CS-4, 4', 4.5', CG-30A, 2-INCH CURB HEAD REQ'D

408+00 409+00 410+00 411+00 412+00 413+00

15' (TYP.)

CP8

22ND AVENUE

11' 11' 11' 11'

MATCHLINE STA. 413+50

CD-8, CD-6, CS-4, CG-30A

410+09.81 30.00' RT
410+26.32 30.50' RT
410+44.60 30.50' RT
410+93.88 30.25' RT
411+20.21 30.25' RT
411+31.56 30.25' RT
±66.61
411+70.56 30.25' RT
411+80.89 30.25' RT
412+08.13 30.25' RT
412+20.81 30.25' RT
412+31.13 30.25' RT
412+43.06 30.25' RT
412+70.25 30.25' RT
412+81.08 30.25' RT
413+06.00 30.25' RT
413+20.54 30.25' RT
413+31.87 30.25' RT

BEGIN PROJECT
STA. 410+00.00
X = 2,582,813.76
Y = 223,017.10

POST, IP, R/W

5011 22ND AVE
5007 22ND AVE
2117 50TH ST
4923 22ND AVE
4911 22ND AVE
4905 22ND AVE
4901 22ND AVE
4833 22ND AVE
4825 22ND AVE
4821 22ND AVE

SAN, WV, WVS, GV

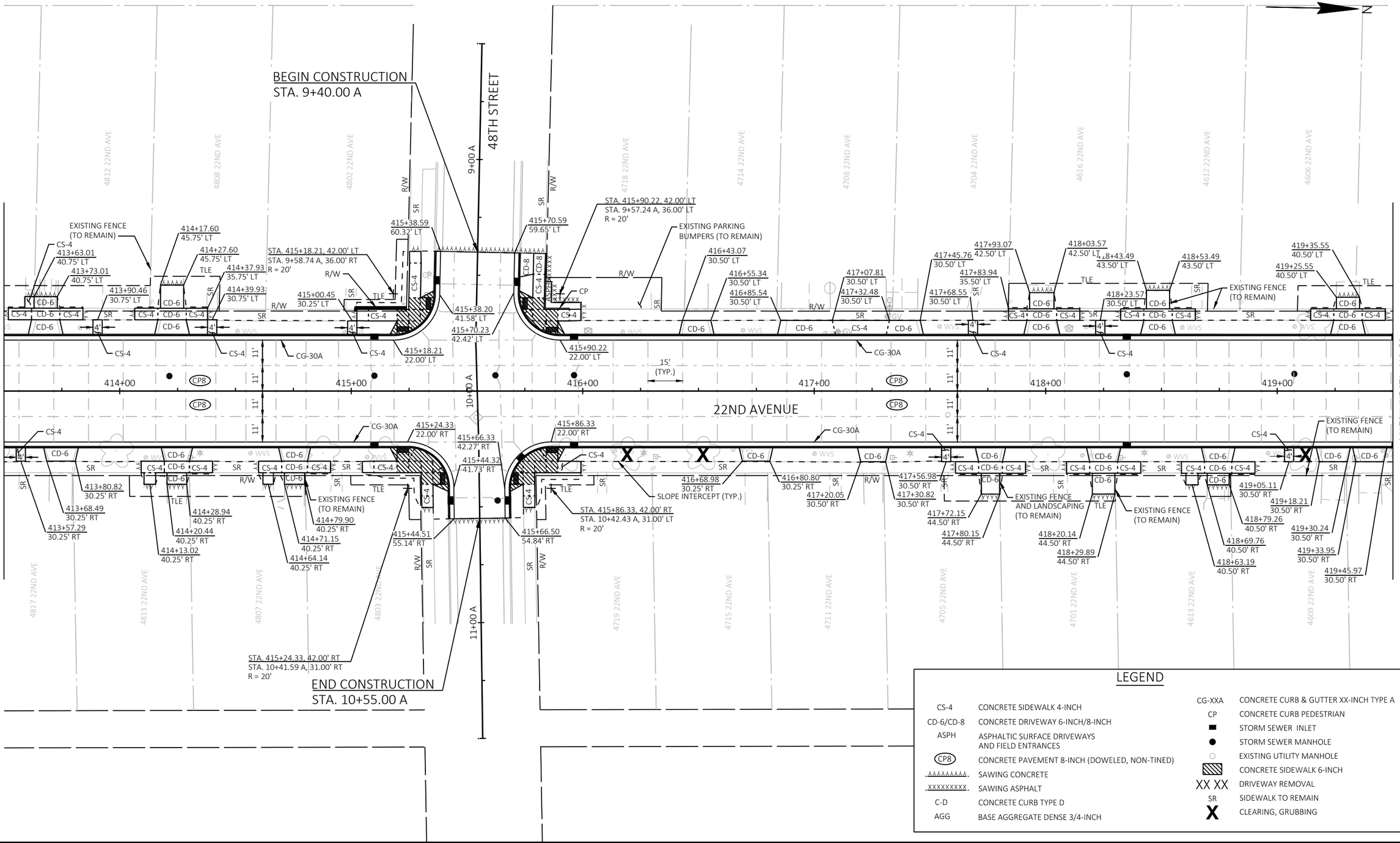
LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)
.AAAAAAAAA.	SAWING CONCRETE
.XXXXXXXXX.	SAWING ASPHALT
C-D	CONCRETE CURB TYPE D
AGG	BASE AGGREGATE DENSE 3/4-INCH
CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CP	CONCRETE CURB PEDESTRIAN
■	STORM SEWER INLET
●	STORM SEWER MANHOLE
○	EXISTING UTILITY MANHOLE
▨	CONCRETE SIDEWALK 6-INCH
XX XX	DRIVEWAY REMOVAL
SR	SIDEWALK TO REMAIN
X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 13 13	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 7/29/2025 9:05 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	●	STORM SEWER MANHOLE
.....	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
.....	SAWING ASPHALT	▨	CONCRETE SIDEWALK 6-INCH
C-D	CONCRETE CURB TYPE D	XX XX	DRIVEWAY REMOVAL
AGG	BASE AGGREGATE DENSE 3/4-INCH	SR	SIDEWALK TO REMAIN
		X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 14 14	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021202-pd
PLOT DATE : 7/29/2025 9:05 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

BEGIN CONSTRUCTION
STA. 9+50.00 B

BEGIN CONSTRUCTION
STA. 9+15.00 D

END CONSTRUCTION
STA. 10+55.00 C

46TH STREET

45TH STREET

22ND AVENUE

9+00 B

9+00 D

8+00

MATCHLINE STA. 419+50

MATCHLINE STA. 425+50

N

4602 22ND AVE
4536 22ND AVE
4520 22ND AVE
4514 22ND AVE
4506 22ND AVE
4437 22ND AVE
4603 22ND AVE
4541 22ND AVE
4539 22ND AVE
4535 22ND AVE
4529 22ND AVE

STA. 419+77.10, 42.00' LT
STA. 9+58.76 B, 36.00' RT
R = 20'

STA. 420+49.12, 42.00' LT
STA. 9+57.22 B, 36.00' RT
R = 20'

STA. 423+15.25, 37.00' RT
STA. 10+36.47 C, 26.05' RT
R = 15'

STA. 423+65.53, 37.00' RT
STA. 10+37.54 C, 26.50' LT
R = 15'

STA. 424+28.47, 52.00' LT
STA. 9+51.86 D, 46.00' RT
R = 30'

STA. 425+22.26, 47.00' LT
STA. 9+47.01 D, 44.07' LT
R = 25'

SEC NE 36-2-22
WISDOT PID 222143

SLOPE INTERCEPT (TYP.)

EXISTING FENCE (TO REMAIN)

EXISTING LANDSCAPING (TO REMAIN)

EXISTING FENCE AND LANDSCAPING (TO REMAIN)

EXISTING LIGHT POLE (TO REMAIN)

CG-18A (REJECT CURB & GUTTER)

15' (TYP.)

10:1 TAPER

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	●	STORM SEWER MANHOLE
.xxxxxxxxx.	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
.xxxxxxxxx.	SAWING ASPHALT	▨	CONCRETE SIDEWALK 6-INCH
C-D	CONCRETE CURB TYPE D	XX XX	DRIVEWAY REMOVAL
AGG	BASE AGGREGATE DENSE 3/4-INCH	SR	SIDEWALK TO REMAIN
		X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 15 15	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 7/29/2025 9:05 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

4430 22ND AVE

EXISTING LANDSCAPING (TO REMAIN)

SLOPE INTERCEPT (TYP.)

427+52.34
42.00' LT

427+85.48
42.00' LT

427+44.41
32.50' LT

TLE

R/W

SR

CS-4

5'

8'

15'

18'

CG-30A

426+00

427+00

428+00

429+00

430+00

15'
(TYP.)

22ND AVENUE

CP8

11'

MATCHLINE STA. 425+50

MATCHLINE STA. 430+50

425+68.00
22.00' RT

CP

426+10.35
35.92' RT

CG-18A

425+84.91
40.75' RT

425+51.12
42.83' RT

425+84.10
48.59' RT

STA. 425+68.00, 39.00' RT
STA. 10+42.12 E, 29.00' RT
R = 17'

426+25.88
22.00' RT

STA. 426+25.88, 37.00' RT
STA. 10+35.03 E, 27.00' LT
R = 15'

426+09.00
50.84' RT

427+01.26
40.00' RT

427+11.84
40.00' RT

427+21.34
40.00' RT

427+33.16
27.00' RT

427+76.79
27.00' RT

428+32.76
27.00' RT

429+38.17
27.00' RT

429+54.62
41.00' RT

429+62.62
41.00' RT

429+90.09
27.00' RT

430+13.06
37.00' RT

430+21.06
37.00' RT

CD-6

4'

2.5'

11+00 E

44TH PLACE

END CONSTRUCTION
STA. 10+50.00 E

4421 22ND AVE

4415 22ND AVE

4409 22ND AVE

4405 22ND AVE

4401 22ND AVE

4321 22ND AVE

4317 22ND AVE

4313 22ND AVE

4307 22ND AVE

LEGEND

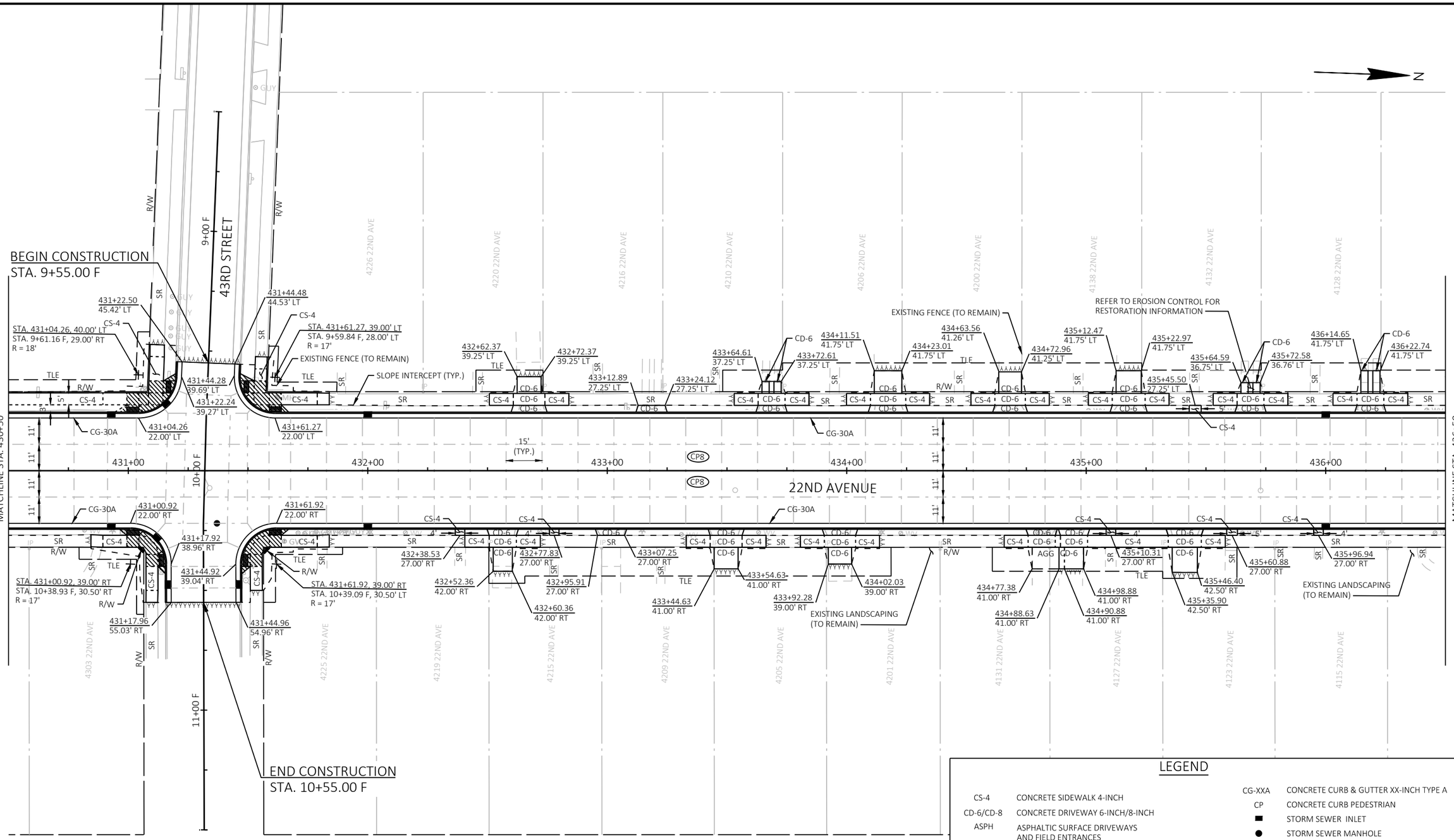
CS-4	CONCRETE SIDEWALK 4-INCH	CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	●	STORM SEWER MANHOLE
AAAAAAAAA	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
XXXXXXXXX	SAWING ASPHALT	▨	CONCRETE SIDEWALK 6-INCH
C-D	CONCRETE CURB TYPE D	XX XX	DRIVEWAY REMOVAL
AGG	BASE AGGREGATE DENSE 3/4-INCH	SR	SIDEWALK TO REMAIN
		X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 16 16	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021204-pd

PLOT DATE : 7/29/2025 9:05 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 17 17	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021205-pd
PLOT DATE : 7/29/2025 9:06 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

BEGIN CONSTRUCTION
STA. 9+25.00 H

41ST STREET

9+00 H

10+00 H

11+00 G

END CONSTRUCTION
STA. 10+50.00 G

22ND AVENUE

MATCHLINE STA. 436+50

MATCHLINE STA. 442+50

436+64.39
37.25' LT

436+71.39
37.25' LT

437+14.74
37.25' LT

437+22.74
37.25' LT

437+62.32
37.25' LT

437+72.32
37.25' LT

438+12.48
27.68' LT

438+24.94
28.24' LT

438+99.53
54.97' LT

438+99.56
42.04' LT

439+31.53
55.03' LT

439+31.57
37.05' LT

438+79.56
22.00' LT

439+47.58
22.00' LT

437+65.19
22.00' RT

438+23.20
22.00' RT

438+22.49
32.00' RT

437+80.19
36.97' RT

438+29.99
33.46' RT

438+54.32
44.61' RT

437+11.88
42.00' RT

437+19.88
42.00' RT

438+03.20
42.04' RT

438+03.22
49.98' RT

438+49.33
44.79' RT

438+41.08
43.35' RT

437+80.22
50.02' RT

REFER TO EROSION CONTROL FOR RESTORATION INFORMATION (TYP.)

EXISTING FENCE AND WALL (TO REMAIN)

EXISTING FENCE (TO REMAIN)

STA. 438+79.56, 42.00' LT
STA. 9+57.92 H, 36.00' RT
R = 20'

STA. 439+47.58, 37.00' LT
STA. 9+62.98 H, 31.00' LT
R = 15'

STA. 437+65.19, 37.00' RT
STA. 10+36.95 G, 26.50' RT
R = 15'

STA. 438+23.20, 42.00' RT
STA. 10+42.06 G, 31.50' LT
R = 20'

SLOPE INTERCEPT (TYP.)

15' (TYP.)

CG-30A

CD-6

AGG

CS-4

CP

R/W

SR

TLE

4122 22ND AVE
4118 22ND AVE
4114 22ND AVE
4110 22ND AVE
4108 22ND AVE
4102 22ND AVE
4111 22ND AVE
4107 22ND AVE
4103 22ND AVE
4103 22ND AVE

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	●	STORM SEWER MANHOLE
.....	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
.....	SAWING ASPHALT	▨	CONCRETE SIDEWALK 6-INCH
C-D	CONCRETE CURB TYPE D	XX XX	DRIVEWAY REMOVAL
AGG	BASE AGGREGATE DENSE 3/4-INCH	SR	SIDEWALK TO REMAIN
		X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 18 18	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021206-pd
PLOT DATE : 7/29/2025 9:06 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2701 WASHINGTON RD

WASHINGTON ROAD

8+00 J

9+00 J

10+00 J

11+00 J

12+00 J

N

R/W

SLOPE INTERCEPT (TYP.)

SR

445+78.21
34.31' LT

446+05.11
35.22' LT

CD-8

446+92.82
29.68' LT

446+55.98
25.01' LT

END PROJECT
STA. 446+56.00

END CONSTRUCTION
STA. 446+92.82

MATCHLINE STA. 442+50

11'

5'

12'

443+00

444+00

445+00

446+00

447+00

448+00

443+98.19
18.60' LT

CG-30A

445+15.84
20.00' LT

446+15.85
20.00' LT

CP8

15'
(TYP.)

22ND AVENUE

442+63.53
22.00' RT

443+21.59
24.85' RT

443+79.63
21.59' RT

444+28.53
23.95' RT

445+56.75
35.00' RT

446+10.43
35.00' RT

SLOPED NOSE TYPE 1

446+55.46
26.48' RT

CS-4

443+58.68
41.27' RT

443+40.62
45.12' RT

443+58.51
52.13' RT

443+40.51
51.86' RT

TLE

STA. 443+20.62, 44.82' RT
STA. 10+45.26 I, 29.00' RT
R = 20'
RELOCATING STONE MONUMENTS REQ'D
RELOCATE TO STA. 443+28.50, 42.00' RT

STA. 443+78.67, 41.67' RT
STA. 10+41.14 I, 29.00' LT
R = 20'
RELOCATING STONE MONUMENTS REQ'D
RELOCATE TO STA. 443+69.00, 47.75' RT

END CONSTRUCTION
STA. 10+52.00 I

WASHINGTON PARK

ASPH

XX XX

445+36.23
51.52' RT

445+70.07
50.25' RT

445+90.30
43.50' RT

446+27.59
49.66' RT

446+34.38
54.14' RT

446+53.77
30.78' RT

STA. 446+10.43, 83.00' RT
R = 48'

MH

WV

GV

SAN

SS

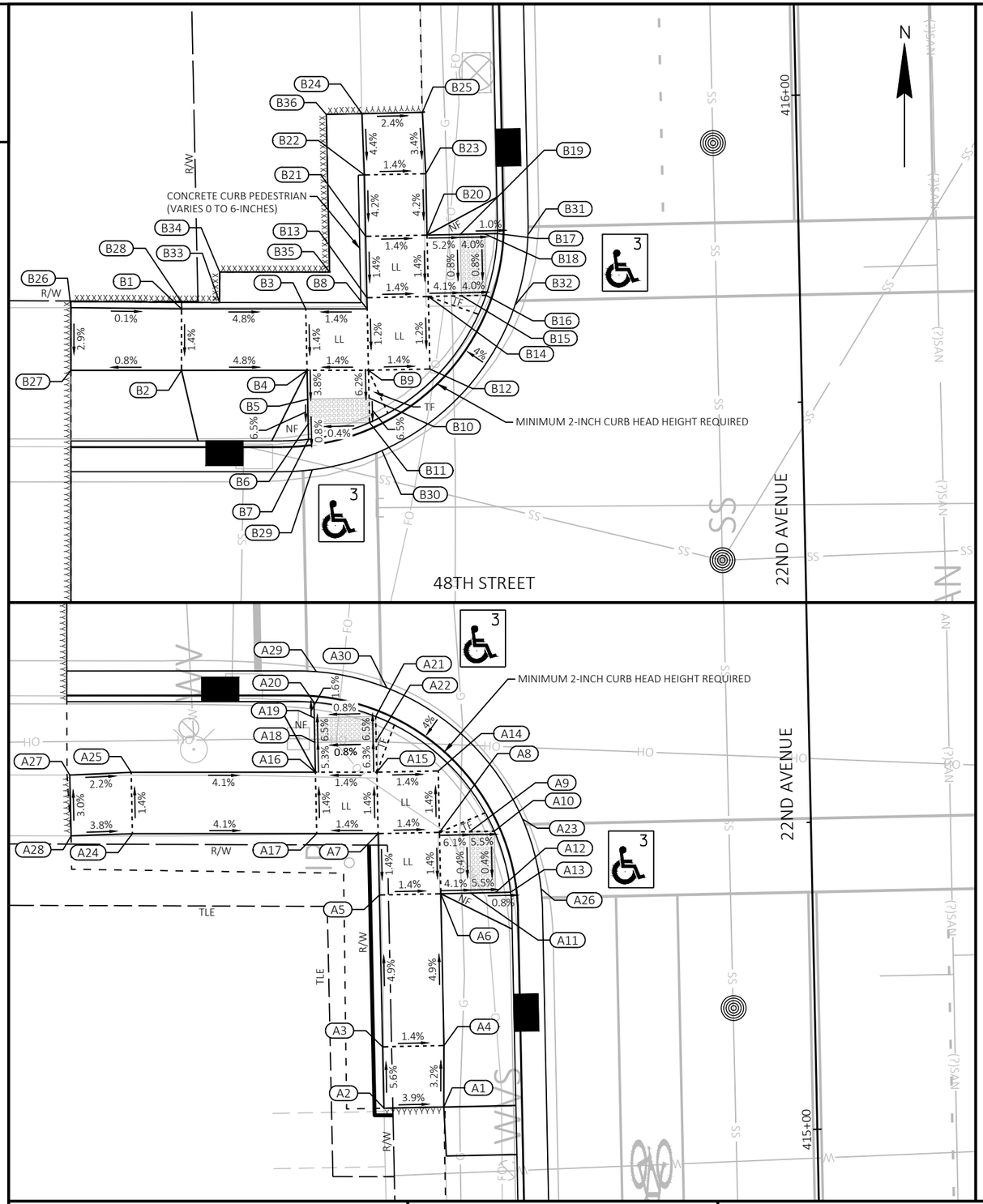
GUY

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-XXA	CONCRETE CURB & GUTTER XX-INCH TYPE A
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	●	STORM SEWER MANHOLE
..AAAAAAAAA..	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
..XXXXXXXXX..	SAWING ASPHALT	▨	CONCRETE SIDEWALK 6-INCH
C-D	CONCRETE CURB TYPE D	XX XX	DRIVEWAY REMOVAL
AGG	BASE AGGREGATE DENSE 3/4-INCH	SR	SIDEWALK TO REMAIN
		X	CLEARING, GRUBBING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 19 19	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021201-PD.DWG
LAYOUT NAME - 021207-pd
PLOT DATE : 7/29/2025 9:06 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
B1	415+83.65	50.36 LT	223,599.56	2,582,751.17	620.74 *
B2	415+78.65	50.47 LT	223,594.56	2,582,751.17	620.67 *
B3	415+83.44	40.25 LT	223,599.57	2,582,761.28	620.25
B4	415+78.44	40.25 LT	223,594.57	2,582,761.39	620.18
B5	415+76.08	40.25 LT	223,592.21	2,582,761.44	620.09
B6	415+74.08	40.25 LT	223,590.21	2,582,761.48	619.96
B7	415+72.81	40.25 LT	223,588.94	2,582,761.51	619.95
B8	415+83.33	35.25 LT	223,599.57	2,582,766.29	620.32
B9	415+78.33	35.25 LT	223,594.57	2,582,766.39	620.25
B10	415+76.08	35.25 LT	223,592.31	2,582,766.44	620.11
B11	415+74.08	35.25 LT	223,590.31	2,582,766.48	619.98
B12	415+78.33	30.25 LT	223,594.67	2,582,771.39	620.18
B13	415+84.24	35.25 LT	223,600.47	2,582,766.27	620.32
B14	415+84.24	30.25 LT	223,600.58	2,582,771.26	620.25
B15	415+84.24	27.55 LT	223,600.64	2,582,773.96	620.14
B16	415+84.24	25.55 LT	223,600.68	2,582,775.96	620.06
B17	415+89.24	24.53 LT	223,605.70	2,582,776.88	620.09
B18	415+89.24	25.55 LT	223,605.68	2,582,775.85	620.10
B19	415+89.24	27.55 LT	223,605.63	2,582,773.85	620.18
B20	415+89.24	30.25 LT	223,605.58	2,582,771.16	620.32
B21	415+89.24	35.25 LT	223,605.47	2,582,766.16	620.39
B22	415+94.24	35.25 LT	223,610.47	2,582,766.06	620.60
B23	415+94.24	30.25 LT	223,610.58	2,582,771.06	620.53
B24	415+99.24	35.35 LT	223,615.47	2,582,765.86	620.82 *
B25	415+99.24	30.42 LT	223,615.57	2,582,770.78	620.70 *
B26	415+83.94	59.37 LT	223,599.67	2,582,742.16	620.75 *
B27	415+78.83	59.48 LT	223,594.56	2,582,742.16	620.60 *
B28	415+84.17	50.35 LT	223,600.09	2,582,751.17	620.75 *
B29	415+70.32	40.00 LT	223,586.46	2,582,761.81	620.02
B30	415+71.77	34.29 LT	223,588.03	2,582,767.49	620.05
B31	415+89.10	22.03 LT	223,605.61	2,582,779.38	620.16
B32	415+83.38	23.21 LT	223,599.87	2,582,778.33	620.13
B33	415+84.08	47.25 LT	223,600.06	2,582,754.27	620.75 *
B34	415+86.58	47.20 LT	223,602.56	2,582,754.27	620.82 *
B35	415+86.39	38.25 LT	223,602.57	2,582,763.22	620.76 *
B36	415+99.24	38.25 LT	223,615.41	2,582,762.95	620.83 *

CURB RAMP DETAIL NOTES (APPLIES TO ALL CURB RAMP DETAIL SHEETS):

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.

MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.

SAWCUT EXISTING CONCRETE SIDEWALK TO NEAREST JOINT AS DIRECTED BY THE ENGINEER.

GUTTER SLOPE SHALL BE 4.0% UNLESS OTHERWISE NOTED.

LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
A1	415+02.45	30.37 LT	223,518.81	2,582,772.86	620.88 *
A2	415+02.45	35.25 LT	223,518.71	2,582,767.98	621.07 *
A3	415+07.45	35.25 LT	223,523.71	2,582,767.88	620.79
A4	415+07.45	30.25 LT	223,523.81	2,582,772.88	620.72
A5	415+19.82	35.25 LT	223,536.07	2,582,767.62	620.19
A6	415+19.82	30.25 LT	223,536.17	2,582,772.62	620.12
A7	415+24.82	35.25 LT	223,541.07	2,582,767.51	620.26
A8	415+24.82	30.25 LT	223,541.17	2,582,772.51	620.19
A9	415+24.82	27.80 LT	223,541.22	2,582,774.96	620.04
A10	415+24.82	25.80 LT	223,541.27	2,582,776.96	619.93
A11	415+19.82	27.79 LT	223,536.22	2,582,775.07	620.02
A12	415+19.82	25.80 LT	223,536.27	2,582,777.07	619.91
A13	415+19.82	24.57 LT	223,536.29	2,582,778.29	619.90
A14	415+29.82	30.25 LT	223,546.17	2,582,772.41	620.12
A15	415+29.82	35.25 LT	223,546.07	2,582,767.41	620.19
A16	415+29.92	40.25 LT	223,546.07	2,582,762.41	620.12
A17	415+24.92	40.25 LT	223,541.07	2,582,762.51	620.19
A18	415+32.35	40.25 LT	223,548.50	2,582,762.36	619.99
A19	415+34.35	40.25 LT	223,550.49	2,582,762.31	619.86
A20	415+35.62	40.25 LT	223,551.76	2,582,762.29	619.84
A21	415+34.35	35.25 LT	223,550.60	2,582,767.31	619.90
A22	415+32.36	35.25 LT	223,548.60	2,582,767.35	620.03
A23	415+25.76	23.48 LT	223,542.26	2,582,779.26	620.00
A24	415+25.23	55.25 LT	223,541.06	2,582,747.51	620.80
A25	415+30.24	55.25 LT	223,546.06	2,582,747.40	620.73
A26	415+20.05	22.08 LT	223,536.57	2,582,780.77	619.97
A27	415+30.11	60.25 LT	223,545.83	2,582,742.41	620.84 *
A28	415+25.16	60.25 LT	223,540.88	2,582,742.51	620.99 *
A29	415+38.11	40.00 LT	223,554.25	2,582,762.48	619.91
A30	415+36.66	34.29 LT	223,552.93	2,582,768.23	619.97

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 20 20	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 7/29/2025 9:55 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

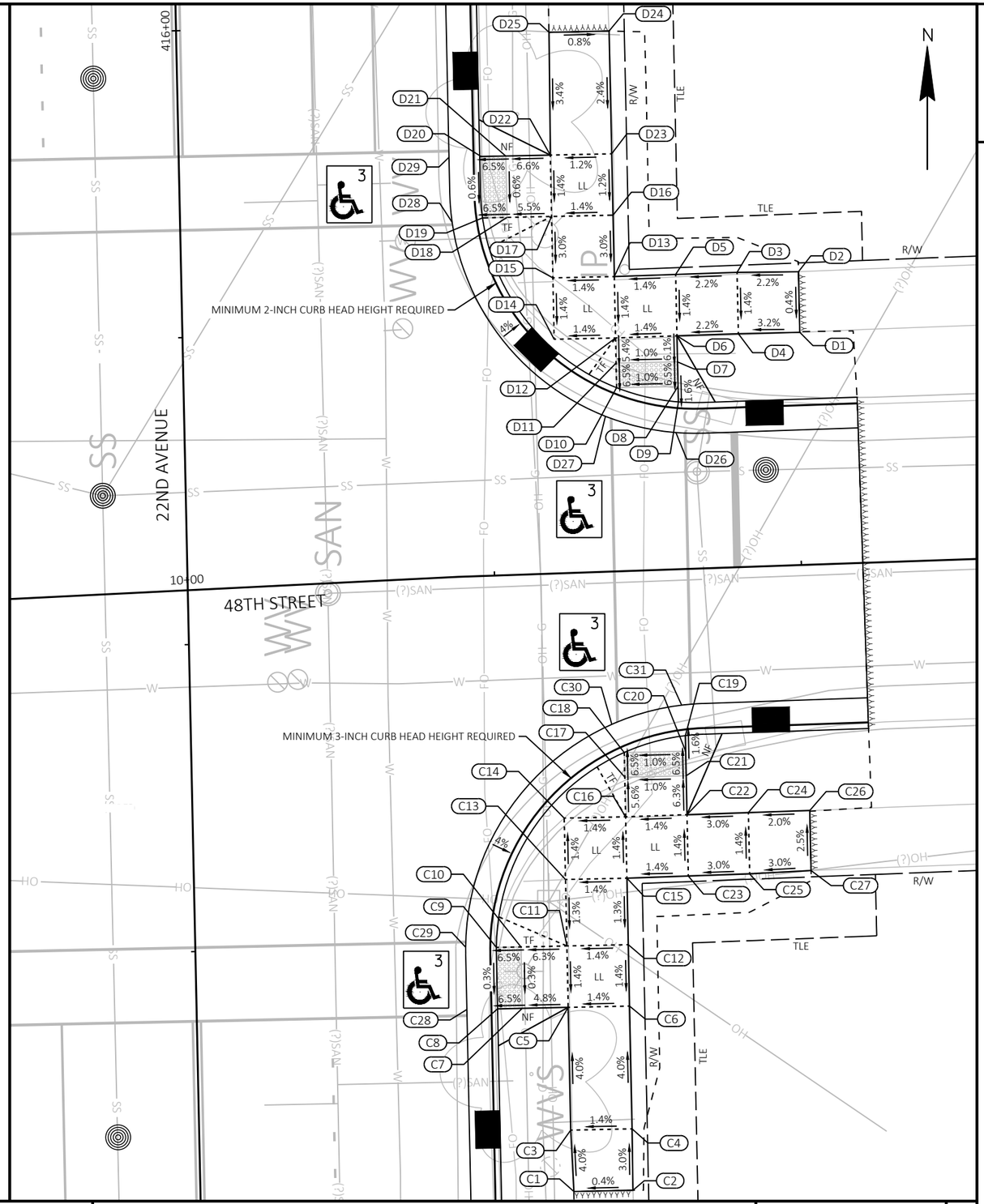
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
D1	415+74.38	50.25 RT	223,592.41	2,582,851.95	620.59*
D2	415+79.32	50.25 RT	223,597.35	2,582,851.85	620.61*
D3	415+79.38	45.25 RT	223,597.30	2,582,846.85	620.50
D4	415+74.37	45.25 RT	223,592.30	2,582,846.96	620.43
D5	415+79.31	40.25 RT	223,597.13	2,582,841.85	620.39
D6	415+74.31	40.25 RT	223,592.13	2,582,841.96	620.32
D7	415+72.19	40.25 RT	223,590.01	2,582,842.00	620.19
D8	415+70.19	40.25 RT	223,588.01	2,582,842.04	620.06
D9	415+68.92	40.25 RT	223,586.74	2,582,842.07	620.04
D10	415+70.19	35.25 RT	223,587.90	2,582,837.05	620.01
D11	415+72.19	35.25 RT	223,589.90	2,582,837.00	620.14
D12	415+74.24	35.25 RT	223,591.95	2,582,836.96	620.25
D13	415+79.24	35.25 RT	223,596.95	2,582,836.86	620.32
D14	415+74.24	30.25 RT	223,591.85	2,582,831.96	620.18
D15	415+79.24	30.25 RT	223,596.85	2,582,831.86	620.25
D16	415+84.24	35.25 RT	223,601.95	2,582,836.75	620.47
D17	415+84.24	30.25 RT	223,601.85	2,582,831.75	620.40
D18	415+84.24	26.62 RT	223,601.77	2,582,828.13	620.20
D19	415+84.24	24.63 RT	223,601.73	2,582,826.13	620.07
D20	415+89.24	24.62 RT	223,606.73	2,582,826.02	620.10
D21	415+89.24	26.62 RT	223,606.77	2,582,828.02	620.23
D22	415+89.24	30.25 RT	223,606.85	2,582,831.65	620.47
D23	415+89.24	35.25 RT	223,606.95	2,582,836.65	620.53
D24	415+99.24	35.25 RT	223,616.95	2,582,836.44	620.77*
D25	415+99.24	30.35 RT	223,616.85	2,582,831.54	620.81*
D26	415+66.43	40.00 RT	223,584.25	2,582,841.87	620.11
D27	415+67.88	34.29 RT	223,585.58	2,582,836.13	620.08
D28	415+83.94	22.14 RT	223,601.38	2,582,823.65	620.14
D29	415+89.24	22.00 RT	223,606.67	2,582,823.40	620.17

LEGEND

- CURB RAMP TYPE X
- 2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- XXX CURB RAMP POINT NUMBER
- PEDESTRIAN PUSH BUTTON

- LL LEVEL LANDING
- PF PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
- NF NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
- TF TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
- MEF TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
- * MATCH EXISTING

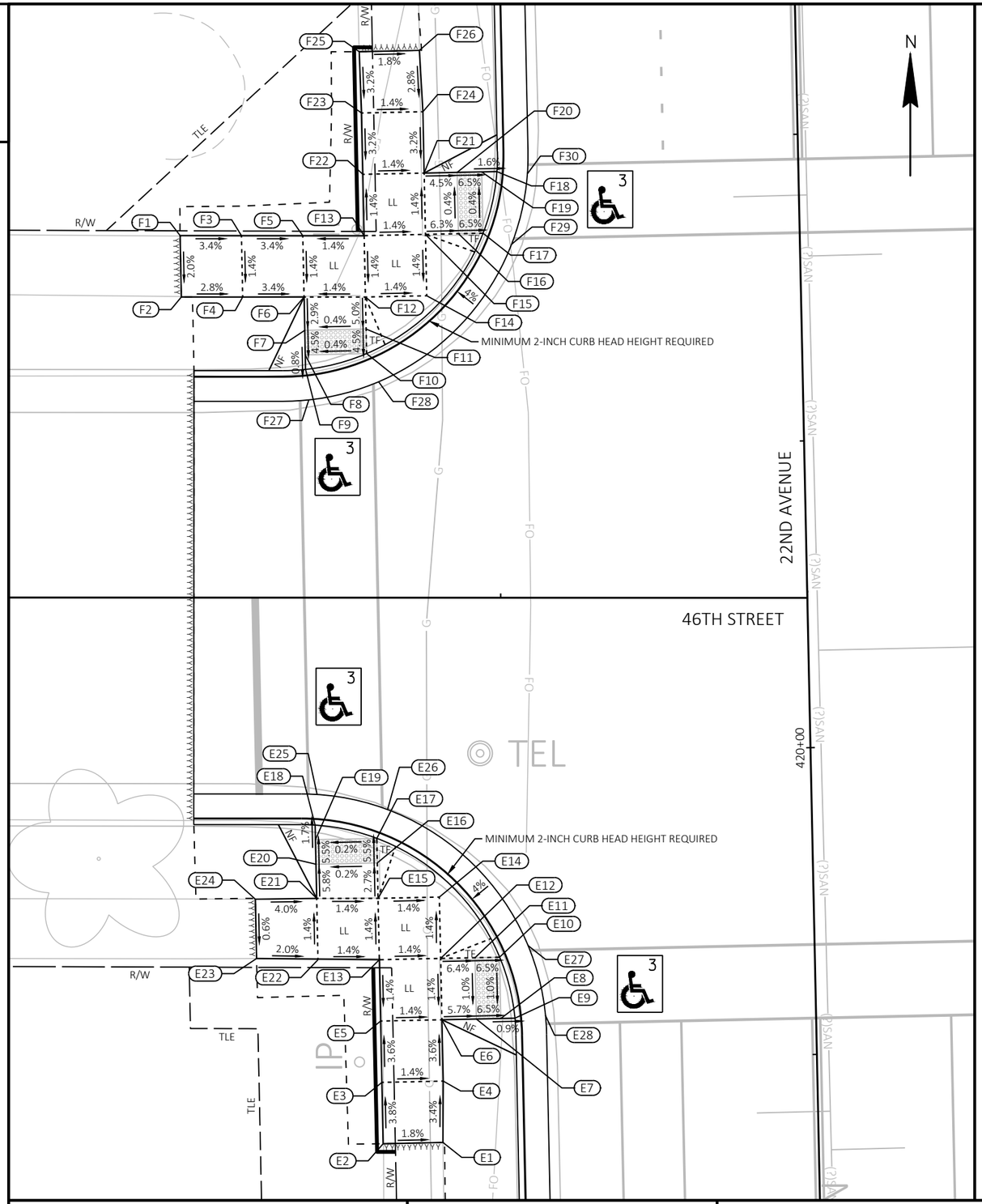
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
C1	415+04.82	30.40 RT	223,522.45	2,582,833.56	620.80*
C2	415+04.82	35.21 RT	223,522.55	2,582,838.38	620.82*
C3	415+09.82	30.25 RT	223,527.44	2,582,833.31	620.60
C4	415+09.82	35.25 RT	223,527.55	2,582,838.31	620.67
C5	415+19.82	30.25 RT	223,537.44	2,582,833.10	620.20
C6	415+19.82	35.25 RT	223,537.55	2,582,838.10	620.27
C7	415+19.82	26.51 RT	223,537.36	2,582,829.36	620.02
C8	415+19.82	24.50 RT	223,537.32	2,582,827.35	619.89
C9	415+24.82	24.51 RT	223,542.32	2,582,827.26	619.90
C10	415+24.82	26.51 RT	223,542.36	2,582,829.26	620.04
C11	415+24.82	30.25 RT	223,542.44	2,582,833.00	620.27
C12	415+24.82	35.25 RT	223,542.55	2,582,838.00	620.34
C13	415+30.23	30.25 RT	223,547.86	2,582,832.88	620.34
C14	415+35.23	30.25 RT	223,552.85	2,582,832.78	620.27
C15	415+30.23	35.25 RT	223,547.96	2,582,837.88	620.41
C16	415+35.23	35.25 RT	223,552.96	2,582,837.78	620.34
C17	415+38.47	35.25 RT	223,556.20	2,582,837.71	620.16
C18	415+40.47	35.25 RT	223,558.20	2,582,837.67	620.03
C19	415+41.74	40.25 RT	223,559.57	2,582,842.64	620.06
C20	415+40.47	40.25 RT	223,558.30	2,582,842.67	620.08
C21	415+38.47	40.25 RT	223,556.30	2,582,842.71	620.21
C22	415+35.30	40.25 RT	223,553.13	2,582,842.78	620.41
C23	415+30.30	40.25 RT	223,548.13	2,582,842.88	620.48
C24	415+35.37	45.25 RT	223,553.31	2,582,847.77	620.56
C25	415+30.37	45.25 RT	223,548.31	2,582,847.88	620.63
C26	415+35.44	50.25 RT	223,553.48	2,582,852.77	620.66*
C27	415+30.55	50.25 RT	223,548.59	2,582,852.87	620.78*
C28	415+19.82	22.00 RT	223,537.27	2,582,824.85	619.96
C29	415+24.89	22.01 RT	223,542.34	2,582,824.76	619.98
C30	415+42.78	34.29 RT	223,560.48	2,582,836.66	620.10
C31	415+44.23	40.00 RT	223,562.05	2,582,842.34	620.13



2

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 21 21	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 7/29/2025 9:56 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
F1	420+42.80	50.50 LT	224,058.61	2,582,741.40	621.25*
F2	420+37.79	50.50 LT	224,053.61	2,582,741.51	621.15*
F3	420+42.69	45.50 LT	224,058.61	2,582,746.40	621.08
F4	420+37.69	45.50 LT	224,053.61	2,582,746.51	621.01
F5	420+42.58	40.50 LT	224,058.61	2,582,751.40	620.91
F6	420+37.58	40.50 LT	224,053.61	2,582,751.51	620.84
F7	420+34.87	40.50 LT	224,050.89	2,582,751.57	620.76
F8	420+32.87	40.50 LT	224,048.89	2,582,751.61	620.67
F9	420+31.68	40.50 LT	224,047.71	2,582,751.63	620.66
F10	420+32.87	35.50 LT	224,049.00	2,582,756.61	620.69
F11	420+34.87	35.50 LT	224,051.00	2,582,756.56	620.78
F12	420+37.47	35.50 LT	224,053.60	2,582,756.51	620.91
F13	420+42.48	35.50 LT	224,058.60	2,582,756.40	620.98
F14	420+37.47	30.50 LT	224,053.71	2,582,761.51	620.84
F15	420+42.48	30.50 LT	224,058.71	2,582,761.40	620.91
F16	420+42.48	27.81 LT	224,058.77	2,582,764.10	620.74
F17	420+42.48	25.81 LT	224,058.81	2,582,766.09	620.61
F18	420+47.48	24.58 LT	224,063.83	2,582,767.22	620.57
F19	420+47.48	25.81 LT	224,063.81	2,582,765.99	620.59
F20	420+47.48	27.81 LT	224,063.76	2,582,763.99	620.72
F21	420+47.48	30.50 LT	224,063.71	2,582,761.30	620.84
F22	420+47.48	35.50 LT	224,063.60	2,582,756.30	620.91
F23	420+52.48	35.50 LT	224,068.60	2,582,756.19	621.07
F24	420+52.48	30.50 LT	224,068.71	2,582,761.19	621.00
F25	420+57.48	35.59 LT	224,073.60	2,582,756.00	621.23*
F26	420+57.48	30.68 LT	224,073.70	2,582,760.91	621.14*
F27	420+29.19	40.29 LT	224,045.22	2,582,751.90	620.73
F28	420+30.55	34.57 LT	224,046.70	2,582,757.58	620.76
F29	420+41.53	23.50 LT	224,057.91	2,582,768.43	620.68
F30	420+47.24	22.09 LT	224,063.65	2,582,769.71	620.64

LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
E1	419+68.46	30.63 LT	223,984.71	2,582,762.83	621.24*
E2	419+68.46	35.50 LT	223,984.61	2,582,757.96	621.33*
E3	419+73.46	35.50 LT	223,989.61	2,582,757.85	621.14
E4	419+73.46	30.50 LT	223,989.71	2,582,762.85	621.07
E5	419+78.46	35.50 LT	223,994.60	2,582,757.75	620.96
E6	419+78.46	30.50 LT	223,994.71	2,582,762.75	620.89
E7	419+78.46	27.70 LT	223,994.77	2,582,765.55	620.73
E8	419+78.46	25.70 LT	223,994.81	2,582,767.55	620.60
E9	419+78.46	24.55 LT	223,994.83	2,582,768.69	620.59
E10	419+83.46	25.70 LT	223,999.81	2,582,767.44	620.65
E11	419+83.46	27.70 LT	223,999.77	2,582,765.44	620.78
E12	419+83.46	30.50 LT	223,999.71	2,582,762.64	620.96
E13	419+83.46	35.50 LT	223,999.60	2,582,757.64	621.03
E14	419+88.46	30.50 LT	224,004.71	2,582,762.54	620.89
E15	419+88.46	35.50 LT	224,004.60	2,582,757.54	620.96
E16	419+91.35	35.50 LT	224,007.49	2,582,757.48	620.88
E17	419+93.35	35.50 LT	224,009.49	2,582,757.44	620.77
E18	419+94.53	40.50 LT	224,010.57	2,582,752.41	620.74
E19	419+93.35	40.50 LT	224,009.38	2,582,752.44	620.76
E20	419+91.35	40.50 LT	224,007.38	2,582,752.48	620.87
E21	419+88.57	40.50 LT	224,004.61	2,582,752.54	621.03
E22	419+83.57	40.50 LT	223,999.61	2,582,752.64	621.10
E23	419+83.77	45.50 LT	223,999.70	2,582,747.64	621.20*
E24	419+88.60	45.50 LT	224,004.54	2,582,747.54	621.23*
E25	419+97.03	40.29 LT	224,013.06	2,582,752.57	620.81
E26	419+95.67	34.57 LT	224,011.83	2,582,758.31	620.84
E27	419+84.37	23.37 LT	224,000.77	2,582,769.75	620.72
E28	419+78.66	22.06 LT	223,995.08	2,582,771.18	620.66

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 22 22	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021303-cr
PLOT DATE : 7/29/2025 9:56 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

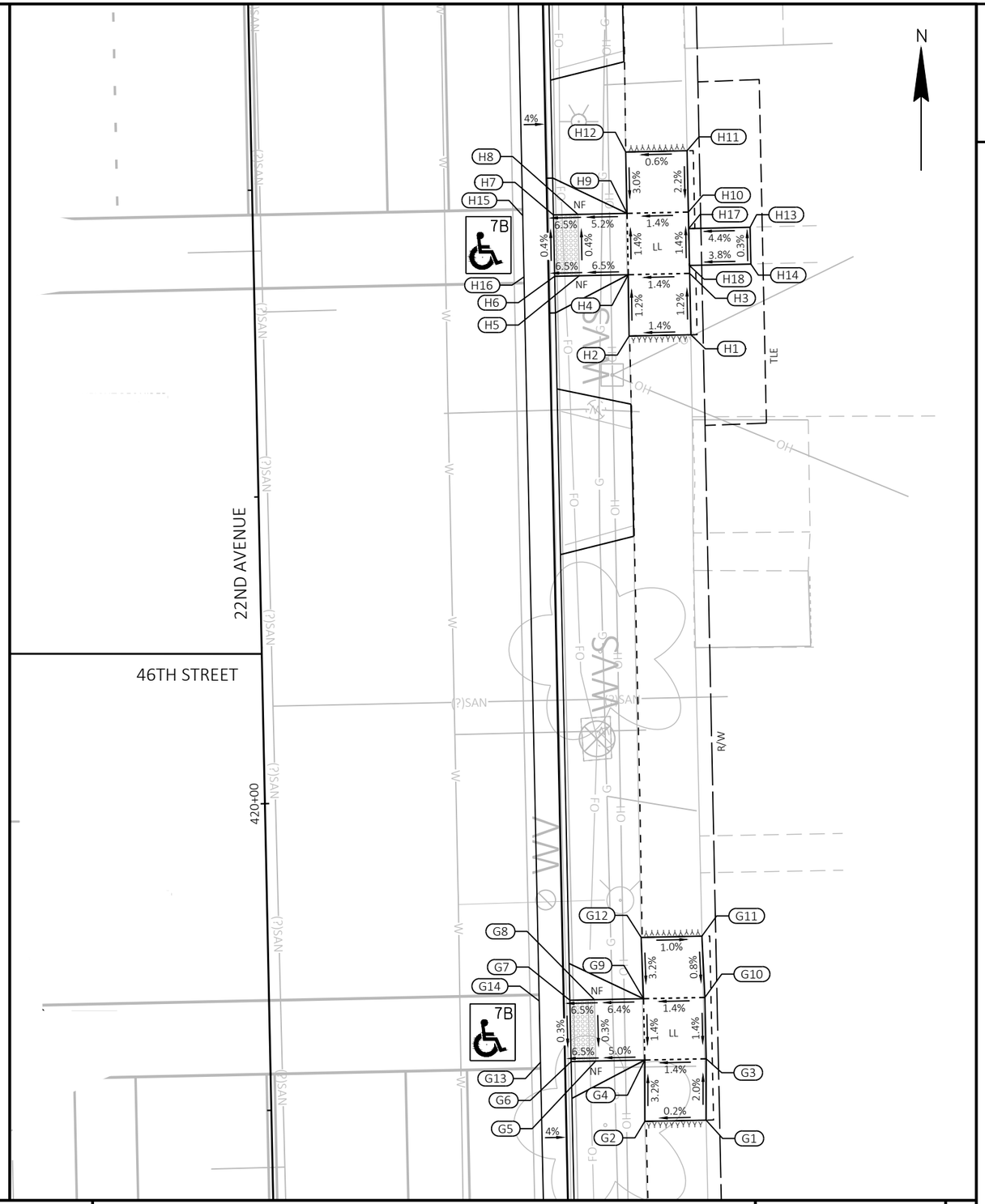
X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
H	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

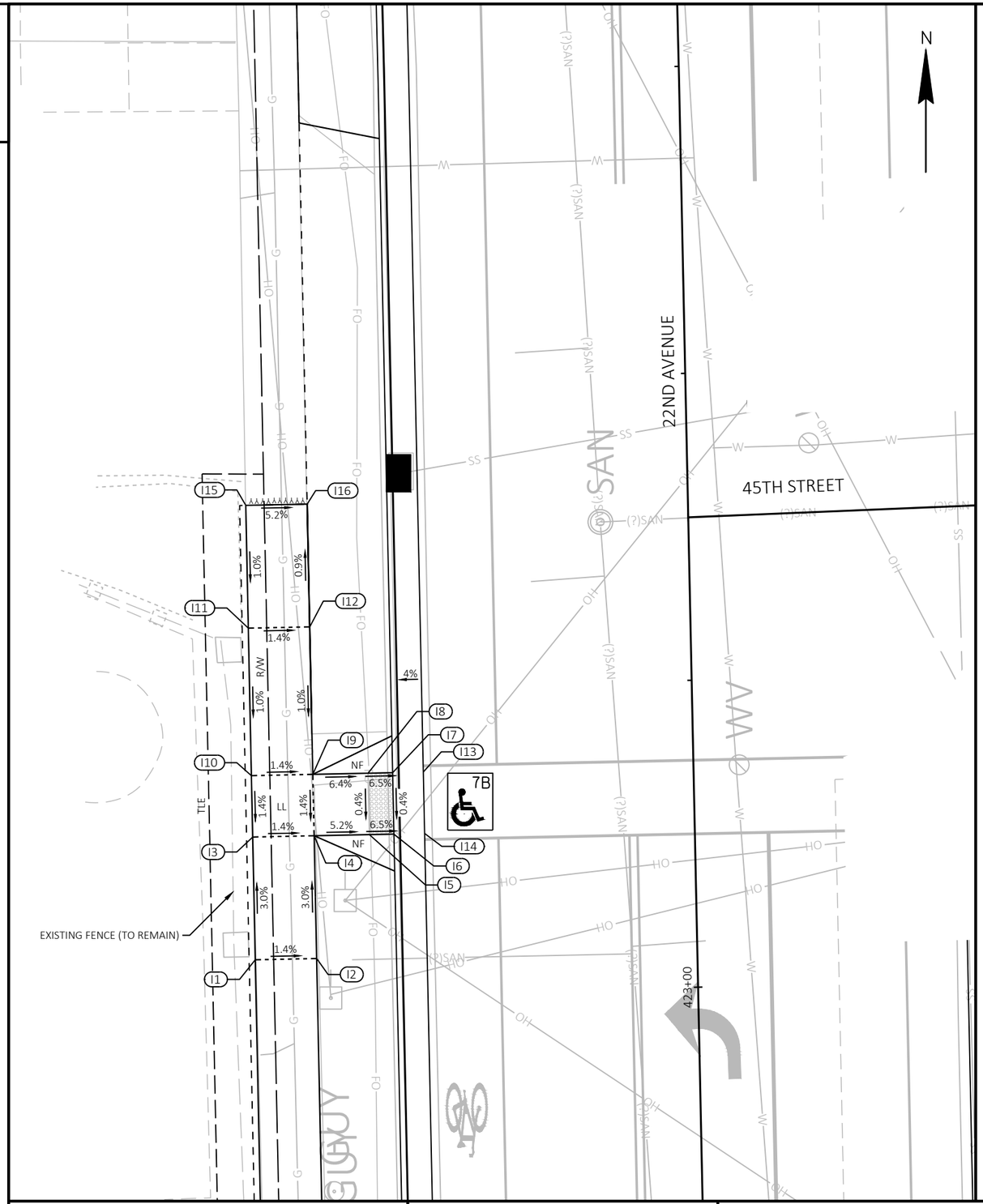
STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
H1	420+37.48	35.50 RT	224,055.09	2,582,827.49	621.10 *
H2	420+37.48	30.46 RT	224,054.99	2,582,822.45	621.03 *
H3	420+42.48	35.50 RT	224,060.09	2,582,827.39	621.04
H4	420+42.48	30.50 RT	224,059.99	2,582,822.39	620.97
H5	420+42.48	26.50 RT	224,059.90	2,582,818.39	620.71
H6	420+42.48	24.50 RT	224,059.86	2,582,816.39	620.58
H7	420+47.48	24.50 RT	224,064.86	2,582,816.29	620.56
H8	420+47.48	26.50 RT	224,064.90	2,582,818.29	620.69
H9	420+47.48	30.50 RT	224,064.99	2,582,822.29	620.90
H10	420+47.48	35.50 RT	224,065.09	2,582,827.28	620.97
H11	420+52.48	35.50 RT	224,070.09	2,582,827.18	621.08 *
H12	420+52.48	30.50 RT	224,069.99	2,582,822.18	621.05 *
H13	420+46.13	40.50 RT	224,063.85	2,582,832.31	621.21 *
H14	420+43.13	40.50 RT	224,060.85	2,582,832.37	621.22 *
H15	420+47.48	22.00 RT	224,064.81	2,582,813.79	620.63
H16	420+42.48	22.00 RT	224,059.81	2,582,813.89	620.65
H17	420+46.13	35.50 RT	224,063.75	2,582,827.31	620.99
H18	420+43.13	35.49 RT	224,060.75	2,582,827.36	621.03

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
G1	419+73.46	35.39 RT	223,991.09	2,582,828.72	621.08 *
G2	419+73.46	30.40 RT	223,990.99	2,582,823.73	621.07 *
G3	419+78.46	35.50 RT	223,996.09	2,582,828.73	620.98
G4	419+78.46	30.50 RT	223,995.99	2,582,823.73	620.91
G5	419+78.46	26.50 RT	223,995.91	2,582,819.73	620.71
G6	419+78.46	24.50 RT	223,995.86	2,582,817.74	620.58
G7	419+83.46	24.50 RT	224,000.86	2,582,817.63	620.59
G8	419+83.46	26.50 RT	224,000.90	2,582,819.63	620.72
G9	419+83.46	30.50 RT	224,000.99	2,582,823.63	620.98
G10	419+83.46	35.50 RT	224,001.09	2,582,828.63	621.05
G11	419+88.46	35.36 RT	224,006.09	2,582,828.39	621.09 *
G12	419+88.46	30.42 RT	224,005.99	2,582,823.44	621.14 *
G13	419+78.46	22.00 RT	223,995.81	2,582,815.23	620.65
G14	419+83.46	22.00 RT	224,000.81	2,582,815.13	620.66


22ND AVENUE
46TH STREET
420+00
N
H1
H2
H3
H4
H5
H6
H7
H8
H9
H10
H11
H12
H13
H14
H15
H16
H17
H18
7B
NF
LL
G1
G2
G3
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G8
G9
G10
G11
G12
G13
G14
7B
NF
LL
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SAN
SAN
W
W
W



LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
I1	423+02.99	36.00 LT	224,319.05	2,582,750.44	620.73
I2	423+02.99	31.00 LT	224,319.15	2,582,755.44	620.66
I3	423+12.99	36.00 LT	224,329.05	2,582,750.23	620.43
I4	423+12.99	31.00 LT	224,329.15	2,582,755.23	620.36
I5	423+12.99	26.50 LT	224,329.25	2,582,759.73	620.13
I6	423+12.99	24.50 LT	224,329.29	2,582,761.73	620.00
I7	423+17.99	24.50 LT	224,334.29	2,582,761.62	620.01
I8	423+17.99	26.50 LT	224,334.24	2,582,759.62	620.14
I9	423+17.99	31.00 LT	224,334.15	2,582,755.12	620.43
I10	423+17.99	36.00 LT	224,334.05	2,582,750.13	620.50
I11	423+30.00	36.00 LT	224,346.06	2,582,749.87	620.62
I12	423+30.00	31.00 LT	224,346.16	2,582,754.87	620.55
I13	423+17.99	22.00 LT	224,334.34	2,582,764.12	620.08
I14	423+12.99	22.00 LT	224,329.34	2,582,764.23	620.07
I15	423+40.00	36.00 LT	224,356.05	2,582,749.66	620.72*
I16	423+40.00	31.00 LT	224,356.16	2,582,754.66	620.46*

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 24 24	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021305-cr
PLOT DATE : 7/29/2025 9:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

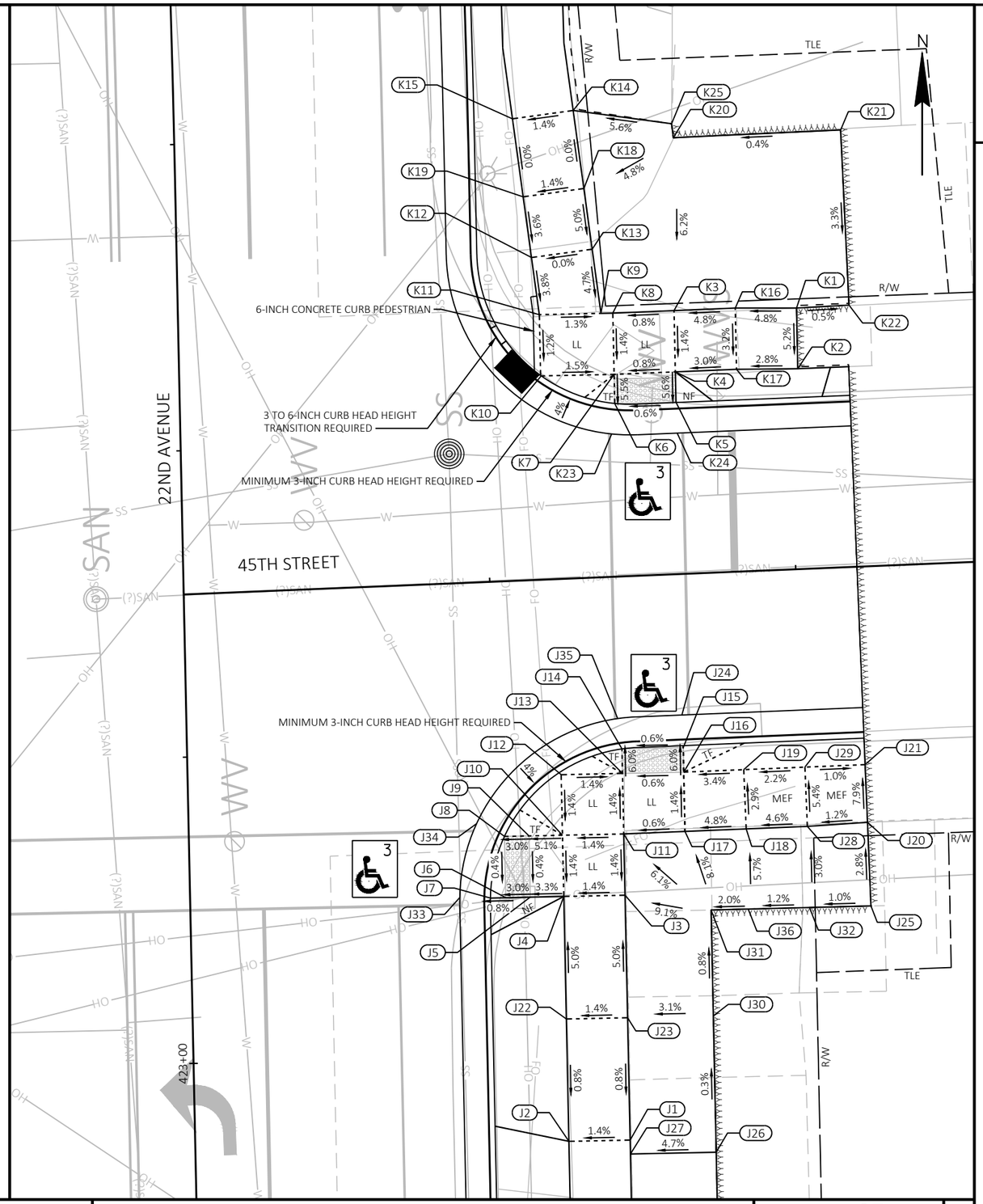
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
K1	423+60.60	50.50 RT	224,378.46	2,582,835.71	620.88*
K2	423+55.64	50.50 RT	224,373.51	2,582,835.82	620.62*
K3	423+60.60	40.50 RT	224,378.25	2,582,825.72	620.40
K4	423+55.60	40.50 RT	224,373.25	2,582,825.82	620.33
K5	423+53.12	40.50 RT	224,370.77	2,582,825.87	620.19
K6	423+53.12	35.50 RT	224,370.67	2,582,820.87	620.16
K7	423+55.49	35.50 RT	224,373.04	2,582,820.82	620.29
K8	423+60.50	35.50 RT	224,378.04	2,582,820.72	620.36
K9	423+60.50	34.53 RT	224,378.02	2,582,819.75	620.37
K10	423+55.49	29.54 RT	224,372.92	2,582,814.87	620.38
K11	423+60.50	29.50 RT	224,377.92	2,582,814.72	620.44
K12	423+65.17	28.96 RT	224,382.58	2,582,814.08	620.62
K13	423+65.74	33.93 RT	224,383.26	2,582,819.03	620.62
K14	423+77.01	32.61 RT	224,394.58	2,582,817.48	620.87
K15	423+76.46	27.65 RT	224,393.90	2,582,812.53	620.80
K16	423+60.70	45.50 RT	224,378.46	2,582,830.71	620.64
K17	423+55.70	45.50 RT	224,373.46	2,582,830.82	620.48
K18	423+70.71	33.35 RT	224,388.21	2,582,818.35	620.87
K19	423+70.14	28.38 RT	224,387.53	2,582,813.40	620.80
K20	423+74.67	40.73 RT	224,392.36	2,582,825.65	621.27*
K21	423+75.00	54.40 RT	224,392.99	2,582,839.31	621.33*
K22	423+60.75	54.79 RT	224,378.70	2,582,840.00	620.86*
K23	423+50.64	35.20 RT	224,368.18	2,582,820.63	620.23
K24	423+50.60	40.55 RT	224,368.25	2,582,825.98	620.26
K25	423+75.78	40.62 RT	224,393.49	2,582,825.51	621.32*

LEGEND

- CURB RAMP TYPE X
- 2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- XXX CURB RAMP POINT NUMBER
- PEDESTRIAN PUSH BUTTON

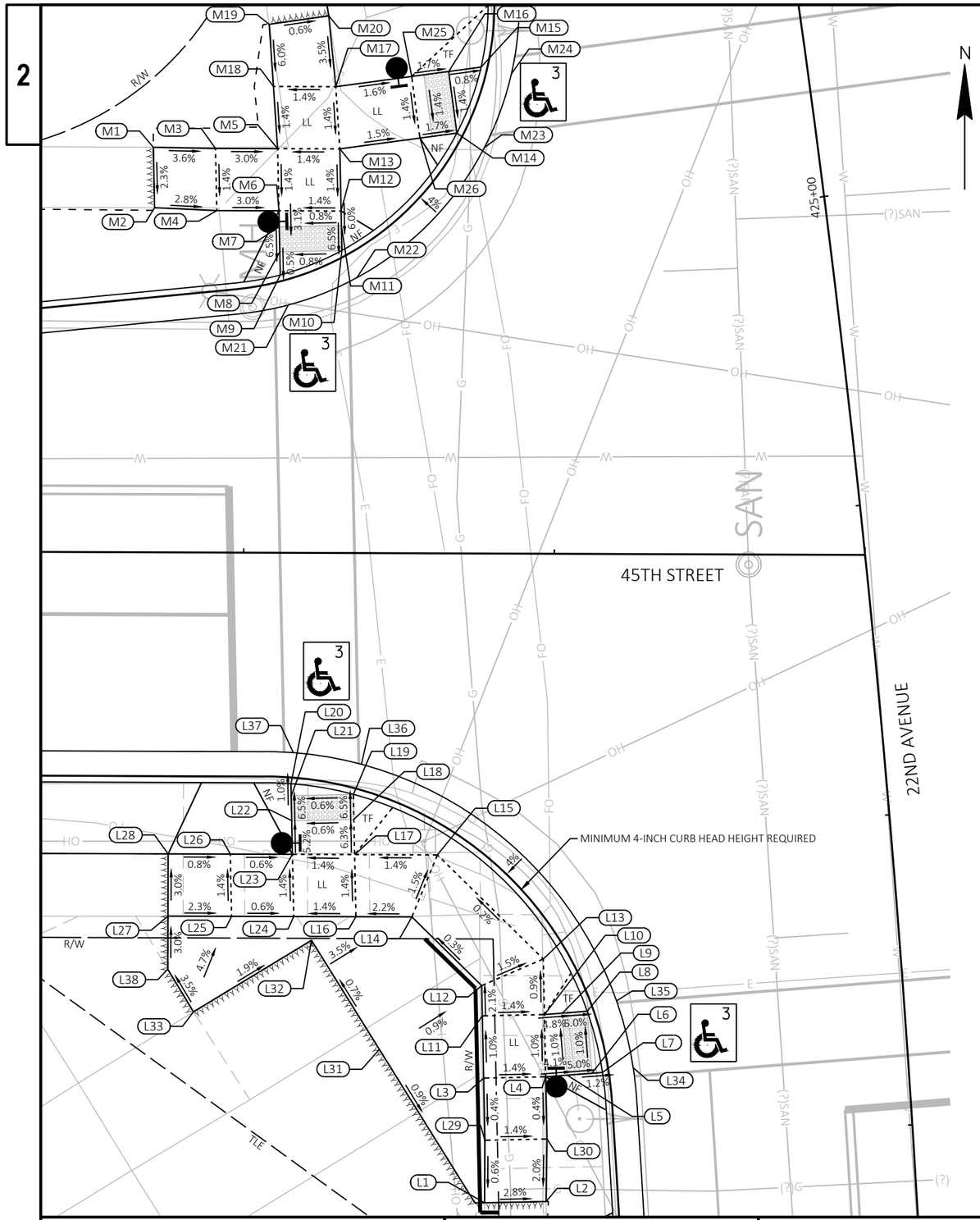
- LL LEVEL LANDING
- PF PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
- NF NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
- TF TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
- MEF TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
- * MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
J1	422+93.00	35.50 RT	224,310.56	2,582,822.13	620.64
J2	422+93.00	30.50 RT	224,310.46	2,582,817.14	620.57
J3	423+12.99	35.50 RT	224,330.55	2,582,821.72	620.22
J4	423+12.99	30.50 RT	224,330.44	2,582,816.72	620.15
J5	423+12.99	27.76 RT	224,330.38	2,582,813.98	620.06
J6	423+12.99	25.76 RT	224,330.34	2,582,811.98	620.00
J7	423+12.99	24.51 RT	224,330.32	2,582,810.73	619.99
J8	423+17.99	25.76 RT	224,335.34	2,582,811.87	620.02
J9	423+17.99	27.76 RT	224,335.38	2,582,813.87	620.08
J10	423+17.99	30.50 RT	224,335.44	2,582,816.61	620.22
J11	423+17.99	35.50 RT	224,335.54	2,582,821.61	620.29
J12	423+22.93	30.50 RT	224,340.38	2,582,816.51	620.29
J13	423+22.93	35.50 RT	224,340.48	2,582,821.51	620.22
J14	423+24.93	35.50 RT	224,342.48	2,582,821.46	620.10
J15	423+24.93	40.50 RT	224,342.59	2,582,826.46	620.13
J16	423+22.93	40.50 RT	224,340.59	2,582,826.51	620.25
J17	423+18.09	40.50 RT	224,335.75	2,582,826.61	620.32
J18	423+18.19	45.50 RT	224,335.96	2,582,831.60	620.56
J19	423+23.03	45.40 RT	224,340.80	2,582,831.40	620.42
J20	423+18.52	55.41 RT	224,336.49	2,582,841.51	620.85*
J21	423+23.23	55.32 RT	224,341.20	2,582,841.31	620.48*
J22	423+02.99	30.50 RT	224,320.44	2,582,816.93	620.65
J23	423+02.99	35.50 RT	224,320.55	2,582,821.92	620.72
J24	423+27.59	40.45 RT	224,345.25	2,582,826.36	620.20
J25	423+11.69	55.55 RT	224,329.67	2,582,841.79	621.04*
J26	422+91.87	42.50 RT	224,309.58	2,582,829.16	620.97*
J27	422+91.87	35.50 RT	224,309.43	2,582,822.16	620.64
J28	423+18.29	50.50 RT	224,336.16	2,582,836.60	620.79
J29	423+23.13	50.40 RT	224,341.00	2,582,836.40	620.53
J30	423+02.99	42.50 RT	224,320.69	2,582,828.92	620.94*
J31	423+11.63	42.50 RT	224,329.33	2,582,828.74	620.87*
J32	423+11.66	50.53 RT	224,329.54	2,582,836.77	620.99*
J33	423+13.08	22.01 RT	224,330.36	2,582,808.23	620.06
J34	423+19.08	23.51 RT	224,336.39	2,582,809.60	620.09
J35	423+27.41	35.20 RT	224,344.96	2,582,821.11	620.17
J36	423+11.64	45.53 RT	224,329.41	2,582,831.77	620.93*



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 25 25	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021306-cr
PLOT DATE : 7/29/2025 9:58 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
M1	425+11.22	52.99 LT	224,520.37	2,582,721.71	620.73*
M2	425+06.16	53.54 LT	224,515.50	2,582,721.81	620.62*
M3	425+10.42	48.05 LT	224,520.27	2,582,726.71	620.55
M4	425+05.24	48.61 LT	224,515.27	2,582,726.82	620.48
M5	425+09.70	43.09 LT	224,520.26	2,582,731.72	620.40
M6	425+04.54	43.65 LT	224,515.26	2,582,731.82	620.33
M7	425+03.21	43.79 LT	224,513.96	2,582,731.85	620.29
M8	425+01.14	44.00 LT	224,511.96	2,582,731.89	620.16
M9	424+99.22	44.20 LT	224,510.10	2,582,731.93	620.15
M10	425+00.60	39.03 LT	224,512.07	2,582,736.89	620.20
M11	425+02.65	38.82 LT	224,514.07	2,582,736.85	620.33
M12	425+03.86	38.69 LT	224,515.24	2,582,736.82	620.40
M13	425+08.99	38.14 LT	224,520.24	2,582,736.72	620.47
M14	425+08.99	28.64 LT	224,521.50	2,582,746.14	620.32
M15	425+14.10	25.99 LT	224,526.81	2,582,748.08	620.37
M16	425+14.11	28.63 LT	224,526.46	2,582,745.47	620.39
M17	425+14.15	37.79 LT	224,525.24	2,582,736.39	620.54
M18	425+14.89	42.75 LT	224,525.26	2,582,731.38	620.47
M19	425+20.00	42.39 LT	224,530.26	2,582,731.03	620.77*
M20	425+20.00	37.55 LT	224,530.94	2,582,735.83	620.74*
M21	424+96.65	43.86 LT	224,507.68	2,582,732.57	620.22
M22	424+98.19	38.12 LT	224,509.87	2,582,738.08	620.27
M23	425+07.52	26.59 LT	224,520.35	2,582,748.36	620.39
M24	425+13.20	23.65 LT	224,526.25	2,582,750.52	620.44
M25	425+14.13	31.62 LT	224,526.06	2,582,742.50	620.44
M26	425+08.99	31.64 LT	224,521.10	2,582,743.17	620.37

LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
L1	424+20.80	34.73 LT	224,435.48	2,582,748.37	620.60*
L2	424+20.61	29.79 LT	224,435.58	2,582,753.32	620.46*
L3	424+31.11	34.17 LT	224,445.51	2,582,748.29	620.65
L4	424+30.87	29.18 LT	224,445.61	2,582,753.29	620.58
L5	424+30.88	27.45 LT	224,445.74	2,582,755.01	620.51
L6	424+30.90	25.45 LT	224,445.90	2,582,757.00	620.41
L7	424+30.91	24.60 LT	224,445.96	2,582,757.85	620.40
L8	424+36.01	25.49 LT	224,450.88	2,582,756.62	620.36
L9	424+36.00	27.49 LT	224,450.73	2,582,754.62	620.46
L10	424+36.00	28.93 LT	224,450.62	2,582,753.18	620.53
L11	424+36.26	33.92 LT	224,450.51	2,582,748.18	620.60
L12	424+38.76	33.79 LT	224,452.95	2,582,748.13	620.65
L13	424+40.57	28.69 LT	224,455.09	2,582,753.09	620.57
L14	424+44.89	38.97 LT	224,458.47	2,582,742.52	620.63
L15	424+49.85	36.51 LT	224,463.46	2,582,744.57	620.55
L16	424+45.28	43.45 LT	224,458.48	2,582,738.01	620.53
L17	424+50.46	43.14 LT	224,463.48	2,582,737.91	620.46
L18	424+53.39	42.96 LT	224,466.32	2,582,737.85	620.28
L19	424+55.46	42.83 LT	224,468.32	2,582,737.81	620.15
L20	424+56.82	47.75 LT	224,469.18	2,582,732.79	620.11
L21	424+55.82	47.81 LT	224,468.21	2,582,732.81	620.12
L22	424+53.74	47.95 LT	224,466.21	2,582,732.85	620.25
L23	424+50.92	48.13 LT	224,463.50	2,582,732.91	620.39
L24	424+45.72	48.44 LT	224,458.50	2,582,733.01	620.46
L25	424+46.16	53.42 LT	224,458.52	2,582,728.01	620.49
L26	424+51.38	53.11 LT	224,463.52	2,582,727.91	620.42
L27	424+46.61	58.53 LT	224,458.54	2,582,722.89	620.61*
L28	424+51.85	58.09 LT	224,463.54	2,582,722.90	620.46*
L29	424+25.97	34.40 LT	224,440.51	2,582,748.39	620.63
L30	424+25.75	29.41 LT	224,440.61	2,582,753.39	620.56
L31	424+34.10	42.38 LT	224,447.82	2,582,739.90	620.74*
L32	424+43.61	47.17 LT	224,456.59	2,582,734.44	620.67*
L33	424+38.38	57.08 LT	224,450.83	2,582,724.94	620.88*
L34	424+31.13	22.11 LT	224,446.35	2,582,760.32	620.47
L35	424+36.68	23.07 LT	224,451.71	2,582,758.97	620.43
L36	424+57.89	41.96 LT	224,470.73	2,582,738.46	620.22
L37	424+59.38	47.33 LT	224,471.67	2,582,732.98	620.18
L38	424+42.14	58.88 LT	224,454.27	2,582,722.87	620.74*

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 26 26	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021307-cr
PLOT DATE : 7/29/2025 9:59 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

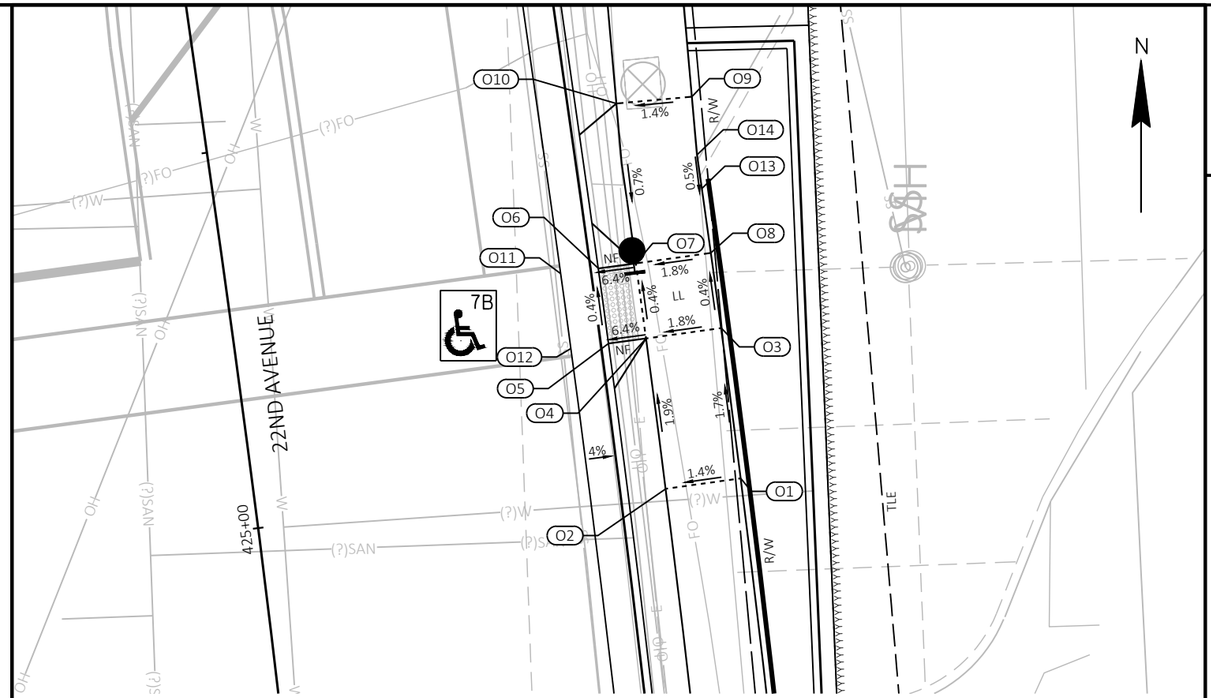
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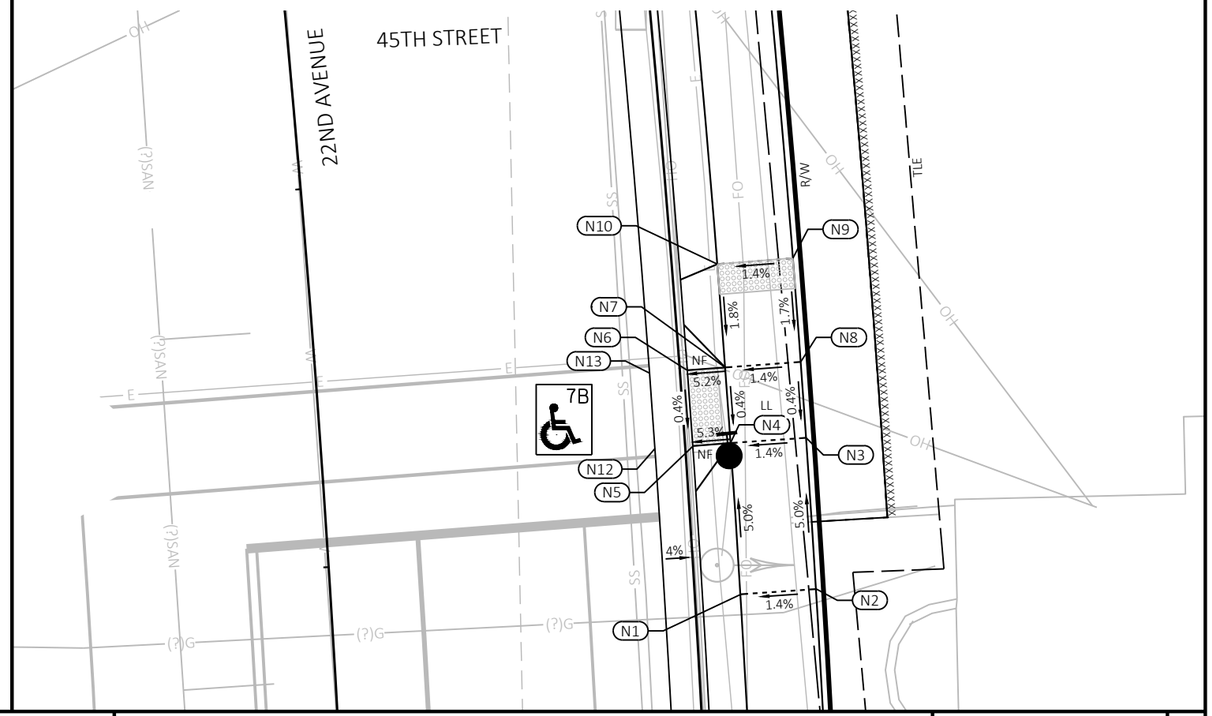
LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
O1	424+99.27	32.00 RT	224,519.68	2,582,807.52	620.80
O2	424+99.20	27.00 RT	224,518.99	2,582,802.57	620.73
O3	425+09.01	32.01 RT	224,529.60	2,582,806.24	620.63
O4	425+08.99	27.01 RT	224,528.92	2,582,801.29	620.54
O5	425+08.99	24.50 RT	224,528.58	2,582,798.80	620.38
O6	425+13.89	24.51 RT	224,533.54	2,582,798.13	620.36
O7	425+13.88	27.00 RT	224,533.87	2,582,800.60	620.52
O8	425+13.88	32.00 RT	224,534.55	2,582,805.56	620.61
O9	425+24.15	32.20 RT	224,544.86	2,582,804.30	620.66
O10	425+24.41	27.21 RT	224,544.42	2,582,799.32	620.59
O11	425+13.89	22.00 RT	224,533.19	2,582,795.65	620.43
O12	425+08.99	22.00 RT	224,528.25	2,582,796.32	620.45
O13	425+18.06	32.00 RT	224,538.80	2,582,804.96	620.63
O14	425+20.31	32.00 RT	224,541.03	2,582,804.64	620.64

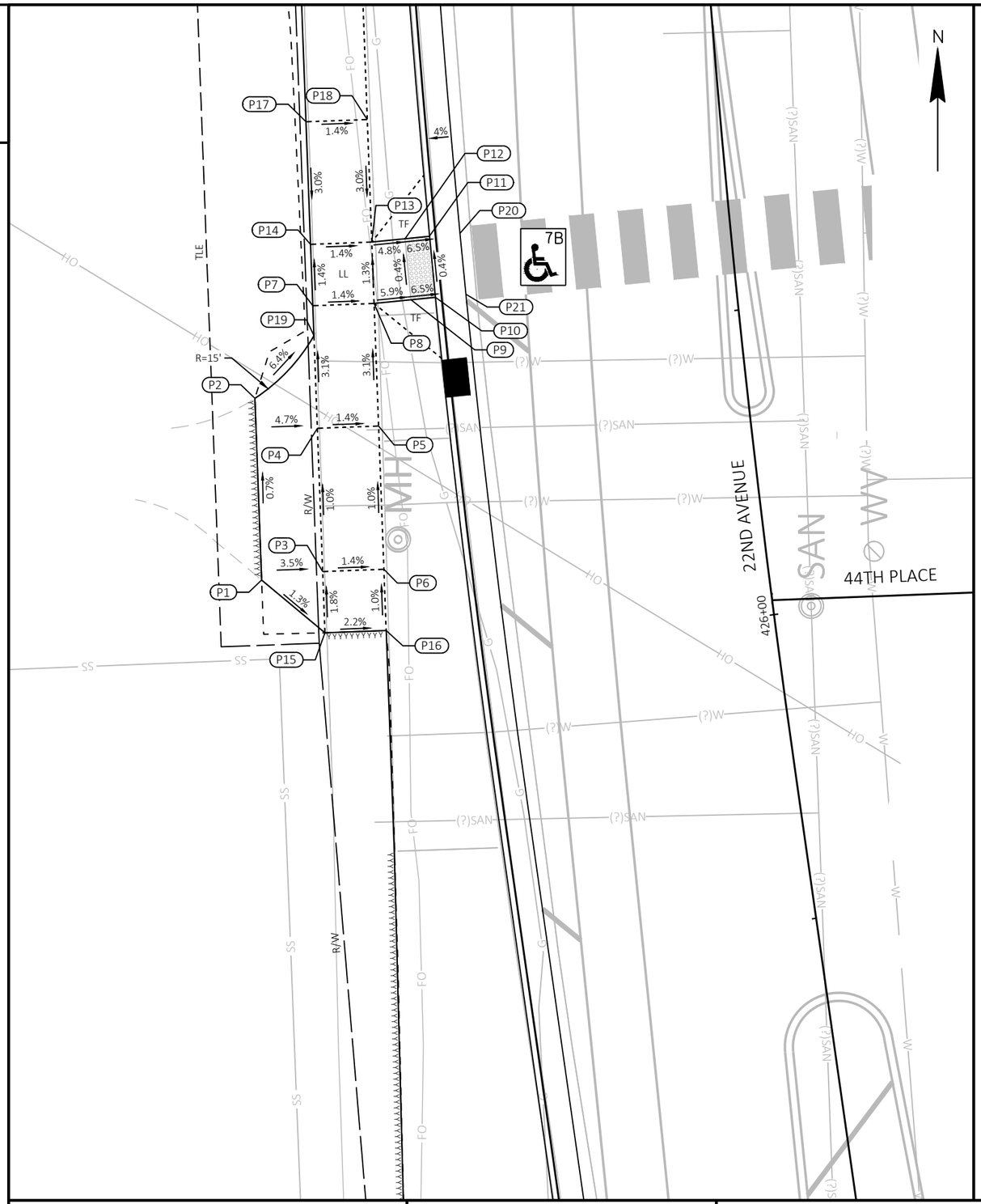
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
N1	424+21.56	27.04 RT	224,439.96	2,582,809.99	621.06
N2	424+21.60	32.04 RT	224,440.30	2,582,814.98	621.13
N3	424+31.34	32.00 RT	224,450.28	2,582,814.29	620.63
N4	424+31.34	27.00 RT	224,449.93	2,582,809.30	620.56
N5	424+31.32	24.53 RT	224,449.74	2,582,806.84	620.43
N6	424+36.22	24.50 RT	224,454.73	2,582,806.45	620.45
N7	424+36.23	27.00 RT	224,454.92	2,582,808.95	620.58
N8	424+36.23	32.00 RT	224,455.29	2,582,813.93	620.65
N9	424+42.91	32.00 RT	224,462.13	2,582,813.41	620.77
N10	424+42.91	27.00 RT	224,461.74	2,582,808.43	620.70
N12	424+31.32	22.00 RT	224,449.57	2,582,804.31	620.50
N13	424+36.22	22.00 RT	224,454.55	2,582,803.96	620.52





PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 27 27	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021308-cr
PLOT DATE : 7/29/2025 10:00 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
H	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
P1	426+07.83	41.13 LT	224,618.26	2,582,720.03	621.12*
P2	426+22.03	40.00 LT	224,633.08	2,582,719.48	621.04*
P3	426+07.91	36.10 LT	224,618.95	2,582,725.01	620.94
P4	426+19.17	35.20 LT	224,630.63	2,582,724.57	620.82
P5	426+18.82	30.21 LT	224,630.82	2,582,729.57	620.75
P6	426+07.51	31.12 LT	224,619.13	2,582,730.00	620.87
P7	426+28.81	34.52 LT	224,640.63	2,582,724.20	620.51
P8	426+28.50	29.53 LT	224,640.81	2,582,729.20	620.44
P9	426+28.50	26.50 LT	224,641.11	2,582,732.22	620.26
P10	426+28.50	24.50 LT	224,641.31	2,582,734.21	620.13
P11	426+33.38	24.51 LT	224,646.29	2,582,733.71	620.11
P12	426+33.37	26.51 LT	224,646.09	2,582,731.72	620.24
P13	426+33.36	29.23 LT	224,645.82	2,582,729.02	620.37
P14	426+33.64	34.22 LT	224,645.63	2,582,724.02	620.44
P15	426+03.10	36.53 LT	224,613.95	2,582,725.19	621.03*
P16	426+02.68	31.55 LT	224,614.14	2,582,730.19	620.92*
P17	426+43.30	33.69 LT	224,655.63	2,582,723.65	620.74
P18	426+43.07	28.70 LT	224,655.81	2,582,728.65	620.67
P19	426+26.46	34.68 LT	224,638.19	2,582,724.29	620.59
P20	426+33.38	22.00 LT	224,646.53	2,582,736.21	620.18
P21	426+28.50	22.00 LT	224,641.56	2,582,736.70	620.20

LEGEND

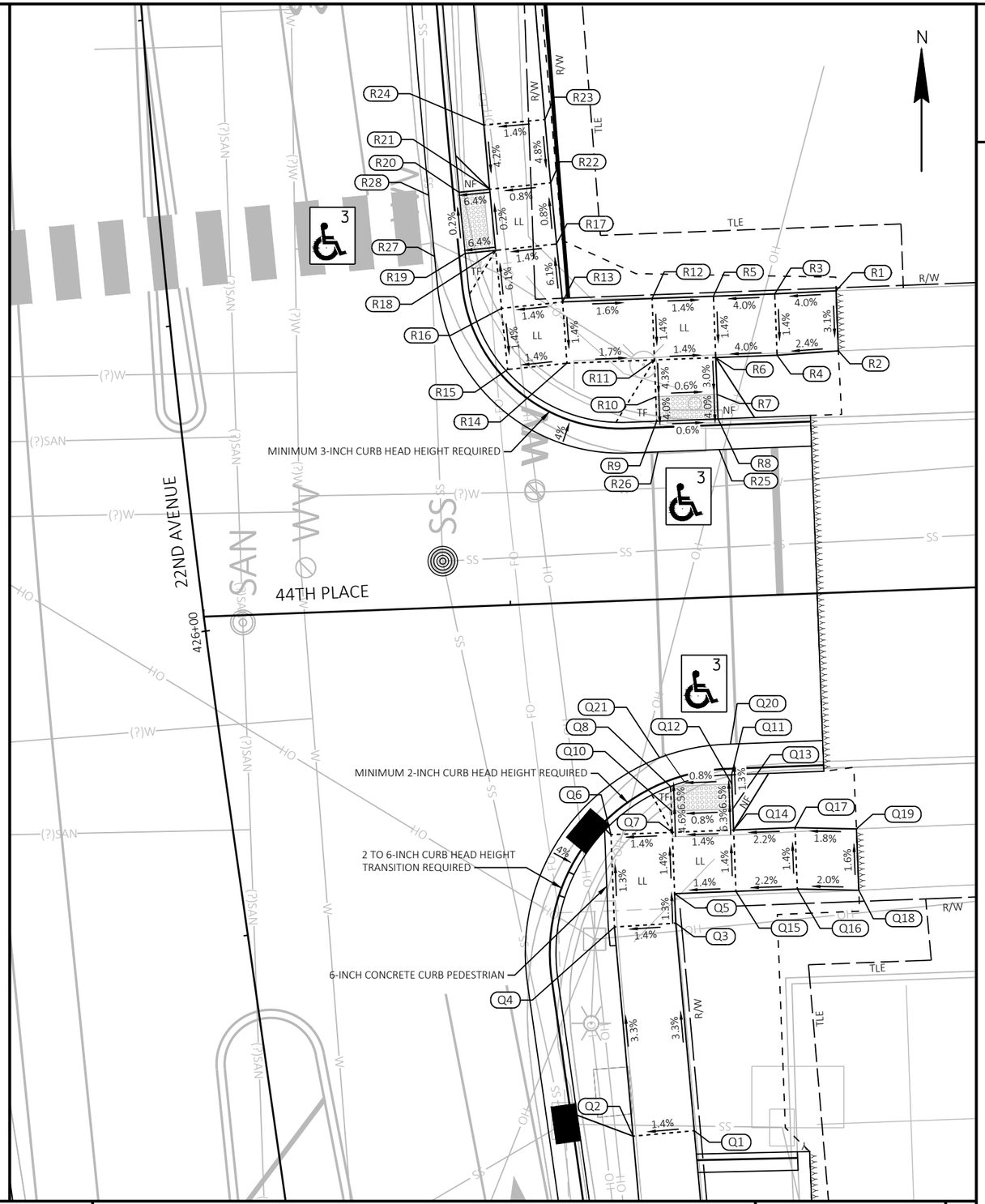
X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
R1	426+22.12	54.25 RT	224,643.16	2,582,813.19	620.75*
R2	426+16.96	53.90 RT	224,638.26	2,582,813.37	620.60*
R3	426+22.41	49.25 RT	224,642.90	2,582,808.19	620.55
R4	426+17.16	48.90 RT	224,637.90	2,582,808.38	620.48
R5	426+22.76	44.27 RT	224,642.71	2,582,803.20	620.35
R6	426+17.55	43.92 RT	224,637.71	2,582,803.39	620.28
R7	426+14.42	43.69 RT	224,634.71	2,582,803.50	620.19
R8	426+12.33	43.54 RT	224,632.72	2,582,803.57	620.11
R9	426+12.74	38.55 RT	224,632.53	2,582,798.58	620.14
R10	426+14.81	38.71 RT	224,634.53	2,582,798.50	620.22
R11	426+17.92	38.93 RT	224,637.52	2,582,798.39	620.35
R12	426+23.12	39.28 RT	224,642.52	2,582,798.20	620.42
R13	426+23.62	32.00 RT	224,642.24	2,582,790.91	620.54
R14	426+18.46	31.82 RT	224,637.25	2,582,791.27	620.47
R15	426+18.48	26.96 RT	224,636.75	2,582,786.44	620.40
R16	426+23.62	27.00 RT	224,641.72	2,582,785.94	620.47
R17	426+28.53	31.99 RT	224,646.97	2,582,790.41	620.25
R18	426+28.50	27.00 RT	224,646.44	2,582,785.45	620.18
R19	426+28.50	24.51 RT	224,646.20	2,582,782.98	620.02
R20	426+33.63	24.50 RT	224,651.17	2,582,782.48	620.01
R21	426+33.64	27.02 RT	224,651.42	2,582,784.98	620.17
R22	426+33.69	32.00 RT	224,651.94	2,582,789.94	620.21
R23	426+39.04	32.00 RT	224,657.10	2,582,789.46	620.46
R24	426+39.04	27.00 RT	224,656.65	2,582,784.48	620.39
R25	426+09.73	43.34 RT	224,630.22	2,582,803.67	620.18
R26	426+10.15	38.36 RT	224,630.03	2,582,798.67	620.21
R27	426+28.50	22.00 RT	224,645.95	2,582,780.48	620.09
R28	426+33.63	22.00 RT	224,650.94	2,582,779.99	620.08

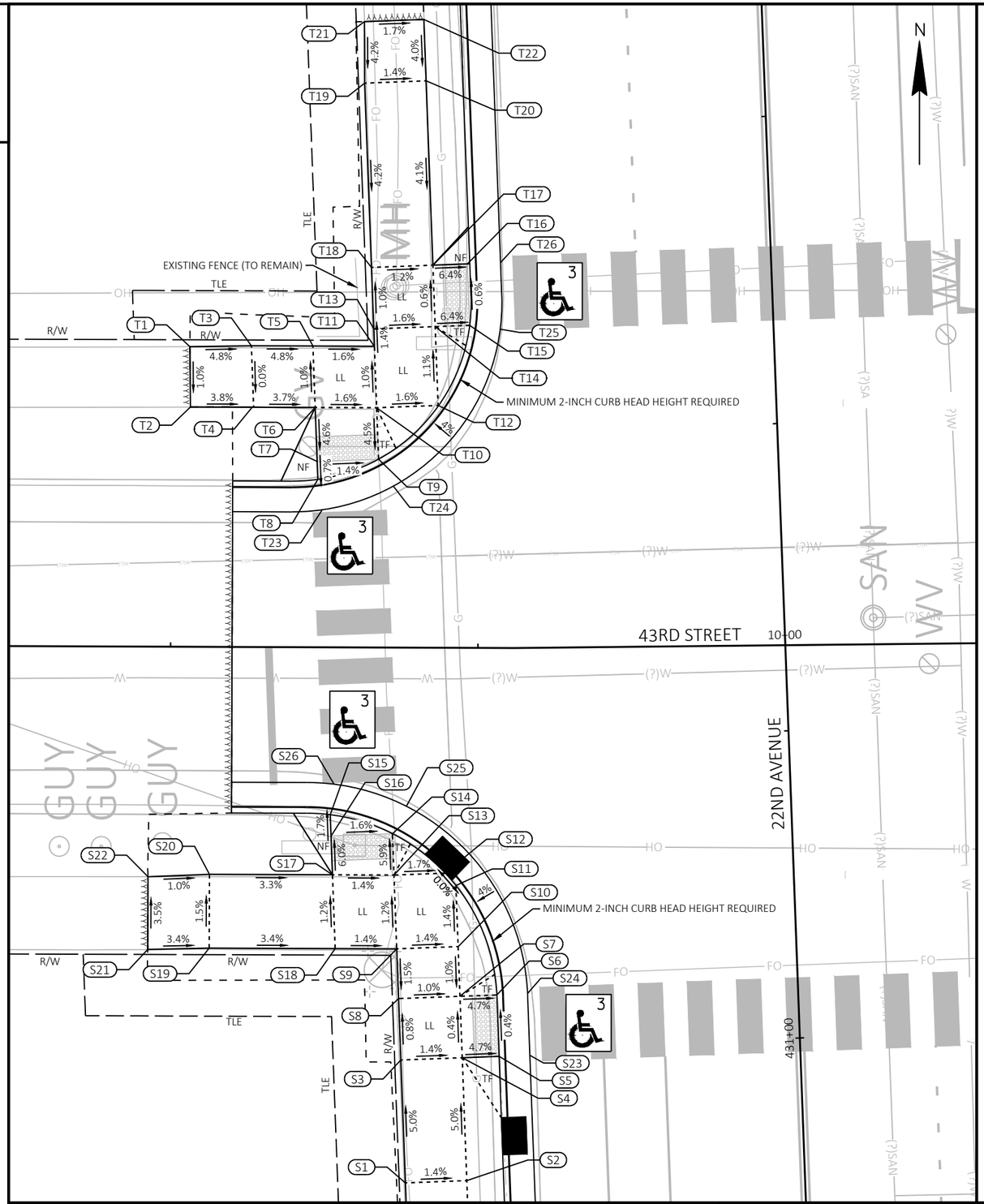
STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
Q1	425+54.12	33.77 RT	224,574.75	2,582,801.63	620.95
Q2	425+54.38	28.77 RT	224,574.31	2,582,796.65	620.88
Q3	425+71.07	34.65 RT	224,591.66	2,582,800.13	620.39
Q4	425+71.46	29.66 RT	224,591.34	2,582,795.14	620.32
Q5	425+73.46	34.90 RT	224,594.05	2,582,800.04	620.36
Q6	425+78.94	30.44 RT	224,598.86	2,582,794.85	620.22
Q7	425+78.43	35.41 RT	224,599.05	2,582,799.85	620.29
Q8	425+82.15	35.80 RT	224,602.79	2,582,799.70	620.08
Q10	425+80.16	35.59 RT	224,600.79	2,582,799.78	620.21
Q11	425+82.39	40.85 RT	224,603.74	2,582,804.67	620.11
Q12	425+81.63	40.77 RT	224,602.98	2,582,804.70	620.12
Q13	425+79.64	40.57 RT	224,600.98	2,582,804.78	620.25
Q14	425+77.91	40.39 RT	224,599.24	2,582,804.84	620.36
Q15	425+72.94	39.87 RT	224,594.24	2,582,805.03	620.43
Q16	425+72.42	44.85 RT	224,594.43	2,582,810.03	620.54
Q17	425+77.40	45.36 RT	224,599.43	2,582,809.84	620.47
Q18	425+71.62	49.79 RT	224,594.33	2,582,815.04	620.64*
Q19	425+76.60	50.30 RT	224,599.34	2,582,814.85	620.56*
Q20	425+84.88	41.11 RT	224,606.24	2,582,804.58	620.18
Q21	425+84.58	35.25 RT	224,605.12	2,582,798.82	620.15



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 29 29	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021310-cr
PLOT DATE : 7/29/2025 10:01 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
T1	431+58.01	47.50 LT	225,171.03	2,582,689.57	620.00*
T2	431+53.11	47.64 LT	225,166.13	2,582,689.61	619.95*
T3	431+57.91	42.50 LT	225,171.11	2,582,694.57	619.76
T4	431+52.91	42.62 LT	225,166.11	2,582,694.64	619.76
T5	431+57.70	37.50 LT	225,171.09	2,582,699.57	619.52
T6	431+52.70	37.50 LT	225,166.09	2,582,699.76	619.57
T7	431+48.30	37.50 LT	225,161.70	2,582,699.92	619.37
T8	431+46.84	37.50 LT	225,160.24	2,582,699.97	619.36
T9	431+48.30	32.50 LT	225,161.88	2,582,704.92	619.30
T10	431+52.49	32.50 LT	225,166.07	2,582,704.76	619.49
T11	431+57.50	32.50 LT	225,171.07	2,582,704.58	619.44
T12	431+52.49	27.50 LT	225,166.26	2,582,709.76	619.41
T13	431+58.91	32.50 LT	225,172.48	2,582,704.53	619.42
T14	431+58.91	27.50 LT	225,172.67	2,582,709.52	619.34
T15	431+58.91	24.69 LT	225,172.77	2,582,712.33	619.16
T16	431+63.91	24.69 LT	225,177.77	2,582,712.14	619.13
T17	431+63.91	27.50 LT	225,177.66	2,582,709.34	619.31
T18	431+63.91	32.50 LT	225,177.48	2,582,704.34	619.37
T19	431+78.91	32.50 LT	225,192.47	2,582,703.79	620.00
T20	431+78.91	27.50 LT	225,192.65	2,582,708.78	619.93
T21	431+83.91	32.33 LT	225,197.47	2,582,703.77	620.21*
T22	431+83.91	27.50 LT	225,197.65	2,582,708.60	620.13*
T23	431+44.36	37.24 LT	225,157.76	2,582,700.33	619.43
T24	431+46.07	31.38 LT	225,159.69	2,582,706.12	619.37
T25	431+58.50	22.23 LT	225,172.46	2,582,714.81	619.23
T26	431+63.91	22.00 LT	225,177.87	2,582,714.83	619.20

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S1	430+89.41	32.50 LT	225,103.03	2,582,707.10	620.06
S2	430+89.41	27.50 LT	225,103.21	2,582,712.09	619.99
S3	430+99.41	32.50 LT	225,113.02	2,582,706.73	619.56
S4	430+99.41	27.50 LT	225,113.21	2,582,711.72	619.49
S5	430+99.41	24.50 LT	225,113.32	2,582,714.72	619.35
S6	431+04.41	24.50 LT	225,118.31	2,582,714.53	619.33
S7	431+04.41	27.50 LT	225,118.20	2,582,711.54	619.47
S8	431+04.41	32.50 LT	225,118.02	2,582,706.54	619.52
S9	431+08.46	32.50 LT	225,122.06	2,582,706.39	619.58
S10	431+08.46	27.50 LT	225,122.25	2,582,711.39	619.51
S11	431+13.42	27.50 LT	225,127.21	2,582,711.20	619.44
S12	431+14.46	28.33 LT	225,128.22	2,582,710.33	619.44
S13	431+14.46	32.50 LT	225,128.06	2,582,706.17	619.51
S14	431+17.82	32.50 LT	225,131.42	2,582,706.04	619.31
S15	431+19.56	37.50 LT	225,132.97	2,582,700.98	619.36
S16	431+17.82	37.50 LT	225,131.24	2,582,701.05	619.39
S17	431+14.66	37.50 LT	225,128.08	2,582,701.16	619.58
S18	431+08.66	37.50 LT	225,122.08	2,582,701.39	619.65
S19	431+09.08	47.74 LT	225,122.12	2,582,691.14	620.00
S20	431+15.07	47.50 LT	225,128.12	2,582,691.16	619.91
S21	431+09.15	52.74 LT	225,122.01	2,582,686.14	620.17*
S22	431+15.07	52.50 LT	225,127.93	2,582,686.16	619.96*
S23	430+99.41	22.00 LT	225,113.41	2,582,717.22	619.42
S24	431+04.43	22.00 LT	225,118.43	2,582,717.03	619.40
S25	431+20.01	31.29 LT	225,133.66	2,582,707.17	619.38
S26	431+22.02	37.10 LT	225,135.45	2,582,701.30	619.43

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 30 30	E

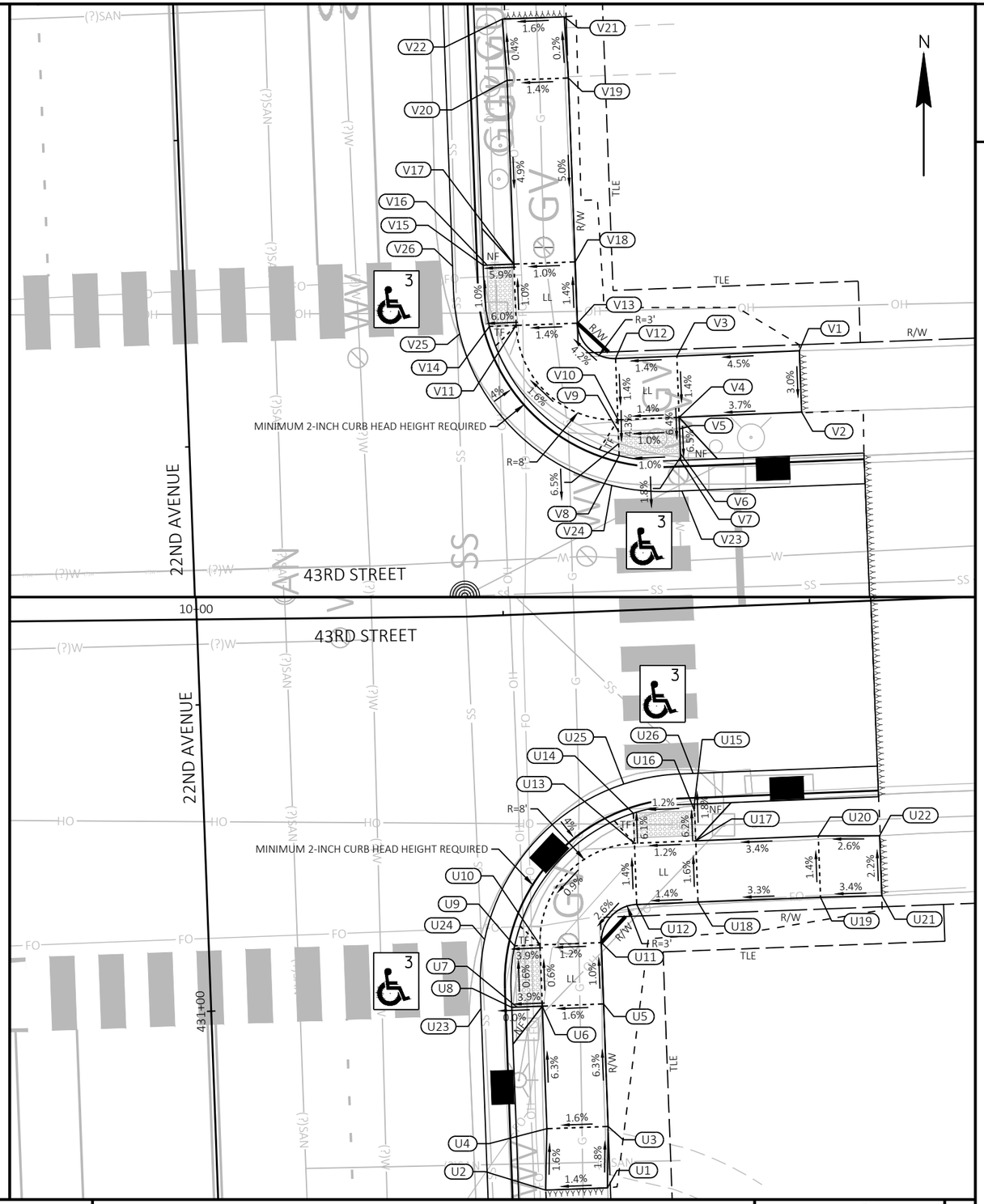
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021311-cr
PLOT DATE : 7/29/2025 10:02 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
V1	431+55.99	50.00 RT	225,172.62	2,582,787.08	619.96*
V2	431+50.98	50.00 RT	225,167.61	2,582,787.26	619.81*
V3	431+55.92	40.00 RT	225,172.18	2,582,777.09	619.51
V4	431+50.92	40.00 RT	225,167.18	2,582,777.27	619.44
V5	431+49.98	40.00 RT	225,166.24	2,582,777.31	619.38
V6	431+47.98	40.00 RT	225,164.25	2,582,777.38	619.25
V7	431+47.42	40.00 RT	225,163.68	2,582,777.40	619.24
V8	431+47.98	35.00 RT	225,164.06	2,582,772.38	619.20
V9	431+49.98	35.00 RT	225,166.06	2,582,772.31	619.33
V10	431+50.91	35.02 RT	225,166.98	2,582,772.30	619.37
V11	431+58.91	27.00 RT	225,174.68	2,582,763.98	619.19
V12	431+55.91	35.00 RT	225,171.98	2,582,772.09	619.44
V13	431+58.91	32.00 RT	225,174.87	2,582,768.98	619.26
V14	431+58.91	24.82 RT	225,174.60	2,582,761.80	619.06
V15	431+63.91	24.50 RT	225,179.59	2,582,761.30	619.01
V16	431+63.91	24.81 RT	225,179.60	2,582,761.62	619.01
V17	431+63.91	27.00 RT	225,179.68	2,582,763.80	619.14
V18	431+63.91	32.00 RT	225,179.86	2,582,768.80	619.19
V19	431+78.91	32.00 RT	225,194.85	2,582,768.24	619.94
V20	431+78.91	27.00 RT	225,194.67	2,582,763.25	619.87
V21	431+83.91	31.85 RT	225,199.84	2,582,767.90	619.93*
V22	431+83.91	26.80 RT	225,199.66	2,582,762.86	619.85*
V23	431+44.92	40.01 RT	225,161.19	2,582,777.50	619.31
V24	431+45.58	34.31 RT	225,161.63	2,582,771.78	619.27
V25	431+58.39	22.37 RT	225,173.99	2,582,759.38	619.13
V26	431+63.91	22.00 RT	225,179.49	2,582,758.80	619.08

LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
U1	430+84.41	31.77 RT	225,100.41	2,582,771.50	619.94*
U2	430+84.41	26.72 RT	225,100.22	2,582,766.46	619.87*
U3	430+89.41	32.00 RT	225,105.41	2,582,771.55	620.03
U4	430+89.41	27.00 RT	225,105.23	2,582,766.55	619.95
U5	430+99.41	32.00 RT	225,115.41	2,582,771.18	619.40
U6	430+99.41	27.00 RT	225,115.22	2,582,766.18	619.32
U7	430+99.41	24.93 RT	225,115.15	2,582,764.11	619.24
U8	430+99.41	24.50 RT	225,115.13	2,582,763.69	619.24
U9	431+04.41	24.93 RT	225,120.14	2,582,763.93	619.21
U10	431+04.41	27.00 RT	225,120.22	2,582,766.00	619.29
U11	431+04.41	32.00 RT	225,120.40	2,582,771.00	619.35
U12	431+07.41	35.00 RT	225,123.51	2,582,773.88	619.46
U13	431+12.41	34.98 RT	225,128.51	2,582,773.68	619.39
U14	431+14.86	35.00 RT	225,130.96	2,582,773.61	619.24
U15	431+15.42	40.00 RT	225,131.71	2,582,778.58	619.29
U16	431+14.86	40.00 RT	225,131.14	2,582,778.60	619.30
U17	431+12.42	40.01 RT	225,128.71	2,582,778.70	619.45
U18	431+07.42	40.00 RT	225,123.71	2,582,778.88	619.53
U19	431+07.44	50.00 RT	225,124.09	2,582,788.87	619.86
U20	431+12.44	50.00 RT	225,129.09	2,582,788.69	619.79
U21	431+07.39	55.00 RT	225,124.23	2,582,793.87	620.03*
U22	431+12.28	55.00 RT	225,129.12	2,582,793.69	619.92*
U23	430+99.41	22.00 RT	225,115.04	2,582,761.19	619.31
U24	431+05.01	22.50 RT	225,120.65	2,582,761.48	619.28
U25	431+17.26	34.31 RT	225,133.33	2,582,772.83	619.31
U26	431+17.92	39.99 RT	225,134.20	2,582,778.48	619.36



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 31 31	E

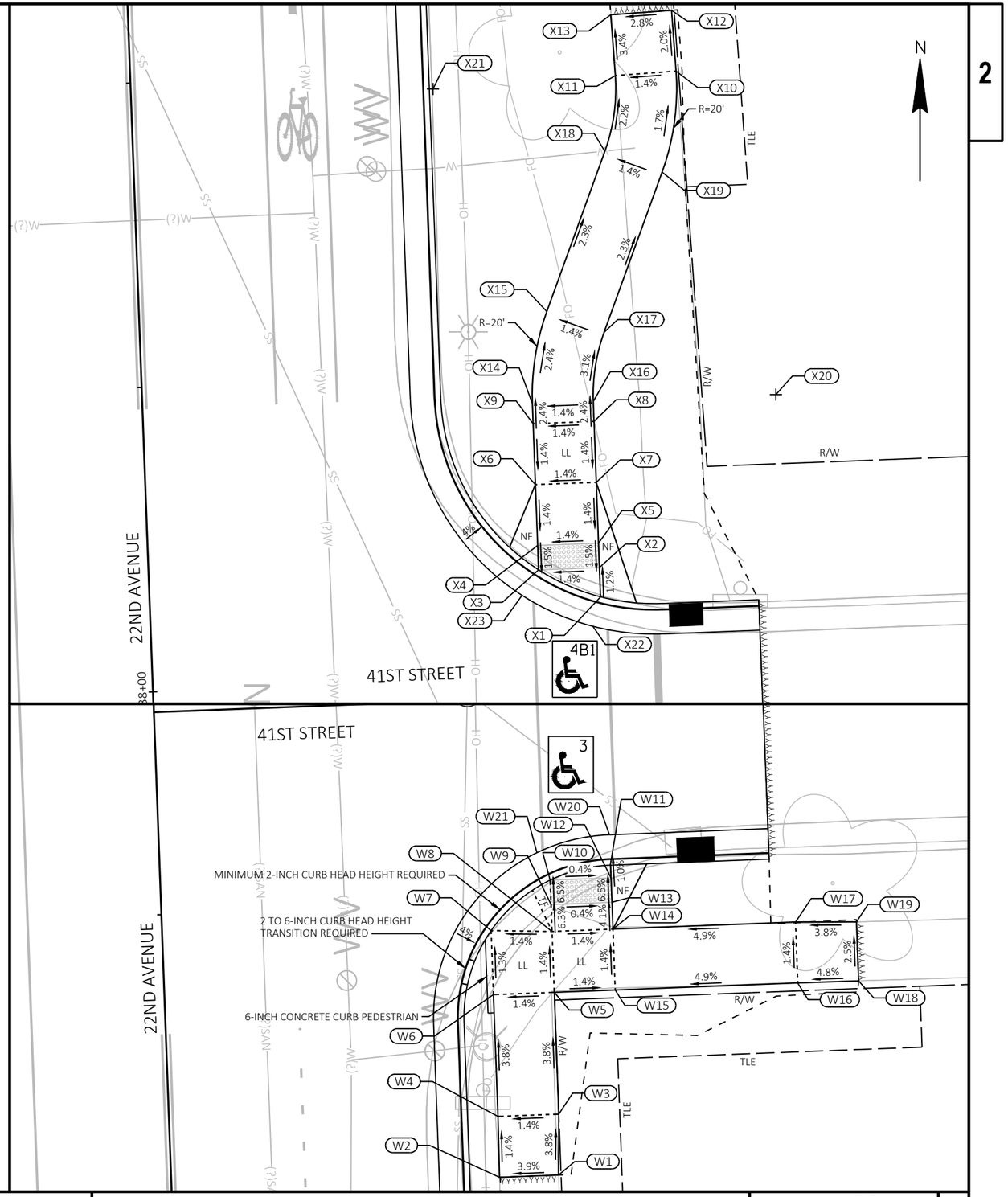
2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
X1	438+06.43	37.00 RT	225,822.13	2,582,750.04	617.74
X2	438+08.84	37.00 RT	225,824.54	2,582,749.95	617.71
X3	438+08.84	32.00 RT	225,824.35	2,582,744.95	617.64
X4	438+10.84	32.00 RT	225,826.35	2,582,744.88	617.67
X5	438+10.84	37.00 RT	225,826.54	2,582,749.87	617.74
X6	438+15.84	32.00 RT	225,831.35	2,582,744.69	617.74
X7	438+15.84	37.00 RT	225,831.53	2,582,749.69	617.81
X8	438+20.84	37.00 RT	225,836.53	2,582,749.50	617.88
X9	438+20.84	32.00 RT	225,836.34	2,582,744.51	617.81
X10	438+49.33	44.79 RT	225,865.29	2,582,756.24	617.20
X11	438+49.14	39.80 RT	225,864.92	2,582,751.25	617.13
X12	438+54.32	44.61 RT	225,870.27	2,582,755.87	617.10*
X13	438+54.14	39.61 RT	225,869.90	2,582,750.88	616.96*
X14	438+22.49	32.00 RT	225,837.99	2,582,744.44	617.77
X15	438+29.99	33.46 RT	225,845.55	2,582,745.63	617.59
X16	438+22.49	37.00 RT	225,838.18	2,582,749.44	617.84
X17	438+28.12	38.10 RT	225,843.84	2,582,750.33	617.66
X18	438+42.96	38.71 RT	225,858.70	2,582,750.39	617.27
X19	438+41.08	43.35 RT	225,856.99	2,582,755.10	617.34
X20	438+22.49	52.00 RT	225,838.73	2,582,764.43	---
X21	438+48.59	24.81 RT	225,863.81	2,582,736.29	---
X22	438+04.04	36.29 RT	225,819.71	2,582,749.41	617.81
X23	438+06.79	30.57 RT	225,822.25	2,582,743.60	617.71

LEGEND

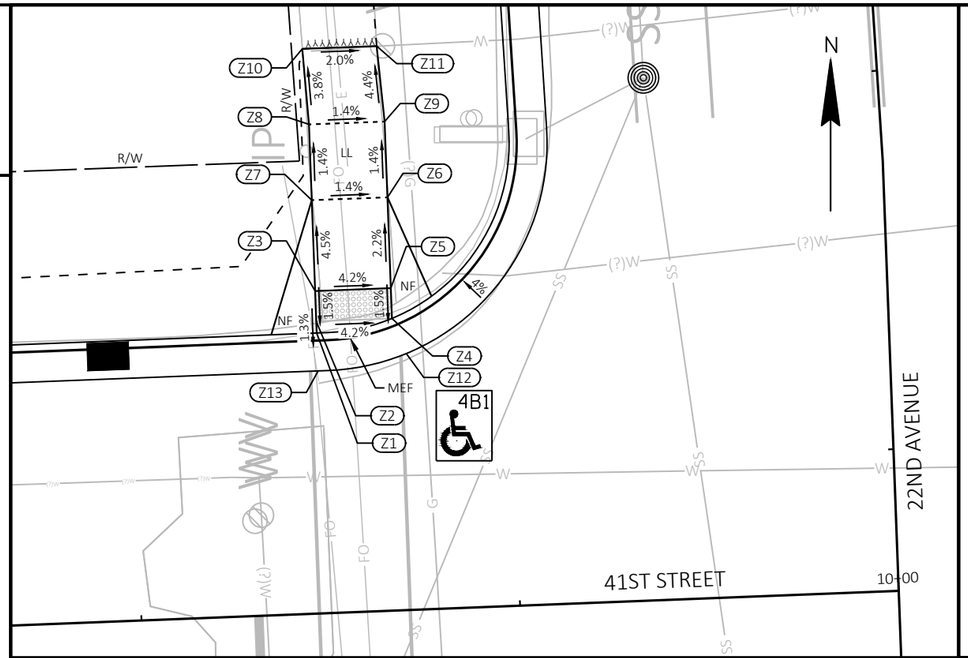
X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

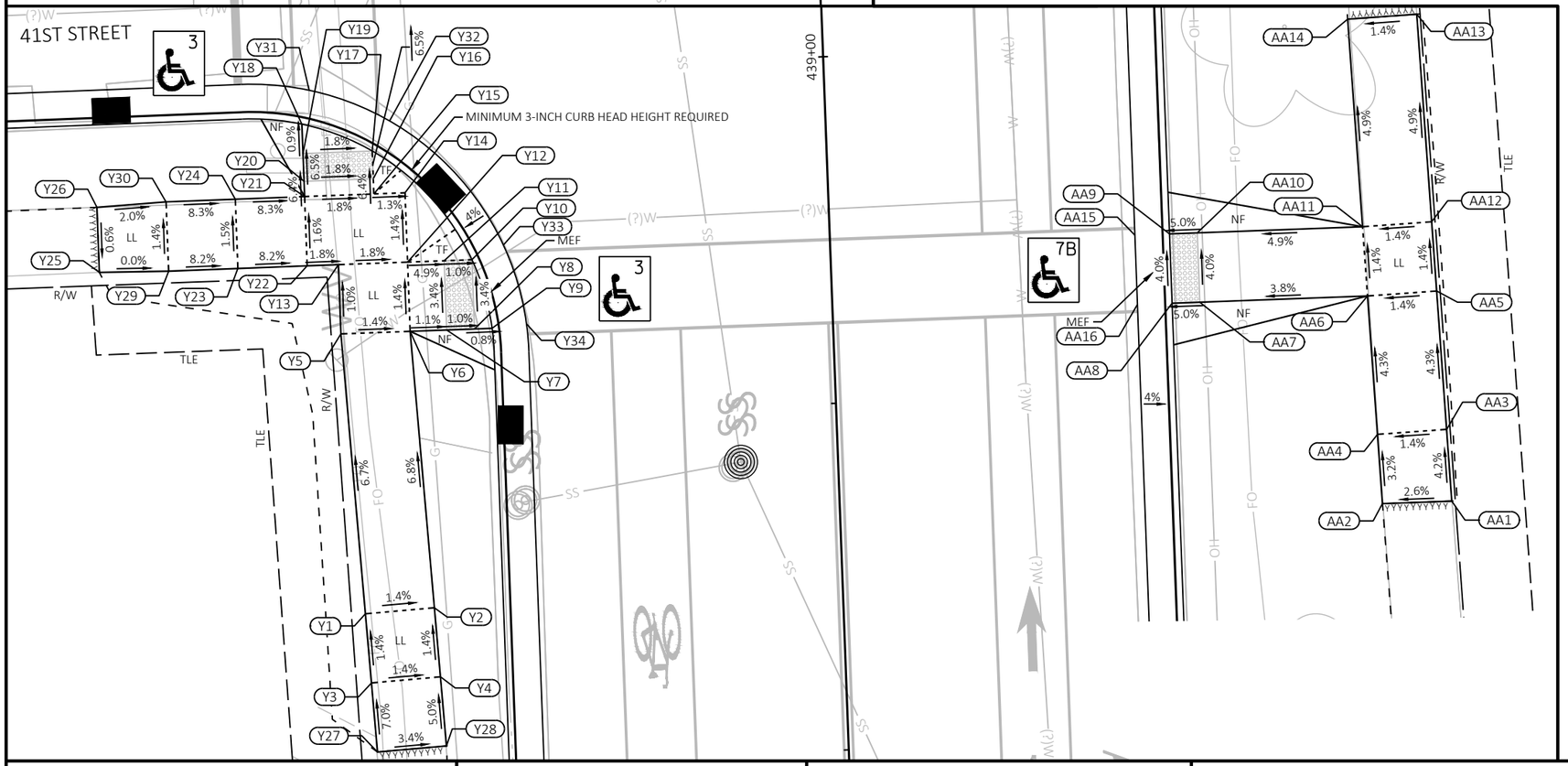
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
W1	437+52.43	31.80 RT	225,767.98	2,582,746.83	618.61*
W2	437+52.43	26.94 RT	225,767.80	2,582,741.98	618.42*
W3	437+57.43	32.00 RT	225,772.98	2,582,746.85	618.42
W4	437+57.43	27.00 RT	225,772.80	2,582,741.85	618.35
W5	437+67.43	32.00 RT	225,782.97	2,582,746.48	618.04
W6	437+67.43	27.00 RT	225,782.79	2,582,741.48	617.97
W7	437+72.69	27.00 RT	225,788.04	2,582,741.29	617.90
W8	437+72.43	32.00 RT	225,787.97	2,582,746.30	617.97
W9	437+74.65	32.00 RT	225,790.18	2,582,746.21	617.83
W10	437+76.65	32.00 RT	225,792.18	2,582,746.14	617.70
W11	437+77.69	36.98 RT	225,793.41	2,582,751.07	617.67
W12	437+76.65	37.00 RT	225,792.37	2,582,751.14	617.68
W13	437+74.65	37.00 RT	225,790.37	2,582,751.21	617.81
W14	437+72.44	37.00 RT	225,788.16	2,582,751.29	617.90
W15	437+67.44	37.00 RT	225,783.17	2,582,751.48	617.97
W16	437+67.45	52.00 RT	225,783.73	2,582,766.47	618.71
W17	437+72.45	52.00 RT	225,788.73	2,582,766.28	618.64
W18	437+67.45	57.00 RT	225,783.92	2,582,771.46	618.95*
W19	437+72.30	57.00 RT	225,788.76	2,582,771.28	618.83*
W20	437+80.19	37.00 RT	225,795.91	2,582,751.00	617.75
W21	437+78.94	31.00 RT	225,794.44	2,582,745.06	617.77



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 32 32	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021313-cr
PLOT DATE : 7/29/2025 10:04 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
Z1	439+34.06	37.75 LT	225,946.91	2,582,670.62	613.63
Z2	439+34.84	37.75 LT	225,947.69	2,582,670.59	613.64
Z3	439+36.84	37.75 LT	225,949.69	2,582,670.51	613.67
Z4	439+34.84	32.75 LT	225,947.87	2,582,675.58	613.43
Z5	439+36.84	32.75 LT	225,949.87	2,582,675.51	613.46
Z6	439+42.84	32.75 LT	225,955.87	2,582,675.29	613.33
Z7	439+42.84	37.75 LT	225,955.68	2,582,670.29	613.40
Z8	439+48.87	37.63 LT	225,960.68	2,582,670.11	613.33
Z9	439+48.73	32.63 LT	225,960.86	2,582,675.10	613.26
Z10	439+53.88	37.74 LT	225,965.67	2,582,669.67	613.14*
Z11	439+53.74	32.84 LT	225,965.85	2,582,674.58	613.04*
Z12	439+32.50	31.88 LT	225,945.56	2,582,676.54	613.50
Z13	439+31.56	37.74 LT	225,944.41	2,582,670.71	613.70

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
AA1	438+66.31	44.13 RT	225,882.24	2,582,754.95	616.56*
AA2	438+66.31	39.13 RT	225,882.05	2,582,749.95	616.43*
AA3	438+71.49	43.95 RT	225,887.40	2,582,754.58	616.34
AA4	438+71.31	38.96 RT	225,887.04	2,582,749.59	616.27
AA5	438+81.49	43.61 RT	225,897.38	2,582,753.86	615.91
AA6	438+81.31	38.61 RT	225,897.02	2,582,748.87	615.84
AA7	438+81.31	26.50 RT	225,896.57	2,582,736.77	615.38
AA8	438+81.31	24.50 RT	225,896.50	2,582,734.78	615.28
AA9	438+86.31	24.50 RT	225,901.50	2,582,734.59	615.08
AA10	438+86.31	26.50 RT	225,901.57	2,582,736.59	615.18
AA11	438+86.31	38.43 RT	225,902.01	2,582,748.51	615.77
AA12	438+86.49	43.43 RT	225,902.37	2,582,753.50	615.84
AA13	439+01.48	42.91 RT	225,917.33	2,582,752.43	615.10*
AA14	439+01.31	37.91 RT	225,916.97	2,582,747.44	615.03*
AA15	438+86.31	22.00 RT	225,901.40	2,582,732.09	615.15
AA16	438+81.31	22.00 RT	225,896.41	2,582,732.28	615.35

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
Y1	438+61.09	34.48 LT	225,874.11	2,582,676.59	616.79
Y2	438+61.34	29.49 LT	225,874.55	2,582,681.56	616.72
Y3	438+56.10	34.22 LT	225,869.13	2,582,677.02	616.86
Y4	438+56.35	29.24 LT	225,869.57	2,582,682.00	616.79
Y5	438+81.32	35.50 LT	225,894.29	2,582,674.82	615.43
Y6	438+81.32	30.50 LT	225,894.47	2,582,679.81	615.36
Y7	438+81.31	27.86 LT	225,894.56	2,582,682.45	615.33
Y8	438+81.31	25.86 LT	225,894.64	2,582,684.45	615.31
Y9	438+81.32	24.59 LT	225,894.69	2,582,685.72	615.30
Y10	438+86.31	25.86 LT	225,899.64	2,582,684.27	615.14
Y11	438+86.31	27.86 LT	225,899.56	2,582,682.27	615.16
Y12	438+86.31	30.50 LT	225,899.46	2,582,679.63	615.29
Y13	438+86.31	35.50 LT	225,899.28	2,582,674.63	615.38
Y14	438+91.31	30.50 LT	225,904.46	2,582,679.44	615.22
Y15	438+91.31	32.75 LT	225,904.38	2,582,677.19	615.25
Y16	438+92.41	32.75 LT	225,905.47	2,582,677.15	615.18
Y17	438+94.41	32.75 LT	225,907.47	2,582,677.08	615.05
Y18	438+96.53	37.75 LT	225,909.41	2,582,672.00	615.12
Y19	438+94.41	37.75 LT	225,907.29	2,582,672.08	615.14
Y20	438+92.41	37.75 LT	225,905.29	2,582,672.16	615.27
Y21	438+91.31	37.75 LT	225,904.19	2,582,672.20	615.34
Y22	438+86.31	37.75 LT	225,899.20	2,582,672.38	615.42
Y23	438+86.31	42.75 LT	225,899.01	2,582,667.39	615.83
Y24	438+91.30	42.75 LT	225,904.00	2,582,667.20	615.76
Y25	438+86.39	52.75 LT	225,898.72	2,582,657.39	616.24*
Y26	438+91.09	52.75 LT	225,903.41	2,582,657.22	616.27*
Y27	438+51.11	33.97 LT	225,864.15	2,582,677.46	617.21*
Y28	438+51.36	28.98 LT	225,864.59	2,582,682.44	617.04*
Y29	438+86.29	47.75 LT	225,898.80	2,582,662.39	616.24
Y30	438+91.29	47.75 LT	225,903.80	2,582,662.21	616.17
Y31	438+98.96	37.14 LT	225,911.85	2,582,672.52	615.19
Y32	438+96.53	31.43 LT	225,909.64	2,582,678.32	615.12
Y33	438+87.28	23.55 LT	225,900.69	2,582,686.54	615.21
Y34	438+81.57	22.10 LT	225,895.03	2,582,688.20	615.37

LEGEND

X	CURB RAMP TYPE X	LL	LEVEL LANDING
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	PEDESTRIAN PUSH BUTTON	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
		*	MATCH EXISTING

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 33 33	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021301-CR.DWG
LAYOUT NAME - 021314-cr
PLOT DATE : 7/29/2025 10:05 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

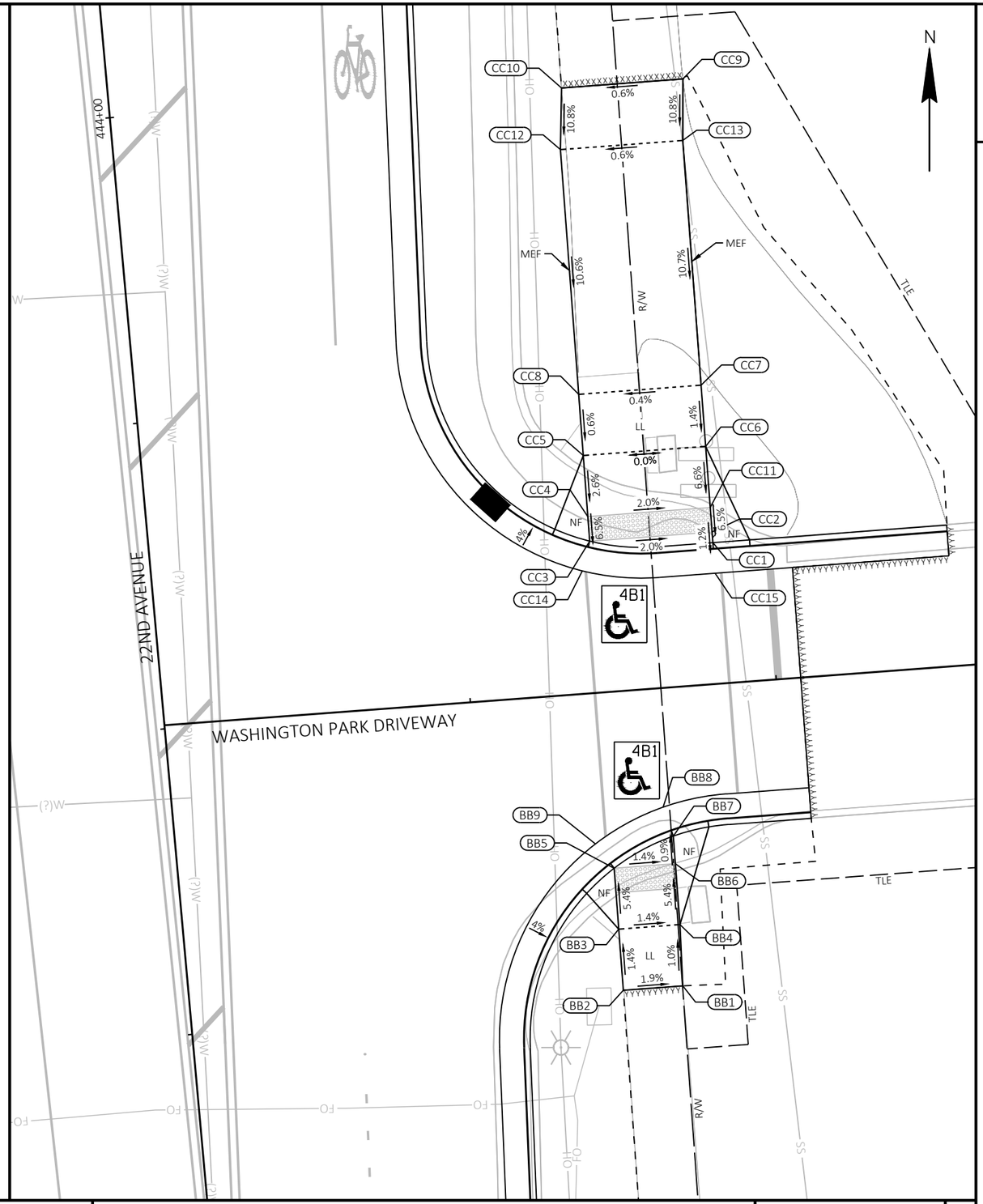
X	CURB RAMP TYPE X	LL	LEVEL LANDING
		PF	PLANTED FLARE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
	2'X5' DETECTABLE WARNING FIELD (UNLESS OTHERWISE NOTED)	NF	NON-TRAVERSABLE FLARE - 6:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
	SLOPE INTERCEPT	TF	TRAVERSABLE FLARE - 10:1 PAVED FLARE; CURB HEAD TRANSITION REQ'D.
XXX	CURB RAMP POINT NUMBER	MEF	TECHNICAL INFEASIBILITY PRESENT; CONSTRUCT TO MAXIMUM EXTENT FEASIBLE.
	PEDESTRIAN PUSH BUTTON	*	MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
CC1	443+61.11	45.85 RT	226,378.40	2,582,724.35	603.19
CC2	443+61.98	45.86 RT	226,379.27	2,582,724.28	603.20
CC3	443+62.13	35.86 RT	226,378.52	2,582,714.31	603.40
CC4	443+64.13	35.89 RT	226,380.52	2,582,714.16	603.53
CC5	443+69.13	35.97 RT	226,385.50	2,582,713.79	603.66
CC6	443+68.98	45.96 RT	226,386.25	2,582,723.76	603.66
CC7	443+73.98	46.04 RT	226,391.23	2,582,723.39	603.73
CC8	443+74.13	36.04 RT	226,390.49	2,582,713.42	603.69
CC9	443+98.97	46.81 RT	226,416.19	2,582,721.91	606.40*
CC10	443+99.12	36.88 RT	226,415.45	2,582,712.02	606.34*
CC11	443+63.98	45.89 RT	226,381.26	2,582,724.14	603.33
CC12	443+94.12	36.34 RT	226,410.43	2,582,711.92	605.80
CC13	443+93.97	46.34 RT	226,411.18	2,582,721.90	605.86
CC14	443+59.77	35.05 RT	226,376.10	2,582,713.71	603.47
CC15	443+58.61	45.81 RT	226,375.90	2,582,724.54	603.26

STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
BB1	443+25.36	40.17 RT	226,342.28	2,582,721.90	602.90*
BB2	443+25.43	35.31 RT	226,341.92	2,582,717.05	602.99*
BB3	443+30.43	35.39 RT	226,346.91	2,582,716.68	602.92
BB4	443+30.35	40.39 RT	226,347.28	2,582,721.67	602.85
BB5	443+35.40	35.46 RT	226,351.87	2,582,716.31	602.65
BB6	443+35.33	40.46 RT	226,352.24	2,582,721.29	602.58
BB7	443+37.57	40.49 RT	226,354.48	2,582,721.13	602.56
BB8	443+40.00	39.88 RT	226,356.84	2,582,720.29	602.63
BB9	443+37.52	34.12 RT	226,353.85	2,582,714.79	602.72

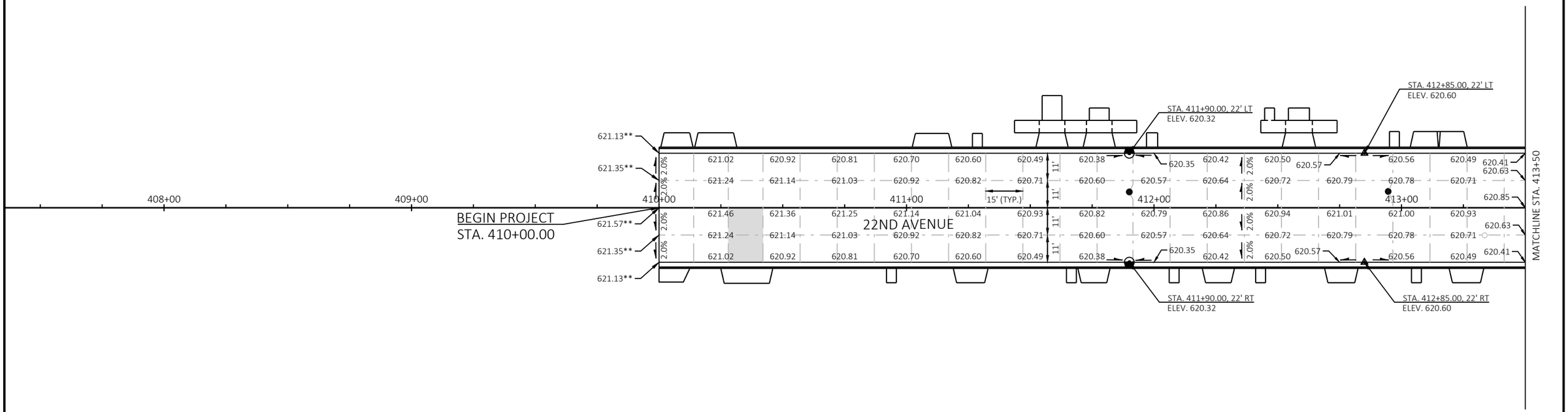


2

N

LEGEND

- HIGH POINT
- LOW POINT
- END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 35 35	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021401-jd
PLOT DATE : 4/7/2025 11:14 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- ▲ HIGH POINT
- ⊙ LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH

48TH STREET

9+00 A

BEGIN CONSTRUCTION
STA. 9+40.00 A

619.90** 3.44% 620.45** 2.38% 620.07**

STA. 9+52.50 A, 16' RT
ELEV. 619.83
619.89*

STA. 9+72.73 A, 21.7' RT
ELEV. 620.05

STA. 415+10.00, 22' LT
ELEV. 619.93

0.56% 1.01% 0.58% 0.72% 0.25%

STA. 9+52.50, 16' LT
ELEV. 619.98
620.00*

STA. 417+25.00, 22' LT

STA. 418+35.00, 22' LT
ELEV. 620.23

MATCHLINE STA. 413+50

620.34 620.26 620.19 620.11 620.04 619.96 619.98 620.05 620.13 620.20 620.28 620.36 620.43 620.51 620.58 620.50 620.42 620.34 620.26 620.27 620.34 620.42 620.49 620.56
620.56 620.48 620.41 620.33 620.26 620.18 619.96* 620.20 620.27 620.35 620.42 620.50 620.58 620.65 620.73 620.80 620.72 620.64 620.56 620.48 620.49 620.56 620.64 620.71 620.78
620.78 620.70 620.63 620.55 620.48 620.40 620.42 620.49 620.57 620.64 620.72 620.80 620.87 620.95 621.02 620.94 620.86 620.78 620.70 620.71 620.78 620.86 620.93 621.00
620.56 620.48 620.41 620.33 620.26 620.18 620.20 620.27 620.35 620.42 620.50 620.58 620.65 620.73 620.80 620.72 620.64 620.56 620.48 620.49 620.56 620.64 620.71 620.78
620.34 620.26 620.19 620.11 620.04 619.96 619.97* 619.98 620.05 620.13 620.16* 620.20 620.28 620.36 620.43 620.51 620.58 620.50 620.42 620.34 620.26 620.27 620.34 620.42 620.49 620.56

2.0% 2.0% 2.0% 2.0% 11' 11' 11' 11' 15'(TYP.)

414+00 415+00 416+00 417+00 418+00 419+00

10+00 A

22ND AVENUE

MATCHLINE STA. 419+50

0.54% 0.53% 0.16%

STA. 415+10.00, 22' RT
ELEV. 619.93

STA. 10+28.19 A, 16.95' LT
ELEV. 620.04

620.14* 620.12*

2.70% 2.89%

620.21** 620.19** 620.51**

STA. 417+25.00, 22' RT

STA. 418+35.00, 22' RT
ELEV. 620.23

END CONSTRUCTION
STA. 10+55.00 A

11+00 A

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 36 36	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021402-jd

PLOT DATE : 4/7/2025 11:14 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

46TH STREET

9+00 B

BEGIN CONSTRUCTION
STA. 9+50.00 B

45TH STREET

9+00 D

BEGIN CONSTRUCTION
STA. 9+15.00 D

8+00

22ND AVENUE

MATCHLINE STA. 419+50

MATCHLINE STA. 425+50

420+00

421+00

422+00

423+00

424+00

425+00

STA. 420+12.68, 22' LT
ELEV. 620.75

STA. 9+67.67 B, 18.1' RT
ELEV. 620.85

STA. 9+67.49 B, 18.8' LT
ELEV. 620.77

STA. 420+12.68, 22' RT
ELEV. 620.75

STA. 422+65.00, 22' LT
ELEV. 619.89

STA. 422+65.00, 22' RT
ELEV. 619.89

STA. 424+75.00, 22' RT

STA. 425+75.00, 22' LT

STA. 10+45.00 C, 11.5' RT
ELEV. 620.22

STA. 10+45.00 C, 11.5' LT
ELEV. 620.28

STA. 10+26.83 C, 16.0' LT
ELEV. 620.18

END CONSTRUCTION
STA. 10+55.00 C

11+00 C

15'(TYP.)

11'

11'

11'

11'

2.0%

2.5%

0.50%

0.66%

0.52%

2.71%

3.19%

2.88%

2.81%

0.72%

0.83%

0.40%

2.44%

1.87%

0.52%

2.33%

1.26%

1.10%

620.64 620.71 620.71 620.62 620.54 620.45 620.37 620.28 620.20 620.11 620.03 619.94 619.93 620.02 620.11 620.20 620.29 620.38 620.48 620.57 620.66 620.59 620.52* 620.44 620.51

620.86 620.93 620.93 620.84 620.76 620.67 620.59 620.50 620.42 620.33 620.25 620.16 620.15 620.24 620.33 620.42 620.51 620.61 620.70 620.79 620.88 620.81 620.73 620.66

621.08 621.15 621.15 621.06 620.98 620.89 620.81 620.72 620.64 620.55 620.47 620.38 620.37 620.46 620.55 620.64 620.73 620.83 620.92 621.01 621.10 621.03 620.95 620.88

620.86 620.93 620.93 620.84 620.76 620.67 620.59 620.50 620.42 620.33 620.25 620.16 620.15 620.24 620.33 620.42 620.51 620.61 620.70 620.79 620.88 620.75 620.68 620.60

620.64 620.71 620.71 620.62 620.54 620.45 620.37 620.28 620.20 620.11 620.03 619.94 619.93 620.02 620.06* 620.20 620.29 620.38 620.48 620.57 620.66 620.48 620.40 620.33

620.76** 621.19** 620.80* 620.68** 620.72* 620.63* 620.65* 620.41** 619.90** 619.90** 620.17* 620.19* 620.24* 620.24** 620.18* 620.11** 620.38** 621.15** 620.97** 620.89** 620.83** 621.21**

619.99 620.45 619.89 620.16 620.55 620.19

LEGEND

- ▲ HIGH POINT
- ⊙ LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 37 37	E

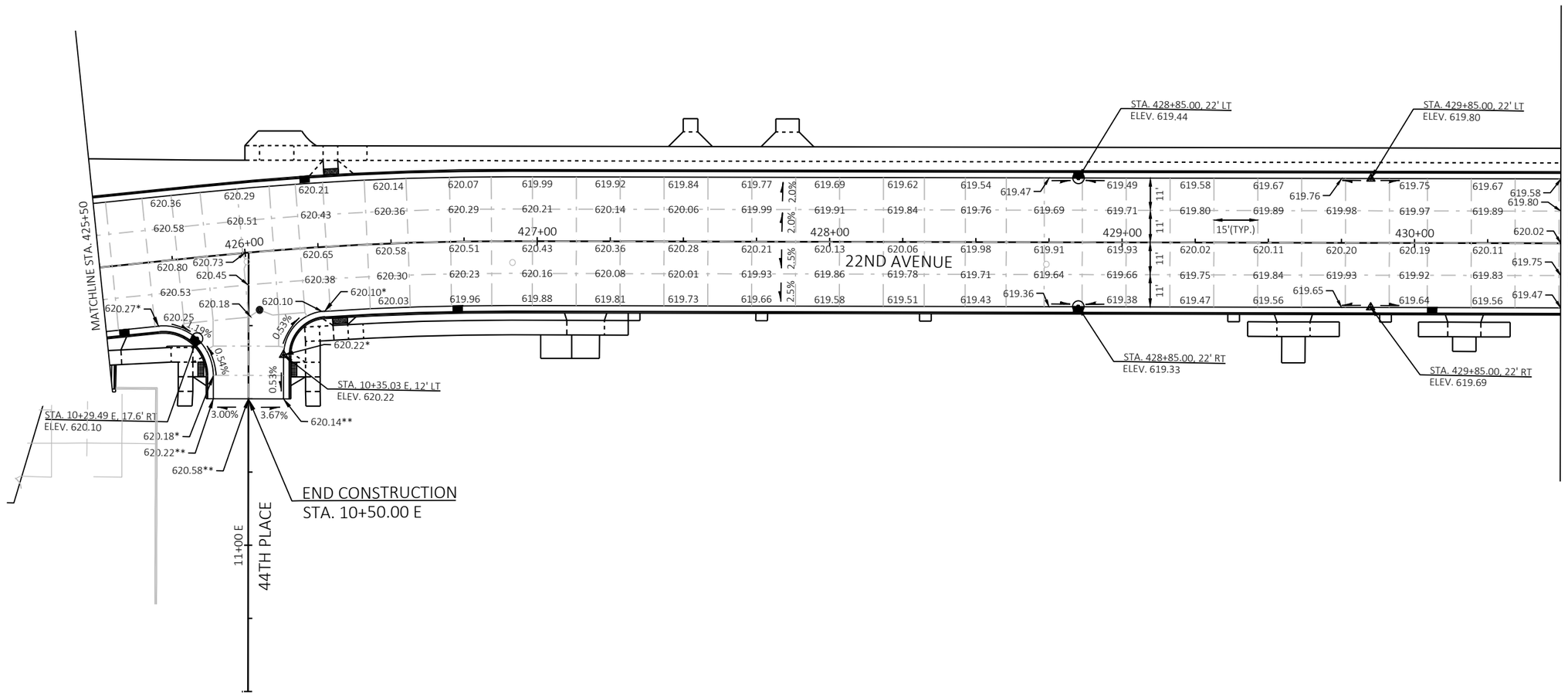
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021403-jd
PLOT DATE : 6/9/2025 9:41 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- ▲ HIGH POINT
- ⊙ LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 38 38	E

2

N

LEGEND

- HIGH POINT
- LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH

9+00 F

43RD STREET

BEGIN CONSTRUCTION
STA. 9+55.00 F

STA. 9+73.63 F, 16.0' RT
ELEV. 619.33

STA. 432+00.00, 22' LT

STA. 433+00.00, 22' LT

MATCHLINE STA. 430+50

MATCHLINE STA. 436+50

22ND AVENUE

15'(TYP.)

11'

2.0%

2.5%

0.76%

0.95%

0.90%

0.80%

0.51%

0.53%

0.88%

0.75%

2.31%

2.79%

STA. 10+26.92 F, 18.5' RT
ELEV. 619.23

STA. 432+00.00, 22' RT

STA. 433+00.00, 22' RT

10+00 F

11+00 F

END CONSTRUCTION
STA. 10+55.00 F

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 39 39	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021405-jd
PLOT DATE : 4/7/2025 11:15 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- HIGH POINT
- LOW POINT
- END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH

BEGIN CONSTRUCTION
STA. 9+25.00 H

41ST STREET

9+00 H

PI STA. 9+62.00 H
ELEV. 614.51

PI STA. 9+62.00 H, 16.4' RT
ELEV. 615.20

STA. 9+73.18 H, 23.07' RT
ELEV. 615.05

PI STA. 9+62.00 H, 16' LT
ELEV. 613.71

PI STA. 9+68.00 H, 16.9' LT
ELEV. 613.51

STA. 442+40.08, 22' LT
ELEV. 601.27

STA. 442+40.08, 22' RT
ELEV. 601.27

22ND AVENUE

PI STA. 10+30.60 G, 15.1' LT
ELEV. 617.71

STA. 10+44.00 G, 11.5' RT
ELEV. 617.70

END CONSTRUCTION
STA. 10+50.00 G

11+00 G

41ST STREET

10+00 H

MATCHLINE STA. 436+50

MATCHLINE STA. 442+50

15'(TYP.)

11'

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 40 40	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021406-jd

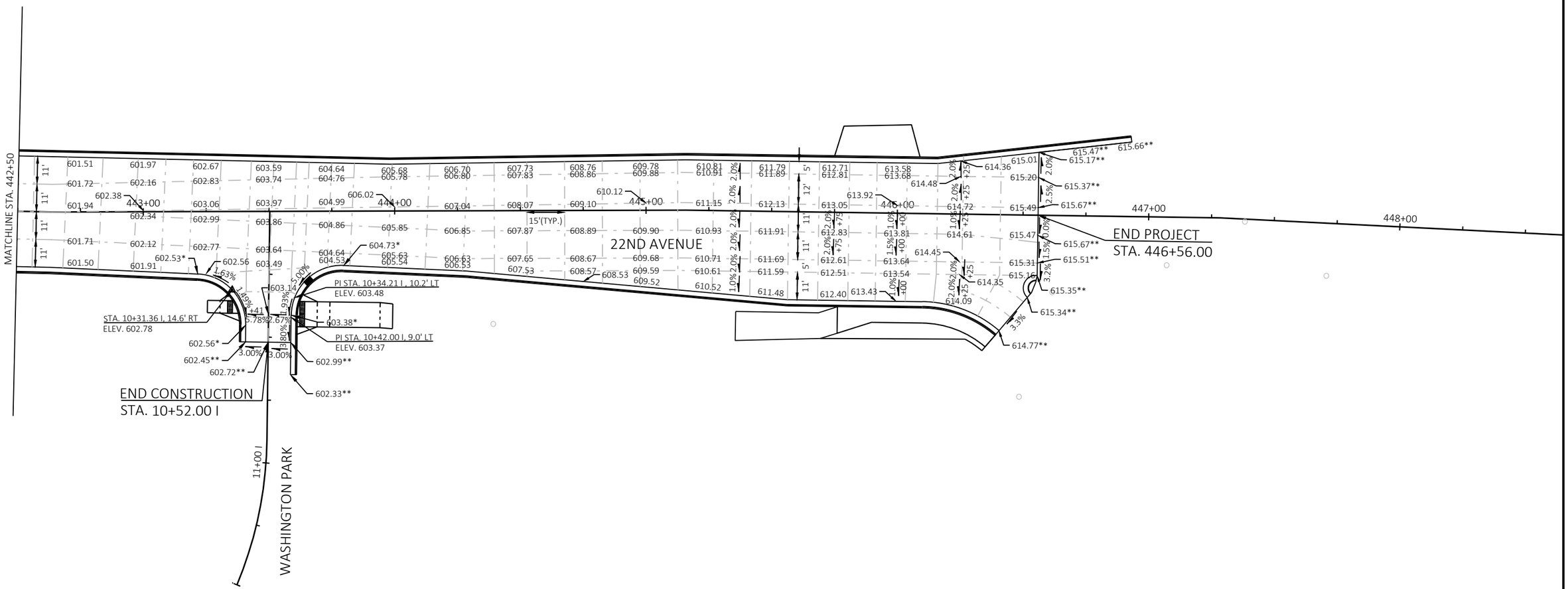
PLOT DATE : 4/7/2025 11:15 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

LEGEND

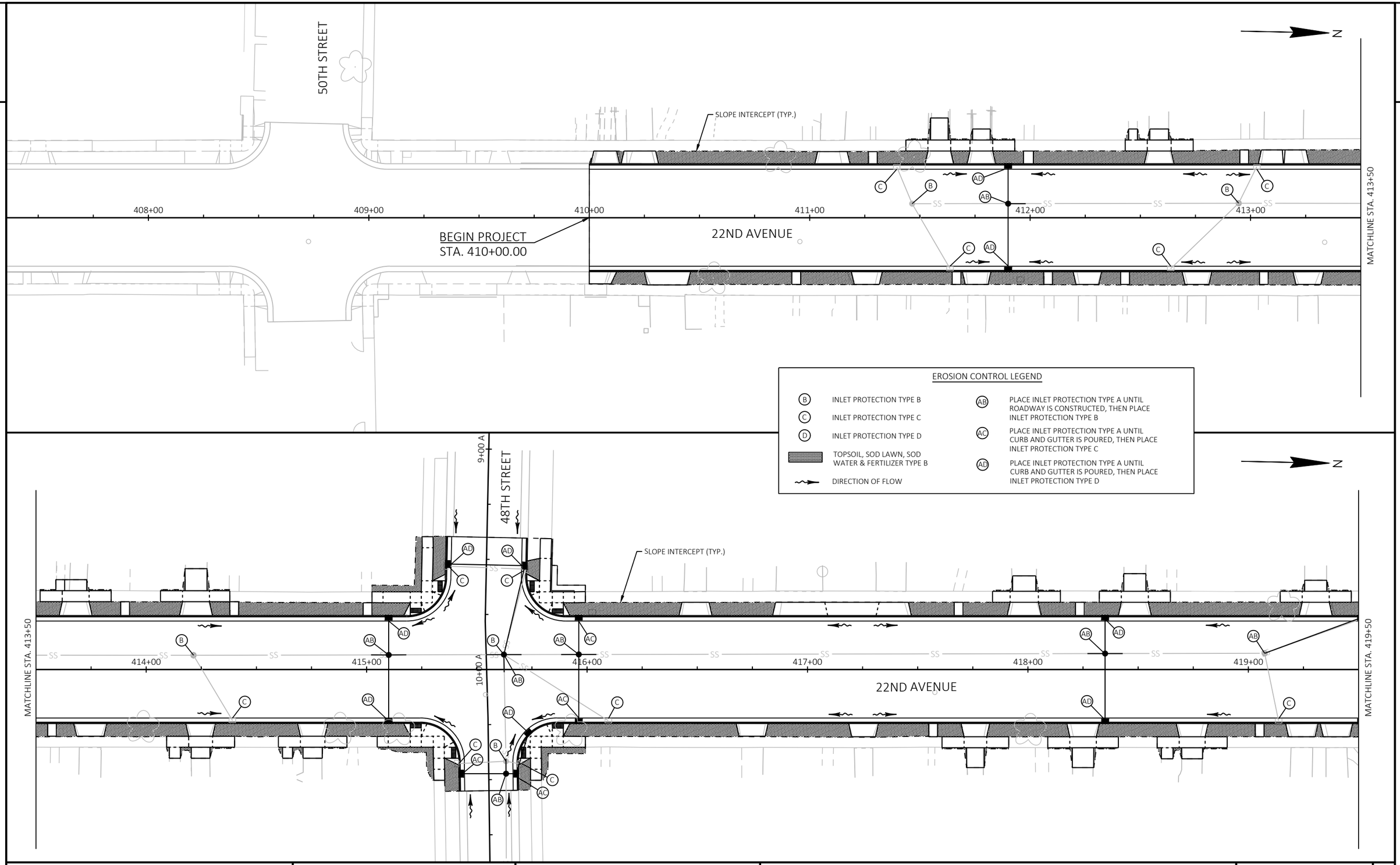
- HIGH POINT
- LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING
- CONCRETE PAVEMENT HES 8-INCH



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVING GRADES AND JOINTING LAYOUT	SHEET 41 41	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\021401-JD.DWG
LAYOUT NAME - 021407-jd

PLOT DATE : 4/30/2025 10:23 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

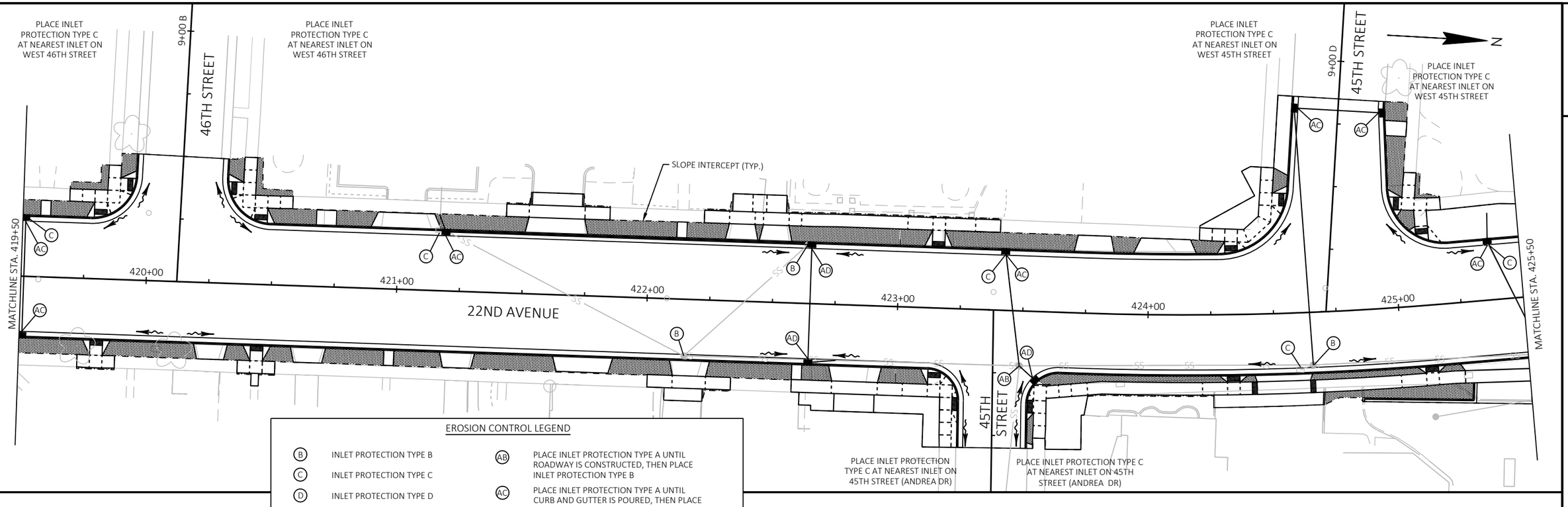


EROSION CONTROL LEGEND

- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
- DIRECTION OF FLOW
- (AB) PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

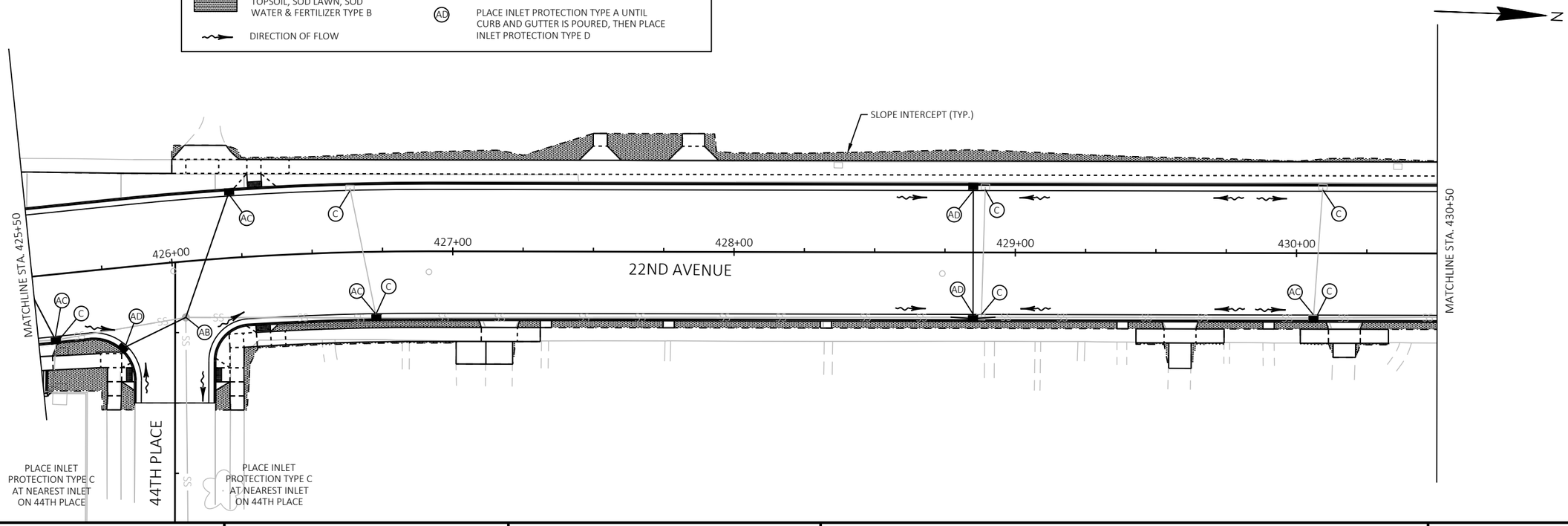
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EROSION CONTROL	SHEET 42 42	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\022001-EC.DWG
LAYOUT NAME - 022001-ec
PLOT DATE : 7/29/2025 9:21 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



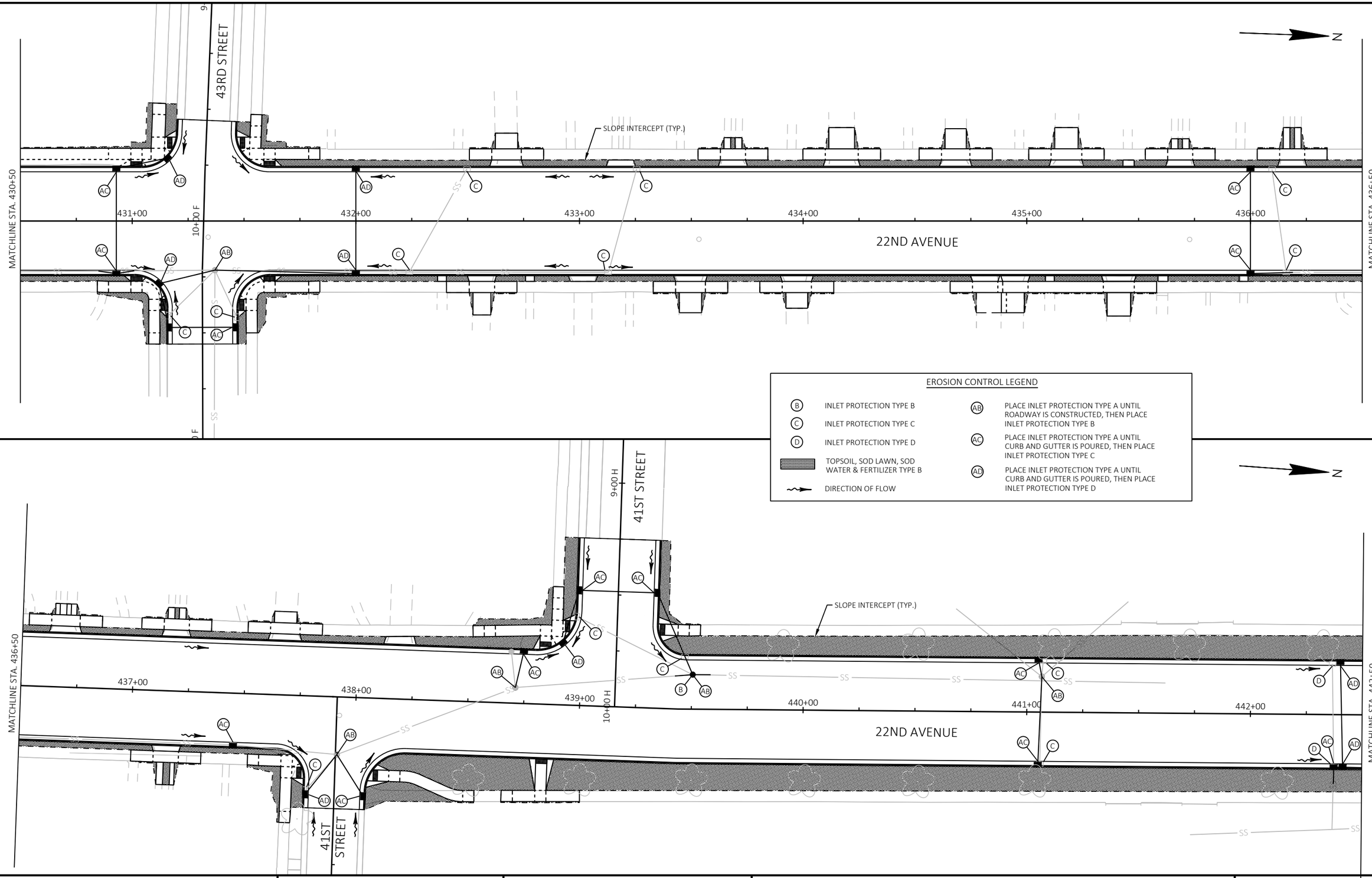
EROSION CONTROL LEGEND

- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
- DIRECTION OF FLOW
- (AB) PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EROSION CONTROL	SHEET 43 43	E

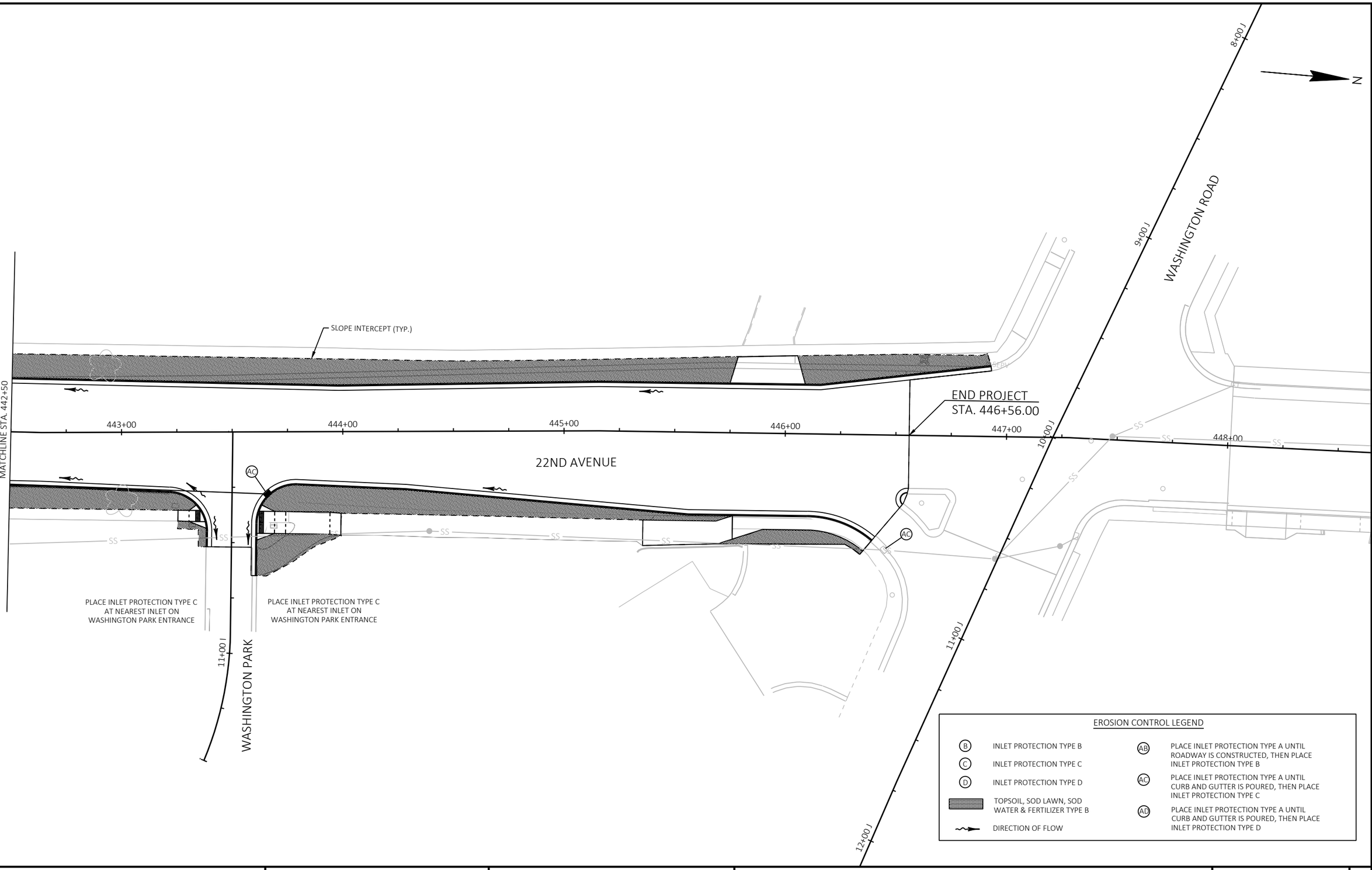
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LAYOUT NAME - 022002-ec
PLOT DATE : 7/29/2025 9:21 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EROSION CONTROL	SHEET 44 44	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\022001-EC.DWG
LAYOUT NAME - 022003-ec
PLOT DATE : 7/29/2025 9:22 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

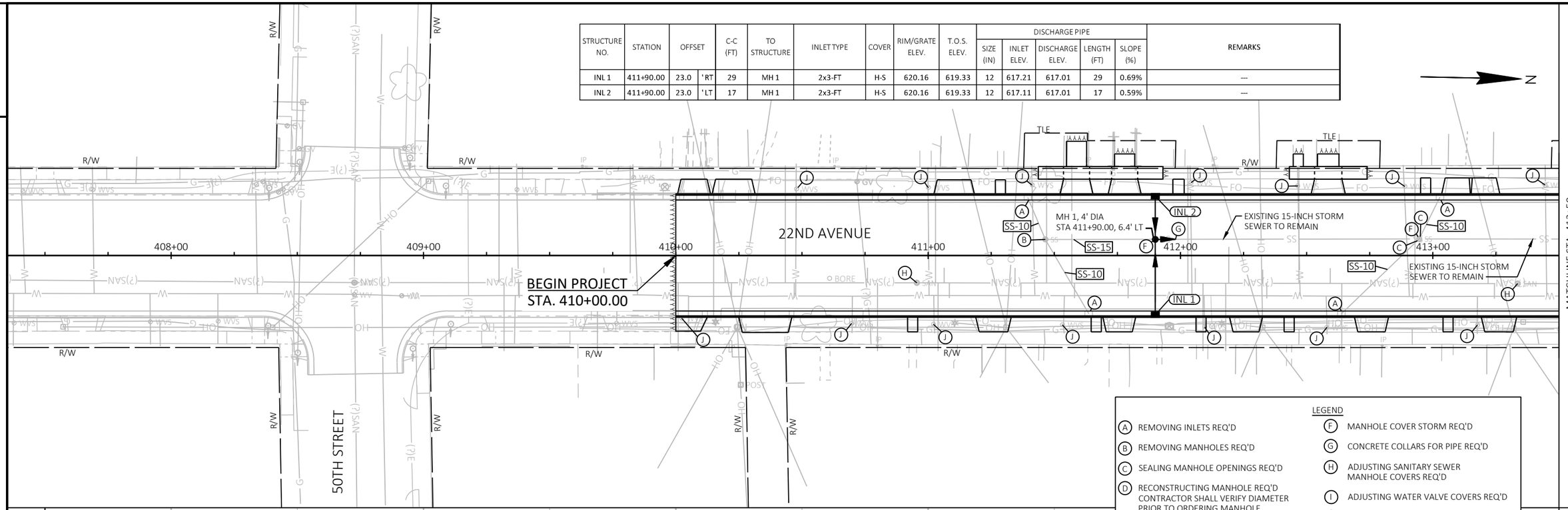


PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EROSION CONTROL	SHEET 45 45	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\022001-EC.DWG
LAYOUT NAME - 022004-ec

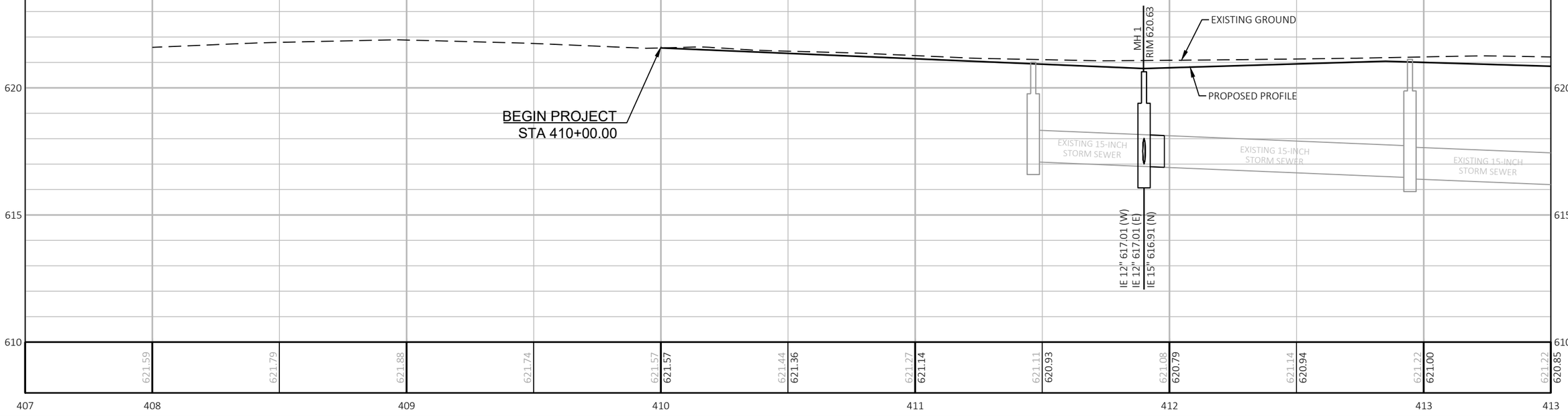
PLOT DATE : 7/29/2025 9:22 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
INL 1	411+90.00	23.0	'RT	29	MH 1	2x3-FT	H-S	620.16	619.33	12	617.21	617.01	29	0.69%	---
INL 2	411+90.00	23.0	'LT	17	MH 1	2x3-FT	H-S	620.16	619.33	12	617.11	617.01	17	0.59%	---

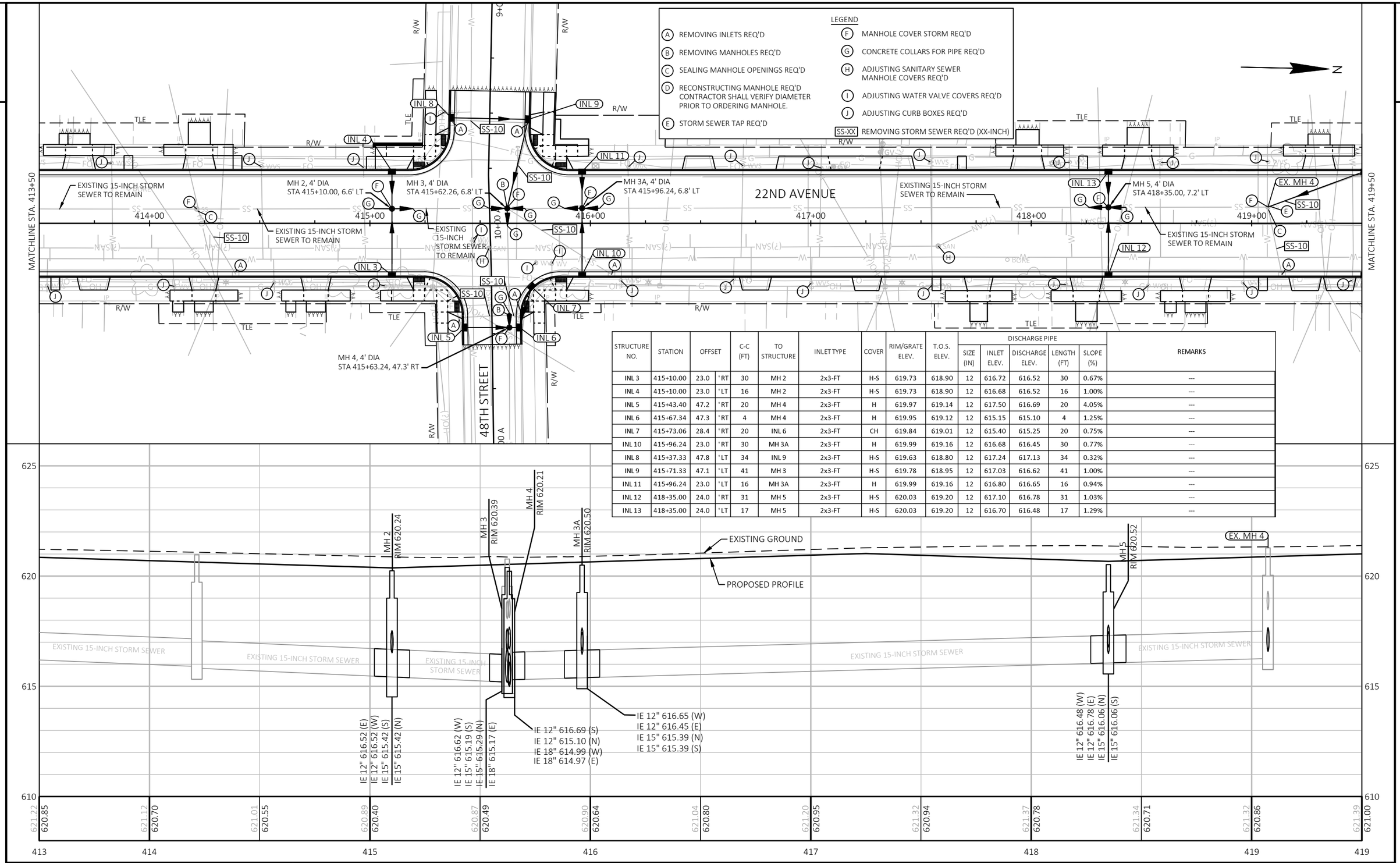


LEGEND

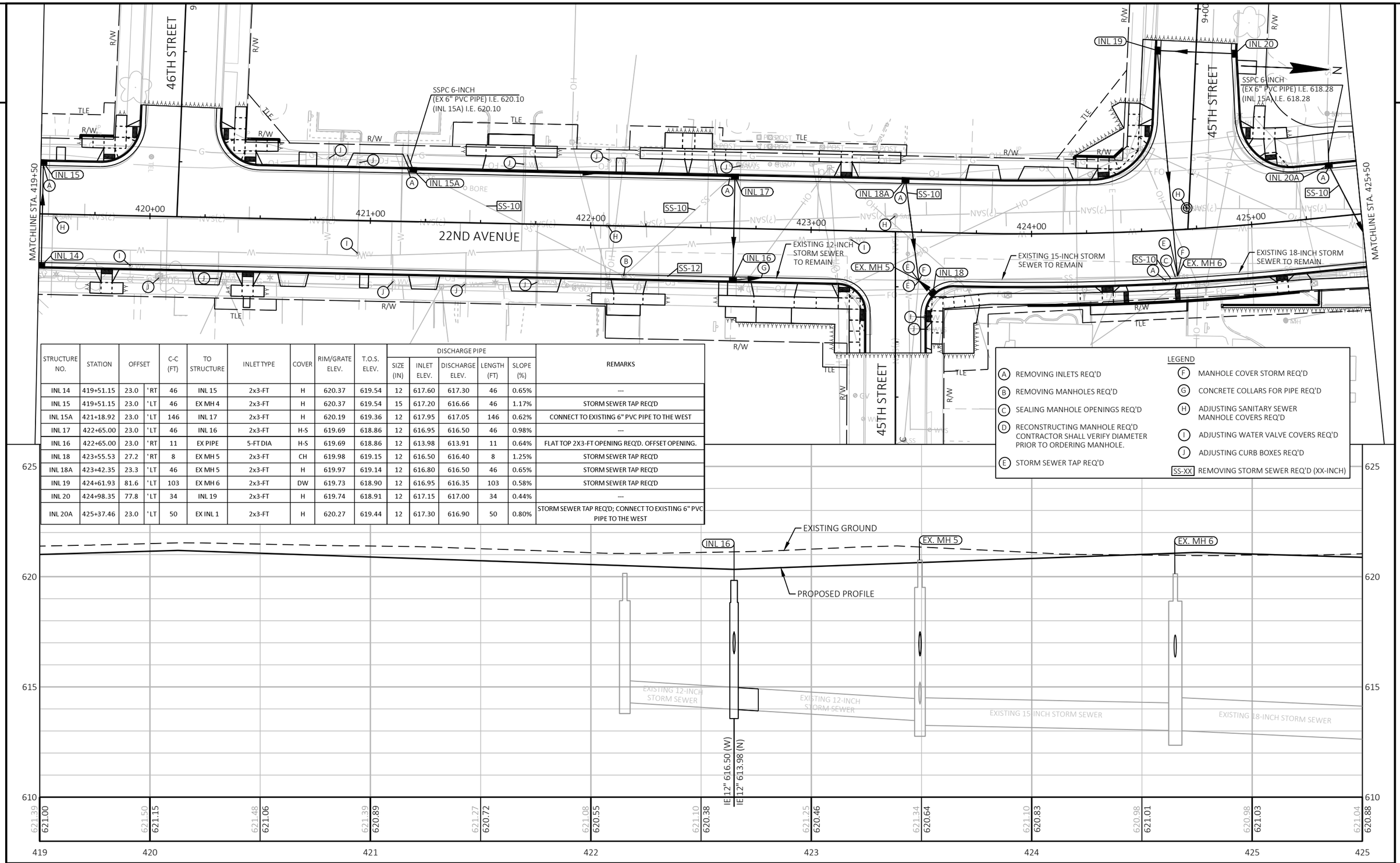
- (A) REMOVING INLETS REQ'D
- (B) REMOVING MANHOLES REQ'D
- (C) SEALING MANHOLE OPENINGS REQ'D
- (D) RECONSTRUCTING MANHOLE REQ'D CONTRACTOR SHALL VERIFY DIAMETER PRIOR TO ORDERING MANHOLE.
- (E) STORM SEWER TAP REQ'D
- (F) MANHOLE COVER STORM REQ'D
- (G) CONCRETE COLLARS FOR PIPE REQ'D
- (H) ADJUSTING SANITARY SEWER MANHOLE COVERS REQ'D
- (I) ADJUSTING WATER VALVE COVERS REQ'D
- (J) ADJUSTING CURB BOXES REQ'D
- SS-XX REMOVING STORM SEWER REQ'D (XX-INCH)



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 46 46	E



STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 3	415+10.00	23.0	'RT	30	MH 2	2x3-FT	H-S	619.73	618.90	12	616.72	616.52	30	0.67%	---
INL 4	415+10.00	23.0	'LT	16	MH 2	2x3-FT	H-S	619.73	618.90	12	616.68	616.52	16	1.00%	---
INL 5	415+43.40	47.2	'RT	20	MH 4	2x3-FT	H	619.97	619.14	12	617.50	616.69	20	4.05%	---
INL 6	415+67.34	47.3	'RT	4	MH 4	2x3-FT	H	619.95	619.12	12	615.15	615.10	4	1.25%	---
INL 7	415+73.06	28.4	'RT	20	INL 6	2x3-FT	CH	619.84	619.01	12	615.40	615.25	20	0.75%	---
INL 10	415+96.24	23.0	'RT	30	MH 3A	2x3-FT	H	619.99	619.16	12	616.68	616.45	30	0.77%	---
INL 8	415+37.33	47.8	'LT	34	INL 9	2x3-FT	H-S	619.63	618.80	12	617.24	617.13	34	0.32%	---
INL 9	415+71.33	47.1	'LT	41	MH 3	2x3-FT	H-S	619.78	618.95	12	617.03	616.62	41	1.00%	---
INL 11	415+96.24	23.0	'LT	16	MH 3A	2x3-FT	H	619.99	619.16	12	616.80	616.65	16	0.94%	---
INL 12	418+35.00	24.0	'RT	31	MH 5	2x3-FT	H-S	620.03	619.20	12	617.10	616.78	31	1.03%	---
INL 13	418+35.00	24.0	'LT	17	MH 5	2x3-FT	H-S	620.03	619.20	12	616.70	616.48	17	1.29%	---

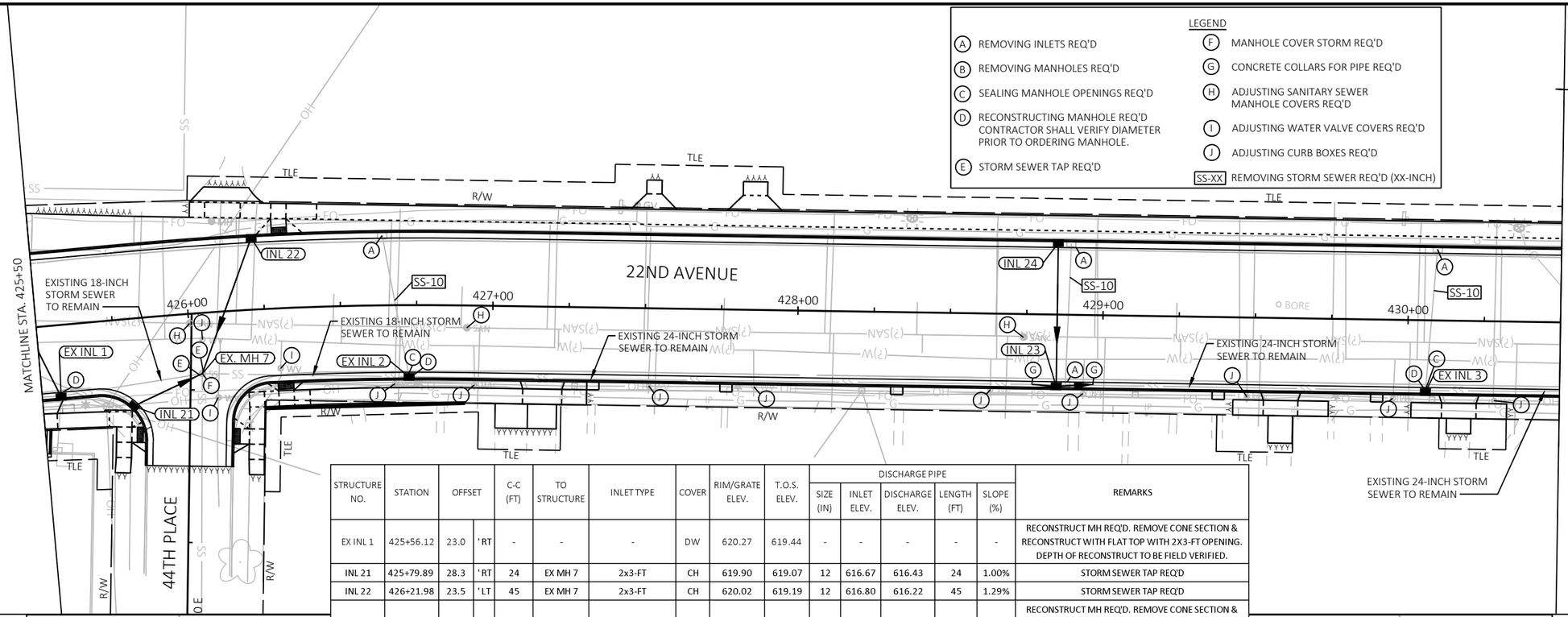


STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 14	419+51.15	23.0	'RT	46	INL 15	2x3-FT	H	620.37	619.54	12	617.60	617.30	46	0.65%	---
INL 15	419+51.15	23.0	'LT	46	EX MH 4	2x3-FT	H	620.37	619.54	15	617.20	616.66	46	1.17%	STORM SEWER TAP REQ'D
INL 15A	421+18.92	23.0	'LT	146	INL 17	2x3-FT	H	620.19	619.36	12	617.95	617.05	146	0.62%	CONNECT TO EXISTING 6" PVC PIPE TO THE WEST
INL 17	422+65.00	23.0	'LT	46	INL 16	2x3-FT	H-S	619.69	618.86	12	616.95	616.50	46	0.98%	---
INL 16	422+65.00	23.0	'RT	11	EX PIPE	5-FT DIA	H-S	619.69	618.86	12	613.98	613.91	11	0.64%	FLAT TOP 2X3-FT OPENING REQ'D. OFFSET OPENING.
INL 18	423+55.53	27.2	'RT	8	EX MH 5	2x3-FT	CH	619.98	619.15	12	616.50	616.40	8	1.25%	STORM SEWER TAP REQ'D
INL 18A	423+42.35	23.3	'LT	46	EX MH 5	2x3-FT	H	619.97	619.14	12	616.80	616.50	46	0.65%	STORM SEWER TAP REQ'D
INL 19	424+61.93	81.6	'LT	103	EX MH 6	2x3-FT	DW	619.73	618.90	12	616.95	616.35	103	0.58%	STORM SEWER TAP REQ'D
INL 20	424+98.35	77.8	'LT	34	INL 19	2x3-FT	H	619.74	618.91	12	617.15	617.00	34	0.44%	---
INL 20A	425+37.46	23.0	'LT	50	EX INL 1	2x3-FT	H	620.27	619.44	12	617.30	616.90	50	0.80%	STORM SEWER TAP REQ'D; CONNECT TO EXISTING 6" PVC PIPE TO THE WEST

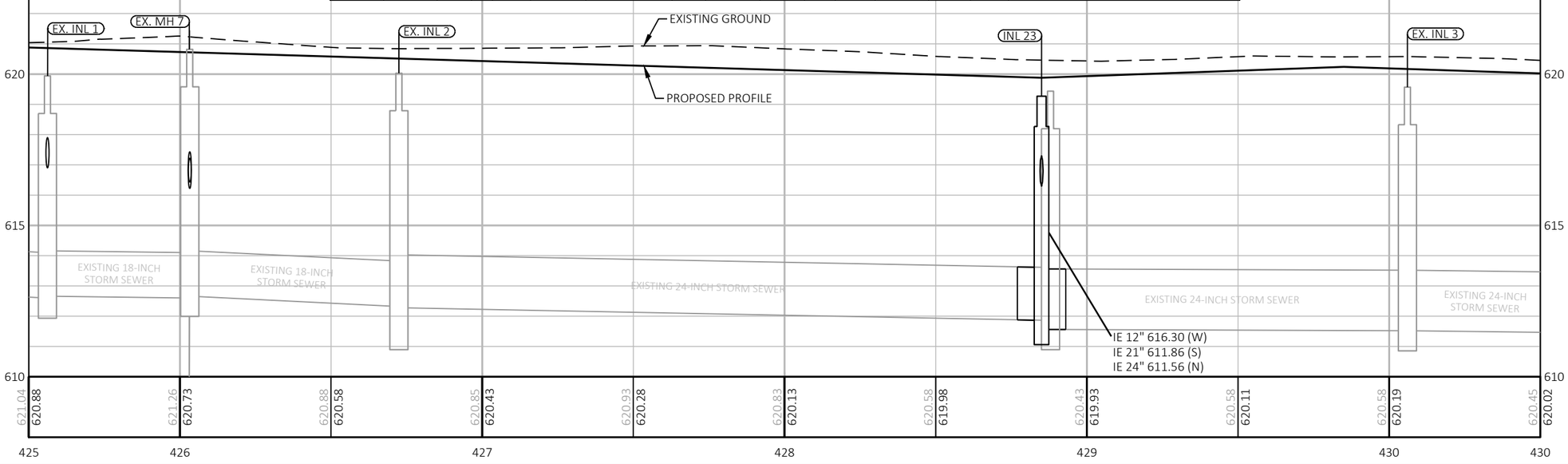
LEGEND

- (A) REMOVING INLETS REQ'D
- (B) REMOVING MANHOLES REQ'D
- (C) SEALING MANHOLE OPENINGS REQ'D
- (D) RECONSTRUCTING MANHOLE REQ'D CONTRACTOR SHALL VERIFY DIAMETER PRIOR TO ORDERING MANHOLE.
- (E) STORM SEWER TAP REQ'D
- (F) MANHOLE COVER STORM REQ'D
- (G) CONCRETE COLLARS FOR PIPE REQ'D
- (H) ADJUSTING SANITARY SEWER MANHOLE COVERS REQ'D
- (I) ADJUSTING WATER VALVE COVERS REQ'D
- (J) ADJUSTING CURB BOXES REQ'D
- SS-XX REMOVING STORM SEWER REQ'D (XX-INCH)

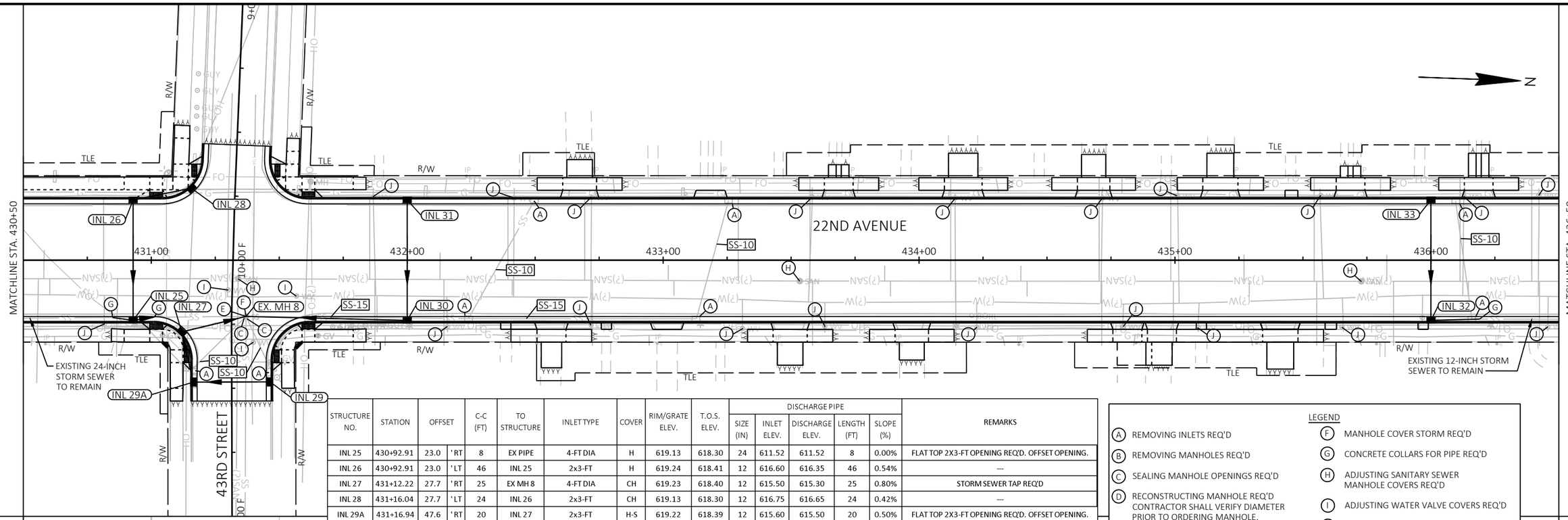
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 48 48	E



STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
EX INL 1	425+56.12	23.0	'RT	-	-	-	DW	620.27	619.44	-	-	-	-	-	RECONSTRUCT MH REQ'D. REMOVE CONE SECTION & RECONSTRUCT WITH FLAT TOP WITH 2X3-FT OPENING. DEPTH OF RECONSTRUCT TO BE FIELD VERIFIED.
INL 21	425+79.89	28.3	'RT	24	EX MH 7	2x3-FT	CH	619.90	619.07	12	616.67	616.43	24	1.00%	STORM SEWER TAP REQ'D
INL 22	426+21.98	23.5	'LT	45	EX MH 7	2x3-FT	CH	620.02	619.19	12	616.80	616.22	45	1.29%	STORM SEWER TAP REQ'D
EX INL 2	426+72.52	23.0	'RT	-	-	-	H	619.92	619.09	-	-	-	-	-	RECONSTRUCT MH REQ'D. REMOVE CONE SECTION & RECONSTRUCT WITH FLAT TOP WITH 2X3-FT OPENING. DEPTH OF RECONSTRUCT TO BE FIELD VERIFIED.
INL 23	428+85.00	23.0	'RT	8	EX PIPE	4-FT DIA	H-S	619.13	618.30	24	611.65	611.65	8	0.00%	FLAT TOP 2X3-FT OPENING REQ'D. OFFSET OPENING.
INL 24	428+85.00	23.0	'LT	46	INL 23	2x3-FT	H-S	619.24	618.41	12	616.70	616.30	46	0.87%	---
EX INL 3	430+06.06	23.0	'RT	-	-	-	H	619.92	619.09	-	-	-	-	-	RECONSTRUCT MH REQ'D. REMOVE CONE SECTION & RECONSTRUCT WITH FLAT TOP WITH 2X3-FT OPENING. DEPTH OF RECONSTRUCT TO BE FIELD VERIFIED.



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 49 49	E

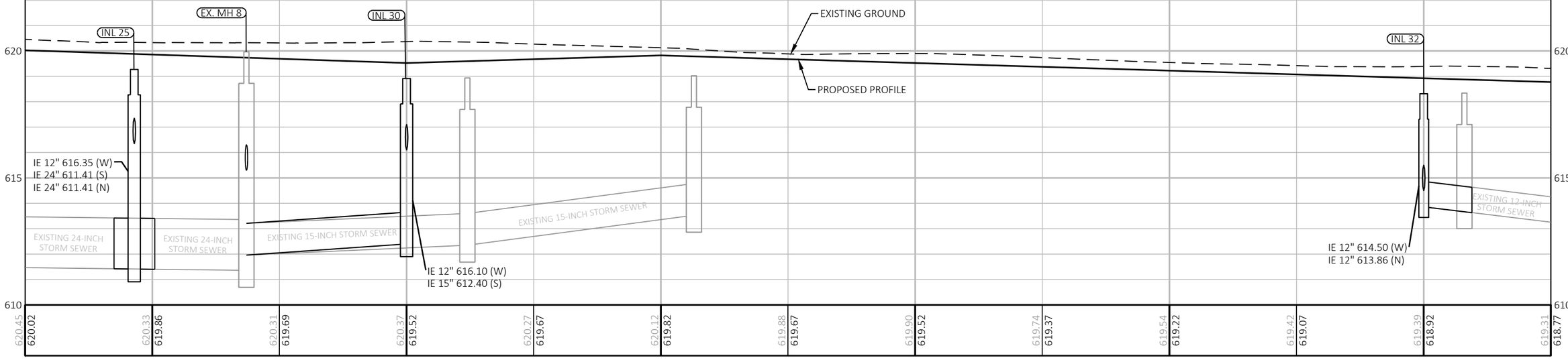


STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 25	430+92.91	23.0	'RT	8	EX PIPE	4-FT DIA	H	619.13	618.30	24	611.52	611.52	8	0.00%	FLAT TOP 2X3-FT OPENING REQ'D. OFFSET OPENING.
INL 26	430+92.91	23.0	'LT	46	INL 25	2x3-FT	H	619.24	618.41	12	616.60	616.35	46	0.54%	---
INL 27	431+12.22	27.7	'RT	25	EX MH 8	4-FT DIA	CH	619.23	618.40	12	615.50	615.30	25	0.80%	STORM SEWER TAP REQ'D
INL 28	431+16.04	27.7	'LT	24	INL 26	2x3-FT	CH	619.13	618.30	12	616.75	616.65	24	0.42%	---
INL 29A	431+16.94	47.6	'RT	20	INL 27	2x3-FT	H-S	619.22	618.39	12	615.60	615.50	20	0.50%	FLAT TOP 2X3-FT OPENING REQ'D. OFFSET OPENING.
INL 29	431+45.90	47.5	'RT	29	INL 29A	2x3-FT	H	619.16	618.33	12	615.90	615.70	29	0.69%	---
INL 30	432+00.00	23.0	'RT	63	EX MH 8	4-FT DIA	H-S	618.77	617.94	15	612.40	611.96	63	0.70%	FLAT TOP 2X3-FT OPENING REQ'D. OFFSET OPENING. UTILIZE EXISTING PIPE CUTOUT.
INL 31	432+00.00	23.0	'LT	46	INL 30	2x3-FT	H-S	618.88	618.05	12	616.40	616.10	46	0.65%	---
INL 32	436+00.00	23.0	'RT	18	EX PIPE	2x3-FT	H	618.17	617.34	12	613.86	613.63	18	1.29%	---
INL 33	436+00.00	23.0	'LT	46	INL 32	2x3-FT	H	618.28	617.45	12	615.20	614.50	46	1.52%	---

- (A) REMOVING INLETS REQ'D
- (B) REMOVING MANHOLES REQ'D
- (C) SEALING MANHOLE OPENINGS REQ'D
- (D) RECONSTRUCTING MANHOLE REQ'D CONTRACTOR SHALL VERIFY DIAMETER PRIOR TO ORDERING MANHOLE.
- (E) STORM SEWER TAP REQ'D

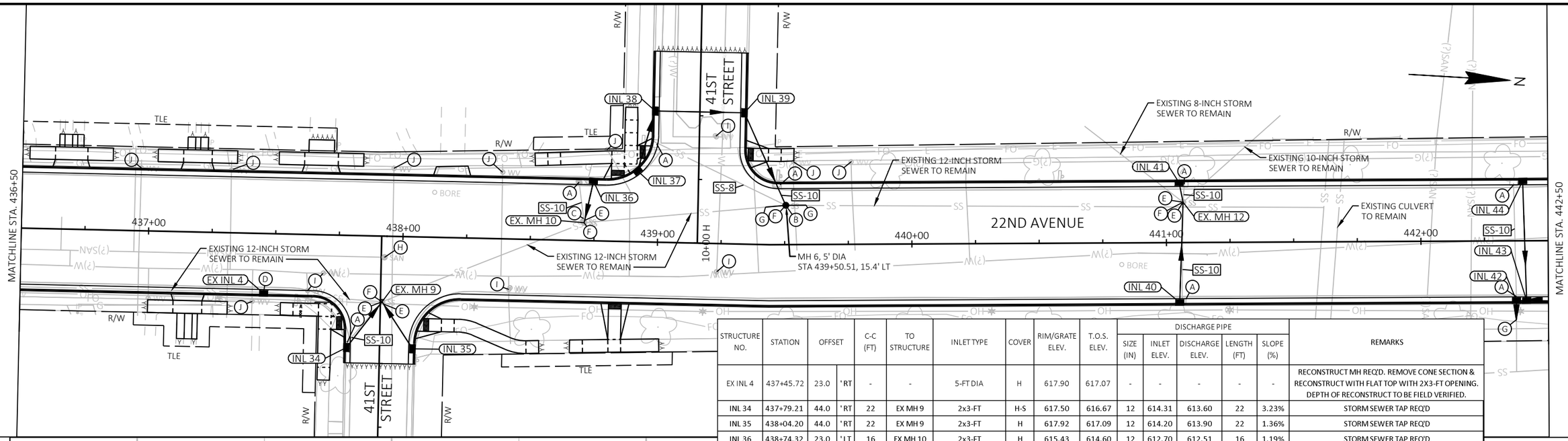
LEGEND

- (F) MANHOLE COVER STORM REQ'D
- (G) CONCRETE COLLARS FOR PIPE REQ'D
- (H) ADJUSTING SANITARY SEWER MANHOLE COVERS REQ'D
- (I) ADJUSTING WATER VALVE COVERS REQ'D
- (J) ADJUSTING CURB BOXES REQ'D
- [SS-XX] REMOVING STORM SEWER REQ'D (XX-INCH)

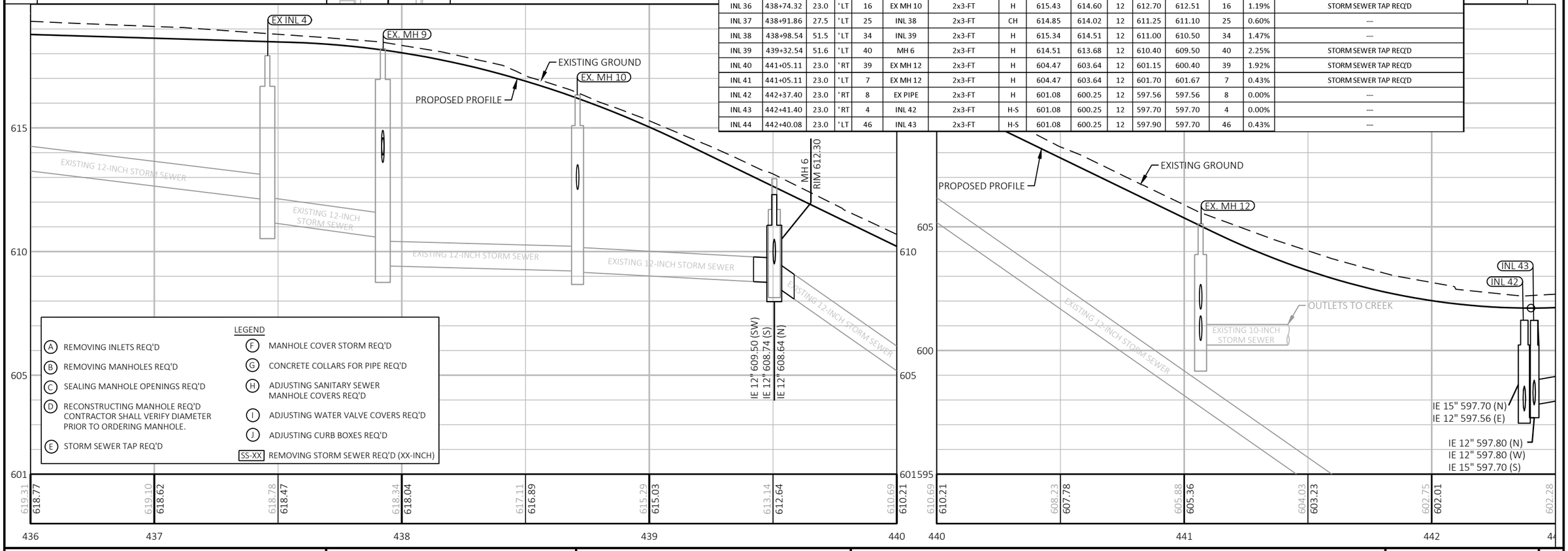


PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 50 50	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\022501-SS.DWG
LAYOUT NAME - 022505-ss
PLOT DATE : 7/29/2025 9:14 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

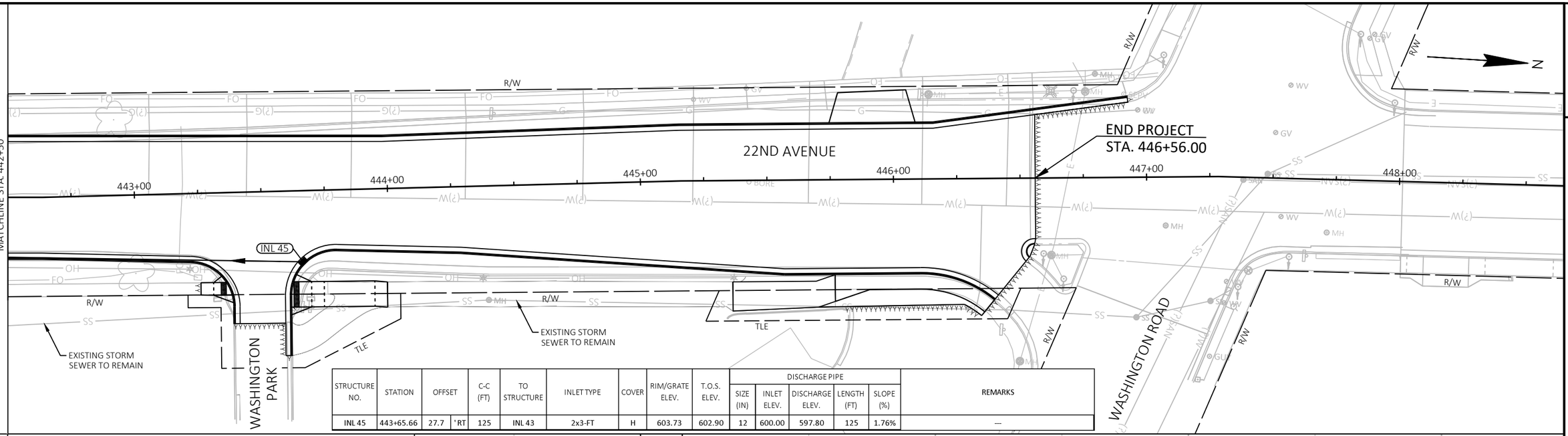


STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
EX INL 4	437+45.72	23.0	'RT	-	-	5-FT DIA	H	617.90	617.07	-	-	-	-	-	RECONSTRUCT MH REQ'D. REMOVE CONE SECTION & RECONSTRUCT WITH FLAT TOP WITH 2X3-FT OPENING. DEPTH OF RECONSTRUCT TO BE FIELD VERIFIED.
INL 34	437+79.21	44.0	'RT	22	EX MH 9	2x3-FT	H-S	617.50	616.67	12	614.31	613.60	22	3.23%	STORM SEWER TAP REQ'D
INL 35	438+04.20	44.0	'RT	22	EX MH 9	2x3-FT	H	617.92	617.09	12	614.20	613.90	22	1.36%	STORM SEWER TAP REQ'D
INL 36	438+74.32	23.0	'LT	16	EX MH 10	2x3-FT	H	615.43	614.60	12	612.70	612.51	16	1.19%	STORM SEWER TAP REQ'D
INL 37	438+91.86	27.5	'LT	25	INL 38	2x3-FT	CH	614.85	614.02	12	611.25	611.10	25	0.60%	---
INL 38	438+98.54	51.5	'LT	34	INL 39	2x3-FT	H	615.34	614.51	12	611.00	610.50	34	1.47%	---
INL 39	439+32.54	51.6	'LT	40	MH 6	2x3-FT	H	614.51	613.68	12	610.40	609.50	40	2.25%	STORM SEWER TAP REQ'D
INL 40	441+05.11	23.0	'RT	39	EX MH 12	2x3-FT	H	604.47	603.64	12	601.15	600.40	39	1.92%	STORM SEWER TAP REQ'D
INL 41	441+05.11	23.0	'LT	7	EX MH 12	2x3-FT	H	604.47	603.64	12	601.70	601.67	7	0.43%	STORM SEWER TAP REQ'D
INL 42	442+37.40	23.0	'RT	8	EX PIPE	2x3-FT	H	601.08	600.25	12	597.56	597.56	8	0.00%	---
INL 43	442+41.40	23.0	'RT	4	INL 42	2x3-FT	H-S	601.08	600.25	12	597.70	597.70	4	0.00%	---
INL 44	442+40.08	23.0	'LT	46	INL 43	2x3-FT	H-S	601.08	600.25	12	597.90	597.70	46	0.43%	---



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 51 51 E

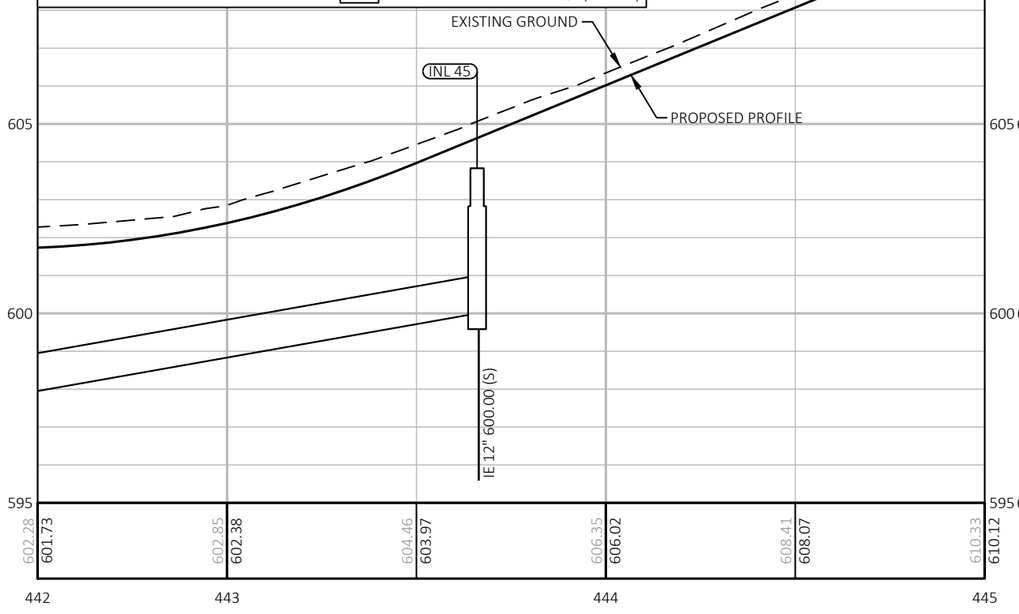
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\022501-SS.DWG
LAYOUT NAME - 022506-ss
PLOT DATE : 7/29/2025 9:14 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
WISDOT/CADDS SHEET 42



STRUCTURE NO.	STATION	OFFSET		C-C (FT)	TO STRUCTURE	INLET TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 45	443+65.66	27.7	'RT	125	INL 43	2x3-FT	H	603.73	602.90	12	600.00	597.80	125	1.76%	---

LEGEND

- (A) REMOVING INLETS REQ'D
- (B) REMOVING MANHOLES REQ'D
- (C) SEALING MANHOLE OPENINGS REQ'D
- (D) RECONSTRUCTING MANHOLE REQ'D CONTRACTOR SHALL VERIFY DIAMETER PRIOR TO ORDERING MANHOLE.
- (E) STORM SEWER TAP REQ'D
- (F) MANHOLE COVER STORM REQ'D
- (G) CONCRETE COLLARS FOR PIPE REQ'D
- (H) ADJUSTING SANITARY SEWER MANHOLE COVERS REQ'D
- (I) ADJUSTING WATER VALVE COVERS REQ'D
- (J) ADJUSTING CURB BOXES REQ'D
- SS-XX REMOVING STORM SEWER REQ'D (XX-INCH)





PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STORM SEWER	SHEET 52 52	E

2

N

50TH STREET

22ND AVENUE

408+00 409+00 410+00 411+00 412+00 413+00

STA. 411+25.00, 26.75' LT
LP-0101, LC-01
III-80-8-5-1,3-8

STA. 412+40.00, 26.75' LT
LP-0102, LC-01
III-80-8-5-2,4-8

MATCHLINE STA. 413+50

EXISTING LIGHT POLE TO REMAIN

BEGIN PROJECT
STA. 410+00.00
X = 2,582,813.76
Y = 223,017.10

GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

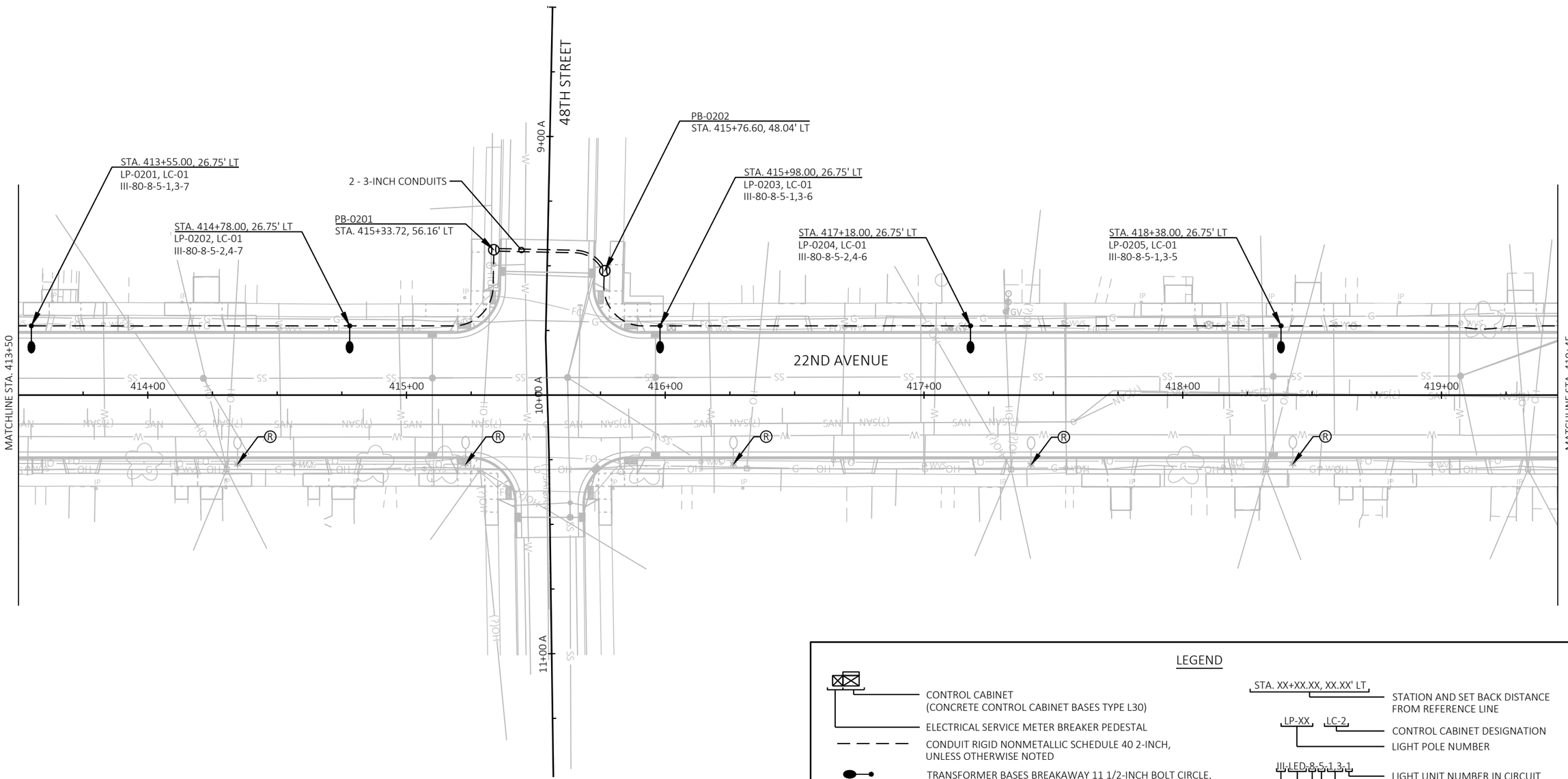
LP-XX, LC-2 — CONTROL CABINET DESIGNATION / LIGHT POLE NUMBER

III-LED-8-5-1,3-1 — LIGHT UNIT NUMBER IN CIRCUIT; CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 53 53	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023601-lp
PLOT DATE : 7/31/2025 9:10 AM PLOT BY : ANDERSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX, LC-2, — CONTROL CABINET DESIGNATION; LIGHT POLE NUMBER

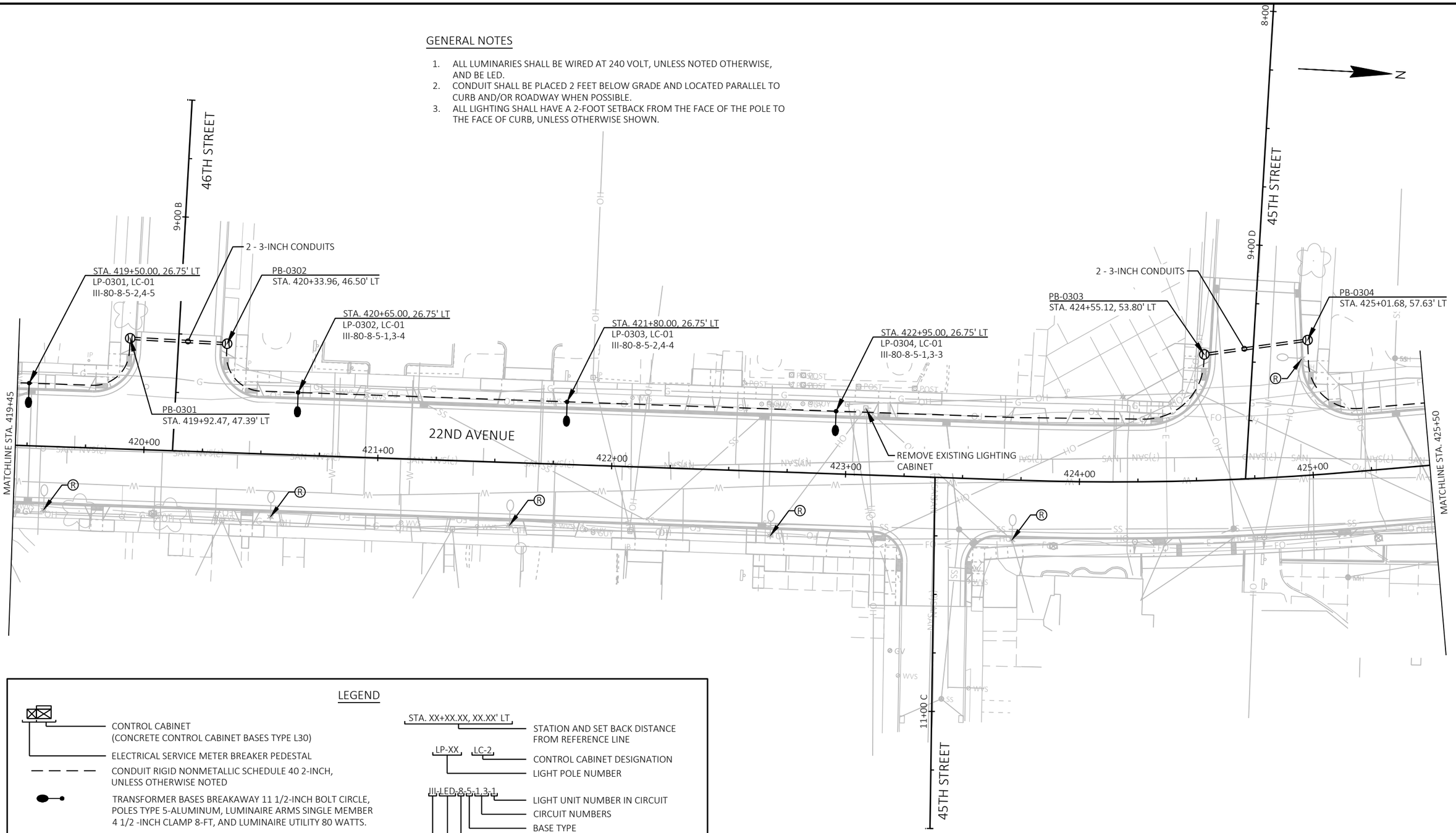
III,LED,8-5-1,3,1, — LIGHT UNIT NUMBER IN CIRCUIT; CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 54 54	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023602-lp
PLOT DATE : 7/31/2025 9:10 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.



LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX, LC-2 — CONTROL CABINET DESIGNATION; LIGHT POLE NUMBER

III-LED-8-5-1,3-1 — LIGHT UNIT NUMBER IN CIRCUIT; CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 55 55	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023603-lp
PLOT DATE : 7/31/2025 9:10 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

STA. 426+39.00, 26.75' LT
LP-0401, LC-01
III-80-8-5-2,4-3

STA. 427+35.00, 26.75' LT
LP-0402, LC-01
III-80-8-5-1,3-2

STA. 428+50.00, 26.75' LT
LP-0403, LC-01
III-80-8-5-2,4-2

STA. 429+65.00, 26.75' LT
LP-0404, LC-01
III-80-8-5-1,3-1

22ND AVENUE

426+00 427+00 428+00 429+00 430+00

MATCHLINE STA. 425+50

MATCHLINE STA. 430+50

44TH PLACE

11+00 E

GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

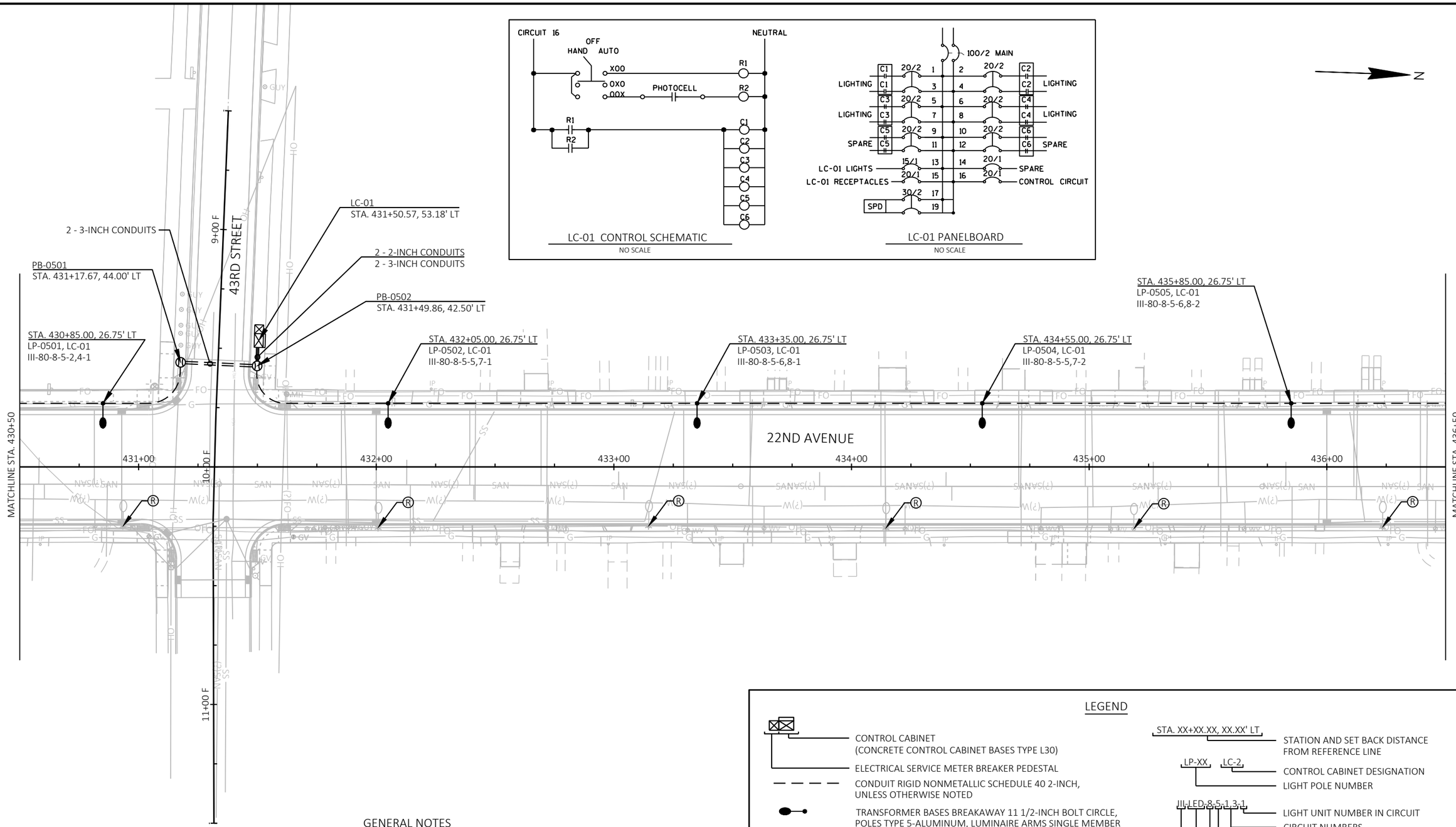
STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX, LC-2 — CONTROL CABINET DESIGNATION; LIGHT POLE NUMBER

III-LED-8-5-1,3-1 — LIGHT UNIT NUMBER IN CIRCUIT; CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 56 56	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023604-lp
PLOT DATE : 7/31/2025 9:10 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX — LIGHT POLE NUMBER

LC-2 — CONTROL CABINET DESIGNATION

III-LED-8-5-1-3-1

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBERS
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LAMP WATTAGE
- DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 57 57	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023605-lp
PLOT DATE : 7/31/2025 9:11 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

MATCHLINE STA. 436+50

437+00

438+00

439+00

440+00

441+00

442+00

MATCHLINE STA. 442+50

41ST STREET

9+00 H

10+00 H

11+00 G

22ND AVENUE

41ST STREET

2 - 3-INCH CONDUITS

STA. 438+33.00, 26.75' LT
LP-0602, LC-01
III-80-8-5-6,8-3

PB-0601
STA. 438+94.77, 58.00' LT

PB-0602
STA. 439+36.27, 58.00' LT

STA. 442+12.00, 26.75' LT
LP-0605, LC-01
III-80-8-5-5,7-5

STA. 437+10.00, 26.75' LT
LP-0601, LC-01
III-80-8-5-5,7-3

STA. 439+60.00, 26.75' LT
LP-0603, LC-01
III-80-8-5-5,7-4

STA. 440+85.00, 26.75' LT
LP-0604, LC-01
III-80-8-5-6,8-4

GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX — LIGHT POLE NUMBER

LC-2 — CONTROL CABINET DESIGNATION

III-LED-8-5-1.3-1

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBERS
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LAMP WATTAGE
- DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 58 58	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023601-LP.DWG
LAYOUT NAME - 023606-lp
PLOT DATE : 7/31/2025 9:11 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

STA. 443+35.00, 24.96' LT
LP-0701, LC-01
III-80-8-5-6,8-5

STA. 444+55.00, 24.03' LT
LP-0702, LC-01
III-80-8-5-5,7-6

STA. 445+62.00, 24.75' LT
LP-0703, LC-01
III-80-8-5-6,8-6

EXISTING SIGNAL POLE AND LIGHT TO REMAIN

END CONSTRUCTION
STA. 446+92.82

WASHINGTON ROAD

MATCHLINE STA. 442+50

443+00 444+00 445+00 446+00 447+00 448+00

22ND AVENUE

END PROJECT
STA. 446+56.00

EXISTING SIGNAL POLE AND LIGHT TO REMAIN

11+00

WASHINGTON PARK

GENERAL NOTES

1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE, AND BE LED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT, AND LUMINAIRE UTILITY 80 WATTS.
- PULL BOXES STEEL 24x42-INCH
- EXISTING STREET LIGHT POLE
- REMOVING STREET LIGHT POLES

STA. XX+XX.XX, XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE

LP-XX — CONTROL CABINET DESIGNATION

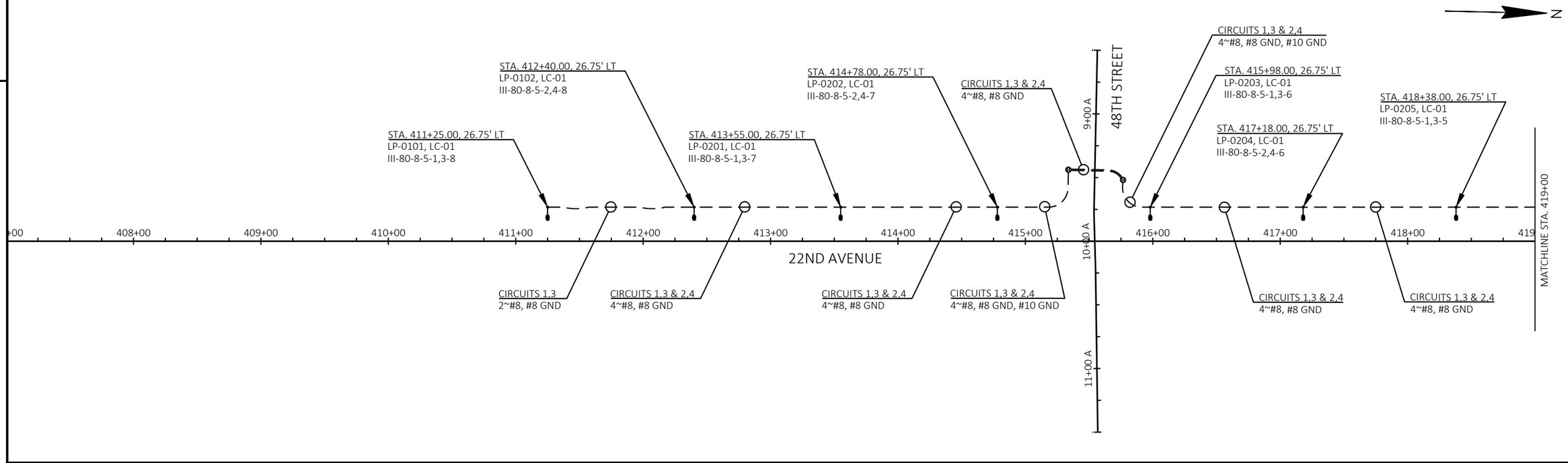
LC-2, — LIGHT POLE NUMBER

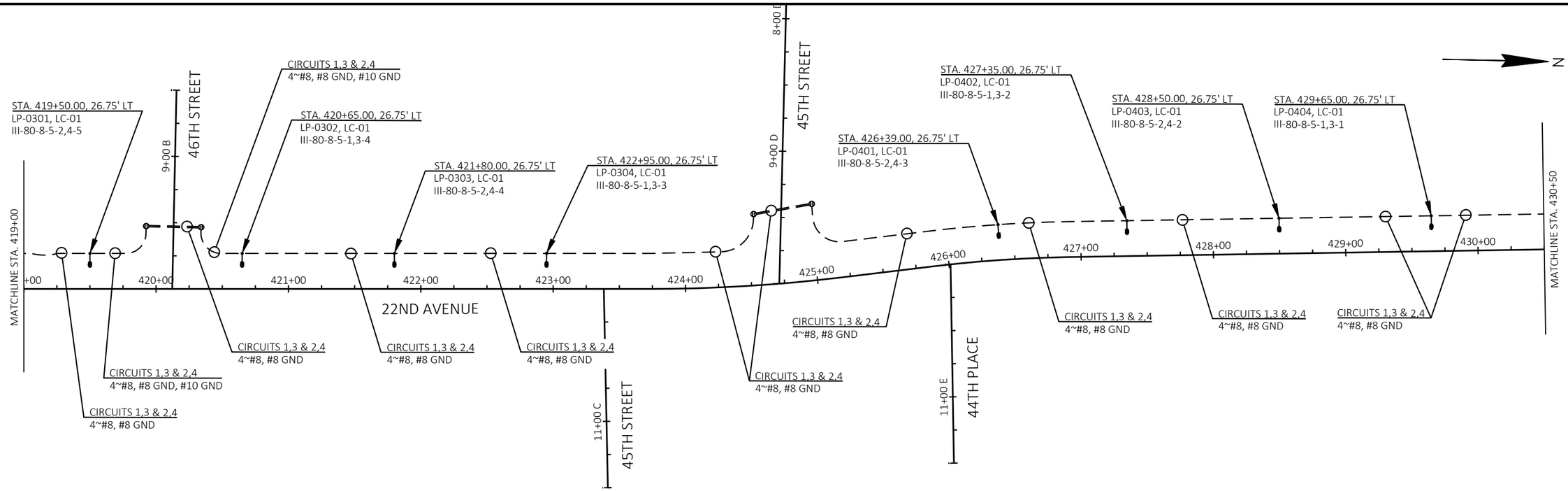
III-LED-8-5-1,3-1

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBERS
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LAMP WATTAGE
- DISTRIBUTION TYPE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 59 59	E

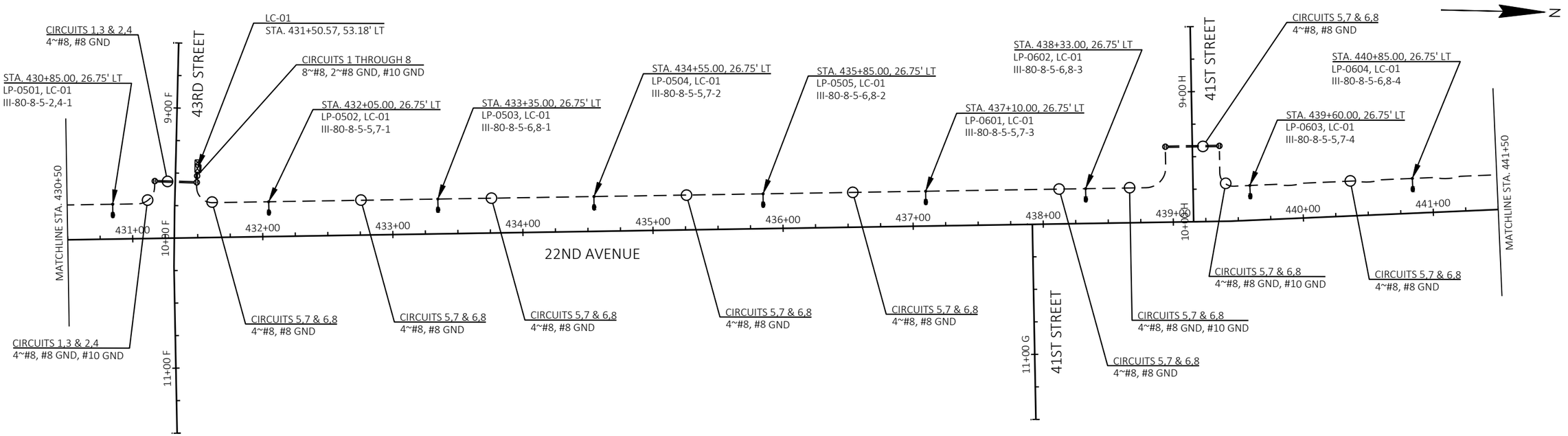
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LAYOUT NAME - 023607-lp
PLOT DATE : 7/31/2025 9:11 AM PLOT BY : ANDERSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

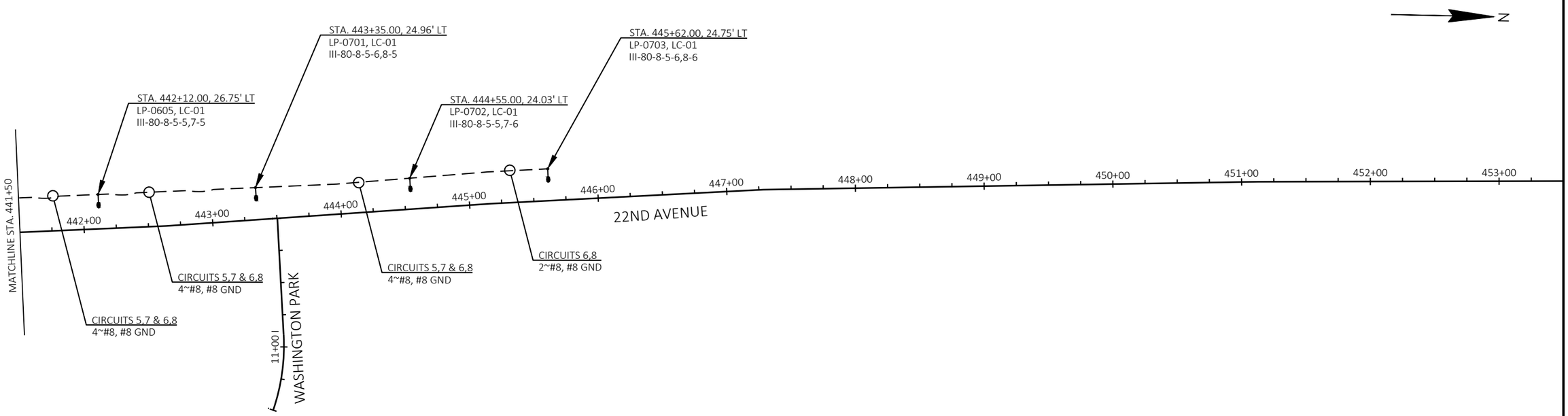




PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 60 60	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023602-LP.DWG
LAYOUT NAME - 023608-lp
PLOT DATE : 7/31/2025 9:11 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1:80
WISDOT/CADDS SHEET 42





PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	LIGHTING PLAN	SHEET 61 61	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\023602-LP.DWG
LAYOUT NAME - 023609-lp
PLOT DATE : 7/31/2025 9:11 AM
PLOT BY : ANDERSON, ERIC
PLOT NAME :
PLOT SCALE : 1:80
WISDOT/CADDS SHEET 42

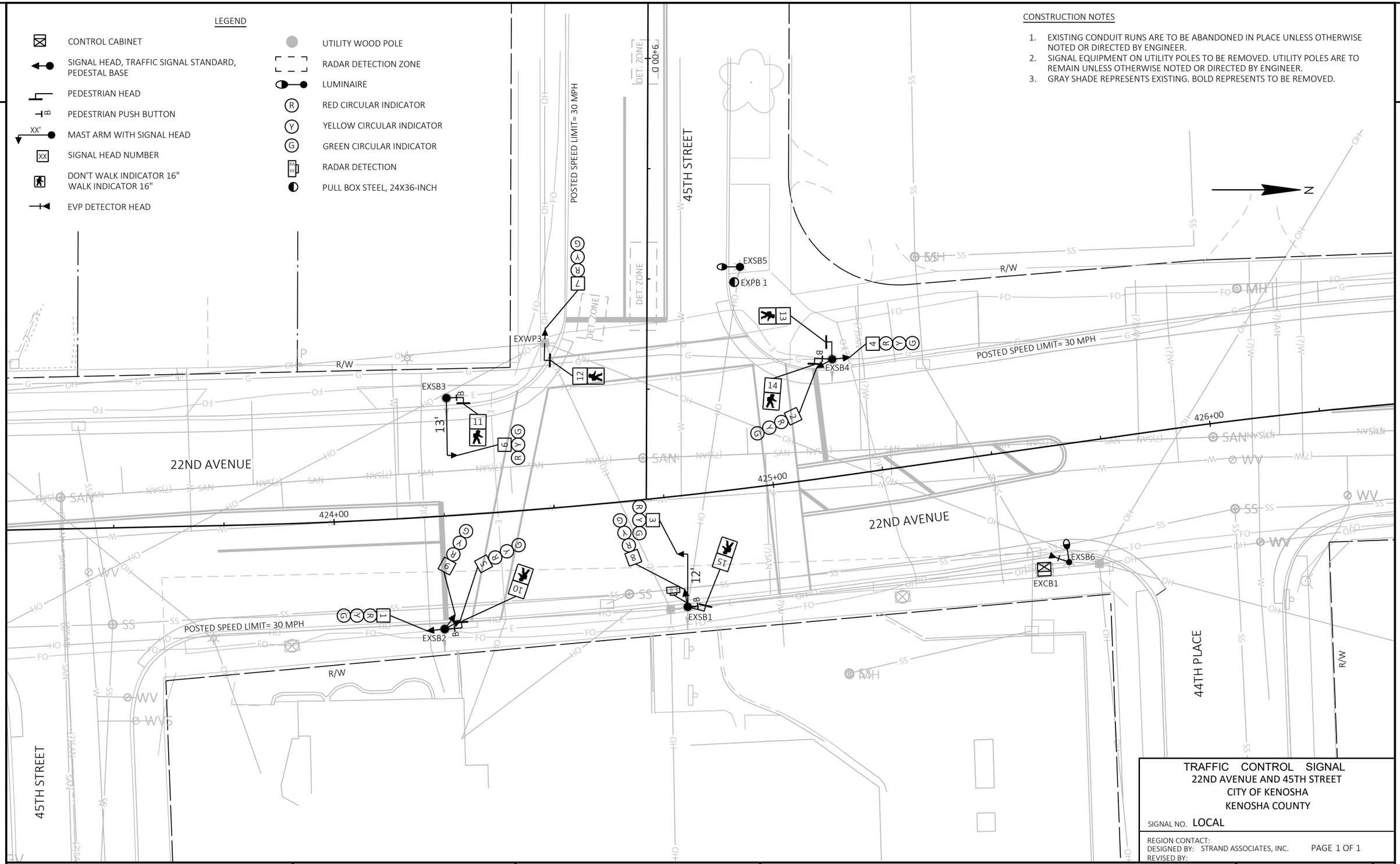
2

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PEDESTRIAN PUSH BUTTON
- XX' MAST ARM WITH SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- EVP DETECTOR HEAD
- UTILITY WOOD POLE
- RADAR DETECTION ZONE
- LUMINAIRE
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RADAR DETECTION
- PULL BOX STEEL, 24X36-INCH

CONSTRUCTION NOTES

1. EXISTING CONDUIT RUNS ARE TO BE ABANDONED IN PLACE UNLESS OTHERWISE NOTED OR DIRECTED BY ENGINEER.
2. SIGNAL EQUIPMENT ON UTILITY POLES TO BE REMOVED. UTILITY POLES ARE TO REMAIN UNLESS OTHERWISE NOTED OR DIRECTED BY ENGINEER.
3. GRAY SHADE REPRESENTS EXISTING. BOLD REPRESENTS TO BE REMOVED.



TRAFFIC CONTROL SIGNAL
22ND AVENUE AND 45TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 62 62	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024001-SR.DWG
LAYOUT NAME - 024001-sr

PLOT DATE : 7/10/2025 2:55 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

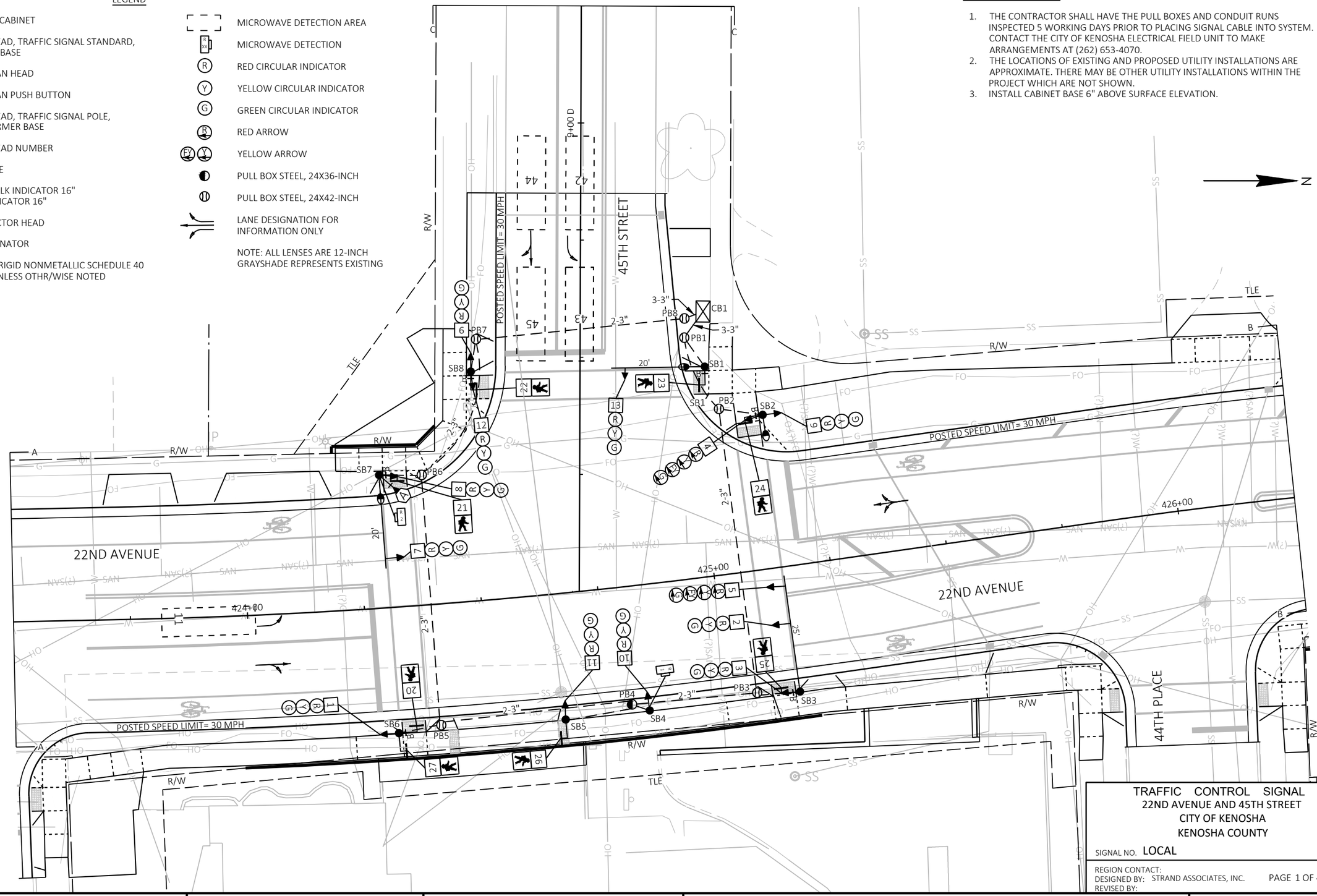
LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PEDESTRIAN PUSH BUTTON
- XX' SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- XX SIGNAL HEAD NUMBER
- LUMINAIRE
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHR/WISE NOTED
- MICROWAVE DETECTION AREA
- MICROWAVE DETECTION
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- FY YELLOW ARROW
- PULL BOX STEEL, 24X36-INCH
- PULL BOX STEEL, 24X42-INCH
- LANE DESIGNATION FOR INFORMATION ONLY

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE CITY OF KENOSHA ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS AT (262) 653-4070.
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 SURFACE ELEVATION.



TRAFFIC CONTROL SIGNAL
22ND AVENUE AND 45TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

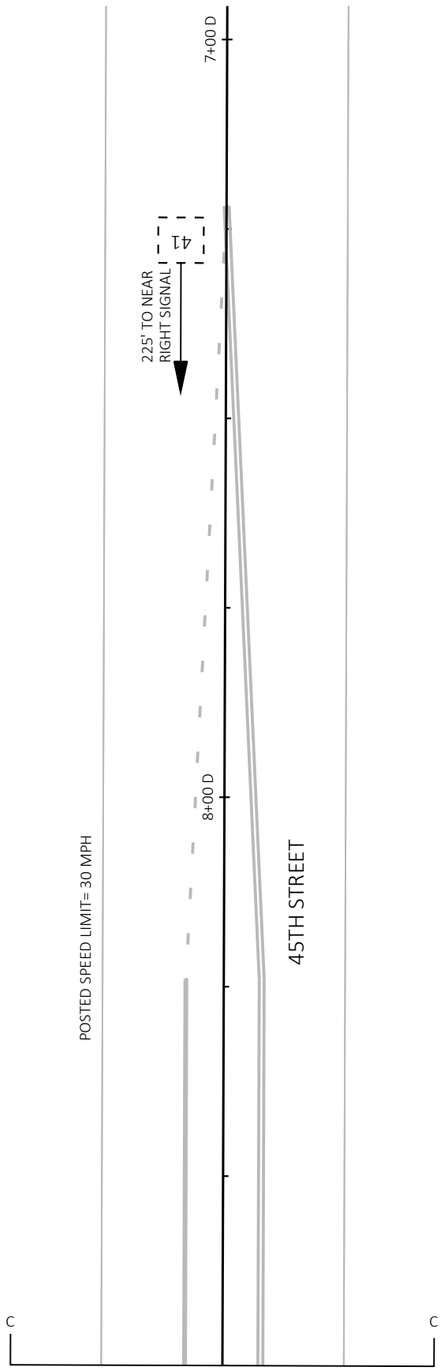
SIGNAL NO. LOCAL

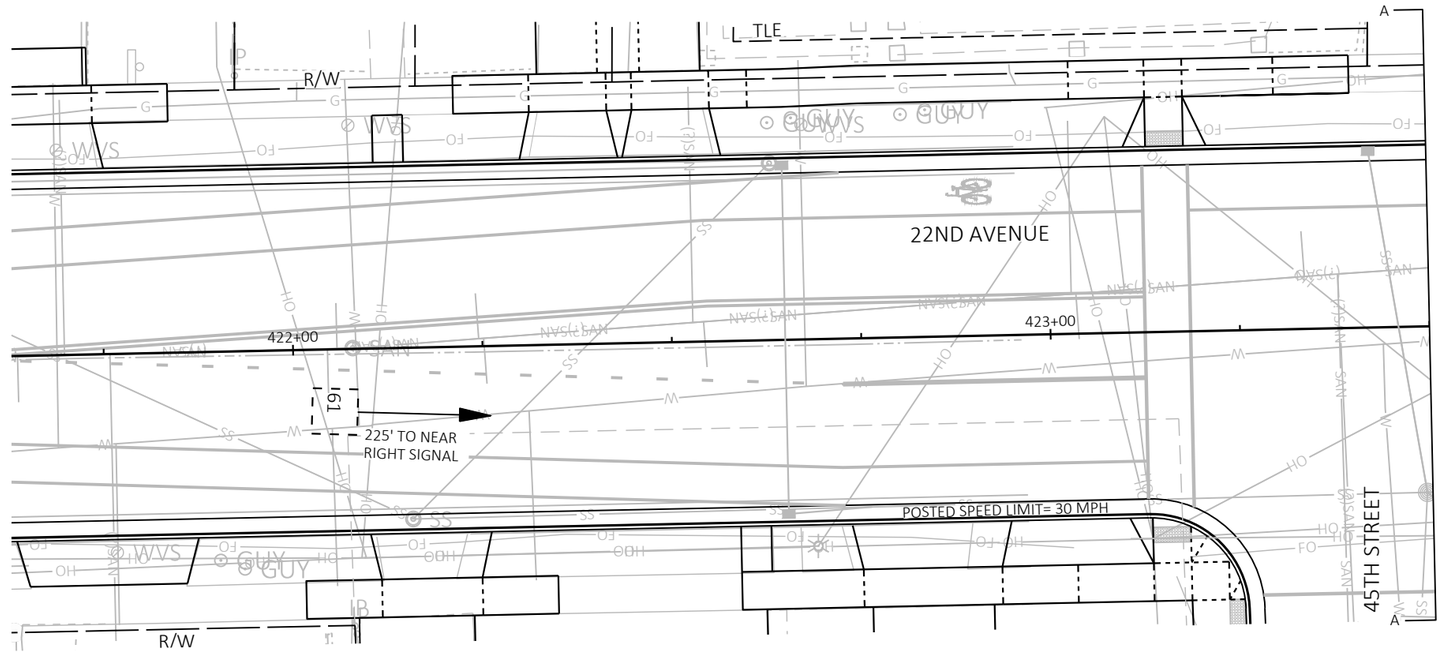
REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

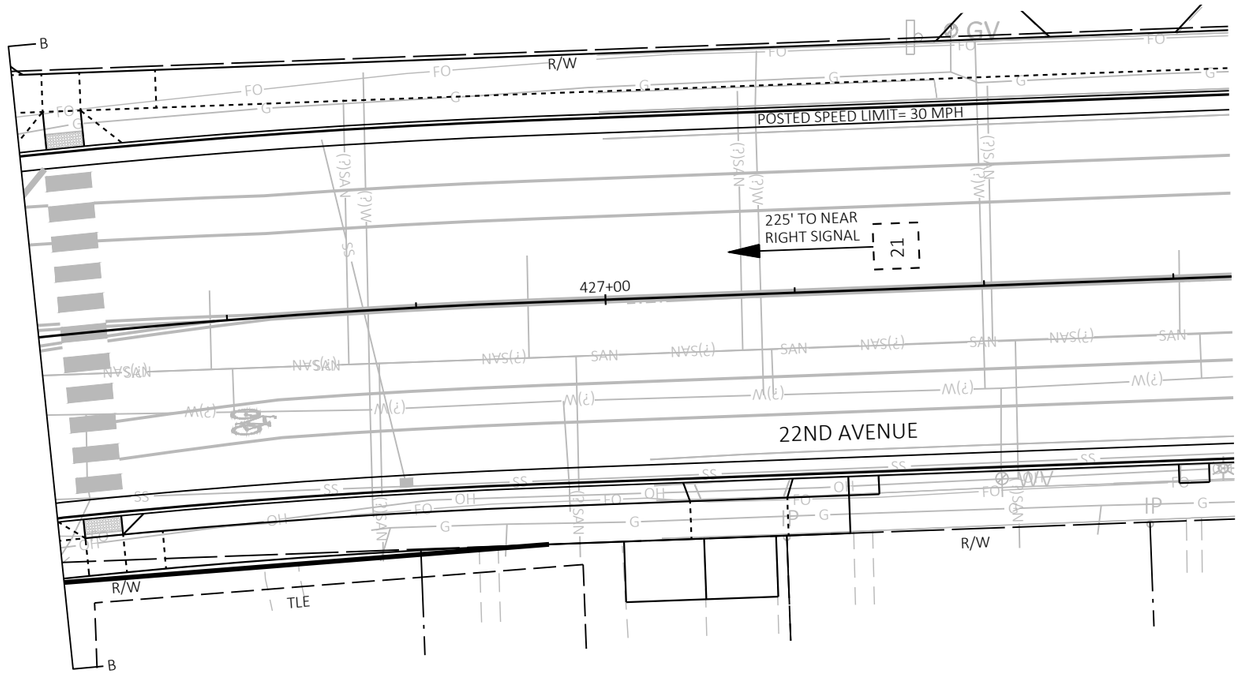
PAGE 1 OF 4

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 63 63	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024201-SP.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 7/24/2025 8:55 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42







TRAFFIC CONTROL SIGNAL
22ND AVENUE AND 45TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 2 OF 4

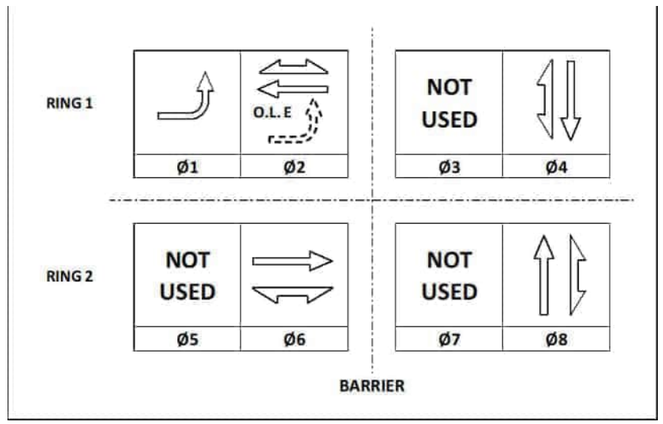
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 64 64	E

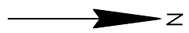
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LAYOUT NAME - 024202-sp

PLOT DATE : 7/10/2025 2:56 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø2	6,7,8	R
Ø4	9,10,11	R
Ø6	1,2,3	R
Ø8	12,13	R
Ø2P	22,23	
Ø4P	20,21	
Ø6P	26,27	
Ø8P	24,25	
OLE	4,5	-





CONTROLLER LOGIC

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

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	X
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	SOUTHBOUND	NORTHBOUND	EASTBOUND	WESTBOUND
MOVEMENT				
PHASE	2+6	6+1	4+8	8+4

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	41	43	45				
CALLED PHASE	2	4	4	4				
CALL OPTION	X		X	X				
DELAY TIME				X				
EXTENTION OPTION	X	X	X	X				
EXTEND TIME	X	X						
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	42	44	61				
CALLED PHASE	2	4	4	6				
CALL OPTION	X	X	X	X				
DELAY TIME			X					
EXTENTION OPTION	X	X	X	X				
EXTEND TIME	X			X				
USE ADDED INITIAL								
CROSS SWITCH PHASE								

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

TRAFFIC CONTROL SIGNAL
22ND AVENUE AND 45TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024201-SP.DWG
LAYOUT NAME - 024203-seq
PLOT DATE : 7/10/2025 2:56 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

PROJECT ID:	3832-01-71
INTERSECTION:	22nd Avenue & 45th Street

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

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	13	RED	ORG	GRN								
		23								BLK	BLU		
		B										WHT/BLK	
SB2	12	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		6	RED	ORG	GRN								
		24								BLK	BLU		
		B										WHT/BLK	
SB3	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		25								BLK	BLU		
		B										WHT/BLK	
SB4	12	10	RED	ORG	GRN								
		26								BLK	BLU		
		B										WHT/BLK	
SB5	12	11	RED	ORG	GRN								
		27								BLK	BLU		
SB6	12	1	RED	ORG	GRN								
		20								BLK	BLU		
SB7	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		21								BLK	BLU		
		B										WHT/BLK	
SB8	12	9	RED	ORG	GRN								
		12	RED/BLK	ORG/BLK	GRN/BLK								
		22								BLK	BLU		
		B										WHT/BLK	

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

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB6
PB6	SB7
PB7	SB8
PB8	CB1

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB1
CB1	SB2
CB1	SB7

MICROWAVE DETECTION CABLE	
From	To
CB1	SB4 (R1)
CB1	SB7 (R2)

EVP CABLE	
From	To
CB1	SB7 (HEAD A)

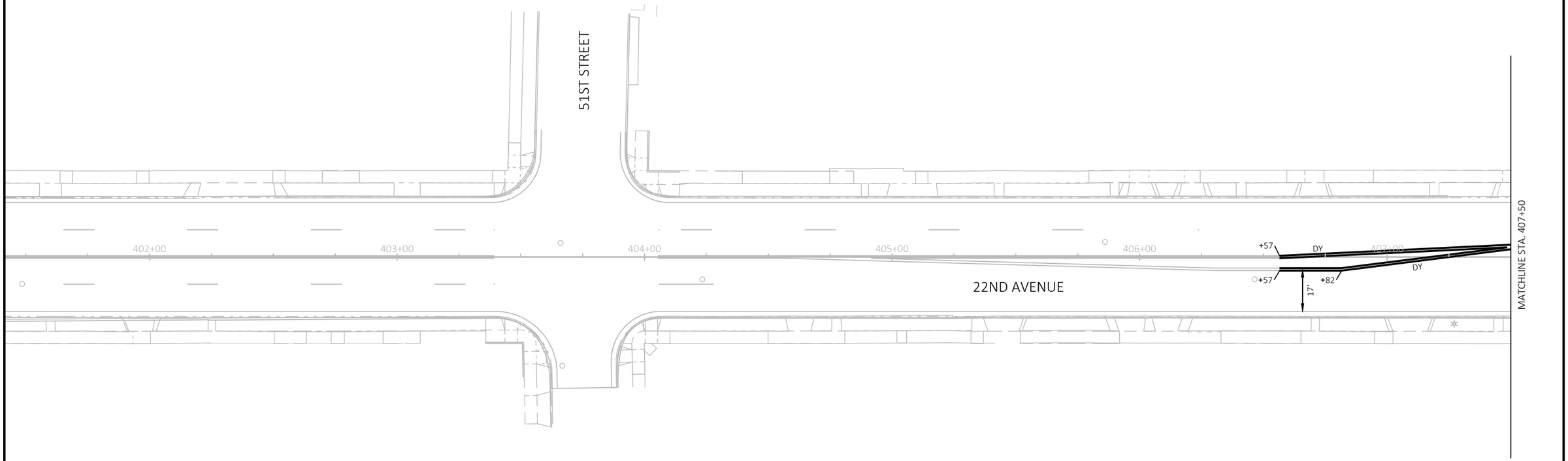
*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons 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.

TRAFFIC CONTROL SIGNAL
22ND AVENUE AND 45TH STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC. PAGE 4 OF 4
REVISED BY:

2



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
	PROPOSED SIGN; 2 3/8-INCH OD, 16 GA GALVANIZED POLE, 8 OR 12-FT; 30-INCH ROUND V-LOC; 2 3/8-INCH Z-BRACKET, SINGLE-SIDED ROUND, PAIR
	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
*	PROPOSED SIGN TO BE MOUNTED ON LIGHT POLE
#	PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
①	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

NOTES:

ALL PROPOSED SIGNS TO BE PAID FOR AS SIGNS TYPE II REFLECTIVE H OR REFLECTIVE H FOLDING.

ALL SIGN MOUNTING BRACKETS AND HARDWARE ARE INCLUDED WITH THE SIGNS TYPE II REFLECTIVE H BID ITEM, WITH THE EXCEPTION OF 2 3/8-INCH Z-BRACKET, SINGLE SIDED, ROUND, PAIR WHERE NOTED ON THE PLANS.

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 67 67	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024500-pm
PLOT DATE : 7/9/2025 12:28 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

50TH STREET

22ND AVENUE

MATCHLINE STA. 407+50

MATCHLINE STA. 413+50

408+00 409+00 410+00 411+00 412+00 413+00

A1, A2
R3-17
30"X24"
BIKE LANE
ENDS
R3-17BP
30"X12"
MOVING SIGNS TYPE II REQUIRED (MOVED FROM STA. 449+83 LT)

E-A4
REMOVE

A4 *
18"X24"

A3
SPEED LIMIT 30
R2-1
24"X30"

E-A3
SPEED LIMIT 30
REMOVE

E-A5
REMOVE

A5
18"X24"

+62 +28 DY 17' 10' AE W8 +82 +62 17' SL

+76 +85 11' +85 W8 +65 11' +85 +10 +05 SE AE +43 +76 5.5' 5.5'

WS1

+87 +87 +87

W4 W4 6' 5' 11' DY 11' W4 W4 5' 6'

PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
	PROPOSED SIGN; 2 3/8-INCH OD, 16 GA GALVANIZED POLE, 8 OR 12-FT; 30-INCH ROUND V-LOC; 2 3/8-INCH Z-BRACKET, SINGLE-SIDED ROUND, PAIR
	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
*	PROPOSED SIGN TO BE MOUNTED ON LIGHT POLE
#	PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
(1)	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

NOTES:

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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 68 68	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024501-pm
PLOT DATE : 7/9/2025 12:28 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

48TH STREET

22ND AVENUE

MATCHLINE STA. 413+50

MATCHLINE STA. 419+50

9+00 A

10+00 A

11+00 A

414+00 415+00 416+00 417+00 418+00 419+00

B3 STOP R1-1 30"X30"

E-B3 STOP REMOVE

E-B7, E-B8 SALVAGE

B5, B6* 22nd Ave D3-1 30"X9" 48th St D3-1 30"X9"

B7, B8* 18"X24"

1

SL CW CW

W4 W4 +81 AE SE +90 WS1 +40 W4 W4 +40 AE

DY

W4 W4 +69 WS1 +19 +69

SE AE +28

6' 5' 11' 11' 5' 6'

CW CW SL

E-B1 REMOVE B1 18"X24"

B2 1

E-B5 48th ST REMOVE

E-B2 SALVAGE

E-B6 22nd AV REMOVE

B4 STOP R1-1 30"X30"

E-B4 STOP REMOVE

E-B9 REMOVE B9 18"X24"

E-B10 REMOVE B10 18"X24"

PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
- PROPOSED SIGN; 2 3/8-INCH OD, 16 GA GALVANIZED POLE, 8 OR 12-FT; 30-INCH ROUND V-LOC; 2 3/8-INCH Z-BRACKET, SINGLE-SIDED ROUND, PAIR
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
- * PROPOSED SIGN TO BE MOUNTED ON LIGHT POLE
- # PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
- ~ PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
- (1) SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:

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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 69 69	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 7/9/2025 12:29 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
	MARKING REMOVAL
SL	MARKING STOP LINE EPOXY 18-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

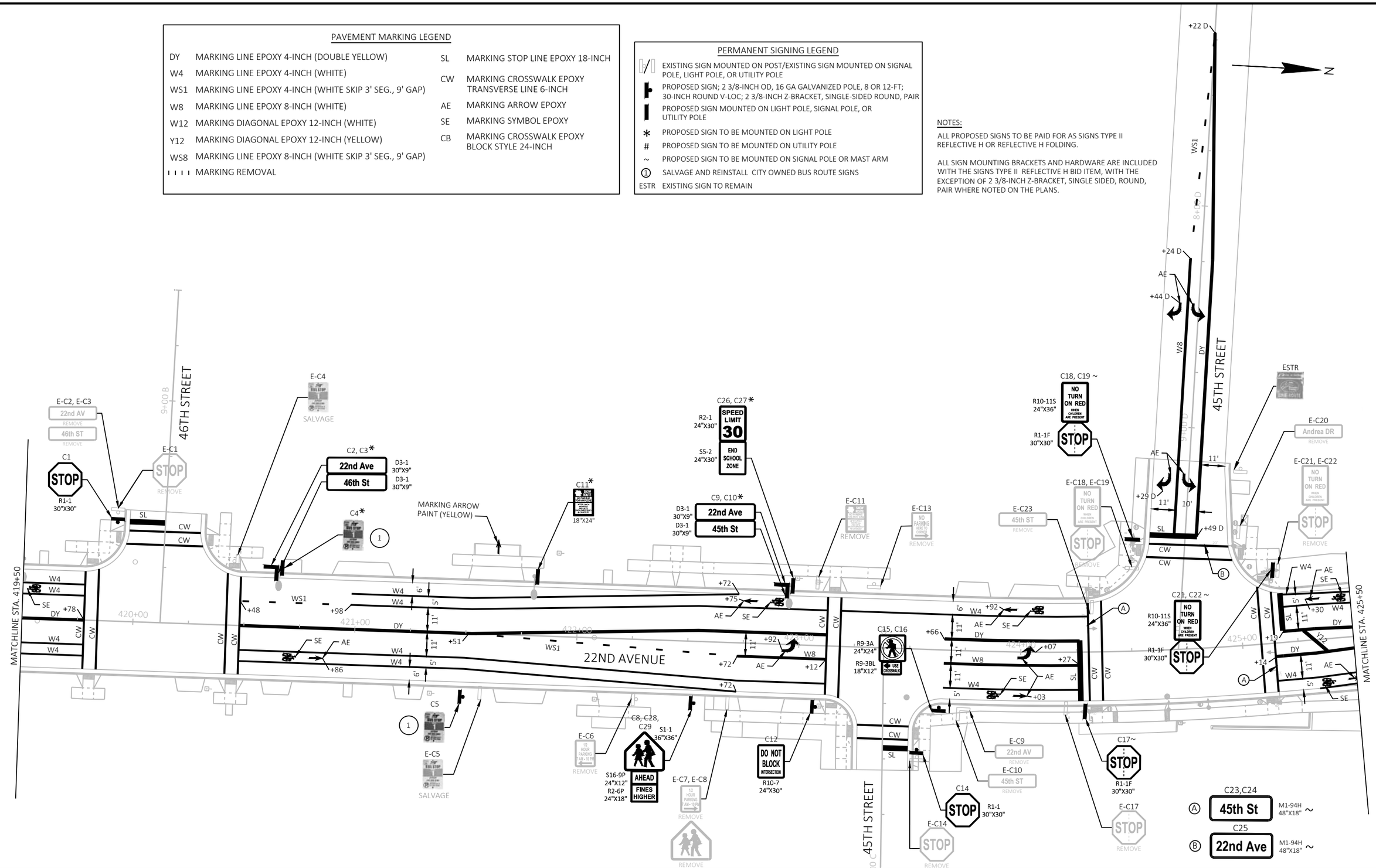
PERMANENT SIGNING LEGEND

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	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
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(1)	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
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NOTES:

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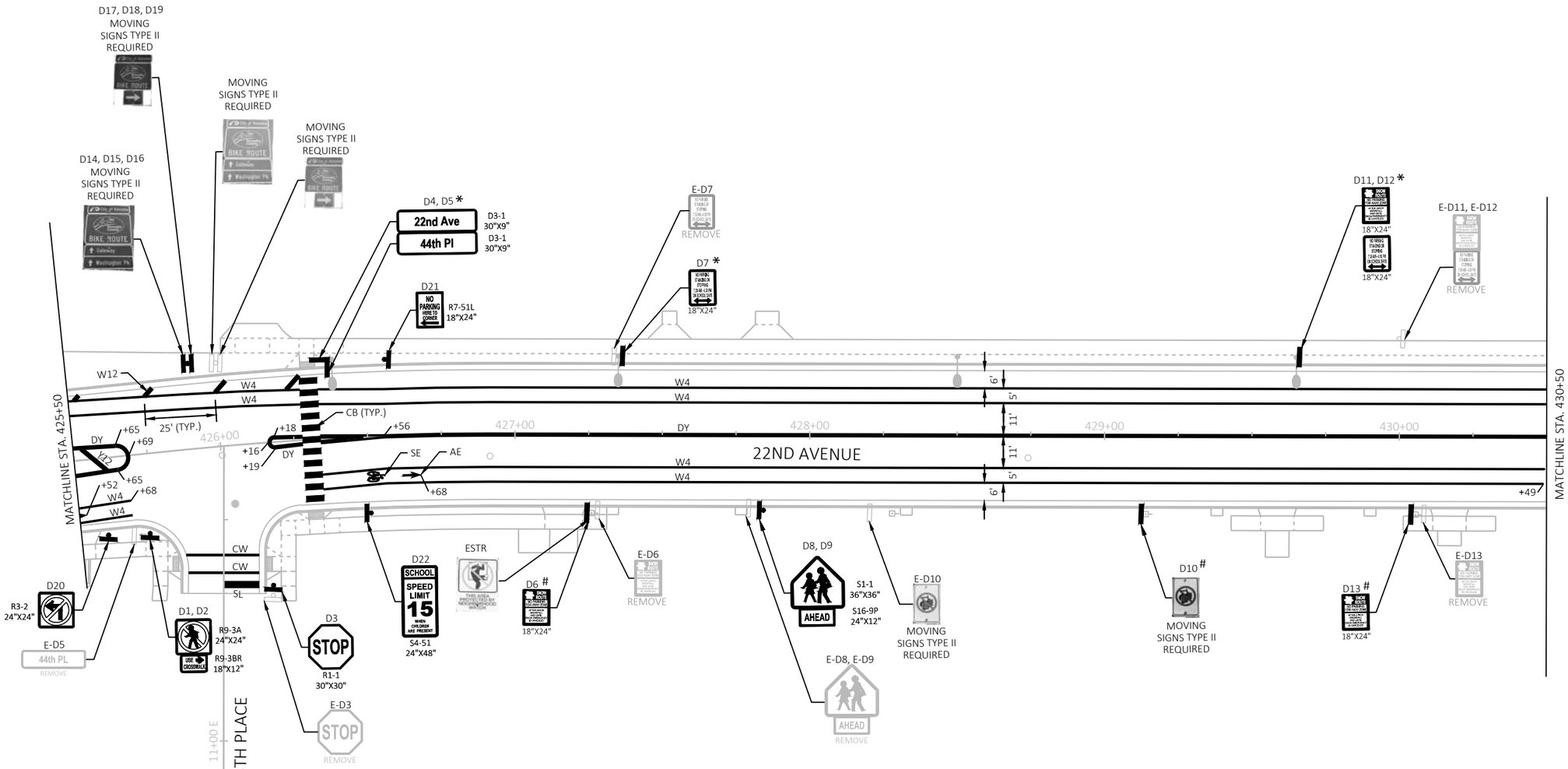


PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 70 70	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 7/9/2025 12:29 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
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	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
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#	PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
(1)	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

NOTES:

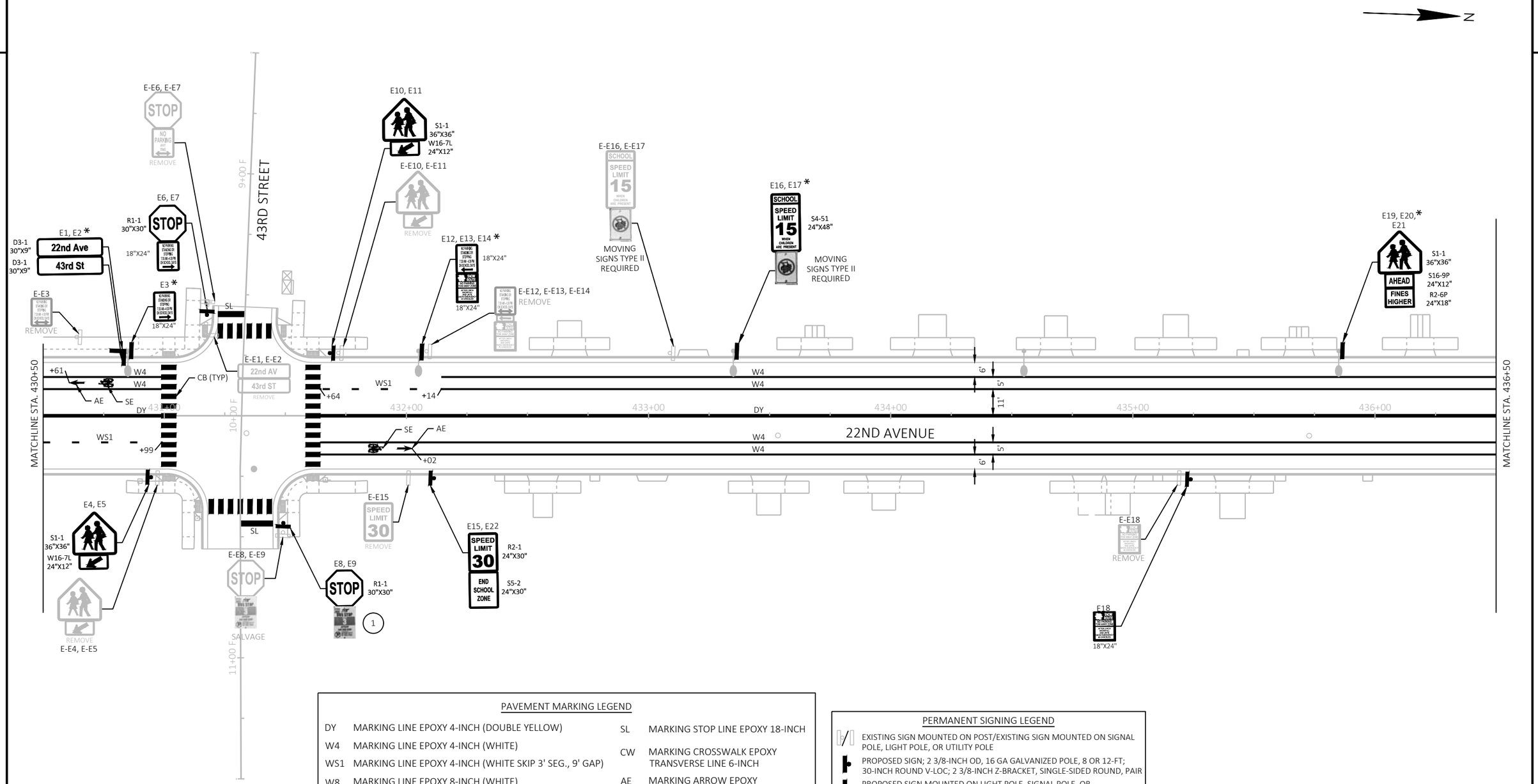
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 71 71	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024504-pm
PLOT DATE : 9/9/2025 9:58 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
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	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
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~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
(1)	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

NOTES:

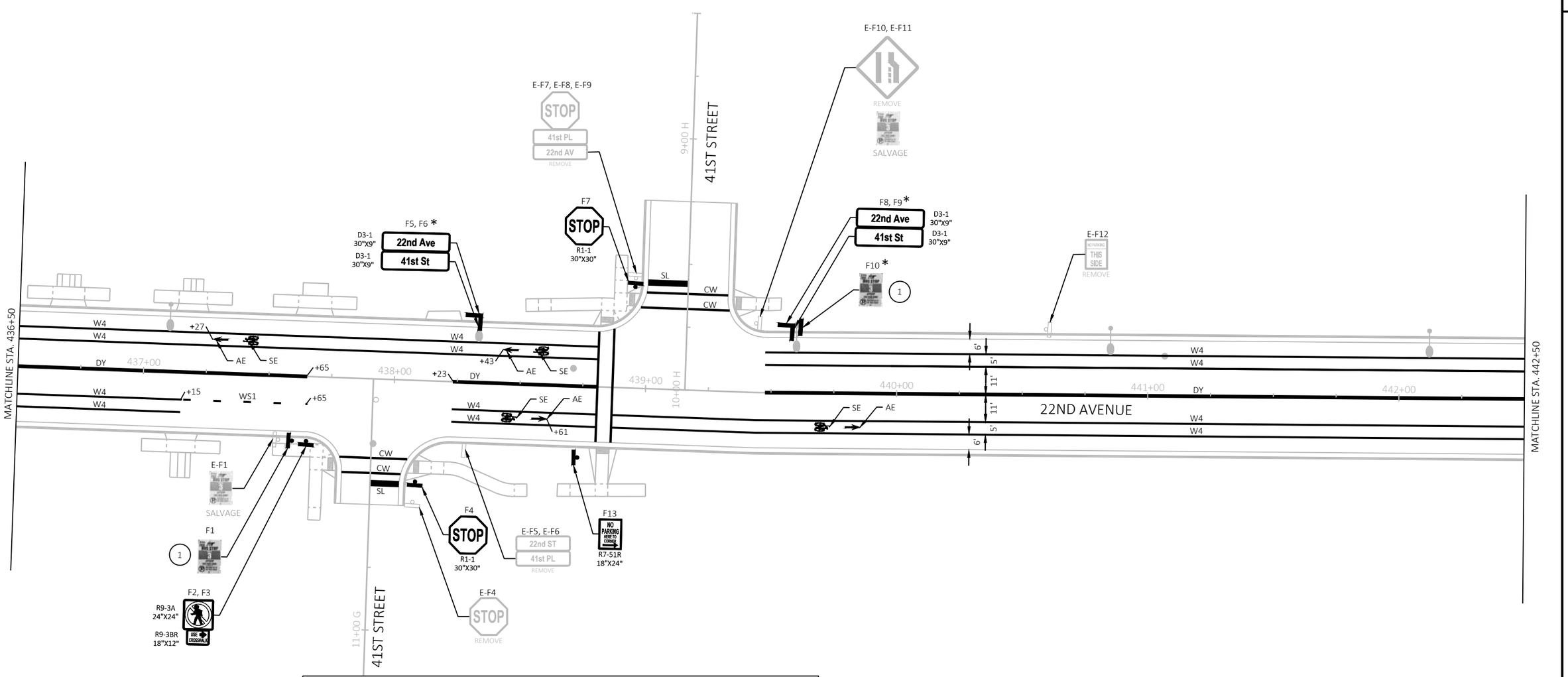
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 72 72	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 7/9/2025 12:30 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
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	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
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~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
1	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

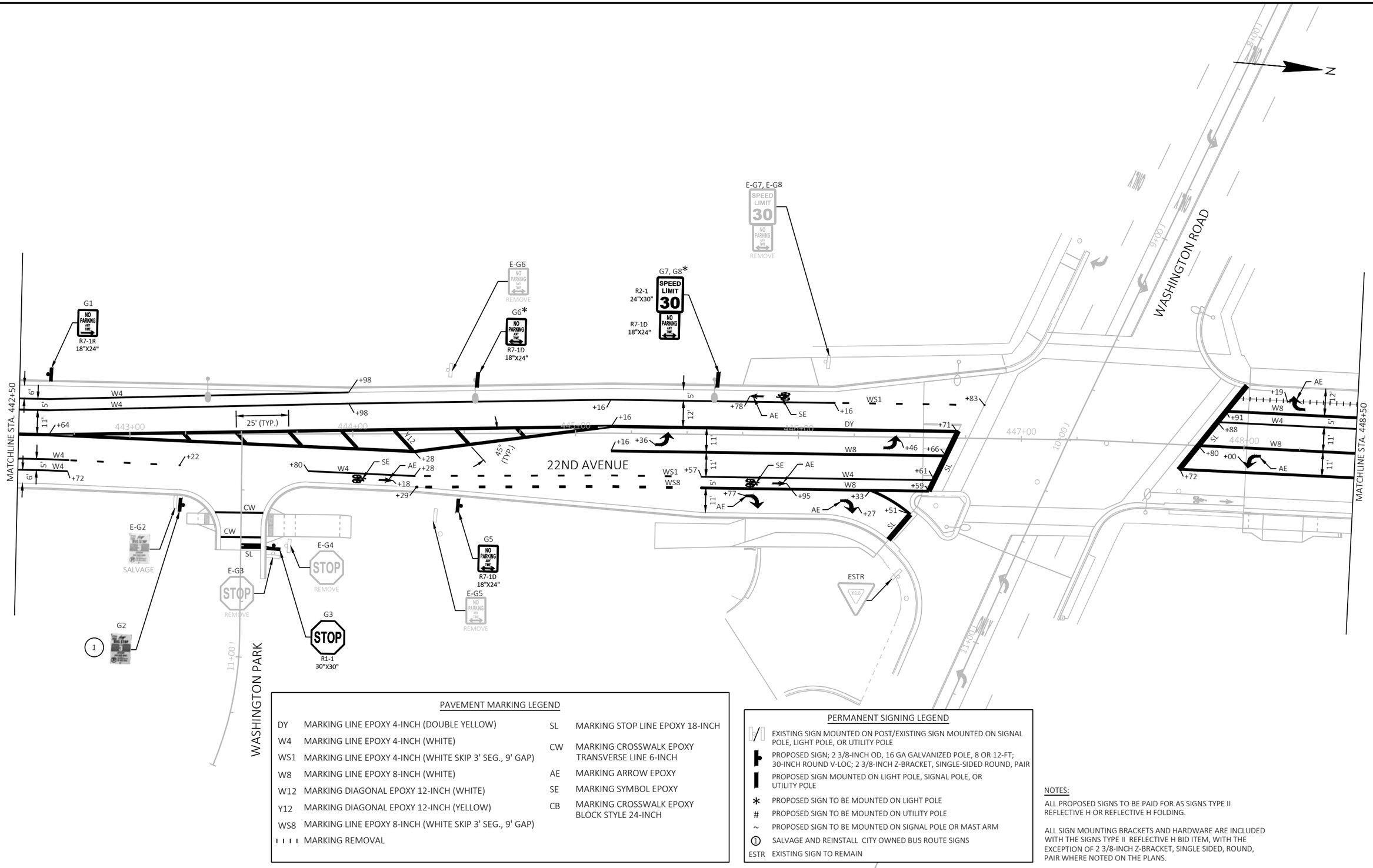
NOTES:

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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 73 73	E

2



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
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W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
- PROPOSED SIGN; 2 3/8-INCH OD, 16 GA GALVANIZED POLE, 8 OR 12-FT; 30-INCH ROUND V-LOC; 2 3/8-INCH Z-BRACKET, SINGLE-SIDED ROUND, PAIR
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
- * PROPOSED SIGN TO BE MOUNTED ON LIGHT POLE
- # PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
- ~ PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
- (1) SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
- ESTR EXISTING SIGN TO REMAIN

NOTES:

ALL PROPOSED SIGNS TO BE PAID FOR AS SIGNS TYPE II REFLECTIVE H OR REFLECTIVE H FOLDING.

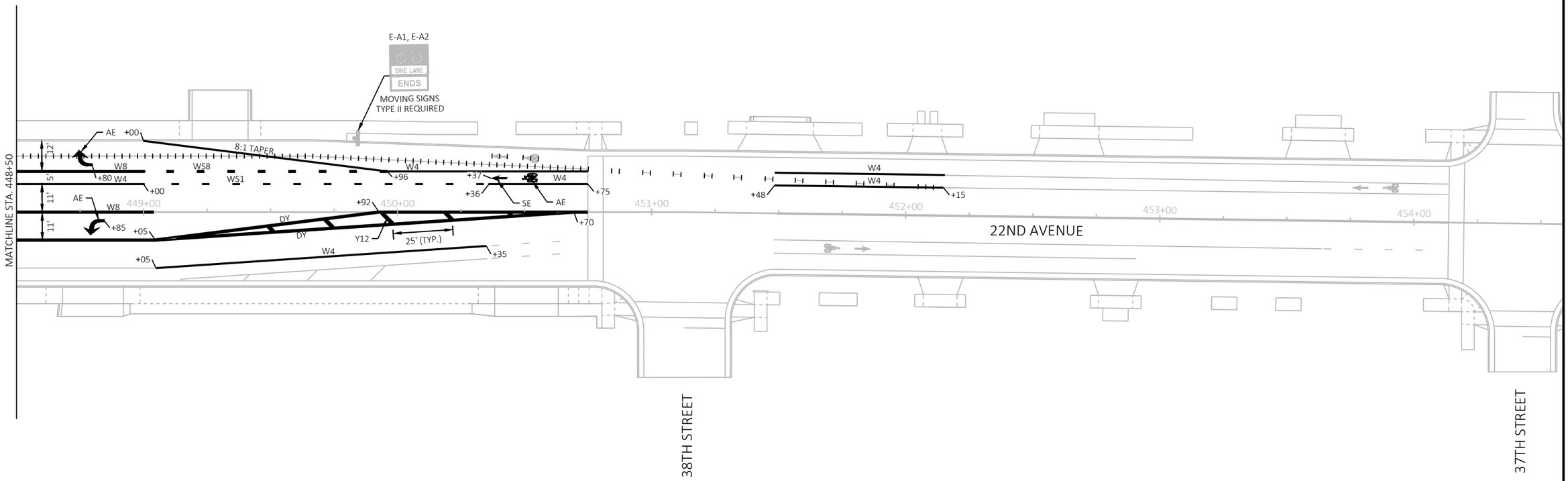
ALL SIGN MOUNTING BRACKETS AND HARDWARE ARE INCLUDED WITH THE SIGNS TYPE II REFLECTIVE H BID ITEM, WITH THE EXCEPTION OF 2 3/8-INCH Z-BRACKET, SINGLE SIDED, ROUND, PAIR WHERE NOTED ON THE PLANS.

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 74 74	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024507-pm
PLOT DATE : 7/21/2025 3:33 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	SL	MARKING STOP LINE EPOXY 18-INCH
W4	MARKING LINE EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS1	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)	AE	MARKING ARROW EPOXY
W8	MARKING LINE EPOXY 8-INCH (WHITE)	SE	MARKING SYMBOL EPOXY
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)		
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)		
	MARKING REMOVAL		

PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST/EXISTING SIGN MOUNTED ON SIGNAL POLE, LIGHT POLE, OR UTILITY POLE
	PROPOSED SIGN; 2 3/8-INCH OD, 16 GA GALVANIZED POLE, 8 OR 12-FT; 30-INCH ROUND V-LOC; 2 3/8-INCH Z-BRACKET, SINGLE-SIDED ROUND, PAIR
	PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR UTILITY POLE
*	PROPOSED SIGN TO BE MOUNTED ON LIGHT POLE
#	PROPOSED SIGN TO BE MOUNTED ON UTILITY POLE
~	PROPOSED SIGN TO BE MOUNTED ON SIGNAL POLE OR MAST ARM
(1)	SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS
ESTR	EXISTING SIGN TO REMAIN

NOTES:

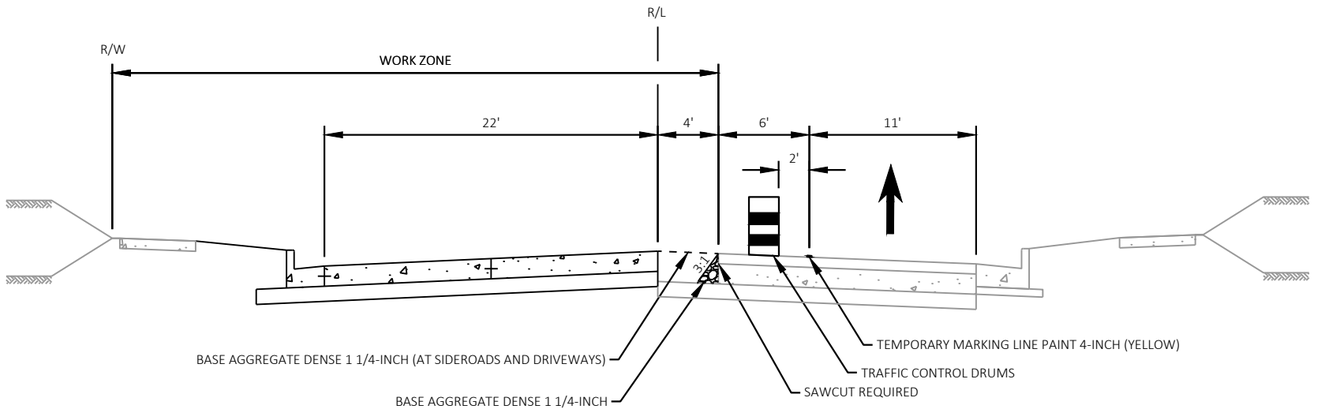
ALL PROPOSED SIGNS TO BE PAID FOR AS SIGNS TYPE II REFLECTIVE H OR REFLECTIVE H FOLDING.

ALL SIGN MOUNTING BRACKETS AND HARDWARE ARE INCLUDED WITH THE SIGNS TYPE II REFLECTIVE H BID ITEM, WITH THE EXCEPTION OF 2 3/8-INCH Z-BRACKET, SINGLE SIDED, ROUND, PAIR WHERE NOTED ON THE PLANS.

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 75 75	E

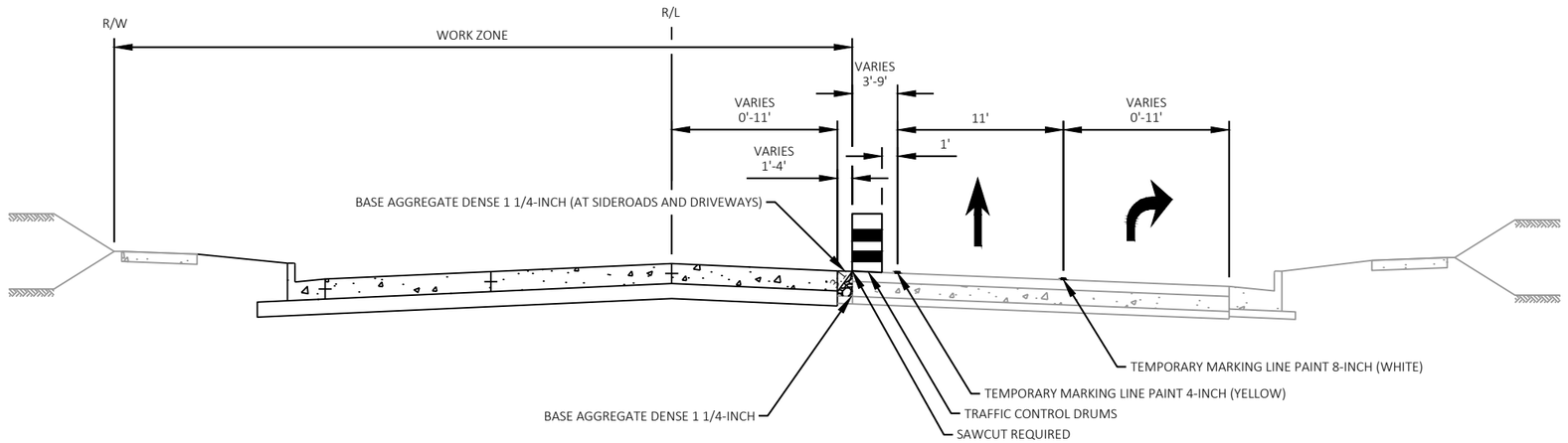
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\024501-PM.DWG
LAYOUT NAME - 024508-pm
PLOT DATE : 7/9/2025 12:30 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



STAGE 1 TYPICAL SECTION
22ND AVENUE

50TH STREET TO 41ST STREET
(STA. 410+00 - STA. 442+64)



STAGE 1 TYPICAL SECTION
22ND AVENUE

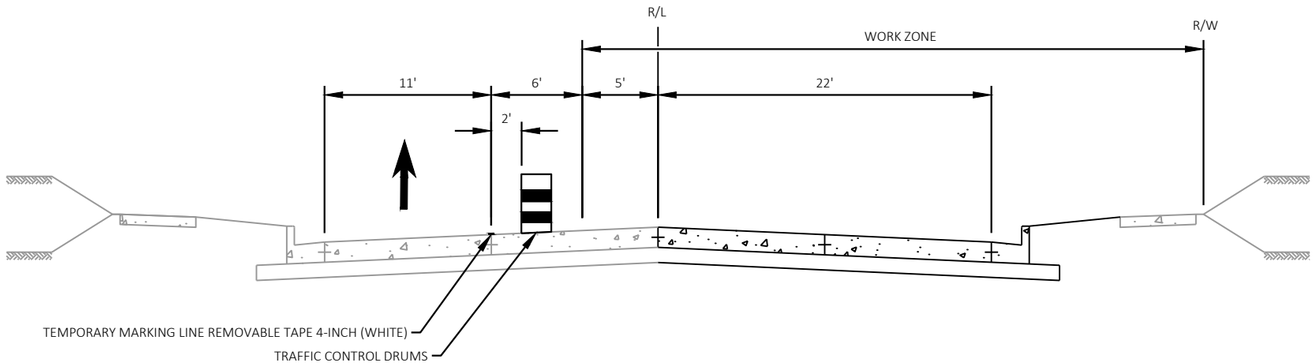
41ST STREET TO WASHINGTON ROAD
(STA. 442+64 - STA. 446+56)

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	STAGING TYPICAL SECTIONS	SHEET 76 76	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025001-TC.DWG
LAYOUT NAME - 025001-tc

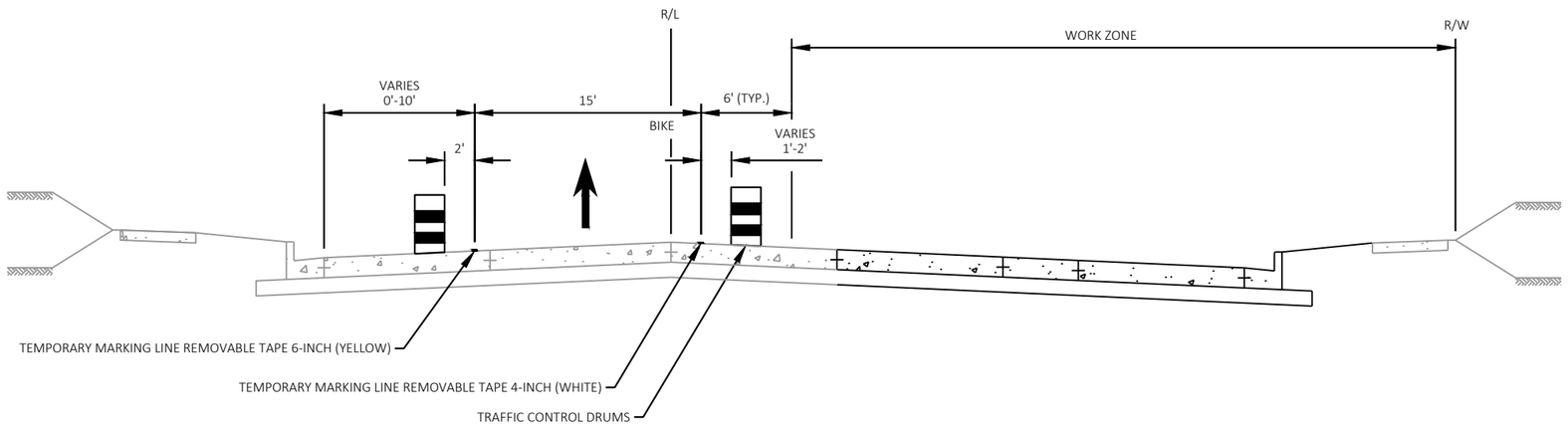
PLOT DATE : 4/8/2025 4:11 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



STAGE 2 TYPICAL SECTION
22ND AVENUE

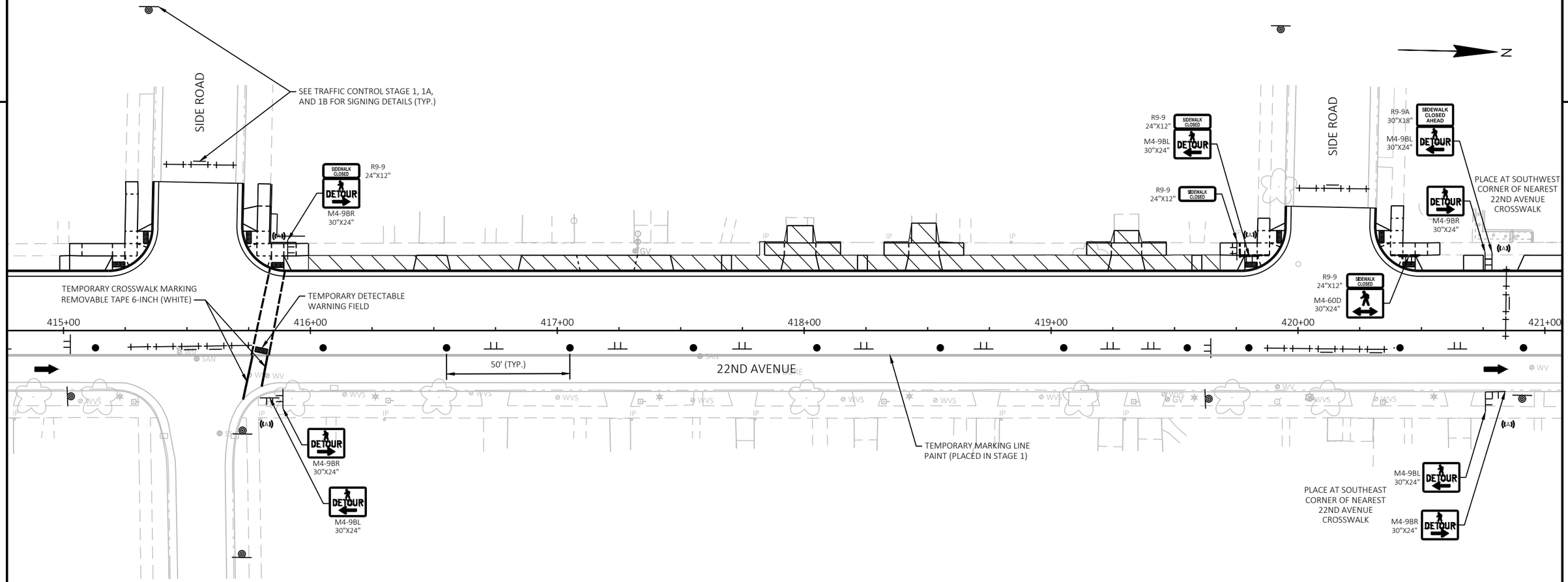
50TH STREET TO 41ST STREET
(STA. 410+00 - STA. 442+64)



STAGE 2 TYPICAL SECTION
22ND AVENUE

41ST STREET TO WASHINGTON ROAD
(STA. 442+64 - STA. 446+56)

2

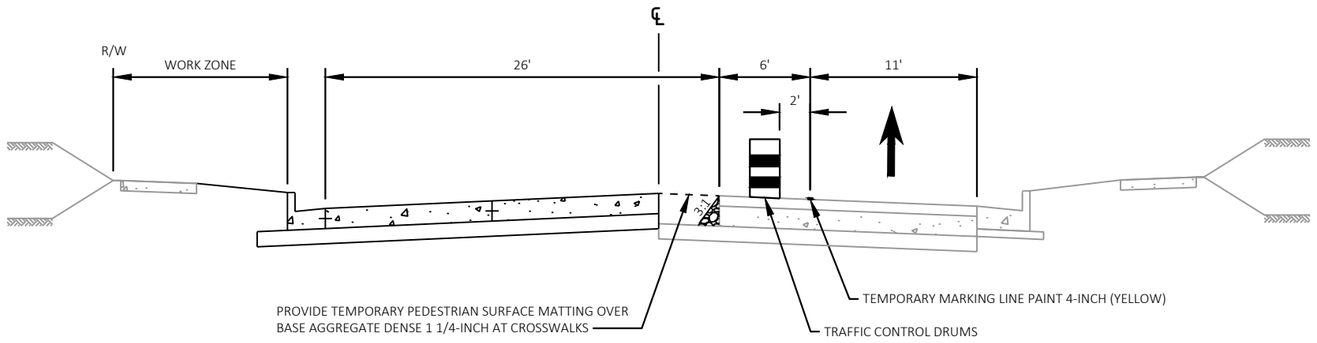


LEGEND

- TEMPORARY CROSSWALK ACCESS
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE

STAGE 1 PEDESTRIAN ACCOMMODATION NOTES

1. MAINTAIN PEDESTRIAN ACCESS ALONG 22ND AVENUE ON THE EXISTING SIDEWALK WHILE THE ROADWAY AND CURB RAMPS ARE BEING CONSTRUCTED. ONCE THE ROADWAY AND CURB RAMPS ARE COMPLETED, RECONSTRUCT THE SOUTHBOUND SIDEWALK BY DETOURING PEDESTRIANS ONE BLOCK AT A TIME. PROVIDE TEMPORARY PEDESTRIAN BARRICADE, DETECTABLE WARNING FIELD, AND PEDESTRIAN SURFACE MATTING WITHIN THE WORK ZONE AS NEEDED.
2. CONSTRUCT SOUTHBOUND SIDEWALK WHILE THE ROAD REMAINS OPEN TO NORTHBOUND TRAFFIC. SEE TRAFFIC CONTROL STAGE 1, STAGE 1A, AND STAGE 1B FOR ADDITIONAL INFORMATION.
3. CONSTRUCT SIDEWALK ONE BLOCK AT A TIME. DO NOT CLOSE TWO ADJACENT 22ND AVENUE PEDESTRIAN CROSSINGS AT THE SAME TIME.
4. SEE WISDOT STANDARD DETAIL DRAWING "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.



STAGE 1 SIDEWALK CLOSURE TYPICAL SECTION

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	SIDEWALK CLOSURE PEDESTRIAN ACCESS DETAIL-STAGE 1	SHEET 78 78	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025001-TC-CD.DWG
LAYOUT NAME - 025001-tc-cd
PLOT DATE : 9/25/2025 2:30 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

SIDE ROAD

SEE TRAFFIC CONTROL STAGE 2
AND 2A FOR SIGNING DETAILS (TYP.)

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

TEMPORARY MARKING LINE
REMOVABLE TAPE (PLACED IN STAGE 2)

22ND AVENUE

50' (TYP.)

415+00 416+00 417+00 418+00 419+00 420+00 421+00

TEMPORARY CROSSWALK MARKING
REMOVABLE TAPE 6-INCH (WHITE) (TYP.)

TEMPORARY DETECTABLE
WARNING FIELD (TYP.)

SIDEWALK CLOSED
DETOUR
R9-9
24"X12"
M4-9BL
30"X24"

SIDEWALK CLOSED
DETOUR
R9-9
24"X12"
M4-9BR
30"X24"

SIDE ROAD

DETOUR
M4-9BR
30"X24"

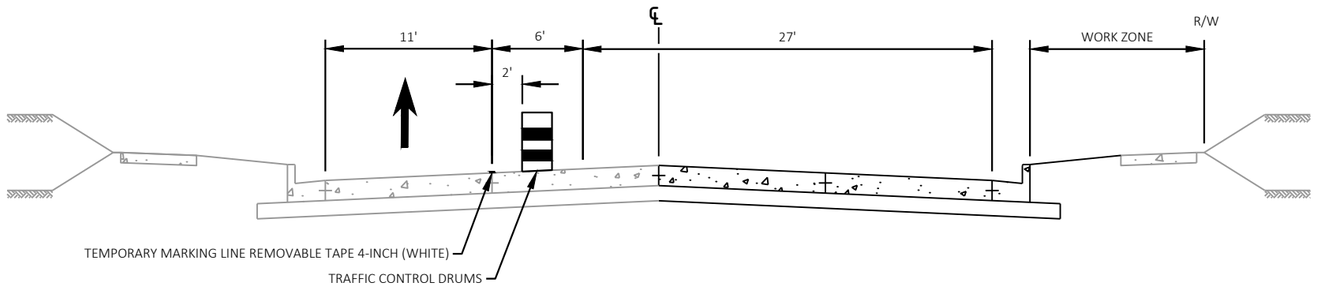
DETOUR
M4-9BL
30"X24"

LEGEND

- TEMPORARY CROSSWALK ACCESS
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE

STAGE 2 PEDESTRIAN ACCOMMODATION NOTES

1. MAINTAIN PEDESTRIAN ACCESS ALONG 22ND AVENUE ON THE EXISTING SIDEWALK WHILE THE ROADWAY AND CURB RAMPS ARE BEING CONSTRUCTED. ONCE THE ROADWAY AND CURB RAMPS ARE COMPLETED, RECONSTRUCT THE NORTHBOUND SIDEWALK BY DETOURING PEDESTRIANS ONE BLOCK AT A TIME. PROVIDE TEMPORARY PEDESTRIAN BARRICADE, DETECTABLE WARNING FIELD, AND PEDESTRIAN SURFACE MATTING WITHIN THE WORK ZONE AS NEEDED.
2. CONSTRUCT NORTHBOUND SIDEWALK WHILE THE ROAD REMAINS OPEN TO NORTHBOUND TRAFFIC. SEE TRAFFIC CONTROL STAGE 2 AND STAGE 2A FOR ADDITIONAL INFORMATION.
3. CONSTRUCT SIDEWALK ONE BLOCK AT A TIME. DO NOT CLOSE TWO ADJACENT 22ND AVENUE PEDESTRIAN CROSSINGS AT THE SAME TIME.
4. SEE WISDOT STANDARD DETAIL DRAWING "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.



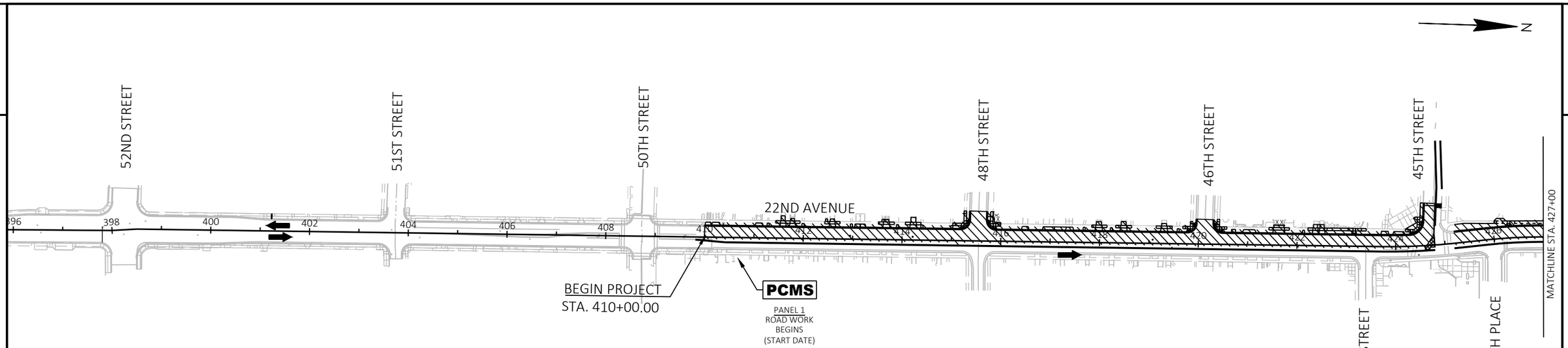
STAGE 2 SIDEWALK CLOSURE TYPICAL SECTION

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	SIDEWALK CLOSURE PEDESTRIAN ACCESS DETAIL-STAGE 2	SHEET 79 79	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025002-TC-CD.DWG
LAYOUT NAME - 025002-tc-cd

PLOT DATE : 9/25/2025 2:30 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



STAGE 1:

TRAFFIC:

1. NORTHBOUND TRAFFIC IS SHIFTED TO THE OUTSIDE-MOST NORTHBOUND LANE OF THE EXISTING PAVEMENT.
2. 45TH STREET WEST SHALL REMAIN OPEN TO WESTBOUND TRAFFIC IN STAGES 1 AND 1A AND BIDIRECTIONAL TRAFFIC IN STAGE 1B.
3. MAINTAIN ACCESS TO THE WEST LEG OF 43RD STREET IN STAGE 1 AND THE WEST LEG OF 41ST STREET IN STAGE 1B.
4. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON EXISTING NORTHBOUND SIDE SIDEWALK.
5. MAINTAIN PEDESTRIAN CROSSINGS ACROSS 22ND AVENUE AT 50TH STREET, 45TH STREET, WASHINGTON ROAD, AND EITHER 43RD STREET OR 41ST STREET.
6. SOUTHBOUND TRAFFIC WILL BE DETOURED.
7. CLOSE THE WESTBOUND LEFT TURN LANE AND EASTBOUND RIGHT TURN LANE FROM WASHINGTON ROAD TO 22ND AVENUE.

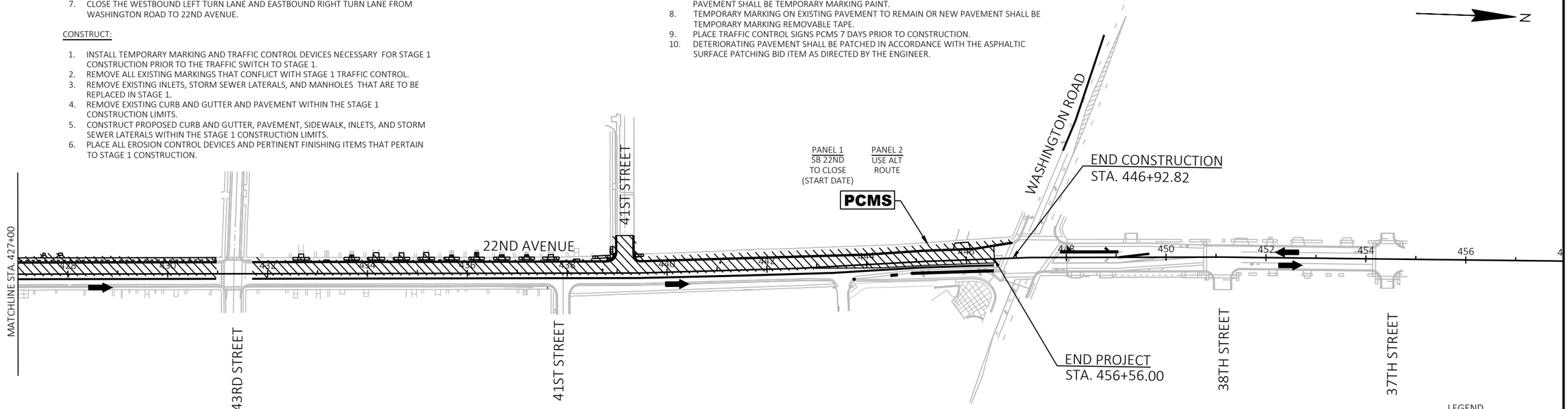
CONSTRUCT:

1. INSTALL TEMPORARY MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 1 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO STAGE 1.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH STAGE 1 TRAFFIC CONTROL.
3. REMOVE EXISTING INLETS, STORM SEWER LATERALS, AND MANHOLES THAT ARE TO BE REPLACED IN STAGE 1.
4. REMOVE EXISTING CURB AND GUTTER AND PAVEMENT WITHIN THE STAGE 1 CONSTRUCTION LIMITS.
5. CONSTRUCT PROPOSED CURB AND GUTTER, PAVEMENT, SIDEWALK, INLETS, AND STORM SEWER LATERALS WITHIN THE STAGE 1 CONSTRUCTION LIMITS.
6. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO STAGE 1 CONSTRUCTION.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. 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.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. TEMPORARY MARKING ON EXISTING PAVEMENT TO BE REMOVED OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
8. TEMPORARY MARKING ON EXISTING PAVEMENT TO REMAIN OR NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.
9. PLACE TRAFFIC CONTROL SIGNS PCMS 7 DAYS PRIOR TO CONSTRUCTION.
10. DETERIORATING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH THE ASPHALTIC SURFACE PATCHING BID ITEM AS DIRECTED BY THE ENGINEER.

NOTE: ALL TRAFFIC CONTROL DEVICES AND TEMPORARY MARKING REQUIRED FOR STAGE 2 MUST BE IN PLACE UPON THE COMPLETION OF STAGE 1 AND PRIOR TO SWITCHING TRAFFIC TO STAGE 2.



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL OVERVIEW-STAGE 1	SHEET 80 80	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025001-S1OV.DWG
LAYOUT NAME - 025001-s1ov
PLOT DATE : 4/8/2025 4:42 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD W20-1A

22ND AVE

FMS 30"X12"

PLACE AT INTERSECTION OF 23RD AVENUE AND 50TH STREET

DETOUR M4-9BL 30"X24"

PLACE AT NORTHEAST CORNER OF 23RD AVENUE AND 50TH STREET INTERSECTION

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

R6-2R 24"X30" ONE WAY

TYPE III BARRICADE

SIDEWALK CLOSED

R9-9 24"X12"

SLOPE INTERCEPT (TYP.)

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BR 30"X24" DETOUR

408+00

409+00

410+00

411+00

412+00

413+00

409+81.62 5.50' RT

410+41.62 10.00' RT

6Y

11'

4Y

22ND AVENUE

50' (TYP.)

MATCHLINE STA. 413+50

200'

W1-4R 36"X36"

ROAD WORK AHEAD W20-1A

50TH STREET

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

ONE WAY R6-2R 24"X30"

60' SHIFTING TAPER

WO1-6 48" X 24"

TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

ROAD WORK AHEAD W20-1A

22ND AVE

FMS 30"X12"

PLACE AT INTERSECTION OF 21ST AVENUE AND 50TH STREET

LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	4WT/4YT/4DYT — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
CONCRETE PAVEMENT HES 8-INCH	6Y — TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6WT/6YT/6DYT — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	6CT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8WT — TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	8W — TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
TEMPORARY CROSSWALK ACCESS	AT — TEMPORARY MARKING ARROW REMOVABLE TAPE
TEMPORARY PEDESTRIAN BARRICADE	MARKING REMOVAL
SAWING ASPHALT/SAWING CONCRETE	CR — TEMPORARY PEDESTRIAN CURB RAMP
TRAFFIC CONTROL CONNECTED ARROW BOARDS	WF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	(A) — TEMPORARY AUDIBLE MESSAGE DEVICE

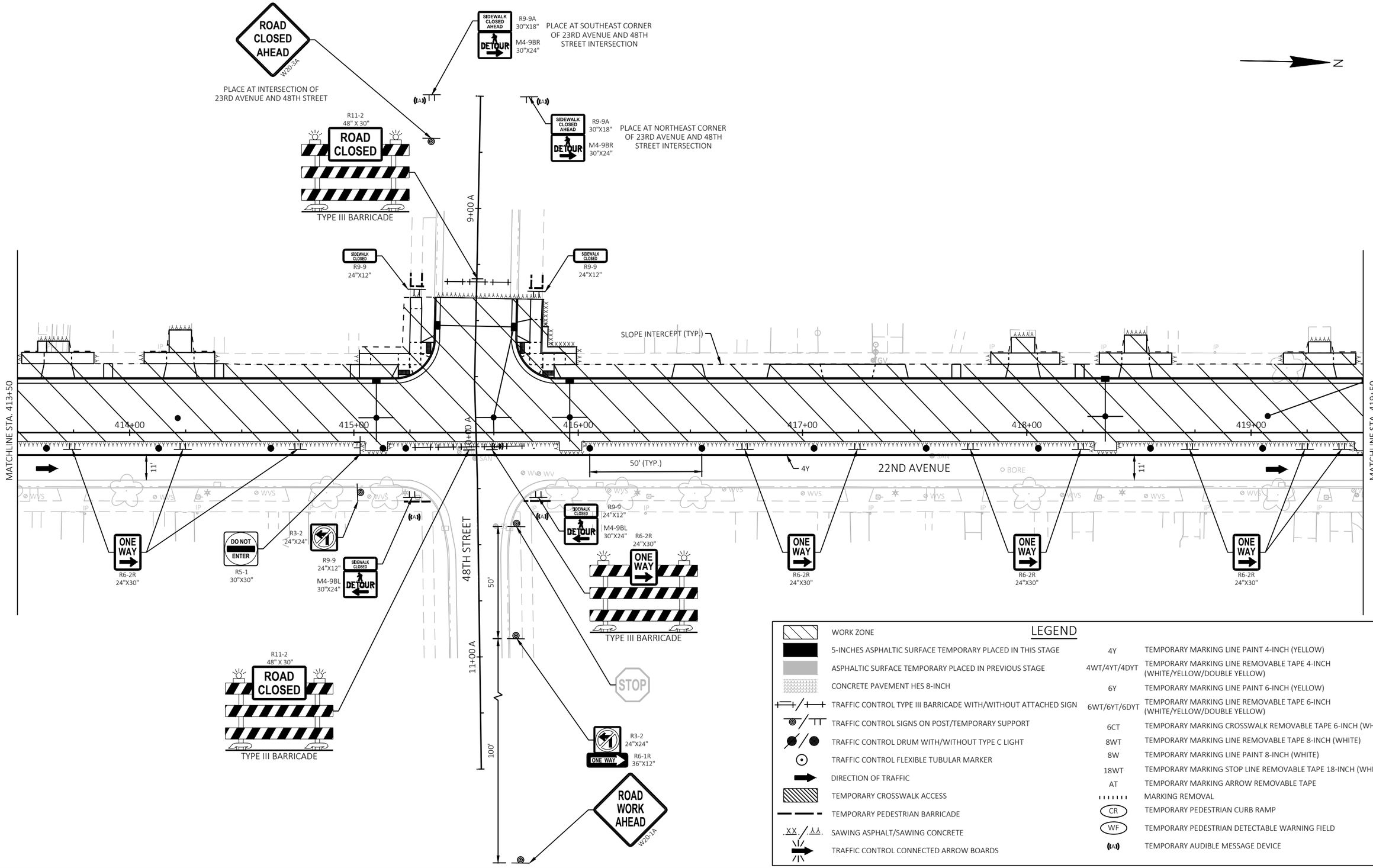
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 81 81	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 9/25/2025 2:22 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	(A))	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 82 82	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025102-tc
PLOT DATE : 9/25/2025 2:23 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

WORK ZONE		4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE		4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE		6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
CONCRETE PAVEMENT HES 8-INCH		6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN		6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT		8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT		8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER		18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
DIRECTION OF TRAFFIC		AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
TEMPORARY CROSSWALK ACCESS			MARKING REMOVAL
TEMPORARY PEDESTRIAN BARRICADE		CR	TEMPORARY PEDESTRIAN CURB RAMP
SAWING ASPHALT/SAWING CONCRETE		WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
TRAFFIC CONTROL CONNECTED ARROW BOARDS		((A))	TEMPORARY AUDIBLE MESSAGE DEVICE

PLACE AT SOUTHEAST CORNER OF 23RD AVENUE AND 46TH STREET INTERSECTION

R9-9A 30"X18" — SIDEWALK CLOSED AHEAD
M4-9BL 30"X24" — DETOUR

PLACE AT NORTHEAST CORNER OF 23RD AVENUE AND 46TH STREET INTERSECTION

R9-9A 30"X18" — SIDEWALK CLOSED AHEAD
M4-9BL 30"X24" — DETOUR

ROAD CLOSED AHEAD W20-3A

PLACE AT INTERSECTION OF 23RD AVENUE AND 46TH STREET

9+00 B

46TH STREET

R11-2 48" X 30" — ROAD CLOSED
TYPE III BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

SLOPE INTERCEPT (TYP.)

MAINTAIN 22ND AVENUE DRIVEWAY ACCESS TO BOTH DRIVEWAYS AT ALL TIMES WITH THE EXCEPTION OF A 72-HOUR CLOSURE. BOTH 22ND AVENUE DRIVEWAYS CANNOT BE CLOSED AT THE SAME TIME.

R11-2L 48" X 30" — LANE CLOSED
TYPE III BARRICADE

R6-2R 24"X30" — ONE WAY
TYPE III BARRICADE

R11-2 48" X 30" — ROAD CLOSED
TYPE III BARRICADE

R11-2L 48" X 30" — LANE CLOSED
TYPE III BARRICADE

MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES. CONSTRUCT DRIVEWAY IN HALVES.

MATCHLINE STA. 419+50

420+00

421+00

422+00

423+00

424+00

MATCHLINE STA. 425+50

11'

50' (TYP.)

22ND AVENUE

4Y

DO NOT ENTER R5-1 30"X30"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2R 24"X30"

DO NOT ENTER R5-1 30"X30"

R9-9 24"X12" — SIDEWALK CLOSED
M4-9BR 30"X24" — DETOUR

R3-2 24"X24"

R11-2 48" X 30" — ROAD CLOSED
TYPE III BARRICADE

R6-2R 24"X30" — ONE WAY
TYPE III BARRICADE

R11-2L 48" X 30" — LANE CLOSED
TYPE III BARRICADE

PLACE AT INTERSECTION OF 30TH AVENUE AND 45TH STREET

ROAD CLOSED AHEAD W20-3A

PLACE AT INTERSECTION OF 26TH AVENUE AND 45TH STREET

ROAD CLOSED 1000 FT W20-3C

PLACE AT SOUTHEAST CORNER OF 23RD AVENUE AND 45TH STREET INTERSECTION

R9-9A 30"X18" — SIDEWALK CLOSED AHEAD
M4-9BL 30"X24" — DETOUR

WO1-6 48" X 24"

R11-2 48" X 30" — ROAD CLOSED
TYPE III BARRICADE

ONE WAY R6-2R 24"X30"

PLACE EAST OF 26TH AVENUE AND 45TH STREET INTERSECTION

N

END ROAD WORK G20-2A 48"X24"

7+88.03 D 0.41' LT

8+00 B

6YT

6WT

11'

45TH STREET

25' (TYP.)

M4-9BL 30"X24" — DETOUR

M4-9BR 30"X24" — DETOUR

PLACE AT NORTHEAST CORNER OF 23RD AVENUE AND 45TH STREET INTERSECTION

COMPLETE STORM SEWER CROSSING AND TEMPORARY PAVEMENT WORK USING A FLAGGING OPERATION DURING OFF-PEAK HOURS. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION.

ONE WAY R6-2L 24"X30"

W1-4L 36"X36"

8+82.10 D 7.00' LT

9+00 D

MAINTAIN 45TH STREET DRIVEWAY ACCESS AT ALL TIMES. CONSTRUCT DRIVEWAY IN HALVES.

SIDEWALK CLOSED R9-9 24"X12"

M4-60D 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18" — M4-60D 30"X24"

11'

4YT

2'

ONE WAY R6-2R 24"X30"

9+60.29 D 7.00' LT

1'

424+25.00 0.00'

424+79.49 0.00'

425+00

424+79.49 4.00' RT

425+18.06 10.00' RT

424+79.48 10.00' RT

424+79.24 4.03' RT

424+25.00 4.00' RT

424+59.61 4.00' RT

424+23.98 10.00' RT

424+59.62 8.00' RT

424+69.24 8.05' RT

DO NOT ENTER R5-1 30"X30"

ONE WAY R6-2L 24"X30"

STOP

CONSTRUCTION WORK UNDER TRAFFIC. MAINTAIN AREA FOR TURNING MOVEMENTS.

45TH STREET

11+00 C

50'

100'

R3-2 24"X24" — ONE WAY R6-1R 36"X12"

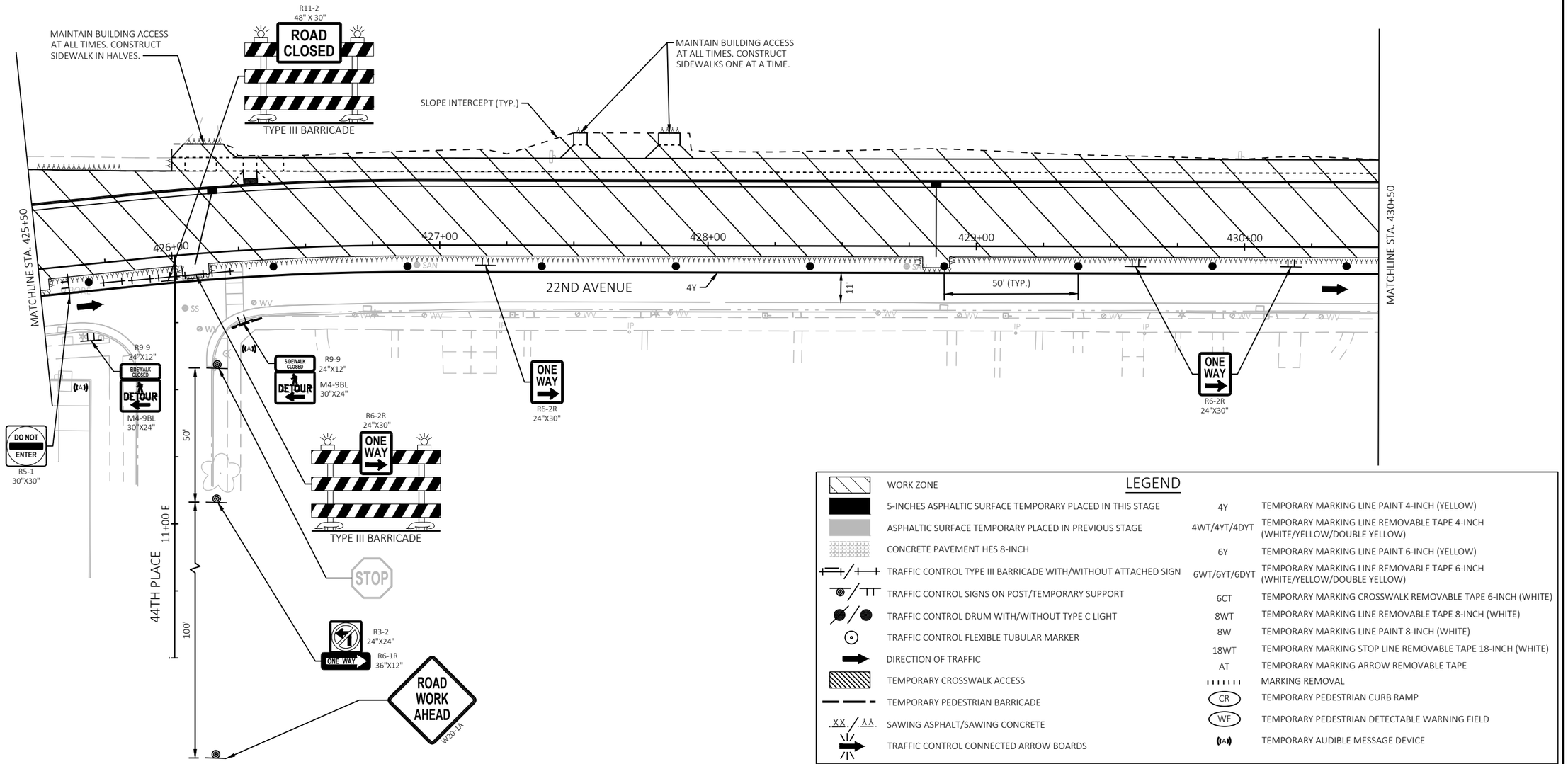
ROAD WORK AHEAD W20-1A

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 83 83	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 9/25/2025 2:23 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX / AA.	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	((A))	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 84 84	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 9/25/2025 2:23 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A
22ND AVE
FMS
30"X12"

DETOUR
M4-9BL
30"X24"
PLACE AT NORTHEAST CORNER OF 23RD AVENUE AND 43RD STREET INTERSECTION

R3-1
24"X24"
R6-1L
36"X12"
ONE WAY

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STOP

R9-9
24"X12"
SIDEWALK CLOSED
M4-60D
30"X24"

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 430+50

9+00 F
10+00 F
11+00 F

100'
50'
50'
100'

430+00
431+00
432+00
433+00
434+00
435+00
436+00

22ND AVENUE

11'
4Y
50' (TYP.)

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2R
24"X30"

43RD STREET

R3-2
24"X24"
R6-1R
36"X12"

MATCHLINE STA. 436+50

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS		TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 85 85	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025105-tc
PLOT DATE : 9/25/2025 2:23 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PLACE AT SOUTHEAST CORNER OF 23RD AVENUE AND 41ST STREET INTERSECTION

R9-9A 30"X18"

SIDEWALK CLOSED AHEAD

M4-9BR 30"X24"

DETOUR

ROAD CLOSED AHEAD W20-3A

PLACE AT INTERSECTION OF 23RD AVENUE AND 41ST STREET

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

R6-2R 24"X30"

ONE WAY

TYPE III BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

41ST STREET

9+00 H

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 436+50

437+00

438+00

438+75.00 0.00'

438+75.00 4.00' RT

439+00

439+50.00 0.00'

439+50.00 4.00' RT

440+00

441+00

442+00

MATCHLINE STA. 442+50

4Y

438+74.90 10.00' RT

4YT

439+50.02 10.04' RT

22ND AVENUE

11'

50' (TYP.)

ONE WAY R6-2R 24"X30"

DO NOT ENTER R5-1 30"X30"

R9-9 24"X12" SIDEWALK CLOSED DETOUR M4-9BL 30"X24"

DO NOT ENTER R5-1 30"X30"

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

41ST STREET

50'

11+00 G

STOP

R3-2 24"X24"

R3-2 24"X24" ONE WAY R6-1R 36"X12"

100'

ROAD WORK AHEAD W20-1A

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

W1-4L 36"X36"

LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
(A))	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 86 86	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 9/25/2025 2:23 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX.	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS		TEMPORARY AUDIBLE MESSAGE DEVICE

N

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES. CONSTRUCT DRIVEWAY IN HALVES.

175' SHIFTING TAPER

SLOPE INTERCEPT (TYP.)

MATCHLINE STA. 442+50

443+00 444+00 445+00 446+00 447+00 448+00

443+31.52
13.00' RT

443+72.93
27.70' RT

445+06.09
11.75' RT

444+89.73
22.42' RT

446+53.91
23.91' RT

447+87.55
11.00' LT

50' (TYP.)

4Y

8W

8WT

AT

TEMPORARY MARKING LINE PAINT 8-INCH WHITE (3' SEG., 9' GAP)

11'

50'

100'

10'

R5-1
30"X30"
DO NOT ENTER

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R6-2R
24"X30"
ONE WAY
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R6-2L
24"X30"
ONE WAY

R6-2R
24"X30"
ONE WAY

STOP

R3-2
24"X24"
ONE WAY
R6-1R
36"X12"

WASHINGTON PARK DRIVEWAY

ROAD WORK AHEAD
W20-1A

M4-9BR
30"X24"
DETOUR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

END ROAD WORK
G20-2A
48"X24"

R3-1
24"X24"

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

M4-9BL
30"X24"
DETOUR

MATCHLINE STA. 9+00 J

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

22ND AVENUE

R5-1
30"X30"
DO NOT ENTER

R3-2
24"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WASHINGTON ROAD

25' (TYP.)

ROAD CLOSED AHEAD
W20-3A

SOUTH
22ND AVE
M3-3
24"X12"
FMS
30"X12"

PLACE AT INTERSECTION OF 21ST AVENUE AND WASHINGTON ROAD

MATCHLINE STA. 448+50

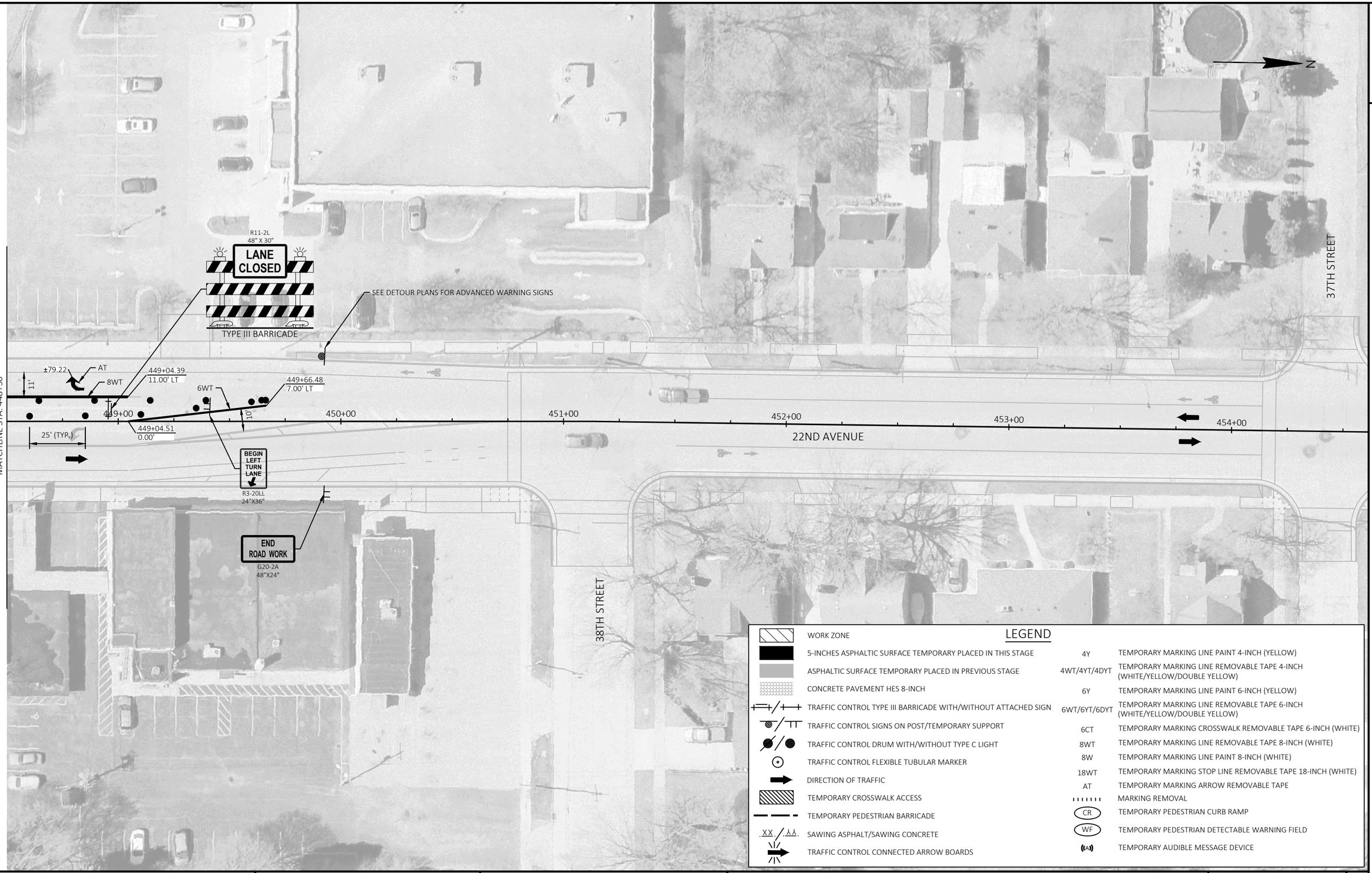
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 87 87	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025107-tc

PLOT DATE : 9/25/2025 2:24 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

	WORK ZONE
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE
	CONCRETE PAVEMENT HES 8-INCH
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	TEMPORARY CROSSWALK ACCESS
	TEMPORARY PEDESTRIAN BARRICADE
XX / AA	SAWING ASPHALT/SAWING CONCRETE
	TRAFFIC CONTROL CONNECTED ARROW BOARDS

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
(A)	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 88 88	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025108-tc

PLOT DATE : 9/25/2025 2:24 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS		TEMPORARY AUDIBLE MESSAGE DEVICE

N

END ROAD WORK
G20-2A
48"X24"

WASHINGTON ROAD

+00 J | 4+00 J | 5+00 J | 6+00 J | 7+00 J | 8+00 J | 9+

MATCHLINE STA. 9+00 J

7+09.32 J
16.00' RT

4WT

11'

5+27.82 J
28.99' RT

6WT

200' | 200' | 200'

25' (TYP.)

180' SHIFTING TAPER

ROAD WORK AHEAD
W20-1A

RIGHT LANE MUST TURN RIGHT
COVERING SIGNS TYPE II REQ'D

RIGHT LANE CLOSED AHEAD
W20-5A

W4-2R
36"X36"

RIGHT LANE MUST TURN RIGHT
COVERING SIGNS TYPE II REQ'D

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

SOUTH
22ND AVE
M3-3
24"X12"
FMS
30"X12"

2

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 89 89	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC.DWG
LAYOUT NAME - 025109-tc

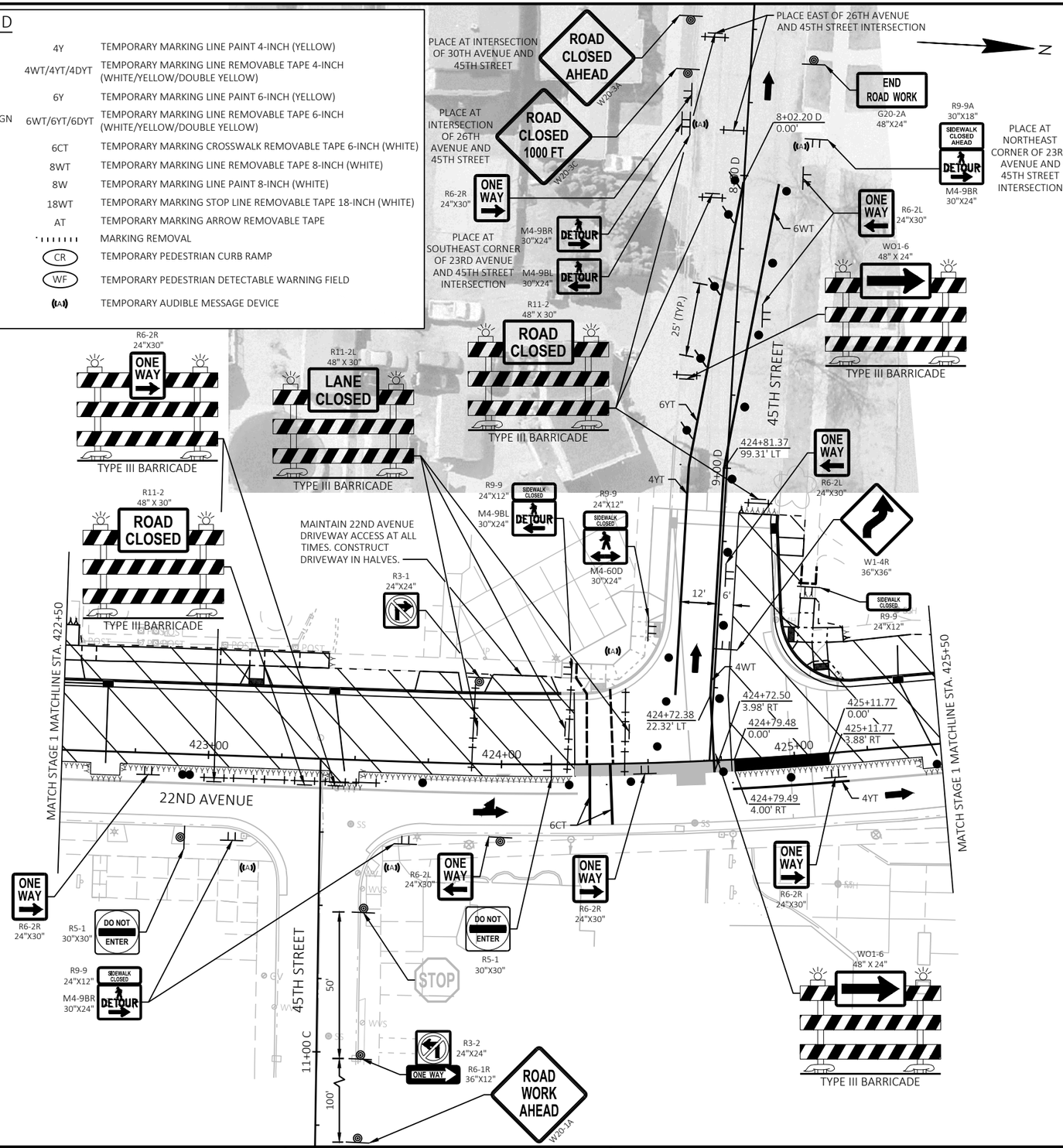
PLOT DATE : 9/25/2025 2:24 PM | PLOT BY : NOTSON, ERIC | PLOT NAME : | PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX / XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	(AA)	TEMPORARY AUDIBLE MESSAGE DEVICE



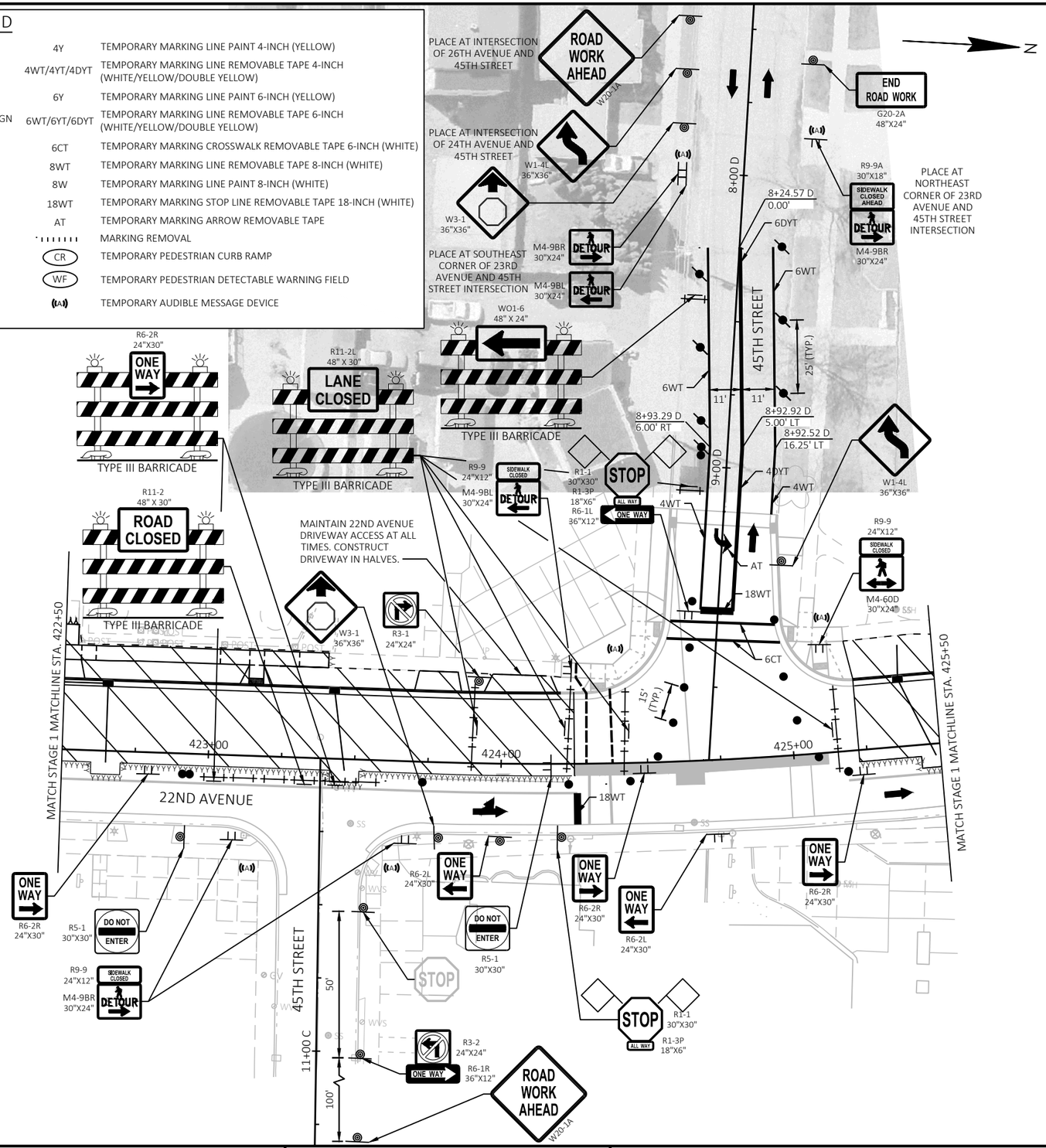
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1A	SHEET 90 90	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC-S1A.DWG
LAYOUT NAME - 025110-tc
PLOT DATE : 9/25/2025 2:24 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : ##########

2

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	((A))	TEMPORARY AUDIBLE MESSAGE DEVICE



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1B	SHEET 91 91 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC-S1B.DWG
LAYOUT NAME - 025111-tc

PLOT DATE : 9/25/2025 2:40 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

PLACE AT SOUTHEAST CORNER OF 23RD AVENUE AND 43RD STREET INTERSECTION

R9-9A 30"X18"

SIDEWALK CLOSED AHEAD

M4-9BL 30"X24"

DETOUR

ROAD CLOSED AHEAD W20-3A

PLACE AT INTERSECTION OF 23RD AVENUE AND 43RD STREET

PLACE AT NORTHEAST CORNER OF 23RD AVENUE AND 43RD STREET INTERSECTION

R9-9A 30"X18"

M4-9BL 30"X24"

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

R6-2R 24"X30"

ONE WAY

TYPE III BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

N

9+00 F

SLOPE INTERCEPT (TYP.)

MATCH STAGE 1 MATCHLINE STA. 430+50

MATCHLINE STA. 436+50

431+00

432+00

433+00

434+00

435+00

436+00

10+00 F

4Y

22ND AVENUE

11'

50' (TYP.)

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

R3-2 24"X24"

DO NOT ENTER R5-1 30"X30"

R9-9 24"X12"

M4-9BR 30"X24"

DETOUR

43RD STREET 11+00 F

50'

100'

SIDEWALK CLOSED R9-9 24"X12"

M4-9BR 30"X24"

DETOUR

STOP

R3-2 24"X24"

ONE WAY R6-1R 36"X12"

ROAD WORK AHEAD W20-1A

LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
(A))	TEMPORARY AUDIBLE MESSAGE DEVICE

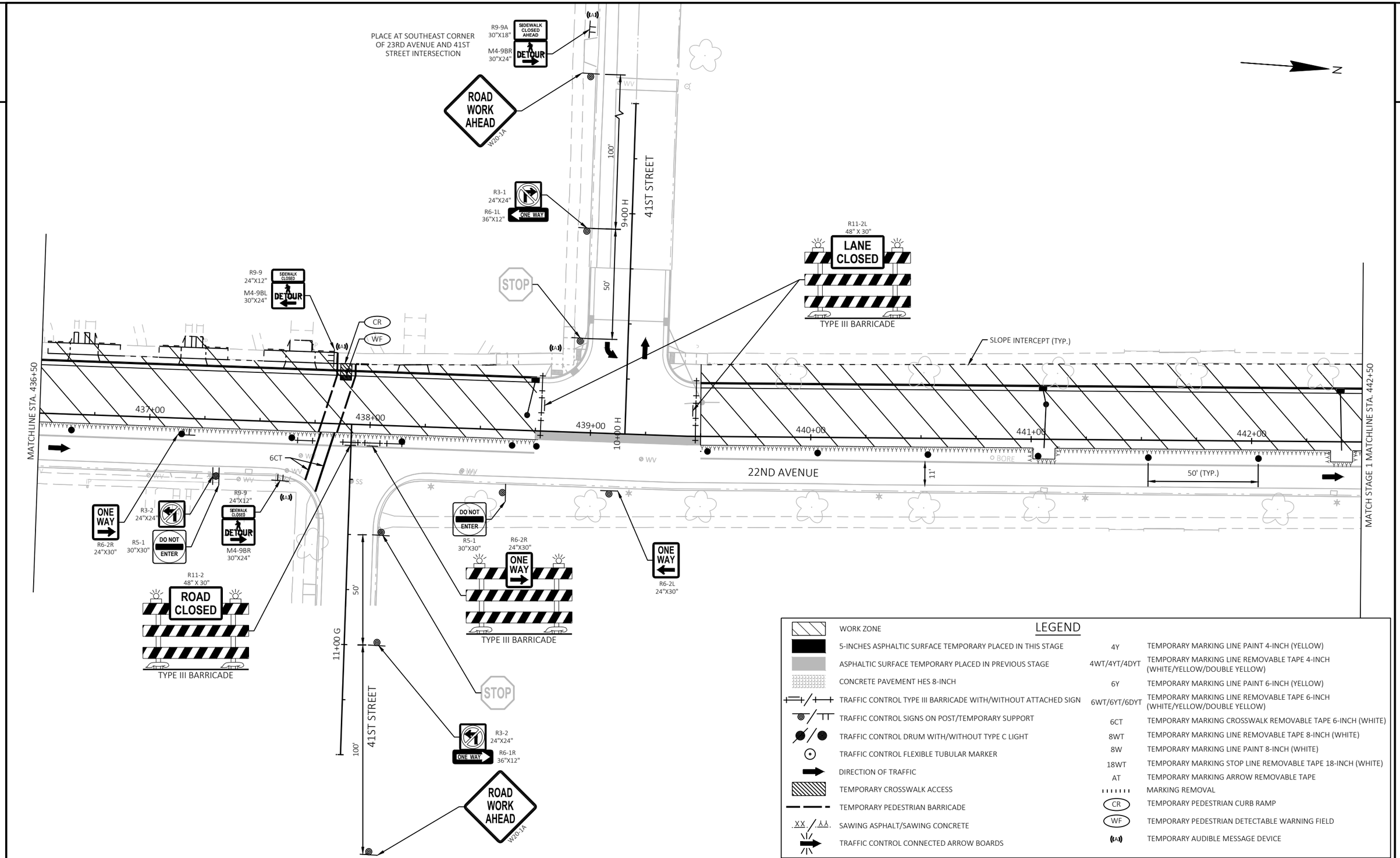
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1B	SHEET 92 92	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC-S1B.DWG
LAYOUT NAME - 025112-tc

PLOT DATE : 9/25/2025 2:40 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

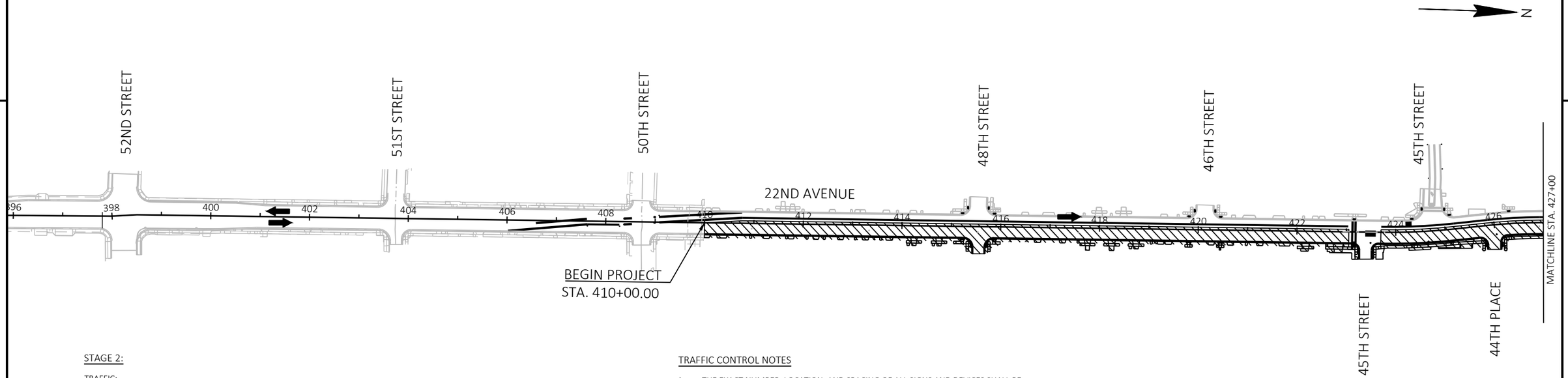


LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
.XX / .XX.	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS		TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1B	SHEET 93 93	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025101-TC-S1B.DWG
LAYOUT NAME - 025113-tc
PLOT DATE : 9/25/2025 2:41 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



STAGE 2:

TRAFFIC:

1. NORTHBOUND TRAFFIC IS SHIFTED TO THE OUTSIDE-MOST SOUTHBOUND LANE OF THE NEW PAVEMENT.
2. MAINTAIN ACCESS TO THE EAST LEG OF 45TH STREET IN STAGE 2 AND 44TH PLACE IN STAGE 2A.
3. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON NEW SOUTHBOUND SIDE SIDEWALK.
4. MAINTAIN PEDESTRIAN CROSSINGS ACROSS 22ND AVENUE AT 50TH STREET, WASHINGTON ROAD, AND EITHER 45TH STREET OR 44TH PLACE.
5. SOUTHBOUND TRAFFIC WILL BE DETOURED.
6. CLOSE THE WESTBOUND LEFT TURN LANE AND EASTBOUND RIGHT TURN LANE FROM WASHINGTON ROAD TO 22ND AVENUE.

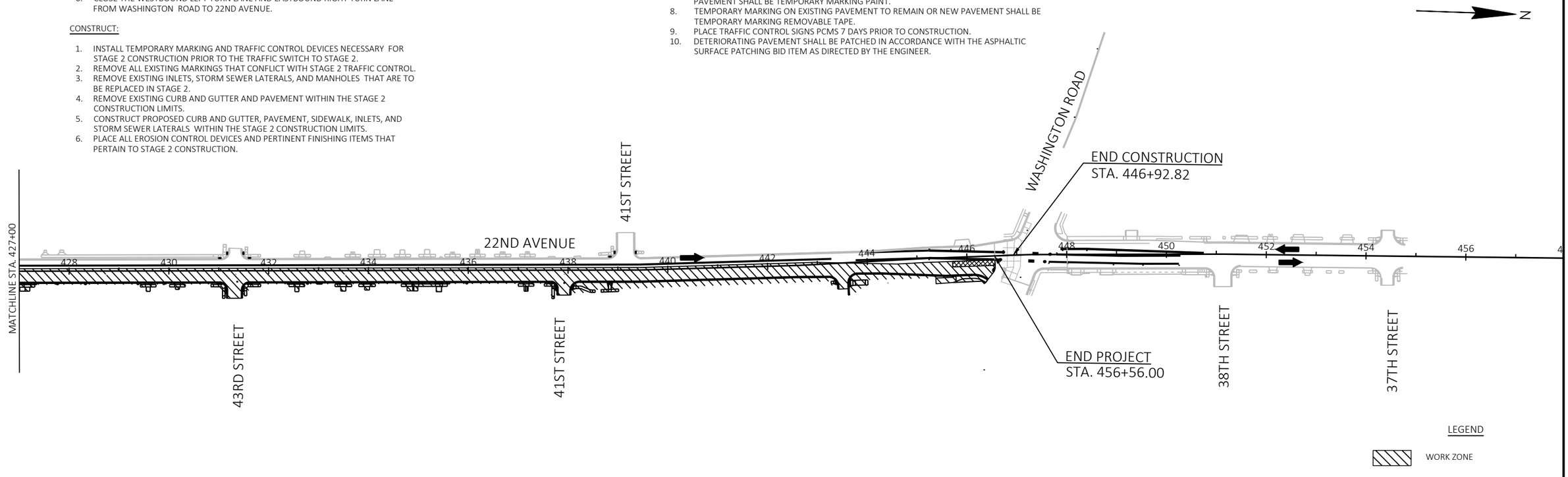
CONSTRUCT:

1. INSTALL TEMPORARY MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 2 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO STAGE 2.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH STAGE 2 TRAFFIC CONTROL.
3. REMOVE EXISTING INLETS, STORM SEWER LATERALS, AND MANHOLES THAT ARE TO BE REPLACED IN STAGE 2.
4. REMOVE EXISTING CURB AND GUTTER AND PAVEMENT WITHIN THE STAGE 2 CONSTRUCTION LIMITS.
5. CONSTRUCT PROPOSED CURB AND GUTTER, PAVEMENT, SIDEWALK, INLETS, AND STORM SEWER LATERALS WITHIN THE STAGE 2 CONSTRUCTION LIMITS.
6. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO STAGE 2 CONSTRUCTION.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. 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.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. TEMPORARY MARKING ON EXISTING PAVEMENT TO BE REMOVED OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
8. TEMPORARY MARKING ON EXISTING PAVEMENT TO REMAIN OR NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.
9. PLACE TRAFFIC CONTROL SIGNS PCMS 7 DAYS PRIOR TO CONSTRUCTION.
10. DETERIORATING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH THE ASPHALTIC SURFACE PATCHING BID ITEM AS DIRECTED BY THE ENGINEER.

NOTE: ALL TRAFFIC CONTROL DEVICES AND TEMPORARY MARKING REQUIRED FOR STAGE 2 MUST BE IN PLACE UPON THE COMPLETION OF STAGE 1 AND PRIOR TO SWITCHING TRAFFIC TO STAGE 2.



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL OVERVIEW-STAGE 2	SHEET 94 94	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025001-S2OV.DWG
LAYOUT NAME - 025001-s2ov
PLOT DATE : 4/8/2025 4:43 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

402+00 403+00 404+00 405+00 406+00 407+00

SS SS SS SAN SAN W/S

END ROAD WORK
G20-2A
48"X24"

WO1-6
48" X 24"

TYPE III BARRICADE

406+58.49
5.50' RT

406+02.25
22.00' RT

6WT

6YT

AT

25' (TYP.)

160' SHIFTING TAPER

MATCHLINE STA. 413+50

200'

ROAD WORK AHEAD
W20-4X

W1-4L
36"X36"

51ST STREET

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	(A)	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 95 95	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025114-tc

PLOT DATE : 9/25/2025 3:03 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ROAD WORK AHEAD W20-1A

22ND AVE

FMS 30"X12"

PLACE AT INTERSECTION OF 23RD AVENUE AND 50TH STREET

168' SHIFTING TAPER

WO1-6 48" X 24"

TYPE III BARRICADE

R11-2L 48" X 30"

LANE CLOSED

TYPE III BARRICADE

ONE WAY R6-2R 24"X30"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2L 24"X30"

MATCHLINE STA. 407+50

MATCHLINE STA. 413+50

407+62.25 6.50' RT

408+00

409+00

410+00

411+00

412+00

413+00

22ND AVENUE

25' (TYP.)

15' (TYP.)

410+75.99 21.97' LT

410+76.73 11.00' LT

6YT

6WT

4WT

4WT

50' (TYP.)

11'

11'

SAN

WV

WVS

GV

IP

POST

W1-4L 36"X36"

50TH STREET

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SLOPE INTERCEPT (TYP.)

MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES WITH THE EXCEPTION OF A ONE WEEK CLOSURE FOR MAINLINE PAVING.

R11-2L 48" X 30"

LANE CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD W20-1A

22ND AVE

FMS 30"X12"

PLACE AT INTERSECTION OF 21ST AVENUE AND 50TH STREET

PLACE AT NORTHWEST CORNER OF 21ST AVENUE AND 50TH STREET INTERSECTION

DETOUR M4-9BR 30"X24"

① TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE, 3' SEG., 9' GAP).

② TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW, 3' SEG., 9' GAP).

LEGEND

	WORK ZONE
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE
	CONCRETE PAVEMENT HES 8-INCH
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	TEMPORARY CROSSWALK ACCESS
	TEMPORARY PEDESTRIAN BARRICADE
XX / AA	SAWING ASPHALT/SAWING CONCRETE
	TRAFFIC CONTROL CONNECTED ARROW BOARDS

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 96 96	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025115-tc

PLOT DATE : 9/25/2025 3:04 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A

100'

R3-1
24"X24"

R6-1L
36"X12"
ONE WAY

50'

STOP

R9-9
24"X12"
SIDEWALK CLOSED
M4-9BR
30"X24"
DETOUR

9+00 A

48TH STREET

R6-2L
24"X30"
ONE WAY

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

R9-9
24"X12"
SIDEWALK CLOSED
M4-9BR
30"X24"
DETOUR

R6-2L
24"X30"
ONE WAY

R6-2L
24"X30"
ONE WAY

R6-2L
24"X30"
ONE WAY

R6-2L
24"X30"
ONE WAY

11'

4WT

50' (TYP.)

11'

22ND AVENUE

MATCHLINE STA. 413+50

MATCHLINE STA. 419+50

414+00 415+00 416+00 417+00 418+00 419+00

10+00 A

11+00 A

SLOPE INTERCEPT (TYP.)

R9-9
24"X12"
SIDEWALK CLOSED

R5-1
30"X30"
DO NOT ENTER

R3-1
24"X24"

R9-9
24"X12"
SIDEWALK CLOSED

R9-9
24"X12"
SIDEWALK CLOSED

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

PLACE AT INTERSECTION OF
21ST AVENUE AND 48TH STREET

PLACE AT SOUTHWEST CORNER
OF 21ST AVENUE AND 48TH
STREET INTERSECTION

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
M4-9BL
30"X24"
DETOUR

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
M4-9BL
30"X24"
DETOUR

PLACE AT NORTHWEST
CORNER OF 21ST AVENUE AND
48TH STREET INTERSECTION

LEGEND

- WORK ZONE
- 5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
- ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE
- CONCRETE PAVEMENT HES 8-INCH
- TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- DIRECTION OF TRAFFIC
- TEMPORARY CROSSWALK ACCESS
- TEMPORARY PEDESTRIAN BARRICADE
- SAWING ASPHALT/SAWING CONCRETE
- TRAFFIC CONTROL CONNECTED ARROW BOARDS

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 97 97	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025116-tc
PLOT DATE : 9/25/2025 3:04 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX. / .XX.	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	((A))	TEMPORARY AUDIBLE MESSAGE DEVICE

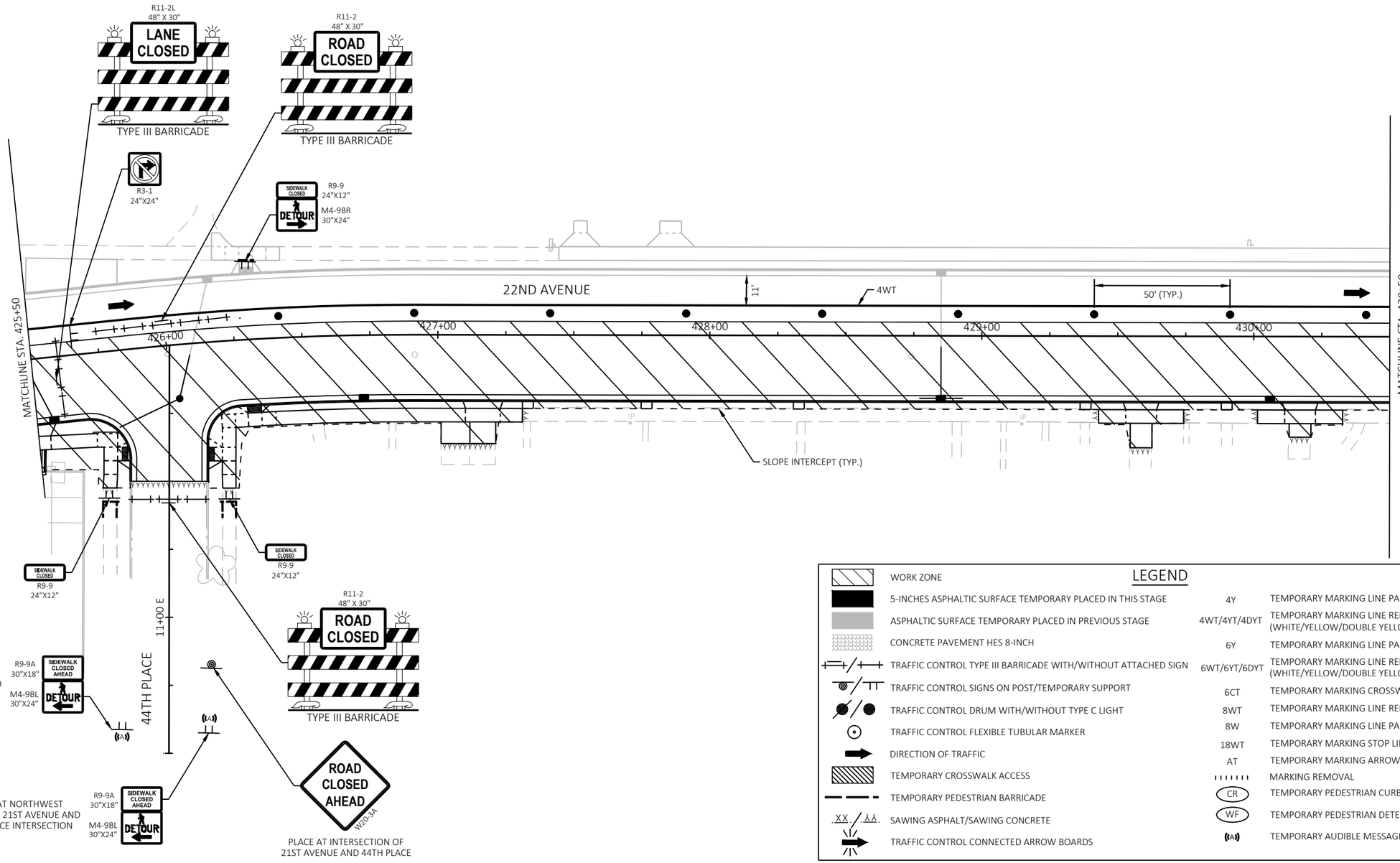
ROAD WORK AHEAD W20-1A
100'
R3-1 24"X24"
R6-1L 36"X12" ONE WAY
9+00 B
46TH STREET
STOP
50'
R9-9 24"X12" SIDEWALK CLOSED DETOUR
M4-9BL 30"X24"
R11-2 48" X 30" ROAD CLOSED
TYPE III BARRICADE
R9-9 24"X12" SIDEWALK CLOSED DETOUR
M4-9BL 30"X24"
ONE WAY R6-2L 24"X30"
MATCHLINE STA. 419+50
11'
4WT
50' (TYP.)
22ND AVENUE
420+00
421+00
422+00
423+00
424+00
425+00
MATCHLINE STA. 425+50
R6-2L 24"X30" ONE WAY
TYPE III BARRICADE
SLOPE INTERCEPT (TYP.)
R11-2L 48" X 30" LANE CLOSED
TYPE III BARRICADE
DO NOT ENTER R5-1 30"X30"
ONE WAY R6-2R 24"X30"
ONE WAY R6-2L 24"X30"
STOP R1-1 30"X30"
6CT
18WT
WF
CR
M4-60D 30"X24"
W3-1 36"X36"
MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES. CONSTRUCT DRIVEWAY IN HALVES.
MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES WITH THE EXCEPTION OF A 72-HOUR CLOSURE FOR MAINLINE PAVING.
PLACE AT SOUTHWEST CORNER OF 21ST AVENUE AND 45TH STREET INTERSECTION
M4-9BR 30"X24" DETOUR
M4-9BL 30"X24" DETOUR
45TH STREET
11+00 C
15' (TYP.)
100'
100'
R11-2L 48" X 30" LANE CLOSED
TYPE III BARRICADE
R11-2L 48" X 30" LANE CLOSED
TYPE III BARRICADE
R9-9 24"X12" SIDEWALK CLOSED DETOUR
M4-9BL 30"X24"
R1-1 30"X30" STOP
R1-3P 18"X6" ALL WAY
R6-1L 36"X12" ONE WAY
R3-2 24"X24" ONE WAY
R6-1R 36"X12" ONE WAY
ROAD WORK AHEAD W20-1A
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
PLACE AT NORTHWEST CORNER OF 21ST AVENUE AND 45TH STREET INTERSECTION
MAINTAIN 22ND AVENUE DRIVEWAY ACCESS AT ALL TIMES. CONSTRUCT DRIVEWAYS IN HALVES.
PLACE AT INTERSECTION OF 26TH AVENUE AND 45TH STREET
ROAD WORK AHEAD W20-1A
PLACE AT INTERSECTION OF 24TH AVENUE AND 45TH STREET
W1-4L 36"X36"
W3-1 36"X36"
WO1-6 48" X 24"
END ROAD WORK G20-2A 48"X24"
TYPE III BARRICADE
8+00 D
11'
11'
45TH STREET
25' (TYP.)
9+00 D
N
WO1-6 48" X 24"
TYPE III BARRICADE
R11-2 48" X 30" ROAD CLOSED
TYPE III BARRICADE
W1-4L 36"X36"
R6-2L 24"X30" ONE WAY
TYPE III BARRICADE
R9-9 24"X12" SIDEWALK CLOSED DETOUR
M4-9BR 30"X24"
ONE WAY R6-2R 24"X30"
DO NOT ENTER R5-1 30"X30"

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 98 98 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025117-tc
PLOT DATE : 9/25/2025 3:05 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	
4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
(A)	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 99 99	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025118-tc

PLOT DATE : 9/25/2025 3:05 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A

100'

9+00 F

R3-1
24"X24"

R6-1L
36"X12"
ONE WAY

STOP

50'

R9-9
24"X12"
SIDEWALK CLOSED

M4-9BR
30"X24"
DETOUR

R6-2L
24"X30"
ONE WAY

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

R9-9
24"X12"
SIDEWALK CLOSED

M4-9BR
30"X24"
DETOUR

50' (TYP.)

11'

4WT

22ND AVENUE

MATCHLINE STA. 430+50

MATCHLINE STA. 436+50

431+00 | 432+00 | 433+00 | 434+00 | 435+00 | 436+00

10+00 F

R5-1
30"X30"
DO NOT ENTER

R3-1
24"X24"

SLOPE INTERCEPT (TYP.)

R9-9
24"X12"
SIDEWALK CLOSED

R9-9
24"X12"
SIDEWALK CLOSED

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

11+00 F

43RD STREET

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

M4-9BL
30"X24"
DETOUR

PLACE AT SOUTHWEST CORNER OF 21ST AVENUE AND 43RD STREET INTERSECTION

ROAD CLOSED AHEAD
W20-3A

PLACE AT INTERSECTION OF 21ST AVENUE AND 43RD STREET

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

M4-9BL
30"X24"
DETOUR

PLACE AT NORTHWEST CORNER OF 21ST AVENUE AND 43RD STREET INTERSECTION

LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 100 100	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025119-tc
PLOT DATE : 9/25/2025 3:06 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD
W20-1A

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R3-1
24"X24"
R6-1L
36"X12"
ONE WAY

STOP

R9-9
24"X12"
SIDEWALK CLOSED
M4-9BR
30"X24"
DETOUR

R5-1
30"X30"
DO NOT ENTER

100'
9+00 H
50'
41ST STREET

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R6-2L
24"X30"
ONE WAY
TYPE III BARRICADE

R6-2L
24"X30"
ONE WAY

R3-2
24"X24"

MATCHLINE STA. 436+50

437+00
438+00
439+00
16+00 H
440+00
441+00
442+00

22ND AVENUE
11'
4WT
50' (TYP.)

MATCHLINE STA. 442+50

SLOPE INTERCEPT (TYP.)

R9-9
24"X12"
SIDEWALK CLOSED

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

41ST STREET
11+00 G

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
M4-9BL
30"X24"
DETOUR

PLACE AT SOUTHWEST CORNER OF 21ST AVENUE AND 41ST STREET INTERSECTION

ROAD CLOSED AHEAD
W20-3A

PLACE AT INTERSECTION OF 21ST AVENUE AND 41ST STREET

LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	
4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 101 101	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025120-tc

PLOT DATE : 9/25/2025 3:06 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

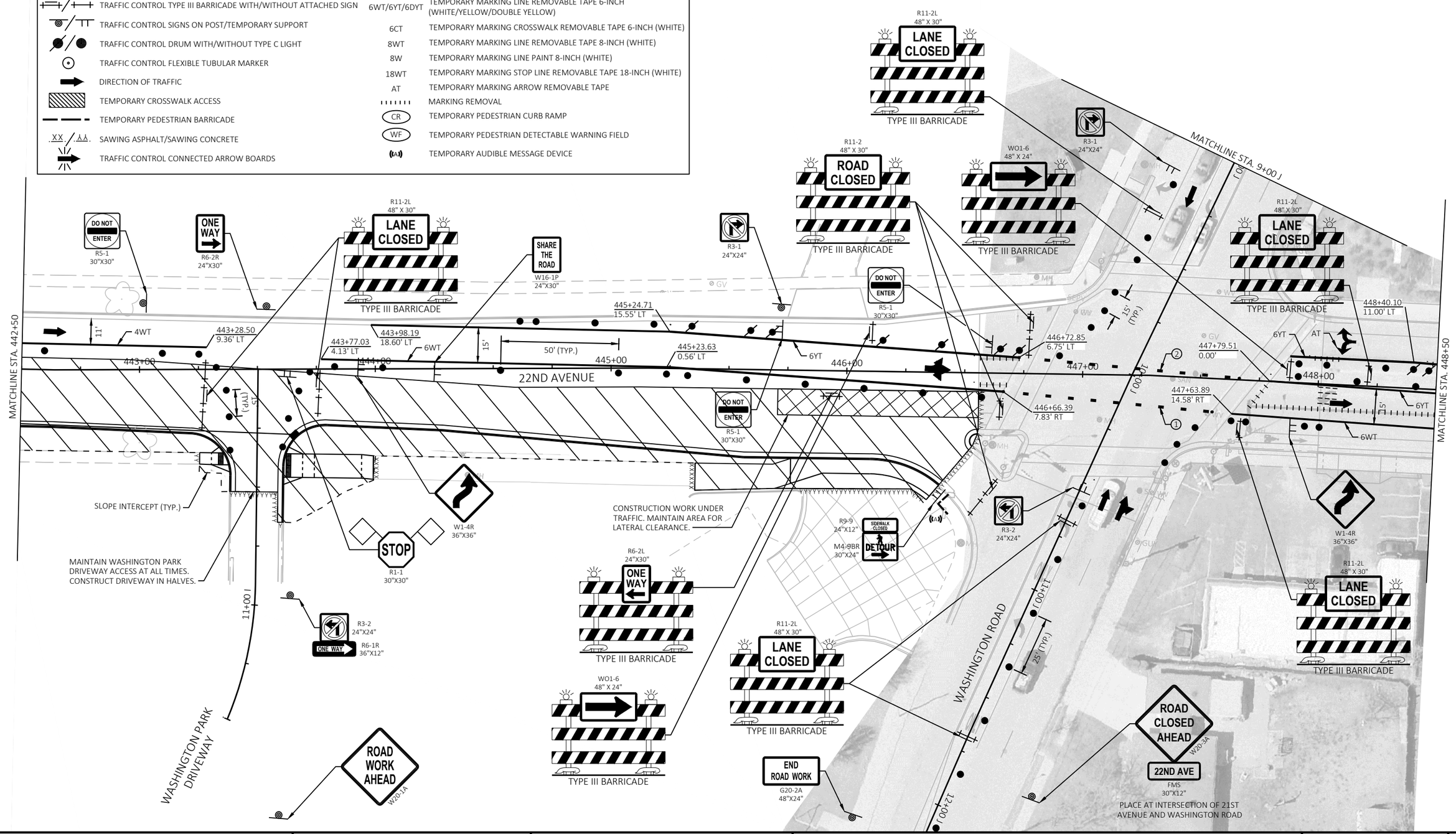
LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX.XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	(AM)	TEMPORARY AUDIBLE MESSAGE DEVICE

① TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE, 3' SEG., 9' GAP).

② TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW, 3' SEG., 9' GAP).

N



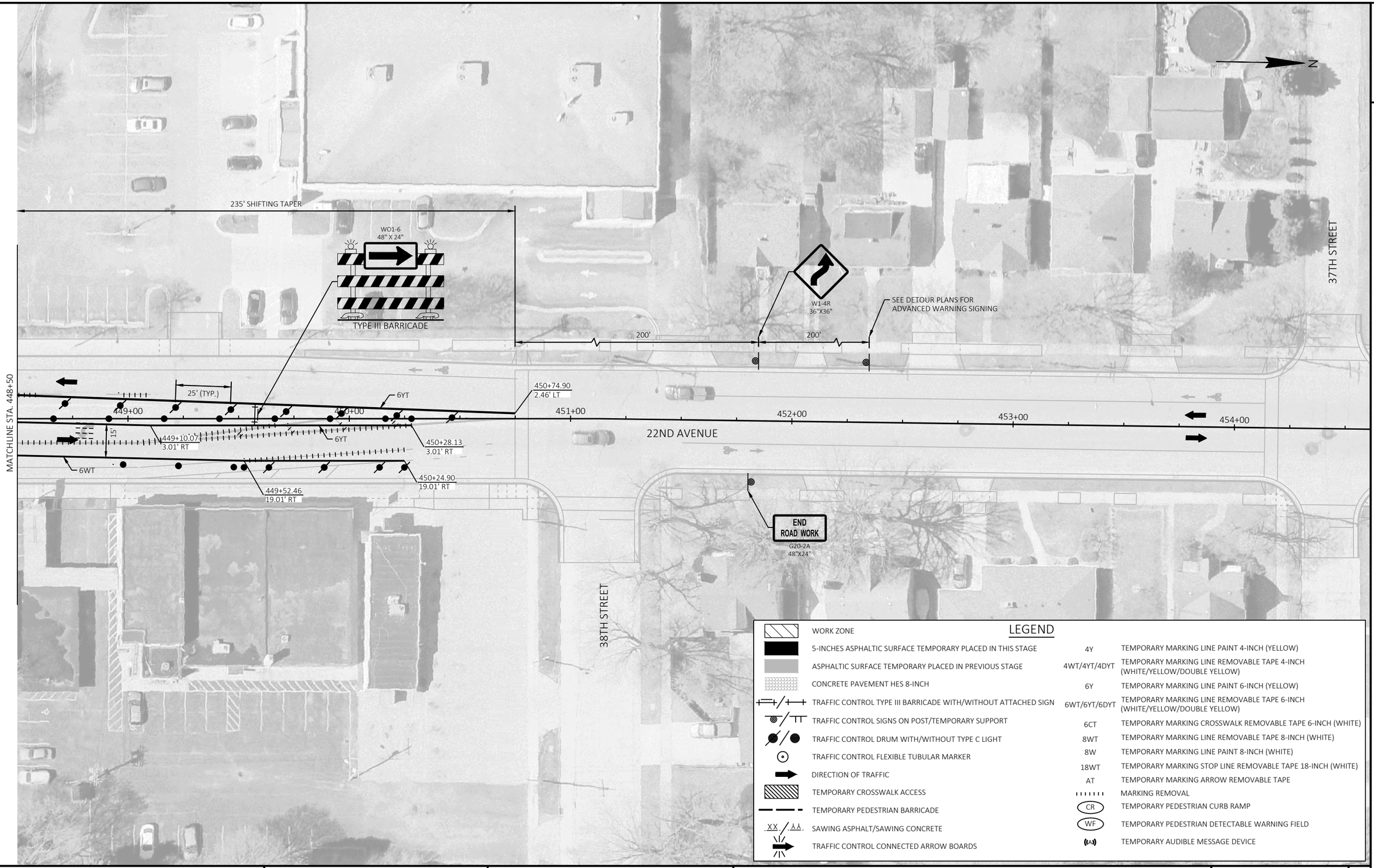
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 102 102 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025121-tc

PLOT DATE : 9/25/2025 3:07 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

	WORK ZONE
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE
	CONCRETE PAVEMENT HES 8-INCH
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	TEMPORARY CROSSWALK ACCESS
	TEMPORARY PEDESTRIAN BARRICADE
XX AA	SAWING ASPHALT/SAWING CONCRETE
	TRAFFIC CONTROL CONNECTED ARROW BOARDS

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
((A))	TEMPORARY AUDIBLE MESSAGE DEVICE

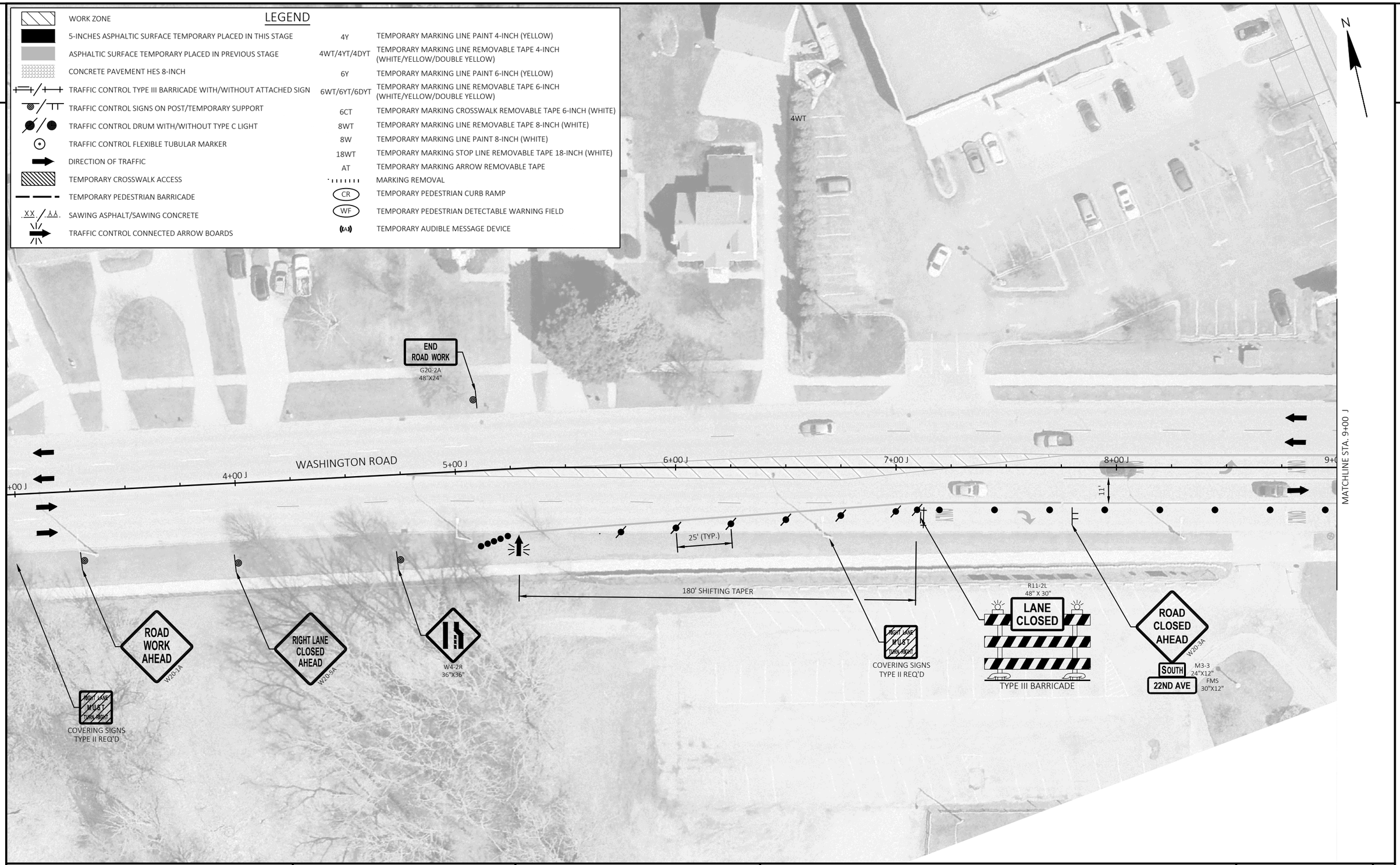
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 103 103	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC.DWG
LAYOUT NAME - 025122-tc
PLOT DATE : 9/25/2025 3:08 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	((A))	TEMPORARY AUDIBLE MESSAGE DEVICE



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 104 104 E

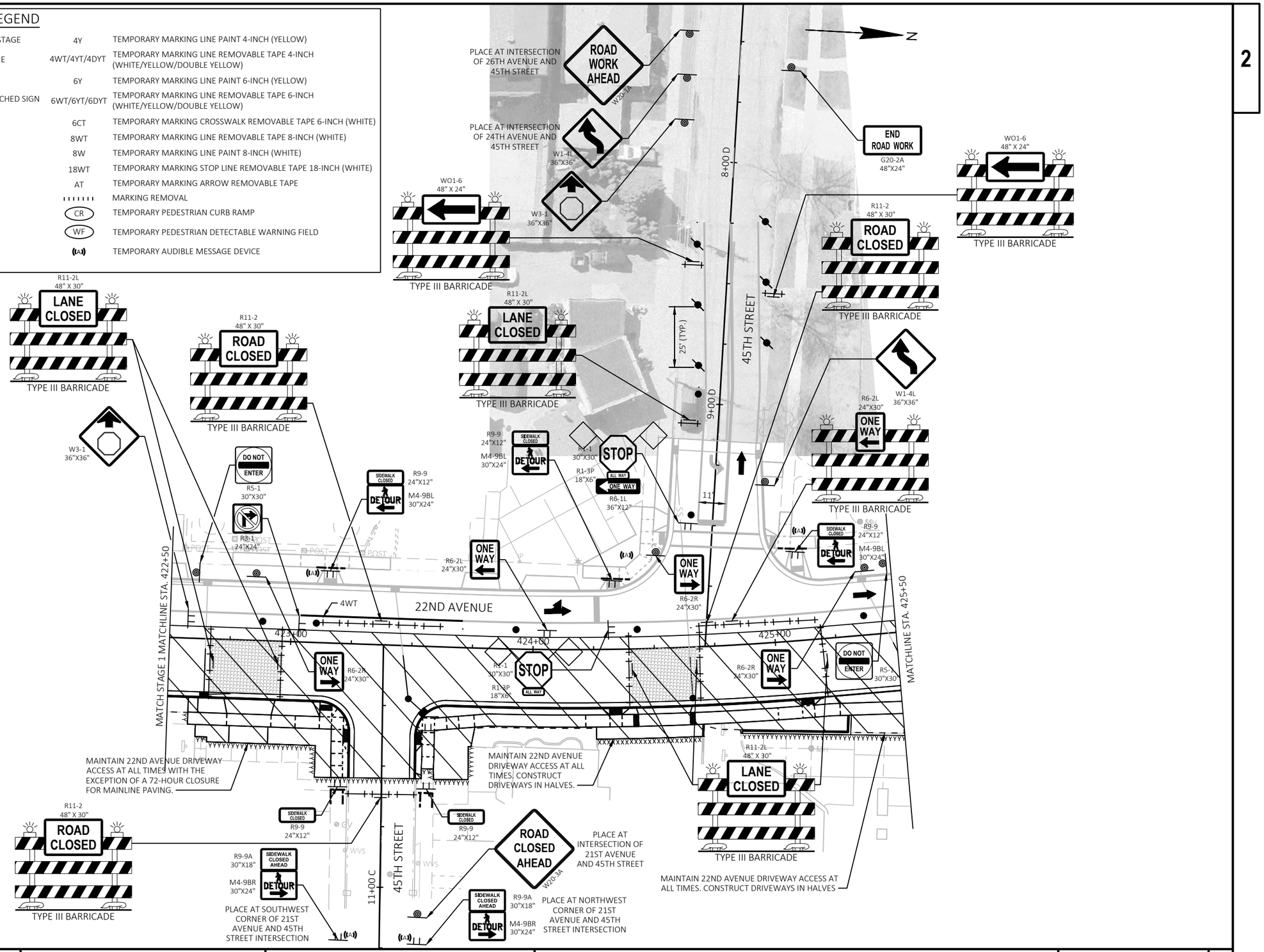
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LAYOUT NAME - 025123-tc

PLOT DATE : 9/25/2025 3:08 PM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

	WORK ZONE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
	CONCRETE PAVEMENT HES 8-INCH	6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	TEMPORARY CROSSWALK ACCESS		MARKING REMOVAL
	TEMPORARY PEDESTRIAN BARRICADE	CR	TEMPORARY PEDESTRIAN CURB RAMP
XX	SAWING ASPHALT/SAWING CONCRETE	WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TRAFFIC CONTROL CONNECTED ARROW BOARDS	(AA)	TEMPORARY AUDIBLE MESSAGE DEVICE

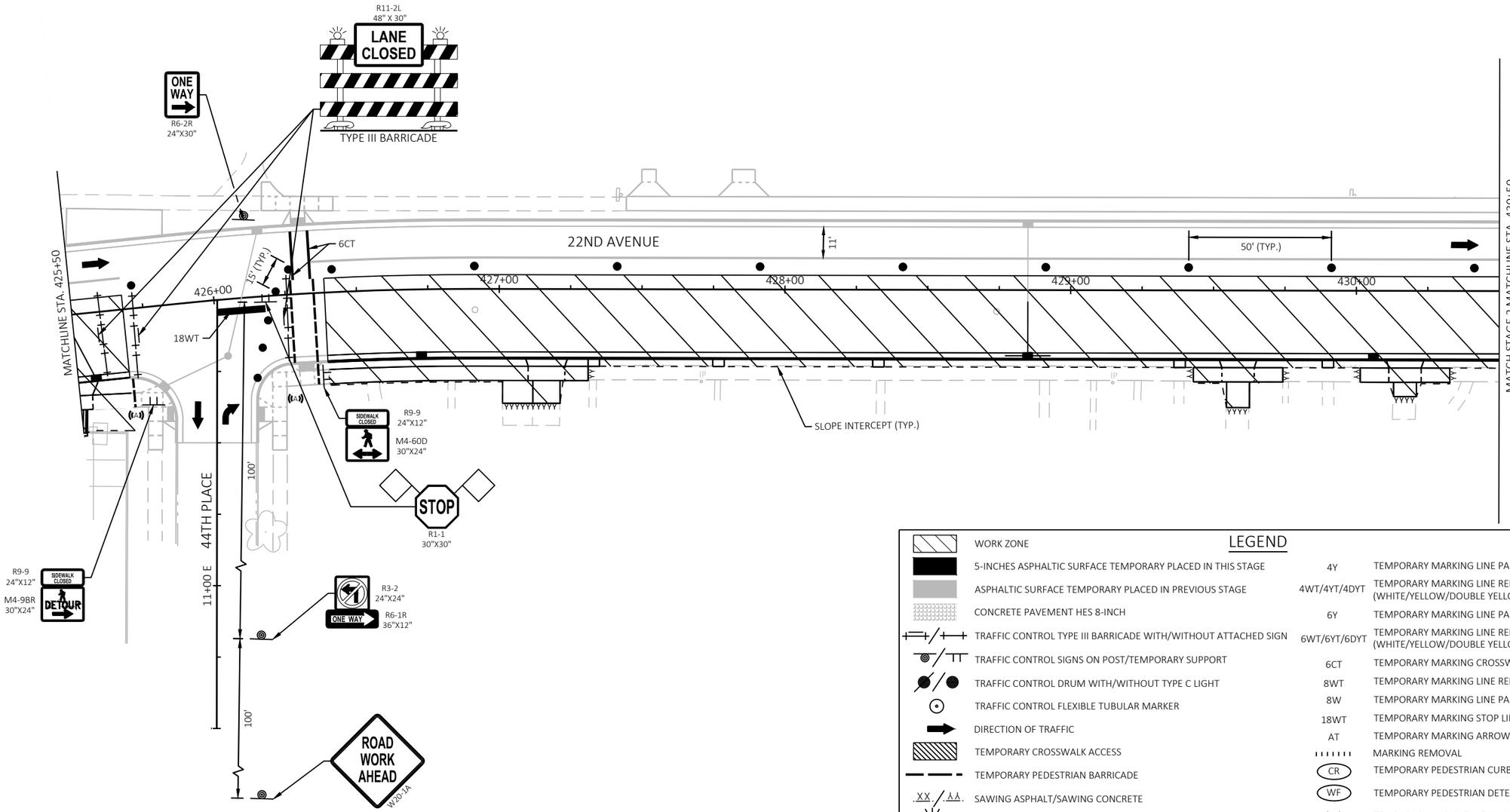


PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2A	SHEET 105 105 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC-S2A.DWG
LAYOUT NAME - 025124-tc
PLOT DATE : 9/25/2025 3:09 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N



LEGEND

WORK ZONE	
5-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	
ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	
CONCRETE PAVEMENT HES 8-INCH	
TRAFFIC CONTROL TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	
TRAFFIC CONTROL SIGNS ON POST/TEMPORARY SUPPORT	
TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER	
DIRECTION OF TRAFFIC	
TEMPORARY CROSSWALK ACCESS	
TEMPORARY PEDESTRIAN BARRICADE	
SAWING ASPHALT/SAWING CONCRETE	
TRAFFIC CONTROL CONNECTED ARROW BOARDS	

4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4WT/4YT/4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6Y	TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
6WT/6YT/6DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
6CT	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
	MARKING REMOVAL
CR	TEMPORARY PEDESTRIAN CURB RAMP
WF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2A	SHEET 106 106	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\025102-TC-S2A.DWG
LAYOUT NAME - 025125-tc
PLOT DATE : 9/25/2025 3:09 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTE:

22ND AVENUE NORTHBOUND TRAFFIC SHALL BE MAINTAINED ALONG 22ND AVENUE AT ALL TIMES. 22ND AVENUE SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ALONG THE DETOUR ROUTE AS SHOWN.

1 — SOUTH (M3-3, 24"X12") / 22ND AVE (FMS, 30"X12") / DETOUR AHEAD (W20-2A)

2 — SOUTH (M3-3, 24"X12") / 22ND AVE (FMS, 30"X12")

3 — END DETOUR (M4-8A, 24"X18") / SOUTH (M3-3, 24"X12") / 22ND AVE (FMS, 30"X12")

4 — ROAD CLOSED AHEAD (W20-3A)

5 — ROAD CLOSED 500 FT (W20-3D)

A — DETOUR (M4-9RA, 30"X24")

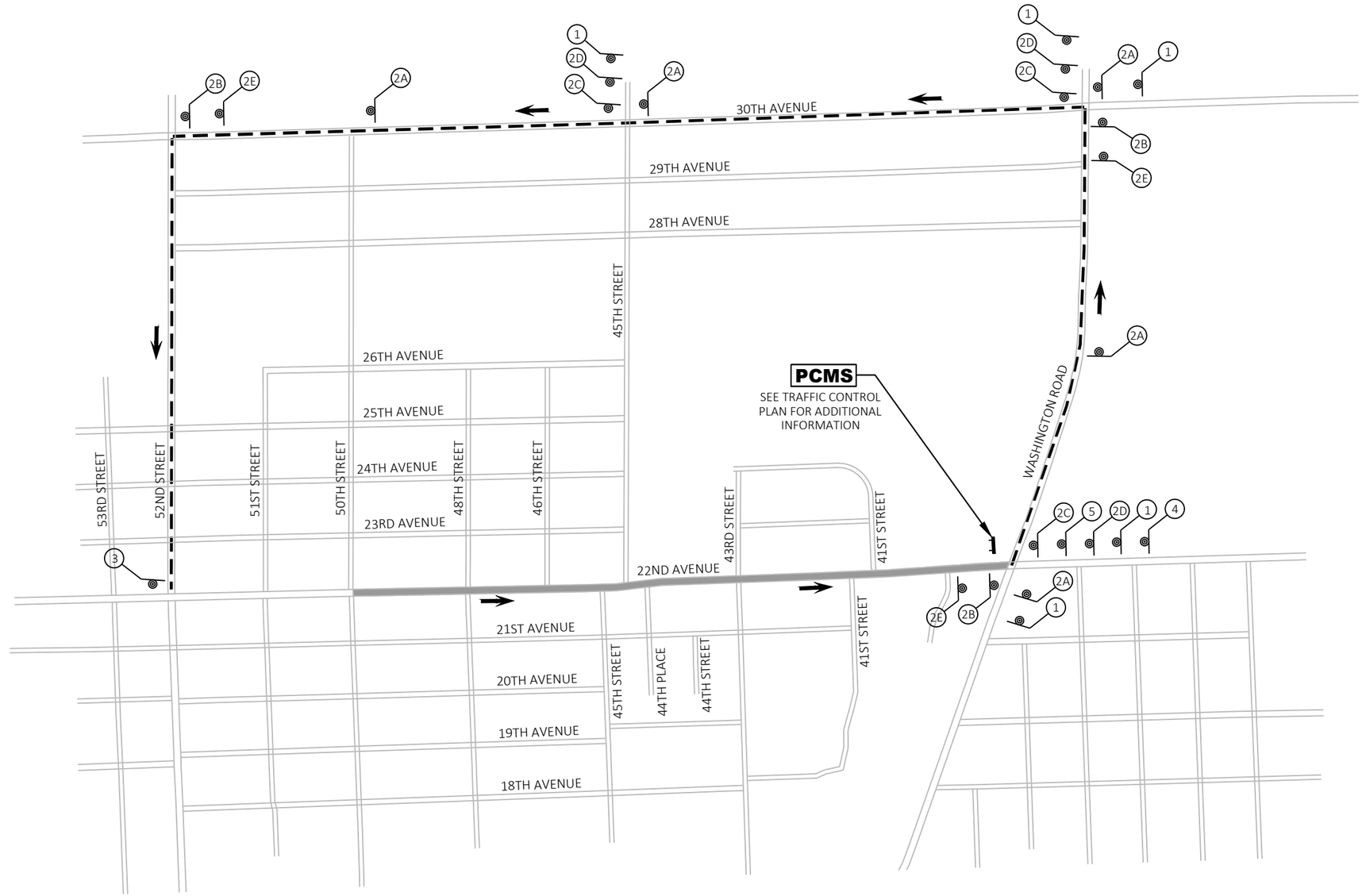
B — DETOUR (M4-9L, 30"X24")

C — DETOUR (M4-9R, 30"X24")

D — DETOUR (M4-59R, 30"X30")

E — DETOUR (M4-59L, 30"X30")

N



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	DETOUR	SHEET 107 107 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\027001-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 4/11/2025 9:40 AM PLOT BY : NOTSON, ERIC PLOT NAME : ##########

WISDOT/CADDS SHEET 42

2

N

52ND STREET

51ST STREET

50TH STREET

22ND AVENUE

48TH STREET

46TH STREET

EXISTING MONUMENT
CONCRETE MONUMENT
WITH BRASS CAP

PI STA. 397+98.26
X = 2,582,842.63
Y = 221,815.84

PI STA. 398+50.38
X = 2,582,837.88
Y = 221,867.73

N1°34'17"W

395+00

400+00

405+00

N1°12'07"W

410+00

415+00

420+00

BEGIN ALIGNMENT
STA. 390+00.00
X = 2,582,864.52
Y = 221,017.87

N5°14'08"W

BEGIN PROJECT
STA. 410+00.00
X = 2,582,813.76
Y = 223,017.10

BEGIN A ALIGNMENT
STA. 8+50.00 A
X = 2,582,652.16
Y = 223,570.30

BEGIN B ALIGNMENT
STA. 8+50.00 B
X = 2,582,642.53
Y = 224,029.15

PI STA. 9+77.99 A
X = 2,582,780.15
Y = 223,570.32

9+00 A

N89°59'21"E

STA. 415+54.43=
STA. 10+00.00 A

9+00 B

S89°58'45"E

10+00 A

N87°09'42"E

STA. 420+12.21=
STA. 10+00.00 B

PI STA. 10+22.01 A
X = 2,582,824.12
Y = 223,572.50

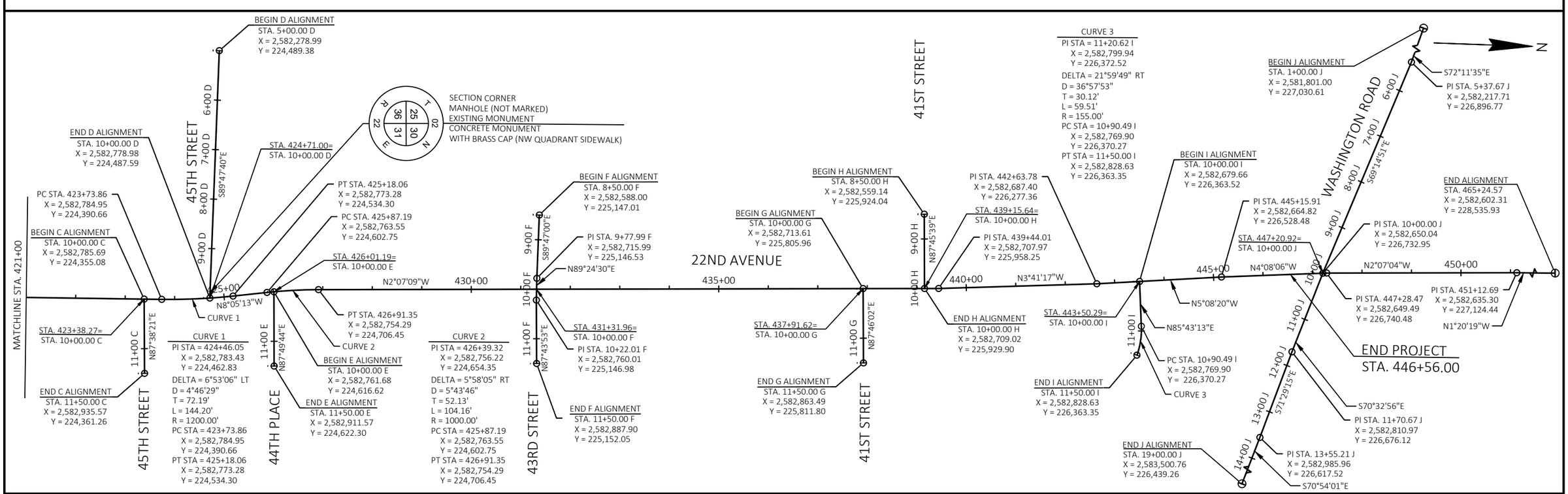
11+00 A

N88°01'05"E

END B ALIGNMENT
STA. 10+00.00 B
X = 2,582,792.53
Y = 224,029.09

END A ALIGNMENT
STA. 11+50.00 A
X = 2,582,952.03
Y = 223,576.93

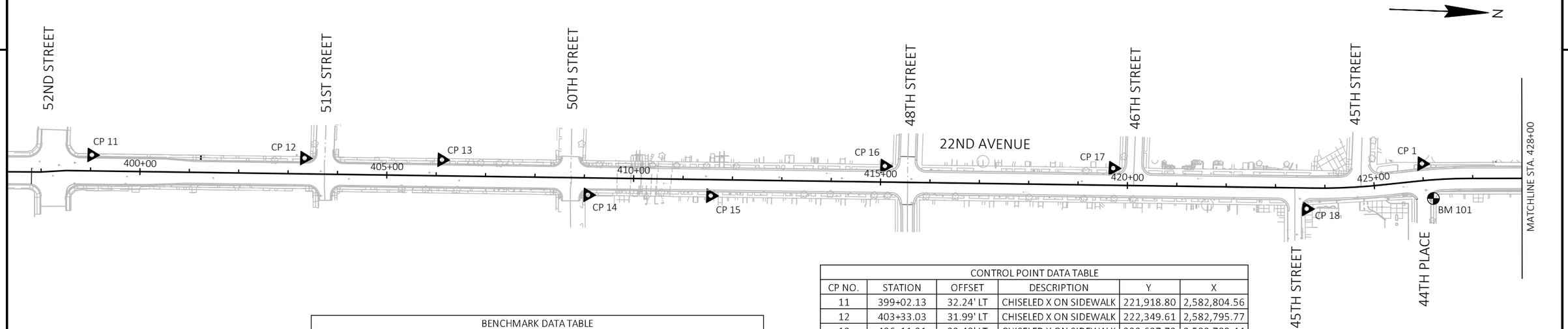
MATCHLINE STA. 421+00



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	ALIGNMENT DETAIL	SHEET 108 108	E

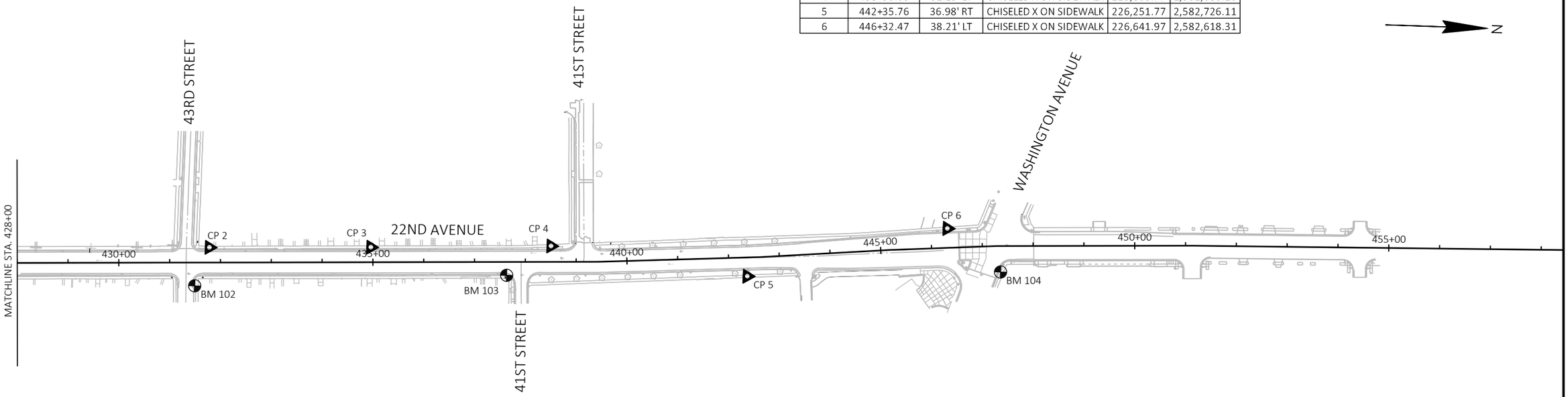
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-ad

PLOT DATE : 6/7/2024 11:34 AM PLOT BY : WRIGHT, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT



BENCHMARK DATA TABLE				
BM NO.	STATION	OFFSET	DESCRIPTION	ELEV.
101	426+17.62	37.99' RT	NE BOLT HYDRANT NE 44TH AND 22ND	621.82
102	431+49.08	45.80' RT	NE BOLT HYDRANT NE 43RD AND 22ND	621.83
103	437+63.09	26.26' RT	SE BOLT HYDRANT SE 41ST AND 22ND	619.43
104	447+35.79	51.13' RT	NE BOLT HYDRANT NE WASHINGTON AND 22ND	617.90

CONTROL POINT DATA TABLE					
CP NO.	STATION	OFFSET	DESCRIPTION	Y	X
11	399+02.13	32.24' LT	CHISELED X ON SIDEWALK	221,918.80	2,582,804.56
12	403+33.03	31.99' LT	CHISELED X ON SIDEWALK	222,349.61	2,582,795.77
13	406+11.21	32.48' LT	CHISELED X ON SIDEWALK	222,627.72	2,582,789.44
14	409+07.84	34.39' RT	CHISELED X ON SIDEWALK	222,925.68	2,582,850.07
15	411+56.33	32.54' RT	CHISELED X ON SIDEWALK	223,174.08	2,582,843.02
16	415+08.19	32.41' LT	CHISELED X ON SIDEWALK	223,524.50	2,582,770.70
17	419+70.75	34.60' LT	CHISELED X ON SIDEWALK	223,986.91	2,582,758.81
18	423+63.50	42.06' RT	CHISELED X ON SIDEWALK	224,381.19	2,582,827.21
1	426+00.40	34.22' LT	CHISELED X ON SIDEWALK	224,611.47	2,582,727.84
2	431+78.23	29.82' LT	CHISELED X ON SIDEWALK	225,191.89	2,582,706.49
3	434+95.93	29.66' LT	CHISELED X ON SIDEWALK	225,509.38	2,582,694.90
4	438+50.63	31.29' LT	CHISELED X ON SIDEWALK	225,863.77	2,582,680.16
5	442+35.76	36.98' RT	CHISELED X ON SIDEWALK	226,251.77	2,582,726.11
6	446+32.47	38.21' LT	CHISELED X ON SIDEWALK	226,641.97	2,582,618.31



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	SURVEY CONTROL	SHEET 109 109	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\027301-CP.DWG
LAYOUT NAME - 027301-cp
PLOT DATE : 6/5/2024 1:34 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

3832-01-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	176.000	176.000
0004	201.0220	Grubbing	ID	176.000	176.000
0006	204.0100	Removing Concrete Pavement	SY	23,370.000	23,370.000
0008	204.0155	Removing Concrete Sidewalk	SY	1,713.000	1,713.000
0010	204.0195	Removing Concrete Bases	EACH	3.000	3.000
0012	204.0210	Removing Manholes	EACH	5.000	5.000
0014	204.0220	Removing Inlets	EACH	37.000	37.000
0016	204.0245	Removing Storm Sewer (size) 01. 8-Inch to 15-Inch	LF	1,583.000	1,583.000
0018	204.0245	Removing Storm Sewer (size) 02. 18-Inch to 30-Inch	LF	49.000	49.000
0020	204.9060.S	Removing (item description) 01. Removing Street Light Poles	EACH	34.000	34.000
0022	205.0100	Excavation Common	CY	15,804.000	15,804.000
0024	213.0100	Finishing Roadway (project) 01. 3832-01-71	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	8.000	8.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,310.000	9,310.000
0030	310.0110	Base Aggregate Open-Graded	TON	49.000	49.000
0032	311.0110	Breaker Run	TON	6,466.000	6,466.000
0034	415.0080	Concrete Pavement 8-Inch	SY	19,160.000	19,160.000
0036	415.0210	Concrete Pavement Gaps	EACH	8.000	8.000
0038	415.1080	Concrete Pavement HES 8-Inch	SY	310.000	310.000
0040	415.4100	Concrete Pavement Joint Filling	SY	21,560.000	21,560.000
0042	416.0610	Drilled Tie Bars	EACH	209.000	209.000
0044	416.0620	Drilled Dowel Bars	EACH	77.000	77.000
0046	465.0110	Asphaltic Surface Patching	TON	30.000	30.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	23.000	23.000
0050	465.0125	Asphaltic Surface Temporary	TON	23.000	23.000
0052	520.8000	Concrete Collars for Pipe	EACH	21.000	21.000
0054	601.0110	Concrete Curb Type D	LF	15.000	15.000
0056	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	60.000	60.000
0058	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	7,585.000	7,585.000
0060	601.0600	Concrete Curb Pedestrian	LF	43.000	43.000
0062	602.0405	Concrete Sidewalk 4-Inch	SF	15,060.000	15,060.000
0064	602.0415	Concrete Sidewalk 6-Inch	SF	3,710.000	3,710.000
0066	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	470.000	470.000
0068	602.0810	Concrete Driveway 6-Inch	SY	911.000	911.000
0070	602.0820	Concrete Driveway 8-Inch	SY	206.000	206.000
0072	602.0870	Concrete Driveway HES 8-Inch	SY	126.000	126.000
0074	608.0512	Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	LF	1,568.000	1,568.000
0076	608.0515	Storm Sewer Pipe Reinforced Concrete Class V 15-Inch	LF	181.000	181.000
0078	608.0518	Storm Sewer Pipe Reinforced Concrete Class V 18-Inch	LF	16.000	16.000
0080	608.0521	Storm Sewer Pipe Reinforced Concrete Class V 21-Inch	LF	8.000	8.000
0082	608.0524	Storm Sewer Pipe Reinforced Concrete Class V 24-Inch	LF	24.000	24.000
0084	611.0420	Reconstructing Manholes	EACH	4.000	4.000
0086	611.0613	Inlet Covers Type DW	EACH	2.000	2.000
0088	611.0624	Inlet Covers Type H	EACH	28.000	28.000
0090	611.0639	Inlet Covers Type H-S	EACH	16.000	16.000
0092	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000
0094	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0096	611.3004	Inlets 4-FT Diameter	EACH	4.000	4.000
0098	611.3230	Inlets 2x3-FT	EACH	44.000	44.000

Estimate Of Quantities

3832-01-71

Line	Item	Item Description	Unit	Total	Qty
0100	612.0106	Pipe Underdrain 6-Inch	LF	700.000	700.000
0102	619.1000	Mobilization	EACH	1.000	1.000
0104	620.0300	Concrete Median Sloped Nose	SF	29.000	29.000
0106	623.0200	Dust Control Surface Treatment	SY	27,000.000	27,000.000
0108	624.0100	Water	MGAL	190.000	190.000
0110	625.0100	Topsoil	SY	5,164.000	5,164.000
0112	627.0200	Mulching	SY	5,164.000	5,164.000
0114	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0116	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0118	628.6510	Soil Stabilizer Type B	ACRE	0.300	0.300
0120	628.7005	Inlet Protection Type A	EACH	67.000	67.000
0122	628.7010	Inlet Protection Type B	EACH	22.000	22.000
0124	628.7015	Inlet Protection Type C	EACH	74.000	74.000
0126	628.7020	Inlet Protection Type D	EACH	25.000	25.000
0128	628.7560	Tracking Pads	EACH	5.000	5.000
0130	629.0210	Fertilizer Type B	CWT	3.000	3.000
0132	630.0200	Seeding Temporary	LB	139.000	139.000
0134	631.0300	Sod Water	MGAL	116.000	116.000
0136	631.1000	Sod Lawn	SY	5,164.000	5,164.000
0138	637.2210	Signs Type II Reflective H	SF	292.300	292.300
0140	637.2215	Signs Type II Reflective H Folding	SF	15.540	15.540
0142	638.2102	Moving Signs Type II	EACH	10.000	10.000
0144	638.2602	Removing Signs Type II	EACH	67.000	67.000
0146	638.3000	Removing Small Sign Supports	EACH	27.000	27.000
0148	642.5001	Field Office Type B	EACH	1.000	1.000
0150	643.0300	Traffic Control Drums	DAY	35,889.000	35,889.000
0152	643.0420	Traffic Control Barricades Type III	DAY	24,314.000	24,314.000
0154	643.0705	Traffic Control Warning Lights Type A	DAY	48,628.000	48,628.000
0156	643.0715	Traffic Control Warning Lights Type C	DAY	6,325.000	6,325.000
0158	643.0810	Traffic Control Connected Arrow Boards	DAY	192.000	192.000
0160	643.0900	Traffic Control Signs	DAY	53,422.000	53,422.000
0162	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0164	643.1000	Traffic Control Signs Fixed Message	SF	82.500	82.500
0166	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0168	643.3105	Temporary Marking Line Paint 4-Inch	LF	3,484.000	3,484.000
0170	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	4,121.000	4,121.000
0172	643.3165	Temporary Marking Line Paint 6-Inch	LF	60.000	60.000
0174	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	2,846.000	2,846.000
0176	643.3205	Temporary Marking Line Paint 8-Inch	LF	193.000	193.000
0178	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	117.000	117.000
0180	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	670.000	670.000
0182	643.3550	Temporary Marking Arrow Removable Tape	EACH	4.000	4.000
0184	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	71.000	71.000
0186	643.5000	Traffic Control	EACH	1.000	1.000
0188	644.1440	Temporary Pedestrian Surface Matting	SF	365.000	365.000
0190	644.1601	Temporary Pedestrian Curb Ramp	DAY	232.000	232.000
0192	644.1605	Temporary Pedestrian Detectable Warning Field	SF	160.000	160.000
0194	644.1810	Temporary Pedestrian Barricade	LF	2,448.000	2,448.000
0196	644.1900.S	Temporary Audible Message Devices	DAY	4,136.000	4,136.000

Estimate Of Quantities

3832-01-71

Line	Item	Item Description	Unit	Total	Qty
0198	645.0111	Geotextile Type DF Schedule A	SY	308.000	308.000
0200	645.0220	Geogrid Type SR	SY	10,130.000	10,130.000
0202	646.1020	Marking Line Epoxy 4-Inch	LF	21,132.000	21,132.000
0204	646.3020	Marking Line Epoxy 8-Inch	LF	931.000	931.000
0206	646.5005	Marking Arrow Paint	EACH	1.000	1.000
0208	646.5020	Marking Arrow Epoxy	EACH	37.000	37.000
0210	646.5220	Marking Symbol Epoxy	EACH	21.000	21.000
0212	646.6120	Marking Stop Line Epoxy 18-Inch	LF	344.000	344.000
0214	646.7120	Marking Diagonal Epoxy 12-Inch	LF	122.000	122.000
0216	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,229.000	1,229.000
0218	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	276.000	276.000
0220	646.9000	Marking Removal Line 4-Inch	LF	1,498.000	1,498.000
0222	646.9002	Marking Removal Line 6-Inch	LF	37.000	37.000
0224	646.9100	Marking Removal Line 8-Inch	LF	155.000	155.000
0226	646.9200	Marking Removal Line Wide	LF	68.000	68.000
0228	646.9300	Marking Removal Special Marking	EACH	8.000	8.000
0230	650.4000	Construction Staking Storm Sewer	EACH	56.000	56.000
0232	650.4500	Construction Staking Subgrade	LF	3,656.000	3,656.000
0234	650.7000	Construction Staking Concrete Pavement	LF	3,656.000	3,656.000
0236	650.8501	Construction Staking Electrical Installations (project) 01. 3832-01-71	EACH	1.000	1.000
0238	650.9000	Construction Staking Curb Ramps	EACH	44.000	44.000
0240	650.9500	Construction Staking Sidewalk (project) 01. 3832-01-71	EACH	1.000	1.000
0242	650.9911	Construction Staking Supplemental Control (project) 01. 3832-01-71	EACH	1.000	1.000
0244	650.9920	Construction Staking Slope Stakes	LF	3,656.000	3,656.000
0246	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,502.000	3,502.000
0248	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,027.000	1,027.000
0250	653.0135	Pull Boxes Steel 24x36-Inch	EACH	1.000	1.000
0252	653.0140	Pull Boxes Steel 24x42-Inch	EACH	17.000	17.000
0254	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0256	654.0101	Concrete Bases Type 1	EACH	3.000	3.000
0258	654.0102	Concrete Bases Type 2	EACH	5.000	5.000
0260	654.0105	Concrete Bases Type 5	EACH	28.000	28.000
0262	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0264	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0266	655.0230	Cable Traffic Signal 5-14 AWG	LF	560.000	560.000
0268	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,138.000	1,138.000
0270	655.0320	Cable Type UF 2-10 AWG Grounded	LF	244.000	244.000
0272	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	999.000	999.000
0274	655.0610	Electrical Wire Lighting 12 AWG	LF	4,131.000	4,131.000
0276	655.0615	Electrical Wire Lighting 10 AWG	LF	690.000	690.000
0278	655.0620	Electrical Wire Lighting 8 AWG	LF	19,250.000	19,250.000
0280	655.0635	Electrical Wire Lighting 2 AWG	LF	30.000	30.000
0282	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. 22nd Avenue & 45th Street	EACH	1.000	1.000
0284	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. 22nd Avenue & 43rd Street	EACH	1.000	1.000
0286	657.0100	Pedestal Bases	EACH	3.000	3.000
0288	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	31.000	31.000
0290	657.0305	Poles Type 2	EACH	2.000	2.000
0292	657.0310	Poles Type 3	EACH	2.000	2.000
0294	657.0315	Poles Type 4	EACH	1.000	1.000

3832-01-71

Line	Item	Item Description	Unit	Total	Qty
0296	657.0322	Poles Type 5-Aluminum	EACH	28.000	28.000
0298	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
0300	657.0590	Trombone Arms 20-FT	EACH	2.000	2.000
0302	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000
0304	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	3.000	3.000
0306	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	28.000	28.000
0308	658.0173	Traffic Signal Face 3S 12-Inch	EACH	11.000	11.000
0310	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0312	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0314	658.0500	Pedestrian Push Buttons	EACH	6.000	6.000
0316	658.5070	Signal Mounting Hardware (location) 01. 22nd Avenue & 45th Street	EACH	1.000	1.000
0318	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0320	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	17.000	17.000
0322	690.0150	Sawing Asphalt	LF	143.000	143.000
0324	690.0250	Sawing Concrete	LF	5,721.000	5,721.000
0326	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	5,840.000	5,840.000
0328	740.0440	Incentive IRI Ride	DOL	5,539.000	5,539.000
0330	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0332	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,100.000	2,100.000
0334	SPV.0060	Special 01. 2 3/8-Inch OD, 16 GA Galvanized Poles, 12-FT	EACH	32.000	32.000
0336	SPV.0060	Special 02. 2 3/8-Inch OD, 16 GA Galvanized Poles, 8-FT	EACH	3.000	3.000
0338	SPV.0060	Special 03. 30-Inch Round V-Loc	EACH	41.000	41.000
0340	SPV.0060	Special 04. 2 3/8-Inch Z-Bracket, Single Sided, Round, Pair	EACH	44.000	44.000
0342	SPV.0060	Special 05. Salvage and Reinstall City Owned Bus Route Signs	EACH	8.000	8.000
0344	SPV.0060	Special 06. Manhole Cover Storm	EACH	17.000	17.000
0346	SPV.0060	Special 07. Inlet Covers Type CH	EACH	7.000	7.000
0348	SPV.0060	Special 08. Storm Sewer Tap	EACH	12.000	12.000
0350	SPV.0060	Special 09. Sealing Manhole Openings	EACH	11.000	11.000
0352	SPV.0060	Special 10. Maintenance of Lighting	EACH	1.000	1.000
0354	SPV.0060	Special 11. Luminaires Utility LED 80 Watts	EACH	31.000	31.000
0356	SPV.0060	Special 12. Remove Existing Lighting Cabinet	EACH	1.000	1.000
0358	SPV.0060	Special 13. Remove Traffic Signals 22nd Avenue & 45th Street	EACH	1.000	1.000
0360	SPV.0060	Special 14. Traffic Signal Cabinet and Controller 22nd Avenue & 45th Street	EACH	1.000	1.000
0362	SPV.0060	Special 15. Radar Sensor System 22nd Avenue & 45th Street	EACH	1.000	1.000
0364	SPV.0060	Special 16. Emergency Vehicle Preemption 22nd Avenue & 45th Street	EACH	1.000	1.000
0366	SPV.0060	Special 17. Adjusting Water Valve Covers	EACH	19.000	19.000
0368	SPV.0060	Special 18. Adjusting Curb Boxes	EACH	83.000	83.000
0370	SPV.0060	Special 19. Adjusting Sanitary Sewer Manhole Covers	EACH	15.000	15.000
0372	SPV.0060	Special 20. Relocating Stone Monuments	EACH	2.000	2.000
0374	SPV.0060	Special 21. Laminated No Parking Signs and Property Owner Notifications	EACH	1.000	1.000
0376	SPV.0060	Special 22. Section Corner Monuments	EACH	1.000	1.000
0378	SPV.0090	Special 01. PVC Pipe 6-Inch	LF	8.000	8.000
0380	SPV.0195	Special 01. Management of Solid Waste	TON	611.000	611.000

3

CLEARING AND GRUBBING ITEMS

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	410+38	LT	46	46
	413+45	RT	28	28
	416+19	RT	32	32
	416+52	RT	30	30
	419+12	RT	40	40
	TOTALS		176	176

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION - STATION	204.0100 STAGE 1 SY	204.0100 STAGE 2 SY
0010	410+00 - 423+00	3,840	3,680
	423+00 - 436+00	3,930	3,890
	436+00 - 446+55	3,570	3,220
	CONCRETE DRIVEWAYS	580	660
	SUB-TOTALS	11,920	11,450
	TOTAL	23,370	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	204.0155 STAGE 1 SY	204.0155 STAGE 2 SY
0010	410+00 - 423+00	270	170
	423+00 - 436+00	720	360
	436+00 - 446+55	83	110
	SUB-TOTALS	1,073	640
	TOTAL	1,713	

REMOVING STREET LIGHT POLES

CATEGORY	STATION - STATION	LOCATION	204.9060.S.01 EACH
0010	410+00 - 423+00	LT & RT	12
	423+00 - 436+00	LT & RT	12
	436+00 - 446+55	LT & RT	10
	TOTAL		34

EARTHWORK SUMMARY

CATEGORY	STAGE	STATION FROM	STATION TO	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS (3)** EXCAVATION CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4) CY	AVAILABLE MATERIAL (5) CY	EXPANDED EBS BACKFILL (11) FACTOR 1.15 CY	(15) 311.0110* BREAKER RUN FACTOR 1.75 TON	UNEXPANDED FILL CY	EXPANDED FILL (13) FACTOR 1.25 CY	MASS ORDINATE ± (14) CY
0010	1	410+00	446+56	STAGE 1	6,453	935	3,307	3,146	1,029	1,800	22	28	3,119
		---	---	STAGE 1 SIDEROADS	413	83	236	177	95	166	--	--	177
	2	410+00	446+56	STAGE 2	6,636	918	3,307	3,329	1,010	1,767	11	14	3,315
		---	---	STAGE 2 SIDEROADS	305	61	175	130	70	123	--	--	130
				SUB-TOTALS	13,807	1,997	7,025	6,782	2,203	3,856	33	41	6,741
				TOTALS		15,804				3,856			

NOTES

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. SOILS REMOVED AS EBS MUST BE WASTED OFFSITE AND NOT REUSED AS FILL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BREAKER RUN. EBS BACKFILL FACTOR = 1.15.
(13) EXPANDED FILL FACTOR = 1.25; EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE STAGE. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE STAGE. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE STAGE.
(15) UNDISTRIBUTED QUANTITY OF BREAKER RUN TO FILL EBS. CY TO TON CONVERSION FACTOR = 1.75 TON/CY

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** UNDISTRIBUTED EBS EXCAVATION:
STA. 410+00 TO STA. 439+47 = 20%

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 3832-01-71 EACH
0010	3832-01-71	1

BASE AGGREGATE DENSE

CATEGORY	STAGE	STATION - STATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON
0010	1	410+00 - 423+00	---	1,680
		423+00 - 436+00	2	1,770
		436+00 - 446+55	2	1,330
		STAGE 1 SUB-TOTALS	4	4,780
	2	410+00 - 423+00	---	1,580
		423+00 - 436+00	3	1,700
		436+00 - 446+55	1	1,250
		STAGE 2 SUB-TOTALS	4	4,530
		TOTALS	8	9,310

MANAGEMENT OF SOLID WASTE

CATEGORY	STATION - STATION	LOCATION	SPV.01950.01 TONS
0010	421+00 - 422+50	LT	211
	422+50 - 424+00	LT/RT	330
	424+00 - 425+50	LT	70
	TOTAL		611

BREAKER RUN

CATEGORY	STAGE	STATION - STATION	311.0110* TON	REMARKS
0010	1	439+47 - 446+56	1,340	100% EBS EXCAVATION AREA
	2	439+47 - 446+56	1,270	100% EBS EXCAVATION AREA
	TOTAL		2,610	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE PAVEMENT

CATEGORY	STAGE	STATION - STATION	LOCATION	415.0080 8-INCH SY	415.1080 HES 8-INCH SY	415.4100 JOINT FILLING SY
0010	1	410+00 - 423+00	LT/RT	3,320	130	3,820
		423+00 - 436+00	LT/RT	3,520	---	3,900
		436+00 - 446+55	LT/RT	2,980	---	3,290
		STAGE 1 SUB-TOTALS		9,820	130	11,010
	2	410+00 - 423+00	LT/RT	3,170	110	3,640
		423+00 - 436+00	LT/RT	3,410	70	3,850
		436+00 - 446+55	LT/RT	2,760	---	3,060
		STAGE 2 SUB-TOTALS		9,340	180	10,550
		TOTALS		19,160	310	21,560

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	LOCATION	465.0120 STAGE 1 TON	465.0120 STAGE 2 TON
0010	9+45 A	LT	2	---
	421+63	LT	3	---
	422+18	RT	---	2
	424+53	RT	---	6
	445+50	RT	---	10
	SUB-TOTALS		5	18
	TOTAL		23	

SIDEWALK ITEMS

CATEGORY	STAGE	STATION - STATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	1	410+00 - 423+00	2,020	730	80	8
		423+00 - 436+00	6,580	870	100	10
		436+00 - 446+55	680	220	30	3
		STAGE 1 SUB-TOTALS	9,280	1,820	210	21
	2	410+00 - 423+00	1,360	570	60	6
		423+00 - 436+00	3,040	910	140	12
		436+00 - 446+55	1,380	410	60	5
		STAGE 2 SUB-TOTALS	5,780	1,890	260	23
		TOTALS	15,060	3,710	470	44

CONCRETE PAVEMENT GAPS

CATEGORY	STAGE	LOCATION	415.0210 EACH
0010	1	45TH STREET	1
	1	43RD STREET	1
	2	45TH STREET	1
		UNDISTRIBUTED	5
		TOTAL	8

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STAGE	465.0125 TON
0010	STAGE 1	19
	STAGE 1A	4
	STAGE 1B	---
	STAGE 2	---
	STAGE 2A	---
	TOTAL	23

MOBILIZATION

CATEGORY	STATION - STATION	619.1000 EACH
0010	3832-01-71	1

CONCRETE CURB & GUTTER ITEMS

CATEGORY	STAGE	STATION - STATION	601.0110 CONCRETE CURB TYPE D LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0010	1	410+00 - 423+00	10	---	1,321	22	---
		423+00 - 436+00	---	---	1,361	---	---
		436+00 - 446+55	---	---	1,145	---	---
		STAGE 1 SUB-TOTALS	10	---	3,827	22	---
	2	410+00 - 423+00	---	---	1,321	---	---
		423+00 - 436+00	5	60	1,353	15	---
		436+00 - 446+55	---	---	1,084	6	29
		STAGE 2 SUB-TOTALS	5	60	3,758	21	29
		TOTALS	15	60	7,585	43	29

PAVEMENT BARS

CATEGORY	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	410+00 - 423+00	LT/RT	56	32
	423+00 - 436+00	LT/RT	78	---
	436+00 - 446+55	LT/RT	76	45
	TOTALS		209	77

ASPHALTIC SURFACE PATCHING

CATEGORY	STATION - STATION	465.0110 TON	REMARKS
0010	410+00 - 446+55	25	FILLING POTHOLES
	UNDISTRIBUTED	5	FILLING POTHOLES
	TOTAL	30	

CONCRETE DRIVEWAY ITEMS

			602.0810 CONCRETE DRIVEWAY 6-INCH		602.0820 CONCRETE DRIVEWAY 8-INCH		602.0870 CONCRETE DRIVEWAY HES 8-INCH	
			STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2
CATEGORY	STATION	LOCATION	SY	SY	SY	SY	SY	SY
0010	410+00	RT	---	---	---	7	---	---
	410+07	LT	7	---	---	---	---	---
	410+23	LT	10	---	---	---	---	---
	410+35	RT	---	---	---	---	---	13
	411+10	LT	9	---	---	---	---	---
	411+26	RT	---	8	---	---	---	---
	411+59	LT	22	---	---	---	---	---
	411+76	RT	---	7	---	---	---	---
	411+78	LT	18	---	---	---	---	---
	412+26	RT	---	7	---	---	---	---
	412+59	LT	19	---	---	---	---	---
	412+76	RT	---	8	---	---	---	---
	413+08	LT	8	---	---	---	---	---
	413+22	LT	7	---	---	---	---	---
	413+26	RT	---	8	---	---	---	---
	413+68	LT	22	---	---	---	---	---
	413+75	RT	---	9	---	---	---	---
	414+23	LT	27	---	---	---	---	---
	414+25	RT	---	19	---	---	---	---
	414+76	RT	---	19	---	---	---	---
	9+45 A	LT	---	---	11	---	---	---
	416+49	LT	9	---	---	---	---	---
	416+75	RT	---	8	---	---	---	---
	416+97	LT	16	---	---	---	---	---
	417+25	RT	---	8	---	---	---	---
	417+39	LT	10	---	---	---	---	---
	417+76	RT	---	21	---	---	---	---
	417+98	LT	25	---	---	---	---	---
	418+25	RT	---	25	---	---	---	---
	418+48	LT	25	---	---	---	---	---
	418+75	RT	---	21	---	---	---	---
	419+24	RT	---	9	---	---	---	---
	419+31	LT	21	---	---	---	---	---
	419+40	RT	---	9	---	---	---	---
	420+27	RT	---	8	---	---	---	---
	420+65	RT	---	8	---	---	---	---
	421+03	LT	---	---	---	---	17	---
	421+25	RT	---	8	---	---	---	---
	421+63	LT	---	---	---	---	28	---
	421+75	RT	---	---	---	15	---	---

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CONCRETE DRIVEWAY ITEMS

			602.0810 CONCRETE DRIVEWAY 6-INCH		602.0820 CONCRETE DRIVEWAY 8-INCH		602.0870 CONCRETE DRIVEWAY HES 8-INCH	
			STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2
CATEGORY	STATION	LOCATION	SY	SY	SY	SY	SY	SY
0010	422+18	RT	---	17	---	---	---	---
	422+37	LT	22	---	---	---	---	---
	422+50	LT	22	---	---	---	---	---
	422+84	RT	---	---	---	37	---	36
	10+54 C	LT	---	---	---	1	---	---
	423+78	LT	11	---	---	---	---	---
	424+00	LT	---	---	---	---	14	---
	9+30 C	RT	---	---	44	---	---	---
	424+53	RT	---	---	---	---	---	18
	425+41	RT	---	---	---	50	---	---
	427+17	RT	---	29	---	---	---	---
	429+59	RT	---	18	---	---	---	---
	430+17	RT	---	14	---	---	---	---
	432+56	RT	---	19	---	---	---	---
	432+67	LT	19	---	---	---	---	---
	433+02	RT	---	3	---	---	---	---
	433+19	LT	4	---	---	---	---	---
	433+50	RT	---	21	---	---	---	---
	433+69	LT	13	---	---	---	---	---
	433+97	RT	---	19	---	---	---	---
	434+17	LT	25	---	---	---	---	---
	434+68	LT	21	---	---	---	---	---
	434+81	RT	---	10	---	---	---	---
	434+95	RT	---	20	---	---	---	---
	435+18	LT	23	---	---	---	---	---
	435+41	RT	---	24	---	---	---	---
	435+69	LT	13	---	---	---	---	---
	436+19	LT	16	---	---	---	---	---
	436+69	LT	13	---	---	---	---	---
	437+16	RT	---	15	---	---	---	---
	437+19	LT	13	---	---	---	---	---
	437+67	LT	17	---	---	---	---	---
	438+19	LT	5	---	---	---	---	---
	445+92	LT	---	---	41	---	---	---
SUB-TOTALS			492	419	96	110	59	67
TOTALS			911		206		126	

PIPE UNDERDRAIN SUMMARY

				310.0110 BASE AGGREGATE OPEN-GRADED	612.0106 PIPE UNDERDRAIN 6-INCH	645.0111 GEOTEXTILE TYPE DF SCHEDULE A	
CATEGORY	STATION - STATION		LOCATION	TON	LF	SY	REMARKS
0010	411+40	- 412+40	LT/RT	7	100	44	LOW POINT
	414+60	- 415+60	LT/RT	7	100	44	LOW POINT
	417+85	- 418+85	LT/RT	7	100	44	LOW POINT
	422+15	- 423+15	LT/RT	7	100	44	LOW POINT
	428+35	- 429+35	LT/RT	7	100	44	LOW POINT
	431+50	- 432+50	LT/RT	7	100	44	LOW POINT
	441+90	- 442+90	LT/RT	7	100	44	LOW POINT
	TOTALS			49	700	308	

STORM SEWER SUMMARY

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.0515 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH LF	608.0518 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH LF	608.0521 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 21-INCH LF	608.0524 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	SPV.0090.01 PVC PIPE 6-INCH LF
0010	INL 1	MH 1	29	---	---	---	---	---
	INL 2	MH 1	17	---	---	---	---	---
	MH 1	EX PIPE	---	8	---	---	---	---
	INL 3	MH 2	30	---	---	---	---	---
	INL 4	MH 2	16	---	---	---	---	---
	EX PIPE	MH 2	---	8	---	---	---	---
	MH 2	EX PIPE	---	8	---	---	---	---
	INL 5	MH 4	20	---	---	---	---	---
	INL 6	MH 4	4	---	---	---	---	---
	EX PIPE	MH 4	---	---	8	---	---	---
	INL 7	INL 6	20	---	---	---	---	---
	INL 8	INL 9	34	---	---	---	---	---
	INL 9	MH 3	41	---	---	---	---	---
	MH 3	EX PIPE	---	---	8	---	---	---
	EX PIPE	MH 3	---	8	---	---	---	---
	EX PIPE	MH 3	---	8	---	---	---	---
	INL 10	MH 3A	30	---	---	---	---	---
	INL 11	MH 3A	16	---	---	---	---	---
	EX PIPE	MH 3A	---	8	---	---	---	---
	MH 3A	EX PIPE	---	8	---	---	---	---
	INL 12	MH 5	31	---	---	---	---	---
	INL 13	MH 5	17	---	---	---	---	---
	EX PIPE	MH 5	---	8	---	---	---	---
	MH 5	EX PIPE	---	8	---	---	---	---
	INL 14	INL 15	46	---	---	---	---	---
	INL 15	EX MH 4	---	46	---	---	---	---
	INL 15A	INL 17	146	---	---	---	---	---
	INL 17	INL 16	46	---	---	---	---	---
	INL 16	EX PIPE	11	---	---	---	---	---
	INL 18A	EX MH 5	46	---	---	---	---	---
	INL 18	EX MH 5	8	---	---	---	---	---
	INL 20	INL 19	34	---	---	---	---	---
	INL 19	EX MH 6	103	---	---	---	---	---
	EX PIPE	INL 20A	---	---	---	---	---	8
	INL 20A	EX MH 1	50	---	---	---	---	---

CONTINUED ON RIGHT

STORM SEWER SUMMARY

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.0515 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH LF	608.0518 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH LF	608.0521 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 21-INCH LF	608.0524 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	SPV.0090.01 PVC PIPE 6-INCH LF
0010	INL 21	EX MH 7	24	---	---	---	---	---
	INL 22	EX MH 7	45	---	---	---	---	---
	INL 24	INL 23	46	---	---	---	---	---
	EX PIPE	INL 23	---	---	---	8	---	---
	INL 23	EX PIPE	---	---	---	---	8	---
	INL 28	INL 26	24	---	---	---	---	---
	INL 26	INL 25	46	---	---	---	---	---
	INL 25	EX PIPE	---	---	---	---	8	---
	EX PIPE	INL 25	---	---	---	---	8	---
	INL 29	INL 29A	29	---	---	---	---	---
	INL 29A	INL 27	20	---	---	---	---	---
	INL 27	EX MH 8	25	---	---	---	---	---
	INL 31	INL 30	46	---	---	---	---	---
	INL 30	EX MH 8	---	63	---	---	---	---
	INL 33	INL 32	46	---	---	---	---	---
	INL 32	EX PIPE	18	---	---	---	---	---
	INL 34	EX MH 9	22	---	---	---	---	---
	INL 35	EX MH 9	22	---	---	---	---	---
	INL 36	EX MH 10	16	---	---	---	---	---
	INL 37	INL 38	25	---	---	---	---	---
	INL 38	INL 39	34	---	---	---	---	---
	INL 39	MH 6	40	---	---	---	---	---
	EX PIPE	MH 6	8	---	---	---	---	---
	MH 6	EX PIPE	8	---	---	---	---	---
	INL 40	EX MH 12	39	---	---	---	---	---
	INL 41	EX MH 12	7	---	---	---	---	---
	INL 44	INL 43	46	---	---	---	---	---
	INL 43	INL 42	4	---	---	---	---	---
	INL 42	EX PIPE	8	---	---	---	---	---
	INL 45	INL 43	125	---	---	---	---	---
	TOTALS		1,568	181	16	8	24	8

ADJUSTING SANITARY SEWER MANHOLE COVERS

CATEGORY	STATION	LOCATION	SPV.0060.19 EACH
0020	410+96	RT	1
	413+34	RT	1
	415+54	RT	1
	417+58	RT	1
	419+57	RT	1
	422+08	LT	1
	423+38	LT	1
	424+71	LT	1
	426+00	RT	1
	426+92	RT	1
	428+74	RT	1
	431+34	RT	1
	433+53	RT	1
	435+73	RT	1
	437+93	RT	1
	TOTAL		15

KENOSHA WATER UTILITY SUMMARY

CATEGORY	STATION - STATION	SPV.0060.17 ADJUSTING WATER VALVE COVERS EACH	SPV.0060.18 ADJUSTING CURB BOXES EACH
0020	410+00 - 446+56	19	83

MISCELLANEOUS STORM SEWER SUMMARY

CATEGORY	STATION - STATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 8-15 INCH LF	204.0245.02 REMOVING STORM SEWER 18-30 INCH LF	SPV.0060.09 SEALING MANHOLE OPENINGS EACH	SPV.0060.08 STORM SEWER TAP EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	410+00 - 446+56	5	37	1,583	49	11	12	21

3

STORM SEWER ITEMS

CATEGORY	STRUCT. ID	STATION	OFFSET	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.07 INLET COVERS TYPE CH EACH	611.0613 INLET COVERS TYPE DW EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.06 MANHOLE COVER STORM EACH
0010	MH 1	411+90.00	6.4 LT	1	---	---	---	---	---	---	---	---	1	1
	INL 1	411+90.00	23.0 RT	---	---	---	1	---	---	1	---	---	1	---
	INL 2	411+90.00	23.0 LT	---	---	---	1	---	---	1	---	---	1	---
	EX MH 1	412+94.58	6.6 LT	---		---	---	---	---	---	---	---	---	1
	EX MH 2	414+21.45	6.5 LT	---		---	---	---	---	---	---	---	---	1
	INL 3	415+10.00	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 4	415+10.00	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	MH 2	415+10.00	6.6 LT	1	---	---	---	---	---	---	---	---	1	1
	INL 8	415+37.33	47.8 LT	---	---	---	1	---	---	1	---	---	1	---
	INL 5	415+43.40	47.2 RT	---	---	---	1	---	1	---	---	---	1	---
	MH 3	415+62.26	6.8 LT	1	---	---	---	---	---	---	---	---	1	1
	MH 3A	415+96.24	6.8 LT	1	---	---	---	---	---	---	---	---	1	1
	MH 4	415+63.24	47.3 LT	1	---	---	---	---	---	---	---	---	1	1
	INL 6	415+67.34	47.3 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 9	415+71.33	47.1 LT	---	---	---	1	---	---	1	---	---	1	---
	INL 7	415+73.06	28.4 RT	---	---	---	1	---	---	---	1	---	1	---
	INL 10	415+96.24	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 11	415+96.24	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	MH 5	418+35.00	7.2 LT	1	---	---	---	---	---	---	---	---	1	1
	INL 12	418+35.00	24.0 RT	---	---	---	1	---	---	1	---	---	1	---
	INL 13	418+35.00	24.0 LT	---	---	---	1	---	---	1	---	---	1	---
	EX. MH 4	419+07.37	7.4 LT	---	---	---	---	---	---	---	---	---	---	1
	INL 14	419+51.15	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 15	419+51.15	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 15A	421+18.92	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 17	422+65.00	23.0 LT	---	---	---	1	---	---	1	---	---	1	---
	INL 16	422+65.00	23.0 RT	---	1	---	---	---	---	1	---	---	1	---
	EX. MH 5	423+49.29	21.9 RT	---	---	---	---	---	---	---	---	---	---	1
	INL 18A	423+42.35	23.3 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 18	423+55.53	27.2 RT	---	---	---	1	---	---	---	1	---	1	---
	INL 19	424+61.93	81.6 LT	---	---	---	1	---	---	---	---	1	1	---
	EX. MH 6	424+65.12'	21.0 RT	---	---	---	---	---	---	---	---	---	---	1
	INL 20	424+98.35	77.8 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 20A	425+37.46	23.0 LT	---		---	1	---	1	---	---	---	1	---

CONTINUED ON NEXT SHEET

3

STORM SEWER ITEMS

CATEGORY	STRUCT. ID	STATION	OFFSET	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.07 INLET COVERS TYPE CH EACH	611.0613 INLET COVERS TYPE DW EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.06 MANHOLE COVER STORM EACH
0010	EX. INL 1	425+56.15	23.2 RT	---	---	---	---	1	---	---	---	1	---	---
	INL 21	425+79.89	28.3 RT	---	---	---	1	---	---	---	1	---	1	---
	EX. MH 7	426+03.24	19.9 RT	---	---	---	---	---	---	---	---	---	---	1
	INL 22	426+16.79	23.0 LT	---	---	---	1	---	---	---	1	---	1	---
	EX. INL 2	426+72.43'	23.5 RT	---	---	---	---	1	1	---	---	---	---	---
	INL 23	428+79.00	23.0 RT	---	---	1	---	---	---	1	---	---	1	---
	INL 24	428+79.00	23.0 LT	---	---	---	1	---	---	1	---	---	1	---
	EX. INL 3	430+06.04	23.0 RT	---	---	---	---	1	1	---	---	---	---	---
	INL 25	430+92.91	23.0 RT	---	---	1	---	---	1	---	---	---	1	---
	INL 26	430+92.91	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 27	431+12.22	27.7 RT	---	---	1	---	---	---	---	1	---	1	---
	INL 28	431+16.04	27.7 LT	---	---	---	1	---	---	---	1	---	1	---
	EX. MH 8	431+37.01	22.0 RT	---	---	---	---	---	---	---	---	---	---	1
	INL 29A	431+16.94	47.6 RT	---	---	---	1	---	---	1	---	---	1	---
	INL 29	431+45.90	47.5 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 30	432+00.00	23.0 RT	---	---	1	---	---	---	1	---	---	1	---
	INL 31	432+00.00	23.0 LT	---	---	---	1	---	---	1	---	---	1	---
	INL 32	436+00	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 33	436+00	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	EX. INL 4	437+45.2	23.0 RT	---	---	---	---	1	1	---	---	---	---	---
	INL 34	437+79.21	44.0 RT	---	---	---	1	---	---	1	---	---	1	---
	EX. MH 9	437+92.33'	25.8 RT	---	---	---	---	---	---	---	---	---	---	1
	INL 35	438+04.20	44.0 RT	---	---	---	1	---	1	---	---	---	1	---
	EX. MH 10	438+71.03'	7.0 LT	---	---	---	---	---	---	---	---	---	---	1
	INL 36	438+74.32	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 37	438+91.86	27.5 LT	---	---	---	1	---	---	---	1	---	1	---
	INL 38	438+98.55	44.7 LT	---	---	---	1	---	1	---	---	---	1	---
	INL 39	439+32.55	44.8 LT	---	---	---	1	---	1	---	---	---	1	---
	MH 6	439+50.51	15.4 LT	---	1	---	---	---	---	---	---	---	1	1
	INL 40	441+05.11	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 41	441+05.11	23.0 LT	---	---	---	1	---	1	---	---	---	1	---
	EX. MH 12	441+06.61'	15.9 LT	---	---	---	---	---	---	---	---	---	---	1
	INL 42	442+37.40	23.0 RT	---	---	---	1	---	1	---	---	---	1	---
	INL 43	442+41.40	23.0 RT	---	---	---	1	---	---	1	---	---	1	---
	INL 44	442+40.08	23.0 LT	---	---	---	1	---	---	1	---	---	1	---
	INL 45	443+65.66	27.7 RT	---	---	---	1	---	1	---	---	---	1	---
	TOTALS			6	2	4	44	4	28	16	7	2	56	17

3

DUST CONTROL SURFACE TREATMENT

CATEGORY	PROJECT	623.0200 SY
0010	3832-01-71	27,000

WATER

CATEGORY	PROJECT	624.0100 MGAL	REMARKS
0010	3832-01-71	190	BASE AGGREGATE COMPACTION

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 EACH
0010	3832-01-71	6

MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	PROJECT	628.1910 EACH
0010	3832-01-71	5

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	410+00 - 423+00	LT/RT	1,220	1,220	--	1.0	33	27	1,220
	423+00 - 436+00	LT/RT	749	749	--	--	20	17	749
	436+00 - 446+55	LT/RT	1,940	1,940	--	1.0	52	44	1,940
	WASTE SITE		278	278	--	--	8	6	278
	UNDISTRIBUTED		977	977	0.3	1.0	26	22	977
	TOTALS		5,164	5,164	0.3	3.0	139	116	5,164

INLET PROTECTION

CATEGORY	STATION - STATION	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
0010	410+00 - 446+56	67	22	74	25

TRACKING PADS

CATEGORY	PROJECT	628.7560 EACH
0010	3832-01-71	5

TRAFFIC CONTROL AND DETOUR ITEMS

CATEGORY	STAGE	CALENDAR DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING TYPE C DAY	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS EACH	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS DAY	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVER/UNCOVER CYCLES EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	STAGE 1	100	144	14,400	123	12,300	246	24,600	17	1,700	1	100	204	20,400	2	1	6	15.00	2	14
	STAGE 2	92	215	19,780	118	10,856	236	21,712	47	4,324	1	92	209	19,228	2	1	4	10.00	---	---
	DETOUR	192	---	---	---	---	---	---	---	---	---	---	48	9,216	---	---	23	57.50	---	---
	UNDISTRIBUTED	---	---	1,709	---	1,158	---	2,316	---	301	---	---	---	2,442	---	---	---	---	---	---
	TOTALS			35,889		24,314		48,628		6,325		192		51,286	4			82.50		14

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION ITEMS

CATEGORY	STAGE	CALENDAR DAYS	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	STAGE 1	100	14	1,400	240	100	60	876	2,200
	STAGE 2	92	8	736	100	92	80	1,476	1,840
	UNDISTRIBUTED	---	---	---	25	40	20	96	96
	TOTALS			2,136	365	232	160	2,448	4,136

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FIELD OFFICE TYPE B

CATEGORY	PROJECT	642.5001 EACH
0010	3832-01-71	1

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 3832-01-71 EACH
0010	3832-01-71	1

GEOGRID TYPE SR

CATEGORY	STAGE	STATION - STATION	645.0220 SY
0010	1	410+00 - 423+00	820
		423+00 - 436+00	840
		436+00 - 446+55	3,550
		STAGE 1 SUB-TOTAL	5,210
	2	410+00 - 423+00	790
		423+00 - 436+00	830
		436+00 - 446+55	3,300
		STAGE 2 SUB-TOTAL	4,920
		TOTAL	10,130

PERMANENT SIGNING SUMMARY

SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W [IN.]	X	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.01 2 3/8-INCH OD, 16 GA GALVANIZED POLES, 12-FT EACH	SPV.0060.02 2 3/8-INCH OD, 16 GA GALVANIZED POLES, 8-FT EACH	SPV.0060.03 30-INCH ROUND V-LOC EACH	SPV.0060.04 2 3/8-INCH Z-BRACKET, SINGLE-SIDED, ROUND, PAIR EACH	SPV.0060.05 SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS EACH	REMARKS
A1	409+40	LT	R3-17	BIKE LANE	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM FROM STA. 449+83 LT
A2	409+40	LT	R3-17BP	ENDS	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM FROM STA. 449+83 LT
A3	410+20	RT	R2-1	SPEED LIMIT 30	24	X	30	5.00	---	---	1	---	1	---	1	1	---	---
A4	412+40	LT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
A5	412+58	RT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	1	---	1	1	---	---
B1	414+02	RT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	1	---	1	1	---	---
B2	414+92	RT	---	KAT BUS ROUTE 1	---	X	---	---	---	---	---	---	1	---	1	1	1	---
B3	415+33	LT	R1-1	STOP	30	X	30	5.18	---	---	---	---	1	---	1	1	---	---
B4	415+72	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
B5	415+98	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
B6	415+98	LT	D3-1	48TH ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN B5
B7	415+98	LT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
B8	415+98	LT	---	KAT BUS ROUTE 1	---	X	---	---	---	---	---	---	---	---	---	---	1	MOUNT BELOW SIGN B7
B9	417+45	RT	---	SNOW ROUTE, NO PARKING	---	X	---	---	---	---	1	---	1	---	1	1	---	---
B10	418+50	RT	---	SNOW ROUTE, NO PARKING	---	X	---	---	---	---	1	---	1	---	1	1	---	---
C1	419+91	LT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
C2	420+65	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
C3	420+65	LT	D3-1	46TH ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN C2
C4	420+65	LT	---	KAT BUS ROUTE 1	---	X	---	---	---	---	---	1	---	---	---	---	1	MOUNT ON LIGHT POLE
C5	421+50	RT	---	KAT BUS ROUTE 1	---	X	---	---	---	---	---	---	1	---	1	1	1	---
C6	422+28	RT	R7-5L	1/2 HOUR PARKING, 10AM-10PM	---	X	---	---	---	---	1	1	---	---	---	---	---	---
C7	422+53	RT	R7-5R	1/2 HOUR PARKING, 10AM-10PM	---	X	---	---	---	---	1	---	---	---	---	---	---	---
C8	422+53	RT	S1-1	SCHOOL PEDESTRIAN CROSSING	36	X	36	6.75	---	---	1	---	1	---	1	1	---	---
C9	422+95	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
C10	422+95	LT	D3-1	45TH ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN C9
C11	421+80	LT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
C12	423+08	RT	R10-7	DO NOT BLOCK INTERSECTION	24	X	30	5.00	---	---	---	---	1	---	1	1	---	---
C13	423+33	RT	R7-51R	NO PARKING HERE TO CORNER	---	X	---	---	---	---	1	1	---	---	---	---	---	---
C14	423+55	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
C15	426+42	RT	R9-3A	NO PEDESTRIAN CROSSING	24	X	24	4.00	---	---	---	---	---	1	1	1	---	---
C16	426+42	RT	R9-3BL	USE CROSSWALK	18	X	12	1.50	---	---	---	---	---	---	1	1	---	MOUNT BELOW SIGN C15
C17	424+30	RT	R1-1F	STOP (FOLDING)	30	X	30	---	5.18	---	1	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
C18	424+52	LT	R10-11S	NO TURN ON RED WHEN CHILDREN ARE PRESENT	24	X	36	6.00	---	---	1	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
C19	424+52	LT	R1-1F	STOP (FOLDING)	30	X	30	---	5.18	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN C18
C20	425+04	LT	D3-1	ANDREA DR	---	X	---	---	---	---	1	---	---	---	---	---	---	---
C21	425+15	LT	R10-11S	NO TURN ON RED WHEN CHILDREN ARE PRESENT	24	X	36	6.00	---	---	1	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
C22	425+15	LT	R1-1F	STOP (FOLDING)	30	X	30	---	5.18	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN C21
C23	424+30	LT	M1-94H	45TH ST	48	X	18	6.00	---	---	1	---	---	---	---	---	---	MOUNT ON SIGNAL MAST ARM
C24	425+15	RT	M1-94H	45TH ST	48	X	18	6.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL MAST ARM
C25	424+86	LT	M1-94H	22ND AVE	48	X	18	6.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL MAST ARM
C26	422+95	LT	R2-1	SPEED LIMIT 30	24	X	30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
C27	422+95	LT	S5-2	END SCHOOL ZONE	24	X	30	5.00	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN C26
C28	422+53	RT	S16-9P	AHEAD	24	X	12	2.00	---	---	---	---	---	---	---	1	---	MOUNT BELOW SIGN C8
C29	422+53	RT	R2-6P	FINES HIGHER	24	X	18	3.00	---	---	---	---	---	---	---	1	---	MOUNT BELOW SIGN C28
D1	425+73	RT	R9-3A	NO PEDESTRIAN CROSSING	24	X	24	4.00	---	---	---	---	---	1	1	1	---	---
D2	425+73	RT	R9-3BR	USE CROSSWALK	18	X	12	1.50	---	---	---	---	---	---	1	1	---	MOUNT BELOW SIGN D1
D3	426+15	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
D4	426+39	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
D5	426+39	LT	D3-1	44TH PL	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN D4
D6	427+26	RT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	---	---	---	---	---	MOUNT ON UTILITY POLE
D7	427+35	LT	---	NO PARKING STANDING OR STOPPING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
D8	427+84	RT	S1-1	SCHOOL PEDESTRIAN CROSSING	36	X	36	6.75	---	---	1	---	1	---	1	1	---	---
D9	427+84	RT	S16-9P	AHEAD	24	X	12	2.00	---	---	1	---	---	---	1	1	---	MOUNT BELOW SIGN D8
D10	429+14	RT	---	NO CELL PHONE ZONE	---	X	---	---	---	1	---	---	---	---	---	---	---	MOUNT ON UTILITY POLE
D11	429+65	LT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE

CONTINUED ON NEXT SHEET

PERMANENT SIGNING SUMMARY

SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE W [IN.]	X	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.01 2 3/8-INCH OD, 16 GA GALVANIZED POLES, 12-FT EACH	SPV.0060.02 2 3/8-INCH OD, 16 GA GALVANIZED POLES, 8-FT EACH	SPV.0060.03 30-INCH ROUND V-LOC EACH	SPV.0060.04 2 3/8-INCH Z-BRACKET, SINGLE-SIDED, ROUND, PAIR EACH	SPV.0060.05 SALVAGE AND REINSTALL CITY OWNED BUS ROUTE SIGNS EACH	REMARKS
D12	429+65	LT	---	NO PARKING STANDING OR STOPPING	18	X	24	3.00	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN D11
D13	430+05	RT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	---	---	---	---	---	MOUNT ON UTILITY POLE
D14	425+91	LT	---	CITY OF KENOSHA	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D15	425+91	LT	---	BICYCLE ROUTE	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D16	425+91	LT	---	GATEWAY, WASHINGTON PARK	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D17	425+91	LT	---	CITY OF KENOSHA	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D18	425+91	LT	---	BICYCLE ROUTE	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D19	425+91	LT	M6-1	BICYCLE ROUTE ARROW SIGN	---	X	---	---	---	1	---	---	---	---	---	---	---	RELOCATED FROM STA. 426+00
D20	425+59	RT	R3-2	NO LEFT TURN	24	X	24	4.00	---	---	---	---	1	---	1	1	---	---
D21	426+57	LT	R7-51L	NO PARKING HERE TO CORNER	18	X	24	3.00	---	---	---	---	1	---	1	1	---	---
D22	426+48	RT	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	8.00	---	---	---	---	1	---	1	1	---	---
E1	430+85	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
E2	430+85	LT	D3-1	43RD ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN E1
E3	430+85	LT	---	NO PARKING STANDING OR STOPPING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
E4	430+94	RT	S1-1	SCHOOL PEDESTRIAN CROSSING	36	X	36	6.75	---	---	1	1	1	---	1	1	---	---
E5	430+94	RT	W16-7L	LEFT DOWNWARD ARROW	24	X	12	2.00	---	---	1	---	---	---	---	---	---	---
E6	431+17	LT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
E7	431+17	LT	R8-3	NO PARKING STANDING OR STOPPING	18	X	24	3.00	---	---	1	---	---	---	1	1	---	MOUNT BELOW SIGN E6
E8	431+49	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
E9	431+49	RT	---	KAT BUS ROUTE 3	---	X	---	---	---	---	---	---	---	---	---	---	1	MOUNT BELOW SIGN E8
E10	431+68	LT	S1-1	SCHOOL PEDESTRIAN CROSSING	36	X	36	6.75	---	---	1	1	1	---	1	1	---	---
E11	431+68	LT	W16-7L	LEFT DOWNWARD ARROW	24	X	12	2.00	---	---	1	---	---	---	1	1	---	MOUNT BELOW SIGN E10
E12	432+05	LT	---	NO PARKING STANDING OR STOPPING	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
E13	432+05	LT	---	LEFT ARROW	---	X	---	---	---	---	1	---	---	---	---	---	---	---
E14	432+05	LT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN E12
E15	432+10	RT	R2-1	SPEED LIMIT 30	24	X	30	5.00	---	---	1	---	1	---	1	1	---	---
E16	433+35	LT	S4-51	SCHOOL SPEED LIMIT 15	24	X	48	8.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
E17	433+35	LT	---	NO CELL PHONE ZONE	---	X	---	---	---	1	---	---	---	---	---	---	---	MOUNT BELOW SIGN E16
E18	435+23	RT	---	SNOW ROUTE, NO PARKING	18	X	24	3.00	---	---	1	---	1	---	1	1	---	---
E19	435+85	LT	S1-1	SCHOOL PEDESTRIAN CROSSING	36	X	36	6.75	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
E20	435+85	LT	S16-9P	AHEAD	24	X	12	2.00	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN E19
E21	435+85	LT	R2-6P	FINES HIGHER	24	X	18	3.00	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN E20
E22	432+10	RT	S5-2	END SCHOOL ZONE	24	X	30	5.00	---	---	---	---	---	---	---	1	---	MOUNT BELOW SIGN E15
F1	437+59	RT	---	KAT BUS ROUTE 3	---	X	---	---	---	---	1	1	1	---	1	1	1	---
F2	437+65	RT	R9-3A	NO PEDESTRIAN CROSSING	24	X	24	4.00	---	---	---	---	---	1	1	1	---	---
F3	437+65	RT	R9-3BR	USE CROSSWALK	18	X	12	1.50	---	---	---	---	---	---	1	1	---	MOUNT BELOW SIGN F2
F4	438+10	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
F5	438+35	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
F6	438+35	LT	D3-1	41ST ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN F5
F7	438+95	LT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
F8	439+60	LT	D3-1	22ND AVE	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT ON LIGHT POLE
F9	439+60	LT	D3-1	41ST ST	30	X	9	1.88	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN F8
F10	439+60	LT	---	KAT BUS ROUTE 3	---	X	---	---	---	---	---	---	---	---	---	---	1	MOUNT ON LIGHT POLE
F11	439+48	LT	W4-2R	RIGHT LANE ENDS	---	X	---	---	---	---	1	1	---	---	---	---	---	---
F12	440+64	LT	R7-53D	NO PARKING THIS SIDE	---	X	---	---	---	---	1	1	---	---	---	---	---	---
F13	438+73	RT	R7-51R	NO PARKING HERE TO CORNER	18	X	24	3.00	---	---	---	---	1	---	1	1	---	---
G1	442+36	LT	R7-1R	NO PARKING ANY TIME	18	X	24	3.00	---	---	---	---	1	---	1	1	---	---
G2	443+23	RT	---	KAT BUS ROUTE 3	---	X	---	---	---	---	---	---	1	---	1	1	1	---
G3	443+64	RT	R1-1	STOP	30	X	30	5.18	---	---	1	1	1	---	1	1	---	---
G4	443+68	RT	R1-1	STOP	---	X	---	---	---	---	1	1	---	---	---	---	---	---
G5	444+48	RT	R7-1D	NO PARKING ANY TIME	18	X	24	3.00	---	---	1	---	1	---	1	1	---	---
G6	444+55	LT	R7-1D	NO PARKING ANY TIME	18	X	24	3.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
G7	445+62	LT	R2-1	SPEED LIMIT 30	24	X	30	5.00	---	---	1	1	---	---	---	---	---	MOUNT ON LIGHT POLE
G8	445+62	LT	R7-1D	NO PARKING ANY TIME	18	X	24	3.00	---	---	1	---	---	---	---	---	---	MOUNT BELOW SIGN G7
				TOTALS				292.30	15.54	10	67	27	32	3	41	44	8	

PERMANENT PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE SKIP 3' SEG, 9' GAP LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE SKIP 3' SEG, 9' GAP LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5005 MARKING ARROW PAINT EACH	646.5020 MARKING ARROW EPOXY EACH	646.5220 MARKING SYMBOL EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-IN LF
0010	410+00 - 423+00	3,030	94	4,520	---	169	1	9	6	99	---	---	538	---
	423+00 - 436+00	2,700	51	3,910	---	199	---	12	7	114	19	26	441	276
	436+00 - 452+15	3,270	108	3,450	56	507	---	16	8	131	---	77	250	---
	SUB-TOTALS	9,000	252	11,880	56	875	1	37	21	344	19	103	1,229	276
	TOTALS		21,132		931		1	37	21	344	122		1,229	276

TEMPORARY PAVEMENT MARKING ITEMS

CATEGORY	STAGE	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
	STAGE 1	3,484	60	193	261	500	117	155	2	---
	STAGE 1A	---	---	---	220	195	---	41	---	---
	STAGE 1B	---	---	---	327	136	---	74	1	22
	STAGE 2	---	---	---	3,246	2,015	---	366	1	32
	STAGE 2A	---	---	---	67	---	---	34	---	17
	TOTALS	3,484	60	193	4,121	2,846	117	670	4	71

PAVEMENT MARKING REMOVAL ITEMS

CATEGORY	STAGE	STATION - STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9002 MARKING REMOVAL LINE 6-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
0010	1	406+00 - 452+15	LT/RT	735	37	---	15	4
	2	406+00 - 452+15	LT/RT	763	---	155	53	4
		TOTALS		1,498	37	155	68	8

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION - STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	410+00 - 446+56	3,656	3,656	3,656

CONSTRUCTION STAKING

CATEGORY	PROJECT	650.8501 ELECTRICAL INSTALLATIONS EACH	650.9500 SIDEWALK EACH	650.9911 SUPPLEMENTAL CONTROL EACH
0010	3832-01-71	1	1	1

3

REMOVING CONCRETE BASES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	204.0195 EACH
0010	22ND AVENUE & 45TH STREET	EXSB2	424+23.6	25.6' RT	1
		EXSB3	424+27.2	26.7' LT	1
		EXSB4	425+17.2	26.5' LT	1
			TOTAL		3

REMOVING PULL BOXES

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0905 EACH
0010	22ND AVENUE & 45TH STREET	EXPB1	9+50.7 D	19.8' LT	1

CONCRETE BASES

CATEGORY	INTERSECTION	SB NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
0010	22ND AVENUE & 45TH STREET	CB1	9+40.1 D	26.2' LT	--	--	1
		SB1	9+51.9 D	26.6' LT	--	1	--
		SB2	425+15.0	32.7' LT	--	1	--
		SB3	425+14.7	26.9' RT	--	1	--
		SB4	424+83.1	26.9' RT	--	1	--
		SB5	424+65.4	26.9' RT	1	--	--
		SB6	424+30.5	26.8' RT	1	--	--
		SB7	424+30.0	28.4' LT	--	1	--
		SB8	9+53.2 D	23.3' RT	1	--	--
			TOTALS		3	5	1

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	22ND AVENUE & 45TH STREET	CB1	PB1	--	21
		PB1	PB2	--	34
		PB2	PB3	--	122
		PB3	PB4	--	54
		PB4	PB5	--	82
		PB5	PB6	--	108
		PB6	PB7	--	66
		PB7	PB8	--	90
		PB8	CB1	--	12
		PB1	SB1	8	--
		PB2	SB2	9	--
		PB3	SB3	9	--
		PB4	SB4	4	--
		PB4	SB5	15	--
		PB5	SB6	9	--
		PB6	SB7	9	--
		PB7	SP8	7	--
			TOTALS	70	589

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
0010	22ND AVENUE & 45TH STREET	CB1	SB1	--	45
		SB1	HEAD 13	42	--
		SB1	HEAD 23	14	--
		CB1	SB2	--	78
		SB2	HEAD 4	22	--
		SB2	HEAD 6	19	--
		SB2	HEAD 24	14	--
		CB1	SB3	--	155
		SB3	HEAD 2	40	--
		SB3	HEAD 3	19	--
		SB3	HEAD 5	48	--
		SB3	HEAD 25	14	--
		CB1	SB4	--	190
		SB4	HEAD 10	19	--
		CB1	SB5	--	200
		SB5	HEAD 11	19	--
		SB5	HEAD 26	14	--
		CB1	SB6	--	220
		SB6	HEAD 1	19	--
		SB6	HEAD 20	14	--
		SB6	HEAD 27	115	--
		CB1	SB7	--	150
		SB7	HEAD 7	43	--
		SB7	HEAD 8	19	--
		SB7	HEAD 21	14	--
		CB1	SB8	--	100
		SB8	HEAD 9	19	--
		SB8	HEAD 12	19	--
		SB8	HEAD 22	14	--
			TOTALS	560	1,138

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	LOCATION** STATION	LOCATION** OFFSET	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140* PULL BOXES STEEL 24X42-INCH EACH
0010	22ND AVENUE & 45TH STREET	PB1	9+45.8 D	22.2' LT	--	1
		PB2	425+05.6	35.2' LT	--	1
		PB3	425+05.8	25.9' RT	--	1
		PB4	424+79.6	25.1' RT	1	--
		PB5	424+39.5	25.8' RT	--	1
		PB6	424+39.3	27.8' LT	--	1
		PB7	9+46.2 D	22.2' RT	--	1
		PB8	9+41.7 D	22.2' LT	--	1
			TOTALS		1	7

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
**FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

TRAFFIC SIGNAL LIGHTING WIRE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	22ND AVENUE & 45TH STREET	CB1	SB1	45	--
		SB1	LUMN	--	117
		CB1	SB2	63	--
		SB2	LUMN	--	117
		CB1	SB7	136	--
		SB7	LUMN	--	117
		TOTALS		244	351

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	INTERSECTION	FROM	TO	655.0515 LF
0010	22ND AVENUE & 45TH STREET	CB1	SB1	48
		SB1	SB2	70
		SB2	SB3	115
		SB3	SB4	76
		SB4	SB5	40
		SB5	SB6	101
		SB6	SB7	108
		SB7	SB8	85
		SB8	CB1	104
		PB1	CB1	37
		PB1	SB1	26
		PB2	SB2	27
		PB3	SB3	27
		PB4	SB4	22
		PB5	SB6	27
		PB6	SB7	27
		PB7	SB8	25
		PB8	CB1	34
		TOTAL		999

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	22ND AVENUE & 45TH STREET	SB1	13	1	--	--
		SB1	23	--	--	1
		SB2	4	--	1	--
		SB2	6	1	--	--
		SB2	24	--	--	1
		SB3	2	1	--	--
		SB3	3	1	--	--
		SB3	5	--	1	--
		SB3	25	--	--	1
		SB4	10	1	--	--
		SB5	11	1	--	--
		SB5	26	--	--	1
		SB6	1	1	--	--
		SB6	20	--	--	1
		SB6	27	--	--	1
		SB7	7	1	--	--
		SB7	8	1	--	--
		SB7	21	--	--	1
		SB8	9	1	--	--
		SB8	12	1	--	--
		SB8	22	--	--	1
		TOTALS		11	2	8

TRAFFIC SIGNAL BASES, POLES, MONOTUBE ARMS, PUSH BUTTONS, AND LUMINAIRES

CATEGORY	INTERSECTION	SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0315 POLES TYPE 4 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	SPV.0060.11* LUMINAIRES UTILITY LED 80 WATTS EACH
0010	22ND AVENUE & 45TH STREET	SB1	--	--	--	1	--	--	1	--	1	1	1
		SB2	--	1	--	--	1	--	--	--	1	1	1
		SB3	--	1	1	--	--	--	--	1	--	1	--
		SB4	--	1	1	--	--	--	--	--	--	--	--
		SB5	1	--	--	--	--	1	--	--	--	--	--
		SB6	1	--	--	--	--	1	--	--	--	1	--
		SB7	--	--	--	1	--	--	1	--	1	1	1
		SB8	1	--	--	--	--	1	--	--	--	1	--
		TOTALS	3	3	2	2	1	3	2	1	3	6	3

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	659.5000.S EACH
0010	22ND AVENUE & 45TH STREET	EXSB1	424+77.8	25.3' RT	3
		EXSB2	424+23.6	25.6' RT	4
		EXSB3	424+27.2	26.7' LT	2
		EXSB4	425+17.2	26.5' LT	4
		EXSP5	9+47.2 D	21.0' LT	1
		EXSB6	425+64.0	26.7' RT	1
		EXWP3	9+64.6 D	23.1' RT	2
		TOTAL			17

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	656.0201.01* EACH
0010	22ND AVENUE & 45TH STREET	1

* FINAL LOCATION TO BE DETERMINED BY THE FIELD ENGINEER

REMOVE TRAFFIC SIGNALS

CATEGORY	LOCATION	SPV.0060.13 EACH
0010	22ND AVENUE & 45TH STREET	1

RADAR SENSOR SYSTEM

CATEGORY	LOCATION	SPV.0060.15 EACH
0010	22ND AVENUE & 45TH STREET	1

TRAFFIC SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.01 EACH
0010	22ND AVENUE & 45TH STREET	1

TRAFFIC SIGNAL CABINET AND CONTROLLER

CATEGORY	LOCATION	SPV.0060.14 EACH
0010	22ND AVENUE & 45TH STREET	1

EMERGENCY VEHICLE PREEMPTION

CATEGORY	LOCATION	SPV.0060.16 EACH
0010	22ND AVENUE & 45TH STREET	1

3

STREET LIGHTING CONDUIT SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	LP-0101	LP-0102	115	--
	LP-0102	LP-0201	115	--
	LP-0201	LP-0202	123	--
	LP-0202	PB-0201	78	--
	PB-0201	PB-0202	--	92
	PB-0202	LP-0203	36	--
	LP-0203	LP-0204	120	--
	LP-0204	LP-0205	120	--
	LP-0205	LP-0301	112	--
	LP-0301	PB-0301	57	--
	PB-0301	PB-0302	--	84
	PB-0302	LP-0302	45	--
	LP-0302	LP-0303	115	--
	LP-0303	LP-0304	115	--
	LP-0304	PB-0303	174	--
	PB-0303	PB-0304	--	90
	PB-0304	LP-0401	160	--
	LP-0401	LP-0402	96	--
	LP-0402	LP-0403	115	--
	LP-0403	LP-0404	115	--
	LP-0404	LP-0501	120	--
	LP-0501	PB-0501	44	--
	PB-0501	PB-0502	--	64
	PB-0502	LC-01	24	24
	PB-0502	LP-0502	66	--
	LP-0502	LP-0503	130	--
	LP-0503	LP-0504	120	--
	LP-0504	LP-0505	130	--
	LP-0505	LP-0601	125	--
	LP-0601	LP-0602	123	--
	LP-0602	PB-0601	87	--
	PB-0601	PB-0602	--	84
	PB-0602	LP-0603	50	--
	LP-0603	LP-0604	125	--
	LP-0604	LP-0605	127	--
	LP-0605	LP-0701	123	--
	LP-0701	LP-0702	120	--
	LP-0702	LP-0703	107	--
	TOTALS		3,432	438

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING WIRE SUMMARY

CATEGORY	FROM	TO	655.0620* ELECTRICAL WIRE LIGHTING 8 AWG LF
0010	LC-01	LP-0404	522
	LP-0404	LP-0402	472
	LP-0402	LP-0304	1022
	LP-0304	LP-0302	472
	LP-0302	LP-0205	584
	LP-0205	LP-0203	492
	LP-0203	LP-0201	638
	LP-0201	LP-0101	472
	LC-01	LP-0501	282
	LP-0501	LP-0403	482
	LP-0403	LP-0401	434
	LP-0401	LP-0303	1060
	LP-0303	LP-0301	590
	LP-0301	LP-0204	476
	LP-0204	LP-0202	632
	LP-0202	LP-0102	488
	LC-01	LP-0502	232
	LP-0502	LP-0504	512
	LP-0504	LP-0601	522
	LP-0601	LP-0603	676
	LP-0603	LP-0605	516
	LP-0605	LP-0702	498
	LC-01	LP-0503	492
	LP-0503	LP-0505	512
	LP-0505	LP-0602	508
	LP-0602	LP-0604	680
	LP-0604	LP-0701	512
	LP-0701	LP-0703	466
		TOTAL	15,244

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING GROUNDING CONDUCTOR SUMMARY

CATEGORY	FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620* ELECTRICAL WIRE LIGHTING 8 AWG LF	REMARKS
0010	LP-0101	LP-0102	--	121	
	LP-0102	LP-0201	--	121	
	LP-0201	LP-0202	--	129	
	LP-0202	LP-0203	--	196	
	LP-0203	LP-0204	--	126	
	LP-0204	LP-0205	--	126	
	LP-0205	LP-0301	--	118	
	LP-0301	LP-0302	--	180	
	LP-0302	LP-0303	--	121	
	LP-0303	LP-0304	--	121	
	LP-0304	LP-0401	--	415	
	LP-0401	LP-0402	--	102	
	LP-0402	LP-0403	--	121	
	LP-0403	LP-0404	--	121	
	LP-0404	LP-0501	--	126	
	LP-0501	LC-01	--	141	
	LC-01	LP-0502	--	116	
	LP-0502	LP-0503	--	136	
	LP-0503	LP-0504	--	126	
	LP-0504	LP-0505	--	136	
	LP-0505	LP-0601	--	131	
	LP-0601	LP-0602	--	129	
	LP-0602	LP-0603	--	215	
	LP-0603	LP-0604	--	131	
	LP-0604	LP-0605	--	133	
	LP-0605	LP-0701	--	129	
	LP-0701	LP-0702	--	126	
	LP-0702	LP-0703	--	113	
	LP-0202	PB-0201	105	--	
	PB-0202	LP-0203	63	--	
	LP-0301	PB-0301	84	--	
	PB-0302	LP-0302	72	--	
	PB-0303	--	24	--	PULL BOX SYSTEM GROUND
	PB-0304	--	24	--	PULL BOX SYSTEM GROUND
	LP-0501	PB-0501	71	--	
	LC-01	PB-0502	56	--	
	LP-0602	PB-0601	114	--	
	PB-0602	LP-0603	77	--	
	TOTALS		690	4,006	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING PULL BOXES

CATEGORY	PULL BOX NUMBER	LOCATION STATION	LOCATION OFFSET	653.0140* PULL BOXES STEEL 24X42-INCH EACH
0010	PB-0201	414+33.72	56.16' LT	1
	PB-0202	415+76.60	48.04' LT	1
	PB-0301	419+92.47	47.39' LT	1
	PB-0302	420+33.96	46.50' LT	1
	PB-0303	424+55.12	53.80' LT	1
	PB-0304	425+01.68	57.63' LT	1
	PB-0501	431+17.67	44.00' LT	1
	PB-0502	431+49.86	42.50' LT	1
	PB-0601	438+94.77	58.00' LT	1
	PB-0602	439+36.27	58.00' LT	1
		TOTAL		10

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

LIGHTING CONTROL CABINET SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL 22ND AVENUE & 43RD STREET EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH
0010	LC-01	431+50.57	53.18' LT	1	30	1	1

REMOVE EXISTING LIGHTING CABINET

CATEGORY	STATION	OFFSET	SPV.0060.12 EACH
0010	423+08.00	27.5' LT	1

SAWING EXISTING PAVEMENT

CATEGORY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	STAGE 1	60	4,710
	STAGE 1A	---	55
	STAGE 1B	---	---
	STAGE 2	83	956
	STAGE 2A	---	---
	TOTALS	143	5,721

MAINTENANCE OF LIGHTING

CATEGORY	PROJECT	SPV.0060.10 EACH
0010	3832-01-71	1

STREET LIGHTING SUMMARY

CATEGORY	LP. NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	SPV.0060.11* LUMINAIRES UTILITY LED 80 WATTS EACH	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF
0010	LP-0101	411+25.00	26.75' LT	1	1	1	1	1	90	45
	LP-0102	412+40.00	26.75' LT	1	1	1	1	1	90	45
	LP-0201	413+55.00	26.75' LT	1	1	1	1	1	90	45
	LP-0202	414+78.00	26.75' LT	1	1	1	1	1	90	45
	LP-0203	415+98.00	26.75' LT	1	1	1	1	1	90	45
	LP-0204	417+18.00	26.75' LT	1	1	1	1	1	90	45
	LP-0205	418+38.00	26.75' LT	1	1	1	1	1	90	45
	LP-0301	419+50.00	26.75' LT	1	1	1	1	1	90	45
	LP-0302	420+65.00	26.75' LT	1	1	1	1	1	90	45
	LP-0303	421+80.00	26.75' LT	1	1	1	1	1	90	45
	LP-0304	422+95.00	26.75' LT	1	1	1	1	1	90	45
	LP-0401	426+39.00	26.75' LT	1	1	1	1	1	90	45
	LP-0402	427+35.00	26.75' LT	1	1	1	1	1	90	45
	LP-0403	428+50.00	26.75' LT	1	1	1	1	1	90	45
	LP-0404	429+65.00	26.75' LT	1	1	1	1	1	90	45
	LP-0501	430+85.00	26.75' LT	1	1	1	1	1	90	45
	LP-0502	432+05.00	26.75' LT	1	1	1	1	1	90	45
	LP-0503	433+35.00	26.75' LT	1	1	1	1	1	90	45
	LP-0504	434+55.00	26.75' LT	1	1	1	1	1	90	45
	LP-0505	435+85.00	26.75' LT	1	1	1	1	1	90	45
	LP-0601	437+10.00	26.75' LT	1	1	1	1	1	90	45
	LP-0602	438+33.00	26.75' LT	1	1	1	1	1	90	45
	LP-0603	439+60.00	26.75' LT	1	1	1	1	1	90	45
	LP-0604	440+85.00	26.75' LT	1	1	1	1	1	90	45
	LP-0605	442+12.00	26.75' LT	1	1	1	1	1	90	45
	LP-0701	443+35.00	24.96' LT	1	1	1	1	1	90	45
	LP-0702	444+55.00	24.03' LT	1	1	1	1	1	90	45
	LP-0703	445+62.00	24.75' LT	1	1	1	1	1	90	45
	TOTALS			28	28	28	28	28	2,520	1,260

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

RELOCATING STONE MONUMENTS

CATEGORY	STATION	LOCATION	SPV.0060.20 EACH
0010	443+32	RT	1
	443+69	RT	1
	TOTAL		2

LAMINATED NO PARKING SIGNS AND PROPERTY OWNER NOTIFICATIONS

CATEGORY	PROJECT	SPV.0060.21 EACH
0010	3832-01-71	1

SECTION CORNER MONUMENTS

CATEGORY	LOCATION	SPV.0060.22 EACH
0010	424+71.01, 9.60' LT	1

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3832-01-01		
FEDERAL PROJECT NUMBER	4.01	

PLAT OF RIGHT OF WAY REQUIRED FOR

C KENOSHA, 22ND AVE
50TH ST TO WASHINGTON RD

22ND AVE	KENOSHA COUNTY

CONSTRUCTION PROJECT NUMBER
3832-01-71

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE 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 INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

END RELOCATION ORDER
432.82 FEET SOUTH AND
18.86 FEET WEST OF THE
WEST 1/4 CORNER OF
SECTION 30, T2N, R23E



T 2 N
T 1 N

BEGIN RELOCATION ORDER
1313.52 FEET NORTH AND
14.01 FEET WEST OF THE
WEST 1/4 CORNER OF
SECTION 31 , T2N, R23E

LAYOUT
SCALE 0 1000FT

TOTAL NET LENGTH OF CENTERLINE = 0.67 MILES

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 27, IN U.S. 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.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL 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.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF KENOSHA PLANNING AND ZONING DIVISION LOCATED AT 625 52ND IN KENOSHA, WISCONSIN.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

STRAND ASSOCIATES®
STRAND ASSOCIATES, INC
910 West Wingra Drive
Madison, WI 53715
608-251-4843
www.strand.com

ORIGINAL PLAT PREPARED BY
WISCONSIN
HEATHER S. BARTELT
S-2797
MADISON
WI
LAND SURVEYOR
10/9/24 (DATE)
(SIGNATURE)

REVISION DATE	CITY OF KENOSHA
	APPROVED FOR THE CITY
	DATE 10/22/24 (Signature)



REVISION DATE	DATE 10/9/24	SCALE, FEET 0 150 300	HWY: C KENOSHA, 22ND AVE	STATE R/W PROJECT NUMBER 3832-01-01	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3832-01-71	PS&E SHEET 125 129 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\RW\DWG\040101_RP.DWG
LAYOUT NAME - 4.02

PLOT DATE : 10/9/2024 1:38 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : 1 IN:500 FT

22ND AVE 3832-01-01-4.02

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 CITY

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
1	JAMES E. & VIRGINIA M. NUORALA IRREVOCABLE TRUST	TLE	---	---	---	350
2	STEPHEN & MELANIE HOVEY	TLE	---	---	---	385
3	WILLARD & SHARON PUCKETT	TLE	---	---	---	275
4	JAMES & LEIGH BUTTERBRODT	TLE	---	---	---	176
6	THORNTON PROPERTY GROUP LLC.	TLE	---	---	---	176
7	FILBERTO F. COVELLI	TLE	---	---	---	690
8	GATEWAY PROPERTIES OF KENOSHA LLC.	TLE	---	---	---	450
9	ZACHARY MILLER	FEE,TLE	33	---	33	232
11	FRANK B. ORTEGA	TLE	---	---	---	234
12	OLIVIA HERNANDEZ	TLE	---	---	---	450
13	CAROLINA ARIAS	TLE	---	---	---	195
14	THOMAS M. RICKARD	TLE	---	---	---	160
16	AJMA LLC.	TLE	---	---	---	264
17	ROBERT & LISA M. LANGERMAN	TLE	---	---	---	549
18	MATTHEW R. & MARY C. KAPPLEHOFF	TLE	---	---	---	449
19	DAVID B. HAINLINE	TLE	---	---	---	600
21	CHRISTOPHER E. GILL	TLE	---	---	---	432
22	WESTOSHA PROPERTIES LLC.	TLE	---	---	---	275
23	NAJUAN BROWN	FEE,TLE	23	---	23	544
24	KCHC REAL ESTATE LLC.	FEE,TLE	23	---	23	818
26	ALICIA RANGEL	TLE	---	---	---	286
27	MICHAEL J. & NANCY M. CLARK	TLE	---	---	---	595
28	MAX MANAGEMENT LLC.	TLE	---	---	---	121
29	4437 22ND AVE LLC.	FEE,TLE	80	---	80	1041
31	AMBROSINI INVESTMENTS LLC.	FEE,TLE	41	---	41	574

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
200	SIFI NETWORKS	RELEASE OF RIGHTS

THE PURPOSE OF ALL TLE'S IS FOR SLOPE GRADING UNLESS NOTED OTHERWISE.

(200) SIFI NETWORKS
NO RECORDED EASEMENT
PARCELS 24 & 29

HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
22ND AVE.	2ND RICE PARK ADDITION NEWELL-HOYT SUBDIVISION GONNERMANN'S SUBDIVISION	1909 1912 1901	50' 21' 25'
45TH ST.	GONNERMANN'S SUBDIVISION	1901	44'
46TH ST.	NEWELL-HOYT SUBDIVISION	1912	60'
48TH ST.	NEWELL-HOYT SUBDIVISION 2ND RICE PARK	1912 1909	60' 50'

FOUND MONUMENT TABLE			
POINT NAME	Y COORDS	X COORDS	IP TYPE
42001	223429.490	2582769.234	1" IP
42002	223379.392	2582770.050	SURVEY NAIL
42003	223229.235	2582773.620	1" IP
42004	223179.224	2582774.831	1.25" RBR.
42005	223079.277	2582777.175	1.25" IP
42006	223029.268	2582778.297	1.25" IP
42008	223061.465	2582848.396	5/8" RBR.
42009	223097.694	2582847.729	5/8" RBR.
42010	223297.720	2582843.592	1.25" IP
42011	223397.793	2582841.925	2" IP
42012	223447.894	2582840.560	1/2" RBR.
42013	223497.850	2582839.559	1/2" RBR.
42493	223900.020	2582759.493	1" IP
42495	223850.032	2582760.564	1" IP
42496	223800.198	2582761.472	1" IP
42497	223597.518	2582837.702	1" IP
42498	223647.679	2582836.540	1" IP
42499	223747.782	2582834.446	1" IP
42500	223797.702	2582833.298	1" IP
42501	223897.474	2582831.227	1" IP
42502	223947.496	2582830.163	1.5" IP
42994	224059.112	2582755.812	1.5" IP
42995	224209.085	2582752.363	1.25" IP
42996	224409.007	2582748.398	CHISELED X
42997	224225.006	2582825.005	2.5" IP

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

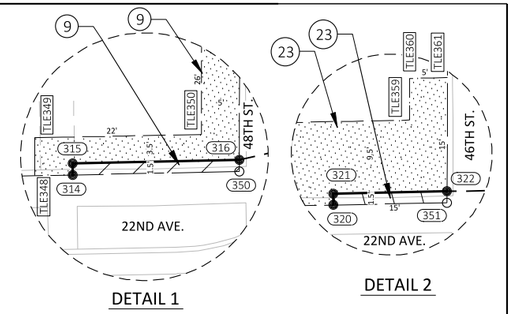
COURSE TABLE		
COURSE	BEARING	DISTANCE
300 - 301	N87° 49' 41"E	9.62'
301 - 302	N87° 49' 41"E	32.56'
302 - 303	SEE C1 DATA	
303 - 304	S05° 14' 23"E	37.90'
304 - 305	S21° 23' 32"E	46.60'
305 - 306	S01° 12' 03"E	109.70'
306 - 307	S87° 49' 41"W	14.50'
307 - 308	S01° 12' 03"E	627.61'
308 - 309	S01° 12' 03"E	50.01'
309 - 310	S01° 12' 03"E	391.92'
310 - 311	S88° 47' 57"W	36.48'
311 - 312	S88° 47' 57"W	13.52'
312 - 313	S88° 47' 57"W	21.00'
313 - 314	N01° 12' 03"W	363.99'
314 - 315	N89° 48' 33"W	1.50'
315 - 316	N01° 12' 03"W	22.01'
316 - 317	N13° 21' 38"W	61.72'
317 - 318	N01° 12' 03"W	49.98'
318 - 319	S89° 48' 33"E	14.50'
319 - 320	N01° 12' 03"W	333.91'
320 - 321	N89° 48' 33"W	1.50'
321 - 322	N01° 12' 03"W	15.00'
322 - 323	N01° 12' 03"W	60.02'
323 - 324	N01° 12' 03"W	15.00'
324 - 325	S89° 48' 33"E	1.50'
325 - 326	N01° 12' 03"W	360.82'
326 - 327	N89° 47' 34"W	1.50'
327 - 328	N01° 12' 03"W	18.04'
328 - 329	N45° 44' 10"W	5.70'
329 - 330	N08° 22' 45"W	30.34'
330 - 300	S89° 47' 34"E	30.30'
316 - 350	S89° 48' 33"E	1.50'
350 - 314	S01° 12' 03"E	22.01'
322 - 351	S89° 48' 33"E	1.50'
351 - 320	S01° 12' 03"E	15.00'
325 - 352	S01° 12' 03"E	15.00'
352 - 323	N89° 48' 33"W	1.50'
329 - 353	S89° 47' 34"E	5.50'
353 - 326	S01° 12' 03"E	22.01'

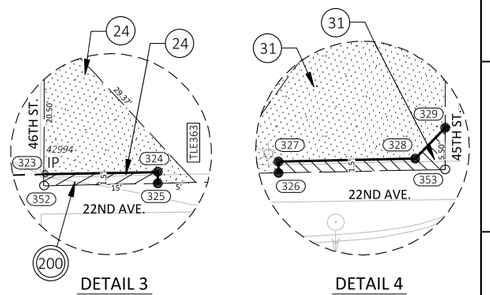
STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	424+71.01	-9.60'
301	424+70.39	0.00'
302	424+68.38	32.50'
303	423+17.35	51.00'
306	422+07.65	51.00'
307	422+07.40	36.50'
308	415+79.79	36.48'
309	415+29.78	36.48'
310	411+37.87	36.48'
311	411+37.87	0.00'
312	411+37.87	-13.52'
313	411+37.87	-34.52'
314	415+01.86	-34.52'
315	415+01.89	-36.02'
316	415+23.90	-36.02'
317	415+84.23	-49.02'
318	416+34.21	-49.01'
319	416+33.86	-34.51'
320	419+67.78	-34.51'
321	419+67.81	-36.01'
322	419+82.82	-36.01'
323	420+42.83	-36.01'
324	420+57.84	-36.01'
325	420+57.80	-34.51'
326	424+19.93	-33.64'
327	424+20.02	-35.14'
328	424+38.58	-34.30'
329	424+43.00	-38.07'
330	424+74.31	-39.73'
350	415+23.86	-34.52'
351	419+82.78	-34.51'
352	420+42.80	-34.51'
353	424+42.53	-32.59'

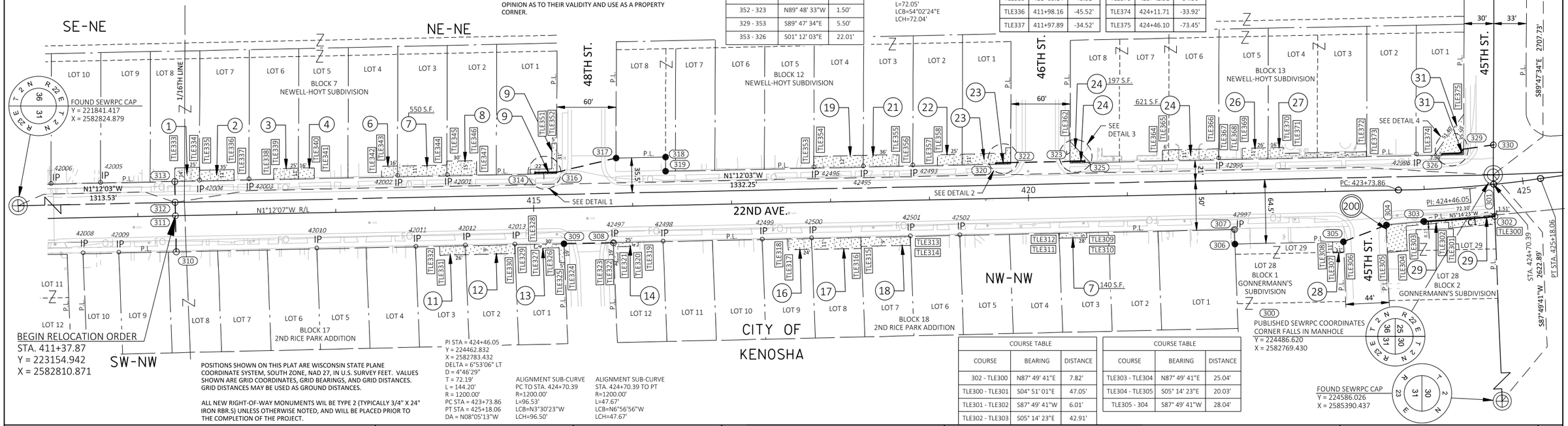
C1
R=1232.50'
L=72.05'
LCB=S4°02'24"E
LCH=72.04'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE300	424+67.91	40.31'
TLE301	424+22.39	40.51'
TLE302	424+22.53	34.50'
TLE303	423+80.90	36.53'
TLE304	423+81.16	61.56'
TLE305	423+61.55	62.95'
TLE306	423+17.53	62.00'
TLE307	423+06.53	62.00'
TLE308	423+06.34	51.00'
TLE309	420+58.07	36.49'
TLE310	420+58.15	41.49'
TLE311	420+30.15	41.49'
TLE312	420+30.06	36.49'
TLE313	418+79.82	36.49'
TLE314	418+79.98	45.49'
TLE315	418+30.10	45.49'
TLE316	418+30.14	47.49'
TLE317	417+56.22	47.49'
TLE318	417+56.02	36.49'
TLE319	416+04.80	36.49'
TLE320	416+04.87	40.49'
TLE321	415+83.86	40.48'
TLE322	415+84.13	55.48'
TLE323	415+80.13	55.48'
TLE324	415+30.12	55.48'
TLE325	415+25.12	55.48'
TLE326	415+24.85	40.48'
TLE327	414+99.85	40.48'
TLE328	414+99.78	36.48'
TLE329	414+80.11	36.48'
TLE330	414+80.27	45.48'
TLE331	414+04.30	45.48'
TLE332	414+04.14	36.48'
TLE333	411+38.21	-48.52'
TLE334	411+63.22	-48.52'
TLE335	411+63.14	-45.52'
TLE336	411+98.16	-45.52'
TLE337	411+97.89	-34.52'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE338	412+37.91	-34.52'
TLE339	412+38.17	-45.52'
TLE340	412+79.19	-45.52'
TLE341	412+78.92	-34.52'
TLE342	413+46.94	-34.52'
TLE343	413+47.21	-45.52'
TLE344	414+13.23	-45.52'
TLE345	414+13.32	-49.52'
TLE346	414+43.33	-49.52'
TLE347	414+42.97	-34.52'
TLE348	414+96.85	-34.52'
TLE349	414+96.98	-39.52'
TLE350	415+18.98	-39.52'
TLE351	415+19.62	-65.52'
TLE352	415+24.62	-65.52'
TLE353	417+83.80	-34.51'
TLE354	417+84.09	-46.51'
TLE355	418+70.13	-46.51'
TLE356	418+69.84	-34.51'
TLE357	419+08.73	-34.51'
TLE358	419+09.00	-45.51'
TLE359	419+78.05	-45.51'
TLE360	419+78.18	-51.01'
TLE361	419+83.18	-51.01'
TLE362	420+43.33	-56.50'
TLE363	420+62.80	-34.51'
TLE364	421+36.50	-34.51'
TLE365	421+36.76	-45.51'
TLE366	421+93.23	-45.50'
TLE367	421+92.96	-34.50'
TLE368	422+16.80	-34.50'
TLE369	422+17.07	-45.50'
TLE370	422+59.08	-45.50'
TLE371	422+58.94	-39.50'
TLE372	423+42.63	-39.50'
TLE373	423+42.51	-34.50'
TLE374	424+11.71	-33.92'
TLE375	424+46.10	-73.45'







POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 27, IN U.S. 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 WIL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON RBR.S) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

PI STA = 424+46.05
Y = 224462.832
X = 2582783.432
DELTA = 6°53'06" LT
D = 4°46'29"
T = 72.19'
L = 144.20'
R = 1200.00'
PC STA = 423+73.86
PT STA = 425+18.06
DA = N08°05'13"W

ALIGNMENT SUB-CURVE
PC TO STA. 424+70.39
R=1200.00'
L=96.53'
LCB=N3°30'23"W
LCH=96.50'

ALIGNMENT SUB-CURVE
STA. 424+70.39 TO PT
R=1200.00'
L=47.67'
LCB=N6°56'56"W
LCH=47.67'

COURSE TABLE		
COURSE	BEARING	DISTANCE
302 - TLE300	N87° 49' 41"E	7.82'
TLE300 - TLE301	S04° 51' 01"E	47.05'
TLE301 - TLE302	S87° 49' 41"W	6.01'
TLE302 - TLE303	S05° 14' 23"E	42.91'

COURSE TABLE		
COURSE	BEARING	DISTANCE
TLE303 - TLE304	N87° 49' 41"E	25.04'
TLE304 - TLE305	S05° 14' 23"E	20.03'
TLE305 - 304	S87° 49' 41"W	28.04'

REVISION DATE	DATE 10/9/24	SCALE, FEET 0 50 100	HWY: C KENOSHA, 22ND AVE	STATE R/W PROJECT NUMBER 3832-01-01	PLAT SHEET 4.03	
	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3832-01-71	PS&E SHEET 126 130	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\RW\DWG\040101_RP.DWG
LAYOUT NAME - 4.03
PLOT DATE : 10/22/2024 3:34 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : 1 IN:50 FT
22ND AVE 3832-01-01-4.03

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 CITY

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
32	HOLY ROSARY OF POMPEII	TLE	---	---	---	3561
33	MARJ PROPERTY LLC.	FEE,TLE	48	---	48	1019
34	RACHEL FREEMAN & JOLENE H. MATSON	FEE,TLE	82	---	82	267
36	JAVIER PONCE	FEE,TLE	6	---	6	469
37	ENCARNATION REYES	TLE	---	---	---	300
38	BONITA COURSEY	TLE	---	---	---	220
39	SEAN MATTIE	FEE,TLE	2	---	2	202
41	TIMOTHY W. ARNESON	FEE,TLE	3	---	3	196
42	DAVID L. & MICHELLE L. LOBERGER	TLE	---	---	---	176
43	DENISE A. MYNOR	TLE	---	---	---	252
44	TIN WIN & BWAY PAW WIN	TLE	---	---	---	225
46	RILEY J. MORRONE	TLE	---	---	---	599
47	TIMOTHY A. DEBARTELO	TLE	---	---	---	600
48	RALPH L. NICKEL JR.	TLE	---	---	---	600
49	LOUIS D. & DOROTHY M. DALPAOS REVOCABLE TRUST	TLE	---	---	---	449
51	ALBERT J. & MELISSA A. LUCCI	TLE	---	---	---	600
52	RUTH E. ATWOOD	TLE	---	---	---	450
53	R & D INVESTMENTS LLC.	TLE	---	---	---	452
54	T & D GAGLIARDI INVESTMENTS LLC. - VENDOR THOMAS J. GAGLIARDI - VENDEE	TLE	---	---	---	449
56	BERNARD T. NIXON	TLE	---	---	---	610
57	FAITH TAYLOR	TLE	---	---	---	563
58	JACQUELENE D. WITHROW	TLE	---	---	---	563
59	PAMELA J. DIAZ	TLE	---	---	---	324
61	JOSE ALFREDO AGUILAR & INES HERRERA LOPEZ	TLE	---	---	---	240
62	MICHAEL P. & CATHERINE R. VENCES	TLE	---	---	---	471
63	TIMOTHY I. MAJERKO	TLE	---	---	---	403
64	JOSHUA J. ROEMER	TLE	---	---	---	229
66	ROBERT VERLEN PROPERTIES LLC.	TLE	---	---	---	400

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
200	SIFI NETWORKS	RELEASE OF RIGHTS
201	MIDWEST FIBER NETWORKS	RELEASE OF RIGHTS

(200) SIFI NETWORKS
NO RECORDED EASEMENT
PARCEL 34

(201) MIDWEST FIBER NETWORKS
NO RECORDED EASEMENT
PARCEL 32

FOUND MONUMENT TABLE			
POINT NAME	Y COORDS	X COORDS	IP TYPE
43824	224978.873	2582776.608	0.75" IP
43825	224930.862	2582778.356	0.75" IP
43826	224786.952	2582783.595	1.25" IP
43827	224739.020	2582785.331	1.25" IP
44006	225074.678	2582773.348	2.5" IP
44193	225688.422	2582750.651	1" IP
44194	225641.420	2582752.410	1.5" IP
44195	225594.425	2582754.151	1.5" IP
44196	225547.625	2582755.588	1.5" IP
44197	225454.765	2582759.564	1" IP
44198	225407.329	2582761.021	1.25" IP
44199	225360.444	2582762.706	1" IP
44200	225313.549	2582764.328	1" IP
44201	225266.485	2582766.016	1" IP
44202	225236.644	2582701.862	1.5" IP
44203	225286.642	2582699.967	1.5" IP
44204	225336.630	2582698.035	1.5" IP
44205	225386.618	2582696.264	1.5" IP
44206	225436.501	2582694.406	1.25" IP
44207	225536.462	2582690.715	1.5" IP
44208	225586.336	2582688.882	1.5" IP
44209	225636.318	2582687.062	1.5" IP
44210	225686.317	2582685.200	1.25" IP
44211	225736.453	2582683.254	1.25" IP
44212	225786.348	2582681.434	1.25" IP
44401	225500.512	2582757.237	0.75" IP

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

COURSE TABLE		
COURSE	BEARING	DISTANCE
300 - 330	N89° 47' 34"W	30.30'
330 - 400	N08° 22' 45"W	60.86'
400 - 401	N04° 47' 11"W	66.40'
401 - 402	N02° 07' 09"W	508.78'
402 - 403	N02° 07' 09"W	50.04'
403 - 404	N02° 07' 09"W	632.84'
404 - 405	N04° 08' 49"W	2.63'
405 - 406	S89° 36' 42"E	33.12'
406 - 407	S89° 36' 42"E	7.01'
407 - 408	N87° 49' 53"E	32.05'
408 - 409	S13° 40' 04"W	25.92'
409 - 410	S02° 07' 09"E	607.89'
410 - 411	S47° 11' 38"E	3.46'
411 - 412	S01° 39' 47"E	50.00'
412 - 413	S42° 48' 43"W	2.90'
413 - 414	S02° 07' 09"E	413.06'
414 - 415	S04° 29' 24"E	65.26'
415 - 416	S10° 22' 14"E	50.52'
416 - 417	S05° 14' 23"E	53.64'
417 - 302	SEE C1 DATA	
302 - 301	S87° 49' 41"W	32.56'
301 - 300	S87° 49' 41"W	9.62'
411 - 450	S87° 49' 41"W	2.45'
450 - 410	N02° 07' 09"W	2.45'
413 - 451	N02° 07' 09"W	2.05'
451 - 412	N87° 49' 41"E	2.05'
415 - 452	S87° 49' 41"W	2.70'
452 - 414	N02° 07' 09"W	65.21'

COURSE TABLE		
COURSE	BEARING	DISTANCE
401 - TLE400	S87° 52' 51"W	8.00'
TLE400 - TLE401	N02° 07' 09"W	140.24'
TLE401 - TLE402	S87° 52' 51"W	6.00'
TLE402 - TLE403	N02° 07' 09"W	55.07'
TLE403 - TLE404	N87° 52' 51"E	9.00'
TLE404 - TLE405	N02° 07' 09"W	308.67'
TLE405 - TLE406	N89° 48' 28"W	20.02'
TLE406 - TLE407	N02° 07' 09"W	5.00'
TLE407 - 402	S89° 48' 28"E	25.02'
TLE468 - TLE469	N87° 49' 41"E	15.00'
TLE469 - TLE470	S02° 07' 09"E	27.00'
TLE470 - TLE471	S87° 49' 41"W	12.18'
TLE471 - TLE472	S04° 29' 24"E	64.67'
TLE472 - TLE473	N87° 49' 41"E	24.50'
TLE473 - TLE474	S02° 07' 09"E	5.22'
TLE474 - 415	S88° 17' 22"W	27.30'
414 - TLE468	N02° 07' 09"W	31.41'
416 - TLE475	N87° 49' 41"E	20.03'
TLE475 - TLE476	S05° 14' 23"E	5.01'
TLE476 - TLE477	S87° 49' 41"W	10.01'
TLE477 - TLE300	S04° 51' 01"E	100.11'
TLE300 - 302	S87° 49' 41"W	7.82'

C1
R=1232.50'
L=104.63'
LCB=S6°54'52"E
LCH=51.61'

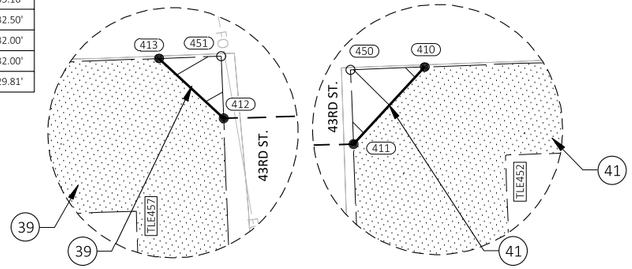
STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	424+71.01	-9.60'
301	424+70.39	0.00'
302	424+68.38	32.50'
330	424+74.31	-39.73'
400	425+36.62	-40.81'
401	426+02.35	-37.10'
402	431+07.95	-33.00'
403	431+57.99	-33.00'
404	437+90.84	-33.00'
405	437+93.47	-33.09'
406	437+92.02	0.00'
407	437+91.71	7.00'
408	437+91.74	39.05'
409	437+66.79	32.00'
410	431+58.91	32.00'
411	431+56.47	34.45'
412	431+06.47	34.05'
413	431+04.41	32.00'
414	426+91.35	32.50'
415	426+23.90	32.50'
416	425+72.22	35.16'
417	425+18.65	32.50'
450	431+56.46	32.00'
451	431+06.46	32.00'
452	426+24.09	29.81'

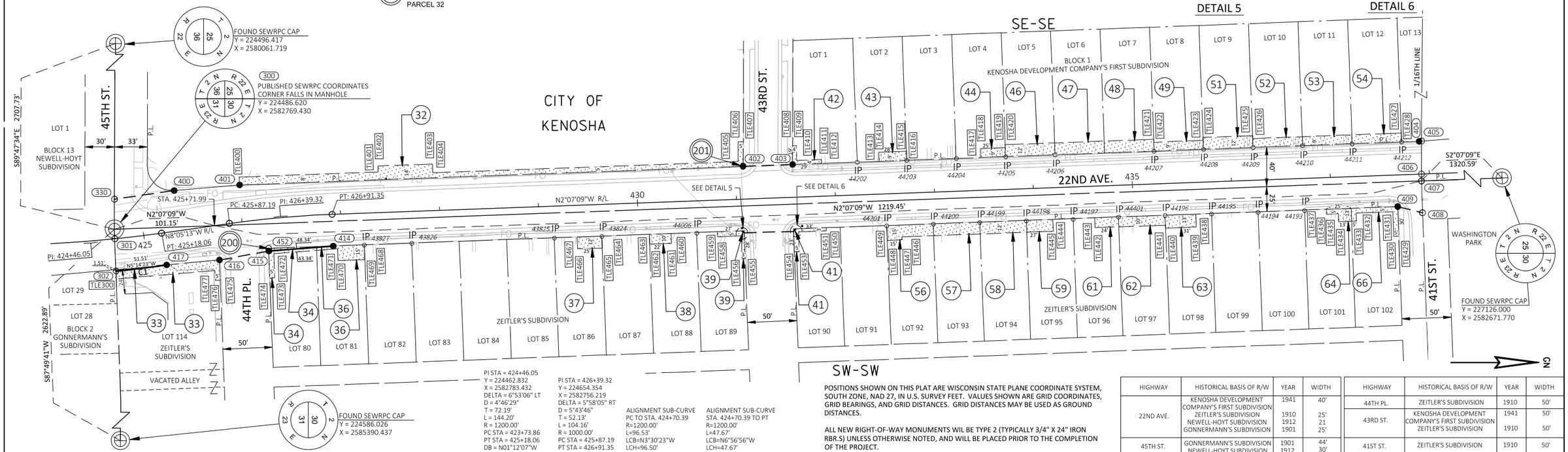
STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE300	424+67.91	40.31'
TLE400	426+03.03	-45.07'
TLE401	427+39.41	-41.00'
TLE402	427+39.41	-47.00'
TLE403	427+94.48	-47.00'
TLE404	427+94.48	-38.00'
TLE405	431+03.15	-38.00'
TLE406	431+03.96	-58.00'
TLE407	431+08.96	-58.00'
TLE408	431+58.76	-52.00'
TLE409	431+62.76	-52.00'
TLE410	431+62.16	-37.00'
TLE411	431+87.18	-37.00'
TLE412	431+87.02	-33.00'
TLE413	432+45.16	-33.00'
TLE414	432+45.16	-42.00'
TLE415	432+73.16	-42.00'
TLE416	432+73.16	-33.00'
TLE417	433+48.20	-33.00'
TLE418	433+48.21	-42.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE419	433+73.21	-42.00'
TLE420	433+73.21	-45.00'
TLE421	435+23.15	-45.00'
TLE422	435+23.15	-42.00'
TLE423	435+73.06	-42.00'
TLE424	435+73.06	-45.00'
TLE425	436+23.08	-45.00'
TLE426	436+23.08	-42.00'
TLE427	437+73.21	-42.00'
TLE428	437+73.21	-33.00'
TLE429	437+66.82	62.00'
TLE430	437+61.82	62.00'
TLE431	437+61.80	37.00'
TLE432	437+24.79	37.00'
TLE433	437+24.80	45.00'
TLE434	437+06.80	45.00'
TLE435	437+06.79	37.00'
TLE436	436+94.79	37.00'
TLE437	436+94.79	32.00'
TLE438	435+62.91	32.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE439	435+62.92	45.00'
TLE440	435+31.92	45.00'
TLE441	435+31.92	42.00'
TLE442	434+60.78	42.00'
TLE443	434+60.77	32.00'
TLE444	434+18.51	32.00'
TLE445	434+18.52	44.00'
TLE446	432+65.59	44.00'
TLE447	432+65.59	47.00'
TLE448	432+50.59	47.01'
TLE449	432+50.59	32.00'
TLE450	431+89.46	32.00'
TLE451	431+89.47	35.00'
TLE452	431+61.47	35.00'
TLE453	431+61.49	55.00'
TLE454	431+56.49	55.00'
TLE455	431+06.49	60.00'
TLE456	431+03.49	60.00'
TLE457	431+03.47	37.00'
TLE458	430+79.47	37.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE459	430+79.46	32.00'
TLE460	430+32.67	32.00'
TLE461	430+32.68	42.00'
TLE462	430+10.68	42.00'
TLE463	430+10.67	32.00'
TLE464	429+62.77	32.00'
TLE465	429+62.78	44.00'
TLE466	429+37.78	44.00'
TLE467	429+37.77	32.00'
TLE468	427+22.76	32.00'
TLE469	427+22.77	47.00'
TLE470	426+95.77	47.00'
TLE471	426+95.76	34.82'
TLE472	426+28.88	35.61'
TLE473	426+27.28	60.07'
TLE474	426+21.74	59.72'
TLE475	425+70.16	55.09'
TLE476	425+65.16	54.84'
TLE477	425+66.19	44.88'





POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 27, IN U.S. 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 WIL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON RBR.S) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
22ND AVE.	KENOSHA DEVELOPMENT COMPANY'S FIRST SUBDIVISION	1941	40'
	ZEITLER'S SUBDIVISION	1910	25'
	NEWELL-HOYT SUBDIVISION	1912	21
	GONNERMANN'S SUBDIVISION	1901	25'
45TH ST.	GONNERMANN'S SUBDIVISION	1901	44'
	NEWELL-HOYT SUBDIVISION	1912	30'

HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
44TH PL.	ZEITLER'S SUBDIVISION	1910	50'
43RD ST.	KENOSHA DEVELOPMENT COMPANY'S FIRST SUBDIVISION	1941	50'
	ZEITLER'S SUBDIVISION	1910	50'
41ST ST.	ZEITLER'S SUBDIVISION	1910	50'

REVISION DATE	DATE 10/9/24	SCALE, FEET 0 50 100	HWY: C KENOSHA, 22ND AVE
	GRID FACTOR N/A		COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 3832-01-01	PLAT SHEET 4.04
CONSTRUCTION PROJECT NUMBER 3832-01-71	PS&E SHEET 127 131 E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\RW\DWG\040101_RP.DWG
LAYOUT NAME - 4.04
PLOT DATE : 10/9/2024 1:41 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : 1 IN:50 FT
22ND AVE 3832-01-01-4.04

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 CITY

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W S.F REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
67	DAN & CHRISTINA M. PROUD	TLE	---	---	---	235
68	CITY OF KENOSHA	TLE	---	---	---	3529

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
N/A	N/A	N/A

PI STA = 439+44.01
Y = 225958.251
X = 2582707.973
DELTA = 1°34'08" LT

PI STA = 442+63.78
Y = 226277.359
X = 2582687.405
DELTA = 1°27'03" LT

PI STA = 445+15.91
Y = 226528.476
X = 2582664.822
DELTA = 1°00'14" RT

PI STA = 447+28.47
Y = 226740.482
X = 2582649.495
DELTA = 2°01'02" RT

FOUND MONUMENT TABLE			
POINT NAME	Y COORDS	X COORDS	IP TYPE
44213	225958.911	2582669.917	2" IP

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

COURSE TABLE		
COURSE	BEARING	DISTANCE
407 - 406	N89° 36' 42"W	7.01'
406 - 405	N89° 36' 42"W	33.12'
405 - 500	N04° 08' 49"W	92.04'
500 - 501	N04° 07' 53"W	60.04'
501 - 502	N04° 08' 38"W	741.93'
502 - 503	S82° 12' 59"E	37.38'
503 - 504	S82° 12' 59"E	35.37'
504 - 505	S82° 12' 59"E	9.01'
505 - 506	S04° 08' 38"E	856.57'
506 - 408	S13° 40' 04"W	26.05'
408 - 407	S87° 49' 53"W	32.05'
505 - TLE505	S04° 08' 38"E	21.88'
TLE505 - TLE506	S70° 12' 59"E	13.13'
TLE506 - TLE507	S04° 08' 38"E	119.25'
TLE507 - TLE508	N70° 12' 59"W	13.13'
TLE508 - TLE505	N04° 08' 38"W	119.25'
TLE508 - TLE509	S04° 08' 38"E	125.82'
TLE509 - TLE510	N85° 44' 37"E	10.00'
TLE510 - TLE511	S30° 43' 53"E	42.45'
TLE511 - TLE512	S04° 08' 38"E	33.00'
TLE512 - TLE513	S85° 44' 37"W	24.00'
TLE513 - TLE514	S04° 08' 38"E	13.00'
TLE514 - TLE515	S85° 44' 37"W	5.00'
TLE515 - TLE509	N04° 08' 38"W	84.00'
TLE515 - TLE516	S04° 08' 38"E	415.57'
TLE516 - TLE517	N87° 49' 41"E	5.00'
TLE517 - TLE518	S04° 08' 38"E	67.04'
TLE518 - TLE519	S87° 49' 41"W	5.00'
TLE519 - TLE516	N04° 08' 38"W	67.04'
TLE519 - 506	S04° 08' 38"E	23.01'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
405	437+93.47	-33.09'
406	437+92.02	0.00'
407	437+91.71	7.00'
408	437+91.74	39.05'
500	438+85.45	-36.35'
501	439+46.50	-38.40'
502	446+88.77	-36.58'
503	446+81.05	0.00'
504	446+73.75	34.61'
505	446+71.89	43.43'
506	438+16.81	46.14'

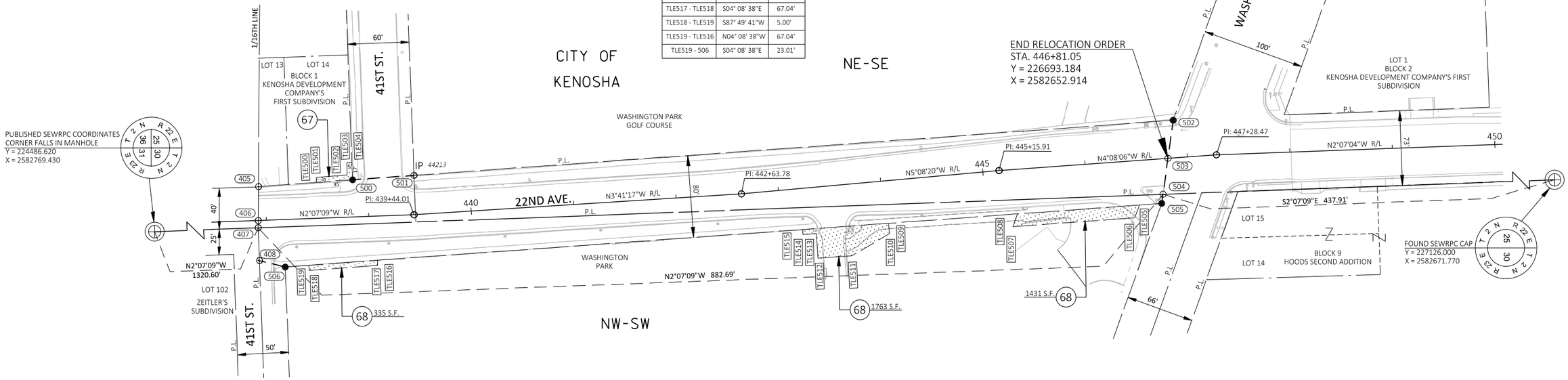
STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE500	438+50.45	-35.11'
TLE501	438+50.45	-40.11'
TLE502	438+80.45	-41.18'
TLE503	438+80.45	-53.18'
TLE504	438+85.45	-53.36'
TLE505	446+50.01	43.43'
TLE506	446+44.68	55.43'
TLE507	445+25.43	55.45'
TLE508	445+30.76	43.45'
TLE509	444+04.19	41.52'
TLE510	444+04.03	51.52'
TLE511	443+65.75	69.85'
TLE512	443+32.75	69.28'
TLE513	443+33.12	45.28'
TLE514	443+20.12	45.06'
TLE515	443+20.20	40.06'
TLE516	439+06.81	42.96'
TLE517	439+06.81	47.96'
TLE518	438+39.81	50.33'
TLE519	438+39.81	45.33'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 27, IN U.S. 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 WIL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON RBR.S) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

GN

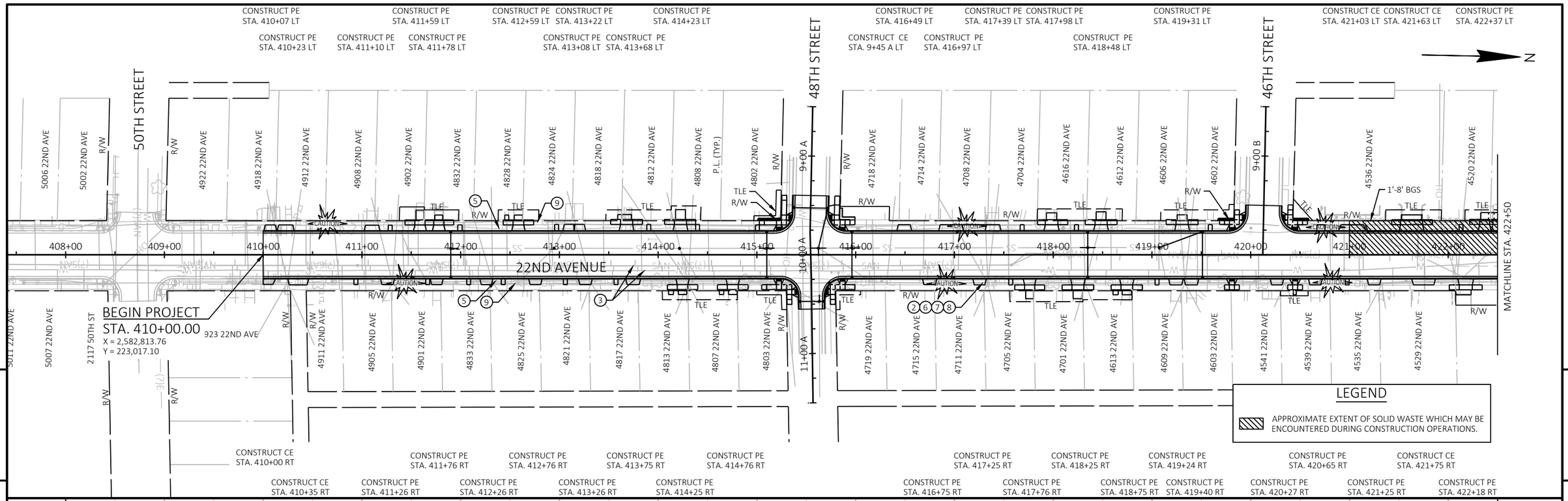
HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
22ND AVE.	KENOSHA DEVELOPMENT COMPANY'S FIRST SUBDIVISION	1941	73'
	HOODS SECOND EDITION	1920	0'
	ZEITLER'S SUBDIVISION	1910	25'
WASHINGTON RD.	KENOSHA DEVELOPMENT COMPANY'S FIRST SUBDIVISION	1941	50'
	HOODS SECOND EDITION	1920	33'
41ST ST.	KENOSHA DEVELOPMENT COMPANY'S FIRST SUBDIVISION	1941	30'
	ZEITLER'S SUBDIVISION	1910	25'



REVISION DATE	DATE 10/9/24	SCALE, FEET 0 50 100	HWY: C KENOSHA, 22ND AVE	STATE R/W PROJECT NUMBER 3832-01-01	PLAT SHEET 4.05	
	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 3832-01-71	PS&E SHEET 128 132	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\RW\DWG\040101_RP.DWG
LAYOUT NAME - 4.05

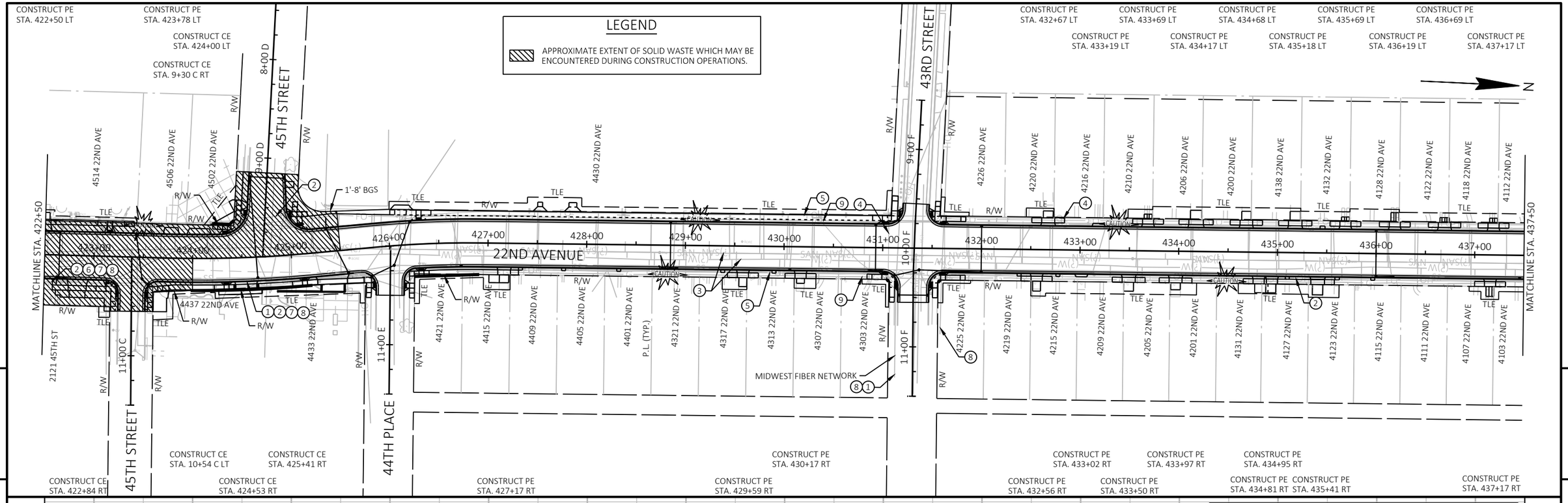
PLOT DATE : 10/9/2024 1:41 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : 1 IN:50 FT

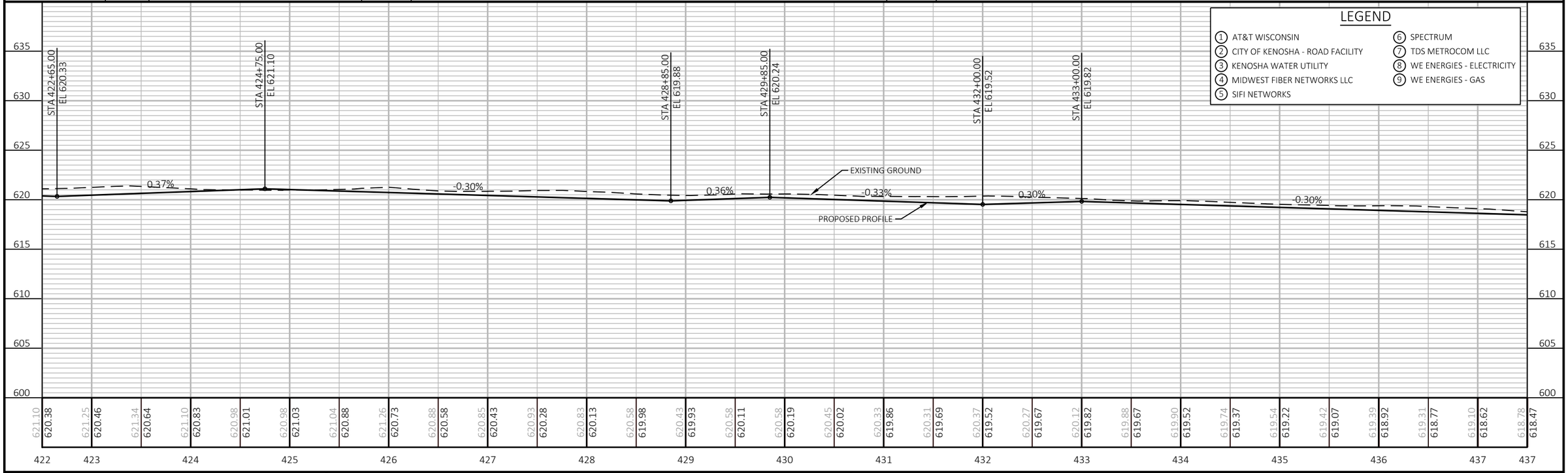


PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 22ND AVENUE	SHEET 129 133	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\050101-PP.DWG
LAYOUT NAME - 050101-pp
PLOT DATE : 7/29/2025 10:13 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 22ND AVENUE	SHEET 130 134	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\050101-PP.DWG
LAYOUT NAME - 050102-pp

PLOT DATE : 7/29/2025 10:14 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CONSTRUCT PE
STA. 437+67 LT

CONSTRUCT PE
STA. 438+19 LT

CONSTRUCT CE
STA. 445+92 LT

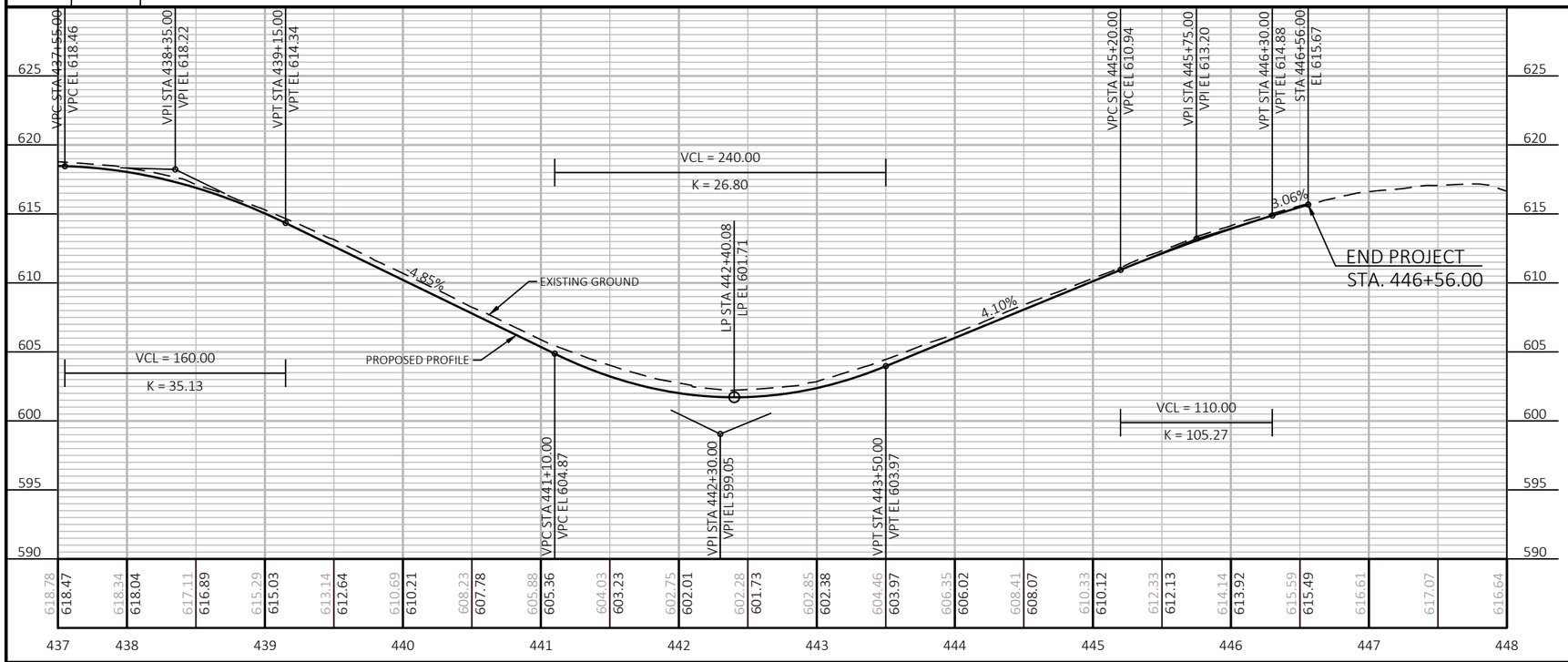
41ST STREET

4112 22ND AVE
4108 22ND AVE
P.L. (TYP.)
4102 22ND AVE
9+00 H
10+00 H
2701 WASHINGTON RD
WASHINGTON ROAD
END CONSTRUCTION
STA. 446+92.82
MATCHLINE STA. 437+50
4103 22ND AVE
11+00 G
11+00 F
22ND AVENUE
END PROJECT
STA. 446+56.00
41ST STREET
WASHINGTON
PARK ENTRANCE
CAUTION
R/W
TLE
(P)SAN
SS
(S)W
OHP

438+00 439+00 440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00 451+00 452+00

LEGEND

1. AT&T WISCONSIN
2. CITY OF KENOSHA - ROAD FACILITY
3. KENOSHA WATER UTILITY
4. MIDWEST FIBER NETWORKS LLC
5. SIFI NETWORKS
6. SPECTRUM
7. TDS METROCOM LLC
8. WE ENERGIES - ELECTRICITY
9. WE ENERGIES - GAS



PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 22ND AVENUE	SHEET 131 135	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\050101-PP.DWG
LAYOUT NAME - 050103-pp

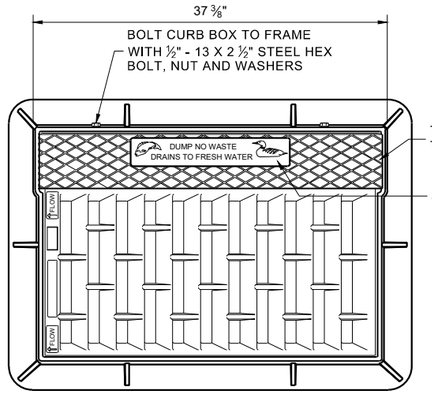
PLOT DATE : 7/29/2025 10:14 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

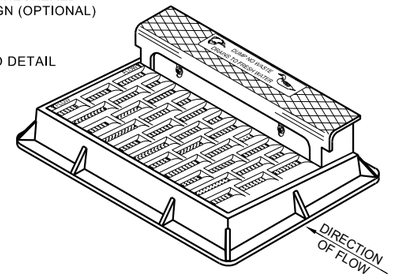
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-13	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
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
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.
11B02-02	CONCRETE MEDIAN NOSE
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
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

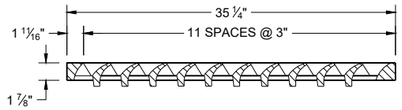
6

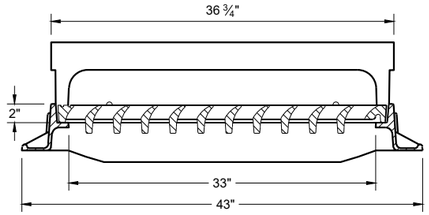


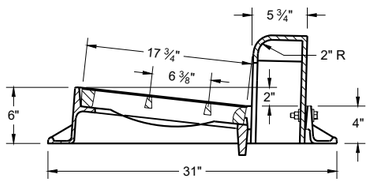
NOTE: EITHER CASTING IS ACCEPTABLE

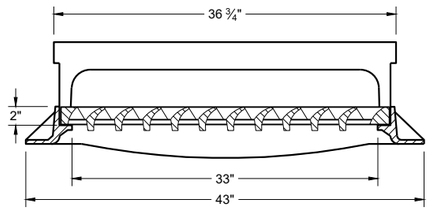


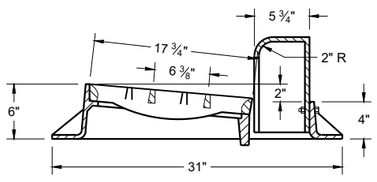
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







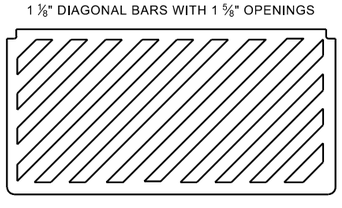




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

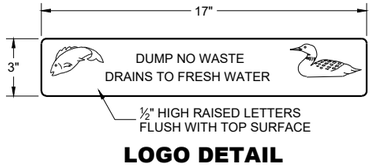
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



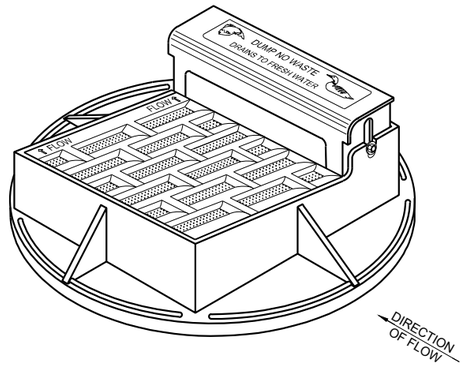
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

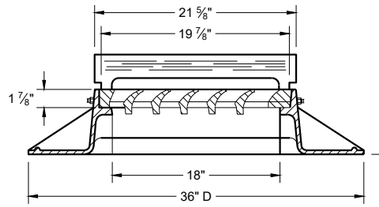


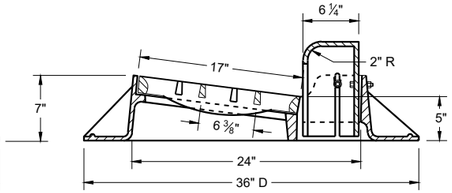
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





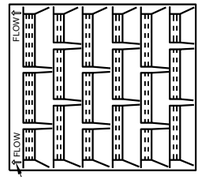
TYPE "A"

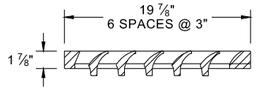
GENERAL NOTES

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.

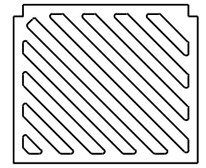
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





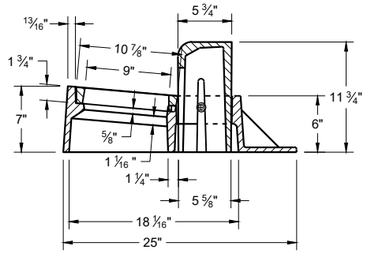
1" DIAGONAL BARS
WITH 1 ½" OPENINGS



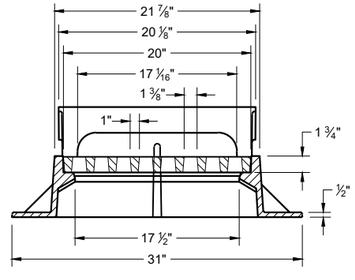
SPECIAL GRATE FOR TYPE "A" COVER

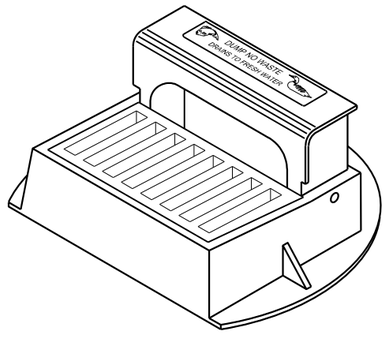
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





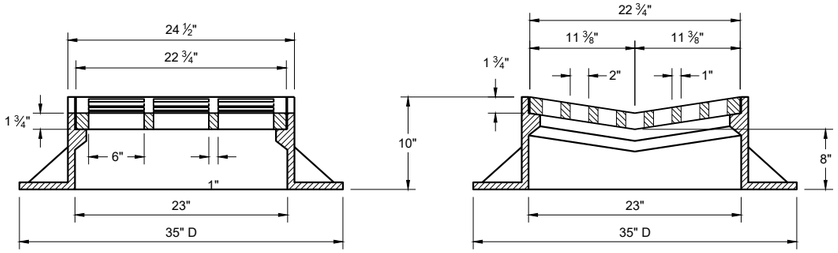
INLET COVERS
TYPES A, H, A-S, H-S AND Z

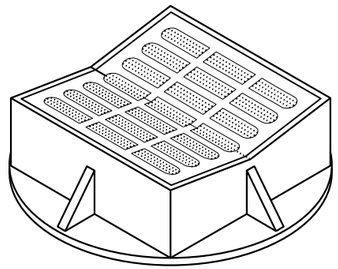
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

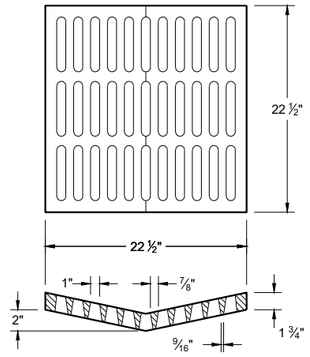
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





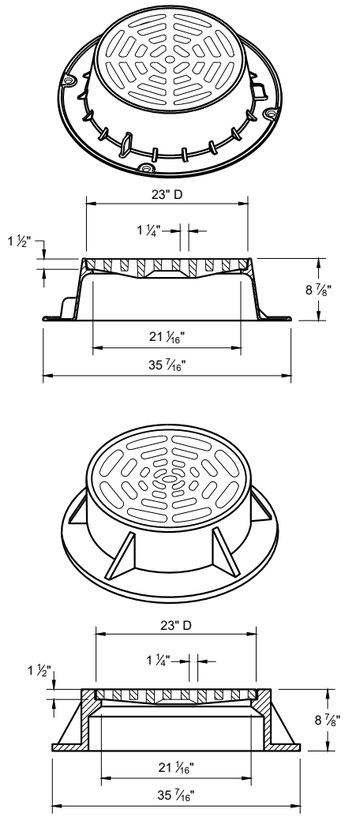
TYPE "B"



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"

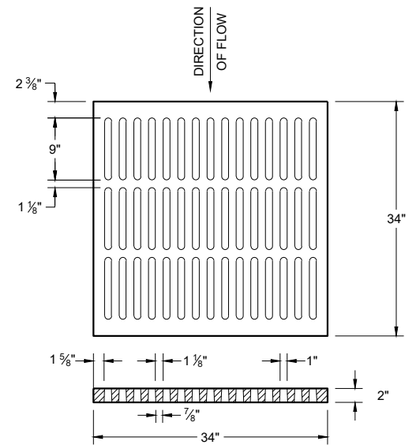
NOTE: EITHER CASTING IS ACCEPTABLE

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.

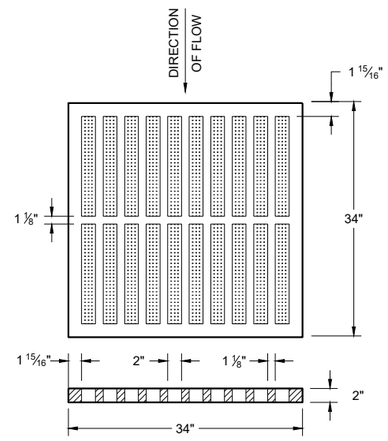
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

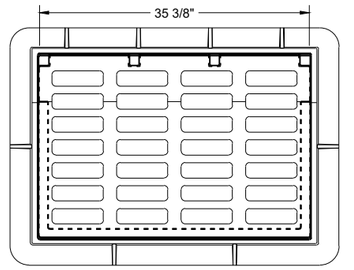
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

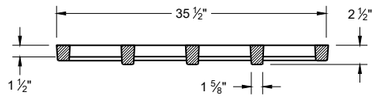


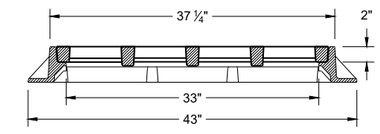
TYPE "MS"

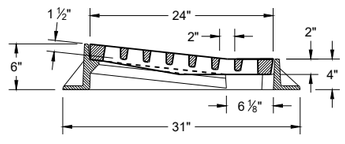
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



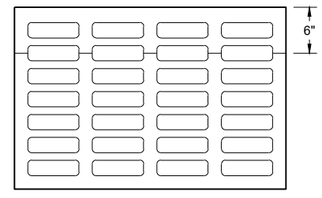


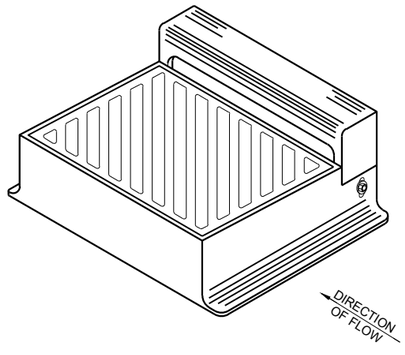




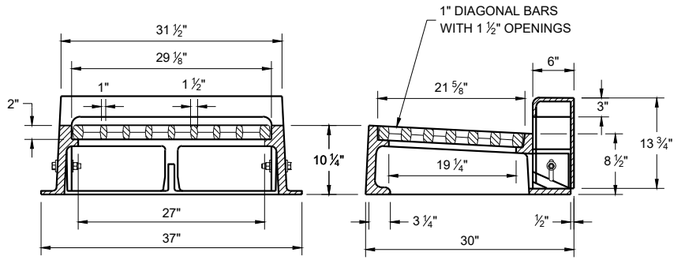
TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.





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 ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08A05-22b

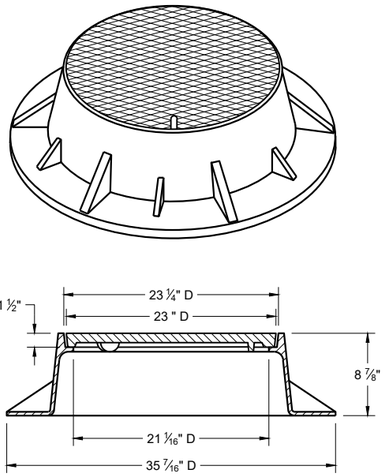
SDD 08A05-22b

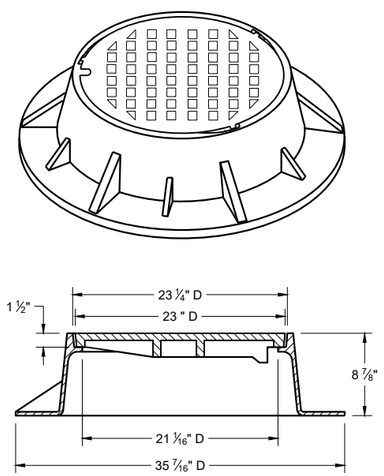
GENERAL NOTES

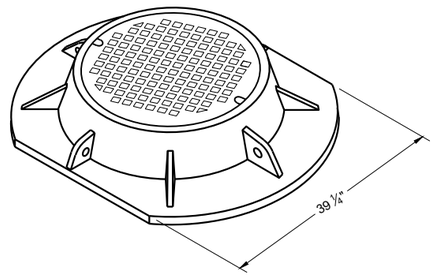
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

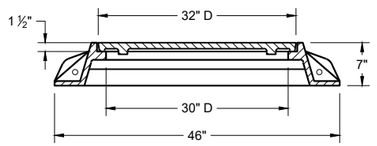
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

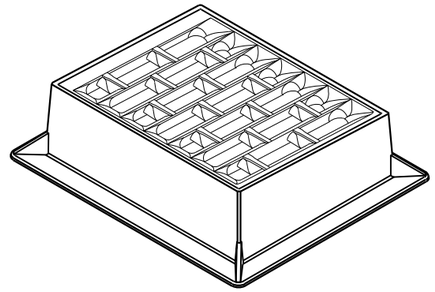


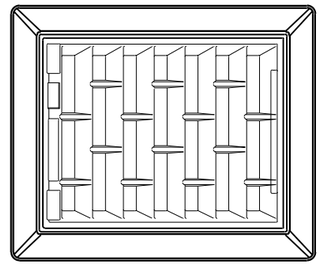


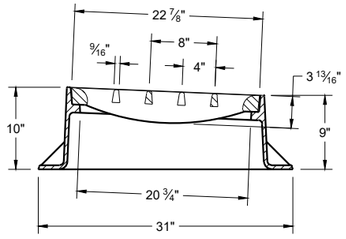


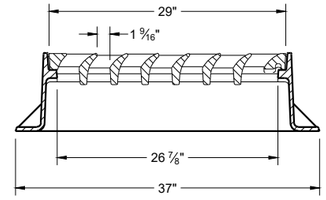


TYPE "K"

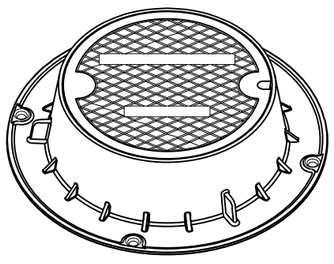


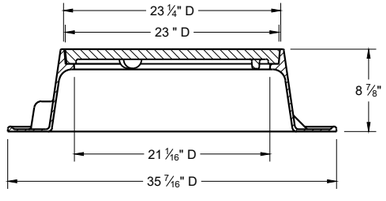






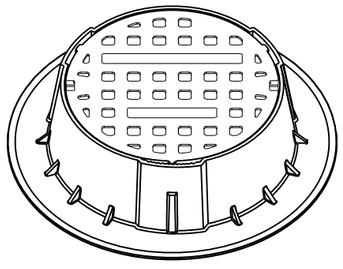
INLET COVER TYPE "BW"

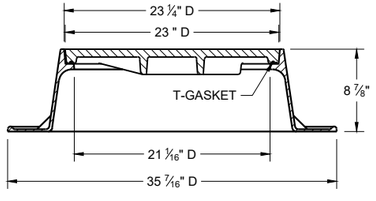




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

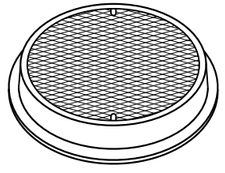


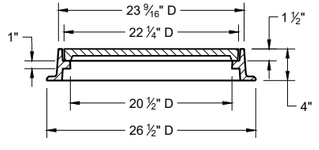


TYPE "J" SPECIAL

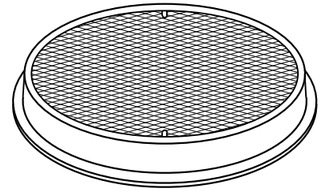
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

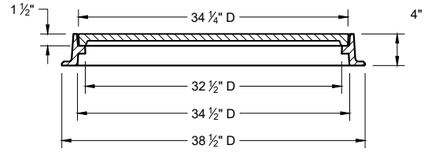
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

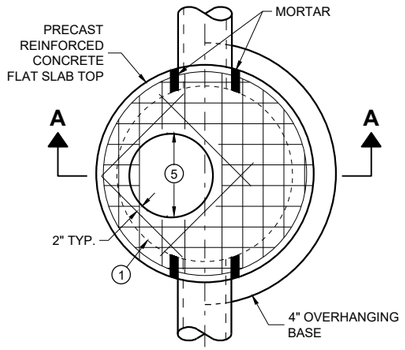
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

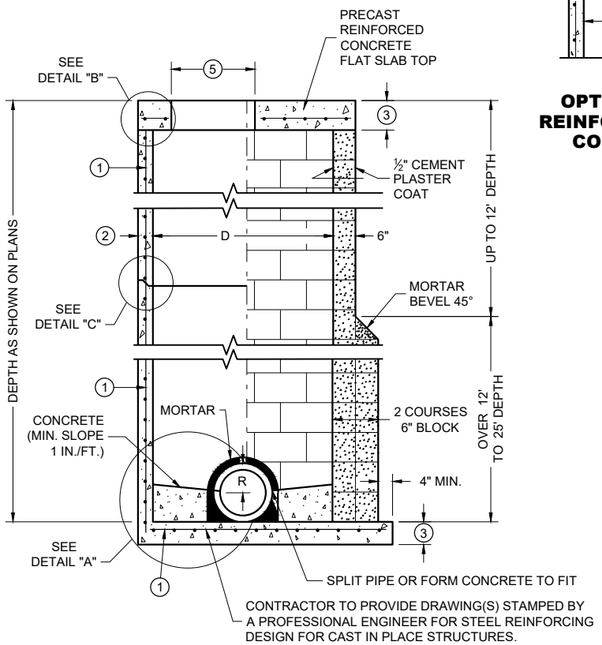
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PLAN VIEW

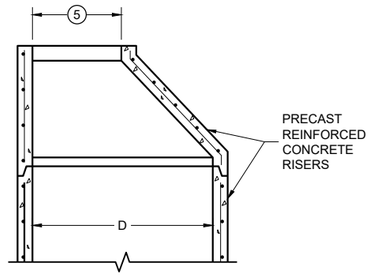
CIRCULAR OPENING



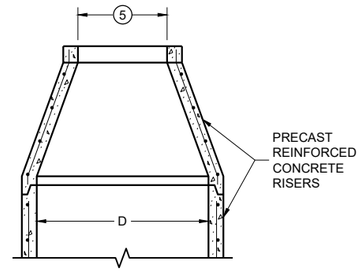
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

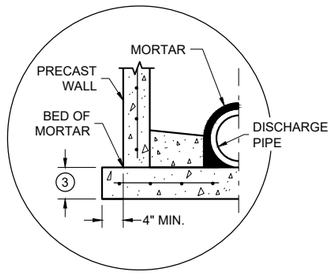
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



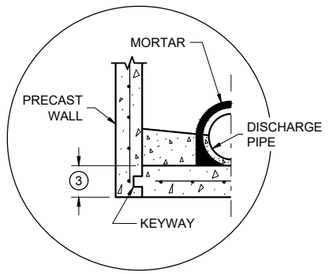
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

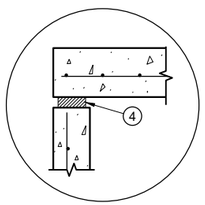


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

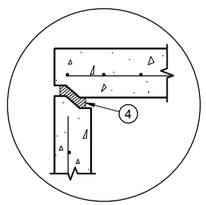


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

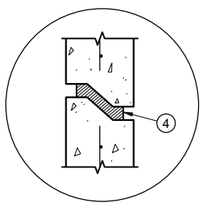
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

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

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

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

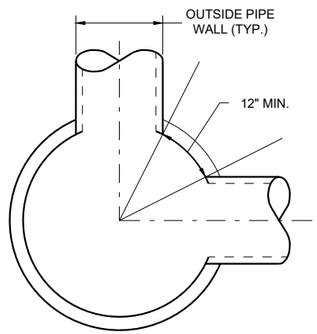
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

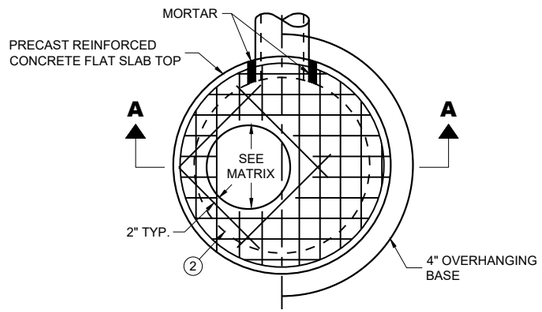
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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

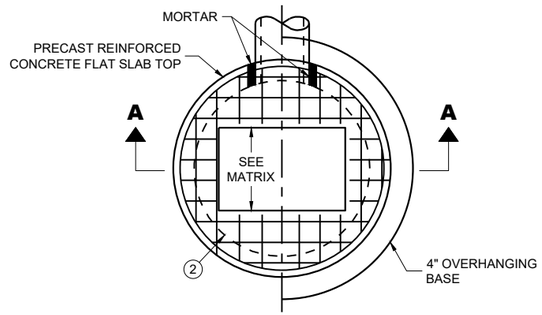
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

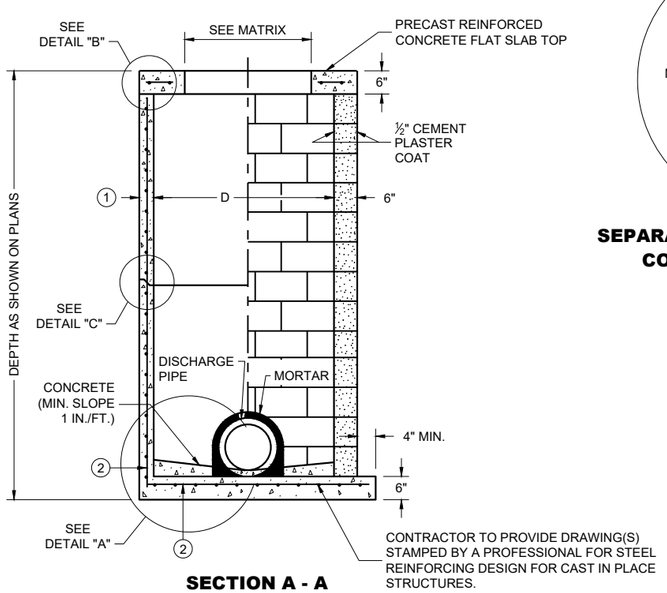
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

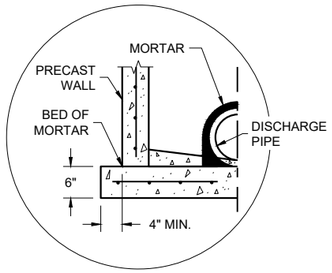
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

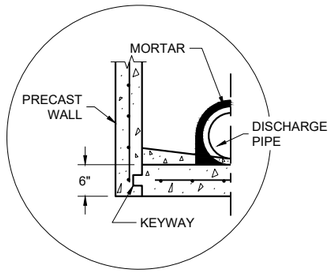
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

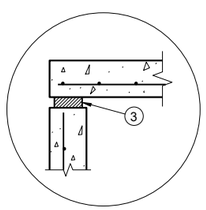


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

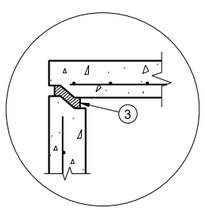


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

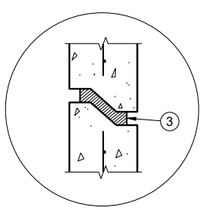
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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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.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

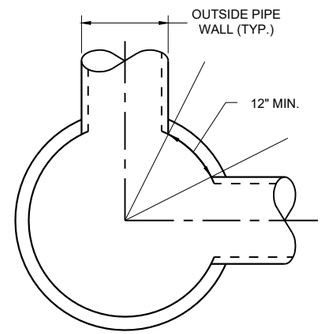
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

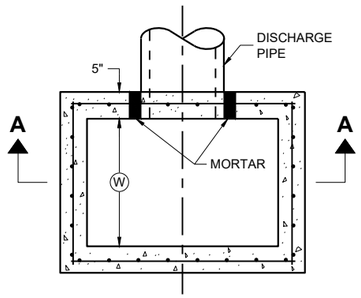
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

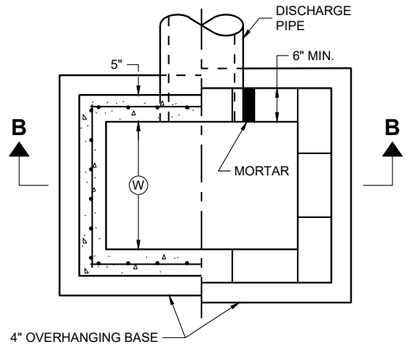
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December 2023 — DATE
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FHWA

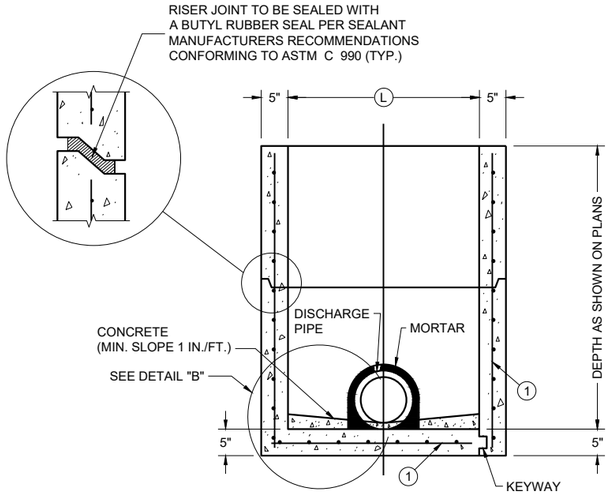
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PLAN VIEW



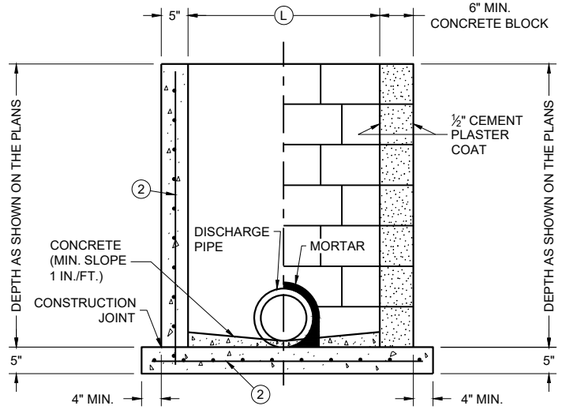
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

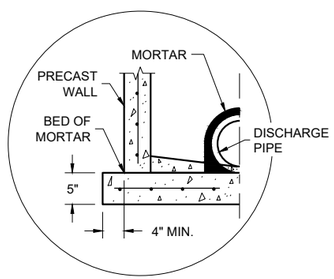
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

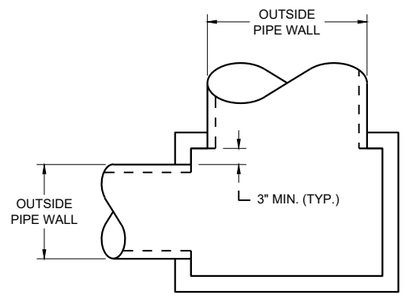
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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 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

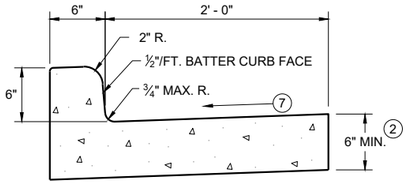
INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

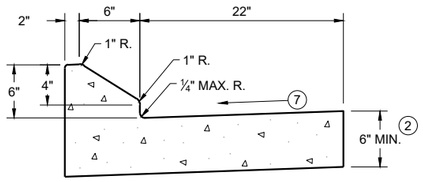
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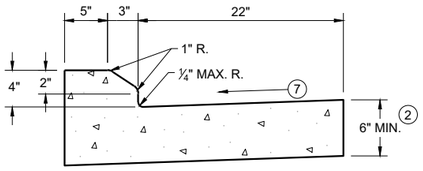
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SDD 08C07-03



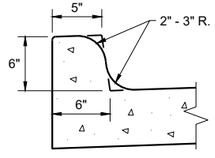
TYPES A (1) & D



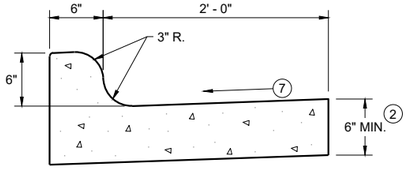
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

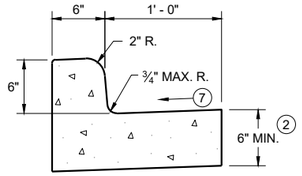


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



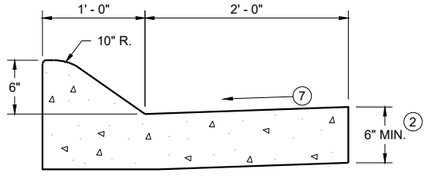
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

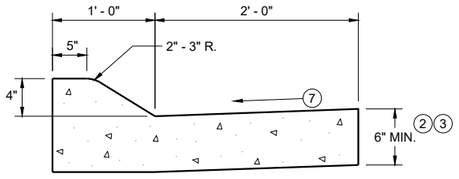


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

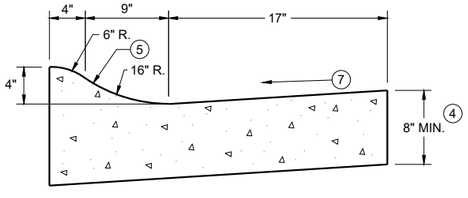


6" SLOPED CURB TYPES A (1) & D



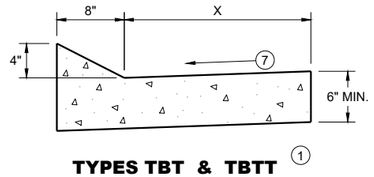
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

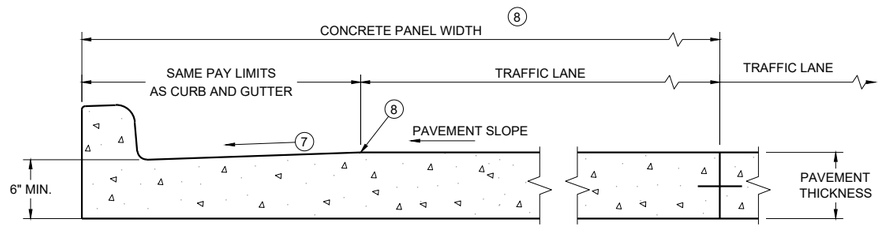


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

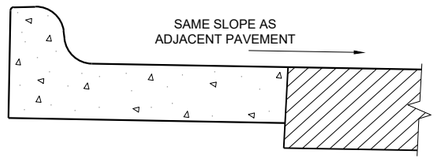
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

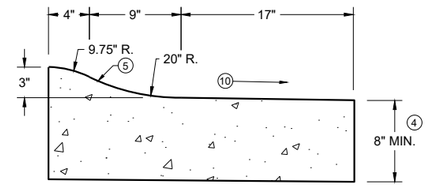
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

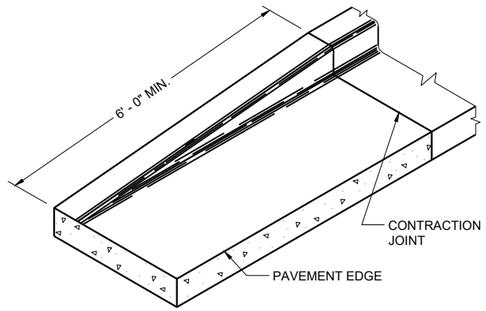
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



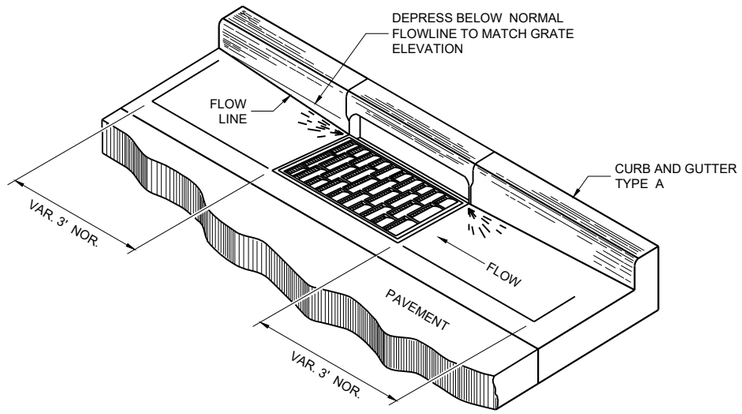
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

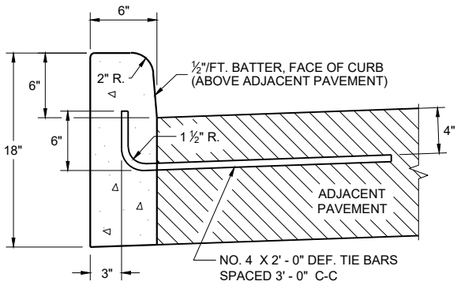
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

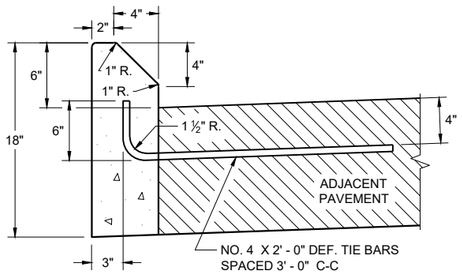
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

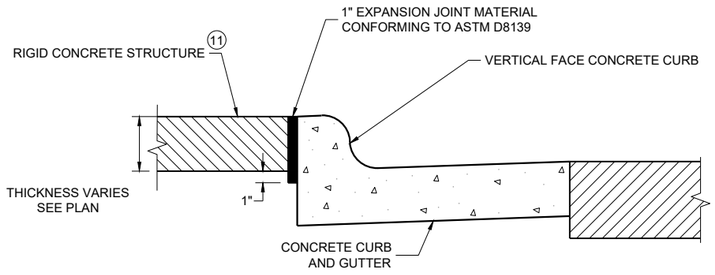


TYPES A (1) & D

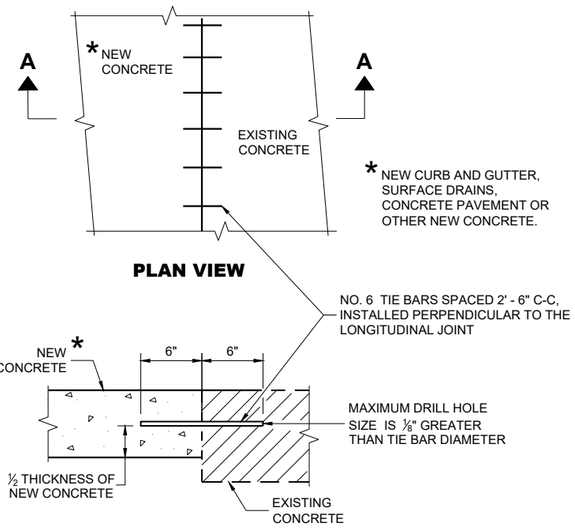


TYPES G (1) & J

CONCRETE CURB



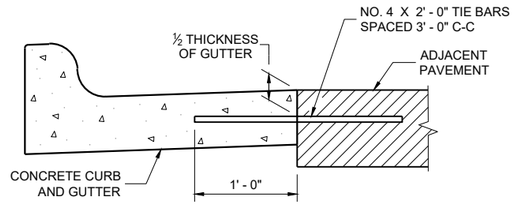
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



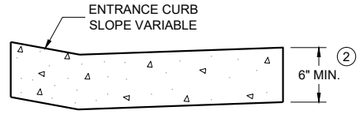
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

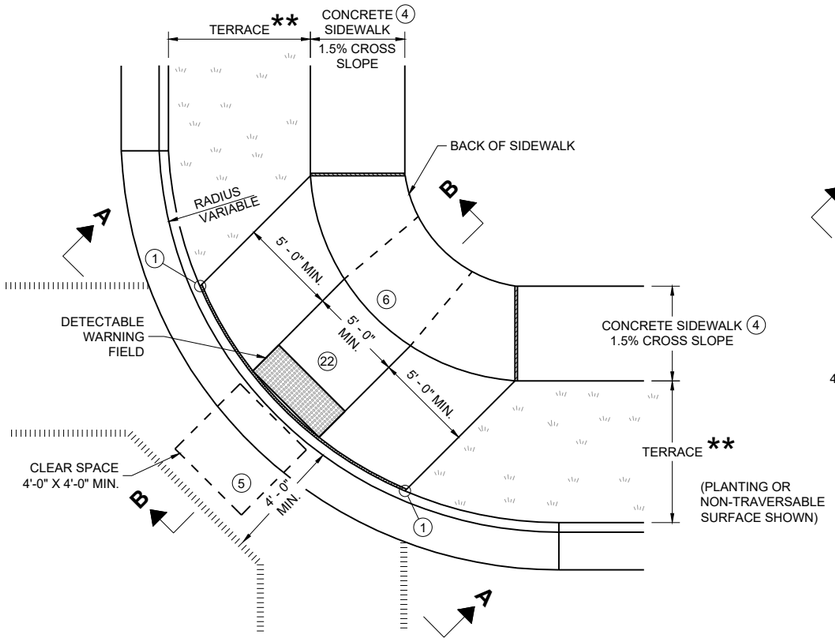
FHWA

6

SDD 08D01-24b

6

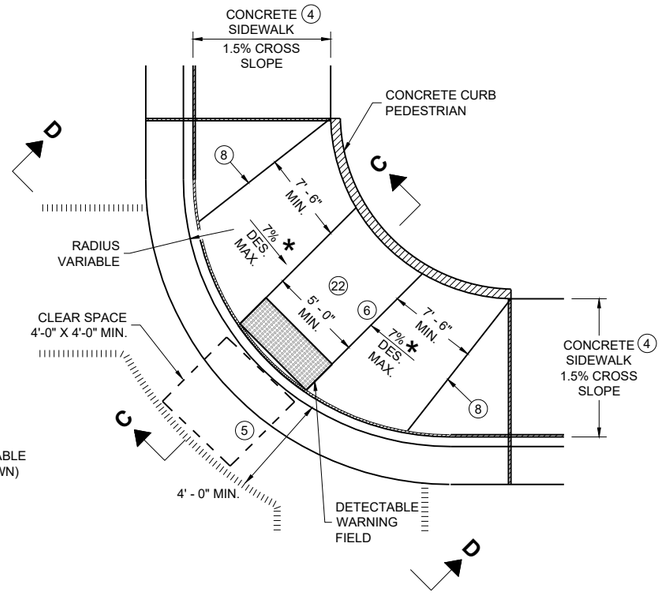
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

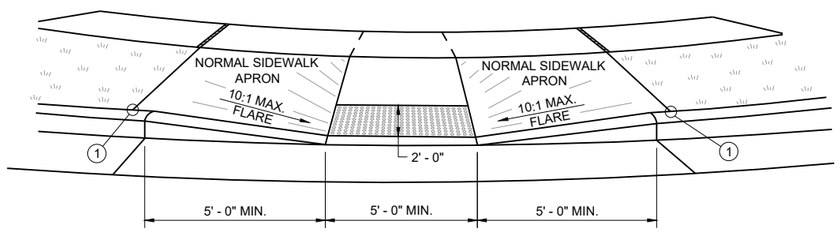
(CENTER OF CORNER RADIUS)



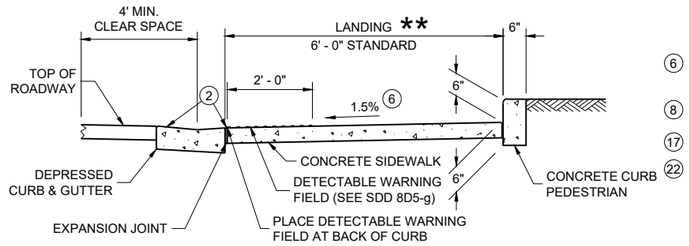
PLAN VIEW

CURB RAMP TYPE 1 - A

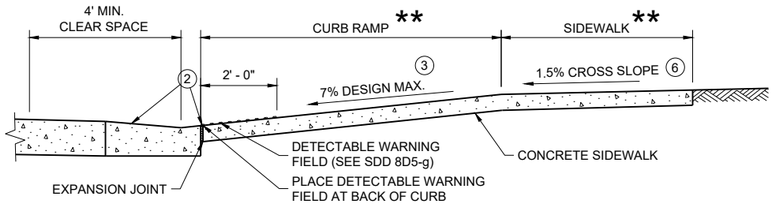
(NO TERRACE)



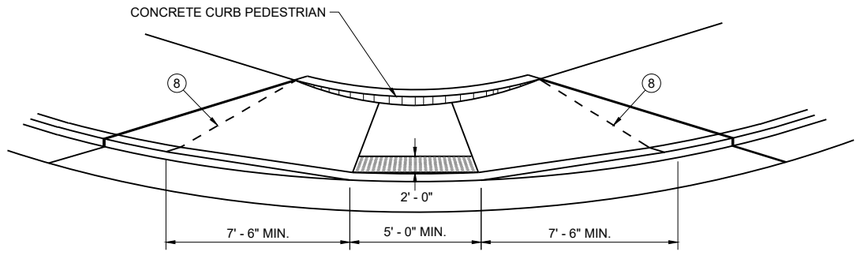
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



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 CURB 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 CURB RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

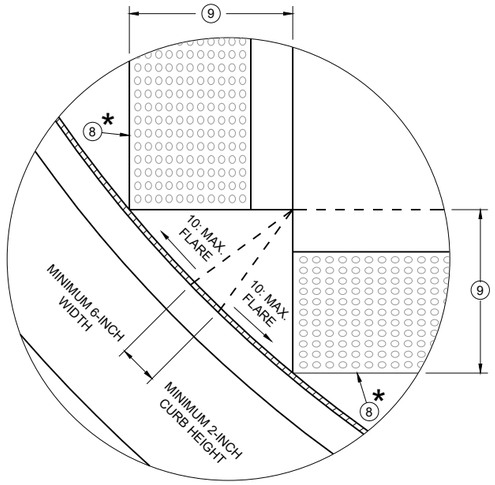
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

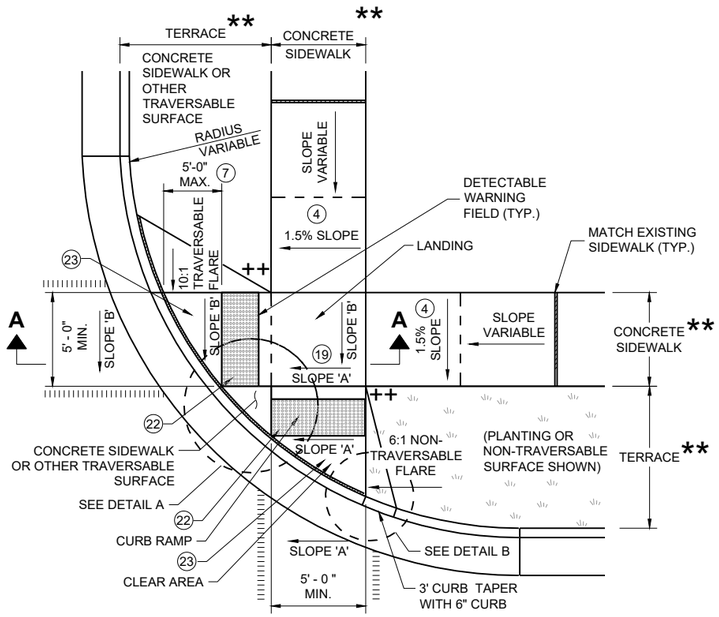
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



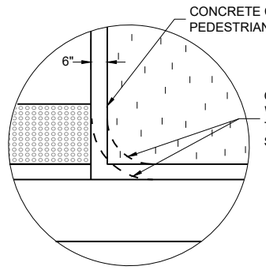
DETAIL A



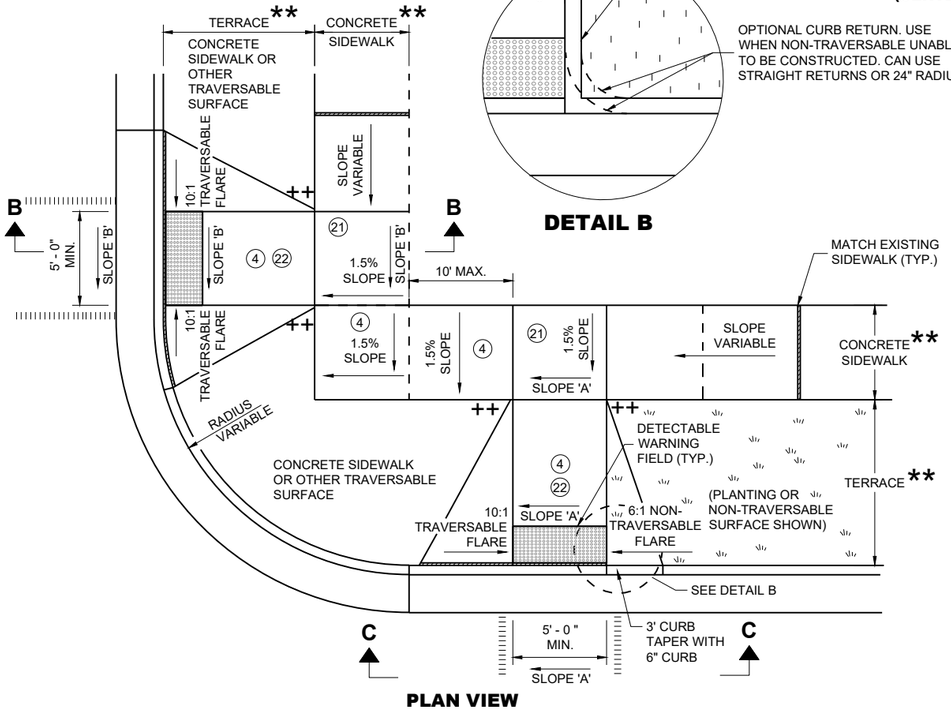
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

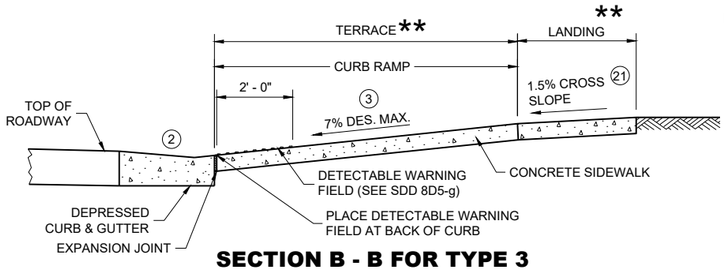
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

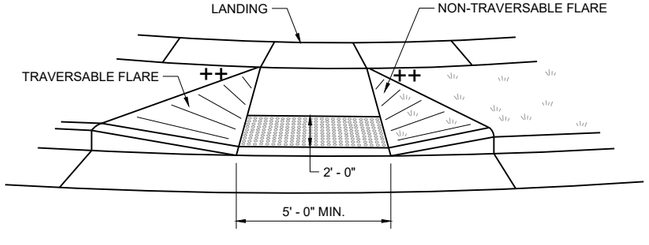
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

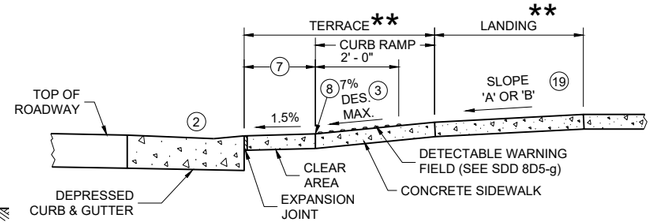
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



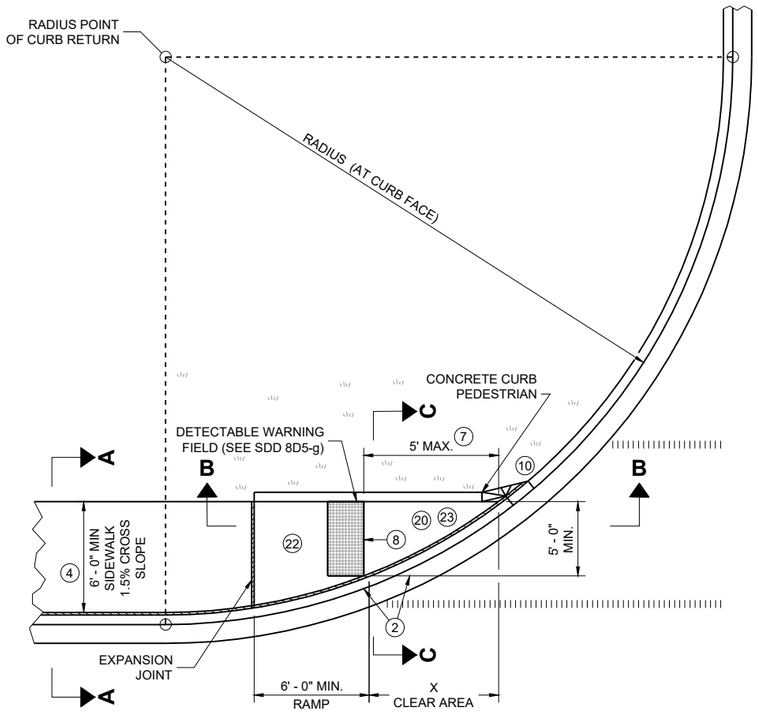
SECTION A - A FOR TYPE 2

LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

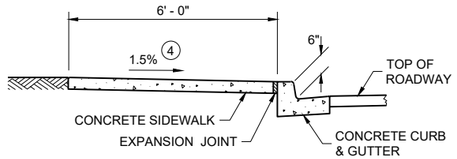
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

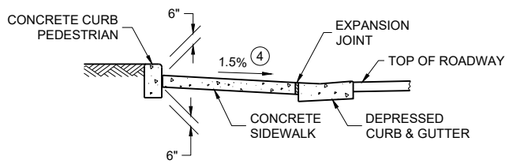


PLAN VIEW

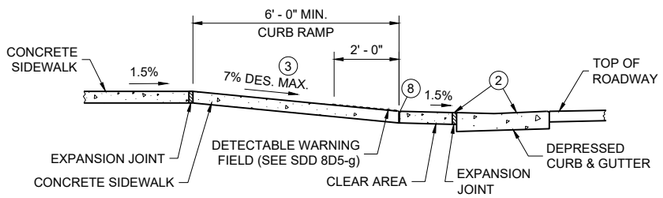
CURB RAMP TYPE 4A



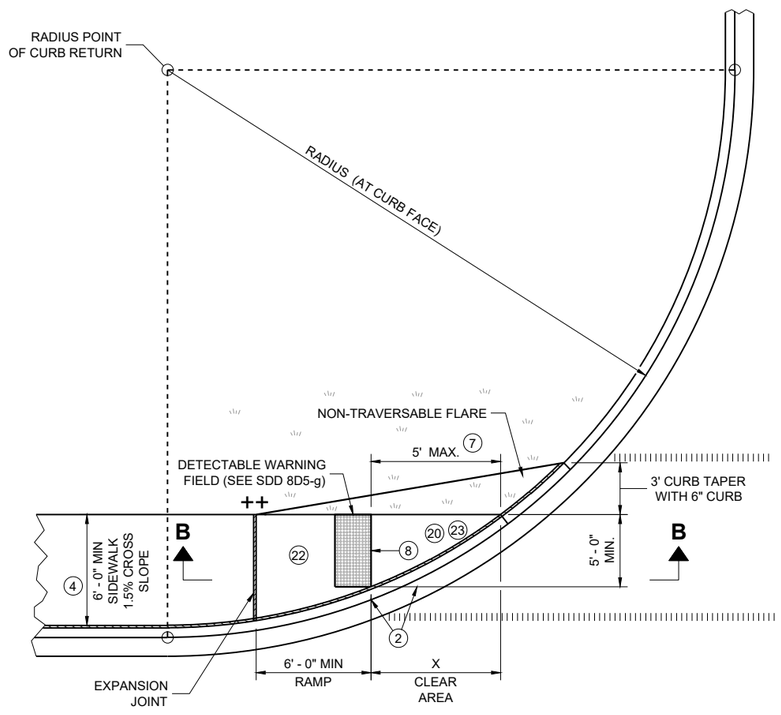
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

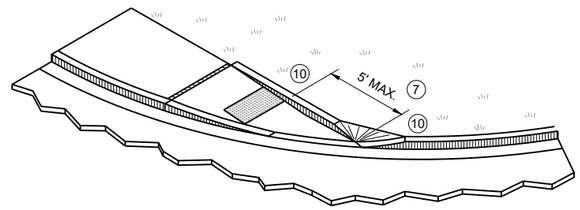
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

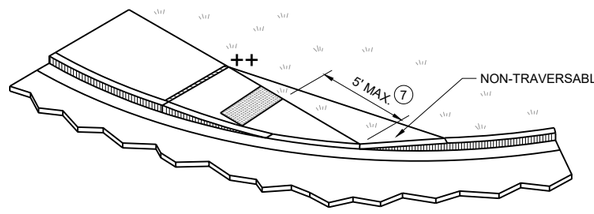
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



ISOMETRIC VIEW FOR TYPE 4A

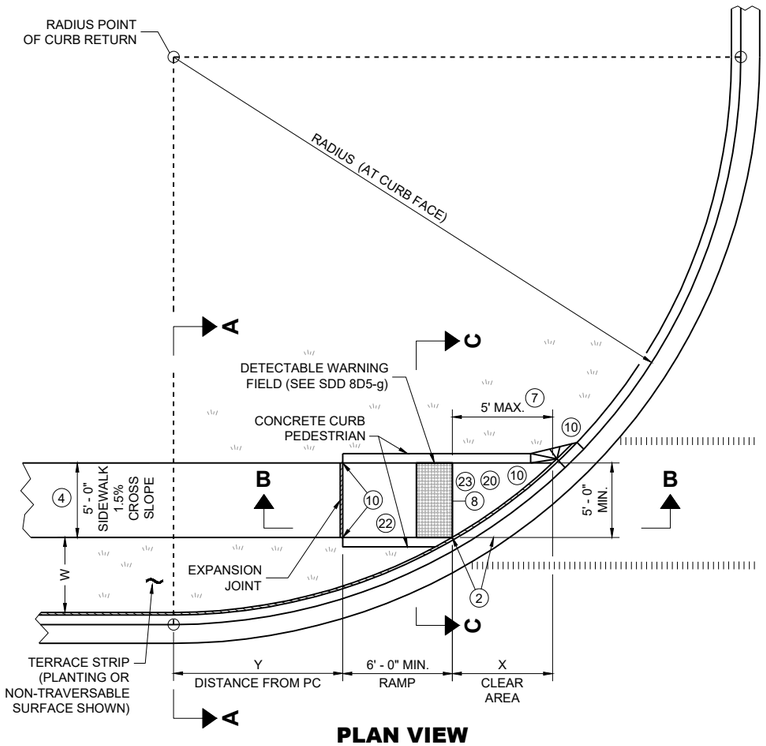


ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

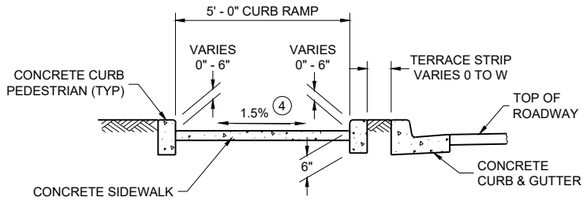
6
SDD 08D05-22c



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

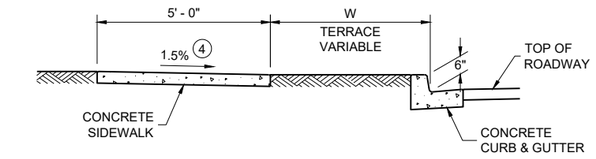
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

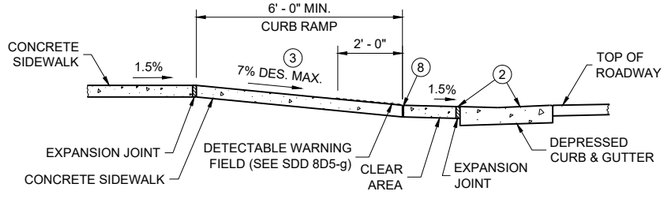
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

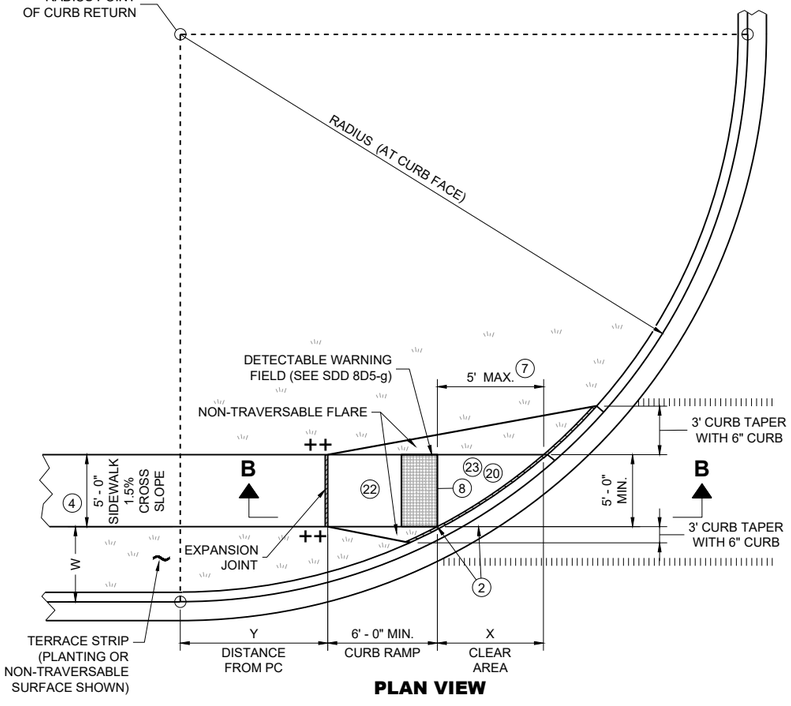
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



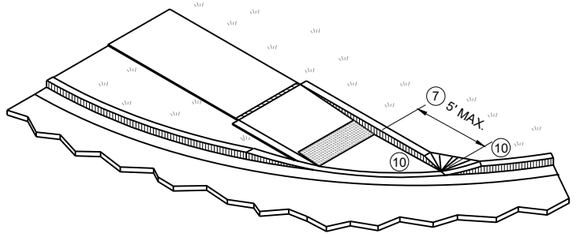
SECTION A - A FOR TYPE 4B



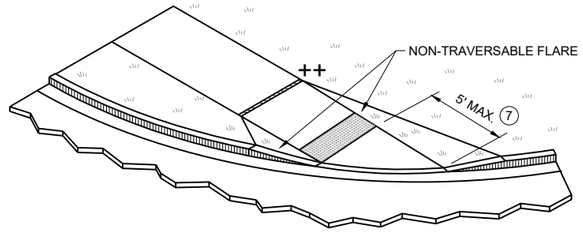
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



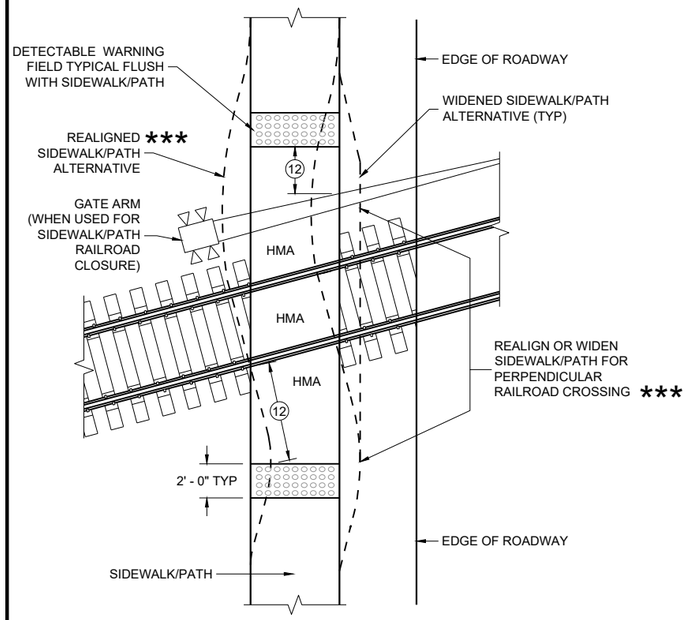
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

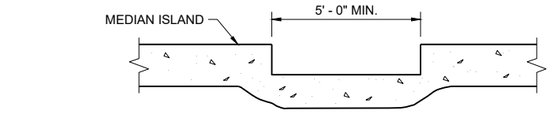
6

SDD 08D05-22d

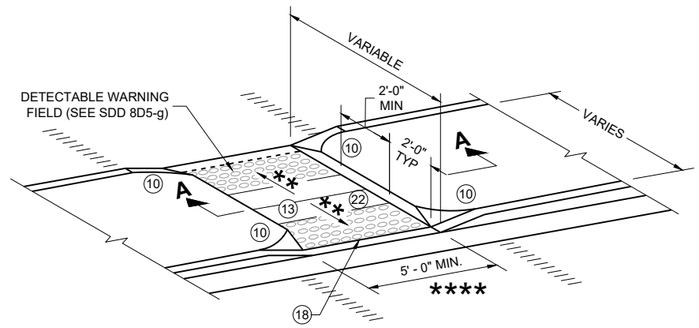


CURB RAMP TYPE 8

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 CURB 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 2.1%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

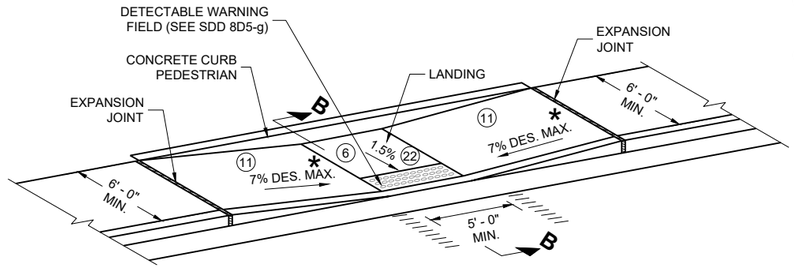
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM 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.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

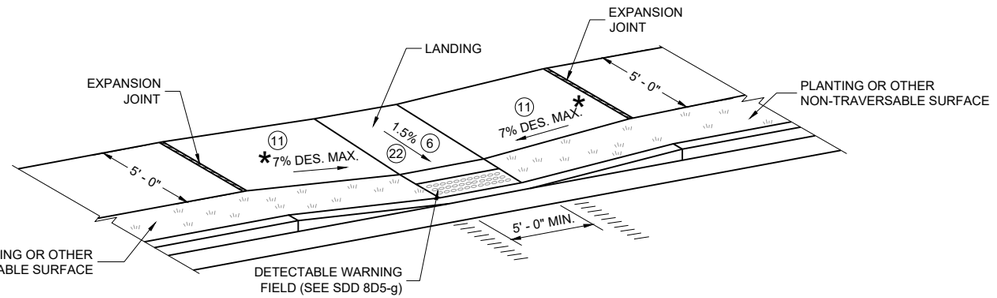
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



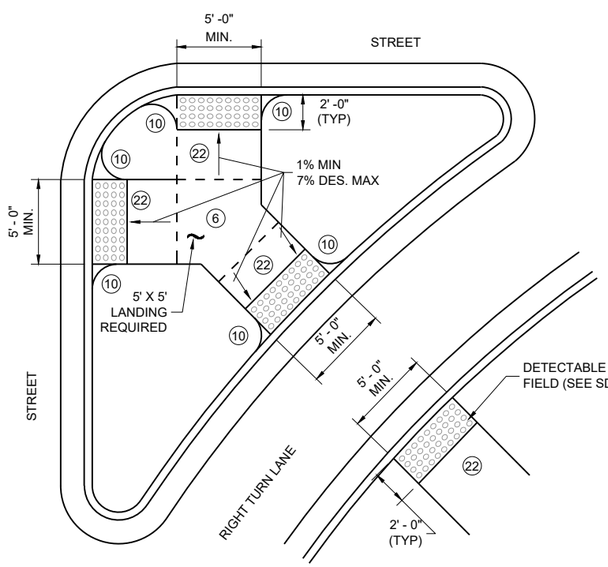
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



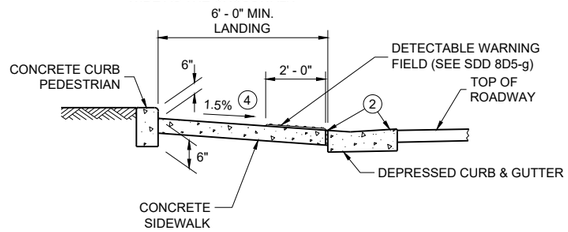
CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

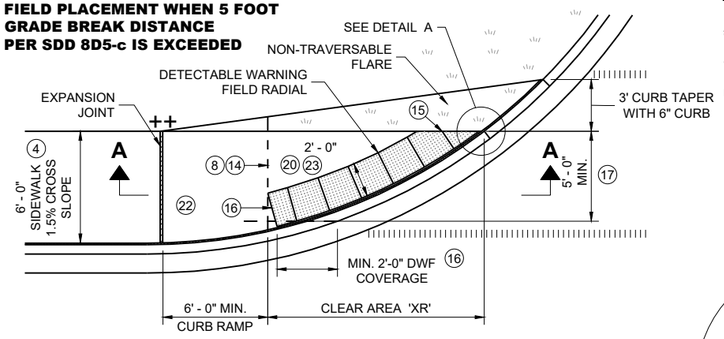


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

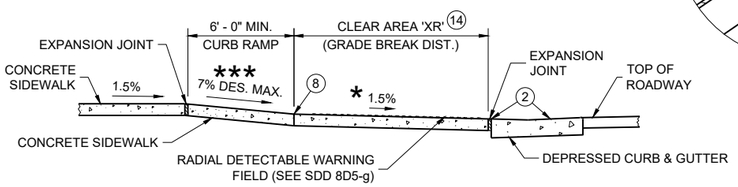
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

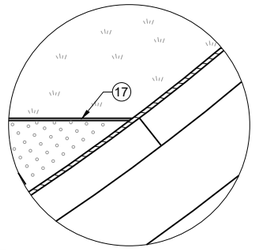
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

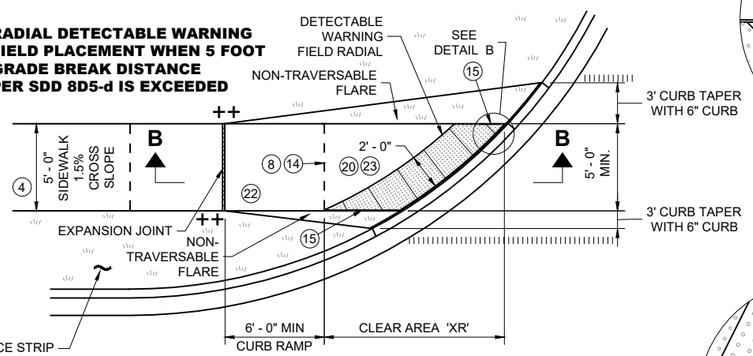
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

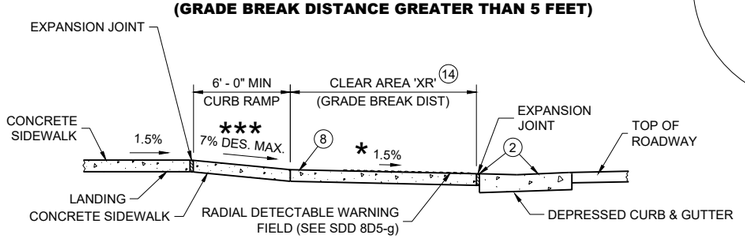
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



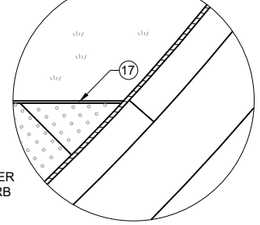
PLAN VIEW

CURB RAMP TYPE 4B1

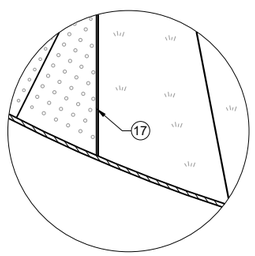
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

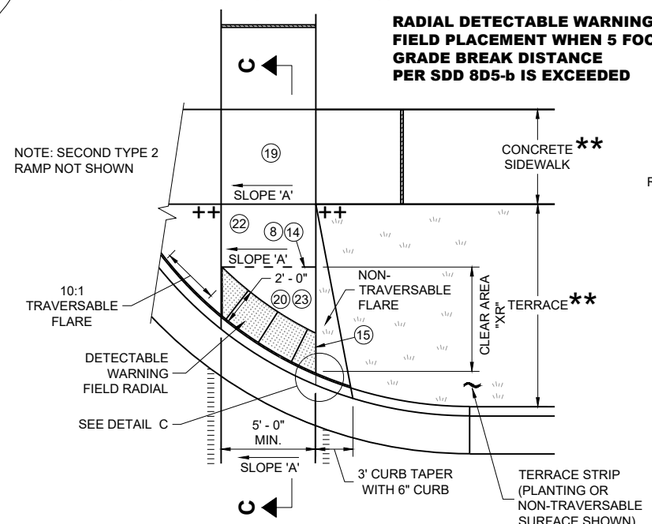


DETAIL B



DETAIL C

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

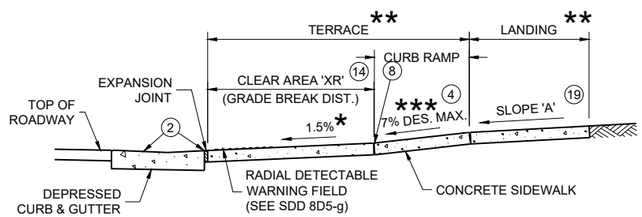


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

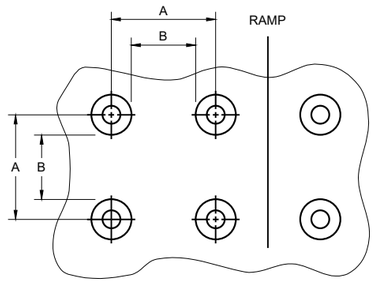
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

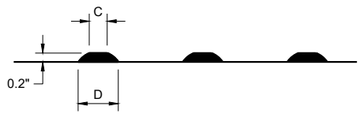
SDD 08D05-22f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

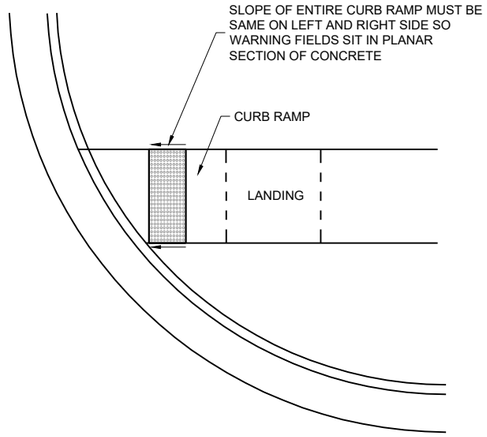
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

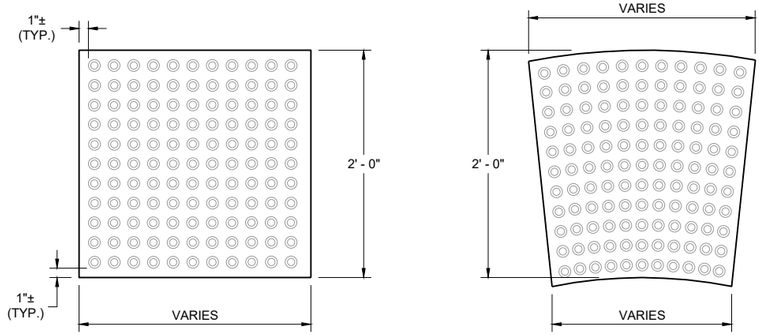
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

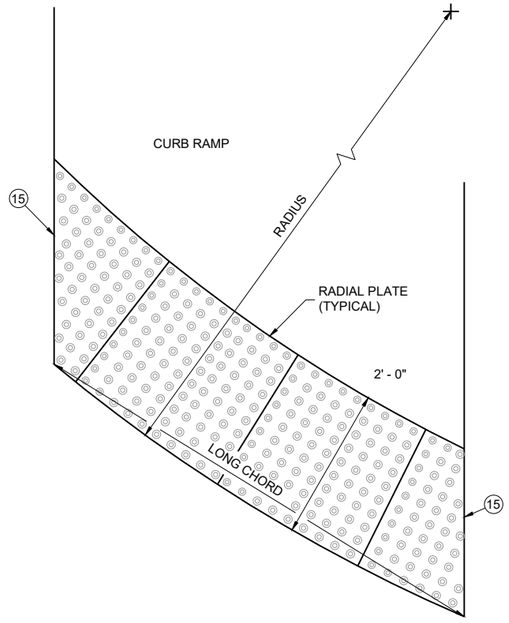
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



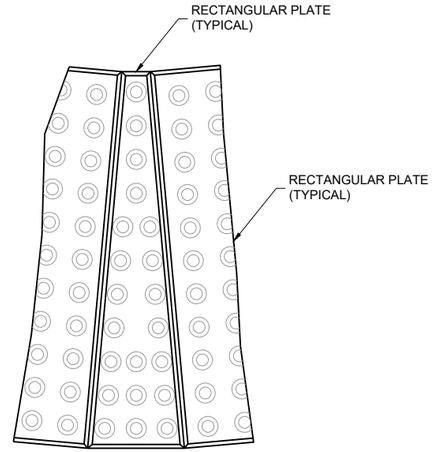
RECTANGULAR PLATES

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
February 2025 — DATE
/S/ Rodney Taylor — <position>

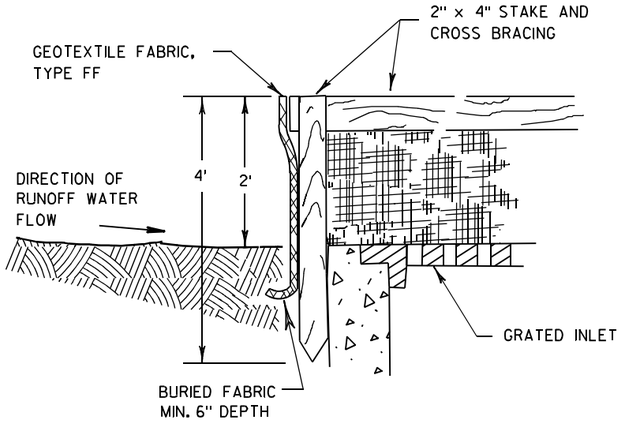
FHWA

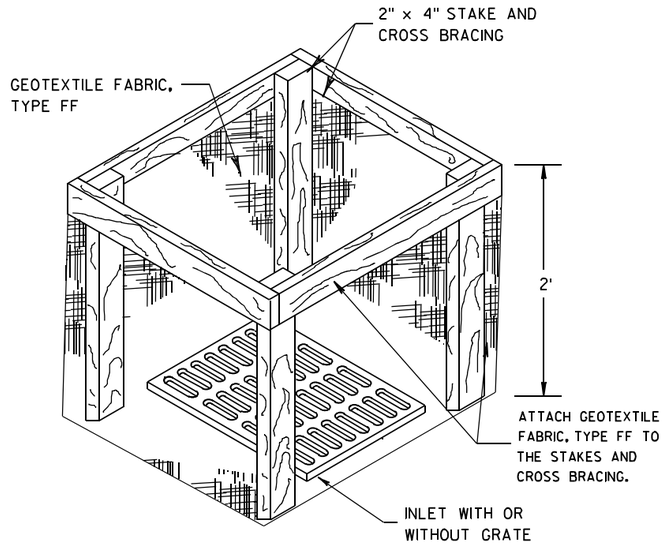
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SDD 08D05-22g

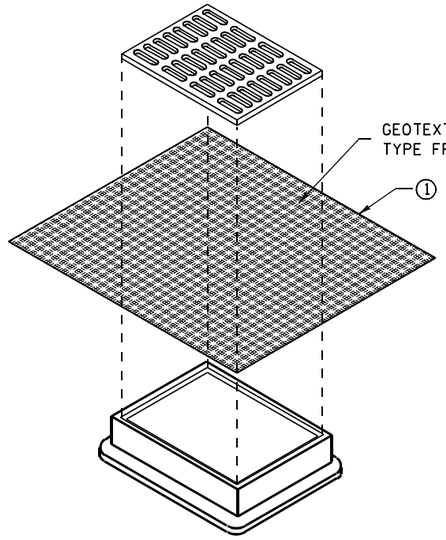
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SDD 08D05-22g



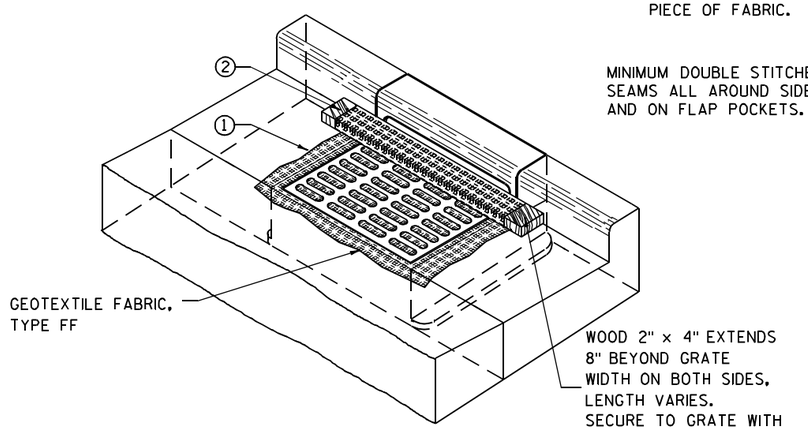


INLET PROTECTION, TYPE A

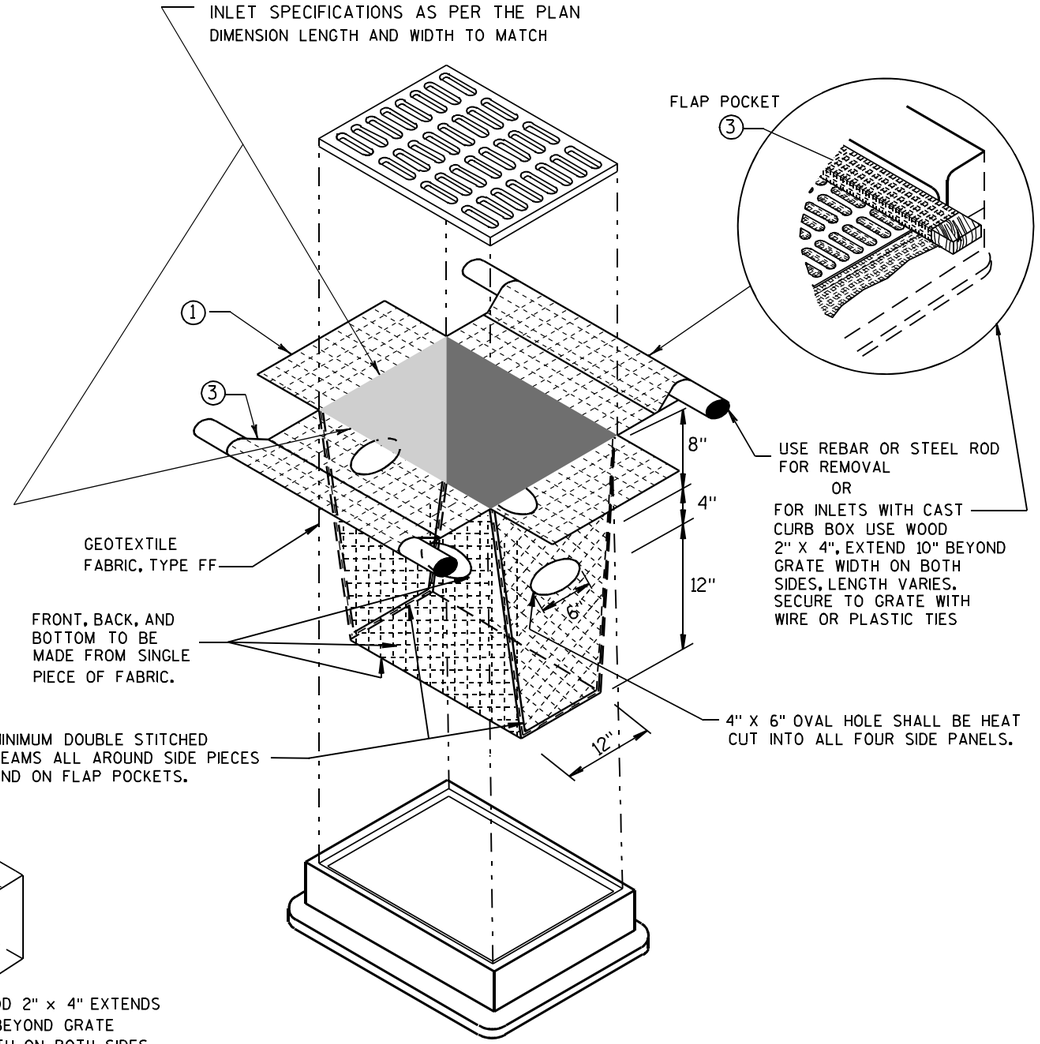


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

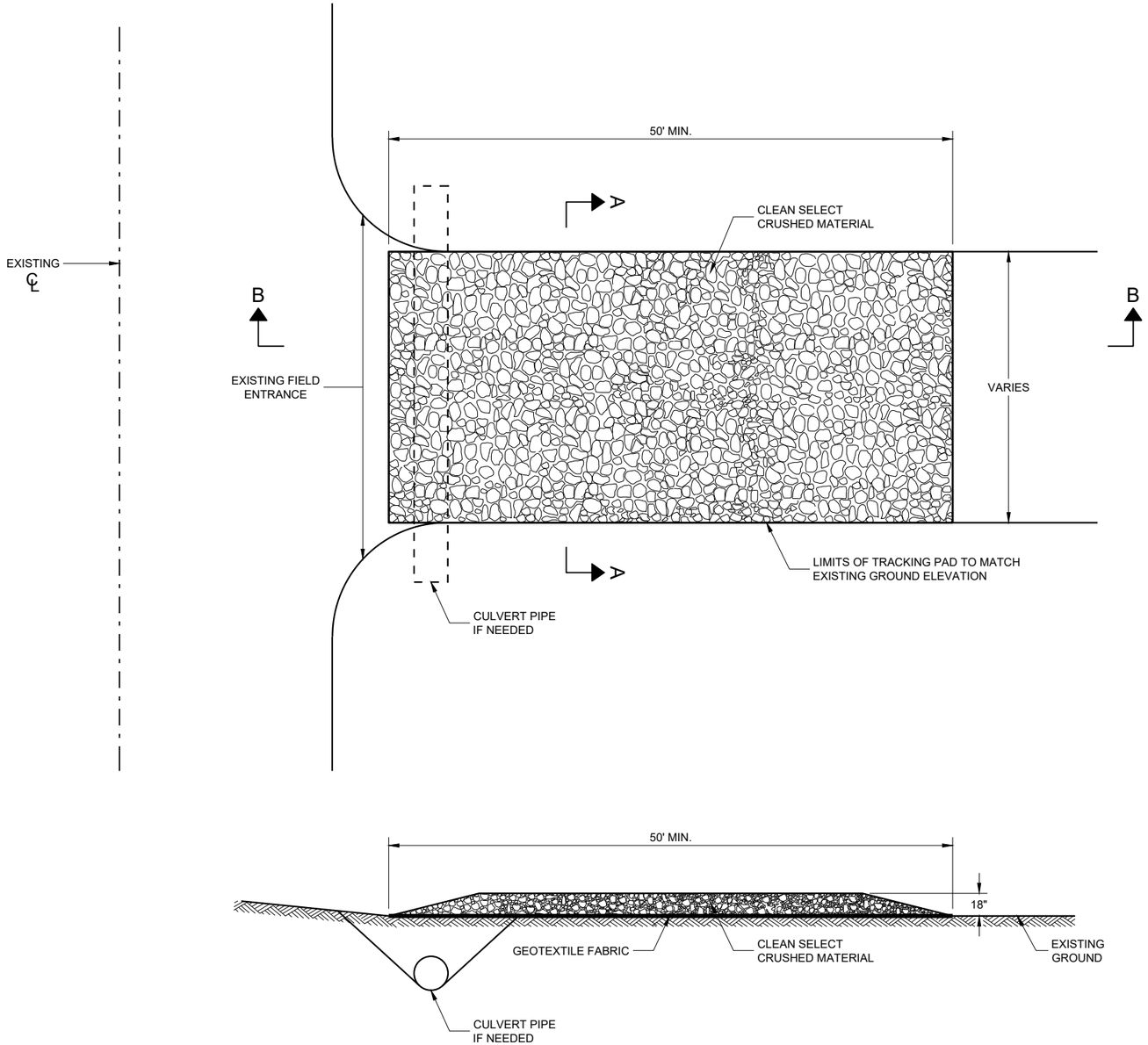
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



SECTION B - B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

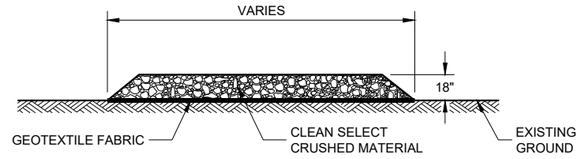
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

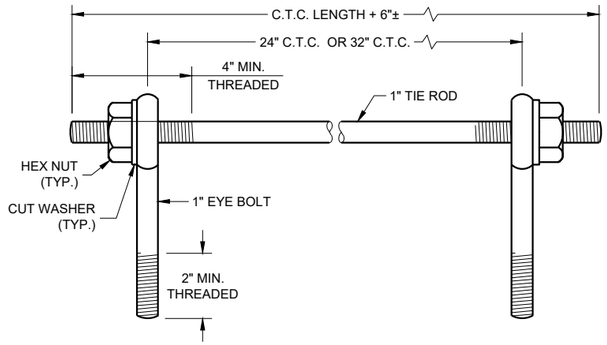
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

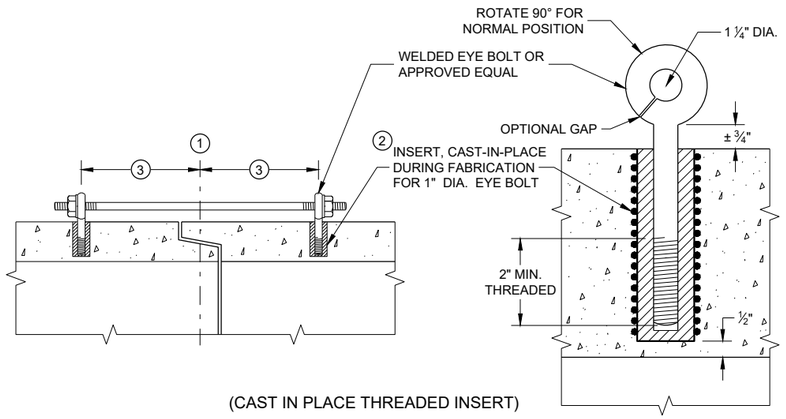
FHWA

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SDD 08E14 - 01



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

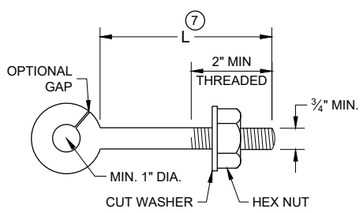
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

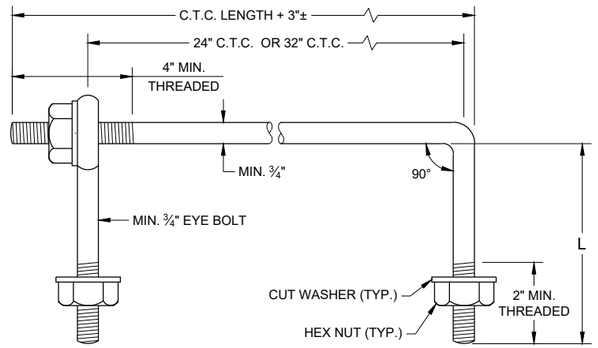
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

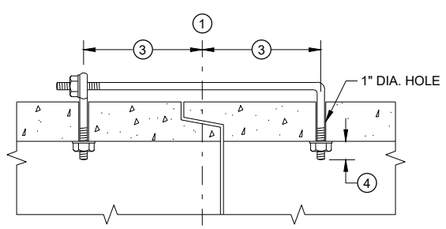


EYE BOLT (7)

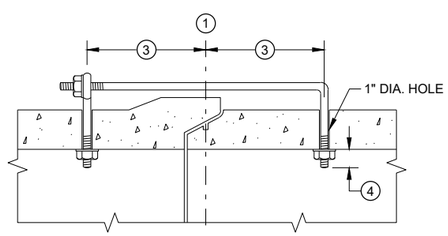
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

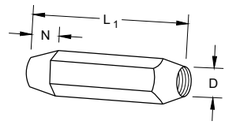
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

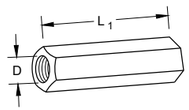
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



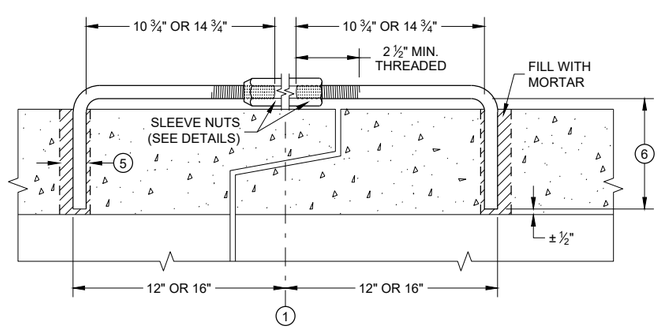
TAPERED



PLAIN

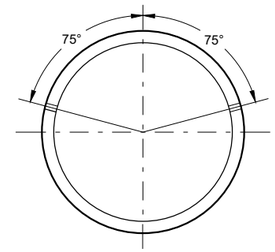
RIGHT AND LEFT THREADS

SLEEVE NUTS



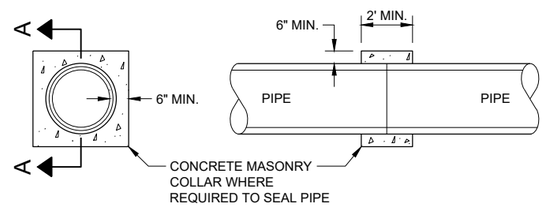
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

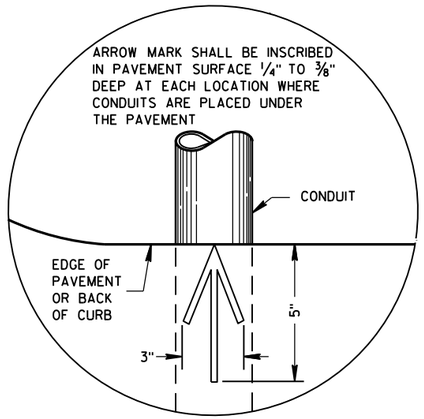
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

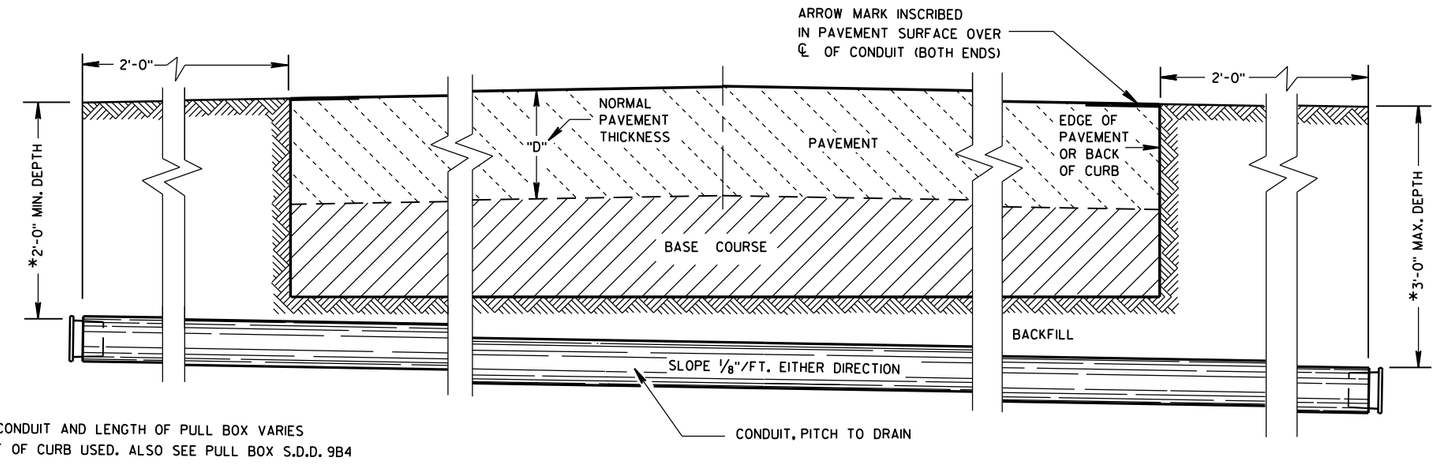
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

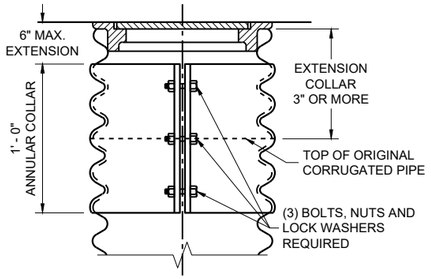
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

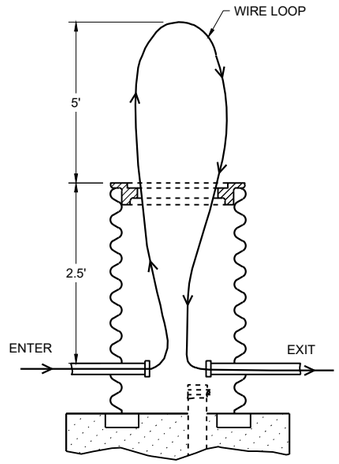
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

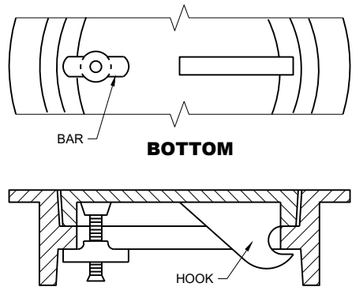
S.D.D. 9 B 2-10



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

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.

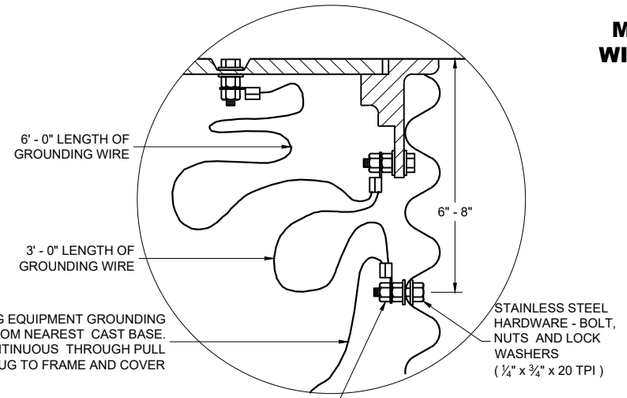
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

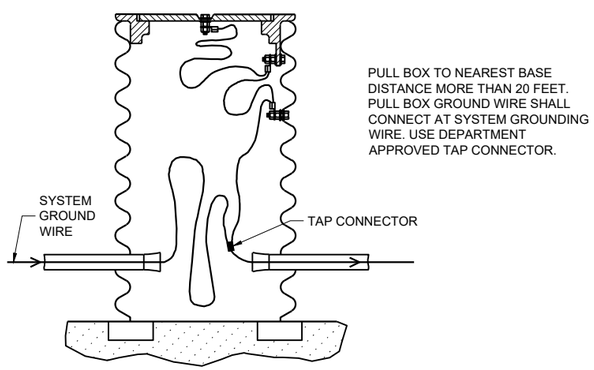
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

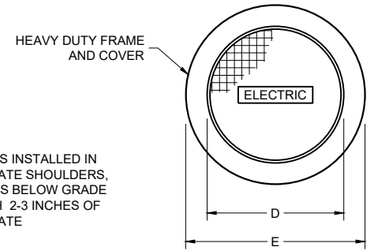
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



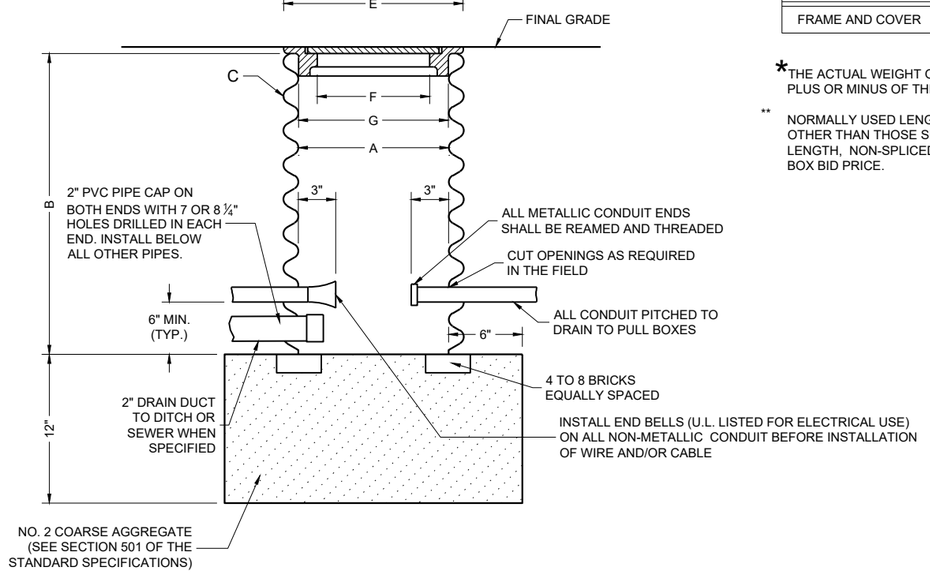
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

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

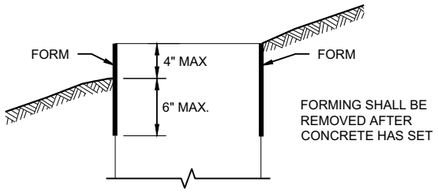
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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SDD 09B04-13

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

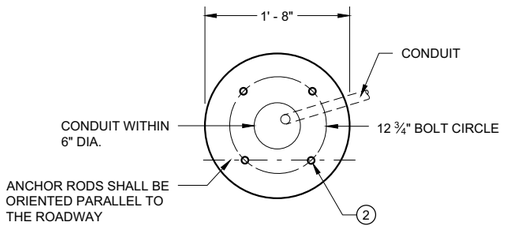
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

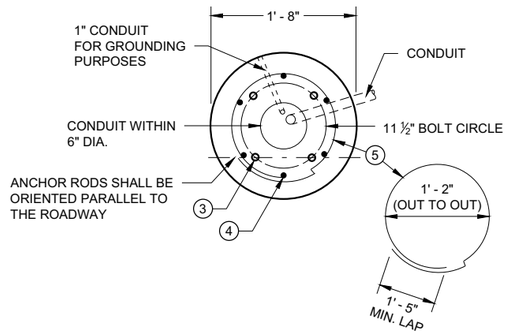
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

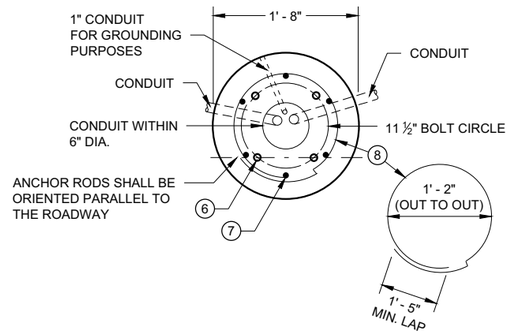
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

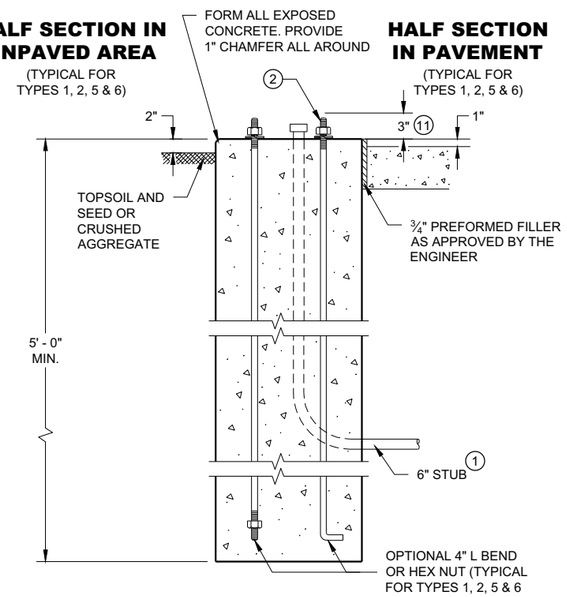
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

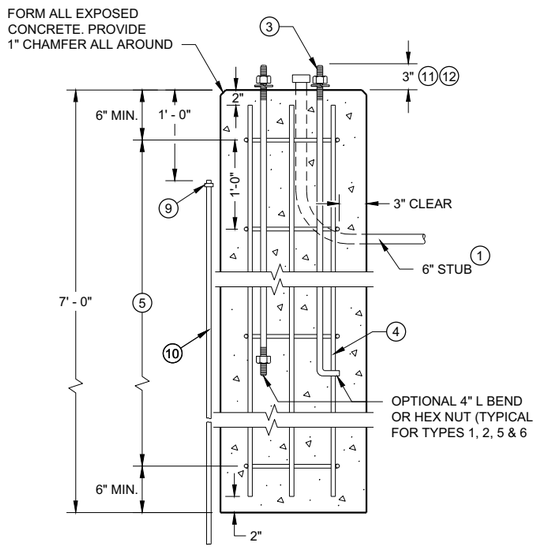
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

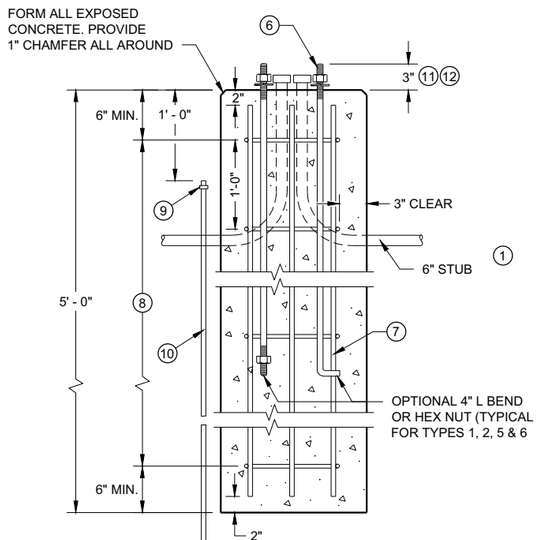
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 157

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

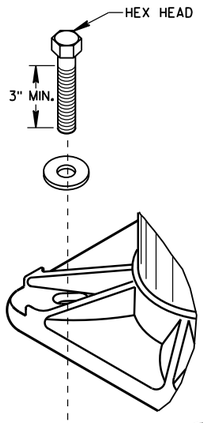
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

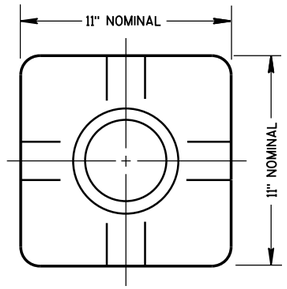
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

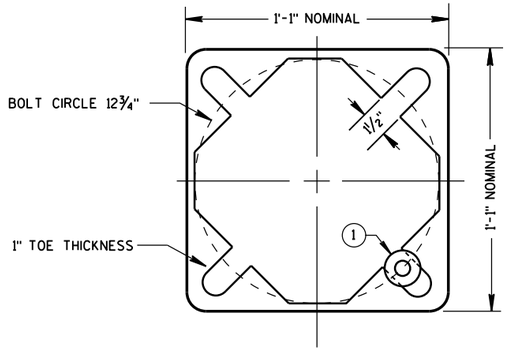
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

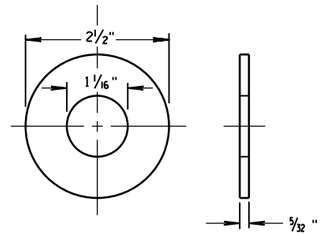




TOP VIEW
(PEDESTAL BASE)

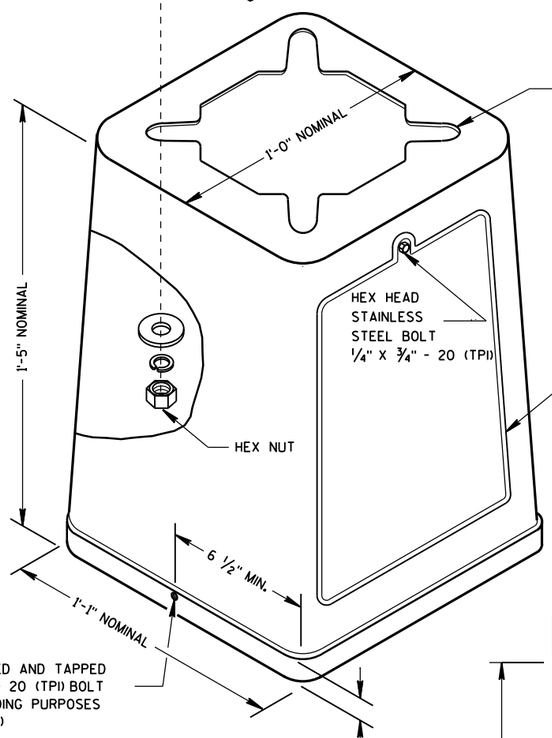


BOTTOM VIEW
(PEDESTAL BASE)

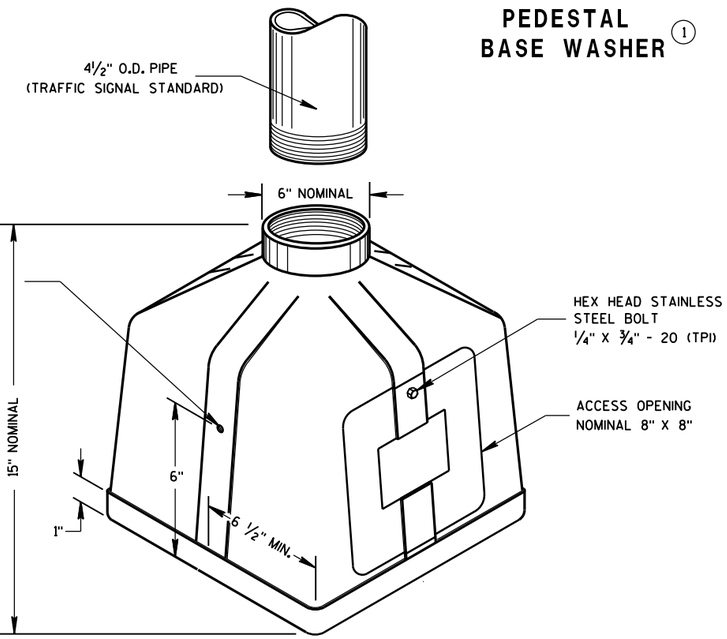


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

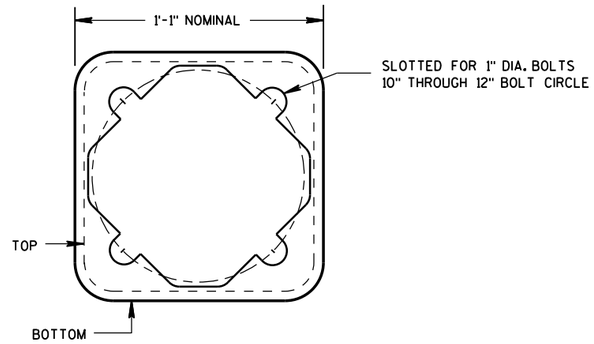
PEDESTAL BASE WASHER (1)



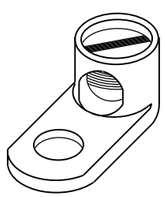
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

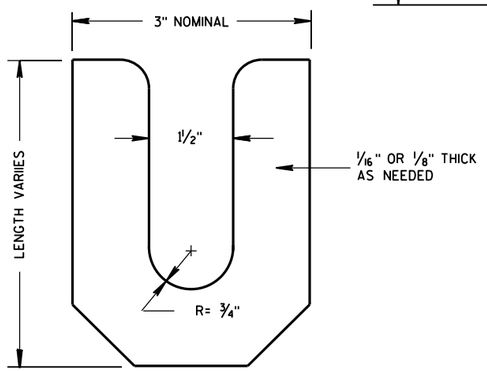


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

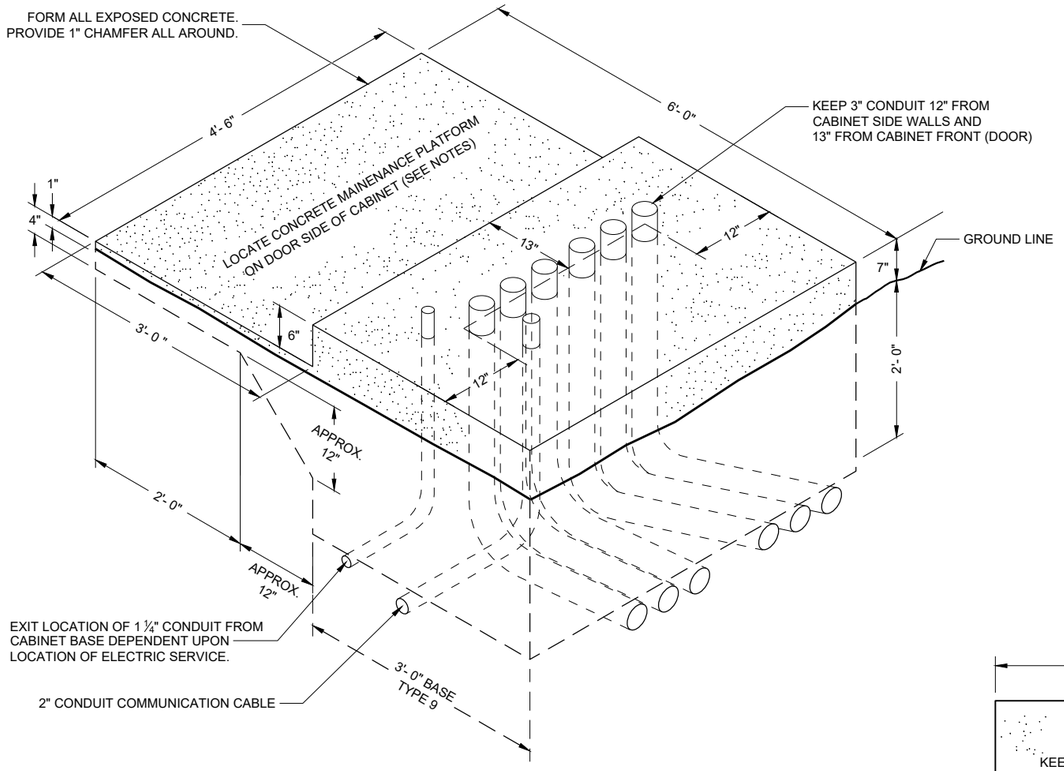
STATE OF WISCONSIN
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Sept. 2014 — DATE
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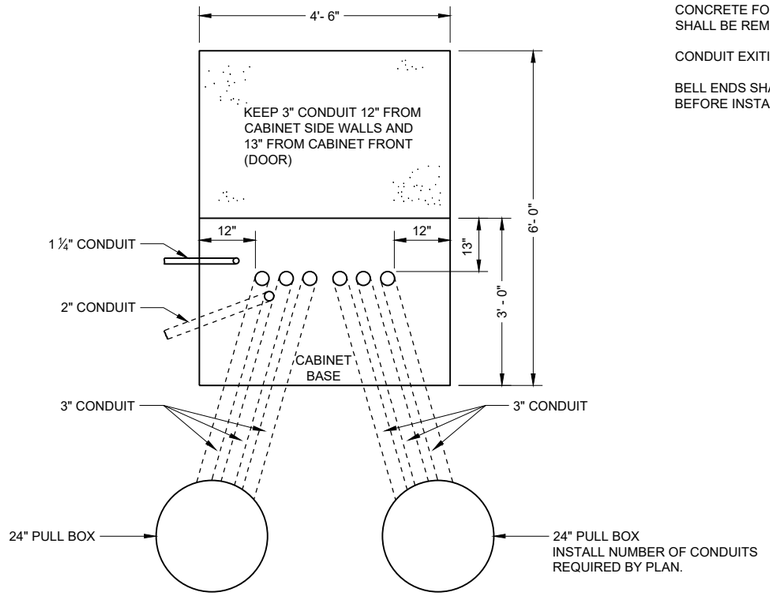
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



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

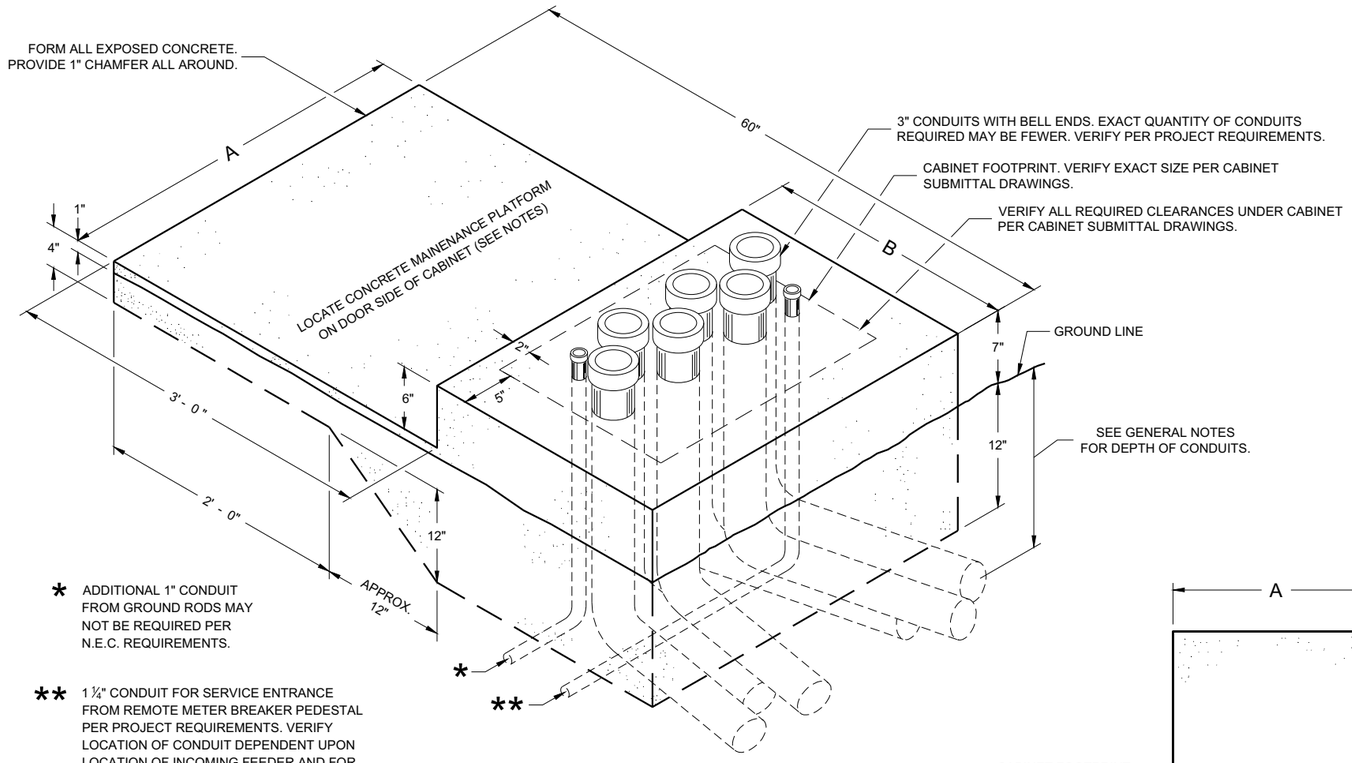
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

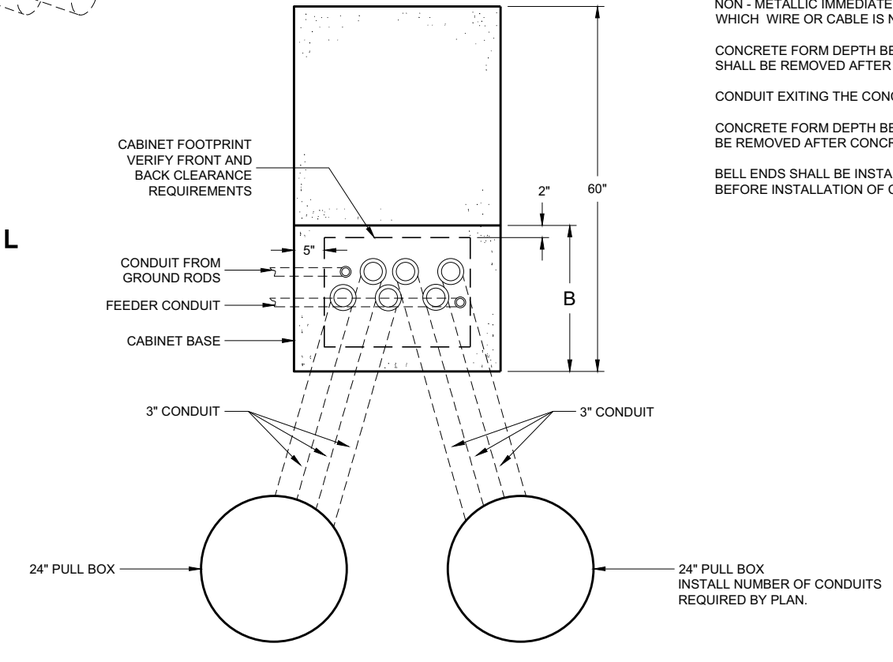
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

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



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

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

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

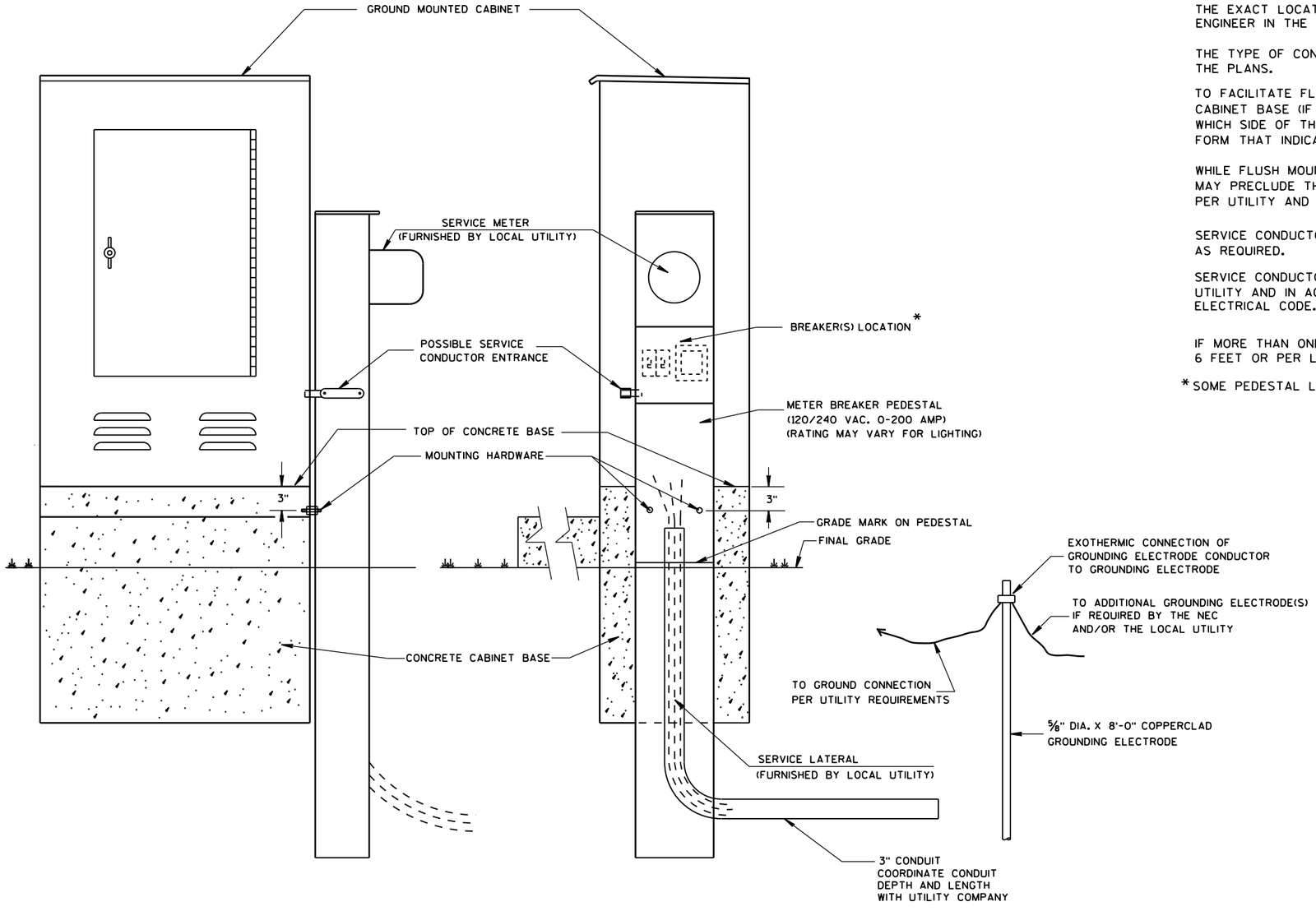
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APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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SDD 09C14 - 03



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

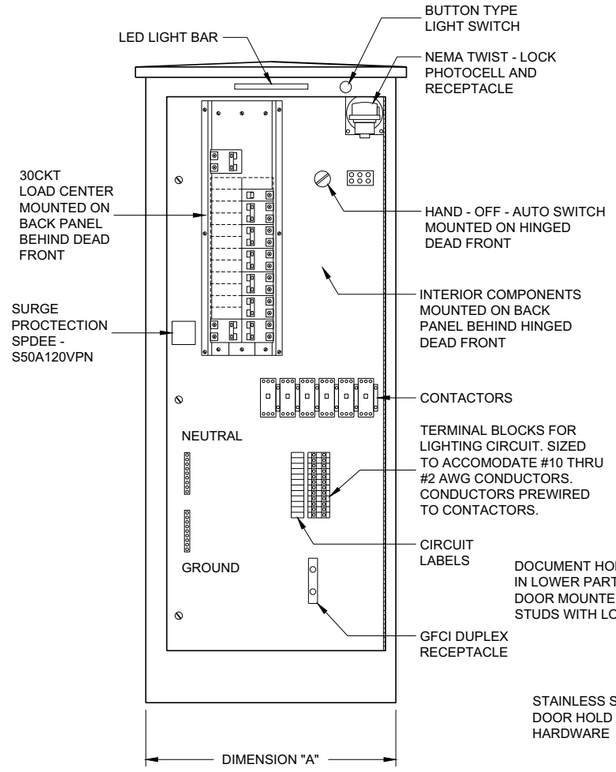
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

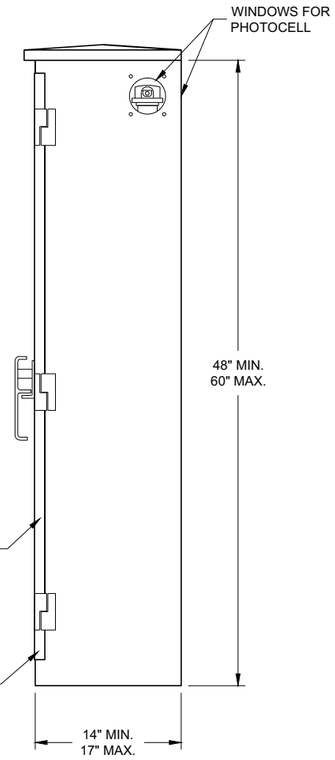
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FRONT INTERIOR ELEVATION



SIDE VIEW



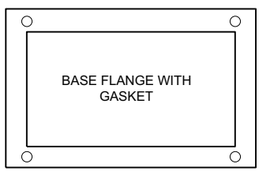
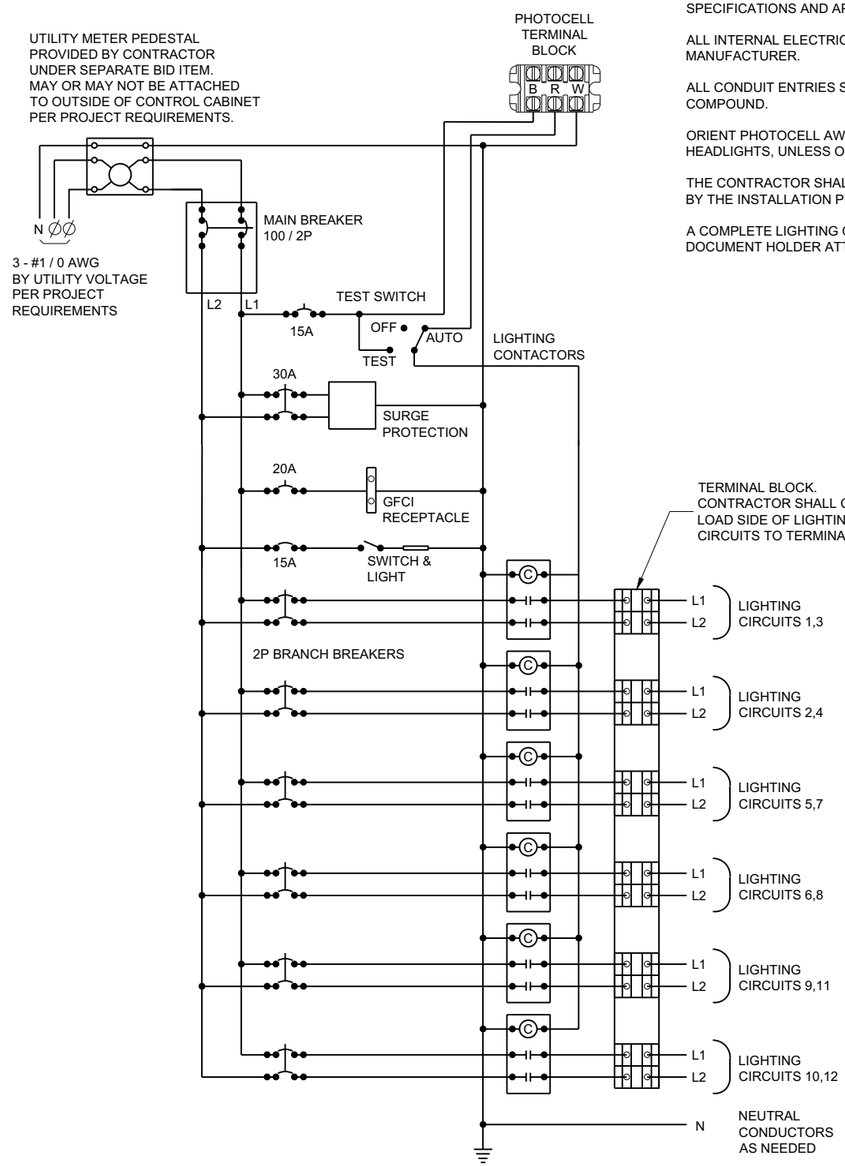


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

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

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

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

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

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

LIGHTING CONTROL CABINET
120 / 240 VOLT

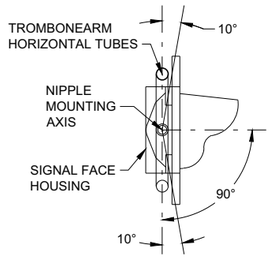
STATE OF WISCONSIN
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November 2018
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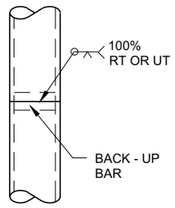


SECTION A-A

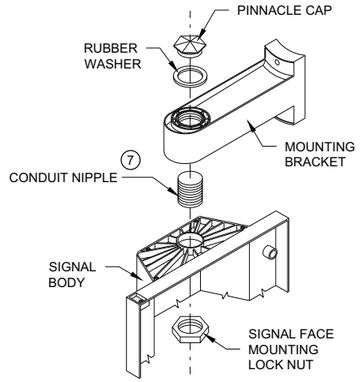
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

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.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

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.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

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 ⅜" 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) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

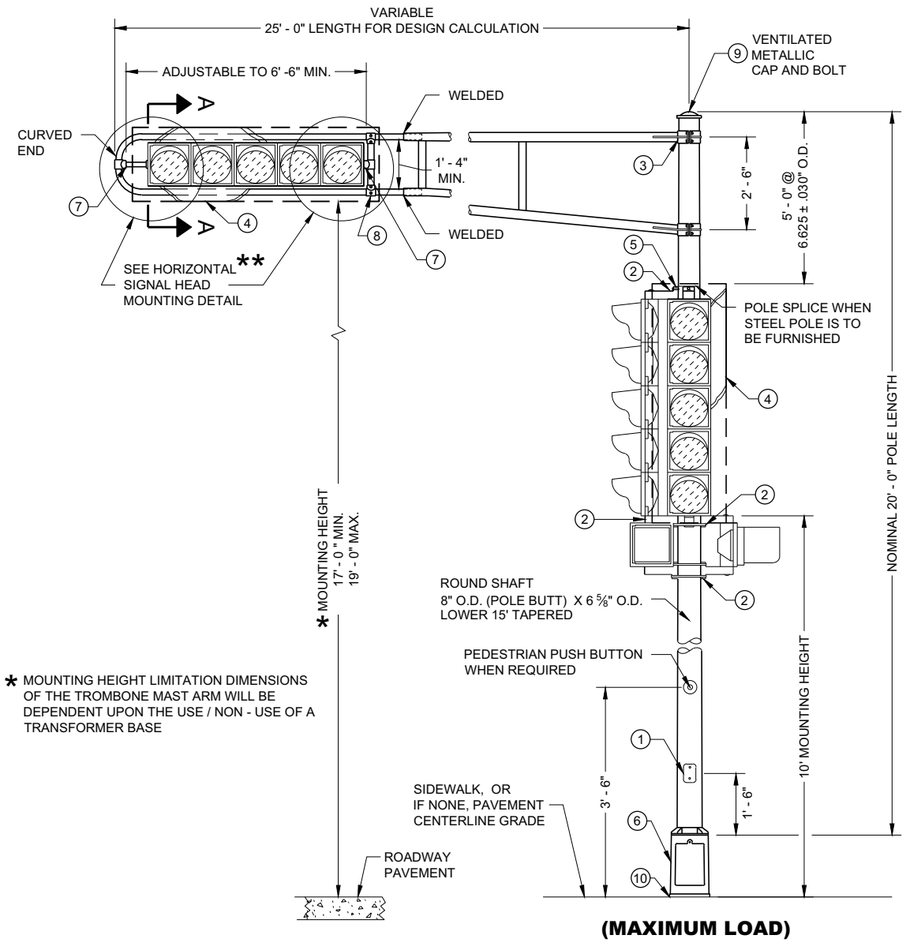
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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 STRUTIS 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.

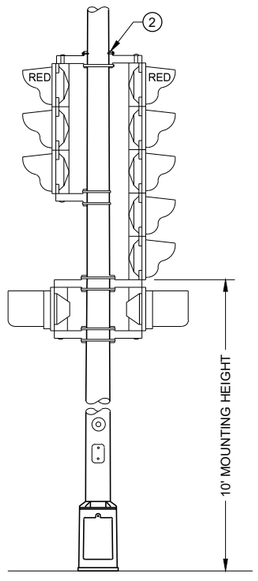
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

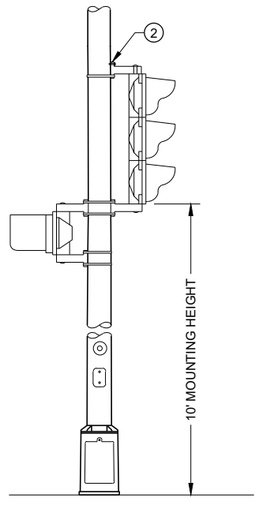


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

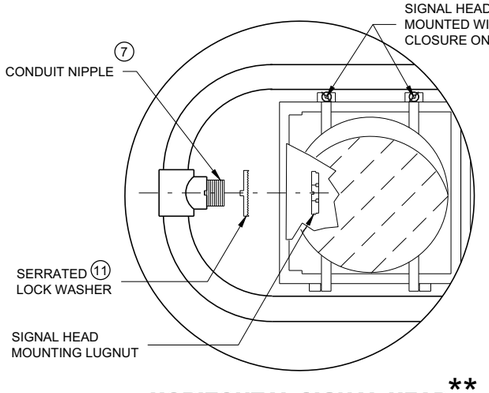
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

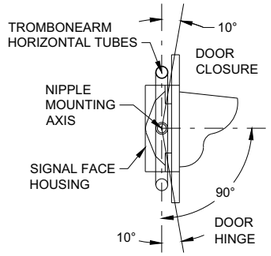
** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

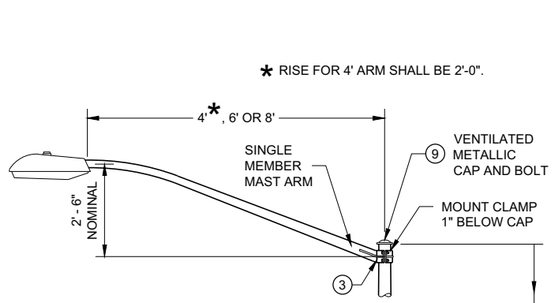
POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

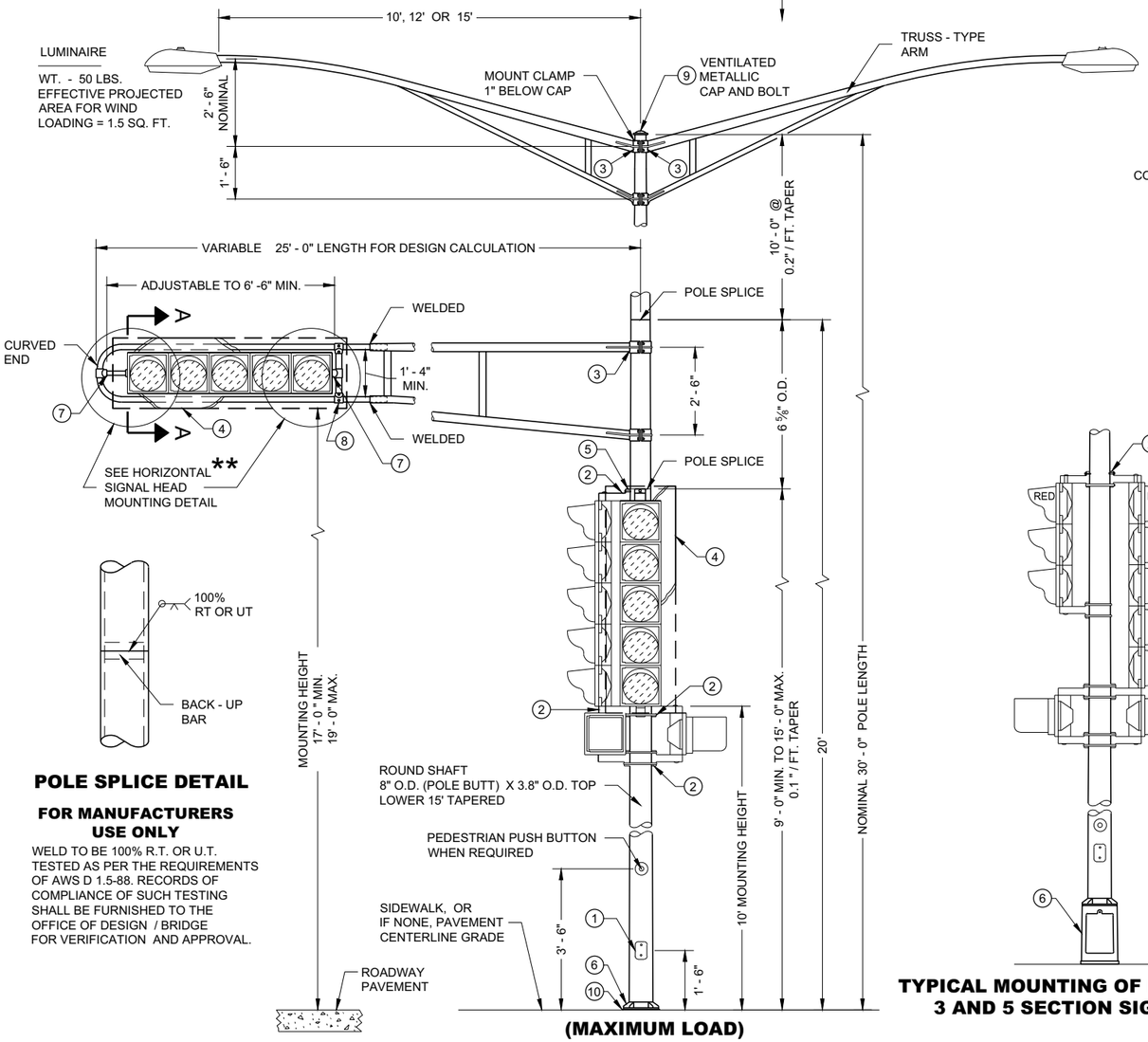
STATE OF WISCONSIN
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SDD 09E01 - 15a



SECTION A-A



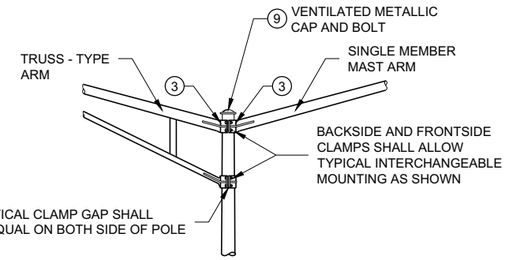


POLE SPLICE DETAIL

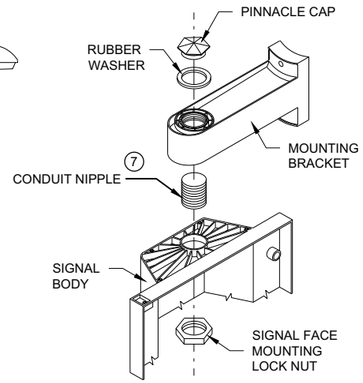
FOR MANUFACTURERS USE ONLY

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.

(MAXIMUM LOAD)

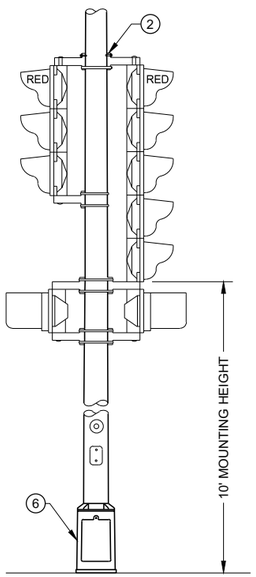


INTERCHANGEABLE MOUNTING DETAIL

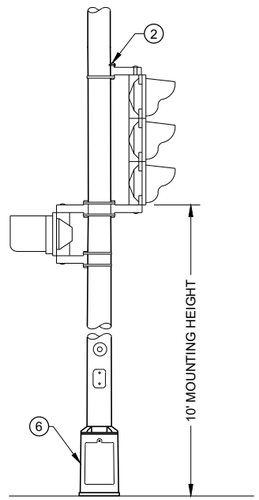


SIGNAL FACE MOUNTING DETAIL

(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

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 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) 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 ⅜" 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.

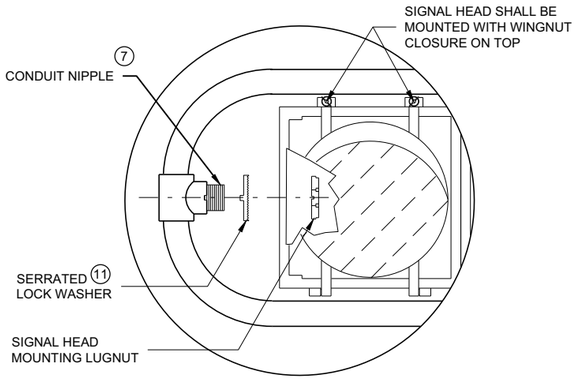
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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.



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

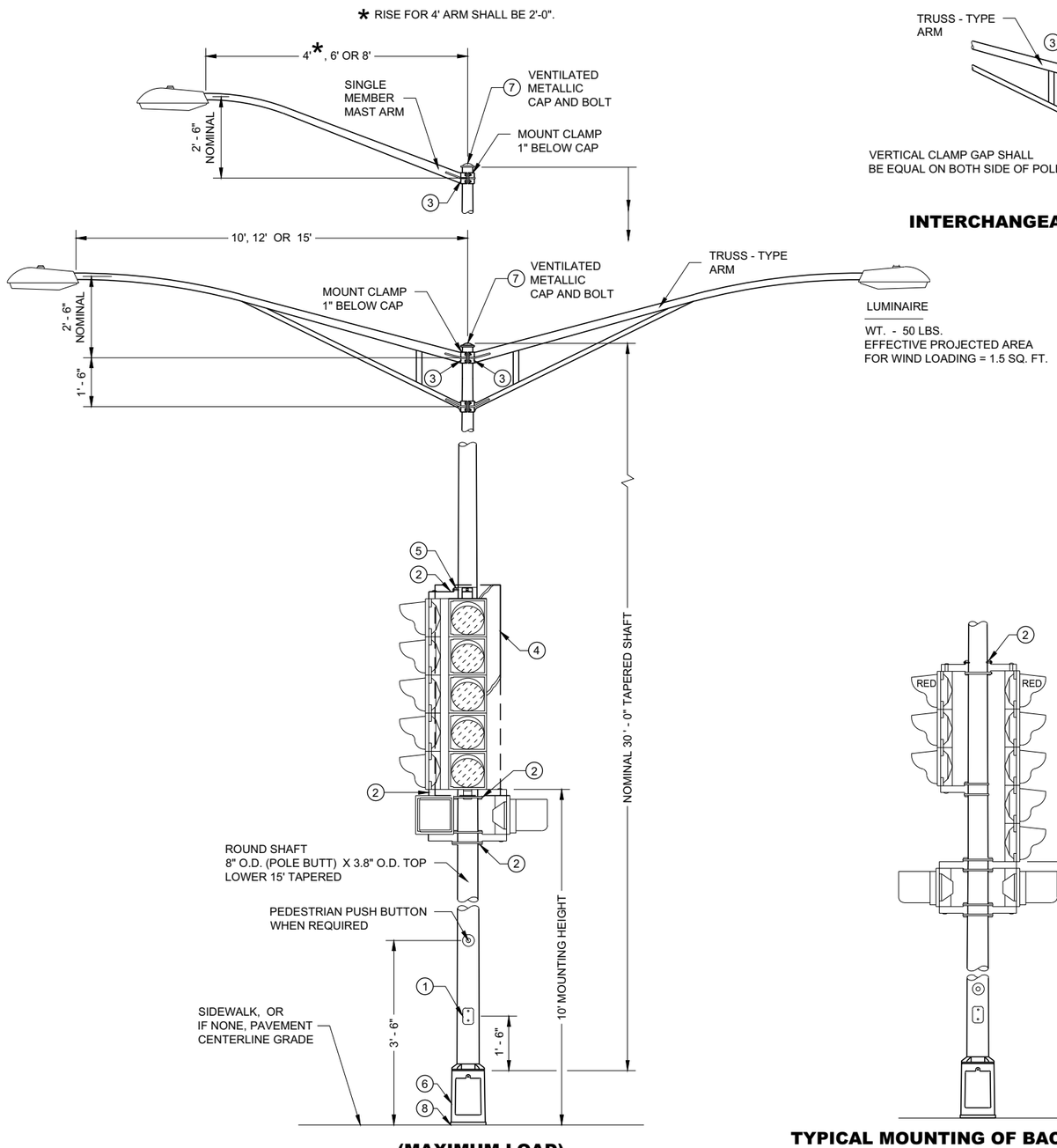
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

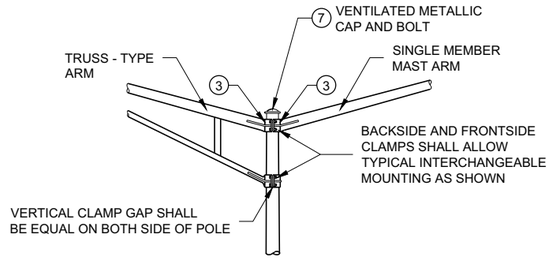
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(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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 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) 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 ⅜" 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.

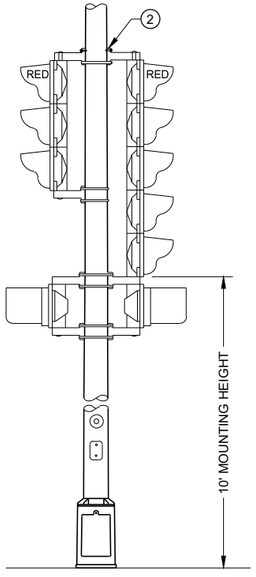
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

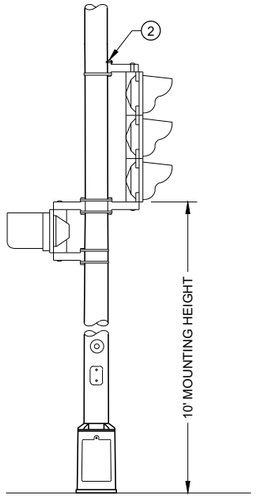
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

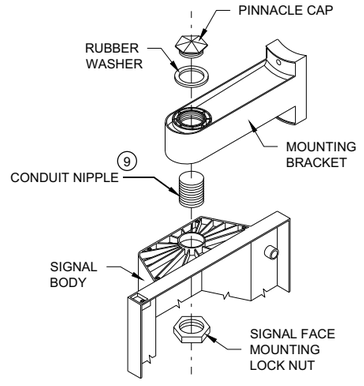
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



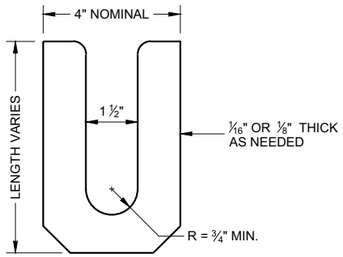
SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

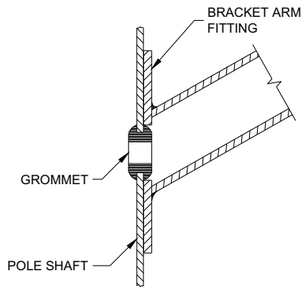
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

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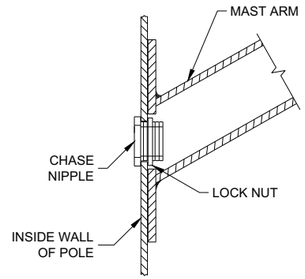
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LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

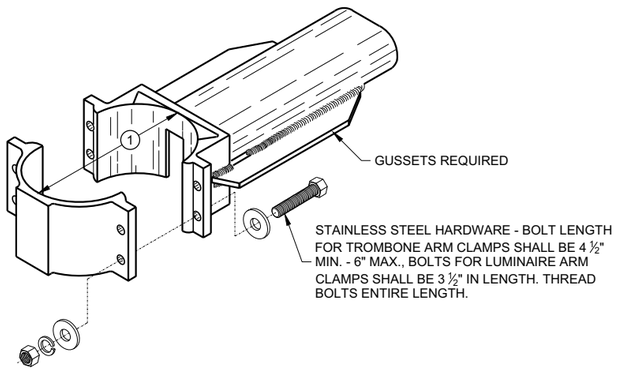
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

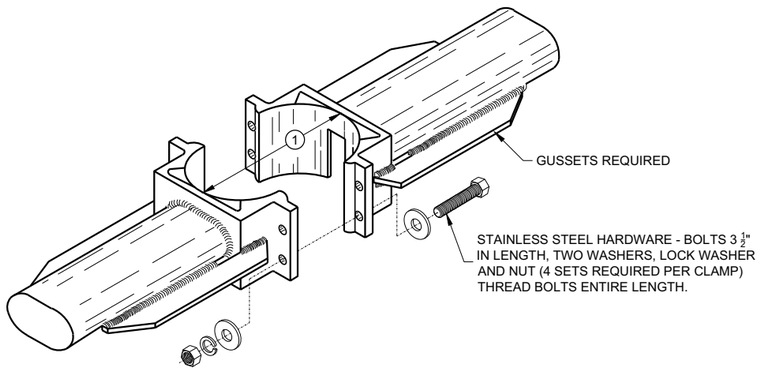
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

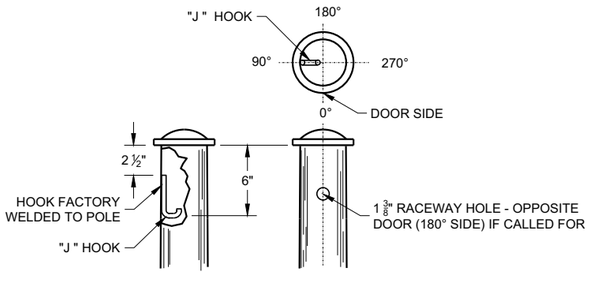
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



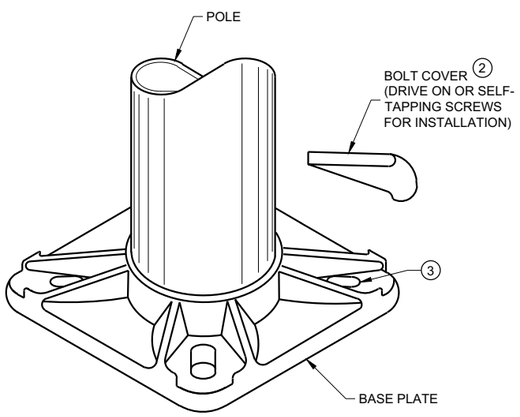
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



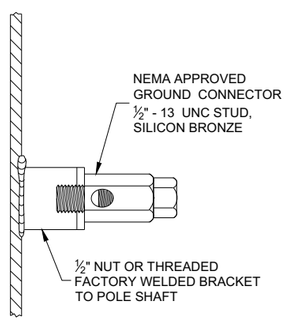
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

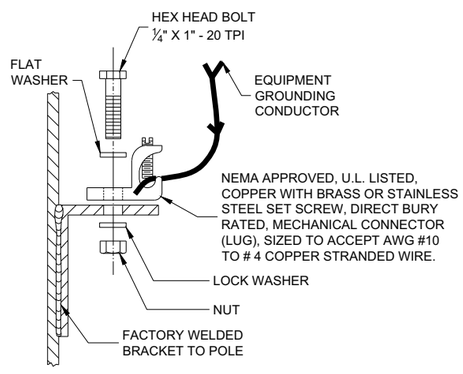


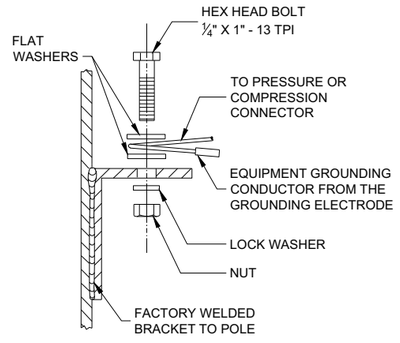
TYPICAL "J" HOOK LOCATION



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
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/S/ Ahmet Demirbilek
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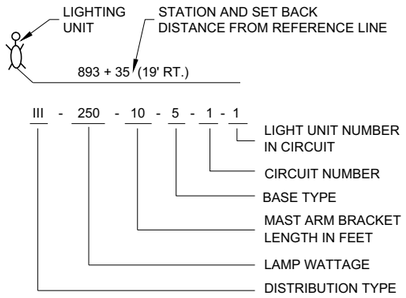
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GENERAL NOTES

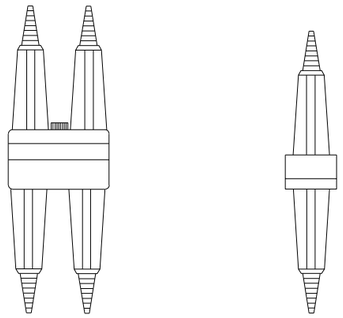
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

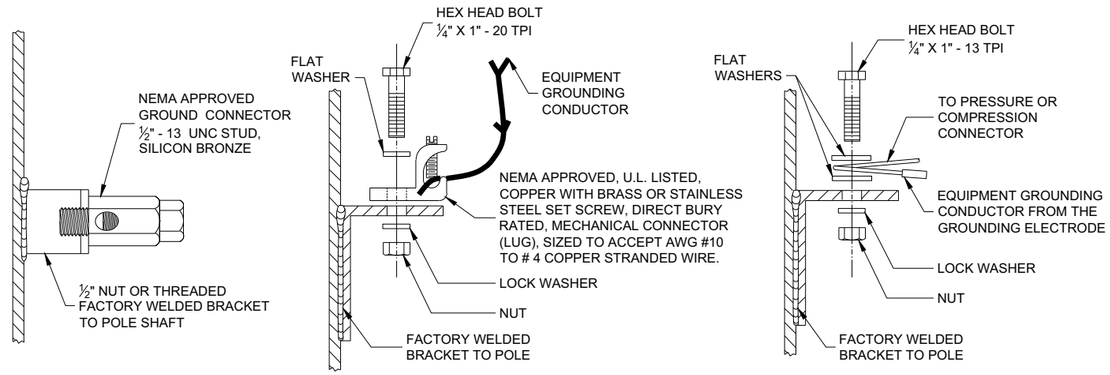


LIGHTING UNIT CODE
(TYPICAL)

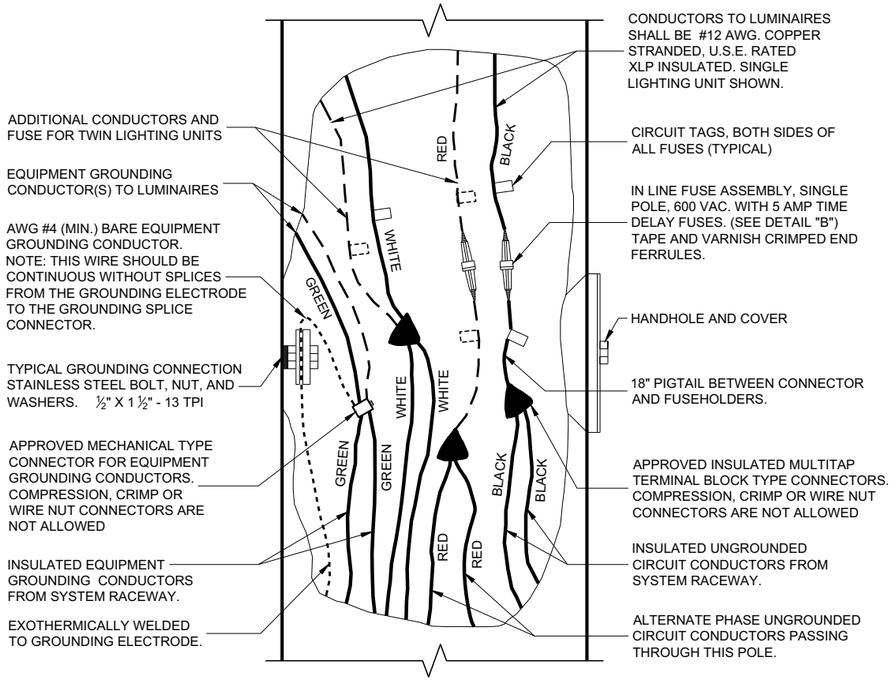


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

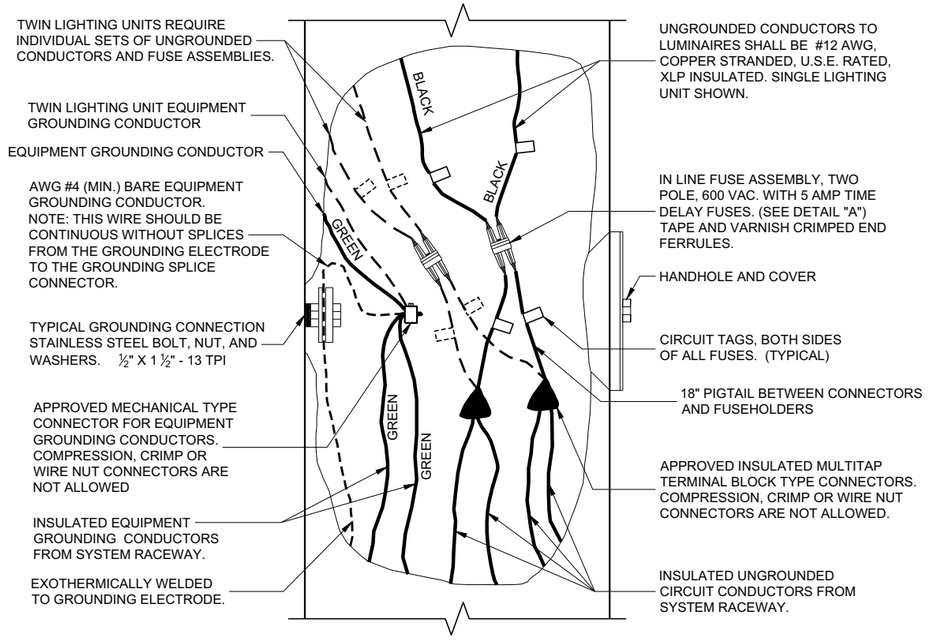
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

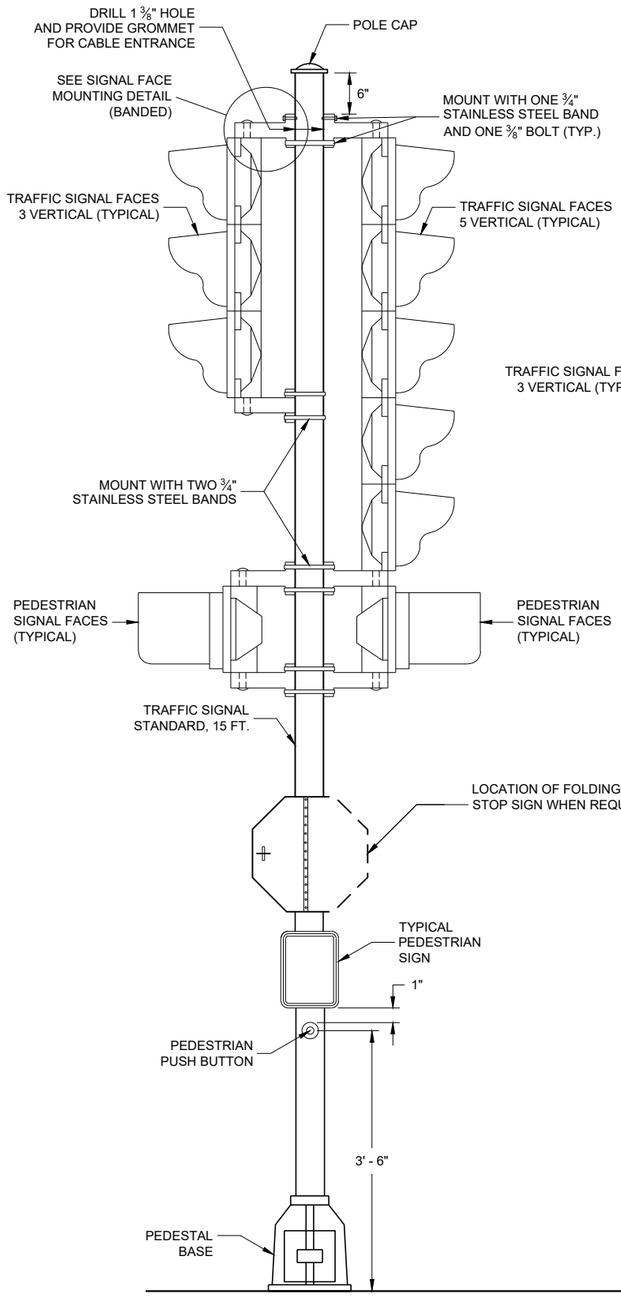
NON - FREEWAY LIGHTING UNIT POLE WIRING

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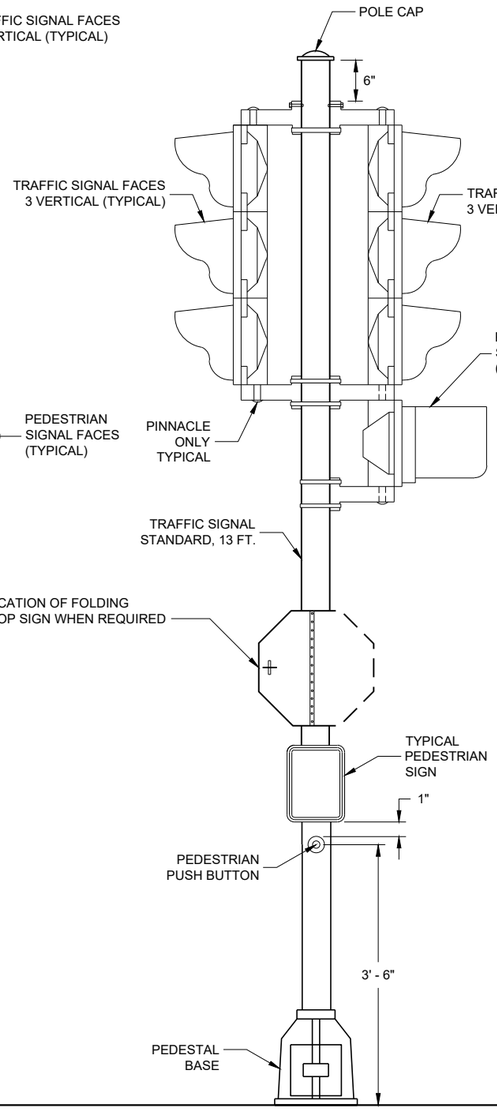
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November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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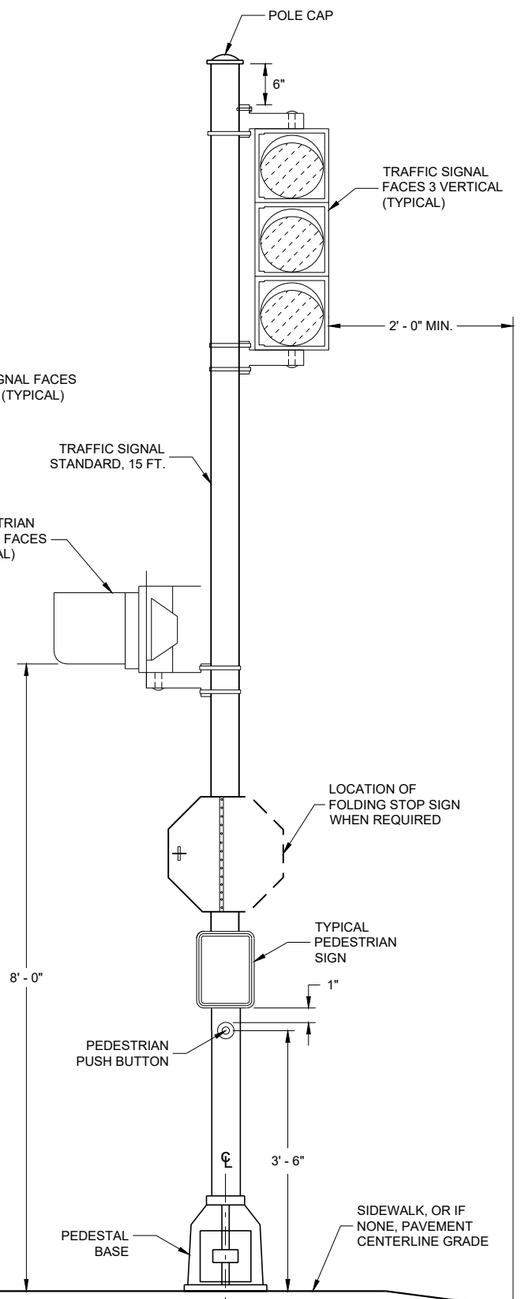
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TRAFFIC SIGNAL STANDARD - 15 FT.



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.

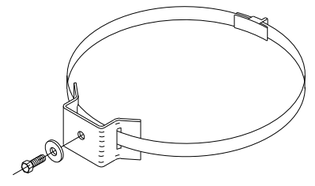
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

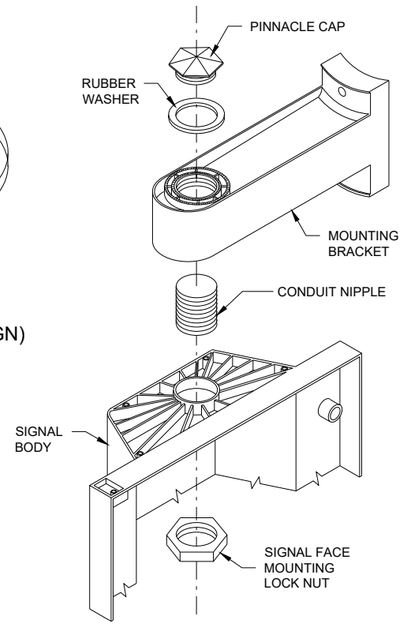
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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)

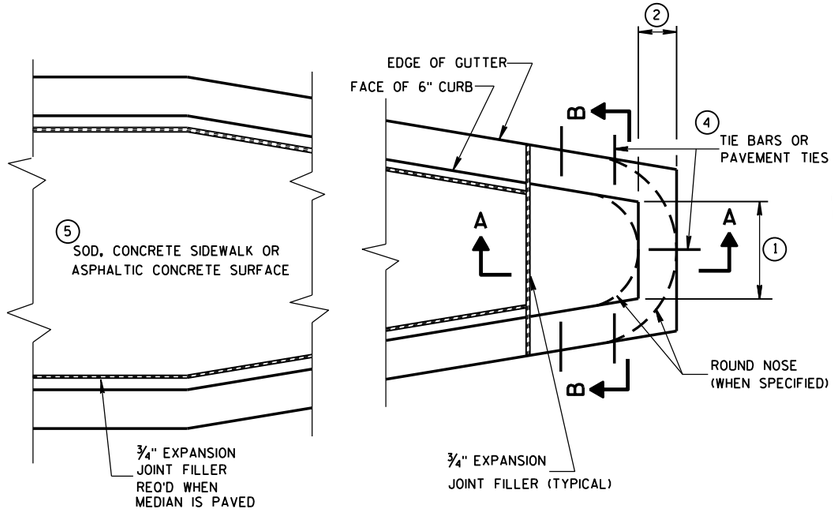
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

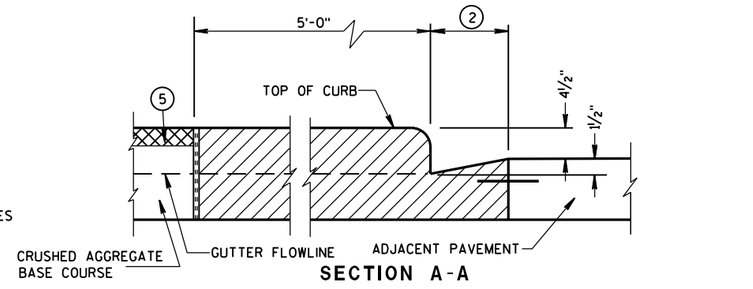
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2/28/2013
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CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

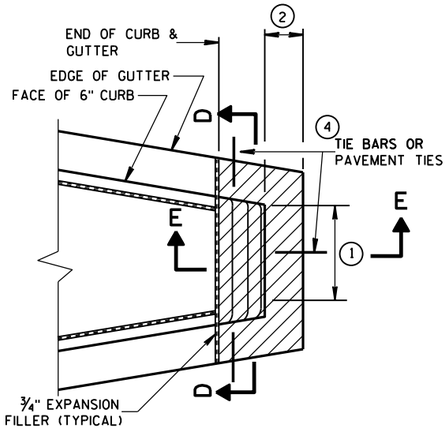
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

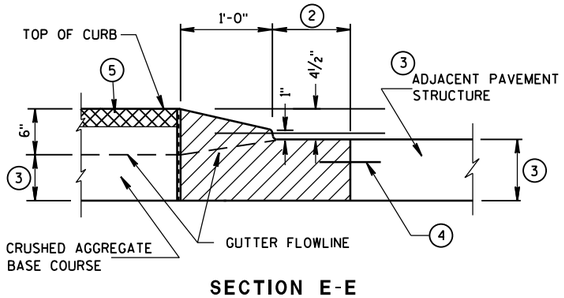
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

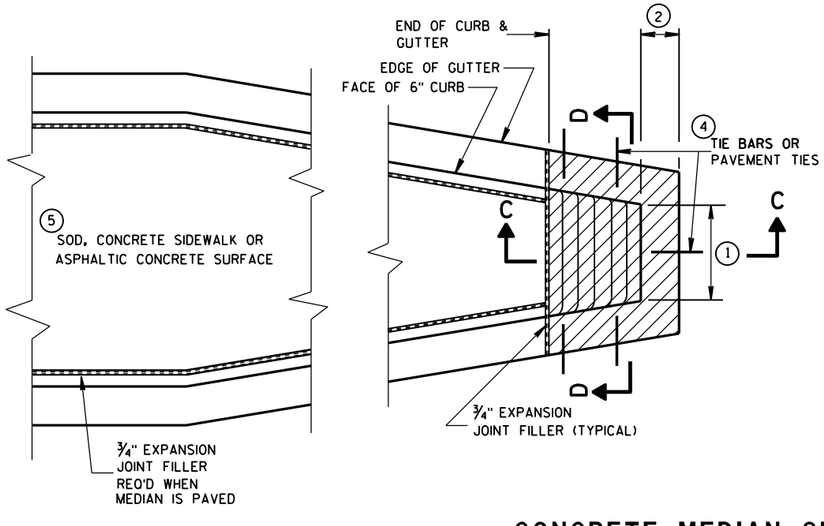
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

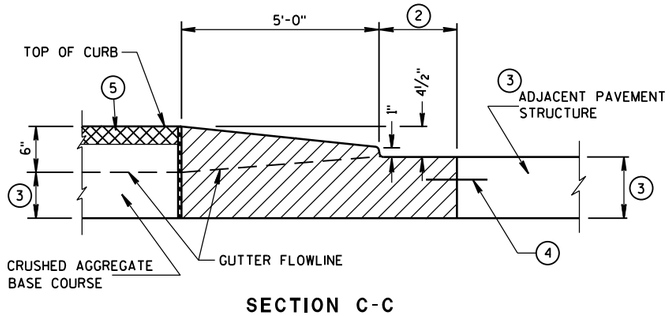




SECTION E-E

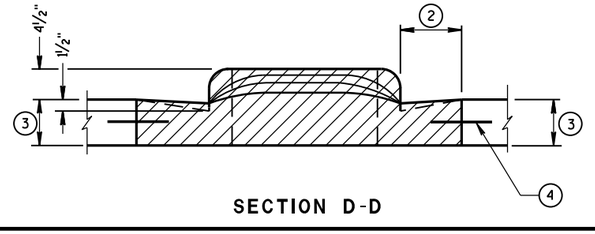
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

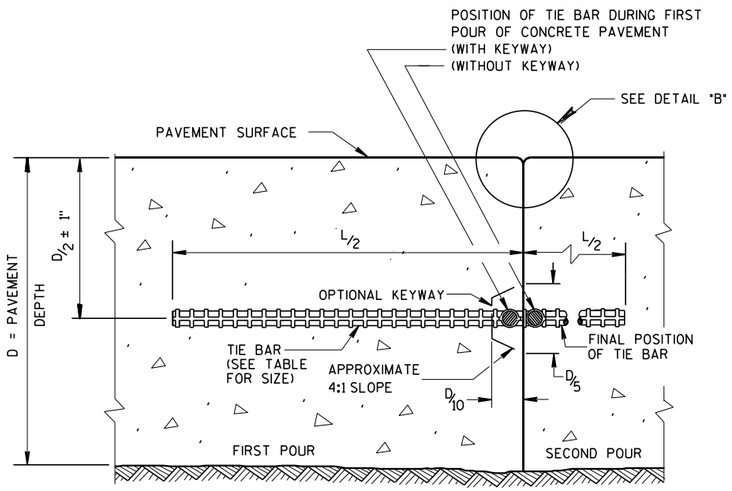
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS D ENGINEER
FHWA

6

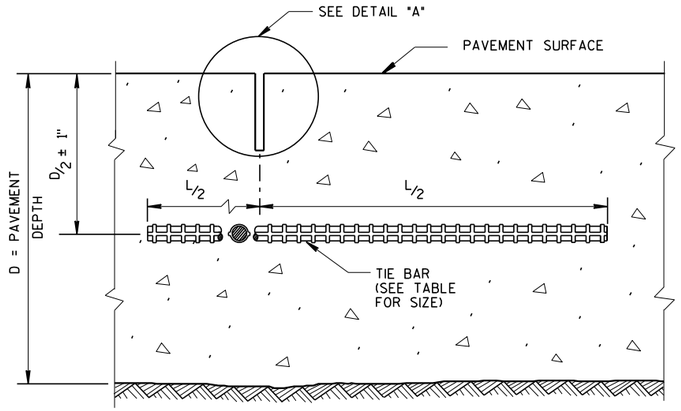
S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



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.

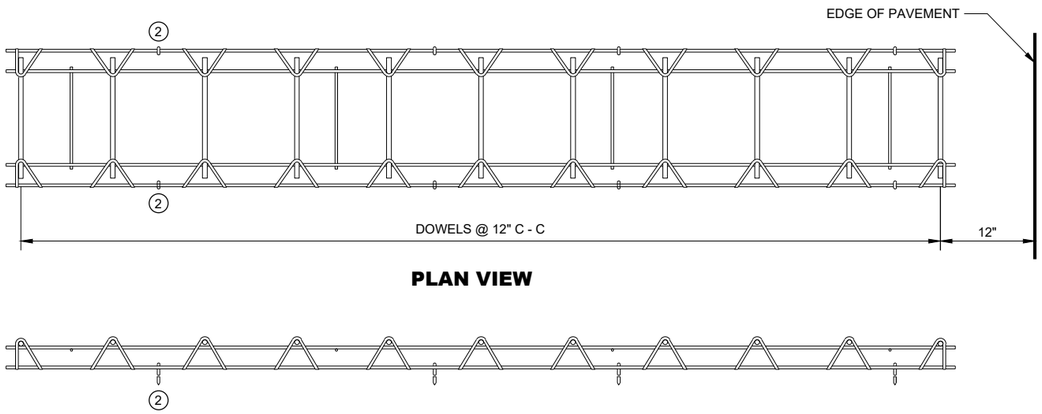
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

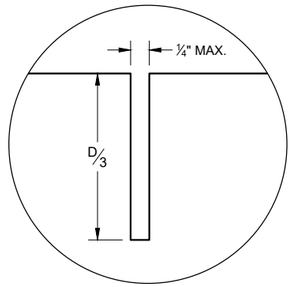
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S.D.D. 13 C 1-19



PLAN VIEW

SIDE VIEW

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.

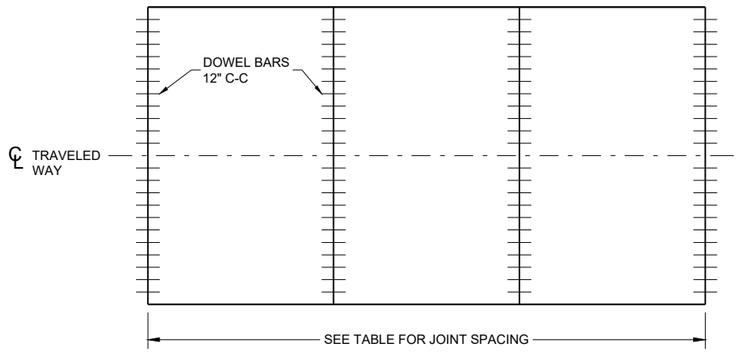
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

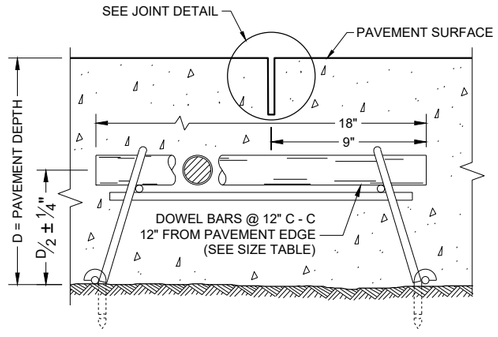
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



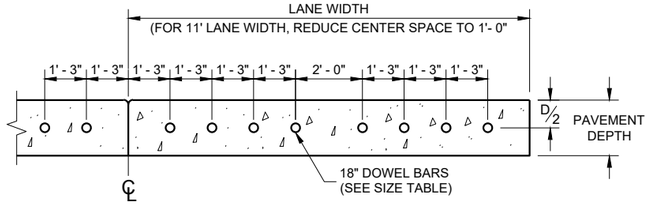
CONTRACTION JOINT LOCATIONS



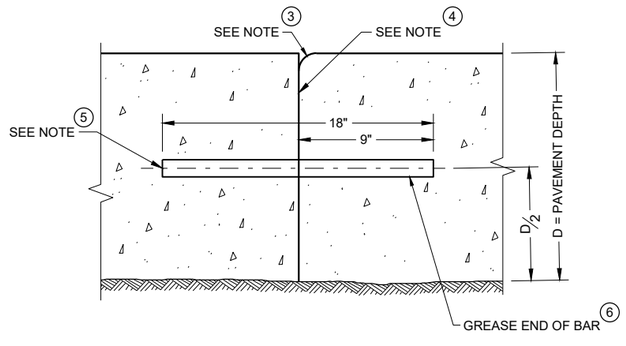
DOWELED CONTRACTION JOINT

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

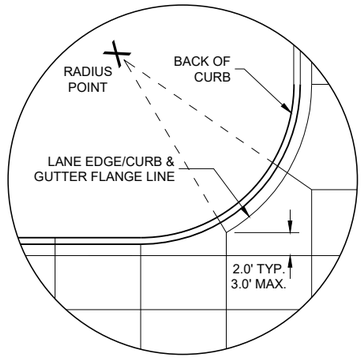
FHWA

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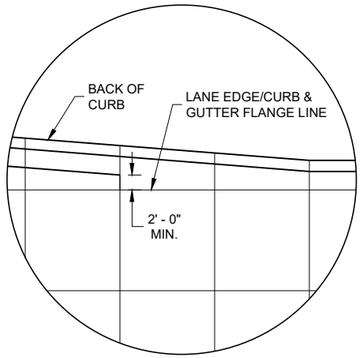
SDD 13C13 - 11

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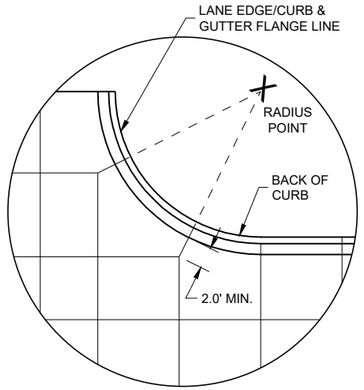
SDD 13C13 - 11



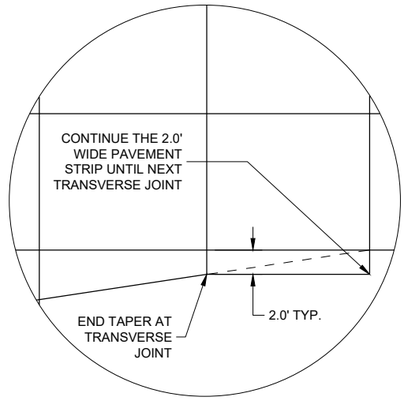
DETAIL "A"



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.

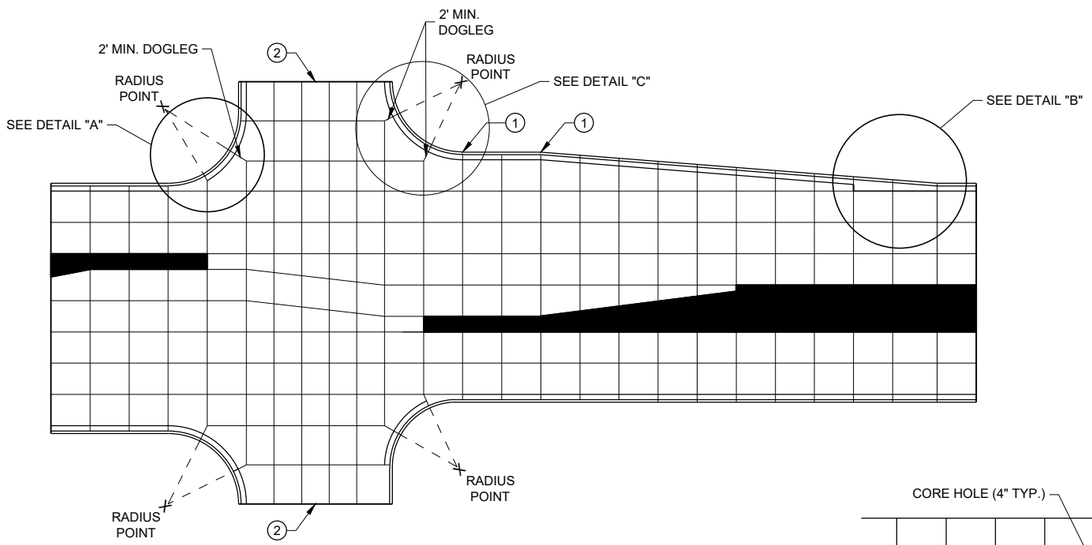
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

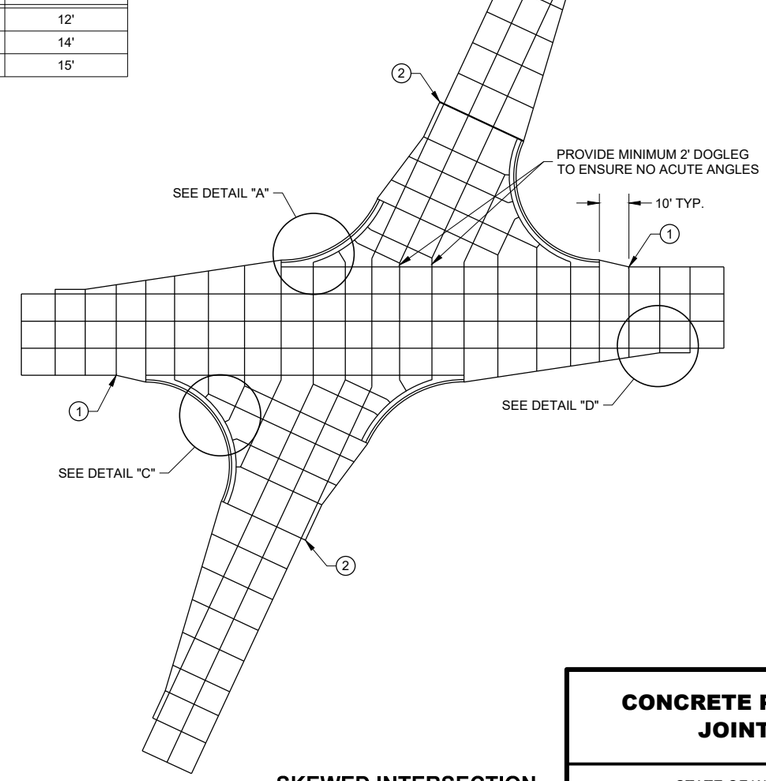
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



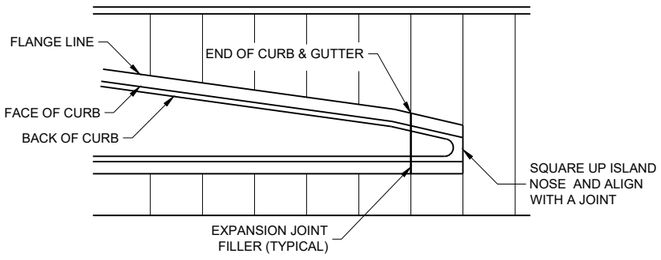
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

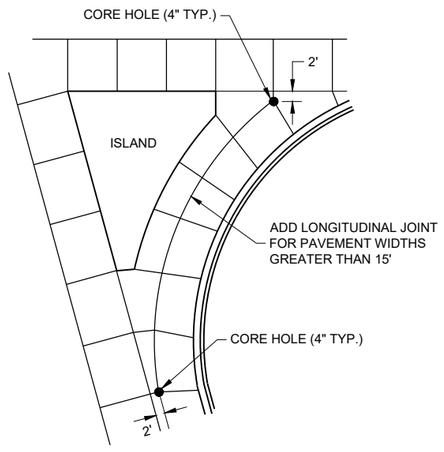
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

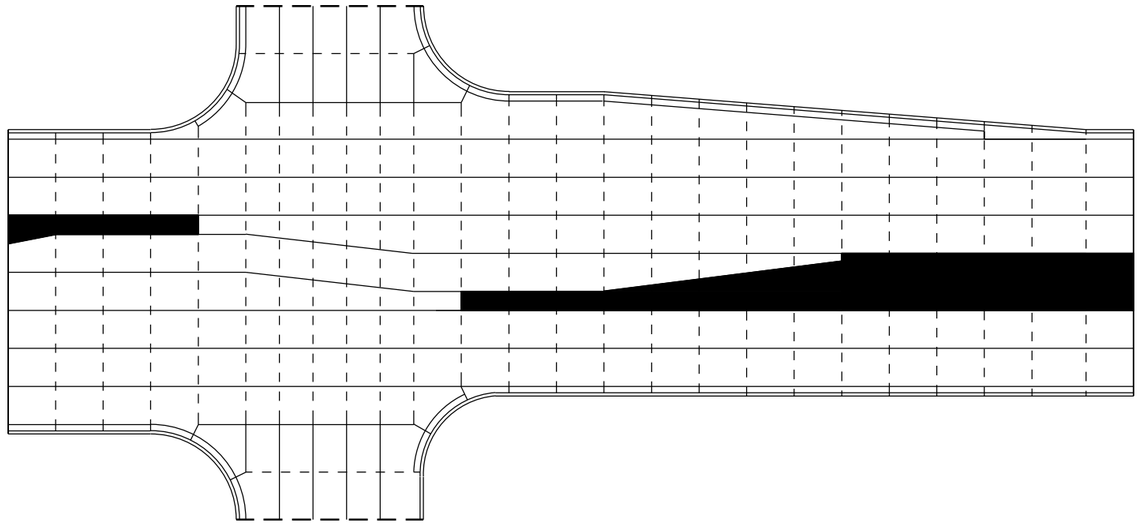
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

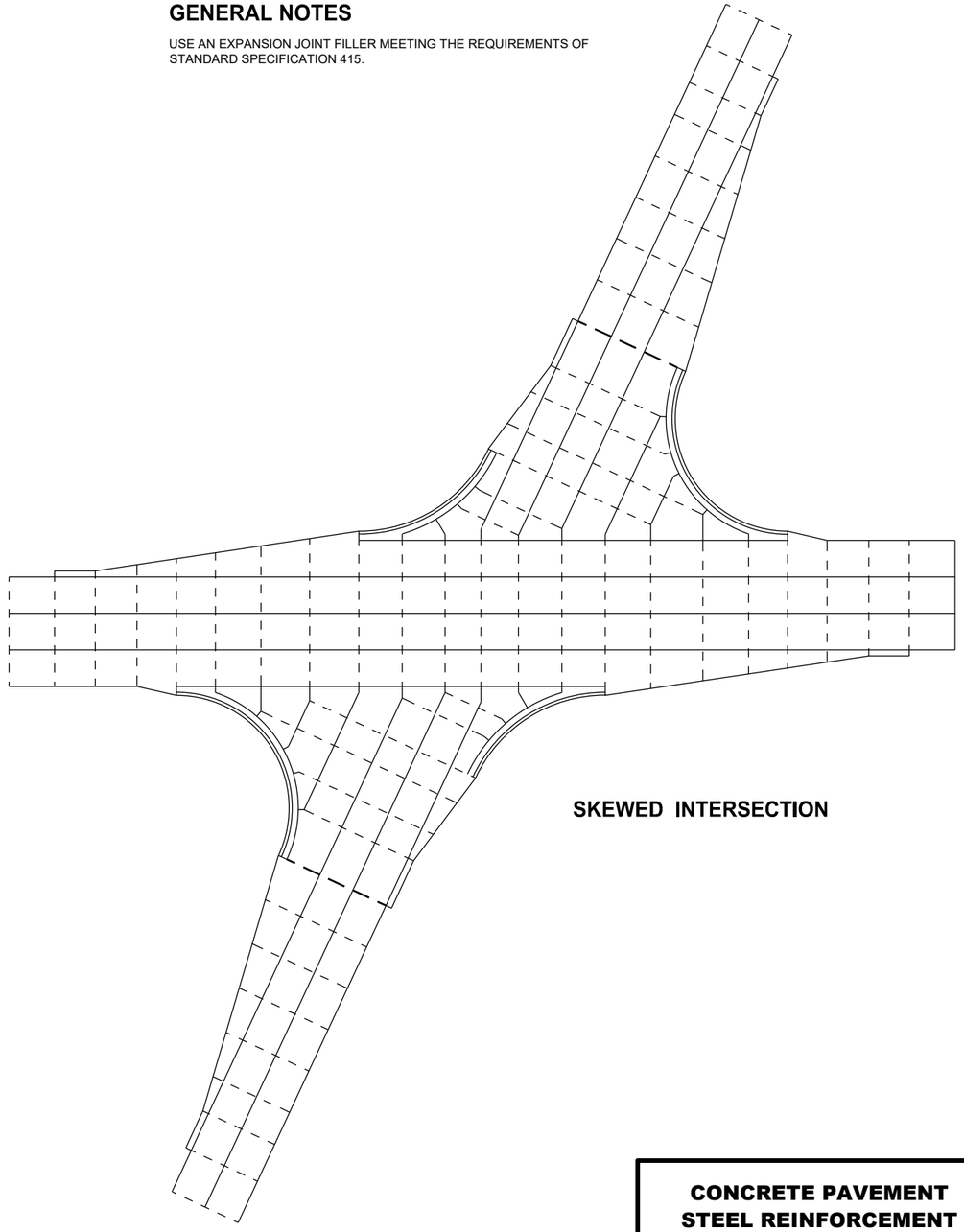
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

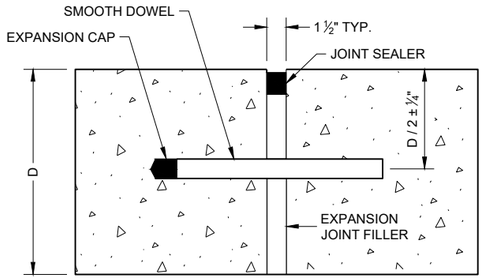
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

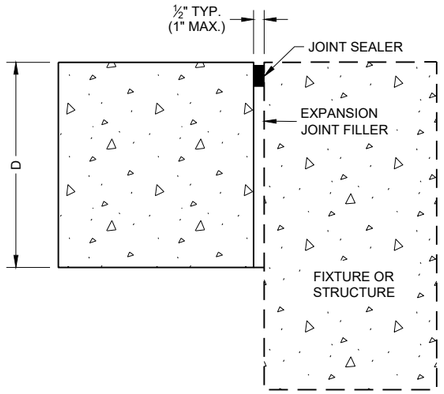
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

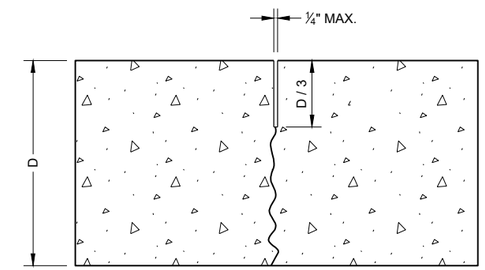
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

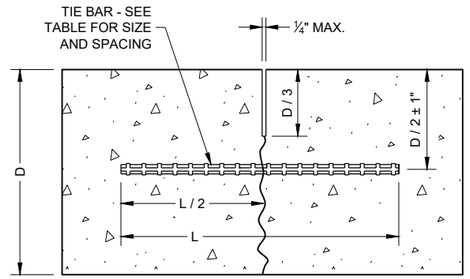
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

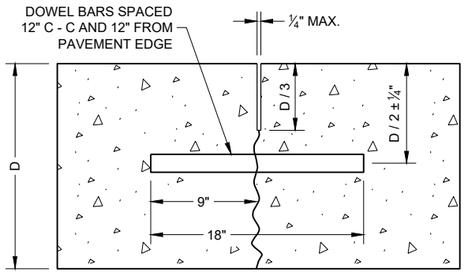
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

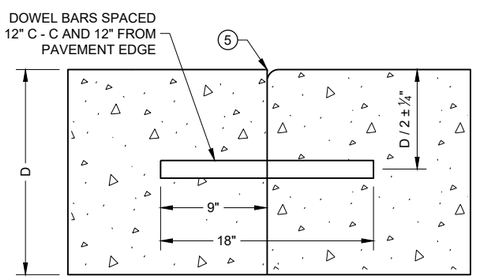


TIED LONGITUDINAL

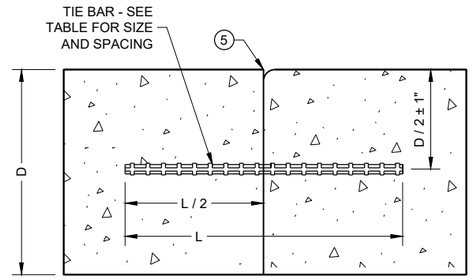


DOWELED TRANSVERSE

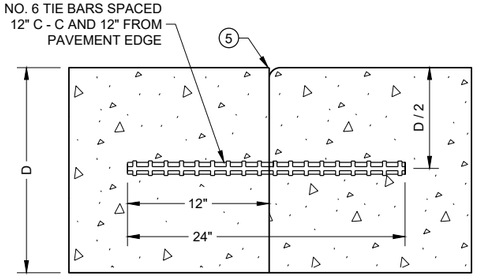
CONTRACTION JOINTS (2)



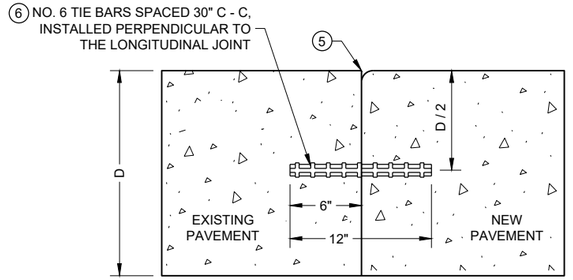
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

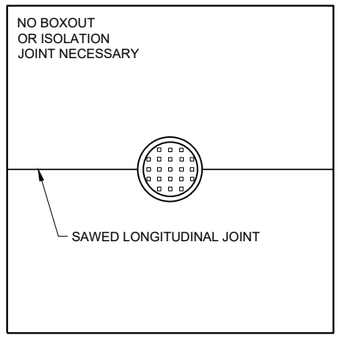
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

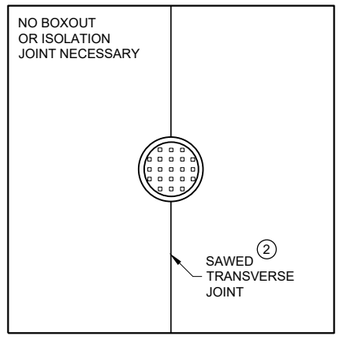
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

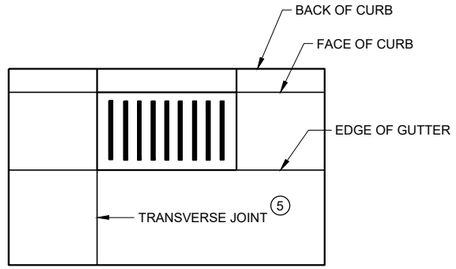
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



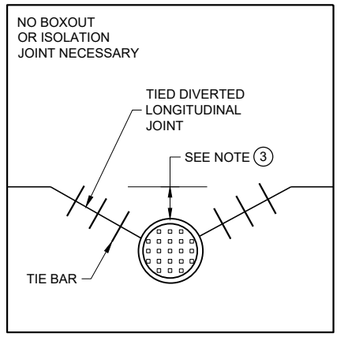
MANHOLE WITH TRANSVERSE JOINT



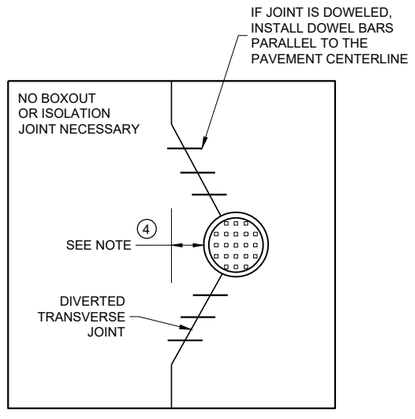
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

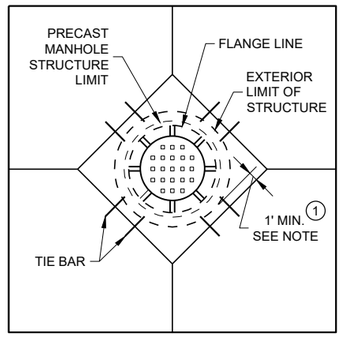
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

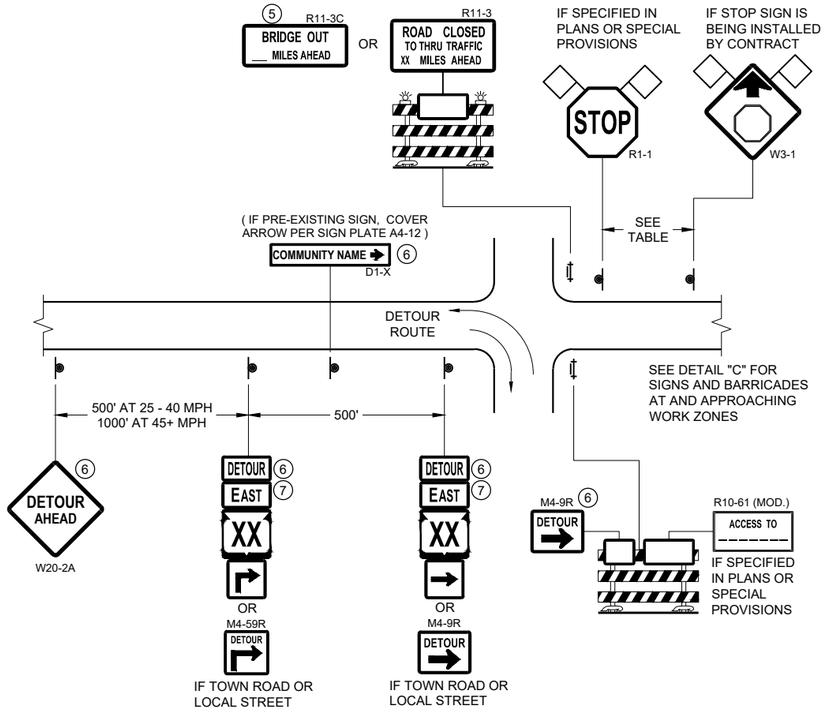
FHWA

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SDD13C18 - 08d

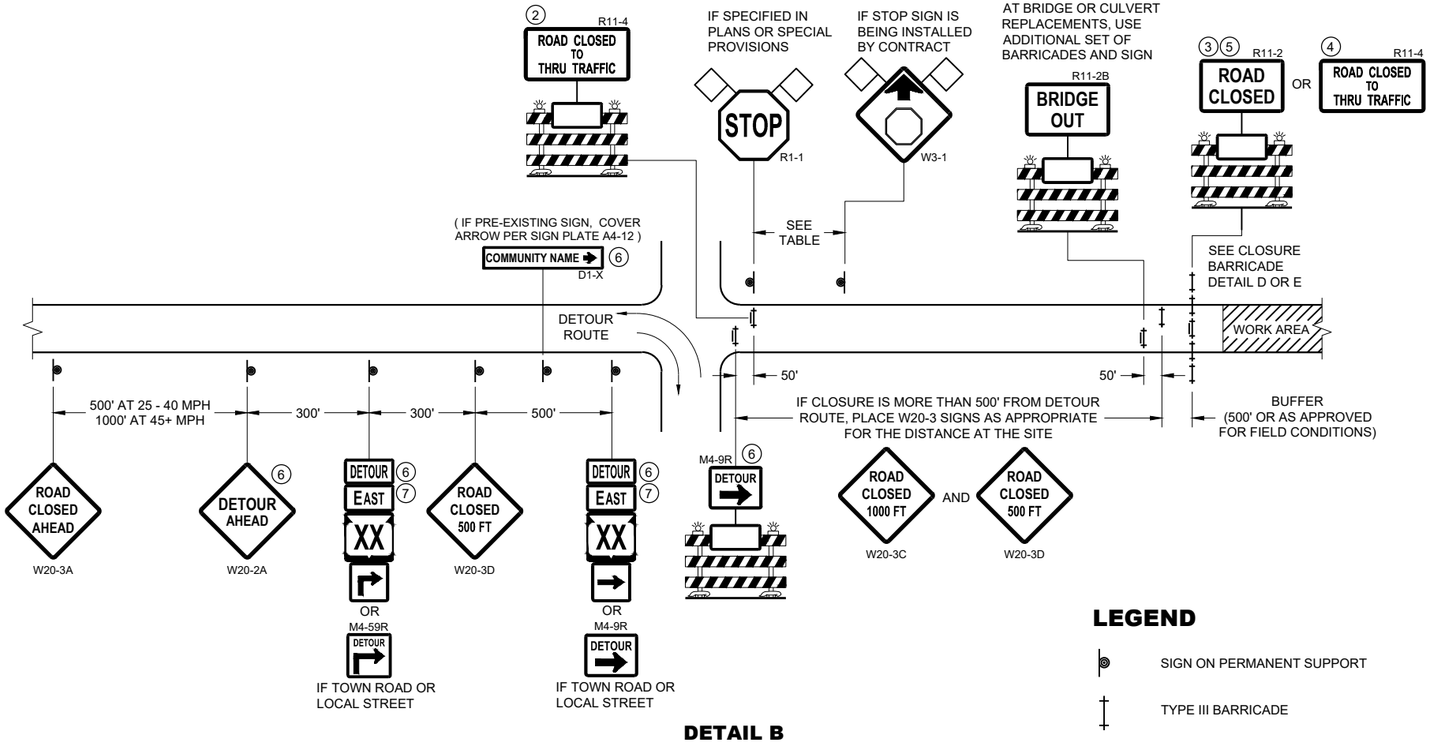
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SDD13C18 - 08d



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



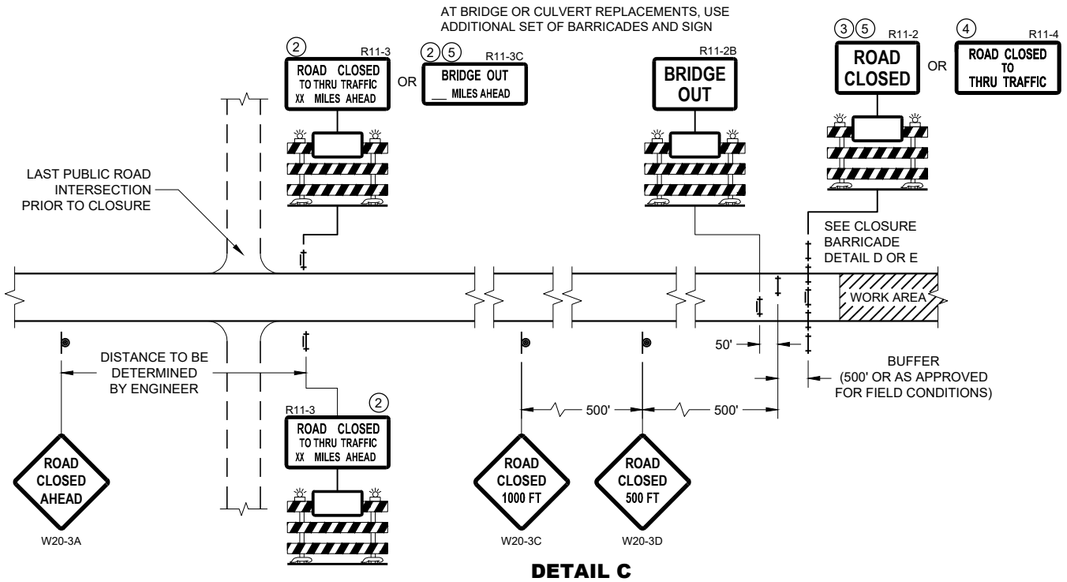
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

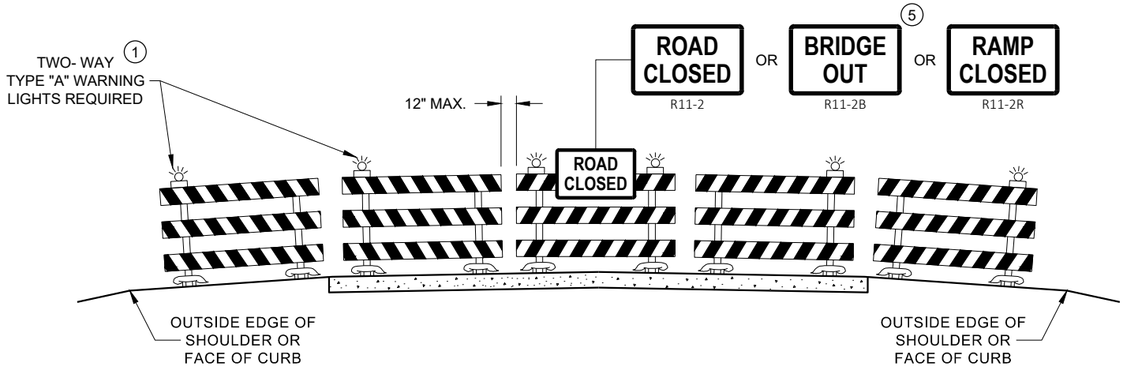
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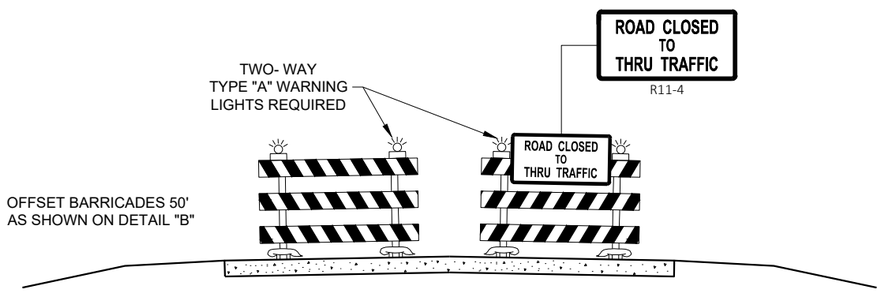
SDD 15C02 - 09a

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SDD 15C02 - 09a



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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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

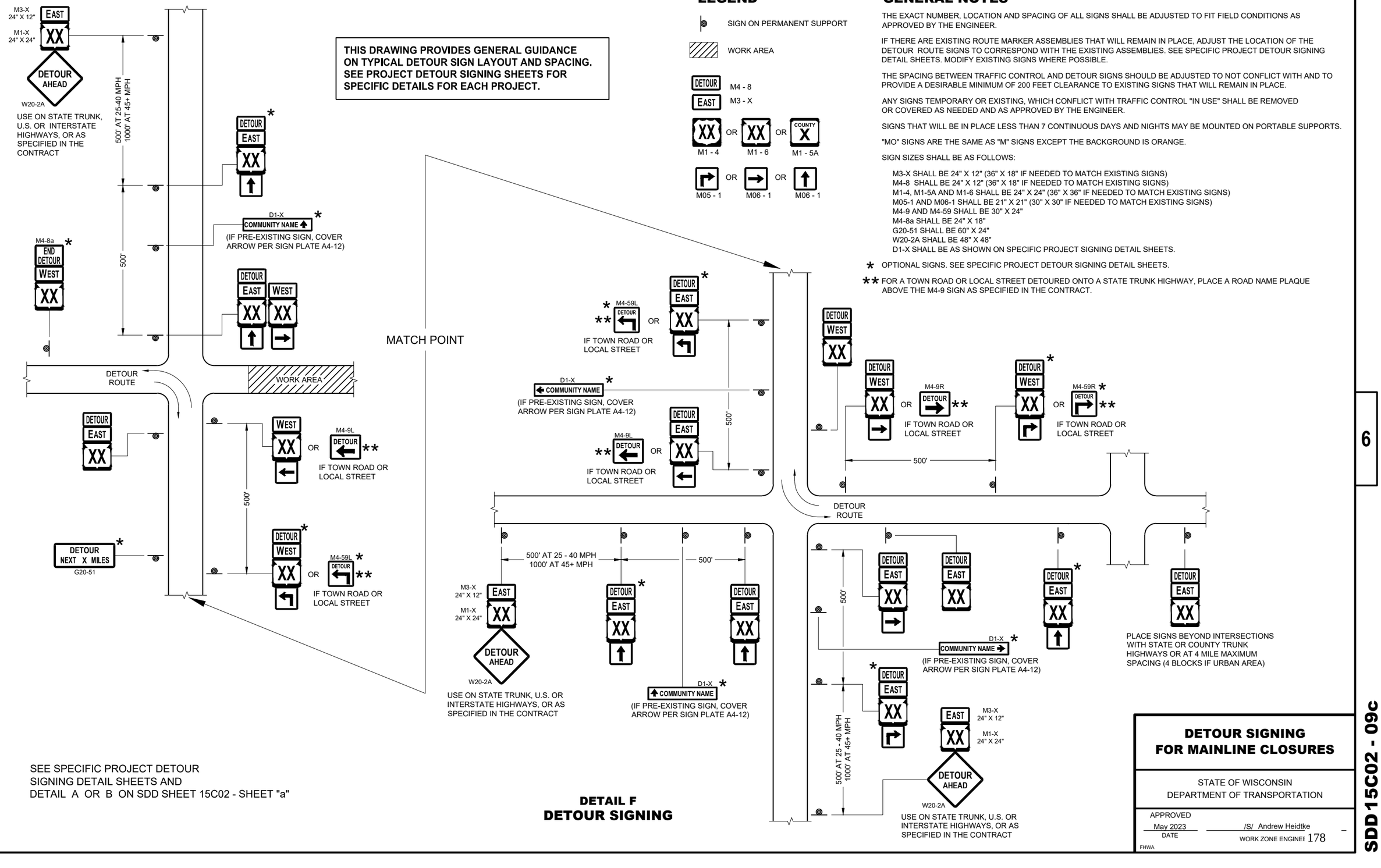
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

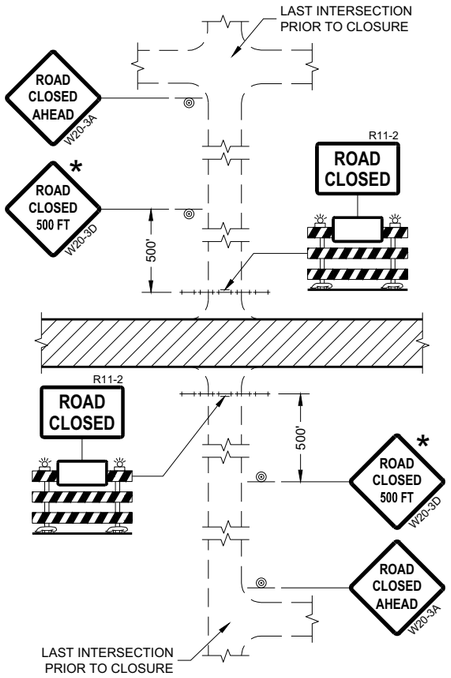
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

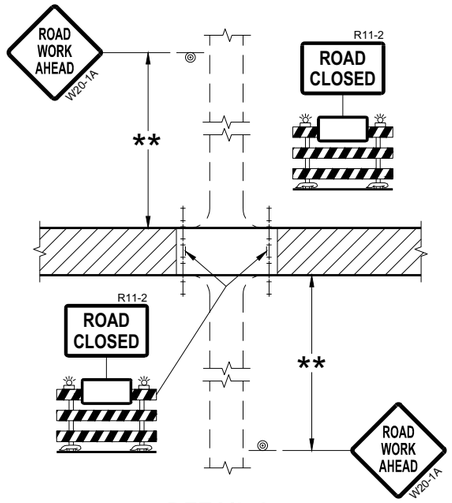
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SDD 15C02 - 09c



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.

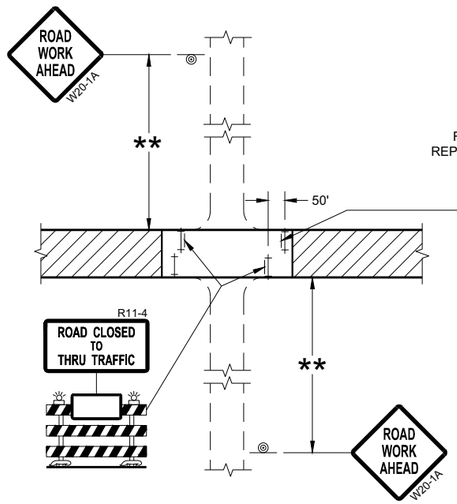
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

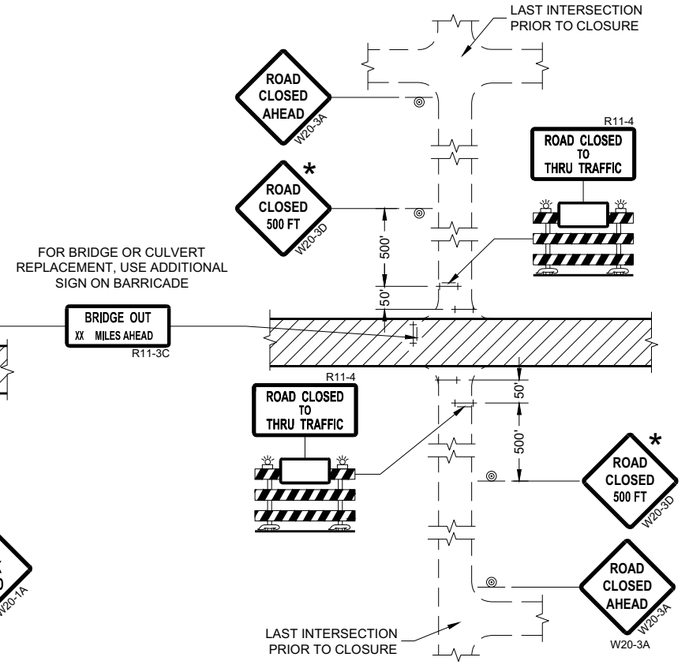
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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 ENGINEE

FHWA

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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.

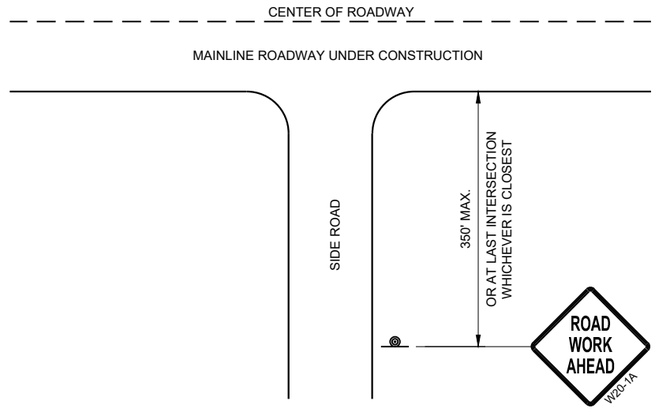
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



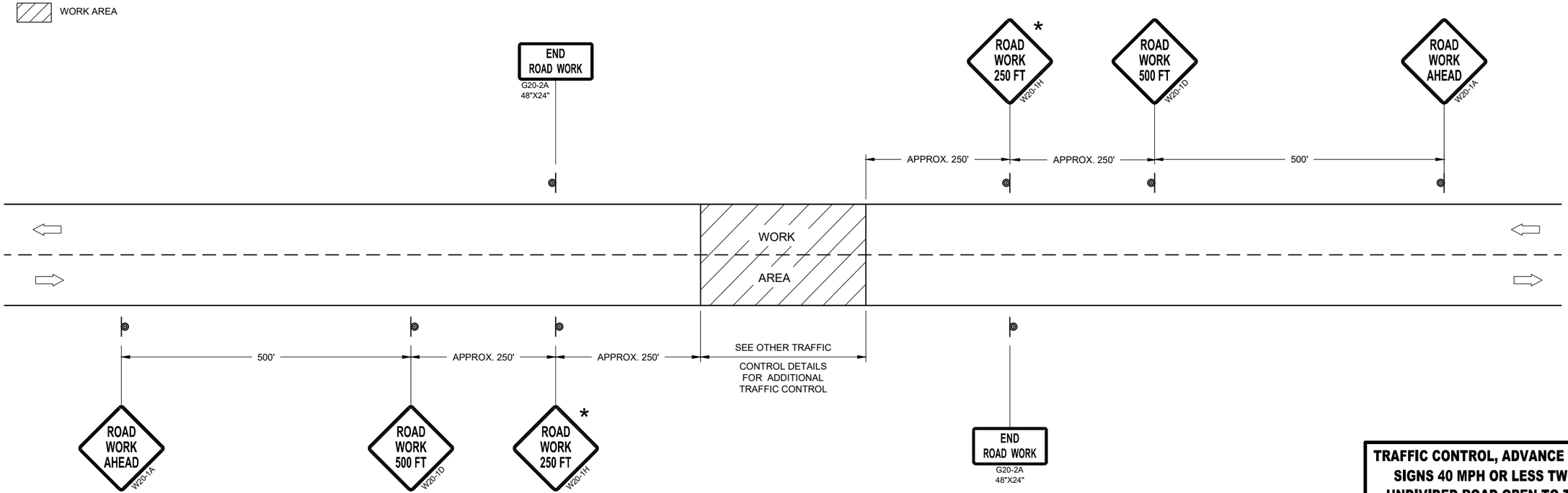
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

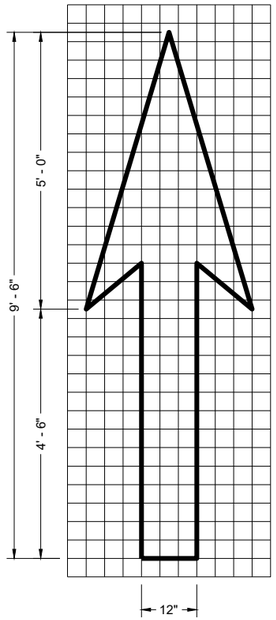
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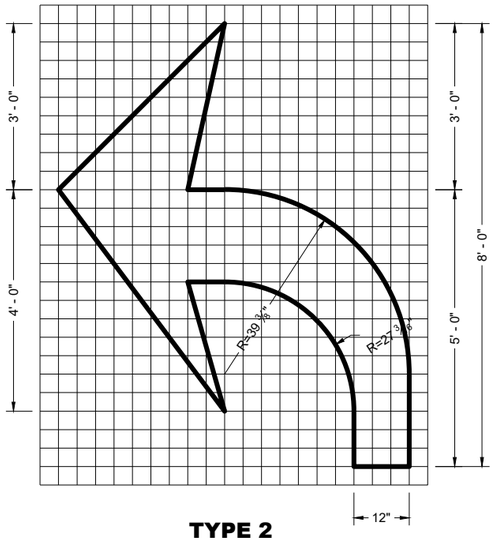
SDD 15C05 - 05

GENERAL NOTES

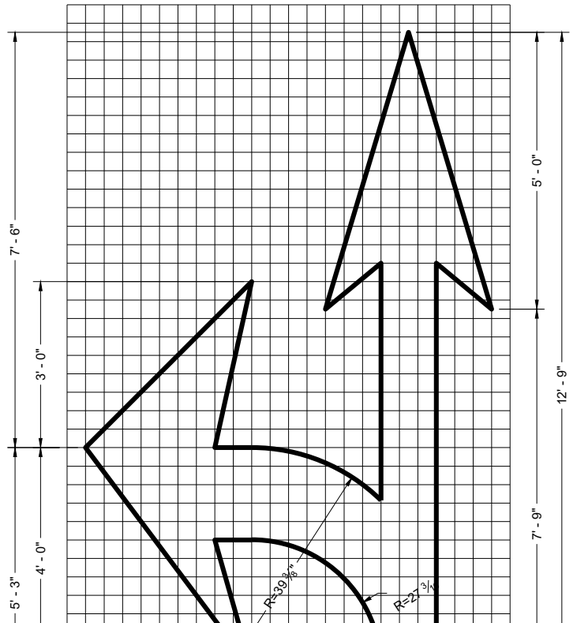
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



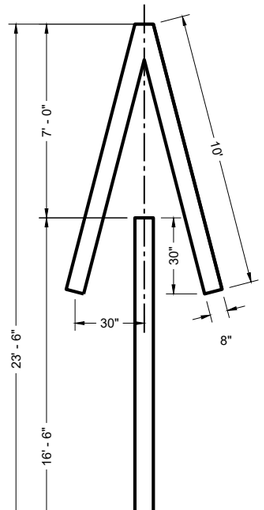
TYPE 1



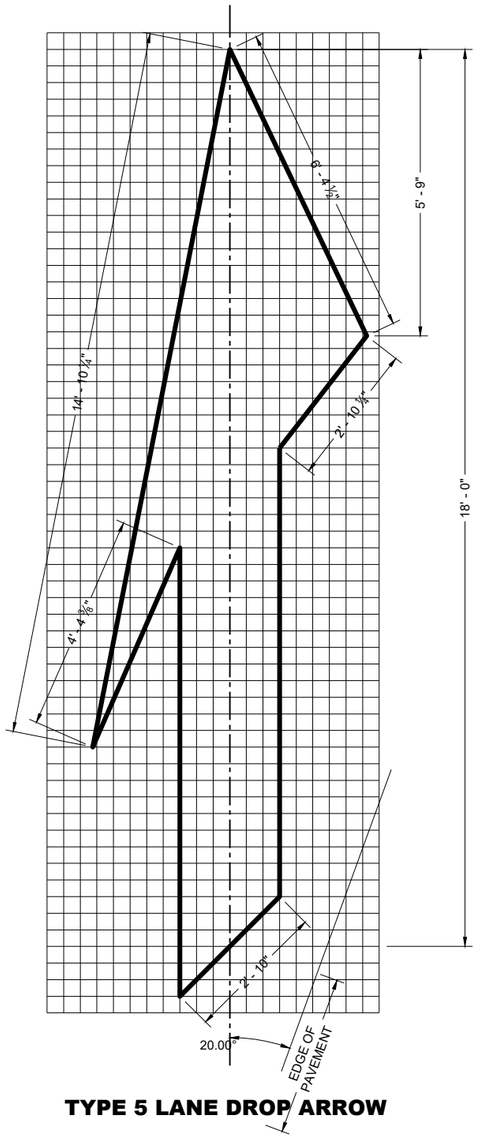
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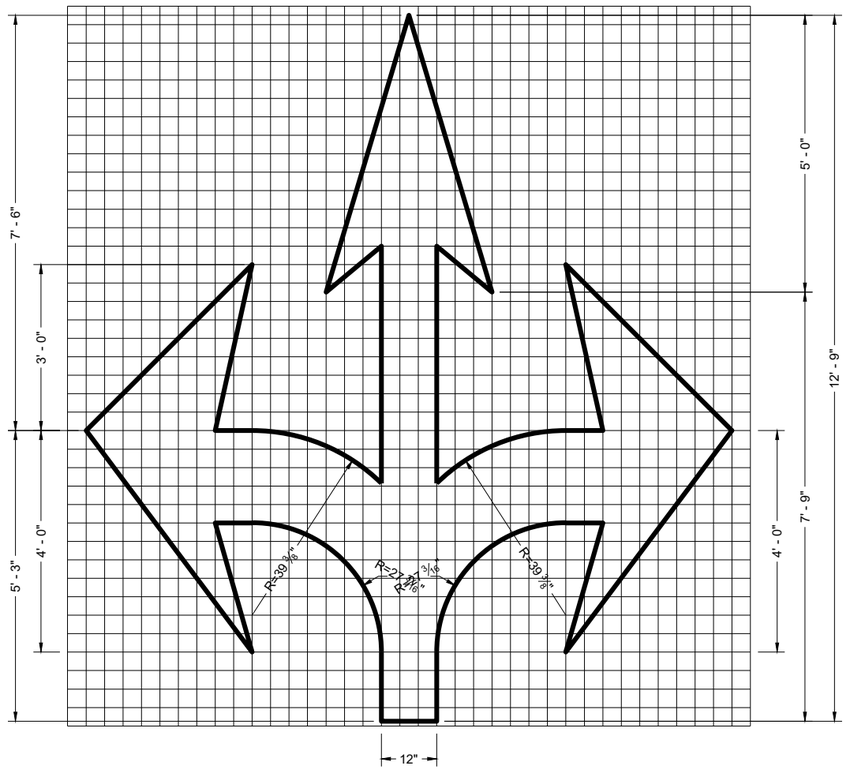
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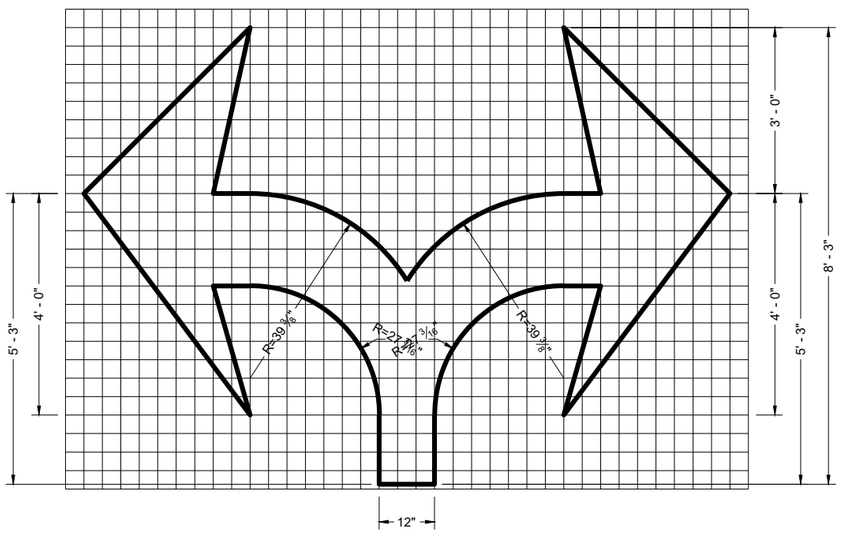
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

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SDD 15C07-16c

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

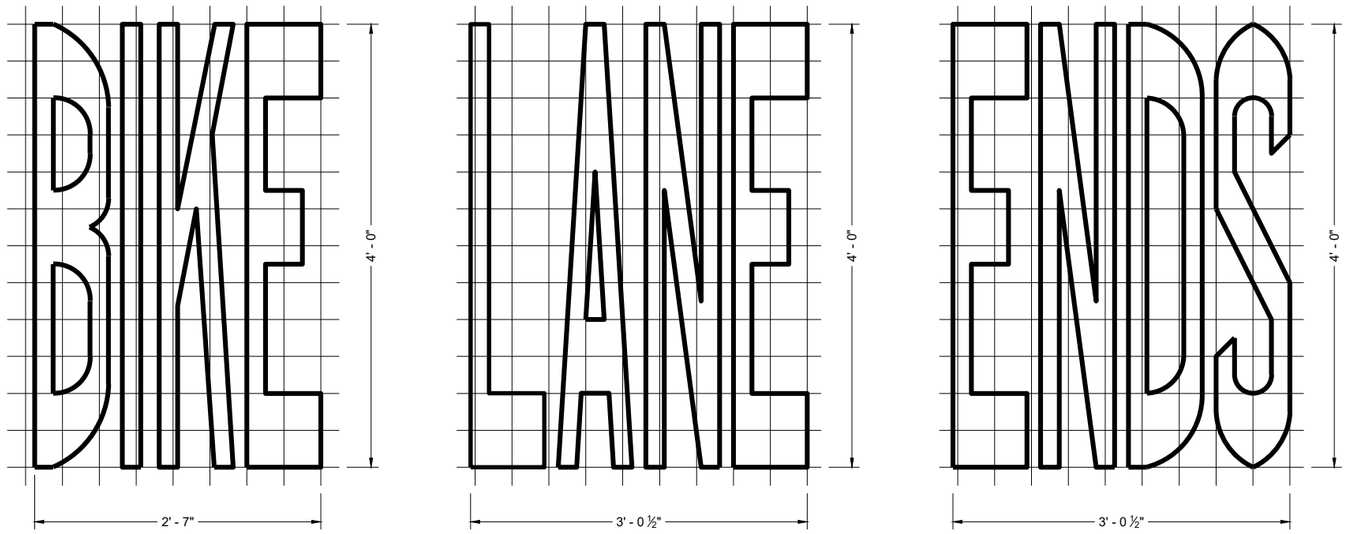
APPROVED
November 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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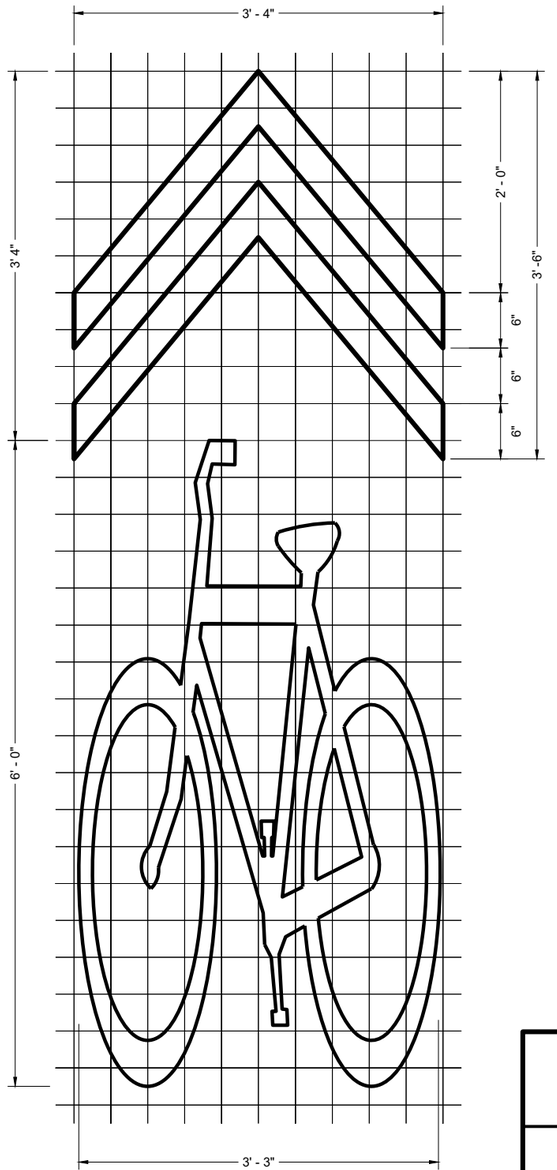
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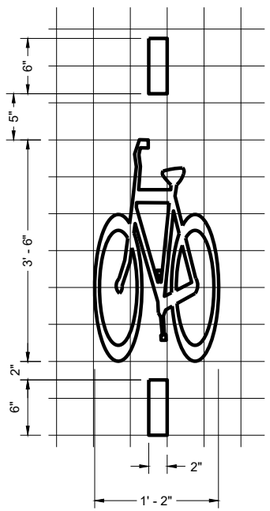
BIKE LANE WORDS

GENERAL NOTES

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



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16e

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.

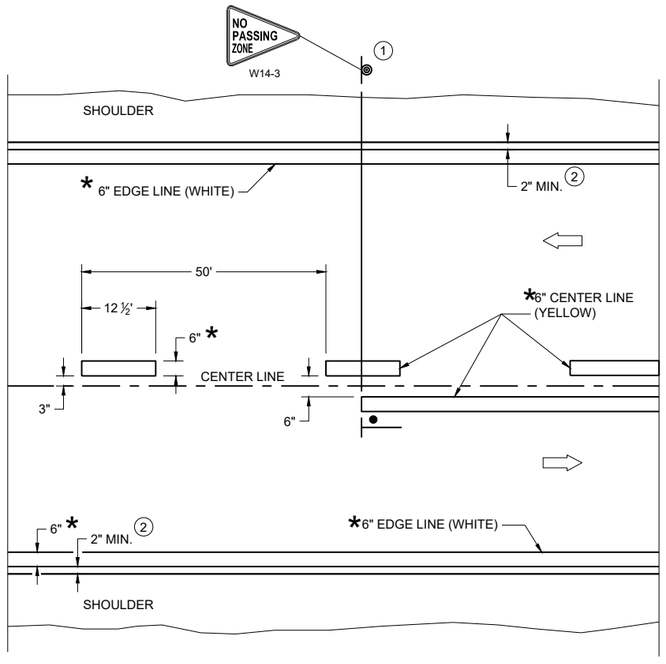
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

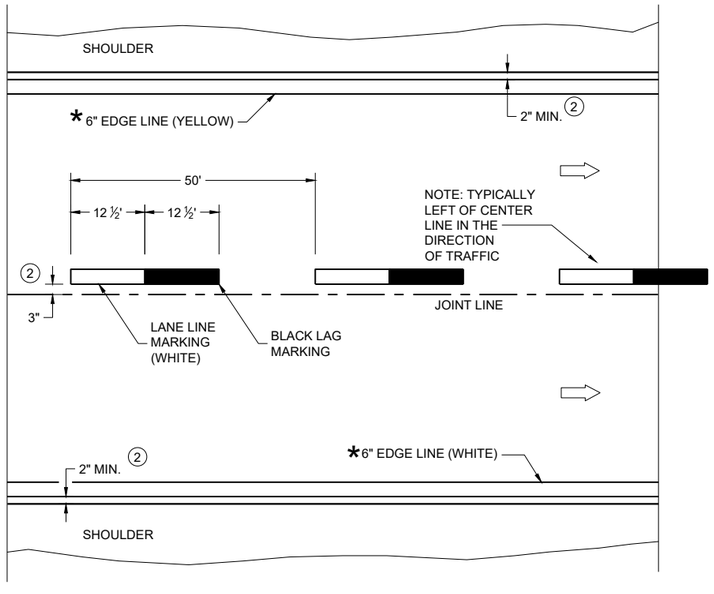
"T" MARKING

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

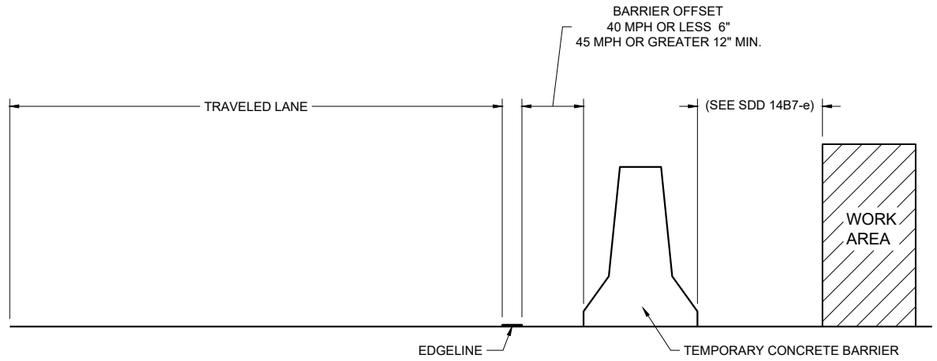
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

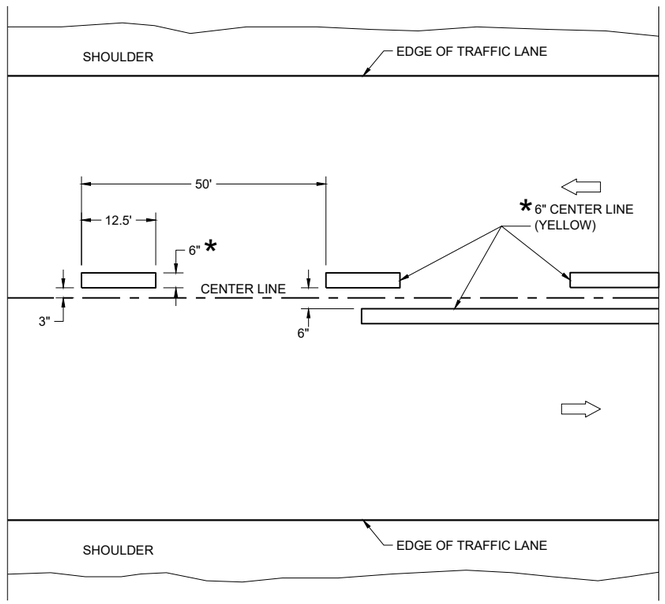
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

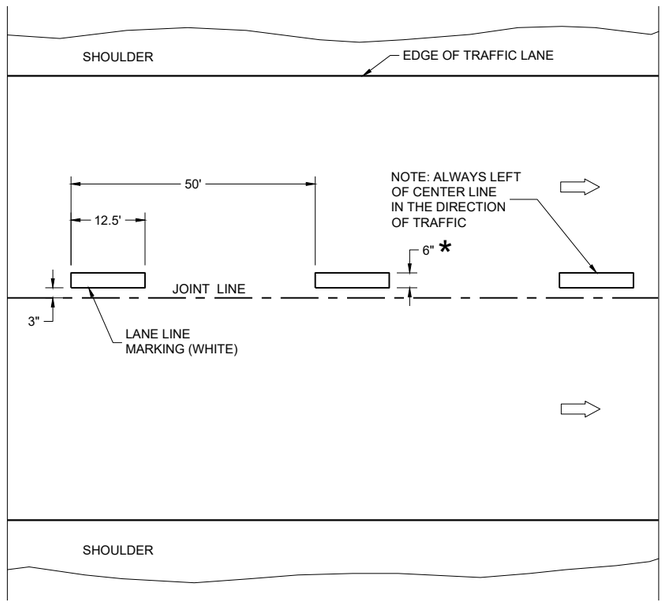
LEGEND

⇨ DIRECTION OF TRAFFIC

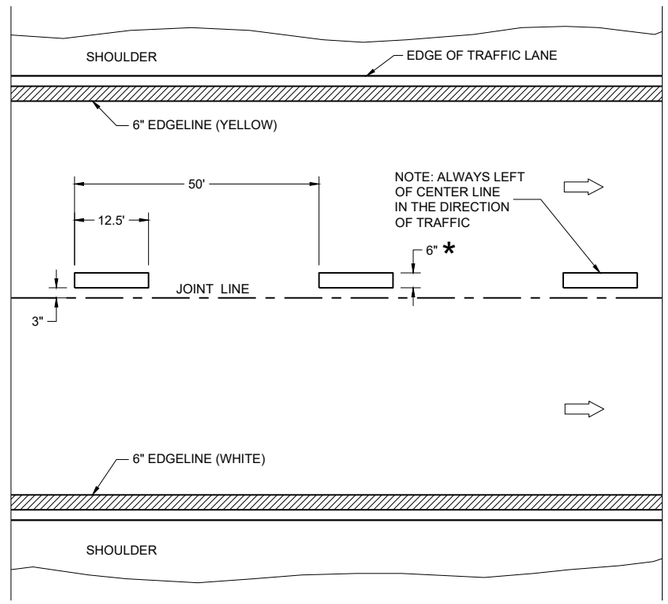
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

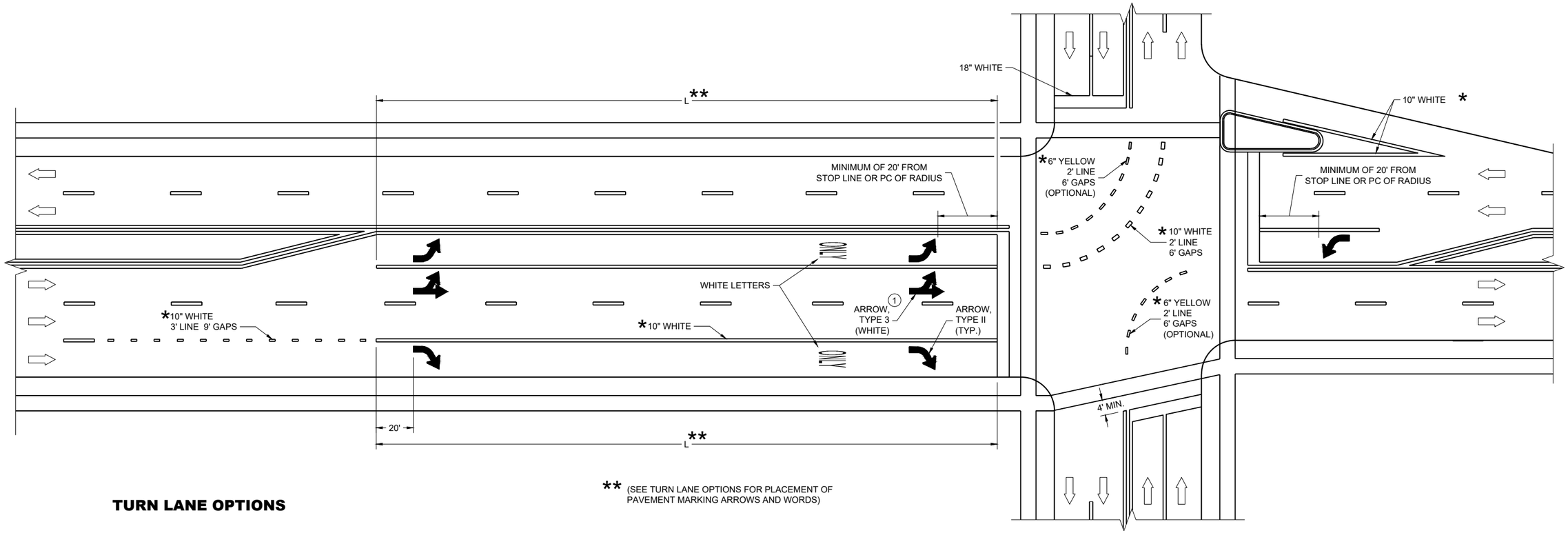
FHWA

6

SDD 15C08-24b

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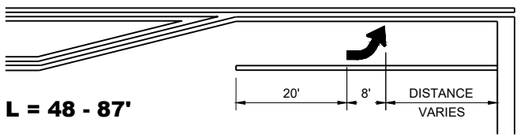
SDD 15C08-24b



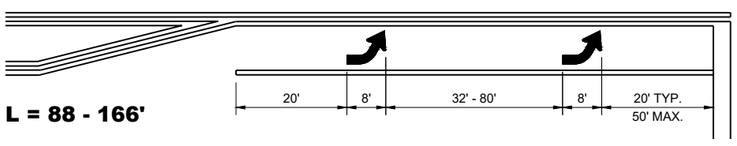
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

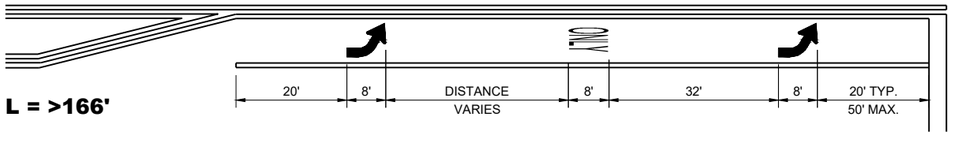
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

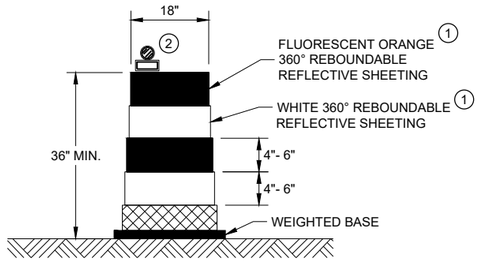
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

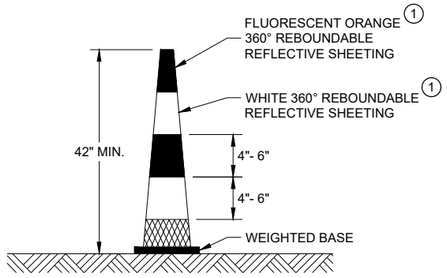
GENERAL NOTES

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



DRUM

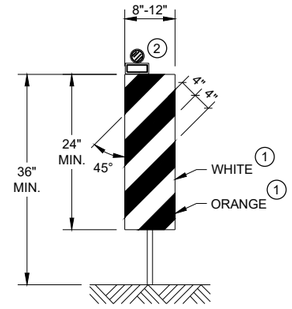
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

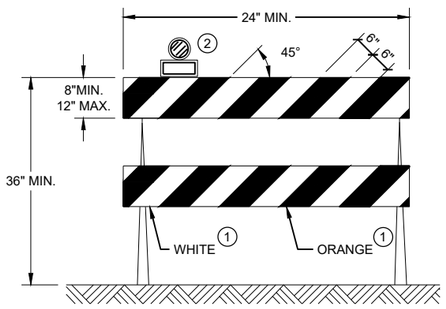
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



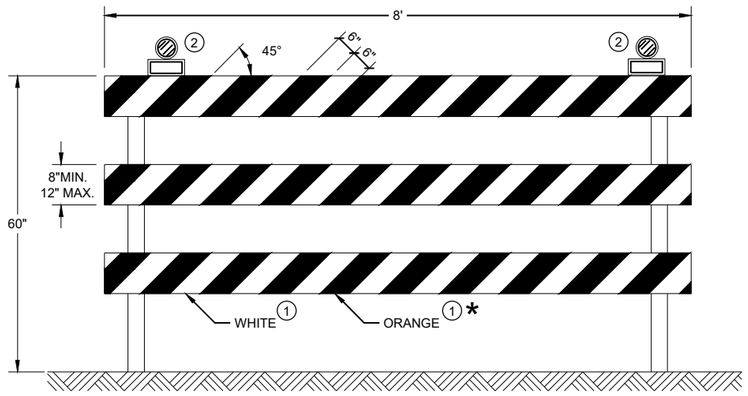
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

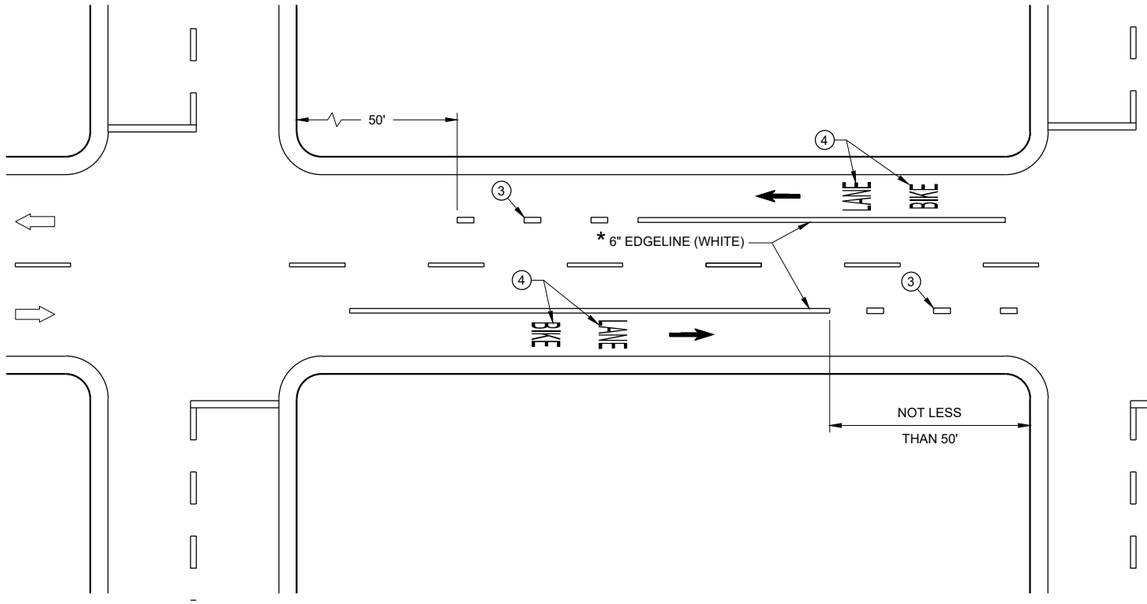
APPROVED
November 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

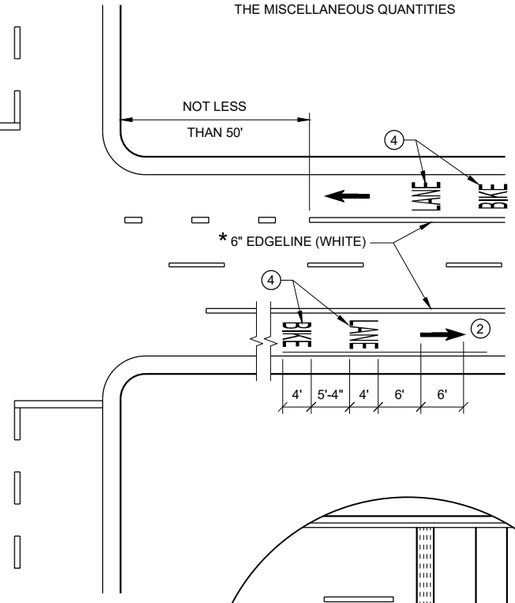
6

SDD 15C11 - 10b

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SDD 15C11 - 10b





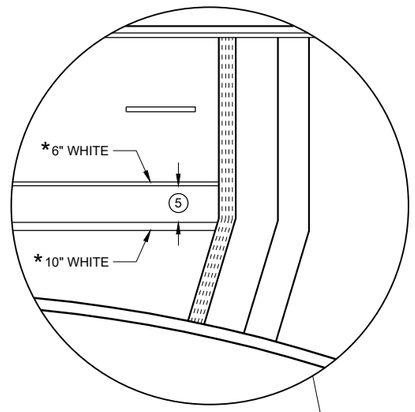
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

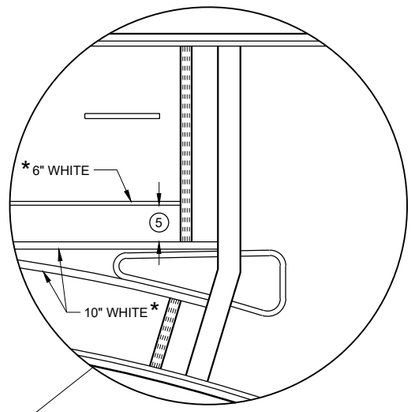
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

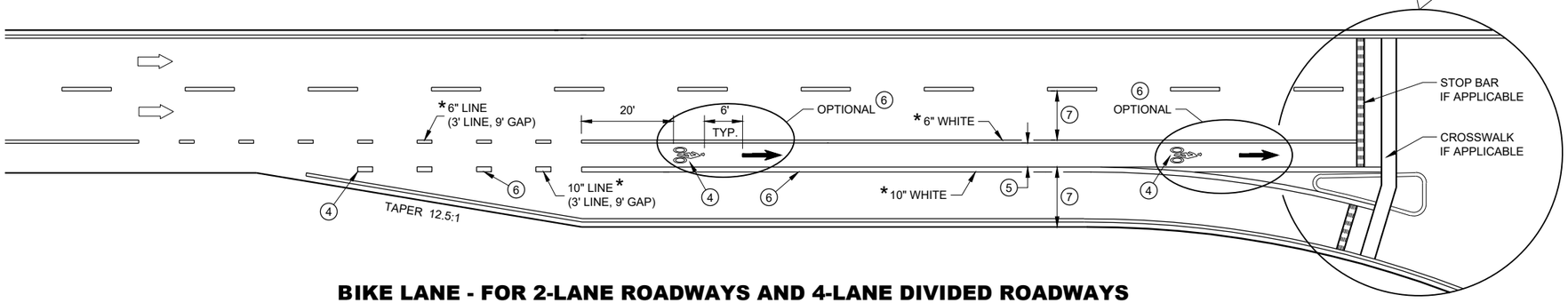
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C29-08a

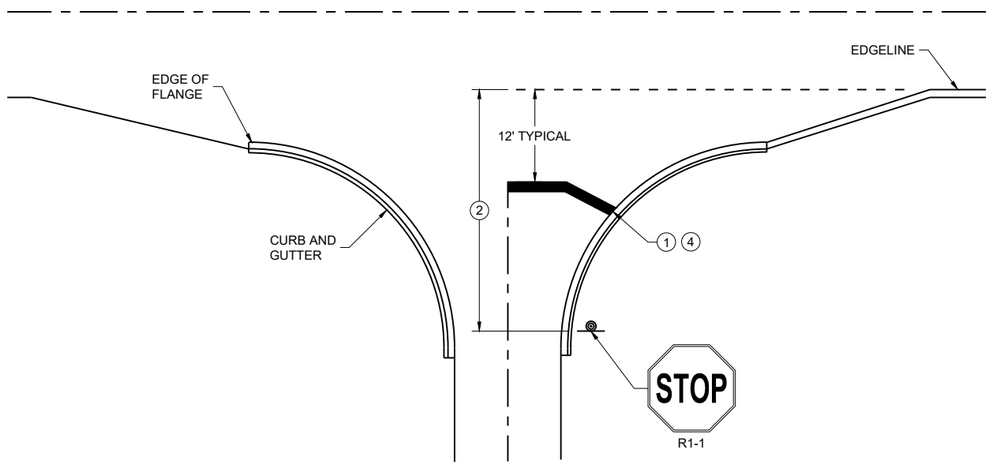
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SDD 15C29-08a

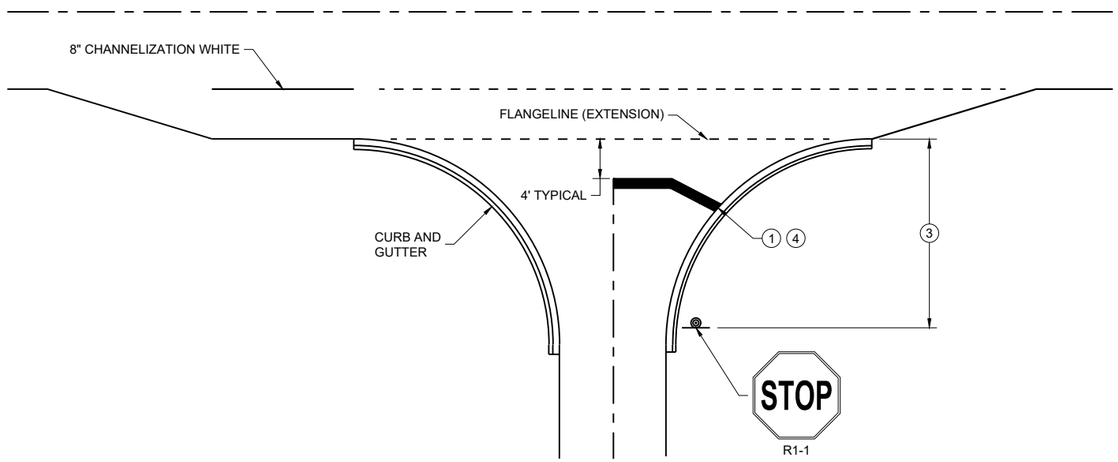
GENERAL NOTES

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

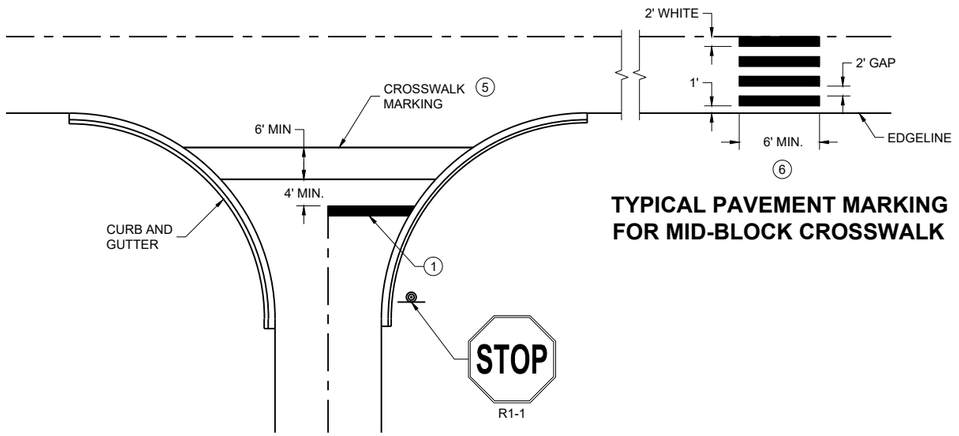
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

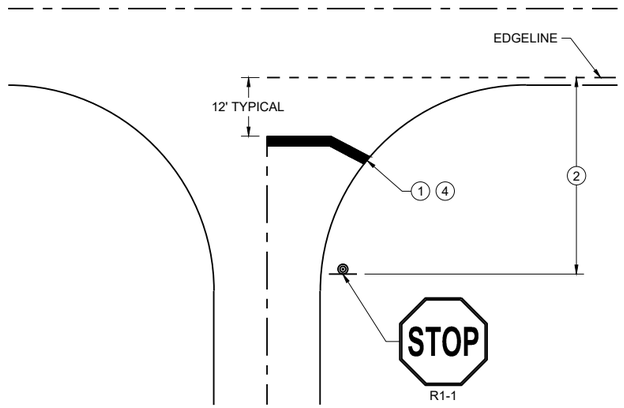


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS 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

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33-05

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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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.

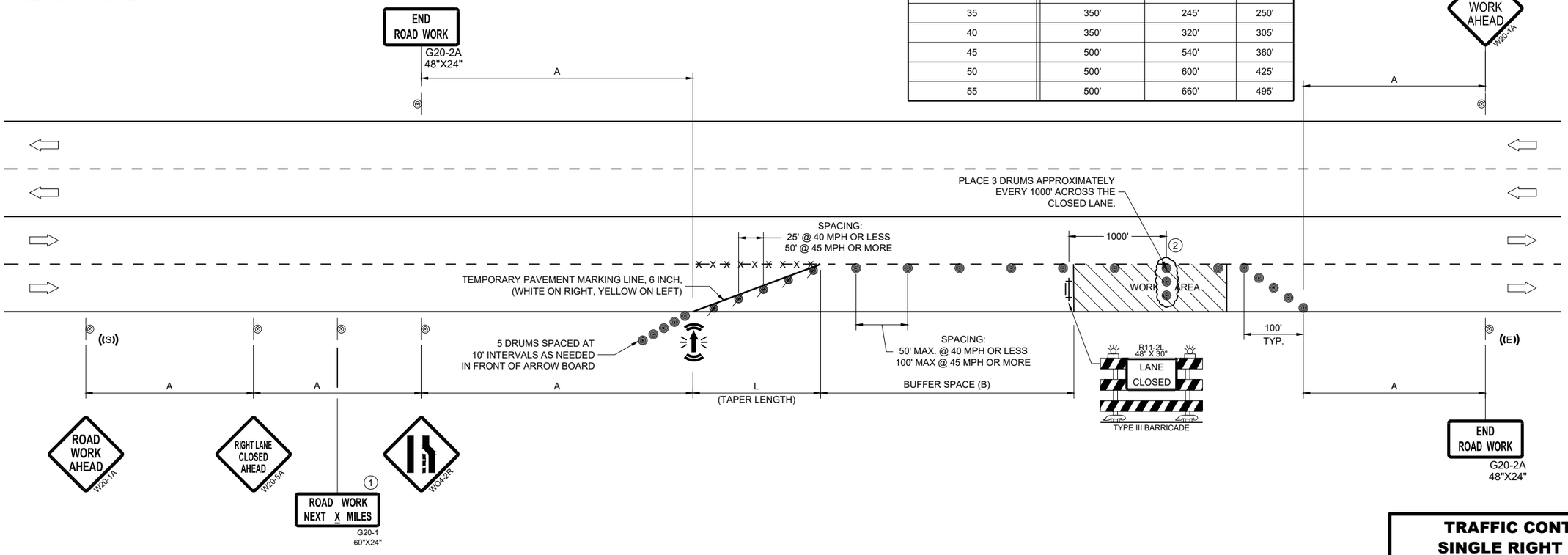
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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) DRUMS 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.

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'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-10b

6

SDD 15D20-10b

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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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"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.

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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.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

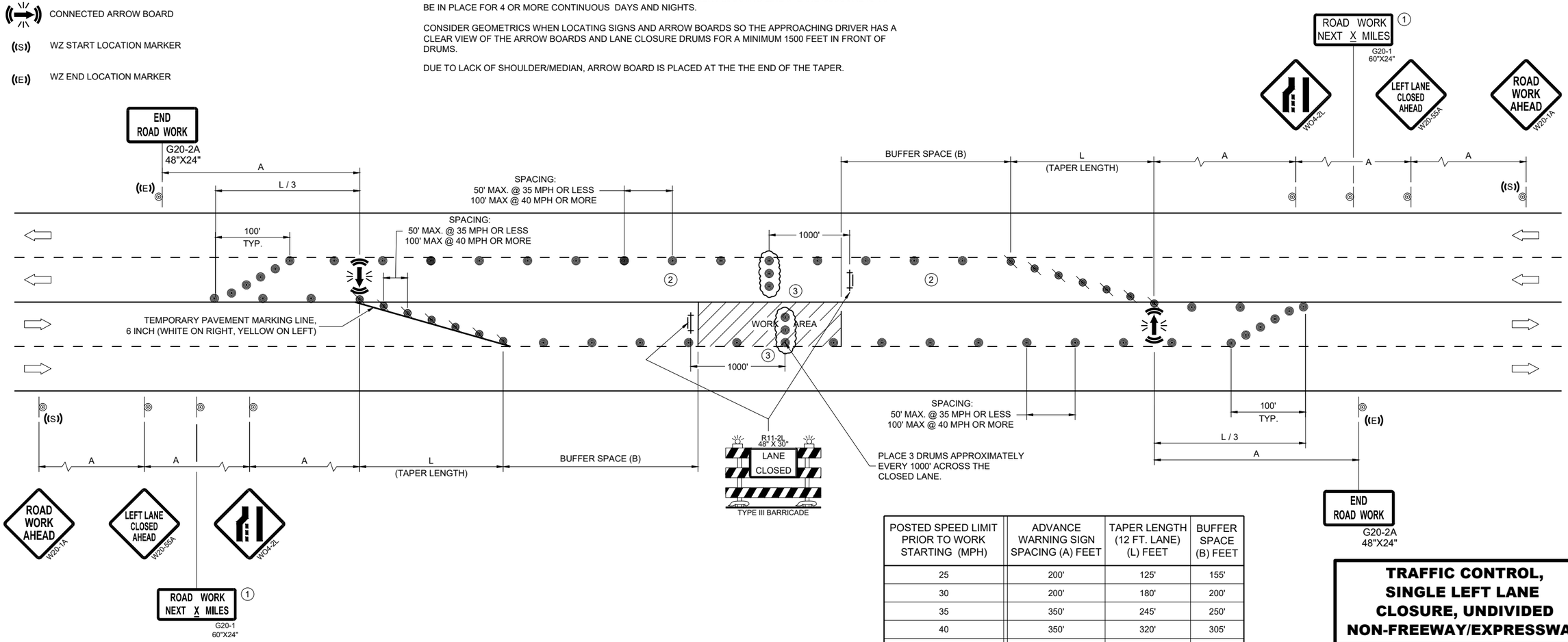
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

DRUMS 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.



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
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TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

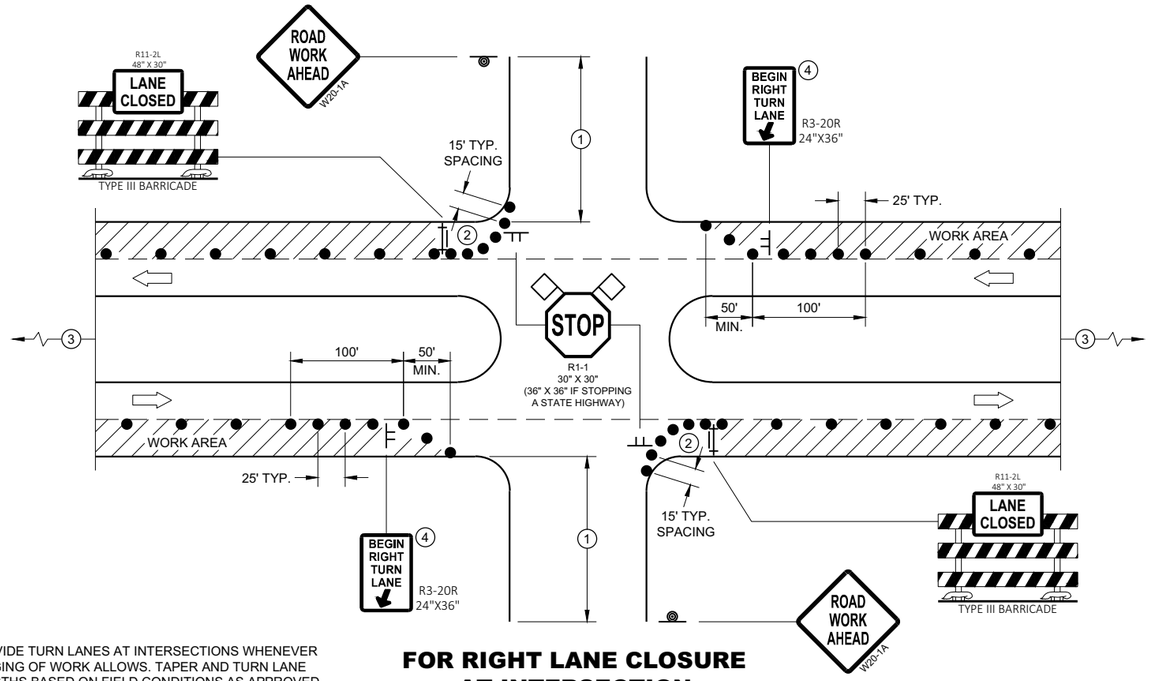
APPROVED

February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D20-10c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

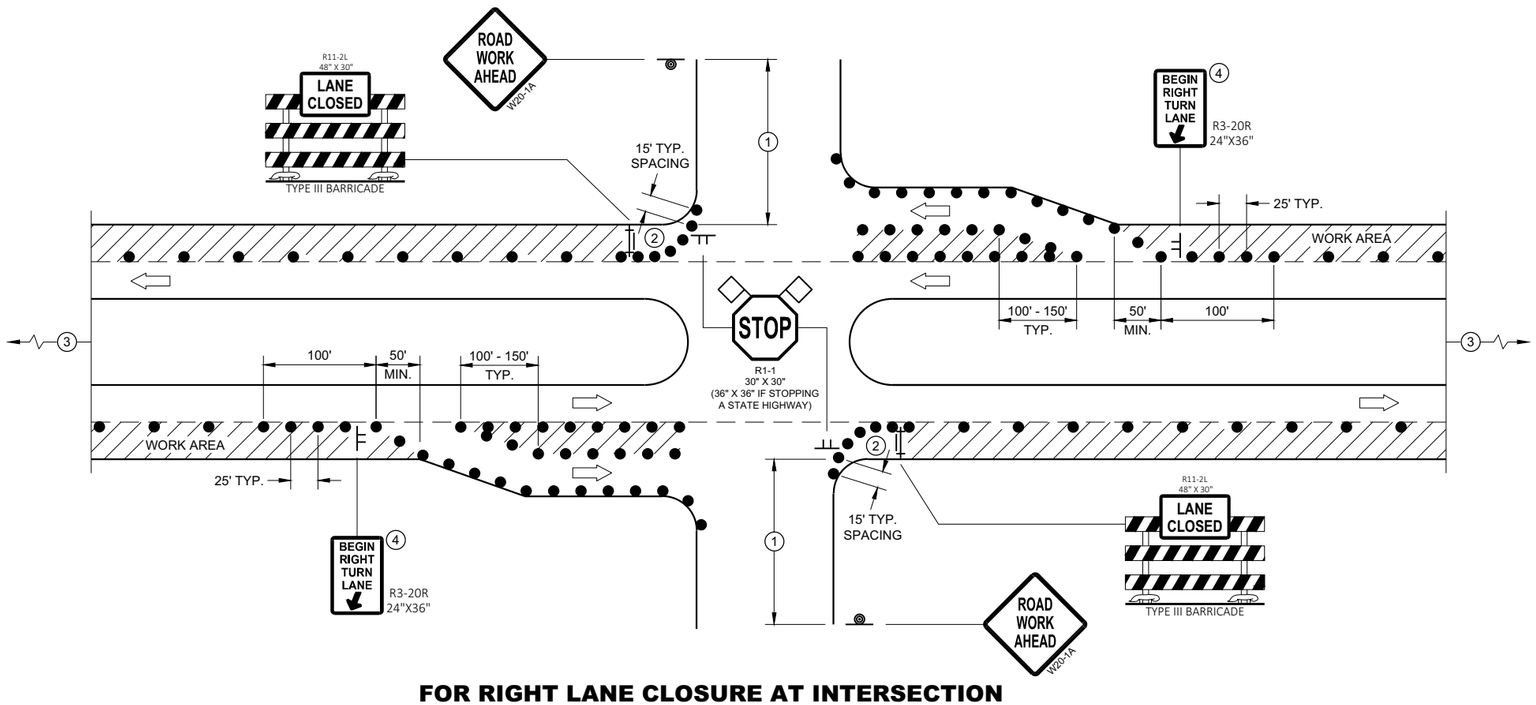
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

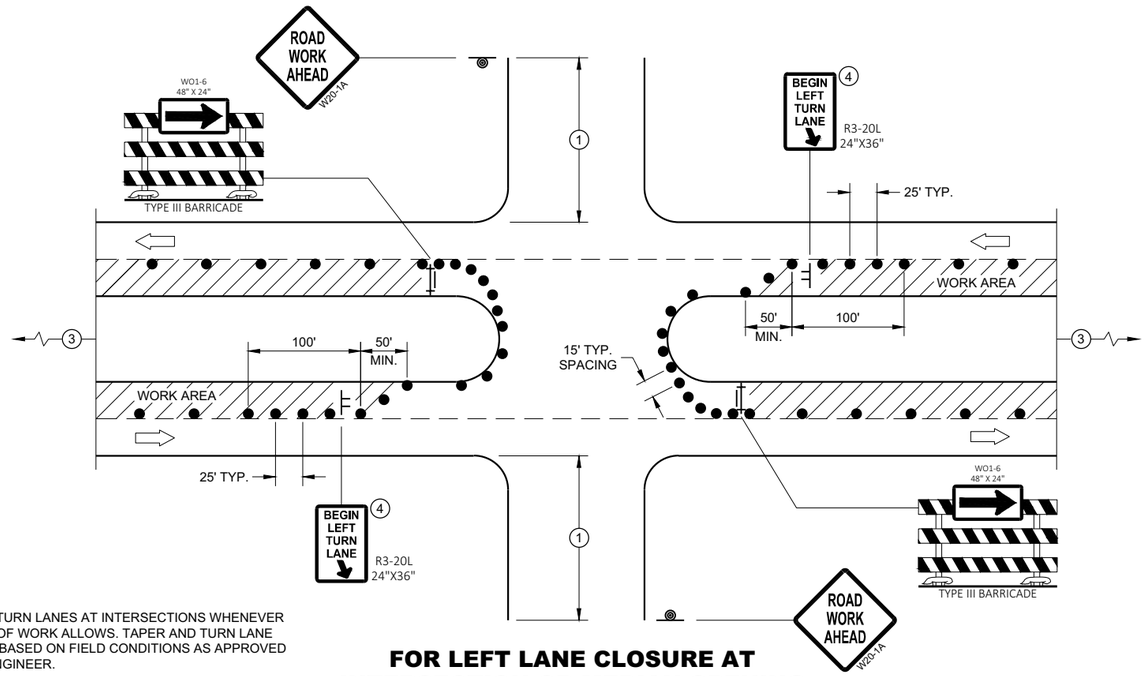
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D21 - 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.

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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.

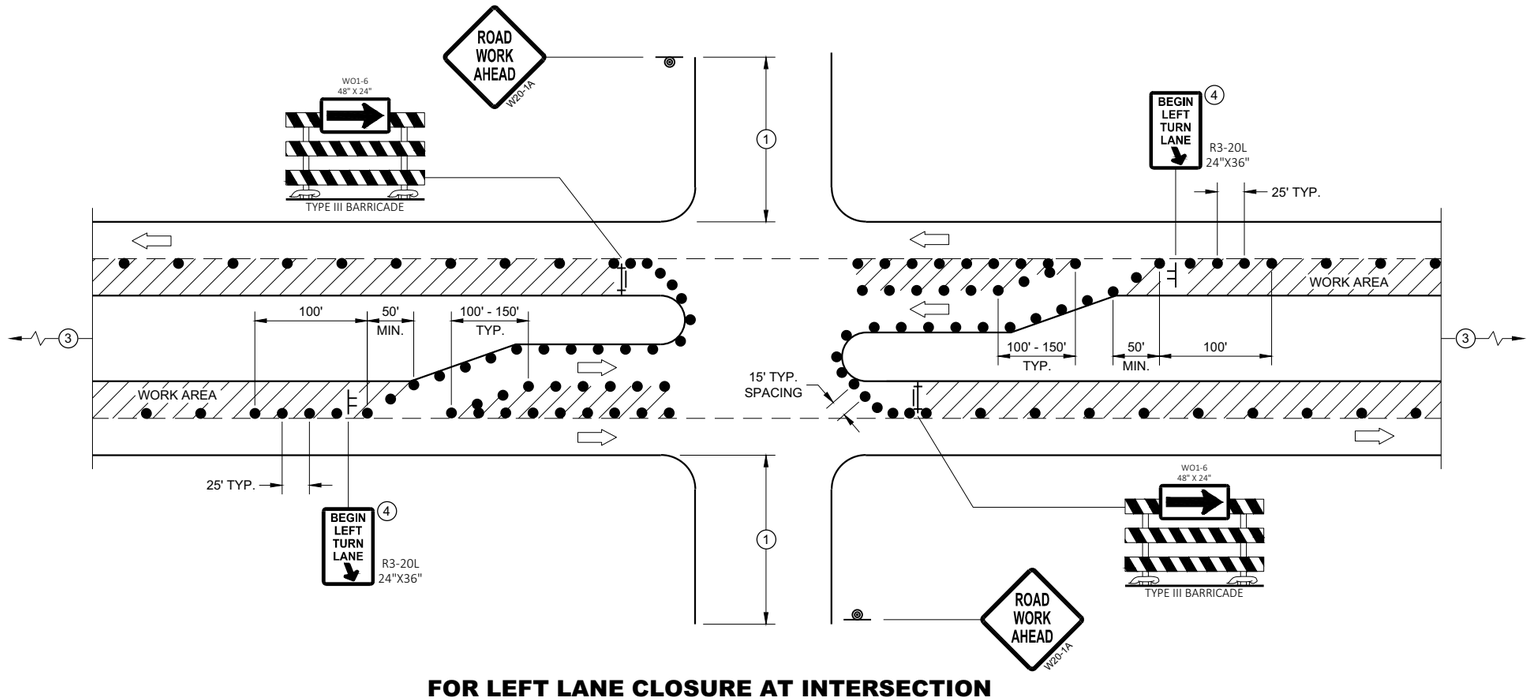
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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

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SDD 15D21 - 07b

6

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LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

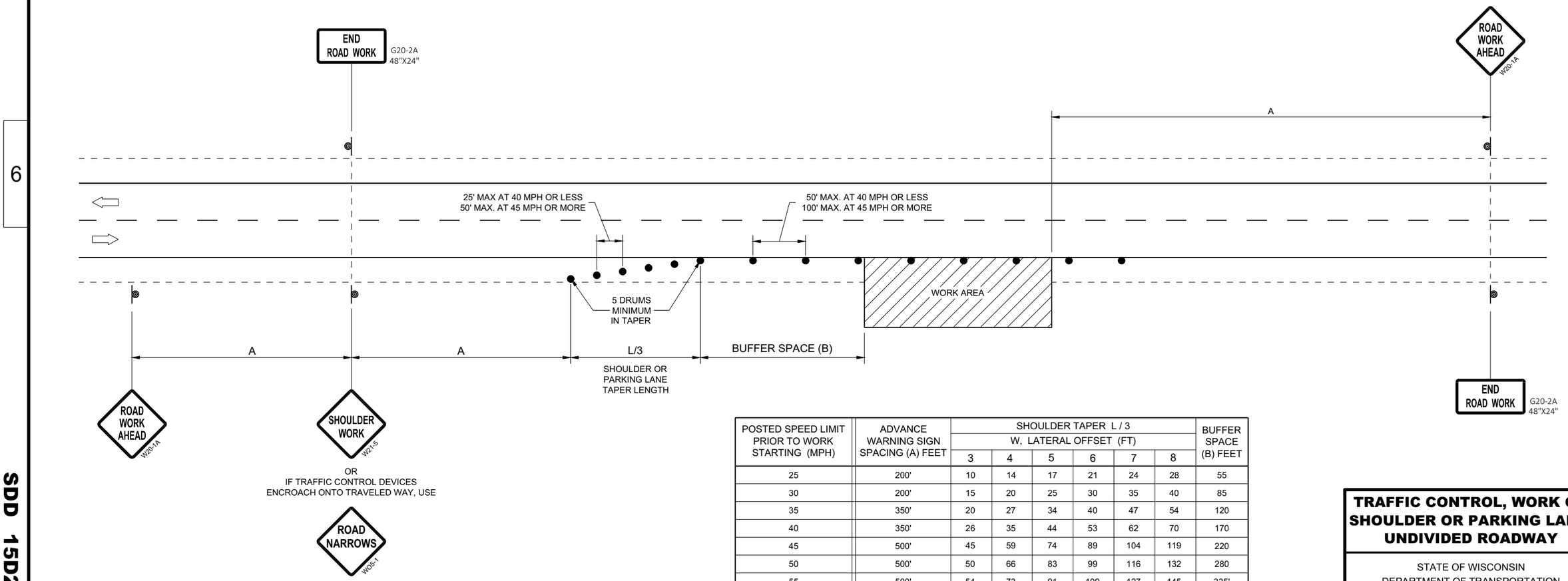
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THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

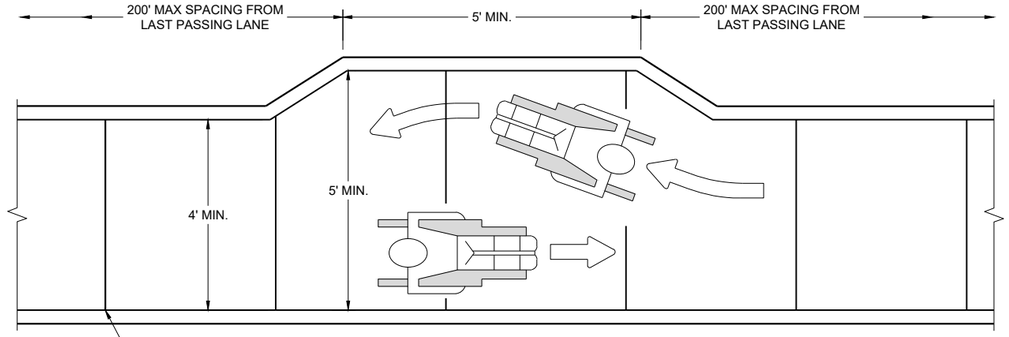
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

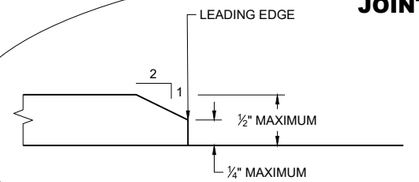
SDD 15D28 - 04

SDD 15D28 - 04

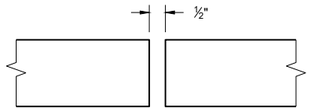


NARROW SIDEWALK PASSING DETAIL

JOINT ALLOWANCES



MAXIMUM VERTICAL GAP



MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

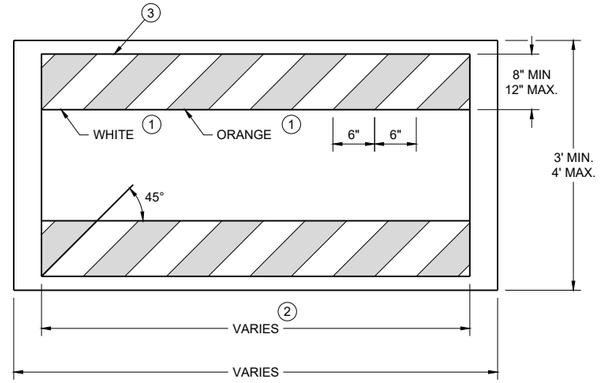
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

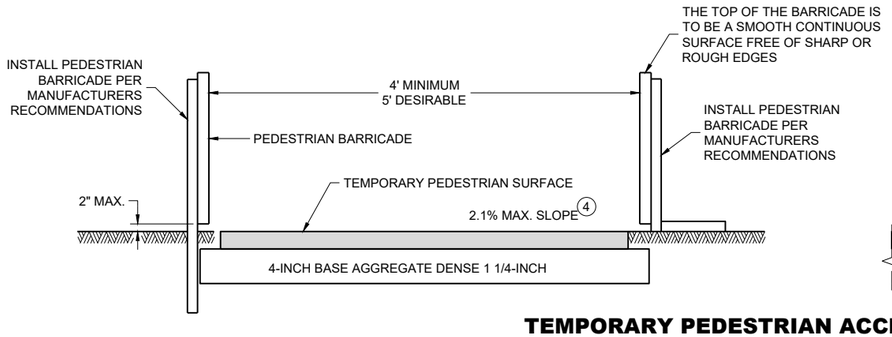
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

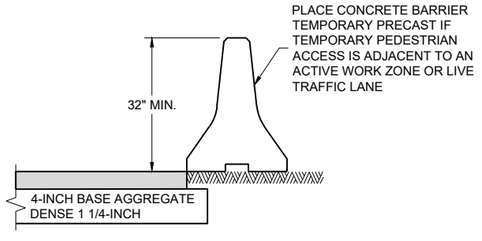
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *



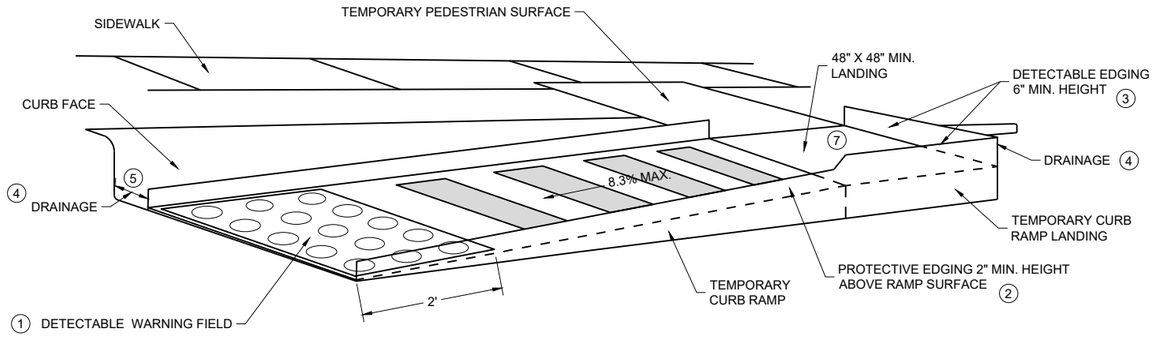


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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PERSPECTIVE VIEW

GENERAL NOTES

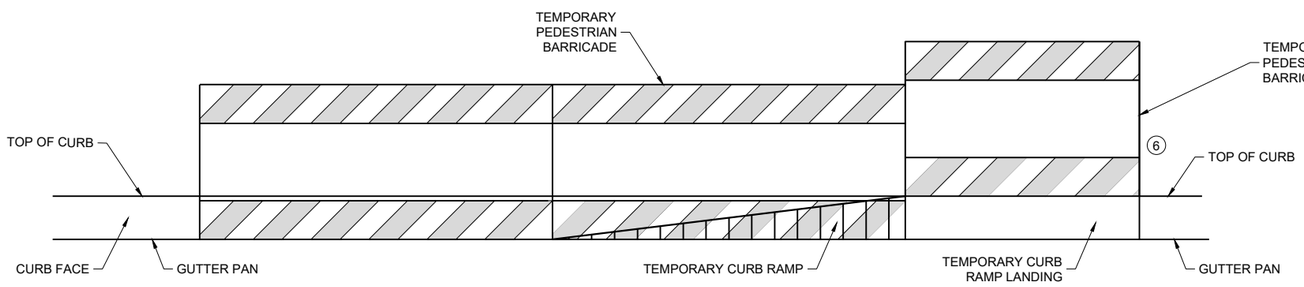
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

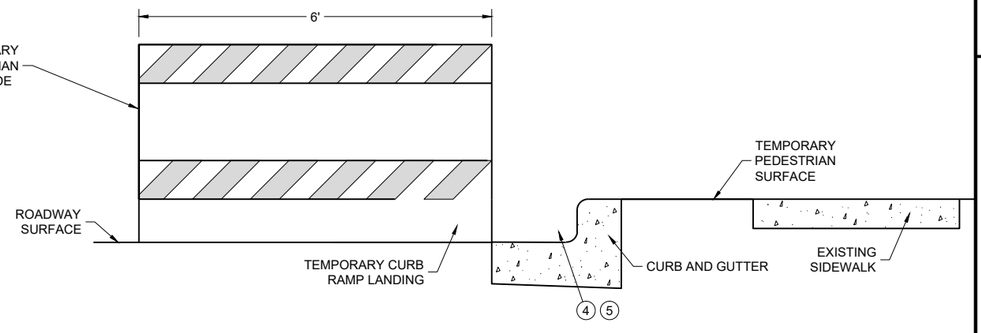
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



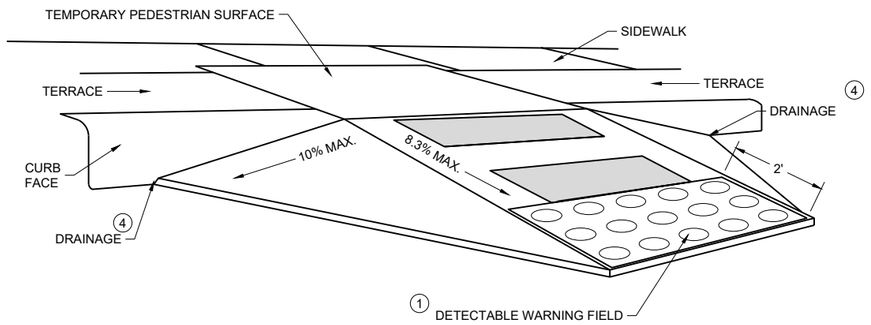
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

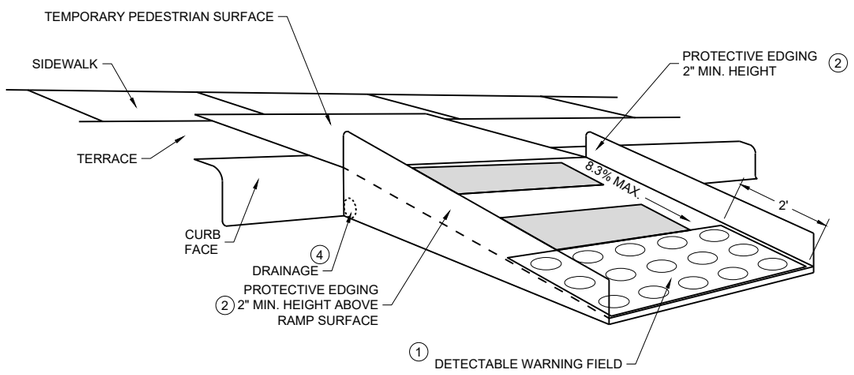
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
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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 1:48 (2.1%) 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.

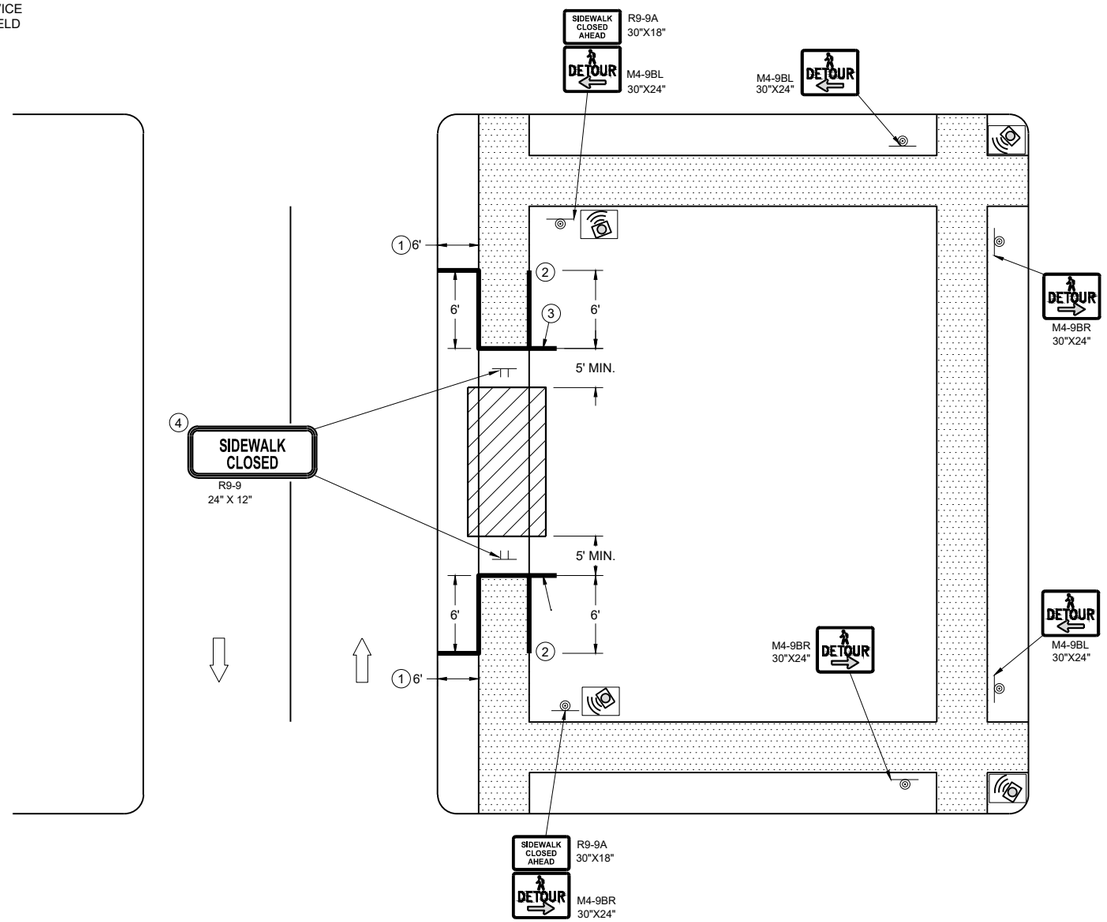
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

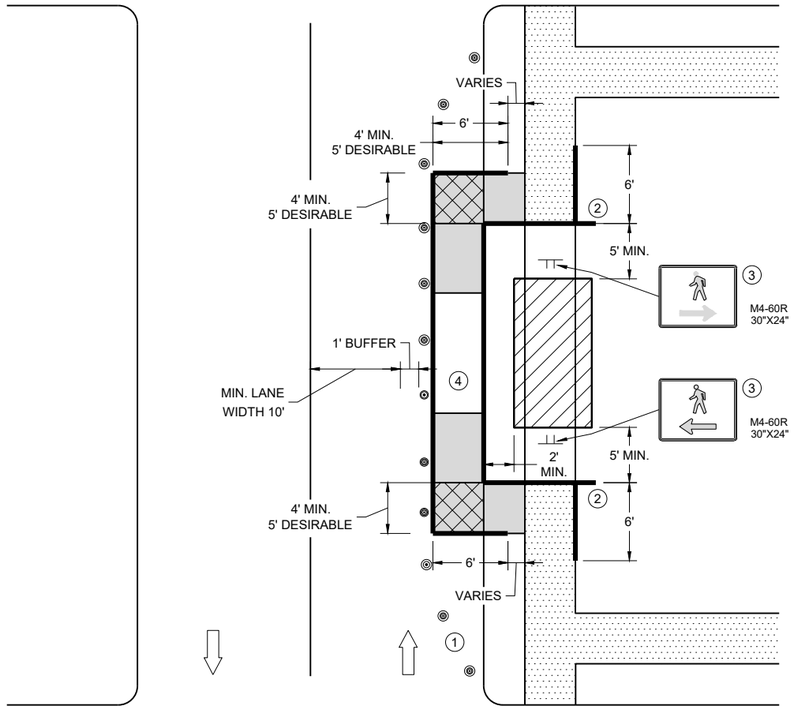
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

SDD 15D30-11h

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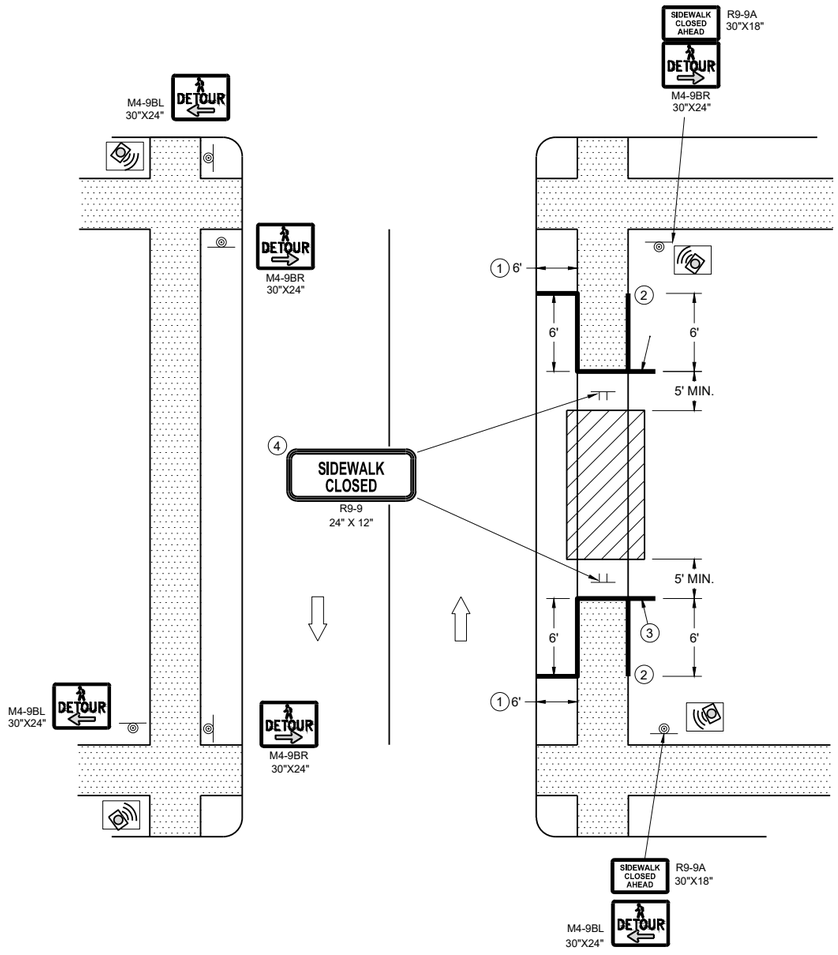
SDD 15D30-11h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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.

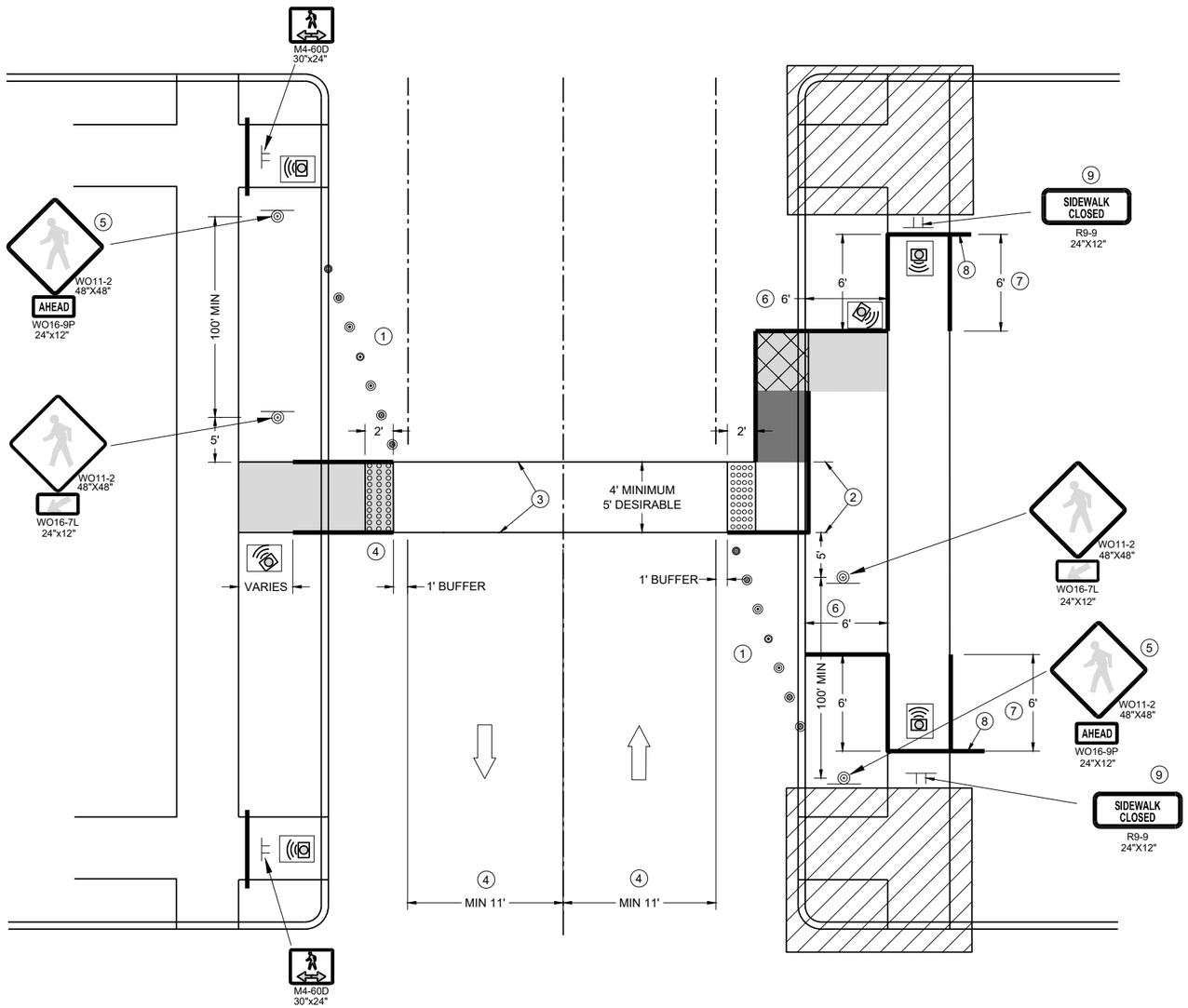
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. 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.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360

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.

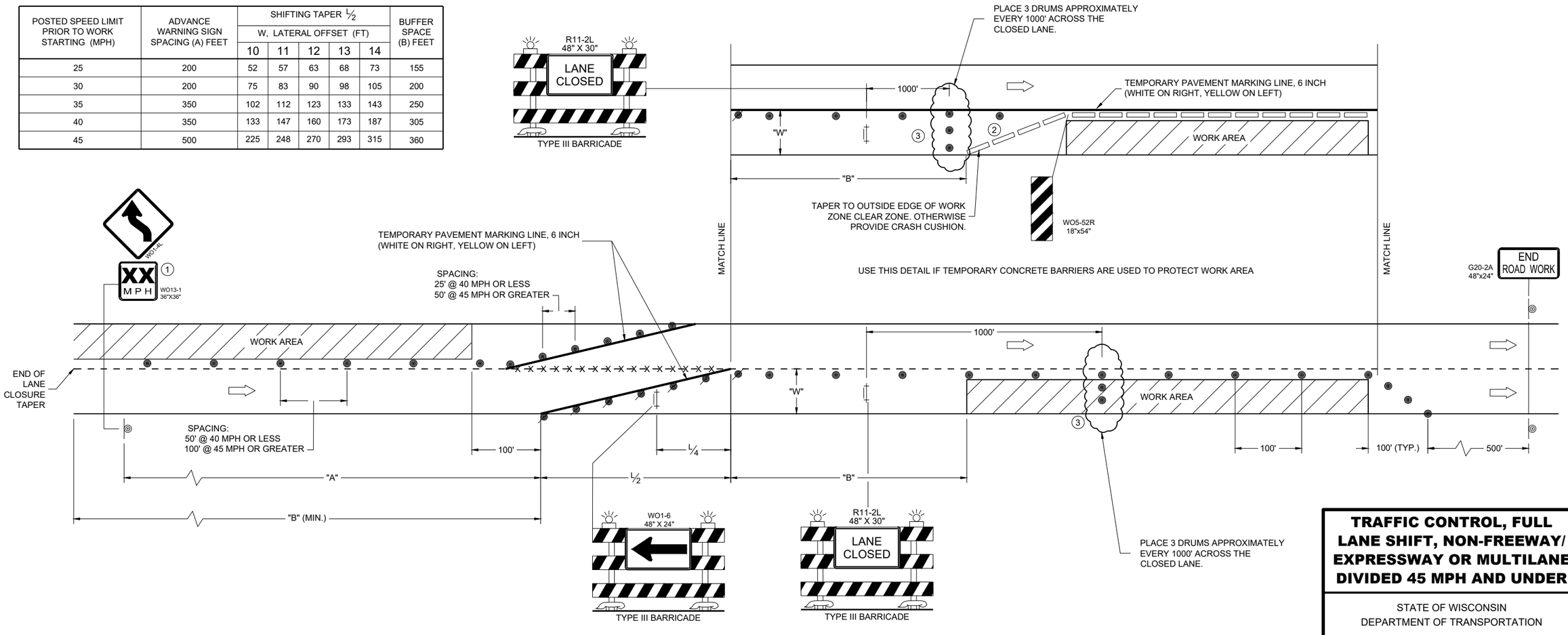
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

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

(3) DRUMS 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.



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D40-06a

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.

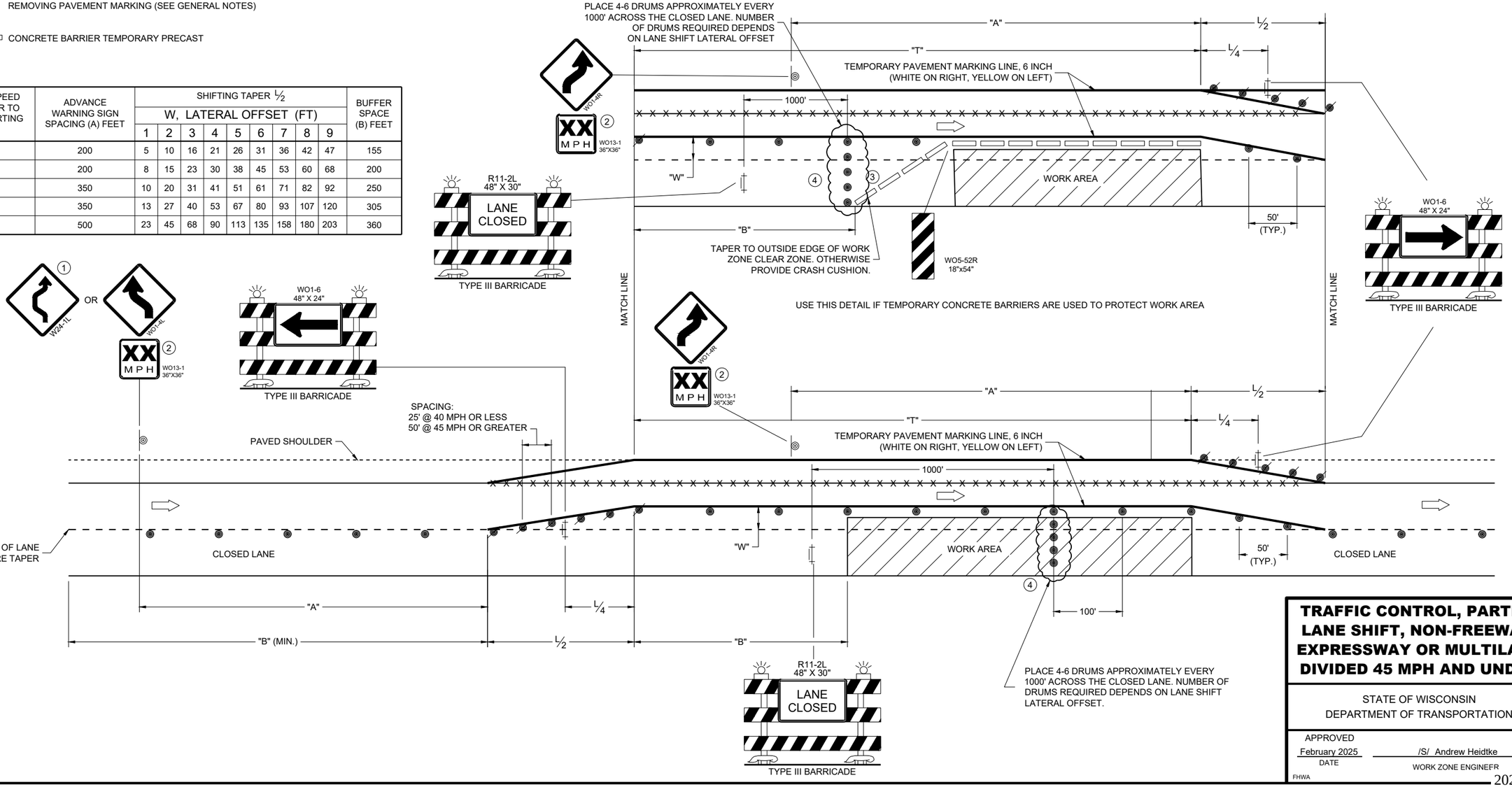
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(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

(4) DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 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	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6
SDD 15D40-06c

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

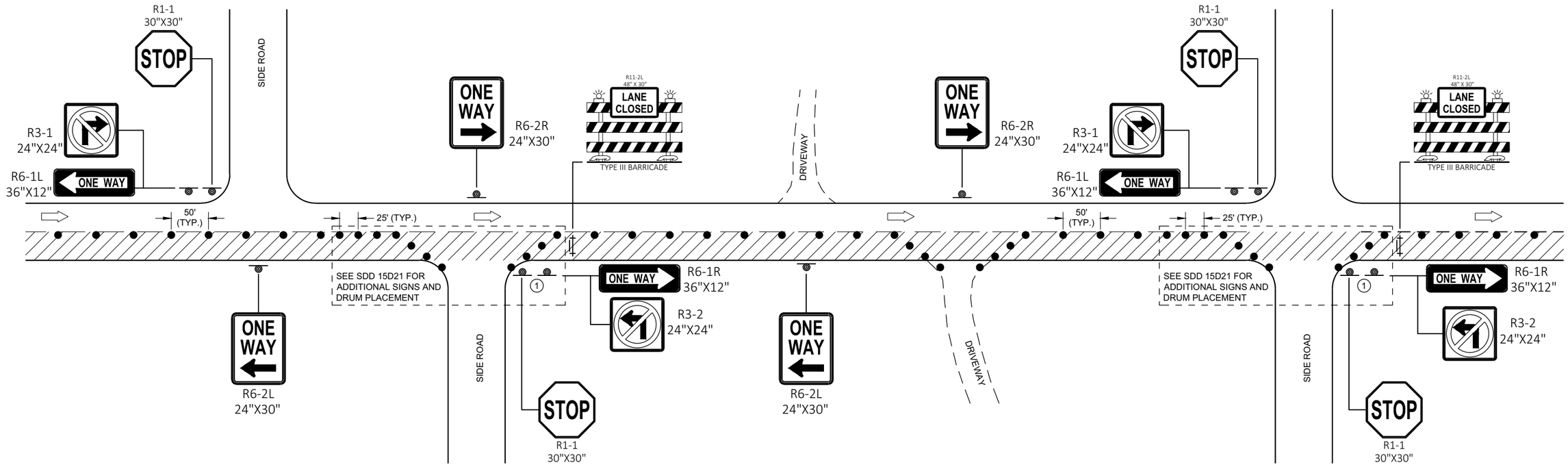
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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.

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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



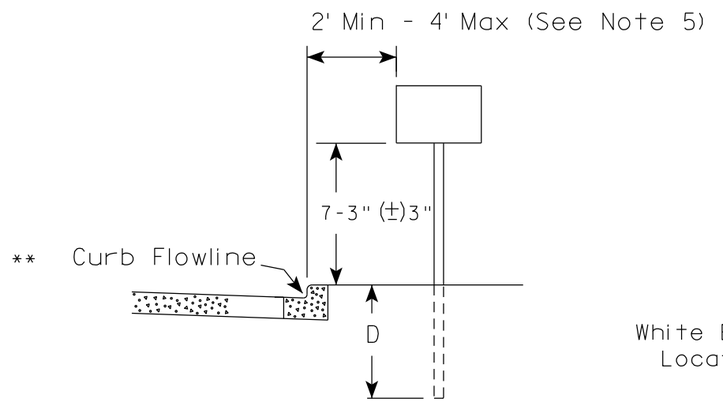
TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

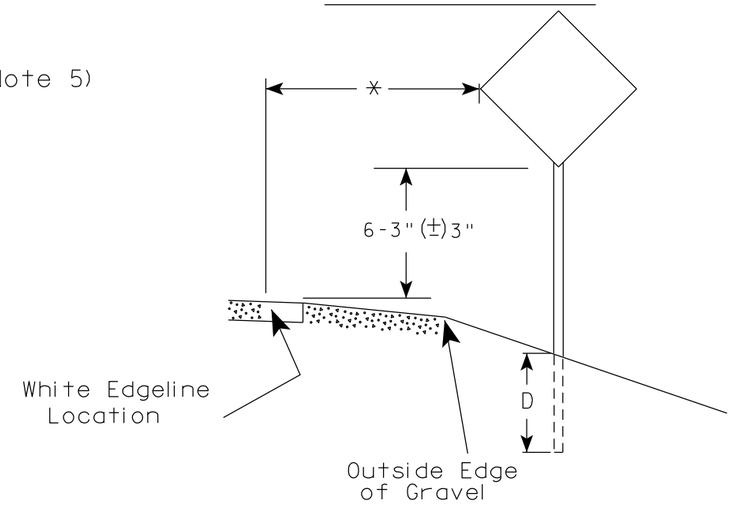
SDD 15D46 - 01

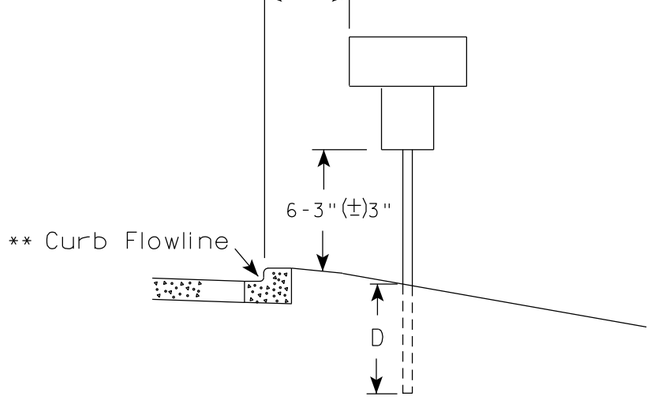
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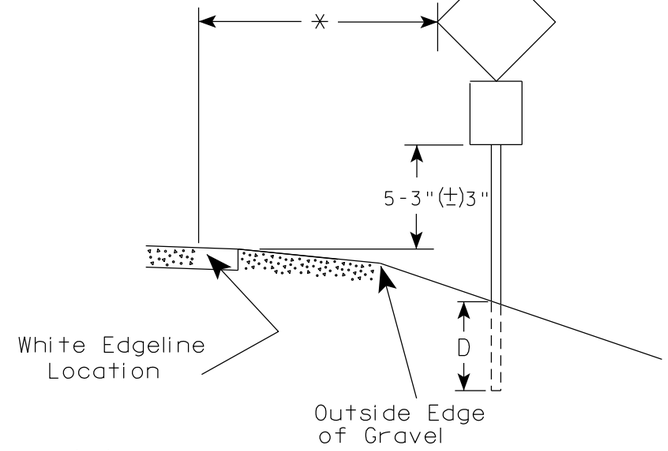
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

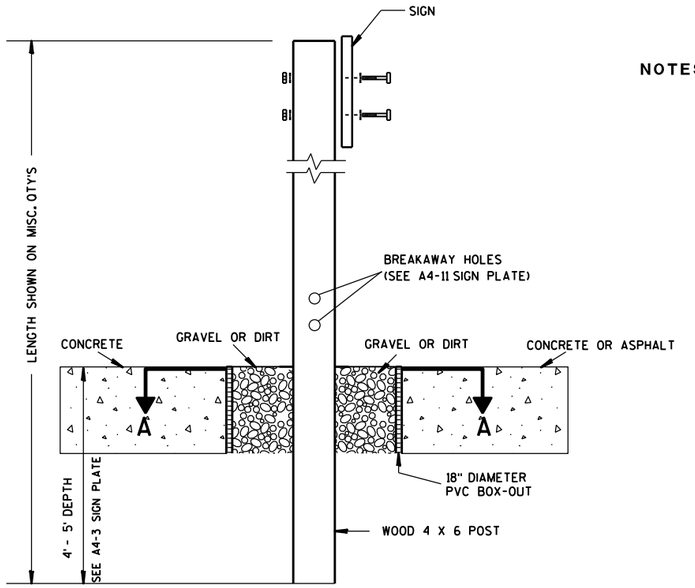
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

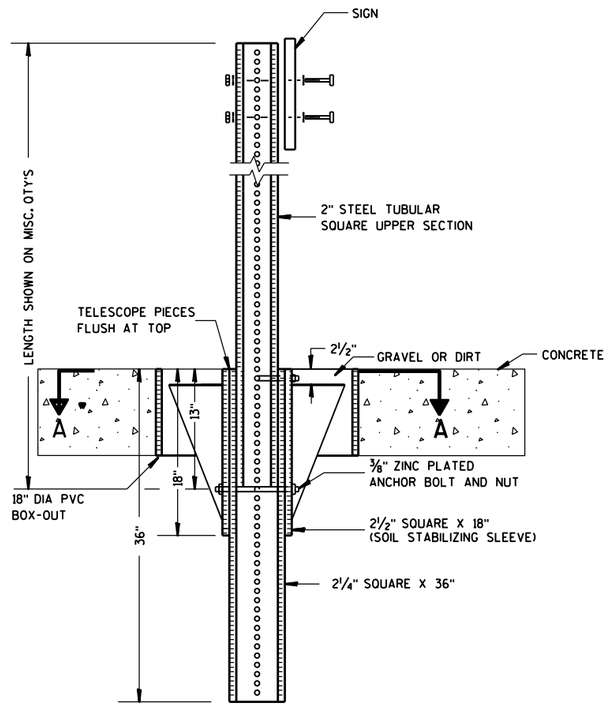
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



ELEVATION VIEW

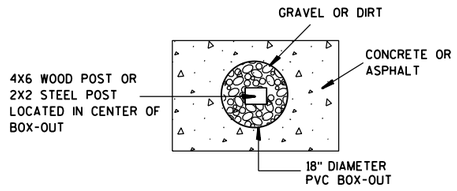
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

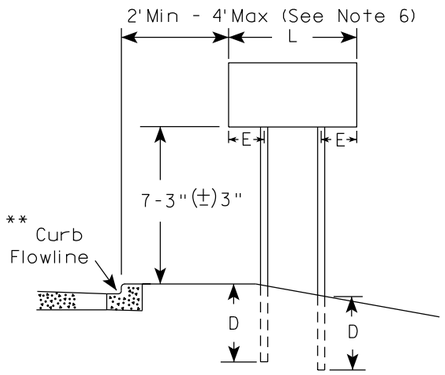
APPROVED Matthew R Rauch
for State Traffic Engineer

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

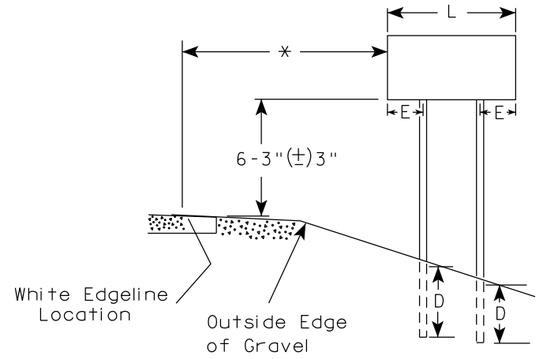
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

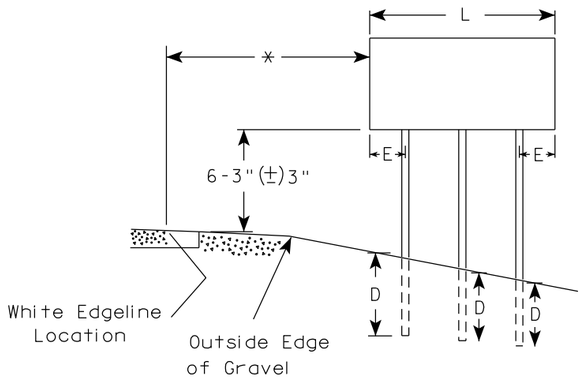
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

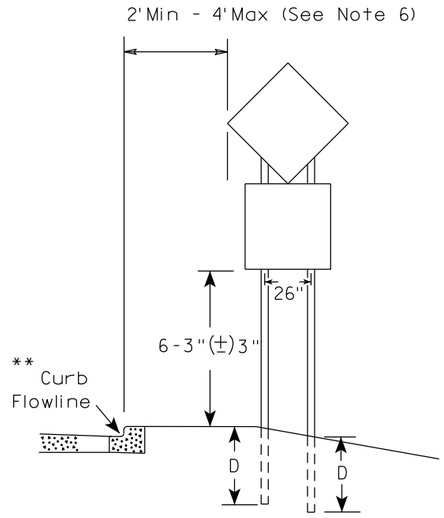
URBAN AREA



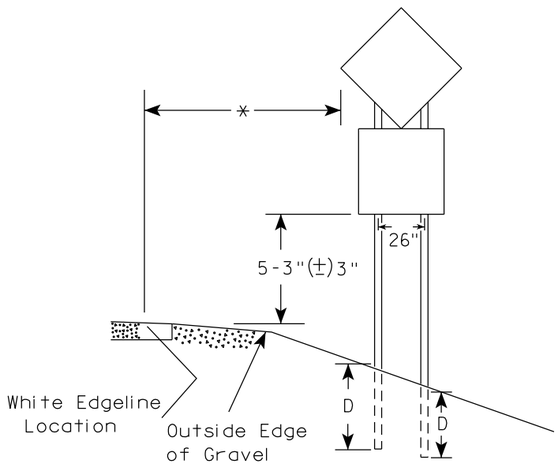
RURAL AREA (See Note 3)







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'

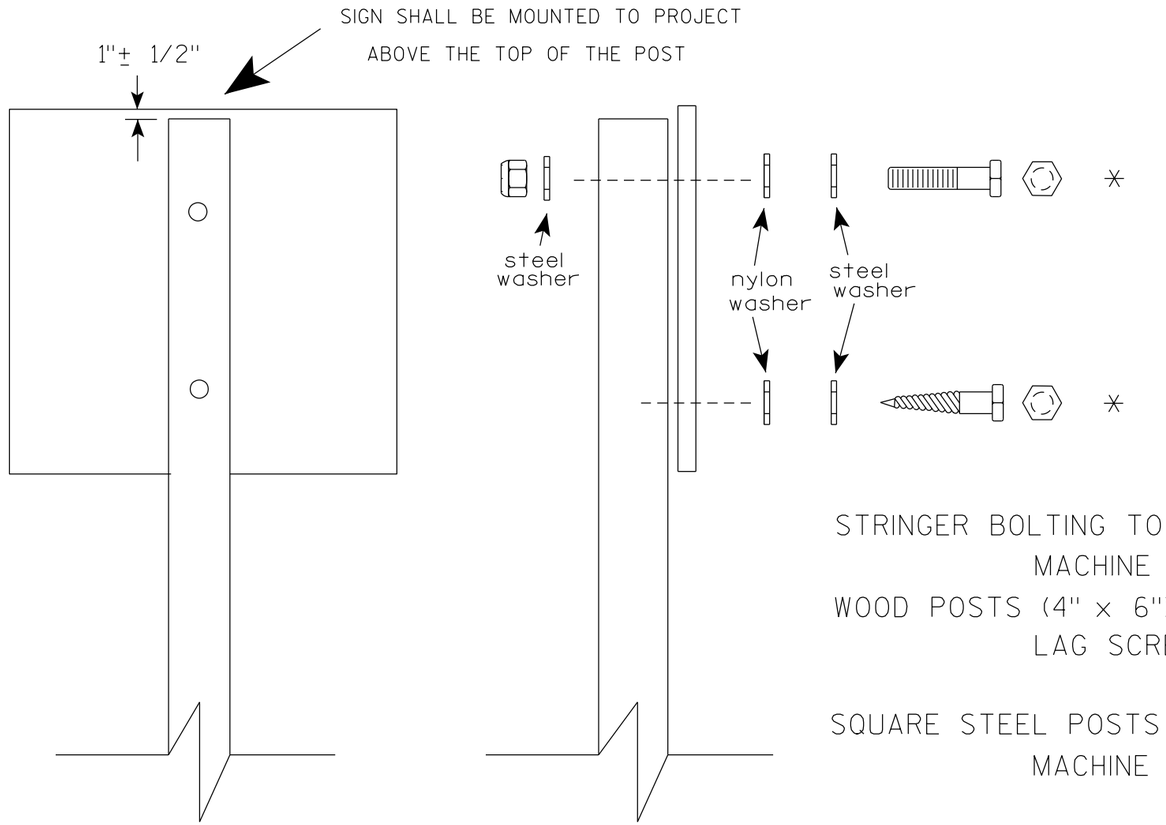
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 206	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

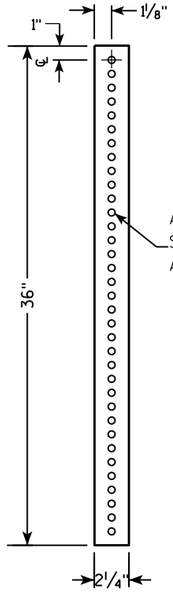
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

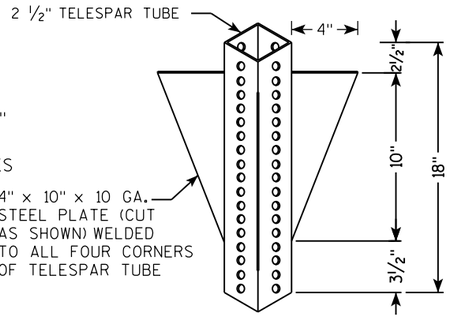
SHEET NO: 207 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

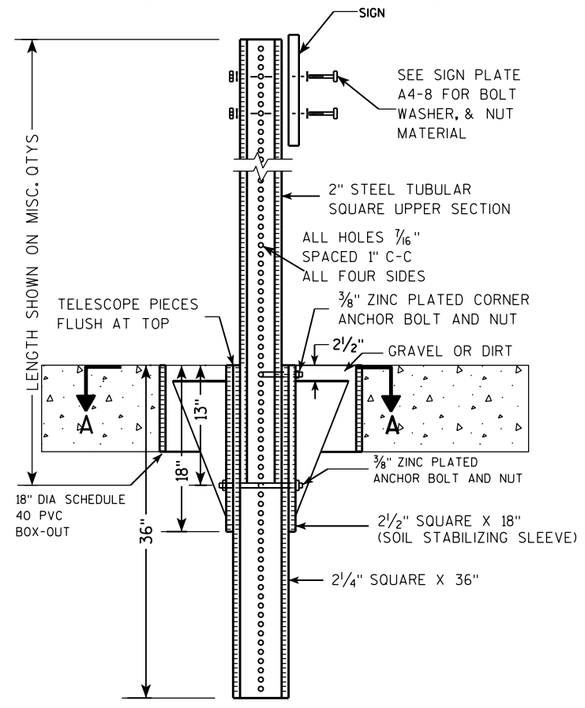
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



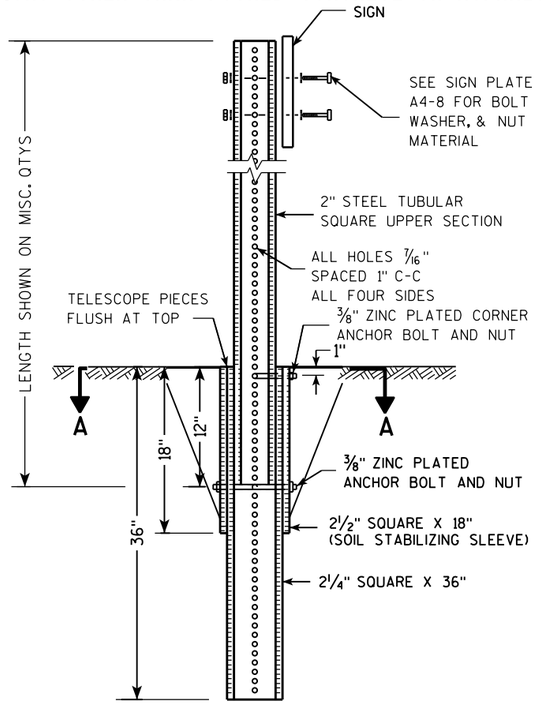
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

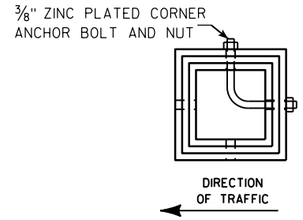


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

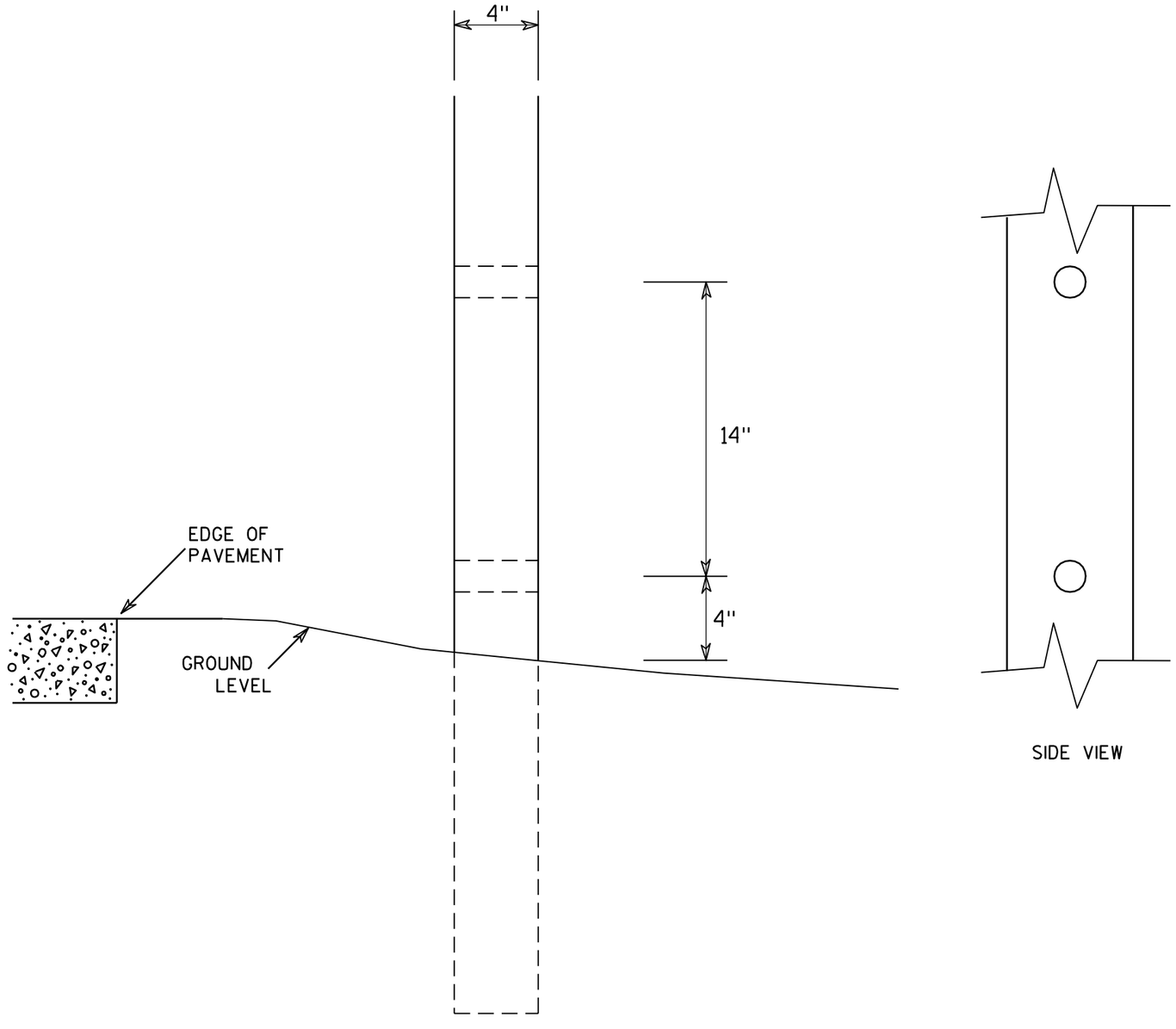
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 208 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

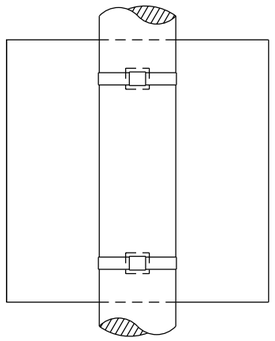
APPROVED Chester J Spang for State Traffic Engineer

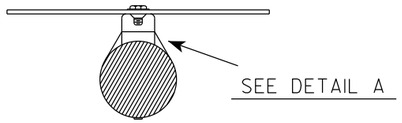
DATE 3/27/97 PLATE NO. A4-11.2

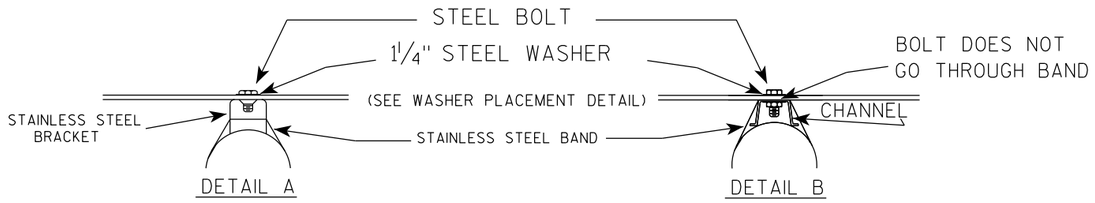
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E

BANDING

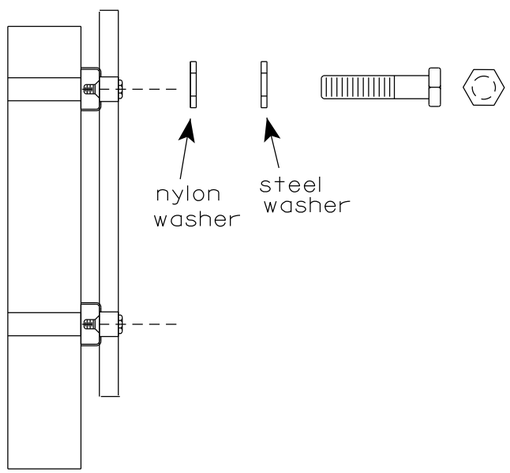
SINGLE SIGN







WASHER PLACEMENT

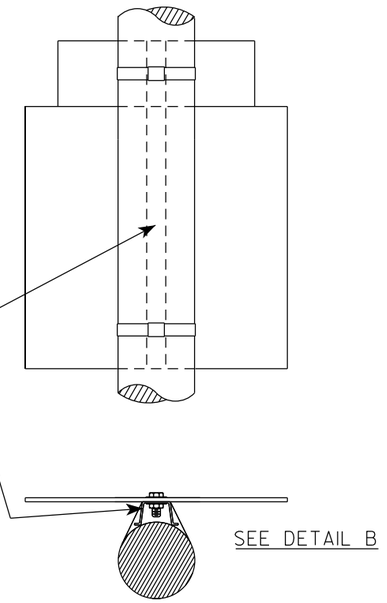


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

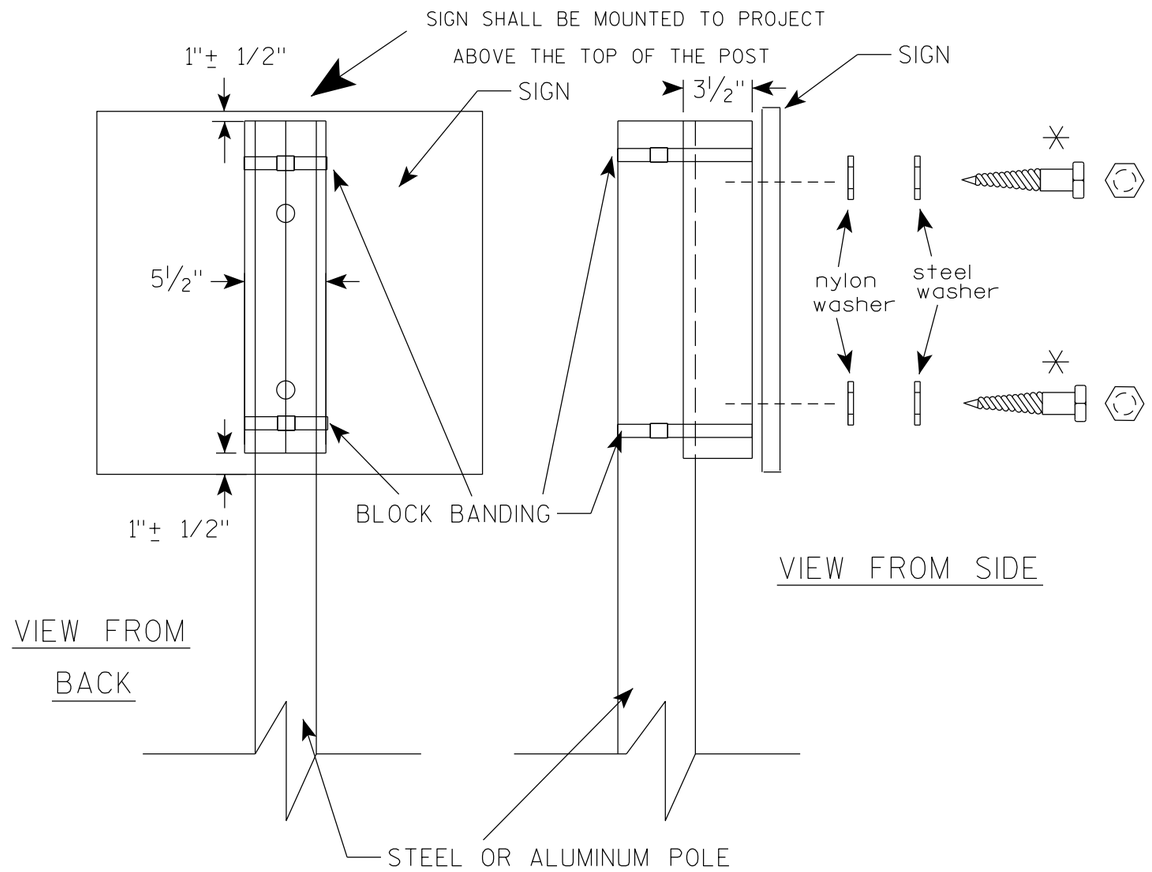
DATE 6/10/19 PLATE NO. A5-9.4

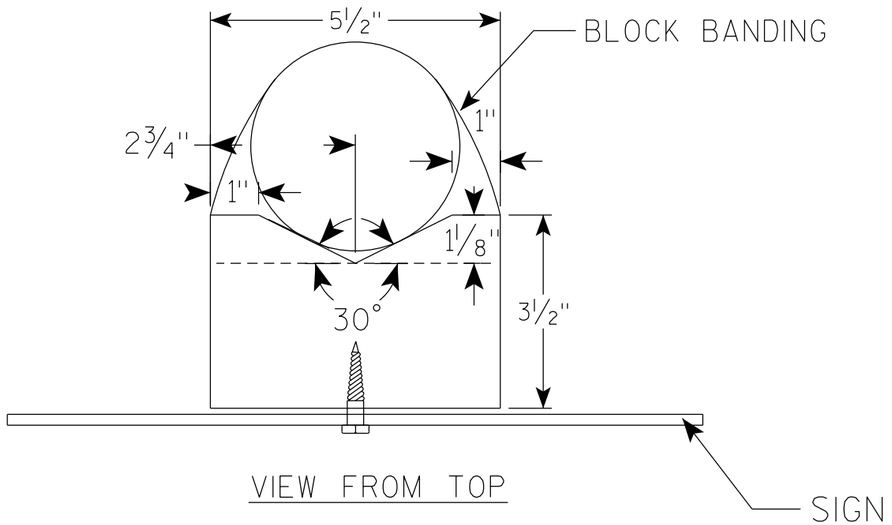
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E

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)

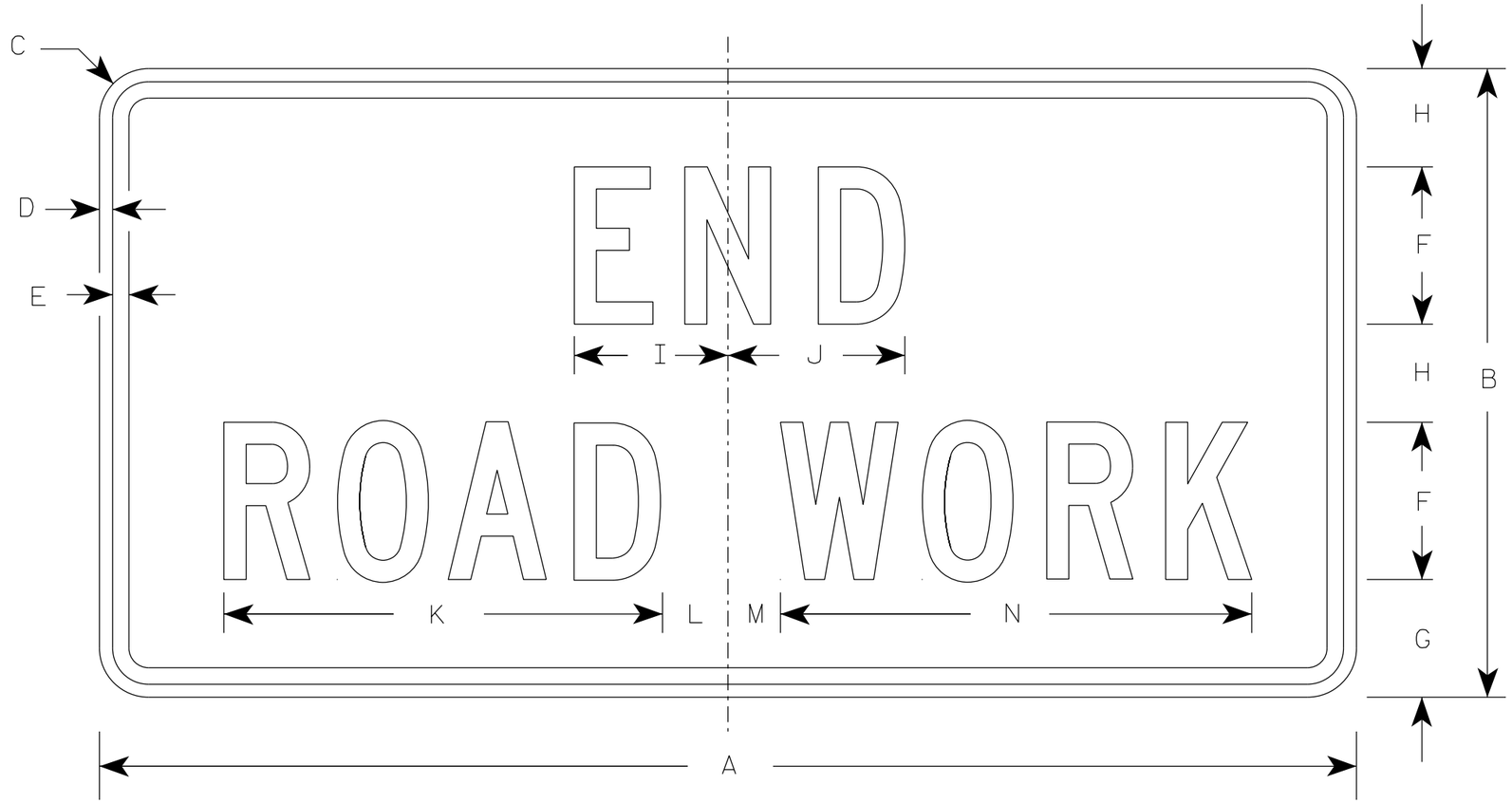
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 211 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

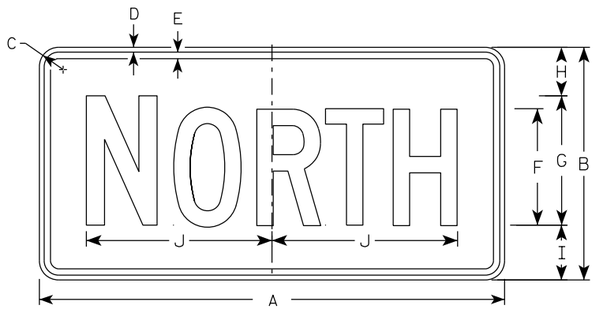
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

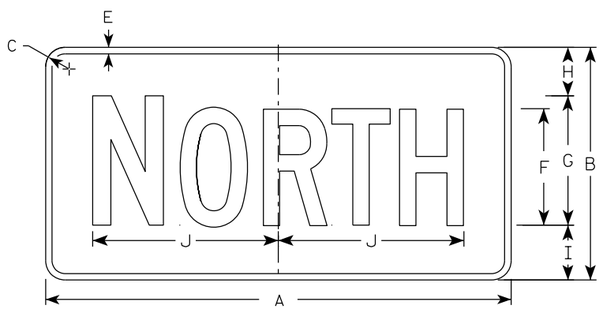
DATE 1/26/2023 PLATE NO. G20-2A.10

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

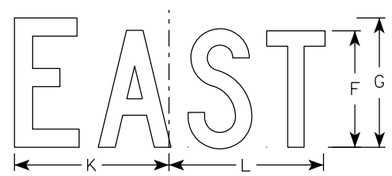
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M3-1
MM3-1
MP3-1



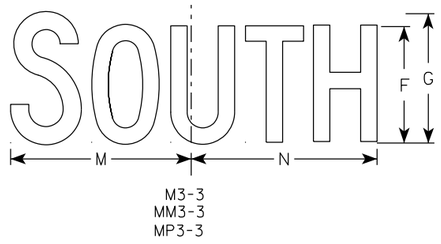
MB3-1
MK3-1
MN3-1



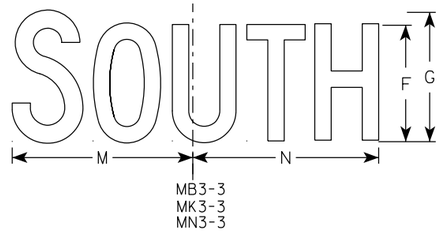
M3-2
MM3-2
MP3-2



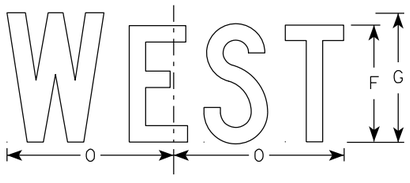
MB3-2
MK3-2
MN3-2



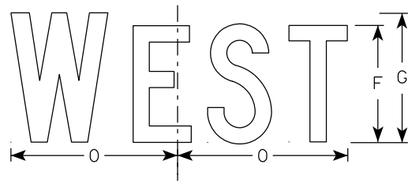
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

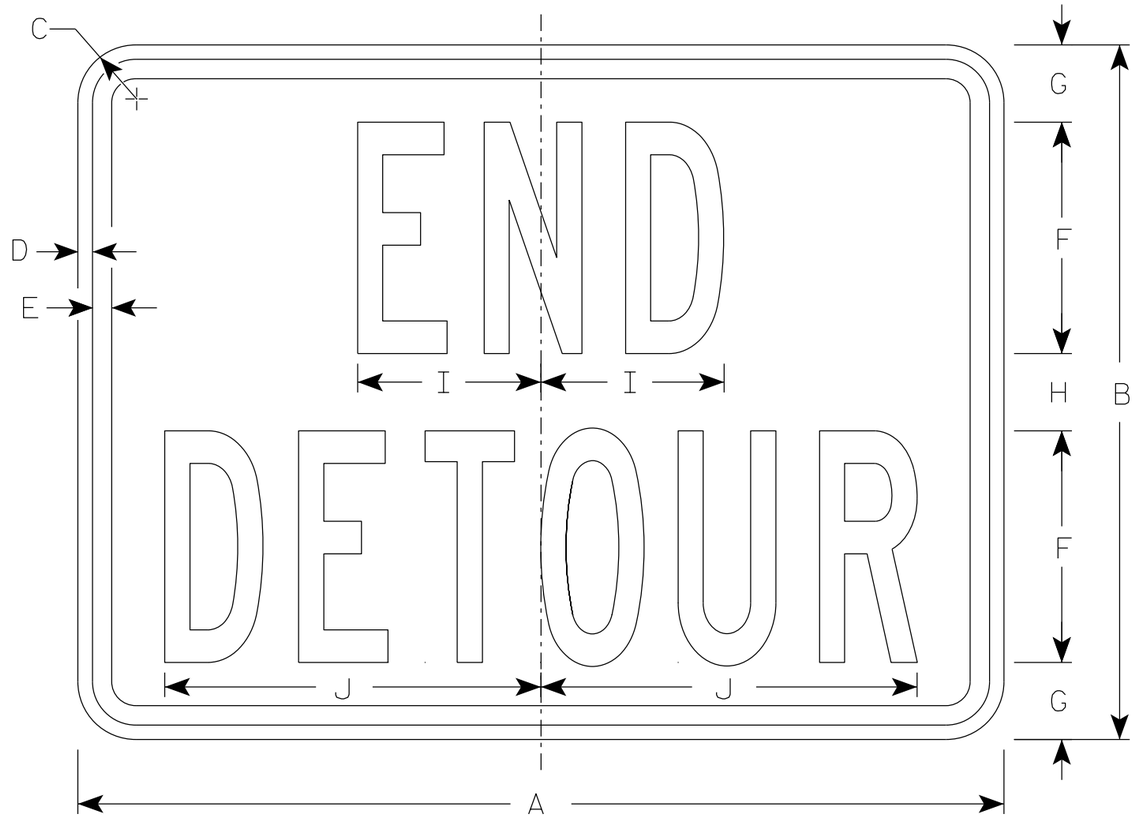
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

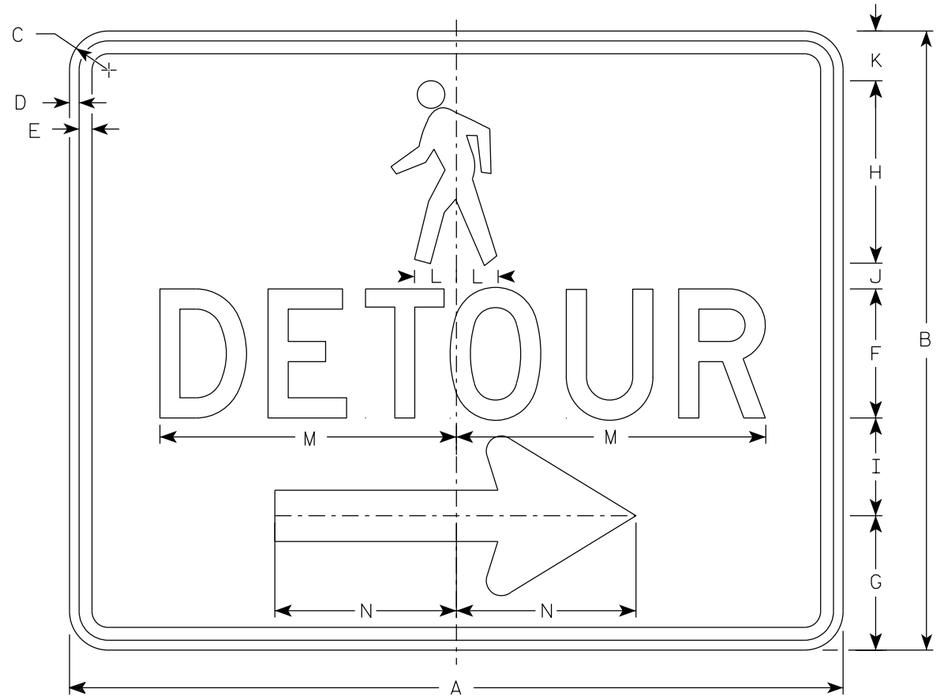
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

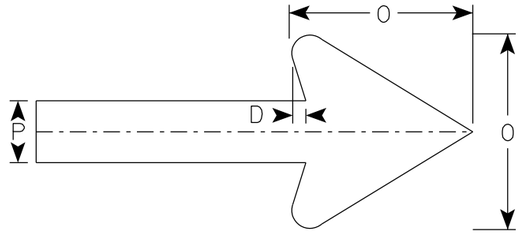
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



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																											

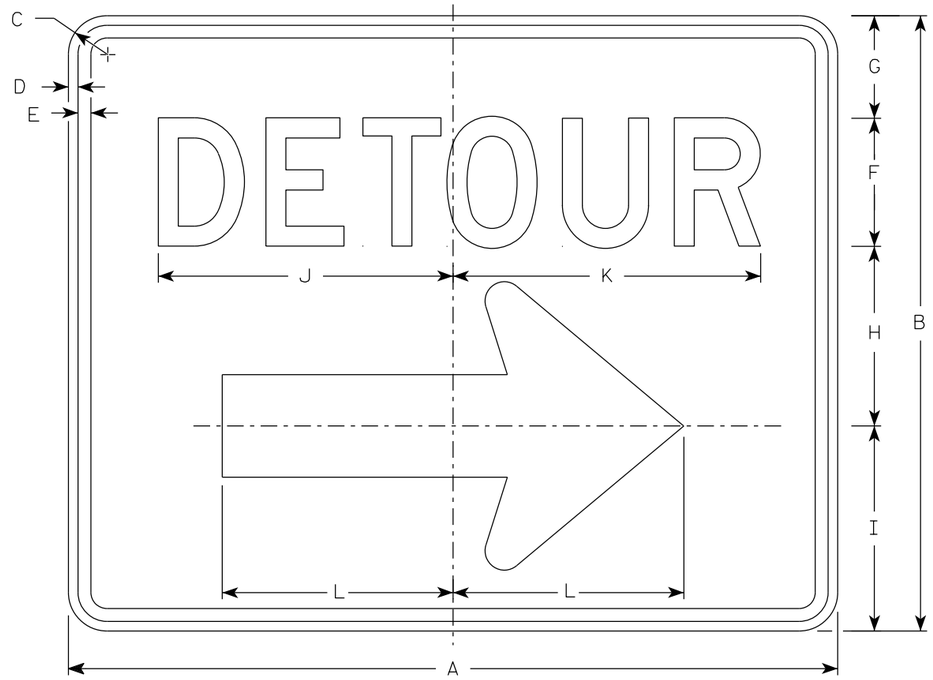
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

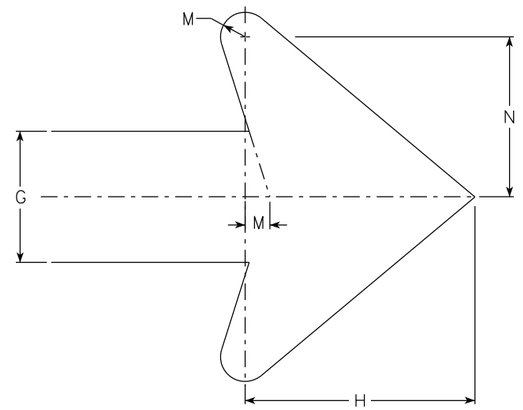
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



M4-9R

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.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

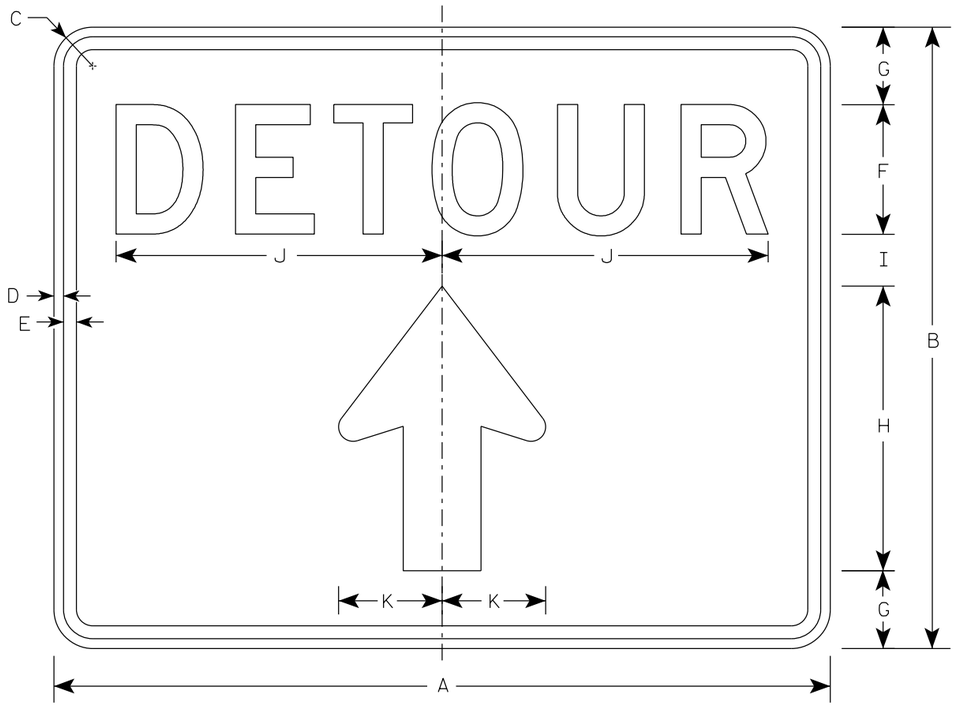
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

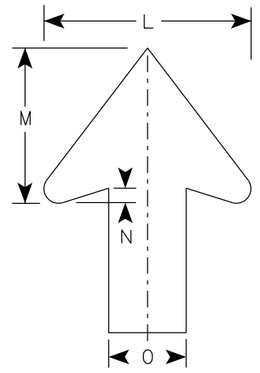
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



M4-9RA



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	3	11	2	12 5/8	4	8	6	1/2	3												5.00
2M	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

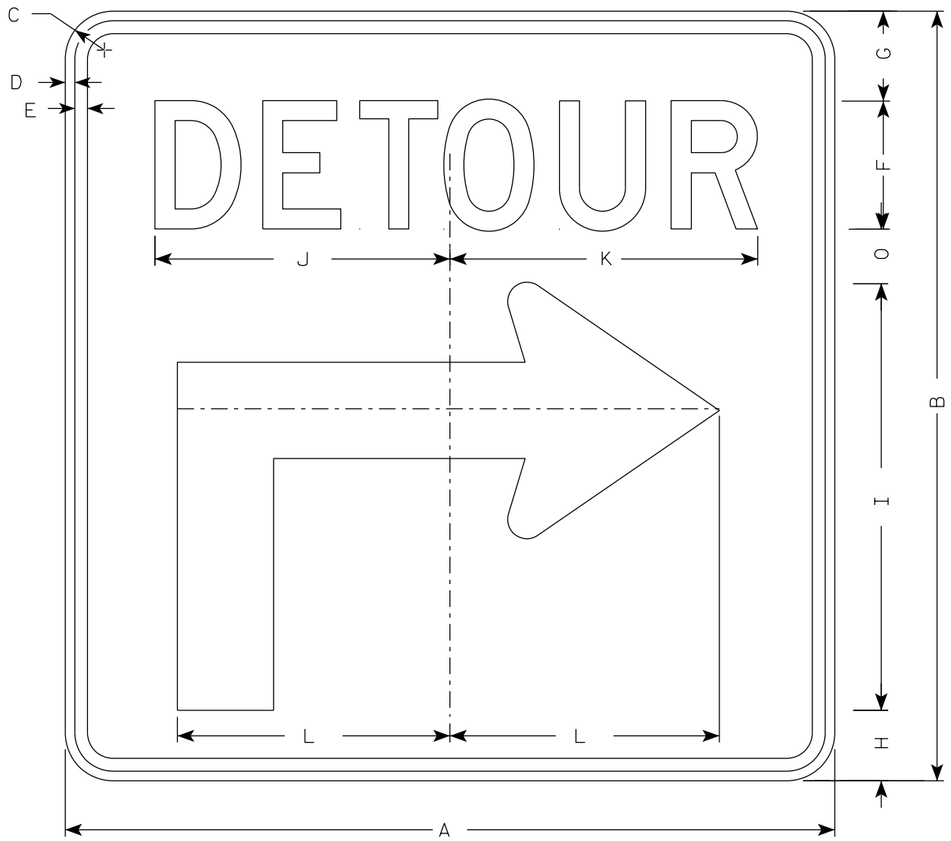
STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9RA.3

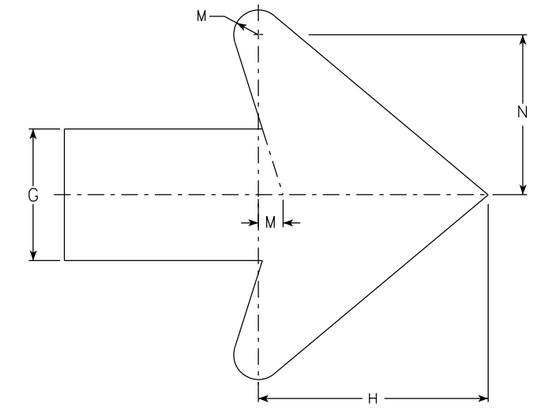
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E



M4-59R

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.
5. M4-59L is the same as M4-59R 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	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
2M	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

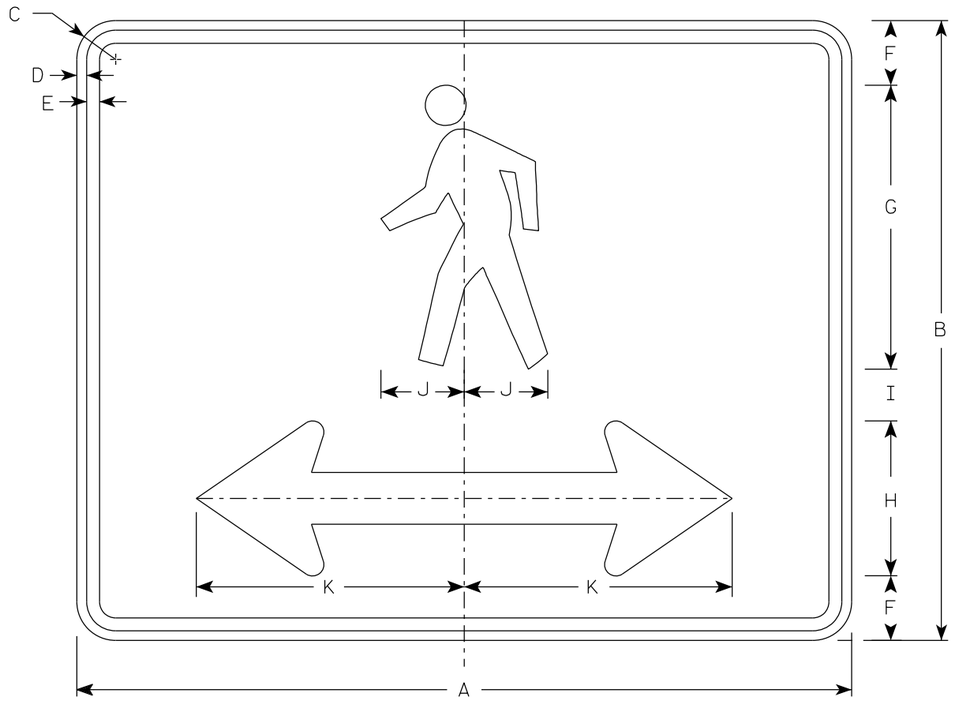
STANDARD SIGN
M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M4-59.2

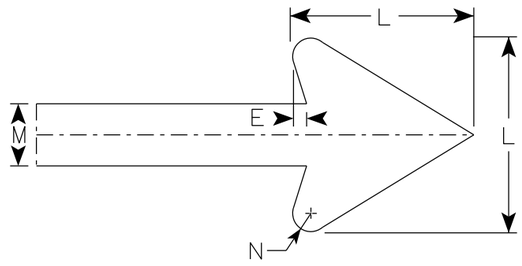
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-60D

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.



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	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

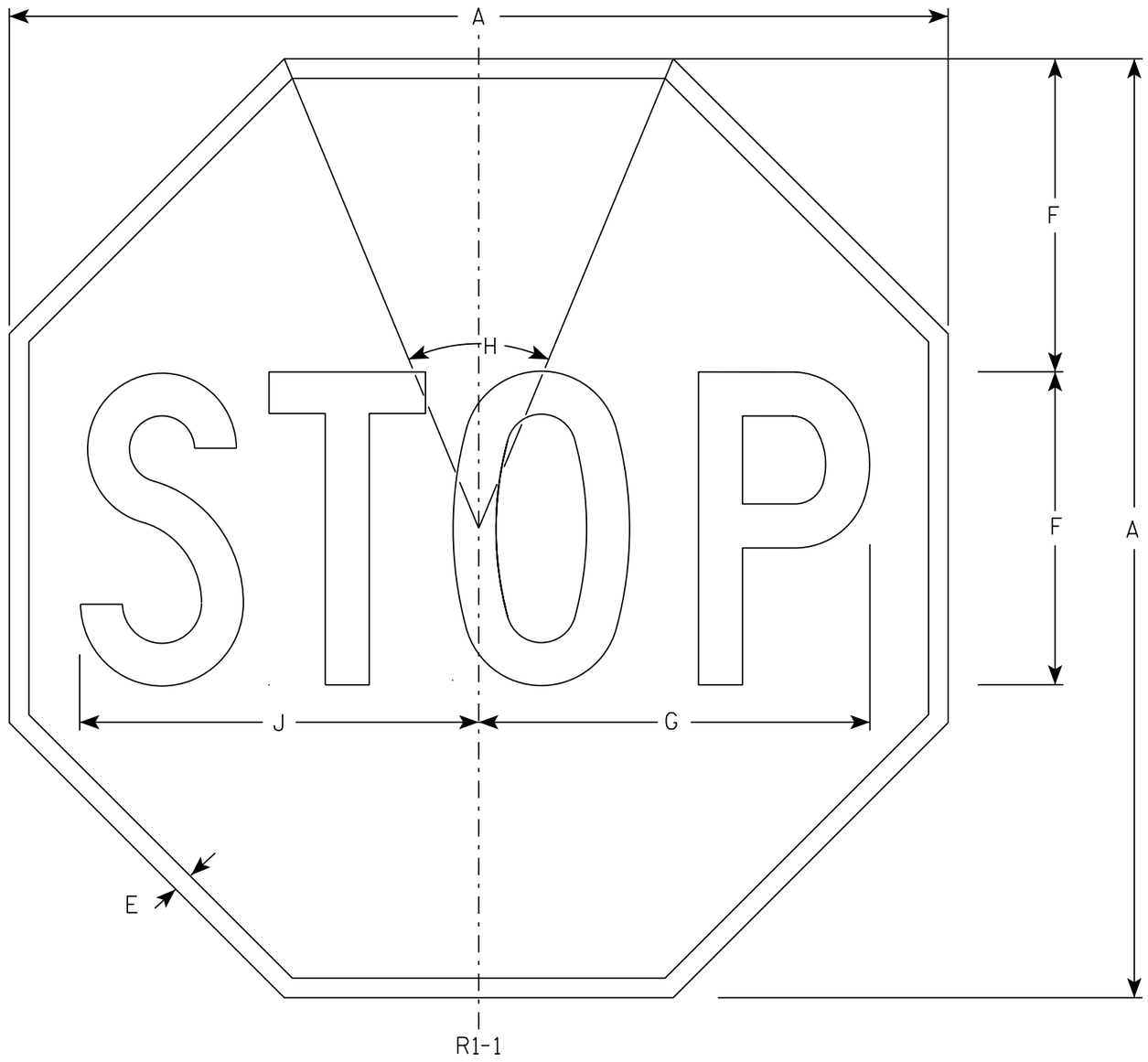
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | 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

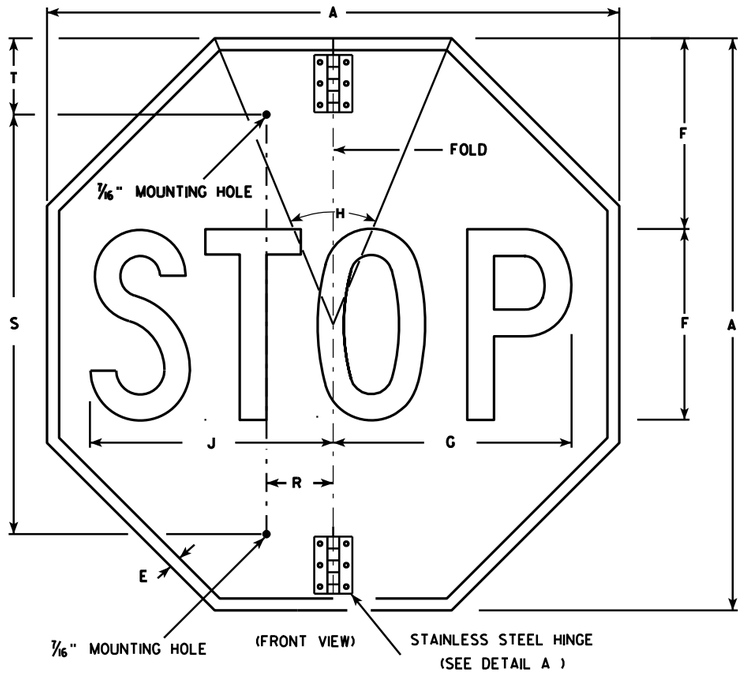
R1-1

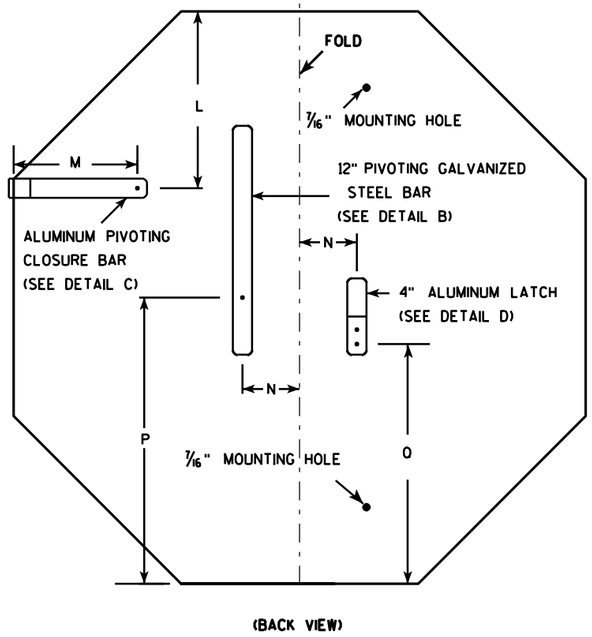
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

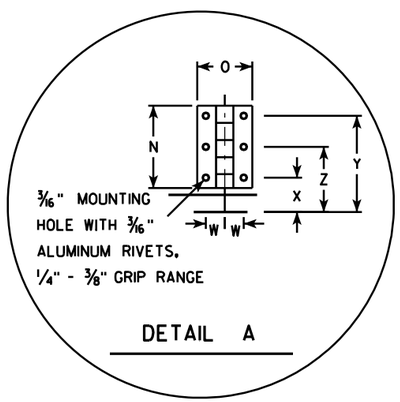
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E



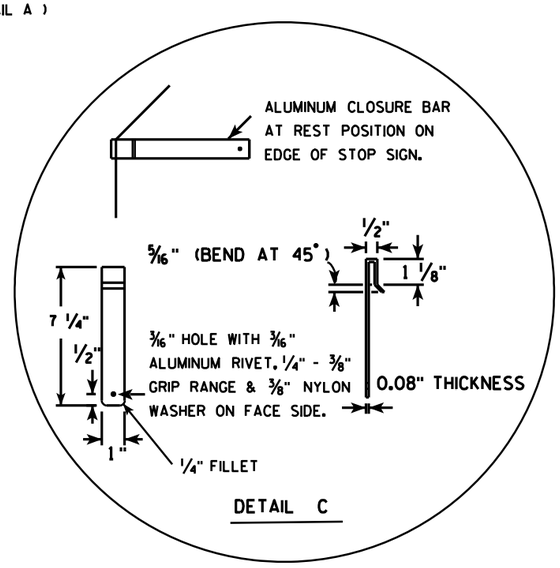


NOTES

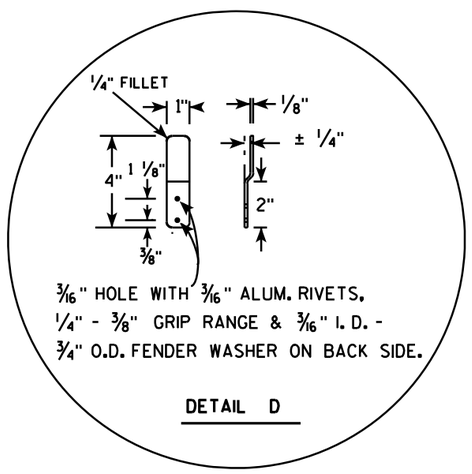
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



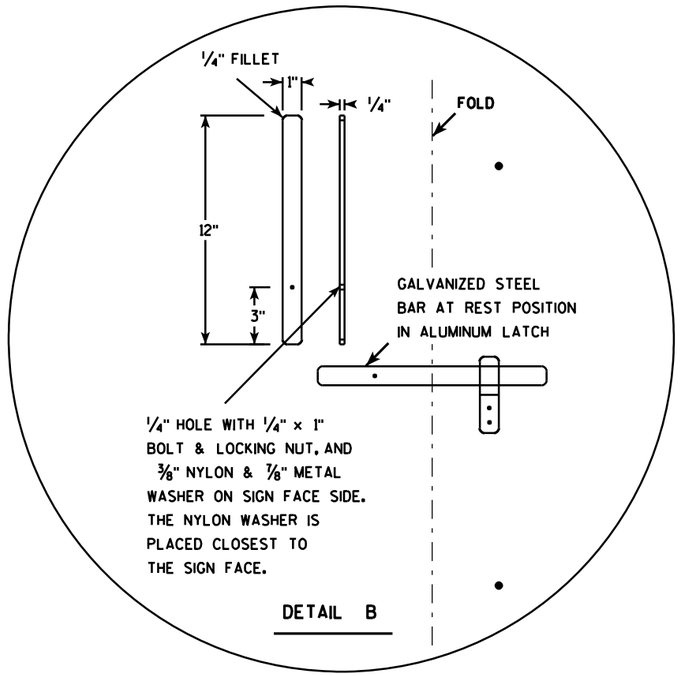
DETAIL A



DETAIL C



DETAIL D



DETAIL B

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																											

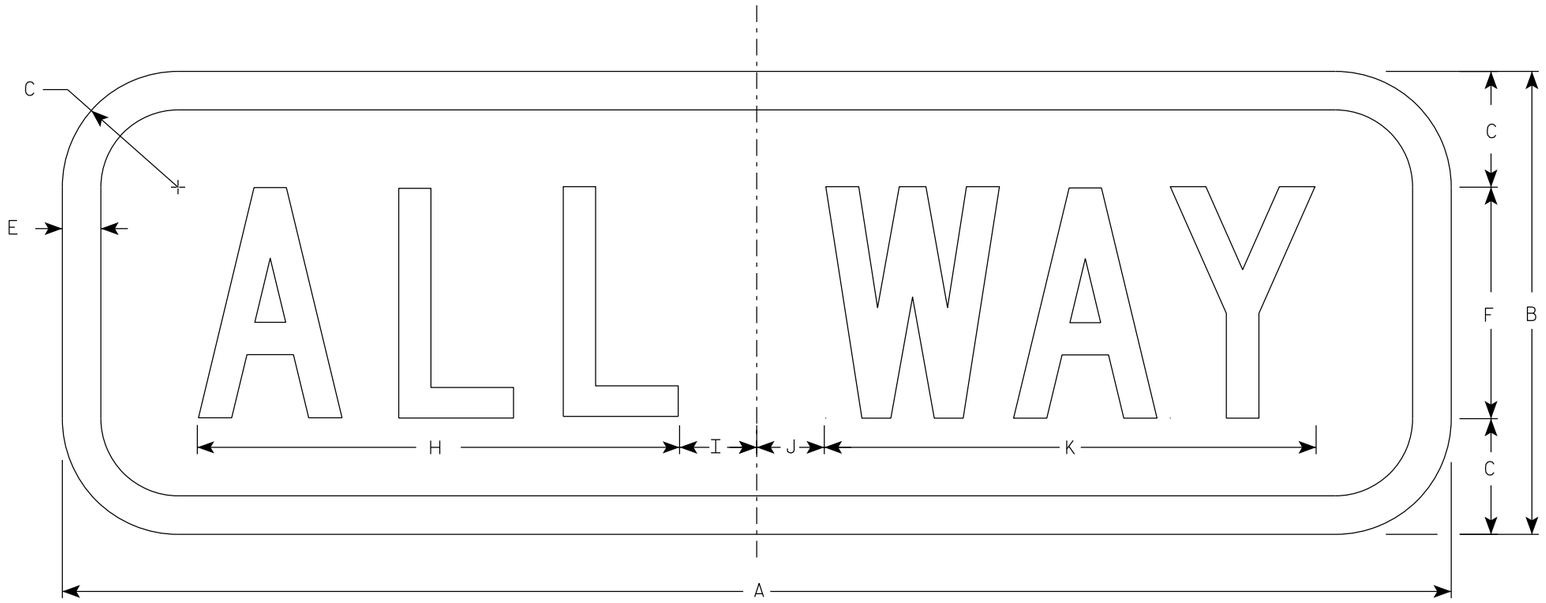
STANDARD SIGN
R1-1F

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: 221	E



R1-3P

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign

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	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	1 1/2		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	1 1/2		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5

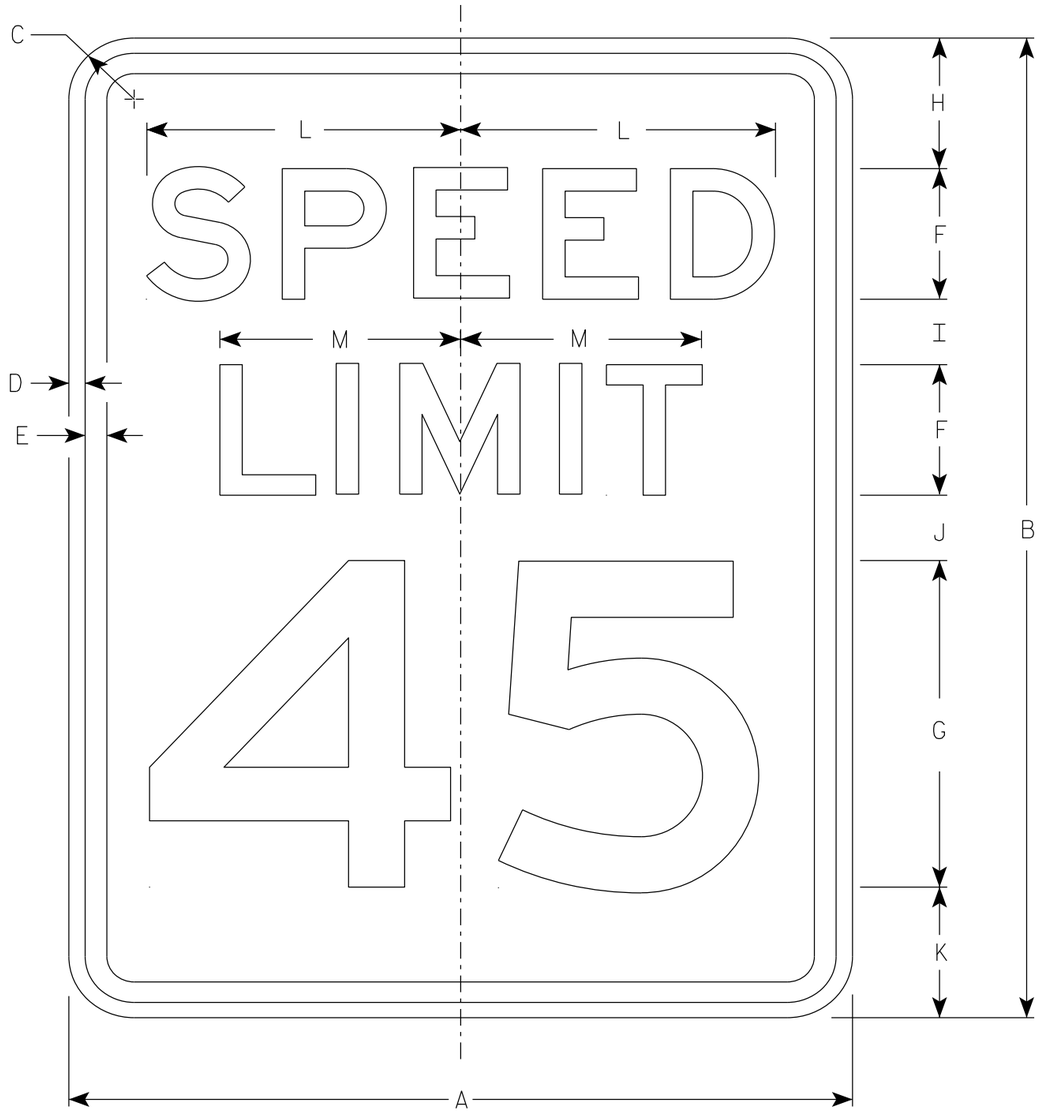
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-3P.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | 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

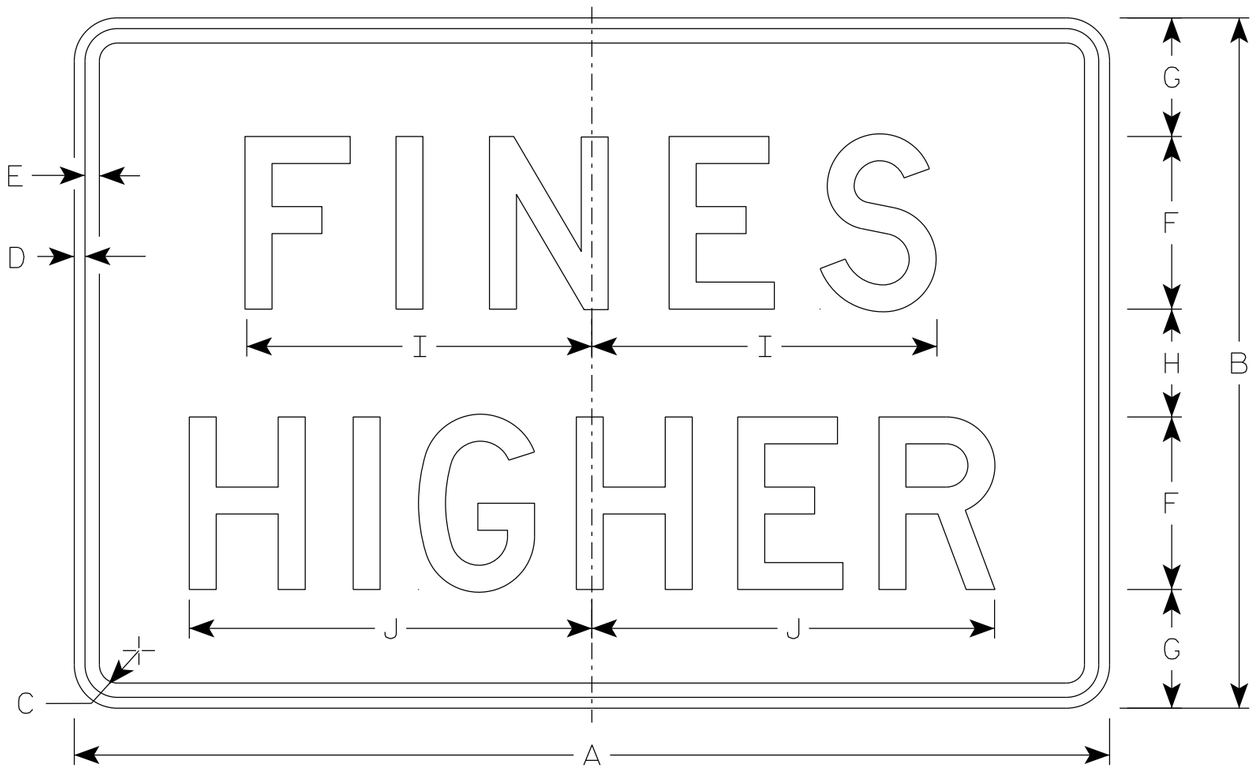
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 7/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

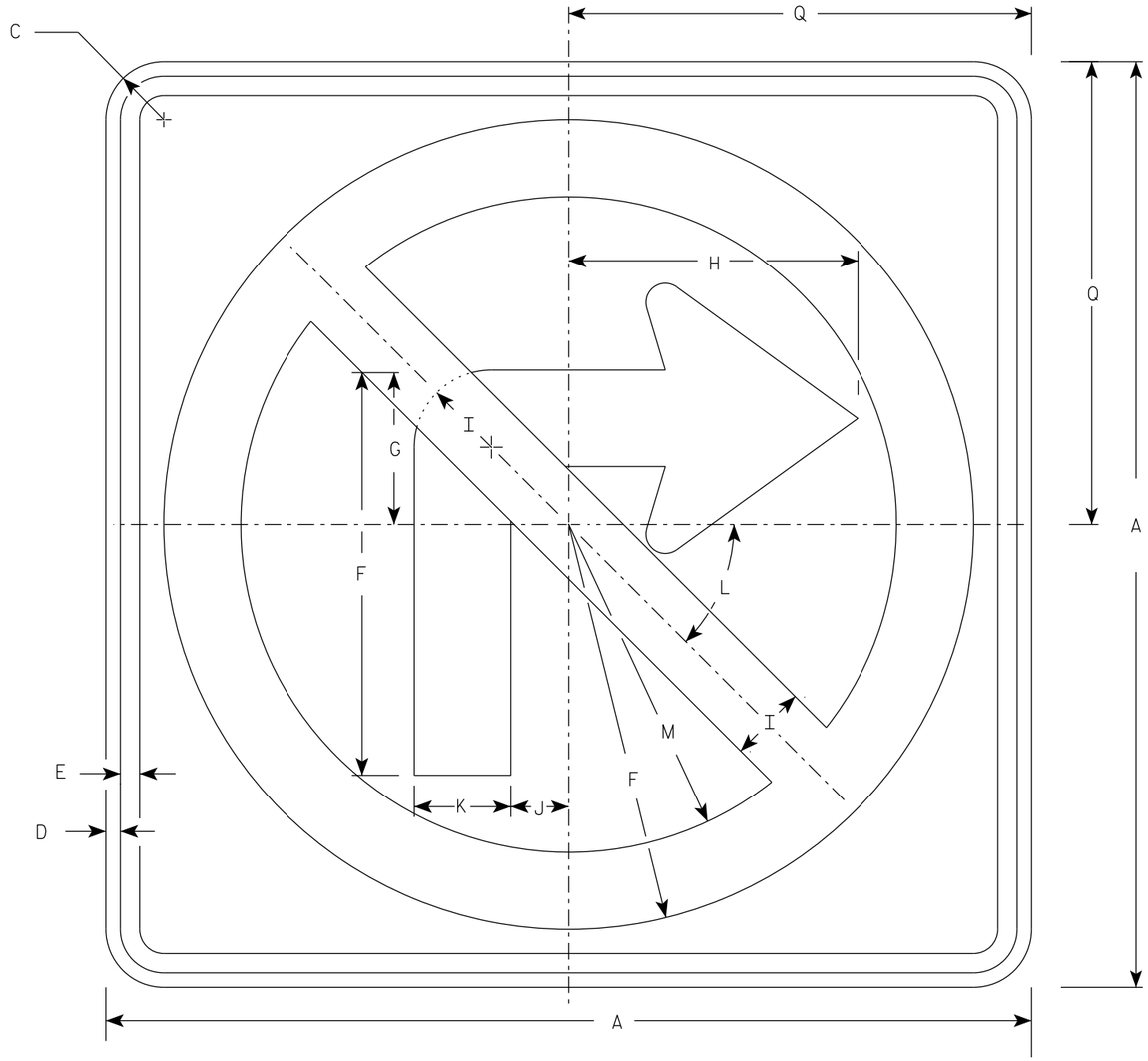
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-6P.3

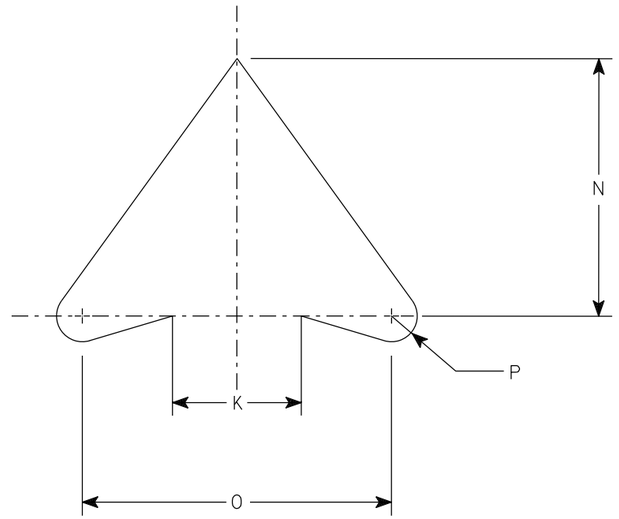
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



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

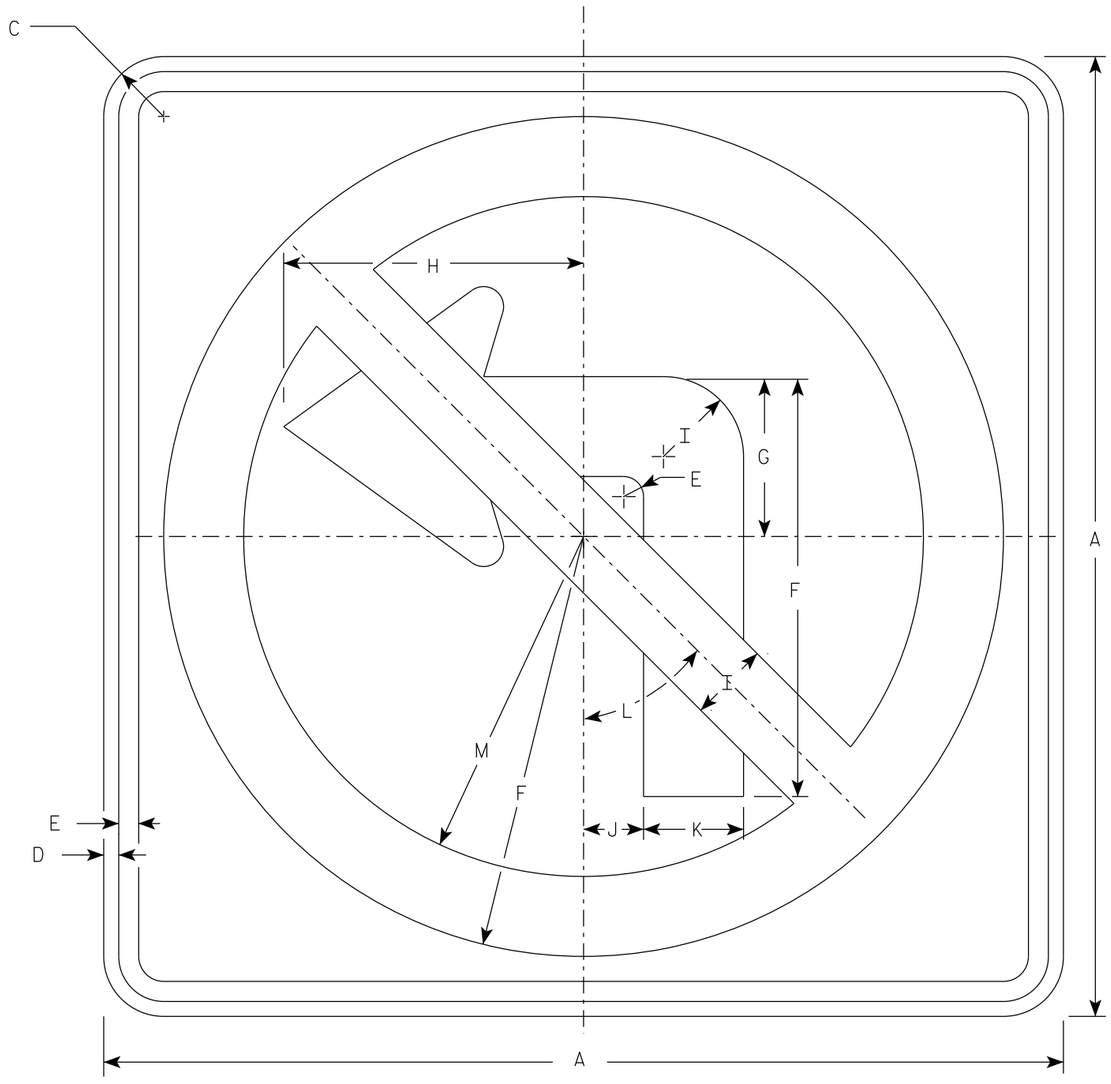
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

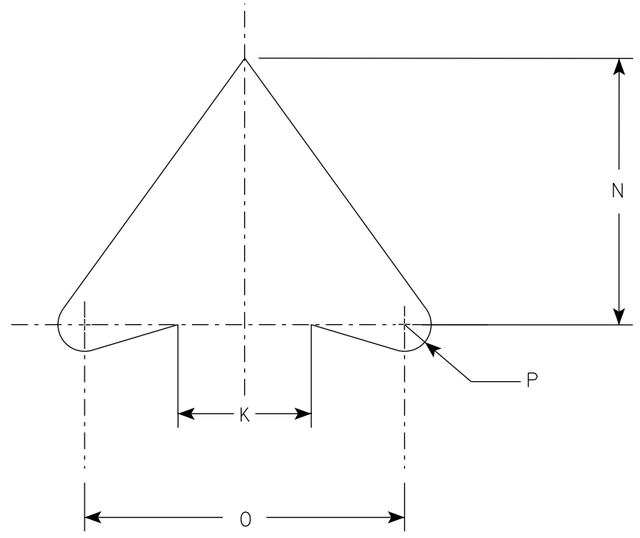
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

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.



R3-2



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

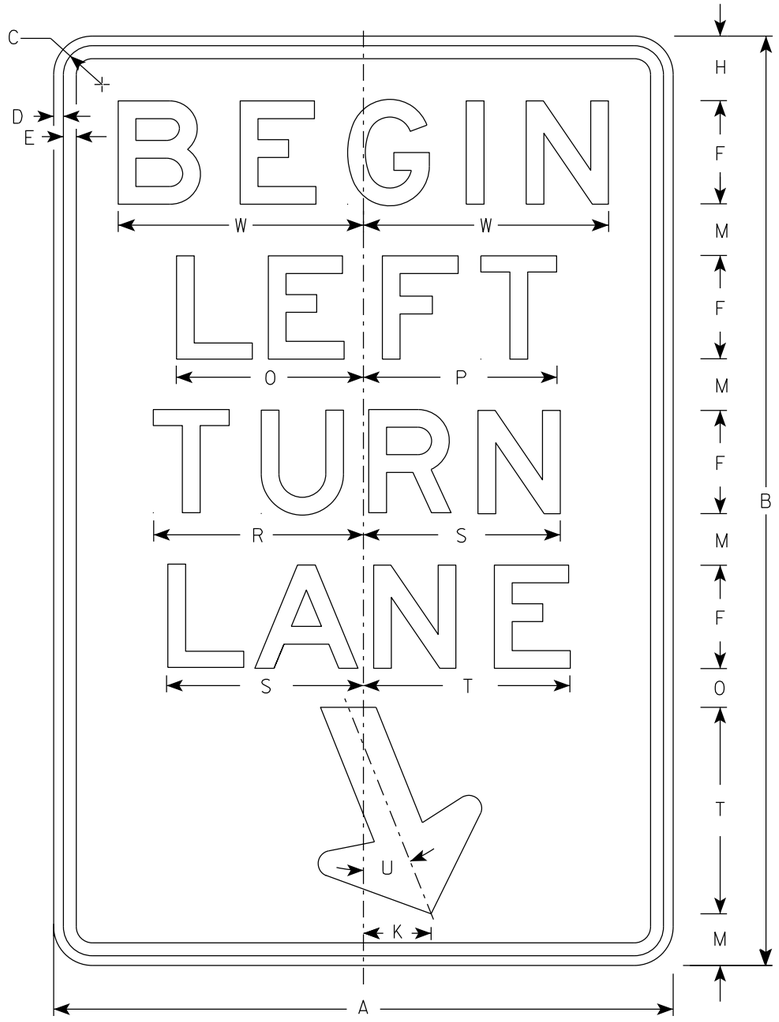
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

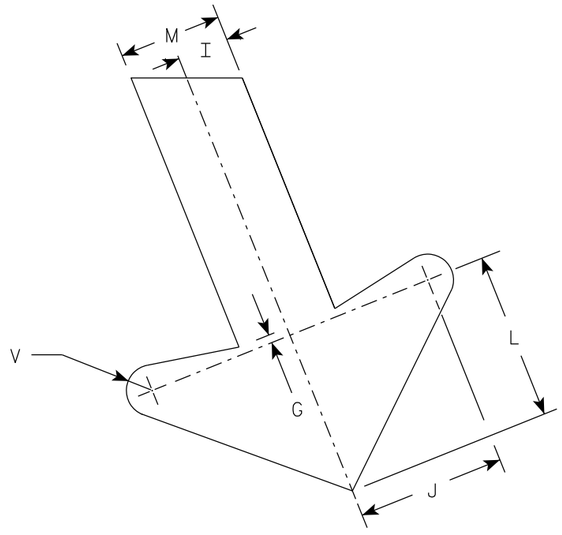
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E



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																											

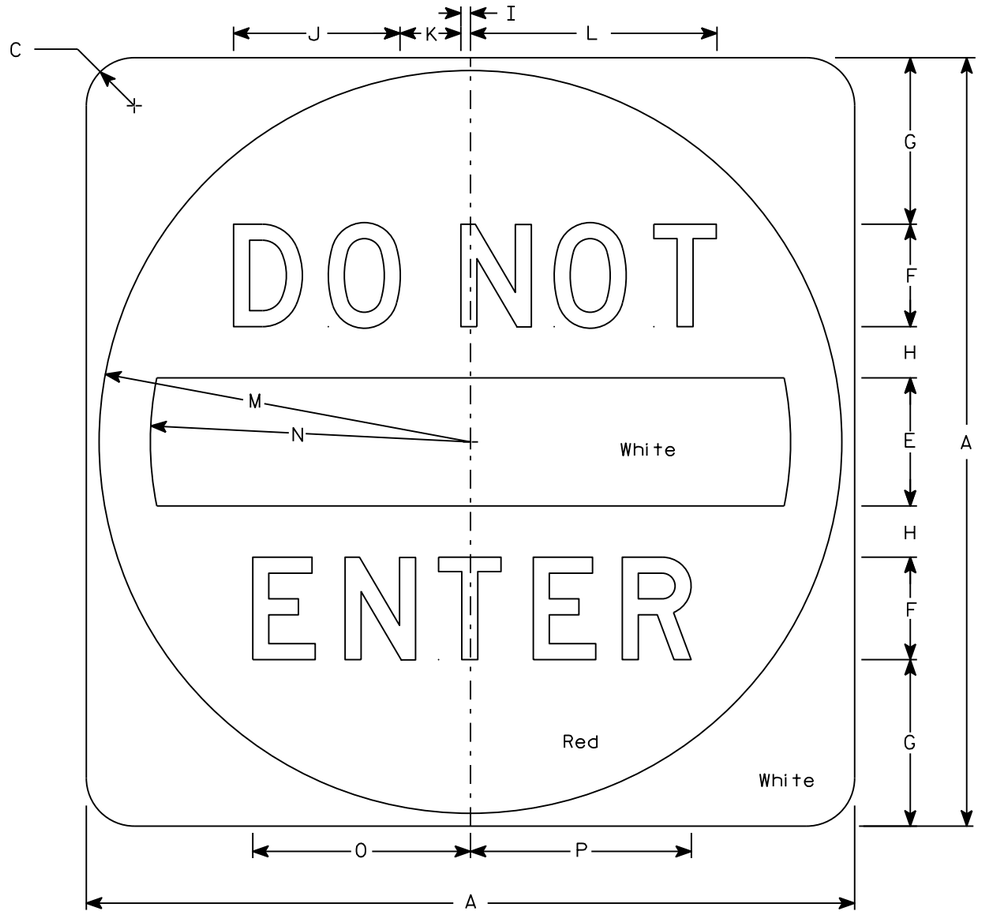
STANDARD SIGN
R3-20L

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: 227 | 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

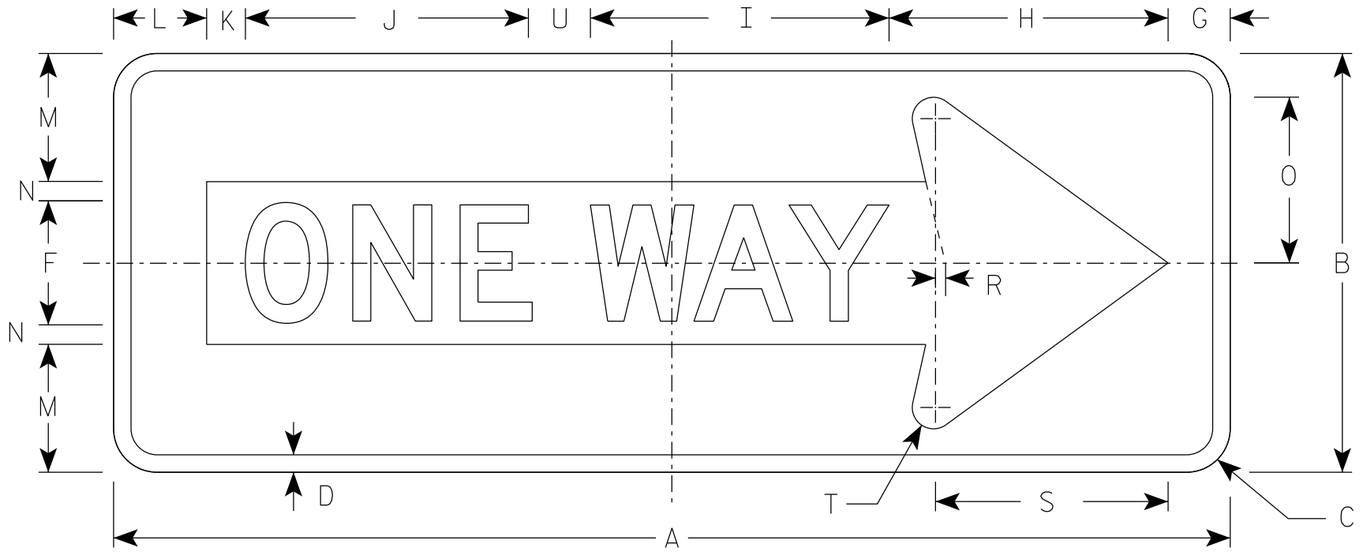
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

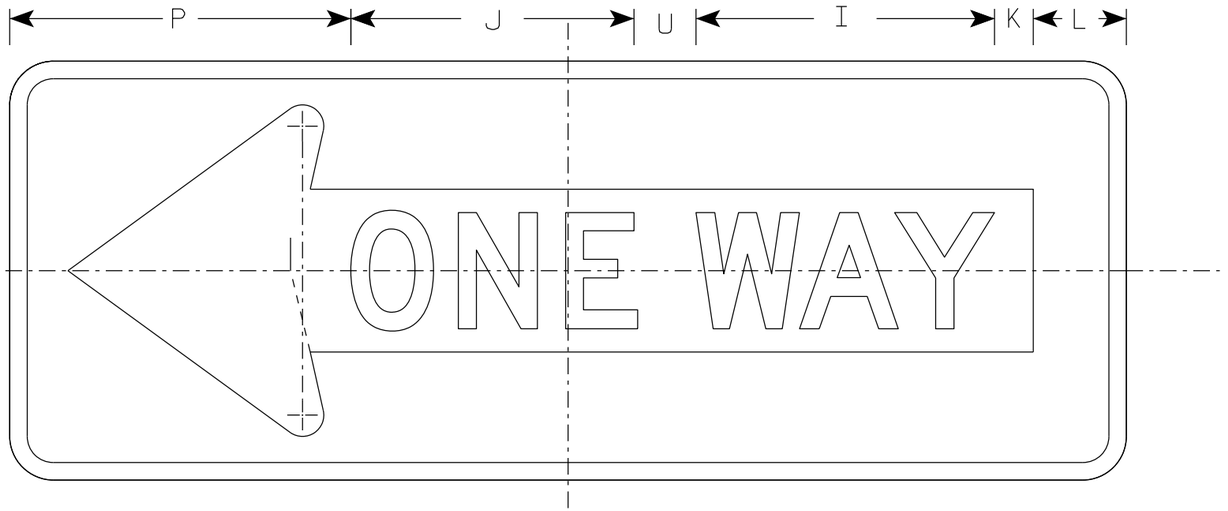
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 228 | E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
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	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½	¾	2						3.0
2M	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
3	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
4	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

SHEET NO: 229 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

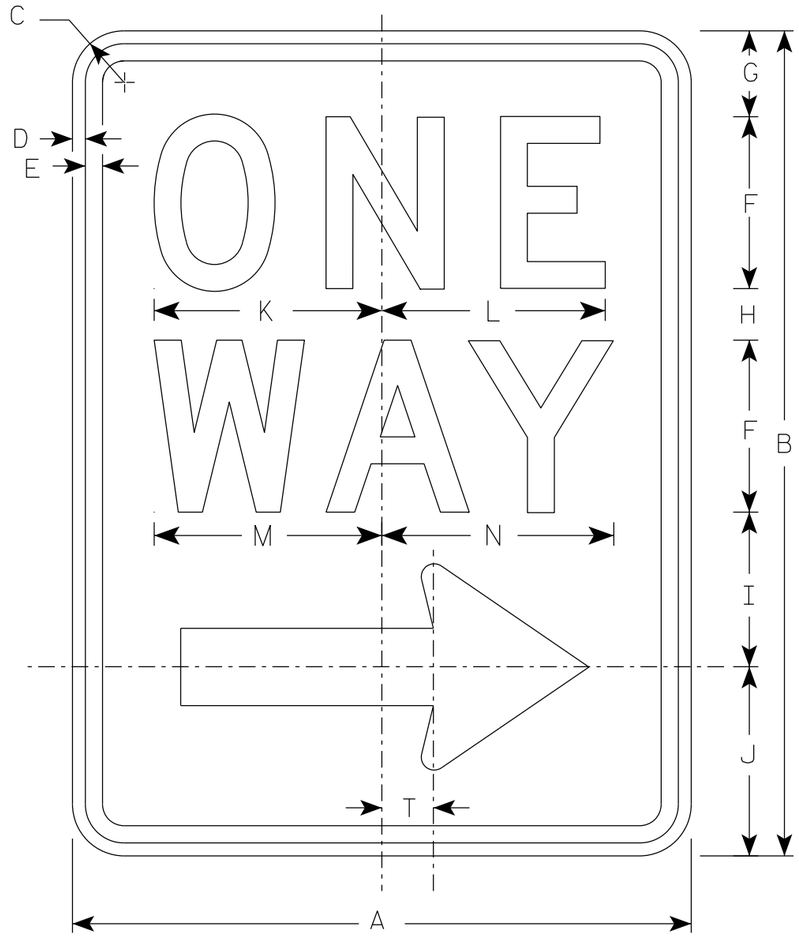
WISDOT/CADDS SHEET 42

7

7

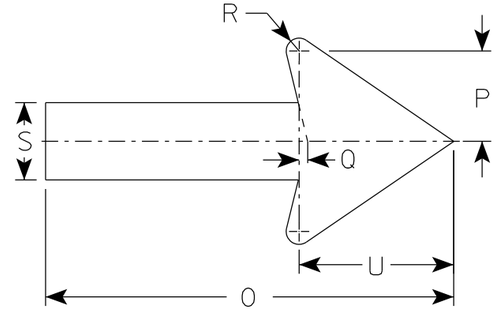
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
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																										

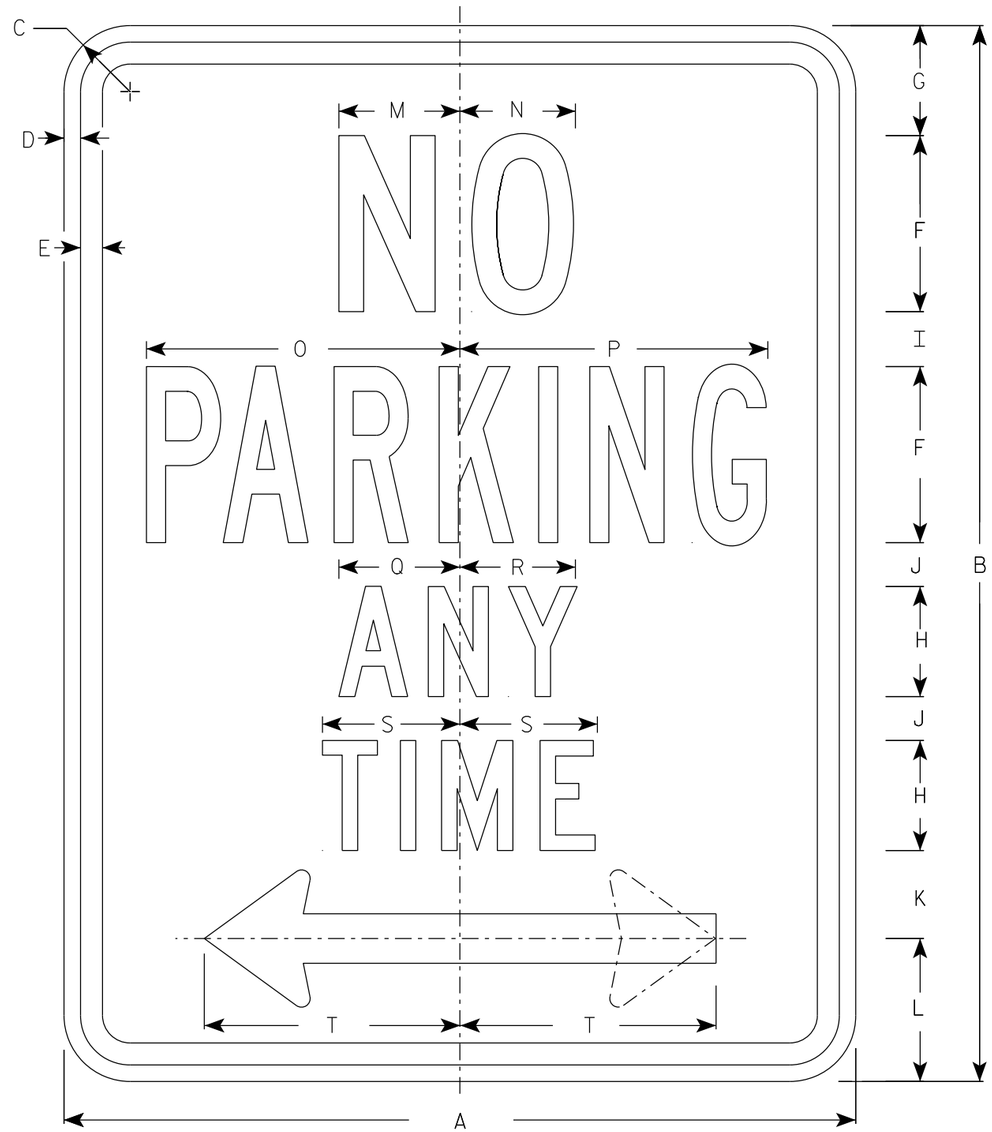
STANDARD SIGN
R6-2 R&L

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: 230	E

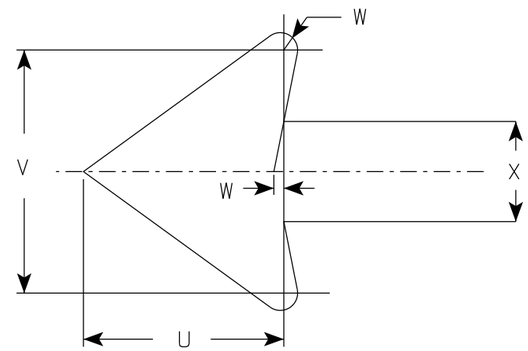


R7-1

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

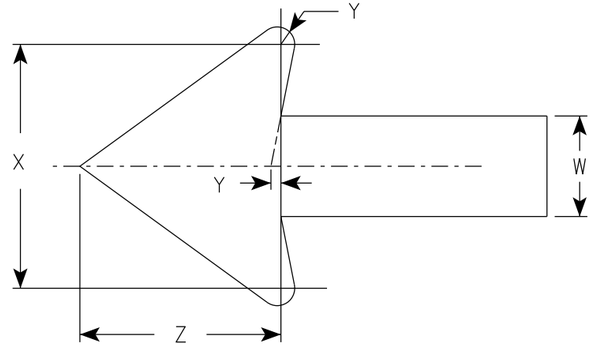
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 E



R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.
4. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left 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	4 ⅞	⅝	1 ¾	2 ½	4 ⅜	3 ⅞	¾	1 ¾	⅛	1 ½	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	5 ¾	1 ⅛	1 ½	3 ⅛	5 ½	5 ⅞	1 ⅛	2 ⅝	¼	2 ¼	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	7 ⅛	1 ¼	2	3 ¾	6 ½	7 ¾	1 ½	3 ½	¼	3	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	7 ⅛	1 ¼	2	3 ¾	6 ½	7 ¾	1 ½	3 ½	¼	3	5.0
4																											
5																											

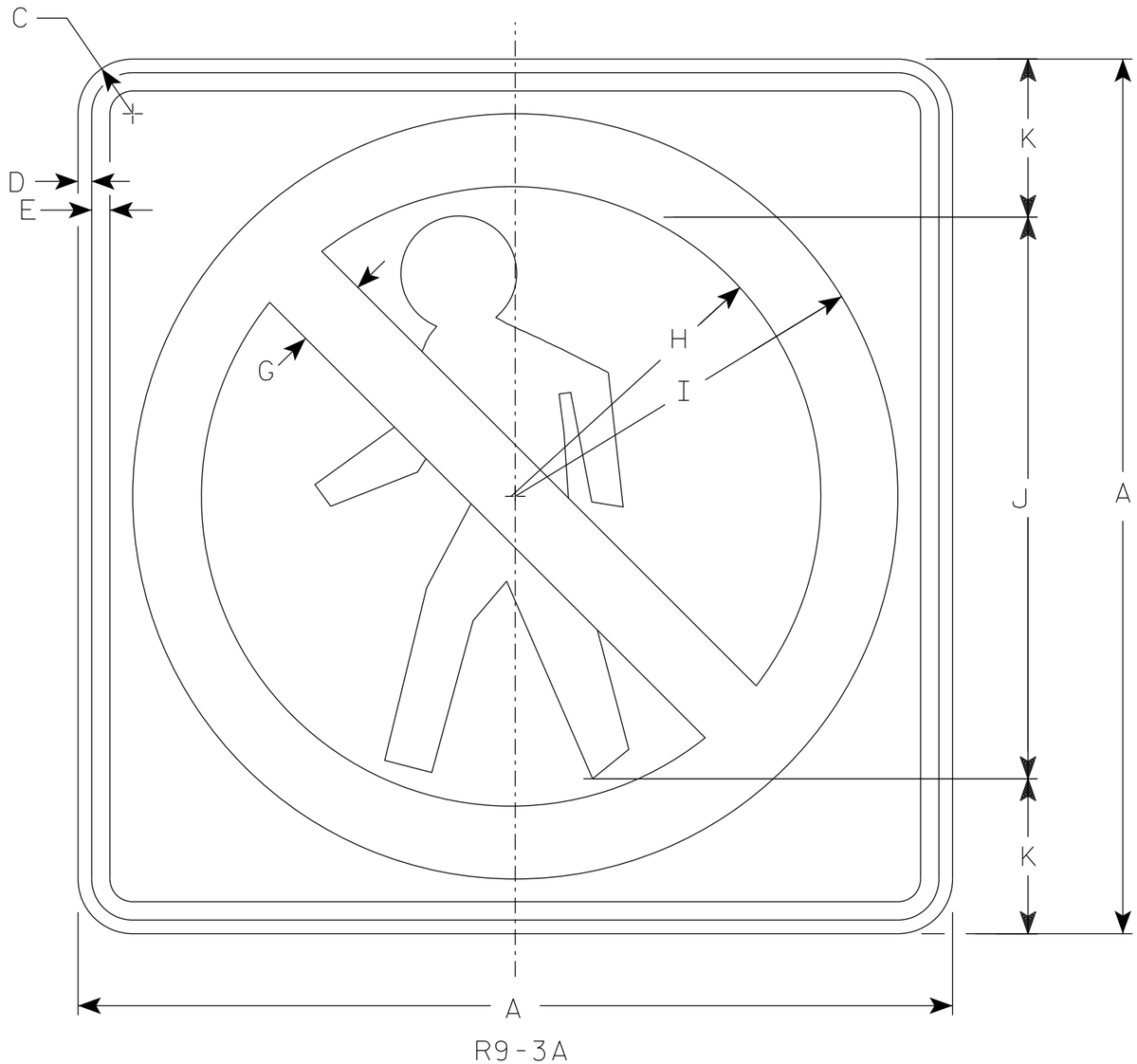
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-51.7

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 232	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

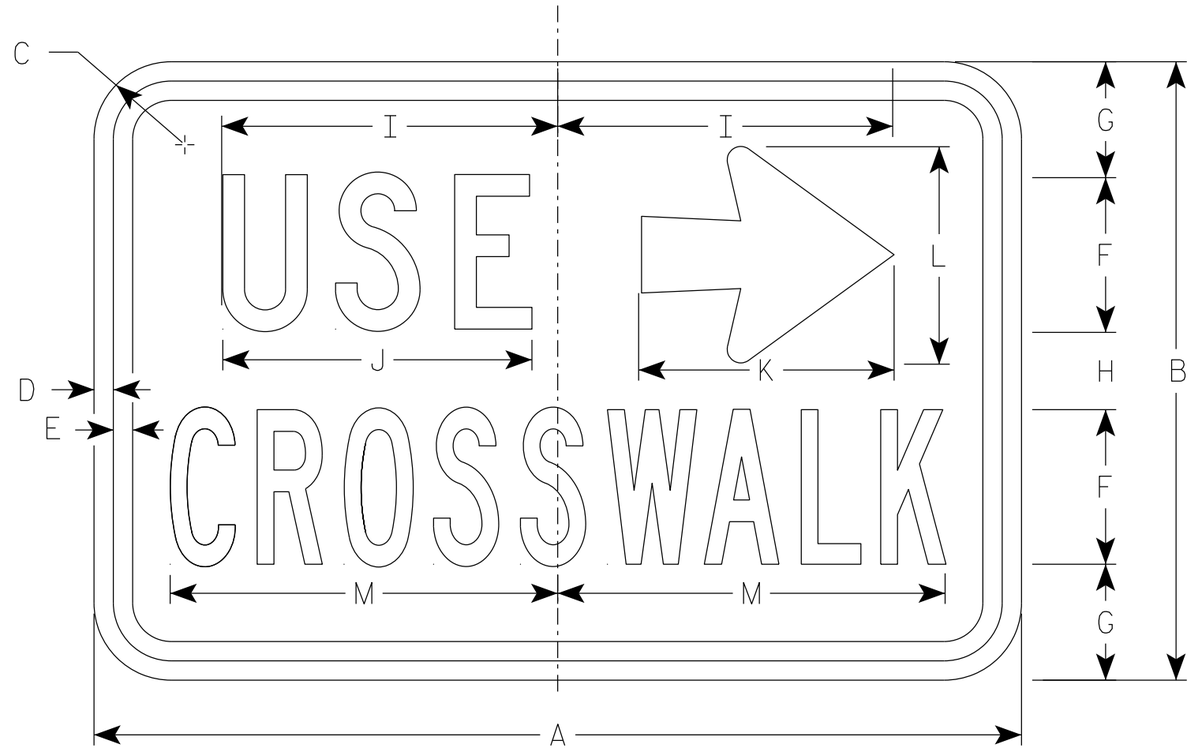
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

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	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

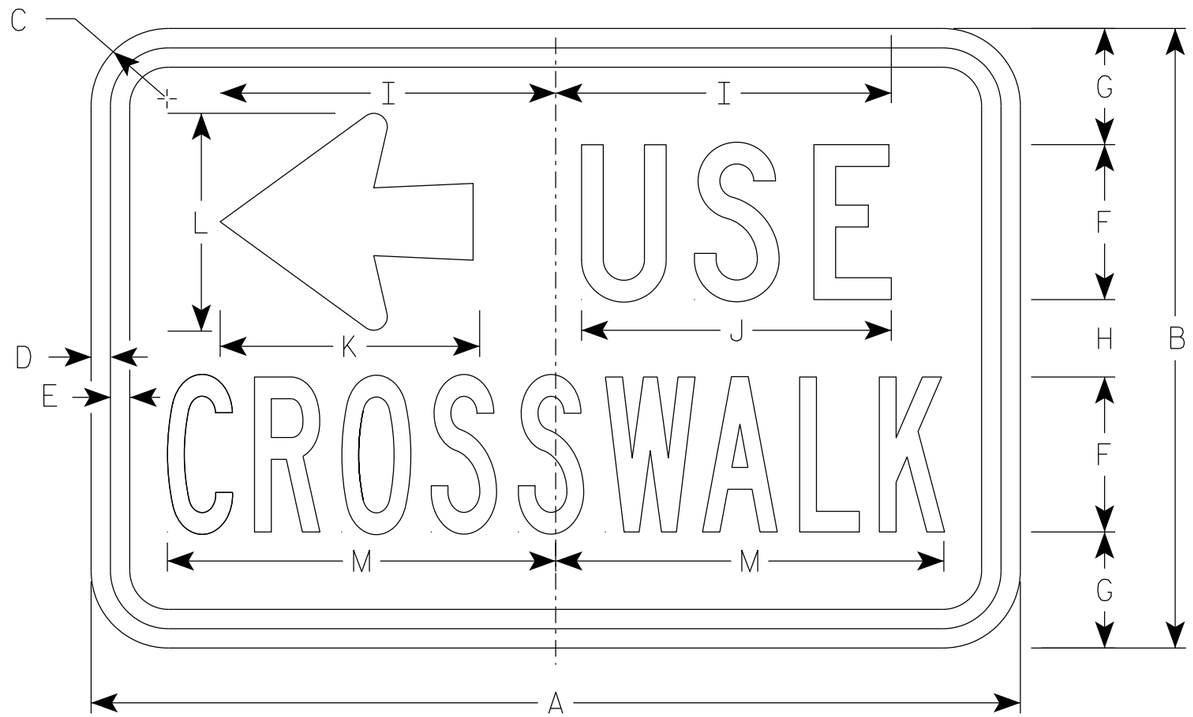
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3BL

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	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
2M	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
3																											
4																											
5																											

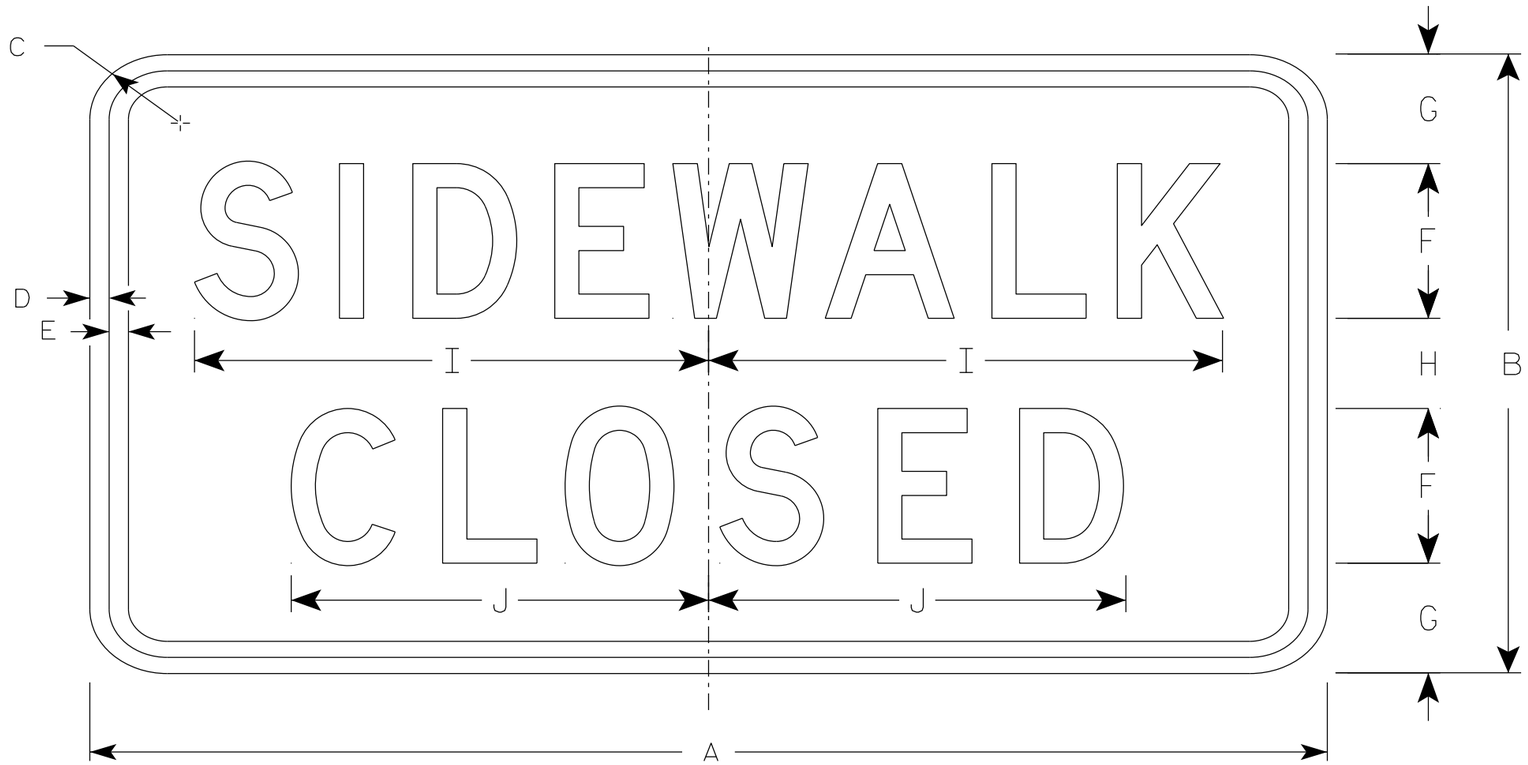
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3BL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	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

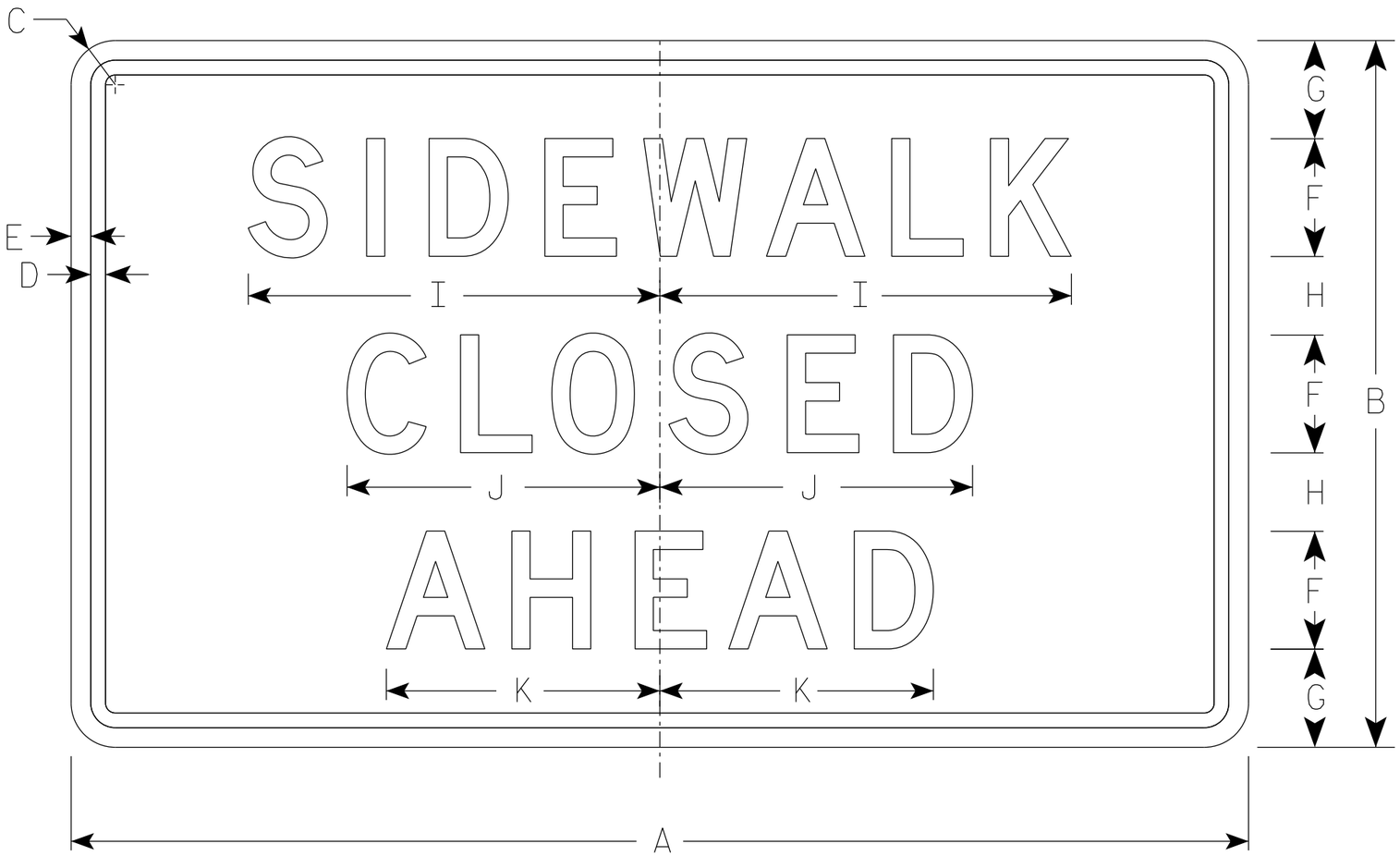
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | 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																											

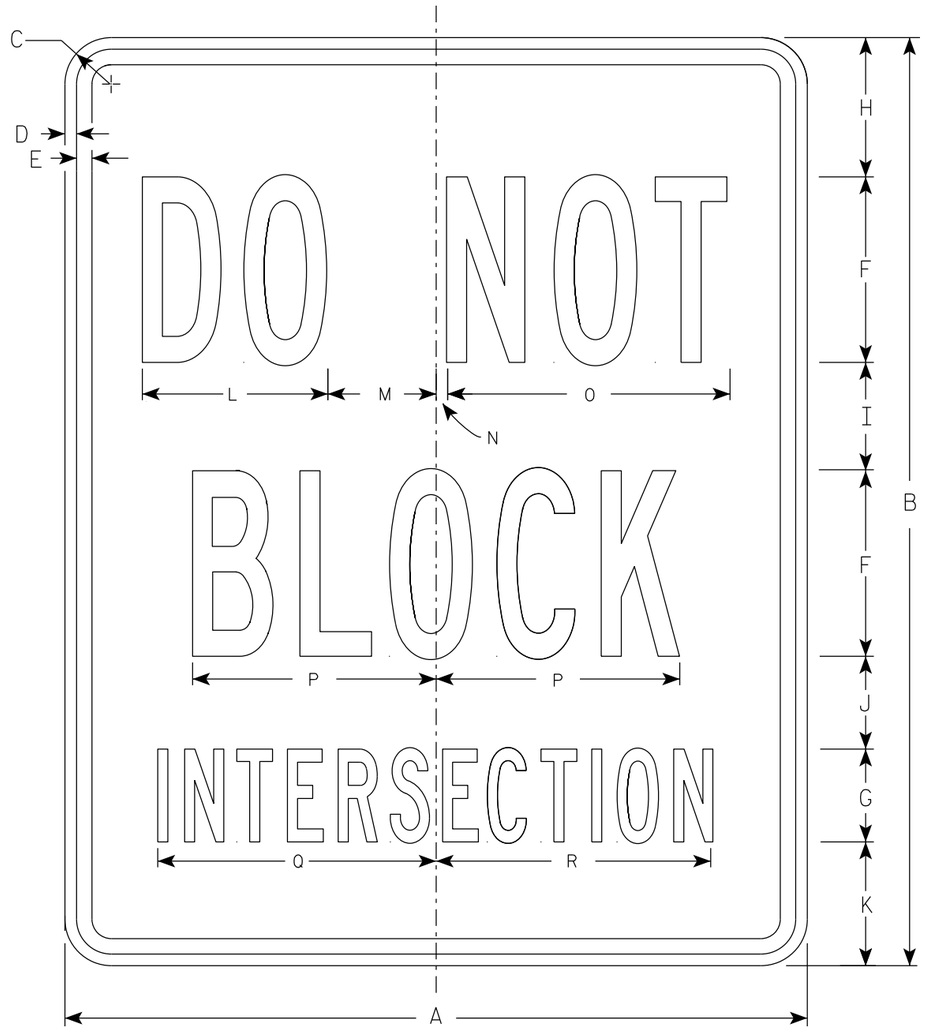
STANDARD SIGN
R9-9A

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: 237 | E



R10-7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
2M	24	30	1 1/2	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
3	36	48	1 7/8	1/2	5/8	10	5	7	5 1/4	4 1/2	6 1/4	10	5 5/8	1/2	15 1/8	13 1/8	15	14 7/8									12.0
4																											
5																											

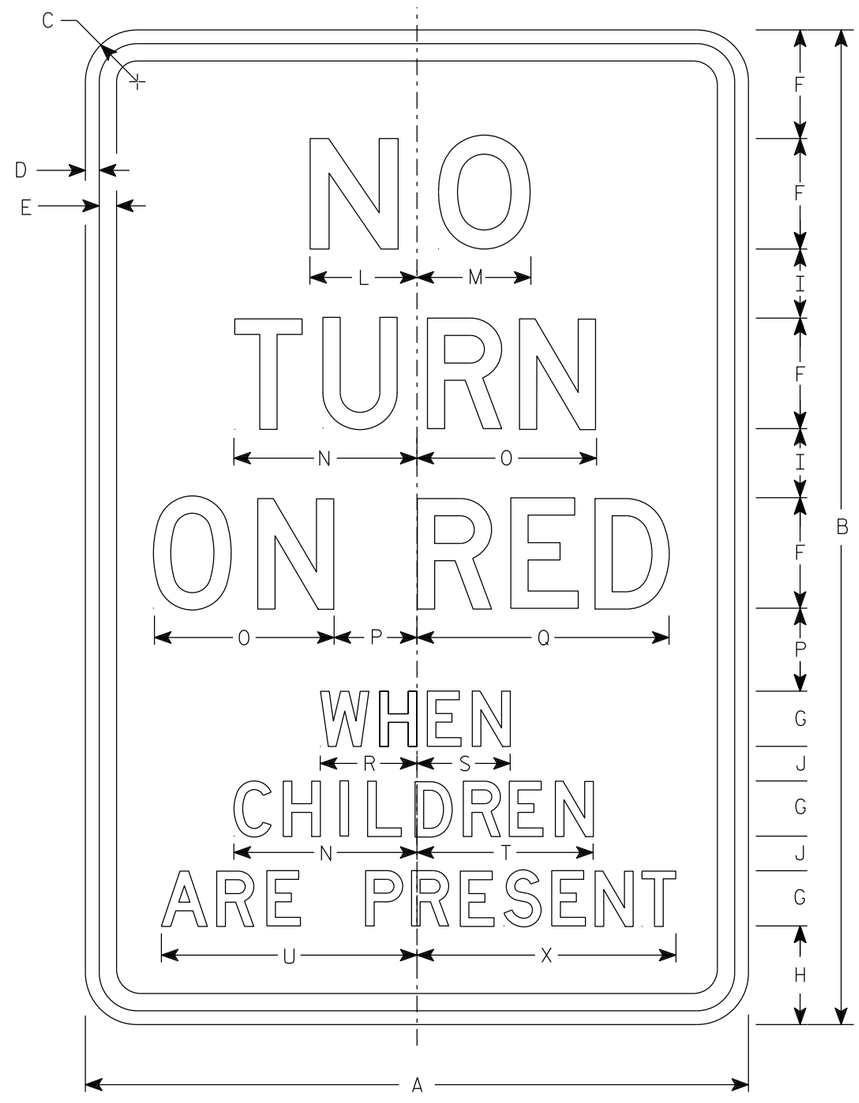
STANDARD SIGN
R10-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/24 PLATE NO. R10-7.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



R10-11S

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series E.
   Lines 2 thru 6 are 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	24	36	1 1/2	3/8	1/2	4	2	3 1/2	2 1/2	1 1/4	4 1/2	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	3 1/2	3 3/8	6 3/8	9 1/4			9 3/8			6.0
2M	24	36	1 1/2	3/8	1/2	4	2	3 1/2	2 1/2	1 1/4	4 1/2	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	3 1/2	3 3/8	6 3/8	9 1/4			9 3/8			6.0
3																											
4																											
5																											

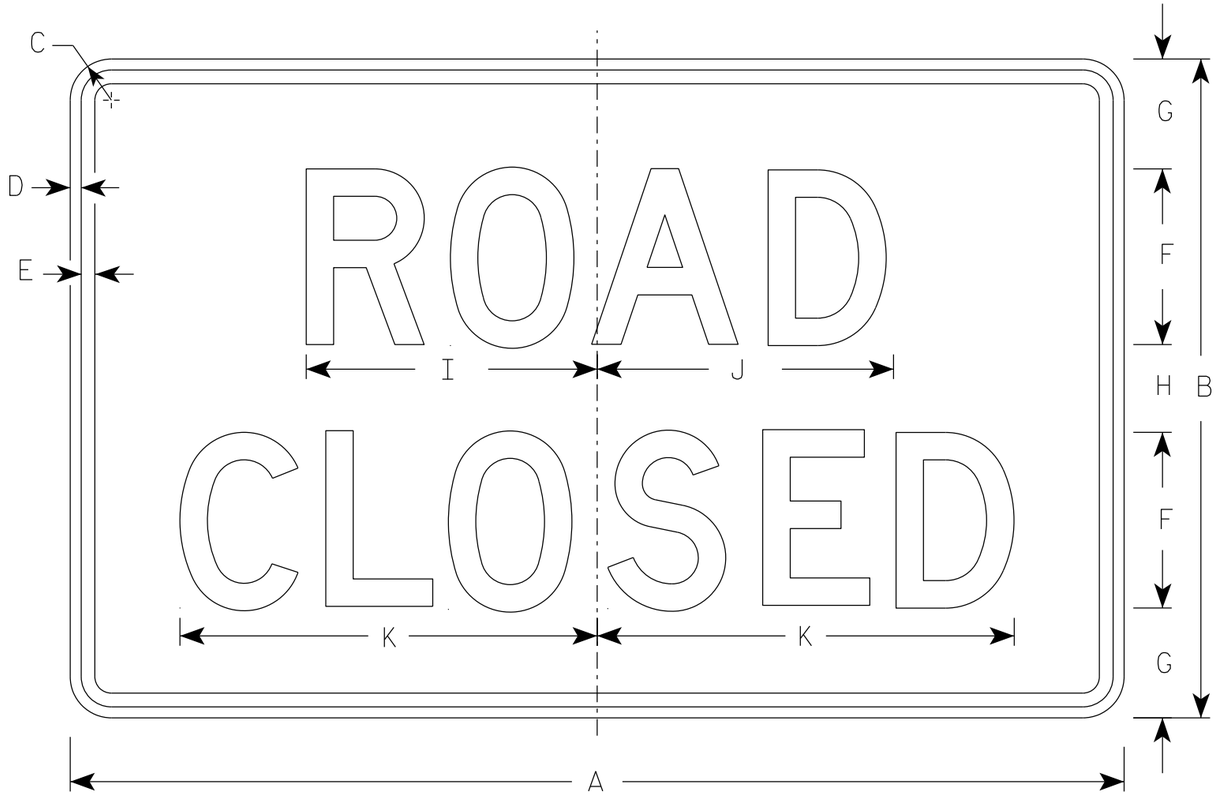
STANDARD SIGN
R10-11S

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/24 PLATE NO. R10-11S.6

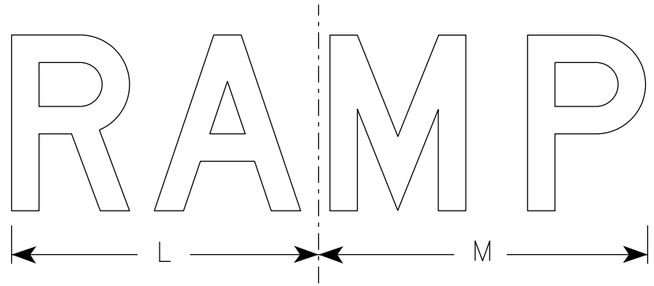
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E



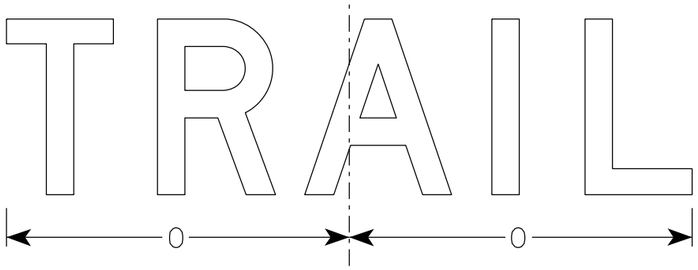
R11-2

NOTES

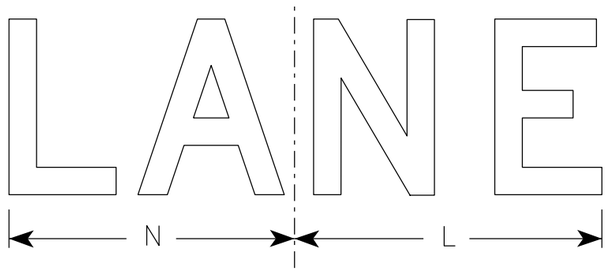
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

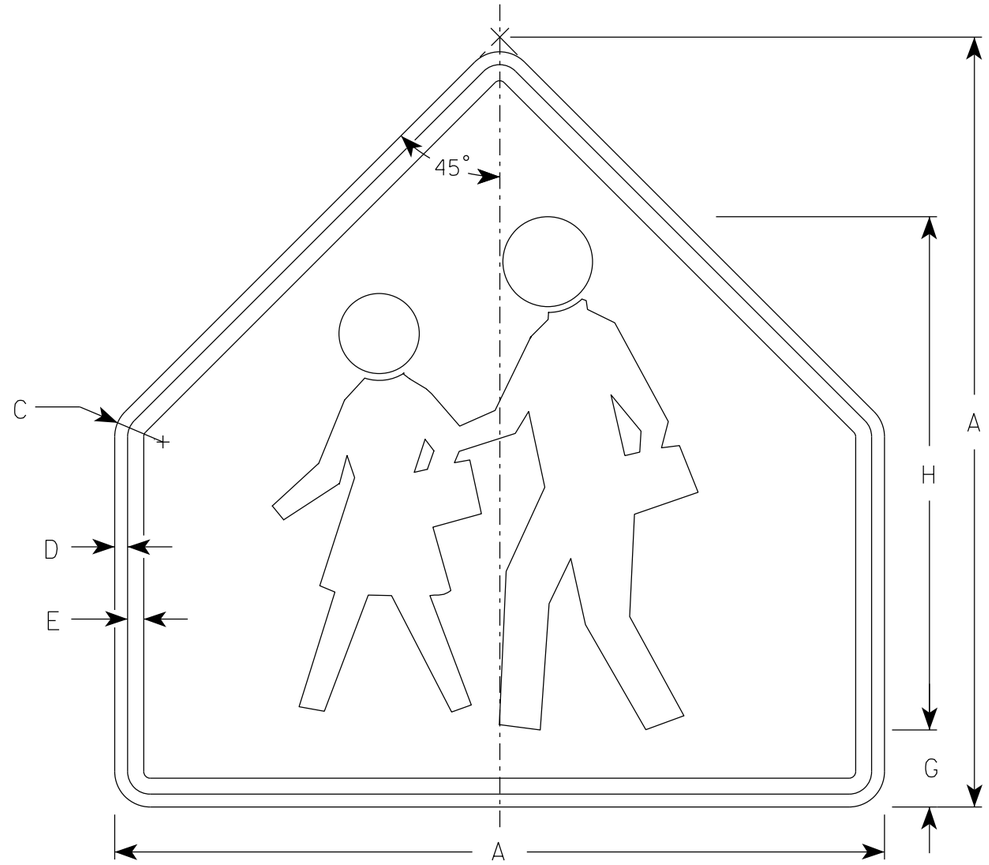
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black



S1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

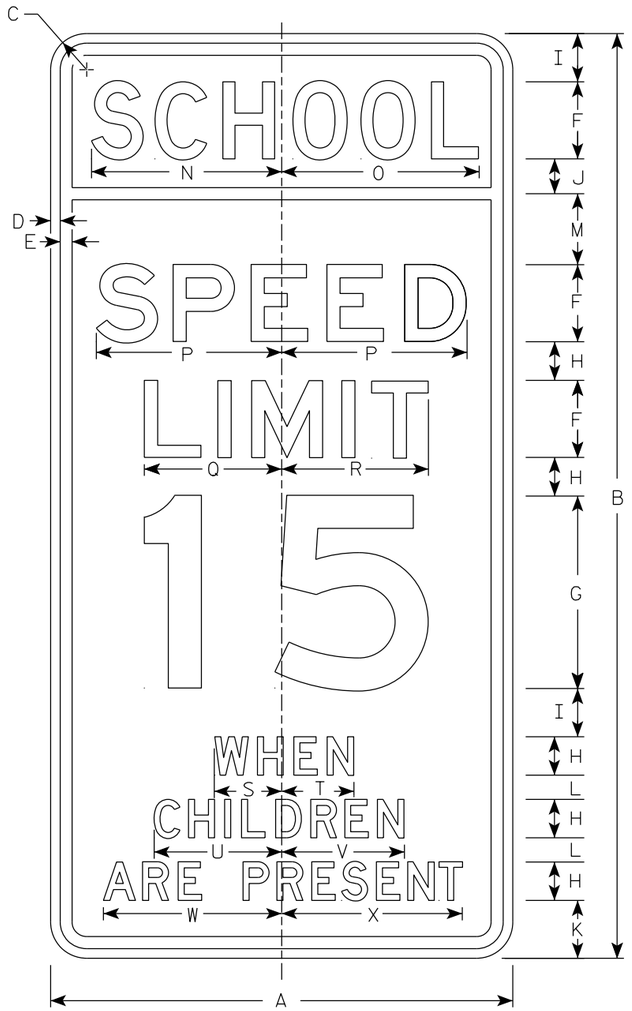
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 E

7

7



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
2M	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	3	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

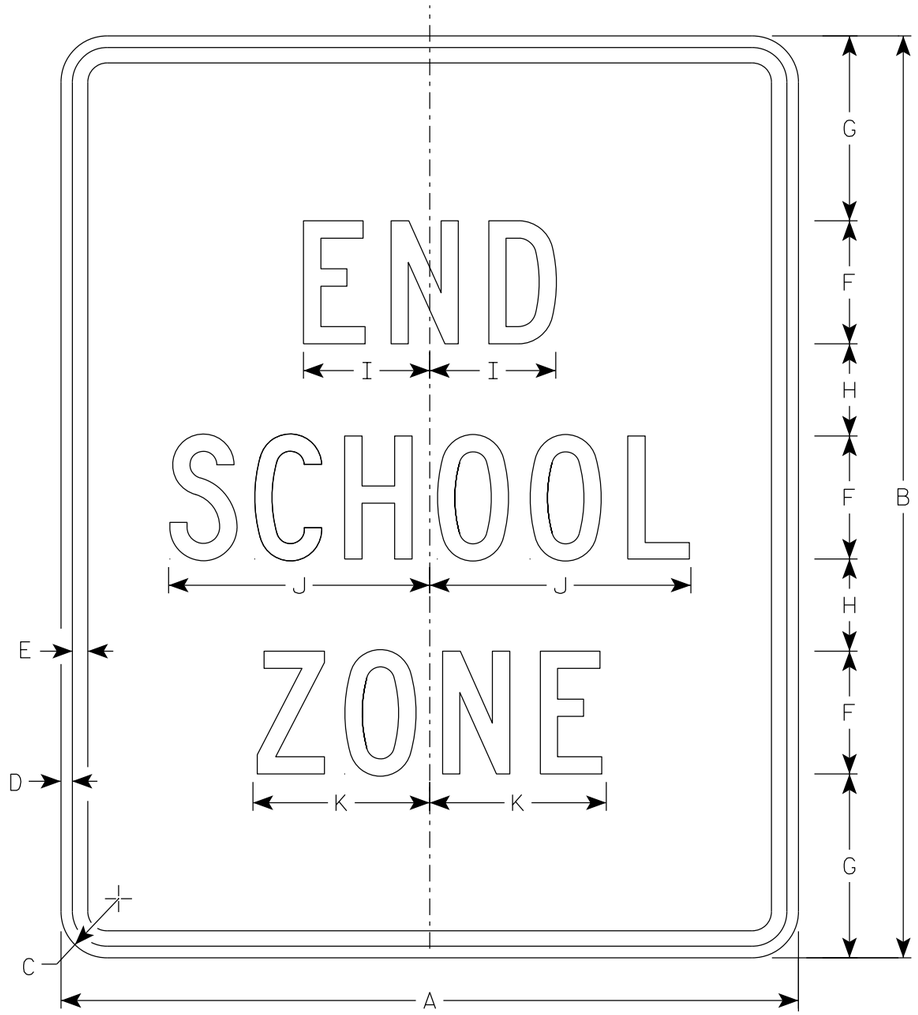
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S4-51.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E



S5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
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																											
2S	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
2M	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 7/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

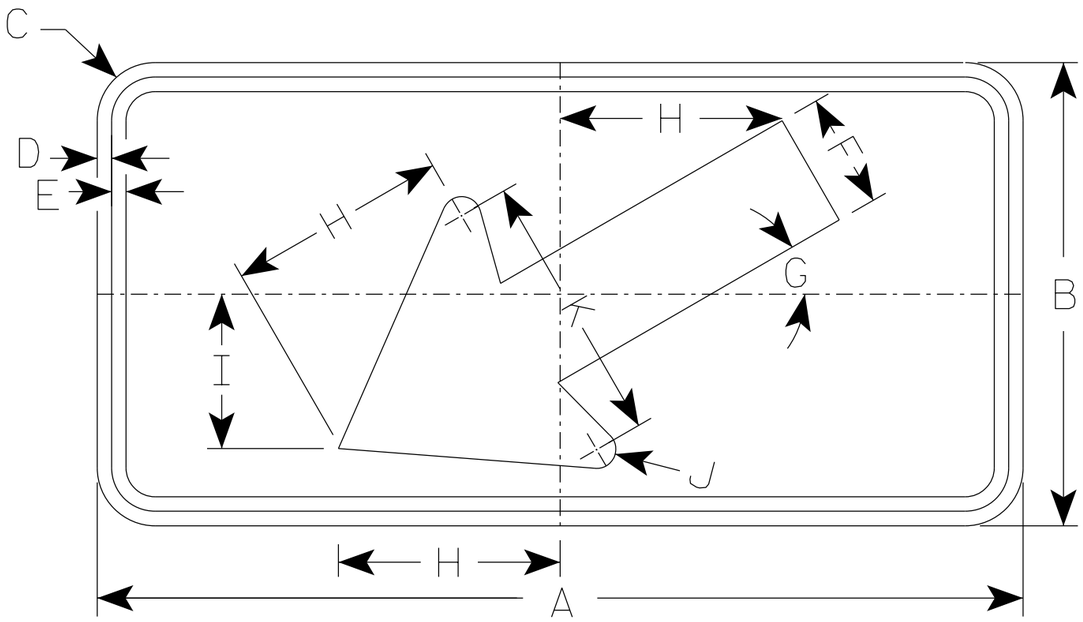
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S5-2.3

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

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
2S	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

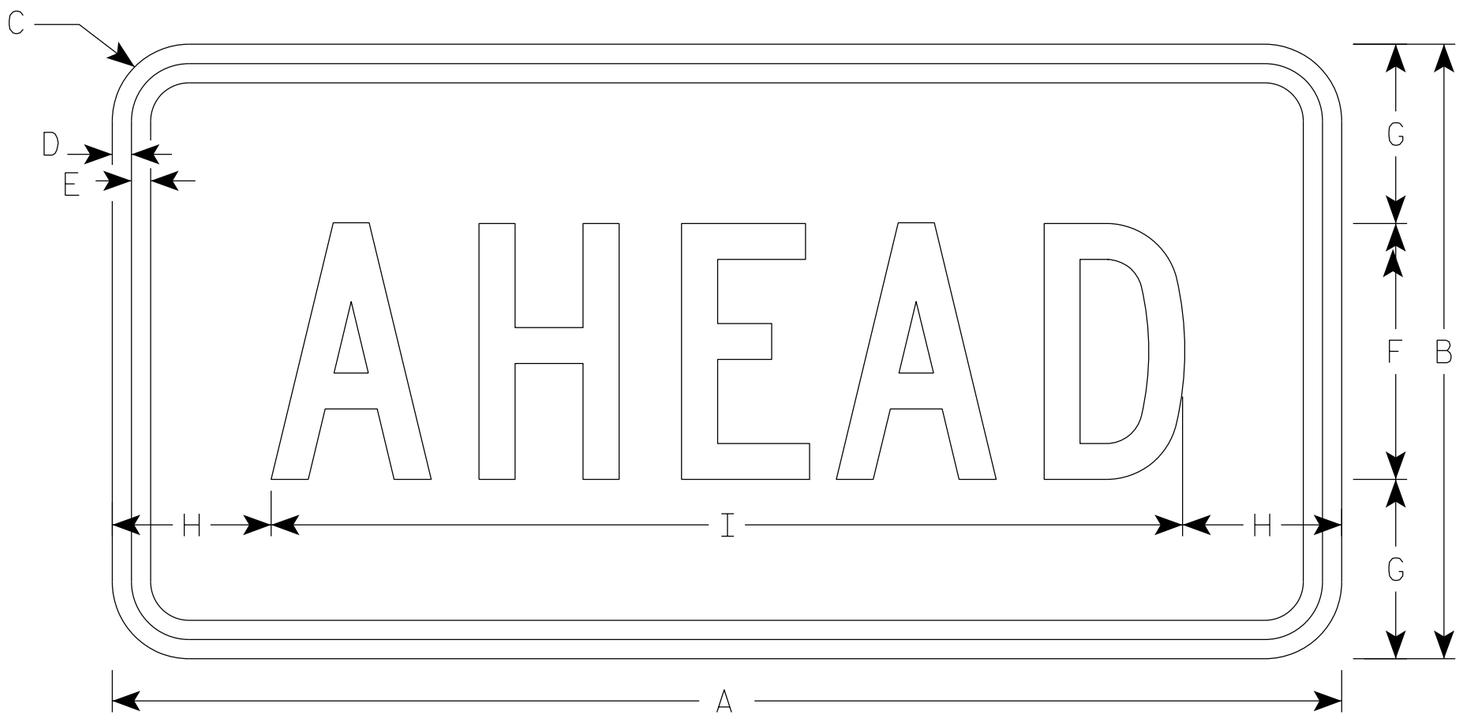
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C



S16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

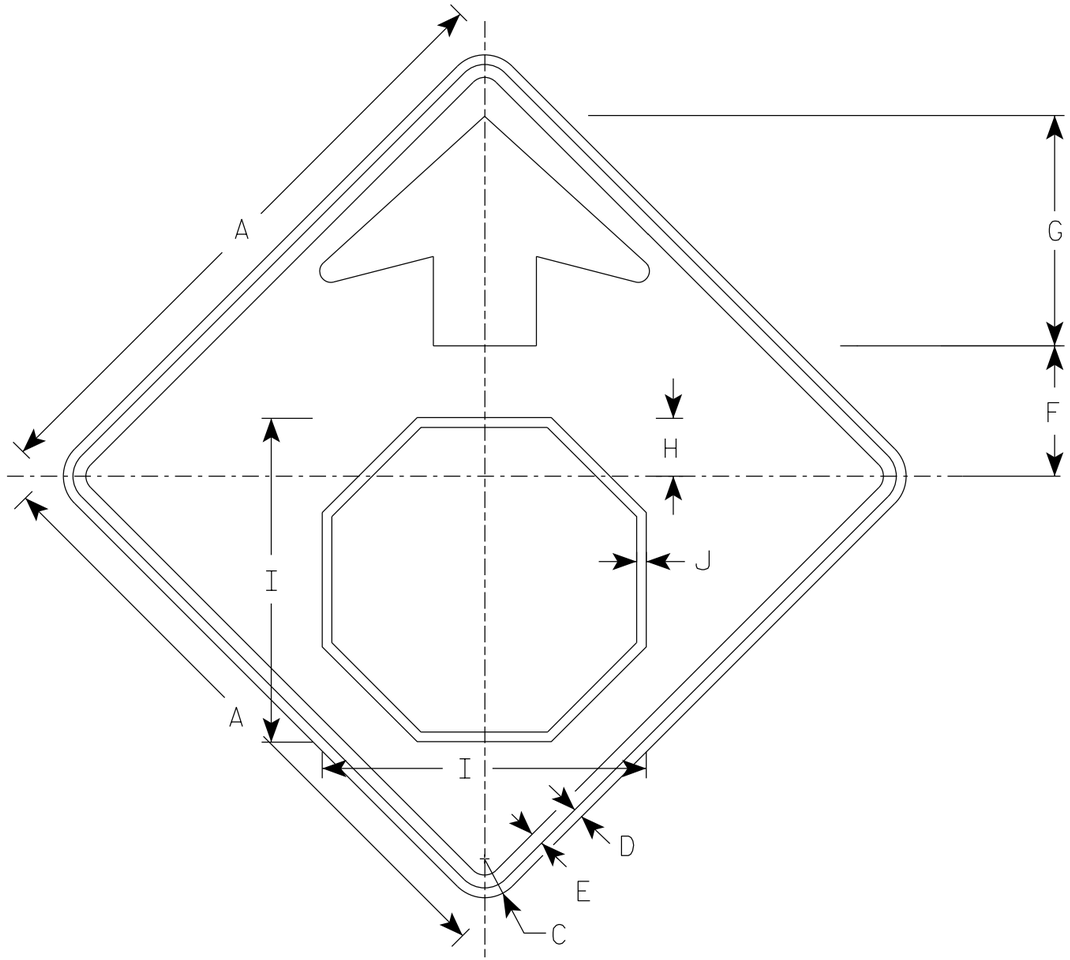
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-9P.2

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

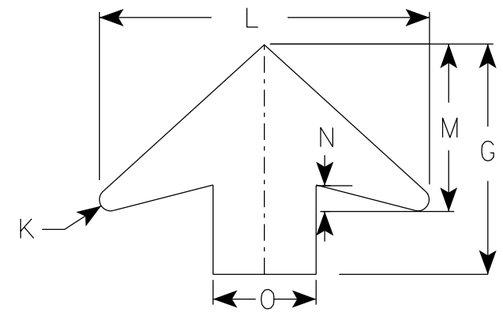
FILE NAME : C:\Users\PROJECTS\tr_stdplate\S169P.dgn PLOT DATE : 23-FEB 2023 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W3-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Arrow & Border - Black
   Stop Symbol - White Border on Red Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

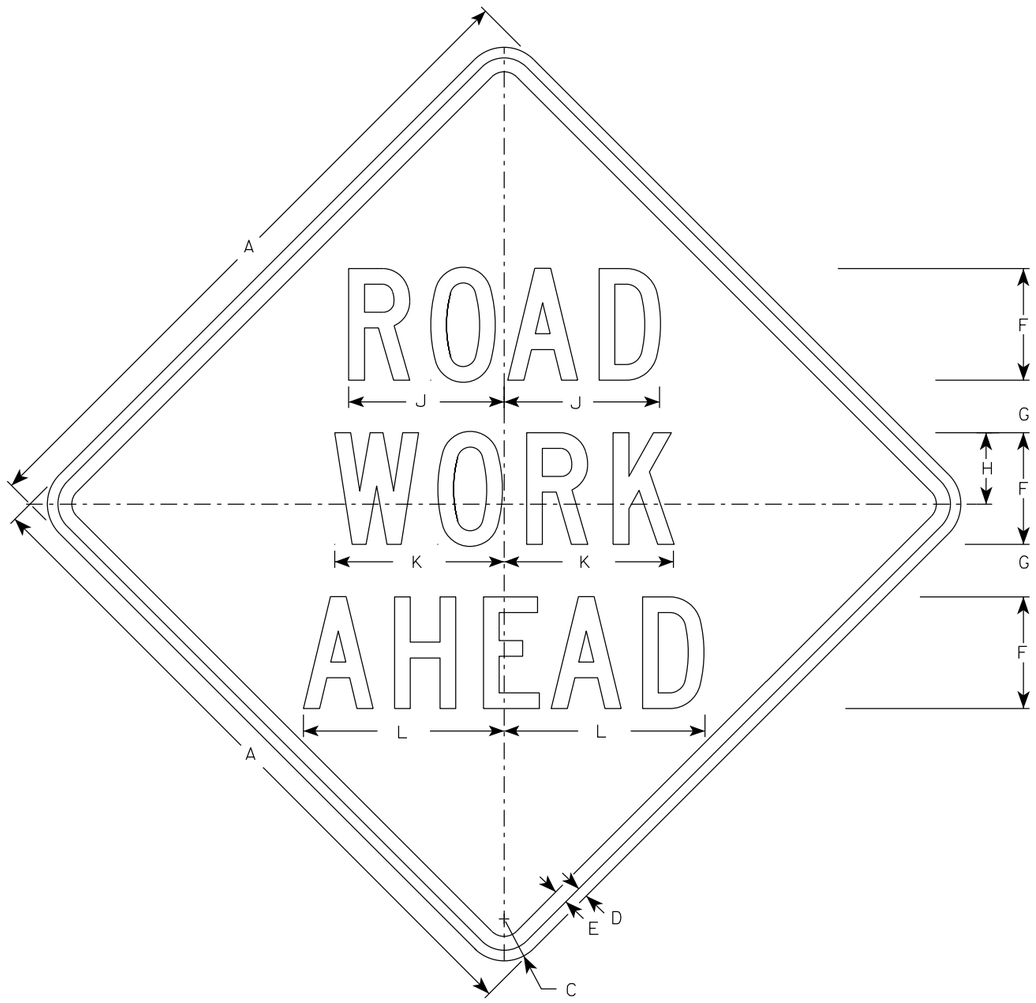
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

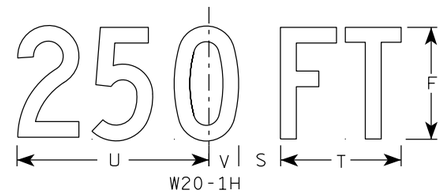
DATE 8/17/2023 PLATE NO. W3-1.13

PROJECT NO:

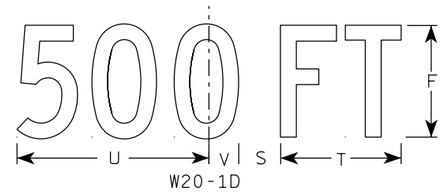
SHEET NO: 246 E



W20-1A



W20-1H



W20-1D



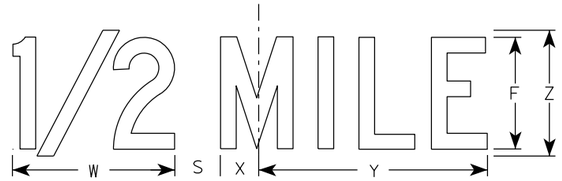
W20-1C



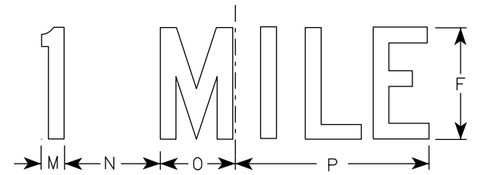
W20-1B

NOTES

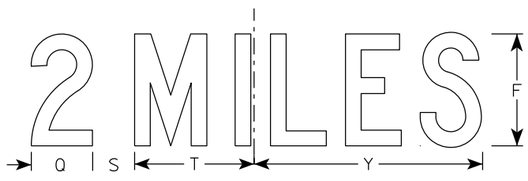
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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

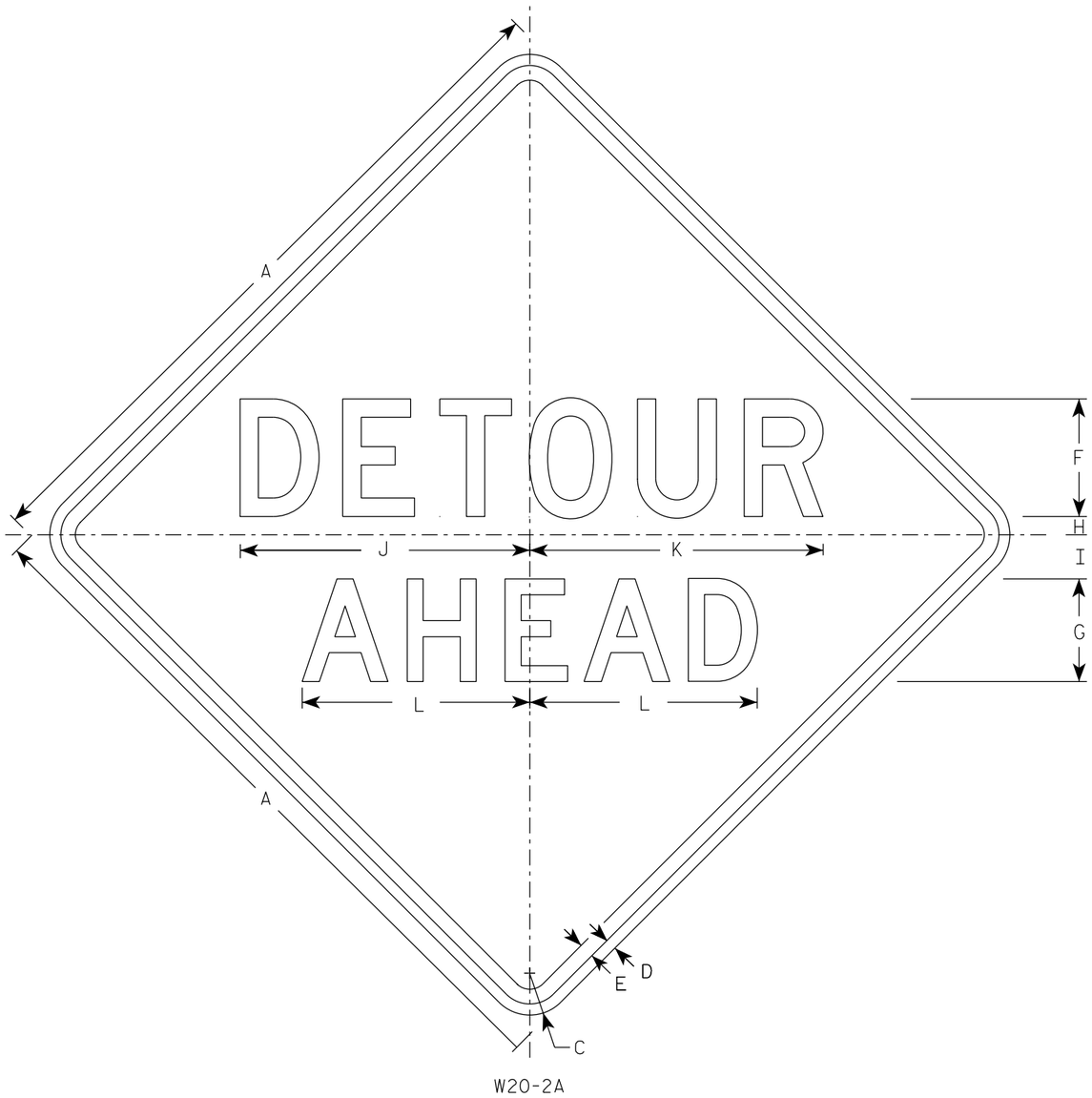
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

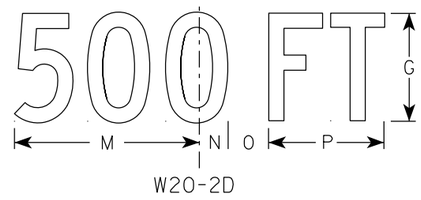
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

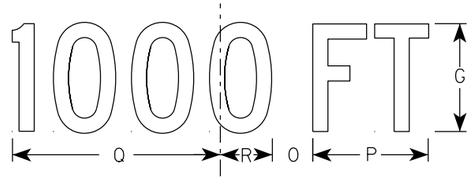
SHEET NO: 247 E



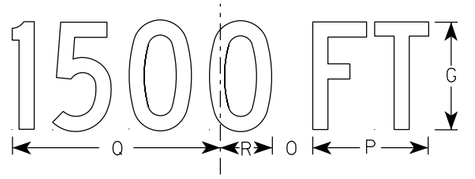
W20-2A



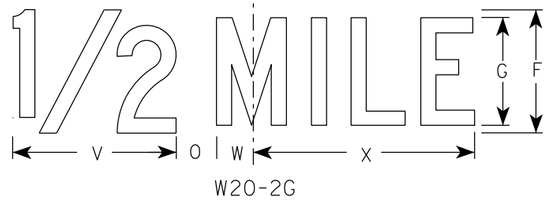
W20-2D



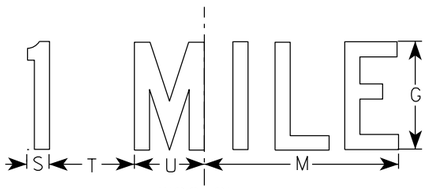
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

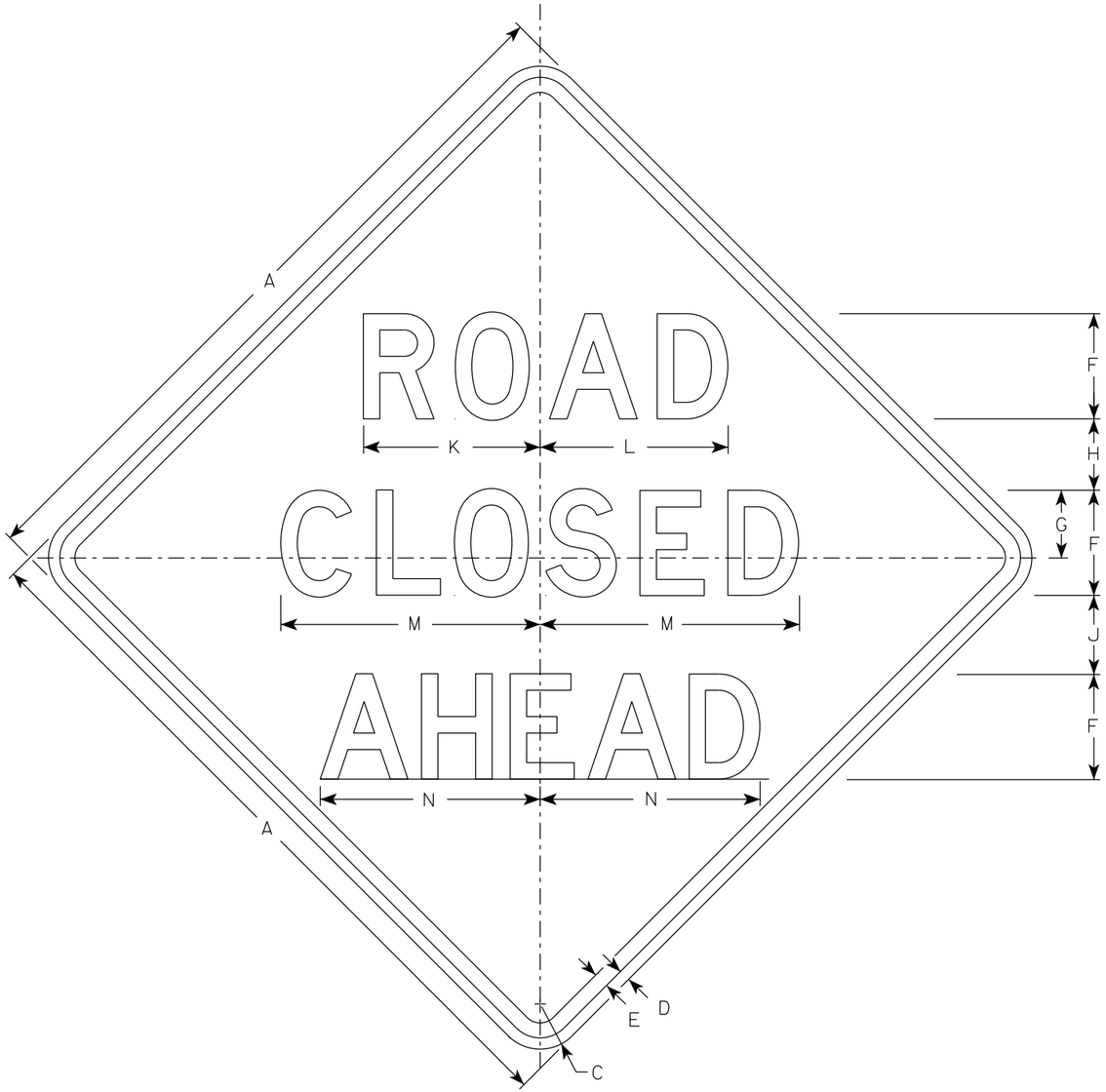
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

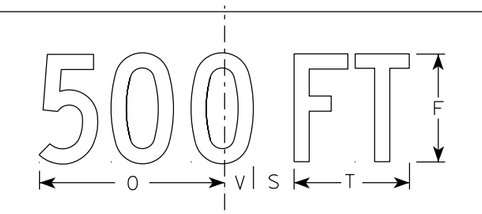
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

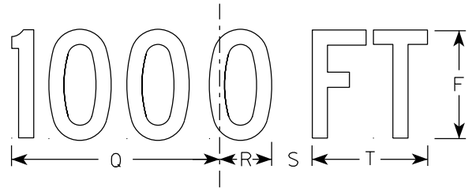
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



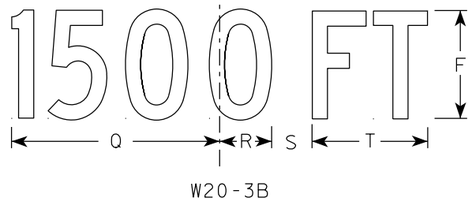
W20-3A



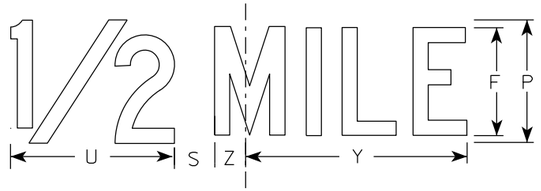
W20-3D



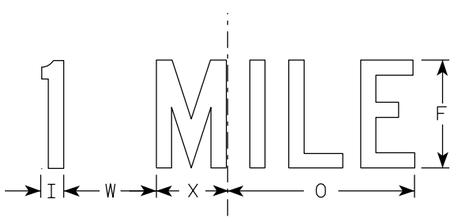
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
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

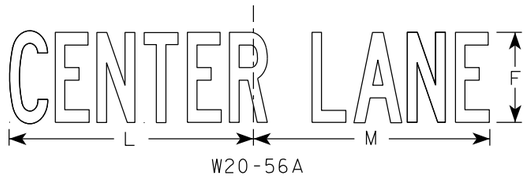
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

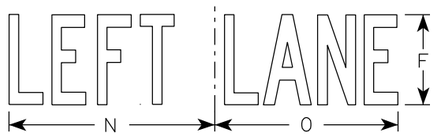
DATE 1/10/2024 PLATE NO. W20-3.8

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

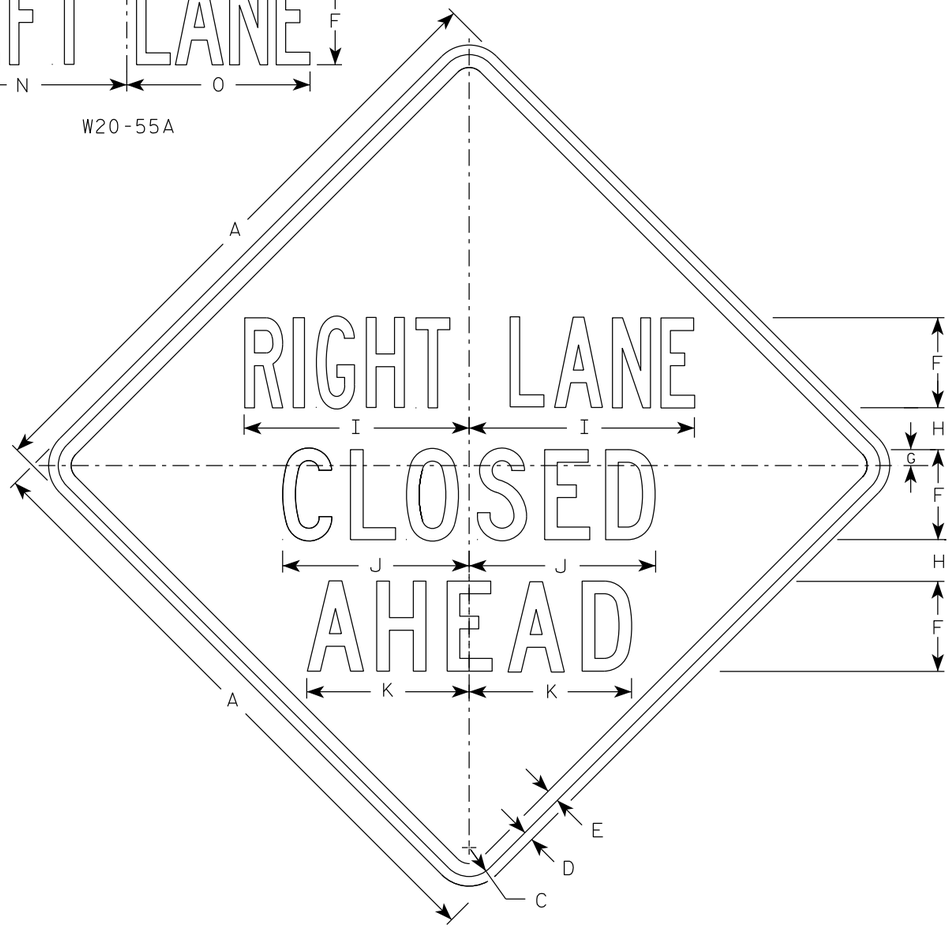
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



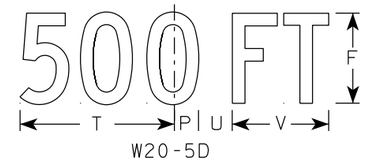
W20-56A



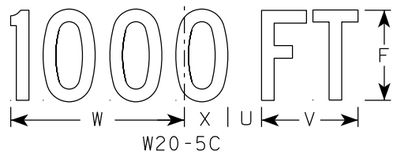
W20-55A



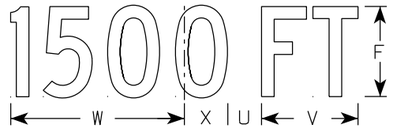
W20-5A



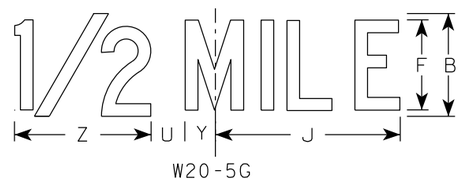
W20-5D



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

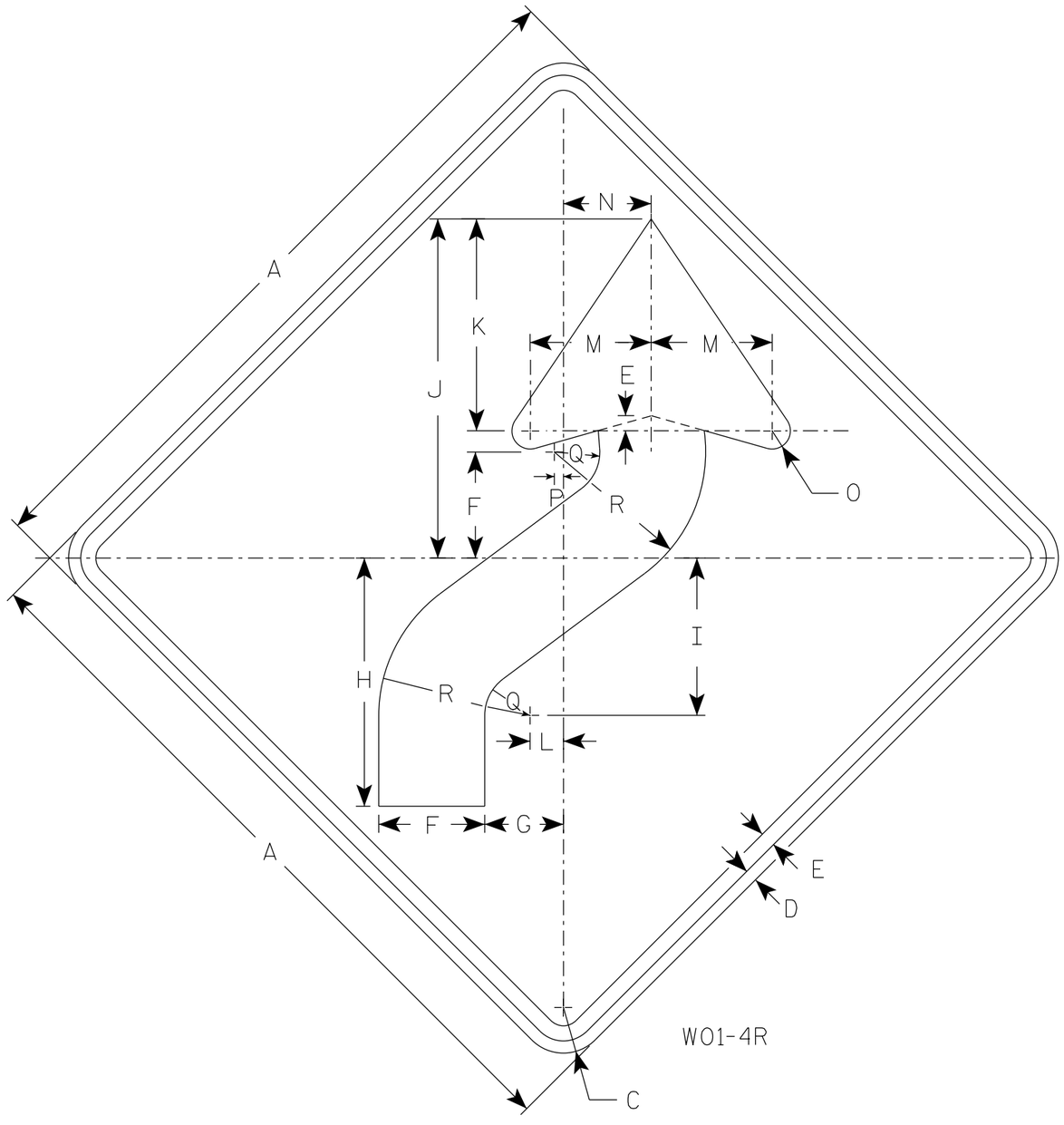
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W205.dgn PLOT DATE : 27-MAR 2024 4:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



WO1-4R

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. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

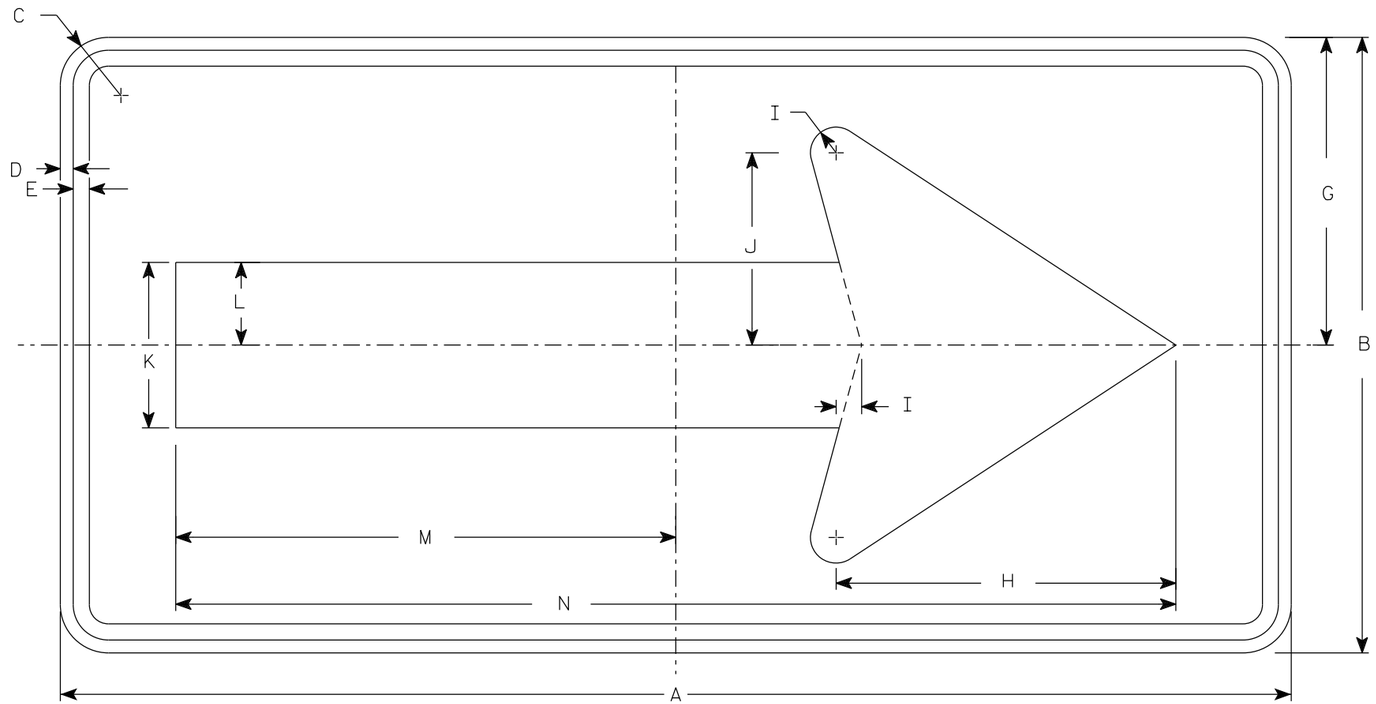
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | 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

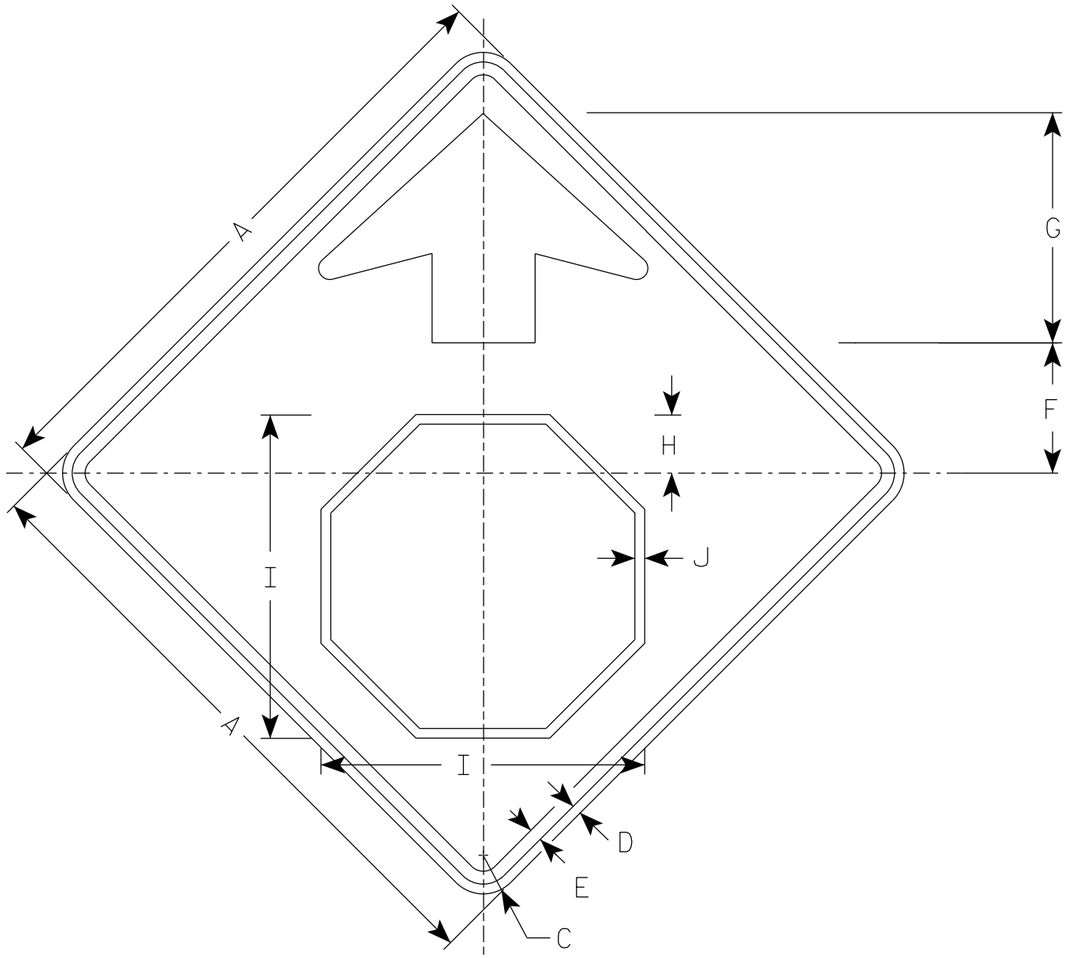
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

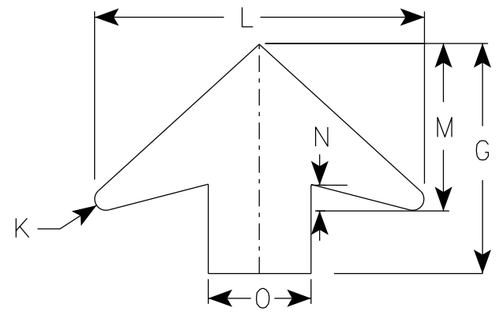
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-1

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

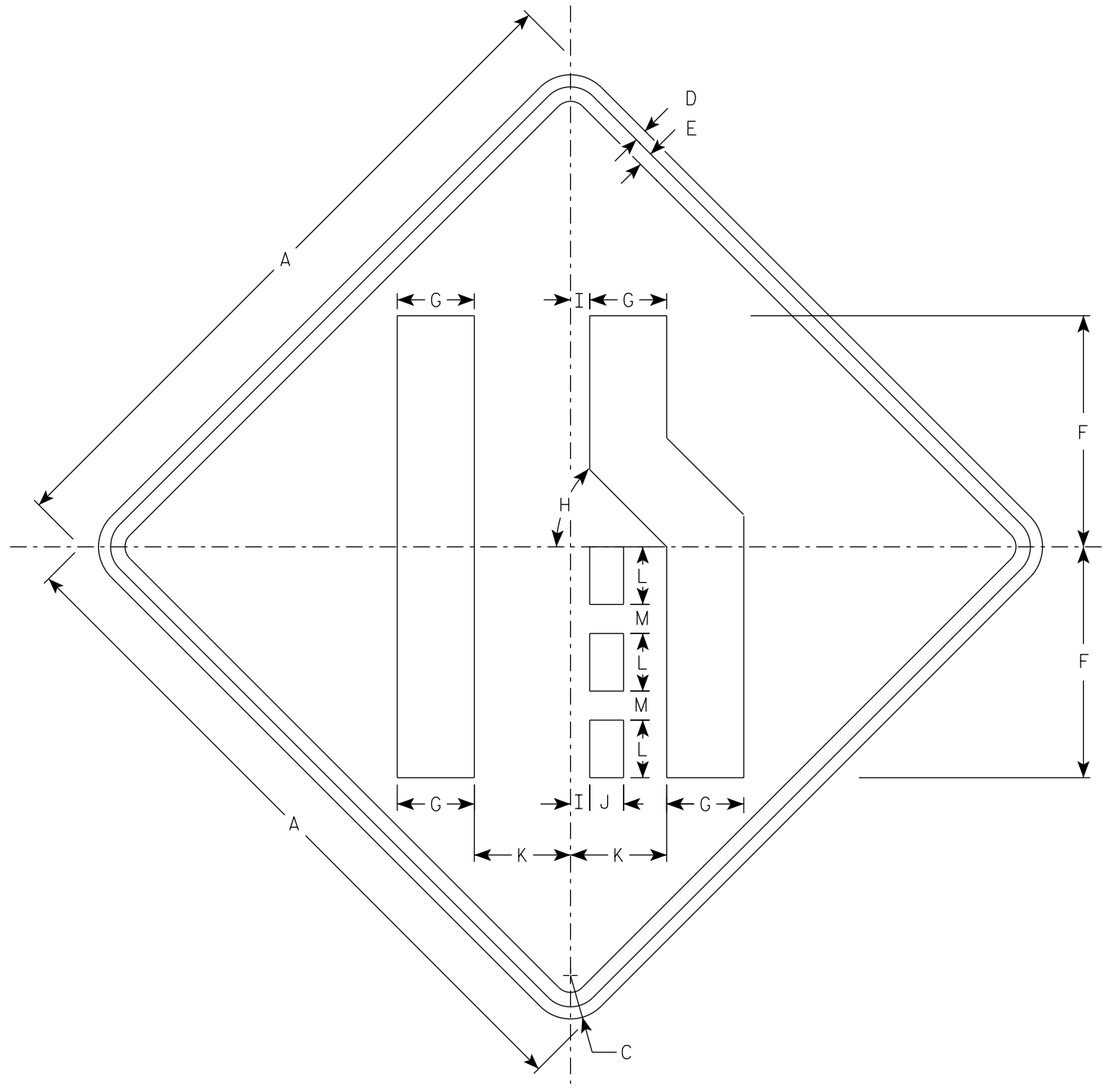
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-1.2

PROJECT NO:

SHEET NO: 253 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

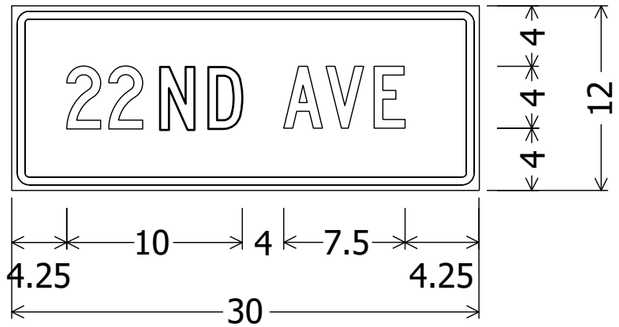
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 254 E



1.125" Radius, 0.500" Border, 0.375" Indent

NOTES

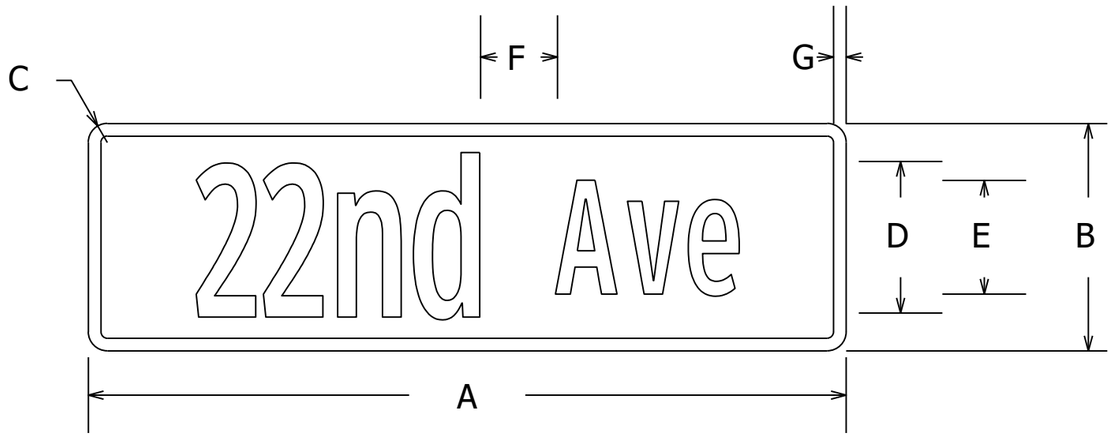
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

7

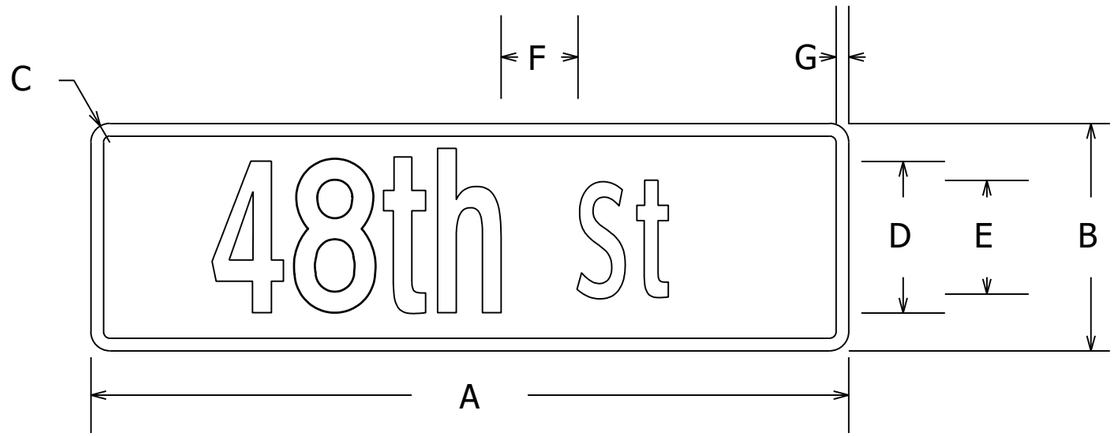
7

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	TEMPORARY SIGNING	SHEET 132 255	E

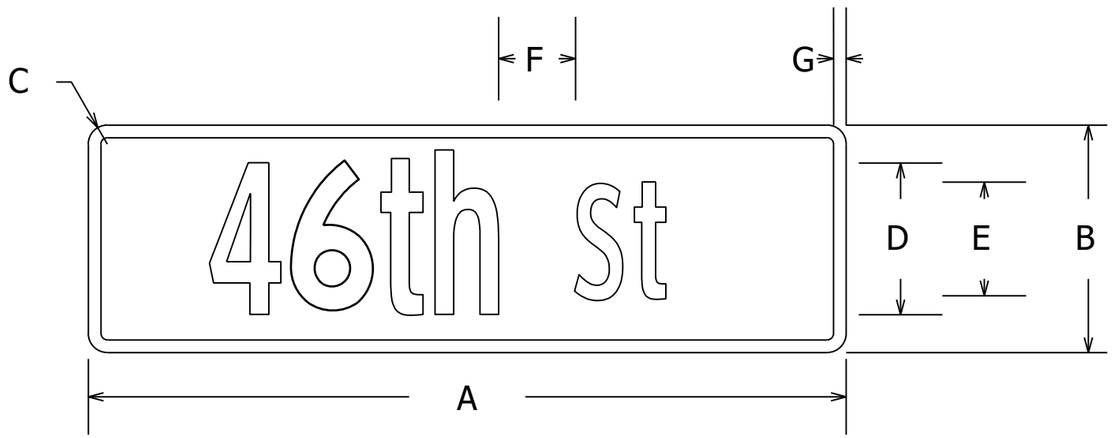
FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\070101-SD.DWG
LAYOUT NAME - 070101-fms
PLOT DATE : 3/17/2025 1:29 PM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1:1
WISDOT/CADDS SHEET



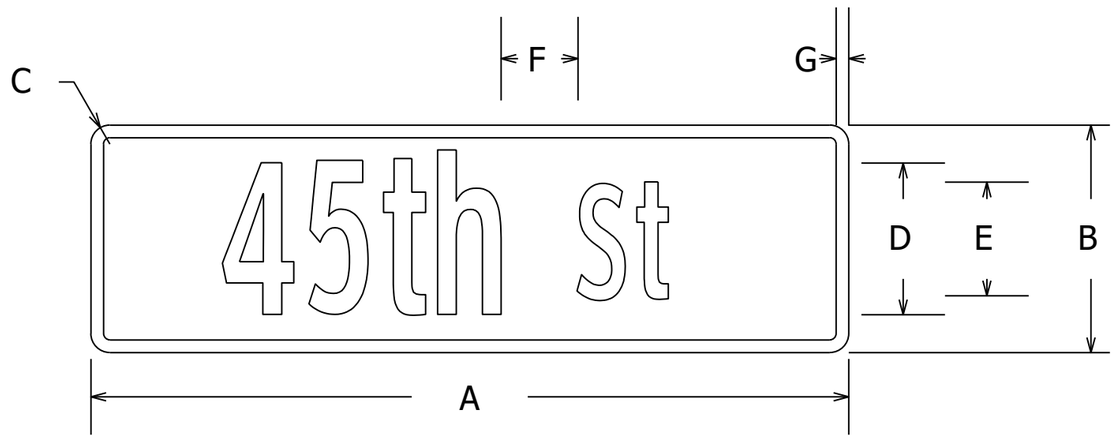
D3-1
M1-94H



D3-1



D3-1



D3-1
M1-94H

SIGN	A	B	C	D	E	F	G
1	VARIES[1]	9	$\frac{3}{4}$	6	$4\frac{1}{2}$	3	$\frac{1}{2}$
2	VARIES[2]	18	$1\frac{1}{2}$	12	6	6	$\frac{1}{2}$

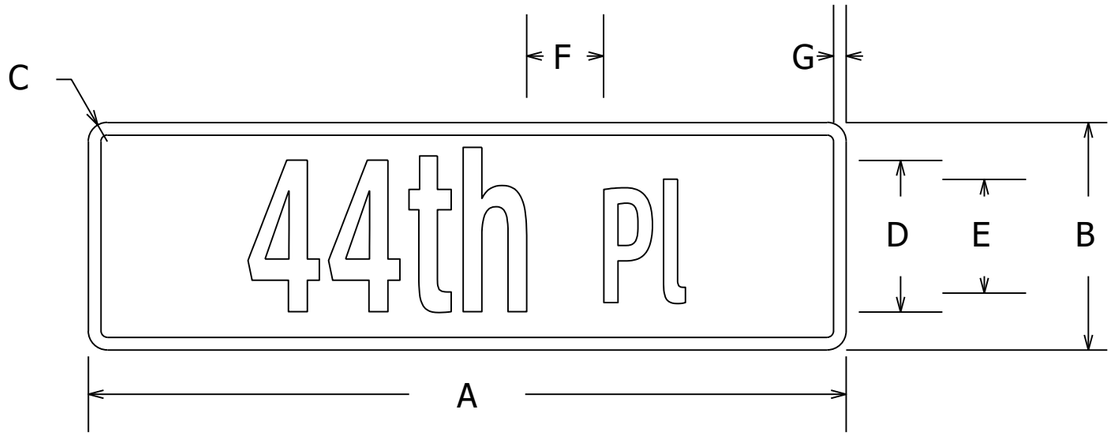
1- minimum 30-inches
2- minimum 48-inches

NOTES

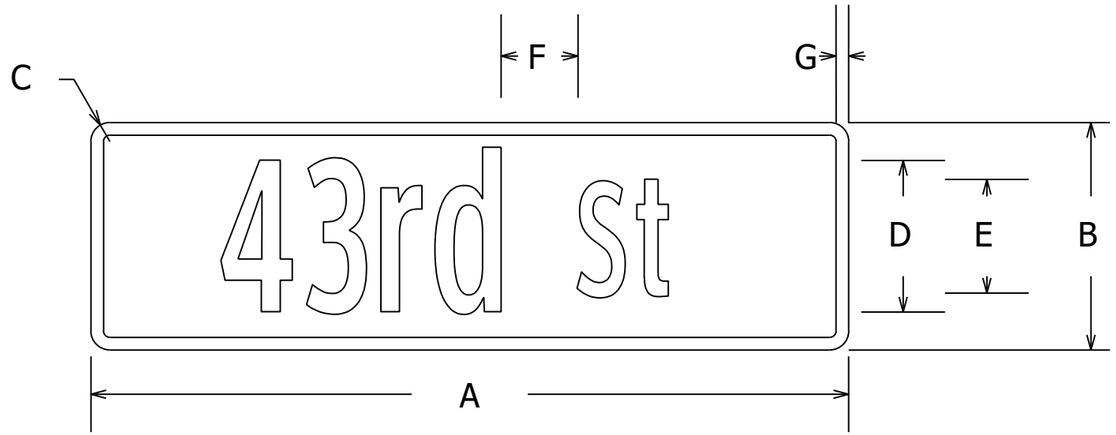
1. Sign is Type II - Type H Reflective (Prismatic High Intensity)
2. Color
   Background - Green
   Border - White
   Message - White
3. Message Series - B for Size 1
   D for Size 2
4. Base Material Shall be 0.125" Aluminum

7

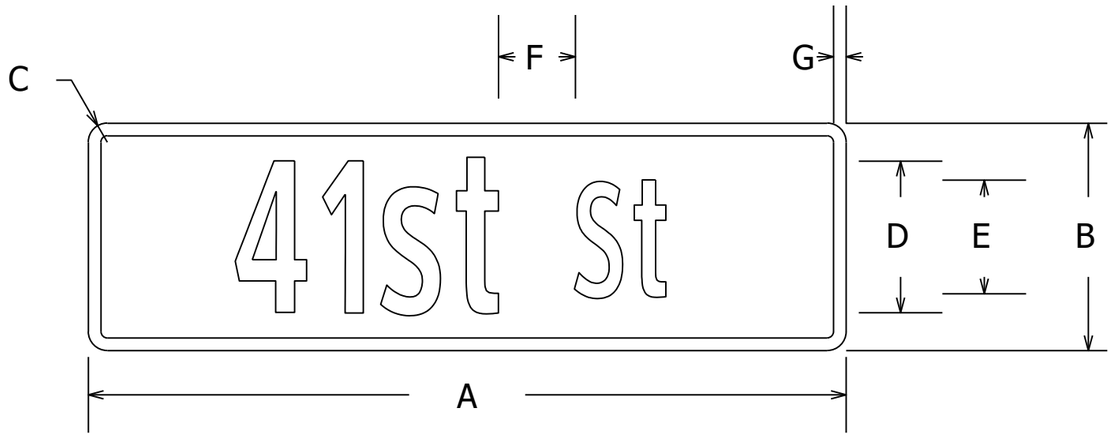
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D3-1



D3-1



D3-1

7

7

SIGN	A	B	C	D	E	F	G
1	VARIES[1]	9	$\frac{3}{4}$	6	$4\frac{1}{2}$	3	$\frac{1}{2}$
2	VARIES[2]	18	$1\frac{1}{2}$	12	6	6	$\frac{1}{2}$

1- minimum 30-inches
2- minimum 48-inches

NOTES

1. Sign is Type II - Type H Reflective (Prismatic High Intensity)
2. Color
   Background - Green
   Border - White
   Message - White
3. Message Series - B for Size 1
   D for Size 2
4. Base Material Shall be 0.125" Aluminum

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10 NOTE 5	CUMULATIVE VOL (CY) MASS ORDINATE NOTE 8
0010	1	410+00 BA, AH		32	24	0	6	0	0	0	0	0	0	0	0
		410+07	7	37	24	0	7	9	7	0	2	9	0	2	2
		410+23	16	37	24	0	7	21	14	0	4	30	0	7	9
		410+35	13	32	24	0	6	16	11	0	3	46	0	10	14
		410+50	15	32	24	0	6	17	13	0	3	63	0	13	18
		411+00	50	33	24	1	7	60	45	1	12	123	1	26	32
		411+10	10	37	24	0	7	13	9	0	3	136	1	30	36
		411+26	16	34	24	0	7	21	14	0	4	157	1	34	43
		411+50	24	39	24	0	8	33	22	0	7	190	1	42	54
		411+59	9	64	24	0	13	17	8	0	3	207	1	45	63
		411+76	17	59	24	0	12	39	15	0	8	246	1	54	87
		411+78	2	60	24	0	12	5	2	0	1	251	1	55	90
		412+00	22	40	24	0	8	41	20	0	8	292	1	64	111
		412+26	26	39	24	0	8	38	24	0	8	330	1	73	125
		412+50	24	40	24	0	8	35	22	0	7	365	1	80	138
		412+59	9	55	24	0	11	15	8	0	3	380	1	84	145
		412+76	17	34	24	0	7	28	16	0	6	408	1	90	157
		413+00	24	34	24	0	7	31	22	0	6	439	1	97	166
		413+08	8	40	24	0	8	11	7	0	2	450	1	99	170
		413+22	14	43	24	0	9	21	12	0	4	471	1	103	179
		413+26	4	38	24	0	8	7	4	0	1	478	1	105	182
		413+50	24	40	24	0	8	34	22	0	7	512	1	112	194
		413+68	18	61	24	0	12	34	16	0	7	546	1	120	212
		413+75	7	44	24	0	9	13	6	0	3	559	1	123	219
		414+00	25	41	24	0	8	40	23	0	8	599	1	132	236
		414+25	25	69	24	0	14	50	22	0	10	649	1	143	264
		414+50	25	41	24	0	8	52	23	0	10	701	1	154	293
		414+76	26	41	24	0	8	39	23	0	8	740	1	163	309
		415+00	24	41	24	0	8	37	22	0	7	777	1	171	324
		415+50	50	35	24	0	7	70	45	0	14	847	1	186	349
		416+00	50	33	24	0	7	63	45	0	13	910	1	200	367
		416+50	50	38	24	0	8	66	45	0	13	976	1	215	388
		416+75	25	34	24	0	7	33	23	0	7	1,009	1	222	398
		417+00	25	39	24	0	8	34	23	0	7	1,043	1	230	409
		417+25	25	35	24	0	7	35	23	0	7	1,078	1	238	421
		417+39	14	42	24	0	8	20	12	0	4	1,098	1	242	429
		417+50	11	39	24	0	8	16	10	0	3	1,114	1	245	435
		417+76	26	44	24	0	9	40	24	0	8	1,154	1	254	451
		418+00	24	70	24	0	14	50	22	0	10	1,204	1	265	479
		418+25	25	50	24	0	10	56	23	0	11	1,260	1	277	512
		418+50	25	75	24	0	15	58	23	0	12	1,318	1	290	547
		418+75	25	47	24	0	9	55	22	0	11	1,373	1	303	580
		419+00	25	43	24	0	9	42	23	0	8	1,415	1	311	599
		419+24	24	44	24	0	9	39	22	0	8	1,454	1	320	616
		419+31	6	59	24	0	12	12	6	0	2	1,466	1	322	622
		419+40	9	42	24	1	8	18	9	0	4	1,484	1	327	631
		419+50	10	38	24	0	8	15	9	0	3	1,499	1	330	637
		420+00	50	36	24	0	7	68	45	0	14	1,567	1	345	660
		420+27	27	36	24	0	7	36	24	0	7	1,603	1	353	672
		420+50	23	41	24	0	8	34	21	0	7	1,637	1	361	685
		420+65	15	41	24	0	8	23	14	0	5	1,660	1	366	694
		421+00	35	45	24	0	9	55	31	0	11	1,715	1	378	718
		421+25	25	43	24	0	9	41	23	0	8	1,756	1	387	736
		421+50	25	47	24	0	9	42	23	0	8	1,798	1	396	755
		421+63	13	61	24	0	12	26	12	0	5	1,824	1	402	769
		421+75	12	48	24	0	10	24	11	0	5	1,848	1	407	782
		422+00	25	45	24	0	9	43	23	0	9	1,891	1	417	802
		422+18	18	47	24	0	9	30	16	0	6	1,921	1	424	816
		422+37	19	70	24	0	14	41	17	0	8	1,962	1	432	840
		422+50	13	70	24	0	14	34	12	0	7	1,996	1	440	862
		422+84	34	49	24	0	10	75	31	0	15	2,071	1	457	906
		423+00	16	48	24	0	10	29	15	0	6	2,100	1	463	920
		423+50	50	45	24	1	9	86	45	1	17	2,186	3	482	960
		423+78	28	43	24	0	9	45	25	0	9	2,231	3	492	980
		424+00	22	40	24	0	8	34	20	0	7	2,265	3	499	994

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10 NOTE 5	CUMULATIVE VOL (CY) MASS ORDINATE NOTE 8
0010	1	424+07	7	39	24	0	8	10	6	0	2	2,275	3	502	998
		424+50	43	27	24	0	5	52	39	0	10	2,327	3	513	1,011
		425+00	50	25	24	0	5	48	45	0	10	2,375	3	524	1,014
		425+50	50	28	24	2	6	49	45	2	10	2,424	5	535	1,015
		426+00	50	39	24	0	8	62	45	2	12	2,486	8	548	1,030
		426+50	50	42	24	0	8	75	45	0	15	2,561	8	564	1,060
		427+00	50	47	24	0	9	82	45	0	16	2,643	8	582	1,097
		427+17	17	49	24	0	10	30	15	0	6	2,673	8	589	1,112
		427+50	33	52	24	0	10	63	30	0	13	2,736	8	603	1,145
		428+00	50	53	24	0	11	97	45	0	19	2,833	8	624	1,197
		428+50	50	51	24	0	10	96	45	0	19	2,929	8	645	1,248
		429+00	50	48	24	0	10	91	45	0	18	3,020	8	664	1,294
		429+50	50	46	24	0	9	87	45	0	17	3,107	8	683	1,336
		429+59	9	45	24	0	9	14	8	0	3	3,121	8	686	1,342
		430+00	41	42	24	0	8	66	38	0	13	3,187	8	701	1,370
		430+17	17	43	24	0	9	27	15	0	5	3,214	8	706	1,382
		430+50	33	45	24	0	9	53	30	0	11	3,267	8	718	1,405
		431+00	50	49	24	0	10	86	45	0	17	3,353	8	737	1,446
		431+50	50	40	24	0	8	82	45	0	16	3,435	8	755	1,483
		432+00	50	48	24	0	10	81	45	0	16	3,516	8	772	1,519
		432+50	50	40	24	0	8	81	45	0	16	3,597	8	790	1,555
		432+56	6	43	24	0	9	10	6	0	2	3,607	8	792	1,559
		432+67	11	56	24	0	11	20	10	0	4	3,627	8	796	1,569
		433+00	33	34	24	0	7	54	30	0	11	3,681	8	809	1,593
		433+19	19	34	24	0	7	23	17	0	5	3,704	8	814	1,599
		433+50	31	34	24	0	7	40	29	0	8	3,744	8	823	1,610
		433+69	19	50	24	0	10	29	17	0	6	3,773	8	829	1,622
		434+00	31	43	24	0	9	54	28	0	11	3,827	8	842	1,648
		434+17	17	59	24	0	12	33	16	0	7	3,860	8	849	1,665
		434+50	33	39	24	0	8	59	30	0	12	3,919	8	862	1,694
		434+68	18	58	24	0	12	33	17	0	7	3,952	8	870	1,710
		434+81	13	42	24	0	8	24	12	0	5	3,976	8	876	1,722
		434+95	14	38	24	0	8	20	12	0	4	3,996	8	880	1,730
		435+00	5	38	24	0	8	7	5	0	1	4,003	8	881	1,732
		435+18	18	59	24	0	12	32	16	0	6	4,035	8	888	1,748
		435+41	23	38	24	0	8	42	21	0	8	4,077	8	897	1,769
		435+50	9	38	24	0	8	12	8	0	2	4,089	8	899	1,773
		435+69	19	52	24	0	10	31	17	0	6	4,120	8	905	1,787
		436+00	31	39	24	0	8	53	28	0	11	4,173	8	917	1,812
		436+19	19	62	24	0	12	35	17	0	7	4,208	8	925	1,830
		436+50	31	41	24	0	8	60	28	0	12	4,268	8	938	1,862
		436+69	19	56	24	0	11	34	17	0	7	4,302	8	946	1,879
		437+00	31	40	24	0	8	55	28	0	11	4,357	8	958	1,906
		437+17	17	55	24	0	11	30	16	0	6	4,387	8	965	1,920
		437+50	33	37	24	0	7	55	30	0	11	4,442	8	977	1,945
		437+67	17	49	24	0	10	27	16	0	5	4,469	8	982	1,956
		438+00	33	34	24	0	7	50	30	0	10	4,519	8	993	1,976
		438+19	19	36	24	0	7	24	17	0	5	4,543	8	999	1,983
		438+50	31	37	24	0	7	42	28	0	8	4,585	8	1,008	1,997
		439+00	50	31	24	0	6	63	45	0	13	4,648	8	1,022	2,015
		439+50	50	73	24	0	0	97	45	0	6	4,745	8	1,029	2,067
		440+00	50	68	24	0	0	131	45	0	0	4,876	8	1,029	2,153
		440+50	50	65	24	0	0	124	45	0	0	5,000	8	1,029	2,232
		441+00	50	67	24	0	0	122	45	0	0	5,122	8	1,029	2,309
		441+50	50	73	24	0	0	129	45	0	0	5,251	8	1,029	2,393
		442+00	50	70	24	0	0	132	45	0	0	5,383	8	1,029	2,480
		442+50	50	67	24	0	0	127	45	0	0	5,510	8	1,029	2,562
		443+00	50	67	24	0	0	124	45	0	0	5,634	8	1,029	2,641
		443+50	50	62	24	0	0	120	45	0	0	5,754	8	1,029	2,716
		444+00	50	58	24	1	0	111	45	1	0	5,865	9	1,029	2,780

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10 NOTE 5	CUMULATIVE VOL (CY) MASS ORDINATE NOTE 8
0010	1	444+50	50	59	24	1	0	108	45	2	0	5,973	11	1,029	2,841
		445+00	50	59	24	2	0	109	45	3	0	6,082	15	1,029	2,901
		445+50	50	59	24	4	0	109	45	5	0	6,191	21	1,029	2,959
		445+92	42	70	24	0	0	100	38	3	0	6,291	25	1,029	3,017
		446+00	8	71	24	0	0	22	8	0	0	6,313	25	1,029	3,031
		446+50	50	65	24	3	0	126	45	2	0	6,439	28	1,029	3,110
		446+56	6	63	24	2	0	14	5	0	0	6,453	28	1,029	3,119
						COLUMN TOTALS		6,453	3,307	22	935	6,453	28	1,029	3,119

NOTES:

1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5. WILL BE BACKFILLED WITH BREAKER RUN
8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]

9

9

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EARTHWORK	SHEET 137 260	E

FILE NAME : PLOT DATE : PLOT BY : PLOT NAME : PLOT SCALE : 1:1

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.10 NOTE 5	MASS ORDINATE NOTE 8
0010	2	410+00 BA, AH		35	24	0	7	0	0	0	0	0	0	0	0
		410+07	7	36	24	0	7	10	7	0	2	10	0	2	3
		410+23	16	33	24	0	7	20	14	0	4	30	0	7	9
		410+35	13	38	24	0	8	16	11	0	3	46	0	10	14
		410+50	15	33	24	0	7	19	13	0	4	65	0	14	20
		411+00	50	33	24	0	7	61	45	0	12	126	0	28	36
		411+10	10	33	24	0	7	12	9	0	2	138	0	30	39
		411+26	16	38	24	0	8	20	14	0	4	158	0	34	45
		411+50	24	35	24	0	7	33	22	0	7	191	0	42	56
		411+59	9	35	24	0	7	11	8	0	2	202	0	44	59
		411+76	17	41	24	0	8	24	15	0	5	226	0	50	68
		411+78	2	41	24	0	8	3	2	0	1	229	0	51	69
		412+00	22	38	24	0	8	32	20	0	6	261	0	57	81
		412+26	26	41	24	0	8	38	24	0	8	299	0	66	95
		412+50	24	33	24	0	7	33	22	0	7	332	0	74	106
		412+59	9	32	24	0	6	10	8	0	2	342	0	76	108
		412+76	17	36	24	0	7	22	16	0	4	364	0	80	114
		413+00	24	34	24	0	7	32	22	0	6	396	0	87	124
		413+08	8	35	24	0	7	10	7	0	2	406	0	89	127
		413+22	14	42	24	0	8	19	12	0	4	425	0	94	134
		413+26	4	42	24	0	8	7	4	0	1	432	0	95	137
		413+50	24	39	24	0	8	36	22	0	7	468	0	102	151
		413+68	18	38	24	0	8	26	16	0	5	494	0	108	161
		413+75	7	44	24	0	9	10	6	0	2	504	0	110	165
		414+00	25	41	24	0	8	40	23	0	8	544	0	119	182
		414+25	25	58	24	0	12	45	22	0	9	589	0	129	205
		414+50	25	41	24	0	8	46	23	0	9	635	0	139	228
		414+76	26	62	24	0	12	49	23	0	10	684	0	150	254
		415+00	24	44	24	0	9	48	22	0	10	732	0	161	280
		415+50	50	35	24	0	7	73	45	0	15	805	0	177	308
		416+00	50	35	24	0	7	65	45	0	13	870	0	191	328
		416+50	50	34	24	0	7	64	45	0	13	934	0	206	347
		416+75	25	40	24	0	8	34	23	0	7	968	0	213	358
		417+00	25	36	24	0	7	35	23	0	7	1,003	0	221	370
		417+25	25	41	24	0	8	36	23	0	7	1,039	0	229	383
		417+39	14	38	24	0	8	20	12	0	4	1,059	0	233	391
		417+50	11	39	24	0	8	15	10	0	3	1,074	0	237	396
		417+76	26	68	24	0	14	52	24	0	10	1,126	0	248	424
		418+00	24	46	24	0	9	50	22	0	10	1,176	0	259	452
		418+25	25	75	24	0	15	56	23	0	11	1,232	0	271	485
		418+50	25	47	24	0	9	56	23	0	11	1,288	0	283	518
		418+75	25	63	24	0	13	50	22	0	10	1,338	0	294	546
		419+00	25	41	24	0	8	49	23	0	10	1,387	0	305	572
		419+24	24	43	24	0	9	38	22	0	8	1,425	0	314	588
		419+31	6	37	24	0	7	9	6	0	2	1,434	0	316	591
		419+40	9	42	24	0	8	14	9	0	3	1,448	0	319	596
		419+50	10	37	24	0	7	15	9	0	3	1,463	0	322	602
		420+00	50	38	24	1	8	69	45	1	14	1,532	1	338	625
		420+27	27	43	24	0	9	39	24	0	8	1,571	1	347	640
		420+50	23	40	24	0	8	36	21	0	7	1,607	1	354	655
		420+65	15	45	24	0	9	24	14	0	5	1,631	1	360	665
		421+00	35	41	24	0	8	55	31	0	11	1,686	1	372	689
		421+25	25	47	24	0	9	41	23	0	8	1,727	1	381	707
		421+50	25	43	24	0	9	42	23	0	8	1,769	1	389	726
		421+63	13	43	24	0	9	20	12	0	4	1,789	1	394	734
		421+75	12	48	24	0	10	20	11	0	4	1,809	1	398	743
		422+00	25	42	24	0	8	41	23	0	8	1,850	1	407	761
		422+18	18	61	24	0	12	34	16	0	7	1,884	1	415	779
		422+37	19	45	24	0	9	38	17	0	8	1,922	1	424	800
		422+50	13	47	24	0	9	22	12	0	4	1,944	1	428	810
		422+84	34	71	24	0	14	74	31	0	15	2,018	1	444	853
		423+00	16	58	24	0	12	39	15	0	8	2,057	1	453	877
		423+50	50	40	24	0	8	91	45	0	18	2,148	1	473	923
		423+78	28	45	24	0	9	44	25	0	9	2,192	1	483	942
		424+00	22	38	24	0	8	34	20	0	7	2,226	1	491	956

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10 NOTE 5	CUMULATIVE VOL (CY) MASS ORDINATE NOTE 8
0010	2	424+07	7	36	24	0	7	10	6	0	2	2,236	1	493	960
		424+50	43	38	24	0	8	59	39	0	12	2,295	1	506	980
		425+00	50	30	24	1	6	64	45	1	13	2,359	3	520	998
		425+50	50	46	24	0	9	71	45	1	14	2,430	4	536	1,022
		426+00	50	39	24	0	8	79	45	0	16	2,509	4	553	1,056
		426+50	50	39	24	0	8	72	45	0	14	2,581	4	569	1,083
		427+00	50	45	24	0	9	77	45	0	15	2,658	4	585	1,115
		427+17	17	62	24	0	12	33	15	0	7	2,691	4	593	1,133
		427+50	33	45	24	0	9	66	30	0	13	2,757	4	607	1,169
		428+00	50	47	24	0	9	85	45	0	17	2,842	4	626	1,209
		428+50	50	43	24	0	9	83	45	0	17	2,925	4	645	1,247
		429+00	50	42	24	0	8	79	45	0	16	3,004	4	662	1,281
		429+50	50	45	24	0	9	80	45	0	16	3,084	4	680	1,316
		429+59	9	60	24	0	12	17	8	0	3	3,101	4	683	1,325
		430+00	41	37	24	0	7	74	38	0	15	3,175	4	700	1,361
		430+17	17	52	24	0	10	28	15	0	6	3,203	4	706	1,374
		430+50	33	40	24	0	8	56	30	0	11	3,259	4	718	1,400
		431+00	50	39	24	0	8	74	45	0	15	3,333	4	735	1,429
		431+50	50	39	24	0	8	72	45	0	14	3,405	4	750	1,456
		432+00	50	45	24	0	9	78	45	0	16	3,483	4	768	1,489
		432+50	50	40	24	0	8	79	45	0	16	3,562	4	785	1,523
		432+56	6	61	24	0	12	12	6	0	2	3,574	4	788	1,529
		432+67	11	41	24	0	8	21	10	0	4	3,595	4	792	1,540
		433+00	33	34	24	0	7	46	30	0	9	3,641	4	802	1,556
		433+19	19	33	24	0	7	23	17	0	5	3,664	4	807	1,562
		433+50	31	55	24	0	11	51	29	0	10	3,715	4	818	1,584
		433+69	19	38	24	0	8	32	17	0	6	3,747	4	825	1,599
		434+00	31	57	24	0	11	55	28	0	11	3,802	4	837	1,626
		434+17	17	40	24	0	8	31	16	0	6	3,833	4	844	1,641
		434+50	33	39	24	0	8	48	30	0	10	3,881	4	855	1,659
		434+68	18	41	24	0	8	27	17	0	5	3,908	4	860	1,669
		434+81	13	56	24	0	11	24	12	0	5	3,932	4	866	1,681
		434+95	14	57	24	0	11	28	12	0	6	3,960	4	872	1,697
		435+00	5	40	24	0	8	9	5	0	2	3,969	4	875	1,701
		435+18	18	41	24	0	8	27	16	0	5	3,996	4	880	1,712
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		435+50	9	41	24	0	8	17	8	0	3	4,057	4	893	1,744
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		436+00	31	38	24	0	8	44	28	0	9	4,128	4	909	1,770
		436+19	19	39	24	0	8	27	17	0	5	4,155	4	914	1,780
		436+50	31	42	24	0	8	47	28	0	9	4,202	4	924	1,799
		436+69	19	42	24	0	8	30	17	0	6	4,232	4	931	1,812
		437+00	31	41	24	0	8	47	28	0	9	4,279	4	941	1,831
		437+17	17	62	24	0	12	33	16	0	7	4,312	4	948	1,848
		437+50	33	37	24	0	7	60	30	0	12	4,372	4	961	1,878
		437+67	17	32	24	0	6	22	16	0	4	4,394	4	966	1,884
		438+00	33	35	24	0	7	40	30	0	8	4,434	4	975	1,894
		438+19	19	33	24	0	7	23	17	0	5	4,457	4	980	1,900
		438+50	31	37	24	1	7	40	28	1	8	4,497	5	989	1,911
		439+00	50	31	24	1	6	63	45	2	13	4,560	8	1,003	1,927
		439+50	50	66	24	0	0	90	45	1	6	4,650	9	1,010	1,970
		440+00	50	66	24	0	0	122	45	0	0	4,772	9	1,010	2,047
		440+50	50	66	24	0	0	122	45	0	0	4,894	9	1,010	2,124
		441+00	50	67	24	0	0	123	45	0	0	5,017	9	1,010	2,202
		441+50	50	76	24	0	0	132	45	0	0	5,149	9	1,010	2,289
		442+00	50	71	24	0	0	136	45	0	0	5,285	9	1,010	2,380
		442+50	50	67	24	0	0	128	45	0	0	5,413	9	1,010	2,463
		443+00	50	75	24	0	0	131	45	0	0	5,544	9	1,010	2,549
		443+50	50	64	24	0	0	129	45	0	0	5,673	9	1,010	2,633
		444+00	50	74	24	1	0	128	45	1	0	5,801	10	1,010	2,715

22ND AVENUE

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10 NOTE 5	CUMULATIVE VOL (CY) MASS ORDINATE NOTE 8
0010	2	444+50	50	83	24	1	0	145	45	1	0	5,946	11	1,010	2,814
		445+00	50	92	24	0	0	162	45	1	0	6,108	13	1,010	2,930
		445+50	50	105	24	0	0	182	45	1	0	6,290	14	1,010	3,065
		445+92	42	101	24	0	0	160	38	0	0	6,450	14	1,010	3,187
		446+00	8	100	24	0	0	31	8	0	0	6,481	14	1,010	3,210
		446+50	50	55	24	0	0	143	45	0	0	6,624	14	1,010	3,308
		446+56	6	52	24	0	0	12	5	0	0	6,636	14	1,010	3,315
						COLUMN TOTALS		6,636	3,307	11	918	6,636	14	1,010	3,315

NOTES:

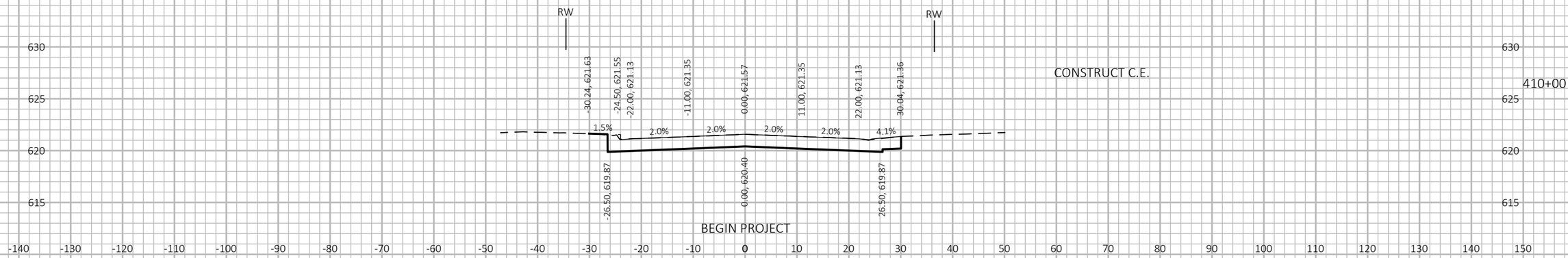
1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5. WILL BE BACKFILLED WITH BREAKER RUN
8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]

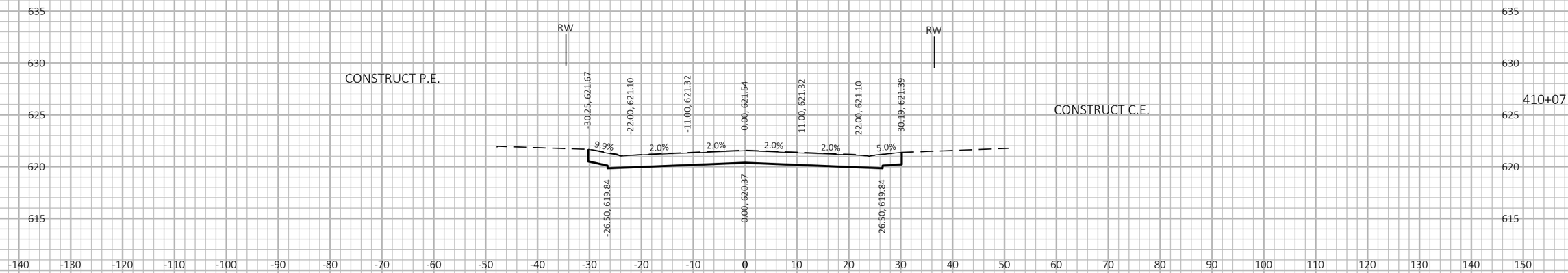
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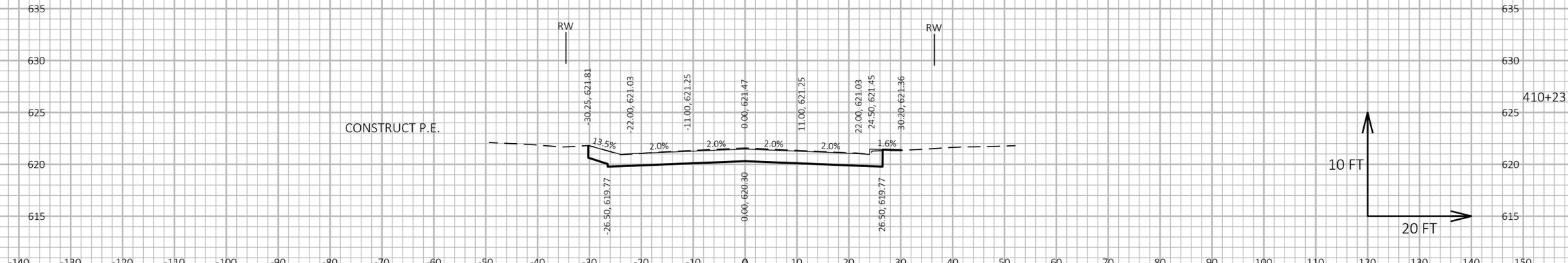
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	EARTHWORK	SHEET 140 263	E

FILE NAME : PLOT DATE : PLOT BY : PLOT NAME : PLOT SCALE : 1:1







9

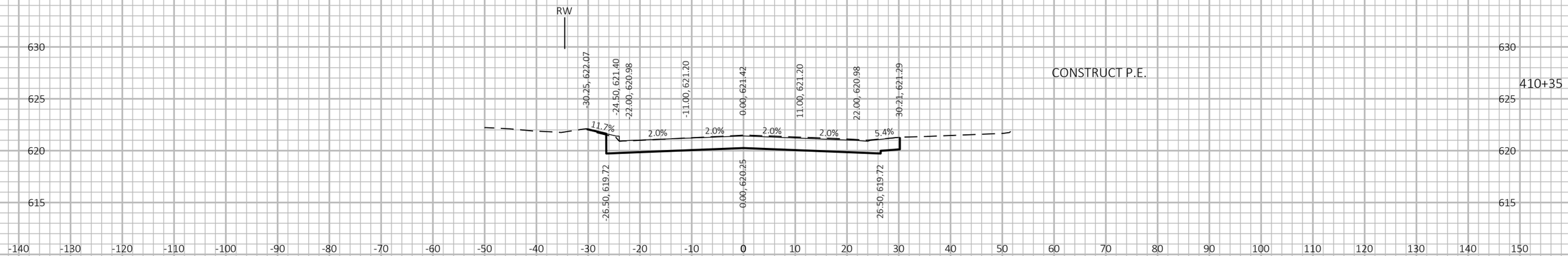
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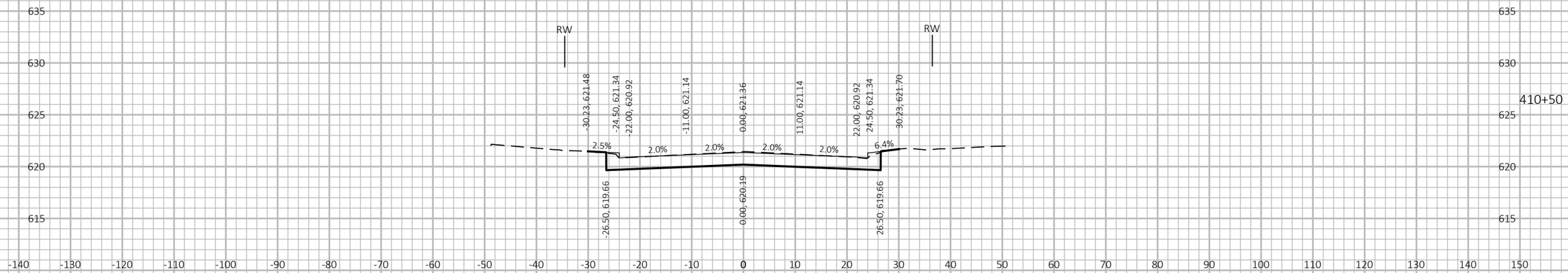
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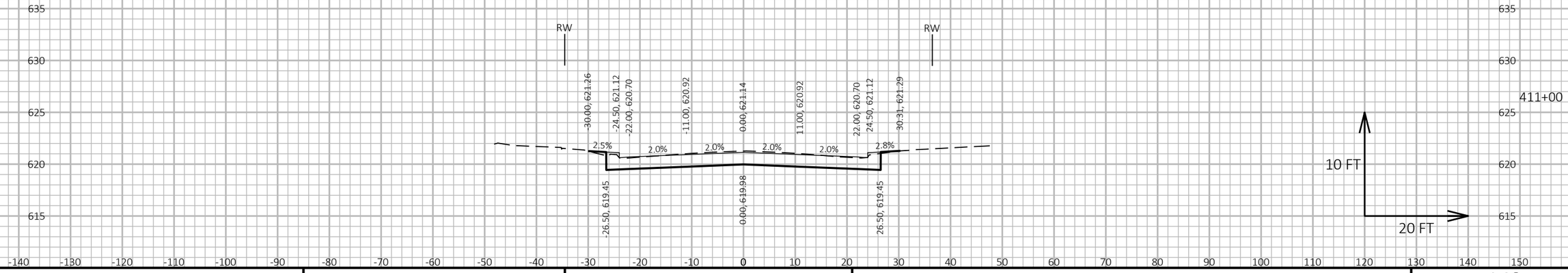
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LAYOUT NAME - 090201-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

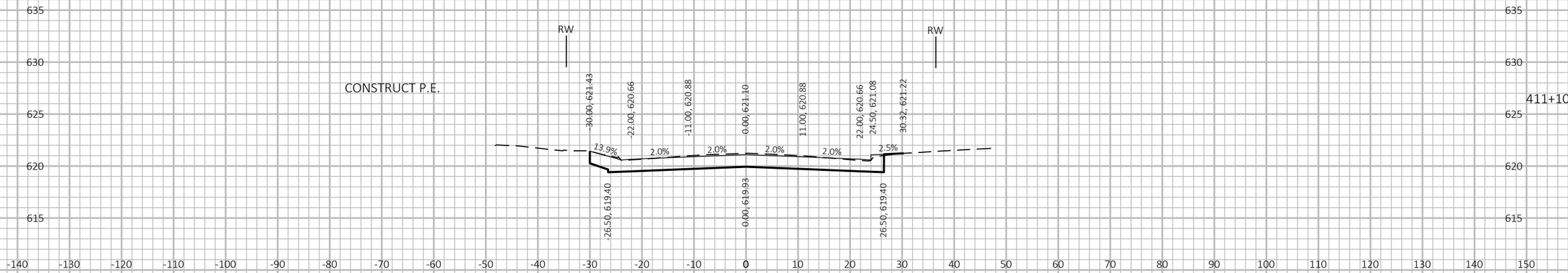
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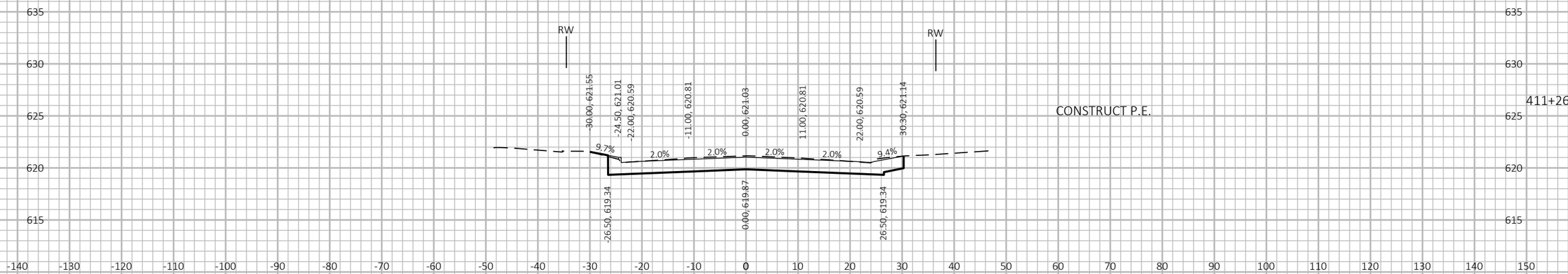
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 142 265	E

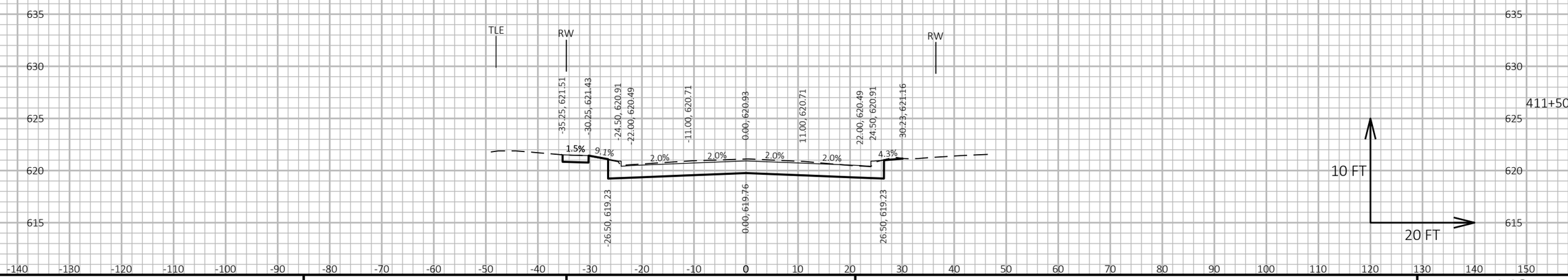
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LAYOUT NAME - 090202-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 143 266	E

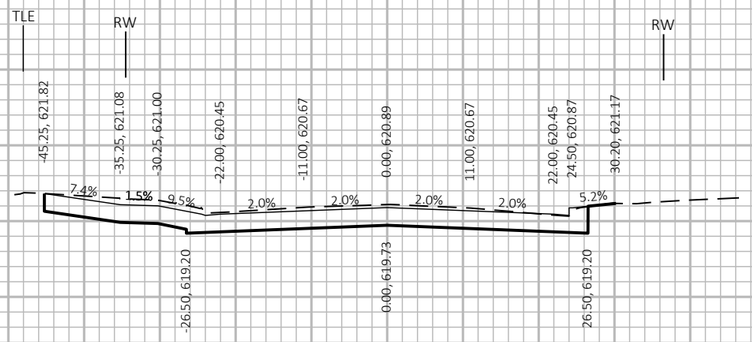
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LAYOUT NAME - 090203-xs

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WISDOT/CADDS SHEET 49

411+59

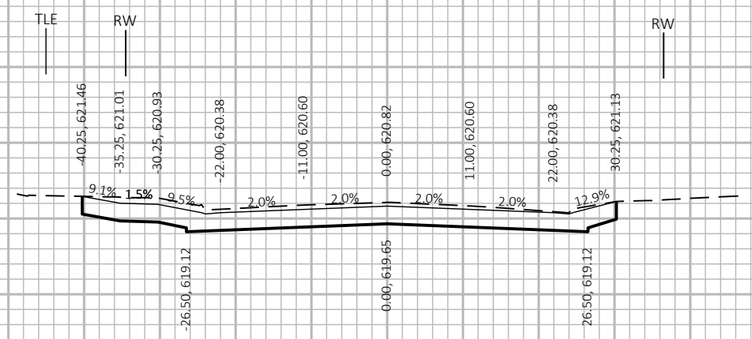
CONSTRUCT P.E.



411+76

CONSTRUCT P.E.

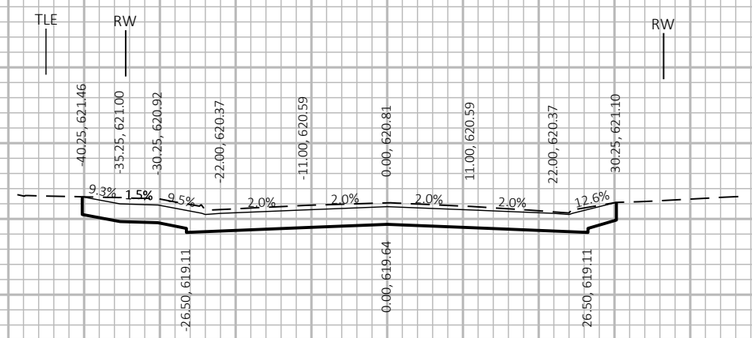
CONSTRUCT P.E.



411+78

CONSTRUCT P.E.

CONSTRUCT P.E.





9

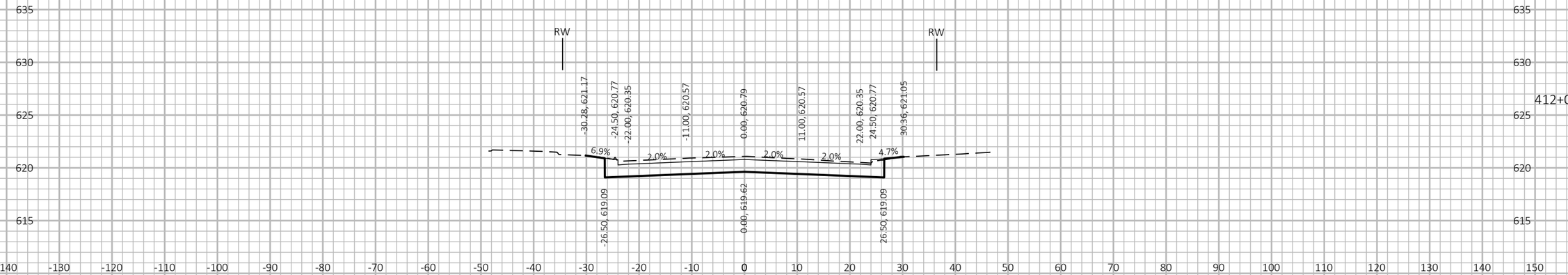
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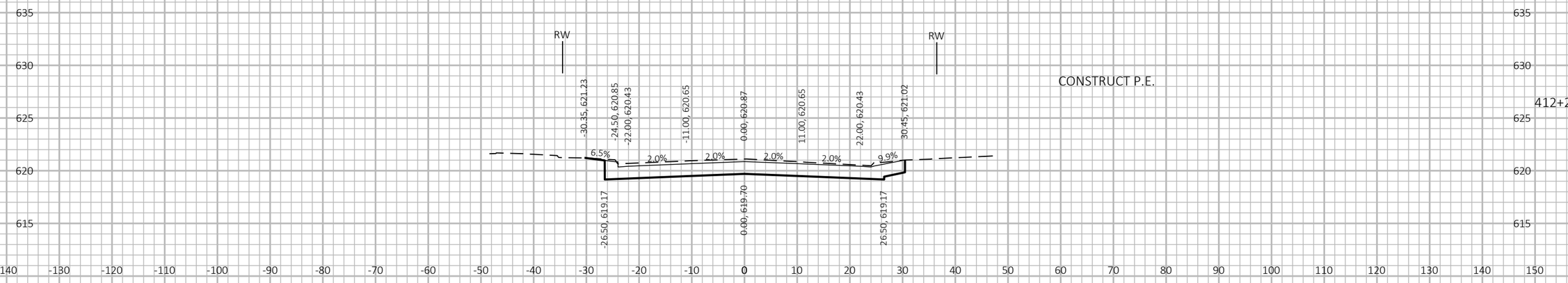
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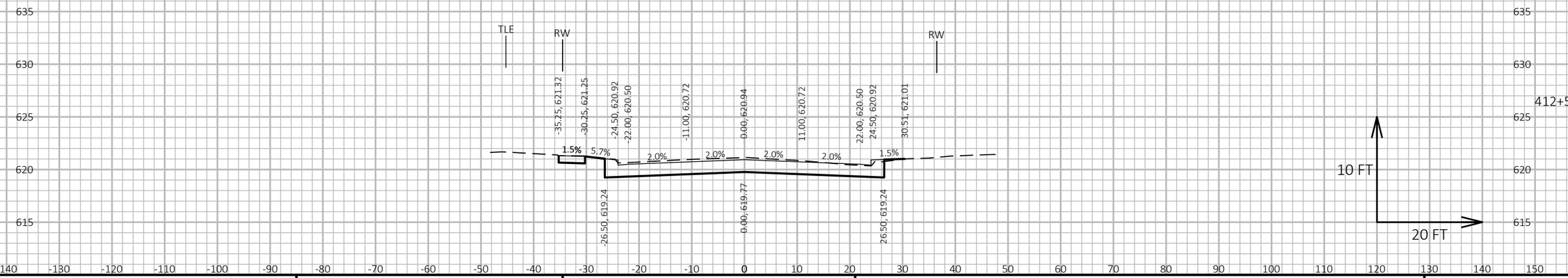
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LAYOUT NAME - 090204-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 145 268	E

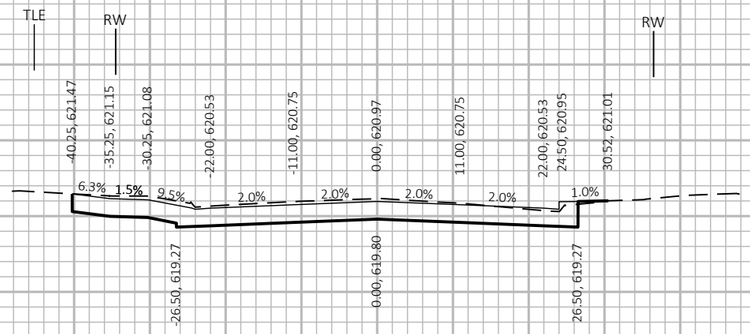
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LAYOUT NAME - 090205-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

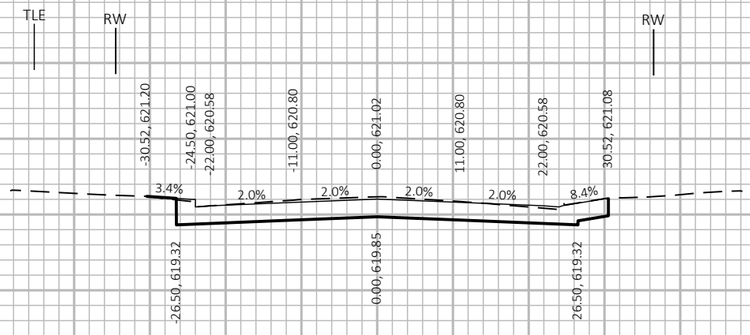
CONSTRUCT P.E.

412+59

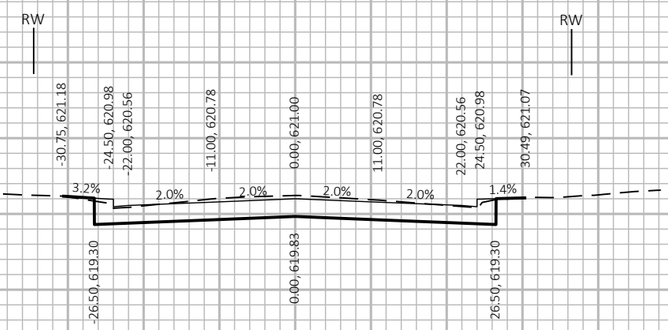


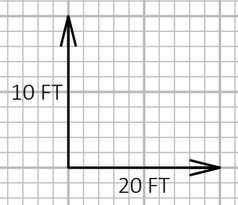
CONSTRUCT P.E.

412+76



413+00





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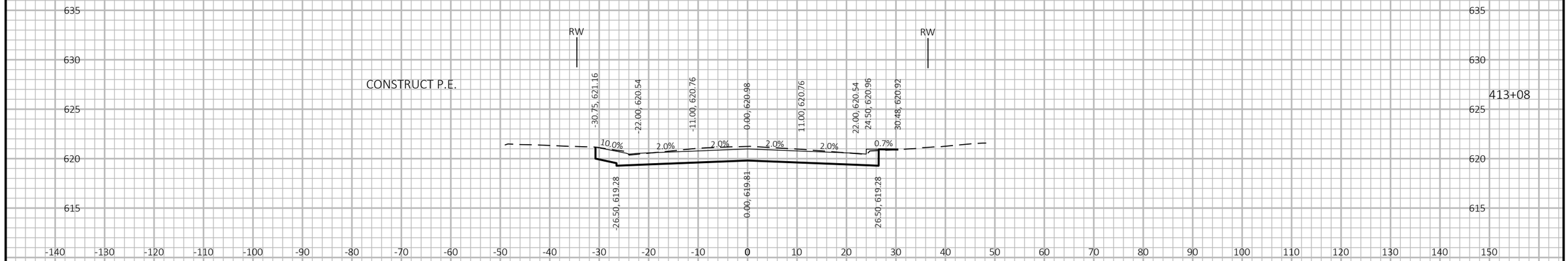
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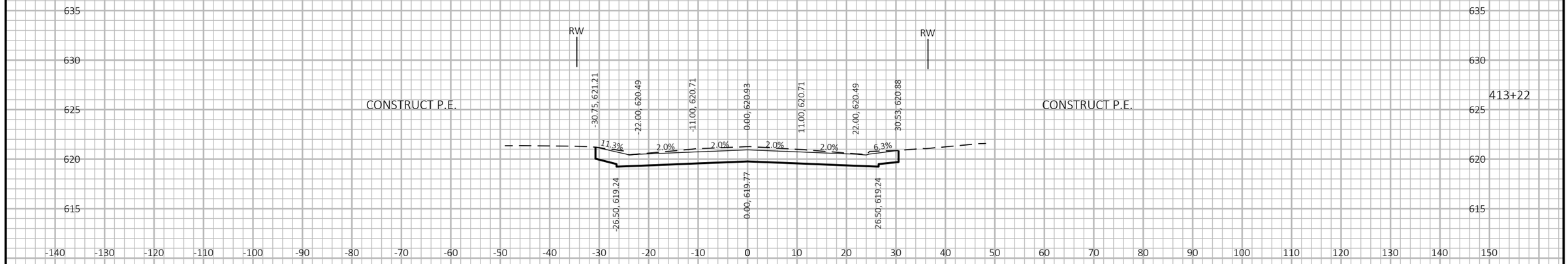
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LAYOUT NAME - 090206-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

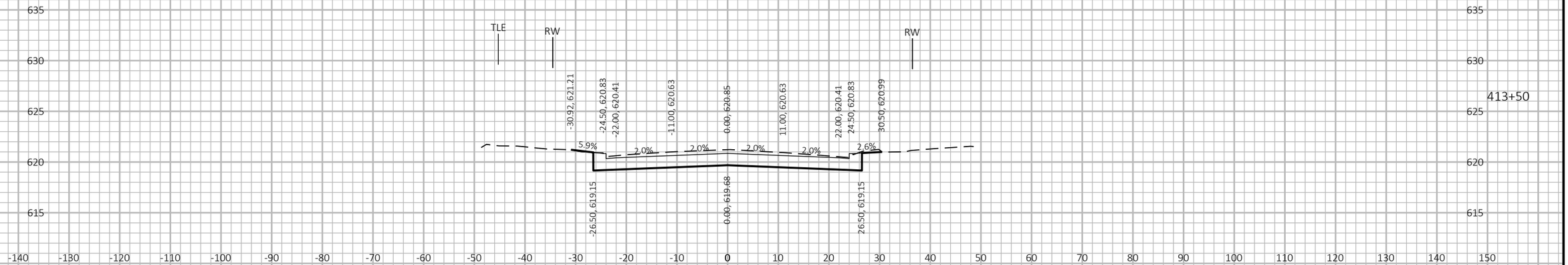
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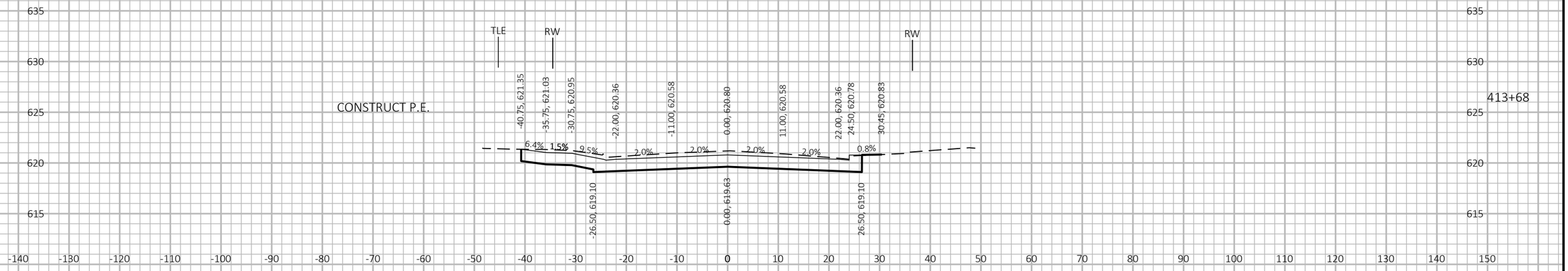
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 147 270	E

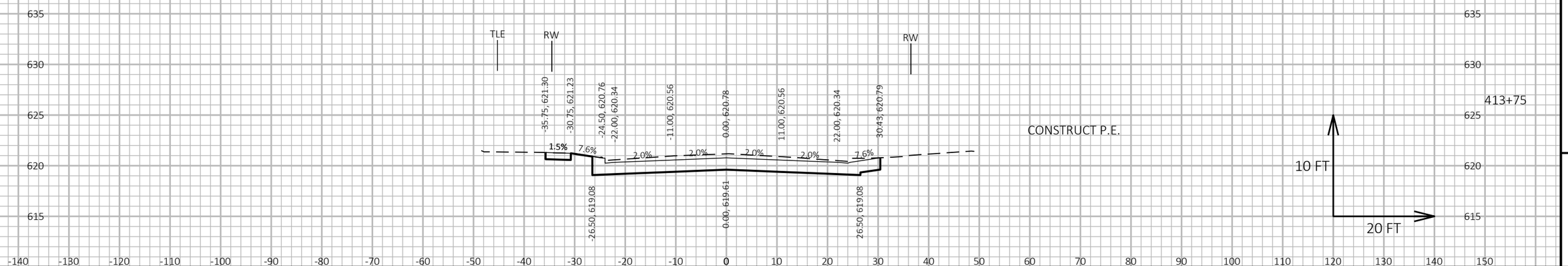
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LAYOUT NAME - 090207-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

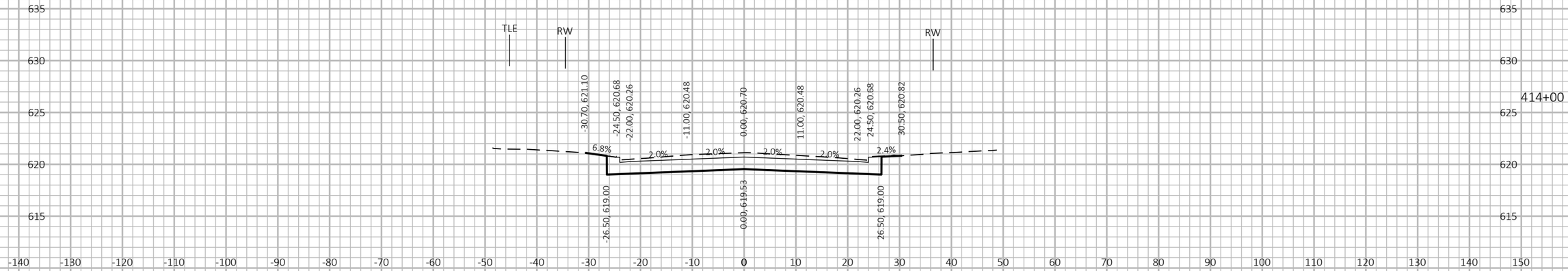
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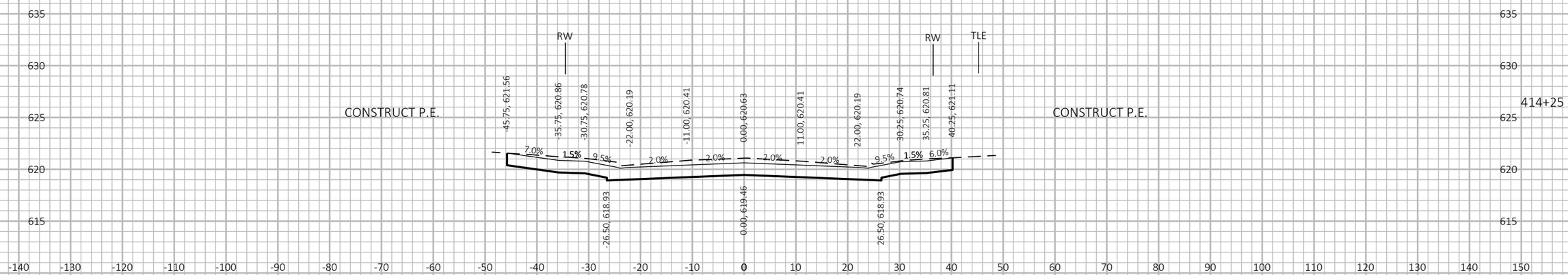
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 148 271	E

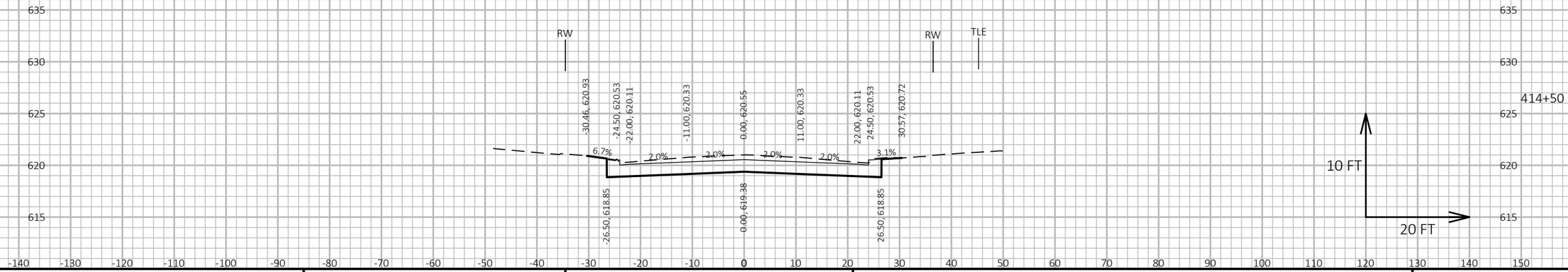
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LAYOUT NAME - 090208-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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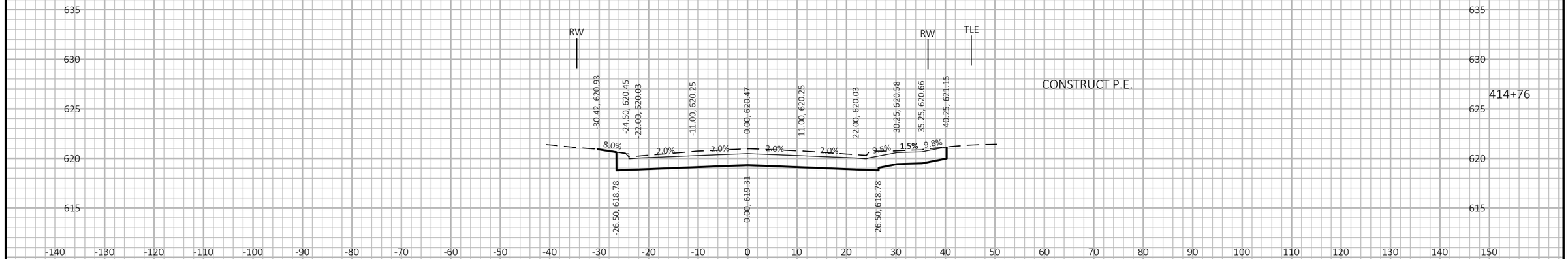
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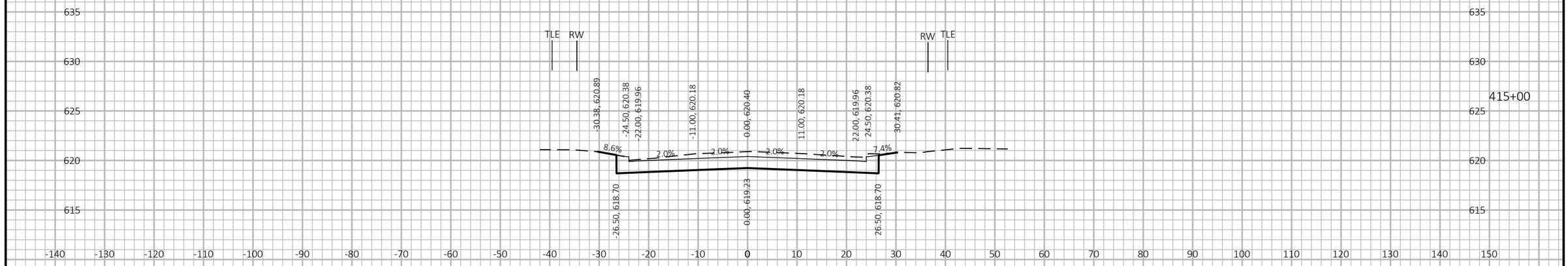
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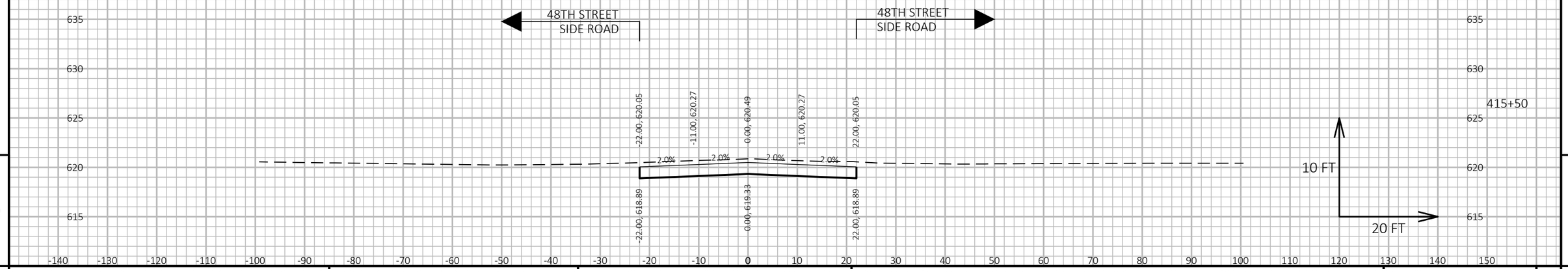
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LAYOUT NAME - 090209-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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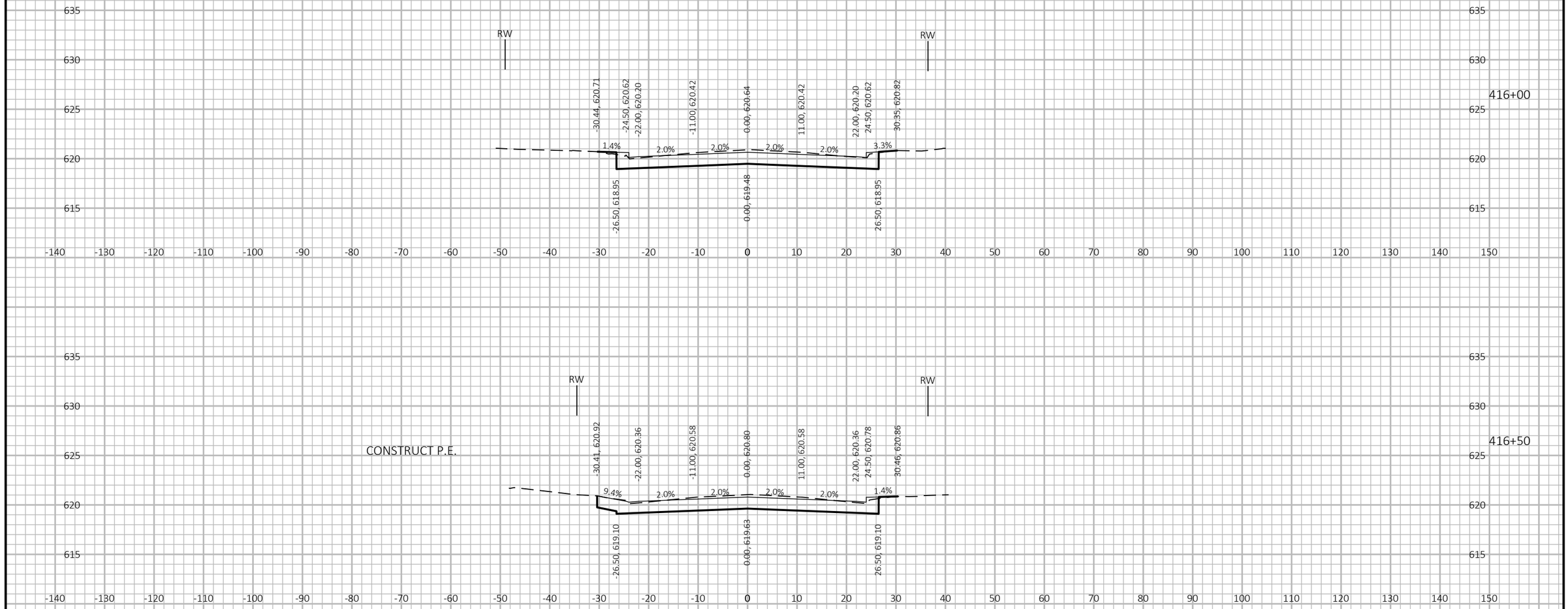
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 150 273	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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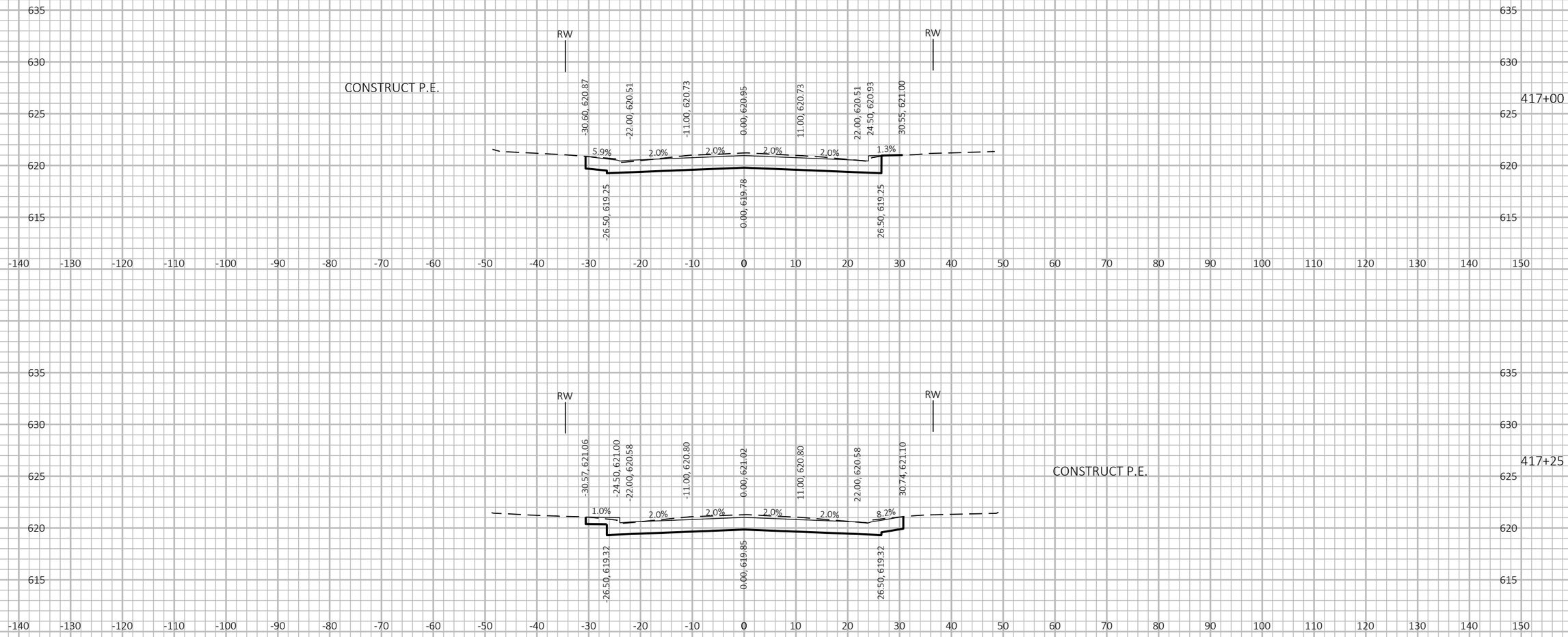
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 151 274	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

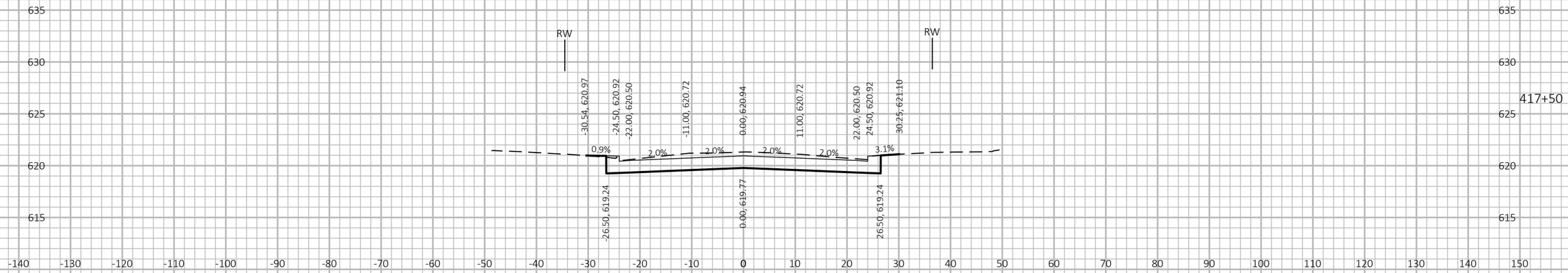
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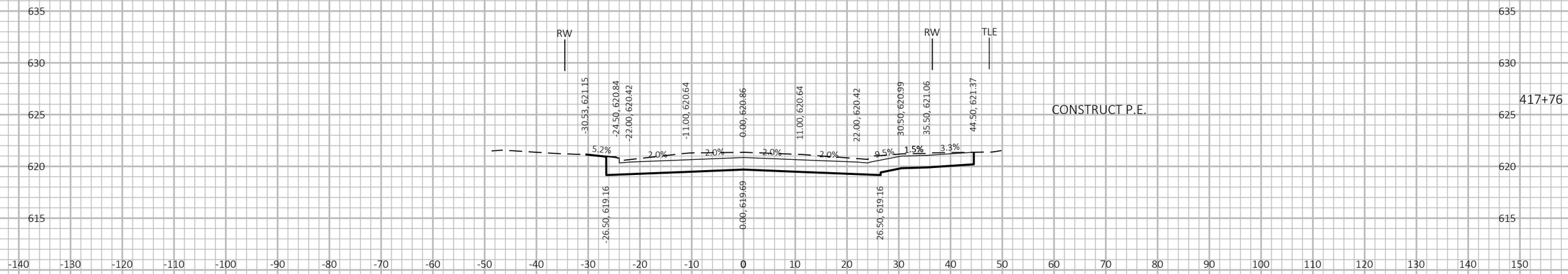
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 152 275	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090212-xs

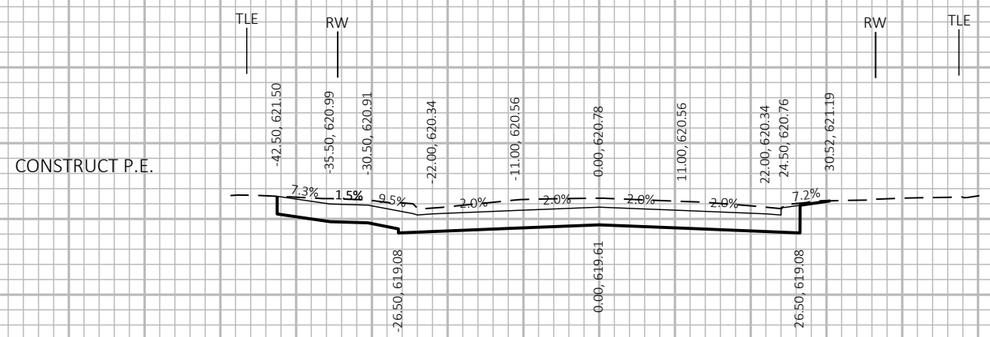
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WISDOT/CADDS SHEET 49

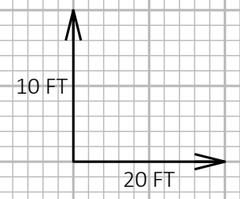




CONSTRUCT P.E.



CONSTRUCT P.E.



9

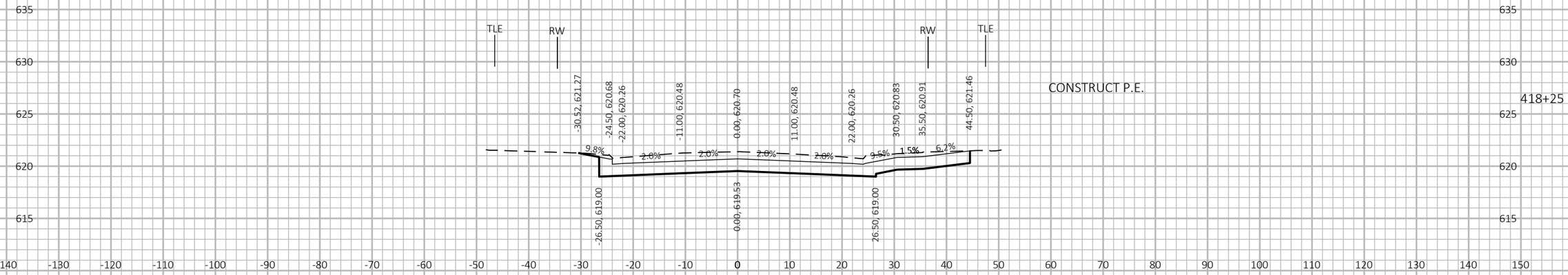
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 153 276	E

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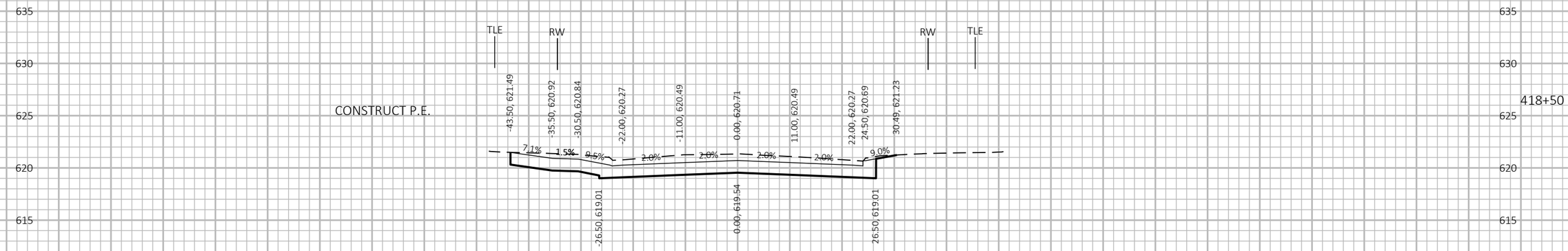
PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



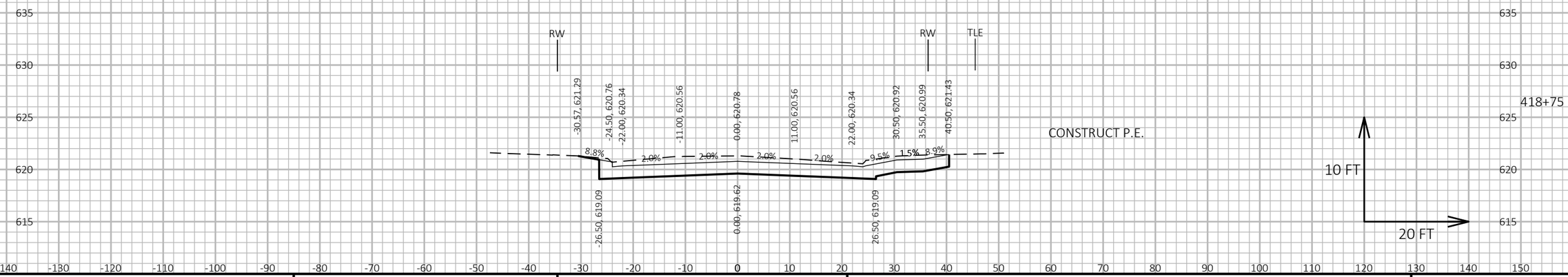
CONSTRUCT P.E.

418+25



CONSTRUCT P.E.

418+50



CONSTRUCT P.E.

418+75

9

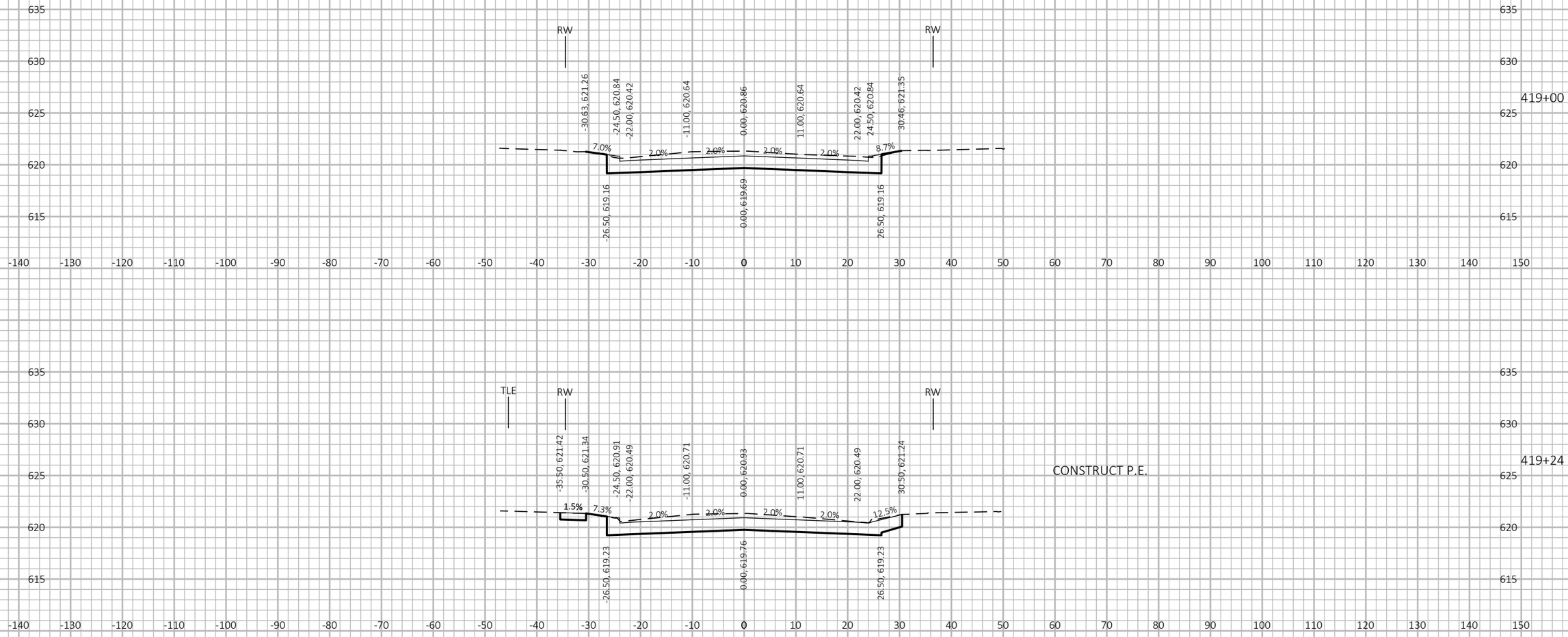
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 154 277	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



CONSTRUCT P.E.

CONSTRUCT P.E.

9

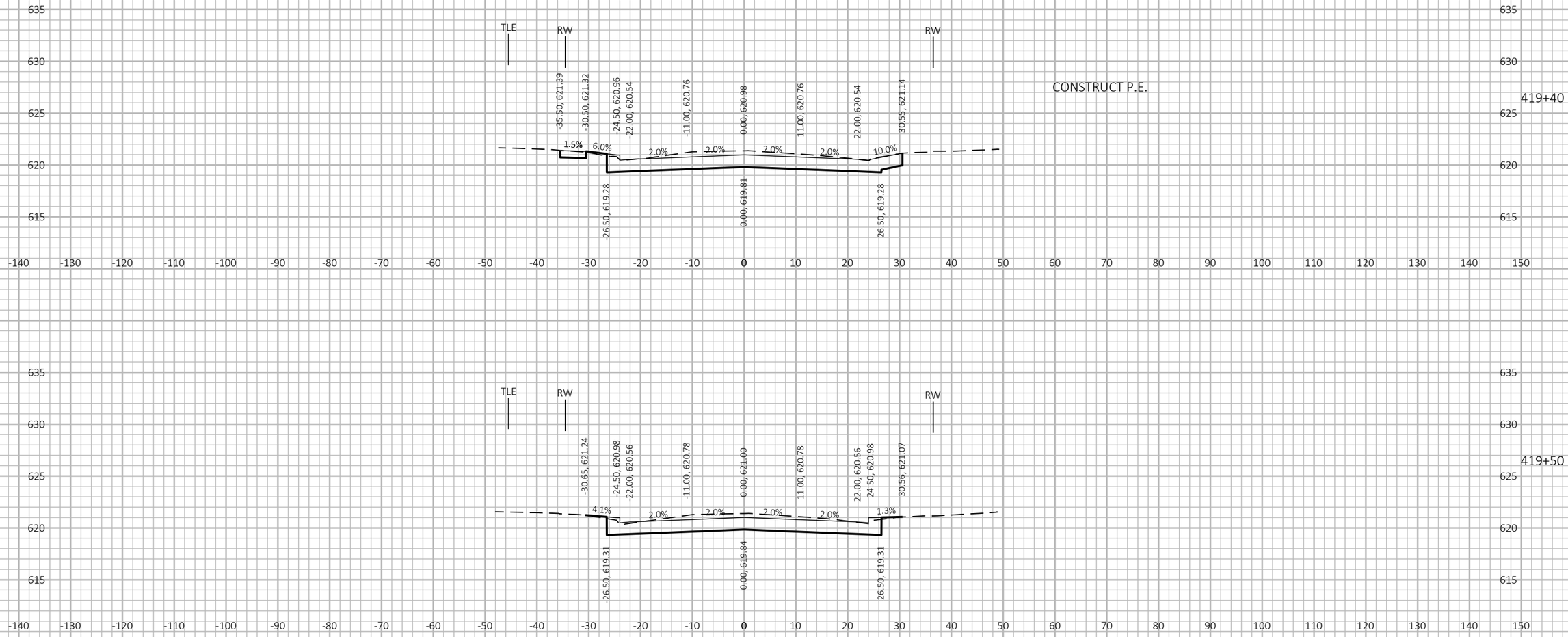
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 155 278	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 156 279	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

46TH STREET
SIDE ROAD

RW

CONSTRUCT P.E.

420+27

-22.00, 620.70 | -11.00, 620.92 | 0.00, 621.14 | 11.00, 620.92 | 22.00, 620.70 | 30.54, 621.10

2.0% | 2.0% | 2.0% | 2.0% | 6.4%

-22.00, 619.54 | 0.00, 619.98 | 26.50, 619.45

TLE | PRW | RW | RW | TLE

420+50

-30.73, 621.17 | -24.50, 621.04 | -22.00, 620.62 | -11.00, 620.84 | 0.00, 621.06 | 11.00, 620.84 | 22.00, 620.62 | 24.50, 621.04 | 30.56, 621.04

2.1% | 2.0% | 2.0% | 2.0% | 2.0% | 0.1%

-26.50, 619.37 | 0.00, 619.90 | 26.50, 619.37

RW | RW

420+65

CONSTRUCT P.E.

-30.70, 621.12 | -24.50, 620.99 | -22.00, 620.57 | -11.00, 620.79 | 0.00, 621.01 | 11.00, 620.79 | 22.00, 620.57 | 30.52, 621.04

2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 7.7%

-26.50, 619.31 | 0.00, 619.84 | 26.50, 619.31

10 FT

20 FT

9

9

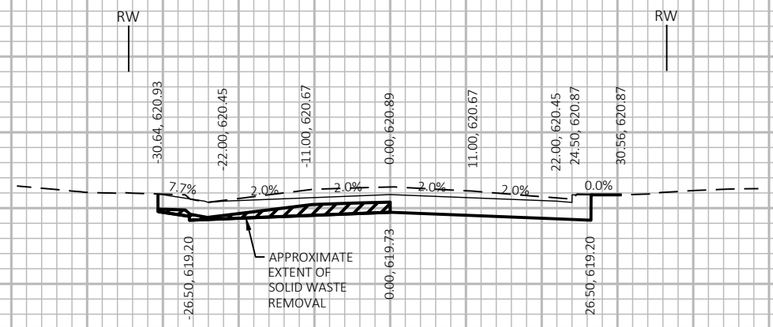
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 157 280	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

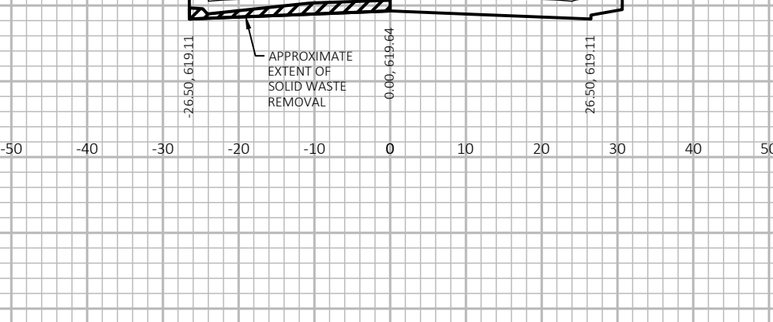
WISDOT/CADDS SHEET 49

CONSTRUCT C.E.

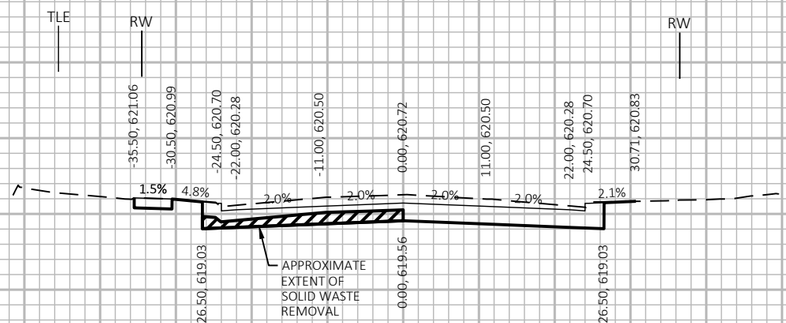


421+00

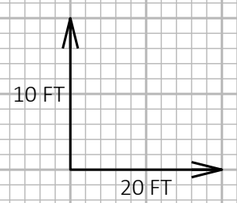
CONSTRUCT P.E.



421+25



421+50



9

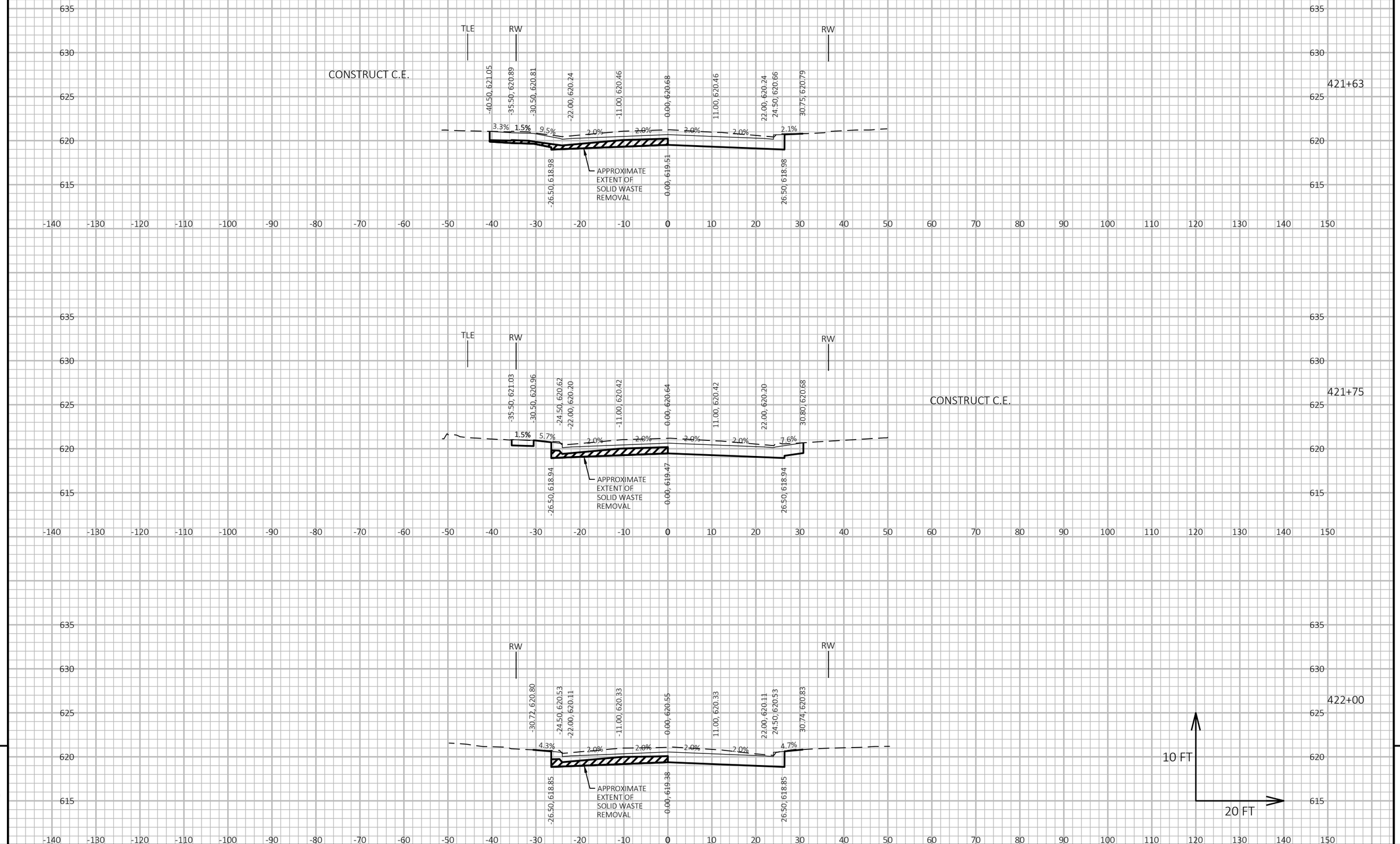
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 158 281	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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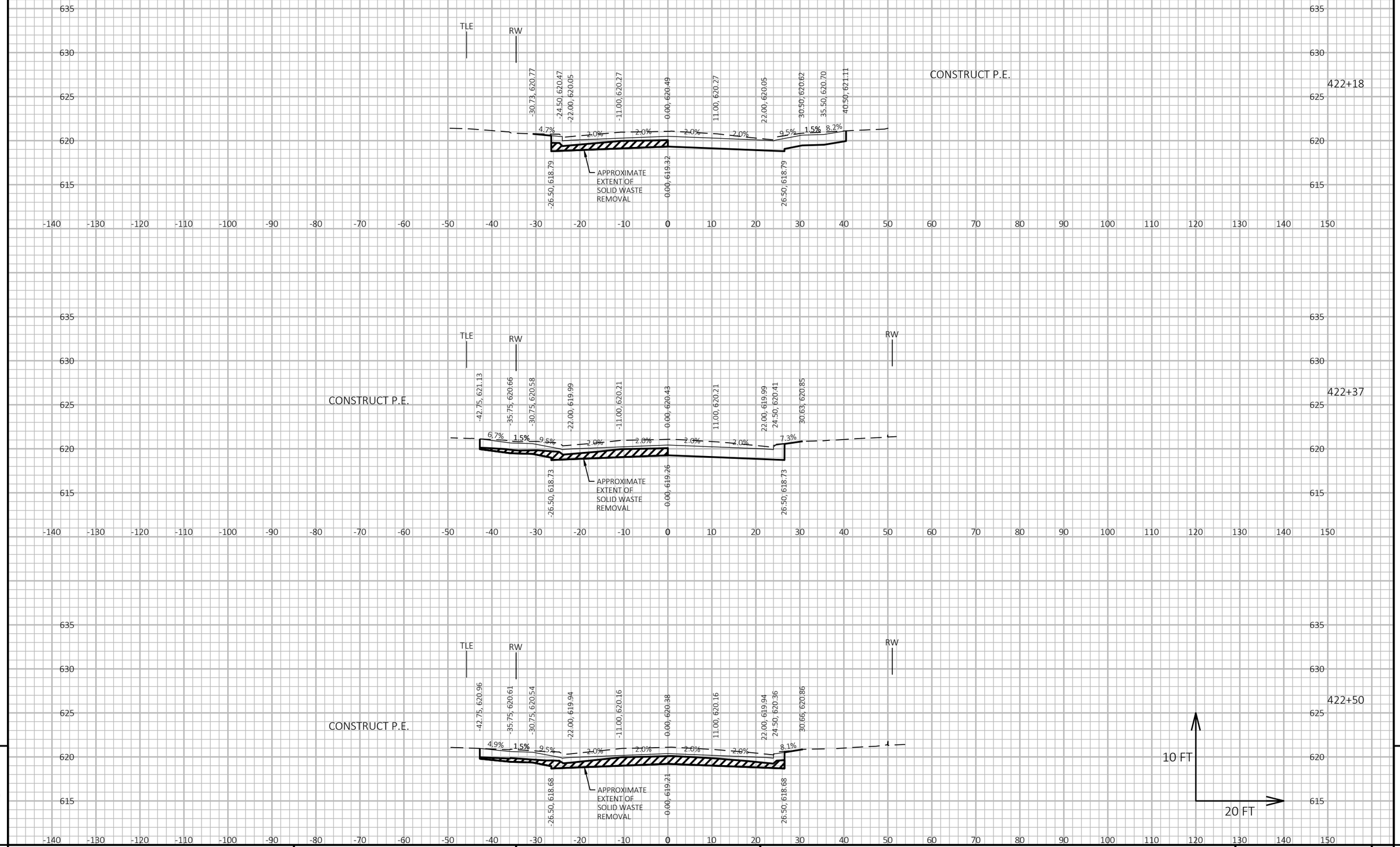
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 159 282	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



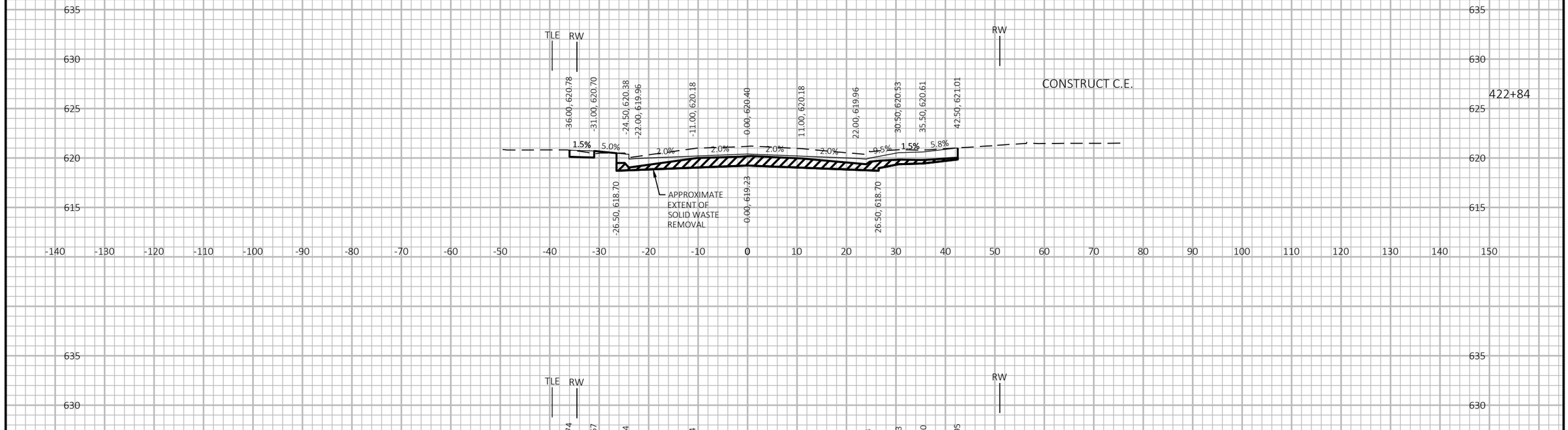
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 160 283	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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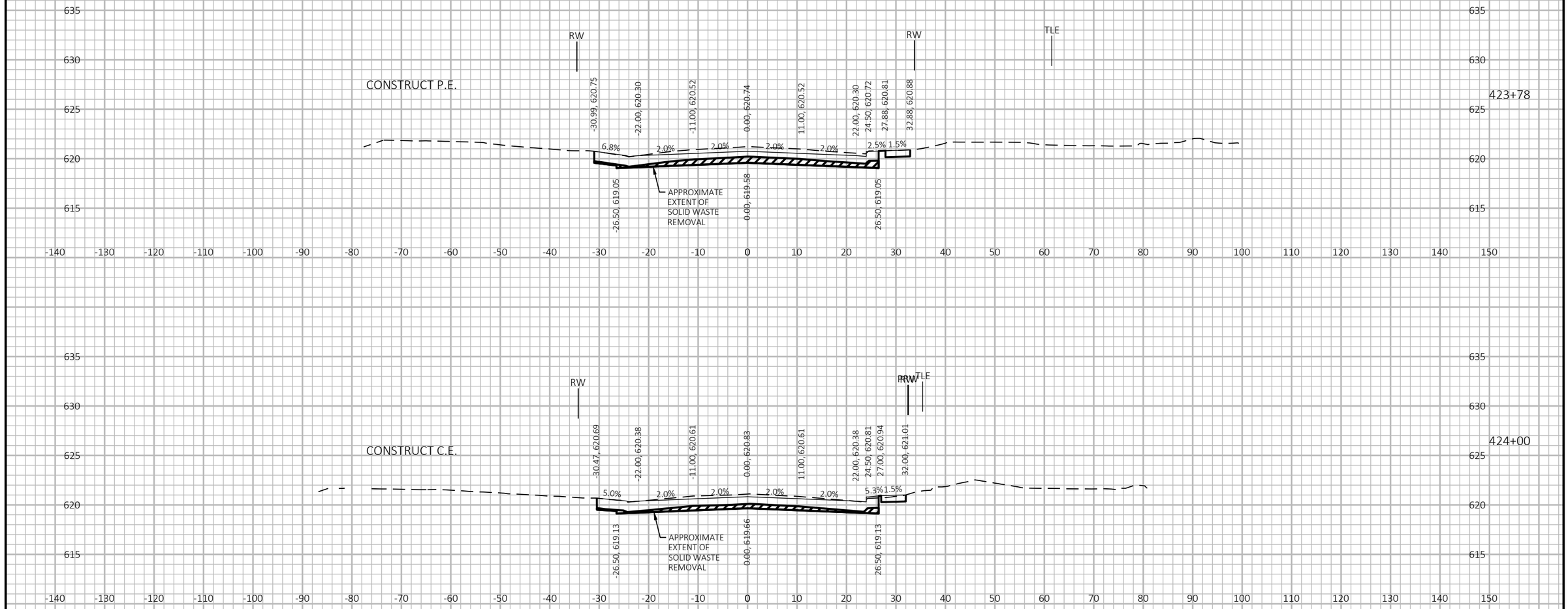
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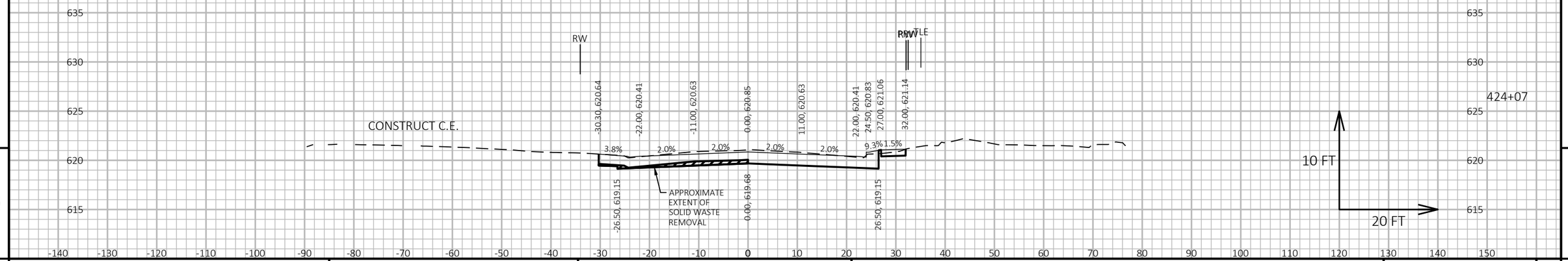
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FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

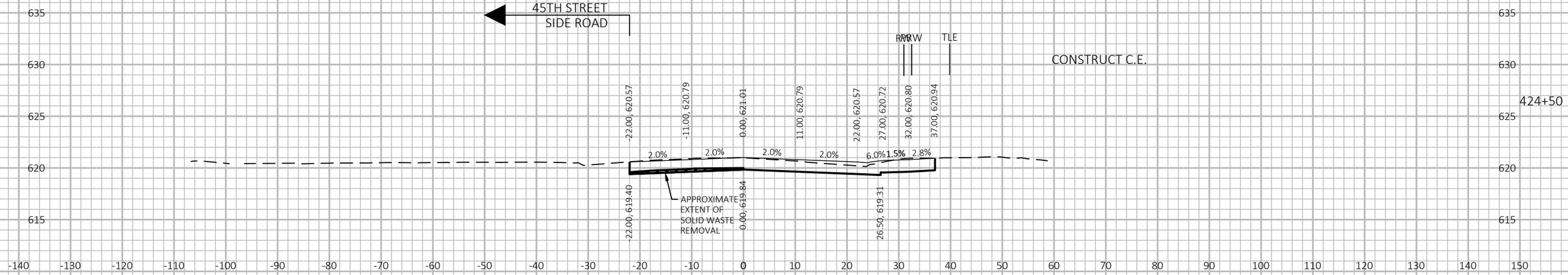
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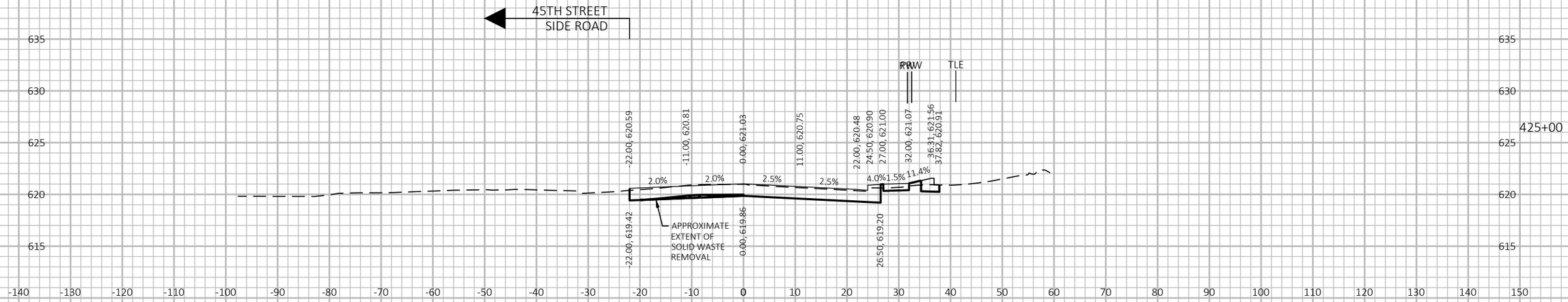
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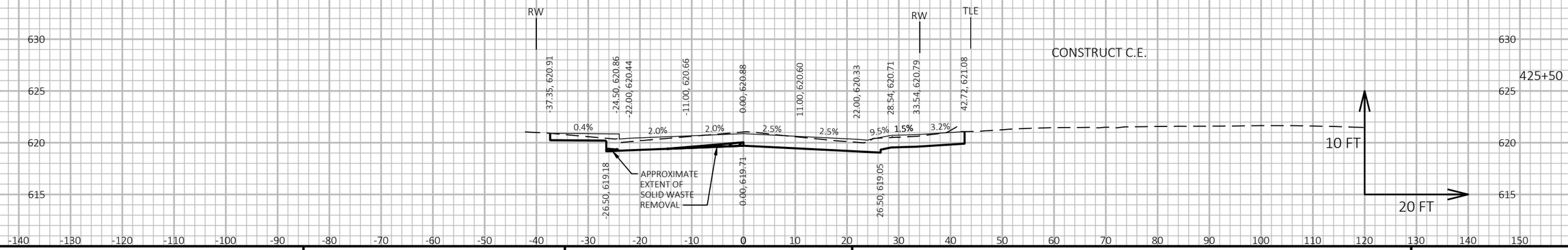
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LAYOUT NAME - 090222-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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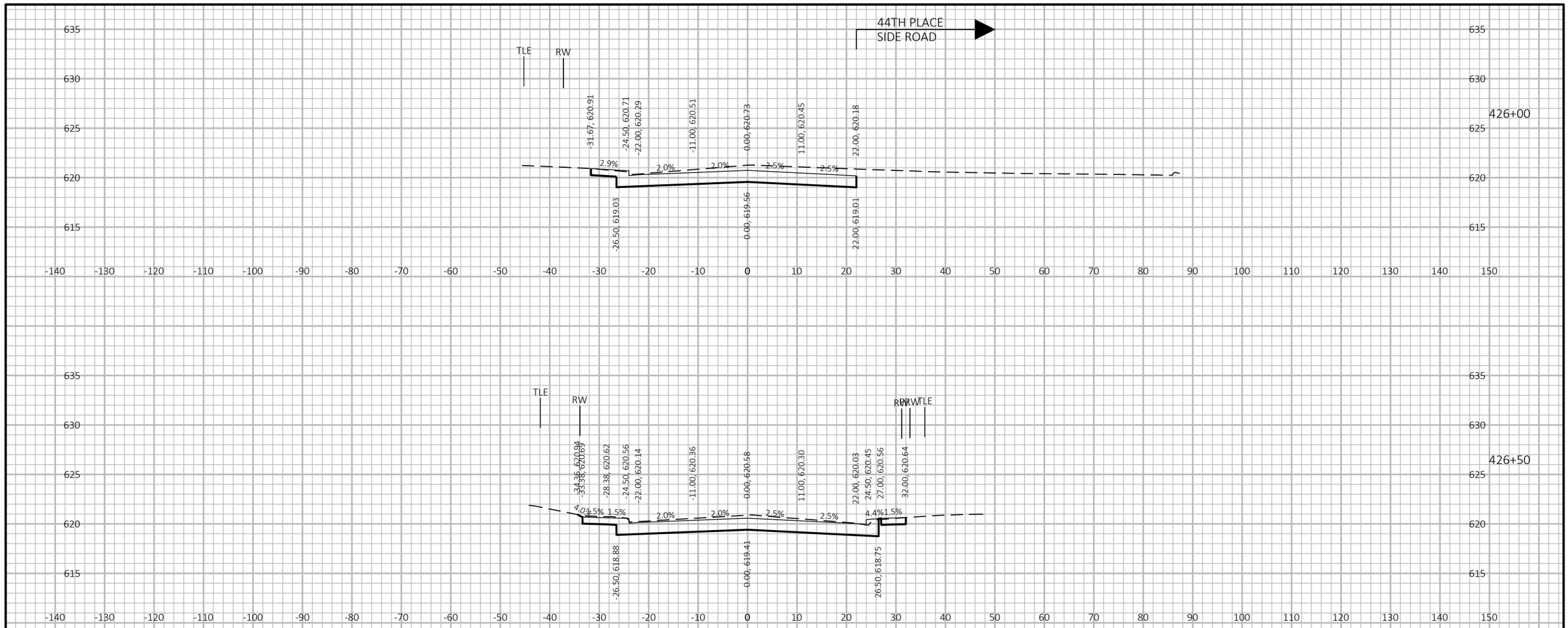
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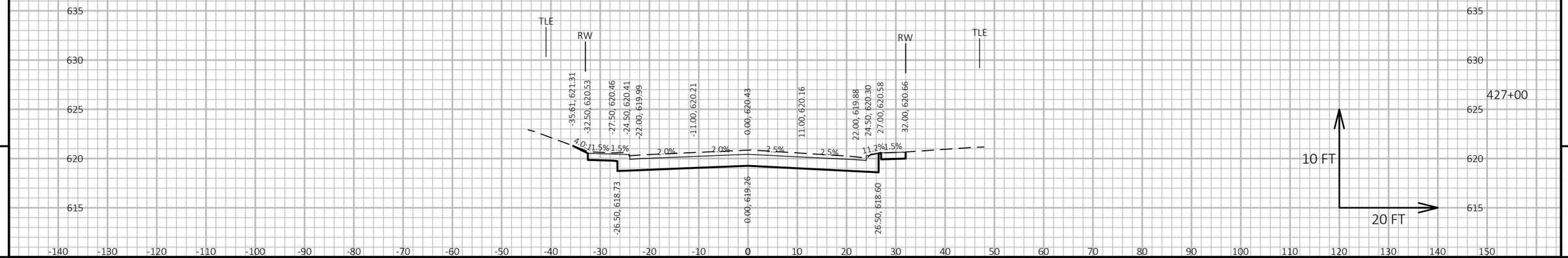
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 163 286	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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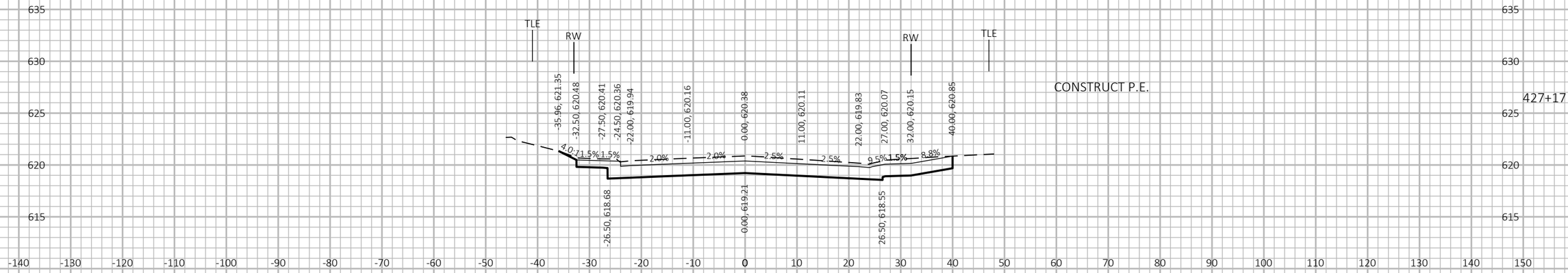
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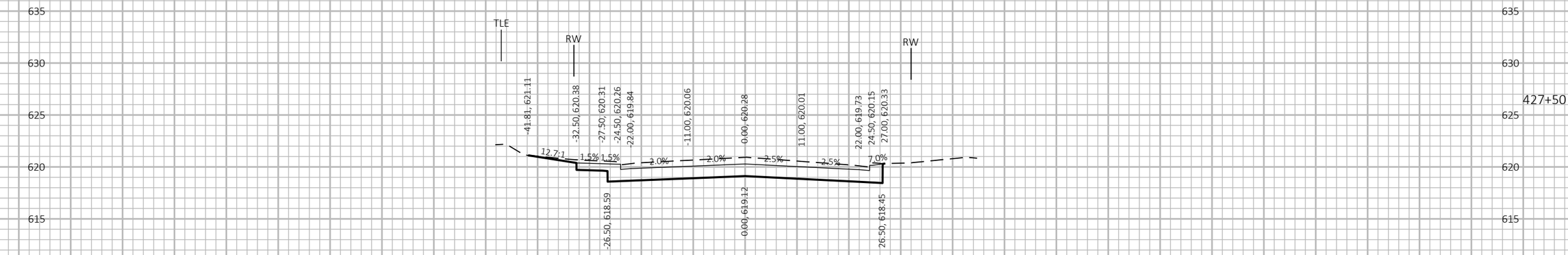
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 164 287	E

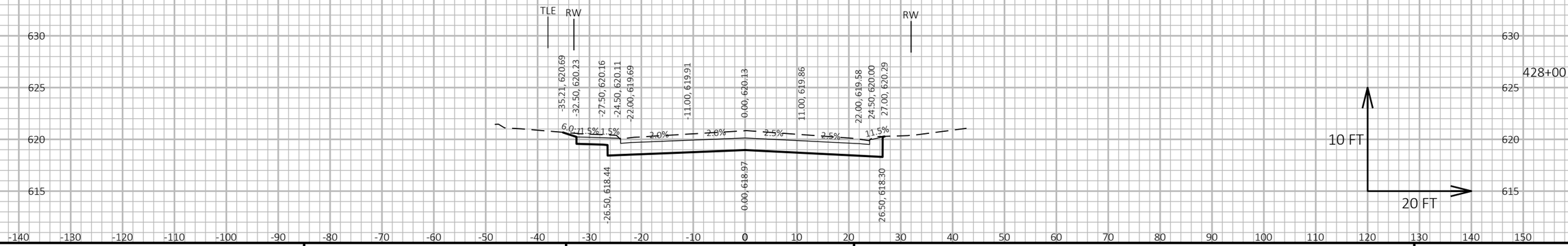
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LAYOUT NAME - 090224-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 165 288	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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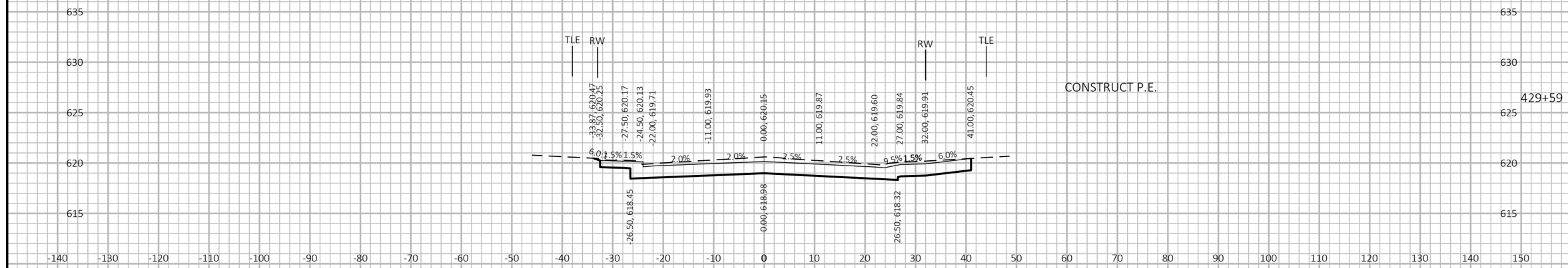
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 166 289	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090226-xs

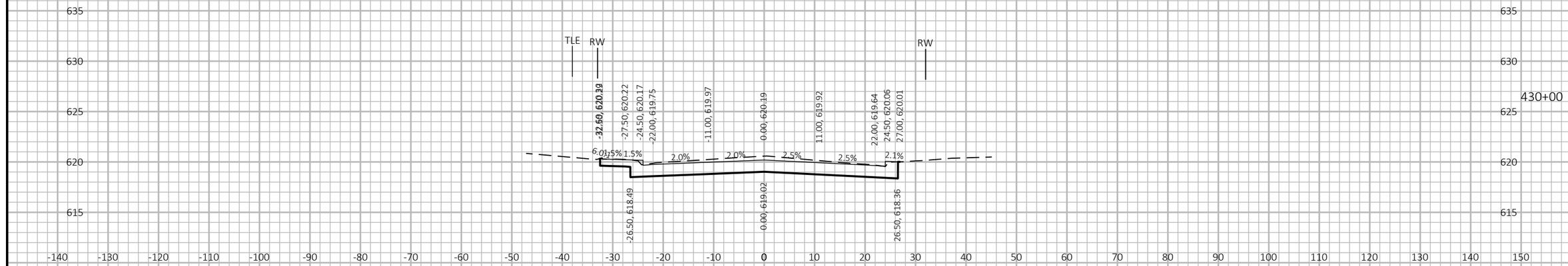
PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

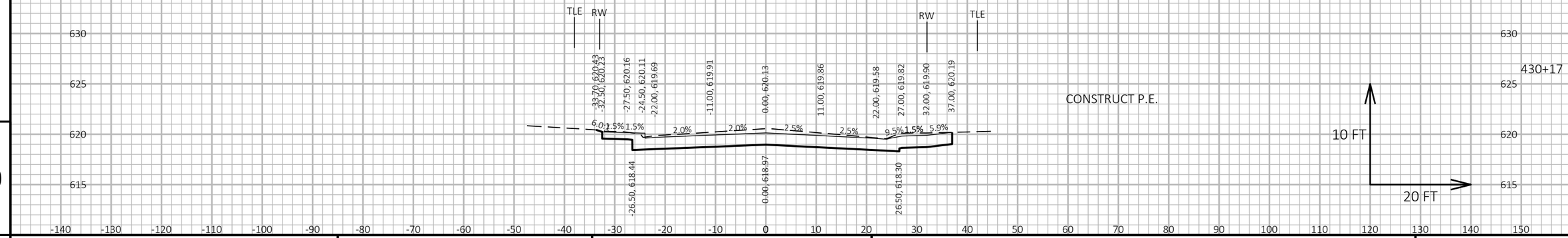


CONSTRUCT P.E.

429+59



430+00



CONSTRUCT P.E.

430+17

9

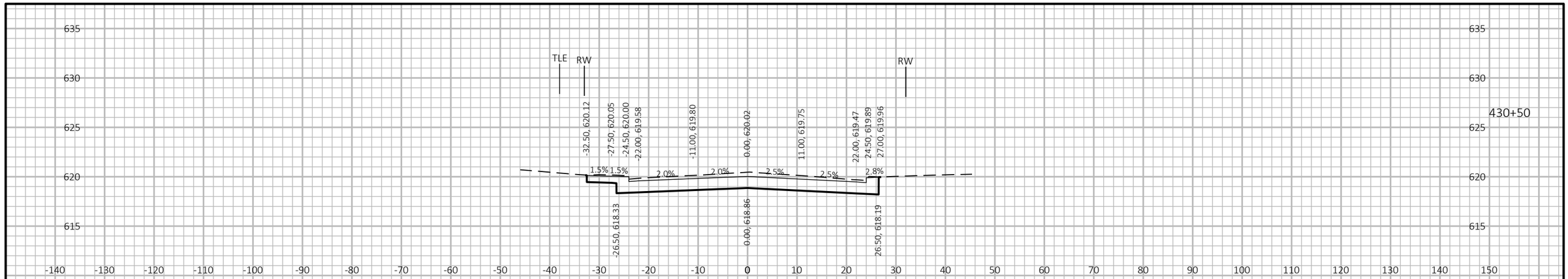
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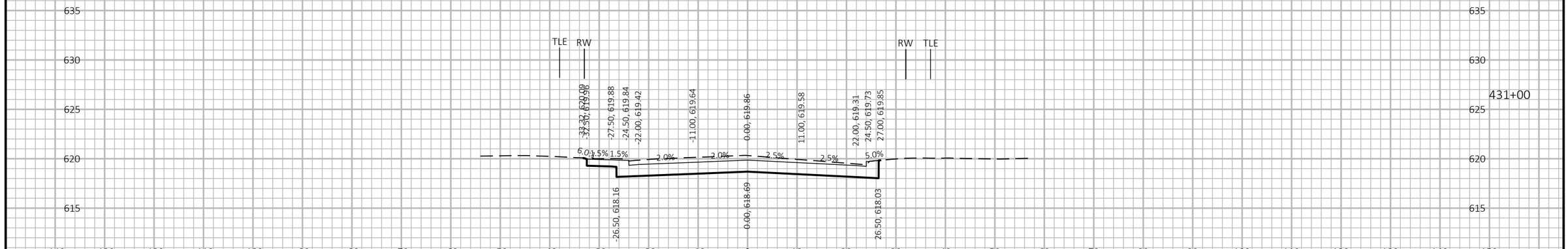
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 167 290	E

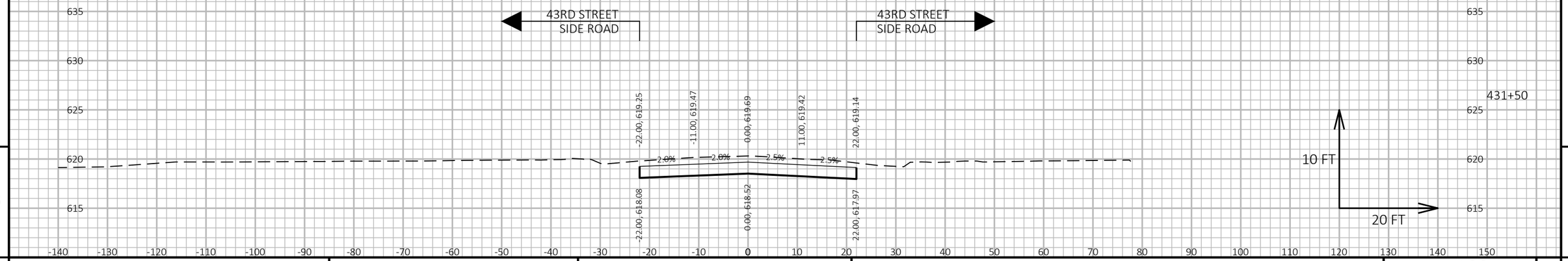
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LAYOUT NAME - 090227-xs

PLOT DATE : 7/21/2025 11:57 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 168 291	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090228-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

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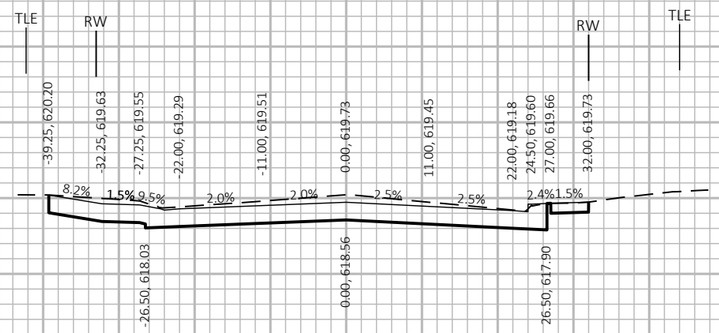
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 169 292	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

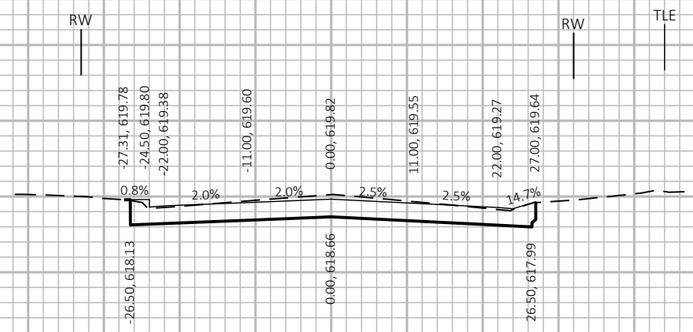
WISDOT/CADDS SHEET 49

CONSTRUCT P.E.



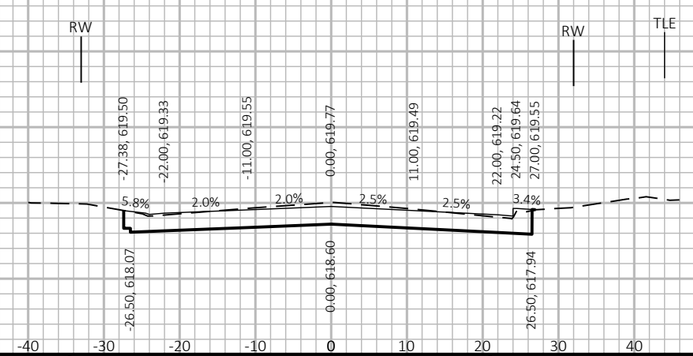
432+67

CONSTRUCT P.E.

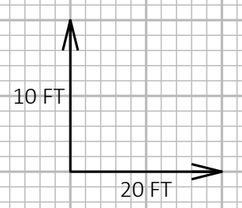


433+00

CONSTRUCT P.E.



433+19

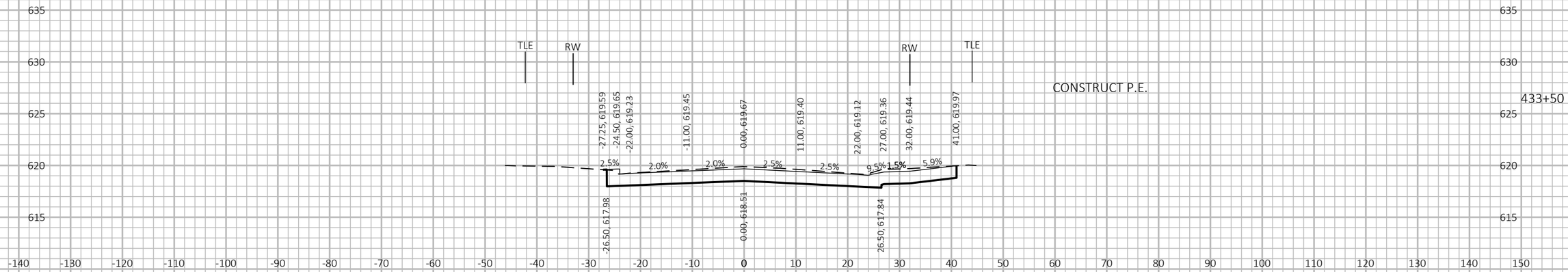


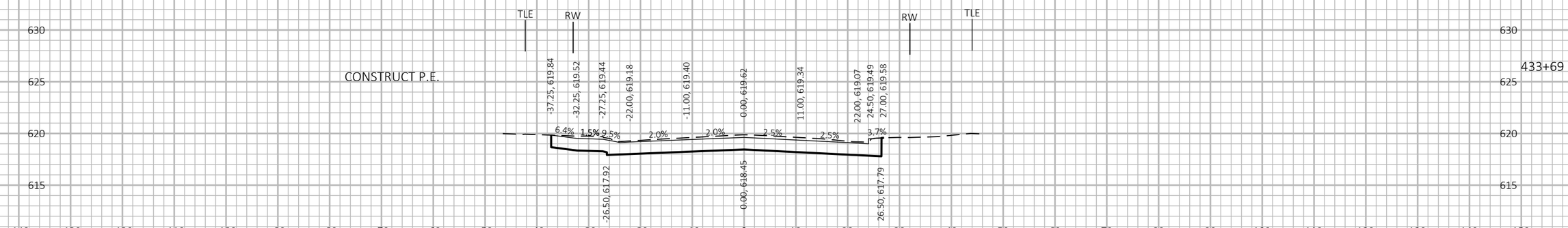
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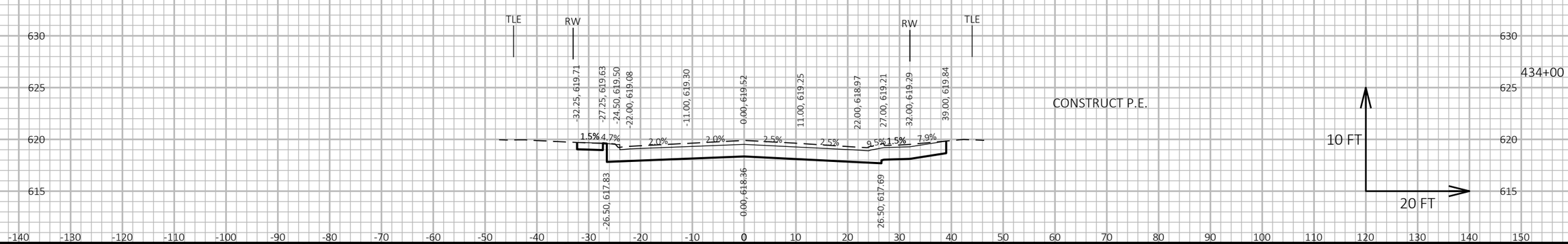
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 170 293	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090230-xs
PLOT DATE : 7/21/2025 11:58 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49







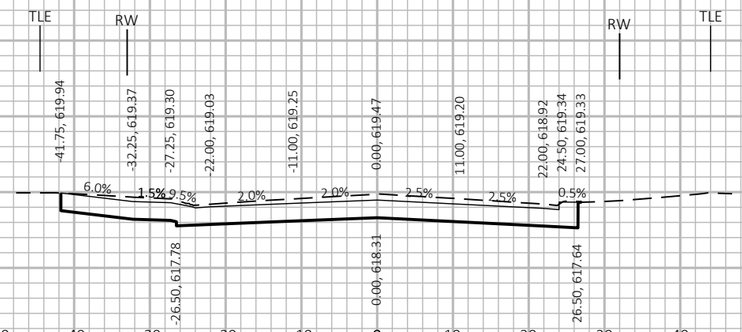
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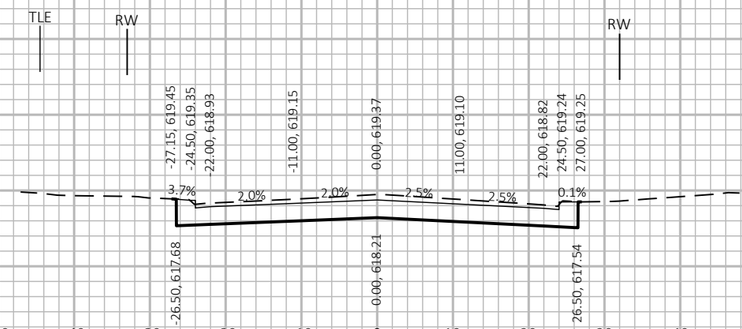
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 171 294	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090231-xs
PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

CONSTRUCT P.E.

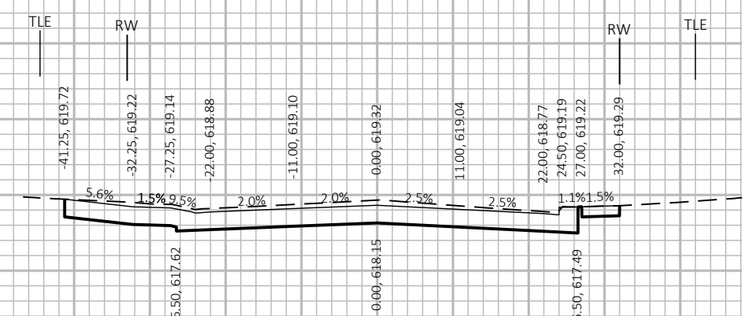


434+17

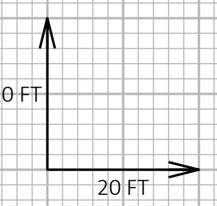


434+50

CONSTRUCT P.E.



434+68



9

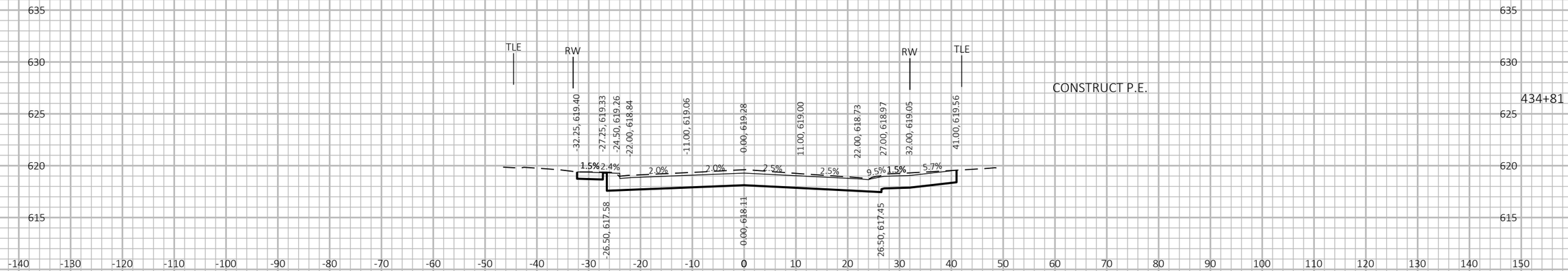
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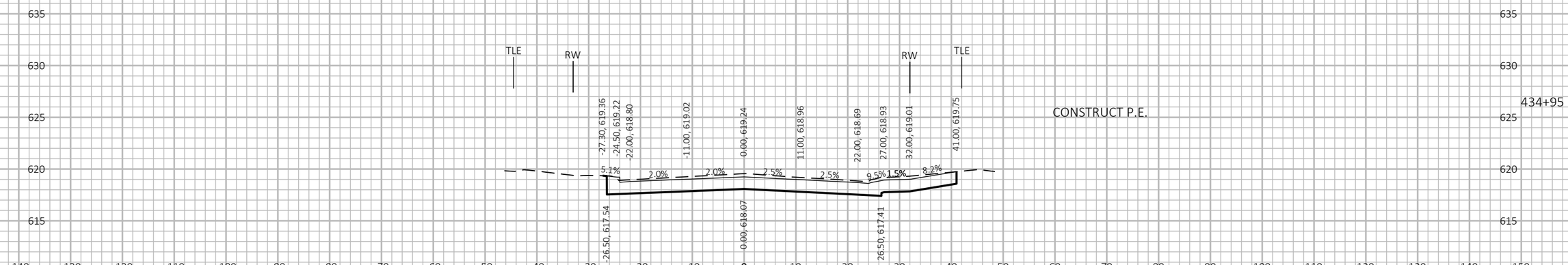
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 172 295	E

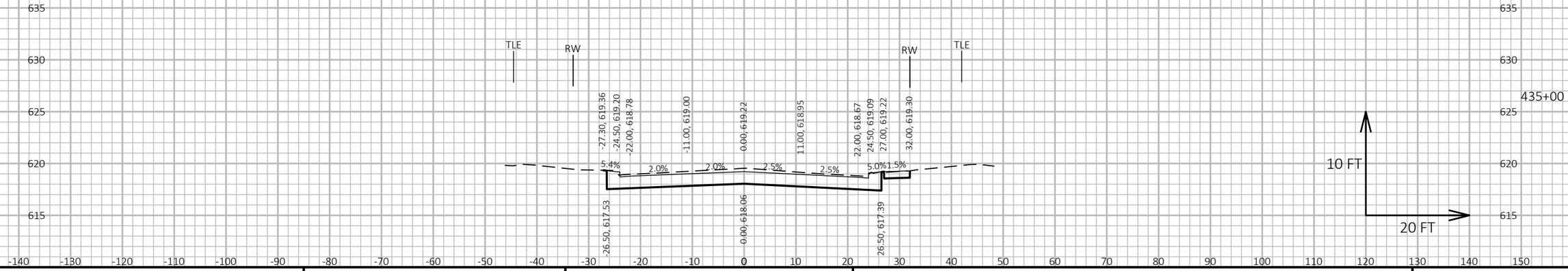
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LAYOUT NAME - 090232-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

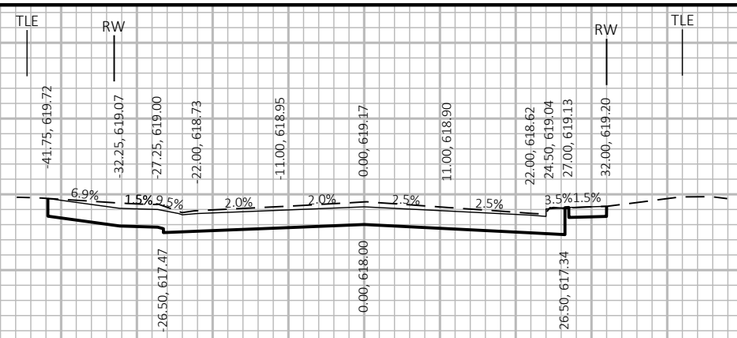
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 173 296	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090233-xs

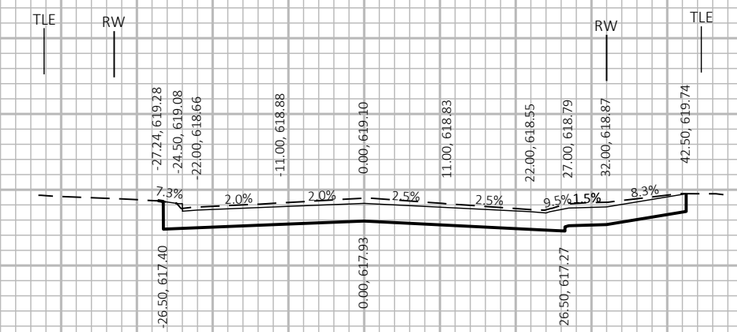
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WISDOT/CADDS SHEET 49

CONSTRUCT P.E.



435+18

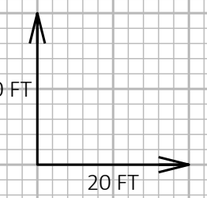


CONSTRUCT P.E.

435+41



435+50



9

9

PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 174 297	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090234-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

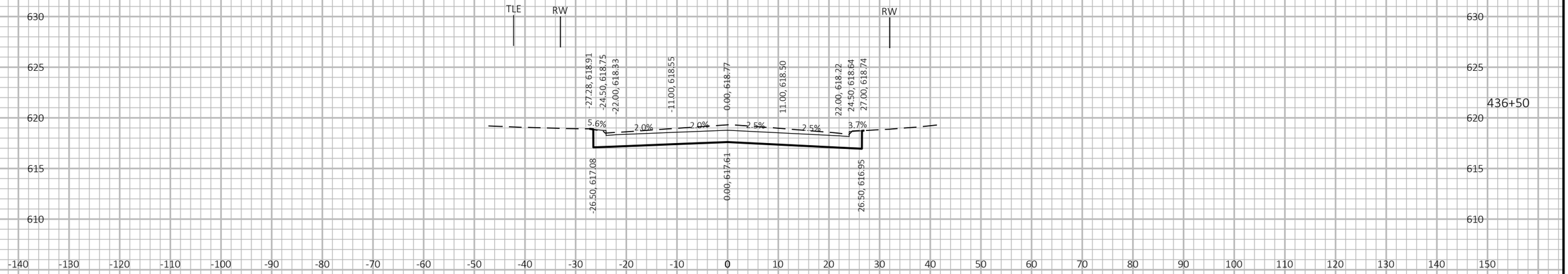
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 175 298	E

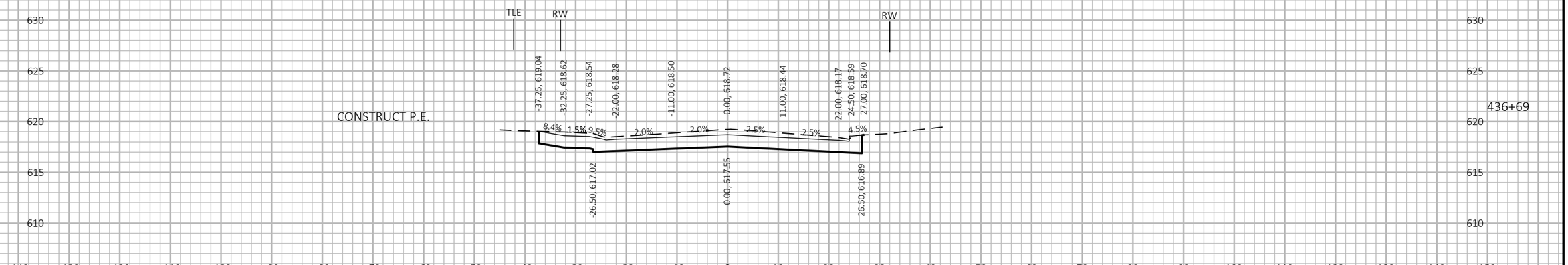
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LAYOUT NAME - 090235-xs

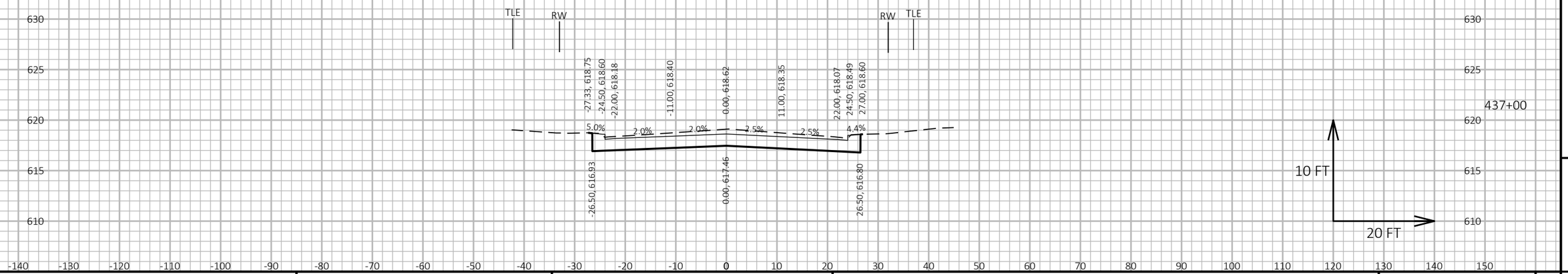
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WISDOT/CADDS SHEET 49



CONSTRUCT P.E.





9

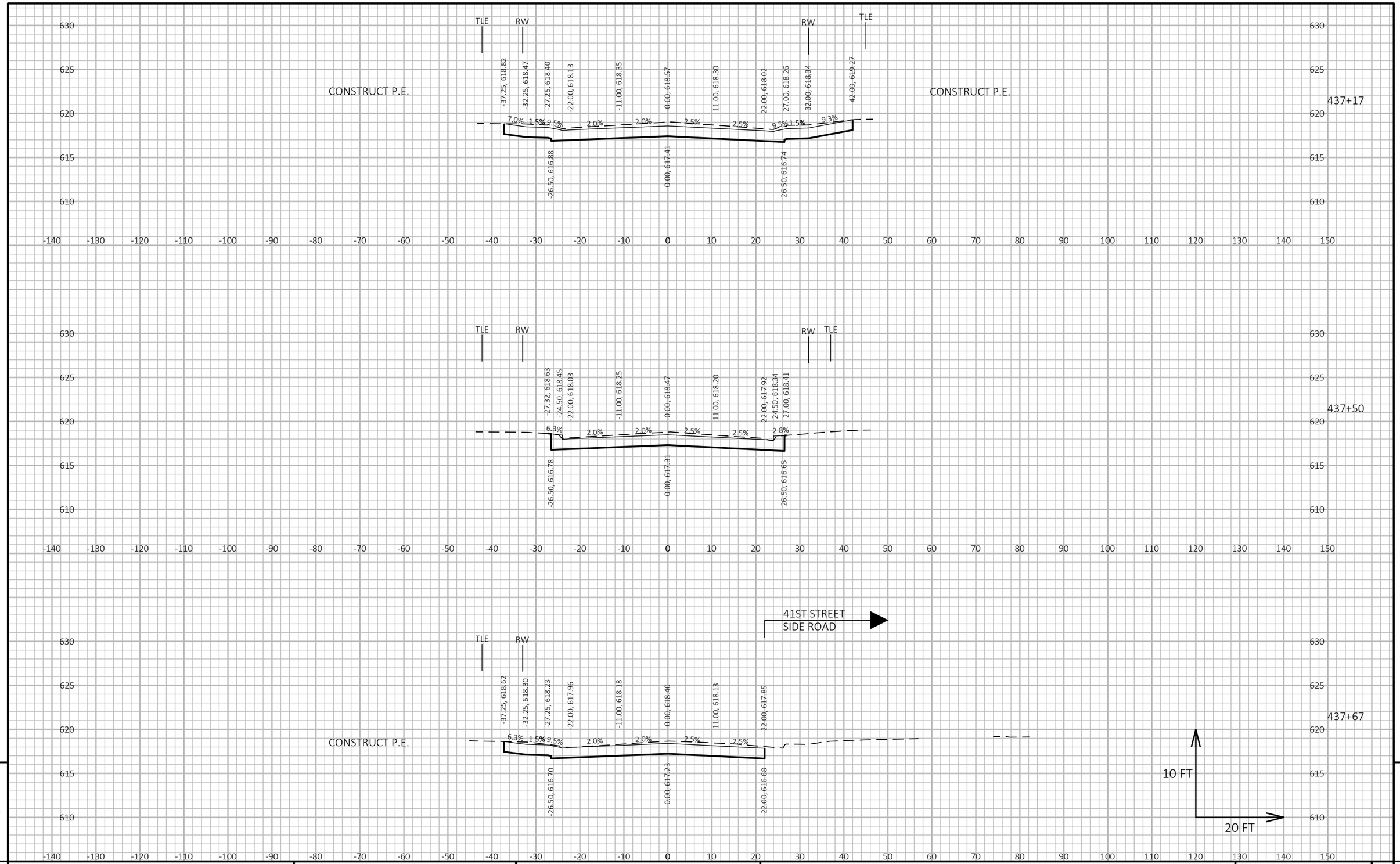
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 176 299	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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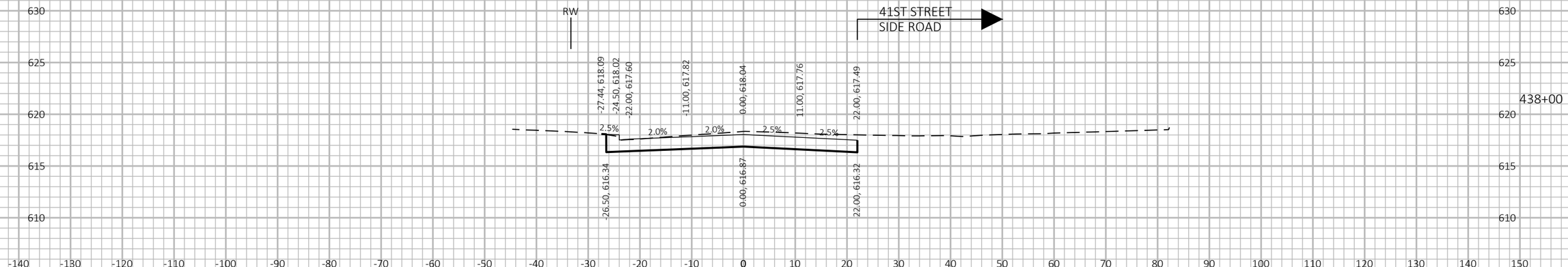
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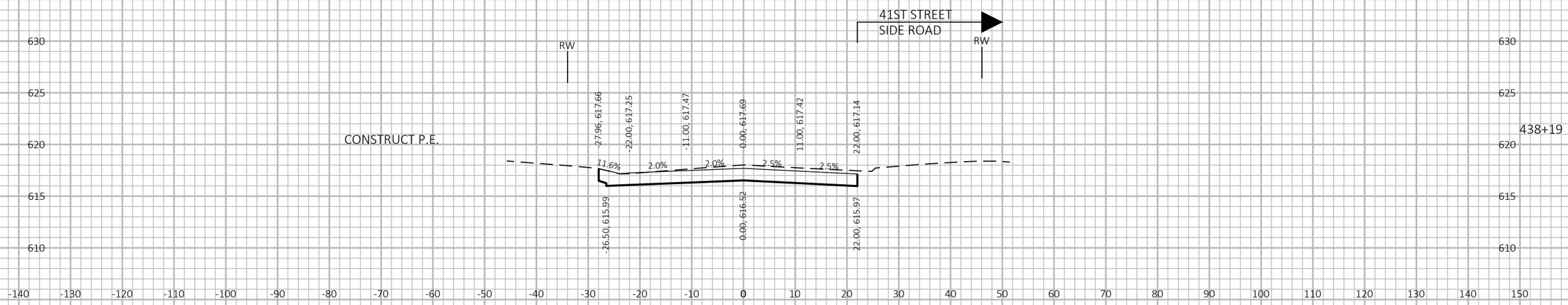
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 177 300	E

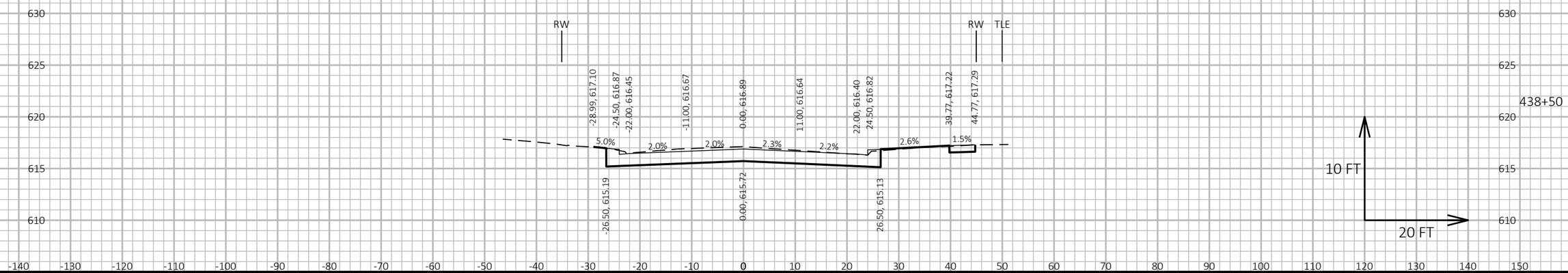
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LAYOUT NAME - 090237-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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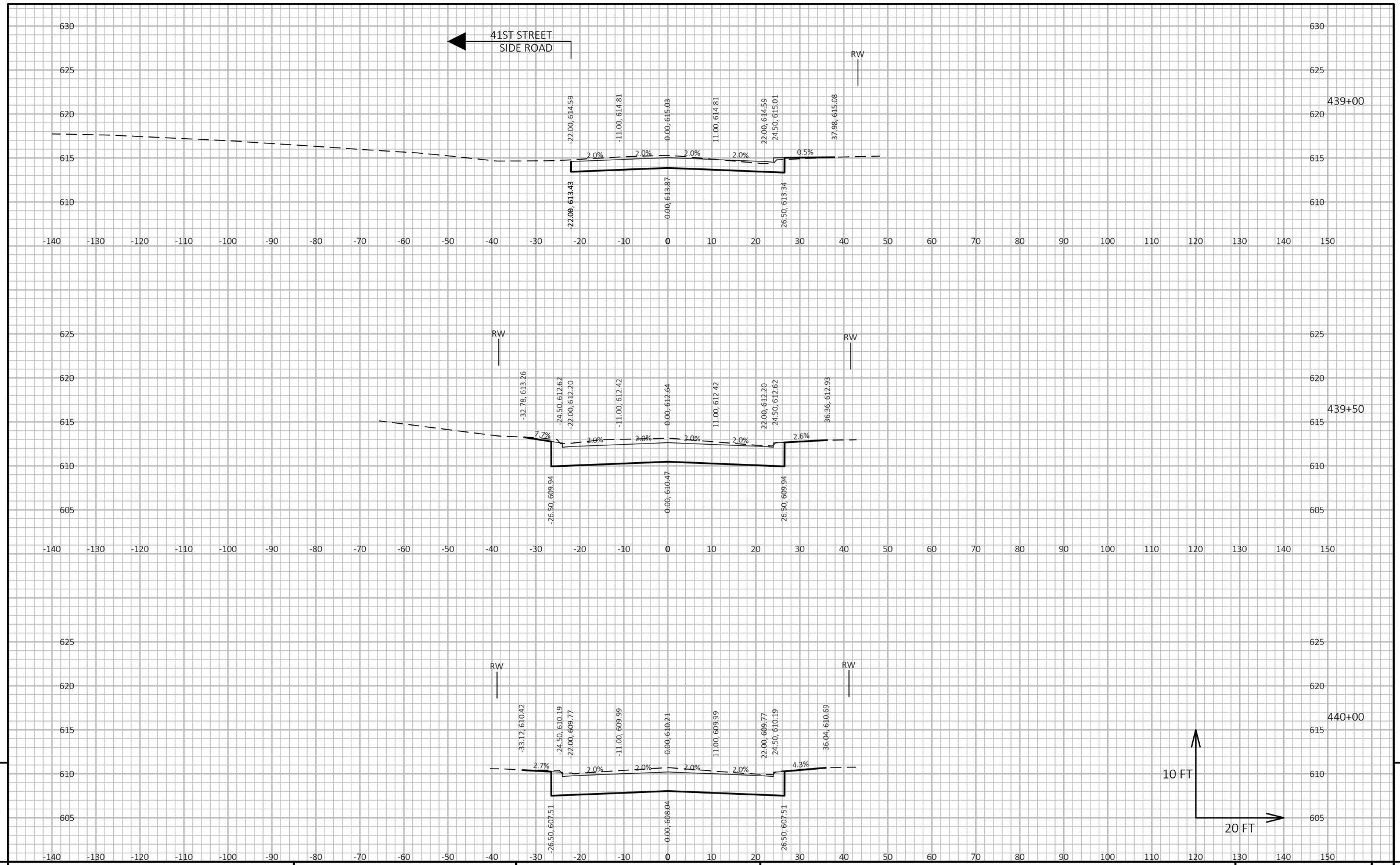
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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 178 301	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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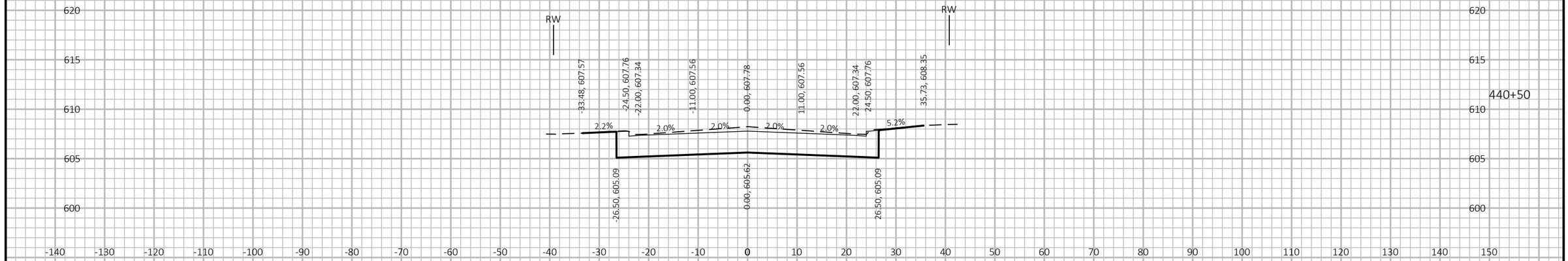
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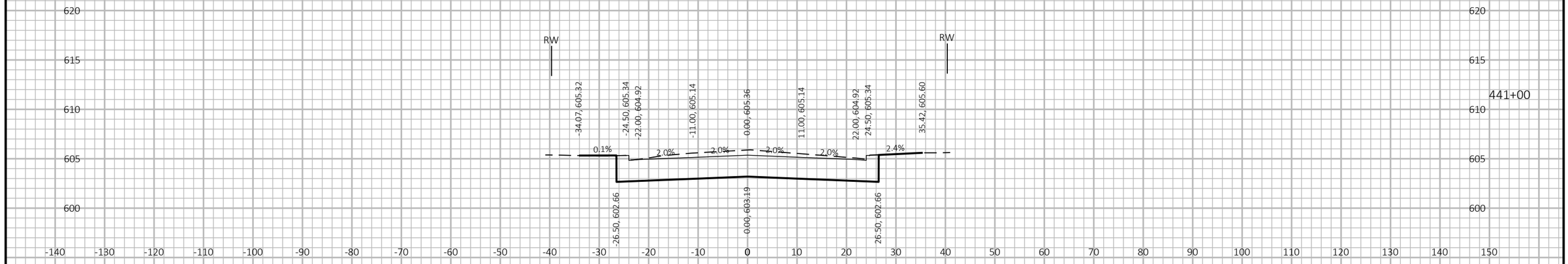
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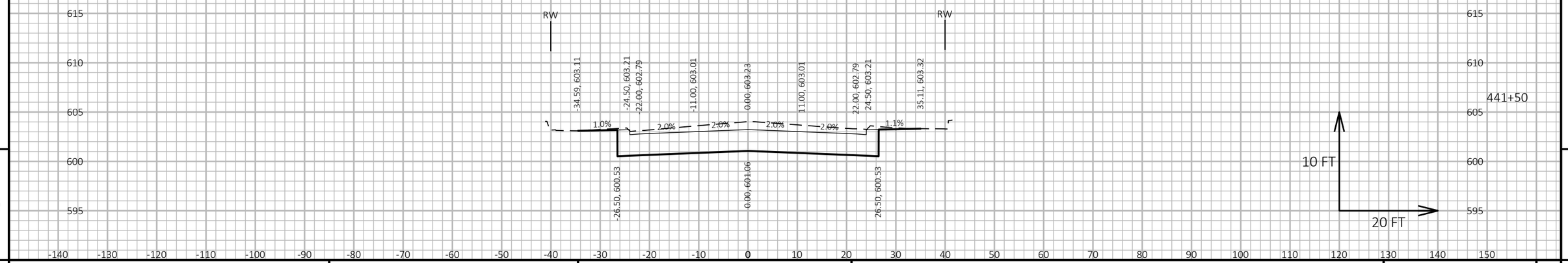
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LAYOUT NAME - 090239-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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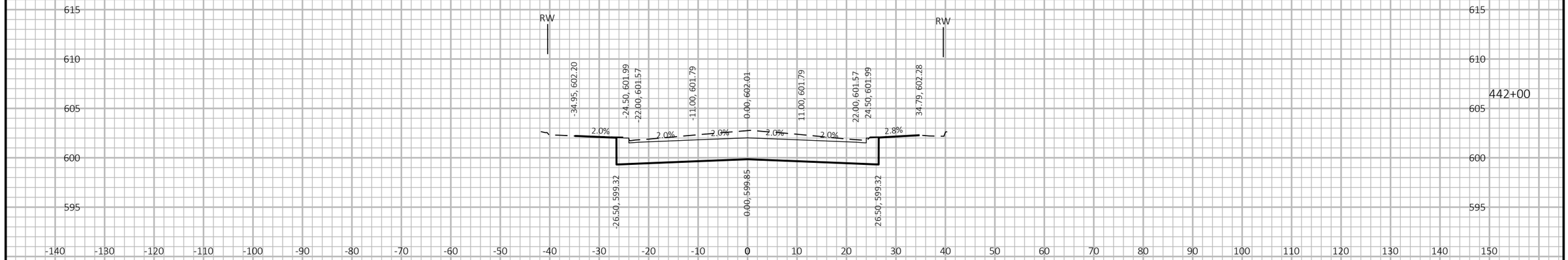
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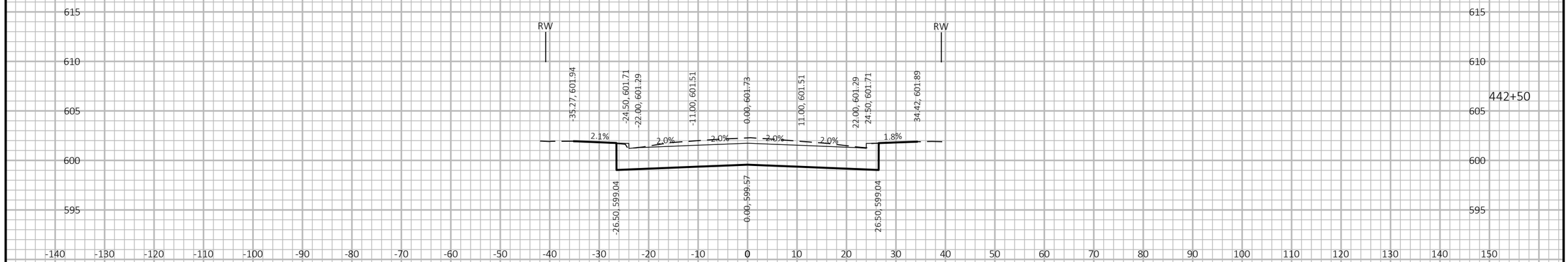
PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 180 303	E

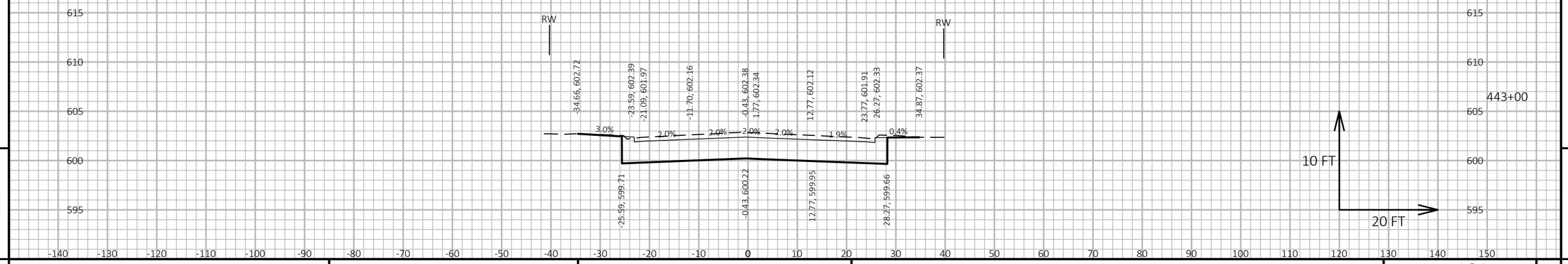
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LAYOUT NAME - 090240-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





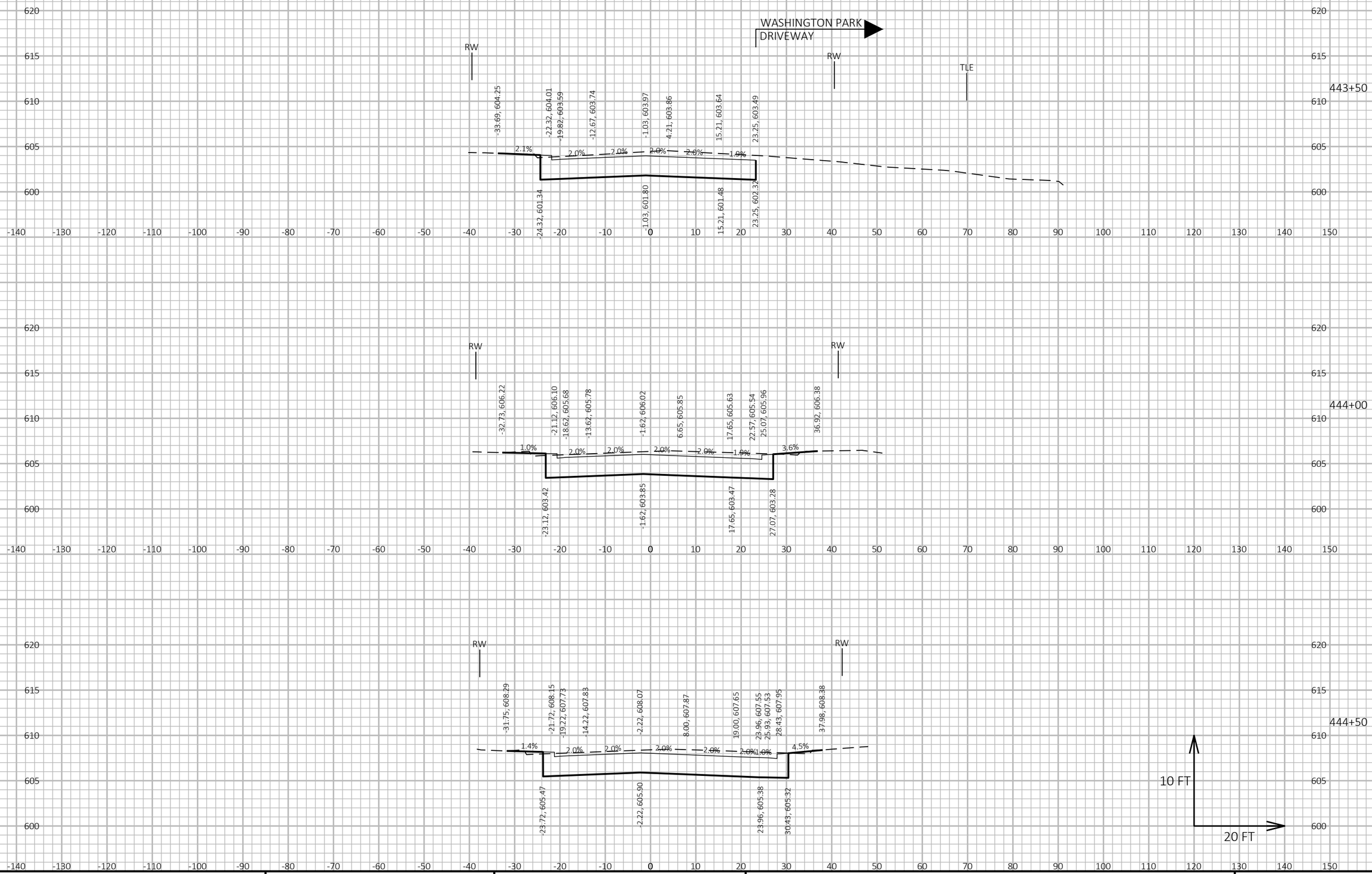


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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 181 304	E

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PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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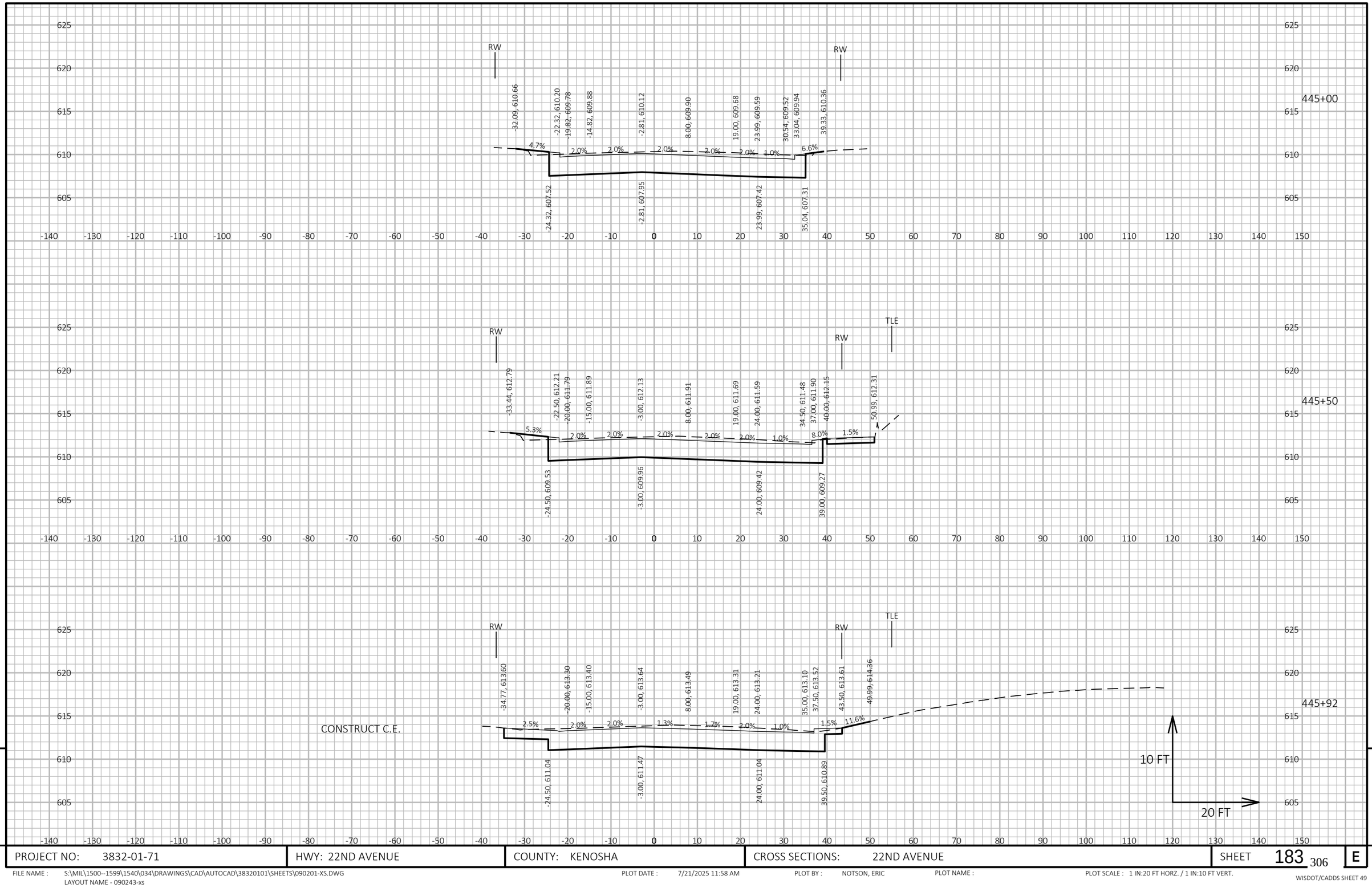
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PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



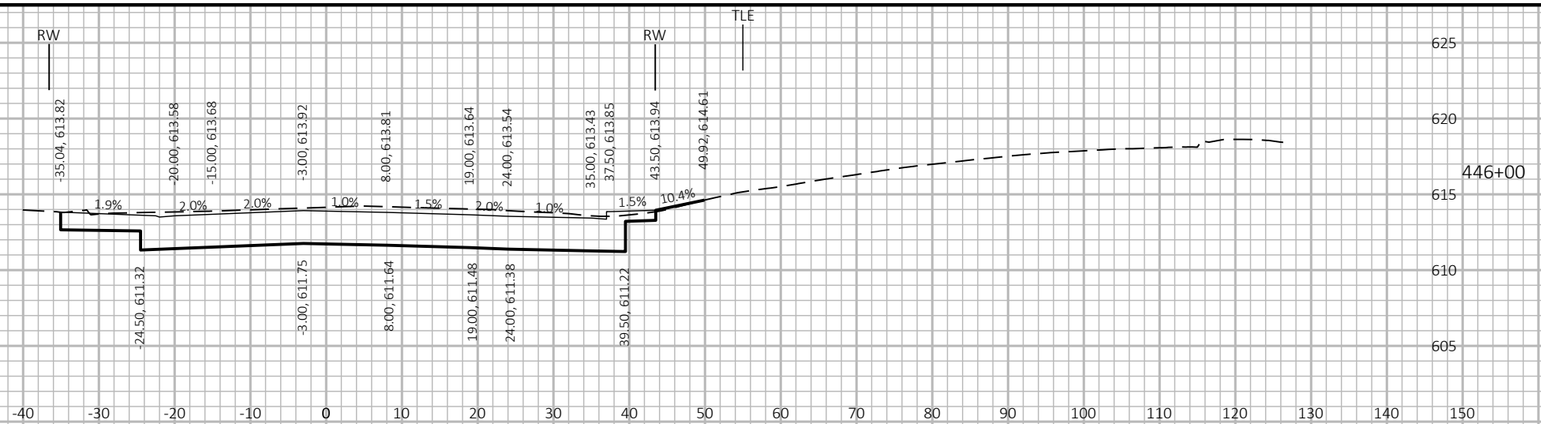
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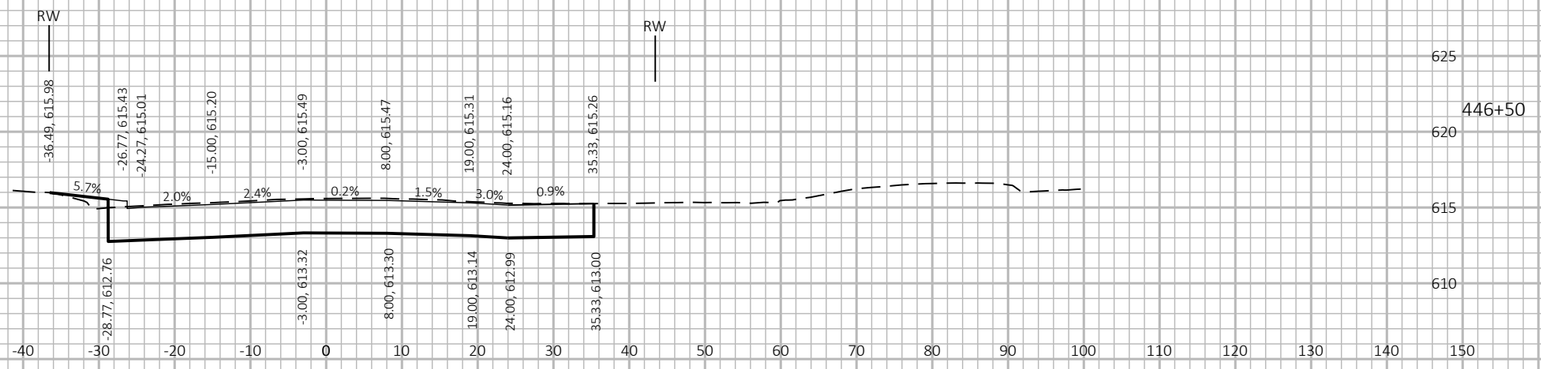
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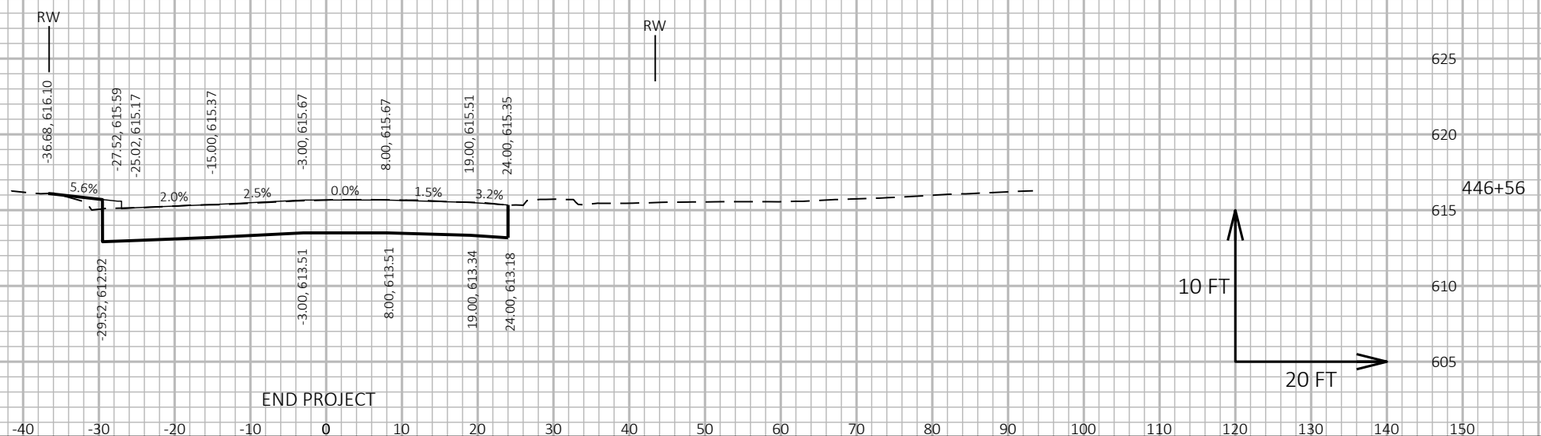
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FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090243-xs
PLOT DATE : 7/21/2025 11:58 AM
PLOT BY : NOTSON, ERIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

CONSTRUCT C.E.







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PROJECT NO: 3832-01-71	HWY: 22ND AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 22ND AVENUE	SHEET 184 307	E

FILE NAME : S:\MIL\1500--1599\1540\034\DRAWINGS\CAD\AUTOCAD\38320101\SHEETS\090201-XS.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 7/21/2025 11:58 AM PLOT BY : NOTSON, ERIC PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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