WKE

MARCH 2025

ORDER OF SHEETS

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

TOTAL SHEETS = 326

PROJECT ID: 3831-07-71

WITH: 3831-07-81

COUNTY: KENOSHA

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

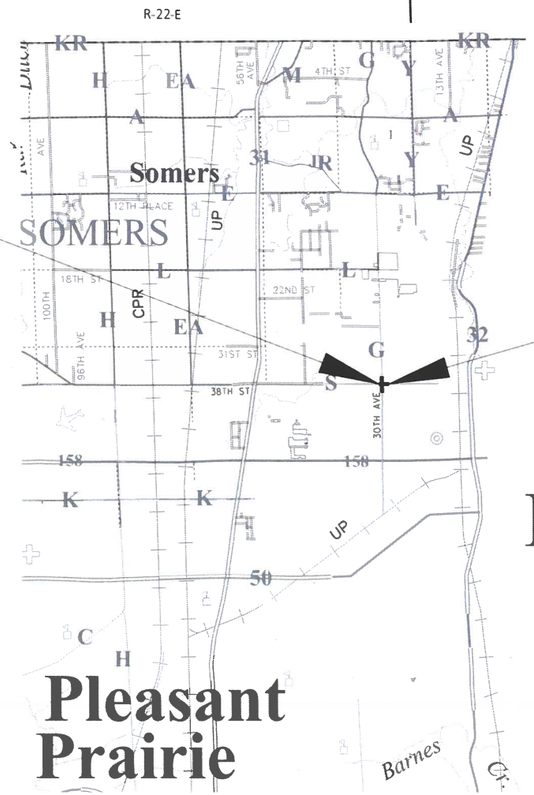
C KENOSHA WASHINGTON ROAD

INTERSECTION WITH 30TH AVE

LOCAL STREET
KENOSHA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3831-07-71	WISC 2025376	1
3831-07-81		

STATE PROJECT NUMBER	STATE PROJECT NUMBER
3831-07-71	3831-07-81
	(WATER MAIN)



BEGIN PROJECT
STA 55+00.00
Y = 227,154.47
X = 2,548,326.19

END PROJECT
STA 59+68.33
Y = 227,149.84
X = 2,548,794.30

T-2-N

T-1-N

LAYOUT
SCALE 0 — 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.088MI

DESIGN DESIGNATION

		30TH AVE	WASHINGTON RD
A.A.D.T. 2025	=	9,700	20,939
A.A.D.T. 2045	=	14,740	24,700
D.H.V.	=	1,770	2,960
D.D.	=	50/50	50/50
T.	=	5.1%	5.1%
DESIGN SPEED	=	35 MPH	35 MPH
ESALS	=	880,000	1,700,00

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

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), SOUTH ZONE, NAD 83 (2011), GROUND, US SURVEY FOOT.

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

ACCEPTED FOR

CITY of KENOSHA

11/4/24 (Date)

Director of Public Works (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

GRAEF 275 W. Wisconsin Avenue, Suite 300 Milwaukee, WI 53203

WISCONSIN BENJAMIN M. MCGILLICUDDY 47078-6 MILWAUKEE, WI PROFESSIONAL ENGINEER

10-31-24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF KENOSHA
Designer	GRAEF
Project Manager	GREG HAFEMAN
Regional Examiner	
Regional Supervisor	AMY TAETSCH

APPROVED FOR THE DEPARTMENT

DATE: 11/08/2024 (Signature)

E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 10/30/2024 4:59 PM

PLOT BY : SHEEHAN, KYLE

PLOT NAME :

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS. THE EXACT LOCATION OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE.
ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE.
OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED. POINT CALLOUTS FOR INTEGRAL CURB & GUTTER GIVEN TO FACE OF CURB AND LABELED AS SUCH IN POINTS TABLE.

STORM SEWER STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE. RIM ELEVATION IS AT THE INLET FLANGE COVER LOCATION FOR INLETS AND THE CENTER OF COVER FOR MANHOLES.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

LANDSCAPE ALL TOPSOILED AREAS AS THE PLAN SHOWS OR AS DIRECTED BY THE ENGINEER WITHIN 5 CALENDAR DAYS AFTER THE PLACEMENT OF TOPSOIL.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER.
MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONCRETE JOINTS SHALL MATCH ABUTTING PAVEMENT AND CURB AND GUTTER JOINTS UNLESS OTHERWISE DESIGNATED BY THE ENGINEER.

CONTRACTOR SHALL MAINTAIN ACCESS TO DRIVEWAYS AS NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED.

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

CITY OF KENOSHA

CITY OF KENOSHA
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BENTON.STELZEL@WISCONSIN.GOV

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SEWRPC
ANDY TRAEGER
CONSTRUCTION COORDINATOR
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C: (262) 853-8463
ATRAGER@SEWRPC.ORG

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GLENDALE, WI 53209
(262) 459-3561
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

SIFI NETWORKS
JEAN MILLER
AREA MANAGER - MIDWEST
(315) 594-6024
JEAN@SIFINETWORKS.COM

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7815 NORTHWESTERN AVE
RACINE, WI 53406
(262) 365-6420
LUCAS.WANDALL@WE-ENERGIES.COM

WE ENERGIES GAS DISPATCH
1-800-261-5325
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

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WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

INDEX OF TYPICAL SECTION AND DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
REMOVALS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
JOINT DETAILS
STORM SEWER
WATER MAIN
PAVEMENT MARKING & SIGNING
LIGHTING
TRAFFIC SIGNALS
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOURS
ALIGNMENT

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

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

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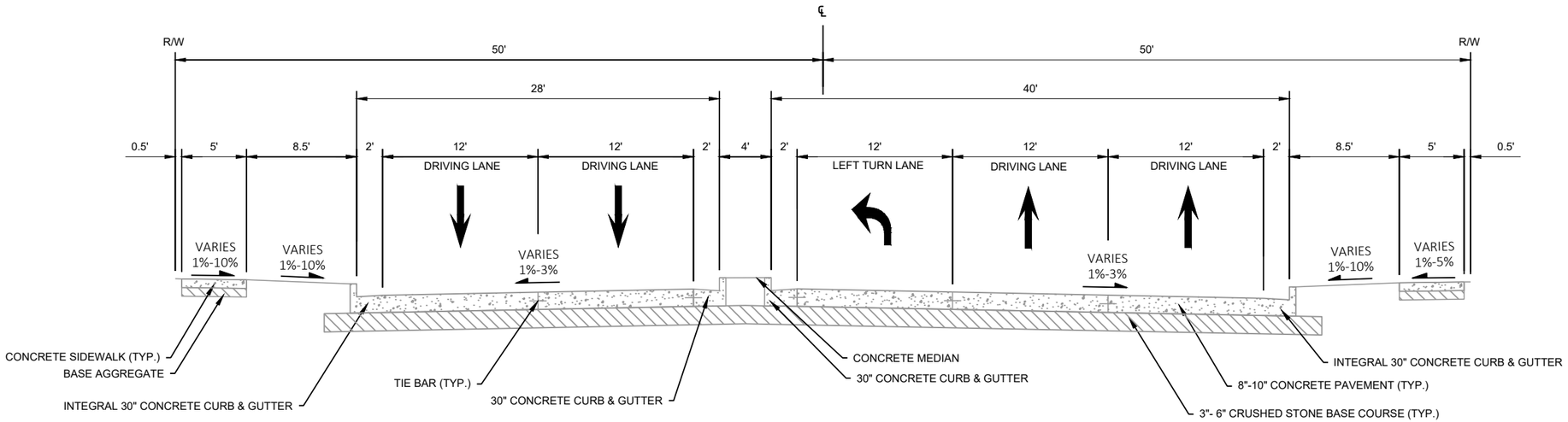
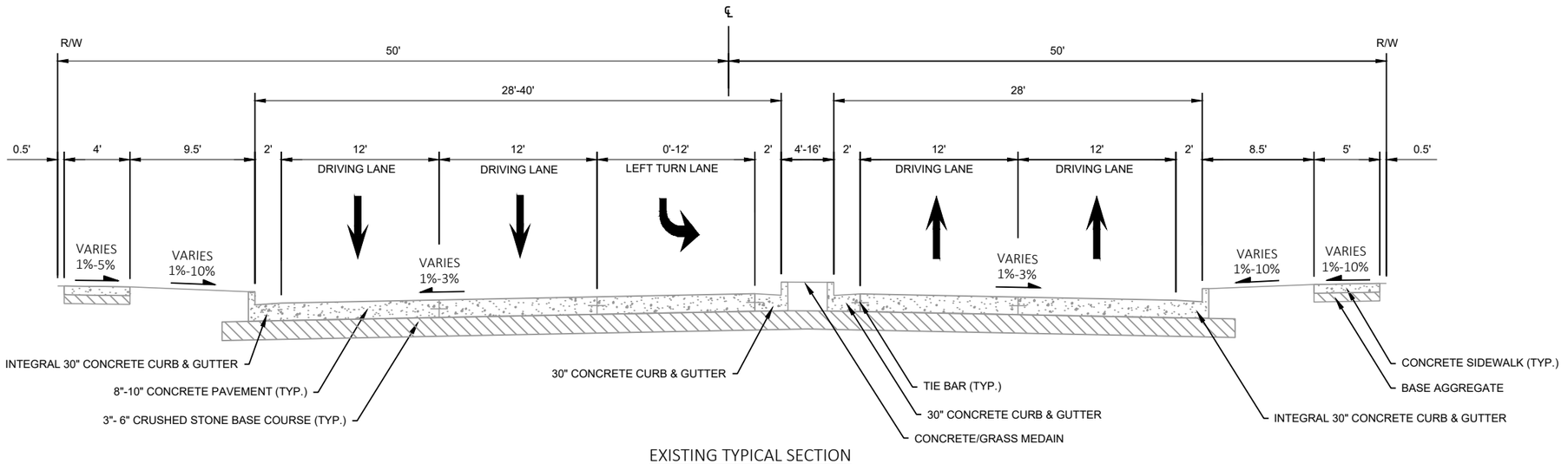


EXISTING TYPICAL SECTION

WASHINGTON ROAD
STA. 55+00 TO STA. 56+50

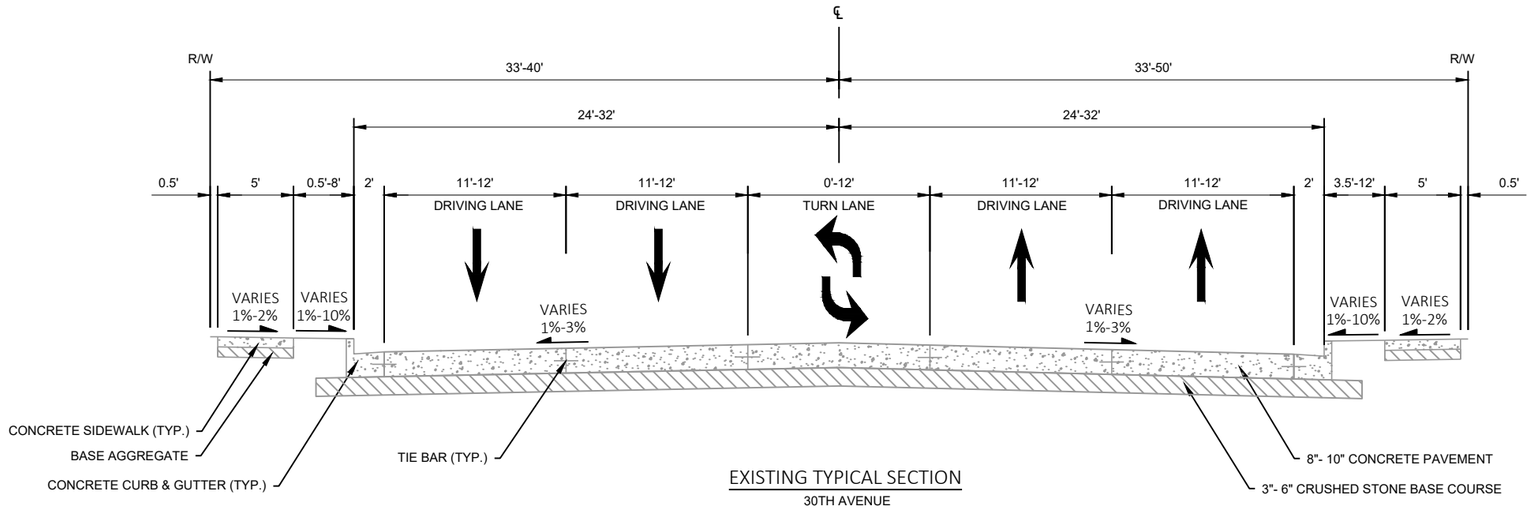


EXISTING TYPICAL SECTION

WASHINGTON ROAD
STA. 56+50 TO STA. 59+65

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION

30TH AVENUE
STA. 147+00 TO STA. 158+35

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E

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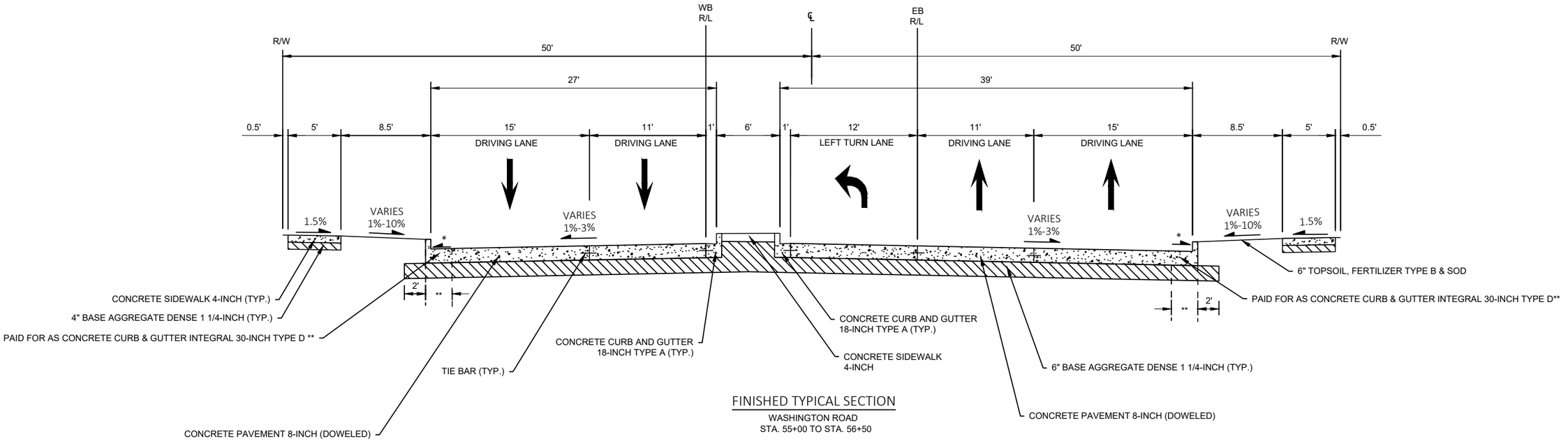
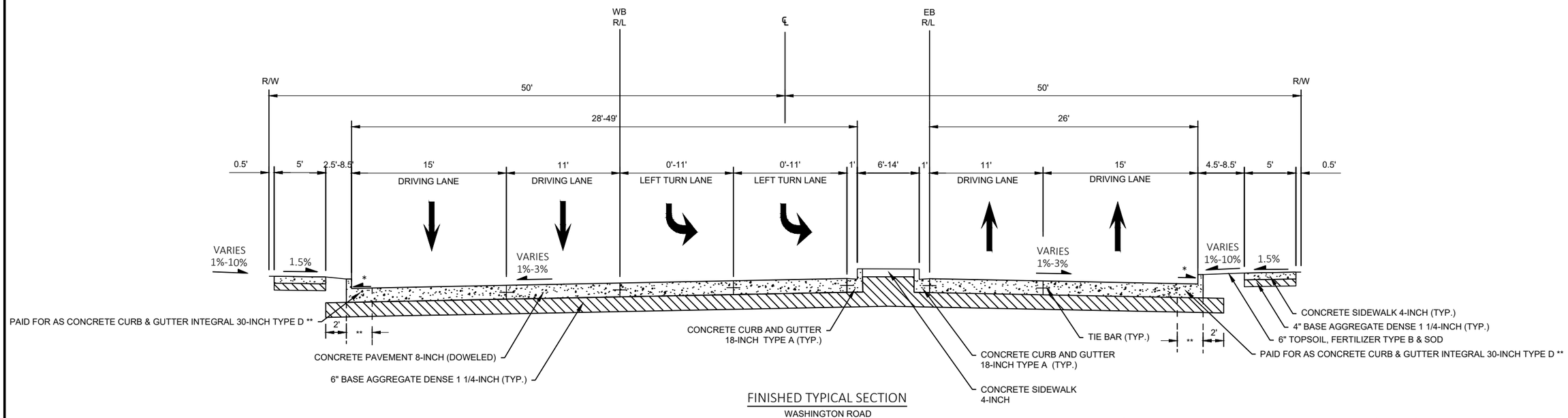
PLOT DATE : 11/1/2024 1:01 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

WASHINGTON ROAD
STA. 55+00 TO STA. 56+50

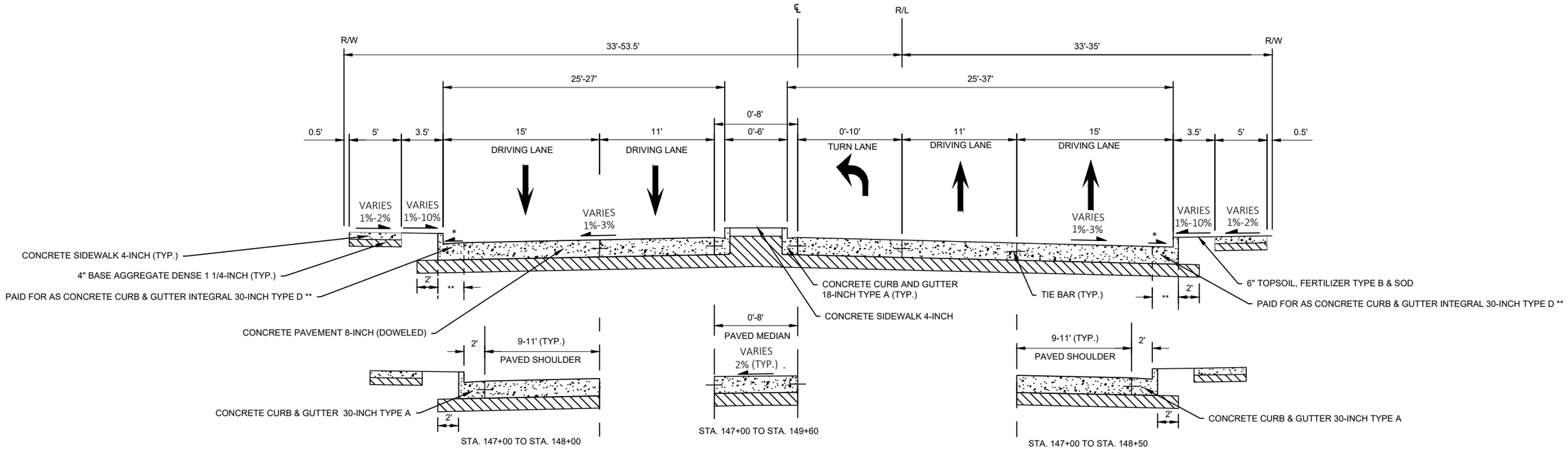


FINISHED TYPICAL SECTION

WASHINGTON ROAD
STA. 56+50 TO STA. 59+65

*GUTTER SLOPE TO MATCH ROADWAY CROSS SLOPE (2% TYP.)
AT CURB RADII, SLOPE VARIES FROM 2% TO 4%
**REMAINDER OF 15' INTEGRAL PAVEMENT BEYOND PAYMENT
LIMITS PAID FOR AS 8-INCH CONCRETE PAVEMENT

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6	E



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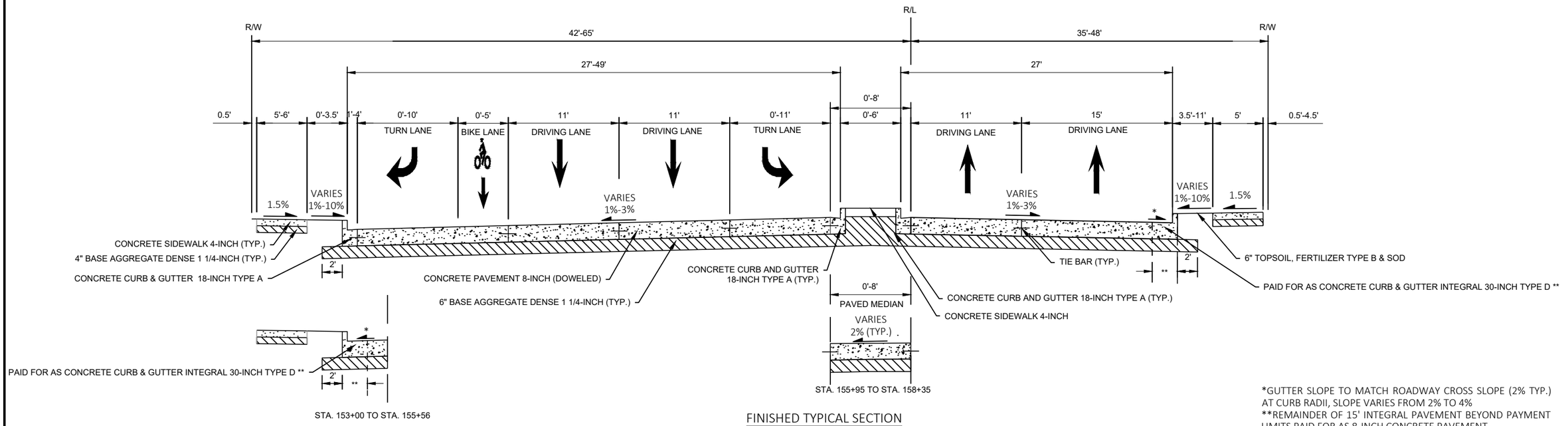
30TH AVENUE
STA. 147+00 TO STA. 153+00

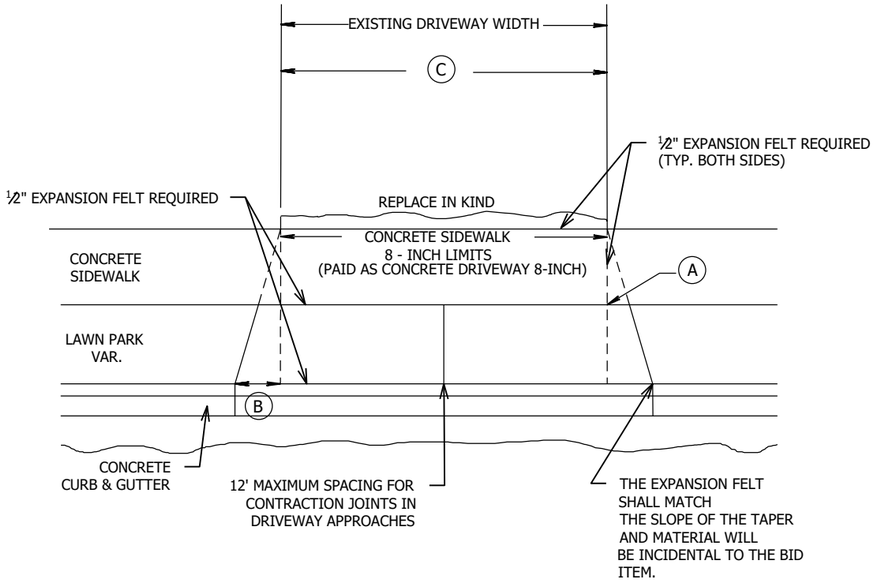


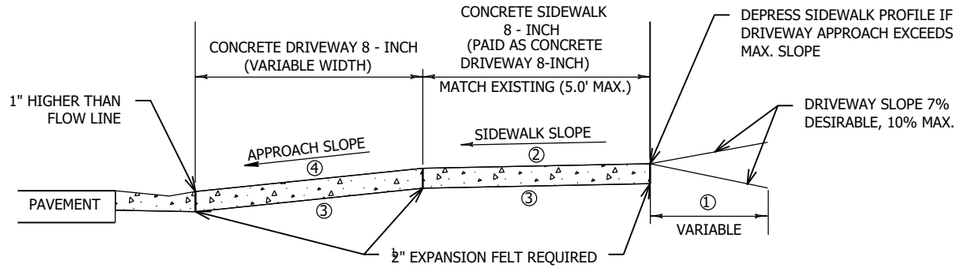
FINISHED TYPICAL SECTION

30TH AVENUE
STA. 153+00 TO STA. 158+35

*GUTTER SLOPE TO MATCH ROADWAY CROSS SLOPE (2% TYP.) AT CURB RADII, SLOPE VARIES FROM 2% TO 4%
**REMAINDER OF 15' INTEGRAL PAVEMENT BEYOND PAYMENT LIMITS PAID FOR AS 8-INCH CONCRETE PAVEMENT

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E





Ⓐ ALIGN TAPER WITH BACK OF SIDEWALK AT DRIVE

Ⓑ SEE TABLE FOR APPLICABLE DIMENSIONS

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

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

VARIABLE WIDTH PARK LAWN DRIVEWAY AND SIDEWALK PLAN VIEW

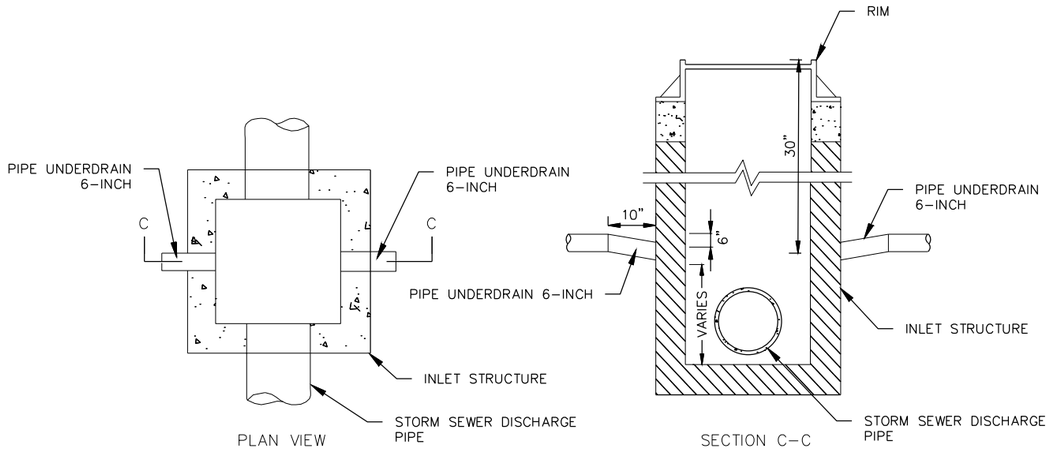
① — MATCH EXISTING DRIVEWAY MATERIAL IN-KIND

② — CONSTRUCTION TOLERANCE OF 0.5% +/- FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%

③ — 6" BASE AGG. DENSE 1 ¼" REQUIRED UNDER CONCRETE DRIVEWAY

④ — APPROACH SLOPE = >2.0% DESIRABLE
= 10% MAXIMUM

VARIABLE WIDTH PARK LAWN DRIVEWAY AND SIDEWALK CROSS SECTION



UNDERDRAIN OUTFALL AT INLET

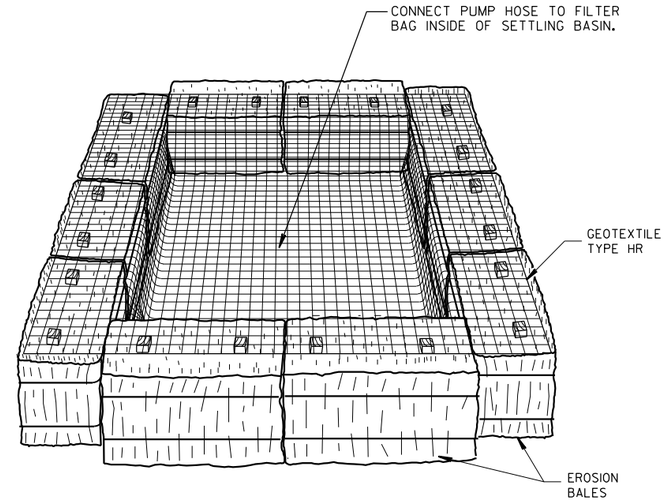
NOTES:

1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH

2. PROVIDE 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 30" BELOW THE RIM ELEVATION. CORE INTO EXISTING INLETS TO REMAIN.

3. PIPE UNDERDRAIN ONLY REQUIRED ON HIGH SIDE OF INLET IN SLOPED CONDITION.

4. PIPE UNDERDRAIN REQUIRED ON BOTH SIDES OF INLET IN SAG CONDITION.



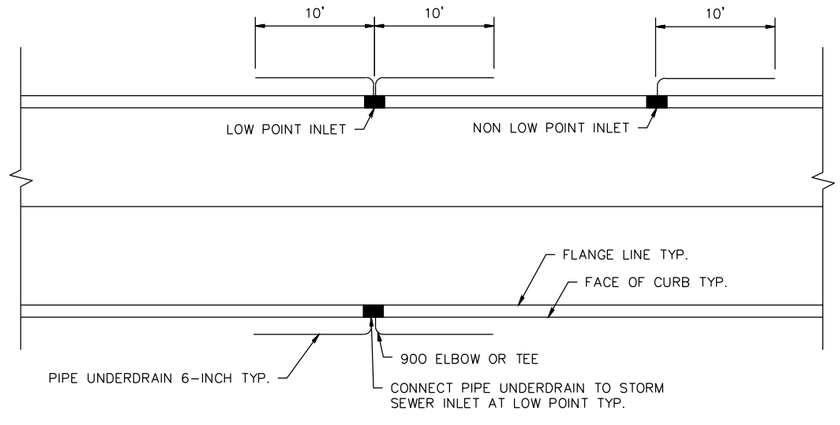
TEMPORARY SETTLING BASIN

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

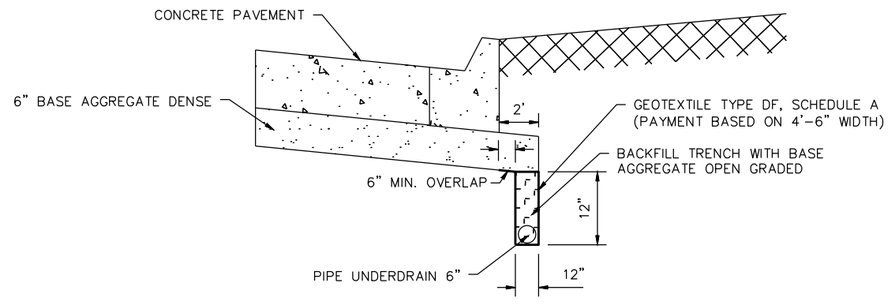
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.
$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.
USE A 20 FT. X 27 FT. BASIN



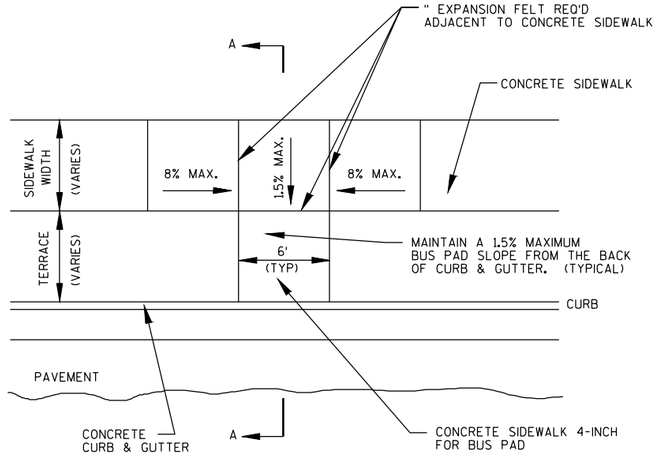
PLAN



UNDERDRAIN TRENCH DETAIL

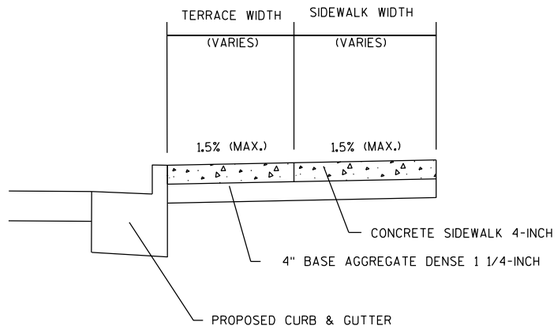
10' EACH SIDE OF INLET AT LOW POINTS.
10' ON HIGH SIDE OF INLET AT ALL OTHER INLETS
CONNECT PIPE UNDERDRAIN TO INLETS

2



PLAN VIEW - SIDEWALK WITH TERRACE

NOTE: DEPRESS SIDEWALK AS NEEDED TO MAINTAIN 1.5% MAXIMUM CROSS SLOPE ON CONCRETE BUS PAD

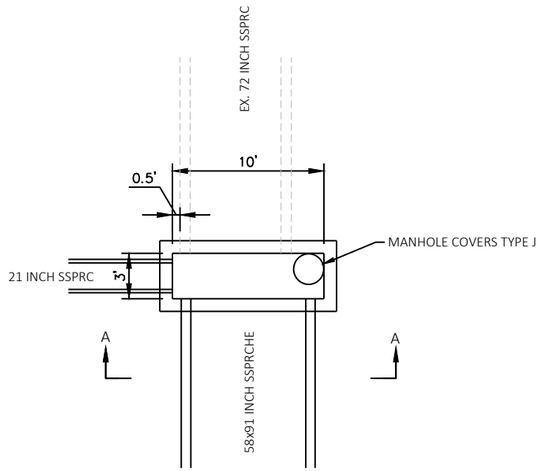


SECTION A-A

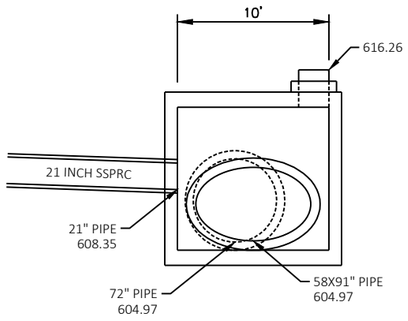
CONCRETE BUS PAD DETAIL

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 10	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021003-cd
PLOT DATE : 11/1/2024 1:02 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

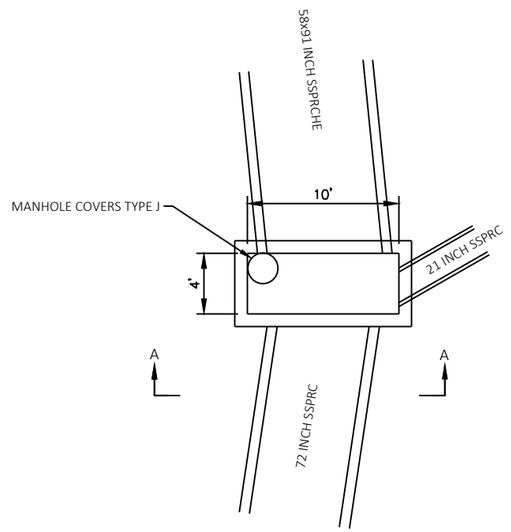


PLAN VIEW

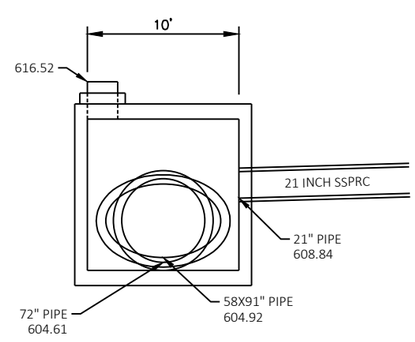


SECTION A–A

MANHOLES 10X3–FT

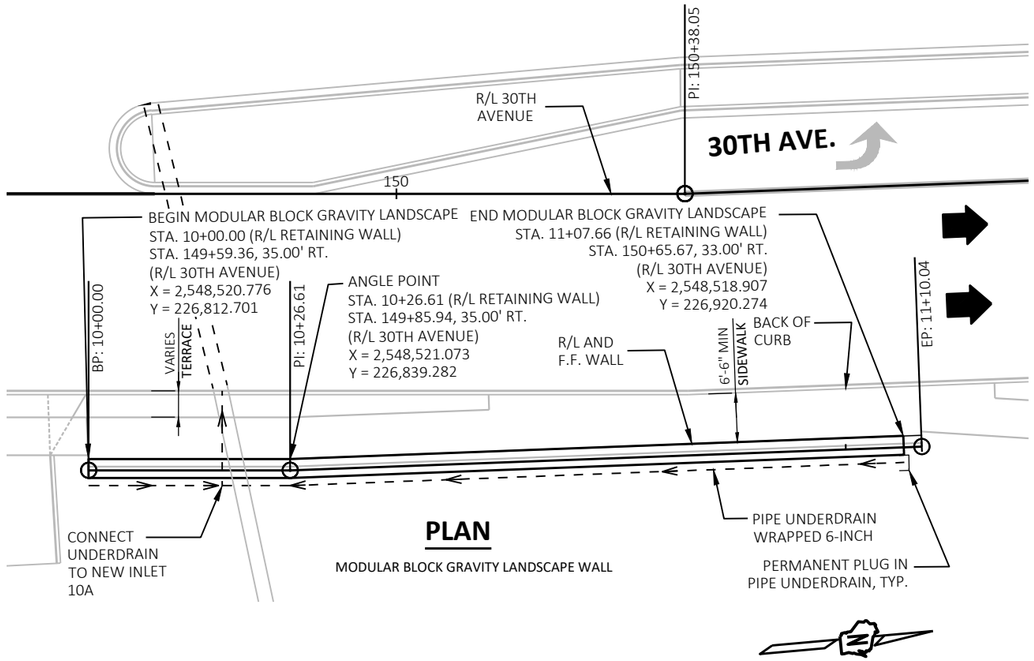


PLAN VIEW



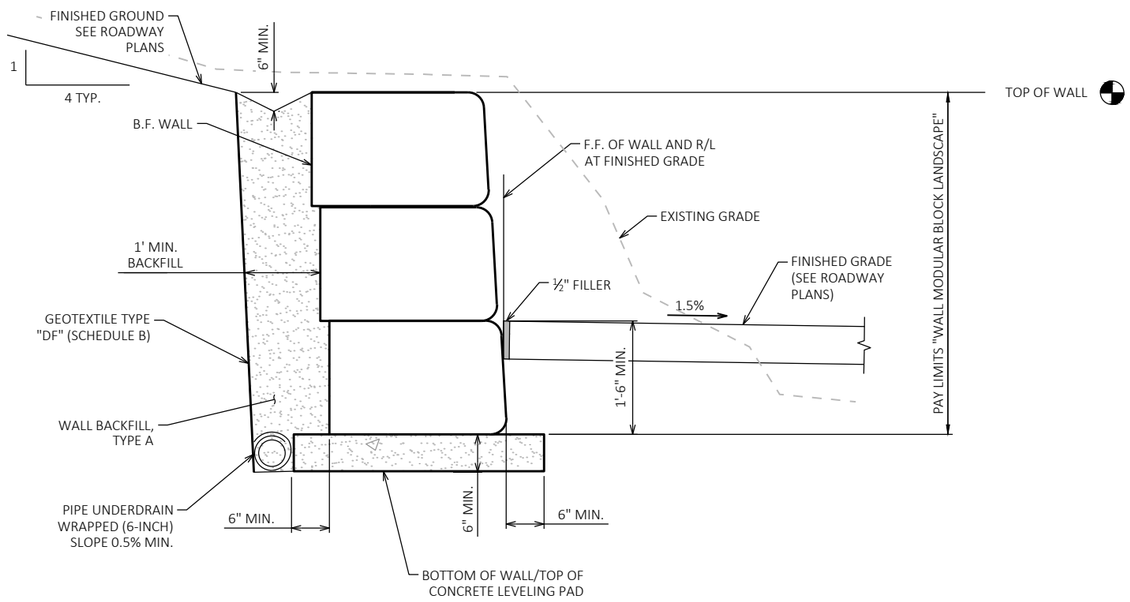
SECTION A–A

MANHOLES 10X4–FT

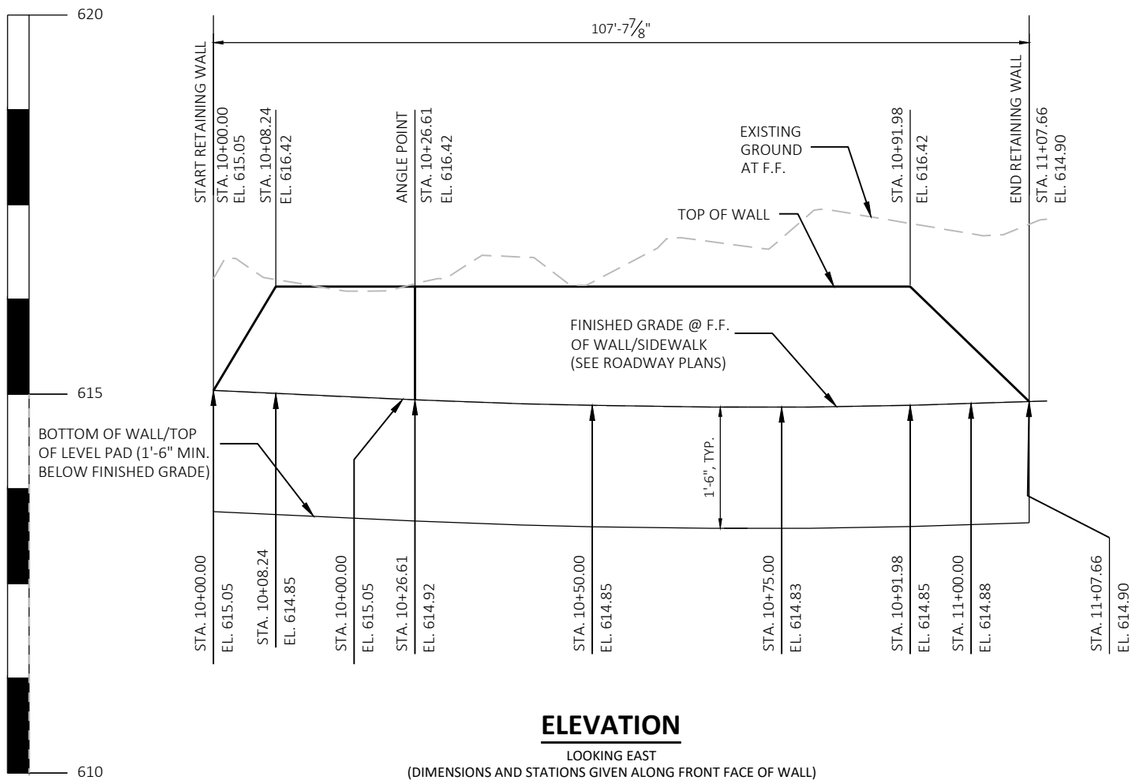


PLAN

MODULAR BLOCK GRAVITY LANDSCAPE WALL



WALL TYPICAL SECTION



ELEVATION

LOOKING EAST
(DIMENSIONS AND STATIONS GIVEN ALONG FRONT FACE OF WALL)

GEOMETRY TABLE

WALL R/L STA.	R/L 30TH AVE. STA.	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
10+00.00	149+59.36	35.00' RT	615.05	615.05
10+08.24	149+67.60	35.00' RT	616.42	615.01
10+25.00	149+84.37	35.00' RT	616.42	614.93
10+26.61	149+85.94	35.00' RT	616.42	614.92
10+50.00	150+09.29	34.12' RT	616.42	614.85
10+75.00	150+34.27	33.17' RT	616.42	614.83
10+91.98	150+49.99	33.00' RT	616.42	614.85
11+00.00	150+58.01	33.00' RT	615.64	614.88
11+07.66	150+65.67	33.00' RT	614.90	914.90

NOTES

PLANS. ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

PLANS ARE FOR A WALL MODULAR BLOCK GRAVITY LANDSCAPE.

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL AT FINISHED GRADE UNLESS SHOWN OTHERWISE.

MAXIMUM BACKSLOPE SHALL BE 4:1.

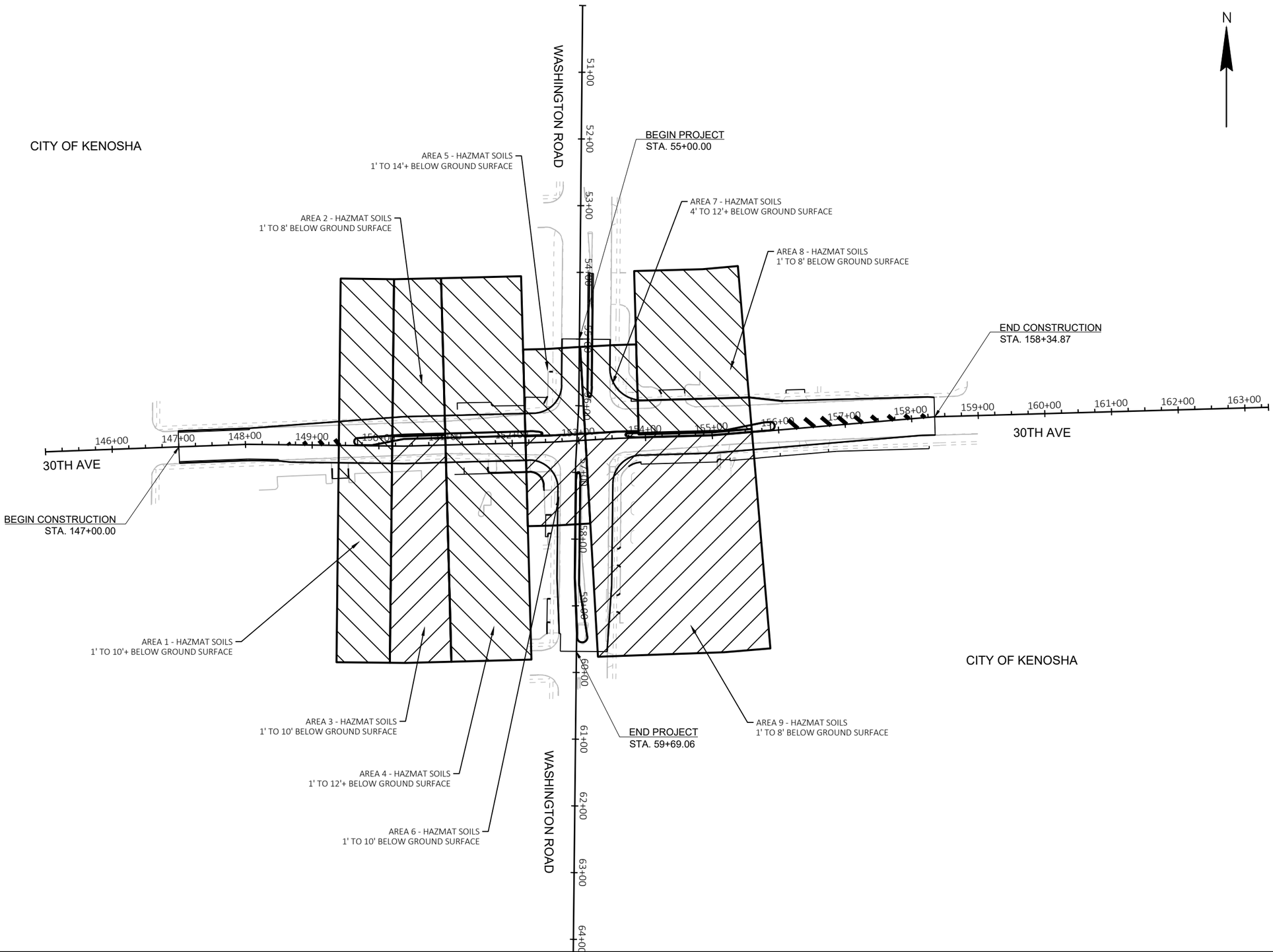
SLOPE PIPE UNDERDRAIN WRAPPED 6-INCH TO BE SLOPPED TO LOW POINT IN ROADWAY AND CONNECTED TO STORM SEWER UNDER SIDEWALK.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND CONNECTION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

AESTHETIC TREATMENT TO BE COORDINATE WITH CITY.

FILLER AND PERMANENT PLUG INCIDENTAL TO BE SPV.0165 WALL MODULAR BLOCK GRAVITY LANDSCAPE (STA 10+00 TO STA 11+07.66).

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CONSTRUCTION DETAIL - HAZMAT SOILS	SHEET 13	E

2

LEGEND

- CLEARING AND GRUBBING (I.D.)
- SAWCUT ASPHALT
- SAWCUT CONCRETE
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING FENCE
- REMOVE CURB AND GUTTER
- REMOVE CURB
- REMOVING STORM SEWER
- SEALING PIPES
- REMOVING DRAINAGE STRUCTURE

N

MATCH LINE 154+50

SIGN TO BE REMOVED BY OTHERS

REMOVING FENCE 238 LF

SIGN TO BE REMOVED BY OTHERS

SLOPE INTERCEPT, TYP.

REMOVING STORM SEWER 72-INCH, 9 LF

TLE

100

PRW

W/ 5' DIA CONC BASIN

WITNESS MONUMENT, SEE SPV

30TH AVENUE

154+00

RAW

103

R/W

WASHINGTON ROAD

REMOVING STORM SEWER 12-INCH, 17 LF

101

REMOVING STORM SEWER 21-INCH, 31 LF

SECTION CORNER MONUMENT C-25-2-22, SEE SPV

200' TURN LANE

REMOVING STORM SEWER 21-INCH, 53 LF

54+00

55+00

56+00

57+00

58+00

59+00

60+

WITNESS MONUMENT, SEE SPV

REMOVING STORM SEWER 12-INCH, 28 LF

REMOVING STORM SEWER 21-INCH, 46 LF

104

REMOVING STORM SEWER 12-INCH, 12 LF

REMOVING STORM SEWER 12-INCH, 17 LF

102

REMOVING STORM SEWER 72-INCH, 65 LF

REMOVING STORM SEWER 21-INCH, 25 LF

WITNESS MONUMENT, SEE SPV

REMOVING STORM SEWER 12-INCH, 34 LF

R/W

WITNESS MONUMENT, SEE SPV

TLE

PRW

SIGN TO BE REMOVED BY OTHERS

105

EXISTING SIGN TO REMAIN

REMOVING STORM SEWER 72-INCH, 225 LF (CONT.)

30TH AVENUE

153+00

MATCH LINE 151+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 14	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm

PLOT DATE : 11/1/2024 1:01 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- CLEARING AND GRUBBING (I.D.)
- SAWCUT ASPHALT
- SAWCUT CONCRETE
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING FENCE
- REMOVE CURB AND GUTTER
- REMOVE CURB
- REMOVING STORM SEWER
- SEALING PIPES
- REMOVING DRAINAGE STRUCTURE

N

REMOVING STORM SEWER 72-INCH, 225 LF (CONT.)

REMOVING STORM SEWER 72-INCH, 92 LF

TLE

PRW

106

107

R/W

R/W

REMOVING STORM SEWER 15-INCH, 57 LF

30TH AVENUE

REMOVING STORM SEWER 12-INCH, 48 LF

REMOVING STORM SEWER 12-INCH, 63 LF

MATCH LINE 151+75.01

146+00

147+00

148+00

149+00

150+00

151+00

108

R/W

TLE

SLOPE INTERCEPT, TYP.

PRW

109

REMOVING STORM SEWER 12-INCH, 12 LF

40TH STREET

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 15	E

2

N

REMOVING STORM SEWER
12-INCH, 17 LF

PRW

TLE

SLOPE INTERCEPT, TYP.

MATCH LINE 154+49.97

REMOVING STORM SEWER
12-INCH, 17 LF

REMOVING STORM SEWER
60-INCH, 8 LF

REMOVING STORM SEWER 12-INCH, 42 LF

30TH AVENUE

155+00

156+00

157+00

158+00

159+00

160+00

I12

I11

I10

BASE ONLY

PRW

TLE

REMOVING FENCE 238 LF

REMOVING MASONRY,
SEE SPV

LEGEND

- CLEARING AND GRUBBING (I.D.)
- SAWCUT ASPHALT
- SAWCUT CONCRETE
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING FENCE
- REMOVE CURB AND GUTTER
- REMOVE CURB
- REMOVING STORM SEWER
- SEALING PIPES
- REMOVING DRAINAGE STRUCTURE

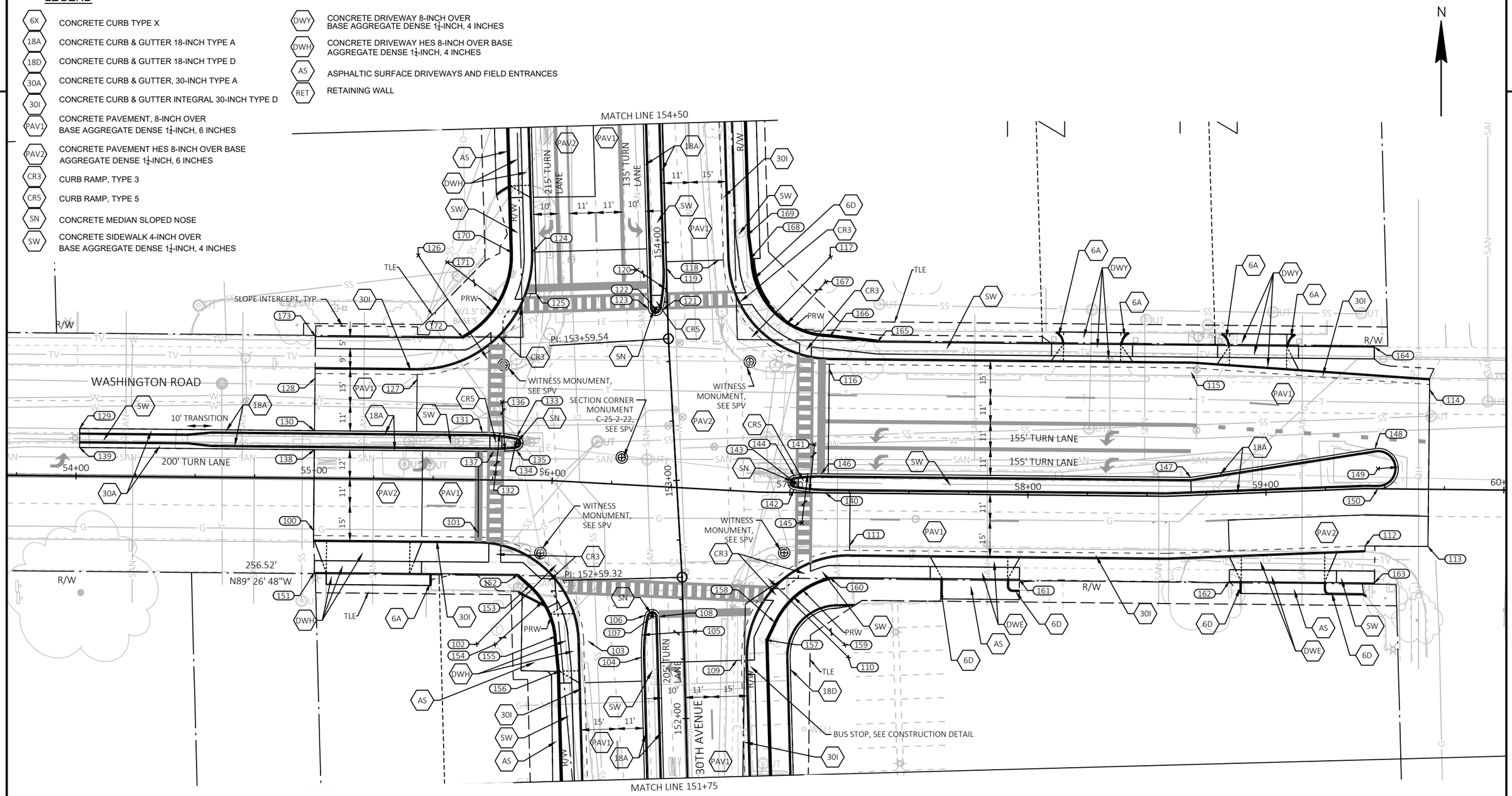
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	REMOVAL PLAN	SHEET 16	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\021102-RM.DWG
LAYOUT NAME - 021103-rm

PLOT DATE : 11/1/2024 1:02 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- 6X — CONCRETE CURB TYPE X
- 18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- 18D — CONCRETE CURB & GUTTER 18-INCH TYPE D
- 30A — CONCRETE CURB & GUTTER, 30-INCH TYPE A
- 30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- PAV1 — CONCRETE PAVEMENT, 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
- PAV2 — CONCRETE PAVEMENT HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
- CR3 — CURB RAMP, TYPE 3
- CR5 — CURB RAMP, TYPE 5
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW — CONCRETE SIDEWALK 4-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- DWY — CONCRETE DRIVEWAY 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- DWH — CONCRETE DRIVEWAY HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- RET — RETAINING WALL



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PLAN DETAILS	SHEET 17	E

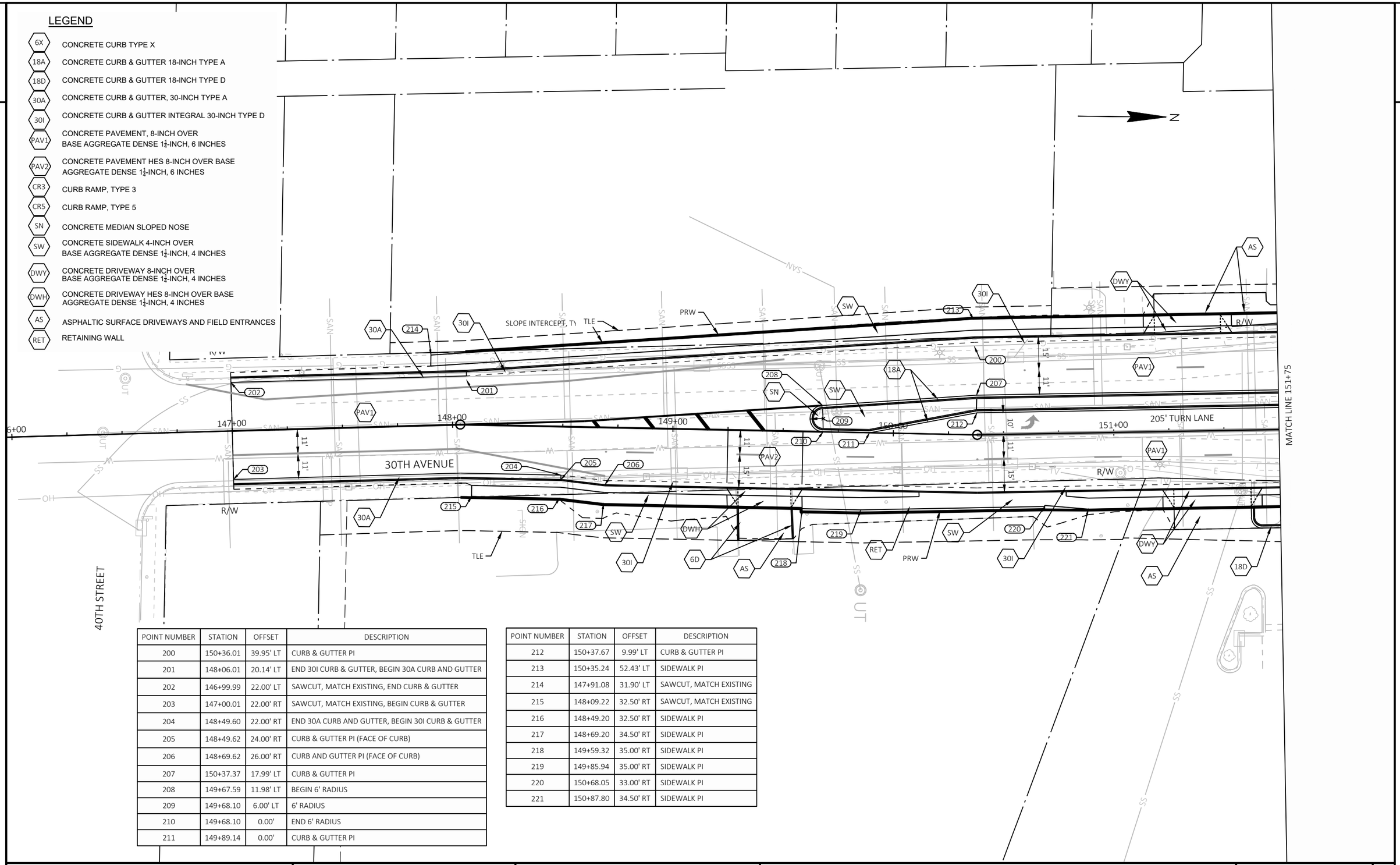
2

POINT NUMBER	STATION	OFFSET	DESCRIPTION
100	55+00.00	22.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
101	55+68.95	22.00' RT	BEGIN 47' RADIUS
102	55+68.95	69.00' RT	47' RADIUS
103	56+18.96	66.47' RT	END 47' RADIUS
104	56+41.48	71.92' RT	BEGIN 75' RADIUS
105	57+13.23	67.00' RT	75' RADIUS
106	56+42.12	54.25' RT	END 75' RADIUS, BEGIN 3' RADIUS
107	56+45.09	54.71' RT	3' RADIUS
108	56+48.08	54.47' RT	END 3' RADIUS
109	56+81.55	71.08' RT	BEGIN 75' RADIUS
110	57+25.31	69.00' RT	47' RADIUS
111	57+25.31	22.00' RT	END 75' RADIUS
112	59+40.80	24.00' RT	END CURB & GUTTER, SAWCUT, MATCH EXISTING
113	59+68.33	24.00' RT	SAWCUT, MATCH EXISTING
114	59+68.33	42.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
115	58+70.65	51.45' LT	CURB & GUTTER PI
116	57+16.02	52.00' LT	BEGIN 47' RADIUS
117	57+16.02	99.00' LT	47' RADIUS
118	56+64.68	96.26' LT	END 47' RADIUS
119	56+42.98	91.80' LT	BEGIN 75' RADIUS
120	55+72.16	86.89' LT	75' RADIUS
121	56+42.36	74.13' LT	END 75' RADIUS, BEGIN 3' RADIUS
122	56+39.40	74.59' LT	3' RADIUS
123	56+36.41	74.34' LT	END 3' RADIUS
124	55+90.84	95.81' LT	BEGIN 48' RADIUS (BACK OF CURB)
125	55+92.50	78.46' LT	END 18A CURB & GUTTER, BEGIN 30I CURB & GUTTER
126	55+42.88	94.00' LT	52' RADIUS
127	55+42.88	42.00' LT	END 52' RADIUS
128	55+00.00	42.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
129	54+01.37	20.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
130	55+00.00	20.00' LT	SAWCUT, MATCH EXISTING
131	55+70.44	20.00' LT	BEGIN 75' RADIUS
132	55+70.44	55.00' RT	75' RADIUS
133	55+85.10	18.55' LT	END 75' RADIUS, BEGIN 3' RADIUS
134	55+84.52	15.61' LT	3' RADIUS
135	55+84.91	12.63' LT	END 3' RADIUS, BEGIN 75' RADIUS
136	55+75.16	87.00' LT	75' RADIUS

POINT NUMBER	STATION	OFFSET	DESCRIPTION
137	55+75.16	12.00' LT	END 75' RADIUS
138	55+00.00	12.00' LT	SAWCUT, MATCH EXISTING
139	54+01.37	12.00' LT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
140	57+14.93	0.00' RT	BEGIN 75' RADIUS
141	57+14.93	75.00' LT	75' RADIUS
142	57+01.62	1.19' LT	END 75' RADIUS, BEGIN 3' RADIUS
143	57+02.16	4.14' LT	3' RADIUS
144	57+01.69	7.11' LT	END 3' RADIUS, BEGIN 75' RADIUS
145	57+13.23	67.00' RT	75' RADIUS
146	57+13.23	8.00' LT	END 75' RADIUS
147	58+68.60	7.50' LT	CURB & GUTTER PI
148	59+45.63	16.88' LT	BEGIN 8.5' RADIUS
149	59+47.03	8.50' LT	8.5' RADIUS
150	59+47.03	0.00'	END 8.5' RADIUS
151	55+00.49	39.50' RT	SAWCUT, MATCH EXISTING
152	55+86.18	39.50' RT	BEGIN 33.5' RADIUS
153	55+91.19	43.95' RT	Detail Sheets
154	55+68.95	69.00' RT	33.5' RADIUS
155	56+05.21	65.11' RT	END 33.5' RADIUS
156	56+07.51	79.70' RT	SIDEWALK PI
157	56+90.53	61.96' RT	SIDEWALK PI
158	56+94.04	54.43' RT	BEGIN 34.5' RADIUS
159	57+25.31	69.00' RT	34.5' RADIUS
160	57+17.06	35.50' RT	END 34.5' RADIUS
161	57+96.79	35.50' RT	SAWCUT, MATCH EXISTING
162	58+83.20	36.75' RT	SAWCUT, MATCH EXISTING
163	59+46.03	39.50' RT	SAWCUT, MATCH EXISTING
164	59+45.00	59.50' LT	SAWCUT, MATCH EXISTING
165	57+36.02	63.50' LT	SIDEWALK PI
166	57+16.02	65.50' LT	BEGIN 33.5' RADIUS
167	57+16.02	99.00' LT	33.5' RADIUS
168	56+78.12	97.63' LT	END 33.5' RADIUS
169	56+76.28	107.52' LT	SIDEWALK PI
170	55+82.35	95.49' LT	BEGIN 39.5' RADIUS
171	55+42.88	94.00' LT	39.5' RADIUS
172	55+62.11	59.50' LT	END 39.5' RADIUS
173	55+00.00	59.50' LT	SAWCUT, MATCH EXISTING

LEGEND

- 6X — CONCRETE CURB TYPE X
- 18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- 18D — CONCRETE CURB & GUTTER 18-INCH TYPE D
- 30A — CONCRETE CURB & GUTTER, 30-INCH TYPE A
- 30I — CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- PAV1 — CONCRETE PAVEMENT, 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
- PAV2 — CONCRETE PAVEMENT HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
- CR3 — CURB RAMP, TYPE 3
- CR5 — CURB RAMP, TYPE 5
- SN — CONCRETE MEDIAN SLOPED NOSE
- SW — CONCRETE SIDEWALK 4-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- DWY — CONCRETE DRIVEWAY 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- DWH — CONCRETE DRIVEWAY HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- RET — RETAINING WALL



POINT NUMBER	STATION	OFFSET	DESCRIPTION
200	150+36.01	39.95' LT	CURB & GUTTER PI
201	148+06.01	20.14' LT	END 30I CURB & GUTTER, BEGIN 30A CURB AND GUTTER
202	146+99.99	22.00' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
203	147+00.01	22.00' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
204	148+49.60	22.00' RT	END 30A CURB AND GUTTER, BEGIN 30I CURB & GUTTER
205	148+49.62	24.00' RT	CURB & GUTTER PI (FACE OF CURB)
206	148+69.62	26.00' RT	CURB AND GUTTER PI (FACE OF CURB)
207	150+37.37	17.99' LT	CURB & GUTTER PI
208	149+67.59	11.98' LT	BEGIN 6' RADIUS
209	149+68.10	6.00' LT	6' RADIUS
210	149+68.10	0.00'	END 6' RADIUS
211	149+89.14	0.00'	CURB & GUTTER PI

POINT NUMBER	STATION	OFFSET	DESCRIPTION
212	150+37.67	9.99' LT	CURB & GUTTER PI
213	150+35.24	52.43' LT	SIDEWALK PI
214	147+91.08	31.90' LT	SAWCUT, MATCH EXISTING
215	148+09.22	32.50' RT	SAWCUT, MATCH EXISTING
216	148+49.20	32.50' RT	SIDEWALK PI
217	148+69.20	34.50' RT	SIDEWALK PI
218	149+59.32	35.00' RT	SIDEWALK PI
219	149+85.94	35.00' RT	SIDEWALK PI
220	150+68.05	33.00' RT	SIDEWALK PI
221	150+87.80	34.50' RT	SIDEWALK PI

2

LEGEND

N

6X	CONCRETE CURB TYPE X
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
30A	CONCRETE CURB & GUTTER, 30-INCH TYPE A
30I	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
PAV1	CONCRETE PAVEMENT, 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
PAV2	CONCRETE PAVEMENT HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 6 INCHES
CR3	CURB RAMP, TYPE 3
CR5	CURB RAMP, TYPE 5
SN	CONCRETE MEDIAN SLOPED NOSE
SW	CONCRETE SIDEWALK 4-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
DWY	CONCRETE DRIVEWAY 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
DWH	CONCRETE DRIVEWAY HES 8-INCH OVER BASE AGGREGATE DENSE 1¼-INCH, 4 INCHES
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
RET	RETAINING WALL

MATCH LINE 154+50

175' TURN LANE

135' TURN LANE

BUS STOP, SEE CONSTRUCTION DETAIL

SLOPE INTERCEPT, TYP.

30TH AVENUE

155+00 156+00 158+00 159+00 160+00

POINT NUMBER	STATION	OFFSET	DESCRIPTION
300	155+60.53	51.64' LT	CURB & GUTTER PI
301	156+10.10	41.80' LT	CURB & GUTTER PI, END 18A CURB & GUTTER, BEGIN 301 CURB AND GUTTER
302	158+31.35	26.24' LT	CURB AND GUTTER FLANGE TAPER
303	158+34.87	27.04' LT	SAWCUT, MATCH EXISTING, END CURB & GUTTER
304	158+33.44	25.18' RT	SAWCUT, MATCH EXISTING, BEGIN CURB & GUTTER
305	158+28.56	22.90' RT	CURB & GUTTER FLANGE TAPER
306	158+12.66	22.00' RT	CURB & GUTTER PI
307	155+88.14	0.00'	BEGIN 7' RADIUS
308	155+88.14	7.00' LT	7' RADIUS
309	155+88.14	14.00' LT	END 7' RADIUS
310	155+78.37	14.00' LT	CURB & GUTTER PI
311	155+17.76	6.99' LT	CURB & GUTTER PI
312	155+58.20	61.79' LT	SIDEWALK PI
313	155+90.03	55.47' LT	SIDEWALK PI

POINT NUMBER	STATION	OFFSET	DESCRIPTION
314	156+62.92	51.33' LT	SIDEWALK PI
315	156+63.41	56.30' LT	SIDEWALK PI
316	156+68.23	56.03' LT	SIDEWALK PI
317	156+67.75	51.06' LT	SIDEWALK PI
318	157+00.43	49.20' LT	SIDEWALK PI
319	157+15.23	45.36' LT	SIDEWALK PI
320	158+27.11	39.00' LT	SIDEWALK PI
321	158+34.31	36.29' LT	SIDEWALK PI
322	158+34.39	39.66' LT	SIDEWALK PI
323	158+36.99	39.66' LT	SAWCUT, MATCH EXISTING
324	158+22.86	42.89' RT	SAWCUT, MATCH EXISTING
325	156+75.15	34.50' RT	SIDEWALK PI
326	155+77.42	34.50' RT	SIDEWALK PI
327	155+07.58	35.00' RT	SIDEWALK PI

NOTE:
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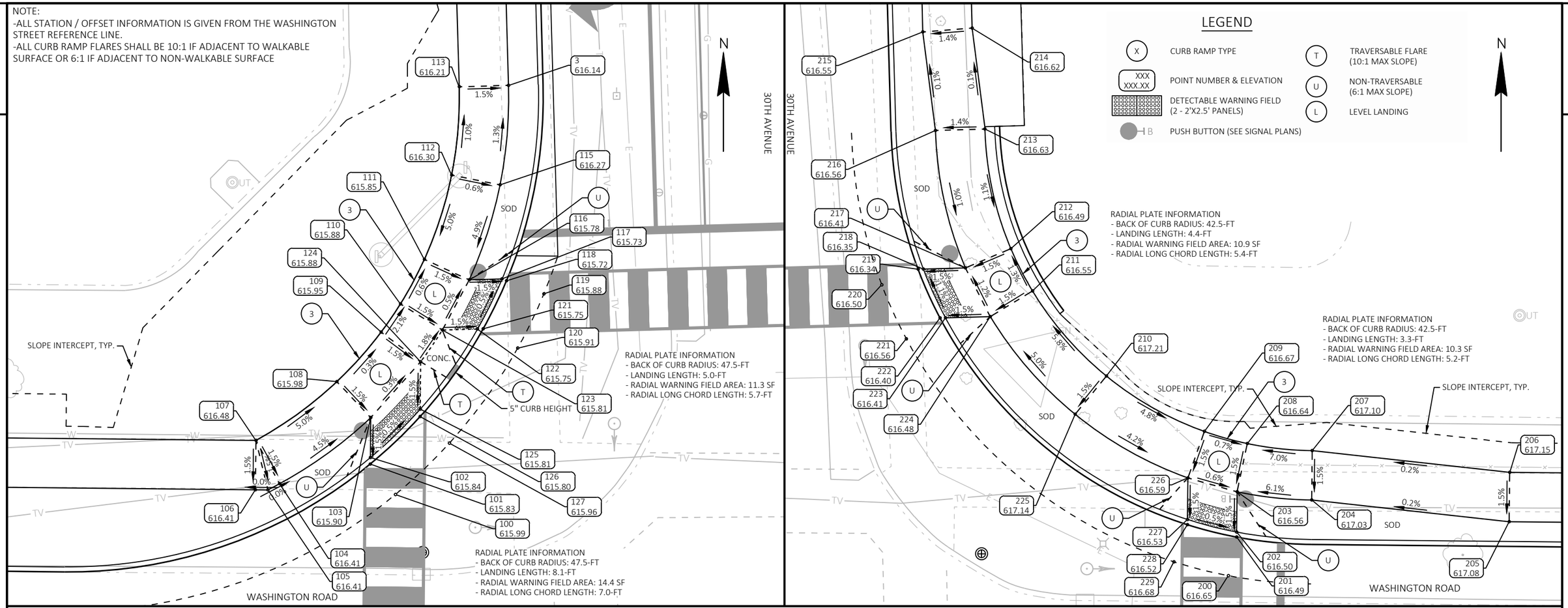
-ALL CURB RAMP FLARES SHALL BE 10:1 IF ADJACENT TO WALKABLE SURFACE OR 6:1 IF ADJACENT TO NON-WALKABLE SURFACE



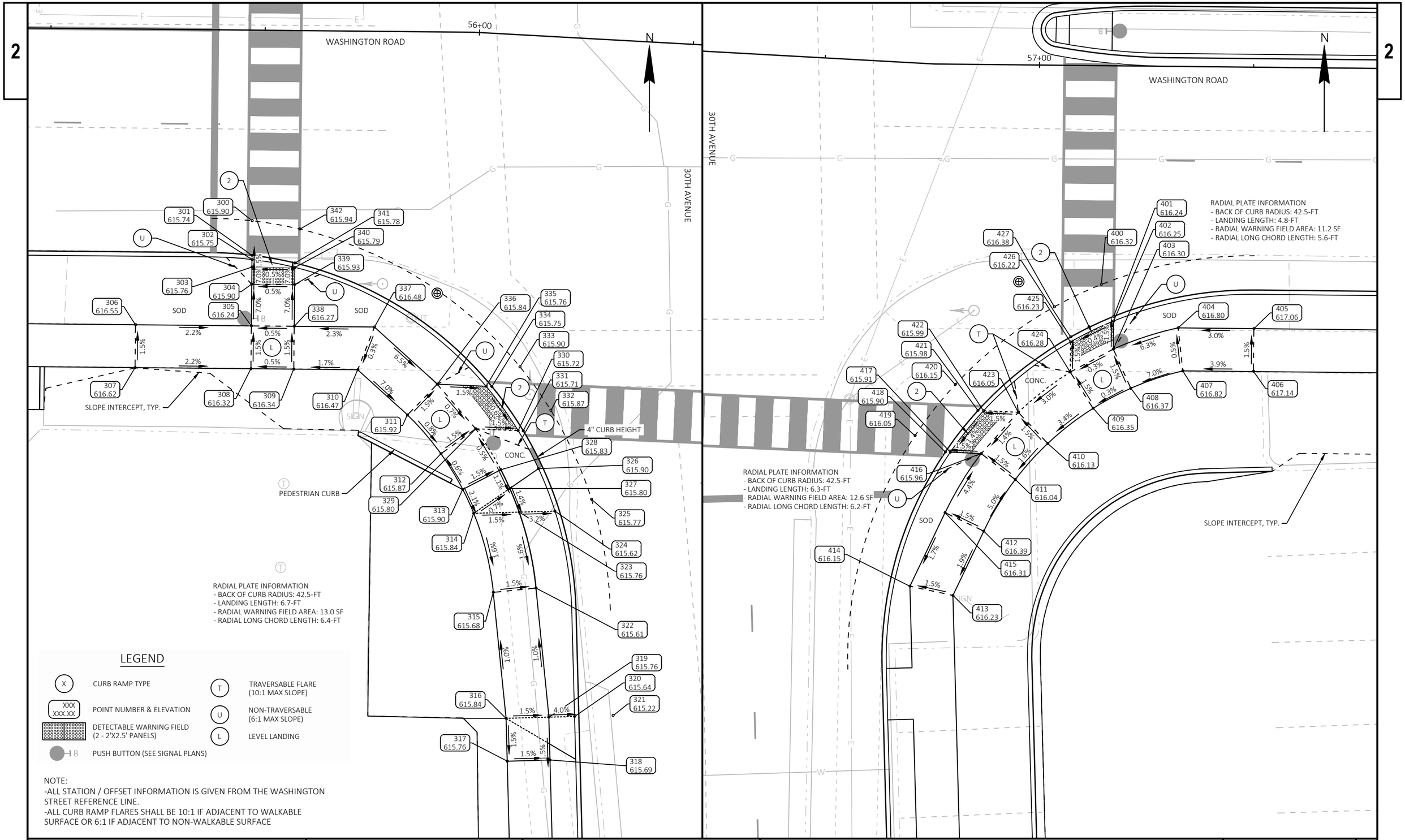
Washington Road & 30th Avenue - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3	55+87.34	95.68' LT	616.14	227249.30	2548414.45
100	55+76.28	54.15' LT	615.99	227207.88	2548402.99
101	55+73.71	57.22' LT	615.83	227210.97	2548400.45
102	55+73.71	57.87' LT	615.84	227211.62	2548400.45
103	55+73.71	61.92' LT	615.90	227215.67	2548400.49
104	55+64.55	55.13' LT	616.41	227208.97	2548391.26
105	55+63.37	54.50' LT	616.41	227208.35	2548390.08
106	55+62.10	54.50' LT	616.41	227208.37	2548388.82
107	55+62.11	59.50' LT	616.48	227213.36	2548388.87
108	55+70.25	65.52' LT	615.98	227219.31	2548397.06
109	55+74.69	70.58' LT	615.95	227224.33	2548401.55
110	55+76.61	73.45' LT	615.88	227227.18	2548403.50
111	55+78.98	77.98' LT	615.85	227231.68	2548405.92
112	55+81.67	86.55' LT	616.30	227240.22	2548408.68

Washington Road & 30th Avenue - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
113	55+82.35	95.49' LT	616.21	227249.16	2548409.45
115	55+86.58	85.60' LT	616.27	227239.23	2548413.59
116	55+83.55	75.96' LT	615.78	227229.61	2548410.47
117	55+86.87	76.08' LT	615.73	227229.71	2548413.78
118	55+87.33	75.89' LT	615.72	227229.51	2548414.25
119	55+91.13	74.61' LT	615.88	227228.20	2548418.03
120	55+88.52	69.09' LT	615.91	227222.70	2548415.37
121	55+85.01	71.01' LT	615.75	227224.65	2548411.88
122	55+84.43	70.99' LT	615.75	227224.63	2548411.30
123	55+80.88	70.85' LT	615.81	227224.53	2548407.75
124	55+78.71	67.62' LT	615.88	227221.32	2548405.55
125	55+78.71	62.82' LT	615.81	227216.53	2548405.50
126	55+78.71	62.07' LT	615.80	227215.77	2548405.49
127	55+81.70	59.41' LT	615.96	227213.08	2548408.46

Washington Road & 30th Avenue - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	57+07.65	52.75' LT	616.65	227201.19	2548534.22
201	57+08.45	56.67' LT	616.49	227205.10	2548535.06
202	57+08.45	57.18' LT	616.50	227205.61	2548535.07
203	57+08.45	61.25' LT	616.56	227209.68	2548535.11
204	57+16.01	60.50' LT	617.03	227208.85	2548542.66
205	57+36.02	58.50' LT	617.08	227206.65	2548562.65
206	57+36.02	63.50' LT	617.15	227211.65	2548562.70
207	57+16.01	65.50' LT	617.10	227213.85	2548542.71
208	57+09.43	66.15' LT	616.64	227214.57	2548536.14
209	57+05.08	67.34' LT	616.67	227215.80	2548531.80
210	56+95.10	72.84' LT	617.21	227221.40	2548521.87
211	56+83.86	81.28' LT	616.55	227230.01	2548514.39
212	56+81.43	85.44' LT	616.49	227234.30	2548512.20
213	56+78.13	97.39' LT	616.63	227246.41	2548509.57
214	56+76.28	107.52' LT	616.62	227256.62	2548508.28
215	56+71.32	106.85' LT	616.55	227256.23	2548503.29

Washington Road & 30th Avenue - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
216	56+73.15	96.97' LT	616.56	227246.26	2548504.57
217	56+76.94	83.24' LT	616.41	227232.35	2548507.60
218	56+72.69	82.89' LT	616.35	227232.23	2548503.34
219	56+72.17	82.84' LT	616.34	227232.21	2548502.81
220	56+68.58	81.06' LT	616.50	227230.63	2548499.13
221	56+71.37	75.74' LT	616.56	227225.17	2548501.62
222	56+74.66	78.04' LT	616.40	227227.27	2548505.03
223	56+75.21	78.08' LT	616.41	227227.29	2548505.59
224	56+79.73	78.46' LT	616.48	227227.42	2548510.12
225	56+91.97	68.94' LT	617.14	227217.53	2548518.71
226	57+03.45	62.61' LT	616.59	227211.09	2548530.12
227	57+03.44	58.39' LT	616.53	227206.86	2548530.07
228	57+03.45	57.88' LT	616.52	227206.36	2548530.07
229	57+02.12	54.10' LT	616.68	227202.59	2548528.70

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 21	E



NOTE:
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-ALL CURB RAMP FLARES SHALL BE 10:1 IF ADJACENT TO WALKABLE SURFACE OR 6:1 IF ADJACENT TO NON-WALKABLE SURFACE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 11/1/2024 1:03 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : ##########

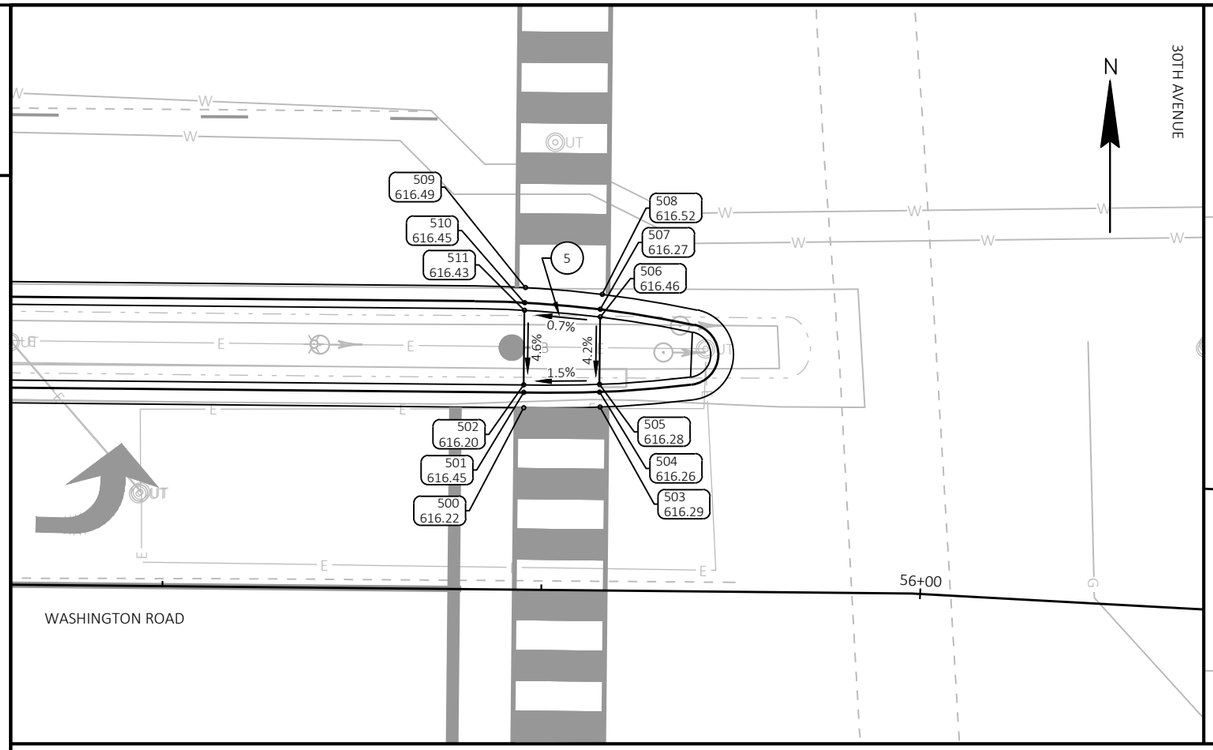
2

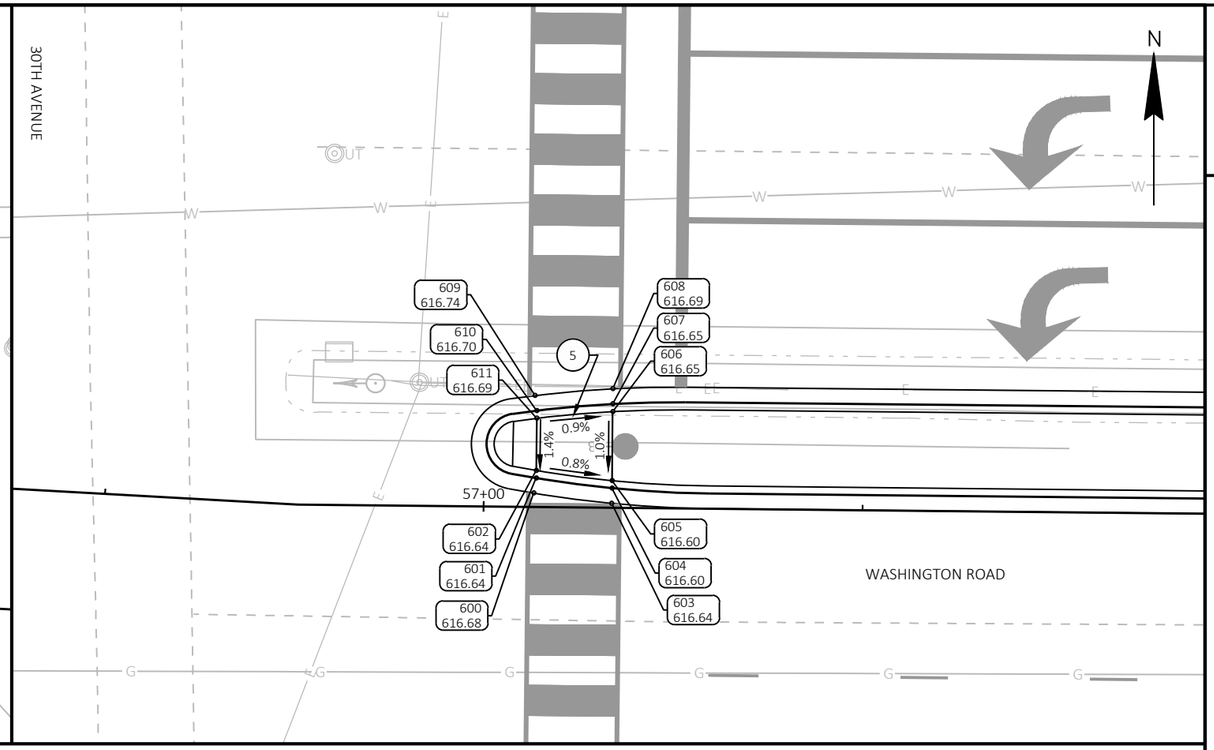
Washington Road & 30th Avenue - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	55+73.69	22.24' RT	615.90	227131.52	2548399.66
301	55+73.71	26.26' RT	615.74	227127.49	2548399.64
302	55+73.74	26.77' RT	615.75	227126.99	2548399.66
303	55+73.71	27.64' RT	615.76	227126.12	2548399.63
304	55+73.71	29.64' RT	615.90	227124.12	2548399.61
305	55+73.71	34.50' RT	616.24	227119.26	2548399.56
306	55+60.20	34.50' RT	616.55	227119.39	2548386.05
307	55+60.20	39.50' RT	616.62	227114.39	2548386.00
308	55+73.71	39.50' RT	616.32	227114.26	2548399.51
309	55+78.71	39.50' RT	616.34	227114.21	2548404.51
310	55+86.18	39.50' RT	616.47	227114.14	2548411.98
311	55+92.03	44.72' RT	615.92	227108.86	2548417.78
312	55+95.97	49.20' RT	615.87	227104.34	2548421.68
313	56+00.99	53.32' RT	615.90	227100.19	2548424.22
314	56+02.42	56.03' RT	615.84	227097.40	2548425.51
315	56+05.21	65.11' RT	615.68	227088.17	2548427.79
316	56+07.51	79.70' RT	615.84	227073.49	2548429.28
317	56+07.91	84.68' RT	615.76	227068.49	2548429.41
318	56+12.90	84.27' RT	615.69	227068.62	2548434.41
319	56+12.49	79.29' RT	615.76	227073.61	2548434.28
320	56+15.48	79.04' RT	615.64	227073.70	2548437.28
321	56+19.96	78.68' RT	615.22	227073.82	2548441.78

Washington Road & 30th Avenue - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
322	56+10.15	64.34' RT	615.61	227088.68	2548432.77
323	56+07.70	55.60' RT	615.76	227097.54	2548430.80
324	56+11.86	55.26' RT	615.62	227097.65	2548434.98
325	56+16.06	53.64' RT	615.77	227099.03	2548439.26
326	56+09.67	50.42' RT	615.90	227102.60	2548433.06
327	56+06.46	52.91' RT	615.80	227100.29	2548429.71
328	56+05.29	50.78' RT	615.83	227102.48	2548428.67
329	56+02.11	46.18' RT	615.80	227107.25	2548425.74
330	56+07.06	46.12' RT	615.72	227107.04	2548430.68
331	56+07.66	46.11' RT	615.71	227107.01	2548431.29
332	56+10.75	43.54' RT	615.87	227109.41	2548434.51
333	56+06.87	38.67' RT	615.90	227114.48	2548430.91
334	56+03.72	41.16' RT	615.75	227112.18	2548427.63
335	56+03.04	41.16' RT	615.76	227112.21	2548426.95
336	55+95.47	41.09' RT	615.84	227112.45	2548421.26
337	55+88.08	34.50' RT	616.48	227119.12	2548413.93
338	55+78.71	34.50' RT	616.27	227119.21	2548404.56
339	55+78.71	29.64' RT	615.93	227124.07	2548404.61
340	55+78.70	27.64' RT	615.79	227126.06	2548404.62
341	55+78.71	27.12' RT	615.78	227126.58	2548404.63
342	55+79.27	23.15' RT	615.94	227130.56	2548405.23

Washington Road & 30th Avenue - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	57+07.46	25.52' RT	616.32	227122.92	2548533.26
401	57+08.95	29.23' RT	616.24	227119.19	2548534.71
402	57+08.95	29.77' RT	616.25	227118.65	2548534.70
403	57+08.95	33.05' RT	616.30	227115.38	2548534.66
404	57+16.48	30.50' RT	616.80	227117.85	2548542.22
405	57+25.31	30.50' RT	617.06	227117.76	2548551.05
406	57+25.31	35.48' RT	617.14	227112.78	2548551.00
407	57+17.06	35.50' RT	616.82	227112.85	2548542.76
408	57+11.02	37.60' RT	616.37	227110.81	2548536.69
409	57+06.65	39.98' RT	616.35	227108.47	2548532.30
410	57+01.40	44.13' RT	616.13	227104.37	2548527.01
411	56+97.66	48.37' RT	616.04	227100.17	2548523.22
412	56+94.04	54.43' RT	616.39	227094.15	2548519.54
413	56+90.53	61.96' RT	616.23	227086.65	2548515.96

Washington Road & 30th Avenue - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
414	56+87.75	60.98' RT	616.15	227087.72	2548510.93
415	56+89.51	52.32' RT	616.31	227096.30	2548515.03
416	56+93.65	45.38' RT	615.96	227103.19	2548519.24
417	56+90.06	45.26' RT	615.91	227103.35	2548515.65
418	56+89.47	45.24' RT	615.90	227103.38	2548515.07
419	56+87.75	43.41' RT	616.05	227105.28	2548511.53
420	56+90.56	37.36' RT	616.15	227111.25	2548516.23
421	56+93.23	40.37' RT	615.98	227108.22	2548518.87
422	56+93.88	40.39' RT	615.99	227108.19	2548519.53
423	56+97.94	40.53' RT	616.05	227108.01	2548523.58
424	57+03.95	35.78' RT	616.28	227112.70	2548529.64
425	57+03.95	32.27' RT	616.23	227116.21	2548529.68
426	57+03.96	31.67' RT	616.22	227116.80	2548529.69
427	57+02.01	28.19' RT	616.38	227120.31	2548527.77





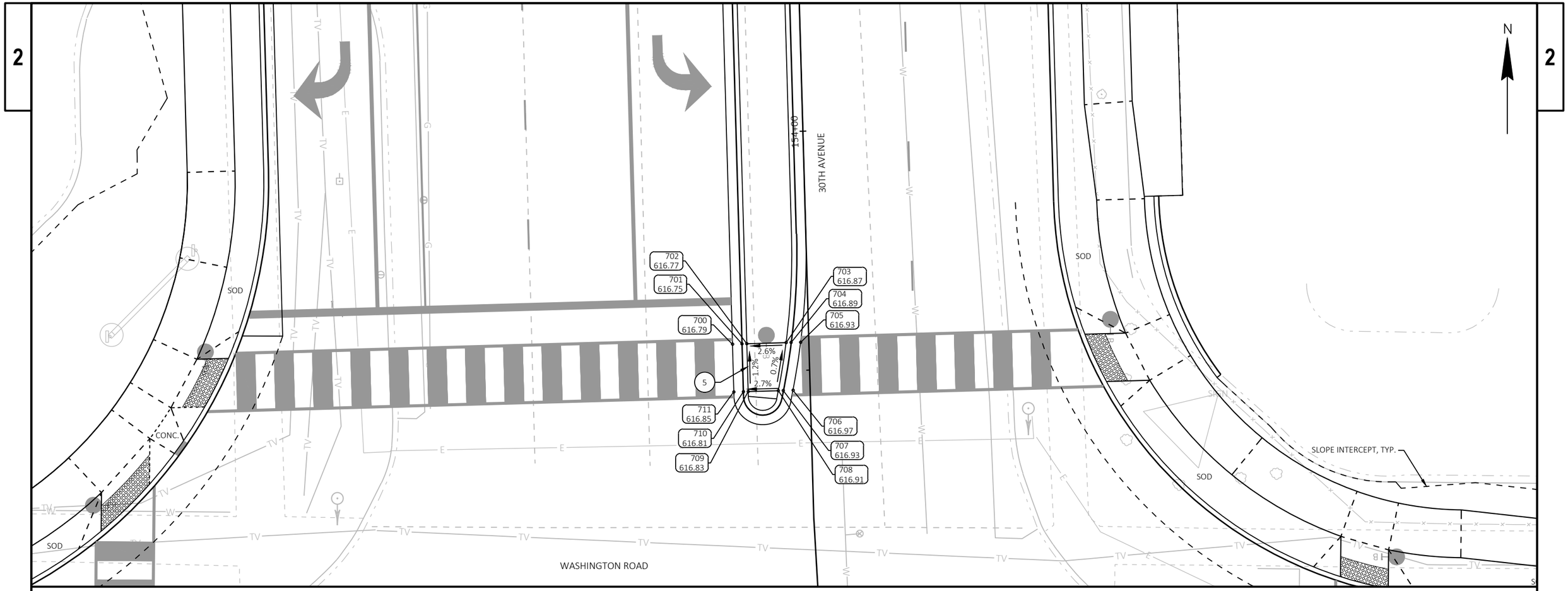
LEGEND

- X — CURB RAMP TYPE
- XXX / XXX.XX — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD (2 - 2'X2.5' PANELS)
- B — PUSH BUTTON (SEE SIGNAL PLANS)
- T — TRAVERSABLE FLARE (10:1 MAX SLOPE)
- U — NON-TRAVERSABLE (6:1 MAX SLOPE)
- L — LEVEL LANDING

NOTE:
-ALL STATION / OFFSET INFORMATION IS GIVEN FROM THE WASHINGTON STREET REFERENCE LINE.
-ALL CURB RAMP FLARES SHALL BE 10:1 IF ADJACENT TO WALKABLE SURFACE OR 6:1 IF ADJACENT TO NON-WALKABLE SURFACE

Washington Road & 30th Avenue - W Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	55+73.72	11.99' LT	616.22	227165.75	2548400.02
501	55+73.71	13.00' LT	616.45	227166.75	2548400.02
502	55+73.71	13.50' LT	616.20	227167.25	2548400.03
503	55+78.76	12.09' LT	616.29	227165.79	2548405.06
504	55+78.72	13.08' LT	616.26	227166.78	2548405.03
505	55+78.71	13.58' LT	616.28	227167.29	2548405.03
506	55+78.71	18.03' LT	616.46	227171.74	2548405.07
507	55+78.71	18.54' LT	616.27	227172.25	2548405.07
508	55+78.82	19.53' LT	616.52	227173.23	2548405.20
509	55+73.76	19.93' LT	616.49	227173.68	2548400.13
510	55+73.71	18.93' LT	616.45	227172.68	2548400.08
511	55+73.71	18.43' LT	616.43	227172.18	2548400.07

Washington Road & 30th Avenue - E Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	57+03.29	0.91' LT	616.68	227149.39	2548529.35
601	57+03.45	1.90' LT	616.64	227150.38	2548529.51
602	57+03.45	2.40' LT	616.64	227150.88	2548529.52
603	57+08.44	0.29' LT	616.64	227148.71	2548534.49
604	57+08.45	1.28' LT	616.60	227149.71	2548534.51
605	57+08.45	1.79' LT	616.60	227150.22	2548534.51
606	57+08.45	6.34' LT	616.65	227154.77	2548534.56
607	57+08.45	6.85' LT	616.65	227155.27	2548534.56
608	57+08.44	7.84' LT	616.69	227156.27	2548534.56
609	57+03.32	7.34' LT	616.74	227155.82	2548529.44
610	57+03.44	6.35' LT	616.70	227154.83	2548529.55
611	57+03.45	5.85' LT	616.69	227154.33	2548529.55



LEGEND

- X — CURB RAMP TYPE
- XXX / XXX.XX — POINT NUMBER & ELEVATION
- DETECTABLE WARNING FIELD (2 - 2'X2.5' PANELS)
- B — PUSH BUTTON (SEE SIGNAL PLANS)
- T — TRAVERSABLE FLARE (10:1 MAX SLOPE)
- U — NON-TRAVERSABLE (6:1 MAX SLOPE)
- L — LEVEL LANDING

NOTE:
-ALL CURB RAMP FLARES SHALL BE 10:1 IF ADJACENT TO WALKABLE SURFACE OR 6:1 IF ADJACENT TO NON-WALKABLE SURFACE

Washington Road & 38th Avenue - N Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	153+77.94	8.00' LT	616.79	227231.19	2548466.48
701	153+77.94	7.00' LT	616.75	227231.22	2548467.48
702	153+77.94	6.50' LT	616.77	227231.23	2548467.98
703	153+77.94	2.38' LT	616.87	227231.35	2548472.10
704	153+77.94	1.88' LT	616.89	227231.36	2548472.60
705	153+77.94	0.86' LT	616.93	227231.39	2548473.61
706	153+72.94	1.80' LT	616.97	227226.37	2548472.81
707	153+72.94	2.83' LT	616.93	227226.34	2548471.79
708	153+72.94	3.34' LT	616.91	227226.32	2548471.28
709	153+72.94	6.50' LT	616.83	227226.24	2548468.12
710	153+72.94	7.00' LT	616.81	227226.22	2548467.62
711	153+72.94	8.00' LT	616.85	227226.19	2548466.62

2

LEGEND

XXX.XX PROPOSED ELEVATION
(XXX.XX) EXISTING ELEVATION

N

MATCH LINE 154+50

WASHINGTON ROAD

30TH AVENUE

256.52' N89° 26' 48"W

MATCH LINE 151+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	JOINT DETAILS	SHEET 26	E

2

LEGEND

XXX.XX PROPOSED ELEVATION
(XXX.XX) EXISTING ELEVATION

N

TLE

PRW

R/W

MATCH LINE 151+75

6+00

147+00

148+00

149+00

150+00

151+00

30TH AVENUE

40TH STREET

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	JOINT DETAILS	SHEET 27 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\021402-JD.DWG
LAYOUT NAME - 021402-jd

PLOT DATE : 11/1/2024 1:03 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

XXX.XX PROPOSED ELEVATION
(XXX.XX) EXISTING ELEVATION

N

PRW

TLE

R/W

MATCH LINE 154+50

155+00

156+00

158+00

159+00

160+00

30TH AVENUE

615.28 615.67 615.63 615.65 616.76 615.95 616.23 616.33 616.84 616.97 617.15 617.21 617.38 617.56 617.74 617.93 (618.01)
615.20 615.09 615.05 615.08 615.17 615.37 615.63 615.86 616.01 616.16 616.34 616.52 616.69 616.87 617.05 617.23 (617.38)
615.40 615.29 615.24 615.28 615.38 615.61 616.15 616.30 616.47 616.64 616.82 617.00 617.18 617.35 617.52 (617.67)
615.50 615.39 615.34 615.38 615.48 615.70 615.86 616.01 616.23 616.37 616.52 616.69 616.87 617.05 617.22 617.40 617.58 617.77 (617.93)
615.72 615.61 615.56 615.60 615.94 615.83 615.78 615.82 616.08 616.00 616.01 616.14 616.03 616.24 616.15 616.22 616.02 616.17 616.34 616.46 616.59 616.71 616.86 617.01 617.16 617.31 617.46 617.62 (617.76)
616.30 616.19 616.14 615.93 616.36 616.43 616.51 616.65 616.80 616.95 617.10 617.25 617.40 617.55 617.70 617.85 (617.91)
616.08 615.97 615.92 616.43 616.65 616.95 617.10 617.25 617.40 617.55 617.70 617.85 (617.91)
615.78 615.67 615.62 615.63 615.75 615.92 616.12 616.20 616.29 616.38 616.53 616.68 616.83 616.98 617.13 617.31 (617.36)
616.48 616.43 615.89 615.35 616.46 616.62 616.34 616.43 616.52 616.97 617.13 617.28 617.49 617.73 617.90 (618.03)

SLAG BASE ONLY

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	JOINT DETAILS	SHEET 28	E

2

LEGEND

- 6" TOPSOIL, FERTILIZER TYPE B, SEEDING TEMPORARY AND SOD LAWN
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW

N

MATCH LINE 154+50

WASHINGTON ROAD

R/W

PRW

TLE

PI: 153+59.54

154+00

153+00

152+00

54+00

55+00

56+00

57+00

58+00

59+00

60+

256.52'

N89° 26' 48"W

PI: 152+59.32

30TH AVENUE

MATCH LINE 151+75

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	EROSION CONTROL	SHEET 29	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 11/1/2024 1:04 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- 6" TOPSOIL, FERTILIZER TYPE B, SEEDING TEMPORARY AND SOD LAWN
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW

N

30TH AVENUE

40TH STREET

R/W

TLE

PRW

SLOPE INTERCEPT, TYP.

146+00

147+00

148+00

149+00

151+00

MATCH LINE 151+75.01

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	EROSION CONTROL	SHEET 30	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 022002-ec

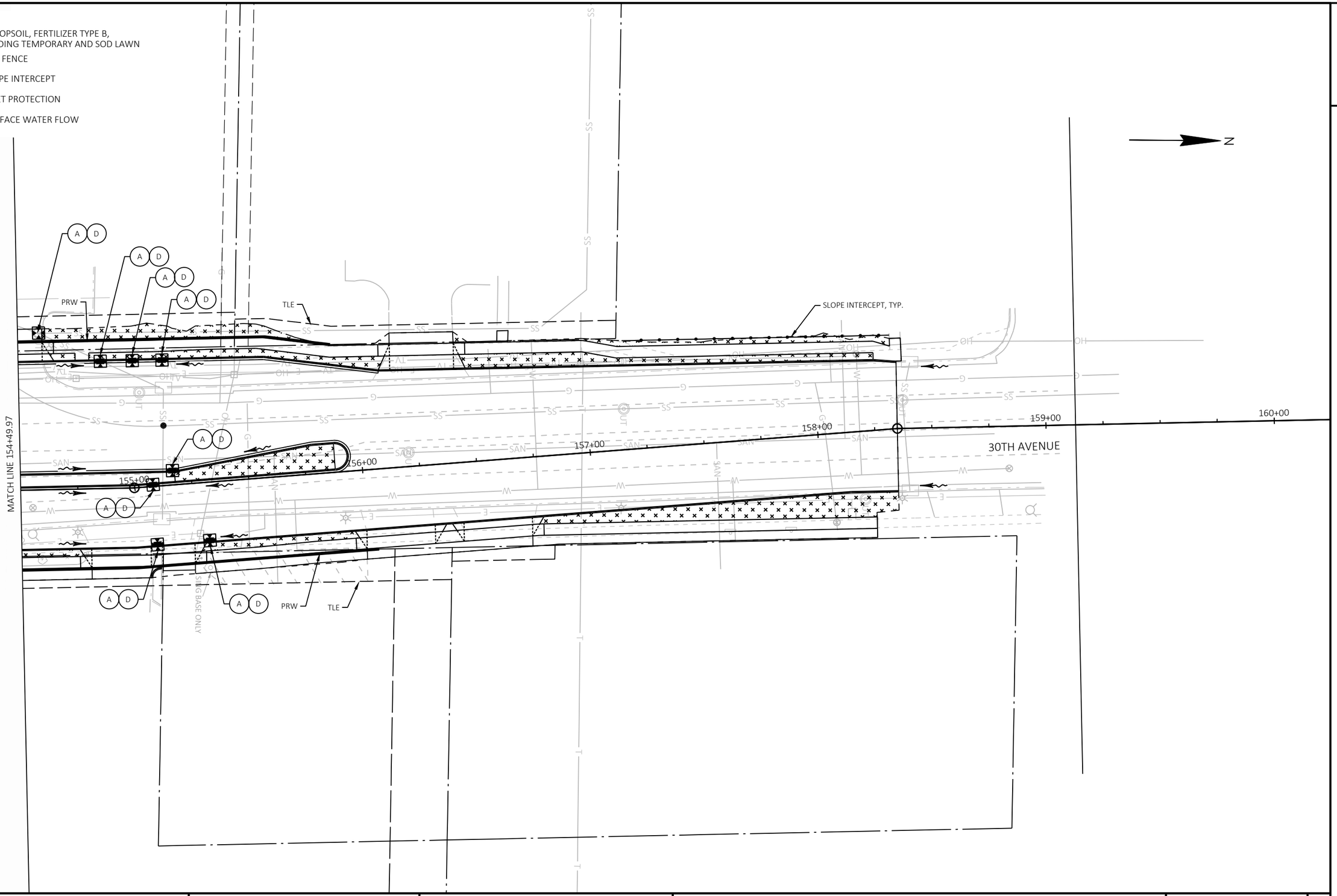
PLOT DATE : 11/1/2024 1:04 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

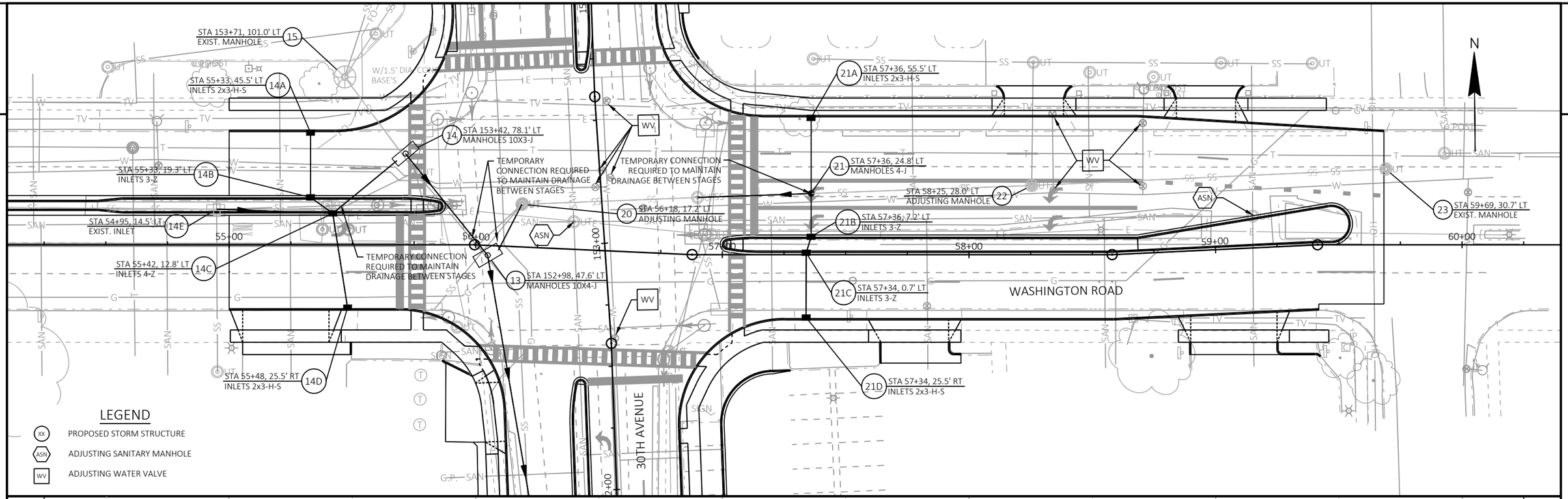
- 6" TOPSOIL, FERTILIZER TYPE B, SEEDING TEMPORARY AND SOD LAWN
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW

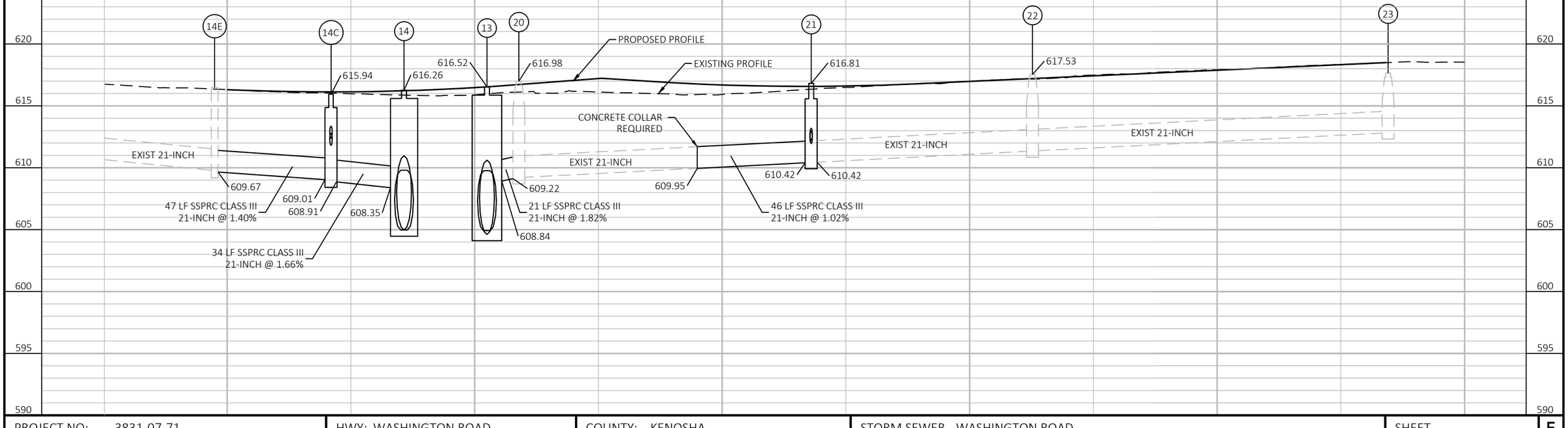


PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	EROSION CONTROL	SHEET 31	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 11/1/2024 1:04 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT



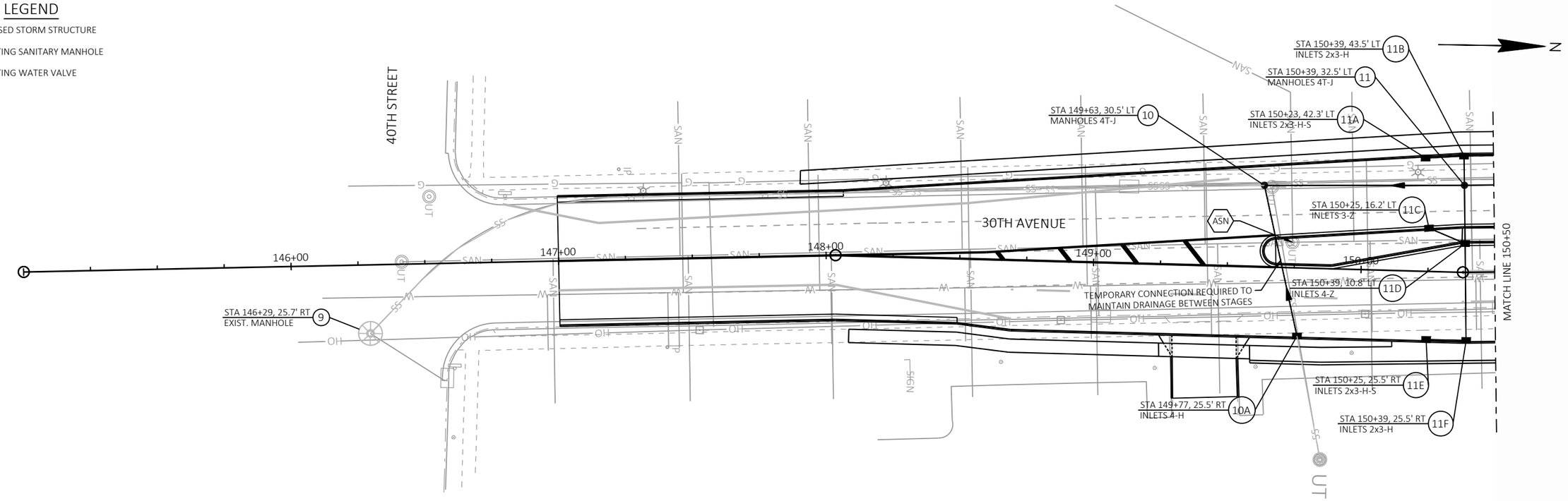


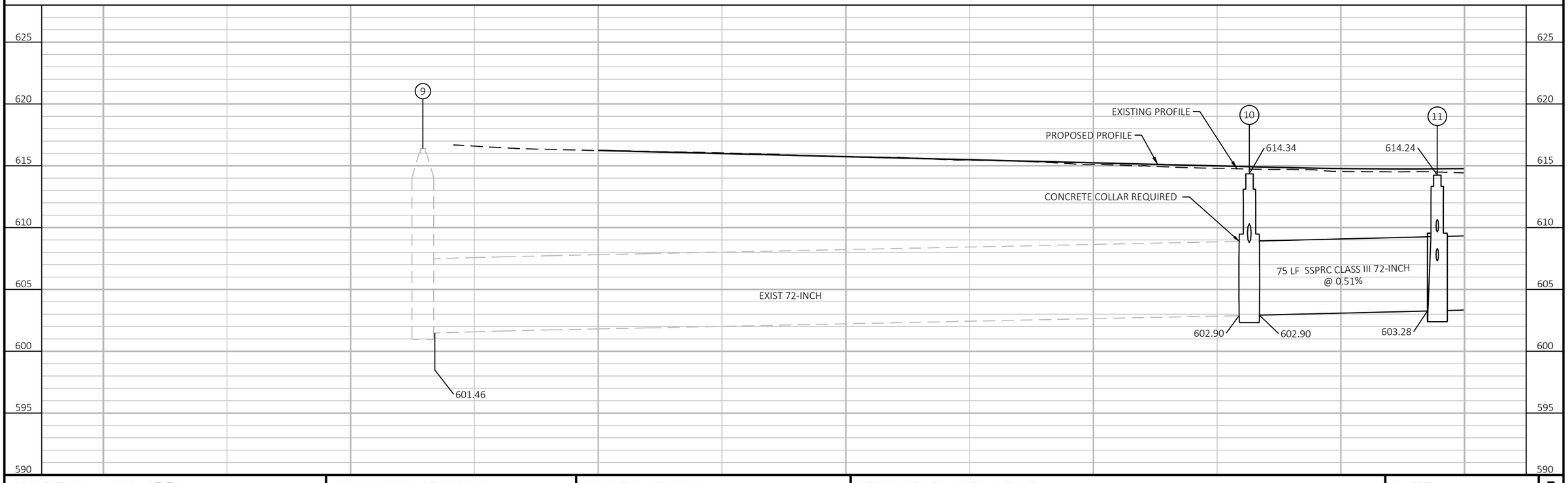
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STORM SEWER - WASHINGTON ROAD	SHEET 32 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 11/1/2024 1:04 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

LEGEND

- (XX) PROPOSED STORM STRUCTURE
- (ASN) ADJUSTING SANITARY MANHOLE
- (WV) ADJUSTING WATER VALVE



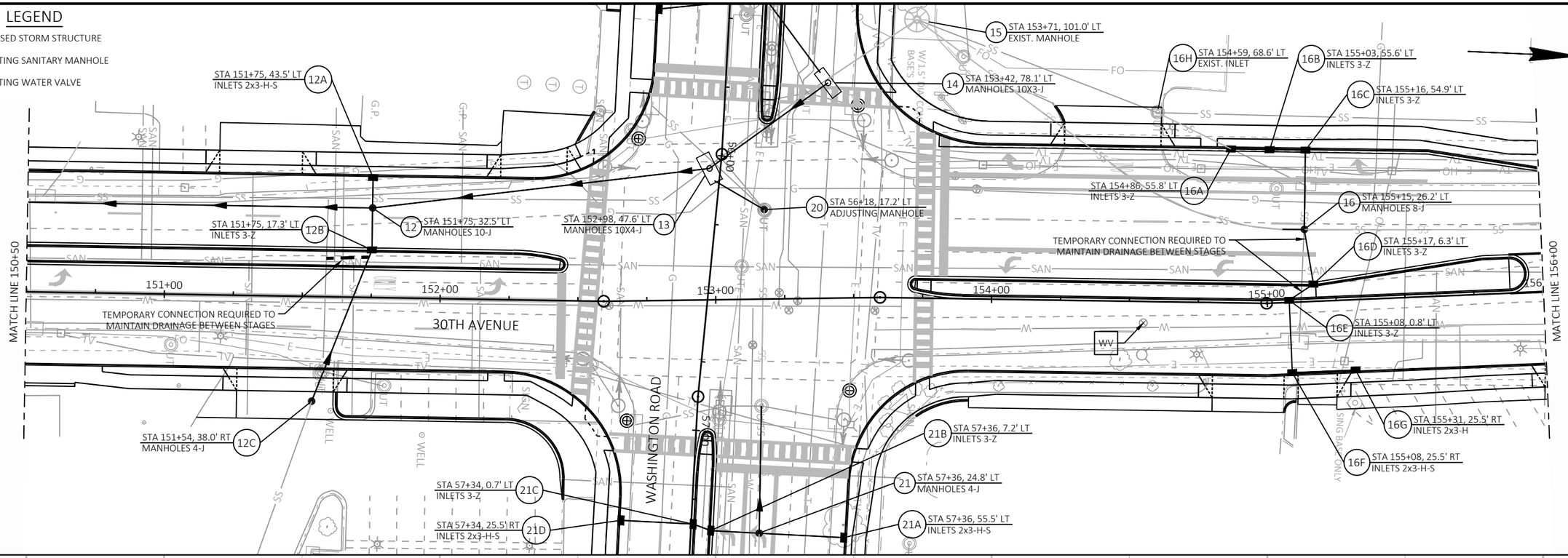


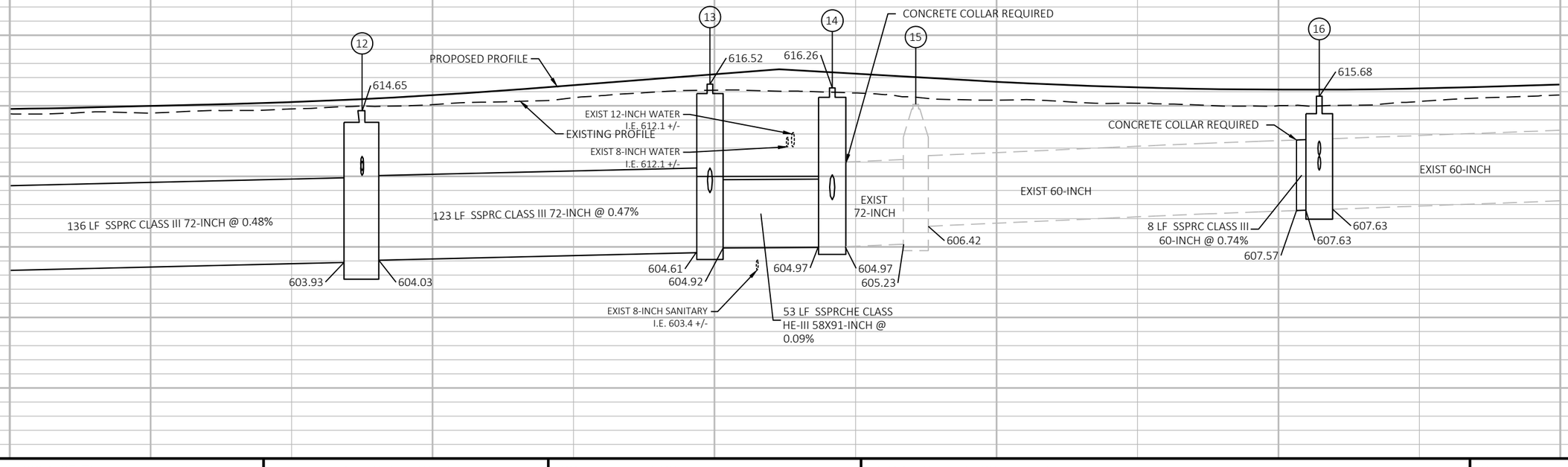
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STORM SEWER - 30TH AVENUE	SHEET 33	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022502-SS.DWG
LAYOUT NAME - 022501_ss
PLOT DATE : 11/1/2024 1:05 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

LEGEND

- XX — PROPOSED STORM STRUCTURE
- ASN — ADJUSTING SANITARY MANHOLE
- WV — ADJUSTING WATER VALVE

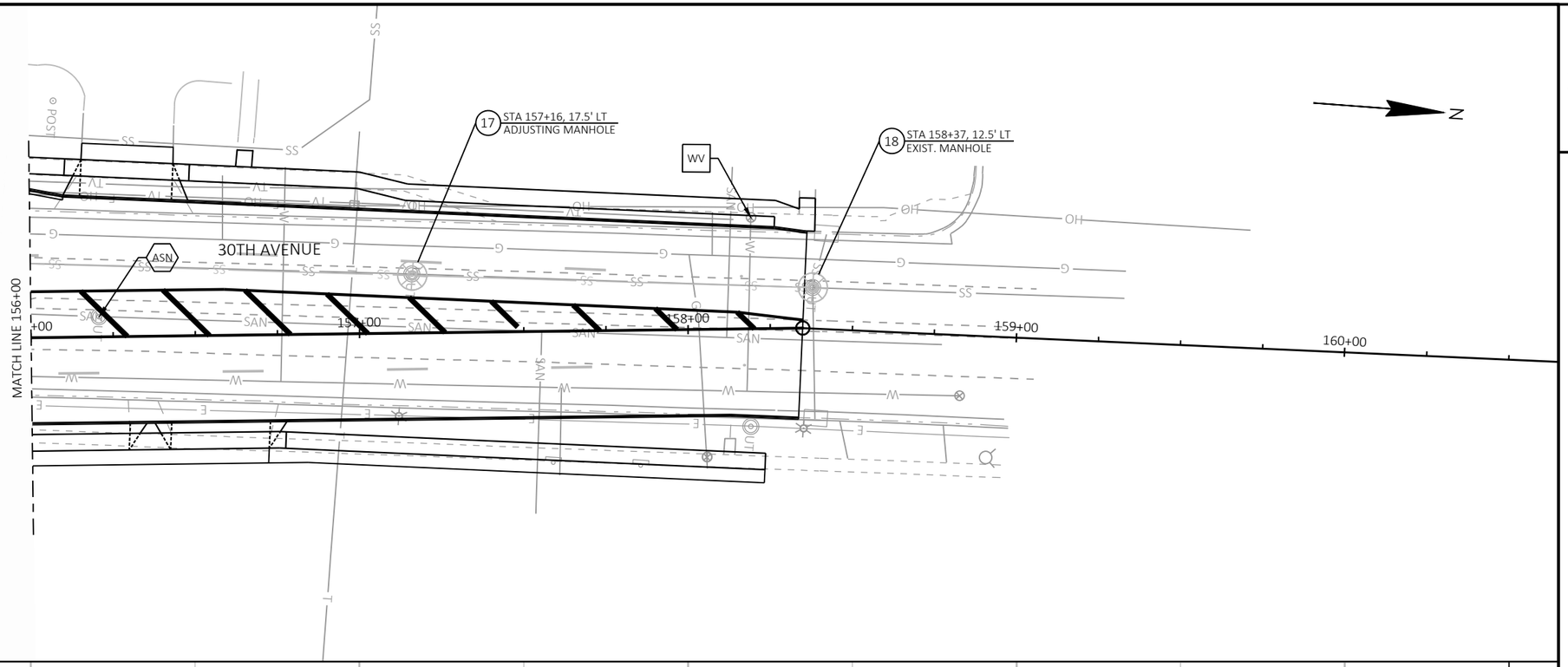




PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STORM SEWER - 30TH AVENUE	SHEET 34	E

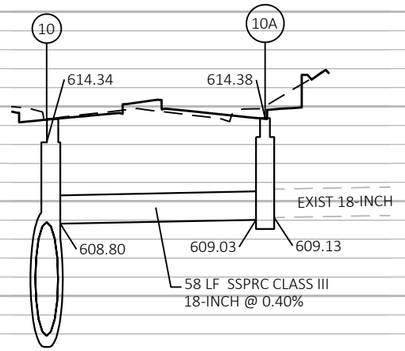
LEGEND

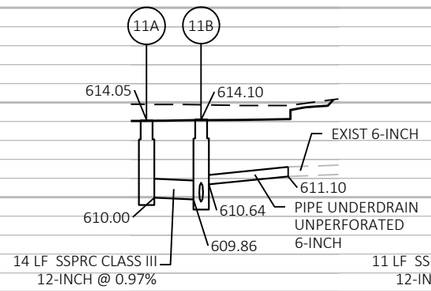
- (XX) PROPOSED STORM STRUCTURE
- (ASN) ADJUSTING SANITARY MANIFOLD
- (WV) ADJUSTING WATER VALVE

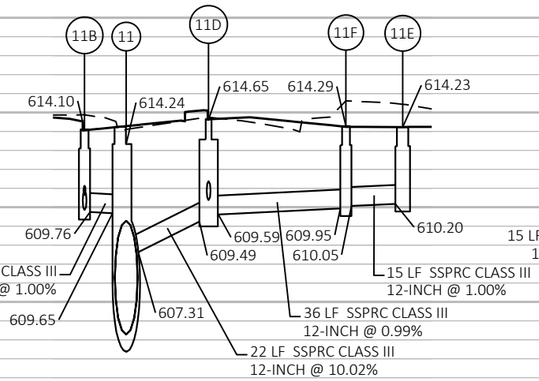


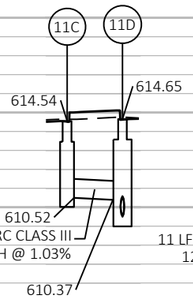
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STORM SEWER - 30TH AVENUE	SHEET 35	E

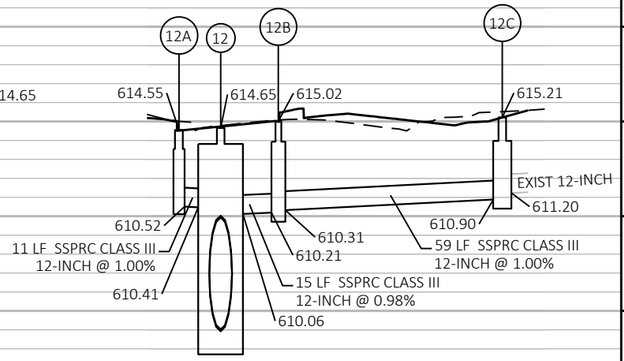
FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022502-SS.DWG
LAYOUT NAME - 022503_ss
PLOT DATE : 11/1/2024 1:05 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

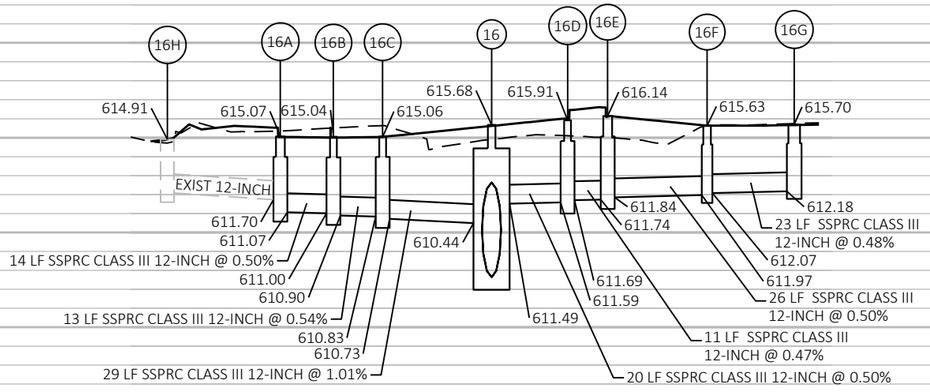


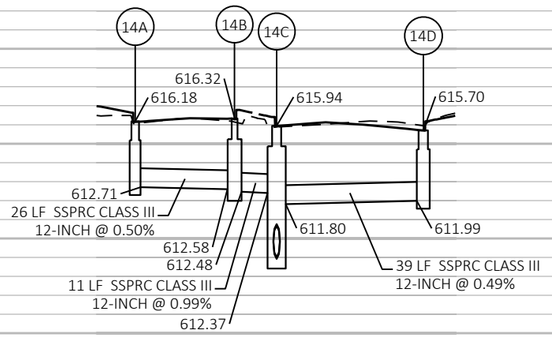


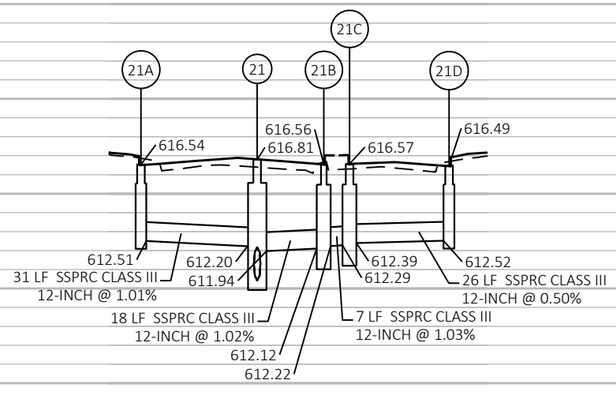












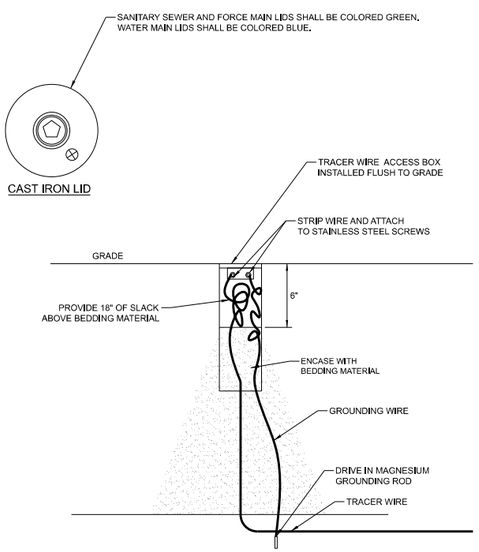
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STORM SEWER	SHEET 36	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\022502-SS.DWG
LAYOUT NAME - 022504_ss
PLOT DATE : 11/1/2024 1:05 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

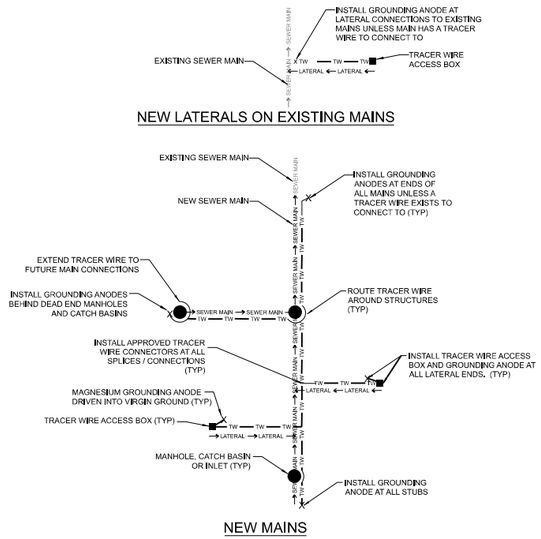
TRACER WIRE ACCESS BOX

NOTES

1. REFER TO STANDARD SPECIFICATIONS FOR TRACER WIRE.



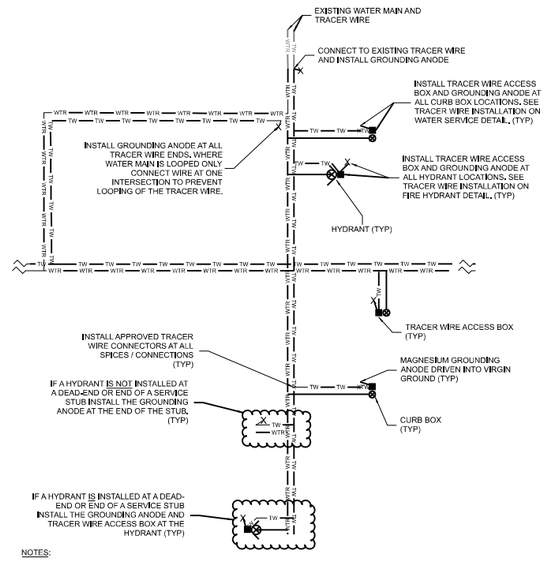
TRACER WIRE INSTALLATION ON SANITARY SEWER



NOTES:

1. REFER TO SPECIFICATIONS FOR TRACER WIRE.
2. TRACER WIRE SHALL BE TAPED TO MAIN AND LATERALS. WIRE IS SHOWN OFF MAIN AND LATERALS FOR CLARITY.
3. RUN GROUND WIRE DOWN RISERS IF APPLICABLE.

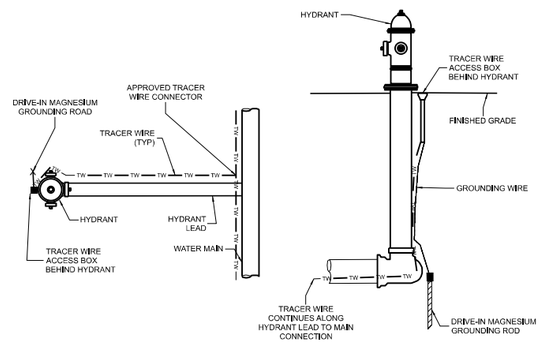
TRACER WIRE INSTALLATION ON WATER MAIN



NOTES:

1. REFER TO SPECIFICATIONS FOR TRACER WIRE.
2. CONNECT TO EXISTING TRACER WIRE AT ONLY ONE LOCATION UNLESS OTHERWISE DIRECTED BY KWU.
3. TRACER WIRE SHALL BE TAPED TO MAIN AND SERVICES. WIRE IS SHOWN OFF PIPES FOR CLARITY.
4. LOOPING OF TRACER WIRE IS PROHIBITED.

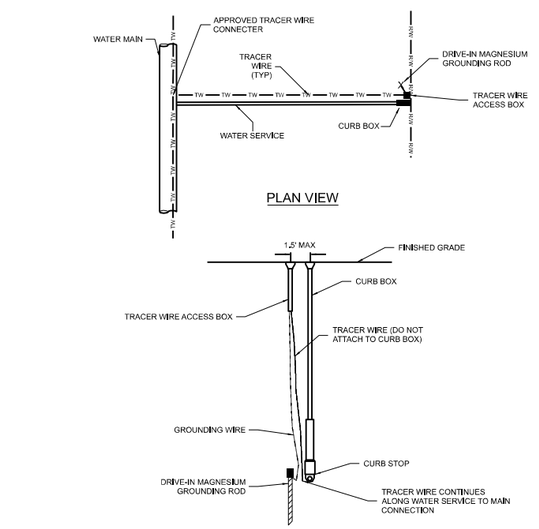
TRACER WIRE INSTALLATION ON FIRE HYDRANT



NOTES:

1. REFER TO SPECIFICATIONS FOR TRACER WIRE.
2. TRACER WIRE SHALL BE TAPED TO MAIN, LEAD AND HYDRANT. WIRE IS SHOWN OFF PIPES FOR CLARITY.
3. INSTALL GROUNDING ANODE BY DRIVING INTO VIRGIN GROUND AT THE HYDRANT SHOE.
4. TRACER WIRE ACCESS BOX SHALL BE INSTALLED DIRECTLY BEHIND ALL FIRE HYDRANTS.

TRACER WIRE INSTALLATION ON WATER SERVICE



NOTES:

1. REFER TO SPECIFICATIONS FOR TRACER WIRE.
2. TRACER WIRE SHALL BE TAPED TO MAIN AND SERVICES. WIRE IS SHOWN OFF PIPES FOR CLARITY.
3. INSTALL GROUNDING ANODE BY DRIVING INTO VIRGIN GROUND AT THE CURB STOP.

STANDARD DETAIL SHEET
GENERAL

KENOSHA WATER UTILITY ENGINEERING SERVICES
Curt Czarnecki - General Manager
440 Green Bay Rd. Kenosha, Wisconsin 53144-1716
ph (262) 653-4315

Survey By :	Date :	Drawn By : AMD	Date : 01/29/24
Design By :	Date :	Checked By :	Date :
		D. N. R. No. :	Date :

REVISIONS

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WATER MAIN	SHEET 37

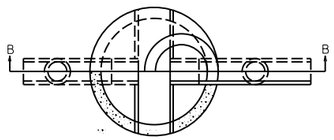
NOTE: ALL BACKFILL, BEDDING, AND COVER MATERIAL SHALL CONFORM TO SECTION 209 OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

ALL CONCRETE SHALL CONFORM TO SECTION 501 OF THE WISCONSIN DEPARTMENT OF TRANSPORATION STANDARD SPECIFICATIONS.

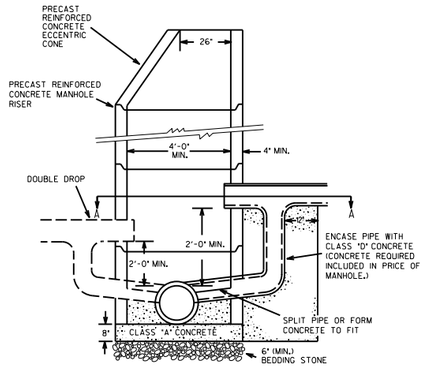
TYPE "D" OR "DD" MANHOLE

(PRECAST CONCRETE)

HALF PLAN VIEW

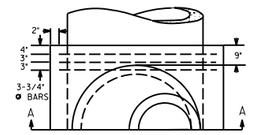


PLAN VIEW WITH HALF SECTION A-A

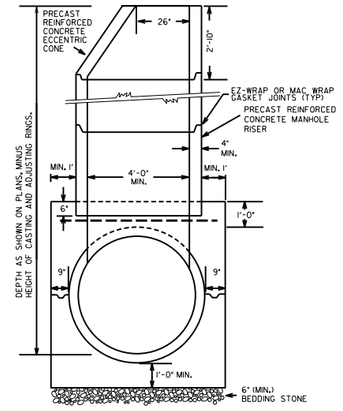


SECTION B-B

TYPE "B" MANHOLE



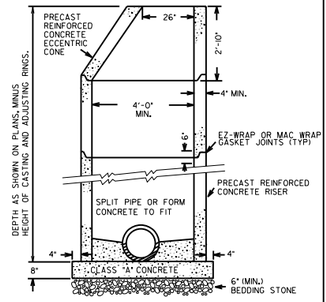
HALF PLAN VIEW



SECTION A-A

TYPE "A" MANHOLE

HALF PLAN VIEW



SECTION A-A

PIPE DIAMETER	MANHOLE DIAMETER	WALL THICKNESS
8" THRU 27"	4' - 0"	4"
30"	4' - 0"	5"
36"	5' - 0"	6"
30"	6' - 0"	7"

MANHOLE CONSTRUCTION AND MATERIALS SHALL CONFORM TO SECTION 5 OF THE STANDARD CONSTRUCTION SPECIFICATIONS FOR SANITARY SEWER

WATER SERVICE AND SANITARY LATERAL, TRACER WIRE DETAIL

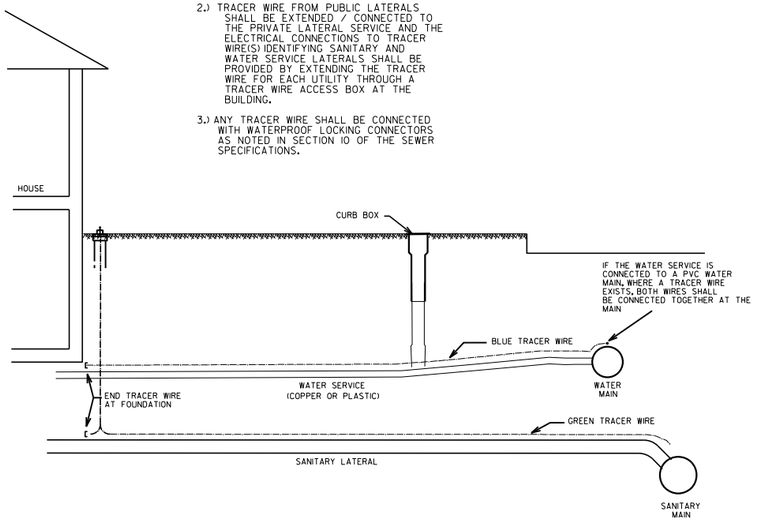
NO SCALE

NOTES:

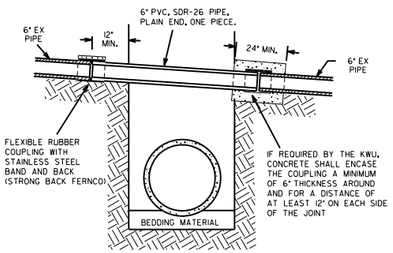
1.) TRACER WIRES SHALL BE #12 AWG COPPER CLAD STEEL WITH COLORED INSULATION
WATER: BLUE SANITARY: GREEN

2.) TRACER WIRE FROM PUBLIC LATERALS SHALL BE EXTENDED / CONNECTED TO THE PRIVATE LATERAL SERVICE AND THE ELECTRICAL CONNECTIONS TO TRACER WIRE(S) IDENTIFYING SANITARY AND WATER SERVICE LATERALS SHALL BE PROVIDED BY EXTENDING THE TRACER WIRE FOR EACH UTILITY THROUGH A TRACER WIRE ACCESS BOX AT THE BUILDING.

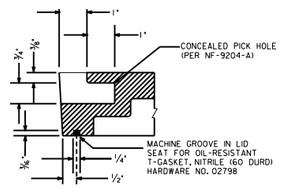
3.) ANY TRACER WIRE SHALL BE CONNECTED WITH WATERPROOF LOCKING CONNECTORS AS NOTED IN SECTION 10 OF THE SEWER SPECIFICATIONS.



SANITARY HOUSE SEWER CROSSING

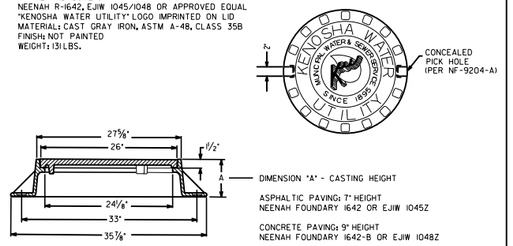


T-SEAL/CONCEALED PICKHOLE DETAIL



SANITARY MANHOLE CASTING

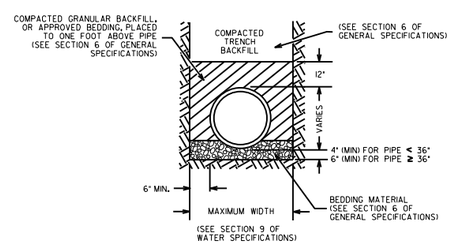
FRAME AND COVER:
NEENAH R-1642, EJIW 1045/1048 OR APPROVED EQUAL
"KENOSHA WATER UTILITY" LOGO IMPRINTED ON LID
MATERIAL: CAST GRAY IRON, ASTM A-48, CLASS 35B
FINISH: NOT PAINTED
WEIGHT: 131 LBS.



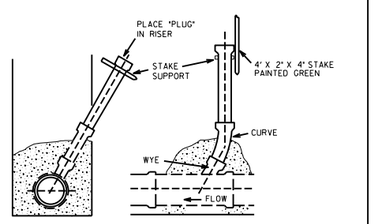
ASPHALTIC PAVING: 7" HEIGHT
NEENAH FOUNDARY 1642 OR EJIW 1045Z

CONCRETE PAVING: 9" HEIGHT
NEENAH FOUNDARY 1642-B OR EJIW 1048Z

WATER MAIN TRENCH DETAIL



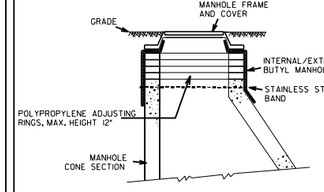
HOUSE RISER DETAIL



THE TOP OF THE RISER SHALL HAVE A MAXIMUM DEPTH OF 10', AND A MINIMUM DEPTH OF 9' AT THE PROPERTY LINE

SPECIFIC RISER DETAILS CAN BE FOUND IN DETAIL FILE 10 IN THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.

INTERNAL/EXTERNAL MANHOLE SEAL



NOTES:

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

2.) MANHOLE SEAL SHALL BE INSTALLED ACCORDING TO MANUFACTURER SPECIFICATIONS

STANDARD DETAIL SHEET SANITARY SEWER

KENOSHA WATER UTILITY ENGINEERING SERVICES
Curt Czarnecki - General Manager
4401 Green Bay Rd. Kenosha, Wisconsin 53144-1716
ph. (262) 653-435

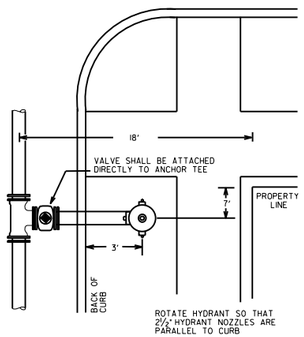
REVISIONS	Survey By :	Date :
27/07 - ENTIRE SHEET REVISED	Design By :	Date : 01/27/07
03/08 - REVISE TYPE 'D' or 'DD' MANHOLE	Drawn By : JMR	Date :
11/10 - REVISE MANHOLE CASTING DETAIL	Checked By :	Date :
01/29/24 - ENTIRE SHEET REVISED	D. W. R. No. :	Date :

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WATER MAIN	SHEET 38

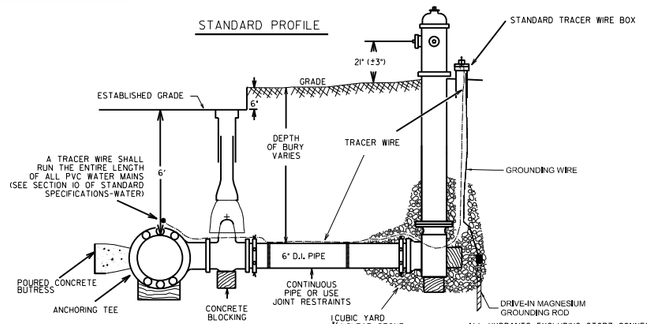
CITY DATUM 0.00 = U.S.G.S. 577.42 (173.23 m)

HYDRANT LOCATIONS & SETTINGS

STANDARD PLAN



STANDARD PROFILE



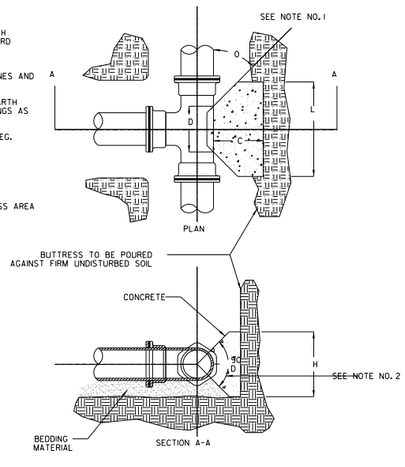
ALL HYDRANTS, EXCLUDING STORZ CONNECTION, SHALL BE FACTORY PAINTED WITH EPOXY AS IDENTIFIED BELOW:
A. PUBLIC HYDRANTS SHALL BE FIRE HYDRANT RED
B. PRIVATE HYDRANTS SHALL BE CAUTION BLUE
C. PRIVATE PRESSURED HYDRANTS ON FIRE LOOPS SHALL BE MUELLER YELLOW

BUTTRESS FOR TEES AND BENDS

NO SCALE

NOTES:

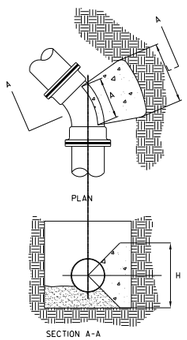
1. L (WATER) DIMENSIONS IN THE TABLE ARE BASED ON A WATER PRESSURE OF 150 PSI, AN EARTH RESISTANCE OF 2 TONS PER SQ. FT., A FACTOR OF SAFETY OF 1.5 AND IS TO BE USED FOR STANDARD WATER MAINS AND WATER SERVICES.
2. L (FIRE) DIMENSIONS IN THE TABLE ARE BASED ON A WATER PRESSURE OF 200 PSI, AN EARTH RESISTANCE OF 2 TONS PER SQ. FT., A FACTOR OF SAFETY OF 1.5 AND IS TO BE USED FOR FIRE LINES AND COMBINATION FIRE / WATER SERVICES.
3. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH AND SURFACE AREA (H x L) MATCHES THAT LISTED IN THE TABLE. CONCRETE SHALL BEAR ON FITTINGS AS SHOWN.
4. DIMENSION "C" SHOULD BE LARGE ENOUGH TO MAKE ANGLE "O" EQUAL TO OR LARGER THAN 45 DEG.
5. DIMENSION "D" EQUALS APPROX. I.D. OF PIPE LESS 2". AN EFFORT SHOULD BE MADE TO PREVENT CONCRETE FROM COVERING THE MECHANICAL JOINT BOLTS.
6. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, STRAPPING SHALL BE PERMITTED IF APPROVED BY THE VILLAGE.
7. IF IN-SITU SOILS HAVE AN EARTH RESISTANCE OF LESS THAN 2 TONS PER SQ. FT. THE BUTTRESS AREA SHALL BE INCREASED PROPORTIONALLY.



PIPE SIZE	TEE H	TEE L (WATER)	TEE L (FIRE)
4"	1'-6"	1'-0"	1'-0"
6"	1'-8"	1'-9"	1'-9"
8"	2'-4"	2'-0"	2'-1"
12"	2'-7"	3'-0"	4'-0"
16"	2'-10"	4'-9"	6'-4"
20"	3'-10"	5'-5"	7'-2"
24"	4'-8"	6'-2"	8'-3"

NOTES:

1. L (WATER) DIMENSIONS IN THE TABLE ARE BASED ON A WATER PRESSURE OF 150 PSI, AN EARTH RESISTANCE OF 2 TONS PER SQ. FT., A FACTOR OF SAFETY OF 1.5 AND IS TO BE USED FOR STANDARD WATER MAINS AND WATER SERVICES.
2. L (FIRE) DIMENSIONS IN THE TABLE ARE BASED ON A WATER PRESSURE OF 200 PSI, AN EARTH RESISTANCE OF 2 TONS PER SQ. FT., A FACTOR OF SAFETY OF 1.5 AND IS TO BE USED FOR FIRE LINES AND COMBINATION FIRE / WATER SERVICES.
3. DIMENSION (A) SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH MECHANICAL JOINT BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH AND SURFACE AREA (H x L) MATCHES THAT LISTED IN THE TABLE.
5. IF IN-SITU SOILS HAVE AN EARTH RESISTANCE OF LESS THAN 2 TONS PER SQ. FT. THE BUTTRESS AREA SHALL BE INCREASED PROPORTIONALLY.

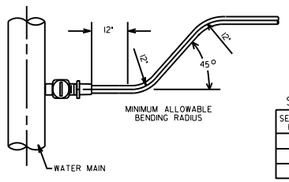


BUTTRESS DIMENSIONS

PIPE SIZE	11¼ DEG. BEND H	11¼ DEG. BEND L (WATER)	11¼ DEG. BEND L (FIRE)	22½ DEG. BEND H	22½ DEG. BEND L (WATER)	22½ DEG. BEND L (FIRE)	45 DEG. BEND H	45 DEG. BEND L (WATER)	45 DEG. BEND L (FIRE)
4"	0'-8"	0'-5"	0'-5"	1'-1"	0'-6"	0'-6"	1'-3"	0'-10"	0'-10"
6"	1'-2"	0'-6"	0'-6"	1'-6"	0'-9"	0'-9"	1'-8"	1'-4"	1'-4"
8"	1'-3"	0'-9"	0'-9"	2'-0"	1'-0"	1'-0"	2'-0"	1'-11"	1'-11"
12"	1'-4"	1'-2"	1'-6"	2'-6"	1'-2"	1'-7"	2'-6"	2'-4"	3'-2"
16"	2'-0"	1'-4"	1'-9"	3'-0"	1'-9"	2'-4"	3'-0"	3'-5"	4'-7"
20"	2'-9"	1'-6"	2'-0"	3'-9"	2'-2"	2'-10"	3'-9"	4'-2"	5'-7"
24"	3'-0"	1'-11"	2'-7"	4'-3"	2'-8"	3'-7"	4'-3"	5'-4"	7'-1"

WATER SERVICE INSTALLATION

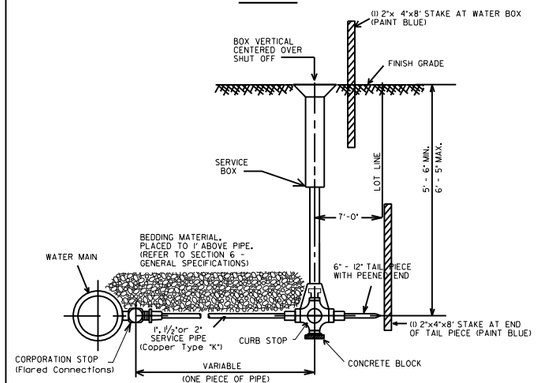
NO SCALE



SERVICE BOX SIZING CHART

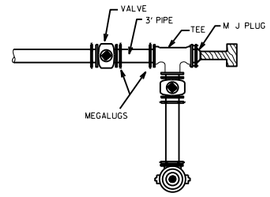
SERVICE PIPE	CORP STOP	CURB STOP	SERVICE BOX
1"	1"	1"	2½" CURB BOX
1½"	1½"	1½"	5¼" VALVE BOX
2"	2"	2"	5¼" VALVE BOX

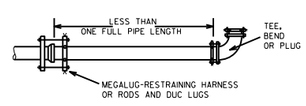
SECTION

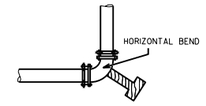


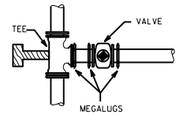
PIPING RESTRAINTS

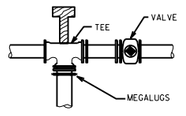
GUIDE FOR PIPE SIZE 6" THROUGH 16"
PIPE SIZE GREATER THAN 16" SHALL REQUIRE ADDITIONAL RESTRAINTS

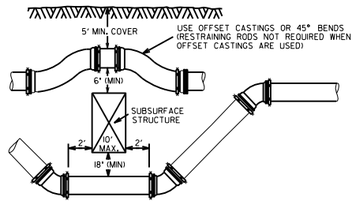




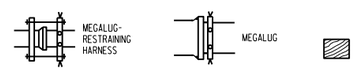








LEGEND

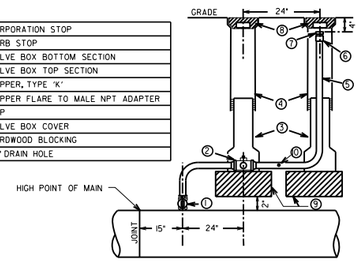


150 PSI TEST PRESSURE
MINIMUM NUMBER & SIZE OF RESTRAINING RODS

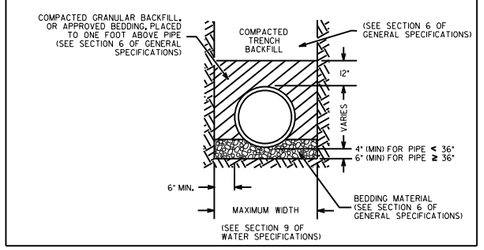
NOMINAL PIPE DIAMETER	DEAD END QUAN.	DEAD END SIZE	45° BEND QUAN.	45° BEND SIZE	22 1/2° BEND QUAN.	22 1/2° BEND SIZE	11 1/4° BEND QUAN.	11 1/4° BEND SIZE
4"	2	¾"	2	¾"	2	¾"	2	¾"
6"	2	"	2	"	2	"	2	"
8"	2	"	2	"	2	"	2	"
10"	4	"	2	"	2	"	2	"
12"	4	"	2	"	2	"	2	"
14"	5	"	2	"	2	"	2	"
16"	6	"	2	"	2	"	2	"
18"	8	"	2	"	2	"	2	"
20"	10	"	3	"	2	"	2	"
24"	12	"	4	"	2	"	2	"
30"	10	1"	3	1"	2	1"	2	1"
36"	15	"	5	"	2	"	2	"
42"	12	1¼"	4	1¼"	2	1¼"	2	1¼"
48"	16	"	5	"	2	"	2	"
54"	20	"	6	"	2	"	2	"

AIR RELEASE ASSEMBLY

1	CORPORATION STOP
2	CURB STOP
3	VALVE BOX BOTTOM SECTION
4	VALVE BOX TOP SECTION
5	COPPER, TYPE 'K'
6	COPPER FLARE TO MALE NPT ADAPTER
7	CAP
8	VALVE BOX COVER
9	HARDWOOD BLOCKING
10	⅛" DRAIN HOLE



WATER MAIN TRENCH DETAIL



STANDARD DETAIL SHEET
WATER

KENOSHA WATER UTILITY ENGINEERING SERVICES
Curt Czarnecki - General Manager
4401 Green Bay Rd. Kenosha, Wisconsin 53144-1716
ph (262) 653-435

Survey By :	Date :		
Design By :	Date :	Drawn By : JMR	Date : 9/27/07
Checked By :	Date :	D. N. R. No. :	Date :

REVISIONS
29/24 - ENTIRE SHEET REVISED
12/07 - NEW TRACER WIRE SPECIFICATION
7/07 - TRACER WIRE, ACCESS CAP & SERVICE/LATERAL DETAIL
02/25/06 - ENTIRE SHEET REVISED

39

PROJECT NO: 3831-07-71 | HWY: WASHINGTON ROAD | COUNTY: KENOSHA | WATER MAIN | SHEET

FILE: details 07.dgn PLOTTED $$$$DATE&TIME$$$$

30TH AVENUE - WASHINGTON ROAD RELOCATIONS

ESTIMATE OF MATERIAL - KWU WORK

MAIN

400	L.F.	-	12" PIPE, P.V.C. (C-900)
10	L.F.	-	8" PIPE, P.V.C. (C-900)
5	EA.	-	12" 45° BEND
2	EA.	-	12" B.F. VALVE & BOX
1	EA.	-	8" GATE VALVE & BOX
4	EA.	-	12" SOLID SLEEVE
1	EA.	-	8" SOLID SLEEVE
3	EA.	-	12" CAP
1	EA.	-	12" x 8" TEE
1	EA.	-	12" x 6" TEE
1	EA.	-	12" x 4" TEE
1	EA.	-	ENCASE EX. W.M. IN INSULATING CONCRETE (COMPLETE)

WATER SERVICES

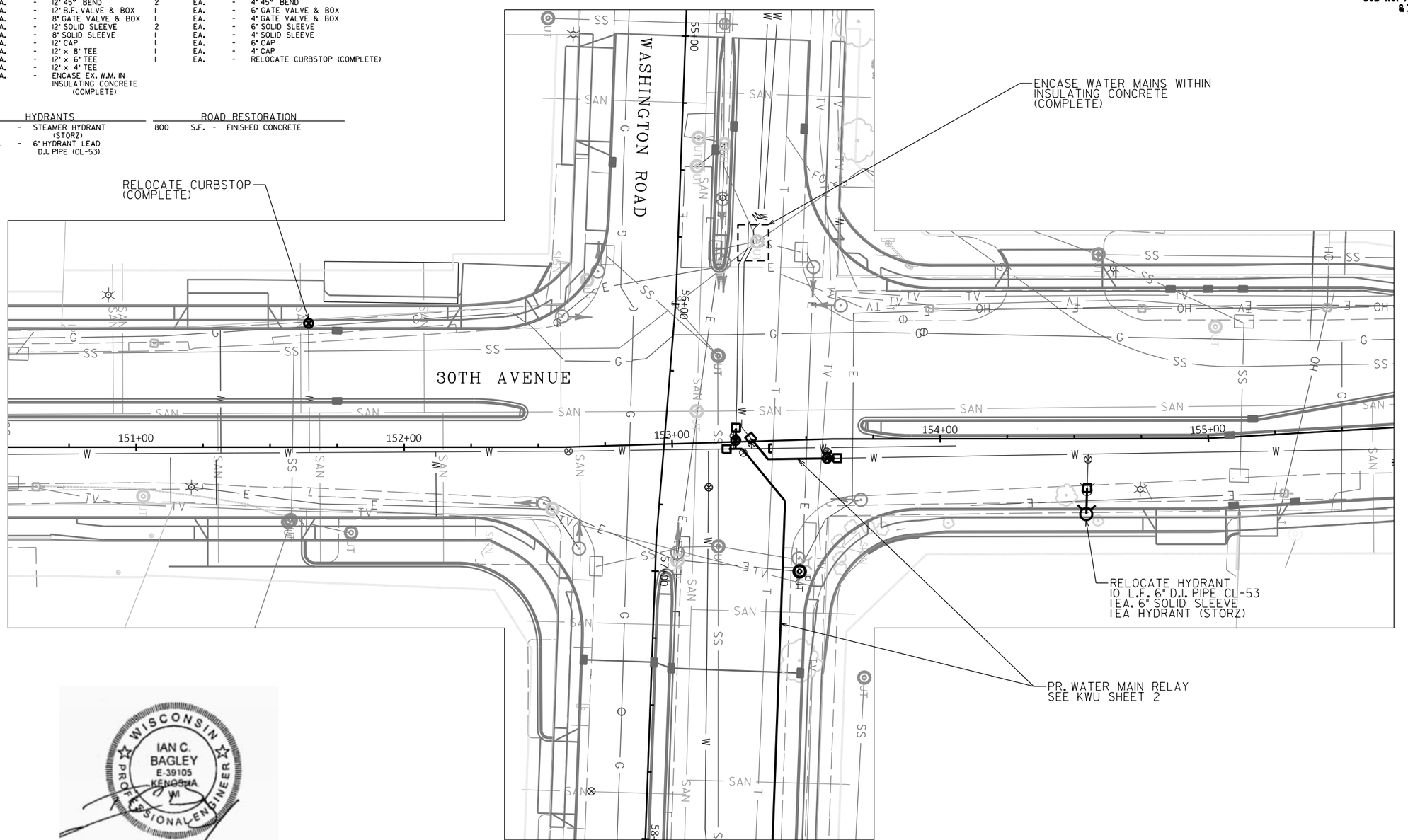
20	L.F.	-	4" PIPE, P.V.C. (C-900)
2	EA.	-	6" 45° BEND
2	EA.	-	4" 45° BEND
1	EA.	-	6" GATE VALVE & BOX
1	EA.	-	4" GATE VALVE & BOX
2	EA.	-	6" SOLID SLEEVE
1	EA.	-	4" SOLID SLEEVE
1	EA.	-	6" CAP
1	EA.	-	4" CAP
1	EA.	-	RELOCATE CURBSTOP (COMPLETE)

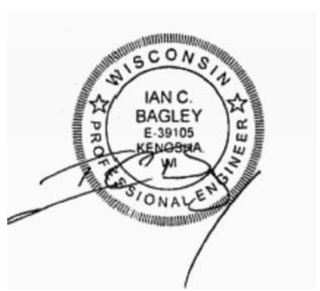
HYDRANTS

1	EA.	-	STEAMER HYDRANT (STORZ)
30	L.F.	-	6" HYDRANT LEAD D.I. PIPE (CL-53)

ROAD RESTORATION

800	S.F.	-	FINISHED CONCRETE





N

SCALE : 1" = 40'

0 20' 40'

JOB NO. 77-203, 77-204, & 77-205

SCALE :
HOR. 1" = 40'
VER. 1" = n/a

Contract No.
TBD

WASHINGTON ROAD RELOCATIONS

SHEET 1 OF 2

JOB NO. 77-203, 77-204 & 77-205

KENOSHA WATER UTILITY ENGINEERING SERVICES
CURT CZARNECKI - GENERAL MANAGER
4404 GREEN BAY RD. KENOSHA, WISCONSIN 53144
PH (262) 653-4315 FAX (262) 653-4303

REVISIONS

Survey By : GMAF	Date :	
Design By : LSJ	Date : OCT, 2024	
Drawn By : LSJ	Date : OCT, 2024	
Checked By : ICB	Date : OCT, 2024	
Water-DNR. No. :	Date :	
Sewer-DNR. No. :	Date :	

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WATER MAIN	SHEET

12" WATER MAIN RELAY
30TH AVENUE - WASHINGTON ROAD TO 350' EAST

SCALE: 1" = 40'
JOB NO. 23-543

CONNECT TO EXISTING PR. 12" SOLID SLEEVE I.E. = 608.2 +/-
SEE DETAIL A
PR. 12" PIPE 3 LF @6.5%
PR. 12" PIPE 22 LF @6.5%
PR. 12" B.F. VALVE I.E. = 608.05 +/-
PR. 12" 45° BEND I.E. = 606.6 +/-
EX. INLET TO BE REMOVED *SEE STORM PLAN*
(2X) PR. 12" CAP
PR. 12" PIPE 10 LF @6.5%
CONNECT TO EXISTING PR. 12" SOLID SLEEVE I.E. = 606.0 +/-
SEE DETAIL B
RECONNECT EX. 4" WATER SERVICE 20 L.F. 4" PVC PIPE 2 EA. 4" 45° BEND 1 EA. 4" GATE VALVE 1 EA. 4" SOLID SLEEVE 1 EA. 4" CAP
RECONNECT EX. 6" PRIVATE HYDRANT 20 L.F. 6" D.I. PIPE 2 EA. 6" 45° BEND 1 EA. 6" GATE VALVE 1 EA. 6" SOLID SLEEVE 1 EA. 6" CAP
SEE DETAIL C
REMOVE EX. TEE AT CONNECTION POINT
WASHINGTON ROAD
30TH AVENUE
EX. STORM SEWER *SEE STORM PLAN*
PR. STORM SEWER *SEE STROM PLAN*
EX. PAVEMENT/CURB & GUTTER *SEE PAVING PLAN*
PR. PAVEMENT/CURB & GUTTER *SEE PAVING PLAN*

DETAIL A - EXISTING
NOT TO SCALE
EX. 12" W.M.
EX. 12"x12" TAPPING SADDLE & VALVE
EX. 12" 90° BEND

DETAIL A - PROPOSED
NOT TO SCALE
EX. 12" W.M.
EX. 12"x12" TAPPING SADDLE & VALVE
PR. 12" CAP
PR. 12" W.M.
ANODE (SUPPLIED BY KWU) SHALL BE INSTALLED AT THE POINT OF CONNECTION
PR. 12" SOLID SLEEVE
PR. 12" B.F. VALVE

DETAIL B - EXISTING
NOT TO SCALE
EX. 12" W.M.
EX. 12"x12" TEE
EX. 12" 45° BENDS
EX. 12" VALVE
EX. 8" VALVE
EX. 8" 45° BENDS
EX. 12"x8" REDUCER
EX. 12"x12" TEE

DETAIL B - PROPOSED
NOT TO SCALE
EX. 12" W.M.
PR. 12" CAP
PR. 12" SOLID SLEEVE
PR. 12" PVC PIPE
PR. 12" 45° BEND
EX. 12" 45° BEND
PR. 12"x8" TEE
PR. 8" SOLID SLEEVE
PR. 8" GATE VALVE
PR. 8" PVC PIPE
PR. 12" SOLID SLEEVE
EX. 12" W.M.

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50

620 615 610 605 600 595

+50 CONNECT TO EXISTING PR. 8" SOLID SLEEVE I.E. = 607.45 +/-
+54.5 PR. 8" GATE VALVE I.E. = 607.35 +/-
+57.5 CONNECT TO EXISTING PR. 12" 45 H-BEND PR. 12" x 8" TEE PR. 12" SOLID SLEEVE I.E. = 607.15 +/-
+76.5 PR. 12" 45 H-BEND I.E. = 607.25 +/-
+36 PR. 12" x 4" TEE 12" I.E. = 608.15 +/-
+72.5 PR. 12" x 6" TEE I.E. = 608.35 +/-
+76 PR. 12" 45° ROLLED BEND I.E. = 609.0 +/-
+92 PR. 12" 45° ROLLED BEND I.E. = 612.4 +/-
+96 PR. 12" B.F. VALVE I.E. = 612.45 +/-
+0.5 CONNECT TO EXISTING PR. 12" SOLID SLEEVE I.E. = 612.5 +/-

FUTURE 12" STORM I.E. = 612.45 +/-
EX. 15" STORM I.E. = 612.2 +/-
EX. 4" WATER I.E. = 609.95 +/-
EX. 6" WATER I.E. = 609.85 +/-
EX. 12" W.M.
PR. 12" PVC PIPE 8.5 LF MATCH EXISTING
PR. 8" PVC PIPE 8 LF MATCH EXISTING
PR. 12" PVC PIPE 330 LF @ 0.56%
PR. 12" PVC PIPE 23.5 LF TRANISITION TO EXISTING
EX. 21" SAN I.E. = 602.2

NOTE: CONTRACTOR MAY ENCOUNTER SANITARY LATERALS IN AREAS WHERE THE PR. W.M. ALIGNMENT DIFFERS FROM EX. W.M.: PR. W.M. ELEVATIONS SHALL BE MODIFIED TO AVOID CONFLICTS WITH LATERALS.

SCALE :
HOR. 1" = 40'
VER. 1" = 4'

Contract No.
TBD

12" WATER MAIN RELAY
30TH AVE. - WASH. RD. TO 350' EAST

SHEET 2 OF 2

JOB NO. 24-572

KENOSHA WATER UTILITY ENGINEERING SERVICES
CURT CZARNECKI - GENERAL MANAGER
443 GREEN BAY RD. KENOSHA, WISCONSIN 53144
PH (262) 653-4315 FAX (262) 653-4303

REVISIONS	Survey By : GMAF	Date :	Water-DNR. No. :	Date :
	Design By : LSJ	Date : JULY, 2024		
	Drawn By : LSJ	Date : JULY, 2024	Sewer-DNR. No. :	Date :
	Checked By : CB	Date : OCT, 2024		

PROJECT NO: 3831-07-71 | HWY: WASHINGTON ROAD | COUNTY: KENOSHA | WATER MAIN | SHEET

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- (X) — SIGN NUMBER
- (X) — SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

N

WASHINGTON ROAD

MATCHLINE A-A

5

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3. MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11. MARKING STOP LINE EPOXY 18-INCH
12. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13. MARKING ISLAND NOSE EPOXY
14. MARKING CURB EPOXY

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WASHINGTON ROAD PAVEMENT MARKING & SIGNING	SHEET 42	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-pm

PLOT DATE : 11/1/2024 1:05 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- (X) — SIGN NUMBER
- (X) — SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3	MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6	MARKING LINE EPOXY 8-INCH, WHITE
7	MARKING ARROW EPOXY
8	MARKING WORD EPOXY
9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11	MARKING STOP LINE EPOXY 18-INCH
12	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13	MARKING ISLAND NOSE EPOXY
14	MARKING CURB EPOXY

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WASHINGTON ROAD PAVEMENT MARKING & SIGNING	SHEET 43	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 11/1/2024 1:06 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

SIGNING LEGEND

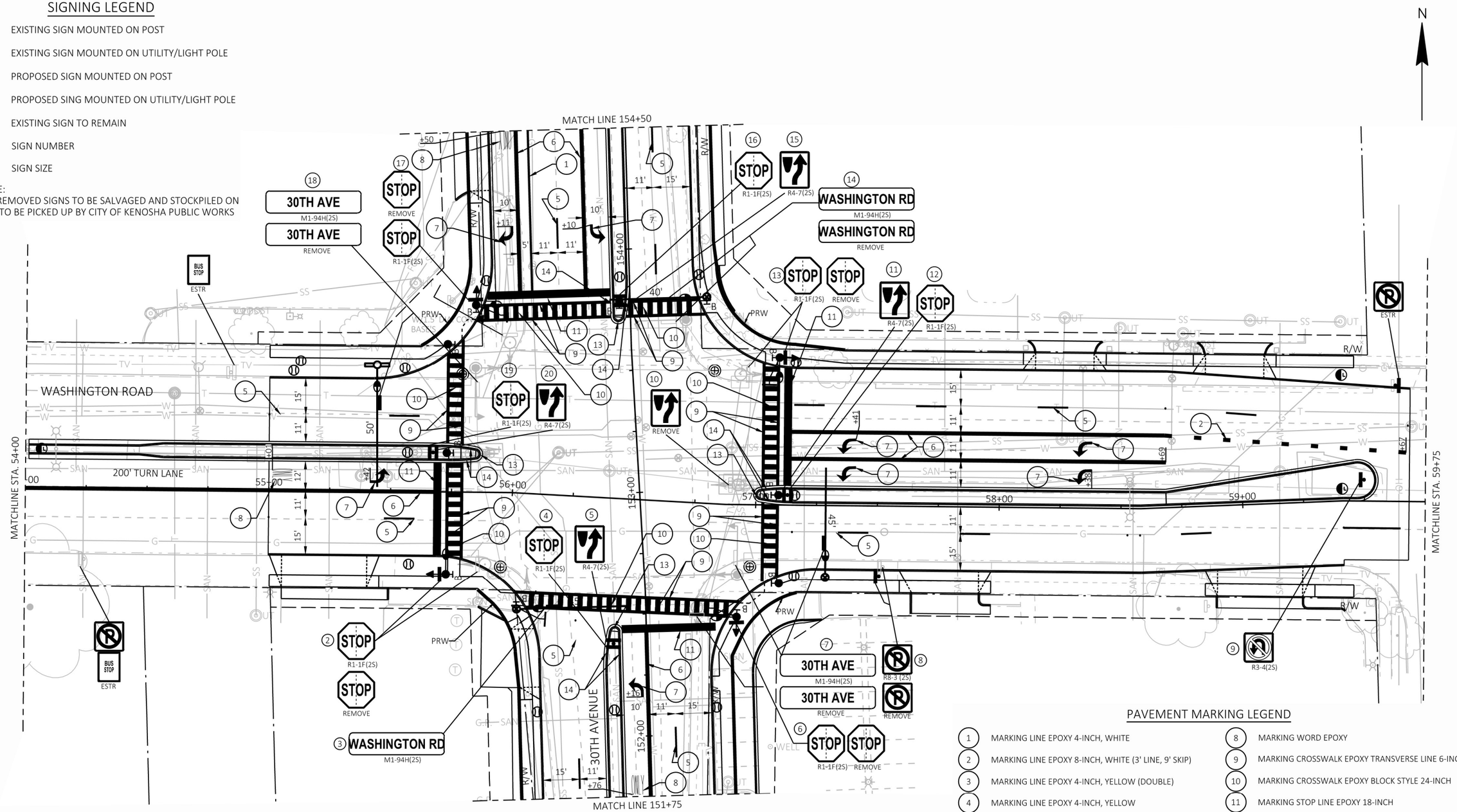
- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE

ESTR EXISTING SIGN TO REMAIN

(X) SIGN NUMBER

(X) SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3. MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11. MARKING STOP LINE EPOXY 18-INCH
12. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13. MARKING ISLAND NOSE EPOXY
14. MARKING CURB EPOXY

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- (X) — SIGN NUMBER
- (X) — SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3. MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11. MARKING STOP LINE EPOXY 18-INCH
12. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13. MARKING ISLAND NOSE EPOXY
14. MARKING CURB EPOXY

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WASHINGTON ROAD PAVEMENT MARKING & SIGNING	SHEET 45	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- (X) — SIGN NUMBER
- (X) — SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

N

MATCHLINE B-B

5

WASHINGTON ROAD

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3. MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11. MARKING STOP LINE EPOXY 18-INCH
12. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13. MARKING ISLAND NOSE EPOXY
14. MARKING CURB EPOXY

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	WASHINGTON ROAD PAVEMENT MARKING & SIGNING	SHEET 46	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 11/1/2024 1:06 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3	MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6	MARKING LINE EPOXY 8-INCH, WHITE
7	MARKING ARROW EPOXY
8	MARKING WORD EPOXY
9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11	MARKING STOP LINE EPOXY 18-INCH
12	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13	MARKING ISLAND NOSE EPOXY
14	MARKING CURB EPOXY

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST
	EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
ESTR	EXISTING SIGN TO REMAIN
(X)	SIGN NUMBER
(X)	SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PAVEMENT MARKING & SIGNING	SHEET 47 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024506-pm
PLOT DATE : 11/1/2024 1:06 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

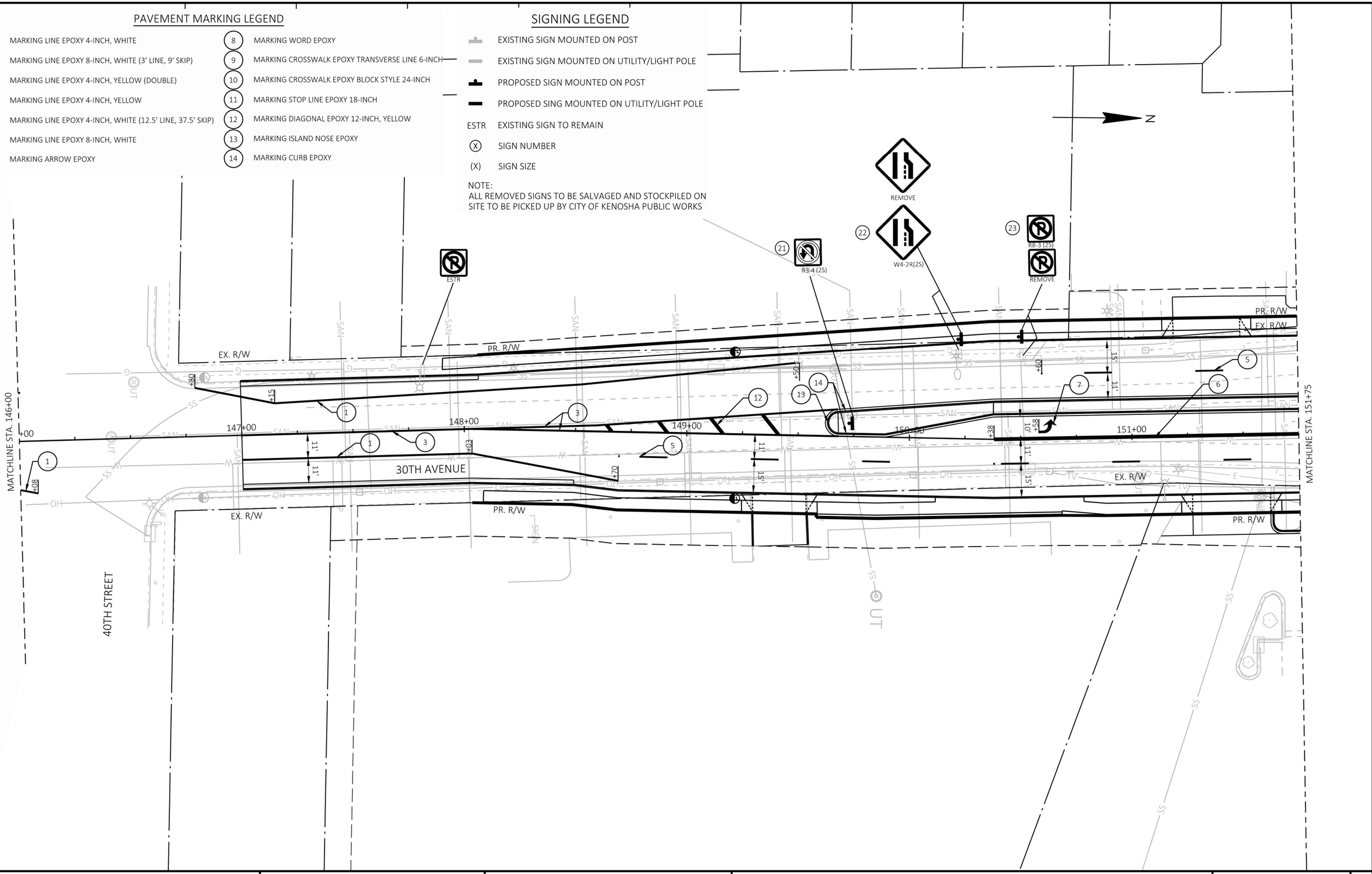
PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3	MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6	MARKING LINE EPOXY 8-INCH, WHITE
7	MARKING ARROW EPOXY
8	MARKING WORD EPOXY
9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11	MARKING STOP LINE EPOXY 18-INCH
12	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13	MARKING ISLAND NOSE EPOXY
14	MARKING CURB EPOXY

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST
	EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
ESTR	EXISTING SIGN TO REMAIN
(X)	SIGN NUMBER
(X)	SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PAVEMENT MARKING & SIGNING	SHEET 48	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024507-pm
PLOT DATE : 11/1/2024 1:06 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

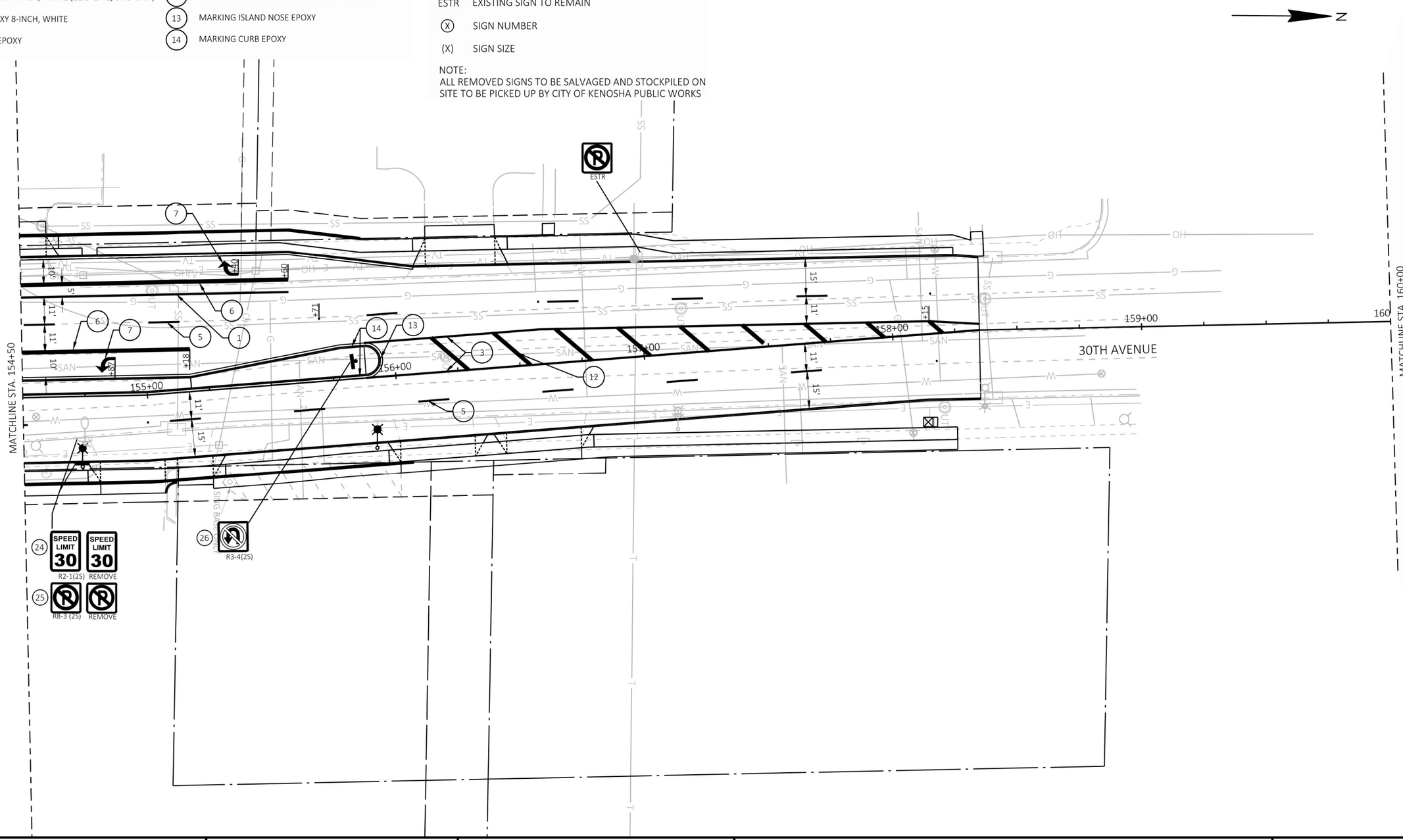
PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3	MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4	MARKING LINE EPOXY 4-INCH, YELLOW
5	MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6	MARKING LINE EPOXY 8-INCH, WHITE
7	MARKING ARROW EPOXY
8	MARKING WORD EPOXY
9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11	MARKING STOP LINE EPOXY 18-INCH
12	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13	MARKING ISLAND NOSE EPOXY
14	MARKING CURB EPOXY

SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST
	EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
	PROPOSED SIGN MOUNTED ON POST
	PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
ESTR	EXISTING SIGN TO REMAIN
(X)	SIGN NUMBER
(X)	SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PAVEMENT MARKING & SIGNING	SHEET 49 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024508-pm
PLOT DATE : 11/1/2024 1:06 PM
PLOT BY : NIQUETTE, MATT
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 8-INCH, WHITE (3' LINE, 9' SKIP)
3. MARKING LINE EPOXY 4-INCH, YELLOW (DOUBLE)
4. MARKING LINE EPOXY 4-INCH, YELLOW
5. MARKING LINE EPOXY 4-INCH, WHITE (12.5' LINE, 37.5' SKIP)
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
11. MARKING STOP LINE EPOXY 18-INCH
12. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
13. MARKING ISLAND NOSE EPOXY
14. MARKING CURB EPOXY

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN MOUNTED ON UTILITY/LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST
- PROPOSED SING MOUNTED ON UTILITY/LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN
- (X) SIGN NUMBER
- (X) SIGN SIZE

NOTE:
ALL REMOVED SIGNS TO BE SALVAGED AND STOCKPILED ON SITE TO BE PICKED UP BY CITY OF KENOSHA PUBLIC WORKS

N

5

MATCHLINE STA. 160+00

+00 161+00 162+00 163+00

30TH AVENUE

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PAVEMENT MARKING & SIGNING	SHEET 50	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024509-pm

PLOT DATE : 11/1/2024 1:07 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

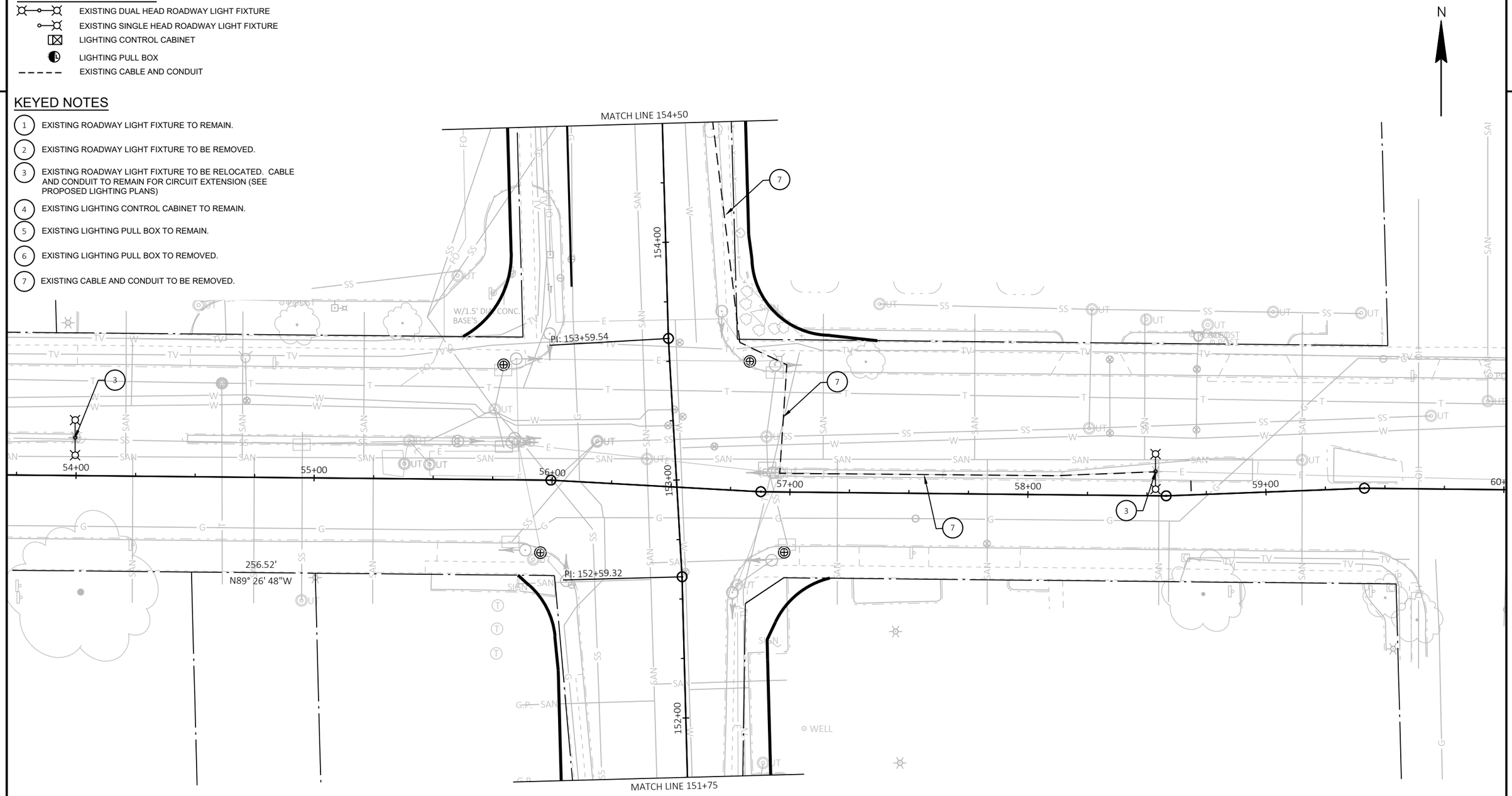
2

LIGHTING PLAN LEGEND

- EXISTING DUAL HEAD ROADWAY LIGHT FIXTURE
- EXISTING SINGLE HEAD ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- LIGHTING PULL BOX
- EXISTING CABLE AND CONDUIT

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE TO BE RELOCATED. CABLE AND CONDUIT TO REMAIN FOR CIRCUIT EXTENSION (SEE PROPOSED LIGHTING PLANS)
4. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
5. EXISTING LIGHTING PULL BOX TO REMAIN.
6. EXISTING LIGHTING PULL BOX TO REMOVED.
7. EXISTING CABLE AND CONDUIT TO BE REMOVED.



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 51	E

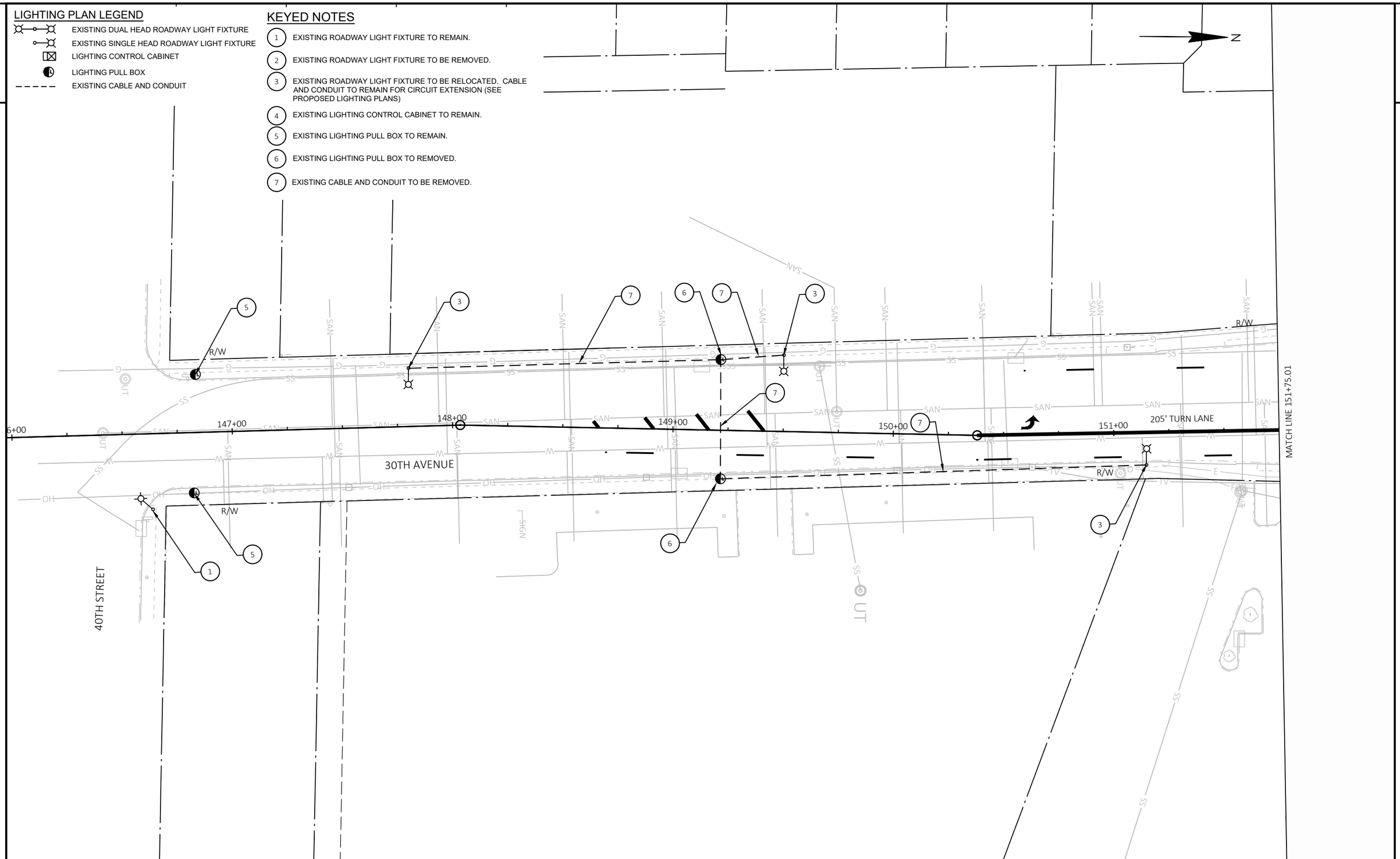
FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023401-LP_REMOVAL.DWG
LAYOUT NAME - 023401-lp-removal
PLOT DATE : 10/31/2024 11:58 AM PLOT BY : CARPENTER, DEBBIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING PLAN LEGEND

- EXISTING DUAL HEAD ROADWAY LIGHT FIXTURE
- EXISTING SINGLE HEAD ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- LIGHTING PULL BOX
- EXISTING CABLE AND CONDUIT

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE TO BE RELOCATED. CABLE AND CONDUIT TO REMAIN FOR CIRCUIT EXTENSION (SEE PROPOSED LIGHTING PLANS)
4. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
5. EXISTING LIGHTING PULL BOX TO REMAIN.
6. EXISTING LIGHTING PULL BOX TO REMOVED.
7. EXISTING CABLE AND CONDUIT TO BE REMOVED.



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 52	E

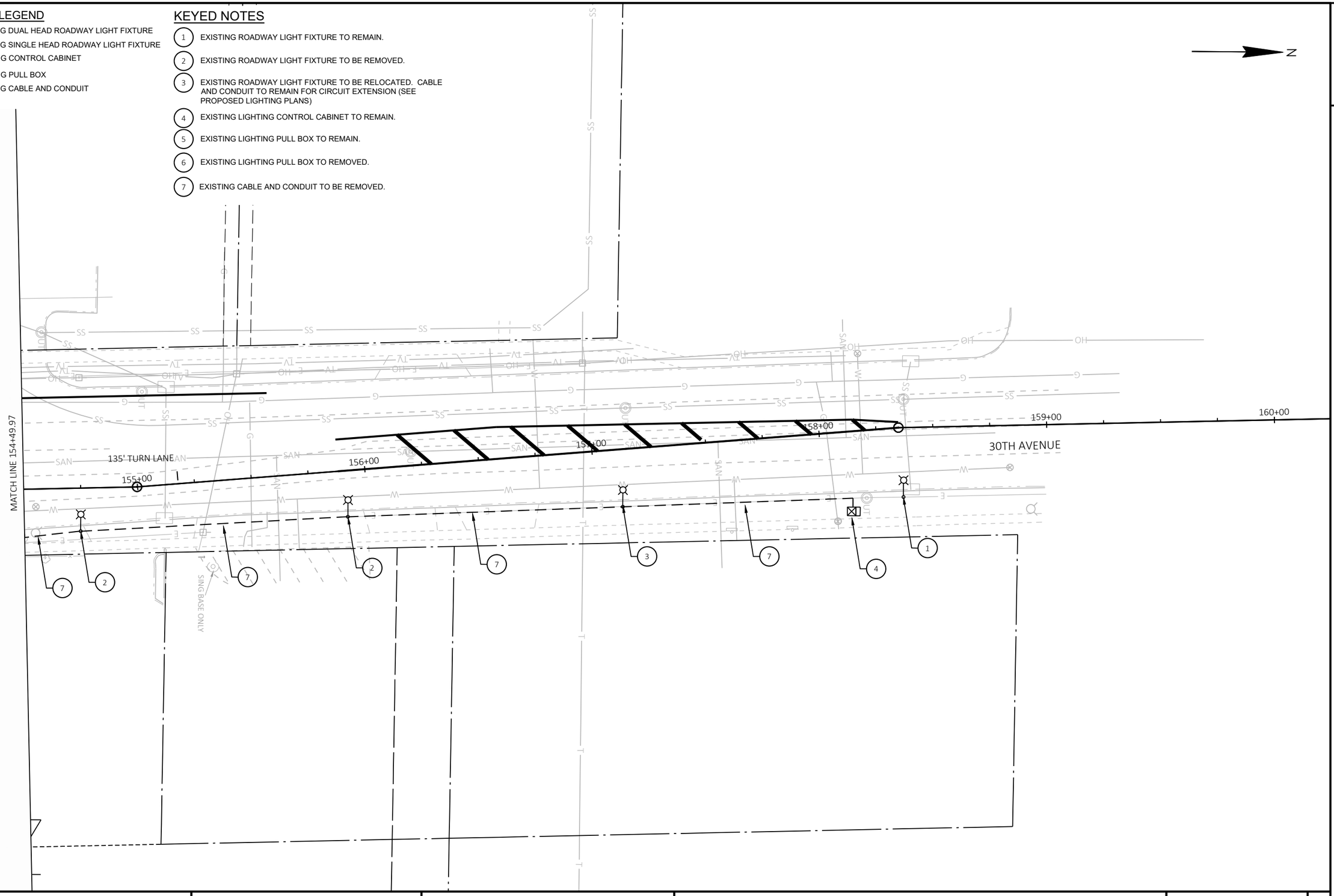
FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023402-LP_REMOVAL.DWG
LAYOUT NAME - 023402-lp-removal
PLOT DATE : 10/31/2024 11:59 AM
PLOT BY : CARPENTER, DEBBIE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LIGHTING PLAN LEGEND

- EXISTING DUAL HEAD ROADWAY LIGHT FIXTURE
- EXISTING SINGLE HEAD ROADWAY LIGHT FIXTURE
- LIGHTING CONTROL CABINET
- LIGHTING PULL BOX
- EXISTING CABLE AND CONDUIT

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE TO BE REMOVED.
3. EXISTING ROADWAY LIGHT FIXTURE TO BE RELOCATED. CABLE AND CONDUIT TO REMAIN FOR CIRCUIT EXTENSION (SEE PROPOSED LIGHTING PLANS)
4. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
5. EXISTING LIGHTING PULL BOX TO REMAIN.
6. EXISTING LIGHTING PULL BOX TO REMOVED.
7. EXISTING CABLE AND CONDUIT TO BE REMOVED.



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	LIGHTING REMOVAL PLAN	SHEET 53	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023402-LP_REMOVAL.DWG
LAYOUT NAME - 023403-lp-removal

PLOT DATE : 10/31/2024 12:00 PM PLOT BY : CARPENTER, DEBBIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5.
3. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
4. EXISTING LIGHTING PULL BOX TO REMAIN.
5. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUITS (A-5,7 AND A-6,8) IN EXISTING PULLBOX.
6. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUIT IN NEW PULL BOX.
7. EXISTING CABLE AND CONDUIT TO REMAIN.
8. EXTEND NEW WIRING CONDUCTORS IN EXISTING CONDUIT TO EXISTING POLE (APPROXIMATE 50FT AWAY. POLE NOT SHOWN).

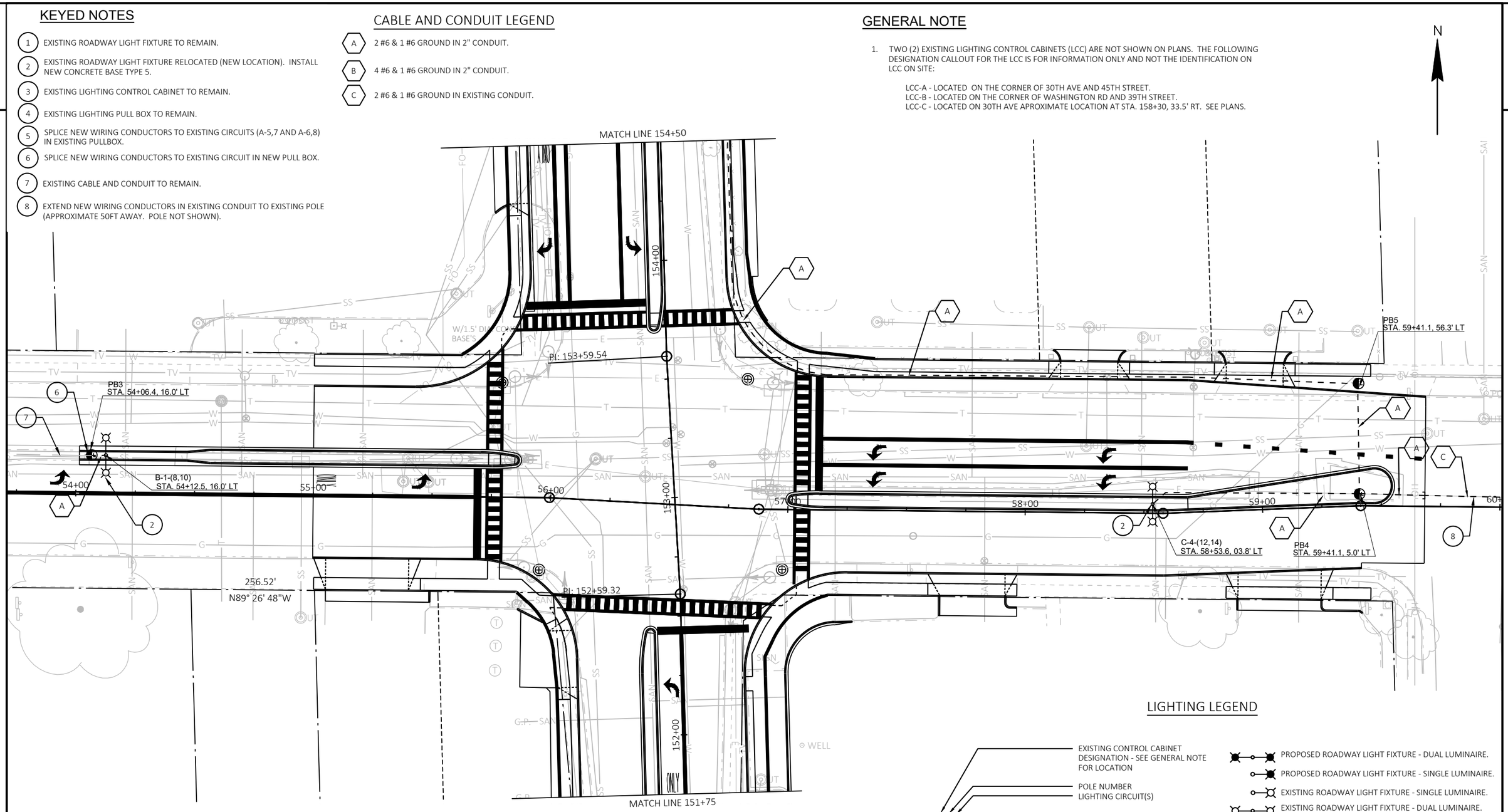
CABLE AND CONDUIT LEGEND

- A — 2 #6 & 1 #6 GROUND IN 2" CONDUIT.
- B — 4 #6 & 1 #6 GROUND IN 2" CONDUIT.
- C — 2 #6 & 1 #6 GROUND IN EXISTING CONDUIT.

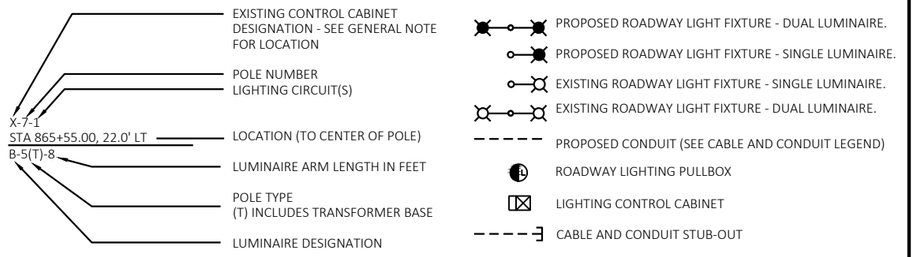
GENERAL NOTE

1. TWO (2) EXISTING LIGHTING CONTROL CABINETS (LCC) ARE NOT SHOWN ON PLANS. THE FOLLOWING DESIGNATION CALLOUT FOR THE LCC IS FOR INFORMATION ONLY AND NOT THE IDENTIFICATION ON LCC ON SITE:

   LCC-A - LOCATED ON THE CORNER OF 30TH AVE AND 45TH STREET.
   LCC-B - LOCATED ON THE CORNER OF WASHINGTON RD AND 39TH STREET.
   LCC-C - LOCATED ON 30TH AVE APROXIMATE LOCATION AT STA. 158+30, 33.5' RT. SEE PLANS.



LIGHTING LEGEND



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PROPOSED LIGHTING PLAN	SHEET 54	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023501-LP.DWG
LAYOUT NAME - 023501-lp
PLOT DATE : 11/1/2024 1:18 PM PLOT BY : CARPENTER, DEBBIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING LEGEND

X-7-1
STA 865+55.00, 22.0' LT
B-5(T)-8

- EXISTING CONTROL CABINET DESIGNATION - SEE GENERAL NOTE FOR LOCATION
- POLE NUMBER / LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION
- PROPOSED ROADWAY LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- CABLE AND CONDUIT STUB-OUT

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5.
3. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
4. EXISTING LIGHTING PULL BOX TO REMAIN.
5. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUITS (A-5,7 AND A-6,8) IN EXISTING PULLBOX.
6. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUIT IN NEW PULL BOX.
7. EXISTING CABLE AND CONDUIT TO REMAIN.
8. EXTEND NEW WIRING CONDUCTORS IN EXISTING CONDUIT TO EXISTING POLE (APPROXIMATE 50FT AWAY. POLE NOT SHOWN).

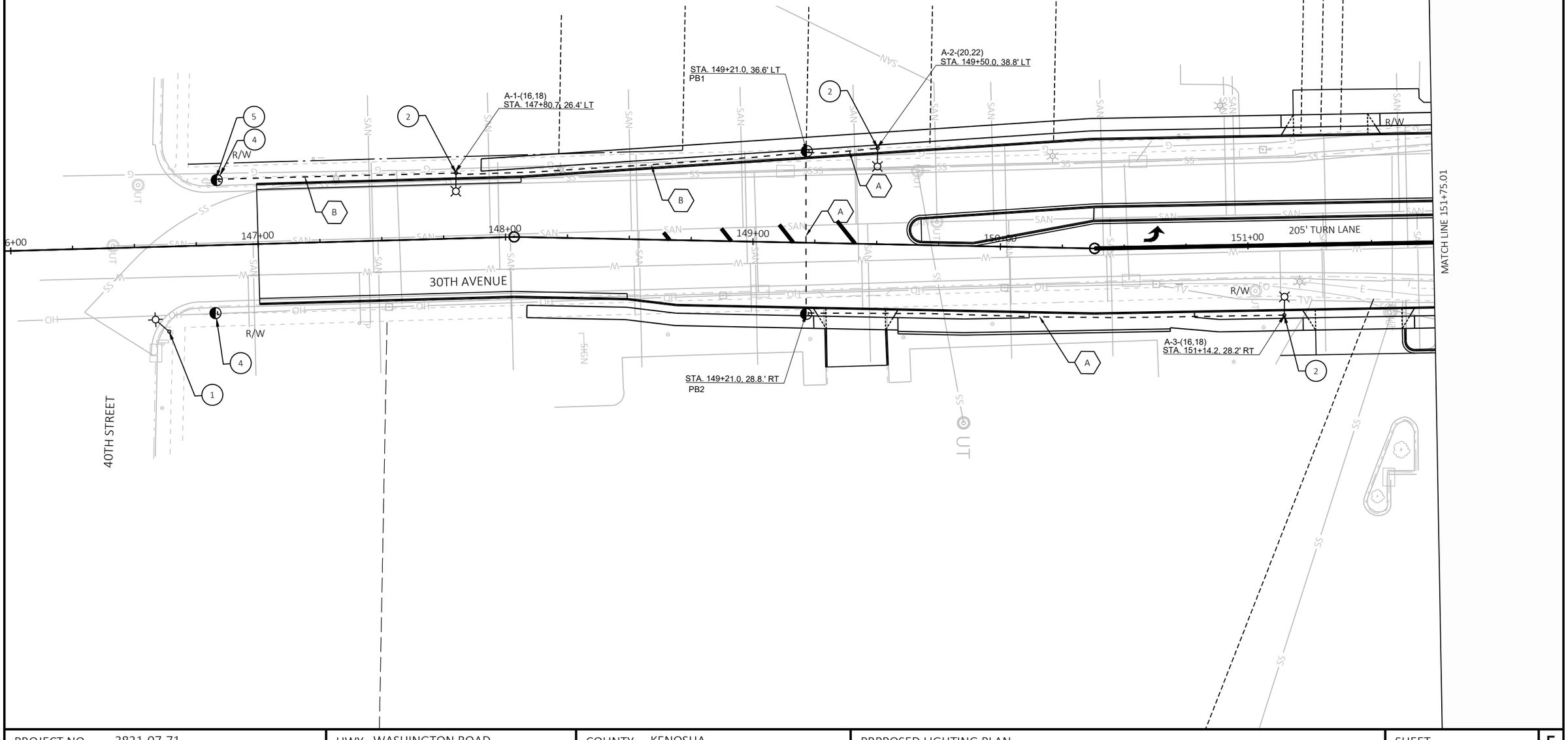
CABLE AND CONDUIT LEGEND

- A — 2 #6 & 1 #6 GROUND IN 2" CONDUIT.
- B — 4 #6 & 1 #6 GROUND IN 2" CONDUIT.
- C — 2 #6 & 1 #6 GROUND IN EXISTING CONDUIT.

GENERAL NOTE

1. TWO (2) EXISTING LIGHTING CONTROL CABINETS (LCC) ARE NOT SHOWN ON PLANS. THE FOLLOWING DESIGNATION CALLOUT FOR THE LCC IS FOR INFORMATION ONLY AND NOT THE IDENTIFICATION ON LCC ON SITE:

   LCC-A - LOCATED ON THE CORNER OF 30TH AVE AND 45TH STREET.
   LCC-B - LOCATED ON THE CORNER OF WASHINGTON RD AND 39TH STREET.
   LCC-C - LOCATED ON 30TH AVE APROXIMATE LOCATION AT STA. 158+30, 33.5' RT. SEE PLANS.



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PRPPOSED LIGHTING PLAN	SHEET 55	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023502-LP.DWG
LAYOUT NAME - 023502-lp
PLOT DATE : 10/31/2024 12:05 PM PLOT BY : CARPENTER, DEBBIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING LEGEND

X-7-1
STA 865+55.00, 22.0' LT
B-5(T)-8

- EXISTING CONTROL CABINET DESIGNATION - SEE GENERAL NOTE FOR LOCATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

- PROPOSED ROADWAY LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - SINGLE LUMINAIRE.
- EXISTING ROADWAY LIGHT FIXTURE - DUAL LUMINAIRE.
- PROPOSED CONDUIT (SEE CABLE AND CONDUIT LEGEND)
- ROADWAY LIGHTING PULLBOX
- LIGHTING CONTROL CABINET
- CABLE AND CONDUIT STUB-OUT

KEYED NOTES

1. EXISTING ROADWAY LIGHT FIXTURE TO REMAIN.
2. EXISTING ROADWAY LIGHT FIXTURE RELOCATED (NEW LOCATION). INSTALL NEW CONCRETE BASE TYPE 5.
3. EXISTING LIGHTING CONTROL CABINET TO REMAIN.
4. EXISTING LIGHTING PULL BOX TO REMAIN.
5. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUITS (A-5,7 AND A-6,8) IN EXISTING PULLBOX.
6. SPLICE NEW WIRING CONDUCTORS TO EXISTING CIRCUIT IN NEW PULL BOX.
7. EXISTING CABLE AND CONDUIT TO REMAIN.
8. EXTEND NEW WIRING CONDUCTORS IN EXISTING CONDUIT TO EXISTING POLE (APPROXIMATE 50FT AWAY. POLE NOT SHOWN).

CABLE AND CONDUIT LEGEND

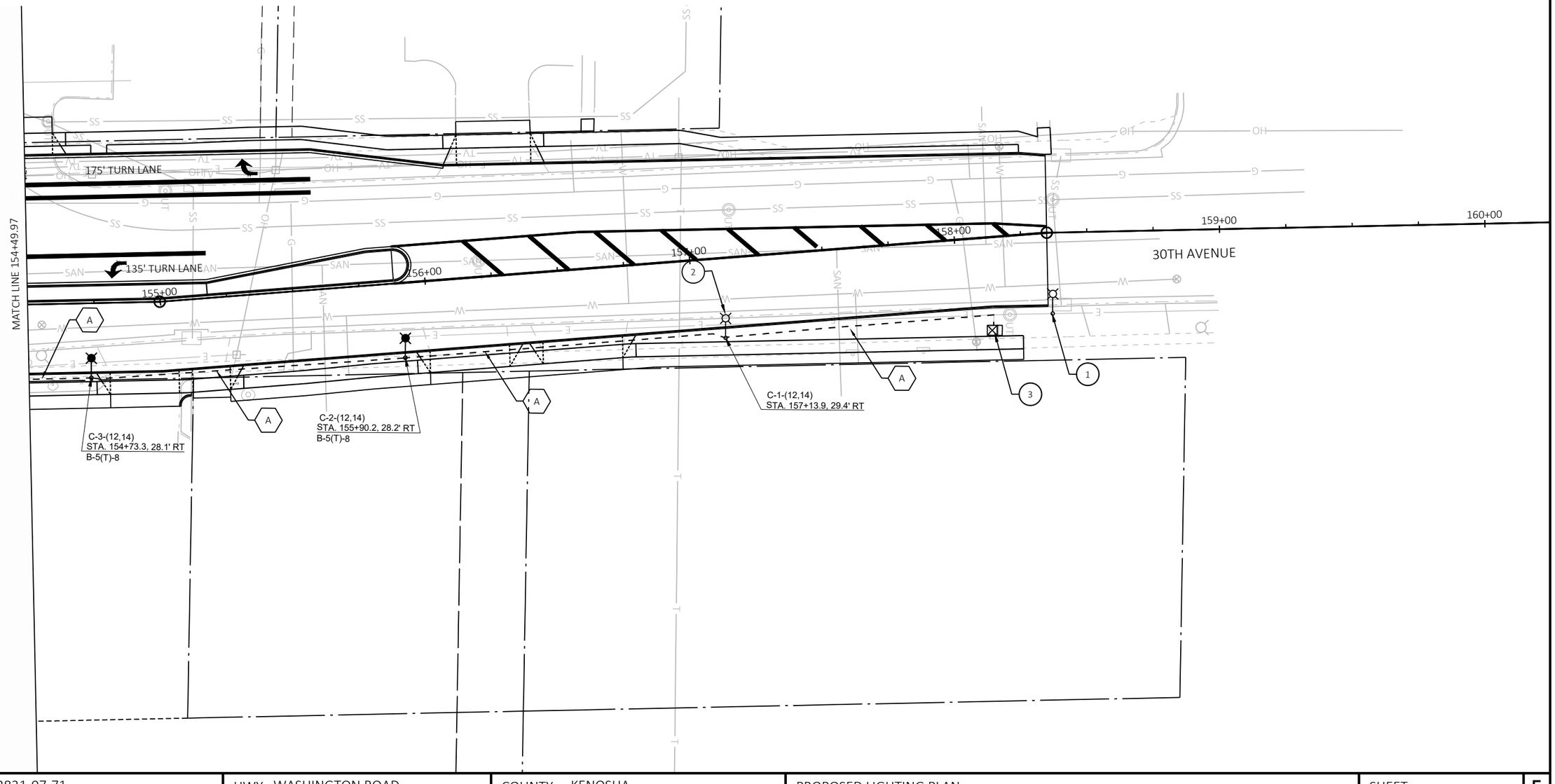
- A — 2 #6 & 1 #6 GROUND IN 2" CONDUIT.
- B — 4 #6 & 1 #6 GROUND IN 2" CONDUIT.
- C — 2 #6 & 1 #6 GROUND IN EXISTING CONDUIT.

N

GENERAL NOTE

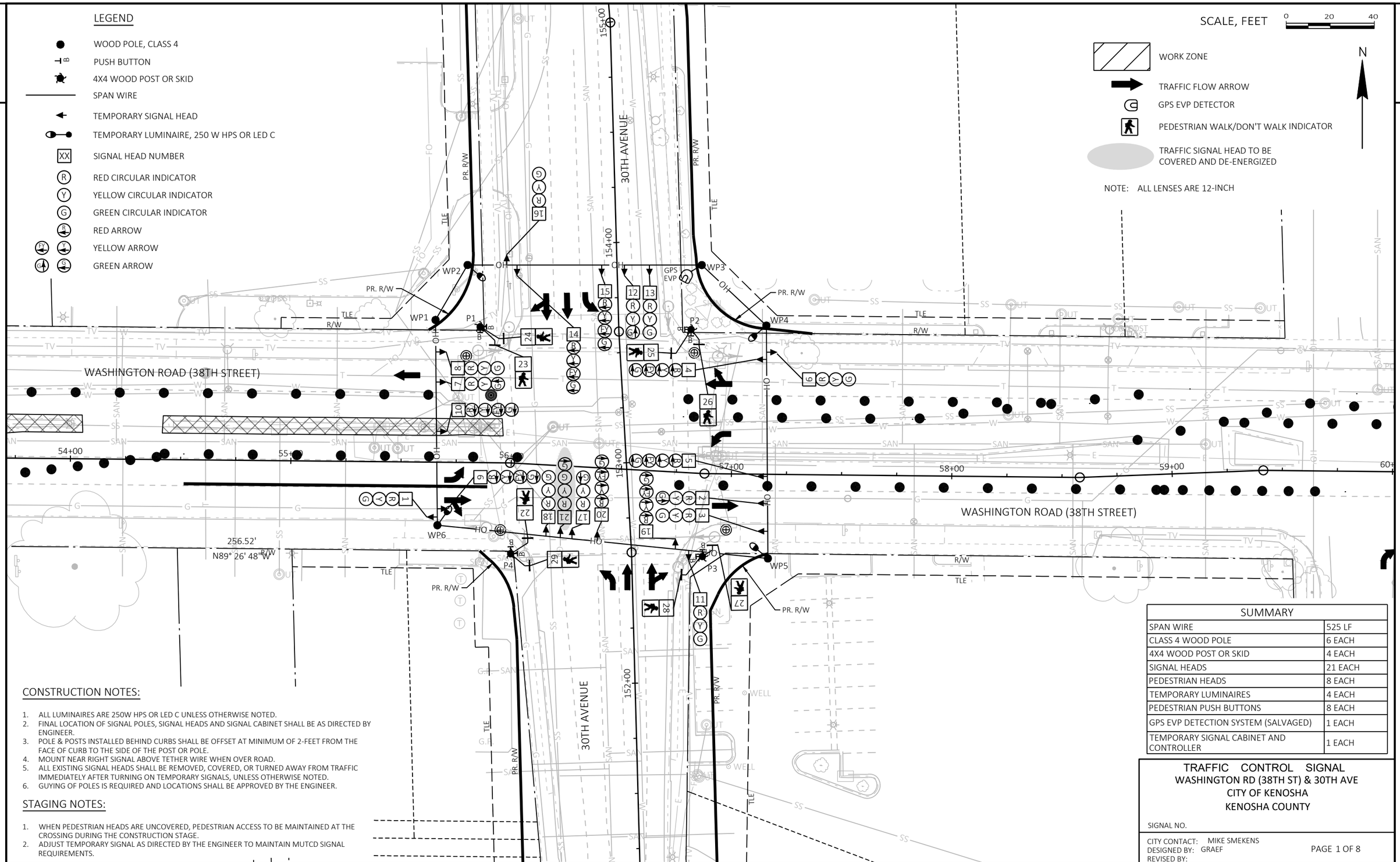
1. TWO (2) EXISTING LIGHTING CONTROL CABINETS (LCC) ARE NOT SHOWN ON PLANS. THE FOLLOWING DESIGNATION CALLOUT FOR THE LCC IS FOR INFORMATION ONLY AND NOT THE IDENTIFICATION ON LCC ON SITE:

   LCC-A - LOCATED ON THE CORNER OF 30TH AVE AND 45TH STREET.
   LCC-B - LOCATED ON THE CORNER OF WASHINGTON RD AND 39TH STREET.
   LCC-C - LOCATED ON 30TH AVE APROXIMATE LOCATION AT STA. 158+30, 33.5' RT. SEE PLANS.



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PROPOSED LIGHTING PLAN	SHEET 56	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\023502-LP.DWG
LAYOUT NAME - 023503-lp
PLOT DATE : 10/31/2024 12:06 PM PLOT BY : CARPENTER, DEBBIE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

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

STAGING NOTES:

1. WHEN PEDESTRIAN HEADS ARE UNCOVERED, PEDESTRIAN ACCESS TO BE MAINTAINED AT THE CROSSING DURING THE CONSTRUCTION STAGE.
2. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

SUMMARY	
SPAN WIRE	525 LF
CLASS 4 WOOD POLE	6 EACH
4X4 WOOD POST OR SKID	4 EACH
SIGNAL HEADS	21 EACH
PEDESTRIAN HEADS	8 EACH
TEMPORARY LUMINAIRES	4 EACH
PEDESTRIAN PUSH BUTTONS	8 EACH
GPS EVP DETECTION SYSTEM (SALVAGED)	1 EACH
TEMPORARY SIGNAL CABINET AND CONTROLLER	1 EACH

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - PRE STAGE	SHEET 57	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP.DWG
LAYOUT NAME - 024101_sp
PLOT DATE : 10/31/2024 8:17 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

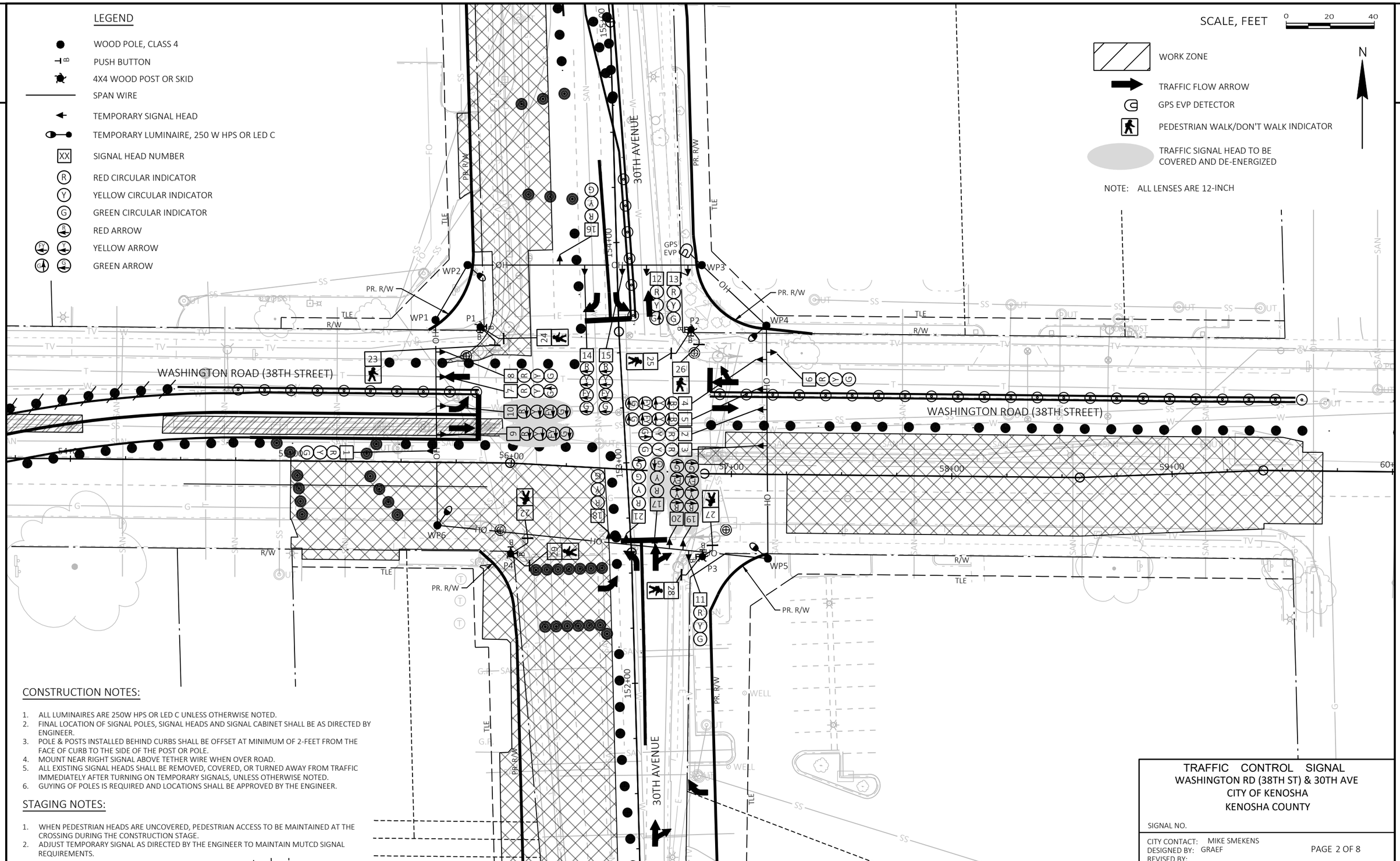
- WOOD POLE, CLASS 4
- PUSH BUTTON
- 4X4 WOOD POST OR SKID
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW

SCALE, FEET 0 20 40

N

- WORK ZONE
- TRAFFIC FLOW ARROW
- GPS EVP DETECTOR
- PEDESTRIAN WALK/DON'T WALK INDICATOR
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH



CONSTRUCTION NOTES:

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

STAGING NOTES:

1. WHEN PEDESTRIAN HEADS ARE UNCOVERED, PEDESTRIAN ACCESS TO BE MAINTAINED AT THE CROSSING DURING THE CONSTRUCTION STAGE.
2. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 8

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1A	SHEET 58	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP-S1A.DWG
LAYOUT NAME - 024101_sp

PLOT DATE : 10/31/2024 8:17 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

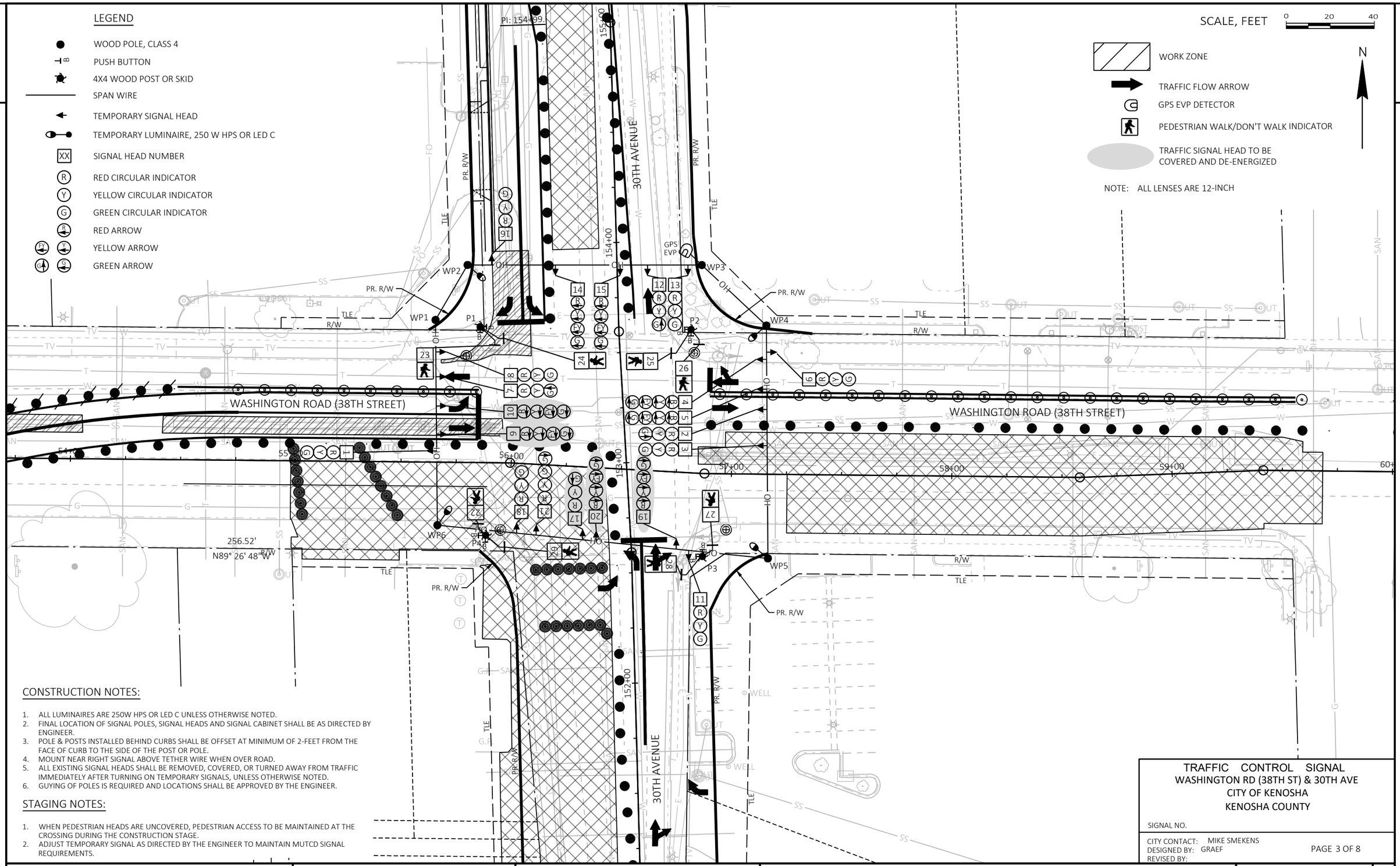
- WOOD POLE, CLASS 4
- PUSH BUTTON
- 4X4 WOOD POST OR SKID
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW

SCALE, FEET 0 20 40

N

- WORK ZONE
- TRAFFIC FLOW ARROW
- GPS EVP DETECTOR
- PEDESTRIAN WALK/DON'T WALK INDICATOR
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH



CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET AT MINIMUM OF 2-FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
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5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS, UNLESS OTHERWISE NOTED.
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STAGING NOTES:

1. WHEN PEDESTRIAN HEADS ARE UNCOVERED, PEDESTRIAN ACCESS TO BE MAINTAINED AT THE CROSSING DURING THE CONSTRUCTION STAGE.
2. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B	SHEET 59	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP-S1B.DWG
LAYOUT NAME - 024101_sp

PLOT DATE : 10/31/2024 8:17 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

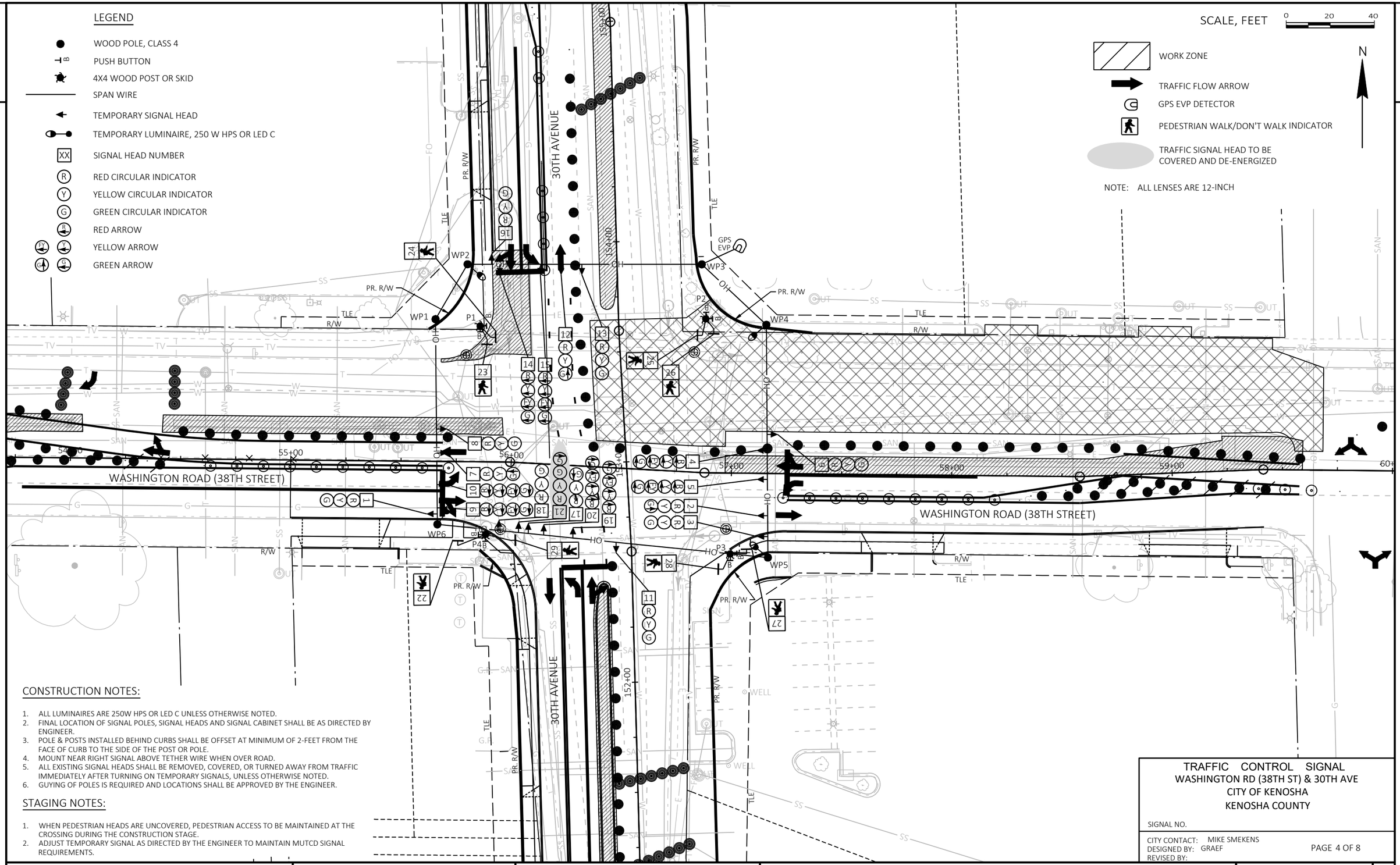
- WOOD POLE, CLASS 4
- PUSH BUTTON
- 4X4 WOOD POST OR SKID
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW

SCALE, FEET 0 20 40

N

- WORK ZONE
- TRAFFIC FLOW ARROW
- GPS EVP DETECTOR
- PEDESTRIAN WALK/DON'T WALK INDICATOR
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH



CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
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2. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

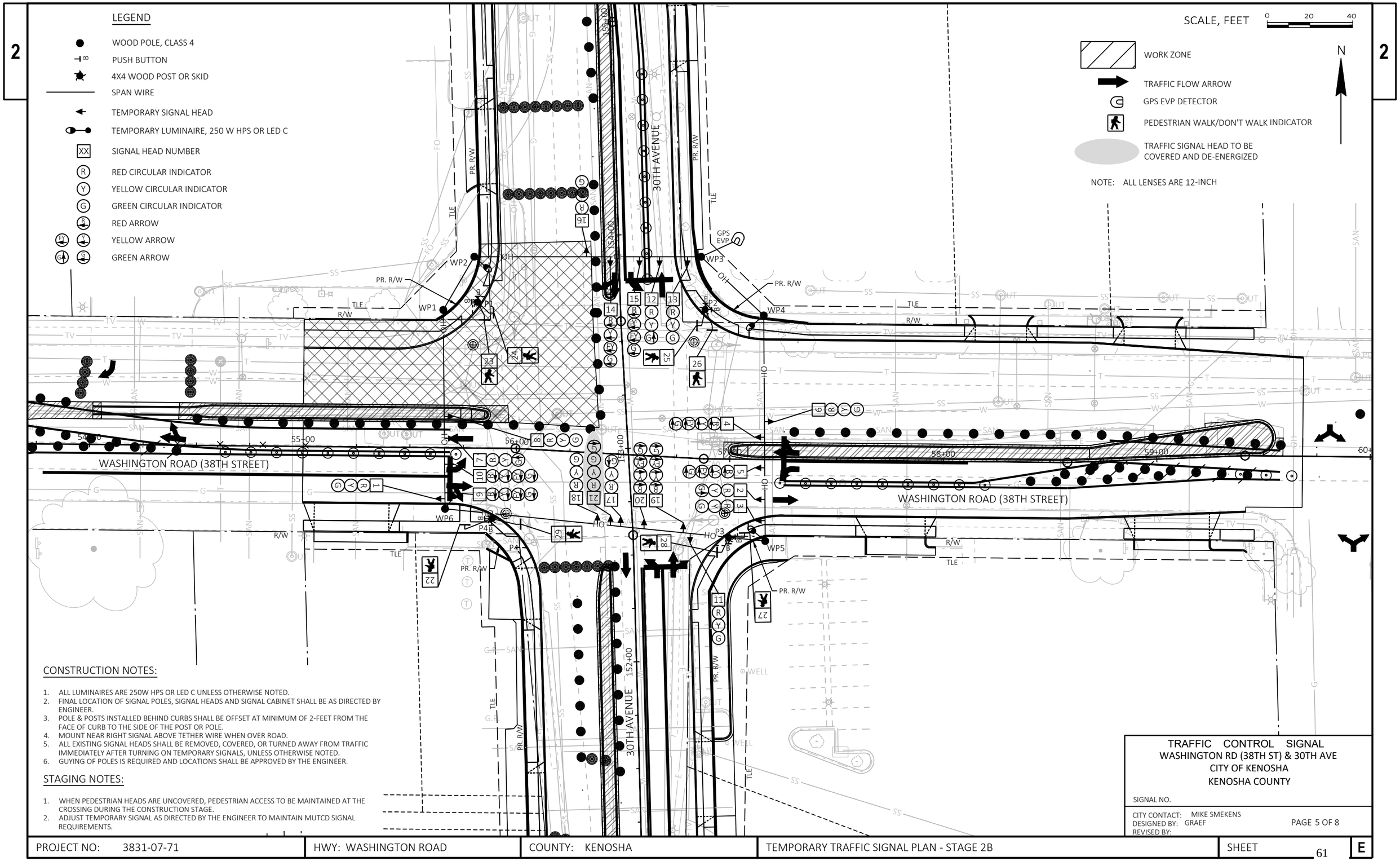
TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A	SHEET 60	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP-S2A.DWG
LAYOUT NAME - 024101_sp
PLOT DATE : 10/31/2024 8:18 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



CONSTRUCTION NOTES:

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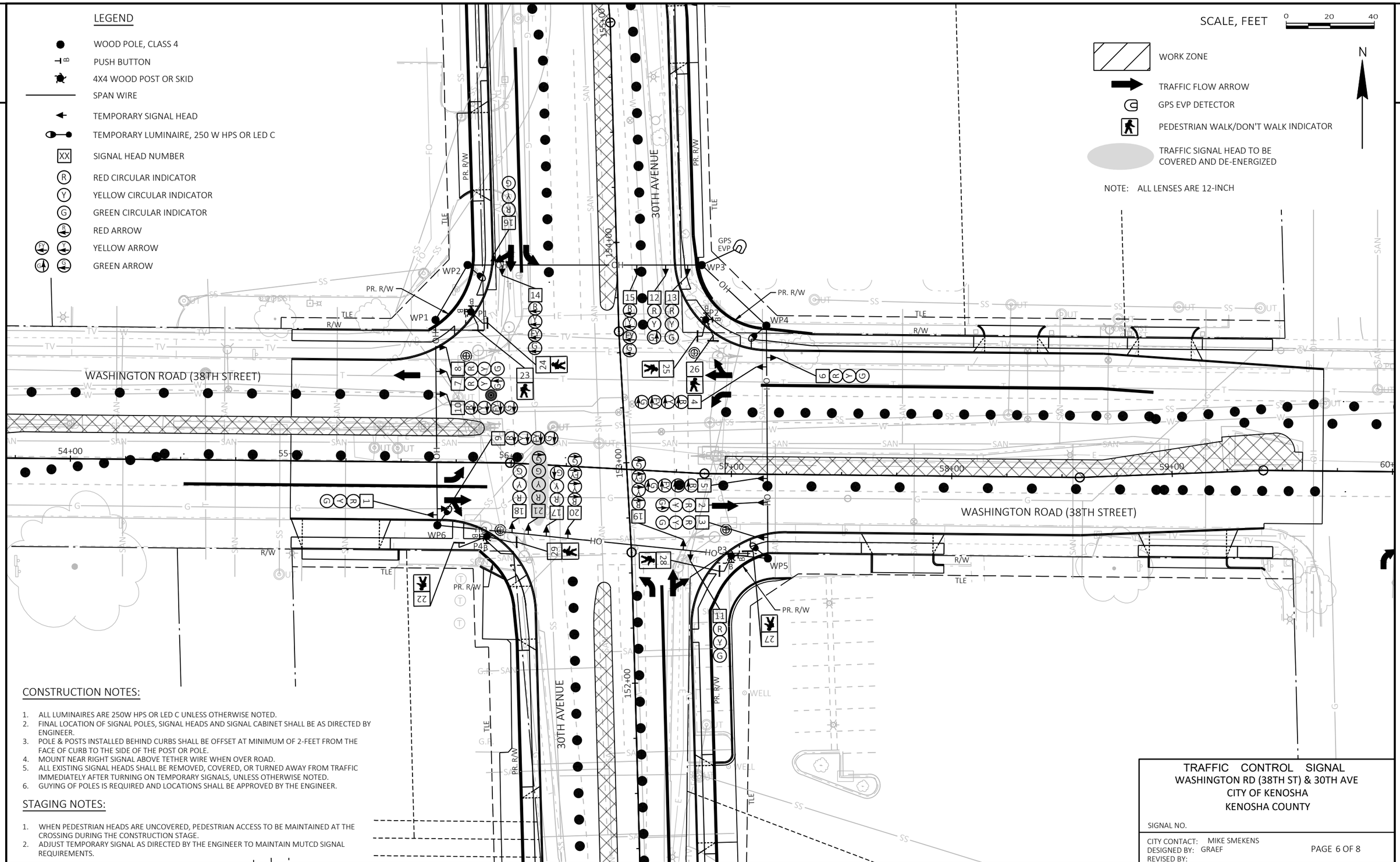
TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET 61	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP-S2B.DWG
LAYOUT NAME - 024101_sp
PLOT DATE : 10/31/2024 8:18 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

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STAGING NOTES:

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

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

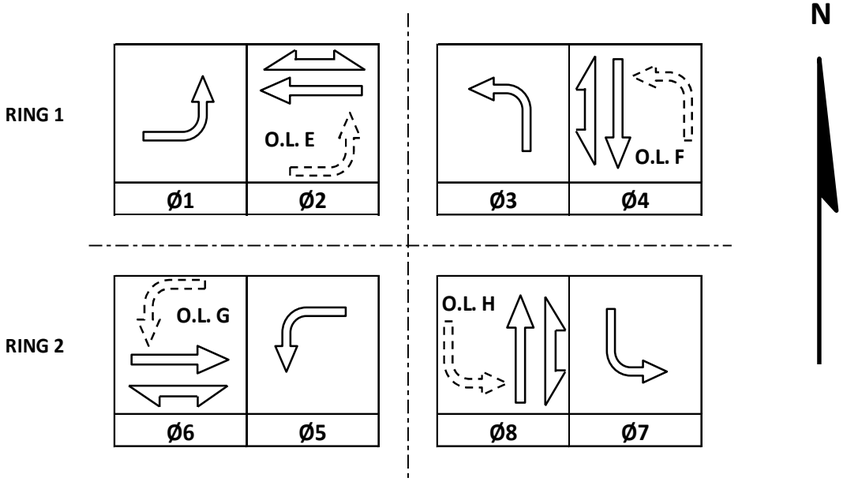
SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 62	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024101-SP-S3.DWG
LAYOUT NAME - 024101_sp
PLOT DATE : 10/31/2024 8:18 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	4,5	R ⟵
Ø2	6,7,8	R
Ø3	14,15	R ⟵
Ø4	16,17,18	R
Ø5	9,10	R ⟵
Ø6	1,2,3	R
Ø7	19,20	R ⟵
Ø8	11,12,13	R
Ø2P	24,25	
Ø4P	22,23	
Ø6P	28,29	
Ø8P	26,27	
OLE	4,5	R ⟵
OLF	14,15	R ⟵
OLG	9,10	R ⟵
OLH	19,20	R ⟵



CONTROLLER LOGIC

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	GPS EVP			
MOVEMENT	⟵	⟶	↓	↑
PHASE	2+5	6+1	4+7	8+3

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

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

GENERAL NOTES:

1. REFER TO TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS PLANS FOR WHERE PEDESTRIAN ARE ACCOMODATED DURING CONSTRUCTION STAGING.
2. DURING STAGE PRE-STAGE, PHASES 1 AND 5 SHALL NOT RUN CONCURRENTLY.
3. DURING STAGE 2A, PHASES 3 AND 7 SHALL NOT RUN CONCURRENTLY.
4. DURINING STAGE 3, PHASES 1 AND 5 AND PHASES 3 AND 7 SHALL NOT RUN CONCURRENTLY. O.L. E, O.L. F, O.L. G, AND O.L. H SHALL BE SKIPPED.

WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

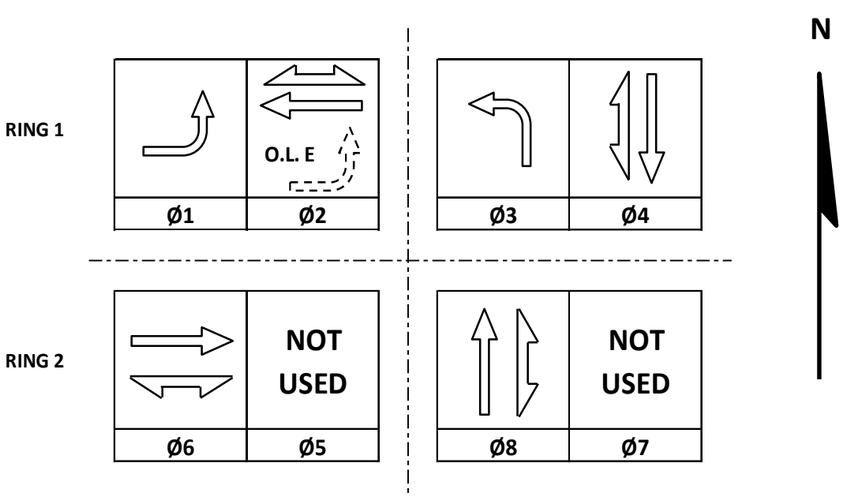
SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 11/2024 PAGE NO. 7 OF 8

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS – PRE-STAGE, STAGES 2A, 2B, 3	SHEET NO: 63	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	14,15	R ←
Ø4	16,18,21	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	11,12,13	R
Ø2P	24,25	
Ø4P	22,23	
Ø6P	28,29	
Ø8P	26,27	
OLE	4,5	R ←



CONTROLLER LOGIC

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

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

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	GPS EVP			
MOVEMENT	←	→	↓	↑
PHASE	2+6	6+1	4	8+3

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

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

GENERAL NOTES:

1. REFER TO TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS PLANS FOR WHERE PEDESTRIAN ARE ACCOMODATED DURING CONSTRUCTION STAGING.
2. PHASE 3+8 AND PHASE 4 SHALL OPERATE AS SPLIT PHASE NORTH-SOUTH AND MAY NOT RUN CONCURRENTLY DURING STAGE 1A & 1B.

WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 11/2024 PAGE NO. 8 OF 8

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TROMBONE ARM, TRANSFORMER BASE
- LUMINAIRE, UNDER PERMIT TO LOCAL MUNICIPALITY
- PULL BOX
- GPS EVP DETECTOR

SCALE, FEET 0 20 40

N

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR

NOTES:
- ALL LENSES ARE 12-INCH
- BOLD REPRESENTS EXISTING TO BE REMOVED
- GRAYSHADE REPRESENTS EXISTING TO REMAIN

WASHINGTON ROAD (38TH STREET)

30TH AVENUE

PR. R/W

R/W

155+00 154+00 153+00 152+00

GPS EVP

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10

PB1 PB2 PB3 PB4 PB5 PB6

CB1

15' 1T

CAUTION

WELL

CONSTRUCTION NOTES:

1. ABANDON ALL CONDUIT NOT IN CONFLICT WITH NEW CONSTRUCTION.
2. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. CONTRACTOR SHALL SALVAGE EXISTING GPS EVP DETECTOR SYSTEM, TO BE REUSED.

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 65	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024111-SP.DWG
LAYOUT NAME - 024111_sp

PLOT DATE : 10/31/2024 8:18 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

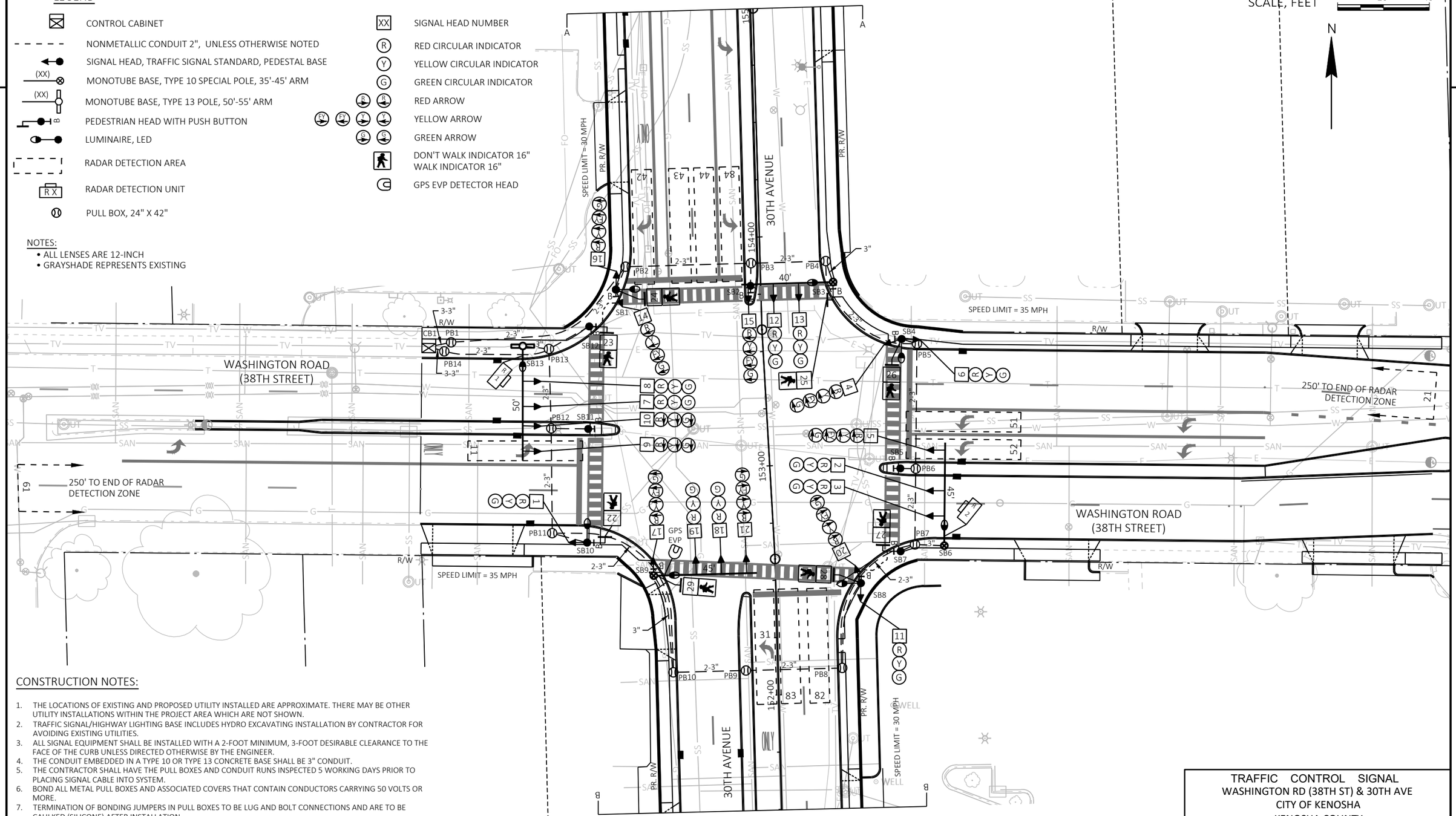
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, TYPE 10 SPECIAL POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, TYPE 13 POLE, 50'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, LED
- RADAR DETECTION AREA
- R X RADAR DETECTION UNIT
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- GPS EVP DETECTOR HEAD

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

SCALE, FEET 0 20 40

N



CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLED ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. TRAFFIC SIGNAL/HIGHWAY LIGHTING BASE INCLUDES HYDRO EXCAVATING INSTALLATION BY CONTRACTOR FOR AVOIDING EXISTING UTILITIES.
3. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED WITH A 2-FOOT MINIMUM, 3-FOOT DESIRABLE CLEARANCE TO THE FACE OF THE CURB UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
4. THE CONDUIT EMBEDDED IN A TYPE 10 OR TYPE 13 CONCRETE BASE SHALL BE 3" CONDUIT.
5. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
6. BOND ALL METAL PULL BOXES AND ASSOCIATED COVERS THAT CONTAIN CONDUCTORS CARRYING 50 VOLTS OR MORE.
7. TERMINATION OF BONDING JUMPERS IN PULL BOXES TO BE LUG AND BOLT CONNECTIONS AND ARE TO BE CAULKED (SILICONE) AFTER INSTALLATION.
8. ALL CONDUIT RUNS SHALL HAVE EXTRA PULL WIRE INSTALLED TO PULL FUTURE CABLE. THE COST SHALL BE INCIDENTAL TO CONDUIT.
9. REFER TO SIGNING PLAN FOR SIGNS TO BE MOUNTED ON SIGNAL EQUIPMENT.
10. RADAR DETECTION AREAS SHOWN ARE APPROXIMATE AND ARE TO BE PROGRAMMED IN THE FIELD.
11. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION, FINAL LOCATION DETERMINED BY ENGINEER.

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE

CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

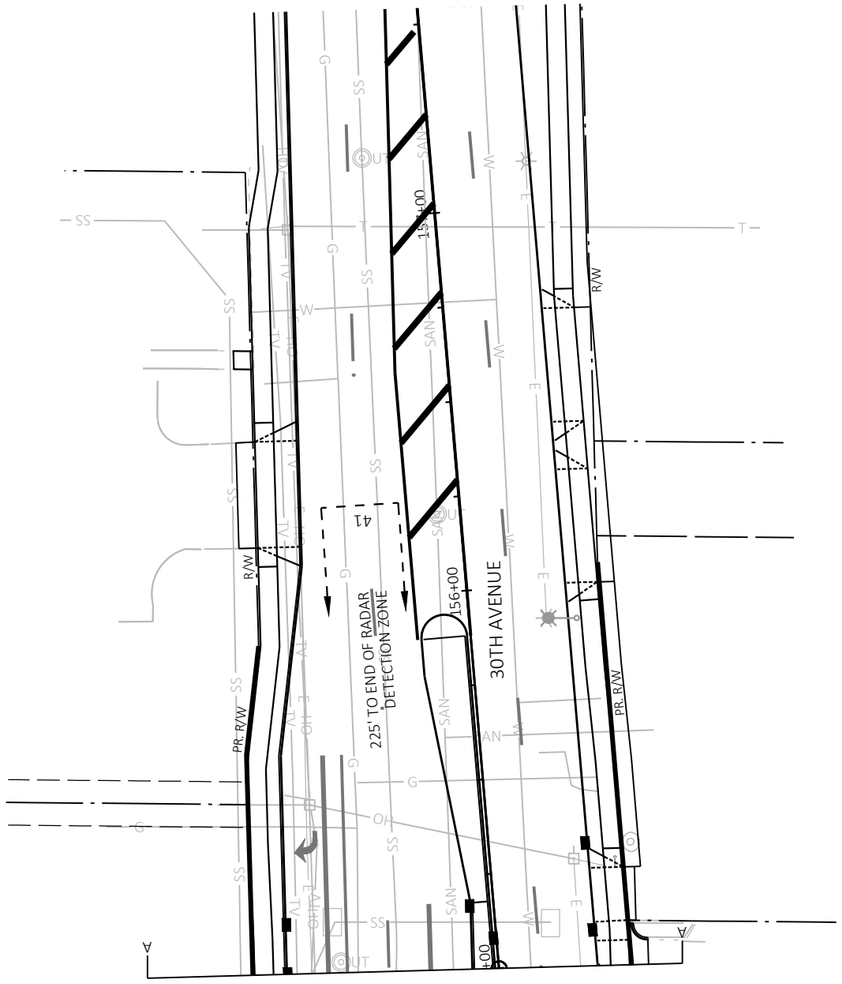
PAGE 1 OF 3

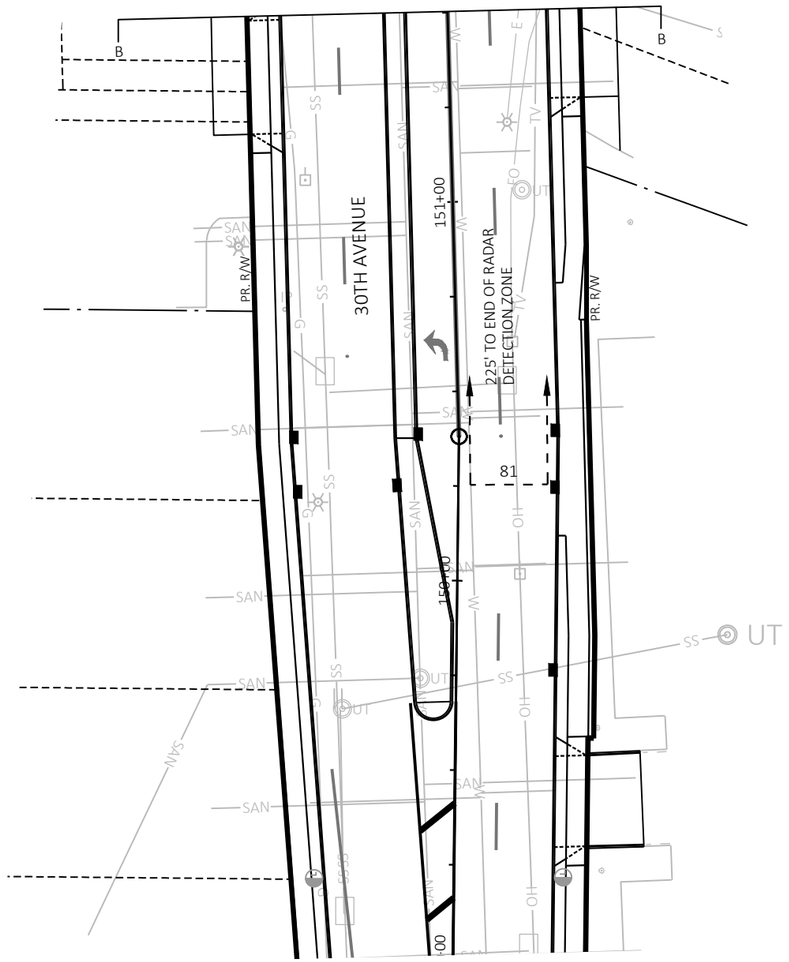
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 66	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201_sp

PLOT DATE : 10/31/2024 8:19 AM PLOT BY : BIEBERITZ, BEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





N

TRAFFIC CONTROL SIGNAL
WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO.

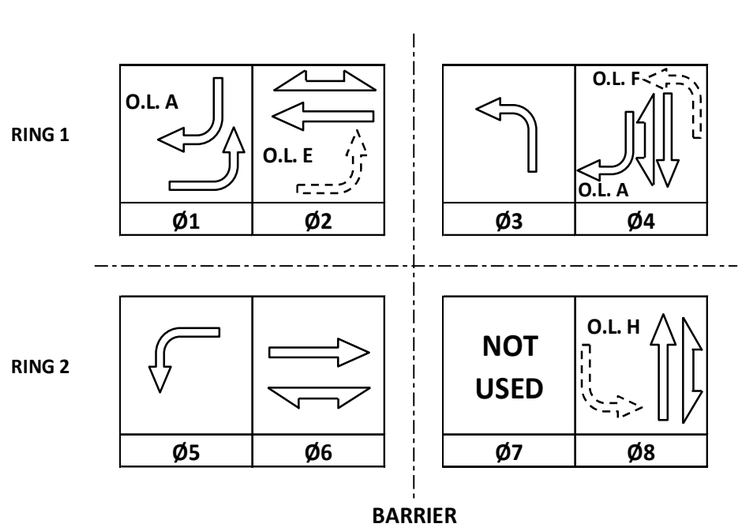
CITY CONTACT: MIKE SMEKENS
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 67	E

FILE NAME : X:\WL\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024202_sp
PLOT DATE : 10/31/2024 8:19 AM
PLOT BY : BIEBERITZ, BEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	14,15	R ←
Ø4	18,19	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7		
Ø8	11,12,13	R
Ø2P	24,25	
Ø4P	22,23	
Ø6P	28,29	
Ø8P	26,27	
OLA	16,17	R →
OLE	4,5	R ←
OLF	14,15	R ←
OLH	20,21	R ←



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	GPS EVP			
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4	8+3

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	31	42	44	52	81	83										PLAN LOOP DETECTOR*(S)
CALLED PHASE	1	3	4	4	5	8	8										CALLED PHASE
CALL OPTION	X	X	X	X	X		X										CALL OPTION
DELAY TIME			X														DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X										EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE	2	4	1														CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	41	43	51	61	82	84										PLAN LOOP DETECTOR*(S)
CALLED PHASE	2	4	4	5	6	8	8										CALLED PHASE
CALL OPTION	X		X	X	X	X	X										CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION	X	X	X	X	X	X	X										EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL	X				X												USE ADDED INITIAL
CROSS SWITCH PHASE							8										CROSS SWITCH PHASE

WASHINGTON RD (38TH ST) & 30TH AVE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO:	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 11/2024	PAGE NO. 3 OF 3

PROJECT ID:	3831-07-71
INTERSECTION:	WASHINGTON RD (38TH ST) & 30TH AVE

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

			SIGNAL INDICATION WIRE COLOR									PED BUTTON
CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB1	15	14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		16				RED	ORG	GRN	BLU/BLK			
		24								BLK	BLU	
		B										WHT/BLK
SB2	7	B										WHT/BLK
SB3	15	12	RED	ORG	GRN							
		13	RED	ORG	GRN							
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		25								BLK	BLU	
		B										WHT/BLK
SB4	15	4				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		6	RED	ORG	GRN							
		26								BLK	BLU	
		B										WHT/BLK
SB5	7	B										WHT/BLK
SB6	12	2	RED	ORG	GRN							
		3	RED	ORG	GRN							
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
SB7	7	27								BLK	BLU	
		B										WHT/BLK
SB8	15	11	RED	ORG	GRN							
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		28								BLK	BLU	
		B										WHT/BLK
SB9	19	17				RED/WHT	BLU/WHT	GRN/WHT	BLK/RED			
		18	RED	ORG	GRN							
		19	RED	ORG	GRN							
		21				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		29								BLK	BLU	
		B										WHT/BLK
SB10	12	1	RED	ORG	GRN							
		22								BLK	BLU	
		B										WHT/BLK
SB11	7	B										WHT/BLK
SB12	7	23								BLK	BLU	
		B										WHT/BLK
SB13	12	7	RED	ORG	GRN							
		8	RED	ORG	GRN							
		9				RED/BLK	ORG/BLK	GRN/BLK				
		10				RED/BLK	ORG/BLK	GRN/BLK				

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	GPS EVP (SB9)

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB1
SB1	SB3
SB3	SB4
SB4	SB6
CB1	SB13
SB13	SB10
SB10	SB9
SB9	SB8

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB3
PB5	SB4
PB6	SB5
PB7	SB7
PB8	SB8
PB9	SB8
PB10	SB9
PB11	SB10
PB12	SB11
PB13	SB13
PB14	CB1

NOTES:
*USE WHITE CONDUCTOR IN THE SIGNAL CABLE 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.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

GENERAL NOTES

1. MAINTAIN ONE 11-FOOT MINIMUM LANE IN EACH DIRECTION ON WASHINGTON RD AND ONE 11-FOOT MINIMUM ON 30TH AVE AT ALL TIMES. MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES.

2. TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS AND DRUMS ARE SPACED AT 25' ON CENTER EXCEPT AT DRIVEWAY AND INTERSECTIONS, WHERE SPACING IS 5'. TRAFFIC CONTROL DRUMS IN LANE CLOSURE TAPERS ARE SPACED AT 25'

3. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL. EXISTING PAVEMENT MARKINGS TO BE REMOVED THAT WILL NOT BE REPLACED IN THE SAME LOCATION AFTER CONSTRUCTION SHALL BE REMOVED USING WATER BLASTING. DO NOT GRIND EXISTING PAVEMENT MARKINGS THAT WILL NOT BE REPLACED AFTER CONSTRUCTION.

4. TEMPORARY MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT OR BINDER HMA PLAYERS THAT ARE TO BE REMOVED OR OVERLAID IN SUBSEQUENT STAGES.

5. THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING SIGNS TO BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II" PAY ITEM

6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

7. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.

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

9. ALL SIGNS ARE 48" X 48" EXCEPT OTHERWISE NOTED

10. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

11. ANY TEMPORARY "STOP" SIGNS THAT ARE INSTALLED SHALL INCLUDE FLAGS 16" X 16" MIN. (ORANGE) FLAGS ARE INCIDENTAL TO THE TRAFFIC CONTROL SIGNS ITEM.

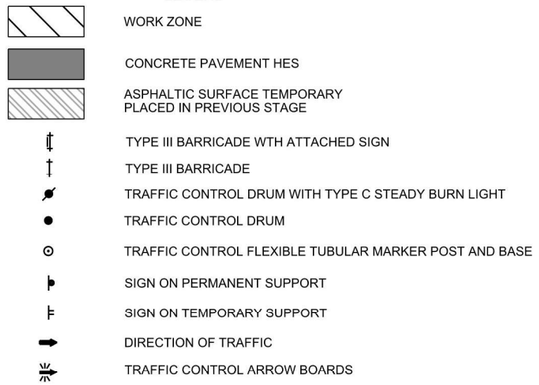
12. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.

13. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (APPROACH TAPERS ONLY).

14. ARROW BOARDS SHALL BE LOCATED AS SHOWN ON THE PLAN, OR AS DIRECTED BY THE ENGINEER.

15. WEDGE OR RAMP ELEVATION DIFFERENCES BETWEEN PROPOSED CONCRETE PAVEMENT AND ADJACENT EXISTING CONCRETE PAVEMENT SECTIONS WITH ASPHALTIC SURFACE TEMPORARY. REMOVAL OF WEDGE OR RAMP IS INCIDENTAL TO EXCAVATION BID ITEM.

LEGEND



2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL NOTES	SHEET 70	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2024 11:00 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : ###########
WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

160

155

150

55

60

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

PRE STAGE

WASHINGTON ROAD:

CONSTRUCTION:
- REMOVE PORTIONS OF EXISTING MEDIANS
- INSTALL TEMPORARY PAVEMENT

TRAFFIC:
- INSIDE SINGLE LANE CLOSURES FOR EB AND WB TRAFFIC

30TH AVENUE:

CONSTRUCTION:
- NONE

TRAFFIC:
- NO CHANGES TO EXISTING TRAFFIC MOVEMENTS

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - PRE STAGE OVERVIEW	SHEET 71	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025100-PRE-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:01 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 1A

WASHINGTON ROAD:

CONSTRUCTION:
- CONSTRUCT EB LANES
- INSTALL TEMPORARY PAVEMENT

TRAFFIC:
- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO WB SIDE

30TH AVENUE:

CONSTRUCTION:
- CONSTRUCT SB LANES

TRAFFIC:
- SOUTH OF WASHINGTON ROAD: ROAD CLOSED TO SB TRAFFIC, SINGLE LANE NB TRAFFIC ONLY
- NORTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO NB SIDE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1A OVERVIEW	SHEET 72	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025101-S1A-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:02 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

WASHINGTON ROAD

160

155

55

60

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 1B

WASHINGTON ROAD:

CONSTRUCTION:
- CONSTRUCT EB LANES
- INSTALL TEMPORARY PAVEMENT

TRAFFIC:
- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO WB SIDE

30TH AVENUE:

CONSTRUCTION:
- SOUTH OF WASHINGTON ROAD: CONSTRUCT SB LANES & INSTALL TEMPORARY PAVEMENT
- NORTH OF WASHINGTON ROAD: CONSTRUCT SB LEFT-TURN LANES

TRAFFIC:
- SOUTH OF WASHINGTON ROAD: ROAD CLOSED TO SB TRAFFIC, SINGLE LANE NB TRAFFIC ONLY
- NORTH OF WASHINGTON ROAD: SHIFT SB TRAFFIC ONTO NEWLY CONSTRUCTED LANES

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1B OVERVIEW	SHEET 73	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025102-S1B-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:02 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 1C

WASHINGTON ROAD:

CONSTRUCTION:

- WEST OF 30TH AVENUE: CONSTRUCT INSIDE EB LANE AND LEFT-TURN LANE
- EAST OF 30TH AVENUE: CONSTRUCT REMAINING DRIVEWAYS AND SIDEWALK ALONG EB LANES

TRAFFIC:

- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO WB SIDE

30TH AVENUE:

CONSTRUCTION:

- NONE

TRAFFIC:

- SOUTH OF WASHINGTON ROAD: ROAD CLOSED TO SB TRAFFIC, SINGLE LANE NB TRAFFIC ONLY
- NORTH OF WASHINGTON ROAD: SB TRAFFIC RUNNING ON NEWLY CONSTRUCTED LANES

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1C OVERVIEW	SHEET 74	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025103-S1C-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:03 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 1D

WASHINGTON ROAD:

CONSTRUCTION:
- CONSTRUCT REMAINING EB LANES AND SIDEWALK

TRAFFIC:
- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO WB SIDE

30TH AVENUE:

CONSTRUCTION:
- CONSTRUCT NB LANES
- INSTALL TEMPORARY PAVEMENT

TRAFFIC:
- SOUTH OF WASHINGTON ROAD: ROAD CLOSED TO SB TRAFFIC, SINGLE LANE NB TRAFFIC ONLY CROSSED OVER TO SB SIDE
- NORTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO SB SIDE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1D OVERVIEW	SHEET 75	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025104-S1D-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:03 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 2A

WASHINGTON ROAD:

CONSTRUCTION:
- CONSTRUCT WB LANES EAST OF 30TH AVENUE

TRAFFIC:
- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO EB SIDE

30TH AVENUE:

CONSTRUCTION:
- CONSTRUCT REMAINING NB LANES

TRAFFIC:
- SOUTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO SB SIDE
- NORTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO SB SIDE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2A OVERVIEW	SHEET 76	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025105-S2A-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:04 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 2B

WASHINGTON ROAD:

CONSTRUCTION:
- CONSTRUCT WB LANES WEST OF 30TH AVENUE

TRAFFIC:
- SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO EB SIDE

30TH AVENUE:

CONSTRUCTION:
- CONSTRUCT REMAINING SB LANES AND SIDEWALK WITHIN THE INTERSECTION

TRAFFIC:
- SOUTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO NB SIDE
- NORTH OF WASHINGTON ROAD: SINGLE BI-DIRECTIONAL TRAFFIC CROSSED OVER TO NB SIDE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2B OVERVIEW	SHEET 77	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025106-S2B-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:05 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WASHINGTON ROAD

55

60

160

155

150

32ND AVENUE

31ST AVENUE

30TH AVENUE

29TH AVENUE

28TH AVENUE

40TH STREET

LEGEND

WORK AREA

STAGE 3

WASHINGTON ROAD:

CONSTRUCTION:
- REMOVE TEMPORARY PAVEMENT
- CONSTRUCT REMAINING MEDIANS

TRAFFIC:
- INSIDE SINGLE LANE CLOSURES FOR EB AND WB TRAFFIC

30TH AVENUE:

CONSTRUCTION:
- REMOVE TEMPORARY PAVEMENT
- CONSTRUCT REMAINING MEDIANS

TRAFFIC:
- INSIDE SINGLE LANE CLOSURES FOR NB AND SB TRAFFIC

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 78	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\025107-S3-OVERVIEW.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:05 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

350'

WASHINGTON ROAD

MB

51+00

52

MATCHLINE STA. 52+00

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W9-2L

32ND AVENUE

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

ROAD
WORK
AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - PRE STAGE	SHEET 79	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA. 154+75

MATCHLINE STA. 150+75

MATCHLINE STA. 52+00

MATCHLINE STA. 59+25

30TH AVENUE

31ST AVENUE

WASHINGTON ROAD

WASHINGTON ROAD

53+00

54+00

55+00

56+00

57+00

58+00

59+00

154+00

153+00

152+00

151+00

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

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

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

ONE WAY
R6-2R
24"X30"

SPEED LIMIT
25
R2-1
24"X30"

R3-2
24"X24"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

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

WO1-6
48" X 24"
TYPE III BARRICADE

ONE WAY
R6-2R
24"X30"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - PRE STAGE	SHEET 80	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - PRE STAGE	SHEET 81	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - PRE STAGE	SHEET 82	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - PRE STAGE	SHEET 83	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - PRE STAGE	SHEET 84	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - PRE STAGE	SHEET 85	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026000-PRE.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:06 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"

350'

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

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

WASHINGTON ROAD

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

51+00

52-

MATCHLINE STA. 52+00

350'
350'
350'

W10-2L

SPEED LIMIT 25
R2-1
24"X30"

32ND AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5CL

ROAD WORK AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1A	SHEET 86	E

FILE NAME : X:\MIL\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:07 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA. 154+75

MAINTAIN ACCESS FOR TRUCK DELIVERIES. COORDINATE WITH BUSINESS OWNER ON DRIVEWAY CLOSURES, SEE SPECIAL PROVISIONS

WO1-6 48" X 24"

TYPE III BARRICADE

ONE WAY R6-2R 24"X30"

R3-2 24"X24"

WASHINGTON ROAD

30TH AVENUE

DO NOT ENTER R5-1

W6-4 12"X18"

53+00 54+00 55+00 56+00 57+00 58+00 59+00

158+00

MATCHLINE STA. 52+00

MATCHLINE STA. 59+25

R11-2 48" X 30"

ROAD CLOSED

STOP R1-1 30"X30"

31ST AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD W20-1

ONE WAY R6-2L 24"X30"

152+00

151+00

MATCHLINE STA. 150+75

N

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1A	SHEET 87	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:07 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

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

WO1-4R

WO1-6
48" X 24"
TYPE III BARRICADE

W6-4
12"X18"

SPEED LIMIT 25
R2-1
24"X30"

350'

WASHINGTON ROAD

W6-4
12"X18"

60+00 61+00 62+00 63+00

W4-6L
36"X36"

MATCHLINE STA. 59+25

MATCHLINE A-A

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

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

350'

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

29TH AVENUE

28TH AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1A	SHEET 88	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 03
PLOT DATE : 11/1/2024 11:07 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

350'

W20-2A

LEFT LANE CLOSED AHEAD

350'

W20-3A

ROAD WORK AHEAD

350'

W20-1A

WASHINGTON ROAD

MATCHLINE A-A

350'

END ROAD WORK

G20-2A

48"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1A	SHEET 89	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:08 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1A	SHEET 90	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2024 11:08 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

MAINTAIN ACCESS, STAGE DRIVEWAY CONSTRUCTION SEE SPECIAL PROVISIONS

CONCRETE PAVEMENT 8-INCH HES

MAINTAIN ACCESS, STAGE DRIVEWAY CONSTRUCTION SEE SPECIAL PROVISIONS

W01-6
48" X 24"

TYPE III BARRICADE

W01-4R

W01-4L

N

MATCHLINE STA. 154+75

MATCHLINE STA. 162+25

156+00

157+00

158+00

159+00

160+00

161+00

162+00

30TH AVENUE

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

SPEED LIMIT 25
R2-1
24"X30"

W6-4
12"X18"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1A	SHEET 91	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:08 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

200'

200'

200'

MATCHLINE STA. 162+25

163+00

30TH AVENUE

34TH STREET

200'

END ROAD WORK
G20-2A
48"X24"

35TH STREET

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

34TH STREET

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1A	SHEET 92	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026001-S1A.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:08 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"

350'

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

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

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

WASHINGTON ROAD

51+00

52

MATCHLINE STA. 52+00

350'
350'
350'

W20-4L

SPEED LIMIT 25
R2-1
24"X30"

32ND AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W9-2L

ROAD WORK AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1B	SHEET 93	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA. 154+75

30TH AVENUE

154+00

WO1-6
48" X 24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

TYPE III BARRICADE

WASHINGTON ROAD

DO NOT ENTER
R5-1

W6-4
12"X18"

53+00

54+00

55+00

56+00

57+00

58+00

59+00

158+00

MATCHLINE STA. 52+00

MATCHLINE STA. 59+25

CONCRETE PAVEMENT 8-INCH HES

R11-2
48" X 30"

ROAD CLOSED

STA. 152+58.32

MAINTAIN ACCESS FOR TRUCK DELIVERIES. COORDINATE WITH BUSINESS OWNER ON DRIVEWAY CLOSURES, SEE SPECIAL PROVISIONS

STOP
R1-1
30"X30"

31ST AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1

R6-2L
24"X30"

R3-1
24"X24"

152+00

151+00

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1B	SHEET 94	E

FILE NAME : X:\MIL\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

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

WO1-4R

WO1-6
48" X 24"
TYPE III BARRICADE

W6-4
12"X18"

SPEED LIMIT 25
R2-1
24"X30"

350'

WASHINGTON ROAD

W6-4
12"X18"

60+00 61+00 62+00 63+00

W4-6L
36"X36"

MATCHLINE STA. 59+25

MATCHLINE A-A

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

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

350'

29TH AVENUE

28TH AVENUE

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1B	SHEET 95	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 03
PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

350'

W20-2A

350'

LEFT LANE CLOSED AHEAD

W20-5A

350'

ROAD WORK AHEAD

W20-1A

WASHINGTON ROAD

MATCHLINE A-A

350'

END ROAD WORK

G20-2A

48"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1B	SHEET 96	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A

40TH STREET

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

END ROAD WORK
G20-2A
48"X24"

200'

WO1-6
48" X 24"

TYPE III BARRICADE

PK-1 STS

MATCHLINE STA. 150+75

146+00

147+00

148+00

149+00

150+00

30TH AVENUE

200'

200'

ROAD WORK AHEAD
W20-1A

WO1-4R

WO1-6
48" X 24"

TYPE III BARRICADE

SPEED LIMIT
25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

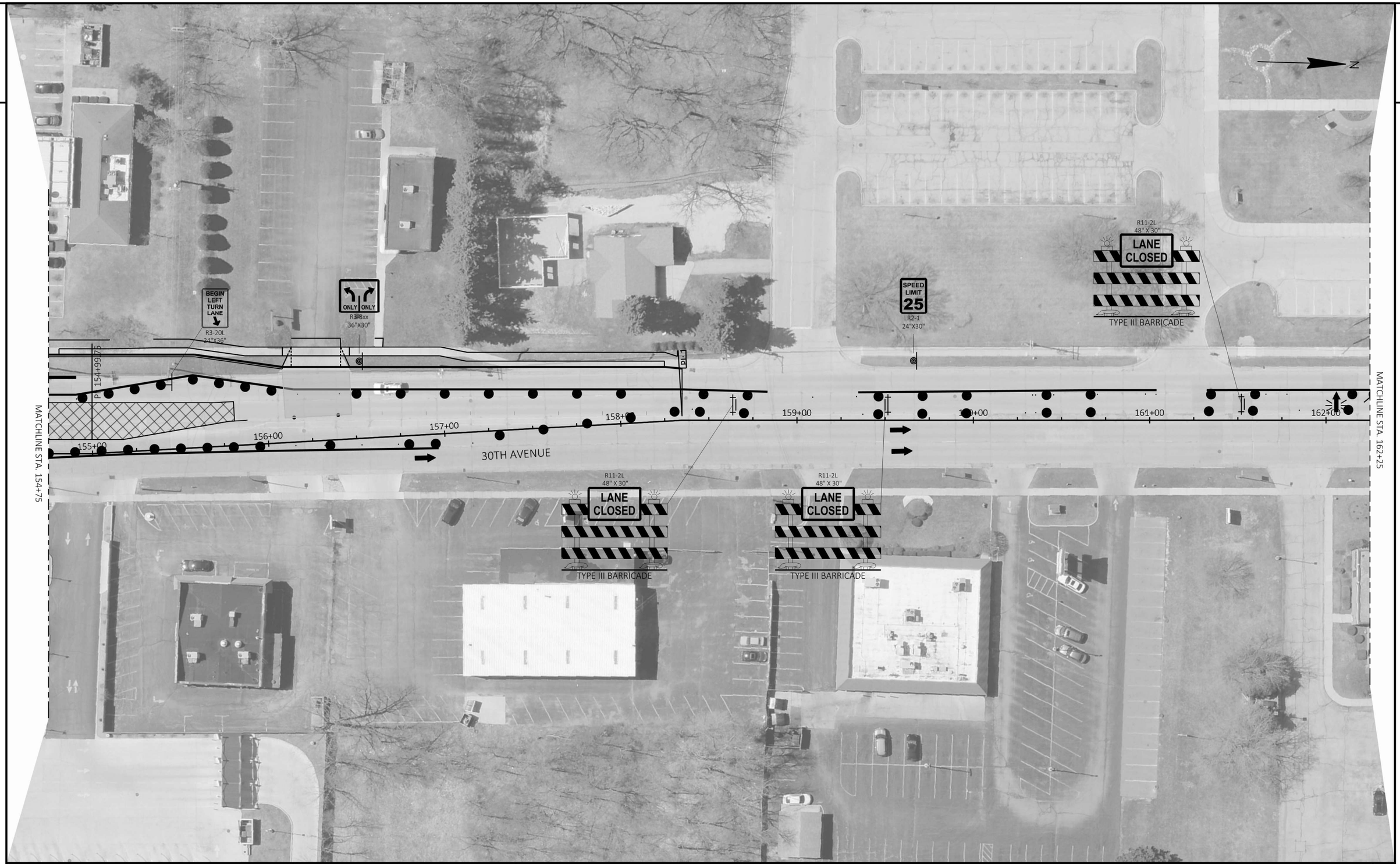
ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1B	SHEET 97	E

2

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1B	SHEET 98	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

200'

200'

200'

30TH AVENUE

34TH STREET

MATCHLINE STA. 162+25

163+00

200'

END ROAD WORK
G20-2A
48"X24"

35TH STREET

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

34TH STREET

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1B	SHEET 99	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:09 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"

350'

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

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

WASHINGTON ROAD

51+00

52-

MATCHLINE STA. 52+00

350'
350'
350'

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W9-2L

W9-4L

32ND AVENUE

SPEED LIMIT 25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

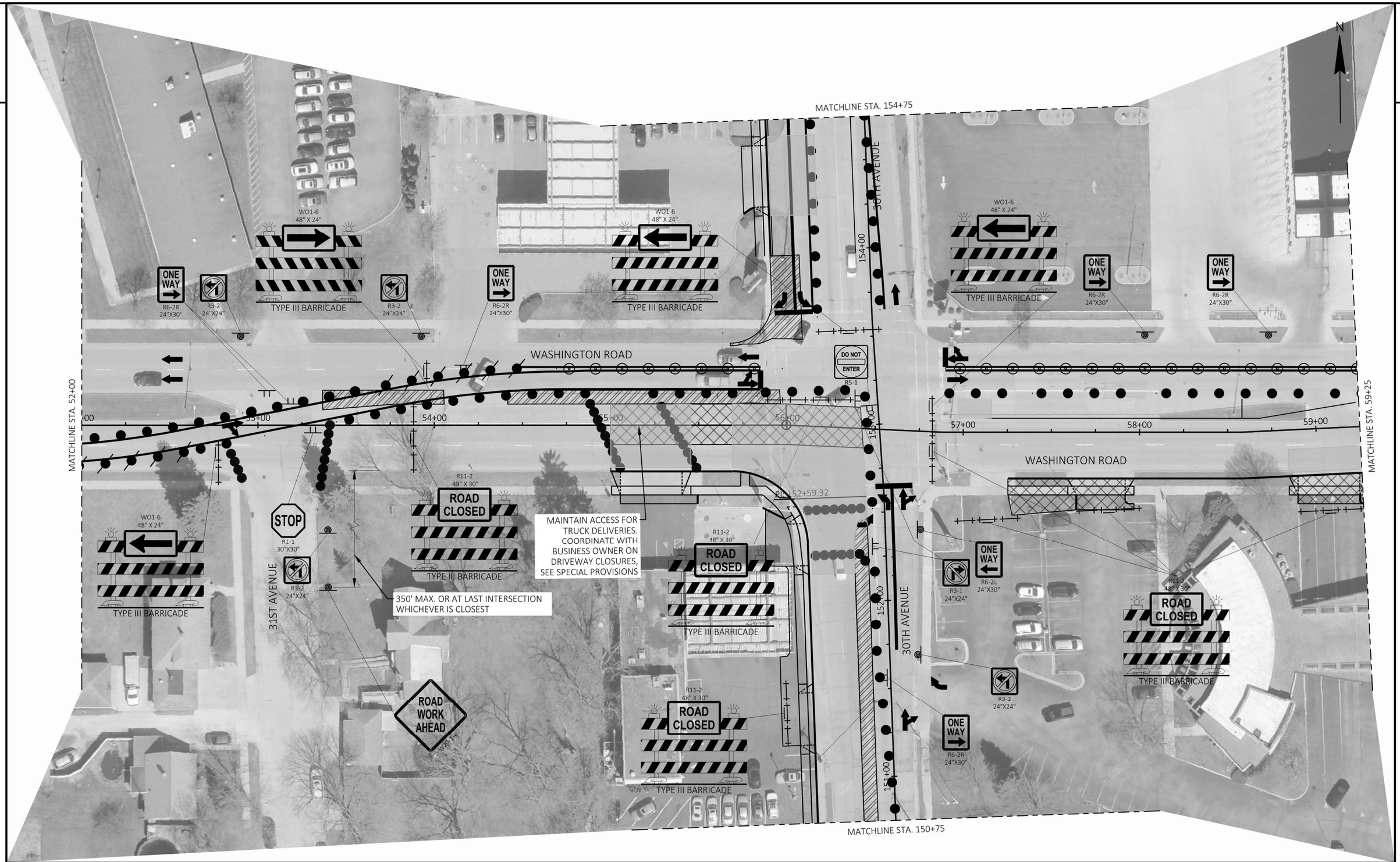
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1C	SHEET 100	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:10 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1C	SHEET 101	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:10 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

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

W01-4R

WO1-6
48" X 24"
TYPE III BARRICADE

W6-4
12"X18"

SPEED LIMIT 25
R2-1
24"X30"

350'

WASHINGTON ROAD

W6-4
12"X18"

60+00 61+00 62+00 63+00

W4-6L
36"X36"

MATCHLINE STA. 59+25

MATCHLINE A-A

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

STOP
R1-1
30"X30"

29TH AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

28TH AVENUE

WO1-6
48" X 24"
TYPE III BARRICADE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

350'

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1C	SHEET 102	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:10 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1C	SHEET 103	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:10 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

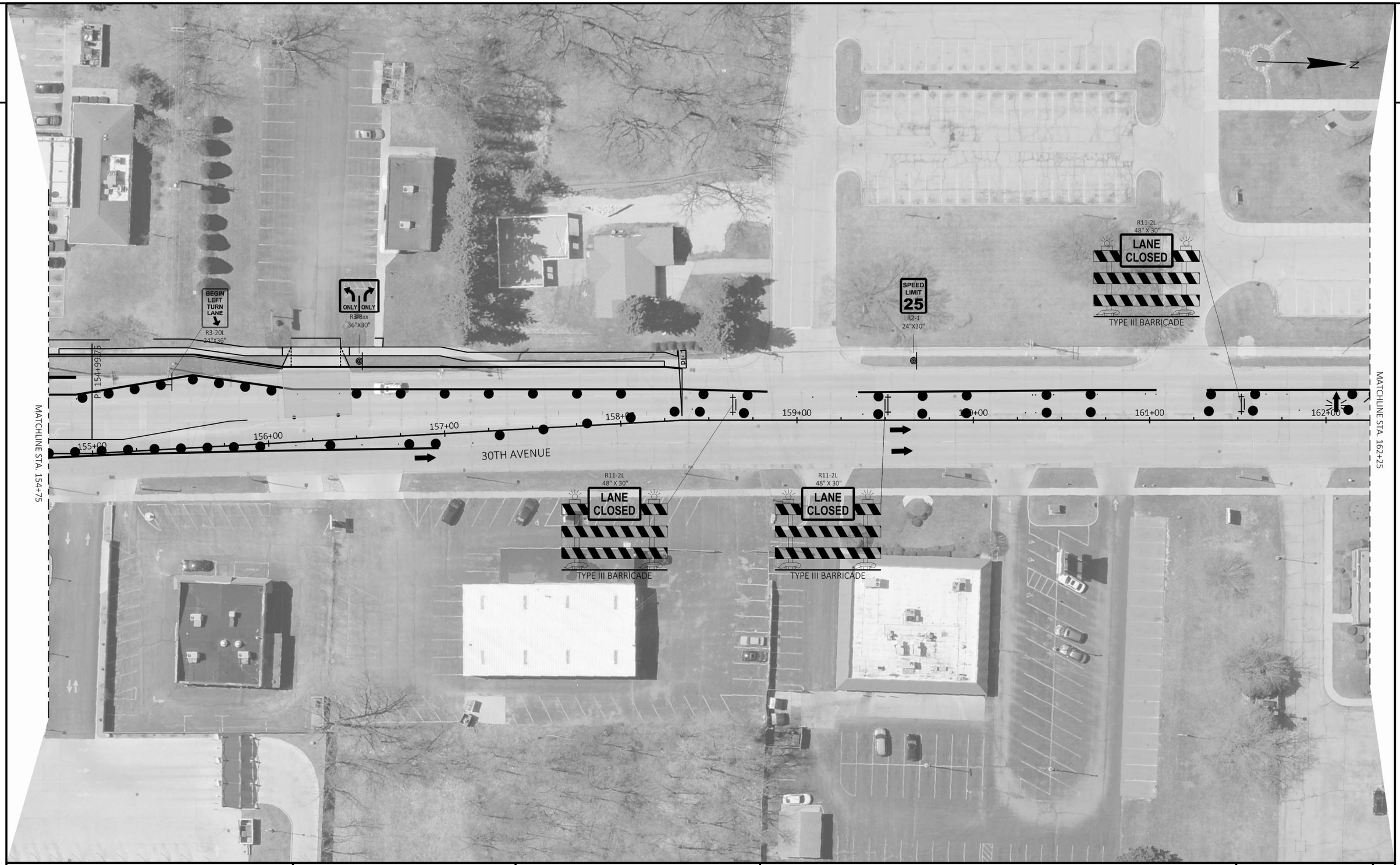
2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1C	SHEET 104	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 05
PLOT DATE : 11/1/2024 11:10 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1C	SHEET 105	E

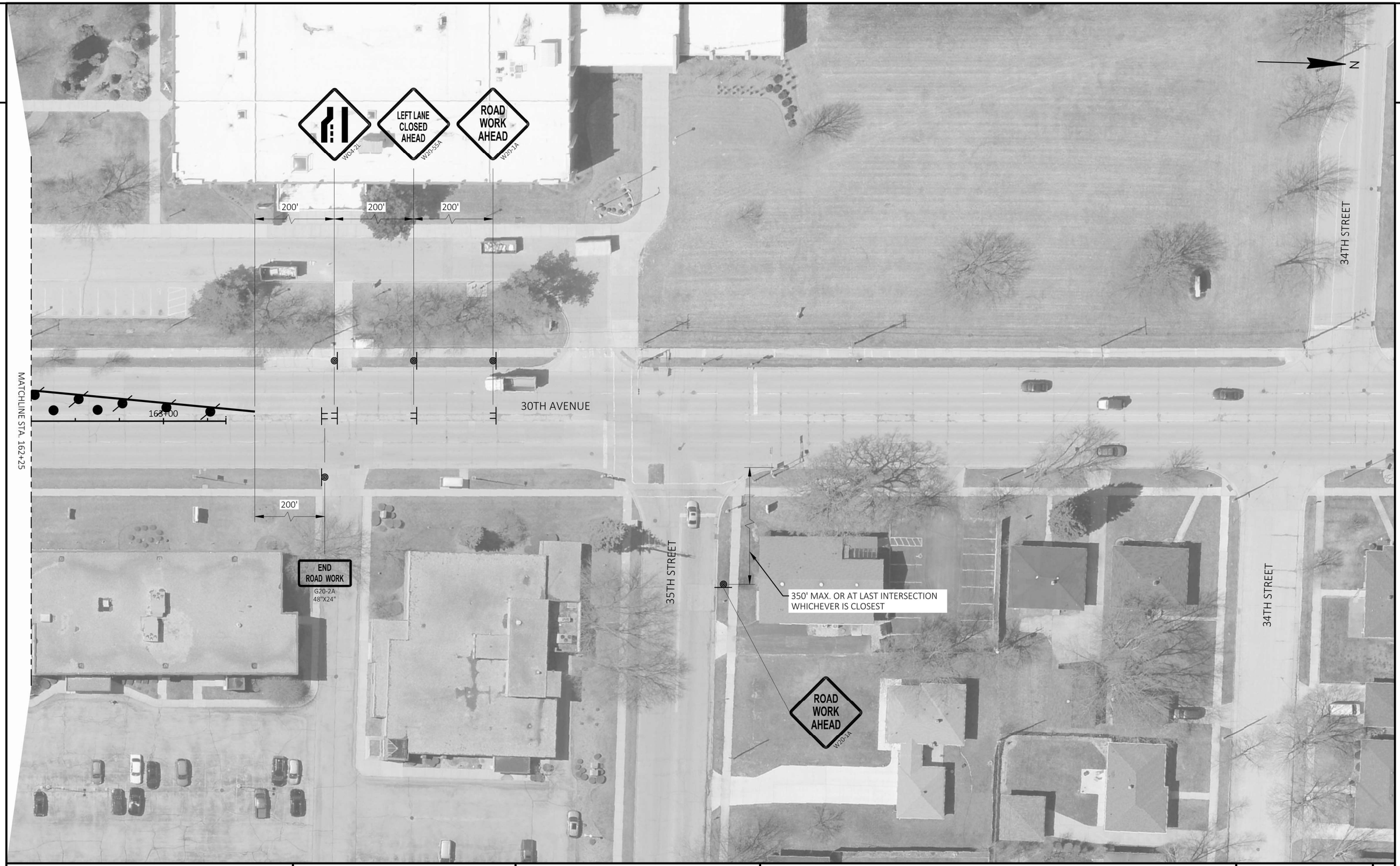
FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:11 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1C	SHEET 106	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:11 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"

350'

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

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

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

WASHINGTON ROAD

51+00

52

MATCHLINE STA. 52+00

350'
350'
350'

W20-1A
ROAD WORK AHEAD

W20-5A
LEFT LANE CLOSED AHEAD

W21-2L

W01-4L

32ND AVENUE

SPEED LIMIT 25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

W20-1A
ROAD WORK AHEAD

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1D	SHEET 107	E

2

2

N

MATCHLINE STA. 154+75

MATCHLINE STA. 52+00

MATCHLINE STA. 59+25

MATCHLINE STA. 150+75

WASHINGTON ROAD

30TH AVENUE

31ST AVENUE

WO1-6
48" X 24"

R6-2R
24"X30"

R3-2
24"X24"

TYPE III BARRICADE

R11-2
48" X 30"

ROAD CLOSED

W6-4
12"X18"

DO NOT ENTER
R5-1

STOP
R1-1
30"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1

R3-1
24"X24"

R6-2L
24"X30"

PI 152+59.32

53+00

54+00

55+00

56+00

57+00

58+00

59+00

154+00

153+00

152+00

151+00

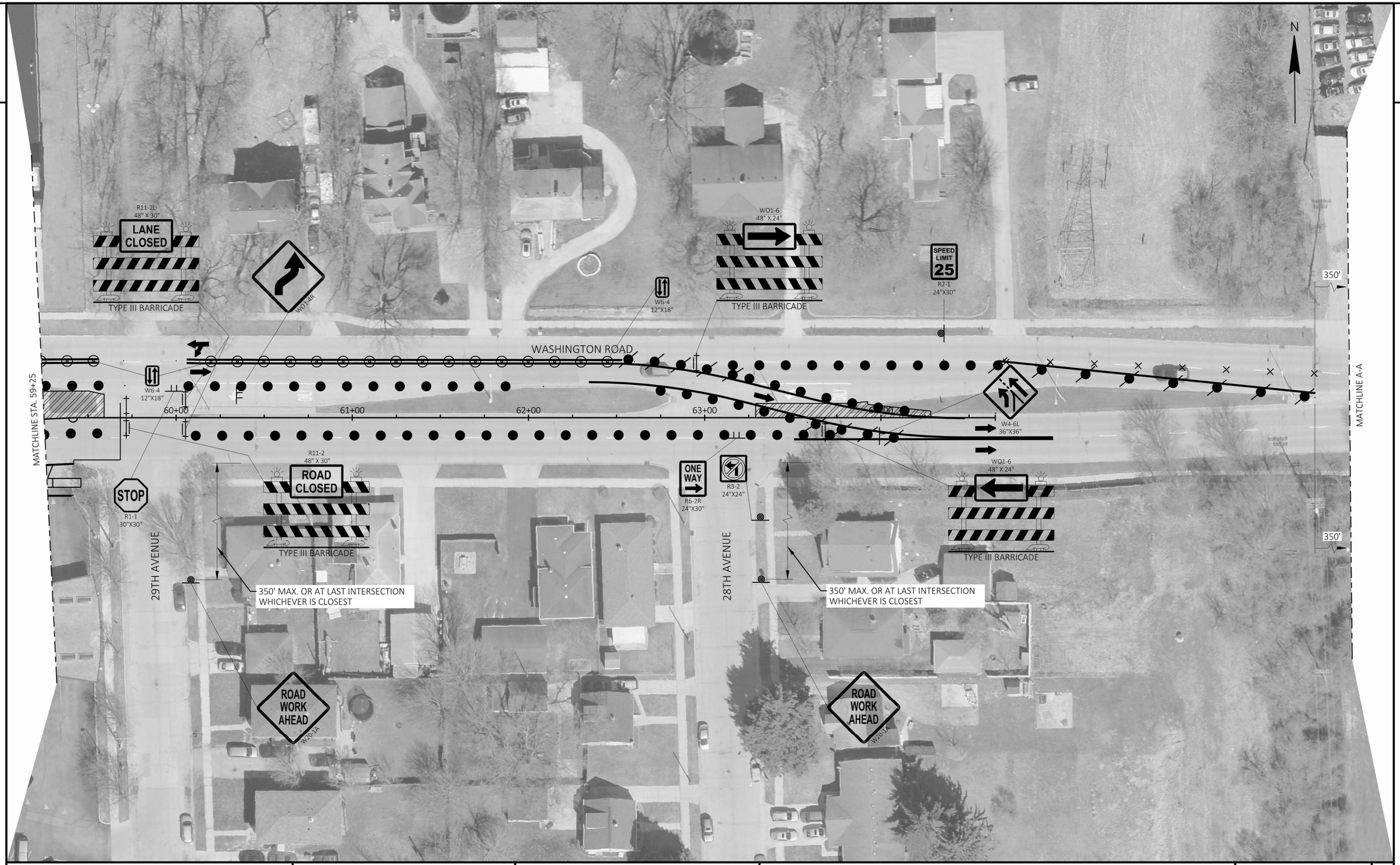
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1D	SHEET 108	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026004-S1D.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:12 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1D	SHEET 109	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026004-S1D.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:12 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

350'

W20-2A

350'

LEFT LANE CLOSED AHEAD

W20-3SA

350'

ROAD WORK AHEAD

W20-1A

WASHINGTON ROAD

MATCHLINE A-A

350'

END ROAD WORK

G20-2A

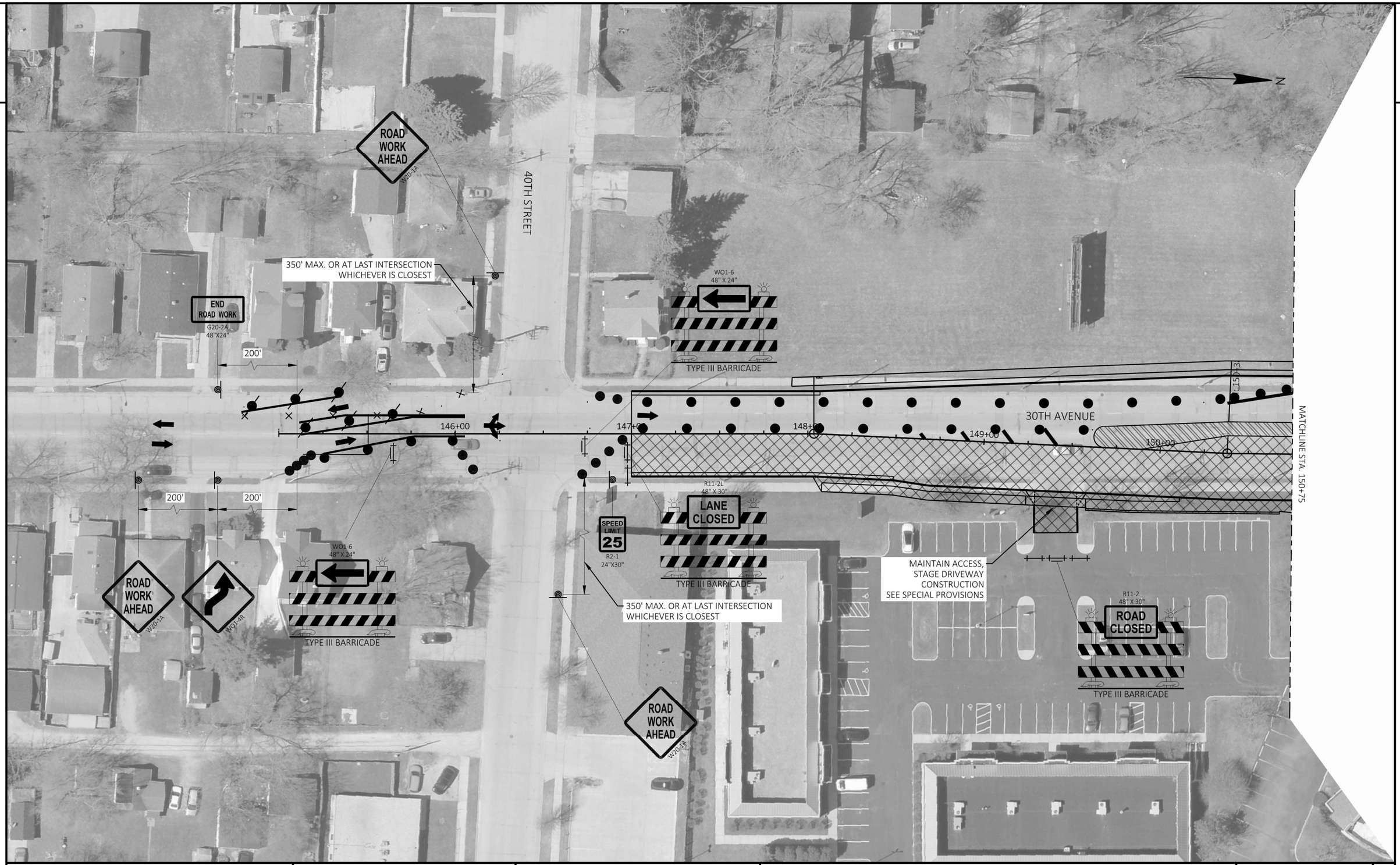
48"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 1D	SHEET 110	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026004-S1D.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:12 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1D	SHEET 111	E

2

2

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

ONLY ONLY
R3-8xx
36"X30"

W01-4R

SPEED LIMIT 25
R2-1
24"X30"

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

MATCHLINE STA. 154+75

155+00
156+00
157+00
158+00
159+00
160+00
161+00
162+00

30TH AVENUE

MAINTAIN ACCESS,
ALTERNATE DRIVEWAY
CONSTRUCTION
SEE SPECIAL PROVISIONS

W01-6
48" X 24"
TYPE III BARRICADE

W4-6L
36"X36"

MATCHLINE STA. 162+25

N

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1D	SHEET 112	E

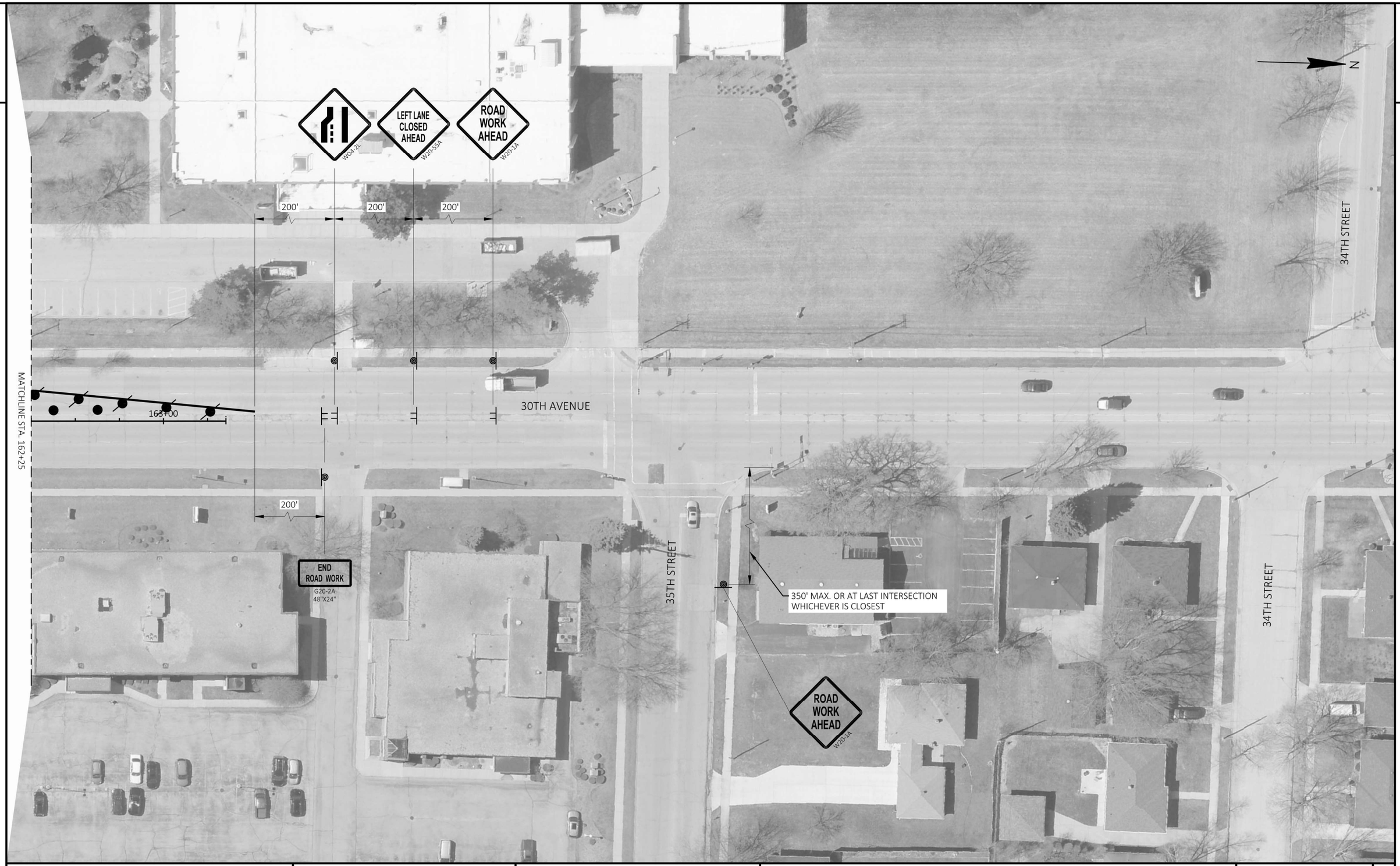
FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026004-S1D.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:12 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 1D	SHEET 113	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026004-S1D.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:12 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

350'

WASHINGTON ROAD

51+00

52

MATCHLINE STA. 52+00

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W9-2L

32ND AVENUE

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

ROAD
WORK
AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2A	SHEET 114	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:13 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 154+75

30TH AVENUE

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

WO1-6
48" X 24"

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

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

W6-4
12"X18"

152+00

PI: 56+87.75

PI: 58+58.07

MATCHLINE STA. 52+00

53+00

54+00

55+00

56+00

57+00

58+00

59+00

WASHINGTON ROAD

158+00

W6-4
12"X18"

W6-4
12"X18"

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

ONE WAY
R6-2R
24"X30"

PI: 152+59.32

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

SPEED LIMIT 25
R2-1
24"X30"

R3-2
24"X24"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

31ST AVENUE

ROAD WORK AHEAD
W20-1

152+00

30TH AVENUE

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

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

151+00

MATCHLINE STA. 150+75

MATCHLINE STA. 59+25

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2A	SHEET 115	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:13 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

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

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

WO1-6
48" X 24"
TYPE III BARRICADE

SPEED LIMIT 25
R2-1
24"X30"

WO1-4L

PI\ 59+41.3

STOP
R1-1
30"X30"

DO NOT ENTER
R5-1

WASHINGTON ROAD

60+00

61+00

62+00

63+00

64+00

MATCHLINE STA. 59+25

MATCHLINE A-A

R3-1
24"X24"

W6-4
12"X18"

W6-4
12"X18"

ONE WAY
R6-2R
24"X30"

R3-2
24"X2

WO1-6
48" X 24"
TYPE III BARRICADE

29TH AVENUE

28TH AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2A	SHEET 116	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:13 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE A-A

WASHINGTON ROAD

W04-2R

200'

RIGHT LANE CLOSED AHEAD
W20-5A

200'

ROAD WORK AHEAD
W20-1A

200'

200'

END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2A	SHEET 117	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:13 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-3A

WO1-6
48" X 24"

TYPE III BARRICADE

END ROAD WORK
G20-2A
48"X24"

200'

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

40TH STREET

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

WO1-4L

146+00

147+00

148+00

149+00

150+00

WOOD ROAD

Pl-150+03

MATCHLINE STA. 150+75

200'

200'

ROAD WORK AHEAD
W20-3A

WO1-4L

WO1-6
48" X 24"

TYPE III BARRICADE

SPEED LIMIT
25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-3A

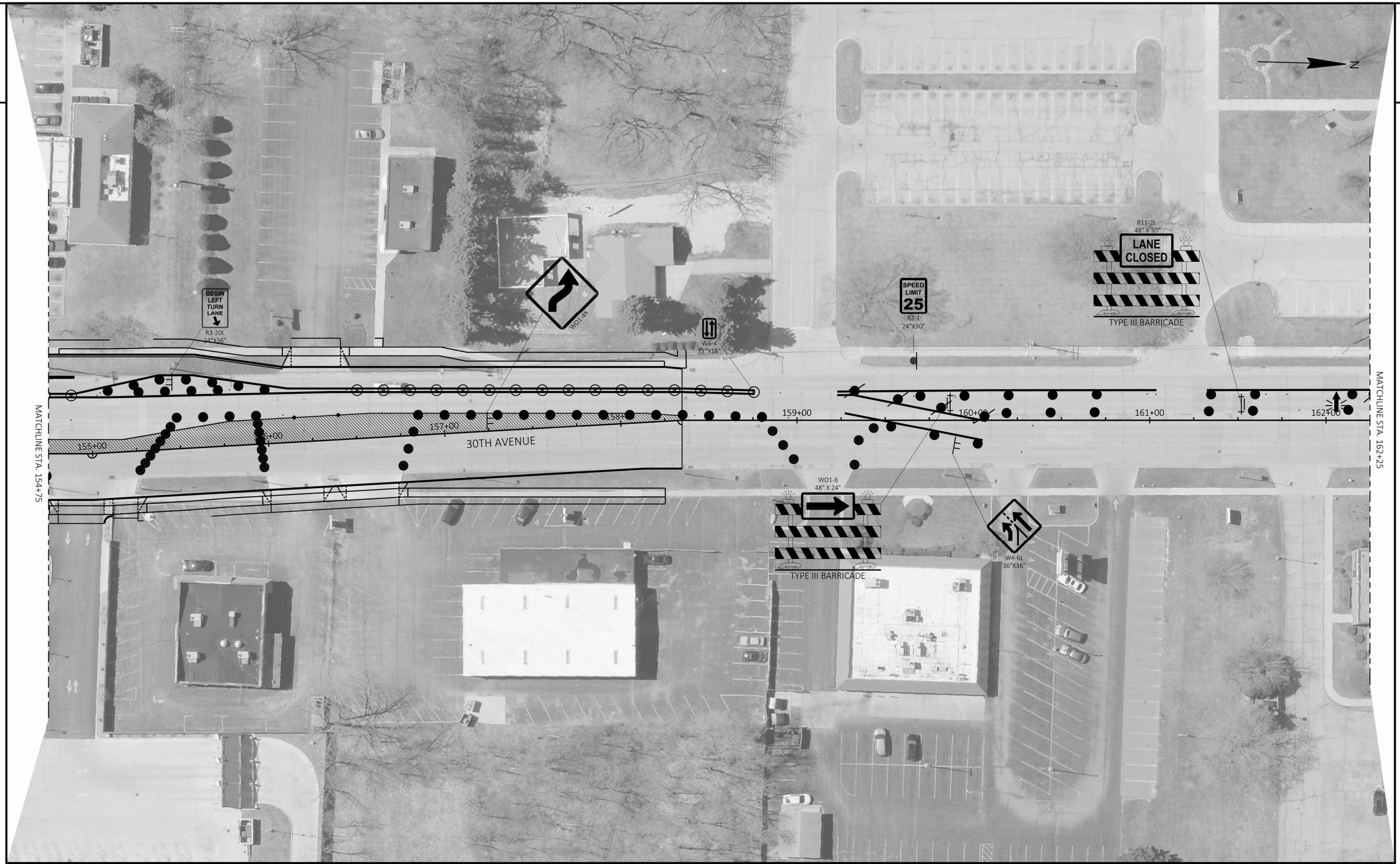
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2A	SHEET 118	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2024 11:13 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



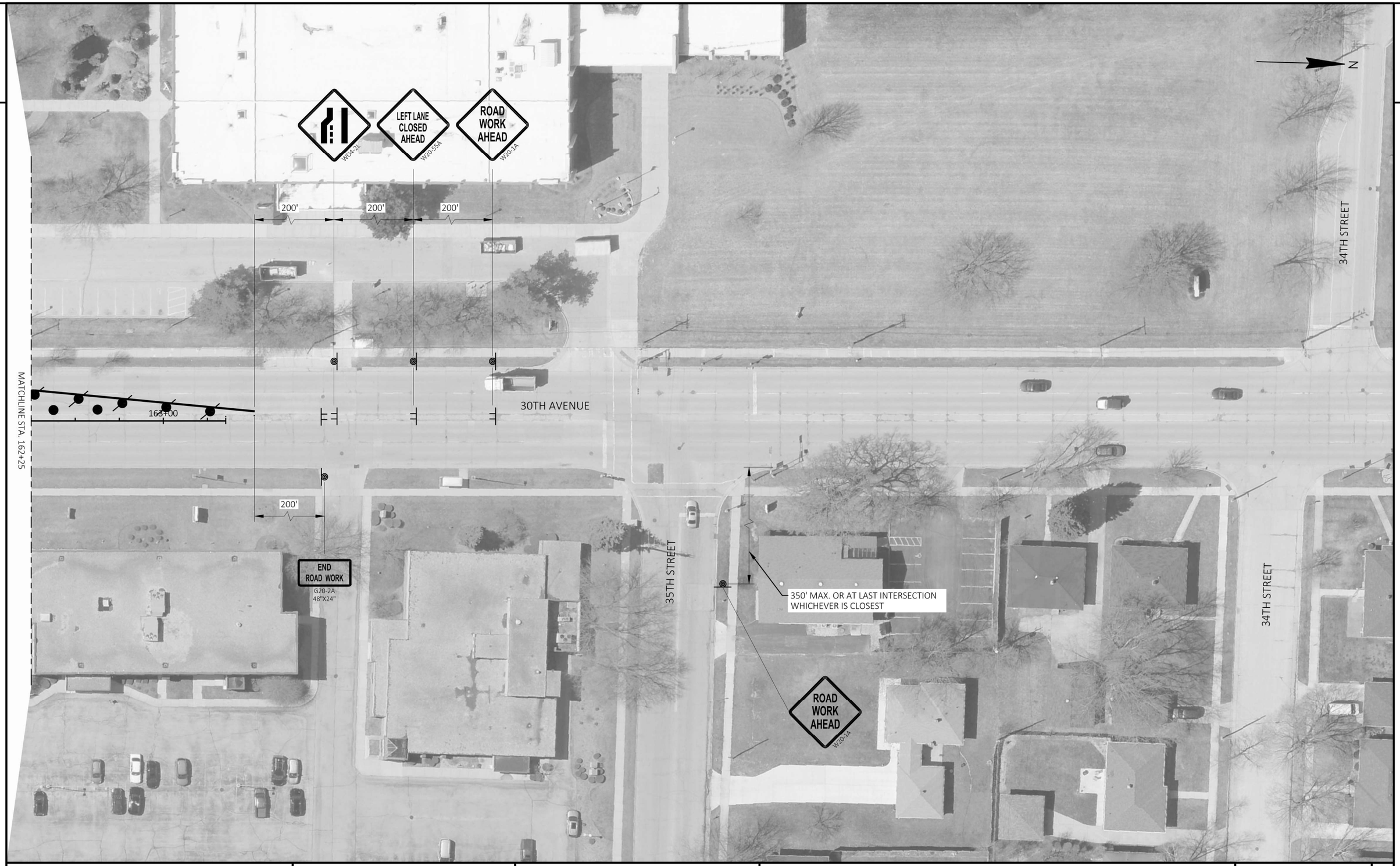
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2A	SHEET 119	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:14 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2A	SHEET 120	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026005-S2A.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:14 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

END
ROAD WORK
G20-2A
48"X24"

350'

WASHINGTON ROAD

51+00

52

MATCHLINE STA. 52+00

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W9-2L

32ND AVENUE

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

ROAD
WORK
AHEAD
W20-1A

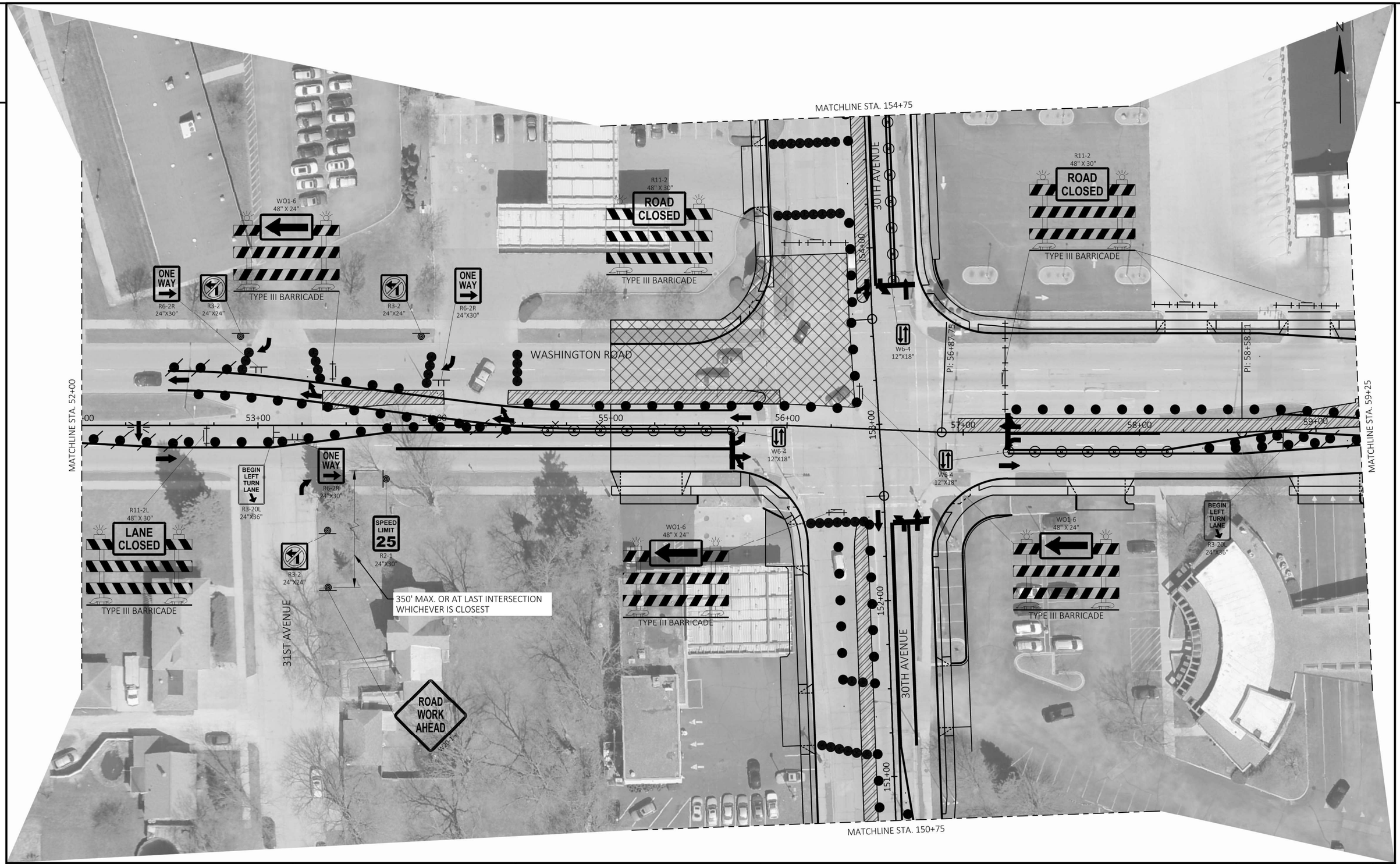
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2B	SHEET 121	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:14 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2B	SHEET 122	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:14 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

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

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

WO1-6
48" X 24"
TYPE III BARRICADE

SPEED LIMIT 25
R2-1
24"X30"

WO1-4L

PI: 59+41.3

STOP
R1-1
30"X30"

DO NOT ENTER
R5-1

WASHINGTON ROAD

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

MATCHLINE STA. 59+25

R3-1
24"X24"

W6-4
12"X18"

W6-4
12"X18"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

WO1-6
48" X 24"
TYPE III BARRICADE

29TH AVENUE

28TH AVENUE

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

MATCHLINE A-A

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2B	SHEET 123	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:15 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE A-A

W04-2R

200'

RIGHT LANE CLOSED AHEAD
W20-5A

200'

ROAD WORK AHEAD
W20-1A

200'

200'

END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 2B	SHEET 124	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:15 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2B	SHEET 125	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 05
PLOT DATE : 11/1/2024 11:15 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA. 154+75

155+00

156+00

157+00

158+00

159+00

160+00

161+00

162+00

MATCHLINE STA. 162+25

30TH AVENUE

SPEED LIMIT 25
R2-1
24"X30"

W1-4L

W6-4
12"X18"

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

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2B	SHEET 126	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:15 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 2B	SHEET 127	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026006-S2B.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:15 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

350'

WASHINGTON ROAD

51+00

52

MATCHLINE STA. 52+00

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W9-2L

32ND AVENUE

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 3	SHEET 128	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2024 11:16 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

MATCHLINE STA. 154+75

30TH AVENUE

154+00

WO1-6
48" X 24"

TYPE III BARRICADE

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

WASHINGTON ROAD

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

MATCHLINE STA. 52+00

52+00

53+00

54+00

55+00

56+00

153+00

57+00

58+00

59+00

MATCHLINE STA. 59+25

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

ONE WAY
R6-2R
24"X30"

31ST AVENUE

SPEED LIMIT
25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

ROAD WORK AHEAD
W20-1P

152+00

30TH AVENUE

WO1-6
48" X 24"

TYPE III BARRICADE

151+00

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 3	SHEET 129	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:16 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

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

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

SPEED LIMIT 25
R2-1
24"X30"

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

350'

WASHINGTON ROAD

MATCHLINE STA. 59+25

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

MATCHLINE A-A

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

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

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

350'

29TH AVENUE

28TH AVENUE

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 3	SHEET 130	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:16 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

350'

W20-3A

LEFT LANE CLOSED AHEAD

350'

W20-1A

ROAD WORK AHEAD

350'

WASHINGTON ROAD

MATCHLINE A-A

350'

END ROAD WORK

G20-2A

48"X24"

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : WASHINGTON ROAD - STAGE 3	SHEET 131	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2024 11:16 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

N

ROAD WORK AHEAD
W20-1A

40TH STREET

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

END ROAD WORK
G20-2A
48"X24"

200'

WO1-6
48" X 24"

TYPE III BARRICADE

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

MATCHLINE STA. 150+75

30TH AVENUE

200' 200'

ROAD WORK AHEAD
W20-1A

WO1-4R

WO1-6
48" X 24"

TYPE III BARRICADE

SPEED LIMIT 25
R2-1
24"X30"

350' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSEST

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

ROAD WORK AHEAD
W20-4R

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 3	SHEET 132	E

2

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

N

W04-2L

LEFT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

200' 200' 200'

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

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

SPEED LIMIT 25
R2-1
24"X30"

MATCHLINE STA. 154+75

158+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

30TH AVENUE

MATCHLINE STA. 162+25

WO1-6
48" X 24"
TYPE III BARRICADE

200'

END ROAD WORK
G20-2A
48"X24"

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 3	SHEET 133	E

FILE NAME : X:\MIL\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2024 11:16 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

30TH AVENUE

34TH STREET

MATCHLINE STA. 162+25

163+00

35TH STREET

350' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSEST

ROAD
WORK
AHEAD
W20-1A

34TH STREET

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	TRAFFIC CONTROL : 30TH AVENUE - STAGE 3	SHEET 134	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\026007-S3.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2024 11:16 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

WASHINGTON ROAD

30TH AVENUE

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

155+00 154+00 153+00 152+00 151+00

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PRESTAGE PEDESTRIAN ACCOMMODATIONS	SHEET 135	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-SPRE.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:17 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

MATCHLINE STA. 154+75

30TH AVENUE

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

M4-6OL
30"X24"

WASHINGTON ROAD

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

M4-6OL
30"X24"

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

154+00 153+00 152+00 151+00

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
"TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

PI 152+59.32

R9-9A
30"X18"

SIDEWALK CLOSED AHEAD

M4-9BL
30"X24"

DETOUR

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 136	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P1.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:18 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 137	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P1.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:18 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 138	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P1.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:18 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

2

MATCHLINE STA. 154+75

30TH AVENUE

WASHINGTON ROAD

M4-60L 30"X24"

DETOUR M4-9BR 30"X24"

M4-60L 30"X24"

DETOUR M4-9BR 30"X24"

154+00

153+00

152+00

151+00

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

PI 152+59.32

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BL 30"X24" DETOUR

R9-9 24"X12" SIDEWALK CLOSED

M4-60L 30"X24"

DETOUR M4-9BR 30"X24"

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 139	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P2.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:19 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 140	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P2.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:19 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1A - PHASE 1

MATCHLINE STA. 154+75

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

30TH AVENUE

N

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 141	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P2.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:19 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION "TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

WASHINGTON ROAD

30TH AVENUE

155+00

154+00

153+00

152+00

151+00

53+00

54+00

55+00

56+00

57+00

58+00

59+00

60+00

DETOUR M4-60L 30"X24"

DETOUR M4-9BR 30"X24"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

R9-9A SIDEWALK CLOSED AHEAD 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

PI 152+59.32

DETOUR M4-9BR 30"X24"

DETOUR M4-9BR 30"X24"

M4-60L 30"X24"

MATCHLINE STA. 150+75

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 3	SHEET 142	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P3.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:20 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1A PEDESTRIAN ACCOMMODATIONS - PHASE 3	SHEET 143	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1A - P3.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:20 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

WASHINGTON ROAD

30TH AVENUE

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

155+00 154+00 153+00 152+00 151+00

PI 152+59.32

DETOUR
M4-9BR
30"X24"

M4-60L
30"X24"

TEMPORARY MARKING
CROSSWALK REMOVABLE
TAPE 6-INCH

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD

M4-9BL
30"X24"
DETOUR

SIDEWALK CLOSED
R9-9
24"X12"

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1B PEDESTRIAN ACCOMMODATIONS	SHEET 144	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1B.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:21 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1B PEDESTRIAN ACCOMMODATIONS	SHEET 145	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1B.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:21 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

2

WASHINGTON ROAD

30TH AVENUE

29TH AVENUE

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

155+00 154+00 153+00 152+00 151+00

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60L
30"X24"

RL 152+59.32

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1B

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1C PEDESTRIAN ACCOMMODATIONS	SHEET 146	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1C.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2024 11:22 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1C PEDESTRIAN ACCOMMODATIONS	SHEET 147	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1C.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:22 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

TEMPORARY ASPHALT

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

30TH AVENUE

WASHINGTON ROAD

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

155+00 154+00 153+00

RL 152+59.32

DETOUR M4-9BR 30"X24"

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

152+00 151+00

29TH AVENUE

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 148	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P1.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:23 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

MATCHLINE STA. 154+75

30TH AVENUE

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 149	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P1.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:23 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 150	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P1.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:23 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

TEMPORARY ASPHALT

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

155+00

154+80

30TH AVENUE

WASHINGTON ROAD

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

150+00

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION "TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

152+00

151+00

29TH AVENUE

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 151	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P2.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:24 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

MATCHLINE STA. 154+75

158+08

156+00

157+00

158+00

159+00

160+00

161+00

162+00

30TH AVENUE

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1D - PHASE 1

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 152	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P2.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:24 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

146+00

147+00

148+00

149+00

150+00

MATCHLINE STA. 150+75

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1D - PHASE 1

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 1D PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 153	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S1D - P2.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2024 11:24 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

2

TEMPORARY ASPHALT

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

155+00

154+00

30TH AVENUE

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION "TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

WASHINGTON ROAD

53+00 54+00 55+00 56+00 153+00 57+00 58+00 59+00 60+00

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1D - PHASE 2

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

152+00

151+00

29TH AVENUE

MATCHLINE STA. 150+75

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 154	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2A - P1.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:25 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

MATCHLINE STA. 154+75

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

30TH AVENUE

RE-OPEN SIDEWALK CONSTRUCTED IN STAGE 1D - PHASE 1

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 155	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2A - P1.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2024 11:25 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2A PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 156	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2A - P1.DWG
LAYOUT NAME - 03
PLOT DATE : 11/1/2024 11:26 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

2

TEMPORARY ASPHALT

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY MARKING
CROSSWALK REMOVABLE
TAPE 6-INCH

DETOUR
M4-9BR
30"X24"

WASHINGTON ROAD

30TH AVENUE

155+00

154+00

153+00

152+00

151+00

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

29TH AVENUE

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2A PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 157	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2A - P2.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:26 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

TEMPORARY ASPHALT

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

155+00

154+00

153+00

152+00

151+00

30TH AVENUE

29TH AVENUE

WASHINGTON ROAD

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION "TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

DETOUR M4-9BR 30"X24"

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2A PEDESTRIAN ACCOMMODATIONS - PHASE 3	SHEET 158	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2A - P3.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:27 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

M4-60D 30"X24"

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

SIDEWALK CLOSED
R9-9 24"X12"

M4-60D 30"X24"

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

SIDEWALK CLOSED
R9-9 24"X12"

REFER TO SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION "TEMPORARY CURB RAMP PERPENDICULAR TO CURB"

155+00
154+00
153+00
152+00
151+00

30TH AVENUE

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

WASHINGTON ROAD

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

DETOUR
M4-9BR 30"X24"

29TH AVENUE

N

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2B PEDESTRIAN ACCOMMODATIONS - PHASE 1	SHEET 159	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2B - P1.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2024 11:28 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2B PEDESTRIAN ACCOMMODATIONS - PHASE 2	SHEET 160	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2B - P2.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2024 11:29 AM
PLOT BY : MCGILLICUDDY, BEN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

LEGEND

- TYPE II / III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP

N

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

WASHINGTON ROAD

30TH AVENUE

29TH AVENUE

155+00

154+00

153+00

152+00

151+00

53+00

54+00

55+00

56+00

57+00

58+00

59+00

60+00

2

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	STAGE 2B PEDESTRIAN ACCOMMODATIONS - PHASE 3	SHEET 161	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027003-DT_PED-S2B - P3.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2024 11:30 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

1

DETOUR AHEAD
W20-2A

2

DETOUR AHEAD
M4-59A
30"X18"

3

DETOUR
M4-59L
30"X30"

4

DETOUR
M4-9L
30"X24"

5

DETOUR
M4-59R
30"X30"

6

DETOUR
M4-9R
30"X24"

7

DETOUR
M4-9RA
30"X24"

8

END DETOUR
M4-8A
24"X18"

9

ROAD WORK AHEAD
W20-1A

NOTES:
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.

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 APPROVED BY THE ENGINEER. PAID FOR UNDER THE ITEM TRAFFIC CONTROL COVERING SIGNS.

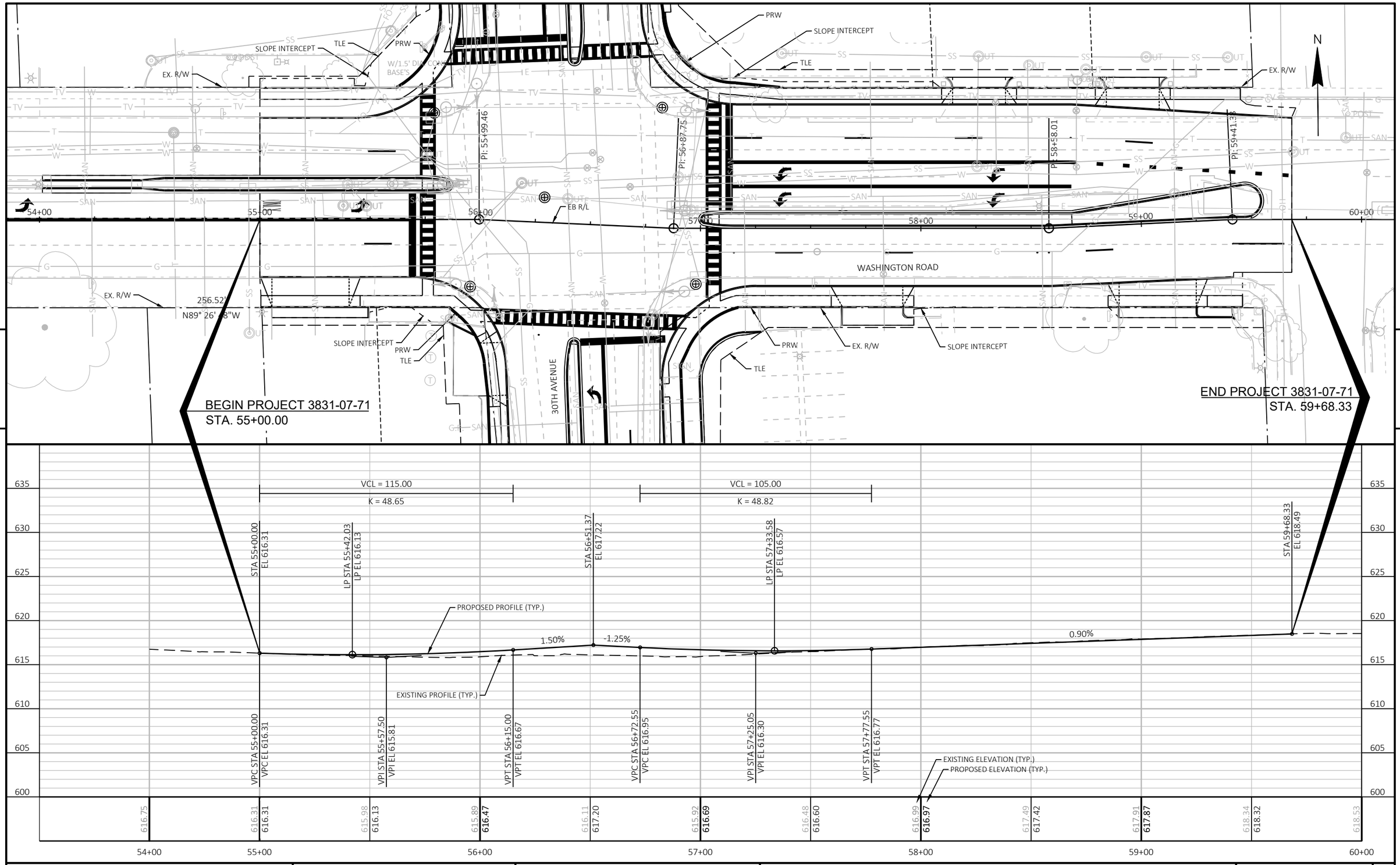
REFER TO SDD 'DETOUR SIGNING FOR MAINLINE CLOSURES' FOR SIGN SPACING AND LOCATIONS

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

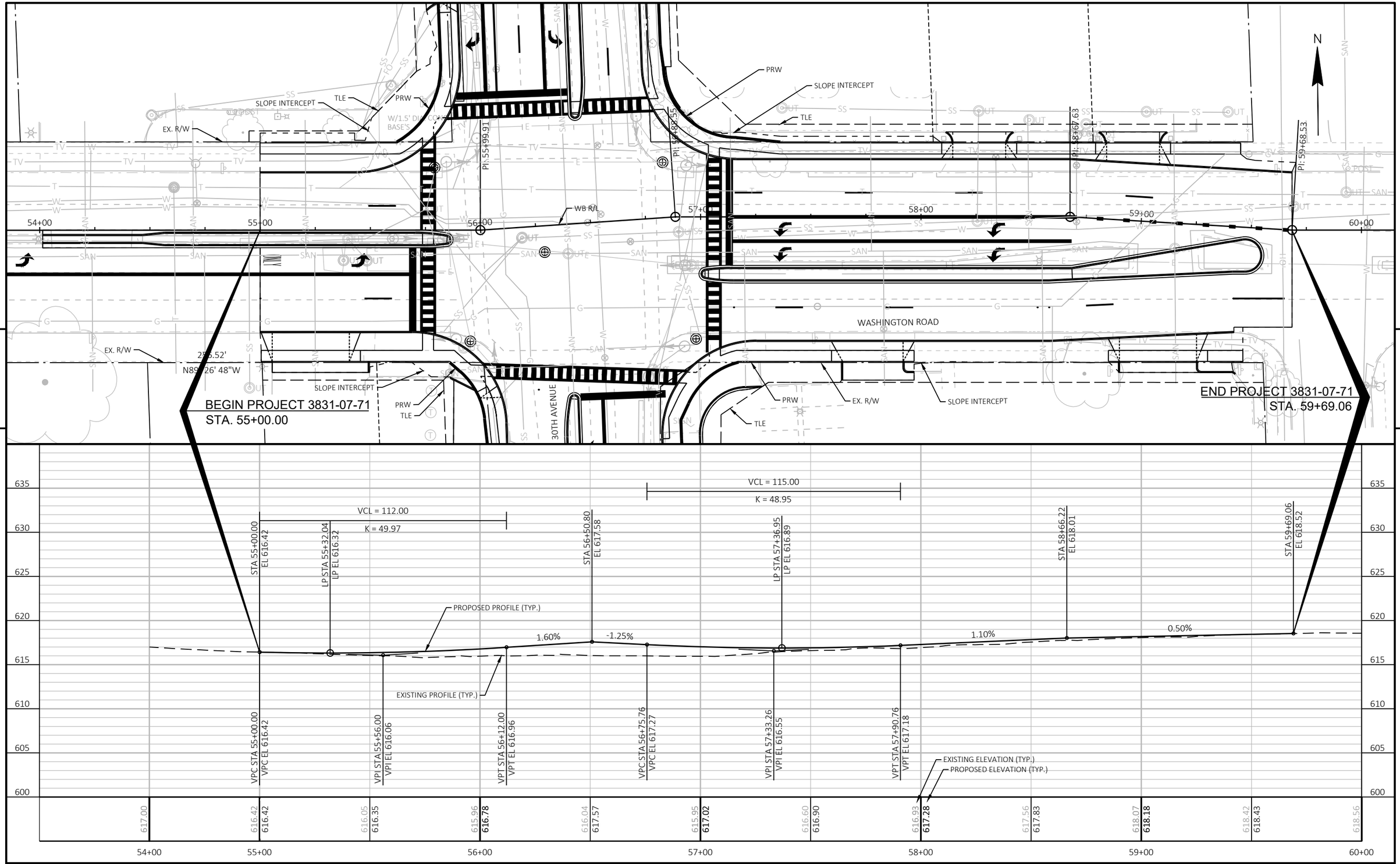
PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	DETOUR PLAN : SOUTHBOUND TRAFFIC - STAGE 1	SHEET 162	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001

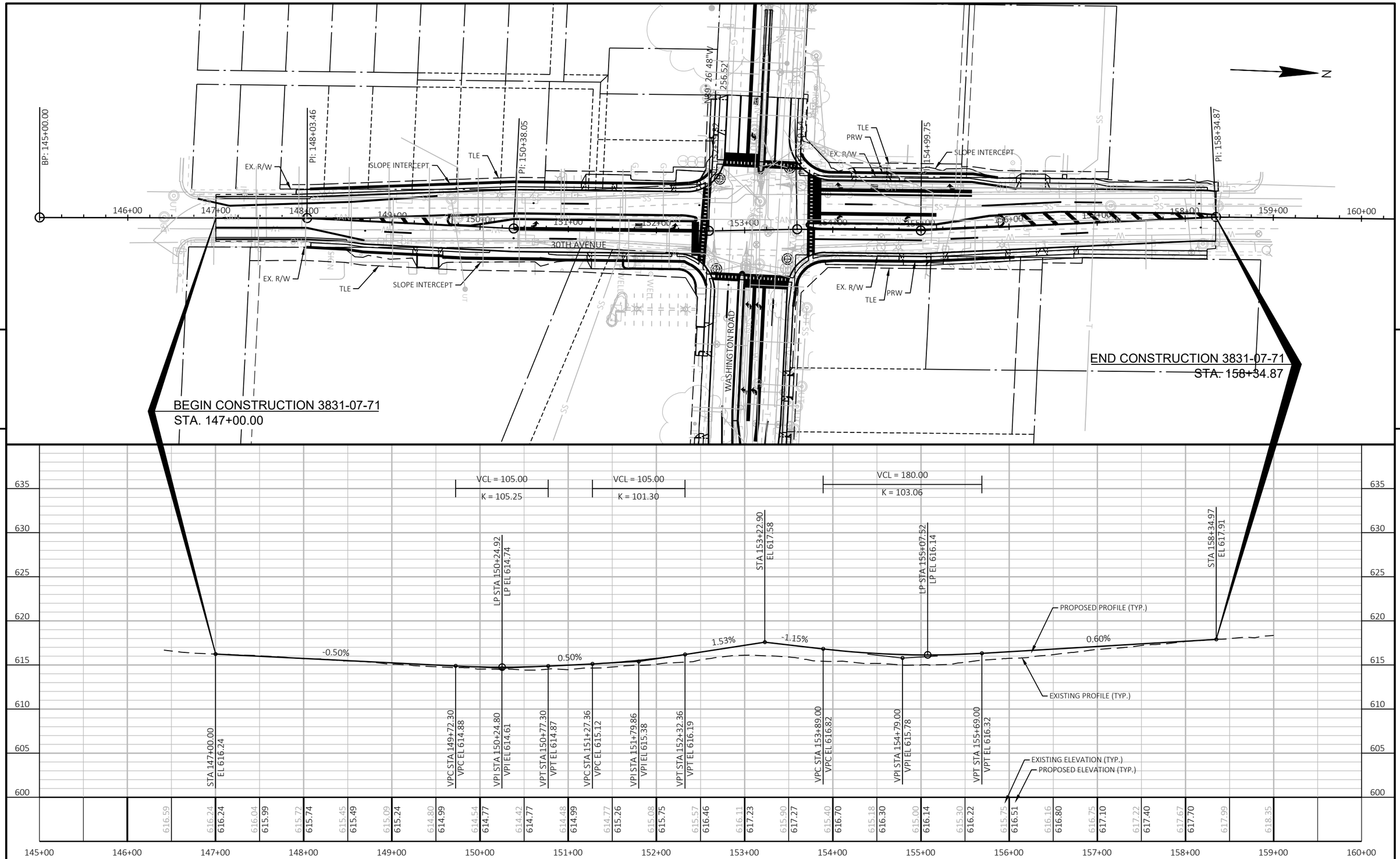
PLOT DATE : 11/1/2024 11:30 AM PLOT BY : MCGILLICUDDY, BEN PLOT NAME : PLOT SCALE : 1 IN:800 FT



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PLAN AND PROFILE: WASHINGTON ROAD EB	SHEET 163	E



PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PLAN AND PROFILE: WASHINGTON ROAD WB	SHEET 164	E

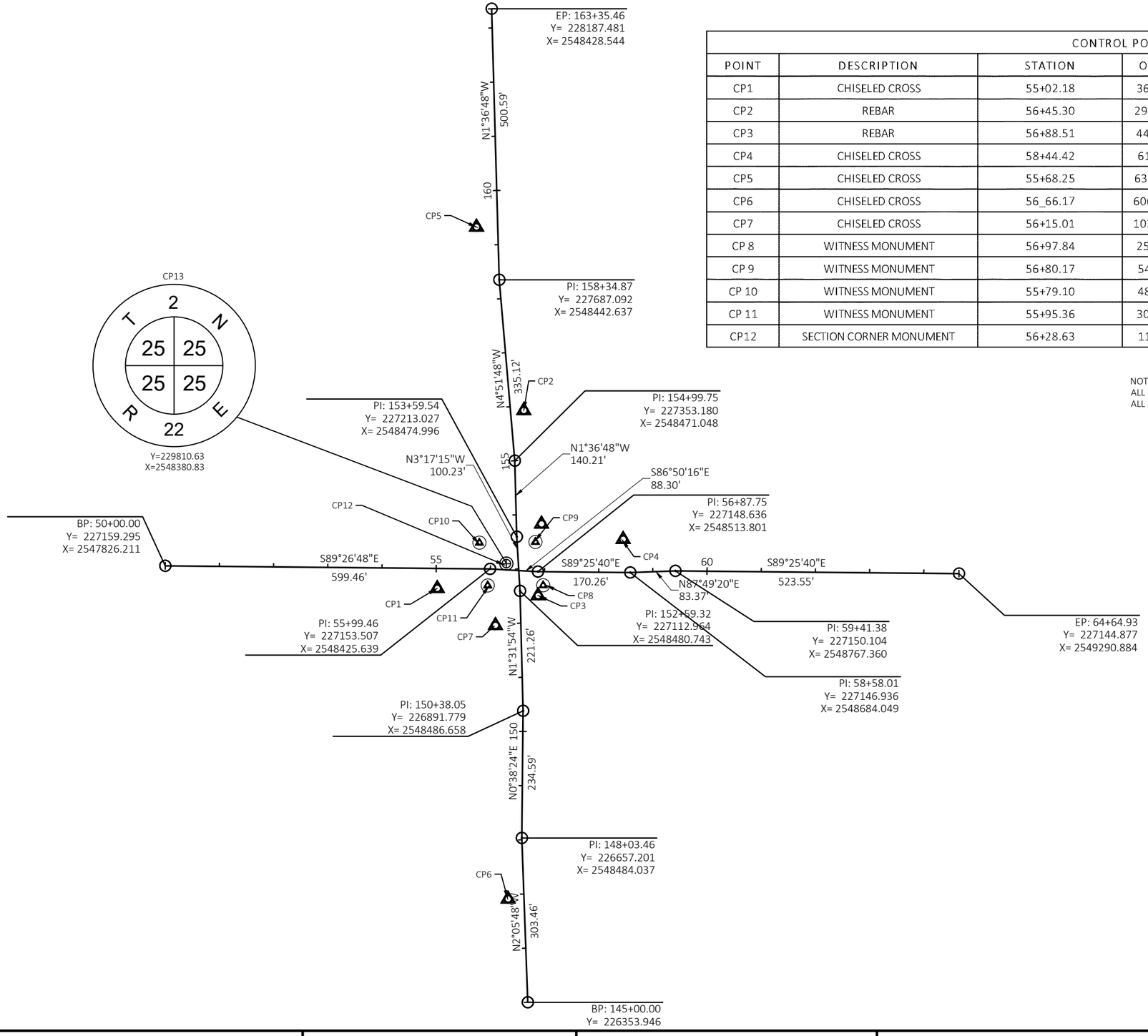


PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PLAN AND PROFILE: 30TH AVENUE	SHEET 165	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\050103-PP.DWG
LAYOUT NAME - 050101-pp

PLOT DATE : 11/1/2024 6:54 PM PLOT BY : NIQUETTE, MATT PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



CONTROL POINTS						
POINT	DESCRIPTION	STATION	OEESET	Y COORDINATE	X COORDINATE	ELEVATION
CP1	CHISELED CROSS	55+02.18	36.73' RT	227,117.72	2,548,328.02	616.820
CP2	REBAR	56+45.30	295.50' LT	227,446.03	2,548,487.72	616.060
CP3	REBAR	56+88.51	44.16' RT	227,104.47	2,548,514.11	616.780
CP4	CHISELED CROSS	58+44.42	61.41' LT	227,208.48	2,548,671.07	618.040
CP5	CHISELED CROSS	55+68.25	630.76' LT	227,784.54	2,548,400.53	618.468
CP6	CHISELED CROSS	56_66.17	606.37' RT	226,544.38	2,548,458.80	616.150
CP7	CHISELED CROSS	56+15.01	103.30' RT	227,049.51	2,548,435.47	615.210
CP 8	WITNESS MONUMENT	56+97.84	25.31' RT	227,123.23	2,548,523.64	616.326
CP 9	WITNESS MONUMENT	56+80.17	54.44' LT	227,203.41	2,548,509.24	615.974
CP 10	WITNESS MONUMENT	55+79.10	48.31' LT	227,202.01	2,548,405.75	616.034
CP 11	WITNESS MONUMENT	55+95.36	30.48' RT	227,123.07	2,548,421.25	615.838
CP12	SECTION CORNER MONUMENT	56+28.63	11.34' LT	227,163.22	2,548,455.39	615.870

NOTE:
ALL SURVEY CONTROL INFORMATION PROVIDED BY CITY OF KENOSHA SURVEYOR
ALL STATION/OFFSET INFORMATION REFERENCES THE WASHINGTON ROAD (38TH STREET) ALIGNMENT

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	3831-07-71 Qty	3831-07-81 Qty
0002	204.0100	Removing Concrete Pavement	SY	10,683.000	10,683.000	
0004	204.0130	Removing Curb	LF	115.000	115.000	
0006	204.0150	Removing Curb & Gutter	LF	370.000	370.000	
0008	204.0155	Removing Concrete Sidewalk	SY	1,480.000	1,480.000	
0010	204.0170	Removing Fence	LF	238.000	238.000	
0012	204.0195	Removing Concrete Bases	EACH	19.000	19.000	
0014	204.0210	Removing Manholes	EACH	4.000	4.000	
0016	204.0220	Removing Inlets	EACH	9.000	9.000	
0018	204.0245	Removing Storm Sewer (size) 01. Removing Storm Sewer 12-Inch	LF	307.000	307.000	
0020	204.0245	Removing Storm Sewer (size) 02. Removing Storm Sewer 15-Inch	LF	57.000	57.000	
0022	204.0245	Removing Storm Sewer (size) 03. Removing Storm Sewer 21-Inch	LF	155.000	155.000	
0024	204.0245	Removing Storm Sewer (size) 04. Removing Storm Sewer 60-Inch	LF	8.000	8.000	
0026	204.0245	Removing Storm Sewer (size) 05. Removing Storm Sewer 72-Inch	LF	392.000	392.000	
0028	204.9060.S	Removing (item description) 01. Remove Traffic Signals. Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0030	204.9060.S	Removing (item description) 02. Removing Lighting System	EACH	2.000	2.000	
0032	205.0100	Excavation Common	CY	3,486.000	3,486.000	
0034	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	467.000	467.000	
0036	213.0100	Finishing Roadway (project) 01. ID 3831-07-71	EACH	1.000	1.000	
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,968.000	4,938.000	30.000
0040	310.0110	Base Aggregate Open-Graded	TON	29.000	29.000	
0042	415.0080	Concrete Pavement 8-Inch	SY	7,820.000	7,731.000	89.000
0044	415.1080	Concrete Pavement HES 8-Inch	SY	2,870.000	2,870.000	
0046	415.4100	Concrete Pavement Joint Filling	SY	11,674.000	11,674.000	
0048	416.0610	Drilled Tie Bars	EACH	78.000	78.000	
0050	416.0620	Drilled Dowel Bars	EACH	190.000	190.000	
0052	455.0605	Tack Coat	GAL	117.000	117.000	
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	87.000	87.000	
0056	465.0125	Asphaltic Surface Temporary	TON	501.000	501.000	
0058	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000	
0060	601.0105	Concrete Curb Type A	LF	30.000	30.000	
0062	601.0110	Concrete Curb Type D	LF	120.000	120.000	
0064	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	1,981.000	1,981.000	
0066	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	110.000	110.000	
0068	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	366.000	366.000	
0070	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	2,332.000	2,332.000	
0072	602.0405	Concrete Sidewalk 4-Inch	SF	13,248.000	13,248.000	
0074	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10.000	10.000	
0076	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	84.000	84.000	
0078	602.0820	Concrete Driveway 8-Inch	SY	347.000	347.000	
0080	602.0870	Concrete Driveway HES 8-Inch	SY	230.000	230.000	
0082	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	492.000	492.000	
0084	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	58.000	58.000	
0086	608.0321	Storm Sewer Pipe Reinforced Concrete Class III 21-Inch	LF	156.000	156.000	
0088	608.0360	Storm Sewer Pipe Reinforced Concrete Class III 60-Inch	LF	8.000	8.000	
0090	608.0372	Storm Sewer Pipe Reinforced Concrete Class III 72-Inch	LF	334.000	334.000	
0092	608.2358	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 58x91-Inch	LF	53.000	53.000	
0094	611.0530	Manhole Covers Type J	EACH	8.000	8.000	
0096	611.0624	Inlet Covers Type H	EACH	4.000	4.000	

					3831-07-71	3831-07-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0098	611.0639	Inlet Covers Type H-S	EACH	8.000	8.000	
0100	611.0666	Inlet Covers Type Z	EACH	12.000	12.000	
0102	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000	
0104	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000	
0106	611.2010	Manholes 10-FT Diameter	EACH	1.000	1.000	
0108	611.2504	Manholes Variable Tee 4-FT Diameter	EACH	2.000	2.000	
0110	611.3003	Inlets 3-FT Diameter	EACH	10.000	10.000	
0112	611.3004	Inlets 4-FT Diameter	EACH	3.000	3.000	
0114	611.3230	Inlets 2x3-FT	EACH	11.000	11.000	
0116	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000	
0118	611.8120.S	Cover Plates Temporary	EACH	15.000	15.000	
0120	612.0106	Pipe Underdrain 6-Inch	LF	400.000	400.000	
0122	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	23.000	23.000	
0124	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	108.000	108.000	
0126	618.0100	Maintenance and Repair of Haul Roads (project) 01. ID 3831-07-71	EACH	1.000	1.000	
0128	619.1000	Mobilization	EACH	1.000	0.950	0.050
0130	620.0300	Concrete Median Sloped Nose	SF	116.000	116.000	
0132	624.0100	Water	MGAL	50.000	50.000	
0134	625.0100	Topsoil	SY	2,104.000	2,104.000	
0136	628.1104	Erosion Bales	EACH	40.000	40.000	
0138	628.1504	Silt Fence	LF	530.000	530.000	
0140	628.1520	Silt Fence Maintenance	LF	530.000	530.000	
0142	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000	
0144	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000	
0146	628.7005	Inlet Protection Type A	EACH	50.000	50.000	
0148	628.7010	Inlet Protection Type B	EACH	6.000	6.000	
0150	628.7015	Inlet Protection Type C	EACH	16.000	16.000	
0152	628.7020	Inlet Protection Type D	EACH	28.000	28.000	
0154	628.7560	Tracking Pads	EACH	1.000	1.000	
0156	629.0210	Fertilizer Type B	CWT	2.000	2.000	
0158	630.0200	Seeding Temporary	LB	57.000	57.000	
0160	630.0500	Seed Water	MGAL	47.000	47.000	
0162	631.0300	Sod Water	MGAL	23.000	23.000	
0164	631.1000	Sod Lawn	SY	2,104.000	2,104.000	
0166	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	9.000	9.000	
0168	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	1.000	1.000	
0170	637.2210	Signs Type II Reflective H	SF	138.000	138.000	
0172	637.2230	Signs Type II Reflective F	SF	9.000	9.000	
0174	638.2602	Removing Signs Type II	EACH	13.000	13.000	
0176	638.3000	Removing Small Sign Supports	EACH	3.000	3.000	
0178	642.5001	Field Office Type B	EACH	1.000	1.000	
0180	643.0300	Traffic Control Drums	DAY	58,925.000	58,925.000	
0182	643.0410	Traffic Control Barricades Type II	DAY	92.000	92.000	
0184	643.0420	Traffic Control Barricades Type III	DAY	3,584.000	3,584.000	
0186	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	345.000	345.000	
0188	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	345.000	345.000	
0190	643.0705	Traffic Control Warning Lights Type A	DAY	11,727.000	11,727.000	
0192	643.0715	Traffic Control Warning Lights Type C	DAY	9,451.000	9,451.000	
0194	643.0800	Traffic Control Arrow Boards	DAY	262.000	262.000	

					3831-07-71	3831-07-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0196	643.0900	Traffic Control Signs	DAY	12,008.000	12,008.000	
0198	643.0920	Traffic Control Covering Signs Type II	EACH	40.000	40.000	
0200	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0202	643.3105	Temporary Marking Line Paint 4-Inch	LF	2,113.000	2,113.000	
0204	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	14,949.000	14,949.000	
0206	643.3205	Temporary Marking Line Paint 8-Inch	LF	335.000	335.000	
0208	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	2,094.000	2,094.000	
0210	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,093.000	1,093.000	
0212	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	73.000	73.000	
0214	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	193.000	193.000	
0216	643.5000	Traffic Control	EACH	1.000	0.950	0.050
0218	644.1410	Temporary Pedestrian Surface Asphalt	SF	675.000	675.000	
0220	644.1440	Temporary Pedestrian Surface Matting	SF	85.000	85.000	
0222	644.1601	Temporary Pedestrian Curb Ramp	DAY	192.000	192.000	
0224	644.1605	Temporary Pedestrian Detectable Warning Field	SF	100.000	100.000	
0226	644.1810	Temporary Pedestrian Barricade	LF	6,224.000	6,224.000	
0228	645.0111	Geotextile Type DF Schedule A	SY	111.000	111.000	
0230	645.0120	Geotextile Type HR	SY	87.000	87.000	
0232	646.1020	Marking Line Epoxy 4-Inch	LF	3,296.000	3,296.000	
0234	646.3020	Marking Line Epoxy 8-Inch	LF	1,226.000	1,226.000	
0236	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000	
0238	646.5120	Marking Word Epoxy	EACH	3.000	3.000	
0240	646.6120	Marking Stop Line Epoxy 18-Inch	LF	175.000	175.000	
0242	646.7120	Marking Diagonal Epoxy 12-Inch	LF	164.000	164.000	
0244	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	659.000	659.000	
0246	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	474.000	474.000	
0248	646.8120	Marking Curb Epoxy	LF	180.000	180.000	
0250	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000	
0252	646.9000	Marking Removal Line 4-Inch	LF	497.000	497.000	
0254	650.4000	Construction Staking Storm Sewer	EACH	32.000	32.000	
0256	650.4500	Construction Staking Subgrade	LF	1,702.000	1,702.000	
0258	650.7000	Construction Staking Concrete Pavement	LF	1,702.000	1,702.000	
0260	650.8501	Construction Staking Electrical Installations (project) 01. ID 3831-07-71	EACH	1.000	1.000	
0262	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000	
0264	650.9500	Construction Staking Sidewalk (project) 01. ID 3831-07-71	EACH	1.000	1.000	
0266	650.9911	Construction Staking Supplemental Control (project) 01. ID 3831-07-71	EACH	1.000	1.000	
0268	650.9920	Construction Staking Slope Stakes	LF	1,702.000	1,702.000	
0270	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,704.000	1,704.000	
0272	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,514.000	1,514.000	
0274	653.0135	Pull Boxes Steel 24x36-Inch	EACH	5.000	5.000	
0276	653.0140	Pull Boxes Steel 24x42-Inch	EACH	14.000	14.000	
0278	653.0905	Removing Pull Boxes	EACH	8.000	8.000	
0280	654.0101	Concrete Bases Type 1	EACH	5.000	5.000	
0282	654.0102	Concrete Bases Type 2	EACH	4.000	4.000	
0284	654.0105	Concrete Bases Type 5	EACH	8.000	8.000	
0286	654.0113	Concrete Bases Type 13	EACH	1.000	1.000	
0288	654.0120	Concrete Bases Type 10-Special	EACH	3.000	3.000	
0290	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
0292	655.0230	Cable Traffic Signal 5-14 AWG	LF	570.000	570.000	

					3831-07-71	3831-07-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0294	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,690.000	1,690.000	
0296	655.0260	Cable Traffic Signal 12-14 AWG	LF	804.000	804.000	
0298	655.0270	Cable Traffic Signal 15-14 AWG	LF	1,236.000	1,236.000	
0300	655.0280	Cable Traffic Signal 19-14 AWG	LF	381.000	381.000	
0302	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,277.000	1,277.000	
0304	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,262.000	2,262.000	
0306	655.0610	Electrical Wire Lighting 12 AWG	LF	1,308.000	1,308.000	
0308	655.0625	Electrical Wire Lighting 6 AWG	LF	5,700.000	5,700.000	
0310	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0312	657.0100	Pedestal Bases	EACH	5.000	5.000	
0314	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	6.000	6.000	
0316	657.0310	Poles Type 3	EACH	4.000	4.000	
0318	657.0322	Poles Type 5-Aluminum	EACH	2.000	2.000	
0320	657.0352	Poles Type 10-Special	EACH	3.000	3.000	
0322	657.0360	Poles Type 13	EACH	1.000	1.000	
0324	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	3.000	3.000	
0326	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000	
0328	657.0541	Monotube Arms 40-FT-Special	EACH	1.000	1.000	
0330	657.0546	Monotube Arms 45-FT-Special	EACH	2.000	2.000	
0332	657.0550	Monotube Arms 50-FT	EACH	1.000	1.000	
0334	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	2.000	2.000	
0336	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	4.000	4.000	
0338	657.0812	Luminaire Arms Steel 12-FT	EACH	4.000	4.000	
0340	658.0173	Traffic Signal Face 3S 12-Inch	EACH	13.000	13.000	
0342	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000	8.000	
0344	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000	
0346	658.0500	Pedestrian Push Buttons	EACH	11.000	11.000	
0348	658.5070	Signal Mounting Hardware (location) 01. Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0350	659.1120	Luminaires Utility LED B	EACH	10.000	10.000	
0352	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	26.000	26.000	
0354	661.0201	Temporary Traffic Signals for Intersections (location) 01. Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0356	690.0150	Sawing Asphalt	LF	934.000	934.000	
0358	690.0250	Sawing Concrete	LF	675.000	675.000	
0360	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	3,020.000	3,020.000	
0362	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,000.000	1,000.000	
0364	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000	
0366	SPV.0060	Special 01. Utility Line Opening (ULO)	EACH	20.000	20.000	
0368	SPV.0060	Special 02. Temporary Pipe Connection 12-Inch	EACH	5.000	5.000	
0370	SPV.0060	Special 03. Temporary Pipe Connection 18-Inch	EACH	1.000	1.000	
0372	SPV.0060	Special 04. Temporary Pipe Connection 21-Inch	EACH	1.000	1.000	
0374	SPV.0060	Special 05. Temporary Pipe Connection 72-Inch	EACH	1.000	1.000	
0376	SPV.0060	Special 06. Radar Sensor System, Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0378	SPV.0060	Special 07. Traffic Signal Cabinet and Controller, Washington Rd (38th St) & 30th Ave	EACH	1.000	1.000	
0380	SPV.0060	Special 08. Salvage and Reinstall GPS EVP Detector System, Washington Rd (38th St) & 30t	EACH	1.000	1.000	
0382	SPV.0060	Special 09. Section Corner Monuments	EACH	1.000	1.000	
0384	SPV.0060	Special 10. Manholes 10x3-FT	EACH	1.000	1.000	
0386	SPV.0060	Special 11. Manholes 10x4-FT	EACH	1.000	1.000	

					3831-07-71	3831-07-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0388	SPV.0060	Special 12. Adjusting Sanitary Sewer Manholes	EACH	4.000	4.000	
0390	SPV.0060	Special 13. Adjusting Water Valves	EACH	11.000		11.000
0392	SPV.0060	Special 14. 4-Inch Gate Valve & Box - MJ	EACH	1.000		1.000
0394	SPV.0060	Special 15. 6-Inch Gate Valve & Box - MJ	EACH	1.000		1.000
0396	SPV.0060	Special 16. 8-Inch Gate Valve & Box - MJ	EACH	1.000		1.000
0398	SPV.0060	Special 17. 12-Inch B.F. Valve & Box - MJ	EACH	2.000		2.000
0400	SPV.0060	Special 18. 12-Inch 45-Degree Bend - MJ	EACH	5.000		5.000
0402	SPV.0060	Special 19. 6-Inch 45-Degree Bend - MJ	EACH	2.000		2.000
0404	SPV.0060	Special 20. 4-Inch 45-Degree Bend - MJ	EACH	2.000		2.000
0406	SPV.0060	Special 21. 12-Inch Solid Sleeve - MJ	EACH	4.000		4.000
0408	SPV.0060	Special 22. 8-Inch Solid Sleeve - MJ	EACH	1.000		1.000
0410	SPV.0060	Special 23. 6-Inch Solid Sleeve - MJ	EACH	2.000		2.000
0412	SPV.0060	Special 24. 4-Inch Solid Sleeve - MJ	EACH	1.000		1.000
0414	SPV.0060	Special 25. 12-Inch Cap - MJ	EACH	3.000		3.000
0416	SPV.0060	Special 26. 6-Inch Cap - MJ	EACH	1.000		1.000
0418	SPV.0060	Special 27. 4-Inch Cap - MJ	EACH	1.000		1.000
0420	SPV.0060	Special 28. 12-Inch x8-Inch Tee - MJ	EACH	1.000		1.000
0422	SPV.0060	Special 29. 12-Inch x 6-Inch Tee - MJ	EACH	1.000		1.000
0424	SPV.0060	Special 30. 12-Inch x 4-Inch Tee - MJ	EACH	1.000		1.000
0426	SPV.0060	Special 31. Relocate Curbstop (Complete)	EACH	1.000		1.000
0428	SPV.0060	Special 32. Encase Ex. W.M. In Insulating Concrete (Complete)	EACH	1.000		1.000
0430	SPV.0090	Special 01. 4-Inch PVC (C-900) Pipe	LF	20.000		20.000
0432	SPV.0090	Special 02. 6-Inch PVC (C-900) Pipe	LF	30.000		30.000
0434	SPV.0090	Special 03. 8-Inch PVC (C-900) Pipe	LF	10.000		10.000
0436	SPV.0090	Special 04. 12-Inch PVC (C-900) Pipe	LF	400.000		400.000
0438	SPV.0165	Special 01. Wall Modular Block Gravity Landscape (Sta 10+00 To Sta 11+07.66)	SF	300.000	300.000	

3

REMOVING CONCRETE PAVEMENT

STATION TO STATION	204.0100 REMOVING CONCRETE PAVEMENT SY
WASHINGTON ROAD	
55+00 - 59+68	5,383
30TH AVENUE	
147+00 - 151+75	2,653
30TH AVENUE	
154+50 - 158+35	2,647
TOTALS	10,683

REMOVING CURB

STATION TO STATION	204.0130 REMOVING CURB LF
WASHINGTON ROAD	
55+00 - 59+68	52
30TH AVENUE	
147+00 - 151+75	47
30TH AVENUE	
154+50 - 158+35	16
TOTALS	115

REMOVING CURB & GUTTER

STATION TO STATION	204.0150 REMOVING CURB & GUTTER LF
WASHINGTON ROAD	
55+00 - 59+68	339
30TH AVENUE	
147+00 - 151+75	31
30TH AVENUE	
154+50 - 158+35	-
TOTALS	370

REMOVING CONCRETE SIDEWALK

STATION TO STATION	204.0155 REMOVING CONCRETE SY
WASHINGTON ROAD	
55+00 - 59+68	664
30TH AVENUE	
147+00 - 151+75	435
30TH AVENUE	
154+50 - 158+35	381
TOTALS	1,480

3

REMOVING FENCE

STATION TO STATION	204.0170 REMOVING FENCE LF
WASHINGTON ROAD	
55+00 - 59+68	211
30TH AVENUE	
147+00 - 151+75	-
30TH AVENUE	
154+50 - 158+35	27
TOTALS	238

LIGHTING REMOVAL

STATION	OFFSET	204.0195 *REMOVING CONCRETE BASES EACH	204.9060.S.02 REMOVING LIGHTING SYSTEM EACH	653.0905 *REMOVING PULL BOXES EACH	659.5000.S * LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
53+99.6	LT	1	-	-	-
58+53.0	LT	1	-	-	-
147+80.7	LT	1	-	-	-
149+21.1	LT	-	-	1	-
149+21.1	RT	-	-	1	-
149+49.6	LT	1	-	-	-
151+14.6	RT	1	-	-	-
154+50.0	RT	1	1	-	1
155+90.1	RT	1	1	-	1
157+11.6	RT	1	-	-	-
TOTALS		8	2	2	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
100	153+50.33	70.00' LT	30TH AVENUE	-	1
101	153+34.01	74.49' LT	30TH AVENUE	1	-
102	153+18.30	71.53' LT	30TH AVENUE	-	1
103	153+42.70	43.82' RT	30TH AVENUE	-	1
104	153+02.98	38.35' RT	30TH AVENUE	-	1
105	152+70.25	44.78' RT	30TH AVENUE	-	1
106	149+65.81	30.03' LT	30TH AVENUE	1	-
107	150+56.21	34.82' LT	30TH AVENUE	-	1
108	150+52.58	13.14' RT	30TH AVENUE	-	1
109	151+56.74	27.91' RT	30TH AVENUE	1	-
110	155+14.51	26.21' LT	30TH AVENUE	1	-
111	155+15.85	42.76' LT	30TH AVENUE	-	1
112	155+10.70	14.56' RT	30TH AVENUE	-	1
			TOTALS	4	9

REMOVING STORM SEWER

STATION TO STATION	204.0245.01 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 21-INCH LF	204.0245.04 60-INCH LF	204.0245.05 72-INCH LF
WASHINGTON ROAD					
55+00 - 59+68	108	-	155	-	187
30TH AVENUE					
147+00 - 151+75	123	57	-	-	205
30TH AVENUE					
154+50 - 158+35	76	-	-	8	-
TOTALS	307	57	155	8	392

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

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EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

ITEM	QUANTITY	UNIT	DESCRIPTION
205.0501.S	467	TON	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

3

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL (TON) (4)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (5)	AVAILABLE MATERIAL (6)	UNEXPANDED FILL	EXPANDED FILL (7) FACTOR 1.10	MASS ORDINATE +/- (8)	WASTE
WASHINGTON ROAD	55+00 TO 59+50	1,249	0	323	738	321	18	20	301	301
SUBTOTAL		1,249	0	323	738	321	18	20	301	301
30TH AVENUE	147+50 TO 151+75 AND 154+50 TO 158+00	2,237	0	144	1,439	714	3	3	710	710
SUBTOTAL		2,237	0	144	1,439	714	3	3	710	710
GRAND TOTAL		3,486	0	467	2,177	1,035	21	23	1,011	1,011
TOTAL COMMON EXC		3,486								

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 SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
(4) EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL INCLUDED IN CUT. CONVERSION FACTOR OF 1.7 TON / CY
EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL (TON) = VOLUME (CY) * 1.7 TON/CY
(5) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(6) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL - VOLUME (CY) OF CONTAMINATED SOIL
(7) EXPANDED FILL FACTOR = X.6X
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(8) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

FINISHING ROADWAY

ITEM	QUANTITY	UNIT	DESCRIPTION
213.0100	1	EACH	FINISHING ROADWAY (01. ID 3831-07-71)

BASE AGGREGATE DENSE 1 1/4-INCH

STATION TO STATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
WASHINGTON ROAD	
55+00 - 59+68	2,358
30TH AVENUE	
147+00 - 151+75	1,328
30TH AVENUE	
154+50 - 158+35	1,252
TOTALS	4,938

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

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PIPE UNDERDRAIN 6-INCH

STRUCTURE	STATION	OFFSET*	LOCATION	310.0110 BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
10	149+63.02	30.49' LT	30TH AVENUE	0.7	10	3
10A	149+76.73	25.50' RT	30TH AVENUE	0.7	10	3
11	150+39.00	32.50' LT	30TH AVENUE	0.7	10	3
11A	150+23.00	42.34' LT	30TH AVENUE	1.4	20	6
11B	150+39.00	43.50' LT	30TH AVENUE	1.4	20	6
11C	150+25.00	16.17' LT	30TH AVENUE	1.4	20	6
11D	150+39.00	10.75' LT	30TH AVENUE	1.4	20	6
11E	150+25.00	25.50' RT	30TH AVENUE	0.7	10	3
11F	150+39.00	25.50' RT	30TH AVENUE	0.7	10	3
12	151+75.00	32.50' LT	30TH AVENUE	0.7	10	3
12A	151+75.00	43.50' LT	30TH AVENUE	0.7	10	3
12B	151+75.00	17.25' LT	30TH AVENUE	0.7	10	3
12C	151+54.00	38.00' RT	30TH AVENUE	0.7	10	3
13	152+98.35	47.63' LT	30TH AVENUE	0.7	10	3
14	153+41.31	79.20' LT	30TH AVENUE	0.7	10	3
14A	55+33.00	45.50' LT	38TH STREET	0.7	10	3
14B	55+33.00	19.25' LT	38TH STREET	1.4	20	6
14C	55+42.00	12.75' LT	38TH STREET	1.4	20	6
14D	55+48.00	25.50' RT	38TH STREET	0.7	10	3
16	155+14.51	26.21' LT	30TH AVENUE	0.7	10	3
16A	154+86.00	55.75' LT	30TH AVENUE	0.7	10	3
16B	155+03.16	55.65' LT	30TH AVENUE	0.7	10	3
16C	155+16.14	54.91' LT	30TH AVENUE	0.7	10	3
16D	155+17.00	6.28' LT	30TH AVENUE	0.7	10	3
16E	155+08.00	0.75' LT	30TH AVENUE	0.7	10	3
16F	155+08.00	25.50' RT	30TH AVENUE	0.7	10	3
16G	155+31.00	25.50' RT	30TH AVENUE	0.7	10	3
21	57+36.00	24.82' LT	38TH STREET	0.7	10	3
21A	57+36.00	55.50' LT	38TH STREET	0.7	10	3
21B	57+36.00	7.25' LT	38TH STREET	1.4	20	6
21C	57+34.00	0.75' LT	38TH STREET	1.4	20	6
21D	57+34.00	25.50' RT	38TH STREET	0.7	10	3
			TOTALS	29.0	400	111

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

CONCRETE PAVEMENT

STATION TO STATION	415.0080 8-INCH SY	415.1080 HES 8-INCH SY
WASHINGTON ROAD		
55+00 - 59+68	2,648	2,625
30TH AVENUE		
147+00 - 151+75	2,587	91
30TH AVENUE		
154+50 - 158+35	2,496	154
TOTALS	7,731	2,870

CONCRETE PAVEMENT JOINT FILLING

STATION TO STATION	415.4100 CONCRETE PAVEMENT JOINT FILLING SY
WASHINGTON ROAD	
55+00 - 59+68	5,705
30TH AVENUE	
147+00 - 151+75	3,074
30TH AVENUE	
154+50 - 158+35	2,895
TOTALS	11,674

DRILLED TIE BARS

STATION TO STATION	416.0610 DRILLED TIE BARS EACH
WASHINGTON ROAD	
55+00 - 59+68	44
30TH AVENUE	
147+00 - 151+75	10
30TH AVENUE	
154+50 - 158+35	8
UNDISTRIBUTED	16
TOTALS	78

HMA PAVEMENT

STATION TO STATION	465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	455.0605 TACK COAT GAL
WASHINGTON ROAD			
55+00 - 59+68	28	278	58
30TH AVENUE			
147+00 - 151+75	24	75	21
30TH AVENUE			
154+50 - 158+35	35	148	38
TOTALS	87	501	117

DRILLED DOWEL BARS

STATION TO STATION	416.0620 DRILLED DOWEL EACH
WASHINGTON ROAD	
55+00 - 59+68	88
30TH AVENUE	
147+00 - 151+75	32
30TH AVENUE	
154+50 - 158+35	32
UNDISTRIBUTED	38
TOTALS	190

CONCRETE CURB

STATION TO STATION	601.0105 TYPE A LF	601.0110 TYPE D LF
WASHINGTON ROAD		
55+00 - 59+68	30	83
30TH AVENUE		
147+00 - 151+75	-	30
30TH AVENUE		
154+50 - 158+35	-	7
TOTALS	30	120

CONCRETE CURB & GUTTER

STATION TO STATION	601.0405 18-INCH TYPE A LF	601.0407 18-INCH TYPE D LF	601.0409 30-INCH TYPE A LF	601.0452 INTEGRAL 30-INCH TYPE D LF
WASHINGTON ROAD				
55+00 - 59+68	1,116	90	-	1,025
30TH AVENUE				
147+00 - 151+75	430	20	111	695
30TH AVENUE				
154+50 - 158+35	435	-	255	612
TOTALS	1,981	110	366	2,332

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

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CONCRETE SIDEWALK

STATION TO STATION	602.0405 4-INCH SF
WASHINGTON ROAD	
55+00 - 59+68	5,955
30TH AVENUE	
147+00 - 151+75	3,983
30TH AVENUE	
154+50 - 158+35	3,310
TOTALS	13,248

CONCRETE MEDIAN NOSE

STATION TO STATION	620.0300 SLOPED NOSE SF
WASHINGTON ROAD	
55+00 - 59+68	21
30TH AVENUE	
147+00 - 151+75	38
30TH AVENUE	
154+50 - 158+35	57
TOTALS	116

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION TO STATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
WASHINGTON ROAD		
55+00 - 59+68	10	84
30TH AVENUE		
147+00 - 151+75	-	-
30TH AVENUE		
154+50 - 158+35	-	-
TOTALS	10	84

COVER PLATES TEMPORARY

STRUCTURE	STATION	OFFSET**	LOCATION	611.8120.S COVER PLATES TEMPORARY EACH
20	56+18	17' LT	38TH STREET	1
--	56+40	11' LT	38TH STREET	1
22	58+25	28' LT	38TH STREET	1
--	59+16	13' LT	38TH STREET	1
--	149+74	9' LT	30TH AVENUE	1
--	156+20	6' LT	30TH AVENUE	1
17	157+16	17' LT	30TH AVENUE	1
			UNDISTRIBUTED	8
			TOTALS	15

3

PIPE UNDERDRAIN WRAPPED 6-INCH

STATION TO STATION	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF
WASHINGTON ROAD	
55+00 - 59+68	-
30TH AVENUE	
147+00 - 151+75	108
30TH AVENUE	
154+50 - 158+35	-
TOTALS	108

MAINTENANCE AND REPAIR OF HAUL ROADS CATEGORY 0020

ITEM	QUANTITY	UNIT	DESCRIPTION
618.0100	1	EACH	MAINTENANCE AND REPAIR OF HAUL ROADS (01. ID 3831-07-71)

MOBILIZATION

PROJECT	619.1000 MOBILIZATION EACH
3831-07-71	0.95
3831-07-81	0.05
TOTALS	1

CONCRETE DRIVEWAY

STATION TO STATION	602.0820 8-INCH SY	602.0870 HES 8-INCH SY
WASHINGTON ROAD		
55+00 - 59+68	155	141
30TH AVENUE		
147+00 - 151+75	74	30
30TH AVENUE		
154+50 - 158+35	118	59
TOTALS	347	230

WATER

STATION TO STATION	624.0100 WATER MGAL
WASHINGTON ROAD	
55+00 - 59+68	24
30TH AVENUE	
147+00 - 151+75	13
30TH AVENUE	
154+50 - 158+35	13
TOTALS	50

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

3 3

STORM SEWER PIPES

FROM		TO	LOCATION	*520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0321 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 21-INCH LF	608.0360 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	608.0372 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 72-INCH LF	608.2358 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL C LASS HE-III 58X91-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
10A	-	10	30TH AVENUE	-	-	58	-	-	-	-	-	609.03	608.80	0.0040
11	-	10	30TH AVENUE	-	-	-	-	-	75	-	-	603.28	602.90	0.0051
11A	-	11B	30TH AVENUE	-	14	-	-	-	-	-	-	610.00	609.86	0.0097
11B	-	11	30TH AVENUE	-	11	-	-	-	-	-	-	609.76	609.65	0.0100
11C	-	11D	30TH AVENUE	-	15	-	-	-	-	-	-	610.52	610.37	0.0103
11D	-	11	30TH AVENUE	-	22	-	-	-	-	-	-	609.49	607.31	0.1002
11E	-	11F	30TH AVENUE	-	15	-	-	-	-	-	-	610.20	610.05	0.0100
11F	-	11D	30TH AVENUE	-	36	-	-	-	-	-	-	609.95	609.59	0.0099
11G	-	11B	30TH AVENUE	-	-	-	-	-	-	-	23	611.10	610.64	0.0200
12	-	11	30TH AVENUE	-	-	-	-	-	136	-	-	603.93	603.28	0.0048
12A	-	12	30TH AVENUE	-	11	-	-	-	-	-	-	610.52	610.41	0.0100
12B	-	12	30TH AVENUE	-	15	-	-	-	-	-	-	610.21	610.06	0.0098
12C	-	12B	30TH AVENUE	-	59	-	-	-	-	-	-	610.90	610.31	0.0100
13	-	12	30TH AVENUE	-	-	-	-	-	123	-	-	604.61	604.03	0.0047
14	-	13	30TH AVENUE	-	-	-	-	-	-	53	-	604.97	604.92	0.0009
14A	-	14B	30TH AVENUE	-	26	-	-	-	-	-	-	612.71	612.58	0.0050
14B	-	14C	30TH AVENUE	-	11	-	-	-	-	-	-	612.48	612.37	0.0099
14C	-	14	30TH AVENUE	-	-	-	38	-	-	-	-	608.91	608.35	0.0166
14D	-	14C	30TH AVENUE	-	39	-	-	-	-	-	-	611.99	611.80	0.0049
14E	-	14C	30TH AVENUE	-	-	-	47	-	-	-	-	609.67	609.01	0.0140
16	-	16EX1	30TH AVENUE	1	-	-	-	8	-	-	-	607.63	607.57	0.0074
16A	-	16B	30TH AVENUE	-	14	-	-	-	-	-	-	611.07	611.00	0.0050
16B	-	16C	30TH AVENUE	-	13	-	-	-	-	-	-	610.90	610.83	0.0054
16C	-	16	30TH AVENUE	-	29	-	-	-	-	-	-	610.73	610.44	0.0101
16D	-	16	30TH AVENUE	-	20	-	-	-	-	-	-	611.59	611.49	0.0050
16E	-	16D	30TH AVENUE	-	11	-	-	-	-	-	-	611.74	611.69	0.0047
16F	-	16E	30TH AVENUE	-	26	-	-	-	-	-	-	611.97	611.84	0.0050
16G	-	16F	30TH AVENUE	-	23	-	-	-	-	-	-	612.18	612.07	0.0048
20	-	13	30TH AVENUE	-	-	-	25	-	-	-	-	609.22	608.84	0.0182
21	-	21EX	38TH STREET	1	-	-	46	-	-	-	-	610.42	609.95	0.0102
21A	-	21	30TH AVENUE	-	31	-	-	-	-	-	-	612.51	612.20	0.0101
21B	-	21	30TH AVENUE	-	18	-	-	-	-	-	-	612.12	611.94	0.0102
21C	-	21B	30TH AVENUE	-	7	-	-	-	-	-	-	612.29	612.22	0.0103
21D	-	21C	30TH AVENUE	-	26	-	-	-	-	-	-	612.52	612.39	0.0050
			TOTALS	2	492	58	156	8	334	53	23			

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ARE ID 3831-07-71 &
CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET**	LOCATION	*520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2010 MANHOLES 10-FT DIAMETER EACH	611.2504 MANHOLES VARIABLE TEE 4-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.10 MANHOLES 10X3-FT EACH	SPV.0060.11 MANHOLES 10X4-FT EACH	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT
10	149+63.02	30.49' LT	30TH AVENUE	1	1	-	-	-	-	-	-	1	-	-	-	-	1	-	-	614.34	602.90	10.20
10A	149+76.73	25.50' RT	30TH AVENUE	-	-	1	-	-	-	-	-	-	-	1	-	-	1	-	-	614.38	609.03	4.56
11	150+39.00	32.50' LT	30TH AVENUE	-	1	-	-	-	-	-	-	1	-	-	-	-	1	-	-	614.24	603.28	10.04
11A	150+23.00	42.34' LT	30TH AVENUE	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	614.05	610.00	3.22
11B	150+39.00	43.50' LT	30TH AVENUE	-	-	1	-	-	-	-	-	-	-	-	1	-	1	-	-	614.10	609.76	3.51
11C	150+25.00	16.17' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	614.54	610.52	3.11
11D	150+39.00	10.75' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	614.65	609.49	4.25
11E	150+25.00	25.50' RT	30TH AVENUE	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	614.23	610.20	3.20
11F	150+39.00	25.50' RT	30TH AVENUE	-	-	1	-	-	-	-	-	-	-	-	1	-	1	-	-	614.29	609.95	3.50
12	151+75.00	32.50' LT	30TH AVENUE	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	614.65	603.21	10.61
12A	151+75.00	43.50' LT	30TH AVENUE	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	614.55	610.52	3.20
12B	151+75.00	17.25' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	615.02	610.21	3.90
12C	151+54.00	38.00' RT	30TH AVENUE	-	1	-	-	-	1	-	-	-	-	-	-	-	1	-	-	615.21	610.90	3.24
13	152+98.35	47.63' LT	30TH AVENUE	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	1	616.52	604.61	11.33
14	153+41.74	78.10' LT	30TH AVENUE	1	1	-	-	-	-	-	-	-	-	-	-	-	1	1	-	616.26	604.97	10.75
14A	55+33.00	45.50' LT	38TH STREET	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	616.18	612.71	2.64
14B	55+33.00	19.25' LT	38TH STREET	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	616.32	612.48	2.92
14C	55+42.00	12.75' LT	38TH STREET	-	-	-	-	1	-	-	-	-	-	1	-	-	1	-	-	615.94	608.91	6.18
14D	55+48.00	25.50' RT	38TH STREET	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	615.70	611.99	2.87
16	155+14.51	26.21' LT	30TH AVENUE	-	1	-	-	-	-	1	-	-	-	-	-	-	1	-	-	615.68	607.63	7.31
16A	154+86.00	55.75' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	615.07	611.07	3.08
16B	155+03.16	55.65' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	615.04	610.90	3.22
16C	155+16.14	54.91' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	615.06	610.73	3.41
16D	155+17.00	6.28' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	615.91	611.59	3.40
16E	155+08.00	0.75' LT	30TH AVENUE	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	616.14	611.74	3.48
16F	155+08.00	25.50' RT	30TH AVENUE	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	615.63	611.97	2.82
16G	155+31.00	25.50' RT	30TH AVENUE	-	-	1	-	-	-	-	-	-	-	-	1	-	1	-	-	615.70	612.18	2.69
17	157+16.25	17.48' LT	30TH AVENUE	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	616.85	609.12	7.39
20	56+17.89	17.25' LT	38TH STREET	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	616.98	609.20	7.18
21	57+36.00	24.82' LT	38TH STREET	-	1	-	-	-	1	-	-	-	-	-	-	-	1	-	-	616.81	610.42	5.38
21A	57+36.00	55.50' LT	38TH STREET	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	616.54	612.51	3.20
21B	57+36.00	7.25' LT	38TH STREET	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	616.56	611.51	3.96
21C	57+34.00	0.75' LT	38TH STREET	-	-	-	-	1	-	-	-	-	1	-	-	-	1	-	-	616.57	611.70	3.79
21D	57+34.00	25.50' RT	38TH STREET	-	-	-	1	-	-	-	-	-	-	-	1	-	1	-	-	616.49	612.52	3.13
22	58+25.44	28.04' LT	38TH STREET	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	617.53	611.35	5.58
			TOTALS	2	8	4	8	12	2	1	1	2	10	3	11	3	32	1	1			

REMARKS:
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE
**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

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TOPSOIL

STATION TO STATION	625.0100 TOPSOIL SY
WASHINGTON RAD	
55+00 - 59+68	743
30TH AVENUE	
147+00 - 151+75	477
30TH AVENUE	
154+50 - 158+35	463
UNDISTRIBUTED	421
TOTALS	2,104

TEMPORARY SETTLING BASINS

PROJECT	628.1104 EROSION BALES EACH	645.0120 GEOTEXTILE TYPE HR SY
3831-07-71		
UNDISTRIBUTED	40	87
TOTALS	40	87

SILT FENCE

STATION TO STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
WASHINGTON ROAD		
55+00 - 59+68	-	-
30TH AVENUE		
147+00 - 151+75	307	307
30TH AVENUE		
154+50 - 158+35	117	117
UNDISTRIBUTED	106	106
TOTALS	530	530

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EROSION CONTROL MOBILIZATIONS

STATION TO STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT		
3831-07-71	2	4
TOTALS	2	4

INLET PROTECTION

STATION TO 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
WASHINGTON ROAD				
55+00 - 59+68	19	5	8	6
30TH AVENUE				
147+00 - 151+75	13	-	5	8
30TH AVENUE				
154+50 - 158+35	8	-	-	8
UNDISTRIBUTED	10	1	3	6
TOTALS	50	6	16	28

TRACKING PADS

PROJECT	628.7560 TRACKING PADS EACH
3831-07-71	
UNDISTRIBUTED	1
TOTALS	1

SOD

STATION TO STATION	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
WASHINGTON ROAD			
55+00 - 59+68	0.5	8	743
30TH AVENUE			
147+00 - 151+75	0.3	5	477
30TH AVENUE			
154+50 - 158+35	0.3	5	463
UNDISTRIBUTED	0.3	5	421
TOTALS	2	23	2,104

MULCHING & SEEDING

STATION TO STATION	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
WASHINGTON ROAD		
55+00 - 59+68	20	17
30TH AVENUE		
147+00 - 151+75	13	11
30TH AVENUE		
154+50 - 158+35	13	10
UNDISTRIBUTED	11	9
TOTALS	57	47

FIELD OFFICE TYPE B

STATION TO STATION	642.5001 FIELD OFFICE TYPE B EACH
PROJECT	
3831-07-71	1
TOTALS	1

ALL ITEMS ARE ID 3831-07-71 &
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TYPE II PERMANENT SIGNING

SIGN NO.	SIGN CODE & SIZE		SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	**634.0814** POSTS TUBULAR STEEL 2X2-INCH X 14 FT. [EA]	**634.0816** POSTS TUBULAR STEEL 2X2-INCH X 16 FT. [EA]	**637.2210** SIGNS TYPE II REFLC H [SF]	**637.2230** SIGNS TYPE II REFLC F [SF]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	R3-4	(2S)	II	--	24	x	24	1	--	4.00	--	--	--	--	--
2	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	1	--	--	MOUNT ON SIGNAL POLE
3	M1-94H	(2S)	II	WASHINGTON RD	108	x	18	--	--	13.50	--	--	--	--	MOUNT ON MAST ARM
4	R1-1F	(2S)	II	--	30	x	30	1	--	5.18	--	--	--	--	--
5	R4-7	(2S)	II	--	24	x	30	--	--	5.00	--	--	--	4	MOUNT ON BACK OF 4
6	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	1	--	--	MOUNT ON SIGNAL POLE
7	M1-94H	(2S)	II	30TH AVE	66	x	18	--	--	8.25	--	1	--	--	MOUNT ON MAST ARM
8	R8-3	(2S)	II	--	24	x	24	1	--	4.00	--	1	1	--	--
9	R3-4	(2S)	II	--	24	x	24	1	--	4.00	--	--	--	--	--
10	--	--	--	--	--	x	--	--	--	--	--	1	--	--	--
11	R4-7	(2S)	II	--	24	x	30	1	--	5.00	--	--	--	--	--
12	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	--	--	11	MOUNT ON BACK OF 11
13	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	1	--	--	MOUNT ON SIGNAL POLE
14	M1-94H	(2S)	II	WASHINGTON RD	108	x	18	--	--	13.50	--	1	--	--	MOUNT ON MAST ARM
15	R4-7	(2S)	II	--	24	x	30	--	--	5.00	--	--	--	--	MOUNT ON SIGNAL POLE
16	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	--	--	15	MOUNT ON SIGNAL POLE
17	R1-1F	(2S)	II	--	30	x	30	--	--	5.18	--	1	--	--	MOUNT ON SIGNAL POLE
18	M1-94H	(2S)	II	30TH AVE	66	x	18	--	--	8.25	--	1	--	--	MOUNT ON MAST ARM
19	R1-1F	(2S)	II	--	30	x	30	1	--	5.18	--	--	--	--	--
20	R4-7	(2S)	II	--	24	x	30	--	--	5.00	--	--	--	19	MOUNT ON BACK OF 19
21	R3-4	(2S)	II	--	24	x	24	1	--	4.00	--	--	--	--	--
22	W4-2R	(2S)	II	--	36	x	36	--	1	--	9.00	1	1	--	--
23	R8-3	(2S)	II	--	24	x	24	1	--	4.00	--	1	1	--	--
24	R2-1	(2S)	II	30	24	x	30	--	--	5.00	--	1	--	--	MOUNT ON LIGHT POLE
25	R8-3	(2S)	II	--	24	x	24	--	--	4.00	--	1	--	24	MOUNT ON LIGHT POLE
26	R3-4	(2S)	II	--	24	x	24	1	--	4.00	--	--	--	--	--
TOTALS								9	1	138	9	13	3		

ALL ITEMS ARE ID 3831-07-71 &
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TRAFFIC CONTROL

STAGE	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 *TRAFFIC CONTROL SIGNS EACH	643.0900 *TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
STREET NAME															
PRESTAGE	7	190	1,333	7	49	39	273	33	231	2	14	35	245	4	28
STAGE 1A	20	383	7,655	25	500	95	1,900	78	1,560	-	-	64	1,280	-	-
STAGE 1B	10	351	3,507	28	280	88	880	67	670	3	30	69	690	-	-
STAGE 1C	9	457	4,116	30	270	64	576	68	612	2	18	65	585	-	-
STAGE 1D	39	540	21,042	27	1,053	88	3,432	76	2,964	2	78	71	2,769	-	-
STAGE 2A	20	405	8,100	24	480	90	1,800	72	1,440	3	60	65	1,300	-	-
STAGE 2B	20	426	8,511	28	560	81	1,620	70	1,400	1	20	66	1,320	-	-
STAGE 3	14	333	4,660	28	392	89	1,246	41	574	3	42	83	1,162	-	-
DETOUR	78	-	-	-	-	-	-	-	-	-	-	14	1,092	-	-
TOTALS		3,084	58,925	197	3,584	634	11,727	505	9,451	16	262	532	10,443	4	28

*ADDITIONAL QUANTITIES SHOWN ELSWHERE

TEMPORARY PEDESTRIAN FACILITIES

STAGE	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	644.1410 SURFACE ASPHALT SF	644.1440 SURFACE MATTING SF	644.1601 CURB RAMP DAY	644.1605 DETECTABLE WARNING FIELD SF	644.1810 BARRICADE LF
STREET NAME								
PRESTAGE	-	42	76	-	-	-	-	12
STAGE 1A - PHASE 1	8	120	-	333	-	8	10	1,328
STAGE 1A - PHASE 2	6	78	-	-	-	-	-	-
STAGE 1A - PHASE 3	6	96	59	-	18	18	20	386
STAGE 1B	10	150	182	-	-	20	-	100
STAGE 1C	9	117	-	-	19	18	10	751
STAGE 1D - PHASE 1	20	360	143	61	-	40	10	1,263
STAGE 1D - PHASE 2	19	228	150	23	-	38	10	413
STAGE 2A - PHASE 1	-	96	167	214	-	16	10	297
STAGE 2A - PHASE 2	-	78	84	-	-	6	-	131
STAGE 2A - PHASE 3	6	48	90	-	48	12	10	752
STAGE 2B - PHASE 1	8	80	142	44	-	16	20	662
STAGE 2B - PHASE 2	-	24	-	-	-	-	-	117
STAGE 2B - PHASE 3	-	48	-	-	-	-	-	12
TOTALS	92	1,565	1,093	675	85	192	100	6,224

*ADDITIONAL QUANTITIES SHOWN ELSWHERE

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TRAFFIC CONTROL

PROJECT	643.5000 TRAFFIC CONTROL EACH
3831-07-71	0.95
3831-07-81	0.05
TOTALS	1

TEMPORARY MARKING LINE

STAGE	643.3105 PAINT 4-INCH (WHITE) LF	643.3105 PAINT 4-INCH (YELLOW) LF	643.3150 REMOVABLE TAPE 4-INCH LF	643.3205 PAINT 8-INCH (WHITE) LF	643.3250 REMOVABLE TAPE 8-INCH LF	643.3805 TEMPORARY MARKING STOP LINE LF	643.3850 TEMPORARY MARKING STOP LINE LF
3138-07-71							
PRESTAGE	-	-	246	-	138	-	-
STAGE 1A	-	1,642	2,911	335	309	73	-
STAGE 1B	133	338	714	-	133	-	22
STAGE 1C	-	-	908	-	126	-	-
STAGE 1D	-	-	1,047	-	141	-	43
STAGE 2A	-	-	5,813	-	466	-	85
STAGE 2B	-	-	2,768	-	363	-	43
STAGE 3	-	-	542	-	418	-	-
TOTALS	133	1,980	14,949	335	2,094	73	193

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TRAFFIC CONTROL

STAGE	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH
STREET NAME		
PRESTAGE	-	-
STAGE 1A	68	68
STAGE 1B	45	45
STAGE 1C	45	45
STAGE 1D	66	66
STAGE 2A	58	58
STAGE 2B	63	63
STAGE 3	-	-
TOTALS	345	345

TRAFFIC CONTROL

STAGE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II SIGNS	CYCLES	EACH
3831-07-71			
UNDISTRIBUTED	40	1	40
TOTALS	40	1	40

MARKING REMOVAL

STATION TO STATION	646.9000 LINE 4-INCH LF
WASHINGTON ROAD	
55+00 - 59+68	236
30TH AVENUE	
147+00 - 151+75	223
30TH AVENUE	
154+50 - 158+35	38
TOTALS	497

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STREET LIGHTING WIRING AND CONDUIT

FROM	TO	652.0225 * CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG (UNDERGROUND PHASE AND NEUTRAL WIRES) LF	(UNDERGROUND GROUND WIRES) LF
PB3	B-1(8,10)	19	46	23
EXISTING PB	A-1-(16,18)	107	444	111
A-1-(16,18)	PB1	155	636	159
PB1	A-2-(20,22)	43	94	47
PB1	PB2	76	160	80
PB2	A-3-(16,18)	208	424	212
C-4-(12,14)	PB4	104	216	108
PB4	STUBOUT	42	92	46
STUBOUT	EXISTING POLE	-	194	97
PB4	PB5	60	128	64
PB5	C-3-(12,14)	384	776	388
C-3-(12,14)	C-2-(12,14)	134	276	138
C-2-(12,14)	C-1-(12,14)	120	248	124
C-1-(12,14)	LCC-A	119	246	123
	SUBTOTAL	1,571	3,980	1,720
	TOTALS	1,571	5,700	

POLE WIRING

DESCRIPTION	655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG (POLE PHASE AND NEUTRAL WIRES) LF	(POLE GROUND WIRES) LF
C-2-(12,14)	76	38
C-3-(12,14	76	38
SUBTOTAL	152	76
TOTAL	228	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LUMINAIRE AND POLE MOUNTINGS

DESCRIPTION	STATION	OFFSET	654.0105 CONCRETE BASE TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM (30-FOOT) EACH	657.0615 LUMINAIRE ARM MEMBER 4 1/2-INCH CLAMP 8 FT EACH	659.1120 LUMINAIRE UTILITY LED B EACH
B-1-(8,10)	54+12.5	16.0" LT	1	-	-	-	-
C-4-(12,14)	58+53.6	03.8' LT	1	-	-	-	-
A-1-(5,7)	147+80.7	26.4'LT	1	-	-	-	-
A-2-(6,8)	149+50.0	38.8'LT	1	-	-	-	-
A-3-(5,7)	151+14.2	28.2'RT	1	-	-	-	-
C-1-(12,14)	157+13.9	29.4'RT	1	-	-	-	-
C-2-(12,14)	155+90.2	28.2'RT	1	1	1	1	1
C-3-(12,14	154+73.3	28.1'RT	1	1	1	1	1
		TOTALS	8	2	2	2	2

PULL BOXES

DESCRIPTION	STATION	OFFSET	653.0135 STEEL 24X36 EACH
PB1	149+21.0	36.6'LT	1
PB2	149+21.0	28.8'RT	1
PB3	54+06.4	16.0'LT	1
PB4	59+41.1	5.0'LT	1
PB5	59+41.1	56.3'LT	1
			5

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MARKING LINE

STATION TO STATION	646.1020 EPOXY 4-INCH (WHITE) LF	646.1020 EPOXY 4-INCH (YELLOW) LF	646.3020 EPOXY 8-INCH (WHITE) LF
WASHINGTON ROAD			
55+00 - 59+68	437	-	806
30TH AVENUE			
147+00 - 151+75	755	865	137
30TH AVENUE			
154+50 - 158+35	251	988	283
TOTALS	1,443	1,853	1,226

MARKING OTHER

STATION TO STATION	646.5020 ARROW EPOXY EACH	646.5120 WORD EPOXY EACH	646.6120 STOP LINE EPOXY 18-INCH LF	646.7420 CROSSWALK EPOXY TRAVERSE LINE 6-INCH LF	646.7520 CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.7120 DIAGONAL EPOXY 12-INCH LF	646.8120 CURB EPOXY LF	646.8220 ISLAND NOSE EPOXY EACH
WASHINGTON ROAD								
55+00 - 59+68	9	3	175	659	474	-	160	4
30TH AVENUE								
147+00 - 151+75	1	-	-	-	-	31	10	1
30TH AVENUE								
154+50 - 158+35	2	-	-	-	-	133	10	1
TOTALS	12	3	175	659	474	164	180	6

CONSTRUCTION STAKING

ITEM	QUANTITY	UNIT	DESCRIPTION
650.4500	1,702	LF	CONSTRUCTION STAKING SUBGRADE
650.7000	1,702	LF	CONSTRUCTION STAKING CONCRETE PAVEMENT
650.8501	1	EACH	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (01. ID 3831-07-71)
650.9000	4	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9500	1	EACH	CONSTRUCTION STAKING SIDEWALK (01. ID 3831-07-71)
650.9911	1	EACH	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (01. ID 3831-07-71)
650.9920	1,702	LF	CONSTRUCTION STAKING SLOPE STAKES

SAWING

STATION TO STATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
WASHINGTON ROAD		
55+00 - 59+68	342	530
30TH AVENUE		
147+00 - 151+75	179	61
30TH AVENUE		
154+50 - 158+35	413	84
TOTALS	934	675

WALL MODULAR BLOCK GRAVITY LANDSCAPE

STATION	SPV.0165 01. WALL MODULAR SF
STA 10+00 TO STA 11+07.66	300
TOTALS	300

ALL ITEMS ARE ID 3831-07-71 & CATEGORY 0010 UNLESS OTHERWISE NOTED

3

UTILITY LINE OPENING

PROJECT	SPV.0060.01 UTILITY LINE OPENING (ULO) EACH
3831-07-71	
UNDISTRIBUTED	20
TOTALS	20

TEMPORARY PIPE CONNECTION

STATION TO STATION	SPV.0060.02 12-INCH EACH	SPV.0060.03 18-INCH EACH	SPV.0060.04 21-INCH EACH	SPV.0060.05 72-INCH EACH	COMMENT
WASHINGTON ROAD					
55+45 LT	1	-	-	-	CONNECT TO EXISTING 12" PIPE
55+98 LT	-	-	-	1	CONNECT TO EXISTING 72" PIPE
56+09 LT	-	-	1	-	CONNECT TO EXISTING 21" PIPE
57+36 LT	1	-	-	-	TAP INTO EXISTING MAIN
30TH AVENUE					
149+70 LT	-	1	-	-	CONNECT TO EXISTING 18" PIPE
151+58 - 151+74 LT	1	-	-	-	CONNECT TO EXISTING 12" PIPE
155+13 LT	1	-	-	-	CONNECT TO EXISTING 12" PIPE
155+15 LT	1	-	-	-	CONNECT TO EXISTING 12" PIPE
TOTALS	5	1	1	1	

3

SECTION CORNER MONUMENTS

STATION	SPV.0060.09 SECTION CORNER MONUMENTS EACH
WASHINGTON ROAD	
STA 56+28.6, 11.3' LT	1
TOTALS	1

SANITARY MANHOLES

CATEGORY 0020

STATION	SPV.0060.12 ADJUST SANITARY SEWER MANHOLE EACH
WASHINGTON ROAD	
56+40, 11'LT	1
59+16, 13'LT	1
30TH AVENUE	
149+74, 9'LT	1
156+20, 6'LT	1
TOTALS	4

ALL ITEMS ARE ID 3831-07-71 &
CATEGORY 0010 UNLESS OTHERWISE NOTED

ADJUSTING WATER VALVES

STATION	SPV.0060.13 ADJUSTING WATER VALVES EACH
WASHINGTON ROAD	
56+47, LT	1
56+50, LT	1
56+50, LT	1
56+53, LT	1
56+58, RT	1
58+34, LT	1
58+34, LT	1
58+71, LT	1
58+73, LT	1
30TH AVENUE	
104+55, 8' RT	1
158+19, 34' LT	1
TOTALS	11

WATERMAIN

ITEM	DESCRIPTION	UNIT	QUANTITY
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	30
415.0080	CONCRETE PAVEMENT 8-INCH	SY	89
SPV.0060	13. ADJUSTING WATER VALVES	EACH	11
SPV.0060	14. 4-INCH GATE VALVE & BOX - MJ	EACH	1
SPV.0060	15. 6-INCH GATE VALVE & BOX - MJ	EACH	1
SPV.0060	16. 8-INCH GATE VALVE & BOX - MJ	EACH	1
SPV.0060	17. 12-INCH B.F. VALVE & BOX - MJ	EACH	2
SPV.0060	18. 12-INCH 45-DEGREE BEND - MJ	EACH	5
SPV.0060	19. 6-INCH 45-DEGREE BEND - MJ	EACH	2
SPV.0060	20. 4-INCH 45-DEGREE BEND - MJ	EACH	2
SPV.0060	21. 12-INCH SOLID SLEEVE - MJ	EACH	4
SPV.0060	22. 8-INCH SOLID SLEEVE - MJ	EACH	1
SPV.0060	23. 6-INCH SOLID SLEEVE - MJ	EACH	2
SPV.0060	24. 4-INCH SOLID SLEEVE - MJ	EACH	1
SPV.0060	25. 12-INCH CAP - MJ	EACH	3
SPV.0060	26. 6-INCH CAP - MJ	EACH	1
SPV.0060	27. 4-INCH CAP - MJ	EACH	1
SPV.0060	28. 12-INCH X8-INCH TEE - MJ	EACH	1
SPV.0060	29. 12-INCH X 6-INCH TEE - MJ	EACH	1
SPV.0060	30. 12-INCH X 4-INCH TEE - MJ	EACH	1
SPV.0060	31. RELOCATE CURBSTOP (COMPLETE)	EACH	1
SPV.0060	32. ENCASE EX. W.M. IN INSULATING CONCRETE (COMPLETE)	EACH	1
SPV.0090	01. 4-INCH PVC (C-900) PIPE	LF	20
SPV.0090	02. 6-INCH PVC (C-900) PIPE	LF	30
SPV.0090	03. 8-INCH PVC (C-900) PIPE	LF	10
SPV.0090	04. 12-INCH PVC (C-900) PIPE	LF	400

ALL ITEMS ARE ID 3831-07-81 &
CATEGORY 0010 UNLESS OTHERWISE NOTED

3

REMOVE TRAFFIC SIGNALS

LOCATION	204.9060.S.01 REMOVE TRAFFIC SIGNALS EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTALS	1

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195* REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
TOTALS	11

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INTERSECTION OF
WASHINGTON RD (38TH ST) & 30TH AVE
ALL ITEMS CATEGORY 0010

3

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CB1	PB1	-	30
PB1	PB2	-	178
PB2	PB3	-	110
PB3	PB4	-	66
PB4	PB5	-	120
PB5	PB6	-	110
PB6	PB7	-	66
PB7	PB8	-	140
PB8	PB9	-	84
PB9	PB10	-	64
PB10	PB11	-	192
PB11	PB12	-	92
PB12	PB13	-	70
PB13	PB14	-	92
PB14	CB1	-	21
PB2	SB1	11	-
PB3	SB2	10	-
PB4	SB3	-	10
PB5	SB4	7	-
PB6	SB5	7	-
PB7	SB6	-	13
PB7	SB7	7	-
PB8	SB8	39	-
PB10	SB9	-	44
PB11	SB10	16	-
PB12	SB11	16	-
PB13	SB12	20	-
PB13	SB13	-	12
	TOTALS	133	1,514

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
TOTALS	6

PULL BOXES

PULL BOX NO.	STATION	OFFSET	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	55+12.7	53.2' LT	1
PB2	153+88.7	58.7' LT	1
PB3	153+88.7	4.0' LT	1
PB4	153+88.6	28.6' RT	1
PB5	153+49.5	67.2' RT	1
PB6	152+95.1	63.5' RT	1
PB7	152+62.1	61.3' RT	1
PB8	152+11.0	28.0' RT	1
PB9	152+11.0	14.0' LT	1
PB10	152+11.0	45.7' LT	1
PB11	152+76.1	96.5' LT	1
PB12	153+21.8	94.2' LT	1
PB13	153+56.5	93.2' LT	1
PB14	55+09.8	49.2' LT	1
		TOTALS	14

SHEET 1 OF 5

3

CONCRETE BASES

BASE NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	55+03.0	51.5' LT	-	-	-	-	1
SB1	153+78.8	63.2' LT	-	1	-	-	-
SB2	153+78.8	4.4' LT	1	-	-	-	-
SB3	153+79.4'	31.6' RT	-	-	-	1	-
SB4	153+51.9	60.6' RT	-	1	-	-	-
SB5	152+95.6	56.8' RT	1	-	-	-	-
SB6	152+60.8	74.0' RT	-	-	-	1	-
SB7	152+59.5	54.9' RT	1	-	-	-	-
SB8	152+47.8	37.1' RT	-	1	-	-	-
SB9	152+53.4	53.1' LT	-	-	-	1	-
SB10	152+71.1	81.5' LT	-	1	-	-	-
SB11	153+20.6	78.1' LT	1	-	-	-	-
SB12	153+63.0	75.3' LT	1	-	-	-	-
SB13	153+58.4	104.5' LT	-	-	1	-	-
		TOTALS	5	4	1	3	1

ELECTRICAL SERCIVE METER BREAKER PEDESTAL

ID 3831-07-71

BASE NO.	656.0201 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
CB1	1
TOTALS	1

TRAFFIC SIGNAL CABLE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
CB1	SB1	-	-	-	153	-
SB1	HEAD 14	-	22	-	-	-
SB1	HEAD 16	-	22	-	-	-
SB1	HEAD 24	18	-	-	-	-
CB1	SB2	-	223	-	-	-
CB1	SB3	-	-	-	272	-
SB3	HEAD 12	51	-	-	-	-
SB3	HEAD 13	40	-	-	-	-
SB3	HEAD 15	-	63	-	-	-
SB3	HEAD 25	18	-	-	-	-
CB1	SB4	-	-	-	345	-
SB4	HEAD 4	-	22	-	-	-
SB4	HEAD 6	21	-	-	-	-
SB4	HEAD 26	18	-	-	-	-
CB1	SB5	-	416	-	-	-
CB1	SB6	-	-	471	-	-
SB6	HEAD 2	49	-	-	-	-
SB6	HEAD 3	38	-	-	-	-
SB6	HEAD 5	-	67	-	-	-
CB1	SB7	-	465	-	-	-
SB7	HEAD 27	18	-	-	-	-
CB1	SB8	-	-	-	466	-
SB8	HEAD 11	21	-	-	-	-
SB8	HEAD 20	-	22	-	-	-
SB8	HEAD 28	18	-	-	-	-
CB1	SB9	-	-	-	-	381
SB9	HEAD 17	-	22	-	-	-
SB9	HEAD 18	55	-	-	-	-
SB9	HEAD 19	43	-	-	-	-
SB9	HEAD 21	-	67	-	-	-
SB9	HEAD 29	18	-	-	-	-
CB1	SB10	-	-	225	-	-
SB10	HEAD 1	19	-	-	-	-
SB10	HEAD 22	18	-	-	-	-
CB1	SB11	-	163	-	-	-
CB1	SB12	-	116	-	-	-
SB12	HEAD 23	18	-	-	-	-
CB1	SB13	-	-	108	-	-
SB13	HEAD 7	50	-	-	-	-
SB13	HEAD 8	39	-	-	-	-
SB13	HEAD 9	72	-	-	-	-
SB13	HEAD 10	61	-	-	-	-
	TOTALS	570	1,690	804	1,236	381

INTERSECTION OF
WASHINGTON RD (38TH ST) & 30TH AVE
ALL ITEMS CATEGORY 0010

3

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CB1	SB1	153
SB1	SB2	116
SB2	SB3	93
SB3	SB4	117
SB4	SB5	109
SB5	SB6	93
SB6	SB7	44
SB7	SB8	156
SB8	SB9	213
SB9	SB10	196
SB10	SB11	118
SB11	SB12	111
SB12	SB13	56
SB13	CB1	108
PB1	CB1	33
PB2	SB1	31
PB3	SB2	30
PB4	SB3	30
PB5	SB4	27
PB6	SB5	27
PB7	SB7	27
PB8	SB8	59
PB9	SB8	117
PB10	SB9	64
PB11	SB10	36
PB12	SB11	36
PB13	SB13	32
PB14	CB1	30
	TOTALS	2,262

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070 SIGNAL MOUNTING HARDWARE EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTALS	1

ELECTRICAL WIRE LIGHTING

FROM	TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF
CB1	SB1	153	-
SB1	LUMIN	-	135
SB1	SB3	165	-
SB3	LUMIN	-	135
SB3	SB4	117	-
SB4	LUMIN	-	135
SB4	SB6	162	-
SB6	LUMIN	-	135
CB1	SB13	108	-
SB13	LUMIN	-	135
SB13	SB10	165	-
SB10	LUMIN	-	135
SB10	SB9	196	-
SB9	LUMIN	-	135
SB9	SB8	211	-
SB8	LUMIN	-	135
	TOTALS	1,277	1,080

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB10	1	-	-
2	SB6	1	-	-
3	SB6	1	-	-
4	SB4	-	1	-
5	SB6	-	1	-
6	SB4	1	-	-
7	SB13	1	-	-
8	SB13	1	-	-
9	SB13	1	-	-
10	SB13	1	-	-
11	SB8	1	-	-
12	SB3	1	-	-
13	SB3	1	-	-
14	SB1	-	1	-
15	SB3	-	1	-
16	SB1	-	1	-
17	SB9	-	1	-
18	SB9	1	-	-
19	SB9	1	-	-
20	SB8	-	1	-
21	SB9	-	1	-
22	SB10	-	-	1
23	SB12	-	-	1
24	SB1	-	-	1
25	SB3	-	-	1
26	SB4	-	-	1
27	SB7	-	-	1
28	SB8	-	-	1
29	SB9	-	-	1
	TOTALS	13	8	8

SHEET 3 OF 5

INTERSECTION OF
WASHINGTON RD (38TH ST) & 30TH AVE
ALL ITEMS CATEGORY 0010

3

3

POLES AND ARMS

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0360 POLES TYPE 13 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FOOT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FOOT EACH	657.0541 MONOTUBE ARMS 40-FT-SPECIAL EACH	657.0546 MONOTUBE ARMS 45-FT-SPECIAL EACH	657.0550 MONOTUBE ARMS 50-FT EACH	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FOOT EACH	657.0812 LUMINAIRE ARMS STEEL 12-FT EACH	659.1120* LUMINAIRES UTILITY LED B EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	-	1	1	-	-	-	-	-	-	-	1	-	1	1
SB2	1	-	-	-	-	1	-	-	-	-	-	-	-	1
SB3	-	-	-	1	-	-	-	1	-	-	-	1	1	1
SB4	-	1	1	-	-	-	-	-	-	-	1	-	1	1
SB5	1	-	-	-	-	1	-	-	-	-	-	-	-	1
SB6	-	-	-	1	-	-	-	-	1	-	-	1	1	-
SB7	1	-	-	-	-	-	1	-	-	-	-	-	-	1
SB8	-	1	1	-	-	-	-	-	-	-	1	-	1	1
SB9	-	-	-	1	-	-	-	-	1	-	-	1	1	1
SB10	-	1	1	-	-	-	-	-	-	-	1	-	1	1
SB11	1	-	-	-	-	1	-	-	-	-	-	-	-	1
SB12	1	-	-	-	-	-	1	-	-	-	-	-	-	1
SB13	-	-	-	-	1	-	-	-	-	1	-	1	1	-
TOTALS	5	4	4	3	1	3	2	1	2	1	4	4	8	11

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	659.5000.S* LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
PEDESTRIAN SIGNAL - 16 INCH	8
TRAFFIC SIGNAL, THREE SECTION	10
TRAFFIC SIGNAL, FIVE SECTION	2
LUMINAIRES, UTILITY, LED	4
	24

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

(FOR INFORMATION ONLY)

SIGNAL BASE NO.	PEDESTRIAN SIGNAL, 16 INCH EACH	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	LUMINAIRES, UTILITY LED EACH
SB1	1	1	-	-
SB2	-	-	1	2
SB3	2	-	1	-
SB4	-	2	-	-
SB5	1	1	-	1
SB6	1	1	-	-
SB7	-	1	-	-
SB8	2	1	-	-
SB9	-	2	-	-
SB10	1	1	-	1
TOTAL	8	10	2	4

SHEET 4 OF 5

PROJECT NO: 3831-07-71	HWY: WASHINTON ROAD	COUNTY: KENOSHA	MISCELLANEOUS QUANTITIES	SHEET: 189	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTALS	1

RADAR SENSOR SYSTEM, WASHINGTON RD (38TH ST) & 30TH AVE

LOCATION	SPV.0060.06 RADAR SENSOR SYSTEM EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTAL	1

SENSOR NO.	BASE NO.	DETECTOR TYPE
R 1	SB13	EVO RADAR SENSOR
R 2	SB6	EVO RADAR SENSOR

3

TRAFFIC SIGNAL CABINET AND CONTROLLER, WASHINGTON RD (38TH ST) & 30TH AVE

LOCATION	SPV.0060.07 TRAFFIC SIGNAL CABINET AND CONTROLLER EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTALS	1

SALVAGE AND REINSTALL GPS EVP DETECTOR SYSTEM, WASHINGTON RD (38TH ST) & 30TH AVE

LOCATION	SPV.0060.08 SALVAGE AND REINSTALL GPS EVP DETECTOR SYSTEM EACH
WASHINGTON RD (38TH ST) & 30TH AVE	1
TOTALS	1

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)
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	
COMMUNICATIONS VAULT	C

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), KENOSHA COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 MONUMENTS (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD."

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

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING 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.

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, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF KENOSHA.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.

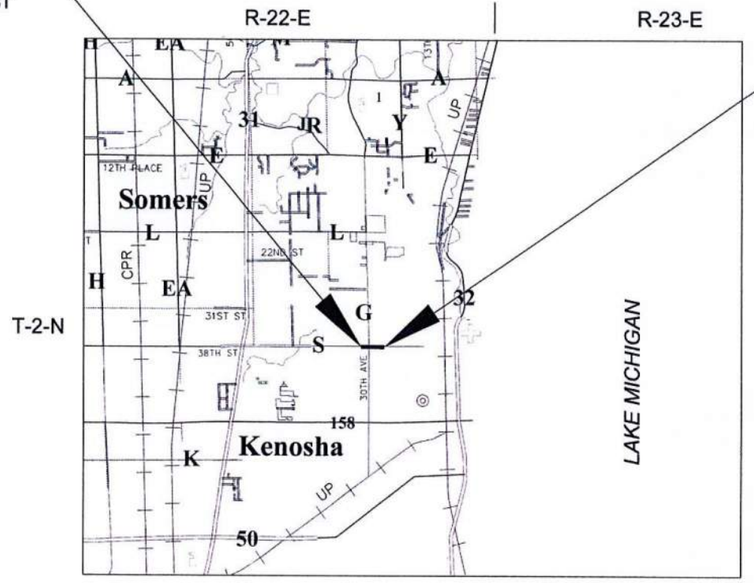
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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 ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. 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.

BEGIN RELOCATION ORDER
8.75 FT SOUTH AND 129.20 FT WEST OF THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SEC. 25, T2N., R22E.



END RELOCATION ORDER
13.35 FT SOUTH AND 335.59 FT EAST OF THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 SEC. 25, T2N., R22E.

N

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.088MI

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3831-07-01	4.01	3
FEDERAL PROJECT NUMBER N/A		

PLAT OF RIGHT OF WAY REQUIRED FOR

WASHINGTON ROAD
INTERSECTION WITH 30TH AVENUE

WASHINGTON ROAD	KENOSHA COUNTY

CONSTRUCTION PROJECT NUMBER
3831-07-71

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

ORIGINAL PLANS PREPARED BY

GRAEF
275 W. WISCONSIN AVENUE, SUITE 300
MILWAUKEE, WI 53203

WISCONSIN
CARLA J. ROLLINS
S-3207
SHEBOYGAN, WI
LAND SURVEYOR

01/19/2023 (Date) (Signature)

APPROVED FOR
CITY OF KENOSHA
DEPARMENT OF PUBLIC WORKS

DATE: 2/13/23 DIRECTOR
DEPUTY DIRECTOR OF PW

REVISION DATE
03/08/2023
05/22/2024

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\040101_RT.DWG
PLOT DATE : 01/18/2023 2:43 PM
PLOT BY : ROLLINS, CARLA
PLOT NAME :

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TAX KEY	TOTAL S.F.	R/W REQUIRED (ACRES OR S.F.) NEW	EXISTING	TOTAL	REMAINING S.F.	T.L.E. S.F.
1	4.03	ADAMS OUTDOOR ADVERTISING LIMITED PARTNERSHIP, A MINNESOTA LIMITED PARTNERSHIP	FEE & TLE	07-222-25-301-014	5862	5	0	5	5857	250
			FEE & TLE	07-222-25-301-015	5837	78	0	78	5759	251
			FEE & TLE	07-222-25-301-016	5813	173	0	173	5639	251
			FEE & TLE	07-222-25-301-017	6188	269	0	269	5919	251
			FEE & TLE	07-222-25-301-018	6163	364	0	364	5799	251
			FEE & TLE	07-222-25-301-019	6138	430	0	430	5709	250
2	N/A	INTENTIONALLY OMITTED	0	N/A	0	0	0	0	0	0
3	N/A	INTENTIONALLY OMITTED	0	N/A	0	0	0	0	0	0
4	N/A	INTENTIONALLY OMITTED	0	N/A	0	0	0	0	0	0
5	N/A	INTENTIONALLY OMITTED	0	N/A	0	0	0	0	0	0
6	N/A	INTENTIONALLY OMITTED	0	N/A	0	0	0	0	0	0
7	4.03	OHM FUEL SERVICES, INC.	FEE & TLE	07-222-25-301-025	20743	1087	0	1087	19657	3210
8	4.03	EMRO MARKETING COMPANY, A DELAWARE CORPORATION[2]	FEE & TLE	07-222-25-276-009	35835	951	0	951	34884	2544
9	4.03	H & H PARTNERSHIP	FEE & TLE	07-222-25-276-010	32700	110	0	110	32590	1337
10	4.03	A & K OF KENOSHA LLC	TLE	07-222-25-152-006	31664	0	0	0	31664	270
11	4.03	NAFI KALAN[1]	FEE & TLE	07-222-25-153-011	16193	254	0	254	15939	1517
12	4.03	WAS 30, LLC, A WISCONSIN LIMITED LIABILITY COMPANY[1]	FEE & TLE	07-222-25-153-009	60243	1254	0	1254	58989	3389
13	4.03	BANK ONE, KENOSHA, NATIONAL ASSOCIATION, SUCCESSOR BY MERGER WITH THE FIRST NATIONAL BANK OF KENOSHA[1]	FEE & TLE	07-222-25-427-008	53672	1807	0	1807	51865	4578
14	4.03	DOUBLE D TWO INVESTMENTS, LLC	FEE & TLE	07-222-25-427-007	89702	2718	0	2718	86984	5287
UTILITY INTERESTS										
100	4.03	WE ENERGIES ELECTRIC	RELEASE OF RIGHTS							
101	4.03	AT&T WISCONSIN	RELEASE OF RIGHTS							
102	4.03	TIME WARNER ENTERTAINMENT CO., LP	RELEASE OF RIGHTS							

UTILITY TABLE				
UTILITY NO.	OWNER	WIDTH	DOCUMENT NO.	PARCEL
100	WE ENERGIES-ELECTRIC	6' UTILITY EASEMENT	873464	8, 9
		12' DISTRIBUTION EASEMENT UNDERGROUND	1233349	14
101	AT&T	12' DISTRIBUTION EASEMENT UNDERGROUND	1233349	14
102	TIME WARNER ENTERTAINMENT, LLC	12' DISTRIBUTION EASEMENT UNDERGROUND	1233349	14

COURSE TABLE PARCEL 1		
101 - 102	N 04°16'55" W	15.78'
102 - 103	S 89°26'48" E	0.60'
103 - 101	S 02°05'48" E	15.74'

COURSE TABLE PARCEL 2		
102 - 104	N 04°16'55" W	50.12'
104 - 105	S 89°26'48" E	2.52'
105 - 103	S 02°05'48" E	49.99'
103 - 102	N 89°26'48" W	0.60'

COURSE TABLE PARCEL 3		
104 - 106	N 04°16'55" W	50.12'
106 - 107	S 89°26'48" W	4.43'
107 - 105	S 02°05'48" E	49.99'
105 - 104	N 89°26'48" W	2.52'

COURSE TABLE PARCEL 4		
106 - 108	N 04°16'55" W	50.12'
108 - 109	S 89°26'48" W	6.34'
109 - 107	S 02°05'48" E	49.99'
107 - 106	N 89°26'48" W	4.43'

COURSE TABLE PARCEL 5		
104 - 106	N 04°16'55" W	50.12'
106 - 107	S 89°26'48" W	4.43'
107 - 105	S 02°05'48" E	49.99'
105 - 104	N 89°26'48" W	2.52'

COURSE TABLE PARCEL 6		
110 - 112	N 04°16'55" W	14.67'
112 - 113	N 01°31'55" W	35.35'
113- 114	S 89°26'48" E	8.47'
114 - 112	S 02°05'48" E	49.99'
111 - 110	N 89°26'48" W	8.25'

COURSE TABLE PARCEL 7		
113 - 115	N 01°31'55" W	148.65'
115 - 116	N 05°46'24" W	14.74'
116 - 117	SEE CURVE DATA	
117 - 118	N 47°51'13" W	6.51'
118 - 119	S 89°26'48" E	15.39'
119 - 120	S 05°01'59" E	139.29'
120 - 114	S 02°05'48" E	49.99
114 - 113	N 89°26'48" W	8.47'

COURSE TABLE PARCEL 8		
121 - 122	SEE CURVE DATA	
122 - 123	N 01°36'48" W	147.48'
123- 124	S 89°26'48" E	4.00'
124 - 125	S 01°36'48" E	182.98'
125 - 121	N 89°26'48" W	25.21'

COURSE TABLE PARCEL 9		
123 - 125	N 01°36'48" W	13.21'
125 - 126	N 06°21'23" E	28.85'
126 - 124	S 01°36'48" E	41.94'
124 - 123	N 89°26'48" W	4.00'

PI TABLE		
PI STATION	NORTHING	EASTING
148+03.46	226657.20	2548484.04
150+38.05	226891.78	2548486.66
152+59.32	227112.96	2548480.74
153+59.54	227213.03	2548475.00
154.99.75	227353.18	2548471.05
158+34.87	227687.09	2548442.64
55+96.46	227153.51	2548425.64
56+87.75	227148.63	2548513.81
58+58.01	227146.94	2548684.05
59+41.38	227150.10	2548767.36

COURSE TABLE PARCEL 14		
144 - 136	N 02°05'48" W	310.84'
136 - 143	S 70°03'05" E	14.99'
143 - 145	S 01°31'55" E	20.70'
145 - 146	S 00°04'54" E	19.76'
146 - 147	S 01°31'55" E	83.42'
147 - 148	S 00°38'24"	27.17'
148 - 149	N 89°21'36" E	1.50'
149 - 150	S 00°38'24" W	89.63'
150 - 151	S 06°21'02" W	20.10
151 - 144	S 00°38'24" W	44.93'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C1	24.24'	33.00'	42°04'50"	23.70'	N 26°48'49" W	12.69'
C2	42.77'	39.00'	62°50'13"	40.66'	N 29°48'19" E	23.82'
C3	50.87'	33.00'	88°18'57"	45.98'	S 45°18'47" E	32.04'
C4	30.32'	34.00'	51°05'21"	29.32'	S 51°05'50" W	16.25'

COURSE TABLE PARCEL 13		
136 - 137	N 02°05'48" W	5.85'
137 - 138	N 00°51'16" E	30.61'
138 - 139	N 00°51'14" E	97.07'
139 - 140	N 56°14'58" E	19.38'
140 - 141	S 89°25'41" E	19.34'
141 - 142	SEE CURVE DATA	
142 - 152	S 25°33'10" W	8.19'
152 - 143	S 01°31'55" E	123.45'
143 - 136	N 70°03'05" W	14.99'

COURSE TABLE PARCEL 11		
127 - 128	N 01°36'48" W	94.50'
128 - 129	S 04°51'48" E	94.86'
129 - 127	N 89°25'41" E	5.38'

COURSE TABLE PARCEL 12		
130 - 127	N 01°36'48" W	153.46'
127 - 129	S 89°25'41" E	5.38'
129 - 131	S 04°51'48" E	10.97'
131 - 132	S 01°36'48" E	98.54'
132 - 133	S 07°19'26" E	10.06'
133 - 134	SEE CURVE DATA	
134 - 135	S 83°43'02" E	20.10'
135 - 130	N 89°25'41" W	58.72'

BASIS OF EXISTING RIGHT-OF-WAY		
ROUTE	BASIS	WIDTH
30TH AVENUE	PARK SUBDIVISION	VARIES
	DOC. 385617	VARIES
	DOC. 385615	VARIES
	DOC. 385614	VARIES
	DOC. 385613	VARIES
	DOC. 385612	VARIES
	DOC. 385611	VARIES
	DOC. 847047	VARIES
	DOC. 846555	VARIES
	DOC. 8859611	VARIES
WASHINGTON ROAD	GOLF LINKS ADDITION	33' TO CL
	DOC. 872432	33' TO CL
	DOC. 902437	50' TO CL

CITY

NE-SW

SE-NW

NW-SE

SW-NE

KENOSHA

LOT 92 LOT 93 LOT 94 LOT 95 LOT 96 LOT 97 LOT 98 LOT 99 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 LOT 13 LOT 14 LOT 15 LOT 16 LOT 17 LOT 18 LOT 19

GOLF LINKS ADDITION

PARK SUBDIVISION BLOCK 9

OF

ADAMS OUTDOOR ADVERTISING LIMITED PARTNERSHIP, A MINNESOTA LIMITED PARTNERSHIP
TAX KEY: 07-222-301-014 / 07-222-301-015 / 07-222-25-301-016 / 07-222-25-301-017 / 07-222-25-301-018 / 07-222-25-301-019

OHM FUEL SERVICES, INC.
TAX KEY: 07-222-25-301-025

EMRO MARKETING COMPANY, A DELAWARE CORPORATION
TAX KEY: 07-222-25-276-009

H & H PARTNERSHIP
TAX KEY: 07-222-25-276-010

NAFI KALAN
TAX KEY: 07-222-25-153-011

WAS 30, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY: 07-222-25-153-009

A & K OF KENOSHA LLC
TAX KEY: 07-222-25-152-006

DOUBLE D TWO INVESTMENTS, LLC
TAX KEY: 07-222-25-427-007

BANK ONE, KENOSHA, NATIONAL ASSOCIATION, SUCCESSOR BY MERGER WITH THE FIRST NATIONAL BANK OF KENOSHA
TAX KEY: 07-222-25-427-008

UNPLATTED LANDS

ON PREMISE SIGNS ON PARCEL 9 ARE EXEMPT FROM THE TLE

ON PREMISE SIGNS ON PARCEL 11 ARE EXEMPT FROM THE TLE

ROAD STREET

30TH AVENUE

WASHINGTON 38TH STREET

QUARTER SECTION

FOUND CONCRETE MONUMENT WITH WISDOT ALUMINUM CAP Y=227189.15 X=2545770.15

FOUND CONCRETE MONUMENT WITH WISDOT ALUMINUM CAP Y=229810.63 X=2548380.83

FOUND CONCRETE MONUMENT WITH SEWRPC BRASS CAP Y=224506.85 X=2548526.43

FOUND CONCRETE MONUMENT WITH BRASS CAP Y=227136.45 X=2551136.44

BEGIN RELOCATION ORDER STA 55+00.00 Y=227154.47 X=2548326.19

END RELOCATION ORDER STA 59+65.00 Y=227149.87 X=2548790.98

EXISTING SIGN EXEMPT FROM TLE

SLOPE INTERCEPT (TYP.)

TLE

FEE

UT

PL

IP 1 1/4IN OD

IP 1IN OD

IP 3/4IN REBAR

IP 5/8IN RI BAR

CHISELED CROSS

S 88°28'05" W 2086.75'

N 02°05'48" W 303.46'

N 88°28'05" E 2119.40'

QUARTER SECTION N 01°31'55" W 2657.32'

N 00°38'24" E 234.59'

N 88°28'06" E 2418.59'

N 01°31'54" W 221.26'

N 88°28'06" E 2248.46'

N 01°36'48" W 2648.46'

N 88°23'12" E 2415.44'

N 04°51'48" W 335.12'

S 88°23'12" W 50.00'

S 89°26'48" E 2685.37'

N 89°26'48" W 2551.25'

S 89°25'40" E 2681.18'

S 87°49'20" W 83.37'

S 89°25'41" E 584.84'

S 01°31'55" E 588.79'

N 70°03'05" W

S 86°50'16" E 88.30'

N 00°33'12" E 10.00'

S 00°33'12" W 10.00'

N 00°33'12" E 50.00'

S 89°26'48" E 40.03'

N 89°26'48" W

N 00°34'19" E 10.00'

S 89°25'40" E 170.26'

S 89°25'41"E

N 03°17'15" W 100.23'

N 01°36'48" W 140.21'

N 00°33'12" E 40.00'

N 00°33'12" E 10.00'

N 00°51'16" E 97.07'

N 56°14'58" E 19.38'

S 01°36'48" E 50.04'

S 01°36'48" E 40.03'

S 01°36'48" E 10.01'

S 01°36'48" E 40.03'

S 01°36'48" E 29.52'

S 01°36'48" E 29.64'

S 01°36'48" E 18.58'

S 01°36'48" E 13.30'

S 01°36'48" E 20.26'

S 01°36'48" E 29.78

Standard Detail Drawing List

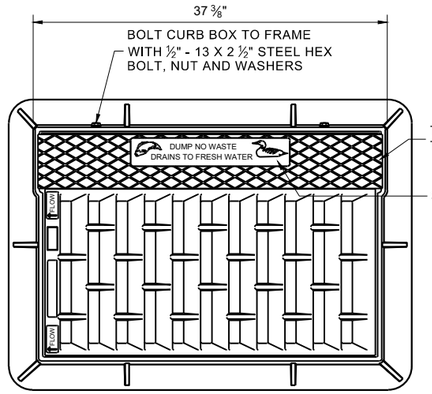
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08B11-03	MANHOLES VARIABLE TEE AND SPECIAL 4-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
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
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09E12-01E	GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
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
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-08A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08C	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
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

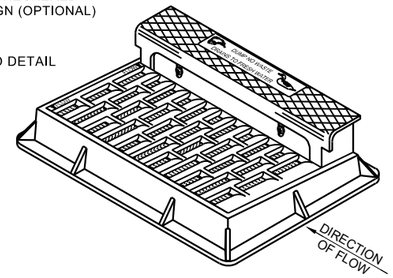
Standard Detail Drawing List

15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

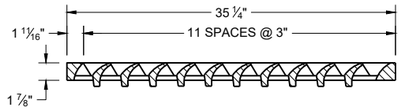
6

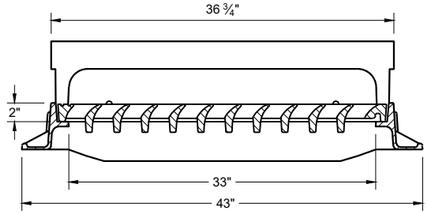


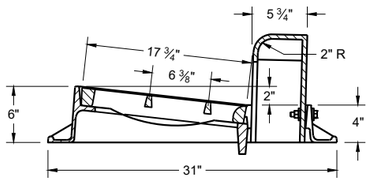
NOTE: EITHER CASTING IS ACCEPTABLE

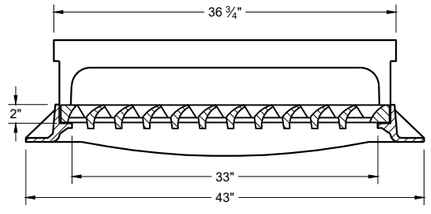


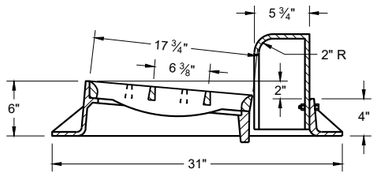
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







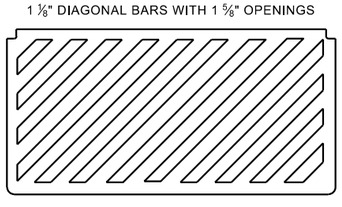




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

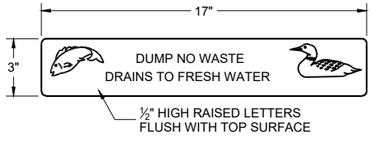
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



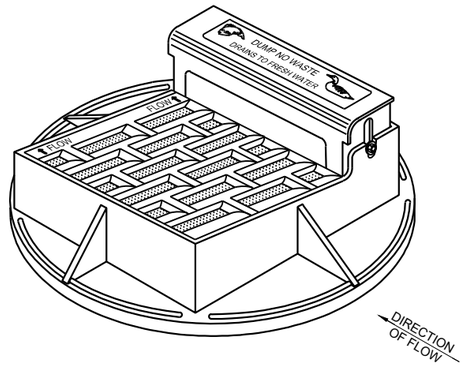
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

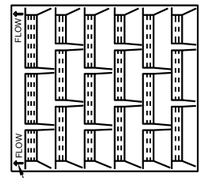


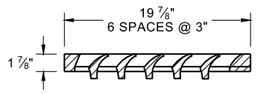
LOGO DETAIL

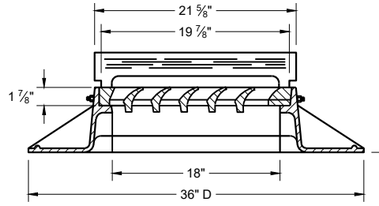


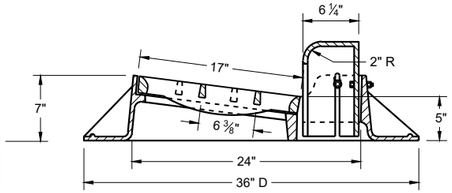
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



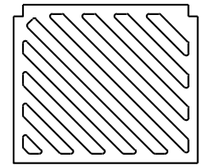






TYPE "A"

1" DIAGONAL BARS WITH 1 ½" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

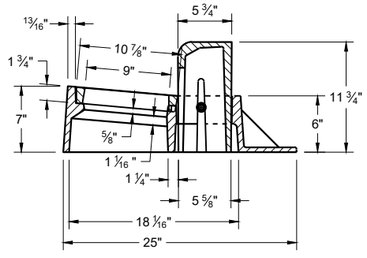
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

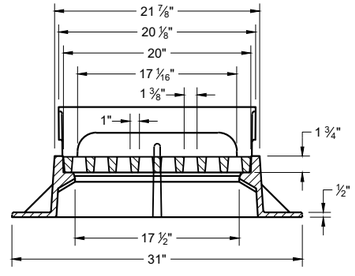
GENERAL NOTES

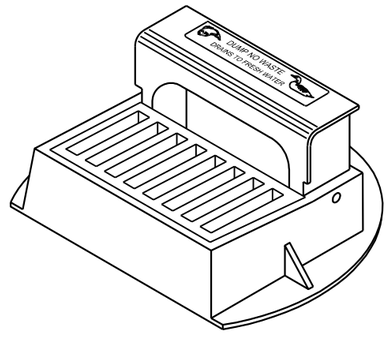
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.







TYPE "Z"

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

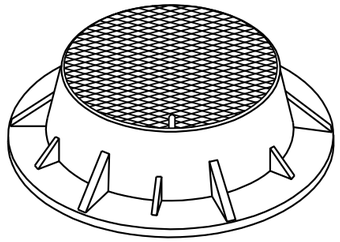
SDD 08A05-21a

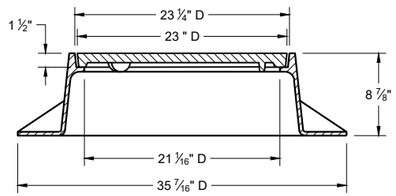
GENERAL NOTES

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

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

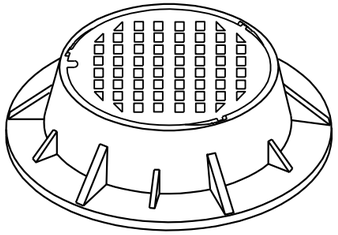
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

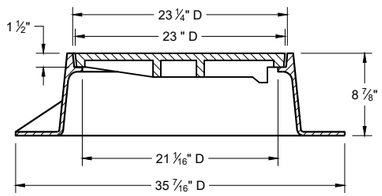




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

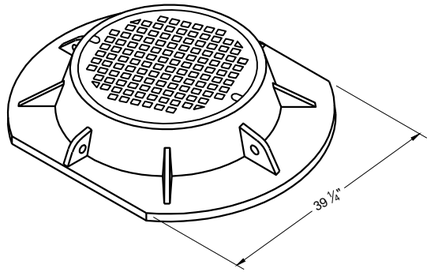


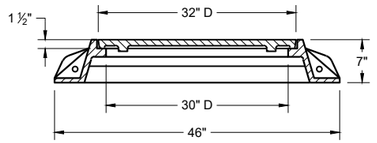


TYPE "J" SPECIAL

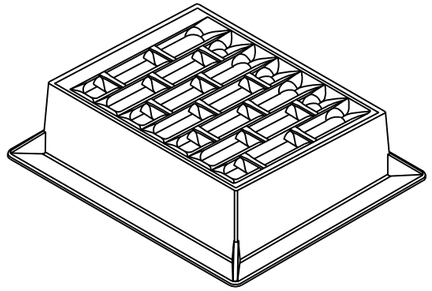
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

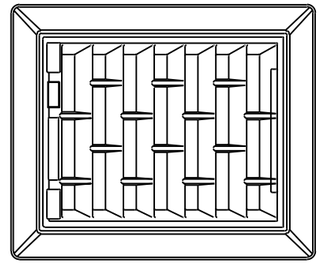
NOTE: EITHER CASTING IS ACCEPTABLE

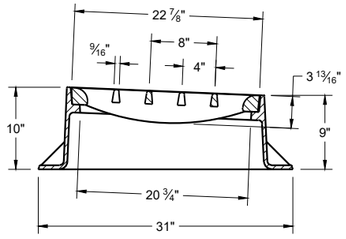


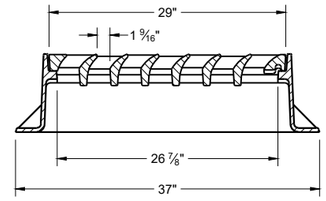


TYPE "K"

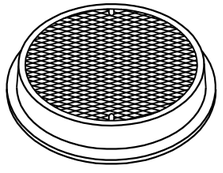


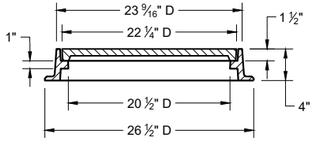




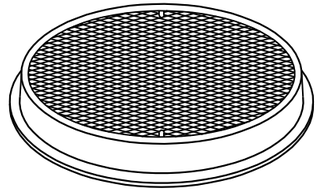


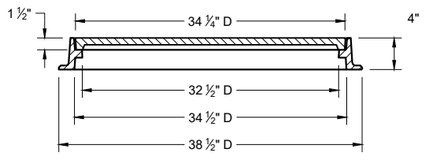
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

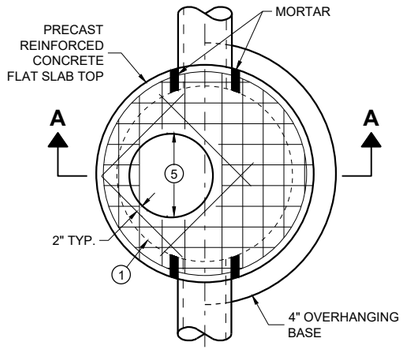
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

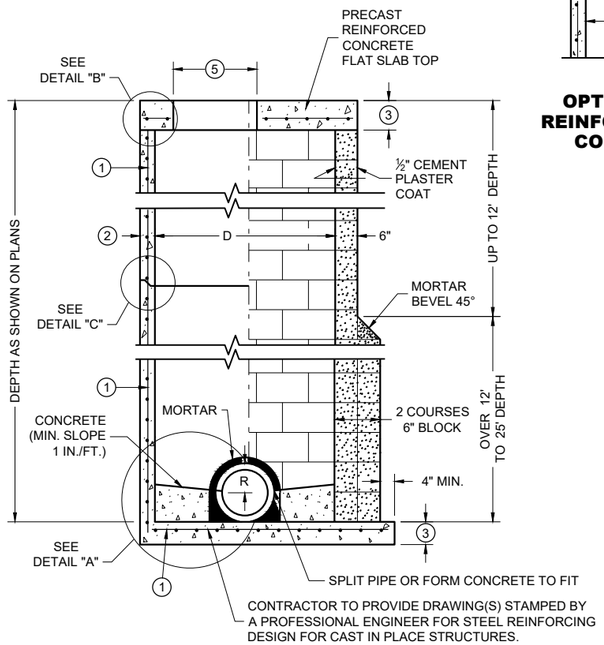
6

SDD 08A05-21e



PLAN VIEW

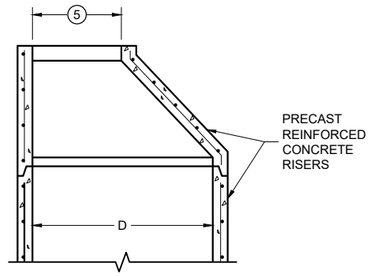
CIRCULAR OPENING



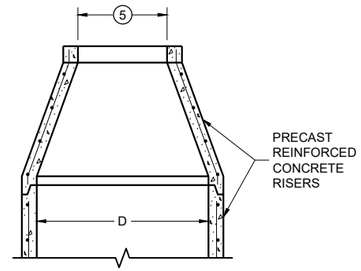
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

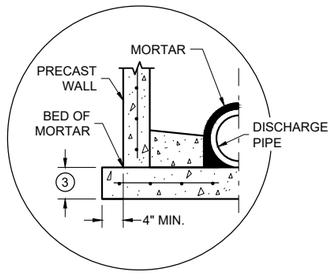
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



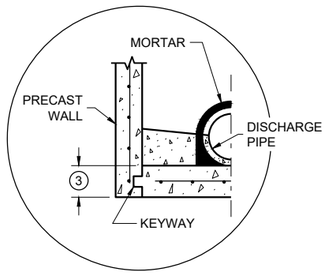
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

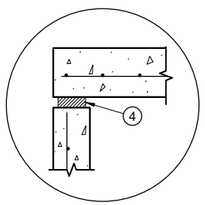


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

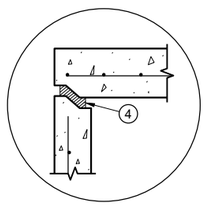


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

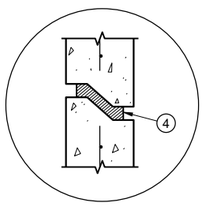
DETAIL "A"



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".

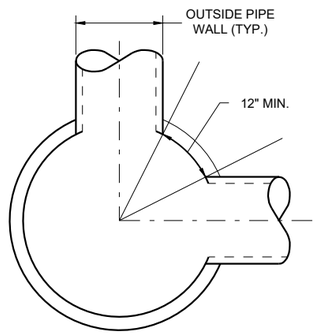
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

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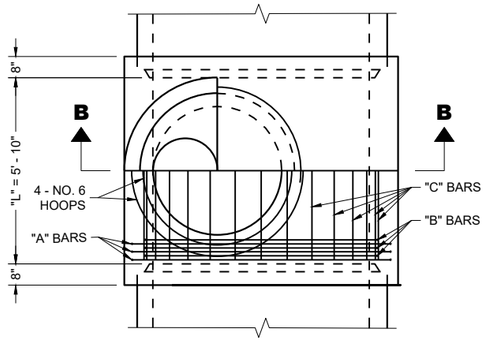
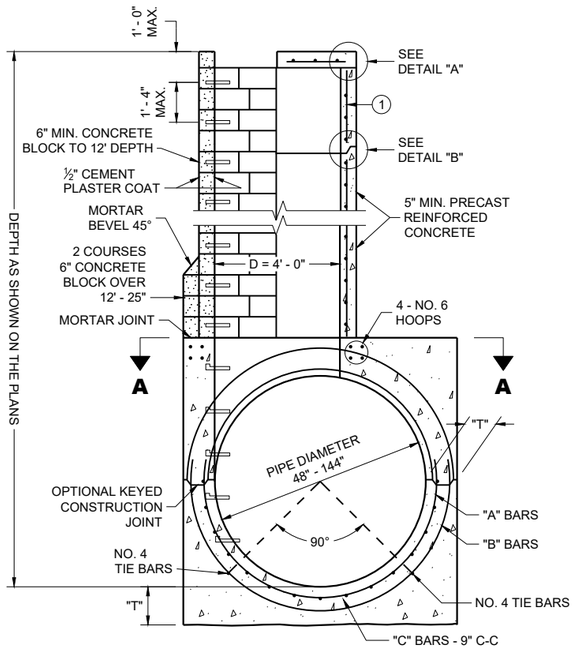


HALF SECTION A - A



SECTION B - B

MANHOLE VARIABLE SPECIAL 4-FT DIAMETER

NOTES FOR MANHOLE VARIABLE SPECIAL 4-FT DIAMETER

NOTE: ALL "A", "B", AND "C" BAR STEEL REINFORCING IS THE SAME DIAMETER WHICH VARIES WITH DEPTH.

NO. 5 BARS TO 20' DEPTH
NO. 6 BARS OVER 20' TO 30' DEPTH
NO. 7 BARS OVER 30' TO 40' DEPTH

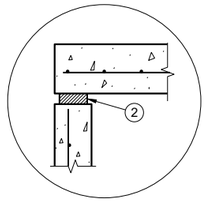
THE "A" AND "B" BARS MAY BE PLACED IN ONE OR TWO SEGMENTS, AND SHALL LAP 24 BAR DIAMETERS.

"C" BARS SHALL HAVE STANDARD HOOKED ENDS.

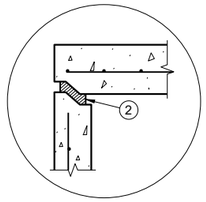
NOTE: "T" THROUGHOUT LENGTH "L" SHALL BE 13" FOR PIPE DIAMETER 48" TO 84" AND 15" FOR PIPE DIAMETER GREATER THAN 84".

MANHOLE COVER OPENING MATRIX

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

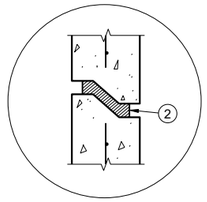


TOP WITH PLAIN END JOINT



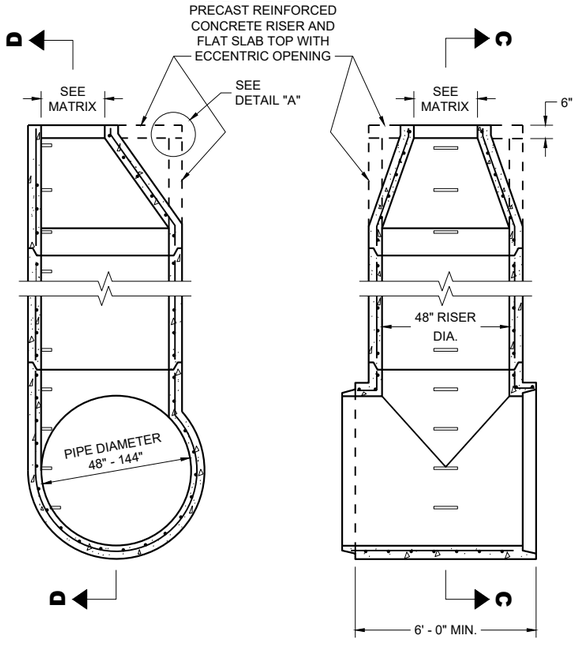
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "A"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



SECTION C - C **SECTION D - D**

MANHOLE VARIABLE TEE 4-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 4T-L", "MANHOLES 4S-M", ETC. THE VARIABLE TEE IS DENOTED BY 4T AND THE VARIABLE SPECIAL IS DENOTED BY 4S. THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES VER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES ROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE OR CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

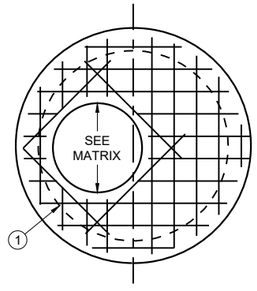
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLES 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.

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

(2) 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.



PLAN VIEW

PRECAST REINFORCED CONCRETE FLAT SLAB TOP WITH ECCENTRIC OPENING

MANHOLE VARIABLE TEE AND SPECIAL 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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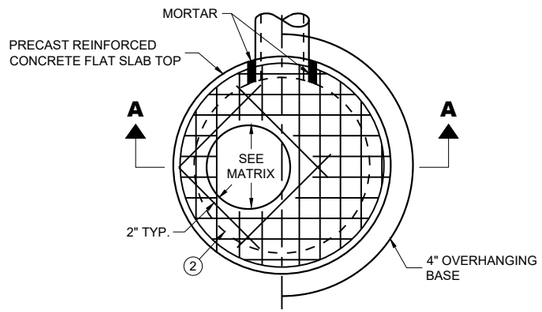
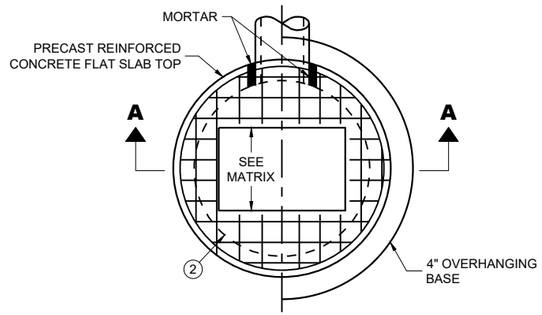
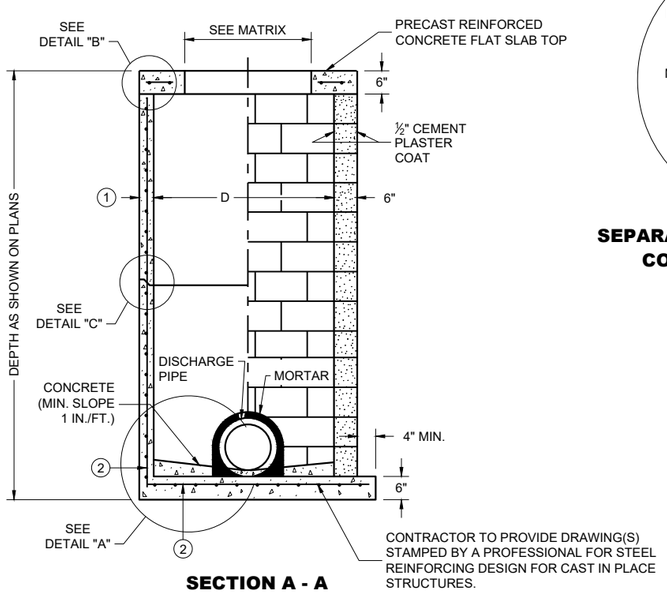


PLAN VIEW CIRCULAR OPENING



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)

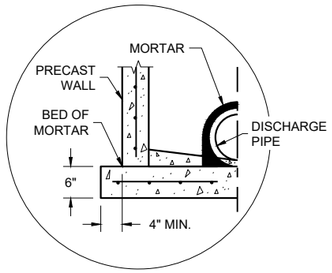
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

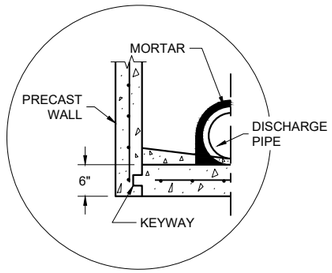
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

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

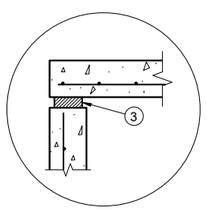


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

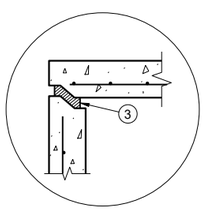


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

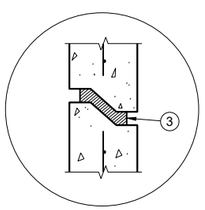
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR 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.

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.

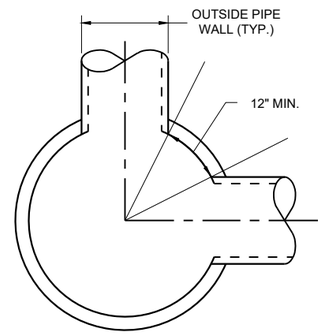
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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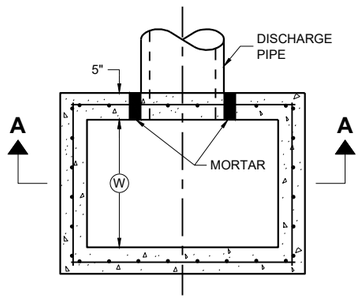
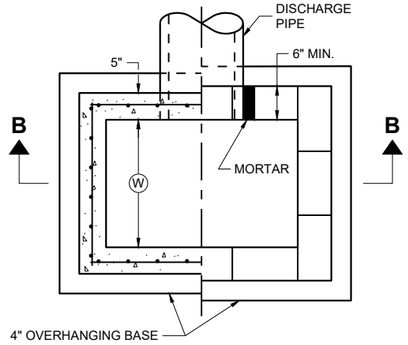
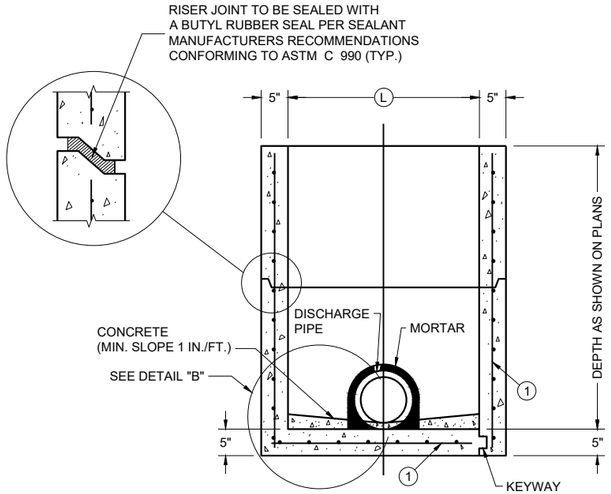


PLAN VIEW



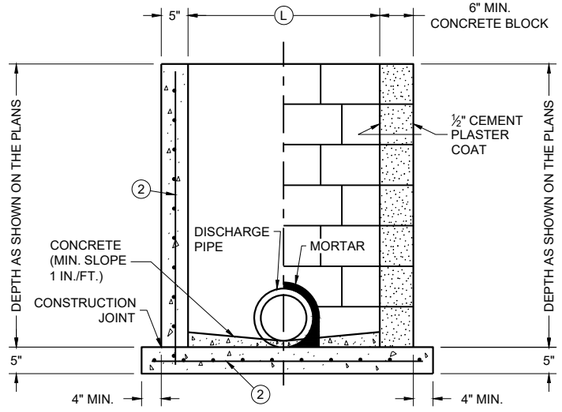
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

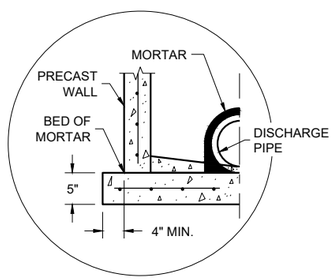
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

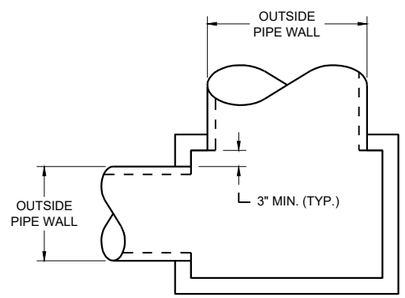
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

APPROVED
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/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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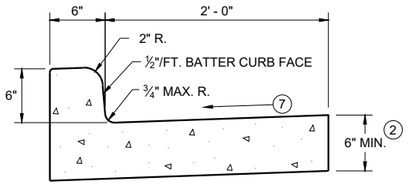
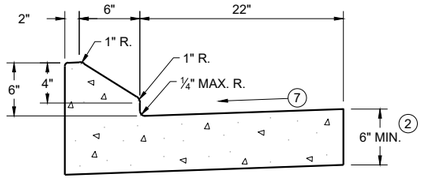
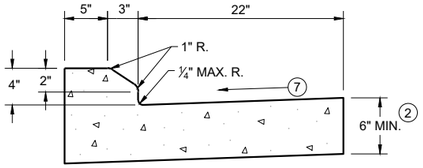


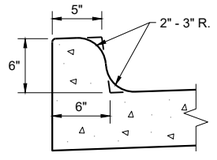
TYPES A (1) & D



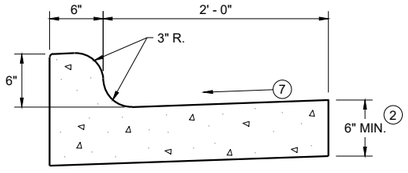
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

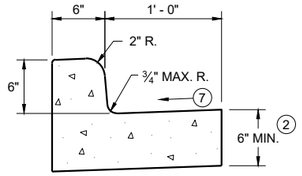


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



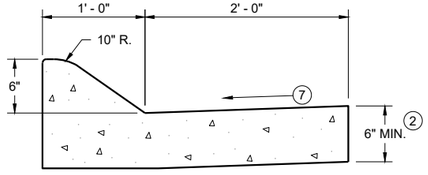
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

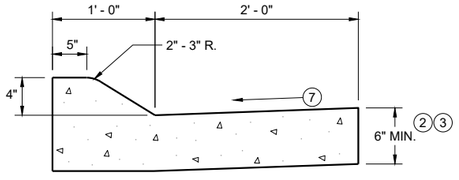


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

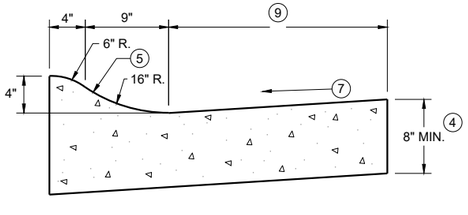


6" SLOPED CURB TYPES A (1) & D



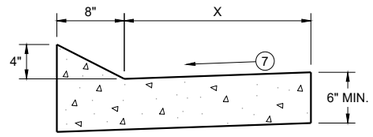
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

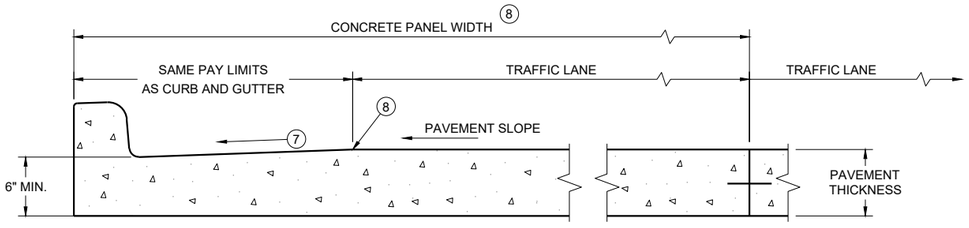


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

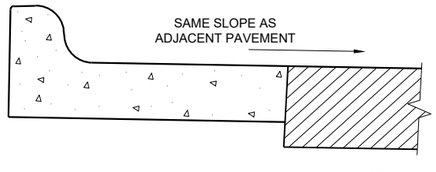
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

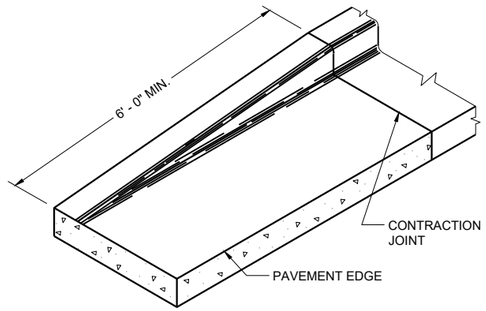
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

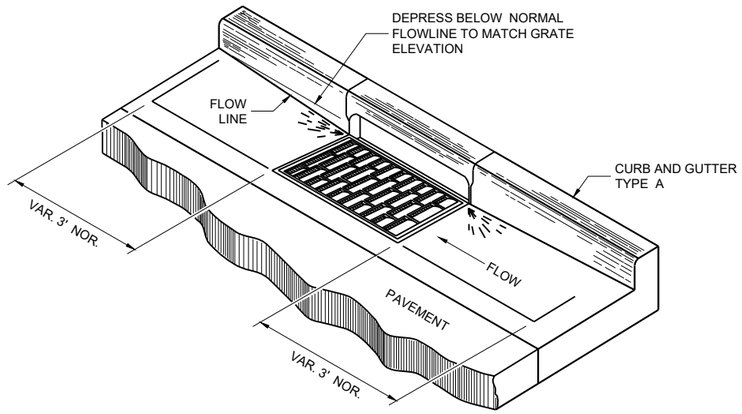
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

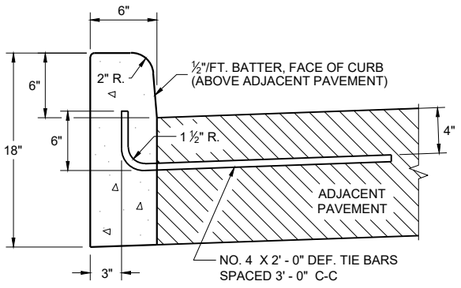
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

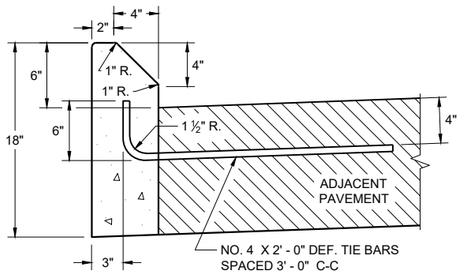
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

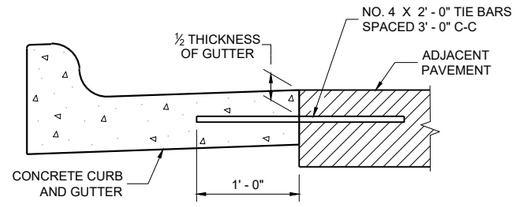


TYPES A (1) & D

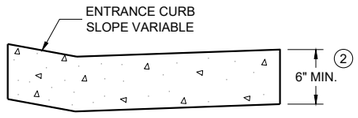


TYPES G (1) & J

CONCRETE CURB

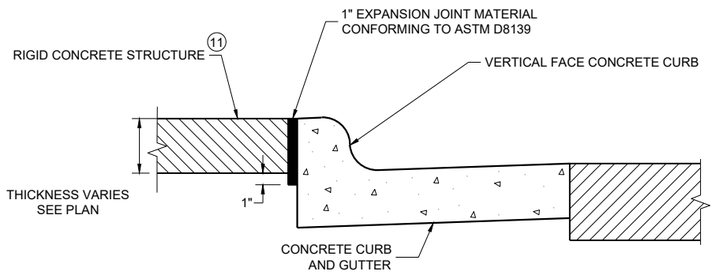


TYPICAL TIE BAR LOCATION (1)

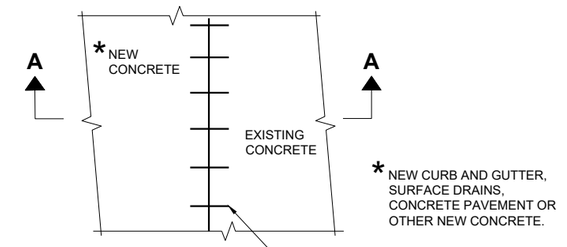


DRIVEWAY ENTRANCE CURB (10)

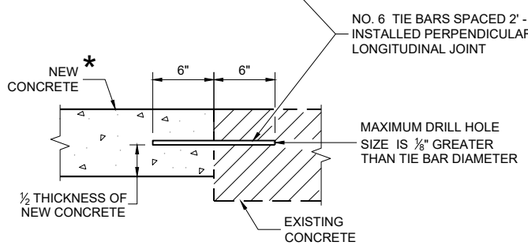
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

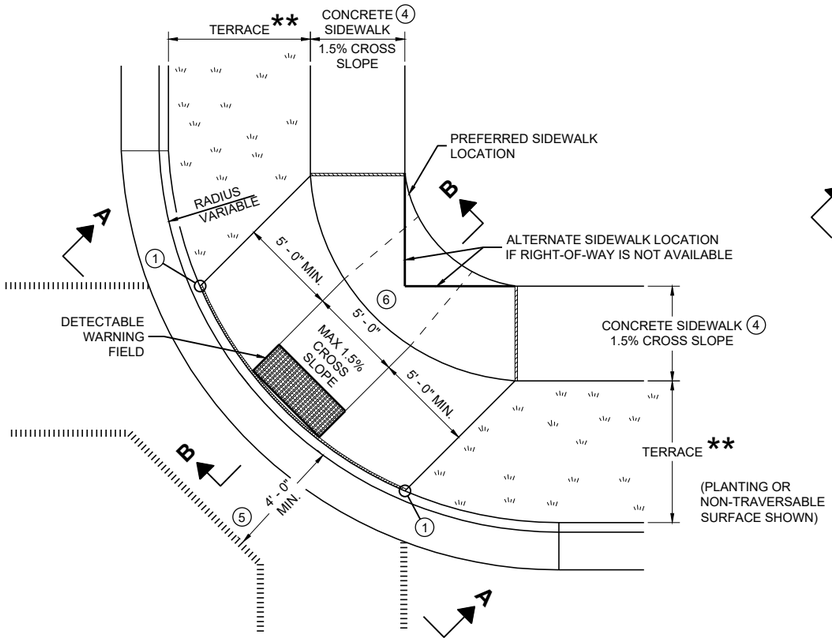
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

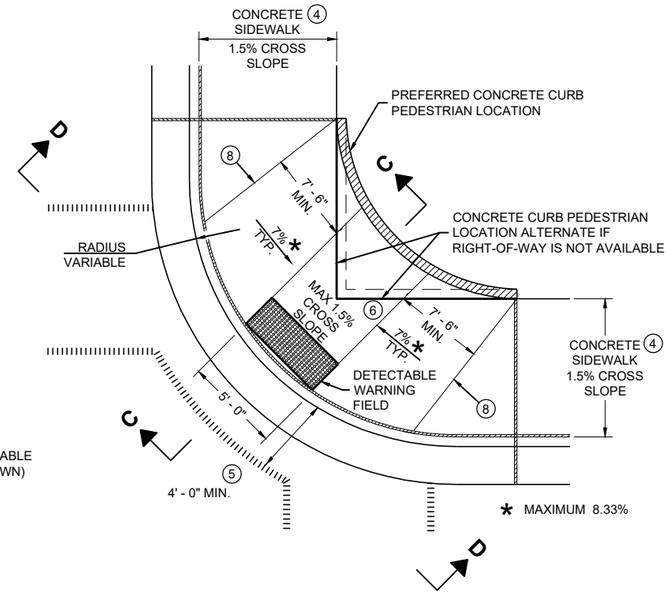
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

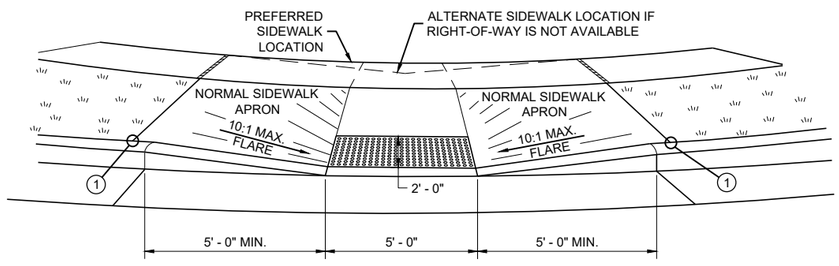
(CENTER OF CORNER RADIUS)



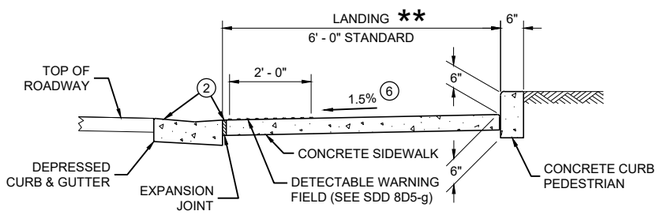
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

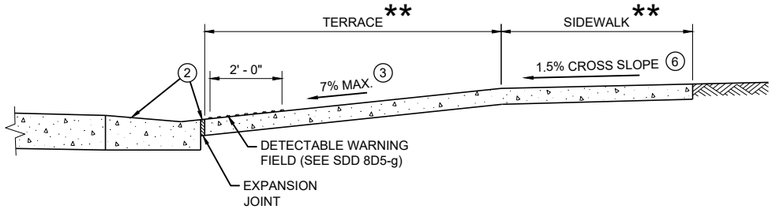


VIEW A - A FOR TYPE 1

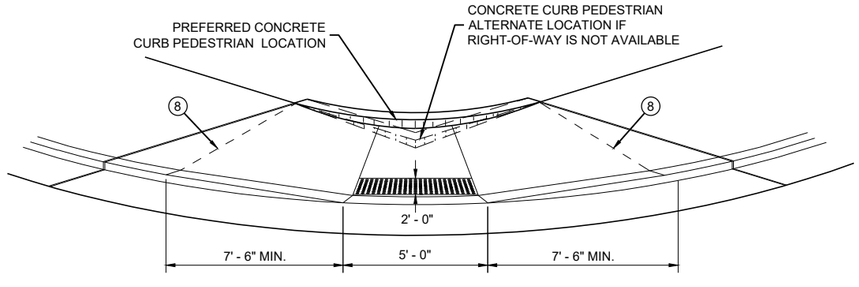


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

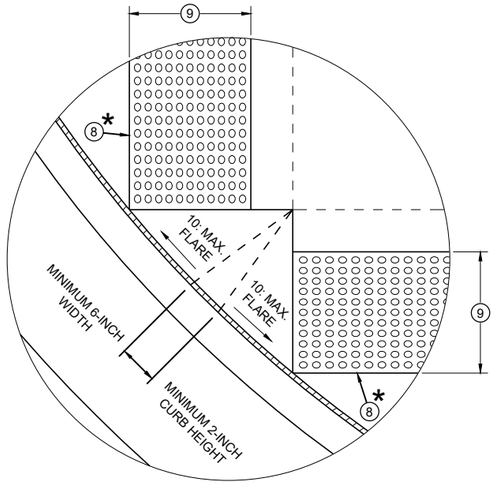
LEGEND

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

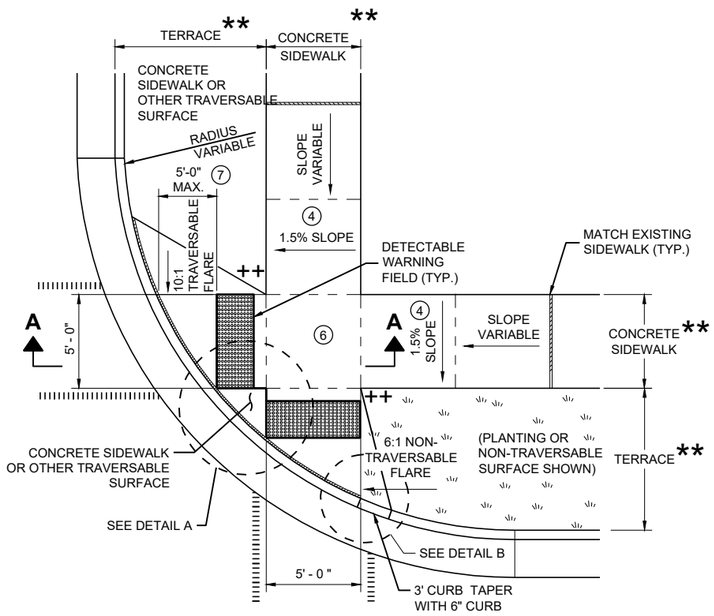
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

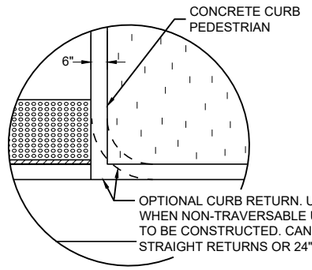
6
SDD 08D05-21a



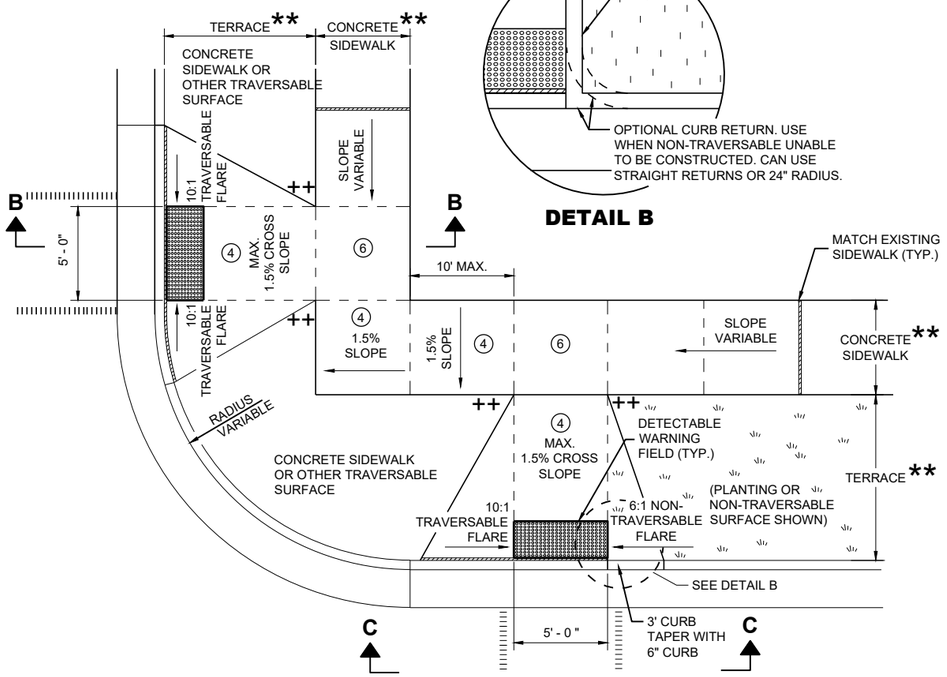
DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



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 RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

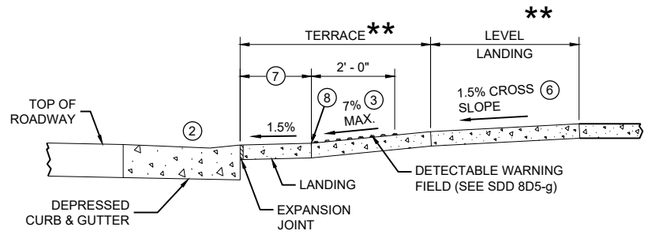
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

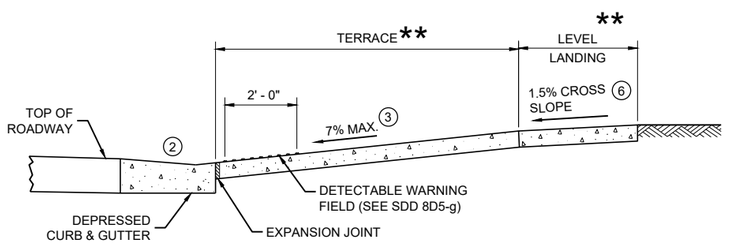


SECTION A - A FOR TYPE 2

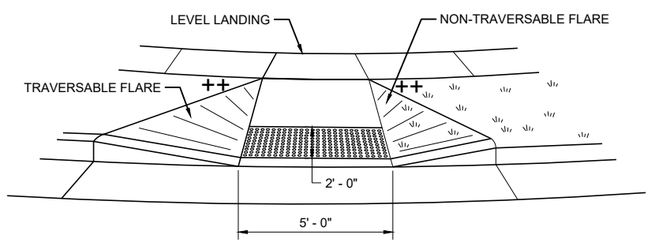
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



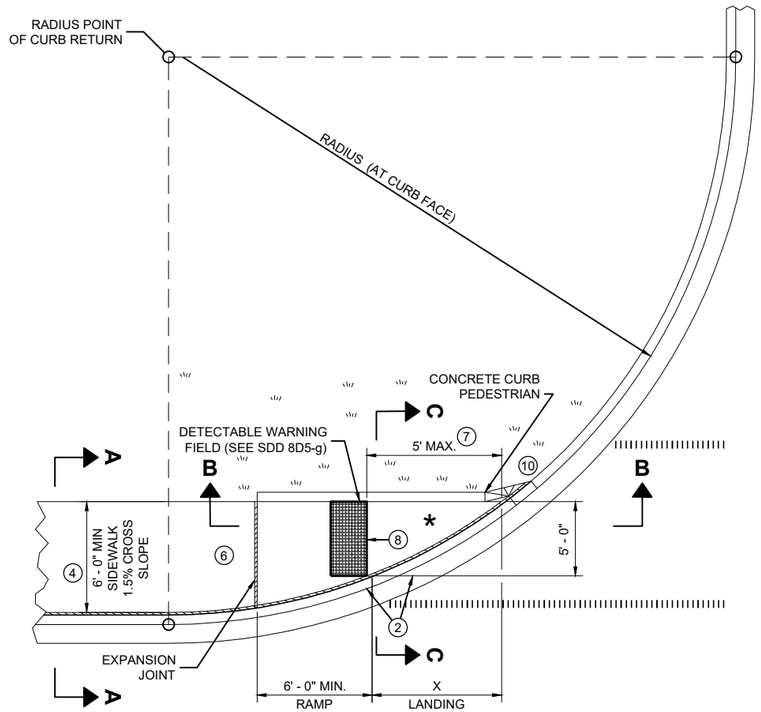
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

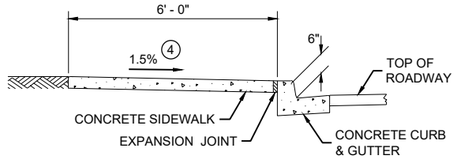


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

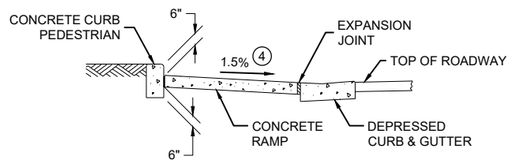
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

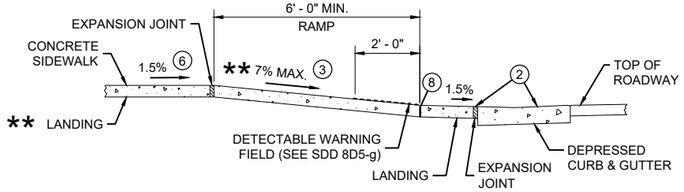
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

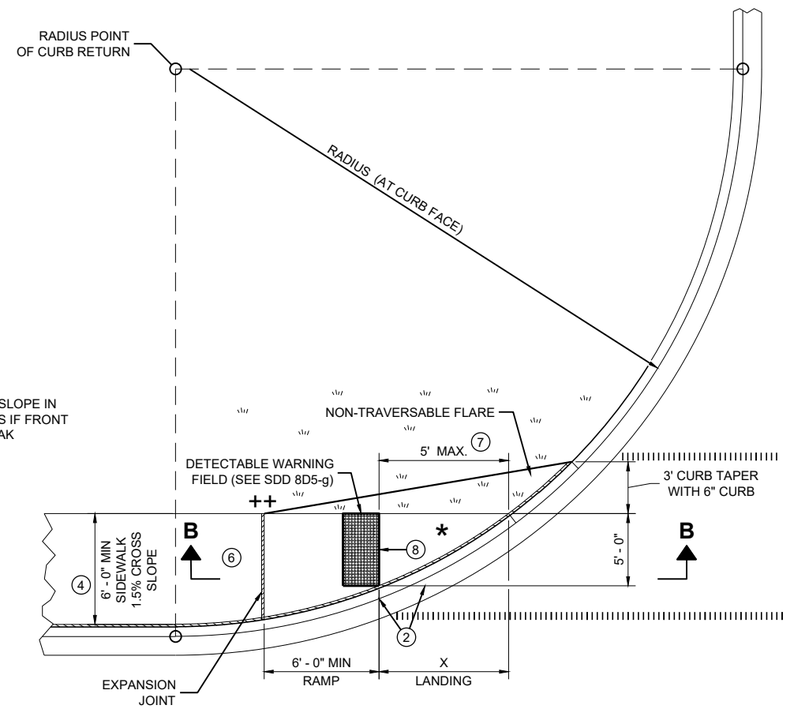


SECTION C - C FOR TYPE 4A



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

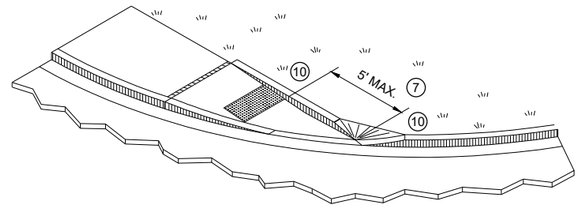
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



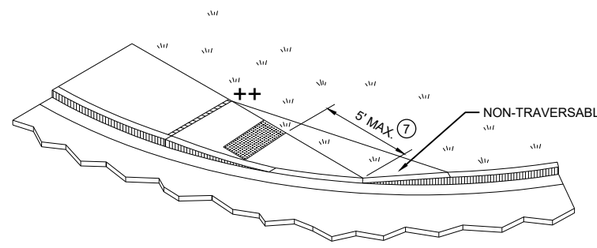
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



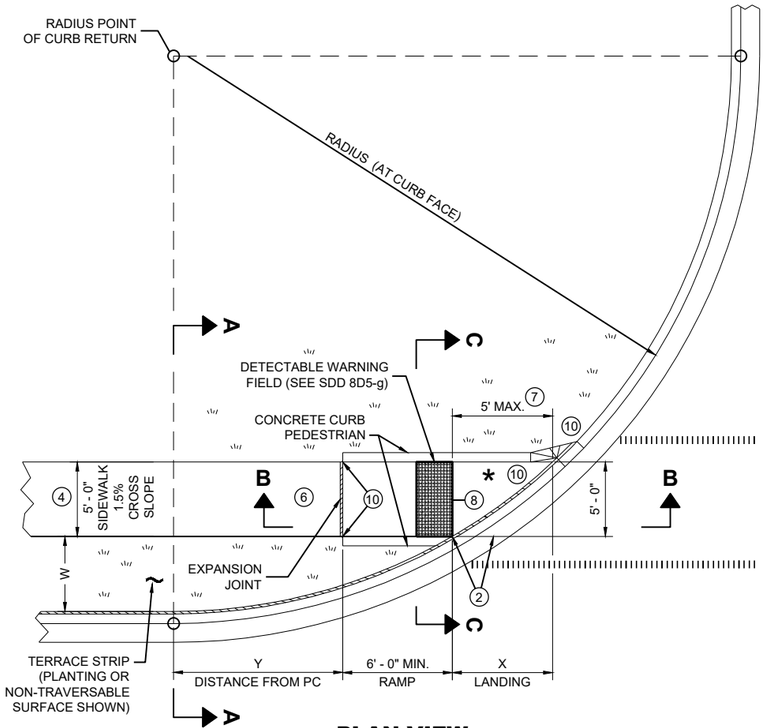
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

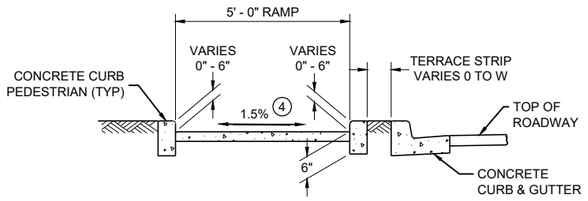
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

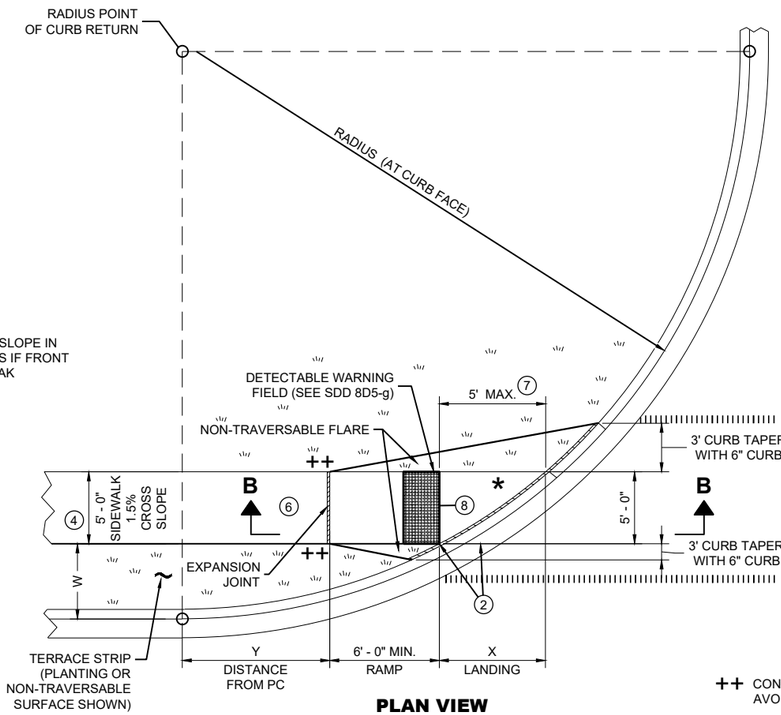
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

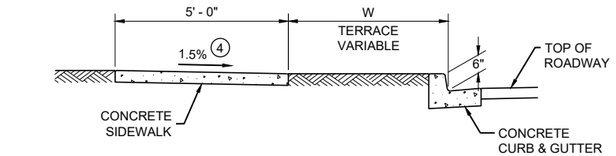
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



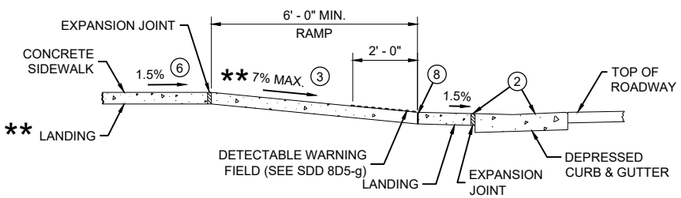
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

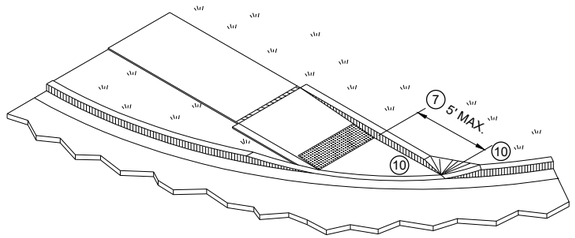


SECTION A - A FOR TYPE 4B

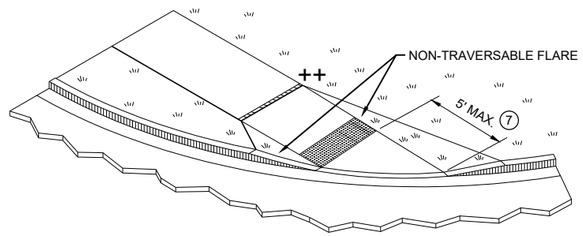


SECTION B - B FOR TYPE 4B AND TYPE 4B1

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



ISOMETRIC VIEW FOR TYPE 4B

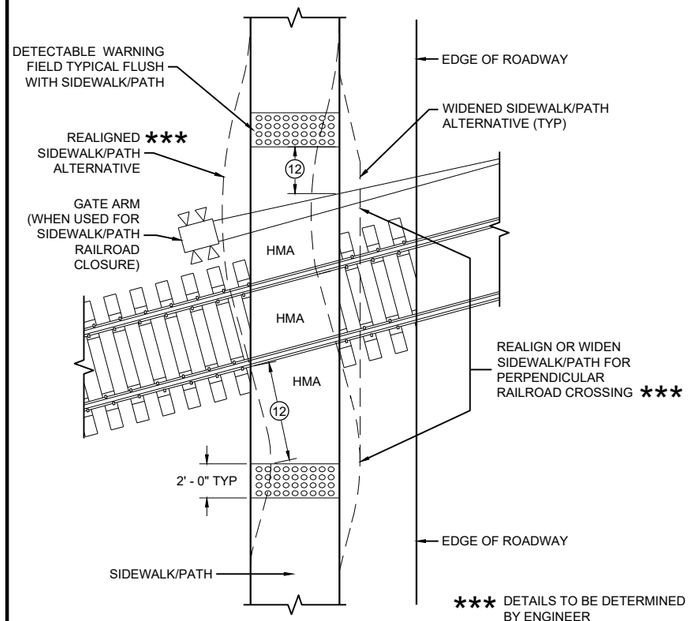


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

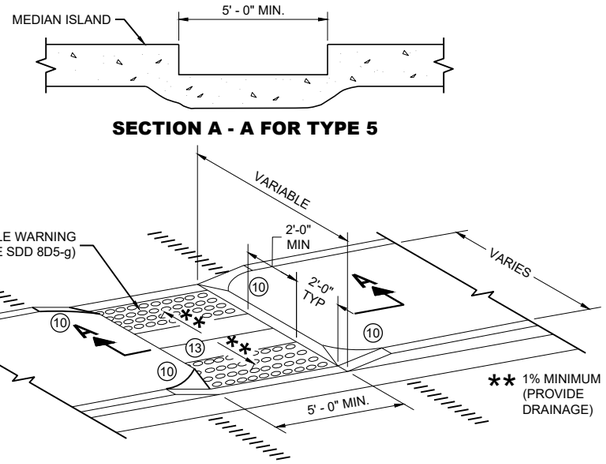
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

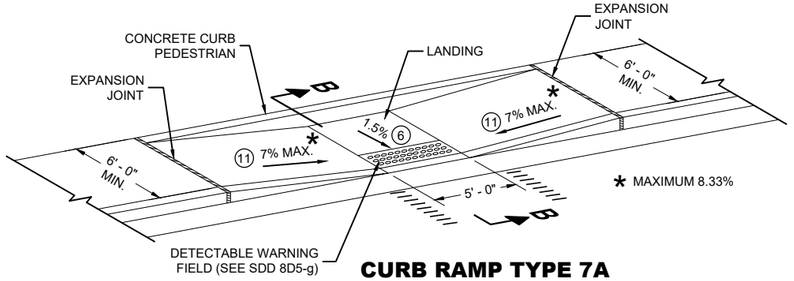
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

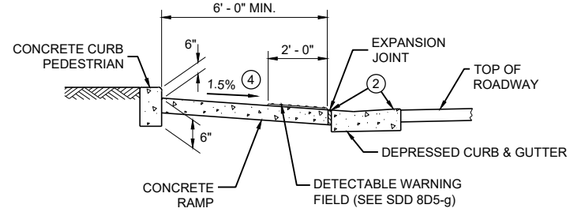
LEGEND

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

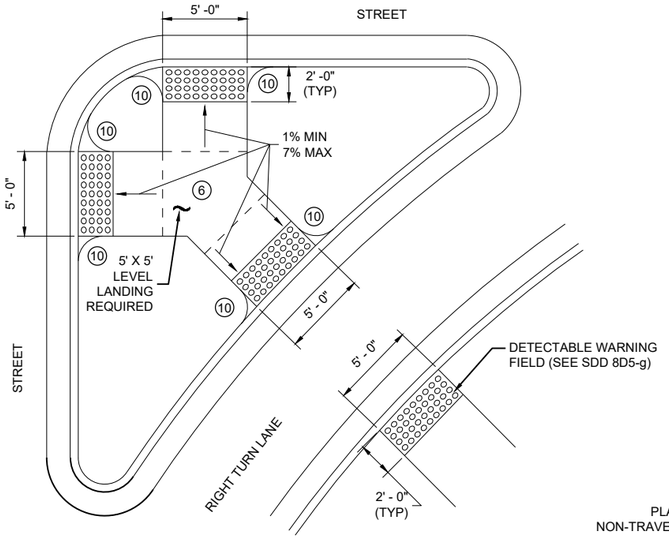


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



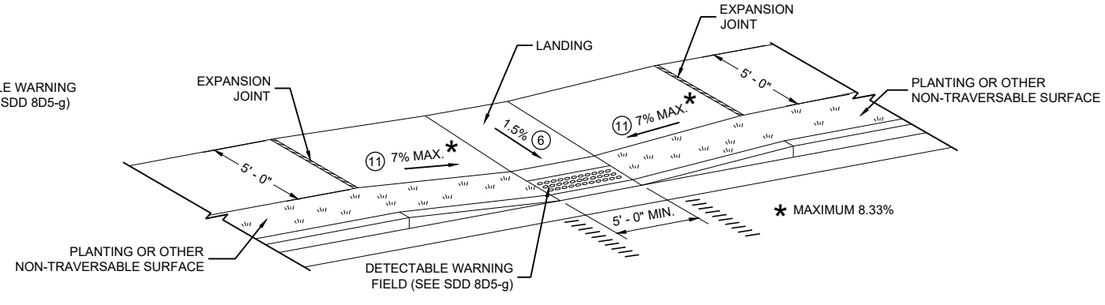
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



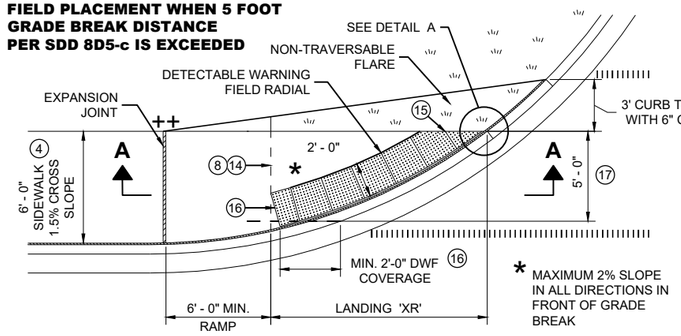
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

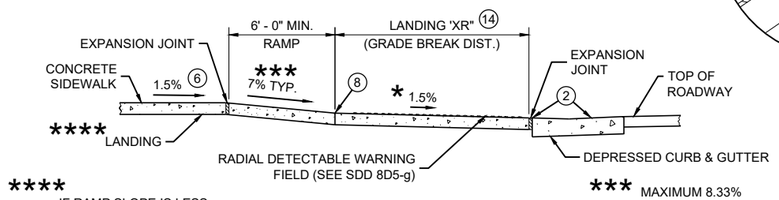
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

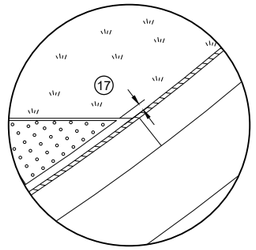


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

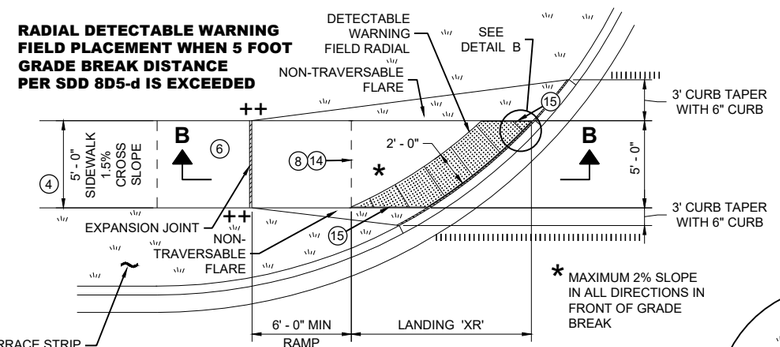
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

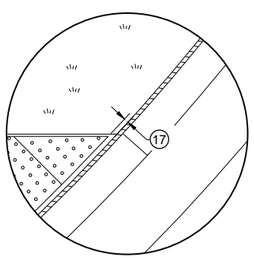
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

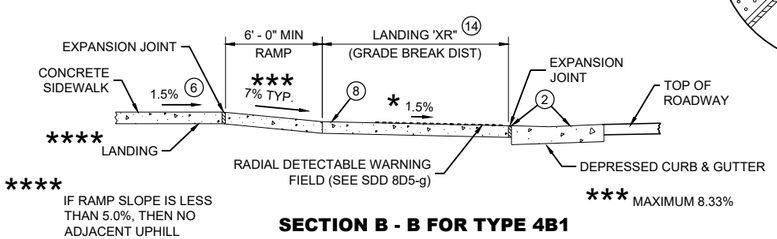


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

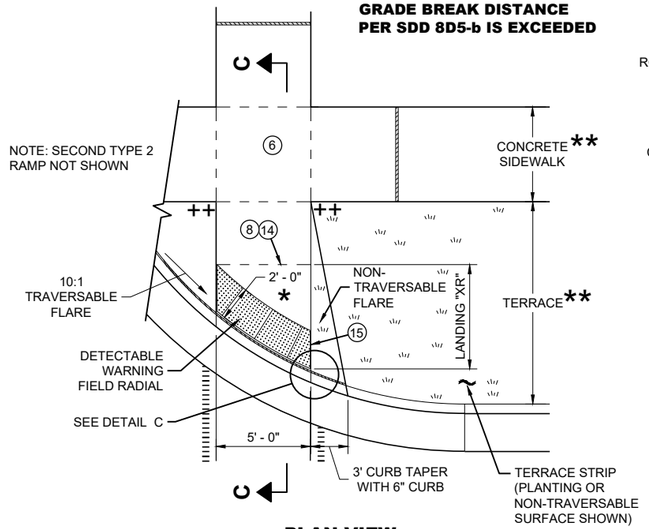


DETAIL B



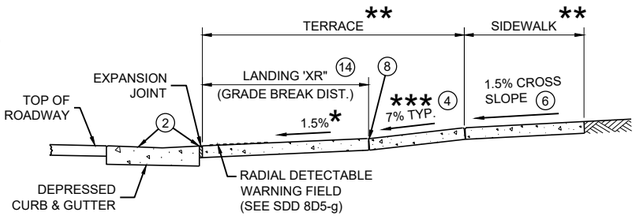
SECTION B - B FOR TYPE 4B1

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

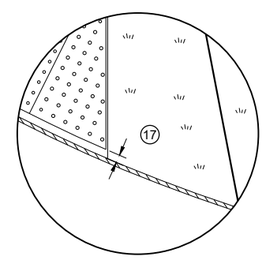


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

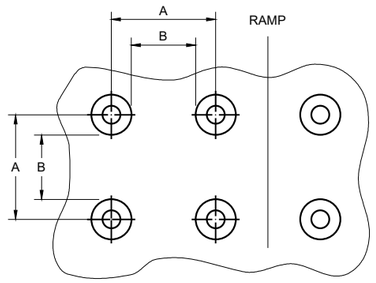
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

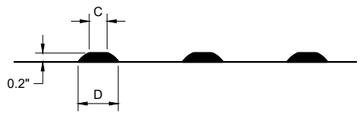
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

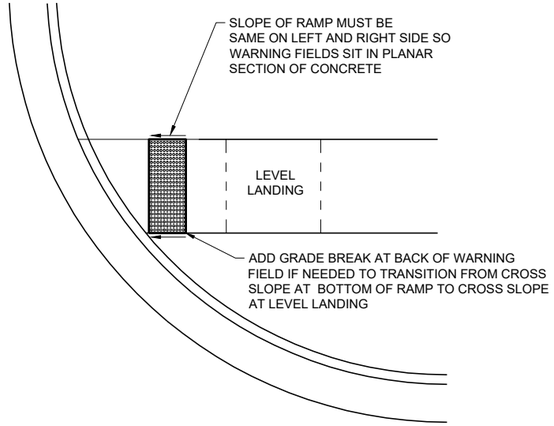
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

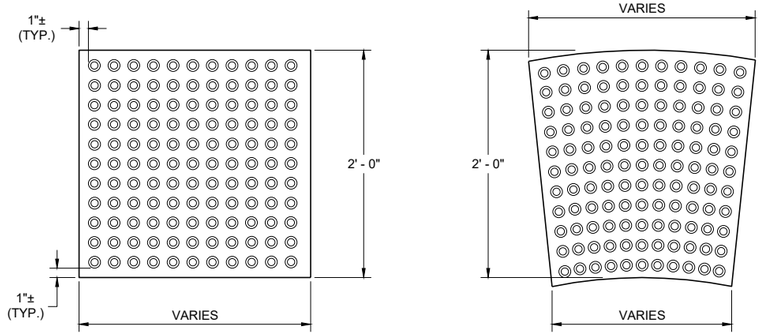
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

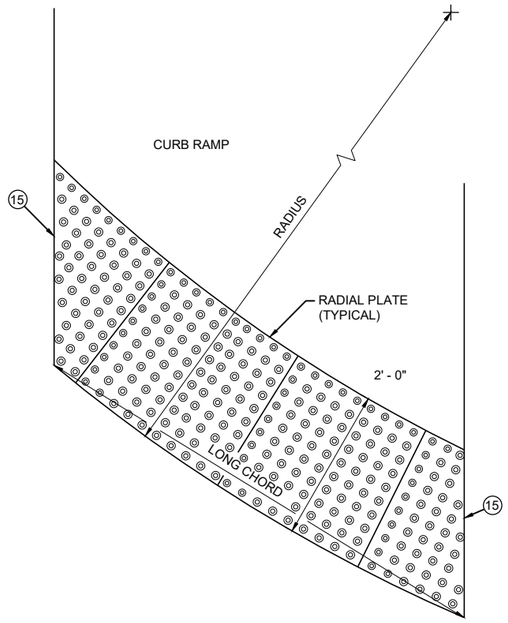
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



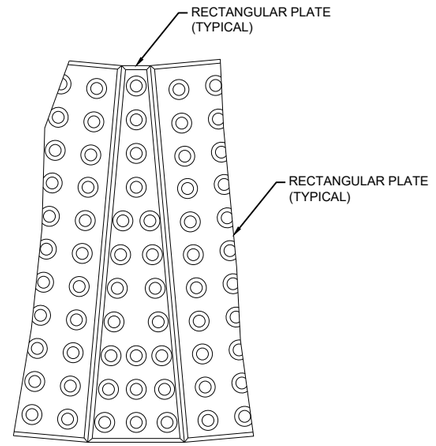
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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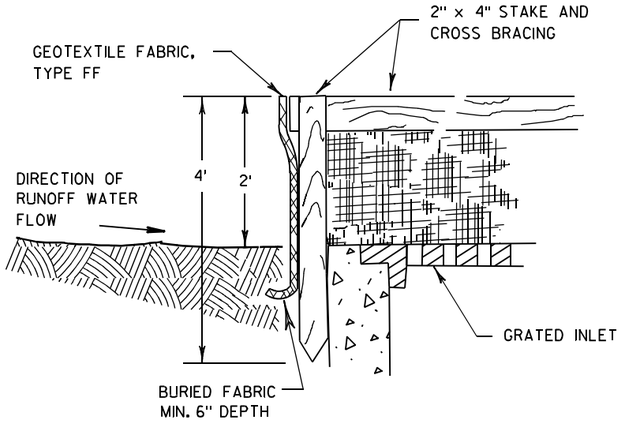
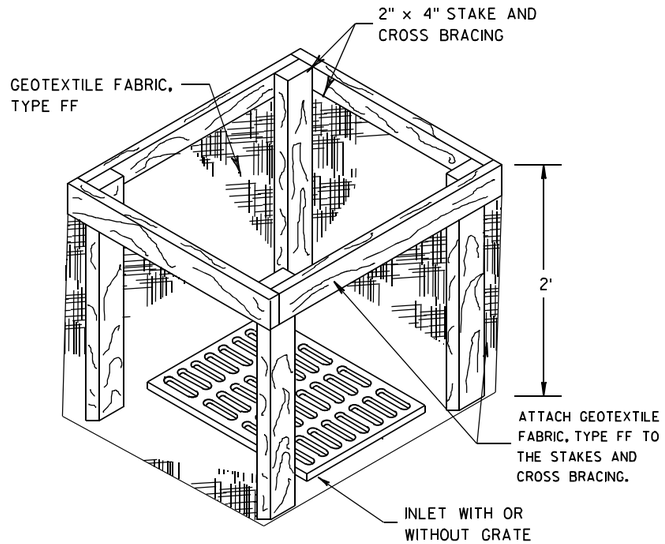
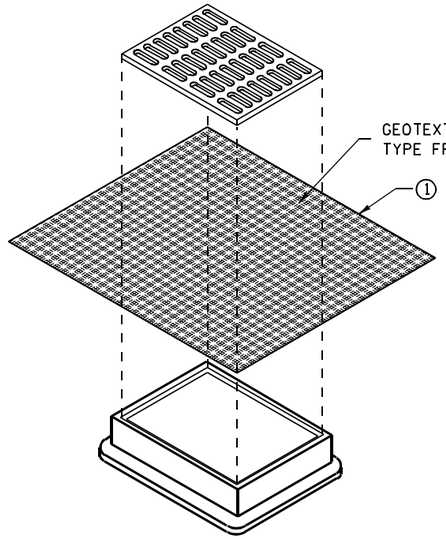
SDD 08D05-21g



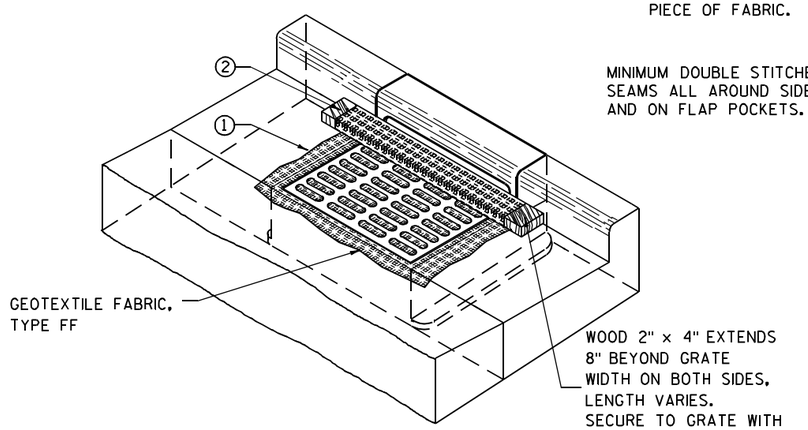


INLET PROTECTION, TYPE A

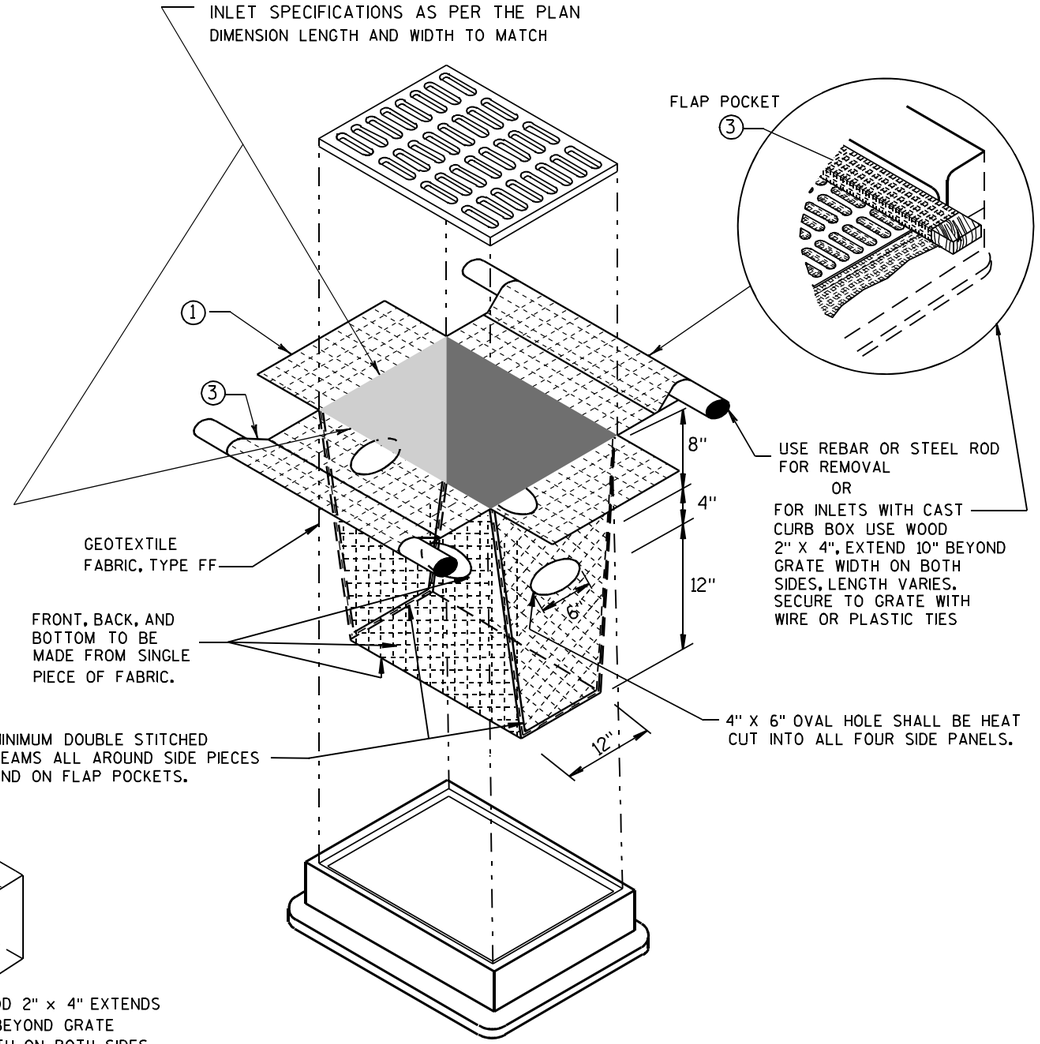


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

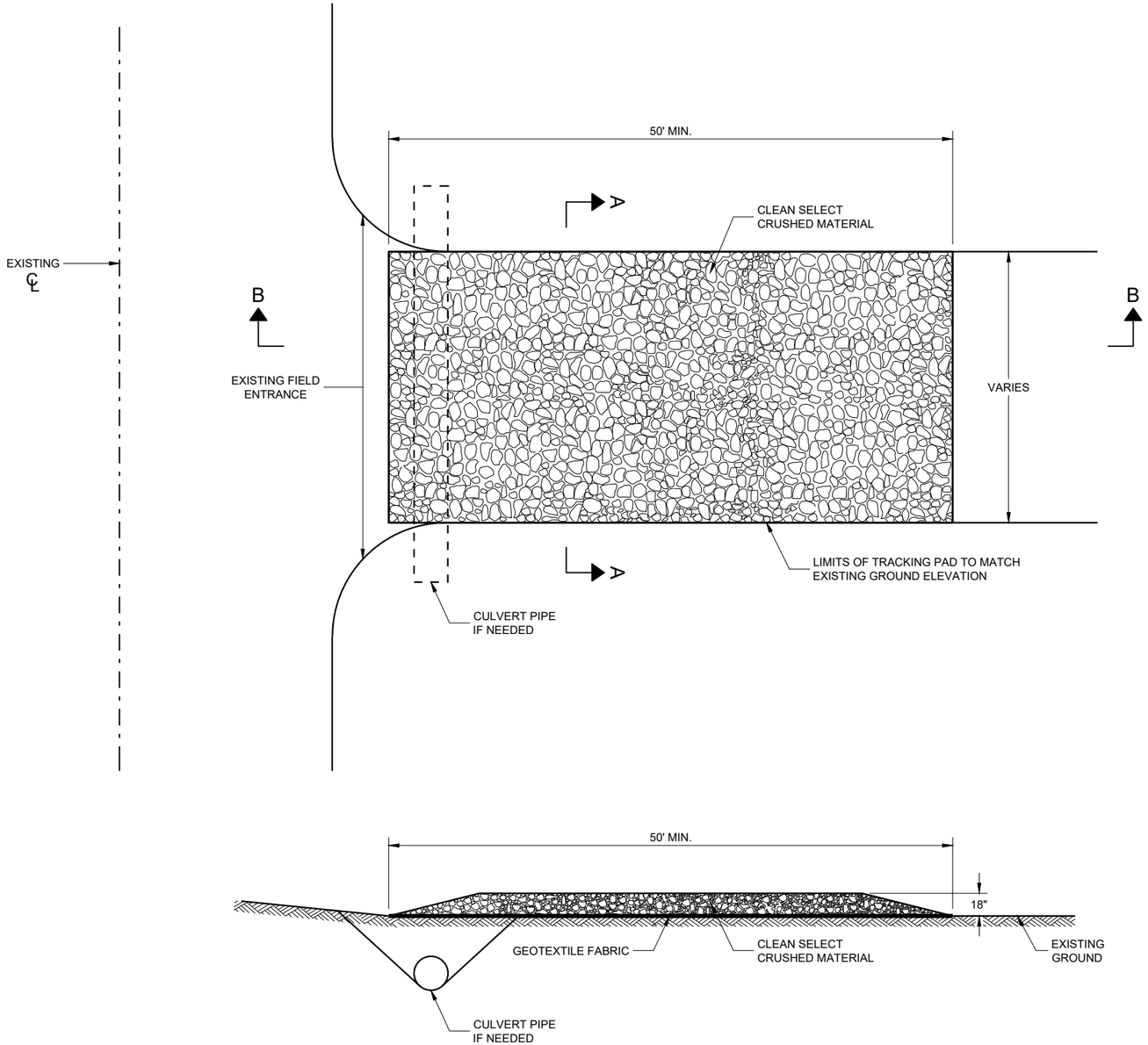
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

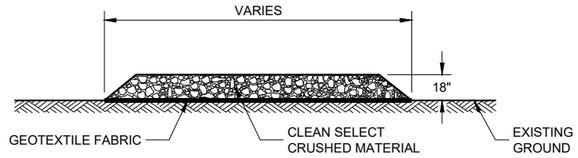
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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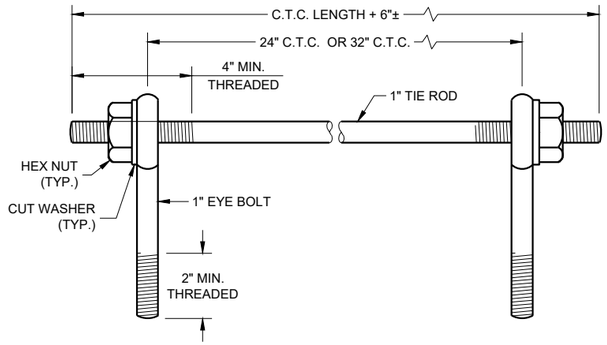
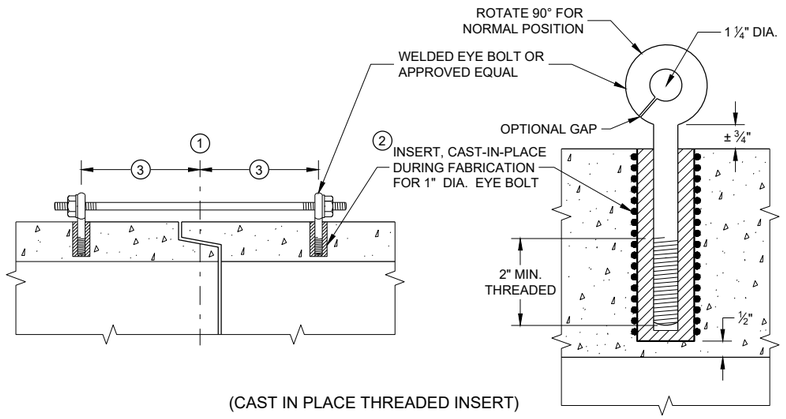
SDD 08E14 - 01



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.

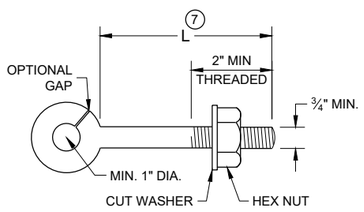
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

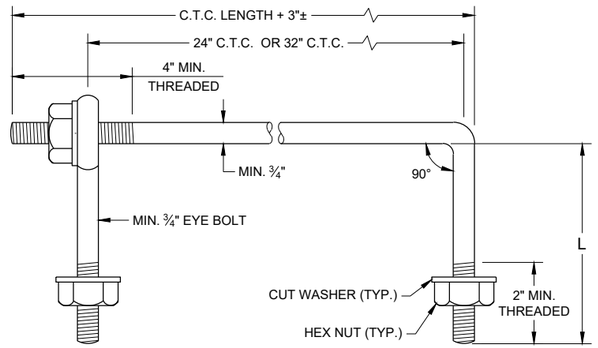
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

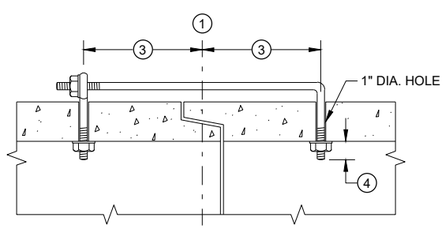


EYE BOLT (7)

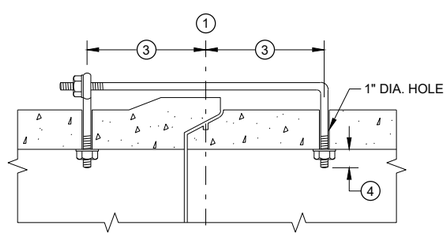
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

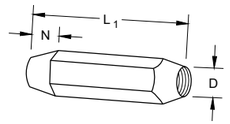
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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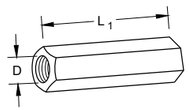
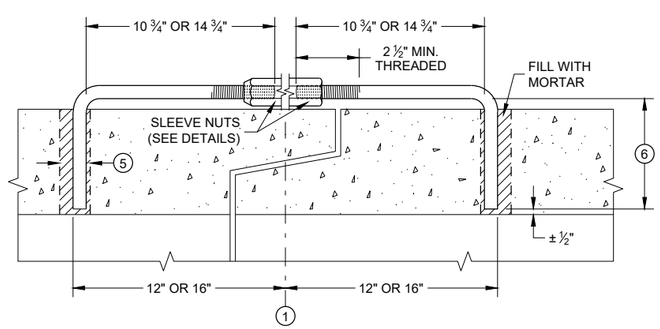


PLAIN

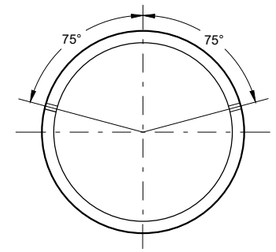
RIGHT AND LEFT THREADS

SLEEVE NUTS



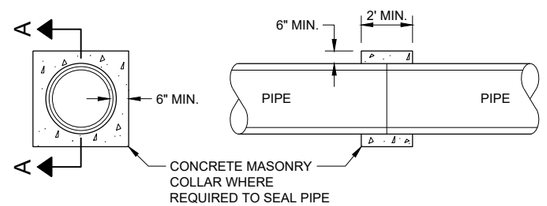
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

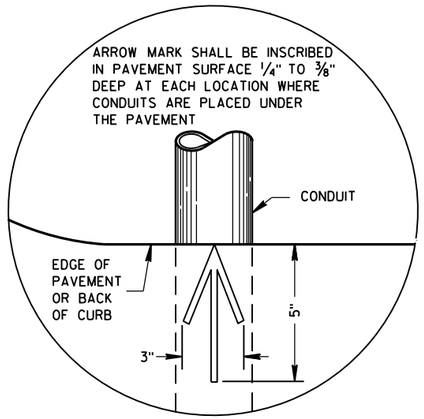
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

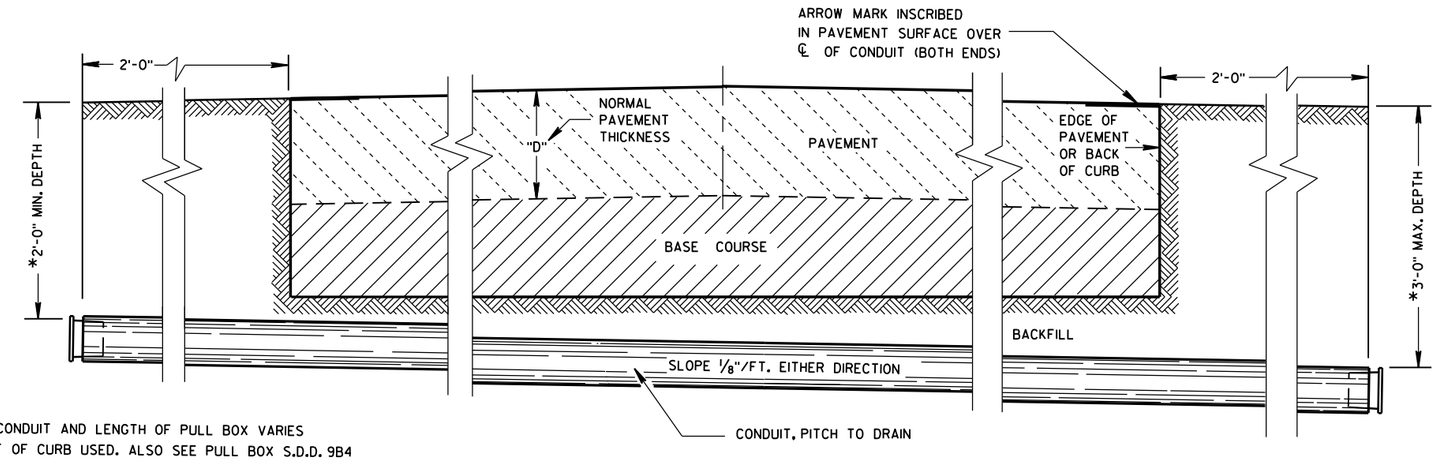
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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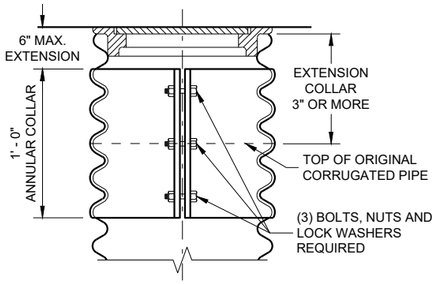
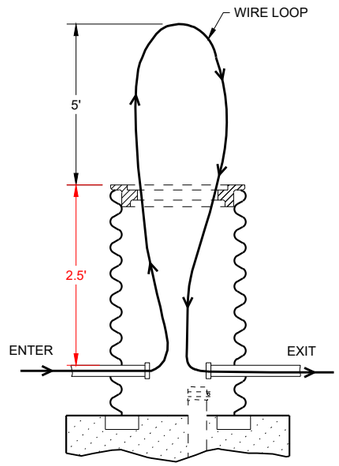
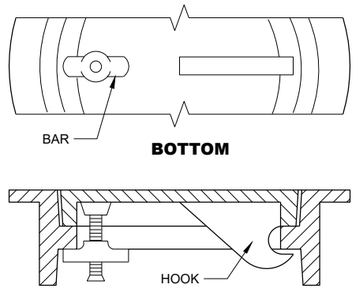
S.D.D. 9 B 2-10



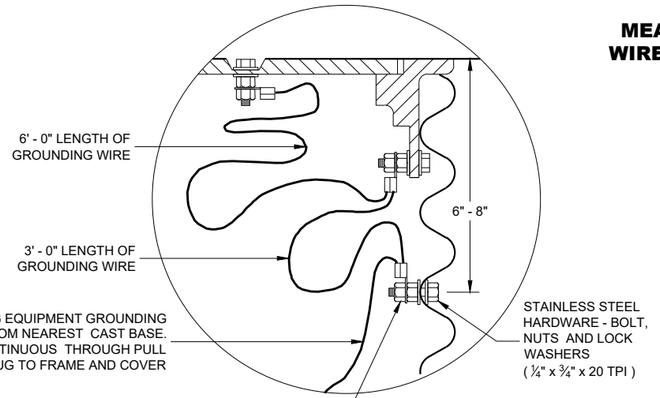
CORRUGATED PIPE EXTENDER



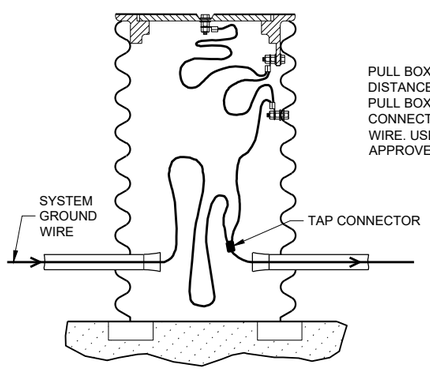
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

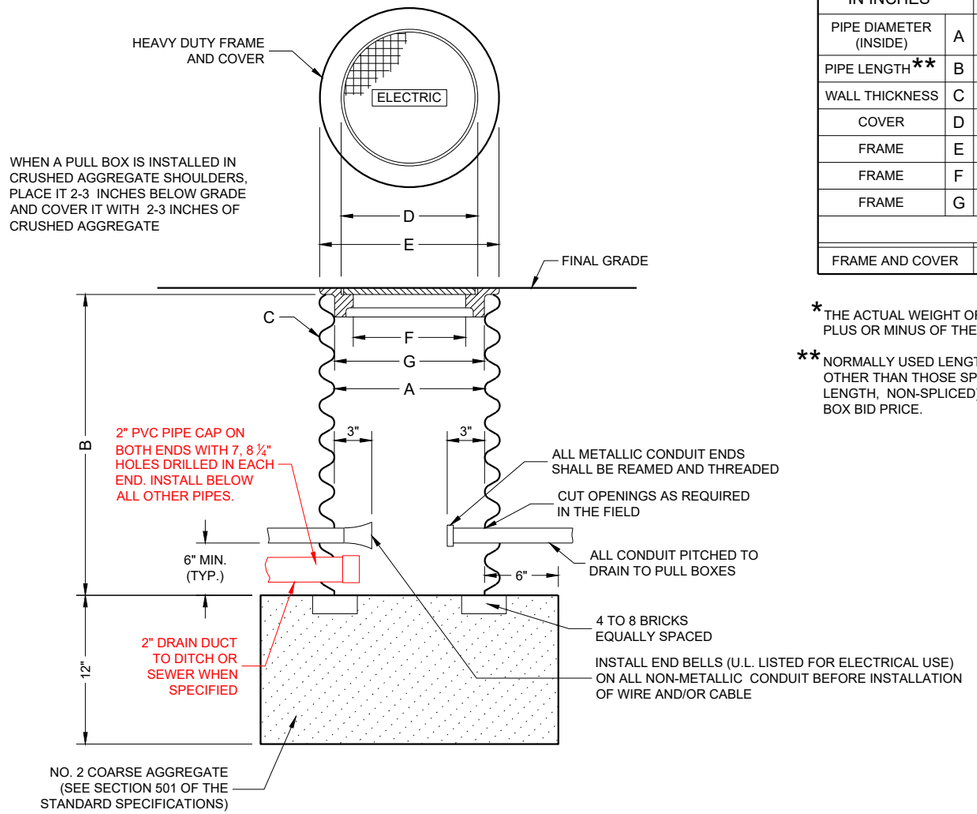


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

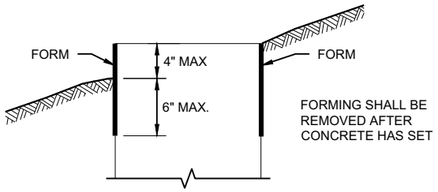
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 215

FHWA

6
SDD 09B04-12

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

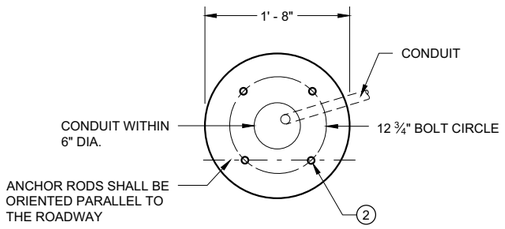
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

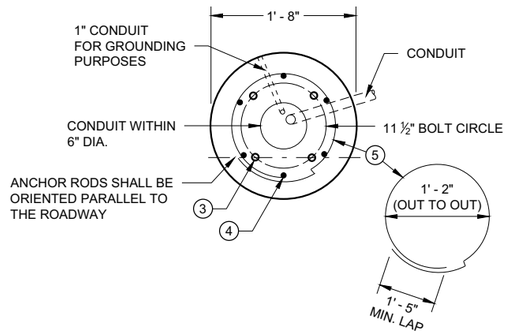
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

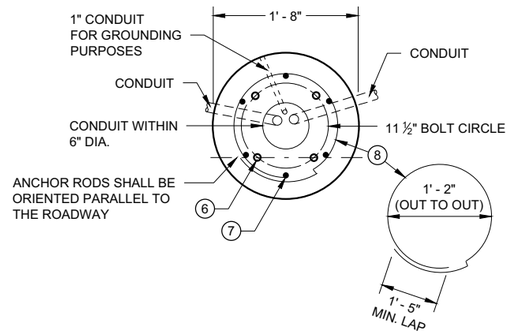
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

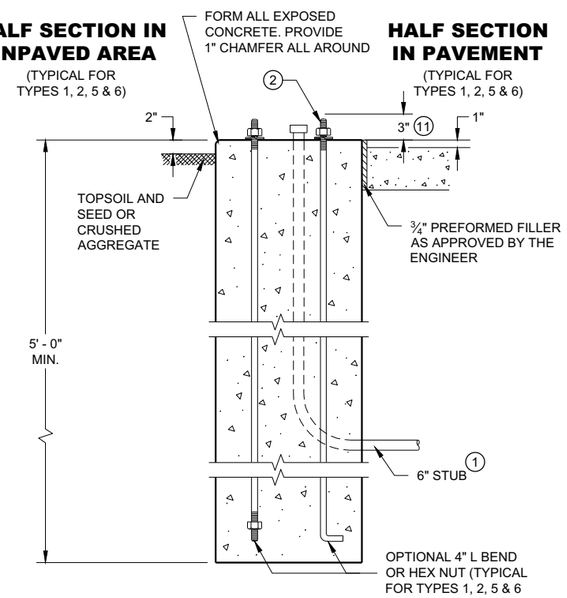
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

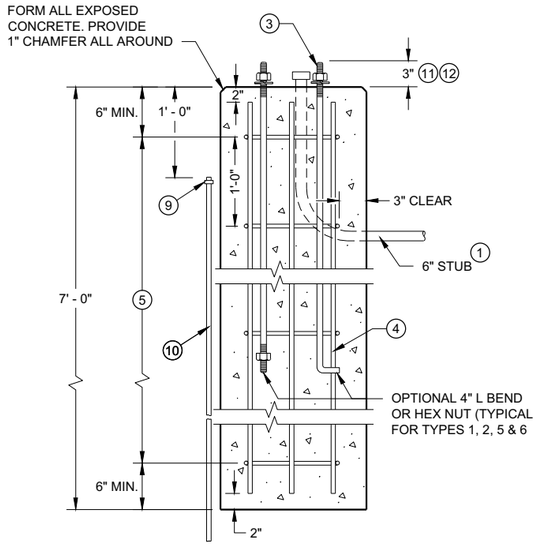
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



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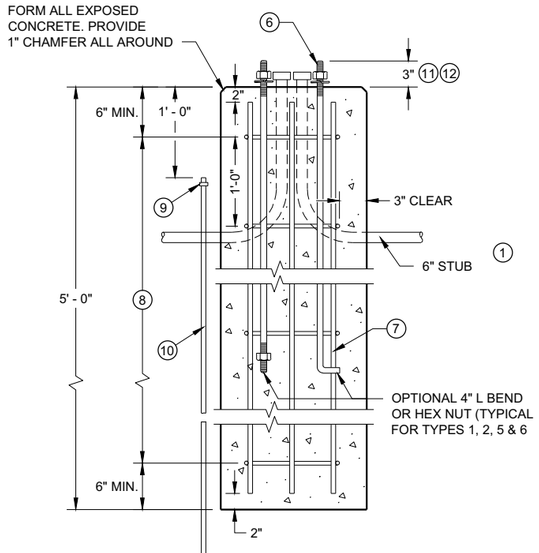


TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

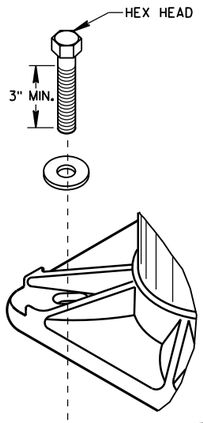
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

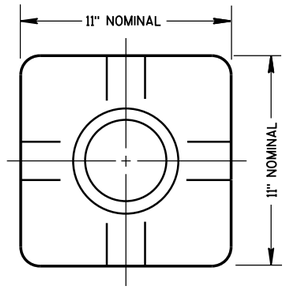
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

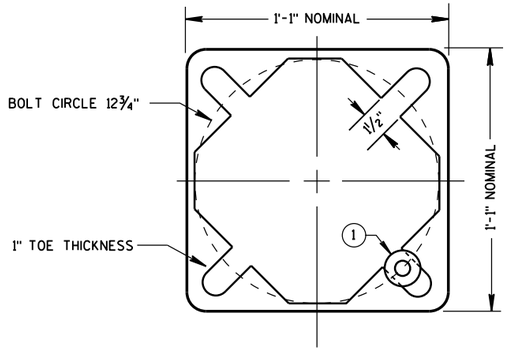
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

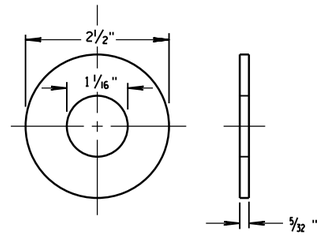




TOP VIEW
(PEDESTAL BASE)

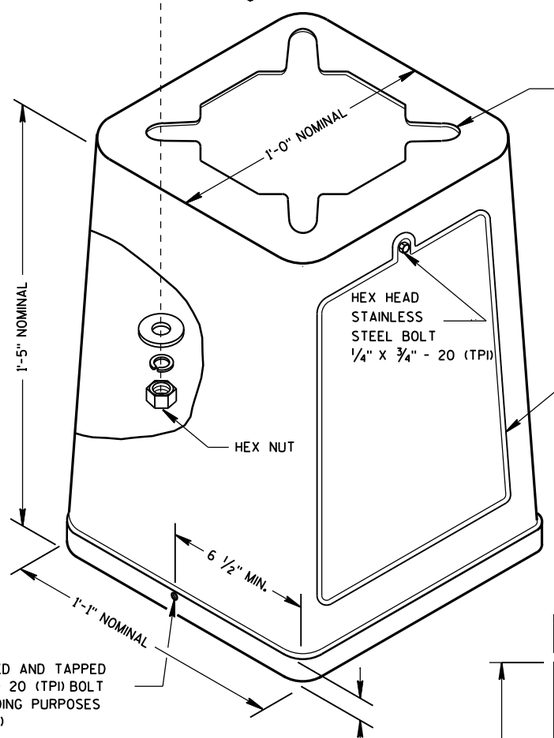


BOTTOM VIEW
(PEDESTAL BASE)

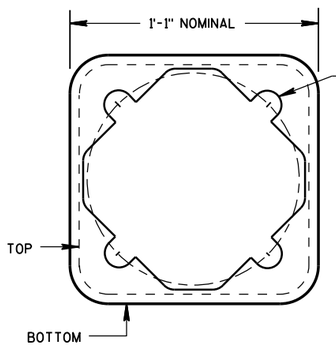


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

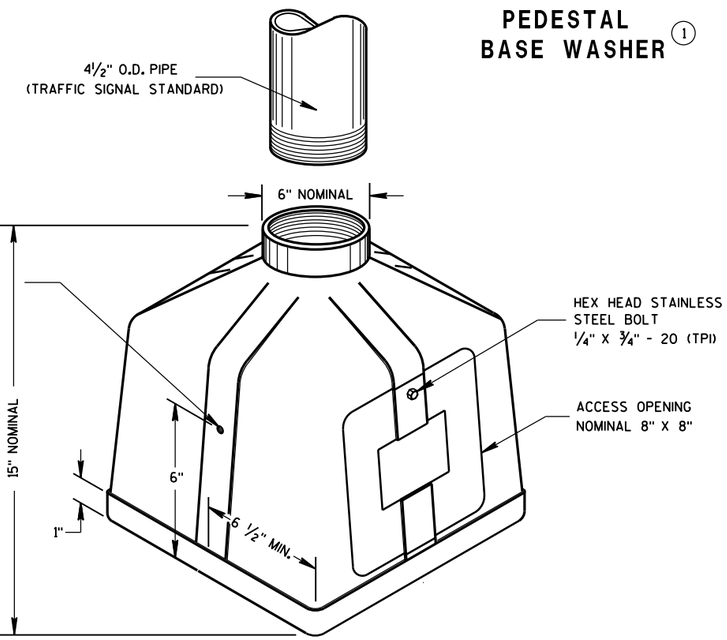
PEDESTAL BASE WASHER (1)



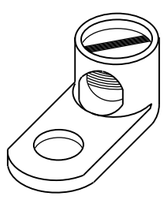
ISOMETRIC VIEW



BOTTOM VIEW
(TRANSFORMER BASE)

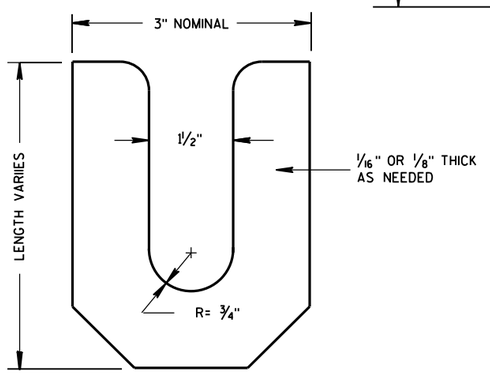


ISOMETRIC VIEW
PEDESTAL BASE



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

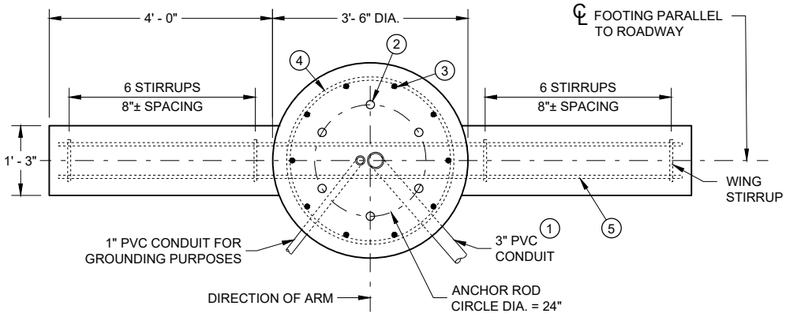
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

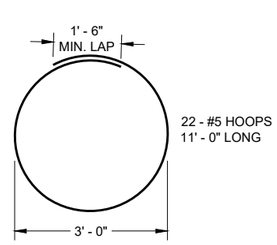
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

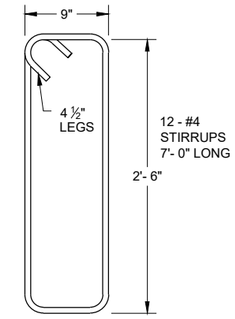
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



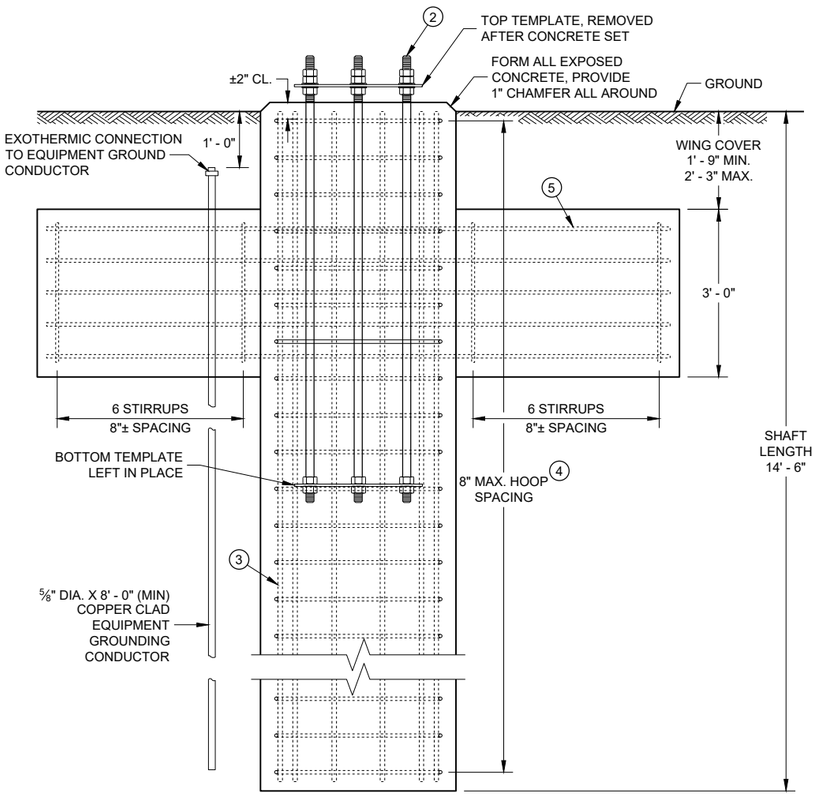
PLAN VIEW



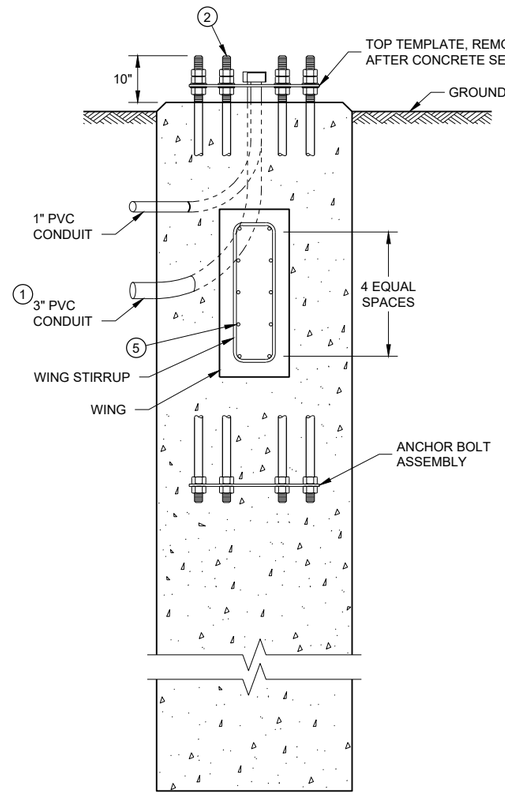
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

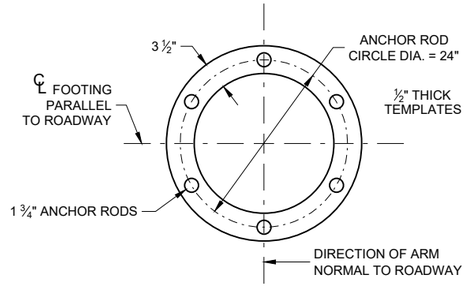
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

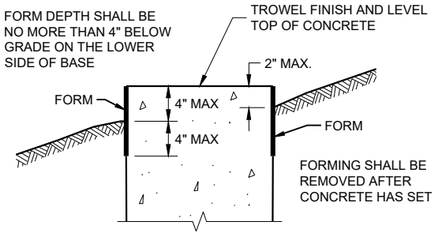
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

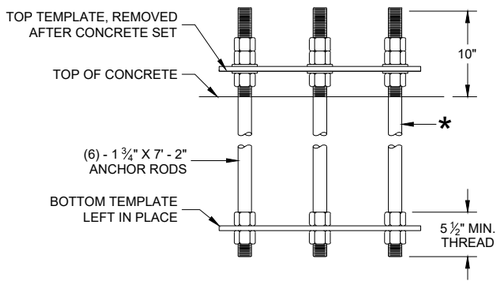
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER
FHWA

6

SDD 09C12 - 09b

SDD 09C12 - 09b

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

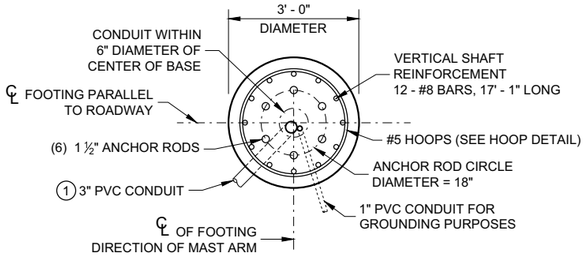
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

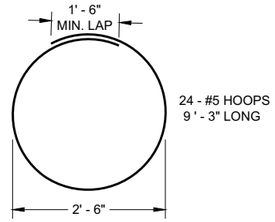
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

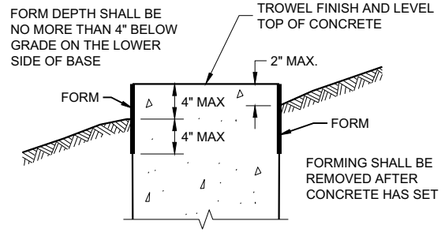
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



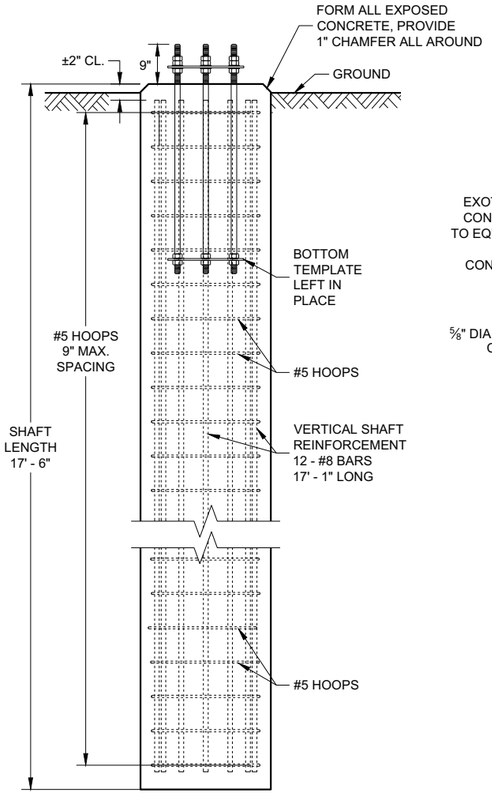
PLAN VIEW



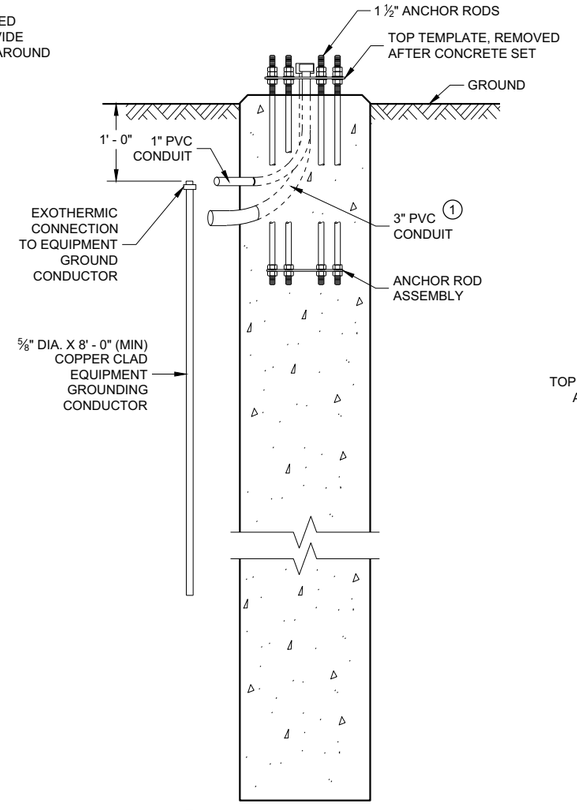
HOOP DETAIL



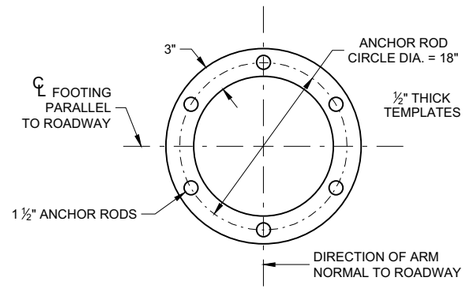
FORMING DETAIL



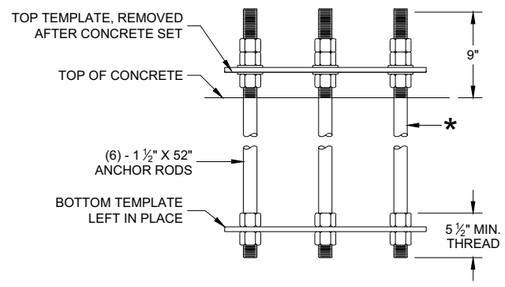
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

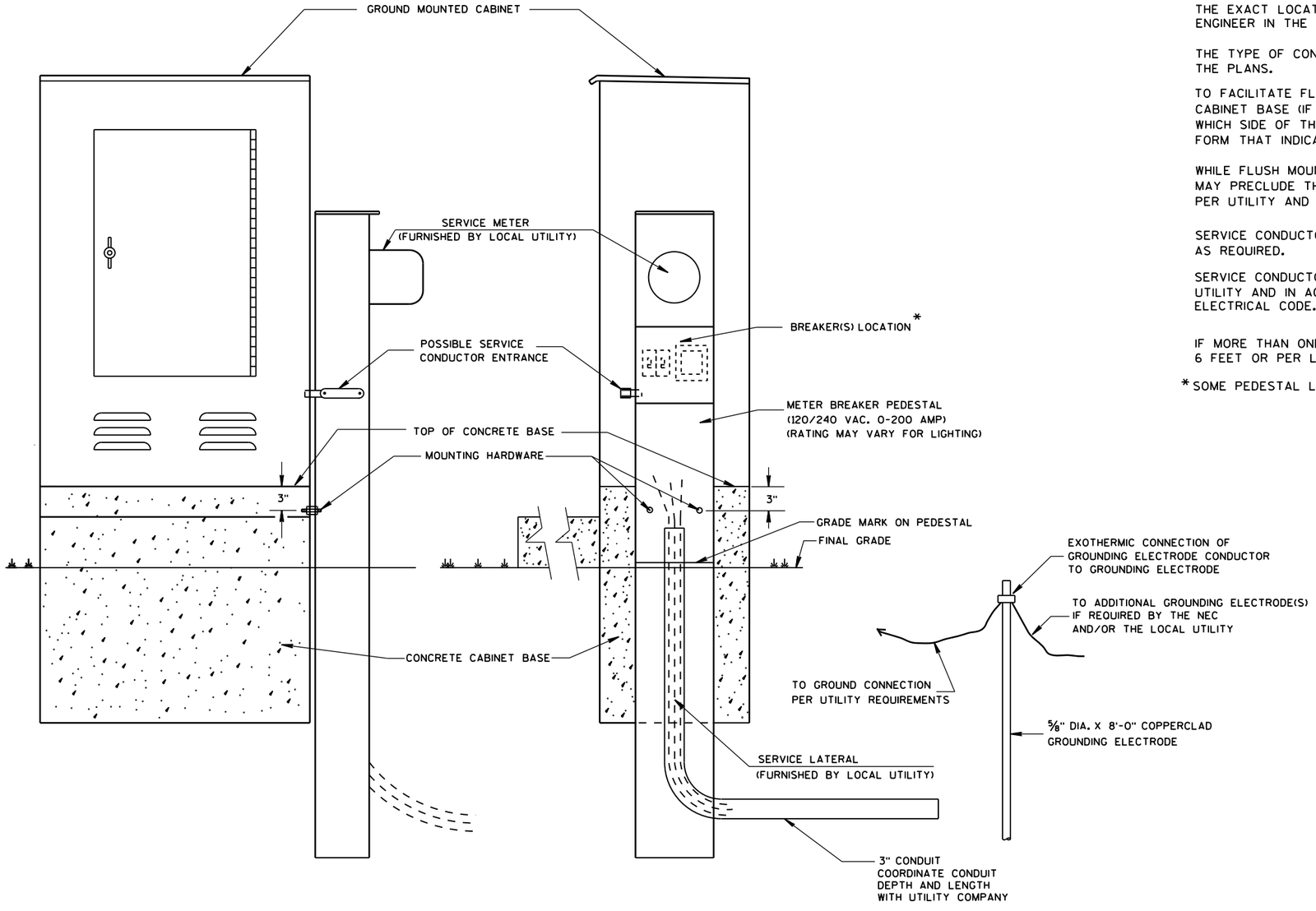
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

SDD 09C15 - 01

SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

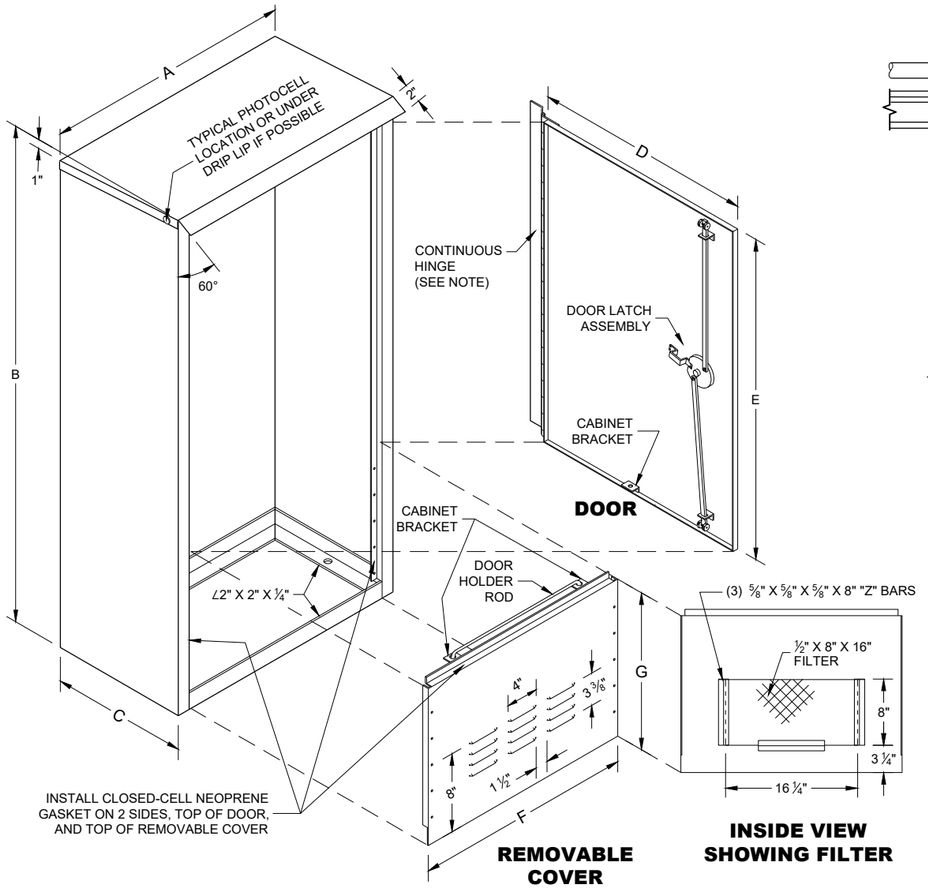
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

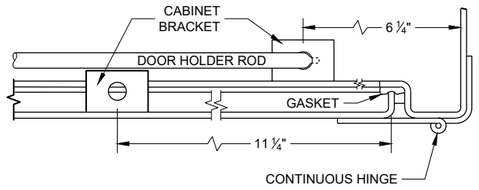
FHWA



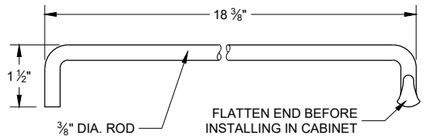
DOOR

REMOVABLE COVER

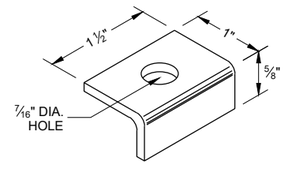
INSIDE VIEW SHOWING FILTER



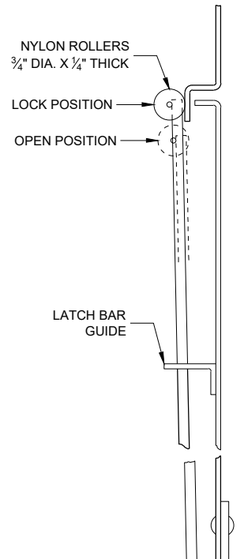
HINGE AND DOOR HOLDER

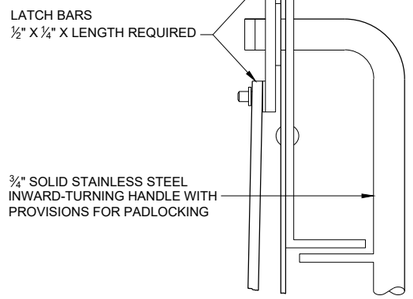


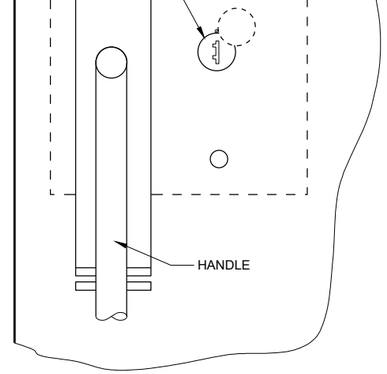
HOLDER ROD



CABINET BRACKET







SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

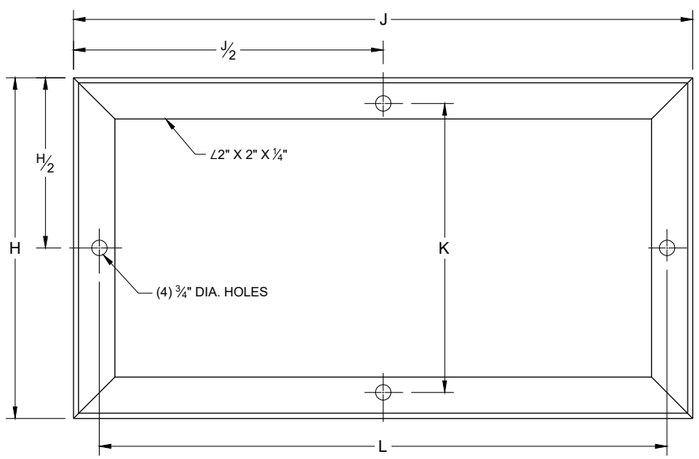
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

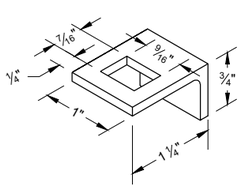
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 222

FHWA

SDD 09D02 - 03

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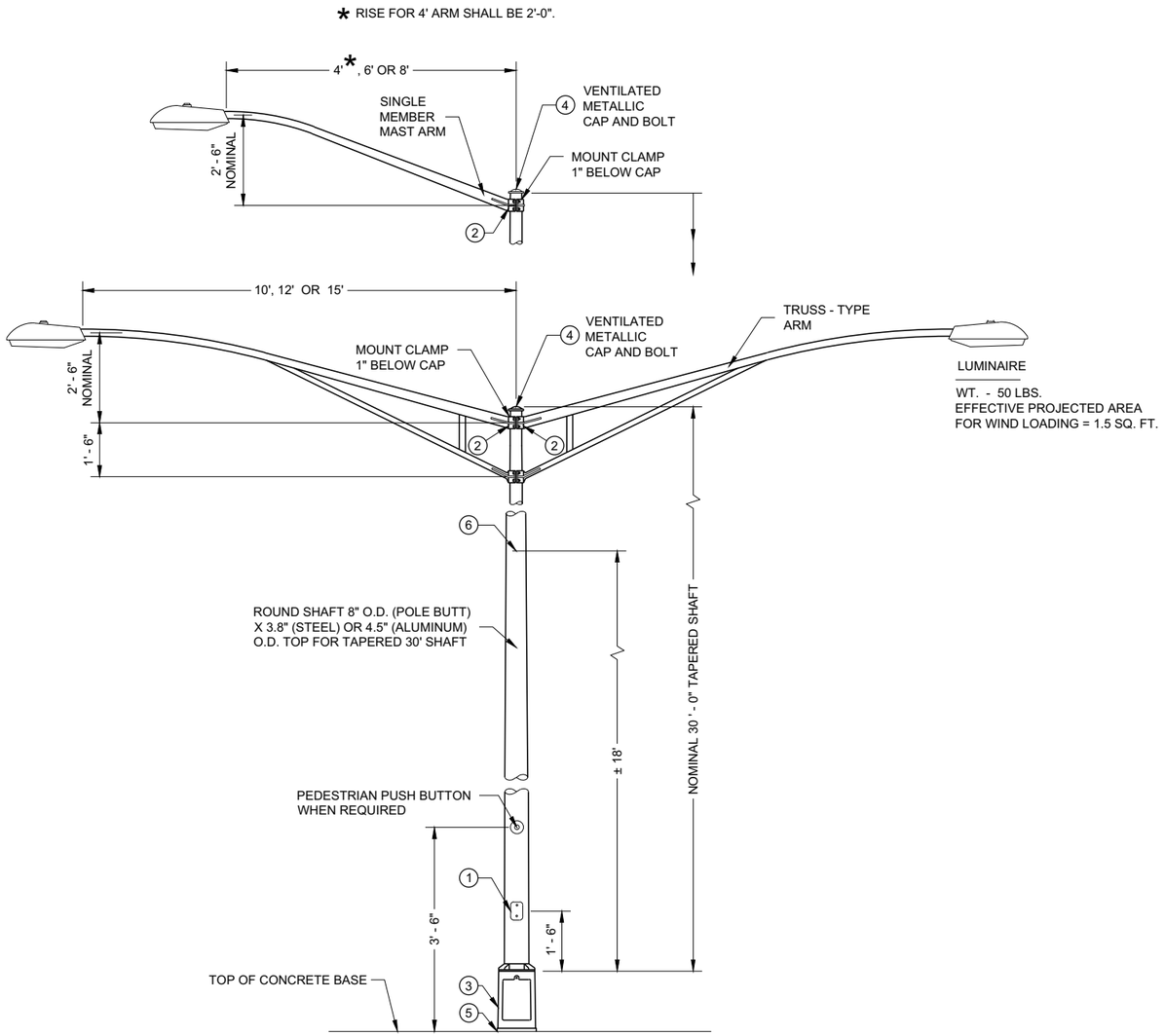


TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

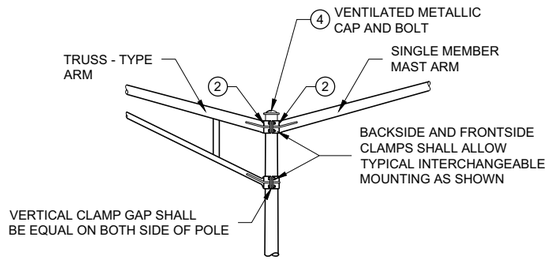
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

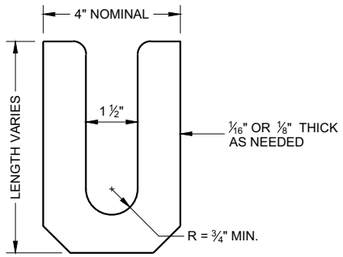
(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

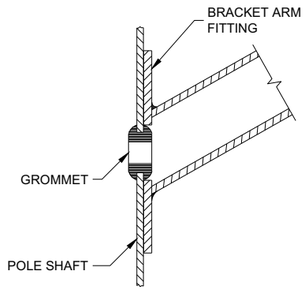


INTERCHANGEABLE MOUNTING DETAIL

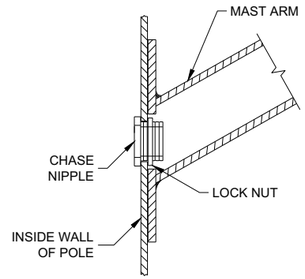
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)



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.

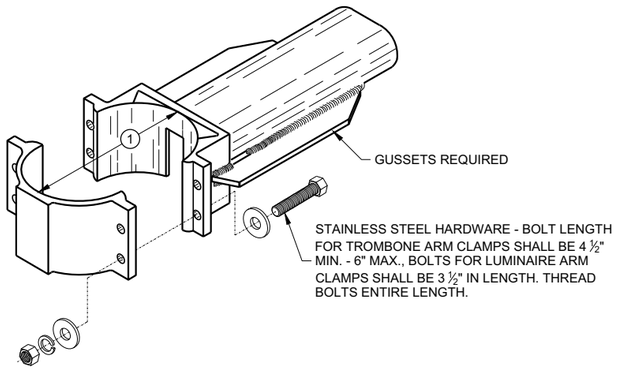
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

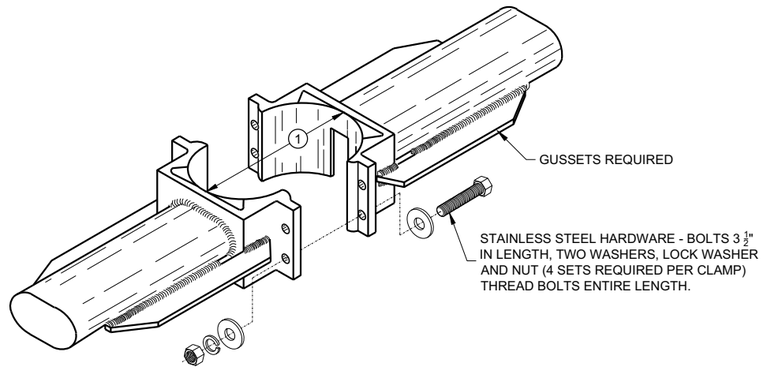
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

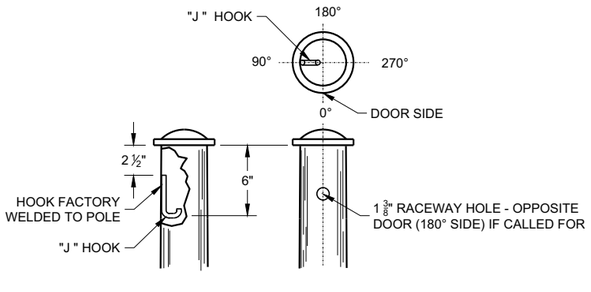
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



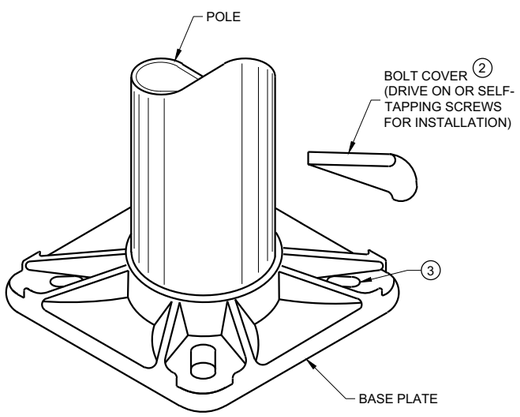
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



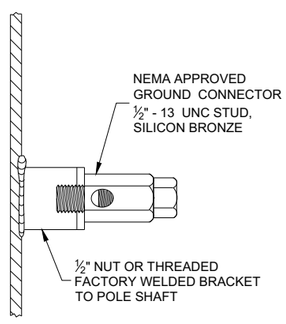
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

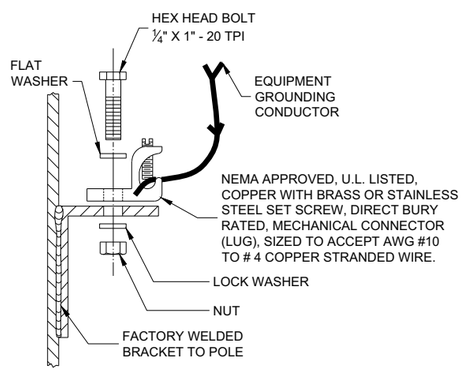


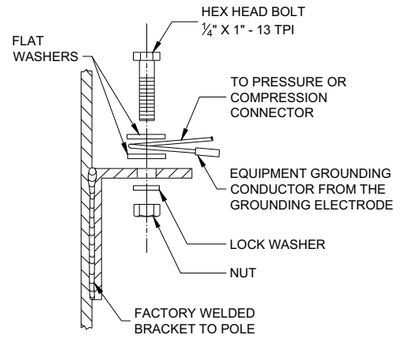
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2018
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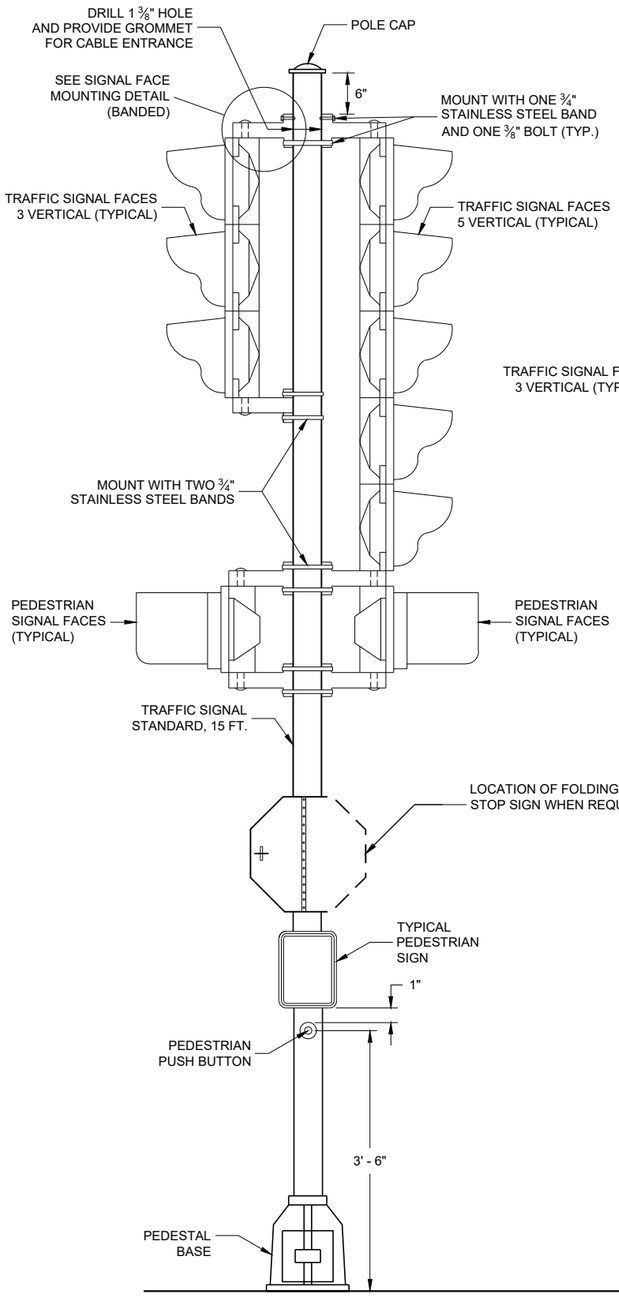
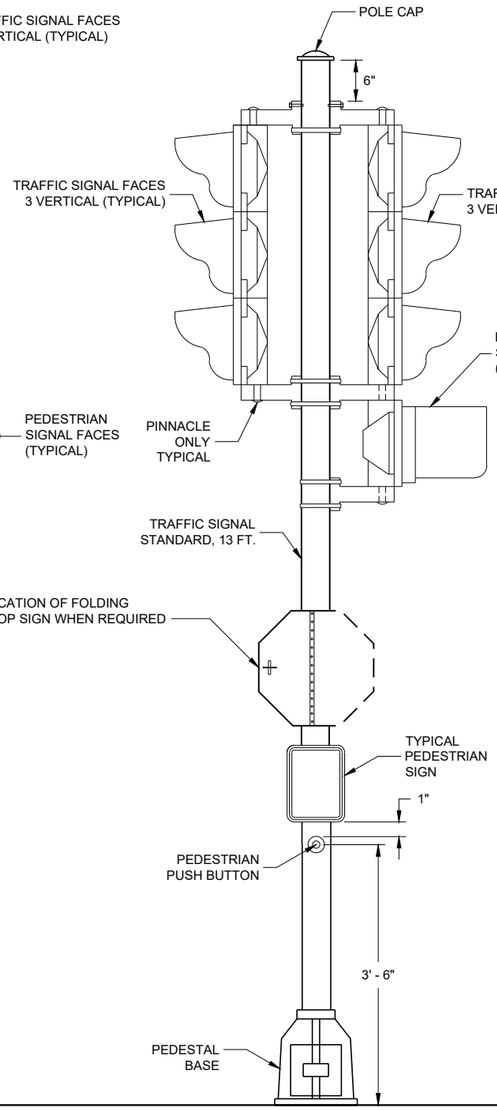
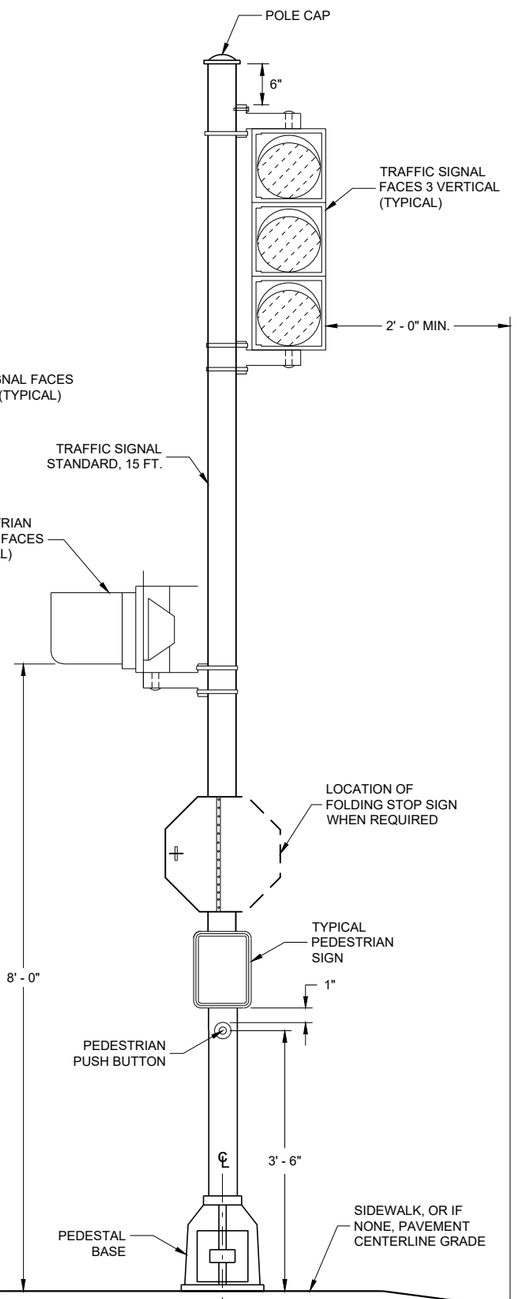


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

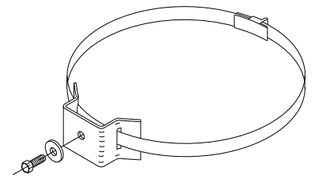
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

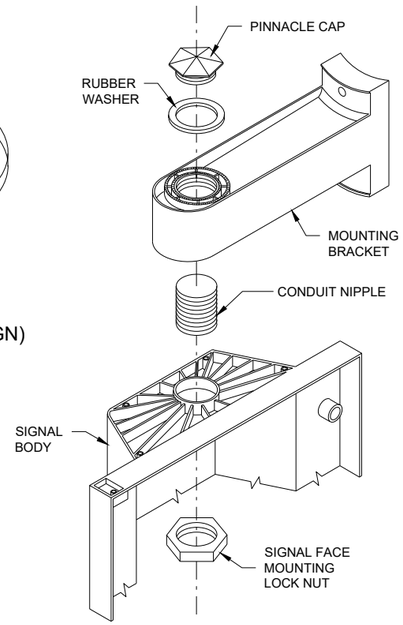
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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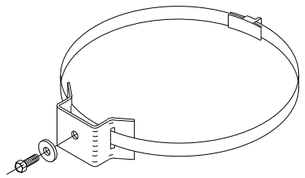
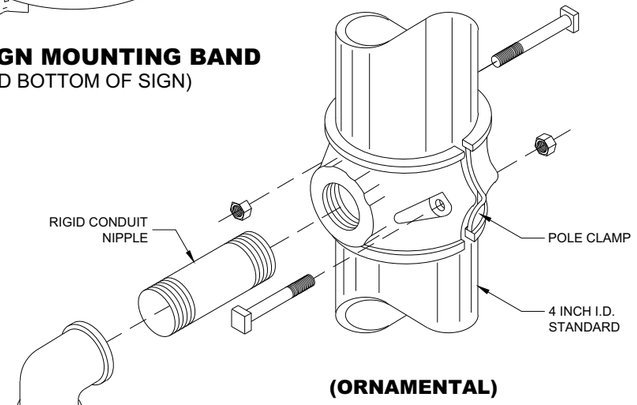


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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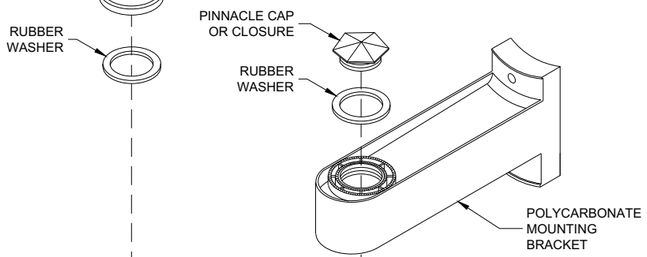
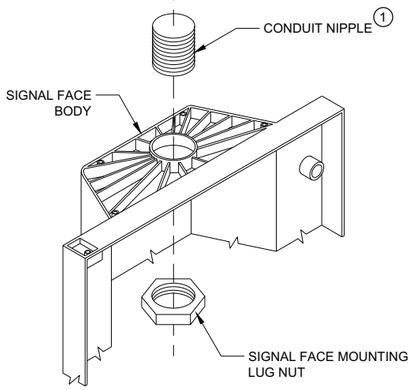
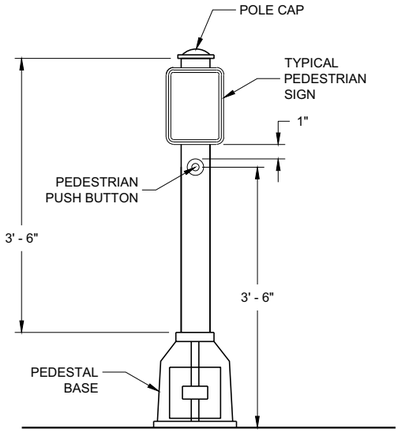


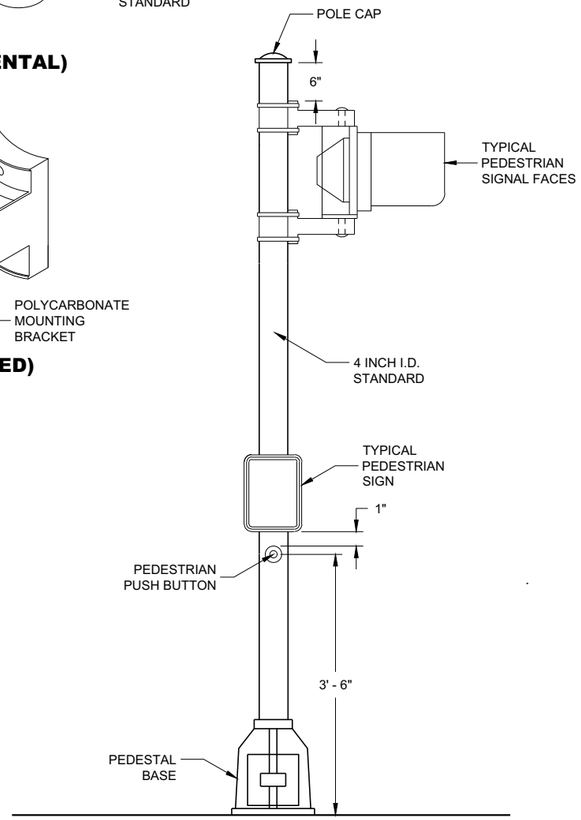
(BANDED)



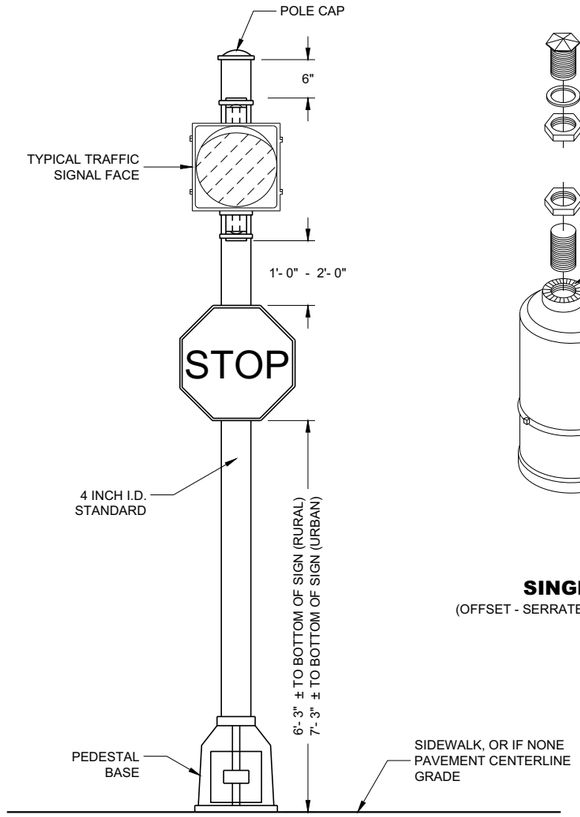
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

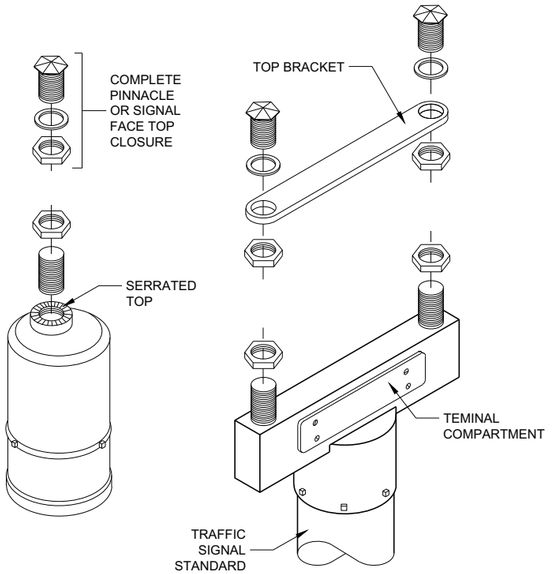
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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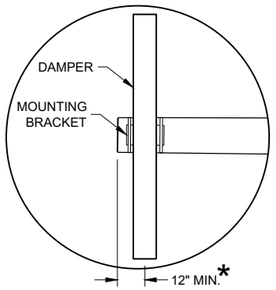
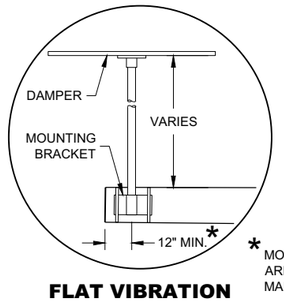
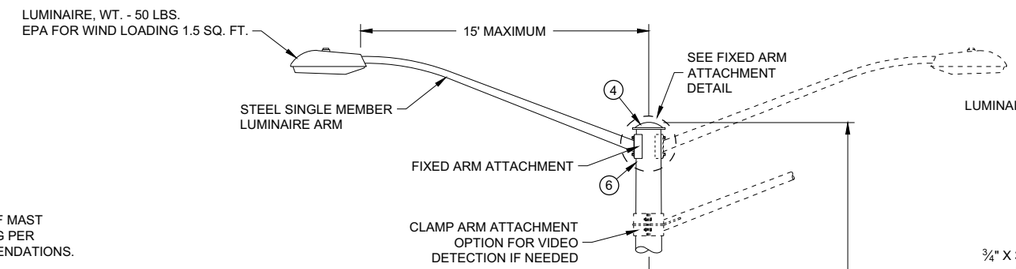


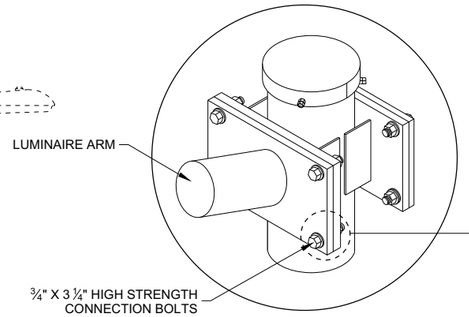
DUMBBELL VIBRATION DAMPER



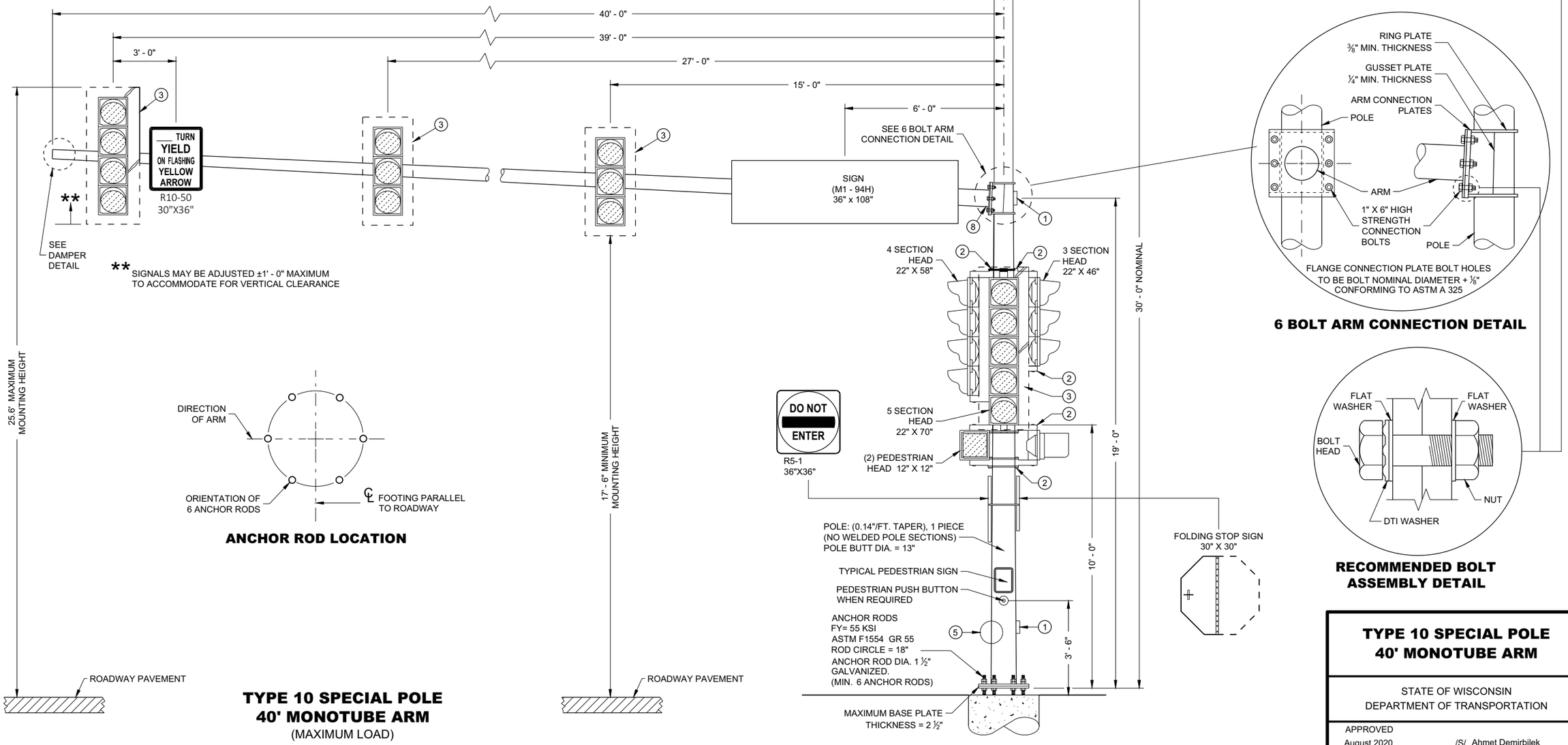
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
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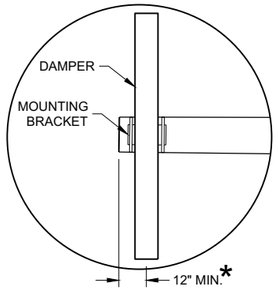
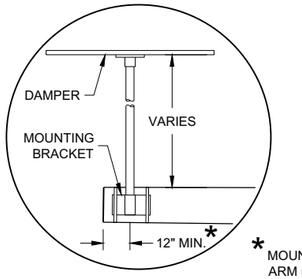
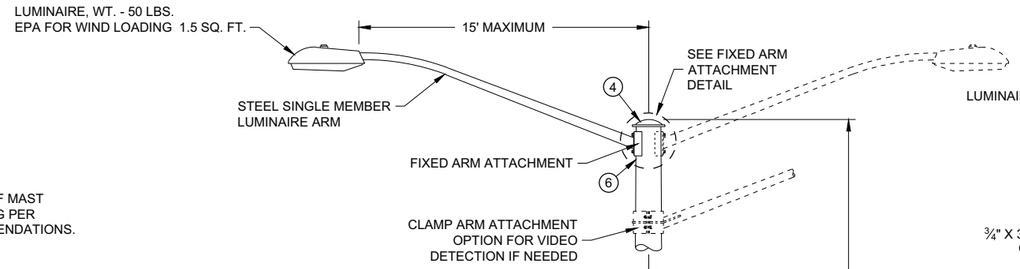


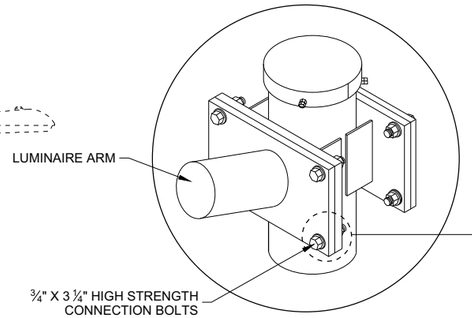
DUMBBELL VIBRATION DAMPER



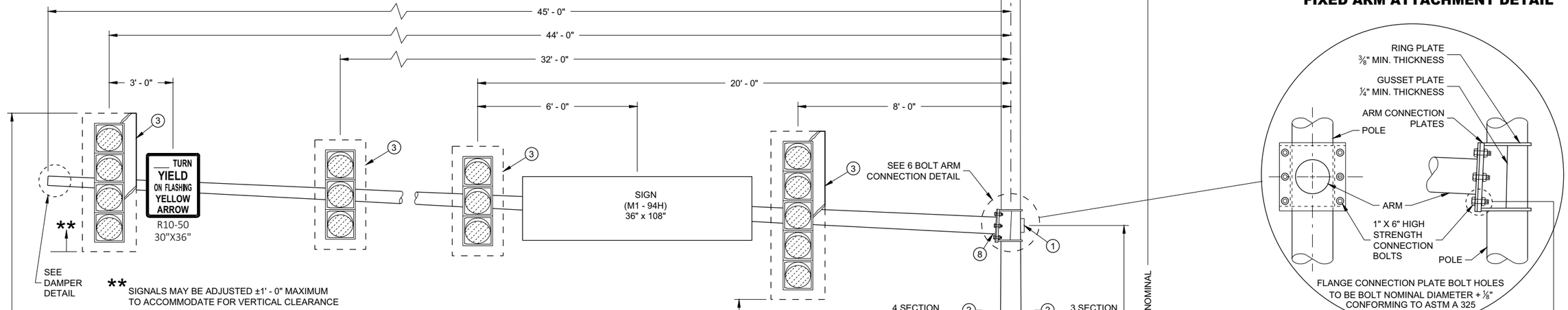
FLAT VIBRATION DAMPER

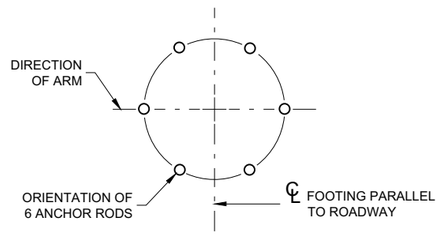
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL

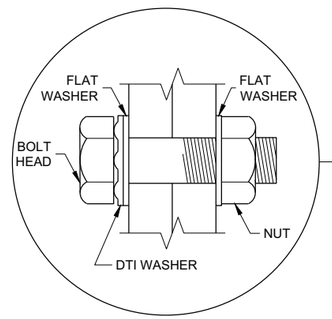




ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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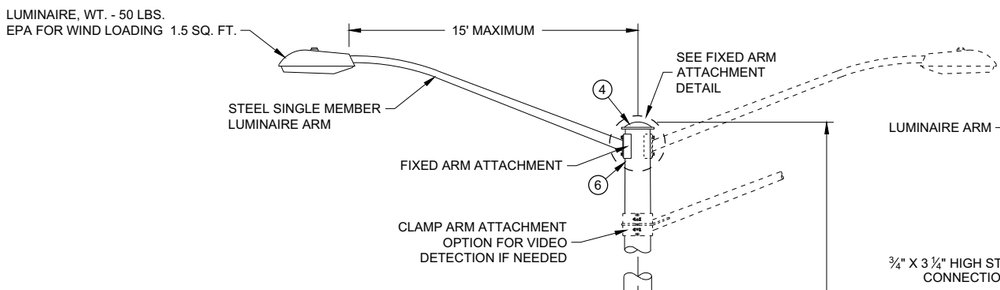
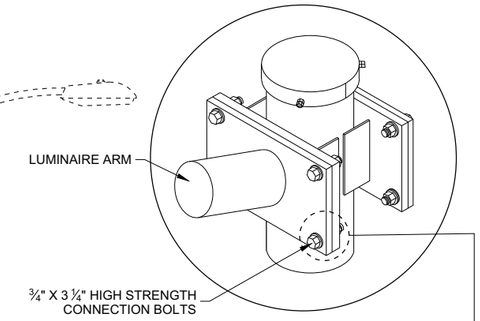
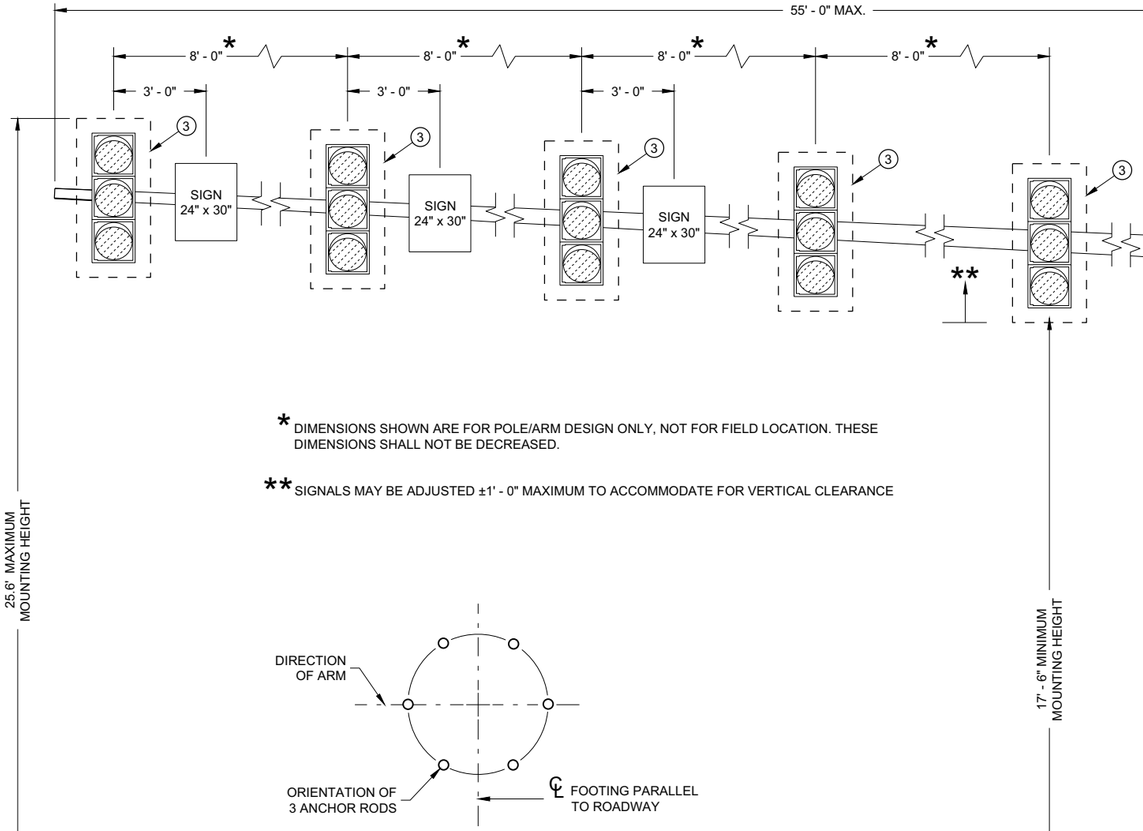
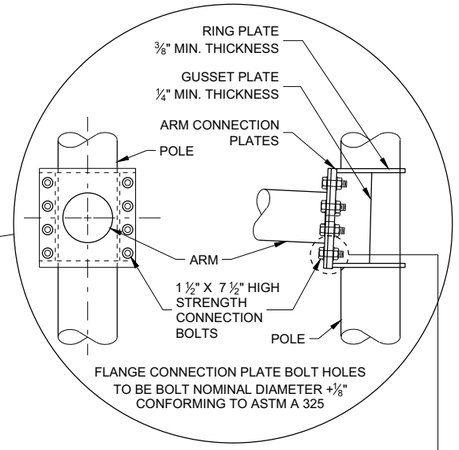


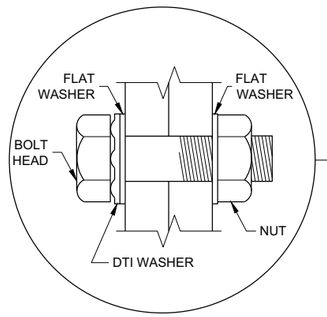


FIXED ARM ATTACHMENT DETAIL





8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

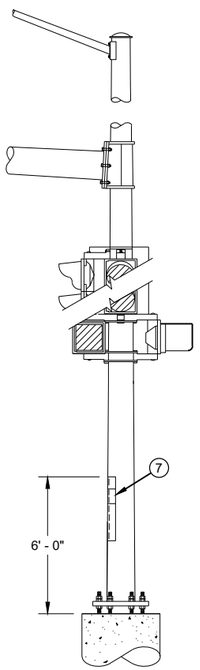
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

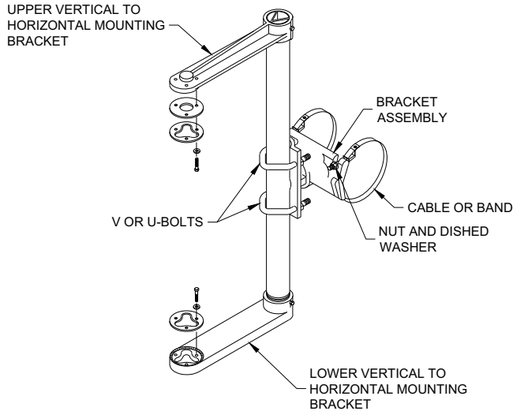
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

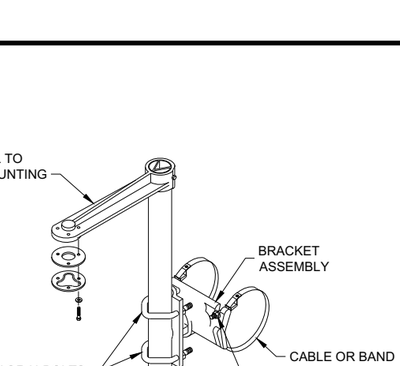


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



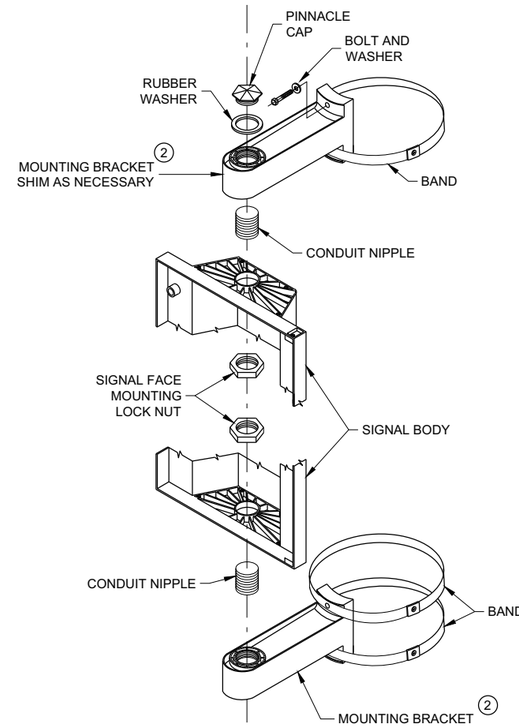
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

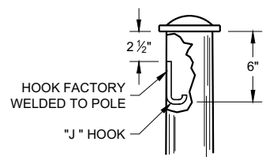


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6

SDD 09E08 - 09k

GENERAL NOTES

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

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

OVER HEIGHT POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING 2017 INTERIM REVISIONS) AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

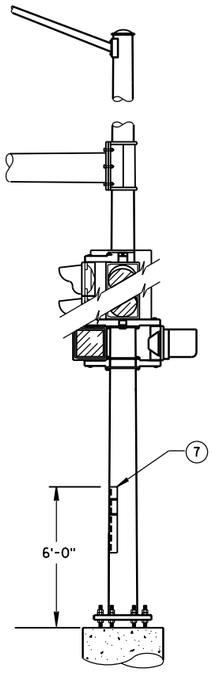
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

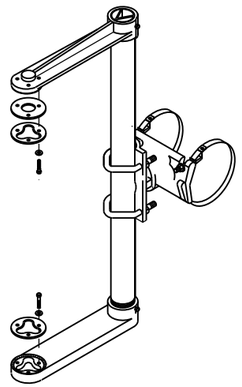
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

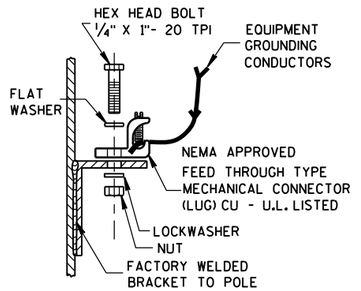


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



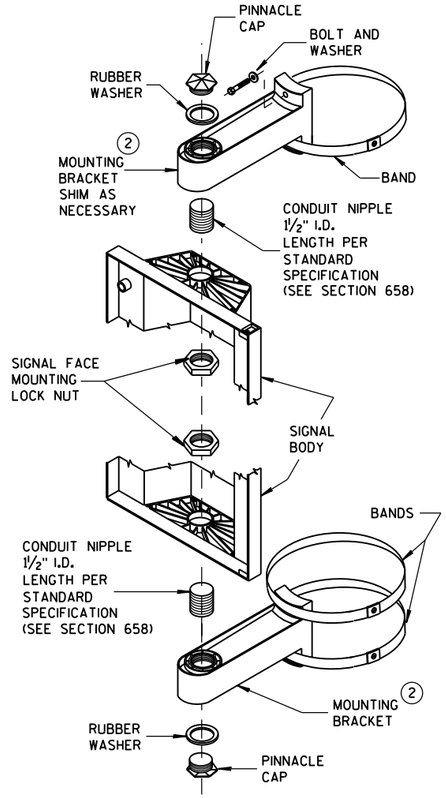
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

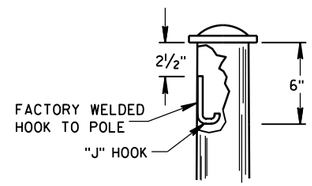


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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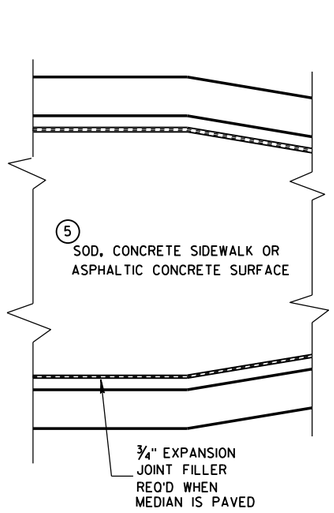
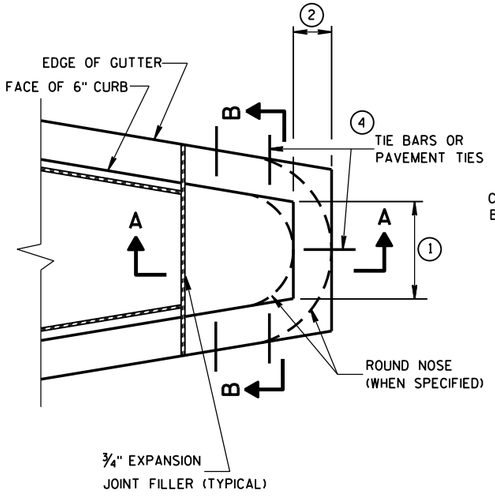
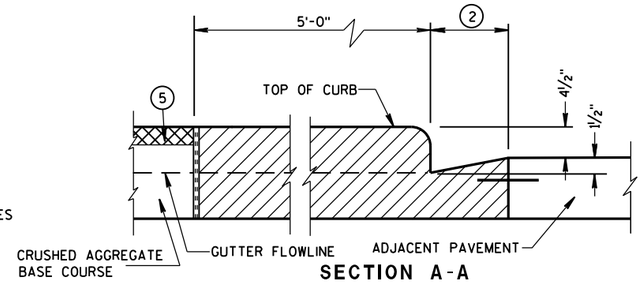
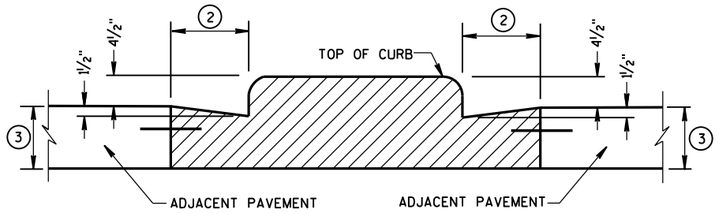
S.D.D. 9 E 12-1e







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

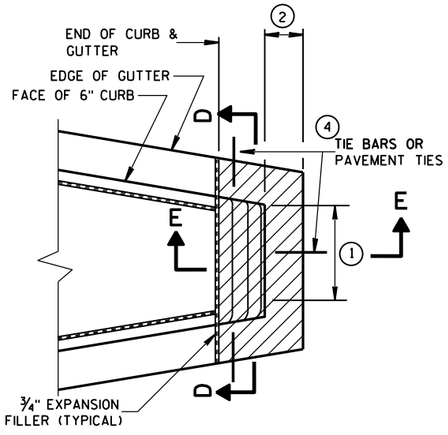
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

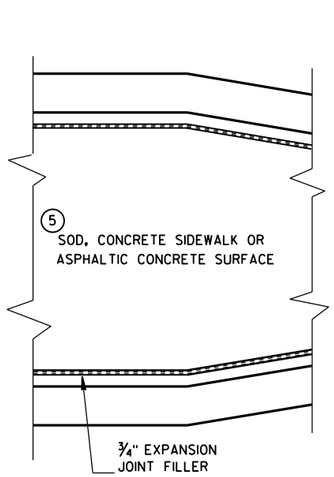
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

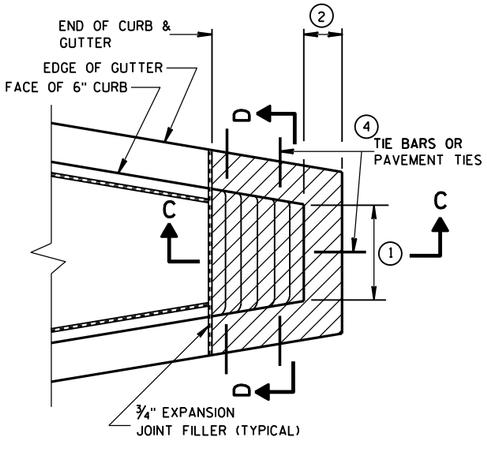
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

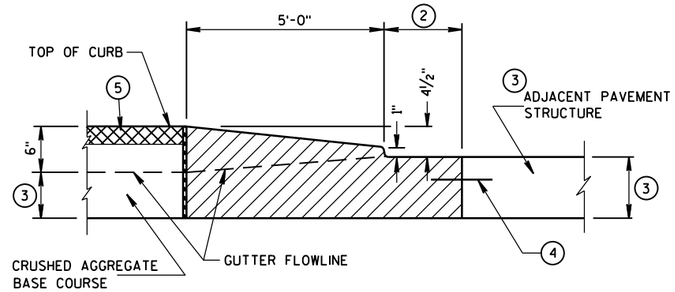
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



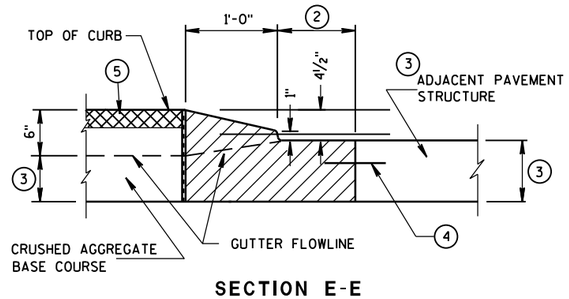




CONCRETE MEDIAN SLOPED NOSE TYPE 1

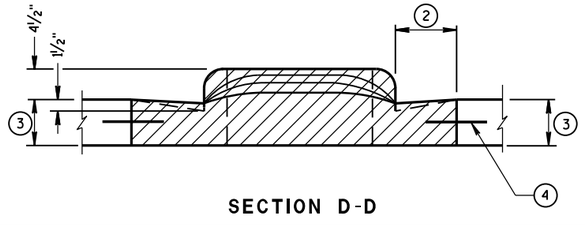


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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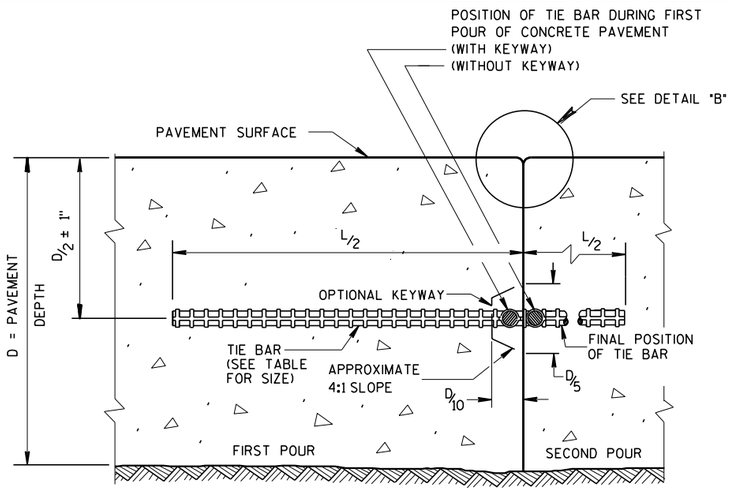
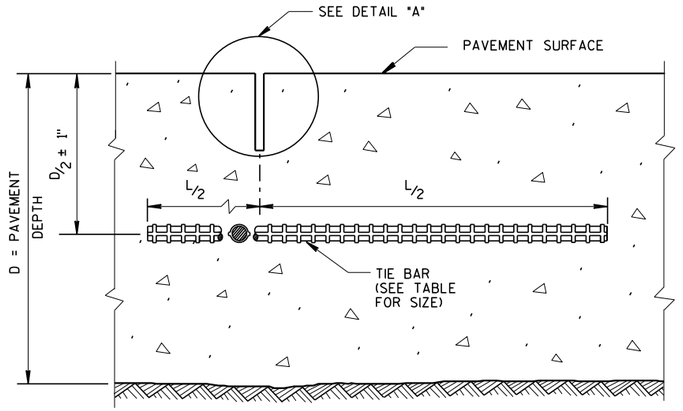
S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

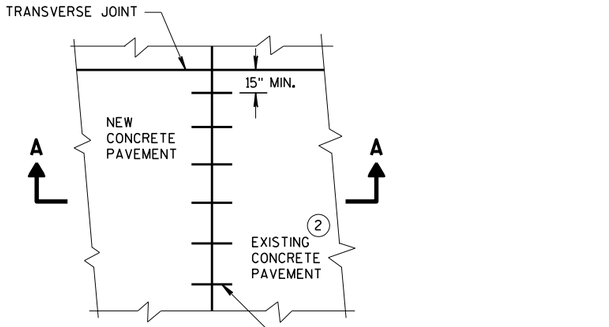
GENERAL NOTES

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

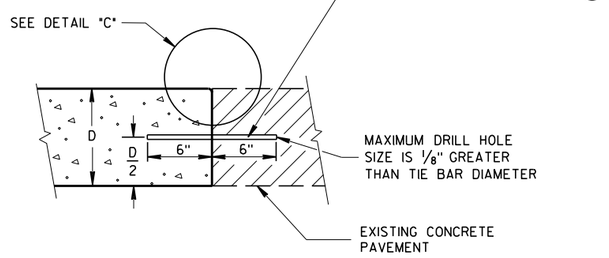
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

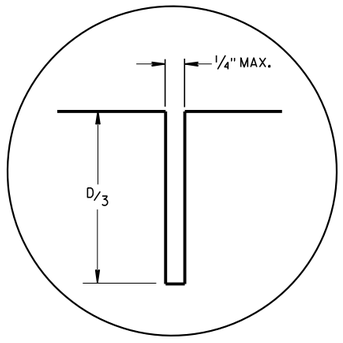


PLAN VIEW

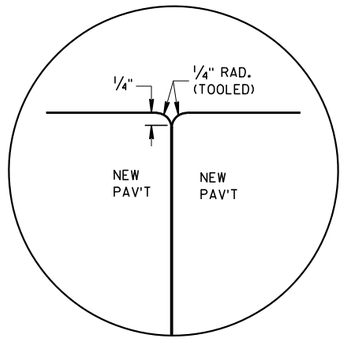


SECTION A-A

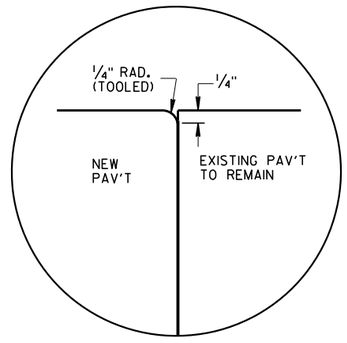
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



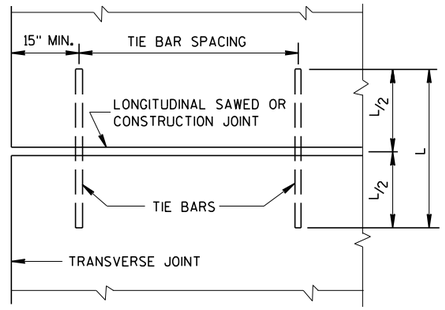
DETAIL "C"

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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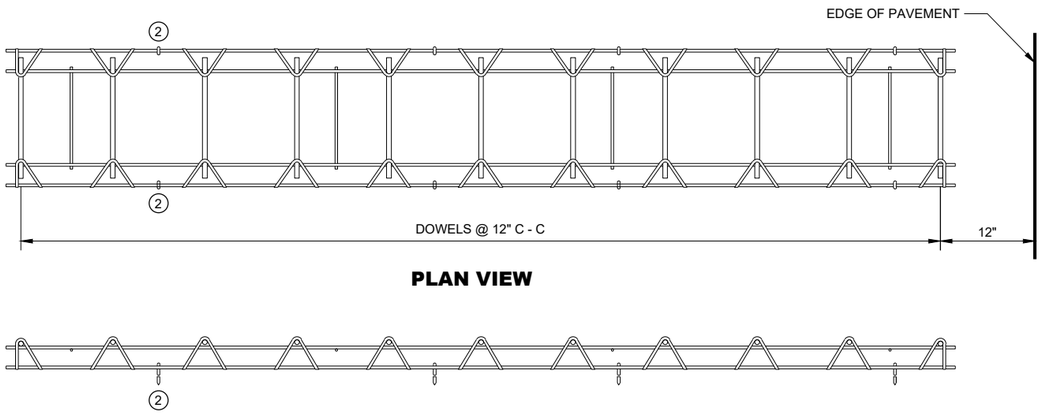
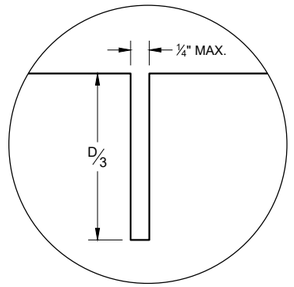
S.D.D. 13 C 1-19



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.

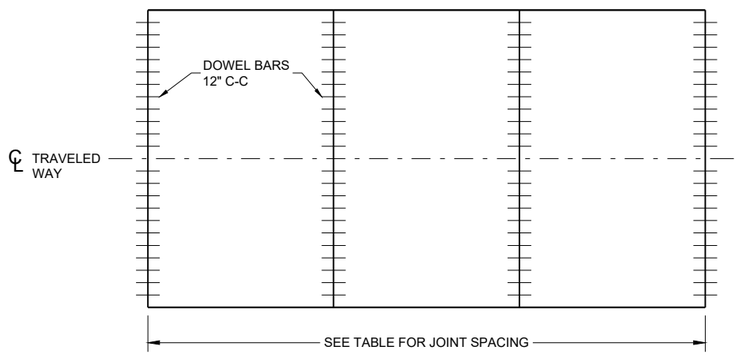
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

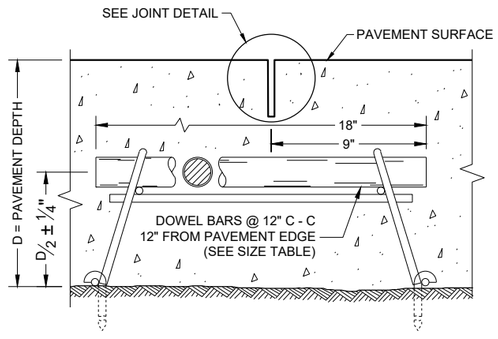
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



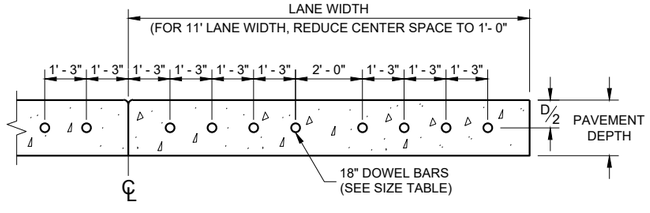
CONTRACTION JOINT LOCATIONS



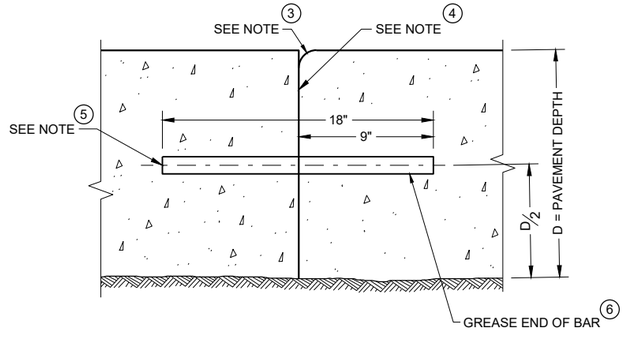
DOWELED CONTRACTION JOINT

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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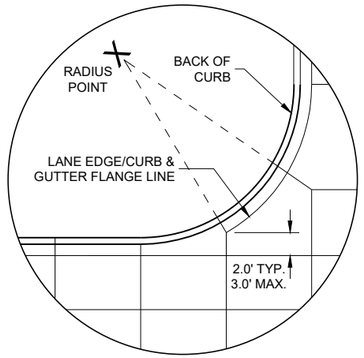
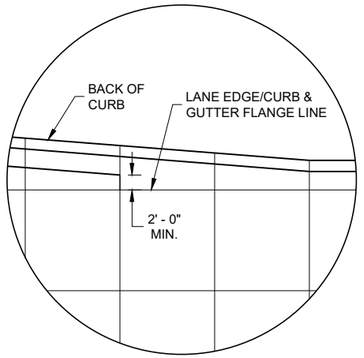
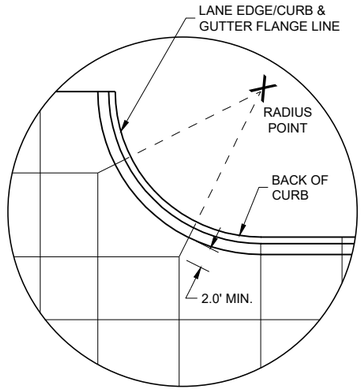
SDD 13C13 - 11



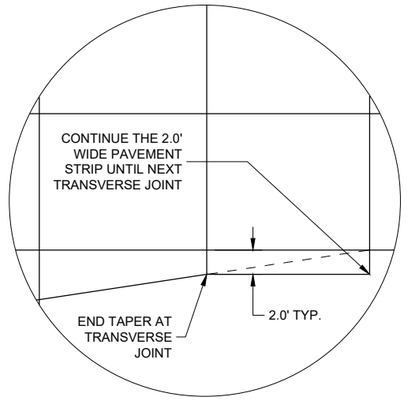
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

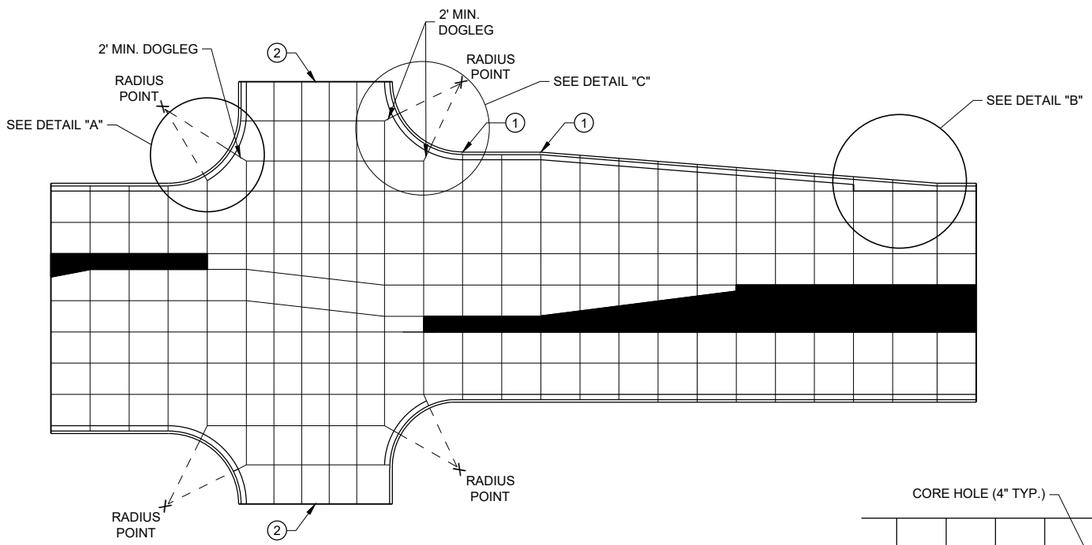
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

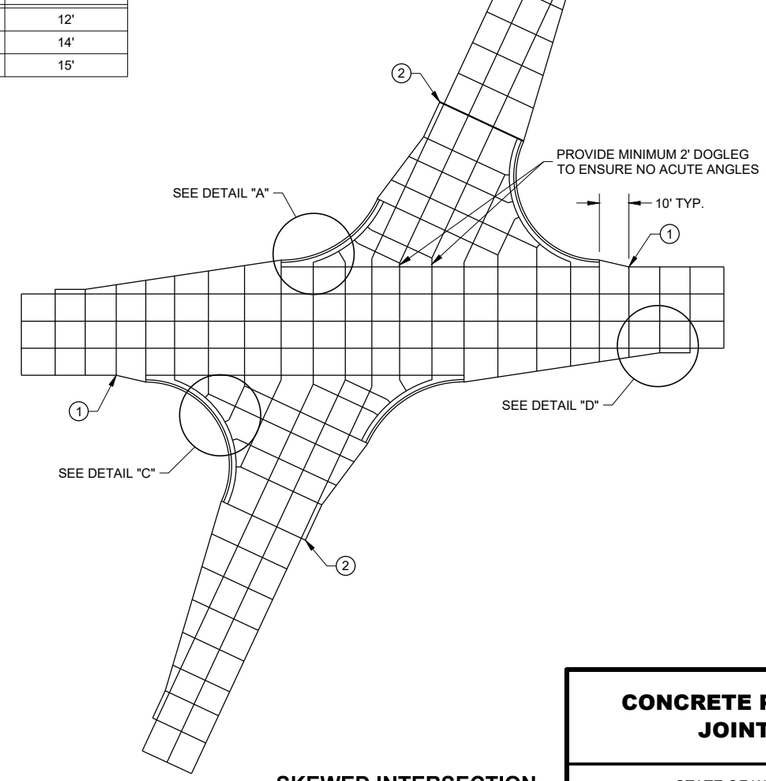
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



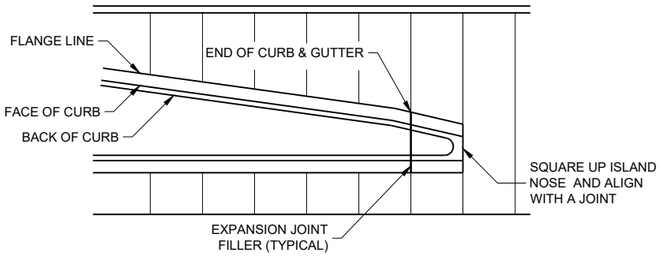
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

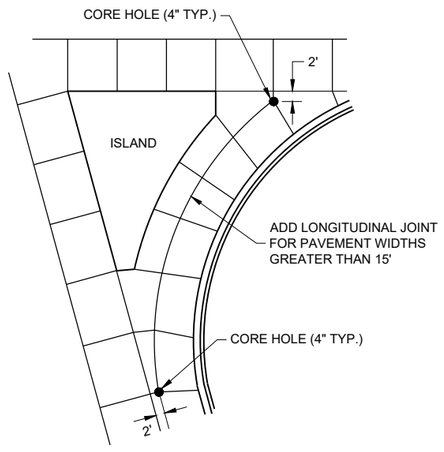
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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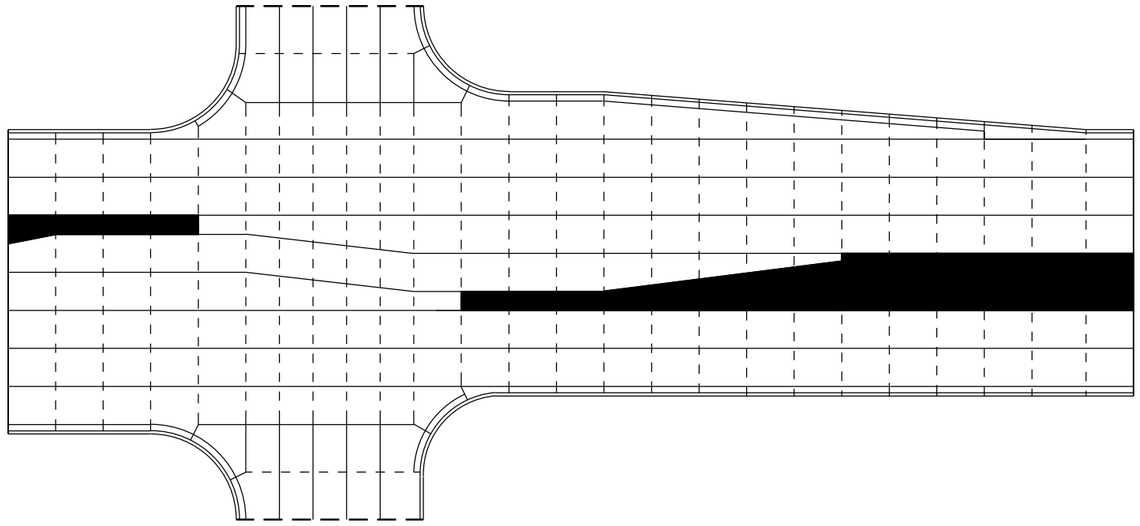
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

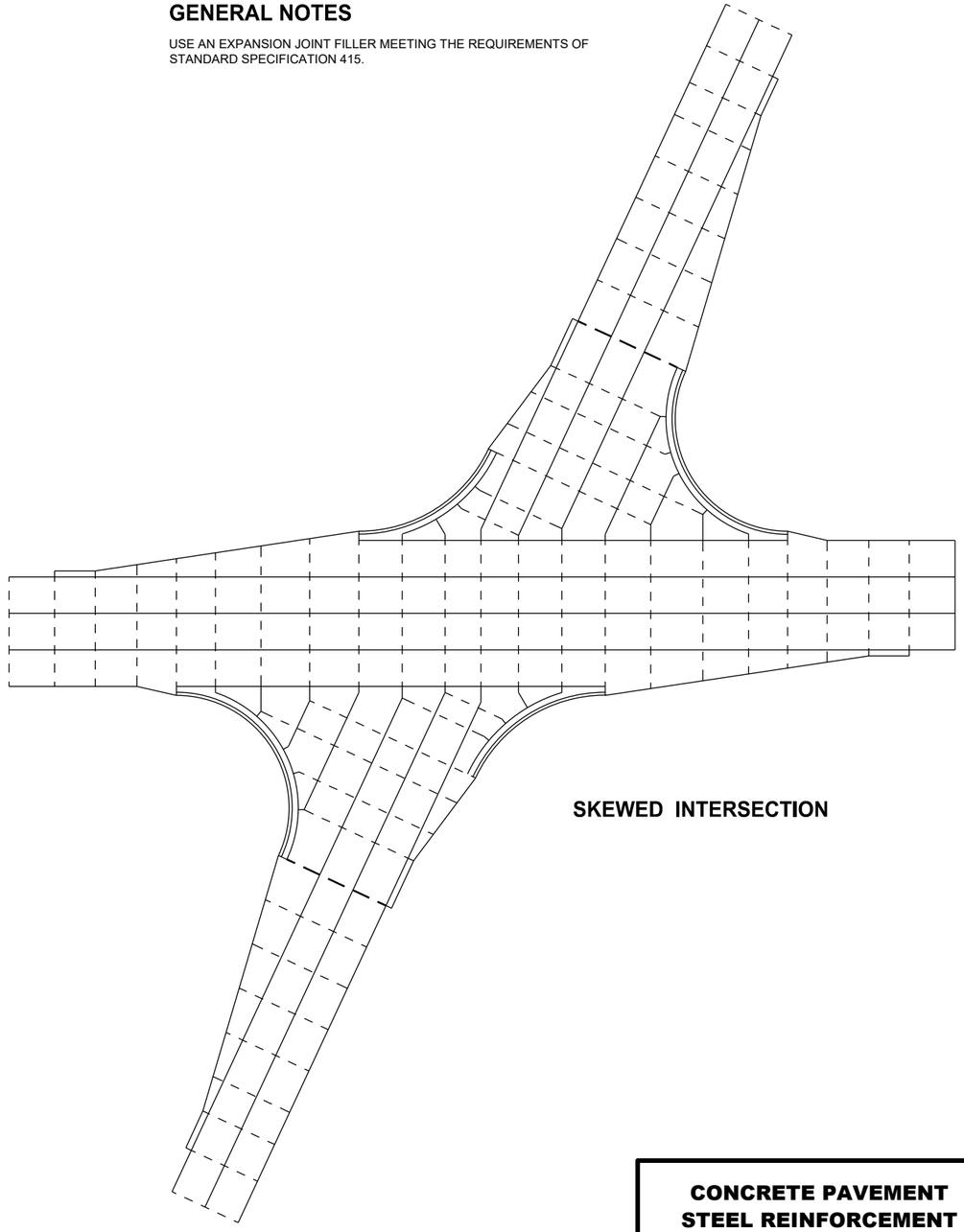
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

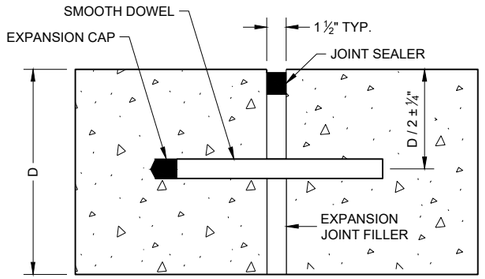
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

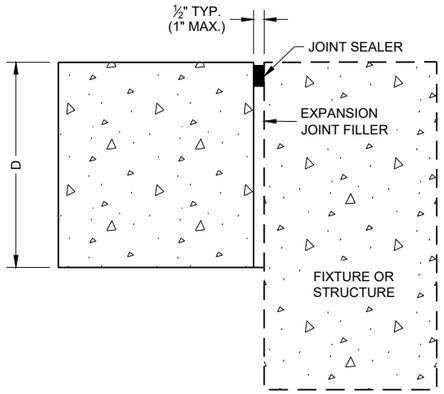
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

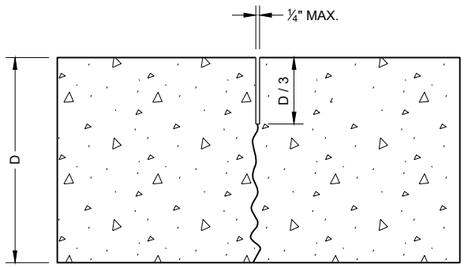
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

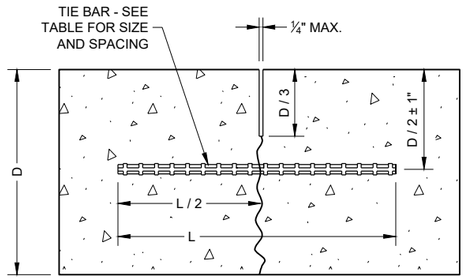
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

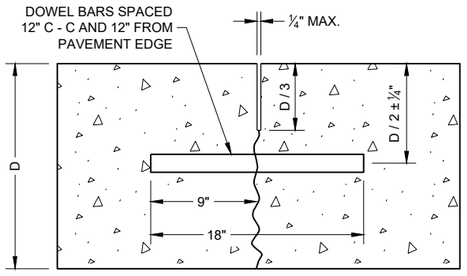
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM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



UNDOWELED TRANSVERSE

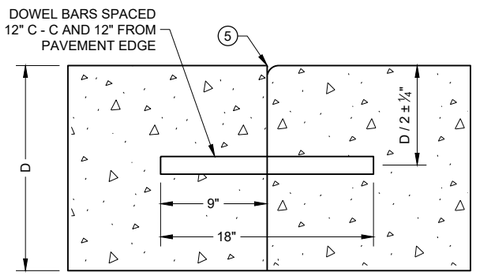


TIED LONGITUDINAL

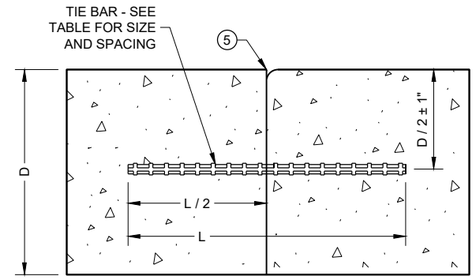


DOWELED TRANSVERSE

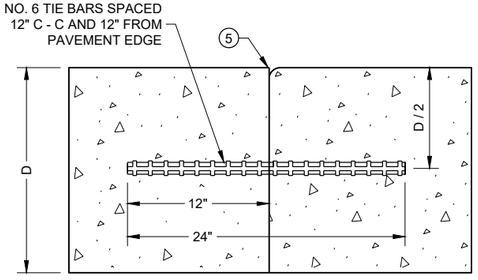
CONTRACTION JOINTS (2)



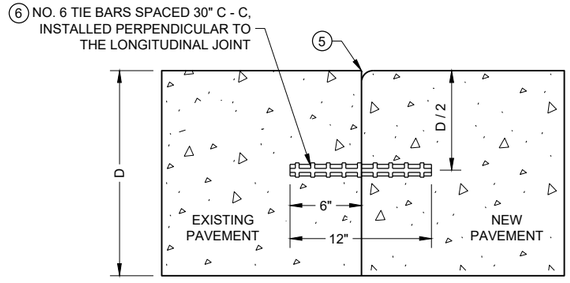
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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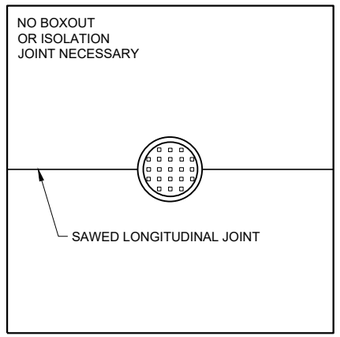
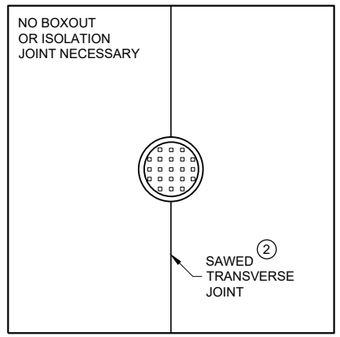
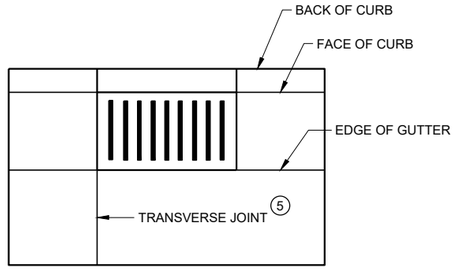
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



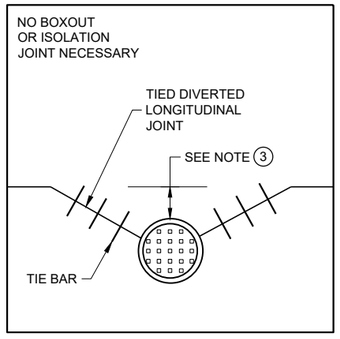
MANHOLE WITH TRANSVERSE JOINT



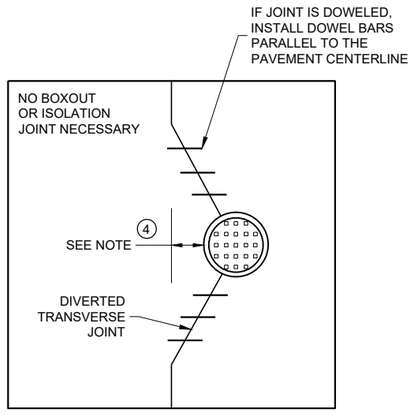
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

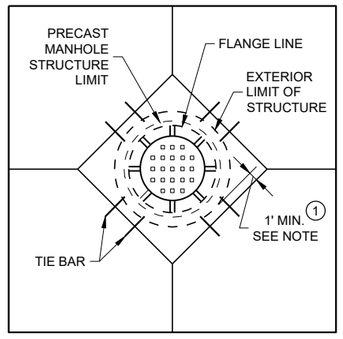
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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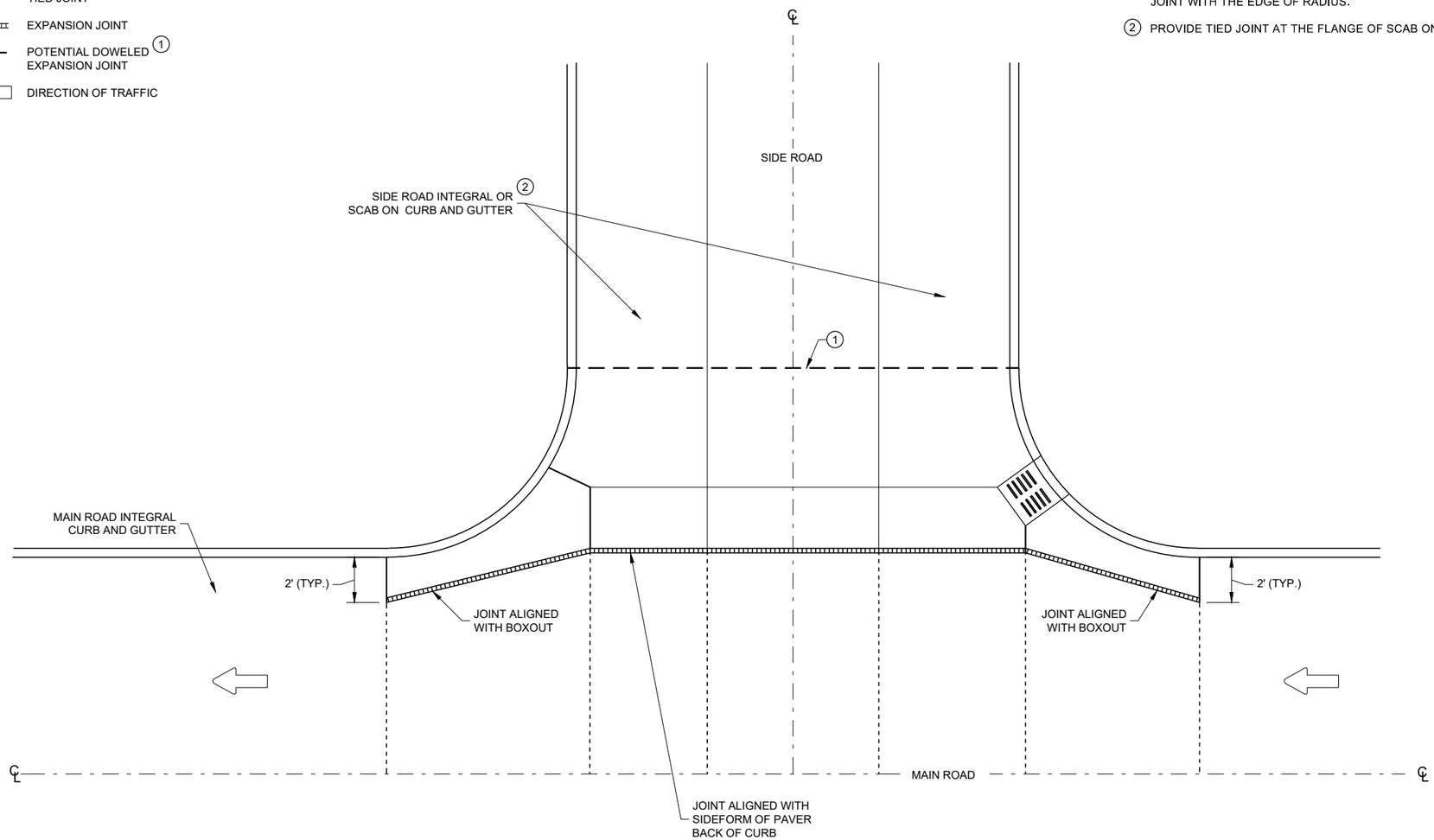
SDD13C18 - 08d
SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

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SDD 13C18 - 08f

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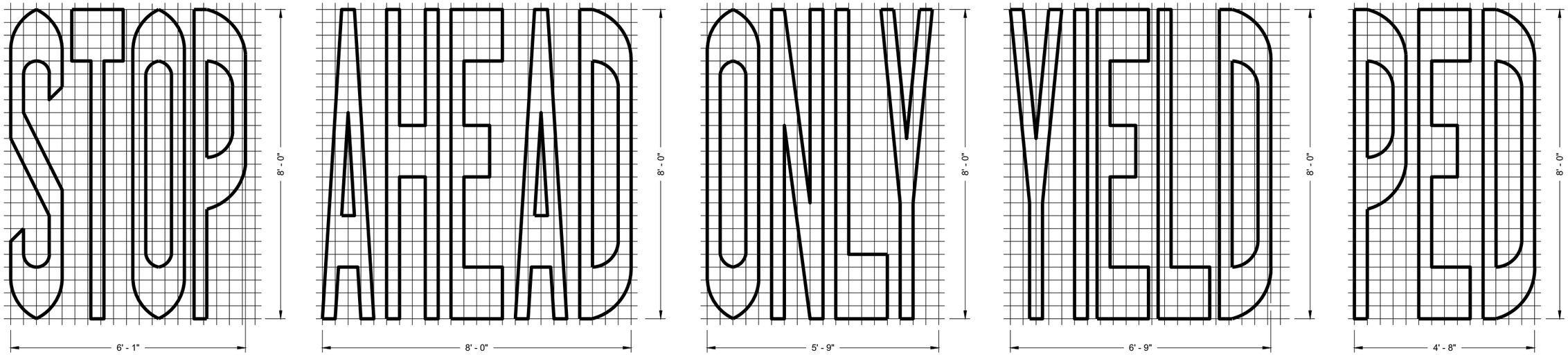
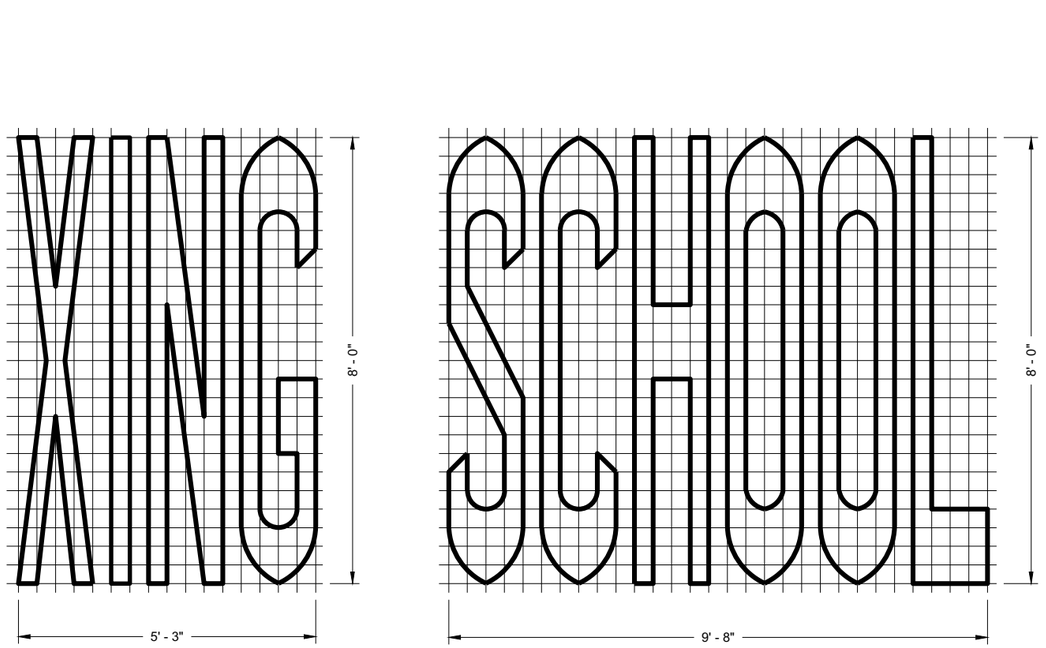
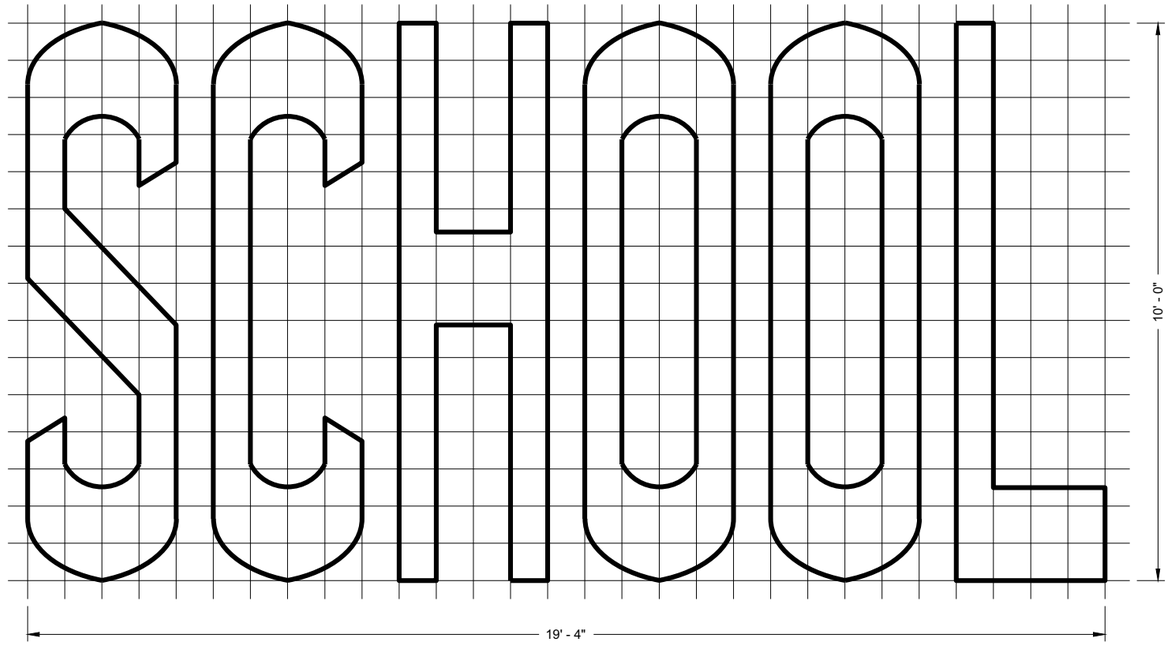
SDD 13C18 - 08f





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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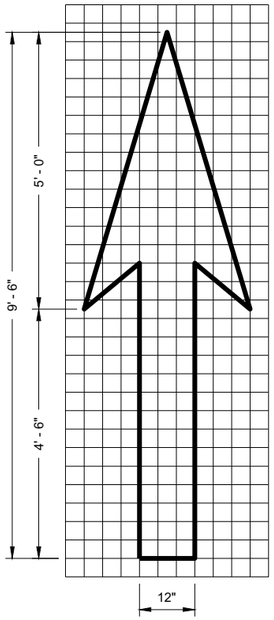
SDD 15C07 - 15b

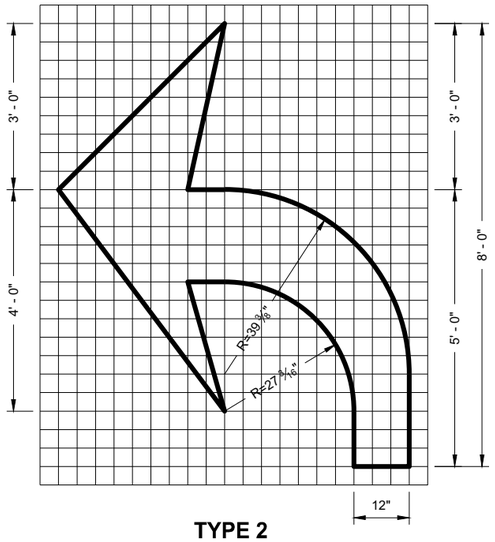
SDD 15C07 - 15b

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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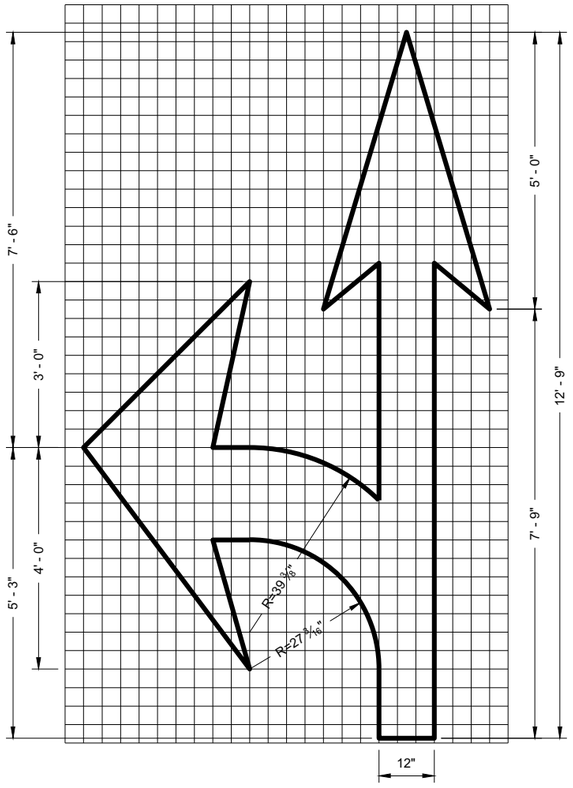

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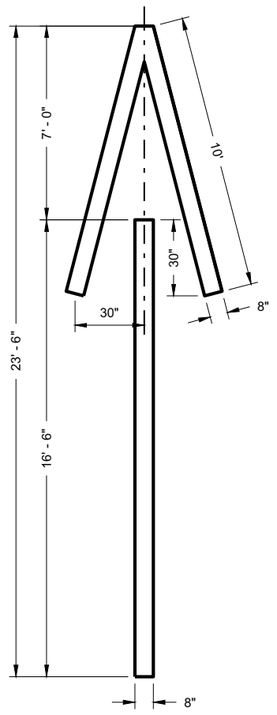

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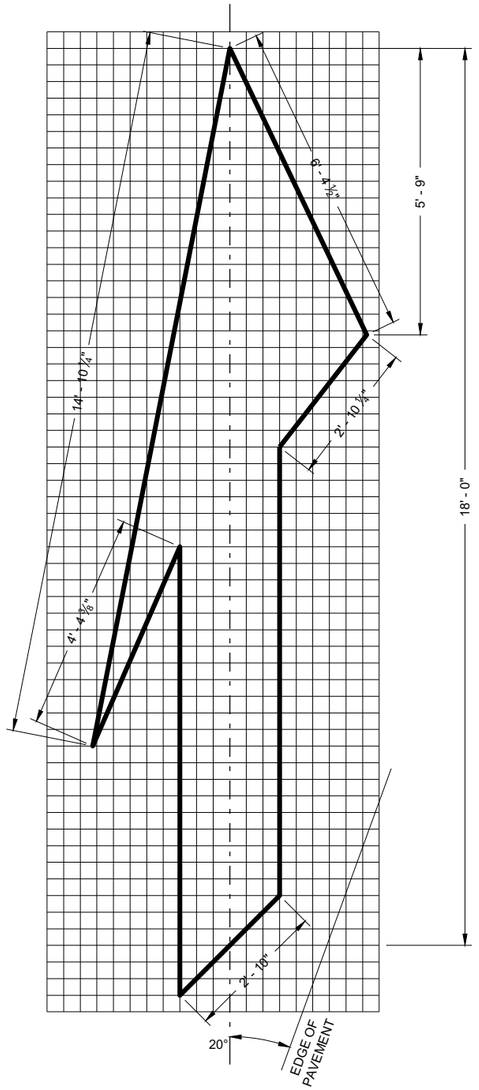
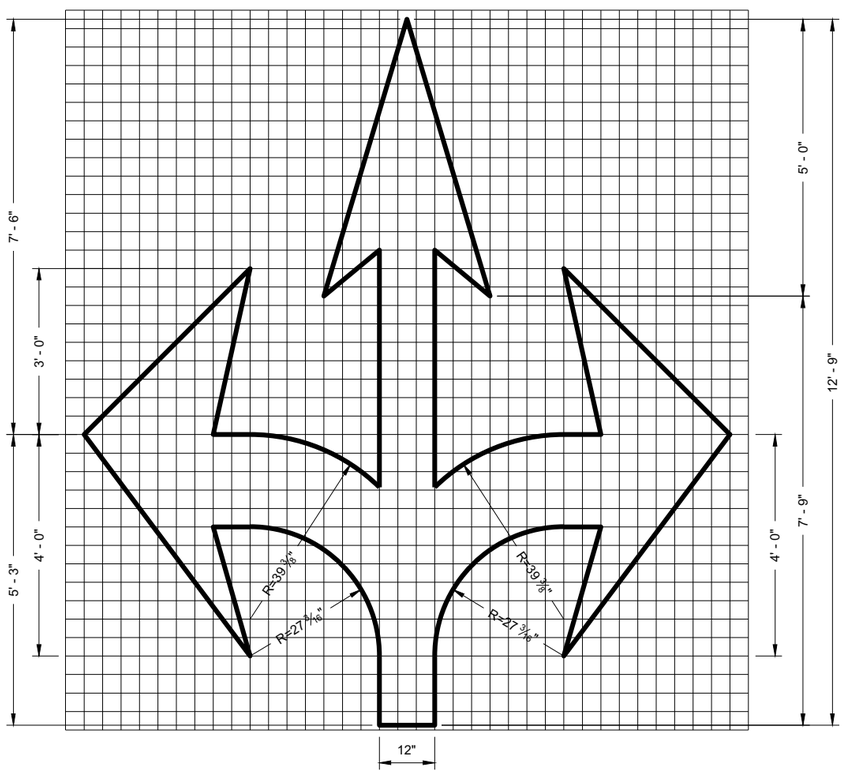
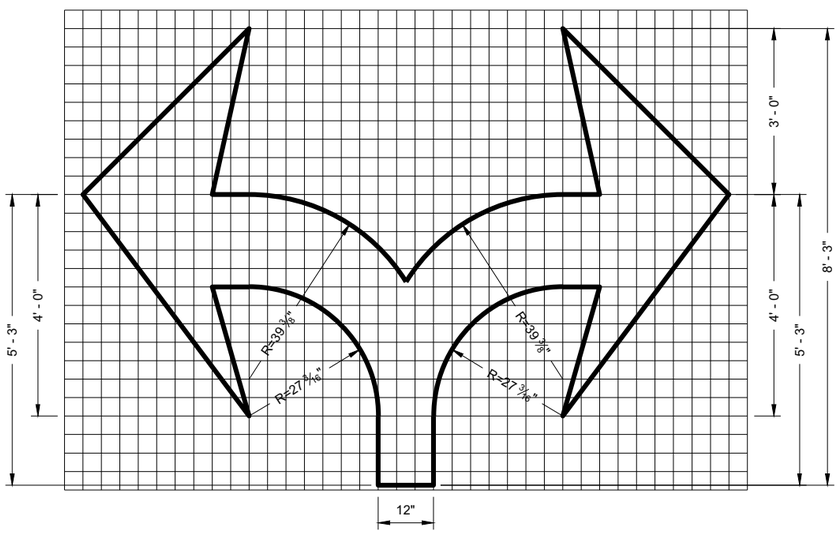


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

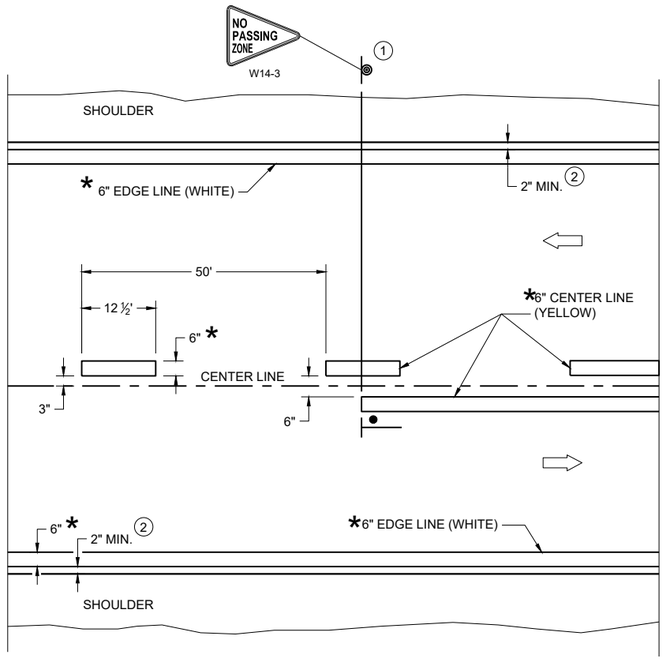
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

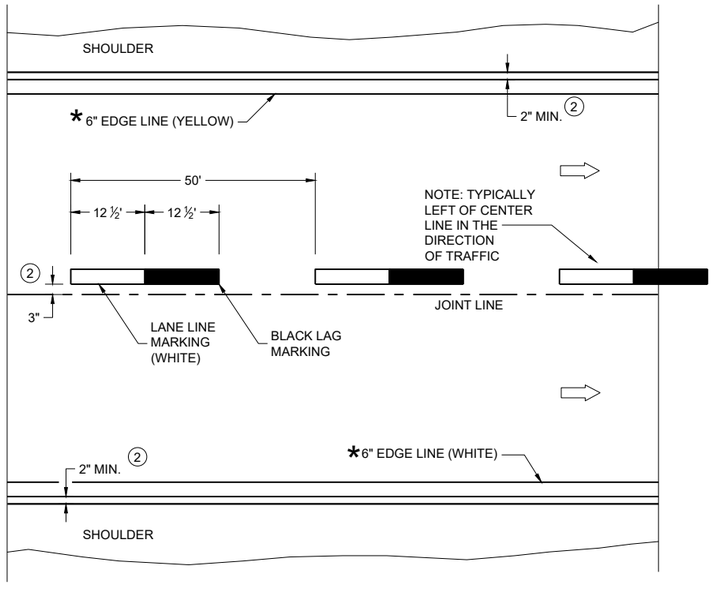
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

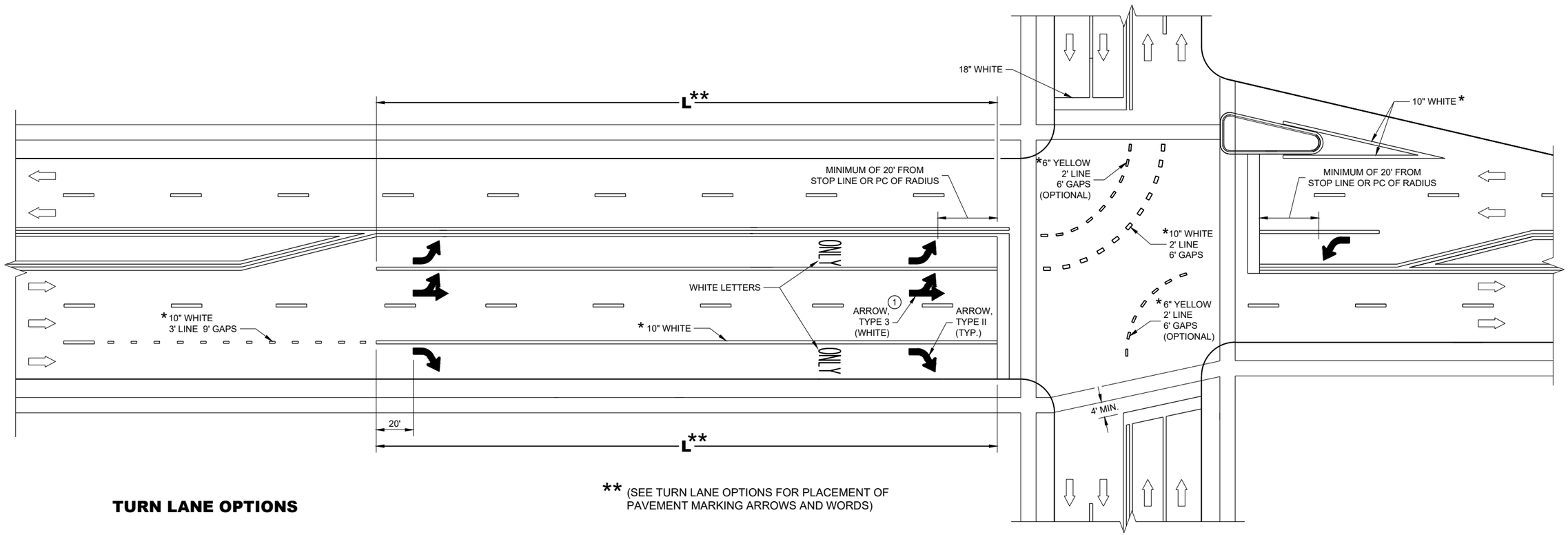
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

SDD 15C08-23a

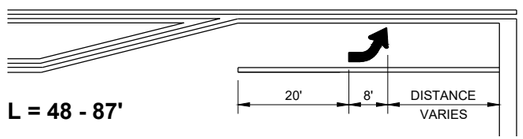
SDD 15C08-23a



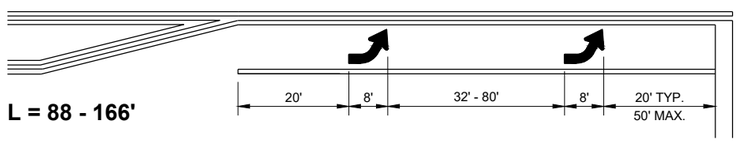
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

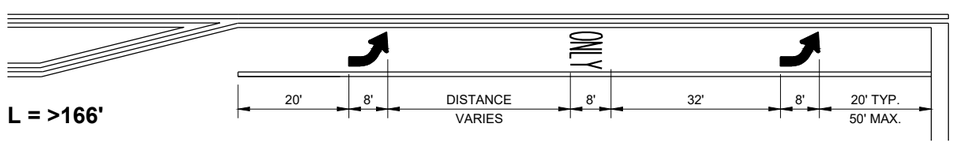
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

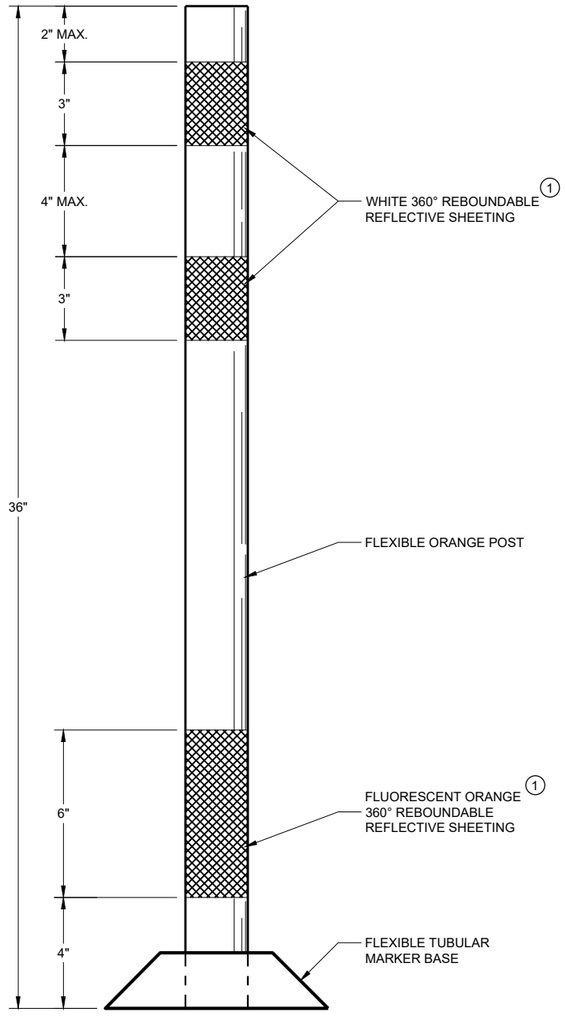
L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

SDD 15C08-23d

6



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

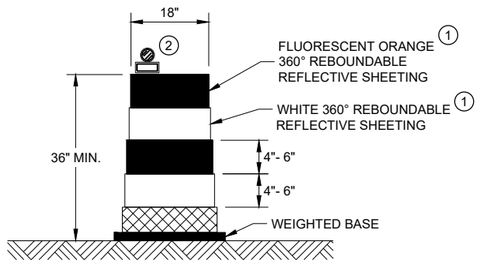
FHWA

6

SDD 15C11 - 10a

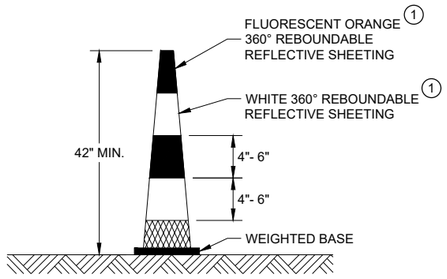
GENERAL NOTES

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



DRUM

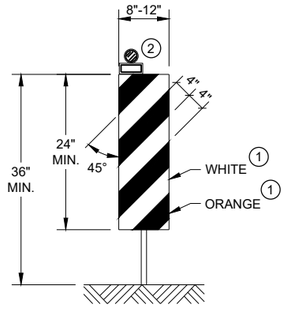
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

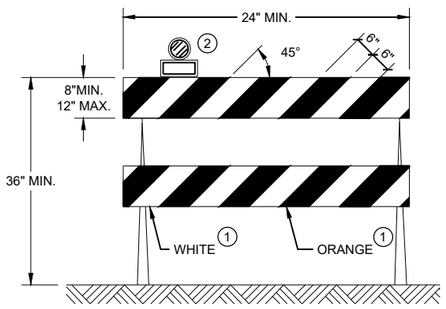
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



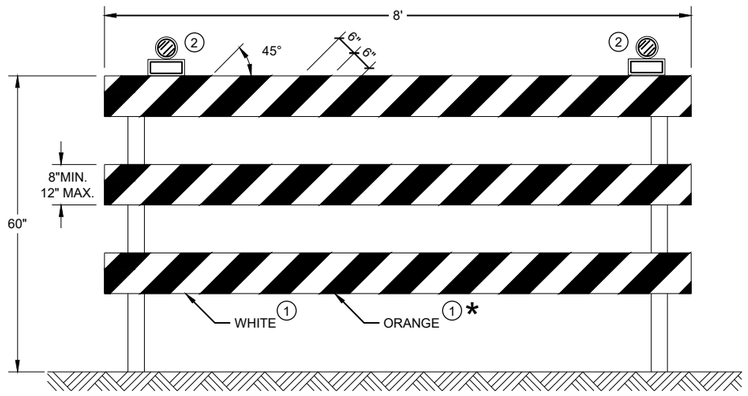
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

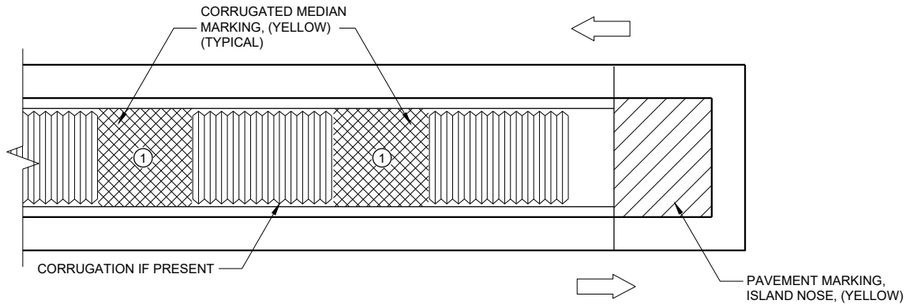
FHWA

6

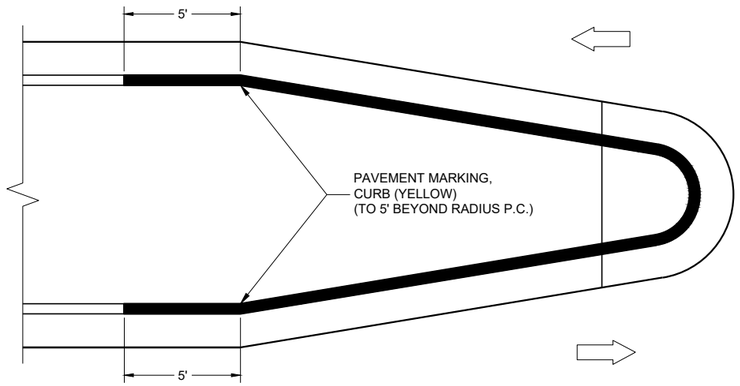
SDD 15C11 - 10b

6

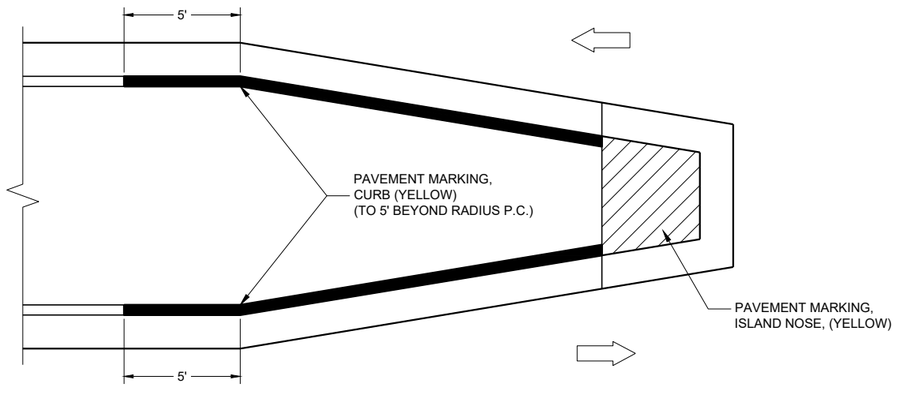
SDD 15C11 - 10b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15C18-08b

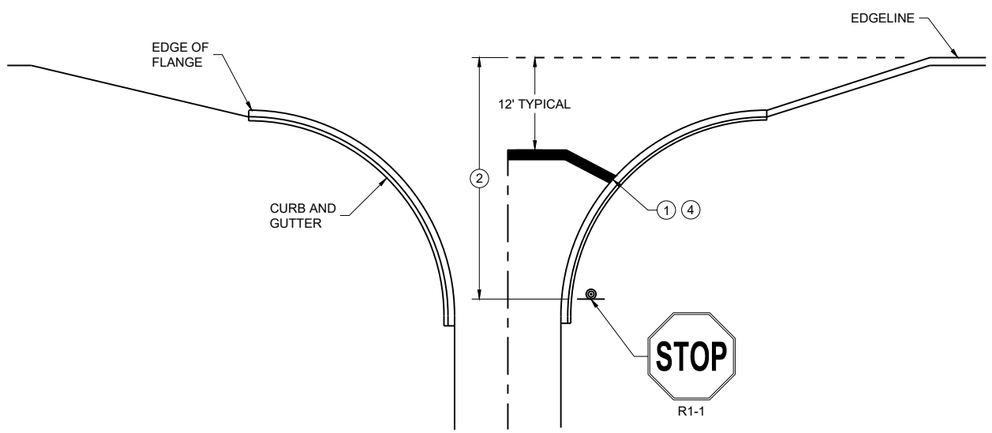
6

SDD 15C18-08b

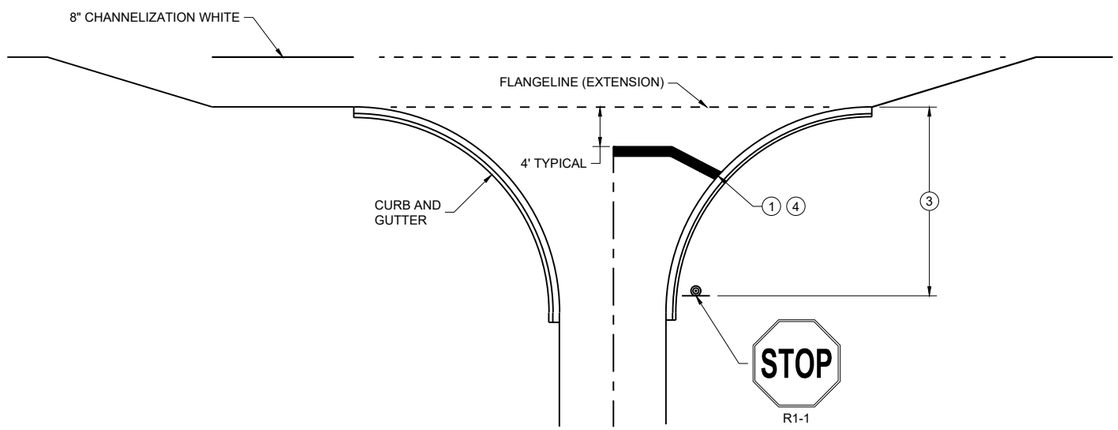
GENERAL NOTES

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

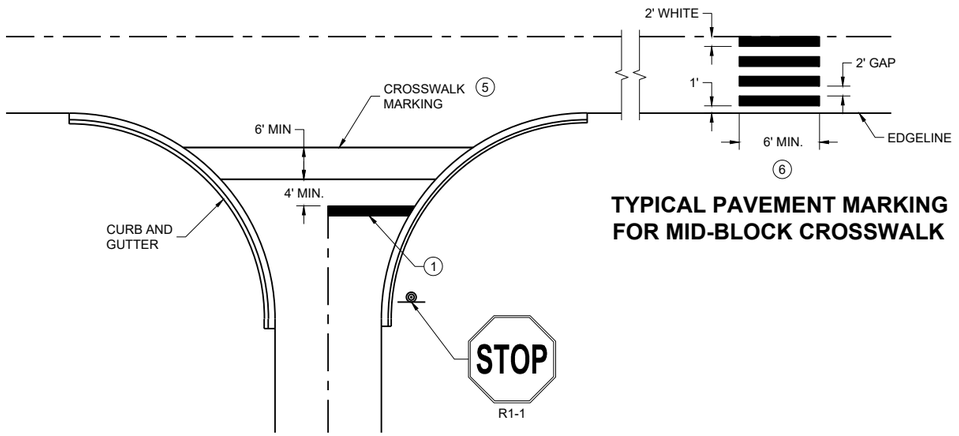
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

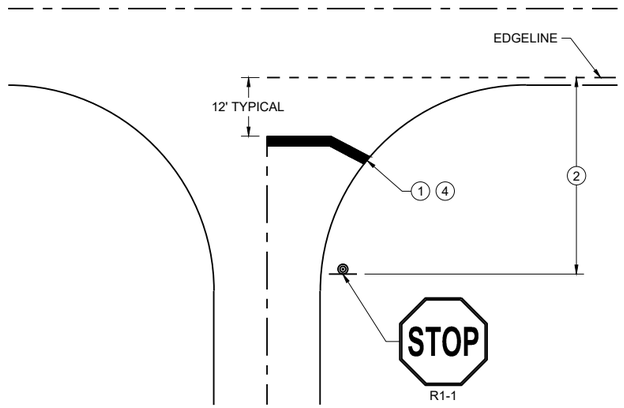


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

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
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

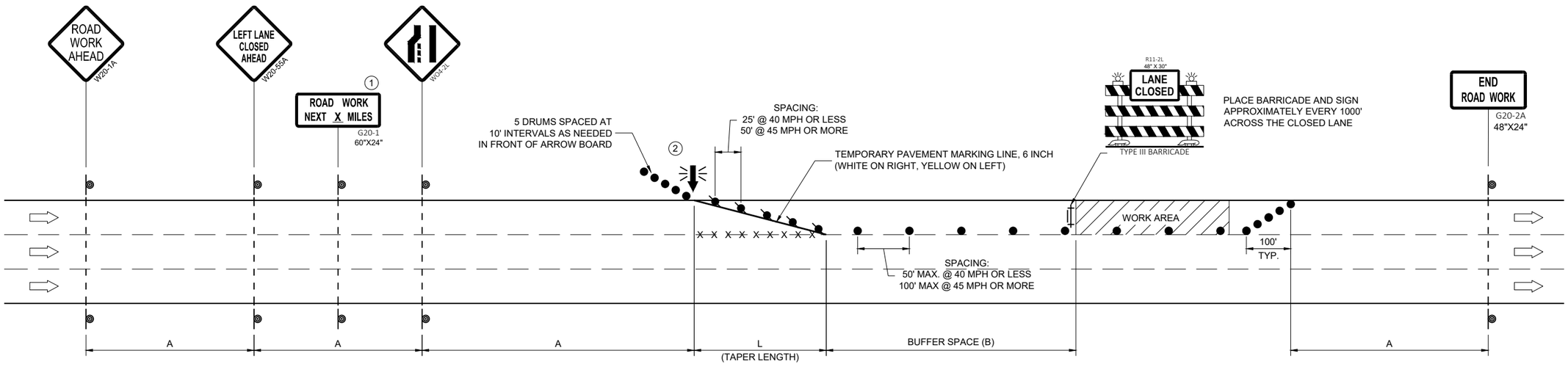
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-08a

6

SDD 15D20-08a

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
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

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.

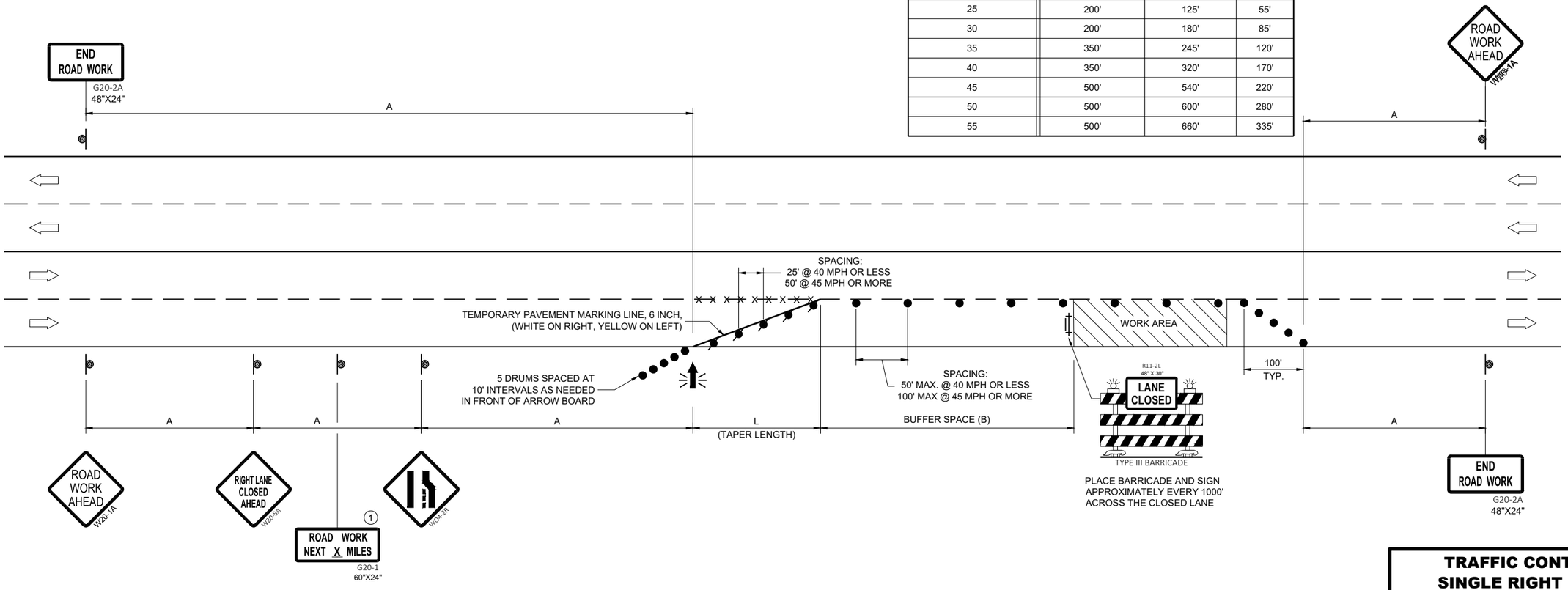
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-08b
SDD 15D20-08b

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
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

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.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

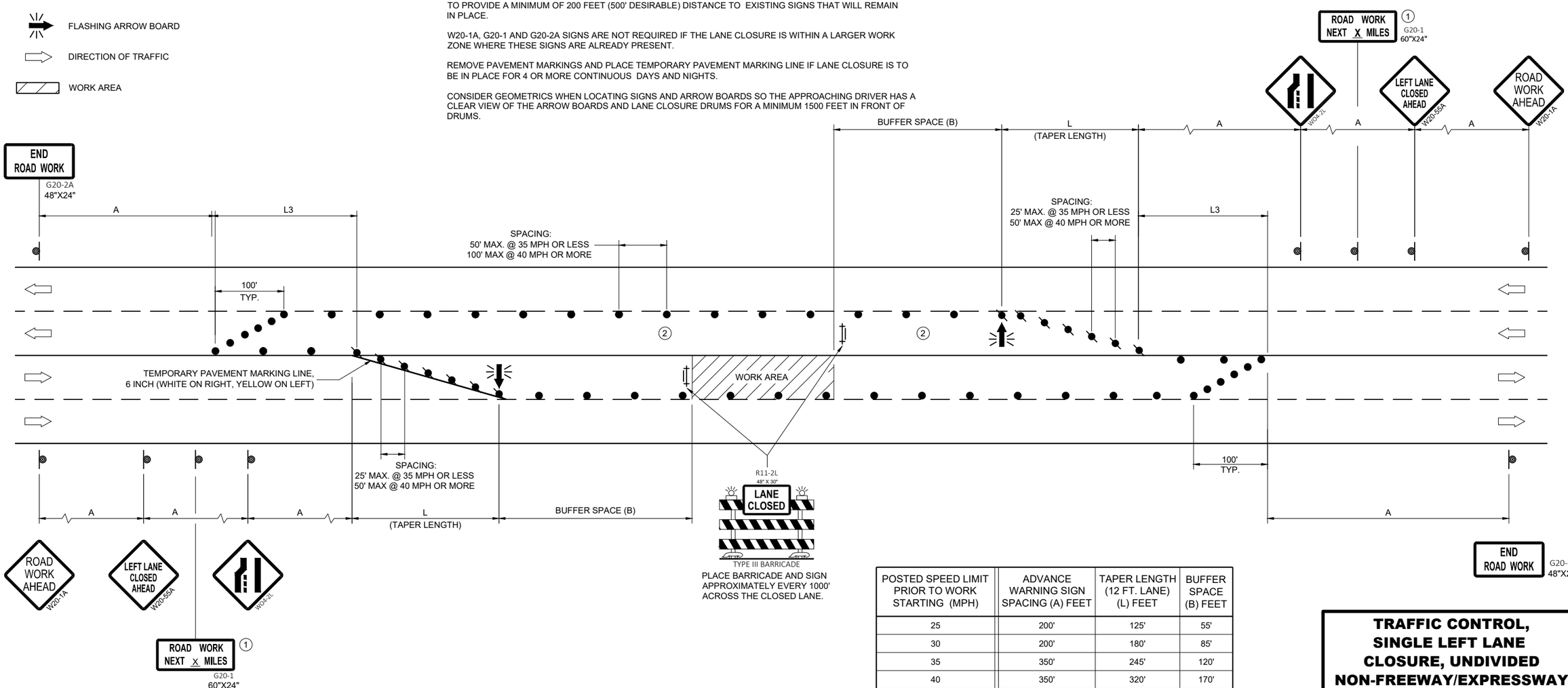
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

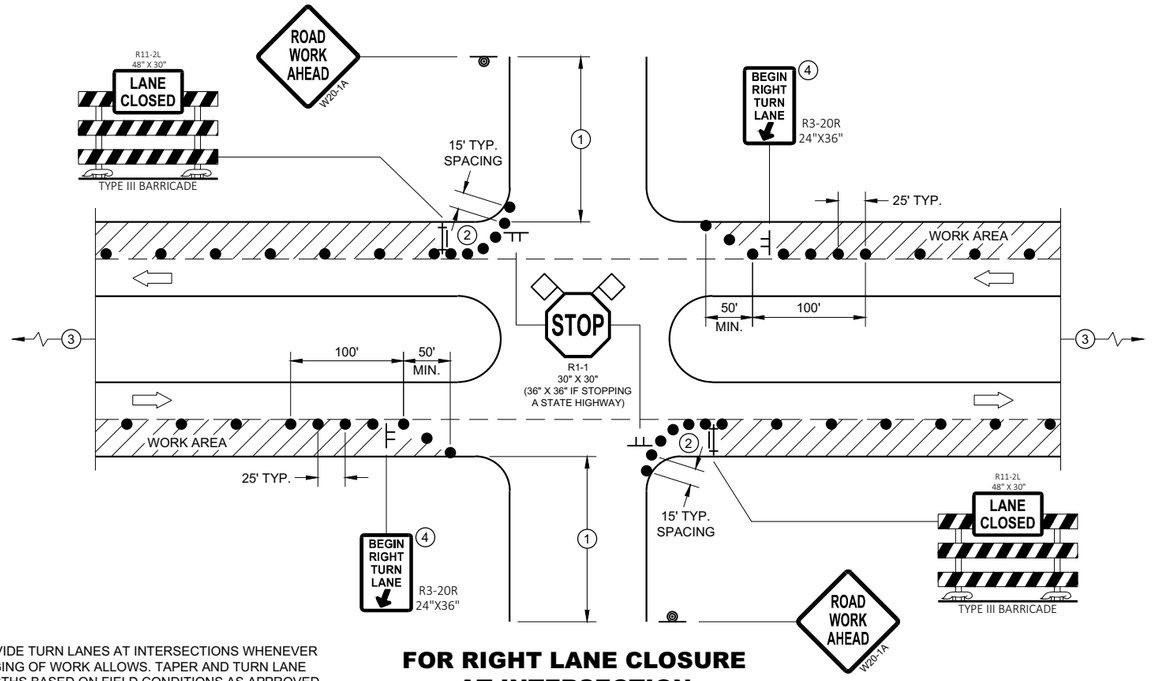
APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D20-08c



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

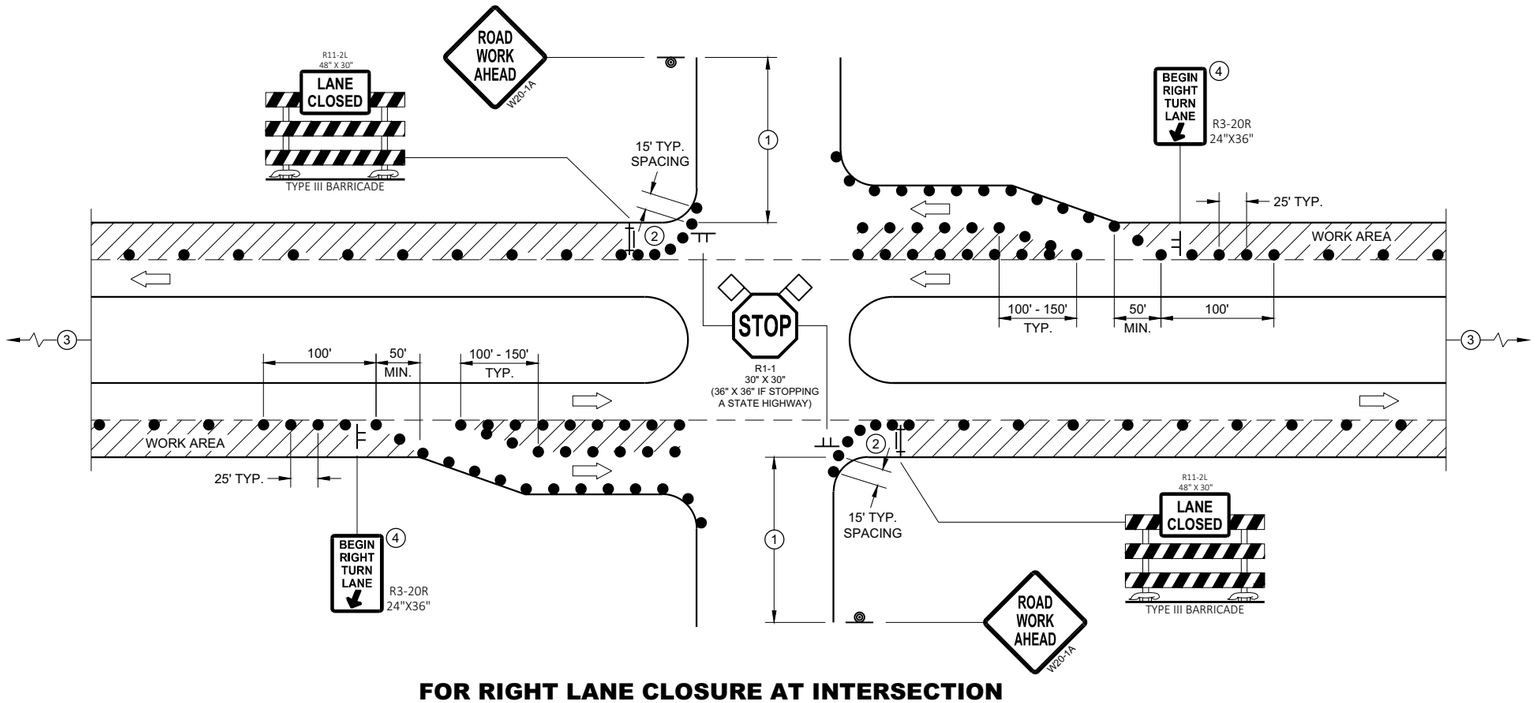
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

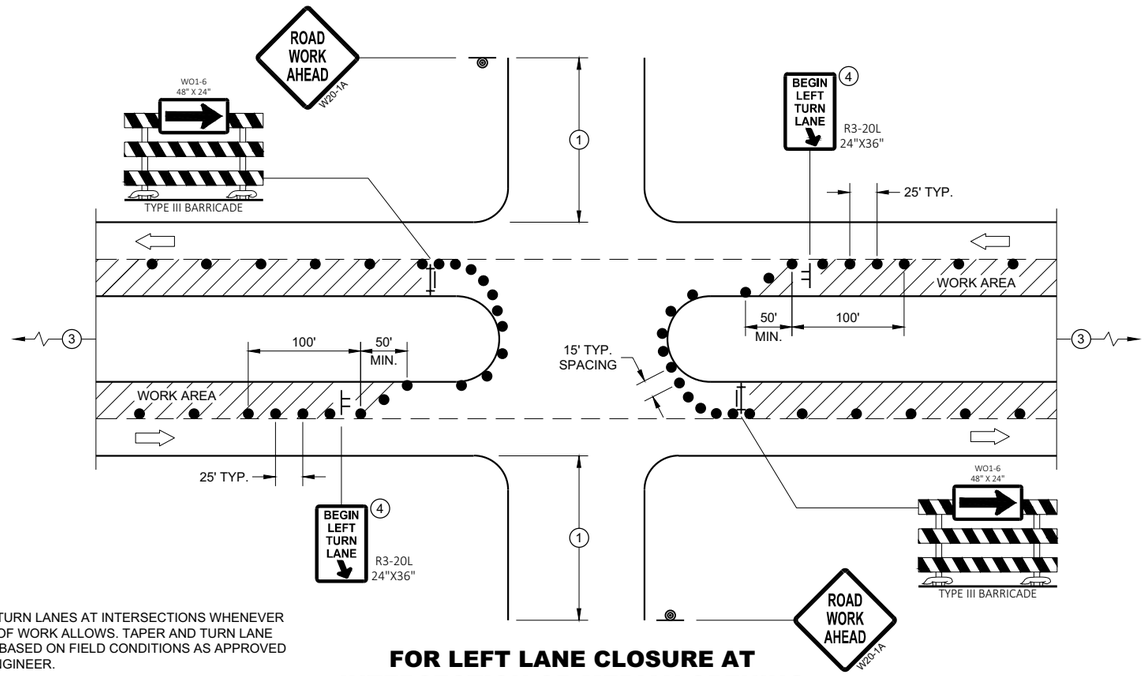
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a
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.

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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.

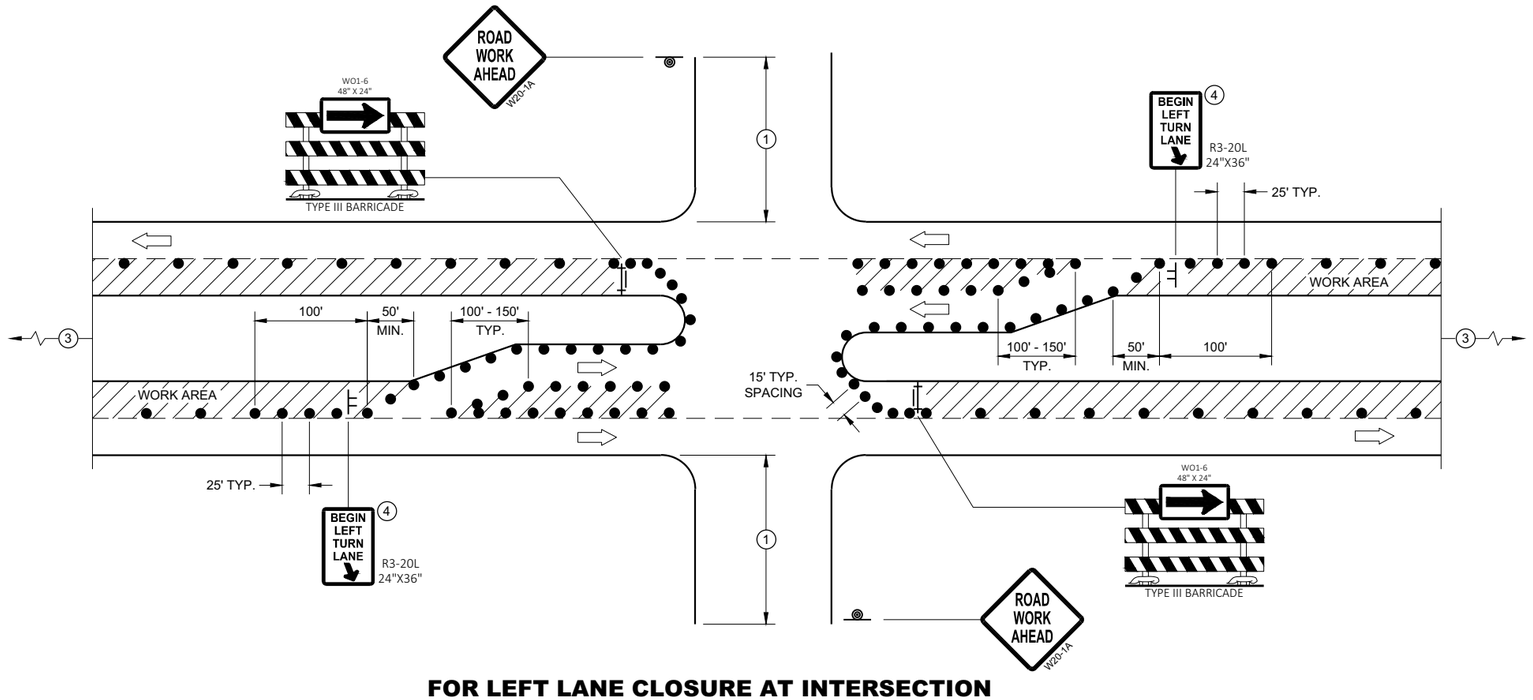
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

GENERAL NOTES

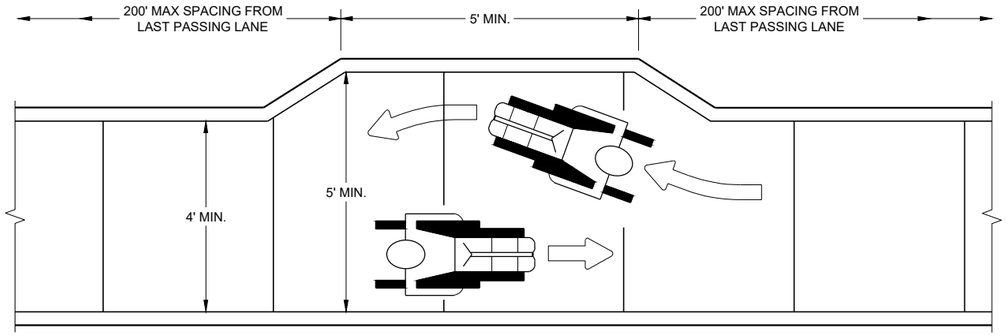
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

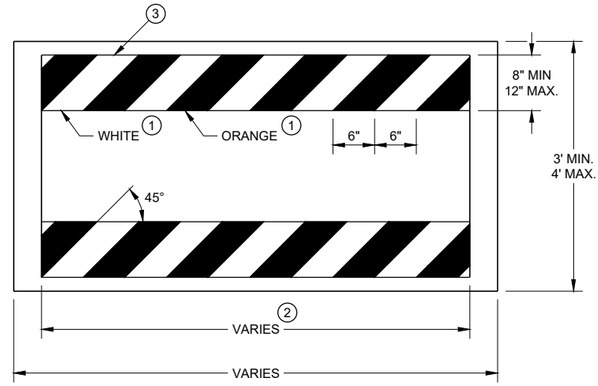
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

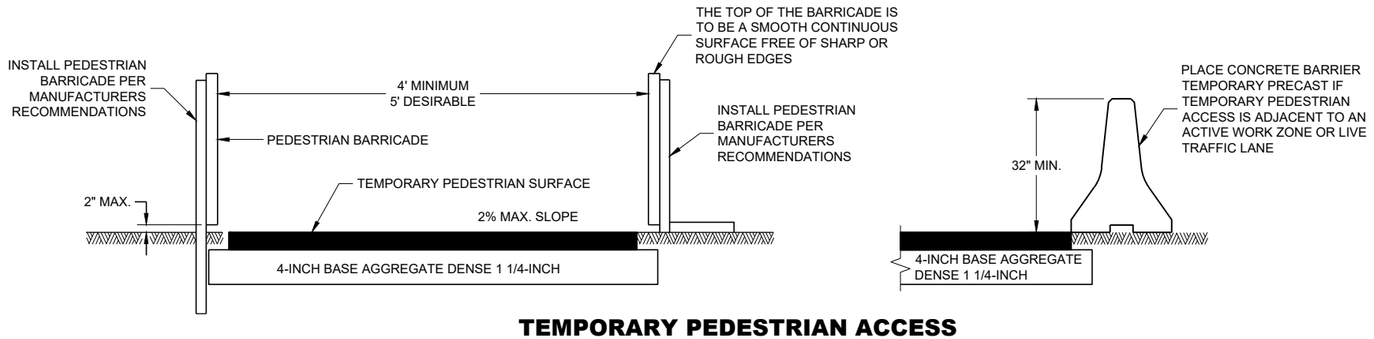
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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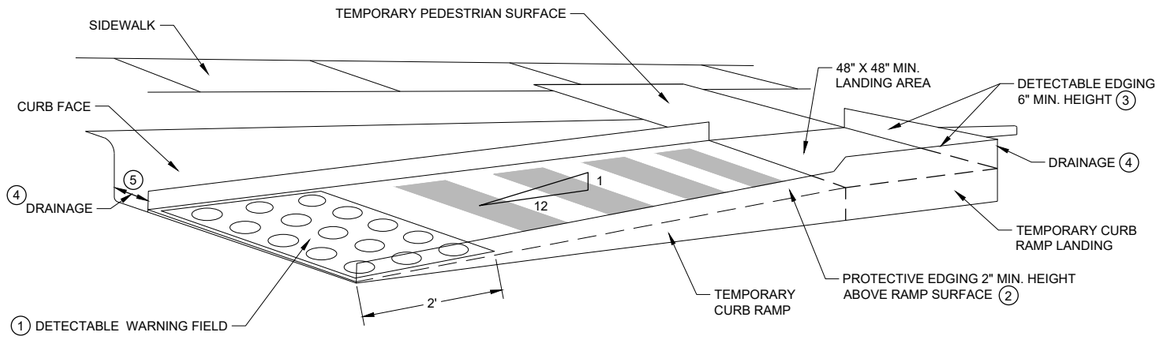
SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

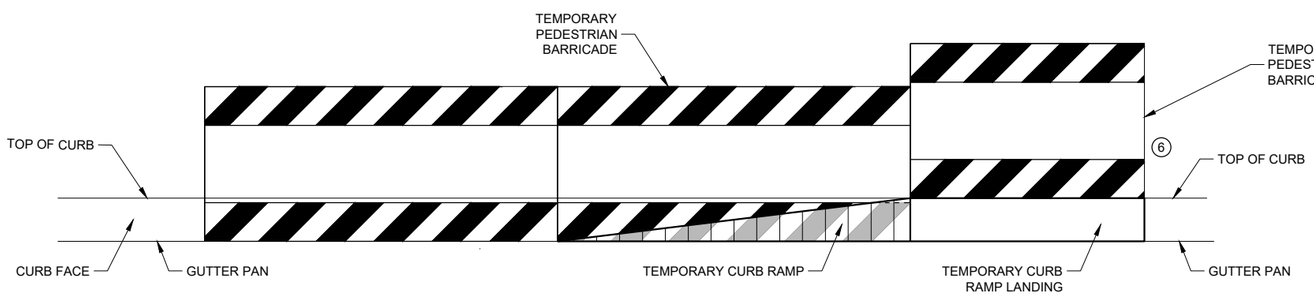
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

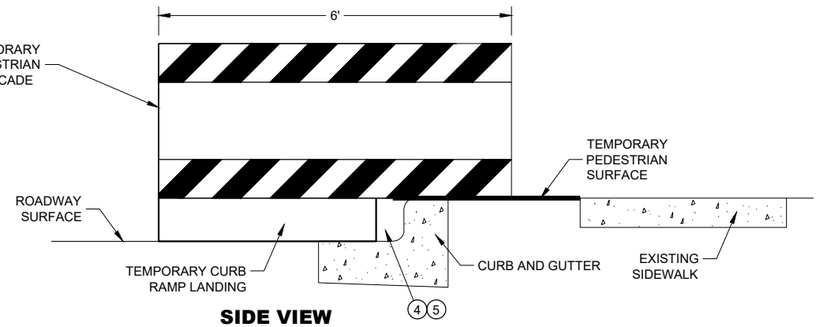
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

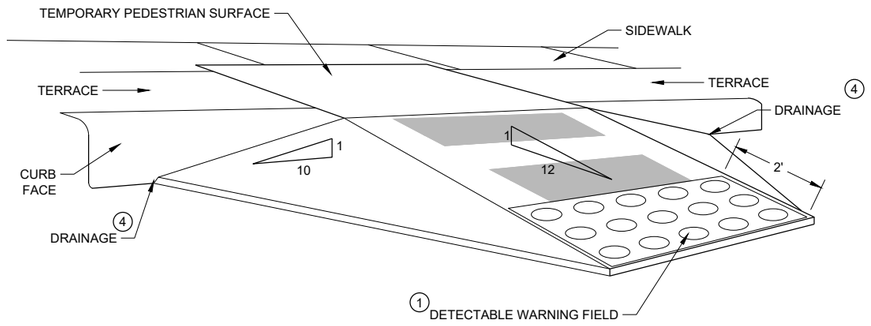
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

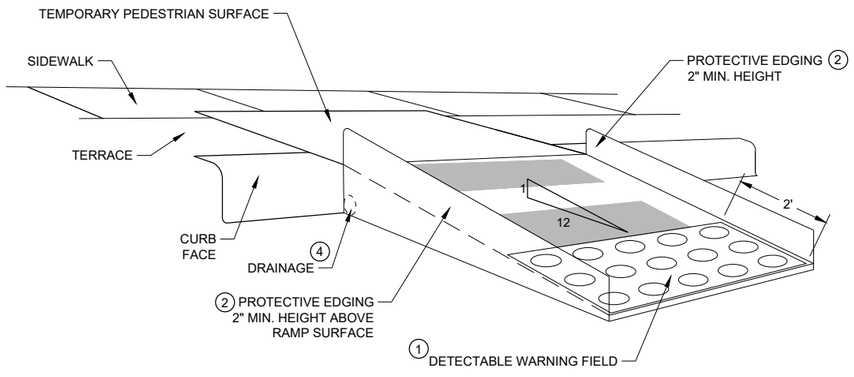
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

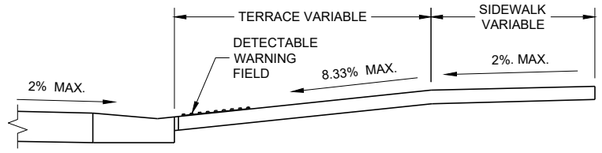
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

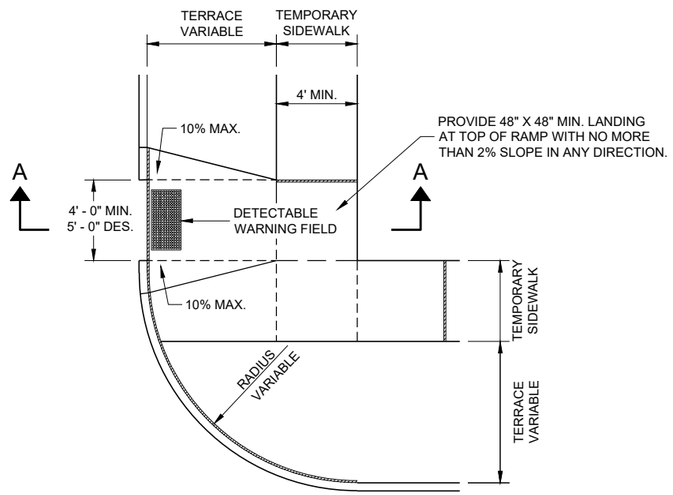
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

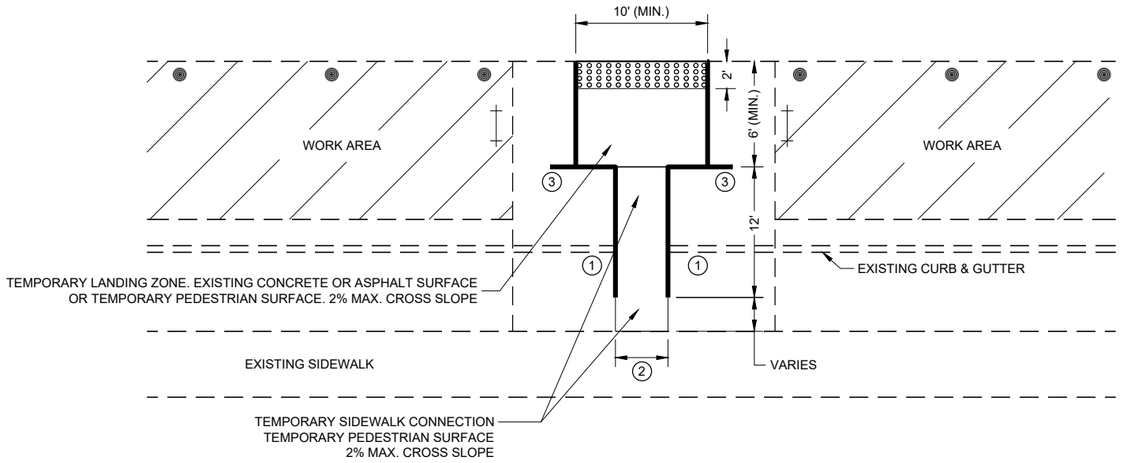
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

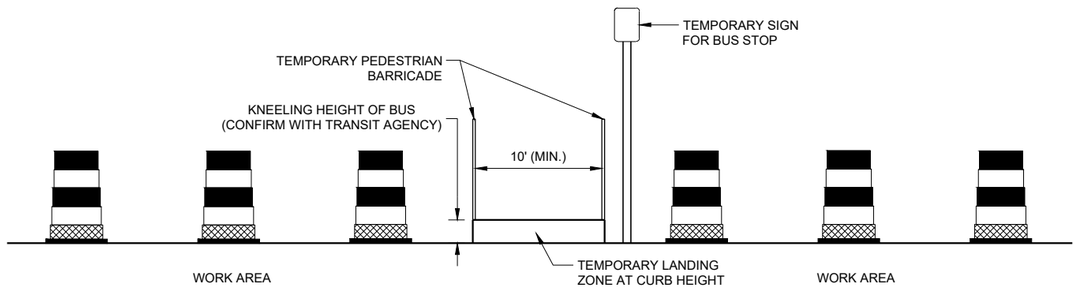
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

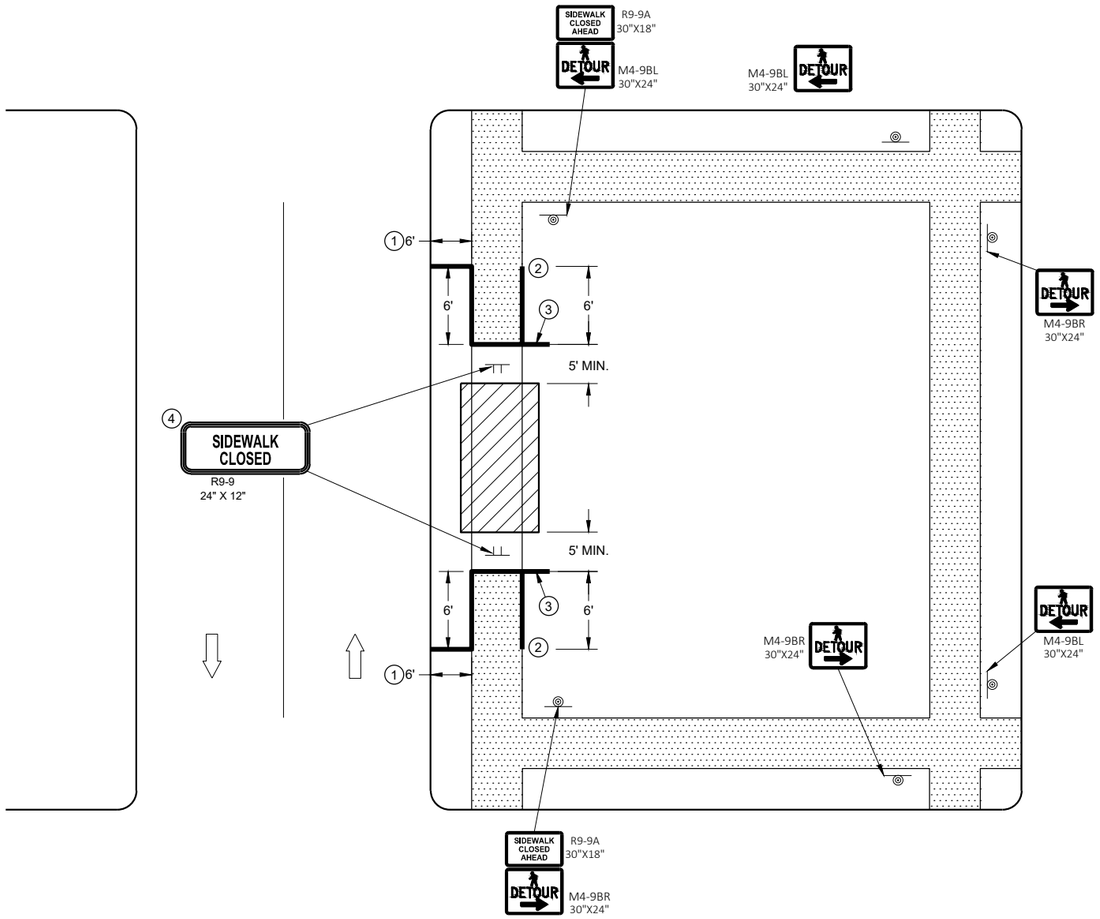
6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

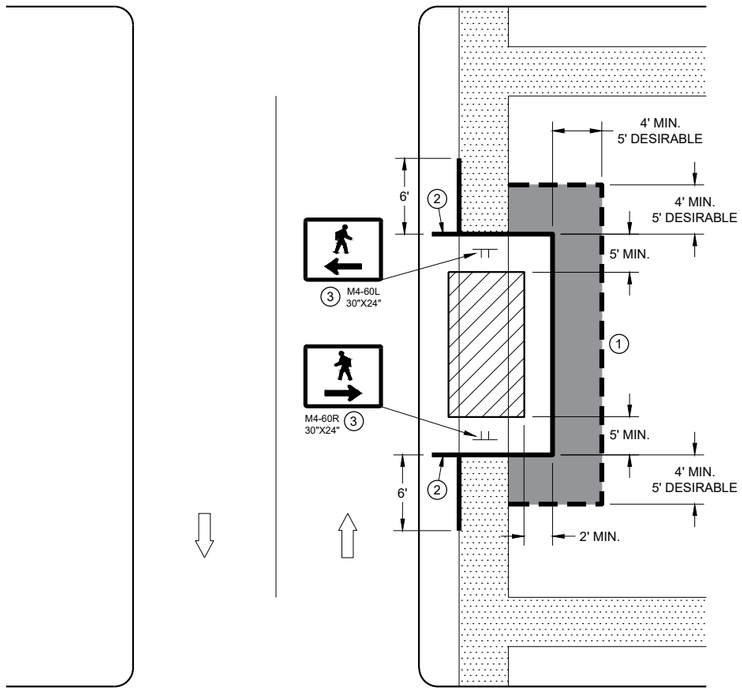
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

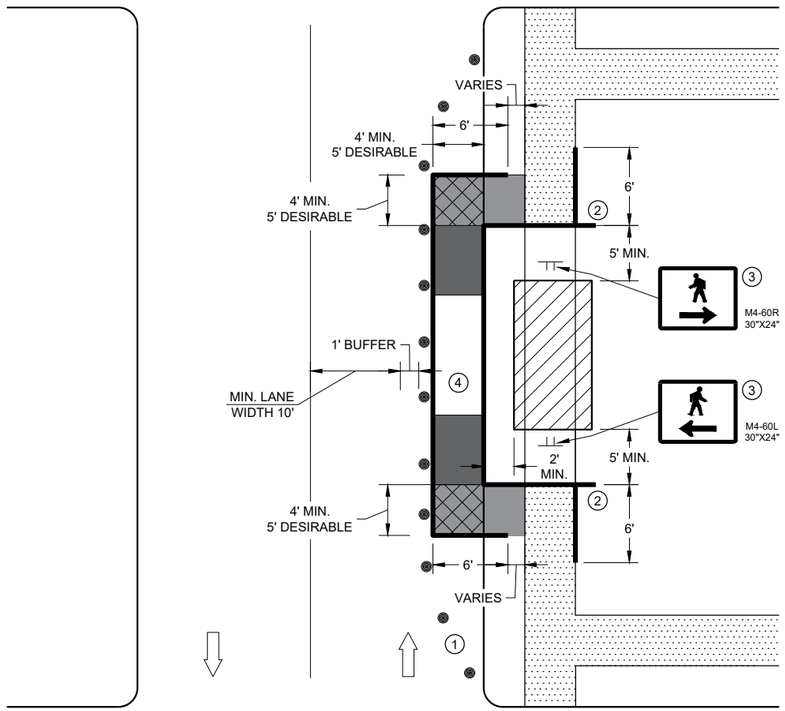
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



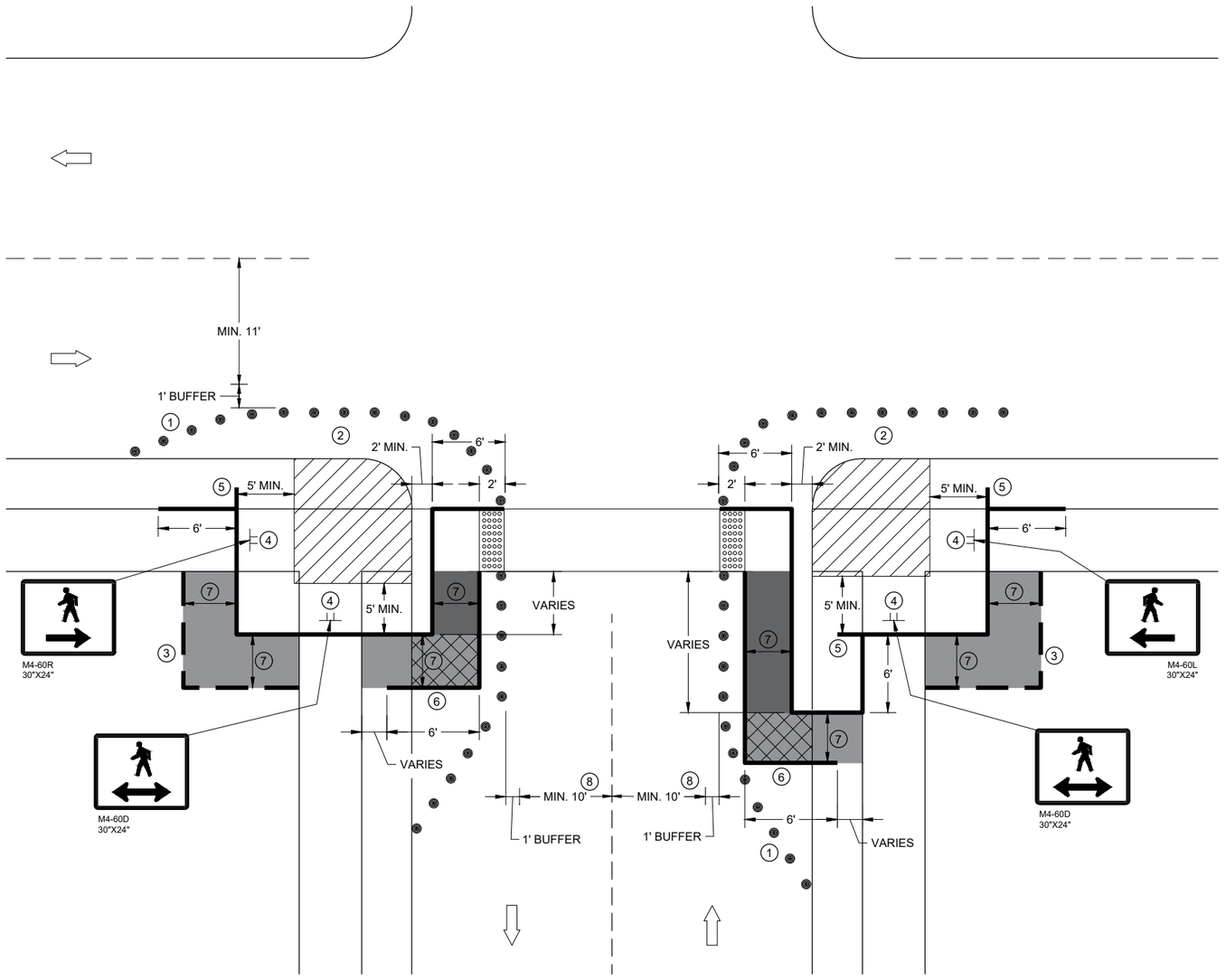
SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

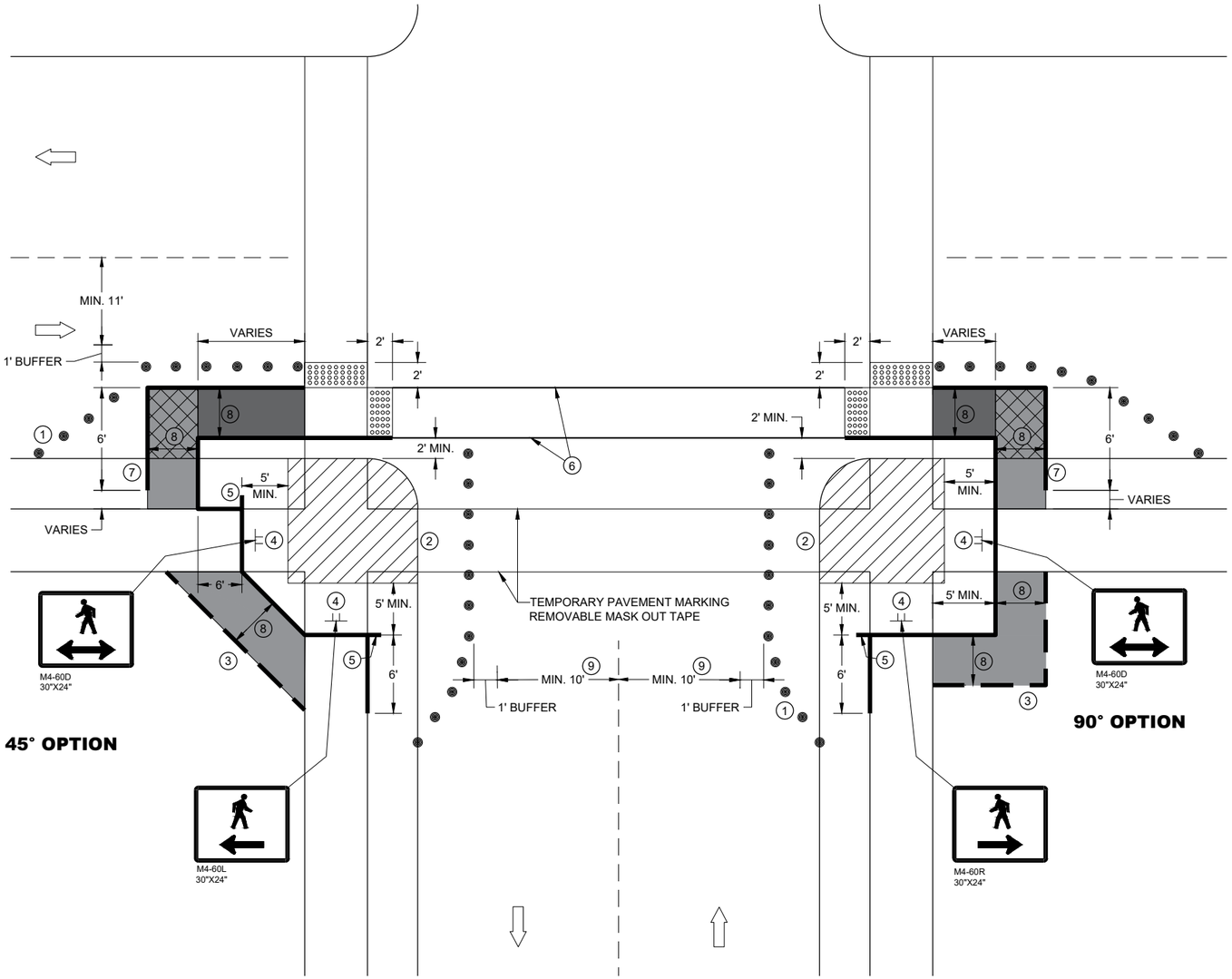
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

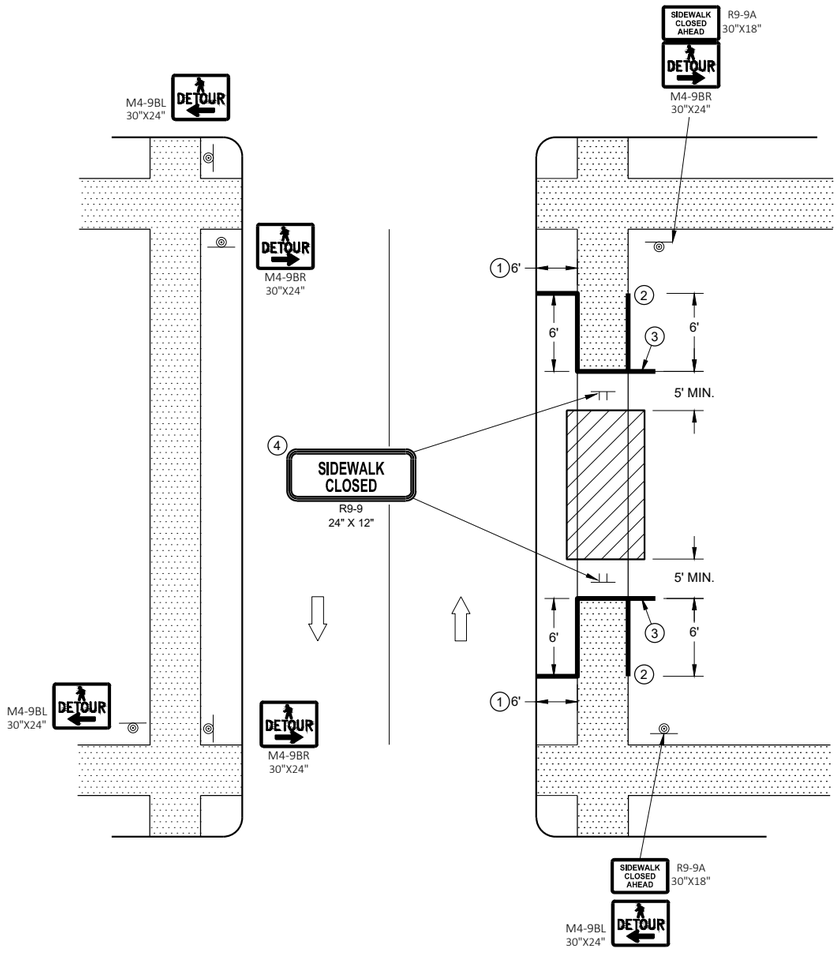
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

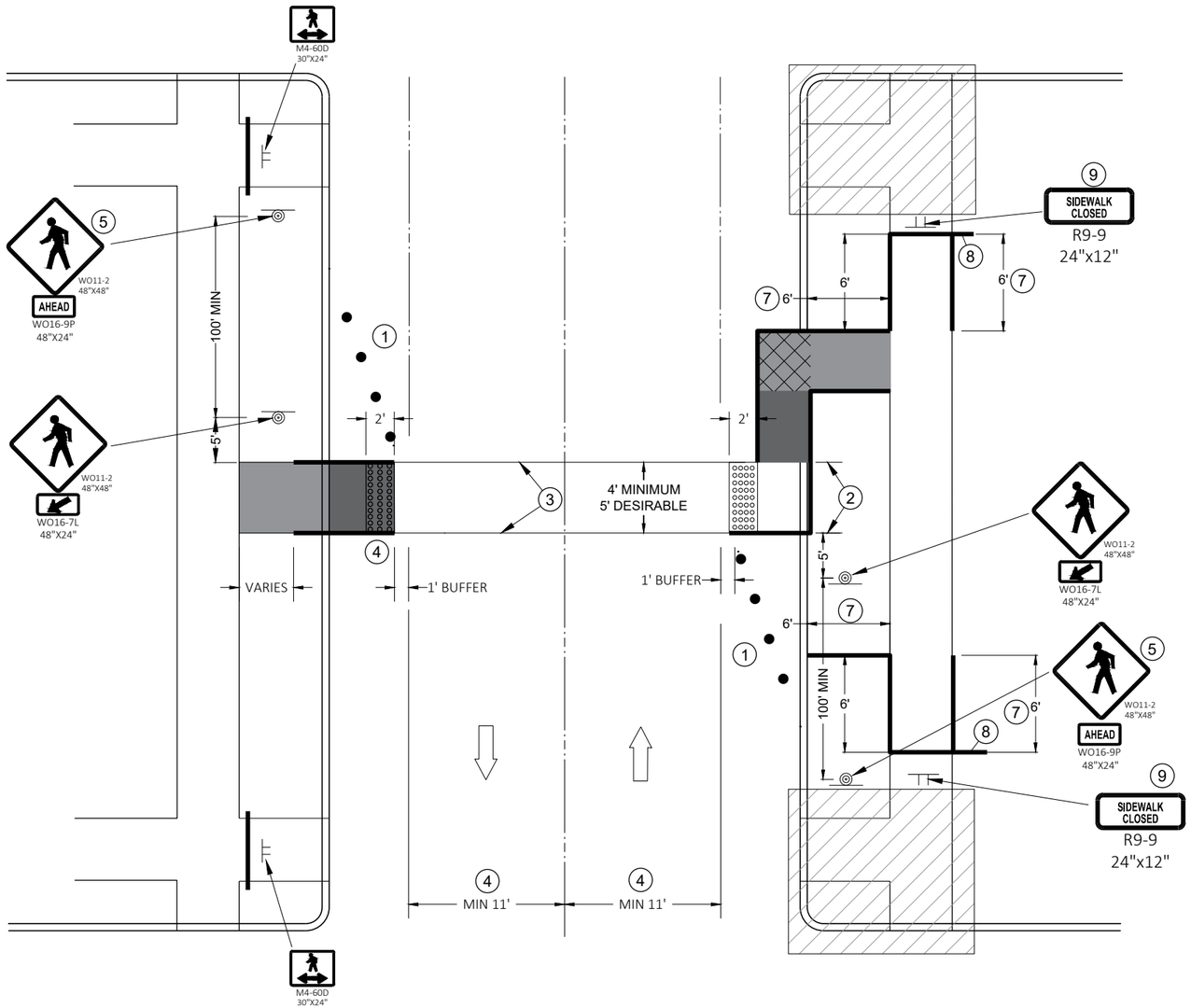
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

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.

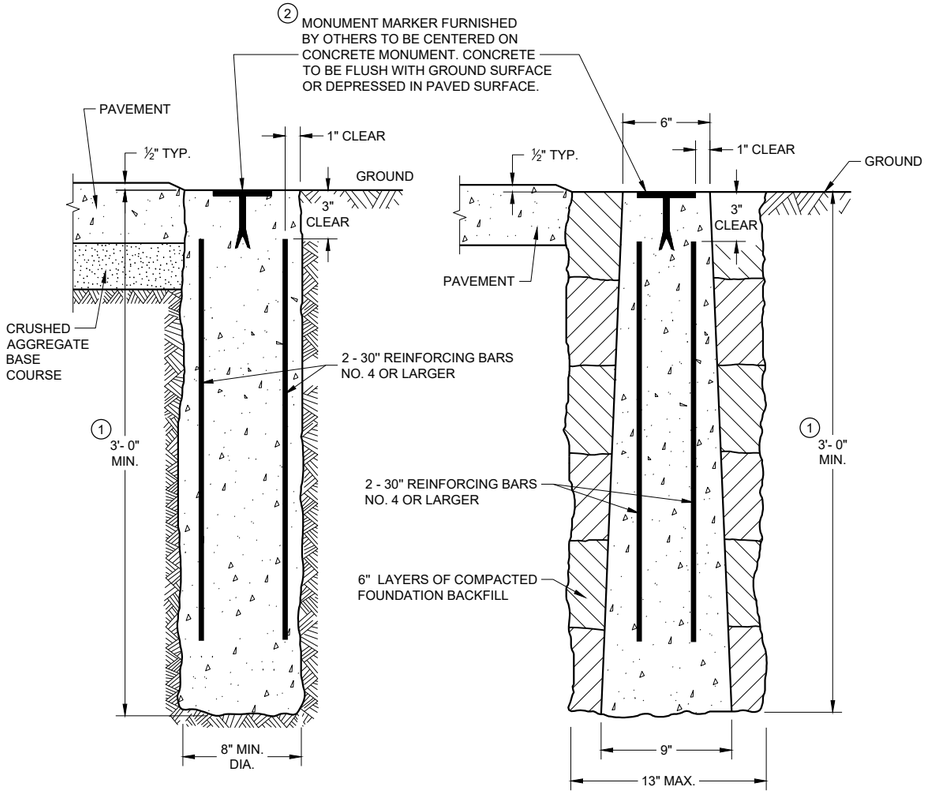
LEGEND

- 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

6

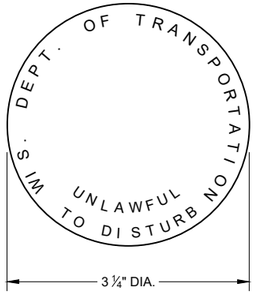
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09L



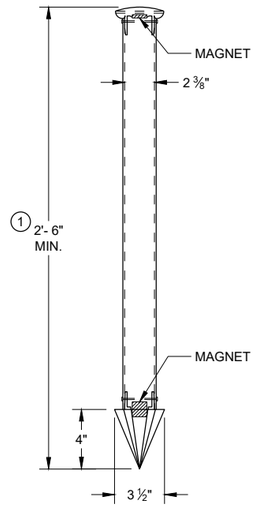
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

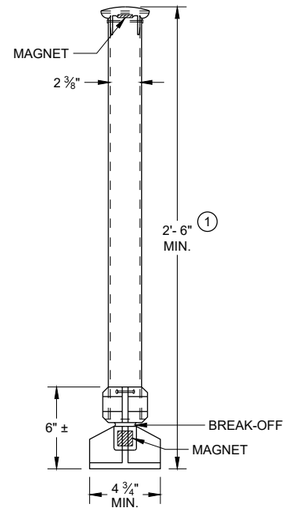


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

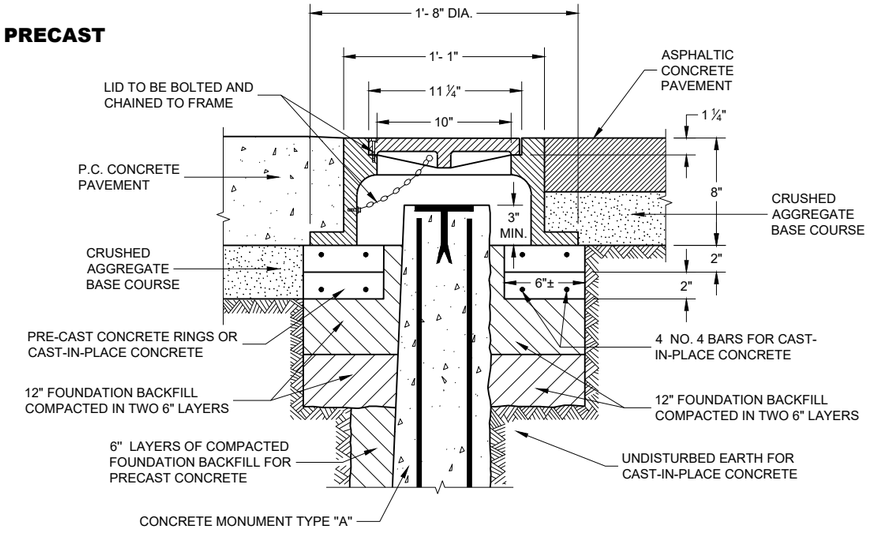


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

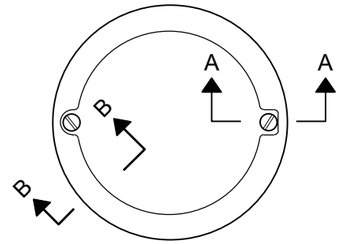
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

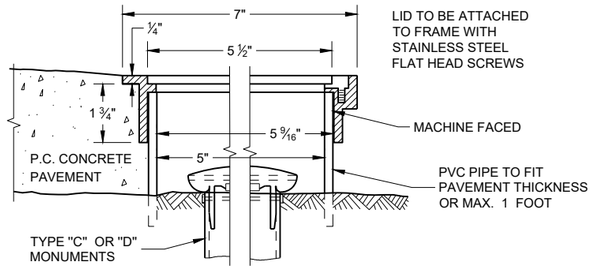
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

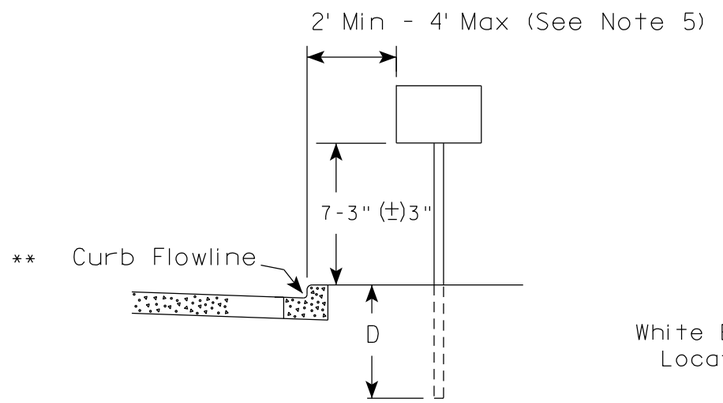
/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

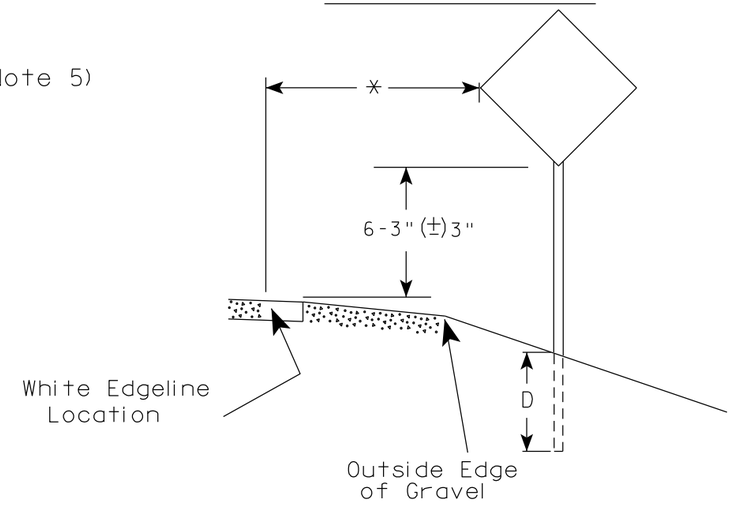
6

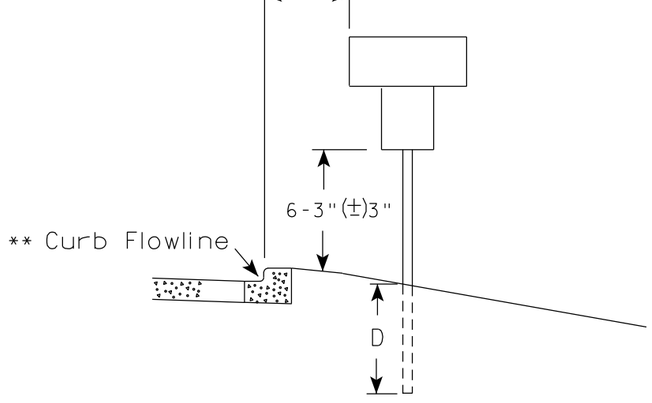
SDD 16A01 - 07

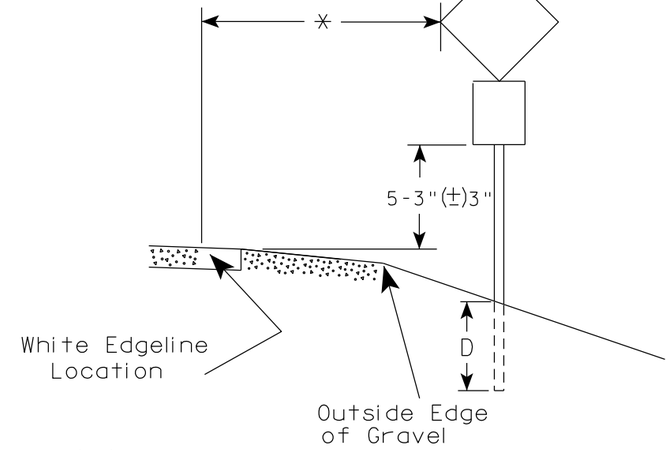
URBAN AREA



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

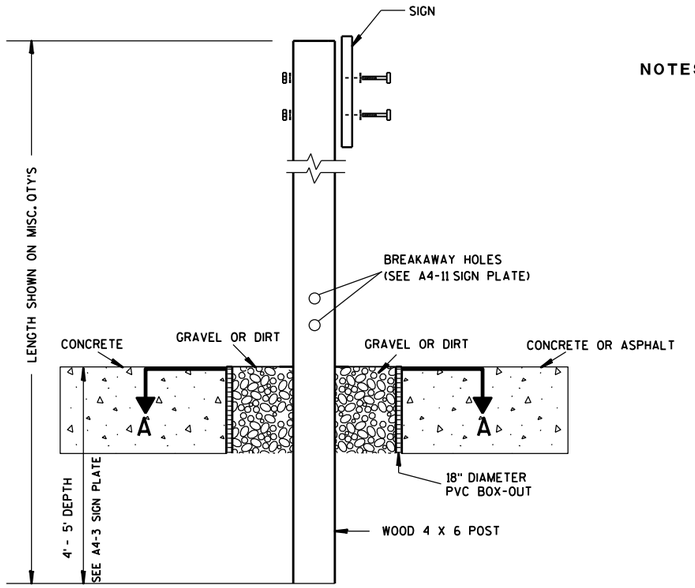
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

7

7

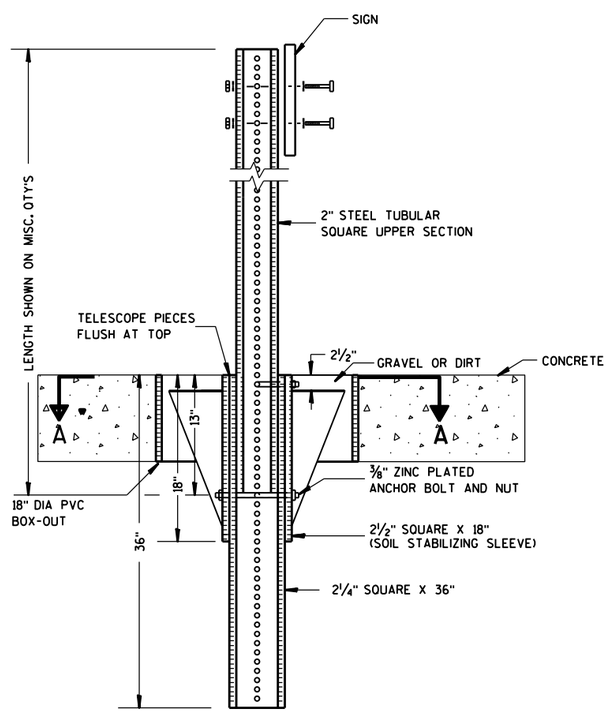
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E



ELEVATION VIEW

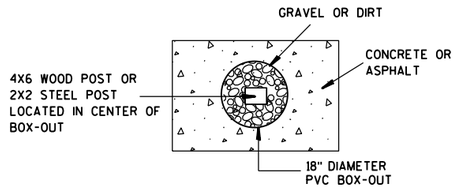
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

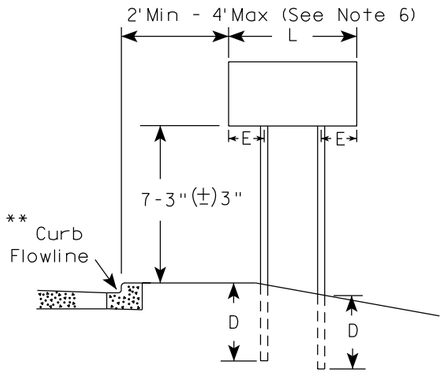
APPROVED Matthew R Rauch
for State Traffic Engineer

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

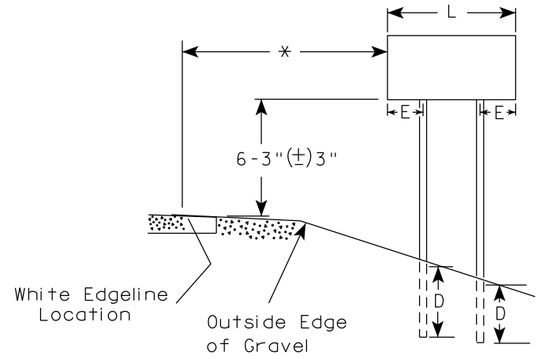
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

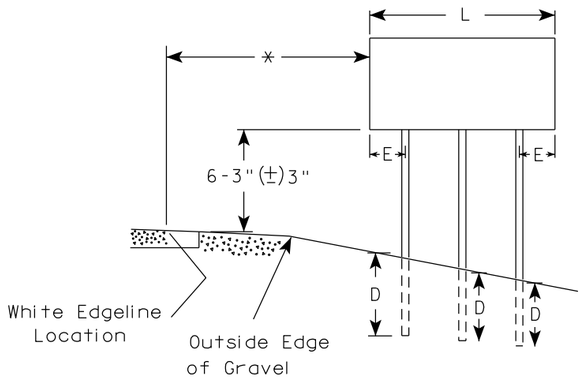
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

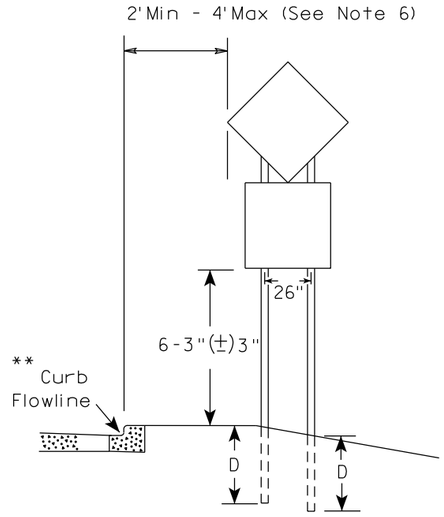
URBAN AREA



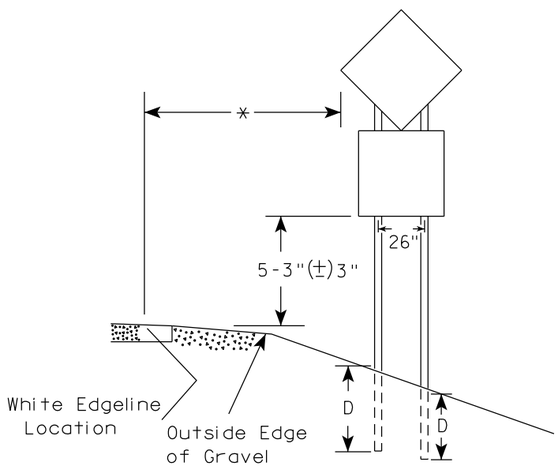
RURAL AREA (See Note 3)







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'

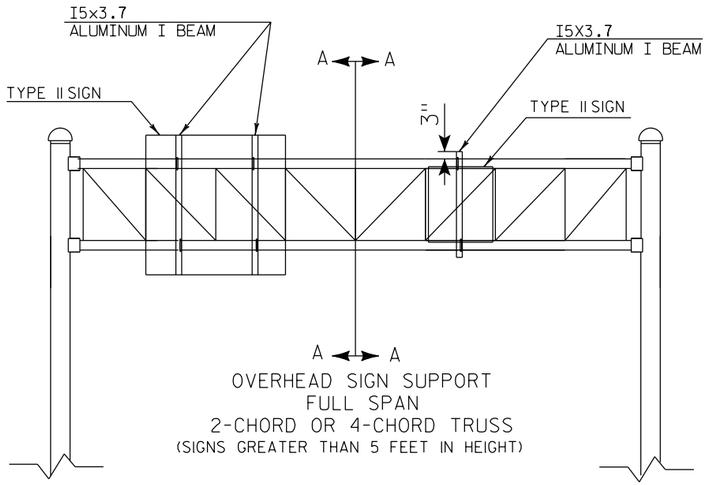
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

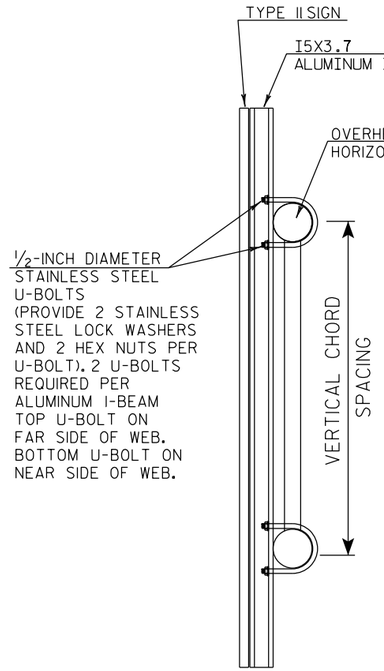
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

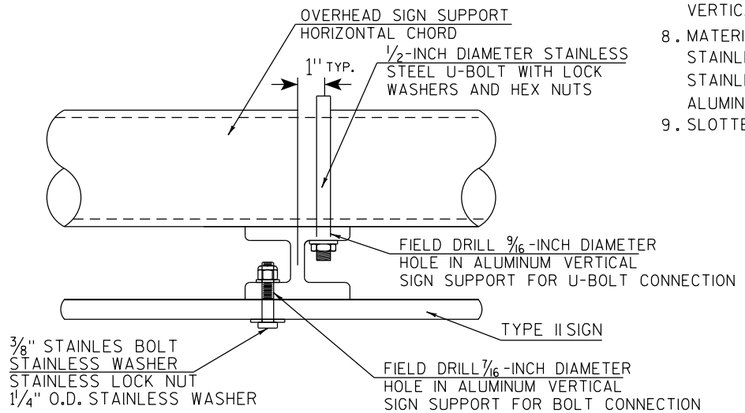
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



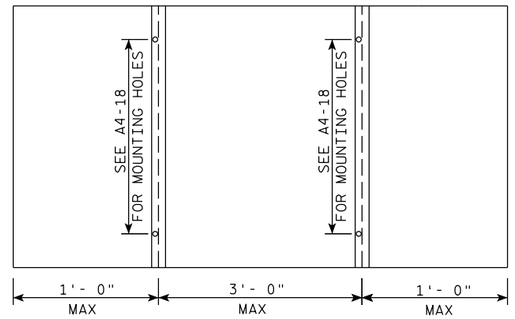
CUT SECTION A-A



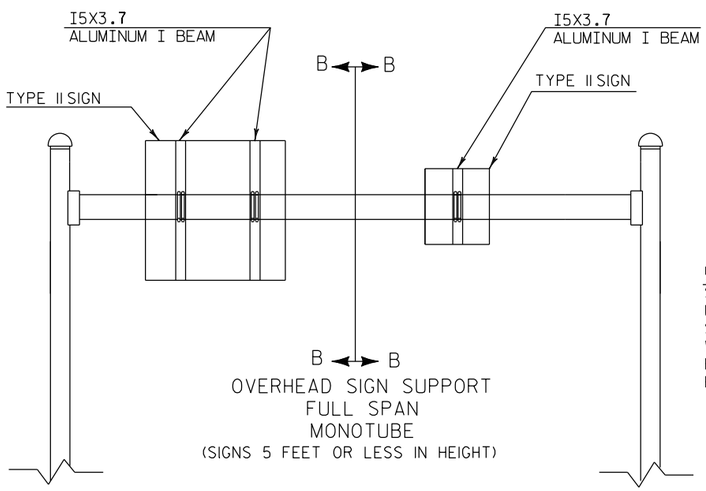
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

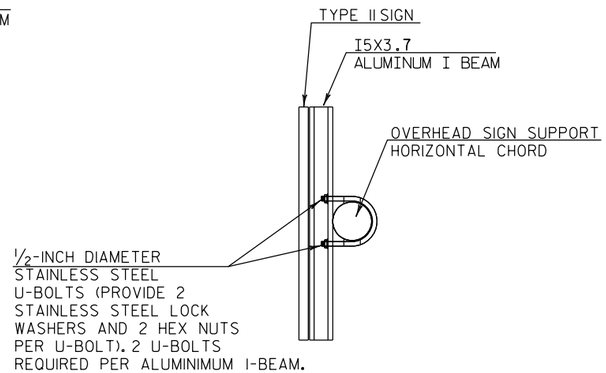
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



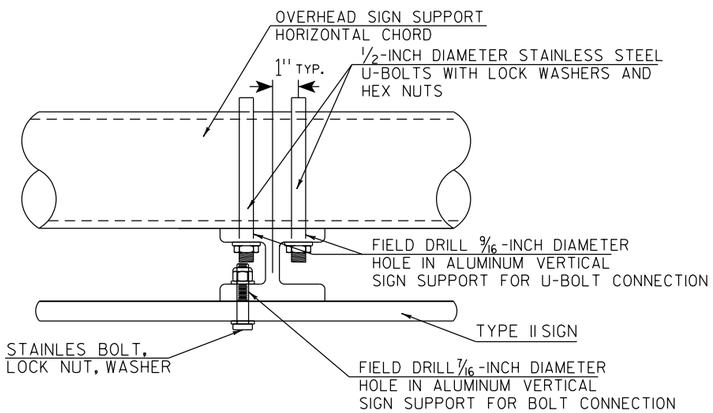
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



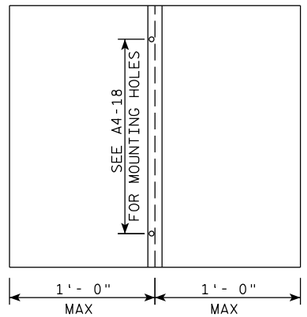
OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW



SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

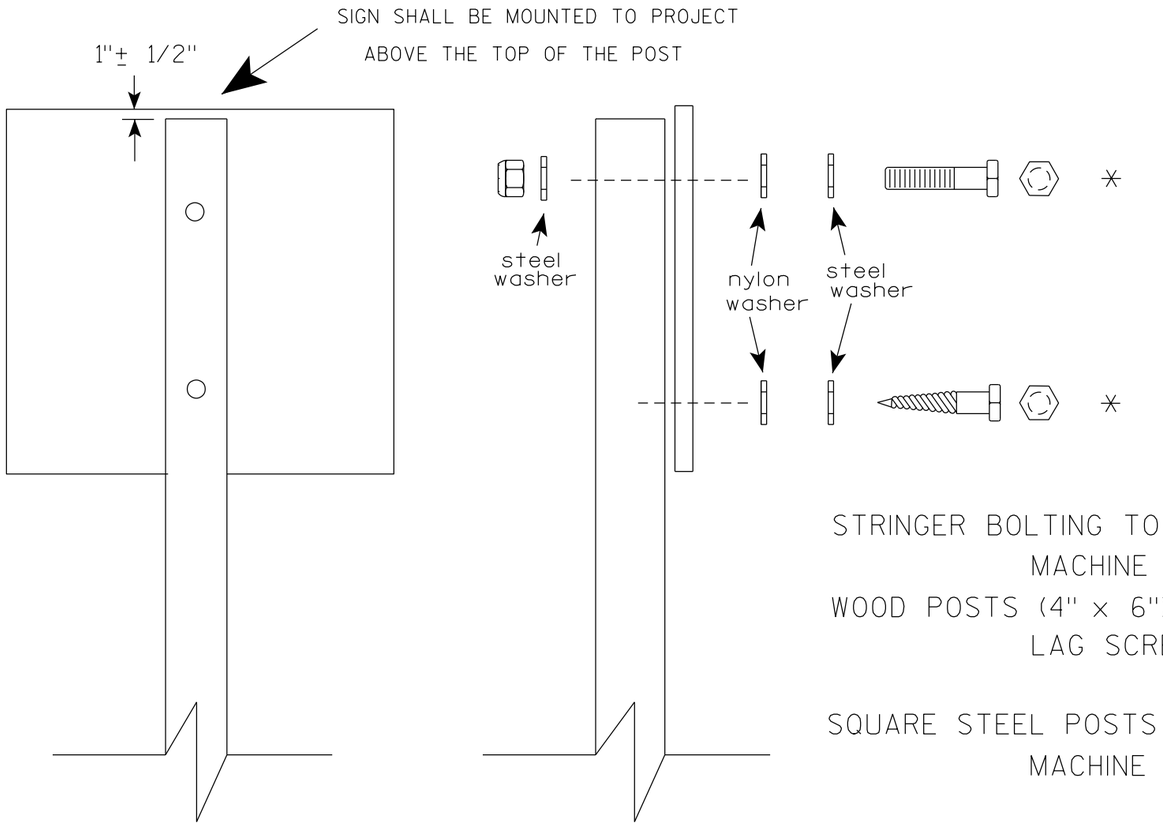
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 269	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: 270 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

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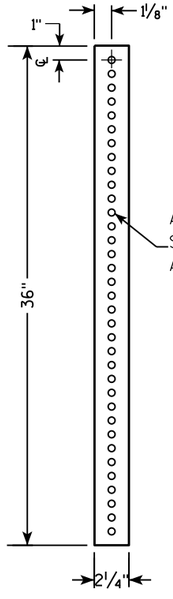
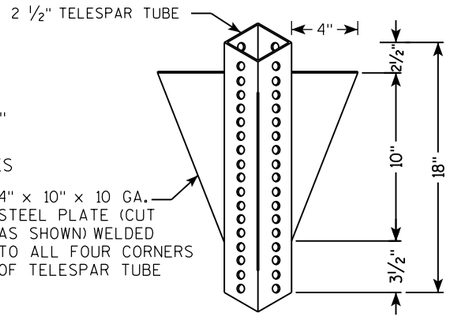
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

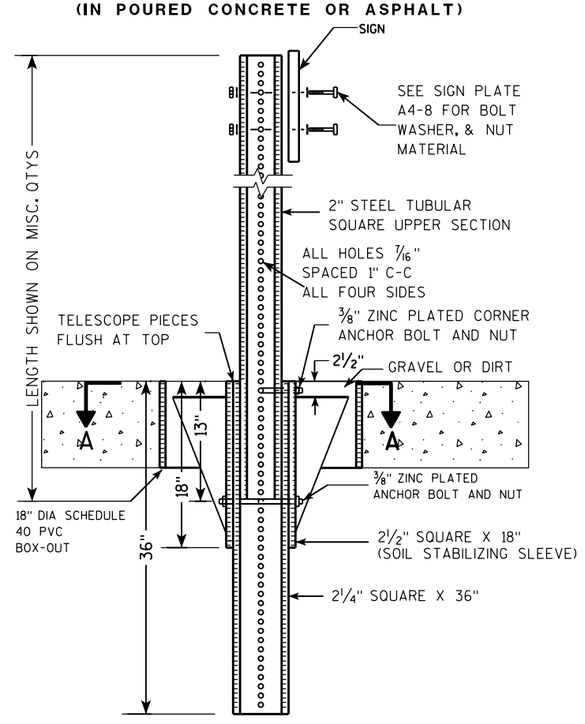
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



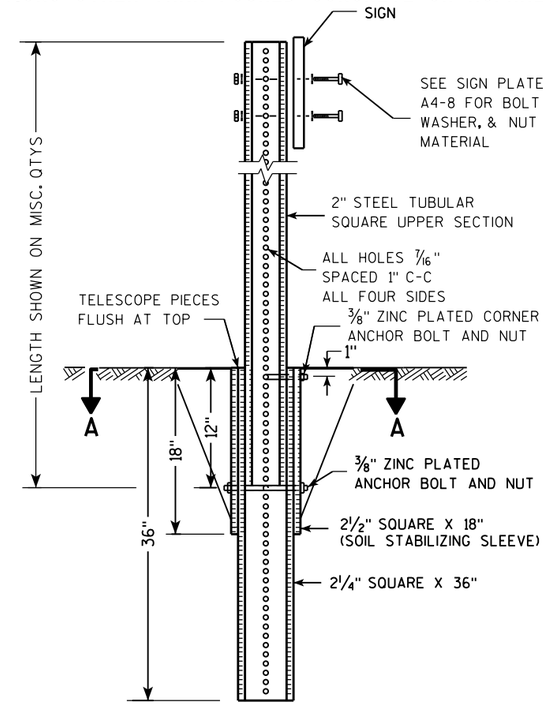
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

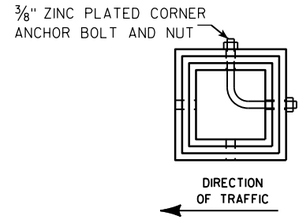


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

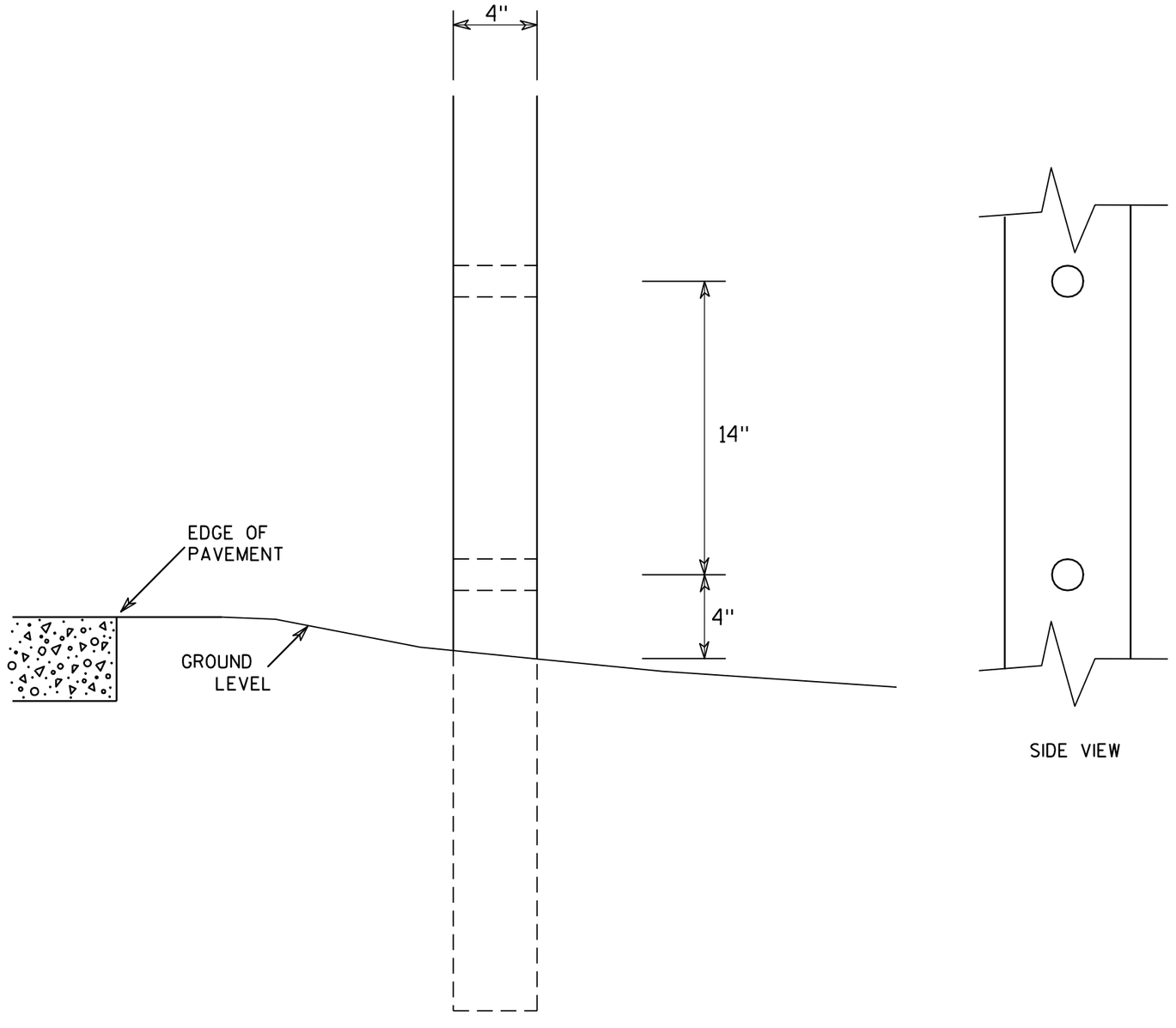
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 271 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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.

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

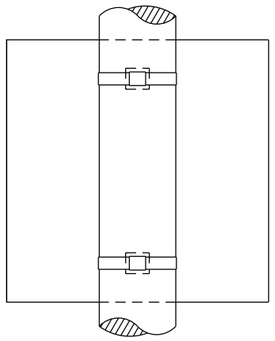
APPROVED Chester J Spang for State Traffic Engineer

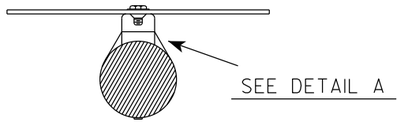
DATE 3/27/97 PLATE NO. A4-11.2

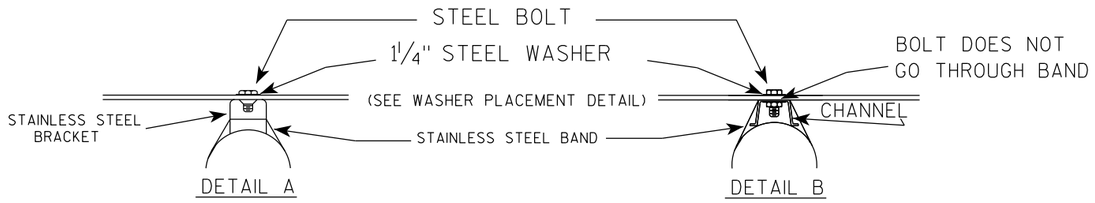
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 272	E

BANDING

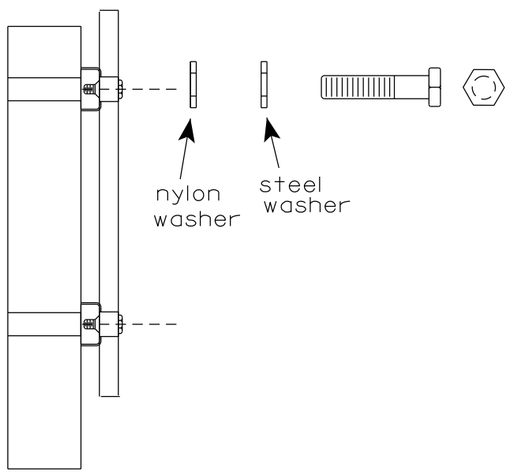
SINGLE SIGN







WASHER PLACEMENT

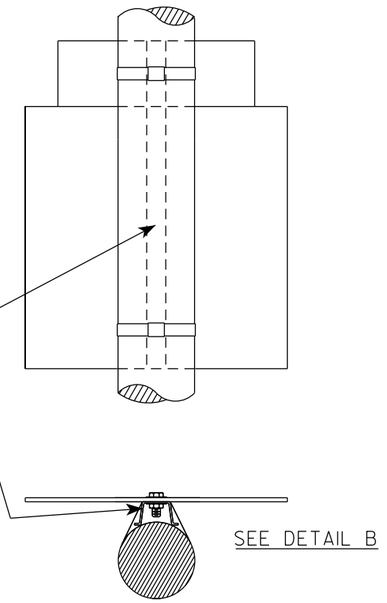


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

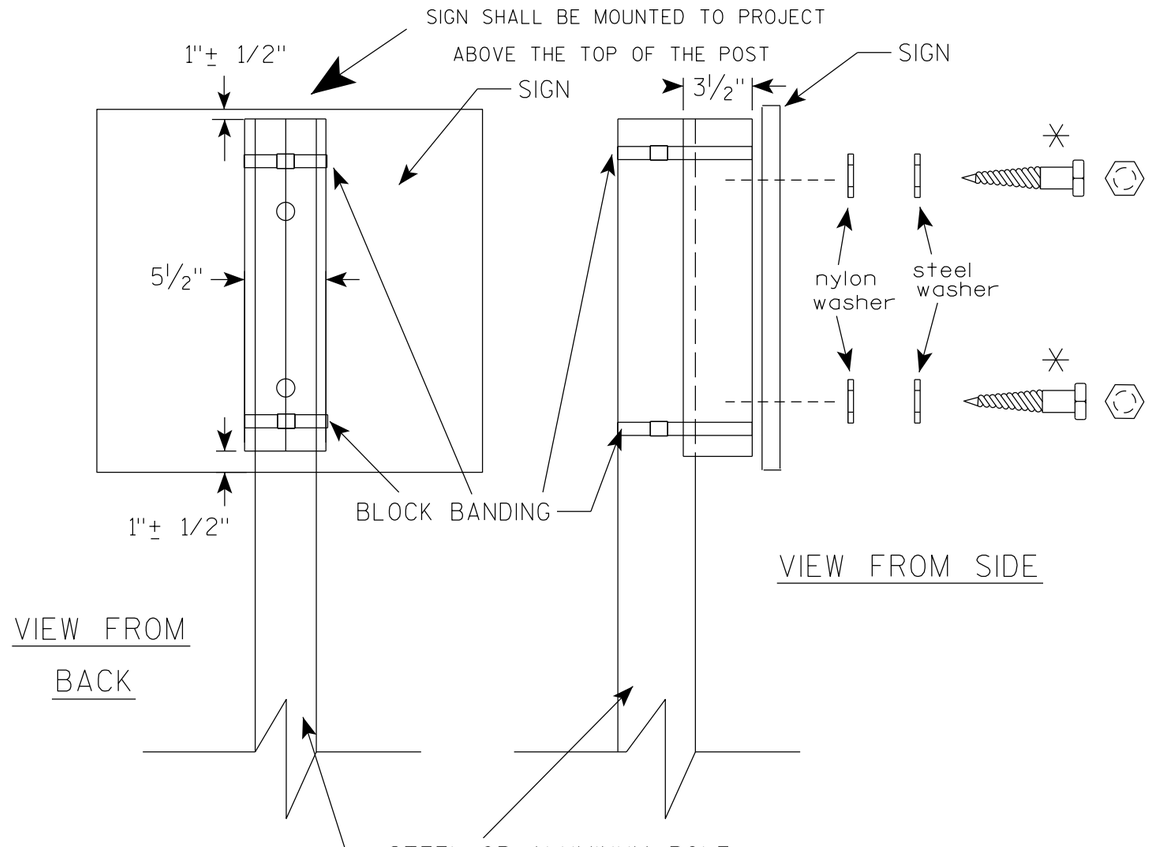
DATE 6/10/19 PLATE NO. A5-9.4

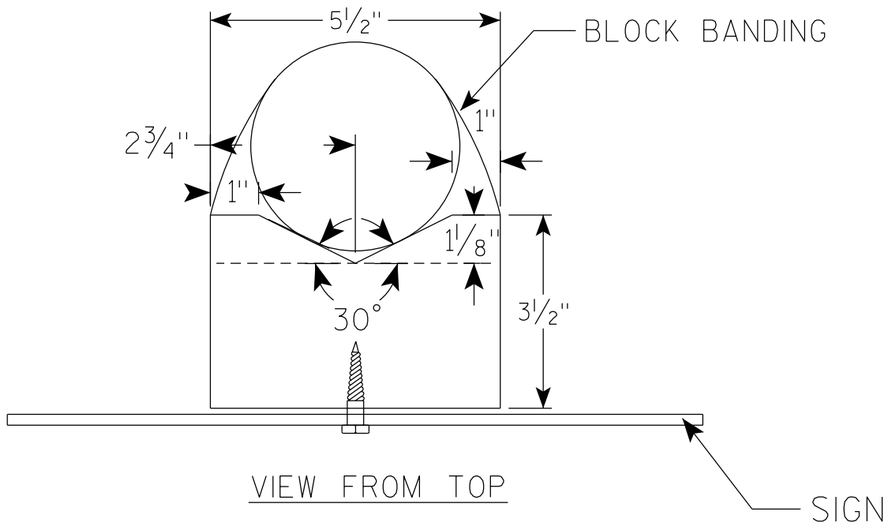
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E

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)

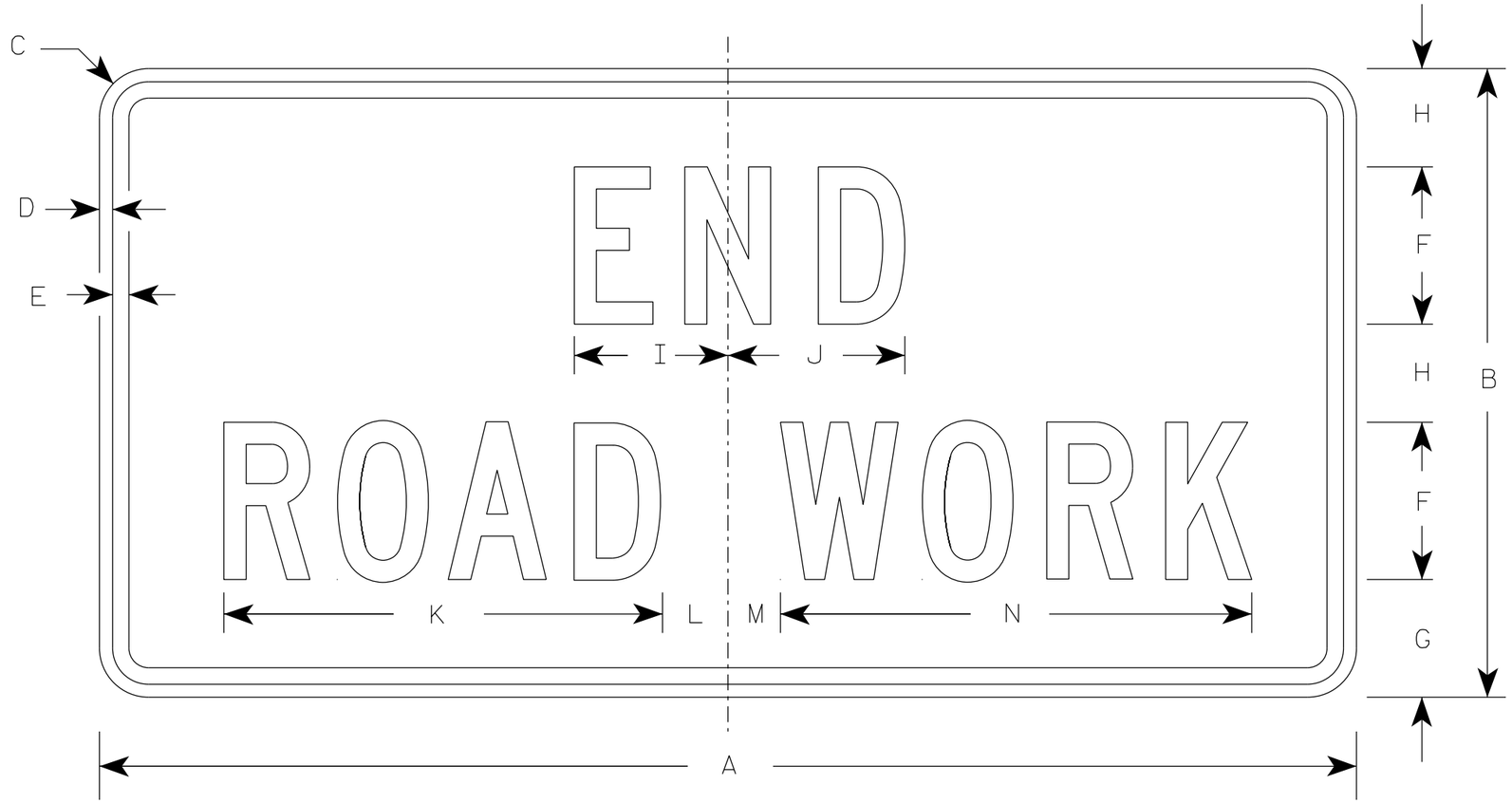
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 274 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

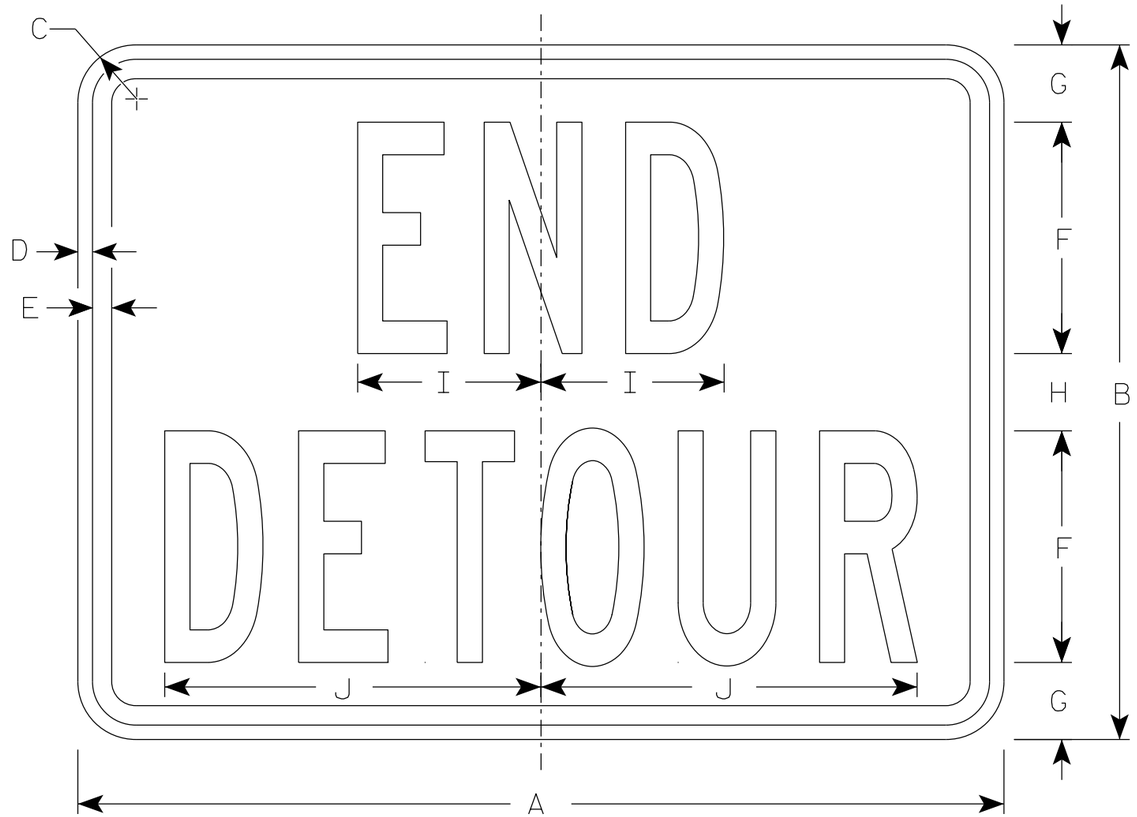
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 E

7



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

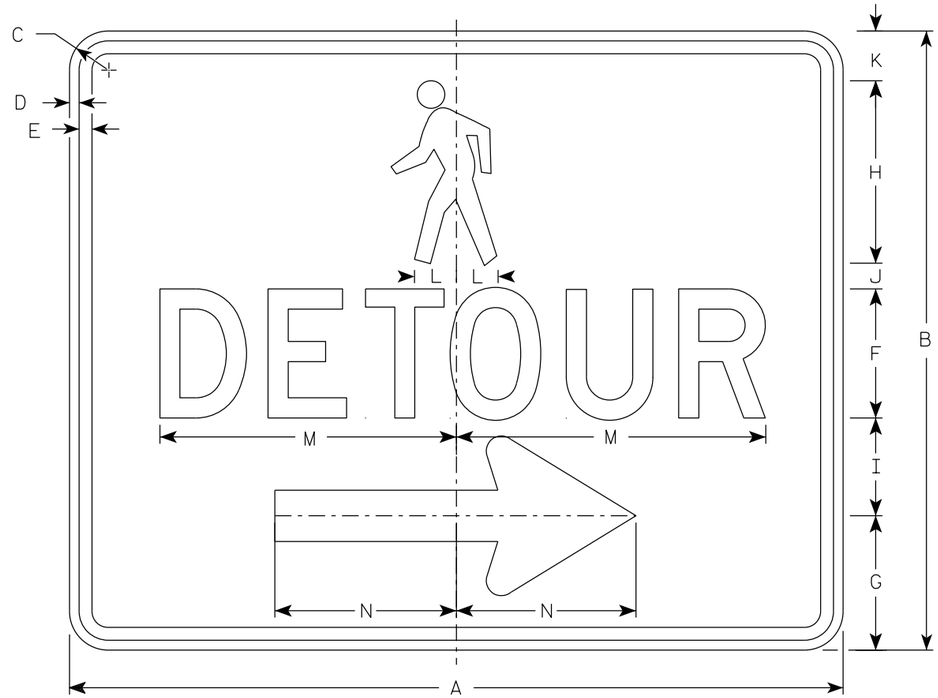
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 276 | E

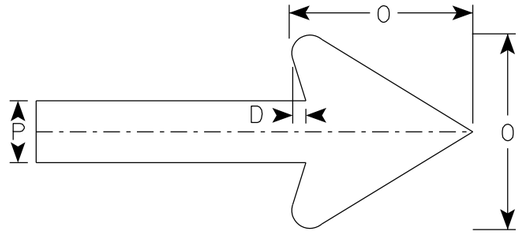
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48A.dgn PLOT DATE : 9-FEB 2023 8:03 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

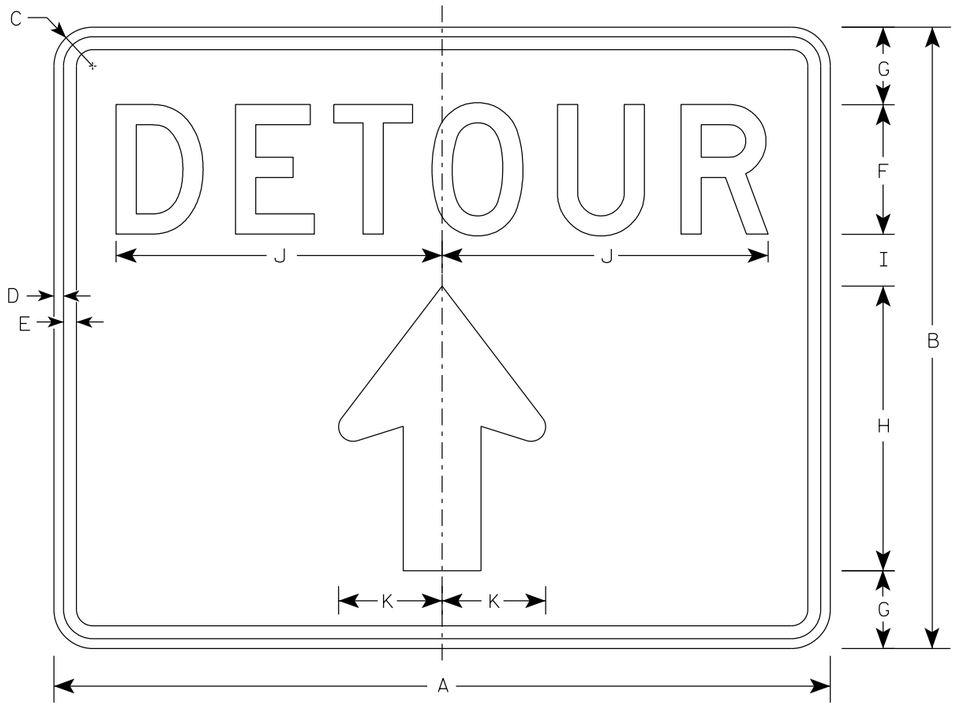
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

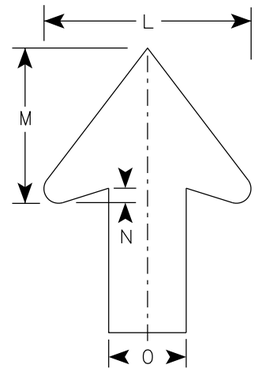
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 277 | E

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																											

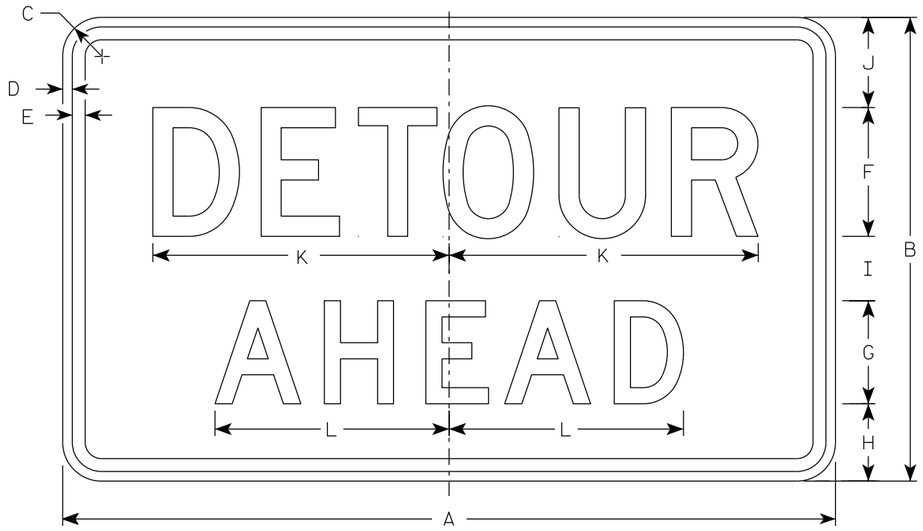
STANDARD SIGN
M4-9RA

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: 278	E



M4-59A

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	5	4	3	2 1/2	3 1/2	11 3/4	9 1/8															3.75
2M	30	18	1 1/2	3/8	1/2	5	4	3	2 1/2	3 1/2	11 3/4	9 1/8															3.75
3																											
4																											
5																											

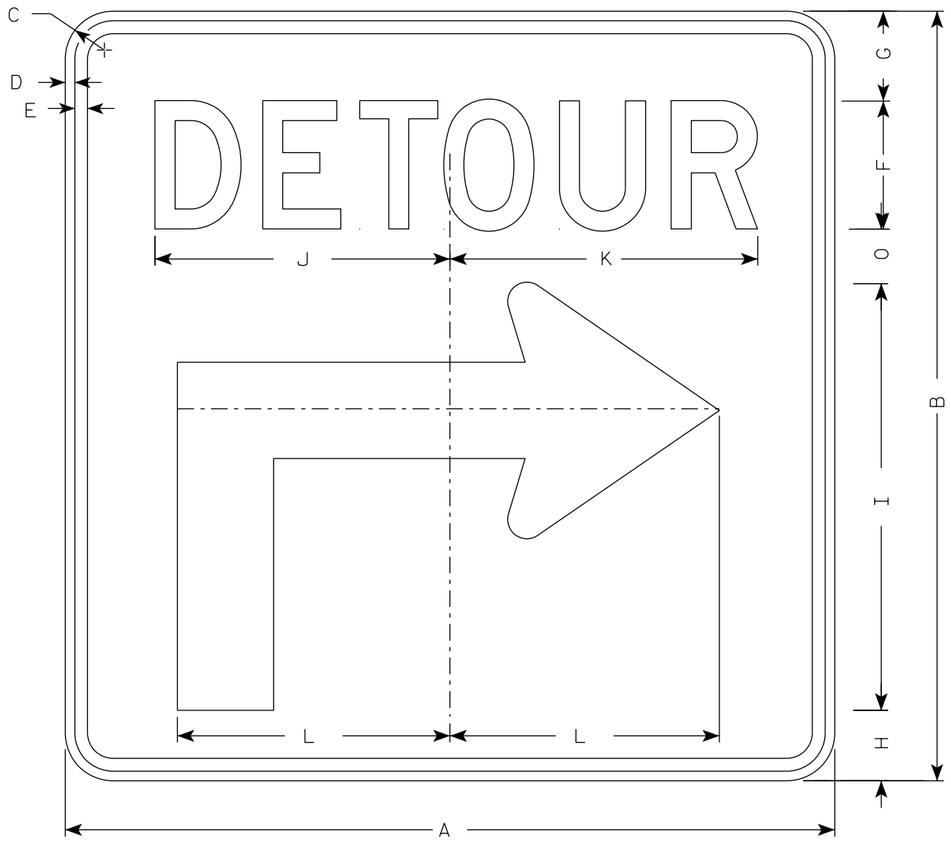
STANDARD SIGN
M4-59A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M4-59A.2

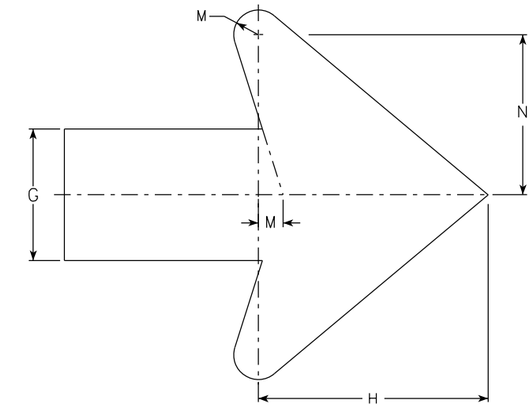
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E



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

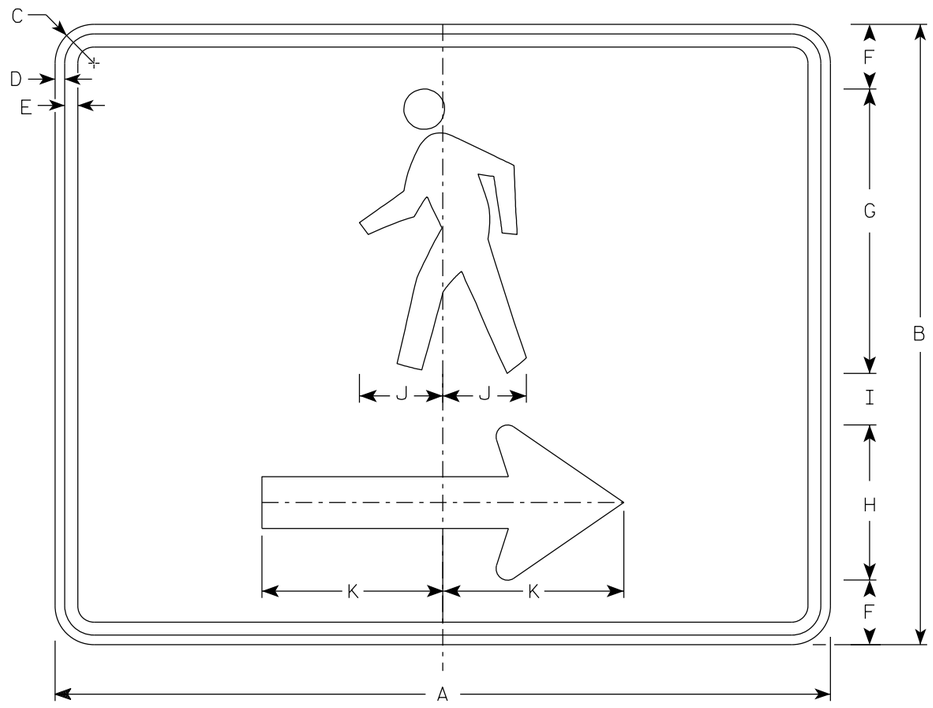
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M4-59.2

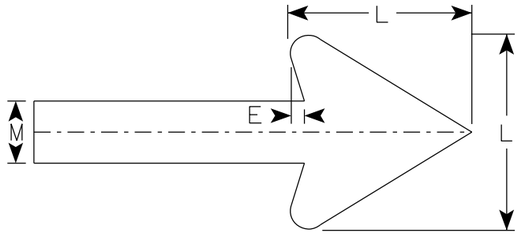
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

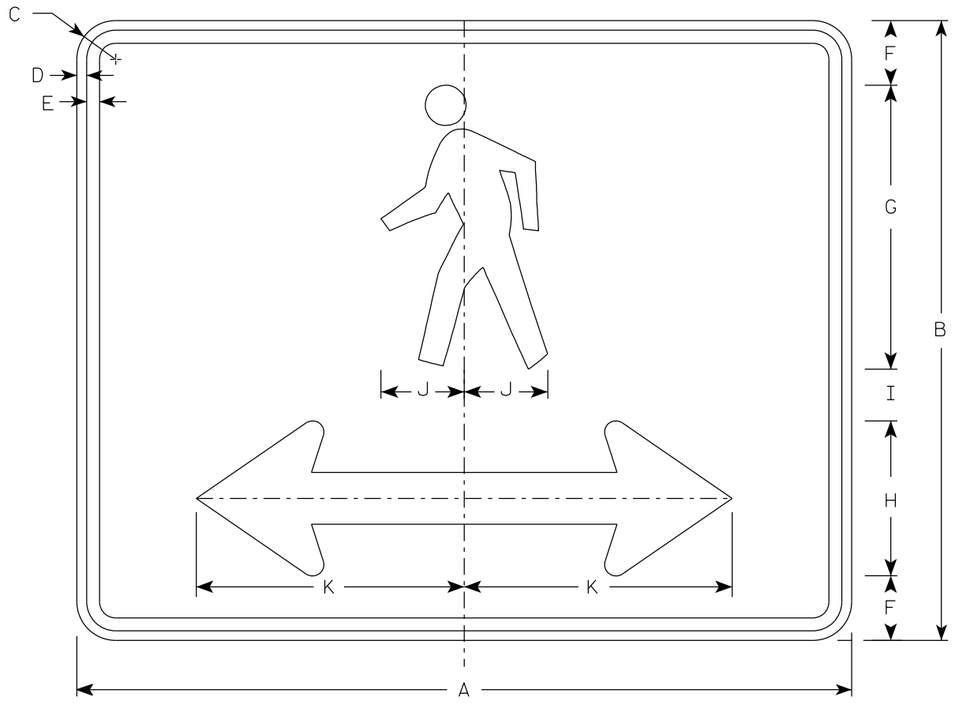
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

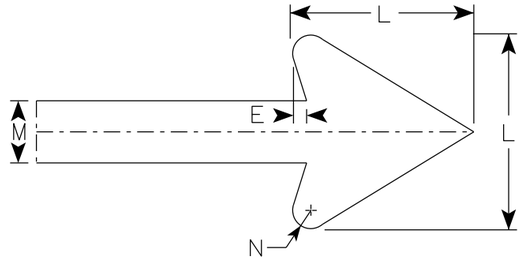
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 281 | E



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																											

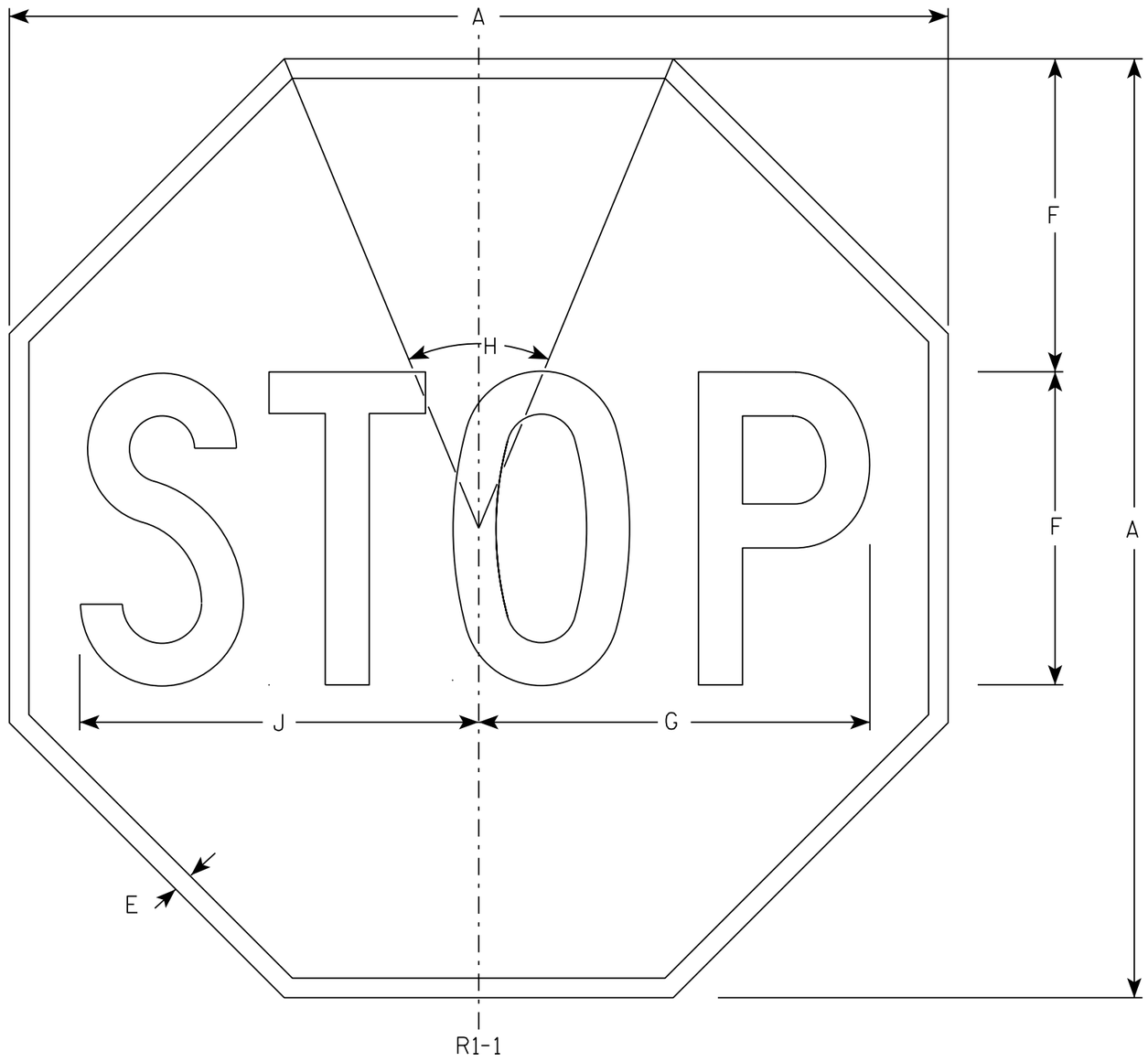
STANDARD SIGN
M4-60D

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: 282 | 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

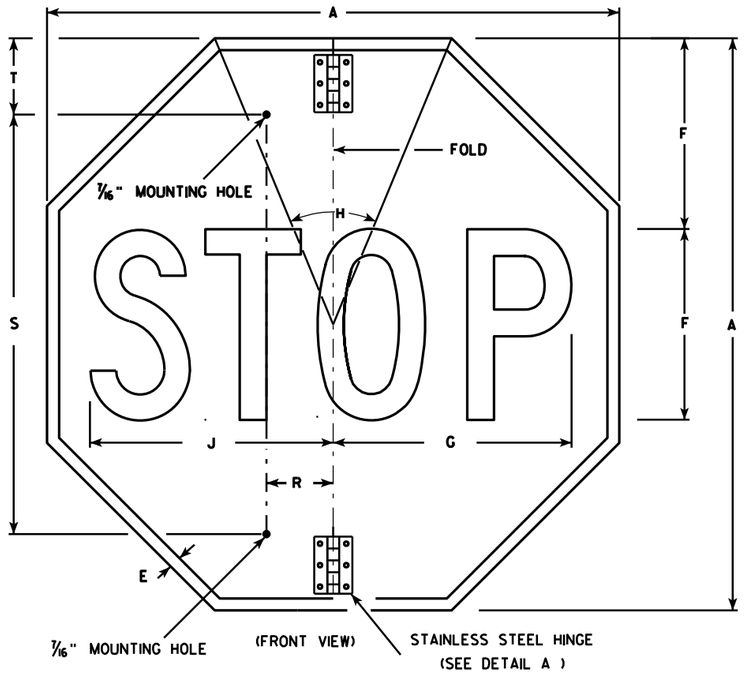
STANDARD SIGN
R1-1

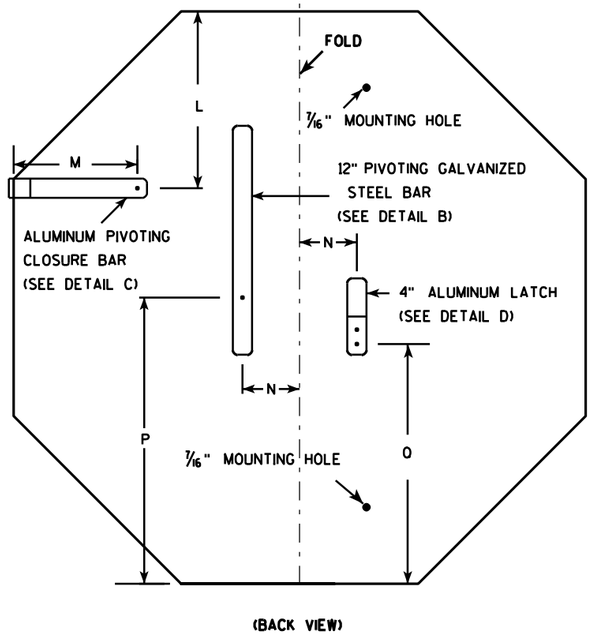
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

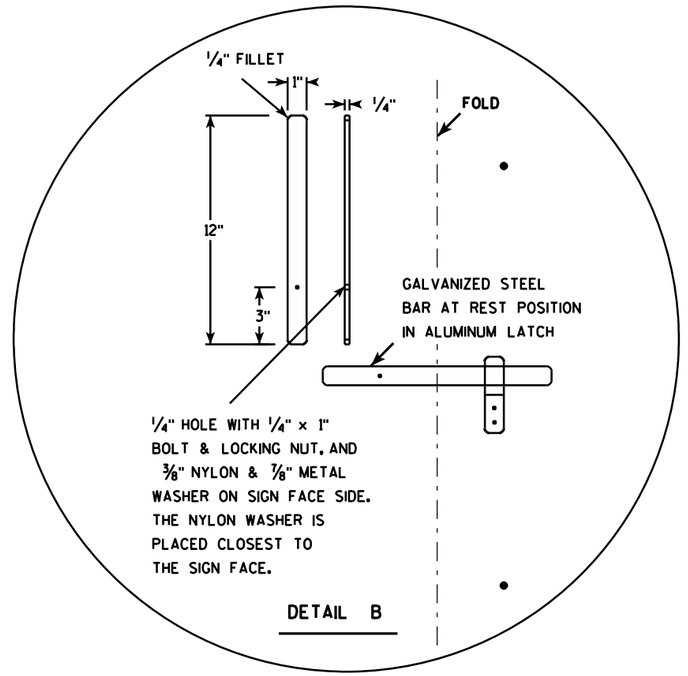
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 283	E

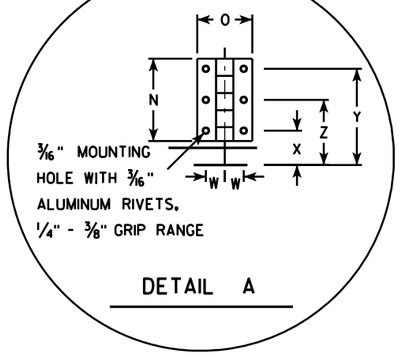


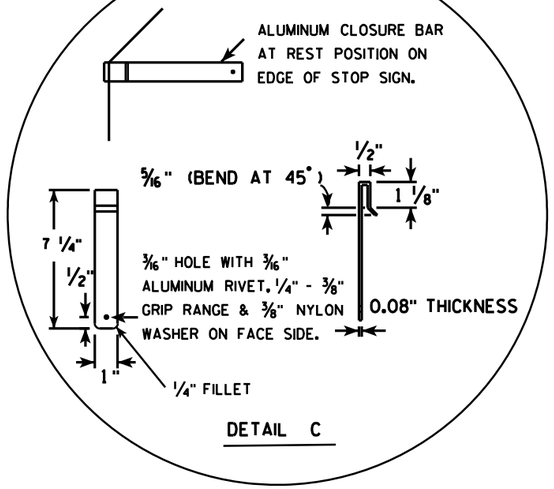


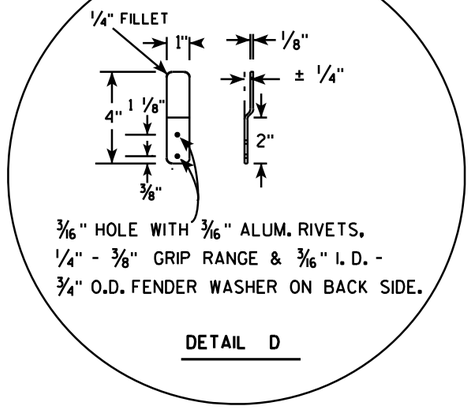
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

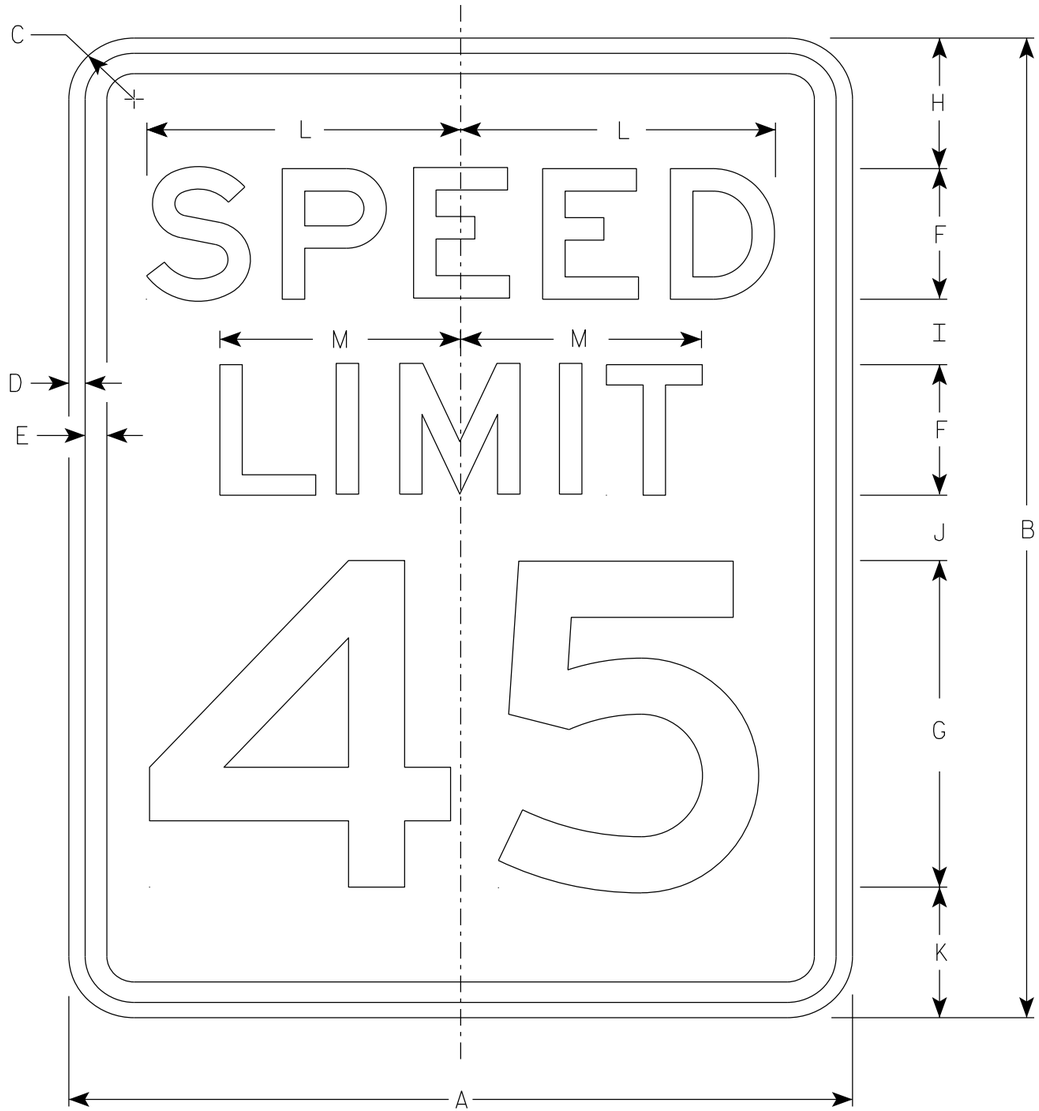
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	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

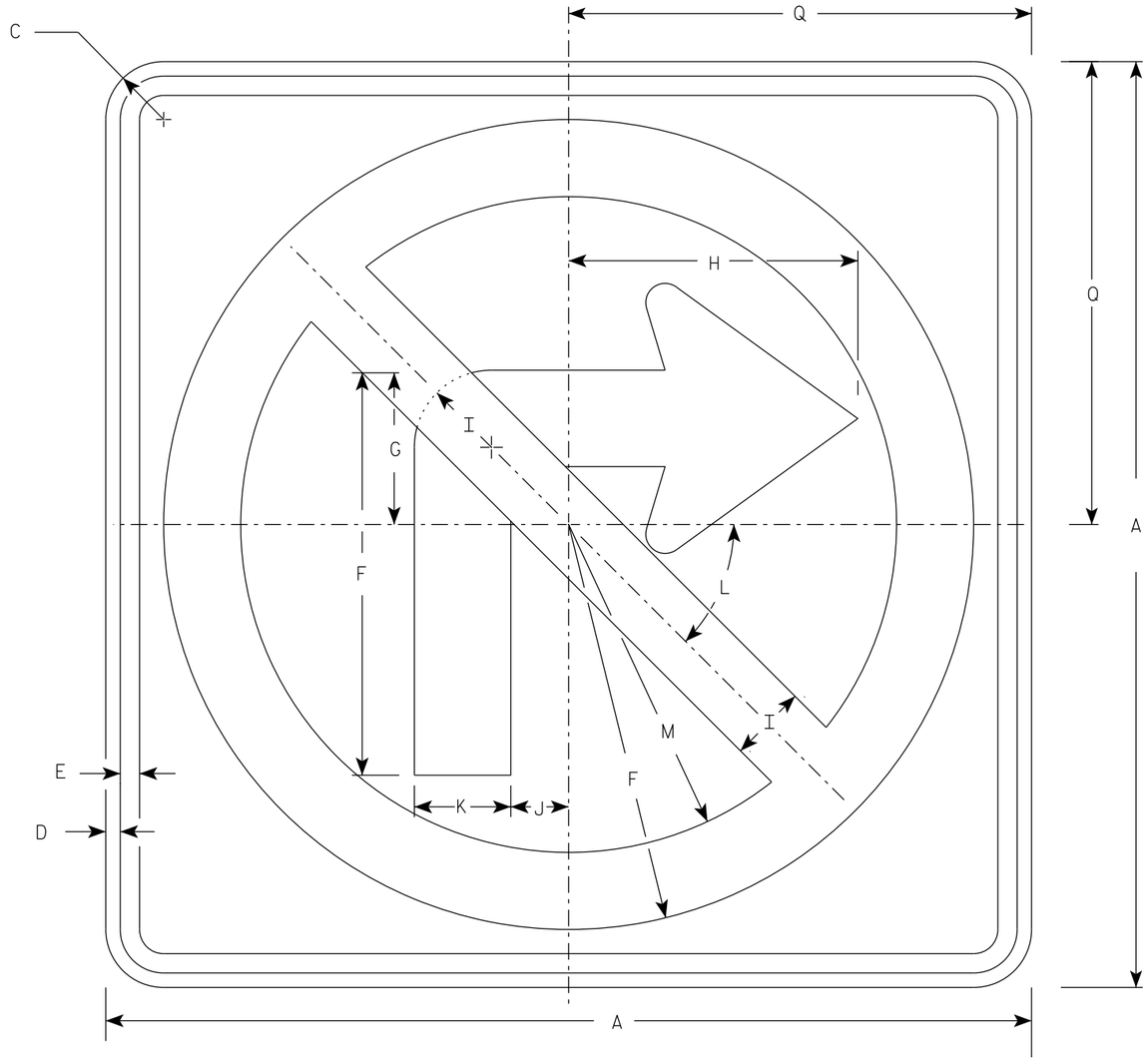
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

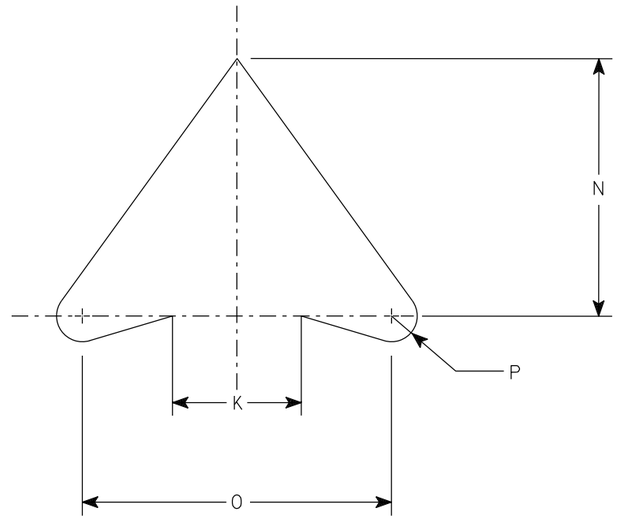
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 285 | E



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

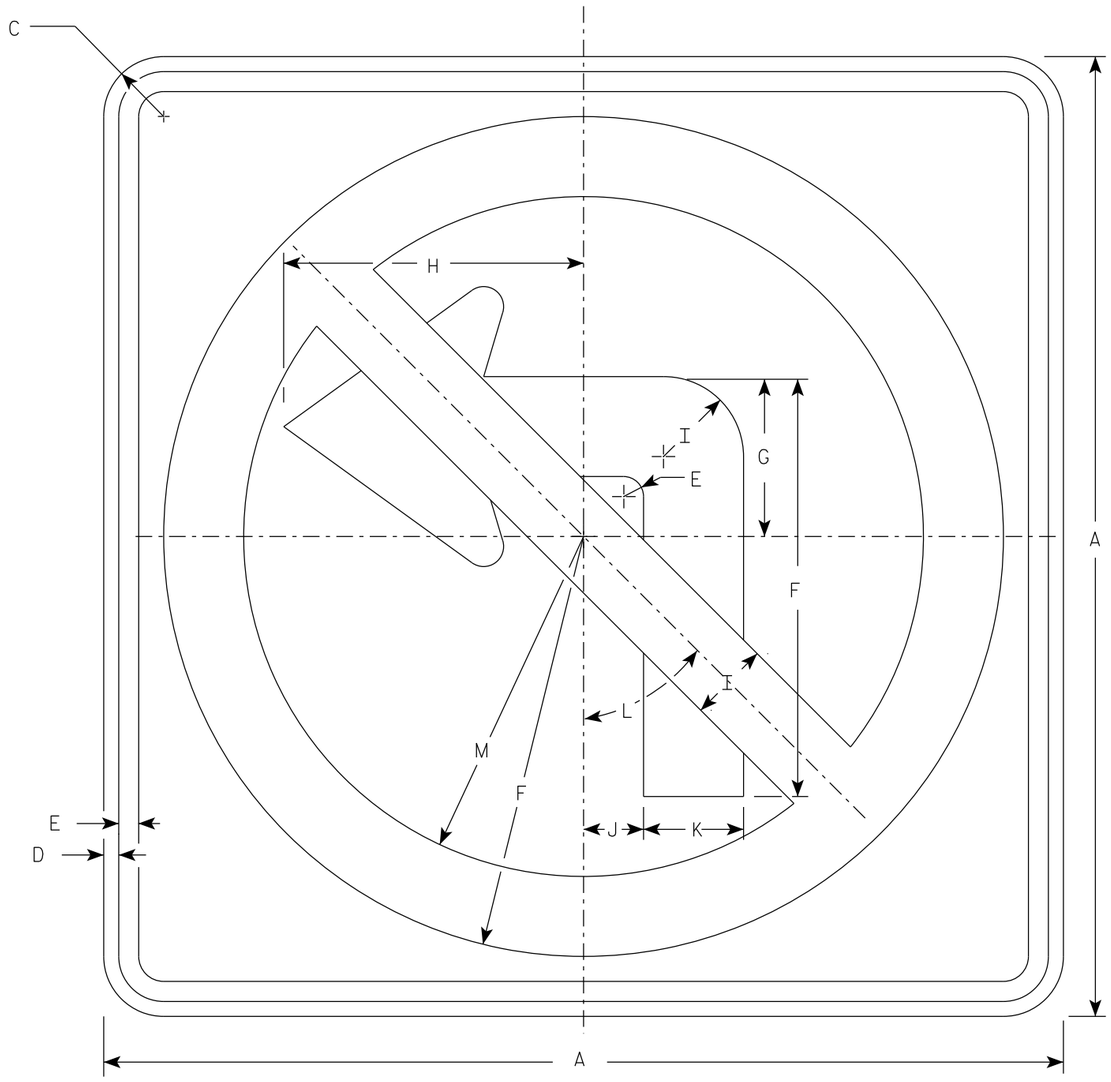
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

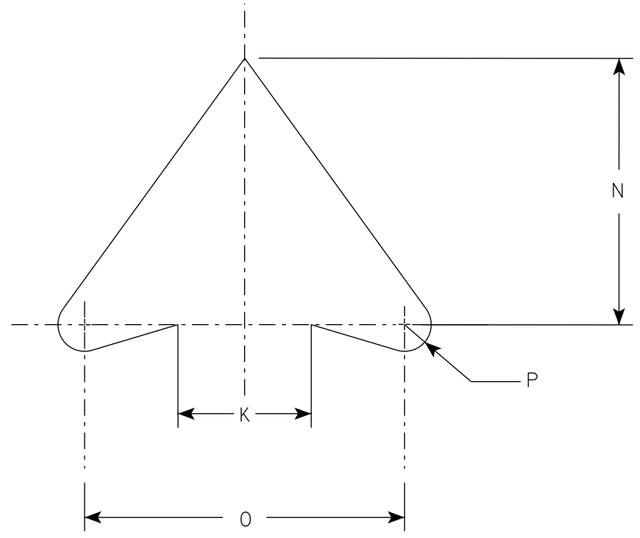
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 286 | E

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

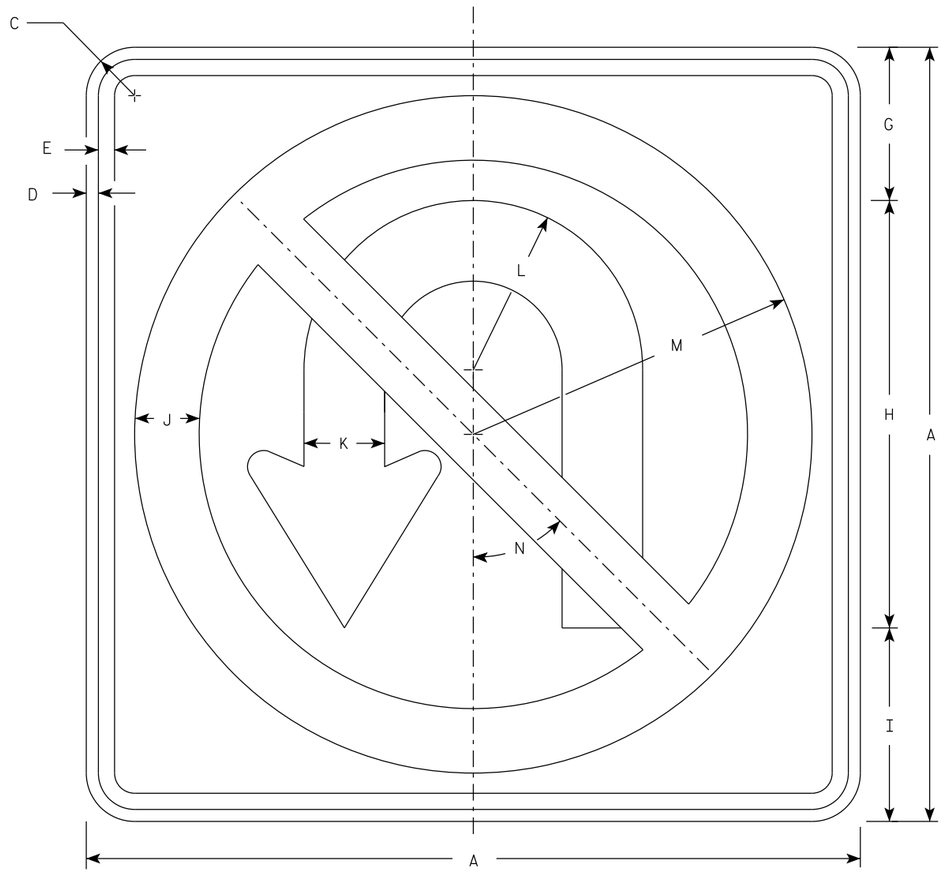
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

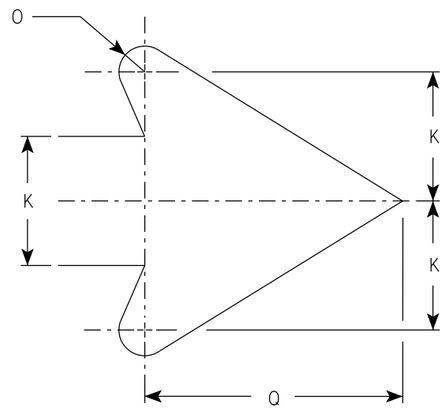
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E



R3-4

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																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

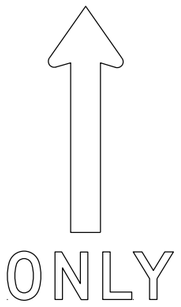
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

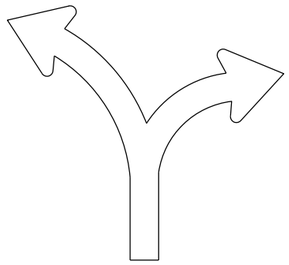
DATE 2/13/23 PLATE NO. R3-4.12

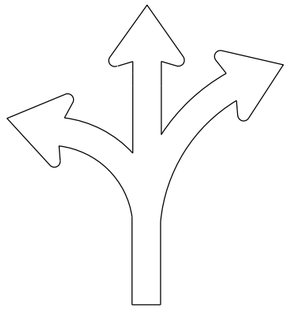
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 288 | E

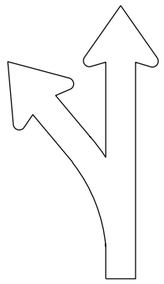


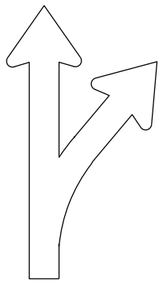
(A)

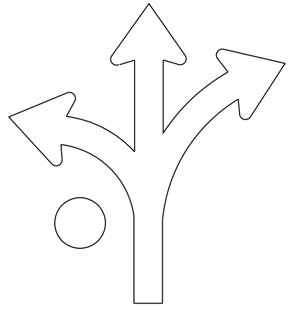
(B)

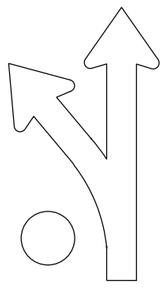

(C)

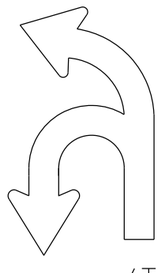

(D)

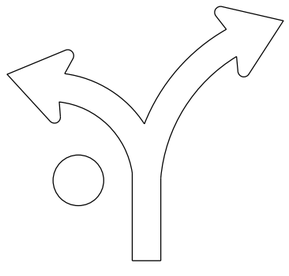

(E)

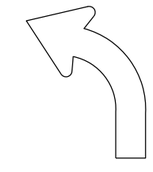

(F)


(G)

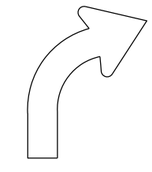

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 289 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

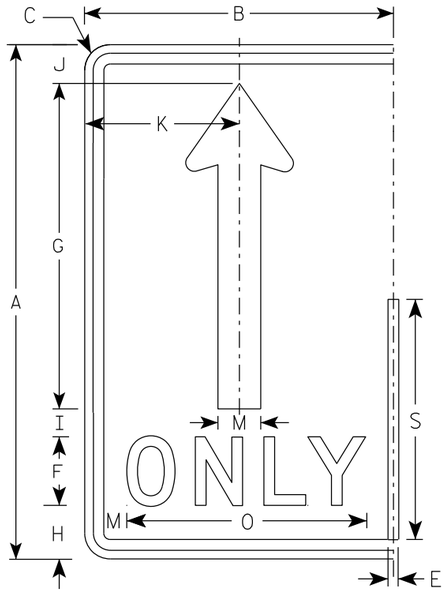
WISDOT/CADDS SHEET 42

7

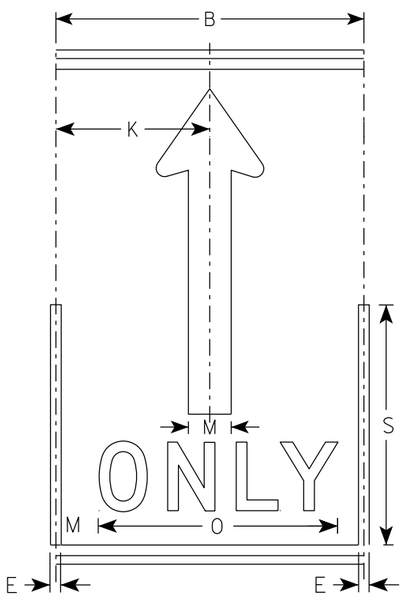
7

NOTES

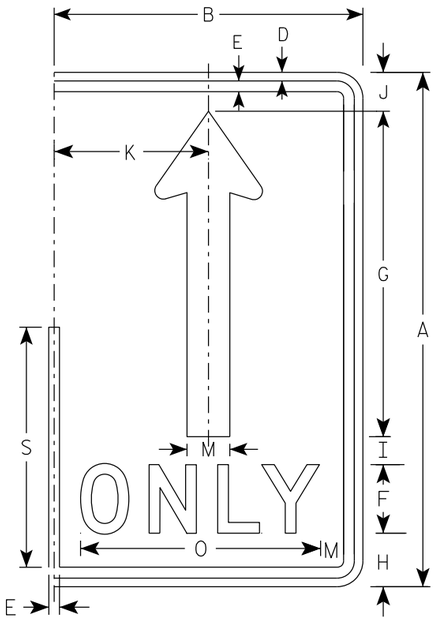
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



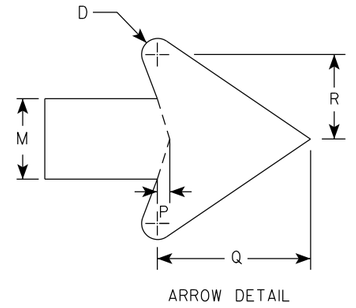
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

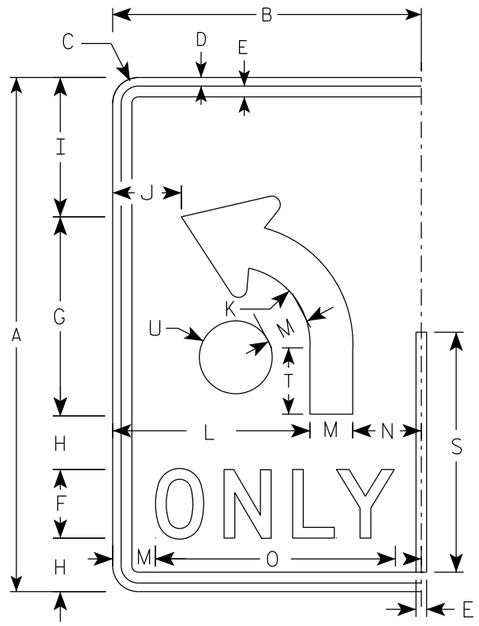
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

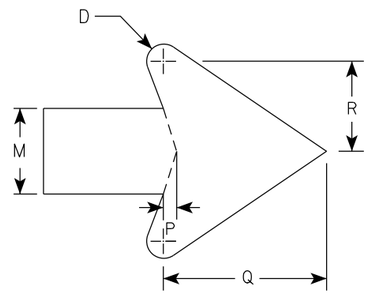
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

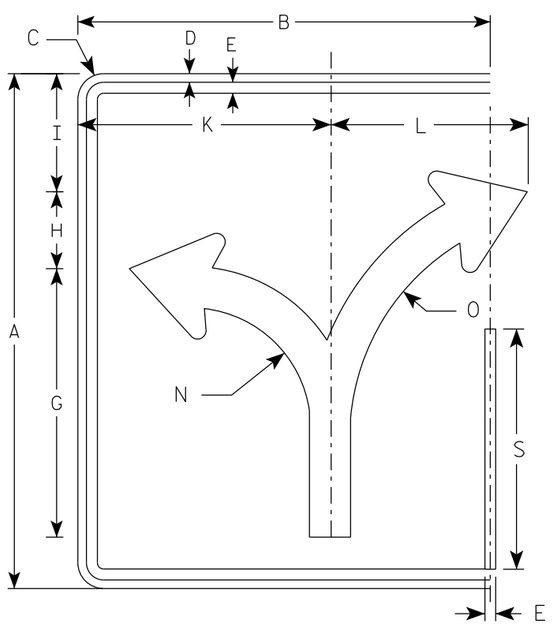
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

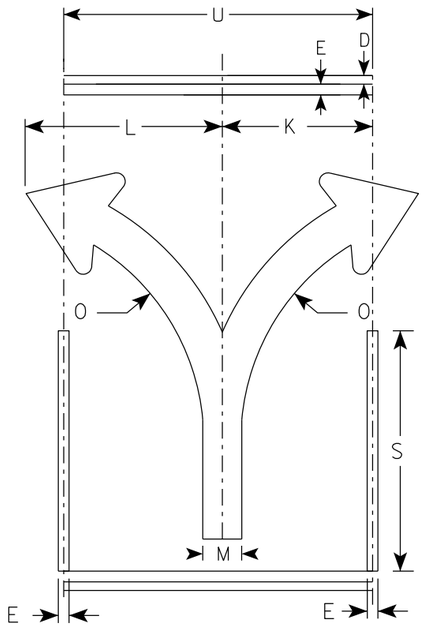
SHEET NO: 291 E

NOTES

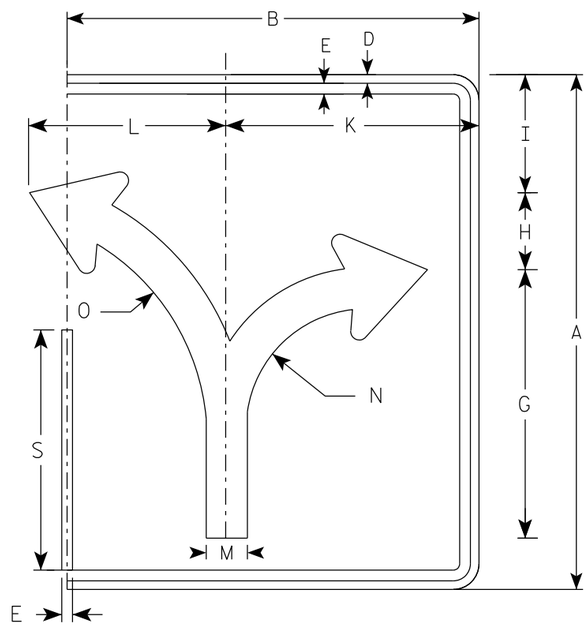
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



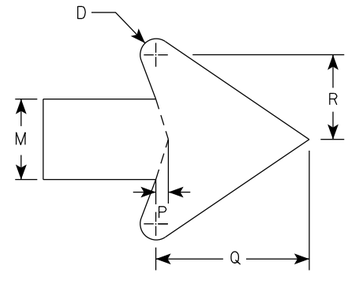
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

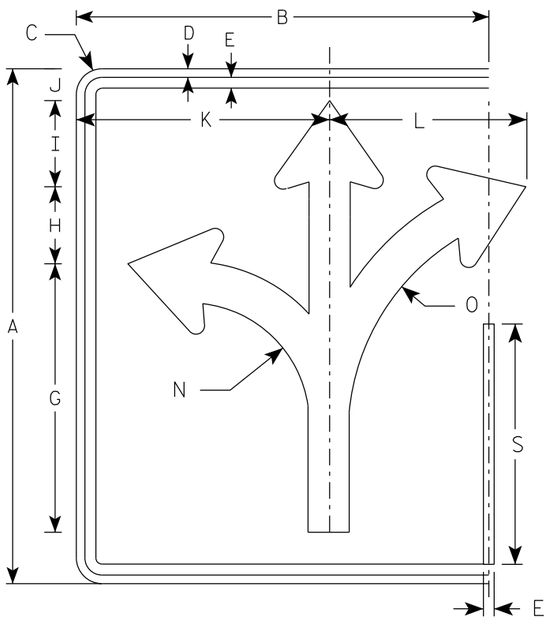
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 | E

7

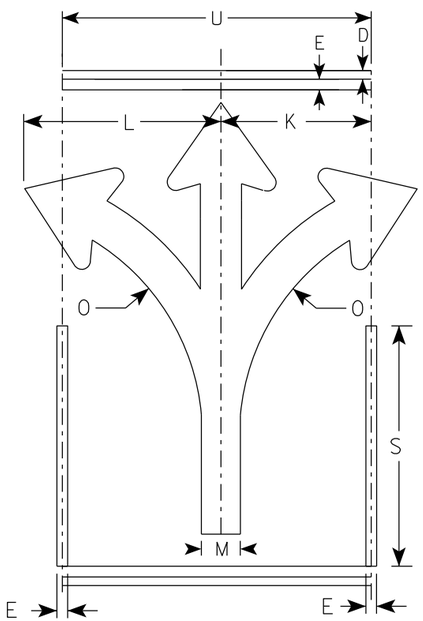
7

NOTES

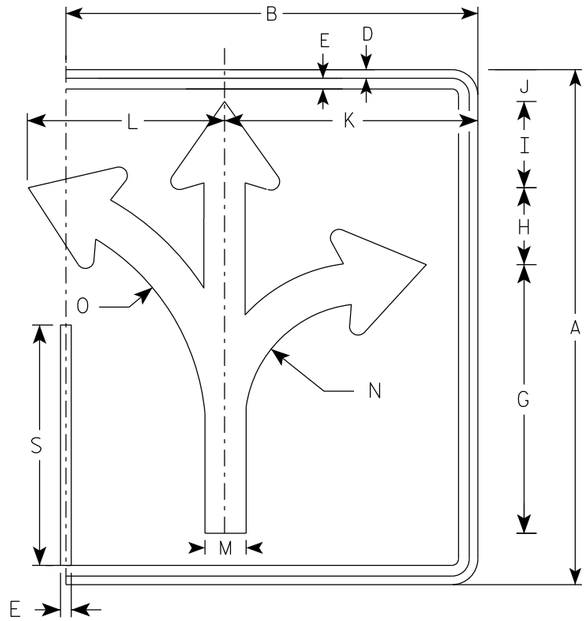
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



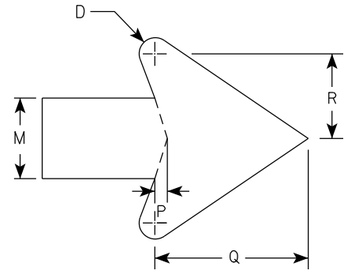
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

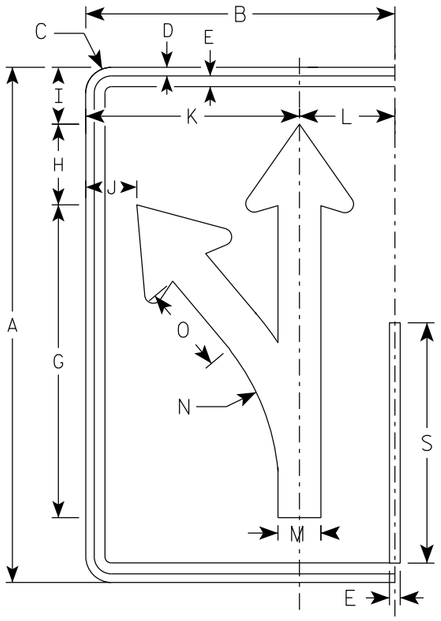
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

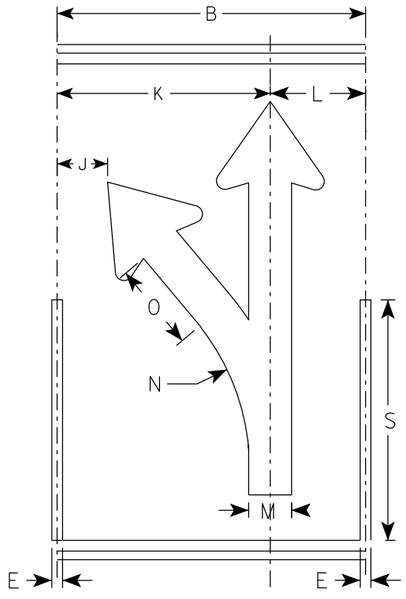
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 293 | E

NOTES

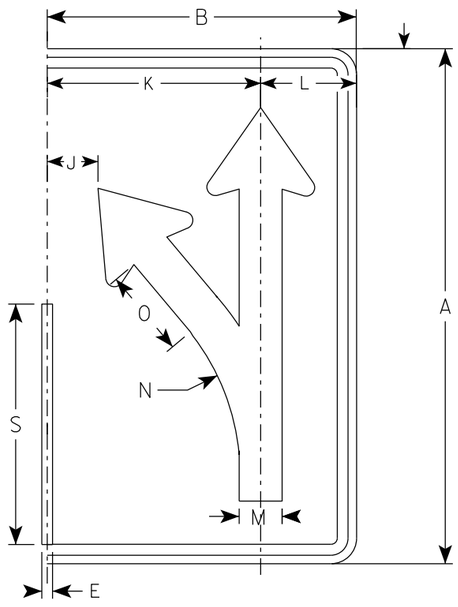
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



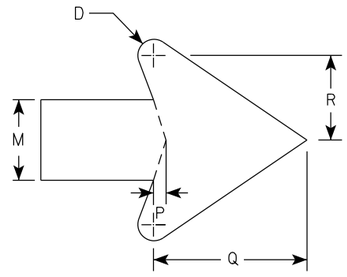
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

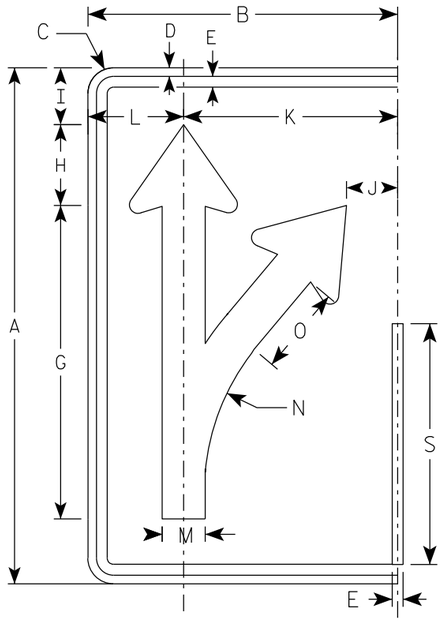
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

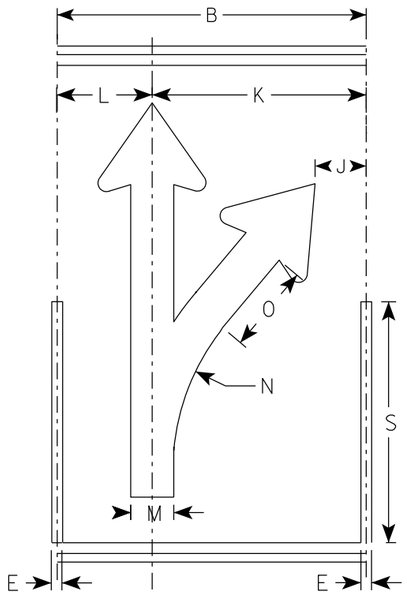
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 294 | E

NOTES

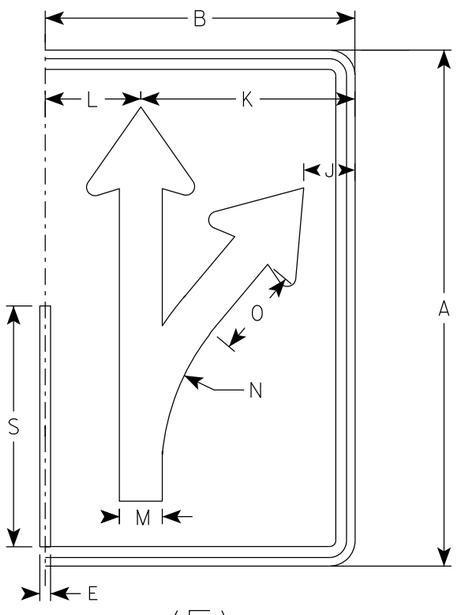
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



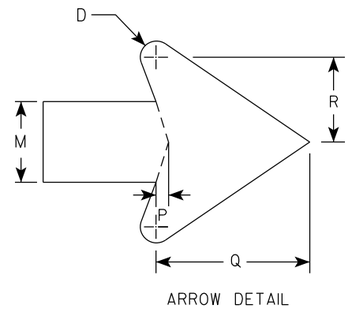
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

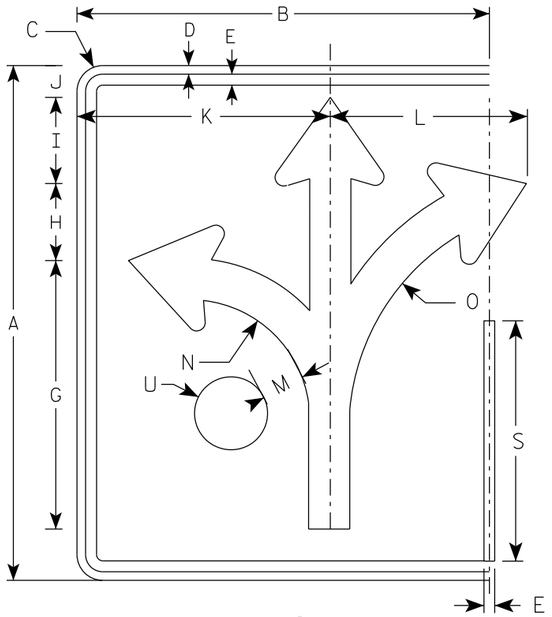
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

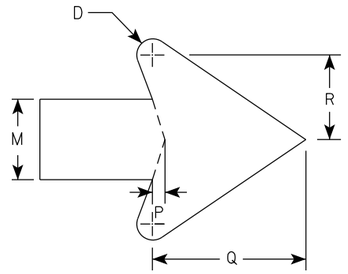
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 295 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

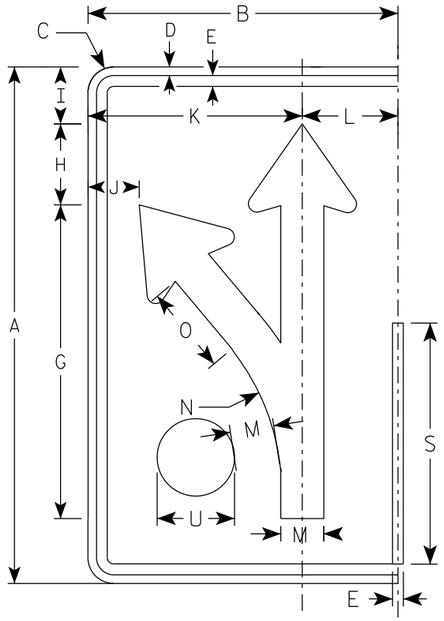
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

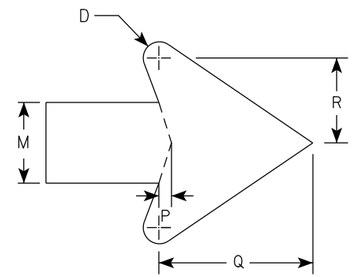
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 296	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

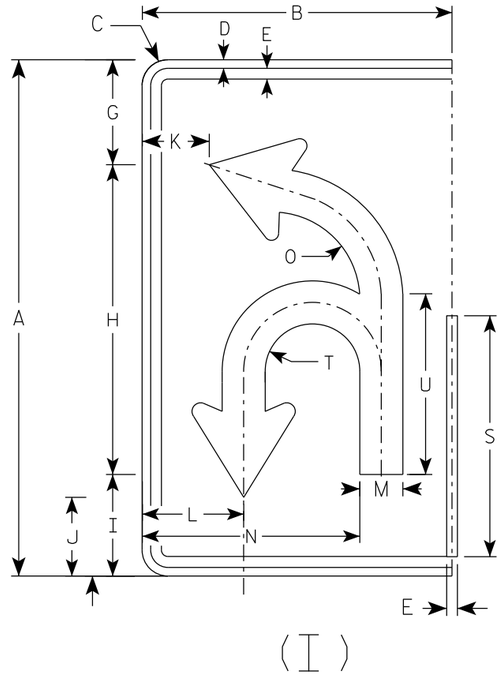
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

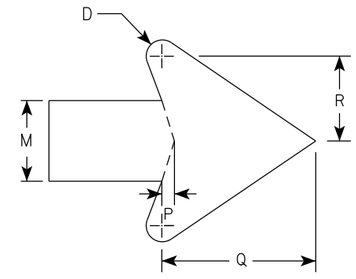
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 297 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

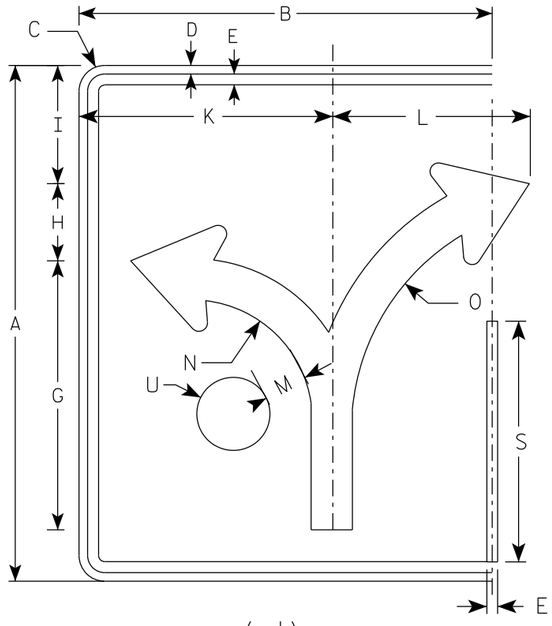
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 | E

7

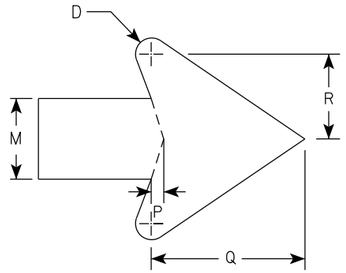
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

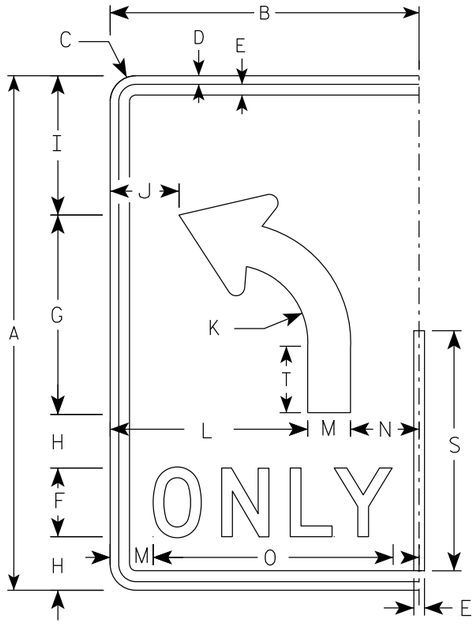
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E

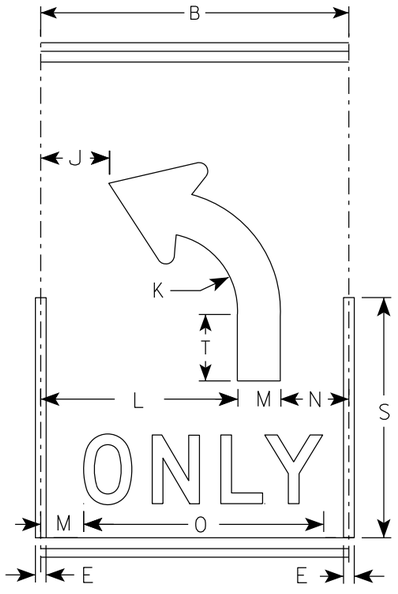
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

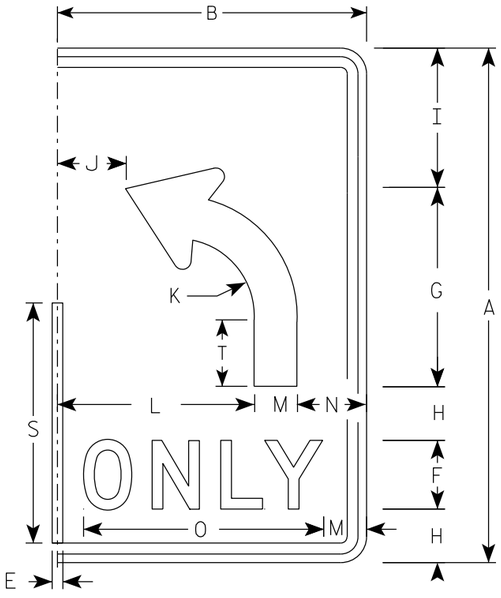
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



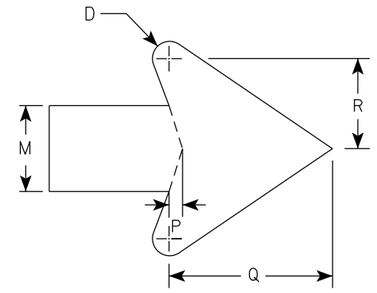
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

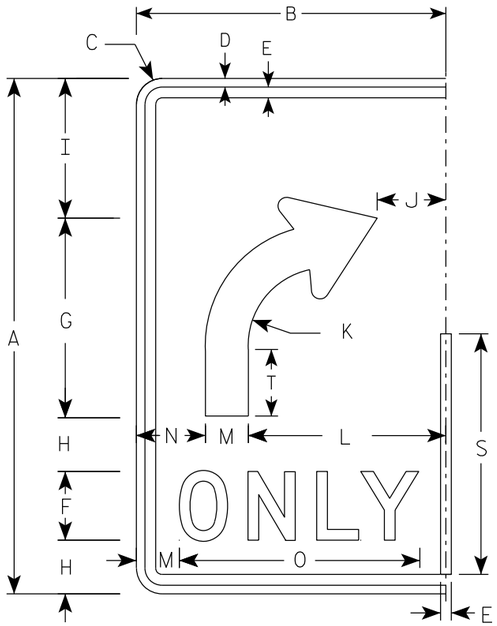
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

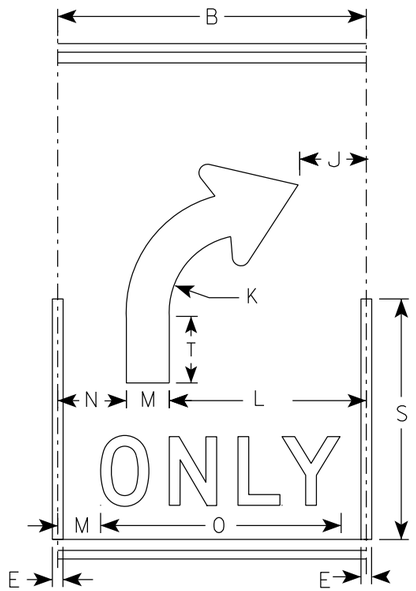
SHEET NO: 300 E

NOTES

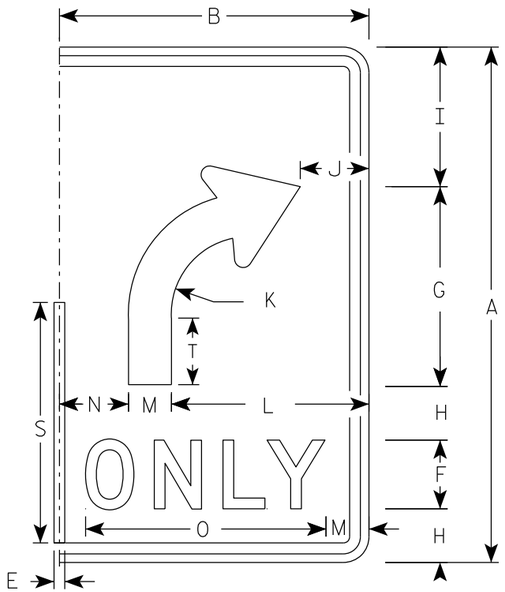
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



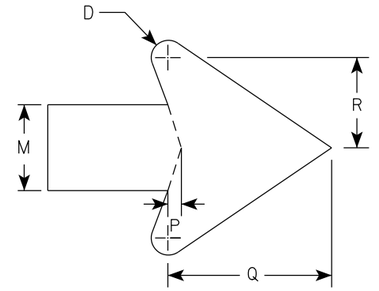
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

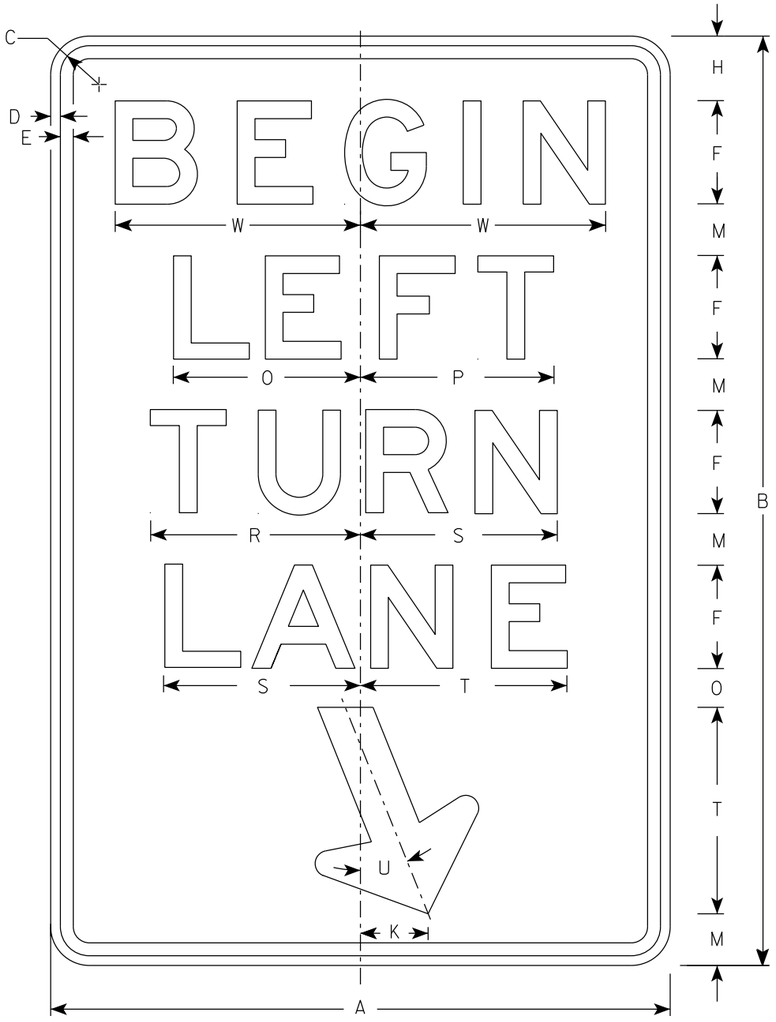
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

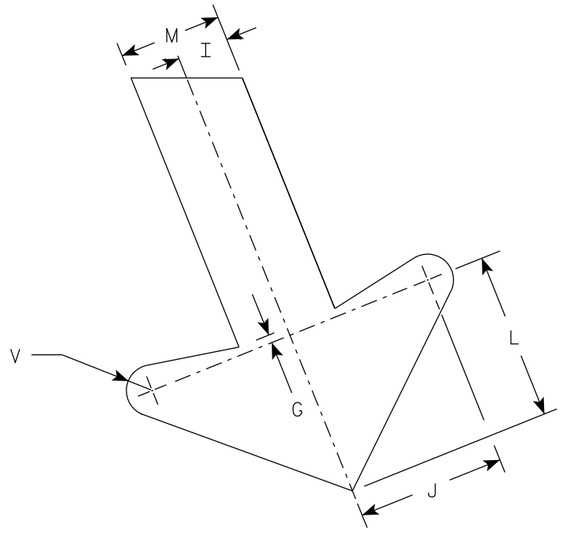
SHEET NO: 301 **E**



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

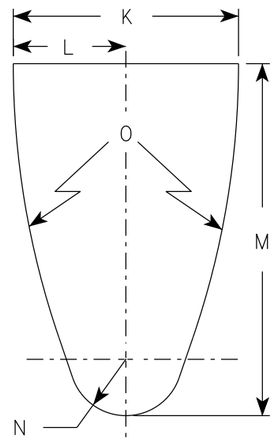
DATE 2/23/23 PLATE NO. R3-20L.8

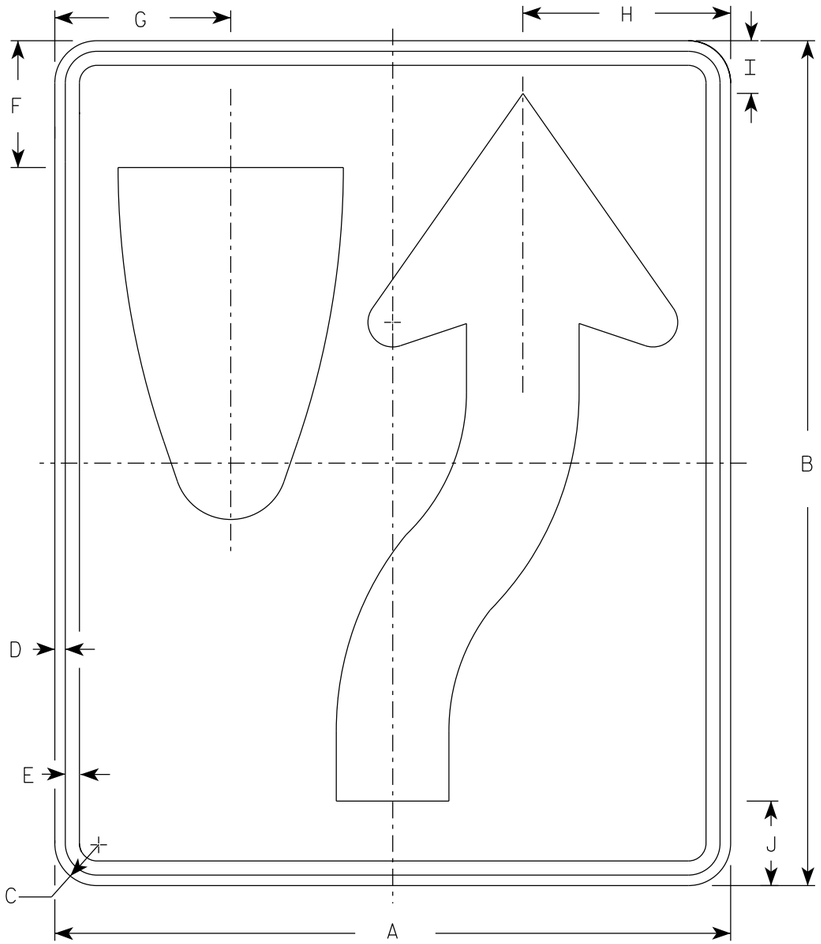
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

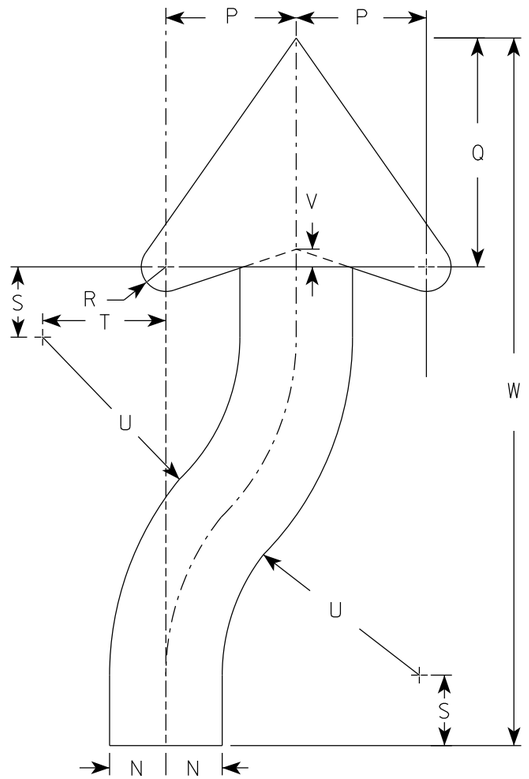
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

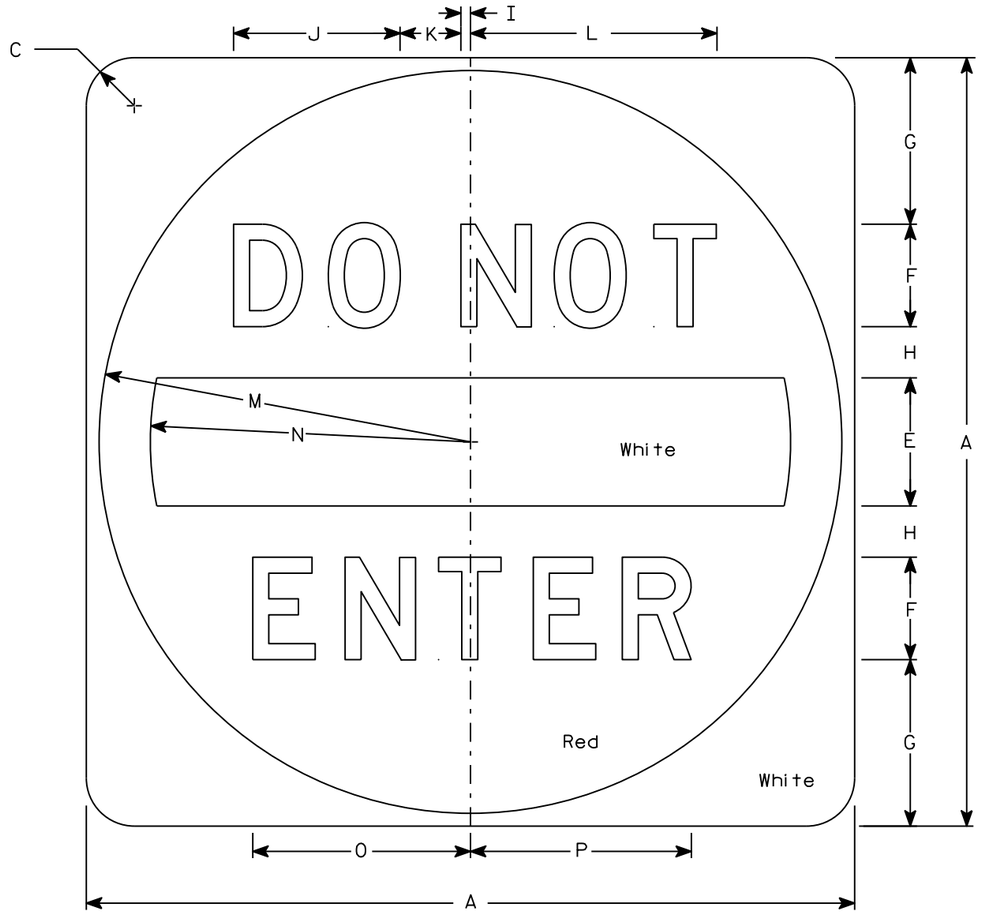
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	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

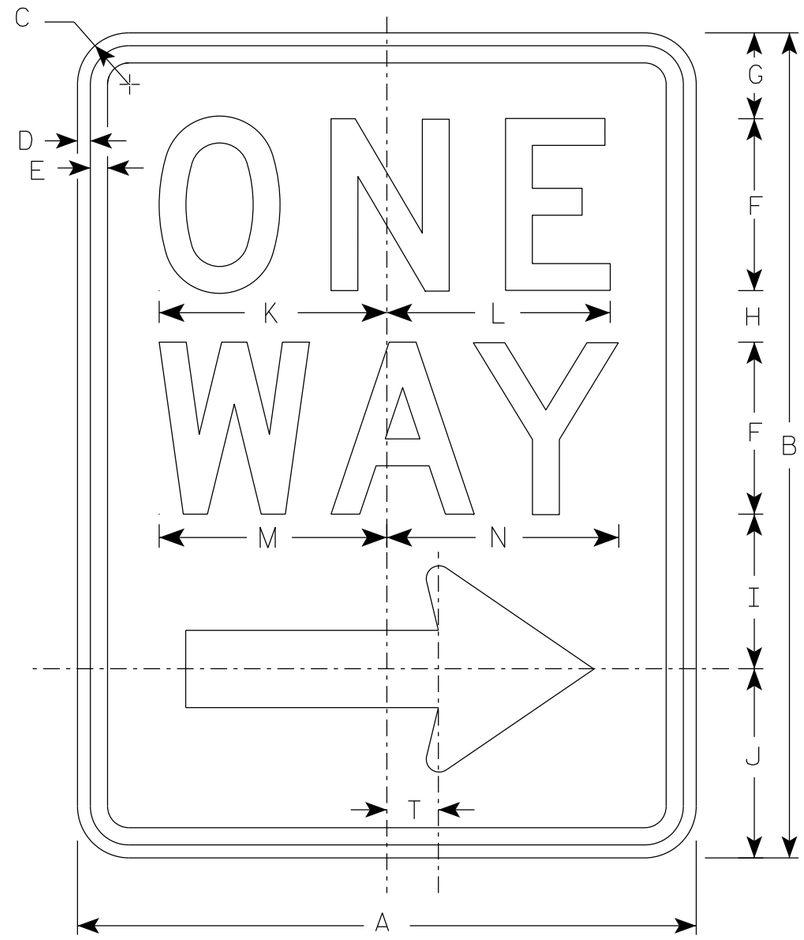
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304 | E

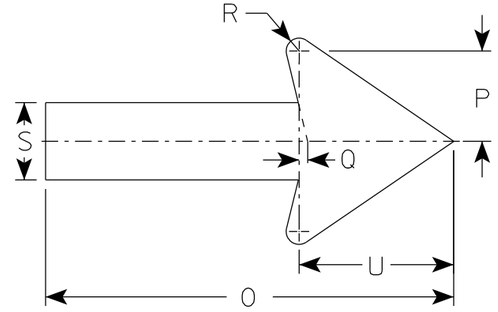
NOTES

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																										

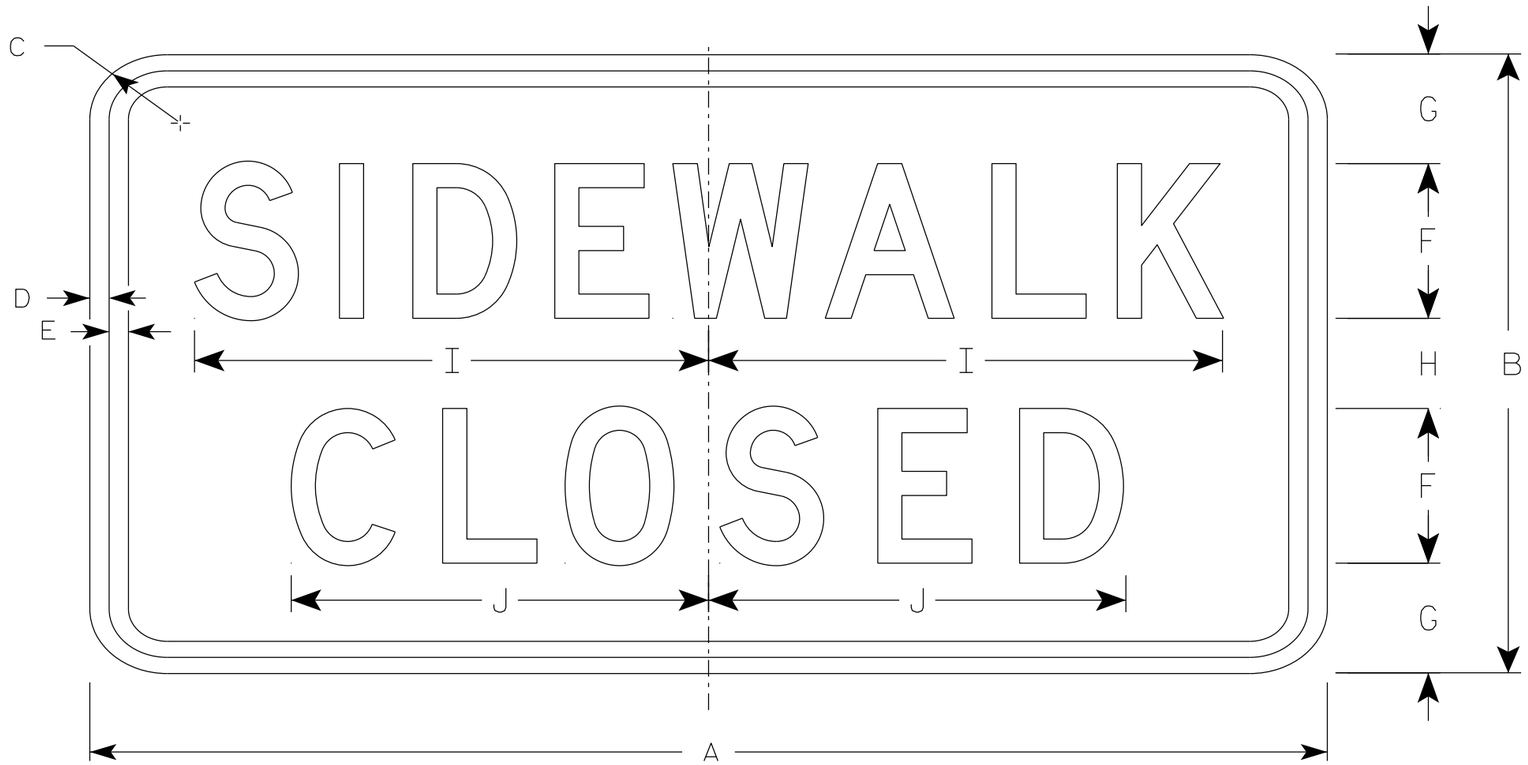
STANDARD SIGN
R6-2 R&L

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: 305 | 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

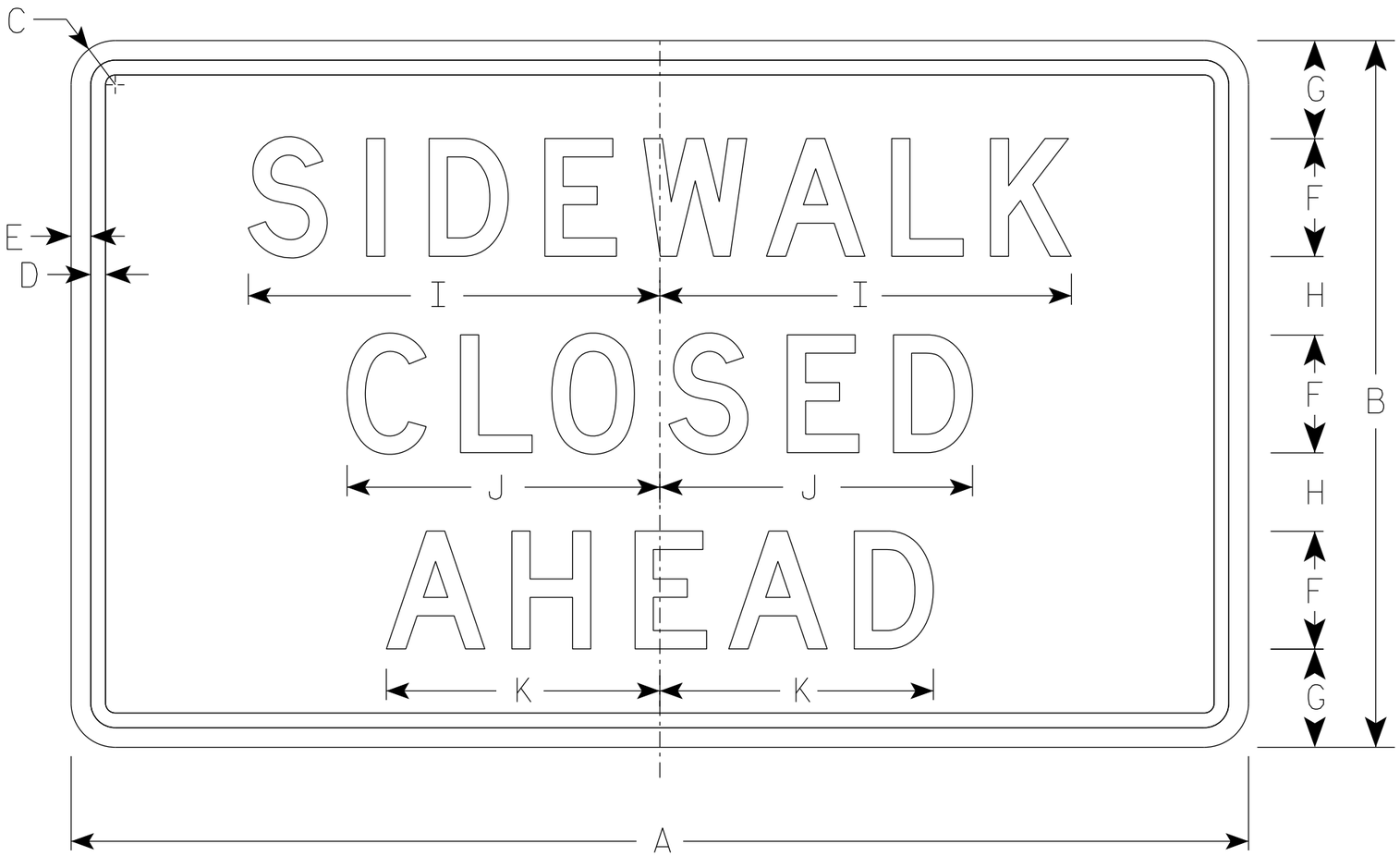
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 306 | 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																											

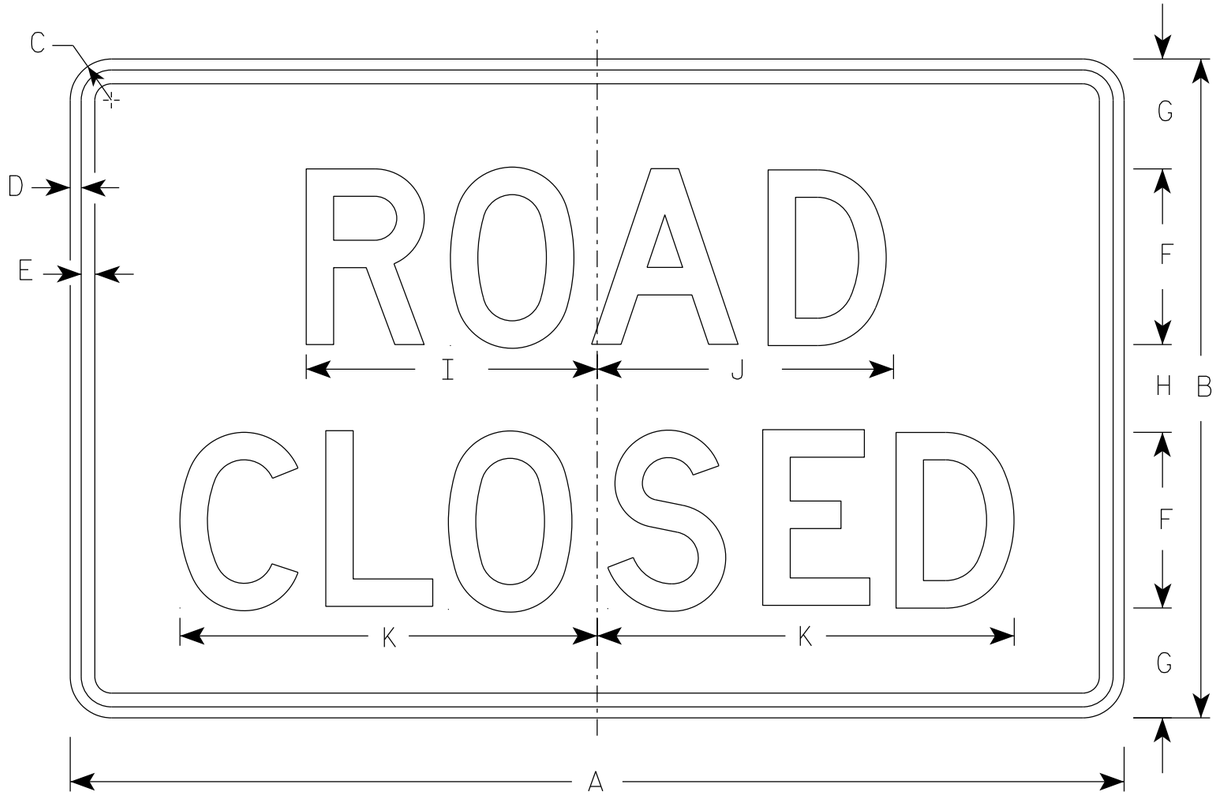
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

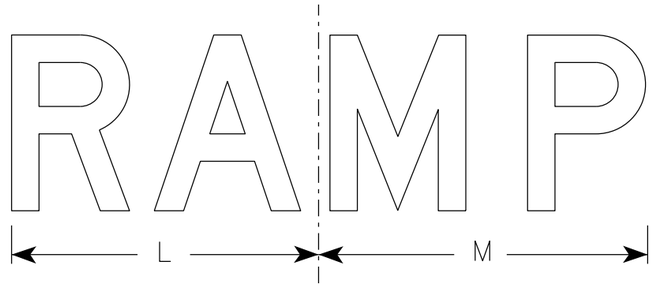
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E



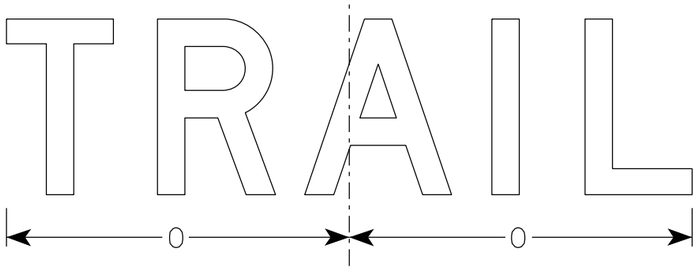
R11-2

NOTES

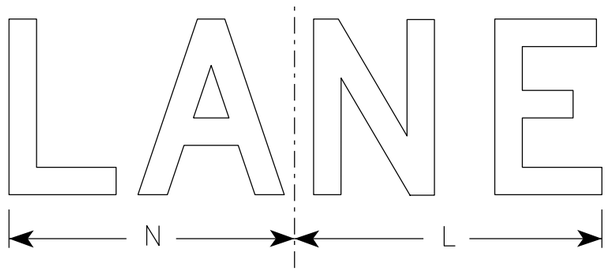
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

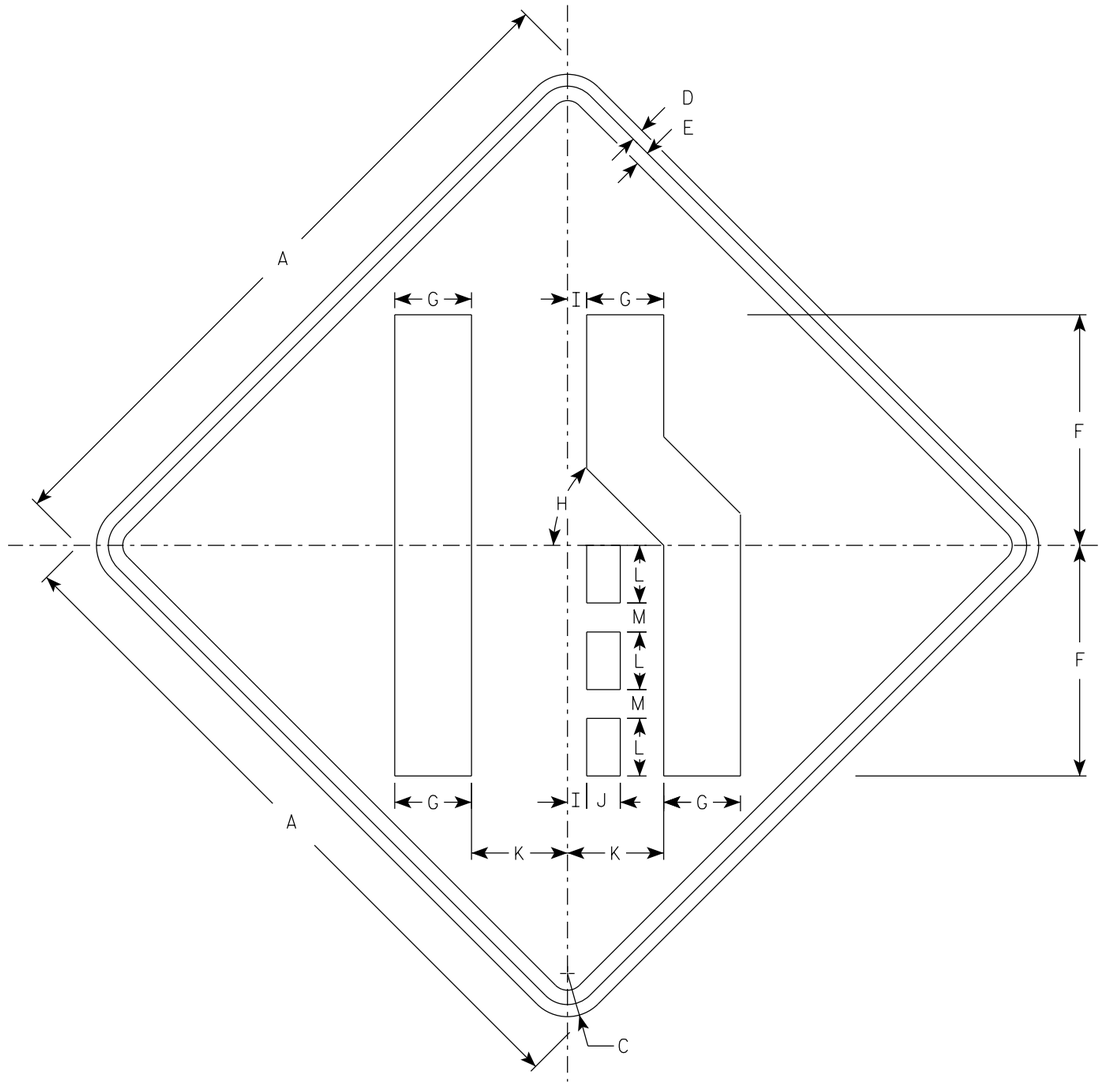
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W4-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W4-2L is the same as W4-2R except the symbolis reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
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
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2023 PLATE NO. W4-2.15

PROJECT NO:

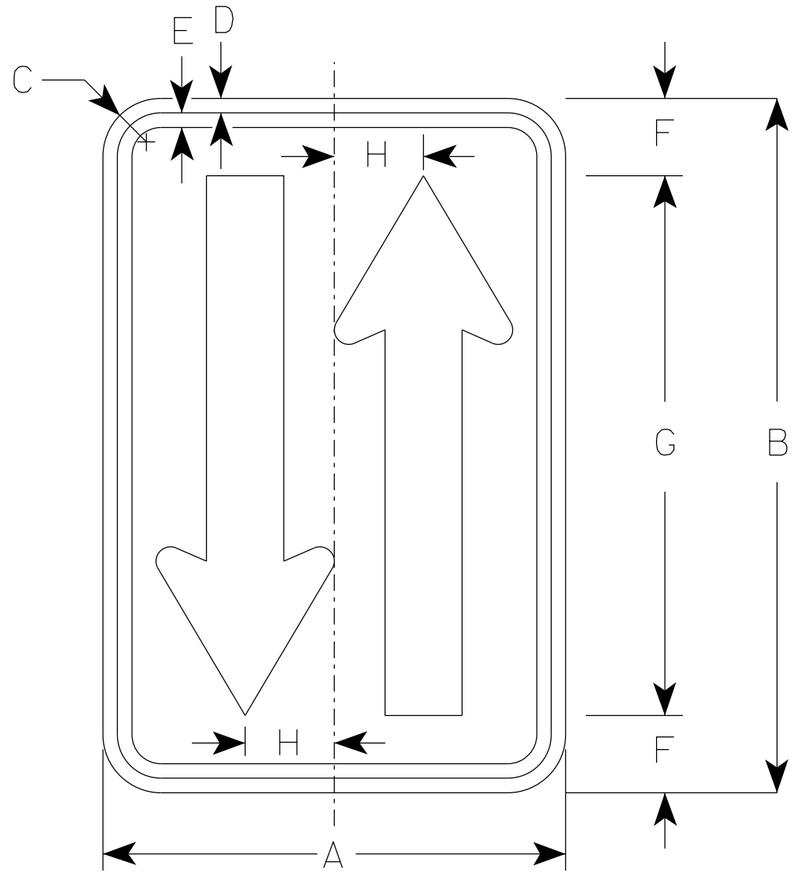
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W42.DGN PLOT DATE : 31-AUG 2023 11:15 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

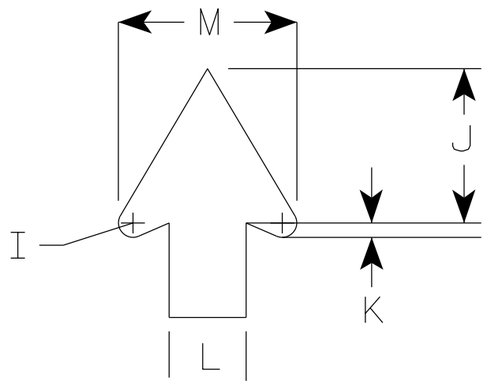
7



W6-4

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
2M	12	18	1 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
3																											
4																											
5																											

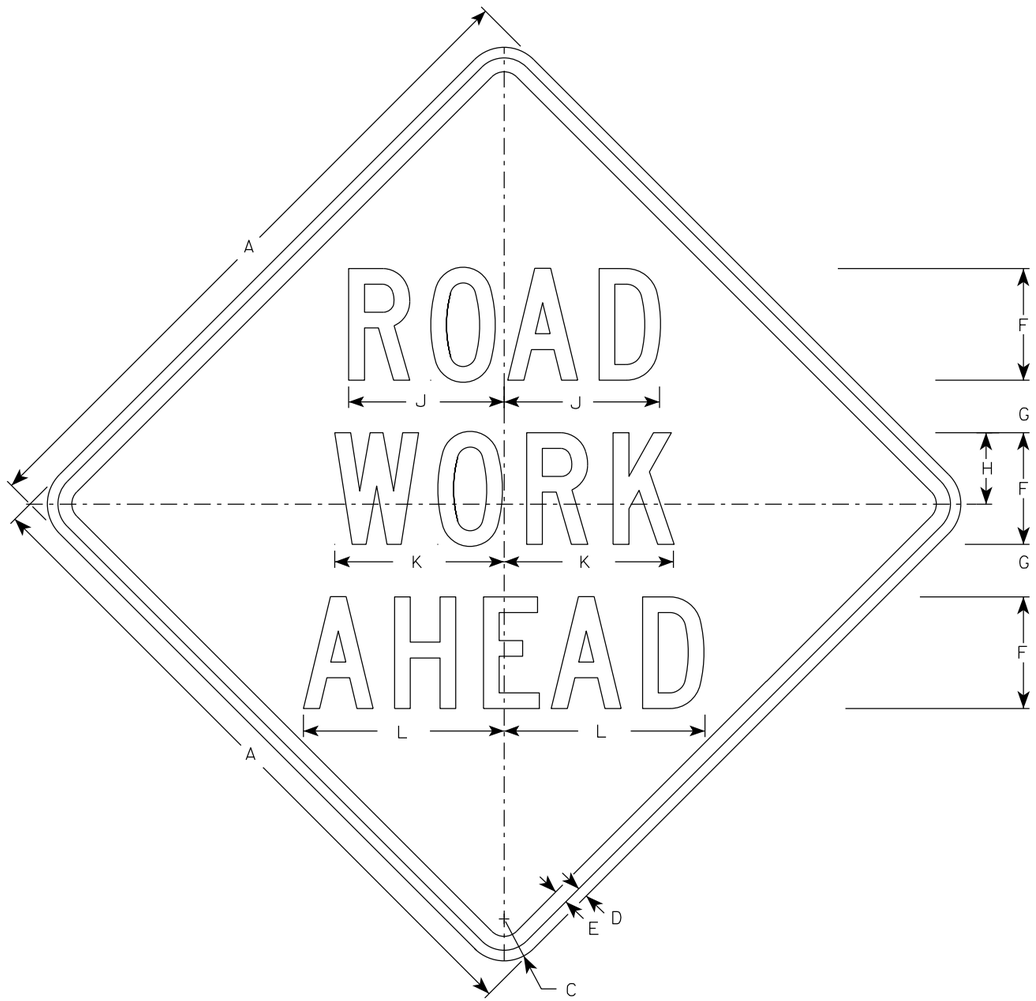
STANDARD SIGN
W6-4

WISCONSIN DEPT OF TRANSPORTATION

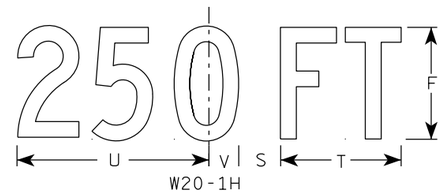
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-4.2

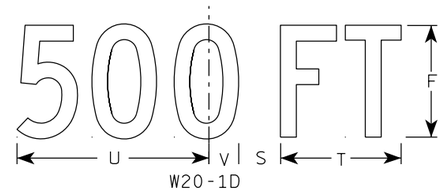
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 310	E



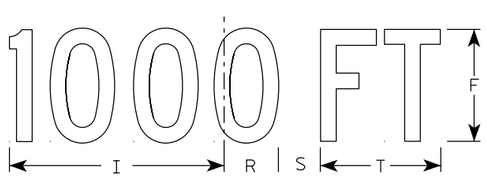
W20-1A



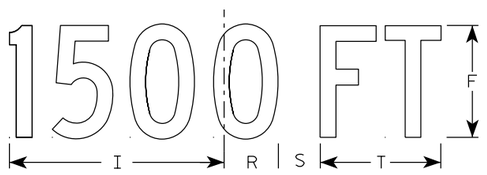
W20-1H



W20-1D



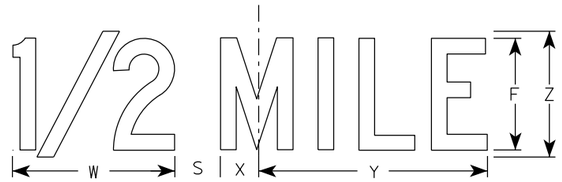
W20-1C



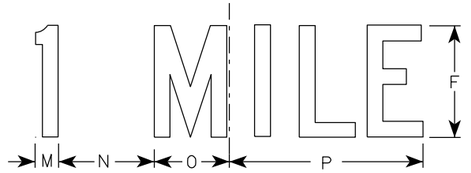
W20-1B

NOTES

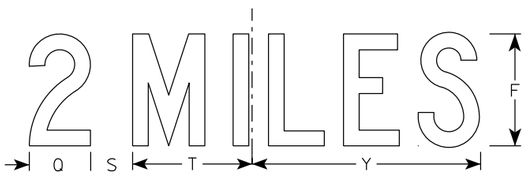
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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:

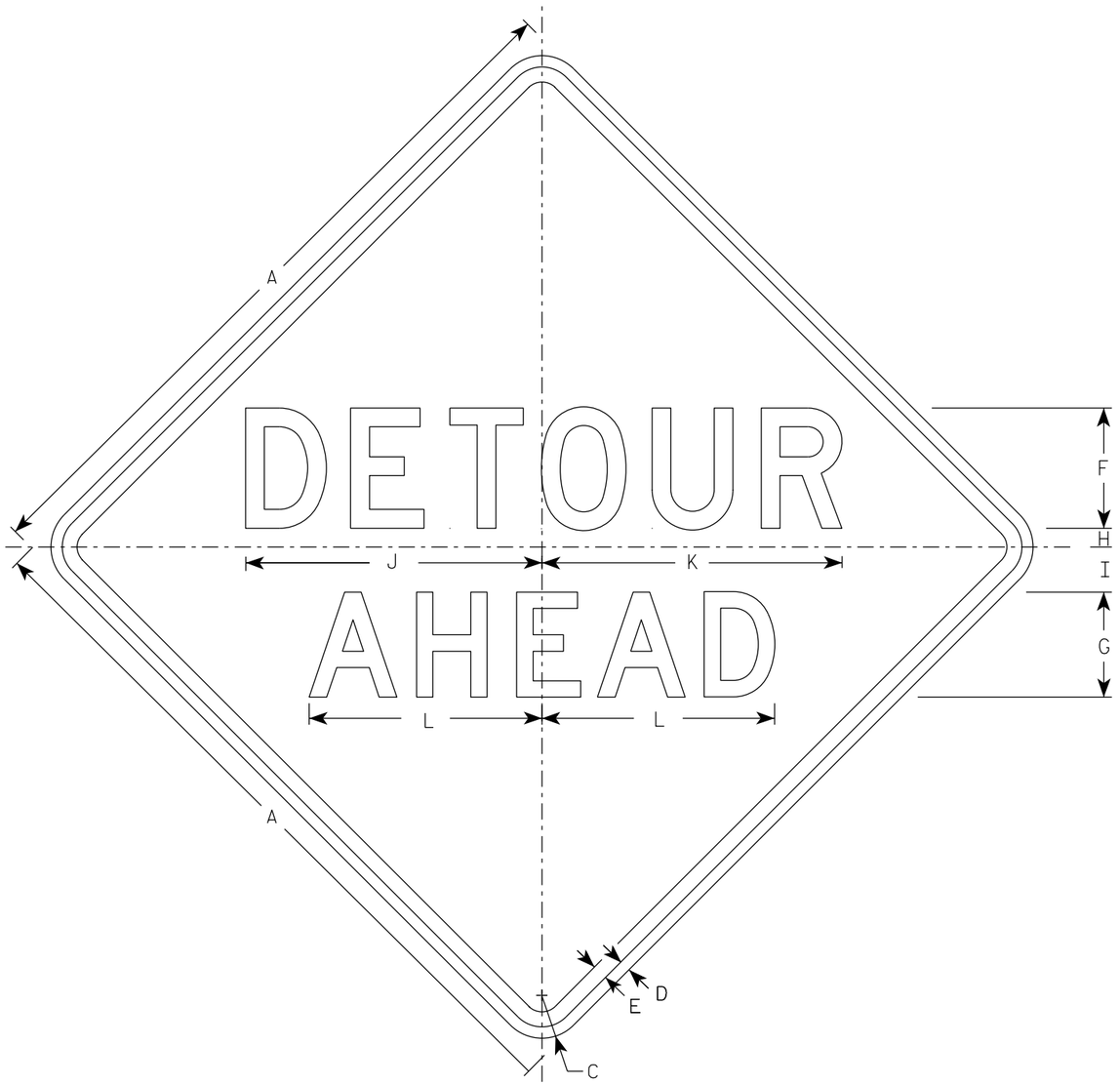
SHEET NO: 311 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

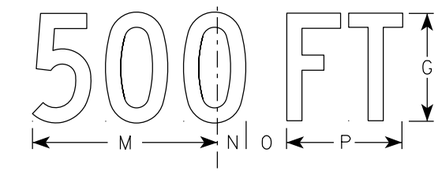
WISDOT/CADDS SHEET 42

7

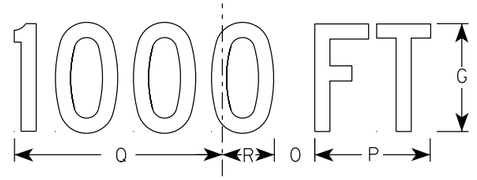
7



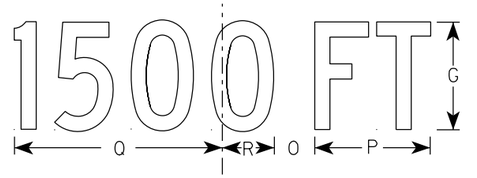
W20-2A



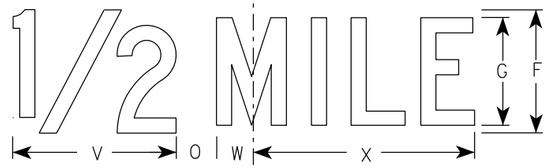
W20-2D



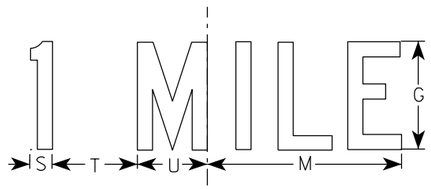
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
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

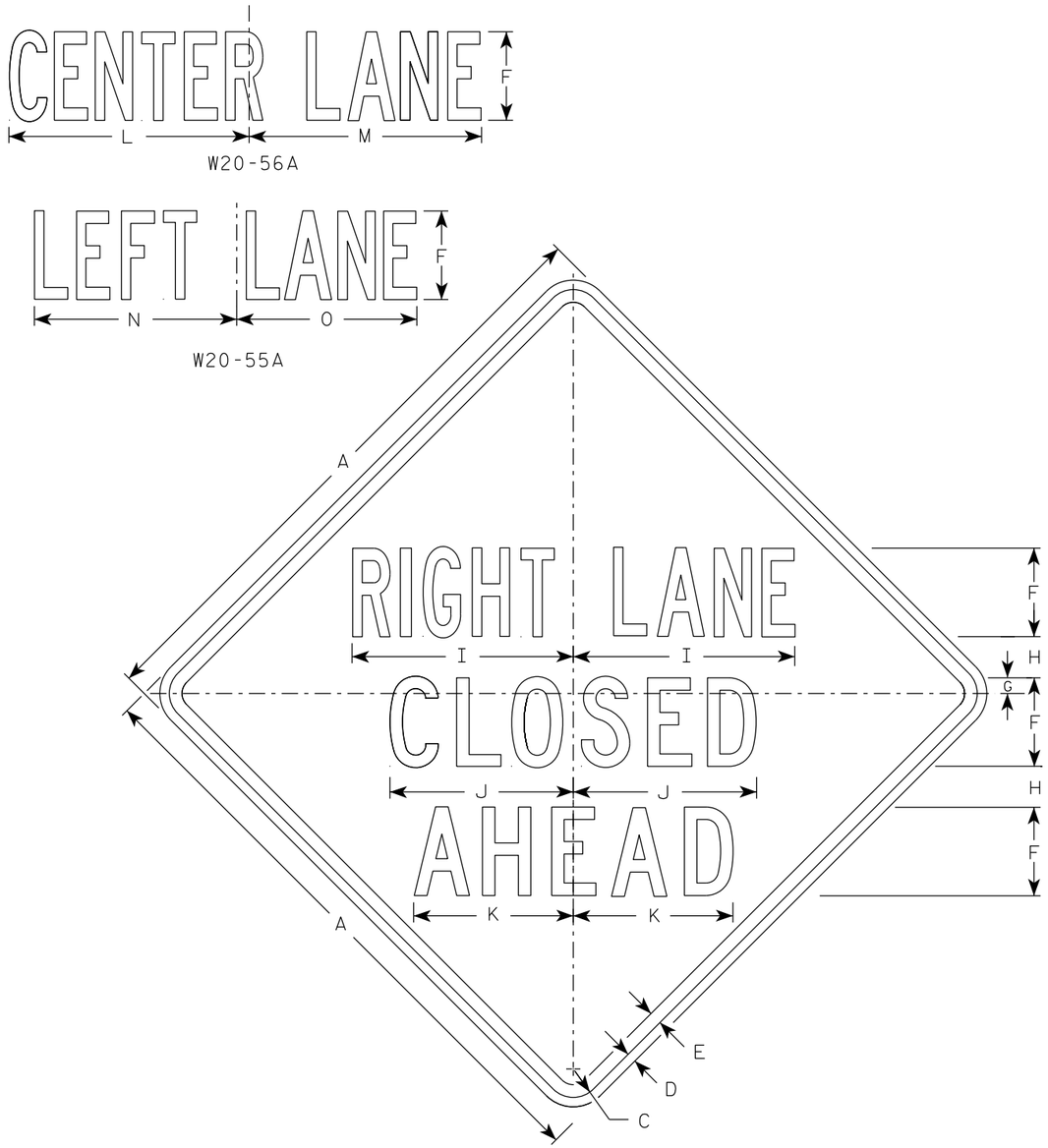
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

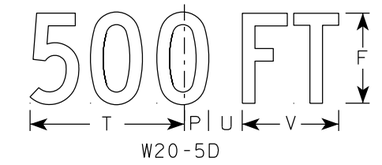
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

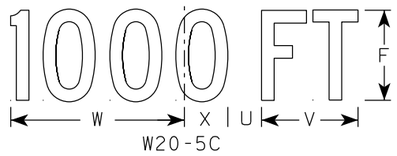
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



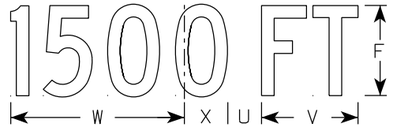
W20-5A



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

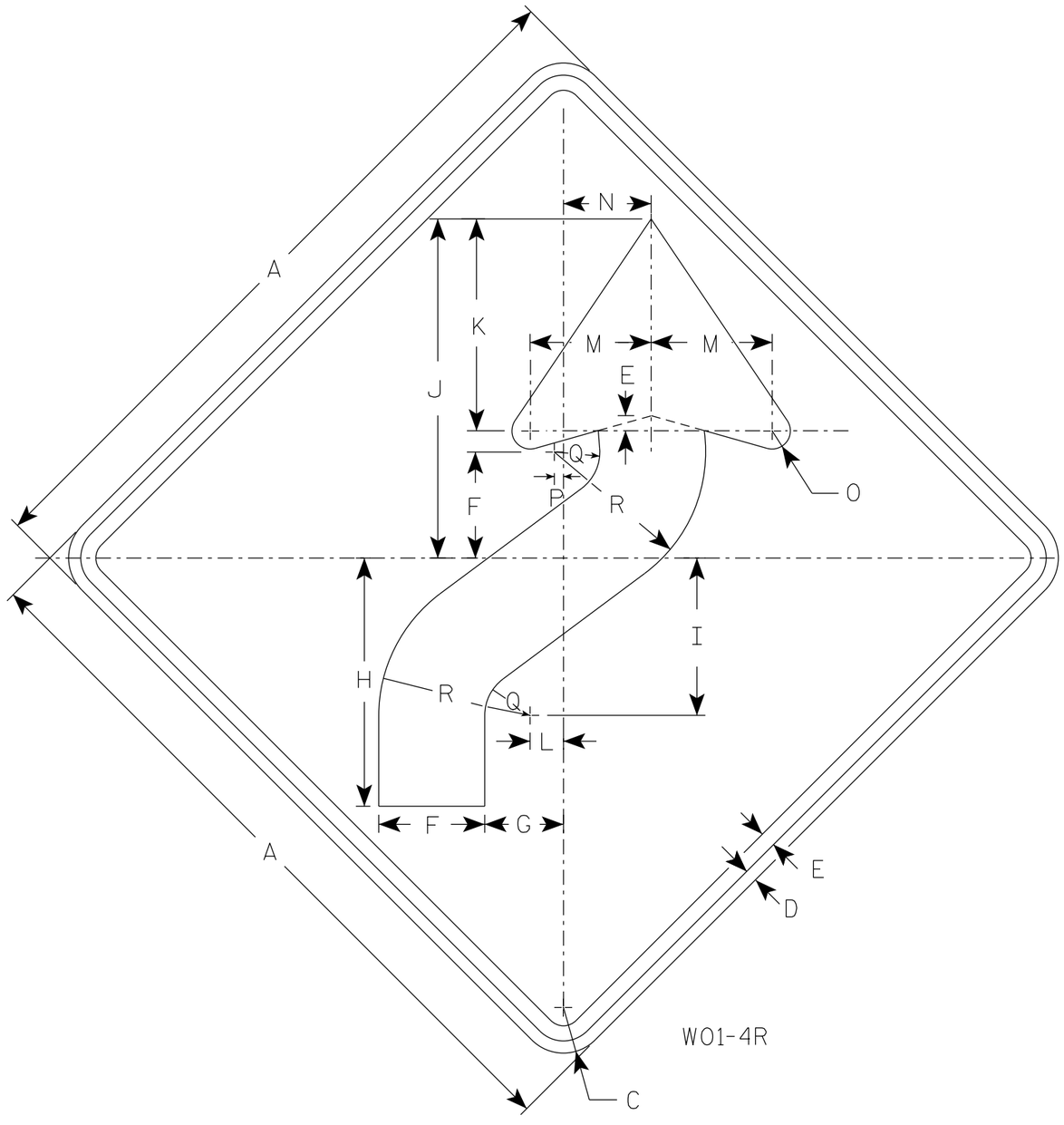
STANDARD SIGN
W20-5A, B, C, D, F & G

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: 313	E



W01-4R

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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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

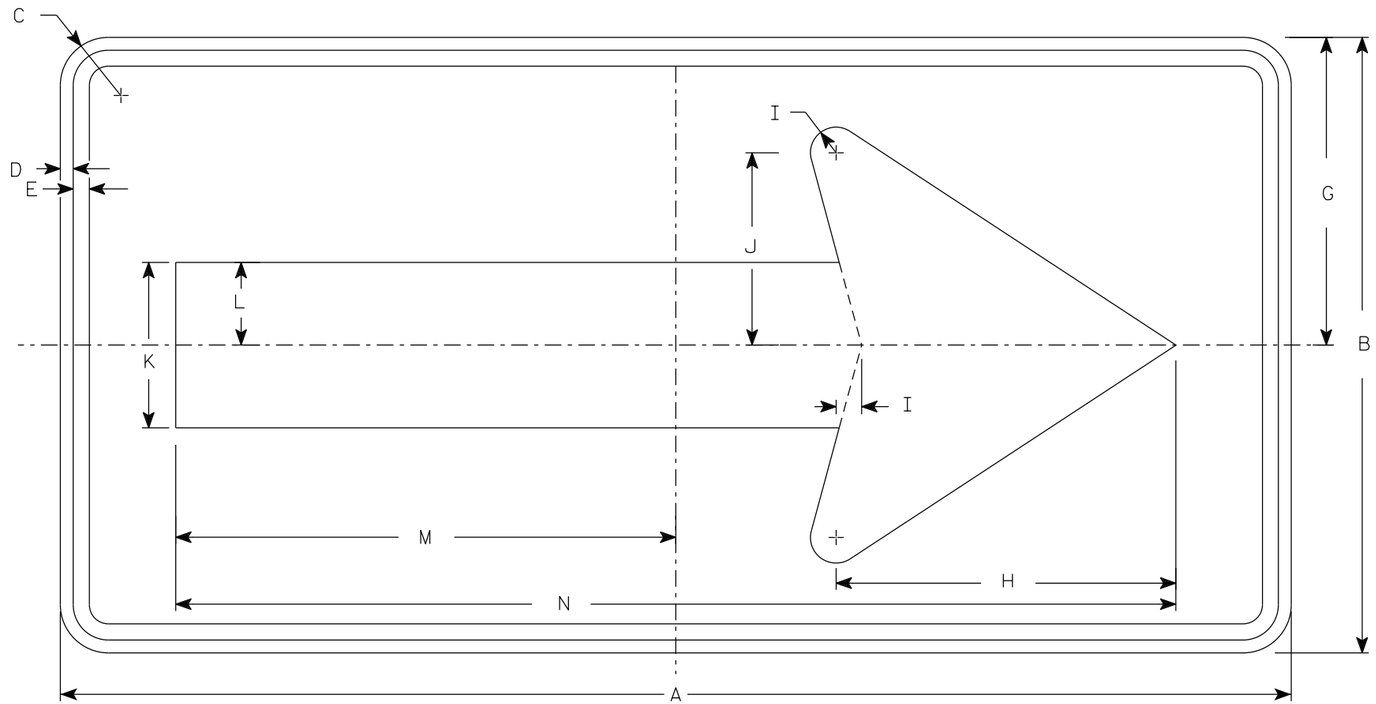
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | 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

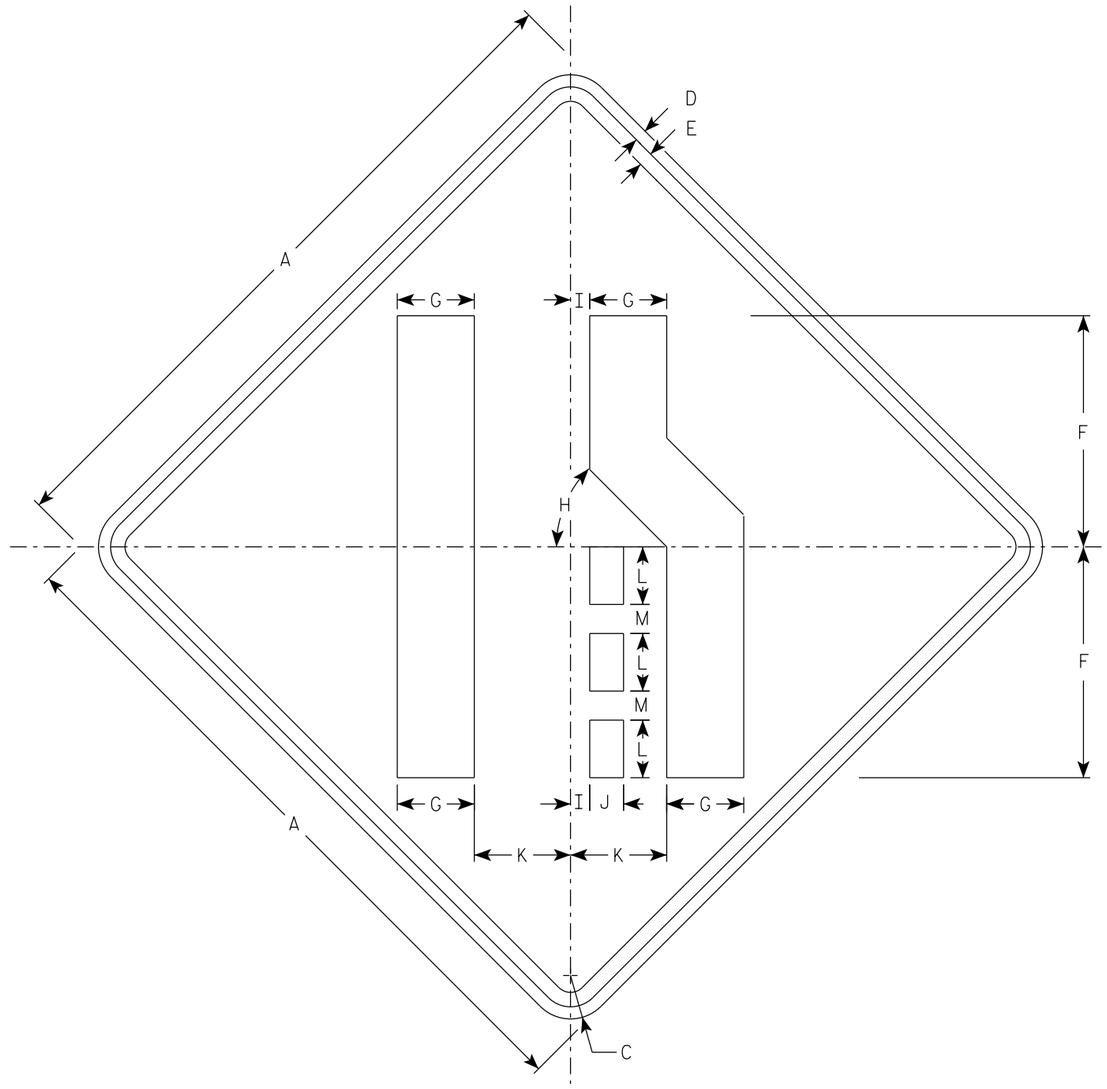
STANDARD SIGN
WO1-6

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



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: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W042.dgn PLOT DATE : 25-JAN 2024 9:07 PLOT BY : dotc4c

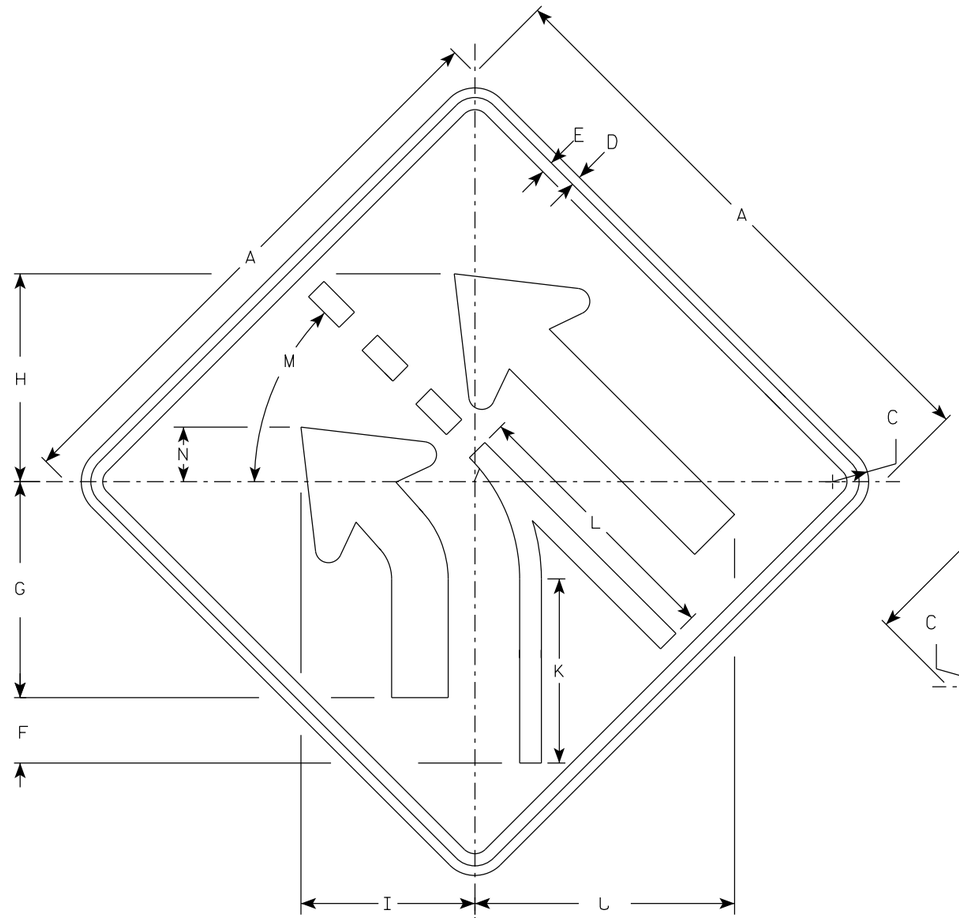
WISDOT/CADDS SHEET 42

7

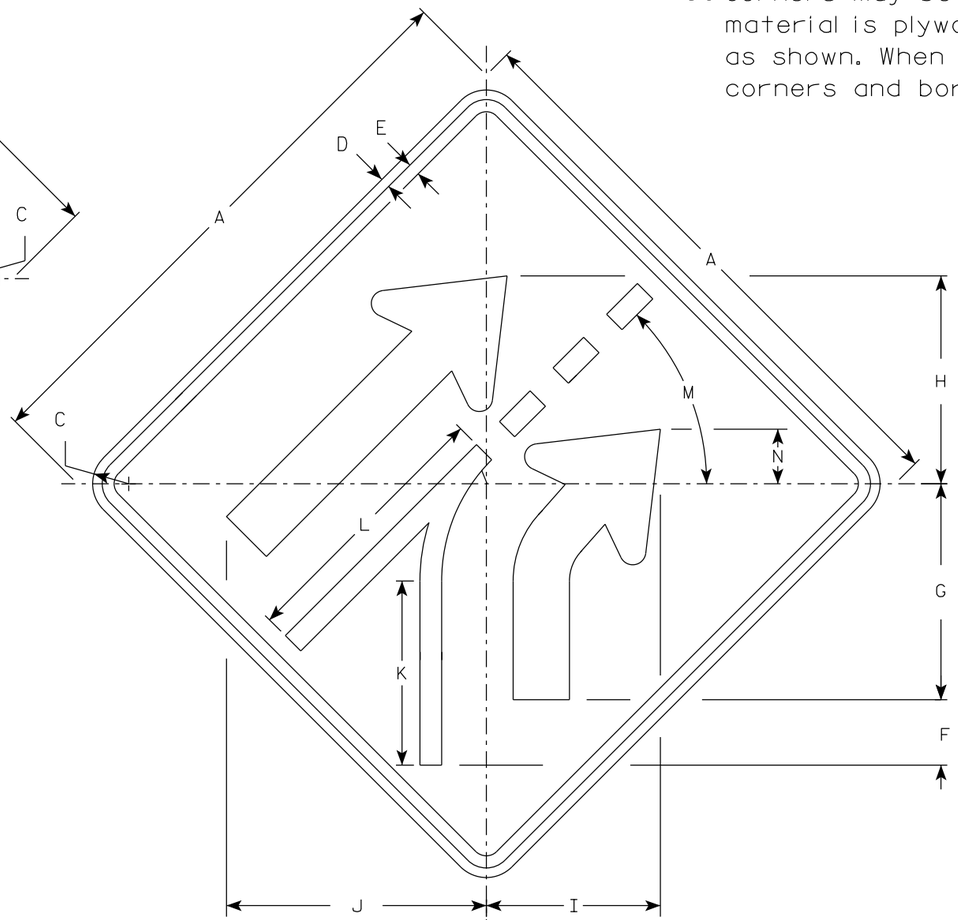
7

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.



W04-6L



W04-6R

* Scale and Rotate W04-3 and make modifications.

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	4	13 1/2	13	10 7/8	16 1/4	11 1/2	16 7/8	45°	3 3/8													9.0
2S	48		3	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
2M	48		3	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
3	48		3	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
4	48		3	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
5	48		3	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0

STANDARD SIGN
W04-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

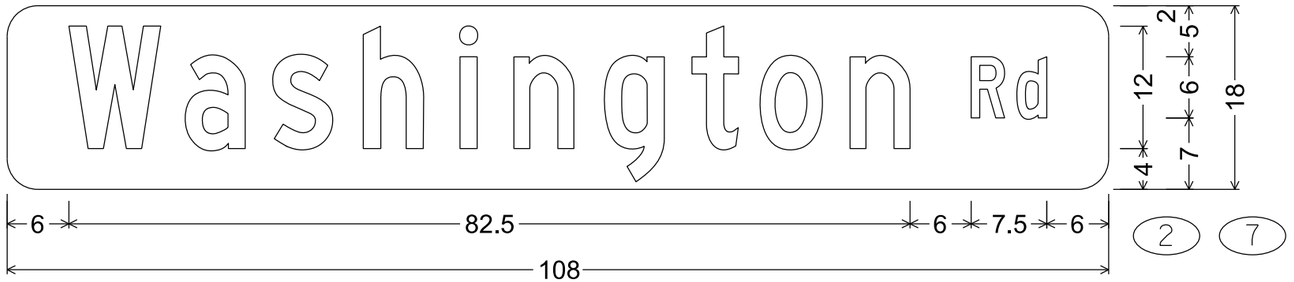
DATE 1/29/2024 PLATE NO. W04-6.2

PROJECT NO:

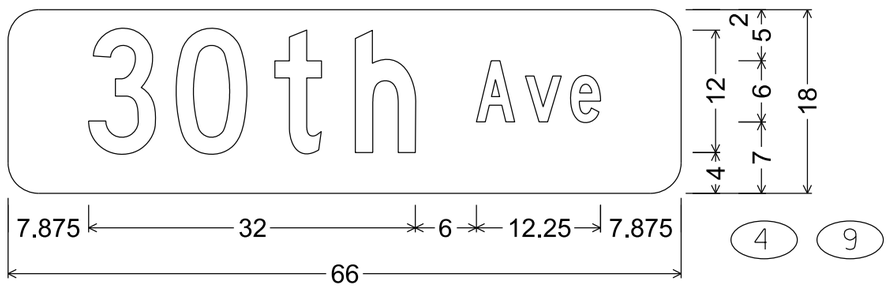
SHEET NO: 317 E

NOTES

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



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border

7

7

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET NO: 318	E

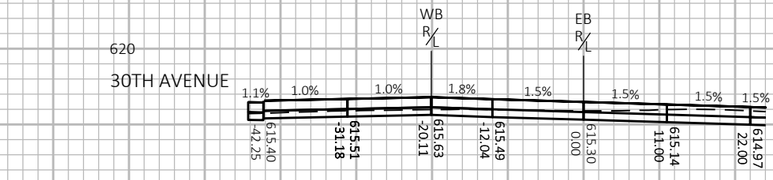
DIVISION 1 - WASHINGTON ROAD

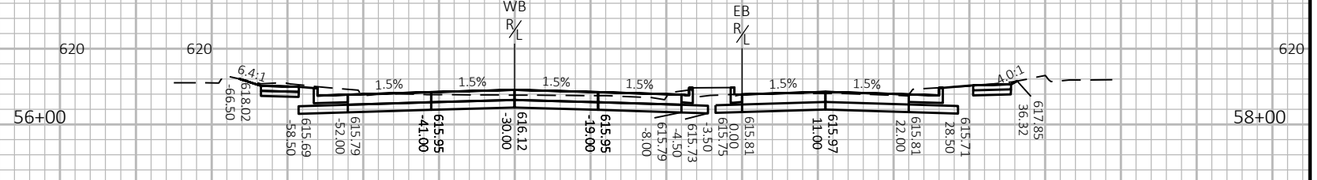
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 8
55+00.491	5500.49	0.00	103.35	44.00	0.01	0.00	0	0	0	0	0	0	0
55+25	5525.00	24.51	104.02	44.00	0.22	0.00	94	40	0	0	94	0	54
55+50	5550.00	25.00	91.53	44.00	0.00	0.00	91	41	0	0	185	0	104
56+00	5600.00	50.00	38.37	44.00	0.00	0.00	120	81	0	0	305	0	143
56+50	5650.00	50.00	5.16	45.00	9.73	0.00	40	82	9	0	345	10	91
57+00	5700.00	50.00	24.92	45.00	0.00	0.00	28	83	9	0	373	20	26
57+50	5750.00	50.00	89.23	45.00	0.00	0.00	106	83	0	0	479	20	49
57+75	5775.00	25.00	119.65	45.00	0.00	0.00	97	42	0	0	576	20	104
58+00	5800.00	25.00	108.89	45.00	0.00	0.00	106	42	0	0	682	20	168
58+25	5825.00	25.00	104.59	44.00	0.00	0.00	99	41	0	0	781	20	226
58+50	5850.00	25.00	109.45	44.00	0.00	0.00	99	41	0	0	880	20	284
59+00	5900.00	50.00	110.88	44.00	0.00	0.00	204	81	0	0	1,084	20	407
59+50	5950.00	50.00	67.18	44.00	0.00	0.00	165	81	0	0	1,249	20	491

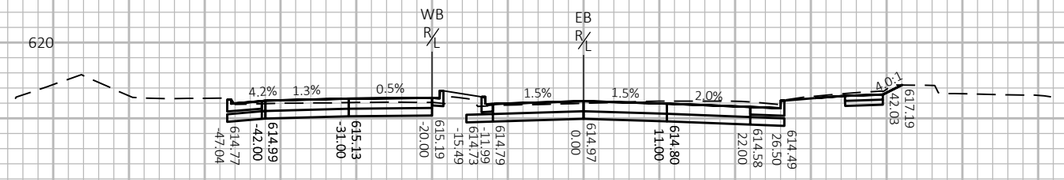
DIVISION 2 - 30TH AVENUE

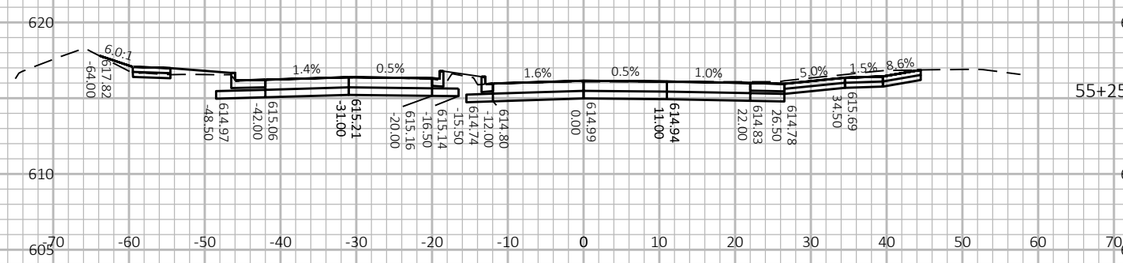
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 8
147+50	14750.00	0.00	0.00	46.00	0.00	0.00	0	0	0	0	0	0	0
148+00	14800.00	50.00	0.00	46.00	0.00	0.00	0	85	0	0	0	0	-85
148+50	14850.00	50.00	72.84	46.00	0.00	0.00	67	85	0	0	67	0	-103
149+00	14900.00	50.00	84.31	46.00	0.00	0.00	146	85	0	0	213	0	-42
149+50	14950.00	50.00	102.61	46.00	0.00	0.00	173	85	0	0	386	0	46
150+00	15000.00	50.00	101.79	48.00	0.00	0.00	189	87	0	0	575	0	148
150+50	15050.00	50.00	111.93	48.00	0.00	0.00	198	89	0	0	773	0	257
151+00	15100.00	50.00	90.61	48.00	0.00	0.00	188	89	0	0	961	0	356
151+21.003	15121.00	21.00	103.11	48.00	0.00	0.00	75	37	0	0	1,036	0	394
151+50	15150.00	29.00	95.48	48.00	0.00	0.00	107	52	0	0	1,143	0	449
151+75	15175.00	25.00	79.41	48.00	1.23	0.00	81	44	1	0	1,224	1	485
154+50	15450.00	50.00	53.20	51.00	0.00	0.00	49	47	0	0	1,273	1	487
154+98.569	15498.57	48.57	66.78	51.00	0.67	0.00	108	92	1	0	1,381	2	502
155+50	15550.00	51.43	77.02	50.00	0.01	0.00	137	96	1	0	1,518	3	542
156+00	15600.00	50.00	61.62	50.00	0.00	0.00	128	93	0	0	1,646	3	577
156+25	15625.00	25.00	61.05	50.00	0.00	0.00	57	46	0	0	1,703	3	588
156+50	15650.00	25.00	66.05	50.00	0.00	0.00	59	46	0	0	1,762	3	601
157+00	15700.00	50.00	86.00	50.00	0.00	0.00	141	93	0	0	1,903	3	649
157+50	15750.00	50.00	87.84	51.00	0.01	0.00	161	94	0	0	2,064	3	716
158+00	15800.00	50.00	98.48	51.00	0.00	0.00	173	94	0	0	2,237	3	795

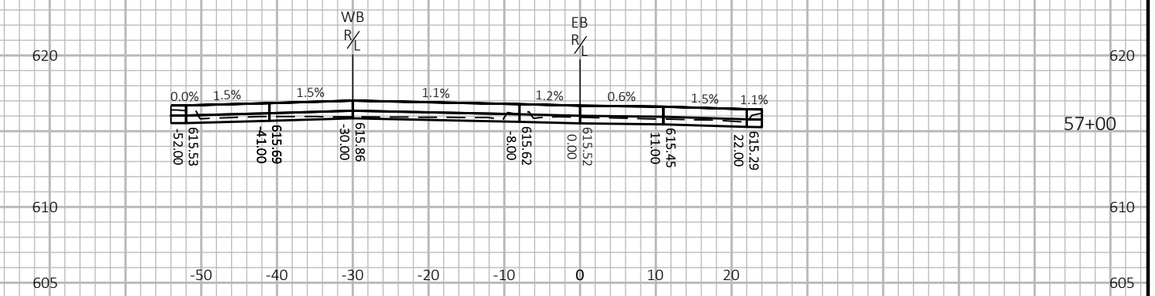
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	[CUT - SALVAGED PAVT - FILL * FILL FACTOR]

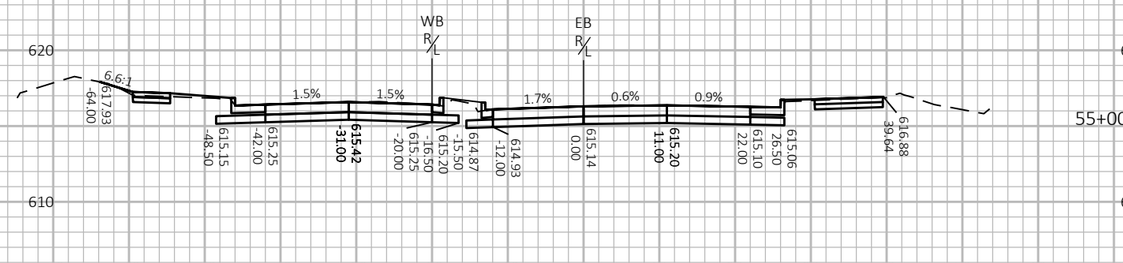


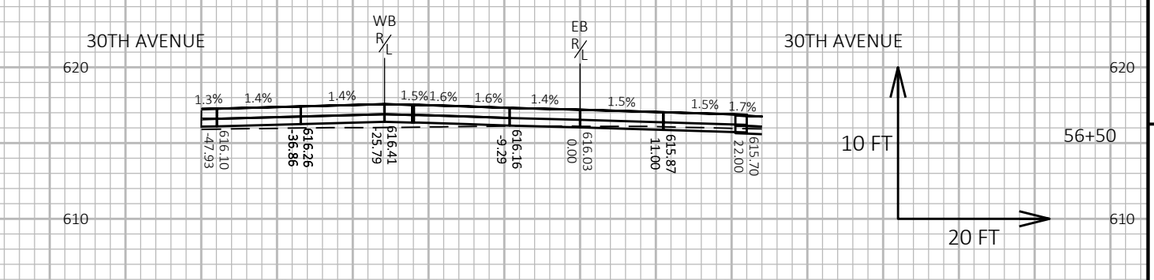












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PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CROSS SECTIONS: WASHINGTON ROAD	SHEET 320 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_xs

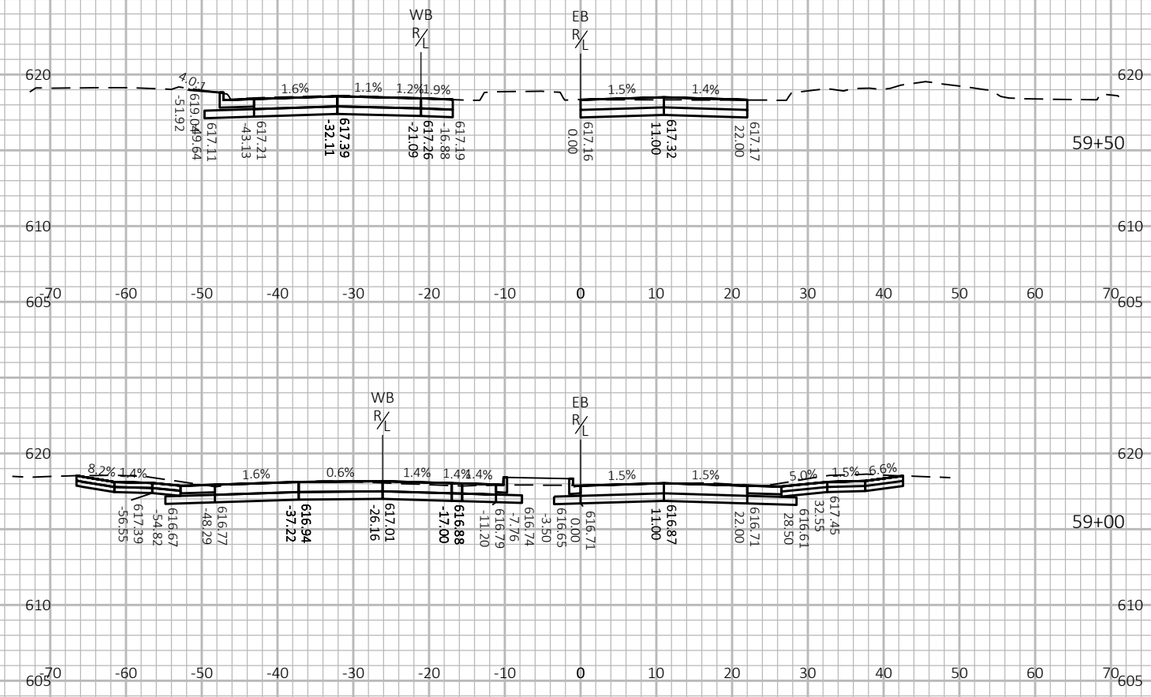
PLOT DATE : 11/1/2024 1:17 PM

PLOT BY : NIQUETTE, MATT

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CROSS SECTIONS: WASHINGTON ROAD	SHEET 321	E

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LAYOUT NAME - 090202_xs

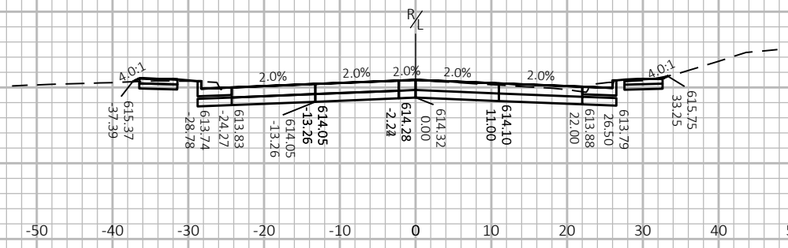
PLOT DATE : 11/1/2024 1:17 PM

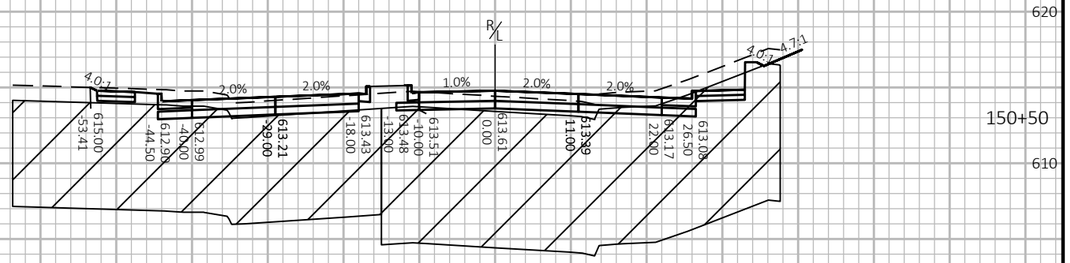
PLOT BY : NIQUETTE, MATT

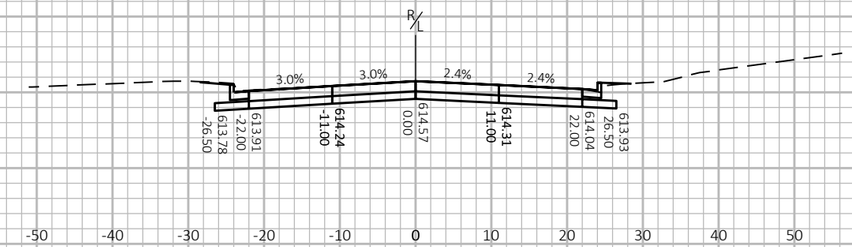
PLOT NAME :

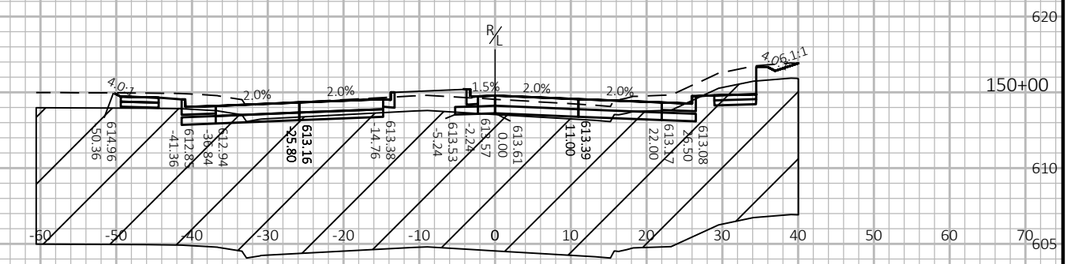
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

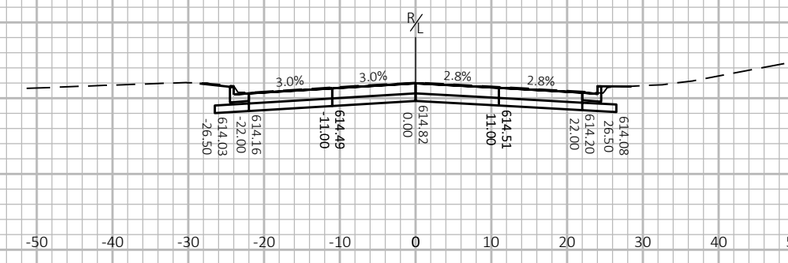
WISDOT/CADDS SHEET 49

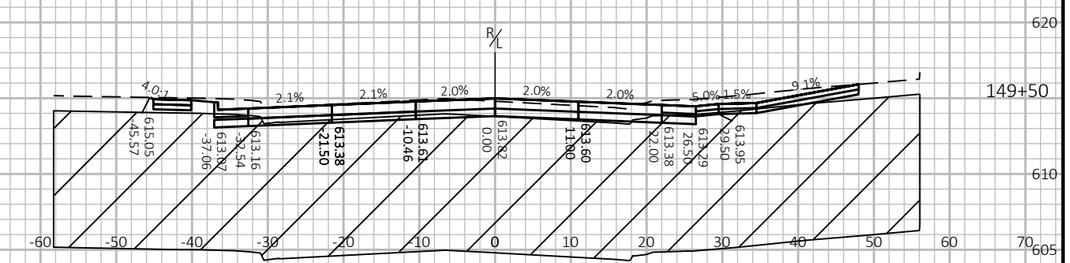


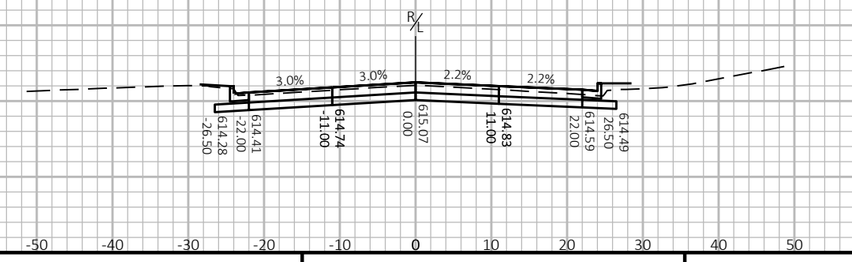


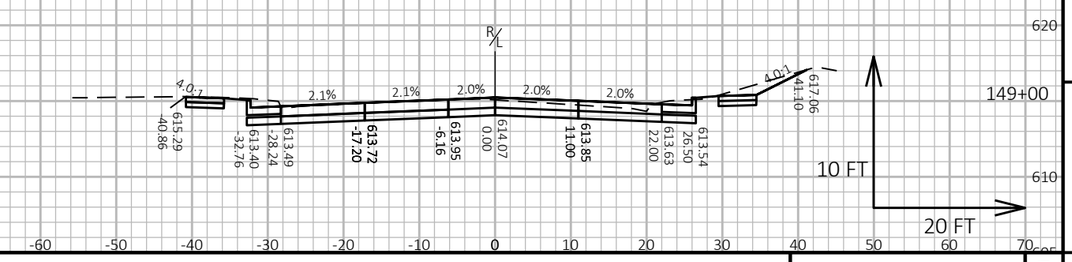












LEGEND

LIMITS OF PETROLEUM CONTAMINATED SOIL

9

9

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CROSS SECTIONS: 30TH AVENUE	SHEET 322	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090203_xs

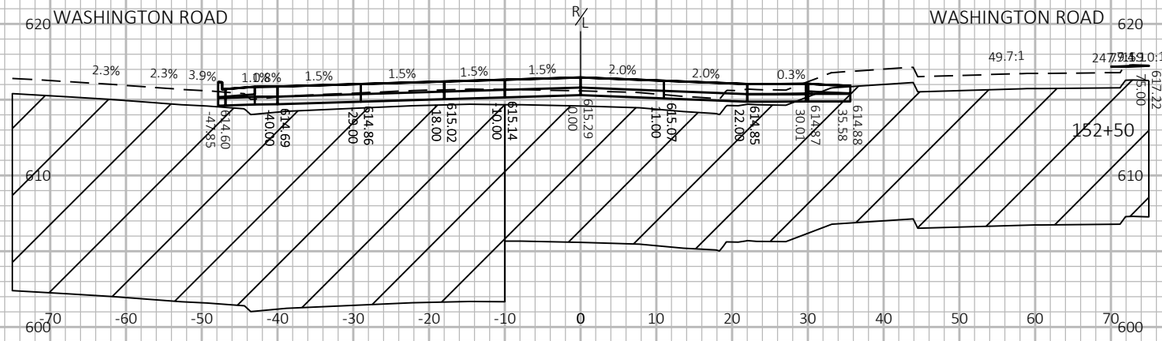
PLOT DATE : 11/1/2024 1:17 PM

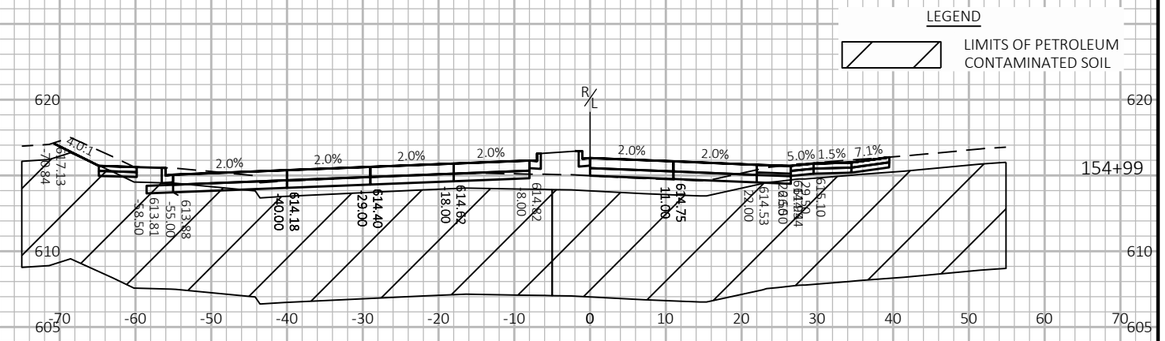
PLOT BY : NIQUETTE, MATT

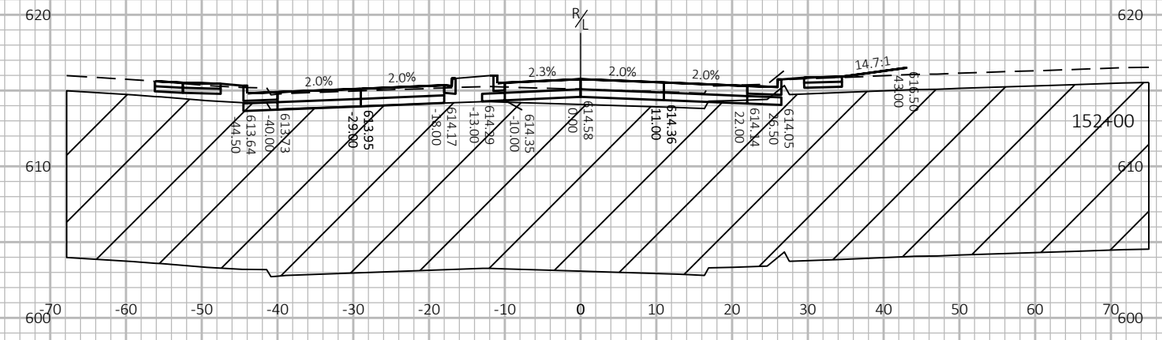
PLOT NAME :

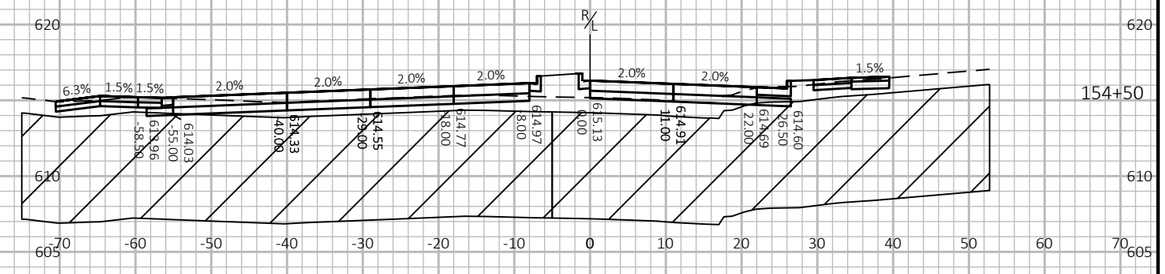
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

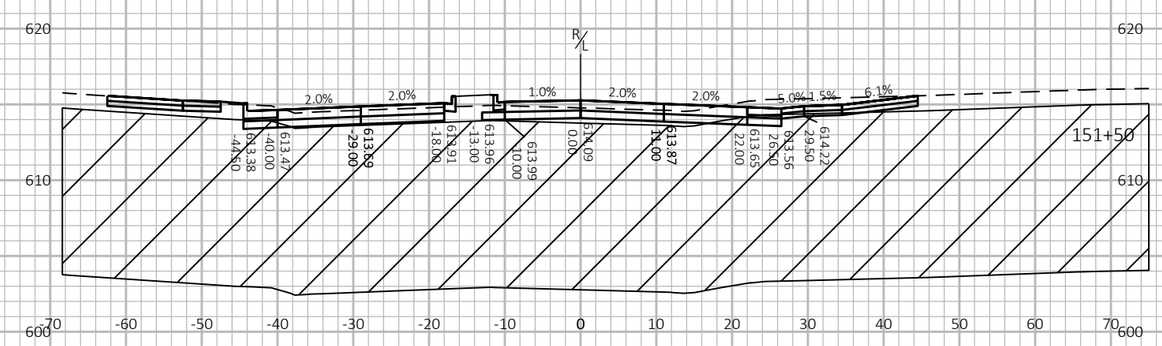
WISDOT/CADDS SHEET 49

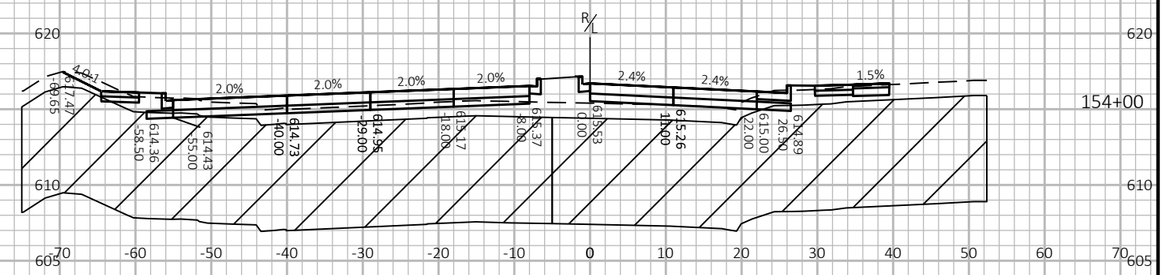


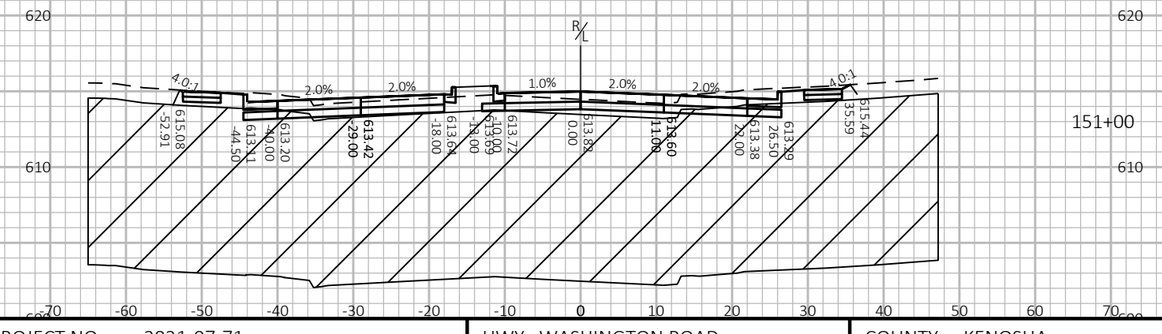


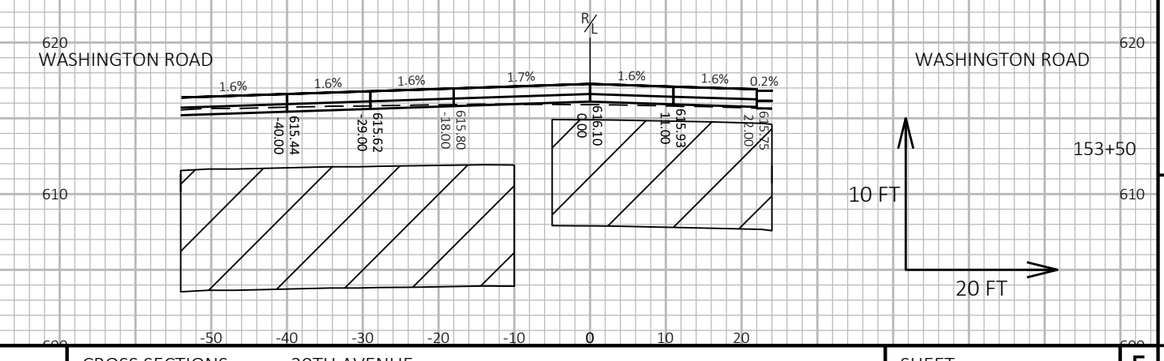












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PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CROSS SECTIONS: 30TH AVENUE	SHEET 323 E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 11/1/2024 1:17 PM

PLOT BY : NIQUETTE, MATT

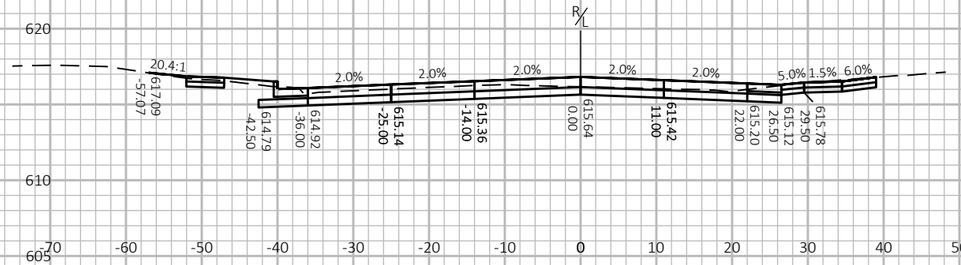
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

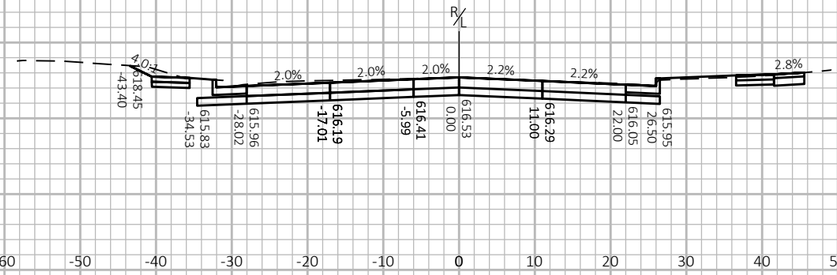
LEGEND

LIMITS OF PETROLEUM CONTAMINATED SOIL



156+50

156+25



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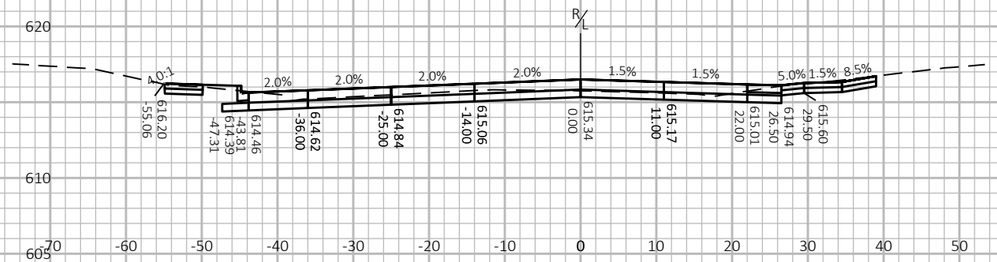

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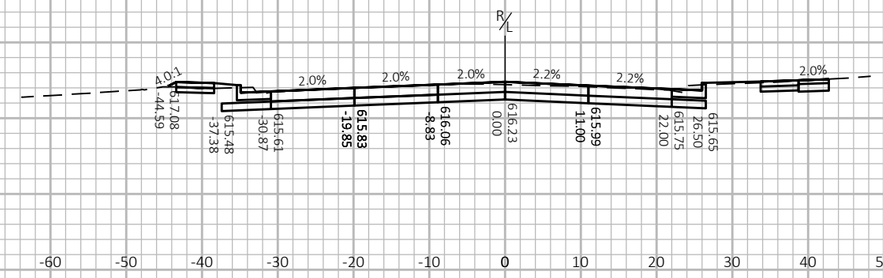

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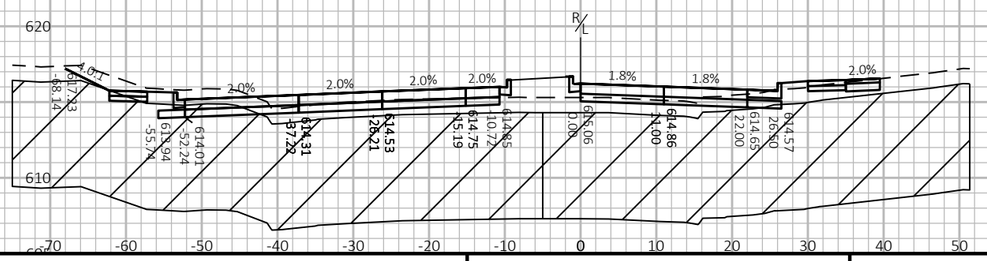

155+50

157+00

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9

PROJECT NO: 3831-07-71	HWY: WASHINGTON ROAD	COUNTY: KENOSHA	CROSS SECTIONS: 30TH AVENUE	SHEET 324	E

FILE NAME : X:\ML\2021\20213038\DESIGN\TRANSPORTATION\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 11/1/2024 1:17 PM

PLOT BY : NIQUETTE, MATT

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov