WKE

PROJECT ID: 3831-00-72

WITH: 3831-00-82

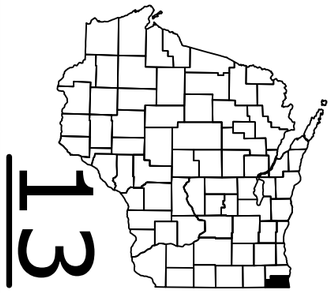
COUNTY: KENOSHA

APRIL 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 = 266



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3831-00-72	WISC 2025420	1
3831-00-82		

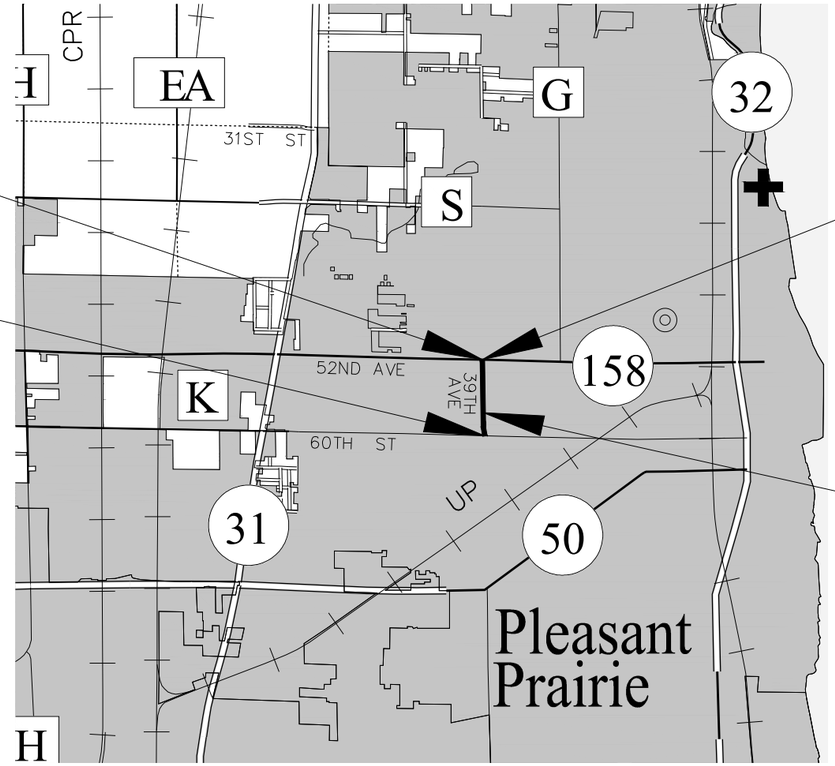
C KENOSHA, 39TH AVE
60TH ST TO 52ND ST (STH 158)
LOCAL STREET
KENOSHA COUNTY

STATE PROJECT NUMBER
3831-00-72

C KENOSHA, 39TH AVE
60TH ST TO 52ND ST (STH 158)
CONST/WATERMAIN
KENOSHA COUNTY

STATE PROJECT NUMBER
3831-00-82

N



END PROJECT 3831-00-72
STA 156+15.00
Y = 135,405.694
X = 620,427.804

BEGIN PROJECT 3831-00-72
STA 130+75.00
Y = 132,871.841
X = 620,513.441

END PROJECT 3831-00-82
STA 156+35.00
Y = 135,425.691
X = 620,427.537

BEGIN PROJECT 3831-00-82
STA 138+21.95
Y = 133,612.953
X = 620,463.164

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.481 MI

DESIGN DESIGNATION			3831-00-02
A.A.D.T.	2023	=	14,580
A.A.D.T.	2045	=	14,580
D.H.V.		=	
D.D.		=	51/49
T.		=	2.6%
DESIGN SPEED		=	35 MPH
ESALS		=	550,000

CONVENTIONAL SYMBOLS

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

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

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

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GEOID 12A.

ACCEPTED FOR
CITY OF KENOSHA
Date 10/17/24 _____ (Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
kapur

WISCONSIN PROFESSIONAL ENGINEER
AARON J. BUBB
E-36994
FOX POINT, WI

DATE: 10/18/24 _____ (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	KAPUR & ASSOCIATES
Project Manager	GREG HAFEMAN
Regional Examiner	
Regional Supervisor	AMY TAETSCH

APPROVED FOR THE DEPARTMENT
DATE: 10/17/2024 _____ (Signature)

E

GENERAL NOTES

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXISTING UTILITIES ARE SHOWN FROM FIELD LOCATES AND FROM AS-BUILT PLANS PROVIDED BY THE UTILITY. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT 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.

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. SANITARY SEWER MANHOLES, WATER MANHOLES, WATER VALVE BOXES, AND HYDRANTS WILL BE ADJUSTED AND PAID FOR AS NON-PARTICIPATING ITEMS.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH BACKFILL GRANULAR.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 6-INCH TYPICAL DEPTH.

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

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND ENGINEER IN THE FIELD.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR EBS BACKFILL.

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

CONTRACTOR SHALL CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

LOCATIONS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL “IN USE” SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM “TRAFFIC CONTROL COVERING SIGNS TYPE II.”

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

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BTWN	BETWEEN
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
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
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

2

PROJECT NO: 3831-00-72 & 3831-00-82	HWY: 39TH AVENUE	COUNTY: KENOSHA	GENERAL NOTES	SHEET 2	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\020101_GN.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2024 2:47 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

UTILITY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE
MICHAEL VANBOVEN
411 7TH STREET
RACINE, WI 53403
PHONE: (262) 636-0514
EMAIL: MV3658@ATT.COM

KENOSHA, CITY OF - SEWER
IAN BAGLEY
4401 GREEN BAY RD
KENOSHA, WI 53140
PHONE: (262) 653-4349
EMAIL: IBAGLEY@KENOSHA.ORG

KENOSHA, CITY OF - WATER
IAN BAGLEY
4401 GREEN BAY RD
KENOSHA, WI 53140
PHONE: (262) 653-4349
EMAIL: IBAGLEY@KENOSHA.ORG

MIDWEST FIBER NETWORKS - COMMUNICATION LINE
JEANNE LISAK
6070 N FLINT ROAD
GLENDALE, WI 53209
PHONE: (414) 431-0626
EMAIL: JLISAK@MIDWESTFIBERNETWORKS.COM

SIFI NETWORKS AMERICA - COMMUNICATIONS LINE
PAUL HOERER
4611 GREEN BAY RD
KENOSHA, WI 53144
PHONE: (224) 465-0821
EMAIL: PAUL@SIFINETWORKS.COM

SPECTRUM – COMMUNICATION LINE
MIKE GAETHKE
1320 NORTH DR. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 403-9354
EMAIL: MICHAEL.GAETHKE@CHARTER.COM

WE ENERGIES - ELECTRIC
JASON CHAPIN
231 WEST MICHIGAN STREET, PSBA-A299
MILWAUKEE, WI 53202
PHONE: (262) 884-6706
EMAIL: JASON.CHAPIN@WE-ENERGIES.COM

WE ENERGIES - ELECTRIC EMERGENCY
PHONE: (800) 662-4797

WE ENERGIES - GAS
CHRIS DEGRAVE
231 WEST MICHIGAN STREET, PSBA-A299
MILWAUKEE, WI 53202
PHONE: (262) 886-7018
EMAIL: CHRIS.DEGRAVE@WE-ENERGIES.COM

WE ENERGIES - GAS EMERGENCY
PHONE: (800) 261-5325

STATE AGENCIES

WISCONSIN DEPT. OF NATURAL RESOURCES
CRAIG WEBSTER
141 NW BARSTOW STREET, ROOM 180
WAUKESHA, WI 53188
PHONE: (262) 574-2141
EMAIL: CRAIG.WEBSTER@WISCONSIN.GOV

WISDOT - PROJECT MANAGER
GREG HAFEMAN
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-8677
EMAIL: GREG.HAFEMAN@DOT.WI.GOV

OTHER CONTACTS

KAPUR & ASSOCIATES
AARON BUBB
7711 N. PORT WASHINGTON ROAD
MILWAUKEE, WI 53217
PHONE: (414) 751-7230
EMAIL: ABUBB@KAPURINC.COM

CITY OF KENOSHA DEPARTMENT OF PUBLIC WORKS
ANTHONY STUPAR
625 52ND STREET ROOM 305
KENOSHA, WI 53140
PHONE: (262) 653-4166
EMAIL: ASTUPAR@KENOSHA.ORG

CITY OF KENOSHA - LIGHTING
MICHAEL SMEKENS
ELECTRICAL SUPERVISOR
625 52ND STREET ROOM 305
KENOSHA, WI 53140
PHONE: (262) 653-4000
EMAIL: MSMEKENS@KENOSHA.ORG

KENOSHA FIRE DEPARTMENT
DAN TILTON - FIRE CHIEF
2121 ROOSEVELT ROAD
KENOSHA, WI 53143
PHONE: (262) 653-4100
EMAIL: FIRECHIEF@KENOSHA.ORG

KENOSH POLICE DEPARTMENT
PATRICK D. PATTON - CHIEF OF PLOICE
1000 55TH STREET
KENOSHA, WI 53140
PHONE: (262) 605-5200

KENOSHA COUNTY DPW
SHELLEY BILLINGSLY - PUBLIC WORKS DIRECTOR
19600 75TH STREET
KENOSHA, WI 53104
PHONE: (262) 857-1870
EMAIL: SHELLEY.BILLINGSLY@KENOSHACOUNTY.ORG

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

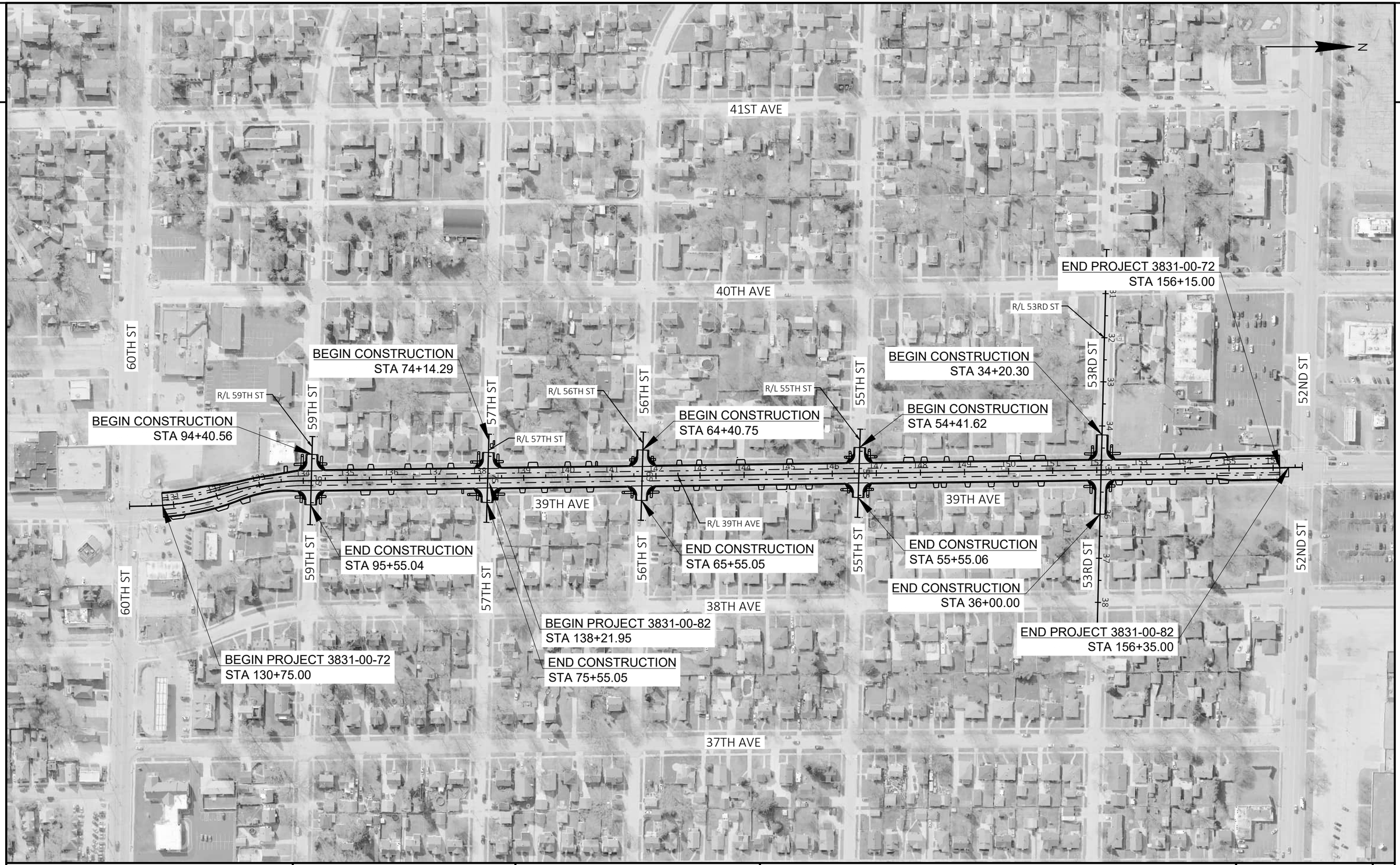
ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL PLAN
STORM SEWER PLAN
WATERMAIN PLAN
SIGNING PLAN
LIGHTING PLAN
PAVEMENT MARKING
CONSTRUCTION STAGING
TRAFFIC CONTROL
DETOUR PLAN
PEDESTRIAN DETOUR PLAN
ALIGNMENT PLAN

2

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

2



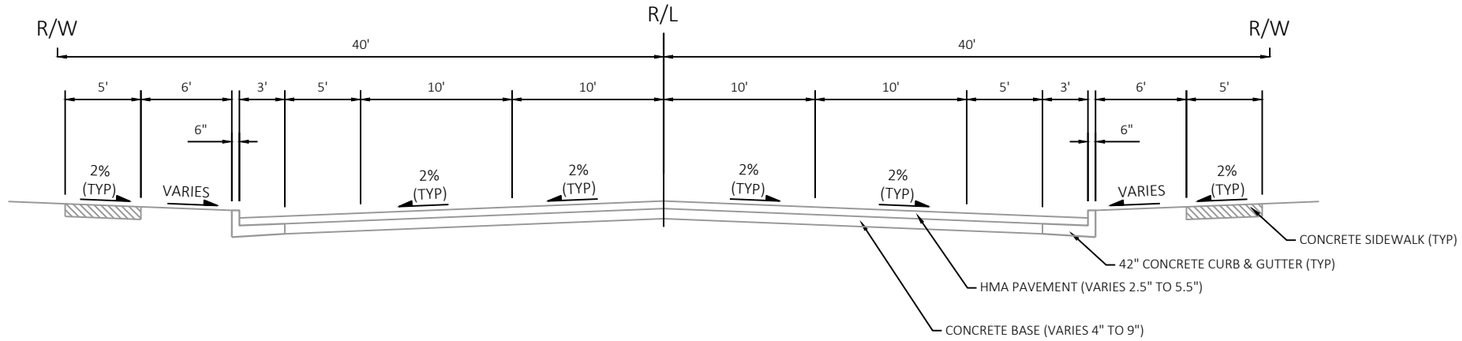
PROJECT NO: 3831-00-72 & 3831-00-82	HWY: 39TH AVENUE	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 2:48 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:200 FT

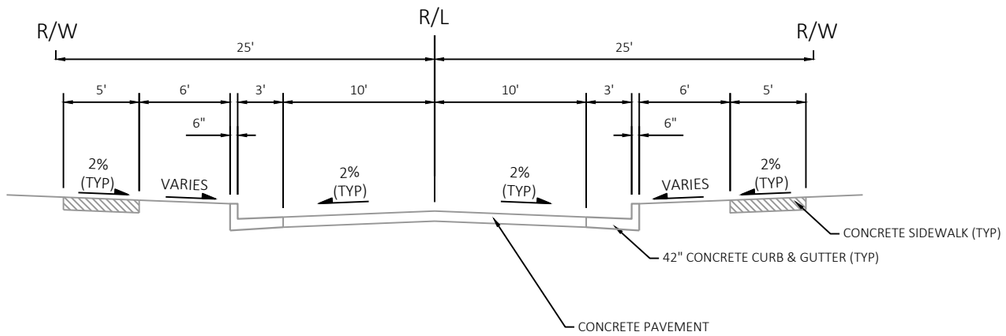
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

STA 130+75 TO STA 156+15

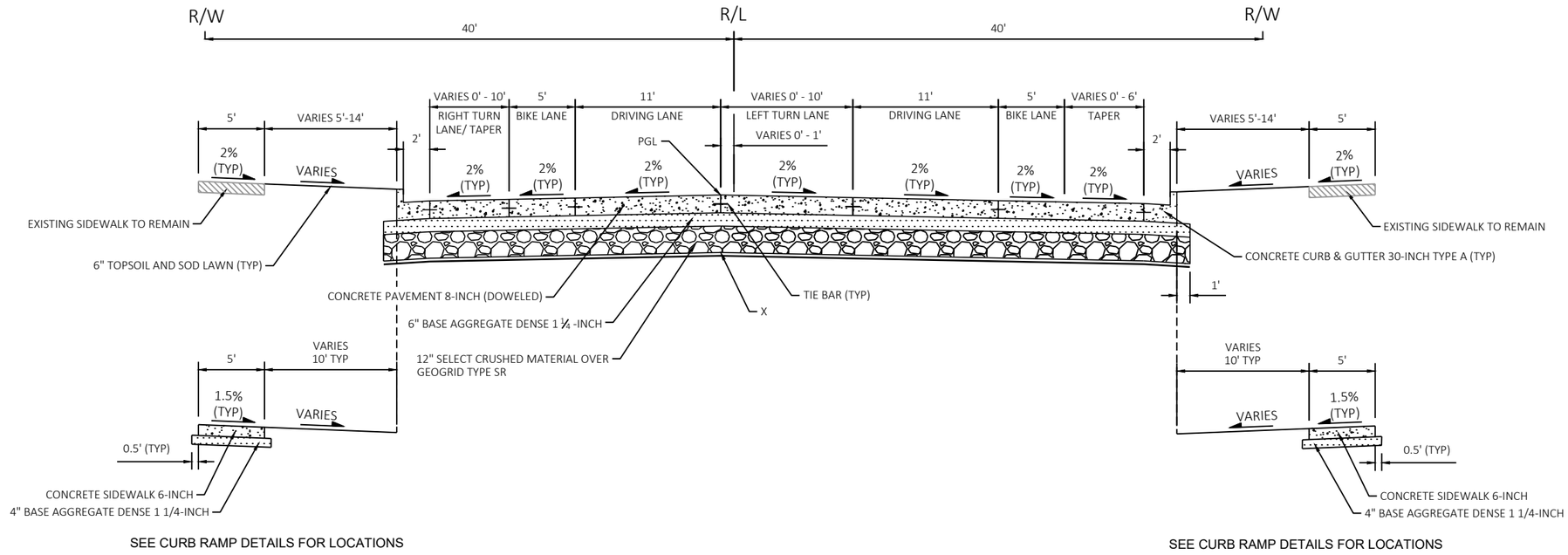


EXISTING TYPICAL SECTION

59TH STREET
57TH STREET
56TH STREET
55TH STREET
53RD STREET

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\020301-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2024 2:48 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

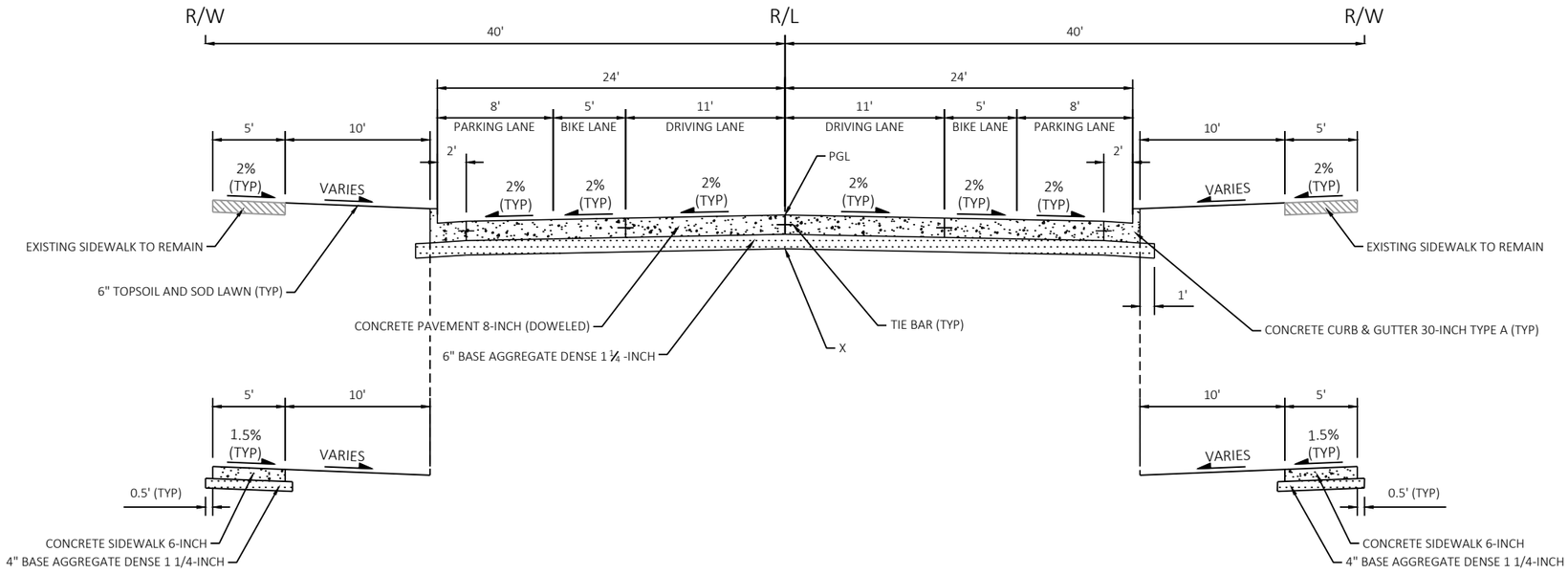


SEE CURB RAMP DETAILS FOR LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

PROPOSED TYPICAL SECTION

STA 130+75 TO STA 134+32



SEE CURB RAMP DETAILS FOR LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

PROPOSED TYPICAL SECTION

STA 134+32 TO STA 146+65

LEGEND

PGL = POINT REFERENCED ON PROFILE

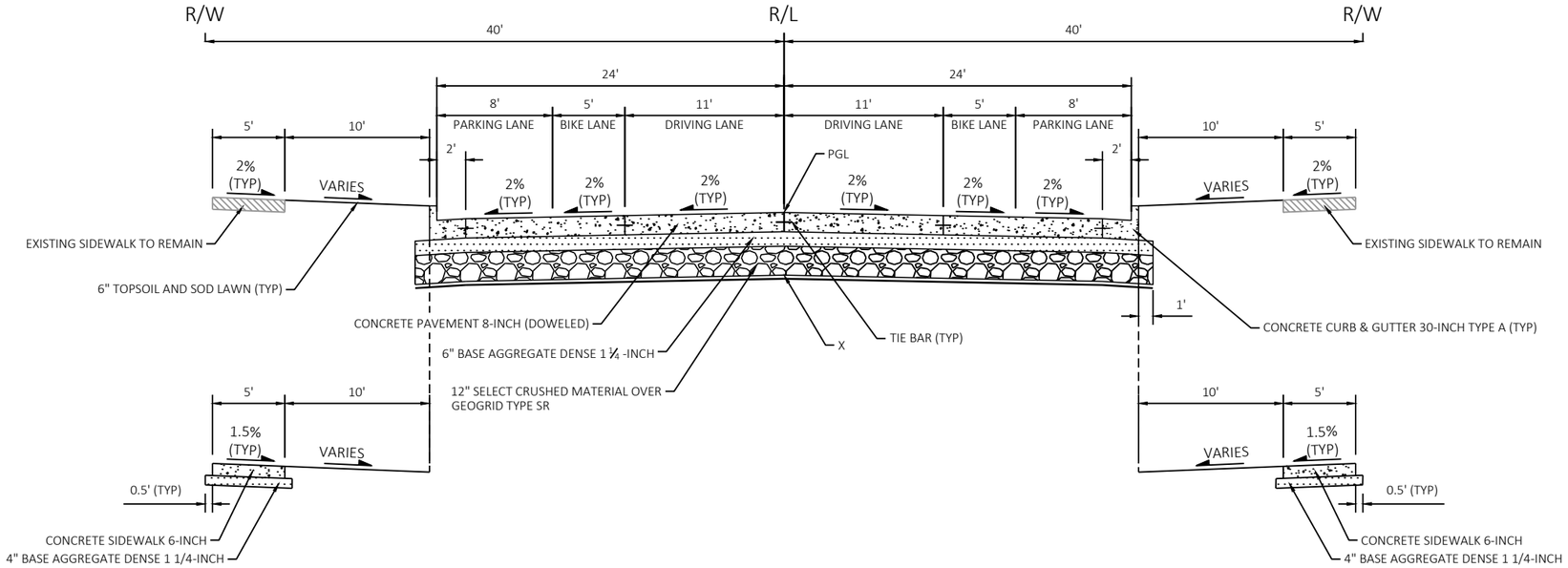
X = POINT REFERENCED ON CROSS SECTIONS

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\020301-TS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2024 2:48 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

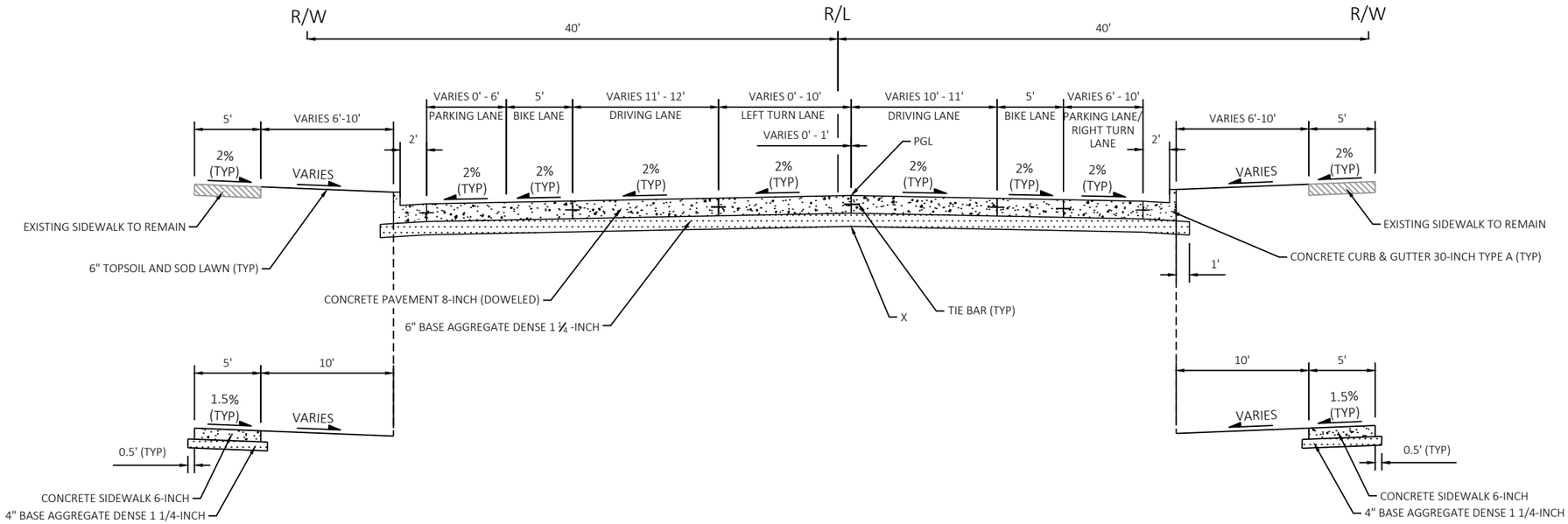


SEE CURB RAMP DETAILS FOR LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

PROPOSED TYPICAL SECTION

STA 146+65 TO STA 152+42



SEE CURB RAMP DETAILS FOR LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

PROPOSED TYPICAL SECTION

STA 152+42 TO STA 156+15

LEGEND

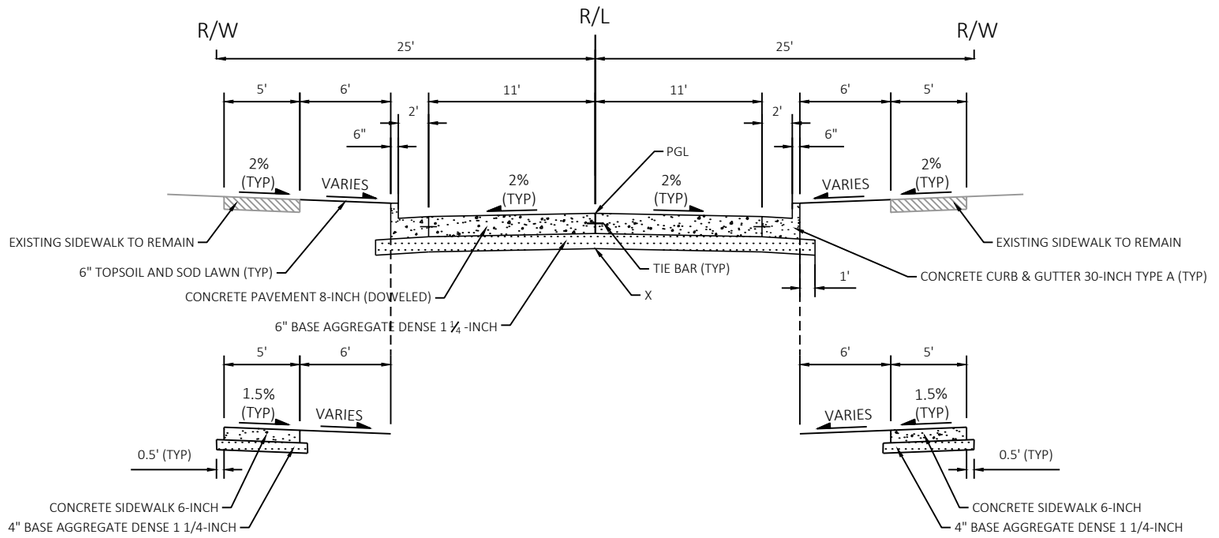
PGL = POINT REFERENCED ON PROFILE

X = POINT REFERENCED ON CROSS SECTIONS

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\020301-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/24/2024 2:48 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



SEE CURB RAMP DETAILS FOR LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

PROPOSED TYPICAL SECTION

59TH STREET
57TH STREET
56TH STREET
55TH STREET
53RD STREET

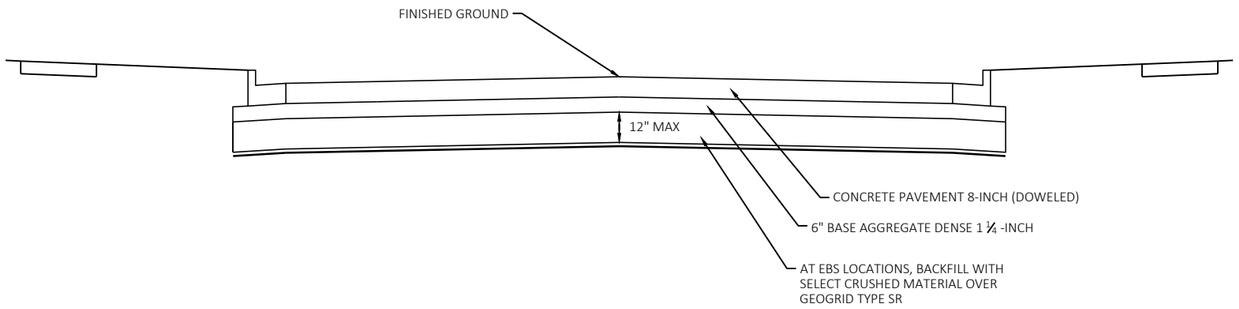
LEGEND

PGL = POINT REFERENCED ON PROFILE
X = POINT REFERENCED ON CROSS SECTIONS

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 8	E

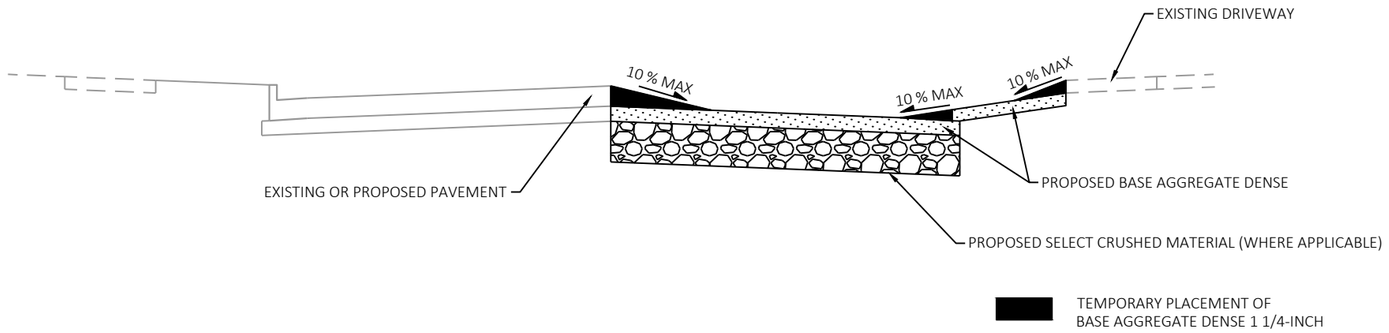
NOTE:

SELECT CRUSHED MATERIAL AND GEOGRID TYPE SR TO BE INSTALLED AT LOCATIONS IDENTIFIED ON THE TYPICAL SECTIONS AND ANY ADDITIONAL AREAS AS IDENTIFIED BY THE ENGINEER IN THE FIELD.

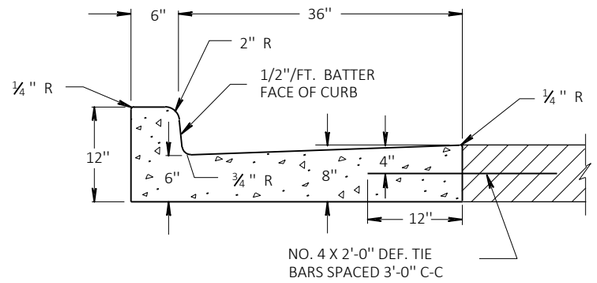


CROSS SECTION

EXCAVATION BELOW SUBGRADE (EBS)



WORKZONE DRIVEWAY ACCESS

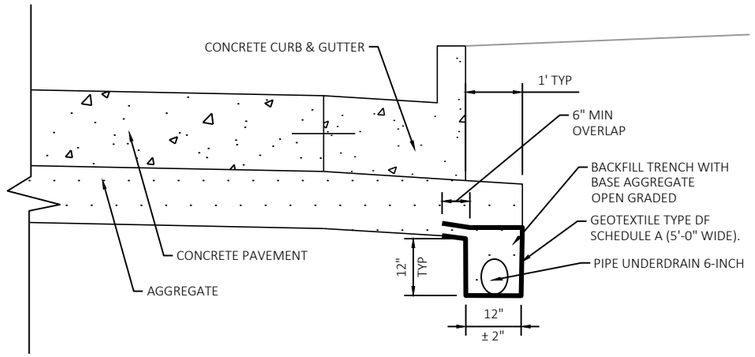


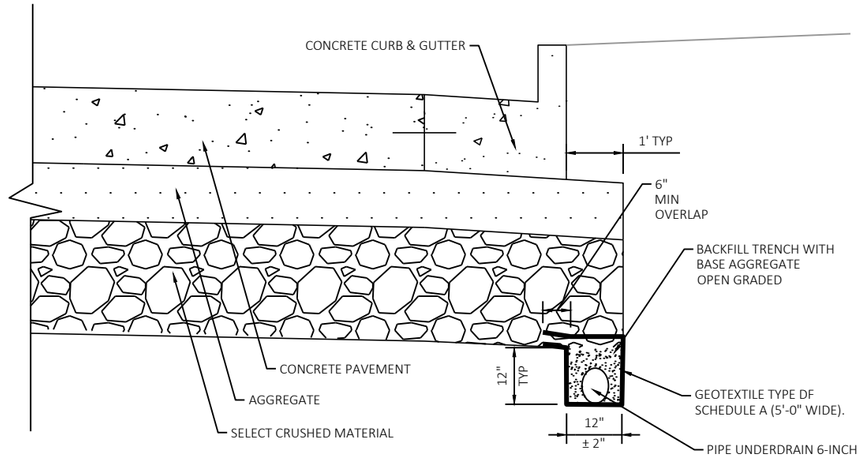
CONCRETE CURB AND GUTTER 42-INCH TYPE A

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAIL	SHEET 9	E

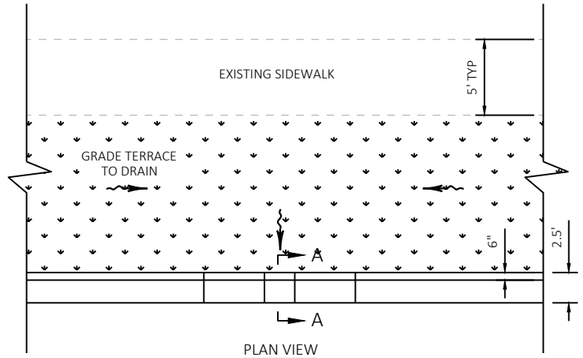
NOTE

1) INSTALL UNDERDRAIN 50 FEET UPSTREAM OF INLETS AT LOWPOINTS (OR TO CONSTRUCTION LIMITS): INLETS 124, 125, 126, 127, 128, 129, 130, 131, 140, 141, 142, 143, 145, 147, 162, 163, 164, 165, 168, 169, 170, 171, 175, 177, 182, 183, 184, 185, 187, 196, 197, 198, 199, 204, 205, 213, 216 AND 217.

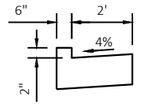




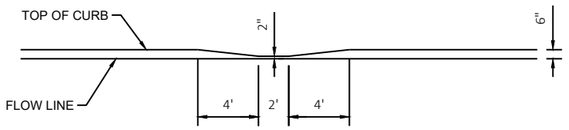
PIPE UNDERDRAIN TRENCH DETAIL



PLAN VIEW



SECTION A-A



ELEVATION VIEW

REDUCED CURB HEIGHT FOR TERRACE DRAINAGE

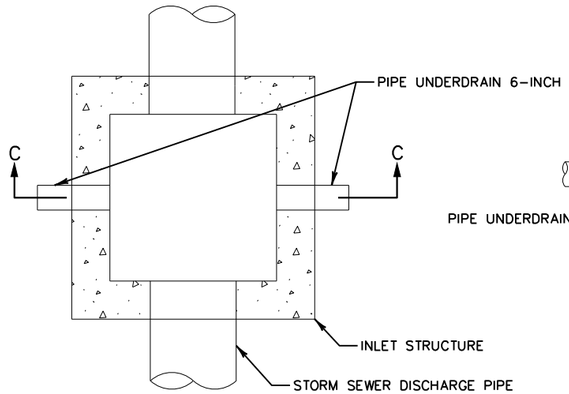
STA 134+62.50 RT
STA 142+77 LT
STA 146+20 LT/RT

NOTES

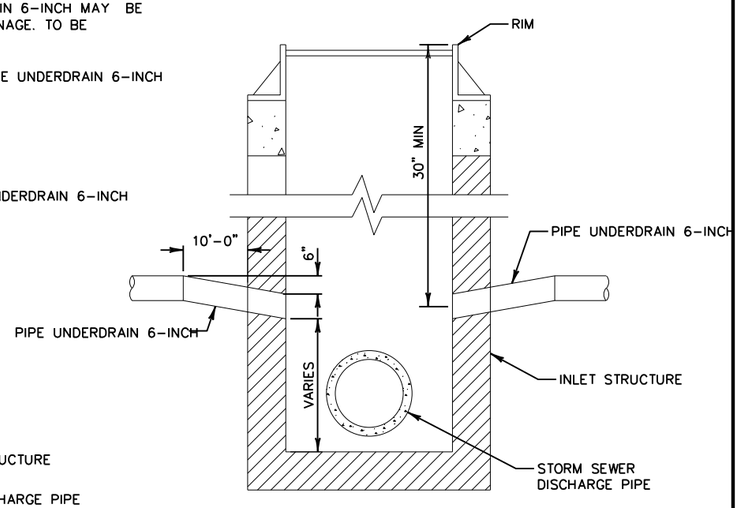
1) PROVIDE 6-INCH DIAMETER OPENINGS AS NEEDED FOR PIPE UNDERDRAIN A MINIMUM OF 30-INCH BELOW THE RIM ELEVATION.

2) WHEN INLET DEPTH IS SHALLOW, PIPE UNDERDRAIN 6-INCH MAY BE PLACED AT A DEPTH TO PROVIDE POSITIVE DRAINAGE. TO BE COORDINATED WITH ENGINEER IN FIELD.

3) CONNECTION TO INLET IS INCIDENTAL TO THE PIPE UNDERDRAIN 6-INCH BID ITEM.



PLAN VIEW

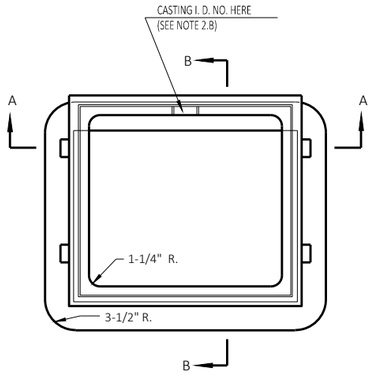


SECTION C-C

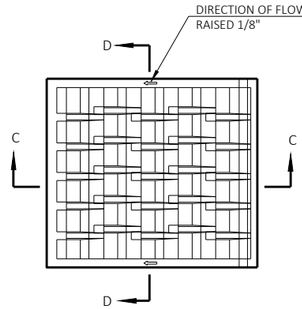
UNDERDRAIN OUTFALL AT INLET

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAIL	SHEET 10	E

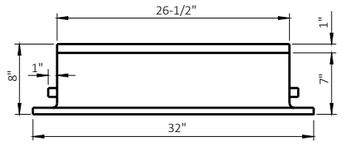
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2024 2:48 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

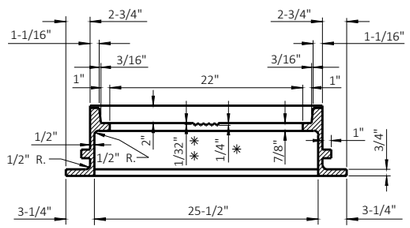


FRAME



GRATE

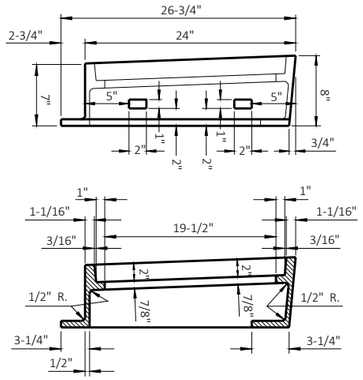




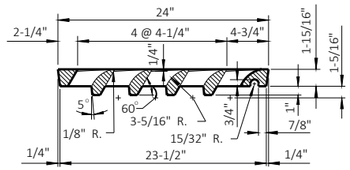
SECTION A-A

✳ DEPRESSION FOR LETTERS

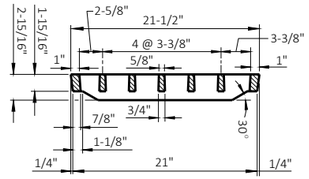
✳ ✳ CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT



SECTION B-B



SECTION C-C



SECTION D-D

INLET COVER TYPE 57

LID-145 LBS., FRAME-204 LBS.

GENERAL NOTES

1) ALL EDGES ARE TO BE GROUND
2) ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8-inch

ON THE FRAME

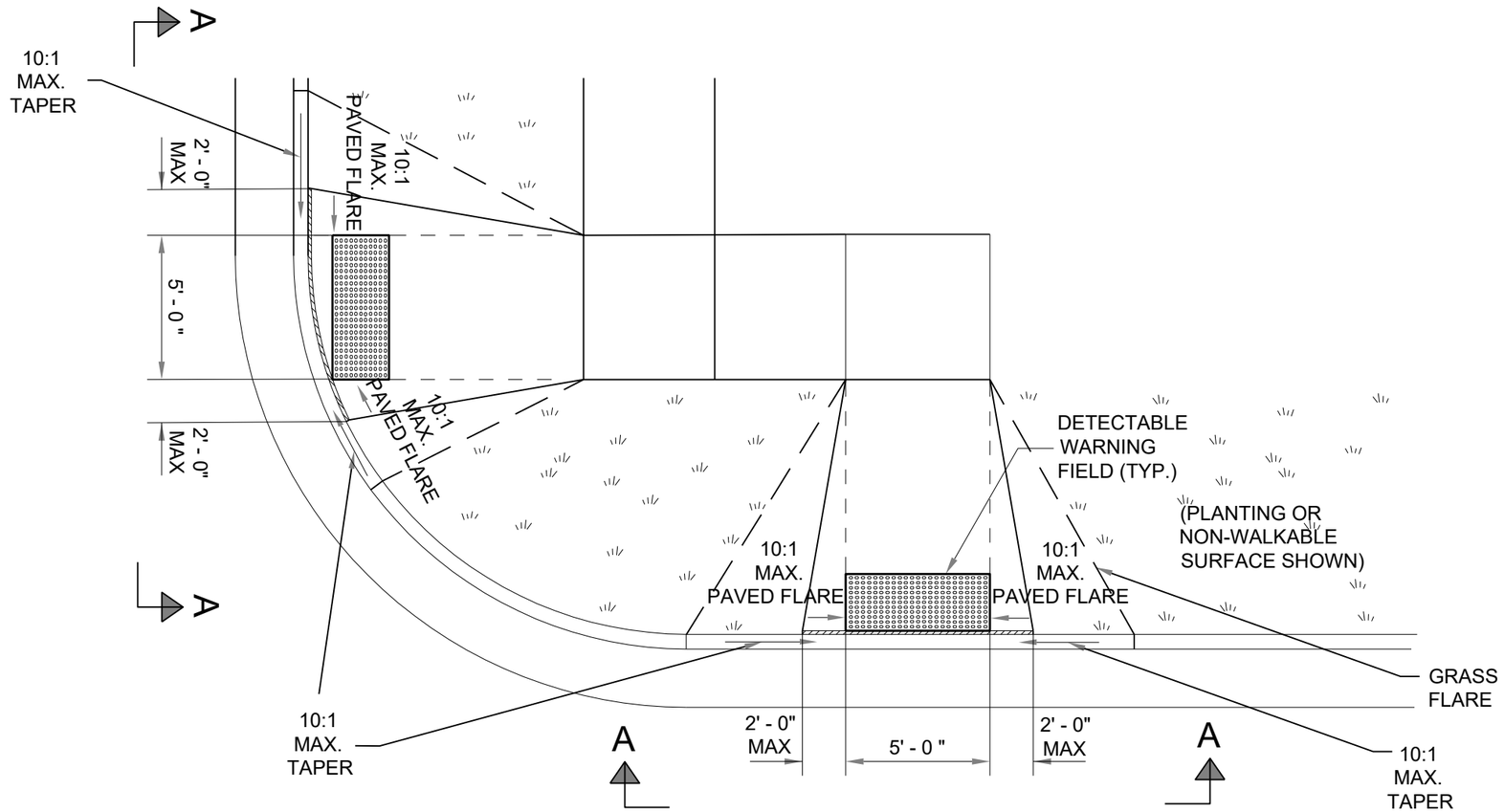
a) ON THE UPPER FACE OF THE FLANGE IN 1-INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

b) ON THE SEAT OF THE FRAME IN 1-INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (51).

ON THE GRATE

c) ON THE UPPER SIDE OF THE GRATE IN 1-INCH HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

2



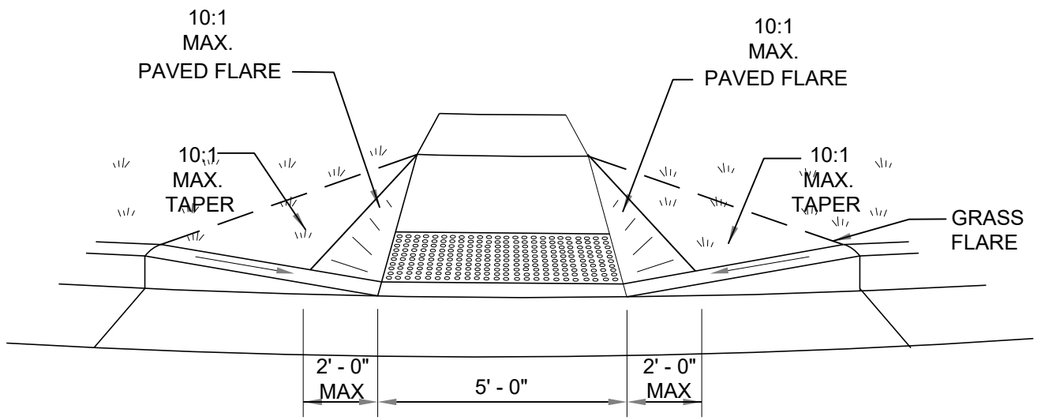
PLAN VIEW

CURB RAMP FLARES

* FOLLOW WISDOT STANDARD DETAIL FOR TYPE 2, 3 AND 4 CURB RAMPS WITH THE EXCEPTION OF THE PAVED FLARES AS SHOWN IN THIS DETAIL

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- GRASS FLARE



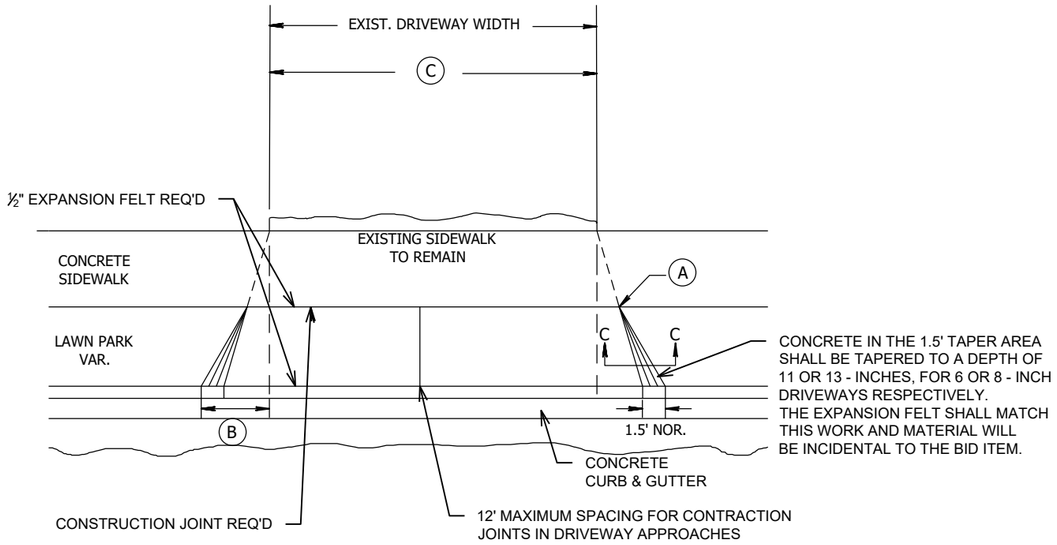
VIEW A - A

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAIL	SHEET 12	E

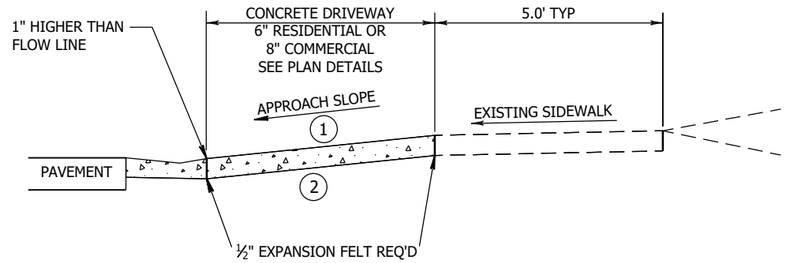
2

(1) 6" BASE AGG. DENSE 1 ¼" REQUIRED UNDER CONCRETE DRIVEWAY.

(2) APPROACH SLOPE = > 2% DESIRABLE, 10% MAXIMUM (EXCEPT WHERE SHOWN OTHERWISE IN CROSS SECTIONS).



PLAN VIEW

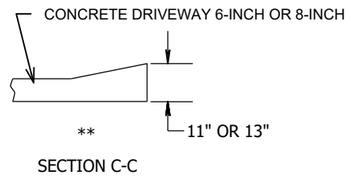


TYPICAL DRIVEWAY APPROACH

(A) ALIGN TAPER WITH BACK OF SIDEWALK @ DRIVE

(B) SEE TABLE FOR APPLICABLE DIMENSIONS

DIMENSIONS	DRIVEWAY 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



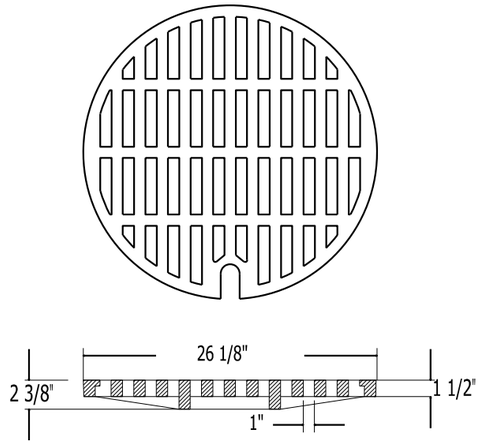
SECTION C-C

CLASS I : RESIDENTIAL (DENOTED AS DR01 ON PLAN DETAILS)
CLASS II : BUSINESS (DENOTED AS DR02 ON PLAN DETAILS)
CLASS III : BUSINESS OR MANUFACTURING WITH BUS AND SEMI-TRAILER TRUCK TRAFFIC

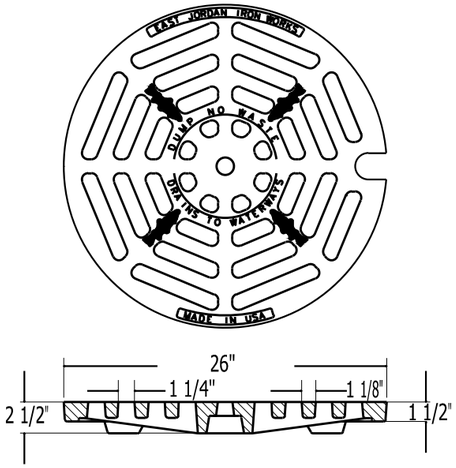
DRIVEWAY APPROACH DETAIL WITH LAWN PARK AND SIDEWALK

2

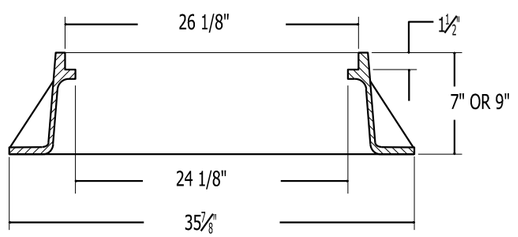
MANHOLE COVERS STORM

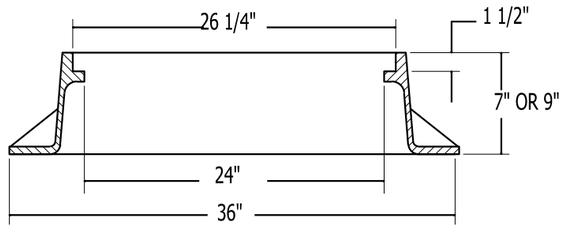


CORRESPONDS TO NEENAH
7" R-1642-2010 FRAME & TYPE 'G' GRATE WITH OPEN PICK HOLE
9" R-1642-2014 FRAME & TYPE 'G' GRATE WITH OPEN PICK HOLE
1 1/2" ADJUSTING RING 1642-7150
2" ADJUSTING RING 1642-7200
2 1/2" ADJUSTING RING 1642-7250



CORRESPONDS TO EAST JORDAN IRON WORKS
7" 1045 FRAME & TYPE 'M1' GRATE WITH OPEN PICK HOLE
9" 1048 FRAME & TYPE 'M1' GRATE WITH OPEN PICK HOLE
ADJUSTING RING 1040





PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION DETAIL	SHEET 14	E

2

REMOVAL PLAN LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- SAWING CONCRETE
- RM — REMOVING STORM SEWER
- REMOVING INLET
- SLOPE INTERCEPT

NOTES:

1) REFER TO LIGHTING PLANS FOR LIGHTING REMOVALS .

2) REFER TO SIGNING PLANS FOR SIGN REMOVALS.

3) REFER TO WATER MAIN PLANS FOR WATER MAIN REMOVALS .

4) NO TREES WILL BE REMOVED.

BEGIN CONSTRUCTION
STA 94+40.56

R/L 59TH ST

N

MATCH LINE 135+25

SLOPE INTERCEPT (TYP)

EXISTING R/W

R/L 39TH AVE

59TH ST

TLE

RM

131 132 133 134 135

BEGIN PROJECT 3831-00-72
STA 130+75.00

39TH AVE

EXISTING R/W

SLOPE INTERCEPT (TYP)

60TH ST

END CONSTRUCTION
STA 95+55.04

59TH ST

2

BEGIN CONSTRUCTION
STA 74+14.29

CURB AND GUTTER REMOVAL PAID FOR AS REMOVING CONCRETE PAVEMENT

57TH ST

R/L 57TH ST

N

R/L 39TH AVE

SLOPE INTERCEPT (TYP)

EXISTING R/W

TLE

RM

MATCH LINE 140+75

136 137 138 139 140

39TH AVE

MATCH LINE 135+25

SLOPE INTERCEPT (TYP)

EXISTING R/W

57TH ST

END CONSTRUCTION
STA 75+55.05

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	REMOVAL PLANS	SHEET 15	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021200-RM.DWG
LAYOUT NAME - RM1

PLOT DATE : 10/24/2024 2:50 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

R/L 56TH ST

BEGIN CONSTRUCTION
STA 64+40.75

56TH ST

NOTES:
1) REFER TO LIGHTING PLANS FOR LIGHTING REMOVALS .
2) REFER TO SIGNING PLANS FOR SIGN REMOVALS.
3) REFER TO WATER MAIN PLANS FOR WATER MAIN REMOVALS .
4) NO TREES WILL BE REMOVED.

N

SLOPE INTERCEPT (TYP)

EXISTING R/W

MATCH LINE 146+00

141 142 143 144 145

39TH AVE

MATCH LINE 140+75

EXISTING R/W

SLOPE INTERCEPT (TYP)

R/L 39TH AVE

REMOVAL PLAN LEGEND
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- SAWING CONCRETE
- REMOVING STORM SEWER
- REMOVING INLET
- SLOPE INTERCEPT

56TH ST

END CONSTRUCTION
STA 65+55.05

R/L 55TH ST

BEGIN CONSTRUCTION
STA 54+41.62

55TH ST

ELIMINATE DRIVEWAY APRON

N

SLOPE INTERCEPT (TYP)

EXISTING R/W

MATCH LINE 151+25

146 147 148 149 150 151

39TH AVE

MATCH LINE 146+00

EXISTING R/W

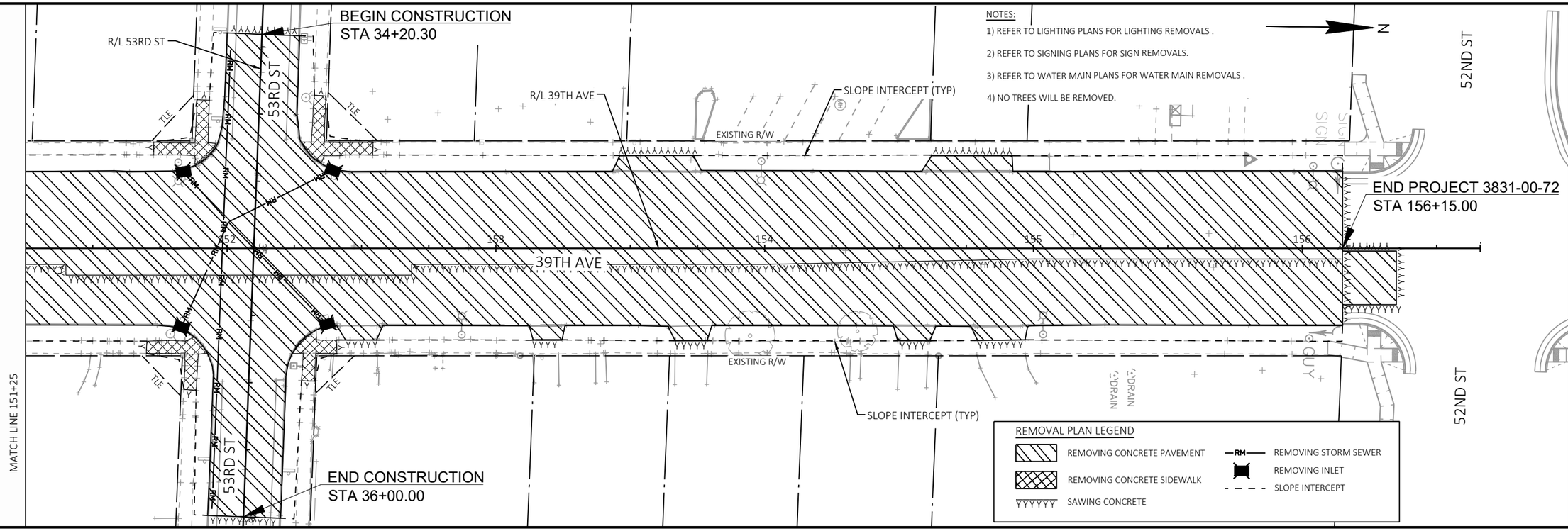
R/L 39TH AVE

SLOPE INTERCEPT (TYP)

55TH ST

END CONSTRUCTION
STA 55+55.06

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	REMOVAL PLANS	SHEET 16	E



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	REMOVAL PLANS	SHEET 17	E

NOTES:

1) CURB AND GUTTER LOCATIONS ARE GIVEN TO THE FLANGE LINE.

2) CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

3) SEE TYPICAL SECTIONS AND EROSION CONTROL FOR RESTORATION.

4) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING THE LOCATIONS OF CONCRETE CURB PEDESTRIAN.

BEGIN PROJECT 3831-00-72
STA 130+75.00

BEGIN CONSTRUCTION
STA 94+40.56

END CONSTRUCTION
STA 95+55.04

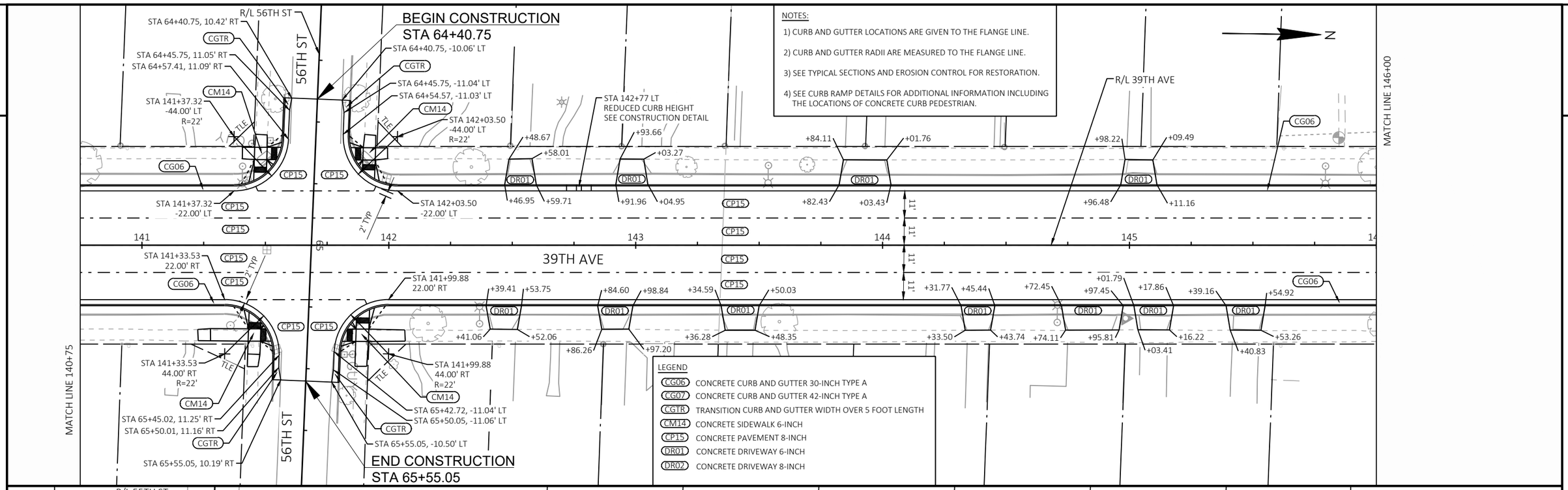
BEGIN CONSTRUCTION
STA 74+14.29

END CONSTRUCTION
STA 75+55.05

LEGEND

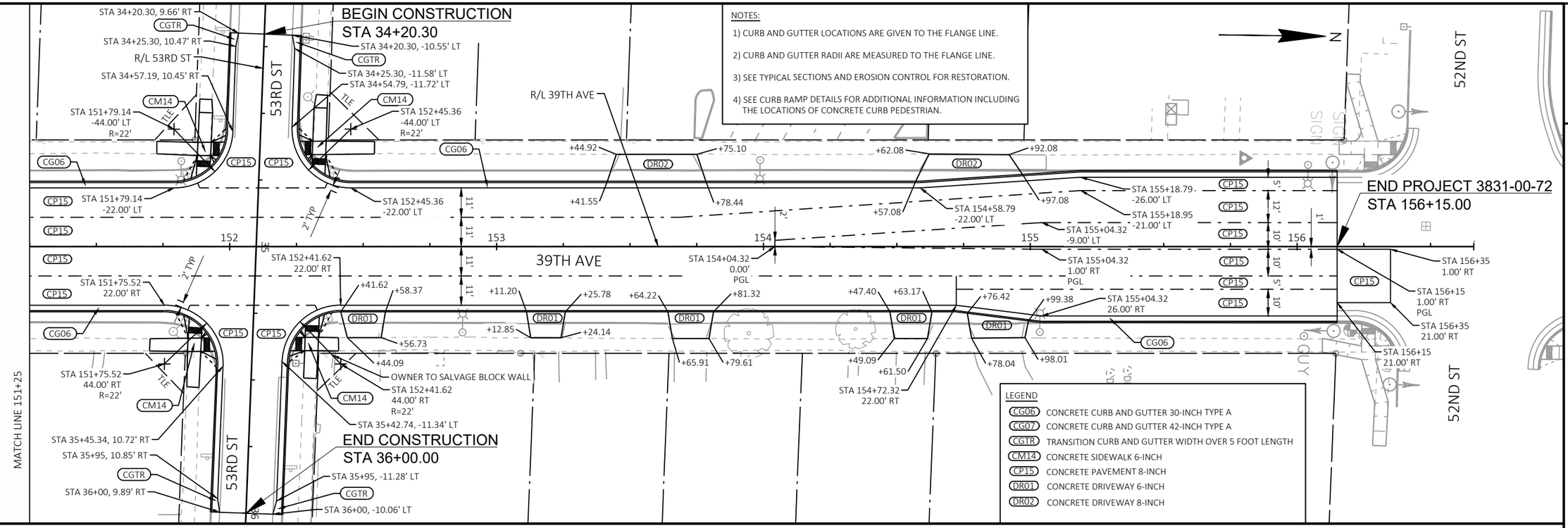
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 42-INCH TYPE A
CGTR	TRANSITION CURB AND GUTTER WIDTH OVER 5 FOOT LENGTH
CM14	CONCRETE SIDEWALK 6-INCH
CP15	CONCRETE PAVEMENT 8-INCH
DR01	CONCRETE DRIVEWAY 6-INCH
DR02	CONCRETE DRIVEWAY 8-INCH

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 18	E



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 19	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021201-PD.DWG
LAYOUT NAME - PD4
PLOT DATE : 10/24/2024 2:52 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

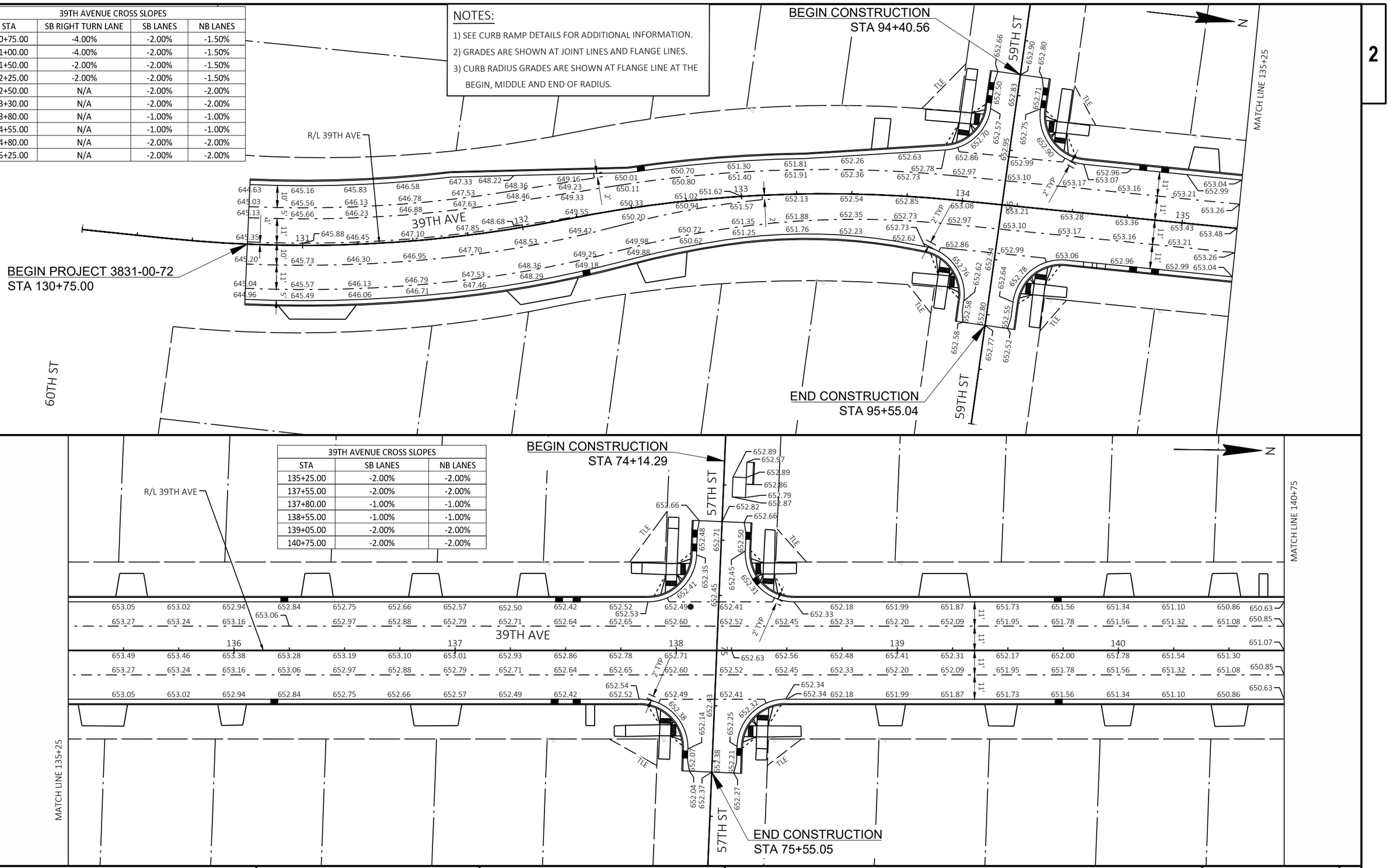


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN DETAILS	SHEET 20 E

39TH AVENUE CROSS SLOPES			
STA	SB RIGHT TURN LANE	SB LANES	NB LANES
130+75.00	-4.00%	-2.00%	-1.50%
131+00.00	-4.00%	-2.00%	-1.50%
131+50.00	-2.00%	-2.00%	-1.50%
132+25.00	-2.00%	-2.00%	-1.50%
132+50.00	N/A	-2.00%	-2.00%
133+30.00	N/A	-2.00%	-2.00%
133+80.00	N/A	-1.00%	-1.00%
134+55.00	N/A	-1.00%	-1.00%
134+80.00	N/A	-2.00%	-2.00%
135+25.00	N/A	-2.00%	-2.00%

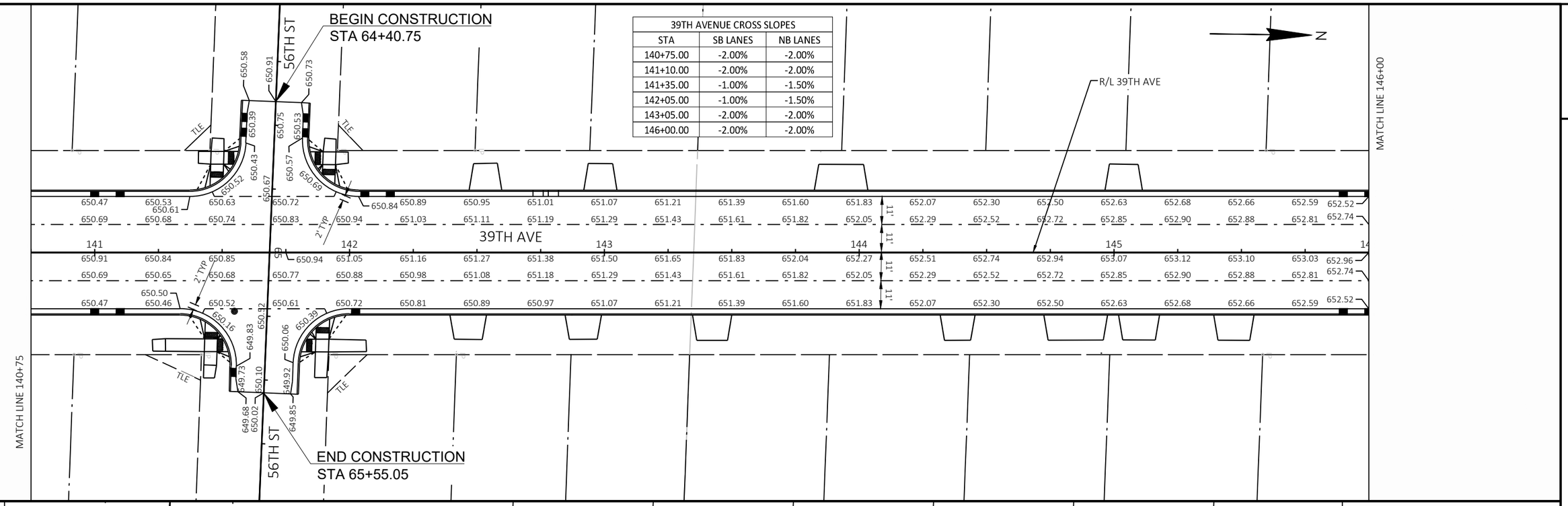
NOTES:

1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2) GRADES ARE SHOWN AT JOINT LINES AND FLANGE LINES.
3) CURB RADIUS GRADES ARE SHOWN AT FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

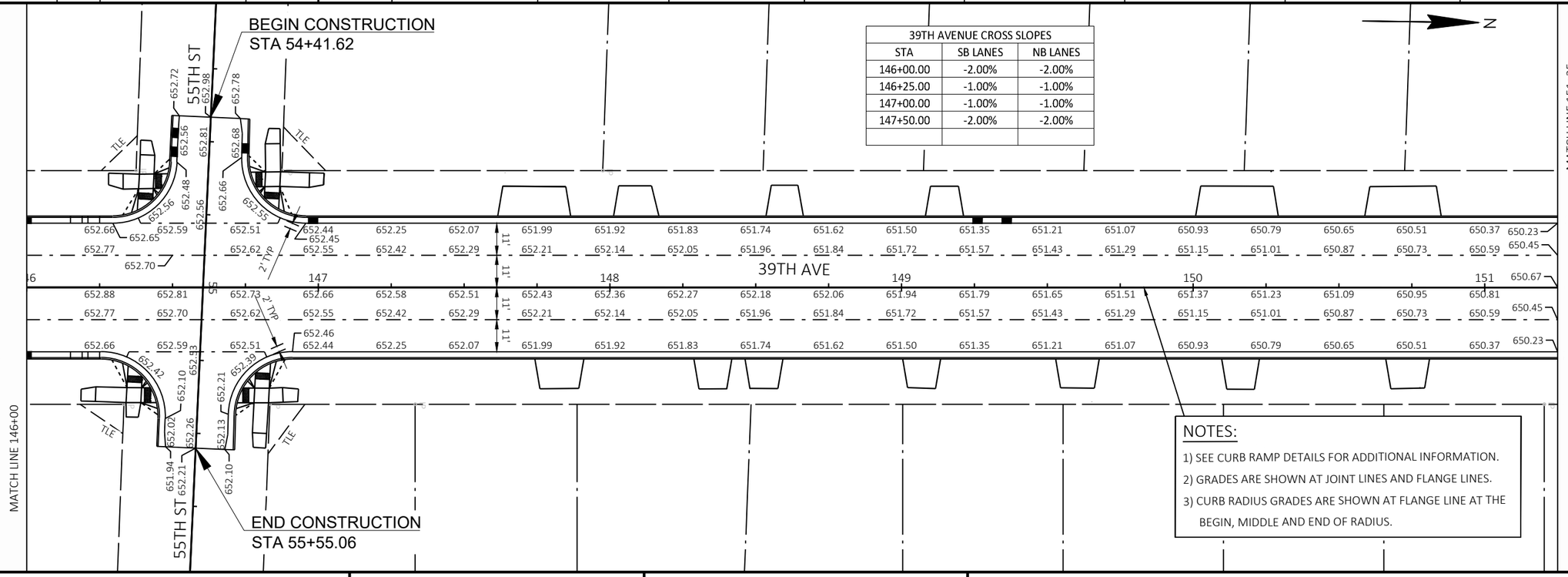


39TH AVENUE CROSS SLOPES		
STA	SB LANES	NB LANES
135+25.00	-2.00%	-2.00%
137+55.00	-2.00%	-2.00%
137+80.00	-1.00%	-1.00%
138+55.00	-1.00%	-1.00%
139+05.00	-2.00%	-2.00%
140+75.00	-2.00%	-2.00%

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVING GRADES	SHEET 21	E



39TH AVENUE CROSS SLOPES		
STA	SB LANES	NB LANES
140+75.00	-2.00%	-2.00%
141+10.00	-2.00%	-2.00%
141+35.00	-1.00%	-1.50%
142+05.00	-1.00%	-1.50%
143+05.00	-2.00%	-2.00%
146+00.00	-2.00%	-2.00%

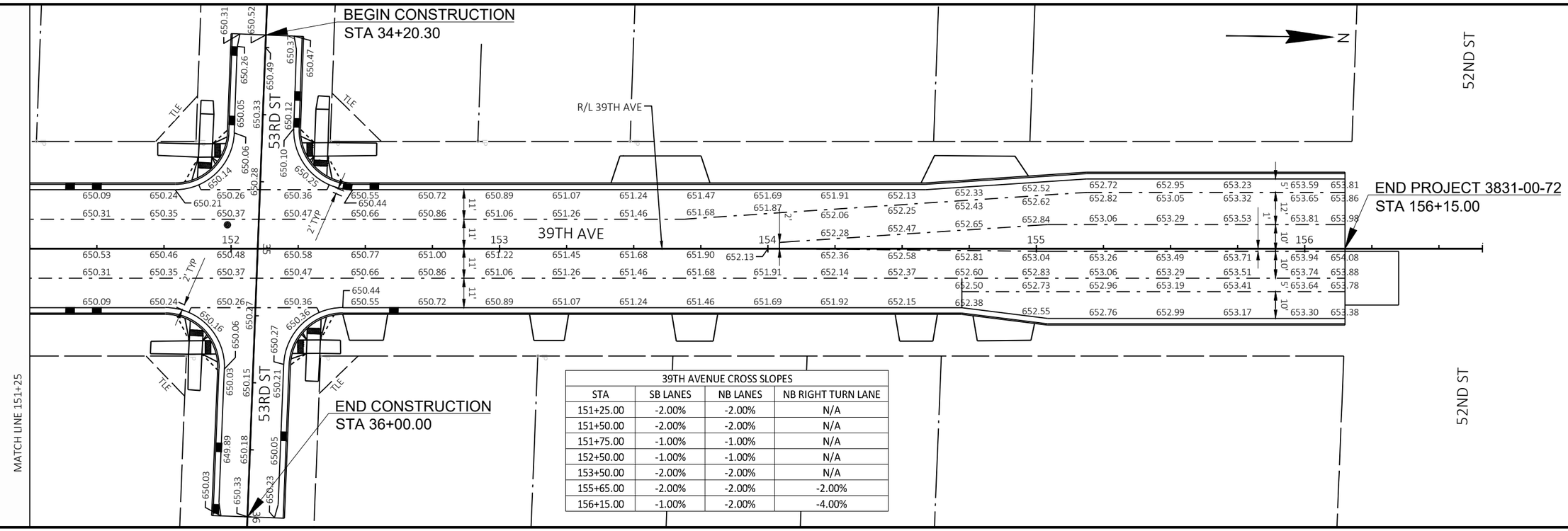


39TH AVENUE CROSS SLOPES		
STA	SB LANES	NB LANES
146+00.00	-2.00%	-2.00%
146+25.00	-1.00%	-1.00%
147+00.00	-1.00%	-1.00%
147+50.00	-2.00%	-2.00%

NOTES:

1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2) GRADES ARE SHOWN AT JOINT LINES AND FLANGE LINES.
3) CURB RADIUS GRADES ARE SHOWN AT FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVING GRADES	SHEET 22	E



39TH AVENUE CROSS SLOPES			
STA	SB LANES	NB LANES	NB RIGHT TURN LANE
151+25.00	-2.00%	-2.00%	N/A
151+50.00	-2.00%	-2.00%	N/A
151+75.00	-1.00%	-1.00%	N/A
152+50.00	-1.00%	-1.00%	N/A
153+50.00	-2.00%	-2.00%	N/A
155+65.00	-2.00%	-2.00%	-2.00%
156+15.00	-1.00%	-2.00%	-4.00%

NOTES:

1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2) GRADES ARE SHOWN AT JOINT LINES AND FLANGE LINES.
3) CURB RADIUS GRADES ARE SHOWN AT FLANGE LINE AT THE BEGIN, MIDDLE AND END OF RADIUS.

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVING GRADES	SHEET 23	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021221-PG.DWG
LAYOUT NAME - PG3
PLOT DATE : 10/24/2024 2:54 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1	133+90.49	24.78 LT	133180.75	620432.80	653.20
2	133+90.57	24.29 LT	133180.85	620433.29	652.70
3	133+90.91	22.32 LT	133181.24	620435.26	652.78
4	133+94.97	26.23 LT	133185.38	620431.25	652.73
5	133+95.17	25.78 LT	133185.60	620431.70	652.71
6	133+95.97	23.96 LT	133186.47	620433.50	652.79
7	133+99.98	29.71 LT	133190.47	620427.70	652.67
8	134+00.32	29.34 LT	133190.82	620428.06	652.65
9	134+01.69	27.89 LT	133192.21	620429.50	652.73
10	134+01.81	31.69 LT	133192.28	620425.69	652.94
11	134+02.20	31.38 LT	133192.68	620426.00	652.62
12	134+03.76	30.13 LT	133194.25	620427.23	652.70
13	134+02.64	32.80 LT	133193.09	620424.58	652.85
14	134+03.05	32.51 LT	133193.51	620424.85	652.61
15	134+04.69	31.37 LT	133195.17	620425.97	652.68
16	134+03.94	34.97 LT	133194.37	620422.38	652.60
17	134+04.39	34.74 LT	133194.82	620422.61	652.58
18	134+06.17	33.83 LT	133196.61	620423.50	652.66
19	134+05.71	39.97 LT	133196.07	620417.36	652.54
20	134+06.20	39.87 LT	133196.56	620417.46	652.52
21	134+08.16	39.47 LT	133198.52	620417.83	652.60
22	134+06.15	44.48 LT	133196.45	620412.84	652.98
23	134+06.65	44.46 LT	133196.95	620412.86	652.48
24	134+08.65	44.37 LT	133198.95	620412.92	652.56
25	133+95.12	29.90 LT	133185.47	620427.58	652.75
26	133+95.32	34.97 LT	133185.60	620422.50	652.92
27	134+00.18	34.97 LT	133190.60	620422.44	652.86
28	134+03.94	39.97 LT	133194.30	620417.39	652.57
29	134+00.37	39.97 LT	133190.73	620417.43	652.82
30	134+01.11	59.83 LT	133191.20	620397.57	653.59
31	133+96.37	59.87 LT	133186.32	620397.59	653.78
32	133+95.52	39.97 LT	133185.72	620417.50	652.91
33	133+80.68	39.86 LT	133169.91	620418.08	653.44
34	133+80.73	34.96 LT	133170.16	620422.98	653.36
94	133+96.17	54.88 LT	133186.18	620402.59	653.66
701	134+00.93	54.83 LT	133191.09	620402.57	653.57

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
35	134+31.12	44.54 LT	133221.41	620412.45	652.75
36	134+33.12	44.50 LT	133223.41	620412.46	652.67
37	134+33.61	44.49 LT	133223.91	620412.47	653.17
38	134+34.03	39.98 LT	133224.38	620416.98	652.74
39	134+33.54	39.87 LT	133223.90	620417.09	652.72
40	134+31.58	39.46 LT	133221.94	620417.52	652.80
41	134+35.82	34.98 LT	133226.24	620421.95	652.79
42	134+35.38	34.75 LT	133225.80	620422.19	652.77
43	134+33.61	33.82 LT	133224.04	620423.14	652.85
44	134+36.82	33.27 LT	133227.27	620423.64	652.98
45	134+36.41	33.00 LT	133226.85	620423.92	652.79
46	134+34.74	31.90 LT	133225.20	620425.04	652.87
47	134+37.37	32.49 LT	133227.82	620424.41	653.07
48	134+36.96	32.20 LT	133227.42	620424.71	652.80
49	134+35.35	31.02 LT	133225.82	620425.92	652.88
50	134+38.79	30.77 LT	133229.26	620426.12	652.85
51	134+38.42	30.43 LT	133228.90	620426.47	652.83
52	134+36.95	29.07 LT	133227.45	620427.84	652.91
53	134+43.64	26.96 LT	133234.17	620429.87	652.91
54	134+43.40	26.52 LT	133233.93	620430.31	652.89
55	134+42.42	24.77 LT	133232.98	620432.07	652.97
56	134+49.27	24.88 LT	133239.83	620431.87	653.45
57	134+49.17	24.39 LT	133239.74	620432.36	652.95
58	134+48.78	22.43 LT	133239.37	620434.32	653.03
59	134+38.96	34.98 LT	133229.38	620421.91	652.99
60	134+43.96	34.98 LT	133234.38	620421.84	653.06
61	134+53.96	34.90 LT	133244.38	620421.78	653.49
62	134+54.16	39.67 LT	133244.51	620417.01	653.46
63	134+44.16	39.98 LT	133234.52	620416.84	653.03
64	134+44.76	54.87 LT	133234.92	620401.94	653.68
65	134+39.92	55.07 LT	133230.07	620401.81	653.59
66	134+39.16	39.98 LT	133229.51	620416.91	652.96
67	134+35.82	39.98 LT	133226.18	620416.95	652.75
68	134+43.78	30.56 LT	133234.26	620426.26	652.93

N

TYPE 2 RAMPS

SLOPE INTERCEPT (TYP)

TLE

CRF

TF - 2" CURB HEIGHT

TF - 3" CURB HEIGHT

59TH ST

R/L 59TH ST

R/L 39TH AVE

39TH AVE

134

95.00

SS

MH

LEGEND

DETECTABLE WARNING FIELD

(L) LEVEL LANDING

TF TRAVERSABLE 10:1 FLARE

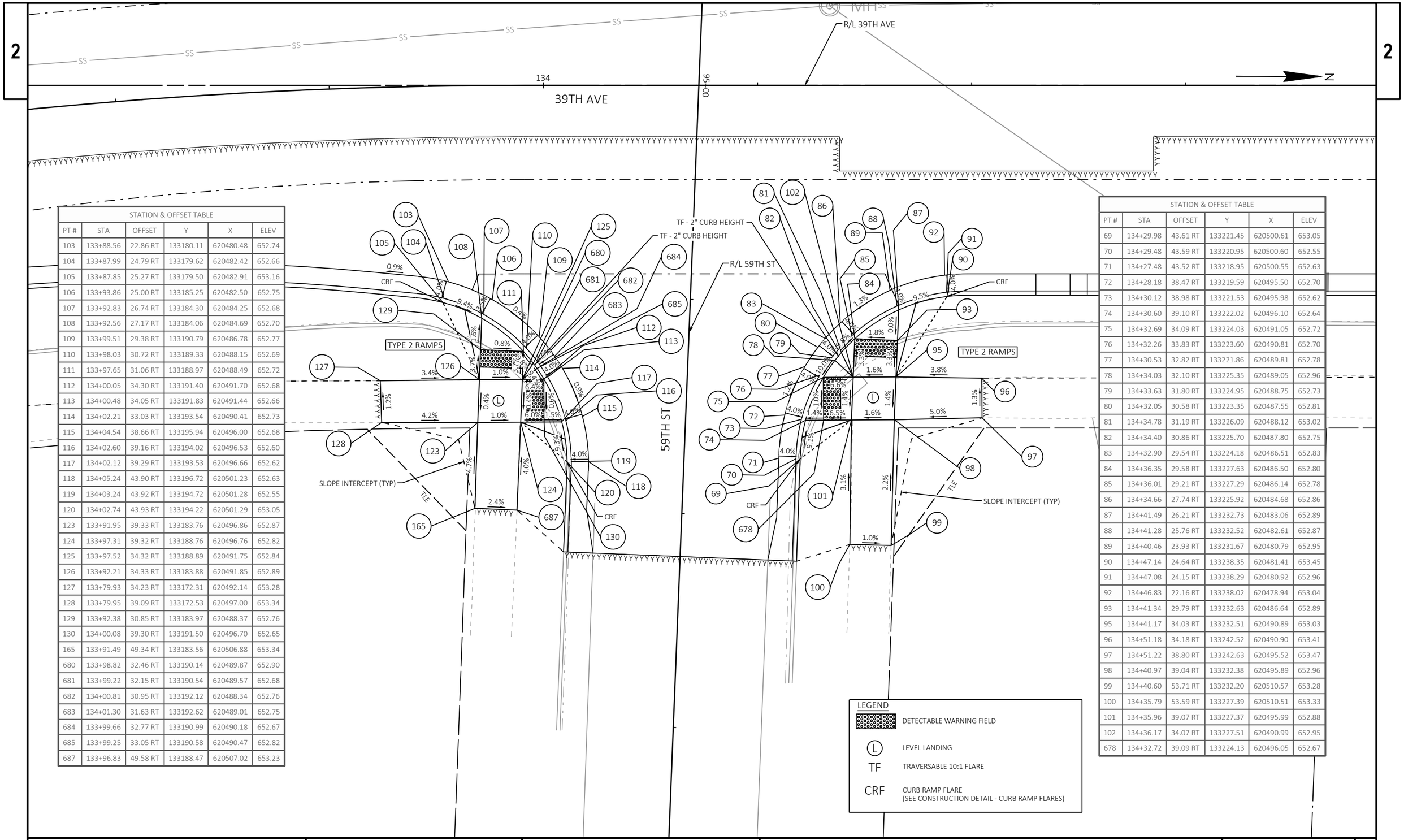
CRF CURB RAMP FLARE
(SEE CONSTRUCTION DETAIL - CURB RAMP FLARES)

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 24	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR3

PLOT DATE : 10/24/2024 2:55 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
103	133+88.56	22.86 RT	133180.11	620480.48	652.74
104	133+87.99	24.79 RT	133179.62	620482.42	652.66
105	133+87.85	25.27 RT	133179.50	620482.91	653.16
106	133+93.86	25.00 RT	133185.25	620482.50	652.75
107	133+92.83	26.74 RT	133184.30	620484.25	652.68
108	133+92.56	27.17 RT	133184.06	620484.69	652.70
109	133+99.51	29.38 RT	133190.79	620486.78	652.77
110	133+98.03	30.72 RT	133189.33	620488.15	652.69
111	133+97.65	31.06 RT	133188.97	620488.49	652.72
112	134+00.05	34.30 RT	133191.40	620491.70	652.68
113	134+00.48	34.05 RT	133191.83	620491.44	652.66
114	134+02.21	33.03 RT	133193.54	620490.41	652.73
115	134+04.54	38.66 RT	133195.94	620496.00	652.68
116	134+02.60	39.16 RT	133194.02	620496.53	652.60
117	134+02.12	39.29 RT	133193.53	620496.66	652.62
118	134+05.24	43.90 RT	133196.72	620501.23	652.63
119	134+03.24	43.92 RT	133194.72	620501.28	652.55
120	134+02.74	43.93 RT	133194.22	620501.29	653.05
123	133+91.95	39.33 RT	133183.76	620496.86	652.87
124	133+97.31	39.32 RT	133188.76	620496.76	652.82
125	133+97.52	34.32 RT	133188.89	620491.75	652.84
126	133+92.21	34.33 RT	133183.88	620491.85	652.89
127	133+79.93	34.23 RT	133172.31	620492.14	653.28
128	133+79.95	39.09 RT	133172.53	620497.00	653.34
129	133+92.38	30.85 RT	133183.97	620488.37	652.76
130	134+00.08	39.30 RT	133191.50	620496.70	652.65
165	133+91.49	49.34 RT	133183.56	620506.88	653.34
680	133+98.82	32.46 RT	133190.14	620489.87	652.90
681	133+99.22	32.15 RT	133190.54	620489.57	652.68
682	134+00.81	30.95 RT	133192.12	620488.34	652.76
683	134+01.30	31.63 RT	133192.62	620489.01	652.75
684	133+99.66	32.77 RT	133190.99	620490.18	652.67
685	133+99.25	33.05 RT	133190.58	620490.47	652.82
687	133+96.83	49.58 RT	133188.47	620507.02	653.23

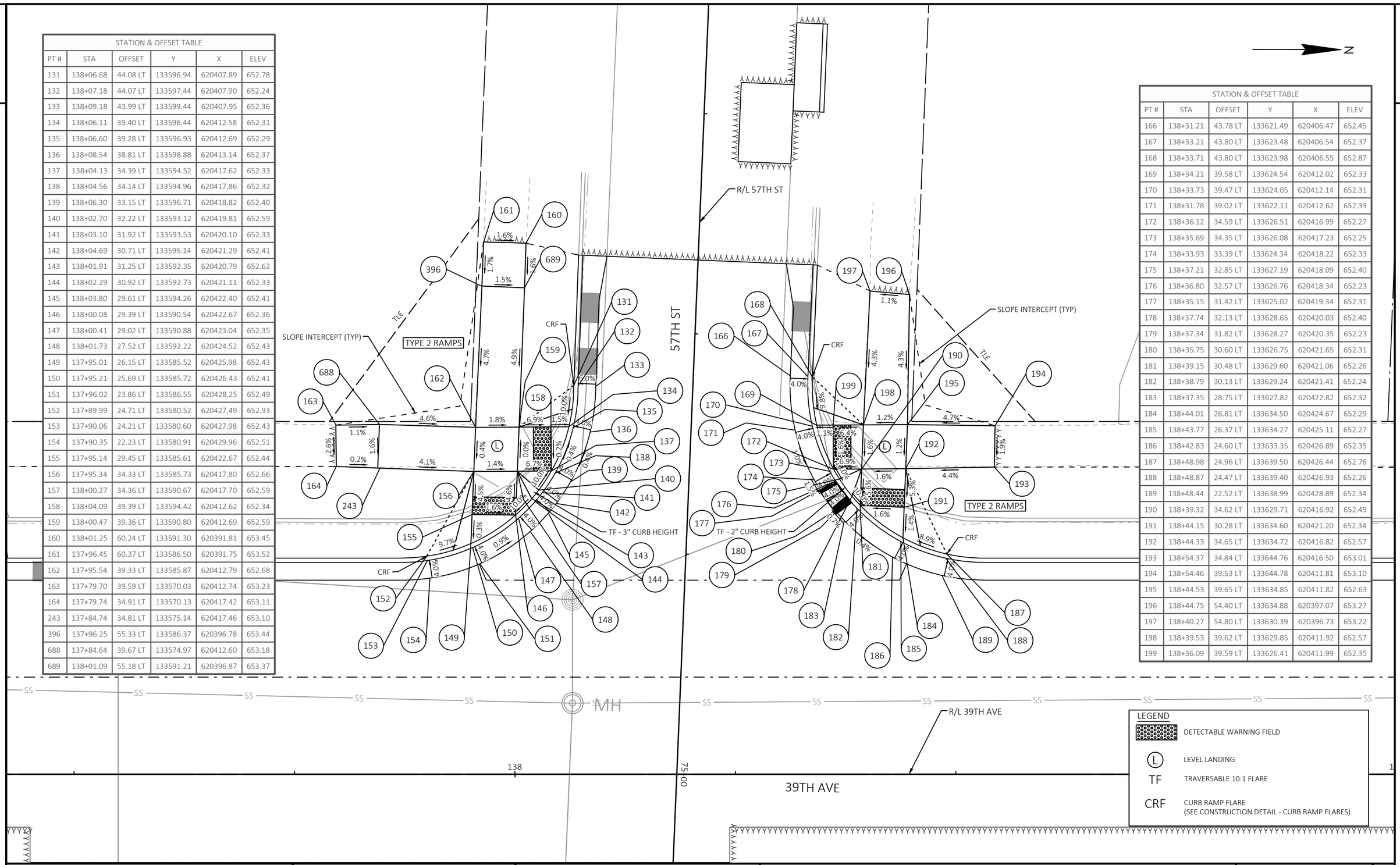
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
69	134+29.98	43.61 RT	133221.45	620500.61	653.05
70	134+29.48	43.59 RT	133220.95	620500.60	652.55
71	134+27.48	43.52 RT	133218.95	620500.55	652.63
72	134+28.18	38.47 RT	133219.59	620495.50	652.70
73	134+30.12	38.98 RT	133221.53	620495.98	652.62
74	134+30.60	39.10 RT	133222.02	620496.10	652.64
75	134+32.69	34.09 RT	133224.03	620491.05	652.72
76	134+32.26	33.83 RT	133223.60	620490.81	652.70
77	134+30.53	32.82 RT	133221.86	620489.81	652.78
78	134+34.03	32.10 RT	133225.35	620489.05	652.96
79	134+33.63	31.80 RT	133224.95	620488.75	652.73
80	134+32.05	30.58 RT	133223.35	620487.55	652.81
81	134+34.78	31.19 RT	133226.09	620488.12	653.02
82	134+34.40	30.86 RT	133225.70	620487.80	652.75
83	134+32.90	29.54 RT	133224.18	620486.51	652.83
84	134+36.35	29.58 RT	133227.63	620486.50	652.80
85	134+36.01	29.21 RT	133227.29	620486.14	652.78
86	134+34.66	27.74 RT	133225.92	620484.68	652.86
87	134+41.49	26.21 RT	133232.73	620483.06	652.89
88	134+41.28	25.76 RT	133232.52	620482.61	652.87
89	134+40.46	23.93 RT	133231.67	620480.79	652.95
90	134+47.14	24.64 RT	133238.35	620481.41	653.45
91	134+47.08	24.15 RT	133238.29	620480.92	652.96
92	134+46.83	22.16 RT	133238.02	620478.94	653.04
93	134+41.34	29.79 RT	133232.63	620486.64	652.89
95	134+41.17	34.03 RT	133232.51	620490.89	653.03
96	134+51.18	34.18 RT	133242.52	620490.90	653.41
97	134+51.22	38.80 RT	133242.63	620495.52	653.47
98	134+40.97	39.04 RT	133232.38	620495.89	652.96
99	134+40.60	53.71 RT	133232.20	620510.57	653.28
100	134+35.79	53.59 RT	133227.39	620510.51	653.33
101	134+35.96	39.07 RT	133227.37	620495.99	652.88
102	134+36.17	34.07 RT	133227.51	620490.99	652.95
678	134+32.72	39.09 RT	133224.13	620496.05	652.67

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR4
PLOT DATE : 10/24/2024 2:56 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

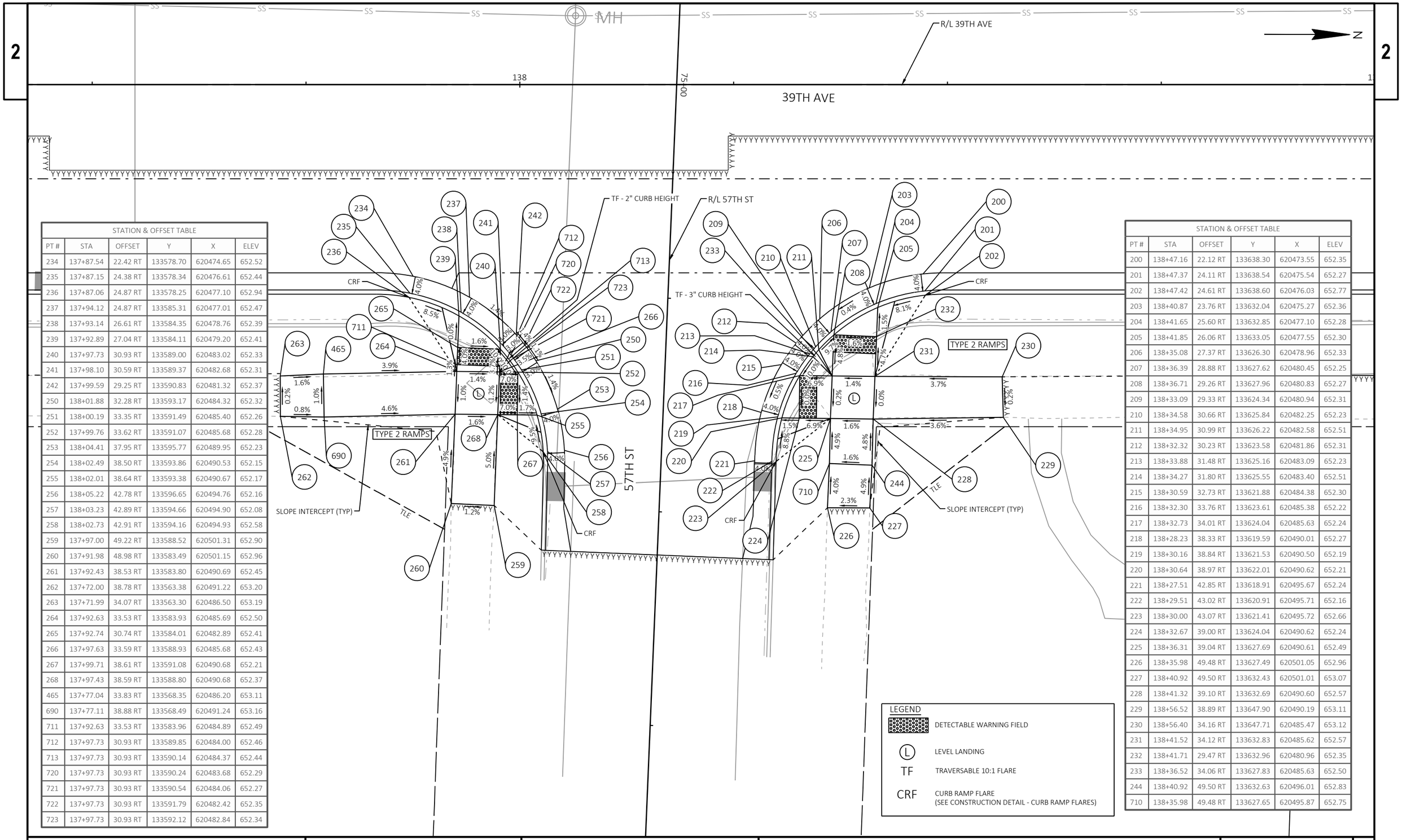
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
131	138+06.68	44.08 LT	133596.94	620407.89	652.78
132	138+07.18	44.07 LT	133597.44	620407.90	652.24
133	138+09.18	43.99 LT	133599.44	620407.95	652.36
134	138+06.11	39.40 LT	133596.44	620412.58	652.31
135	138+06.60	39.28 LT	133596.93	620412.69	652.29
136	138+08.54	38.81 LT	133598.88	620413.14	652.37
137	138+04.13	34.39 LT	133594.52	620417.62	652.33
138	138+04.56	34.14 LT	133594.96	620417.86	652.32
139	138+06.30	33.15 LT	133596.71	620418.82	652.40
140	138+02.70	32.22 LT	133593.12	620419.81	652.59
141	138+03.10	31.92 LT	133593.53	620420.10	652.33
142	138+04.69	30.71 LT	133595.14	620421.29	652.41
143	138+01.91	31.25 LT	133592.35	620420.79	652.62
144	138+02.29	30.92 LT	133592.73	620421.11	652.33
145	138+03.80	29.61 LT	133594.26	620422.40	652.41
146	138+00.08	29.39 LT	133590.54	620422.67	652.36
147	138+00.41	29.02 LT	133590.88	620423.04	652.35
148	138+01.73	27.52 LT	133592.22	620424.52	652.43
149	137+95.01	26.15 LT	133585.52	620425.98	652.43
150	137+95.21	25.69 LT	133585.72	620426.43	652.41
151	137+96.02	23.86 LT	133586.55	620428.25	652.49
152	137+89.99	24.71 LT	133580.52	620427.49	652.93
153	137+90.06	24.21 LT	133580.60	620427.98	652.43
154	137+90.35	22.23 LT	133580.91	620429.96	652.51
155	137+95.14	29.45 LT	133585.61	620422.67	652.44
156	137+95.34	34.33 LT	133585.73	620417.80	652.66
157	138+00.27	34.36 LT	133590.67	620417.70	652.59
158	138+04.09	39.39 LT	133594.42	620412.62	652.34
159	138+00.47	39.36 LT	133590.80	620412.69	652.59
160	138+01.25	60.24 LT	133591.30	620391.81	653.45
161	137+96.45	60.37 LT	133586.50	620391.75	653.52
162	137+95.54	39.33 LT	133585.87	620412.79	652.68
163	137+79.70	39.59 LT	133570.03	620412.74	653.23
164	137+79.74	34.91 LT	133570.13	620417.42	653.11
243	137+84.74	34.81 LT	133575.14	620417.46	653.10
396	137+96.25	55.33 LT	133586.37	620396.78	653.44
688	137+84.64	39.67 LT	133574.97	620412.60	653.18
689	138+01.09	55.18 LT	133591.21	620396.87	653.37

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
166	138+31.21	43.78 LT	133621.49	620406.47	652.45
167	138+33.21	43.80 LT	133623.48	620406.54	652.37
168	138+33.71	43.80 LT	133623.98	620406.55	652.87
169	138+34.21	39.58 LT	133624.54	620412.02	652.33
170	138+33.73	39.47 LT	133624.05	620412.14	652.31
171	138+31.78	39.02 LT	133622.11	620412.62	652.39
172	138+36.12	34.59 LT	133626.51	620416.99	652.27
173	138+35.69	34.35 LT	133626.08	620417.23	652.25
174	138+33.93	33.39 LT	133624.34	620418.22	652.33
175	138+37.21	32.85 LT	133627.19	620418.09	652.40
176	138+36.80	32.57 LT	133626.76	620418.34	652.23
177	138+35.15	31.42 LT	133625.02	620419.34	652.31
178	138+37.74	32.13 LT	133628.65	620420.03	652.40
179	138+37.34	31.82 LT	133628.27	620420.35	652.23
180	138+35.75	30.60 LT	133626.75	620421.65	652.31
181	138+39.15	30.48 LT	133629.60	620421.06	652.26
182	138+38.79	30.13 LT	133629.24	620421.41	652.24
183	138+37.35	28.75 LT	133627.82	620422.82	652.32
184	138+44.01	26.81 LT	133634.50	620424.67	652.29
185	138+43.77	26.37 LT	133634.27	620425.11	652.27
186	138+42.83	24.60 LT	133633.35	620426.89	652.35
187	138+48.98	24.96 LT	133639.50	620426.44	652.76
188	138+48.87	24.47 LT	133639.40	620426.93	652.26
189	138+48.44	22.52 LT	133638.99	620428.89	652.34
190	138+39.32	34.62 LT	133629.71	620416.92	652.49
191	138+44.15	30.28 LT	133634.60	620421.20	652.34
192	138+44.33	34.65 LT	133634.72	620416.82	652.57
193	138+54.37	34.84 LT	133644.76	620416.50	653.01
194	138+54.46	39.53 LT	133644.78	620411.81	653.10
195	138+44.53	39.65 LT	133634.85	620411.82	652.63
196	138+44.75	54.40 LT	133634.88	620397.07	653.27
197	138+40.27	54.80 LT	133630.39	620396.73	653.22
198	138+39.53	39.62 LT	133629.85	620411.92	652.57
199	138+36.09	39.59 LT	133626.41	620411.99	652.35



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 26	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR5
PLOT DATE : 10/24/2024 2:56 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT



STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
234	137+87.54	22.42 RT	133578.70	620474.65	652.52
235	137+87.15	24.38 RT	133578.34	620476.61	652.44
236	137+87.06	24.87 RT	133578.25	620477.10	652.94
237	137+94.12	24.87 RT	133585.31	620477.01	652.47
238	137+93.14	26.61 RT	133584.35	620478.76	652.39
239	137+92.89	27.04 RT	133584.11	620479.20	652.41
240	137+97.73	30.93 RT	133589.00	620483.02	652.33
241	137+98.10	30.59 RT	133589.37	620482.68	652.31
242	137+99.59	29.25 RT	133590.83	620481.32	652.37
250	138+01.88	32.28 RT	133593.17	620484.32	652.32
251	138+00.19	33.35 RT	133591.49	620485.40	652.26
252	137+99.76	33.62 RT	133591.07	620485.68	652.28
253	138+04.41	37.95 RT	133595.77	620489.95	652.23
254	138+02.49	38.50 RT	133593.86	620490.53	652.15
255	138+02.01	38.64 RT	133593.38	620490.67	652.17
256	138+05.22	42.78 RT	133596.65	620494.76	652.16
257	138+03.23	42.89 RT	133594.66	620494.90	652.08
258	138+02.73	42.91 RT	133594.16	620494.93	652.58
259	137+97.00	49.22 RT	133588.52	620501.31	652.90
260	137+91.98	48.98 RT	133583.49	620501.15	652.96
261	137+92.43	38.53 RT	133583.80	620490.69	652.45
262	137+72.00	38.78 RT	133563.38	620491.22	653.20
263	137+71.99	34.07 RT	133563.30	620486.50	653.19
264	137+92.63	33.53 RT	133583.93	620485.69	652.50
265	137+92.74	30.74 RT	133584.01	620482.89	652.41
266	137+97.63	33.59 RT	133588.93	620485.68	652.43
267	137+99.71	38.61 RT	133591.08	620490.68	652.21
268	137+97.43	38.59 RT	133588.80	620490.68	652.37
465	137+77.04	33.83 RT	133568.35	620486.20	653.11
690	137+77.11	38.88 RT	133568.49	620491.24	653.16
711	137+92.63	33.53 RT	133583.96	620484.89	652.49
712	137+97.73	30.93 RT	133589.85	620484.00	652.46
713	137+97.73	30.93 RT	133590.14	620484.37	652.44
720	137+97.73	30.93 RT	133590.24	620483.68	652.29
721	137+97.73	30.93 RT	133590.54	620484.06	652.27
722	137+97.73	30.93 RT	133591.79	620482.42	652.35
723	137+97.73	30.93 RT	133592.12	620482.84	652.34

STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
200	138+47.16	22.12 RT	133638.30	620473.55	652.35
201	138+47.37	24.11 RT	133638.54	620475.54	652.27
202	138+47.42	24.61 RT	133638.60	620476.03	652.77
203	138+40.87	23.76 RT	133632.04	620475.27	652.36
204	138+41.65	25.60 RT	133632.85	620477.10	652.28
205	138+41.85	26.06 RT	133633.05	620477.55	652.30
206	138+35.08	27.37 RT	133626.30	620478.96	652.33
207	138+36.39	28.88 RT	133627.62	620480.45	652.25
208	138+36.71	29.26 RT	133627.96	620480.83	652.27
209	138+33.09	29.33 RT	133624.34	620480.94	652.31
210	138+34.58	30.66 RT	133625.84	620482.25	652.23
211	138+34.95	30.99 RT	133626.22	620482.58	652.51
212	138+32.32	30.23 RT	133623.58	620481.86	652.31
213	138+33.88	31.48 RT	133625.16	620483.09	652.23
214	138+34.27	31.80 RT	133625.55	620483.40	652.51
215	138+30.59	32.73 RT	133621.88	620484.38	652.30
216	138+32.30	33.76 RT	133623.61	620485.38	652.22
217	138+32.73	34.01 RT	133624.04	620485.63	652.24
218	138+28.23	38.33 RT	133619.59	620490.01	652.27
219	138+30.16	38.84 RT	133621.53	620490.50	652.19
220	138+30.64	38.97 RT	133622.01	620490.62	652.21
221	138+27.51	42.85 RT	133618.91	620495.67	652.24
222	138+29.51	43.02 RT	133620.91	620495.71	652.16
223	138+30.00	43.07 RT	133621.41	620495.72	652.66
224	138+32.67	39.00 RT	133624.04	620490.62	652.24
225	138+36.31	39.04 RT	133627.69	620490.61	652.49
226	138+35.98	49.48 RT	133627.49	620501.05	652.96
227	138+40.92	49.50 RT	133632.43	620501.01	653.07
228	138+41.32	39.10 RT	133632.69	620490.60	652.57
229	138+56.52	38.89 RT	133647.90	620490.19	653.11
230	138+56.40	34.16 RT	133647.71	620485.47	653.12
231	138+41.52	34.12 RT	133632.83	620485.62	652.57
232	138+41.71	29.47 RT	133632.96	620480.96	652.35
233	138+36.52	34.06 RT	133627.83	620485.63	652.50
244	138+40.92	49.50 RT	133632.63	620496.01	652.83
710	138+35.98	49.48 RT	133627.65	620495.87	652.75

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 27	E

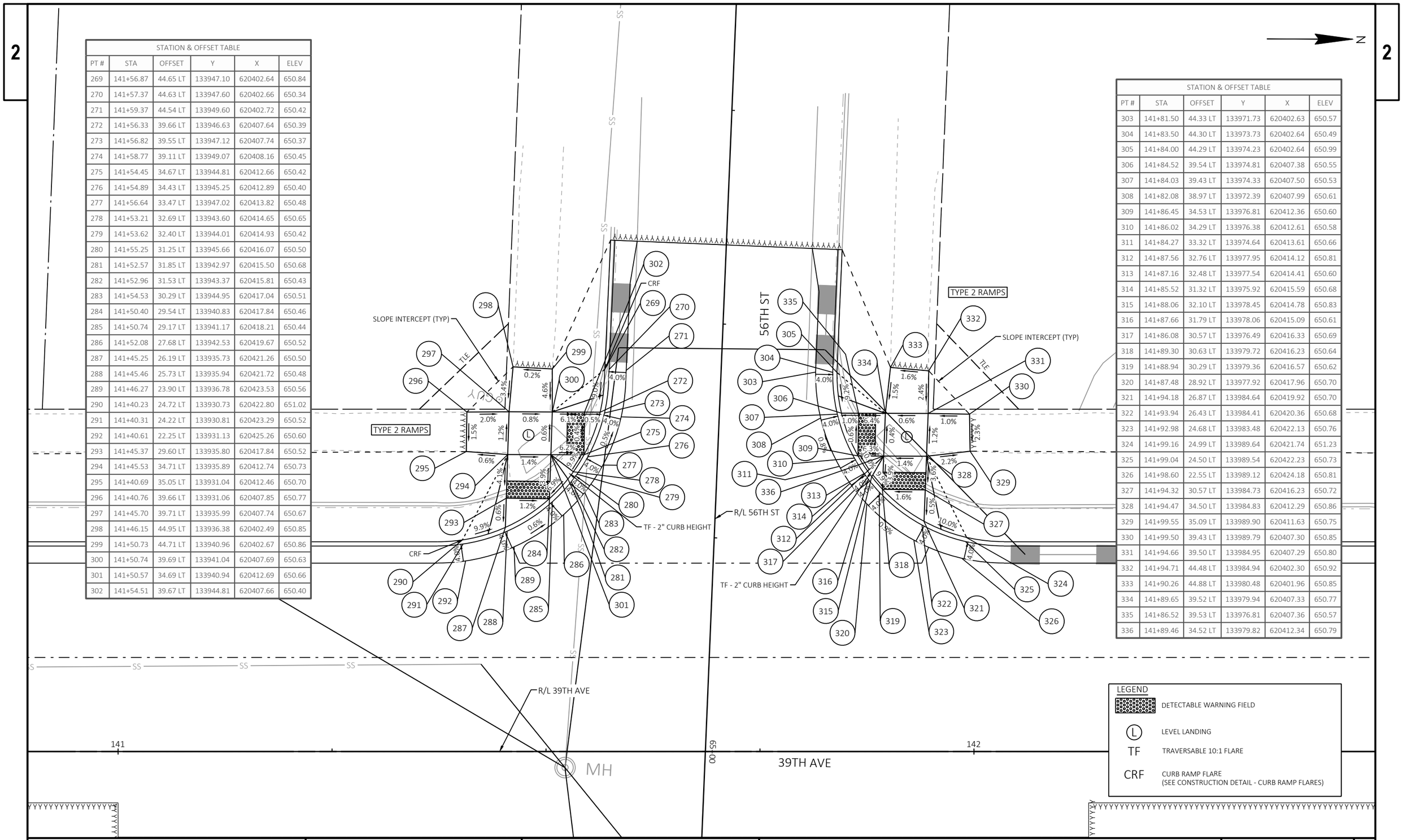
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR6

PLOT DATE : 10/24/2024 2:57 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

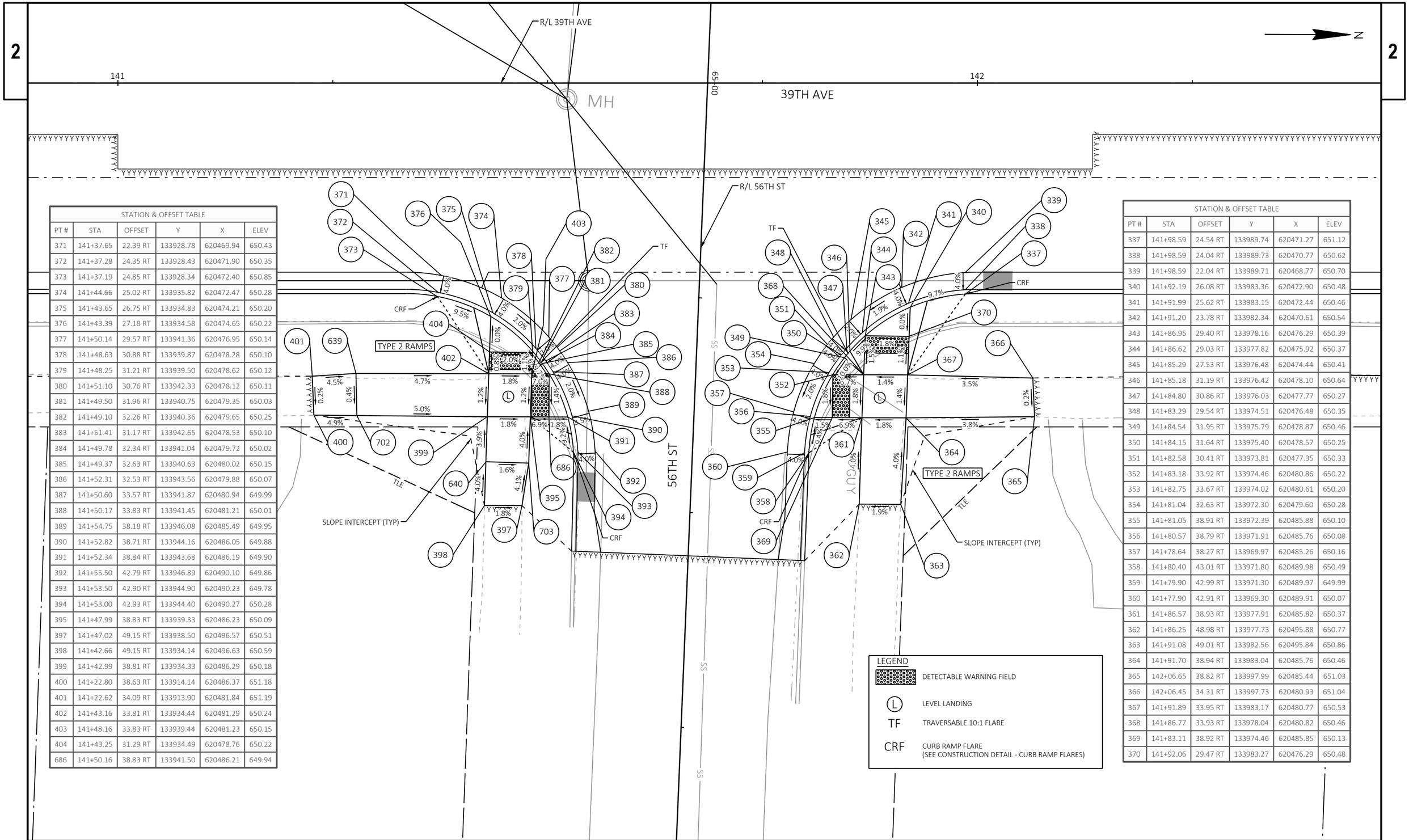
STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
269	141+56.87	44.65 LT	133947.10	620402.64	650.84
270	141+57.37	44.63 LT	133947.60	620402.66	650.34
271	141+59.37	44.54 LT	133949.60	620402.72	650.42
272	141+56.33	39.66 LT	133946.63	620407.64	650.39
273	141+56.82	39.55 LT	133947.12	620407.74	650.37
274	141+58.77	39.11 LT	133949.07	620408.16	650.45
275	141+54.45	34.67 LT	133944.81	620412.66	650.42
276	141+54.89	34.43 LT	133945.25	620412.89	650.40
277	141+56.64	33.47 LT	133947.02	620413.82	650.48
278	141+53.21	32.69 LT	133943.60	620414.65	650.65
279	141+53.62	32.40 LT	133944.01	620414.93	650.42
280	141+55.25	31.25 LT	133945.66	620416.07	650.50
281	141+52.57	31.85 LT	133942.97	620415.50	650.68
282	141+52.96	31.53 LT	133943.37	620415.81	650.43
283	141+54.53	30.29 LT	133944.95	620417.04	650.51
284	141+50.40	29.54 LT	133940.83	620417.84	650.46
285	141+50.74	29.17 LT	133941.17	620418.21	650.44
286	141+52.08	27.68 LT	133942.53	620419.67	650.52
287	141+45.25	26.19 LT	133935.73	620421.26	650.50
288	141+45.46	25.73 LT	133935.94	620421.72	650.48
289	141+46.27	23.90 LT	133936.78	620423.53	650.56
290	141+40.23	24.72 LT	133930.73	620422.80	651.02
291	141+40.31	24.22 LT	133930.81	620423.29	650.52
292	141+40.61	22.25 LT	133931.13	620425.26	650.60
293	141+45.37	29.60 LT	133935.80	620417.84	650.52
294	141+45.53	34.71 LT	133935.89	620412.74	650.73
295	141+40.69	35.05 LT	133931.04	620412.46	650.70
296	141+40.76	39.66 LT	133931.06	620407.85	650.77
297	141+45.70	39.71 LT	133935.99	620407.74	650.67
298	141+46.15	44.95 LT	133936.38	620402.49	650.85
299	141+50.73	44.71 LT	133940.96	620402.67	650.86
300	141+50.74	39.69 LT	133941.04	620407.69	650.63
301	141+50.57	34.69 LT	133940.94	620412.69	650.66
302	141+54.51	39.67 LT	133944.81	620407.66	650.40

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
303	141+81.50	44.33 LT	133971.73	620402.63	650.57
304	141+83.50	44.30 LT	133973.73	620402.64	650.49
305	141+84.00	44.29 LT	133974.23	620402.64	650.99
306	141+84.52	39.54 LT	133974.81	620407.38	650.55
307	141+84.03	39.43 LT	133974.33	620407.50	650.53
308	141+82.08	38.97 LT	133972.39	620407.99	650.61
309	141+86.45	34.53 LT	133976.81	620412.36	650.60
310	141+86.02	34.29 LT	133976.38	620412.61	650.58
311	141+84.27	33.32 LT	133974.64	620413.61	650.66
312	141+87.56	32.76 LT	133977.95	620414.12	650.81
313	141+87.16	32.48 LT	133977.54	620414.41	650.60
314	141+85.52	31.32 LT	133975.92	620415.59	650.68
315	141+88.06	32.10 LT	133978.45	620414.78	650.83
316	141+87.66	31.79 LT	133978.06	620415.09	650.61
317	141+86.08	30.57 LT	133976.49	620416.33	650.69
318	141+89.30	30.63 LT	133979.72	620416.23	650.64
319	141+88.94	30.29 LT	133979.36	620416.57	650.62
320	141+87.48	28.92 LT	133977.92	620417.96	650.70
321	141+94.18	26.87 LT	133984.64	620419.92	650.70
322	141+93.94	26.43 LT	133984.41	620420.36	650.68
323	141+92.98	24.68 LT	133983.48	620422.13	650.76
324	141+99.16	24.99 LT	133989.64	620421.74	651.23
325	141+99.04	24.50 LT	133989.54	620422.23	650.73
326	141+98.60	22.55 LT	133989.12	620424.18	650.81
327	141+94.32	30.57 LT	133984.73	620416.23	650.72
328	141+94.47	34.50 LT	133984.83	620412.29	650.86
329	141+99.55	35.09 LT	133989.90	620411.63	650.75
330	141+99.50	39.43 LT	133989.79	620407.30	650.85
331	141+94.66	39.50 LT	133984.95	620407.29	650.80
332	141+94.71	44.48 LT	133984.94	620402.30	650.92
333	141+90.26	44.88 LT	133980.48	620401.96	650.85
334	141+89.65	39.52 LT	133979.94	620407.33	650.77
335	141+86.52	39.53 LT	133976.81	620407.36	650.57
336	141+89.46	34.52 LT	133979.82	620412.34	650.79



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 28	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR7
PLOT DATE : 10/24/2024 2:57 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
371	141+37.65	22.39 RT	133928.78	620469.94	650.43
372	141+37.28	24.35 RT	133928.43	620471.90	650.35
373	141+37.19	24.85 RT	133928.34	620472.40	650.85
374	141+44.66	25.02 RT	133935.82	620472.47	650.28
375	141+43.65	26.75 RT	133934.83	620474.21	650.20
376	141+43.39	27.18 RT	133934.58	620474.65	650.22
377	141+50.14	29.57 RT	133941.36	620476.95	650.14
378	141+48.63	30.88 RT	133939.87	620478.28	650.10
379	141+48.25	31.21 RT	133939.50	620478.62	650.12
380	141+51.10	30.76 RT	133942.33	620478.12	650.11
381	141+49.50	31.96 RT	133940.75	620479.35	650.03
382	141+49.10	32.26 RT	133940.36	620479.65	650.25
383	141+51.41	31.17 RT	133942.65	620478.53	650.10
384	141+49.78	32.34 RT	133941.04	620479.72	650.02
385	141+49.37	32.63 RT	133940.63	620480.02	650.15
386	141+52.31	32.53 RT	133943.56	620479.88	650.07
387	141+50.60	33.57 RT	133941.87	620480.94	649.99
388	141+50.17	33.83 RT	133941.45	620481.21	650.01
389	141+54.75	38.18 RT	133946.08	620485.49	649.95
390	141+52.82	38.71 RT	133944.16	620486.05	649.88
391	141+52.34	38.84 RT	133943.68	620486.19	649.90
392	141+55.50	42.79 RT	133946.89	620490.10	649.86
393	141+53.50	42.90 RT	133944.90	620490.23	649.78
394	141+53.00	42.93 RT	133944.40	620490.27	650.28
395	141+47.99	38.83 RT	133939.33	620486.23	650.09
397	141+47.02	49.15 RT	133938.50	620496.57	650.51
398	141+42.66	49.15 RT	133934.14	620496.63	650.59
399	141+42.99	38.81 RT	133934.33	620486.29	650.18
400	141+22.80	38.63 RT	133914.14	620486.37	651.18
401	141+22.62	34.09 RT	133913.90	620481.84	651.19
402	141+43.16	33.81 RT	133934.44	620481.29	650.24
403	141+48.16	33.83 RT	133939.44	620481.23	650.15
404	141+43.25	31.29 RT	133934.49	620478.76	650.22
686	141+50.16	38.83 RT	133941.50	620486.21	649.94

STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
337	141+98.59	24.54 RT	133989.74	620471.27	651.12
338	141+98.59	24.04 RT	133989.73	620470.77	650.62
339	141+98.59	22.04 RT	133989.71	620468.77	650.70
340	141+92.19	26.08 RT	133983.36	620472.90	650.48
341	141+91.99	25.62 RT	133983.15	620472.44	650.46
342	141+91.20	23.78 RT	133982.34	620470.61	650.54
343	141+86.95	29.40 RT	133978.16	620476.29	650.39
344	141+86.62	29.03 RT	133977.82	620475.92	650.37
345	141+85.29	27.53 RT	133976.48	620474.44	650.41
346	141+85.18	31.19 RT	133976.42	620478.10	650.64
347	141+84.80	30.86 RT	133976.03	620477.77	650.27
348	141+83.29	29.54 RT	133974.51	620476.48	650.35
349	141+84.54	31.95 RT	133975.79	620478.87	650.46
350	141+84.15	31.64 RT	133975.40	620478.57	650.25
351	141+82.58	30.41 RT	133973.81	620477.35	650.33
352	141+83.18	33.92 RT	133974.46	620480.86	650.22
353	141+82.75	33.67 RT	133974.02	620480.61	650.20
354	141+81.04	32.63 RT	133972.30	620479.60	650.28
355	141+81.05	38.91 RT	133972.39	620485.88	650.10
356	141+80.57	38.79 RT	133971.91	620485.76	650.08
357	141+78.64	38.27 RT	133969.97	620485.26	650.16
358	141+80.40	43.01 RT	133971.80	620489.98	650.49
359	141+79.90	42.99 RT	133971.30	620489.97	649.99
360	141+77.90	42.91 RT	133969.30	620489.91	650.07
361	141+86.57	38.93 RT	133977.91	620485.82	650.37
362	141+86.25	48.98 RT	133977.73	620495.88	650.77
363	141+91.08	49.01 RT	133982.56	620495.84	650.86
364	141+91.70	38.94 RT	133983.04	620485.76	650.46
365	142+06.65	38.82 RT	133997.99	620485.44	651.03
366	142+06.45	34.31 RT	133997.73	620480.93	651.04
367	141+91.89	33.95 RT	133983.17	620480.77	650.53
368	141+86.77	33.93 RT	133978.04	620480.82	650.46
369	141+83.11	38.92 RT	133974.46	620485.85	650.13
370	141+92.06	29.47 RT	133983.27	620476.29	650.48

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 29	E

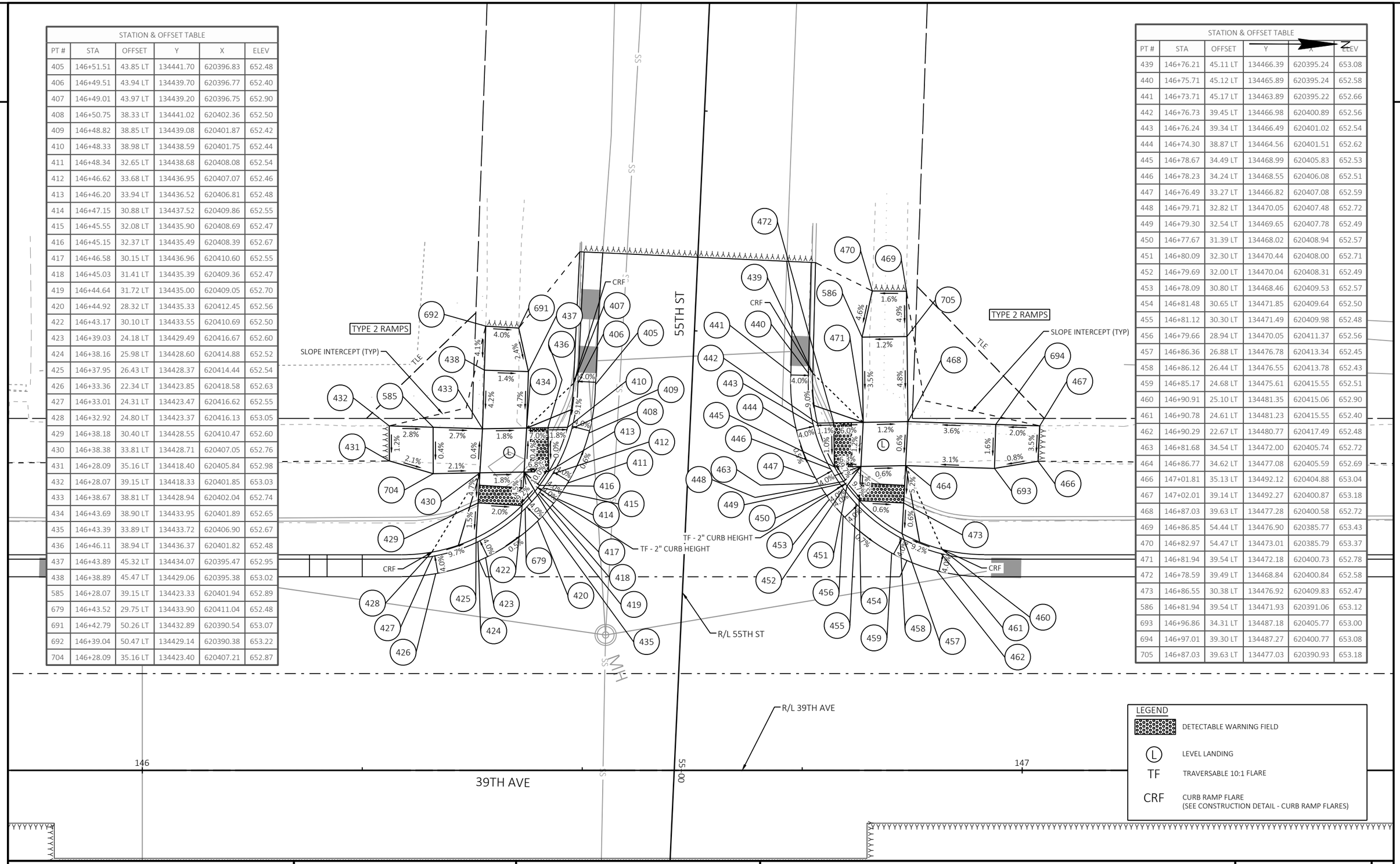
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR8

PLOT DATE : 10/24/2024 2:58 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
405	146+51.51	43.85 LT	134441.70	620396.83	652.48
406	146+49.51	43.94 LT	134439.70	620396.77	652.40
407	146+49.01	43.97 LT	134439.20	620396.75	652.90
408	146+50.75	38.33 LT	134441.02	620402.36	652.50
409	146+48.82	38.85 LT	134439.08	620401.87	652.42
410	146+48.33	38.98 LT	134438.59	620401.75	652.44
411	146+48.34	32.65 LT	134438.68	620408.08	652.54
412	146+46.62	33.68 LT	134436.95	620407.07	652.46
413	146+46.20	33.94 LT	134436.52	620406.81	652.48
414	146+47.15	30.88 LT	134437.52	620409.86	652.55
415	146+45.55	32.08 LT	134435.90	620408.69	652.47
416	146+45.15	32.37 LT	134435.49	620408.39	652.67
417	146+46.58	30.15 LT	134436.96	620410.60	652.55
418	146+45.03	31.41 LT	134435.39	620409.36	652.47
419	146+44.64	31.72 LT	134435.00	620409.05	652.70
420	146+44.92	28.32 LT	134435.33	620412.45	652.56
422	146+43.17	30.10 LT	134433.55	620410.69	652.50
423	146+39.03	24.18 LT	134429.49	620416.67	652.60
424	146+38.16	25.98 LT	134428.60	620414.88	652.52
425	146+37.95	26.43 LT	134428.37	620414.44	652.54
426	146+33.36	22.34 LT	134423.85	620418.58	652.63
427	146+33.01	24.31 LT	134423.47	620416.62	652.55
428	146+32.92	24.80 LT	134423.37	620416.13	653.05
429	146+38.18	30.40 LT	134428.55	620410.47	652.60
430	146+38.38	33.81 LT	134428.71	620407.05	652.76
431	146+28.09	35.16 LT	134418.40	620405.84	652.98
432	146+28.07	39.15 LT	134418.33	620401.85	653.03
433	146+38.67	38.81 LT	134428.94	620402.04	652.74
434	146+43.69	38.90 LT	134433.95	620401.89	652.65
435	146+43.39	33.89 LT	134433.72	620406.90	652.67
436	146+46.11	38.94 LT	134436.37	620401.82	652.48
437	146+43.89	45.32 LT	134434.07	620395.47	652.95
438	146+38.89	45.47 LT	134429.06	620395.38	653.02
585	146+28.07	39.15 LT	134423.33	620401.94	652.89
679	146+43.52	29.75 LT	134433.90	620411.04	652.48
691	146+42.79	50.26 LT	134432.89	620390.54	653.07
692	146+39.04	50.47 LT	134429.14	620390.38	653.22
704	146+28.09	35.16 LT	134423.40	620407.21	652.87

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
439	146+76.21	45.11 LT	134466.39	620395.24	653.08
440	146+75.71	45.12 LT	134465.89	620395.24	652.58
441	146+73.71	45.17 LT	134463.89	620395.22	652.66
442	146+76.73	39.45 LT	134466.98	620400.89	652.56
443	146+76.24	39.34 LT	134466.49	620401.02	652.54
444	146+74.30	38.87 LT	134464.56	620401.51	652.62
445	146+78.67	34.49 LT	134468.99	620405.83	652.53
446	146+78.23	34.24 LT	134468.55	620406.08	652.51
447	146+76.49	33.27 LT	134466.82	620407.08	652.59
448	146+79.71	32.82 LT	134470.05	620407.48	652.72
449	146+79.30	32.54 LT	134469.65	620407.78	652.49
450	146+77.67	31.39 LT	134468.02	620408.94	652.57
451	146+80.09	32.30 LT	134470.44	620408.00	652.71
452	146+79.69	32.00 LT	134470.04	620408.31	652.49
453	146+78.09	30.80 LT	134468.46	620409.53	652.57
454	146+81.48	30.65 LT	134471.85	620409.64	652.50
455	146+81.12	30.30 LT	134471.49	620409.98	652.48
456	146+79.66	28.94 LT	134470.05	620411.37	652.56
457	146+86.36	26.88 LT	134476.78	620413.34	652.45
458	146+86.12	26.44 LT	134476.55	620413.78	652.43
459	146+85.17	24.68 LT	134475.61	620415.55	652.51
460	146+90.91	25.10 LT	134481.35	620415.06	652.90
461	146+90.78	24.61 LT	134481.23	620415.55	652.40
462	146+90.29	22.67 LT	134480.77	620417.49	652.48
463	146+81.68	34.54 LT	134472.00	620405.74	652.72
464	146+86.77	34.62 LT	134477.08	620405.59	652.69
466	147+01.81	35.13 LT	134492.12	620404.88	653.04
467	147+02.01	39.14 LT	134492.27	620400.87	653.18
468	146+87.03	39.63 LT	134477.28	620400.58	652.72
469	146+86.85	54.44 LT	134476.90	620385.77	653.43
470	146+82.97	54.47 LT	134473.01	620385.79	653.37
471	146+81.94	39.54 LT	134472.18	620400.73	652.78
472	146+78.59	39.49 LT	134468.84	620400.84	652.58
473	146+86.55	30.38 LT	134476.92	620409.83	652.47
586	146+81.94	39.54 LT	134471.93	620391.06	653.12
693	146+96.86	34.31 LT	134487.18	620405.77	653.00
694	146+97.01	39.30 LT	134487.27	620400.77	653.08
705	146+87.03	39.63 LT	134477.03	620390.93	653.18

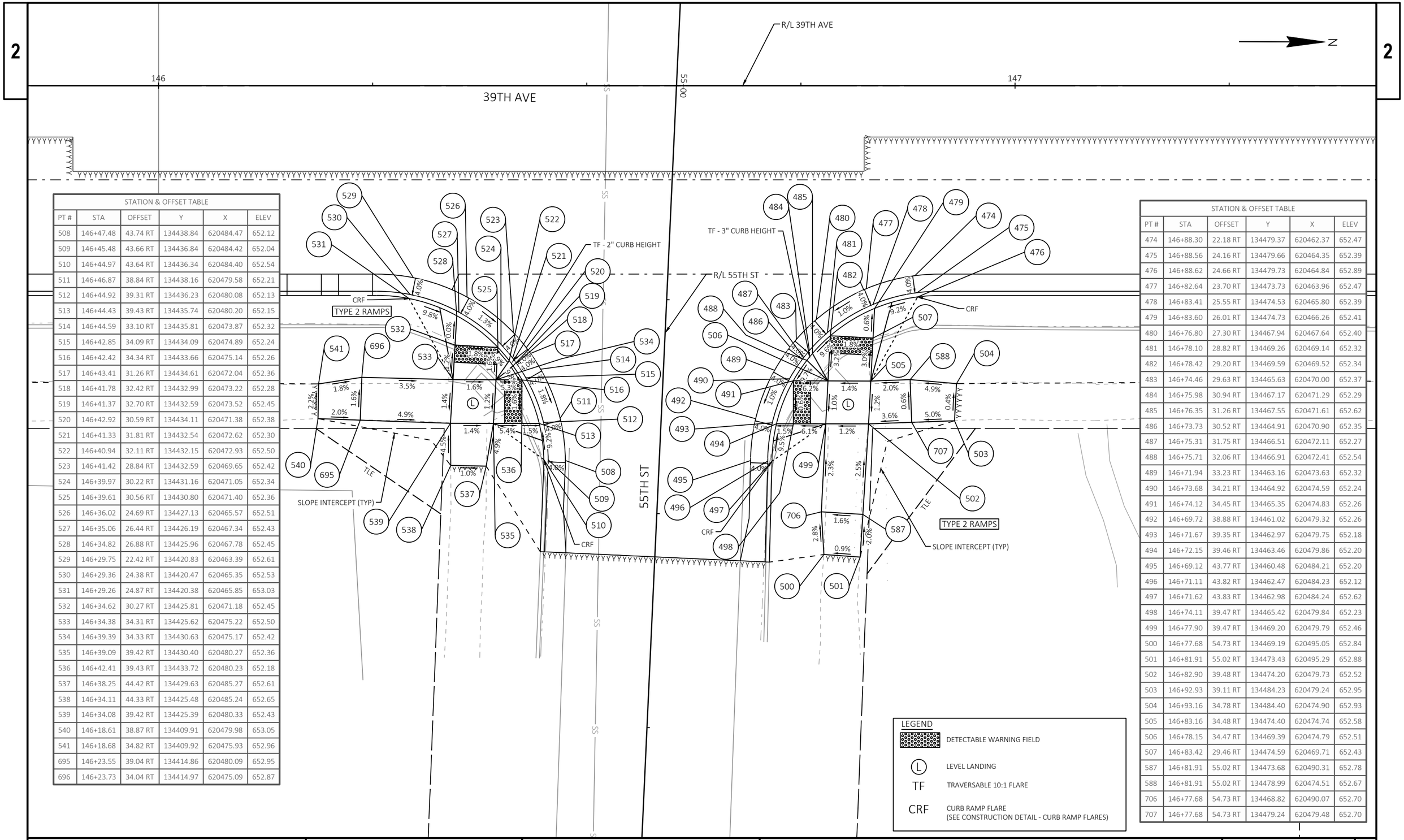


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 30	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR9

PLOT DATE : 10/24/2024 2:58 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
508	146+47.48	43.74 RT	134438.84	620484.47	652.12
509	146+45.48	43.66 RT	134436.84	620484.42	652.04
510	146+44.97	43.64 RT	134436.34	620484.40	652.54
511	146+46.87	38.84 RT	134438.16	620479.58	652.21
512	146+44.92	39.31 RT	134436.23	620480.08	652.13
513	146+44.43	39.43 RT	134435.74	620480.20	652.15
514	146+44.59	33.10 RT	134435.81	620473.87	652.32
515	146+42.85	34.09 RT	134434.09	620474.89	652.24
516	146+42.42	34.34 RT	134433.66	620475.14	652.26
517	146+43.41	31.26 RT	134434.61	620472.04	652.36
518	146+41.78	32.42 RT	134432.99	620473.22	652.28
519	146+41.37	32.70 RT	134432.59	620473.52	652.45
520	146+42.92	30.59 RT	134434.11	620471.38	652.38
521	146+41.33	31.81 RT	134432.54	620472.62	652.30
522	146+40.94	32.11 RT	134432.15	620472.93	652.50
523	146+41.42	28.84 RT	134432.59	620469.65	652.42
524	146+39.97	30.22 RT	134431.16	620471.05	652.34
525	146+39.61	30.56 RT	134430.80	620471.40	652.36
526	146+36.02	24.69 RT	134427.13	620465.57	652.51
527	146+35.06	26.44 RT	134426.19	620467.34	652.43
528	146+34.82	26.88 RT	134425.96	620467.78	652.45
529	146+29.75	22.42 RT	134420.83	620463.39	652.61
530	146+29.36	24.38 RT	134420.47	620465.35	652.53
531	146+29.26	24.87 RT	134420.38	620465.85	653.03
532	146+34.62	30.27 RT	134425.81	620471.18	652.45
533	146+34.38	34.31 RT	134425.62	620475.22	652.50
534	146+39.39	34.33 RT	134430.63	620475.17	652.42
535	146+39.09	39.42 RT	134430.40	620480.27	652.36
536	146+42.41	39.43 RT	134433.72	620480.23	652.18
537	146+38.25	44.42 RT	134429.63	620485.27	652.61
538	146+34.11	44.33 RT	134425.48	620485.24	652.65
539	146+34.08	39.42 RT	134425.39	620480.33	652.43
540	146+18.61	38.87 RT	134409.91	620479.98	653.05
541	146+18.68	34.82 RT	134409.92	620475.93	652.96
695	146+23.55	39.04 RT	134414.86	620480.09	652.95
696	146+23.73	34.04 RT	134414.97	620475.09	652.87

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
474	146+88.30	22.18 RT	134479.37	620462.37	652.47
475	146+88.56	24.16 RT	134479.66	620464.35	652.39
476	146+88.62	24.66 RT	134479.73	620464.84	652.89
477	146+82.64	23.70 RT	134473.73	620463.96	652.47
478	146+83.41	25.55 RT	134474.53	620465.80	652.39
479	146+83.60	26.01 RT	134474.73	620466.26	652.41
480	146+76.80	27.30 RT	134467.94	620467.64	652.40
481	146+78.10	28.82 RT	134469.26	620469.14	652.32
482	146+78.42	29.20 RT	134469.59	620469.52	652.34
483	146+74.46	29.63 RT	134465.63	620470.00	652.37
484	146+75.98	30.94 RT	134467.17	620471.29	652.29
485	146+76.35	31.26 RT	134467.55	620471.61	652.62
486	146+73.73	30.52 RT	134464.91	620470.90	652.35
487	146+75.31	31.75 RT	134466.51	620472.11	652.27
488	146+75.71	32.06 RT	134466.91	620472.41	652.54
489	146+71.94	33.23 RT	134463.16	620473.63	652.32
490	146+73.68	34.21 RT	134464.92	620474.59	652.24
491	146+74.12	34.45 RT	134465.35	620474.83	652.26
492	146+69.72	38.88 RT	134461.02	620479.32	652.26
493	146+71.67	39.35 RT	134462.97	620479.75	652.18
494	146+72.15	39.46 RT	134463.46	620479.86	652.20
495	146+69.12	43.77 RT	134460.48	620484.21	652.20
496	146+71.11	43.82 RT	134462.47	620484.23	652.12
497	146+71.62	43.83 RT	134462.98	620484.24	652.62
498	146+74.11	39.47 RT	134465.42	620479.84	652.23
499	146+77.90	39.47 RT	134469.20	620479.79	652.46
500	146+77.68	54.73 RT	134469.19	620495.05	652.84
501	146+81.91	55.02 RT	134473.43	620495.29	652.88
502	146+82.90	39.48 RT	134474.20	620479.73	652.52
503	146+92.93	39.11 RT	134484.23	620479.24	652.95
504	146+93.16	34.78 RT	134484.40	620474.90	652.93
505	146+83.16	34.48 RT	134474.40	620474.74	652.58
506	146+78.15	34.47 RT	134469.39	620474.79	652.51
507	146+83.42	29.46 RT	134474.59	620469.71	652.43
587	146+81.91	55.02 RT	134473.68	620490.31	652.78
588	146+81.91	55.02 RT	134478.99	620474.51	652.67
706	146+77.68	54.73 RT	134468.82	620490.07	652.70
707	146+77.68	54.73 RT	134479.24	620479.48	652.70

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 31	E

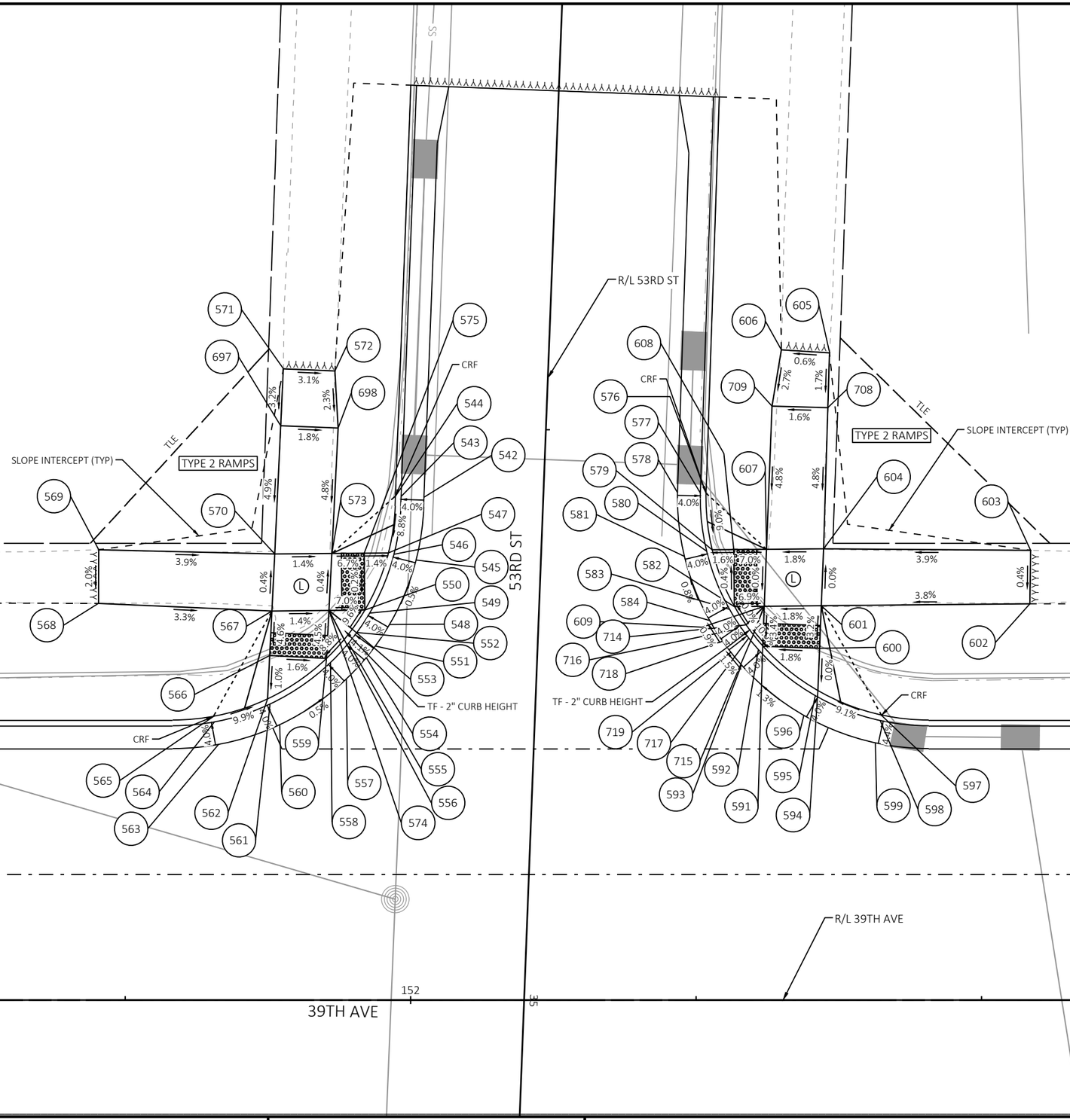
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR10

PLOT DATE : 10/24/2024 2:59 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
542	152+01.13	43.16 LT	134991.30	620389.31	650.05
543	151+99.13	43.24 LT	134989.30	620389.26	649.97
544	151+98.63	43.26 LT	134988.80	620389.25	650.47
545	152+00.45	38.54 LT	134990.67	620394.80	650.08
546	151+98.52	39.04 LT	134988.73	620394.33	650.00
547	151+98.03	39.16 LT	134988.24	620394.22	650.03
548	151+98.13	32.89 LT	134988.42	620400.49	650.11
549	151+96.40	33.90 LT	134986.68	620399.50	650.03
550	151+95.97	34.15 LT	134986.25	620399.26	650.05
551	151+96.90	31.02 LT	134987.22	620402.38	650.12
552	151+95.29	32.20 LT	134985.59	620401.22	650.04
553	151+94.88	32.49 LT	134985.18	620400.93	650.24
554	151+96.11	29.99 LT	134986.44	620403.41	650.13
555	151+94.56	31.26 LT	134984.88	620402.16	650.05
556	151+94.18	31.58 LT	134984.49	620401.85	650.28
557	151+94.36	28.12 LT	134984.72	620405.31	650.14
558	151+92.98	29.56 LT	134983.32	620403.89	650.06
559	151+92.63	29.92 LT	134982.97	620403.53	650.08
560	151+88.53	24.10 LT	134978.94	620409.40	650.18
561	151+87.67	25.91 LT	134978.06	620407.61	650.10
562	151+87.46	26.36 LT	134977.84	620407.16	650.12
563	151+83.16	22.37 LT	134973.59	620411.21	650.20
564	151+82.80	24.34 LT	134973.20	620409.25	650.12
565	151+82.70	24.83 LT	134973.10	620408.76	650.62
566	151+87.65	30.17 LT	134977.98	620403.35	650.16
567	151+87.84	34.07 LT	134978.12	620399.44	650.34
568	151+72.65	34.75 LT	134962.91	620398.97	650.84
569	151+72.67	39.44 LT	134962.88	620394.28	650.93
570	151+88.09	39.07 LT	134978.30	620394.44	650.32
571	151+88.85	55.29 LT	134978.85	620378.22	651.03
572	151+93.36	55.11 LT	134983.35	620378.34	650.89
573	151+93.09	39.12 LT	134983.30	620394.33	650.25
574	151+92.84	34.12 LT	134983.12	620399.33	650.27
575	151+95.92	39.14 LT	134986.13	620394.26	650.06
697	151+88.62	50.29 LT	134978.68	620383.21	650.87
698	151+93.64	50.11 LT	134983.70	620383.33	650.78

STATION & OFFSET TABLE					
PT #	STA	OFFSET	Y	X	ELEV
576	152+25.86	43.61 LT	135016.00	620388.60	650.52
577	152+25.36	43.60 LT	135015.50	620388.60	650.02
578	152+23.36	43.56 LT	135013.50	620388.58	650.10
579	152+26.40	39.44 LT	135016.60	620393.56	650.07
580	152+25.91	39.32 LT	135016.12	620393.69	650.05
581	152+23.97	38.85 LT	135014.18	620394.18	650.13
582	152+28.35	34.46 LT	135018.62	620398.51	650.12
583	152+27.91	34.22 LT	135018.19	620398.76	650.10
584	152+26.17	33.24 LT	135016.45	620399.76	650.18
591	152+30.82	31.00 LT	135021.14	620401.94	650.18
592	152+30.45	30.67 LT	135020.77	620402.28	650.16
593	152+28.96	29.33 LT	135019.30	620403.63	650.24
594	152+35.67	27.08 LT	135026.03	620405.80	650.27
595	152+35.42	26.64 LT	135025.79	620406.24	650.25
596	152+34.43	24.91 LT	135024.82	620407.98	650.33
597	152+41.23	24.94 LT	135031.62	620407.86	650.81
598	152+41.13	24.45 LT	135031.53	620408.35	650.31
599	152+40.70	22.50 LT	135031.13	620410.31	650.40
600	152+35.82	30.80 LT	135026.13	620402.07	650.27
601	152+35.96	34.53 LT	135026.23	620398.34	650.39
602	152+54.23	34.71 LT	135044.49	620397.92	651.08
603	152+54.30	39.39 LT	135044.50	620393.24	651.10
604	152+36.16	39.53 LT	135026.36	620393.34	650.39
605	152+36.69	56.69 LT	135026.66	620376.18	651.06
606	152+32.46	56.95 LT	135022.43	620375.97	651.04
607	152+31.16	39.48 LT	135021.36	620393.45	650.30
608	152+28.30	39.46 LT	135018.50	620393.52	650.10
609	152+30.96	34.49 LT	135021.23	620398.45	650.30
708	152+36.69	56.69 LT	135026.56	620380.98	650.98
709	152+32.46	56.95 LT	135021.68	620380.92	650.90
714	152+26.17	33.24 LT	135019.65	620400.11	650.31
715	152+26.17	33.24 LT	135020.29	620400.96	650.31
716	152+26.17	33.24 LT	135019.24	620400.40	650.12
717	152+26.17	33.24 LT	135019.90	620401.27	650.14
718	152+26.17	33.24 LT	135017.62	620401.57	650.20
719	152+26.17	33.24 LT	135018.34	620402.52	650.22

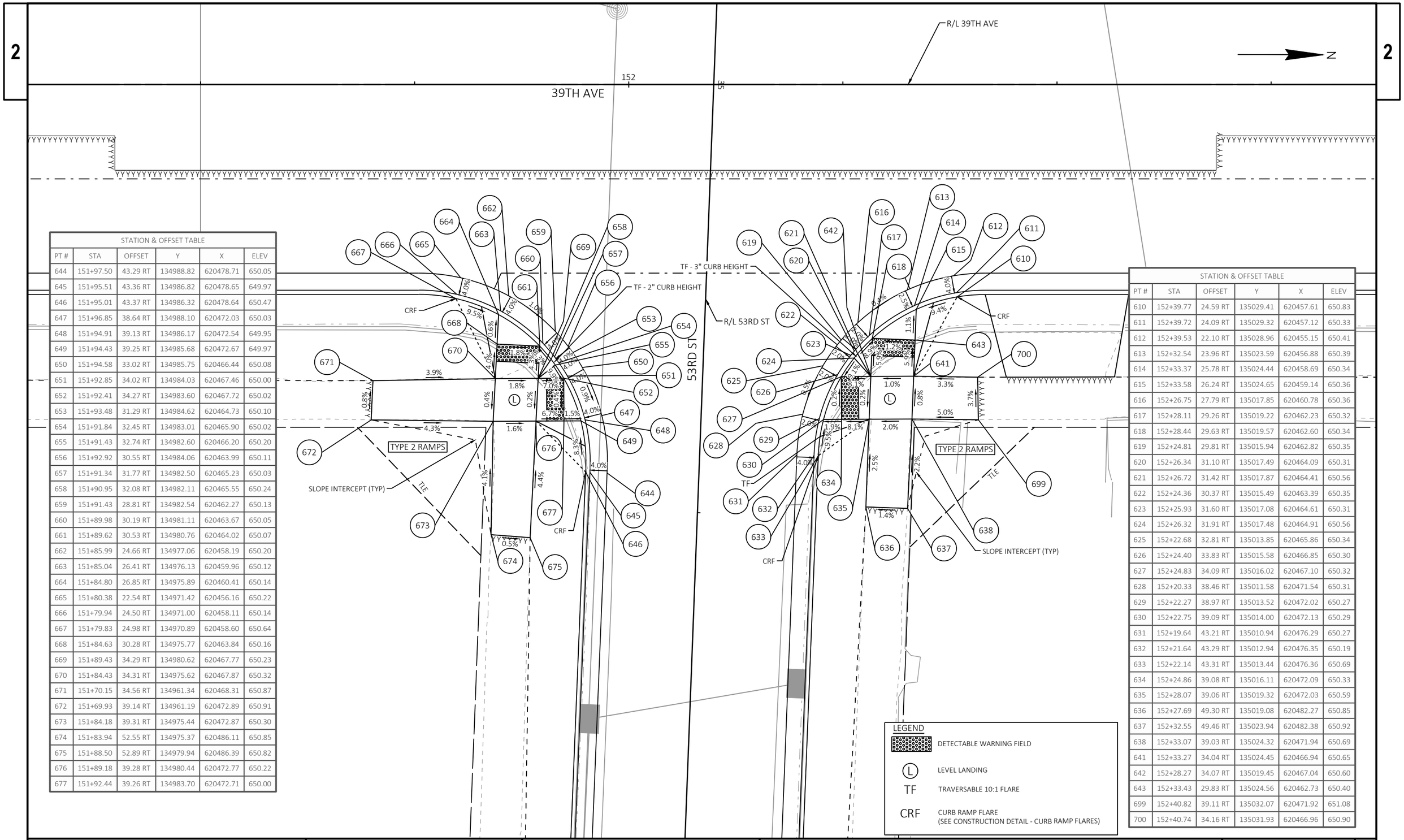


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 32	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR11

PLOT DATE : 10/24/2024 3:00 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
644	151+97.50	43.29 RT	134988.82	620478.71	650.05
645	151+95.51	43.36 RT	134986.82	620478.65	649.97
646	151+95.01	43.37 RT	134986.32	620478.64	650.47
647	151+96.85	38.64 RT	134988.10	620472.03	650.03
648	151+94.91	39.13 RT	134986.17	620472.54	649.95
649	151+94.43	39.25 RT	134985.68	620472.67	649.97
650	151+94.58	33.02 RT	134985.75	620466.44	650.08
651	151+92.85	34.02 RT	134984.03	620467.46	650.00
652	151+92.41	34.27 RT	134983.60	620467.72	650.02
653	151+93.48	31.29 RT	134984.62	620464.73	650.10
654	151+91.84	32.45 RT	134983.01	620465.90	650.02
655	151+91.43	32.74 RT	134982.60	620466.20	650.20
656	151+92.92	30.55 RT	134984.06	620463.99	650.11
657	151+91.34	31.77 RT	134982.50	620465.23	650.03
658	151+90.95	32.08 RT	134982.11	620465.55	650.24
659	151+91.43	28.81 RT	134982.54	620462.27	650.13
660	151+89.98	30.19 RT	134981.11	620463.67	650.05
661	151+89.62	30.53 RT	134980.76	620464.02	650.07
662	151+85.99	24.66 RT	134977.06	620458.19	650.20
663	151+85.04	26.41 RT	134976.13	620459.96	650.12
664	151+84.80	26.85 RT	134975.89	620460.41	650.14
665	151+80.38	22.54 RT	134971.42	620456.16	650.22
666	151+79.94	24.50 RT	134971.00	620458.11	650.14
667	151+79.83	24.98 RT	134970.89	620458.60	650.64
668	151+84.63	30.28 RT	134975.77	620463.84	650.16
669	151+89.43	34.29 RT	134980.62	620467.77	650.23
670	151+84.43	34.31 RT	134975.62	620467.87	650.32
671	151+70.15	34.56 RT	134961.34	620468.31	650.87
672	151+69.93	39.14 RT	134961.19	620472.89	650.91
673	151+84.18	39.31 RT	134975.44	620472.87	650.30
674	151+83.94	52.55 RT	134975.37	620486.11	650.85
675	151+88.50	52.89 RT	134979.94	620486.39	650.82
676	151+89.18	39.28 RT	134980.44	620472.77	650.22
677	151+92.44	39.26 RT	134983.70	620472.71	650.00

STATION & OFFSET TABLE

PT #	STA	OFFSET	Y	X	ELEV
610	152+39.77	24.59 RT	135029.41	620457.61	650.83
611	152+39.72	24.09 RT	135029.32	620457.12	650.33
612	152+39.53	22.10 RT	135028.96	620455.15	650.41
613	152+32.54	23.96 RT	135023.59	620456.88	650.39
614	152+33.37	25.78 RT	135024.44	620458.69	650.34
615	152+33.58	26.24 RT	135024.65	620459.14	650.36
616	152+26.75	27.79 RT	135017.85	620460.78	650.36
617	152+28.11	29.26 RT	135019.22	620462.23	650.32
618	152+28.44	29.63 RT	135019.57	620462.60	650.34
619	152+24.81	29.81 RT	135015.94	620462.82	650.35
620	152+26.34	31.10 RT	135017.49	620464.09	650.31
621	152+26.72	31.42 RT	135017.87	620464.41	650.56
622	152+24.36	30.37 RT	135015.49	620463.39	650.35
623	152+25.93	31.60 RT	135017.08	620464.61	650.31
624	152+26.32	31.91 RT	135017.48	620464.91	650.56
625	152+22.68	32.81 RT	135013.85	620465.86	650.34
626	152+24.40	33.83 RT	135015.58	620466.85	650.30
627	152+24.83	34.09 RT	135016.02	620467.10	650.32
628	152+20.33	38.46 RT	135011.58	620471.54	650.31
629	152+22.27	38.97 RT	135013.52	620472.02	650.27
630	152+22.75	39.09 RT	135014.00	620472.13	650.29
631	152+19.64	43.21 RT	135010.94	620476.29	650.27
632	152+21.64	43.29 RT	135012.94	620476.35	650.19
633	152+22.14	43.31 RT	135013.44	620476.36	650.69
634	152+24.86	39.08 RT	135016.11	620472.09	650.33
635	152+28.07	39.06 RT	135019.32	620472.03	650.59
636	152+27.69	49.30 RT	135019.08	620482.27	650.85
637	152+32.55	49.46 RT	135023.94	620482.38	650.92
638	152+33.07	39.03 RT	135024.32	620471.94	650.69
641	152+33.27	34.04 RT	135024.45	620466.94	650.65
642	152+28.27	34.07 RT	135019.45	620467.04	650.60
643	152+33.43	29.83 RT	135024.56	620462.73	650.40
699	152+40.82	39.11 RT	135032.07	620471.92	651.08
700	152+40.74	34.16 RT	135031.93	620466.96	650.90

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 33	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\021251-CR.DWG
LAYOUT NAME - CR12

PLOT DATE : 10/24/2024 3:00 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

BEGIN CONSTRUCTION
STA 94+40.56

R/L 59TH ST

N

60TH ST

R/L 39TH AVE

59TH ST

MATCH LINE 135+25

BEGIN PROJECT 3831-00-72
STA 130+75.00

39TH AVE

LEGEND
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

END CONSTRUCTION
STA 95+55.04

BEGIN CONSTRUCTION
STA 74+14.29

R/L 57TH ST

N

R/L 39TH AVE

57TH ST

MATCH LINE 140+75

39TH AVE

MATCH LINE 135+25

57TH ST

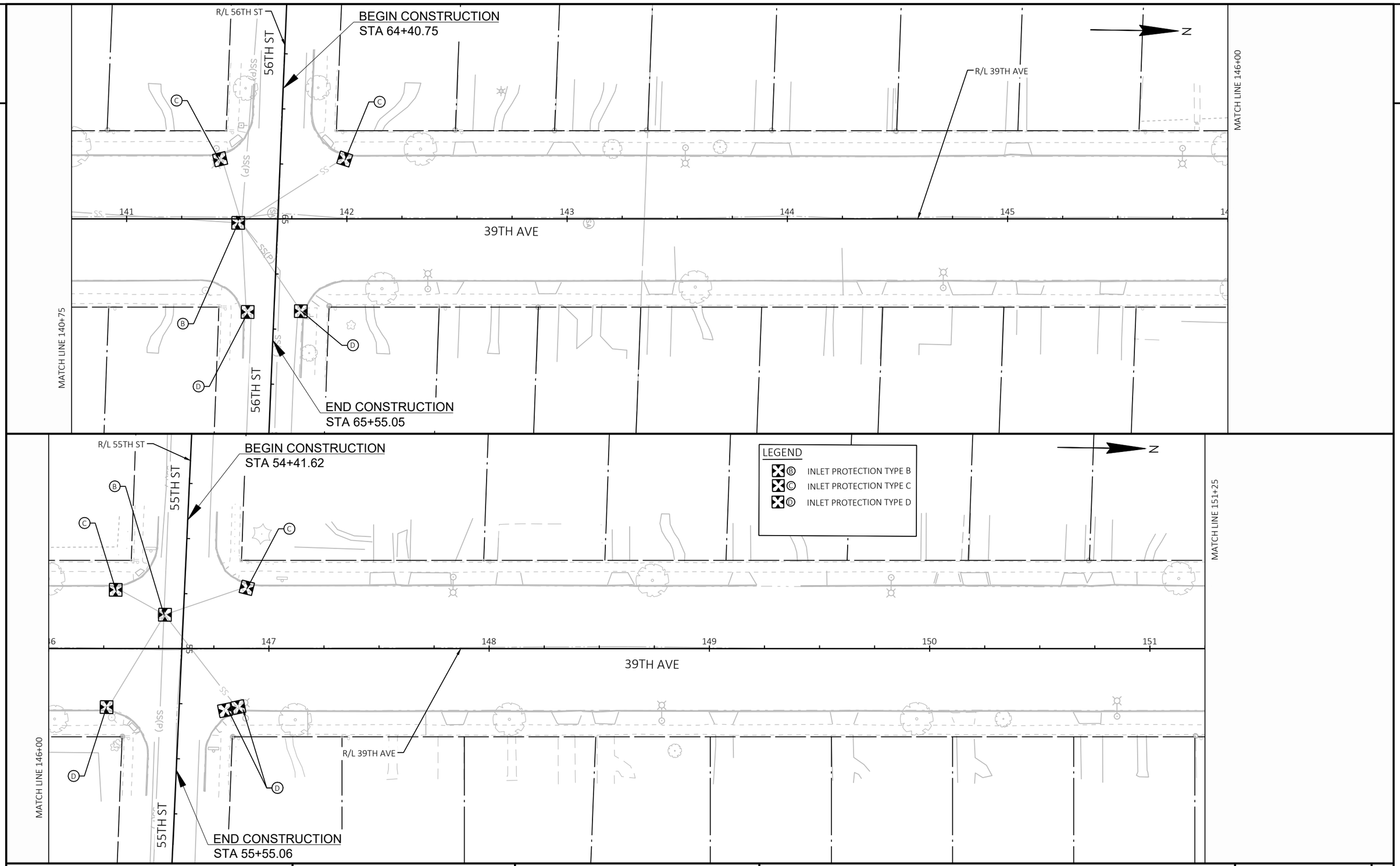
END CONSTRUCTION
STA 75+55.05

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - EXISTING	SHEET 34	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022001-EC-STG 1.DWG
LAYOUT NAME - EC1

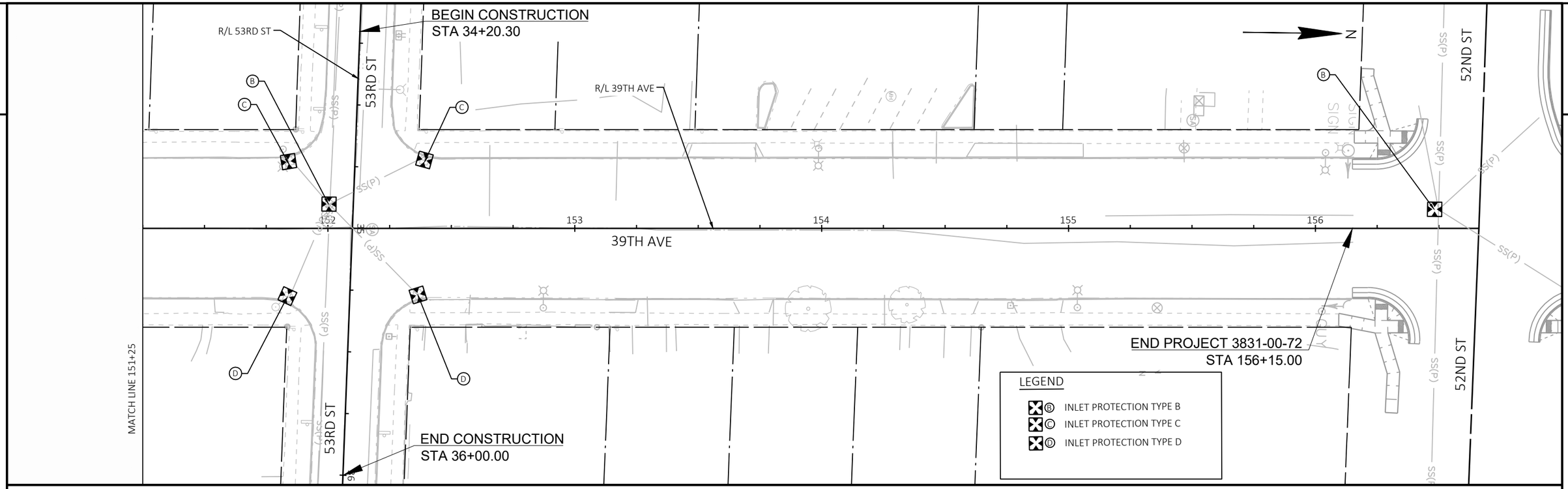
PLOT DATE : 10/24/2024 3:01 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

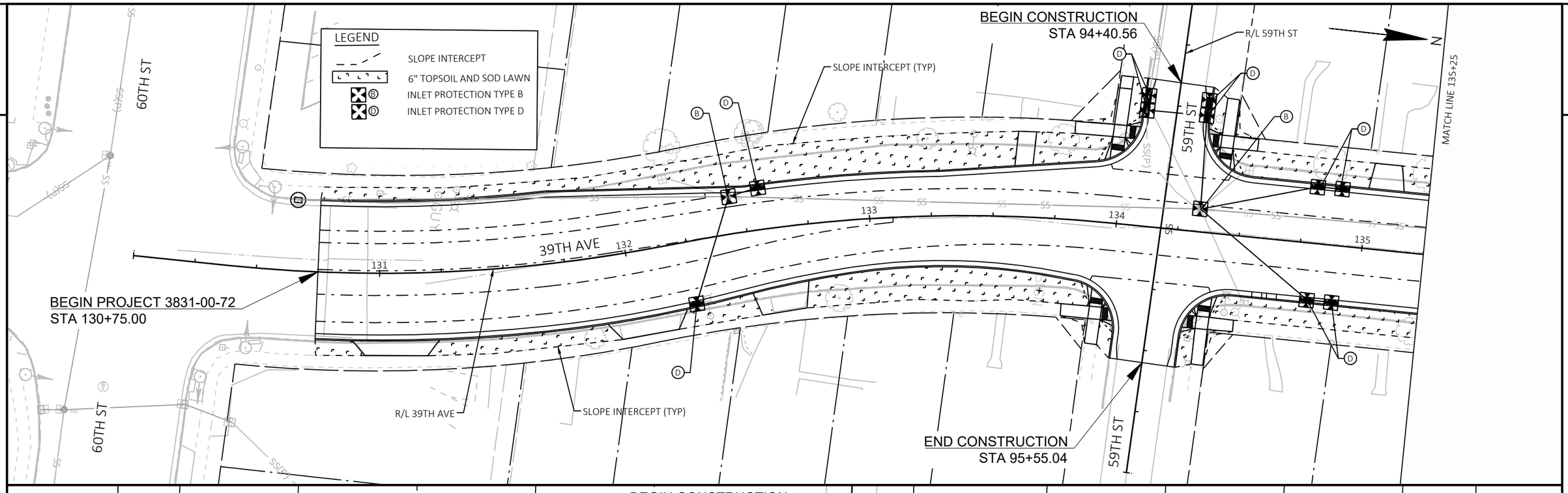


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - EXISTING	SHEET 35	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022001-EC-STG 1.DWG
LAYOUT NAME - EC2
PLOT DATE : 10/24/2024 3:02 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



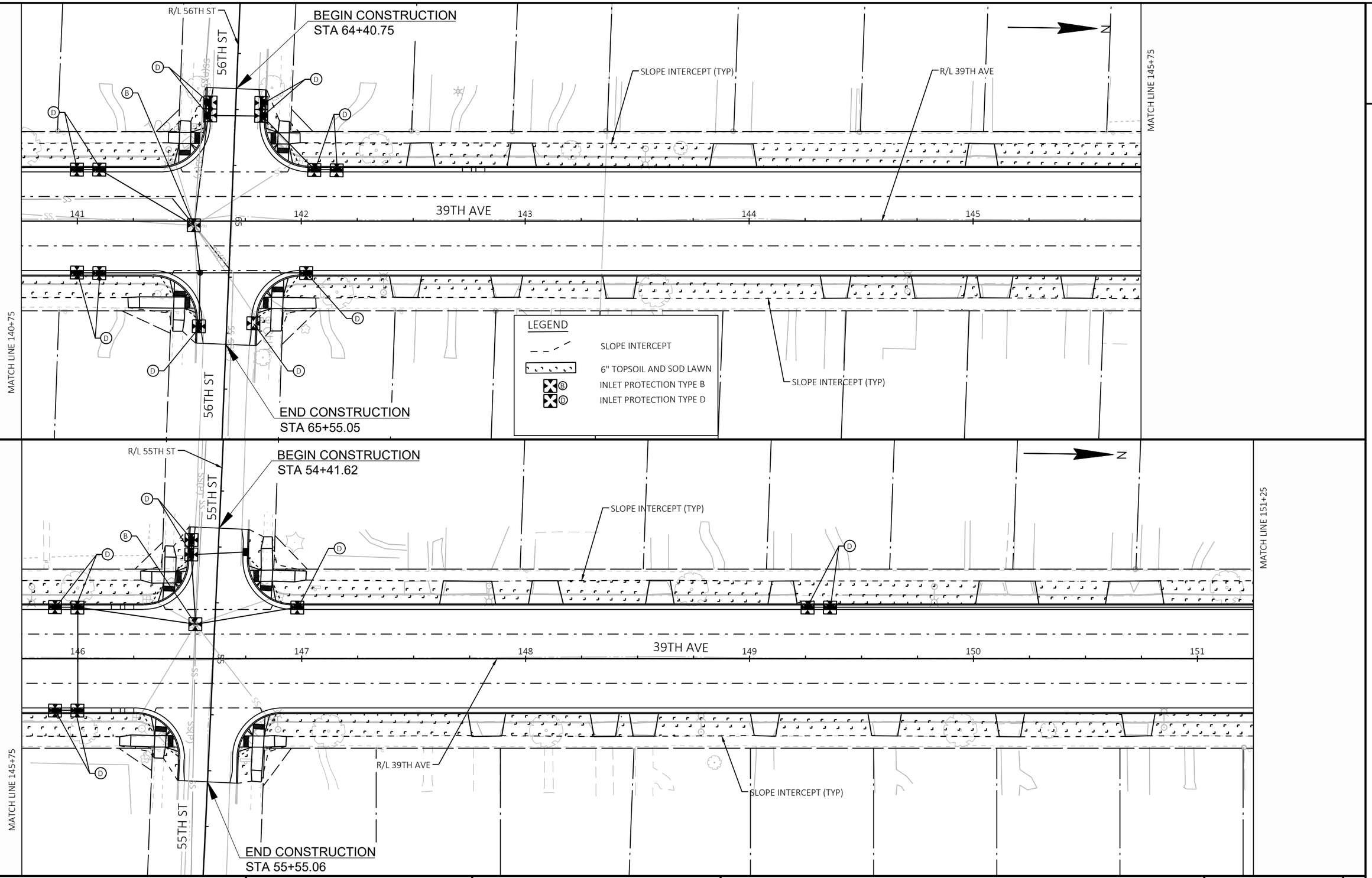
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - EXISTING	SHEET 36	E



2

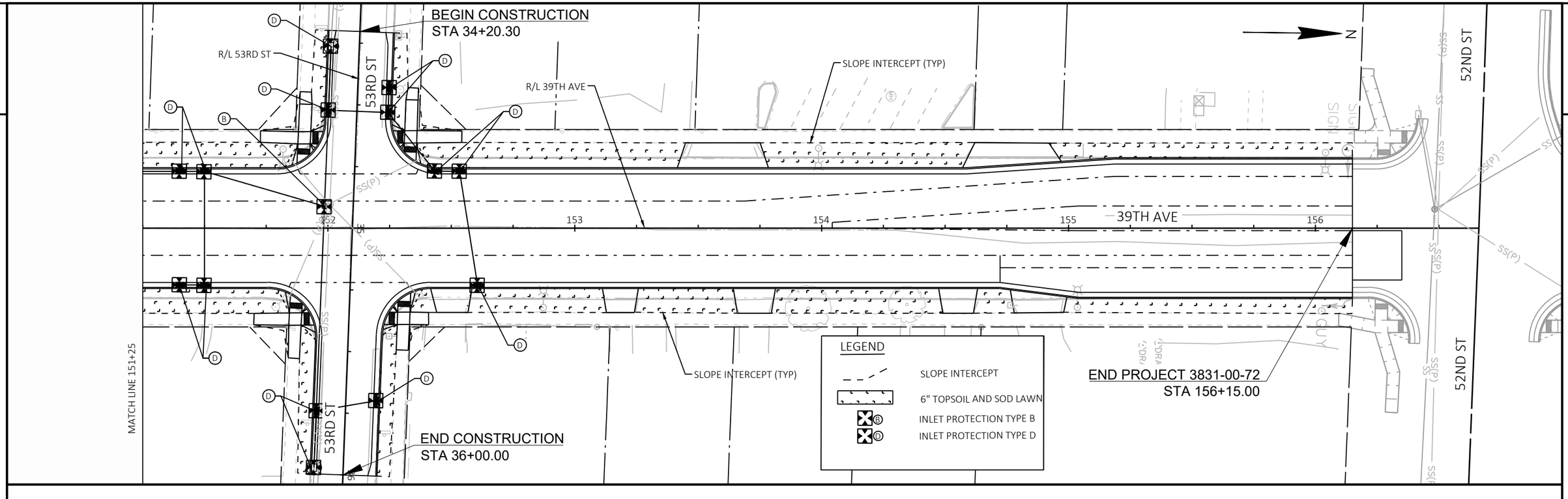
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - PROPOSED	SHEET 37	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022001-EC-STG 2.DWG
LAYOUT NAME - EC1
PLOT DATE : 10/24/2024 3:04 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - PROPOSED	SHEET 38	E



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	EROSION CONTROL - PROPOSED	SHEET 39	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022001-EC-STG 2.DWG
LAYOUT NAME - EC3

PLOT DATE : 10/24/2024 3:05 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

GENERAL DRAINAGE NOTES

LOCATION OF STRUCTURES REFER TO CENTER OF STRUCTURE OR AS NOTED ON PLAN.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING DRAINAGE SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

SUPPORTING UTILITIES DURING DRAINAGE CONSTRUCTION IS INCIDENTAL TO DRAINAGE PIPE AND/OR DRAINAGE STRUCTURE.

BULKHEAD PIPE MASONRY TO BE PAID AS SEALING PIPES.

STATION AND OFFSET ARE TO CENTER OF STRUCTURE. RIM ELEV IS AT THE INLET COVER FLANGE LOCATION.

STORM SEWER LEGEND

E## EXISTING DRAINAGE STRUCTURE

PROPOSED DRAINAGE STRUCTURE

PROPOSED MANHOLE

PROPOSED INLET

PROPOSED STORM SEWER/CULVERT PIPE PLAN VIEW

2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER LEGEND	SHEET 40	E

2

BEGIN CONSTRUCTION
STA 94+40.56

R/L 59TH ST

MATCH LINE 135+25

60TH ST

59TH ST

39TH AVE

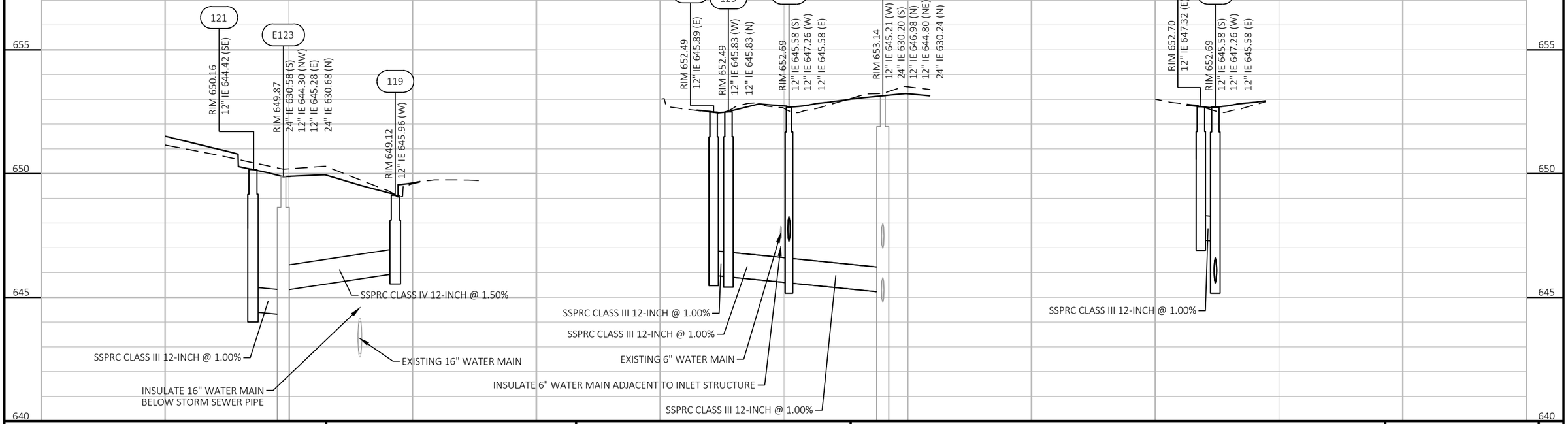
BEGIN PROJECT 3831-00-72
STA 130+75.00

R/L 39TH AVE

CONCRETE COLLAR STAGE 1
CONCRETE COLLAR STAGE 2

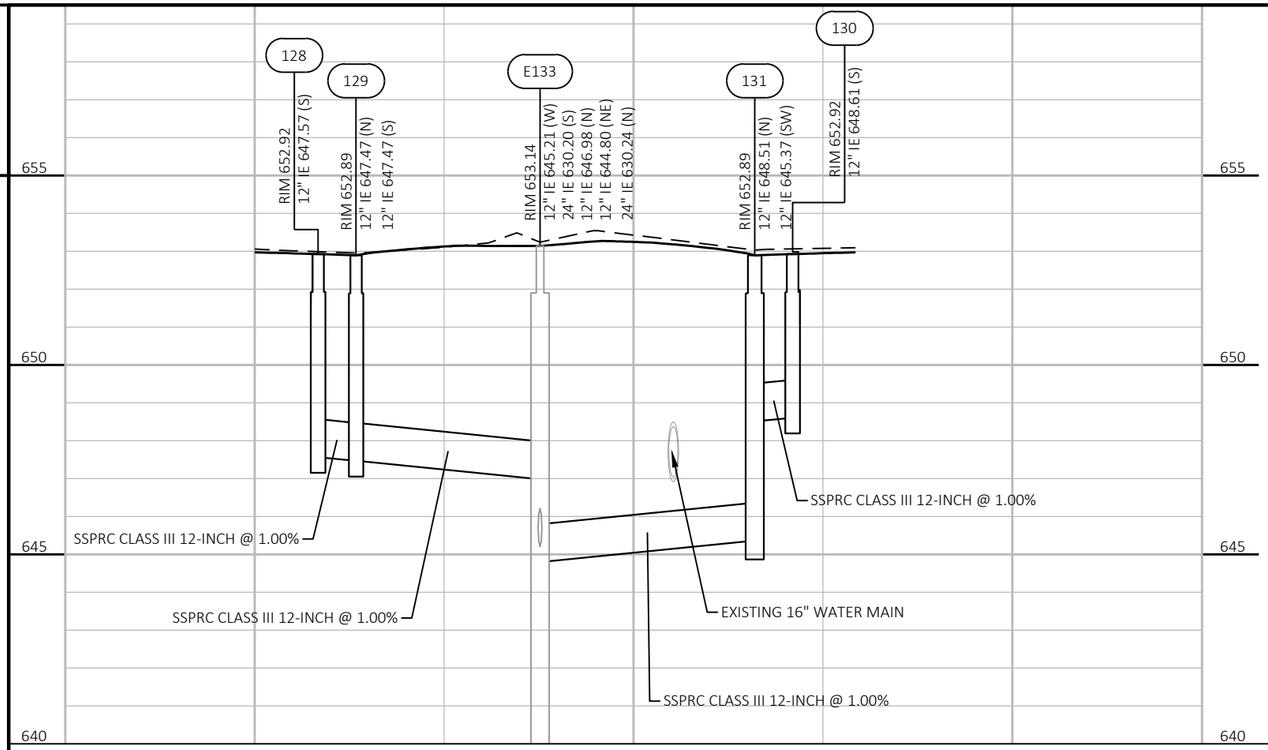
TEMPORARY PIPE CONNECTION STAGE 1
REMOVING TEMPORARY PIPE STAGE 2
CONCRETE COLLAR STAGE 2

END CONSTRUCTION
STA 95+55.04



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 41	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS1
PLOT DATE : 10/25/2024 11:11 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 42	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS1-2

PLOT DATE : 10/25/2024 11:11 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

BEGIN CONSTRUCTION
STA 74+14.29

END CONSTRUCTION
STA 75+55.05

R/L 39TH AVE

R/L 57TH ST

39TH AVE

57TH ST

CONNECT SUMP DRAIN TO STRUCTURE 157

MATCH LINE 135+25

MATCH LINE 140+75

CONCRETE COLLAR STAGE 1
CONCRETE COLLAR STAGE 2

BULKHEAD PIPE MASONRY STAGE 1
REMOVING BULKHEAD STAGE 2
CONCRETE COLLAR STAGE 2

TEMPORARY PIPE CONNECTION STAGE 1
REMOVING TEMPORARY PIPE STAGE 2
CONCRETE COLLAR STAGE 2

BULKHEAD PIPE MASONRY STAGE 1
REMOVING BULKHEAD STAGE 2
CONCRETE COLLAR STAGE 2

135 E139 137

RIM 652.81
12" IE 647.23 (NE)

RIM 658.02
12" IE 647.10 (SW)
12" IE 648.78 (E)
24" IE 629.53 (S)
24" IE 629.68 (N)

RIM 652.83
12" IE 649.12 (W)

SSPRC CLASS III 12-INCH @ 1.00%
SSPRC CLASS IV 12-INCH @ 0.92%
INSULATE 16" WATER MAIN BELOW STORM SEWER PIPE
EXISTING 16" WATER MAIN

140 141 143 149

RIM 652.39
12" IE 649.89 (N)

RIM 652.36
12" IE 649.84 (S)
12" IE 649.84 (W)

RIM 652.36
12" IE 649.61 (E)
12" IE 646.78 (S)
12" IE 646.48 (N)

RIM 652.49
12" IE 646.42 (W)
12" IE 645.96 (S)
12" IE 646.17 (N)
18" IE 645.46 (E)

SSPRC CLASS IV 12-INCH @ 0.50%
EXISTING 16" WATER MAIN
SSPRC CLASS IV 12-INCH @ 0.50%
SSPRC CLASS III 12-INCH @ 1.00%
EXISTING 12" SANITARY SEWER

142 143

RIM 652.39
12" IE 646.86 (N)

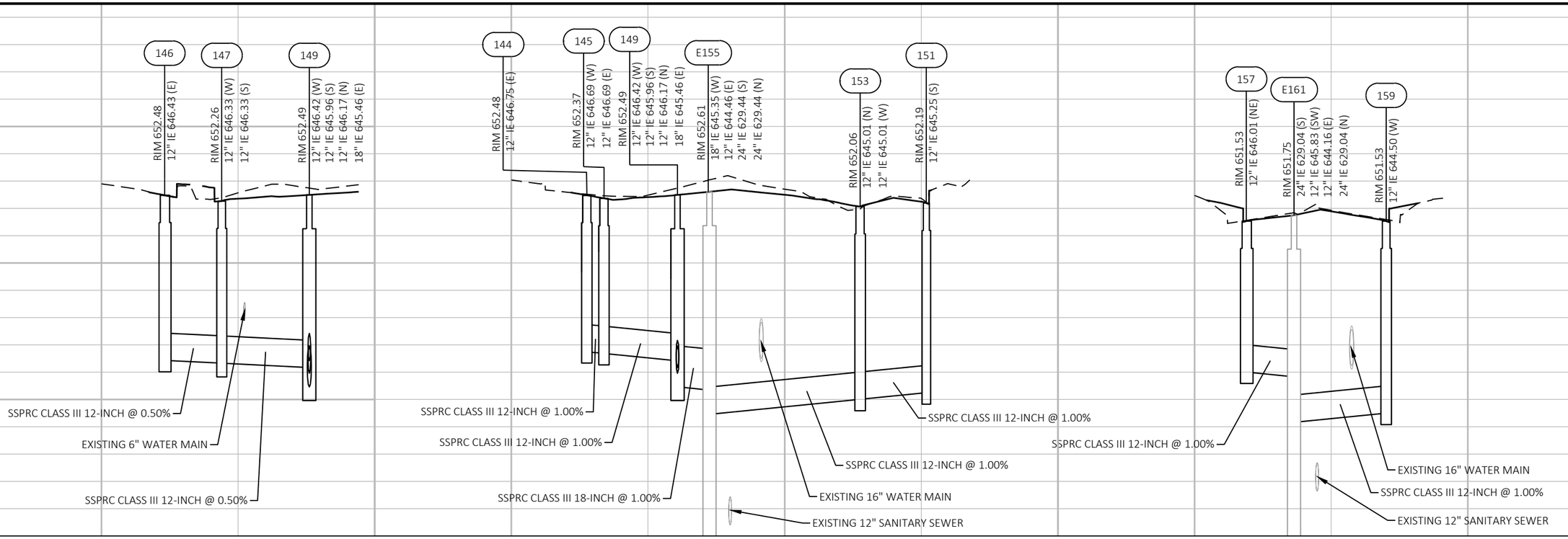
RIM 652.36
12" IE 649.61 (E)
12" IE 646.78 (S)
12" IE 646.48 (N)

SSPRC CLASS III 12-INCH @ 1.00%

655
650
645
640

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 43	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS2
PLOT DATE : 10/25/2024 11:12 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 44	E

BEGIN CONSTRUCTION
STA 64+40.75

END CONSTRUCTION
STA 65+55.05

56TH ST

39TH AVE

R/L 56TH ST

R/L 39TH AVE

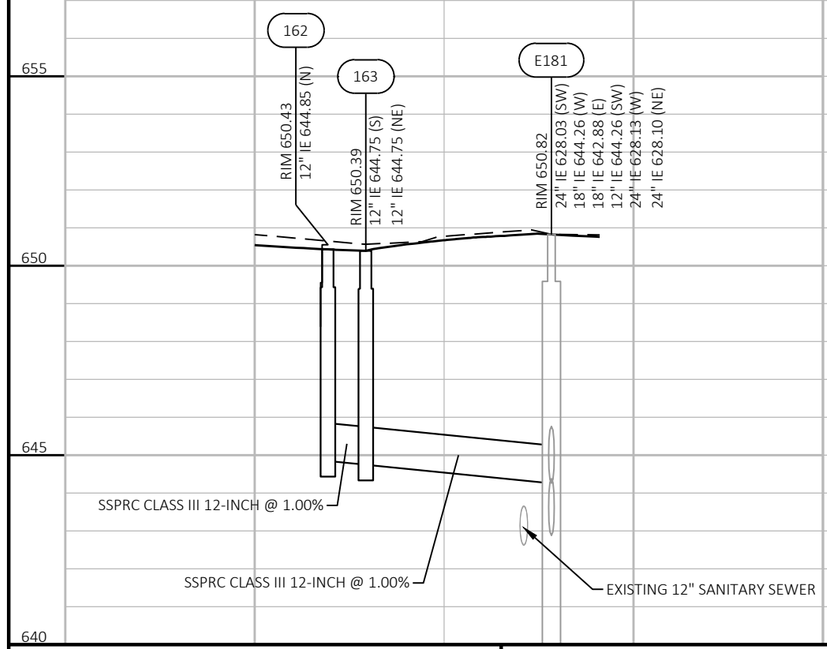
CONNECT SUMP DRAIN TO STRUCTURE 166

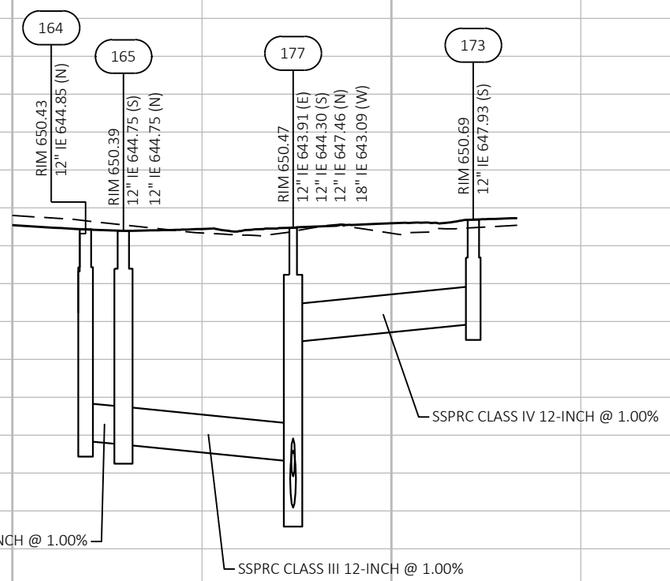
CONNECT SUMP DRAIN TO STRUCTURE 182

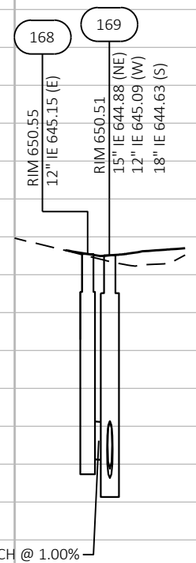
TEMPORARY PIPE CONNECTION STAGE 1
REMOVING TEMPORARY PIPE STAGE 2
CONCRETE COLLAR STAGE 2

MATCH LINE 140+75

MATCH LINE 145+75

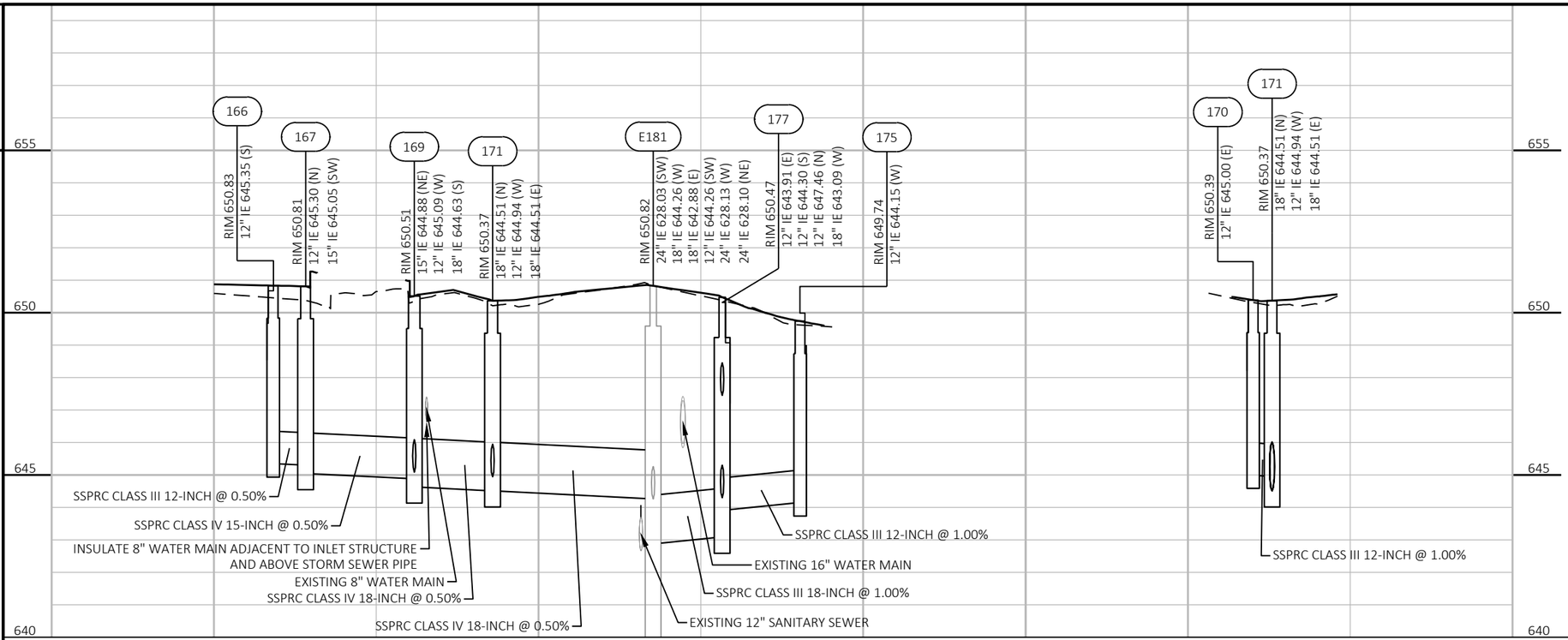






PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 45	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS3
PLOT DATE : 10/25/2024 11:12 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 46	E

2

R/L 55TH ST

55TH ST

BEGIN CONSTRUCTION
STA 54+41.62

R/L 39TH AVE

CONNECT SUMP DRAIN TO STRUCTURE 198

MATCH LINE 151+25

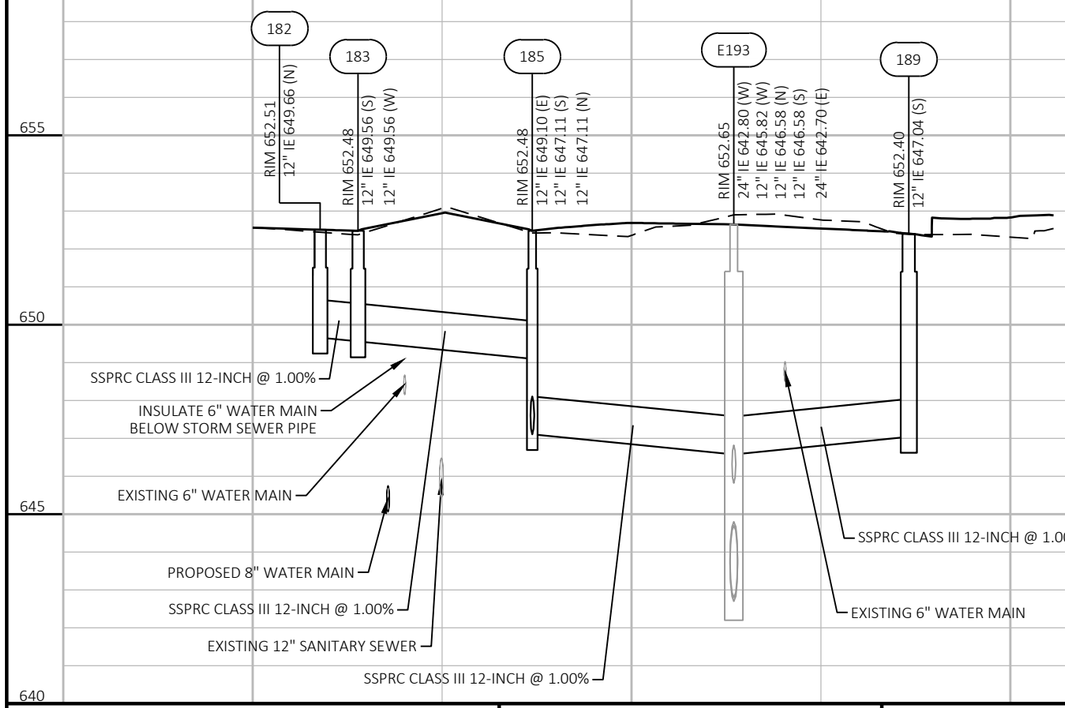
MATCH LINE 145+75

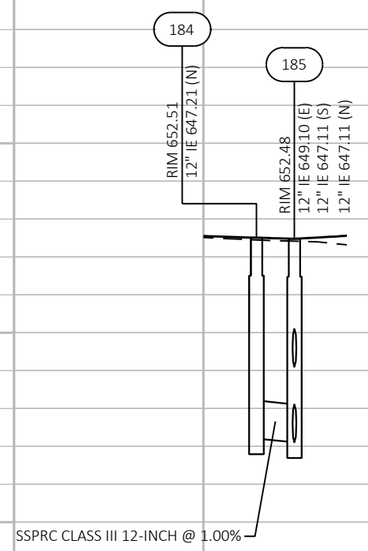
39TH AVE

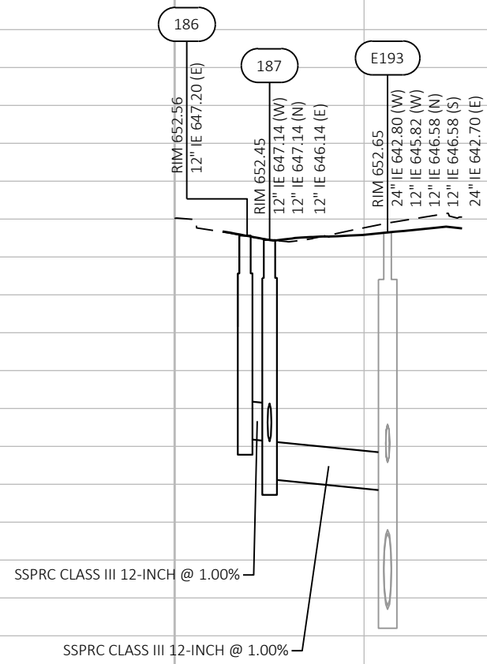
TEMPORARY PIPE CONNECTION STAGE 1
REMOVING TEMPORARY PIPE STAGE 2
CONCRETE COLLAR STAGE 2

END CONSTRUCTION
STA 55+55.06

BULKHEAD PIPE MASONRY STAGE 1
REMOVING BULKHEAD STAGE 2
CONCRETE COLLAR STAGE 2

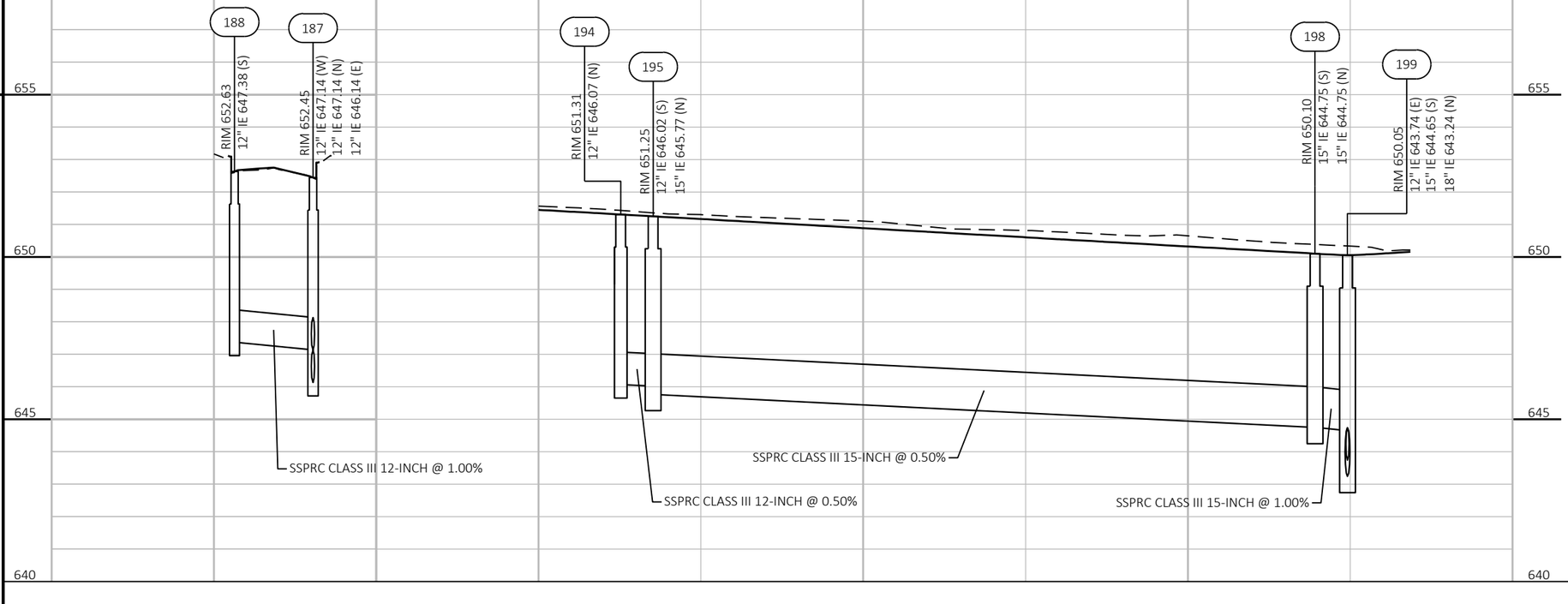






PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 47	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS4
PLOT DATE : 10/25/2024 11:13 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 48	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS4-2
PLOT DATE : 10/25/2024 11:14 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

BEGIN CONSTRUCTION
STA 34+20.30

R/L 53RD ST

R/L 39TH AVE

39TH AVE

53RD ST

52ND ST

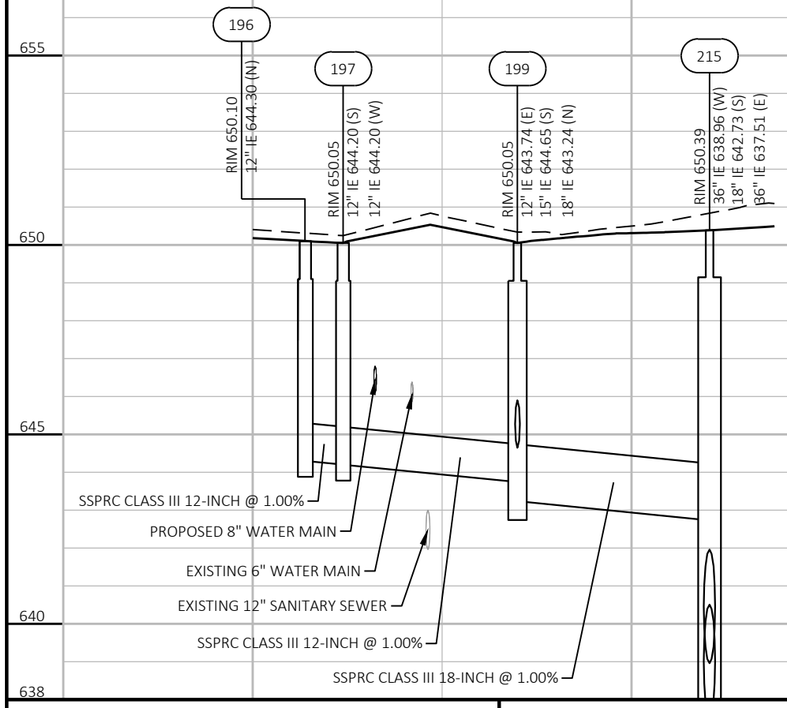
MATCH LINE 151+25

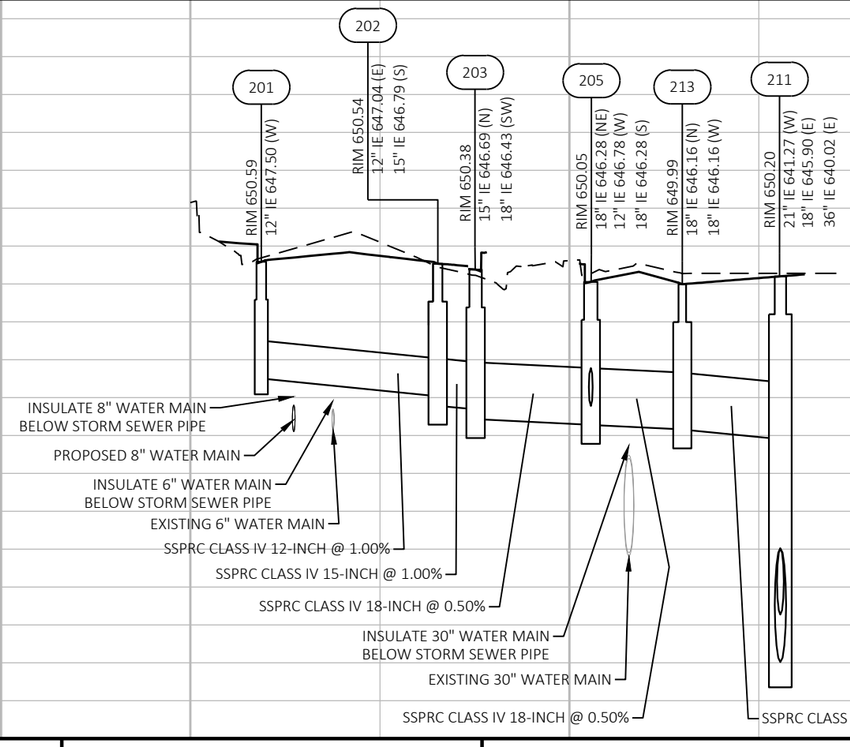
BULKHEAD PIPE MASONRY STAGE 1
REMOVING BULKHEAD STAGE 2
CONCRETE COLLAR STAGE 2

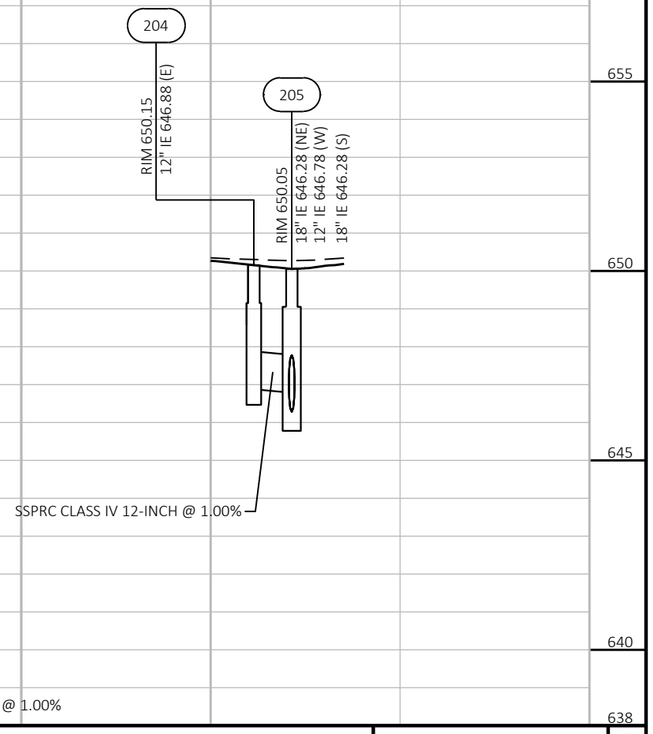
TEMPORARY PIPE CONNECTION STAGE 1
REMOVING TEMPORARY PIPE STAGE 2
CONCRETE COLLAR STAGE 2

END CONSTRUCTION
STA 36+00.00

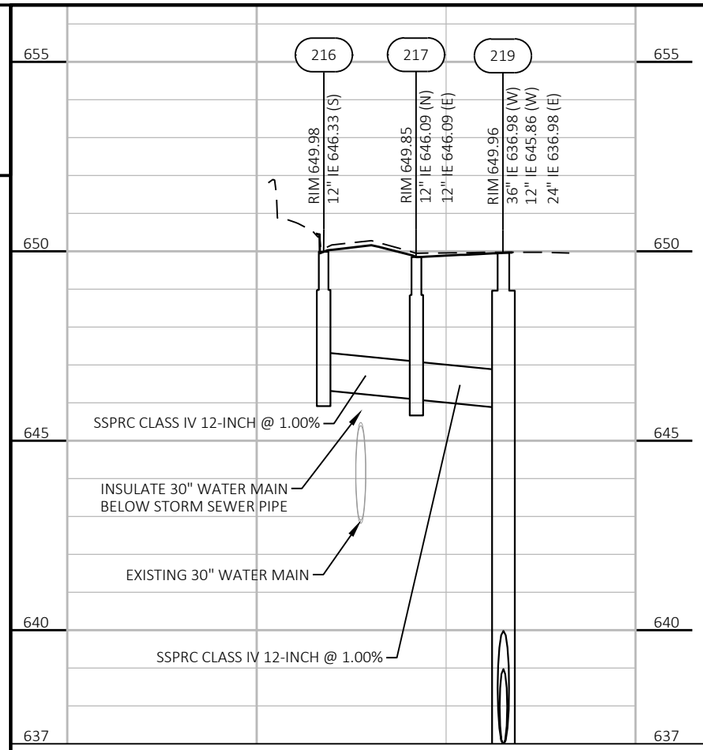
END PROJECT 3831-00-72
STA 156+15.00







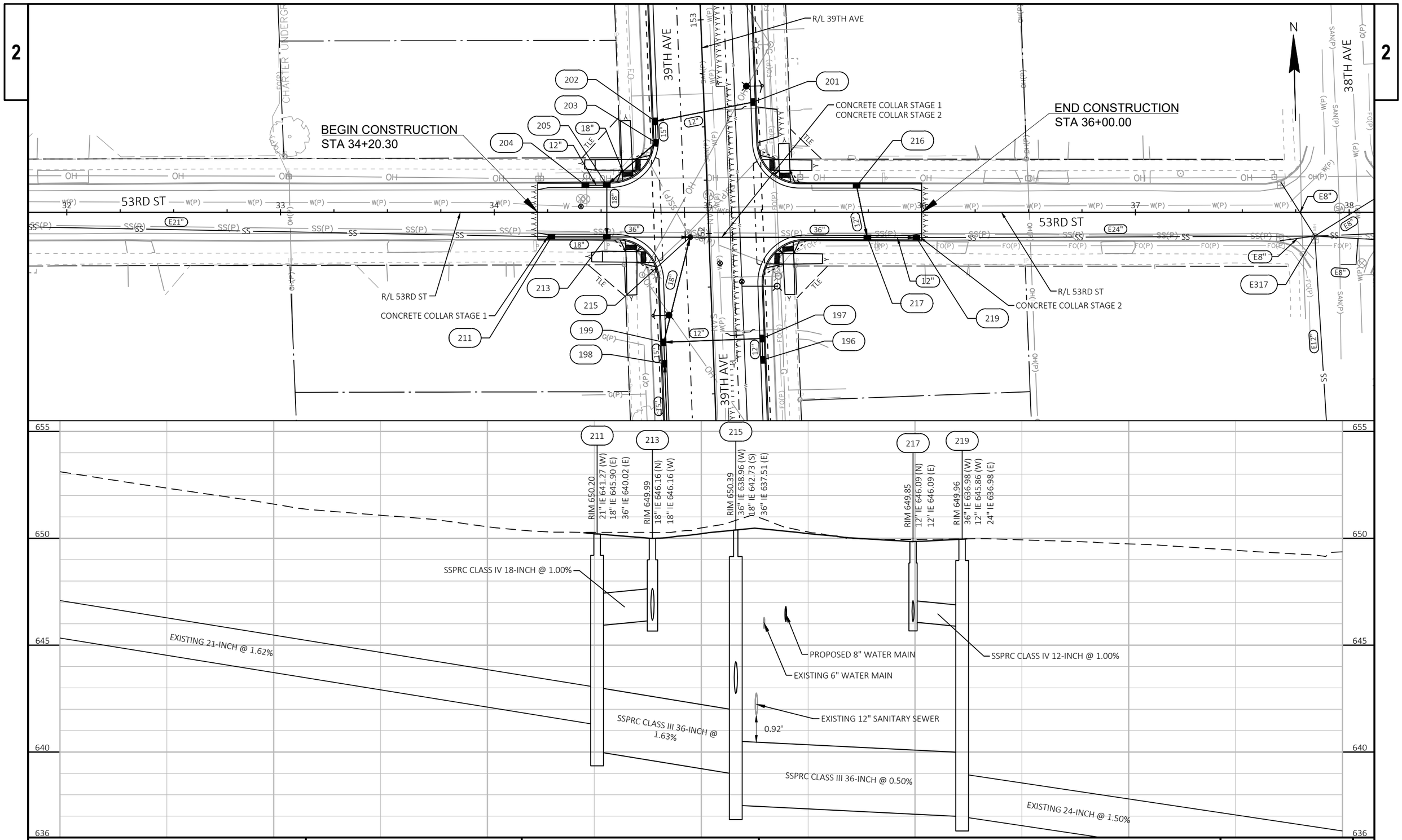
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 49	E



2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 50	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022510-SS.DWG
LAYOUT NAME - SS5-2
PLOT DATE : 10/25/2024 11:14 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	STORM SEWER PLAN	SHEET 51 E

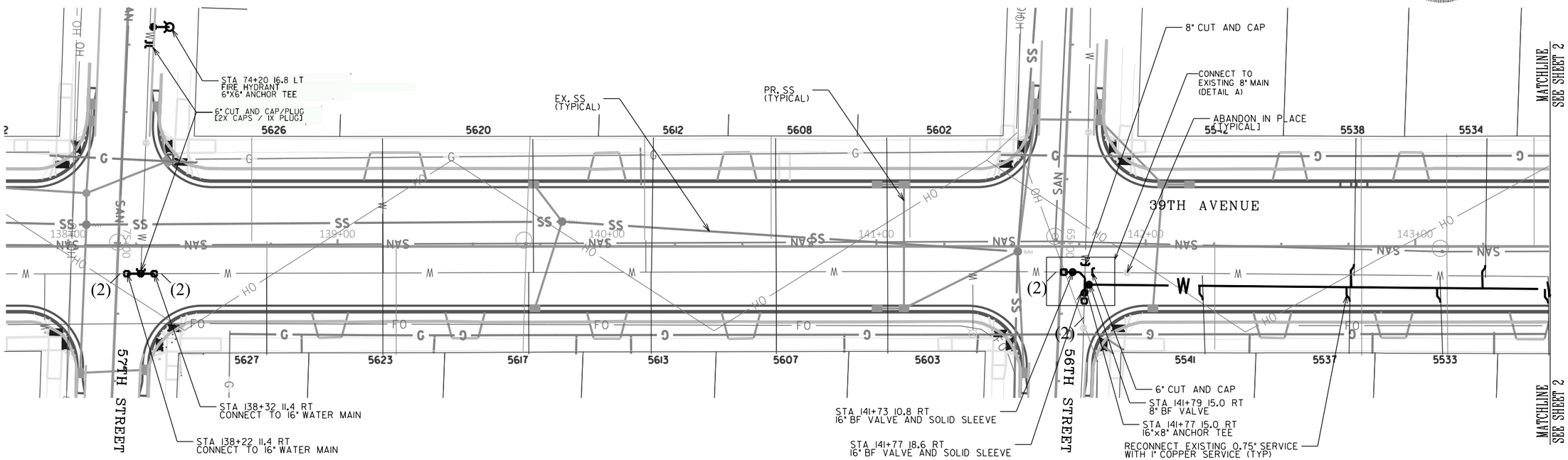
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\022515-SS.DWG
LAYOUT NAME - SS6

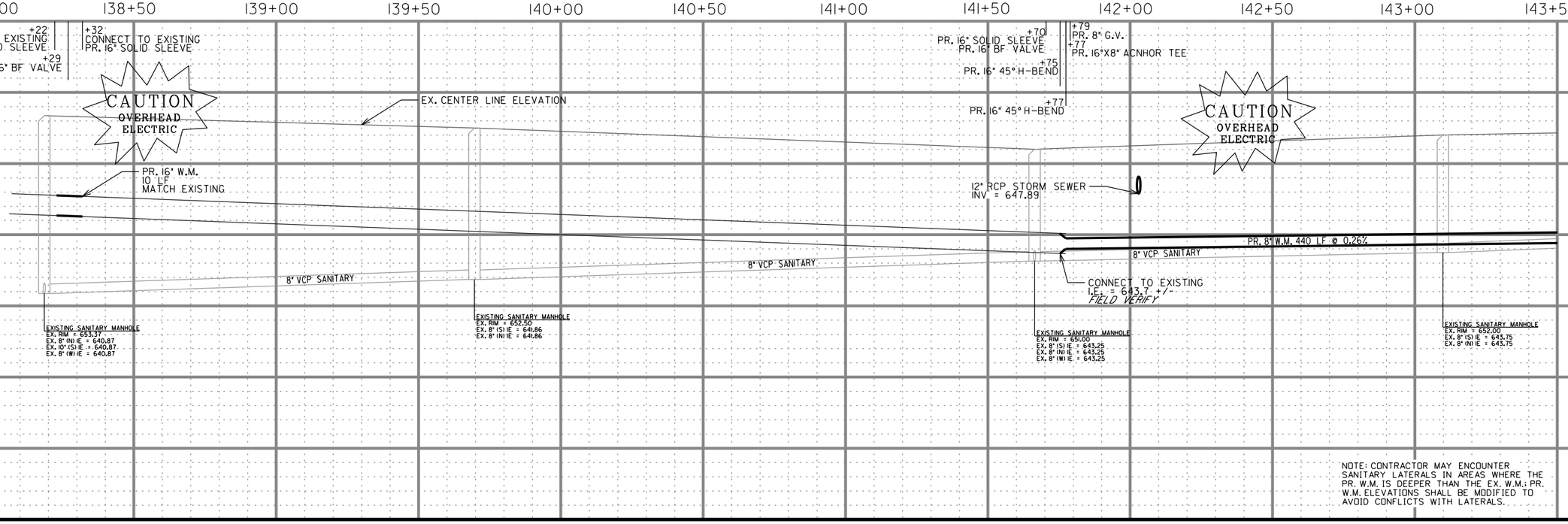
PLOT DATE : 10/25/2024 11:15 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

NOTES
(1) ABANDON EXISTING SERVICE STUB
(2) INSTALL ANODE BAG (PROVIDED BY KWU) AT MATERIAL CHANGE

8" WATER MAIN RELAY
39TH AVENUE - 52ND STREET TO 57TH STREET





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

WISCONSIN
IAN C. BOLES
E-39705
KENOSHA
WI
PROFESSIONAL ENGINEER
12-3-2024

SCALE : 1" = 40'
0 20' 40'

JOB NO. 23-563

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

Contract No.
ID 3831-00-82

8" WATER MAIN RELAY
39TH AVE. - 52ND ST. TO 56TH ST.

JOB NO. 23-563

SHEET 1 OF 4

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

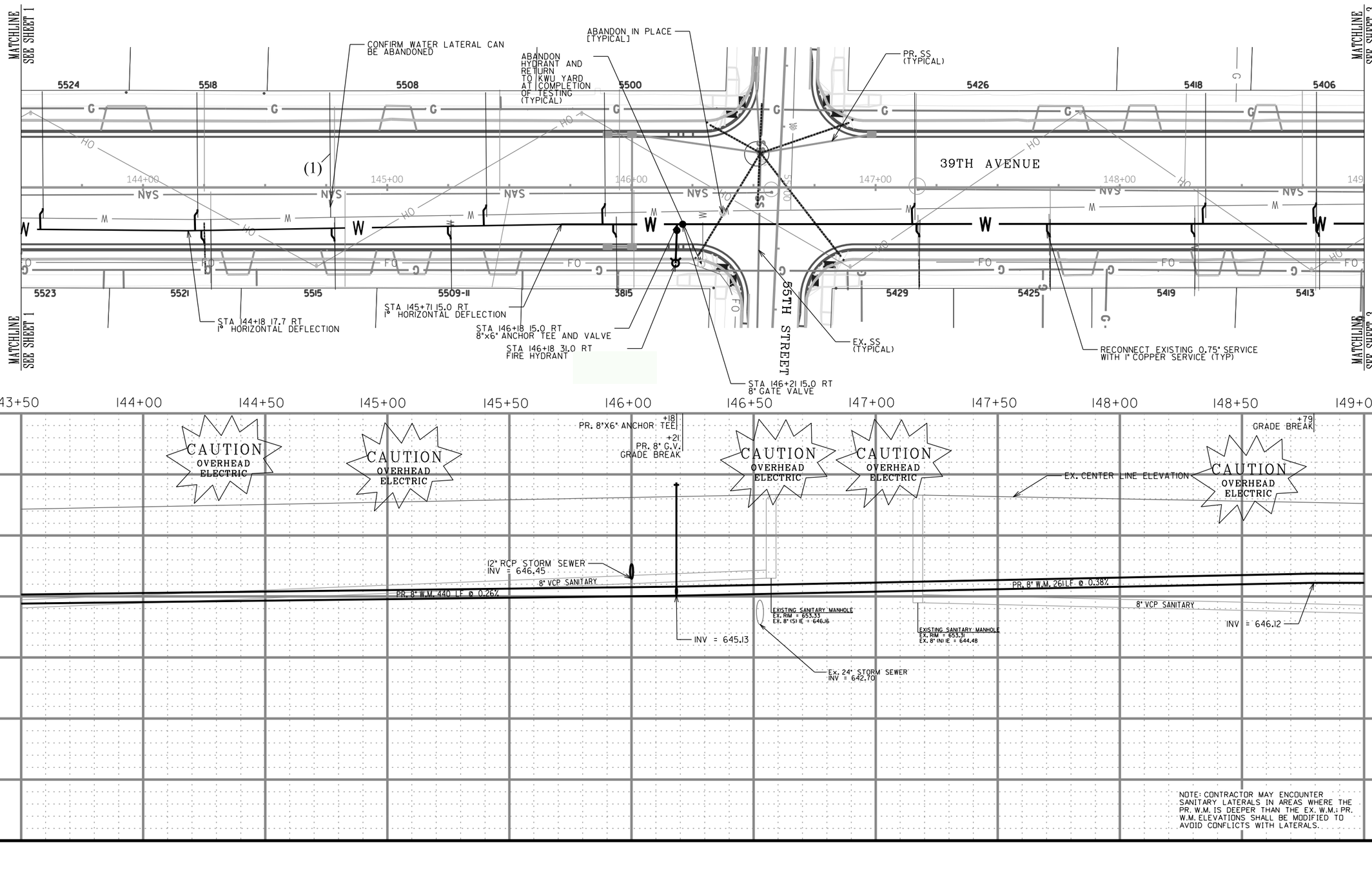
Survey By :	Date :
Design By : MD	Date : FEB 2024
Drawn By : MD	Date : FEB 2024
Checked By : MD	Date : FEB 2024
Water-DNR. No. :	Date :
Sewer-DNR. No. :	Date :

REVISIONS

NOTES
(1) ABANDON EXISTING SERVICE STUB
(2) INSTALL ANODE BAG (PROVIDED BY KWU) AT MATERIAL CHANGE

8" WATER MAIN RELAY
39TH AVENUE - 52ND STREET TO 57TH STREET

SCALE : 1" = 40'
0 20' 40'
JOB NO. 23-563



NOTE: CONTRACTOR MAY ENCOUNTER SANITARY LATERALS IN AREAS WHERE THE PR. W.M. IS DEEPER THAN THE EX. W.M.; PR. W.M. ELEVATIONS SHALL BE MODIFIED TO AVOID CONFLICTS WITH LATERALS.

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

Contract No.
ID 3831-00-82

8" WATER MAIN RELAY
39TH AVE. - 52ND ST. TO 56TH ST.

SHEET 2 OF 4

JOB NO. 23-563

KENOSHA WATER UTILITY ENGINEERING SERVICES
CURT CZARNECKI - GENERAL MANAGER
4401 GREEN BAY RD. KENOSHA, WISCONSIN 53144
PH (262) 653-4315 FAX (262) 653-4303

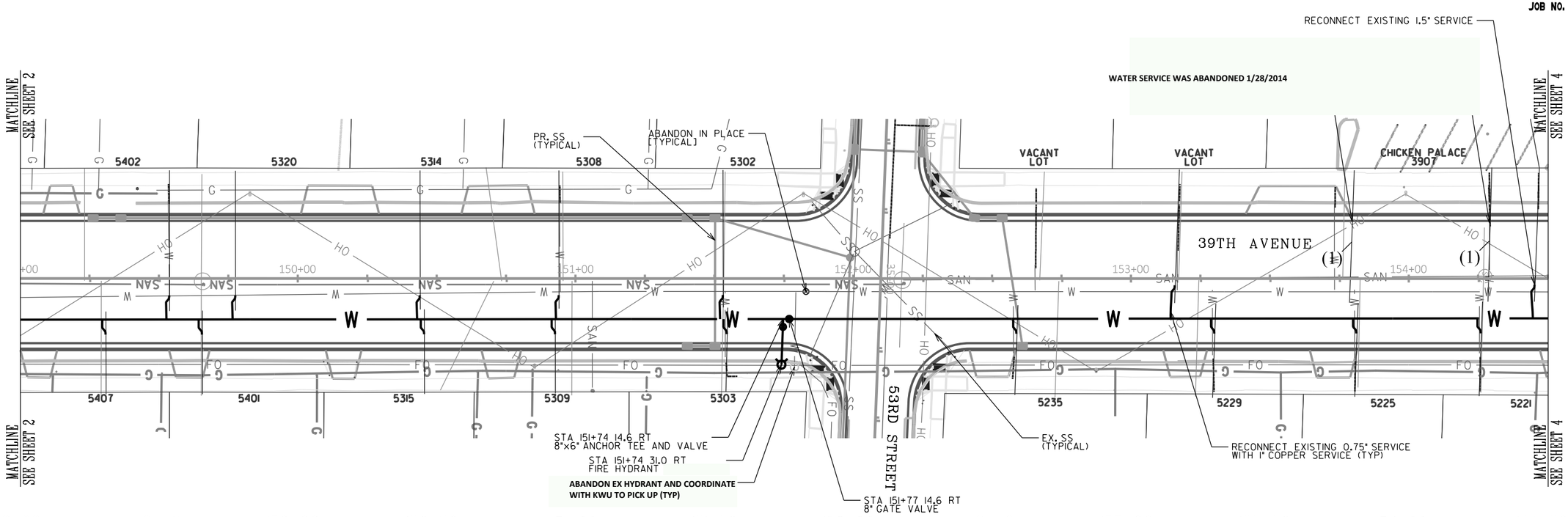
Survey By :	Date :	
Design By : MD	Date : FEB 2024	
Drawn By : MD	Date : FEB 2024	
Checked By : MD	Date : FEB 2024	
Water-DNR. No. :	Date :	
Sewer-DNR. No. :	Date :	

REVISIONS

NOTES
(1) ABANDON EXISTING SERVICE STUB
(2) INSTALL ANODE BAG (PROVIDED BY KWU) AT MATERIAL CHANGE

8" WATER MAIN RELAY
39TH AVENUE - 52ND STREET TO 57TH STREET

SCALE : 1" = 40'
0 20' 40'
JOB NO. 23-563



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

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

Contract No.
ID 3831-00-82

8" WATER MAIN RELAY
39TH AVE. - 52ND ST. TO 56TH ST.

SHEET 3 OF 4

JOB NO. 23-563

KENOSHA WATER UTILITY ENGINEERING SERVICES
CURT CZARNECKI - GENERAL MANAGER
4401 GREEN BAY RD. KENOSHA, WISCONSIN 53144
PH (262) 653-4315 FAX (262) 653-4303

REVISIONS	Survey By :	Date :
	Design By : MD	Date : FEB 2024
	Drawn By : MD	Date : FEB 2024
	Checked By : MD	Date : FEB 2024
	Water-DNR. No. :	Date :
	Sewer-DNR. No. :	Date :

NOTES
(1) ABANDON EXISTING SERVICE STUB
(2) INSTALL ANODE BAG (PROVIDED BY KWU) AT MATERIAL CHANGE

8" WATER MAIN RELAY
39TH AVENUE - 52ND STREET TO 57TH STREET

N
SCALE: 1" = 40'
0 20' 40'
JOB NO. 23-563

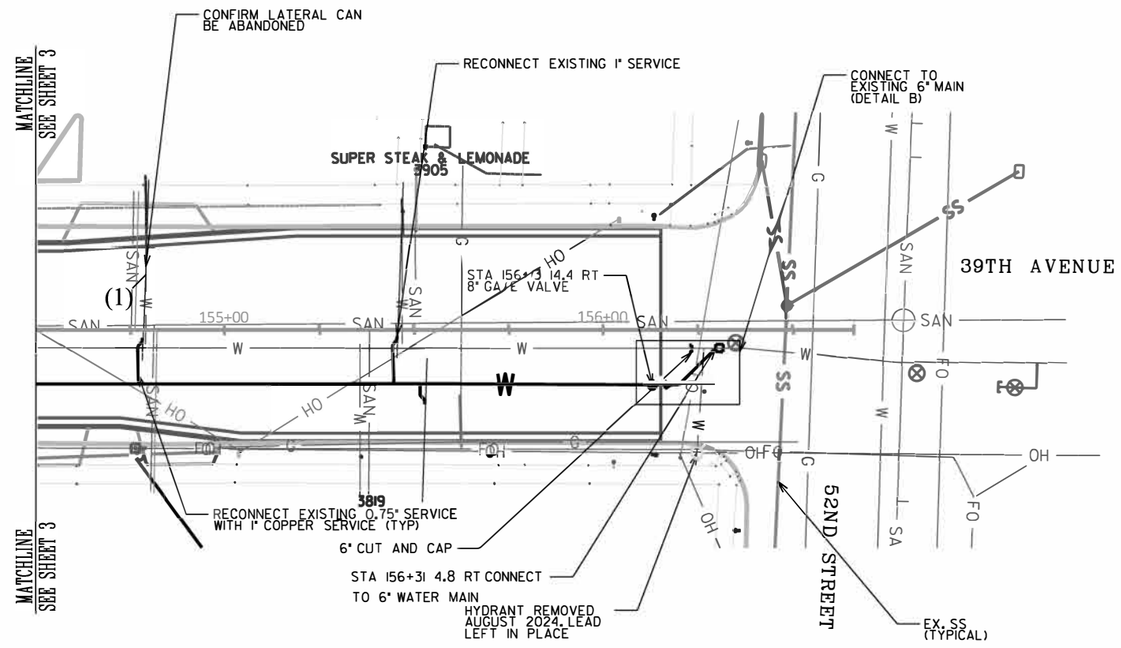
SCALE :
HOR. 1" = 40'
VER. 1" = 4'

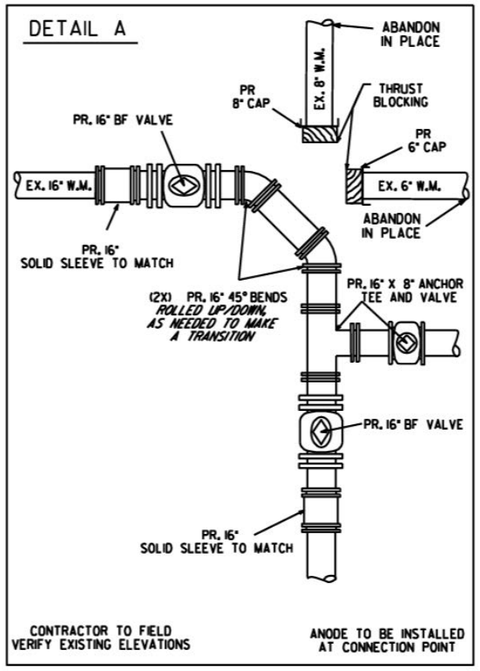
Contract No.
ID 3831-00-82

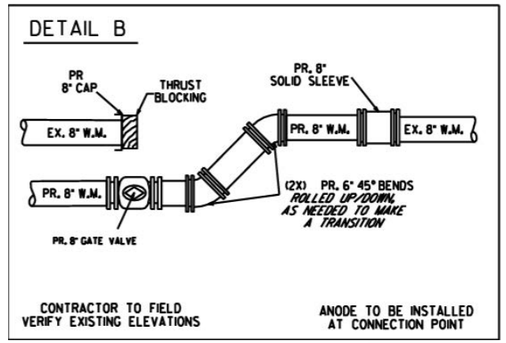
8" WATER MAIN RELAY
39TH AVE. - 52ND ST. TO 56TH ST.

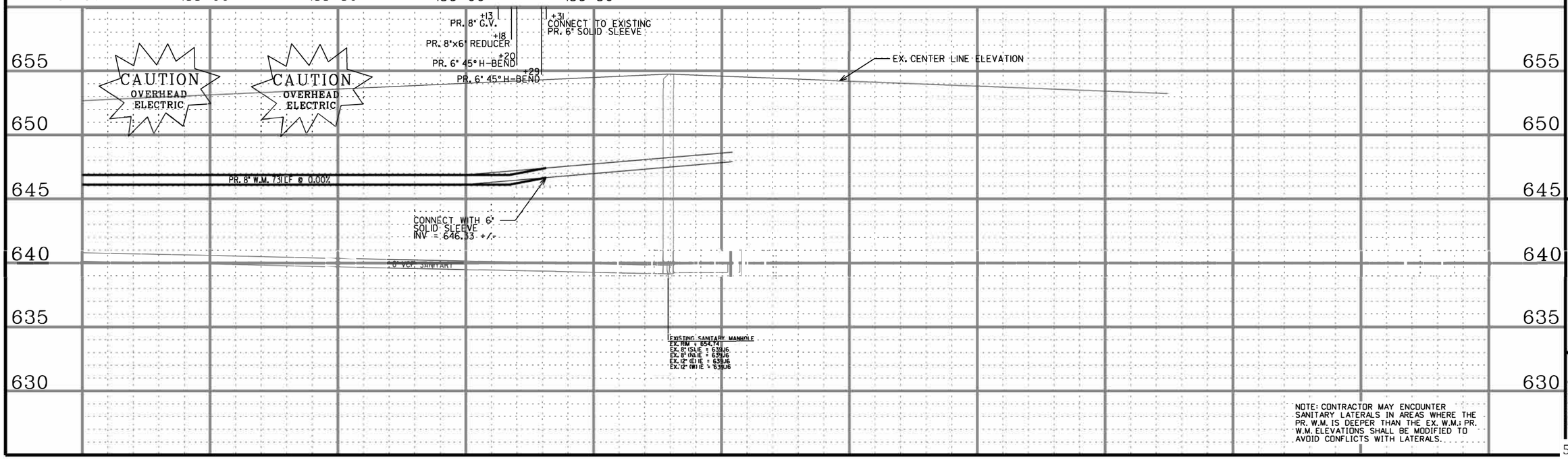
SHEET 4 OF 4

JOB NO. 23-563









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

KENOSHA WATER UTILITY ENGINEERING SERVICES
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4904 GREEN BAY RD. KENOSHA, WISCONSIN 53144
PH (262) 653-4315 FAX (262) 653-4303

REVISIONS

Survey By :	Date :	
Design By : MD	Date : FEB 2024	
Drawn By : MD	Date : FEB 2024	
Checked By : MD	Date : FEB 2024	
Water-DIAM. No. :	Date :	
Sewer-DIAM. No. :	Date :	

WILSON RD

61ST ST

60TH PL

39TH AVE

60TH ST

N

W4-2R
36"X36"
PLACE AT
TAFT RD
P102

R8-3
18"X18"
*P101

P100
RIGHT LANE
MUST
TURN RIGHT
R3-7R
30"X30"

10'

ETR
STOP
R1-1F

60TH ST

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * SIGN MOUNTED ON LIGHT POLE
- ** CITY PROVIDED SIGN TO BE INSTALLED

ETR
STOP
R1-1F

*P201
R201
R8-3
18"X18"

R/L 39TH AVE

R206
P205
R8-3
18"X18"

BEGIN CONSTRUCTION
STA 94+40.56

STOP
R212
P212
R1-1
30"X30"

R/L 59TH ST

N

P223
NO PARKING HERE TO CORNER
R7-51L
18"X24"

59TH ST

MATCH LINE 135+25

25'

131
132
133
134
135

39TH AVE

96'

LEFT & RIGHT
P
ONLY
*P220
SPECIAL
18"X18"

NO PARKING HERE TO CORNER
*P221
R7-51R
18"X24"

R206
P206
R8-3
18"X18"

R202

R203
*P203
SPEED LIMIT
30
R2-1
24"X30"

*P204
R8-3
18"X18"

R207

39TH AVE
59TH ST
STOP
R1-1
30"X30"

R213
P213
R214
P214
R215
P215

SNOW ROUTE
NO PARKING
TOW AWAY ZONE
AFTER 2 INCH SNOWFALL
AND UNTIL
SNOW EMERGENCY
IS CANCELLED
R222
*P222**

BEGIN PROJECT 3831-00-72
STA 130+75.00

END CONSTRUCTION
STA 95+55.04

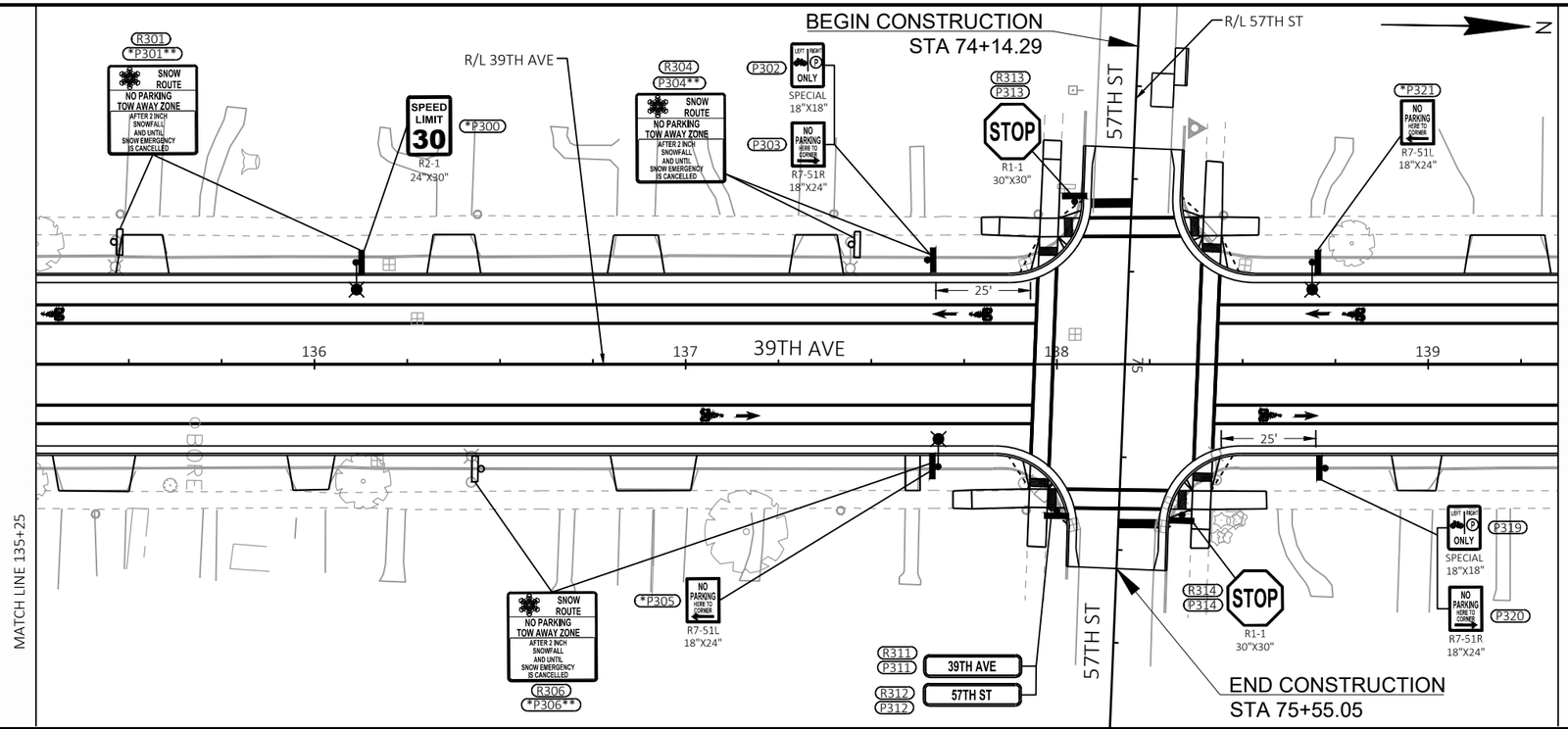
59TH ST

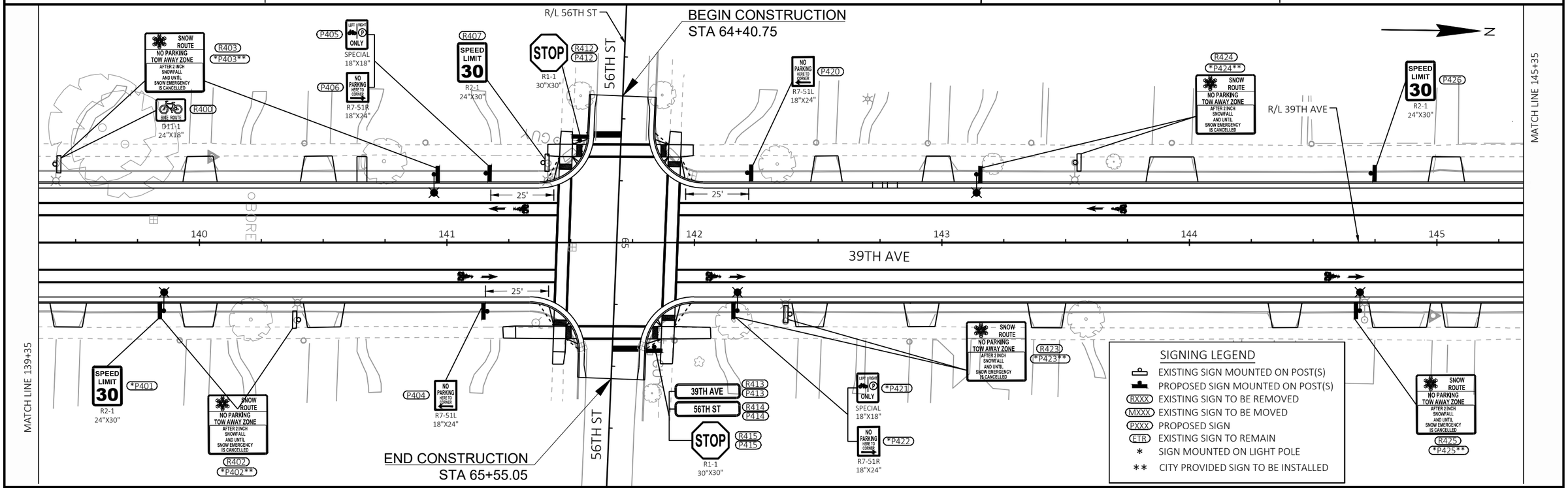
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	SIGNING PLAN	SHEET 56	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023201-PS.DWG
LAYOUT NAME - PS1

PLOT DATE : 12/11/2024 1:42 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	SIGNING PLAN	SHEET 57	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023201-PS.DWG
LAYOUT NAME - PS2

PLOT DATE : 10/24/2024 3:13 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

BEGIN CONSTRUCTION
STA 54+41.62

R503 *P503** SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED
*P501 LEFT | RIGHT ONLY SPECIAL 18"X18"
*P502 NO PARKING HERE TO CORNER R7-51R 18"X24"
NEIGHBORHOOD WATCH COMMUNITY M504
R509 P509 STOP R1-1 30"X30"
55TH ST
P520 NO PARKING HERE TO CORNER R7-51L 18"X24"
R521 P521** SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED
R/L 39TH AVE
R522 *P522** SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED
N
MATCH LINE 151+10
25'
R/L 55TH ST
SS
146 147 148 149 150 151
39TH AVE
25'
P500 NO PARKING HERE TO CORNER R7-51L 18"X24"
R512 P512 STOP R1-1
39TH AVE R510 P510
55TH ST R511 P511
55TH ST
END CONSTRUCTION
STA 55+55.06
LEFT | RIGHT ONLY *P517 SPECIAL 18"X18"
NO PARKING HERE TO CORNER *P518 R7-51R 18"X24"
SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED R519 *P519**
SPEED LIMIT 30 R523 P523 R2-1 24"X30"
SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED R524 *P524**

2

*P601 LEFT | RIGHT ONLY SPECIAL 18"X18"
*P602 NO PARKING HERE TO CORNER R7-51R 18"X24"
ETR NO PARKING HERE TO CORNER R7-51R
R607 P607 STOP R1-1 30"X30"
53RD ST
BEGIN CONSTRUCTION
STA 34+20.30
ETR NO PARKING HERE TO CORNER R7-51R
R/L 53RD ST
NO PARKING HERE TO CORNER P615 R7-51L 18"X24"
R/L 39TH AVE
R619 *P619 SPEED LIMIT 30 R2-1 24"X30"
*P620 LEFT | RIGHT ONLY SPECIAL 18"X18"
R622 P622 R8-3 18"X18"
N
END PROJECT 3831-00-72
STA 156+15.00
52ND ST
40'
35'
SIGN
25'
152 153 154 155 156
39TH AVE
25'
P600 NO PARKING HERE TO CORNER R7-51L 18"X24"
39TH AVE R608 P608
53RD ST R609 P609
STOP R610 P610 R1-1
53RD ST
LEFT | RIGHT ONLY *P616 SPECIAL 18"X18"
NO PARKING HERE TO CORNER R618 R7-51R 18"X24"
SNOW ROUTE NO PARKING TOW AWAY ZONE AFTER 2 INCH SNOWFALL AND UNTIL SNOW EMERGENCY IS CANCELLED R617 *P617**
NO PARKING HERE TO CORNER P621 R7-51L 18"X24"
ETR STOP R1-1F
52ND ST
END CONSTRUCTION
STA 36+00.00
MATCH LINE 151+10

SIGNING LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (RXXX) EXISTING SIGN TO BE REMOVED
- (MXXX) EXISTING SIGN TO BE MOVED
- (PXXX) PROPOSED SIGN
- (ETR) EXISTING SIGN TO REMAIN
- * SIGN MOUNTED ON LIGHT POLE
- ** CITY PROVIDED SIGN TO BE INSTALLED

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	SIGNING PLAN	SHEET 58	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023201-PS.DWG
LAYOUT NAME - PS3
PLOT DATE : 10/24/2024 3:14 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

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 NOT BACKFEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED.

ALL CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION. THE TRENCH SHALL NOT BE BACK FILLED PRIOR TO INSPECTION OF THE CONDUIT.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION 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 ALL CONDUITS.

PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT, BUT EASILY REMOVED IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX OR JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWING FOR ALL THE WORK BEING DONE.

INSTALLATION OF LATERAL UNDERGROUND CONDUIT UNDER PAVEMENT SHALL BE INSTALLED MINIMUM 30 INCHES BELOW PROPOSED GRADE AND A MINIMUM OF 3 INCHES BELOW ALL PAVEMENT BASE MATERIALS. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED & WILL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASES BID ITEM. COORDINATE ALL WORK NEAR GAS LINE WITH WE ENERGIES.

EXISTING CONDUIT AND CID NO LONGER BEING USED IS ABANDONED IN PLACE. THE CONTRACTOR MAY REMOVE ABANDONED WIRING AT THE CONTRACTOR'S EXPENSE. ABANDONED PULL BOX REMOVAL IS INCIDENTAL TO THE ROAD CONSTRUCTION.

ALL UNDERGROUND WIRING AND CONDUIT FOR POLES BEING REMOVED IS ABANDONED IN PLACE UNLESS NOTED OTHERWISE. CONTRACTOR MAY SALVAGE ABANDONED WIRING AT HIS OWN EXPENSE.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

PULL BOXES:	10-FT	LIGHTING CONTROL CENTERS:	10-FT
EMBEDDED JUNCTION BOXES:	3-FT	POLES:	5-FT IN AND 5-FT OUT

WIRE AND CONDUIT IS LISTED IN THE MISCELLANEOUS QUANTITIES BASED UPON THE EARLIEST STAGE SHOWN. CONTRACTOR MAY INSTALL LATER WHEN LOAD NEEDS TO BE ENERGIZED.

CONDUCTOR COLORS: 240/480V, 1 PHASE - BLACK / RED / WHITE (NEUTRAL) / BARE OR GREEN (GROUND)

STAGING NOTES

MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING, PROPOSED TEMPORARY, FINAL LIGHTING OR COMBINATIONS.

DO NOT REMOVE EXISTING LIGHTING UNTIL THE NEW OR TEMPORARY LIGHTING IS OPERATIONAL. REFER TO DRAWINGS FOR STAGING INFORMATION.

MAINTAINING SYSTEM CONTINUITY SHALL BE INCIDENTAL TO THE "REMOVE EXISTING STREET LIGHTS" BID ITEM.

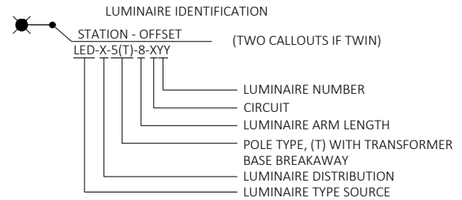
DUE TO THE PHASING OF CONSTRUCTION SOME FINAL LIGHTING UNITS MAY BE ORPHANED UNTIL A LATER STAGE IS COMPLETE. IT IS AT THE DISCRETION OF THE CONTRACTOR TO SCHEDULE THESE ITEMS. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF THE PLACEMENT OF RACEWAY THAT SPANS TWO DIFFERENT PHASES OF CONSTRUCTION. MISCELLANEOUS QUANTITIES SHOW WIRING ADDED WHEN CONDUIT IS INSTALLED. WIRING INSTALLATION MAY BE DEFERRED SUBJECT TO THE LIMITATIONS NOTED HEREIN.

TEMPORARY OR FINAL LIGHTING MUST ILLUMINATE AN AREA BEFORE EXISTING LIGHTING UNITS IN AN AREA CAN BE REMOVED. THE SCHEDULING OF REMOVAL IS AT THE DISCRETION OF THE CONTRACTOR WITH THE PROVISION THAT LIGHTING OF THE ROADWAY IS PROVIDED AT ALL TIMES. COORDINATE POLE REMOVAL WITH TRAFFIC CONTROL.

LEGEND - FINAL LIGHTING

- CABLE IN CONDUIT - 2", UNLESS NOTED IN PLAN
- PROPOSED MUNICIPAL LIGHTING UNIT
- EXISTING SINGLE ARM MUNI. LIGHTING UNIT
- LIGHTING CONTROL CABINET
- PULL BOX 24" x 36" EXCEPT INDICATED IN PLAN
- PULL BOX 24" x 42"
- ELECTRIC METER SOCKET
- XX — DENOTES THE CONSTRUCTION STAGE FOR REMOVAL
- STUBOUT

LP	LIGHT POLE
LPB	LIGHTING PULL BOX
EX	EXISTING



BEGIN CONSTRUCTION
STA 94+40.56

R/L 59TH ST

N

MATCH LINE 135+25

EXISTING LIGHTING POLE TO REMAIN

R/L 39TH AVE

STA 131+32,33.1' LT
EXLP-3

STA 133+42,33.2' LT
EXLP-4

60TH ST

59TH ST

39TH AVE

131 132 133 134 135

BEGIN PROJECT 3831-00-72
STA 130+75.00

EXISTING LIGHTING POLE TO REMAIN

STA 132+29,31.3' RT
EXLP-1

STA 134+47,31.5' RT
EXLP-2

END CONSTRUCTION
STA 95+55.04

NOTES:
1. MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING.
2. DO NOT REMOVE EXISTING LIGHTING, OVERHEAD WIRES AND CONTROL CABINET UNTIL THE NEW LIGHTING IS OPERATIONAL.

BEGIN CONSTRUCTION
STA 74+14.29

R/L 57TH ST

N

STA 135+46,33.3' LT
EXLP-8

STA 137+44,32.9' LT
EXLP-9

STA 139+42,31.9' LT
EXLP-10

R/L 39TH AVE

57TH ST

39TH AVE

136 137 138 139 140

MATCH LINE 141+00

MATCH LINE 135+25

STA 136+42,31.8' RT
EXLP-5

STA 138+43,31.2' RT
EXLP-6

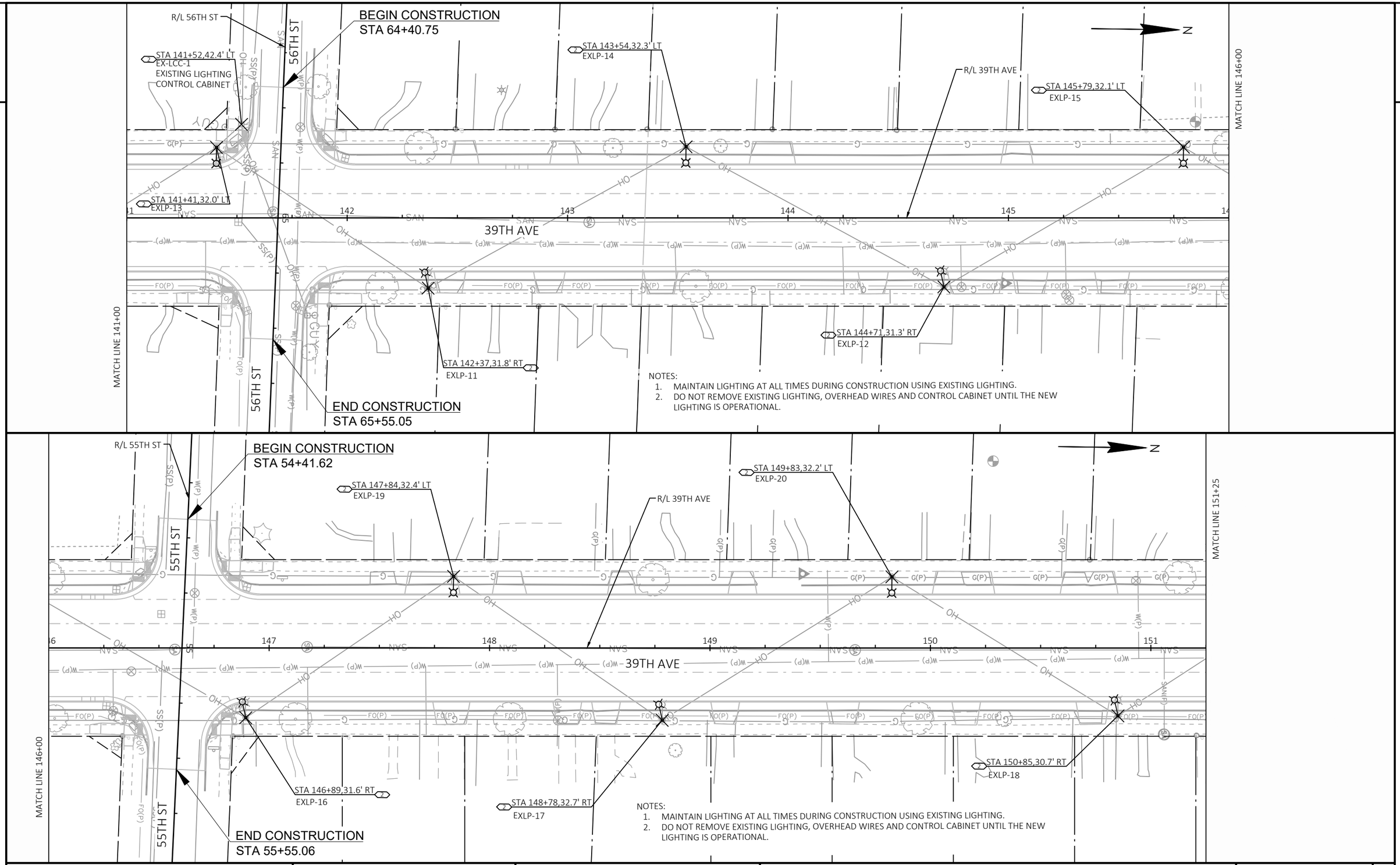
STA 140+39,31.4' RT
EXLP-7

END CONSTRUCTION
STA 75+55.05

NOTES:
1. MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING.
2. DO NOT REMOVE EXISTING LIGHTING, OVERHEAD WIRES AND CONTROL CABINET UNTIL THE NEW LIGHTING IS OPERATIONAL.

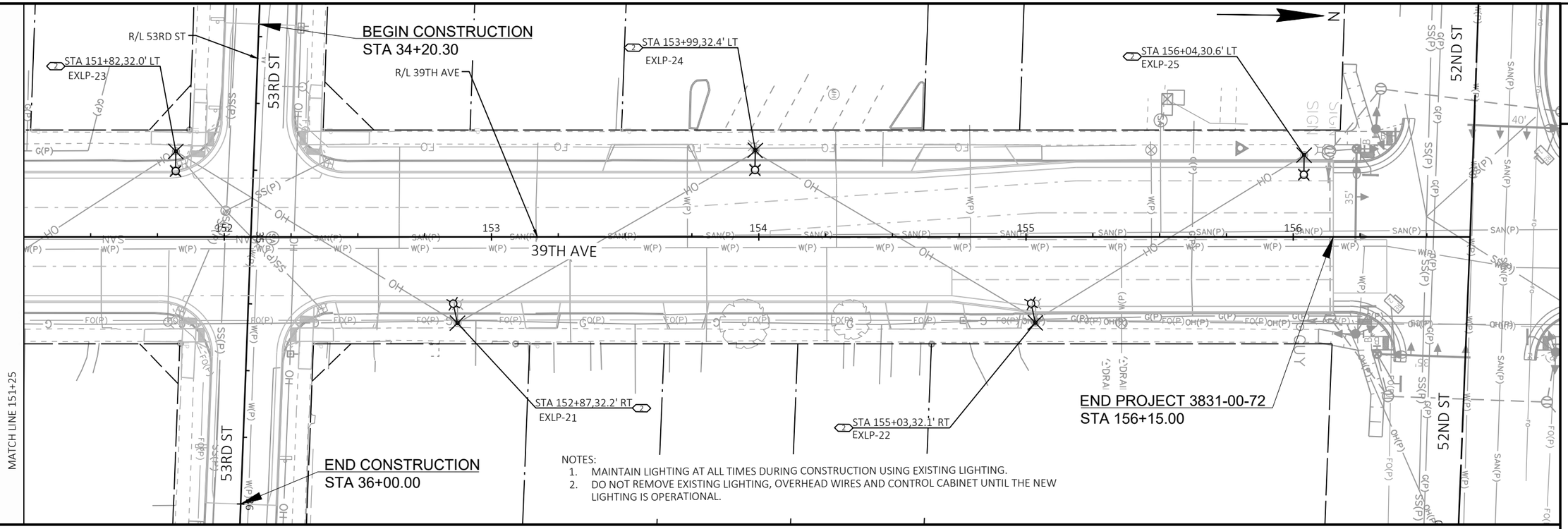
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLAN REMOVALS	SHEET 60	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023611-LP.DWG
LAYOUT NAME - LP1
PLOT DATE : 10/24/2024 3:16 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLAN REMOVALS	SHEET 61	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023611-LP.DWG
LAYOUT NAME - LP2
PLOT DATE : 10/24/2024 3:16 PM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



NOTES:
1. MAINTAIN LIGHTING AT ALL TIMES DURING CONSTRUCTION USING EXISTING LIGHTING.
2. DO NOT REMOVE EXISTING LIGHTING, OVERHEAD WIRES AND CONTROL CABINET UNTIL THE NEW LIGHTING IS OPERATIONAL.

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLAN REMOVALS	SHEET 62	E

2

2

BEGIN CONSTRUCTION
STA 94+40.56

R/L 59TH ST

N

STA 131+28.32.5' LT
LED-III- 5(T)-8-LP-B5

2"C, 3 #8 AWG, B, N, G

STA 133+70,25.0' LT
LED-III- 5(T)-8-LP-B4

60TH ST

59TH ST

MATCH LINE 135+25

39TH AVE

131 132 133 134 135

BEGIN PROJECT 3831-00-72
STA 130+75.00

R/L 39TH AVE

STA 132+76,25.7' RT
LED-III- 5(T)-8-LP-A4

2"C, 3 #8 AWG, A, N, G

END CONSTRUCTION
STA 95+55.04

STA 134+71,27.5' RT
LED-III- 5(T)-8-LP-A3

60TH ST

59TH ST

BEGIN CONSTRUCTION
STA 74+14.29

R/L 57TH ST

N

STA 136+11,27.5' LT
LED-III- 5(T)-8-LP-B3

2"C, 3 #8 AWG, B, N, G

STA 138+69,27.5' LT
LED-III- 5(T)-8-LP-B2

2"C, 3 #8 AWG, B, N, G

STA 140+95,27.5' LT
LED-III- 5(T)-8-LP-B1

MATCH LINE 141+00

57TH ST

39TH AVE

136 137 138 139 140

MATCH LINE 135+25

R/L 39TH AVE

2"C, 3 #8 AWG, A, N, G

STA 137+68,27.5' RT
LED-III- 5(T)-8-LP-A2

2"C, 3 #8 AWG, A, N, G

STA 139+86,27.5' RT
LED-III- 5(T)-8-LP-A1

57TH ST

END CONSTRUCTION
STA 75+55.05

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLANS	SHEET 63	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023615-LP.DWG
LAYOUT NAME - LP1

PLOT DATE : 10/24/2024 3:18 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

R/L 56TH ST

STA 141+54,72.3' LT
LCC-1
LIGHTING CONTROL
CABINET

STA 141+53,45.5' LT
LPB-1

2"C, 3 #8 AWG, B, N, G

3"C, 3 #8 AWG, A, N, G
AND 3 #8 AWG, B, N, G;
3"C, 3 #8 AWG, C, N, G
AND 3 #8 AWG, D, N, G

BEGIN CONSTRUCTION
STA 64+40.75

2"C, 3 #8 AWG, D, N, G

3"C, 3 #8 AWG, A, N, G
AND 3 #8 AWG, C, N, G

STA 141+33,26.2' RT
LPB-2

2"C, 3 #8 AWG, A, N, G

STA 142+17,27.5' RT
LED-III- 5(T)-8-LP-C1

2"C, 3 #8 AWG, C, N, G

END CONSTRUCTION
STA 65+55.05

STA 143+14,27.5' LT
LED-III- 5(T)-8-LP-D1

2"C, 3 #8 AWG, C, N, G

STA 144+69,27.5' RT
LED-III- 5(T)-8-LP-C2

2"C, 3 #8 AWG, D, N, G

R/L 39TH AVE

56TH ST

39TH AVE

MATCH LINE 141+00

MATCH LINE 146+00

N

2

R/L 55TH ST

BEGIN CONSTRUCTION
STA 54+41.62

STA 146+09,27.5' LT
LED-III- 5(T)-8-LP-D2

2"C, 3 #8 AWG, D, N, G

R/L 39TH AVE

STA 148+48,27.5' LT
LED-III- 5(T)-8-LP-D3

2"C, 3 #8 AWG, D, N, G

STA 147+08,27.4' RT
LED-III- 5(T)-8-LP-C3

2"C, 3 #8 AWG, C, N, G

STA 150+05,27.5' RT
LED-III- 5(T)-8-LP-C4

END CONSTRUCTION
STA 55+55.06

55TH ST

39TH AVE

MATCH LINE 146+00

MATCH LINE 151+25

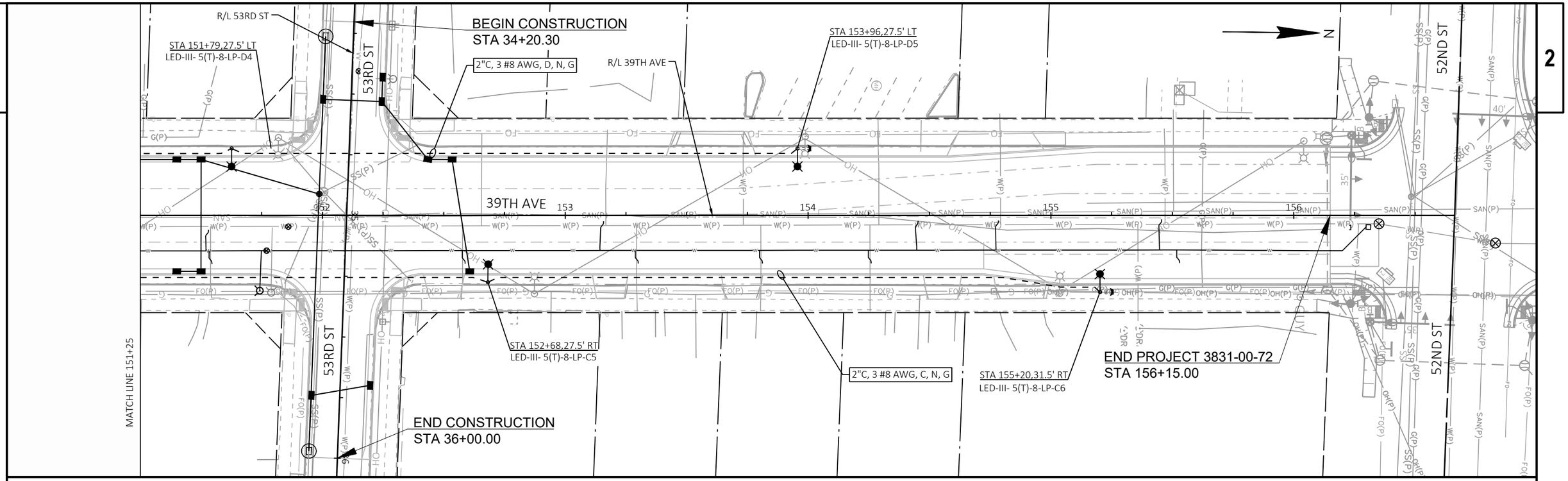
N

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLANS	SHEET 64	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023615-LP.DWG
LAYOUT NAME - LP2

PLOT DATE : 2/11/2025 7:43 PM PLOT BY : KIAN K. CHAI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	LIGHTING PLANS	SHEET 65	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\023615-LP.DWG
LAYOUT NAME - LP3
PLOT DATE : 10/24/2024 3:20 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

WILSON RD

61ST ST

60TH PL

60TH ST

39TH AVE

N

11'

165'

11 (TYP)

2

12'

5

137'

10'

10'

94'

16

3

16

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW) (DOUBLE)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 8-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
10. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
11. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
16. MARKING ARROW EPOXY (TYPE 2) (WHITE)
34. MARKING ARROW EPOXY (BIKE LANE ARROW) (WHITE)
35. MARKING SYMBOL EPOXY (BIKE LANE SYMBOL) (WHITE)

R/L 59TH ST

BEGIN CONSTRUCTION
STA 94+40.56

59TH ST

4' TL typ

6' TYP

5'

11'

11'

5'

6'

6'

+71

+50

+90

+44

+29

+84

+65

+65

+92

+62

R/L 39TH AVE

BEGIN PROJECT 3831-00-72
STA 130+75.00

END CONSTRUCTION
STA 95+55.04

130

131

132

133

134

135

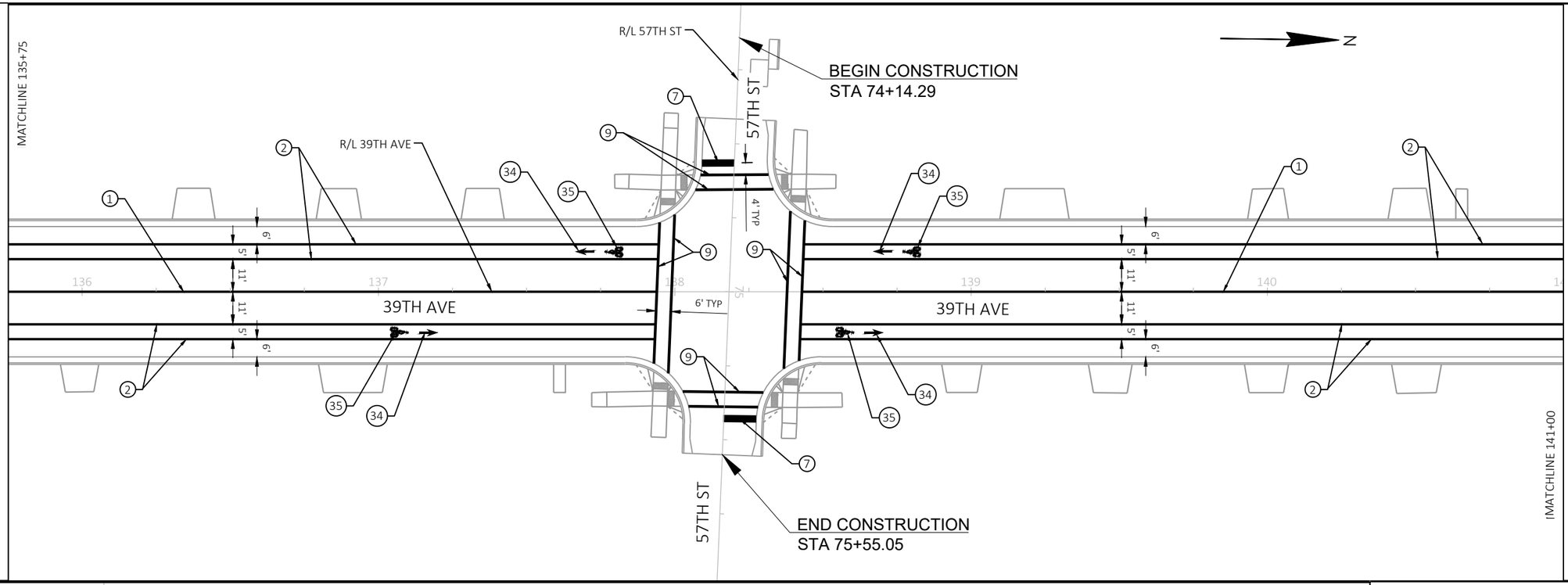
MATCHLINE 135+75

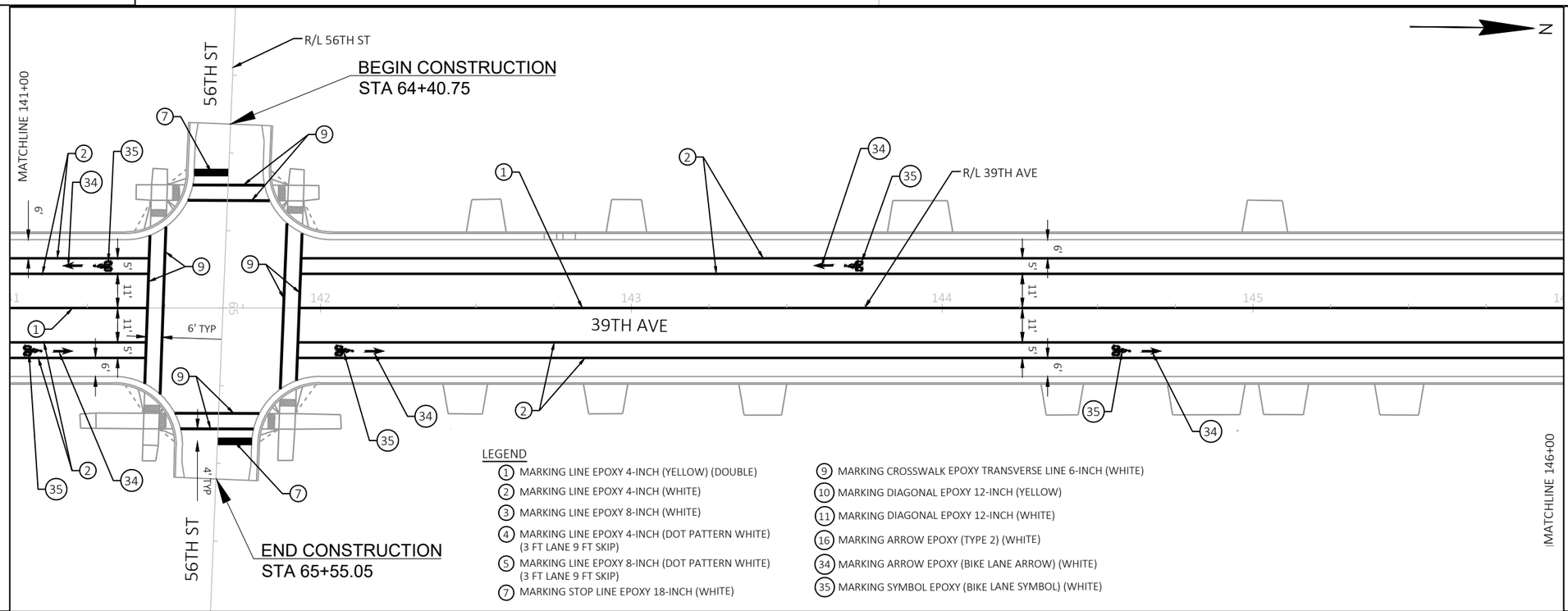
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING PLAN	SHEET 66	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\024501-PM.DWG
LAYOUT NAME - PM1

PLOT DATE : 12/11/2024 1:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



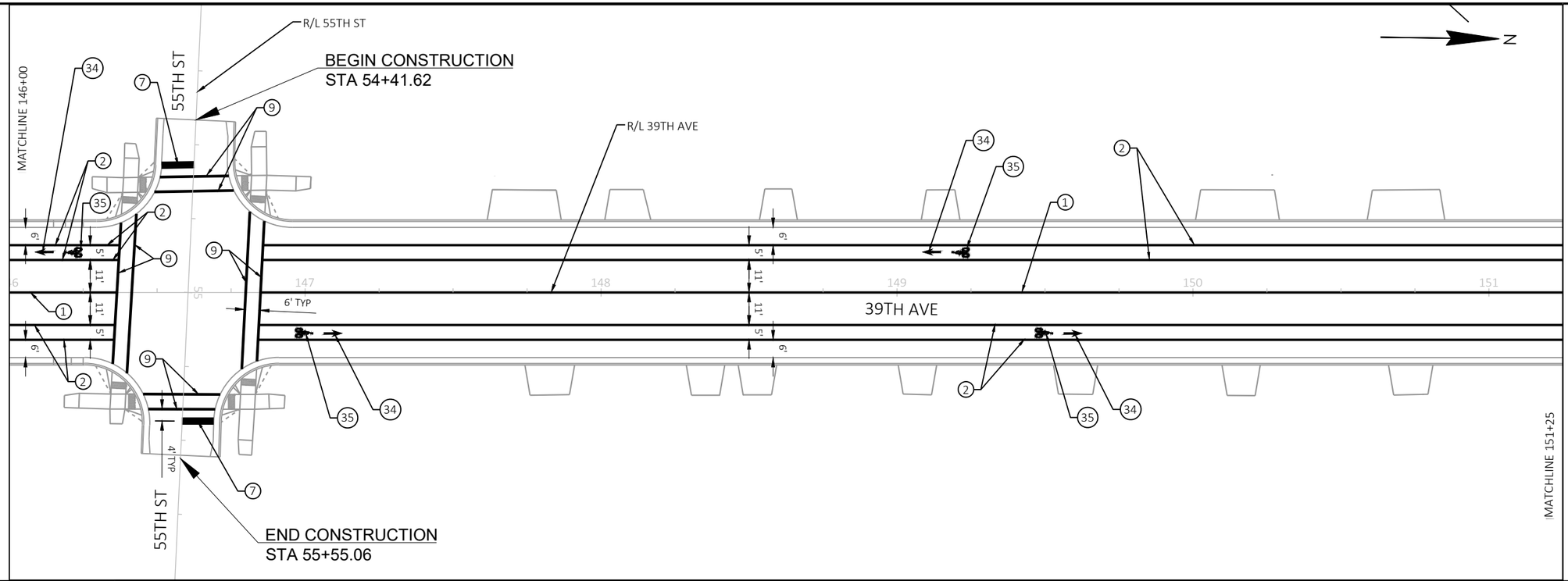


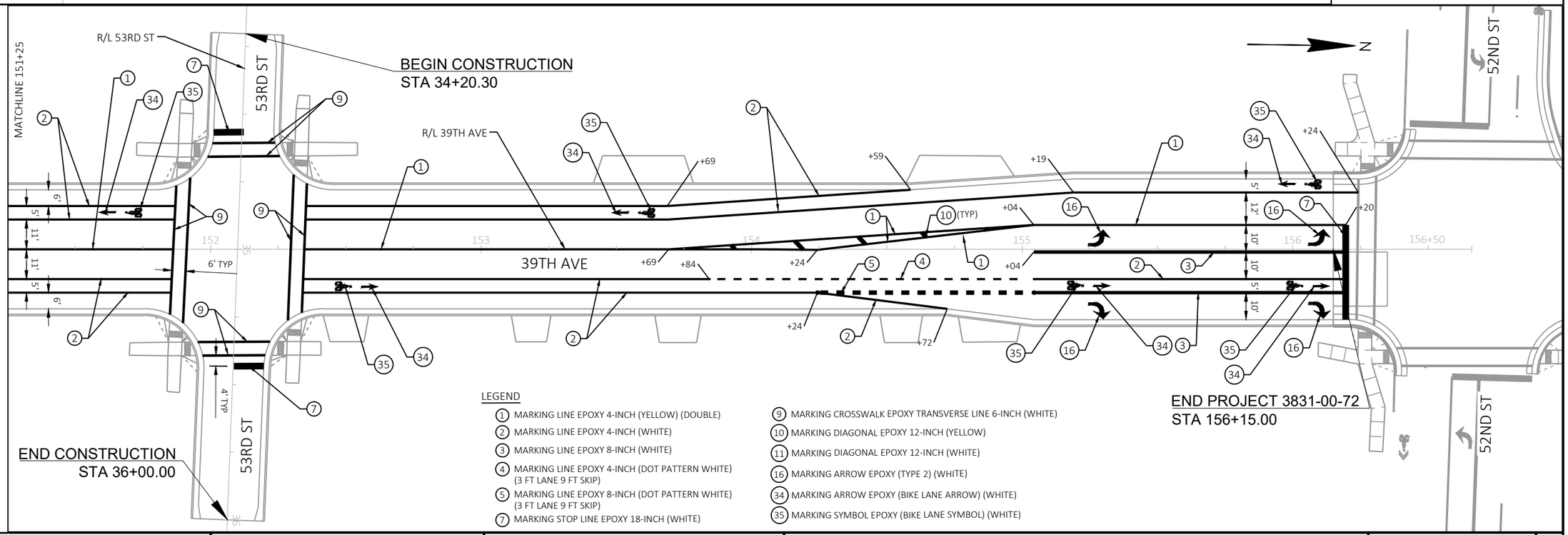
LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW) (DOUBLE)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 8-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
10. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
11. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
16. MARKING ARROW EPOXY (TYPE 2) (WHITE)
34. MARKING ARROW EPOXY (BIKE LANE ARROW) (WHITE)
35. MARKING SYMBOL EPOXY (BIKE LANE SYMBOL) (WHITE)

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING PLAN	SHEET 67	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\024501-PM.DWG
LAYOUT NAME - PM2
PLOT DATE : 12/11/2024 1:47 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW) (DOUBLE)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 8-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LANE 9 FT SKIP)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
10. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
11. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
16. MARKING ARROW EPOXY (TYPE 2) (WHITE)
34. MARKING ARROW EPOXY (BIKE LANE ARROW) (WHITE)
35. MARKING SYMBOL EPOXY (BIKE LANE SYMBOL) (WHITE)

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PAVEMENT MARKING PLAN	SHEET 68	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\024501-PM.DWG
LAYOUT NAME - PM3
PLOT DATE : 12/11/2024 1:48 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

STAGE 1

CONSTRUCTION

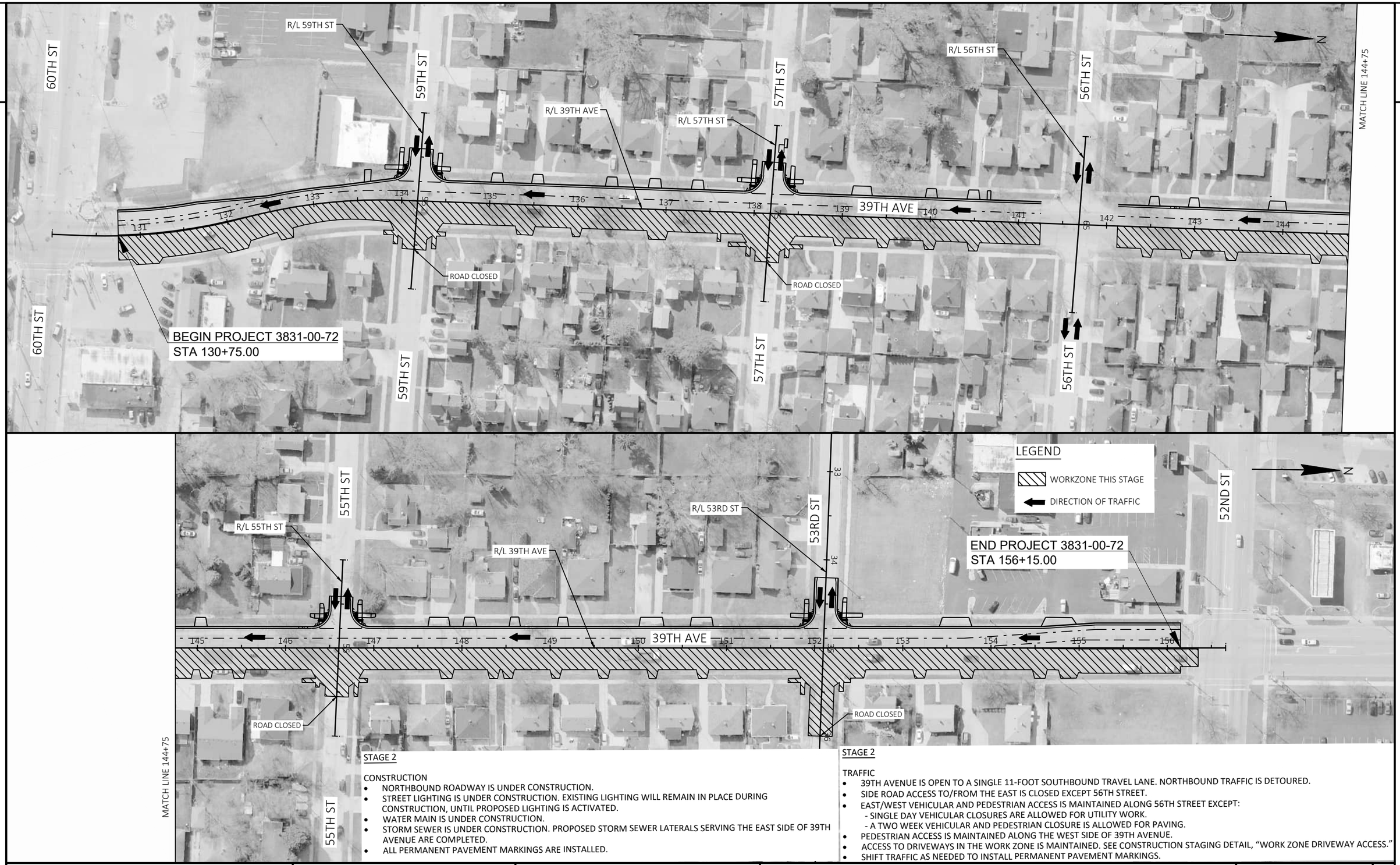
- SOUTHBOUND ROADWAY IS UNDER CONSTRUCTION.
- STREET LIGHTING IS UNDER CONSTRUCTION. EXISTING LIGHTING WILL REMAIN IN PLACE DURING CONSTRUCTION.
- STORM SEWER IS UNDER CONSTRUCTION. PROPOSED STORM SEWER LATERALS SERVING THE EAST SIDE OF 39TH AVENUE ARE STUBBED OUT BEYOND THE CENTERLINE. EXISTING STORM SEWER LATERALS SERVING THE EAST SIDE OF 39TH AVENUE ARE TEMPORARILY CONNECTED TO MAINTAIN DRAINAGE.

STAGE 1

TRAFFIC

- 39TH AVENUE IS OPEN TO A SINGLE 11-FOOT NORTHBOUND TRAVEL LANE. SOUTHBOUND TRAFFIC IS DETOURED.
- SIDE ROAD ACCESS TO/FROM THE WEST IS CLOSED EXCEPT 56TH STREET.
- EAST/WEST VEHICULAR AND PEDESTRIAN ACCESS IS MAINTAINED ALONG 56TH STREET EXCEPT:
  - SINGLE DAY VEHICULAR CLOSURES ARE ALLOWED FOR UTILITY WORK.
  - A TWO WEEK VEHICULAR AND PEDESTRIAN CLOSURE IS ALLOWED FOR PAVING.
- PEDESTRIAN ACCESS IS MAINTAINED ALONG THE EAST SIDE OF 39TH AVENUE.
- ACCESS TO DRIVEWAYS IN THE WORK ZONE IS MAINTAINED. SEE CONSTRUCTION STAGING DETAIL, “WORK ZONE DRIVEWAY ACCESS"

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION STAGING - STAGE 1	SHEET 69	E



STAGE 2

CONSTRUCTION

- NORTHBOUND ROADWAY IS UNDER CONSTRUCTION.
- STREET LIGHTING IS UNDER CONSTRUCTION. EXISTING LIGHTING WILL REMAIN IN PLACE DURING CONSTRUCTION, UNTIL PROPOSED LIGHTING IS ACTIVATED.
- WATER MAIN IS UNDER CONSTRUCTION.
- STORM SEWER IS UNDER CONSTRUCTION. PROPOSED STORM SEWER LATERALS SERVING THE EAST SIDE OF 39TH AVENUE ARE COMPLETED.
- ALL PERMANENT PAVEMENT MARKINGS ARE INSTALLED.

STAGE 2

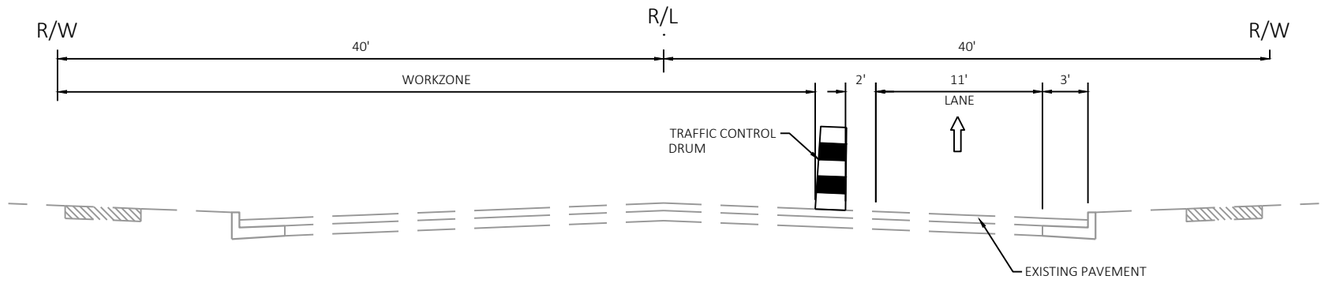
TRAFFIC

- 39TH AVENUE IS OPEN TO A SINGLE 11-FOOT SOUTHBOUND TRAVEL LANE. NORTHBOUND TRAFFIC IS DETOURED.
- SIDE ROAD ACCESS TO/FROM THE EAST IS CLOSED EXCEPT 56TH STREET.
- EAST/WEST VEHICULAR AND PEDESTRIAN ACCESS IS MAINTAINED ALONG 56TH STREET EXCEPT:
  - SINGLE DAY VEHICULAR CLOSURES ARE ALLOWED FOR UTILITY WORK.
  - A TWO WEEK VEHICULAR AND PEDESTRIAN CLOSURE IS ALLOWED FOR PAVING.
- PEDESTRIAN ACCESS IS MAINTAINED ALONG THE WEST SIDE OF 39TH AVENUE.
- ACCESS TO DRIVEWAYS IN THE WORK ZONE IS MAINTAINED. SEE CONSTRUCTION STAGING DETAIL, “WORK ZONE DRIVEWAY ACCESS.”
- SHIFT TRAFFIC AS NEEDED TO INSTALL PERMANENT PAVEMENT MARKINGS.

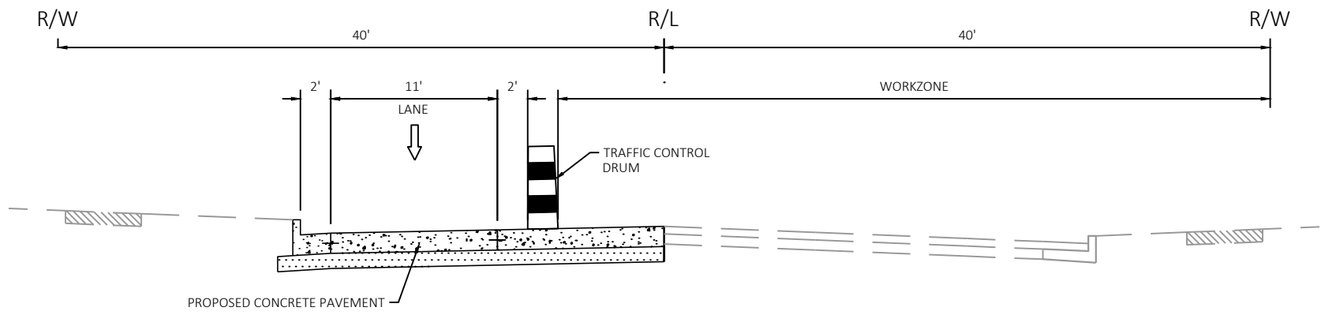
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION STAGING - STAGE 2	SHEET 70	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\026011-S2.DWG
LAYOUT NAME - CS2
PLOT DATE : 10/24/2024 3:23 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



39TH AVENUE STAGE 1 TYPICAL SECTION



39TH AVENUE STAGE 2 TYPICAL SECTION

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CONSTRUCTION STAGING TYPICAL SECTION	SHEET 71	E

2

TRAFFIC CONTROL LEGEND

	TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS
	TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	DIRECTION OF TRAFFIC
4YP	TEMPORARY MARKING LINE, PAINT 4-INCH (YELLOW)
4YT	TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH (YELLOW)
8	TEMPORARY MARKING LINE, REMOVABLE TAPE 8-INCH (WHITE)
AP	TEMPORARY MARKING ARROW PAINT (TYPE 2) (WHITE)
AT	TEMPORARY MARKING ARROW TAPE (TYPE 2) (WHITE)

NOTES:

1) SEE DETOUR PLAN AND PEDESTRIAN DETOUR PLAN FOR ADDITIONAL INFORMATION.

2) SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

2

2

39TH AVE

60TH ST

MATCHLINE STA 131+00

R/L 39TH AVE

WO1-6
48"X24"

BEGIN PROJECT 3831-00-72
STA 130+75.00

4YP

ROAD WORK AHEAD
W20-1A

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

AT

8

PLACE AT 40TH AVE

ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD
60"X30"

R/L 59TH ST

ROAD CLOSED
R11-2
48"X30"

59TH ST

MATCH LINE 135+25

WRONG WAY
R5-1A
36"X24"

R/L 39TH AVE

4YP

39TH AVE

132

133

134

135

50' TYP

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

NO PARKING ANY TIME
R7-1D
18"X24"

DO NOT ENTER
R5-1
30"X30"

ONE WAY
R6-2R
24"X30"

59TH ST

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

PLACE AT 38TH AVE

ONE WAY
R6-2L
24"X30"

MATCHLINE STA 131+00

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 73	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025101-TC.DWG
LAYOUT NAME - TC1-1

PLOT DATE : 10/24/2024 11:47 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

R/L 39TH AVE

ONE WAY R6-2R 24"X30"

WRONG WAY R5-1A 36"X24"

4YP

ONE WAY R6-2R 24"X30"

ROAD CLOSED LOCAL TRAFFIC ONLY R11-2 MOD 60"X30"

PLACE AT 40TH AVE

R/L 57TH ST

ROAD CLOSED R11-2 48"X30"

57TH ST

ONE WAY R6-2R 24"X30"

WRONG WAY R5-1A 36"X24"

ONE WAY R6-2R 24"X30"

N

MATCH LINE 140+75

39TH AVE

136 137 138 139 140

MATCH LINE 135+25

ONE WAY R6-2L 24"X30"

NO PARKING ANY TIME R7-1D 18"X24"

50' TYP

ONE WAY R6-2L 24"X30"

DO NOT ENTER R5-1 30"X30"

57TH ST

R3-2 24"X24"

ROAD WORK AHEAD W20-1A

PLACE AT 38TH AVE

NO PARKING ANY TIME R7-1D 18"X24"

ONE WAY R6-2L 24"X30"

R/L 56TH ST

56TH ST

R3-1 24"X24"

4YP

ONE WAY R6-2R 24"X30"

MAINTAIN EAST-WEST ACCESS ALONG 56TH ST.
SINGLE DAY CLOSURES ALLOWED FOR UTILITY WORK.
TWO WEEK CLOSURE ALLOWED FOR PAVING.
SEE STAGE 1A

ONE WAY R6-2R 24"X30"

4YP

R/L 39TH AVE

WRONG WAY R5-1A 36"X24"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

N

MATCH LINE 146+00

39TH AVE

141 142 143 144 145

MATCH LINE 140+75

DO NOT ENTER R5-1 30"X30"

ONE WAY R6-2L 24"X30"

15' TYP

R3-2 24"X24"

ROAD WORK AHEAD W20-1A

PLACE AT 38TH AVE

NO PARKING ANY TIME R7-1D 18"X24"

ONE WAY R6-2L 24"X30"

50' TYP

ONE WAY R6-2L 24"X30"

NO PARKING ANY TIME R7-1D 18"X24"

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 74	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025101-TC.DWG
LAYOUT NAME - TC1-2

PLOT DATE : 10/24/2024 11:47 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD 60"X30"
PLACE AT 40TH AVE
55TH ST
R/L 55TH ST
ROAD CLOSED
R11-2 48"X30"
R/L 39TH AVE
ONE WAY
R6-2R 24"X30"
WRONG WAY
R5-1A 36"X24"
4YP
ONE WAY
R6-2R 24"X30"
MATCH LINE 151+25
39TH AVE
146
147
148
149
150
151
MATCH LINE 146+00
DO NOT ENTER
R5-1 30"X30"
ROAD CLOSED
R11-2 48"X30"
55TH ST
R3-2 24"X24"
ROAD WORK AHEAD
W20-1A
PLACE AT 38TH AVE
ONE WAY
R6-2L 24"X30"
NO PARKING ANY TIME
R7-1D 18"X24"
ONE WAY
R6-2L 24"X30"
50' TYP
ONE WAY
R6-2L 24"X30"
NO PARKING ANY TIME
R7-1D 18"X24"

PLACE AT 40TH AVE
ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD 60"X30"
ROAD CLOSED
R11-2 48"X30"
53RD ST
R/L 53RD ST
ONE WAY
R6-2R 24"X30"
R/L 39TH AVE
WRONG WAY
R5-1A 36"X24"
4YP
ONE WAY
R6-2R 24"X30"
MATCHLINE STA 156+00
39TH AVE
152
153
154
155
8
11'
12'
MATCH LINE 151+25
DO NOT ENTER
R5-1 30"X30"
ONE WAY
R6-2R 24"X30"
R3-2 24"X24"
ROAD CLOSED
R11-2 48"X30"
ROAD WORK AHEAD
W20-1A
PLACE AT 38TH AVE
53RD ST
ONE WAY
R6-2L 24"X30"
50' TYP
NO PARKING ANY TIME
R7-1D 18"X24"
ONE WAY
R6-2L 24"X30"
AP
DRAIN
DRAIN

2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 75	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025101-TC.DWG
LAYOUT NAME - TC1-3
PLOT DATE : 10/24/2024 11:48 AM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : ##########

2

2

MATCHLINE STA 156+00

MATCH LINE 156+50

52ND ST

4YP

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
30"X30"

R/L 39TH AVE

END PROJECT 3831-00-72
STA 156+15.00

AP

8

25' TYP

LANE CLOSED
R11-2L
48"X30"

W12-1D
24"X24"

39TH AVE

ROAD WORK AHEAD
W20-1A

N

NOTES:

1) SEE BELOW FOR ADDITIONAL INFO

2) SEE DETOUR PLAN FOR ADDITIONAL SIGNAGE

END ROAD WORK
G20-2A
48"X24"

NOTE:

1) SEE ABOVE FOR ADDITIONAL INFO

38TH AVE

39TH AVE

END ROAD WORK
G20-2A
48"X24"

52ND ST

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

R/L 39TH AVE

25' TYP

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X24"

R3-1
24"X24"

ROAD WORK AHEAD
W20-1A

END PROJECT 3831-00-72
STA 156+15.00

52ND ST

END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1	SHEET 76	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025101-TC.DWG
LAYOUT NAME - TC1-4

PLOT DATE : 10/24/2024 11:48 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

ROAD CLOSED
LOCAL TRAFFIC
ONLY
R11-2 MOD
60"X30"
PLACE AT
40TH AVE

ROAD
CLOSED
R11-2
48"X30"

SEE STAGE 1

SEE STAGE 1

R/L 56TH ST

56TH ST

R/L 39TH AVE

39TH AVE

N

139 140 141 142 143 144 145

DO NOT
ENTER
R5-1
30"X30"

ONE
WAY
R6-2R
24"X30"

56TH ST

4YP

R3-2
24"X24"

ROAD
CLOSED
R11-2
48"X30"

50' TYP

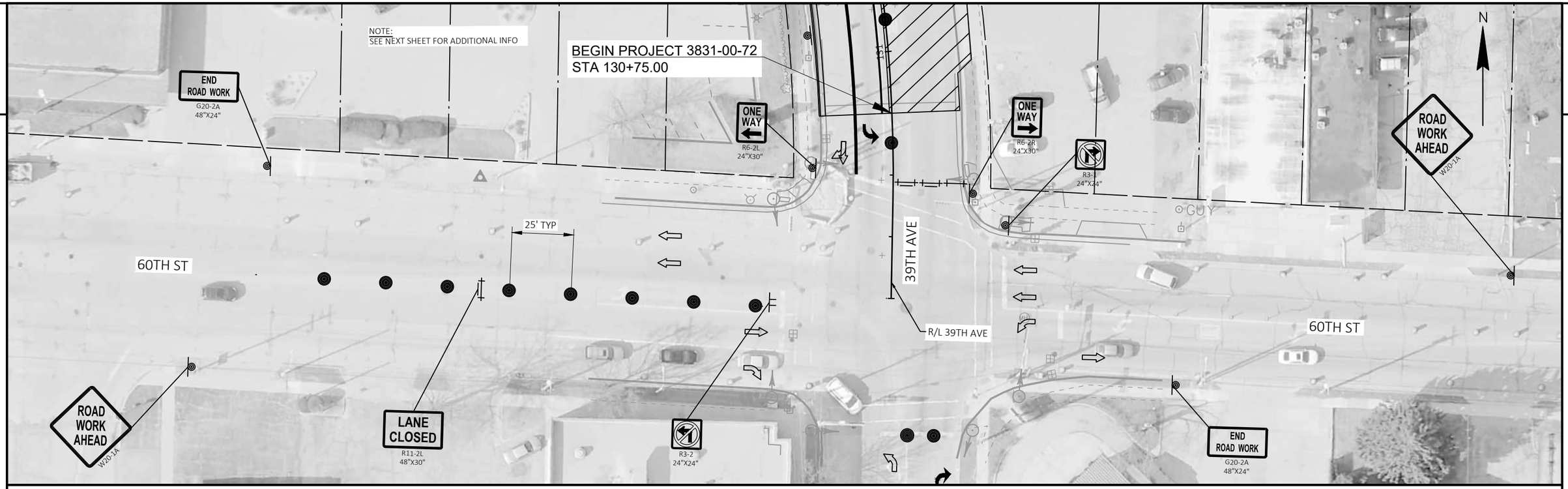
ROAD
WORK
AHEAD
W20-1A

PLACE AT
38TH AVE

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 1A	SHEET 77	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025110-TC.DWG
LAYOUT NAME - TC-1A-1

PLOT DATE : 10/24/2024 11:48 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########



2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 78	E

2

NOTE:
SEE PREVIOUS SHEET FOR ADDITIONAL INFO

60TH ST

MATCHLINE STA 131+00

N

4YT

8

AT

BEGIN PROJECT 3831-00-72
STA 130+75.00

12'

11'

39TH AVE

R/L 39TH AVE

25' TYP

ROAD WORK AHEAD
W20-1A

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

WO12-1D
48"X48"

LANE CLOSED
R11-2L
48"X30"

DO NOT ENTER
R5-1
30"X30"

ROAD CLOSED
R11-2
48"X30"

60TH ST

2

PLACE AT
40TH AVE

ROAD WORK AHEAD
W20-1A

BEGIN CONSTRUCTION
STA 94+40.56

ONE WAY
R6-2L
24"X30"

NO PARKING
R7-1D
18"X24"

ONE WAY
R6-2L
24"X30"

4YT

R/L 39TH AVE

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

DO NOT ENTER
R5-1
30"X30"

NO PARKING
R7-1D
18"X24"

59TH ST

MATCH LINE 135+25

8

AT

12'

11'

132

133

134

135

39TH AVE

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

WRONG WAY
R5-1A
36"X24"

50' TYP

END CONSTRUCTION
STA 95+55.04

PLACE AT
38TH AVE

ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD
60"X30"

59TH ST

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

R/L 59TH ST

MATCHLINE STA 131+00

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 79	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025201-TC.DWG
LAYOUT NAME - TC2-2

PLOT DATE : 10/24/2024 11:49 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

BEGIN CONSTRUCTION
STA 74+14.29

PLACE AT 40TH AVE

ROAD WORK AHEAD
W20-1A

R/L 39TH AVE

4YT

ONE WAY
R6-2L
24"X30"

NO PARKING ANY TIME
R7-1D
18"X24"

R3-2
24"X24"

57TH ST

DO NOT ENTER
R5-1
30"X30"

R6-2R
24"X30"

N

MATCH LINE 140+75

136 137 138 139 140

39TH AVE

MATCH LINE 135+25

50' TYP

WRONG WAY
R5-1A
36"X24"

END CONSTRUCTION
STA 75+55.05

PLACE AT 38TH AVE

ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD
60"X30"

ROAD CLOSED
R11-2
48"X30"

R/L 57TH ST

PLACE AT 40TH AVE

ROAD WORK AHEAD
W20-1A

BEGIN CONSTRUCTION
STA 64+40.75

56TH ST

R/L 39TH AVE

4YT

R7-1D
18"X24"

R3-2
24"X24"

R6-2L
24"X30"

R5-1
30"X30"

R6-2R
24"X30"

MATCH LINE 146+00

141 142 143 144 145

39TH AVE

MATCH LINE 140+75

15' TYP

50' TYP

R3-1
24"X24"

MAINTAIN EAST-WEST ACCESS ALONG 56TH ST.
SINGLE DAY CLOSURES ALLOWED FOR UTILITY WORK.
TWO WEEK CLOSURE ALLOWED FOR PAVING.
SEE STAGE 2A

END CONSTRUCTION
STA 65+55.05

56TH ST

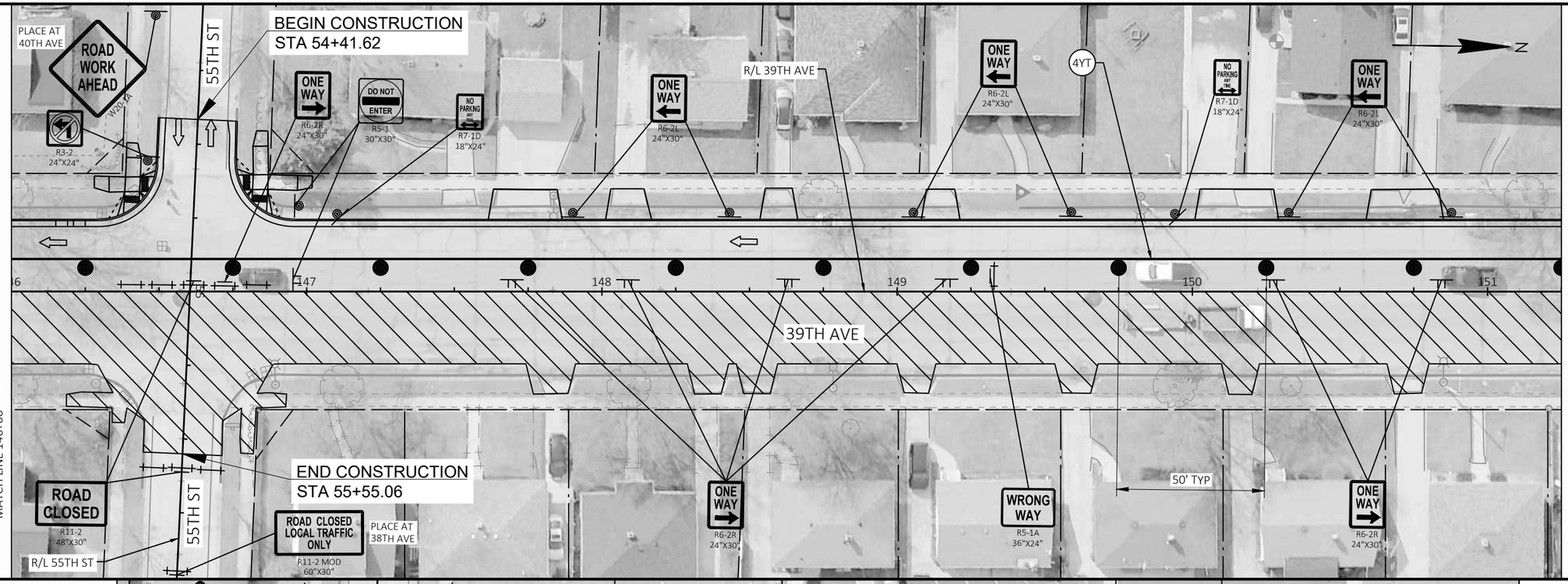
R/L 56TH ST

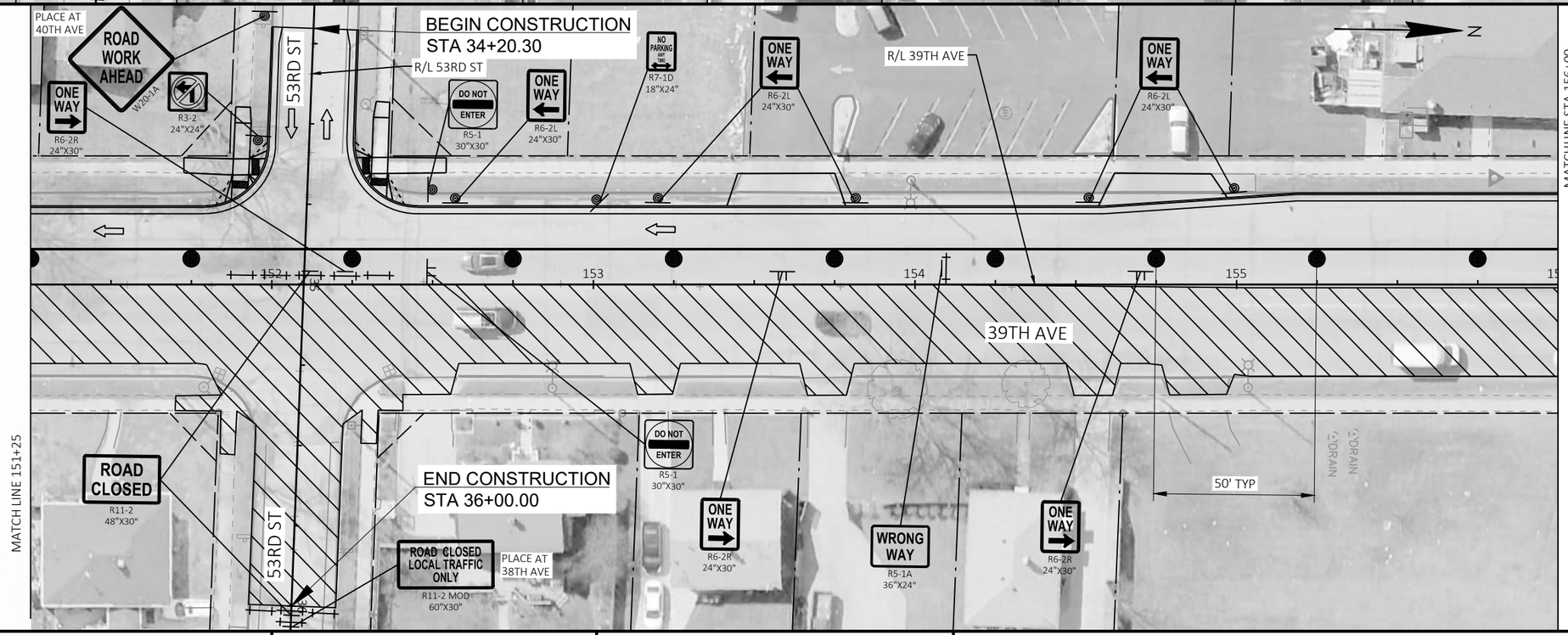
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 80	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025201-TC.DWG
LAYOUT NAME - TC2-3

PLOT DATE : 10/24/2024 11:49 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44





PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 81	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025201-TC.DWG
LAYOUT NAME - TC2-4
PLOT DATE : 10/24/2024 11:49 AM
PLOT BY : KARIMULLAH HABIBUR
PLOT NAME :
PLOT SCALE : ##########

2

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2	SHEET 82	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025201-TC.DWG
LAYOUT NAME - TC2-5
PLOT DATE : 10/24/2024 11:49 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

ROAD WORK AHEAD
W20.1JA
PLACE AT 40TH AVE

R/L 56TH ST

BEGIN CONSTRUCTION
STA 64+40.75

SEE STAGE 2

SEE STAGE 2

56TH ST

ONE WAY
R6-2R
24"X30"

4YT

R3-2
24"X24"

DO NOT ENTER
R5-1
30"X30"

R/L 39TH AVE

39TH AVE

N

139 140 141 142 143 144 145

ROAD CLOSED
R11-2
48"X30"

56TH ST

END CONSTRUCTION
STA 65+55.05

ROAD CLOSED LOCAL TRAFFIC ONLY
R11-2 MOD
60"X30"

PLACE AT 38TH AVE

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	TRAFFIC CONTROL STAGE 2A	SHEET 83	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\025210-TC.DWG
LAYOUT NAME - TC-2A-1

PLOT DATE : 10/24/2024 11:50 AM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS

SIGN ON PERMANENT SUPPORT

WORKZONE - ROAD CLOSED

DETOUR TRAFFIC FLOW DIRECTION

STAGE 1 DETOUR ROUTE

1. ROAD CLOSED AHEAD — W20-3A
2. DETOUR AHEAD — W20-2A
3. DETOUR — M4-59R 30"X30"
4. DETOUR — M4-59L 30"X30"
5. ROAD CLOSED 500 FT — W20-3D
6. DETOUR — M4-9R 30"X24"
7. DETOUR — M4-9L 30"X24"
8. DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 39TH AVE / FMS (SEE DETAIL) / M6-1 21"X21"
9. DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 39TH AVE / FMS (SEE DETAIL) / M6-1 21"X21"
10. NORTH M3-1 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-59L 30"X30"
11. SOUTH M3-3 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-59R 30"X30"
12. NORTH M3-1 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-9L 30"X24"
13. SOUTH M3-3 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-9R 30"X24"
14. NORTH M3-1 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-59R 30"X30"
15. SOUTH M3-3 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-59L 30"X30"
16. NORTH M3-1 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-9R 30"X24"
17. SOUTH M3-3 24"X12" / 39TH AVE / FMS (SEE DETAIL) / DETOUR M4-9L 30"X24"
18. END DETOUR M4-8A 24"X18"

NOTES:

- SEE SDD: BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR VARIOUS CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
- SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL INFORMATION

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	DETOUR PLAN - STAGE 1	SHEET 84	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027001-DT.DWG
LAYOUT NAME - DP1

PLOT DATE : 10/24/2024 3:27 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS

SIGN ON PERMANENT SUPPORT

WORKZONE - ROAD CLOSED

DETOUR TRAFFIC FLOW DIRECTION

STAGE 2 DETOUR ROUTE

① ROAD CLOSED AHEAD — W20-3A

② DETOUR AHEAD — W20-2A

③ DETOUR — M4-59R 30"X30"

④ DETOUR — M4-59L 30"X30"

⑤ ROAD CLOSED 500 FT — W20-3D

⑥ DETOUR — M4-9R 30"X24"

⑦ DETOUR — M4-9L 30"X24"

⑧ DETOUR — M4-8 24"X12"
NORTH — M3-1 24"X12"
39TH AVE
FMS (SEE DETAIL)
M6-1 21"X21"

⑨ DETOUR — M4-8 24"X12"
SOUTH — M3-3 24"X12"
39TH AVE
FMS (SEE DETAIL)
M6-1 21"X21"

⑩ NORTH — M3-1 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-59L 30"X30"

⑪ SOUTH — M3-3 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-59R 30"X30"

⑫ NORTH — M3-1 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-9L 30"X24"

⑬ SOUTH — M3-3 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-9R 30"X24"

⑭ NORTH — M3-1 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-59R 30"X30"

⑮ SOUTH — M3-3 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-59L 30"X30"

⑯ NORTH — M3-1 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-9R 30"X24"

⑰ SOUTH — M3-3 24"X12"
39TH AVE
FMS (SEE DETAIL)
DETOUR — M4-9L 30"X24"

⑱ END DETOUR — M4-8A 24"X18"

NOTES:

- SEE SDD: BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR VARIOUS CLOSURES
- SEE SDD: BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
- SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL INFORMATION

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	DETOUR PLAN - STAGE 2	SHEET 85	E

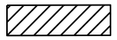
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027002-DT.DWG
LAYOUT NAME - DP2

PLOT DATE : 10/24/2024 3:27 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

PEDESTRIAN STAGING LEGEND

x x x x x x x x	CLOSED PEDESTRIAN ROUTE
— — — —	OPEN PEDESTRIAN ROUTE
	WORK ZONE THIS STAGE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

NOTE:

1) SEE TRAFFIC CONTROL PLAN AND DETOUR PLAN FOR ADDITIONAL INFORMATION.

2) MAINTAIN ALL OPEN CROSSWALKS ON EXISTING PAVEMENT, TEMPORARY PAVEMENT, OR PROPOSED PAVEMENT.

2

2

N

40TH AVE

60TH ST

59TH ST

57TH ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R/L 39TH AVE

M4-60D
30"X24"

131

132

133

134

135

136

137

138

139

39TH AVE

M4-60D
30"X24"

R/L 59TH ST

R/L 57TH ST

M4-60D
30"X24"

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 1	SHEET 87	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027011-DT.DWG
LAYOUT NAME - PD1-1

PLOT DATE : 10/24/2024 3:28 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

N

40TH AVE

56TH ST

55TH ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

R/L 39TH AVE

139 140 141 142 143 144 145 146 147 148

39TH AVE

39TH AVE

MAINTAIN EAST-WEST PEDESTRIAN ACCESS ALONG 56TH ST. INCLUDING DURING UTILITY WORK.
TWO WEEK CLOSURE ALLOWED FOR PAVING. SEE STAGE 1A.

R/L 56TH ST

M4-60D
30"X24"

R/L 55TH ST

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 1	SHEET 88	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027011-DT.DWG
LAYOUT NAME - PD1-2

PLOT DATE : 10/24/2024 3:28 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

N

40TH AVE

31

32

33

53RD ST

52ND ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

M4-60D
30"X24"

R/L 39TH AVE

148 149 150 151 152 153 154 155 156

39TH AVE

R/L 53RD ST

M4-60D
30"X24"

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 1	SHEET 89	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027011-DT.DWG
LAYOUT NAME - PD1-3

PLOT DATE : 10/24/2024 3:28 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

N

40TH AVE

57TH ST

56TH ST

55TH ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R/L 39TH AVE

138 139 140 141 142 143 144 145 146 147

39TH AVE

39TH AVE

R/L 56TH ST

M4-60D
30"X24"

M4-60D
30"X24"

M4-60D
30"X24"

R/L 57TH ST

R/L 55TH ST

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 1A	SHEET 90	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027012-DT.DWG
LAYOUT NAME - PD1A-1

PLOT DATE : 10/24/2024 3:29 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 2	SHEET 91 E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027021-DT.DWG
LAYOUT NAME - PD2-1

PLOT DATE : 10/24/2024 3:29 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

R/L 56TH ST

MAINTAIN EAST-WEST PEDESTRIAN ACCESS ALONG 56TH ST. INCLUDING DURING UTILITY WORK.
TWO WEEK CLOSURE ALLOWED FOR PAVING. SEE STAGE 2A.

R/L 39TH AVE

R/L 55TH ST

N

M4-60D
30"X24"

39TH AVE

39TH AVE

139 140 141 142 143 144 145 146 147 148

56TH ST

55TH ST

M4-60D
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

38TH AVE

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 2	SHEET 92	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027021-DT.DWG
LAYOUT NAME - PD2-2

PLOT DATE : 10/24/2024 3:29 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

N

R/L 53RD ST

R/L 39TH AVE

M4-60D
30"X24"

39TH AVE

148 149 150 151 152 153 154 155 156

34 35 36 37 38

SIDEWALK CLOSED
R9-9
24"X12"

M4-60D
30"X24"

52ND ST

53RD ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

38TH AVE

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 2	SHEET 93	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027021-DT.DWG
LAYOUT NAME - PD2-3

PLOT DATE : 10/24/2024 3:29 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

2

2

R/L 57TH ST

R/L 56TH ST

R/L 55TH ST

R/L 39TH AVE

M4-60D
30"X24"

M4-60D
30"X24"

M4-60D
30"X24"

39TH AVE

39TH AVE

138 139 140 141 142 143 144 145 146 147

57TH ST

56TH ST

55TH ST

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

38TH AVE

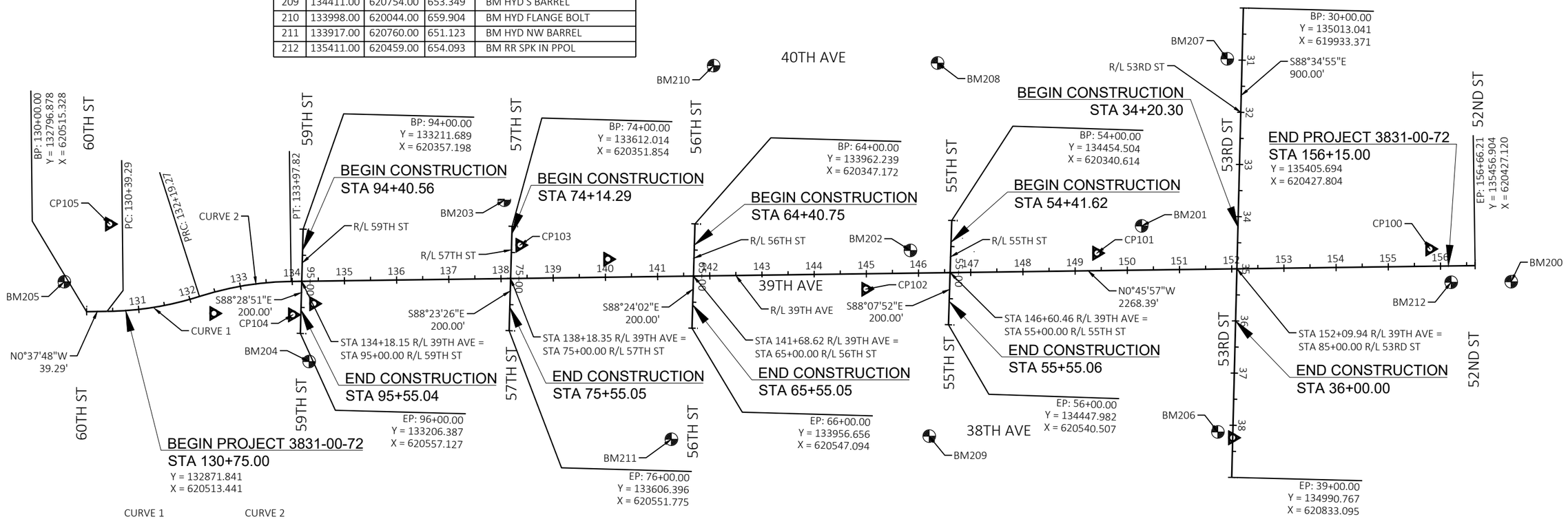
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PEDESTRIAN DETOUR STAGE 2A	SHEET 94	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\027022-DT.DWG
LAYOUT NAME - PD2A-1

PLOT DATE : 10/24/2024 3:29 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 42

CONTROL AND BENCHMARKS				
PT #	Y	X	EL	DESCRIPTION
100	135370.39	620395.11	654.064	CP SET FENO F1000SPK
101	134732.28	620403.16	652.009	CP SET FENO F1000SPK
102	134289.62	620472.29	653.201	CP SET FENO F1000SPK
103	133627.08	620387.98	653.123	CP SET FENO F1000SPK
104	133191.59	620521.34	653.230	CP SET FENO F1000SPK
105	132840.90	620347.47	643.684	CP SET FENO F1000SPK
200	135526.00	620458.00	655.506	BM HYD FLANGE BOLT
201	134818.00	620351.00	654.320	BM CHIS X SE COR CONC STEP
202	134375.00	620398.00	654.610	BM CHIS X SE COR CONC STEP
203	133597.00	620302.00	654.660	BM RR SPK IN PPOL
204	133223.00	620611.00	653.303	BM RR SPK IN PPOL
205	132754.00	620458.00	644.315	BM CHIS X NW COR CONC PAD
206	134964.00	620746.00	651.972	BM HYD N BARREL
207	134982.00	620031.00	656.590	BM HYD FLANGE BOLT
208	134427.00	620039.00	659.560	BM HYD FLANGE BOLT
209	134411.00	620754.00	653.349	BM HYD S BARREL
210	133998.00	620044.00	659.904	BM HYD FLANGE BOLT
211	133917.00	620760.00	651.123	BM HYD NW BARREL
212	135411.00	620459.00	654.093	BM RR SPK IN PPOL



CURVE 1	CURVE 2
PI STA = 131+29.96	PI STA = 133+09.21
Y = 132926.829	Y = 133098.780
X = 620513.899	X = 620458.636
DELTA = 17°11'12" LT	DELTA = 17°03'04" RT
D = 9°32'57"	D = 9°32'57"
T = 90.67'	T = 89.94'
L = 179.98'	L = 178.56'
R = 600.00'	R = 600.00'
PC STA = 130+39.29	PC STA = 132+19.27
Y = 132836.165	Y = 133013.150
X = 620514.896	X = 620486.156
PT STA = 132+19.27	PT STA = 133+97.82
Y = 133013.150	Y = 133188.715
X = 620486.156	X = 620457.434
DB = N00°37'48"W	DB = N17°49'00"W
DA = N17°49'00"W	DA = N00°45'57"W

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	ALIGNMENT	SHEET 95	E

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	3831-00-72 Qty	3831-00-82 Qty
0002	204.0100	Removing Concrete Pavement	SY	17,890.000	17,890.000	
0004	204.0155	Removing Concrete Sidewalk	SY	368.000	368.000	
0006	204.0220	Removing Inlets	EACH	24.000	24.000	
0008	204.0245	Removing Storm Sewer (size) 02. 6-Inch	LF	420.000	420.000	
0010	204.0245	Removing Storm Sewer (size) 03. 10-Inch	LF	163.000	163.000	
0012	204.0245	Removing Storm Sewer (size) 04. 12-Inch	LF	570.000	570.000	
0014	204.0245	Removing Storm Sewer (size) 05. 21-Inch	LF	65.000	65.000	
0016	204.0245	Removing Storm Sewer (size) 06. 24-Inch	LF	114.000	114.000	
0018	204.0280	Sealing Pipes	EACH	4.000	4.000	
0020	204.9060.S	Removing (item description) 01. Removing Distribution Center	EACH	1.000	1.000	
0022	205.0100	Excavation Common	CY	11,337.000	11,337.000	
0024	209.1100	Backfill Granular Grade 1	CY	640.000	640.000	
0026	213.0100	Finishing Roadway (project) 01. 3831-00-72	EACH	1.000	1.000	
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,616.000	6,616.000	
0030	310.0110	Base Aggregate Open-Graded	TON	137.000	137.000	
0032	312.0110	Select Crushed Material	TON	6,105.000	6,105.000	
0034	415.0080	Concrete Pavement 8-Inch	SY	13,784.000	13,784.000	
0036	416.0620	Drilled Dowel Bars	EACH	266.000	266.000	
0038	520.8000	Concrete Collars for Pipe	EACH	35.000	35.000	
0040	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	5,443.000	5,443.000	
0042	602.0415	Concrete Sidewalk 6-Inch	SF	4,656.000	4,656.000	
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	400.000	400.000	
0046	602.0810	Concrete Driveway 6-Inch	SY	742.000	742.000	
0048	602.0820	Concrete Driveway 8-Inch	SY	114.000	114.000	
0050	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,121.000	1,121.000	
0052	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	214.000	214.000	
0054	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	84.000	84.000	
0056	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	8.000	8.000	
0058	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	171.000	171.000	
0060	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	291.000	291.000	
0062	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	43.000	43.000	
0064	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	153.000	153.000	
0066	611.0420	Reconstructing Manholes	EACH	8.000	8.000	
0068	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000	
0070	611.0624	Inlet Covers Type H	EACH	40.000	40.000	
0072	611.0639	Inlet Covers Type H-S	EACH	19.000	19.000	
0074	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000	
0076	611.2005	Manholes 5-FT Diameter	EACH	3.000	3.000	
0078	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000	
0080	611.3004	Inlets 4-FT Diameter	EACH	12.000	12.000	
0082	611.3230	Inlets 2x3-FT	EACH	45.000	45.000	
0084	612.0106	Pipe Underdrain 6-Inch	LF	1,682.000	1,682.000	
0086	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	10.000	10.000	
0088	616.0700.S	Fence Safety	LF	500.000	500.000	
0090	619.1000	Mobilization	EACH	1.000	1.000	
0092	623.0200	Dust Control Surface Treatment	SY	32,478.000	32,478.000	
0094	624.0100	Water	MGAL	64.000	64.000	
0096	625.0100	Topsoil	SY	4,476.000	4,476.000	
0098	627.0200	Mulching	SY	4,476.000	4,476.000	

Line	Item	Item Description	Unit	Total	3831-00-72 Qty	3831-00-82 Qty
0100	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000	
0102	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000	
0104	628.7010	Inlet Protection Type B	EACH	17.000	17.000	
0106	628.7015	Inlet Protection Type C	EACH	13.000	13.000	
0108	628.7020	Inlet Protection Type D	EACH	75.000	75.000	
0110	629.0210	Fertilizer Type B	CWT	7.000	7.000	
0112	630.0200	Seeding Temporary	LB	125.000	125.000	
0114	631.0300	Sod Water	MGAL	202.000	202.000	
0116	631.1000	Sod Lawn	SY	4,476.000	4,476.000	
0118	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	24.000	24.000	
0120	637.2210	Signs Type II Reflective H	SF	207.350	207.350	
0122	638.2102	Moving Signs Type II	EACH	1.000	1.000	
0124	638.2602	Removing Signs Type II	EACH	46.000	46.000	
0126	638.3000	Removing Small Sign Supports	EACH	9.000	9.000	
0128	638.3620	Erecting State Owned Signs Type II	EACH	15.000	15.000	
0130	642.5201	Field Office Type C	EACH	1.000	1.000	
0132	643.0300	Traffic Control Drums	DAY	13,857.000	13,857.000	
0134	643.0420	Traffic Control Barricades Type III	DAY	10,782.000	10,782.000	
0136	643.0705	Traffic Control Warning Lights Type A	DAY	21,563.000	21,563.000	
0138	643.0900	Traffic Control Signs	DAY	37,536.000	37,536.000	
0140	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000	
0142	643.1000	Traffic Control Signs Fixed Message	SF	114.000	114.000	
0144	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0146	643.3105	Temporary Marking Line Paint 4-Inch	LF	2,539.000	2,539.000	
0148	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	2,541.000	2,541.000	
0150	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	387.000	387.000	
0152	643.3505	Temporary Marking Arrow Paint	EACH	2.000	2.000	
0154	643.3550	Temporary Marking Arrow Removable Tape	EACH	8.000	8.000	
0156	643.5000	Traffic Control	EACH	1.000	1.000	
0158	644.1410	Temporary Pedestrian Surface Asphalt	SF	100.000	100.000	
0160	645.0111	Geotextile Type DF Schedule A	SY	1,002.000	1,002.000	
0162	645.0220	Geogrid Type SR	SY	8,733.000	8,733.000	
0164	646.1020	Marking Line Epoxy 4-Inch	LF	13,988.000	13,988.000	
0166	646.3020	Marking Line Epoxy 8-Inch	LF	610.000	610.000	
0168	646.5020	Marking Arrow Epoxy	EACH	36.000	36.000	
0170	646.5220	Marking Symbol Epoxy	EACH	26.000	26.000	
0172	646.6120	Marking Stop Line Epoxy 18-Inch	LF	183.000	183.000	
0174	646.7120	Marking Diagonal Epoxy 12-Inch	LF	159.000	159.000	
0176	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,514.000	1,514.000	
0178	650.4000	Construction Staking Storm Sewer	EACH	62.000	62.000	
0180	650.4500	Construction Staking Subgrade	LF	2,955.000	2,955.000	
0182	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,462.000	5,462.000	
0184	650.7000	Construction Staking Concrete Pavement	LF	2,955.000	2,955.000	
0186	650.8501	Construction Staking Electrical Installations (project) 01. 3831-00-72	EACH	1.000	1.000	
0188	650.9000	Construction Staking Curb Ramps	EACH	40.000	40.000	
0190	650.9911	Construction Staking Supplemental Control (project) 01. 3831-00-72	EACH	1.000	1.000	
0192	650.9920	Construction Staking Slope Stakes	LF	2,955.000	2,955.000	
0194	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,729.000	4,729.000	
0196	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	151.000	151.000	

Line	Item	Item Description	Unit	Total	3831-00-72 Qty	3831-00-82 Qty
0198	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000	
0200	654.0105	Concrete Bases Type 5	EACH	20.000	20.000	
0202	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
0204	655.0610	Electrical Wire Lighting 12 AWG	LF	2,400.000	2,400.000	
0206	655.0615	Electrical Wire Lighting 10 AWG	LF	100.000	100.000	
0208	655.0620	Electrical Wire Lighting 8 AWG	LF	15,399.000	15,399.000	
0210	655.0640	Electrical Wire Lighting 1 AWG	LF	18.000	18.000	
0212	656.0401	Electrical Service Main Lugs Only Meter Pedestal (location) 01. LCC-1	EACH	1.000	1.000	
0214	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	20.000	20.000	
0216	657.0322	Poles Type 5-Aluminum	EACH	20.000	20.000	
0218	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	20.000	20.000	
0220	659.2230	Lighting Control Cabinets 240/480 30-Inch	EACH	1.000	1.000	
0222	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	25.000	25.000	
0224	690.0250	Sawing Concrete	LF	6,296.000	6,296.000	
0226	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	4,392.000	4,392.000	
0228	740.0440	Incentive IRI Ride	DOL	1,925.000	1,925.000	
0230	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,400.000	1,400.000	
0232	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,600.000	3,600.000	
0234	SPV.0060	Special 01. Adjusting Sanitary Manhole	EACH	13.000		13.000
0236	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	14.000		14.000
0238	SPV.0060	Special 30. Inlet Covers Type 57	EACH	1.000	1.000	
0240	SPV.0060	Special 31. Pipe Connection to Existing Structure	EACH	17.000	17.000	
0242	SPV.0060	Special 32. Removing Bulkhead	EACH	4.000	4.000	
0244	SPV.0060	Special 50. Removing Lighting Units	EACH	25.000	25.000	
0246	SPV.0060	Special 51. Municipal LED Luminaire	EACH	20.000	20.000	
0248	SPV.0060	Special 60. 16" 45 Degree Bend, MJ	EACH	2.000		2.000
0250	SPV.0060	Special 61. 16" BF Valve & Box, MJ	EACH	3.000		3.000
0252	SPV.0060	Special 62. 8" Gate Valve & Box, MJ	EACH	4.000		4.000
0254	SPV.0060	Special 63. 16" Solid Sleeve, MJ	EACH	4.000		4.000
0256	SPV.0060	Special 64. 6" Solid Sleeve, MJ	EACH	1.000		1.000
0258	SPV.0060	Special 65. 8" Cap, MJ	EACH	1.000		1.000
0260	SPV.0060	Special 66. 6" Cap, MJ	EACH	4.000		4.000
0262	SPV.0060	Special 67. 16" x 8" Anchor Tee, MJ	EACH	1.000		1.000
0264	SPV.0060	Special 68. Reconnect Service 0.75" with 1" Copper	EACH	36.000		36.000
0266	SPV.0060	Special 69. Reconnect Service 1" with 1" Copper	EACH	1.000		1.000
0268	SPV.0060	Special 70. Reconnect Service 1.5" with 1.5" Copper	EACH	1.000		1.000
0270	SPV.0060	Special 71. Steamer Hydrant, MJ	EACH	3.000		3.000
0272	SPV.0060	Special 72. 6" Gate Valve, MJ	EACH	3.000		3.000
0274	SPV.0060	Special 73. 8" x 6" Anchor Tee, MJ	EACH	2.000		2.000
0276	SPV.0060	Special 74. 6" 45-Degree Bend, MJ	EACH	2.000		2.000
0278	SPV.0060	Special 75. 6" x 6" Anchor Tee, MJ	EACH	1.000		1.000
0280	SPV.0060	Special 76. 6" Plug, MJ	EACH	1.000		1.000
0282	SPV.0060	Special 77. 8" x 6" Reducer, MJ	EACH	1.000		1.000
0284	SPV.0075	Special 01. Pavement Cleanup Project 3831-00-72	HRS	40.000	40.000	
0286	SPV.0090	Special 01. Concrete Curb & Gutter 42-Inch Type A	LF	10.000	10.000	
0288	SPV.0090	Special 31. Pipe Underdrain Exploration	LF	100.000	100.000	
0290	SPV.0090	Special 32. Storm Sewer Lateral Exploration	LF	100.000	100.000	
0292	SPV.0090	Special 60. 16" PVC C-900 Pipe	LF	30.000		30.000
0294	SPV.0090	Special 61. 8" PVC C-900 Pipe	LF	1,442.000		1,442.000

					3831-00-72	3831-00-82
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0296	SPV.0090	Special 62. 6" D.I. Pipe, Class 53 (Hydrant Lead) Poly-Encased	LF	60.000		60.000
0298	SPV.0090	Special 63. 6" PVC C-900 Pipe	LF	15.000		15.000

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REMOVALS

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	1	39TH AVENUE	130+75	-	134+32	LT	1,485	29
0010	1	39TH AVENUE	134+32	-	138+25	LT	1,656	44
0010	1	39TH AVENUE	138+25	-	142+25	LT	1,732	41
0010	1	39TH AVENUE	142+25	-	146+65	LT	1,798	15
0010	1	39TH AVENUE	146+65	-	152+42	LT	2,518	46
0010	1	39TH AVENUE	152+42	-	156+15	LT	1,454	7
			STAGE 1 SUBTOTAL				10,643	182
0010	2	39TH AVENUE	130+75	-	134+32	RT	1,018	17
0010	2	39TH AVENUE	134+32	-	138+25	RT	1,084	43
0010	2	39TH AVENUE	138+25	-	142+25	RT	1,142	59
0010	2	39TH AVENUE	142+25	-	146+65	RT	1,218	15
0010	2	39TH AVENUE	146+65	-	152+42	RT	1,759	52
0010	2	39TH AVENUE	152+42	-	156+15	RT	1,026	--
			STAGE 2 SUBTOTAL				7,247	186
			TOTAL 3831-00-72 CAT 0010				17,890	368

AGGREGATE

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 BASE AGGREGATE OPEN-GRADED TON	312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
0010	1	39TH AVENUE	130+75	-	134+32	LT	431	5	795	
0010	1	39TH AVENUE	134+32	-	138+25	LT	484	23	--	
0010	1	39TH AVENUE	138+25	-	142+25	LT	522	22	--	
0010	1	39TH AVENUE	142+25	-	146+65	LT	514	11	--	
0010	1	39TH AVENUE	146+65	-	152+42	LT	748	18	1,369	
0010	1	39TH AVENUE	152+42	-	156+15	LT	432	2	--	
0010	1	39TH AVENUE		-		LT	150	--	--	TO BE USED FOR WORKZONE DRIVEWAY ACCESS
			SUBTOTAL STAGE 1				3,281	81	2,164	
0010	2	39TH AVENUE	130+75	-	134+32	RT	445	--	828	
0010	2	39TH AVENUE	134+32	-	138+25	RT	480	18	--	
0010	2	39TH AVENUE	138+25	-	142+25	RT	513	9	--	
0010	2	39TH AVENUE	142+25	-	146+65	RT	518	9	--	
0010	2	39TH AVENUE	146+65	-	152+42	RT	763	20	1,403	
0010	2	39TH AVENUE	152+42	-	156+15	RT	430	--	--	
0010	2	39TH AVENUE	152+42	-		RT	186	--	--	TO BE USED FOR WORKZONE DRIVEWAY ACCESS
			SUBTOTAL STAGE 2				3,335	56	2,231	
			UNDISTRIBUTED				--	--	1,710	TO BE USED AS EBS BACKFILL AS DIRECTED BY THE ENGINEER
			TOTAL 3831-00-72 CAT 0010				6,616	137	6,105	

CONCRETE

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	415.0080 CONCRETE PAVEMENT 8-INCH SY	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.0820 CONCRETE DRIVEWAY 8-INCH SY
0010	1	39TH AVENUE	130+75	-	134+32	LT	952	--	--
0010	1	39TH AVENUE	134+32	-	138+25	LT	1,046	74	--
0010	1	39TH AVENUE	138+25	-	142+25	LT	1,136	54	--
0010	1	39TH AVENUE	142+25	-	146+65	LT	1,142	62	--
0010	1	39TH AVENUE	146+65	-	152+42	LT	1,622	125	--
0010	1	39TH AVENUE	152+42	-	156+15	LT	968	--	72
			SUBTOTAL STAGE 1				6,866	315	72
0010	2	39TH AVENUE	130+75	-	134+32	RT	991	23	42
0010	2	39TH AVENUE	134+32	-	138+25	RT	1,050	56	--
0010	2	39TH AVENUE	138+25	-	142+25	RT	1,104	57	--
0010	2	39TH AVENUE	142+25	-	146+65	RT	1,152	112	--
0010	2	39TH AVENUE	146+65	-	152+42	RT	1,652	97	--
0010	2	39TH AVENUE	152+42	-	156+15	RT	969	81	--
			SUBTOTAL STAGE 2				6,918	426	42
			TOTAL 3831-00-72 CAT 0010				13,784	742	114

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EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.00	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW
DIVISION 1										
39TH AVE	130+75.00/156+15.00	8,690	0	4,017	4,673	237	237	4,436	4,436	0
53RD ST	34+20.36/35+99.91	463	0	99	364	0	0	364	364	0
55TH ST	54+41.86/55+54.76	264	0	50	214	0	0	214	214	0
56TH ST	64+41.00/65+54.84	262	0	51	211	0	0	211	211	0
57TH ST	74+42.44/75+54.71	279	0	50	229	0	0	229	229	0
59TH ST	94+41.00/95+54.69	279	0	51	228	0	0	228	228	0
CURB RAMPS		200								
UNDISTRIBUTED			900							
DIVISION 1 SUBTOTAL		10,437	900	4,318	5,919	237	237	5,682	5,682	0
GRAND TOTAL		10,437	900	4,318	5,919	237	237	5,682	5,682	0
TOTAL EXCAVATION COMMON 3831-00-72 CAT 0010		11,337								

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) SALVAGED/UNUSABLE PAVEMENT MATERIAL CALCULATED ASSUMING 9" EXISTING PAVEMENT THICKNESS
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.00
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
(16) STORM SEWER AND WATER MAIN EXCAVATION ARE NOT INCLUDED IN THIS TABLE AND SHOULD BE CONSIDERED ADDITIONAL WASTE. EXCAVATION FOR THESE ITEMS IS INCIDENTAL TO THE RESPECTIVE BID ITEMS.

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DRILLED DOWEL BARS

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	416.0620 DRILLED DOWEL BARS EACH
0010	1	39TH AVENUE	130+75	-	134+32	LT	39
0010	1	39TH AVENUE	134+32	-	138+25	LT	13
0010	1	39TH AVENUE	138+25	-	142+25	LT	24
0010	1	39TH AVENUE	142+25	-	146+65	LT	11
0010	1	39TH AVENUE	146+65	-	152+42	LT	25
0010	1	39TH AVENUE	152+42	-	156+15	LT	22
			STAGE 1 SUBTOTAL				134
0010	2	39TH AVENUE	130+75	-	134+32	RT	39
0010	2	39TH AVENUE	134+32	-	138+25	RT	17
0010	2	39TH AVENUE	138+25	-	142+25	RT	20
0010	2	39TH AVENUE	142+25	-	146+65	RT	15
0010	2	39TH AVENUE	146+65	-	152+42	RT	21
0010	2	39TH AVENUE	152+42	-	156+15	RT	20
			STAGE 2 SUBTOTAL				132
			TOTAL 3831-00-72 CAT 0010				266

CURB & GUTTER

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	SPV.0090.01 CONCRETE CURB & GUTTER 42-INCH TYPE A LF
0010	1	39TH AVENUE	130+75	-	134+32	LT	360	--
0010	1	39TH AVENUE	134+32	-	138+25	LT	427	--
0010	1	39TH AVENUE	138+25	-	142+25	LT	445	10
0010	1	39TH AVENUE	142+25	-	146+65	LT	451	--
0010	1	39TH AVENUE	146+65	-	152+42	LT	660	--
0010	1	39TH AVENUE	152+42	-	156+15	LT	374	--
			SUBTOTAL STAGE 1				2,717	10
0010	2	39TH AVENUE	130+75	-	134+32	RT	372	--
0010	2	39TH AVENUE	134+32	-	138+25	RT	397	--
0010	2	39TH AVENUE	138+25	-	142+25	RT	437	--
0010	2	39TH AVENUE	142+25	-	146+65	RT	443	--
0010	2	39TH AVENUE	146+65	-	152+42	RT	703	--
0010	2	39TH AVENUE	152+42	-	156+15	RT	374	--
			SUBTOTAL STAGE 2				2,726	--
			TOTAL 3831-00-72 CAT 0010				5,443	10

CONCRETE SIDEWALK

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	1	39TH AVENUE	130+75	-	134+32	LT	385	20
0010	1	39TH AVENUE	134+32	-	138+25	LT	508	40
0010	1	39TH AVENUE	138+25	-	142+25	LT	561	60
0010	1	39TH AVENUE	142+25	-	146+65	LT	197	20
0010	1	39TH AVENUE	146+65	-	152+42	LT	698	60
0010	1	39TH AVENUE	152+42	-	156+15	LT	59	--
			STAGE 1 SUBTOTAL				2,408	200
0010	2	39TH AVENUE	130+75	-	134+32	RT	224	20
0010	2	39TH AVENUE	134+32	-	138+25	RT	491	40
0010	2	39TH AVENUE	138+25	-	142+25	RT	687	60
0010	2	39TH AVENUE	142+25	-	146+65	RT	195	20
0010	2	39TH AVENUE	146+65	-	152+42	RT	651	60
0010	2	39TH AVENUE	152+42	-	156+15	RT	--	--
			STAGE 2 SUBTOTAL				2,248	200
			TOTAL 3831-00-72 CAT 0010				4,656	400

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PIPE UNDERDRAIN

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	612.0106 PIPE UNDERDRAIN 6-INCH LF
0010	1	39TH AVENUE	130+75	-	134+32	LT	63
0010	1	39TH AVENUE	134+32	-	138+25	LT	279
0010	1	39TH AVENUE	138+25	-	142+25	LT	272
0010	1	39TH AVENUE	142+25	-	146+65	LT	136
0010	1	39TH AVENUE	146+65	-	152+42	LT	219
0010	1	39TH AVENUE	152+42	-	156+15	LT	20
			STAGE 1 SUBTOTAL				989
0010	2	39TH AVENUE	130+75	-	134+32	RT	--
0010	2	39TH AVENUE	134+32	-	138+25	RT	220
0010	2	39TH AVENUE	138+25	-	142+25	RT	110
0010	2	39TH AVENUE	142+25	-	146+65	RT	110
0010	2	39TH AVENUE	146+65	-	152+42	RT	253
0010	2	39TH AVENUE	152+42	-	156+15	RT	--
			STAGE 2 SUBTOTAL				693
			TOTAL 3831-00-72 CAT 0010				1,682

DUST CONTROL

CATEGORY	PROJECT	623.0200 DUST CONTROL SURFACE TREATMENT SY
0010	3831-00-72	32,478
TOTAL 3831-00-72 CAT 0010		32,478

WATER

LOCATION	624.0100 WATER MGAL
PROJECT-BASE AGGREGATE	19
PROJECT- EXCAVATION	45
TOTAL 3831-00-72 CAT 0010	64

EROSION CONTROL

CATEGORY	STAGE	LOCATION	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	EXISTING	39TH AVENUE	130+75	-	134+32	LT/RT	--	--	--	--	3	3	3	--	--	--	--
0010	EXISTING	39TH AVENUE	134+32	-	138+25	LT/RT	--	--	--	--	2	3	3	--	--	--	--
0010	EXISTING	39TH AVENUE	138+25	-	142+25	LT/RT	--	--	--	--	2	3	4	--	--	--	--
0010	EXISTING	39TH AVENUE	142+25	-	146+65	LT/RT	--	--	--	--	1	1	1	--	--	--	--
0010	EXISTING	39TH AVENUE	146+65	-	152+42	LT/RT	--	--	--	--	1	3	4	--	--	--	--
0010	EXISTING	39TH AVENUE	152+42	-	156+15	LT/RT	--	--	--	--	--	--	--	--	--	--	--
			EXISTING SUBTOTAL				--	--	--	--	9	13	15	--	--	--	--
0010	PROPOSED	39TH AVENUE	130+75	-	134+32	LT/RT	591	591	--	--	1	--	4	1	16	27	591
0010	PROPOSED	39TH AVENUE	134+32	-	138+25	LT/RT	633	633	--	--	3	--	15	1	18	28	633
0010	PROPOSED	39TH AVENUE	138+25	-	142+25	LT/RT	614	614	--	--	2	--	18	1	17	28	614
0010	PROPOSED	39TH AVENUE	142+25	-	146+65	LT/RT	751	751	--	--	1	--	6	1	21	34	751
0010	PROPOSED	39TH AVENUE	146+65	-	152+42	LT/RT	917	917	--	--	1	--	14	1	25	41	917
0010	PROPOSED	39TH AVENUE	152+42	-	156+15	LT/RT	563	563	--	--	--	--	3	1	16	25	563
			PROPOSED SUBTOTAL				4,069	4,069	--	--	8	--	60	6	113	183	4,069
			ALL STAGES SUBTOTAL				4,069	4,069	--	--	17	13	75	6	113	183	4,069
			UNDISTRIBUTED				407	407	2	2	--	--	--	1	12	19	407
			TOTAL 3831-00-72 CAT 0010				4,476	4,476	2	2	17	13	75	7	125	202	4,476

SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x x H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.3620 ERECTING STATE OWNED SIGNS TYPE II EACH	REMARKS / NEW SIGN LOCATION
0010	P100	R3-7R	RIGHT LANE MUST TURN RIGHT	30.00 x 30.00	1	6.25	--	NEW POST
0010	P101	R8-3	NO PARKING	18.00 x 18.00	--	2.25	--	EXISTING LIGHT POLE
0010	P102	W4-2R	RIGHT LANE ENDS	36.00 x 36.00	1	9.00	--	NEW POST
0010	P200	R8-3	NO PARKING	18.00 x 18.00	1	2.25	--	NEW POST
0010	P201	R8-3	NO PARKING	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P203	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	--	5.00	--	NEW LIGHT POLE
0010	P204	R8-3	NO PARKING	18.00 x 18.00	--	2.25	--	PLACE BELOW P203
0010	P205	R8-3	NO PARKING	18.00 x 24.00	1	3.00	--	NEW POST
0010	P212	R1-1	STOP SIGN	30.00 x 30.00	1	5.18	--	NEW POST
0010	P213	---	39TH AVE SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P214, P215
0010	P214	---	59TH ST SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P213, P215
0010	P215	R1-1	STOP SIGN	30.00 x 30.00	--	5.18	--	SHARED POLE WITH P213, P214
0010	P220	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P221	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P220
0010	P222	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P221
0010	P223	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P300	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	--	5.00	--	NEW LIGHT POLE
0010	P301	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P300
0010	P302	---	L BIKE, R PARKING LANE	18.00 x 18.00	1	2.25	--	NEW POST
0010	P303	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P302
0010	P304	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P303
0010	P305	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	--	3.00	--	NEW LIGHT POLE
0010	P306	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P305
0010	P311	---	39TH AVE SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P312
0010	P312	---	57TH ST SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P311
0010	P313	R1-1	STOP SIGN	30.00 x 30.00	1	5.18	--	NEW POST
0010	P314	R1-1	STOP SIGN	30.00 x 30.00	1	5.18	--	NEW POST
0010	P319	---	L BIKE, R PARKING LANE	18.00 x 18.00	1	2.25	--	NEW POST
0010	P320	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P319
0010	P321	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	--	3.00	--	NEW LIGHT POLE
0010	P401	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	--	5.00	--	NEW LIGHT POLE
0010	P402	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P401
0010	P403	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	NEW LIGHT POLE
0010	P404	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P405	---	L BIKE, R PARKING LANE	18.00 x 18.00	1	2.25	--	NEW POST
0010	P406	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P405
0010	P412	R1-1	STOP SIGN	30.00 x 30.00		5.18	--	EXISTING LIGHT POLE
0010	P413	---	39TH AVE SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P414, P415
0010	P414	---	56TH ST SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P413, P415
0010	P415	R1-1	STOP SIGN	30.00 x 30.00	--	5.18	--	SHARED POLE WITH P413, P414

(TABLE CONTINUED ON NEXT PAGE)

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SIGNING

CATEGORY	SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x x H [IN.]	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.3620 ERECTING STATE OWNED SIGNS TYPE II EACH	REMARKS / NEW SIGN LOCATION
0010	P420	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P421	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P422	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P421
0010	P423	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P422
0010	P424	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	NEW LIGHT POLE
0010	P425	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	NEW LIGHT POLE
0010	P426	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	1	5.00	--	NEW POST
0010	P500	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P501	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P502	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P501
0010	P503	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P502
0010	P509	R1-1	STOP SIGN	30.00 x 30.00	1	5.18	--	NEW POST
0010	P510	---	39TH AVE SIGN	30.00 x 9.00	1	1.88	--	SHARED POST WITH P511, P512
0010	P511	---	55TH ST SIGN	30.00 x 9.00	--	1.88	--	SHARED POST WITH P510, P512
0010	P512	R1-1	STOP SIGN	30.00 x 30.00	--	5.18	--	SHARED POST WITH P510, P511
0010	P517	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P518	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P517
0010	P519	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P518
0010	P520	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P521	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P520
0010	P522	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	NEW LIGHT POLE
0010	P523	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	1	5.00	--	NEW POST
0010	P524	---	SNOW ROUTE, NO PARKING	18.00 x 18.00	--	--	1	NEW LIGHT POLE
0010	P600	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P601	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P602	R7-51R	NO PARKING HERE TO CORNER RIGHT	18.00 x 24.00	--	3.00	--	PLACE BELOW P601
0010	P607	R1-1	STOP SIGN	30.00 x 30.00	1	5.18	--	NEW POST
0010	P608	---	39TH AVE SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P609, P610
0010	P609	---	53RD ST SIGN	30.00 x 9.00	--	1.88	--	SHARED POLE WITH P608, P610
0010	P610	R1-1	STOP SIGN	30.00 x 30.00	--	5.18	--	SHARED POLE WITH P608, P609
0010	P615	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P616	---	L BIKE, R PARKING LANE	18.00 x 18.00	--	2.25	--	NEW LIGHT POLE
0010	P617	---	SNOW ROUTE, NO PARKING	18.00 x 24.00	--	--	1	PLACE BELOW P616
0010	P619	R2-1	SPEED LIMIT 30MPH	24.00 x 30.00	--	5.00	--	NEW LIGHT POLE
0010	P620	R3-17A	L BIKE, R PARKING LANE	18.00 x 24.00	--	3.00	--	PLACE BELOW P619
0010	P621	R7-51L	NO PARKING HERE TO CORNER LEFT	18.00 x 24.00	1	3.00	--	NEW POST
0010	P622	R8-3	NO PARKING	18.00 x 18.00	1	2.25	--	NEW POST
			TOTAL 3831-00-72 CAT 0010		24	207.35	15	

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REMOVING SIGNS

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS / NEW SIGN LOCATION
0010	M504	---	NEIGHBORHOOD WATCH COMMUNITY	1	--	--	MOVE TO BELOW P503
0010	R617	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R201	---	NO PARKING	--	1	--	
0010	R202	---	NO PARKING	--	1	--	
0010	R203	R2-1	SPEED LIMIT 30MPH	--	1	--	
0010	R206	---	NO PARKING	--	1	--	
0010	R207	---	NO PARKING	--	1	1	
0010	R212	R1-1	STOP SIGN	--	1	1	
0010	R213	---	39TH AVE SIGN	--	1	--	SHARED POLE WITH R214, R215
0010	R214	---	59TH ST SIGN	--	1	--	SHARED POLE WITH R213, R215
0010	R215	R1-1	STOP SIGN	--	1	--	SHARED POLE WITH R213, R214
0010	R222	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R301	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R304	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R306	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R311	---	39TH AVE SIGN	--	1	--	SHARED POLE WITH R312
0010	R312	---	57TH ST SIGN	--	1	--	SHARED POLE WITH R311
0010	R313	R1-1	STOP SIGN	--	1	1	
0010	R314	R1-1	STOP SIGN	--	1	1	
0010	R400	D11-1	BIKE ROUTE SIGN	--	1	--	
0010	R402	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R403	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R407	R2-1	SPEED LIMIT 30MPH	--	1	--	
0010	R412	R1-1	STOP SIGN	--	1	--	
0010	R413	---	39TH AVE SIGN	--	1	--	SHARED POLE WITH R414, R415
0010	R414	---	56TH ST SIGN	--	1	--	SHARED POLE WITH R413, R415
0010	R415	R1-1	STOP SIGN	--	1	--	SHARED POLE WITH R413, R414
0010	R423	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R424	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R425	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R503	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R509	R1-1	STOP SIGN	--	1	1	
0010	R510	---	39TH AVE SIGN	--	1	--	SHARED POLE WITH R511, R512
0010	R511	---	55TH ST SIGN	--	1	--	SHARED POLE WITH R510, R512
0010	R512	R1-1	STOP SIGN	--	1	1	SHARED POLE WITH R510, R511
0010	R519	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R521	---	SNOW ROUTE, NO PARKING	--	1	1	
0010	R522	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R523	R2-1	SPEED LIMIT 30MPH	--	1	--	
0010	R524	---	SNOW ROUTE, NO PARKING	--	1	--	
0010	R607	R1-1	STOP SIGN	--	1	1	
0010	R608	---	39TH AVE SIGN	--	1	--	SHARED POLE WITH R609, R610
0010	R609	---	53RD ST SIGN	--	1	--	SHARED POLE WITH R608, R610
0010	R610	R1-1	STOP SIGN	--	1	--	SHARED POLE WITH R608, R609
0010	R618	R7-51R	NO PARKING HERE TO CORNER RIGHT	--	1	--	
0010	R619	R2-1	SPEED LIMIT 30MPH	--	1	--	
0010	R622	---	NO PARKING	--	1	1	
			TOTAL 3831-00-72 CAT 0010	1	46	9	

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TEMP PAVEMENT MARKING

CATEGORY	STAGE	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE) LF	643.3505 TEMPORARY MARKING ARROW PAINT (TYPE 2) (WHITE) EACH	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE (TYPE 2) (WHITE) EACH
0010	1	39TH AVENUE	2,539	--	272	2	4
0010	2	39TH AVENUE	--	2,541	115	--	4
TOTAL 3831-00-72 CAT 0010			2,539	2,541	387	2	8

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TRAFFIC CONTROL

CATEGORY	STAGE	STAGE DURATION DAYS	LOCATION	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	643.1050 DAY	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	643.0705 DAY	643.0900 TRAFFIC CONTROL SIGNS EACH**	643.0900 DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH**	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE EACH**	643.1000 SF
	TRAFFIC CONTROL															
0010	1	83	39TH AVENUE	--	--	79	6,557	50	4,150	100	8,300	118	9,794	--	--	--
0010	1A	14	39TH AVENUE	--	--	--	--	9	126	18	252	4	56	--	--	--
0010	2	83	39TH AVENUE	--	--	80	6,640	50	4,150	100	8,300	116	9,628	--	--	--
0010	2A	14	39TH AVENUE	--	--	--	--	9	126	18	252	4	56	--	--	--
			TC SUBTOTAL		--		13,197		8,552		17,104		19,534			--
	DETOUR															
0010	1	83	39TH AVENUE	--	--	--	--	--	--	--	--	77	6,391	--	19	57
0010	2	83	39TH AVENUE	--	--	--	--	--	--	--	--	81	6,723	--	19	57
			ROADWAY DETOUR SUBTOTAL		--		--		--		--		13,114			114
	PED DETOUR															
0010	1	83	39TH AVENUE	--	--	--	--	20	1,660	40	3,320	36	2,988	--	--	--
0010	1A	14	39TH AVENUE	--	--	--	--	4	56	8	112	10	140	--	--	--
0010	2	83	39TH AVENUE	--	--	--	--	20	1,660	40	3,320	36	2,988	--	--	--
0010	2A	14	39TH AVENUE	--	--	--	--	4	56	8	112	8	112	--	--	--
			PED DETOUR SUBTOTAL		--		--		1,716		3,432		3,100	--		--
			SUBTOTAL		--		13,197		10,268		20,536		35,748	--		114
			UNDISTRIBUTED		28		660		513		1,027		1,787	5		--
			TOTAL 3831-00-72 CAT 0010		28		13,857		10,782		21,563		37,536	5		114

GEOTEXTILE

CATEGORY	STAGE	ROADWAY	STATION	TO	STATION	OFFSET	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	645.0220 GEOGRID TYPE SR SY
0010	1	39TH AVENUE	130+75	-	134+32	LT	38	1,092
0010	1	39TH AVENUE	134+32	-	138+25	LT	166	--
0010	1	39TH AVENUE	138+25	-	142+25	LT	162	--
0010	1	39TH AVENUE	142+25	-	146+65	LT	81	--
0010	1	39TH AVENUE	146+65	-	152+42	LT	130	1,879
0010	1	39TH AVENUE	152+42	-	156+15	LT	12	--
			STAGE 1 SUBTOTAL				589	2,971
0010	2	39TH AVENUE	130+75	-	134+32	RT	--	1,136
0010	2	39TH AVENUE	134+32	-	138+25	RT	131	--
0010	2	39TH AVENUE	138+25	-	142+25	RT	66	--
0010	2	39TH AVENUE	142+25	-	146+65	RT	66	--
0010	2	39TH AVENUE	146+65	-	152+42	RT	150	1,926
0010	2	39TH AVENUE	152+42	-	156+15	RT	--	--
			STAGE 2 SUBTOTAL				413	3,062
			UNDISTRIBUTED - EBS				--	2,700
			TOTAL 3831-00-72 CAT 0010				1,002	8,733

3

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	MARKING LINE EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) (3 FT LINE 9 FT SKIP) LF	646.5020 MARKING ARROW EPOXY (TYPE 2) (WHITE) EACH	646.5020 MARKING ARROW EPOXY (BIKE LANE ARROW) (WHITE) EACH	646.5220 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL) (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF
0010	39TH AVENUE	124+50	-	130+00	--	181	--	95	34	2	--	--	--	--	107	--
0010	39TH AVENUE	130+00	-	134+32	1,108	712	120	209	20	4	5	5	59	37	--	201
0010	39TH AVENUE	134+32	-	138+25	703	1,406	--	--	--	--	4	4	20	--	--	281
0010	39TH AVENUE	138+25	-	142+25	667	1,334	--	--	--	--	5	5	25	--	--	427
0010	39TH AVENUE	142+25	-	146+65	823	1,646	--	--	--	--	3	3	18	--	--	170
0010	39TH AVENUE	146+65	-	152+42	1,018	2,035	--	--	--	--	4	4	26	--	--	435
0010	39TH AVENUE	152+42	-	156+50	1,027	1,088	120	231	20	4	5	5	35	15	--	--
SUBTOTAL					5,346	8,402	240	535	74	10	26	26	183	52	107	1,514
TOTAL 3831-00-72 CAT 0010						13,988		610		36		26	183	159		1,514

CONSTRUCTION STAKING

CATEGORY	STAGE	STATION	TO	STATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (3831-00-72)	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (3831-00-72) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	1	130+75	-	134+32	62	2,955	5,462	2,955	1	40	1	2,955
TOTAL 3831-00-72 CAT 0010					62	2,955	5,462	2,955	1	40	1	2,955

SAWING

CATEGORY	STAGE	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
0010	1	130+75	-	134+32	BEGIN PROJECT TO 59TH ST	785
0010	1	134+32	-	138+25	59TH ST TO 57TH ST	874
0010	1	138+25	-	142+25	57TH ST TO 56TH ST	902
0010	1	142+25	-	146+65	56TH ST TO 55TH ST	945
0010	1	146+65	-	152+42	55TH ST TO 53RD ST	1,308
0010	1	152+42	-	156+15	53RD ST TO END PROJECT	851
STAGE 1 SUBTOTAL						5,665
0010	2	130+75	-	134+32	BEGIN PROJECT TO 59TH ST	127
0010	2	134+32	-	138+25	59TH ST TO 57TH ST	91
0010	2	138+25	-	142+25	57TH ST TO 56TH ST	97
0010	2	142+25	-	146+65	56TH ST TO 55TH ST	103
0010	2	146+65	-	152+42	55TH ST TO 53RD ST	122
0010	2	152+42	-	156+15	53RD ST TO END PROJECT	91
STAGE 2 SUBTOTAL						631
TOTAL 3831-00-72 CAT 0010						6,296

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INSULATION BOARD

CATEGORY	LOCATION	612.0902.S INSULATION BOARD POLYSTYRENE, 4-INCH SY	REMARKS
0010	UNDISTRIBUTED	10	TO BE USED AS DIRECTED BY THE ENGINEER
TOTAL 3831-00-72 CAT 0010		10	

BACKFILL GRANULAR

CATEGORY	LOCATION	209.1100 BACKFILL GRANULAR GRADE 1 CY	REMARKS
0010	39TH AVENUE	640	BACKFILL GRANULAR TO BE USED AT LOCATION OF ABANDONED OR REMOVED STRUCTURES
TOTAL 3831-00-72 CAT 0010		640	

3

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S FENCE SAFETY LF
0010	39th AVE	500
TOTAL 3831-00-72 CAT 0010		500

TEMPORARY PEDESTRIAN SURFACE

CATEGORY	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	REMARKS
0010	UNDISTRIBUTED	100	FOR PEDESTRIAN CROSSINGS AT 56TH STREET
TOTAL 3831-00-72 CAT 0010		100	

PAVEMENT CLEANUP PROJECT

CATEGORY	PROJECT	SPV.0075.01 PAVEMENT CLEANUP PROJECT (3831-00-72) HRS
0010	3831-00-72	40
TOTAL 3831-00-72 CAT 0010		40

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REMOVING INLETS

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	204.0220 REMOVING INLETS EACH
0010	1	39TH AVE			
			132+20	28' LT	1
			134+07	50' LT	1
			134+34	43' LT	1
			134+52	28' LT	1
			136+20	28' LT	1
			137+90	28' LT	1
			138+48	29' LT	1
			141+42	29' LT	1
			142+00	29' LT	1
			146+31	28' LT	1
			146+90	29' LT	1
			151+84	29' LT	1
			152+39	29' LT	1
		SUBTOTAL			13
0010	2	39TH AVE			
			132+23	28' RT	1
			134+55	28' RT	1
			136+17	27' RT	1
			138+03	44' RT	1
			138+30	44' RT	1
			141+53	43' RT	1
			141+80	42' RT	1
			146+26	28' RT	1
			146+87	29' RT	1
			151+83	29' RT	1
			152+37	28' RT	1
		SUBTOTAL			11
		TOTAL CAT 3831-00-72 0010			24

STORM SEWER PIPE REMOVALS

CATEGORY	ROADWAY	STAGE	STATION	OFFSET	TO	STATION	OFFSET	204.0245.02 REMOVING STORM SEWER 6-INCH LF	204.0245.03 REMOVING STORM SEWER 10-INCH LF	* 204.0245.04 REMOVING STORM SEWER 12-INCH LF	204.0245.05 REMOVING STORM SEWER 21-INCH LF	* 204.0245.06 REMOVING STORM SEWER 24-INCH LF
0010	39TH AVE											
		1	132+20.33	28' LT	--	132+44.83	15' LT	--	--	29	--	--
		1	132+22.53	28' RT	--	132+34.35	6' RT	--	--	25	--	--
		2	132+34.35	6' RT	--	132+44.83	15' LT	--	--	24	--	--
		1	134+07.02	50' LT	--	134+33.42	9' LT	--	--	49	--	--
		1	134+33.56	43' LT	--	134+33.42	9' LT	--	--	34	--	--
		1	134+51.59	28' LT	--	134+33.42	9' LT	--	--	26	--	--
		1	134+42.27	6' RT	--	134+33.42	9' LT	--	--	18	--	--
		2	134+54.76	28' RT	--	134+42.27	6' RT	--	--	25	--	--
		2	136+16.96	27' RT	--	136+23.63	6' RT	22	--	--	--	--
		1	136+23.63	6' RT		136+29.30	12' LT	19	--	--	--	--
		1	136+20.10	28' LT	--	136+29.30	12' LT	19	--	--	--	--
		1	137+89.80	28' LT	--	138+06.52	8' LT	26	--	--	--	--
		2	138+02.81	44' RT	--	138+05.51	6' RT	38	--	--	--	--
		1	138+05.51	6' RT	--	138+06.52	8' LT	14	--	--	--	--
		1	138+12.79	6' RT	--	138+06.52	8' LT	15	--	--	--	--
		2	138+29.66	44' RT	--	138+12.79	6' RT	41	--	--	--	--
		1	138+47.95	29' LT	--	138+06.52	8' LT	47	--	--	--	--
		1	141+42.13	29' LT	--	141+52.22	2' RT	33	--	--	--	--
		1	141+52.32	6' RT	--	141+52.22	2' RT	4	--	--	--	--
		2	141+53.20	43' RT	--	141+52.32	6' RT	37	--	--	--	--
		1	141+55.09	6' RT	--	141+52.22	2' RT	5	--	--	--	--
		2	141+80.45	42' RT	--	141+55.09	6' RT	44	--	--	--	--
		1	141+99.55	29' LT	--	141+52.22	2' RT	56	--	--	--	--
		2	146+26.06	28' RT	--	146+39.51	6' RT	--	--	26	--	--
		1	146+30.79	28' LT	--	146+52.65	15' LT	--	--	25	--	--
		1	146+39.51	6' RT	--	146+52.65	15' LT	--	--	25	--	--
		1	146+69.20	6' RT	--	146+52.65	15' LT	--	--	27	--	--
		2	146+86.69	29' RT	--	146+69.20	6' RT	--	--	29	--	--
		1	146+90.32	29' LT	--	146+52.65	15' LT	--	--	40	--	--
		2	151+83.12	29' RT	--	151+93.46	6' RT	--	25	--	--	--
		1	151+83.79	29' LT	--	152+00.48	10' LT	--	25	--	--	--
		1	151+93.46	6' RT	--	152+00.48	10' LT	--	17	--	--	--
		1	152+15.74	6' RT	--	152+00.48	10' LT	--	22	--	--	--
		2	152+37.21	28' RT	--	152+15.74	6' RT	--	31	--	--	--
		1	152+39.39	29' LT	--	152+00.48	10' LT	--	43	--	--	--
				SUBTOTAL				420	163	402	0	0
0010	53RD ST											
		1	34+26.72	11' RT	--	34+91.61	12' RT	--	--	--	65	--
		1	34+91.61	12' RT	--	35+06.45	12' RT	--	--	--	--	15
		2	35+06.45	12' RT	--	35+97.50	12' RT	--	--	--	--	91
				SUBTOTAL				--	--	--	65	106
				TOTAL 3831-00-72 CAT 0010				420	163	402	65	106

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

RECONSTRUCTING STRUCTURES

CATEGORY	LOCATION	STRUCTURE ID	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0420 RECONSTRUCTING MANHOLES EACH
0010	39TH AVE							
		E123	132+45	15' LT	650.18		649.87	1
		E133	134+33	9' LT	653.24		653.68	1
		E139	136+29	12' LT	653.18		653.02	1
		E155	138+07	8' LT	653.04		652.61	1
		E161	139+83	9' LT	651.84		651.75	1
		E181	141+52	2' RT	650.83		650.82	1
		E193	146+53	15' LT	652.90		652.65	1
0010	53RD ST							
		215	34+91	10' RT	650.82		650.39	1
TOTAL 3831-00-72 CAT 0010								8

PIPE CONNECTION TO EXISTING STRUCTURE

CATEGORY	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.31 PIPE CONNECTION TO EXISTING STRUCTURE EACH
0010	39TH AVE				
		E123	132+45	15' LT	2
		E133	134+33	9' LT	3
		E139	136+29	12' LT	2
		E155	138+07	8' LT	2
		E161	139+83	9' LT	2
		E181	141+52	2' RT	3
		E193	146+53	15' LT	3
TOTAL 3831-00-72 CAT 0010					17

CONCRETE COLLARS FOR PIPE

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	SIZE (IN)	* 520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	1	39TH AVE				
			132+35	6' RT	12	1
			136+24	6' RT	12	1
0010	2	39TH AVE				
			132+35	6' RT	12	1
			134+55	6' RT	15	1
			136+24	6' RT	12	1
			137+55	6' RT	12	1
			138+06	6' RT	12	1
			139+78	6' RT	12	1
			141+52	6' RT	18	1
			146+00	6' RT	12	1
			146+52	6' RT	24	1
			151+50	6' RT	12	1
			152+58	6' RT	12	1
0010	1	53RD ST				
			34+27	11' RT	21	1
			35+06	12' RT	36	1
0010	2	53RD ST				
			35+06	12' RT	36	1
			35+98	12' RT	24	1
TOTAL 3831-00-72 CAT 0010						17

3

SEALING PIPES

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	204.0280 SEALING PIPES EACH
0010	1	39TH AVE			
			137+55	6' RT	1
			139+78	6' RT	1
			146+00	6' RT	1
			152+58	6' RT	1
TOTAL 3831-00-72 CAT 0010					4

REMOVING BULKHEAD

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	SPV.0060.32 REMOVING BULKHEAD EACH
0010	2	39TH AVE			
			137+55	6' RT	1
			139+78	6' RT	1
			146+00	6' RT	1
			152+58	6' RT	1
TOTAL 3831-00-72 CAT 0010					4

SUBSURFACE EXPLORATION

CATEGORY	LOCATION	SPV.0090.31 PIPE UNDERDRAIN EXPLORATION LF	SPV.0090.32 STORM SEWER LATERAL EXPLORATION LF
0010	UNDISTRIBUTED	100	100
TOTAL 3831-00-72 CAT 0010		100	100

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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TEMPORARY PIPE CONNECTIONS

CATEGORY	LOCATION	FROM STATION	OFFSET FT	-	TO STATION	OFFSET FT	EXISTING INVERT ELEVATION	TO	PROPOSED INVERT ELEVATION	* 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 204.0245.04 REMOVING STORM SEWER 12-INCH LF	* 204.0245.06 REMOVING STORM SEWER 24-INCH LF
0010	39TH AVE													
		134+42	6' RT	-	134+55	6' RT	648.82	-	645.07	13	--	2	13	--
		138+06	6' RT	-	138+06	6' RT	648.24	-	644.60	4	--	2	4	--
		138+14	6' RT	-	138+06	6' RT	648.36	-	644.60	7	--	2	7	--
		141+52	6' RT	-	141+53	6' RT	645.59	-	642.92	3	--	2	3	--
		141+55	6' RT	-	141+53	6' RT	645.63	-	642.92	2	--	2	2	--
		146+40	6' RT	-	146+52	6' RT	648.49	-	642.49	13	--	2	13	--
		146+69	6' RT	-	146+52	6' RT	648.47	-	642.49	17	--	2	17	--
		151+93	6' RT	-	151+50	6' RT	645.95	-	644.031	43	--	2	43	--
		152+16	6' RT	-	151+93	6' RT	646.72	-	644.031	66	--	2	66	--
	55TH ST													
		55+02	8' RT	-	55+10	8' RT	642.53	-	642.53	--	8	--	--	8
		TOTAL 3831-00-72 CAT 0010								168	8	18	168	8

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER PIPES

STAGE	FROM	-	TO	LOCATION	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	* 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	REMARKS
1 / 2	119	-	E123	39TH AVE	645.96	645.28	0.0150	--	--	--	--	45	--	--	22' in Stage 2
1	121	-	E123	39TH AVE	644.42	644.30	0.0100	12	--	--	--	--	--	--	
1	124	-	125	59TH ST	645.89	645.83	0.0100	6	--	--	--	--	--	--	
1	125	-	127	59TH ST	645.83	645.58	0.0100	24	--	--	--	--	--	--	
1	126	-	127	59TH ST	647.32	647.26	0.0100	6	--	--	--	--	--	--	
1	127	-	E133	39TH AVE	645.58	645.21	0.0100	38	--	--	--	--	--	--	
1	128	-	129	39TH AVE	647.57	647.47	0.0100	10	--	--	--	--	--	--	
1	129	-	E133	39TH AVE	647.47	646.98	0.0100	49	--	--	--	--	--	--	
2	130	-	131	39TH AVE	648.61	648.51	0.0100	10	--	--	--	--	--	--	
1 / 2	131	-	E133	39TH AVE	645.37	644.80	0.0100	57	--	--	--	--	--	--	30' in Stage 2
1	135	-	E139	39TH AVE	647.23	647.10	0.0100	13	--	--	--	--	--	--	
1 / 2	137	-	E139	39TH AVE	649.12	648.78	0.0092	--	--	--	--	37	--	--	18' in Stage 2
2	140	-	141	39TH AVE	649.89	649.84	0.0050	--	--	--	--	10	--	--	
1 / 2	141	-	143	39TH AVE	649.84	649.61	0.0050	--	--	--	--	46	--	--	17' in Stage 2
1	142	-	143	39TH AVE	646.86	646.78	0.0100	8	--	--	--	--	--	--	
1	143	-	149	39TH AVE	646.48	645.96	0.0100	52	--	--	--	--	--	--	
1	144	-	145	57TH ST	646.75	646.69	0.0100	6	--	--	--	--	--	--	
1	145	-	149	39TH AVE	646.69	646.42	0.0100	27	--	--	--	--	--	--	
1	146	-	147	57TH ST	646.43	646.33	0.0050	21	--	--	--	--	--	--	
1	147	-	149	39TH AVE	646.33	646.17	0.0050	32	--	--	--	--	--	--	
1	149	-	E155	39TH AVE	645.46	645.35	0.0100	--	--	12	--	--	--	--	
2	151	-	153	57TH ST	645.25	645.01	0.0100	24	--	--	--	--	--	--	
1 / 2	153	-	E155	39TH AVE	645.01	644.46	0.0100	55	--	--	--	--	--	--	41' in Stage 2
1	157	-	E161	39TH AVE	646.01	645.83	0.0100	17	--	--	--	--	--	--	
1 / 2	159	-	E161	39TH AVE	644.50	644.16	0.0100	34	--	--	--	--	--	--	18' in Stage 2
1	162	-	163	39TH AVE	644.85	644.75	0.0100	10	--	--	--	--	--	--	
1	163	-	E181	39TH AVE	644.75	644.26	0.0100	49	--	--	--	--	--	--	
2	164	-	165	39TH AVE	644.85	644.75	0.0100	10	--	--	--	--	--	--	
2	165	-	177	39TH AVE	644.75	644.30	0.0100	45	--	--	--	--	--	--	
1	166	-	167	39TH AVE	645.35	645.30	0.0050	10	--	--	--	--	--	--	
1	167	-	169	39TH AVE	645.05	644.88	0.0050	--	--	--	--	--	33	--	
1	168	-	169	56TH ST	645.15	645.09	0.0100	6	--	--	--	--	--	--	
1	169	-	171	56TH ST	644.63	644.51	0.0050	--	--	--	--	--	--	24	
1	170	-	171	56TH ST	645.00	644.95	0.0100	6	--	--	--	--	--	--	
1	171	-	E181	39TH AVE	644.51	644.26	0.0050	--	--	--	--	--	--	49	
2	173	-	177	39TH AVE	647.93	647.46	0.0100	--	--	--	--	48	--	--	
2	175	-	177	39TH AVE	644.15	643.91	0.0100	24	--	--	--	--	--	--	
1 / 2	177	-	E181	39TH AVE	643.09	642.88	0.0100	--	--	21	--	--	--	--	17' in Stage 2
2	182	-	183	39TH AVE	649.66	649.56	0.0100	10	--	--	--	--	--	--	
1 / 2	183	-	185	39TH AVE	649.56	649.10	0.0100	46	--	--	--	--	--	--	17' in Stage 2
1	184	-	185	39TH AVE	647.21	647.11	0.0100	10	--	--	--	--	--	--	
1	185	-	E193	39TH AVE	647.11	646.58	0.0100	53	--	--	--	--	--	--	
1	186	-	187	55TH ST	647.20	647.14	0.0100	6	--	--	--	--	--	--	
1	187	-	E193	39TH AVE	646.14	645.82	0.0100	31	--	--	--	--	--	--	
1	188	-	187	55TH ST	647.38	647.14	0.0100	24	--	--	--	--	--	--	
1	189	-	E193	39TH AVE	647.04	646.58	0.0100	46	--	--	--	--	--	--	
1	194	-	195	39TH AVE	646.07	646.02	0.0050	10	--	--	--	--	--	--	
1	195	-	198	39TH AVE	645.77	644.75	0.0050	--	204	--	--	--	--	--	
2	196	-	197	39TH AVE	644.30	644.20	0.0100	10	--	--	--	--	--	--	
1 / 2	197	-	199	39TH AVE	644.20	643.74	0.0100	46	--	--	--	--	--	--	17' in Stage 2

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

(TABLE CONTINUED ON NEXT PAGE)

3

STORM SEWER PIPES

STAGE	FROM	-	TO	LOCATION	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	* 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	REMARKS
1	198	-	199	39TH AVE	644.75	644.65	0.0100	--	10	--	--	--	--	--	
1	199	-	215	39TH AVE	643.24	642.73	0.0100	--	--	51	--	--	--	--	
1 / 2	201	-	202	39TH AVE	647.50	647.04	0.0100	--	--	--	--	47	--	--	17' in Stage 2
1	202	-	203	39TH AVE	646.79	646.69	0.0100	--	--	--	--	--	10	--	
1	203	-	205	53RD ST	646.43	646.28	0.0050	--	--	--	--	--	--	30	
1	204	-	205	53RD ST	646.88	646.78	0.0100	--	--	--	--	10	--	--	
1	205	-	213	53RD ST	646.28	646.16	0.0050	--	--	--	--	--	--	24	
1	211	-	215	39TH AVE	640.02	638.96	0.0163	--	--	--	65	--	--	--	
1	213	-	211	53RD ST	646.16	645.90	0.0100	--	--	--	--	--	--	26	
1 / 2	215	-	219	39TH AVE	637.51	636.98	0.0050	--	--	--	106	--	--	--	91' in Stage 2
2	216	-	217	53RD ST	646.33	646.09	0.0100	--	--	--	--	25	--	--	
2	217	-	219	53RD ST	646.09	645.86	0.0100	--	--	--	--	23	--	--	
TOTAL 3831-00-72 CAT 0010								953	214	84	171	291	43	153	

* = ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER STRUCTURES

STAGE	STRUCTURE	STATION	OFFSET**	LOCATION	RIM*** ELEVATION	INVERT**** ELEVATION	DEPTH***** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.30 INLET COVERS TYPE 57 EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH
2	119	132+24.52	25.39' RT	39TH AVE	649.12	645.96	2.33	--	1	--	--	--	--	--	--	1
1	121	132+56.62	17.00' LT	39TH AVE	650.16	644.42	4.91	--	1	--	--	--	--	--	--	1
1	124	94+47.46	12.22' RT	59TH ST	652.49	645.89	5.77	--	--	1	--	--	--	--	--	1
1	125	94+53.44	12.25' RT	59TH ST	652.49	645.83	5.83	--	--	1	--	--	--	--	--	1
1	126	94+46.48	12.20' LT	59TH ST	652.70	647.32	4.55	--	--	1	--	--	--	--	--	1
1	127	94+52.32	12.19' LT	59TH ST	652.69	645.59	6.27	--	--	1	--	--	--	--	--	1
1	128	134+90.00	23.00' LT	39TH AVE	652.92	647.57	4.52	--	1	--	--	--	--	--	--	1
1	129	134+80.00	23.00' LT	39TH AVE	652.89	647.47	4.59	--	--	1	--	--	--	--	--	1
2	130	134+90.00	23.00' RT	39TH AVE	652.92	648.61	3.48	--	1	--	--	--	--	--	--	1
2	131	134+80.00	23.00' RT	39TH AVE	652.89	645.37	6.69	--	1	--	--	--	--	--	1	--
1	135	136+22.70	23.00' LT	39TH AVE	652.81	647.23	4.75	--	1	--	--	--	--	--	--	1
2	137	136+18.17	23.00' RT	39TH AVE	652.83	649.12	2.88	--	1	--	--	--	--	--	--	1
2	140	137+45.00	23.00' RT	39TH AVE	652.39	649.89	1.67	--	1	--	--	--	--	--	--	1
2	141	137+55.00	23.00' RT	39TH AVE	652.36	649.84	1.69	--	--	1	--	--	--	--	--	1
1	142	137+47.00	23.00' LT	39TH AVE	652.39	646.86	4.69	--	1	--	--	--	--	--	--	1
1	143	137+55.00	23.00' LT	39TH AVE	652.36	646.48	5.05	--	--	1	--	--	--	--	--	1
1	144	74+47.55	12.04' RT	57TH ST	652.48	646.75	4.90	--	1	--	--	--	--	--	--	1
1	145	74+53.83	12.00' RT	57TH ST	652.37	646.69	4.85	--	--	1	--	--	--	--	--	1
1	146	74+47.55	12.03' LT	57TH ST	652.48	646.43	5.21	--	1	--	--	--	--	--	--	1
1	147	74+67.81	16.68' LT	57TH ST	652.26	646.33	5.10	--	--	--	1	--	--	1	--	--
1	149	138+06.52	19.78' LT	39TH AVE	652.49	645.46	6.00	1	--	--	--	1	--	--	--	--
2	151	75+45.40	11.96' LT	57TH ST	652.19	645.25	6.11	--	--	1	--	--	--	--	--	1
2	153	75+47.55	12.20' RT	57TH ST	652.06	645.01	6.22	--	--	1	--	--	--	--	--	1
1	157	139+72.63	23.00' LT	39TH AVE	651.53	646.01	4.69	--	1	--	--	--	--	--	--	1
2	159	139+73.01	23.00' RT	39TH AVE	651.53	644.50	6.20	--	1	--	--	--	--	--	--	1
1	162	141+00.00	23.00' LT	39TH AVE	650.43	644.85	4.75	--	1	--	--	--	--	--	--	1
1	163	141+10.00	23.00' LT	39TH AVE	650.39	644.75	4.81	--	--	1	--	--	--	--	--	1
2	164	141+00.00	23.00' RT	39TH AVE	650.43	644.85	4.75	--	1	--	--	--	--	--	--	1
2	165	141+10.00	23.00' RT	39TH AVE	650.39	644.75	4.81	--	1	--	--	--	--	--	1	--
1	166	142+16.00	23.00' LT	39TH AVE	650.83	645.35	4.65	--	1	--	--	--	--	--	--	1
1	167	142+06.00	23.00' LT	39TH AVE	650.81	645.05	4.95	--	1	--	--	--	--	--	1	
1	168	64+46.66	12.04' LT	56TH ST	650.55	645.15	4.56	--	--	1	--	--	--	--	--	1
1	169	64+52.51	12.04' LT	56TH ST	650.51	644.63	5.09	--	1	--	--	--	--	--	1	--
1	170	64+47.45	12.04' RT	56TH ST	650.39	645.00	4.55	--	--	1	--	--	--	--	--	1
1	171	64+53.27	12.08' RT	56TH ST	650.37	644.51	5.06	--	1	--	--	--	--	--	1	
2	173	142+02.38	23.00' RT	39TH AVE	650.69	647.93	1.92	--	1	--	--	--	--	--	--	1
2	175	65+47.54	12.21' RT	56TH ST	649.74	644.15	4.75	--	1	--	--	--	--	--	--	1
2	177	141+54.79	23.00' RT	39TH AVE	650.47	643.09	6.35	1	--	--	--	1	--	--	--	
2	182	145+90.00	23.00' RT	39TH AVE	652.51	649.66	2.01	--	1	--	--	--	--	--	--	1
2	183	146+00.00	23.00' RT	39TH AVE	652.48	649.56	2.08	--	--	1	--	--	--	--	--	1
1	184	145+90.00	23.00' LT	39TH AVE	652.51	647.21	4.46	--	1	--	--	--	--	--	--	1
1	185	146+00.00	23.00' LT	39TH AVE	652.48	647.11	4.53	--	--	1	--	--	--	--	--	1
1	186	54+47.54	11.95' RT	55TH ST	652.56	647.20	4.53	--	1	--	--	--	--	--	--	1
1	187	54+54.01	11.96' RT	55TH ST	652.45	646.14	5.48	--	--	1	--	--	--	--	--	1
1	188	54+51.75	12.11' LT	55TH ST	652.63	647.38	4.42	--	1	--	--	--	--	--	--	1
1	189	146+98.19	23.00' LT	39TH AVE	652.40	647.04	4.53	--	1	--	--	--	--	--	--	1
1	194	149+26.09	23.00' LT	39TH AVE	651.31	646.07	4.41	--	1	--	--	--	--	--	--	1
1	195	149+36.09	23.00' LT	39TH AVE	651.25	645.77	4.67	--	1	--	--	--	--	--	1	--
2	196	151+40.00	23.00' RT	39TH AVE	650.10	644.30	4.97	--	1	--	--	--	--	--	--	1
2	197	151+50.00	23.00' RT	39TH AVE	650.05	644.20	5.02	--	--	1	--	--	--	--	--	1
1	198	151+40.00	23.00' LT	39TH AVE	650.10	644.75	4.54	--	1	--	--	--	--	--	1	--
1	199	151+50.00	23.00' LT	39TH AVE	650.05	643.24	6.02	--	1	--	--	--	--	--	1	--
2	201	152+60.65	23.00' RT	39TH AVE	650.59	647.50	2.25	--	1	--	--	--	--	--	--	1
1	202	152+53.39	23.00' LT	39TH AVE	650.54	646.79	2.94	--	1	--	--	--	--	--	1	--
1	203	34+75.65	32.55' LT	53RD ST	650.38	646.43	3.15	--	1	--	--	--	--	--	1	--

REMARKS:
**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

(TABLE CONTINUED ON NEXT PAGE)

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								STORM SEWER STRUCTURES								
								611.0535	611.0624	611.0639	SPV.0060.30	611.2004	611.2005	611.3003	611.3004	611.3230
								MANHOLE COVERS TYPE				MANHOLES 4-FT	MANHOLES 5-FT		INLETS 4-FT	
					RIM***	INVERT****	DEPTH*****	J-SPECIAL	INLET COVERS TYPE H	INLET COVERS TYPE H-S	INLET COVERS TYPE 57	DIAMETER	DIAMETER	INLETS 3-FT DIAMETER	DIAMETER	INLETS 2X3-FT
STAGE	STRUCTURE	STATION	OFFSET**	LOCATION	ELEVATION	ELEVATION	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1	204	34+42.62	12.66' LT	53RD ST	650.15	646.88	2.44	--	1	--	--	--	--	--	--	1
1	205	34+52.61	12.71' LT	53RD ST	650.05	646.28	2.98	--	1	--	--	--	--	--	1	--
1	211	34+26.72	11.47' RT	53RD ST	650.20	640.02	9.51	--	1	--	--	--	1	--	--	--
1	213	34+52.62	11.45' RT	53RD ST	649.99	646.16	3.04	--	1	--	--	--	--	--	1	--
1	215	151+98.65	8.82' LT	39TH AVE	650.39	637.51	11.97	1	--	--	--	--	1	--	--	--
2	216	35+69.50	12.31' LT	53RD ST	649.98	646.33	2.82	--	--	1	--	--	--	--	--	1
2	217	35+74.53	11.67' RT	53RD ST	649.85	646.09	2.93	--	--	1	--	--	--	--	--	1
2	219	35+97.50	11.86' RT	53RD ST	649.96	636.98	12.31	--	1	--	--	--	1	--	--	--
1	E123	132+44.83	15.11' LT	39TH AVE	649.87	630.58	18.30	--	--	--	--	--	--	--	--	--
1	E133	134+33.42	9.27' LT	39TH AVE	653.14	630.20	21.95	--	--	--	--	--	--	--	--	--
1	E139	136+29.30	12.27' LT	39TH AVE	653.02	629.53	22.50	--	--	--	--	--	--	--	--	--
1	E155	138+06.52	8.05' LT	39TH AVE	652.61	629.44	22.18	--	--	--	--	--	--	--	--	--
1	E161	139+83.09	9.18' LT	39TH AVE	651.75	629.04	21.72	--	--	--	--	--	--	--	--	--
1	E181	141+52.22	1.89' RT	39TH AVE	650.82	628.03	21.80	--	--	--	--	--	--	--	--	--
1	E193	146+52.65	15.38' LT	39TH AVE	652.65	642.70	8.96	--	--	--	--	--	--	--	--	--
				TOTAL 3831-00-72 CAT 0010				3	40	19	1	2	3	1	12	45

REMARKS:
**STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
***RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
****FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
*****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

LIGHTING - REMOVAL

CATEGORY	STAGE	DESCRIPTION	LOCATION STATION	LOCATION OFFSET	204.9060.S.01 REMOVING DISTRIBUTION CENTER EACH	659.5000.S.01 LAMP, BALLAST, LED, SWTICH DISPOSAL BY CONTRACTOR EACH	SPV.0060.50 REMOVING LIGHTING UNITS EACH
0010	2	EXLP-1	132+29	31.3'RT	--	1	1
0010	2	EXLP-2	134+47	31.5'RT	--	1	1
0010	2	EXLP-3	131+32	33.1'LT	--	1	1
0010	2	EXLP-4	133+42	33.2'LT	--	1	1
0010	2	EXLP-5	136+42	31.8'RT	--	1	1
0010	2	EXLP-6	138+43	31.2'RT	--	1	1
0010	2	EXLP-7	140+39	31.4'RT	--	1	1
0010	2	EXLP-8	135+46	33.3'LT	--	1	1
0010	2	EXLP-9	137+44	32.9'LT	--	1	1
0010	2	EXLP-10	139+42	31.9'LT	--	1	1
0010	2	EXLP-11	142+37	31.8'RT	--	1	1
0010	2	EXLP-12	144+71	31.3'RT	--	1	1
0010	2	EXLP-13	141+41	32.0'LT	--	1	1
0010	2	EXLP-14	143+54	32.3'LT	--	1	1
0010	2	EXLP-15	145+79	32.1'LT	--	1	1
0010	2	EXLP-16	146+89	31.6'RT	--	1	1
0010	2	EXLP-17	148+78	32.7'RT	--	1	1
0010	2	EXLP-18	150+85	30.7'RT	--	1	1
0010	2	EXLP-19	147+84	32.4'LT	--	1	1
0010	2	EXLP-20	149+83	32.2'LT	--	1	1
0010	2	EXLP-21	152+87	32.2'RT	--	1	1
0010	2	EXLP-22	155+03	32.1'RT	--	1	1
0010	2	EXLP-23	151+82	32.0'LT	--	1	1
0010	2	EXLP-24	153+99	32.4'LT	--	1	1
0010	2	EXLP-25	156+04	30.6'LT	--	1	1
0010	2	EX-LCC-1	141+52	42.4'LT	1	--	--
TOTAL 3831-00-72 CAT 0010					1	25	25

LIGHTING - WIRE AND CONDUIT

CATEGORY	STAGE	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 -INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3 -INCH LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
0010	2	LCC-1	LPB-1	--	34	246
0010	2	LCC-1	LPB-1	--	34	246
0010	2	LPB-1	LPB-2	--	83	540
0010	2	LPB-2	LP-A1	154	--	483
0010	2	LP-A1	LP-A2	224	--	693
0010	2	LP-A2	LP-A3	303	--	930
0010	2	LP-A3	LP-A4	197	--	612
0010	2	LP-A4	STUB	20	--	--
0010	2	LPB-1	LP-B1	72	--	237
0010	2	LP-B1	LP-B2	232	--	717
0010	2	LP-B2	LP-B3	264	--	813
0010	2	LP-B3	LP-B4	248	--	765
0010	2	LP-B4	LP-B5	250	--	771
0010	2	LP-B5	STUB	20	--	--
0010	2	LPB-2	LP-C1	90	--	291
0010	2	LP-C1	LP-C2	258	--	795
0010	2	LP-C2	LP-C3	246	--	759
0010	2	LP-C3	LP-C4	302	--	927
0010	2	LP-C4	LP-C5	269	--	828
0010	2	LP-C5	LP-C6	259	--	798
0010	2	LP-C6	STUB	20	--	--
0010	2	LPB-1	LP-D1	176	--	549
0010	2	LP-D1	LP-D2	301	--	924
0010	2	LP-D2	LP-D3	244	--	753
0010	2	LP-D3	LP-D4	321	--	984
0010	2	LP-D4	LP-D5	239	--	738
0010	2	LP-D5	STUB	20	--	--
TOTAL 3831-00-72 CAT 0010				4,729	151	15,399

PULL BOXES

CATEGORY	DESCRIPTION	STATION	OFFSET	653.0140 PULL BOXES STEEL 24x42-INCH EACH	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
0010	LPB-1	141+53	45.5' LT	1	50
0010	LPB-2	141+33	26.2'RT	1	50
TOTAL 3831-0072 CAT 0010				2	100

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LIGHTING AND MISCELLANEOUS

					654.0105	655.0610	657.0255	657.0322	657.0615	SPV.0060.51
CATEGORY	STAGE	DESCRIPTION	STATION	OFFSET	CONCRETE BASES TYPE 5 LF	ELECTRICAL WIRE LIGHTING 12 AWG LF	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE LF	POLE TYPE 5-ALUMINUM LF	LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	MUNICIPAL LED LUMINAIRE EACH
0010	2	LP-A1	139+86	27.5'RT	1	120	1	1	1	1
0010	2	LP-A2	137+68	27.5'RT	1	120	1	1	1	1
0010	2	LP-A3	134+71	27.5'RT	1	120	1	1	1	1
0010	2	LP-A4	132+76	25.7'RT	1	120	1	1	1	1
0010	2	LP-B1	140+95	27.5'LT	1	120	1	1	1	1
0010	2	LP-B2	138+69	27.5'LT	1	120	1	1	1	1
0010	2	LP-B3	136+11	27.5'LT	1	120	1	1	1	1
0010	2	LP-B4	133+70	25.0'LT	1	120	1	1	1	1
0010	2	LP-B5	131+28	32.5'LT	1	120	1	1	1	1
0010	2	LP-C1	142+17	27.5'RT	1	120	1	1	1	1
0010	2	LP-C2	144+69	27.5'RT	1	120	1	1	1	1
0010	2	LP-C3	147+08	27.5'RT	1	120	1	1	1	1
0010	2	LP-C4	150+05	27.5'RT	1	120	1	1	1	1
0010	2	LP-C5	152+68	27.5'RT	1	120	1	1	1	1
0010	2	LP-C6	155+20	31.5'RT	1	120	1	1	1	1
0010	2	LP-D1	143+14	27.5'LT	1	120	1	1	1	1
0010	2	LP-D2	146+09	27.5'LT	1	120	1	1	1	1
0010	2	LP-D3	148+48	27.5'LT	1	120	1	1	1	1
0010	2	LP-D4	151+79	27.5'LT	1	120	1	1	1	1
0010	2	LP-D5	153+96	27.5'LT	1	120	1	1	1	1
		TOTAL 3831-00-72 CAT 0010			20	2,400	20	20	20	20

LIGHTING CONTROL CABINETS

				654.0230	655.0640	659.2230
CATEGORY	STAGE	DESCRIPTION	LOCATION	CONCRETE CONTROL CABINET BASES TYPE L30 EACH	ELECTRICAL WIRE LIGHTING 1 AWG LF	LIGHTING CONTROL CABINETS 240/480 30-INCH EACH
0010	2	LCC-1	141+54, 72.3'LT	1	18	1
		TOTAL 3831-00-72 CAT 0010		1	18	1

LIGHTING CONTROL CABINETS - ELECTRICAL SERVICE

				656.0401
CATEGORY	STAGE	DESCRIPTION	LOCATION	ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL (LCC-1) EACH
0010	2	LCC-1	141+54, 72.3'LT	1
		TOTAL 3831-00-72 CAT 0010		1

WATER MAIN

CATEGORY	LOCATION	SPV.0060.60 16" 45-DEGREE BEND, MJ EACH	SPV.0060.61 16" BF VALVE & BOX, MJ EACH	SPV.0060.62 8" GATE VALVE & BOX, MJ EACH	SPV.0060.63 16" SOLID SLEEVE, MJ EACH	SPV.0060.64 6" SOLID SLEEVE, MJ EACH	SPV.0060.65 8" CAP, MJ EACH	SPV.0060.66 6" CAP, MJ EACH	SPV.0060.67 16"X8" ANCHOR TEE, MJ EACH	SPV.0060.74 6" 45-DEGREE BEND, MJ EACH	SPV.0060.76 6" PLUG, MJ EACH	SPV.0060.77 8"X6" REDUCER, MJ EACH	SPV.0090.60 16" PVC C-900 PIPE LF	SPV.0090.61 8" PVC C-900 PIPE LF	SPV.0090.63 6" PVC C-900 Pipe LF
0010	39TH AVE	2	3	4	4	1	1	4	1	2	1	1	30	1,442	15
TOTAL 3831-00-82 CAT 0010		2	3	4	4	1	1	4	1	2	1	1	30	1,442	15

SERVICES

CATEGORY	LOCATION	SPV.0060.68 RECONNECT SERVICE 0.75" WITH 1" COPPER EACH	SPV.0060.69 RECONNECT SERVICE 1" WITH 1" COPPER EACH	SPV.0060.70 RECONNECT SERVICE 1.5" WITH 1.5" COPPER EACH
0010	39TH AVE	36	1	1
TOTAL 3831-00-82 CAT 0010		36	1	1

HYDRANTS

CATEGORY	LOCATION	SPV.0060.71 STEAMER HYDRANT, MJ EACH	SPV.0060.72 6" GATE VALVE, MJ EACH	SPV.0060.73 8"X6" ANCHOR TEE, MJ EACH	SPV.0060.75 6"X6" ANCHOR TEE, MJ EACH	SPV.0090.62 6" D.I. PIPE, CLASS 53 (HYDRANT LEAD) POLY-ENCASED LF
0010	39TH AVE	3	3	2	1	60
TOTAL 3831-00-82 CAT 0010		3	3	2	1	60

ADJUSTING SANITARY MANHOLES

CATEGORY	STATION	OFFSET	EXST. RIM	PROP. RIM	SPV.0060.01 ADJUSTING SANITARY MANHOLE EACH
0010	132+06	2' LT	649.22'	648.88'	1
0010	134+16	1' RT	653.63'	653.17'	1
0010	135+19	2' LT	653.60'	653.44'	1
0010	136+63	1' LT	653.34'	653.12'	1
0010	138+19	CL	653.06'	652.65'	1
0010	139+70	1' LT	652.08'	652.02'	1
0010	141+66	3' LT	650.77'	650.87'	1
0010	143+10	2' RT	651.81'	651.52'	1
0010	146+57	1' RT	653.09'	652.78'	1
0010	147+17	CL	653.05'	652.60'	1
0010	149+66	1' RT	651.83'	651.55'	1
0010	152+18	1' RT	651.20'	650.54'	1
0010	154+30	CL	APPROXIMATE LOCATION, VERIFY IN FIELD		1
TOTAL 3831-00-82 CAT 0010					13

ADJUSTING WATER VALVE BOXES

CATEGORY	LOCATION	SPV.0060.02 ADJUSTING WATER VALVE BOXES EACH
0010	UNDISTRIBUTED	14
TOTAL 3831-00-82 CAT 0010		14

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 3831-00-02 | SHEET NUMBER: 4.01

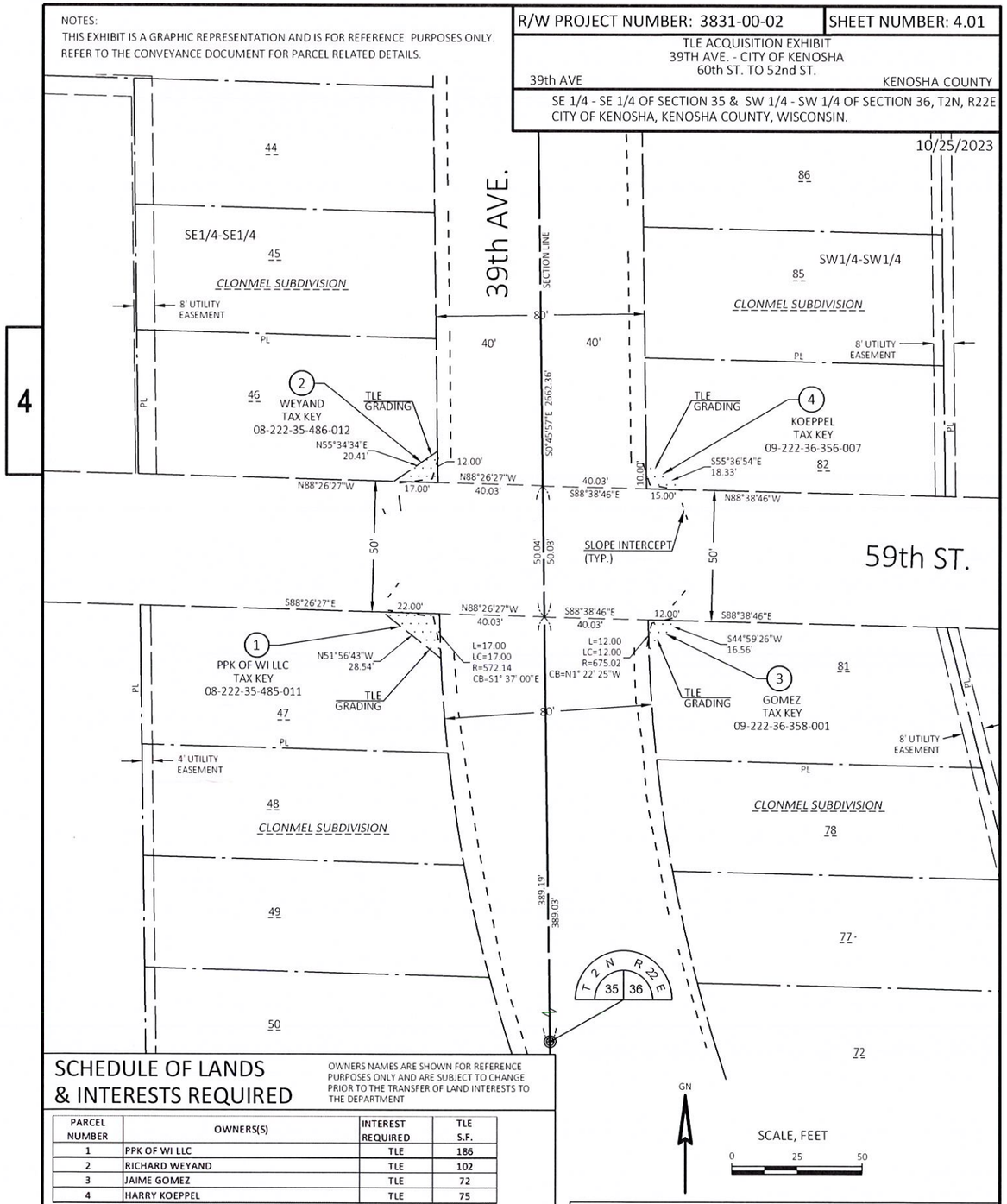
TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

SE 1/4 - SE 1/4 OF SECTION 35 & SW 1/4 - SW 1/4 OF SECTION 36, T2N, R22E
CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN.

10/25/2023

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	PPK OF WI LLC	TLE	186
2	RICHARD WEYAND	TLE	102
3	JAIME GOMEZ	TLE	72
4	HARRY KOEPPEL	TLE	75

UTILITY INTERESTS REQUIRED

THIS MAP IS APPROVED FOR THE CITY OF KENOSHA

SIGNATURE: Gregory J. Bolden DATE: 11/21/23

PRINT NAME: GREGORY J. BOLDEN, P.E.
DEPUTY DIRECTOR OF PUBLIC WORKS / CITY ENGINEER

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 3831-00-02 | SHEET NUMBER: 4.02

TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

SE 1/4 - SE 1/4 OF SECTION 35 & SW 1/4 - SW 1/4 OF SECTION 36, T2N, R22E
CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN.

10/25/2023

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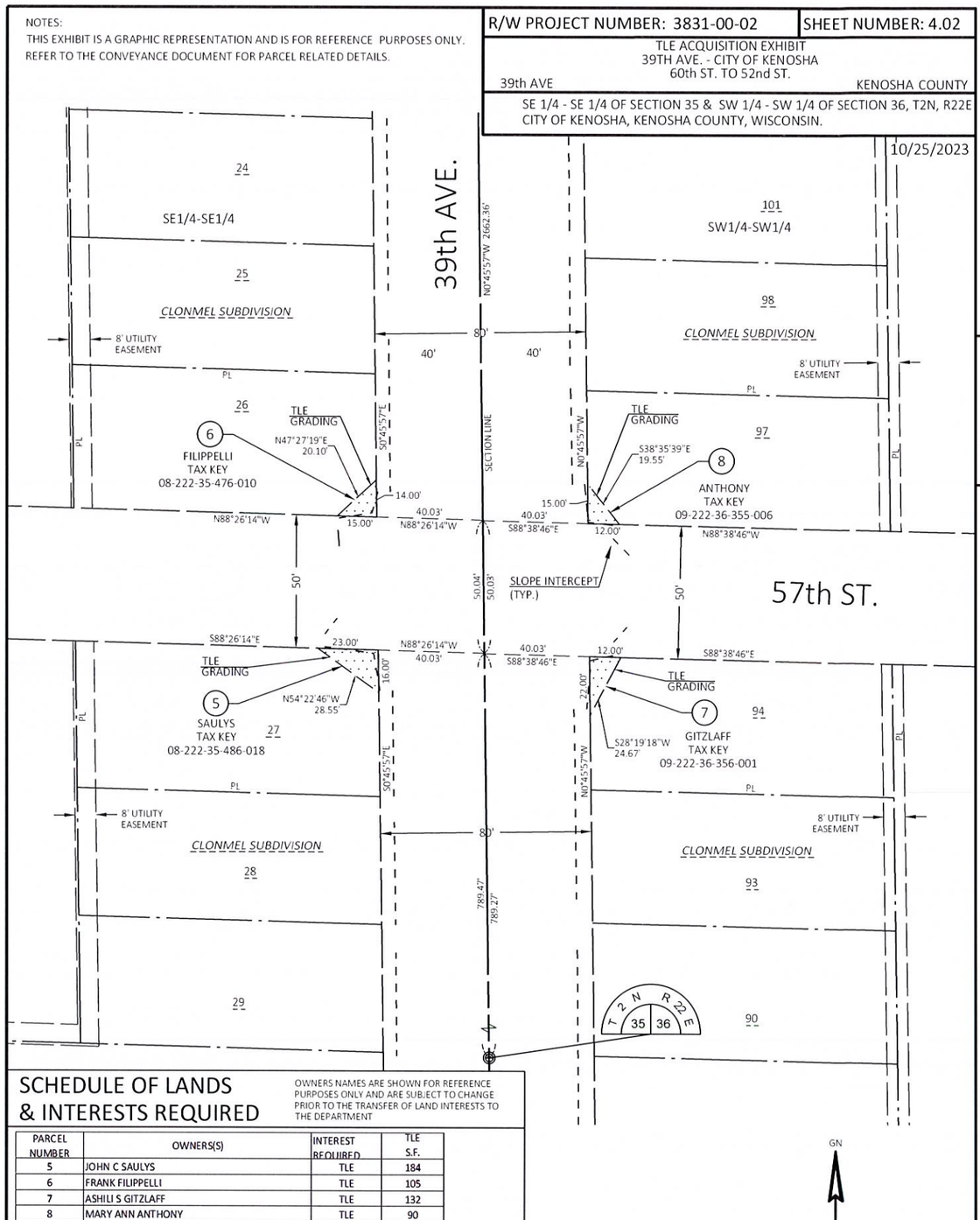

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
5	JOHN C SAULYS	TLE	184
6	FRANK FILIPPELLI	TLE	105
7	ASHILI S GITZLAFF	TLE	132
8	MARY ANN ANTHONY	TLE	90

UTILITY INTERESTS REQUIRED

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 3831-00-02 | SHEET NUMBER: 4.03

TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

SE 1/4 - SE 1/4 OF SECTION 35 & SW 1/4 - SW 1/4 OF SECTION 36, T2N, R22E
CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN.

10/25/2023

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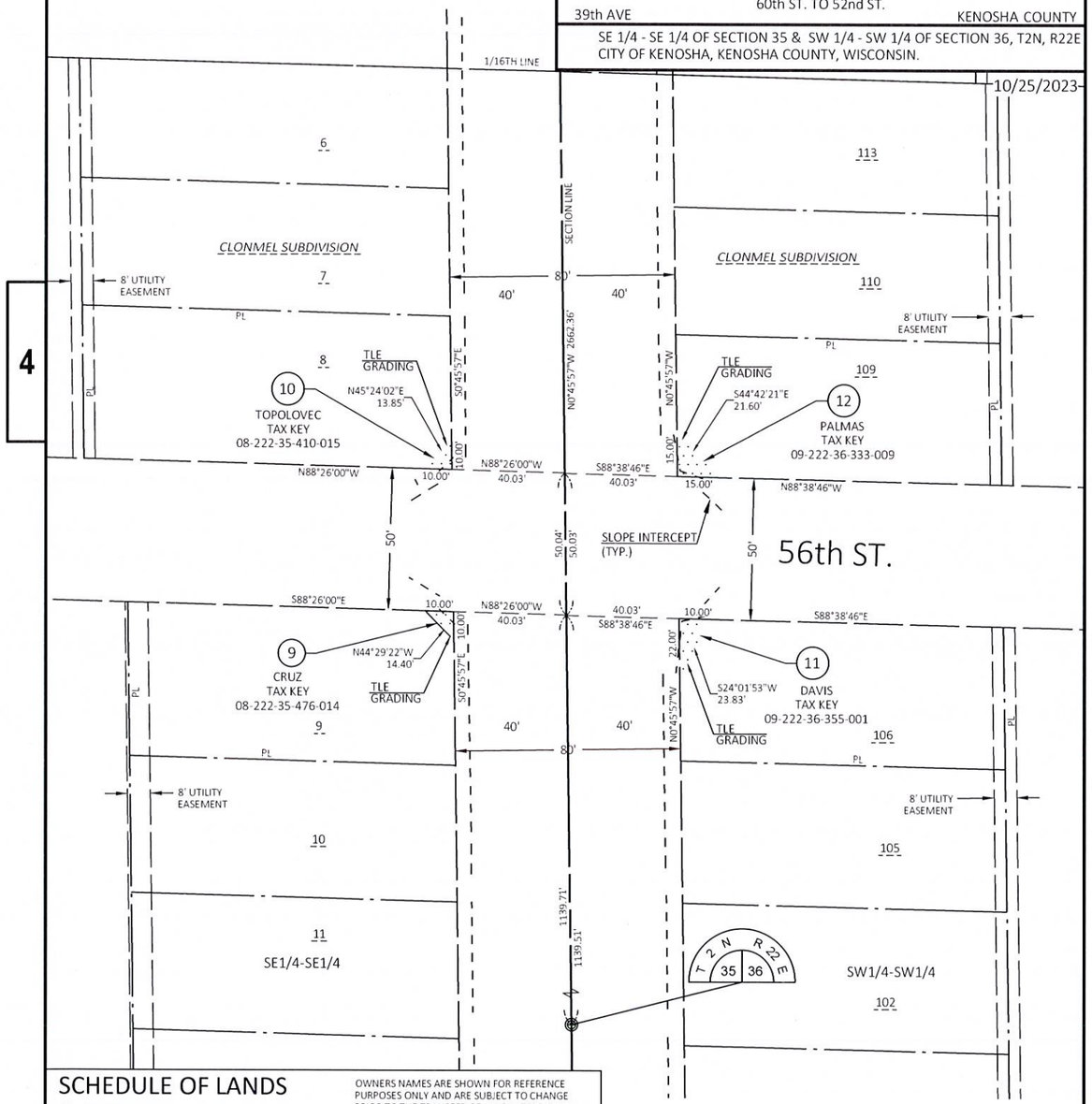

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	TLE S.F.
9	BRENDA C CRUZ	TLE	50
10	KAREN TOPOLOVEC	TLE	50
11	JEFFREY DAVIS	TLE	110
12	ROBERT PALMAS	TLE	112

UTILITY INTERESTS REQUIRED

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 3831-00-02 | SHEET NUMBER: 4.04

TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

NE 1/4 - SE 1/4 OF SECTION 35 & NW 1/4 - SW 1/4 OF SECTION 36, T2N,
R22E CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN.

10/25/2023

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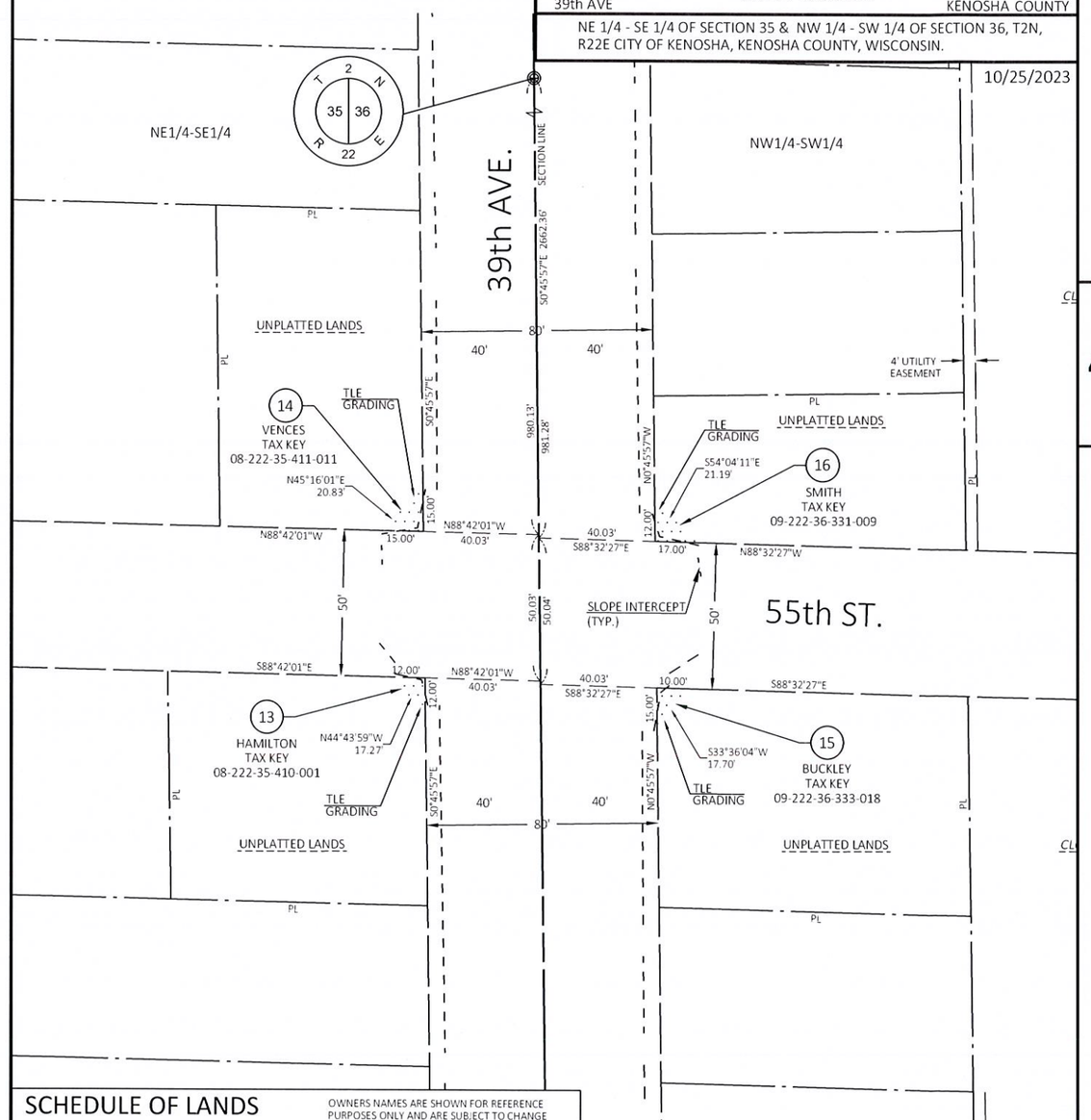


SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	TLE S.F.
13	JUSTIN HAMILTON	TLE	72
14	CATHERINE R VENCES	TLE	112
15	EDWARD BUCKLEY	TLE	75
16	BRANDON K SMITH	TLE	102

UTILITY INTERESTS REQUIRED

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

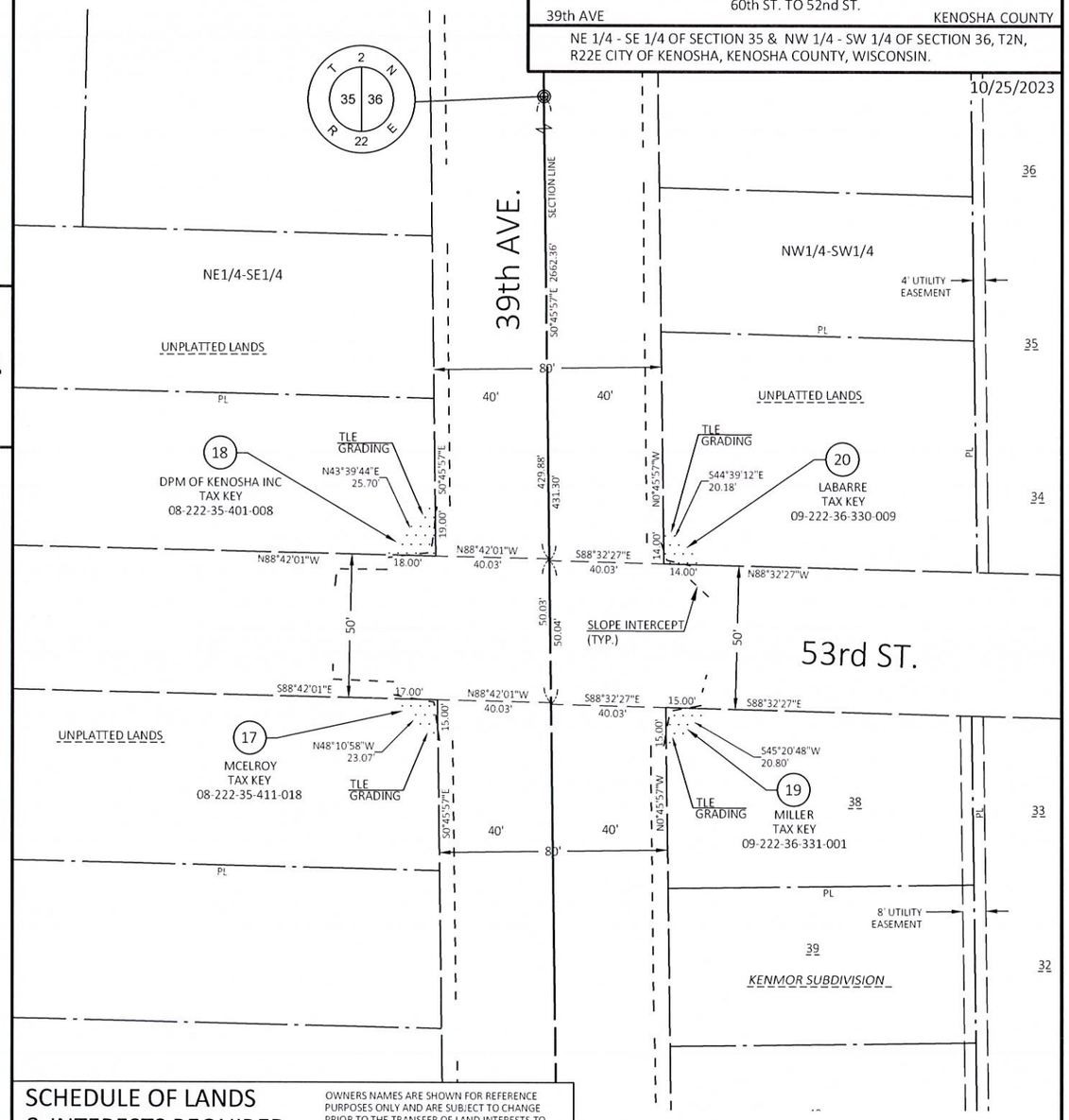
R/W PROJECT NUMBER: 3831-00-02	SHEET NUMBER: 4.05

TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

NE 1/4 - SE 1/4 OF SECTION 35 & NW 1/4 - SW 1/4 OF SECTION 36, T2N, R22E CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN.

10/25/2023



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	TLE S.F.
17	STEPHEN D MCELROY	TLE	127
18	DPM OF KENOSHA INC	TLE	171
19	ROBERT A MILLER	TLE	112
20	DEBRA K LABARRE	TLE	98

UTILITY INTERESTS REQUIRED

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

4

R/W PROJECT NUMBER: 3831-00-02	SHEET NUMBER: 4.__

TLE ACQUISITION EXHIBIT
39TH AVE. - CITY OF KENOSHA
60th ST. TO 52nd ST.

39th AVE — KENOSHA COUNTY

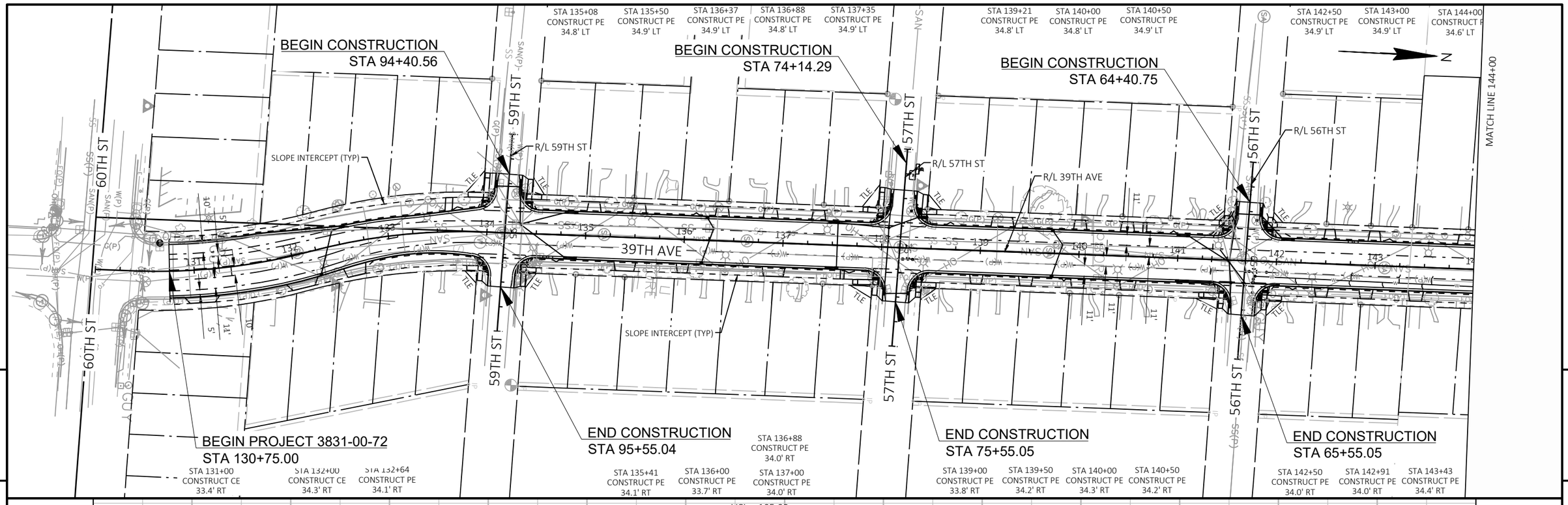
SCHEDULE OF LANDS & INTERESTS REQUIRED

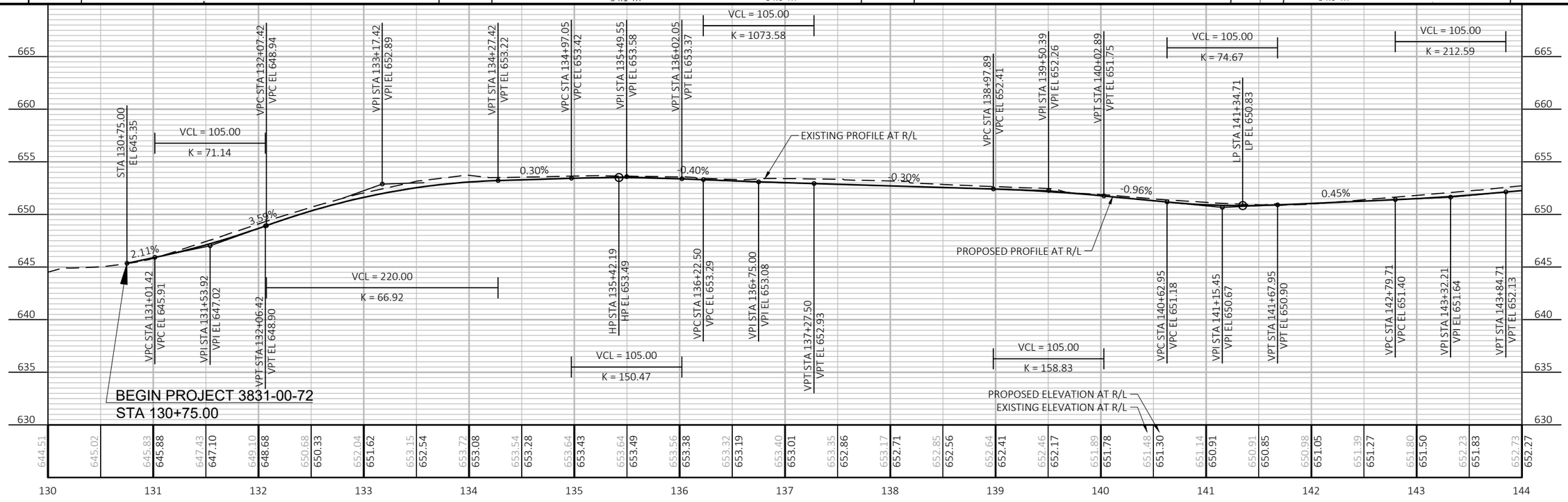
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

UTILITY INTERESTS REQUIRED

FILE NAME : 230244_RW_EXHIBITS.DWG PLOT DATE : 11/10/2023 12:07 PM R/W PROJECT: R/W PROJ NO

4



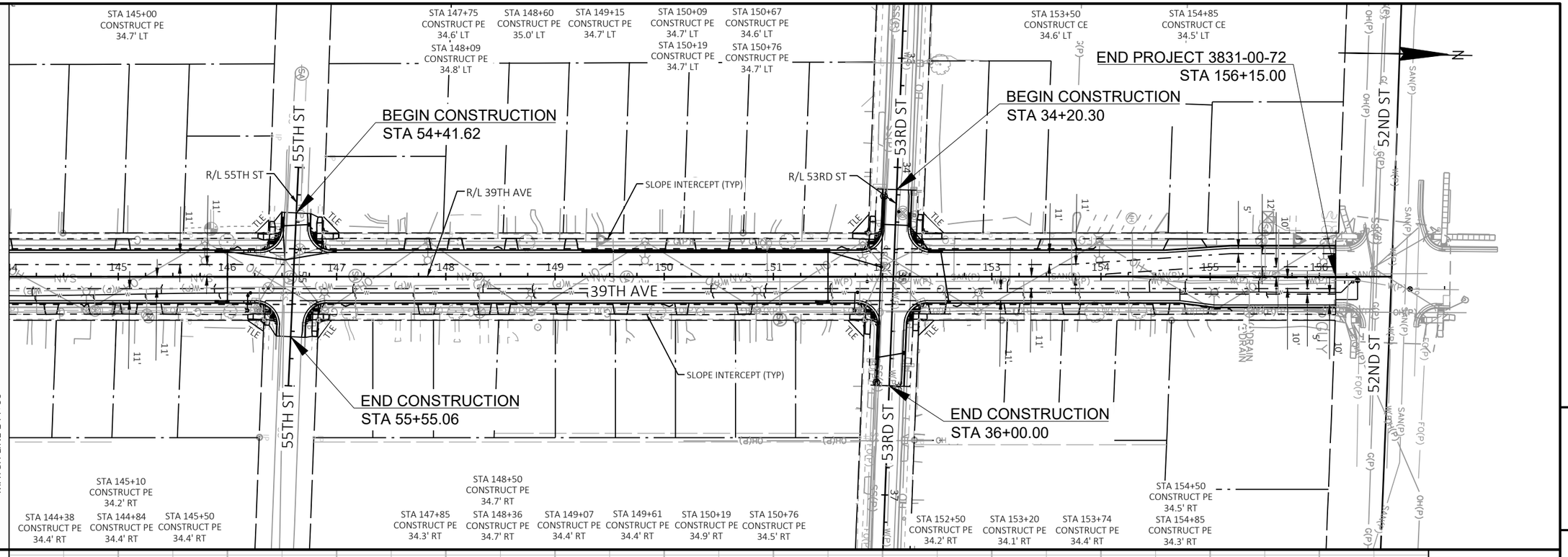


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 39TH AVENUE	SHEET 124	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050101-PP.DWG
LAYOUT NAME - PP1

PLOT DATE : 10/24/2024 3:33 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

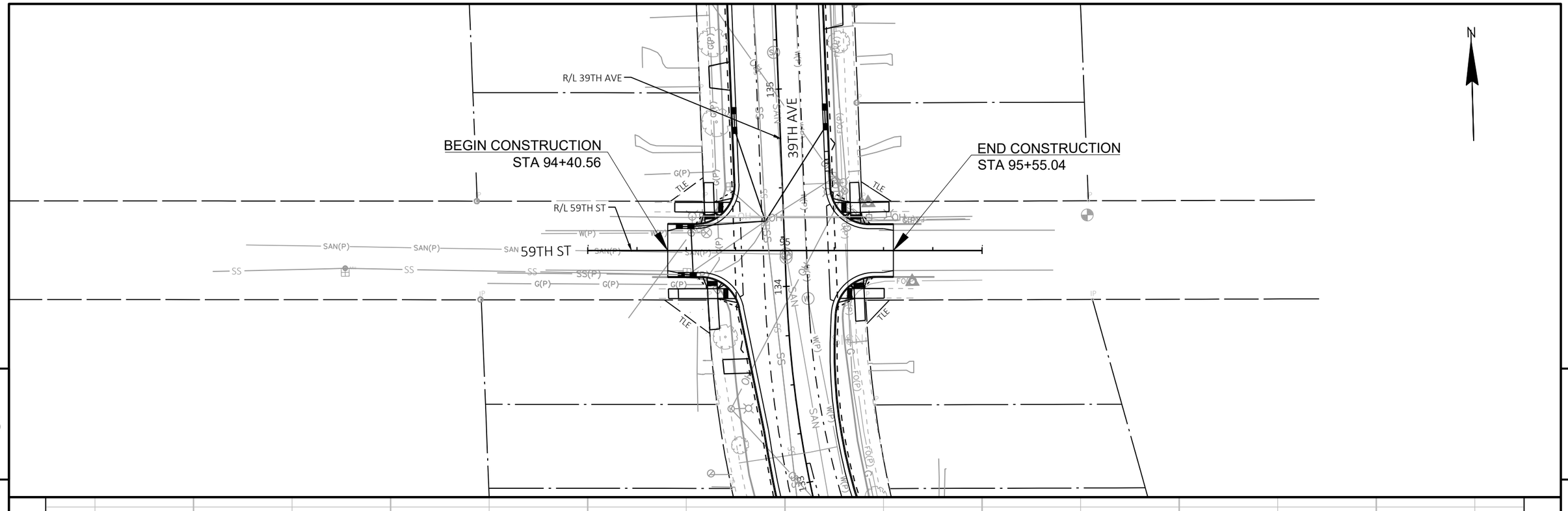


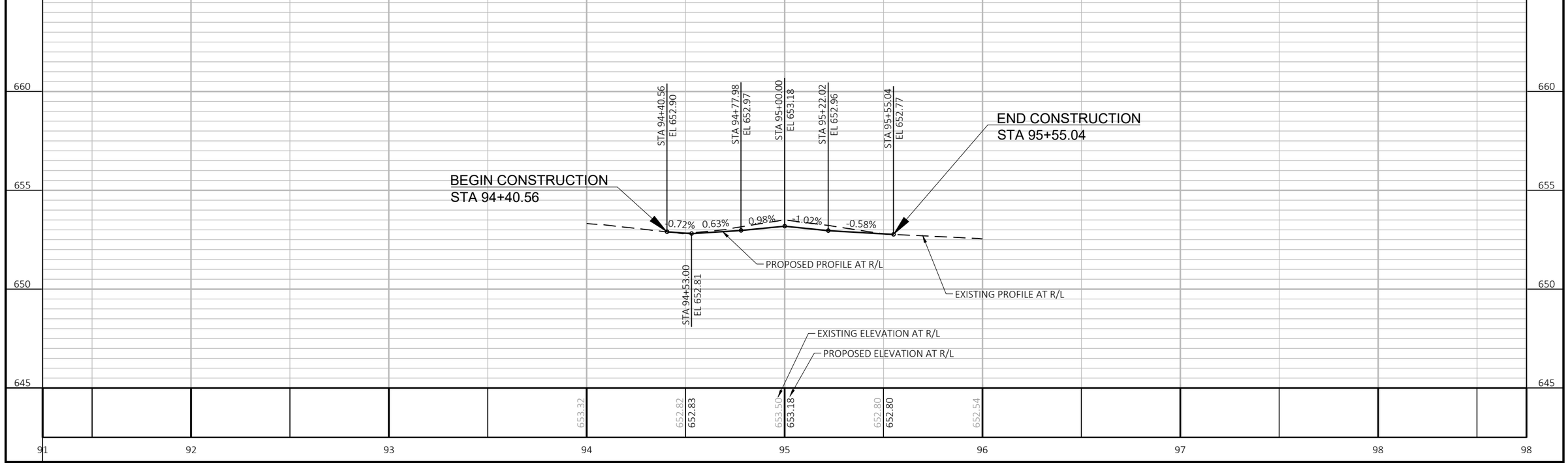
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 39TH AVENUE	SHEET 125	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050101-PP.DWG
LAYOUT NAME - PP2

PLOT DATE : 10/24/2024 3:34 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



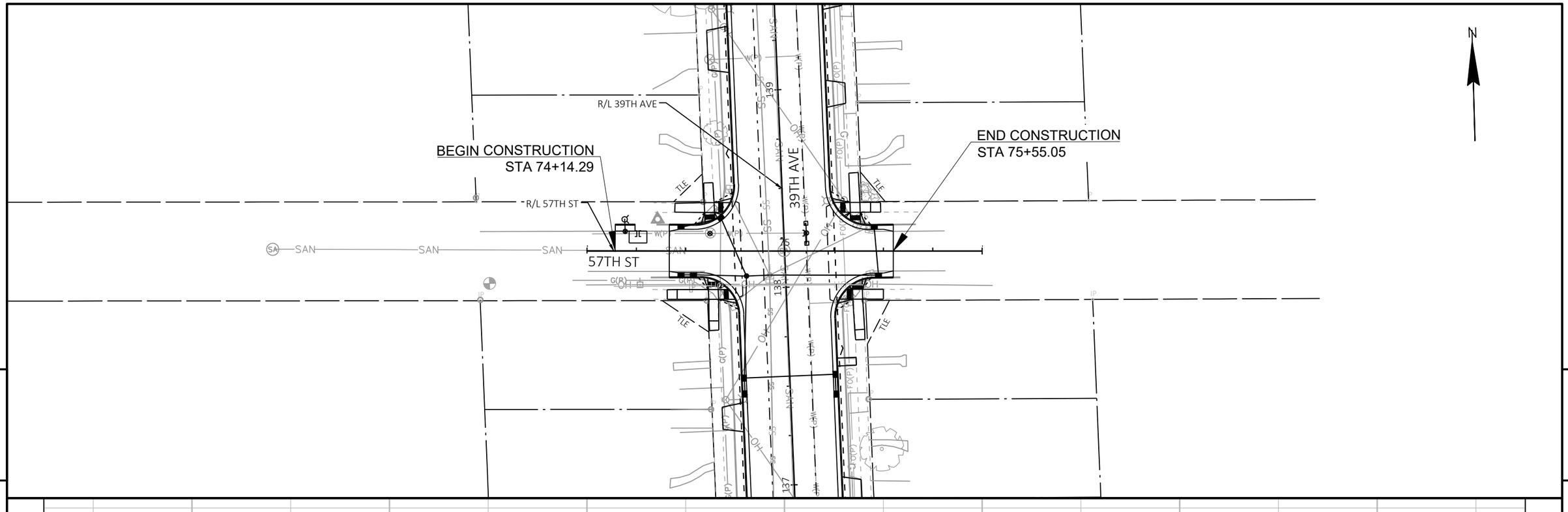


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 59TH STREET	SHEET 126	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050105-PP.DWG
LAYOUT NAME - 59-1

PLOT DATE : 10/24/2024 3:34 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

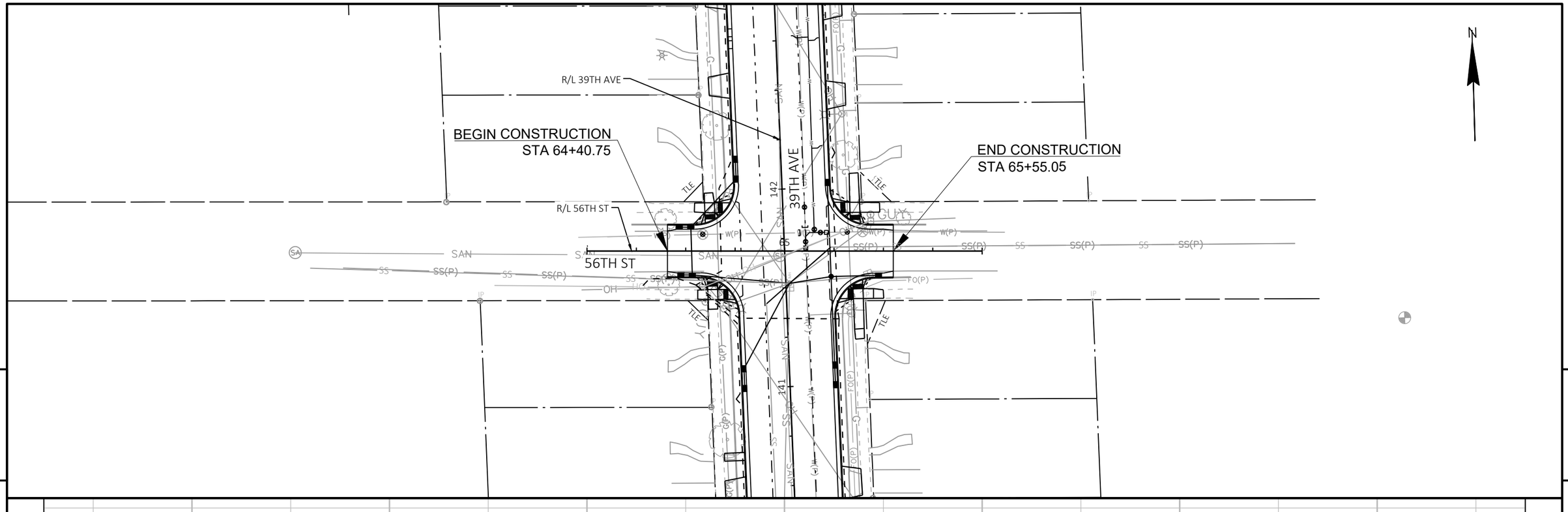


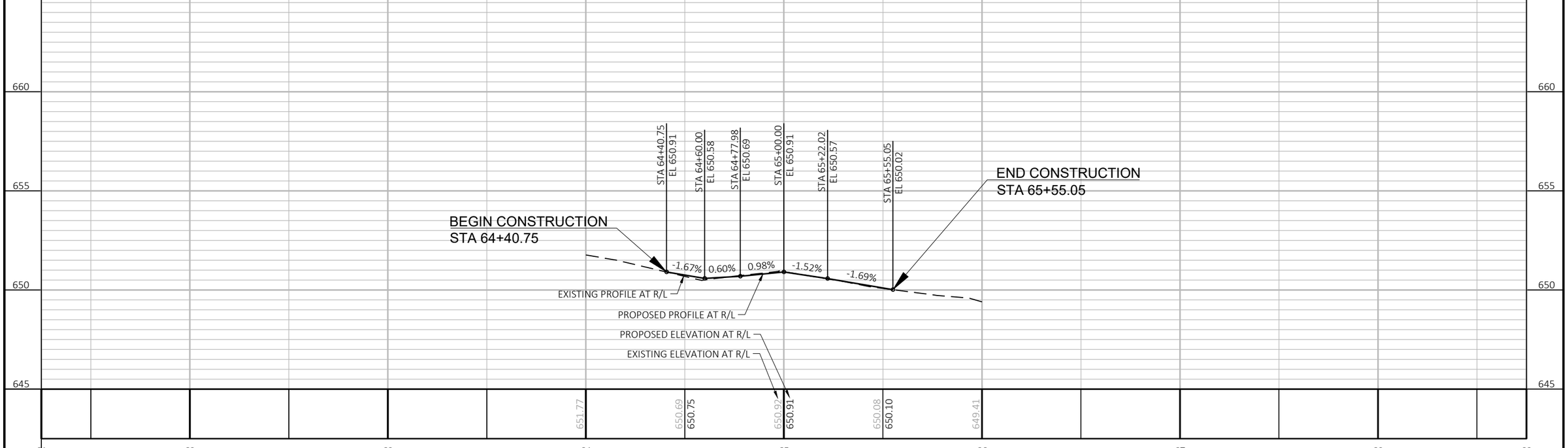
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 57TH STREET	SHEET 127	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050105-PP.DWG
LAYOUT NAME - 57-1

PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



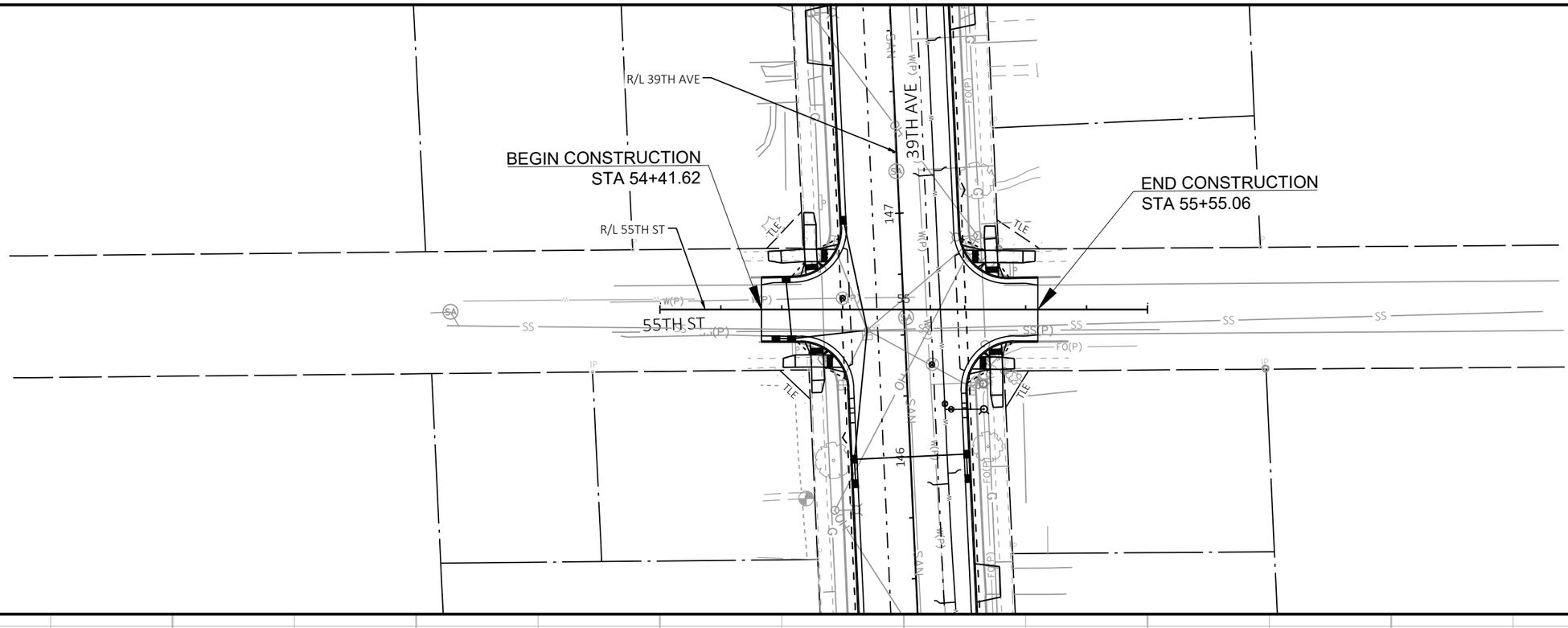


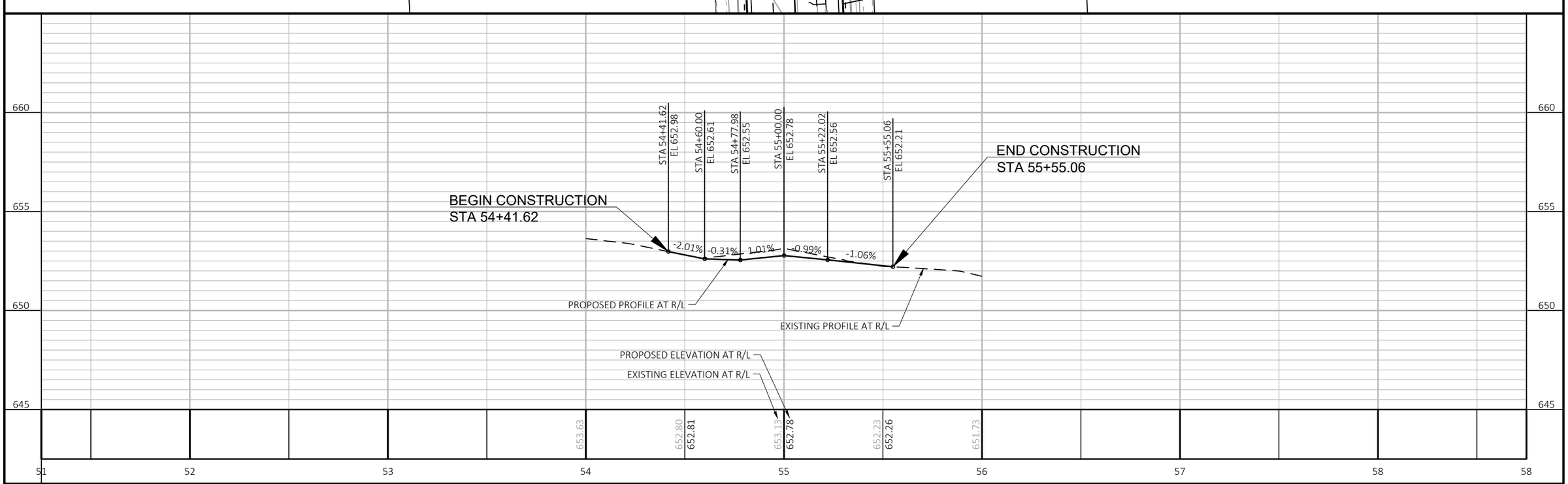
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 56TH STREET	SHEET 128	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050105-PP.DWG
LAYOUT NAME - 56-1

PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



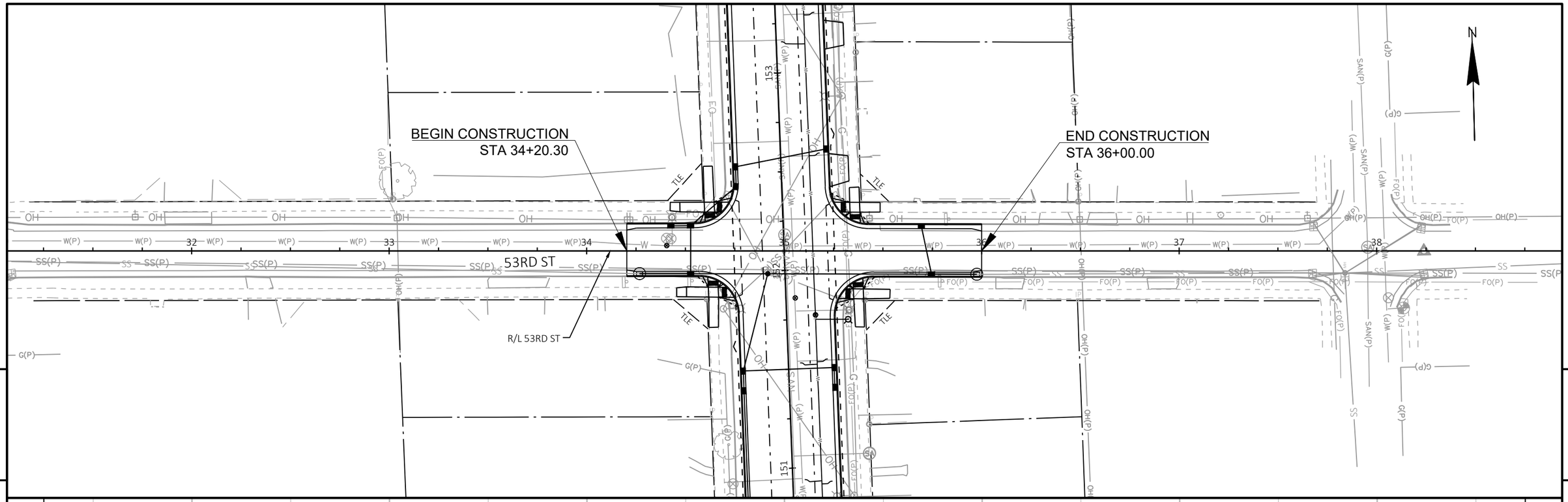


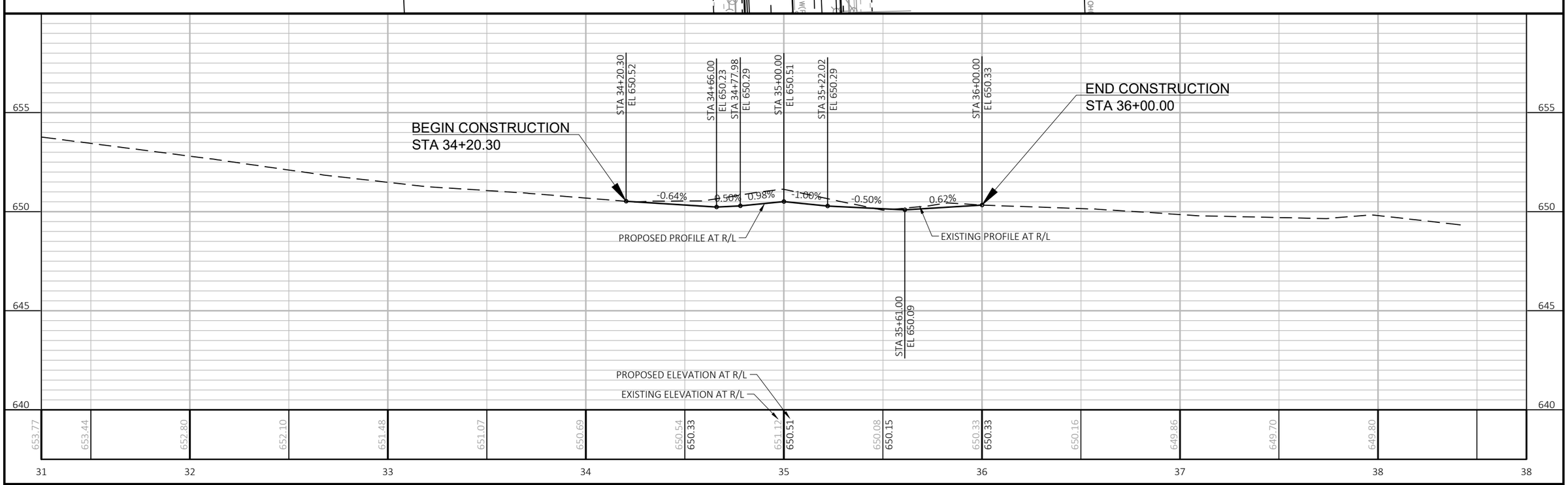
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 55TH STREET	SHEET 129	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050105-PP.DWG
LAYOUT NAME - 55-1

PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILE: 53RD STREET	SHEET 130 E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\050105-PP.DWG
LAYOUT NAME - 53-1

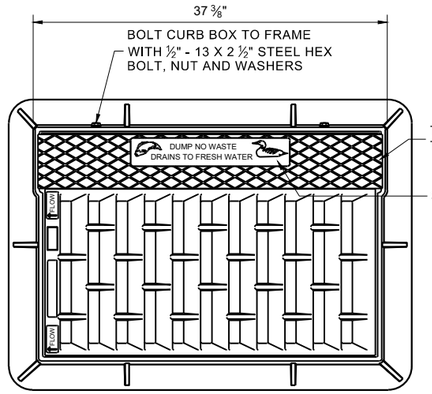
PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

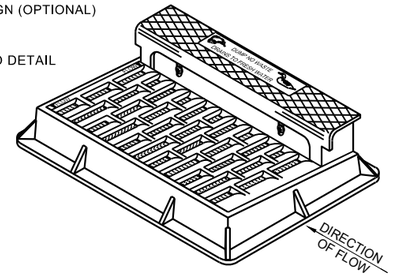
Standard Detail Drawing List

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
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
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
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
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09D05-02	L30 LIGHTING CONTROL CABINET 240/480 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
10A01-04	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-03	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
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
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

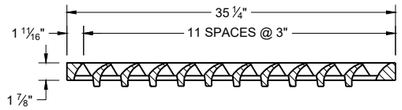
6

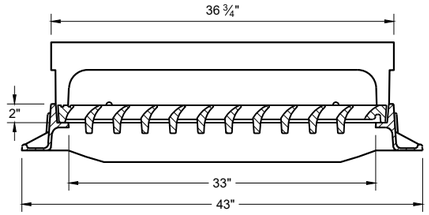


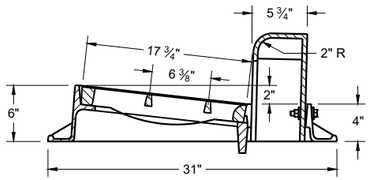
NOTE: EITHER CASTING IS ACCEPTABLE

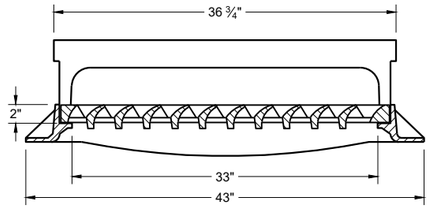


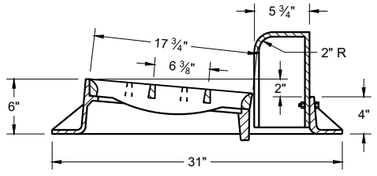
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







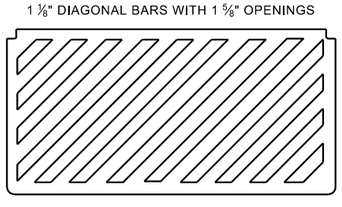




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

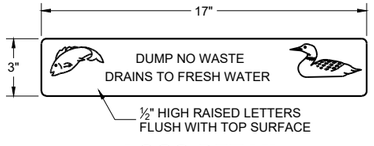
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



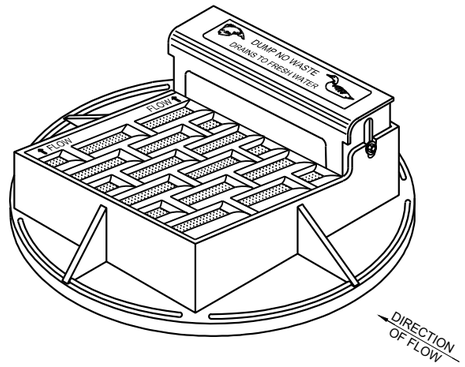
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

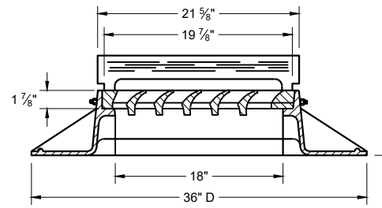


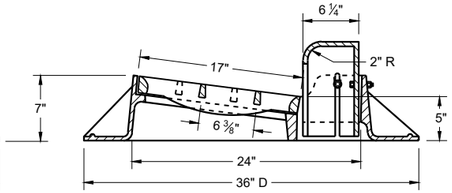
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





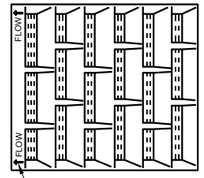
TYPE "A"

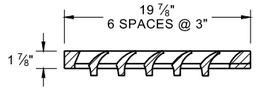
GENERAL NOTES

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

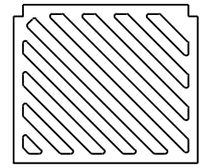
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





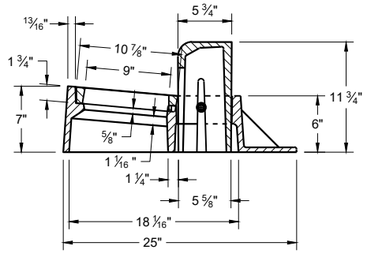
1" DIAGONAL BARS WITH 1 ½" OPENINGS



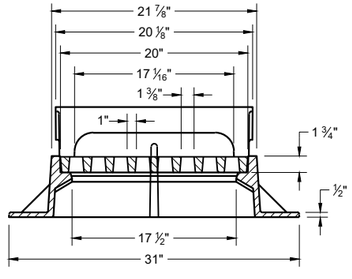
SPECIAL GRATE FOR TYPE "A" COVER

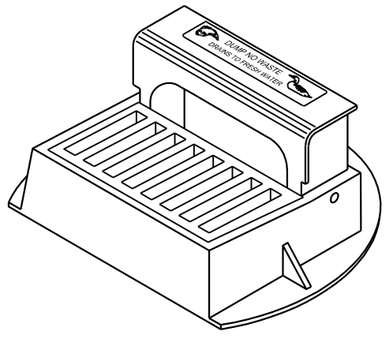
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

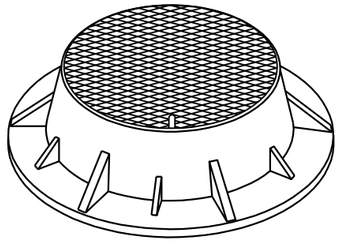
FHWA

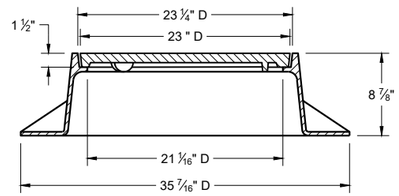
GENERAL NOTES

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.

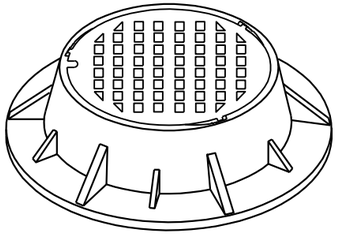
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

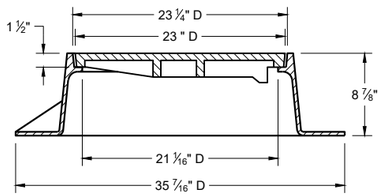




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

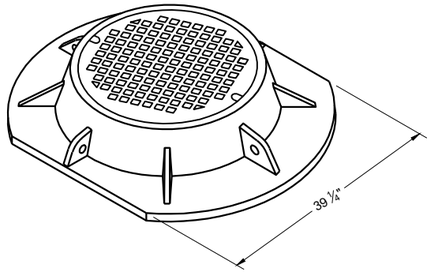


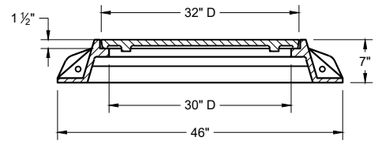


TYPE "J" SPECIAL

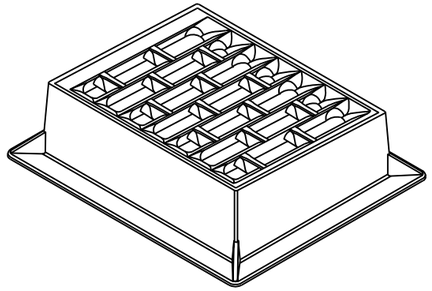
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

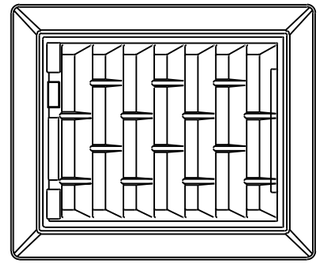
NOTE: EITHER CASTING IS ACCEPTABLE

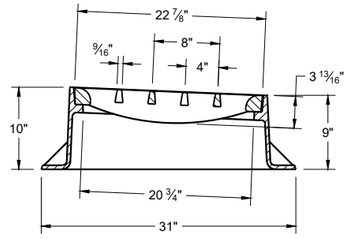


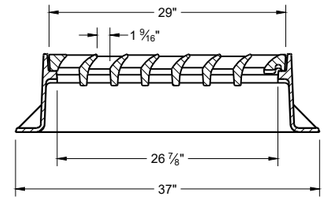


TYPE "K"

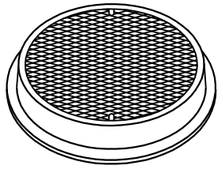


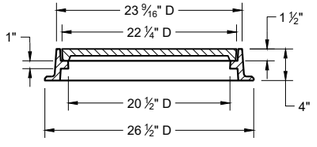




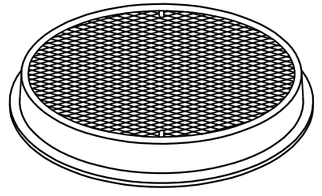


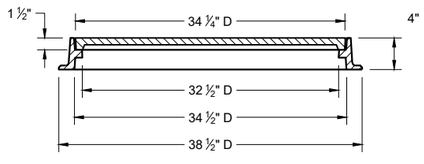
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

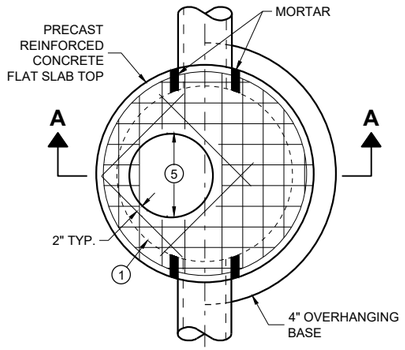
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

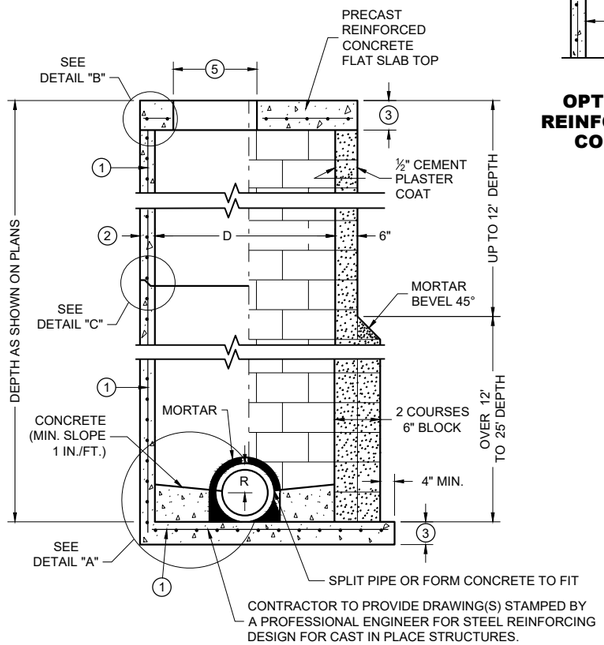
6

SDD 08A05-21e



PLAN VIEW

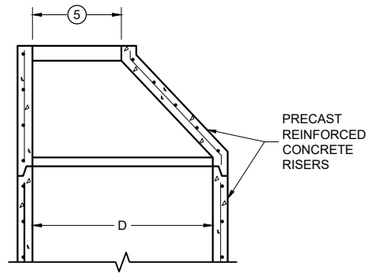
CIRCULAR OPENING



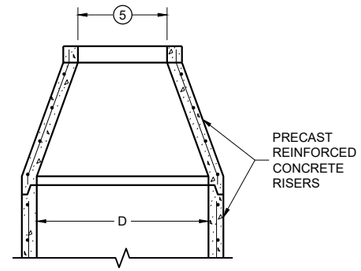
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

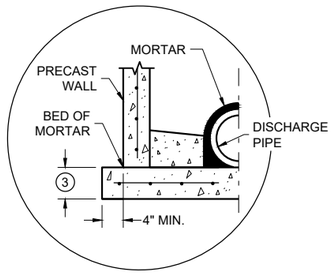
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



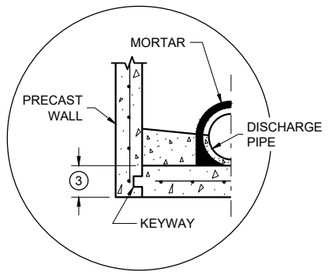
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

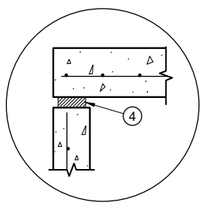


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

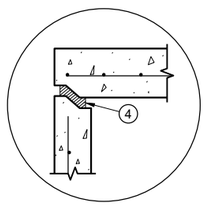


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

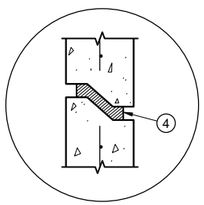
DETAIL "A"



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".

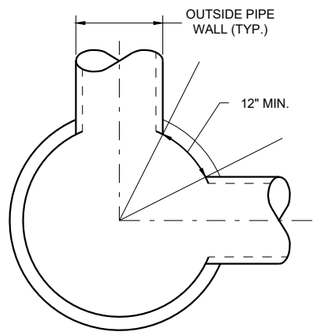
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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"

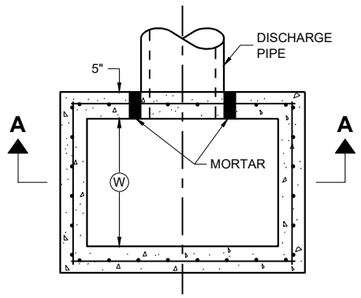
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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

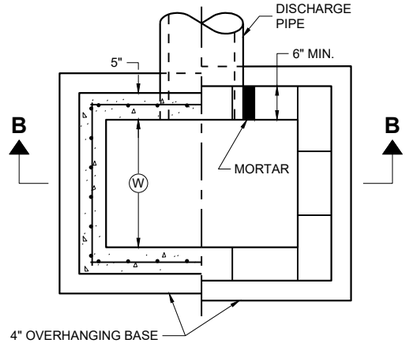
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

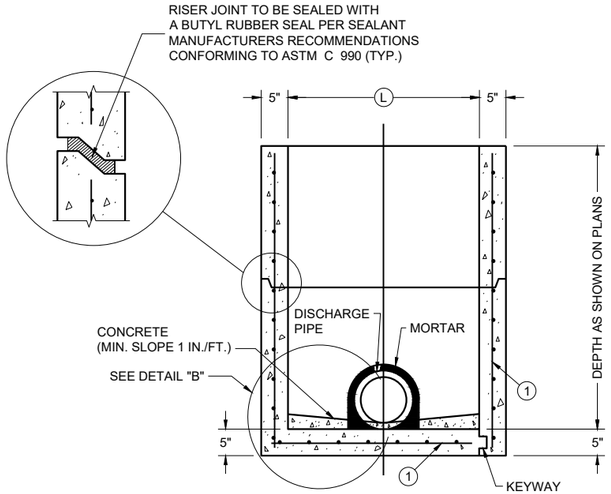
FHWA



PLAN VIEW



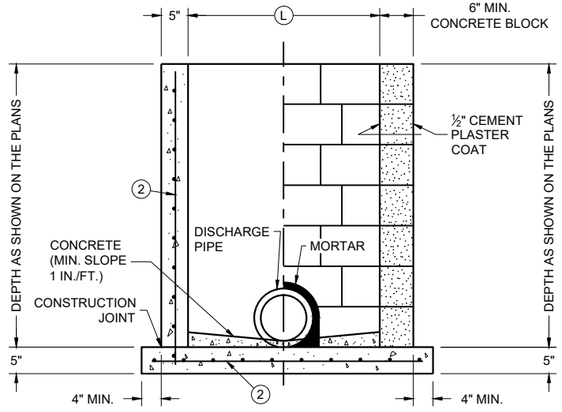
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

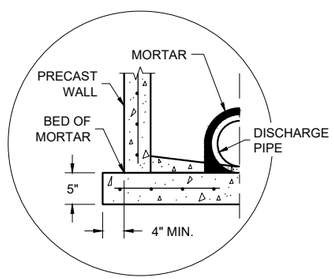
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

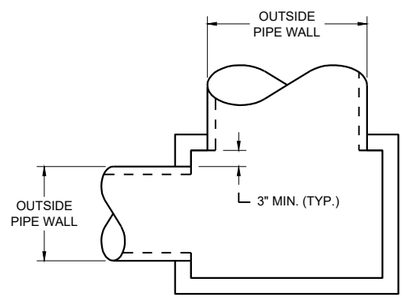
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

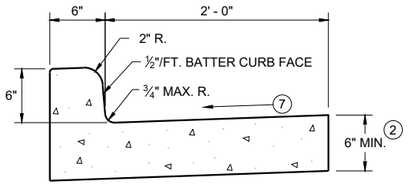
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

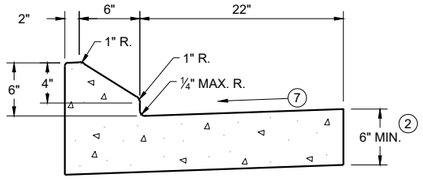
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

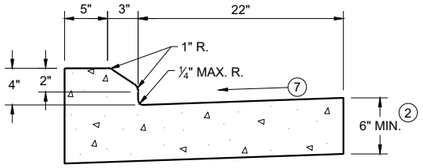
6
SDD 08C07-03



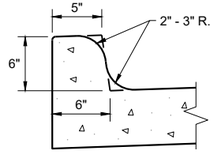
TYPES A (1) & D



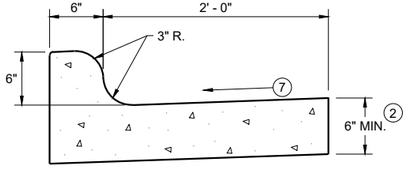
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

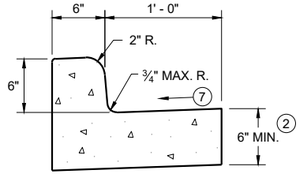


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



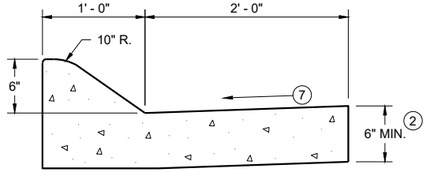
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

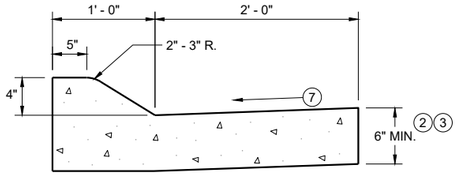


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

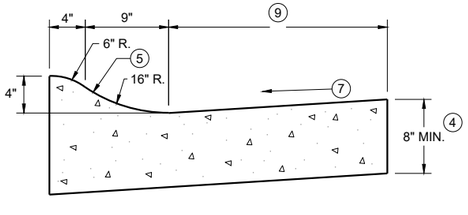


6" SLOPED CURB TYPES A (1) & D



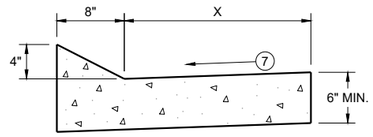
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

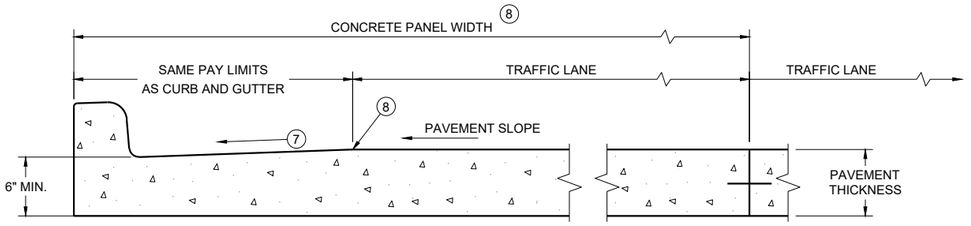


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

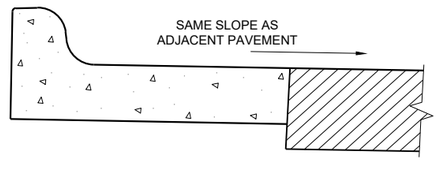
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

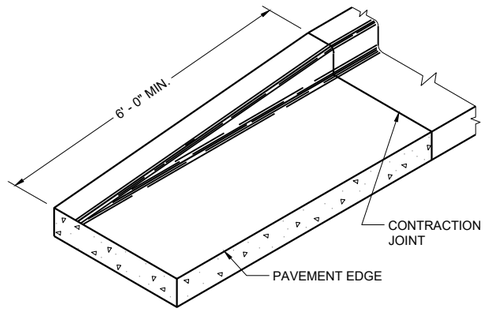
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

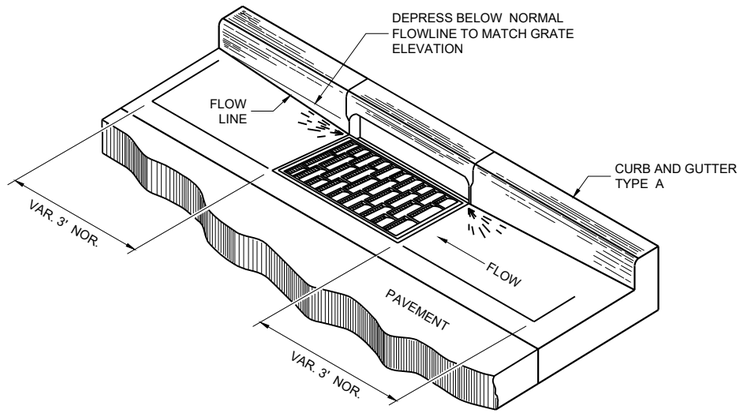
CONCRETE CURB AND GUTTER

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.

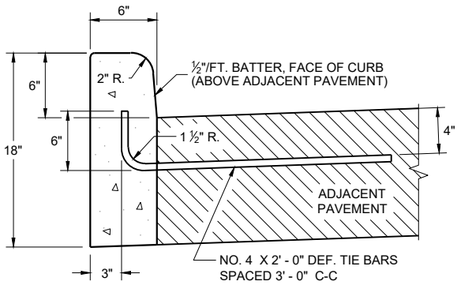
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

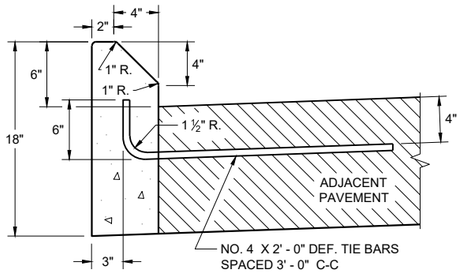
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

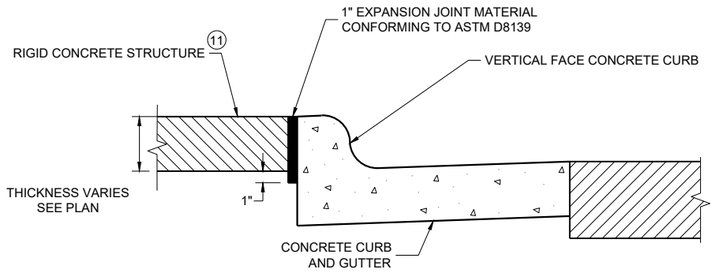


TYPES A (1) & D

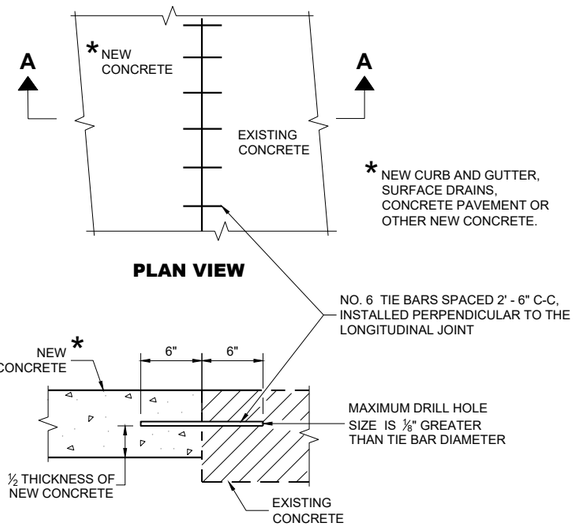


TYPES G (1) & J

CONCRETE CURB



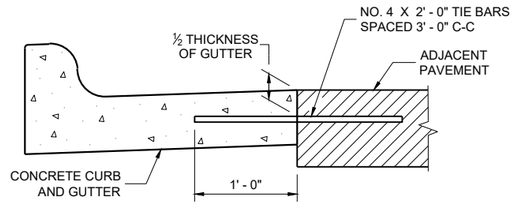
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



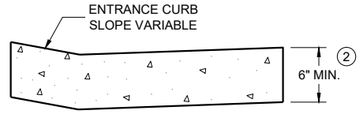
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

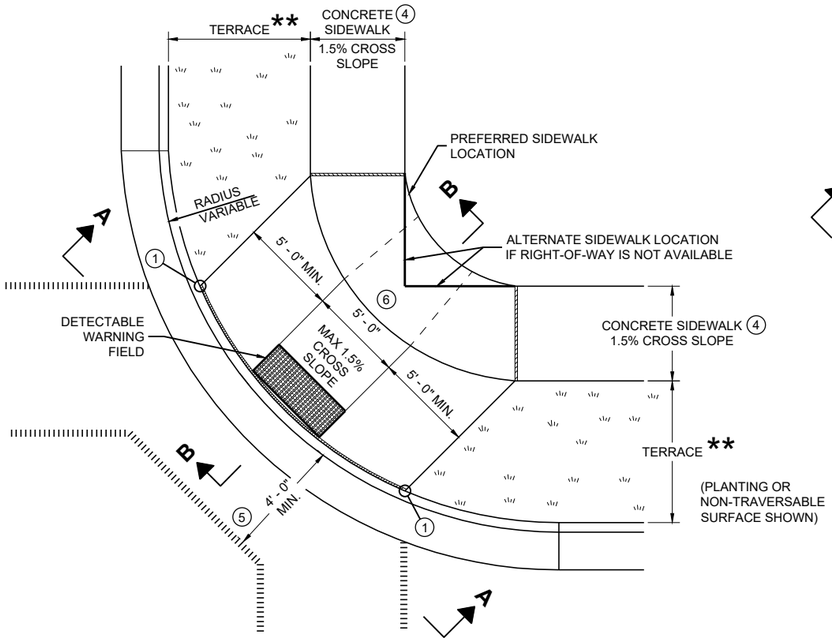
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

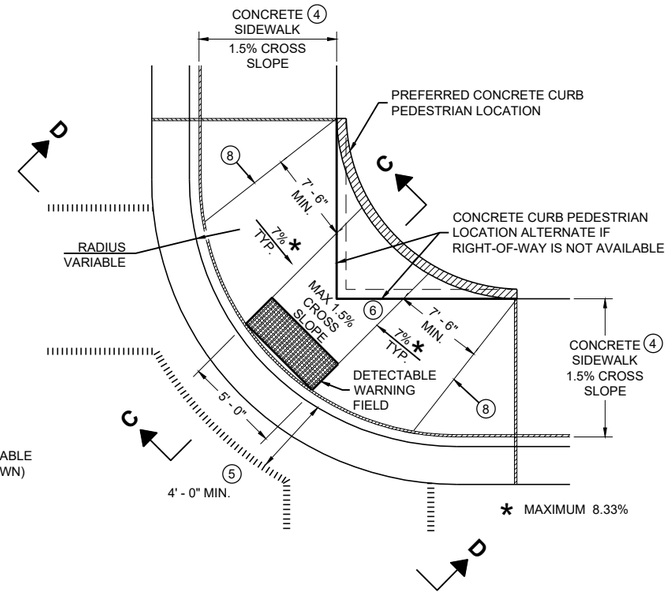
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

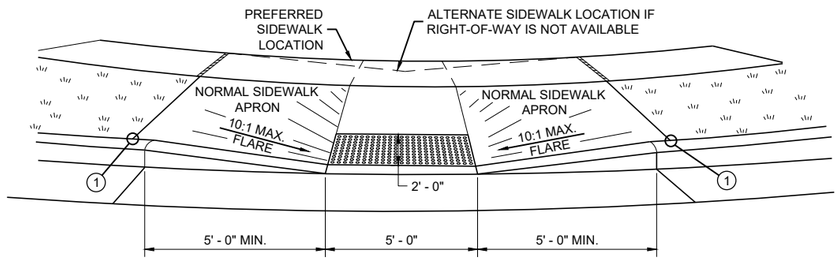
(CENTER OF CORNER RADIUS)



PLAN VIEW

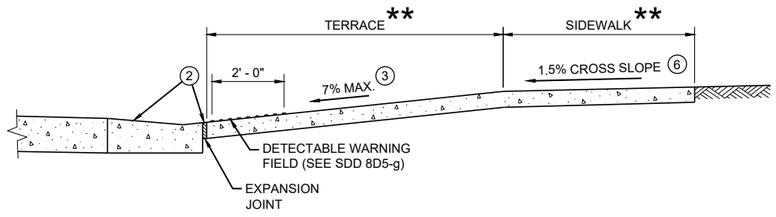
CURB RAMP TYPE 1 - A

(NO TERRACE)

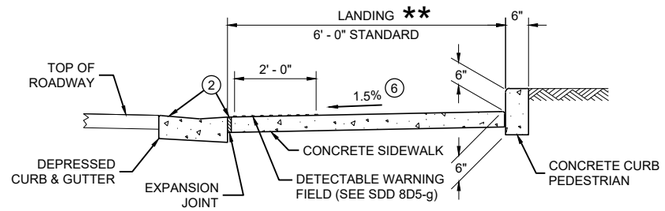


VIEW A - A FOR TYPE 1

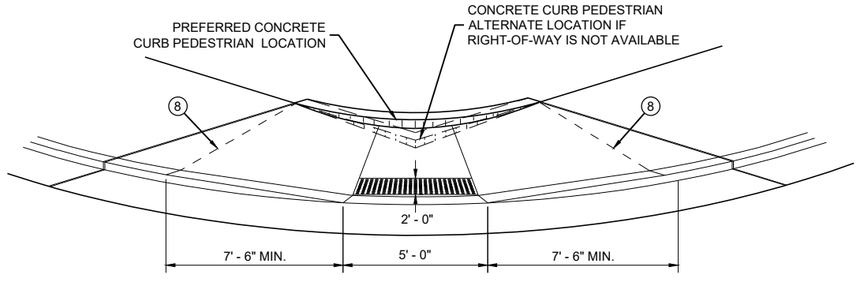
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 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.

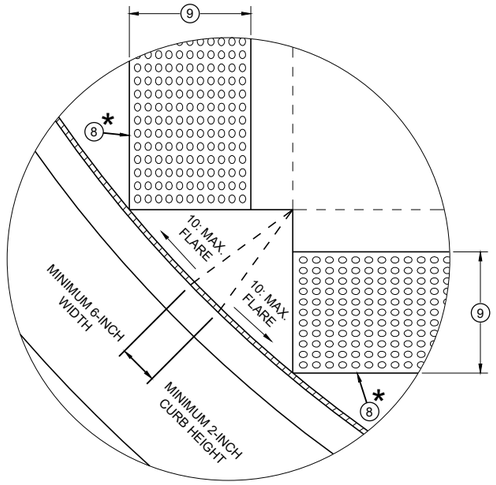
LEGEND

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

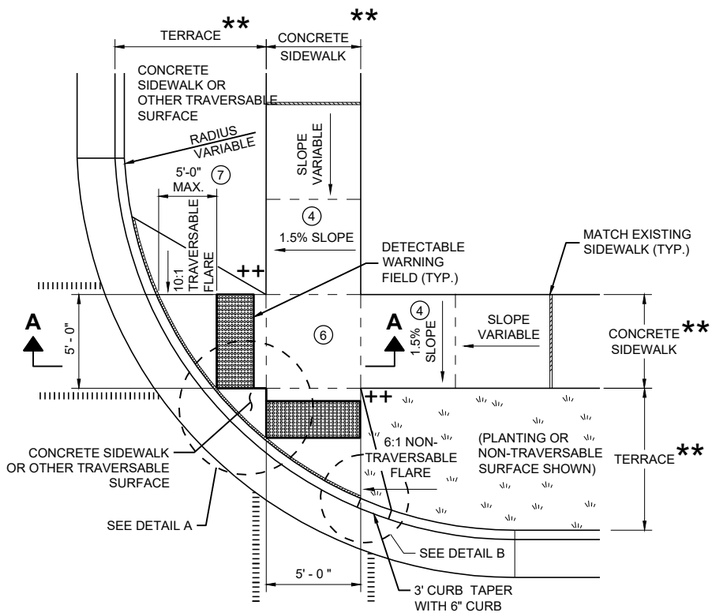
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

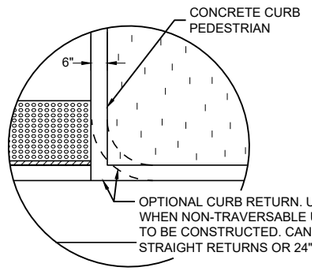
6
SDD 08D05-21a



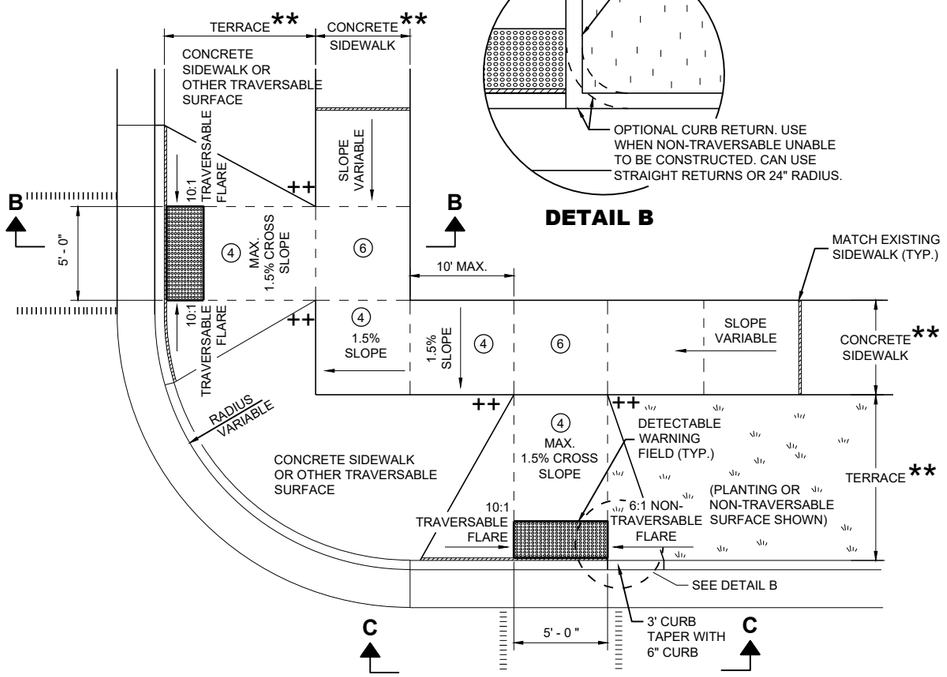
DETAIL A



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.

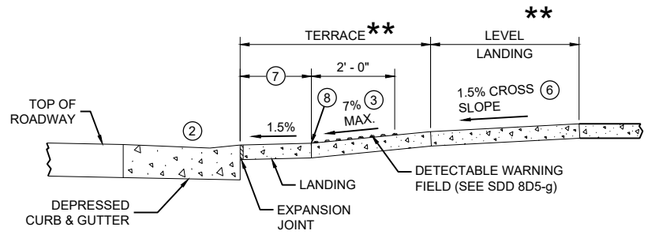
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

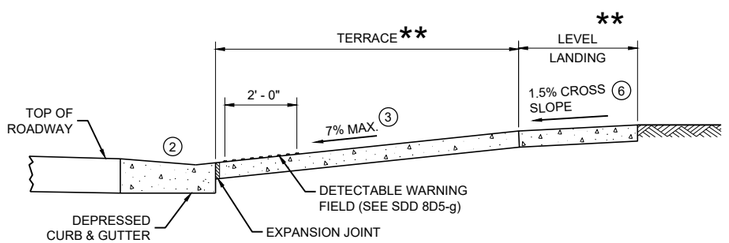


SECTION A - A FOR TYPE 2

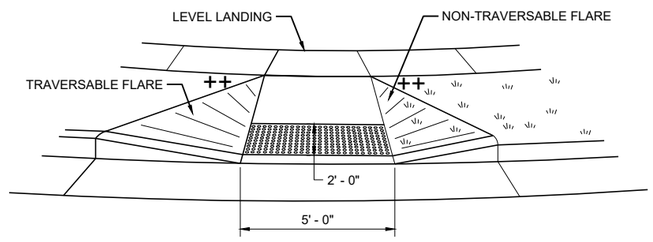
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



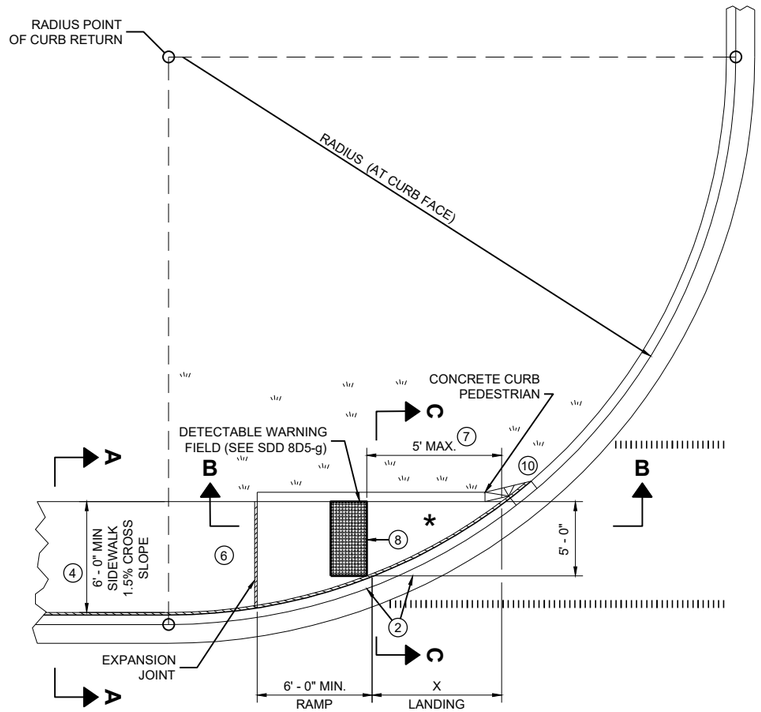
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

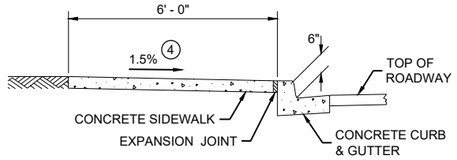


PLAN VIEW

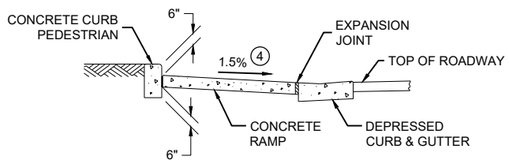
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

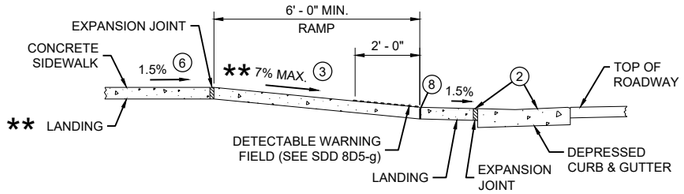
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



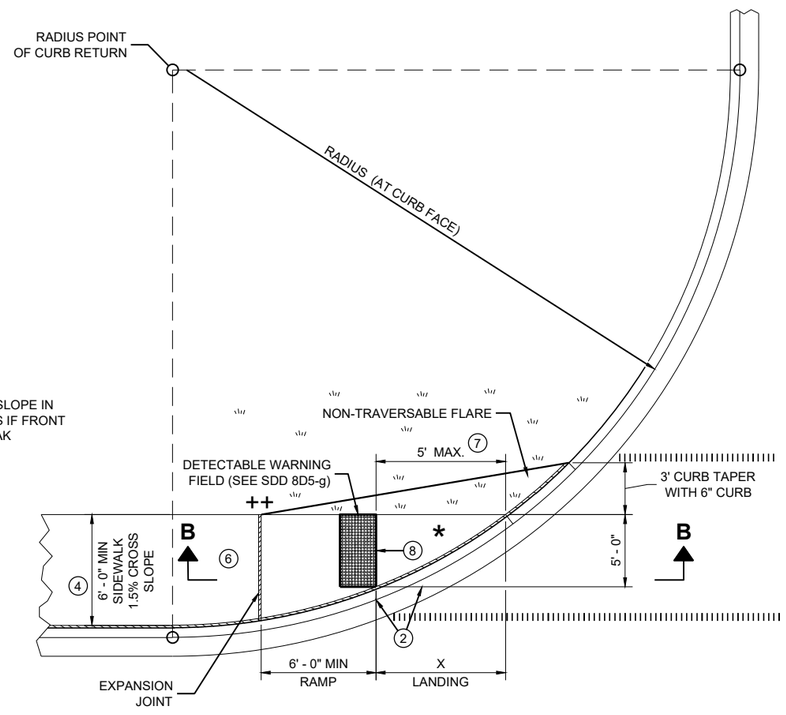
SECTION C - C FOR TYPE 4A



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

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

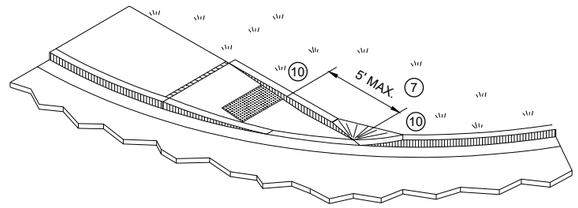
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



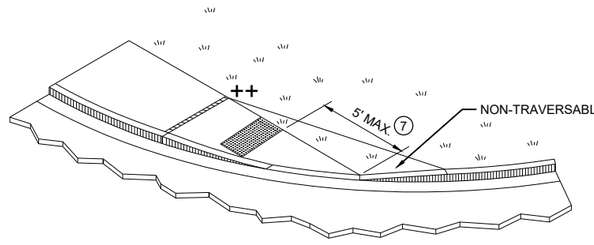
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

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

LEGEND

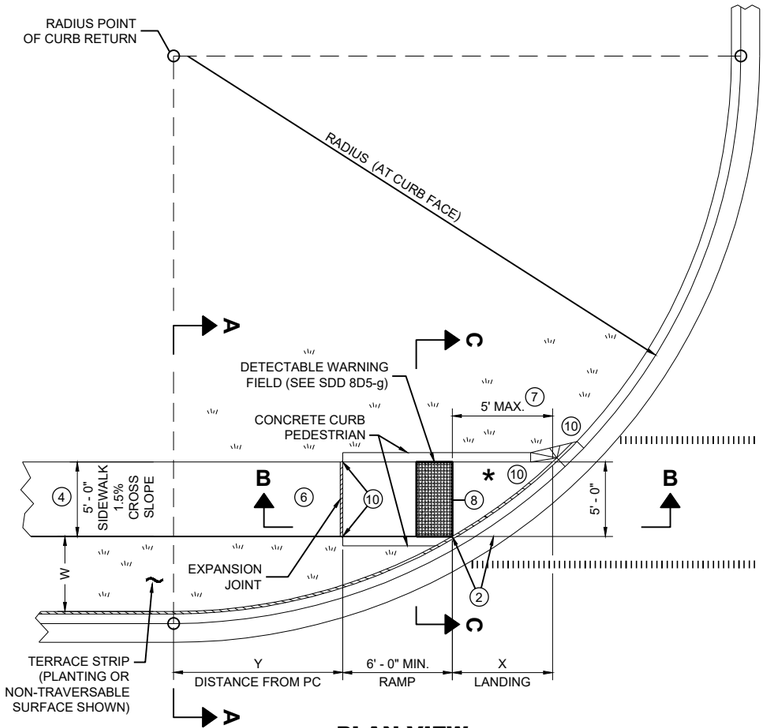
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



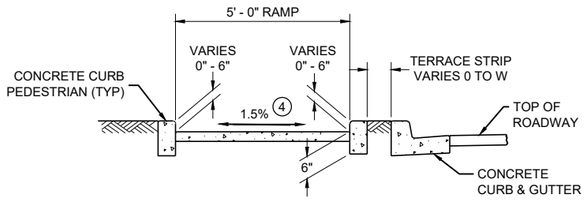
PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

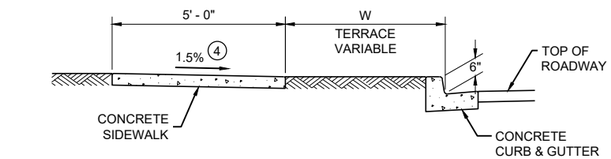
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

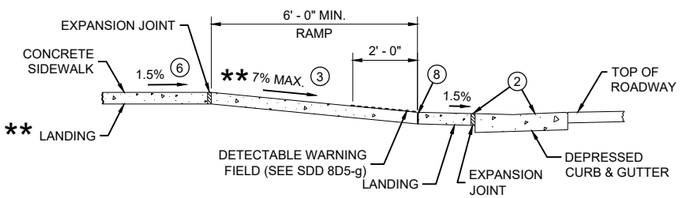
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

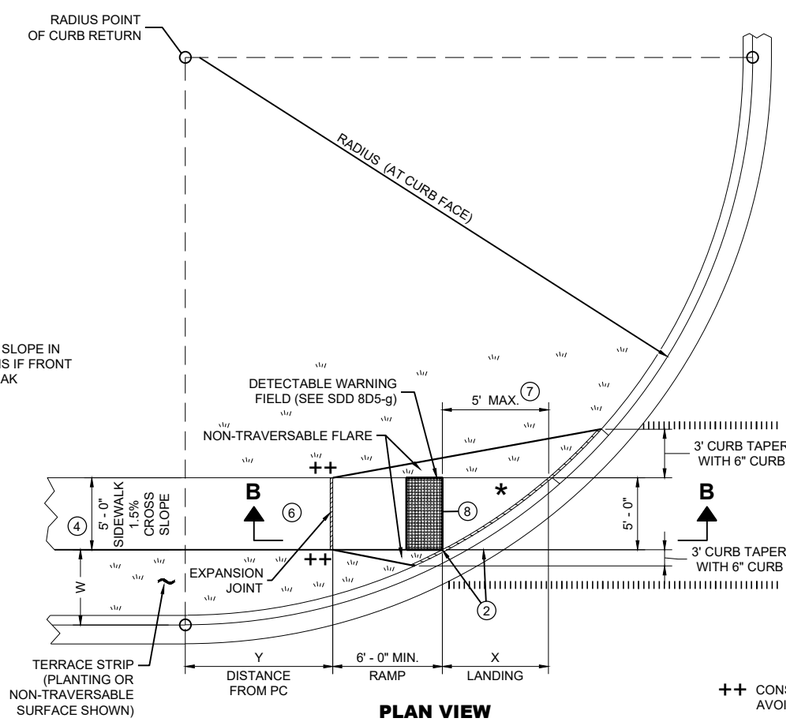


SECTION A - A FOR TYPE 4B



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

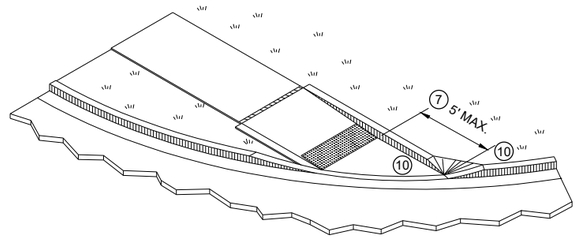
SECTION B - B FOR TYPE 4B AND TYPE 4B1



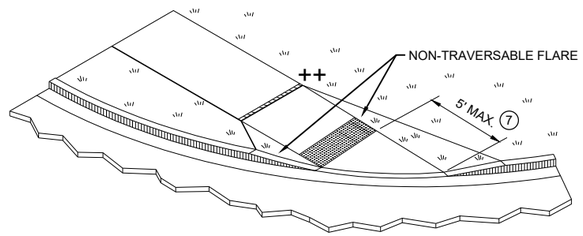
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



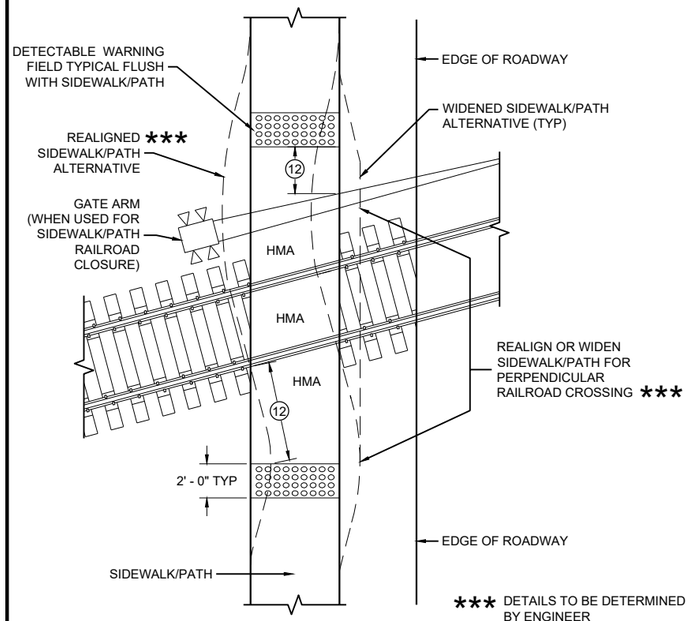
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

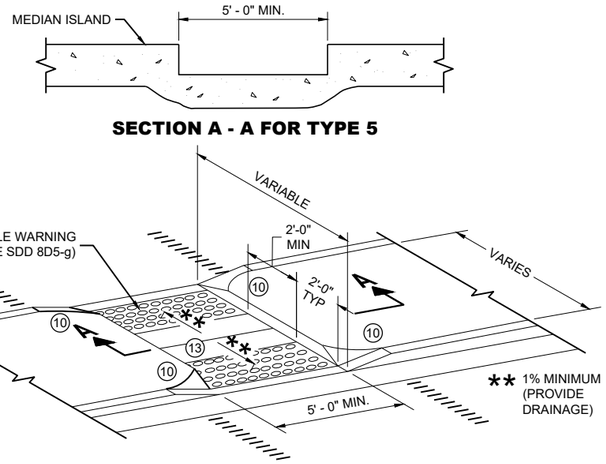
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

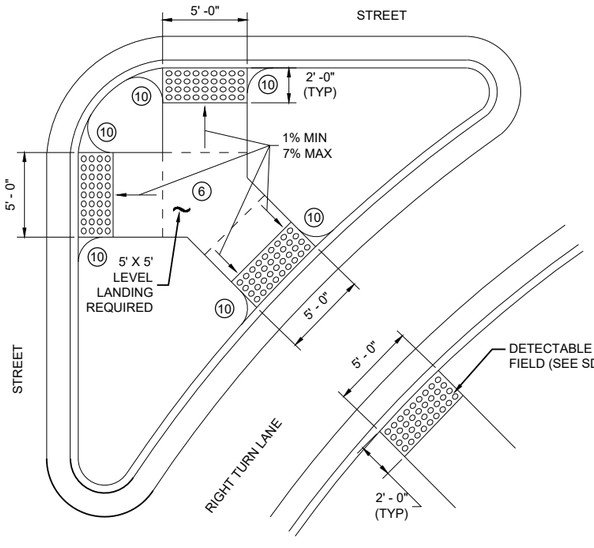
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

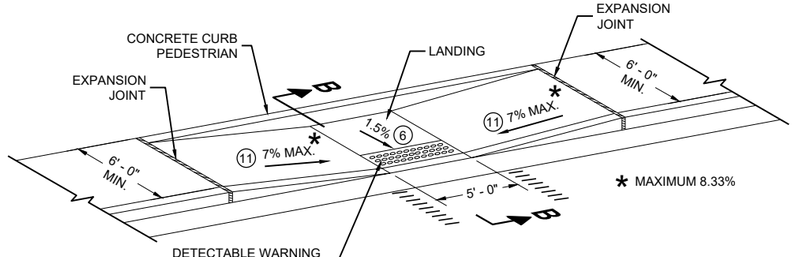
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

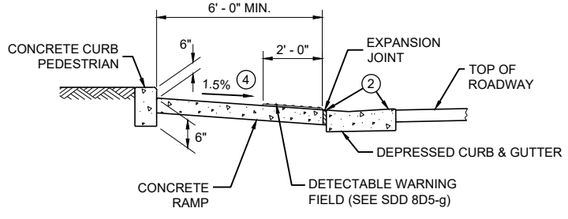
DETECTABLE WARNING AT ISLANDS

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

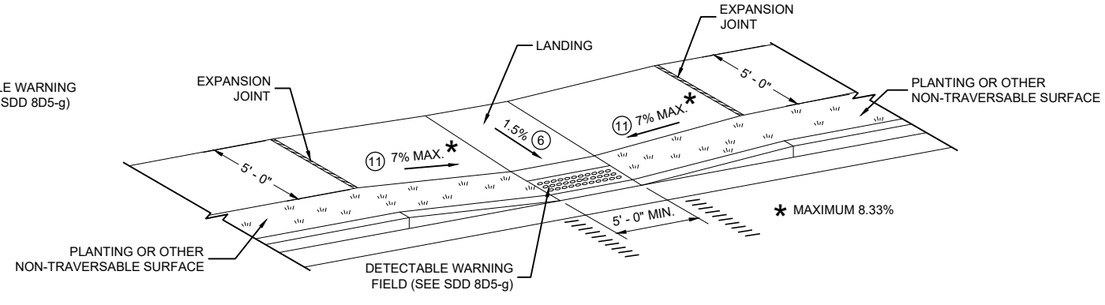


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

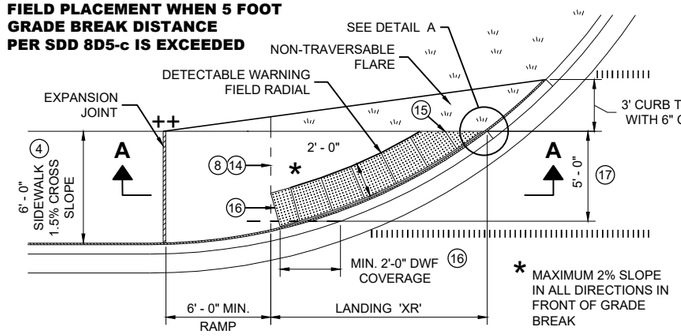
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

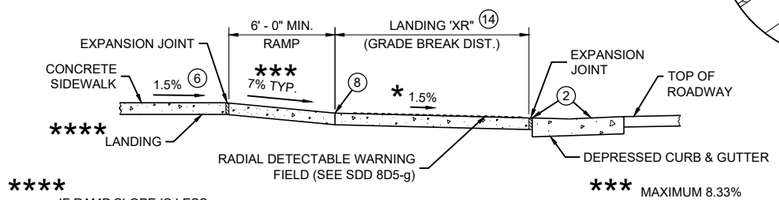
SDD 08D05-21e

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

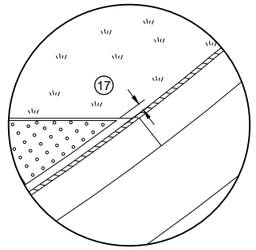


PLAN VIEW

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.

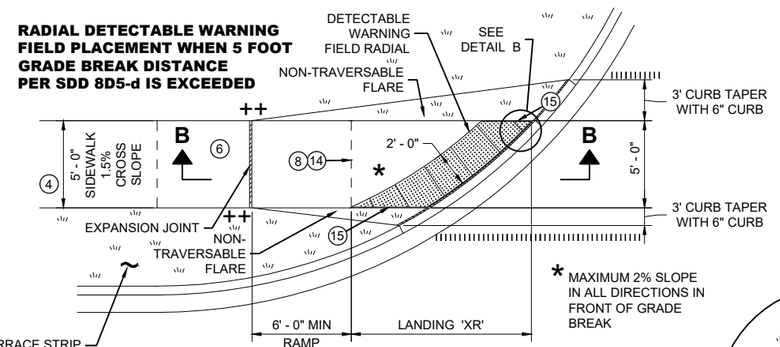
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

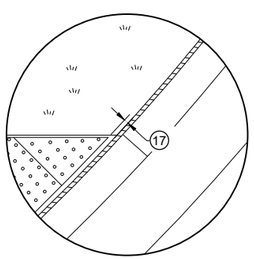
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

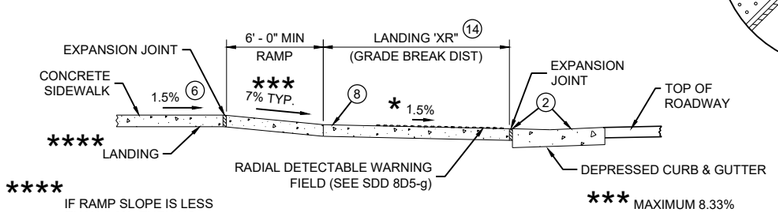


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

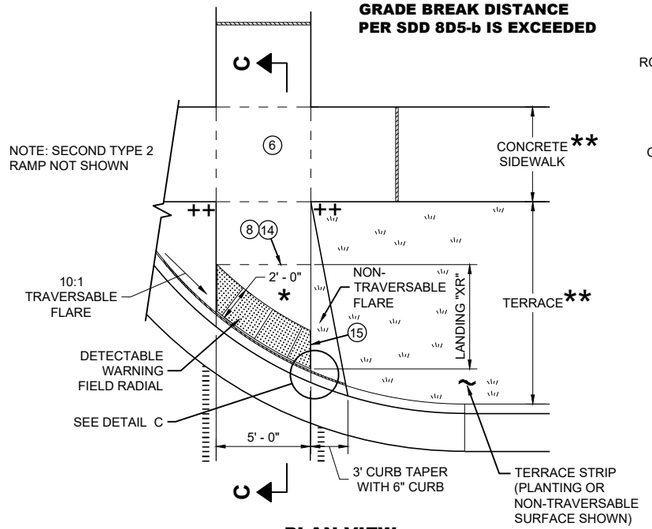


DETAIL B



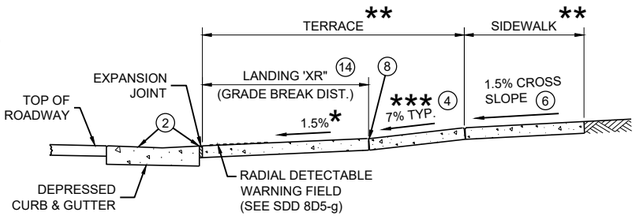
SECTION B - B FOR TYPE 4B1

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

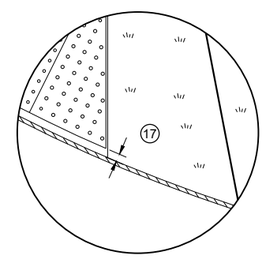


PLAN VIEW

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

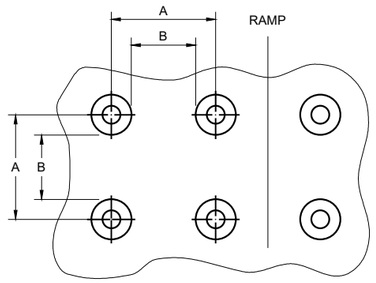
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

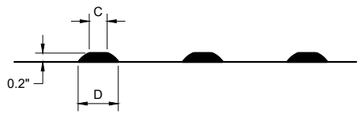
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

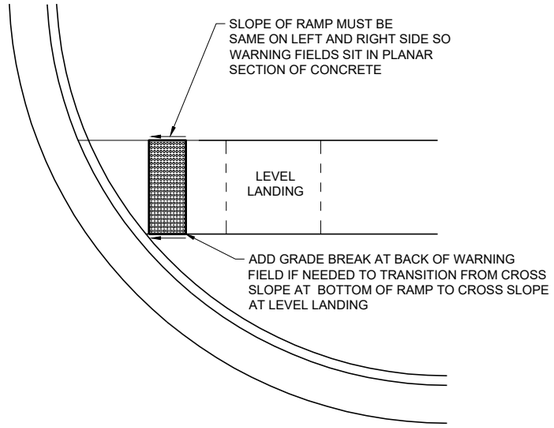
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

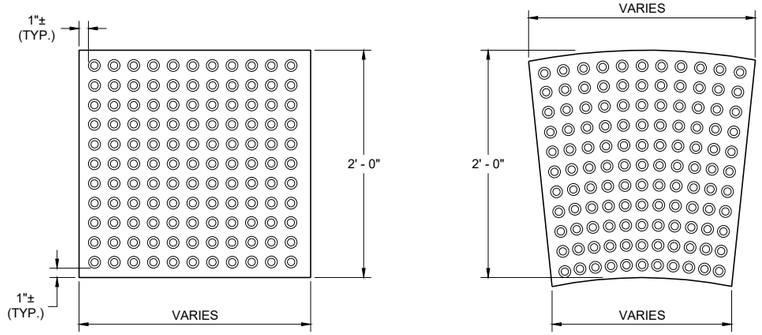
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

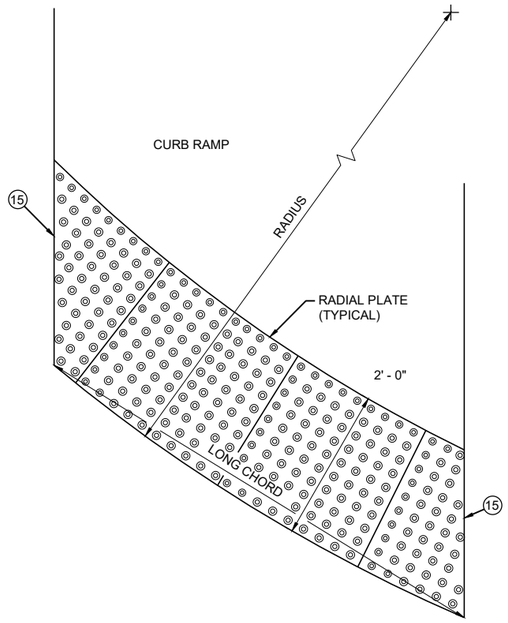
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



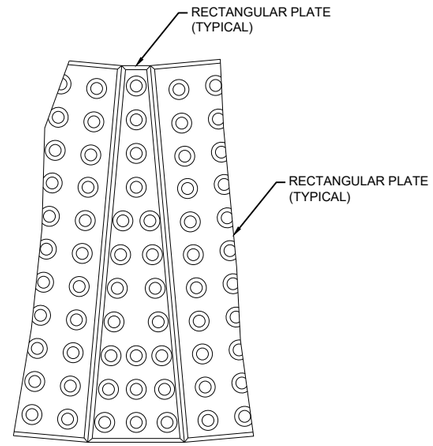
RECTANGULAR PLATES

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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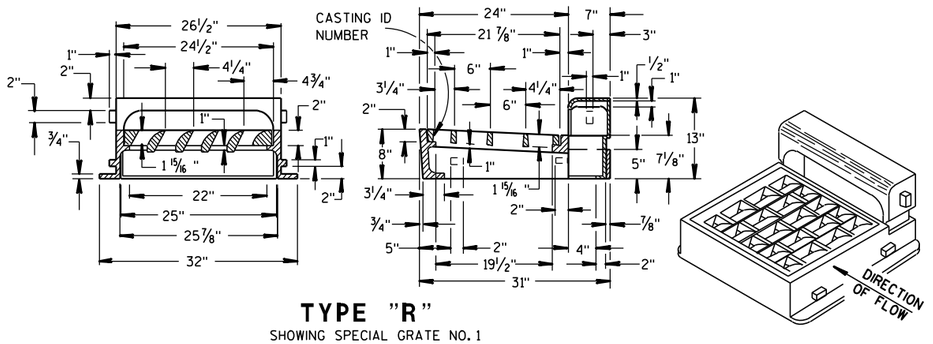
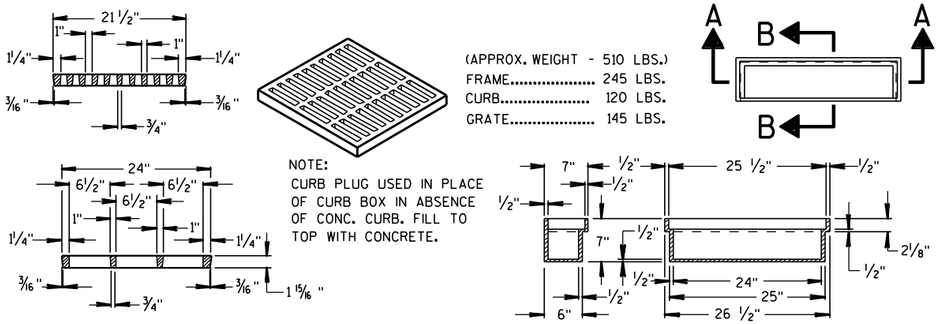
SDD 08D05-21g

INLET COVERS



TYPE "R"

SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.

NOTE:
CURB PLUG USED IN PLACE OF CURB BOX IN ABSENCE OF CONC. CURB. FILL TO TOP WITH CONCRETE.

SECTION B-B SECTION A-A

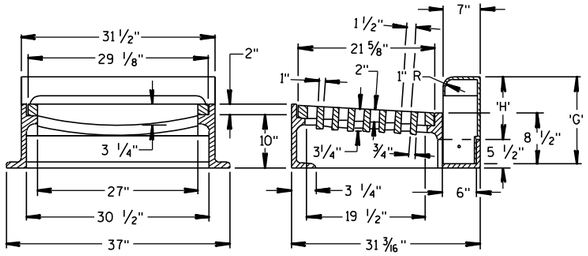
GRATE FOR TYPE "R" INLET COVER

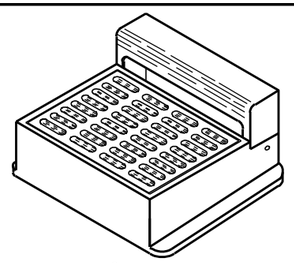
(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

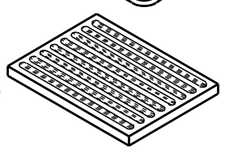
SPECIAL CURB PLUG "P"

(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB
'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB







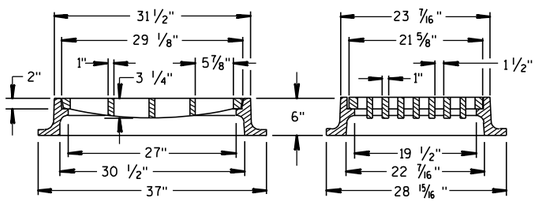
TYPE "W"

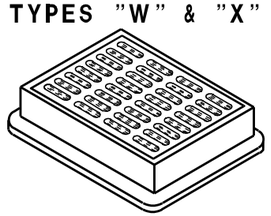
(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.

ALTERNATE GRATE

(FOR EXPRESSWAY RAMPS)

TYPES "W" & "X"

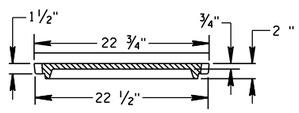




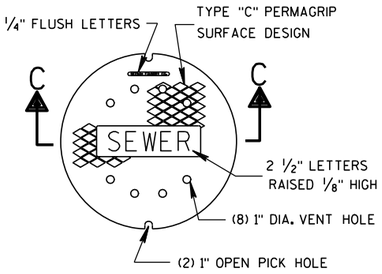
TYPE "X"

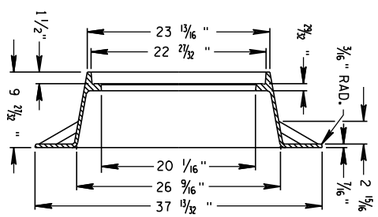
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C

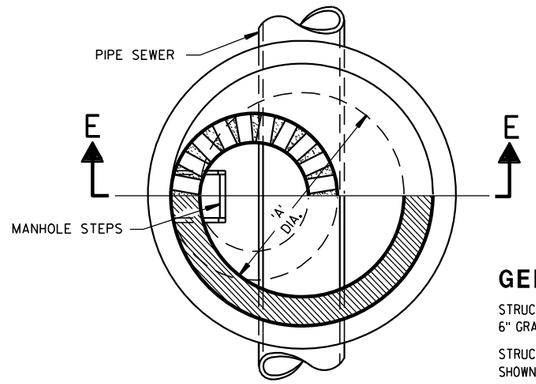




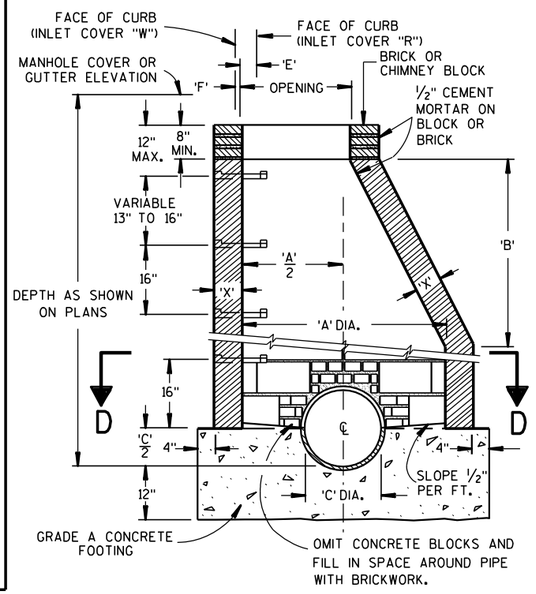
TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

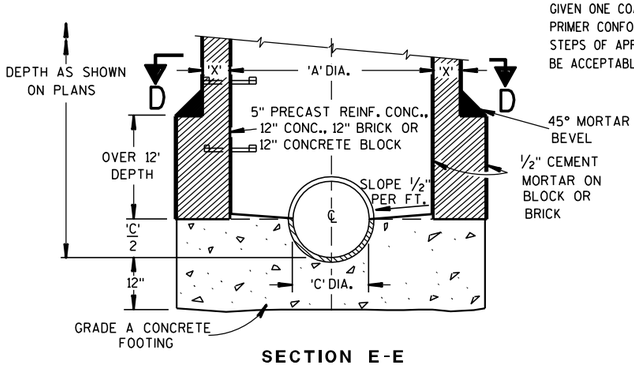
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

TYPE	COVER DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

TABLE OF DIMENSIONS

TYPE	'A'	'B'	'C'
11	3'-6"	2'-8"	12" - 36"*
12	4'-0"	3'-8"	12" - 42"**
13	5'-0"	5'-8"	42" - 48"
14	6'-0"	7'-8"	54" - 60"

* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED 16" ABOVE THE BENCH.

GENERAL NOTES

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK, 6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6" W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF 3/4 INCH HIGH BY 3/4 INCH WIDE HAVING A MINIMUM THICKNESS OF 5/8 INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

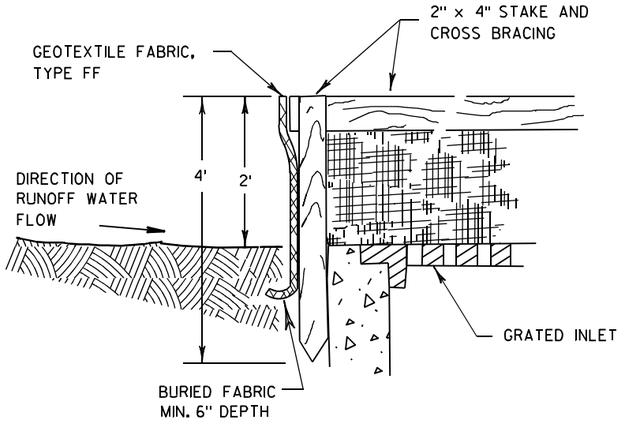
MANHOLES, MANHOLE & INLET COVERS

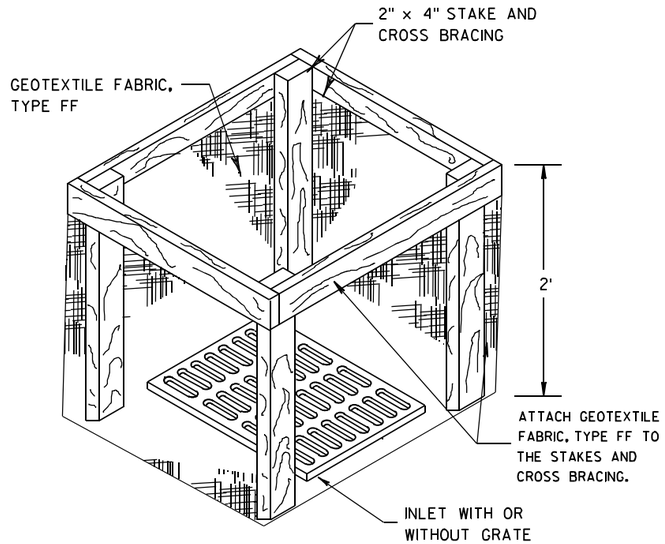
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
FHWA

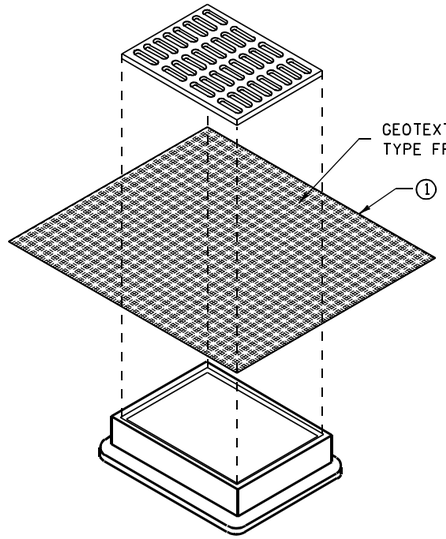
6

S.D.D. 8 D 17-6



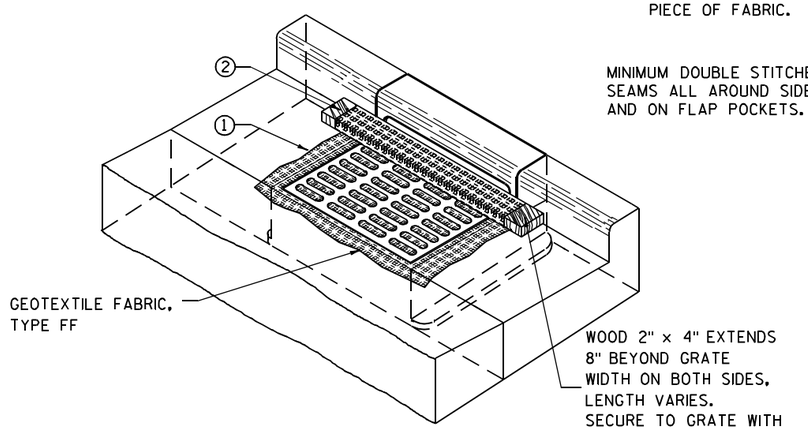


INLET PROTECTION, TYPE A

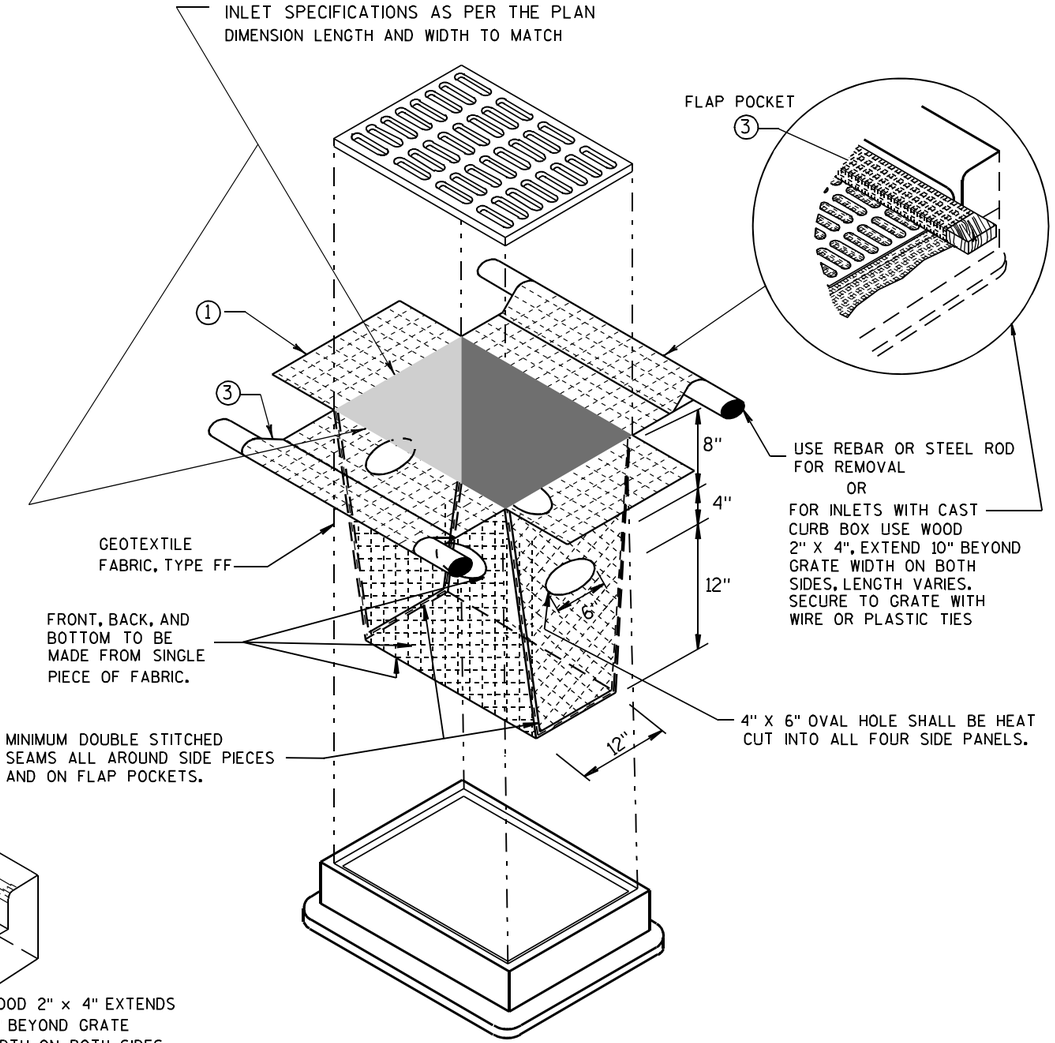


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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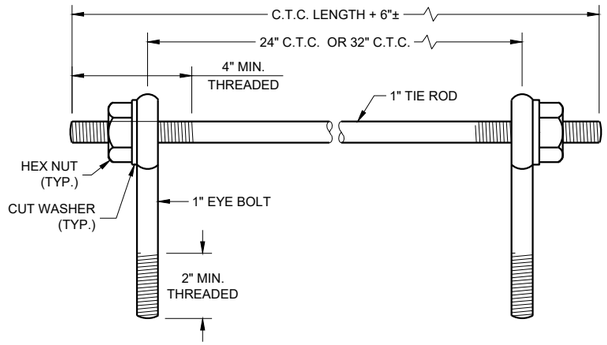
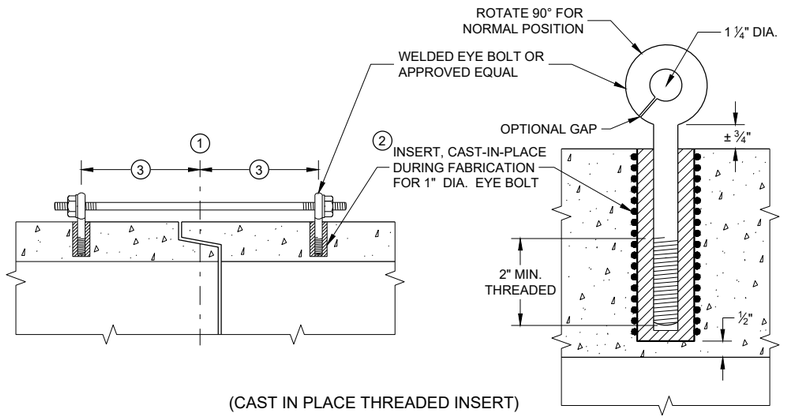
S.D.D. 8 E 10-2



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.

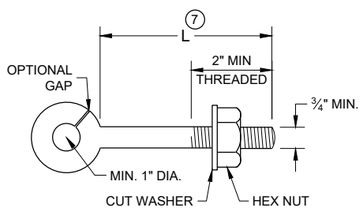
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

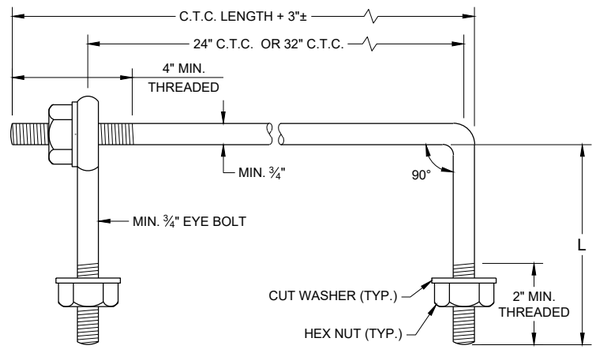
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

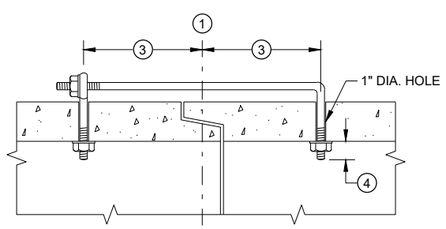


EYE BOLT (7)

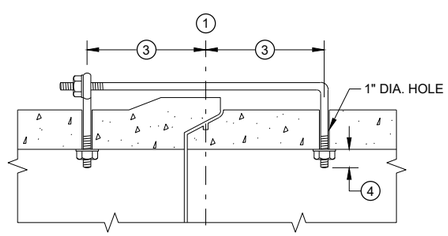
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

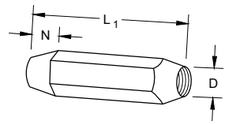
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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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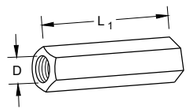
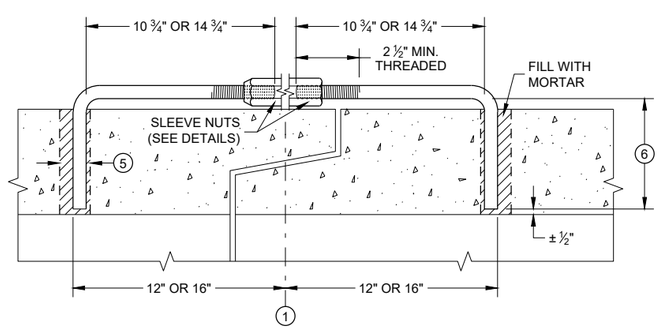


PLAIN

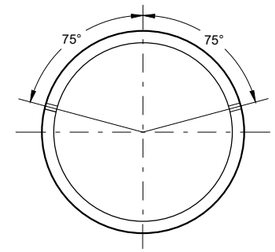
RIGHT AND LEFT THREADS

SLEEVE NUTS



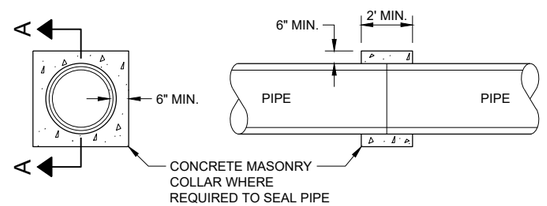
LONGITUDINAL SECTION

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

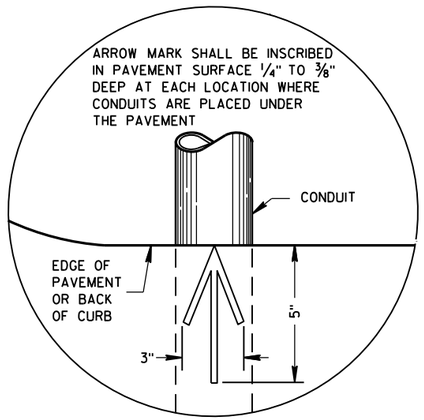
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

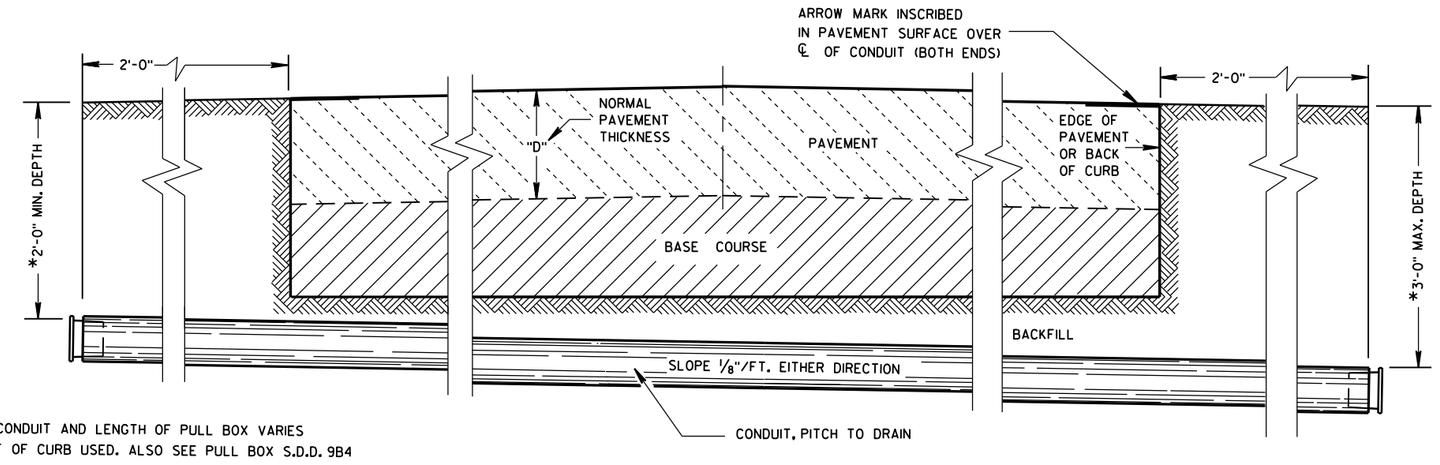
SDD 08F04 - 08

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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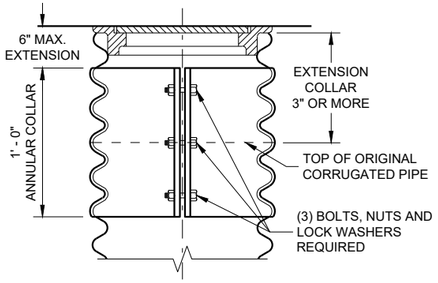
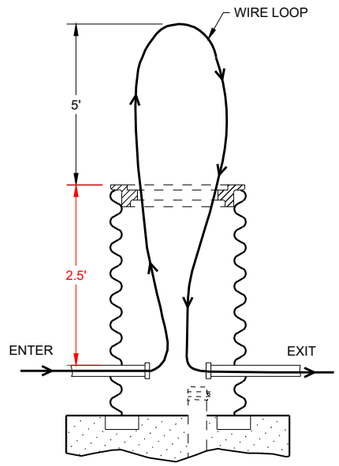
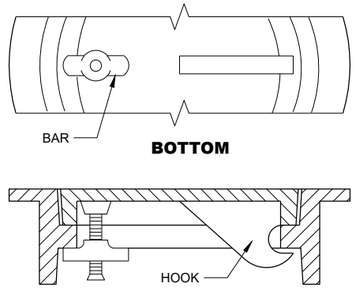
S.D.D. 9 B 2-10



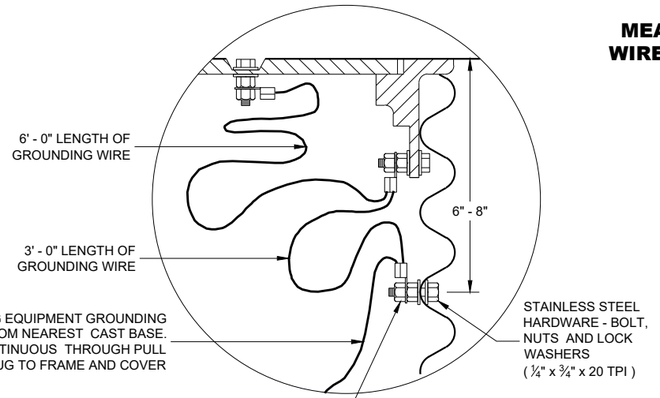
CORRUGATED PIPE EXTENDER



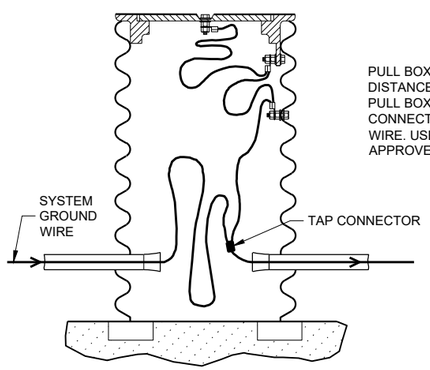
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

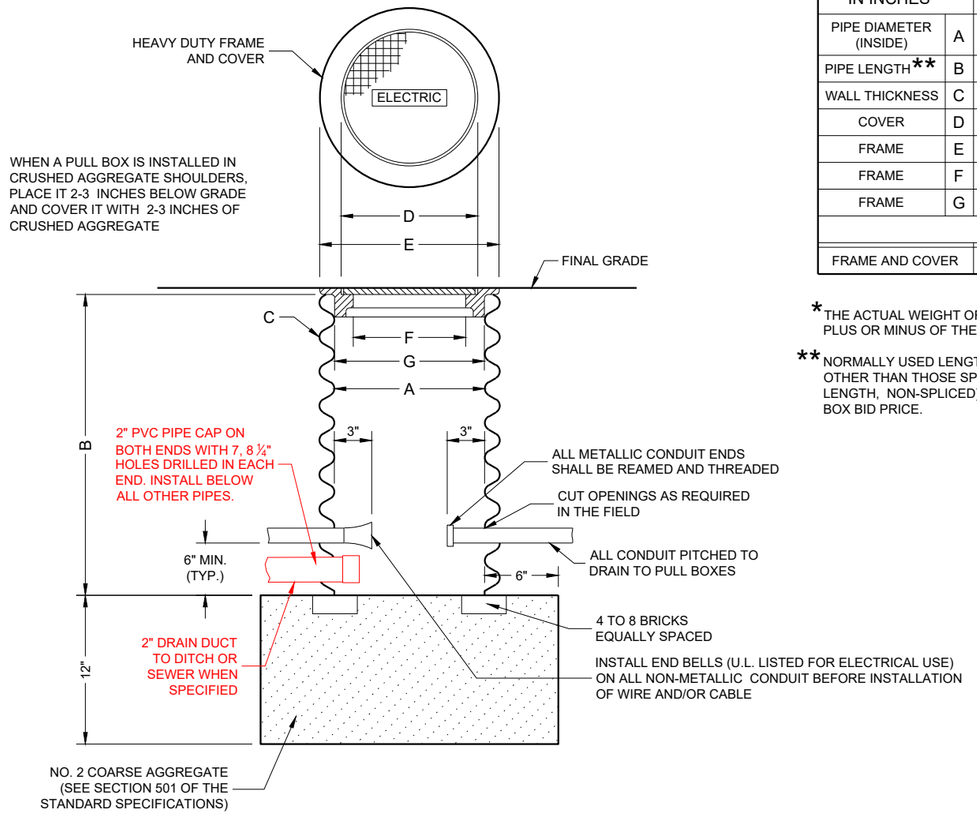


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

FHWA

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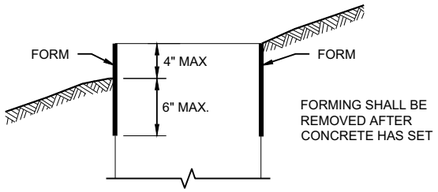
SDD 09B04-12

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.

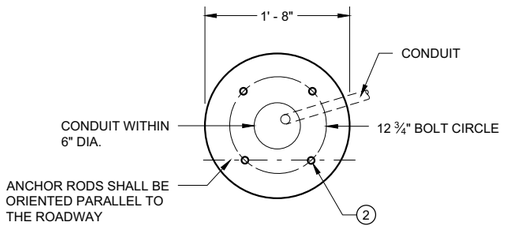
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

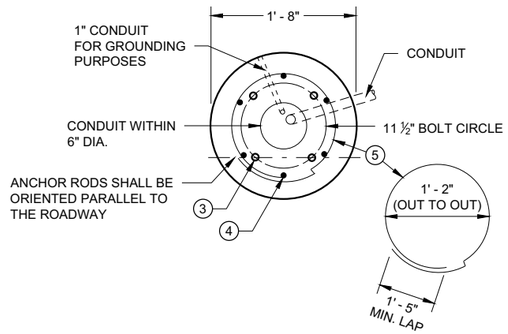
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

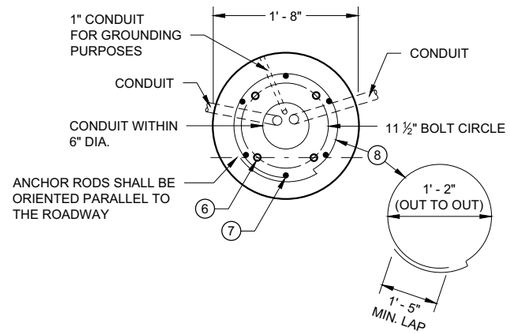
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

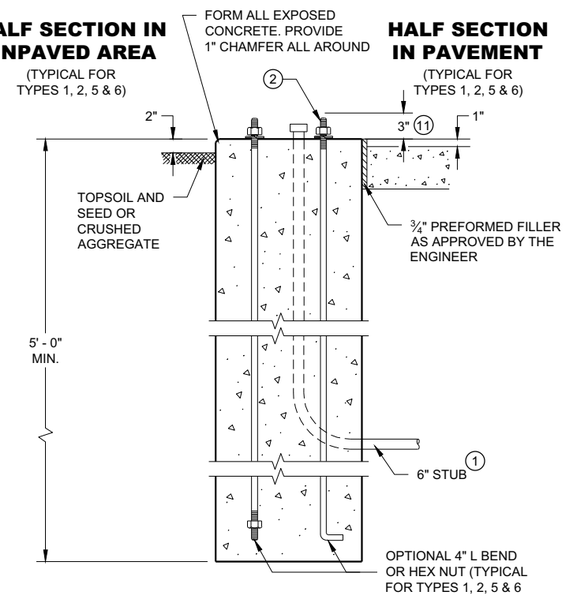
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

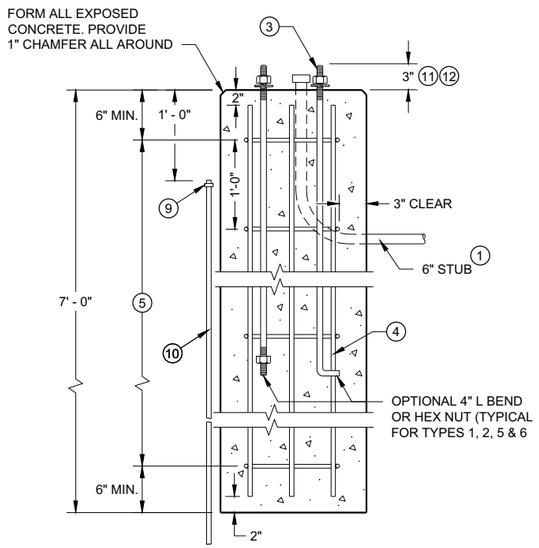
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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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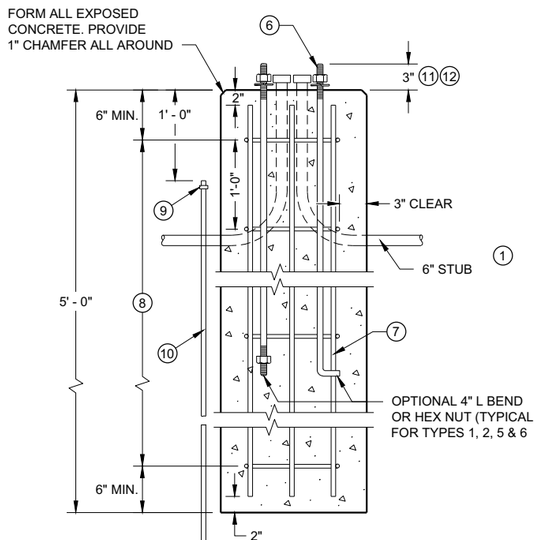


TYPE 5 & 6

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

6
SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

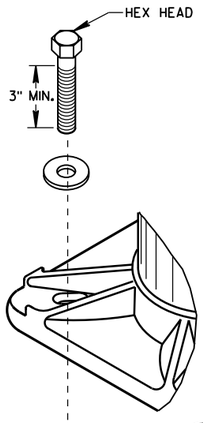
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

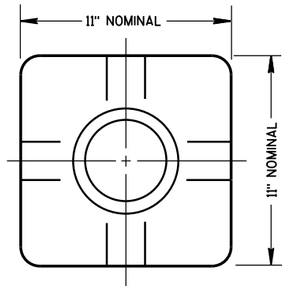
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

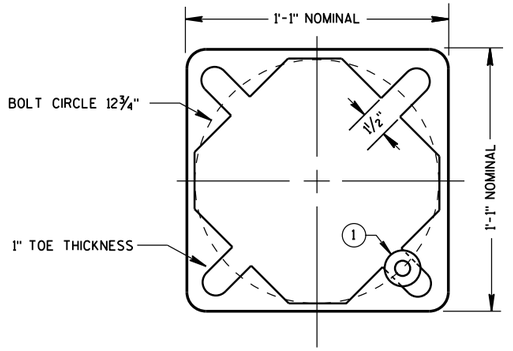
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

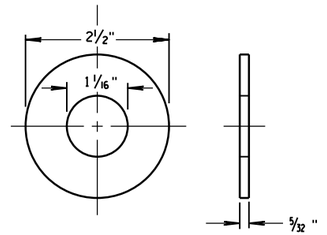




TOP VIEW
(PEDESTAL BASE)

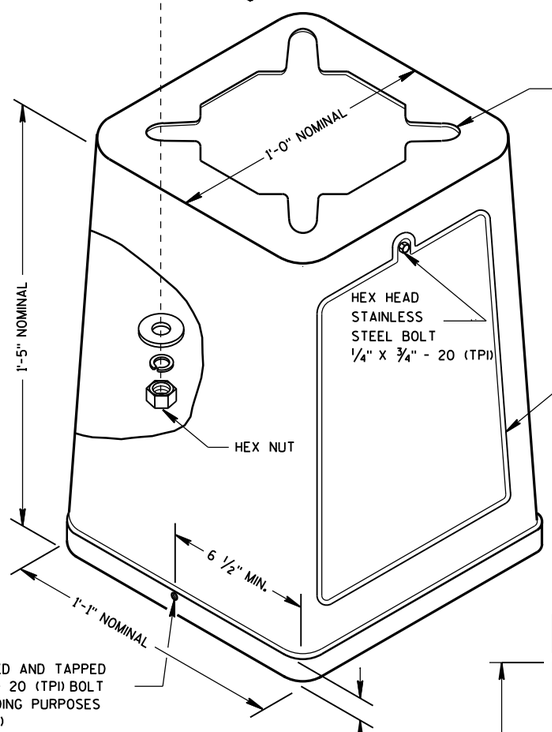


BOTTOM VIEW
(PEDESTAL BASE)

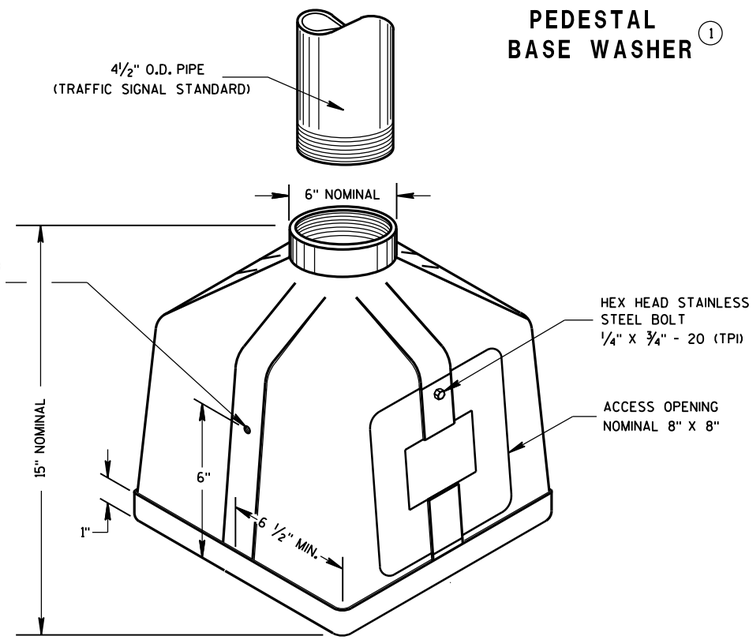


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

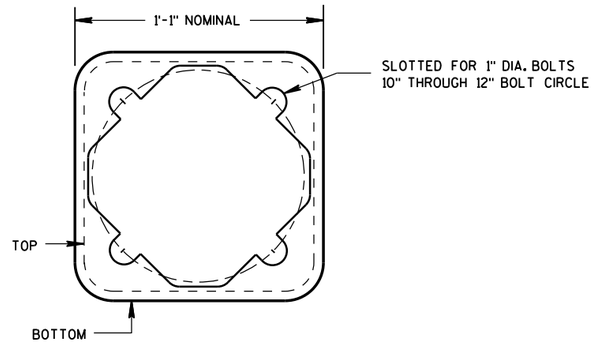


ISOMETRIC VIEW

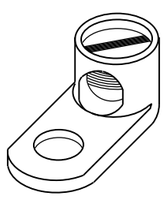


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

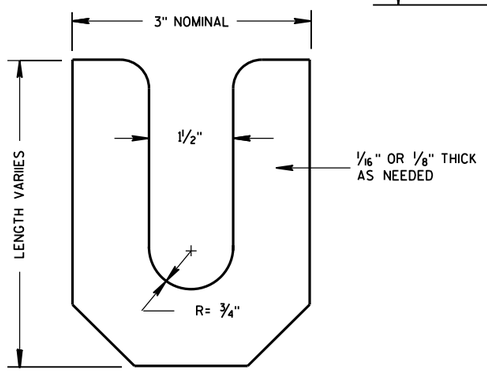


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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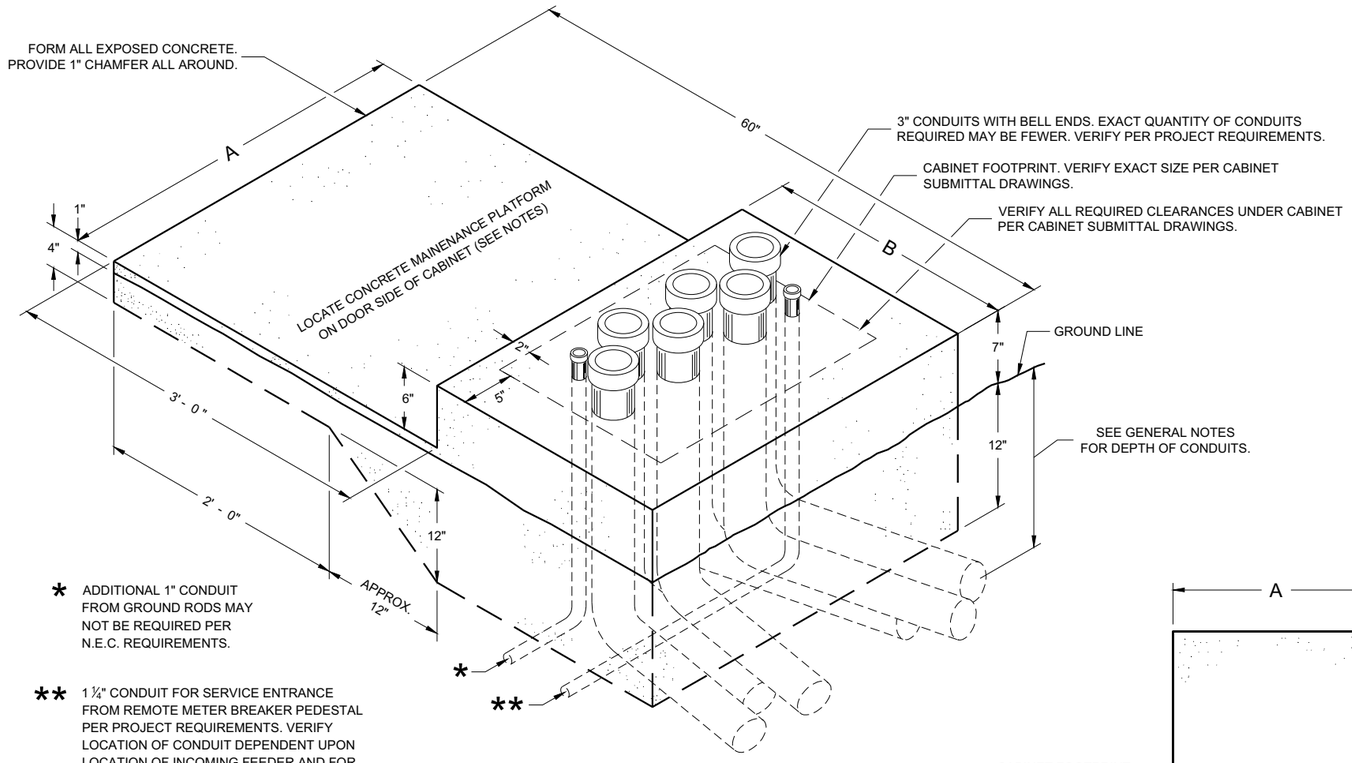
S.D.D. 9 C 3-4



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

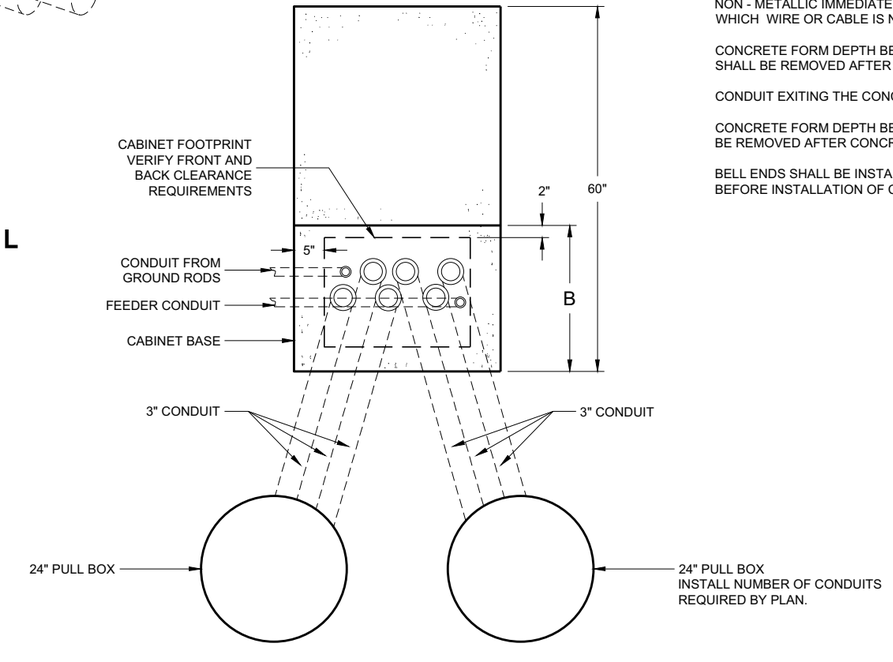
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

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



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

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

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 152

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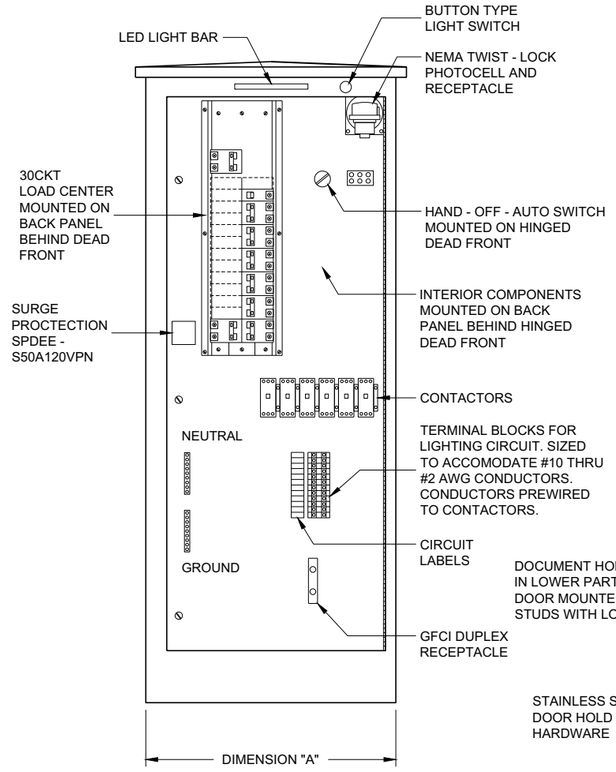
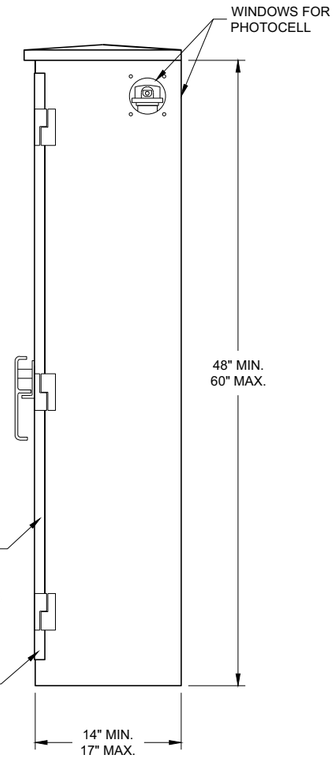
FRONT INTERIOR ELEVATION



SIDE VIEW



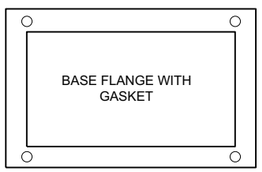
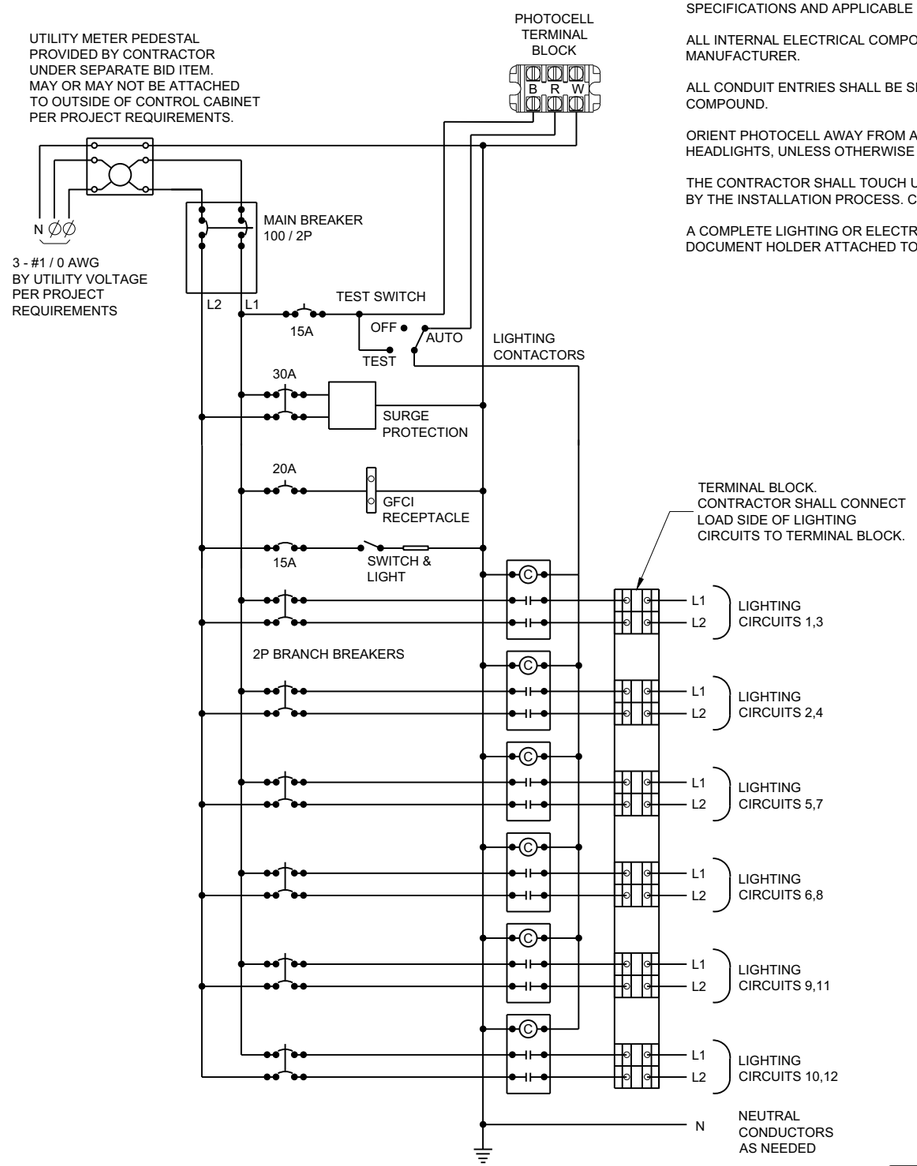


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

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

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

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

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

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

LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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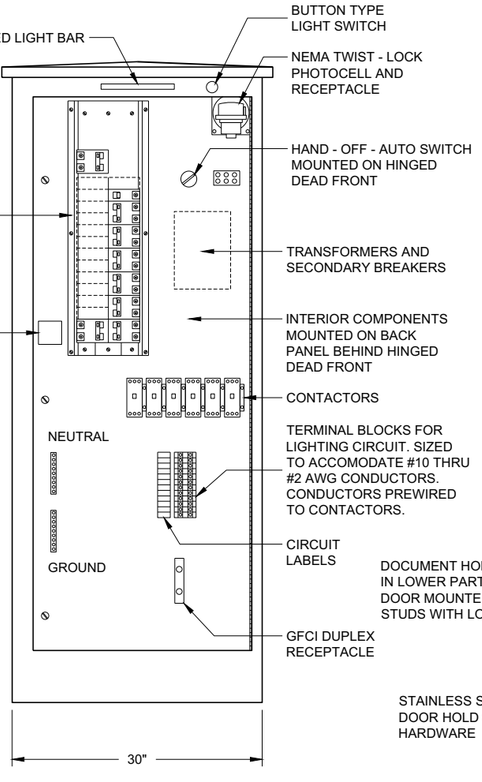
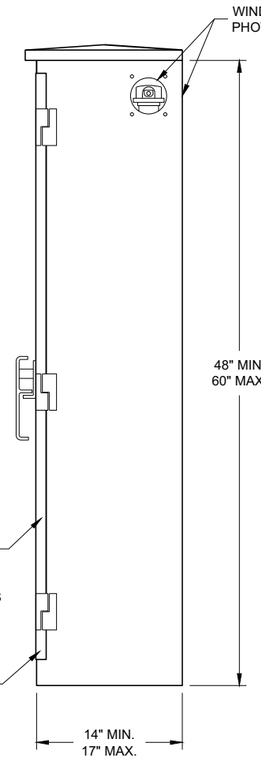
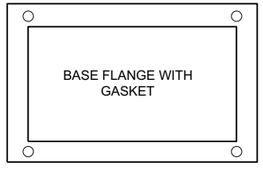
SDD 09D04 - 03

FRONT INTERIOR ELEVATION

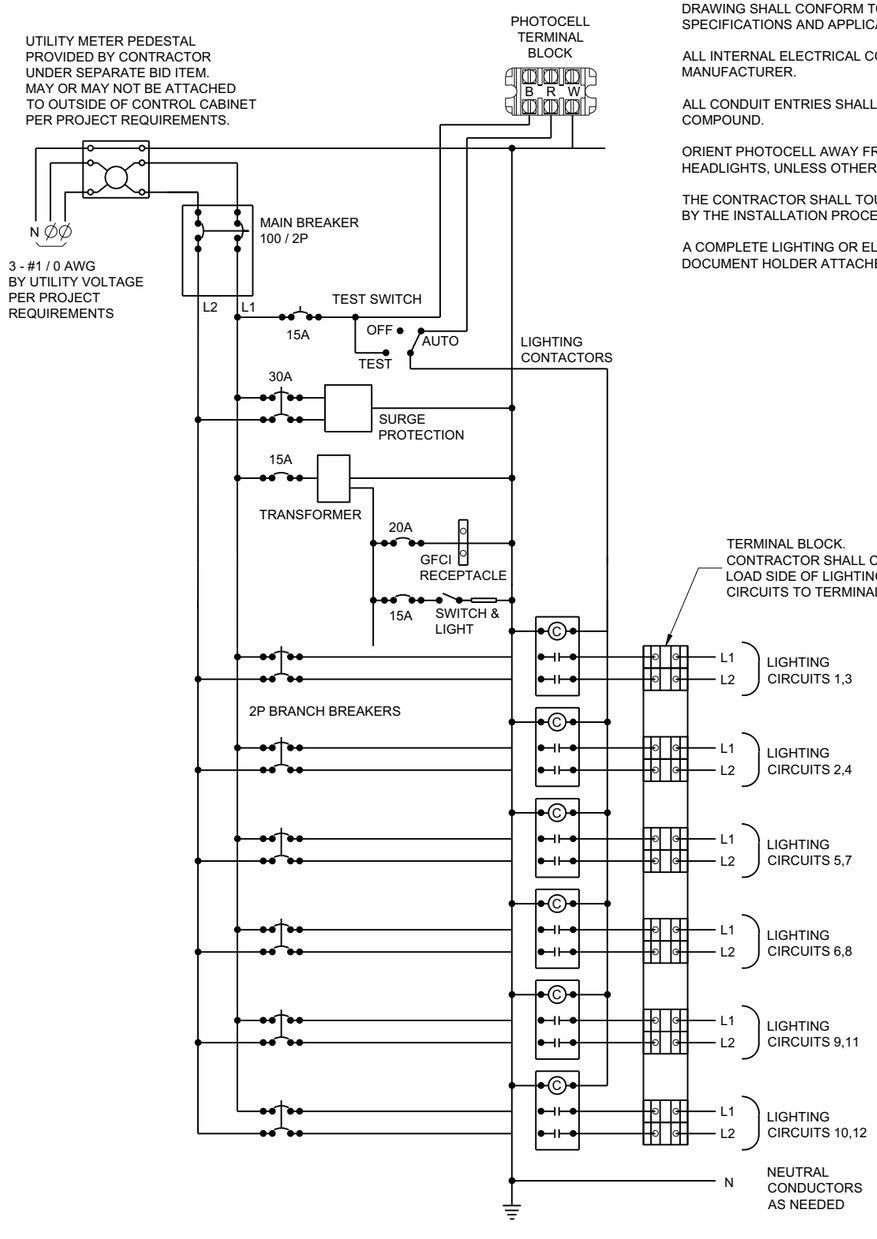


SIDE VIEW





LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

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

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

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

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

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

L30
LIGHTING CONTROL CABINET 240 / 480 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2018
DATE

/S/ Ahmet Demirbilek
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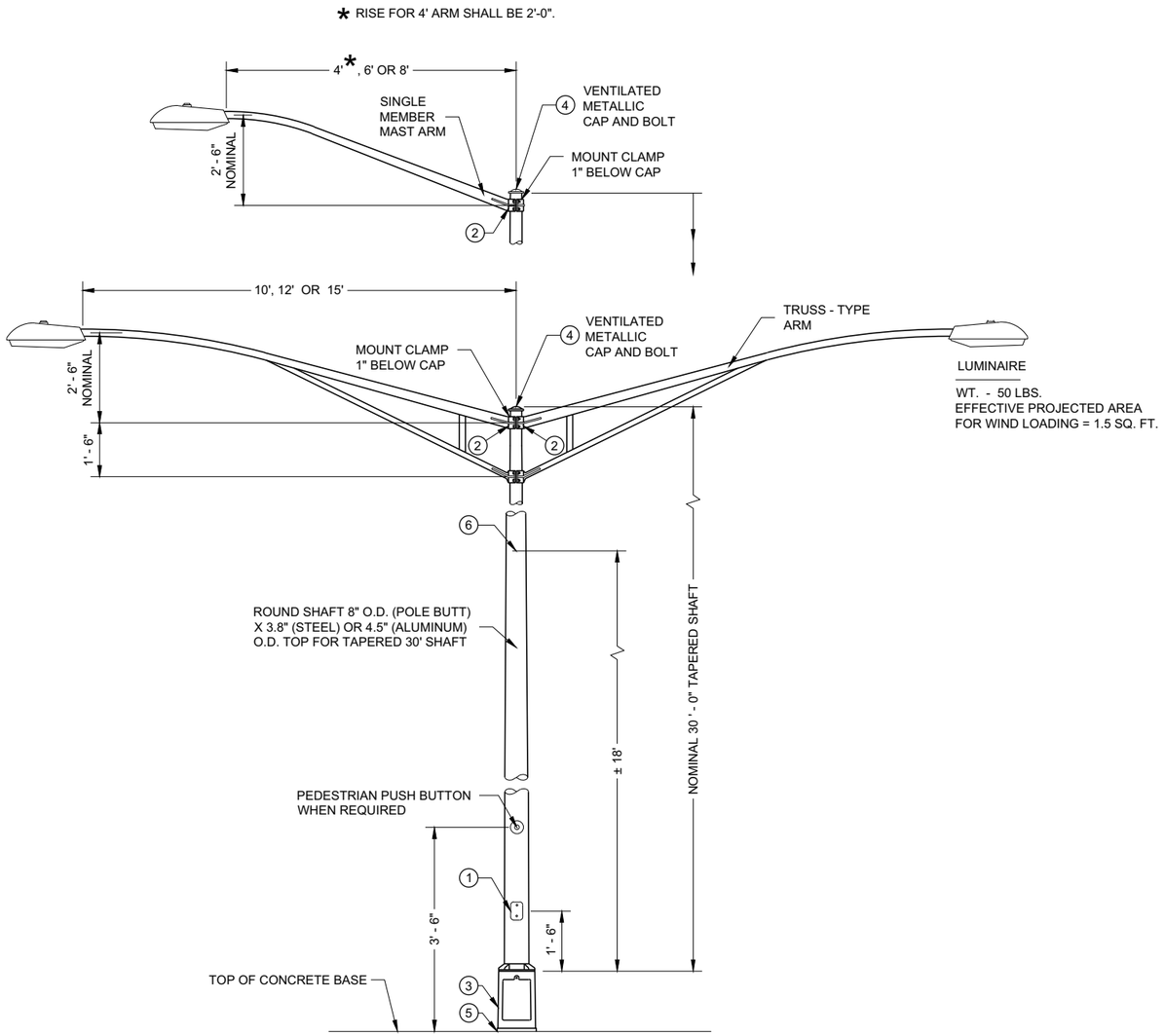


TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

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.

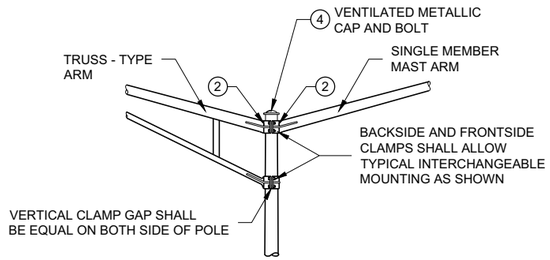
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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)

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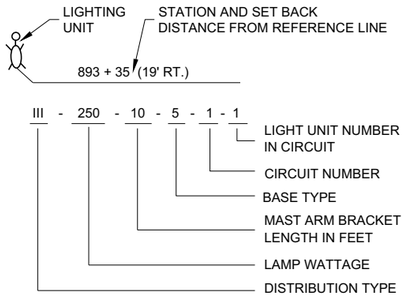
GENERAL NOTES

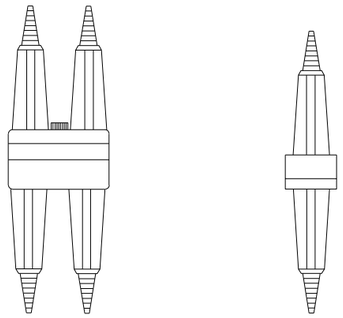
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

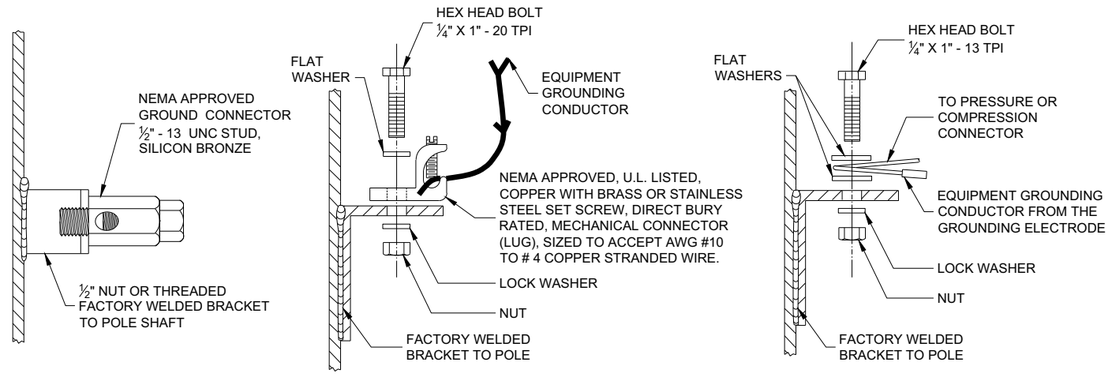


LIGHTING UNIT CODE
(TYPICAL)

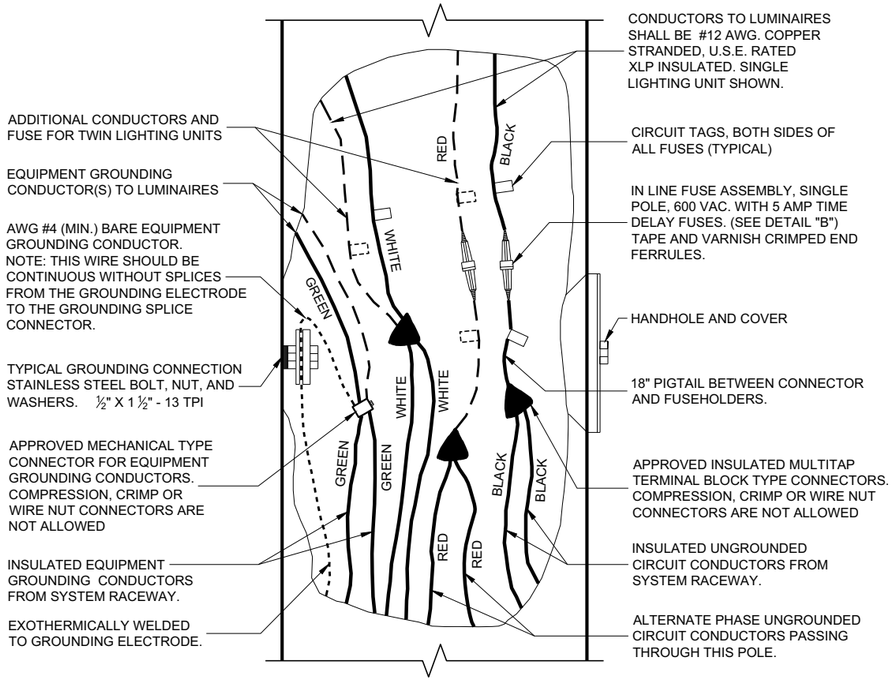


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

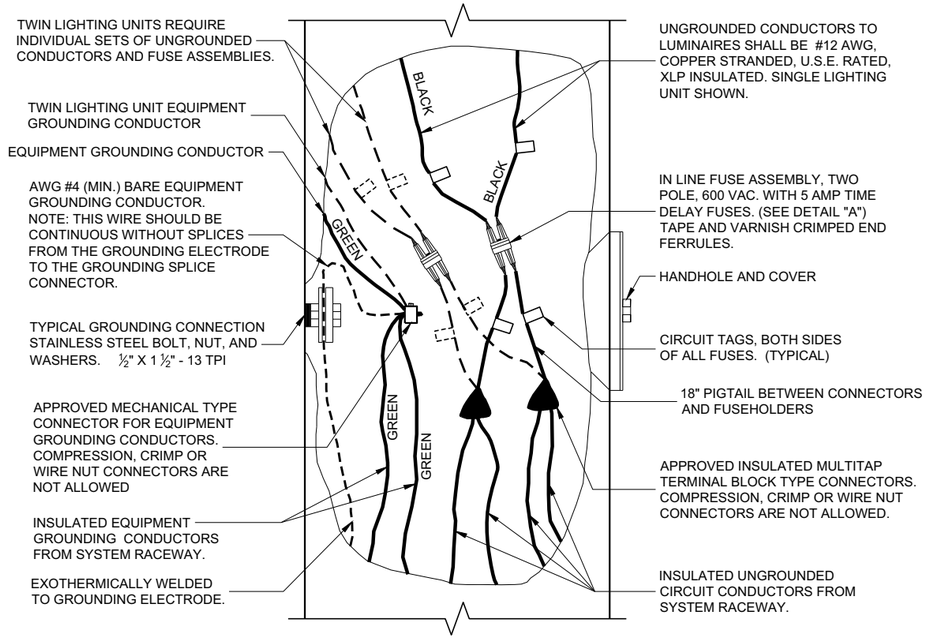
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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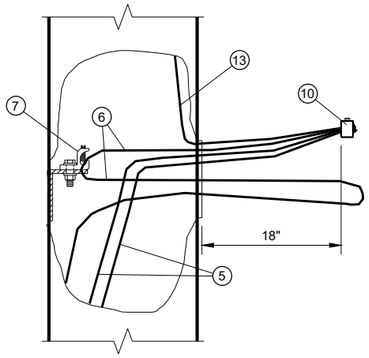
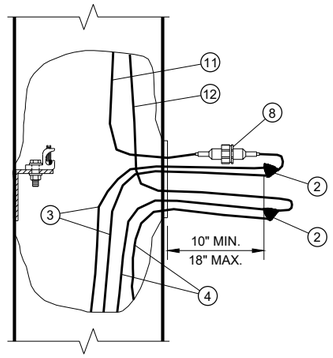
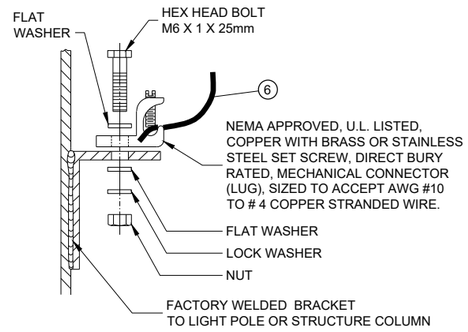


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

GENERAL NOTES

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

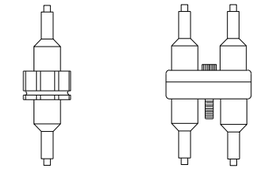
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



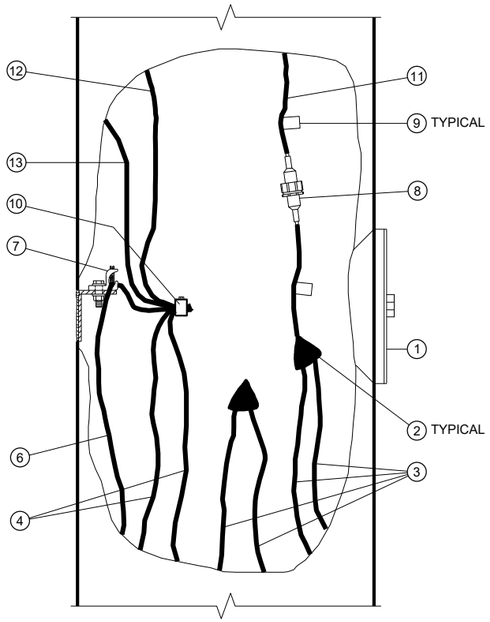
1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

CONDUCTOR COLOR CODES

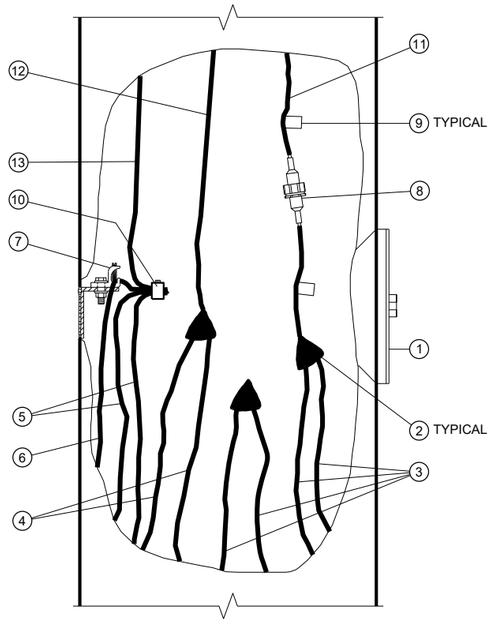
KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



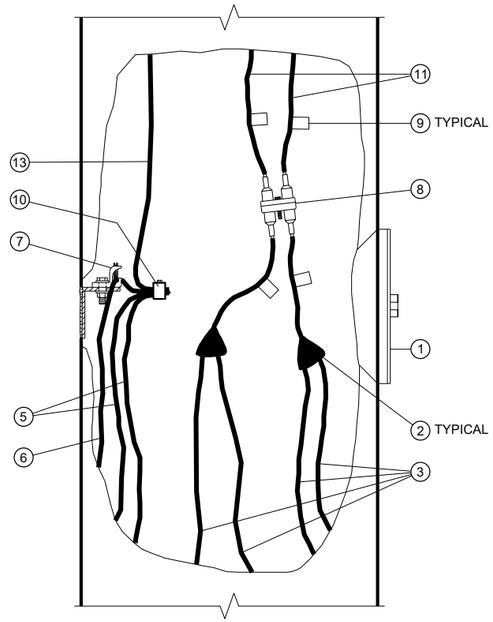
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-ϕ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-ϕ SHOWN; 3-ϕ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE TO PHASE SYSTEMS
1-ϕ SHOWN; 3-ϕ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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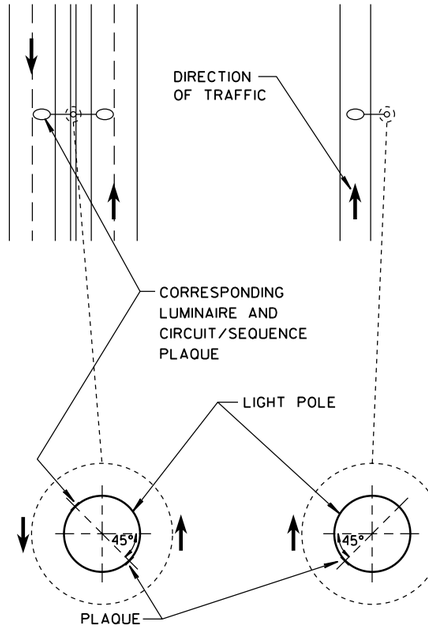


MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

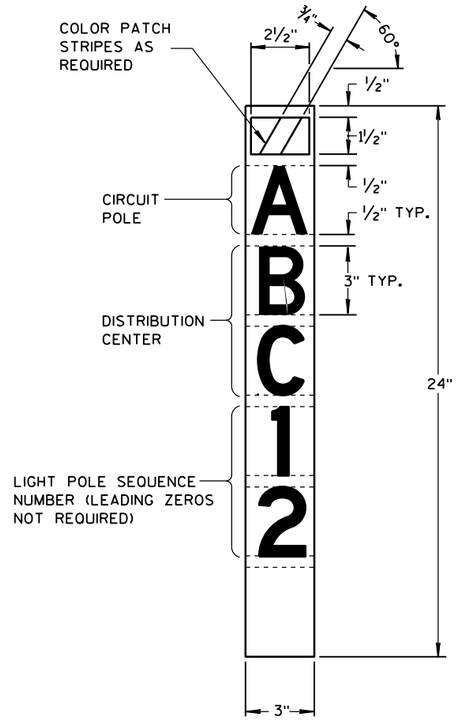
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 DATE
/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA

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GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

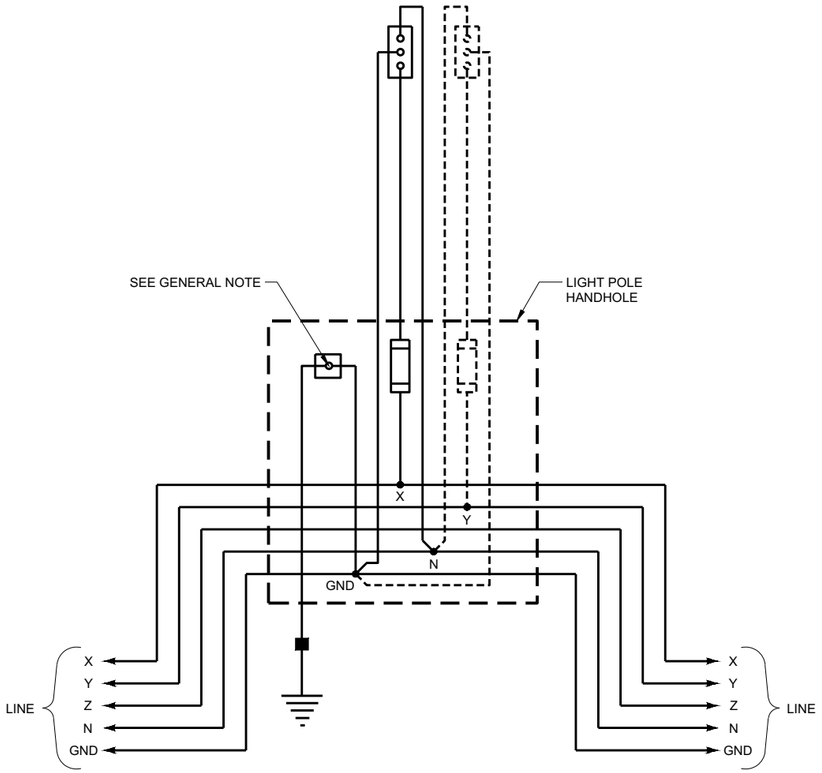
THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLD GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

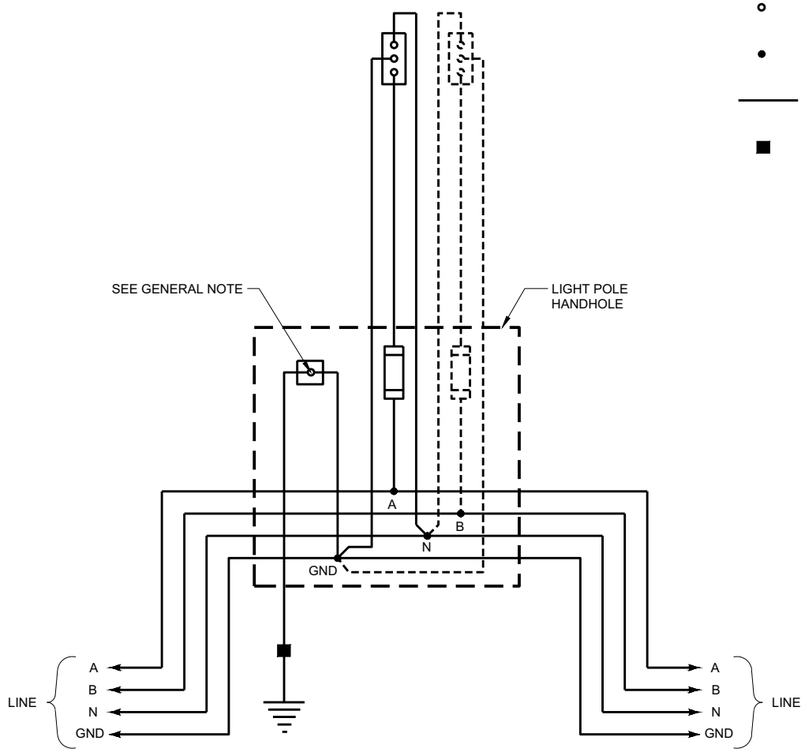
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
3 - ϕ 208Y / 120VAC OR 480Y / 277VAC 4 WIRE



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
1 - ϕ 120 / 240VAC OR 240 / 480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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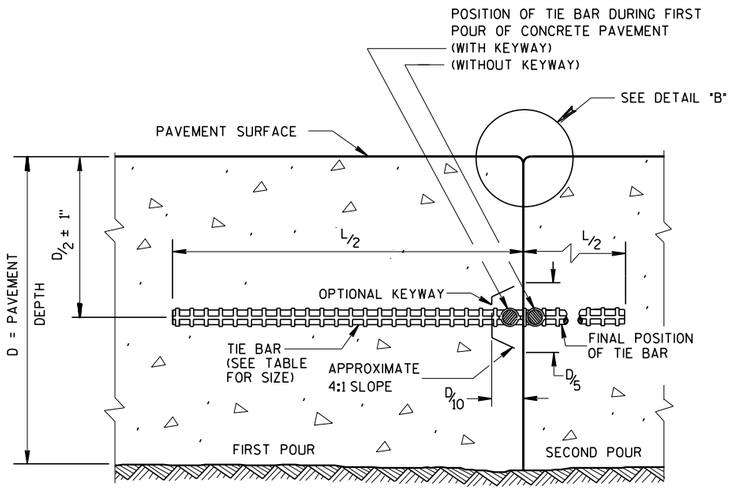
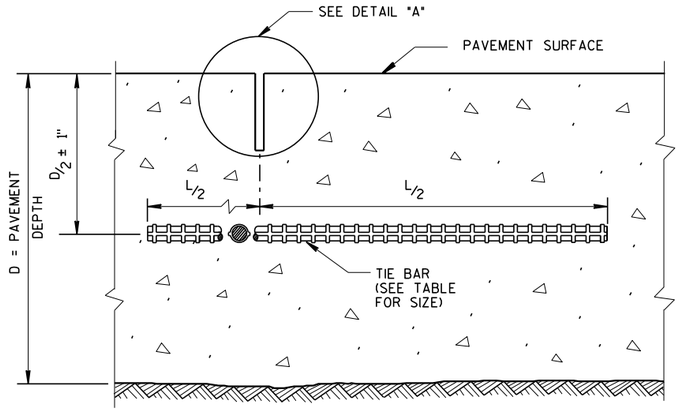


CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

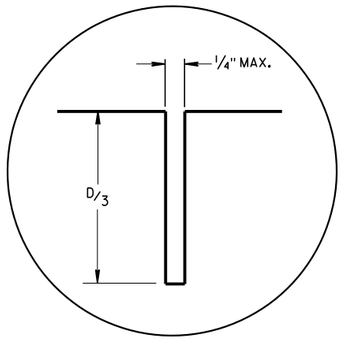
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

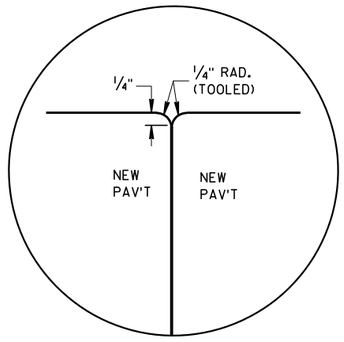
PLAN VIEW

SECTION A-A

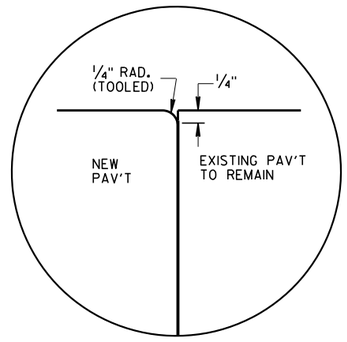
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



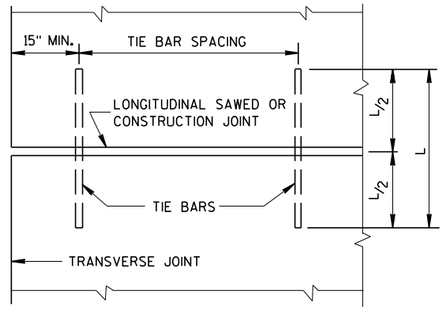
DETAIL "C"

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp, PE
PAVEMENT SUPE
FHWA

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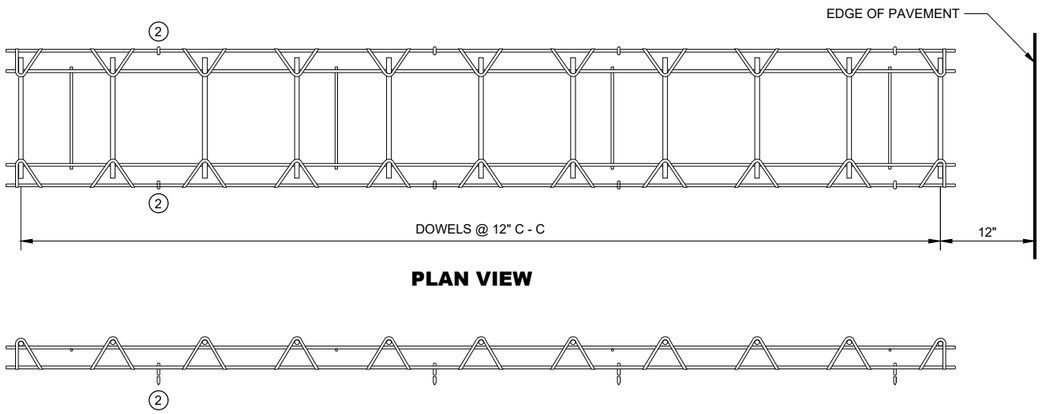
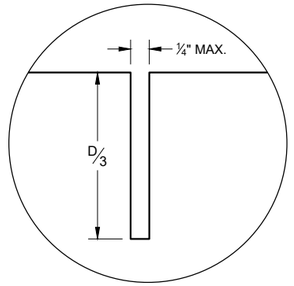
S.D.D. 13 C 1-19



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

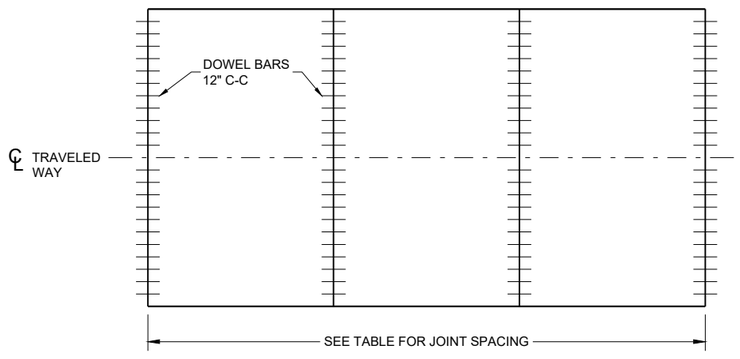
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

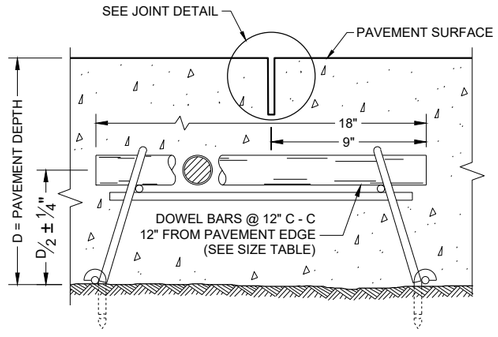
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



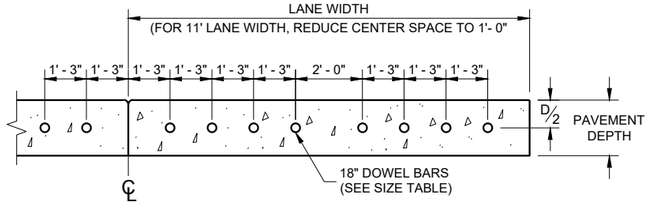
CONTRACTION JOINT LOCATIONS



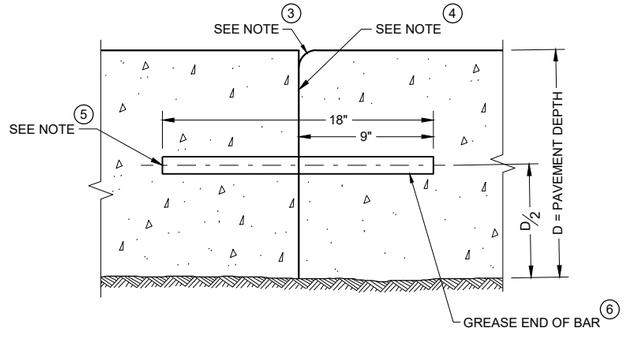
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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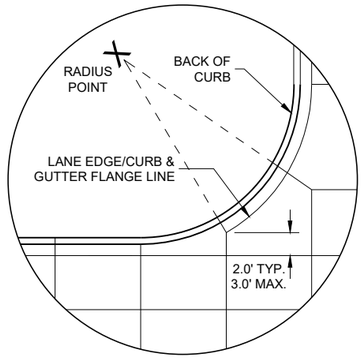
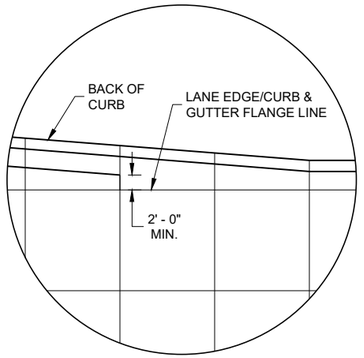
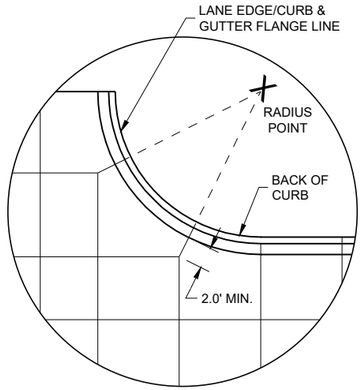
SDD 13C13 - 11



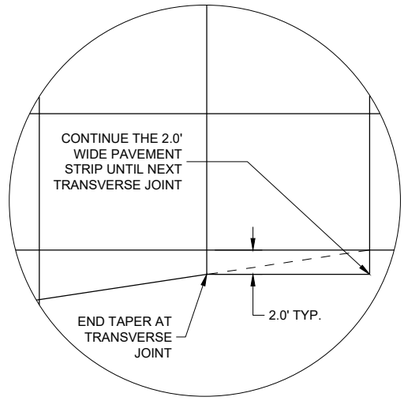
DETAIL "A"



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.

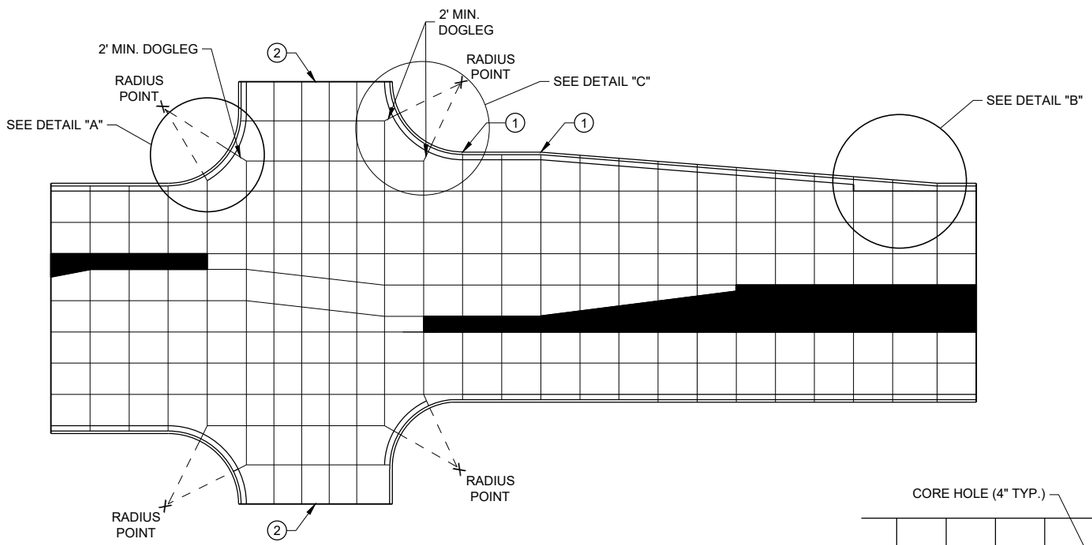
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

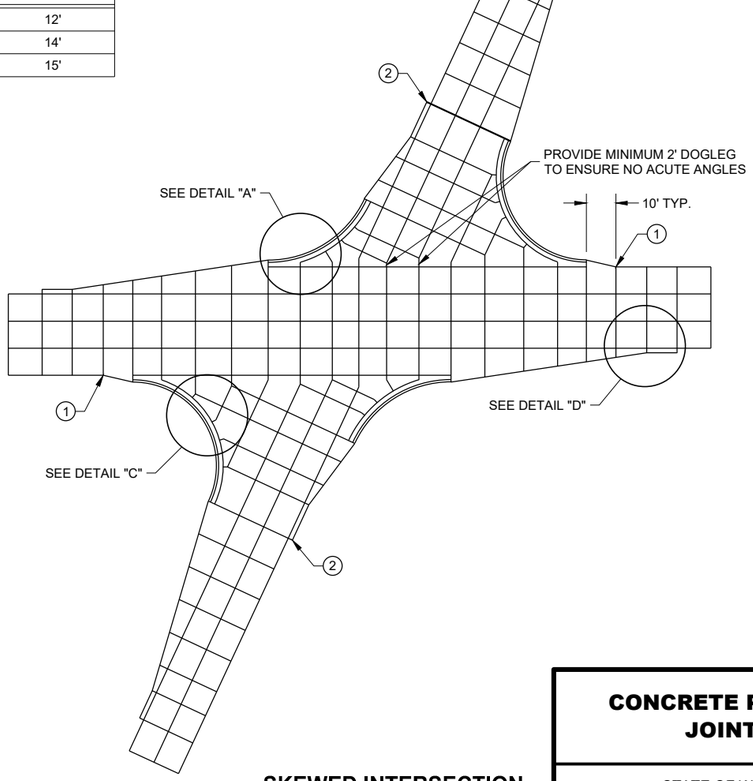
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



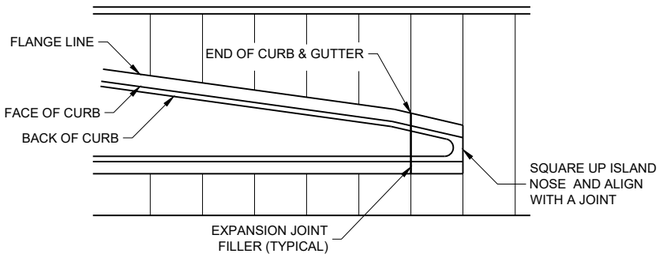
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

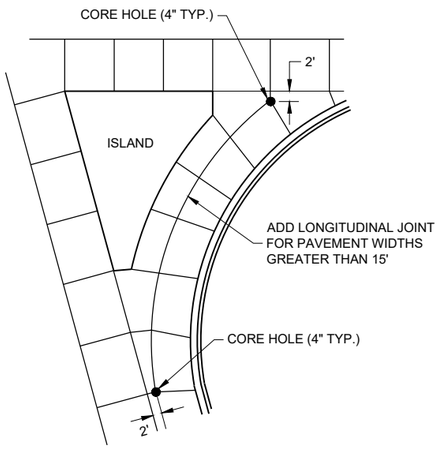
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 08a

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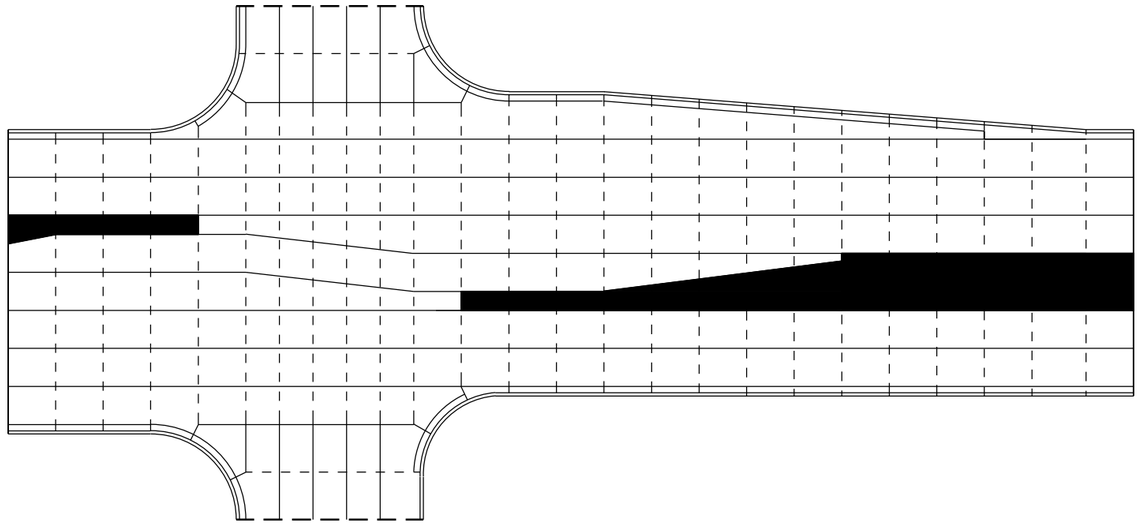
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

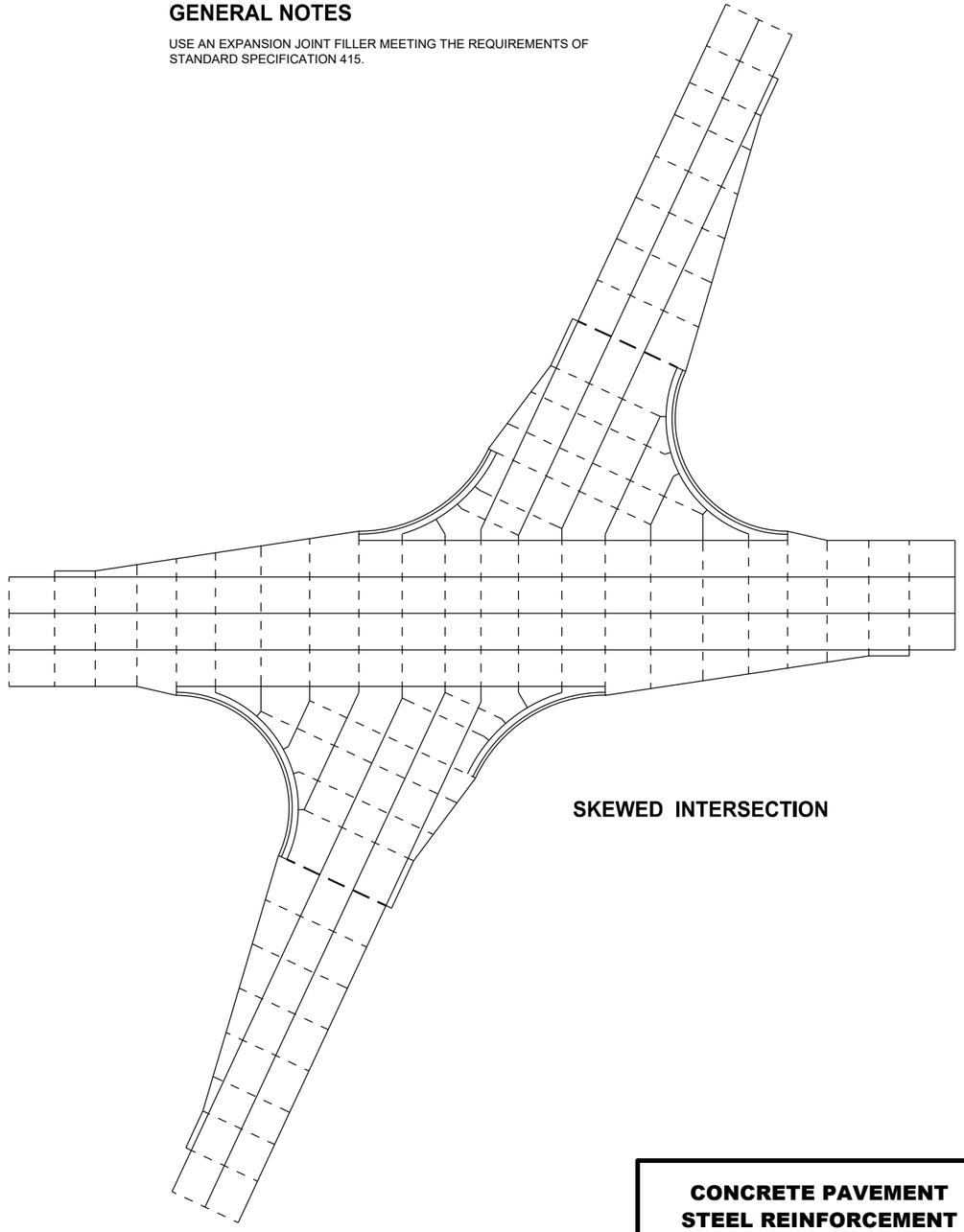
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

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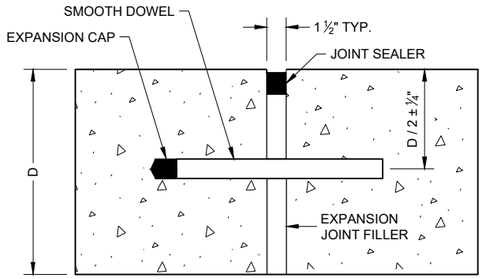
SDD 13C18 - 08b

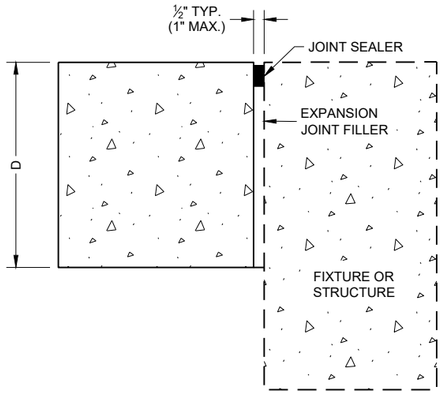
CONCRETE PAVEMENT STEEL REINFORCEMENT

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

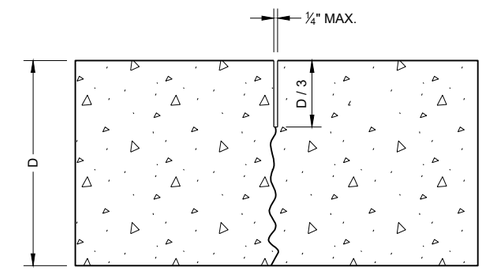
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

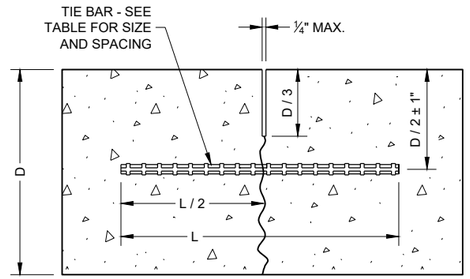
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

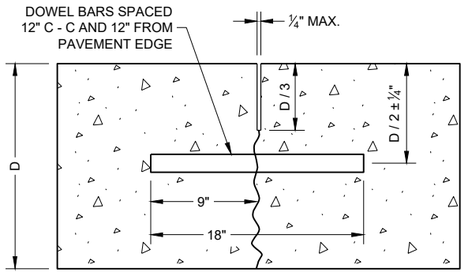
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

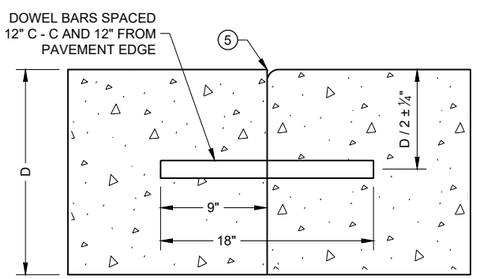


TIED LONGITUDINAL

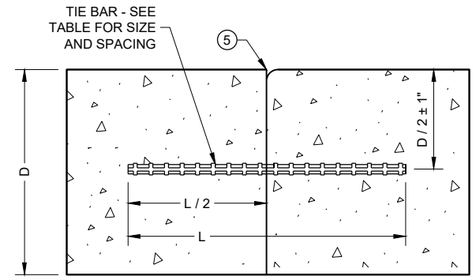


DOWELED TRANSVERSE

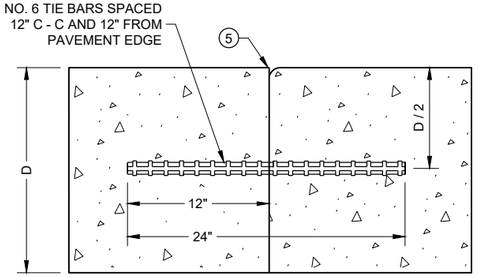
CONTRACTION JOINTS (2)



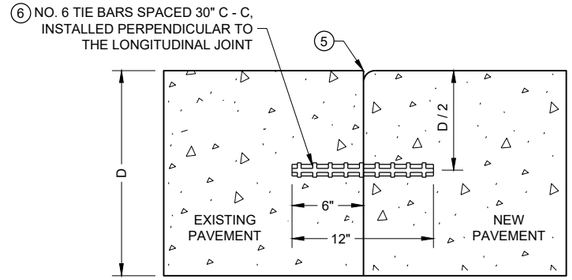
DOWELED TRANSVERSE (3)



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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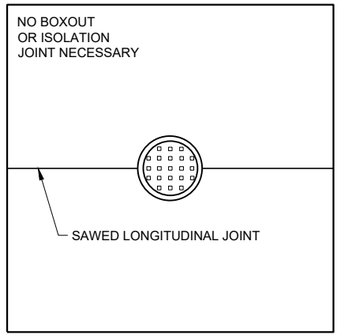
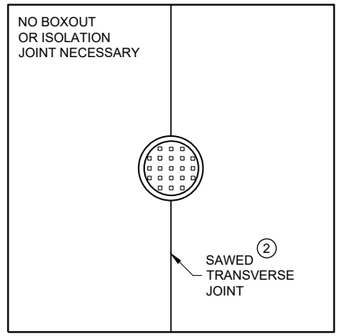
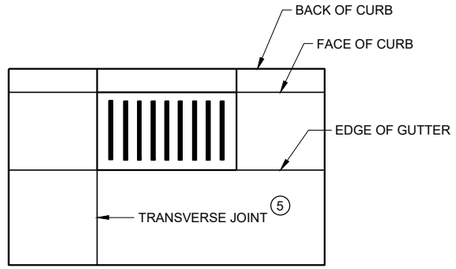
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



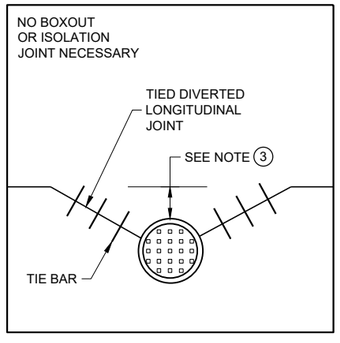
MANHOLE WITH TRANSVERSE JOINT



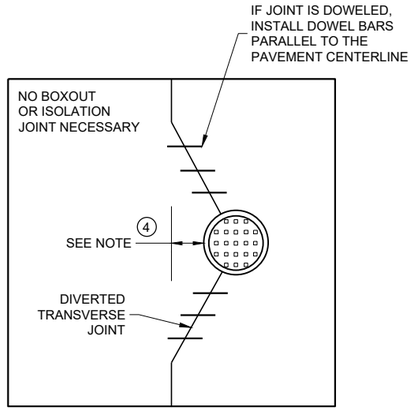
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

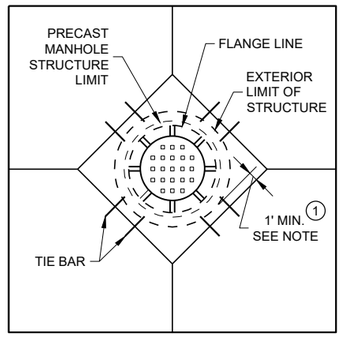
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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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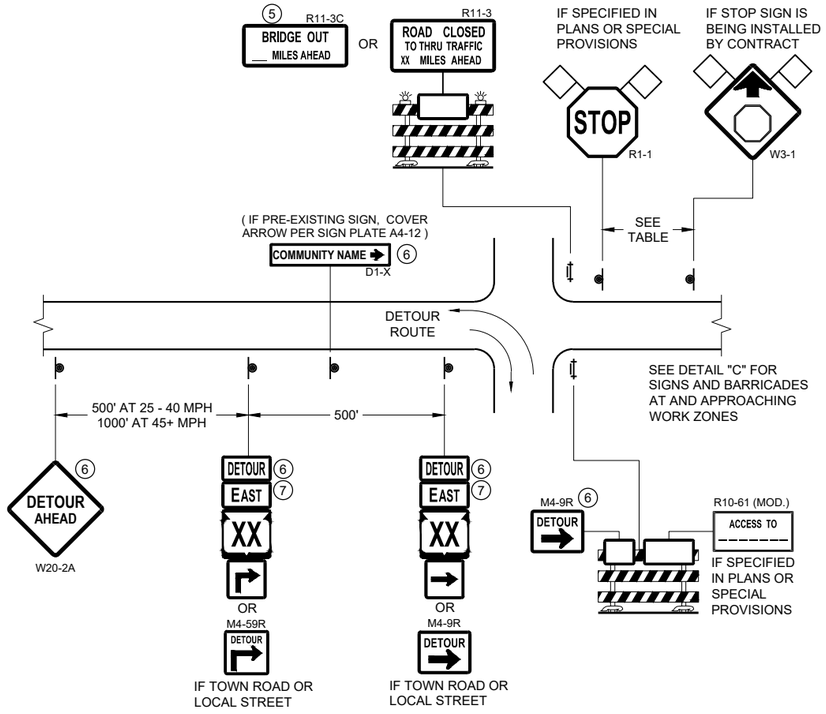
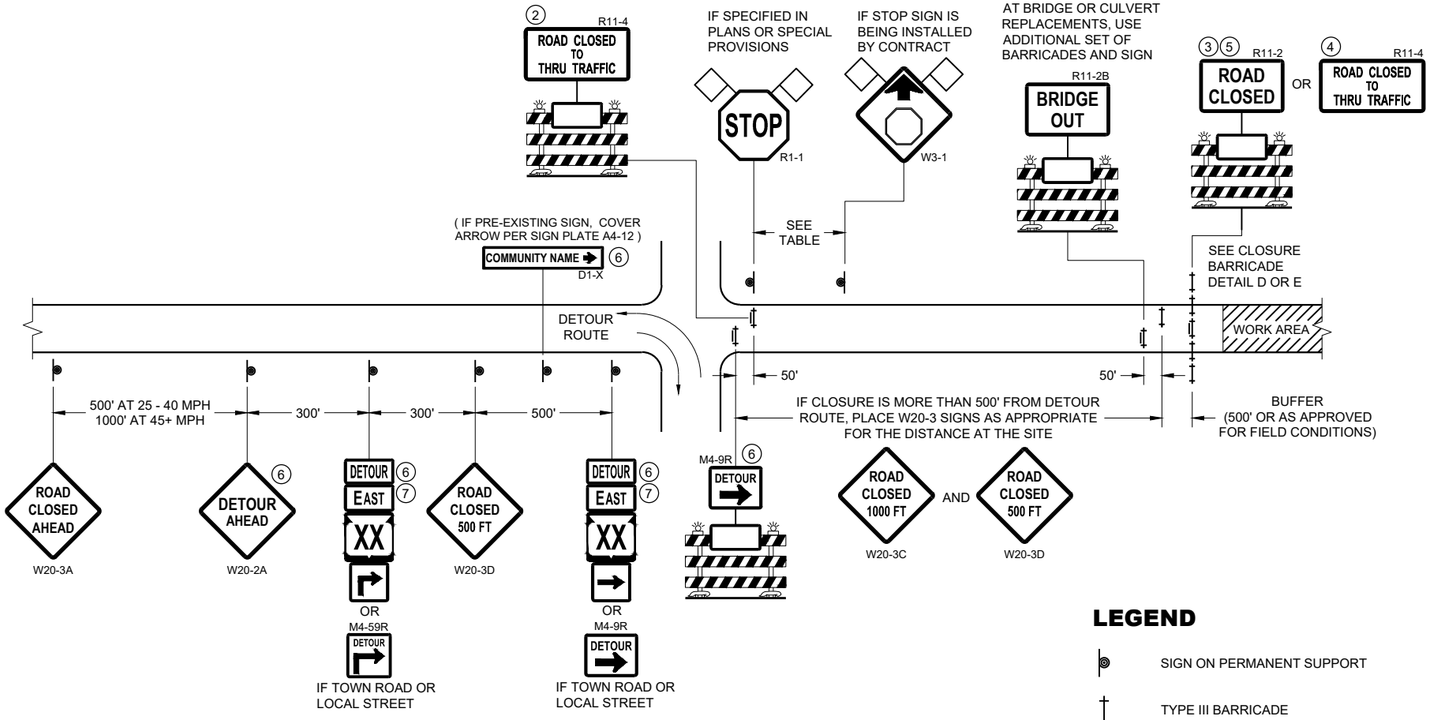


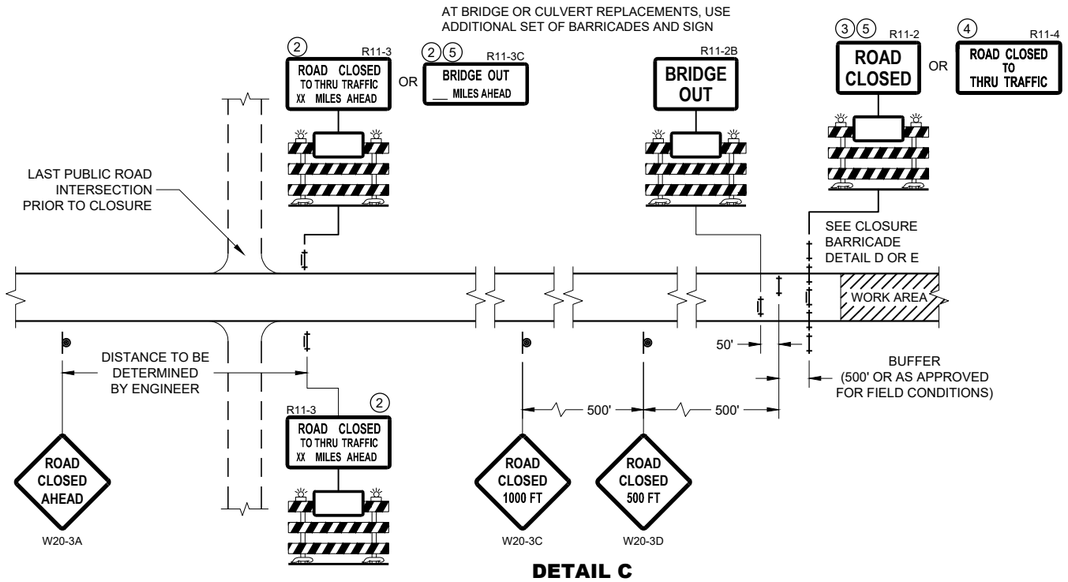
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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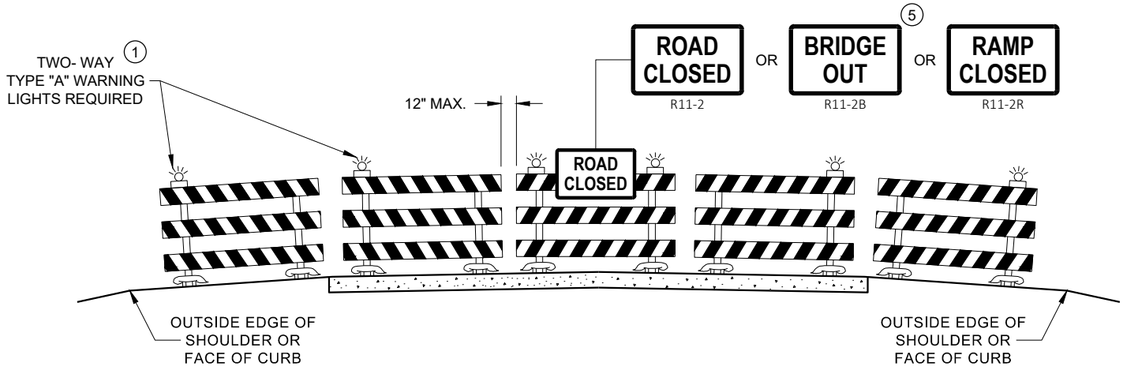
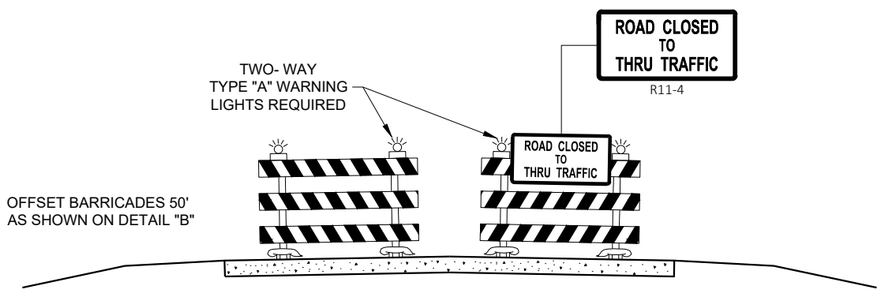
SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

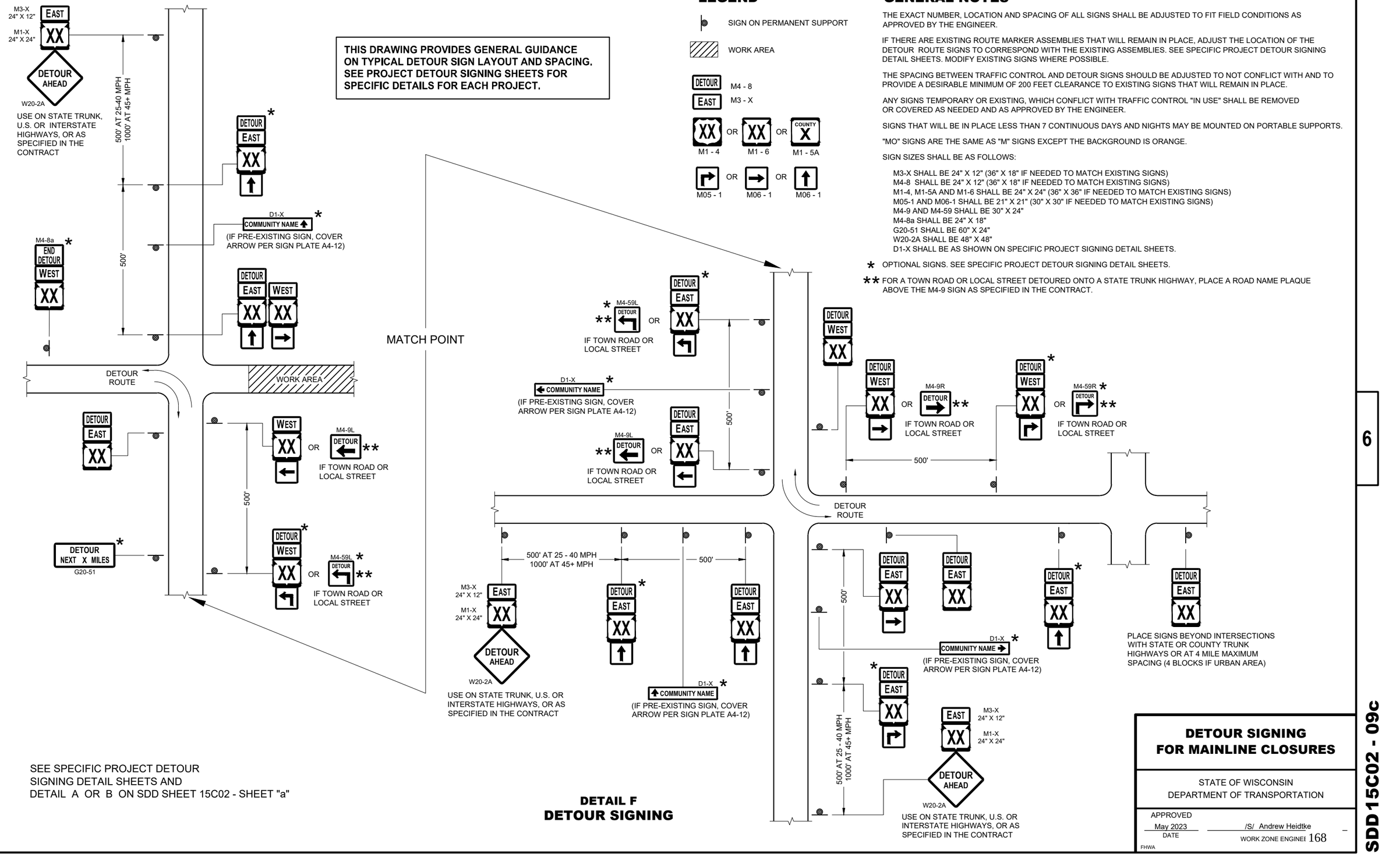
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

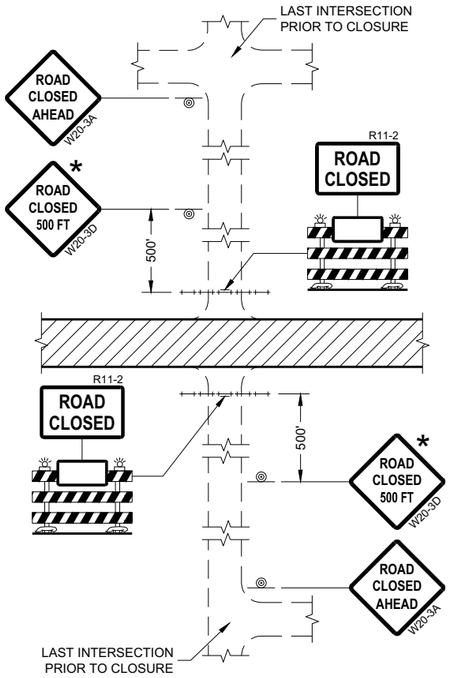
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

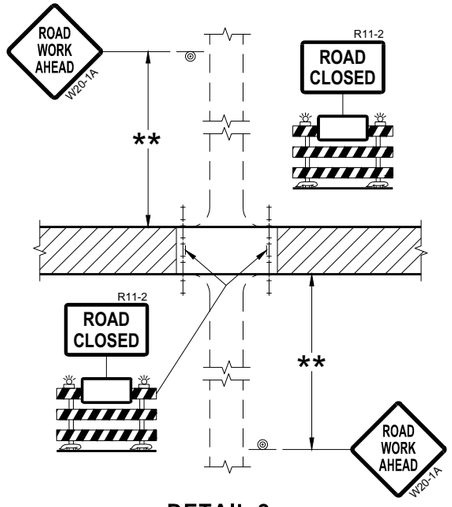
FHWA

6

SDD 15C02 - 09c



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

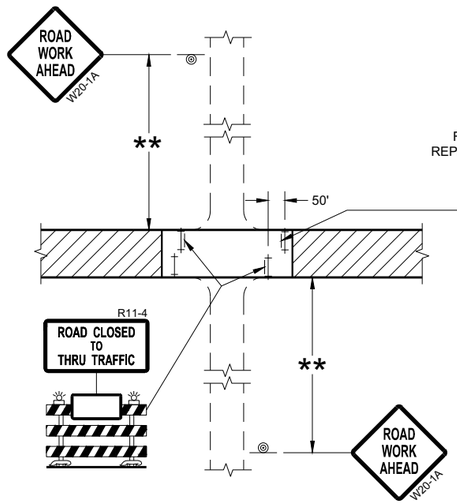
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

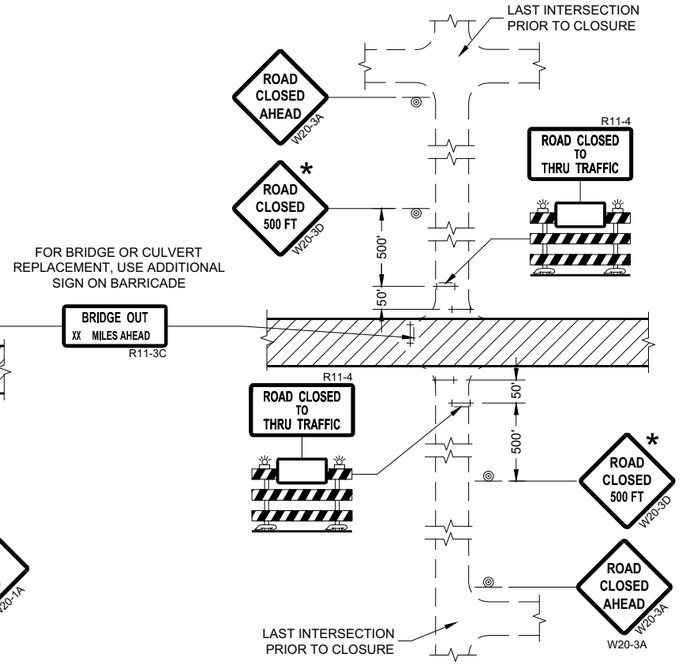
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

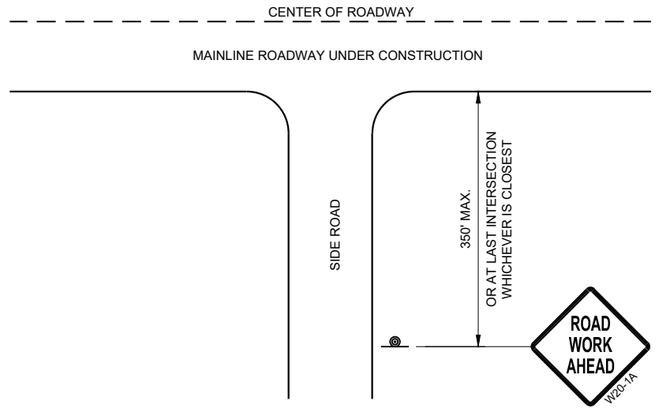
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



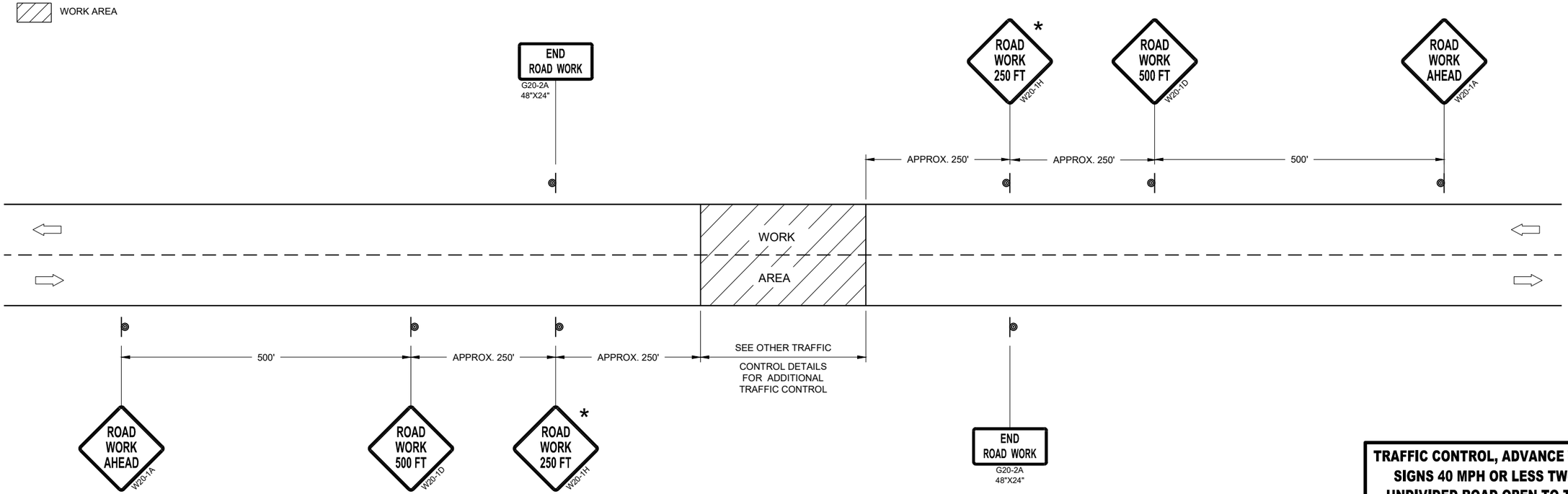
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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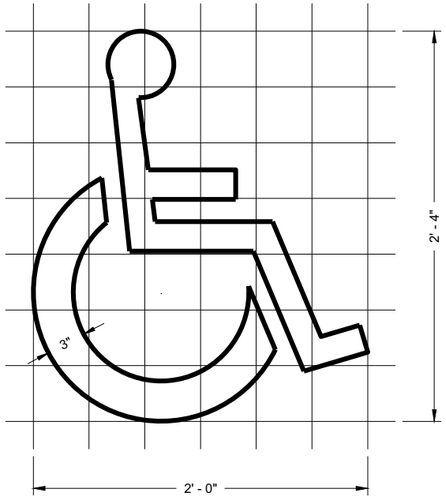
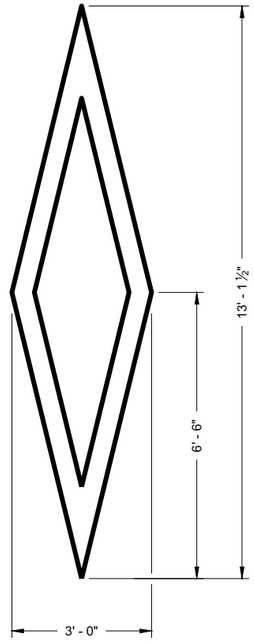
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

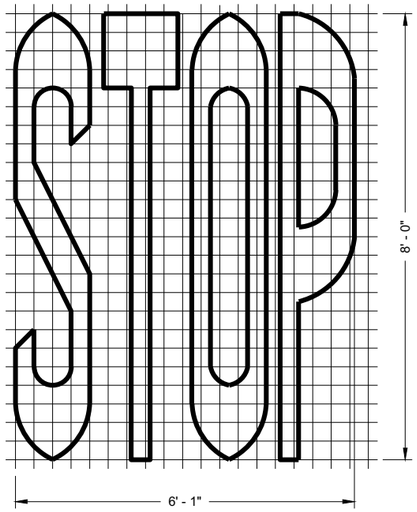
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

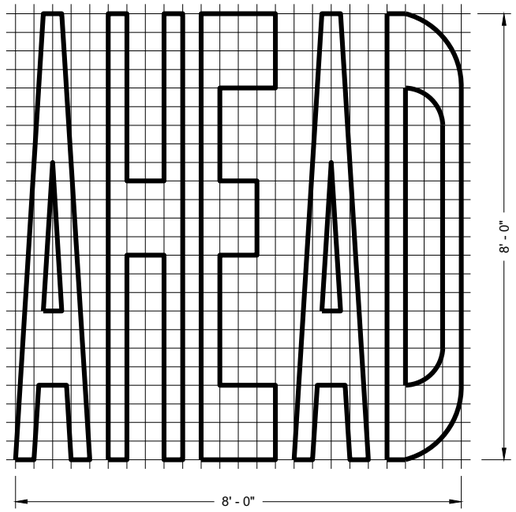
APPROVED

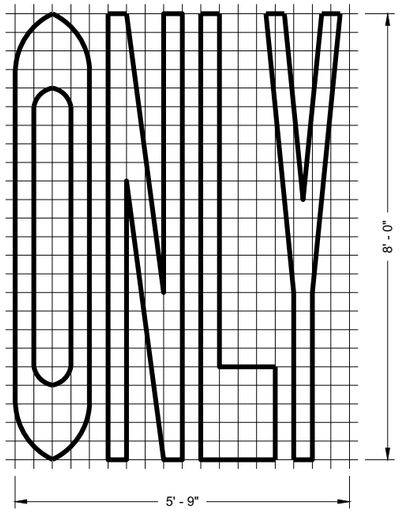
November 2019
DATE

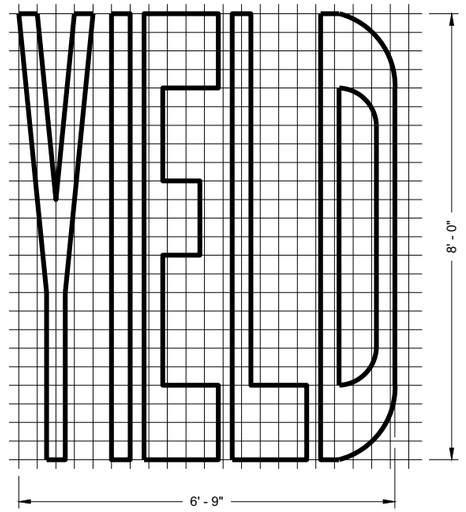
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

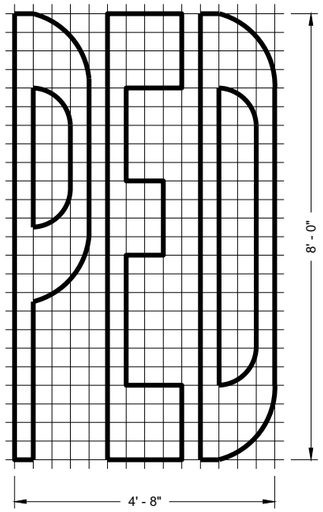
FHWA

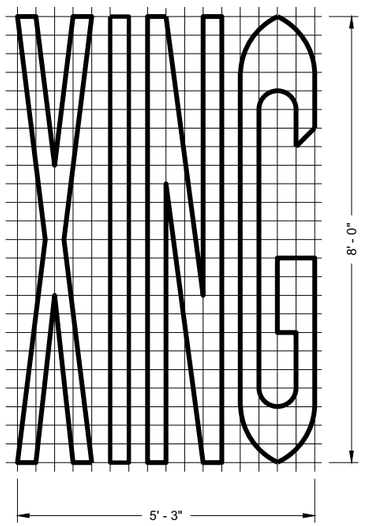


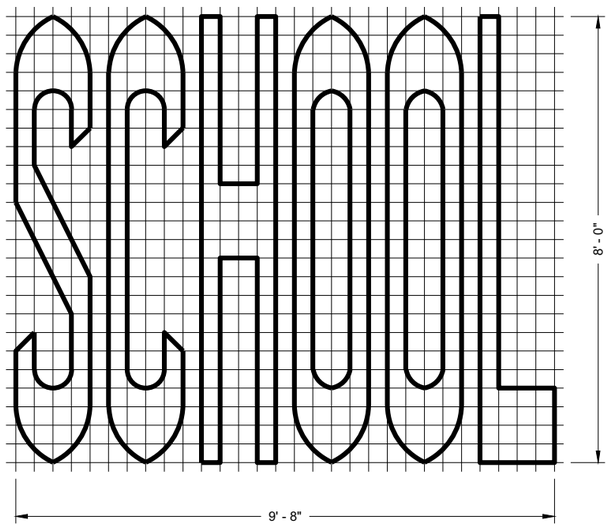




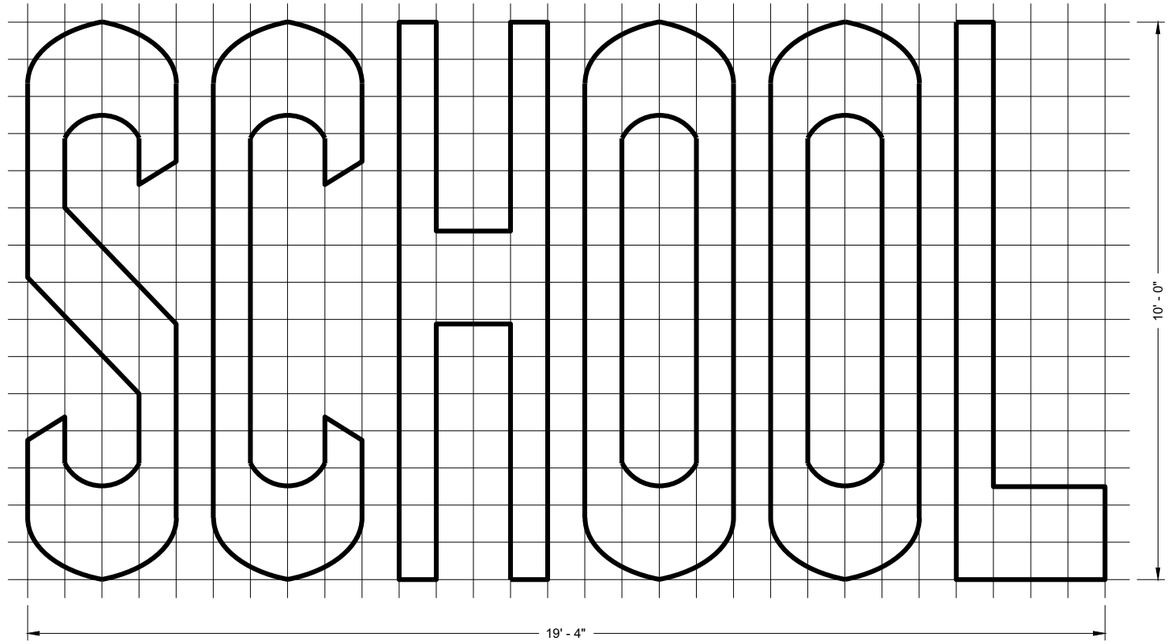








SINGLE LANE



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

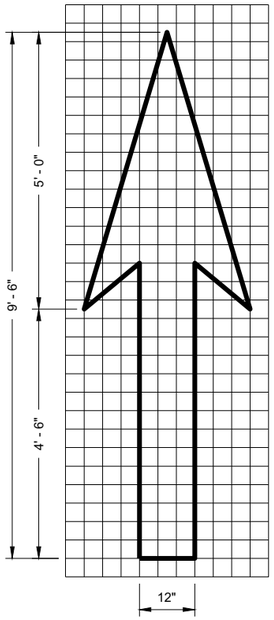
6

SDD 15C07 - 15b

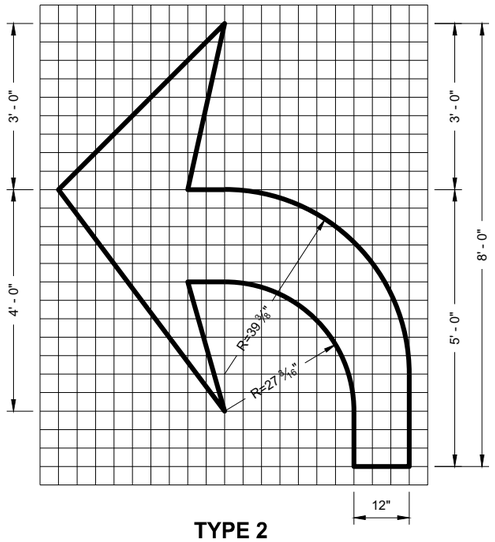
SDD 15C07 - 15b

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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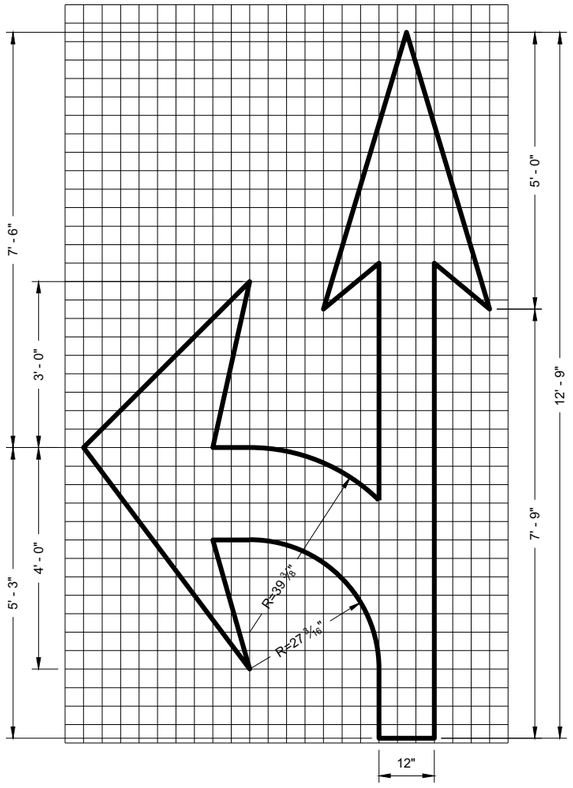

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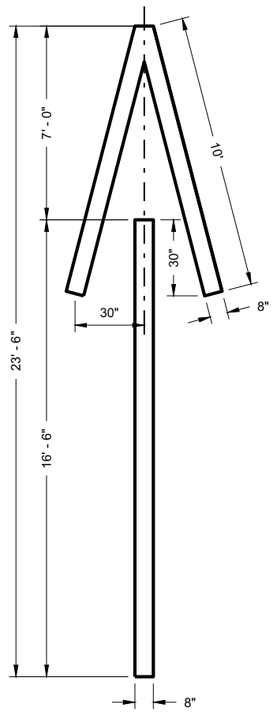

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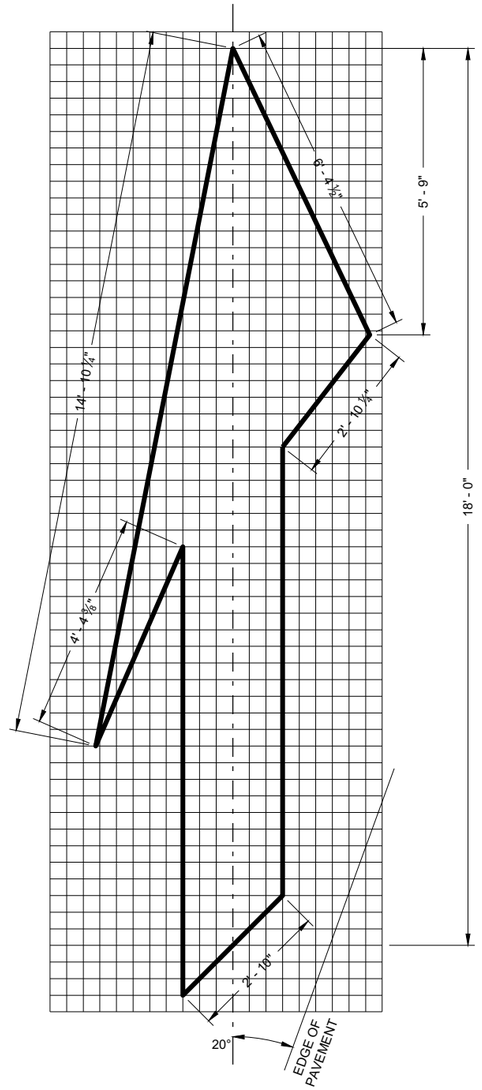
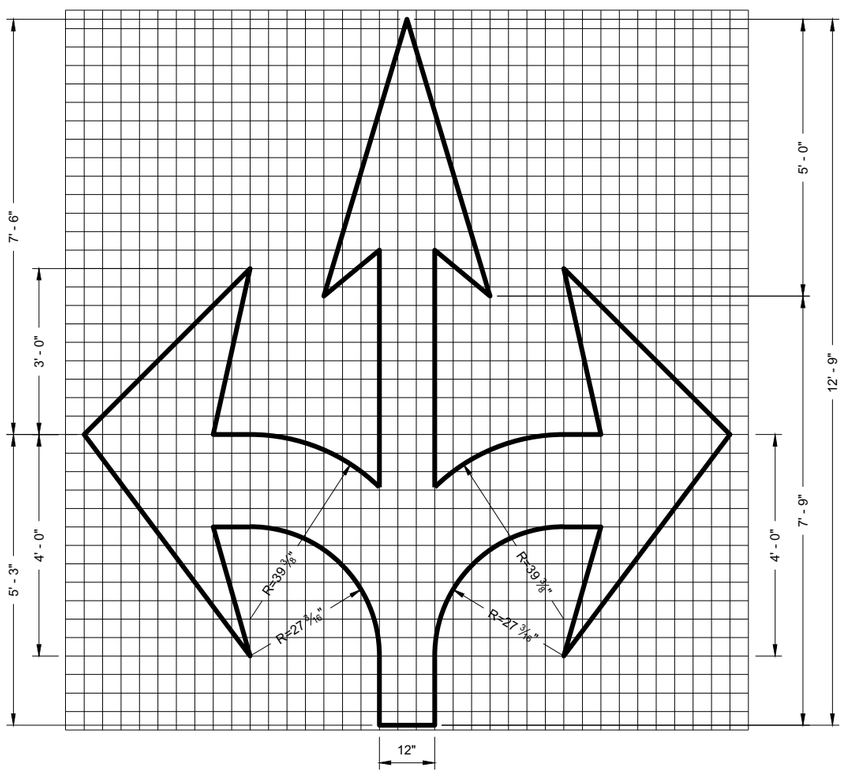
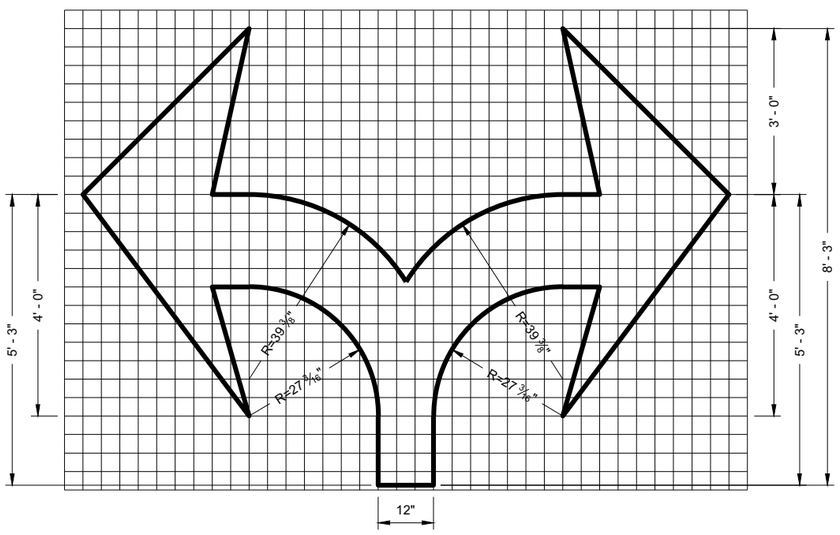


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

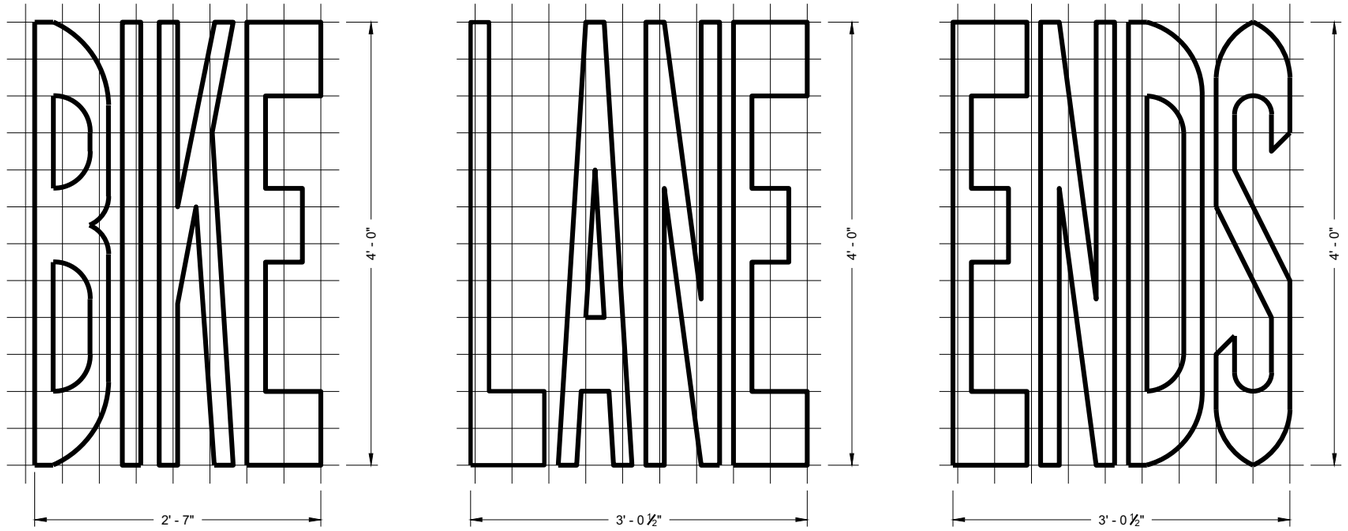
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

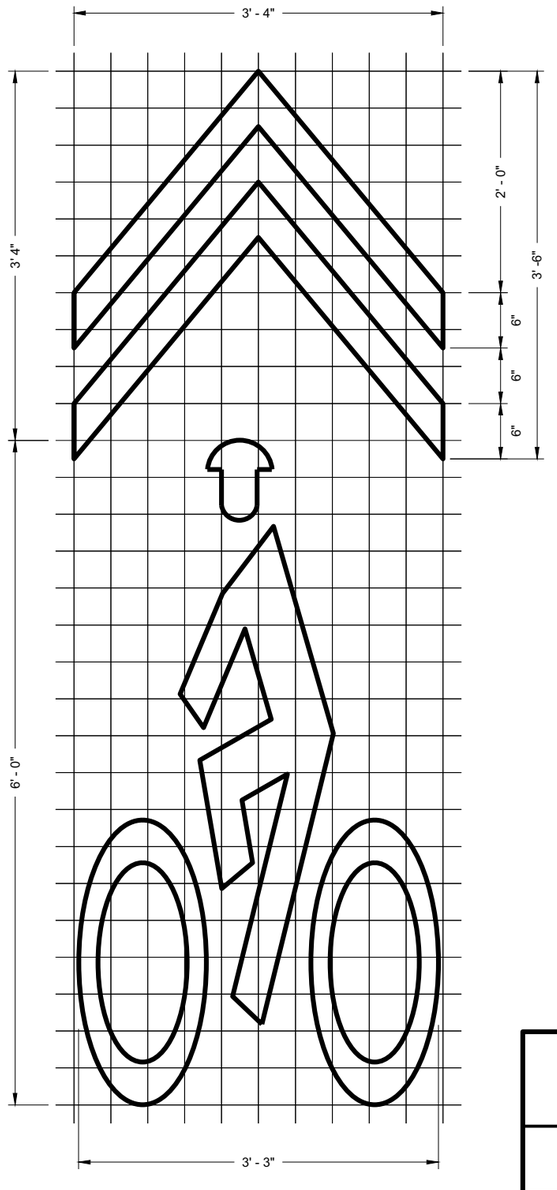
SDD 15C7-e Pavement Marking For Bike Lanes

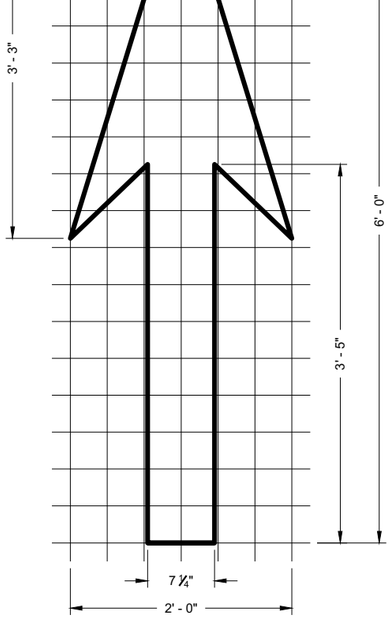


BIKE LANE WORDS

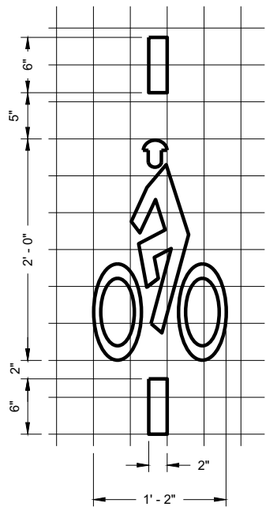
GENERAL NOTES

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

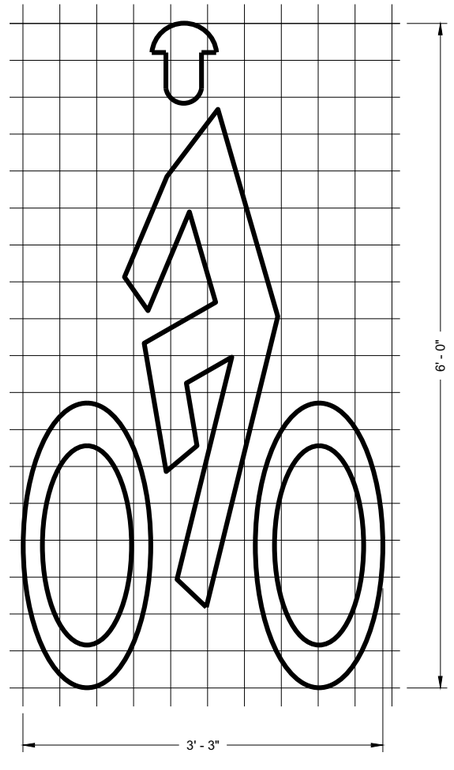




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15e

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

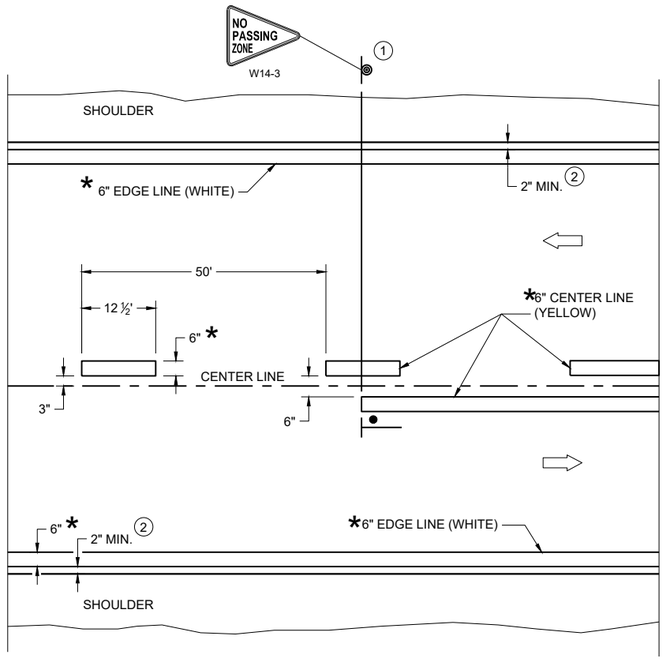
LEGEND

"T" MARKING

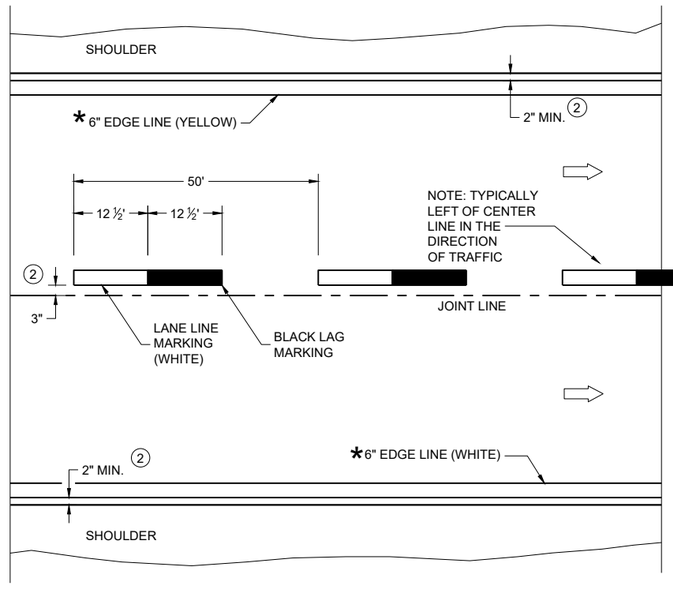
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a

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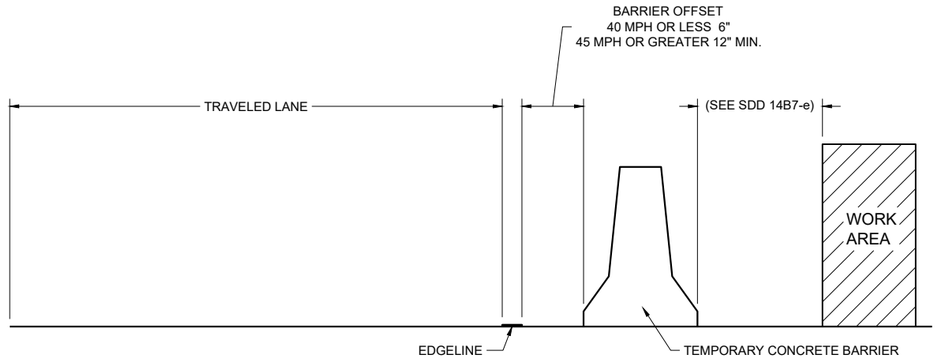
SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

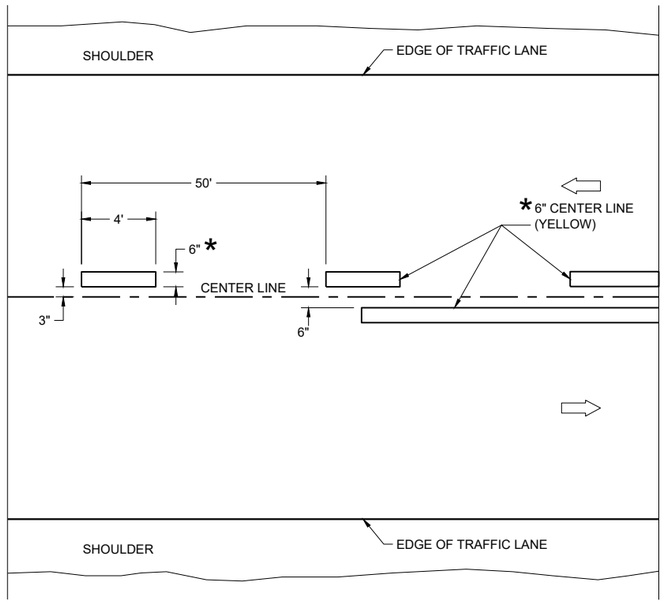
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

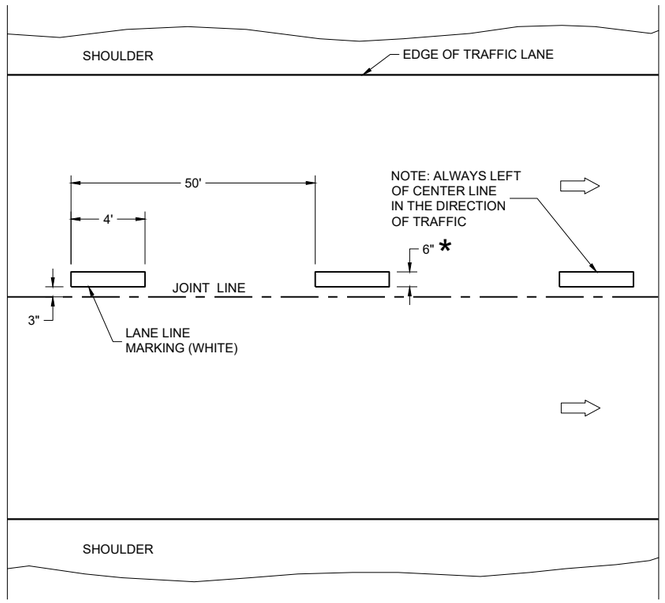
LEGEND

DIRECTION OF TRAFFIC

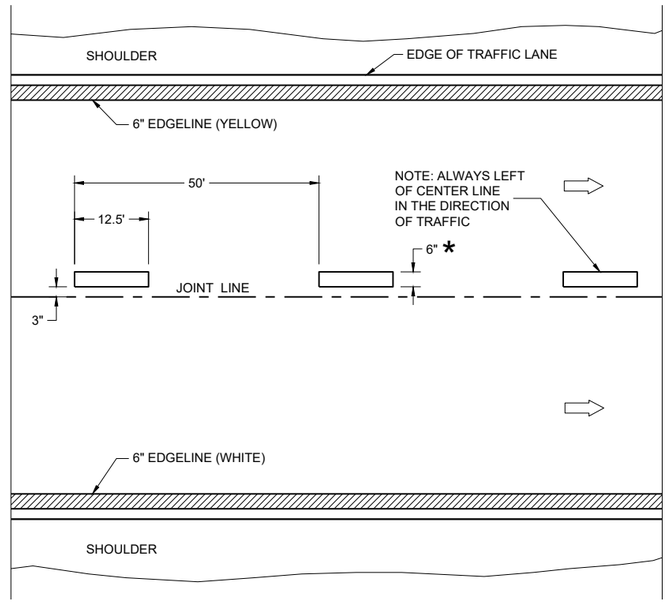
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-23b

6

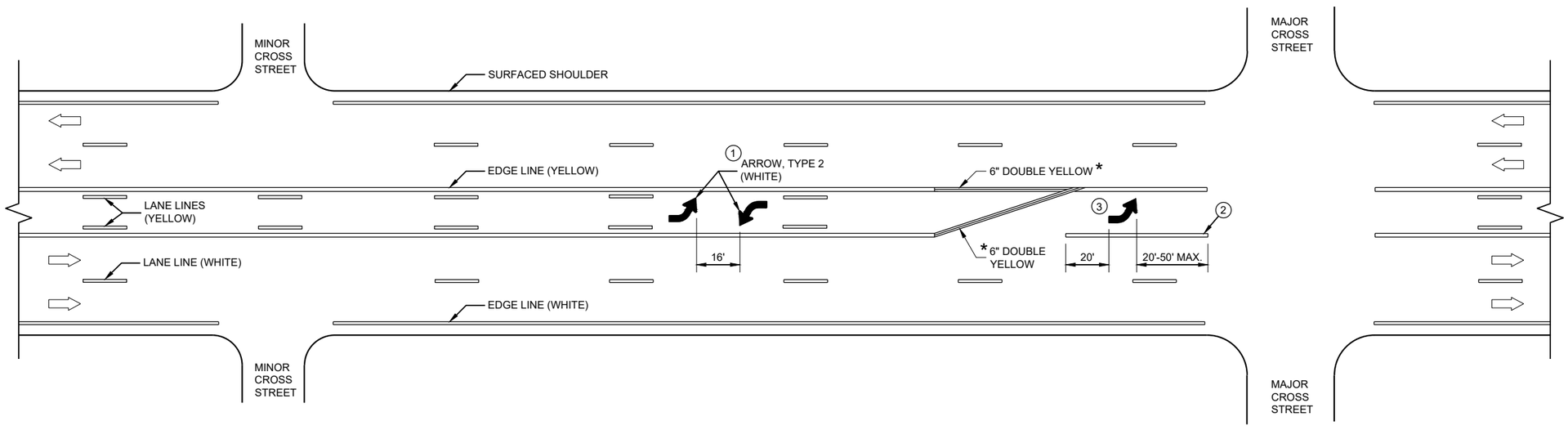
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

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SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 177

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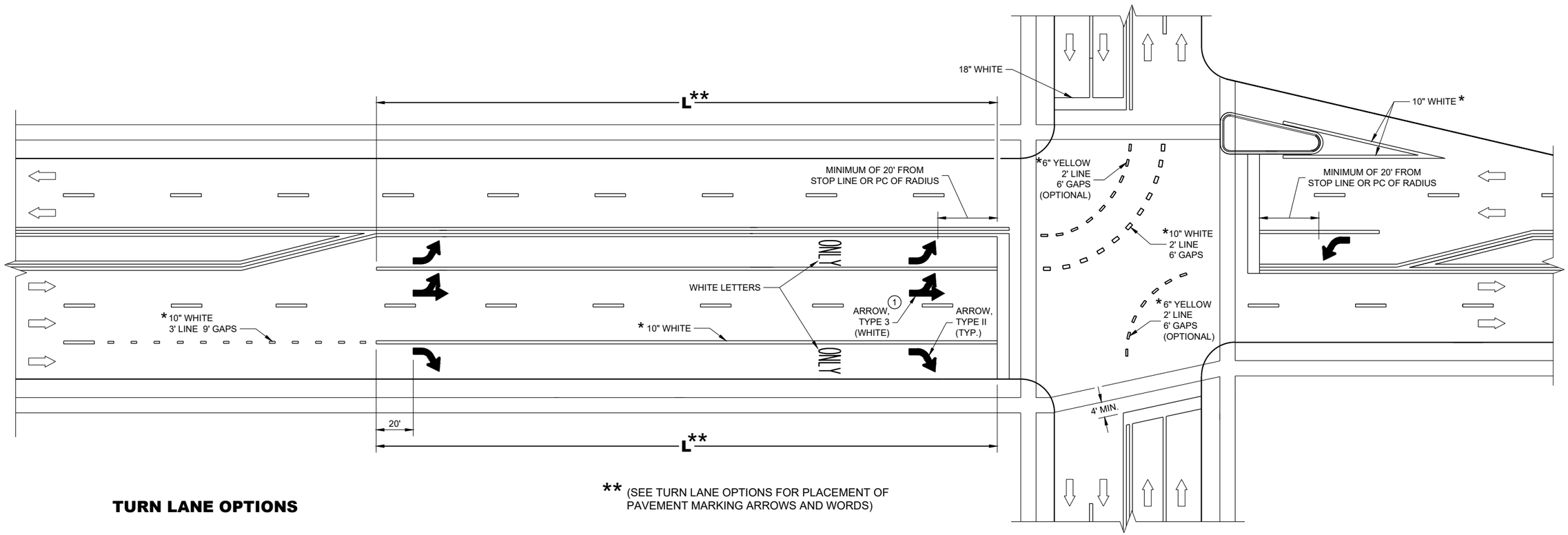
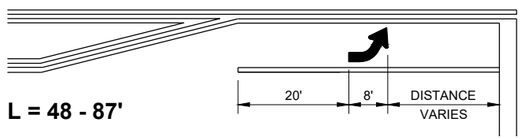
SDD 15C08-23c



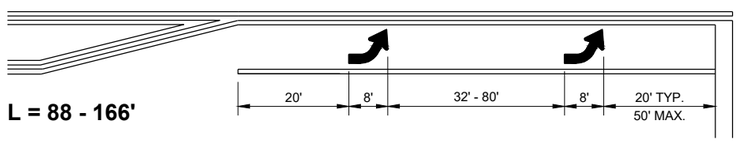
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

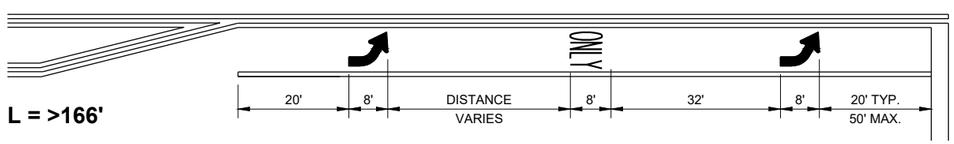
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

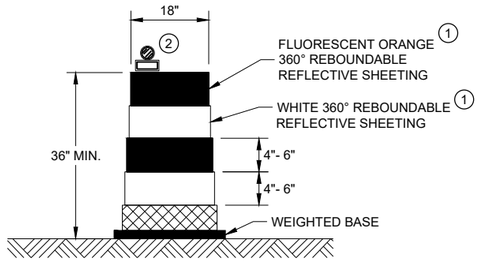
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

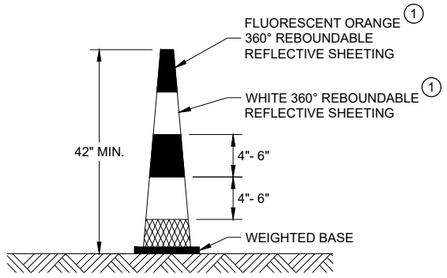
GENERAL NOTES

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

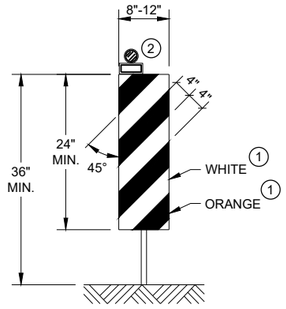
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

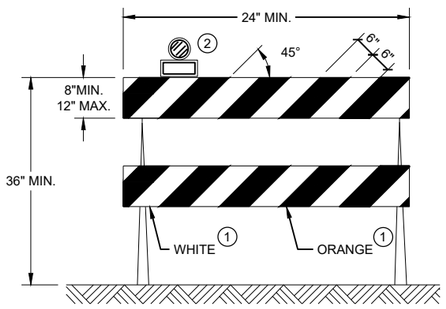
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



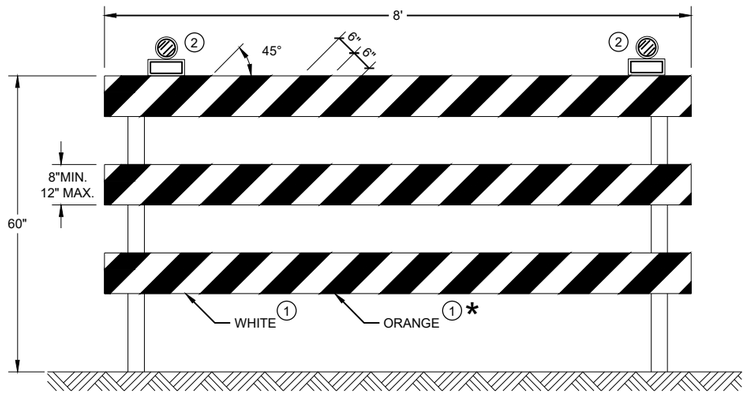
VERTICAL PANEL

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

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SDD 15C11 - 10b

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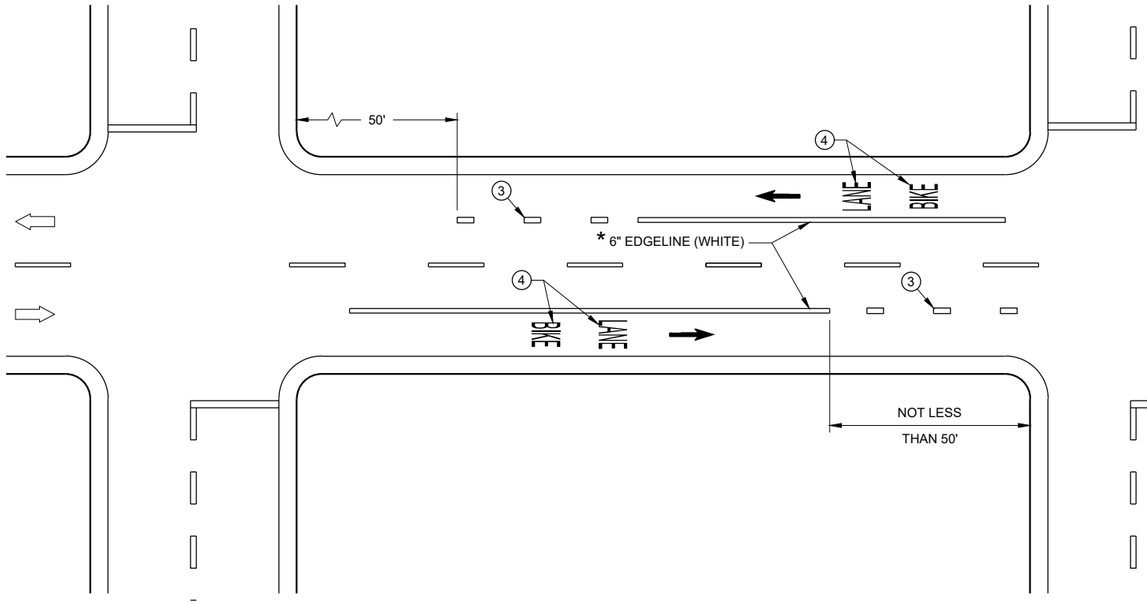
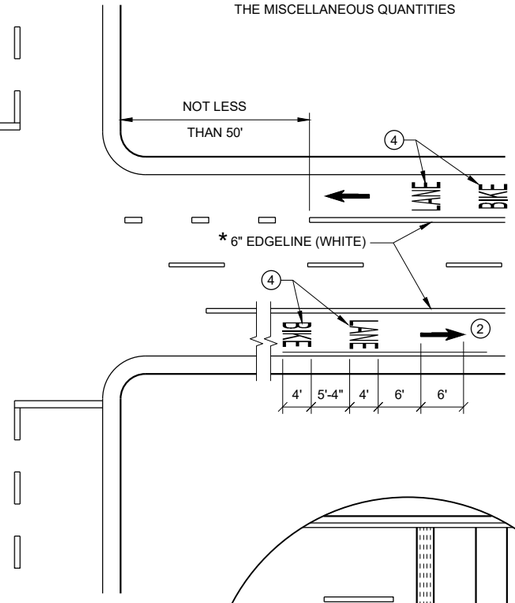
SDD 15C11 - 10b





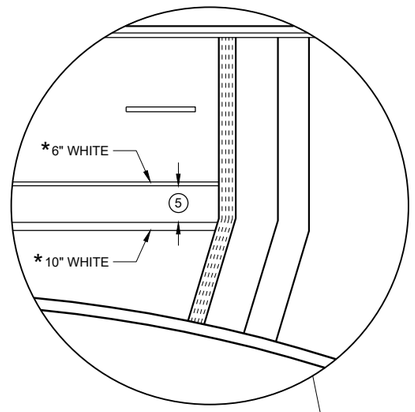
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

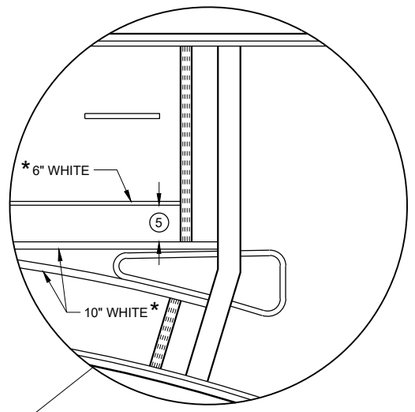
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

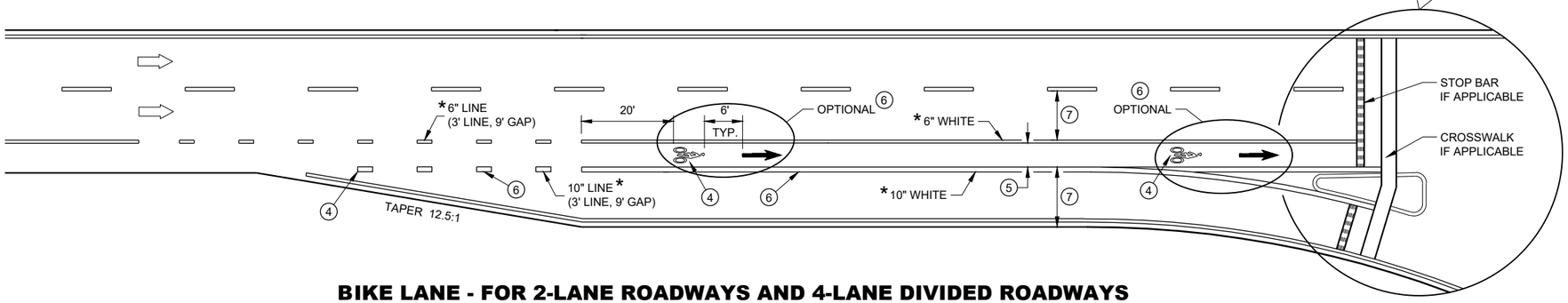
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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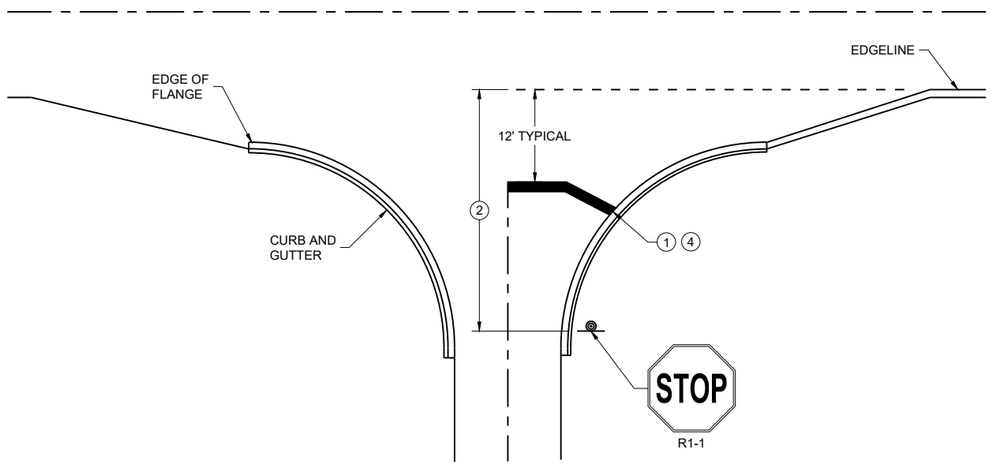
SDD 15C29-08a

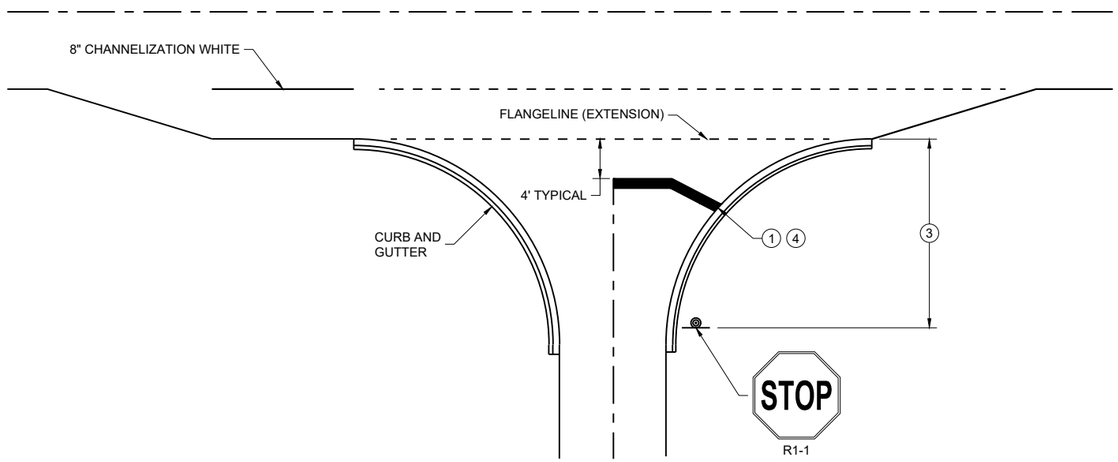
GENERAL NOTES

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

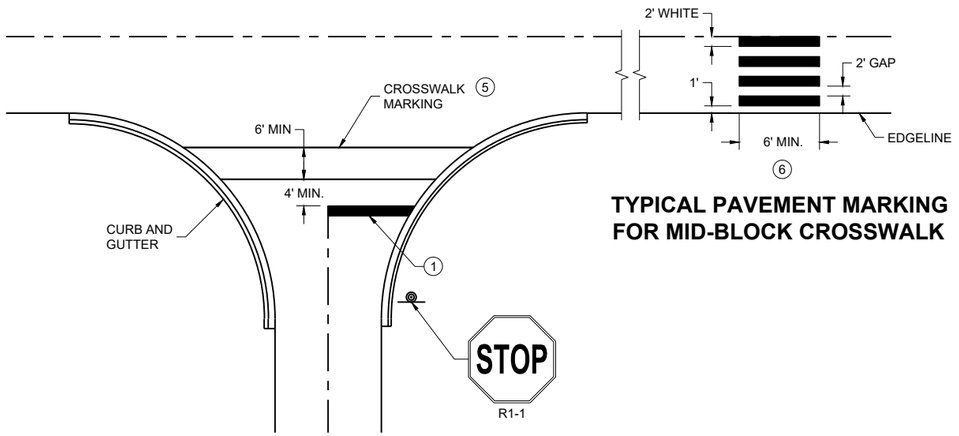
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

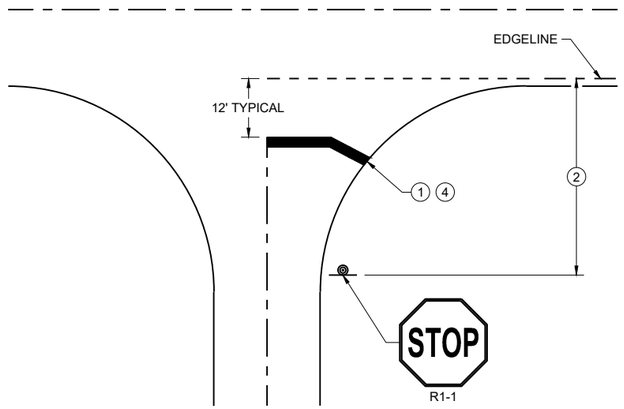


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

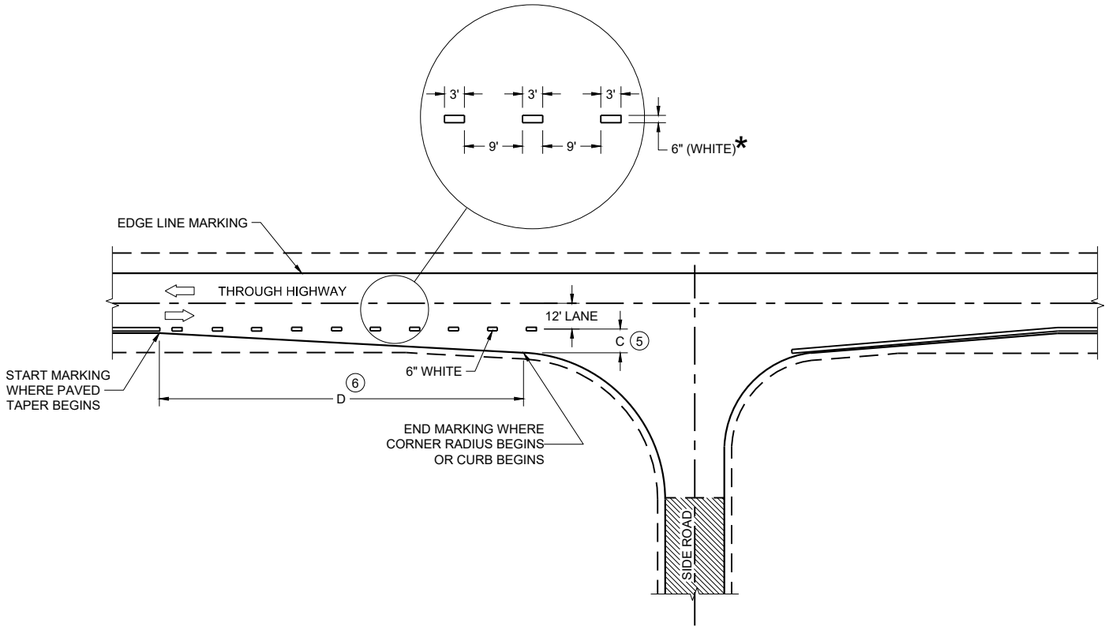
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

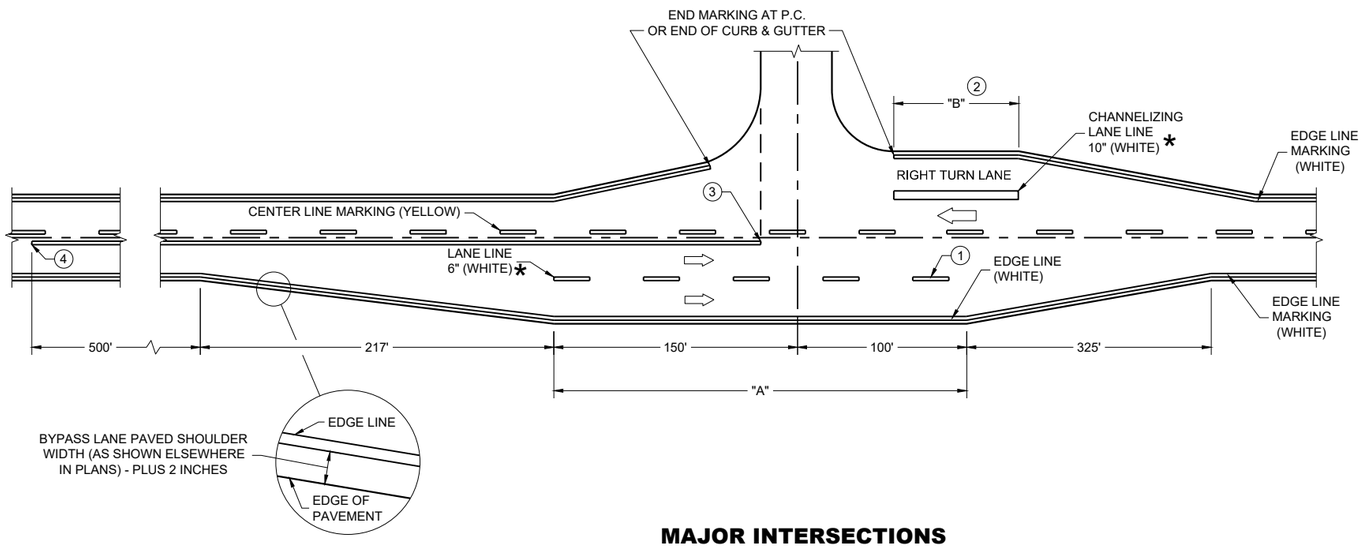
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

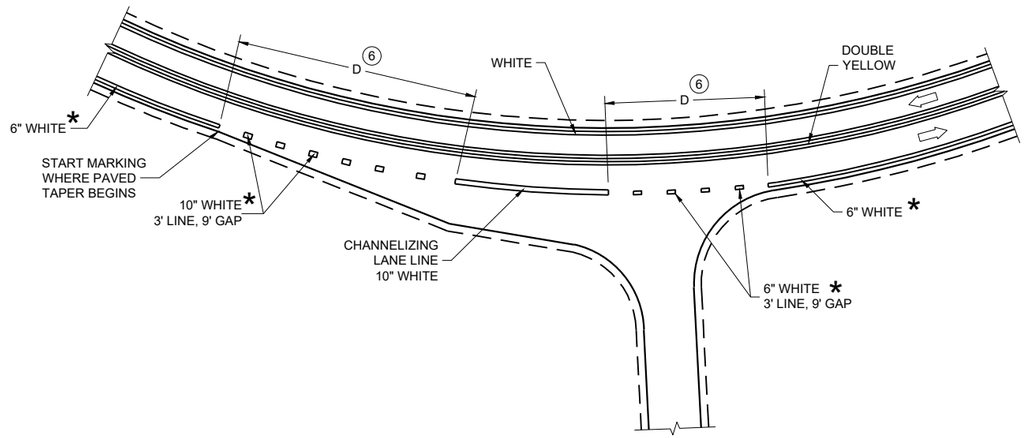
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

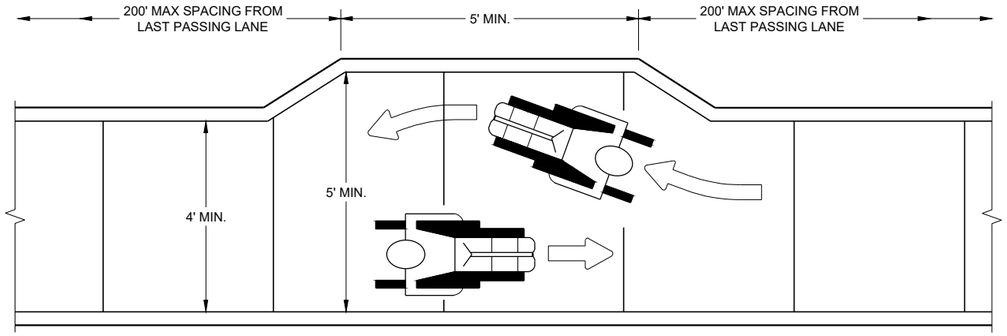
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

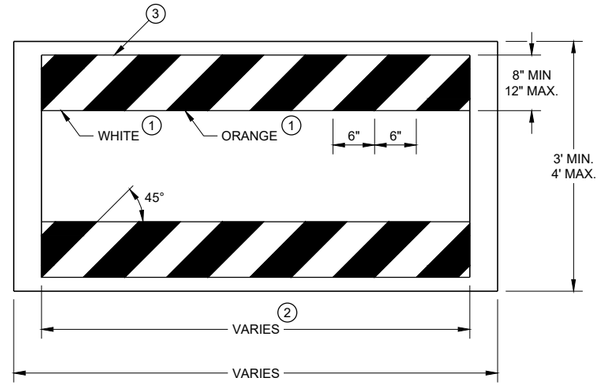
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

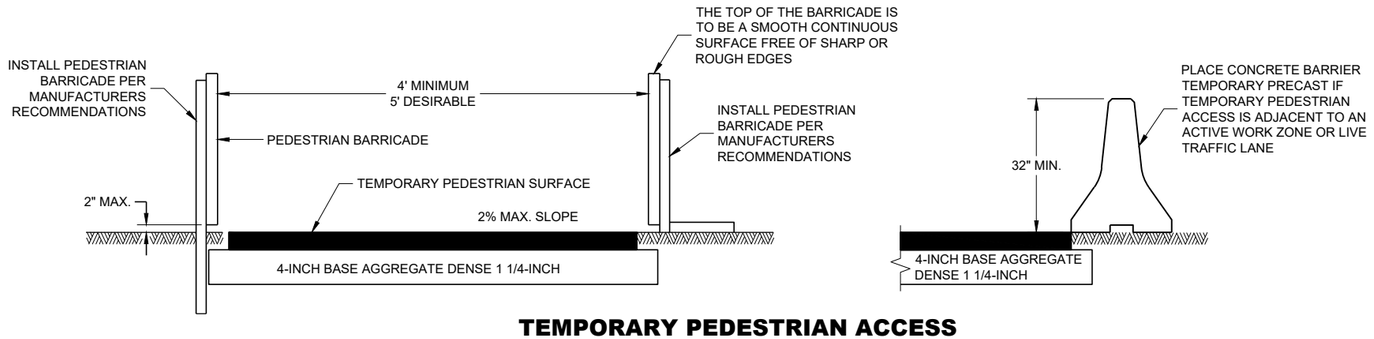
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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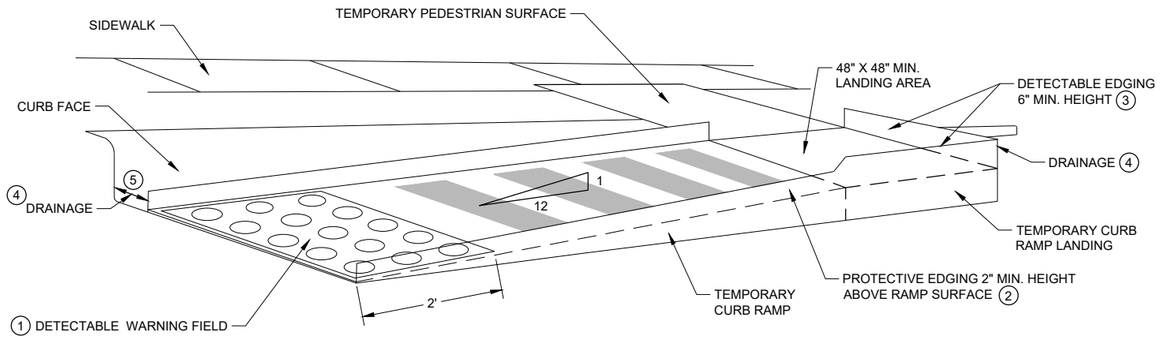
SDD 15D30 - 09a



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.

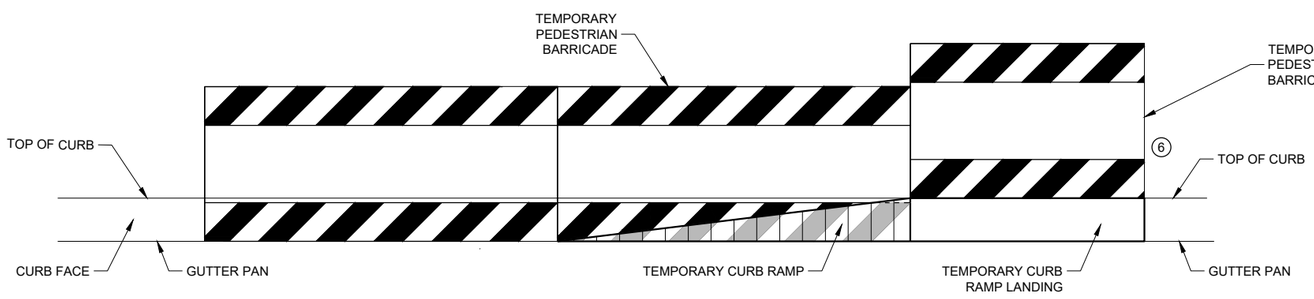
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

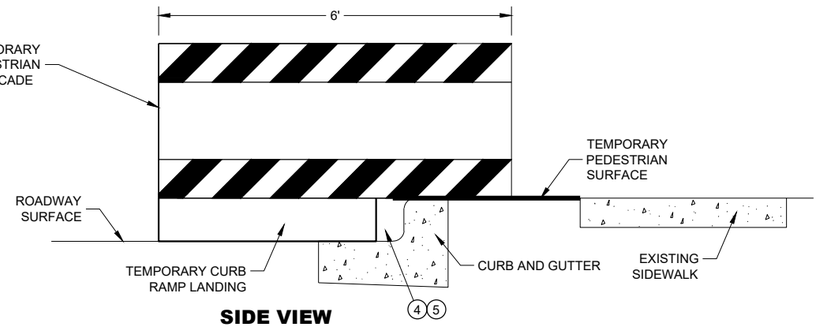
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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 TRANSPORTA

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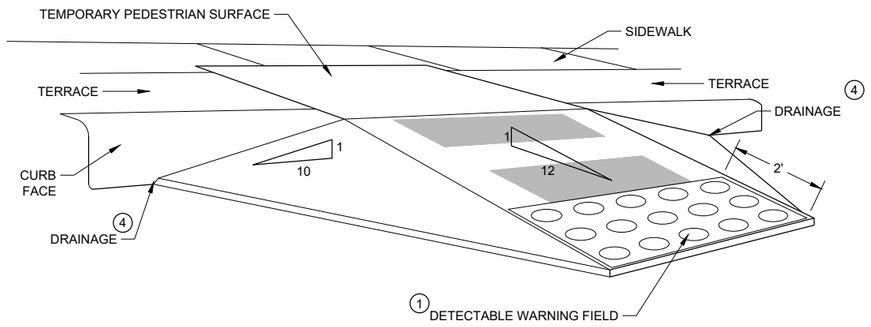
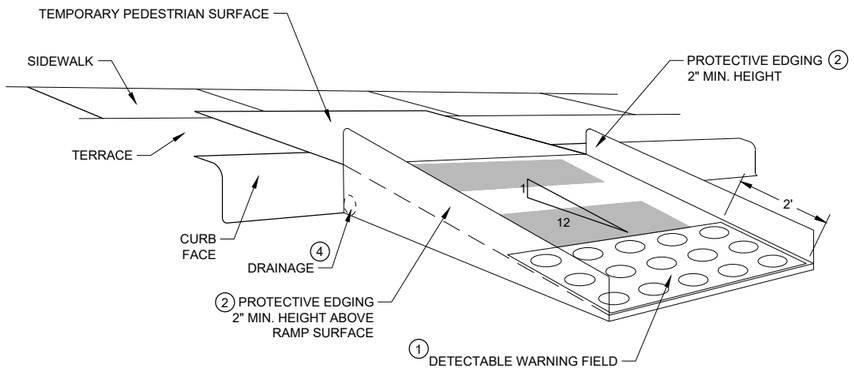
SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

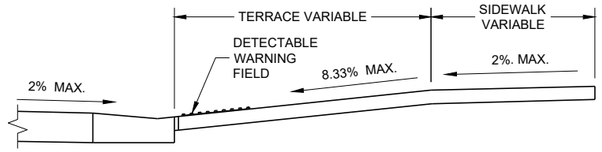
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

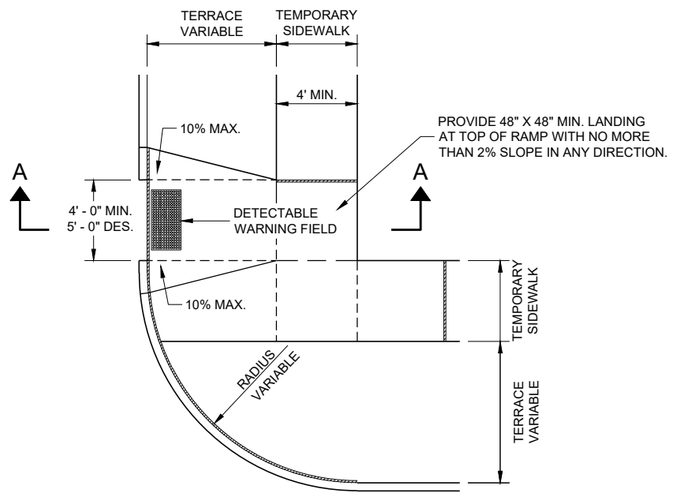
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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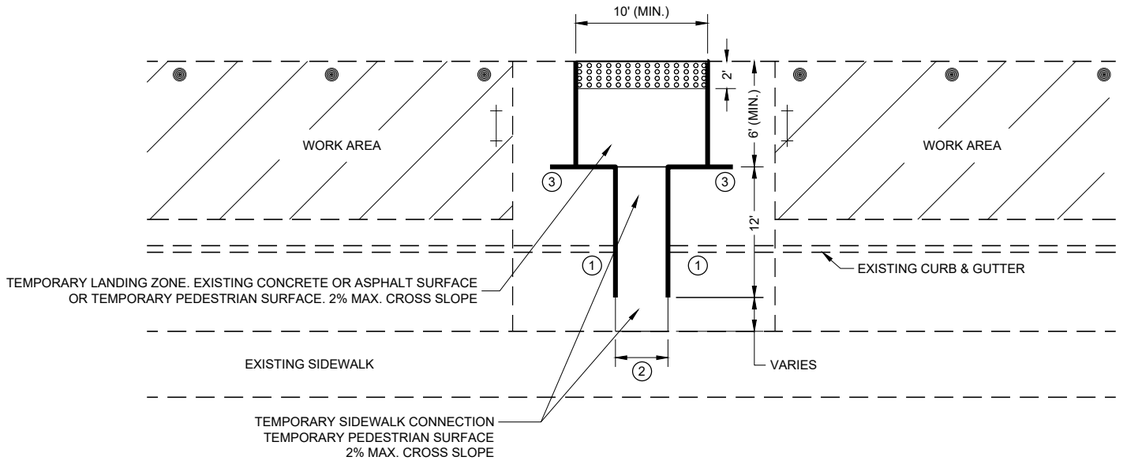
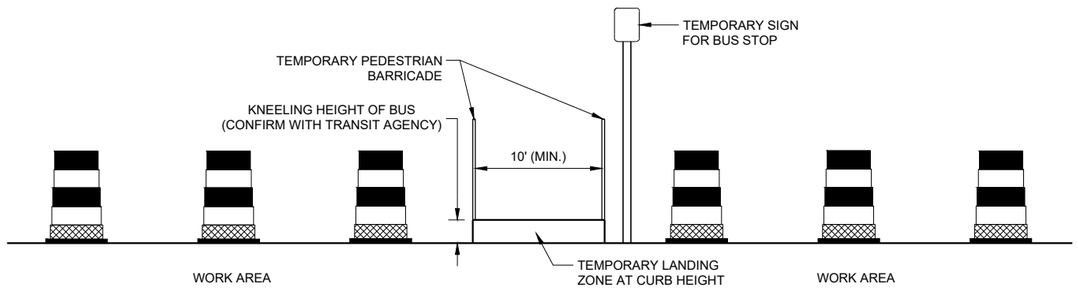
SDD 15D30-09d



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

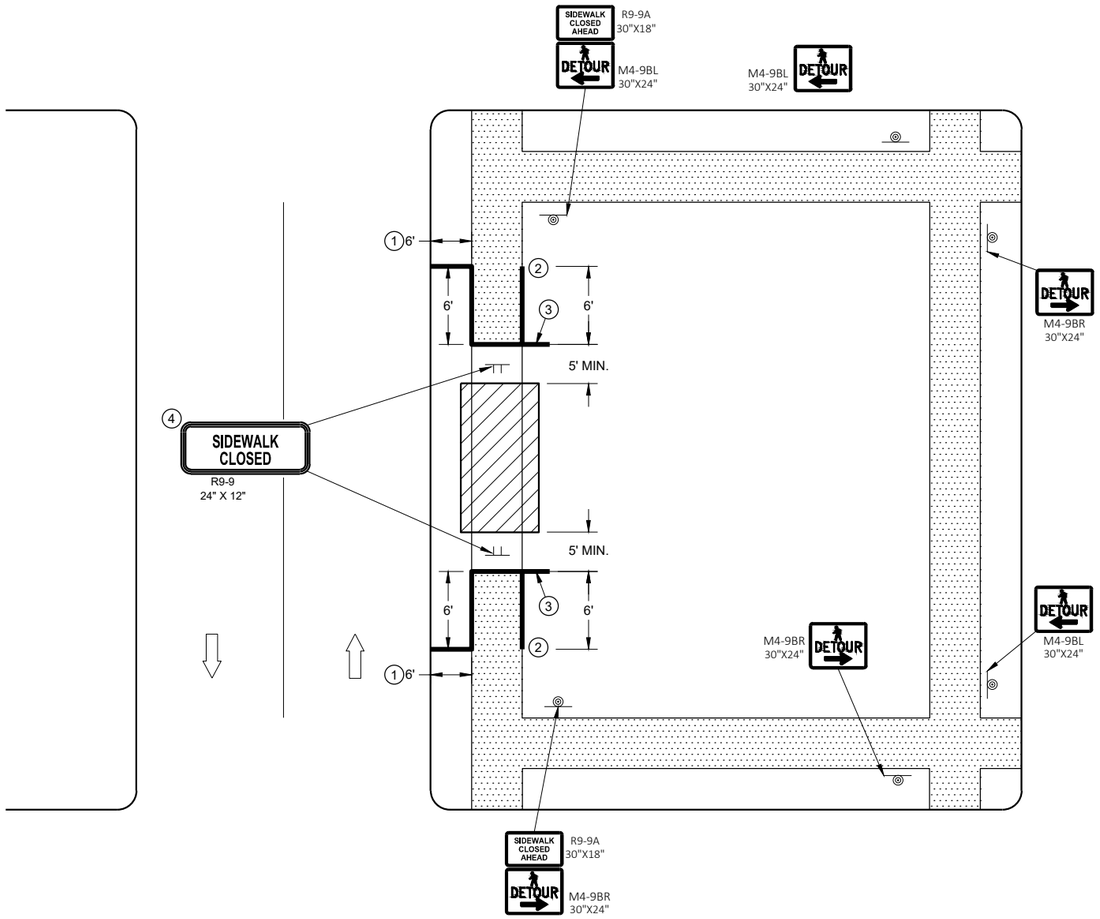
SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

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

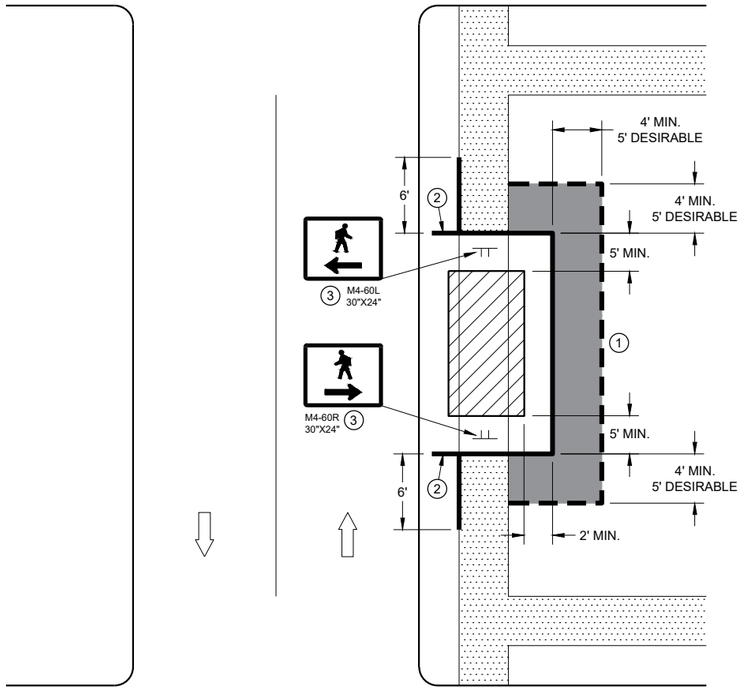
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

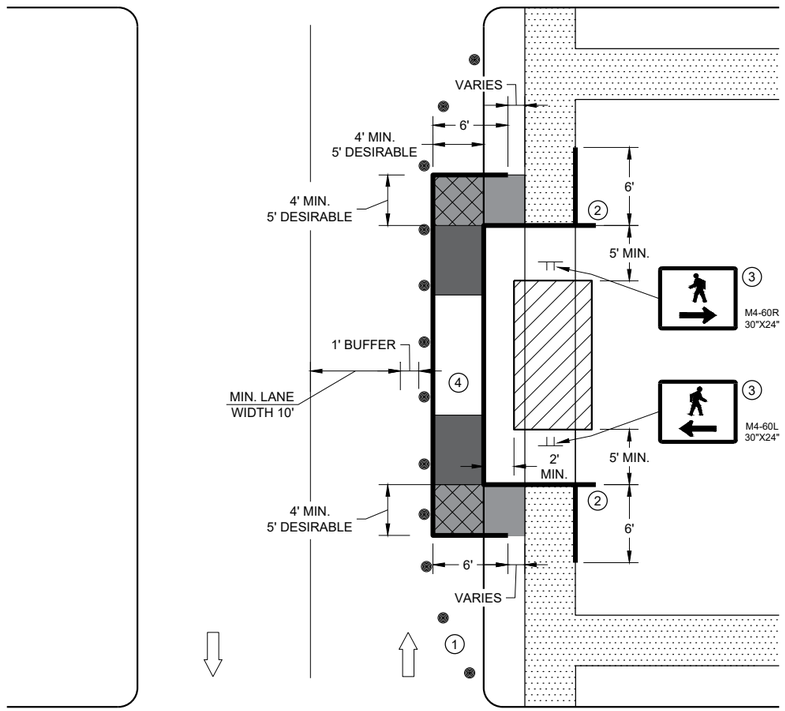
GENERAL NOTES

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

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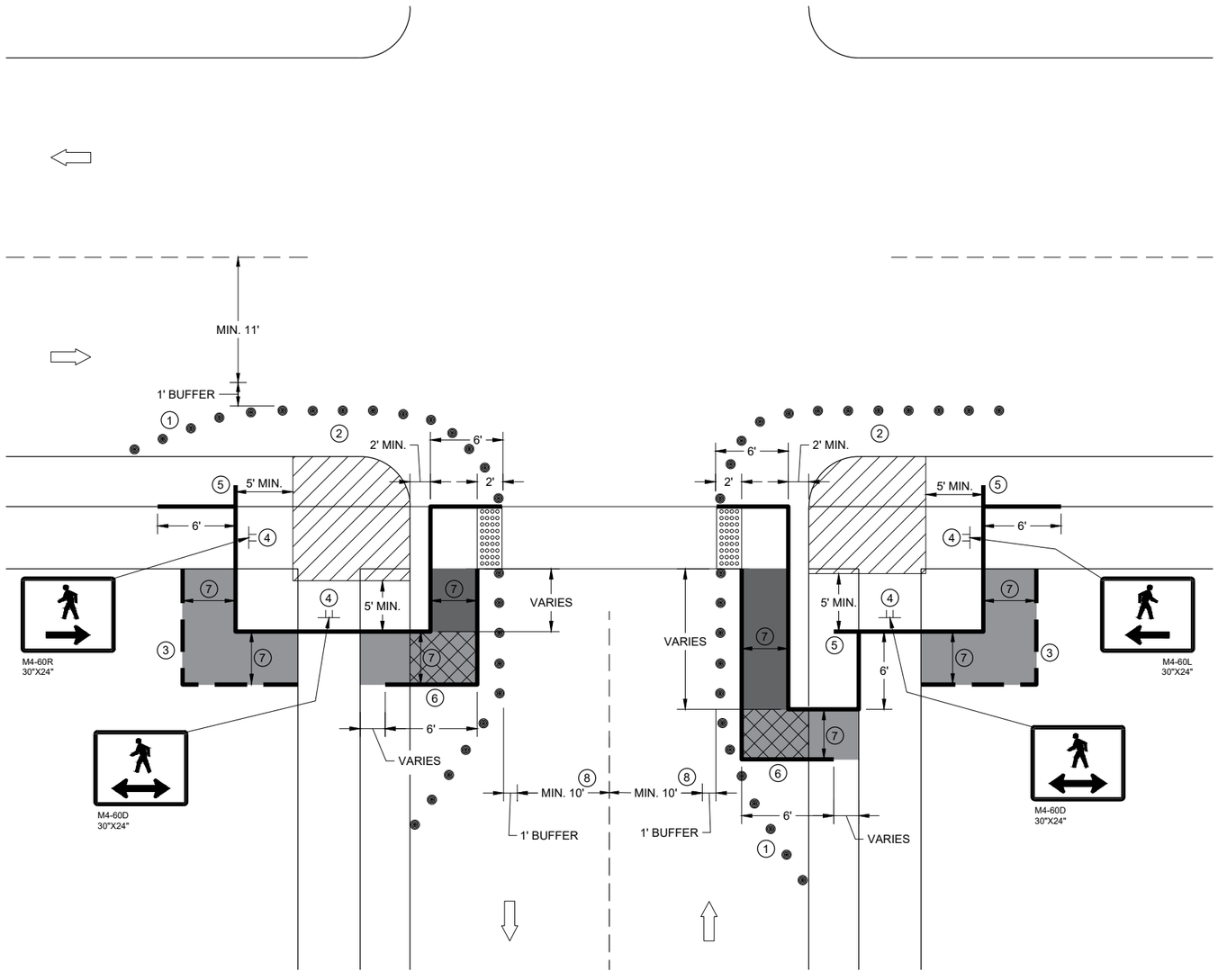
SDD 15D30 - 09h



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

SDD 15D30 - 09i

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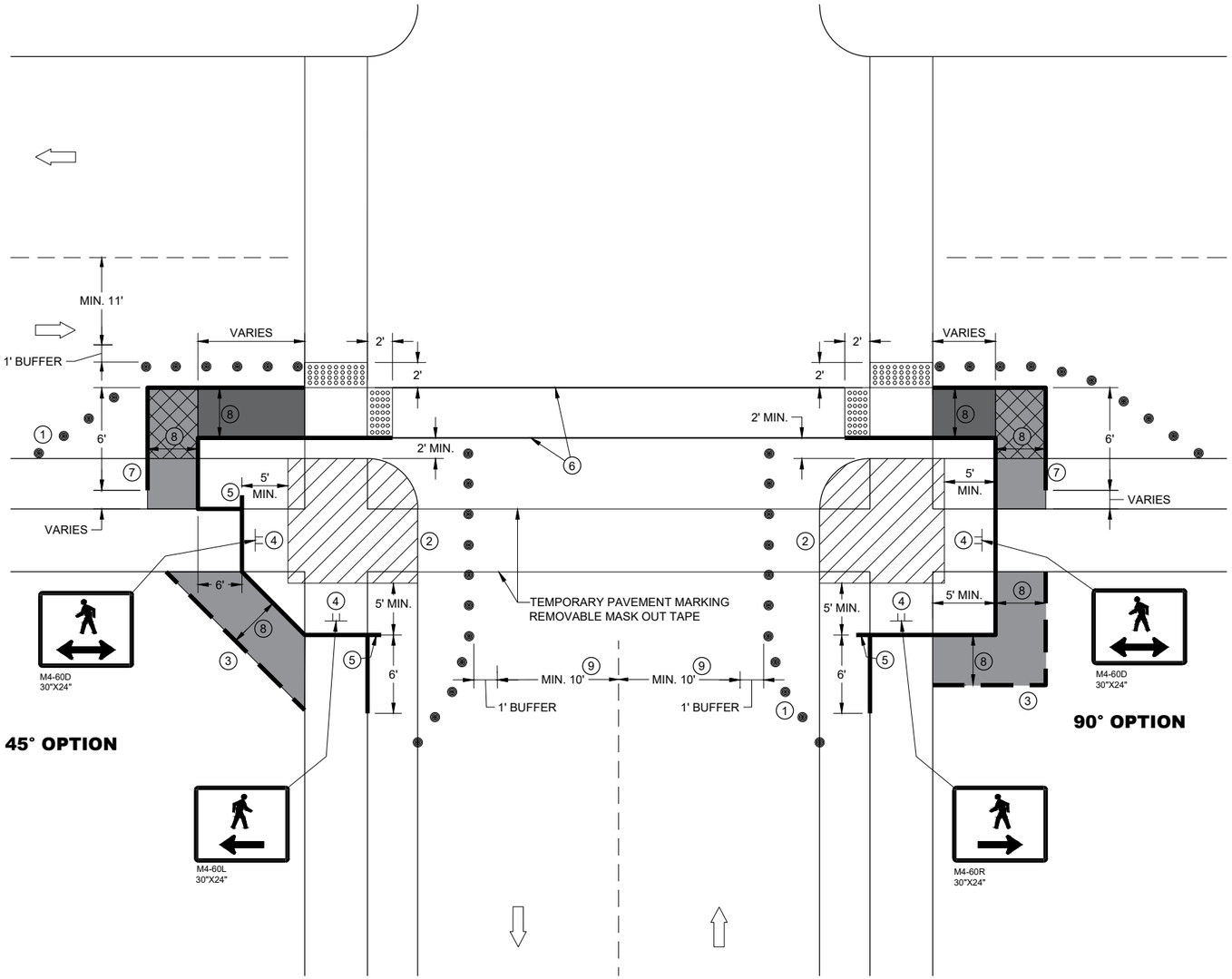


CURB RAMP PEDESTRIAN TRAFFIC CONTROL

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

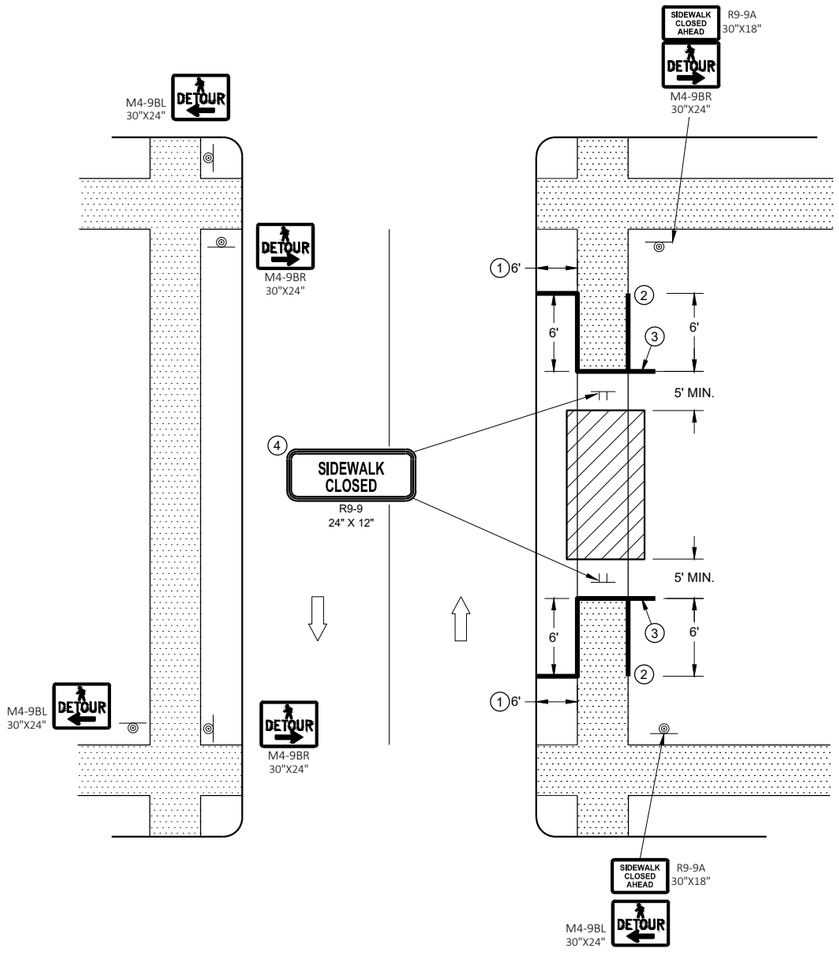
SIGN ON TEMPORARY SUPPORT

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.

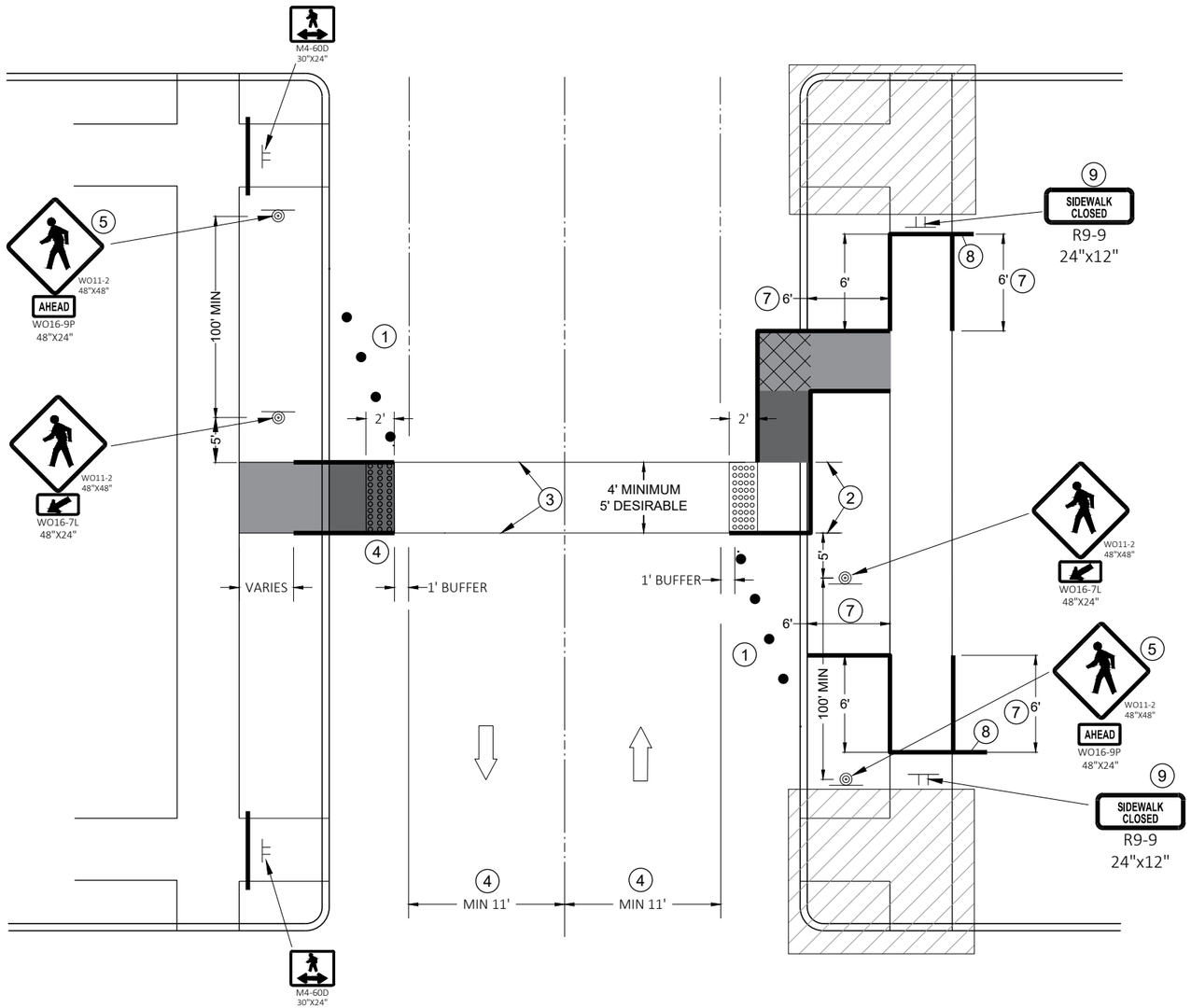
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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

6

SDD 15D30 - 09k

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



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

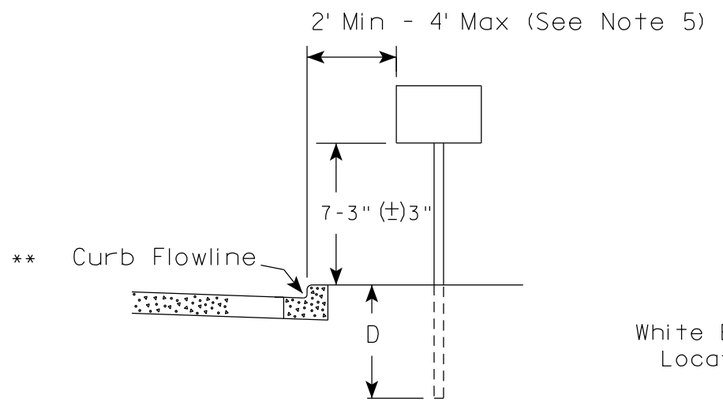
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

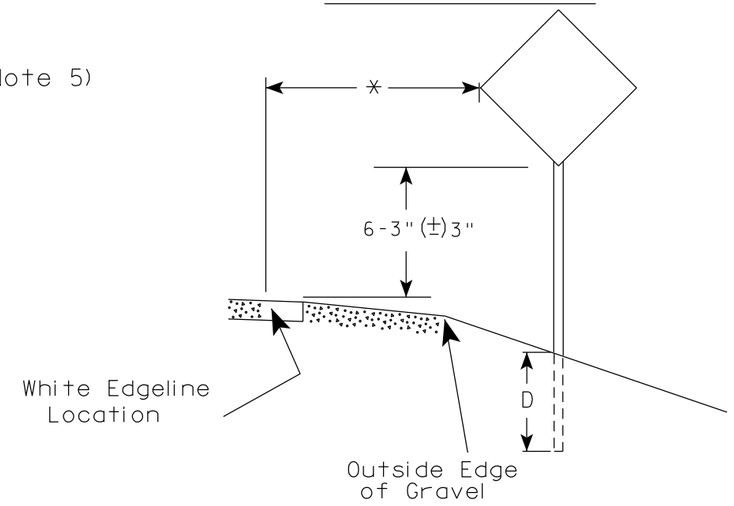
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

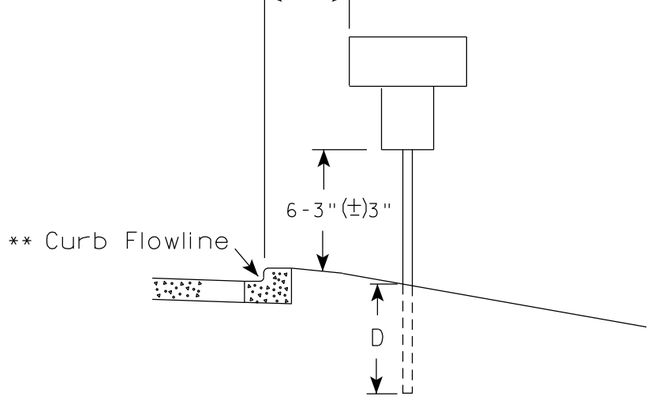
SDD 15D30 - 09L

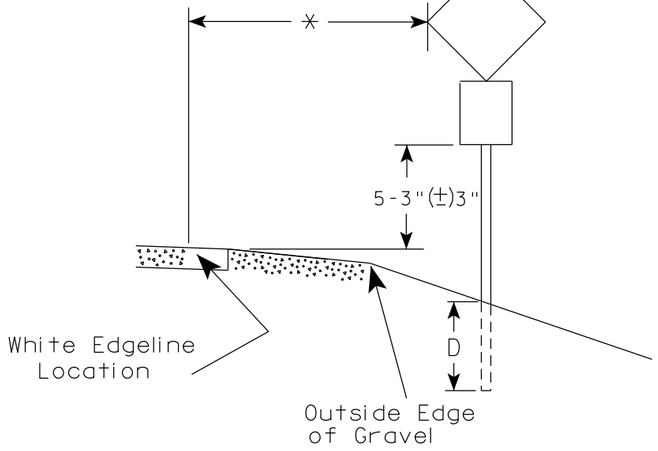
URBAN AREA



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.

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.

POST EMBEDMENT DEPTH

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

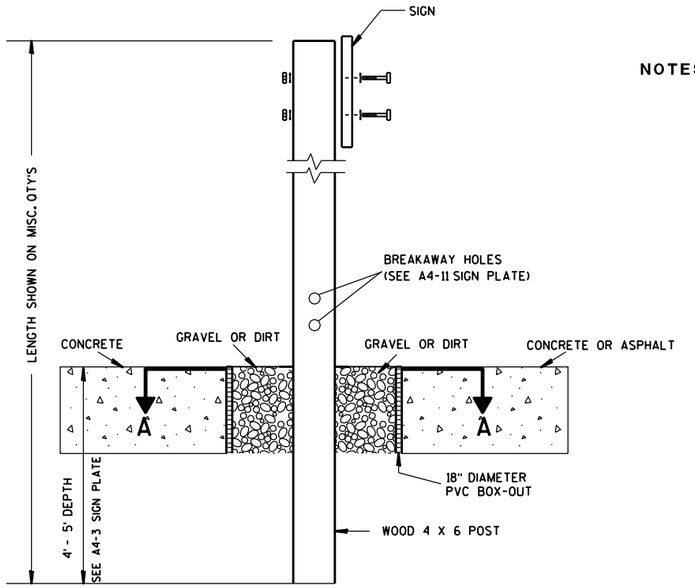
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

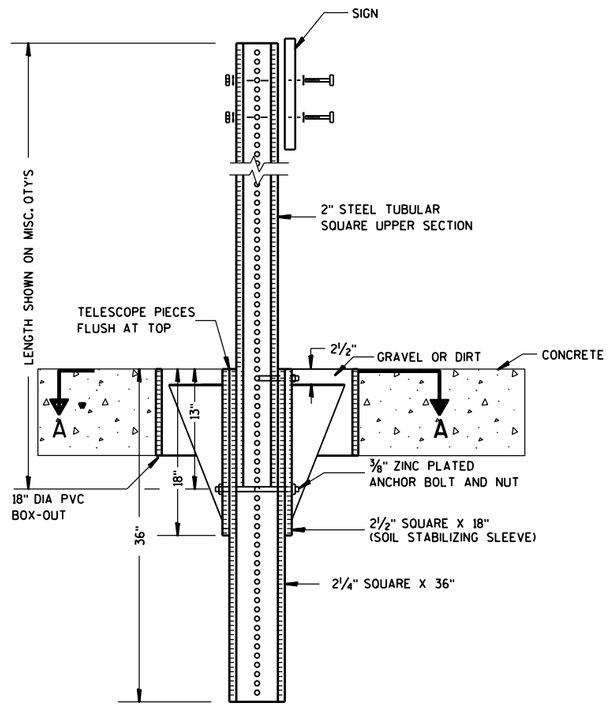
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



ELEVATION VIEW

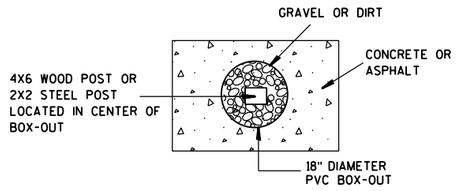
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

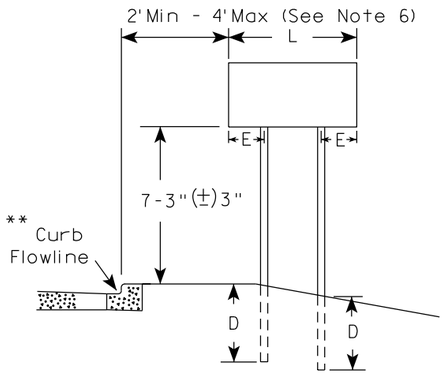
APPROVED Matthew R Rauch
for State Traffic Engineer

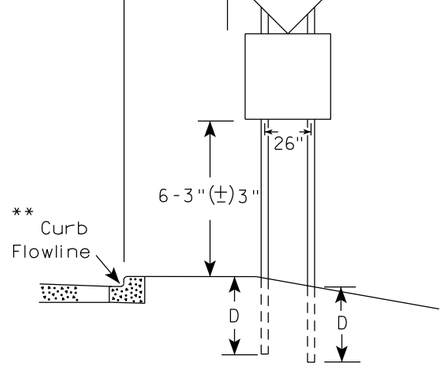
DATE 1/27/14 PLATE NO. A4-3B.1

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

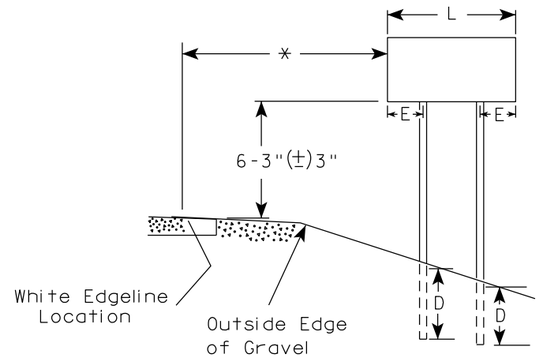
URBAN AREA

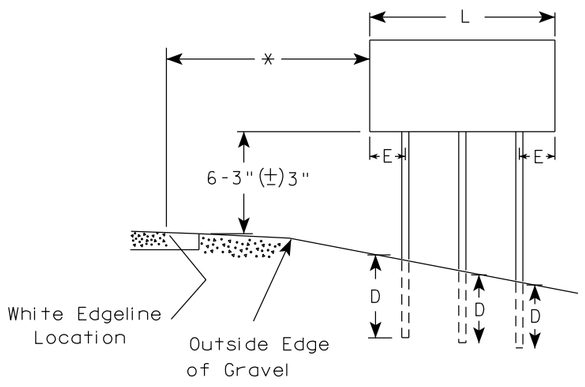


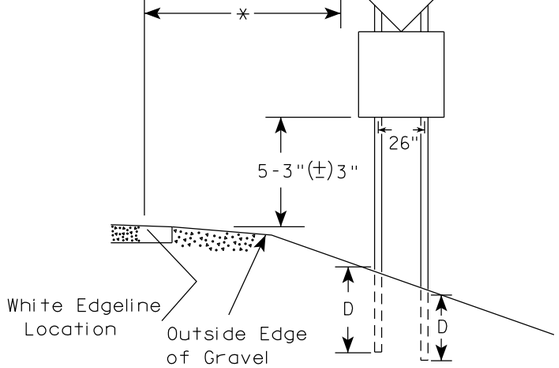


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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.

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"

POST EMBEDMENT DEPTH

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

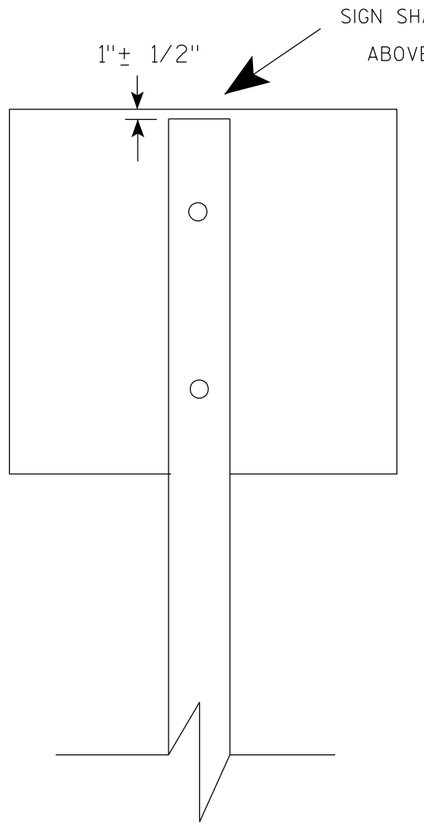
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

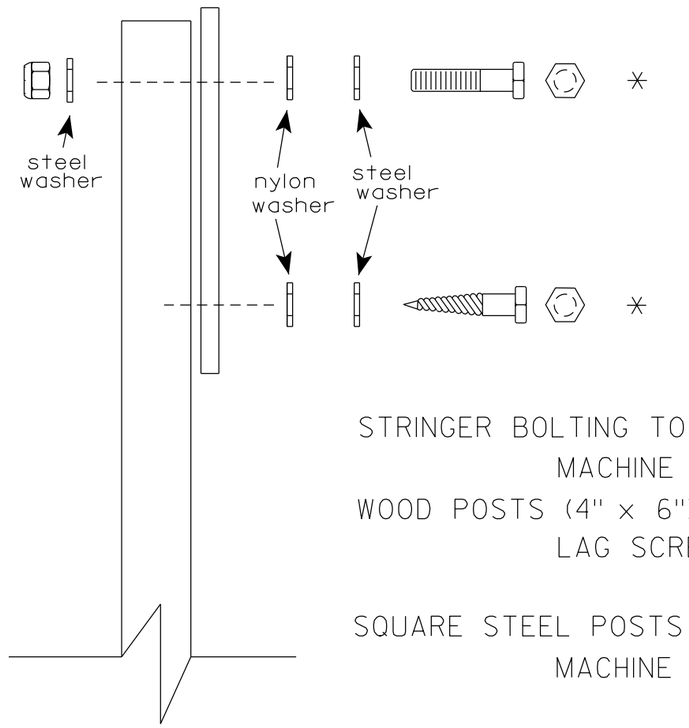
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	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

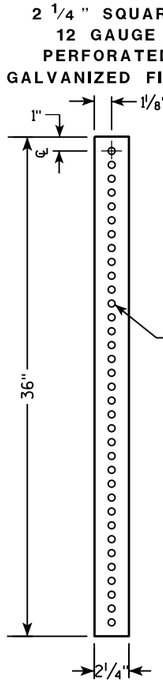
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

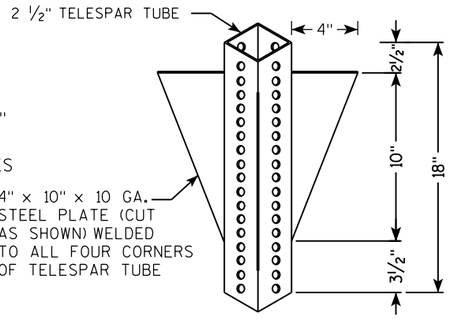
SHEET NO: 198 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

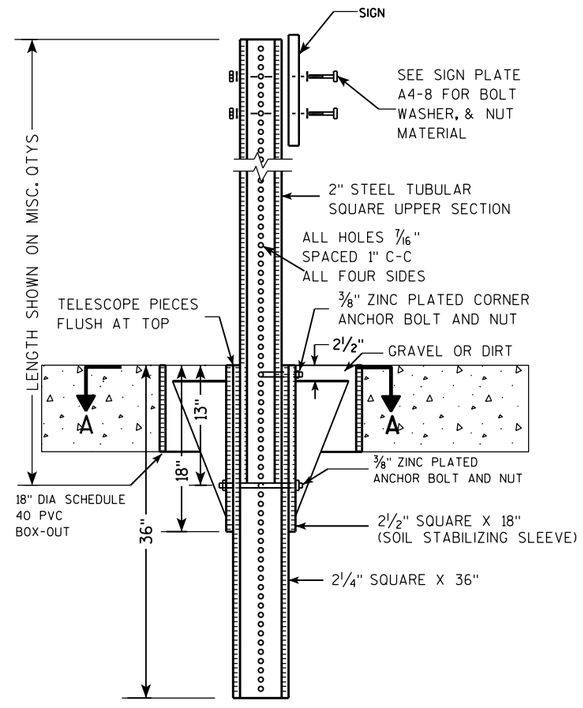
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



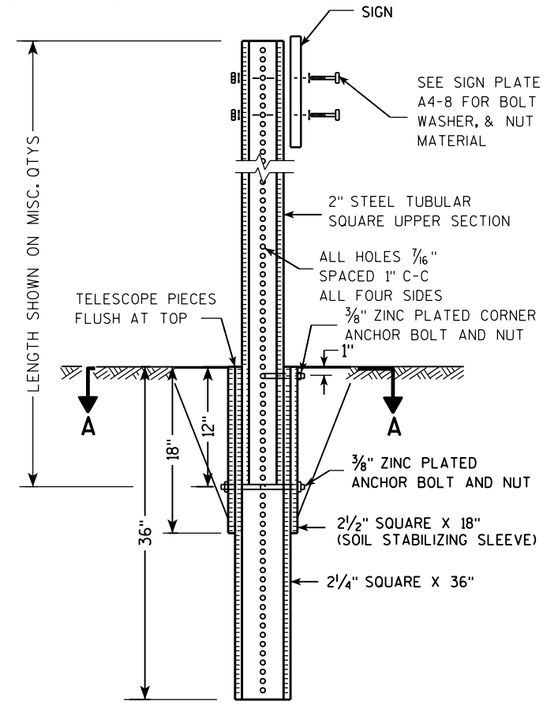
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

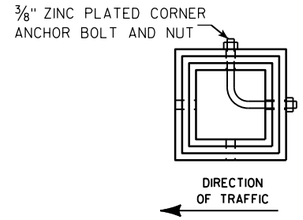


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

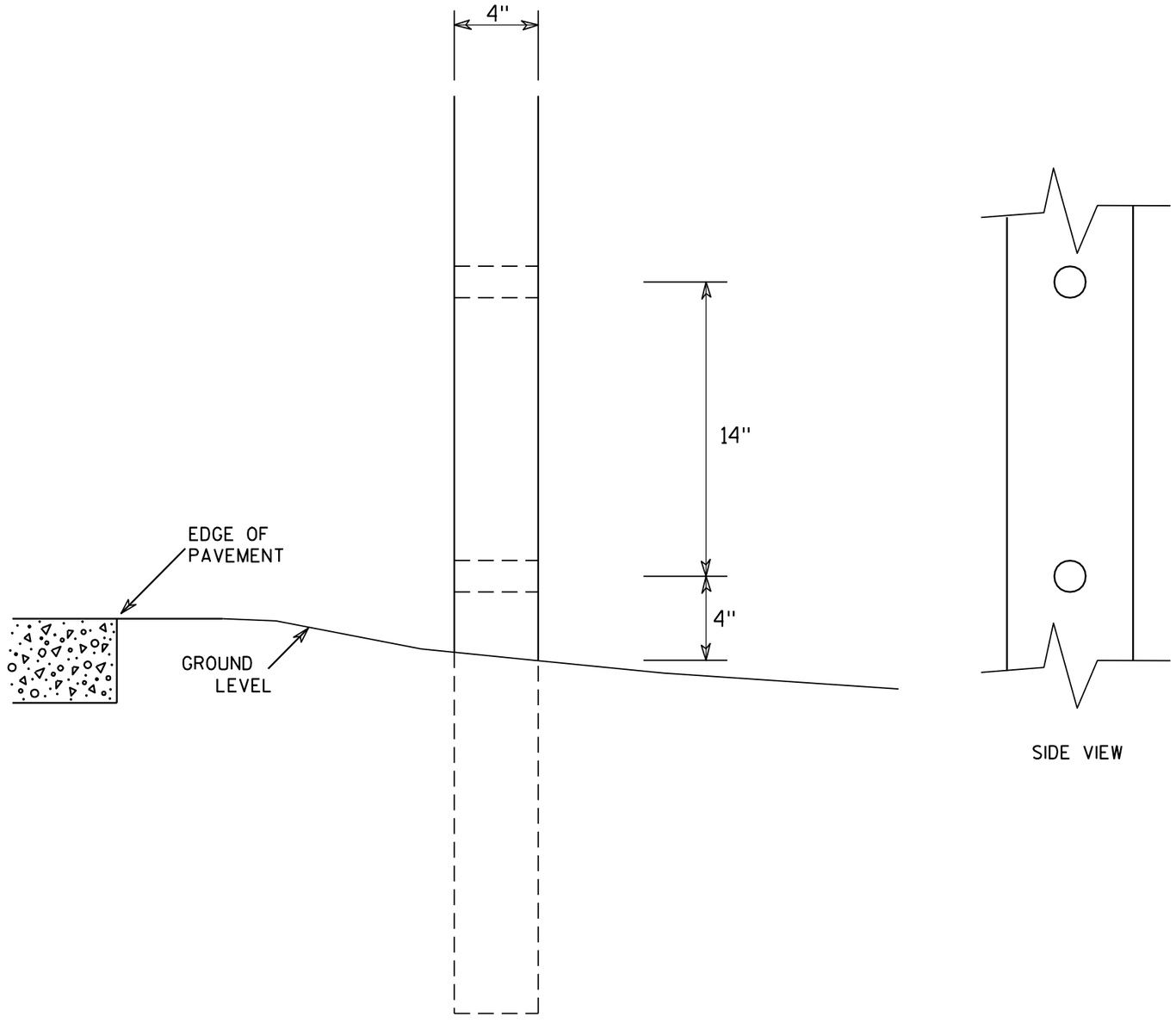
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

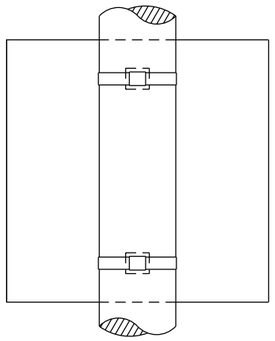
APPROVED Chester J Spang for State Traffic Engineer

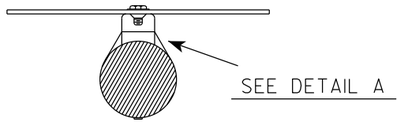
DATE 3/27/97 PLATE NO. A4-11.2

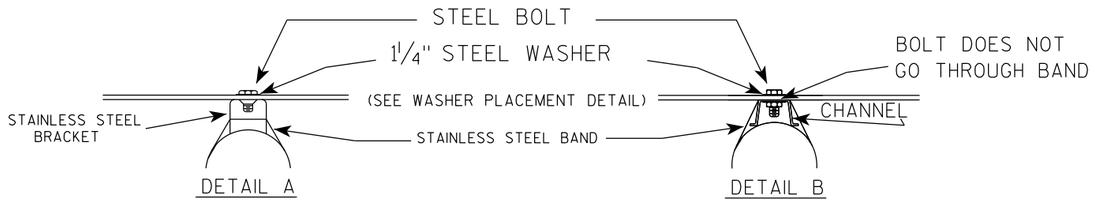
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	E

BANDING

SINGLE SIGN



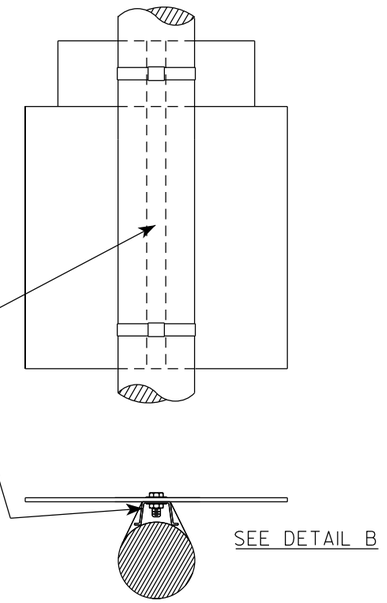




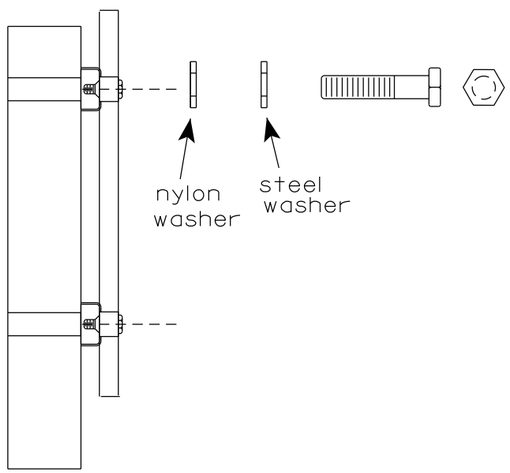
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

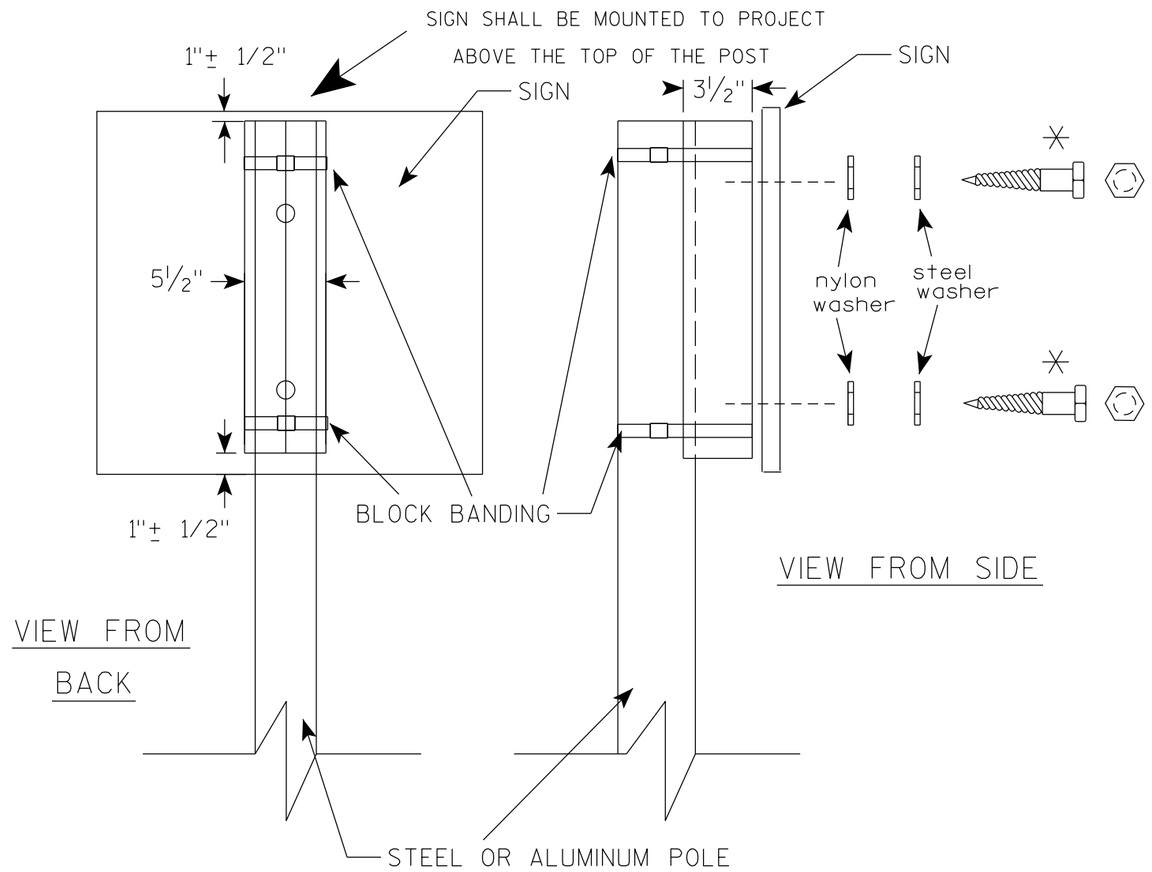
WISCONSIN DEPT OF TRANSPORTATION

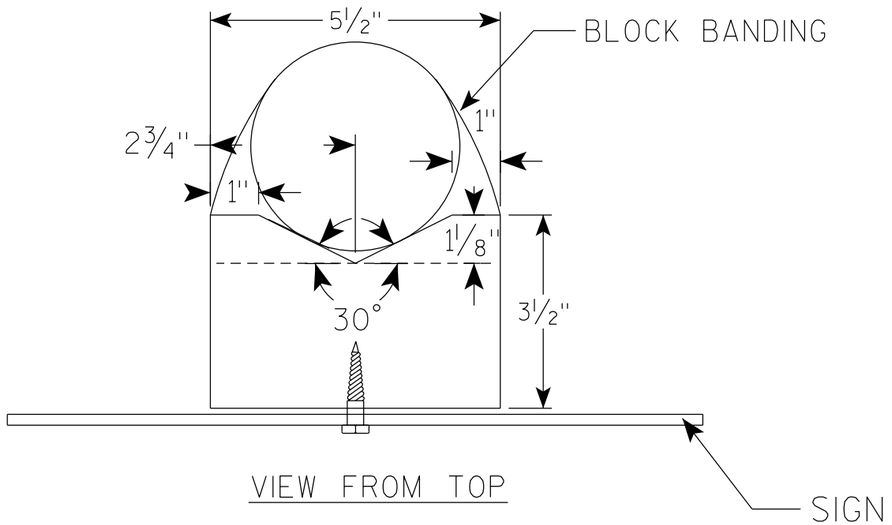
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

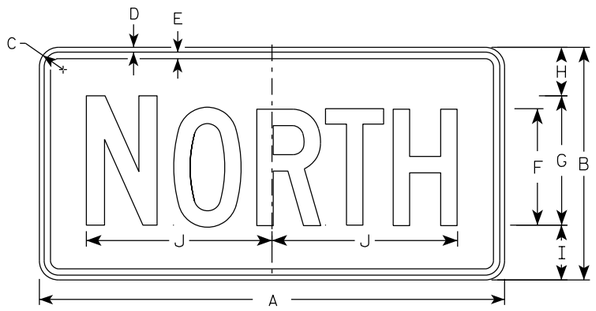
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

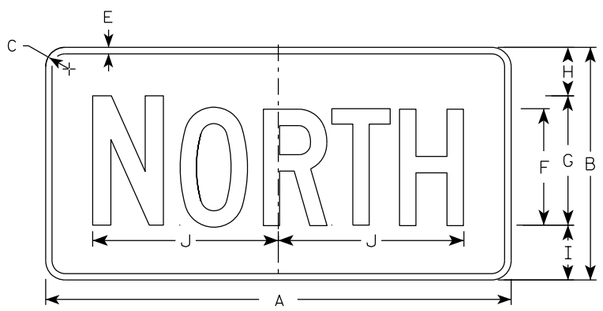
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

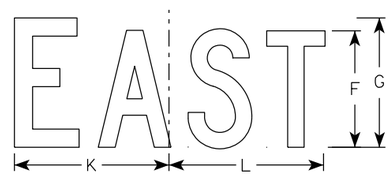
SHEET NO: 202 E



M3-1
MM3-1
MP3-1

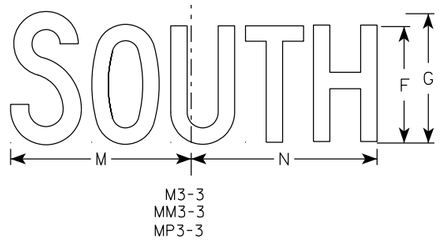


MB3-1
MK3-1
MN3-1

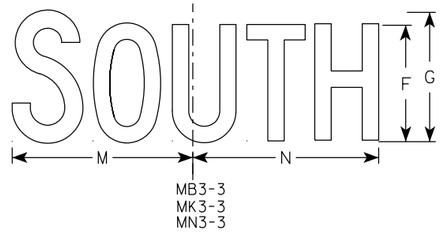


M3-2
MM3-2
MP3-2

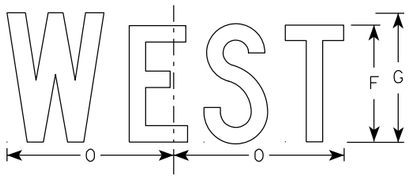
MB3-2
MK3-2
MN3-2



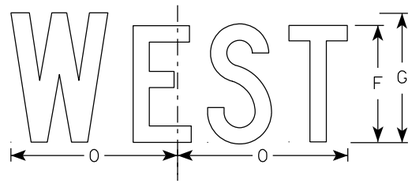
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

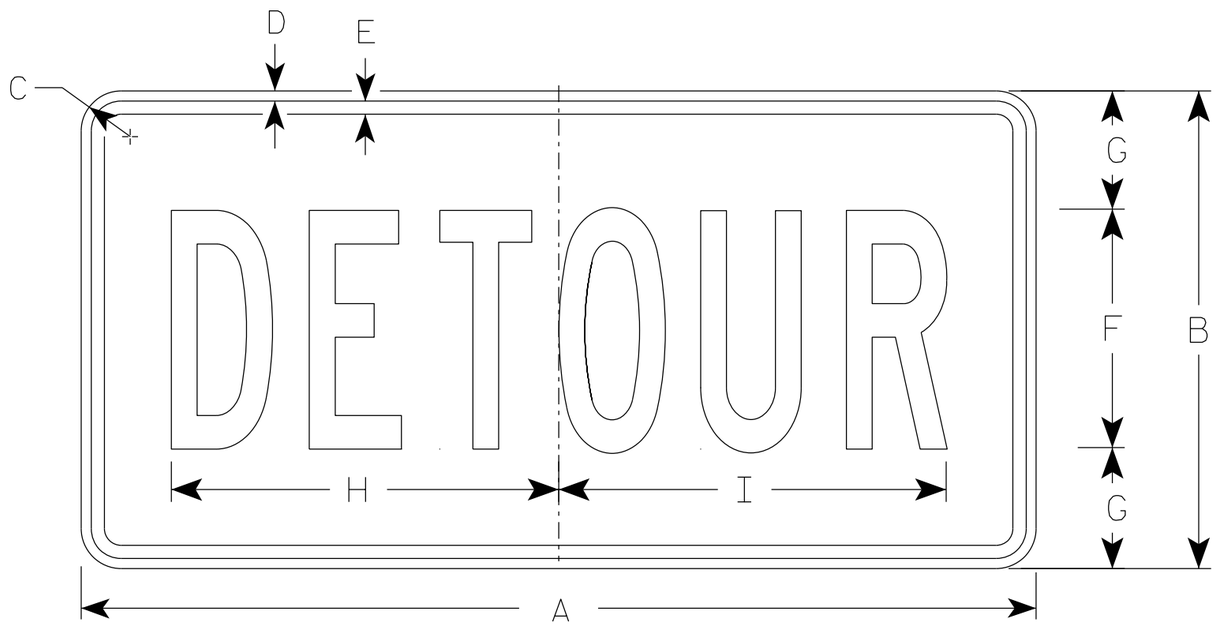
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

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.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

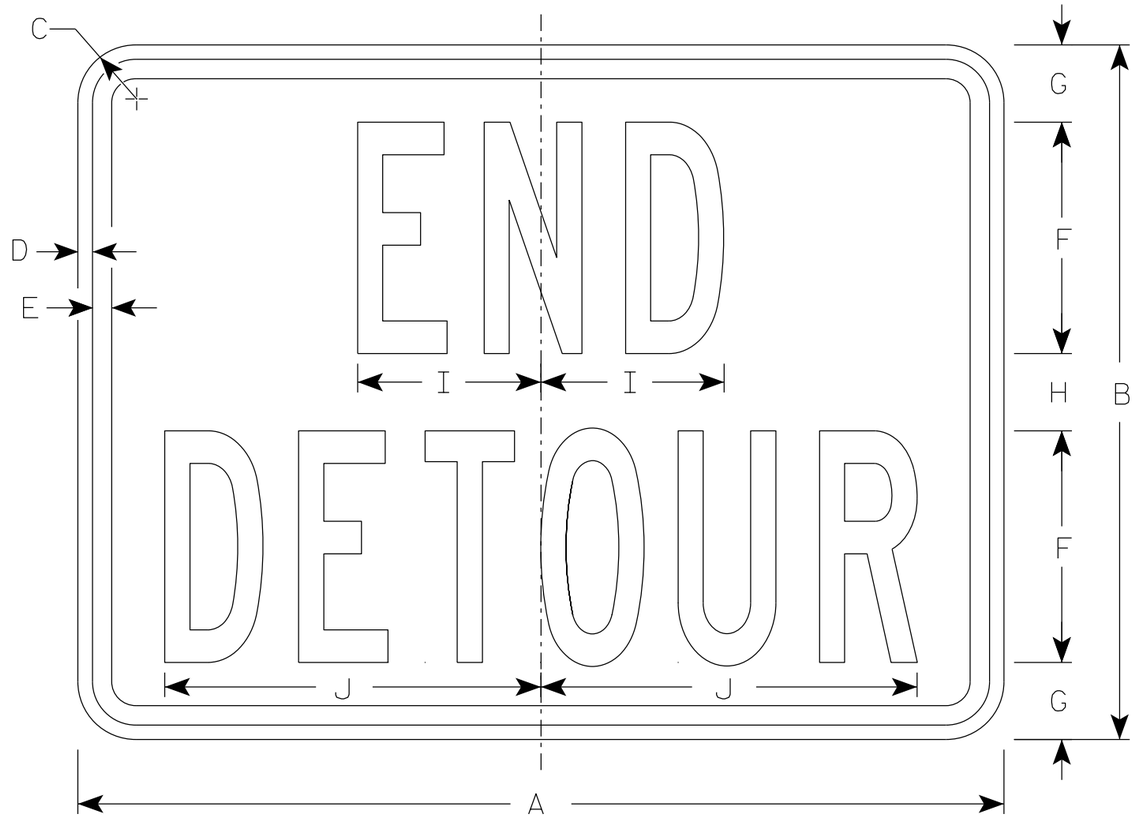
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

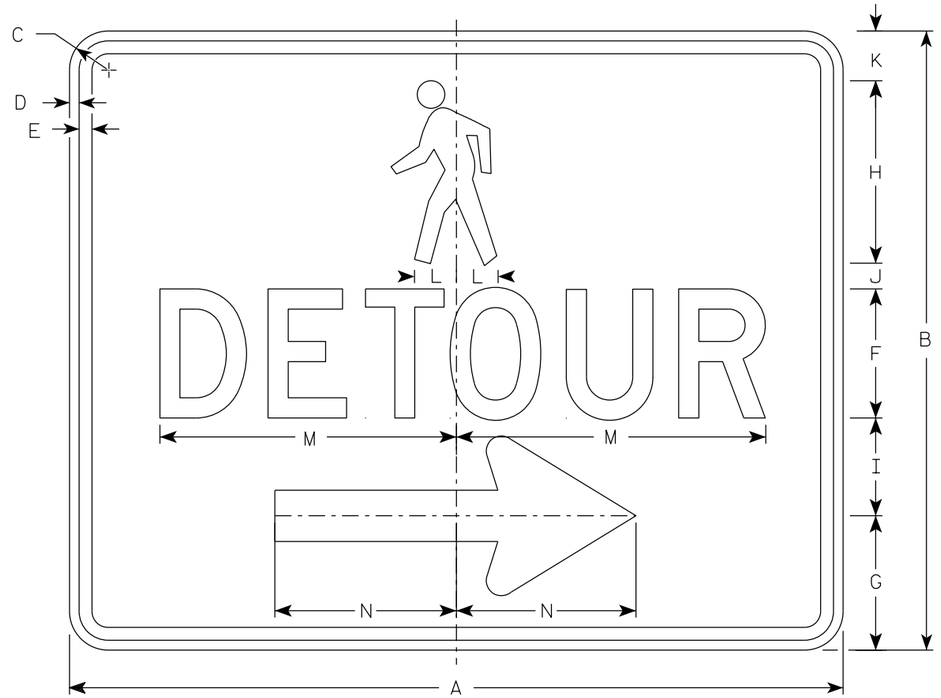
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

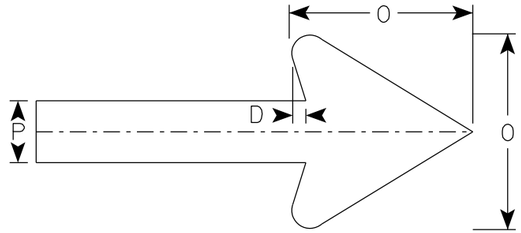
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

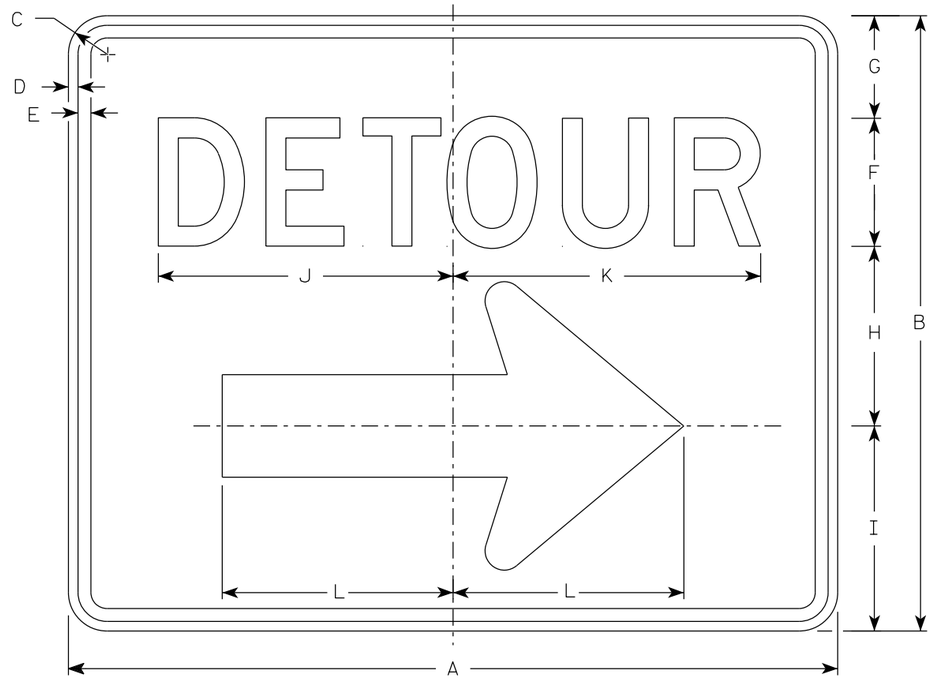
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

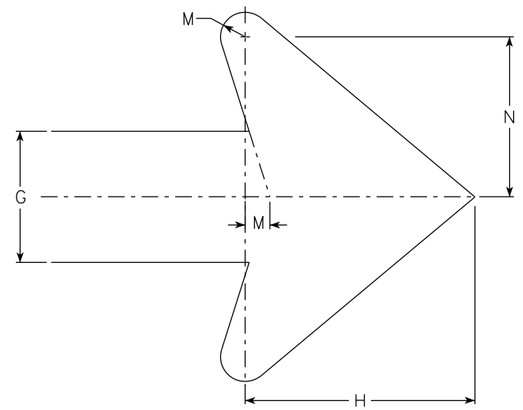
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

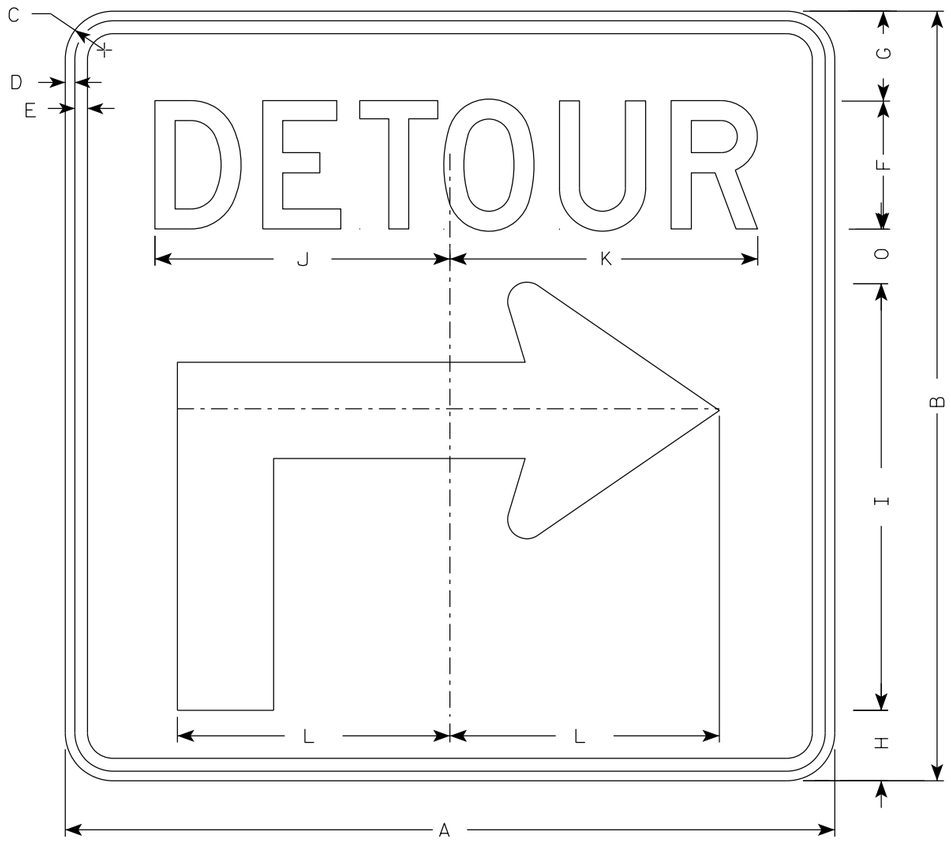
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

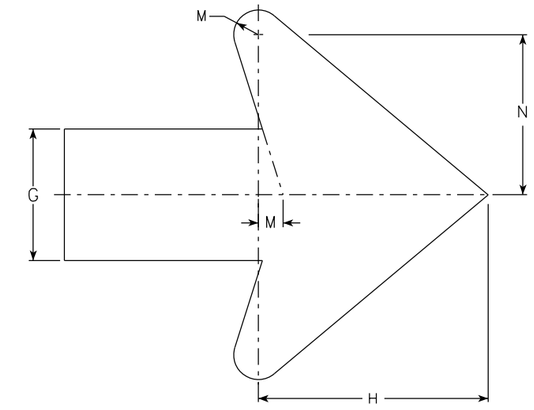
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
2M	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

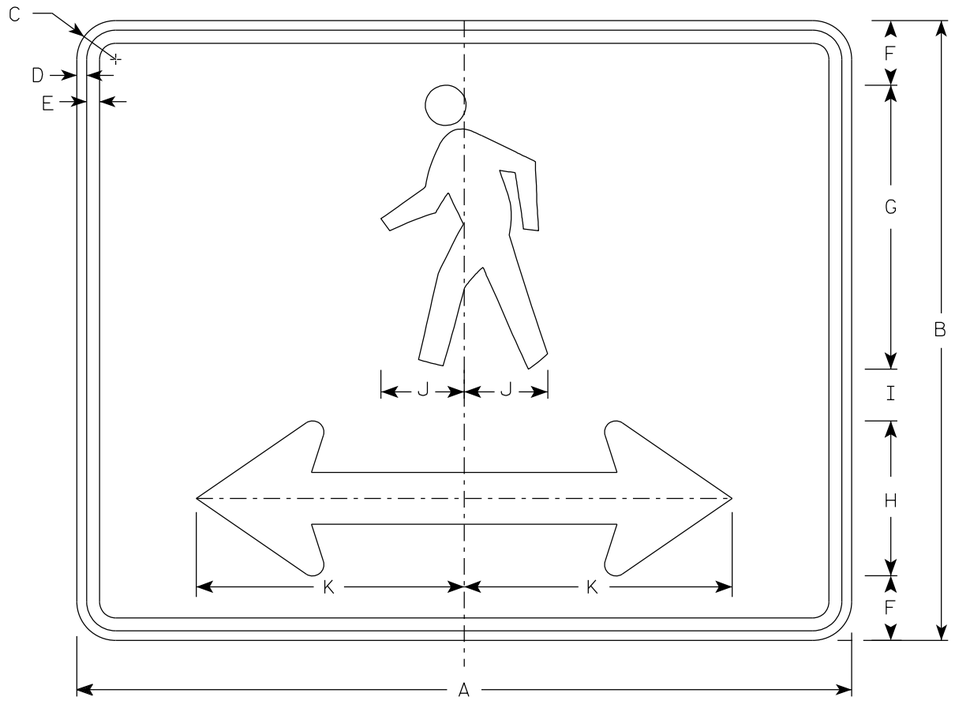
STANDARD SIGN
M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M4-59.2

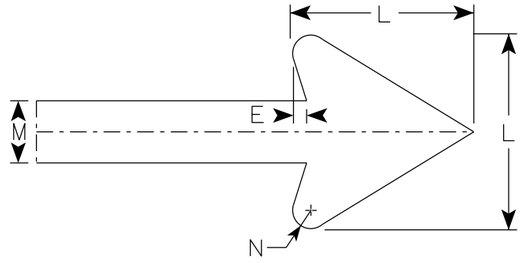
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

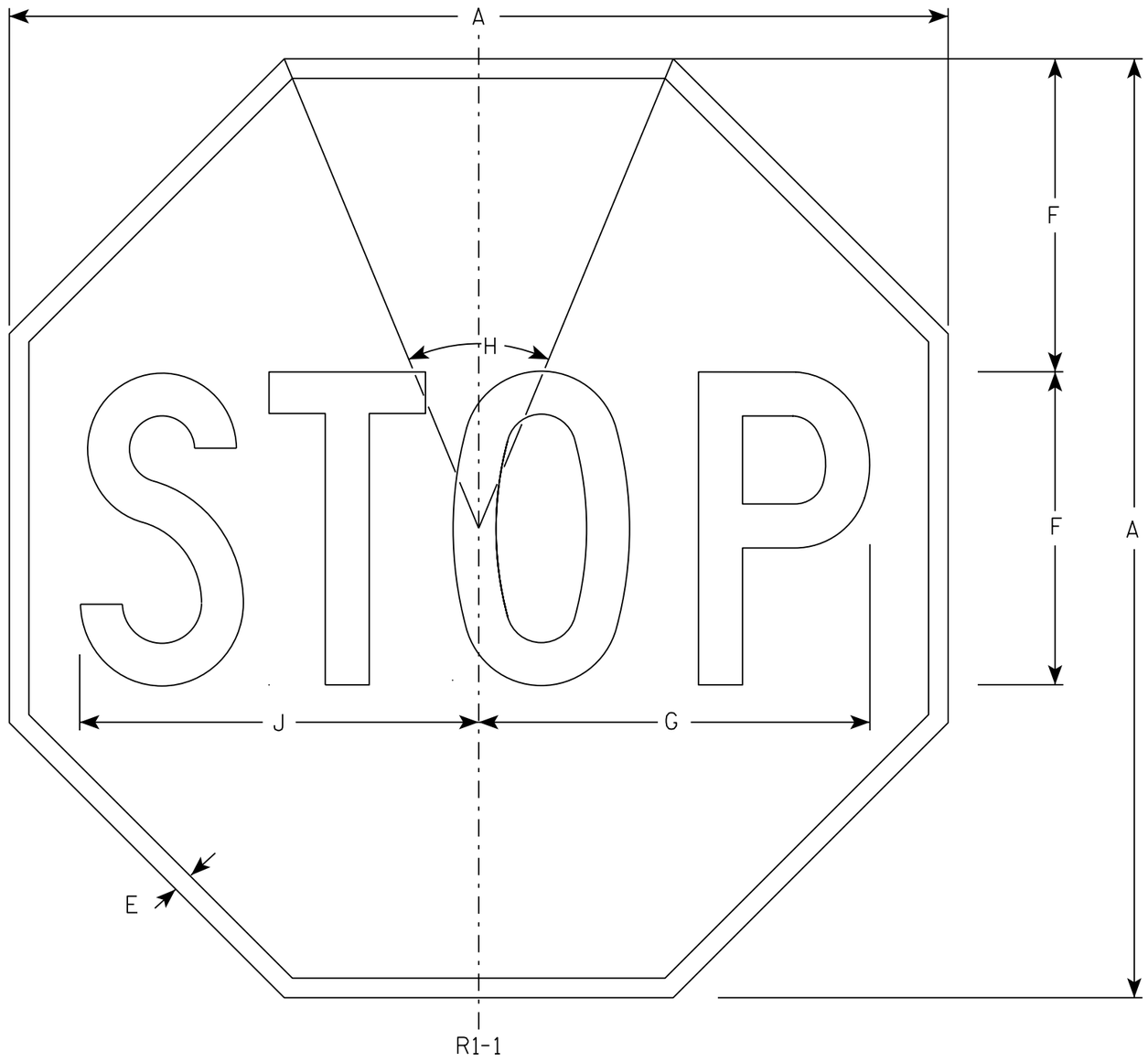
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | 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

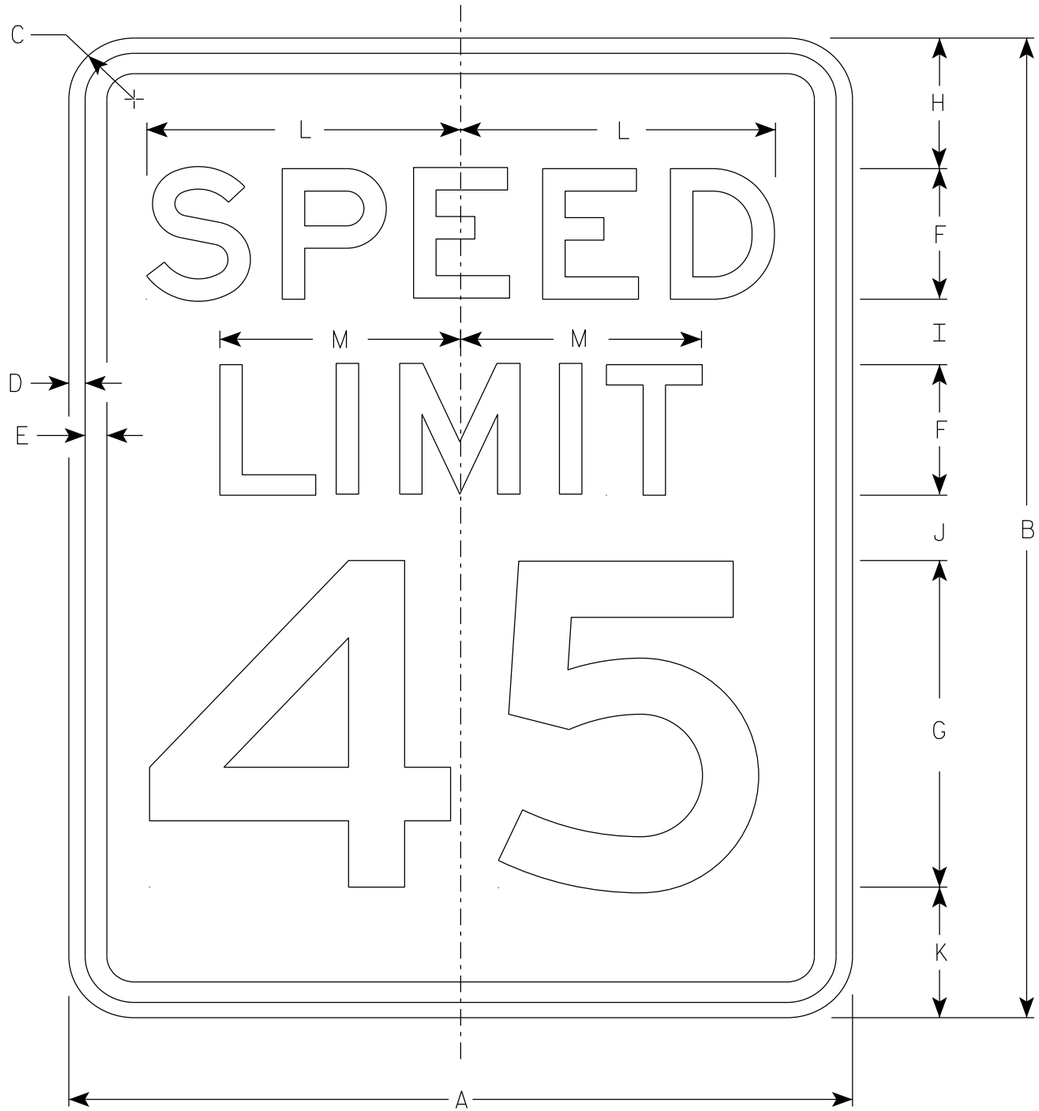
STANDARD SIGN
R1-1

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: 210	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

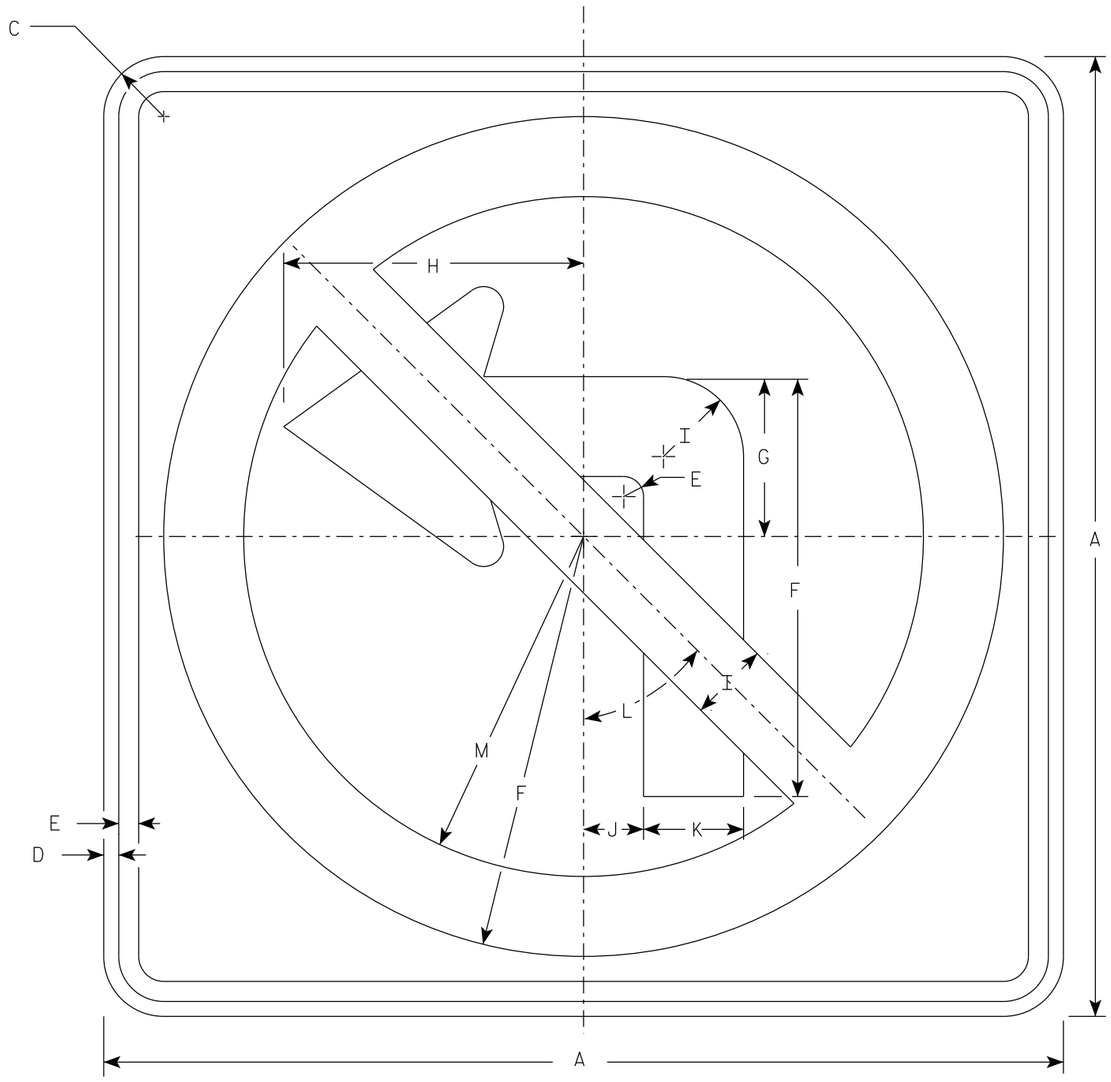
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

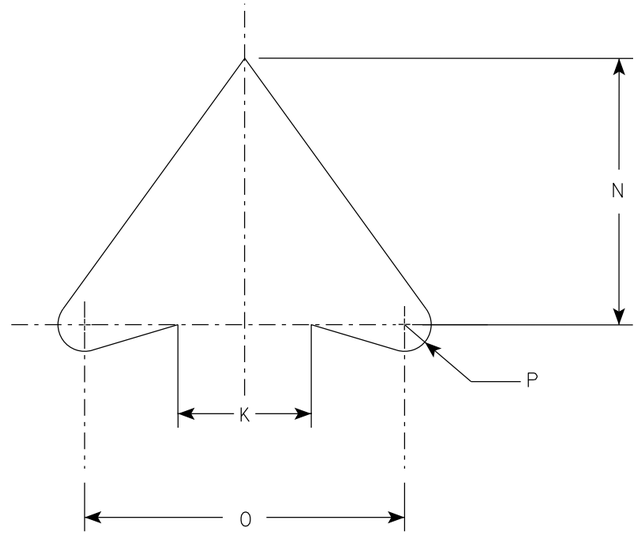
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

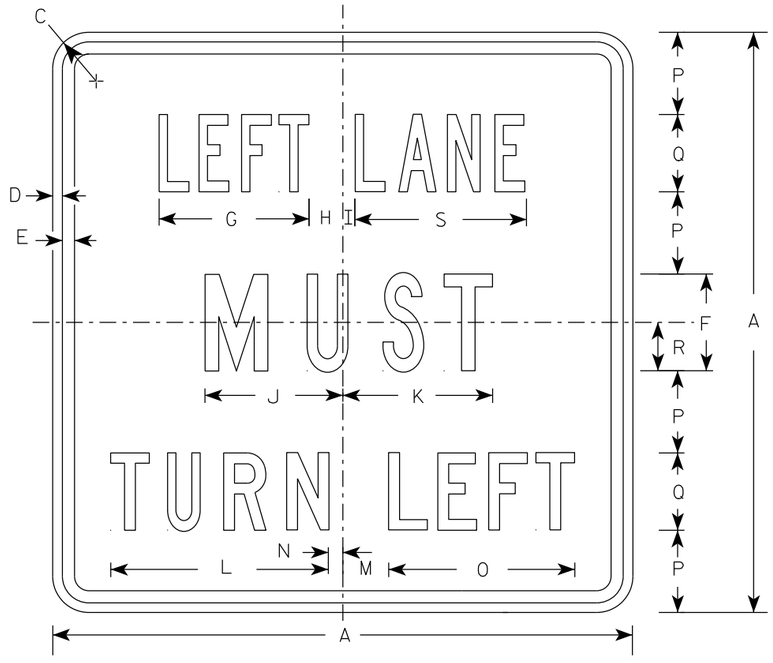
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

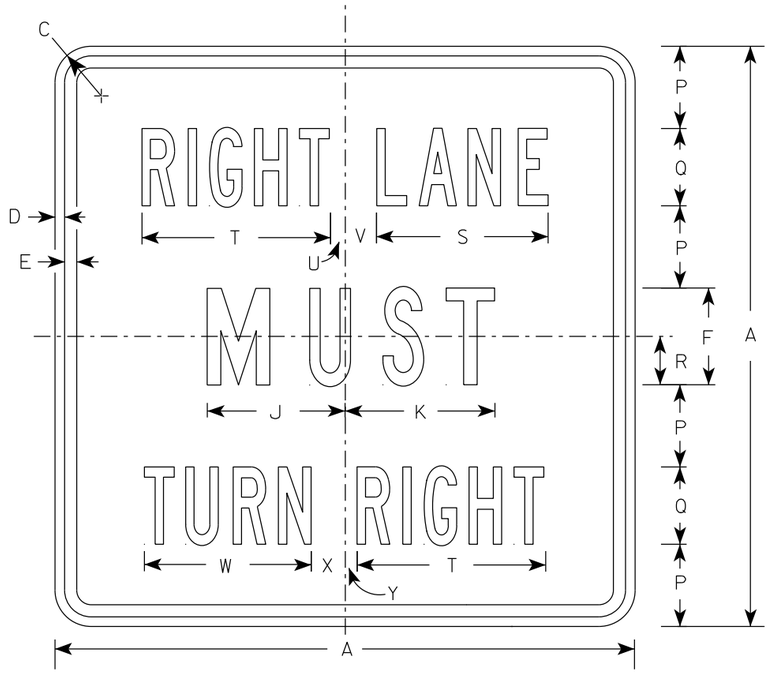
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

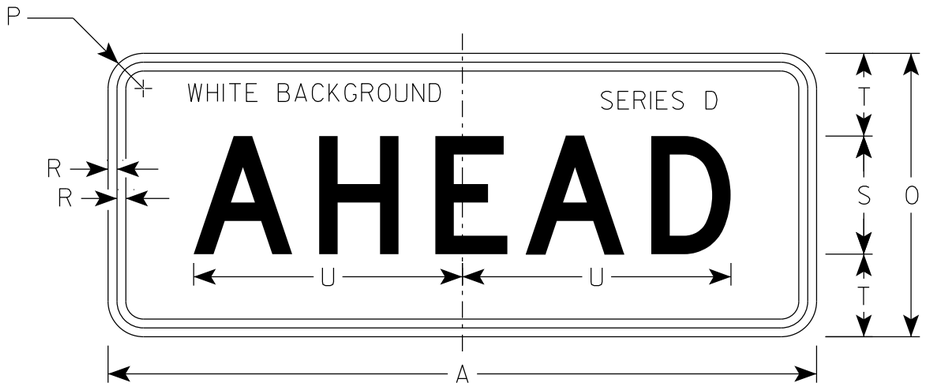
DATE 2/13/23 PLATE NO. R3-7.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E

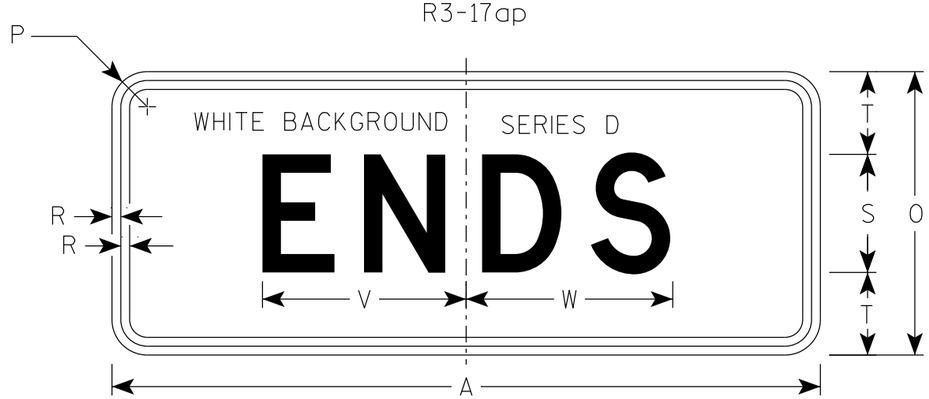
R3-17

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

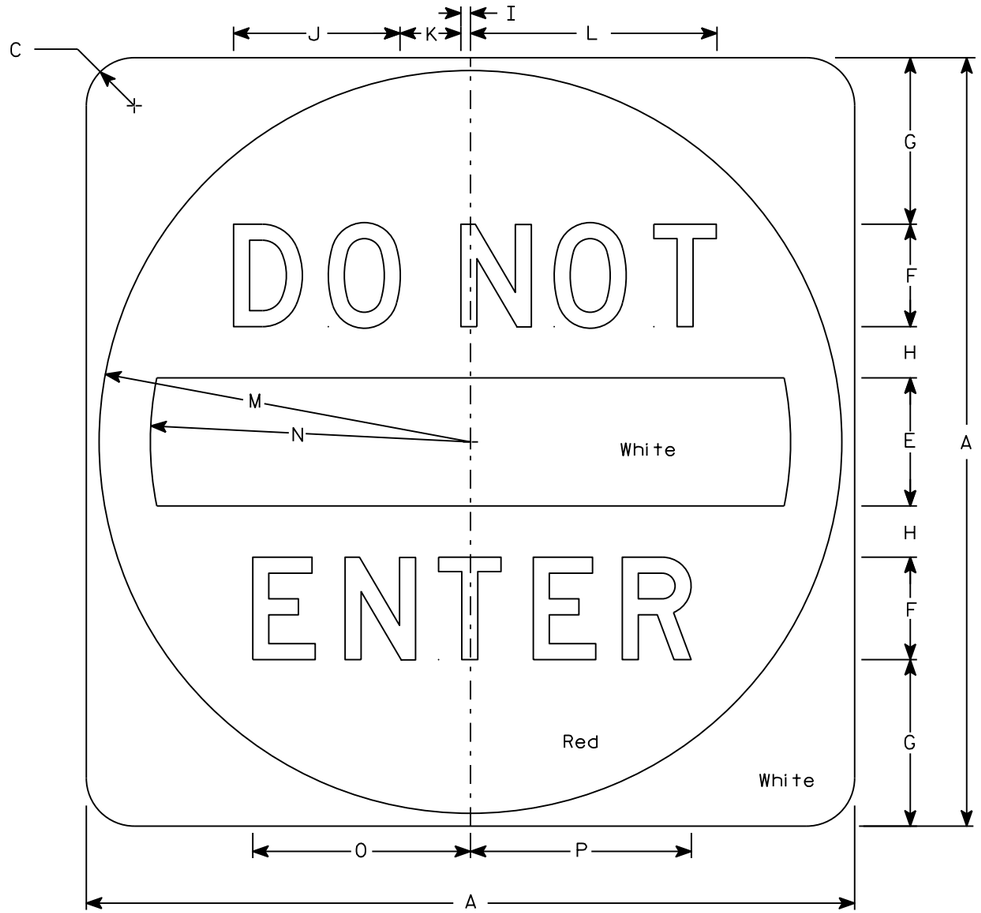
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

PROJECT NO:

SHEET NO: 214 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

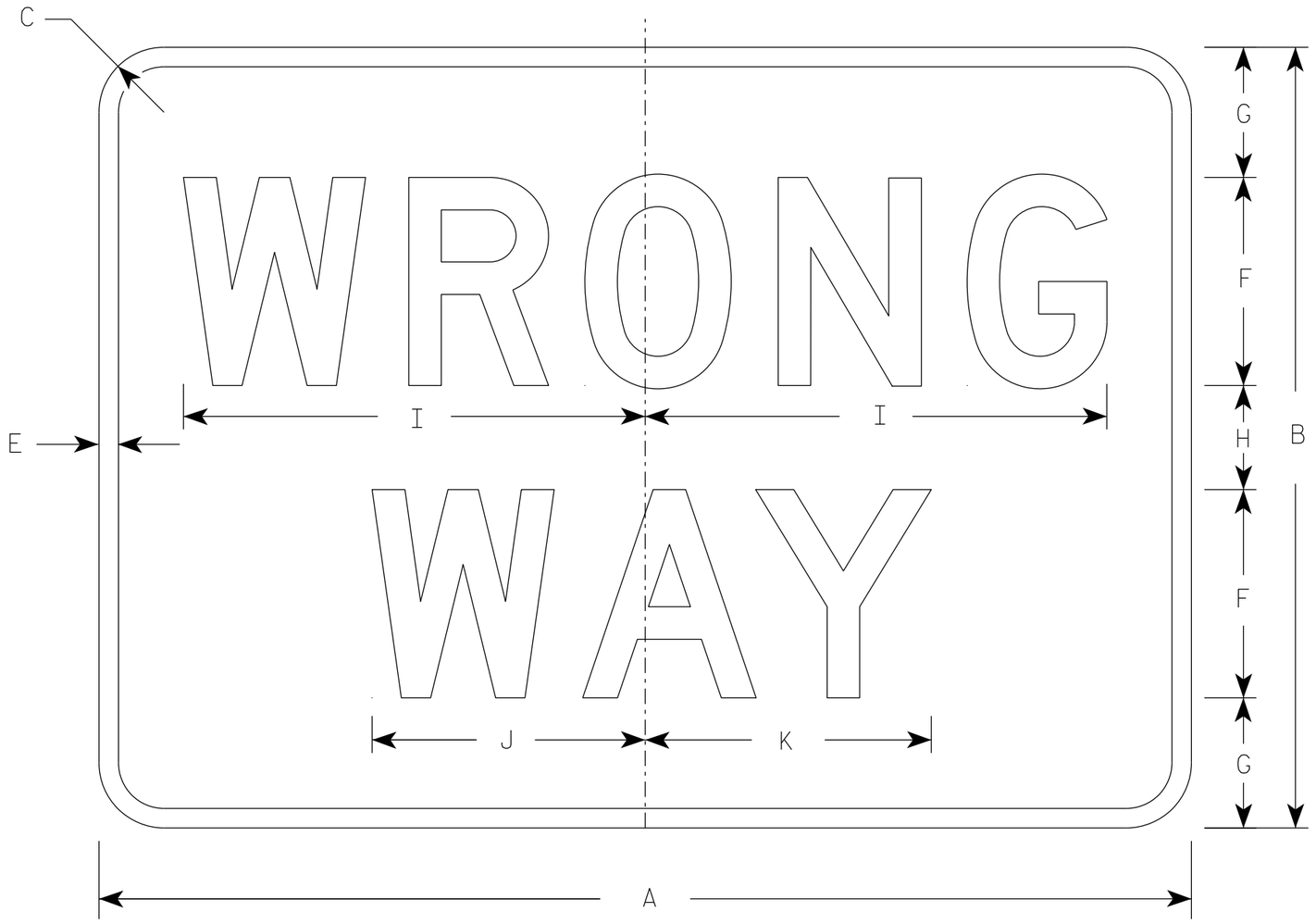
STANDARD SIGN
R5-1

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: 215 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

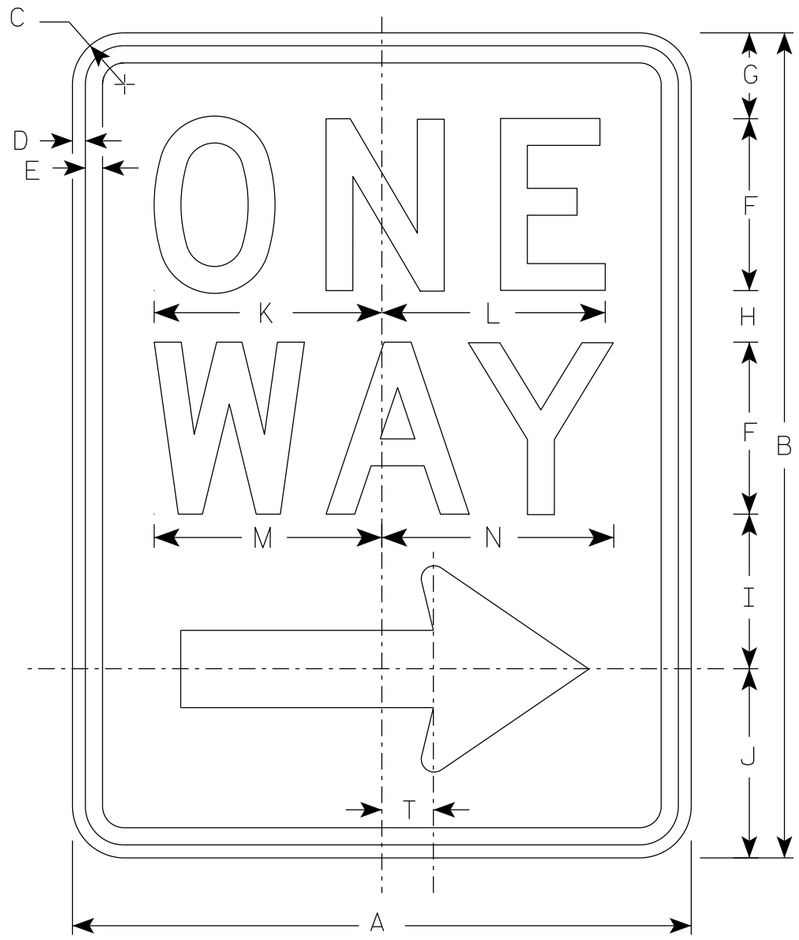
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

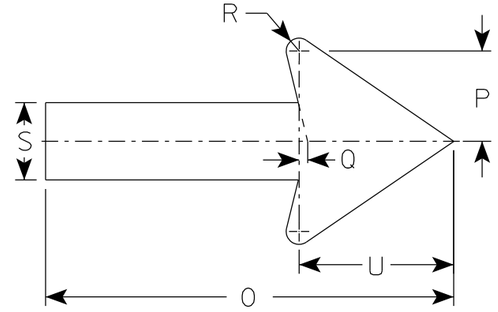
NOTES

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																										

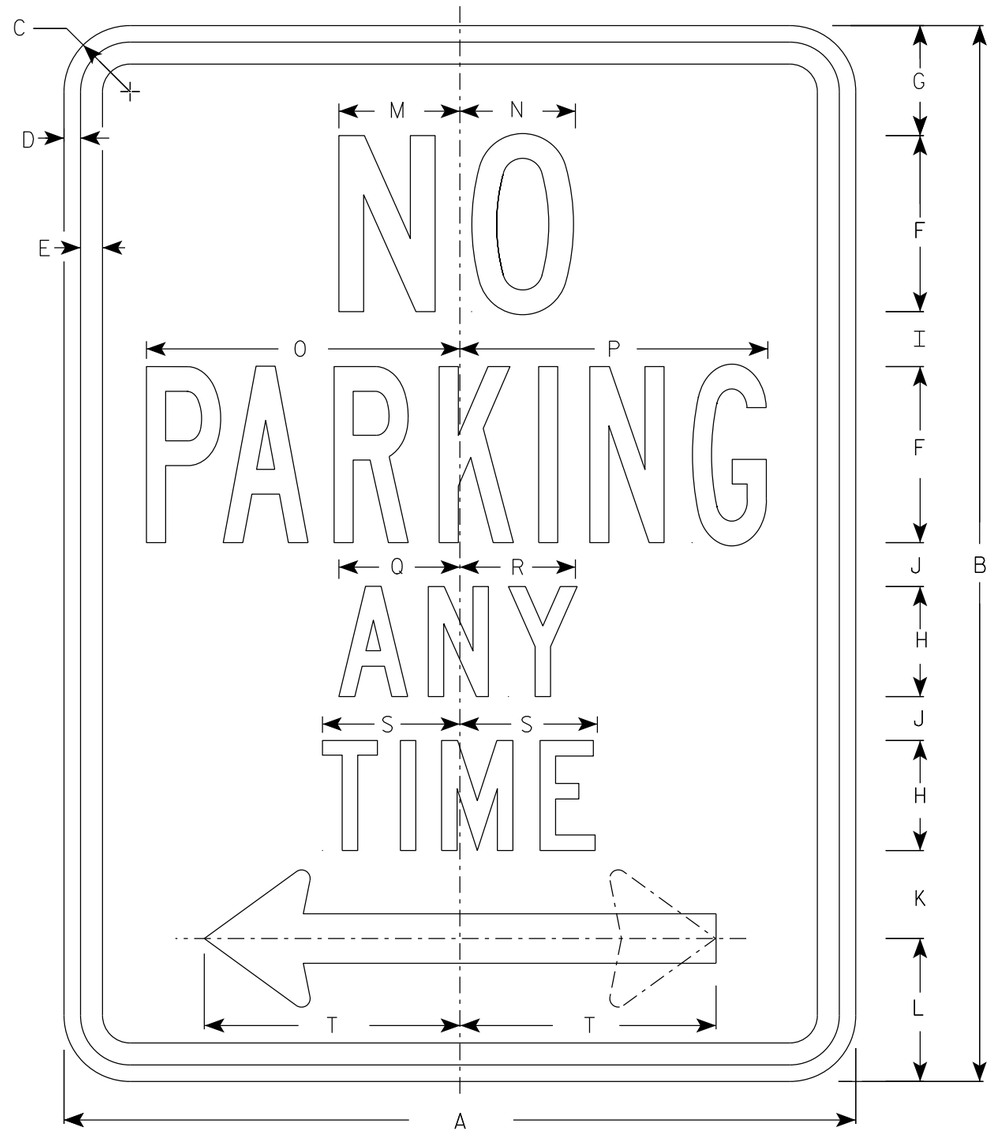
STANDARD SIGN
R6-2 R&L

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: 217 E

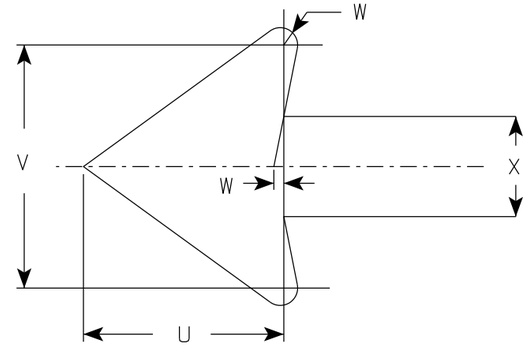


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

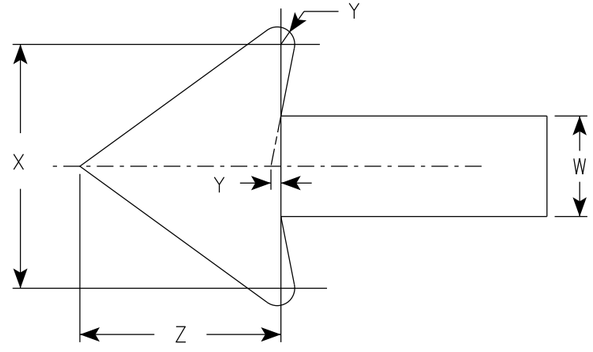
DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.
4. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

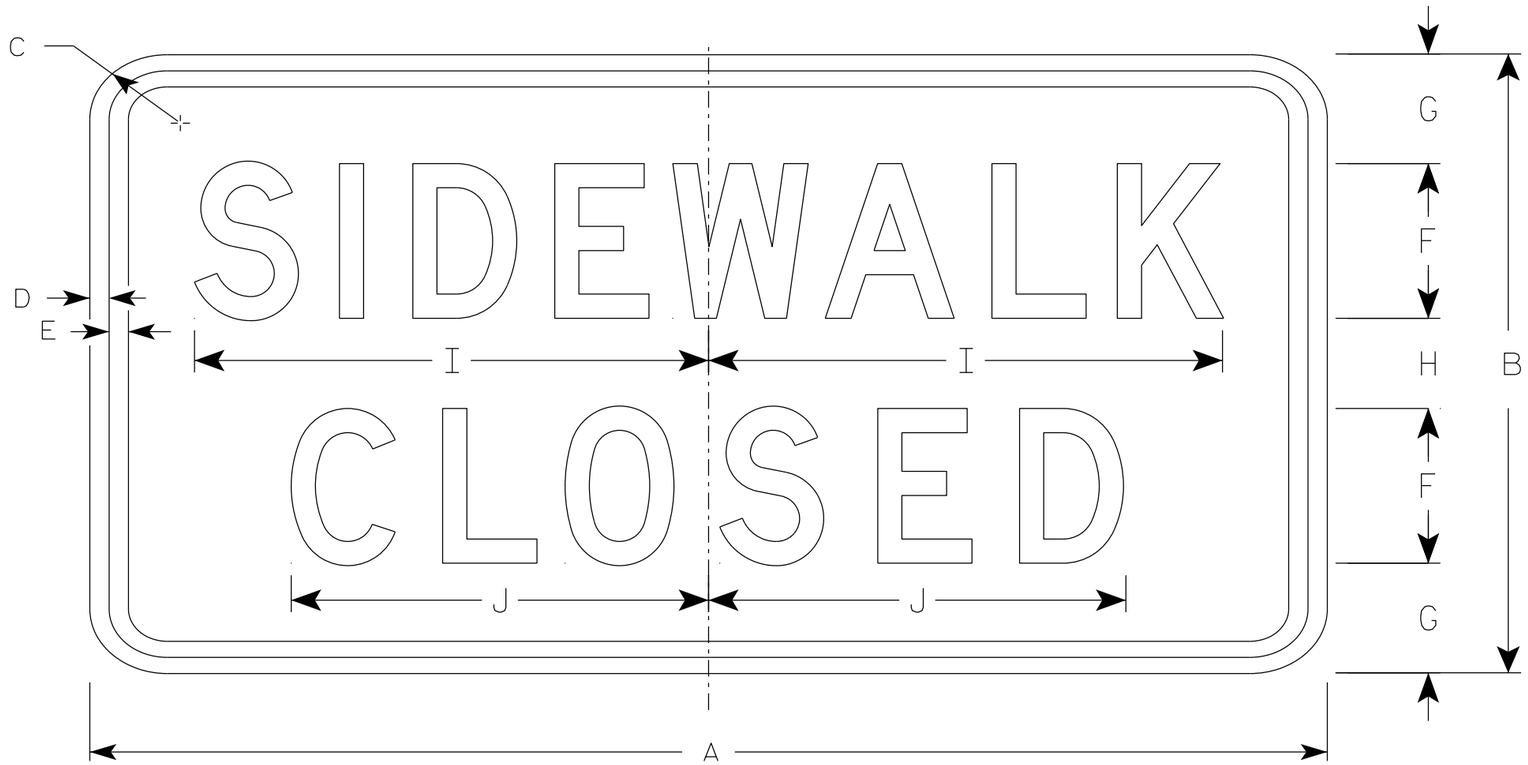
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-51.7

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 219	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

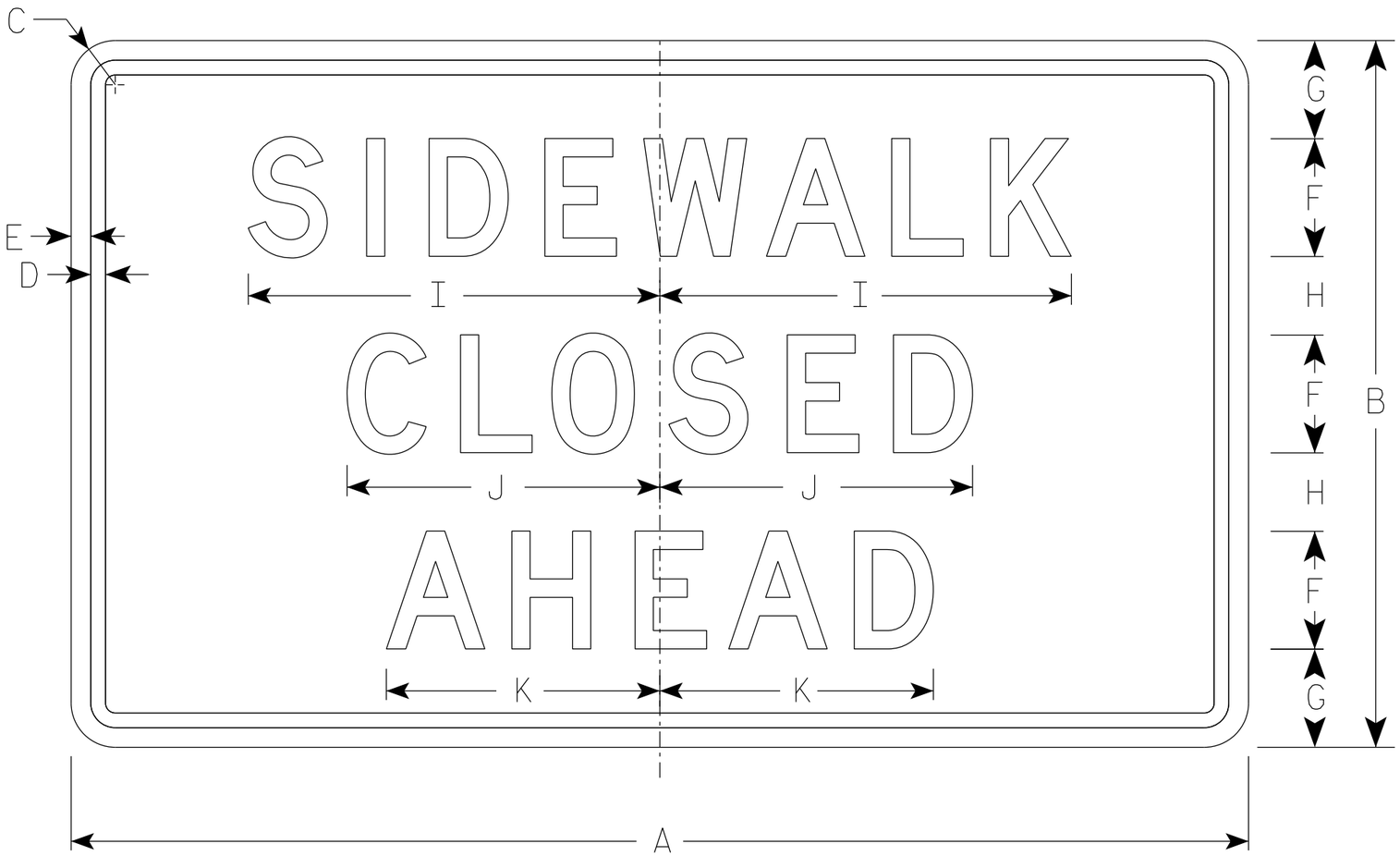
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | 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																											

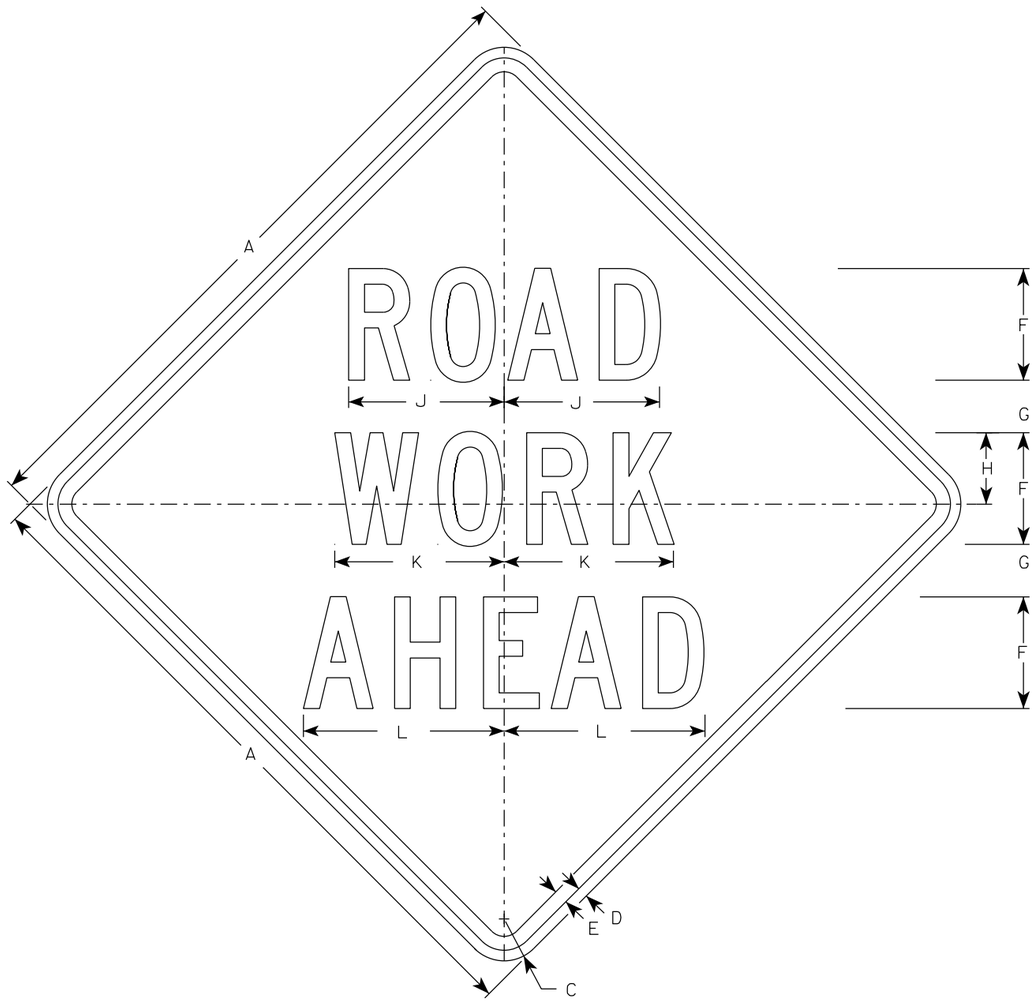
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

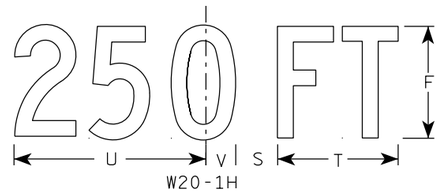
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

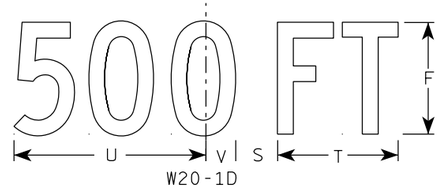
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E



W20-1A

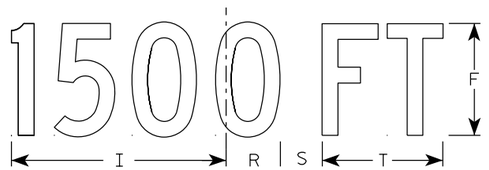


W20-1H



W20-1D

W20-1C

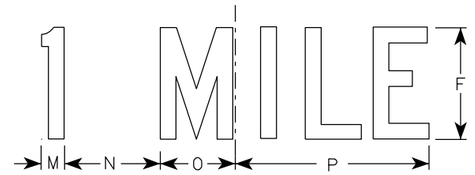


W20-1B

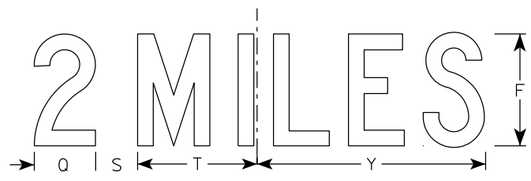
NOTES

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

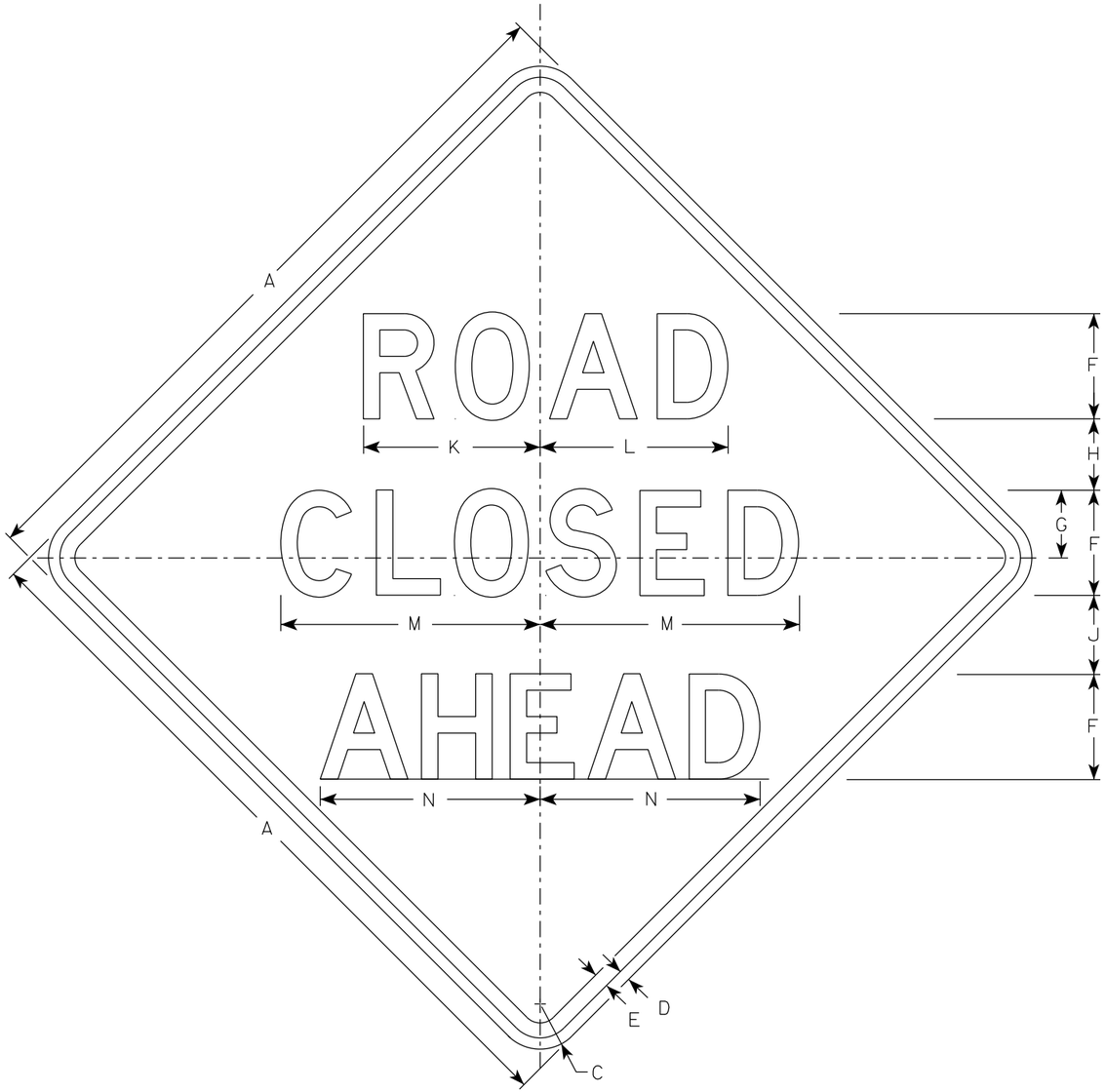
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

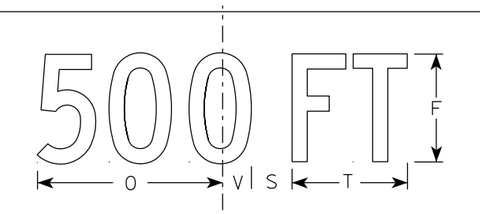
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

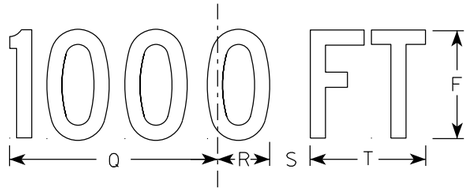
SHEET NO: 222 E



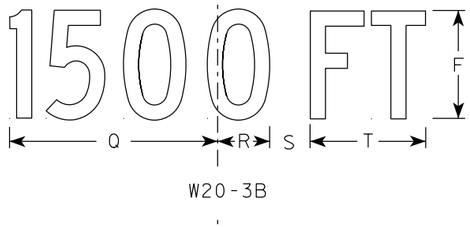
W20-3A



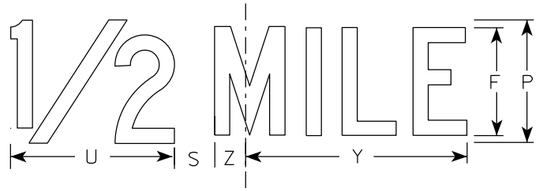
W20-3D



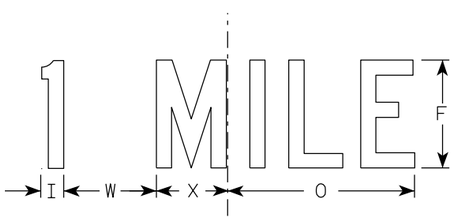
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

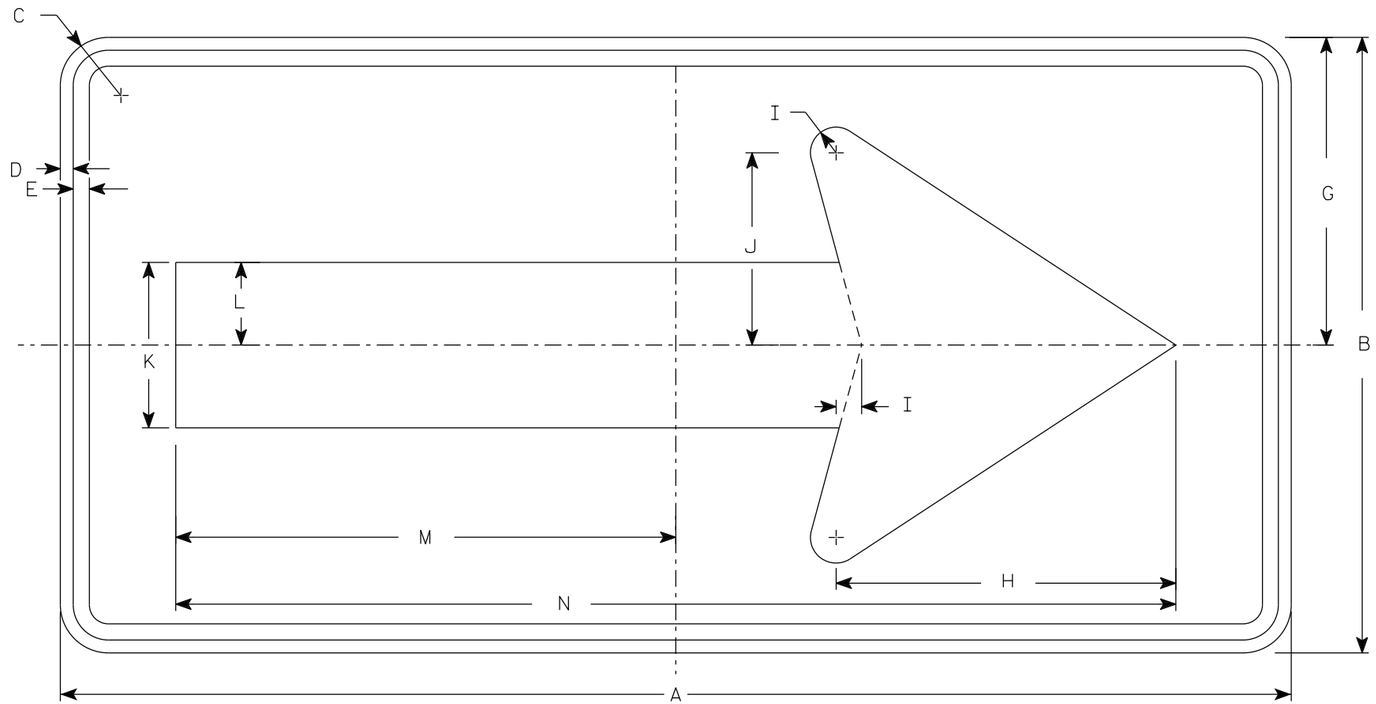
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



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

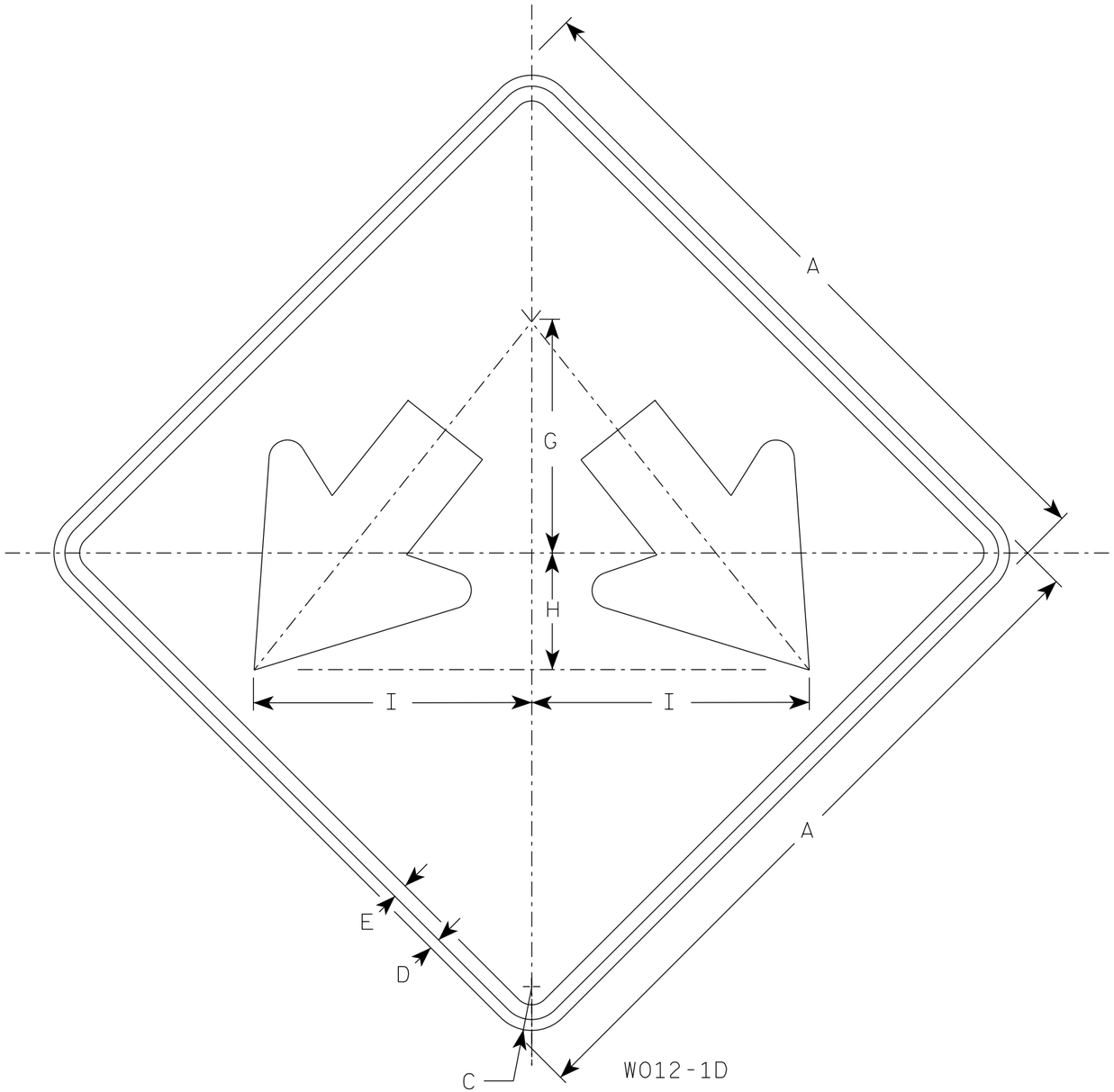
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

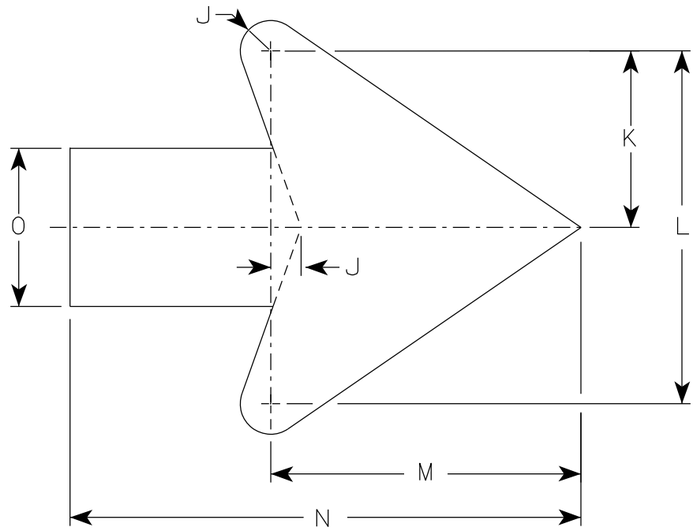
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W012-1D

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	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

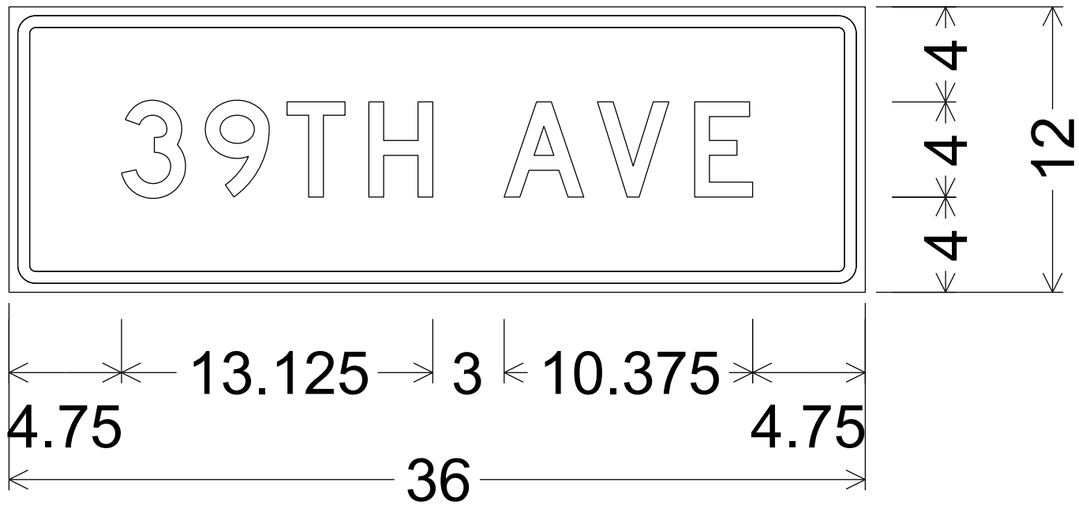
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W012-1D.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 E

NOTES

1. Fixed Message sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



1.125" Radius, 0.500" Border, 0.375" Indent

SIZE	A	B	C	D	E	F	G
1	VARIES[1]	9	$\frac{3}{4}$	6	4 $\frac{1}{2}$	3	$\frac{1}{2}$
2	VARIES[2]	18	1$\frac{1}{2}$	12	6	6	$\frac{1}{2}$

1- minimum 30-inches
2- minimum 48-inches

NOTES

1) Sign is Type II - Type H Reflective (Prismatic High Intensity)
2) Color
   Background - Green
   Border - White
   Message - White
3) Message Series - B for Size 1
   D for Size 2
4) Base Material Shall be 0.125" Aluminum

STREET NAME SIGN DETAIL

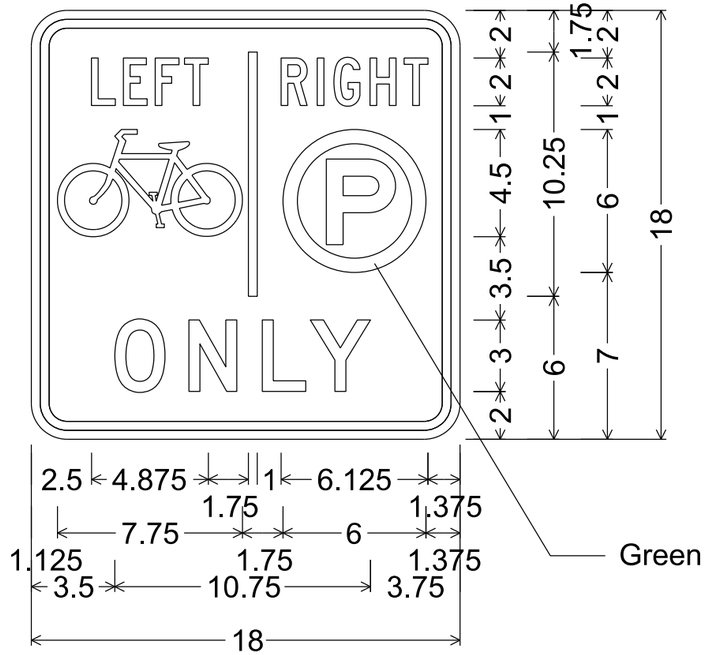
7

7

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 227	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black except as noted
3. Message Series - As noted



1.500" Radius, 0.375" Border, 0.375" Indent,
"LEFT", C; "RIGHT", C; "ONLY", D

DIVISION 1 - 39THAVE

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
130+75.00	13075.00	0.00	123.53	42.75	1.00	0	0	0	0	0	0
131+00.00	13100.00	25.00	132.78	42.75	0.98	119	40	1	119	1	78
131+50.00	13150.00	50.00	140.92	42.75	0.17	253	79	1	372	2	251
132+00.00	13200.00	50.00	145.92	42.75	1.24	266	79	1	638	3	437
132+50.00	13250.00	50.00	110.67	42.75	4.74	238	79	6	876	9	590
132+64.00	13264.00	14.00	124.98	42.75	4.05	61	22	2	937	11	627
133+00.00	13300.00	36.00	105.40	42.75	5.89	154	57	7	1,091	18	717
133+50.00	13350.00	50.00	113.82	42.75	4.50	203	79	10	1,294	28	831
134+00.00	13400.00	50.00	114.75	42.75	0.00	212	79	4	1,506	32	960
134+50.00	13450.00	50.00	57.58	42.75	3.08	160	79	3	1,666	35	1,038
135+00.00	13500.00	50.00	64.85	42.75	5.24	113	79	8	1,779	43	1,064
135+08.00	13508.00	8.00	67.45	42.75	3.04	20	13	1	1,799	44	1,070
135+41.00	13541.00	33.00	72.99	42.75	3.16	86	52	4	1,885	48	1,100
135+50.00	13550.00	9.00	72.91	42.75	2.99	24	14	1	1,909	49	1,109
136+00.00	13600.00	50.00	68.77	42.75	4.44	131	79	7	2,040	56	1,154
136+37.00	13637.00	37.00	65.77	42.75	3.15	92	59	5	2,132	61	1,182
136+50.00	13650.00	13.00	63.91	42.75	6.04	31	21	2	2,163	63	1,190
136+87.50	13687.50	37.50	95.39	42.75	0.00	111	59	4	2,274	67	1,238
137+00.00	13700.00	12.50	87.17	42.75	1.98	42	20	0	2,316	67	1,260
137+35.00	13735.00	35.00	90.26	42.75	1.51	115	55	2	2,431	69	1,318
137+50.00	13750.00	15.00	78.77	42.75	2.95	47	24	1	2,478	70	1,340
138+00.00	13800.00	50.00	64.02	42.75	0.00	132	79	3	2,610	73	1,390
138+50.00	13850.00	50.00	65.31	42.75	1.62	120	79	2	2,730	75	1,429
139+00.00	13900.00	50.00	76.92	42.75	2.16	132	79	4	2,862	79	1,478
139+21.00	13921.00	21.00	76.68	42.75	2.25	60	33	2	2,922	81	1,503
139+50.00	13950.00	29.00	76.92	42.75	2.77	82	46	3	3,004	84	1,536
140+00.00	14000.00	50.00	82.49	42.75	0.00	148	79	3	3,152	87	1,602
140+50.00	14050.00	50.00	85.80	42.75	0.00	156	79	0	3,308	87	1,679
141+00.00	14100.00	50.00	70.00	42.75	3.46	144	79	3	3,452	90	1,741
141+50.00	14150.00	50.00	49.41	42.75	0.00	111	79	3	3,563	93	1,770
142+00.00	14200.00	50.00	45.25	42.75	3.51	88	79	3	3,651	96	1,776
142+50.00	14250.00	50.00	73.36	42.75	0.00	110	79	3	3,761	99	1,804
142+91.00	14291.00	41.00	77.14	42.75	2.85	114	65	2	3,875	101	1,851
143+00.00	14300.00	9.00	80.21	42.75	1.86	26	14	1	3,901	102	1,862
143+43.00	14343.00	43.00	88.03	42.75	1.73	134	68	3	4,035	105	1,925
143+50.00	14350.00	7.00	77.97	42.75	3.52	22	11	1	4,057	106	1,935
144+00.00	14400.00	50.00	87.43	42.75	1.75	153	79	5	4,210	111	2,004
144+38.00	14438.00	38.00	82.87	42.75	2.29	120	60	3	4,330	114	2,061
144+50.00	14450.00	12.00	71.33	42.75	4.11	34	19	1	4,364	115	2,075
144+84.00	14484.00	34.00	78.91	42.75	2.41	95	54	4	4,459	119	2,112

DIVISION 1 - 39THAVE

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
145+00.00	14500.00	16.00	74.93	42.75	1.34	46	25	1	4,505	120	2,132
145+10.00	14510.00	10.00	74.25	42.75	3.54	28	16	1	4,533	121	2,143
145+50.00	14550.00	40.00	71.44	42.75	3.27	108	63	5	4,641	126	2,183
146+00.00	14600.00	50.00	59.14	42.75	7.28	121	79	10	4,762	136	2,215
146+50.00	14650.00	50.00	60.74	42.75	0.00	111	79	7	4,873	143	2,240
147+00.00	14700.00	50.00	118.15	42.75	5.73	166	79	5	5,039	148	2,322
147+50.00	14750.00	50.00	135.64	42.75	1.98	235	79	7	5,274	155	2,471
147+75.00	14775.00	25.00	134.92	42.75	2.45	125	40	2	5,399	157	2,554
147+85.00	14785.00	10.00	132.34	42.75	2.09	49	16	1	5,448	158	2,586
148+00.00	14800.00	15.00	119.91	42.75	6.03	70	24	2	5,518	160	2,630
148+09.00	14809.00	9.00	133.75	42.75	2.79	42	14	1	5,560	161	2,657
148+36.42	14836.42	27.42	132.60	42.75	2.77	135	43	3	5,695	164	2,746
148+50.00	14850.00	13.58	130.42	42.75	2.91	66	22	1	5,761	165	2,789
148+60.00	14860.00	10.00	127.96	42.75	2.99	48	16	1	5,809	166	2,820
149+00.00	14900.00	40.00	115.75	42.75	6.23	181	63	7	5,990	173	2,931
149+07.00	14907.00	7.00	126.75	42.75	1.84	31	11	1	6,021	174	2,950
149+15.00	14915.00	8.00	129.80	42.75	3.54	38	13	1	6,059	175	2,974
149+50.00	14950.00	35.00	118.39	42.75	5.61	161	55	6	6,220	181	3,074
149+61.00	14961.00	11.00	130.24	42.75	2.20	51	17	2	6,271	183	3,106
150+00.00	15000.00	39.00	120.27	42.75	4.81	181	62	5	6,452	188	3,220
150+09.00	15009.00	9.00	133.78	42.75	3.11	42	14	1	6,494	189	3,247
150+19.00	15019.00	10.00	136.24	42.75	0.69	50	16	1	6,544	190	3,280
150+50.00	15050.00	31.00	121.78	42.75	4.11	148	49	3	6,692	193	3,376
150+67.00	15067.00	17.00	135.98	42.75	2.74	81	27	2	6,773	195	3,428
150+76.00	15076.00	9.00	149.49	42.75	0.00	48	14	0	6,821	195	3,462
151+00.00	15100.00	24.00	123.95	42.75	3.73	122	38	2	6,943	197	3,544
151+50.00	15150.00	50.00	121.60	42.75	2.89	227	79	6	7,170	203	3,686
152+00.00	15200.00	50.00	112.08	42.75	0.00	216	79	3	7,386	206	3,820
152+50.00	15250.00	50.00	77.71	42.75	4.09	176	79	4	7,562	210	3,913
153+00.00	15300.00	50.00	75.92	42.75	5.19	142	79	9	7,704	219	3,967
153+20.00	15320.00	20.00	90.01	42.75	2.13	61	32	3	7,765	222	3,993
153+50.00	15350.00	30.00	95.98	42.75	0.79	103	48	2	7,868	224	4,046
153+74.00	15374.00	24.00	94.08	42.75	1.81	84	38	1	7,952	225	4,091
154+00.00	15400.00	26.00	81.85	42.75	3.70	85	41	3	8,037	228	4,132
154+50.00	15450.00	50.00	83.29	42.75	2.13	153	79	5	8,190	233	4,201
154+85.00	15485.00	35.00	91.20	42.75	0.00	113	55	1	8,303	234	4,258
155+00.00	15500.00	15.00	80.77	42.75	1.34	48	24	0	8,351	234	4,282
155+50.00	15550.00	50.00	85.02	42.75	0.74	154	79	2	8,505	236	4,355
156+00.00	15600.00	50.00	72.41	42.75	0.76	146	79	1	8,651	237	4,421
156+15.00	15615.00	15.00	67.40	42.75	0.98	39	24	0	8,690	237	4,436

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)

9

9

PROJECT NO: 3831-00-72 | HWY: 39TH AVENUE | COUNTY: KENOSHA | EARTHWORK DATA | SHEET 229 | E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\090101-EW.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

DIVISION 1 - 53RDST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
34+20.36	3420.36	0.00	70.53	20.25	0.00	0	0	0	0	0	0
34+50.00	3450.00	29.64	76.55	20.25	0.00	81	22	0	81	0	59
34+76.67	3476.67	26.67	180.24	20.25	0.00	127	20	0	208	0	166
39TH AVE		0.00	0.00	0.00	0.00	0	0	0	208	0	166
35+23.30	3523.30	0.00	185.55	20.25	0.00	0	0	0	208	0	166
35+50.00	3550.00	26.70	69.04	20.25	0.00	126	20	0	334	0	272
35+99.91	3599.91	49.91	70.85	20.25	0.00	129	37	0	463	0	364

DIVISION 1 - 55THST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
54+41.86	5441.86	0.00	70.06	20.25	0.00	0	0	0	0	0	0
54+50.00	5450.00	8.14	70.22	20.25	0.00	21	6	0	21	0	15
54+76.40	5476.40	26.40	169.45	20.25	0.02	117	20	0	138	0	112
39TH AVE		0.00	0.00	0.00	0.00	0	0	0	138	0	112
55+23.58	5523.58	0.00	164.20	20.25	0.01	0	0	0	138	0	112
55+50.00	5550.00	26.42	69.17	20.25	0.00	114	20	0	252	0	206
55+54.76	5554.76	4.76	68.74	20.25	0.00	12	4	0	264	0	214

DIVISION 1 - 56THST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
64+41.00	6441.00	0.00	71.24	20.25	0.00	0	0	0	0	0	0
64+50.00	6450.00	9.00	69.75	20.25	0.00	23	7	0	23	0	16
64+76.58	6476.58	26.58	158.28	20.25	0.00	112	20	0	135	0	108
39TH AVE		0.00	0.00	0.00	0.00	0	0	0	135	0	108
65+23.43	6523.43	0.00	160.37	20.25	0.00	0	0	0	135	0	108
65+50.00	6550.00	26.57	70.79	20.25	0.00	114	20	0	249	0	202
65+54.84	6554.84	4.84	70.12	20.25	0.00	13	4	0	262	0	211

DIVISION 1 - 57THST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
74+42.44	7442.44	0.00	71.48	20.25	0.00	0	0	0	0	0	0
74+50.00	7450.00	7.56	72.45	20.25	0.00	20	6	0	20	0	14
74+76.57	7476.57	26.57	177.69	20.25	0.00	123	20	0	143	0	117
39TH AVE		0.00	0.00	0.00	0.00	0	0	0	143	0	117
75+23.44	7523.44	0.00	176.99	20.25	0.00	0	0	0	143	0	117
75+50.00	7550.00	26.56	72.27	20.25	0.00	123	20	0	266	0	220
75+54.71	7554.71	4.71	71.71	20.25	0.00	13	4	0	279	0	229

DIVISION 1 - 59THST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
94+41.00	9441.00	0.00	71.71	20.25	0.00	0	0	0	0	0	0
94+50.00	9450.00	9.00	71.87	20.25	0.00	24	7	0	24	0	17
94+76.62	9476.62	26.62	170.59	20.25	0.00	120	20	0	144	0	117
39TH AVE		0.00	0.00	0.00	0.00	0	0	0	144	0	117
95+23.51	9523.51	0.00	178.91	20.25	0.00	0	0	0	144	0	117
95+50.00	9550.00	26.49	71.31	20.25	0.00	123	20	0	267	0	220
95+54.69	9554.69	4.69	71.80	20.25	0.00	12	4	0	279	0	228

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)

9

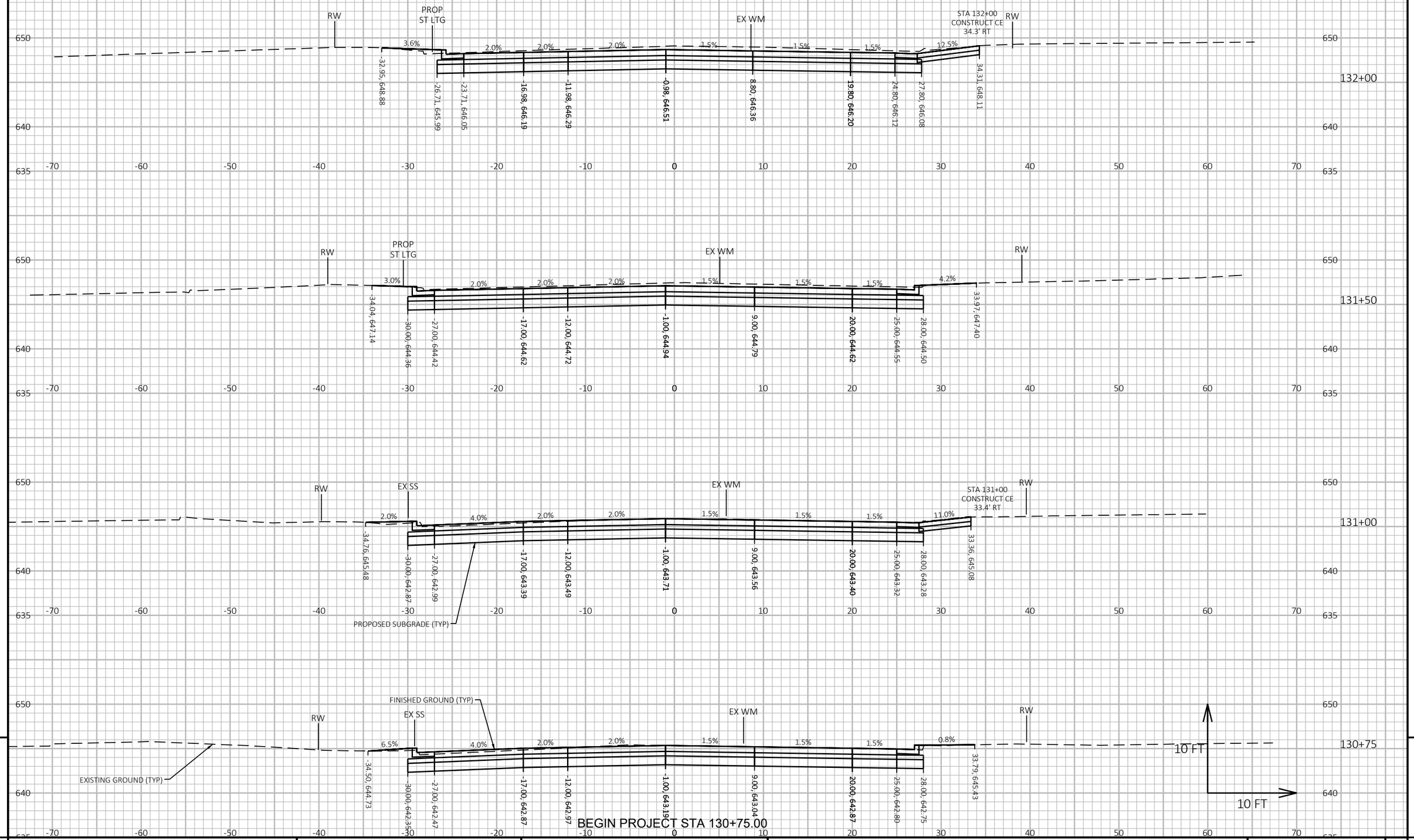
9

PROJECT NO: 3831-00-72 | HWY: 39TH AVENUE | COUNTY: KENOSHA | EARTHWORK DATA | SHEET 230 | E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\SHEETS\090101-EW.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2024 3:35 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49



9

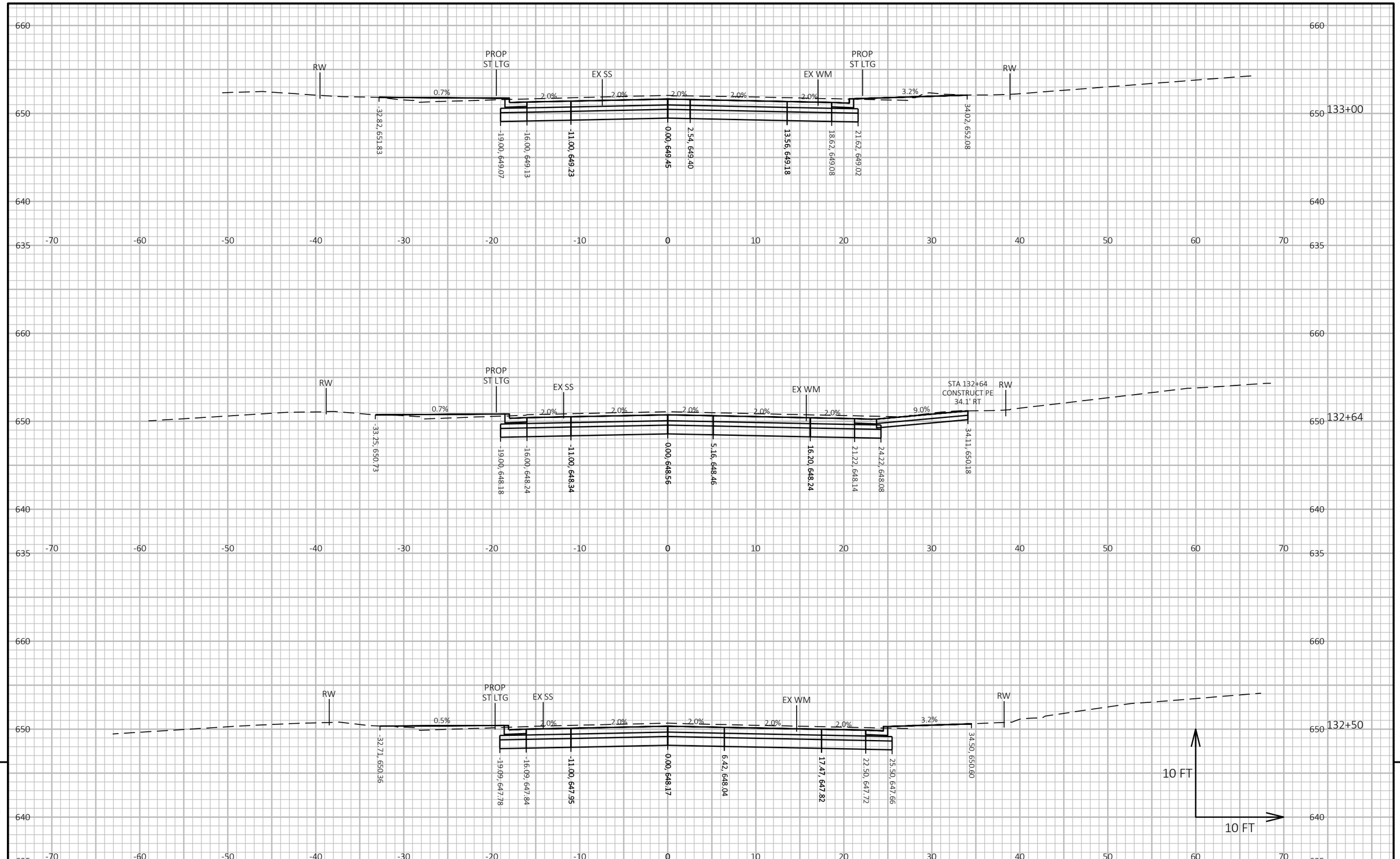
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 231	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-1

PLOT DATE : 10/24/2024 3:36 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

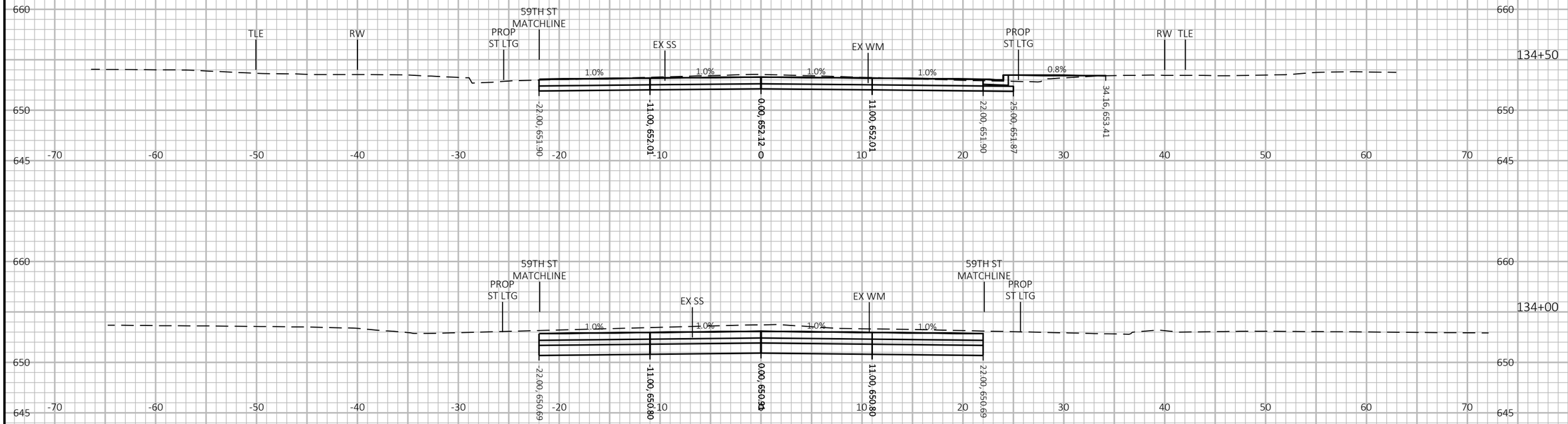


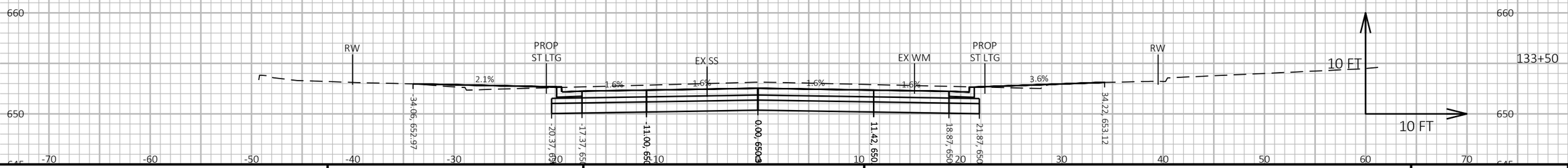
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 232 E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-2

PLOT DATE : 10/24/2024 3:36 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

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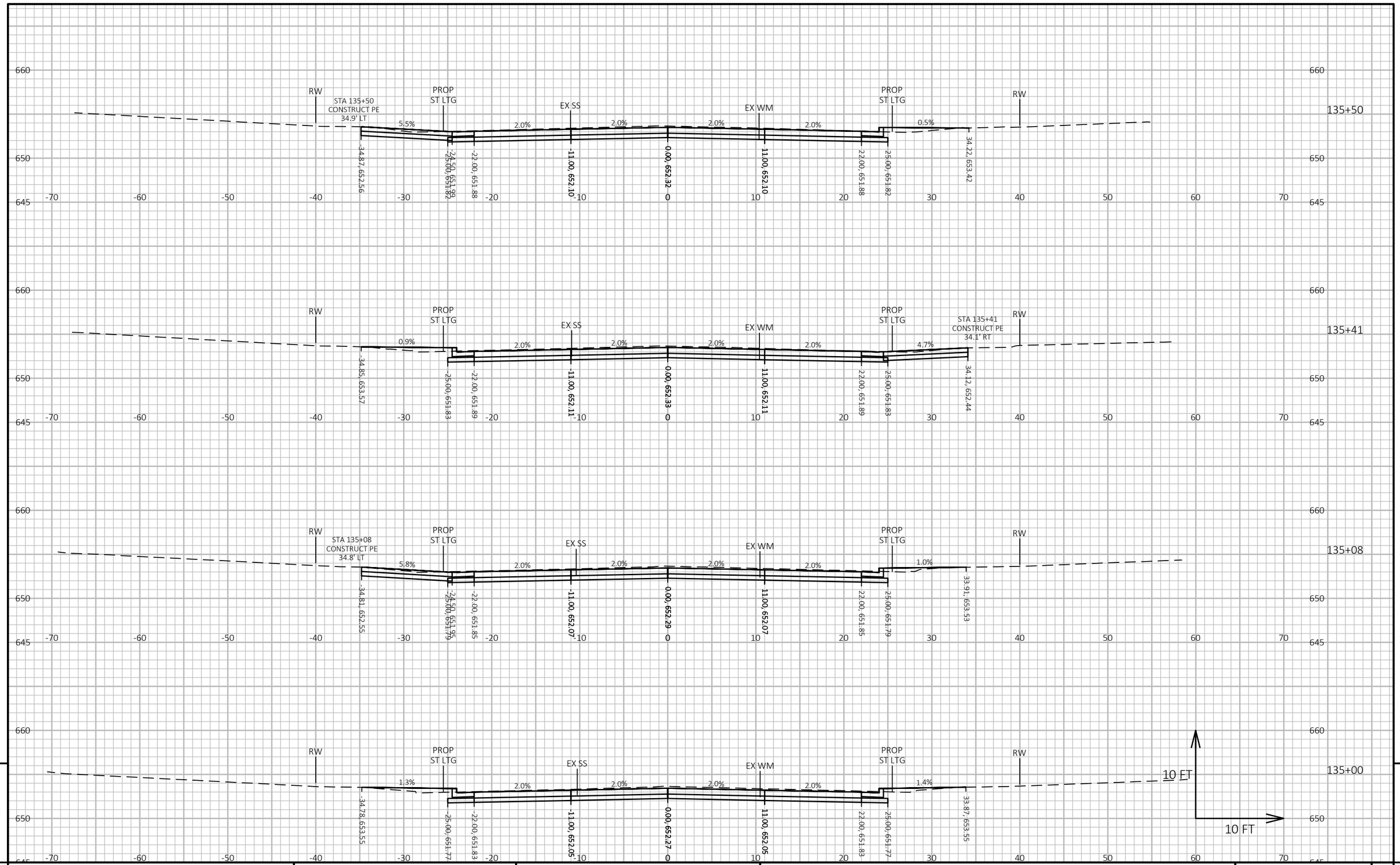
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 233	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-3

PLOT DATE : 10/24/2024 3:36 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

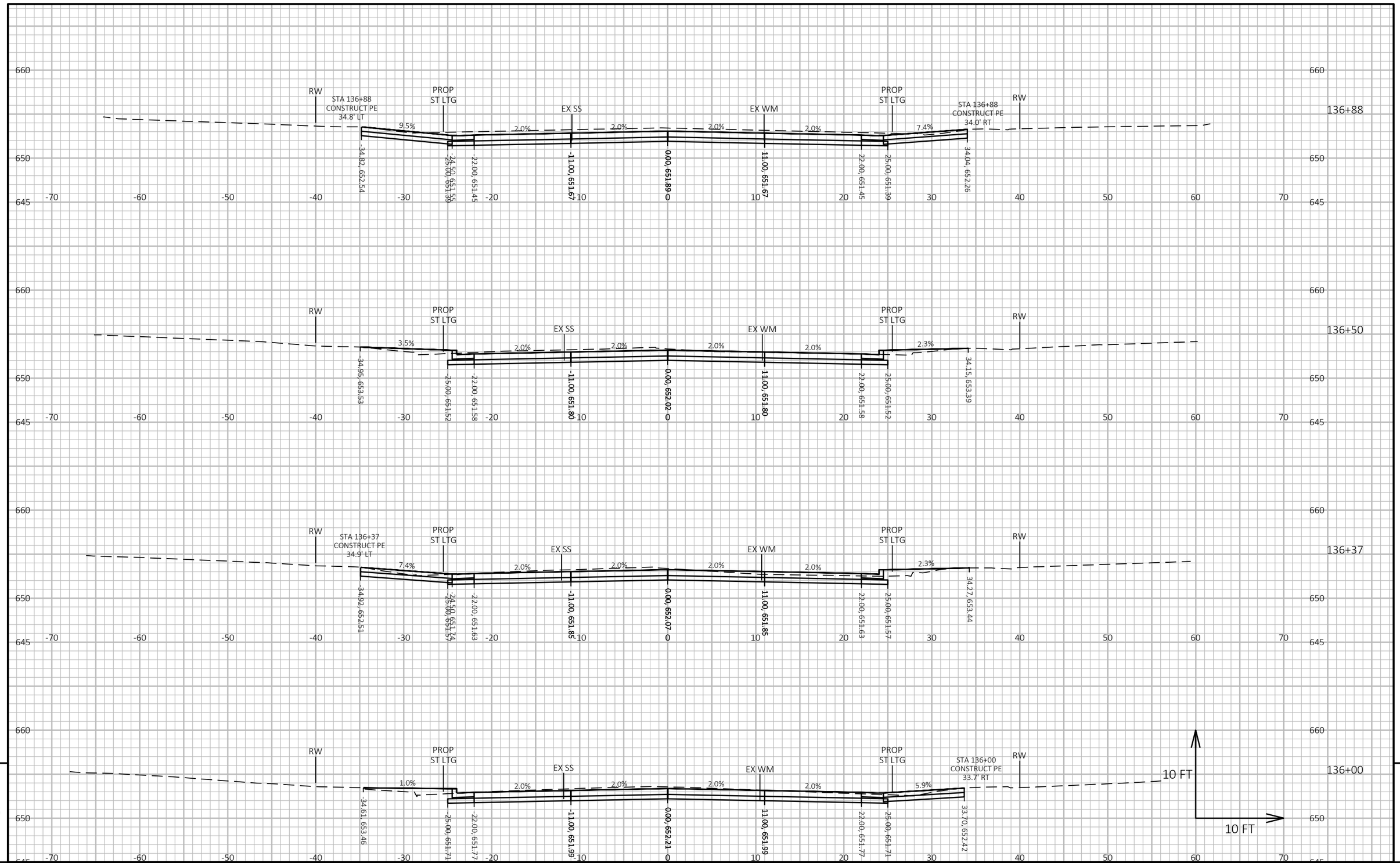
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 234	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-4

PLOT DATE : 10/24/2024 3:36 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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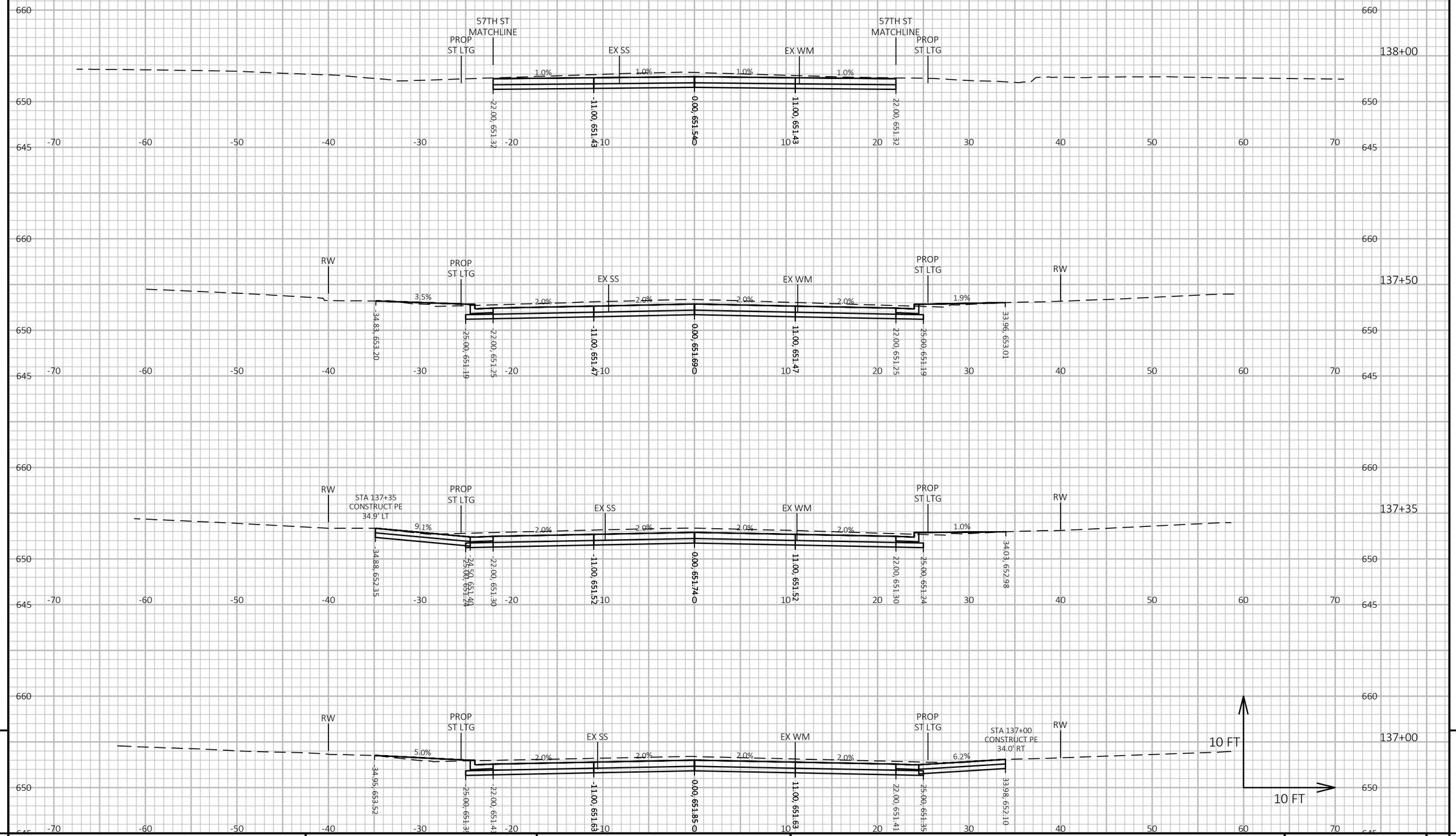
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 235	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-5

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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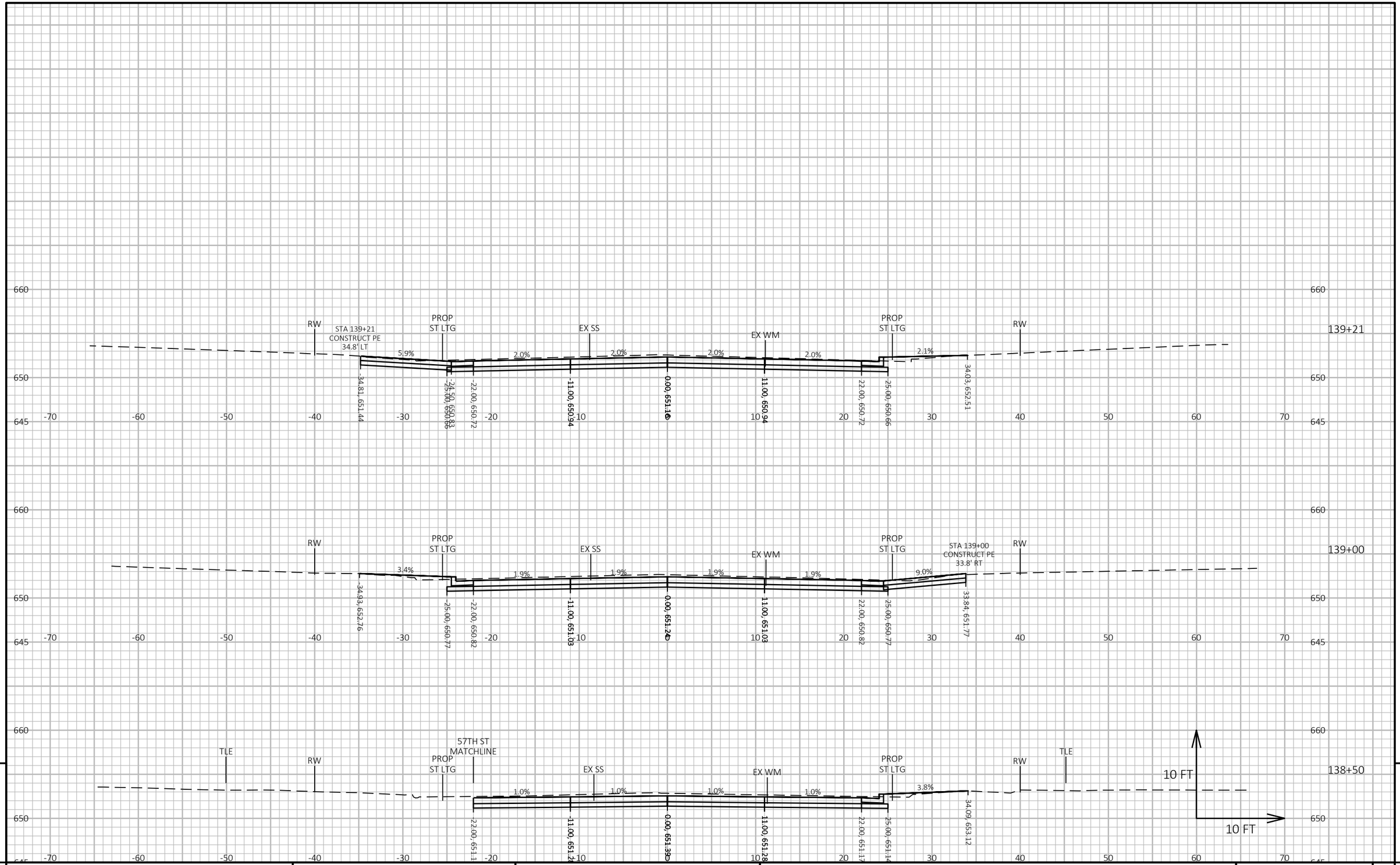
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 236	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-6

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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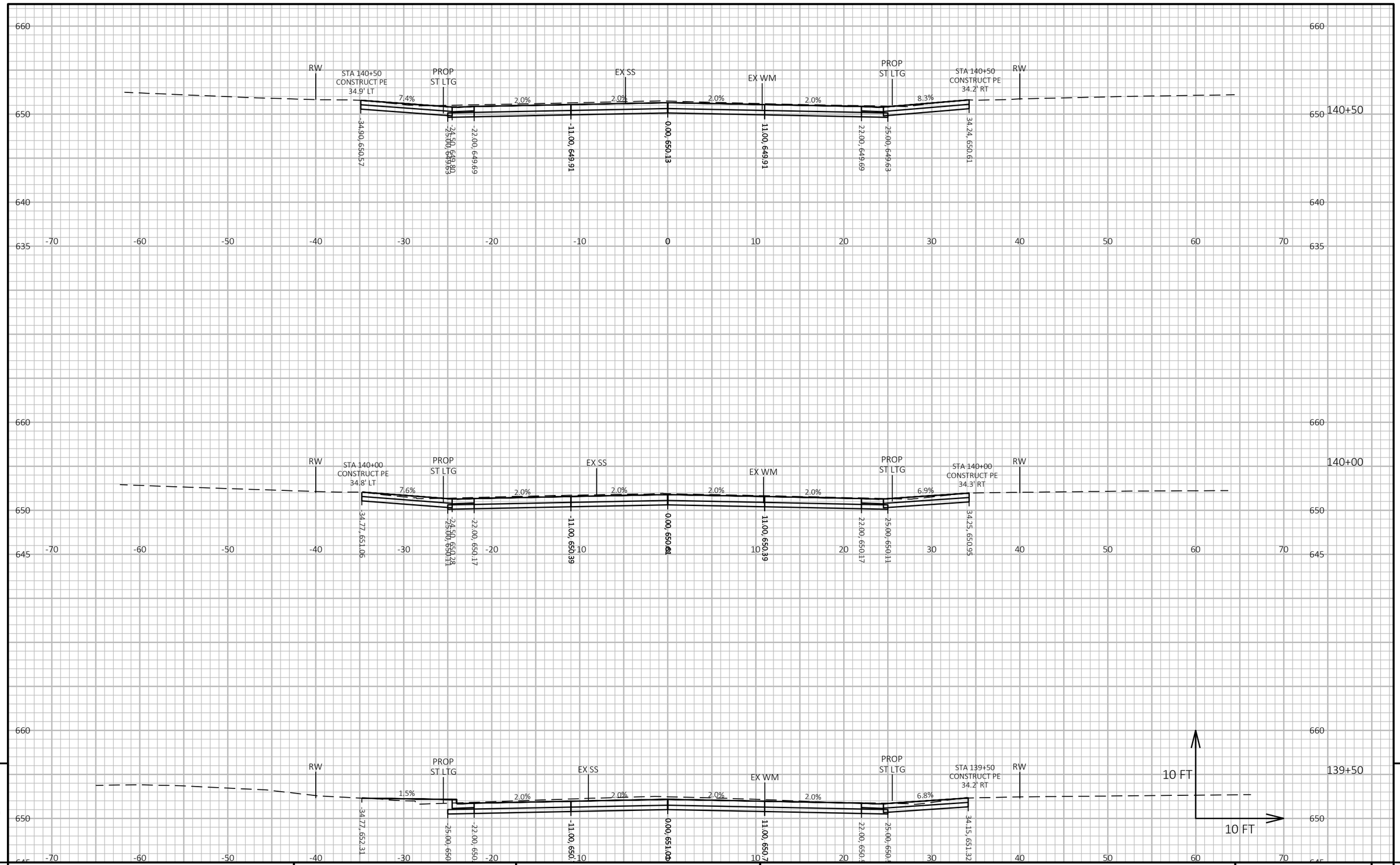
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 237	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-7

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

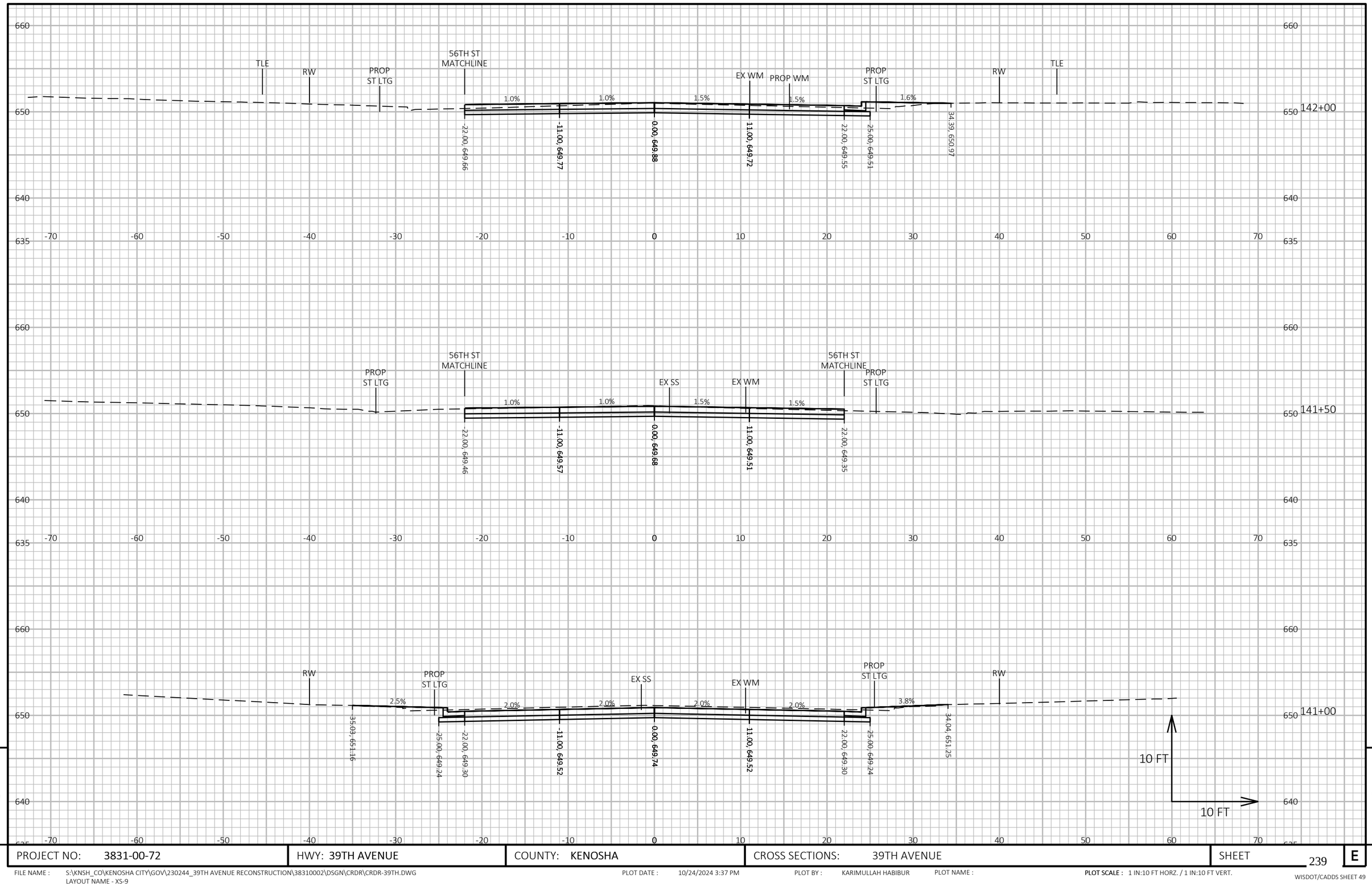
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 238	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-8

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

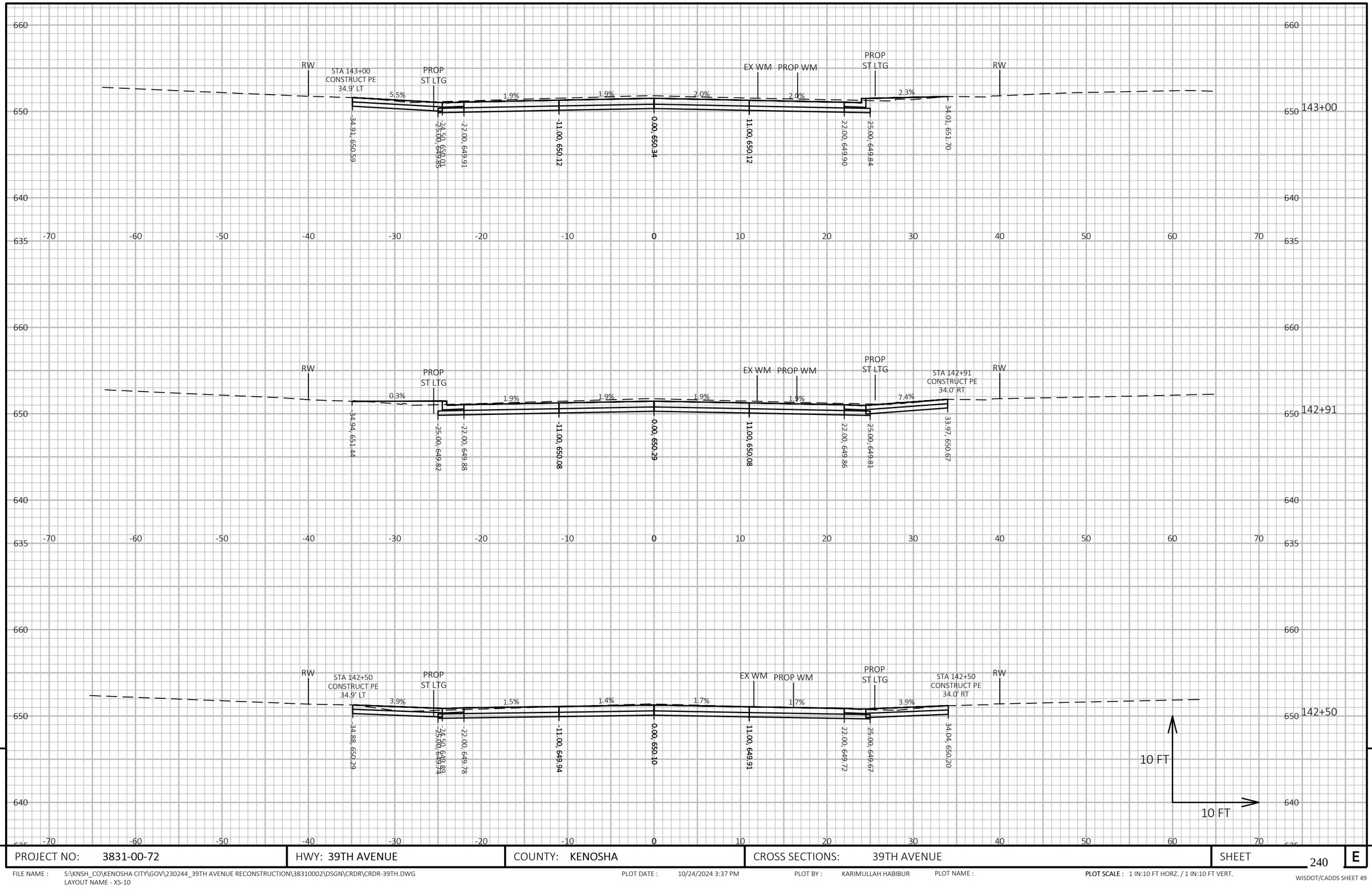
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 239	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-9

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

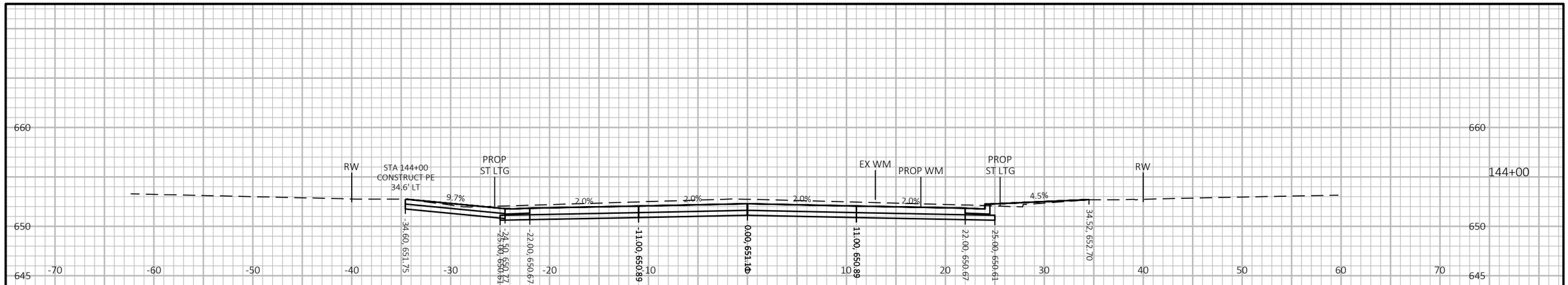
9

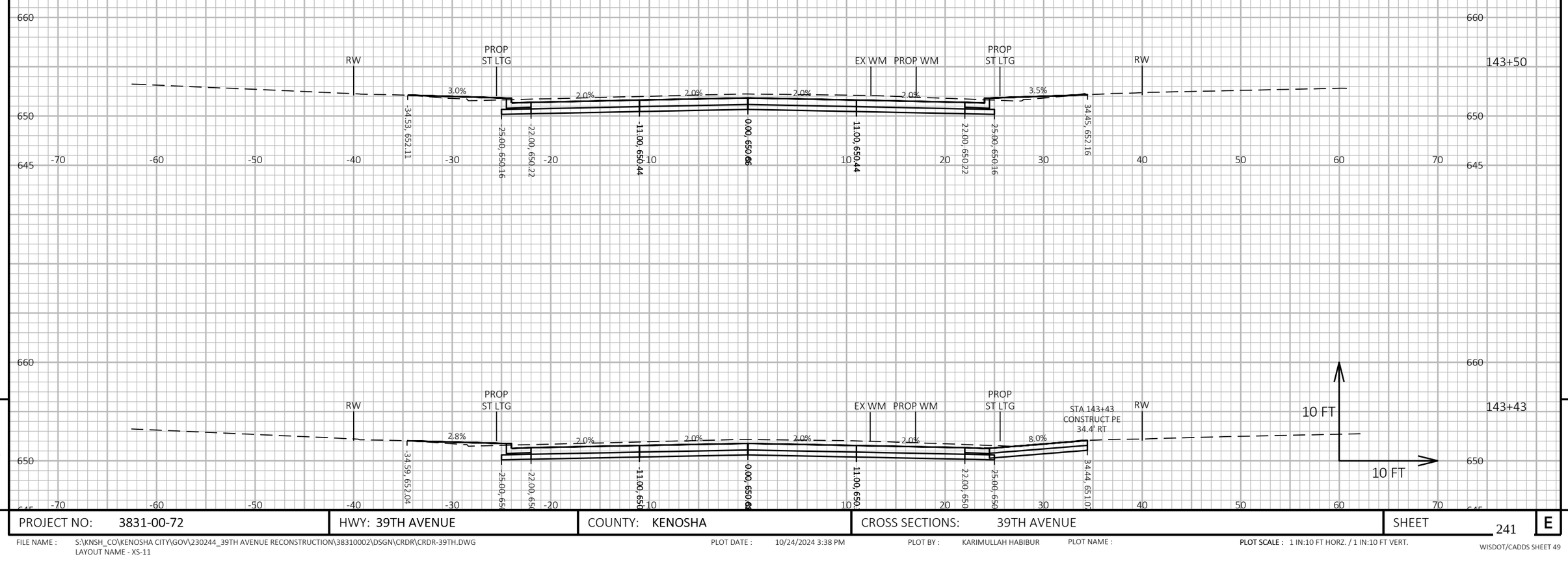
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 240	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-10

PLOT DATE : 10/24/2024 3:37 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

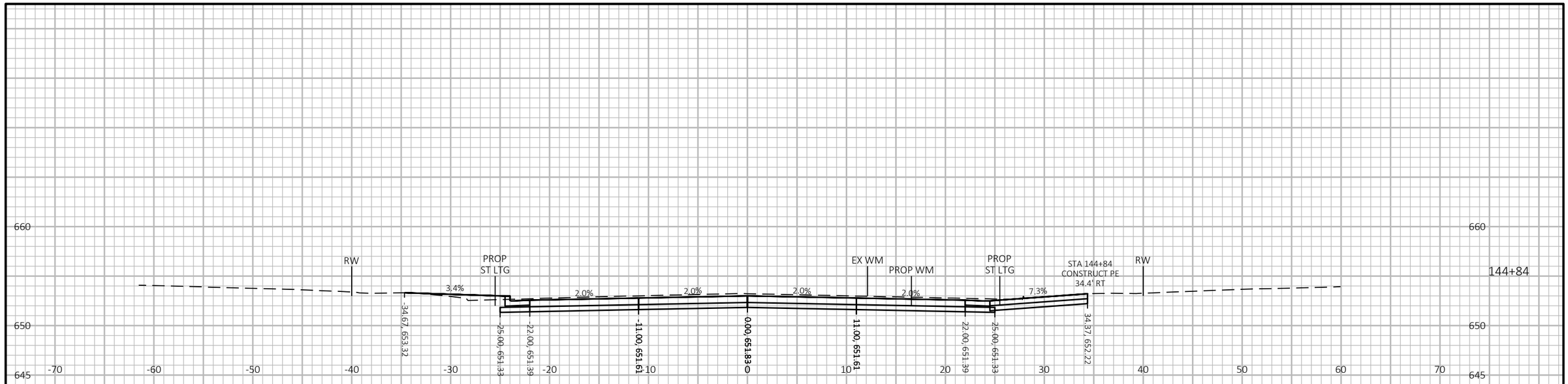
9

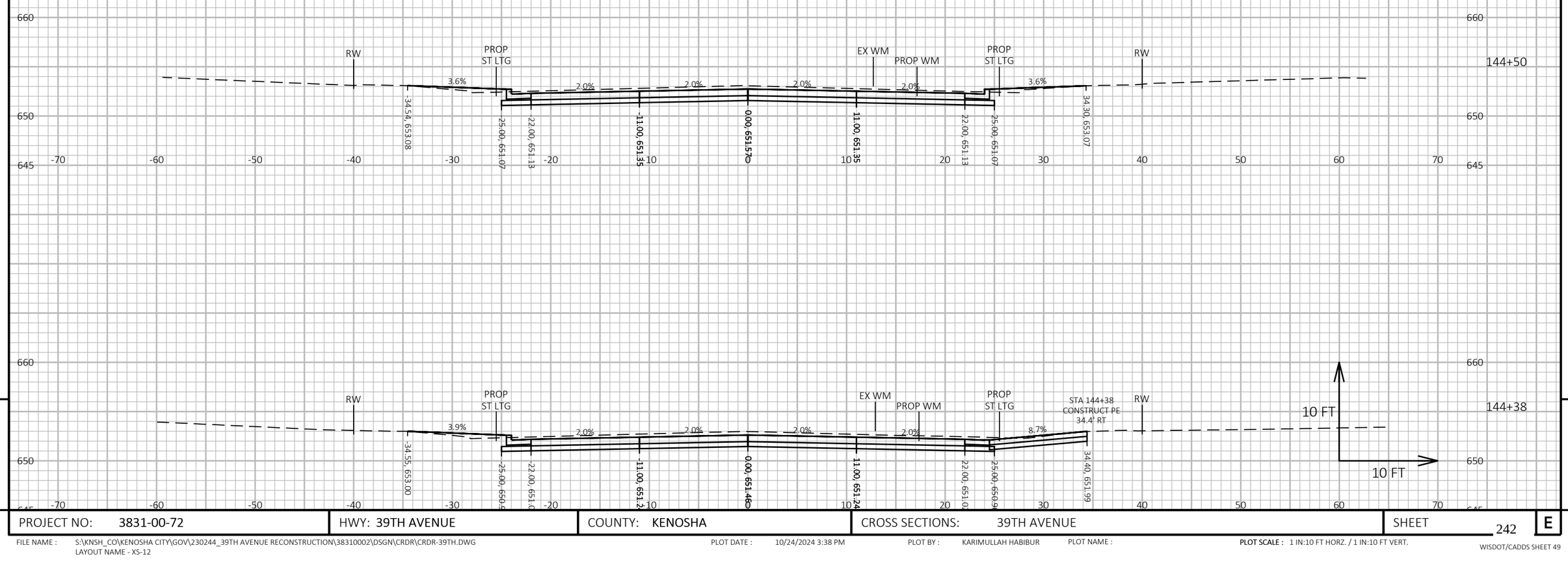
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 241	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-11

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

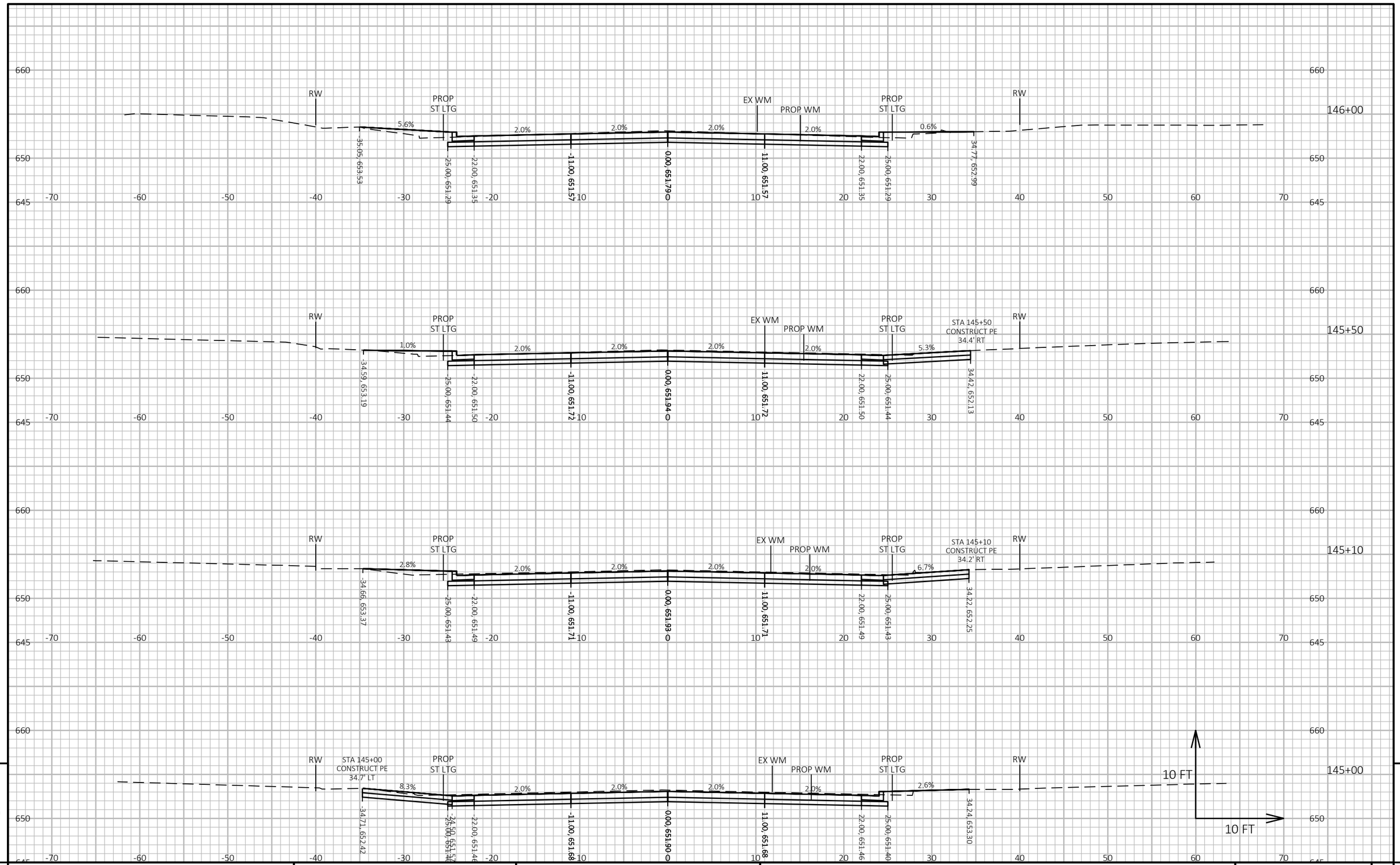
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 242	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-12

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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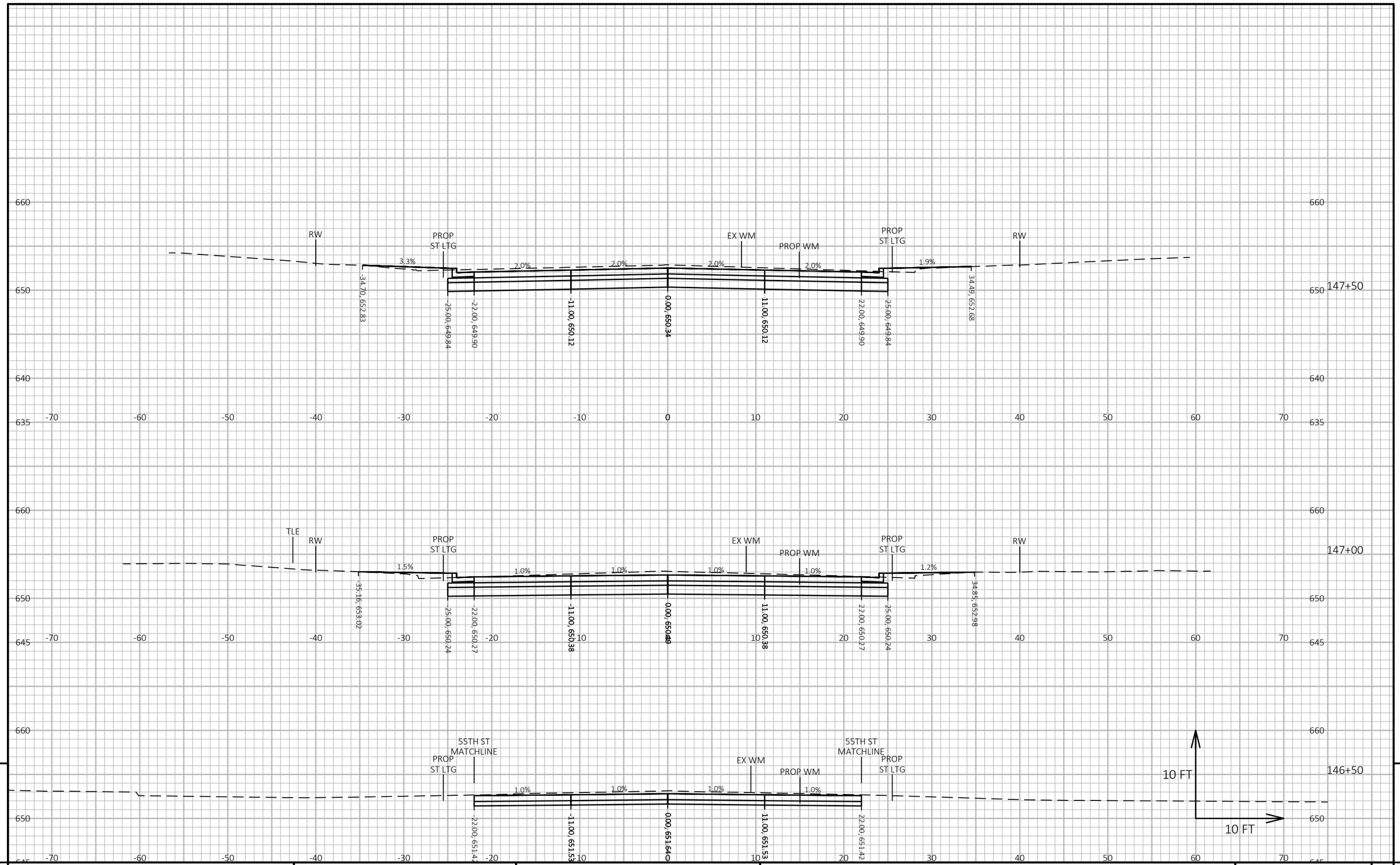
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 243	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-13

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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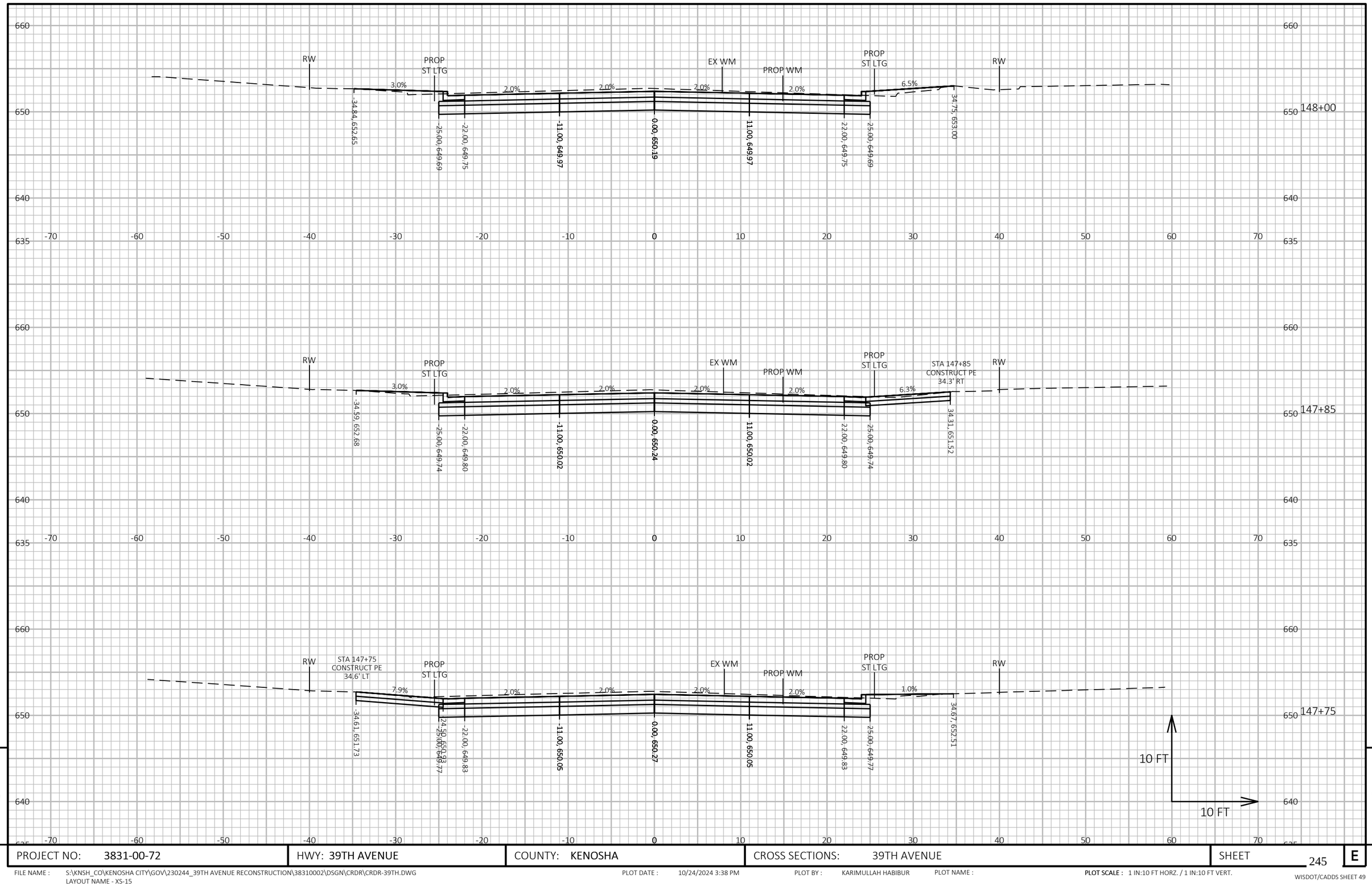
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 244	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-14

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

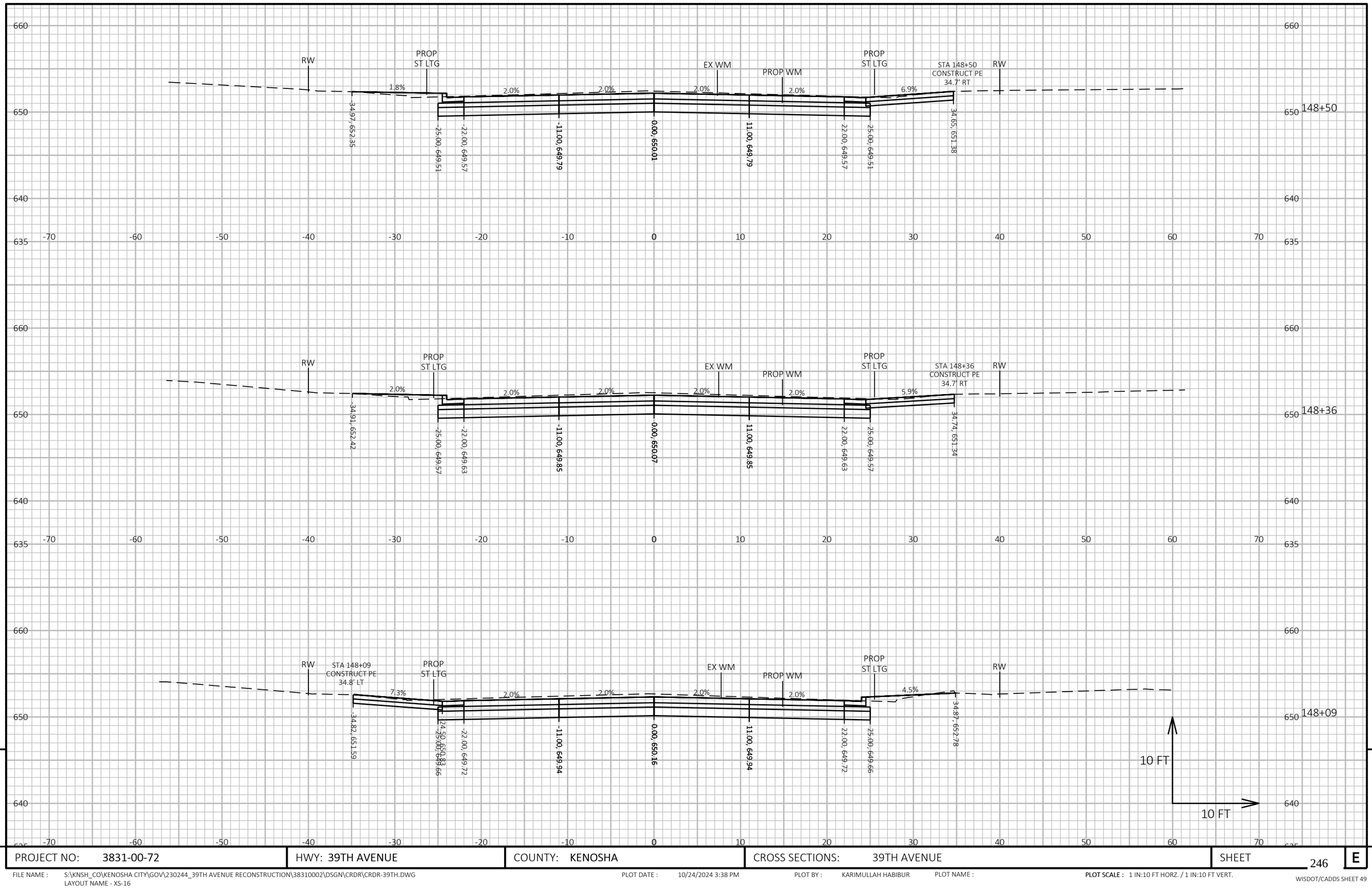
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 245	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-15

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



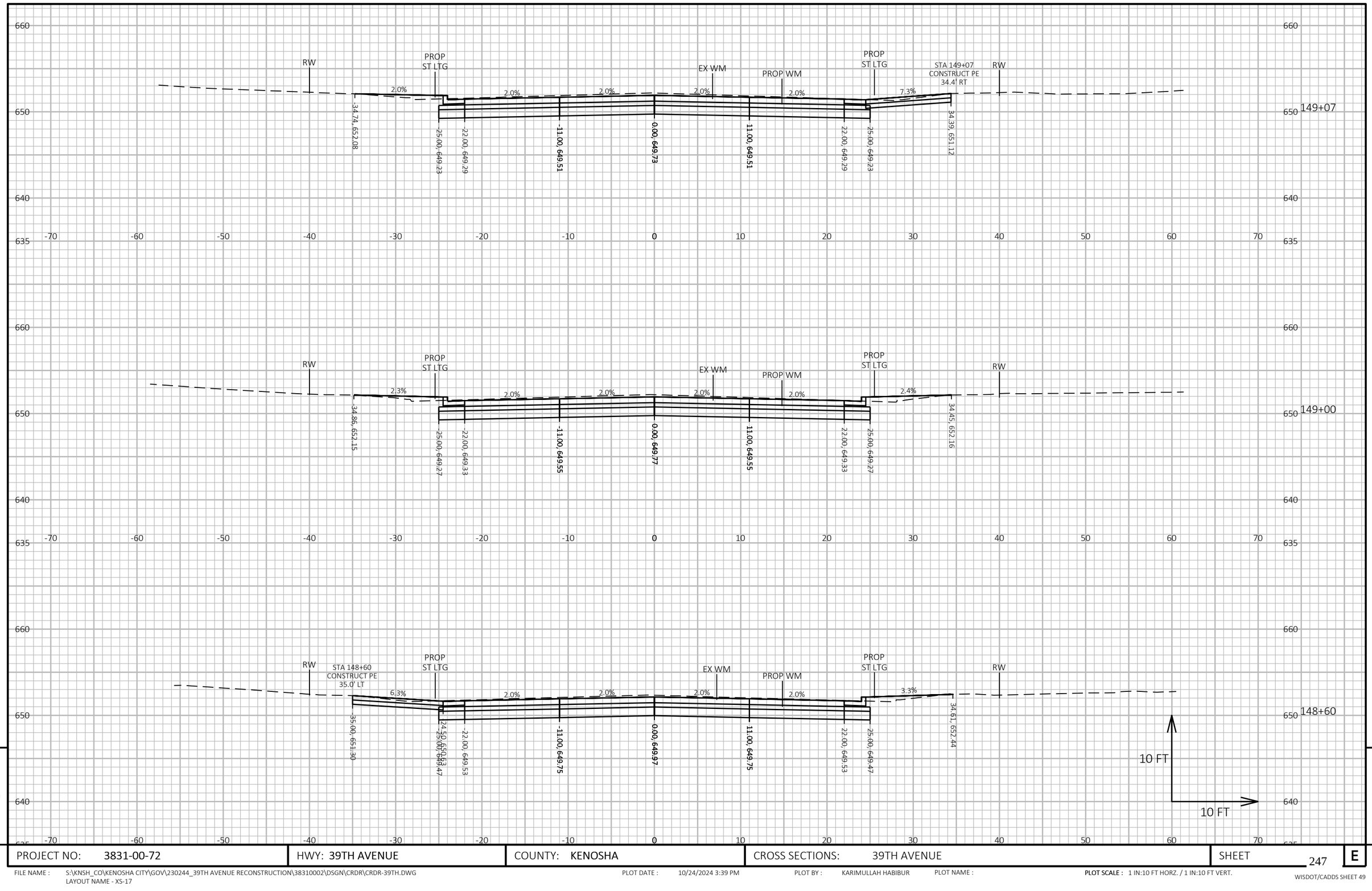
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 246	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-16

PLOT DATE : 10/24/2024 3:38 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

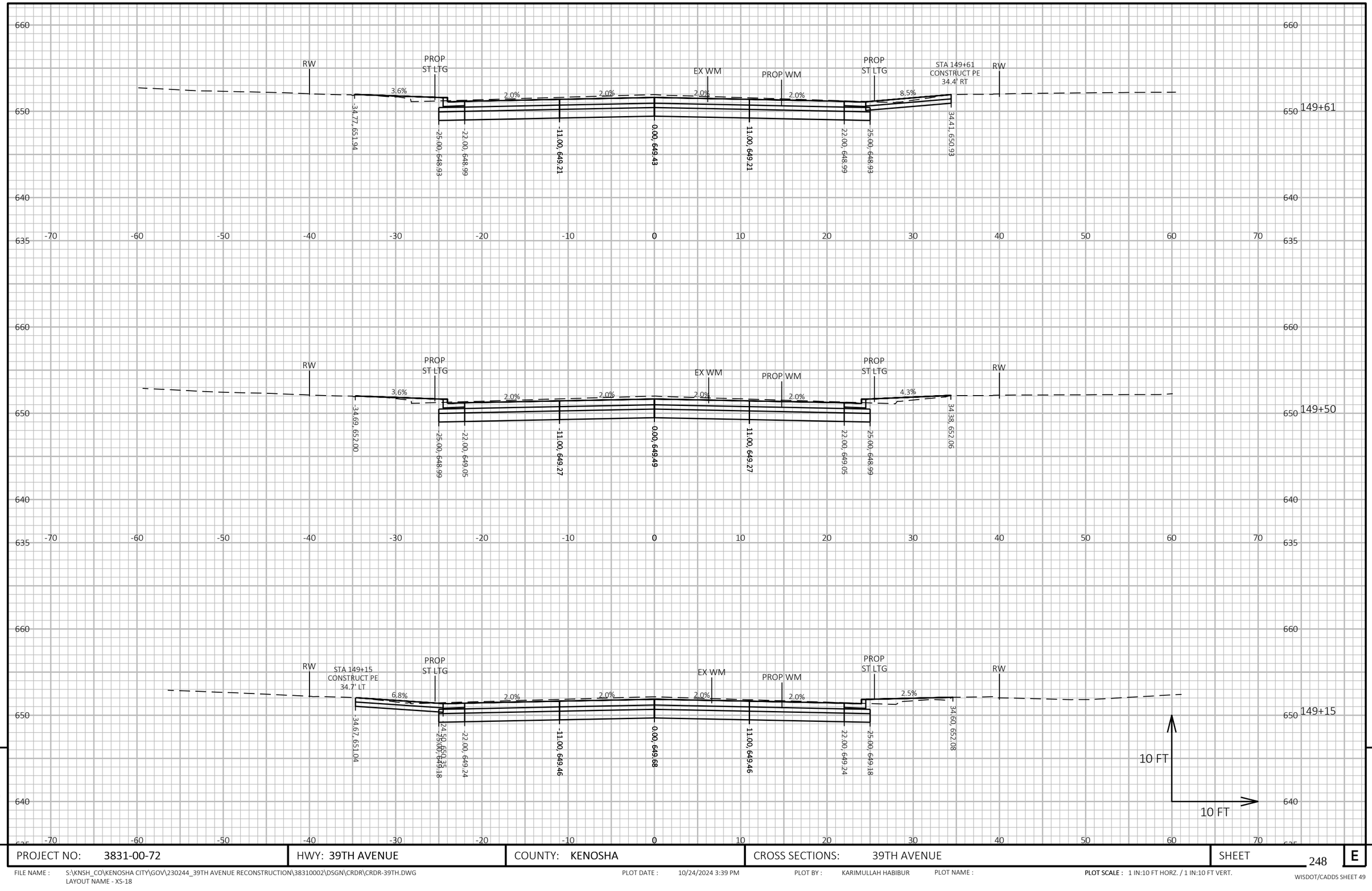
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 247	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-17

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

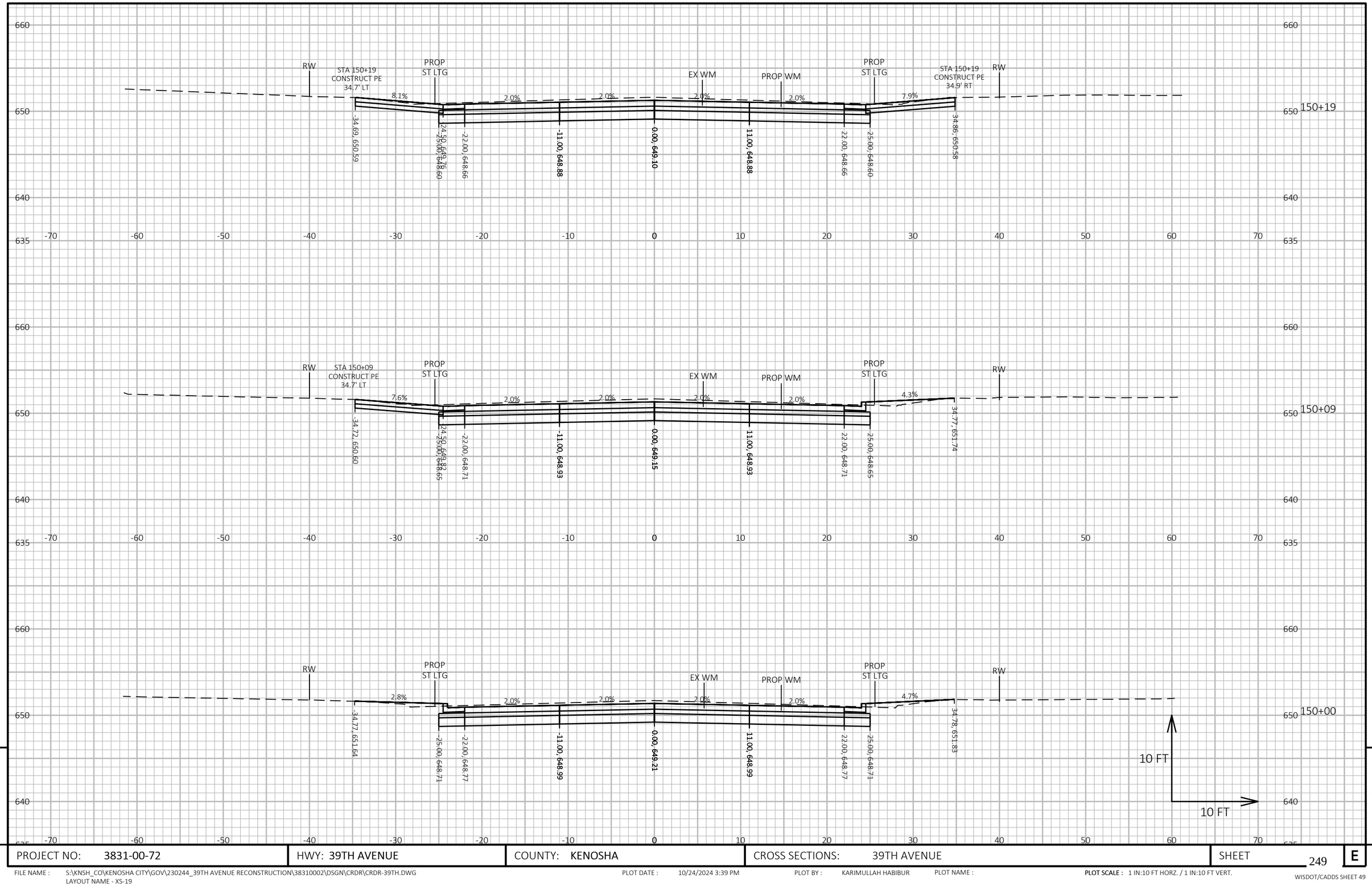
9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 248	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-18

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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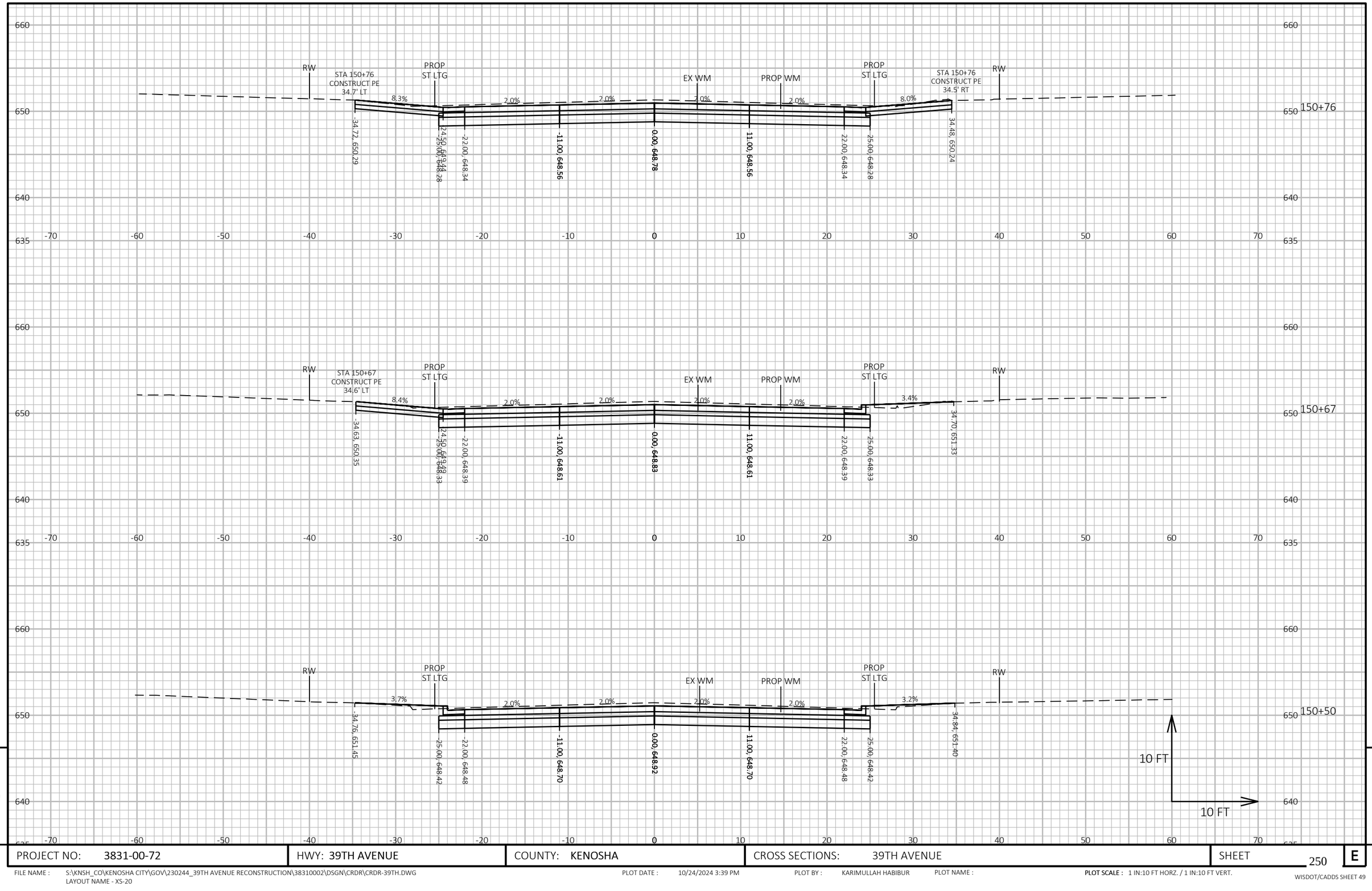
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 249	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-19

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

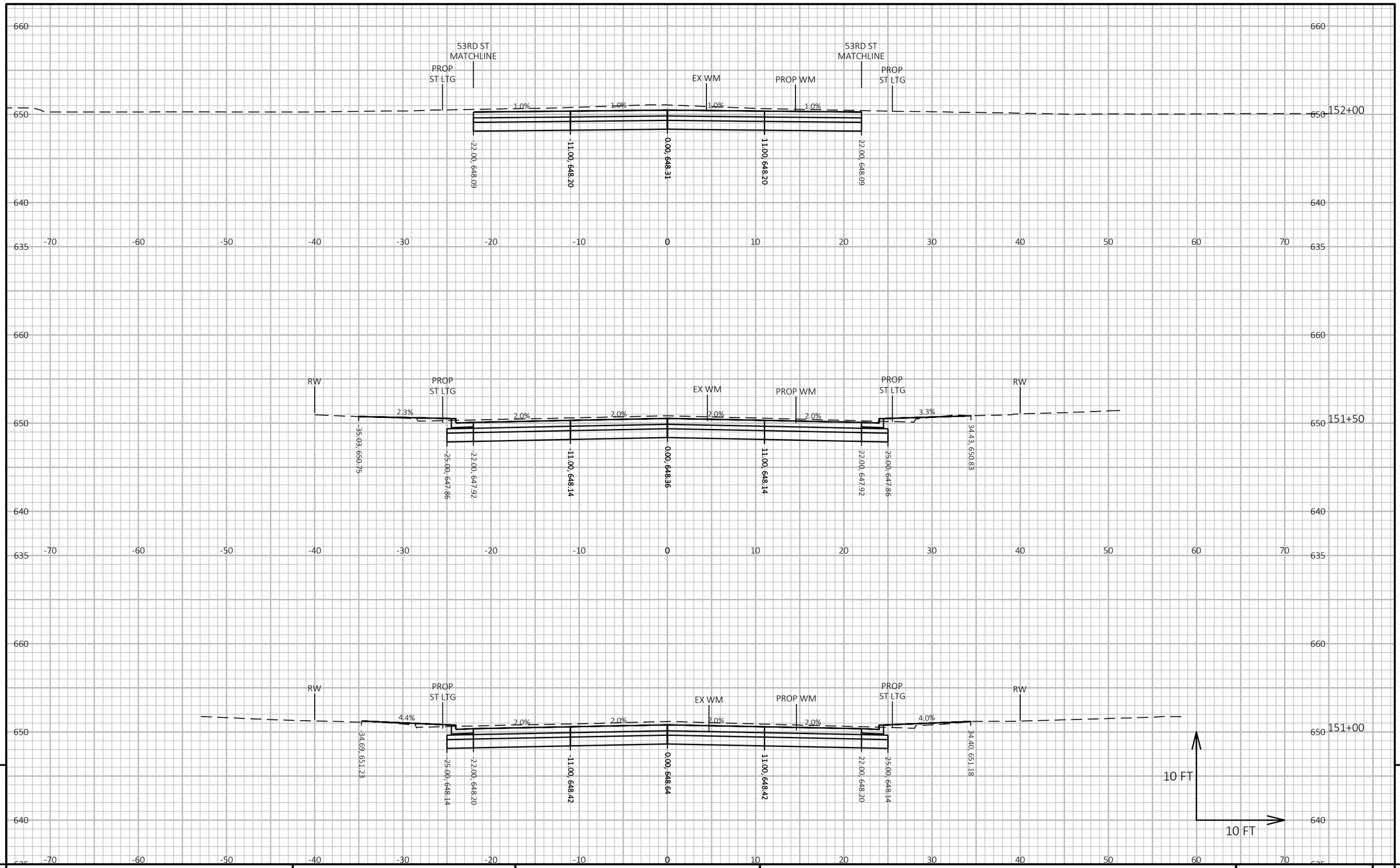


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 250 E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-20

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

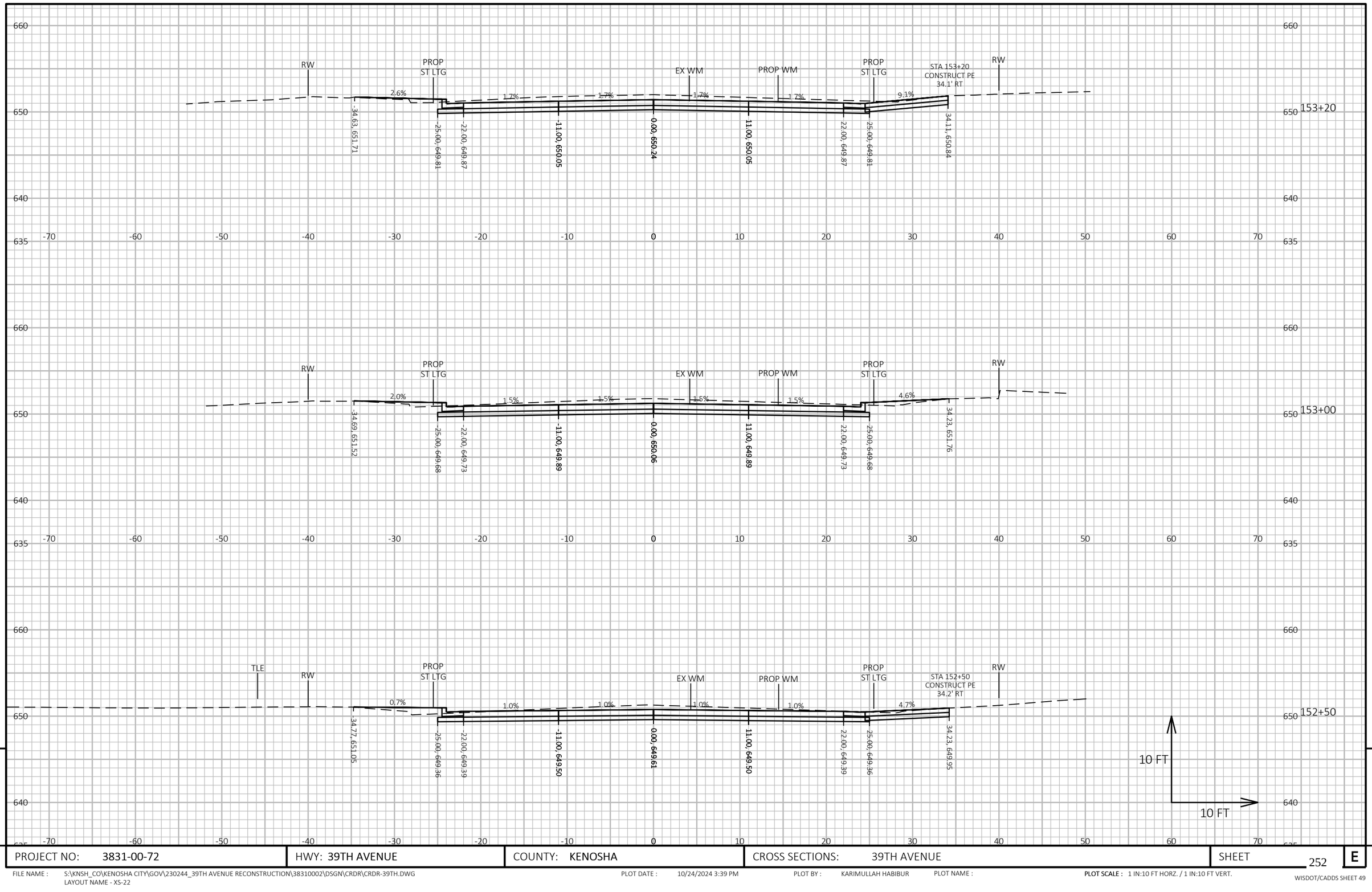
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 251	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-21

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

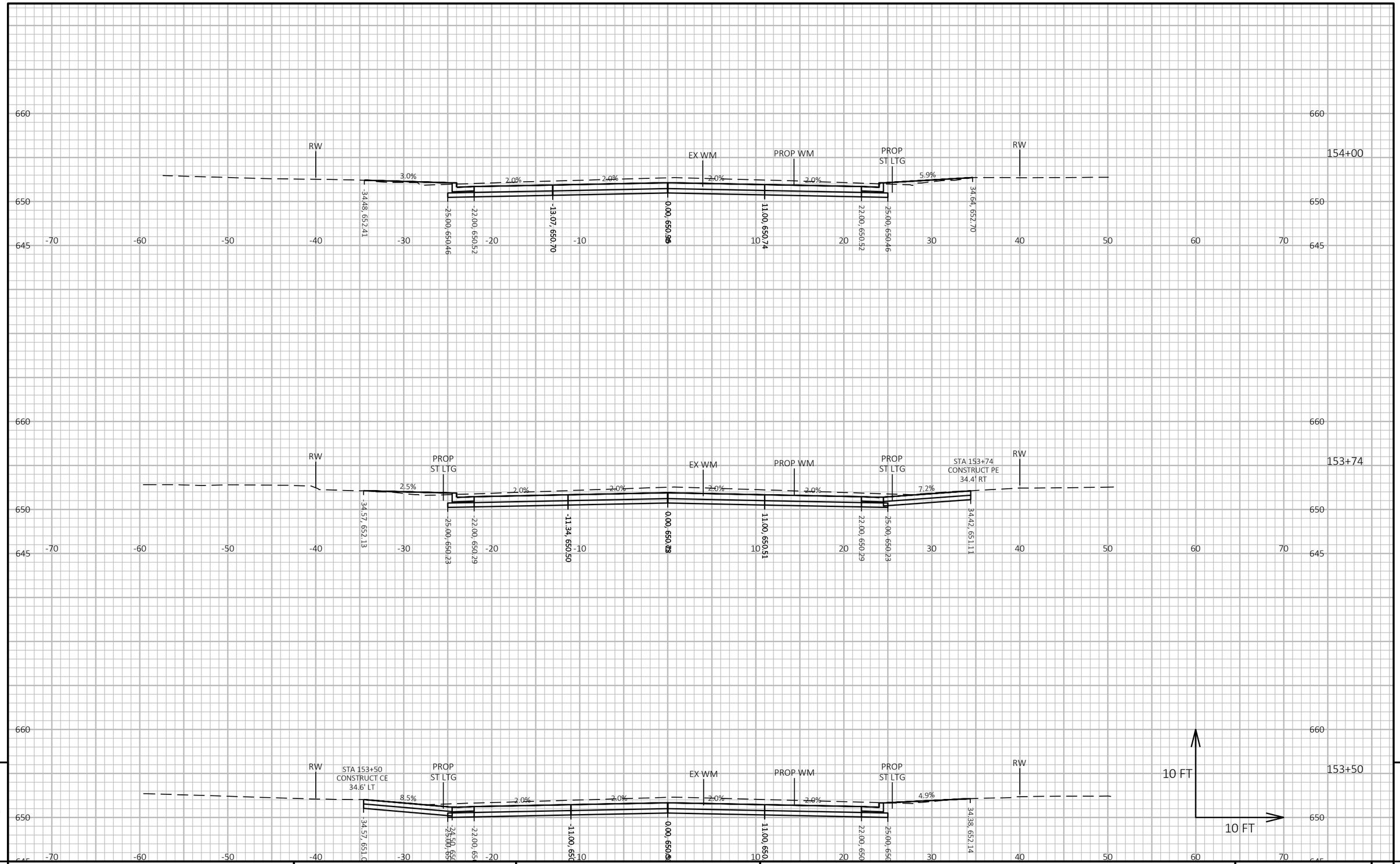


PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 252	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-22

PLOT DATE : 10/24/2024 3:39 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

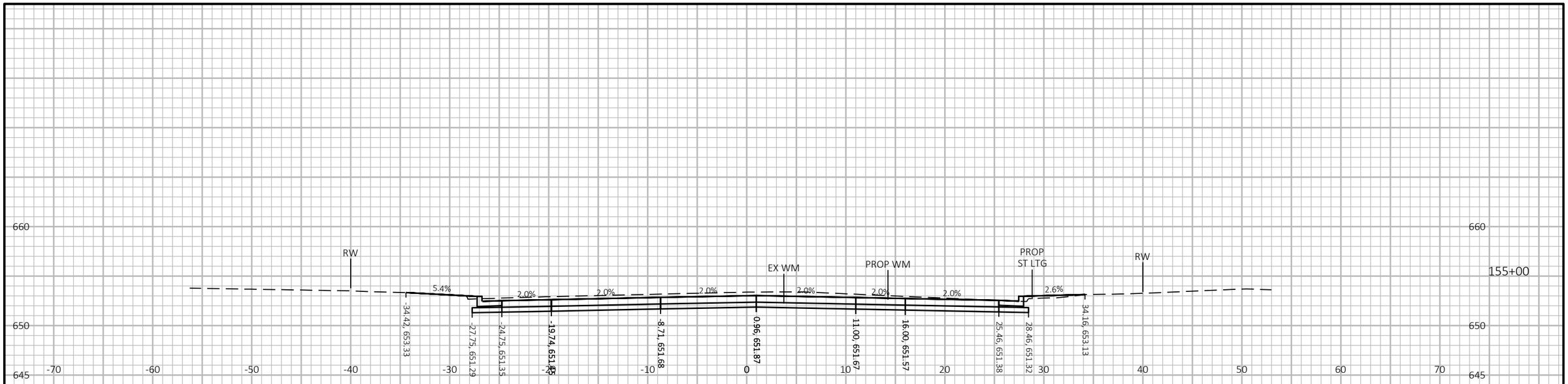
9

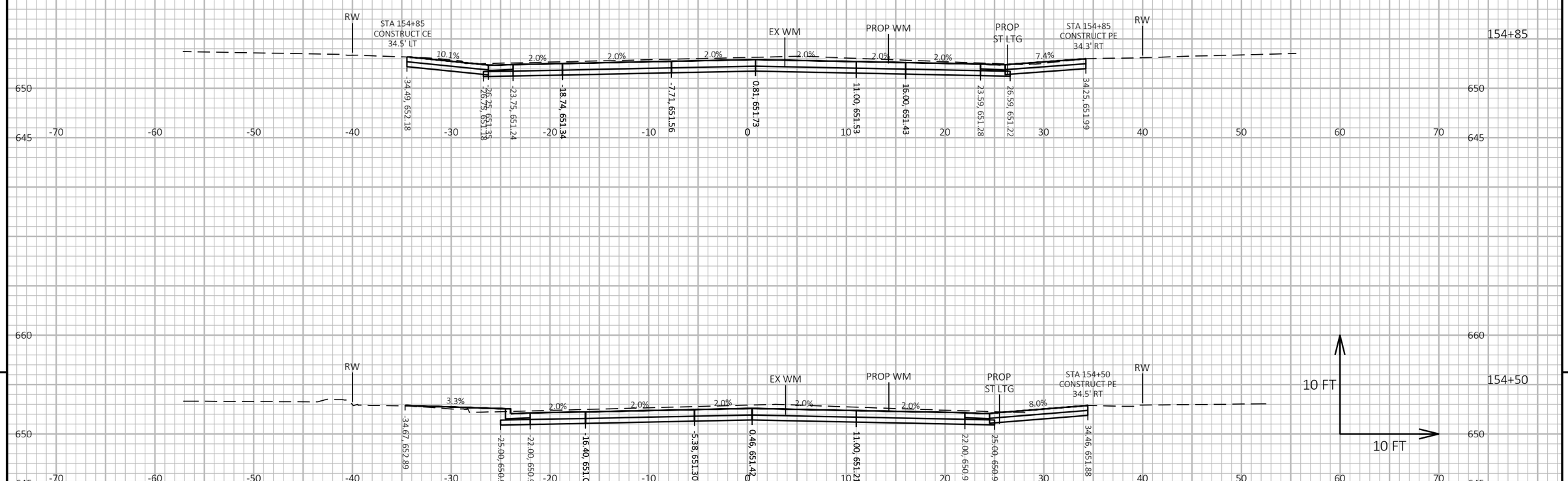
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 253	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-23

PLOT DATE : 10/24/2024 3:40 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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9

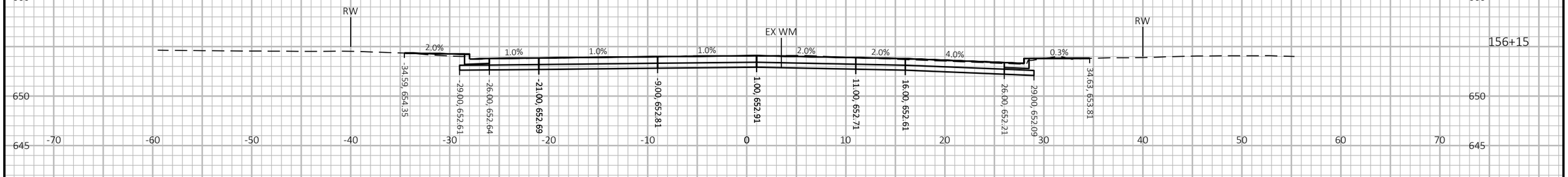
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 254	E

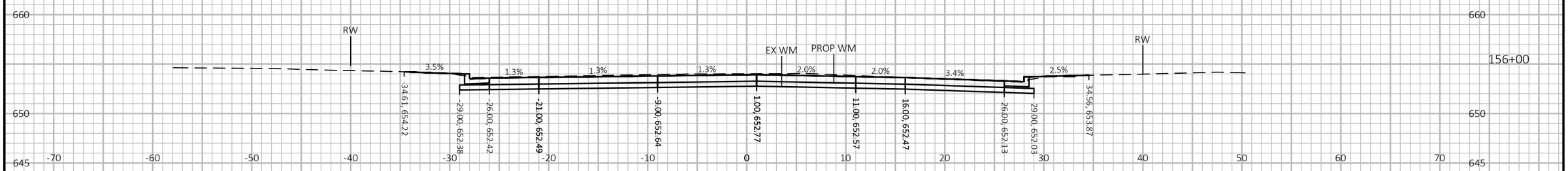
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-24

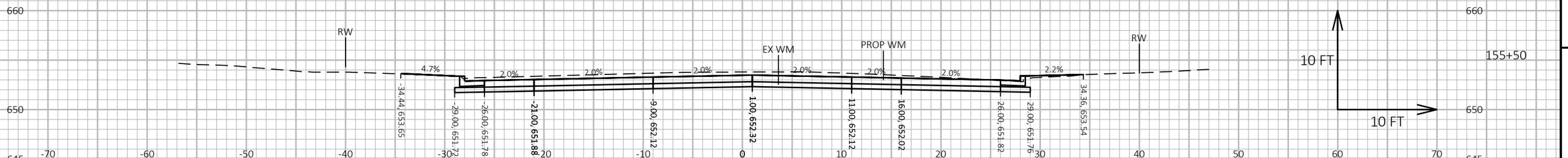
PLOT DATE : 10/24/2024 3:40 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT STA 156+15.00







9

9

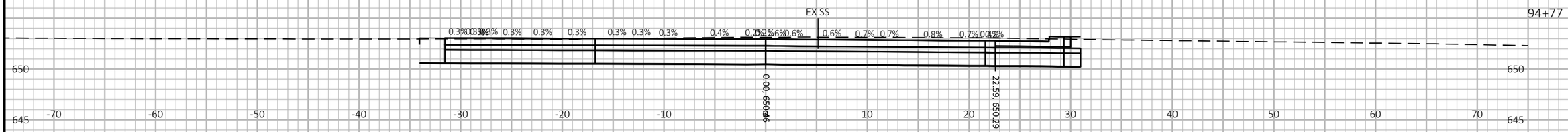
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 39TH AVENUE	SHEET 255	E

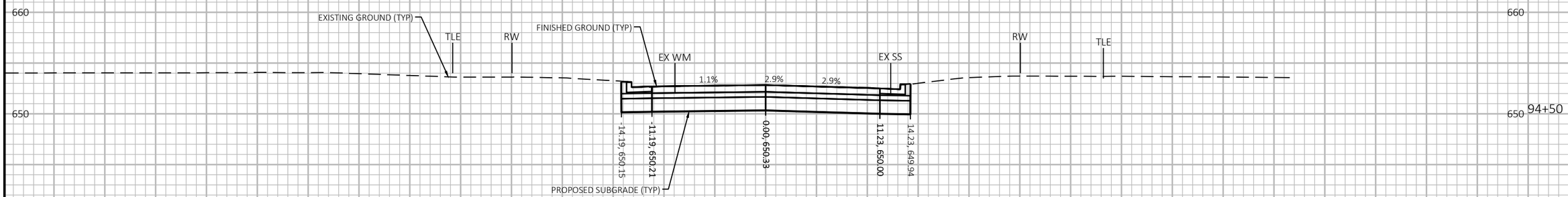
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH.DWG
LAYOUT NAME - XS-25

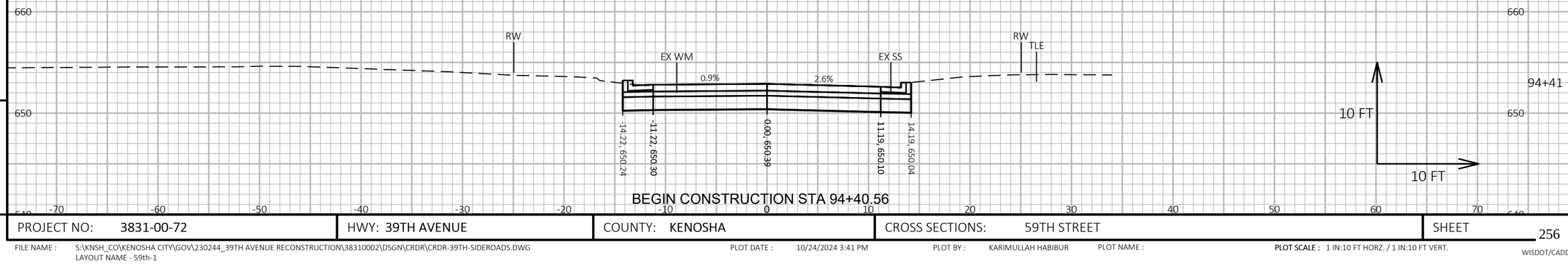
PLOT DATE : 10/24/2024 3:40 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 39TH AVE STA 94+77.98







BEGIN CONSTRUCTION STA 94+40.56

9

9

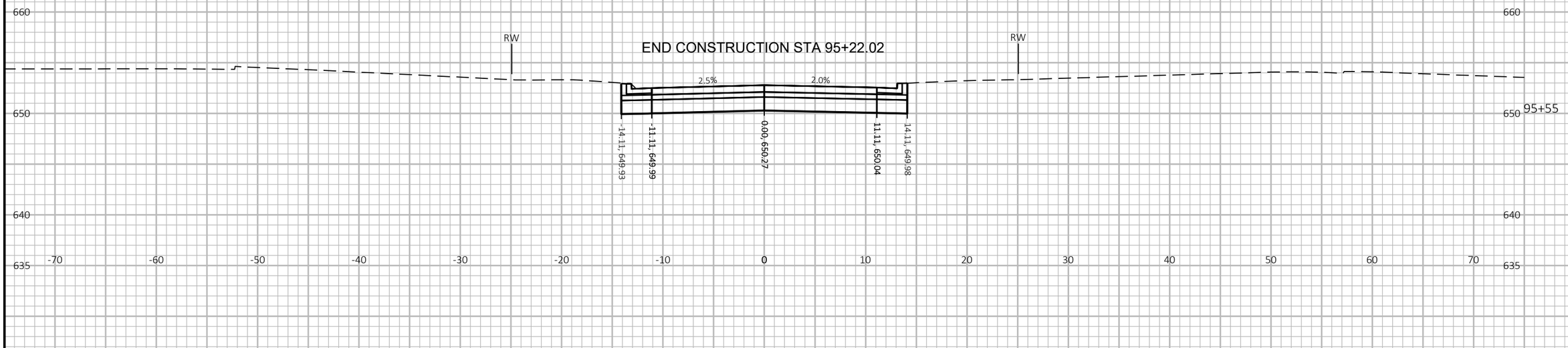
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 59TH STREET	SHEET 256	E

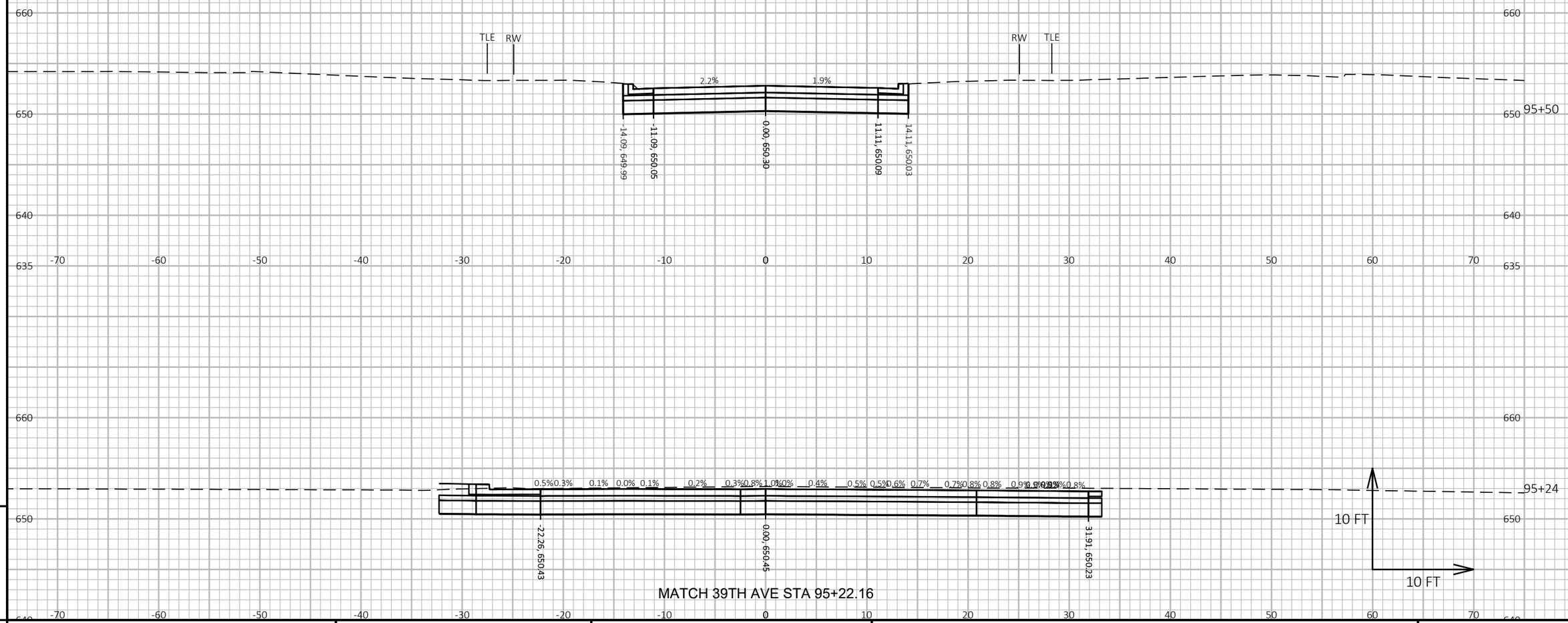
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 59th-1

PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION STA 95+22.02





MATCH 39TH AVE STA 95+22.16

9

9

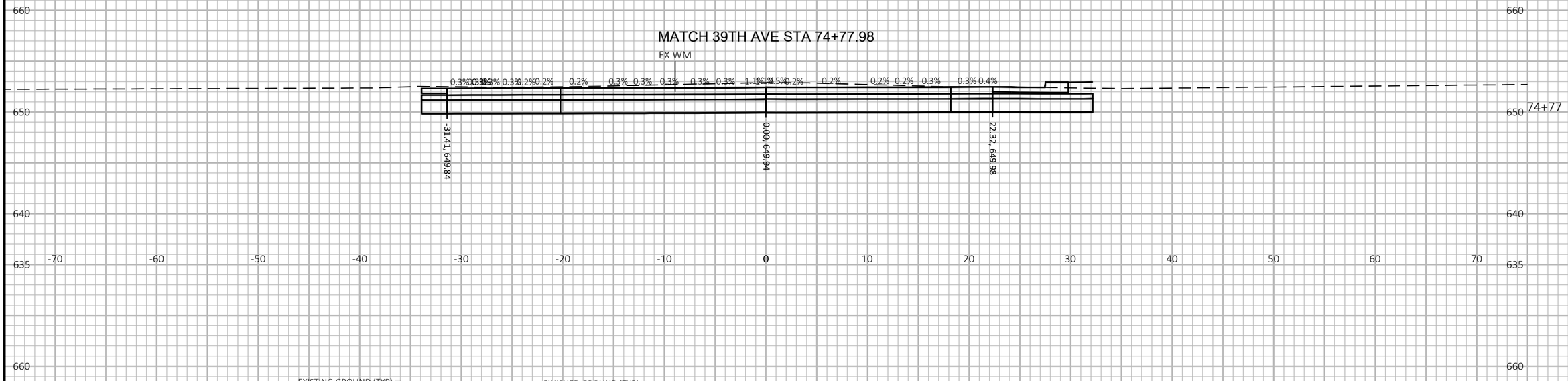
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 59TH STREET	SHEET 257	E

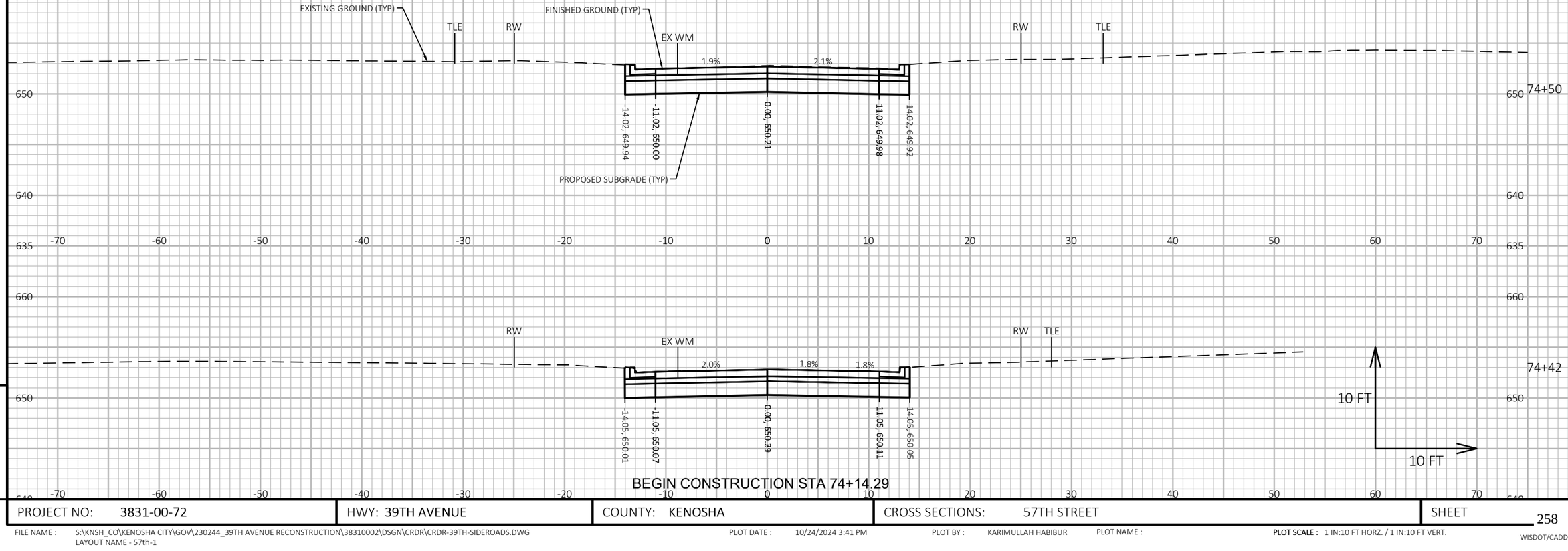
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 59th-2

PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 39TH AVE STA 74+77.98





BEGIN CONSTRUCTION STA 74+14.29

9

9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 57TH STREET	SHEET 258	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 57th-1

PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION STA 75+22.02

RW

RW

1.6%

3.3%

-14.06, 649.63

-11.06, 649.69

0.00, 649.87

11.07, 649.50

14.07, 649.44

75+55

RW

TLE

RW

TLE

1.5%

2.7%

-14.01, 649.65

-11.01, 649.71

0.00, 649.88

11.15, 649.57

14.15, 649.51

75+50

0.0% 0.2% 0.3% 0.4% 0.4% 0.4% 0.3% 0.4% 0.4% 0.4% 0.4% 0.4% 0.4% 0.4% 0.4% 0.3% 0.3% 0.3%

-22.25, 649.85

0.00, 649.93

31.65, 650.03

75+23

10 FT

10 FT

MATCH 39TH AVE STA 75+22.02

660 650 640 635

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 57TH STREET	SHEET 259	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 57th-2

PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 39TH AVE STA 64+77.98

EX WM

EX SS

PROP ST LTG

0.4% 0.4% 0.4% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 3.3% 3.3% 2.0% 0.5% 0.5% 0.5% 0.5% 0.5% 0.6% 0.6%

-31.44, 648.32

0.00, 648.18

22.43, 648.06

64+77

RW TLE

EX WM

EX SS

RW

2.0%

3.3%

-14.04, 647.97

-11.04, 648.03

0.00, 648.25

11.06, 647.89

14.06, 647.83

64+50

EXISTING GROUND (TYP)

FINISHED GROUND (TYP)

RW

EX WM

EX SS

RW

2.0%

3.4%

-14.05, 648.12

-11.05, 648.18

0.00, 648.40

11.03, 648.02

14.03, 647.96

PROPOSED SUBGRADE (TYP)

64+41

10 FT

10 FT

BEGIN CONSTRUCTION STA 64+40.75

660 650 640 635

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

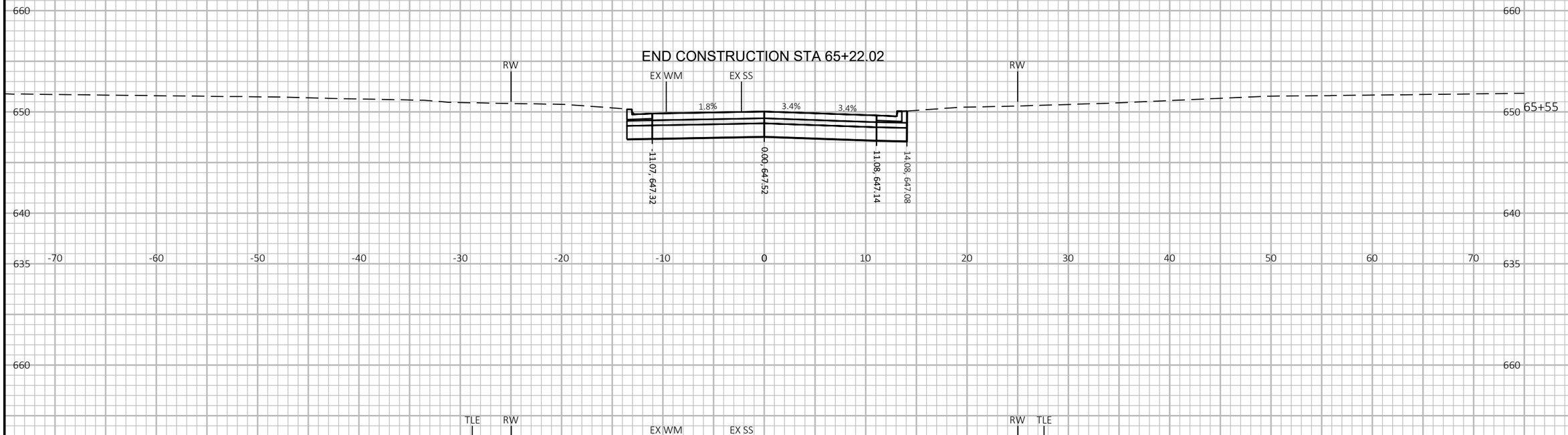
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 56TH STREET	SHEET 260	E

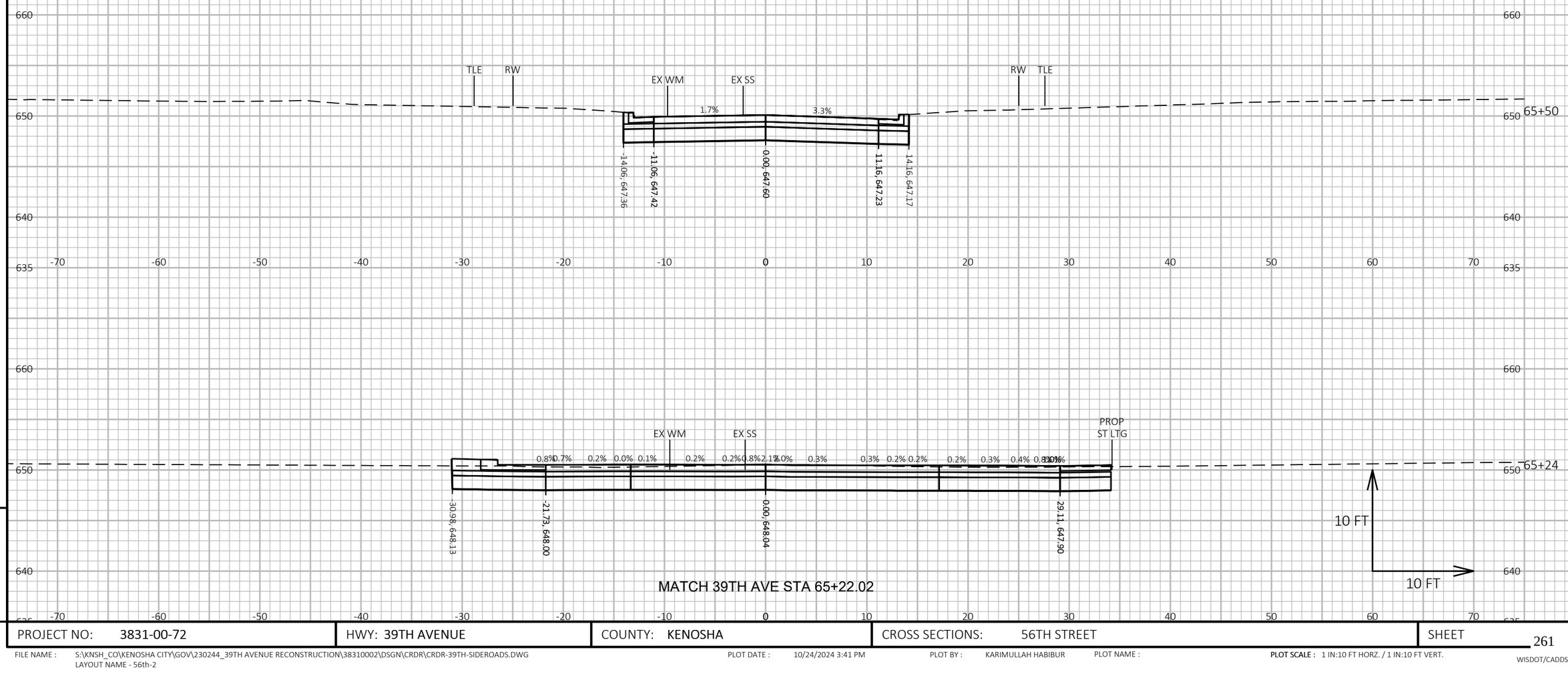
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 56th-1

PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION STA 65+22.02





MATCH 39TH AVE STA 65+22.02

9

9

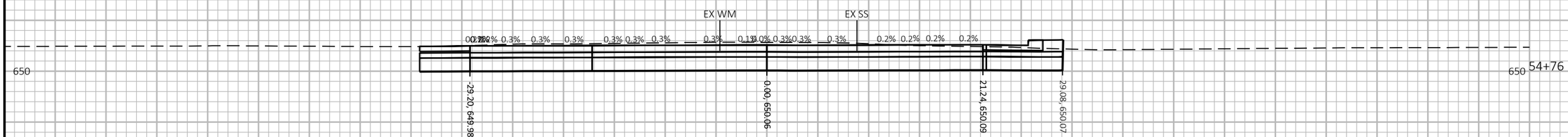
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 56TH STREET	SHEET 261	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 56th-2

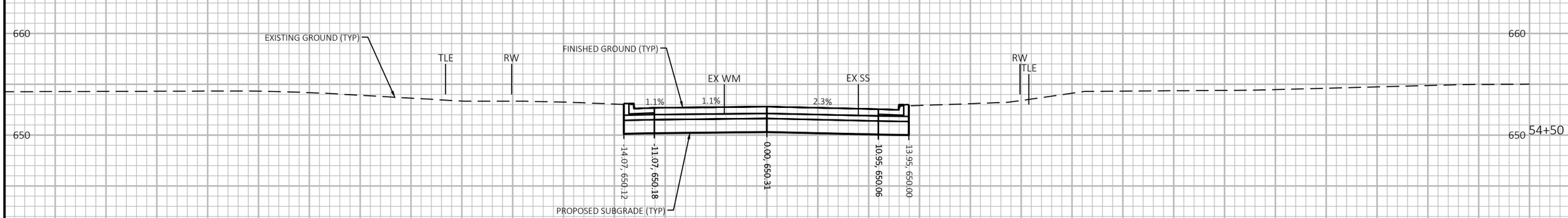
PLOT DATE : 10/24/2024 3:41 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

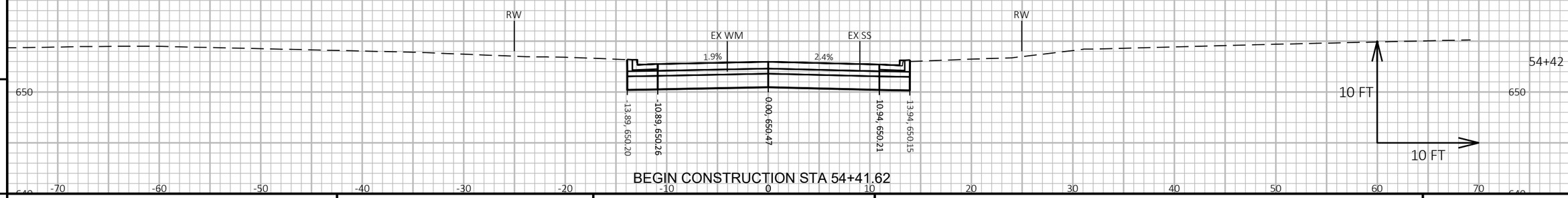
MATCH 39TH AVE STA 54+77.98



54+76



54+50



54+42

BEGIN CONSTRUCTION STA 54+41.62

9

9

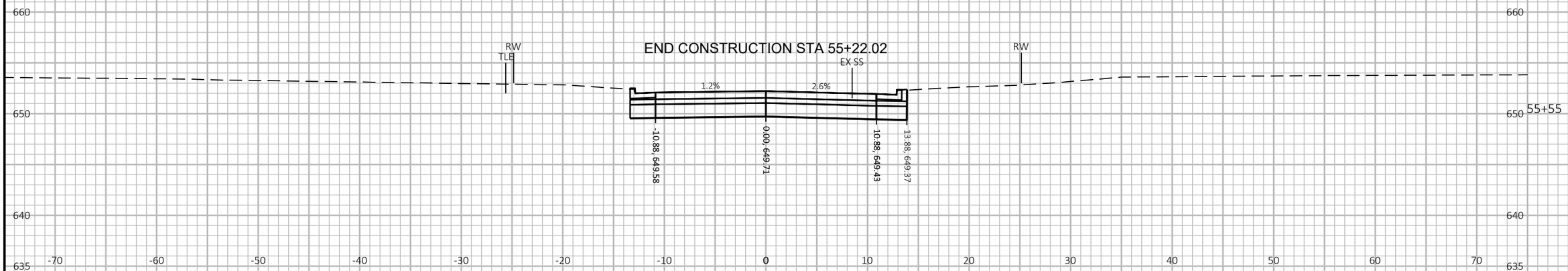
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 55TH STREET	SHEET 262	E

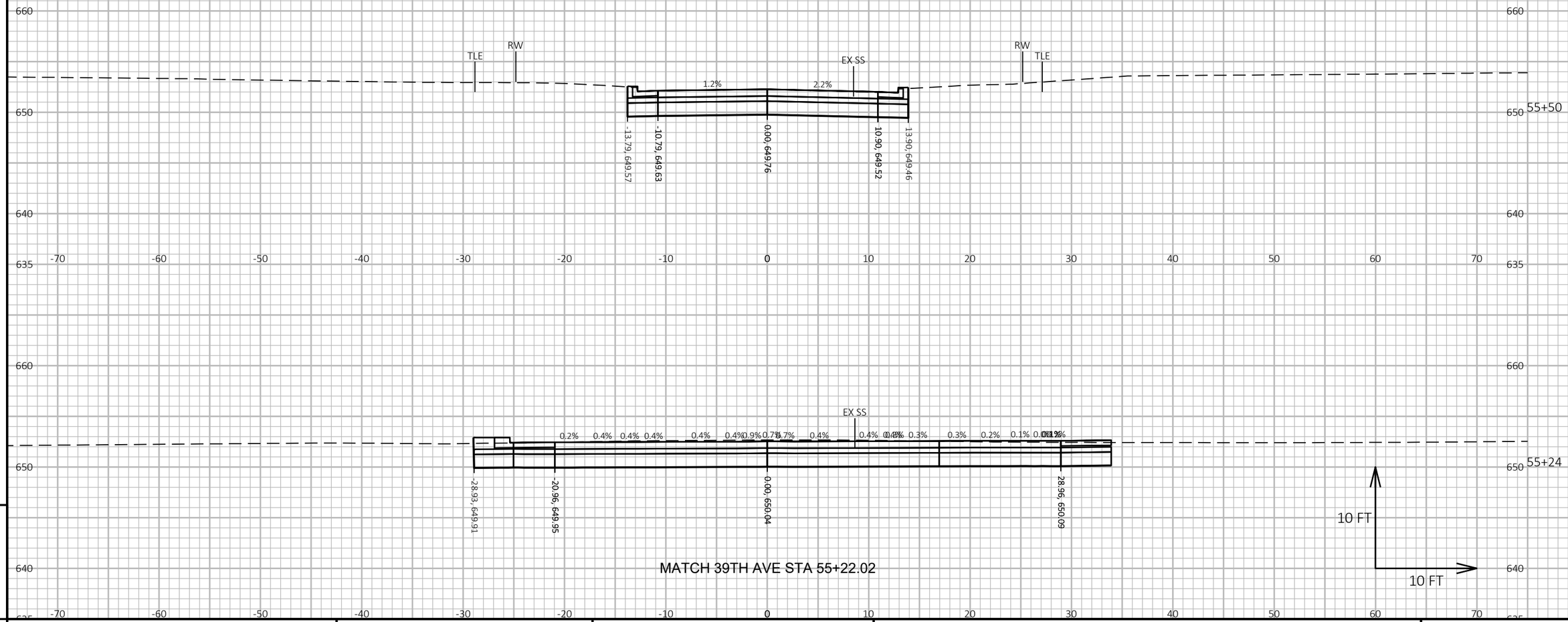
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 55th-1

PLOT DATE : 10/24/2024 3:42 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION STA 55+22.02





MATCH 39TH AVE STA 55+22.02

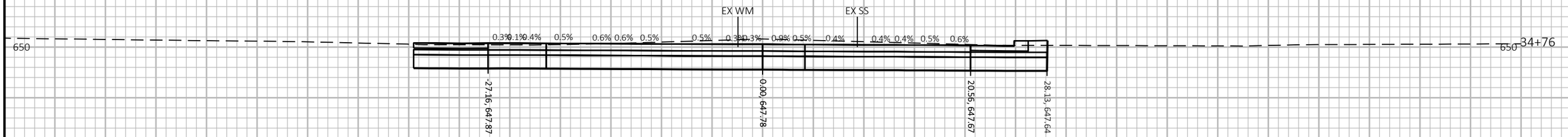
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 55TH STREET	SHEET 263	E

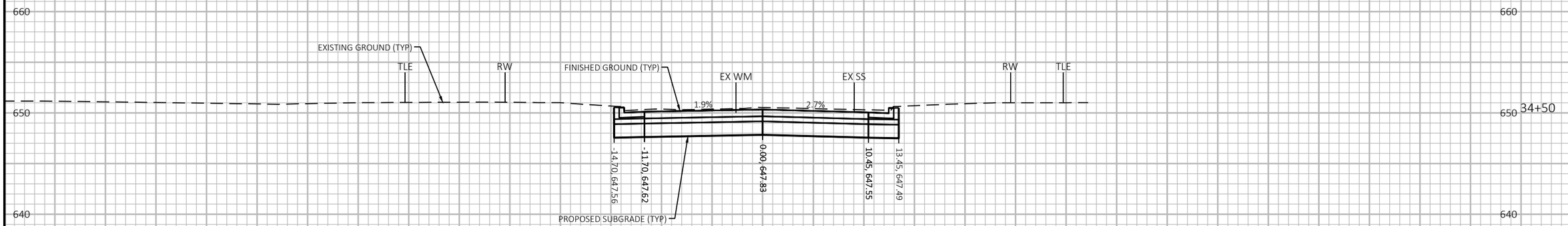
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 55th-2

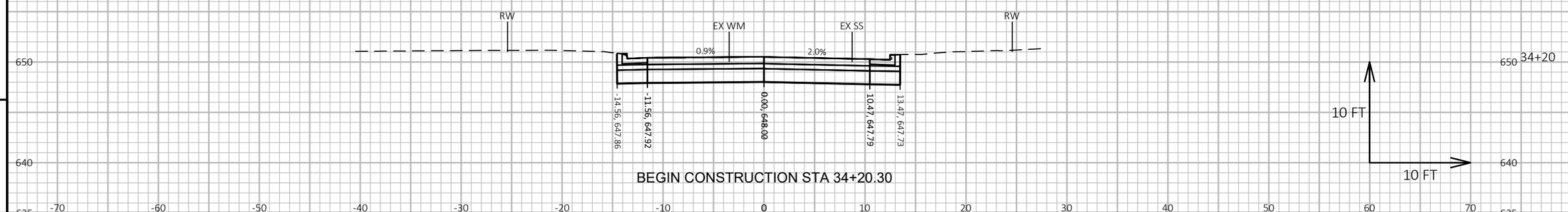
PLOT DATE : 10/24/2024 3:42 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 39TH AVE STA 34+77.98







BEGIN CONSTRUCTION STA 34+20.30

9 9

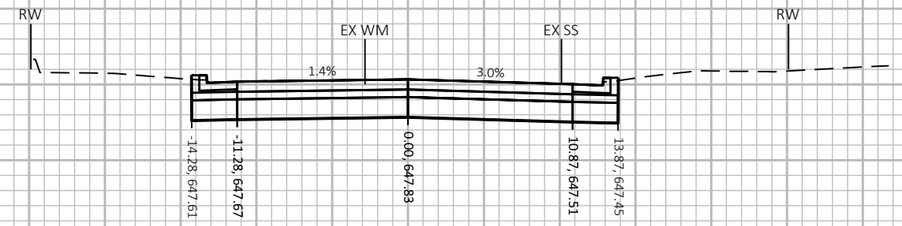
PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 53RD STREET	SHEET 264	E

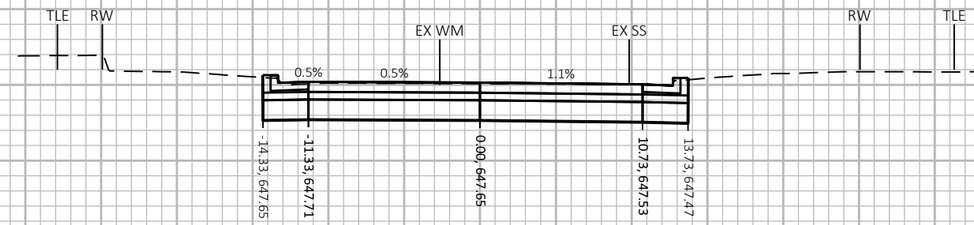
FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 53rd-01

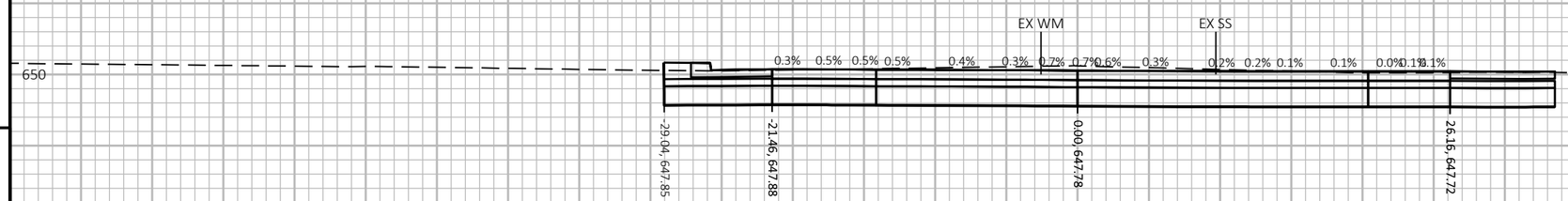
PLOT DATE : 10/24/2024 3:42 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

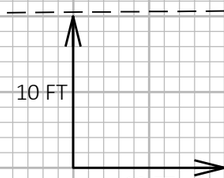
END CONSTRUCTION STA 35+22.02







MATCH 39TH AVE STA 35+22.02



660 650 640 635 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 36+00 35+50 35+24

9 9

PROJECT NO: 3831-00-72	HWY: 39TH AVENUE	COUNTY: KENOSHA	CROSS SECTIONS: 53RD STREET	SHEET 265	E

FILE NAME : S:\KNSH_CO\KENOSHA CITY\GOV\230244_39TH AVENUE RECONSTRUCTION\38310002\DSGN\CRDR\CRDR-39TH-SIDEROADS.DWG
LAYOUT NAME - 53rd-02

PLOT DATE : 10/24/2024 3:42 PM PLOT BY : KARIMULLAH HABIBUR PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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