WKE

PROJECT ID: 3751-03-70
WITH: N/A

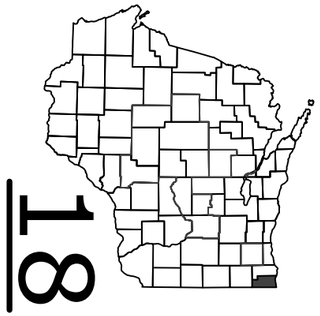
COUNTY: KENOSHA

FEBRUARY 2026

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 = 456



18

N

DESIGN DESIGNATION

			CTH W
A.A.D.T.	2021	=	6,400
A.A.D.T.	2044	=	7,200
D.H.V.		=	633
D.D.		=	60/40
T.		=	13.0%
DESIGN SPEED		=	30/40/50 MPH
ESALS		=	1,100,000

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS — CAUTION
UNDERGROUND UTILITIES
GAS — (SIZE) G
SANITARY SEWER — (SIZE) SAN
STORM SEWER — (SIZE) SS
WATER — (SIZE) W
ELECTRIC — E
TELEPHONE — T
FIBER OPTIC — FO
CABLE TELEVISION — TV
FORCE MAIN — FM
MANHOLE — MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE — HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE — (TYPE)
CURB STOP — CS
EXISTING CULVERT — (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

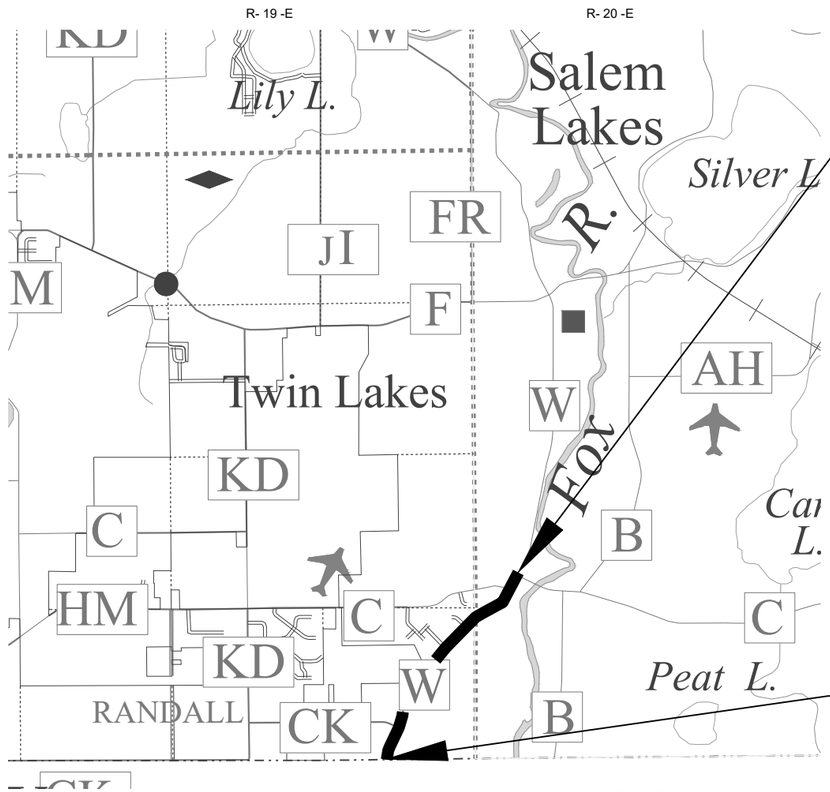
RANDALL - SALEM LAKES

ILL STATE LINE TO CTH C EAST

CTH W
KENOSHA COUNTY

STATE PROJECT NUMBER
3751-03-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3751-03-70	WISC 2026246	1



END PROJECT 3751-03-70
STA. 93+00.00

BEGIN PROJECT 3751-03-70
STA. 10+41.69
Y = 185,695.931
X = 2,485,872.605

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.564 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE SYSTEM (WSPCS), KENOSHA COUNTY, NAD27 SOUTH ZONE, IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NGVD29.

ACCEPTED FOR

COUNTY of KENOSHA

GREGORY J. BOLDT, P.E. (Printed Name) (Signature)

10/15/2025 (Date)

HIGHWAY COMMISSIONER (Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
CALEB L. MANSKE
E-41727
BROOKFIELD
WI
PROFESSIONAL ENGINEER

10/14/2025 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	GREG HAFEMAN
Regional Examiner	
Regional Supervisor	AMY TAETSCH

APPROVED FOR THE DEPARTMENT

DATE: 10/15/2025 (Signature)

E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\010101-TI.DWG PLOT DATE : 10/14/2025 11:54 AM PLOT BY : GEHRING, ALEX PLOT NAME :

GENERAL NOTES

1. DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
4. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
5. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
6. PLACE TOPSOIL 1 INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
7. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.
8. VERIFY THE EXISTING STORM SEWER SYSTEM CONNECTION LOCATIONS AND ELEVATIONS BEFORE ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS BEFORE INSTALLING THE PROPOSED STORM SEWER.
9. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
10. CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.
11. CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER. CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB AND GUTTER.
12. PRIOR TO THE PLACEMENT OF MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED, AND COMPACTED UNLESS OTHERWISE SHOWN.
13. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHINA DRIVING, TURNING, BIKE OR PARKING LANE.
14. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
15. SAWCUT EXISTING ASPHALT AND CONCRETE PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER
16. CONTACT THE PROJECT ENGINEER, THE COUNTY SURVEYOR, AND SEWRPC AT LEAST TWO WEEKS BEFORE WORKING NEAR ANY SECTION CORNER MONUMENT.
17. HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

THICKNESS	LAYERS
5-INCH	2" UPPER LAYER 4 MT 58-28 H 3" LOWER LAYER 3 MT 58-28 H
5 1/2-INCH	2" UPPER LAYER 4 MT 58-28 H 3 1/2" LOWER LAYER 3 MT 58-28 H
4-INCH	ASPHALTIC SURFACE
4-INCH	1 3/4" UPPER LAYER 4 MT 58-28 H 2 1/4" LOWER LAYER 3 MT 58-28 H

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 21.72 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 16.41 ACRES

BORING SUMMARY (APPROXIMATE LOCATIONS)			
NUMBER	STATION (CTH W)	OFFSET (FT)	STRATUM INFORMATION
R-1	14+99.12	17.09 RT	4.5" ASPHALT OVER 8" AGGREGATE OVER SANDY LEAN CLAY
R-2	19+99.03	17.32 LT	15" AGGREGATE OVER SANDY LEAN CLAY, LEAN CLAY, AND SILTY SAND
R-3	25+00.06	9.19 RT	4.5" ASPHALT OVER 8" AGGREGATE OVER SANDY LEAN CLAY AND SILTY SAND
R-4	29+99.62	7.15 LT	12.5" ASPHALT OVER 5" AGGREGATE OVER WELL GRADED SAND AND MEDIUM TO COURSE SAND
R-5	33+98.06	8.60 RT	8" ASPHALT OVER 6" AGGREGATE OVER MEDIUM TO COURSE SAND
R-6	35+91.63	21.43 RT	8" ASPHALT OVER 6" AGGREGATE OVER SANDY LEAN CLAY, LEAN CLAY, AND MEDIUM TO COURSE SAND
R-7	39+94.42	10.33 RT	11.5" ASPHALT OVER 6" AGGREGATE OVER SILTY SAND
R-8	42+94.36	10.39 LT	10.5" ASPHALT OVER 5" AGGREGATE OVER SANDY SILT, SILTY SAND, AND SILTY FINE SAND
R-9	49+87.21	20.57 RT	4.5" ASPHALT OVER 8" AGGREGATE OVER SILTY SAND, LEAN CLAY, AND SILT
R-10	54+93.24	9.62 LT	8" ASPHALT OVER 5" AGGREGATE OVER SANDY SILT, SILT, AND LEAN CLAY
R-11	59+92.85	8.62 RT	11" ASPHALT OVER 6" AGGREGATE OVER LEAN CLAY AND FINE TO MEDIUM SAND
R-12	64+91.35	8.03 LT	12.5" ASPHALT OVER 6" AGGREGATE OVER LEAN CLAY AND WELL GRADED SAND
R-13	69+92.88	7.55 RT	8.5" ASPHALT OVER 8" AGGREGATE OVER CLAYEY SAND AND WELL GRADED SAND WITH SILT
R-14	74+90.94	8.29 LT	5" ASPHALT OVER 6" AGGREGATE OVER MEDIUM TO COARSE SAND
R-15	79+91.68	6.12 RT	6.5" ASPHALT OVER 8" AGGREGATE OVER LEAN CLAY AND FINE TO COARSE SAND
R-16	84+91.32	13.00 LT	10.5" ASPHALT OVER 2" AGGREGATE OVER SILTY FINE SAND AND SANDY SILT
R-17	91+48.74	10.00 RT	6.5" ASPHALT OVER 8" AGGREGATE OVER WELL GRADED SAND, LEAN CLAY, SILTY SAND, AND SANDY SILT

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
EXISTING SIGN REMOVALS
PERMANENT SIGNING/PAVEMENT MARKING
TRAFFIC CONTROL & CONSTRUCTION STAGING
TEMPORARY PEDESTRIAN ACCOMMODATIONS
DETOUR ROUTE
ALIGNMENT

STANDARD ABBREVIATIONS

AC	ASPHALT CEMENT
ADJ	ADJUST
BAD	BASE AGGREGATE DENSE
CFS	CUBIC FEET PER SECOND
FPS	FEET PER SECOND
HP	HIGH POINT
LP	LOW POINT
LC	LATERAL CLEARANCE
MAX	MAXIMUM
OH	OVERHEAD
OPT	OPTIONAL
PSF	POUNDS PER SQUARE FOOT

2

UTILITIES

COMMUNICATIONS
FRONTIER
CHRISTOPHER BLUMER
451 BROADWAY DR
SUN PRAIRIE, WI 53590
(608) 622-3807
CHRISTOPHER.BLUMER@FTR.COM

COMMUNICATIONS
SPECTRUM/CHARTER
KIRK NICHOLS
5812 21ST ST
RACINE, WI 53406
(414) 430-6824
KIRK.NICHOLS@CHARTER.COM

SANITARY SEWER
VILLAGE OF SALEM LAKES
BRAD ZAUTCKE
9814 ANTIOCH RD
SALEM LAKES, WI 53168
(262) 843-2313
BZAUTCKE@VOSLWI.GOV

ELECTRIC
WE ENERGIES - ELECTRIC
ERIC KICKHAVER
500 S 116TH ST
WEST ALLIS, WI 53214
(414) 944-5917
ERICKICKHAVER1@WE-ENERGIES.COM

GAS
WE ENERGIES - GAS
SPENSER DOONER
700 KANE S. ST
BURLINGTON, WI 53105
(262) 763-1083
SPENSER.DOONER@WE-ENERGIES.COM

PROJECT CONTACTS

DESIGNER
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raSmith
16745 W BLUEMOUND RD, STE 200
BROOKFIELD, WI 53005
262-317-3332
caleb.manske@rasmith.com

WISCONSIN DEPARTMENT OF TRANSPORTATION
GREG HAFEMAN
WISDOT
141 NW BARSTOW STREET
WAUKESHA, WI 53188
262-548-8677
Greg.Hafeman@dot.wi.gov

KENOSHA COUNTY
GREGORY BOLDT
19600 75TH ST, SUITE 122-1
BRISTOL, WI 53104
(262) 653-1870
GREGORY.BOLDT@KENOSHACOUNTYWI.ORG

WISCONSIN DNR
CRAIG WEBSTER
141 NW BARSTOW ST
WAUKESHA, WI 53188
(262) 574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

TOWN OF RANDALL
CALLIE RUCKER
34530 BASSETT RD
BURLINGTON, WI 53105
(262) 877-2165
CLERK@TOWNOFRANDALL.GOV

VILLAGE OF SALEM LAKES
BRAD ZAUTCKE
9814 ANTIOCH RD
SALEM, WI 53168
(262) 843-2313
BZAUTCKE@VOSLWI.GOV

VILLAGE OF TWIN LAKES
AL STOLP
800 BURLINGTON AVE
TWIN LAKES, WI 53181
(262) 877-2599
PUBLICWORKS@TWINLAKESWI.GOV

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ROB MERRY, CHIEF SURVEYOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
OFFICE: (262) 953-4289
CELL: (920) 912-1036
RMERRY@SEWRPC.ORG

ANDY TRAEGER, CONSTRUCTION COORDINATOR
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
OFFICE: (262)-953-4296
CELL: (262) 853-8463
ATRAEGER@SEWRPC.ORG

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

2

N

VILLAGE OF
TWIN LAKES

TOWN OF
RANDALL

ONE WAY STOP CONTROLLED

WETLAND BOUNDARY

CTH CK

CTH W

316TH AVE

ONE WAY STOP CONTROLLED

314TH AVE

END PROJECT 3751-03-70
STA. 93+00.00

HISTORICAL PROPERTY
11346 FOX RIVER RD

CTH C (114TH ST)

CTH C WEST
R/L

END PROFILE ADJUSTMENT
STA 82+50

WETLAND BOUNDARY

FOUR WAY STOP
CONTROLLED

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110

END PULVERIZE AND RELAY
BEGIN RECONSTRUCTION
STA 30+63

CTH W R/L

END RECONSTRUCTION
BEGIN PULVERIZE AND RELAY
STA 45+63

HISTORICAL PROPERTY
11931 FOX RIVER RD

BEGIN PROJECT 3751-03-70
STA. 10+41.69
Y = 185,695.93
X = 2,485,872.61

TOWN OF
RANDALL

BEGIN PROFILE
ADJUSTMENT STA 71+00

END PROFILE
ADJUSTMENT STA 73+50

WALL MODULAR BLOCK
GRAVITY LANDSCAPE

WETLAND BOUNDARY

BEGIN PROFILE ADJUSTMENT
STA 81+00

HISTORICAL PROPERTY
11417 FOX RIVER RD

END PULVERIZE AND RELAY
BEGIN PAVEMENT REPLACEMENT
STA 86+00

FOUR WAY STOP
CONTROLLED

602 605 305 310 315 320

112TH ST

111TH ST

FOX RIVER

CTH C (113TH ST)

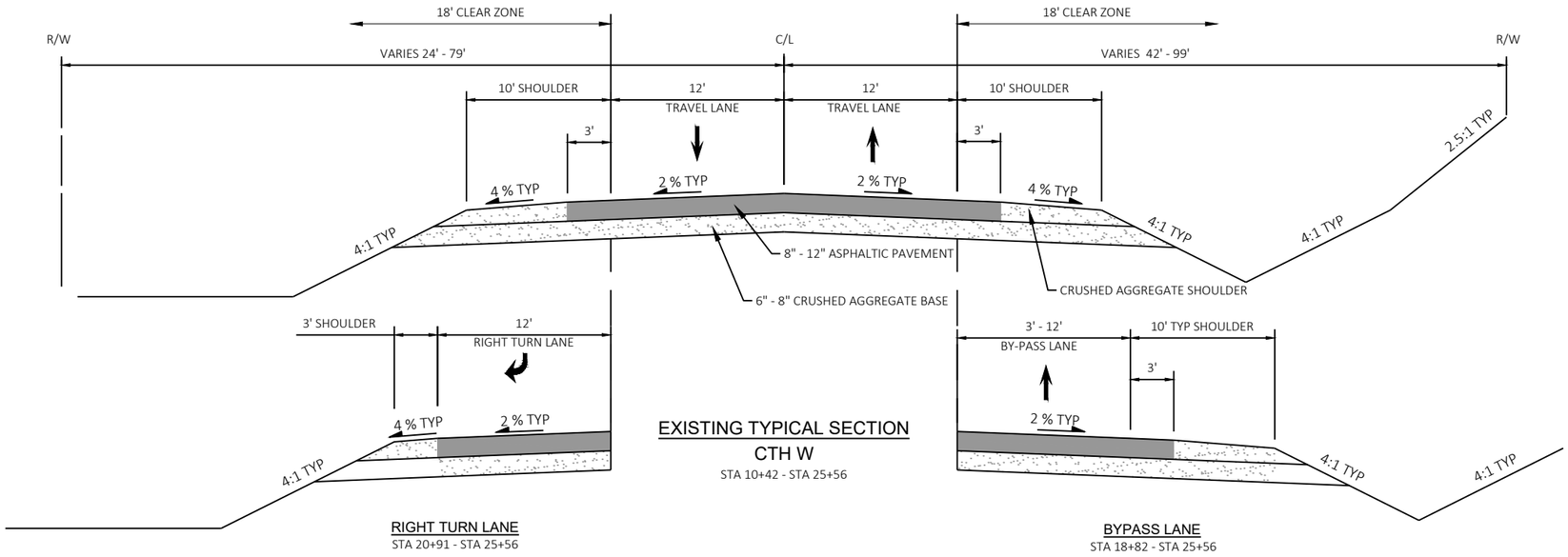
CTH C EAST
R/L

ILLINOIS

WISCONSIN

VILLAGE OF
SALEM LAKES

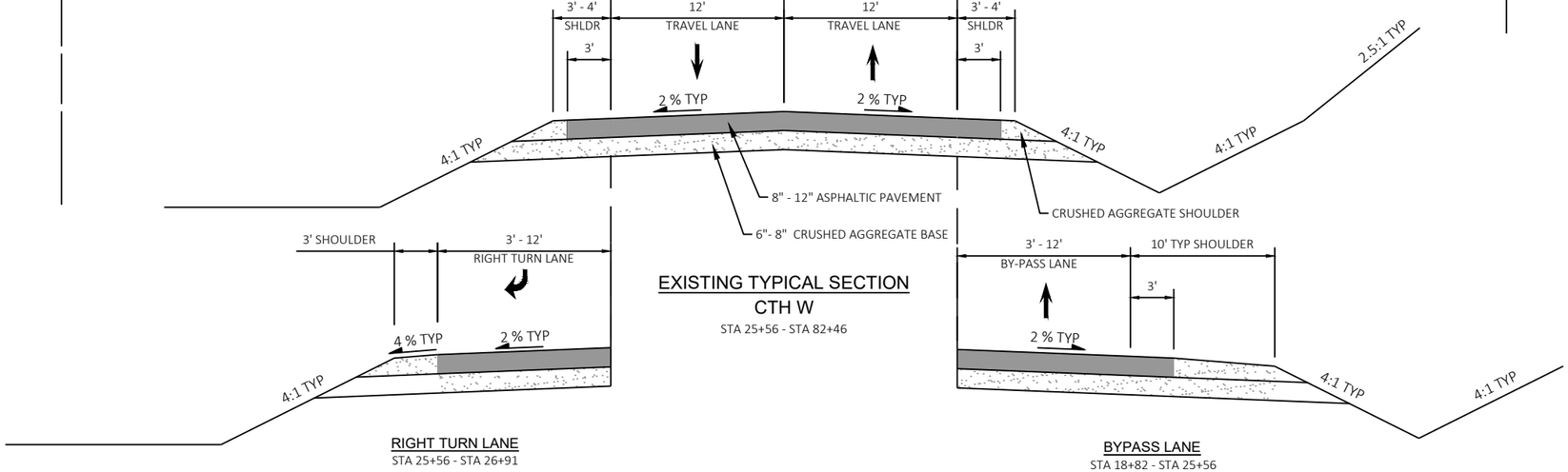
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PROJECT OVERVIEW	SHEET 4	E



EXISTING TYPICAL SECTION
CTH W
STA 10+42 - STA 25+56

RIGHT TURN LANE
STA 20+91 - STA 25+56

BYPASS LANE
STA 18+82 - STA 25+56



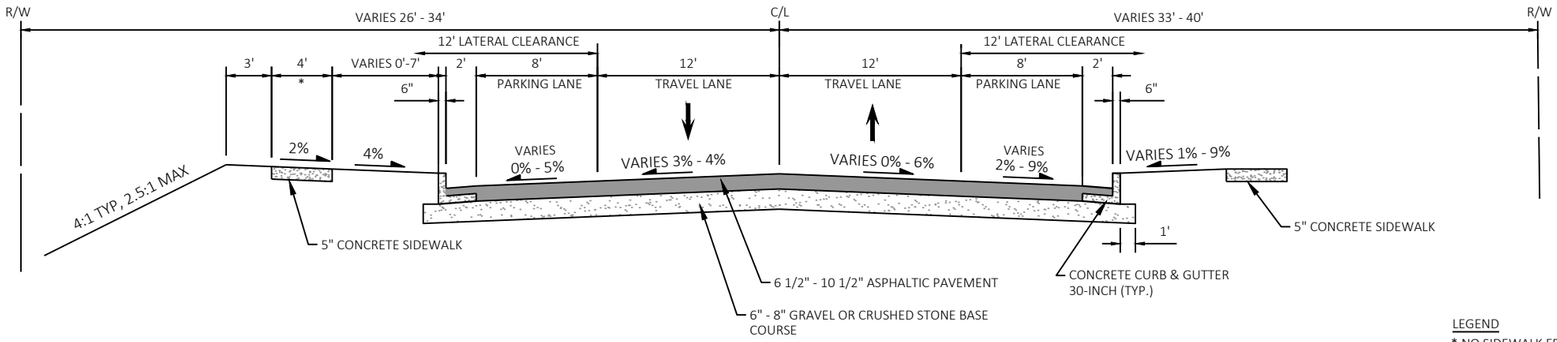
EXISTING TYPICAL SECTION
CTH W
STA 25+56 - STA 82+46

RIGHT TURN LANE
STA 25+56 - STA 26+91

BYPASS LANE
STA 18+82 - STA 25+56

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 5	E

2



EXISTING TYPICAL SECTION

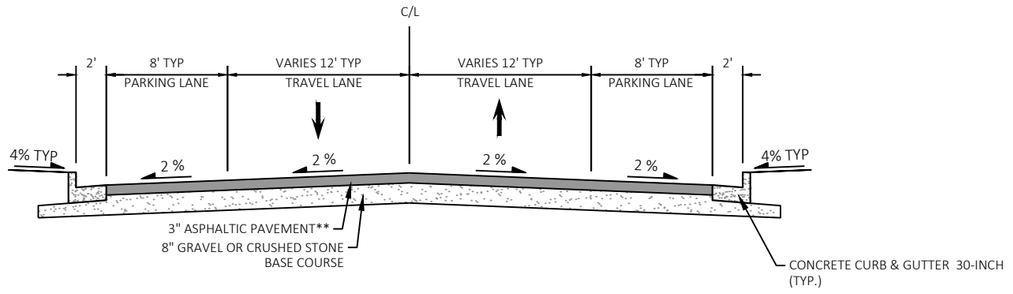
CTH W

STA 82+46 - STA 93+00

LEGEND

* NO SIDEWALK FROM STA STA 82+46.34 - STA 84+48.37

** VERIFY EXISTING PAVEMENT DEPTH



EXISTING TYPICAL SECTION

URBAN SIDE ROADS

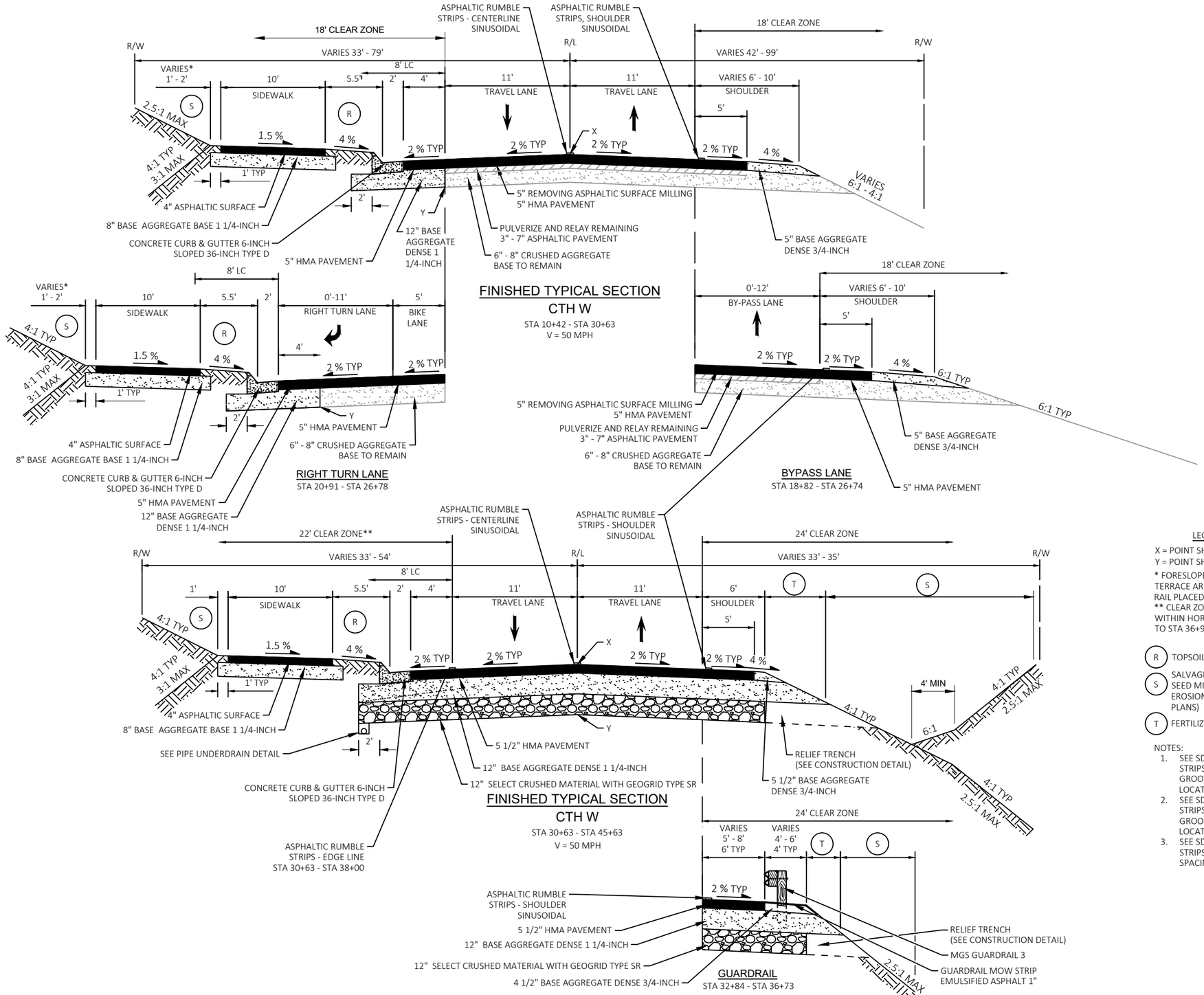
114TH ST

113TH ST

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02-10ft

PLOT DATE : 10/22/2025 1:38 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT



LEGEND

X = POINT SHOWN ON PROFILE
Y = POINT SHOWN ON CROSS SECTION
* FORESLOPES STEEPER THAN 4:1 REQUIRE A 2' TERRACE AREA WITH A FENCE SPLIT RAIL THREE RAIL PLACED INSIDE R/W
** CLEAR ZONE CORRECTION FACTOR OF 1.4 WITHIN HORIZONTAL CURVE FROM STA 31+98 TO STA 36+91

(R) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

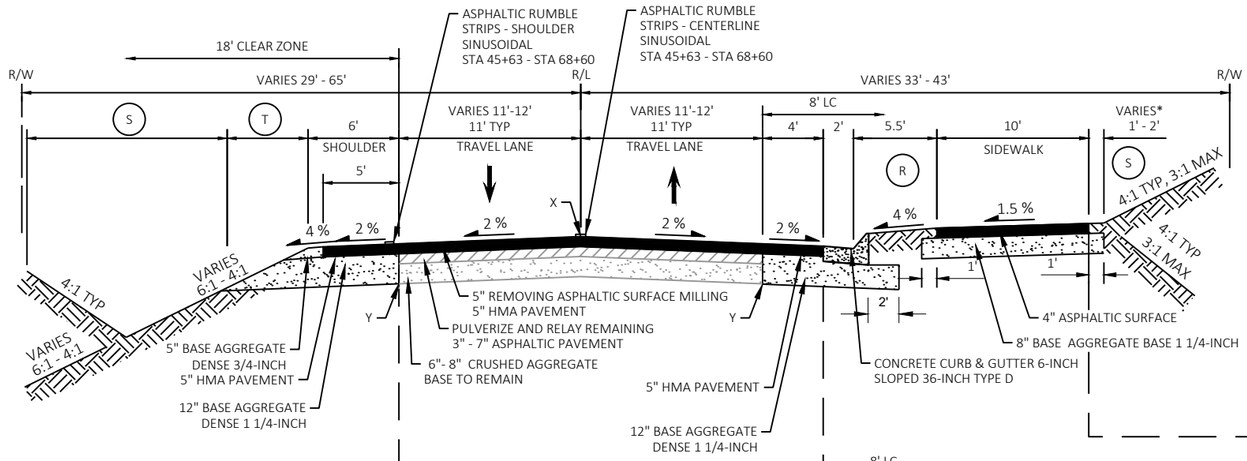
(S) SALVAGED TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO 30, AND MULCH OR EROSION MAT (SEE EROSION CONTROL PLANS)

(T) FERTILIZER TYPE B AND SEED MIXTURE NO 30

NOTES:
1. SEE SDD "SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL" FOR GROOVE SPACING AND GAP LOCATIONS.
2. SEE SDD "CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL" FOR GROOVE SPACING AND GAP LOCATIONS
3. SEE SDD "EDGE LINE RUMBLE STRIPS - ASPHALT" FOR GROOVE SPACING AND GAP LOCATIONS

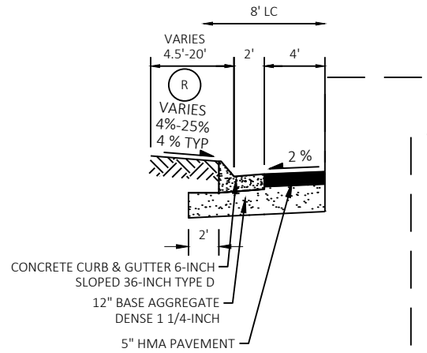
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E

2

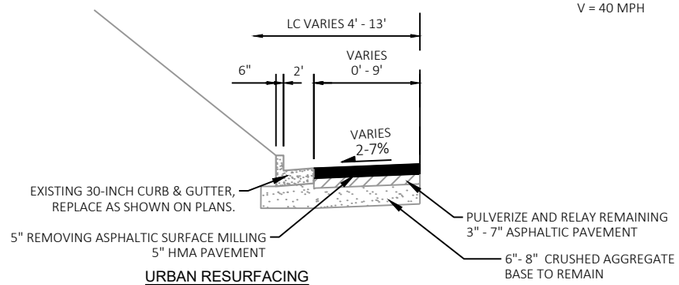


FINISHED TYPICAL SECTION
CTH W

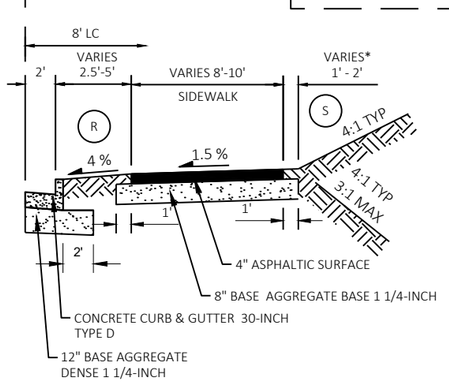
STA 45+63 - STA 82+50
STA 45+63 - STA 68+79
V = 50 MPH
STA 68+79 - STA 82+50
V = 40 MPH



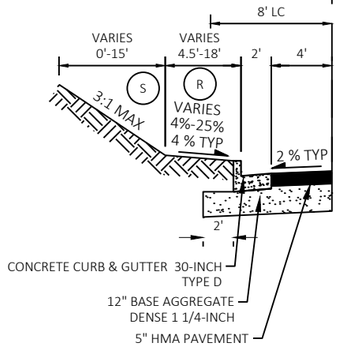
SHOULDER CURB
CTH W
STA 49+50 - STA 53+75



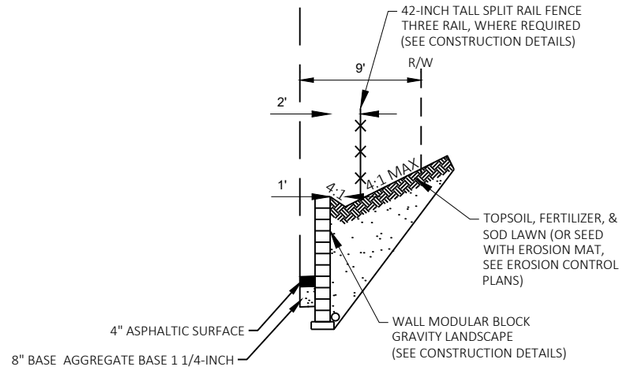
URBAN RESURFACING
CTH W
STA 77+09 - STA 82+50



30" CURB AND GUTTER
CTH W
STA 68+79 - STA 82+50



SHOULDER CURB
CTH W
STA 73+50 - STA 77+09



WALL MODULAR BLOCK GRAVITY LANDSCAPE
CTH W
STA 73+00 - STA 75+00

LEGEND

X = POINT SHOWN ON PROFILE
Y = POINT SHOWN ON CROSS SECTION

* FORESLOPES STEEPER THAN 4:1 REQUIRE A 2' TERRACE AREA WITH A FENCE SPLIT RAIL THREE RAIL PLACED INSIDE R/W

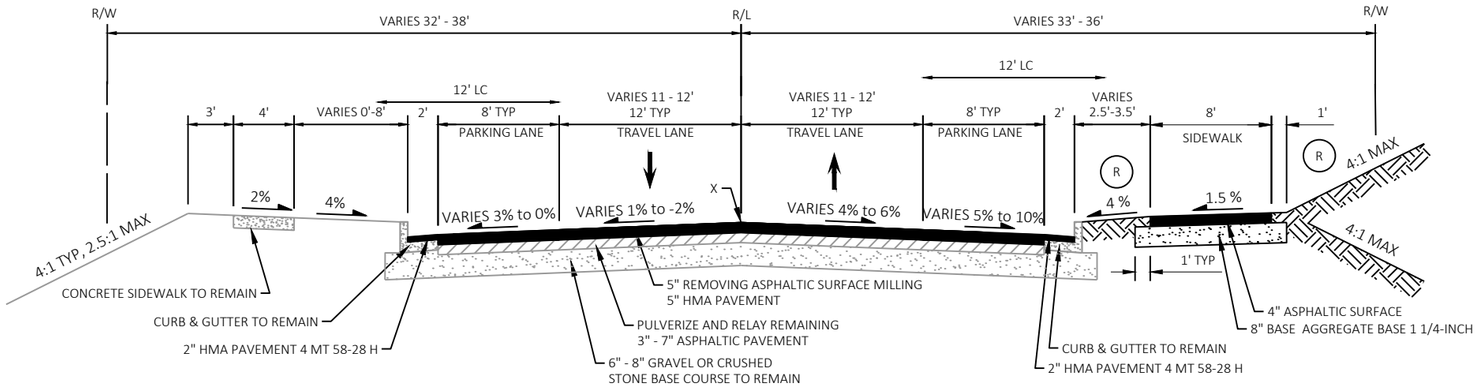
(R) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

(S) SALVAGED TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO 30, AND MULCH OR EROSION MAT

(T) FERTILIZER TYPE B AND SEED MIXTURE NO 30

NOTES:
1. SEE SDD "SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL" FOR GROOVE SPACING AND GAP LOCATIONS.
2. SEE SDD "CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL" FOR GROOVE SPACING AND GAP LOCATIONS

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 8	E



FINISHED TYPICAL SECTION

CTH W

STA 82+50 - STA 86+00

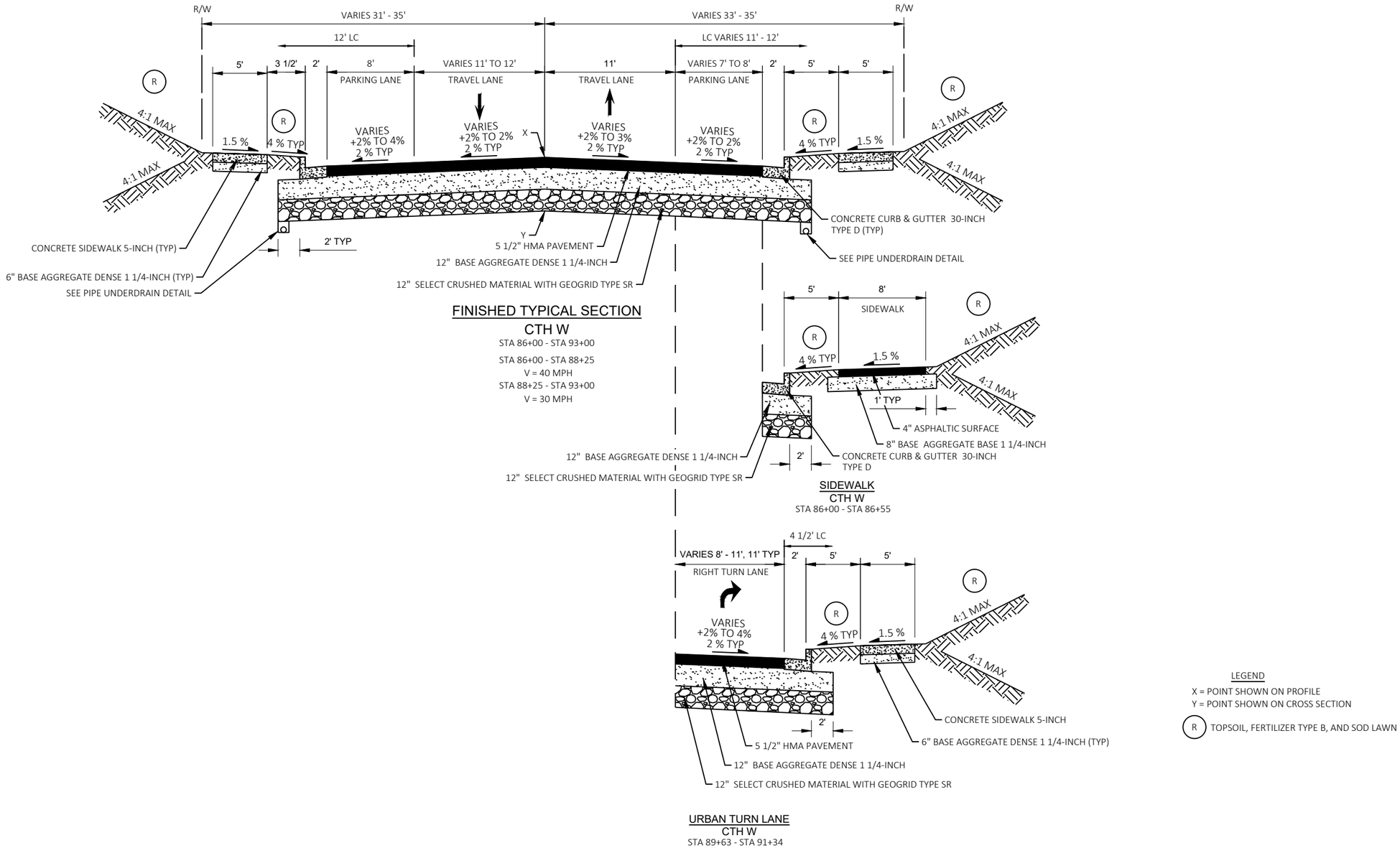
V = 40 MPH

LEGEND

X = POINT SHOWN ON PROFILE

(R) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN OR CONCRETE SIDEWALK 5-INCH SEE PLAN DETAILS

2



FINISHED TYPICAL SECTION
CTH W
STA 86+00 - STA 93+00

STA 86+00 - STA 88+25
V = 40 MPH
STA 88+25 - STA 93+00
V = 30 MPH

SIDEWALK
CTH W
STA 86+00 - STA 86+55

URBAN TURN LANE
CTH W
STA 89+63 - STA 91+34

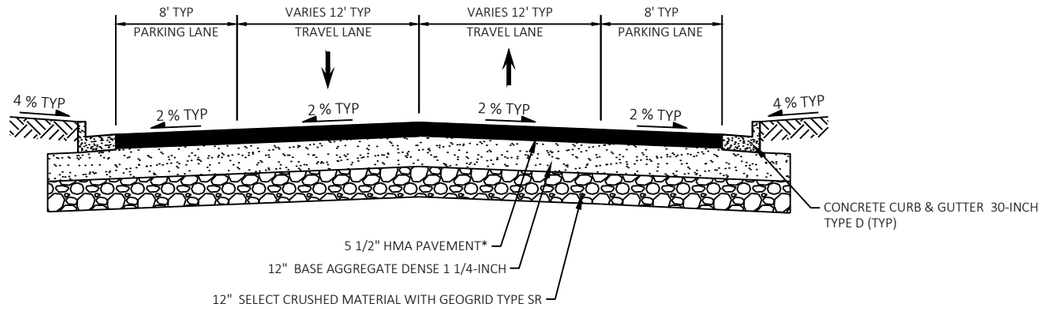
LEGEND

X = POINT SHOWN ON PROFILE
Y = POINT SHOWN ON CROSS SECTION

(R) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 10	E

2



FINISHED TYPICAL SECTION
114TH ST
113TH ST

LEGEND

Y = POINT SHOWN ON CROSS SECTION

(S) TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO 30, TYP

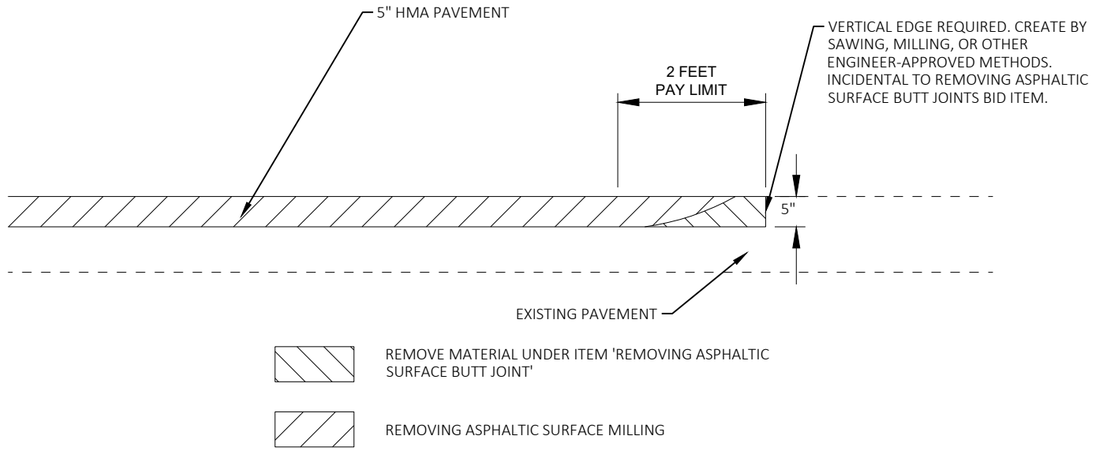
(R) TOPSOIL, FERTILIZER TYPE B, SOD LAWN, TYP

* VERIFY AND MATCH EXISTING PAVEMENT DEPTH

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 11	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 08-10ft

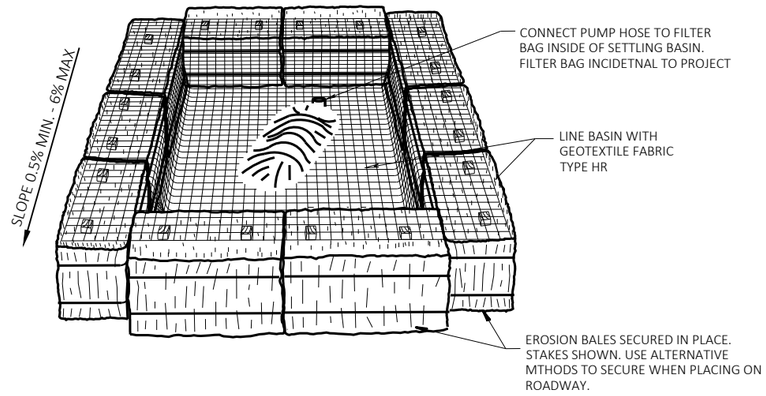
PLOT DATE : 10/22/2025 1:38 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT



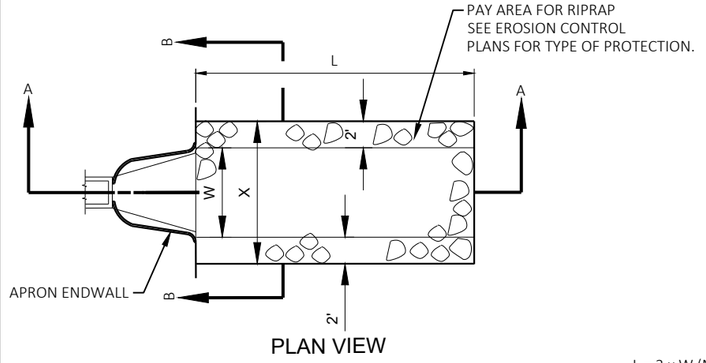
BUTT JOINT - NO CHANGE IN PROFILE

NOTES:

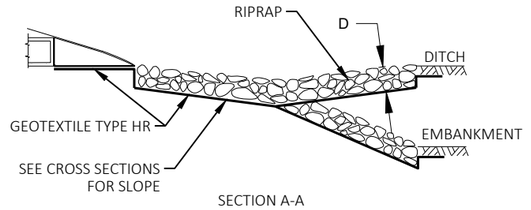
1. PUMP FROM DEWATERING OPERATIONS INTO TEMPORARY SETTLING BASINS PRIOR TO DISCHARGING INTO ROADSIDE DITCHES.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SETTLING BASIN SHALL BE PLACED IN AN UPLAND, FLAT, AND VEGETATED AREA, ON THE ROADWAY, SHOULDER OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
4. SIZE OF SETTLING BASIN AND FILTER BAG SHALL BE DETERMINED BY THE CONTRACTOR AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.
5. ONLY ONE HOSE PER BAG ALLOWED AT A TIME. SIZE BASIN APPROPRIATELY FOR ADDITONAL BAGS IF MORE THAN ONE HOSE IS NEEDED.
6. THE NECK OF THE BAG WHERE THE HOSE ATTACHES SHALL BE PLACED ON THE UPSTREAM CORNER OF THE SETTLING BASIN.
7. REPLACE SEDIMENT BAG, BALES, AND FABRIC AS NECESSARY OR AS DIRECTED BY THE ENGINEER. REMOVE SPENT BAGS PRIOR TO REPLACING. DO NOT STACK NEW BAG ON TOP OF SPENT BAG.
8. ALL ITEMS ARE INCIDENTAL TO THE CONTRACT. INCLUDING DISPOSAL AND REPLACEMENT OF BAGS AND BASIN MATERIALS.



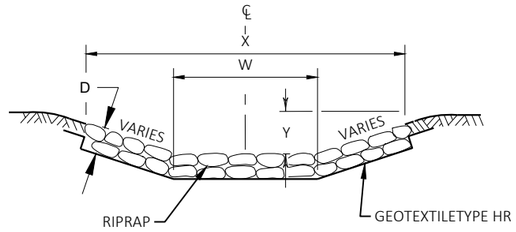
TEMPORARY SETTLING BASIN WITH SEDIMENT BAG



PLAN VIEW



SECTION A-A



SECTION B-B

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

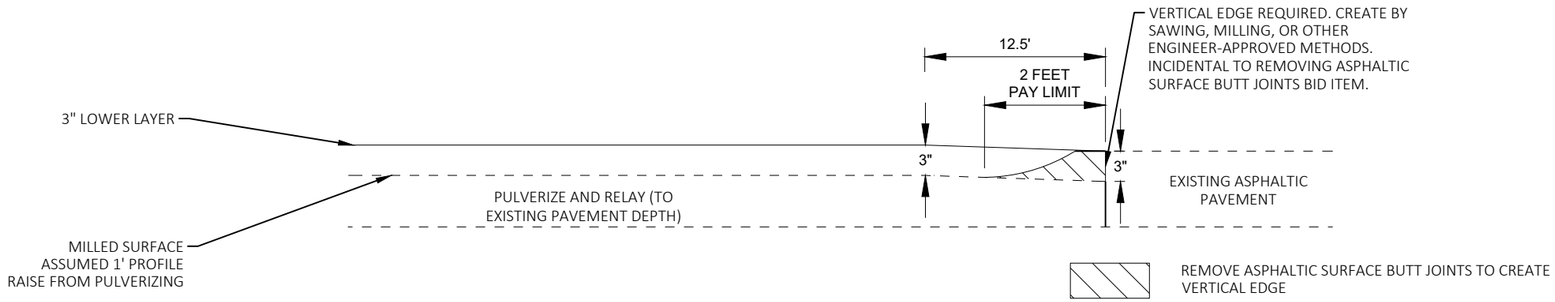
Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS

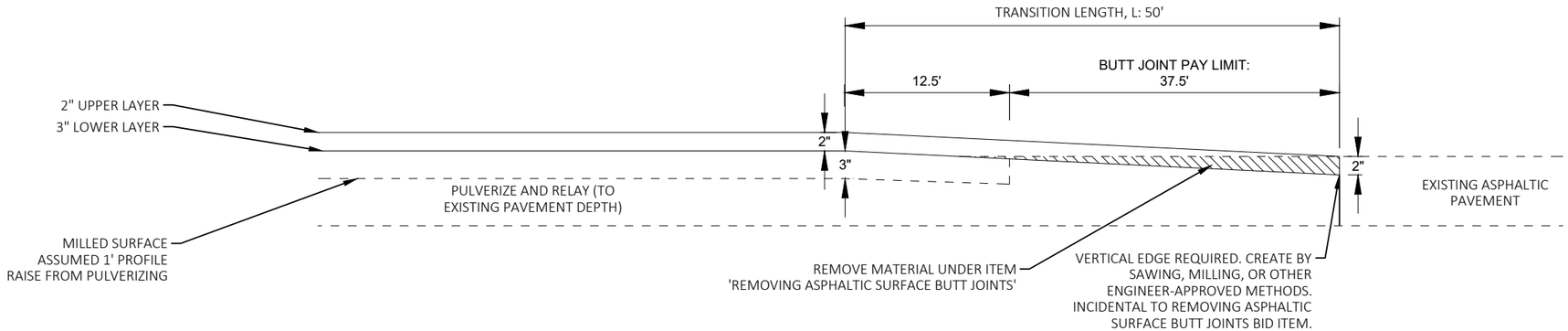
2



MILLING AND PAVING LOWER LAYER

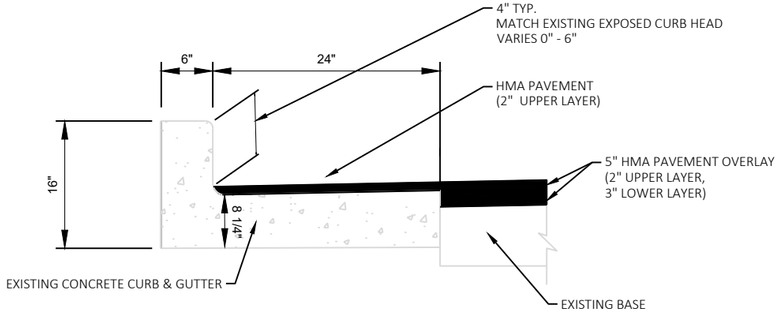
OPERATIONS
- REMOVING ASPHALTIC SURFACE MILLING 5-INCHES AND REMOVING ASPHALTIC SURFACE BUTT JOINT AS SHOWN.
- PAVE LOWER LAYER AS SHOWN

- REMOVING ASPHALTIC SURFACE BUTT JOINT TO DIMENSIONS SHOWN
- PAVE UPPER LAYER

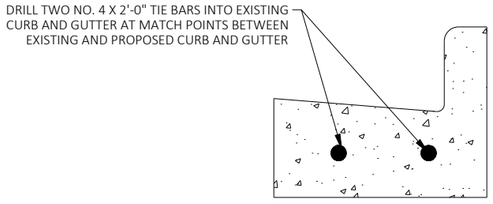


MILLING BUTT JOINT AND PAVING UPPER LAYER

BUTT JOINT - CHANGE IN PROFILE

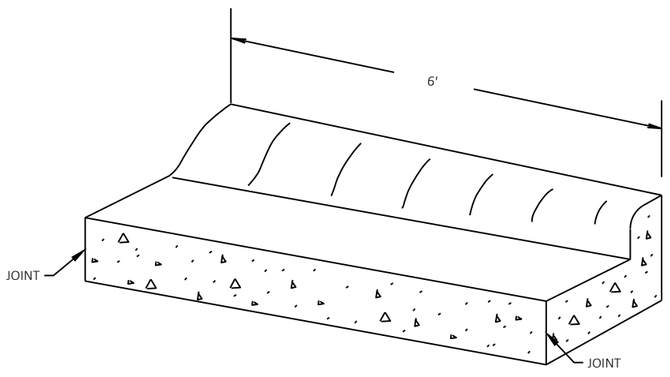


EXISTING CURB & GUTTER PAN OVERLAY



DRILLED TIE BARS AND CURB & GUTTER MATCH POINTS

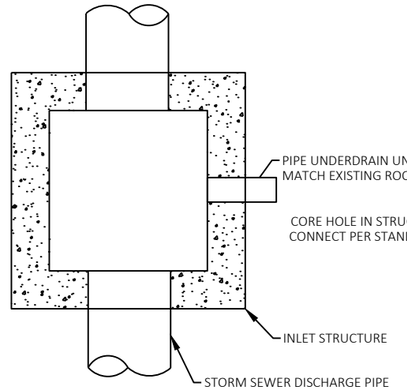
CONSTRUCT AT ALL LOCATIONS WHERE PROPOSED CURB & GUTTER MATCHES EXISTING CURB & GUTTER



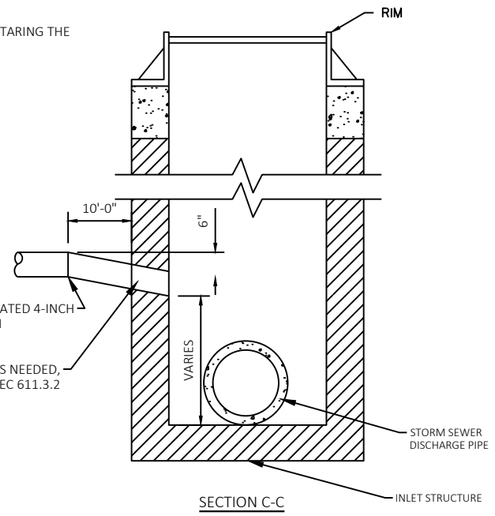
TRANSITION DETAIL

36" TYPE "D" CURB & GUTTER TO 30" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G TYPE D)

NOTES:
1. TO BE USED AT ALL DISTURBED EXISTING ROOF DRAINS
2. PROVIDE PIPE UNDERDRAIN UNPERFORATED 4-INCH FOR CONNECTIONS
3. CONNECTIONS TO THE STORM SEWER SYSTEM INCLUDING CORING AND MORTARING THE OPENING ARE INCIDENTAL TO THE STRUCTURE BID ITEM.



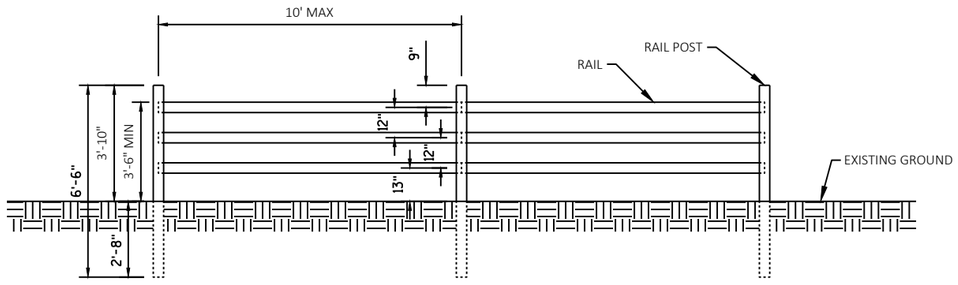
PLAN VIEW



SECTION C-C

CONNECTION OF PROPOSED ROOF DRAIN PIPE TO EXISTING STRUCTURE

STA 90+50, 22' LT
STA 91+86, 43' LT

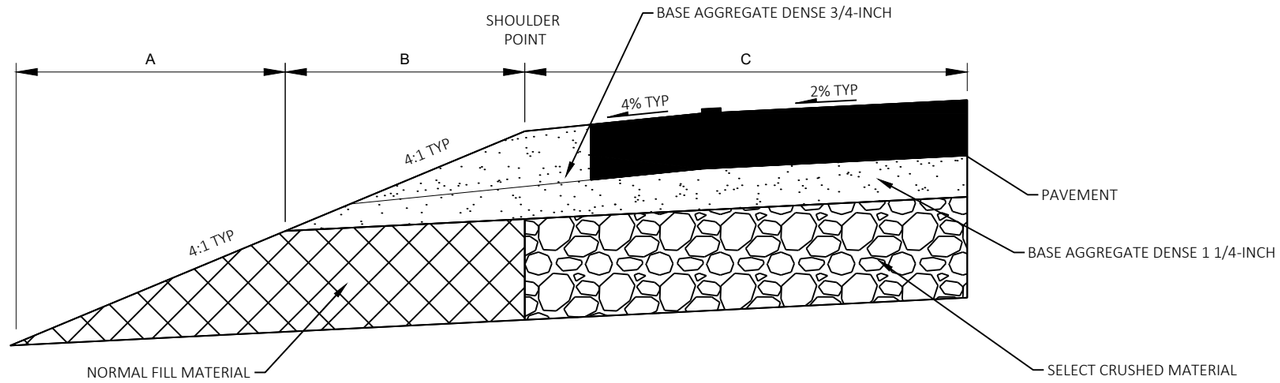


FENCE SPLIT RAIL THREE RAIL

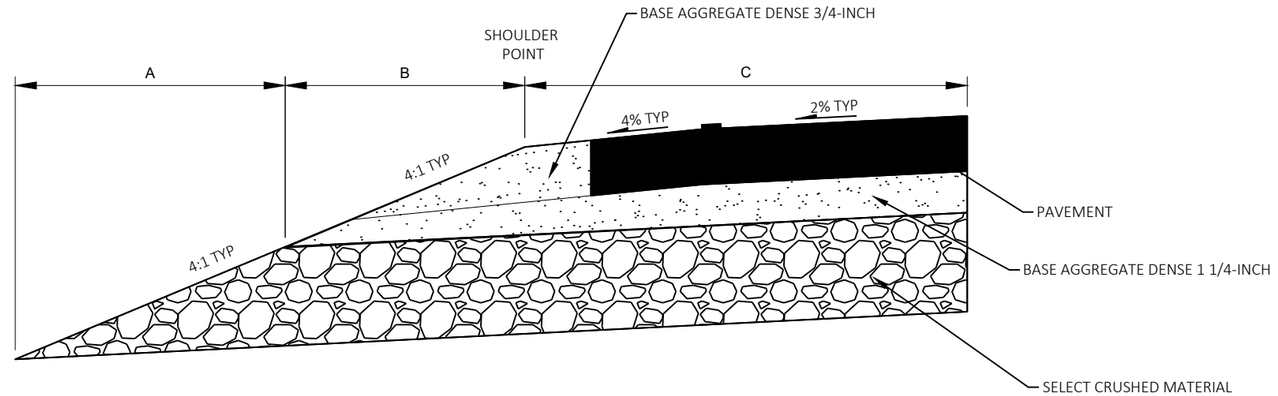
SEE PLAN DETAILS FOR LOCATIONS

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 14	E

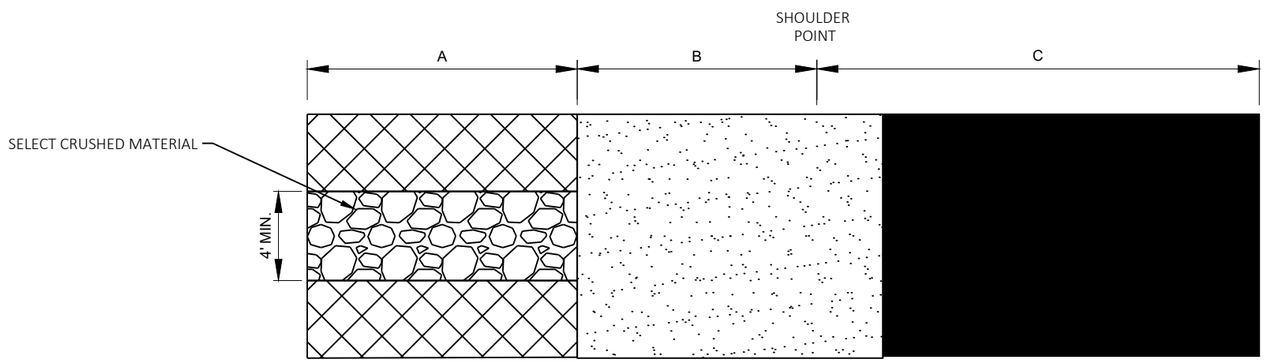
1. EXCAVATION REQUIRED FOR SUBGRADE IMPROVEMENT SHALL BE PAID FOR AS EXCAVATION COMMON.
2. FILL SUBGRADE IMPROVEMENT VOID WITH SELECT CRUSHED MATERIAL WITH GEOGRID TYPE SR.
3. CONSTRUCT RELIEF TRENCHES AT LEAST EVERY 250' AND AT THE LOW POINT WITHIN EACH SAG VERTICAL CURVE IN THE PROFILE.



TYPICAL HALF SECTION WITHOUT RELIEF TRENCH

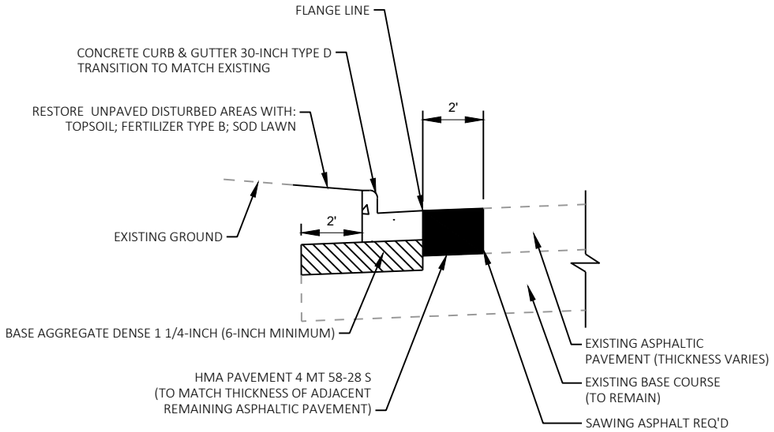


TYPICAL HALF SECTION WITH RELIEF TRENCH



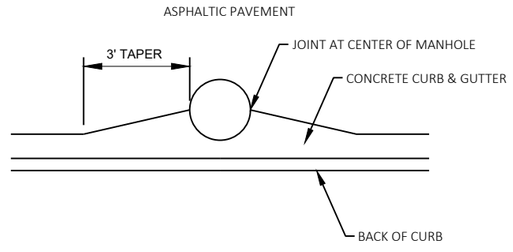
RELIEF TRENCH PLAN VIEW

RELIEF TRENCH



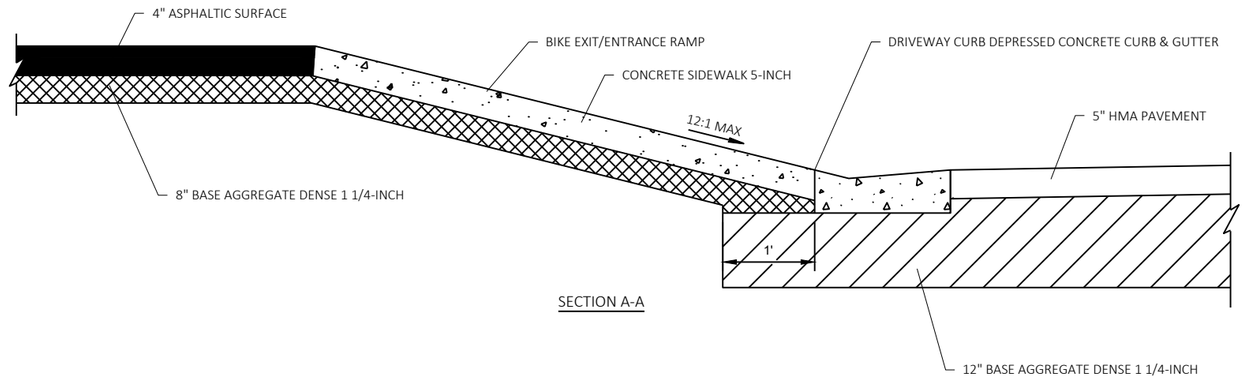
CONCRETE CURB & GUTTER SPOT REPLACEMENT

DRIVEWAY NORTH OF PROJECT LIMITS

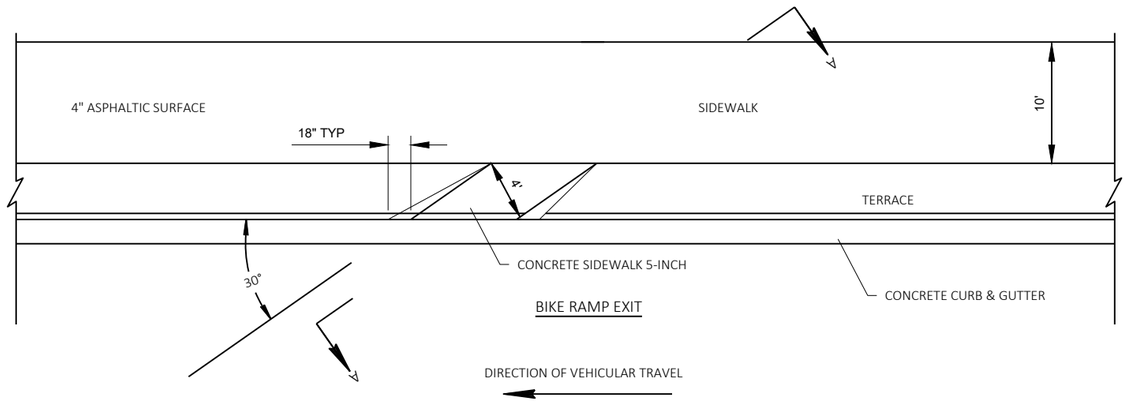


TYPICAL CURB & GUTTER TRANSITION AT MANHOLE

STA 74+08 LT
STA 76+88 LT

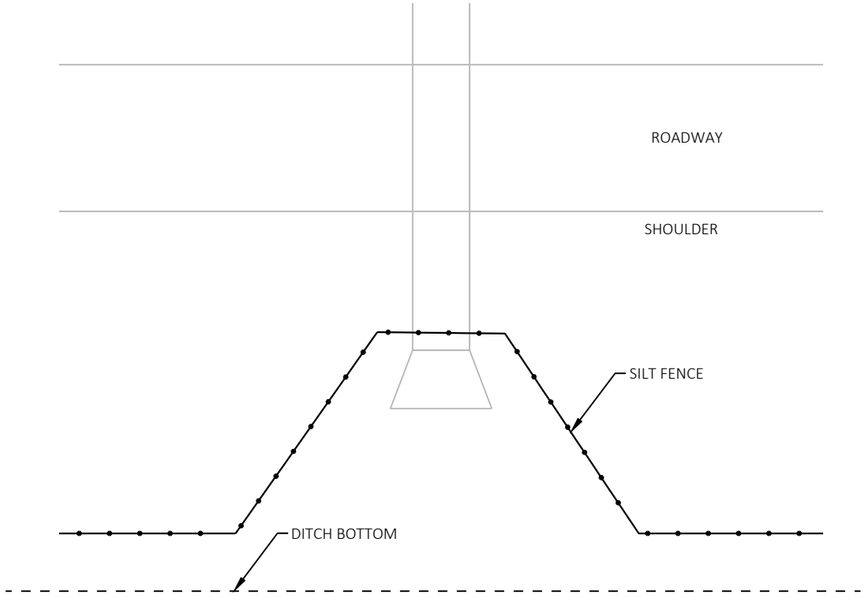


SECTION A-A

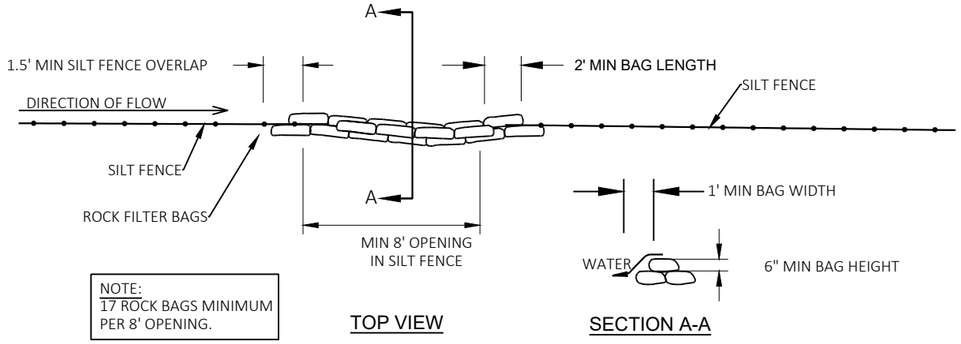


TYPICAL BIKE RAMP ENTRANCE & EXIT DETAIL

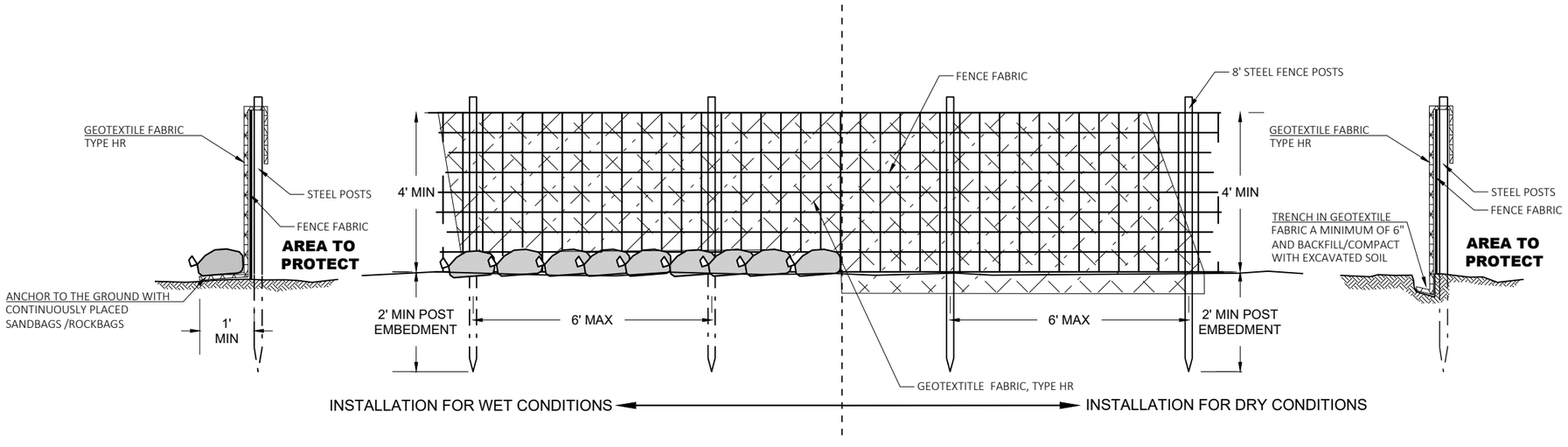
SEE PLAN DETAILS FOR LOCATION



TYPICAL SILT FENCE DETAIL AT PIPE INLET



ROCK BAGS USED FOR SILT FENCE RELIEF

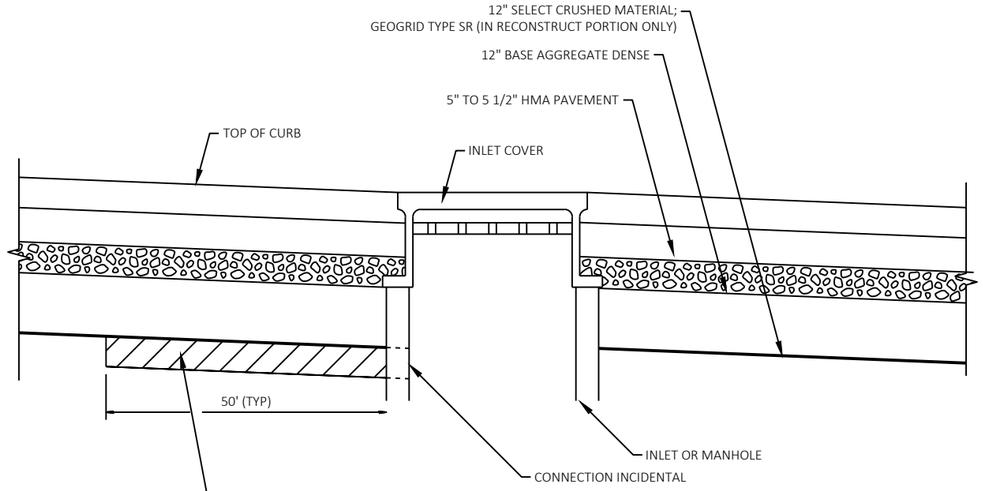


SILT FENCE HEAVY DUTY

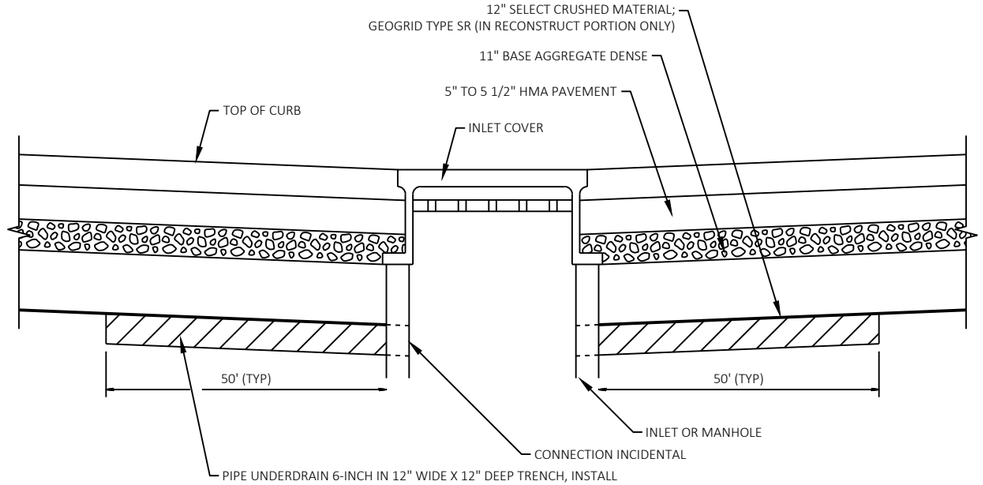
GENERAL NOTES:

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

2



PIPE UNDERDRAIN AT ON GRADE STRUCTURES



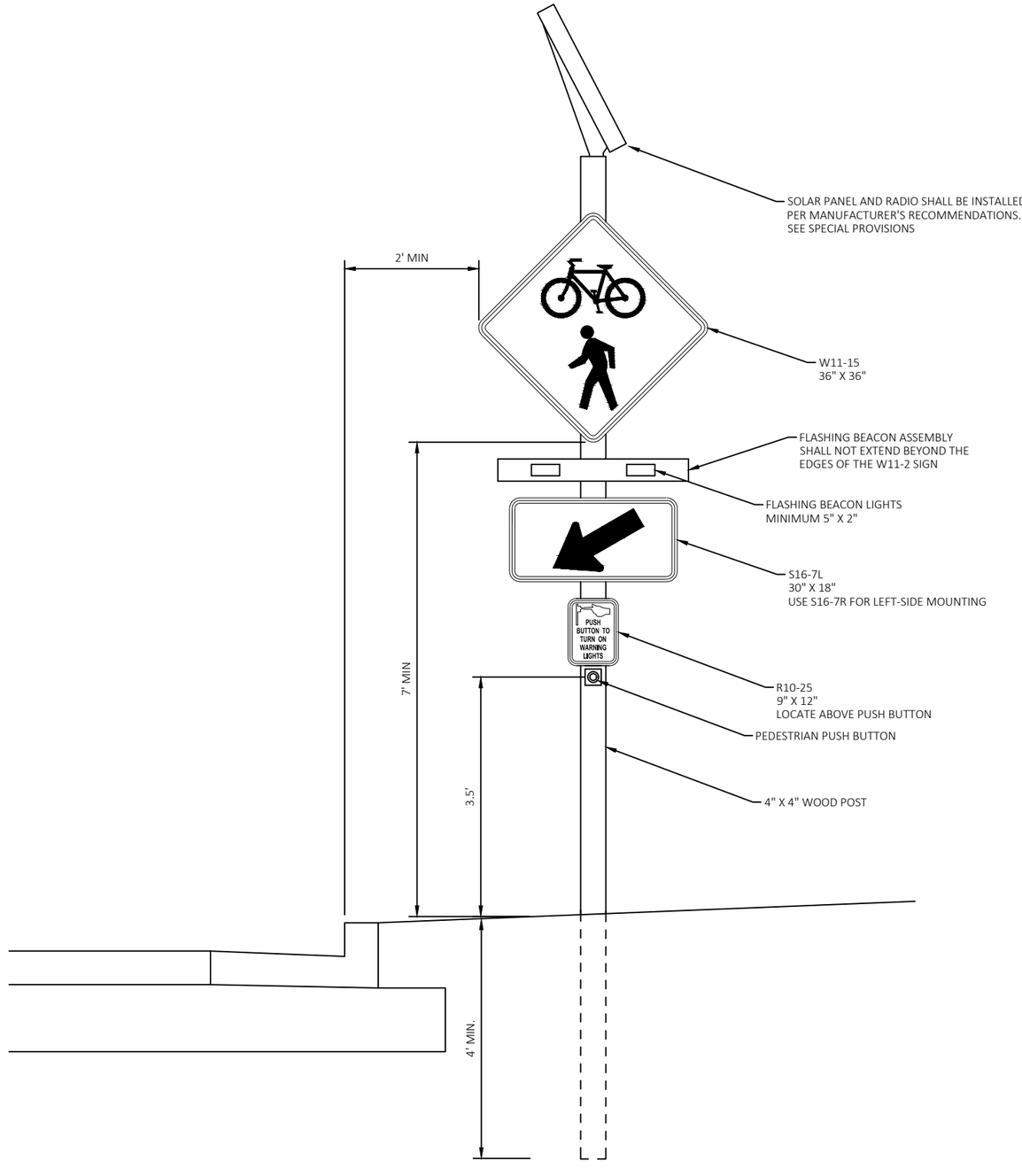
PIPE UNDERDRAIN AT LOW POINT STRUCTURES

PIPE UNDERDRAIN DETAIL

TO BE PLACED AT INLETS IN
ROADWAY LOW POINTS

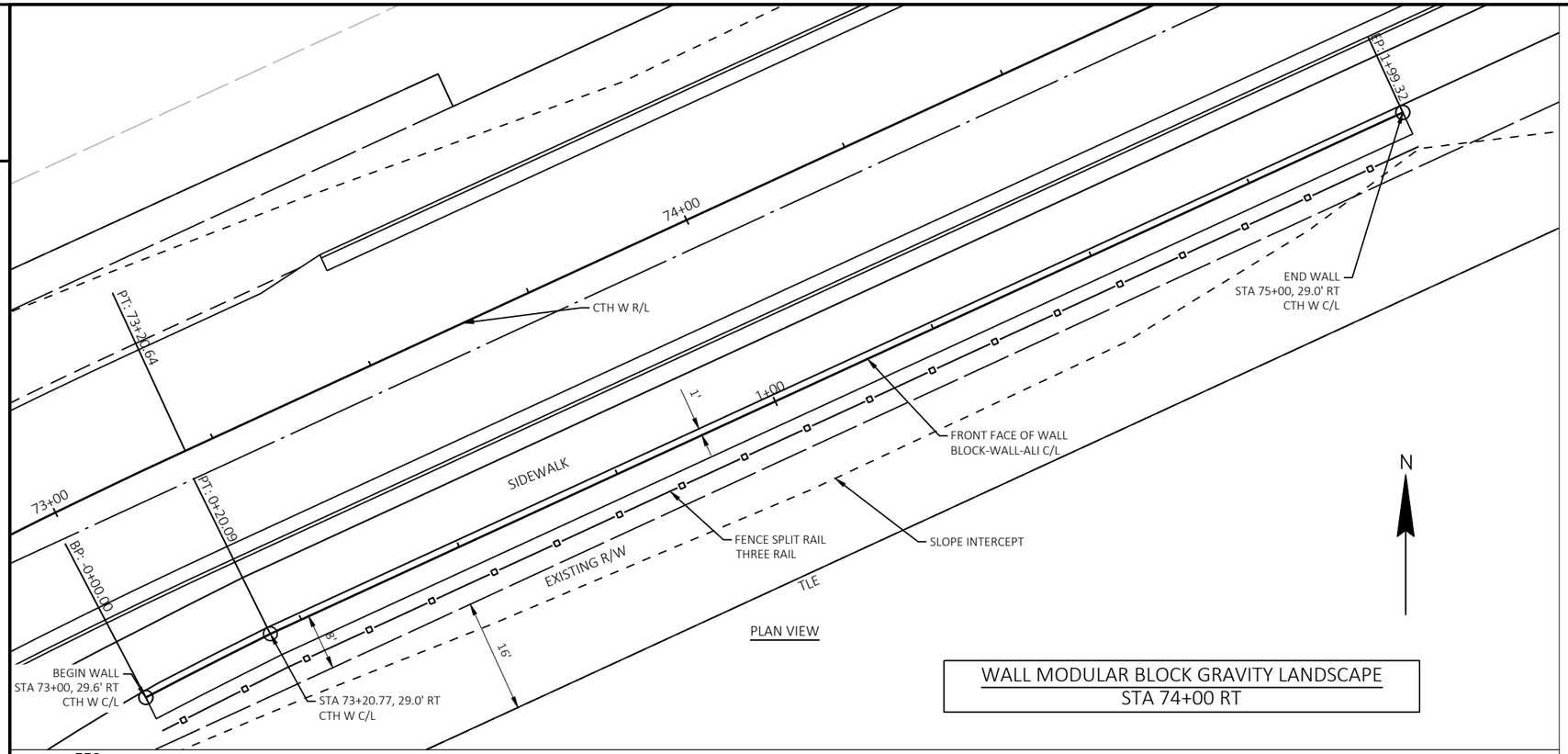
NOTE: AT LOW POINT LOCATIONS
WITHOUT SUBGRADE IMPROVEMENT,
PLACE UNDERDRAIN BENEATH BOTTOM OF
BASE AGGREGATE LAYER

2



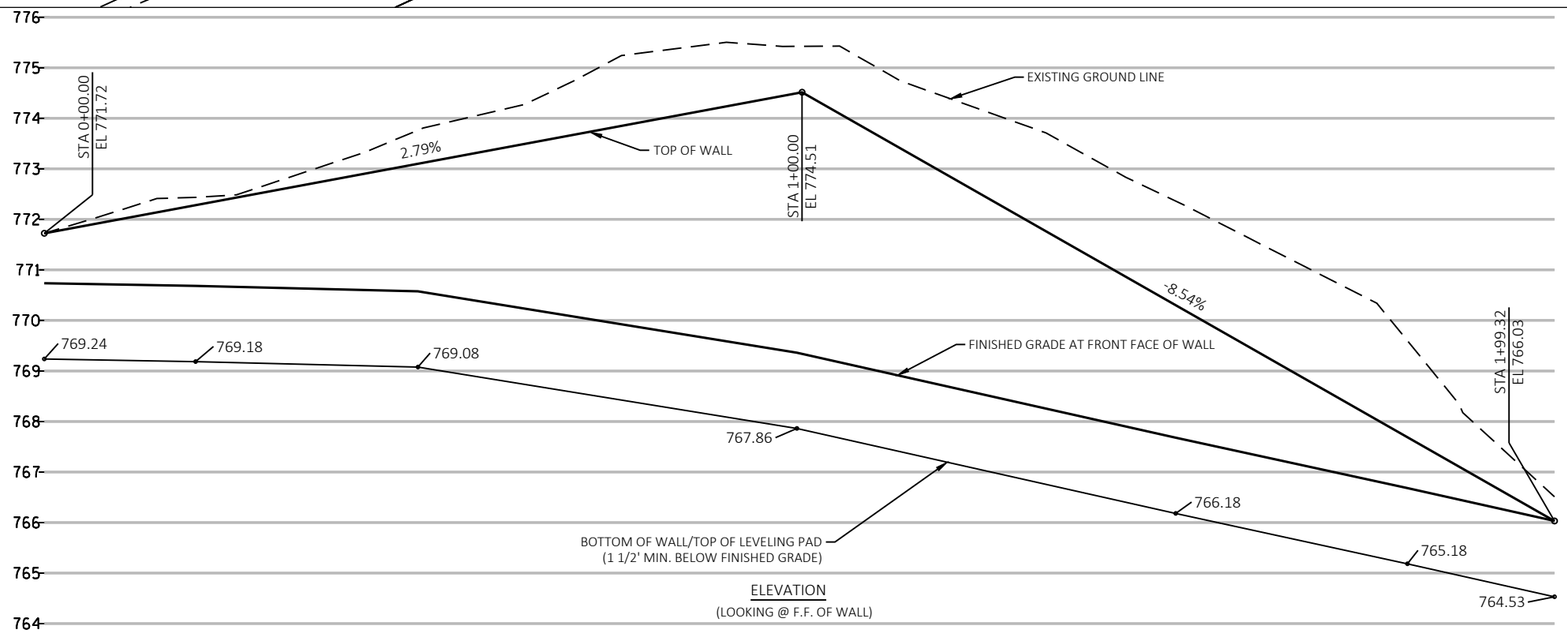
NOTE: W11-15 AND S16-7L/R SIGNS AND FLASHING BEACON ASSEMBLY/LIGHTS TO BE INSTALLED ON BOTH SIDES OF RECTANGULAR RAPID FLASHING BEACON. SEE PERMANENT SIGNING AND PAVEMENT MARKING PLANS FOR SIGNING DETAILS.

RECTANGULAR RAPID FLASHING BEACON DETAIL



PLAN VIEW

WALL MODULAR BLOCK GRAVITY LANDSCAPE
STA 74+00 RT



ELEVATION
(LOOKING @ F.F. OF WALL)

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY LANDSCAPE"

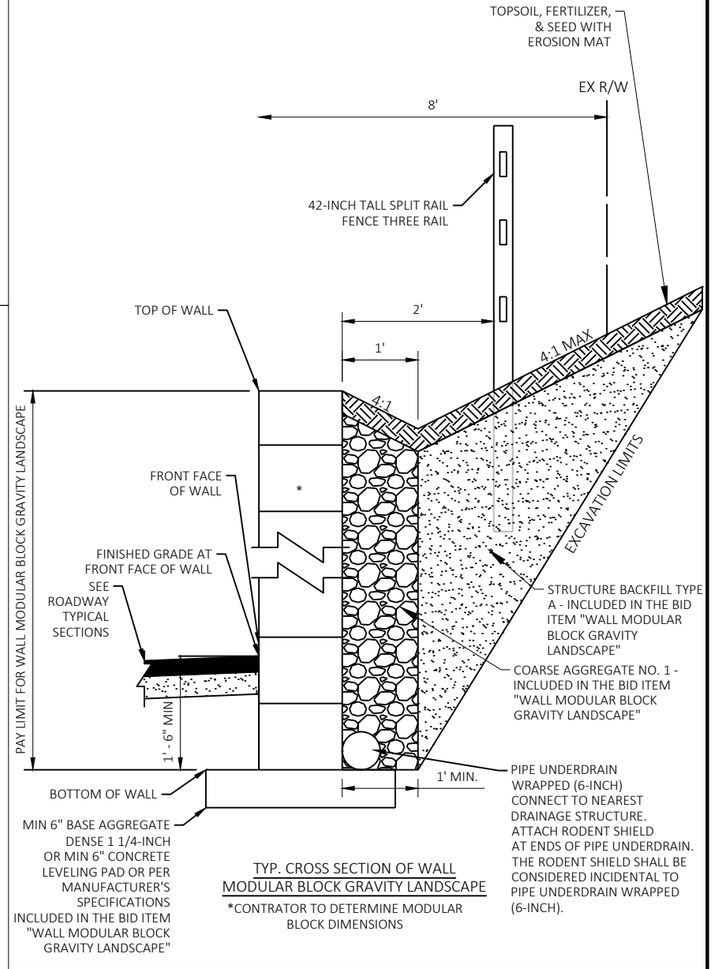
PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

EXACT ELEVATIONS AND LOCATIONS OF HEIGHT TRANSITIONS ALONG THE WALL SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE WALL SYSTEM CHOSEN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.



TYP. CROSS SECTION OF WALL
MODULAR BLOCK GRAVITY LANDSCAPE

*CONTRATOR TO DETERMINE MODULAR BLOCK DIMENSIONS

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 20	E

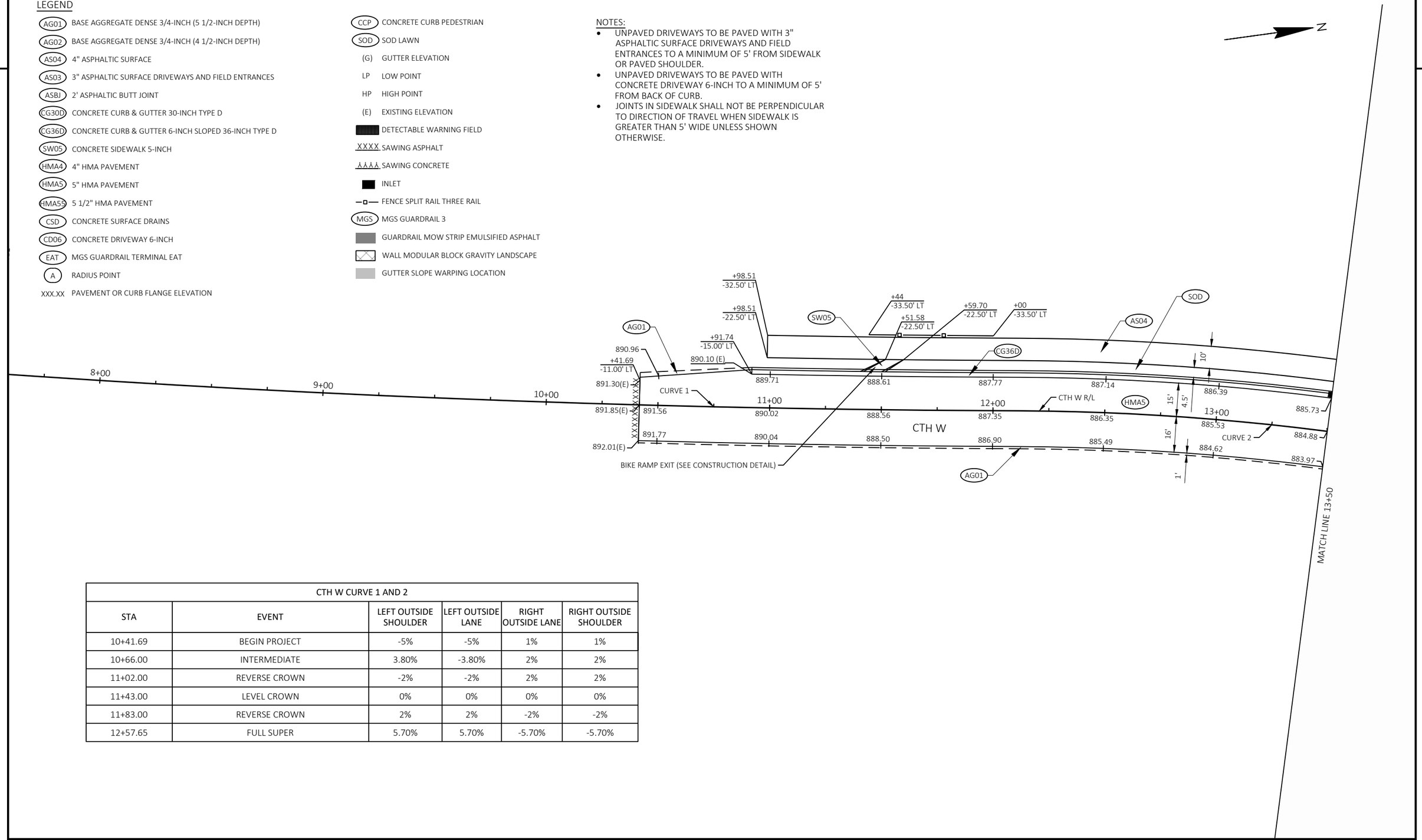
2

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



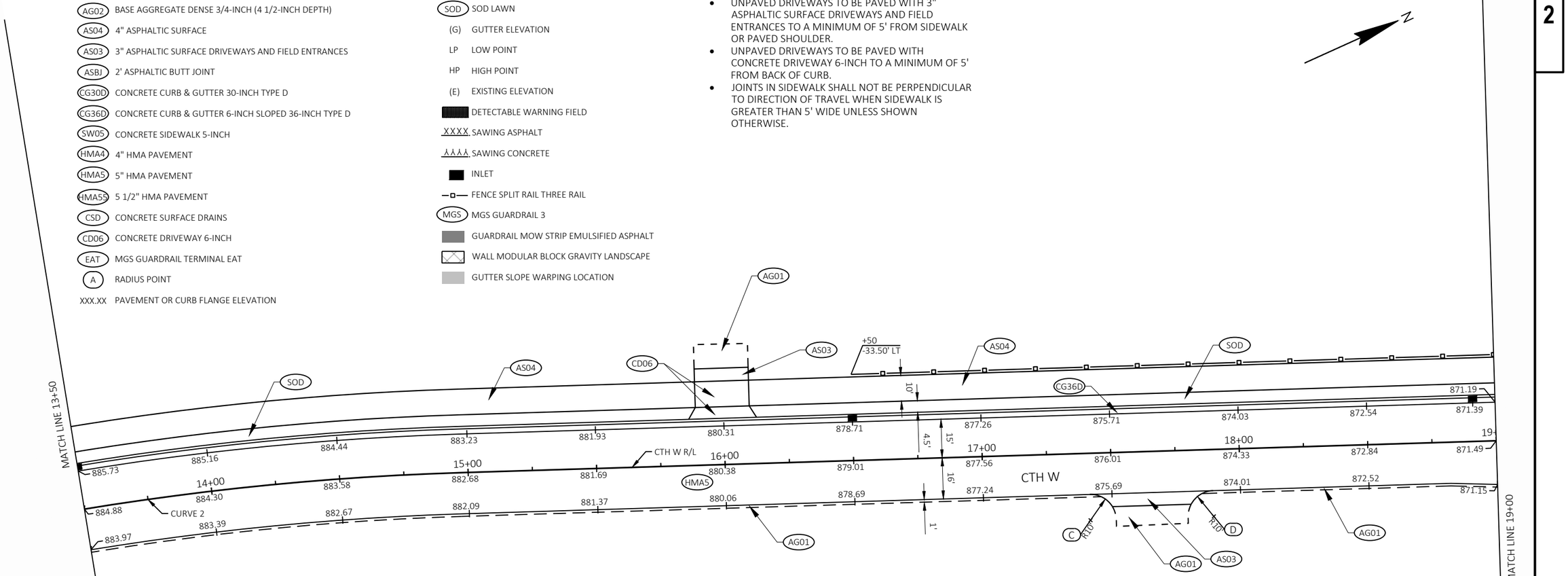
CTH W CURVE 1 AND 2					
STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
10+41.69	BEGIN PROJECT	-5%	-5%	1%	1%
10+66.00	INTERMEDIATE	3.80%	-3.80%	2%	2%
11+02.00	REVERSE CROWN	-2%	-2%	2%	2%
11+43.00	LEVEL CROWN	0%	0%	0%	0%
11+83.00	REVERSE CROWN	2%	2%	-2%	-2%
12+57.65	FULL SUPER	5.70%	5.70%	-5.70%	-5.70%

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
HMA4	4" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
HMA55	5 1/2" HMA PAVEMENT
CSD	CONCRETE SURFACE DRAINS
CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION
CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
XXXX	SAWING CONCRETE
	INLET
	FENCE SPLIT RAIL THREE RAIL
MGS	MGS GUARDRAIL 3
	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
	WALL MODULAR BLOCK GRAVITY LANDSCAPE
	GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
C	17+41.37	W-Ali-Est	186,353.95	2,486,091.45	10'	26.00' RT
D	17+89.33	W-Ali-Est	186,398.22	2,486,109.91	10'	26.00' RT

CTH W CURVE 2

STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
14+51.28	END FULL SUPER	5.7%	5.7%	-5.7%	-5.7%
15+40.21	REVERSE CROWN	2%	2%	-2%	-2%
15+88.28	NORMAL CROWN	0%	0%	-2%	-2%
16+36.35	BEGIN NORMAL CROWN	-2%	-2%	-2%	-2%

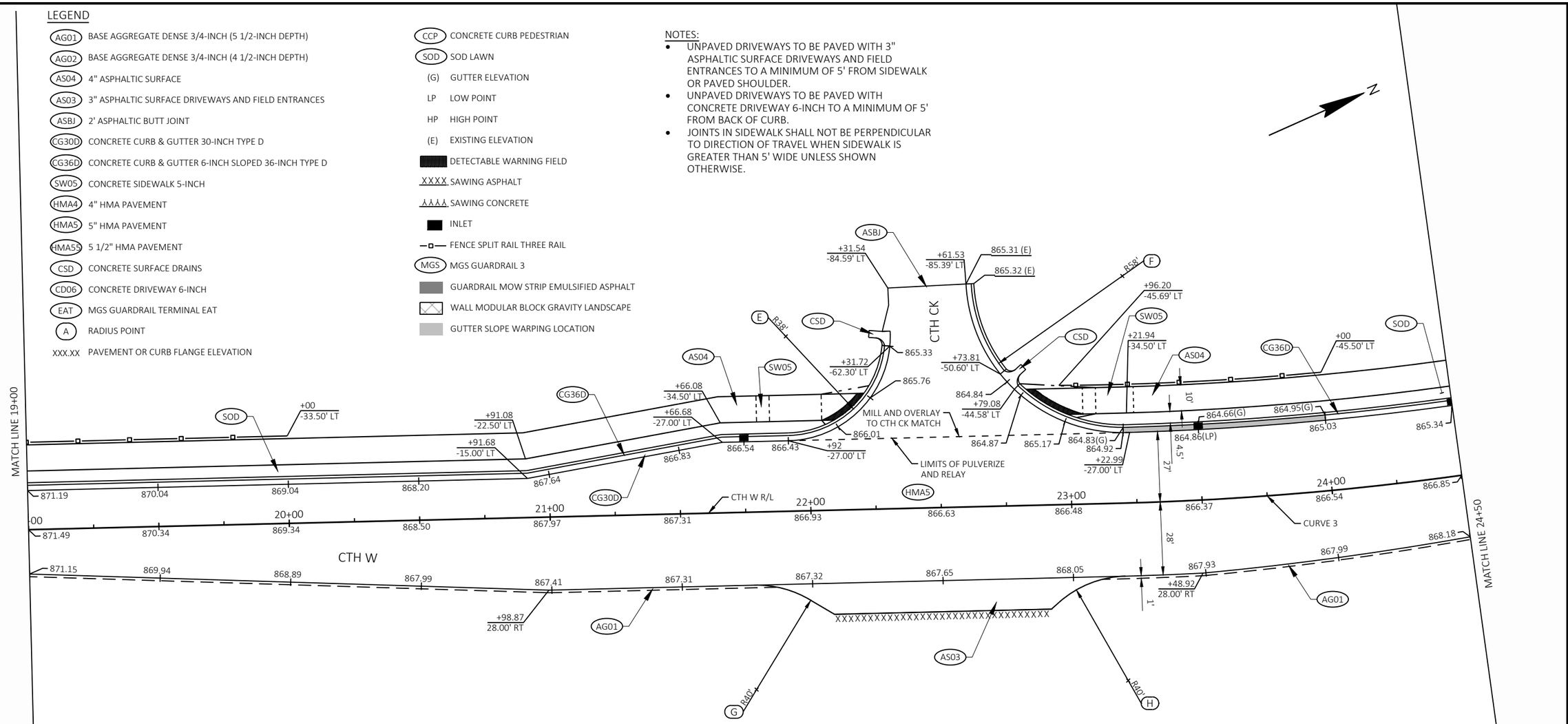
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LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- XXXX SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
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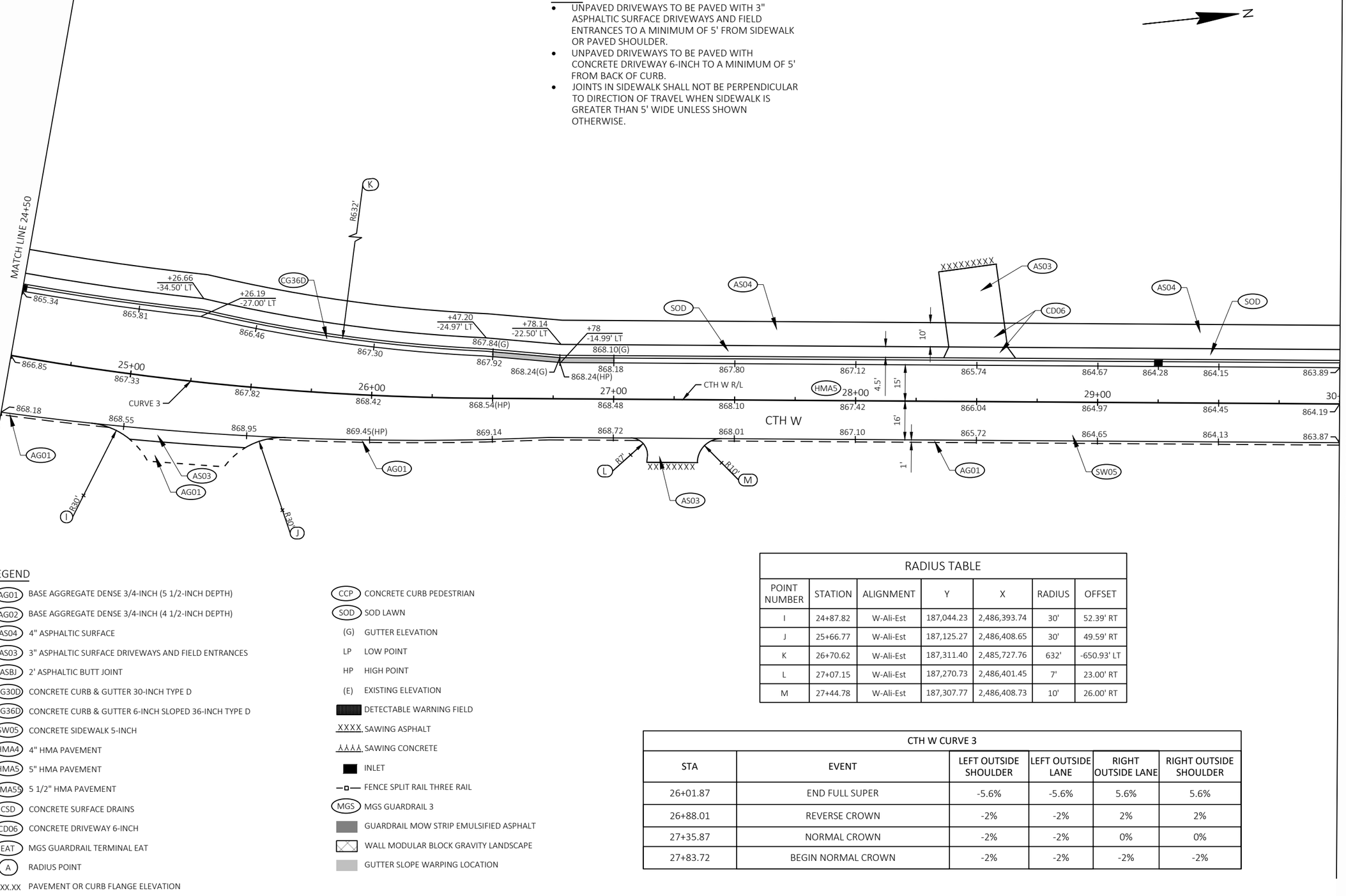


CTH W CURVE 3					
STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
20+74.95	END NORMAL CROWN	-2%	-2%	-2%	-2%
21+50.00	NORMAL CROWN	-2%	-2%	0%	0%
22+21.37	REVERSE CROWN	-2%	-2%	2%	2%
22+99.95	BEGIN FULL SUPER	-5.6%	-5.6%	5.6%	5.6%

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
E	21+91.99	W-Ali-Est	186,805.67	2,486,178.99	38'	-67.00' LT
F	23+21.88	W-Ali-Est	186,932.91	2,486,210.36	58'	-86.99' LT
G	21+77.53	W-Ali-Est	186,740.38	2,486,298.03	40'	68.00' RT
H	23+19.85	W-Ali-Est	186,871.90	2,486,352.86	40'	68.01' RT

NOTES:

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- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
HMA4	4" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
HMA55	5 1/2" HMA PAVEMENT
CSD	CONCRETE SURFACE DRAINS
CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION

CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
	SAWING CONCRETE
	INLET
	FENCE SPLIT RAIL THREE RAIL
MGS	MGS GUARDRAIL 3
	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
	WALL MODULAR BLOCK GRAVITY LANDSCAPE
	GUTTER SLOPE WARPING LOCATION

RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
I	24+87.82	W-Ali-Est	187,044.23	2,486,393.74	30'	52.39' RT
J	25+66.77	W-Ali-Est	187,125.27	2,486,408.65	30'	49.59' RT
K	26+70.62	W-Ali-Est	187,311.40	2,485,727.76	632'	-650.93' LT
L	27+07.15	W-Ali-Est	187,270.73	2,486,401.45	7'	23.00' RT
M	27+44.78	W-Ali-Est	187,307.77	2,486,408.73	10'	26.00' RT

CTH W CURVE 3

STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
26+01.87	END FULL SUPER	-5.6%	-5.6%	5.6%	5.6%
26+88.01	REVERSE CROWN	-2%	-2%	2%	2%
27+35.87	NORMAL CROWN	-2%	-2%	0%	0%
27+83.72	BEGIN NORMAL CROWN	-2%	-2%	-2%	-2%

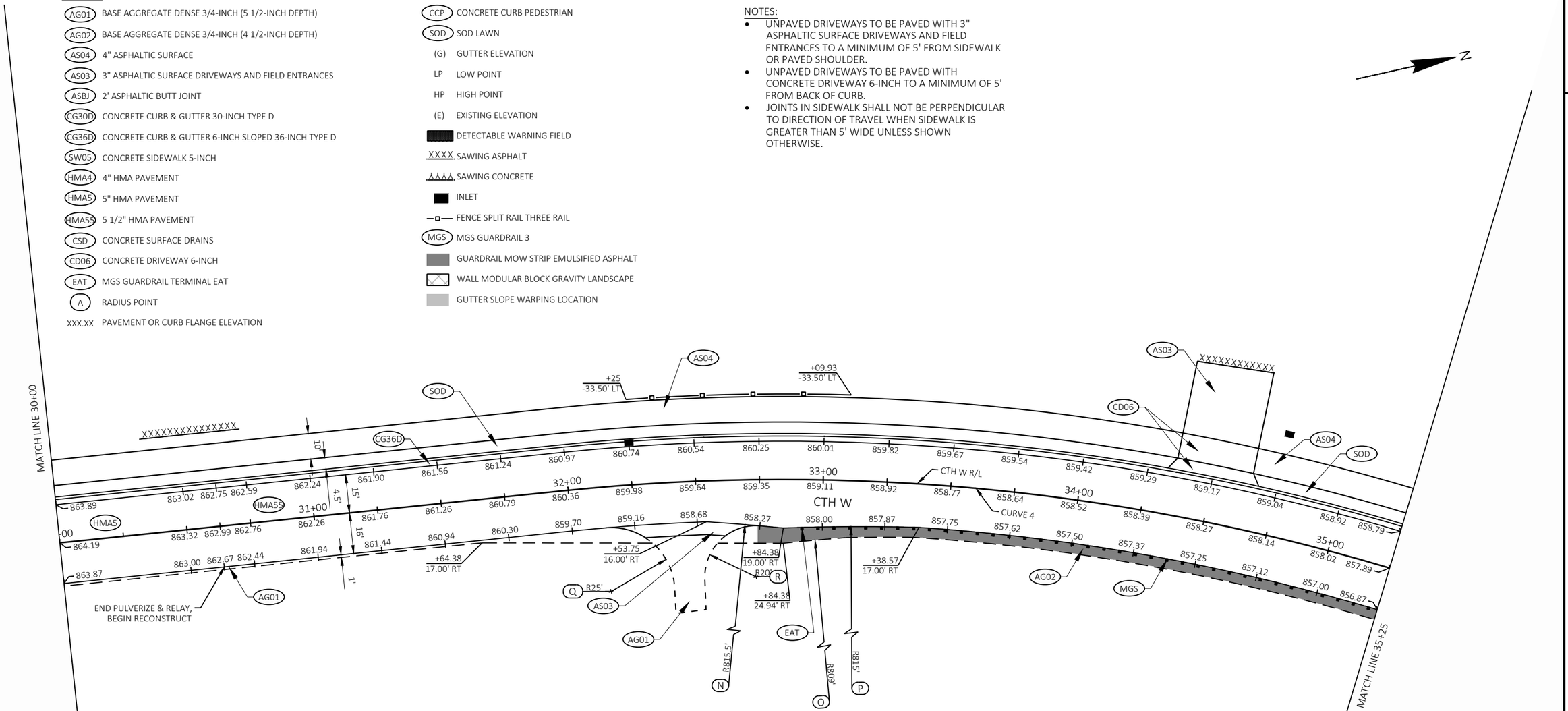
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LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- XXXX SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

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CTH W CURVE 4					
STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
30+54.17	END NORMAL CROWN	-2%	-2%	-2%	-2%
31+02.17	NORMAL CROWN	0%	0%	-2%	-2%
31+50.17	REVERSE CROWN	2%	2%	-2%	-2%
32+46.17	BEGIN FULL SUPER	6%	6%	-6%	-6%

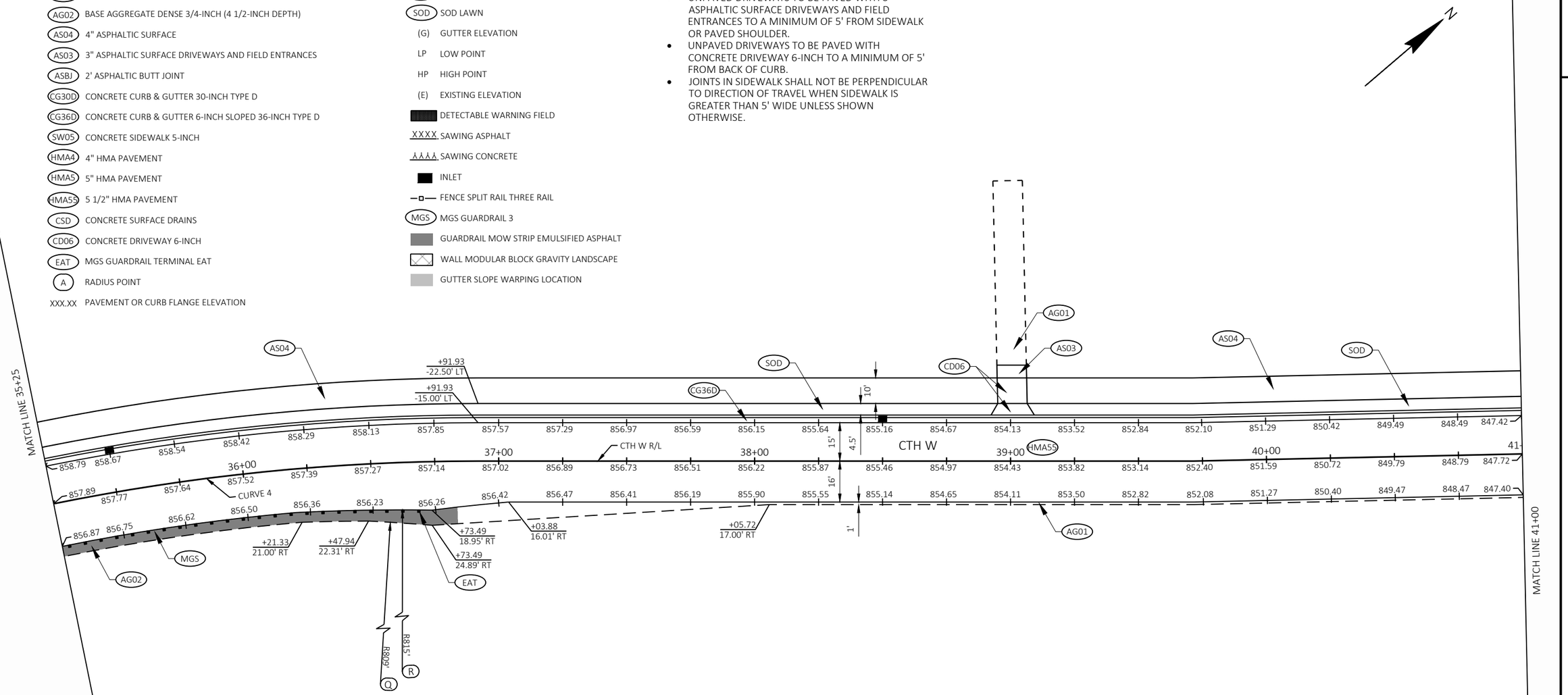
RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
N	31+17.62	W-Ali-Est	187,587.26	2,487,242.16	815.5'	822.06' RT
O	37+19.22	W-Ali-Est	187,695.92	2,487,269.27	809'	818.95' RT
P	37+65.07	W-Ali-Est	187,749.24	2,487,277.45	815'	790.52' RT
Q	32+13.43	W-Ali-Est	187,770.89	2,486,477.17	25'	40.98' RT
R	32+73.15	W-Ali-Est	187,827.45	2,486,483.78	20'	38.00' RT

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
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CTH W CURVE 4					
STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
36+43.93	END FULL SUPER	6%	6%	-6%	-6%
37+39.93	REVERSE CROWN	2%	2%	-2%	-2%
37+87.93	NORMAL CROWN	0%	0%	-2%	-2%
38+35.93	BEGIN NORMAL CROWN	-2%	-2%	-2%	-2%

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
Q	31+29.35	W-Ali-Est	187,603.13	2,487,206.83	809'	785.15' RT
R	31+72.77	W-Ali-Est	187,642.61	2,487,243.59	815'	817.17' RT

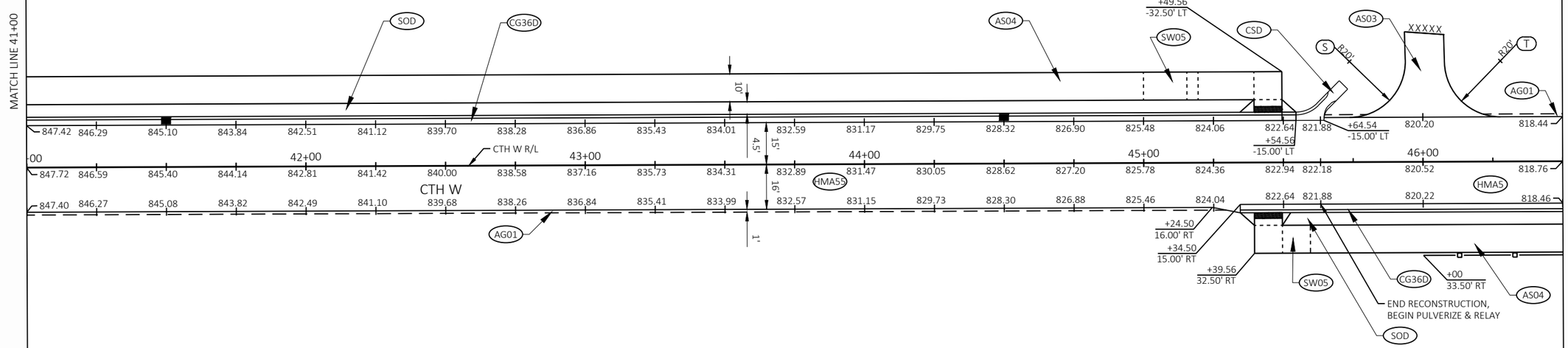
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LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
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- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
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- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- XXXX SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

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RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
S	45+73.78	W-Ali-Est	188,908.83	2,487,163.97	20'	-36.00' LT
T	46+27.81	W-Ali-Est	188,950.66	2,487,198.16	20'	-36.00' LT

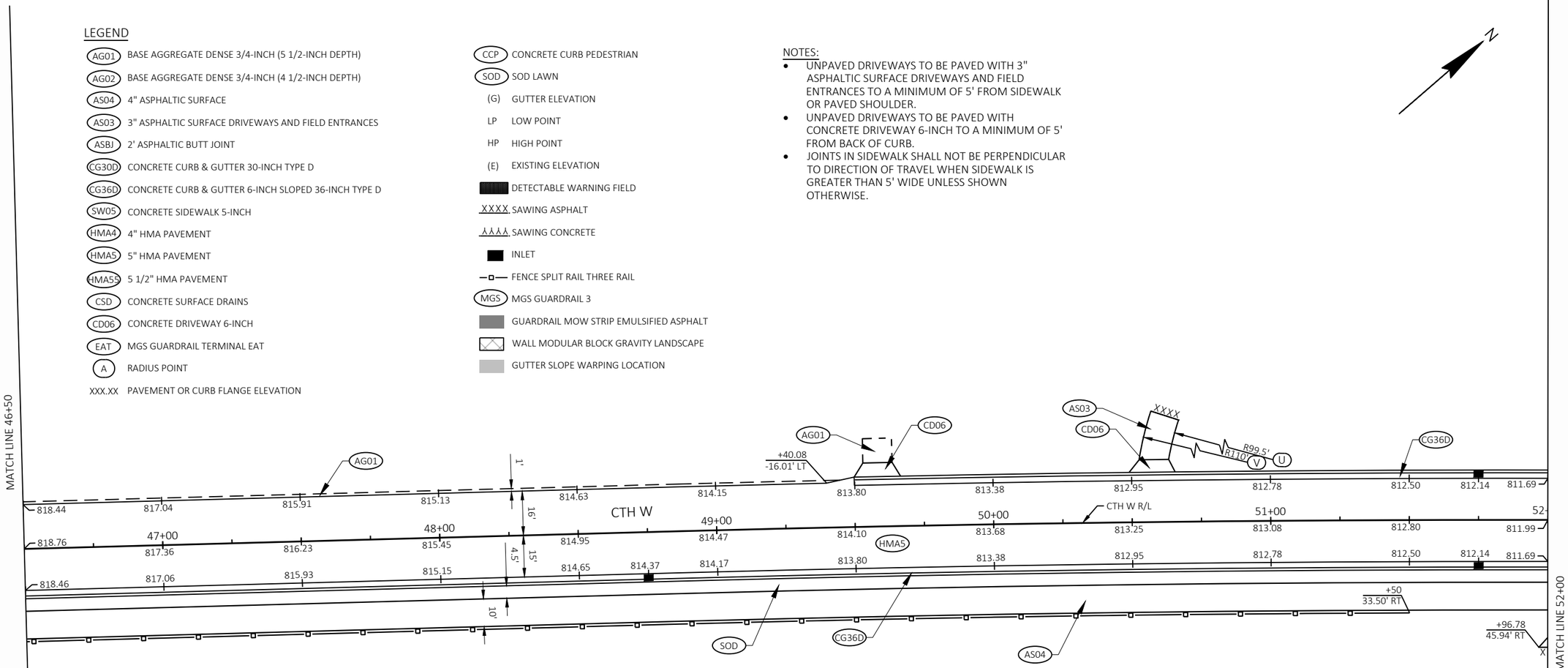
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LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
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CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION
CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
XXXX	SAWING CONCRETE
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	FENCE SPLIT RAIL THREE RAIL
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RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
U	51+61.17	W-Ali-Est	189,341.72	2,487,562.65	99.5'	-4.73' LT
V	51+61.17	W-Ali-Est	189,341.72	2,487,562.65	110'	-4.73' LT

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN DETAILS	SHEET 28	E

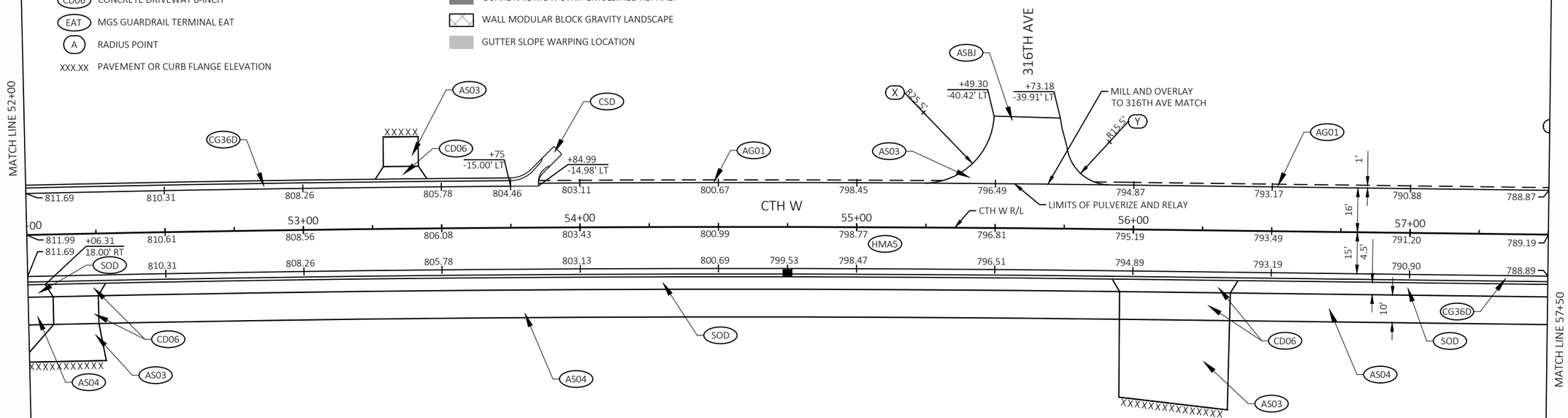
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LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
HMA4	4" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
HMA55	5 1/2" HMA PAVEMENT
CSD	CONCRETE SURFACE DRAINS
CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION
CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
XXXX	SAWING CONCRETE
	INLET
	FENCE SPLIT RAIL THREE RAIL
MGS	MGS GUARDRAIL 3
	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
	WALL MODULAR BLOCK GRAVITY LANDSCAPE
	GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
X	55+23.88	W-Ali-Est	189,637.95	2,487,776.39	25.5'	-41.52' LT
Y	55+91.02	W-Ali-Est	189,680.69	2,487,829.40	15.5'	-31.54' LT

2

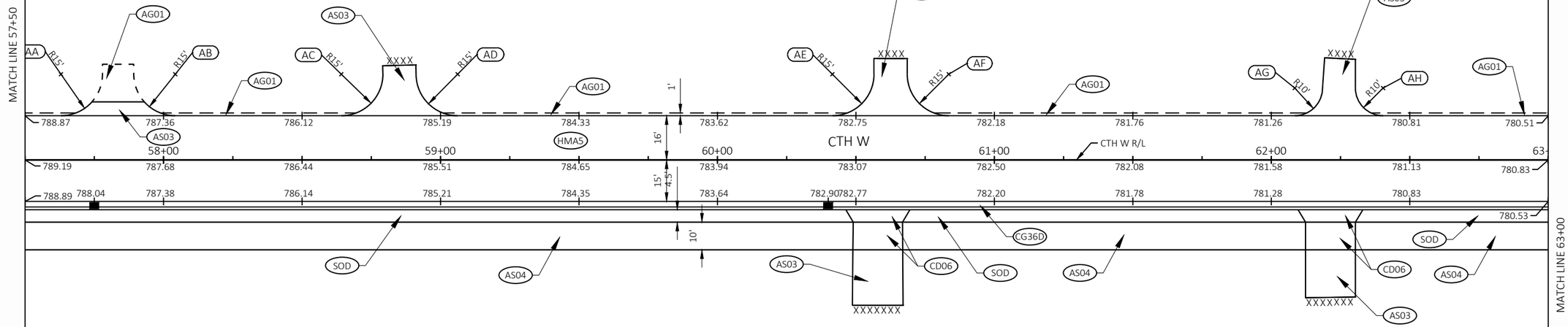
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LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AA	57+62.95	W-Ali-Est	189,806.31	2,487,946.81	15'	-31.00' LT
AB	58+04.22	W-Ali-Est	189,836.55	2,487,974.90	15'	-31.00' LT
AC	58+64.19	W-Ali-Est	189,880.49	2,488,015.71	15'	-31.00' LT
AD	59+06.19	W-Ali-Est	189,911.27	2,488,044.29	15'	-31.00' LT
AE	60+41.51	W-Ali-Est	190,010.41	2,488,136.38	15'	-31.00' LT
AF	60+83.54	W-Ali-Est	190,041.21	2,488,164.99	15'	-31.00' LT
AG	62+08.48	W-Ali-Est	190,129.35	2,488,253.68	10'	-26.00' LT
AH	62+40.38	W-Ali-Est	190,152.72	2,488,275.39	10'	-26.00' LT

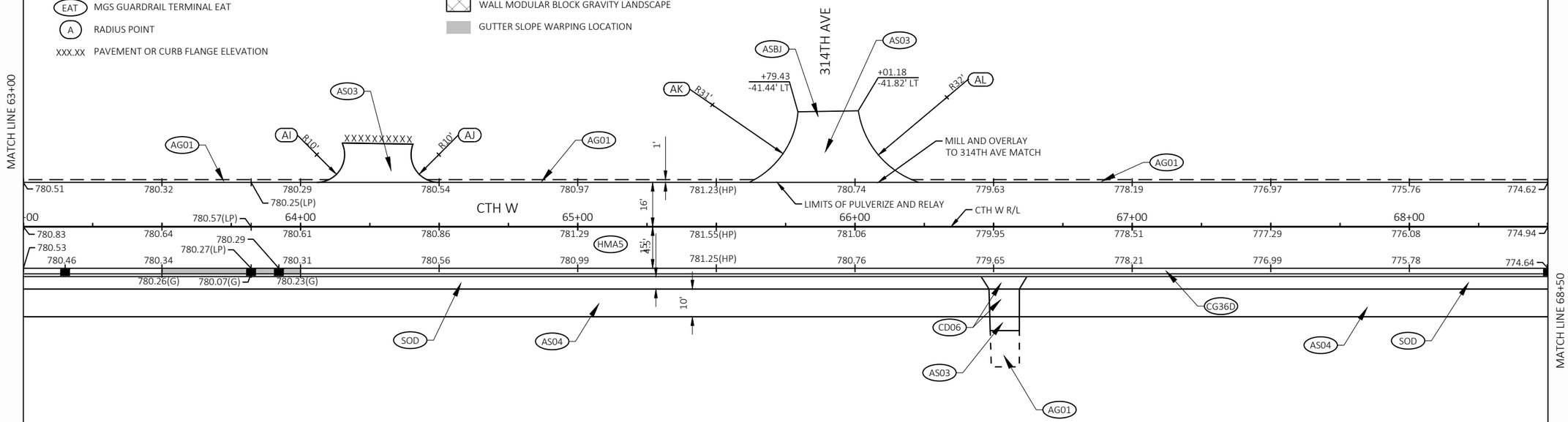
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LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- SW05 CONCRETE SIDEWALK 5-INCH
- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



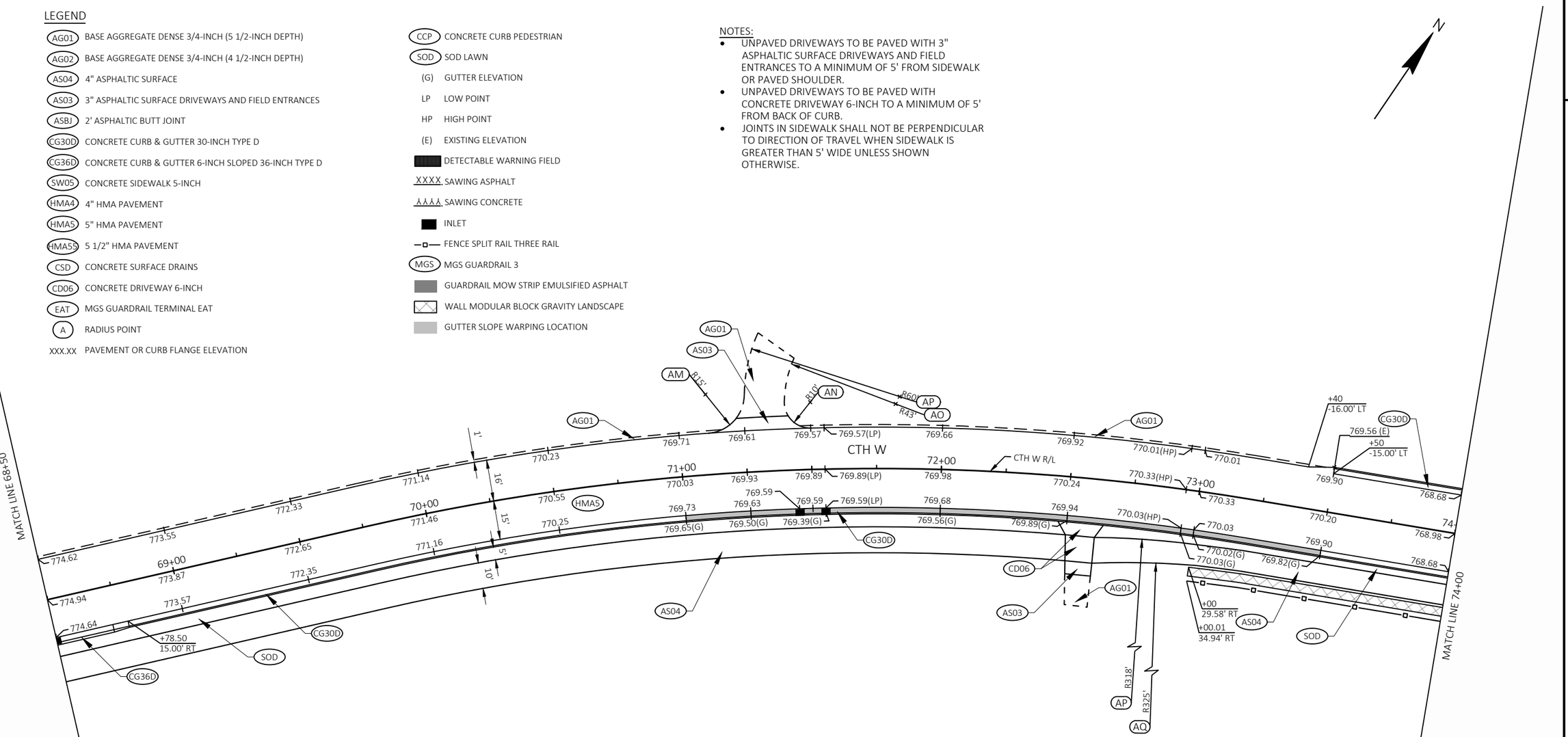
RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AI	64+05.85	W-Ali-Est	190,273.97	2,488,388.00	10'	-26.00' LT
AJ	64+49.85	W-Ali-Est	190,306.21	2,488,417.95	10'	-26.00' LT
AK	65+48.54	W-Ali-Est	190,390.75	2,488,471.94	31'	-43.97' LT
AL	66+33.14	W-Ali-Est	190,454.57	2,488,527.54	DETAIL SHEETS	-46.67' LT

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
- AS03 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASBJ 2' ASPHALTIC BUTT JOINT
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36D CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
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- HMA4 4" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- HMA55 5 1/2" HMA PAVEMENT
- CSD CONCRETE SURFACE DRAINS
- CD06 CONCRETE DRIVEWAY 6-INCH
- EAT MGS GUARDRAIL TERMINAL EAT
- A RADIUS POINT
- XXX.XX PAVEMENT OR CURB FLANGE ELEVATION
- CCP CONCRETE CURB PEDESTRIAN
- SOD SOD LAWN
- (G) GUTTER ELEVATION
- LP LOW POINT
- HP HIGH POINT
- (E) EXISTING ELEVATION
- DETECTABLE WARNING FIELD
- XXXX SAWING ASPHALT
- SAWING CONCRETE
- INLET
- FENCE SPLIT RAIL THREE RAIL
- MGS MGS GUARDRAIL 3
- GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- WALL MODULAR BLOCK GRAVITY LANDSCAPE
- GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
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- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AM	71+11.11	W-Ali-Est	190,789.96	2,488,874.94	DETAIL SHEETS	-31.00' LT
AN	71+50.08	W-Ali-Est	190,810.21	2,488,910.07	DETAIL SHEETS	-25.97' LT
AO	71+82.15	W-Ali-Est	190,828.20	2,488,937.74	DETAIL SHEETS	-24.97' LT
AP	71+83.64	W-Ali-Est	190,831.41	2,488,937.45	DETAIL SHEETS	-27.80' LT
AQ	73+07.70	W-Ali-Est	190,563.89	2,489,206.75	DETAIL SHEETS	338.73' RT
AR	73+29.96	W-Ali-Est	190,558.24	2,489,228.37	DETAIL SHEETS	352.95' RT

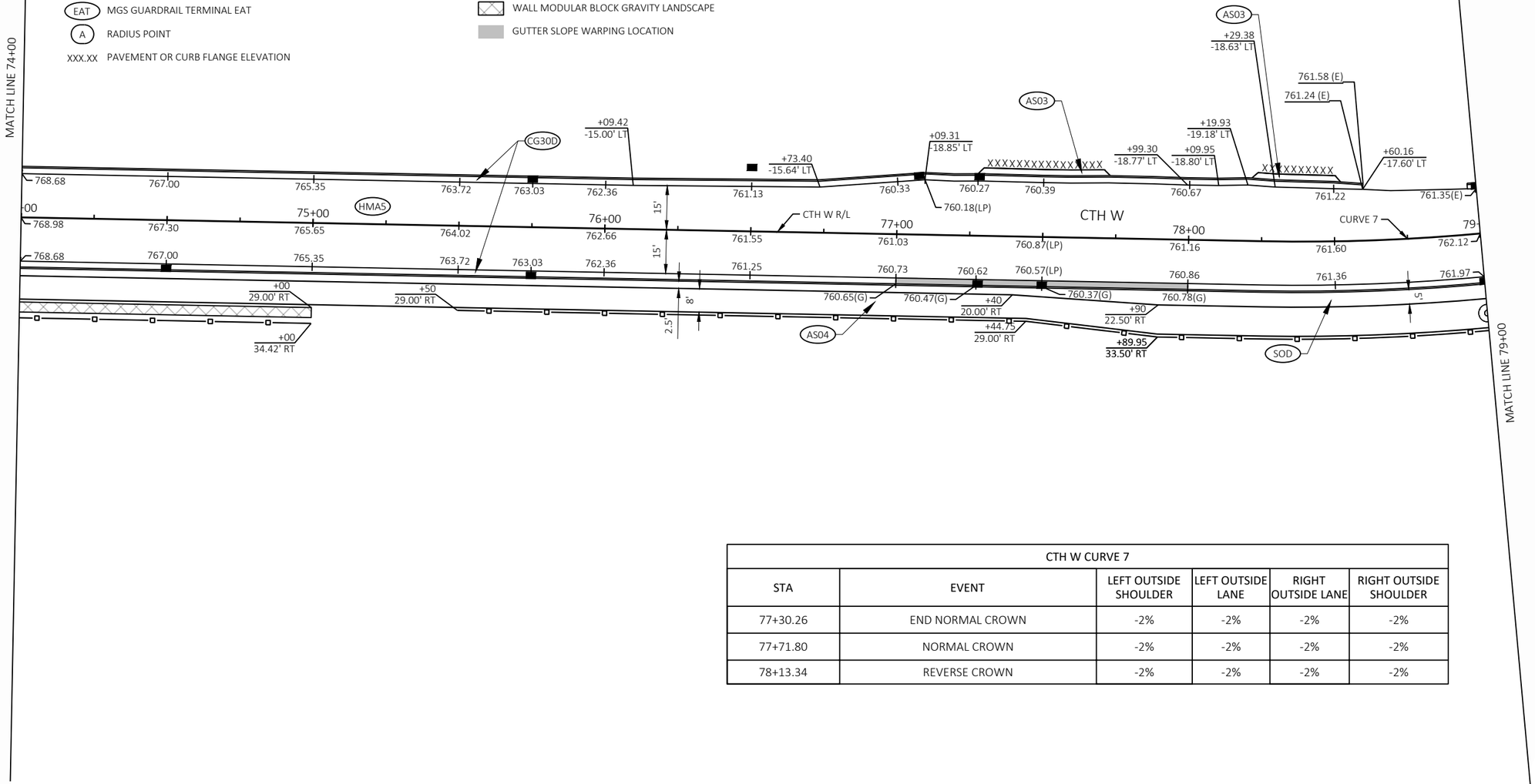
LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
HMA4	4" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
HMA55	5 1/2" HMA PAVEMENT
CSD	CONCRETE SURFACE DRAINS
CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION

CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
	SAWING CONCRETE
	INLET
	FENCE SPLIT RAIL THREE RAIL
MGS	MGS GUARDRAIL 3
	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
	WALL MODULAR BLOCK GRAVITY LANDSCAPE
	GUTTER SLOPE WARPING LOCATION

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



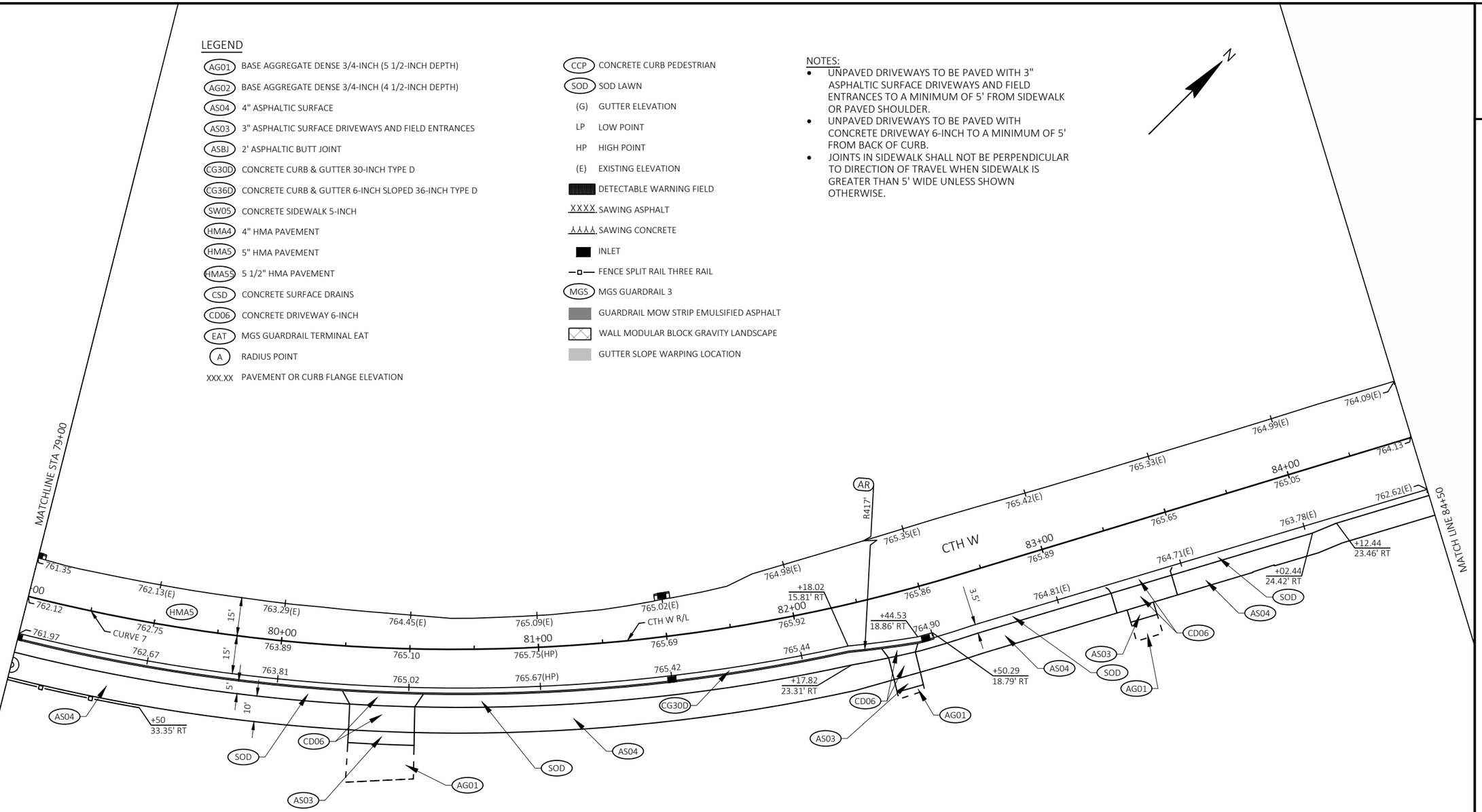
CTH W CURVE 7					
STA	EVENT	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
77+30.26	END NORMAL CROWN	-2%	-2%	-2%	-2%
77+71.80	NORMAL CROWN	-2%	-2%	-2%	-2%
78+13.34	REVERSE CROWN	-2%	-2%	-2%	-2%

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
- AG02 BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
- AS04 4" ASPHALTIC SURFACE
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NOTES:

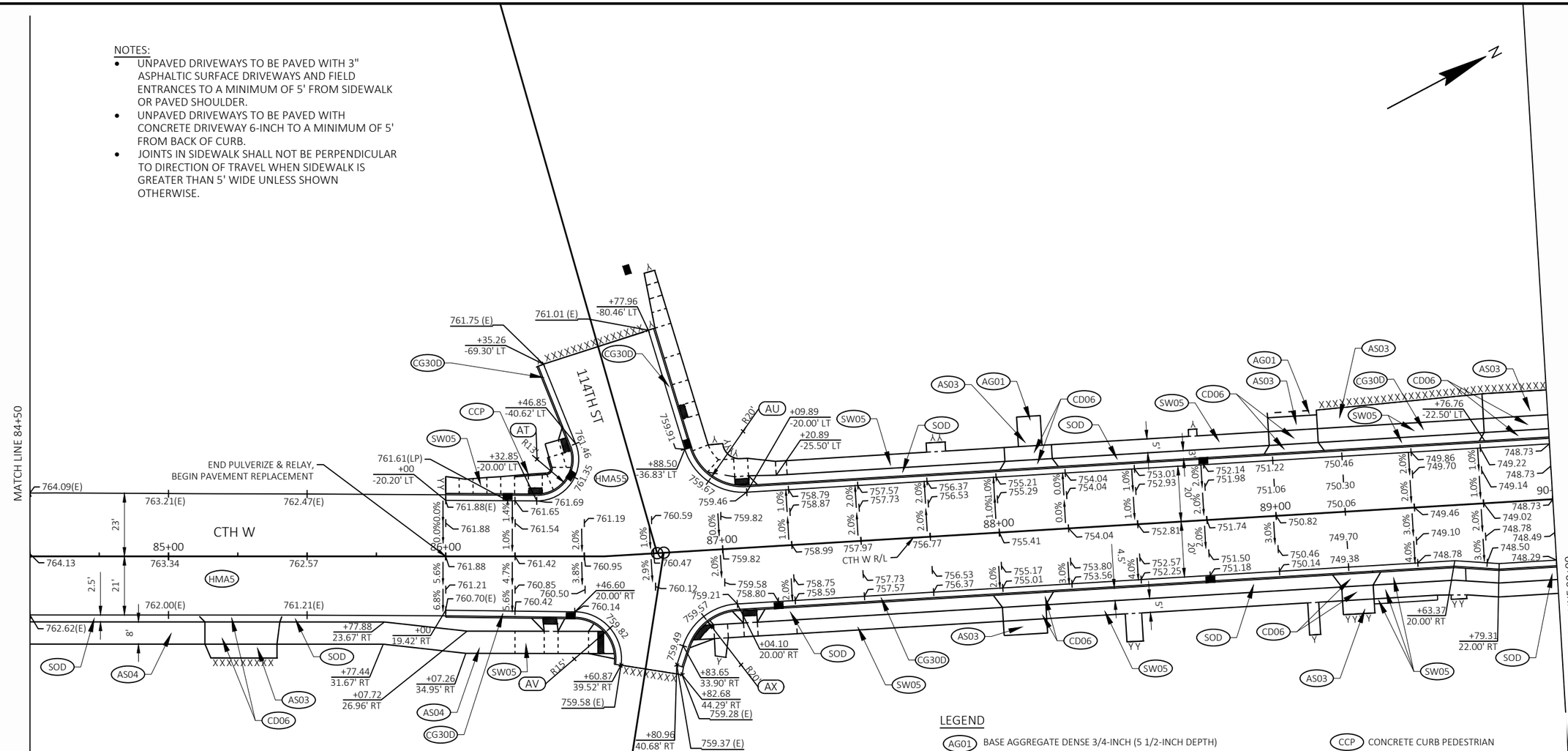
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- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AS	82+97.99	W-Ali-Est	191,595.32	2,489,513.79	417'	-392.62' LT

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
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RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AT	86+32.94	W-Ali-Est	191,723.67	2,489,986.67	13'	-35.00' LT
AU	87+09.89	W-Ali-Est	191,794.06	2,490,012.58	20'	-42.00' LT
AV	86+46.38	W-Ali-Est	191,701.81	2,490,056.58	15'	37.00' RT
AX	87+04.11	W-Ali-Est	191,753.97	2,490,086.62	20'	42.00' RT

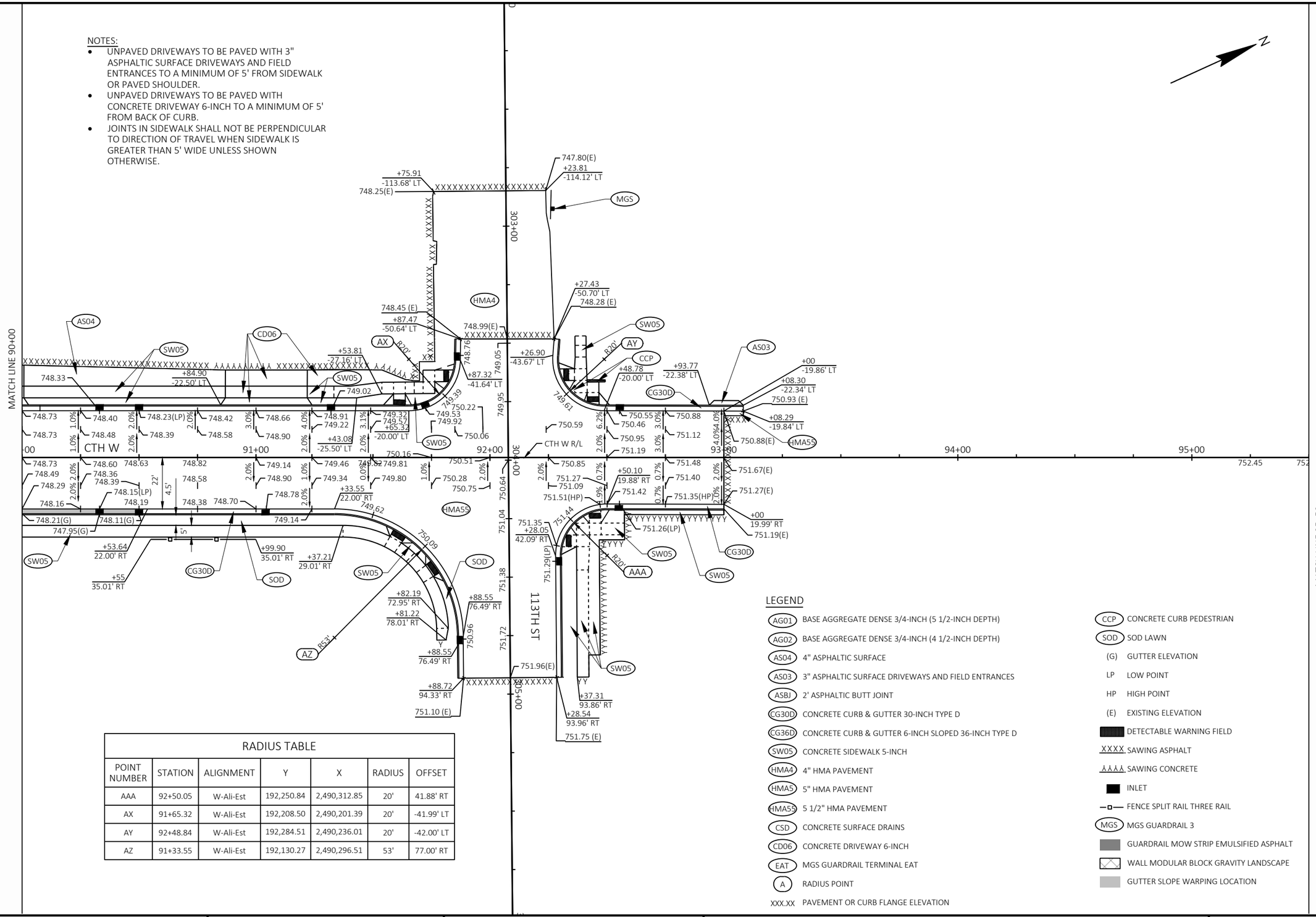
LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)	CCP	CONCRETE CURB PEDESTRIAN
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)	SOD	SOD LAWN
AS04	4" ASPHALTIC SURFACE	(G)	GUTTER ELEVATION
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	LP	LOW POINT
ASBJ	2' ASPHALTIC BUTT JOINT	HP	HIGH POINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	(E)	EXISTING ELEVATION
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D		DETECTABLE WARNING FIELD
SW05	CONCRETE SIDEWALK 5-INCH	XXXX	SAWING ASPHALT
HMA4	4" HMA PAVEMENT	XXXX	SAWING CONCRETE
HMA5	5" HMA PAVEMENT		INLET
HMA55	5 1/2" HMA PAVEMENT		FENCE SPLIT RAIL THREE RAIL
CSD	CONCRETE SURFACE DRAINS	MGS	MGS GUARDRAIL 3
CD06	CONCRETE DRIVEWAY 6-INCH		GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
EAT	MGS GUARDRAIL TERMINAL EAT		WALL MODULAR BLOCK GRAVITY LANDSCAPE
A	RADIUS POINT		GUTTER SLOPE WARPING LOCATION
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION		

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN DETAILS	SHEET 35	E

NOTES:

- UNPAVED DRIVEWAYS TO BE PAVED WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TO A MINIMUM OF 5' FROM SIDEWALK OR PAVED SHOULDER.
- UNPAVED DRIVEWAYS TO BE PAVED WITH CONCRETE DRIVEWAY 6-INCH TO A MINIMUM OF 5' FROM BACK OF CURB.
- JOINTS IN SIDEWALK SHALL NOT BE PERPENDICULAR TO DIRECTION OF TRAVEL WHEN SIDEWALK IS GREATER THAN 5' WIDE UNLESS SHOWN OTHERWISE.



RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AAA	92+50.05	W-Ali-Est	192,250.84	2,490,312.85	20'	41.88' RT
AX	91+65.32	W-Ali-Est	192,208.50	2,490,201.39	20'	-41.99' LT
AY	92+48.84	W-Ali-Est	192,284.51	2,490,236.01	20'	-42.00' LT
AZ	91+33.55	W-Ali-Est	192,130.27	2,490,296.51	53'	77.00' RT

LEGEND

AG01	BASE AGGREGATE DENSE 3/4-INCH (5 1/2-INCH DEPTH)
AG02	BASE AGGREGATE DENSE 3/4-INCH (4 1/2-INCH DEPTH)
AS04	4" ASPHALTIC SURFACE
AS03	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
ASBJ	2' ASPHALTIC BUTT JOINT
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
SW05	CONCRETE SIDEWALK 5-INCH
HMA4	4" HMA PAVEMENT
HMA5	5" HMA PAVEMENT
HMA5S	5 1/2" HMA PAVEMENT
CSD	CONCRETE SURFACE DRAINS
CD06	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
A	RADIUS POINT
XXX.XX	PAVEMENT OR CURB FLANGE ELEVATION
CCP	CONCRETE CURB PEDESTRIAN
SOD	SOD LAWN
(G)	GUTTER ELEVATION
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING ELEVATION
	DETECTABLE WARNING FIELD
XXXX	SAWING ASPHALT
	SAWING CONCRETE
	INLET
	FENCE SPLIT RAIL THREE RAIL
MGS	MGS GUARDRAIL 3
	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
	WALL MODULAR BLOCK GRAVITY LANDSCAPE
	GUTTER SLOPE WARPING LOCATION

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN DETAILS	SHEET 36	E

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
L	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD

N

865.31(F) 162 — 4.0% — 865.73 (T) — 865.23 (G)

865.25 (G) — 110 865.33(F) — 4.0% — 865.75(T) 114

(6" CURB HEIGHT) 866.11(T) 111 — 865.93 102 — 865.68(T) 103 — 865.68 (G) — 104 865.76(F)

100 867.25 — 101 867.18 — 1.5% — 6.2% — 1.5% — 10' — 0.8% — 2.1% — 1.6% — 4.0% — 1.5%

105 867.10 — 113 867.03 — 1.5% — 5.1% — 1.5%

866.00 106 — 107 865.93(T) — 865.93 (G) — 108 866.01(F) — 112 (6" CURB HEIGHT) 866.52(T)

866.35 (G) — 866.43(F) 109

TYPE 4B1 CURB RAMP

CTH W & CTH CK
SOUTHWEST QUADRANT

CTH CK

CTH W

865.27(T) 163 — 864.80 (G) — 864.88(F) 164 — 864.84(F) 168 — (6" CURB HEIGHT) 865.28(T) 159 — 864.78 (G) — 864.86(F) 161 — 864.87(F) 157 — 864.79 (G) — 865.09(T) 156 — 865.09 (G) — 865.17 158 — (6" CURB HEIGHT) 865.55(T) 160

4.0% — 1.6% — 1.5% — 4.0%

153 864.79(T) — 865.01 152 — 865.08 151 — 865.58 165

1.0% — 1.5% — 3.4% — 10' — 1.4% — 1.5%

865.15 155 — 154 865.22 — 865.42 166

1.0% — 1.5% — 1.4% — 5.5%

865.28 (T) — 864.78 (G) — 167 864.89(F)

TYPE 4B1 CURB RAMP

CTH W & CTH CK
NORTHWEST QUADRANT

PC: 23+16.96

22+00 — 23+00

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 37	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 01N

PLOT DATE : 10/22/2025 1:28 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

CURB RAMP POINTS - CTH CK - SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	21+79.99	44.50' LT	867.25	186785.93	2486195.14
101	21+84.99	44.50' LT	867.18	186790.55	2486197.06
102	22+04.99	44.50' LT	865.93	186809.01	2486204.76
103	22+21.37	44.50' LT	865.68	186824.13	2486211.06
104	22+23.75	42.68' LT	865.76	186825.63	2486213.66
105	21+79.99	34.50' LT	867.10	186782.08	2486204.37
106	22+04.99	34.50' LT	866.00	186805.16	2486213.99
107	22+09.68	34.50' LT	865.93	186809.49	2486215.80
108	22+11.12	31.86' LT	866.01	186809.80	2486218.78
109	21+92.00	27.00' LT	866.43	186790.28	2486215.91
110	22+31.72	62.30' LT	865.33	186840.53	2486198.61
111	22+23.34	47.34' LT	866.11	186827.04	2486209.20
112	22+06.32	32.89' LT	866.52	186805.77	2486215.99
113	21+84.99	34.50' LT	867.03	186786.70	2486206.29
114	22+28.74	62.66' LT	865.75	186837.92	2486197.14

CURB RAMP POINTS - CTH CK - NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
151	23+10.11	44.50' LT	865.08	186906.04	2486245.21
152	23+05.11	44.50' LT	865.01	186901.43	2486243.28
153	22+83.52	44.50' LT	864.79	186881.50	2486234.98
154	23+10.11	34.50' LT	865.22	186902.19	2486254.44
155	23+05.11	34.50' LT	865.15	186897.58	2486252.51
156	22+99.31	34.50' LT	865.09	186892.22	2486250.28
157	22+81.53	42.26' LT	864.87	186878.79	2486236.27
158	22+98.14	31.74' LT	865.17	186890.09	2486252.38
159	22+81.20	46.70' LT	865.28	186880.20	2486232.05
160	23+02.72	33.18' LT	865.55	186894.86	2486252.81
161	22+79.09	44.59' LT	864.86	186877.44	2486233.19
162	22+61.53	85.39' LT	865.31	186876.93	2486188.77
163	22+76.20	52.42' LT	865.27	186877.78	2486224.85
164	22+73.82	50.61' LT	864.88	186874.89	2486225.60
165	23+24.92	44.50' LT	865.58	186919.44	2486250.76
166	23+24.85	34.50' LT	865.42	186915.59	2486259.99
167	23+23.27	27.00' LT	864.89	186911.33	2486266.35
168	22+76.33	47.51' LT	864.84	186876.02	2486229.43

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	37.0'	16.4'	32.5 SF	15.4'
NORTHWEST	37.0'	21.6'	39.7 SF	18.7'

CTH W MID-BLOCK CROSSING - WEST

TLE

R/W

826.19 259

825.02 263

825.08 262

823.61 250

251 823.05

R/W

7.1% 1.5% 7.0% 5.7%

10'

1.5% 1.5% 1.5% 1.5% 1.5%

L L

CURB RAMP CROSS SLOPE EXCEEDS 2%

MEF

MEF LANDING SLOPE EXCEEDS 2%

253 822.90

7.1% 1.5% 7.0% 5.7%

823.46 252

G

824.93 261

826.04 260

824.87 264

7.0% 5.7% 7.0%

255 822.58(T)

823.94(T) 256

4.0% 5.7% 4.0%

265 822.80(T)

822.58 (G)

822.30 (G)

823.15(T) 254

258 822.66(F)

266 822.38(F)

823.15 (G)

823.23(F) 257

TYPE 7BM CURB RAMP

45+00

46+00

CTH W

MEF GUTTER LONGITUDINAL SLOPE EXCEEDS 2%

TYPE 7BM CURB RAMP

823.23(F) 309

310 822.66(F)

823.15 (G)

822.58 (G)

823.52(F) 311

823.15(T) 306

307 822.58(T)

312 822.91(T)

823.48 (G)

823.35(T) 313

4.0% 5.7% 4.0%

5.7%

7.0% 7.0%

304 822.90

823.46 303

305 822.69

5.7% 2.0%

CURB RAMP CROSS SLOPE EXCEEDS 2%

MEF

1.5% 1.5% 1.5% 10'

L

5.7% 2.0%

R/W

823.61 300

302 822.84

301 823.05

MEF LANDING SLOPE EXCEEDS 2%

CTH W MID-BLOCK CROSSING - EAST

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
L	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 39	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02N

PLOT DATE : 10/22/2025 1:28 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

CURB RAMP POINTS - CTH W - EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	45+39.56	32.50' RT	823.61	188838.98	2487195.34
301	45+49.56	32.50' RT	823.05	188846.72	2487201.67
302	45+59.56	32.50' RT	822.84	188854.46	2487208.00
303	45+39.56	22.50' RT	823.46	188845.31	2487187.60
304	45+49.56	22.50' RT	822.90	188853.05	2487193.93
305	45+59.56	22.50' RT	822.69	188860.79	2487200.26
306	45+39.56	18.00' RT	823.15	188848.16	2487184.11
307	45+49.56	18.00' RT	822.58	188855.90	2487190.44
309	45+39.56	15.00' RT	823.23	188850.06	2487181.79
310	45+49.56	15.00' RT	822.66	188857.80	2487188.12
311	45+34.50	15.00' RT	823.52	188846.14	2487178.59
312	45+52.56	18.00' RT	822.91	188858.22	2487192.34
313	45+34.50	18.00' RT	823.35	188844.24	2487180.91

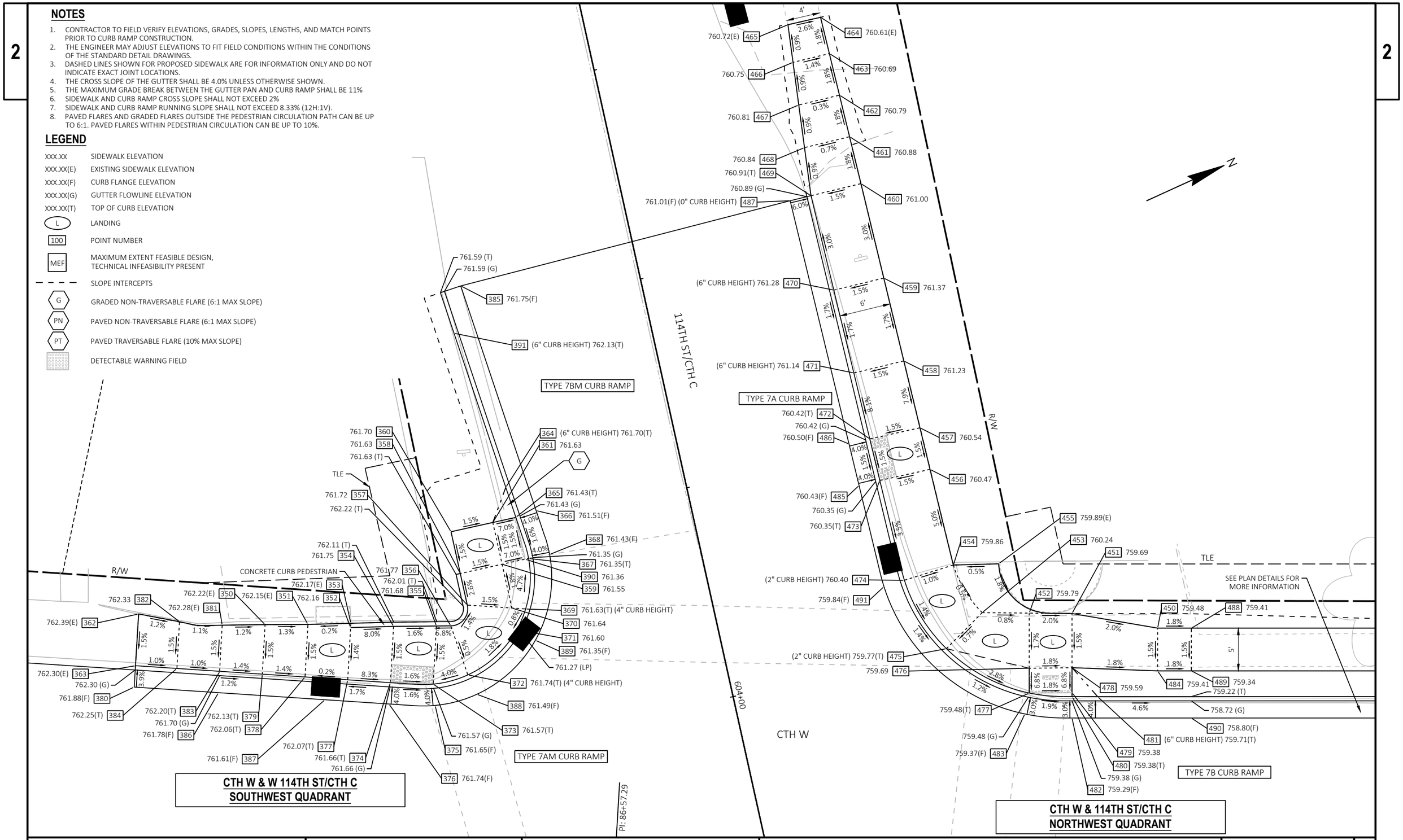
CURB RAMP POINTS - CTH W - WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	45+39.56	32.50' LT	823.61	188880.12	2487145.02
251	45+49.56	32.50' LT	823.05	188887.87	2487151.35
252	45+39.56	22.50' LT	823.46	188873.79	2487152.76
253	45+49.56	22.50' LT	822.90	188881.54	2487159.09
254	45+39.56	18.00' LT	823.15	188870.95	2487156.24
255	45+49.56	18.00' LT	822.58	188878.69	2487162.57
256	45+34.50	18.00' LT	823.94	188867.03	2487153.04
257	45+39.56	15.00' LT	823.23	188869.05	2487158.57
258	45+49.56	15.00' LT	822.66	188876.79	2487164.89
259	45+00.00	32.50' LT	826.19	188849.50	2487119.98
260	45+00.00	22.50' LT	826.04	188843.17	2487127.72
261	45+15.56	22.50' LT	824.93	188855.21	2487137.57
262	45+15.56	32.50' LT	825.08	188861.54	2487129.83
263	45+19.56	32.50' LT	825.02	188864.64	2487132.36
264	45+19.56	22.50' LT	824.87	188858.31	2487140.10
265	45+54.55	18.00' LT	822.80	188882.56	2487165.74
266	45+54.56	15.00' LT	822.38	188880.66	2487168.06

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
(L)	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- - - -	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 41 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03N

PLOT DATE : 10/22/2025 1:29 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

CURB RAMP POINTS - CTH 114TH - SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	86+14.82	28.42' LT	762.22	191704.58	2489984.00
351	86+19.82	28.73' LT	762.15	191709.14	2489986.06
352	86+24.82	28.67' LT	762.16	191713.53	2489988.45
353	86+24.82	29.17' LT	762.17	191713.76	2489988.01
354	86+29.82	29.10' LT	761.75	191718.15	2489990.42
355	86+34.82	29.46' LT	761.68	191722.73	2489992.45
356	86+36.49	29.57' LT	761.77	191724.26	2489993.12
357	86+38.27	32.12' LT	761.72	191727.03	2489991.71
358	86+37.23	35.75' LT	761.63	191727.81	2489988.02
359	86+42.04	37.12' LT	761.55	191732.70	2489989.06
360	86+35.86	40.55' LT	761.70	191728.85	2489983.13
361	86+40.67	41.93' LT	761.63	191733.74	2489984.17
362	86+00.00	28.77' LT	762.39	191691.65	2489976.74
363	86+00.00	22.71' LT	762.30	191688.81	2489982.10
364	86+41.93	46.12' LT	761.70	191736.82	2489981.06
365	86+43.32	42.69' LT	761.43	191736.44	2489984.74
366	86+45.64	43.62' LT	761.51	191738.92	2489985.00
367	86+45.08	37.99' LT	761.35	191735.79	2489989.72
368	86+47.51	38.59' LT	761.43	191738.22	2489990.33
369	86+45.09	32.07' LT	761.63	191733.03	2489994.95
370	86+43.49	32.08' LT	761.64	191731.62	2489994.19
371	86+44.20	29.58' LT	761.60	191731.08	2489996.74
372	86+38.83	23.97' LT	761.74	191723.70	2489999.17
373	86+34.85	22.65' LT	761.57	191719.57	2489998.48
374	86+29.85	22.52' LT	761.66	191715.09	2489996.25
375	86+35.23	20.18' LT	761.65	191718.75	2490000.84
376	86+29.84	20.02' LT	761.74	191713.91	2489998.45
377	86+24.85	22.55' LT	762.07	191710.69	2489993.88
378	86+19.85	22.58' LT	762.06	191706.29	2489991.51
379	86+14.85	22.61' LT	762.13	191701.88	2489989.14
380	86+00.00	20.20' LT	761.88	191687.63	2489984.31
381	86+09.82	28.04' LT	762.28	191699.99	2489981.98
382	86+04.82	28.15' LT	762.33	191695.62	2489979.54
383	86+09.89	22.64' LT	762.20	191697.51	2489986.78
384	86+04.85	22.67' LT	762.25	191693.08	2489984.40
385	86+35.26	69.30' LT	761.75	191741.79	2489957.45
386	86+09.87	20.14' LT	761.78	191696.33	2489988.98
387	86+22.33	20.07' LT	761.61	191707.30	2489994.89
388	86+40.01	21.77' LT	761.49	191723.71	2490001.67
389	86+46.46	28.49' LT	761.35	191732.56	2489998.75
390	86+44.69	37.88' LT	761.36	191735.40	2489989.63
391	86+34.81	63.73' LT	762.13	191738.79	2489962.16

CURB RAMP POINTS - CTH 114TH - NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	87+20.89	30.50' LT	759.48	191799.30	2490027.61
451	87+10.89	32.21' LT	759.69	191790.91	2490021.91
452	87+05.89	32.26' LT	759.79	191786.38	2490019.79
453	87+00.40	32.31' LT	760.24	191781.40	2490017.46
454	86+97.03	37.88' LT	759.86	191780.64	2490011.00
455	87+02.32	38.02' LT	759.89	191785.52	2490013.07
456	86+94.30	49.06' LT	760.47	191782.79	2489999.70
457	86+93.12	53.92' LT	760.54	191783.74	2489994.79
458	86+91.23	61.73' LT	761.23	191785.26	2489986.89
459	86+88.89	71.42' LT	761.37	191787.15	2489977.11
460	86+86.22	82.46' LT	761.00	191789.29	2489965.96
461	86+84.90	87.94' LT	760.88	191790.36	2489960.42
462	86+83.72	92.80' LT	760.79	191791.31	2489955.51
463	86+82.55	97.66' LT	760.69	191792.25	2489950.60
464	86+81.51	101.90' LT	760.61	191793.06	2489946.31
465	86+77.70	101.03' LT	760.72	191789.24	2489945.52
466	86+78.29	96.63' LT	760.75	191787.95	2489949.77
467	86+78.96	91.65' LT	760.81	191786.50	2489954.58
468	86+79.63	86.67' LT	760.84	191785.04	2489959.39
469	86+80.39	81.05' LT	760.91	191783.40	2489964.82
470	86+83.06	70.01' LT	761.28	191781.25	2489975.97
471	86+85.40	60.32' LT	761.14	191779.37	2489985.76
472	86+87.26	52.62' LT	760.42	191777.87	2489993.54
473	86+88.44	47.76' LT	760.35	191776.92	2489998.45
474	86+91.30	36.10' LT	760.40	191774.69	2490010.25
475	86+96.21	28.10' LT	759.77	191775.85	2490019.56
476	87+05.89	25.81' LT	759.69	191783.71	2490025.66
477	87+05.89	22.91' LT	759.48	191782.51	2490028.29
478	87+10.89	25.88' LT	759.59	191788.29	2490027.67
479	87+10.89	22.95' LT	759.38	191787.07	2490030.33
480	87+10.89	22.50' LT	759.38	191786.89	2490030.74
481	87+13.88	22.50' LT	759.71	191789.61	2490031.98
482	87+10.89	20.00' LT	759.29	191785.85	2490033.02
483	87+05.38	20.47' LT	759.37	191781.03	2490030.31
484	87+20.89	25.50' LT	759.41	191797.23	2490032.16

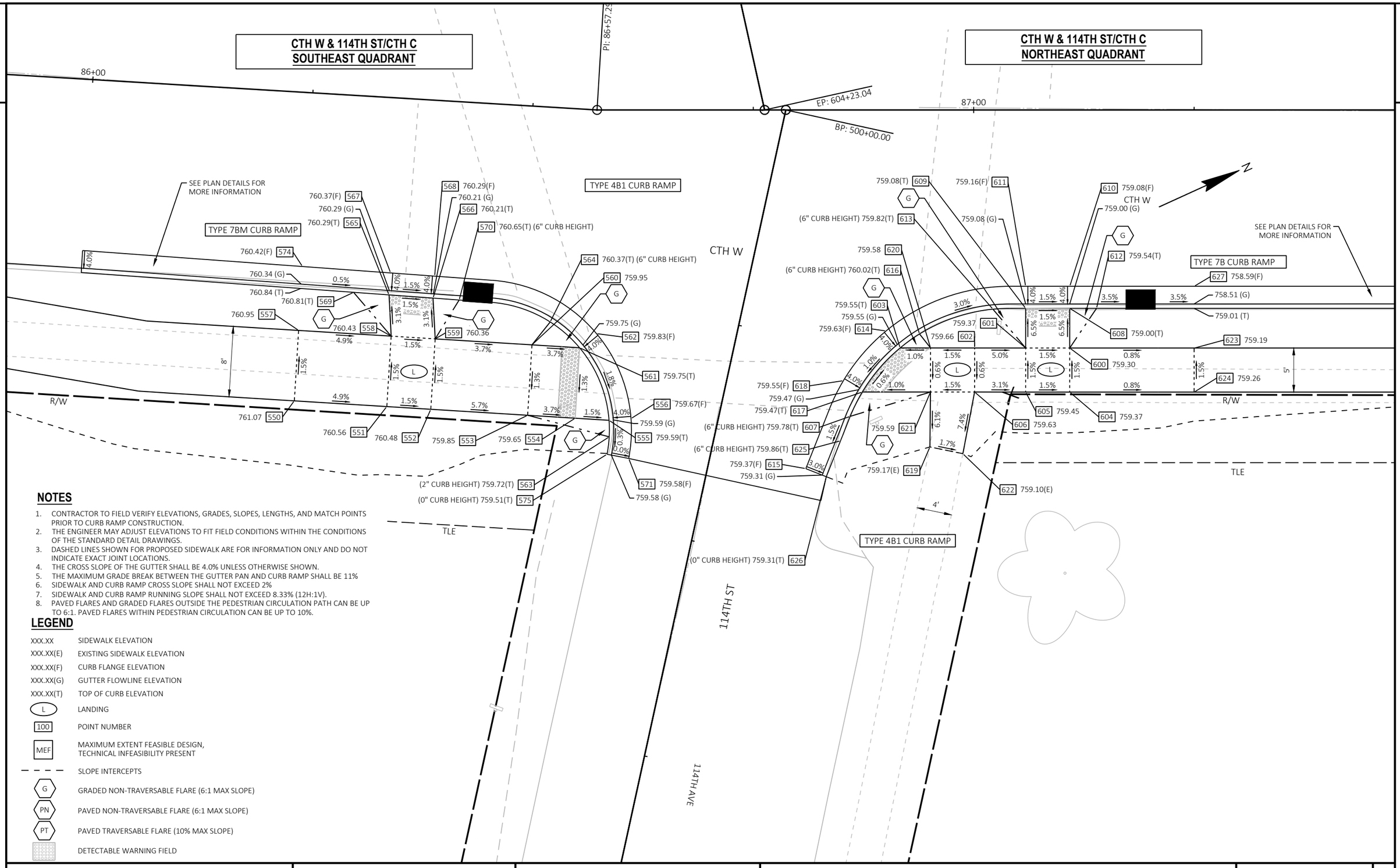
CURB RAMP POINTS - CTH 114TH - NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
485	86+86.01	47.17' LT	760.43	191774.47	2489997.98
486	86+84.83	52.03' LT	760.50	191775.42	2489993.07
487	86+77.96	80.46' LT	761.01	191780.95	2489964.35
488	87+24.83	30.49' LT	759.41	191802.88	2490029.25
489	87+24.83	25.51' LT	759.34	191800.82	2490033.78
490	87+24.83	20.00' LT	758.80	191798.53	2490038.80
491	86+88.92	35.35' LT	759.84	191772.22	2490009.94

2

CTH W & 114TH ST/CTH C SOUTHEAST QUADRANT

CTH W & 114TH ST/CTH C NORTHEAST QUADRANT

2



NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
L	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD

CURB RAMP POINTS - CTH 114TH -SOUTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	86+25.00	34.99' RT	761.07	191683.86	2490044.78
551	86+35.51	35.01' RT	760.56	191693.13	2490049.72
552	86+40.51	35.02' RT	760.48	191697.55	2490052.07
553	86+51.51	35.03' RT	759.85	191707.26	2490057.24
554	86+56.91	35.04' RT	759.65	191712.03	2490059.78
555	86+58.64	35.19' RT	759.59	191715.42	2490061.58
556	86+61.13	35.01' RT	759.67	191717.76	2490062.45
557	86+25.00	26.99' RT	760.95	191687.61	2490037.71
558	86+35.52	27.01' RT	760.43	191696.89	2490042.66
559	86+40.52	27.02' RT	760.36	191701.31	2490045.01
560	86+51.52	27.03' RT	759.95	191711.02	2490050.18
561	86+56.92	27.04' RT	759.75	191715.79	2490052.72
562	86+57.29	25.37' RT	759.83	191718.19	2490052.05
563	86+58.66	37.07' RT	759.72	191714.65	2490063.30
564	86+53.42	24.32' RT	760.37	191713.96	2490048.67
565	86+34.99	22.36' RT	760.29	191698.61	2490038.30
566	86+40.00	22.42' RT	760.21	191703.00	2490040.70
567	86+35.03	19.86' RT	760.37	191699.81	2490036.11
568	86+40.03	19.92' RT	760.29	191704.20	2490038.51
569	86+30.97	22.31' RT	760.81	191695.07	2490036.37
570	86+42.97	22.46' RT	760.65	191705.60	2490042.13
571	86+60.87	39.52' RT	759.58	191715.66	2490066.45
574	86+25.00	19.73' RT	760.42	191691.01	2490031.30
575	86+58.41	39.04' RT	759.51	191713.62	2490064.99

CURB RAMP POINTS - CTH 114 TH - NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	87+10.89	27.00' RT	759.30	191766.37	2490075.78
601	87+05.89	26.99' RT	759.37	191761.82	2490073.71
602	87+00.10	26.99' RT	759.66	191756.55	2490071.31
603	86+91.65	26.99' RT	759.55	191748.86	2490067.80
604	87+10.89	32.00' RT	759.37	191764.29	2490080.33
605	87+05.89	31.99' RT	759.45	191759.74	2490078.26
606	87+00.10	31.99' RT	759.63	191754.48	2490075.86
607	86+86.00	34.74' RT	759.78	191740.50	2490072.52
608	87+10.89	22.50' RT	759.00	191768.23	2490071.69
609	87+05.89	22.50' RT	759.08	191763.68	2490069.62
610	87+10.89	20.00' RT	759.08	191769.27	2490069.42
611	87+05.89	20.00' RT	759.16	191764.72	2490067.35
612	87+13.93	22.50' RT	759.54	191771.00	2490072.95
613	87+02.18	22.59' RT	759.82	191760.26	2490068.17
614	86+90.06	25.06' RT	759.63	191748.21	2490065.39
615	86+80.96	40.68' RT	759.37	191733.46	2490075.83
616	86+93.85	25.41' RT	760.02	191751.52	2490067.28
617	86+87.37	31.99' RT	759.47	191742.89	2490070.57
618	86+85.22	30.70' RT	759.55	191741.47	2490068.52
619	86+95.03	38.22' RT	759.17	191747.28	2490079.42
620	86+95.10	26.99' RT	759.58	191752.00	2490069.23
621	86+95.10	31.99' RT	759.59	191749.93	2490073.78
622	86+98.77	38.98' RT	759.10	191750.37	2490081.67
623	87+25.00	27.01' RT	759.19	191779.20	2490081.65
624	87+25.00	32.00' RT	759.26	191777.13	2490086.19
625	86+84.90	37.52' RT	759.86	191738.35	2490074.59
626	86+83.28	41.60' RT	759.31	191735.19	2490077.63
627	87+25.00	20.00' RT	758.59	191782.11	2490075.27

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHEAST	19.5'	8.5'	20.0 SF	9.6'
SOUTHEAST	0.0'	2.4'	10.0 SF	5.0'

2

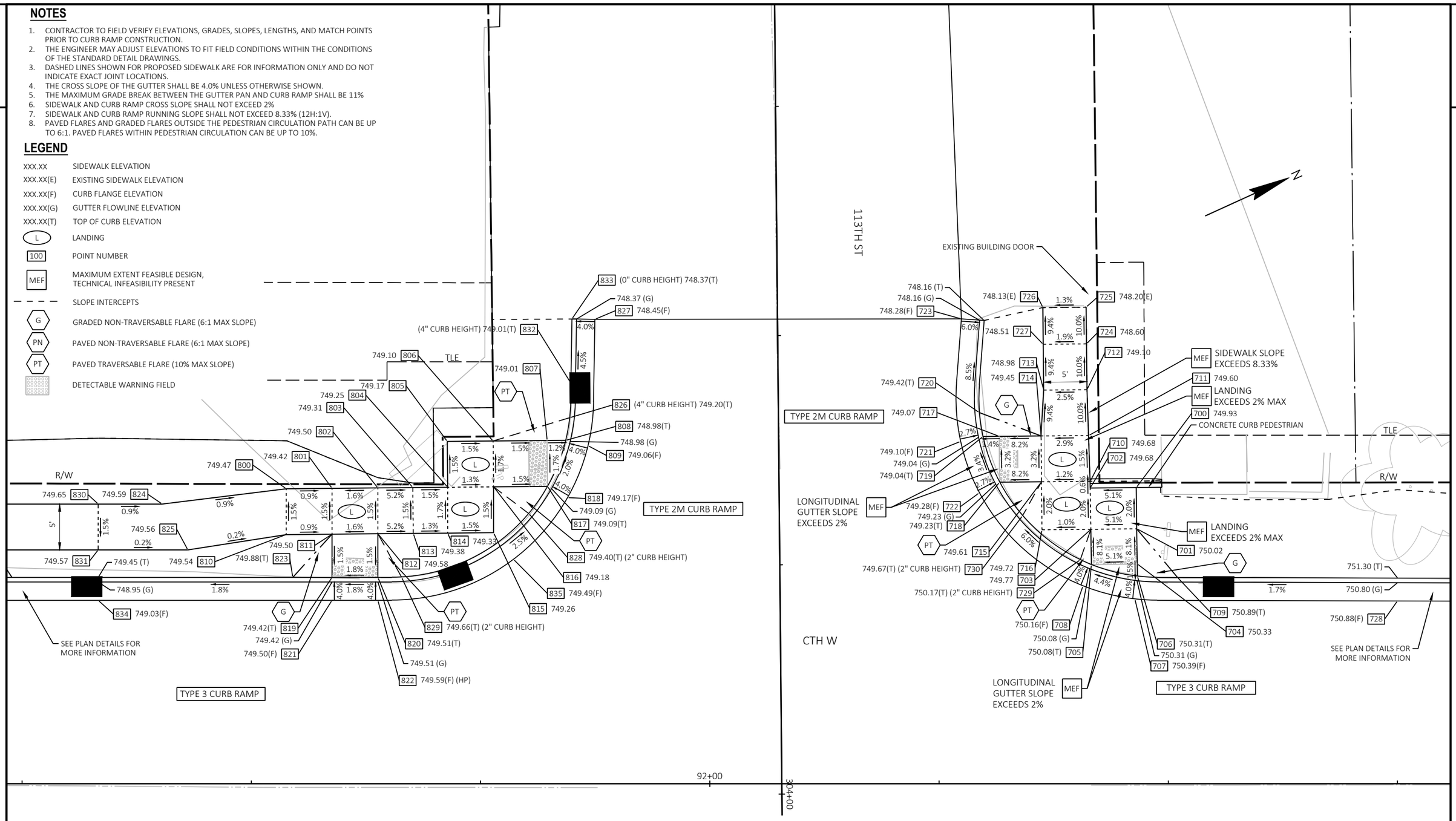
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NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
L	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD



CTH W & 113TH ST/CTH C
SOUTHWEST QUADRANT

CTH W & 113TH ST/CTH C
NORTHWEST QUADRANT

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CURB RAMP DETAILS	SHEET 45	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04N
PLOT DATE : 10/31/2025 10:13 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

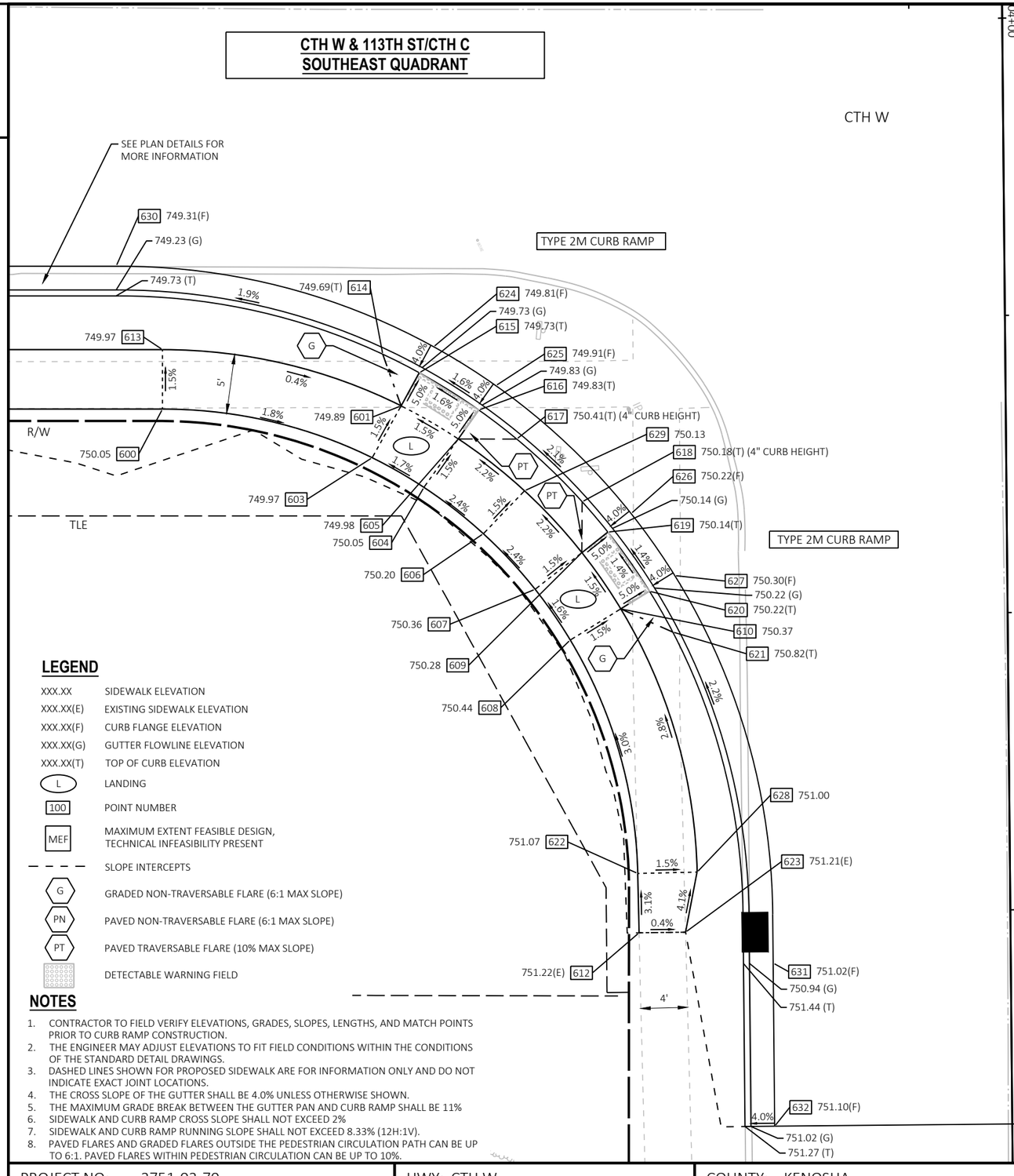
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CURB RAMP POINTS - 113TH - SOUTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	91+53.81	32.16' LT	749.47	192193.96	2490205.57
801	91+58.81	32.21' LT	749.42	192198.52	2490207.60
802	91+63.81	32.25' LT	749.50	192203.09	2490209.63
803	91+67.62	32.29' LT	749.31	192206.57	2490211.18
804	91+71.42	32.32' LT	749.25	192210.05	2490212.73
805	91+71.38	37.32' LT	749.17	192212.08	2490208.16
806	91+76.38	37.37' LT	749.10	192216.65	2490210.19
807	91+82.26	37.42' LT	749.01	192222.03	2490212.58
808	91+84.28	37.44' LT	748.98	192223.87	2490213.40
809	91+86.71	36.86' LT	749.06	192225.84	2490214.94
810	91+53.81	27.16' LT	749.54	192191.88	2490210.12
811	91+58.81	27.21' LT	749.50	192196.45	2490212.15
812	91+63.81	27.25' LT	749.58	192201.02	2490214.18
813	91+67.66	27.29' LT	749.38	192204.54	2490215.75
814	91+71.42	27.32' LT	749.33	192207.98	2490217.28
815	91+76.42	27.37' LT	749.26	192212.55	2490219.31
816	91+76.42	32.37' LT	749.18	192214.62	2490214.76
817	91+82.31	32.42' LT	749.09	192220.00	2490217.15
818	91+84.49	31.20' LT	749.17	192221.47	2490219.17
819	91+58.81	22.50' LT	749.42	192194.50	2490216.44
820	91+63.81	22.50' LT	749.51	192199.05	2490218.51
821	91+58.81	20.00' LT	749.50	192193.46	2490218.71
822	91+63.81	20.00' LT	749.59	192198.01	2490220.78
823	91+54.52	22.50' LT	749.88	192190.59	2490214.66
824	91+40.27	30.50' LT	749.59	192180.95	2490201.47
825	91+43.08	25.50' LT	749.56	192181.43	2490207.19
826	91+84.71	39.91' LT	749.20	192225.29	2490211.33
827	91+87.47	50.64' LT	748.45	192232.25	2490202.70
828	91+80.26	29.46' LT	749.40	192216.91	2490218.99
829	91+66.38	22.53' LT	749.66	192201.40	2490219.55

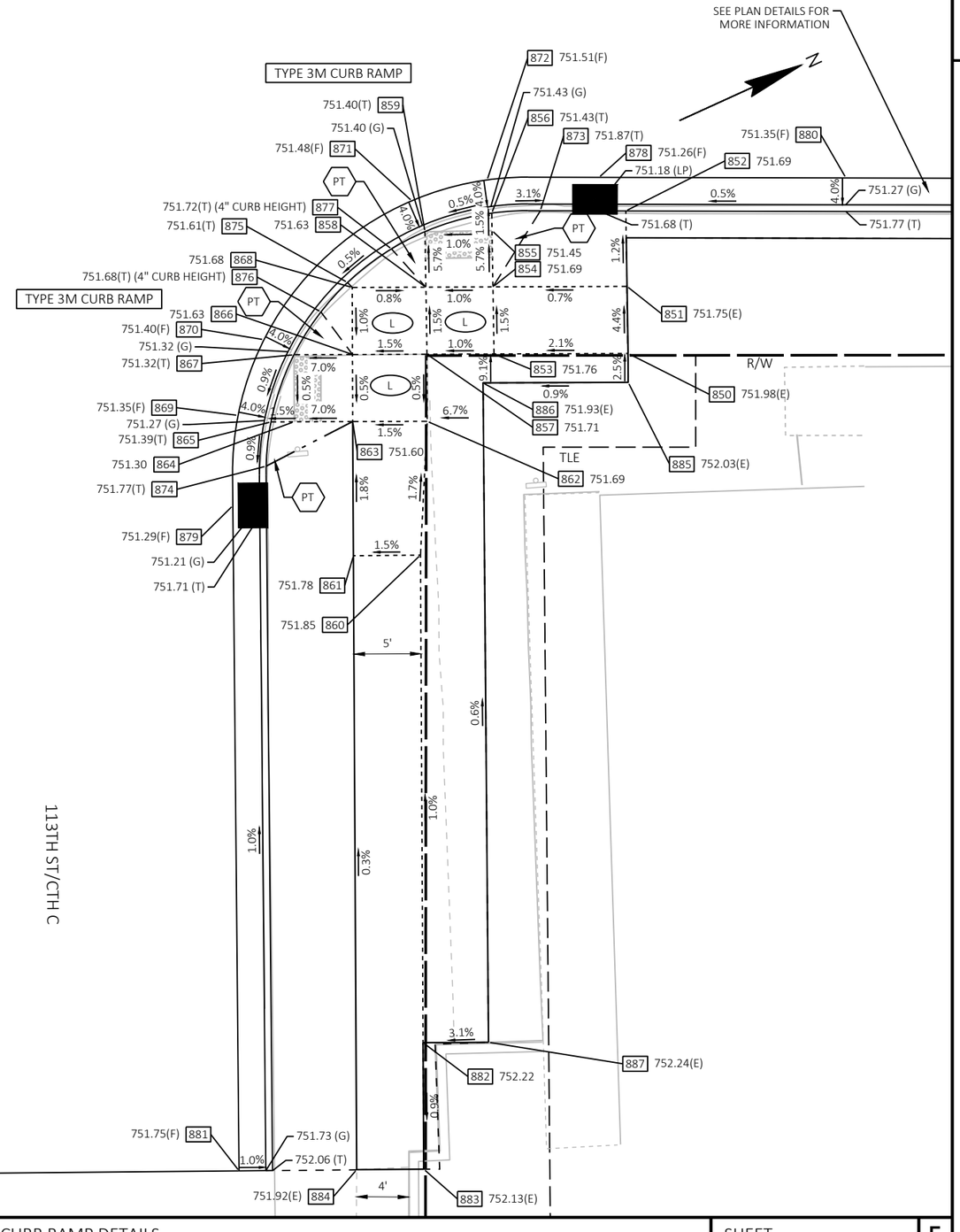
CURB RAMP POINTS - 113TH - NORTHWEST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	92+46.51	32.30' LT	749.93	192278.37	2490243.88
701	92+46.56	27.80' LT	750.02	192276.55	2490247.99
702	92+41.48	32.24' LT	749.68	192273.77	2490241.85
703	92+41.56	27.74' LT	749.77	192271.98	2490245.97
704	92+46.62	23.96' LT	750.33	192275.02	2490251.51
705	92+41.62	23.88' LT	750.08	192270.44	2490249.51
706	92+46.65	22.62' LT	750.31	192274.48	2490252.74
707	92+46.36	20.14' LT	750.39	192273.20	2490254.88
708	92+40.70	21.56' LT	750.16	192268.63	2490251.24
709	92+51.01	22.49' LT	750.89	192278.40	2490254.67
710	92+41.48	32.97' LT	749.68	192274.07	2490241.18
711	92+41.31	37.97' LT	749.60	192275.99	2490236.56
712	92+41.14	42.97' LT	749.10	192277.90	2490231.94
713	92+36.41	42.92' LT	748.98	192273.59	2490230.03
714	92+36.13	37.92' LT	749.45	192271.25	2490234.46
715	92+36.17	32.92' LT	749.61	192269.22	2490239.03
716	92+36.23	27.69' LT	749.72	192267.11	2490243.81
717	92+31.56	37.88' LT	749.07	192267.08	2490232.60
718	92+31.60	32.88' LT	749.23	192265.04	2490237.17
719	92+29.78	37.86' LT	749.04	192265.45	2490231.88
720	92+29.40	40.47' LT	749.42	192266.19	2490229.34
721	92+27.34	37.33' LT	749.10	192263.01	2490231.35
722	92+29.39	31.71' LT	749.28	192262.55	2490237.32
723	92+27.43	50.70' LT	748.28	192268.64	2490219.23
724	92+41.09	47.97' LT	748.60	192279.93	2490227.37
725	92+41.05	51.97' LT	748.20	192281.55	2490223.72
726	92+36.33	51.92' LT	748.13	192277.24	2490221.80
727	92+36.37	47.92' LT	748.51	192275.62	2490225.46
728	92+75.00	19.93' LT	750.88	192299.17	2490266.95
729	92+40.41	24.42' LT	750.17	192269.55	2490248.52
730	92+34.11	29.22' LT	749.67	192265.81	2490241.54

2

CTH W & 113TH ST/CTH C SOUTHEAST QUADRANT



CTH W & 113TH ST/CTH C NORTHEAST QUADRANT



113TH ST/CTH C

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(E)	EXISTING SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
L	LANDING
100	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
G	GRADED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PN	PAVED NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
PT	PAVED TRAVERSABLE FLARE (10% MAX SLOPE)
	DETECTABLE WARNING FIELD

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES AND GRADED FLARES OUTSIDE THE PEDESTRIAN CIRCULATION PATH CAN BE UP TO 6:1. PAVED FLARES WITHIN PEDESTRIAN CIRCULATION CAN BE UP TO 10%.

CURB RAMP POINTS - 113TH - SOUTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	91+37.21	34.01' RT	750.05	192151.41	2490258.91
601	91+57.28	33.74' RT	749.89	192169.80	2490266.99
603	91+54.85	38.10' RT	749.97	192165.77	2490269.95
604	91+59.21	40.60' RT	750.05	192168.70	2490274.02
605	91+62.09	36.52' RT	749.98	192173.02	2490271.51
606	91+64.21	44.50' RT	750.20	192171.64	2490279.64
607	91+68.56	49.17' RT	750.36	192173.66	2490285.70
608	91+71.51	53.44' RT	750.44	192174.58	2490290.81
609	91+72.49	46.09' RT	750.28	192178.51	2490284.53
610	91+75.77	50.82' RT	750.37	192179.53	2490290.19
612	91+77.31	78.06' RT	751.22	192169.65	2490315.62
613	91+37.21	29.01' RT	749.97	192153.49	2490254.36
614	91+55.74	29.42' RT	749.69	192170.19	2490262.41
615	91+58.81	30.97' RT	749.73	192172.33	2490265.10
616	91+63.81	34.09' RT	749.83	192175.59	2490270.01
617	91+67.01	36.54' RT	750.41	192177.49	2490273.56
618	91+72.52	41.82' RT	750.18	192180.31	2490280.65
619	91+74.67	44.36' RT	750.14	192181.22	2490283.86
620	91+78.17	49.33' RT	750.22	192182.34	2490289.83
621	91+80.12	52.76' RT	750.82	192182.70	2490293.76
622	91+77.19	73.07' RT	751.07	192171.61	2490311.03
623	91+81.22	78.01' RT	751.21	192173.23	2490317.19
624	91+60.01	28.78' RT	749.81	192174.33	2490263.60
625	91+65.25	32.05' RT	749.91	192177.74	2490268.75
626	91+76.63	42.81' RT	750.22	192183.65	2490283.26
627	91+80.29	48.01' RT	750.30	192184.82	2490289.51
628	91+82.19	72.95' RT	751.00	192176.20	2490312.99
629	91+67.66	40.89' RT	750.13	192176.28	2490277.79
630	91+33.30	22.00' RT	749.31	192152.84	2490246.36
631	91+88.59	80.61' RT	751.02	192178.86	2490322.61
632	91+88.72	94.33' RT	751.10	192173.28	2490335.15

CURB RAMP POINTS - 113TH - NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
850	92+57.55	33.02' RT	751.98	192261.34	2490307.90
851	92+57.47	28.02' RT	751.75	192263.34	2490303.31
852	92+57.38	22.40' RT	751.69	192265.59	2490298.16
853	92+47.55	33.06' RT	751.76	192252.22	2490303.79
854	92+47.47	28.06' RT	751.69	192254.22	2490299.20
855	92+47.40	23.86' RT	751.45	192255.90	2490295.36
856	92+47.38	22.57' RT	751.43	192256.42	2490294.17
857	92+42.55	33.08' RT	751.71	192247.67	2490301.73
858	92+42.47	28.08' RT	751.63	192249.66	2490297.15
859	92+42.40	23.94' RT	751.40	192251.32	2490293.36
860	92+42.07	48.05' RT	751.85	192241.02	2490315.16
861	92+37.07	48.10' RT	751.78	192236.45	2490313.13
862	92+42.57	38.08' RT	751.69	192245.61	2490306.29
863	92+37.01	38.10' RT	751.60	192240.54	2490304.00
864	92+32.63	38.11' RT	751.30	192236.55	2490302.20
865	92+30.92	38.12' RT	751.39	192234.99	2490301.50
866	92+36.99	33.10' RT	751.63	192242.60	2490299.44
867	92+32.63	33.11' RT	751.32	192238.62	2490297.65
868	92+36.97	28.10' RT	751.68	192244.66	2490294.89
869	92+28.45	37.64' RT	751.35	192232.94	2490300.04
870	92+30.38	31.99' RT	751.40	192237.04	2490295.70
871	92+41.42	21.64' RT	751.48	192251.38	2490290.86
872	92+47.04	20.09' RT	751.51	192257.13	2490291.77
873	92+51.01	22.38' RT	751.87	192259.79	2490295.51
874	92+30.56	41.42' RT	751.77	192233.29	2490304.35
875	92+36.62	27.72' RT	751.61	192244.49	2490294.40
876	92+34.65	29.93' RT	751.68	192241.78	2490295.59
877	92+39.91	25.23' RT	751.72	192248.51	2490293.49
878	92+55.37	19.89' RT	751.26	192264.80	2490295.05
879	92+28.07	44.36' RT	751.29	192229.81	2490306.00
880	92+73.79	19.93' RT	751.35	192281.55	2490302.72
881	92+28.54	93.96' RT	751.75	192209.67	2490351.32
882	92+42.26	84.40' RT	752.22	192226.13	2490348.31
883	92+42.31	93.84' RT	752.13	192222.26	2490356.92
884	92+37.31	93.86' RT	751.92	192217.70	2490354.87
885	92+57.56	35.17' RT	752.03	192260.45	2490309.86

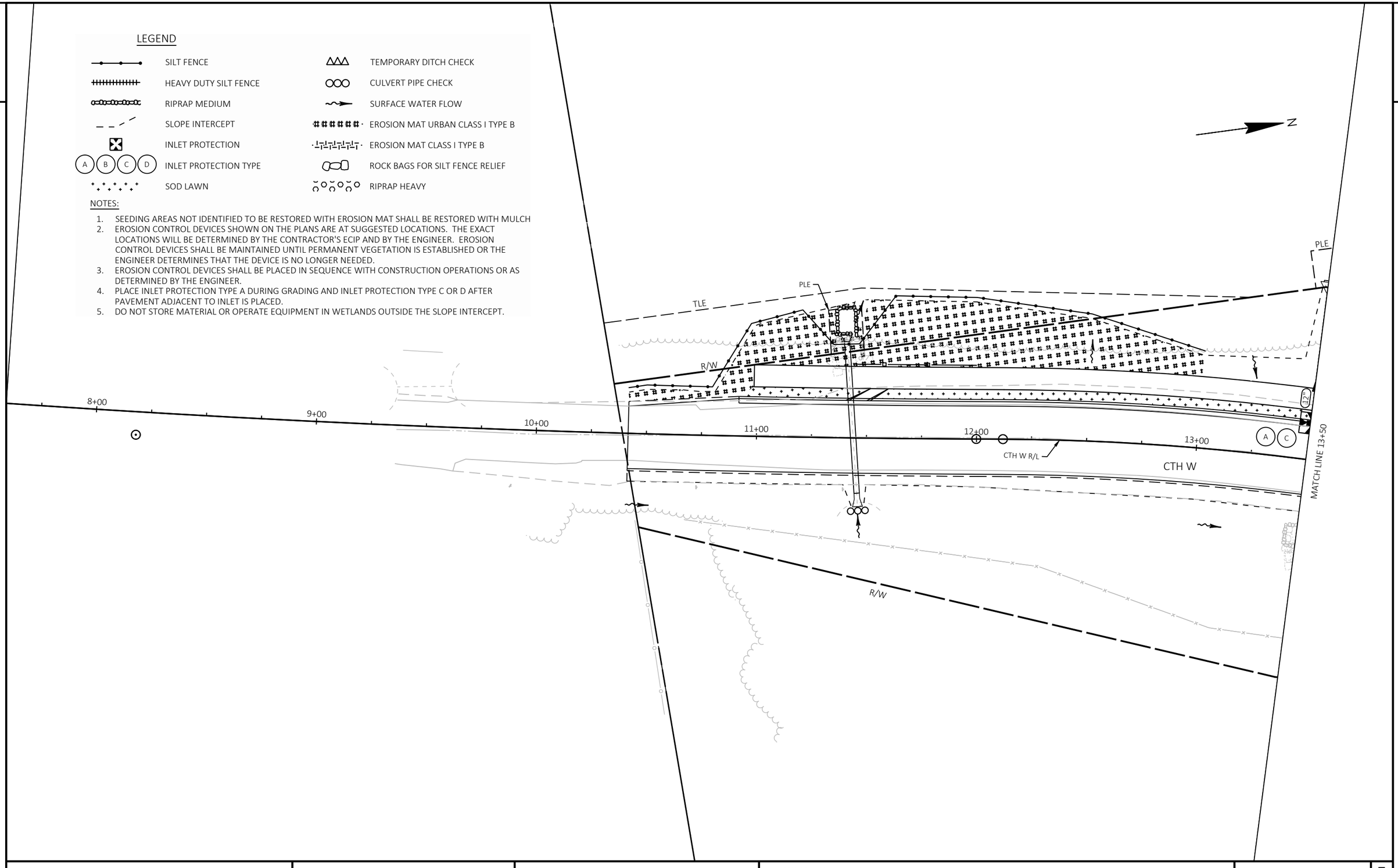
CURB RAMP POINTS - 113TH - NORTHEAST QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
886	92+46.74	35.22' RT	751.93	192250.59	2490305.41
887	92+47.14	84.37' RT	752.24	192230.58	2490350.31

LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
3. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 49	E

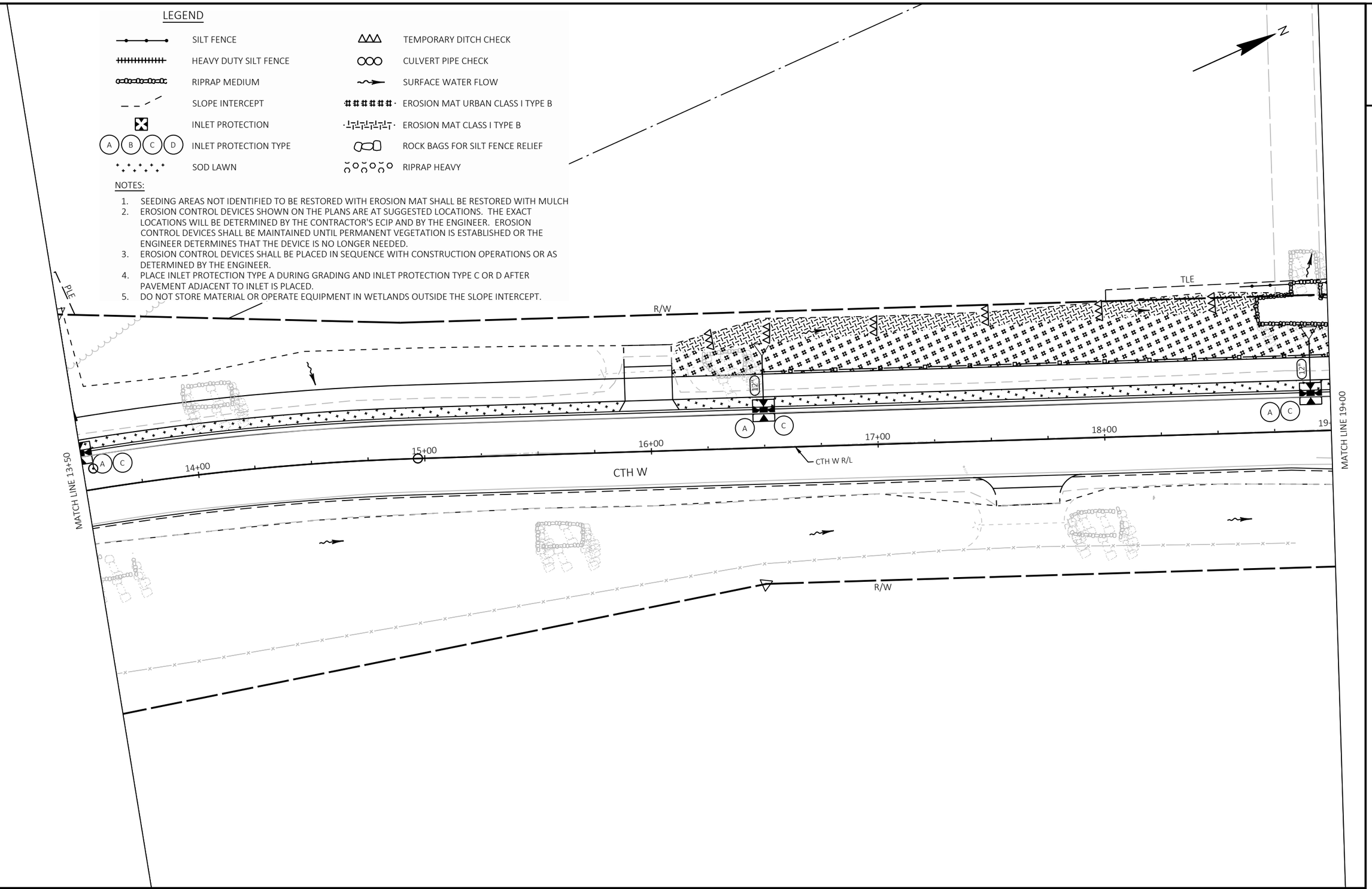
2

LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
3. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



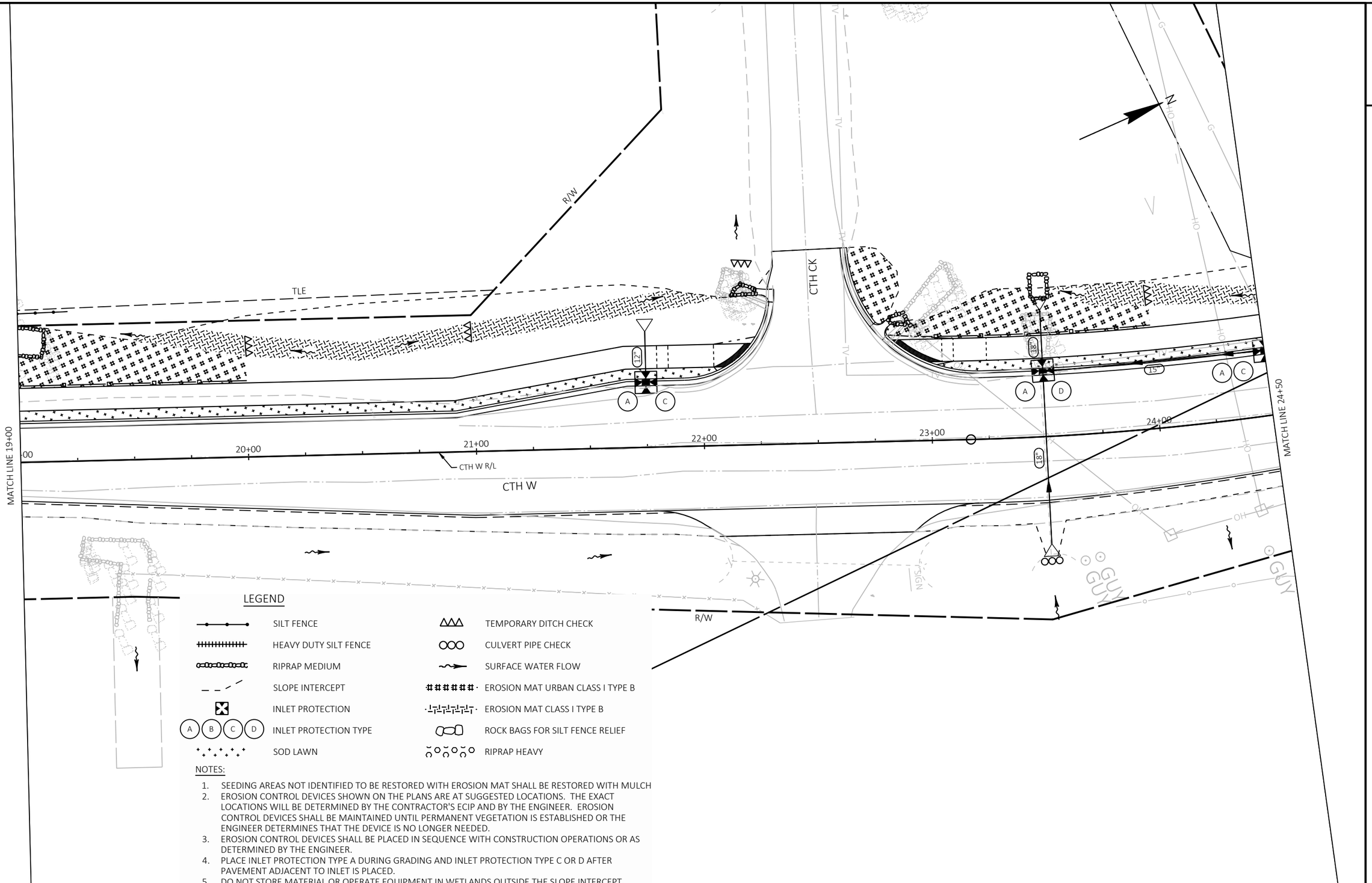
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 50	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/22/2025 1:25 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

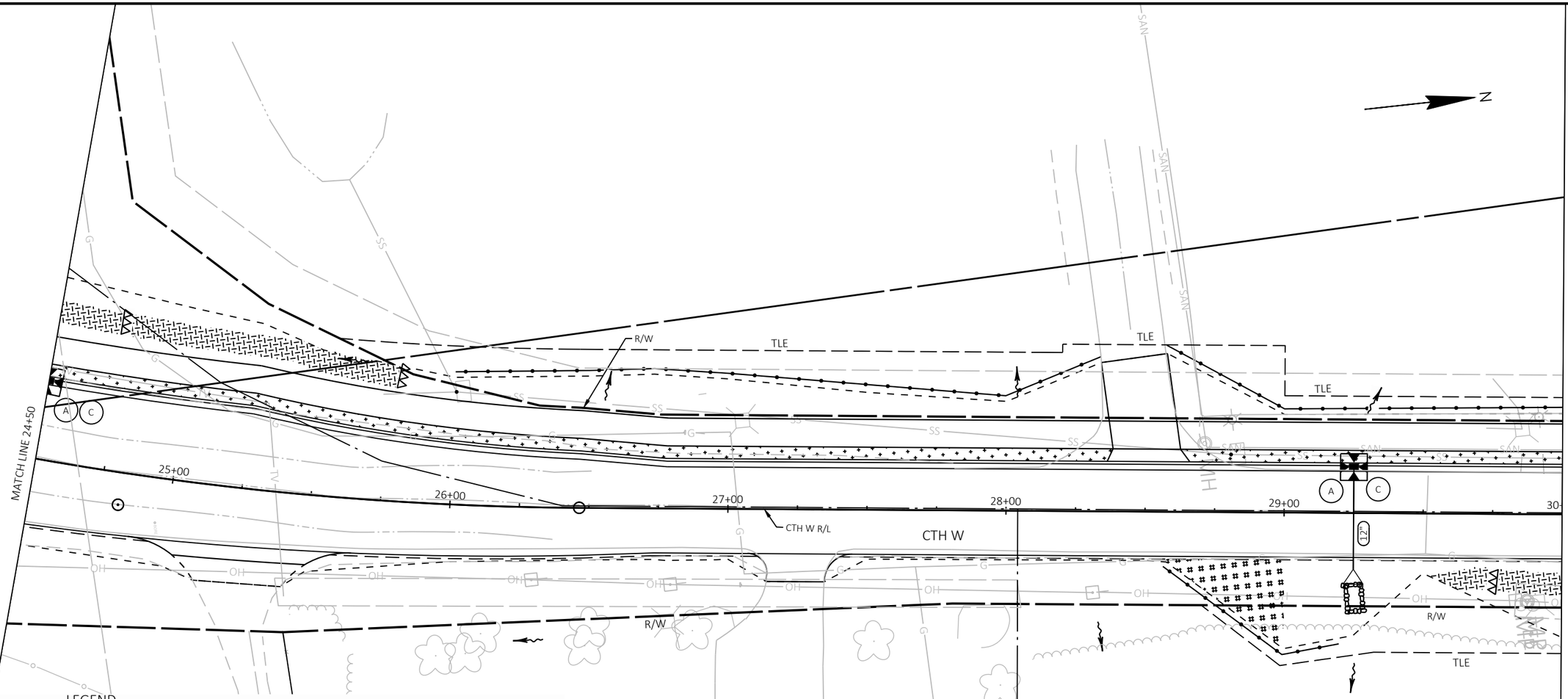
	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 51	E

2



LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 52	E

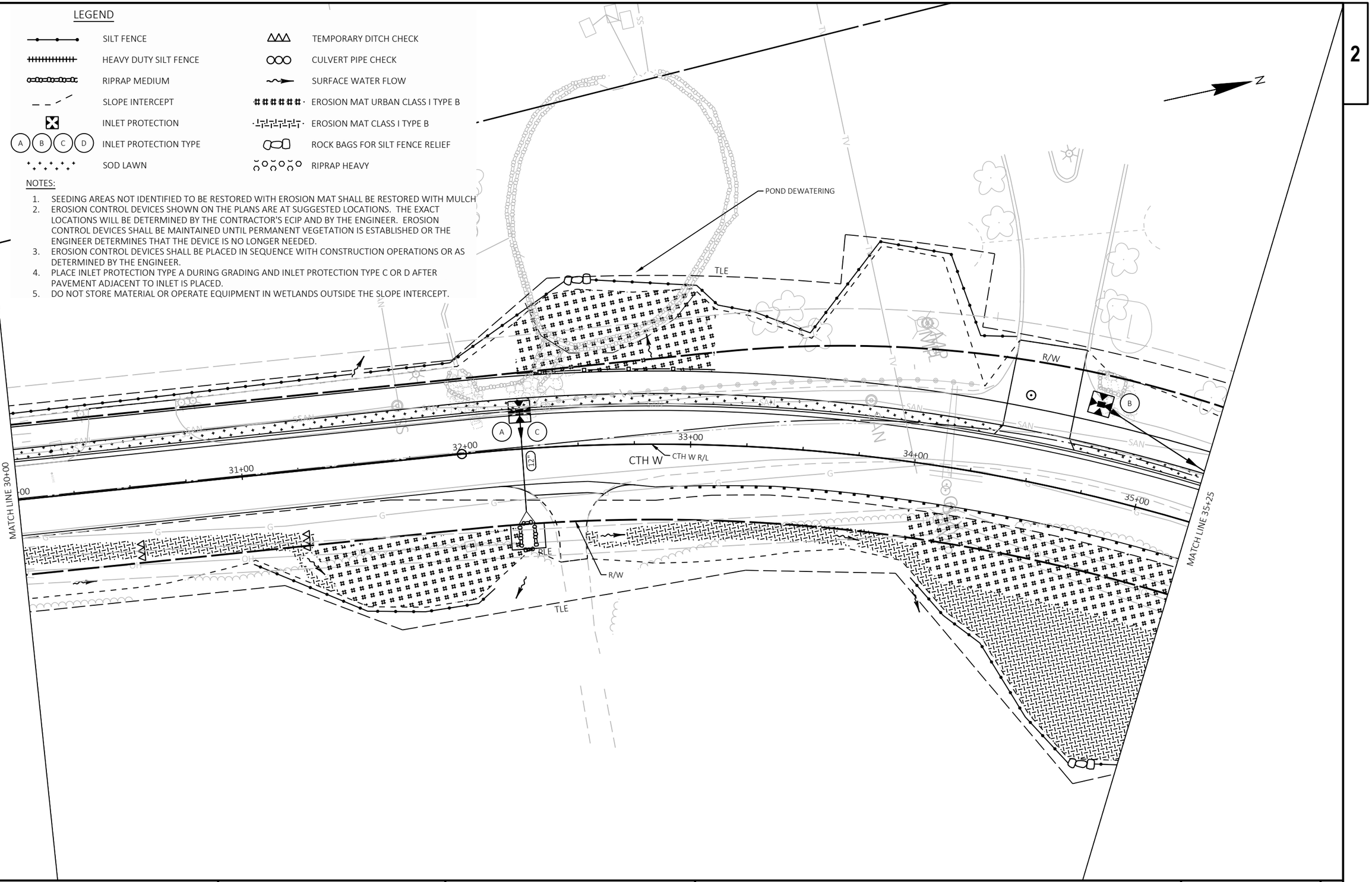
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LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 53 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/22/2025 1:25 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

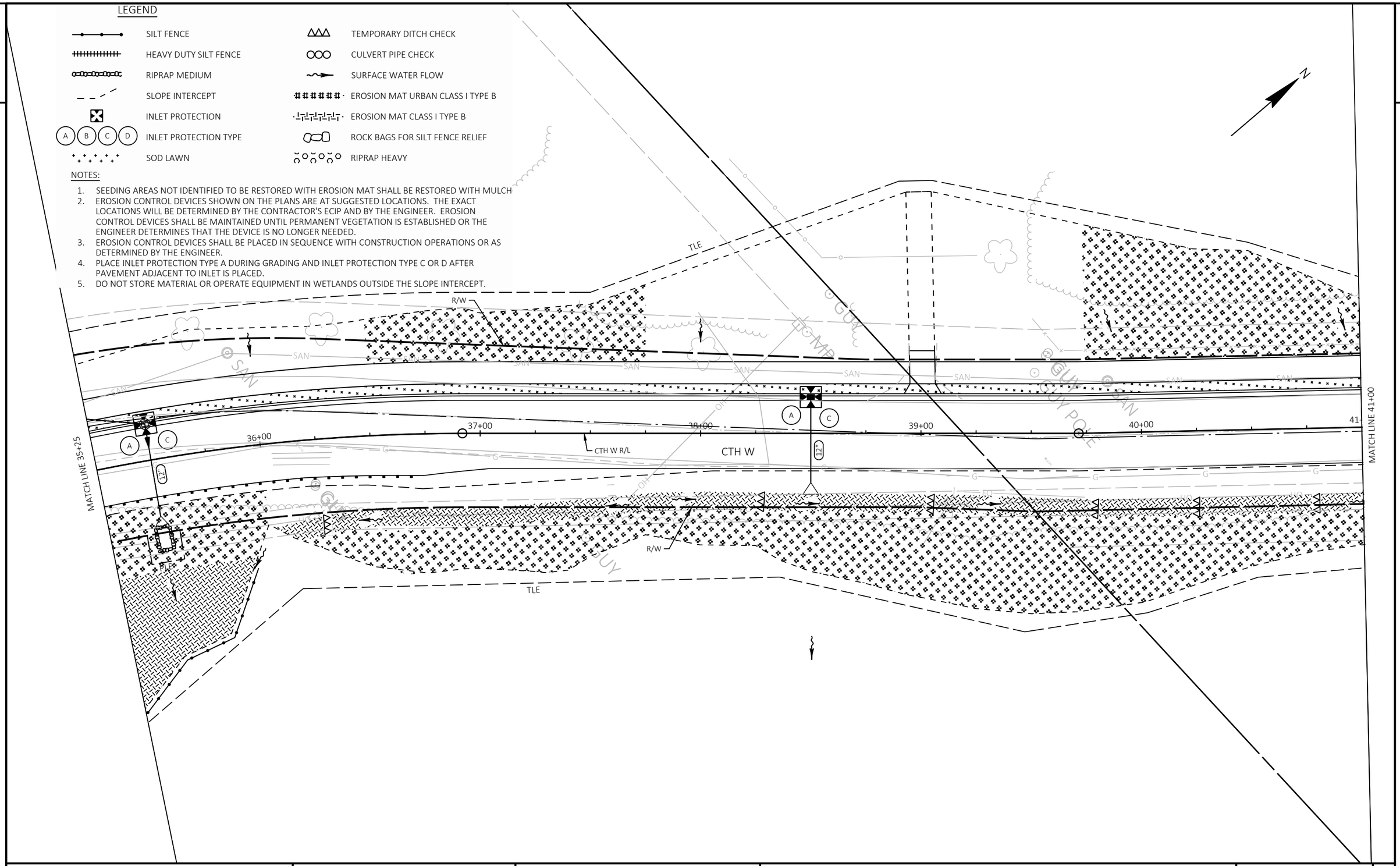
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LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 54	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 10/22/2025 1:25 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

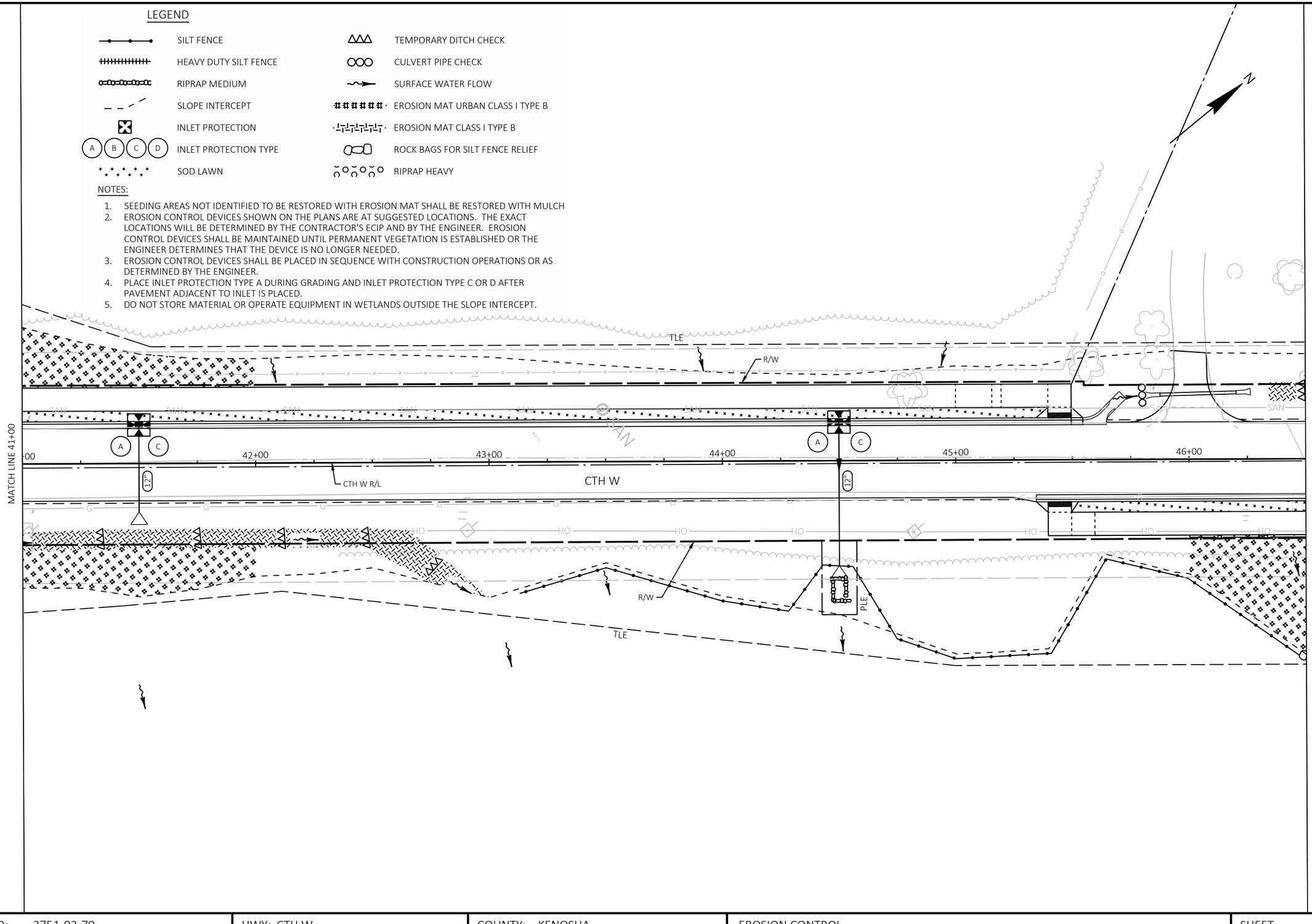
WISDOT/CADDS SHEET 42

LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



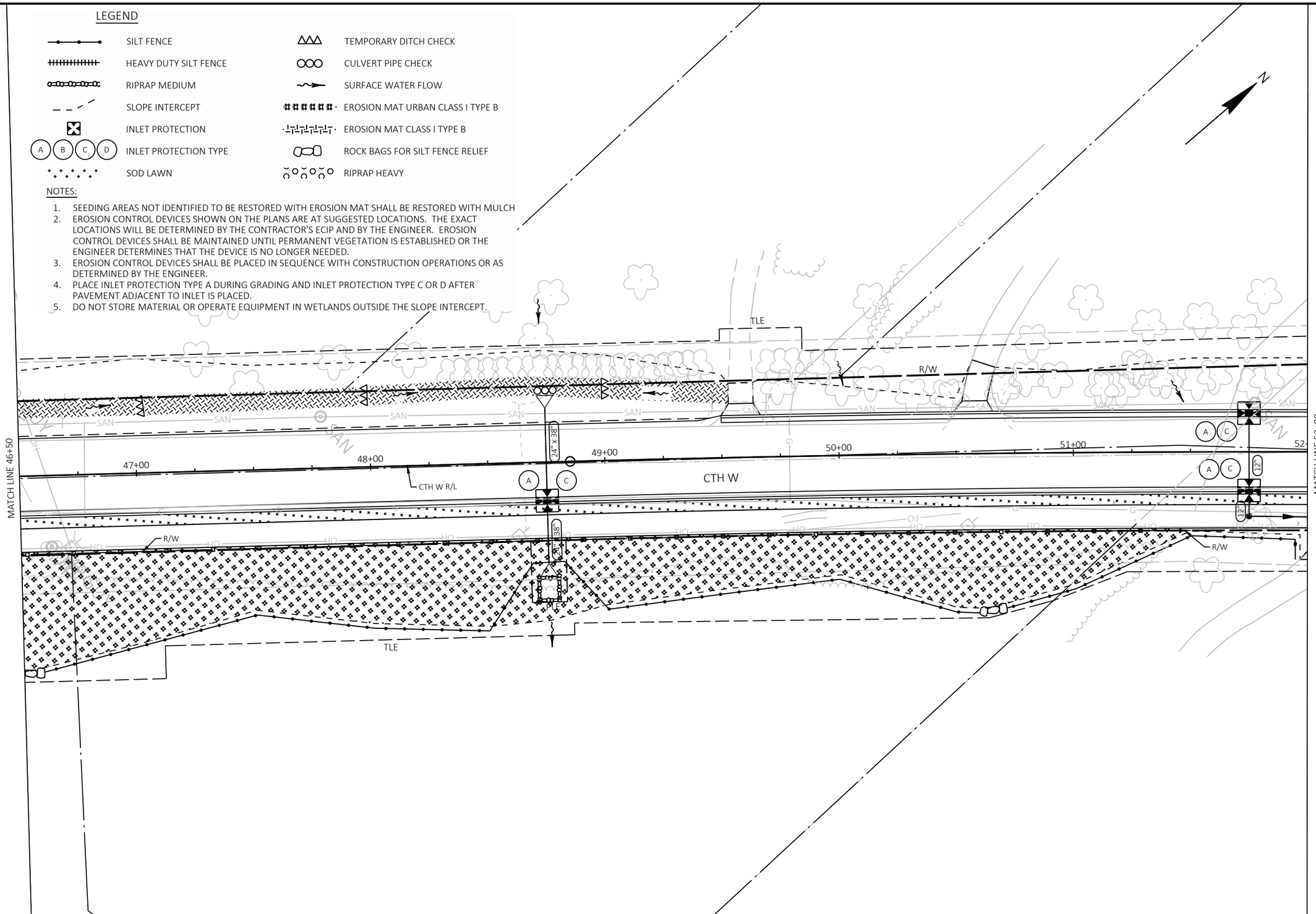
2

LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 56	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 10/22/2025 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

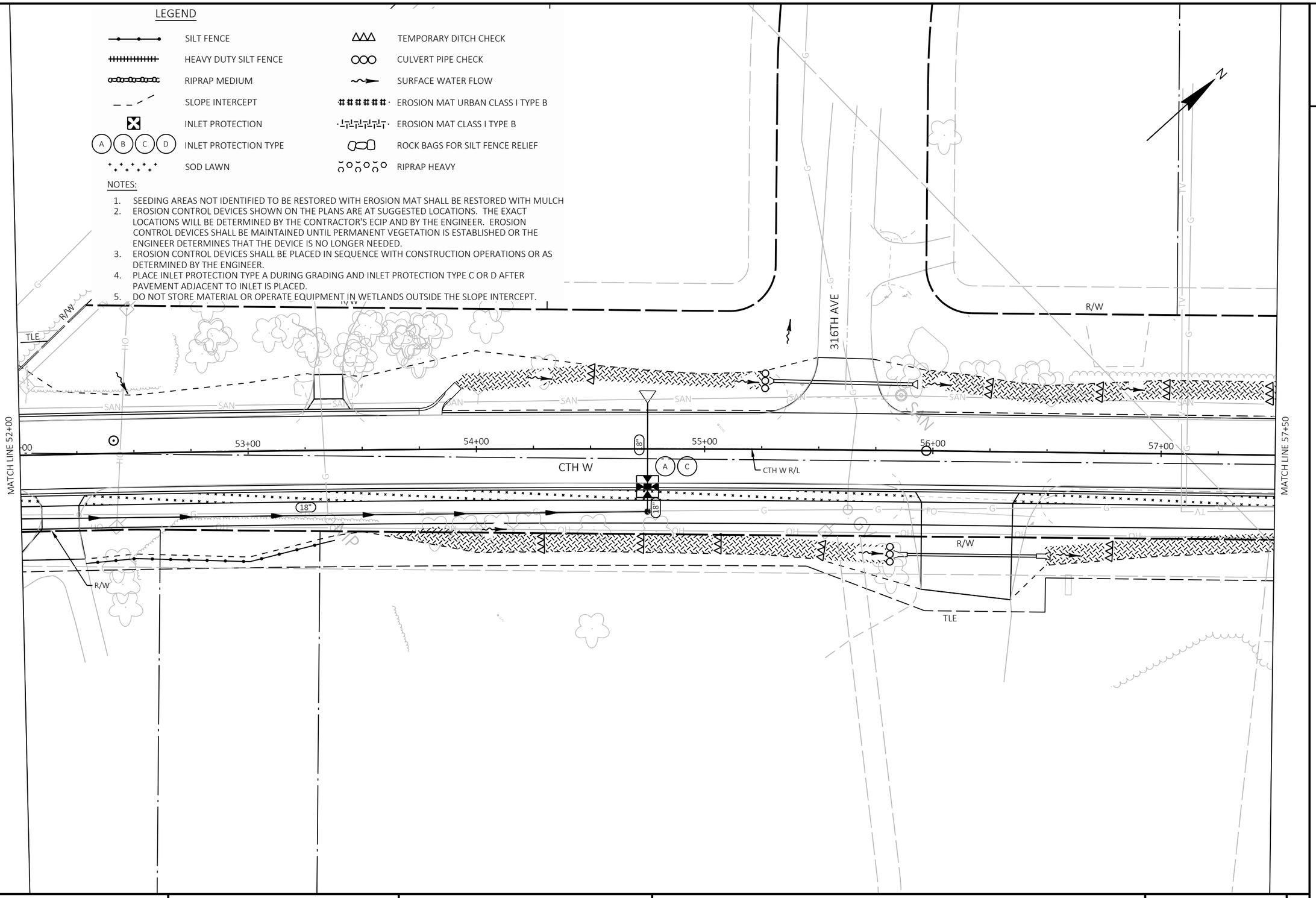
2

LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 57	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 10/22/2025 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

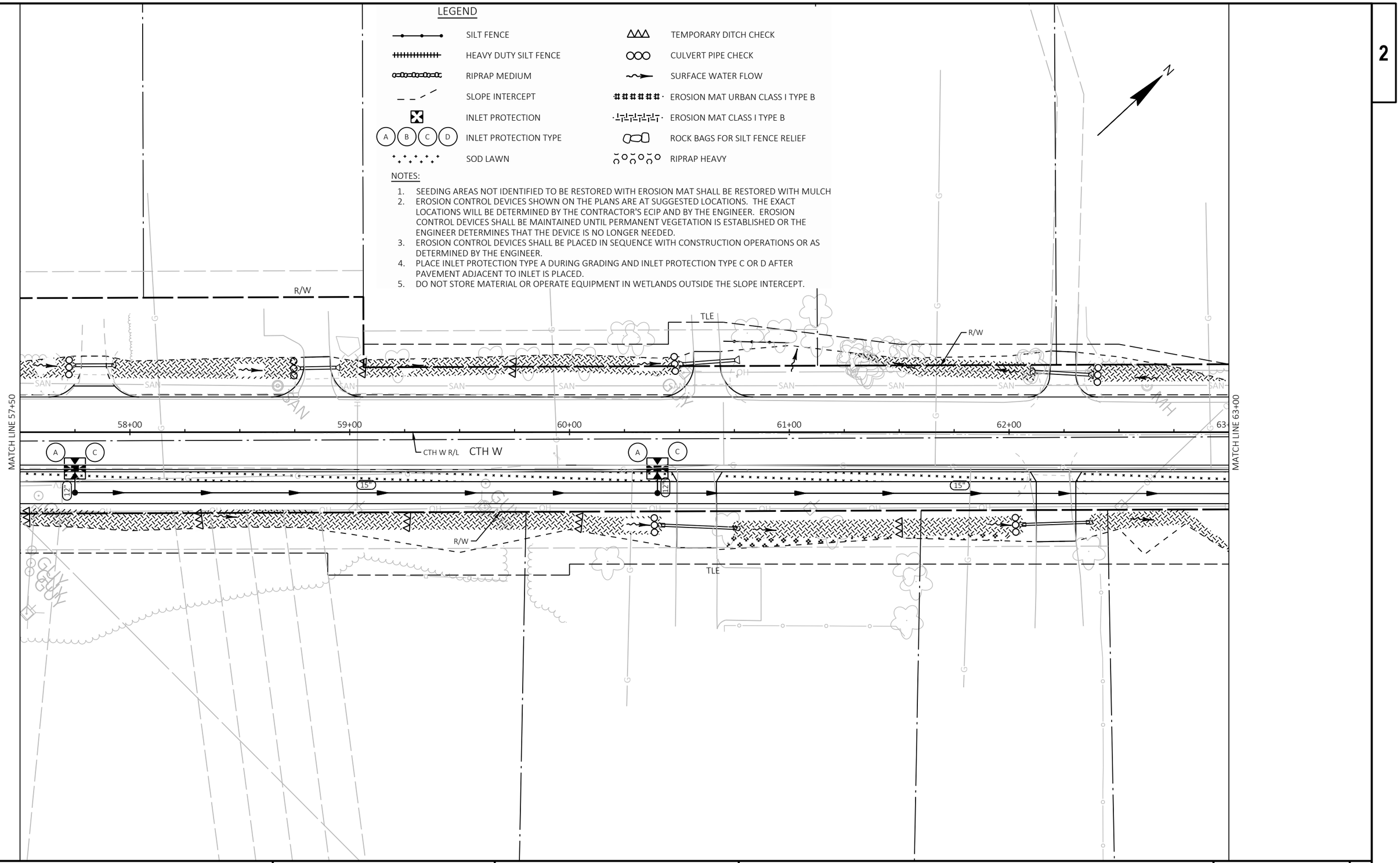
2

LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

NOTES:

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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.


R/W
TLE
R/W
MATCH LINE 57+50
58+00
59+00
60+00
61+00
62+00
63+
MATCH LINE 63+00
CTH W R/L
CTH W
A
C
A
C
12"
15"
12"
15"
R/W
TLE
SAN
OHU
UGT
UGE
UGL
UGCATV
UGP
UGG
UGCOM
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UGTRAF
UGSIG
UGFIB
UGCATVFIB
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UGCATVFIBFIBFIB
UGTELFIBFIBFIB
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UGTRAFFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
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UGFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
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UGTELFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
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UGTELFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
UGCOMMFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
UGTRAFFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
UGSIGFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
UGFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIBFIB
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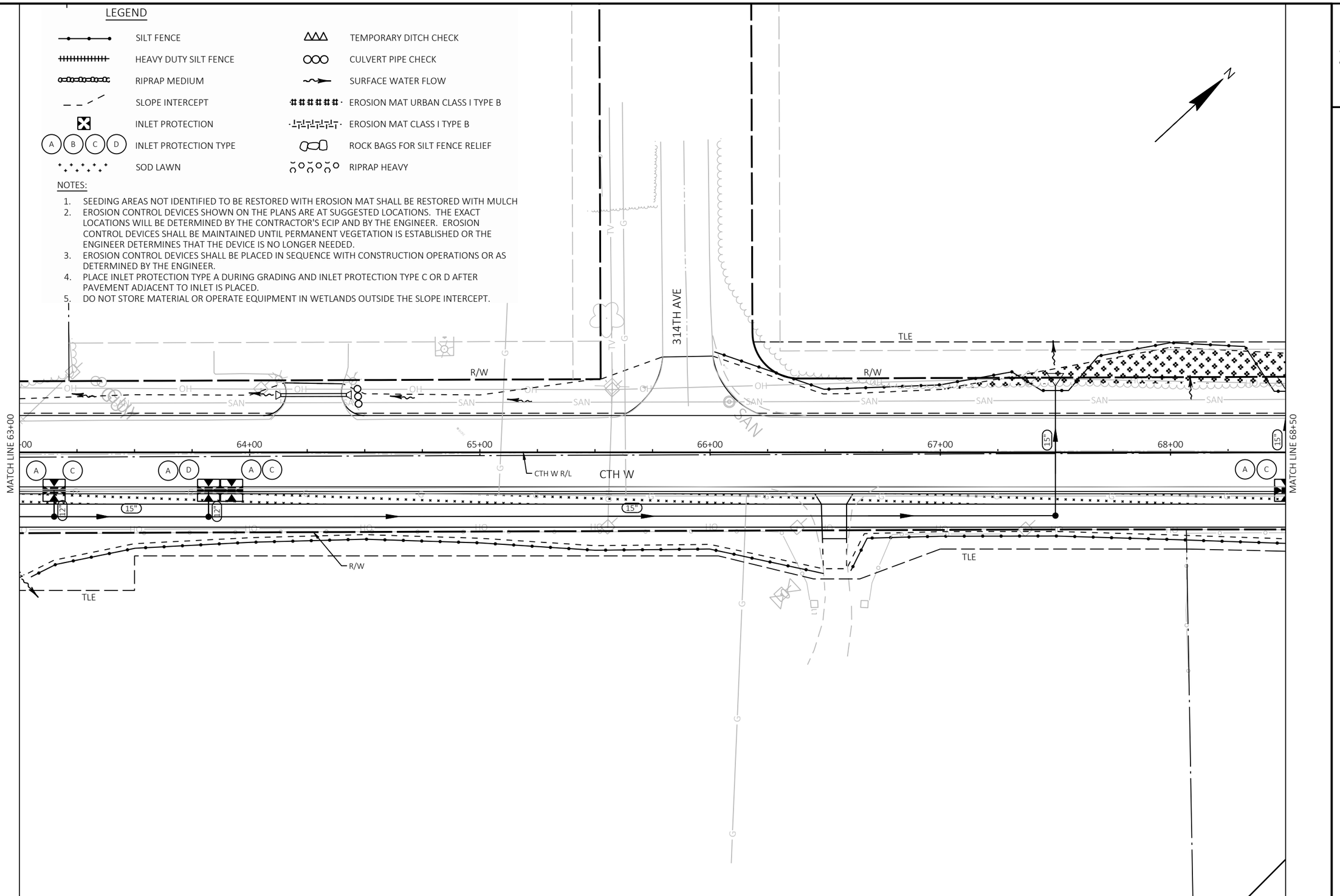
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LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
3. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 59 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 10/22/2025 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

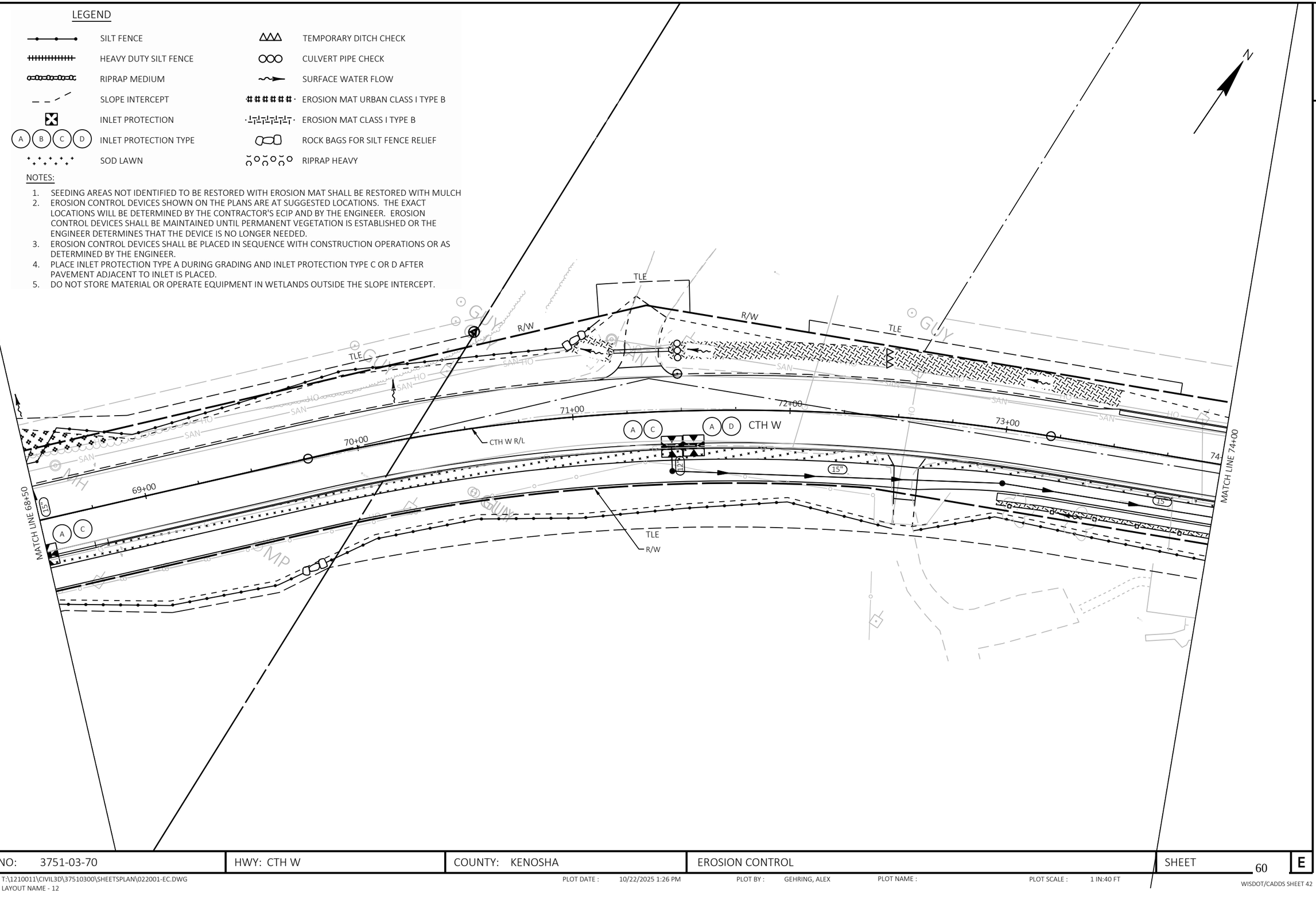
2

LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D — INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
2. EROSION CONTROL DEVICES SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
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4. PLACE INLET PROTECTION TYPE A DURING GRADING AND INLET PROTECTION TYPE C OR D AFTER PAVEMENT ADJACENT TO INLET IS PLACED.
5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 60	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12

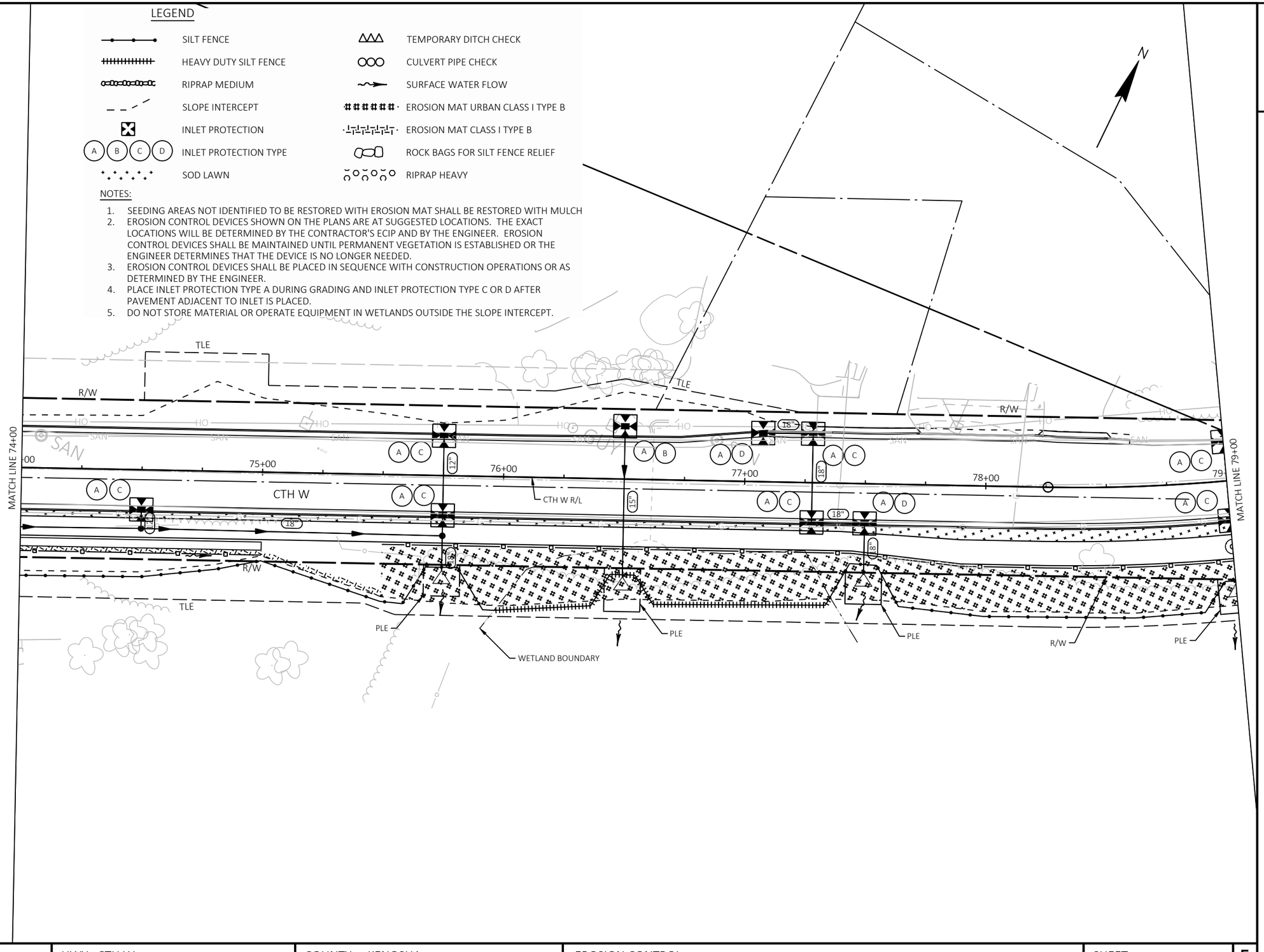
PLOT DATE : 10/22/2025 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 61	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 10/22/2025 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

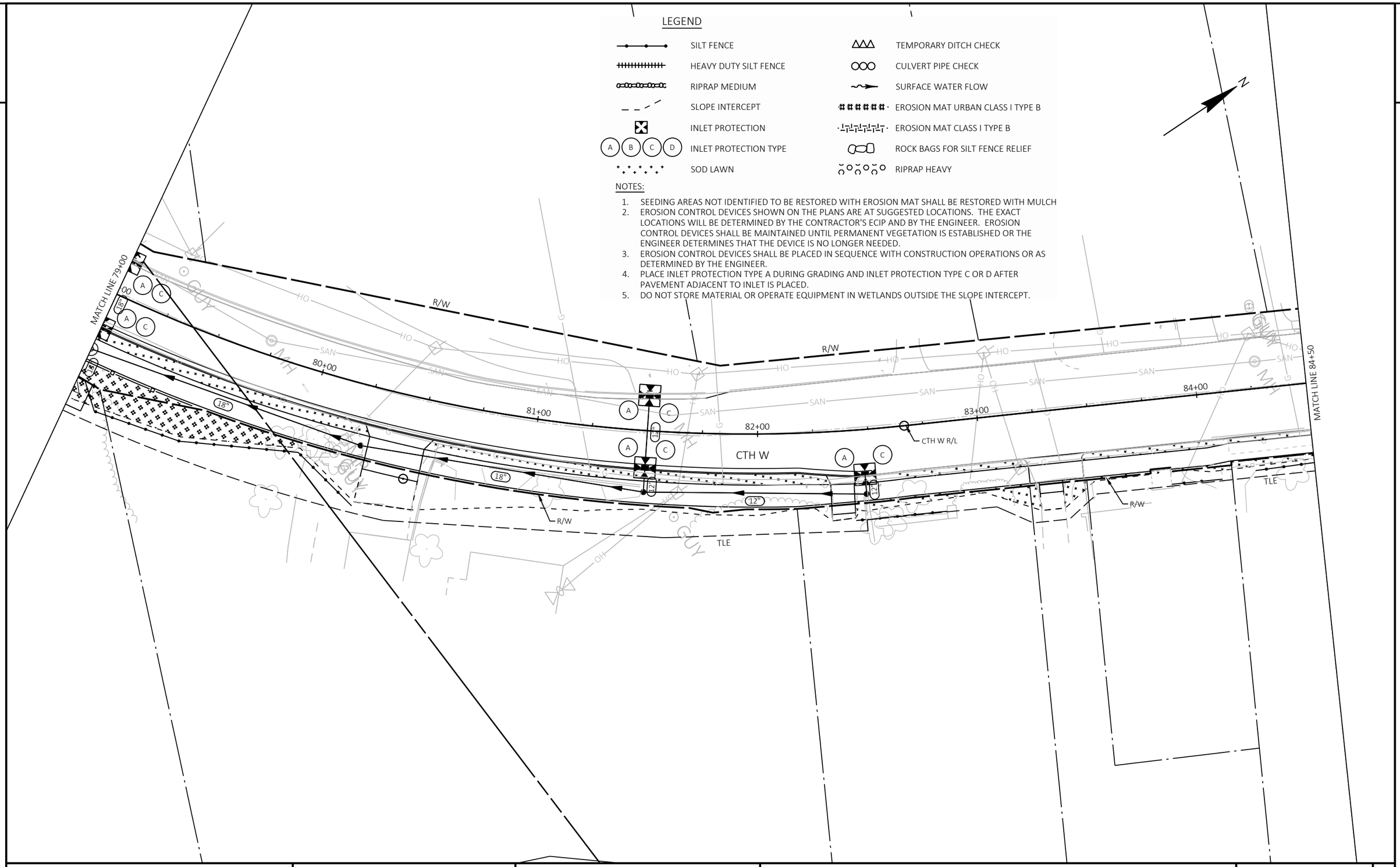
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LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	HEAVY DUTY SILT FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION		EROSION MAT CLASS I TYPE B
A B C D	INLET PROTECTION TYPE		ROCK BAGS FOR SILT FENCE RELIEF
	SOD LAWN		RIPRAP HEAVY

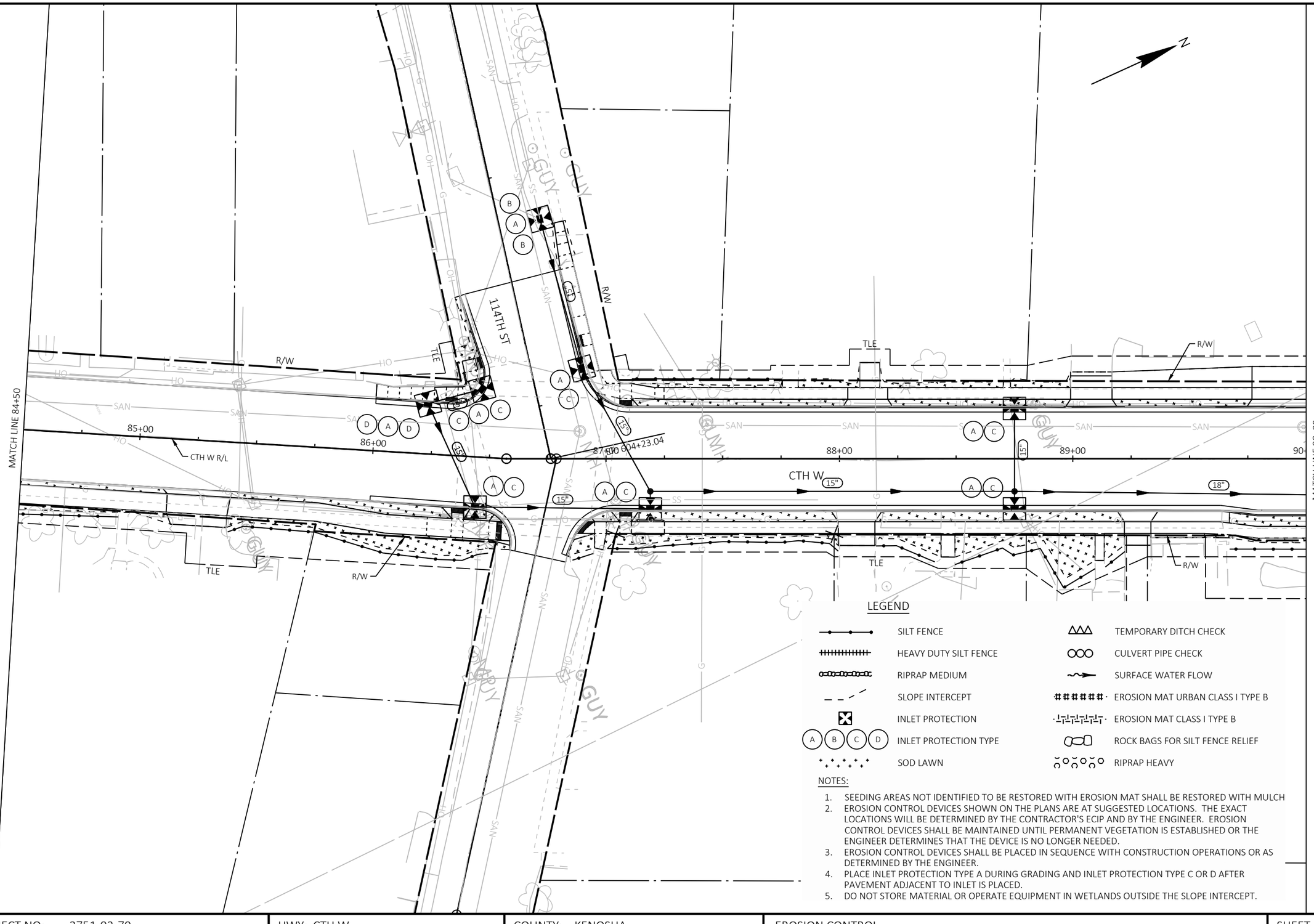
NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 62	E

2



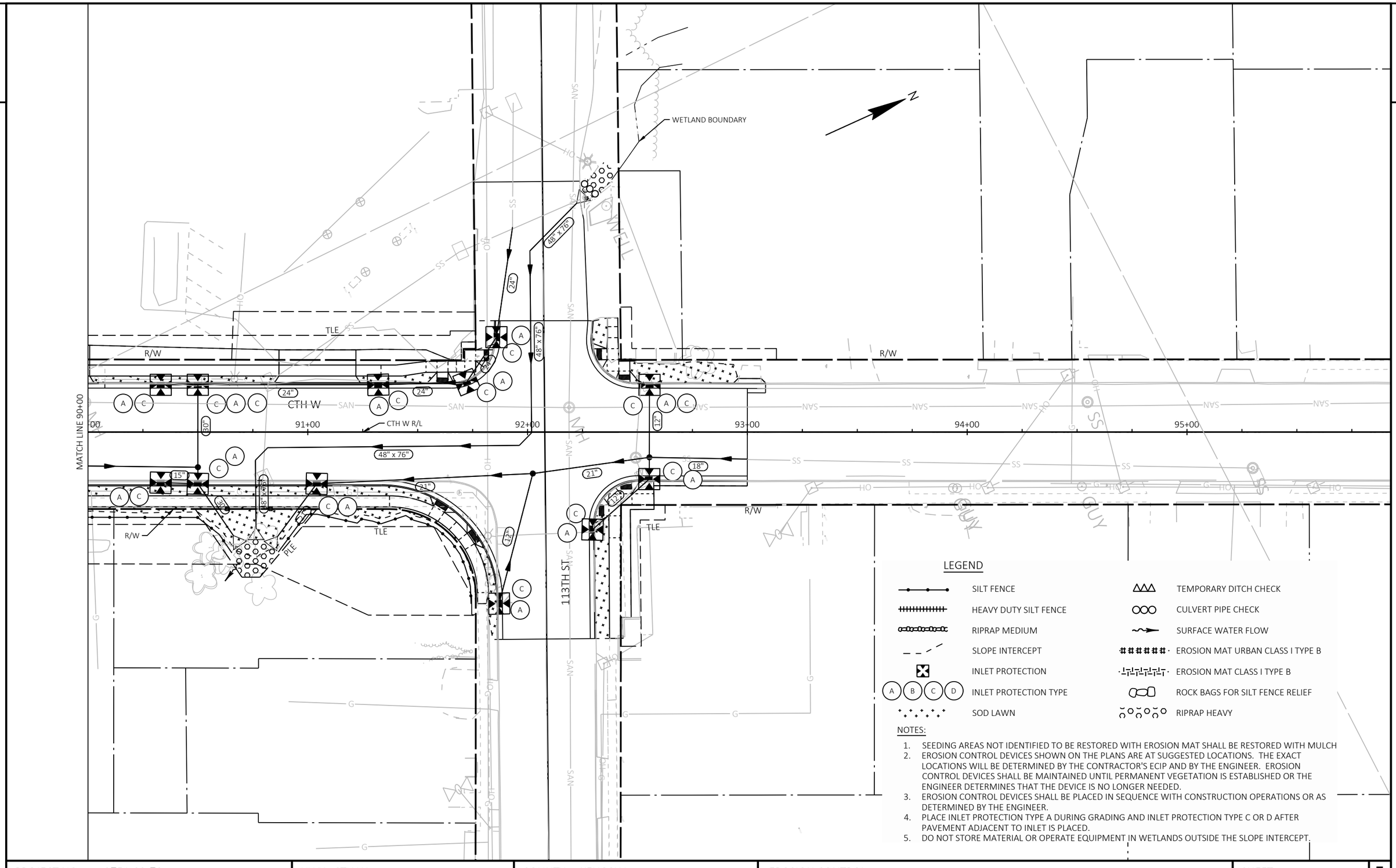
LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
HEAVY DUTY SILT FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION	EROSION MAT CLASS I TYPE B
A B C D INLET PROTECTION TYPE	ROCK BAGS FOR SILT FENCE RELIEF
SOD LAWN	RIPRAP HEAVY

NOTES:

1. SEEDING AREAS NOT IDENTIFIED TO BE RESTORED WITH EROSION MAT SHALL BE RESTORED WITH MULCH
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5. DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

2



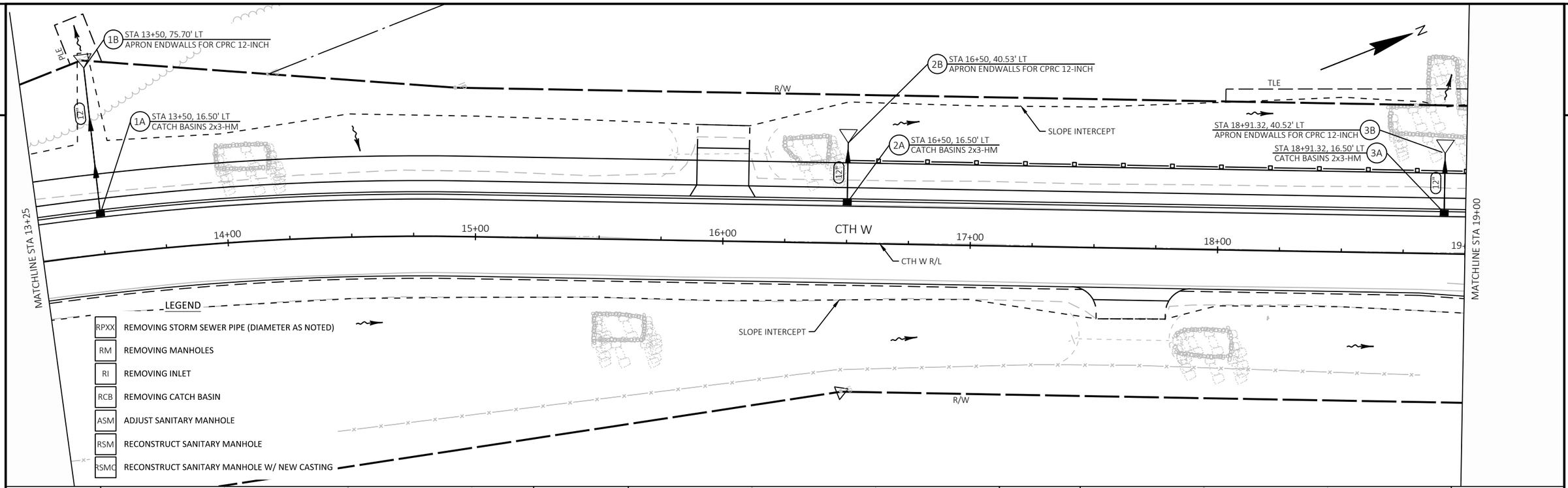
LEGEND

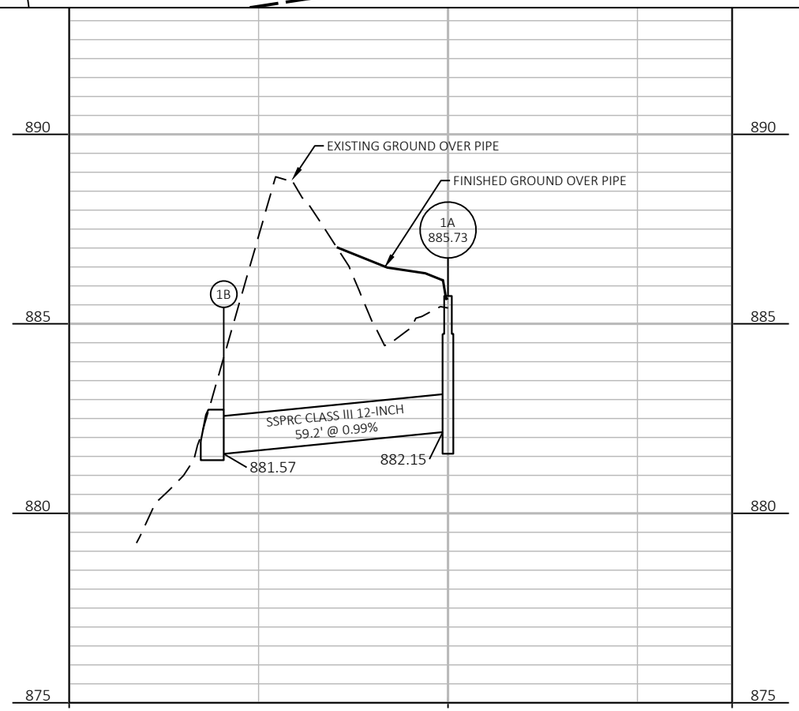
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- SOD LAWN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- ROCK BAGS FOR SILT FENCE RELIEF
- RIPRAP HEAVY

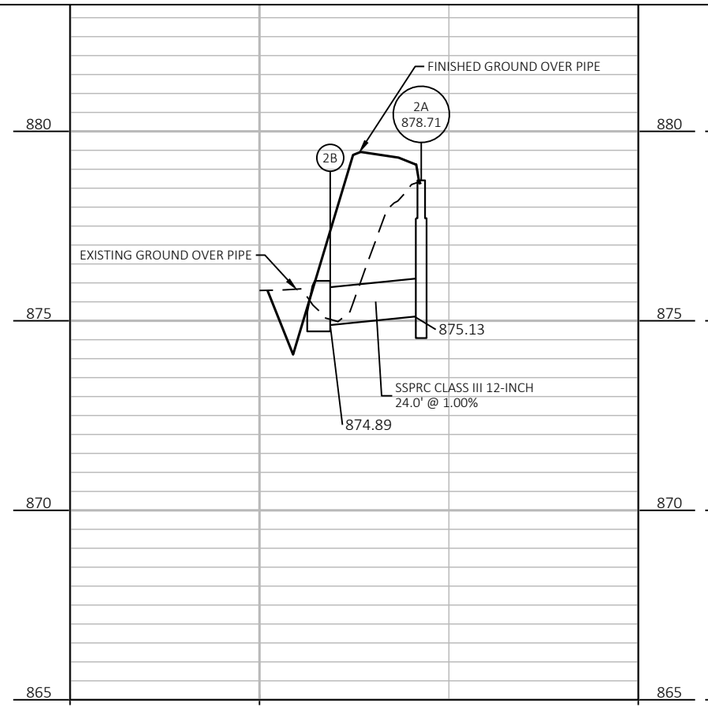
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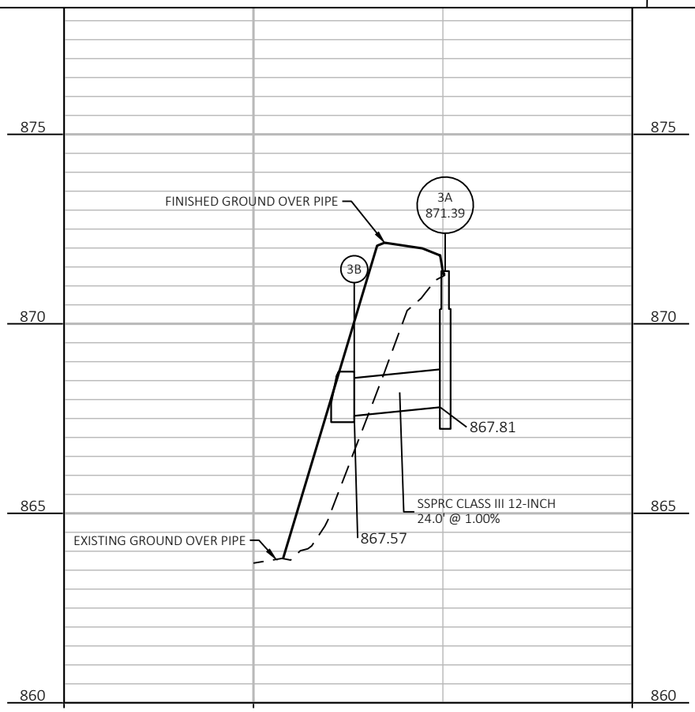
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EROSION CONTROL	SHEET 64	E



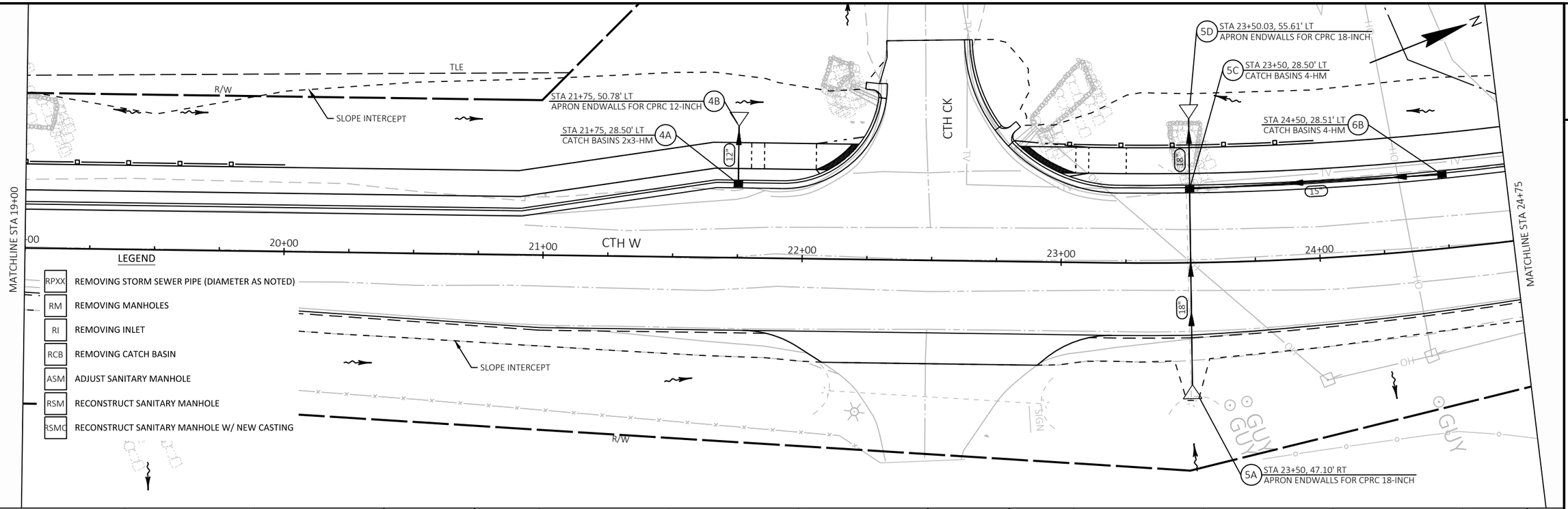


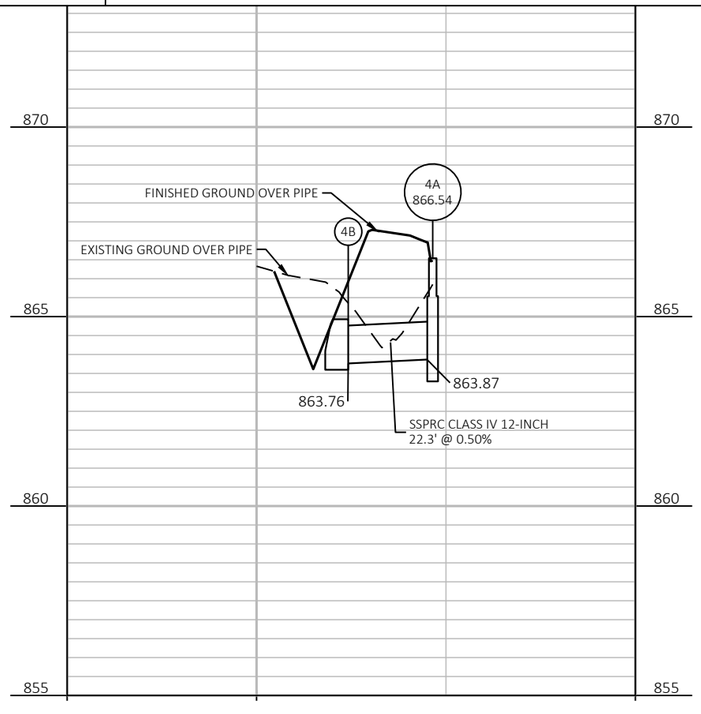


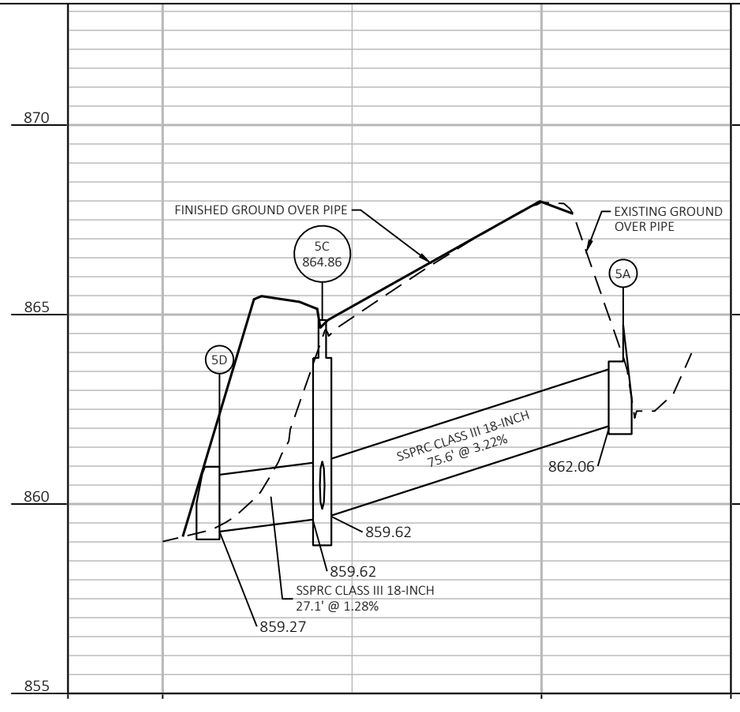


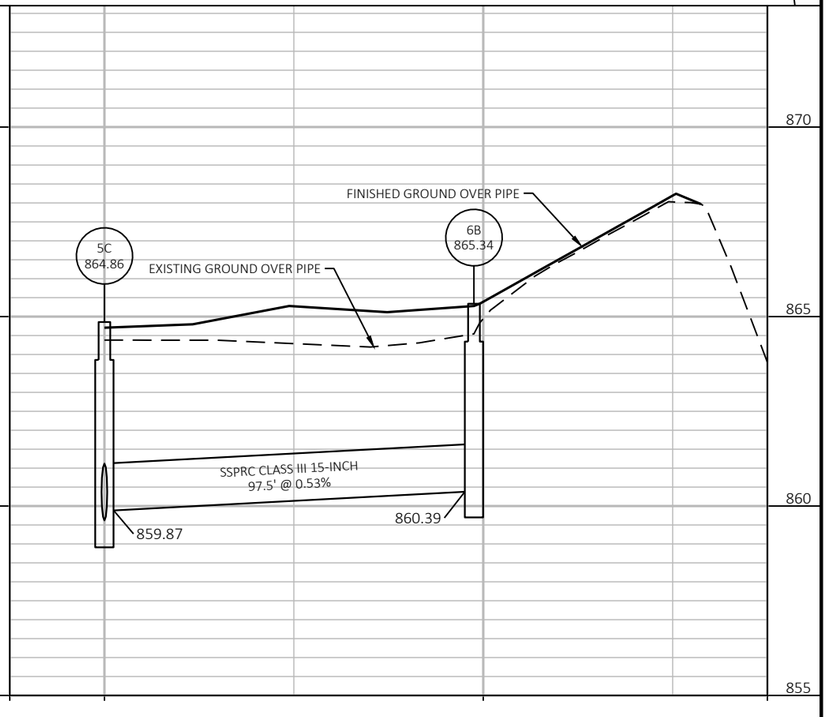
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 65	E

2







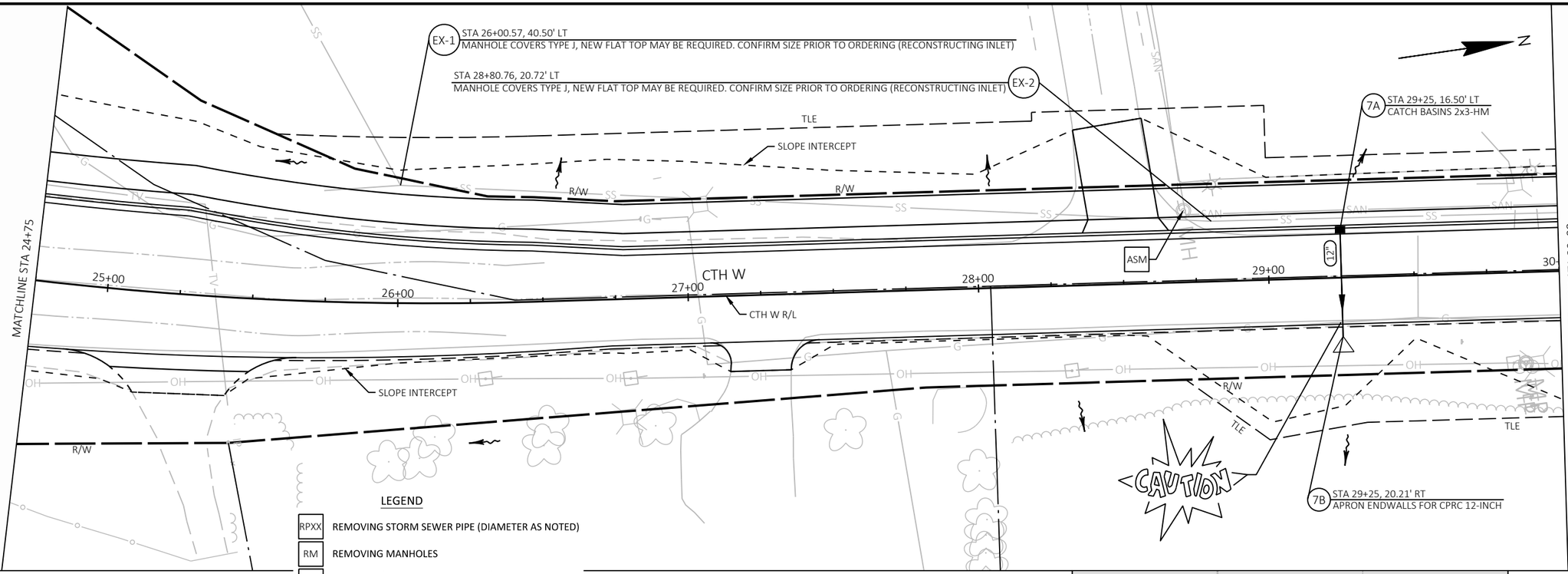


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 66	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 03

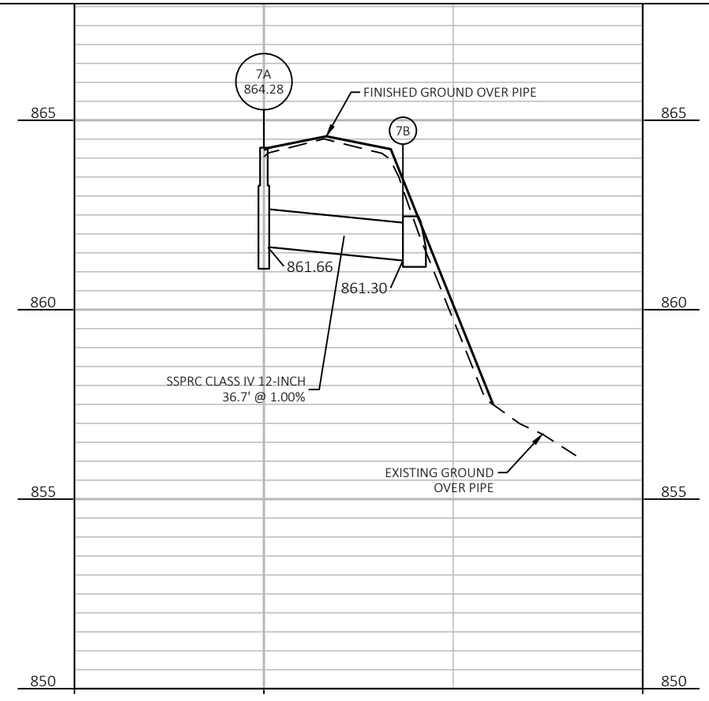
PLOT DATE : 10/22/2025 1:20 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

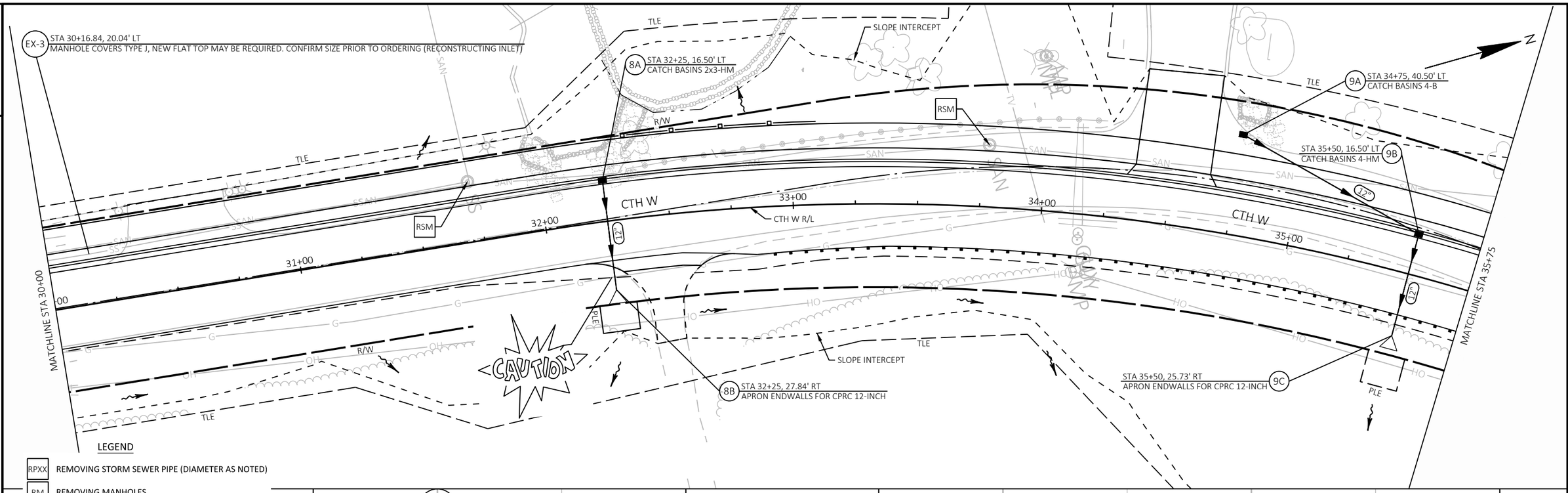


LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING

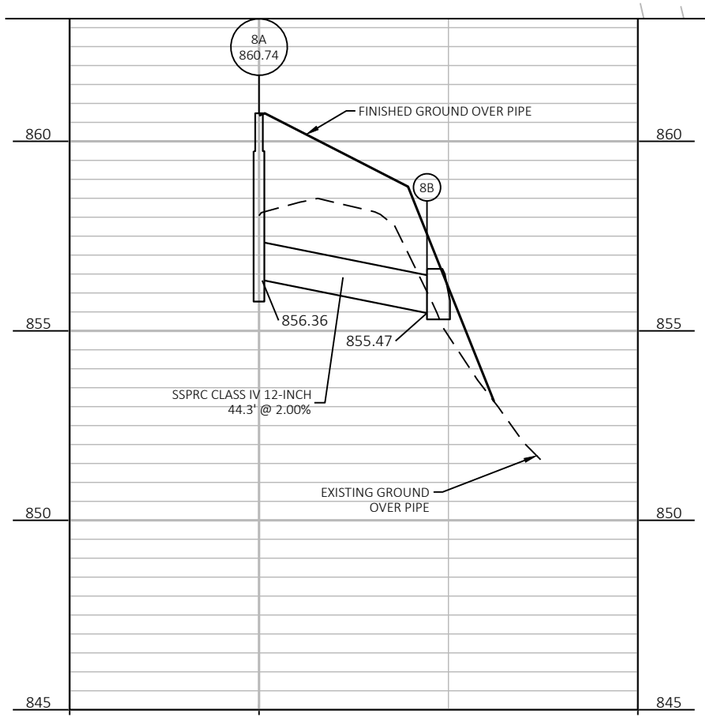


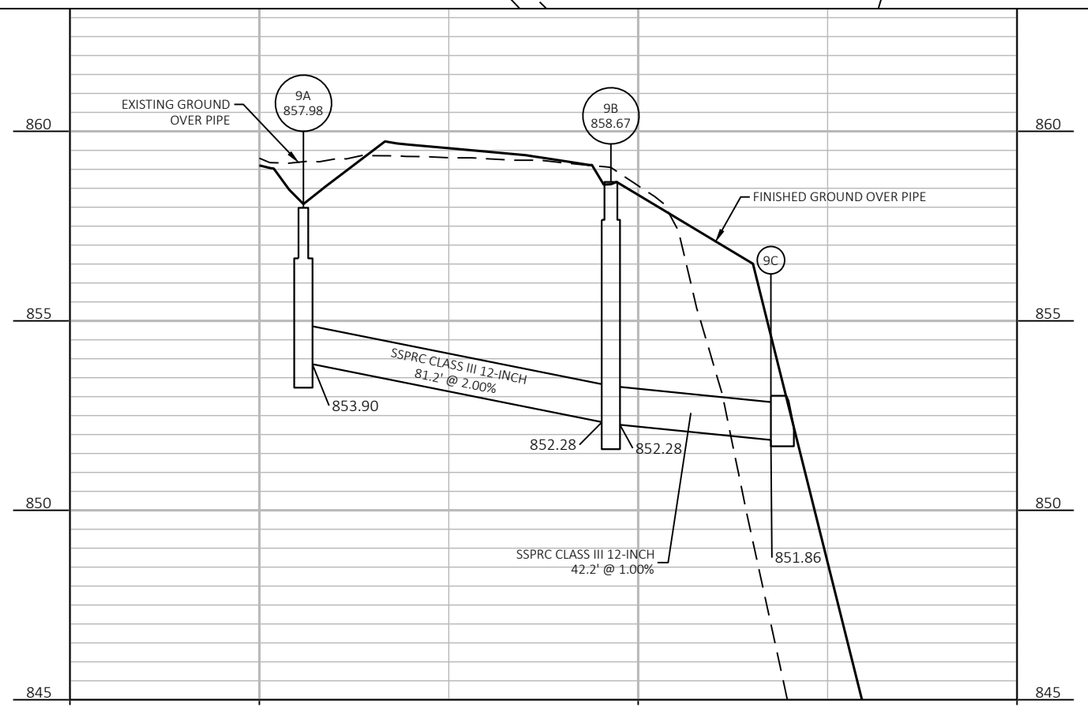
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 67 E



LEGEND

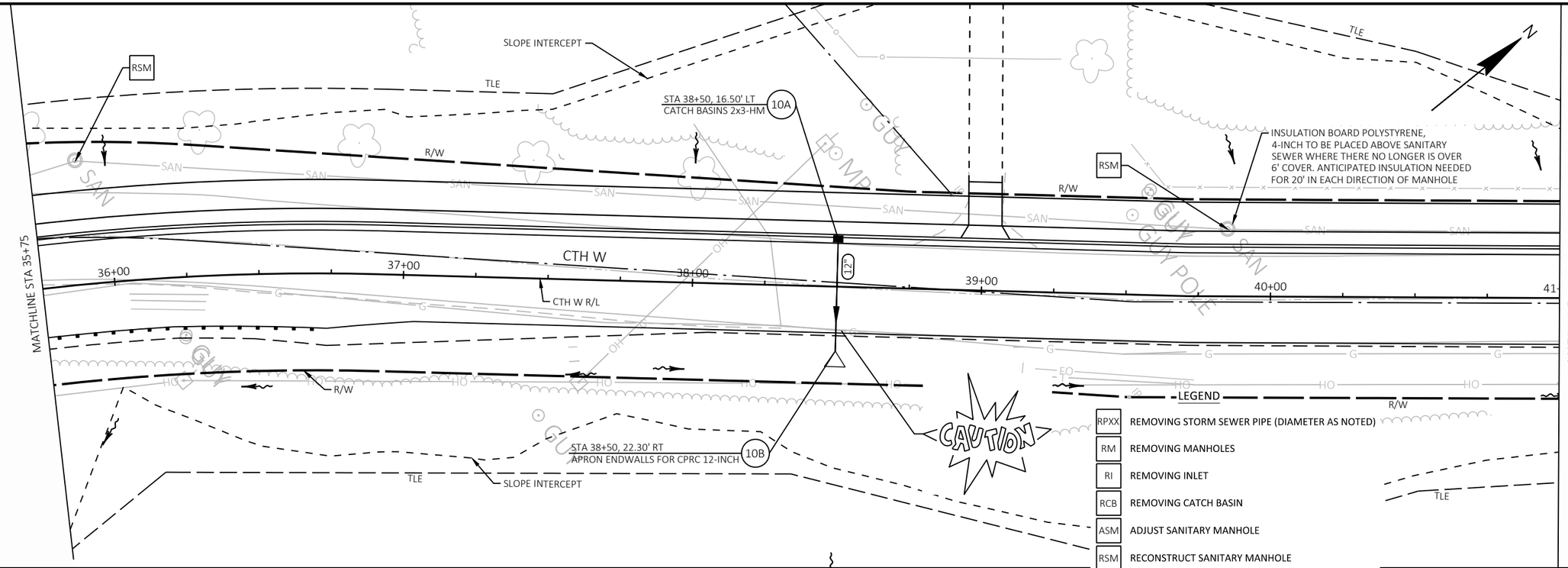
RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING





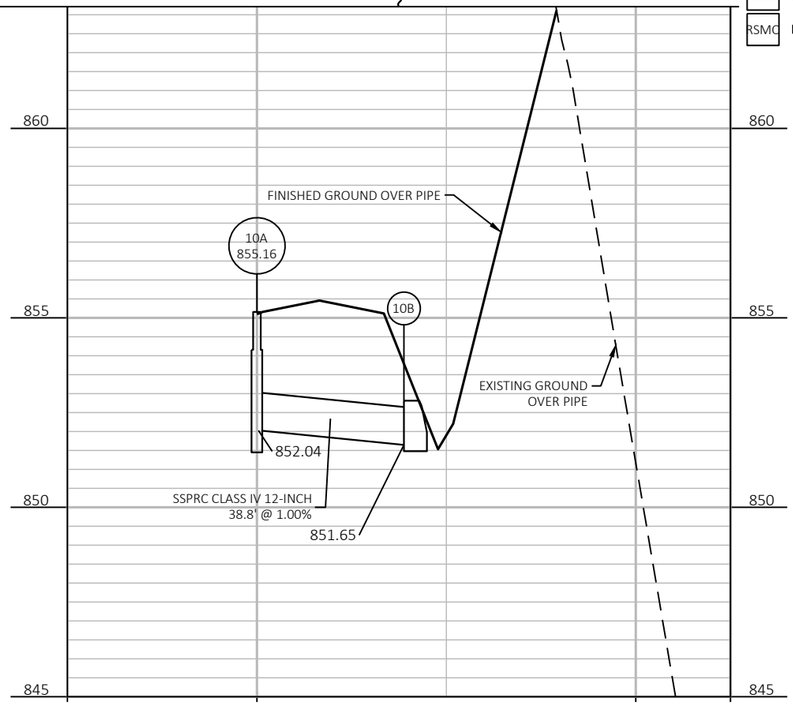
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 68	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 05
PLOT DATE : 10/22/2025 1:21 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

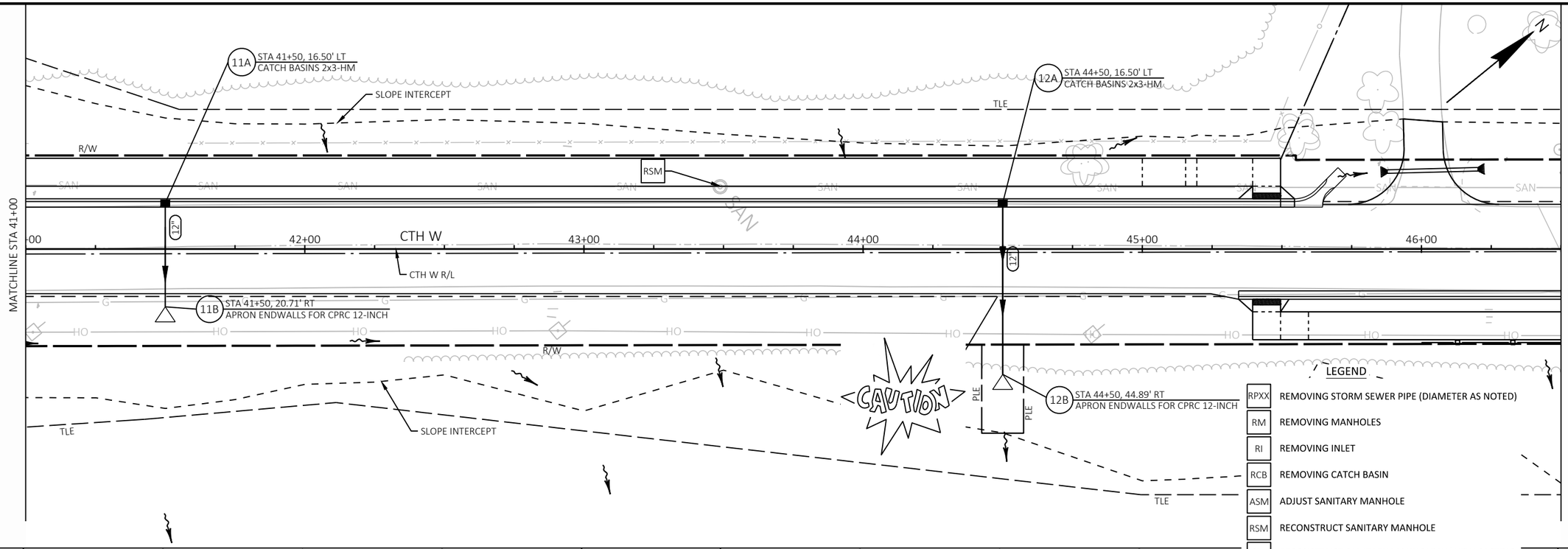


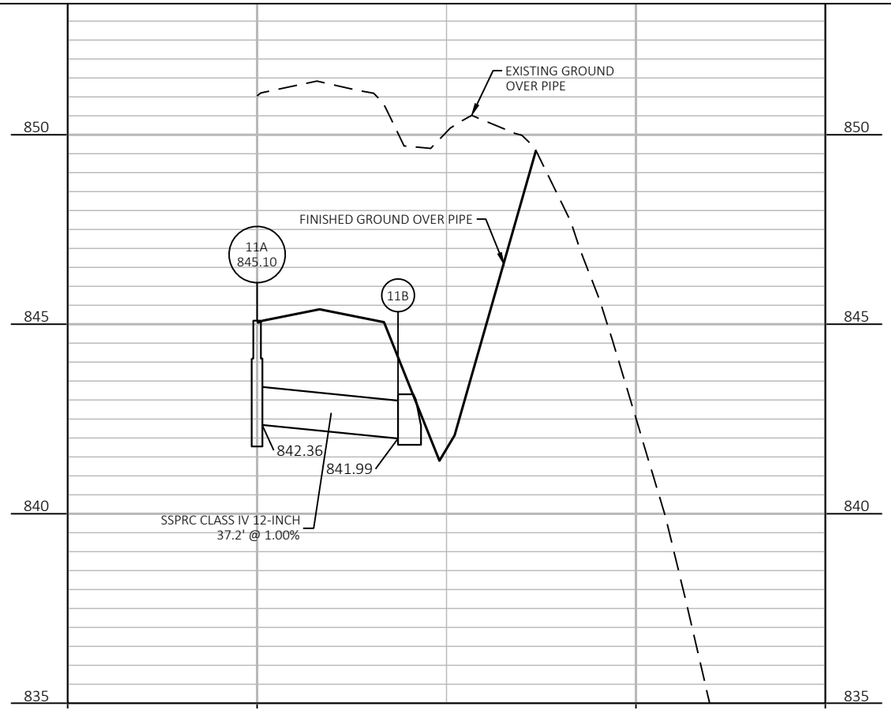
LEGEND

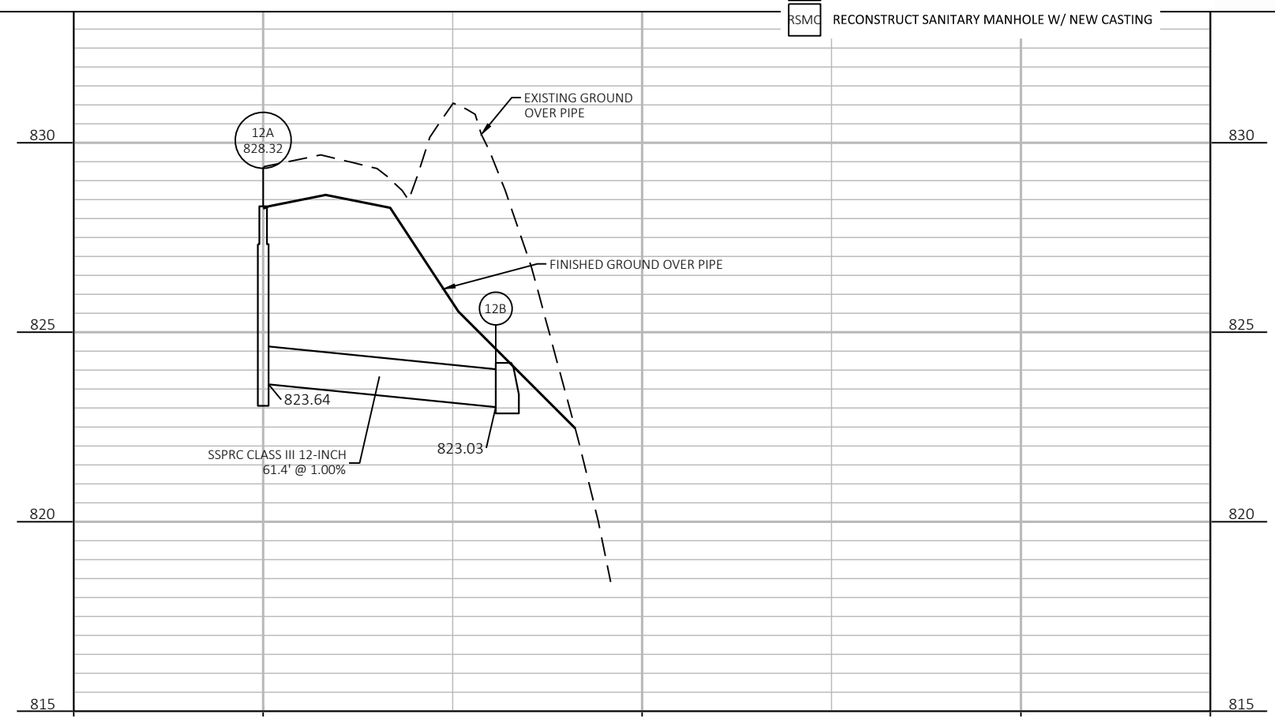
RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 69	E



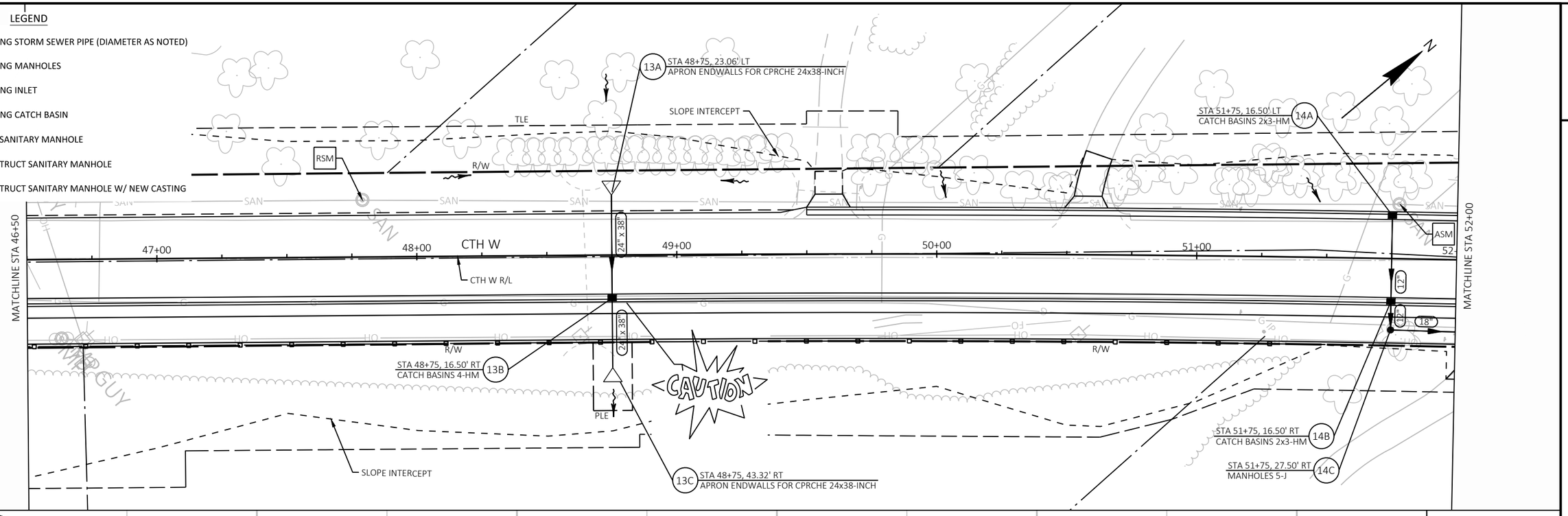


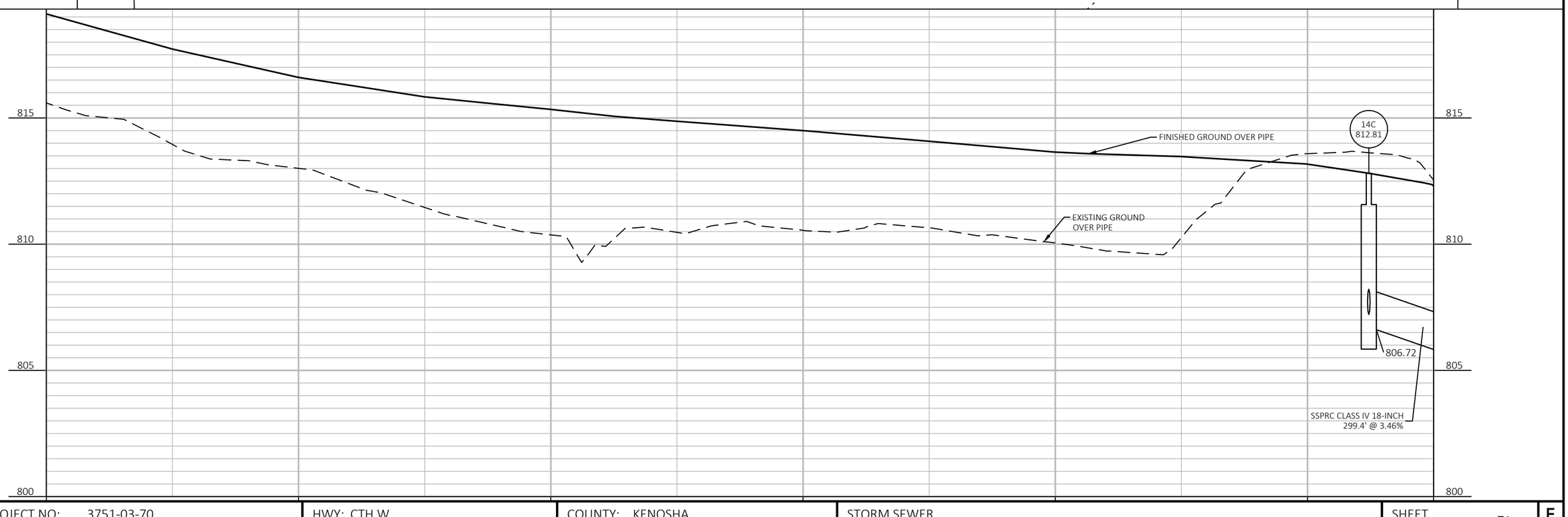


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 70	E

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING





PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 71	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/22/2025 1:21 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 46+50

MATCHLINE STA 52+00

13A STA 48+75, 23.06' LT
APRON ENDWALLS FOR CPRCHE 24x38-INCH

SLOPE INTERCEPT

TLE

RSM

R/W

STA 51+75, 16.50' LT
CATCH BASINS 2x3-HM 14A

ASM

47+00 48+00 CTH W 49+00 50+00 51+00 52

CTH W R/L

24" x 38"

12"

10"

18"

R/W

STA 48+75, 16.50' RT
CATCH BASINS 4-HM 13B

<CAUTION>

PLE

STA 51+75, 16.50' RT
CATCH BASINS 2x3-HM 14B

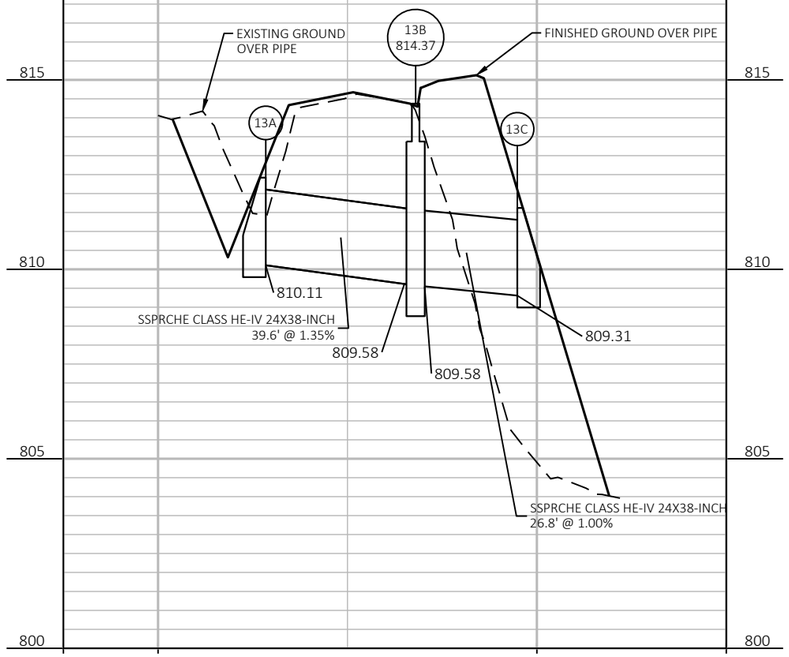
STA 51+75, 27.50' RT
MANHOLES 5-J 14C

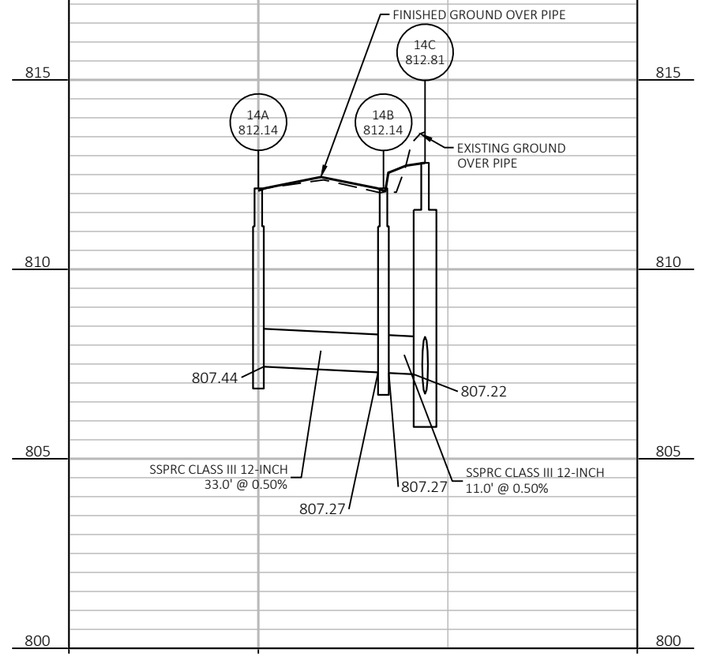
SLOPE INTERCEPT

13C STA 48+75, 43.32' RT
APRON ENDWALLS FOR CPRCHE 24x38-INCH

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



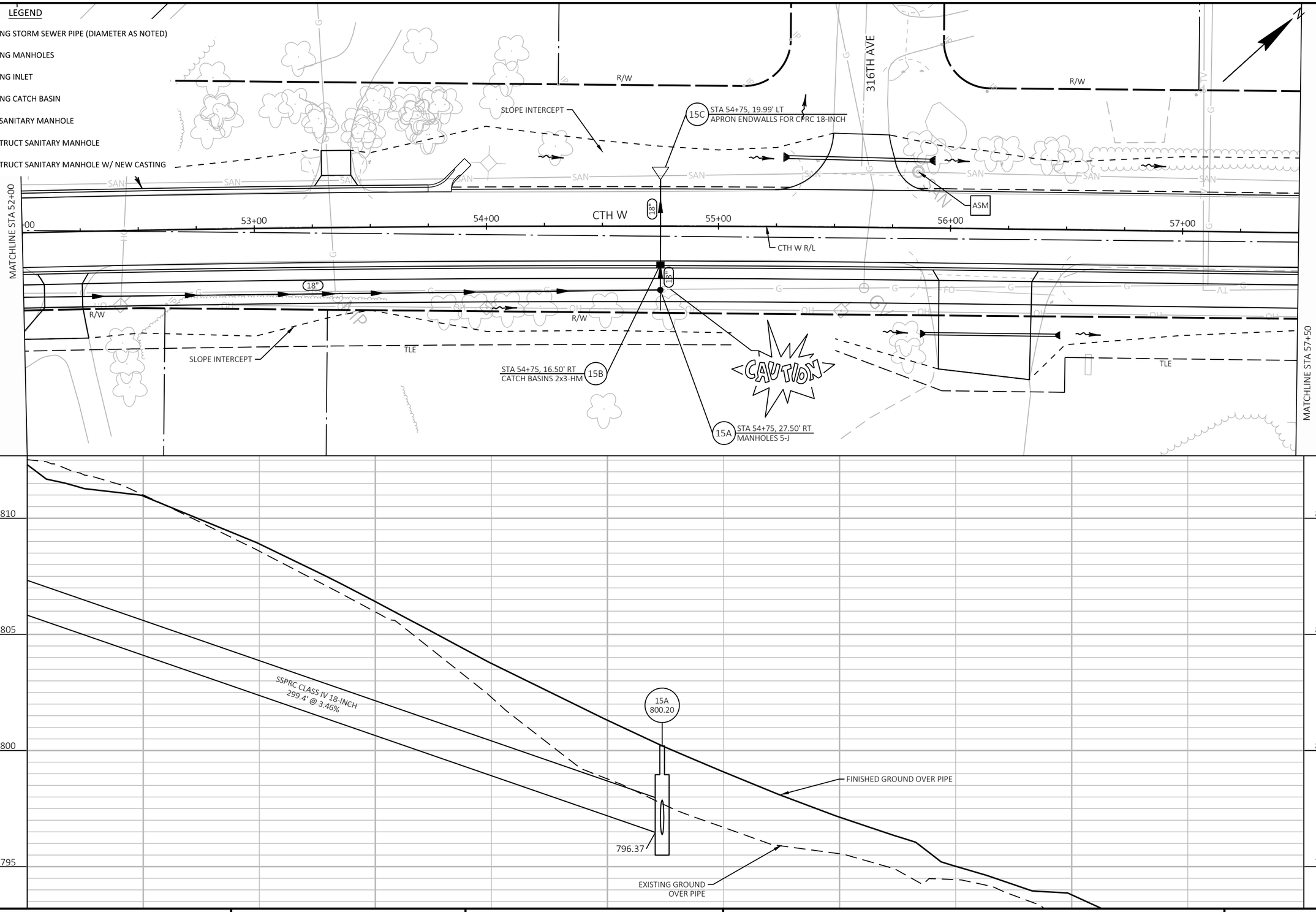


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 72	E

2

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



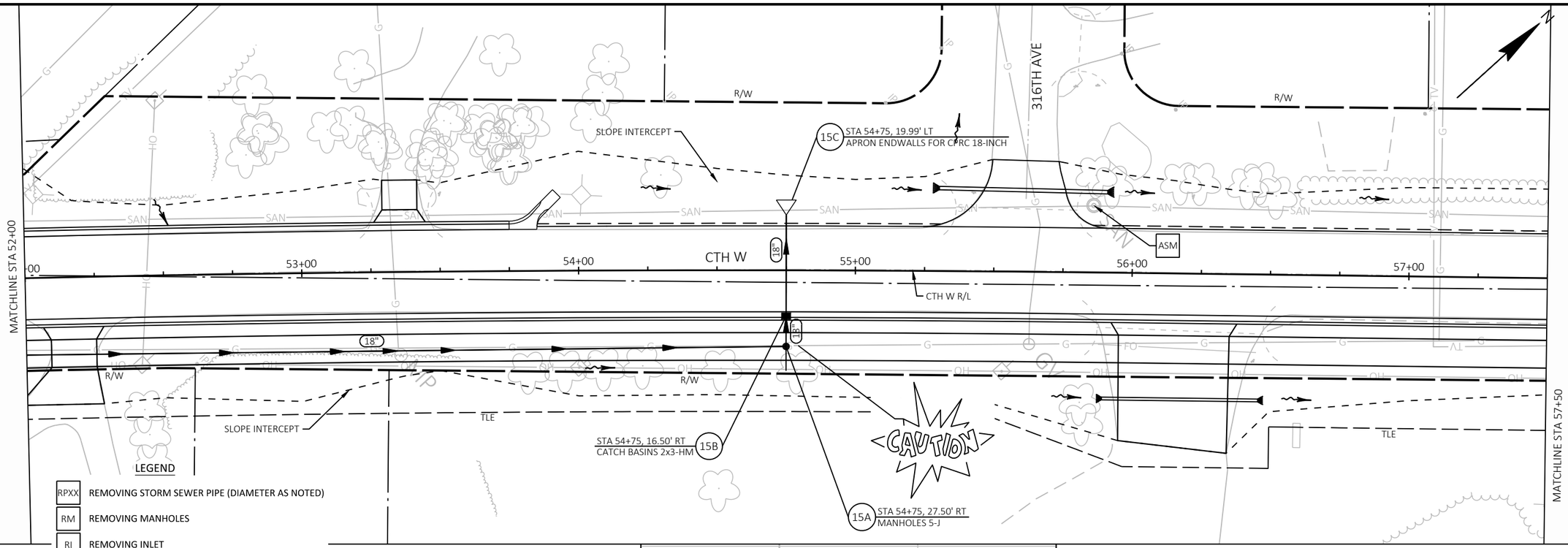
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 73	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/22/2025 1:21 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

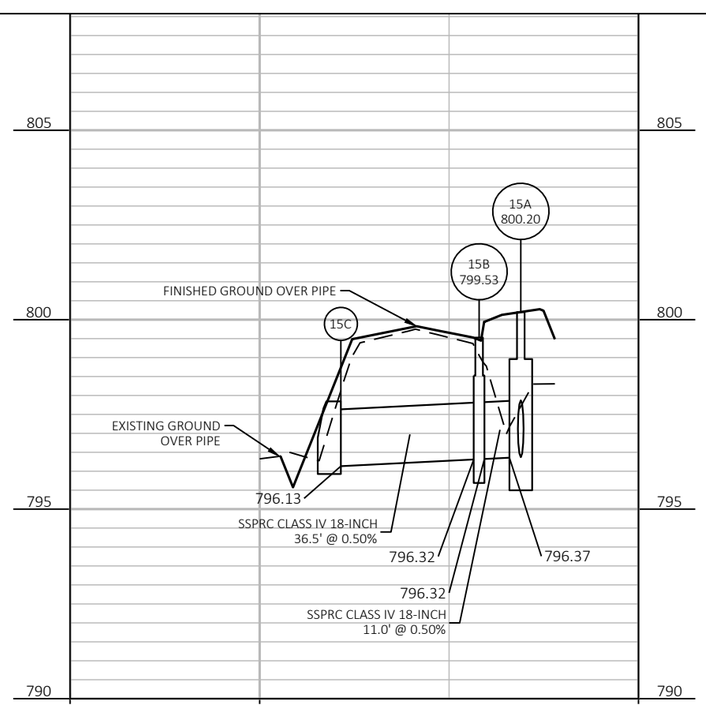
WISDOT/CADDS SHEET 41

2



LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 74	E

R/W

SLOPE INTERCEPT

TLE

ASM

R/W

TLE

ASM

58+00 59+00 CTH W 60+00 61+00 62+00 63+

CTH W R/L

15" 15" 15"

R/W

CAUTION

16A STA 57+74.98, 16.50' RT CATCH BASINS 2x3-HM

16B STA 57+74.98, 27.50' RT MANHOLES 5-J

SLOPE INTERCEPT

TLE

STA 60+40, 16.50' RT CATCH BASINS 2x3-HM 17A

STA 60+40, 27.71' RT MANHOLES 5-J 17B

TLE TLE

MATCHLINE STA 63+00

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING

790 785 780 775

16B 788.72

17B 783.58

783.00

SSPRC CLASS III 15-INCH 265.1' @ 1.94%

777.87 777.87

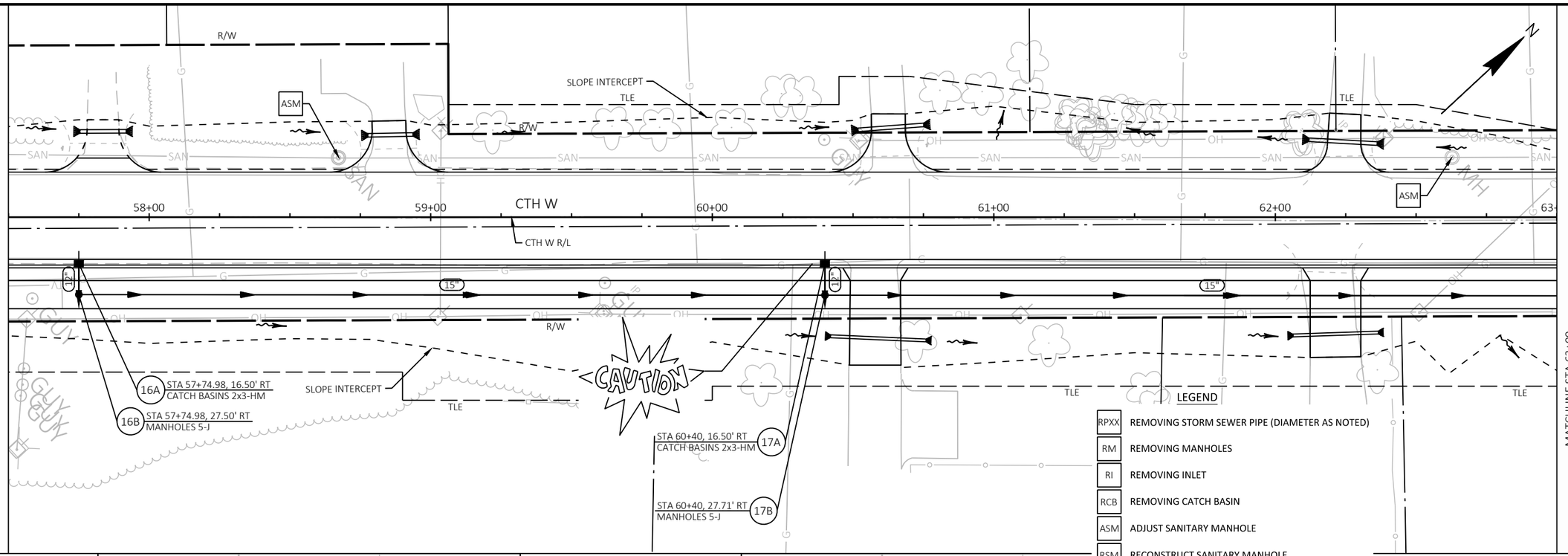
FINISHED GROUND OVER PIPE

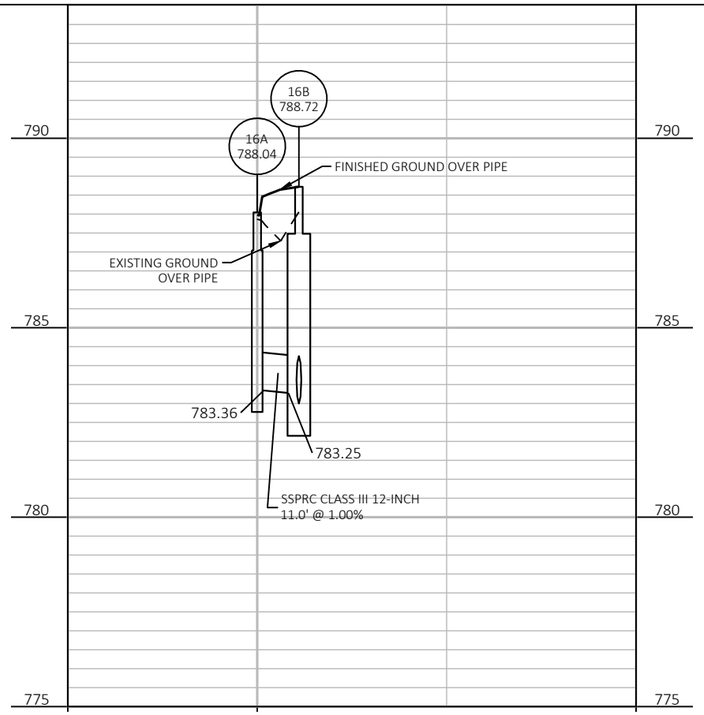
EXISTING GROUND OVER PIPE

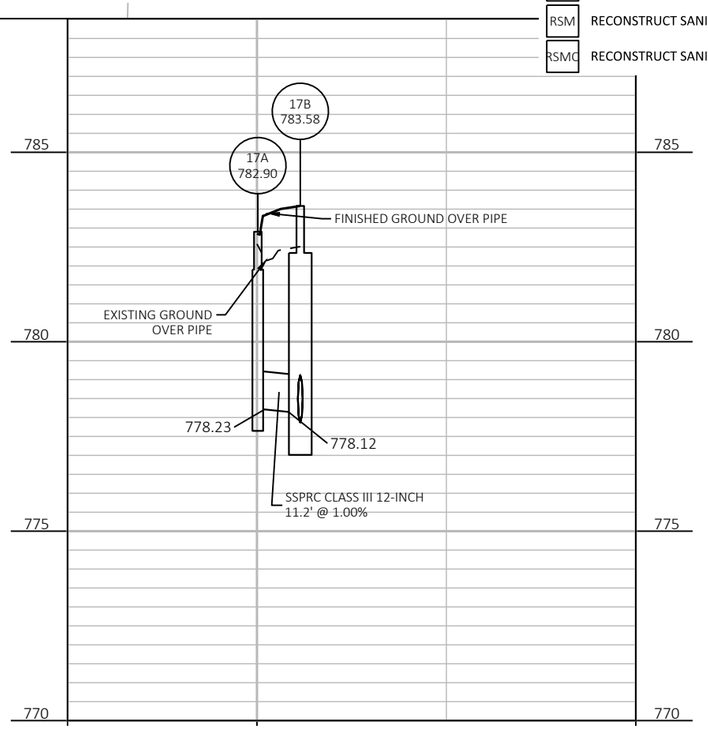
SSPRC CLASS III 15-INCH 275.1' @ 0.58%

790 785 780 775

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 75	E



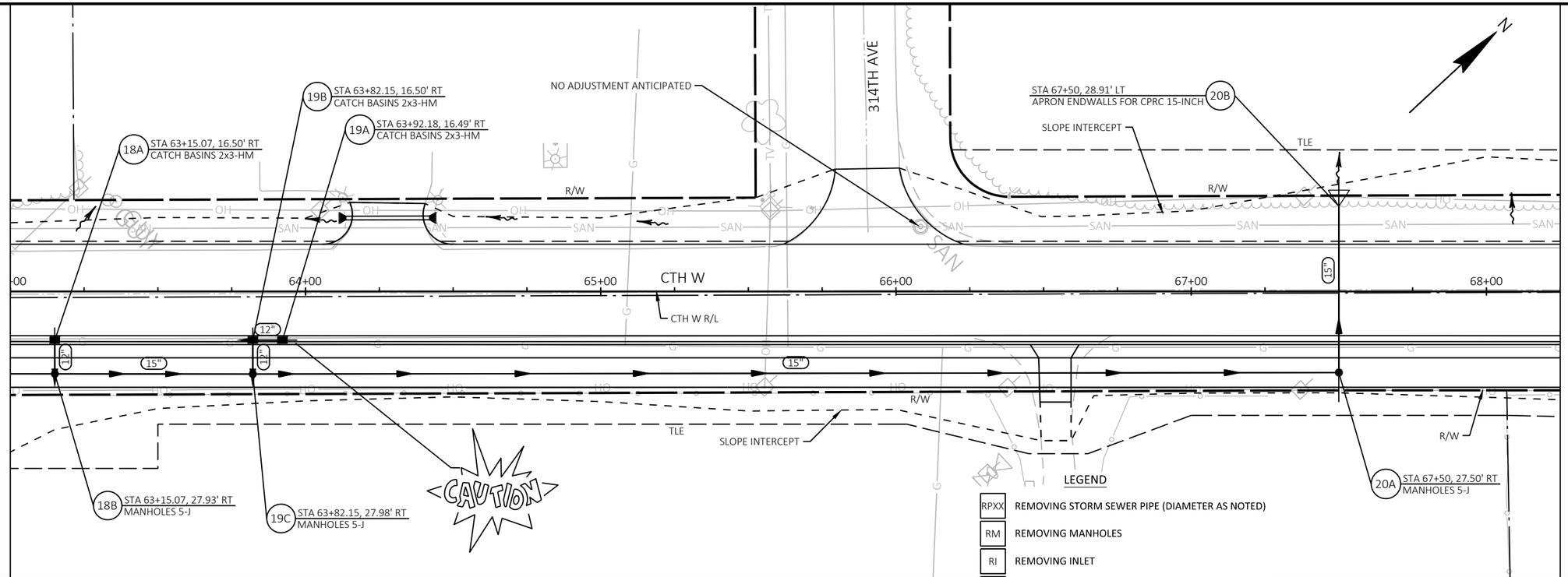


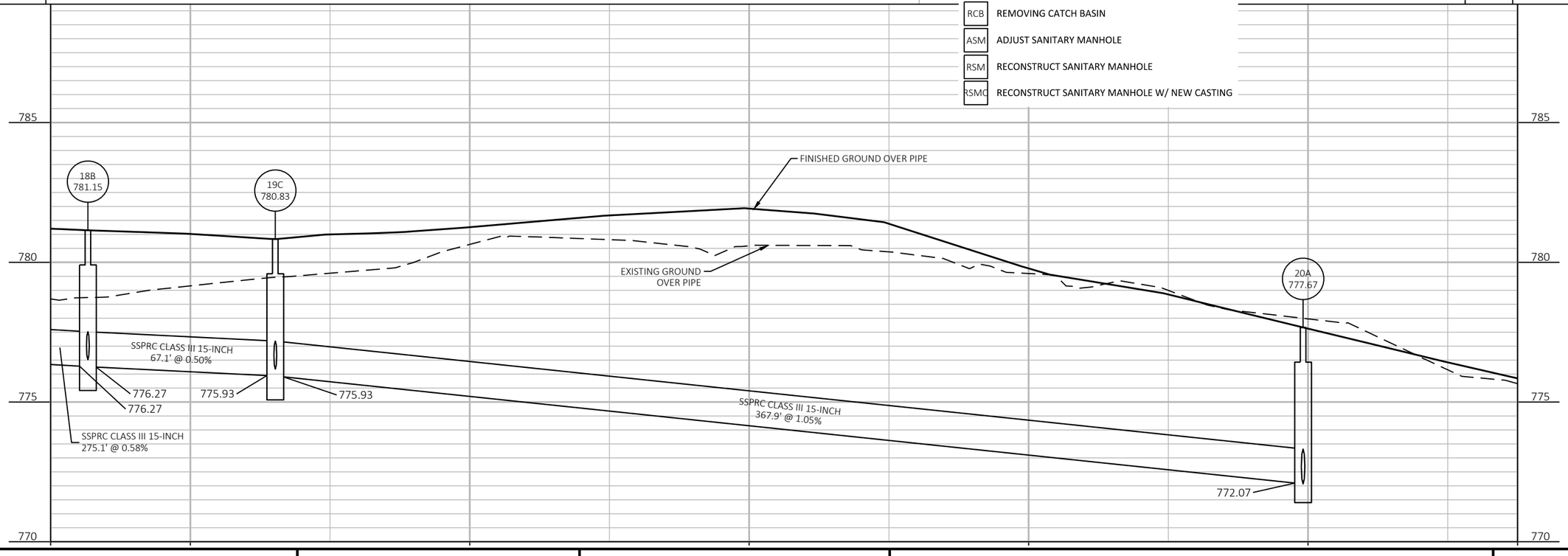


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 76	E

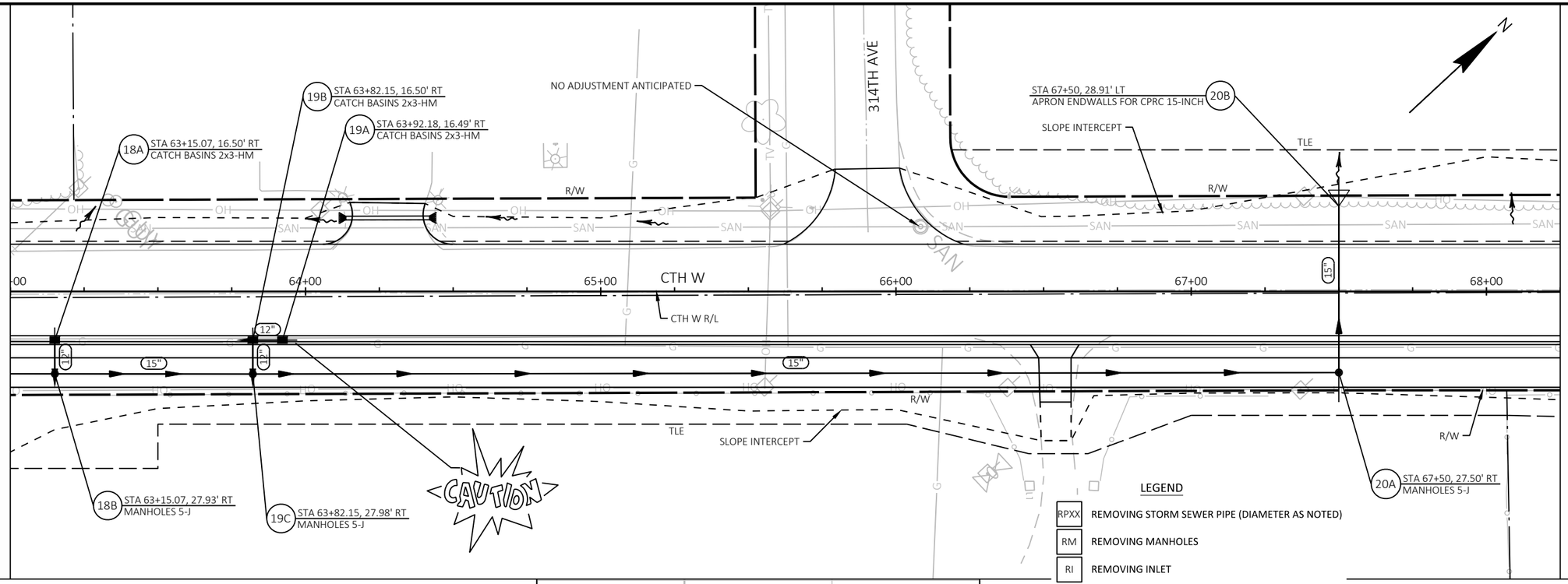
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LAYOUT NAME - 10 (2)
PLOT DATE : 10/22/2025 1:22 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2



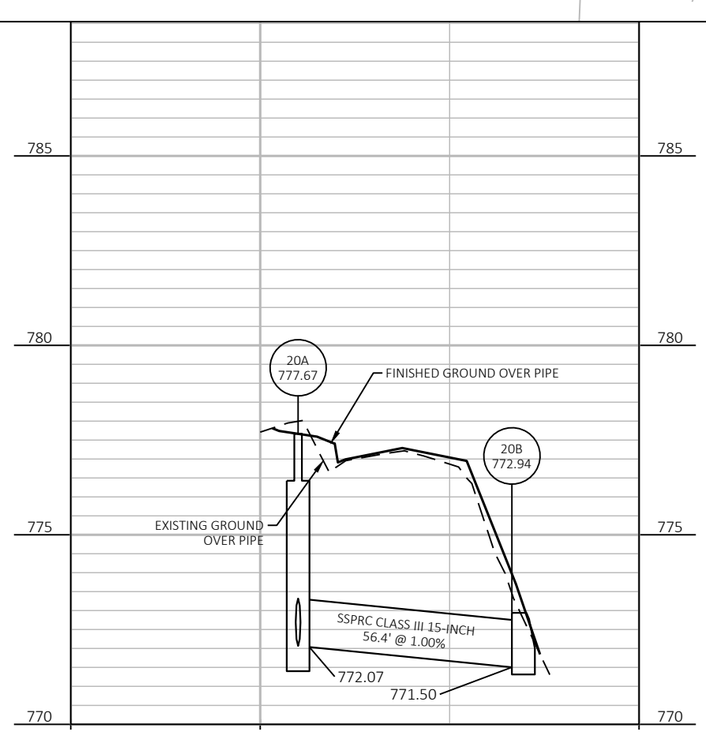


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 77	E



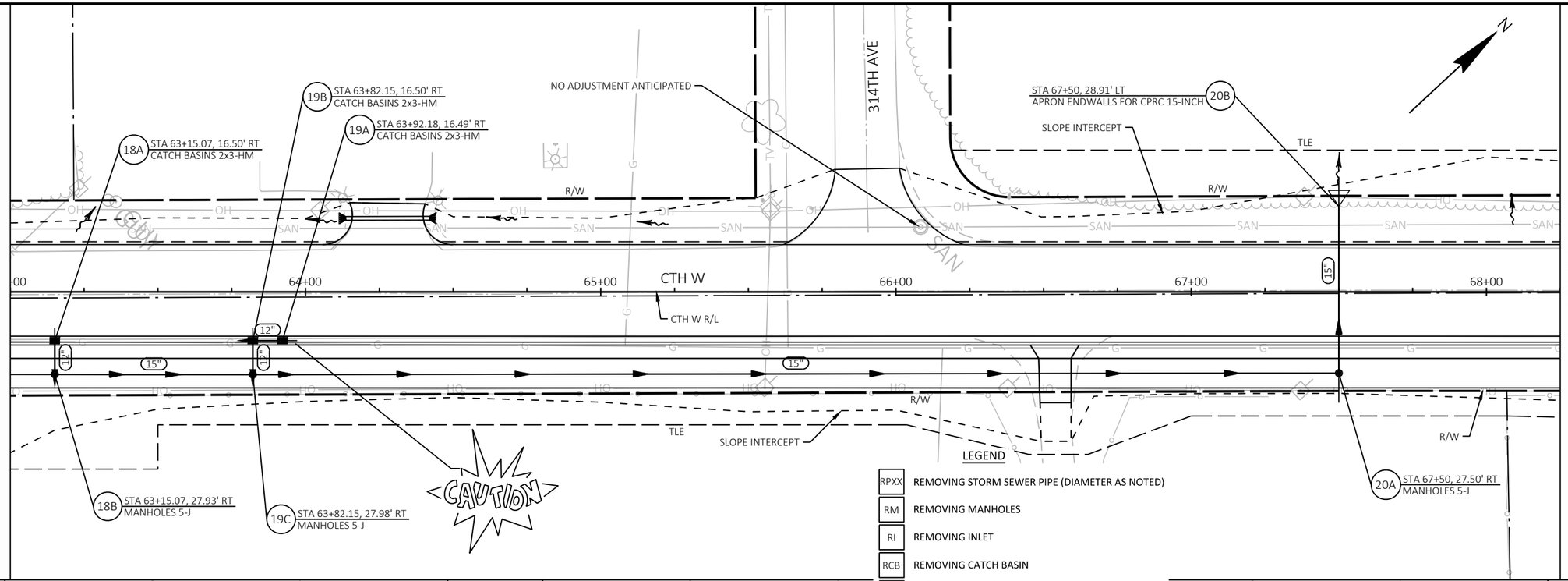
LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



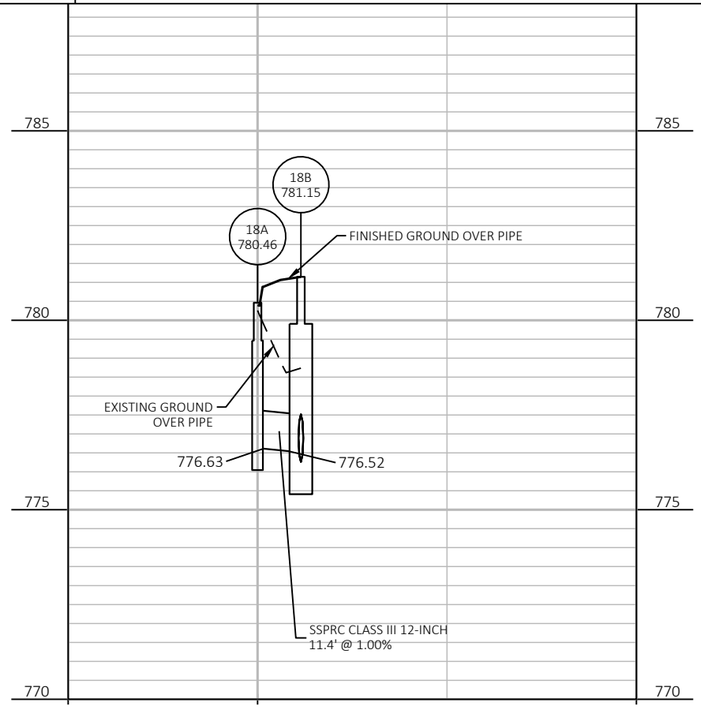
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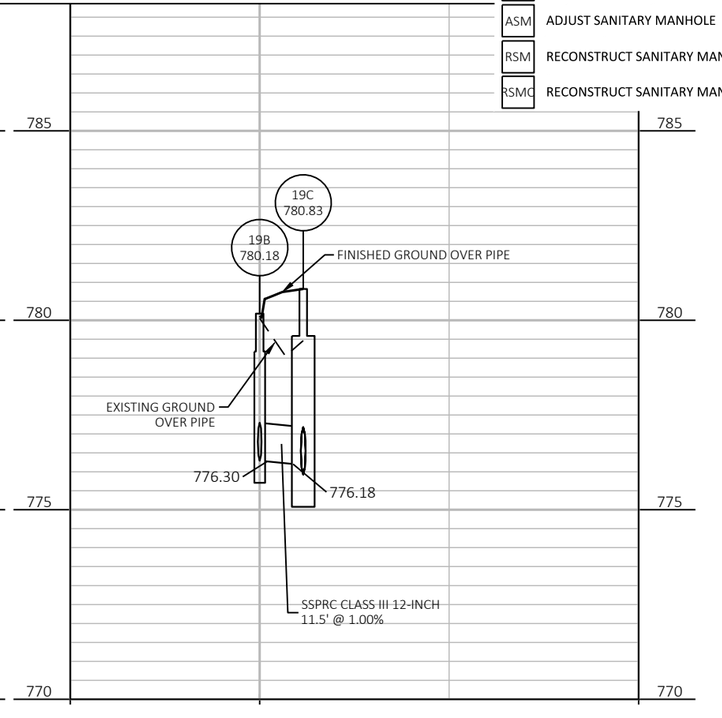
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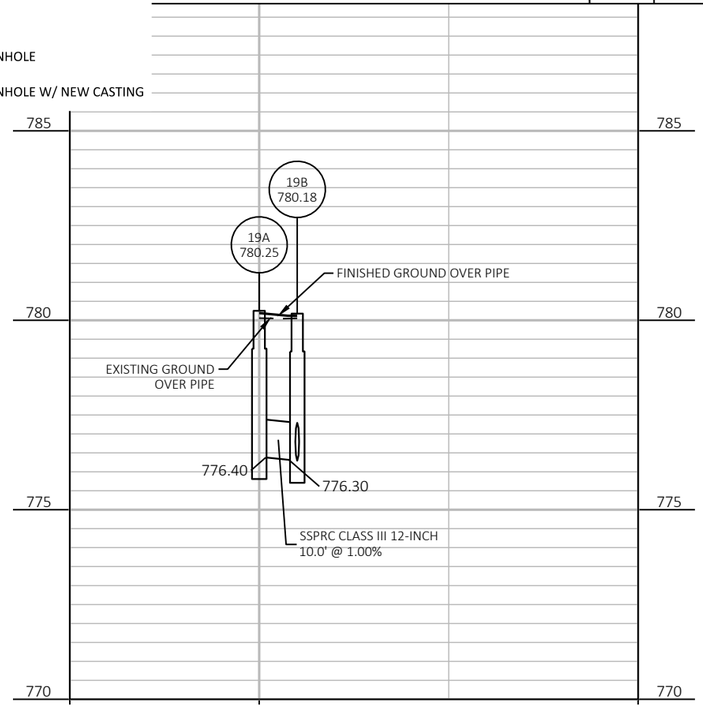


LEGEND

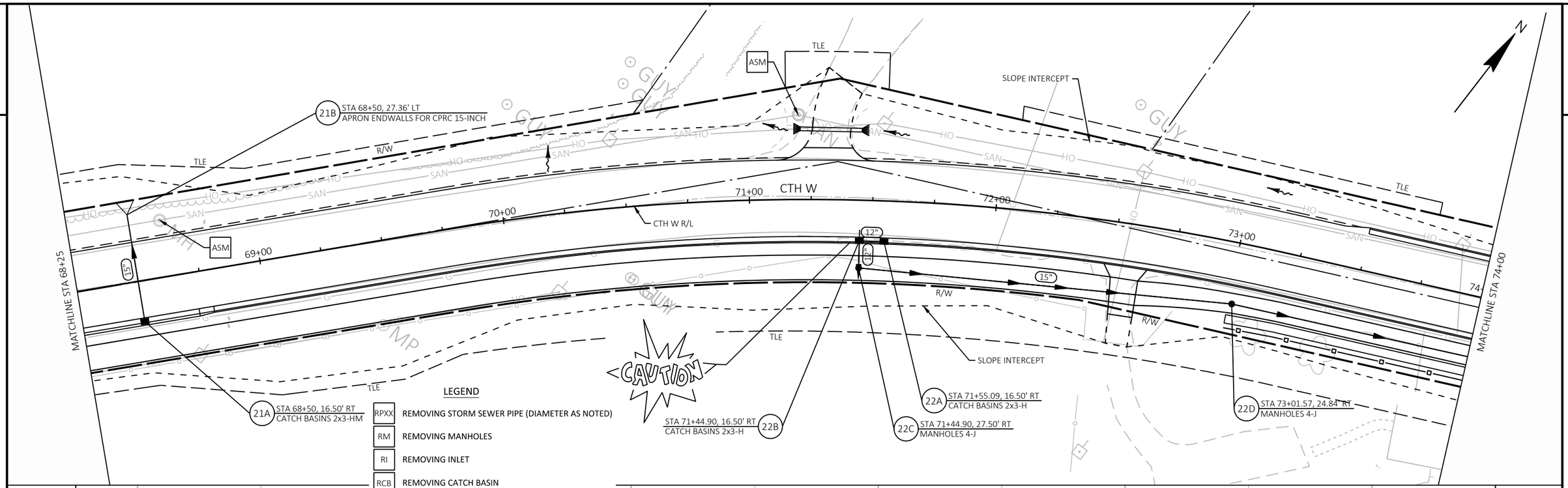
RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING





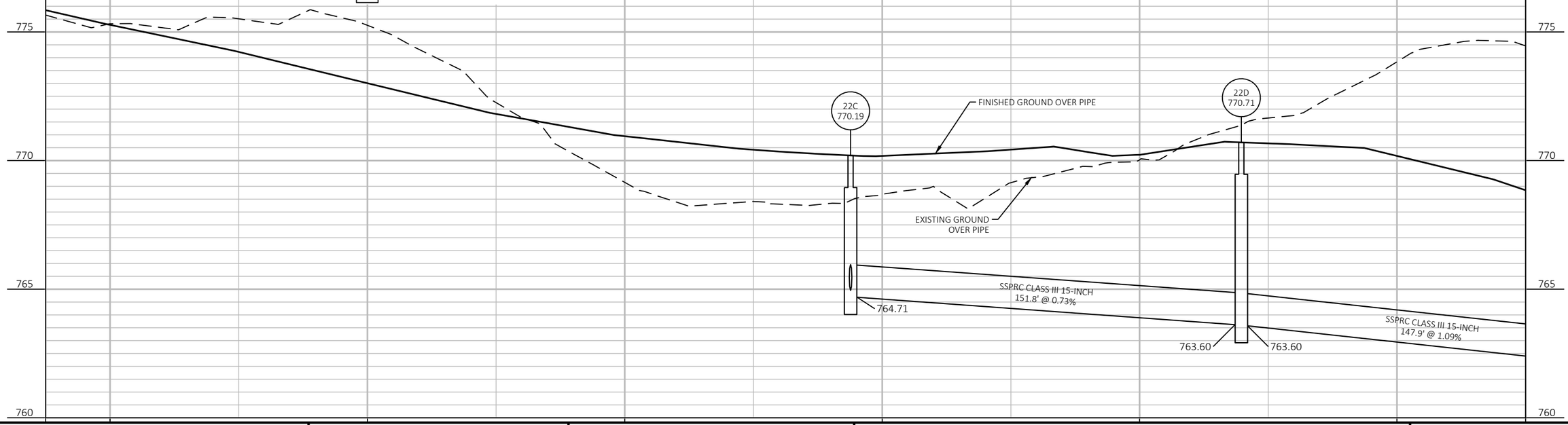


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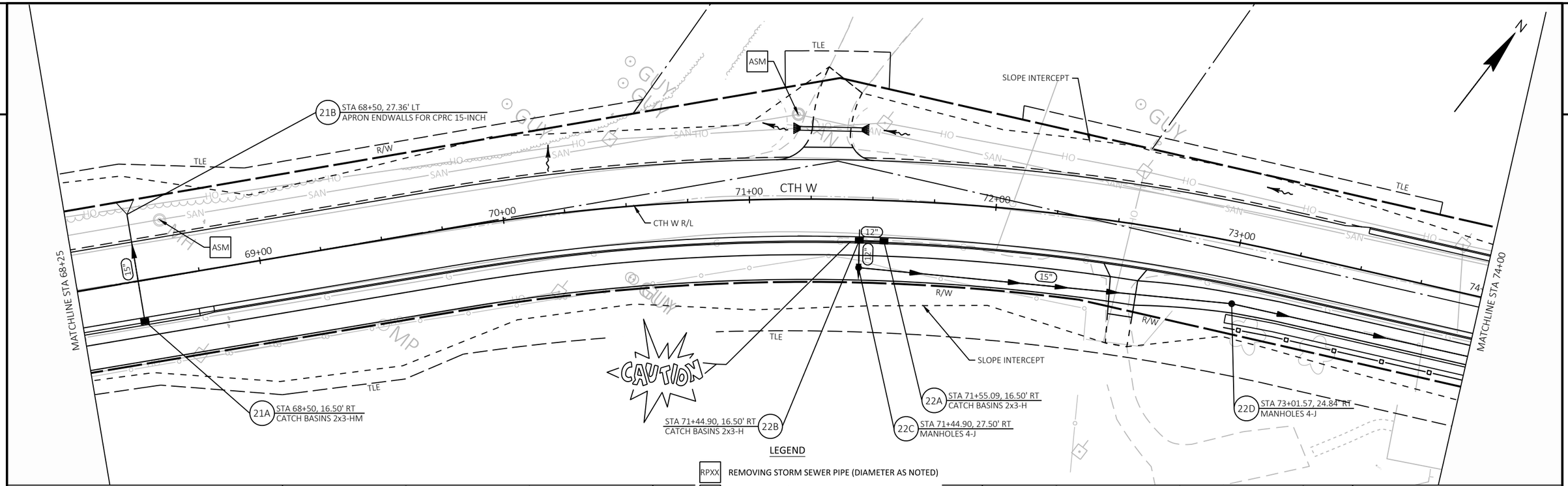


LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING

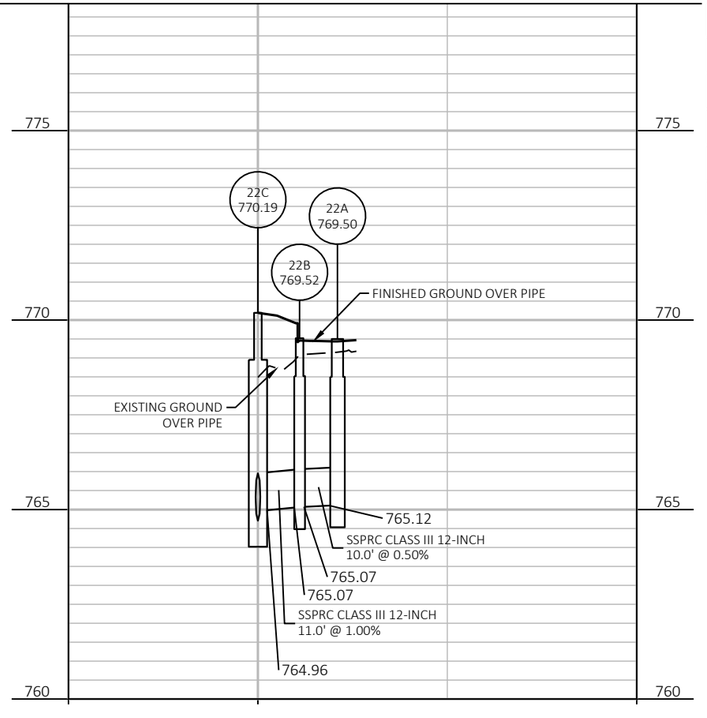


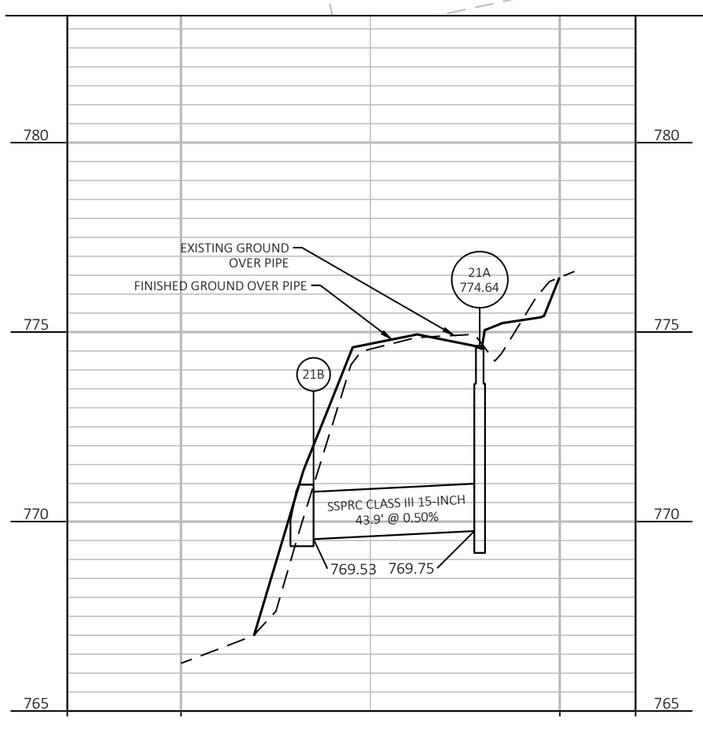
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 80	E



LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING





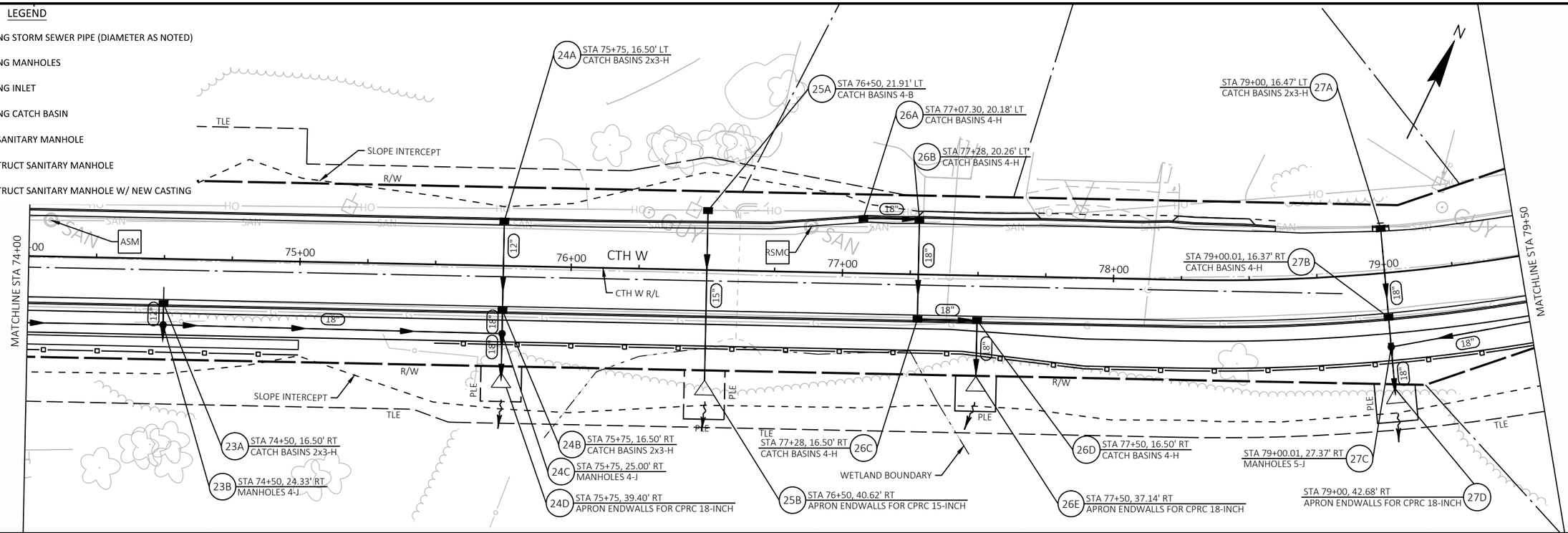
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 81 E

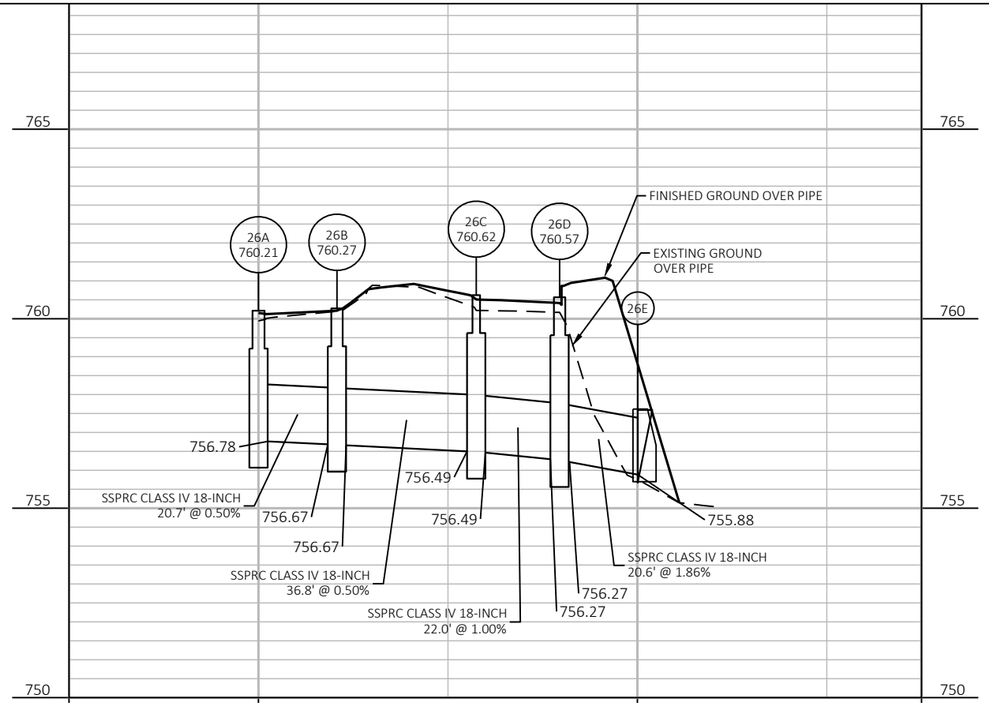
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LAYOUT NAME - 12 (2)

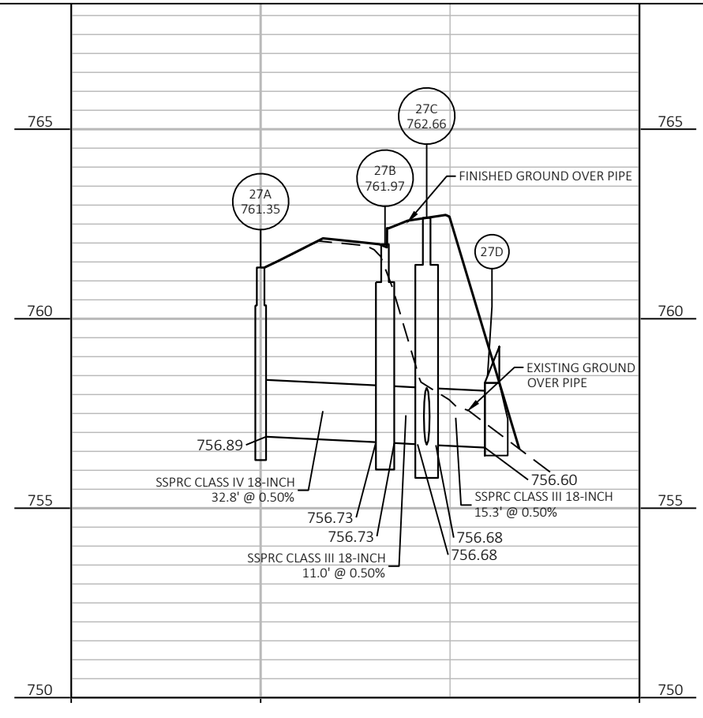
PLOT DATE : 10/22/2025 1:23 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



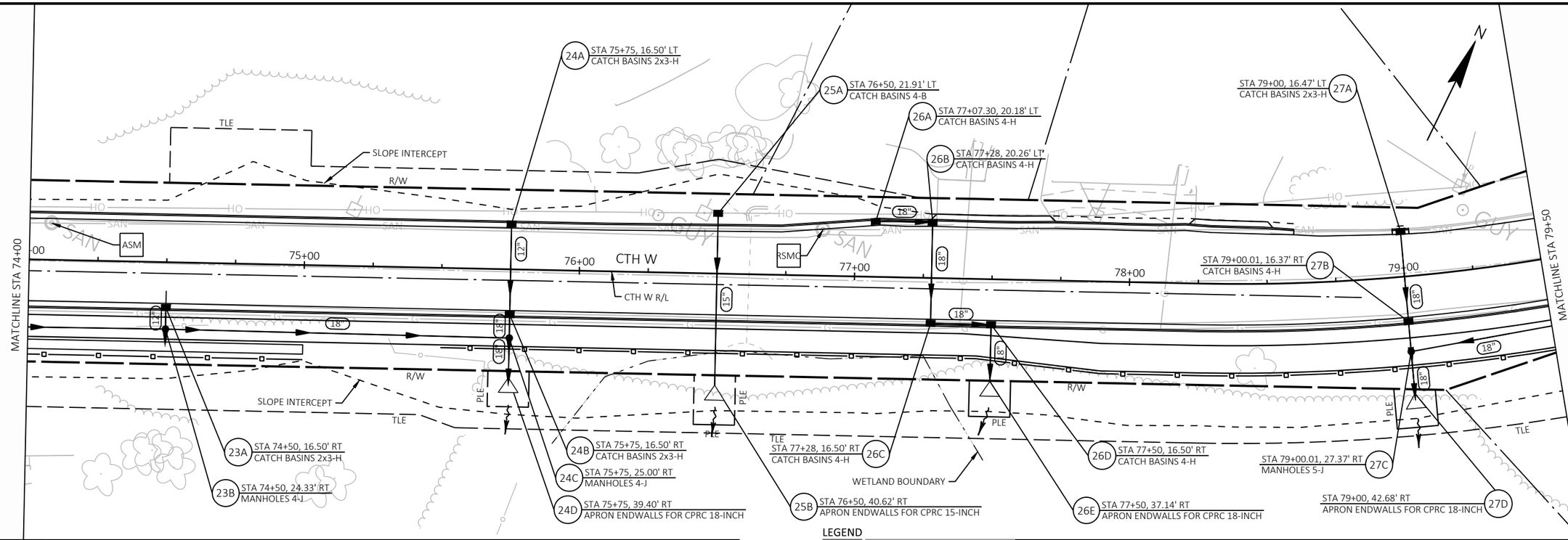




PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 82	E

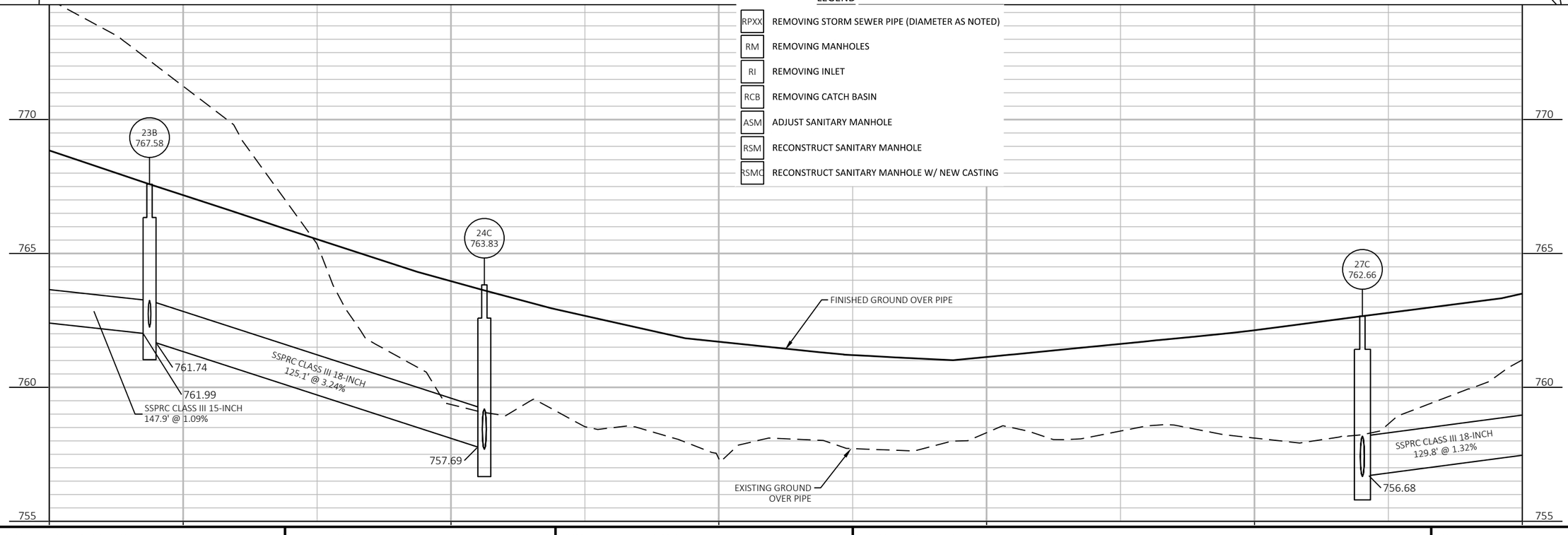
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LAYOUT NAME - 13 (3)
PLOT DATE : 10/22/2025 1:23 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING

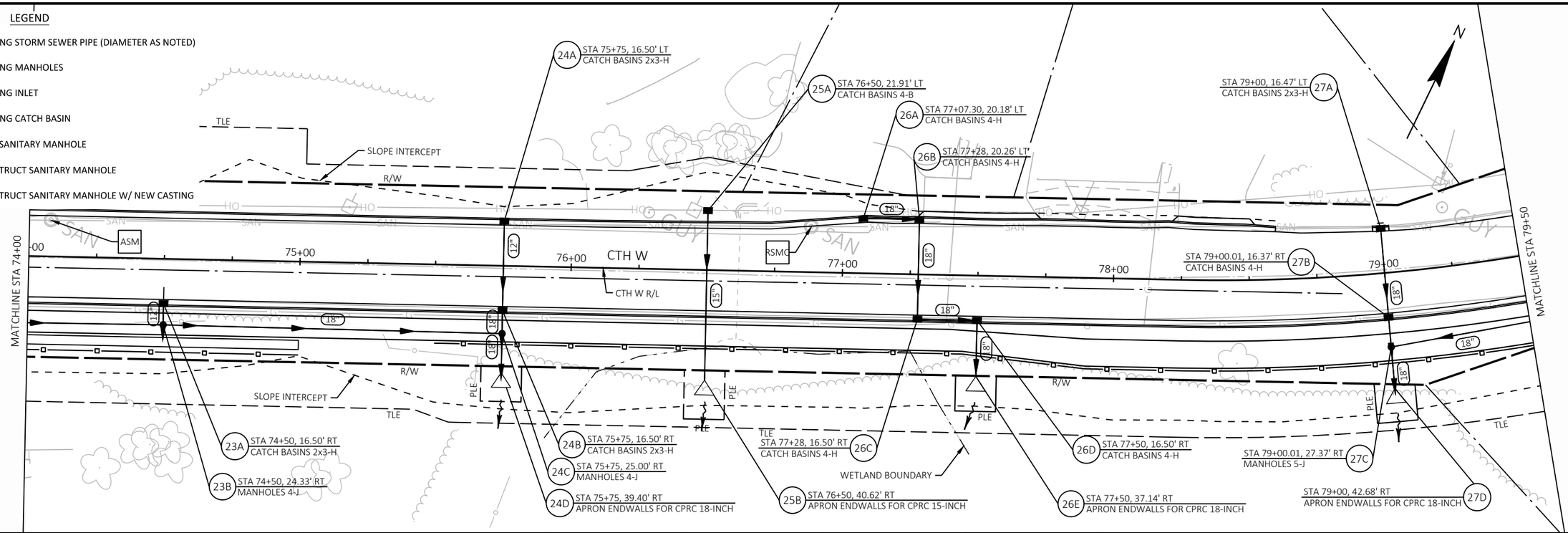


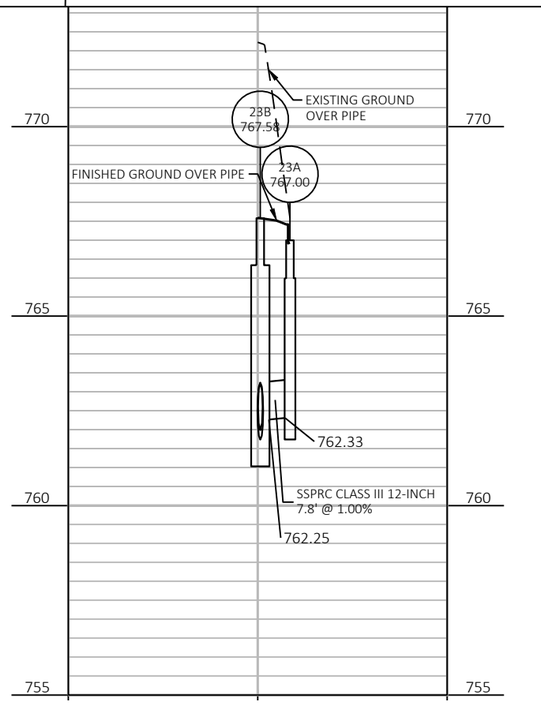
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 83	E

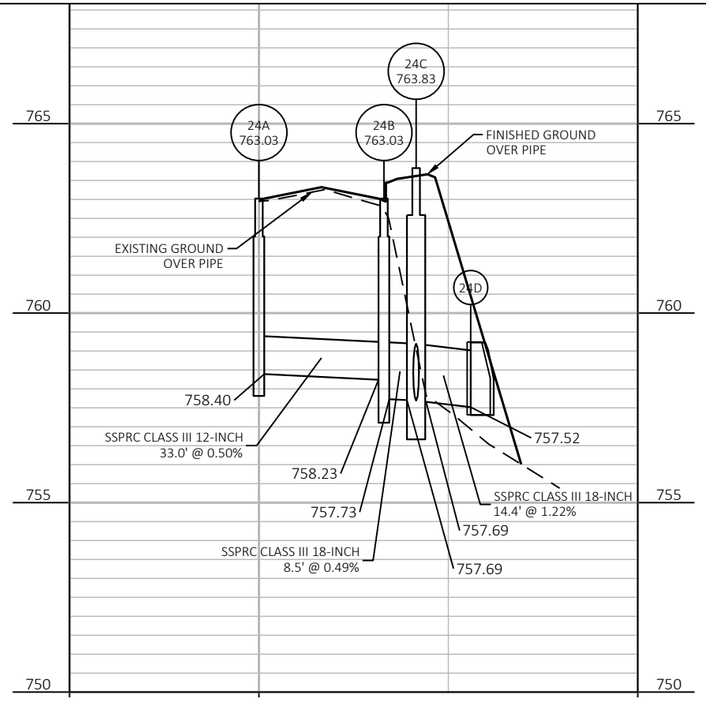
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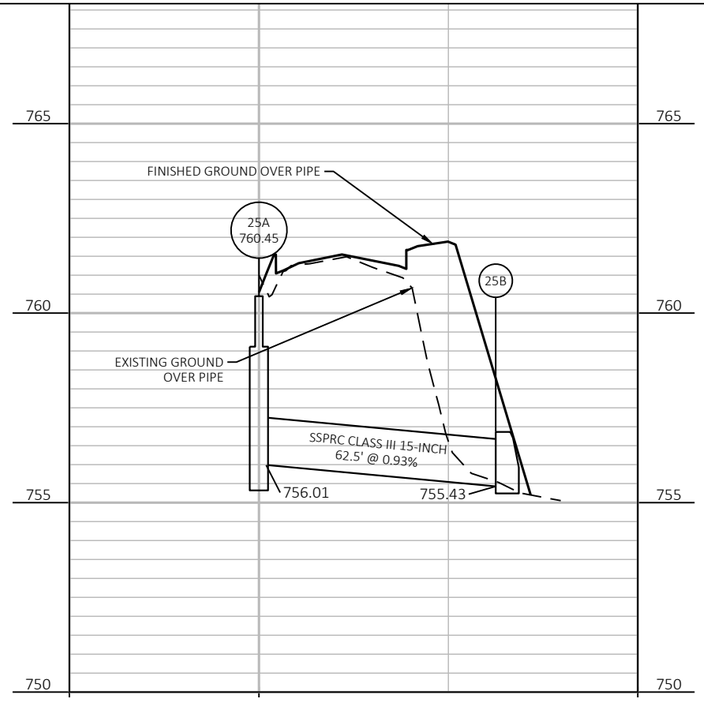
LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING





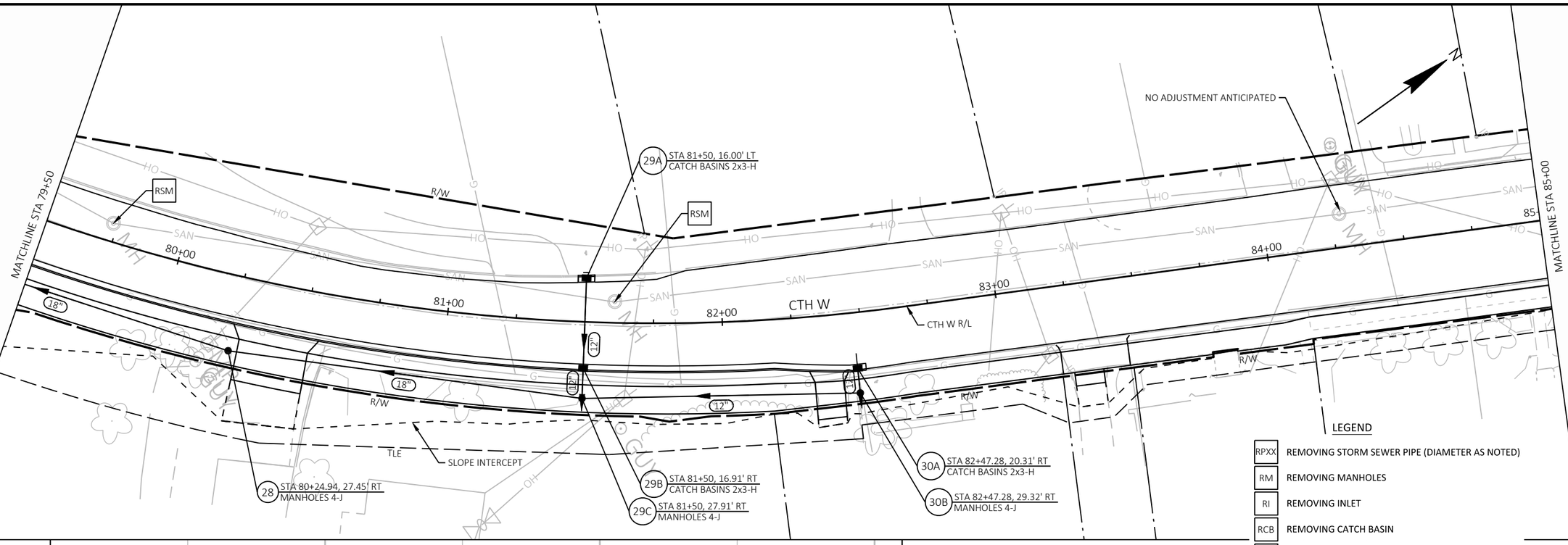


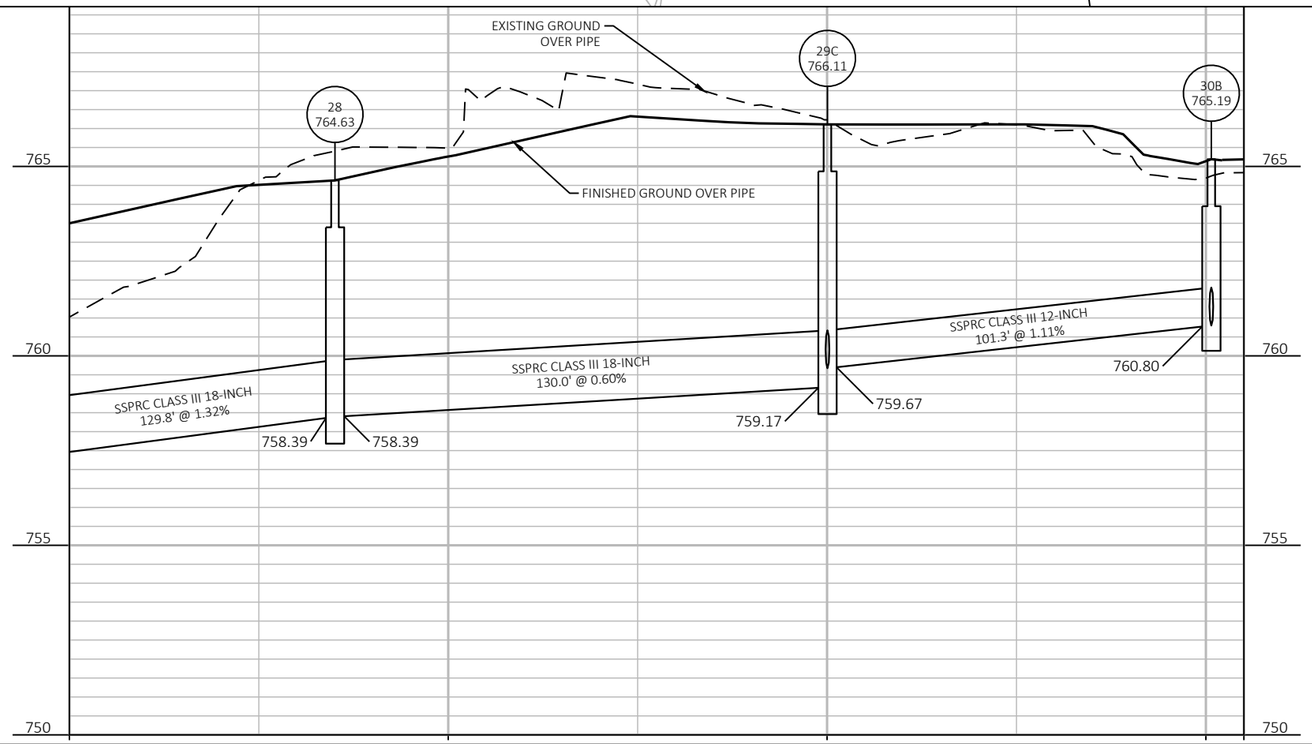


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 84 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 13 (2)
PLOT DATE : 10/22/2025 1:23 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

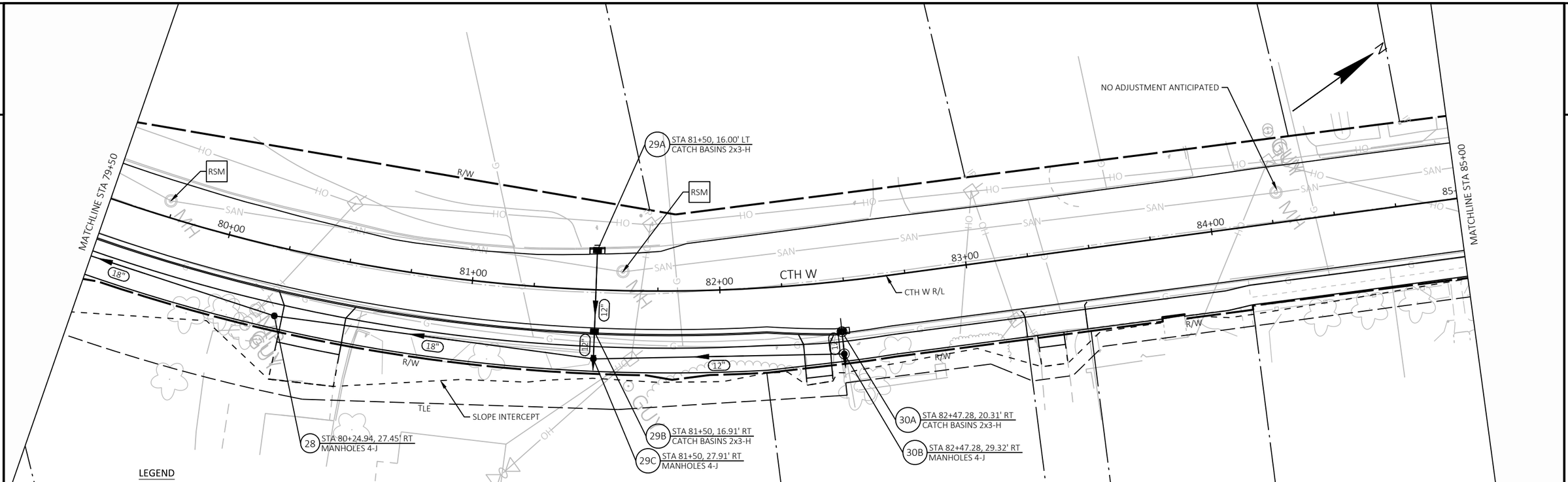
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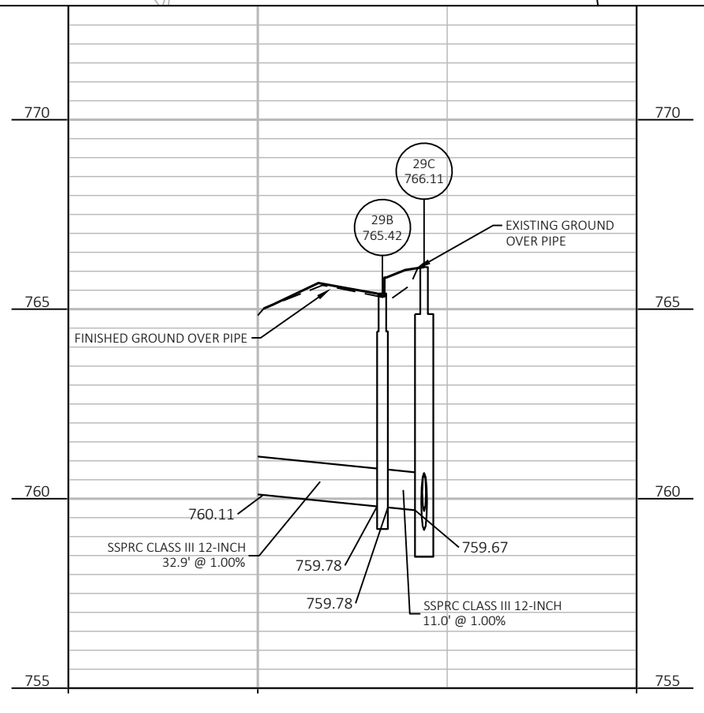
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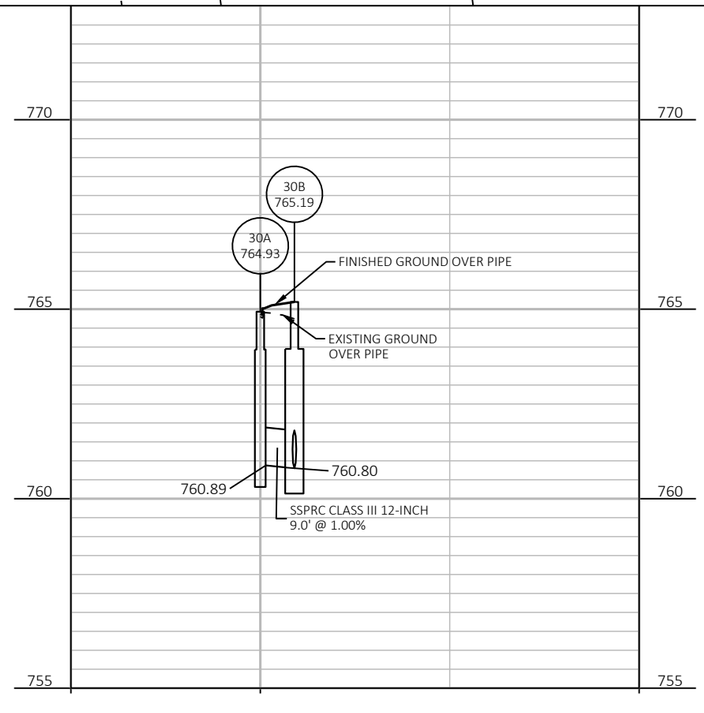
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LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



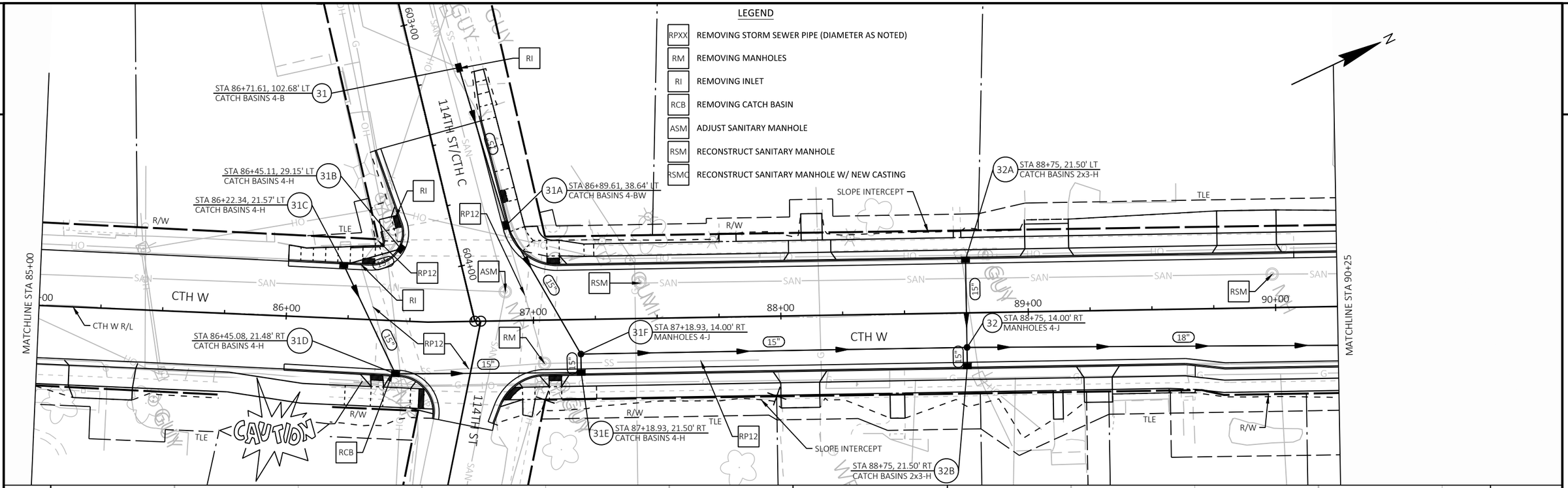


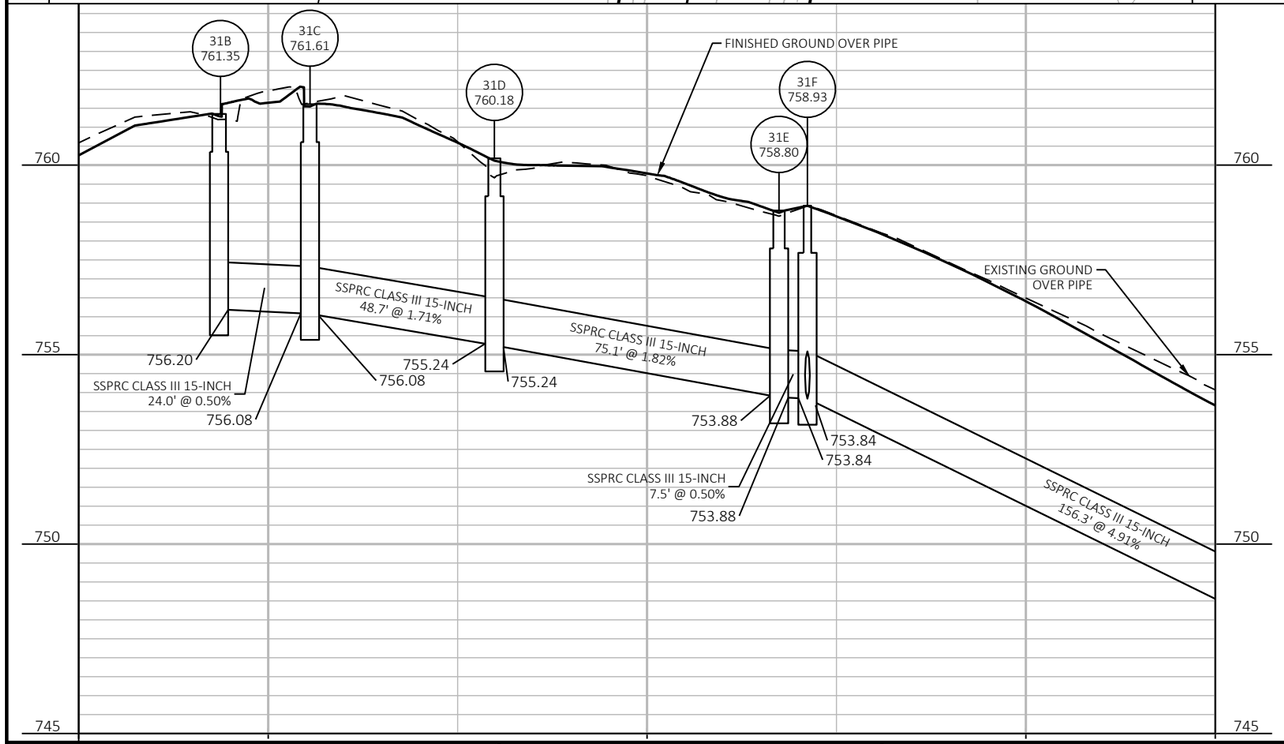
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 86 E

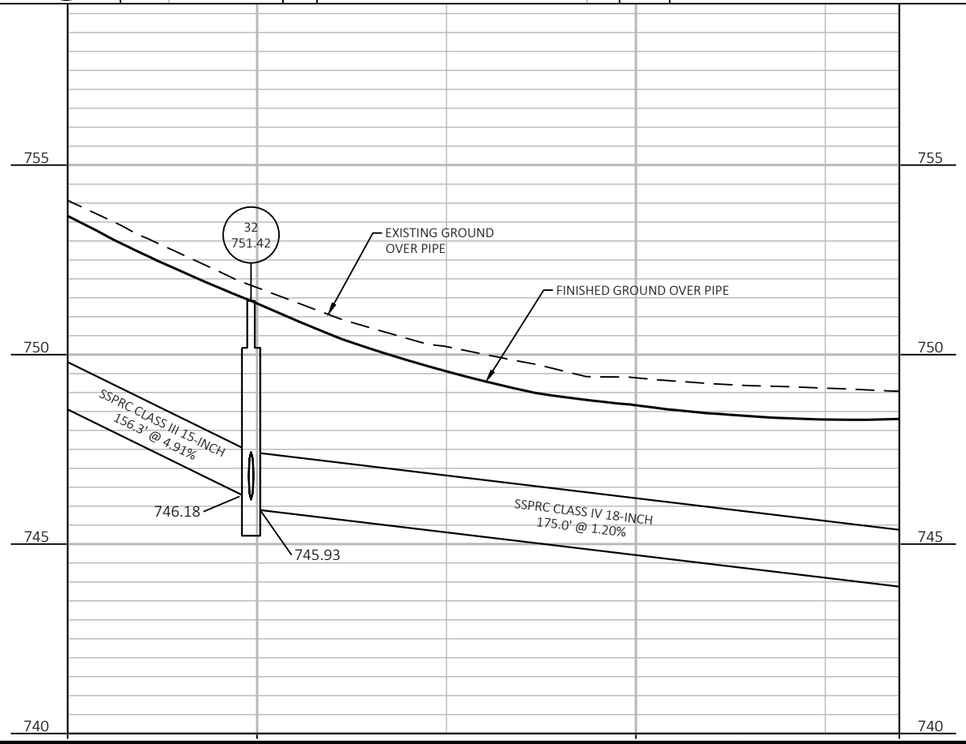
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LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING



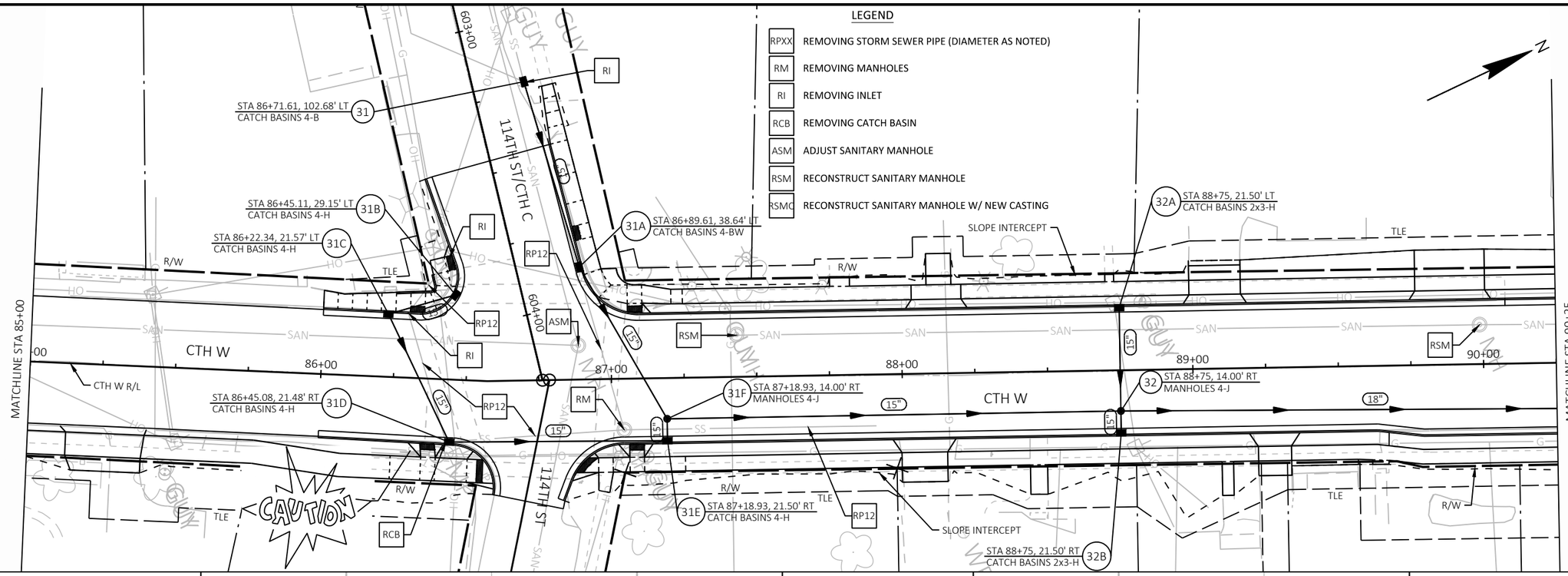


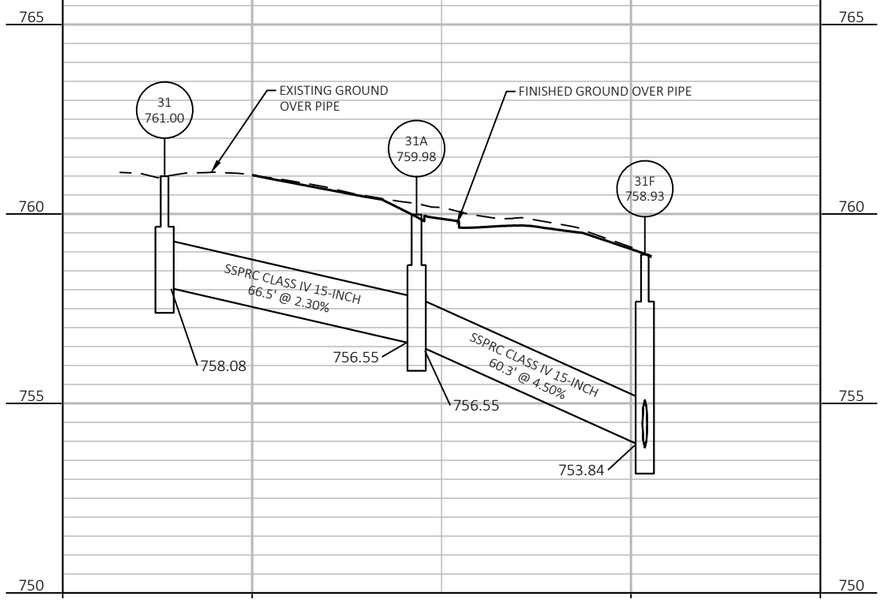


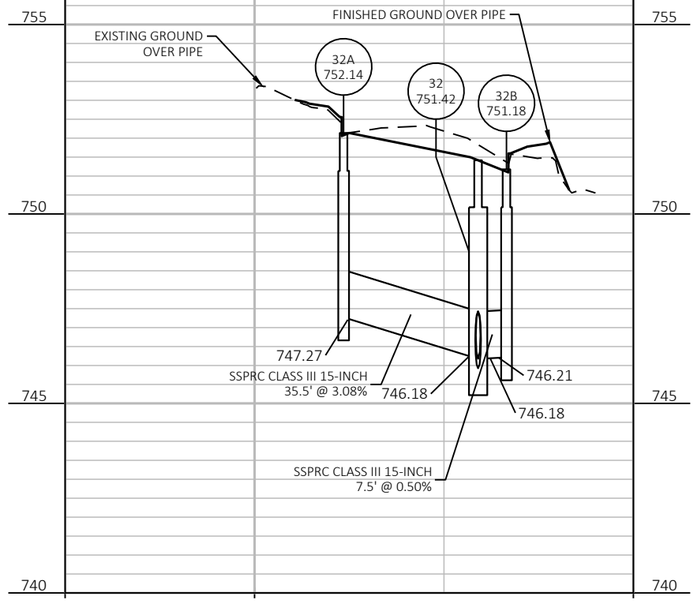
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 87	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 15
PLOT DATE : 10/22/2025 1:24 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2







PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 88	E

2

LEGEND

RPXX	REMOVING STORM SEWER PIPE (DIAMETER AS NOTED)
RM	REMOVING MANHOLES
RI	REMOVING INLET
RCB	REMOVING CATCH BASIN
ASM	ADJUST SANITARY MANHOLE
RSM	RECONSTRUCT SANITARY MANHOLE
RSMC	RECONSTRUCT SANITARY MANHOLE W/ NEW CASTING

N

CONCRETE COLLAR REQ'D

35B STA 92+01.09, 82.42' LT
Bend 45-Degree HE-IV 48X76-Inch

35A STA 92+22.32, 104.04' LT
APRON ENDWALLS FOR CPRCHE 48x76-INCH

RP60

EXISTING ROOF DRAIN
ABANDON EXISTING 60" STORM SEWER PIPE OUTSIDE OF RIGHT-OF-WAY AND FILL WITH GROUT

33A STA 90+33.11, 21.50' LT
CATCH BASINS 2x3-H

33B STA 90+50, 21.50' LT
CATCH BASINS 5-H

CONNECT EXISTING ROOF DRAIN TO NEAREST STRUCTURE (SEE CONSTRUCTION DETAIL)

34A STA 91+85.84, 43.16' LT
CATCH BASINS 4-H

34B STA 91+72.27, 22.71' LT
CATCH BASINS 4-BW

36C STA 92+55.49, 21.48' LT
CATCH BASINS 2x3-H

SLOPE INTERCEPT

TLE

R/W

RI

ASM

RM

34C STA 91+32.05, 21.50' LT
CATCH BASINS 2x3-H

35C STA 92+01.85, 0.34' RT
Bend 45-Degree HE-IV 48X76-Inch

33C STA 90+50, 16.00' RT
MANHOLES 5-J

35D STA 91+96.25, 6.05' RT
Bend 45-Degree HE-IV 48X76-Inch

CTH W R/L

35E STA 90+81.79, 7.11' RT
Bend 45-Degree HE-IV 48X76-Inch

35F STA 90+76.19, 12.81' RT
Bend 45-Degree HE-IV 48X76-Inch

RP12

RP15

CONCRETE COLLAR REQ'D

36D STA 92+55.40, 11.50' RT
MANHOLES 5-J

36B STA 92+55.08, 21.53' RT
CATCH BASINS 4-H

36G STA 91+04.08, 23.50' RT
CATCH BASINS 4-H

36A STA 92+29.57, 44.35' RT
CATCH BASINS 4-H

36F STA 92+02.40, 18.87' RT
MANHOLES 5-J

33F STA 90+66.17, 47.07' RT
APRON ENDWALLS FOR CPRC 30-INCH

33D STA 90+50, 23.50' RT
CATCH BASINS 5-H

35G STA 90+76.47, 43.55' RT
APRON ENDWALLS FOR CPRCHE 48x76-INCH

33E STA 90+33.11, 23.05' RT
CATCH BASINS 2x3-H

36H STA 90+86.26, 47.54' RT
APRON ENDWALLS FOR CPRC 21-INCH

36E STA 91+87.07, 78.01' RT
CATCH BASINS 4-H

113TH ST

113TH ST/CTH C

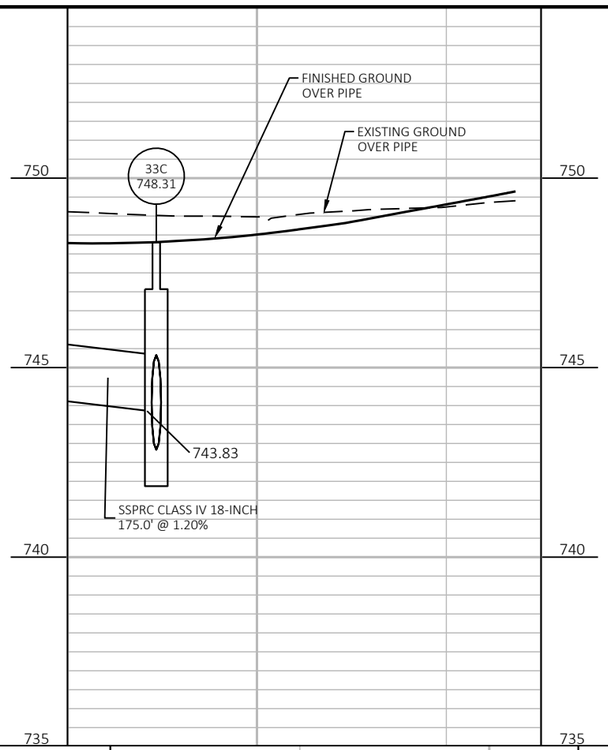
CTH W

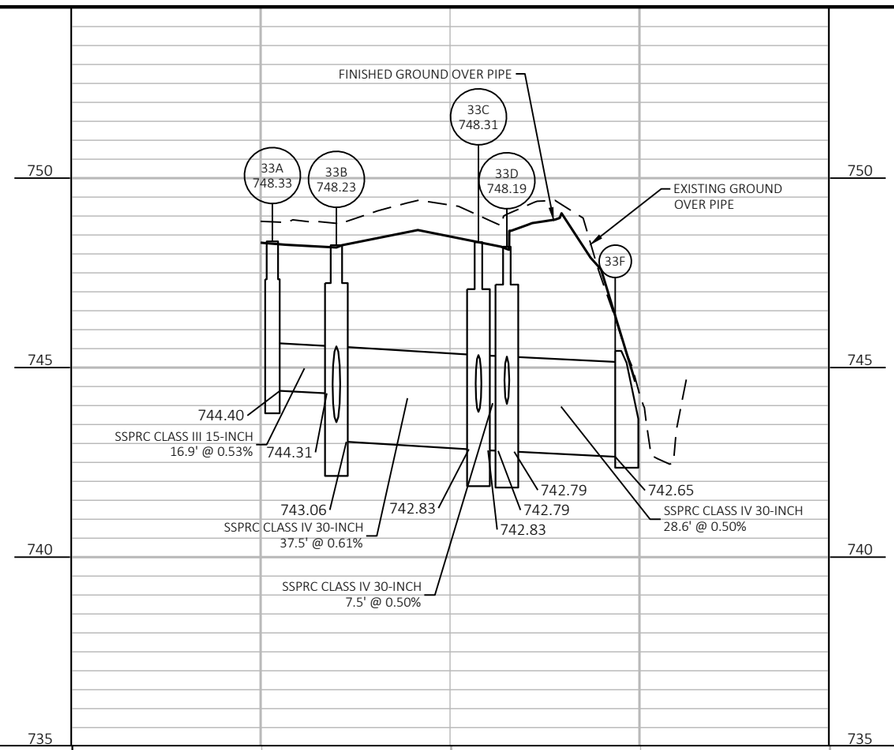
MATCHLINE STA 90+25

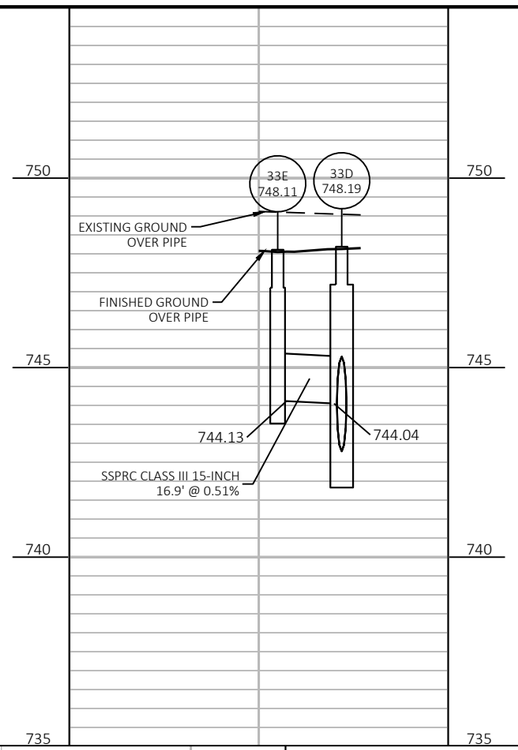
MATCHLINE STA 96+00

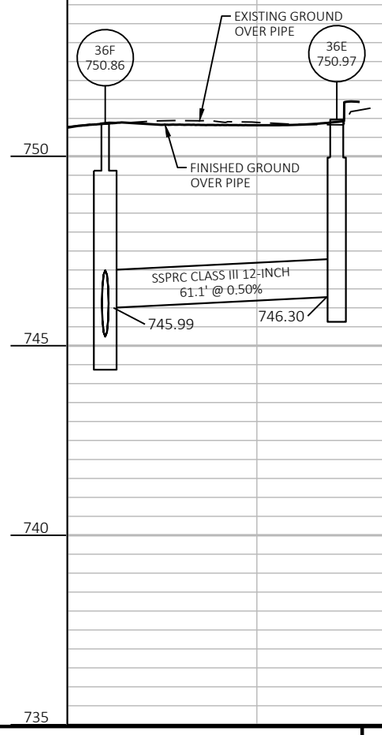
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 89	E

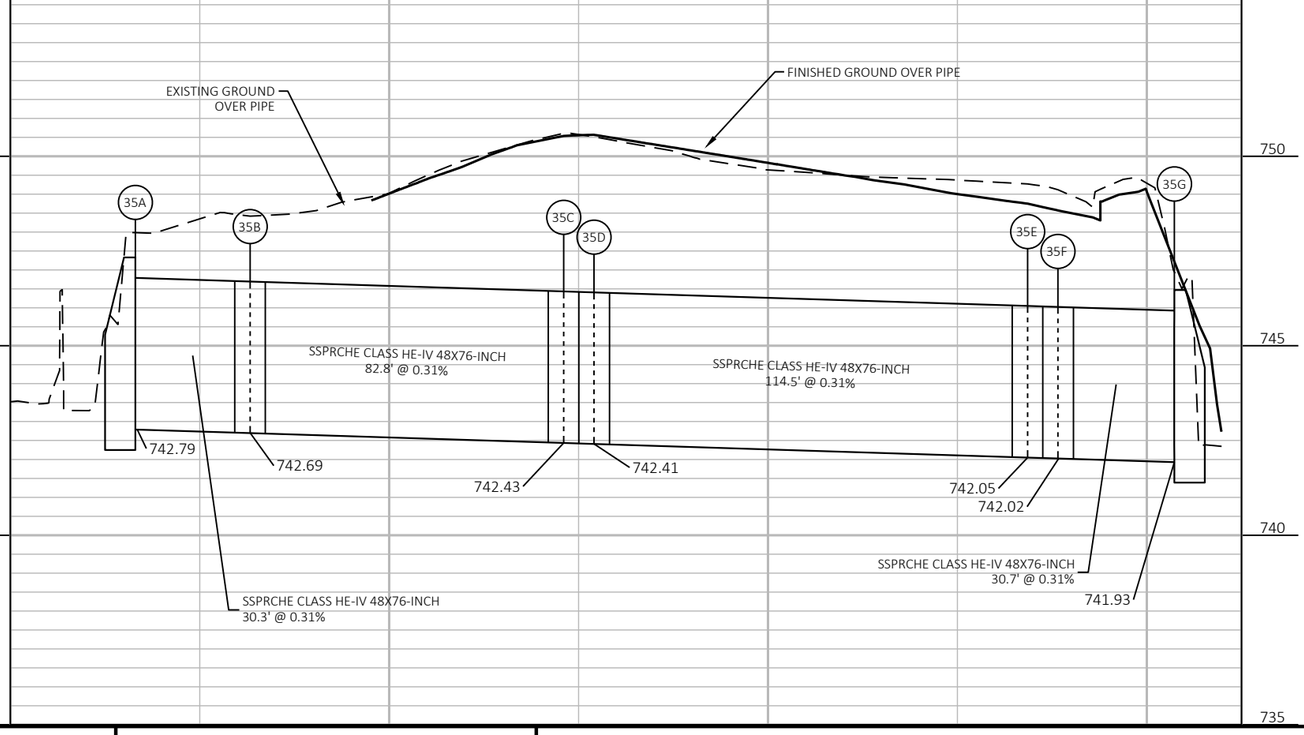
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 16
PLOT DATE : 10/22/2025 3:23 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



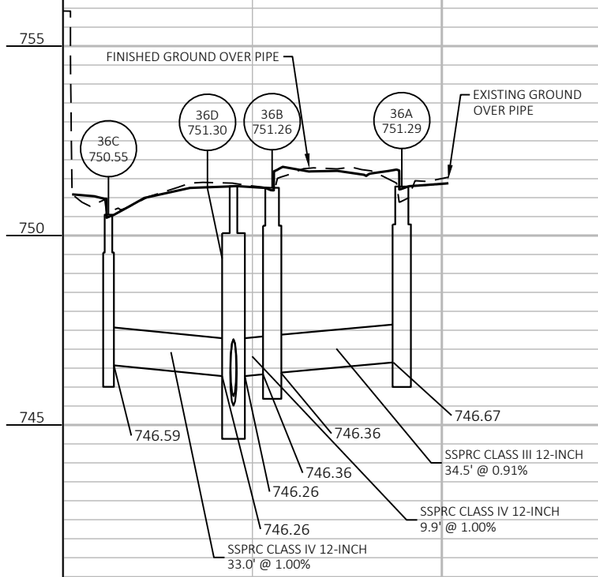


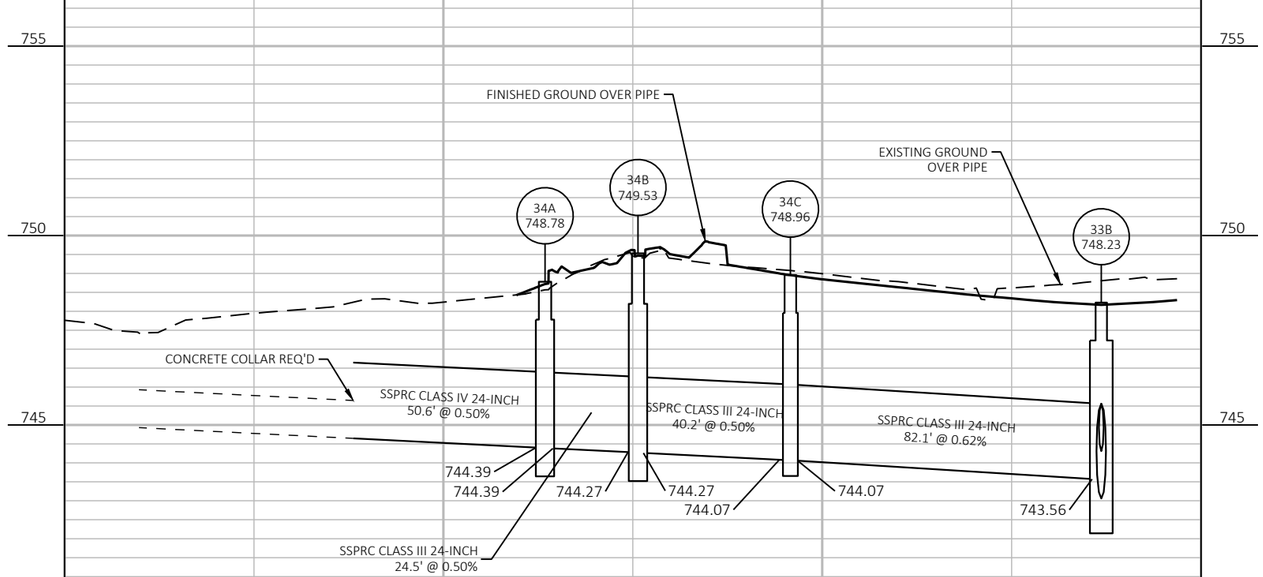


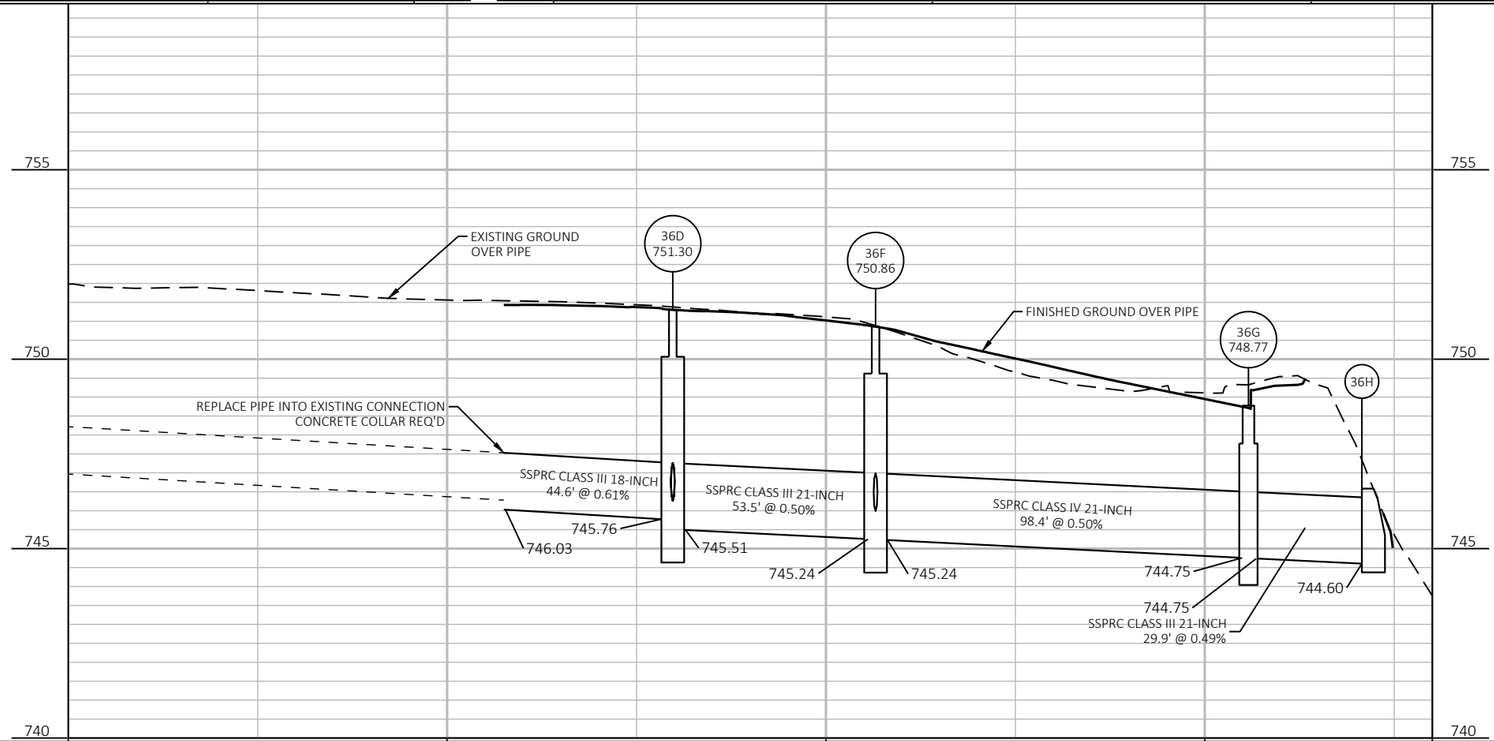




PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 90	E







PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	STORM SEWER	SHEET 91	E

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED

N

8

9

10

11

CTH W

PT: 11+99.84

PC: 12+11.98

12

CTH W R/L

13

MATCH LINE 13+50

KENOSHA COUNTY LANDS ARE ZONED

ESTR

SPEED LIMIT 45

ESTR

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 92	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 01

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

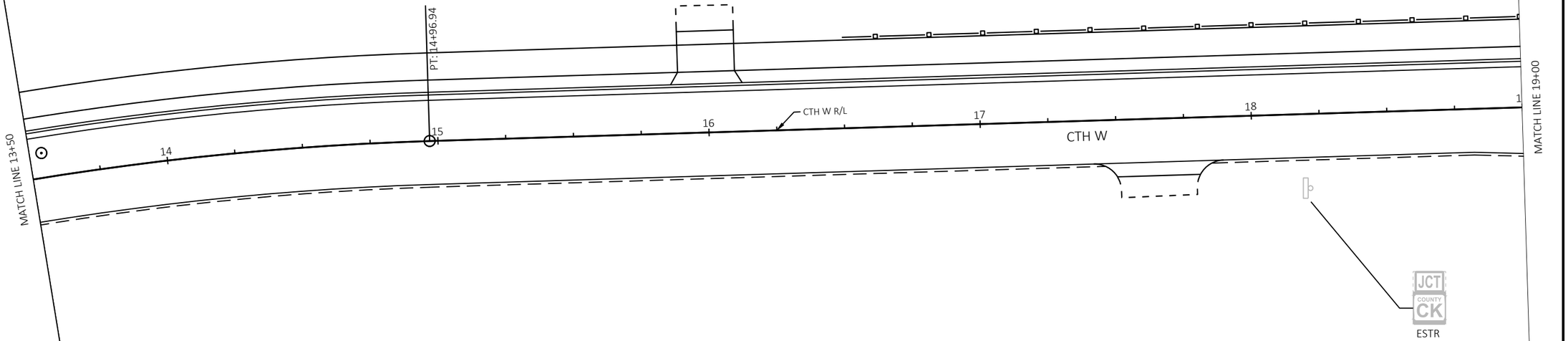
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 93	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

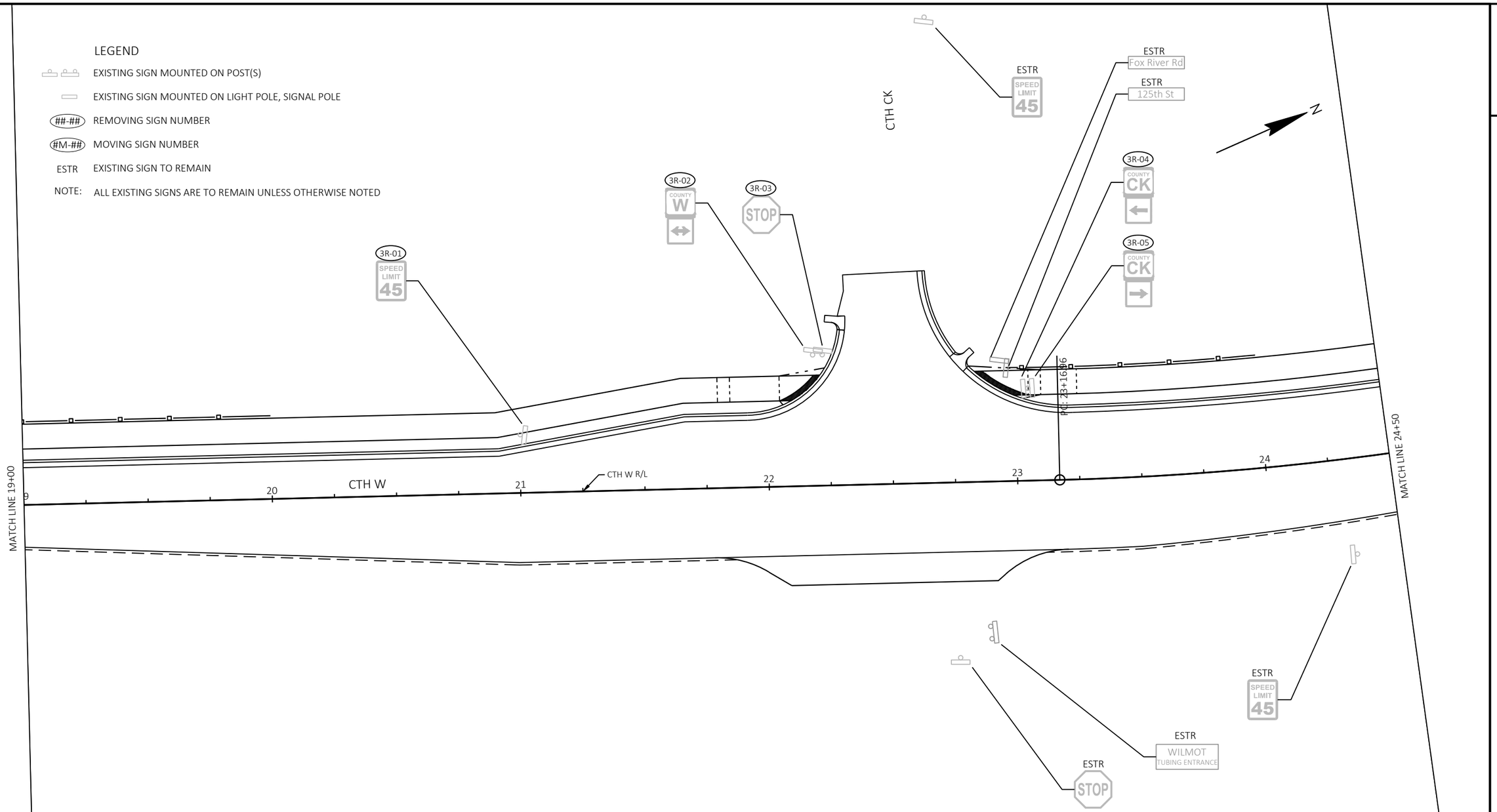
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 94	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 03

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED

N

4R-01

JCT COUNTY CK

PT: 26+46.53

MATCH LINE 24+50

25 26 27 28 29 3

CTH W R/L

CTH W

MATCH LINE 30+00

4R-02

4R-03

35 MPH

2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 95	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 04

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED

N

ESTR
NO FISHING ALLOWED

ESTR
EMPLOYEE & VISITOR PARKING ONLY

ESTR
GENEVA10 FULFILLMENT

PC: 31+98.18

CTH W R/L

CTH W

30

31

32

33

34

35

MATCH LINE 30+00

MATCH LINE 35+25

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 96	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 05

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

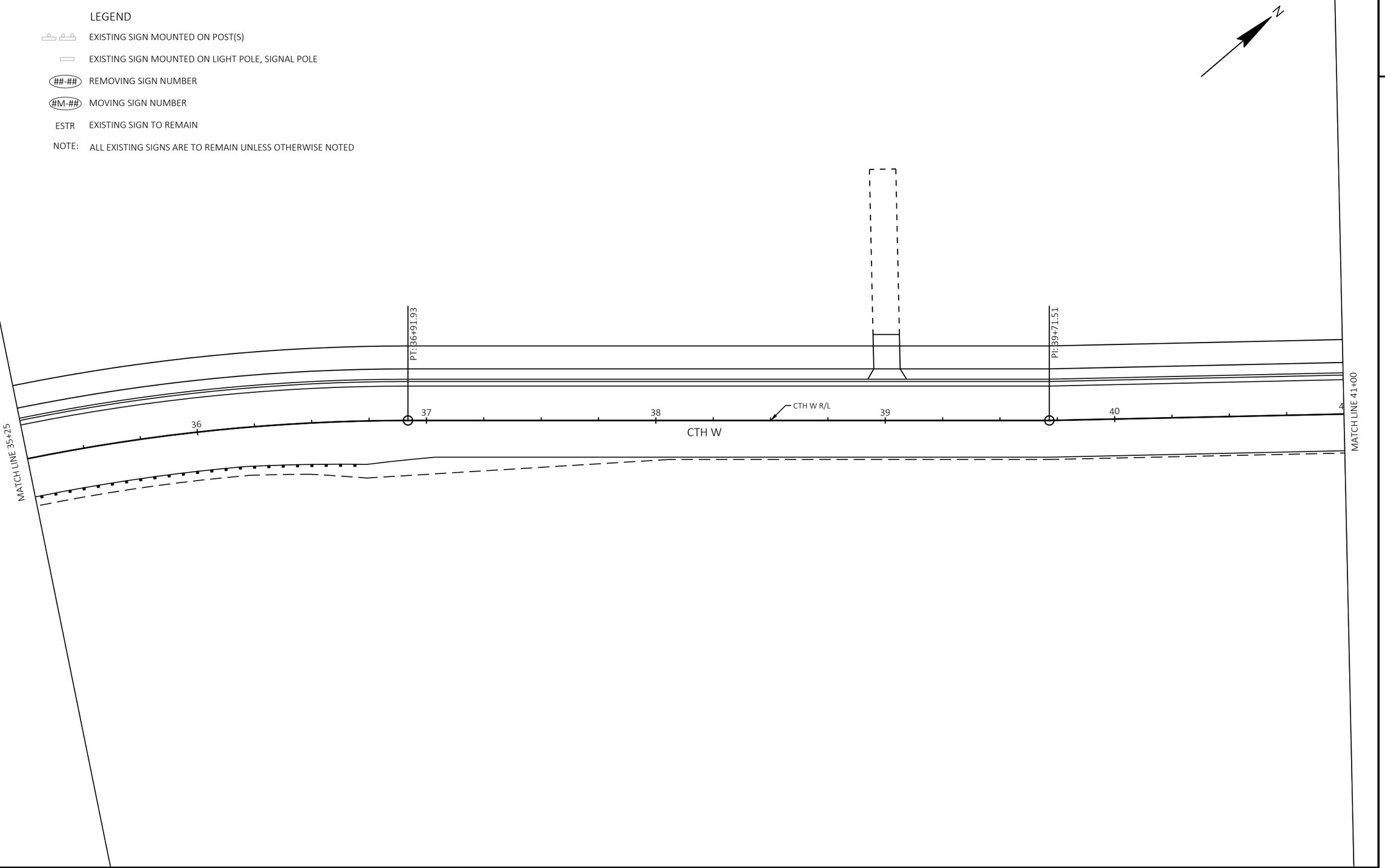
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 97	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

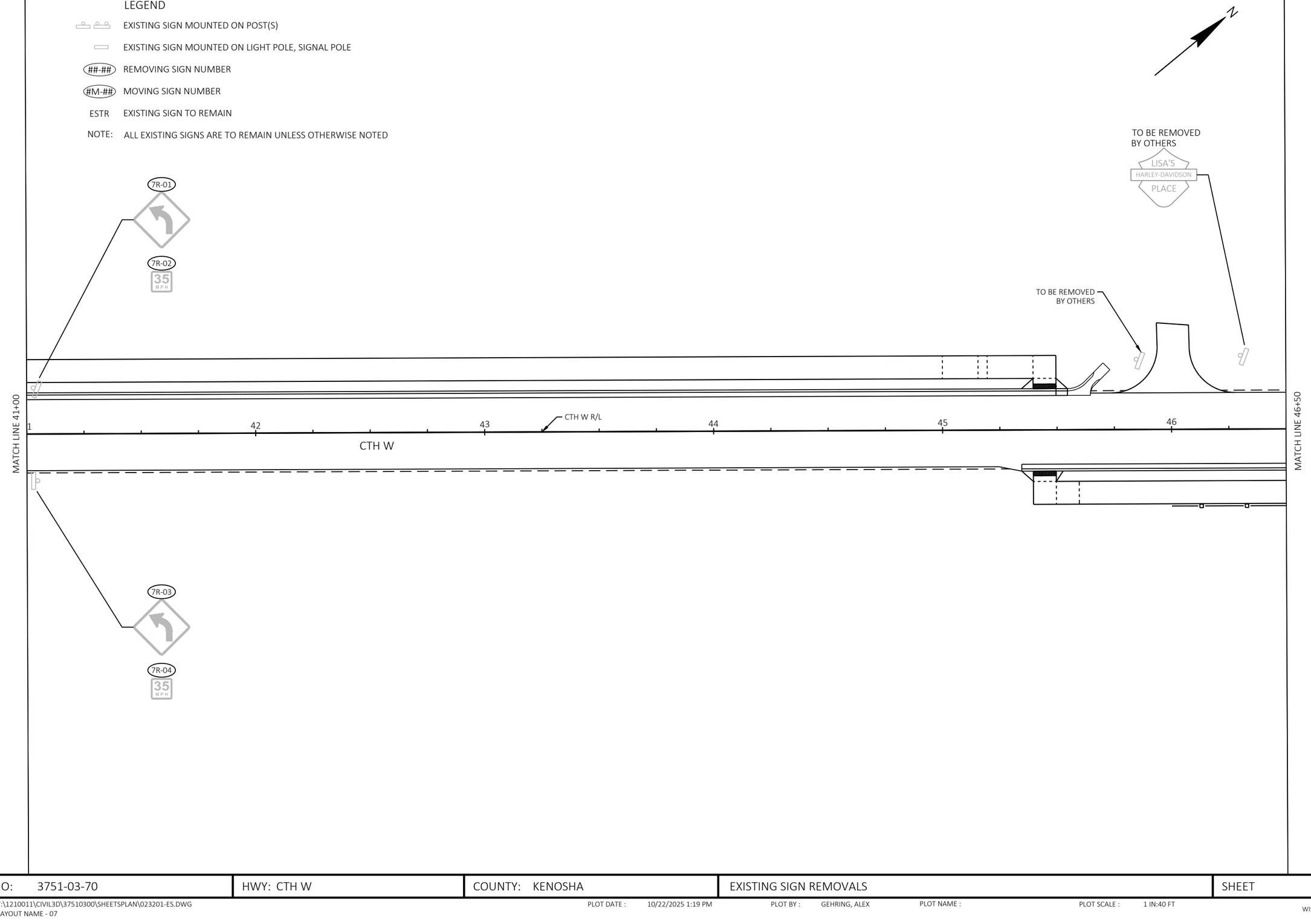
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 98	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 07

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

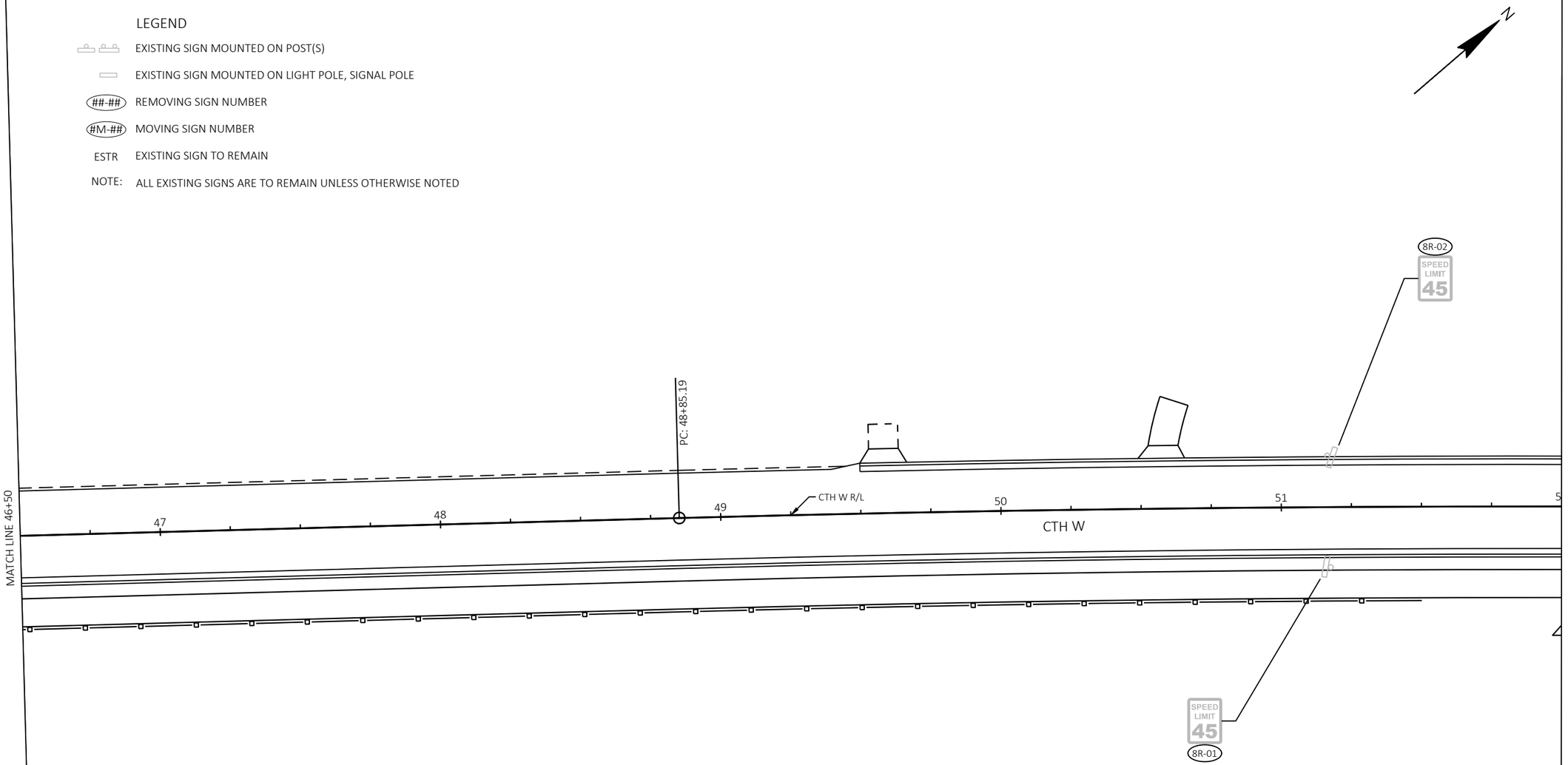
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 99	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

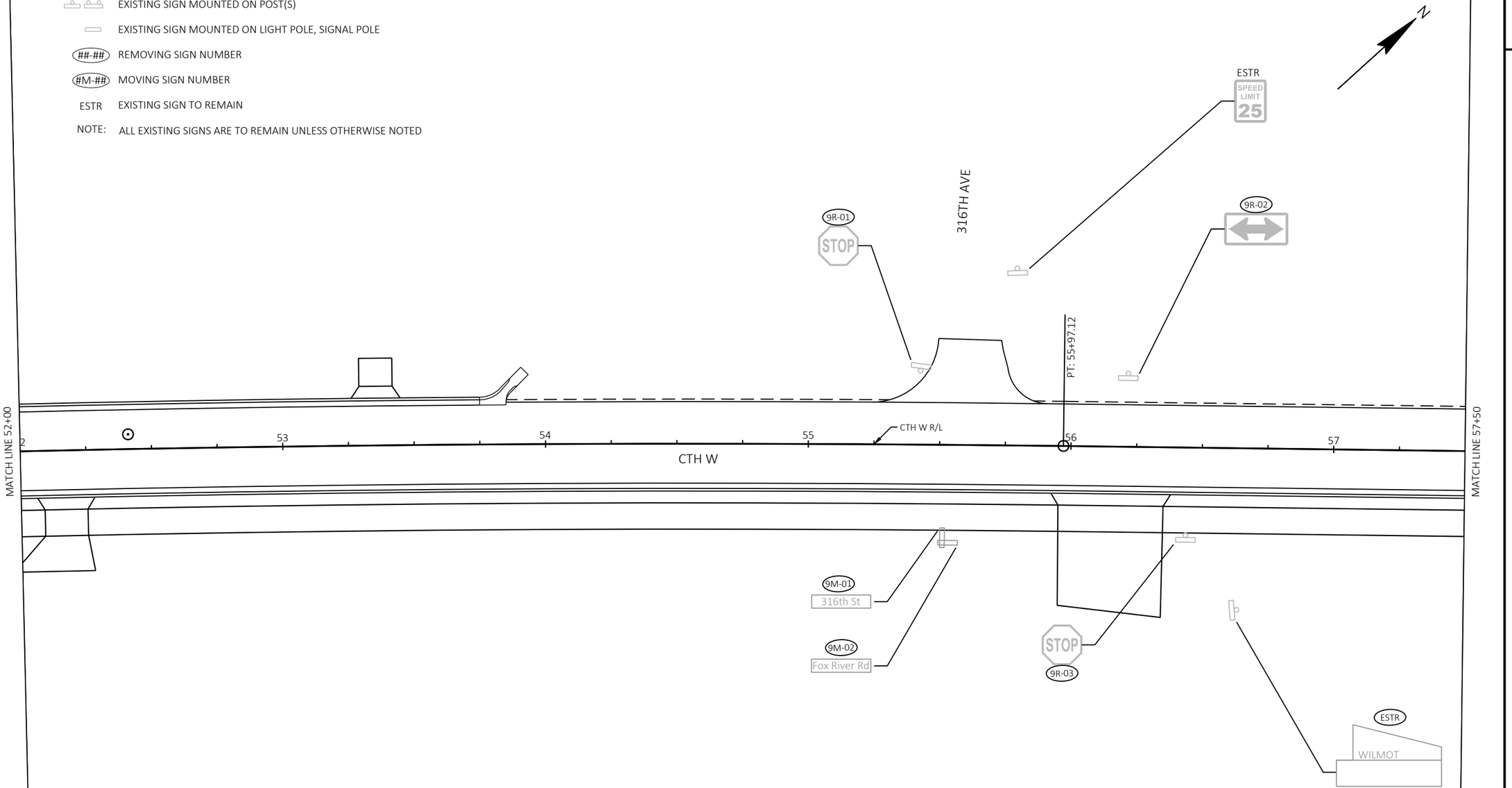
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 100	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 09

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

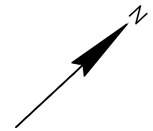
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

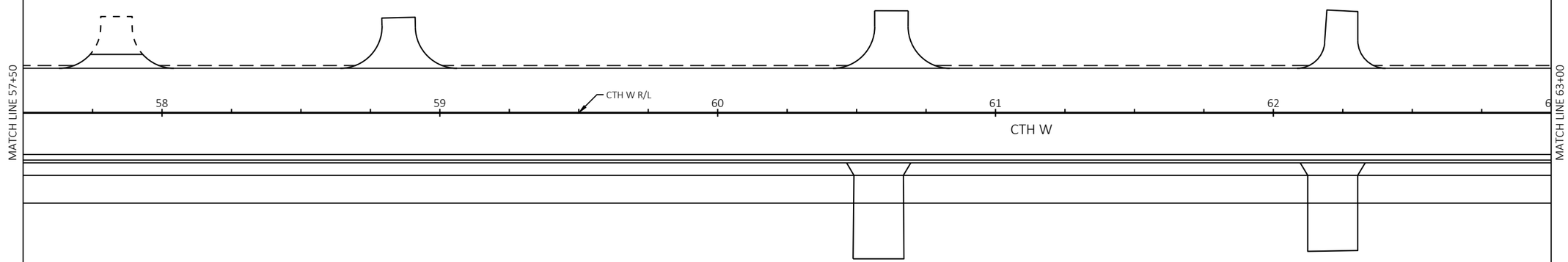
##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED





2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 101	E

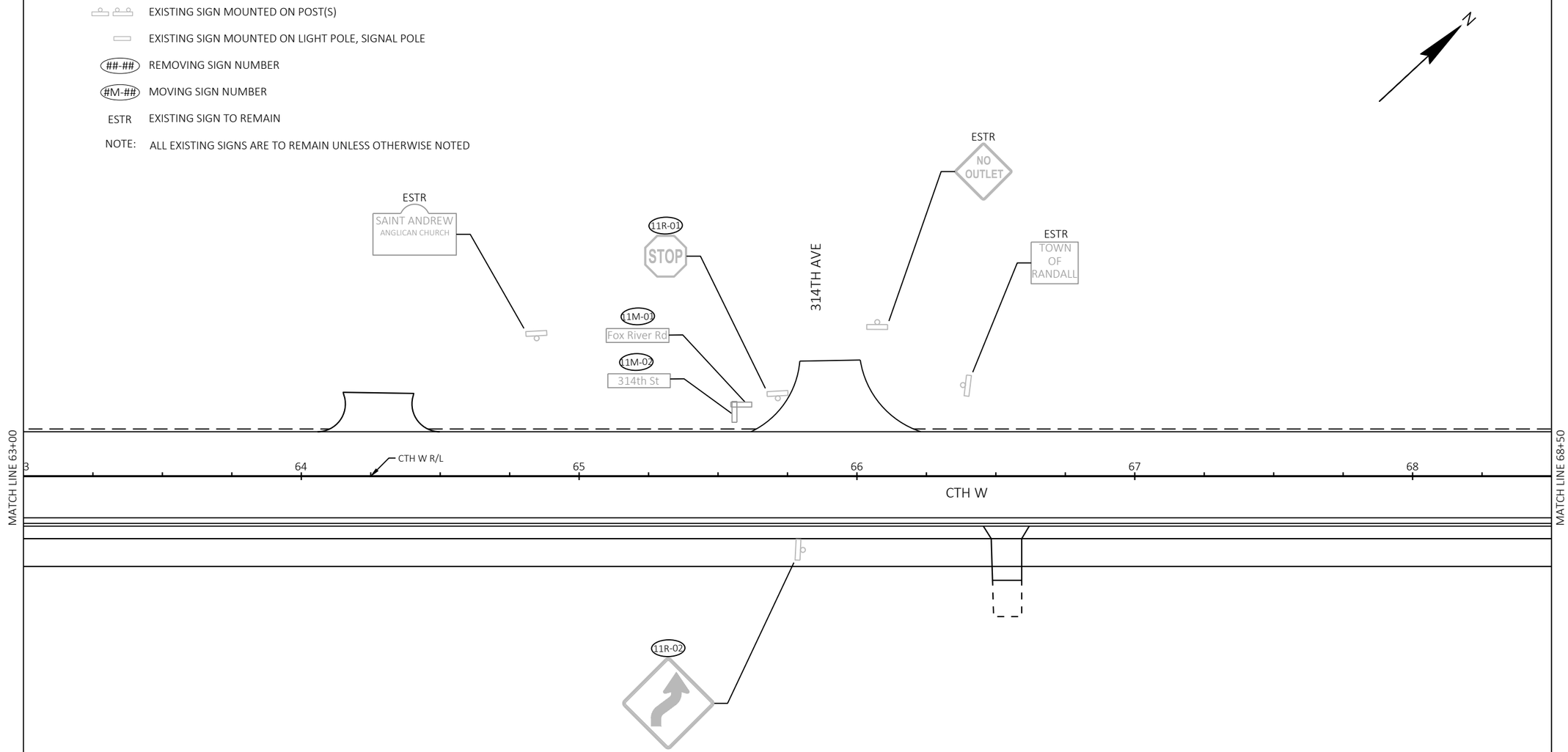
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LAYOUT NAME - 10

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE
- ##-## REMOVING SIGN NUMBER
- #M-## MOVING SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

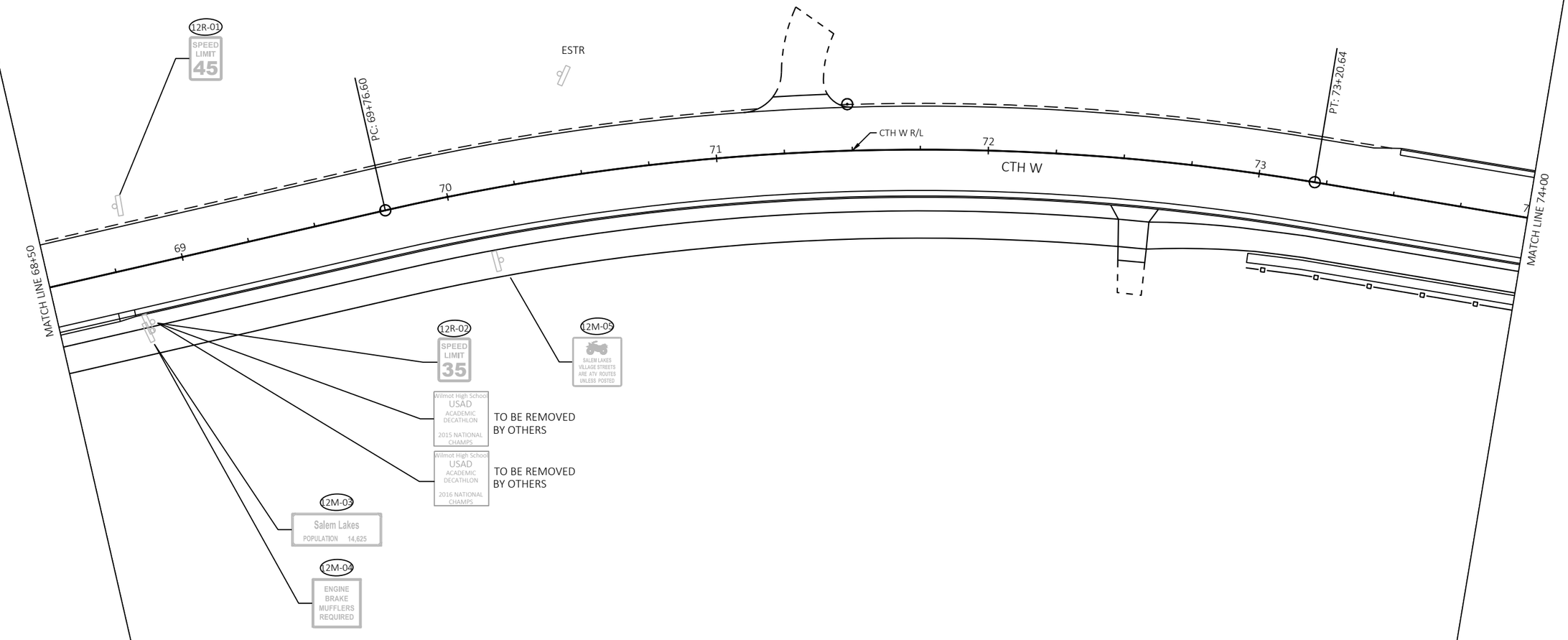
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 103	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 12

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

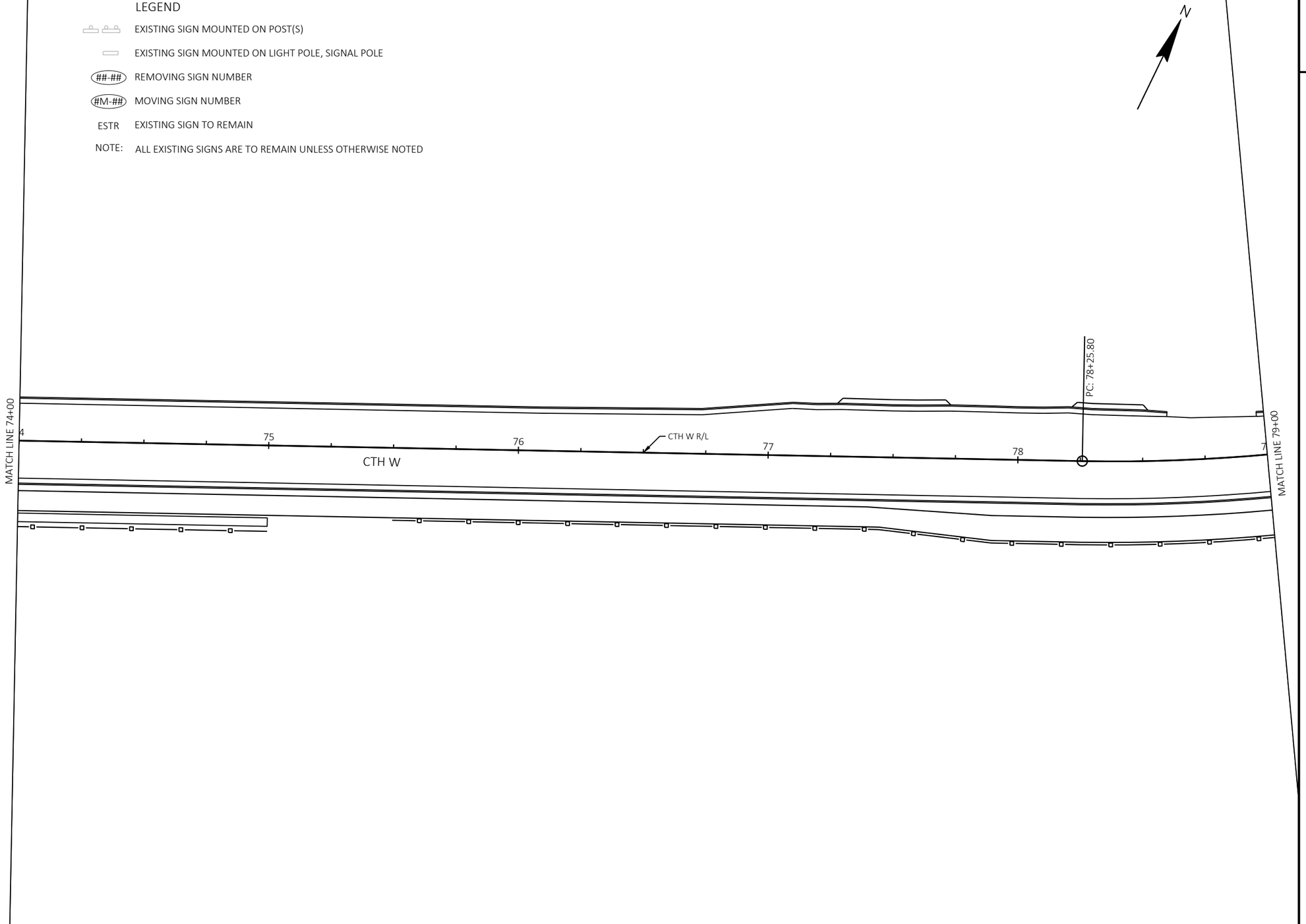
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 104	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 13

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

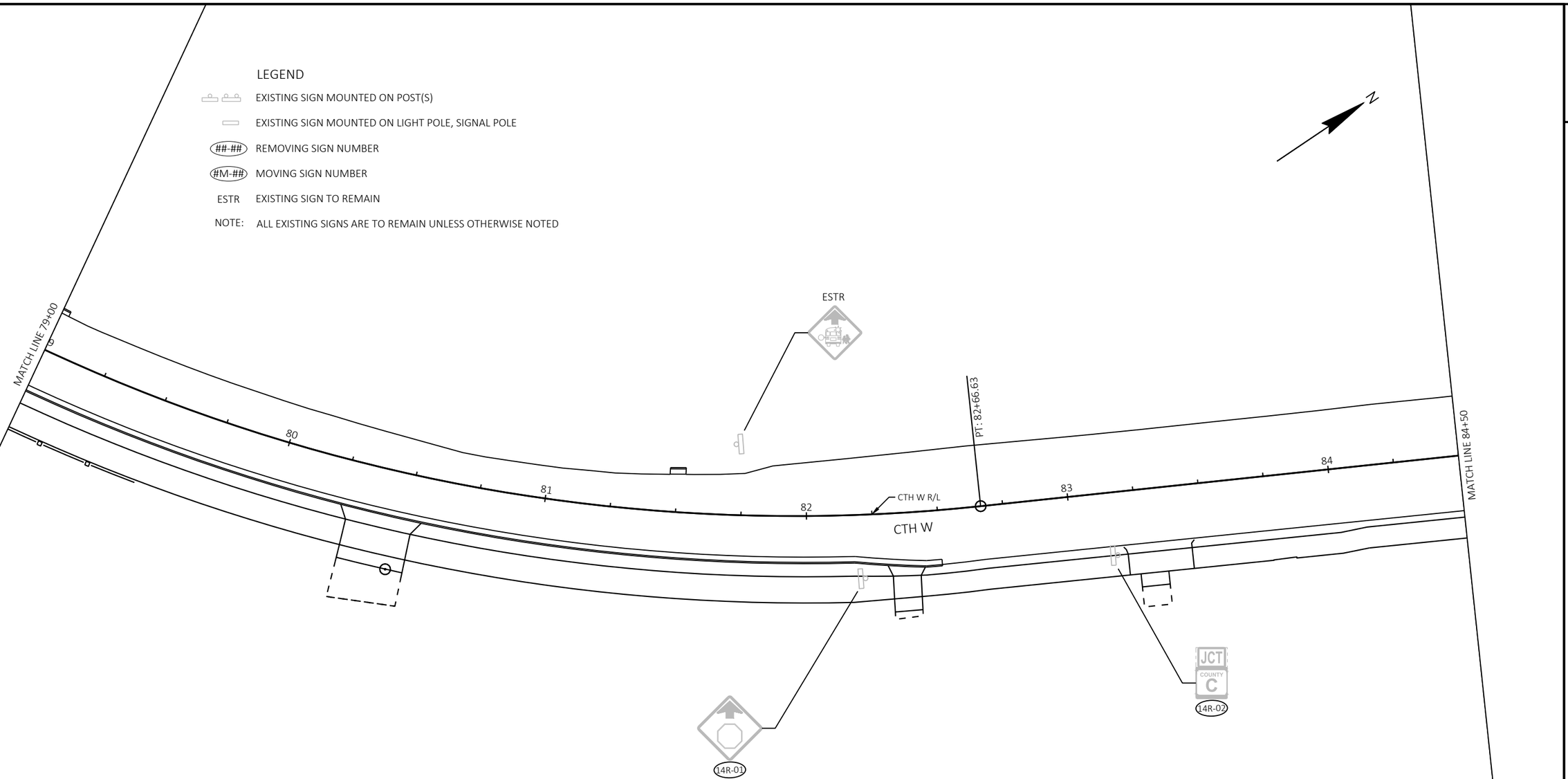
EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE

##-## REMOVING SIGN NUMBER

#M-## MOVING SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 105	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 14

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

15M-03
SALEM LAKES

15M-04
KENOSHA COUNTY
BIKE ROUTE

15R-04
SPEED LIMIT 35

15R-05
NO PARKING ANY TIME

15R-12

15M-05
CO FAIR GROUNDS
FOX RIVER PK

15R-14
SPEED LIMIT 25

REMOVE, SALVAGE, AND REINSTALL SIGNS
- FLASHING STOP SIGN

ESTR
SPEED LIMIT 35

15R-02
STOP

15R-03
ALL WAY

PI: 86+57.29

MATCH LINE 84+50

85

86

BP: 604+23.04

CTH W R/L

88

89

CTH W

MATCH LINE 90+00

15M-01
CO FAIR GROUNDS
FOX RIVER PK

15M-02
KENOSHA COUNTY
BIKE ROUTE

15R-01

REMOVE, SALVAGE, AND REINSTALL SIGN
- FLASHING STOP SIGN

15R-06
STOP

15R-07
ALL WAY

15R-08
COUNTY C

15R-09
COUNTY W

15R-10
COUNTY C

15R-11
COUNTY C

15R-13
SPEED LIMIT 25

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE
- ##-## REMOVING SIGN NUMBER
- #M-## MOVING SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 106	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 15

PLOT DATE : 10/22/2025 1:19 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE
- ##-## REMOVING SIGN NUMBER
- #M-## MOVING SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- NOTE: ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED

N

MATCH LINE 90+00

90 91 92 93 94 95

CTH W R/L

CTH W

16R-06 STOP
16R-07 ALL WAY
16R-04 COUNTY W
16R-05 Ski Area
16R-08 COUNTY C
16R-09 COUNTY C
16R-10 STOP
16R-11 ALL WAY

16M-01 SALEM LAKES
16M-02 KENOSHA COUNTY BIKE ROUTE
16R-01
16M-03 CO FAIR GROUNDS / FOX RIVER PK

16R-02 STOP
16R-03 ALL WAY

16R-14 REMOVE EXISTING SIGN POST AND MASONRY

TO BE REMOVED BY OTHERS
KRISKA'S MARKET
FOX VALLEY FLORIST GIFT SHOP
POSSIBILITY SHOPE ANTIQUES - GIFTS
WRIGHT PLACE ANTIQUES
TO BE REMOVED BY OTHERS
FOX RIVER RD
TO BE REMOVED BY OTHERS
113TH ST

ESTR WILMOT STAGE STOP
16R-12 STOP
16R-13 ALL WAY

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	EXISTING SIGN REMOVALS	SHEET 107	E

2

2

SIGNING LEGEND

X-XX NEW SIGN NUMBER

XM-XX MOVING SIGN NUMBER

PROPOSED SIGN MOUNTED ON WOOD POST

PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

N

1-01
W5-56 (2M)

1-02
W11-1 (2M)

1-03
W11-1 (2M)
W16-7R (2M)
1-04

ROTATE W16-7R 180 DEGREES SO ARROW POINTS UP AND TO THE LEFT

8+00 9+00 CTH W R/L 10+00 11+00 12+00 13+00

CTH W

4' 11' 11' 5'

1 2

MATCH LINE 13+50

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 108	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021201-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/22/2025 1:15 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

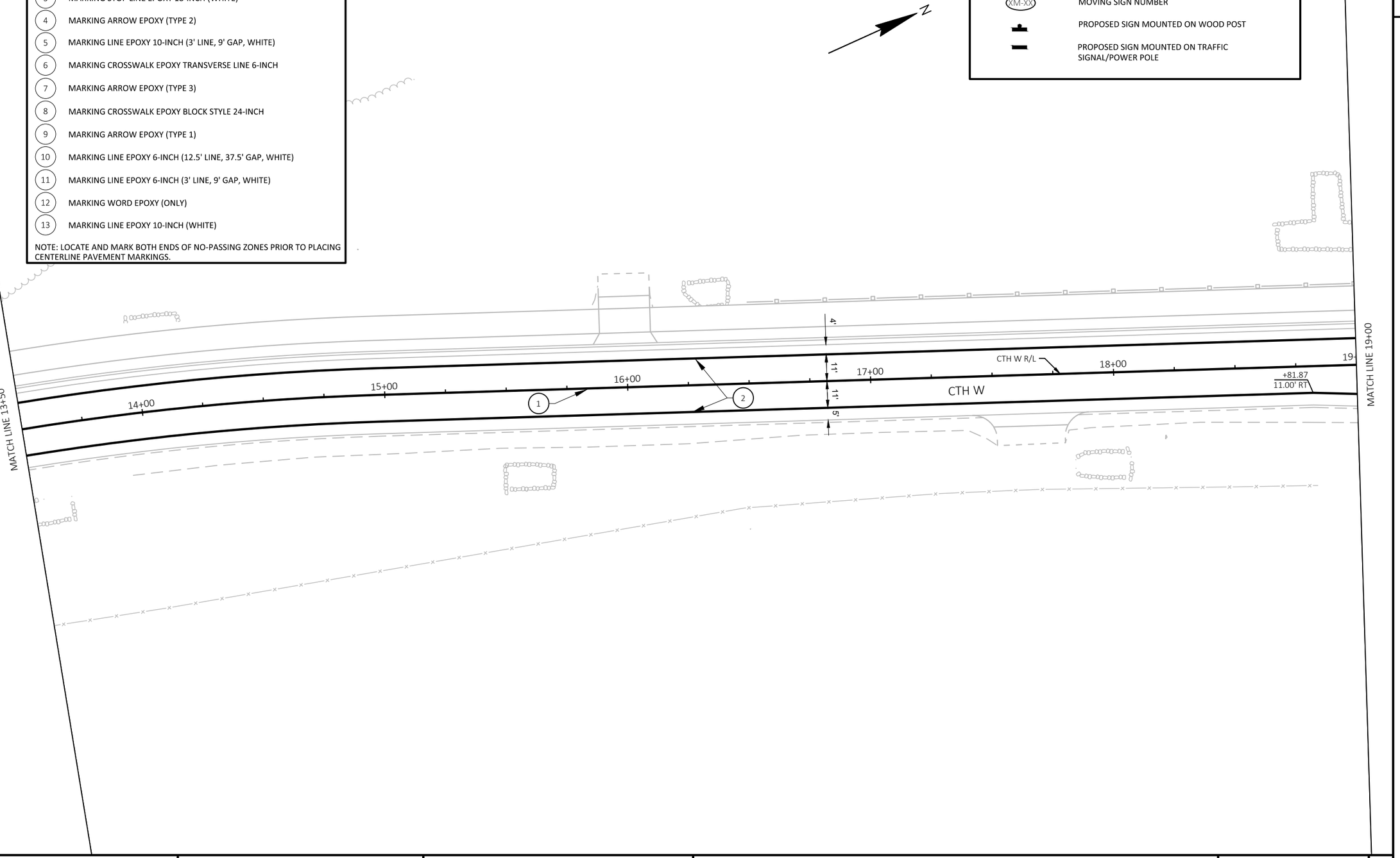
PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

SIGNING LEGEND

X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 109 E

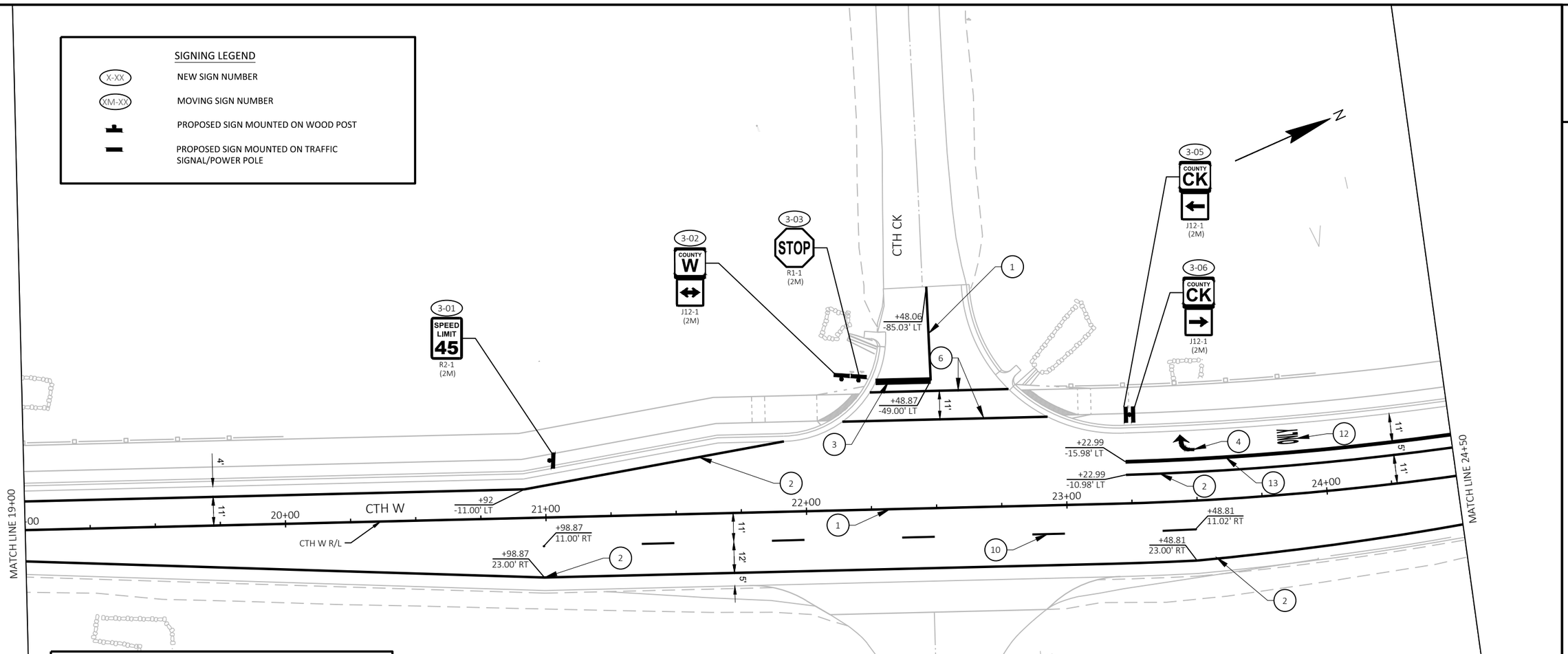
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LAYOUT NAME - 02

PLOT DATE : 10/22/2025 1:15 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE



PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 110	E

2

SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

N

MATCH LINE 24+50

MATCH LINE 30+00

CTH W

CTH W R/L

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

11' 5' 11' 11' 4' 11' 5' 1'

13 5 4 +25.51 -16.00' LT 2 +25.51 -11.00' LT 11 +65.34 -16.00' LT 2 1

+46.78 12.05' RT +77.68 -11.00' LT

4-01 BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 (2M)

4-02 JCT COUNTY CK J1-1 (2M)

4-03 W01-2R (2M)

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 111	E

2

2

SIGNING LEGEND

X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

N

MATCH LINE 30+00

31+00

32+00

CTH W R/L

33+00

34+00

35+00

MATCH LINE 35+25

CTH W

4'

11'

11'

5'

1

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 112	E

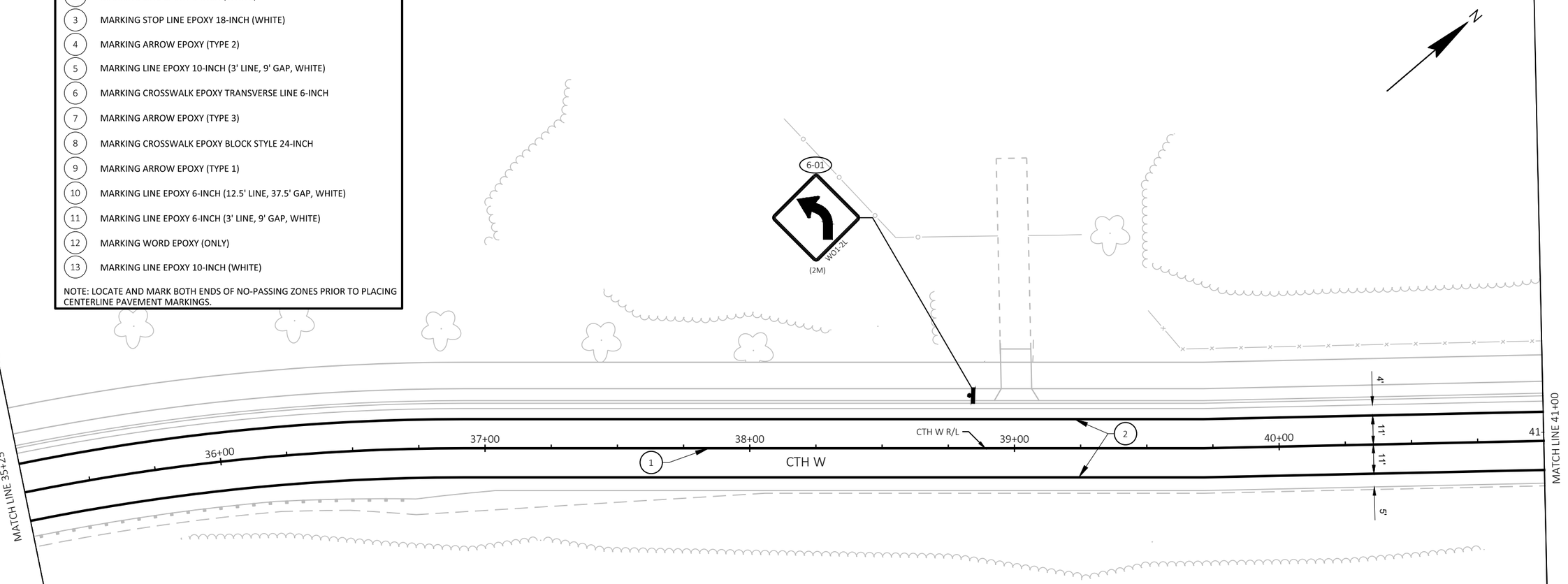
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LAYOUT NAME - 05
PLOT DATE : 10/22/2025 1:15 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

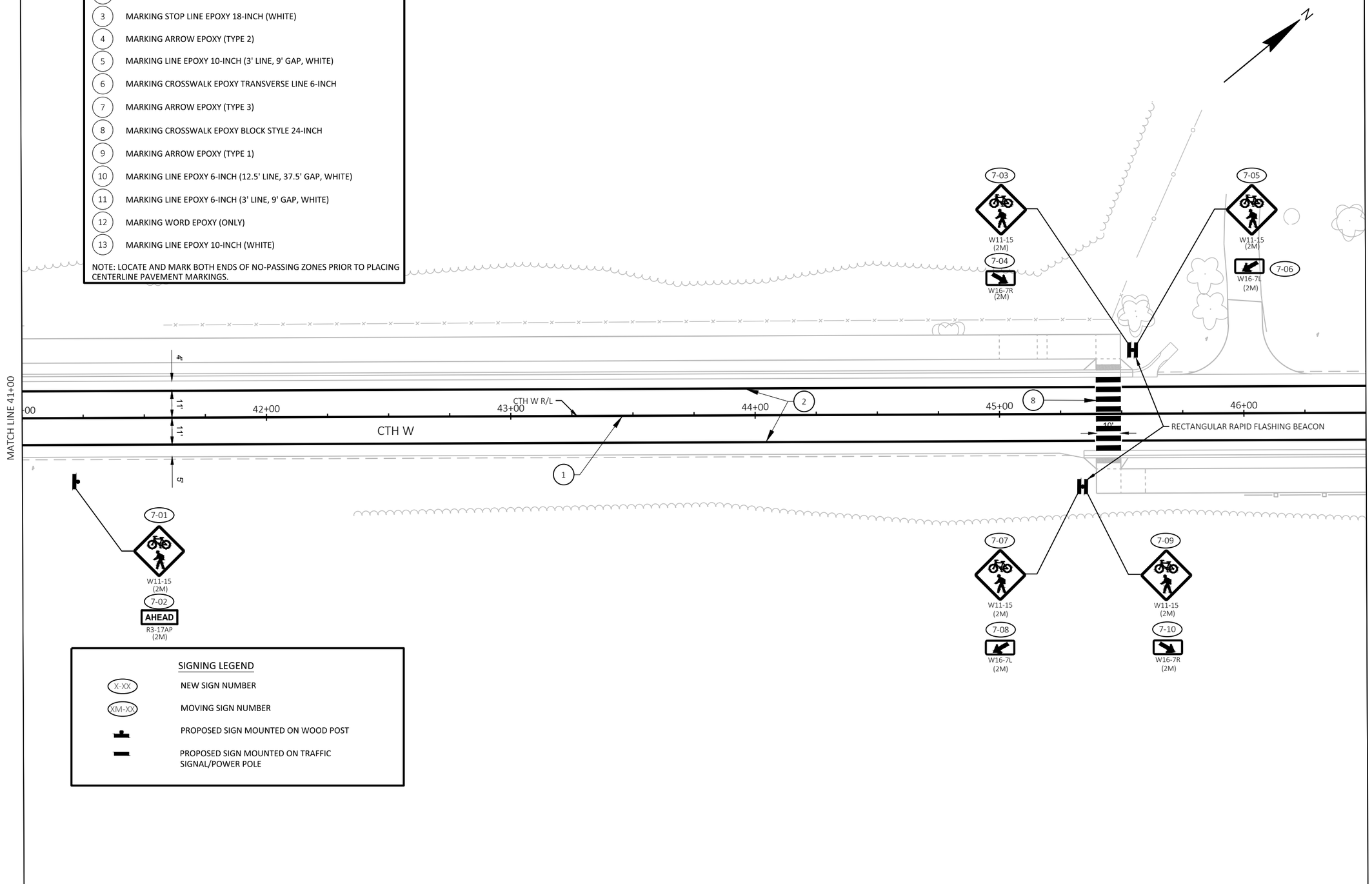
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 114	E

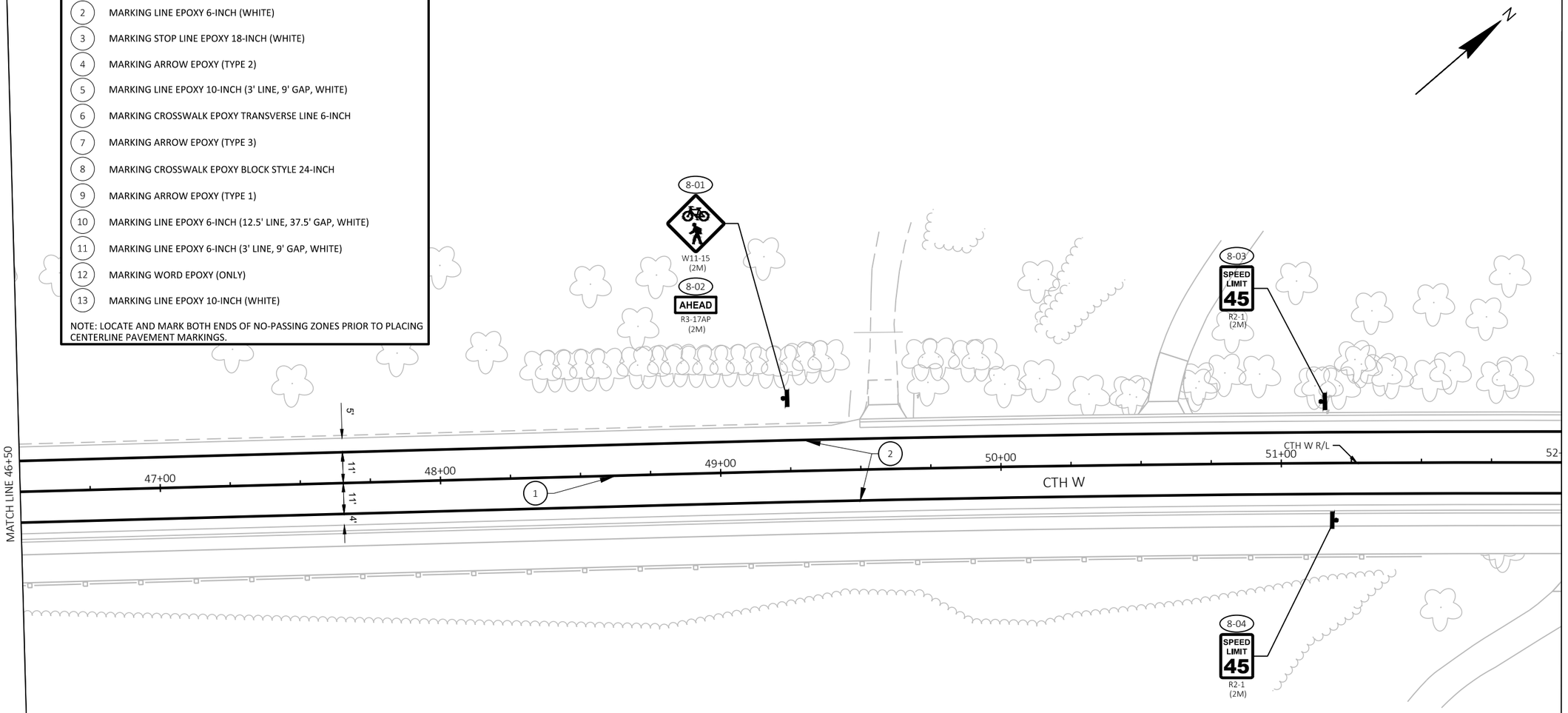
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LAYOUT NAME - 07
PLOT DATE : 10/22/2025 1:15 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

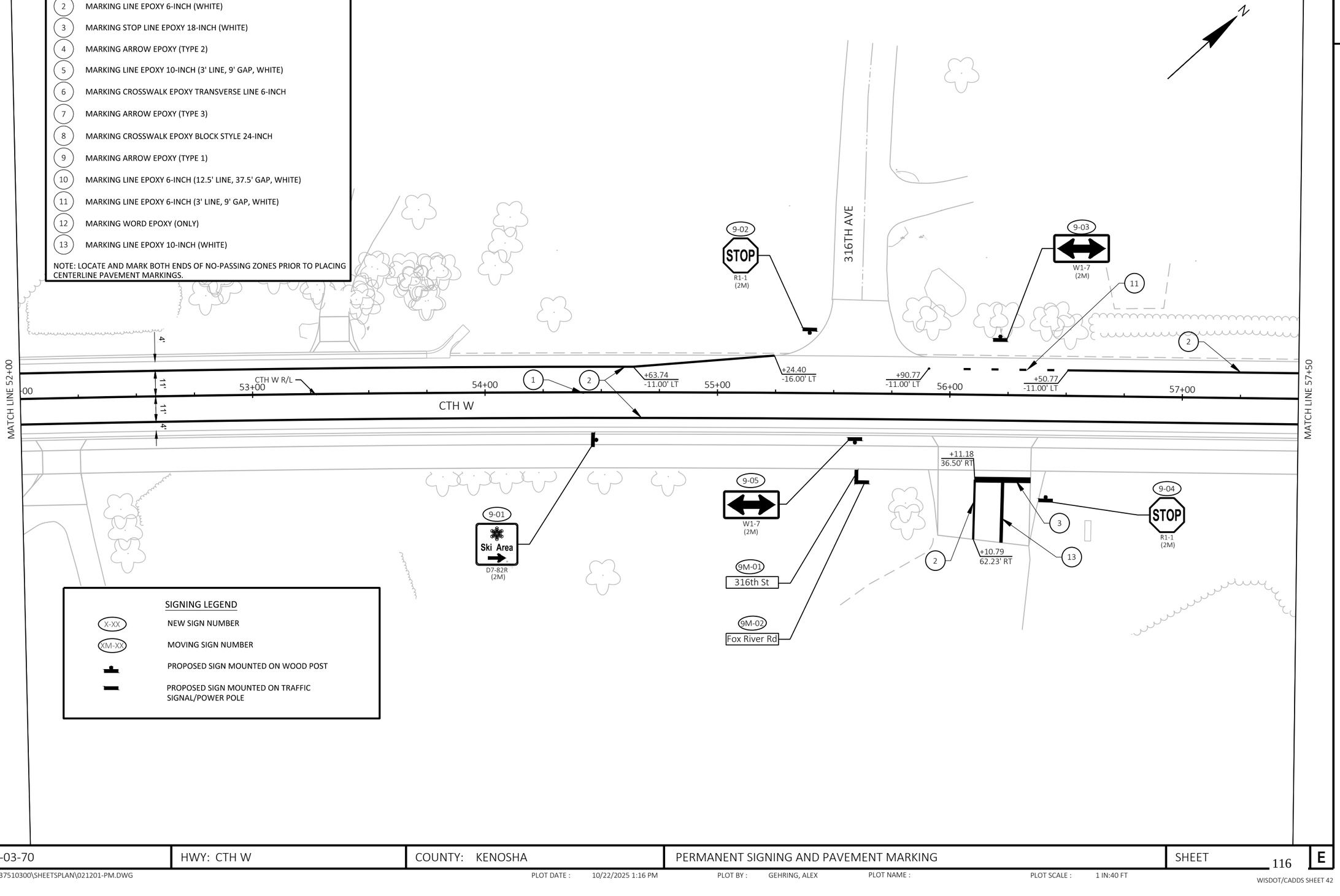
X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

X-XX	NEW SIGN NUMBER
XM-XX	MOVING SIGN NUMBER
	PROPOSED SIGN MOUNTED ON WOOD POST
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

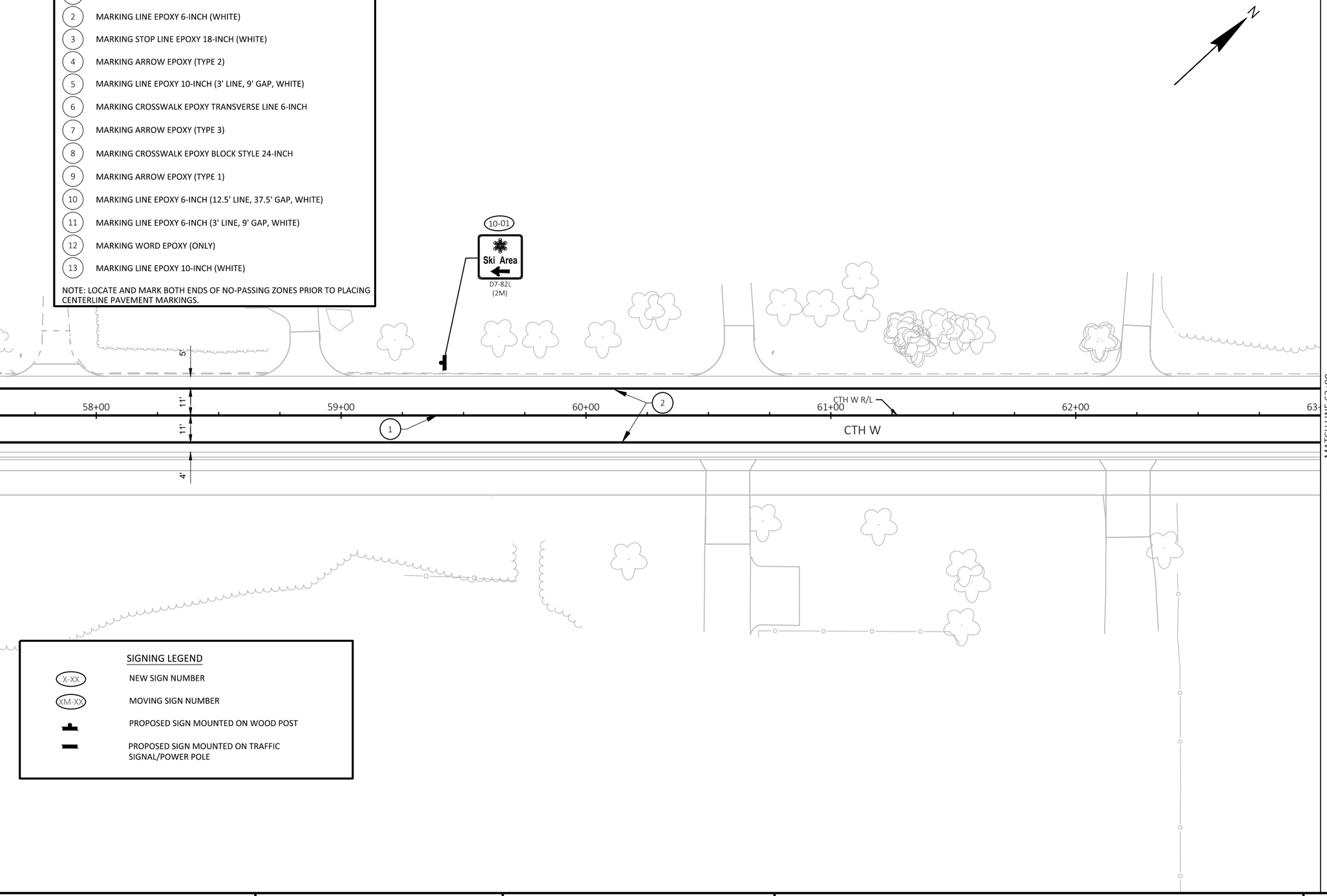
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 116	E

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 117	E

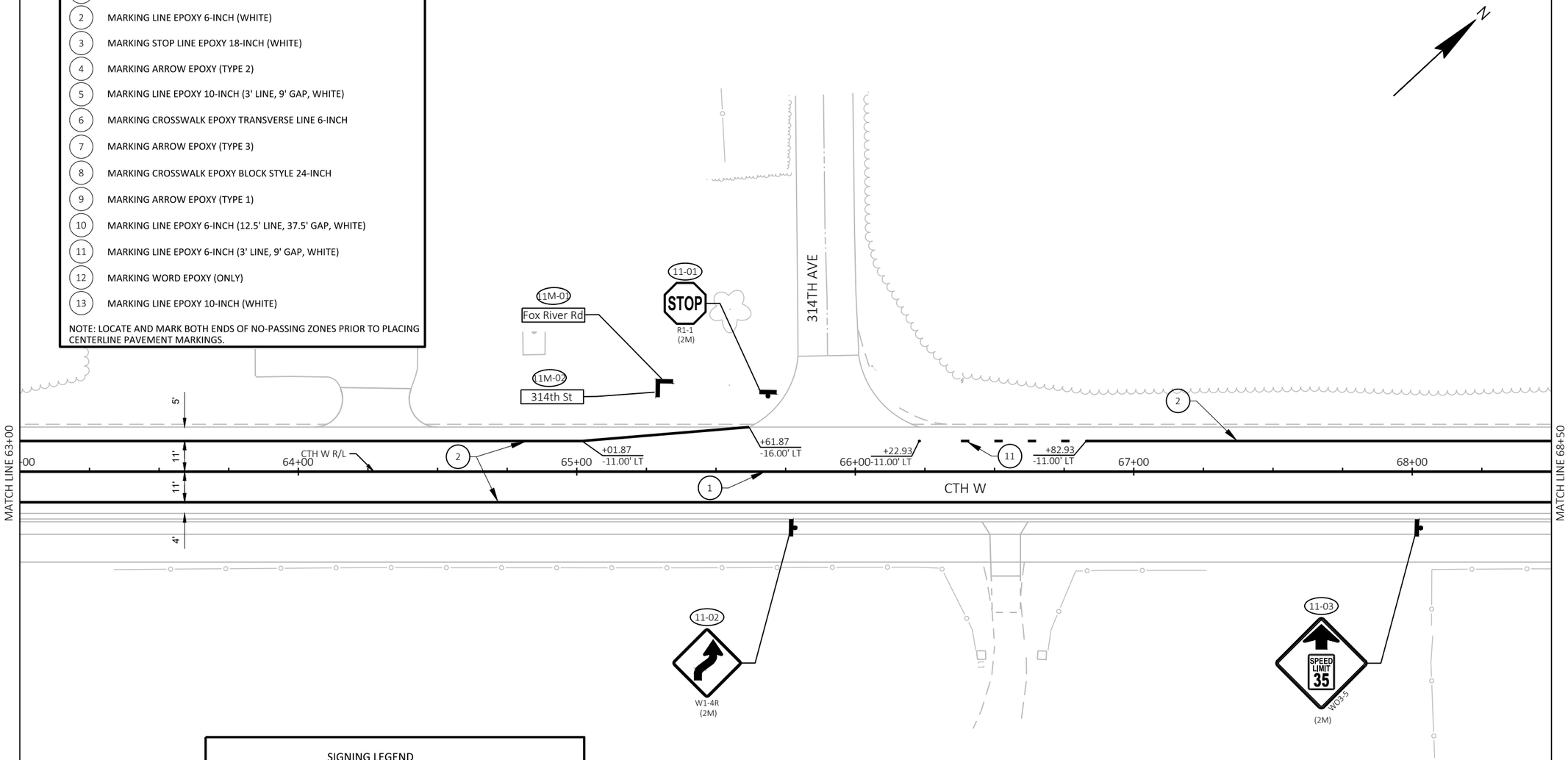
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LAYOUT NAME - 10
PLOT DATE : 10/22/2025 1:16 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

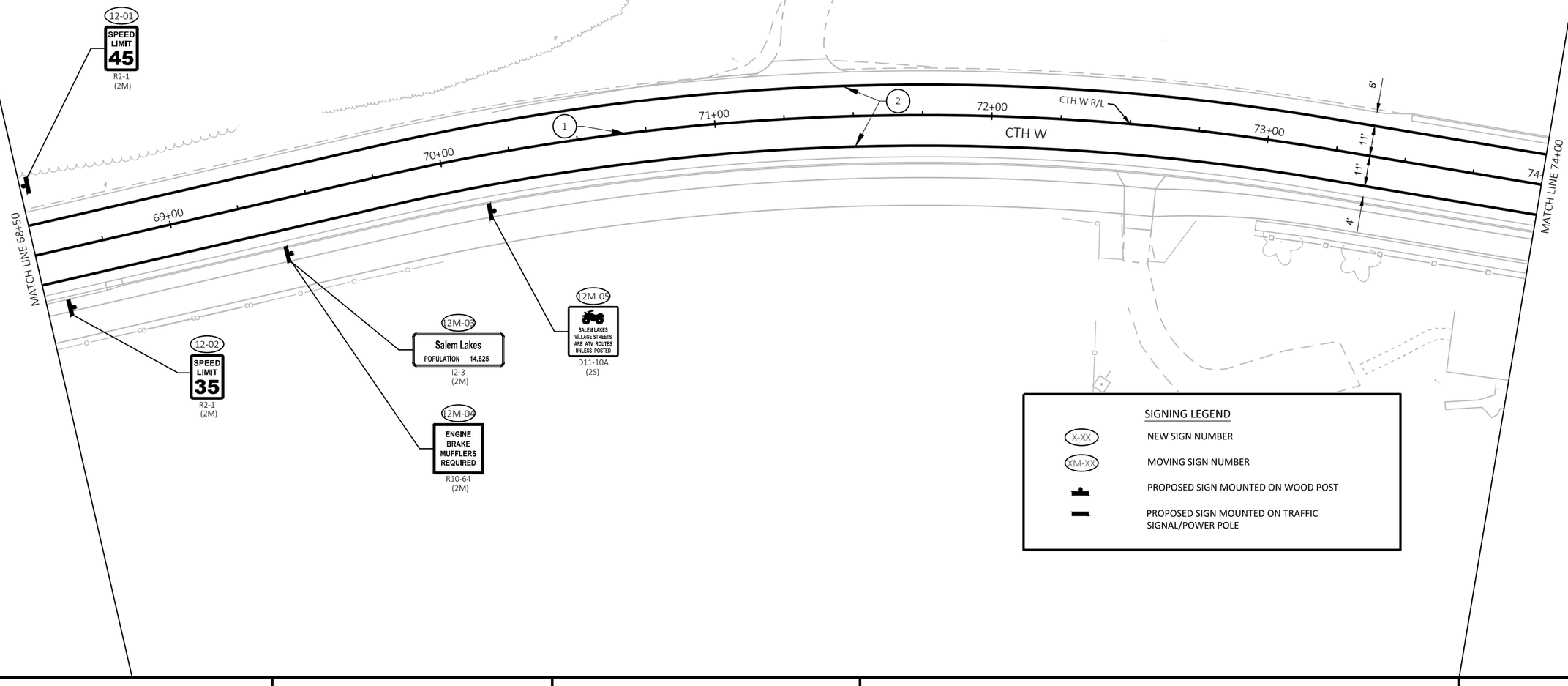
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 118	E

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



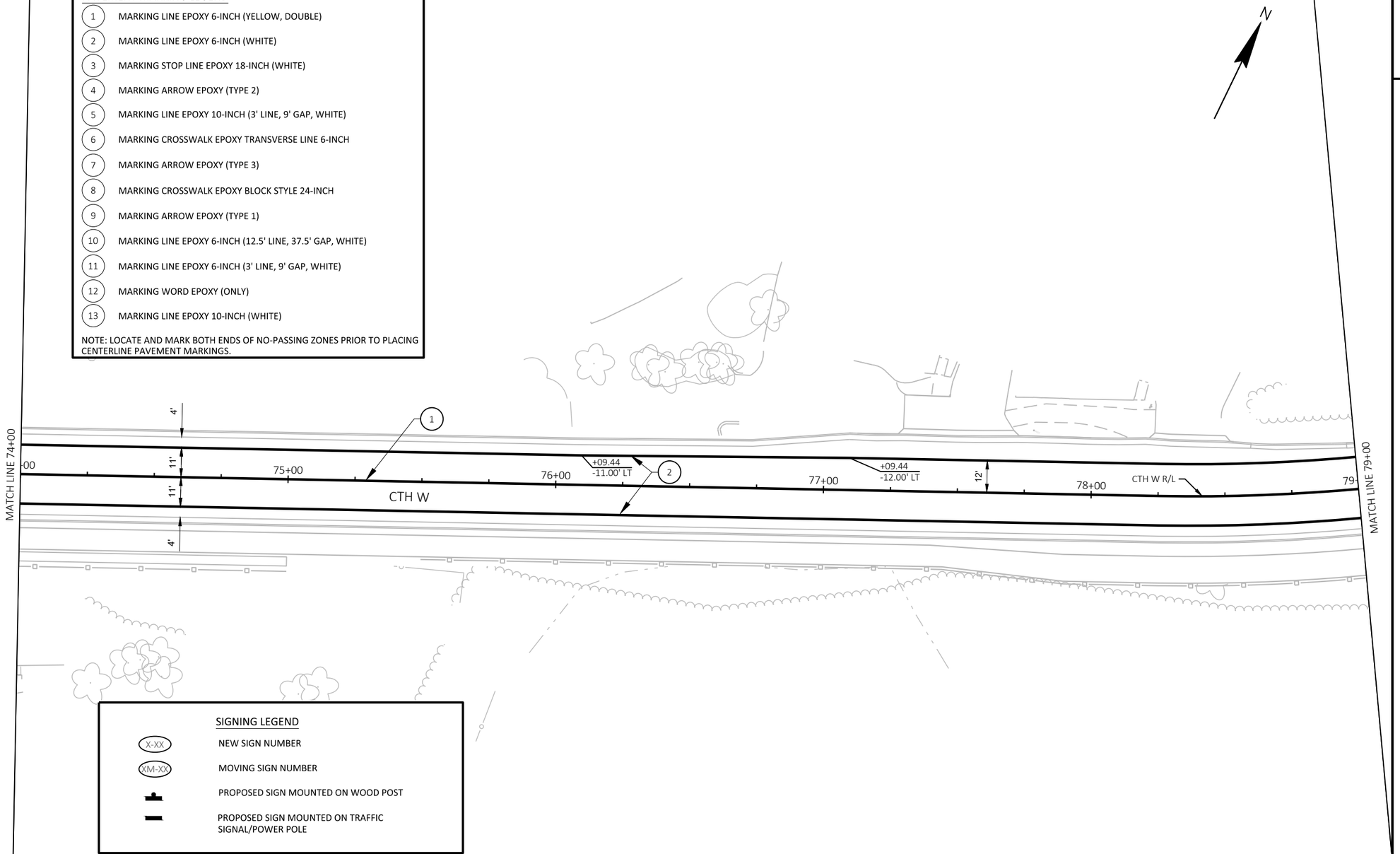
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 119	E

2

PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.



SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 120	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\021201-PM.DWG
LAYOUT NAME - 13
PLOT DATE : 10/22/2025 1:16 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE

N

MATCH LINE 79+00

80+00

81+00

82+00

83+00

84+00

MATCH LINE 84+50

12'

11'

4'

1

2

CTH W R/L

CTH W

14-01
W3-1
(2S)

14-02
JCT
COUNTY
C
J1-1
(2S)

14-03
ONLY
R3-8LF
(2S)

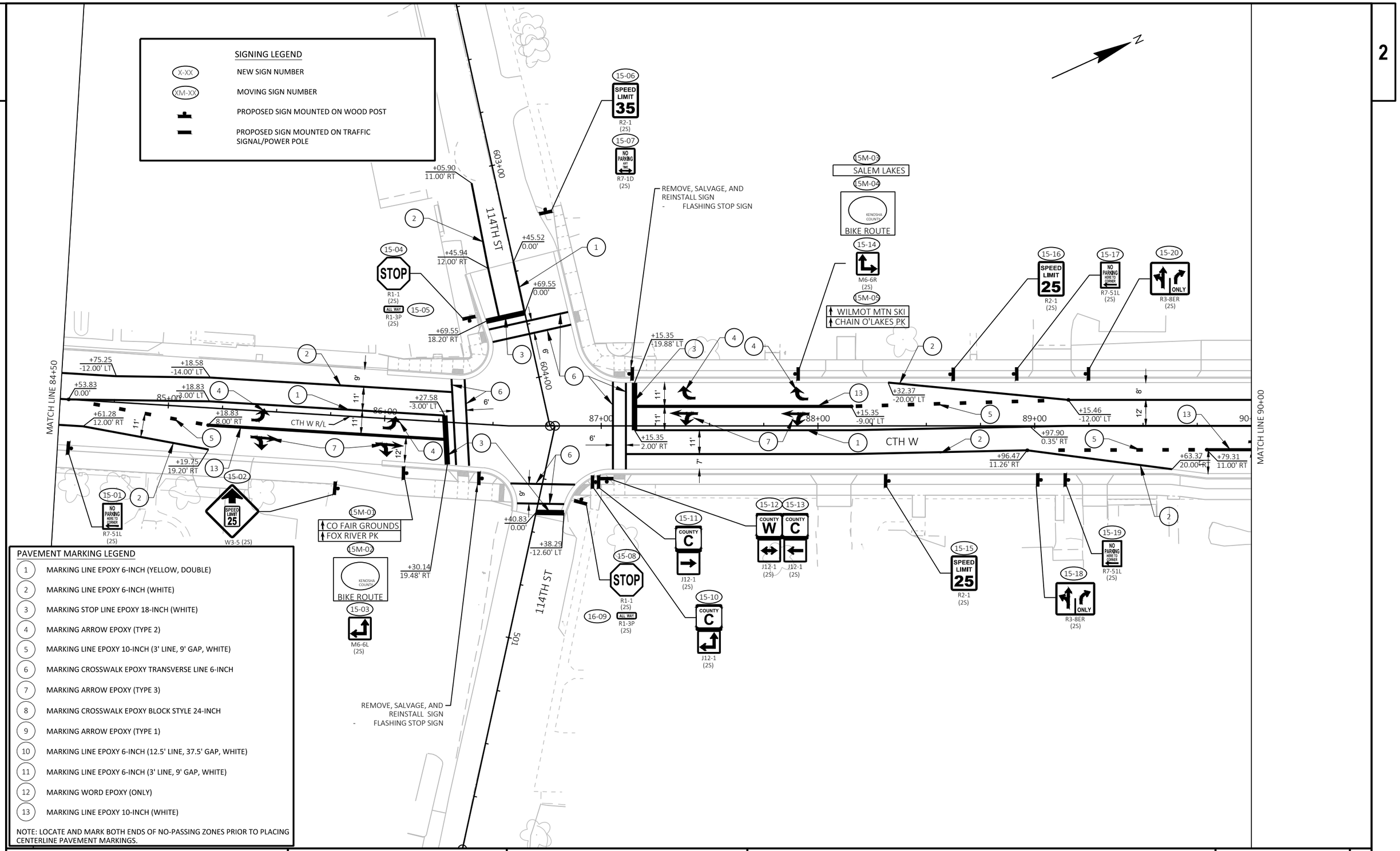
PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 121	E

2



PAVEMENT MARKING LEGEND

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

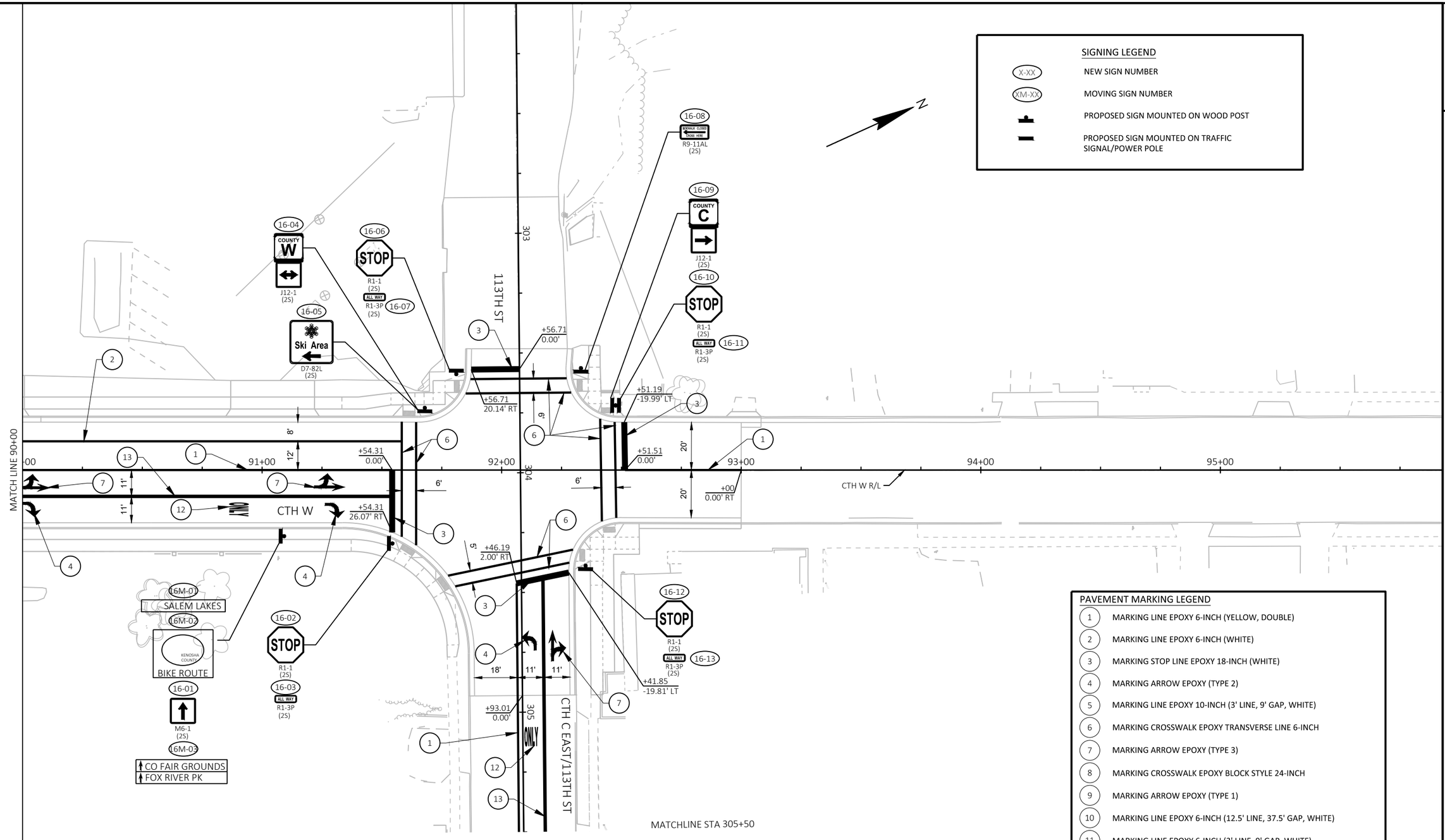
NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 122	E

2

SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE



PAVEMENT MARKING LEGEND

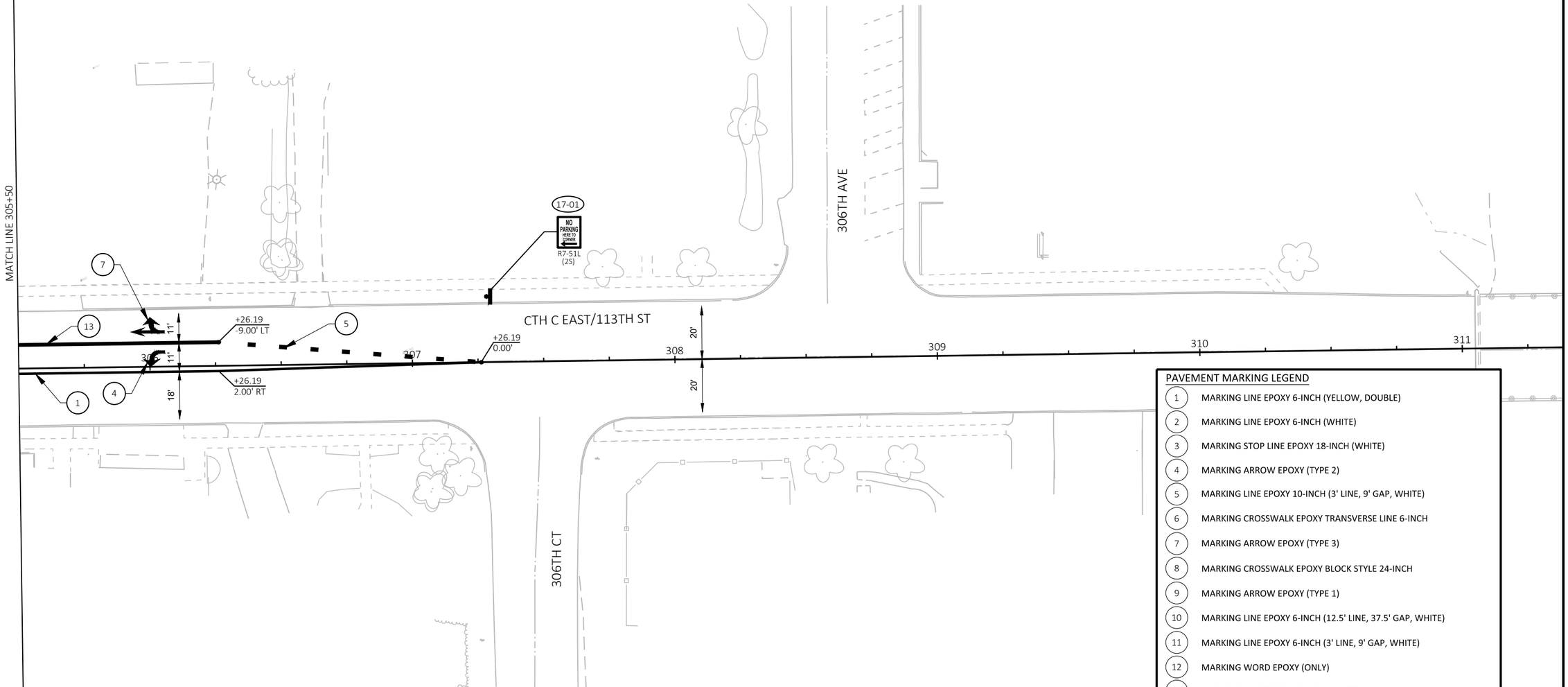
1. MARKING LINE EPOXY 6-INCH (YELLOW, DOUBLE)
2. MARKING LINE EPOXY 6-INCH (WHITE)
3. MARKING STOP LINE EPOXY 18-INCH (WHITE)
4. MARKING ARROW EPOXY (TYPE 2)
5. MARKING LINE EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
7. MARKING ARROW EPOXY (TYPE 3)
8. MARKING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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

2

SIGNING LEGEND

- X-XX — NEW SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON WOOD POST
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL/POWER POLE



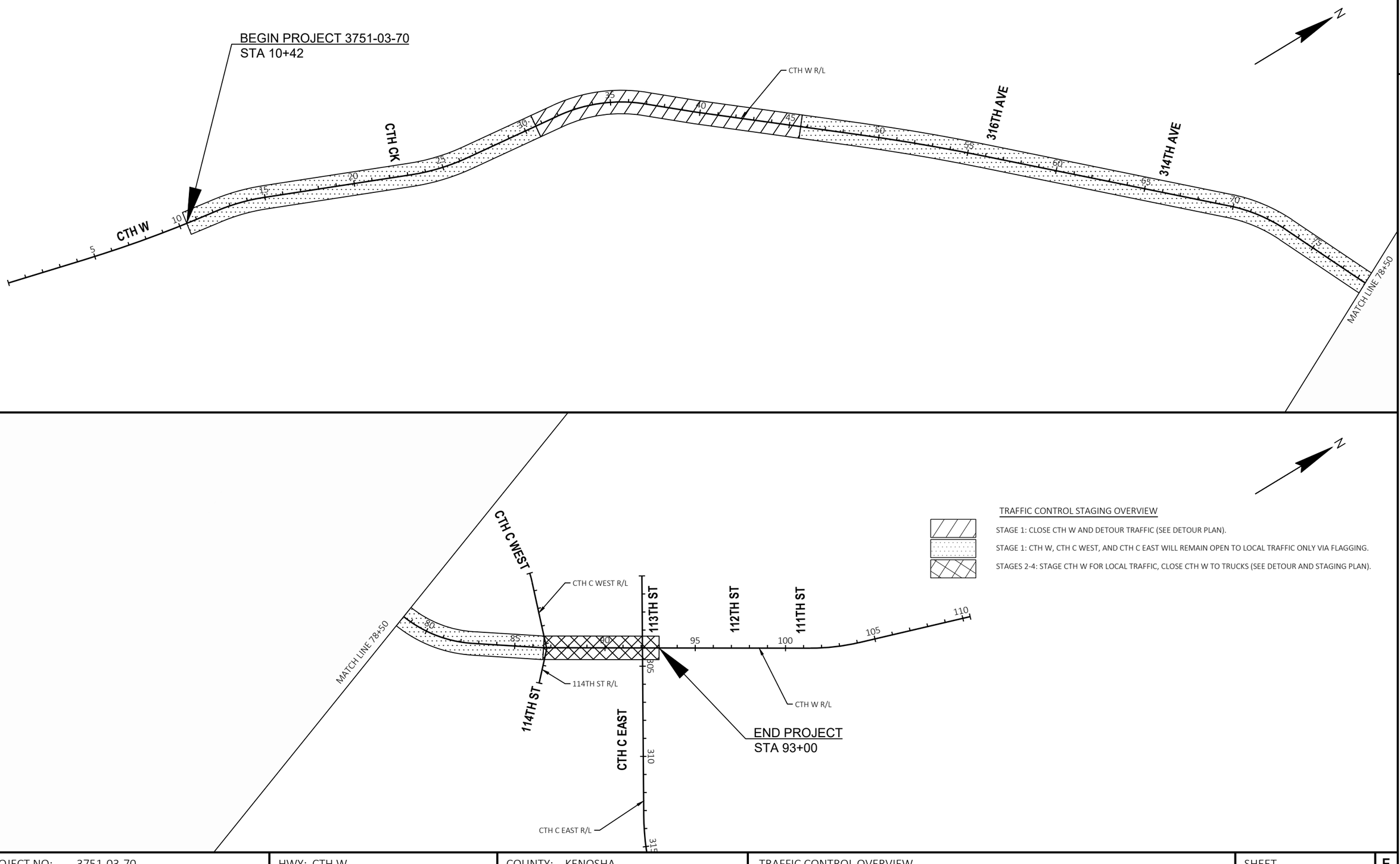
PAVEMENT MARKING LEGEND

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

NOTE: LOCATE AND MARK BOTH ENDS OF NO-PASSING ZONES PRIOR TO PLACING CENTERLINE PAVEMENT MARKINGS.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 124	E

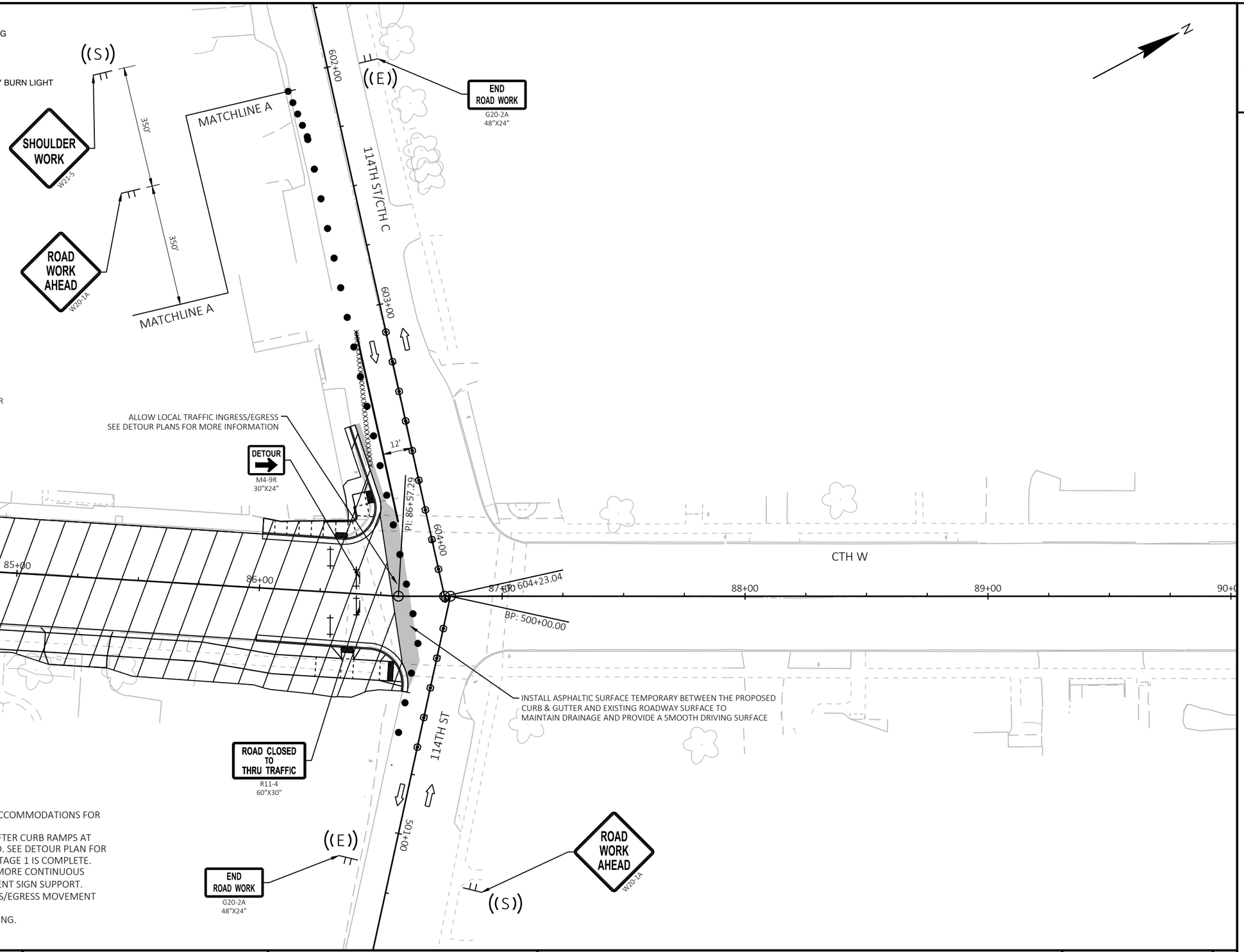
2



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL OVERVIEW	SHEET 125	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS
- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TPY) TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- (TPW) TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- (TSL) TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER



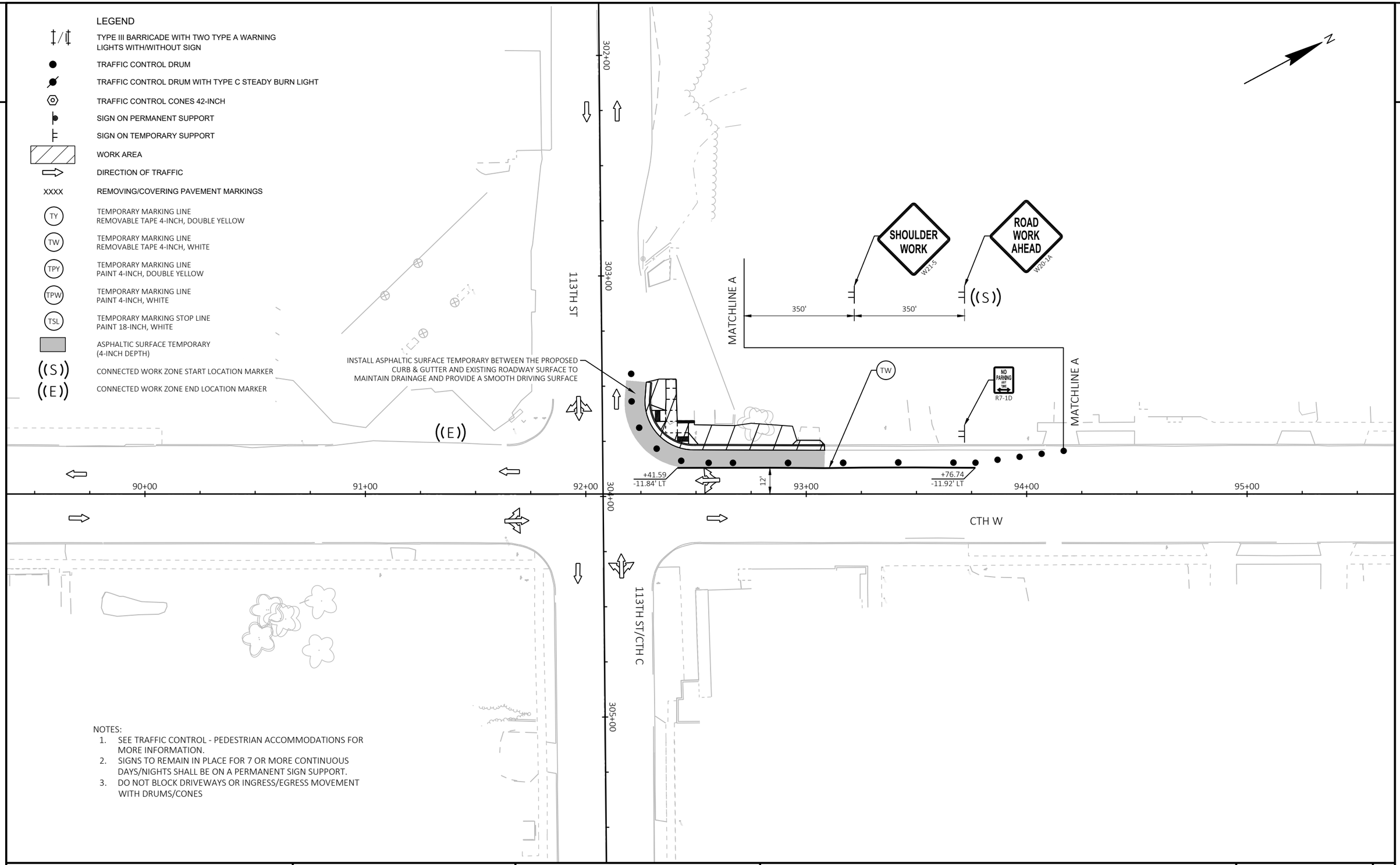
NOTES:

1. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
2. REMOVE TRAFFIC CONTROL DEVICES AFTER CURB RAMPS AT 114TH ST INTERSECTION IS COMPLETED. SEE DETOUR PLAN FOR TRAFFIC CONTROL TO REMAIN UNTIL STAGE 1 IS COMPLETE.
3. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
4. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES.
5. SEE DETOUR PLAN FOR ADVANCE SIGNING.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1	SHEET 126	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- TY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- TW — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- TPY — TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- TPW — TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- TSL — TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER

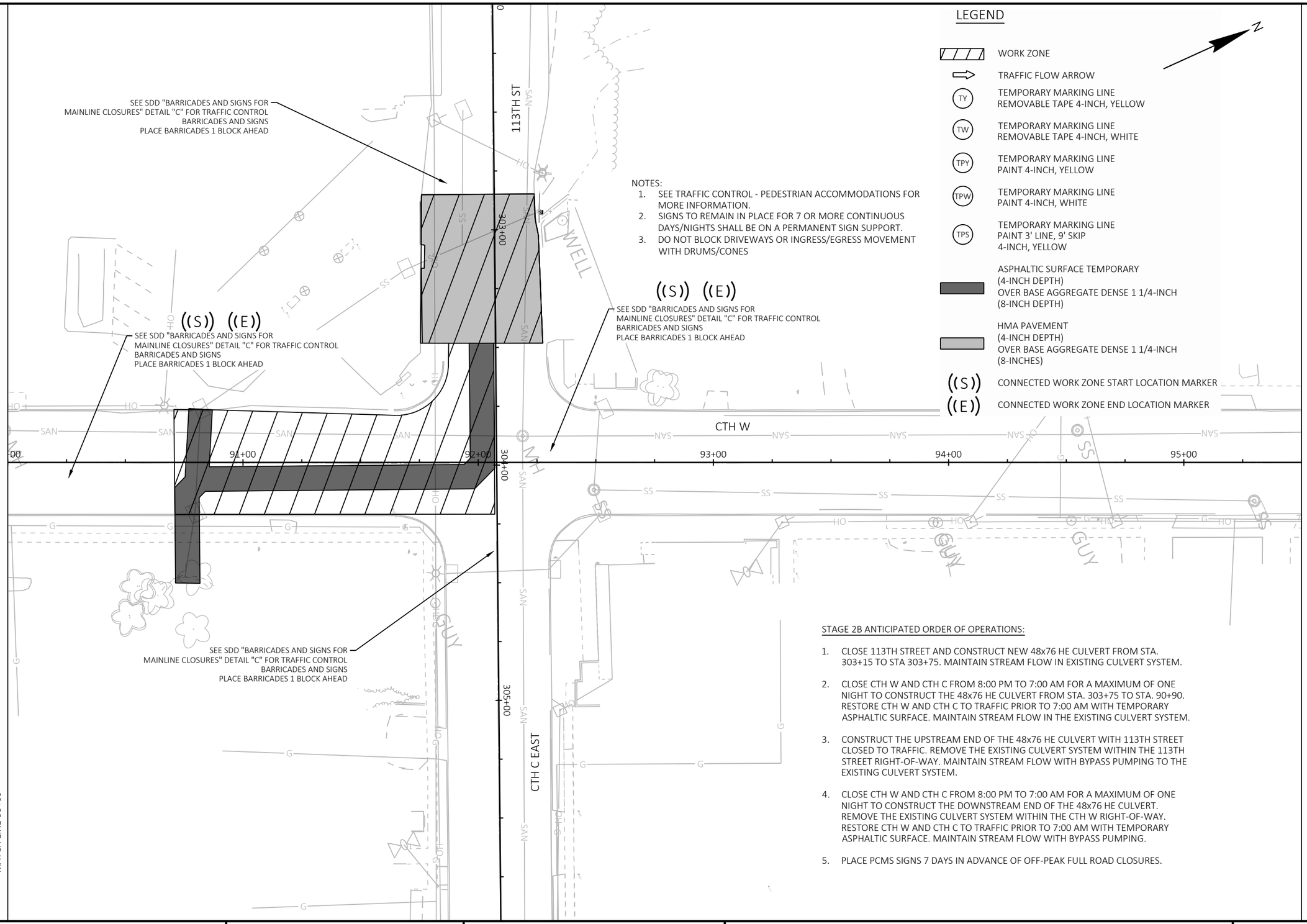


NOTES:

1. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2A	SHEET 127	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026101-S2A.DWG
LAYOUT NAME - Plan 1 IN 50 FT
PLOT DATE : 12/18/2025 3:29 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



NOTES:

1. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES

LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TPY) TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
- (TPW) TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- (TPS) TEMPORARY MARKING LINE PAINT 3' LINE, 9' SKIP 4-INCH, YELLOW
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH) OVER BASE AGGREGATE DENSE 1 1/4-INCH (8-INCH DEPTH)
- HMA PAVEMENT (4-INCH DEPTH) OVER BASE AGGREGATE DENSE 1 1/4-INCH (8-INCHES)
- ((S)) CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) CONNECTED WORK ZONE END LOCATION MARKER

STAGE 2B ANTICIPATED ORDER OF OPERATIONS:

1. CLOSE 113TH STREET AND CONSTRUCT NEW 48x76 HE CULVERT FROM STA. 303+15 TO STA 303+75. MAINTAIN STREAM FLOW IN EXISTING CULVERT SYSTEM.
2. CLOSE CTH W AND CTH C FROM 8:00 PM TO 7:00 AM FOR A MAXIMUM OF ONE NIGHT TO CONSTRUCT THE 48x76 HE CULVERT FROM STA. 303+75 TO STA. 90+90. RESTORE CTH W AND CTH C TO TRAFFIC PRIOR TO 7:00 AM WITH TEMPORARY ASPHALTIC SURFACE. MAINTAIN STREAM FLOW IN THE EXISTING CULVERT SYSTEM.
3. CONSTRUCT THE UPSTREAM END OF THE 48x76 HE CULVERT WITH 113TH STREET CLOSED TO TRAFFIC. REMOVE THE EXISTING CULVERT SYSTEM WITHIN THE 113TH STREET RIGHT-OF-WAY. MAINTAIN STREAM FLOW WITH BYPASS PUMPING TO THE EXISTING CULVERT SYSTEM.
4. CLOSE CTH W AND CTH C FROM 8:00 PM TO 7:00 AM FOR A MAXIMUM OF ONE NIGHT TO CONSTRUCT THE DOWNSTREAM END OF THE 48x76 HE CULVERT. REMOVE THE EXISTING CULVERT SYSTEM WITHIN THE CTH W RIGHT-OF-WAY. RESTORE CTH W AND CTH C TO TRAFFIC PRIOR TO 7:00 AM WITH TEMPORARY ASPHALTIC SURFACE. MAINTAIN STREAM FLOW WITH BYPASS PUMPING.
5. PLACE PCMS SIGNS 7 DAYS IN ADVANCE OF OFF-PEAK FULL ROAD CLOSURES.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 2B	SHEET 128	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026101-S2B.DWG
LAYOUT NAME - 01

PLOT DATE : 12/18/2025 3:47 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

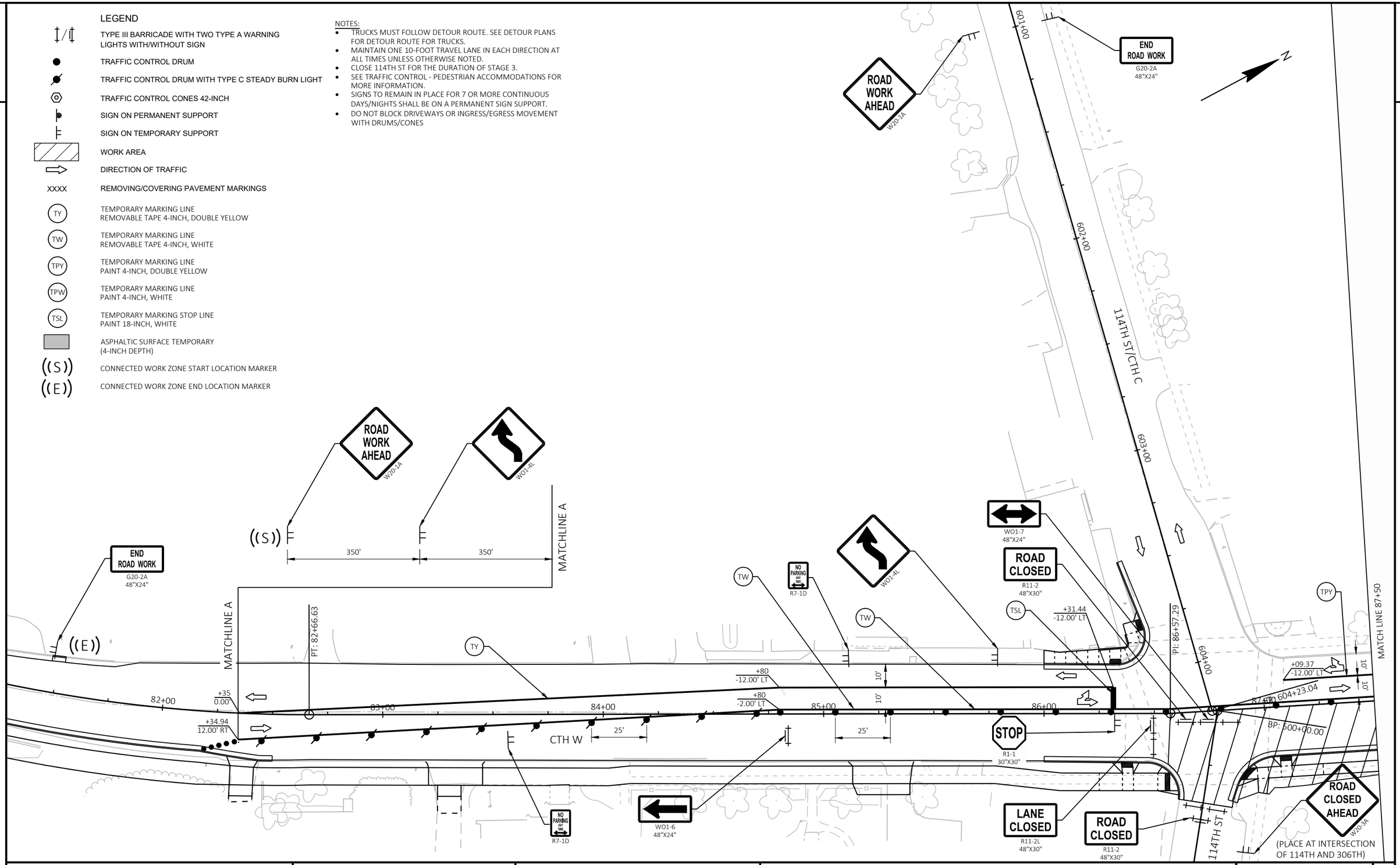
2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- TY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- TW — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- TPY — TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- TPW — TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- TSL — TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3A	SHEET 129	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026101-S3A.DWG
LAYOUT NAME - 01

PLOT DATE : 12/18/2025 3:39 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

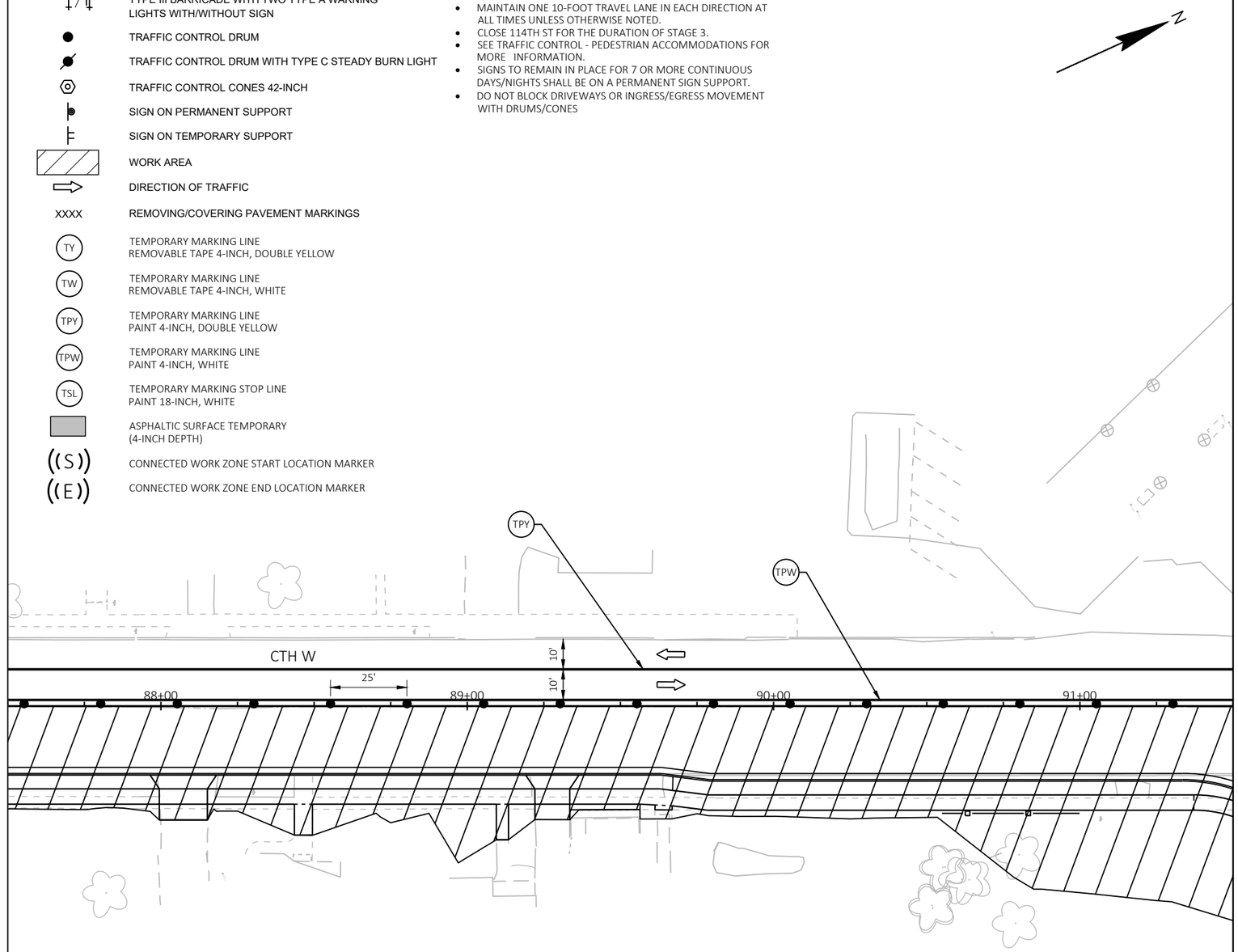
MATCH LINE 87+50

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- (TY) — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- (TW) — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TPY) — TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- (TPW) — TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- (TSL) — TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

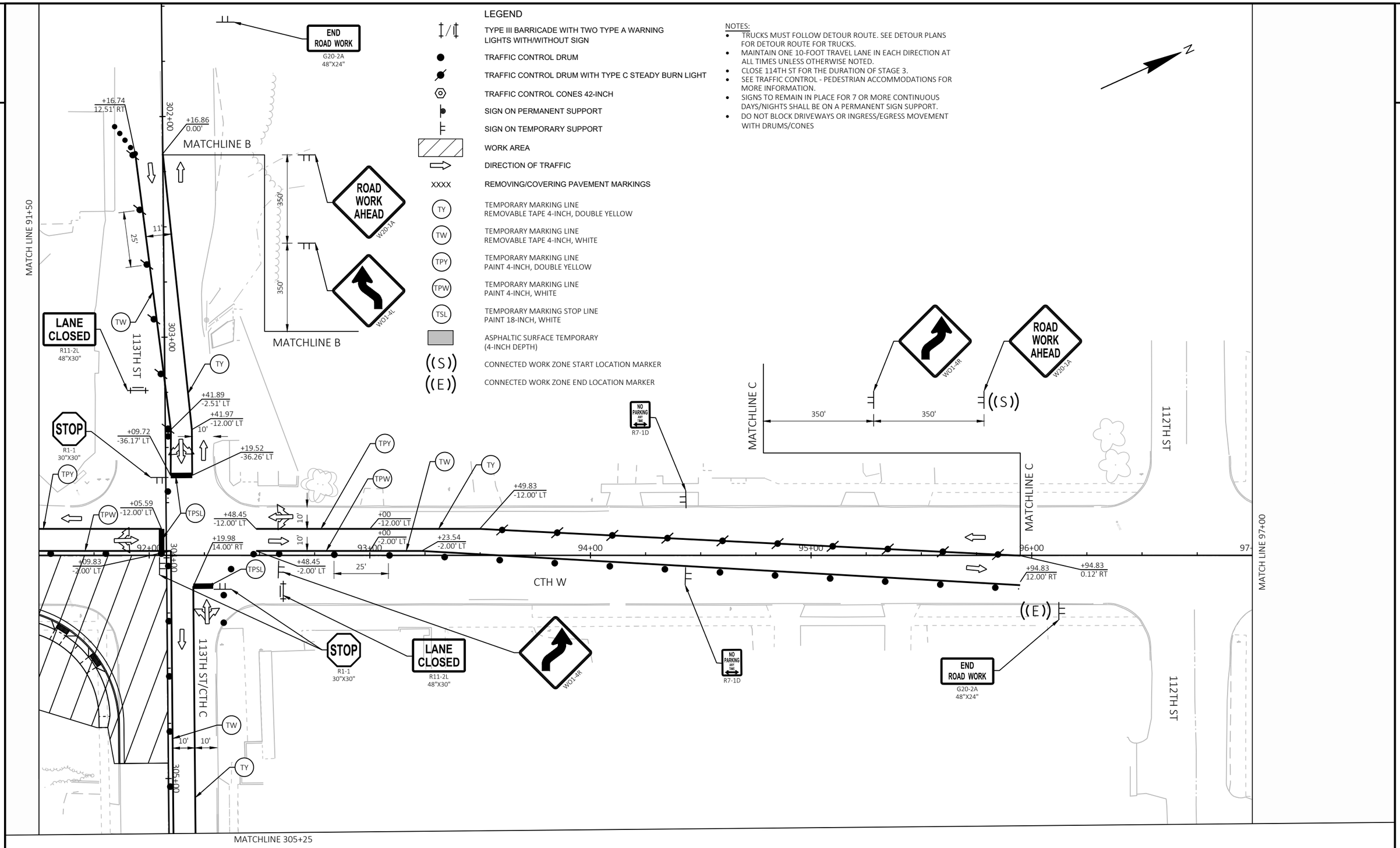
- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES



MATCH LINE 91+50

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3A	SHEET 130	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026101-S3A.DWG
LAYOUT NAME - 02
PLOT DATE : 12/18/2025 3:40 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- (TY) — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- (TW) — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- (TPY) — TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- (TPW) — TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- (TSL) — TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES

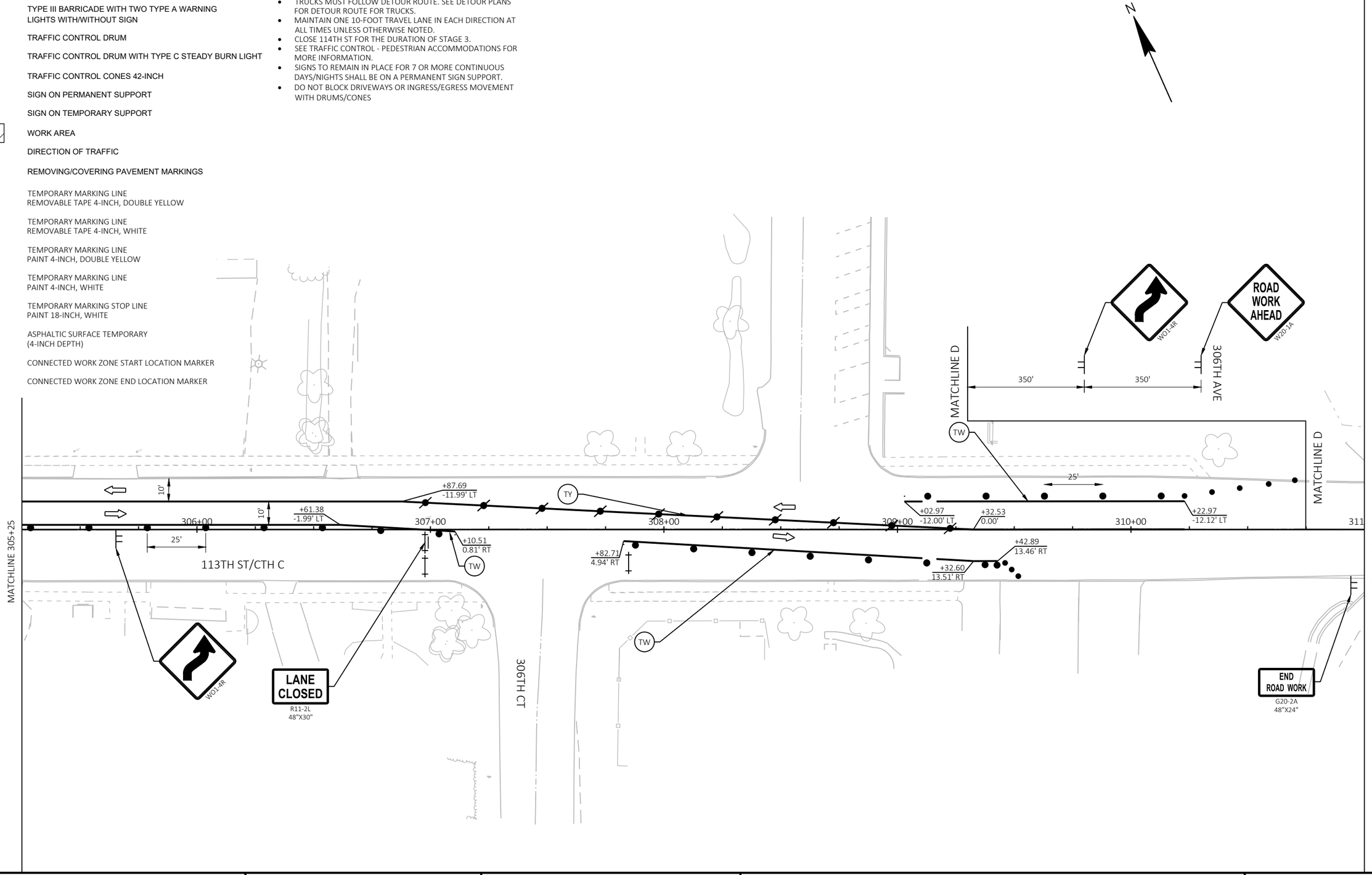
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3A	SHEET 131	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- TY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- TW — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE
- TPY — TEMPORARY MARKING LINE PAINT 4-INCH, DOUBLE YELLOW
- TPW — TEMPORARY MARKING LINE PAINT 4-INCH, WHITE
- TSL — TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3A	SHEET 132	E

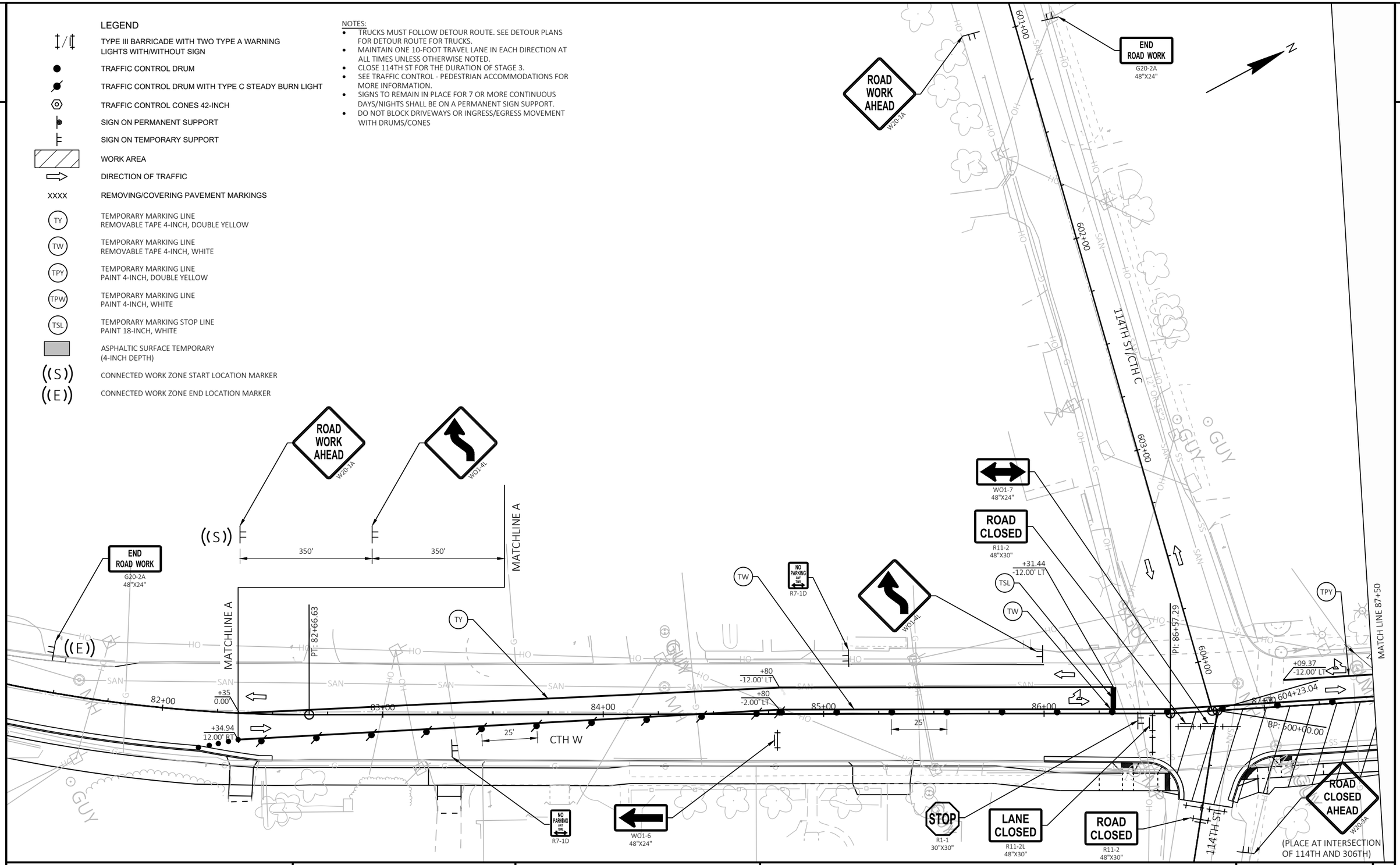
2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- (TY) — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- (TW) — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, WHITE
- (TPY) — TEMPORARY MARKING LINE, PAINT 4-INCH, DOUBLE YELLOW
- (TPW) — TEMPORARY MARKING LINE, PAINT 4-INCH, WHITE
- (TSL) — TEMPORARY MARKING STOP LINE, PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES



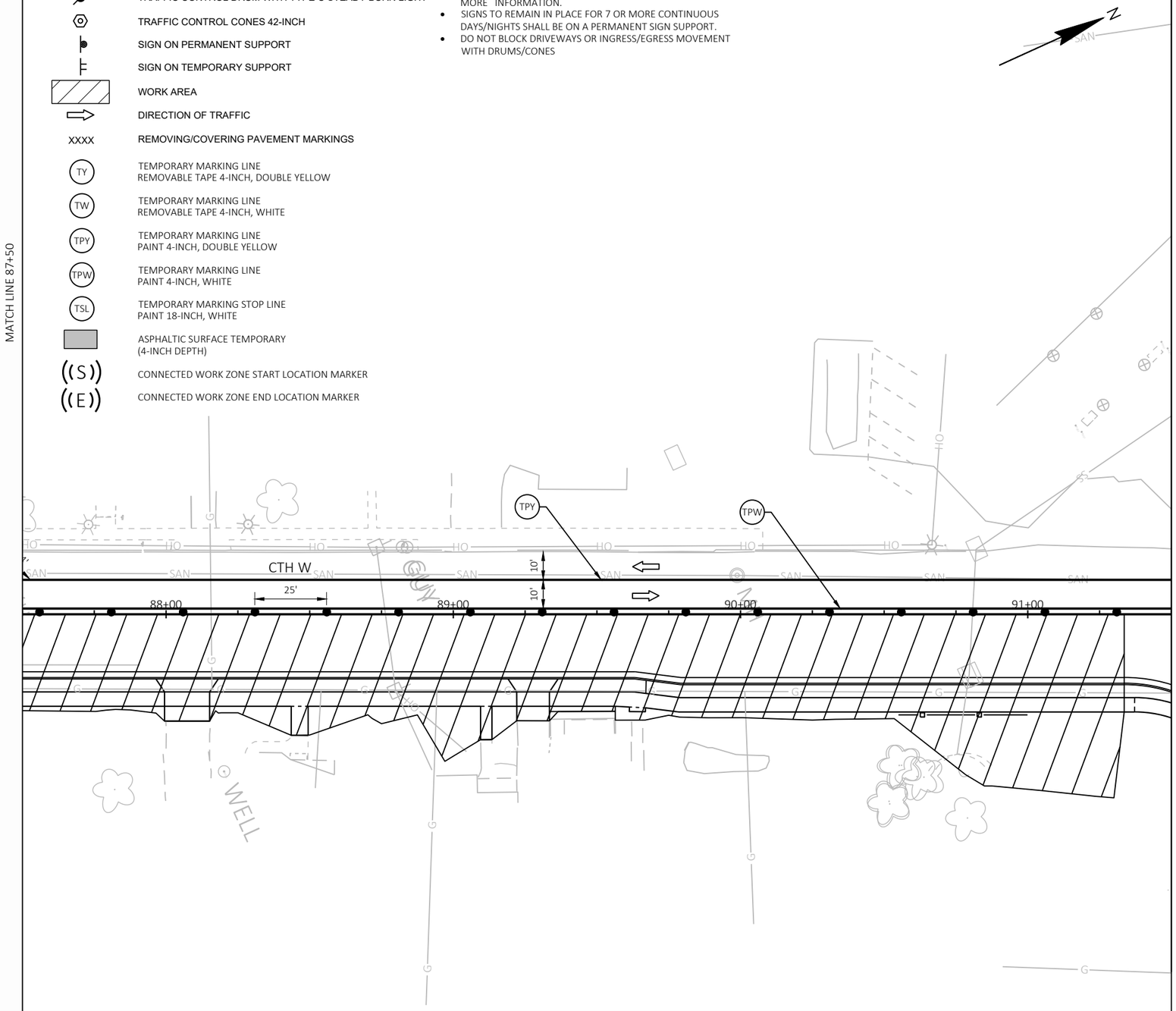
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3B	SHEET 133	E

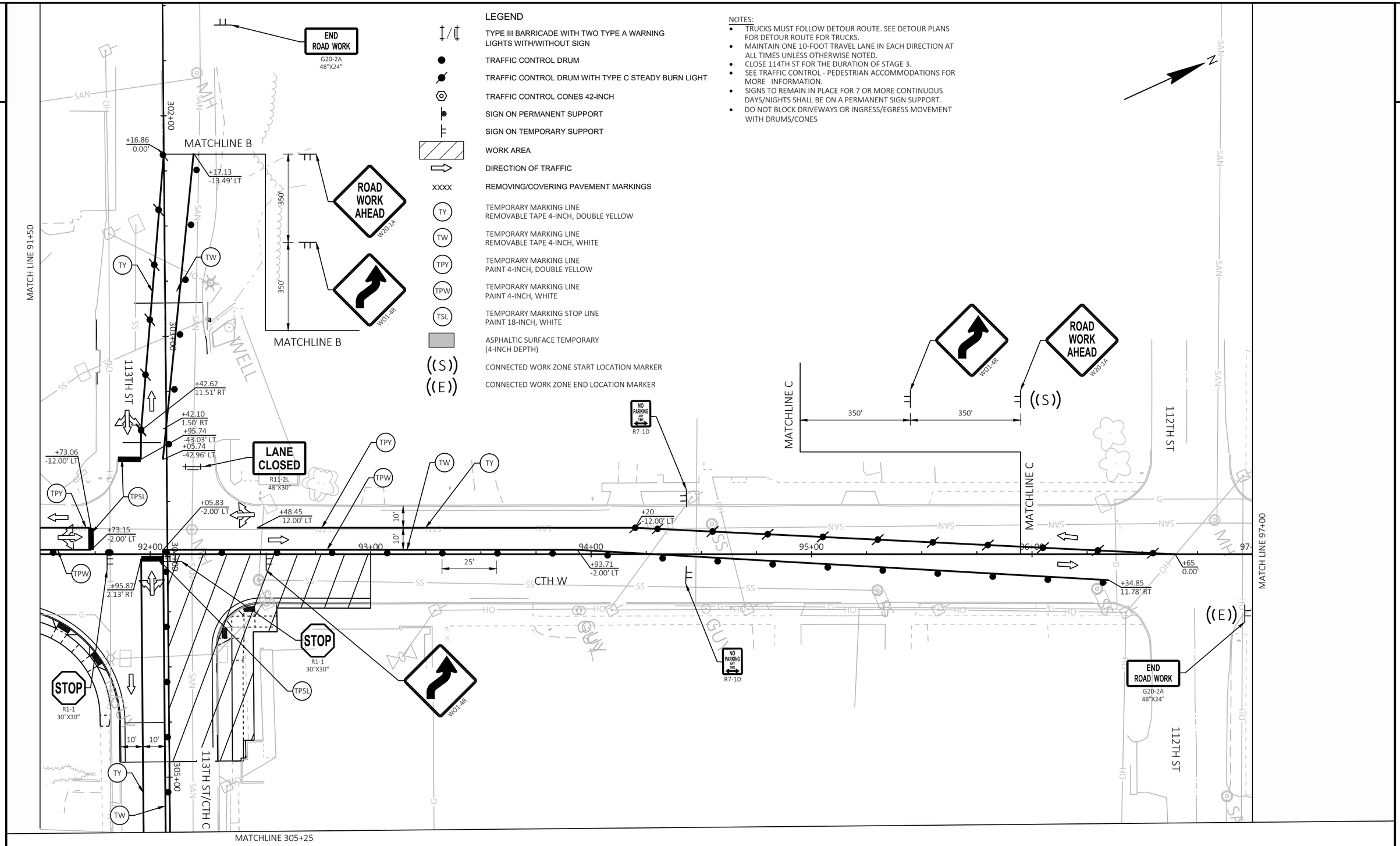
LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- (TY) — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- (TW) — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, WHITE
- (TPY) — TEMPORARY MARKING LINE, PAINT 4-INCH, DOUBLE YELLOW
- (TPW) — TEMPORARY MARKING LINE, PAINT 4-INCH, WHITE
- (TSL) — TEMPORARY MARKING STOP LINE, PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

- TRUCKS MUST FOLLOW DETOUR ROUTE. SEE DETOUR PLANS FOR DETOUR ROUTE FOR TRUCKS.
- MAINTAIN ONE 10-FOOT TRAVEL LANE IN EACH DIRECTION AT ALL TIMES UNLESS OTHERWISE NOTED.
- CLOSE 114TH ST FOR THE DURATION OF STAGE 3.
- SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS FOR MORE INFORMATION.
- SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHTS SHALL BE ON A PERMANENT SIGN SUPPORT.
- DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENT WITH DRUMS/CONES





LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS
- TY — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- TW — TEMPORARY MARKING LINE, REMOVABLE TAPE 4-INCH, WHITE
- TPY — TEMPORARY MARKING LINE, PAINT 4-INCH, DOUBLE YELLOW
- TPW — TEMPORARY MARKING LINE, PAINT 4-INCH, WHITE
- TSL — TEMPORARY MARKING STOP LINE, PAINT 18-INCH, WHITE
- ASPHALTIC SURFACE TEMPORARY (4-INCH DEPTH)
- ((S)) — CONNECTED WORK ZONE START LOCATION MARKER
- ((E)) — CONNECTED WORK ZONE END LOCATION MARKER

NOTES:

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2

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3B	SHEET 135	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026102-S3B.DWG
LAYOUT NAME - 03
PLOT DATE : 12/18/2025 3:52 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

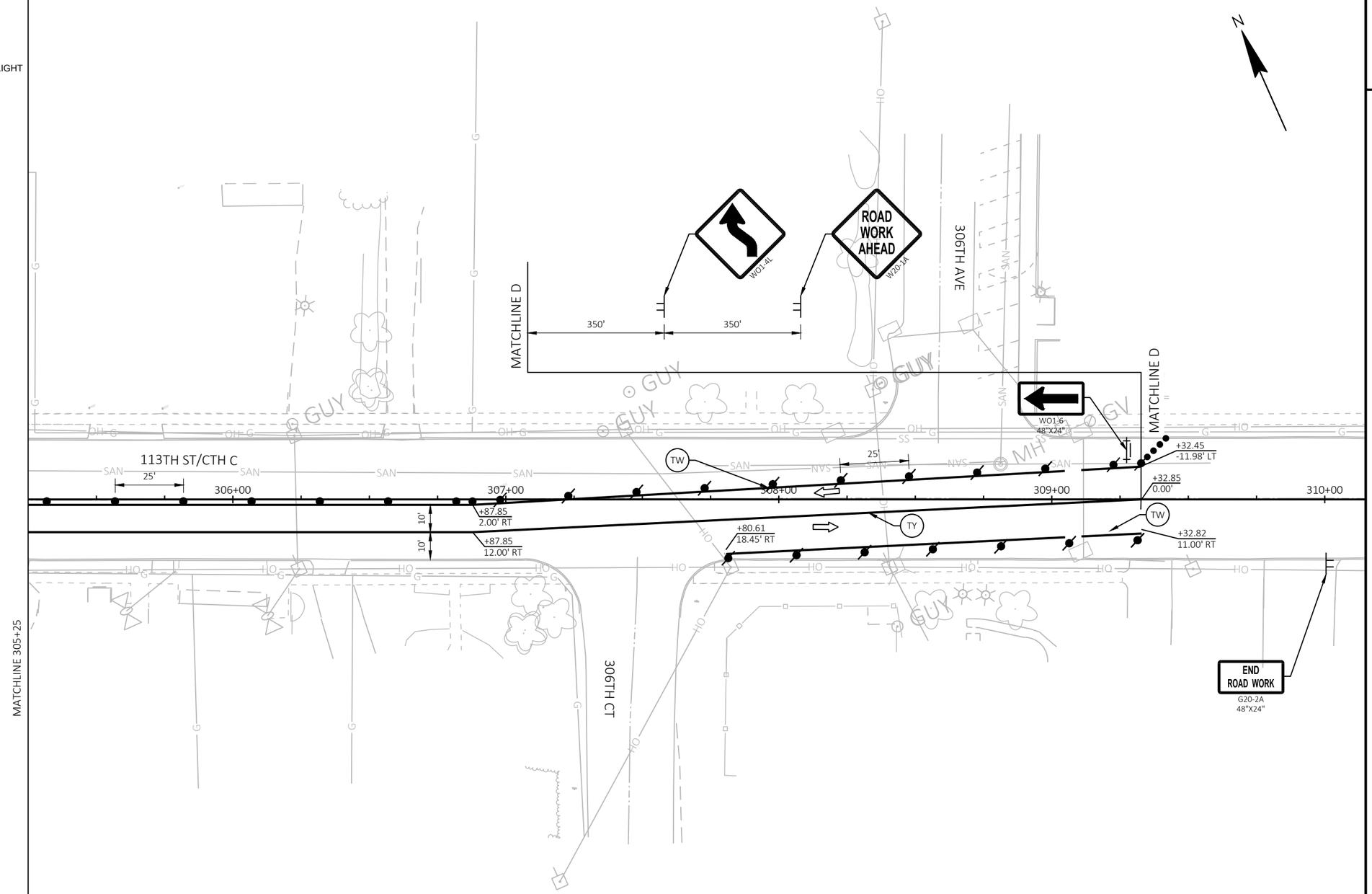
2

LEGEND

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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 3B	SHEET 136	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026102-S3B.DWG
LAYOUT NAME - 04

PLOT DATE : 12/18/2025 3:52 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

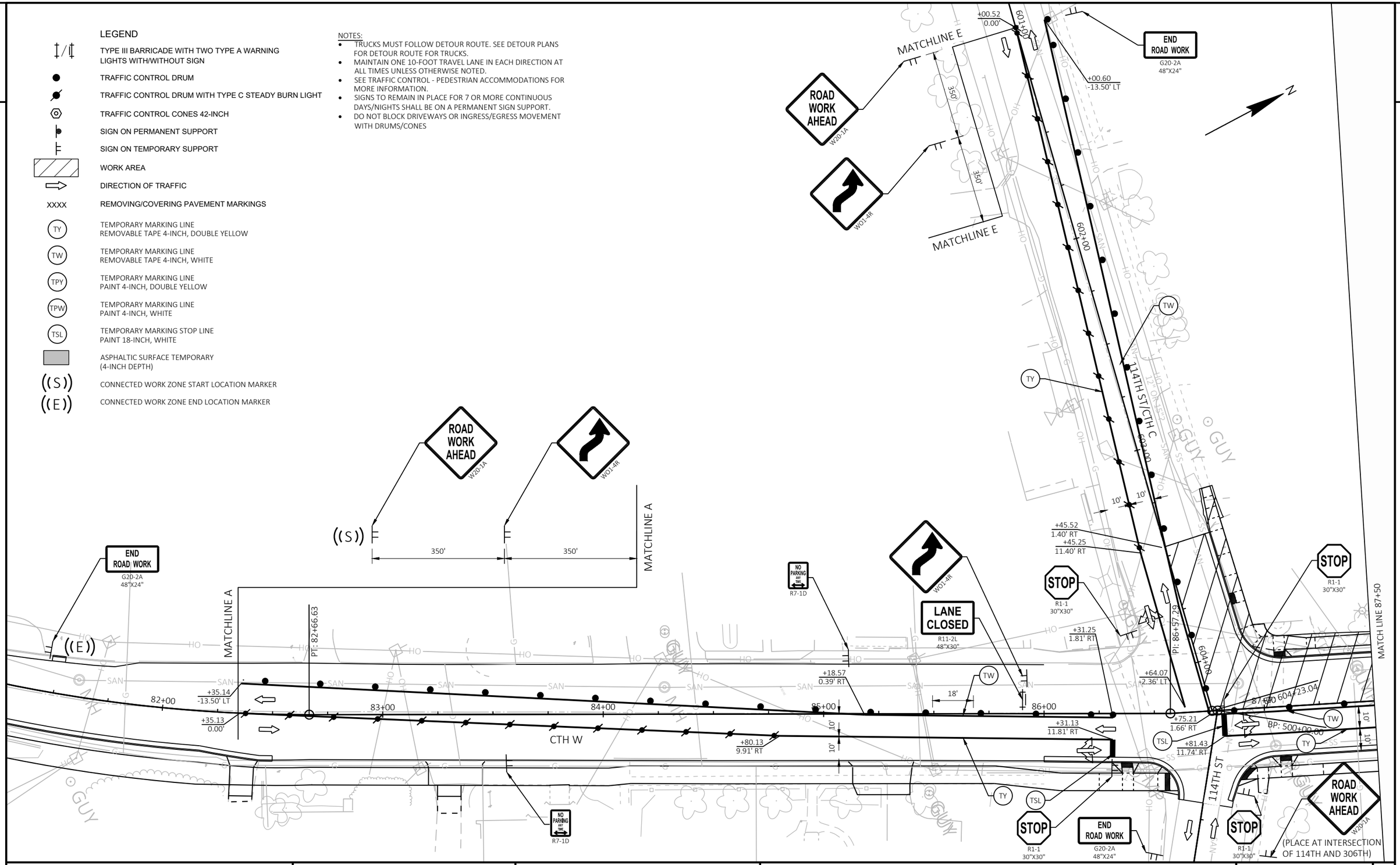
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 4A	SHEET 137	E

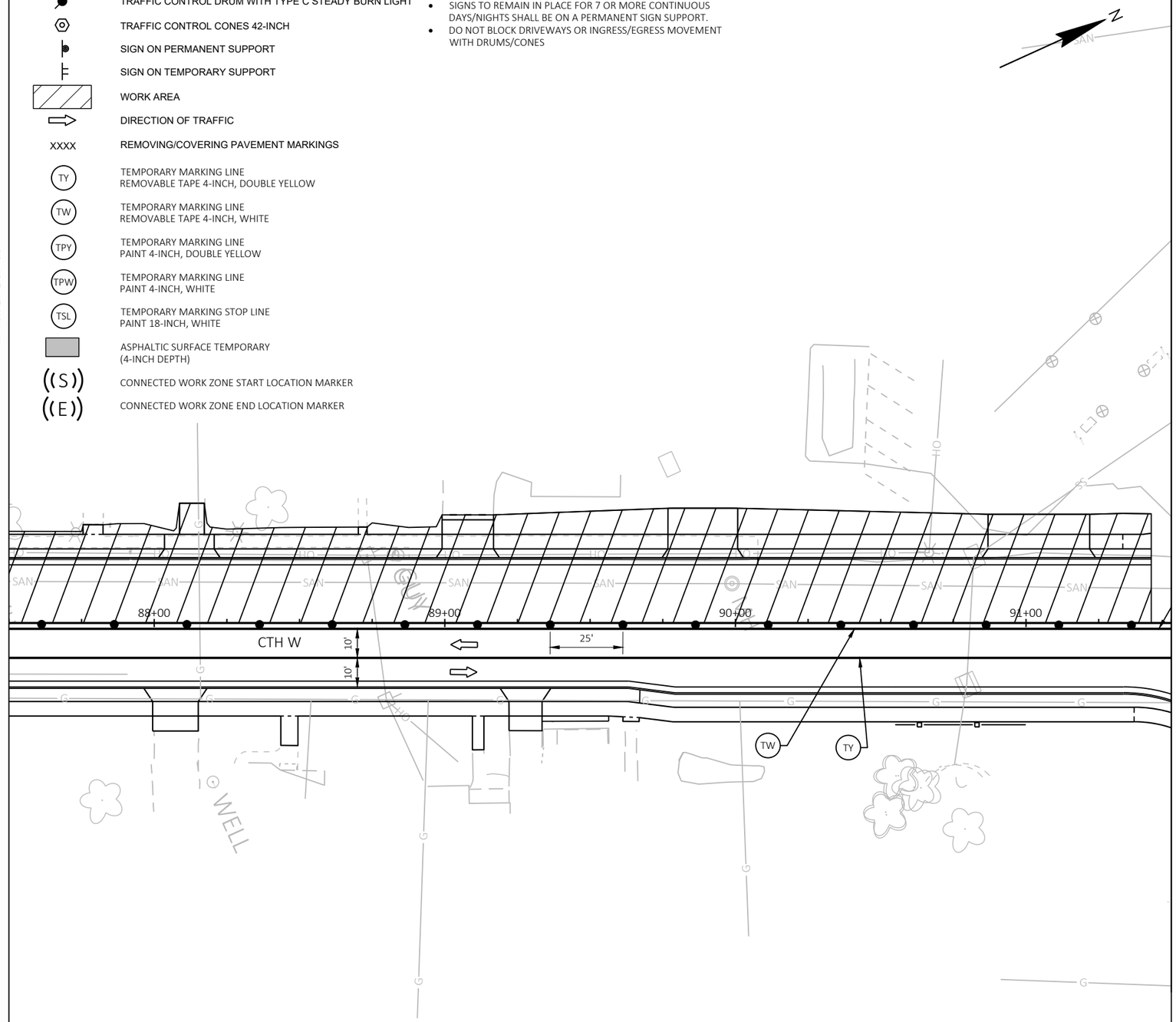
LEGEND

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MATCH LINE 87+50



MATCH LINE 91+50

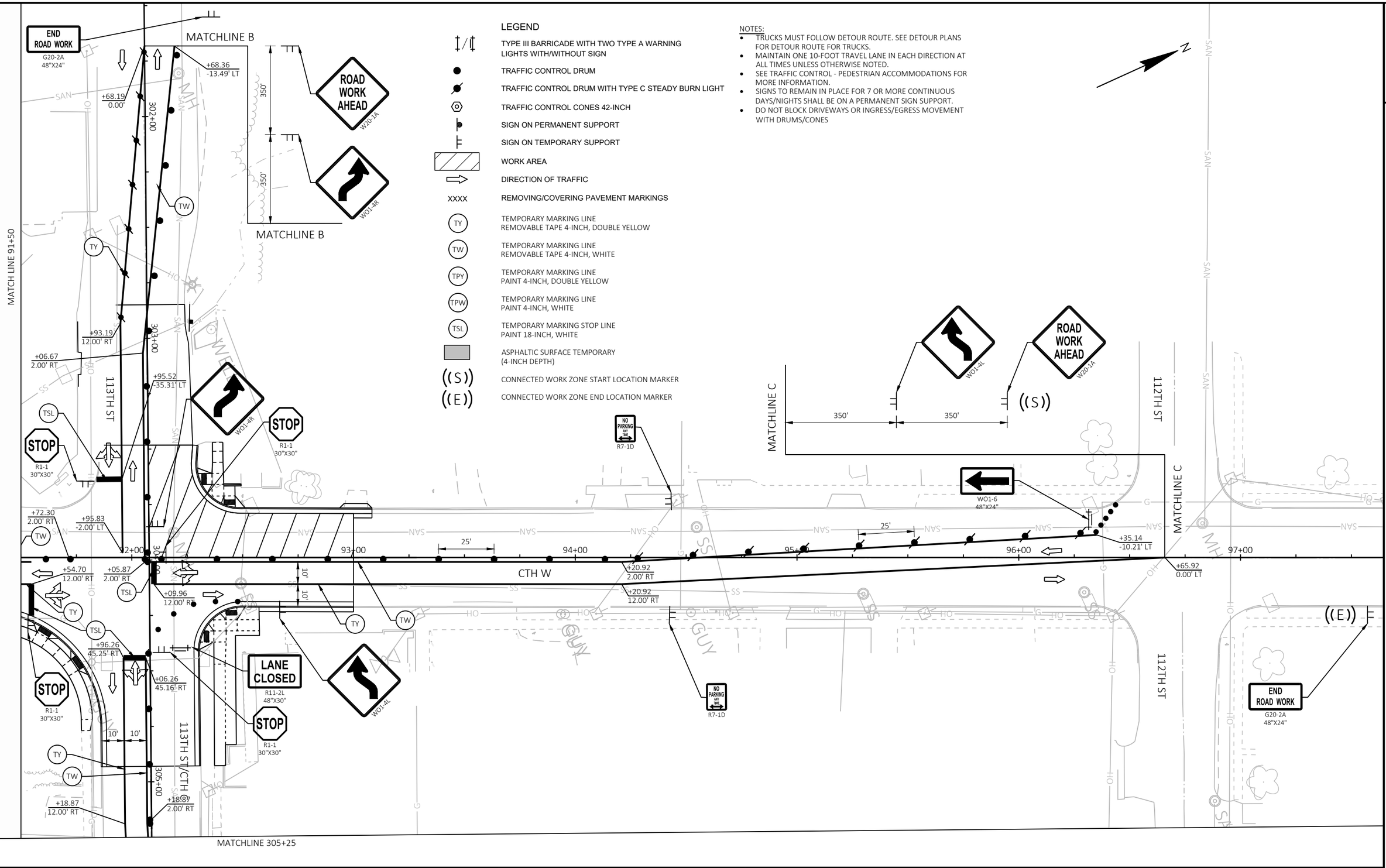
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 4A	SHEET 139	E

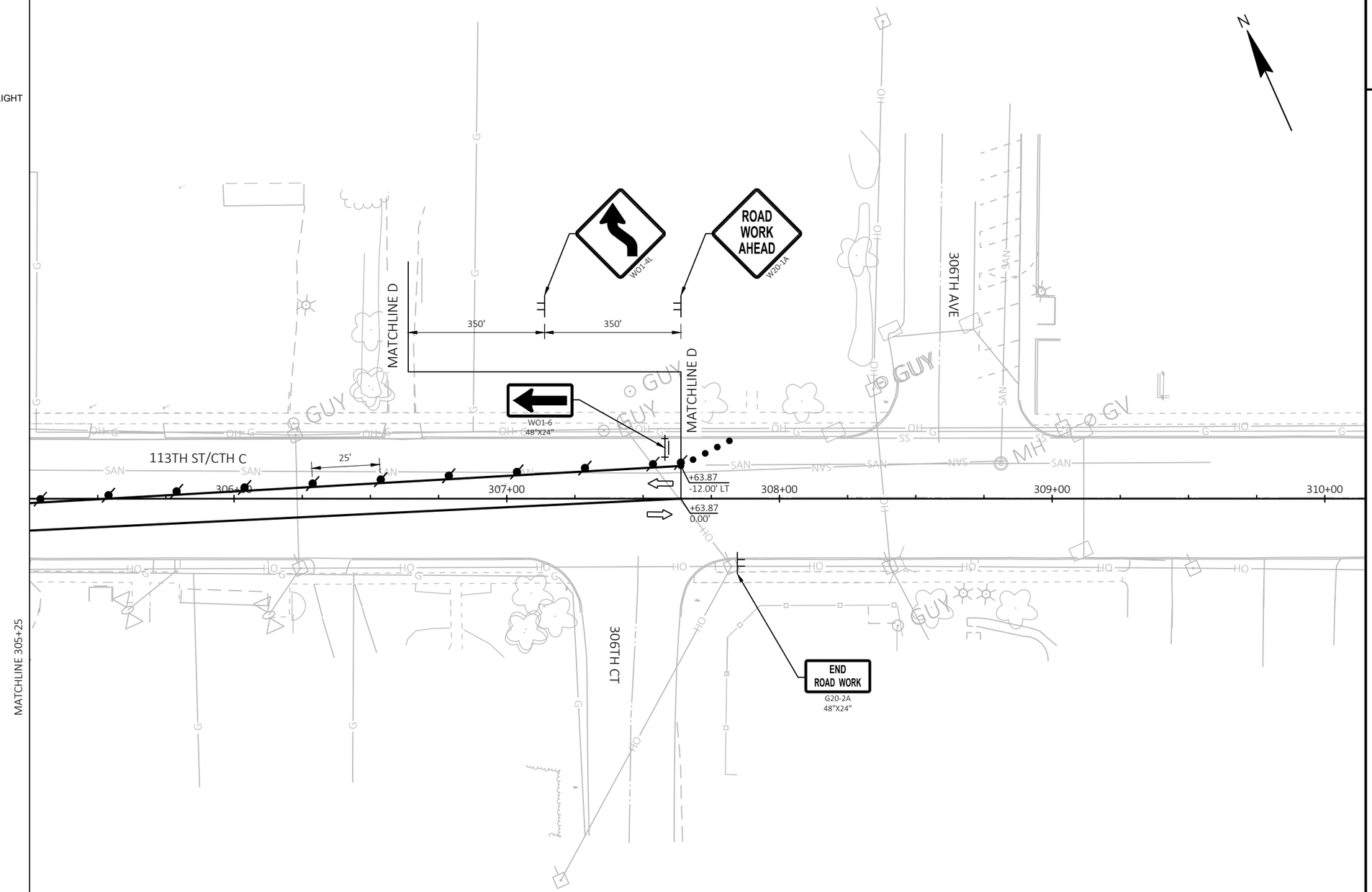
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LEGEND

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- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 4A	SHEET 140	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026103-S4A.DWG
LAYOUT NAME - 04

PLOT DATE : 12/18/2025 3:58 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

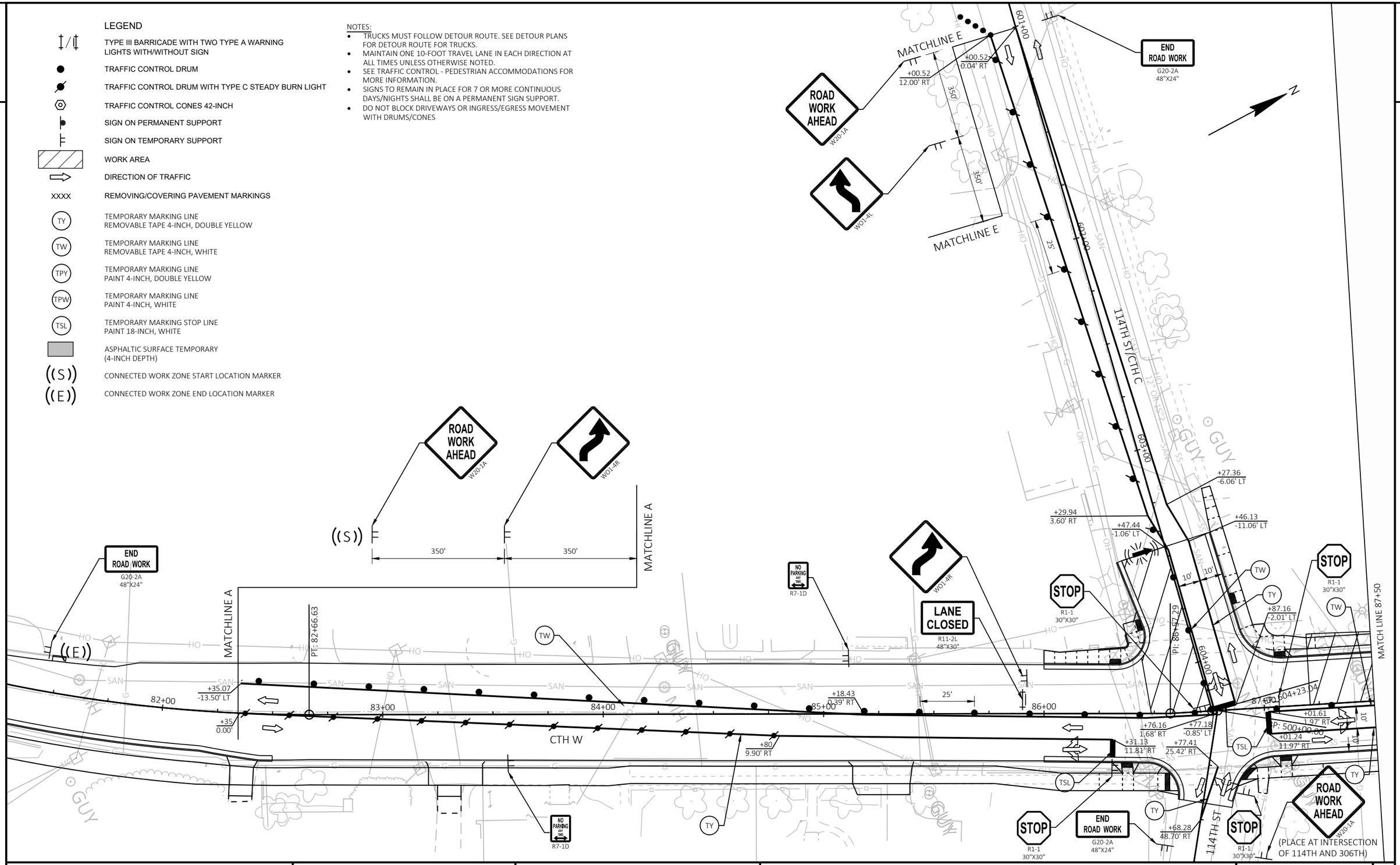
2

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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 4B	SHEET 141	E

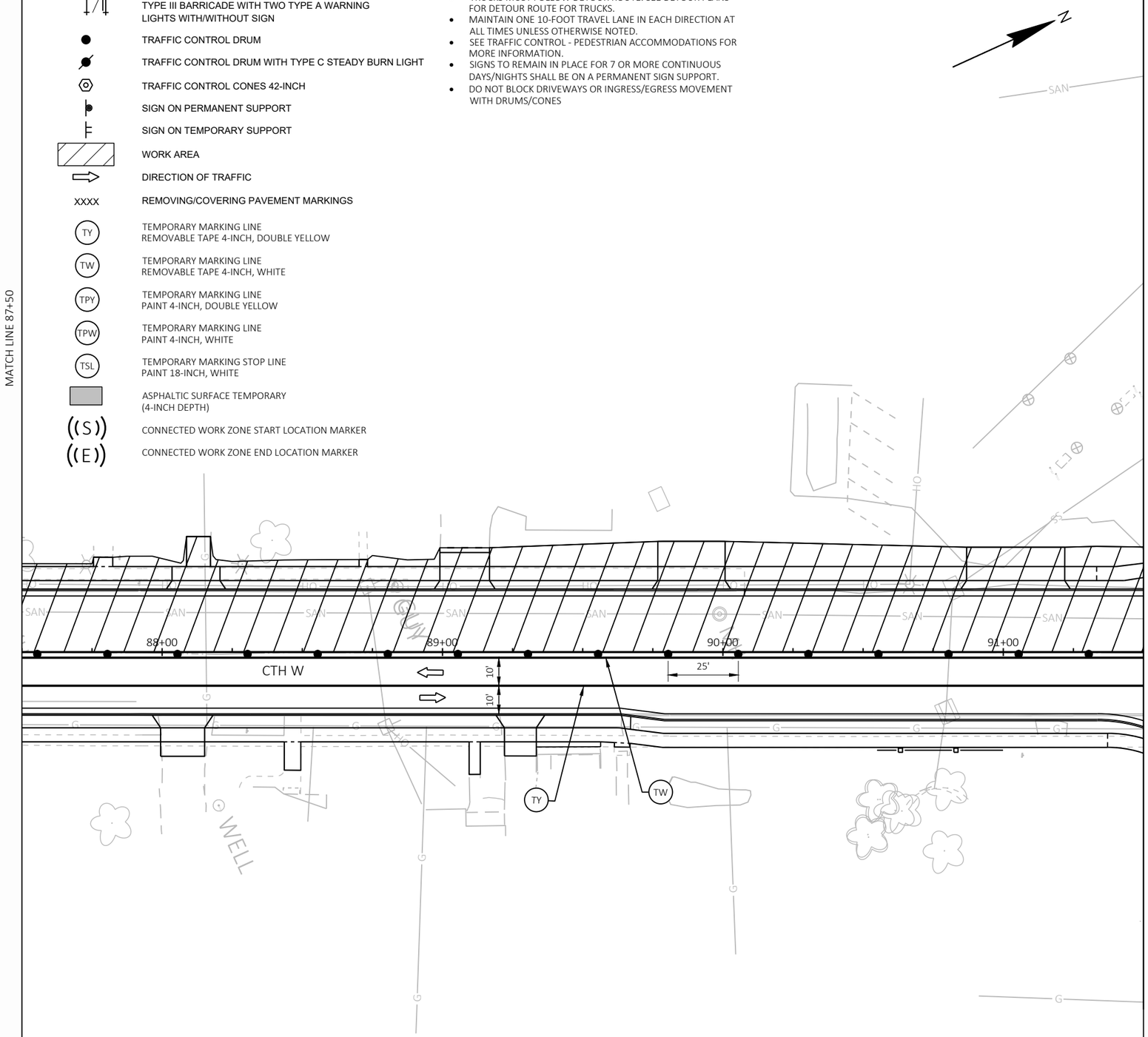
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LAYOUT NAME - 01
PLOT DATE : 12/18/2025 4:05 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
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N

MATCH LINE 91+50

MATCHLINE B

+68.19 0.00'

+68.19 12.00' RT

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

WO1-4L

MATCHLINE B

LANE CLOSED R11-2L 48"X30"

+93.19 -11.44' LT

+93.19 -1.44' LT

303+00

305+00

113TH ST

STOP R1-1 30"X30"

STOP R1-1 30"X30"

STOP R1-1 30"X30"

+19.28 -2.00' LT

92+00

93+00

94+00

95+00

96+00

97+00

25'

+09.31 2.00' RT

+33.31 2.00' RT

+33.41 12.00' RT

+72.30 12.00' RT

+19.68 42.22' RT

+09.68 42.32' RT

+20.92 2.00' RT

+20.92 12.00' RT

10'

CTH W

SLR

NO PARKING ANY TIME R7-1D

NO PARKING ANY TIME R7-1D

WO1-6 48"X24"

+35.14 -10.21' LT

+65.92 0.00' LT

MATCHLINE C

112TH ST

END ROAD WORK G20-2A 48"X24"

LANE CLOSED R11-2L 48"X30"

+91.49 -1.44' LT

+18.87 -11.44' LT

MATCHLINE 305+25

MATCHLINE C

350'

350'

350'

350'

ROAD WORK AHEAD W20-1A

WO1-4L

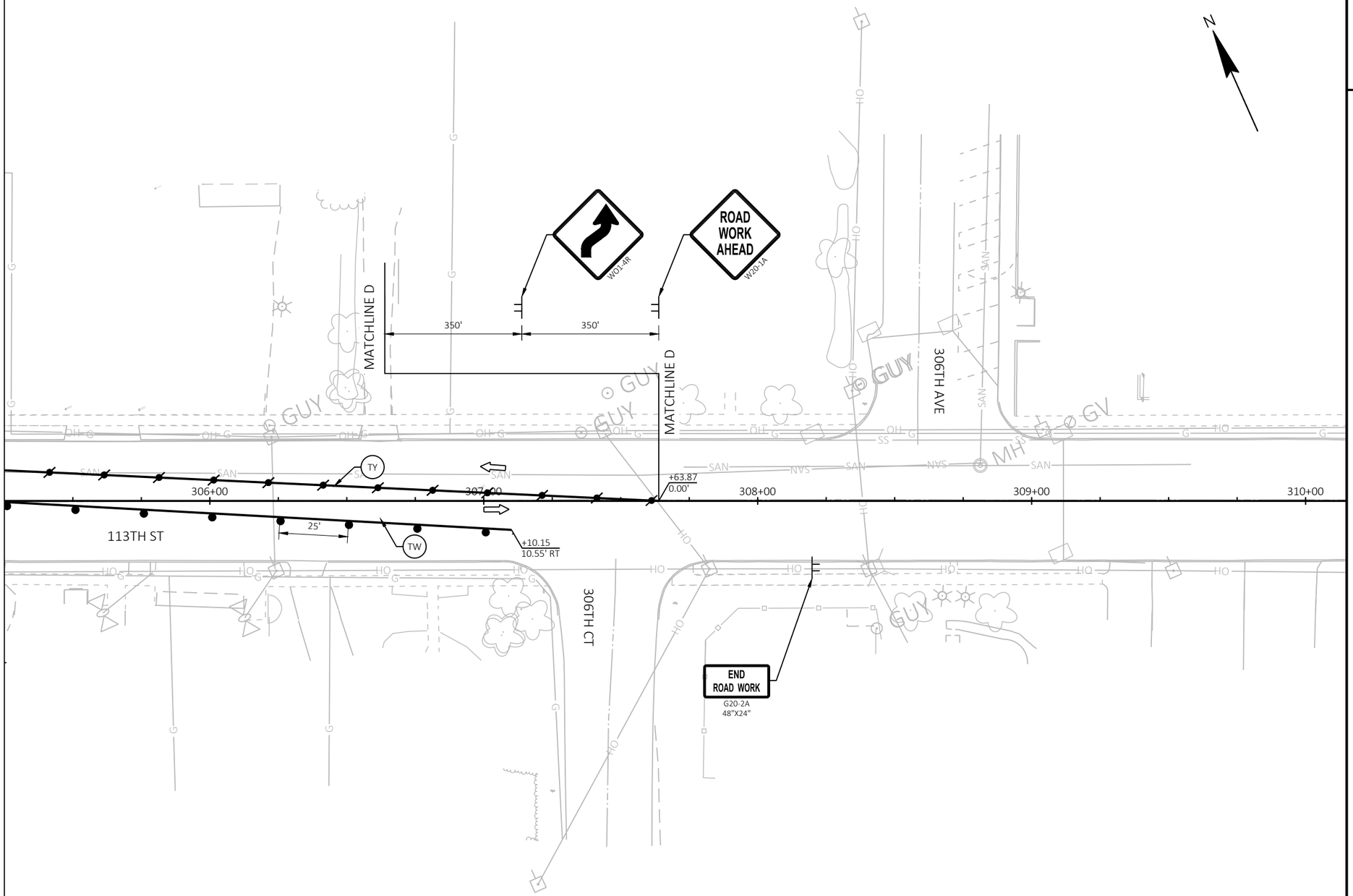
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 4B	SHEET 143	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
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2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN ROUTE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE

ALTERNATE CONSTRUCTION OF CURB RAMPS/SIDEWALK CLOSURES

W11-2 30"X30"
M4-60R 30"X24"
W16-7L 24"X12"
M4-9BR 30"X24"
M4-9BL 30"X24"
M4-60L 30"X24"
M4-9BR 30"X24"
M4-9BL 30"X24"
M4-9BR 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
M4-9BL 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
M4-9BR 30"X24"
M4-9BR 30"X24"
M4-9BL 30"X24"

CTH W

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

114TH ST/CTH C

114TH ST

113TH ST

113TH ST/CTH C

CTH W (FOX RIVER RD)

112TH ST

112TH ST

306TH CT

306TH AVE

NOTES:

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.
3. MAINTAIN ACCESS WITHIN WORK ZONE TO LOCAL TRAFFIC AND EMERGENCY VEHICLES AT ALL TIMES.
4. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNS AND TRAFFIC CONTROL DEVICES.
.. SEE SDD TRAFFIC COTRO EDESTRIA ACCOODATIO FOR DETAIS O TEORAR EDESTRIA ROTES ARRICADES AD SIS
6 RIOR TO OEI A EW EDESTRIA CROSSI TEORAR AVEET ARI ST E T I ACE WITH EITHER TEORAR ARI CROSSWA AIT 6ICH O A FIISHED SRFACE OR TEORAR ARI CROSSWA REOVAE TAE 6ICH O FIISHED SRFACE DO OT REOVE TI ROOSED AVEET ARIS ARE ACED OR EDESTRIA CROSSI IS COSED

MESSAGE FOR AUDIBLE MESSAGE DEVICE

1. ATTENTION PEDESTRIANS YOU ARE SOUTHEAST OF THE FOX RIVER ROAD AND 114TH STREET INTERSECTION. SIDEWALK CLOSED TO CROSS 114TH STREET NORTH. FOR ACCESS TO THE NORTH SIDE OF 114TH STREET, CROSS FOX RIVER ROAD WEST, CROSS 114TH STREET NORTH, THEN CROSS FOX RIVER ROAD EAST.

2. ATTENTION PEDESTRIANS YOU ARE SOUTHWEST OF THE FOX RIVER ROAD AND 114TH STREET INTERSECTION. SIDEWALK CLOSED TO CROSS 114TH STREET NORTH. FOR ACCESS TO THE NORTH SIDE OF 114TH STREET, CROSS FOX RIVER ROAD EAST, CROSS 114TH STREET NORTH, THEN CROSS FOX RIVER ROAD WEST.

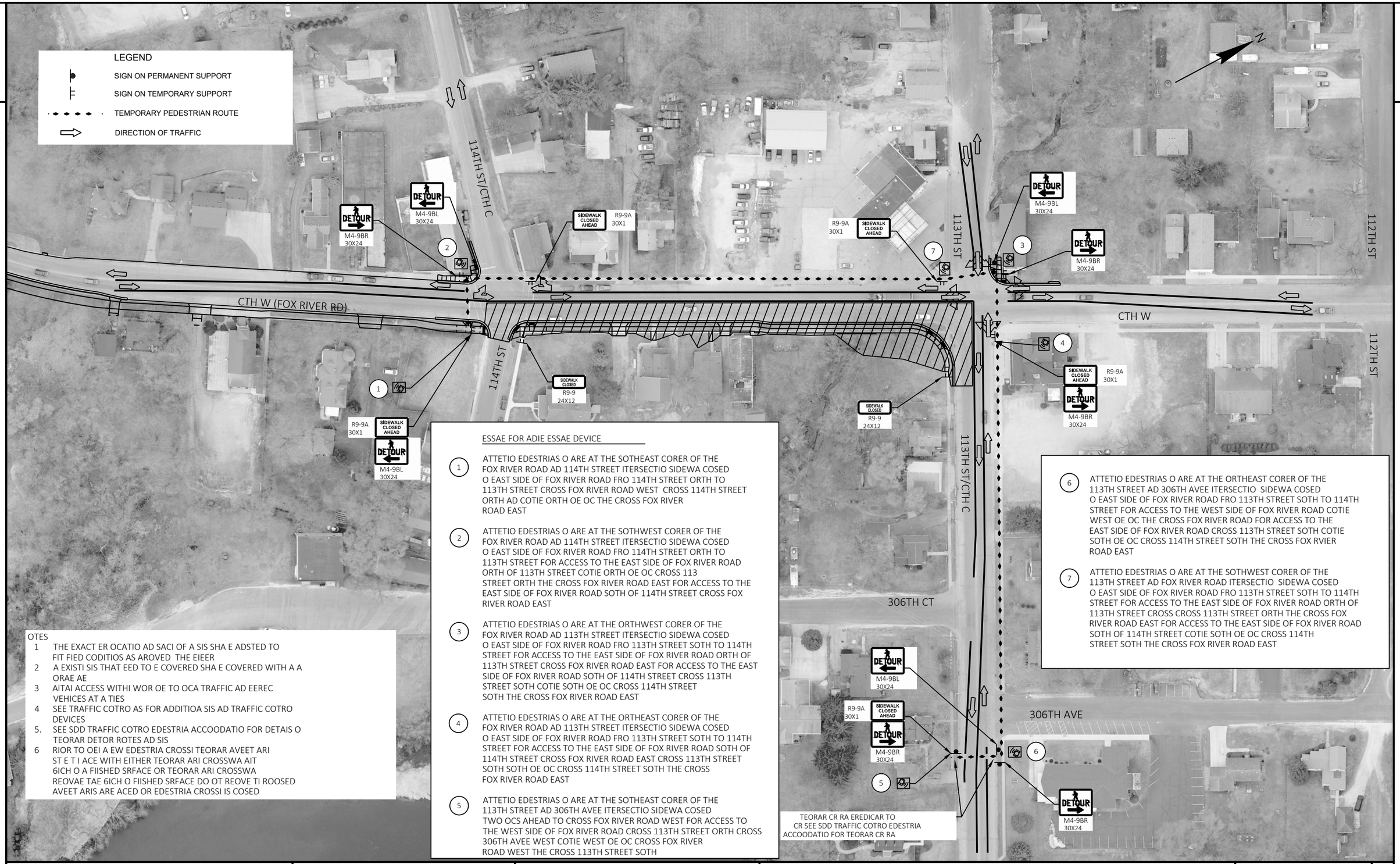
3. ATTENTION PEDESTRIANS YOU ARE AT NORTHWEST CORNER OF FOX RIVER ROAD AND 114TH STREET INTERSECTION. SIDEWALK CLOSED TO CROSS 114TH STREET SOUTH. FOR ACCESS TO THE SOUTH SIDE OF 114TH STREET, CROSS FOX RIVER ROAD EAST, CROSS 114TH STREET SOUTH, THEN CROSS FOX RIVER ROAD WEST.

4. ATTENTION PEDESTRIANS YOU ARE AT THE NORTHEAST CORNER OF THE FOX RIVER ROAD AND 114TH STREET INTERSECTION. SIDEWALK CLOSED TO CROSS 114TH STREET SOUTH. FOR ACCESS TO THE SOUTH SIDE OF 114TH STREET, CROSS FOX ROVER ROAD WEST, CROSS 114TH STREET SOUTH, THEN CROSS FOX RIVER ROAD EAST.

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN ACCOMMODATIONS	SHEET 145	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\026105-S1-PA.DWG
LAYOUT NAME - S1A-PA
PLOT DATE : 12/22/2025 3:06 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



OTES

1 THE EXACT ER OCATIO AD SACI OF A SIS SHA E ADSTED TO FIT FIED CODITIOS AS AROVED THE EIEER

2 A EXISTI SIS THAT EED TO E COVERED SHA E COVERED WITH A A ORAE AE

3 AITAI ACCESS WITHI WOR OE TO OCA TRAFFIC AD EEREC VEHICES AT A TIES

4 SEE TRAFFIC COTRO AS FOR ADDITIOA SIS AD TRAFFIC COTRO DEVICES

5. SEE SDD TRAFFIC COTRO EDESTRIA ACCOODATIO FOR DETAIS O TEORAR DETOR ROTES AD SIS

6 RIOR TO OEI A EW EDESTRIA CROSSI TEORAR AVEET ARI ST E T I ACE WITH EITHER TEORAR ARI CROSSWA AIT 6ICH O A FIISHED SRFACE OR TEORAR ARI CROSSWA REOVAE TAE 6ICH O FIISHED SRFACE DO OT REOVE TI ROOSED AVEET ARIS ARE ACED OR EDESTRIA CROSSI IS COSED

ESSAE FOR ADIE ESSAE DEVICE

1 ATTETIO EDESTRIAS O ARE AT THE SOTHEAST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET CROSS FOX RIVER ROAD WEST CROSS 114TH STREET ORTH AD COTIE ORTH OE OC THE CROSS FOX RIVER ROAD EAST

2 ATTETIO EDESTRIAS O ARE AT THE SOTHWEST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET COTIE ORTH OE OC CROSS 113 STREET ORTH THE CROSS FOX RIVER ROAD EAST FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS FOX RIVER ROAD EAST

3 ATTETIO EDESTRIAS O ARE AT THE ORTHWEST CORER OF THE FOX RIVER ROAD AD 113TH STREET ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET CROSS FOX RIVER ROAD EAST FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS 113TH STREET SOTH COTIE SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD EAST

4 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE FOX RIVER ROAD AD 113TH STREET ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS FOX RIVER ROAD EAST CROSS 113TH STREET SOTH SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD EAST

5 ATTETIO EDESTRIAS O ARE AT THE SOTHEAST CORER OF THE 113TH STREET AD 306TH AVEE ITERSECTIO SIDEWA COSED TWO OCS AHEAD TO CROSS FOX RIVER ROAD WEST FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD CROSS 113TH STREET ORTH CROSS 306TH AVEE WEST COTIE WEST OE OC CROSS FOX RIVER ROAD WEST THE CROSS 113TH STREET SOTH

6 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE 113TH STREET AD 306TH AVEE ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD COTIE WEST OE OC THE CROSS FOX RIVER ROAD FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD CROSS 113TH STREET SOTH COTIE SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RVIER ROAD EAST

7 ATTETIO EDESTRIAS O ARE AT THE SOTHWEST CORER OF THE 113TH STREET AD FOX RIVER ROAD ITERSECTIO SIDEWA COSED O EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET CROSS CROSS 113TH STREET ORTH THE CROSS FOX RIVER ROAD EAST FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET COTIE SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD EAST

TEORAR CR RA EREDICAR TO CR SEE SDD TRAFFIC COTRO EDESTRIA ACCOODATIO FOR TEORAR CR RA

ROECT O 31030	HW CTH W	COT EOSHA	TRAFFIC COTRO STAE 3A EDESTRIA ACCOODATIOS	SHEET 146 E

FIE AE T1210011CIVI3D310300SHEETSA02610S3AADW
AOT AE S1AA
OT DATE 12/22/202 306
OT EHRI AEX
OT AE
OT SCAE 1 I100 FT

2

2

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TEMPORARY PEDESTRIAN ROUTE

DIRECTION OF TRAFFIC

CTH W

114TH ST/CTH C

114TH ST

113TH ST

113TH ST/CTH C

112TH ST

112TH ST

CTH W (FOX RIVER RD)

306TH CT

306TH AVE

DETOUR M4-9BR 30X24

DETOUR M4-9BL 30X24

SIDEWALK CLOSED AHEAD R9-9A 30X1

SIDEWALK CLOSED R9-9 24X12

M4-60L 30X24

1

2

3

4

5

TEORAR CR RA EREDICAR TO CR
SEE SDD TRAFFIC COTRO EDESTRIA
ACCOODATIO FOR TEORAR CR RA

ESSAE FOR ADIE ESSAE DEVICE

1 ATTETIO EDESTRIAS O ARE AT THE SOTHEAST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O THE EAST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD AT 113TH STREET CROSS FOX RIVER ROAD WEST CROSS 114TH STREET ORTH AD COTIE ORTH OE OC THE CROSS FOX RIVER ROAD EAST

2 ATTETIO EDESTRIAS O ARE AT THE SOTHWEST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O THE EAST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD AT 113TH STREET COTIE ORTH OE OC THE CROSS FOX RIVER ROAD EAST FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS FOX RIVER ROAD EAST

3 ATTETIO EDESTRIAS O ARE AT THE SOTHWEST CORER OF THE FOX RIVER ROAD AD 113TH STREET ITERSECTIO SIDEWA COSED O THE EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE EAST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET COTIE SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD EAST FOR ACCESS TO 113TH STREET EAST CROSS FOX RIVER ROAD EAST

4 ATTETIO EDESTRIAS O ARE AT THE SOTHEAST CORER OF THE 113TH STREET AD 306TH AVEE ITERSECTIO SIDEWA COSED O THE EAST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD COTIE WEST OE OC THE CROSS FOX RIVER ROAD

5 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE 113TH STREET AD 306TH AVEE ITERSECTIO SIDEWA COSED O OC WEST TO CROSS FOX RIVER ROAD WEST FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD CROSS 113TH STREET SOTH COTIE WEST OE OC THE CROSS FOX RIVER ROAD WEST

OTES

1 THE EXACT ER OCATIO AD SACI OF A SIS SHA E ADSTED TO FIT FIED CODITIOS AS AROVED THE EIEER

2 A EXISTI SIS THAT EED TO E COVERED SHA E COVERED WITH A A ORAE AE

3 AITAI ACCESS WITHI WOR OE TO OCA TRAFFIC AD EEREC VEHICES AT A TIES

4 SEE TRAFFIC COTRO AS FOR ADDITIOA SIS AD TRAFFIC COTRO DEVICES

5. SEE SDD TRAFFIC COTRO EDESTRIA ACCOODATIO FOR DETAIS O TEORAR DETOR ROTES AD SIS

6 RIOR TO OEI A EW EDESTRIA CROSSI TEORAR AVEET ARI ST E T I ACE WITH EITHER TEORAR ARI CROSSWA AIT 6ICH O A FIISHED SRFACE OR TEORAR ARI CROSSWA REOVAE TAE 6ICH O FIISHED SRFACE DO OT REOVE TI ROOSED AVEET ARIS ARE ACED OR EDESTRIA CROSSI IS COSED

ROECT O 31030	HW CTH W	COT EOSHA	TRAFFIC COTRO STAE 3 EDESTRIA ACCOODATIOS	SHEET 147 E

FIE AE T1210011CIVI3D310300SHEETSA026106S3ADW
AOT AE S1A
OT DATE 12/22/202 306
OT EHRI AEX
OT AE
OT SCAE 1 I100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TEMPORARY PEDESTRIAN ROUTE

DIRECTION OF TRAFFIC

114TH ST/CTH C

CTH W (FOX RIVER RD)

114TH ST

113TH ST

113TH ST/CTH C

CTH W

112TH ST

306TH CT

306TH AVE

SIDEWALK CLOSED R9-9 24X12

SIDEWALK CLOSED AHEAD R9-9A 30X1

DETOUR M4-9BR 30X24

DETOUR M4-9BL 30X24

1

2

3

4

5

6

OTES

1 THE EXACT ER OCATIO AD SACI OF A SIS SHA E ADSTED TO FIT FIED CODITIOS AS AROVED THE EIEER

2 A EXISTI SIS THAT EED TO E COVERED SHA E COVERED WITH A A ORAE AE

3 AITAI ACCESS WITHI WOR OE TO OCA TRAFFIC AD EEREC VEHICES AT A TIES

4 SEE TRAFFIC COTRO AS FOR ADDITIOA SIS AD TRAFFIC COTRO DEVICES

5. SEE SDD TRAFFIC COTRO EDESTRIA ACCOODATIO FOR DETAIS O TEORAR DETOR ROTES AD SIS

6 RIOR TO OEI A EW EDESTRIA CROSSI TEORAR AVEET ARI ST E T I ACE WITH EITHER TEORAR ARI CROSSWA AIT 6ICH O A FIISHED SRFACE OR TEORAR ARI CROSSWA REOVAE TAE 6ICH O FIISHED SRFACE DO OT REOVE TI ROOSED AVEET ARIS ARE ACED OR EDESTRIA CROSSI IS COSED

ESSAE FOR ADIE ESSAE DEVICE

1 ATTETIO EDESTRIAS O ARE AT THE SOTHWEST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD ORTH SIDE OF 113TH STREET CROSS FOX RIVER ROAD EAST CROSS 114TH STREET ORTH AD COTIE ORTH TWO OCS TO 112TH STREET THE CROSS FOX RIVER ROAD WEST

2 ATTETIO EDESTRIAS O ARE AT THE SOTHEAST CORER OF THE FOX RIVER ROAD AD 114TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET CROSS 114TH STREET ORTH COTIE ORTH TWO OCS THE CROSS FOX RIVER ROAD WEST AT 112TH STREET

3 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE FOX RIVER ROAD AD 113TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 114TH STREET ORTH TO 113TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD WEST FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET COTIE ORTH TWO OCS THE CROSS FOX RIVER ROAD WEST AT 112TH STREET

4 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE FOX RIVER ROAD AD 113TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD SOTH OF 114TH STREET CROSS 113TH STREET SOTH COTIE SOTH OE OC CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD WEST FOR ACCESS TO THE WEST SIDE OF FOX RIVER ROAD ORTH OF 113TH STREET COTIE ORTH OE OC TO 112TH STREET THE CROSS FOX RIVER ROAD WEST

5 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE FOX RIVER ROAD AD 112TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS ORTH OF 113TH STREET CROSS FOX RIVER ROAD WEST FOR ACCESS SOTH OF 114TH STREET COTIE SOTH TWO OCS CROSS 114TH STREET SOTH THE CROSS FOX RIVER ROAD WEST

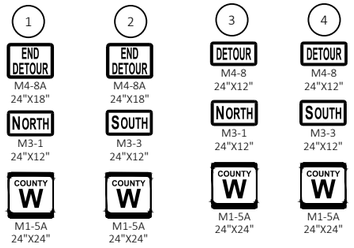
6 ATTETIO EDESTRIAS O ARE AT THE ORTHEAST CORER OF THE FOX RIVER ROAD AD 112TH STREET ITERSECTIO SIDEWA COSED O THE WEST SIDE OF FOX RIVER ROAD FRO 113TH STREET SOTH TO 114TH STREET FOR ACCESS TO THE WEST SIDE OF FOX RIVE ROAD CROSS FOX RIVER ROAD EAST THE COTIE SOTH AD CROSS FOX RIVER ROAD O THE SOTH SIDE OF 113TH STREET OR O THE SOTH SIDE OF 114TH STREET

ROECT O 31030	HW CTH W	COT EOSHA	TRAFFIC COTRO STAE 4 EDESTRIA ACCOODATIOS	SHEET 148 E

FIE AE T1210011CIVI3D310300SHEETSA026106S4AADW
AOT AE S2AA

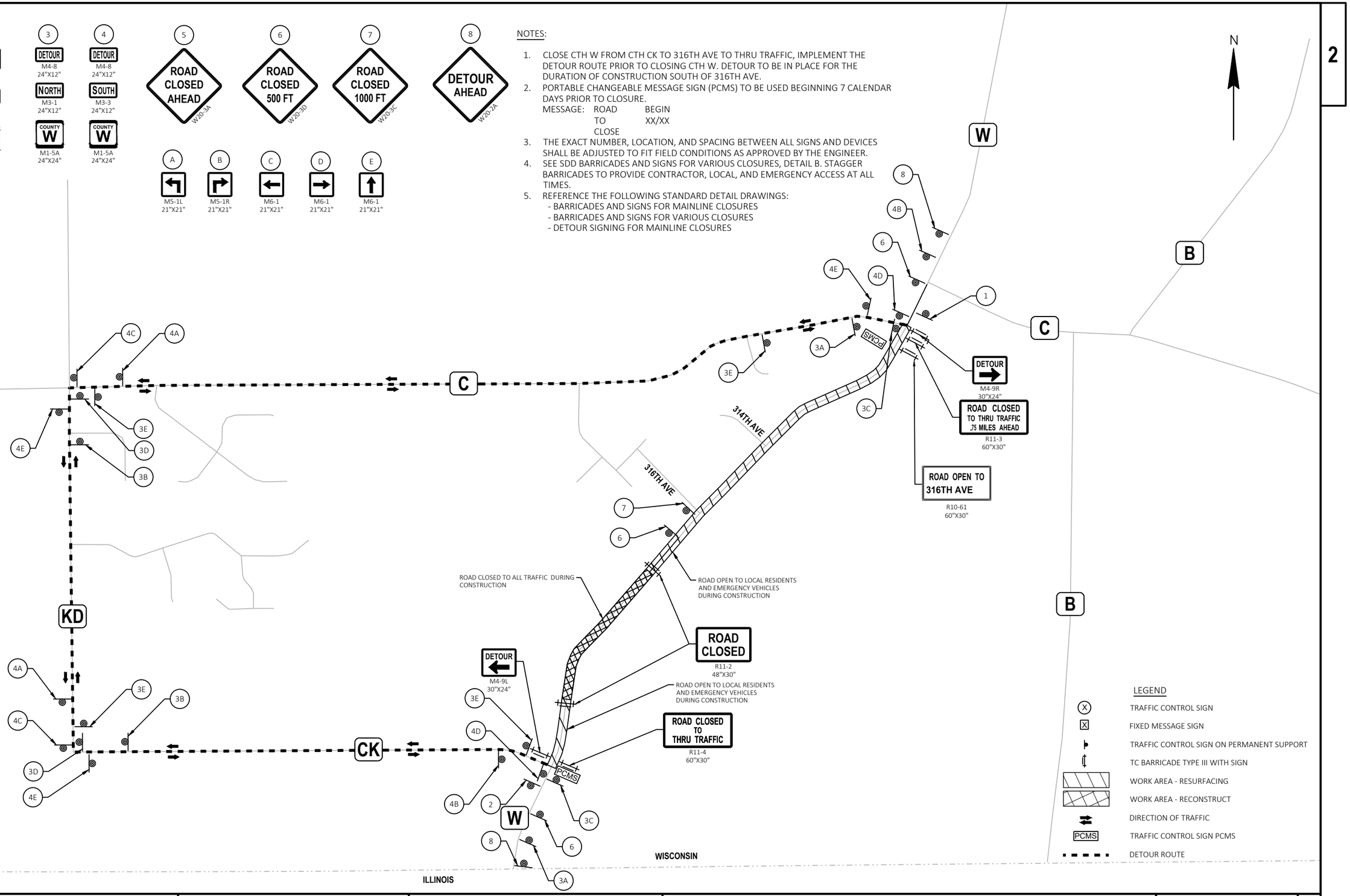
OT DATE 12/22/202 30 OT EHRI AEX OT AE OT SCAE 1 I100 FT

WISDOT/CADDS SHEET 42



NOTES:

1. CLOSE CTH W FROM CTH CK TO 316TH AVE TO THRU TRAFFIC, IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING CTH W. DETOUR TO BE IN PLACE FOR THE DURATION OF CONSTRUCTION SOUTH OF 316TH AVE.
2. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) TO BE USED BEGINNING 7 CALENDAR DAYS PRIOR TO CLOSURE.
   MESSAGE: ROAD BEGIN
   TO XX/XX
   CLOSE
3. THE EXACT NUMBER, LOCATION, AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. SEE SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL B. STAGGER BARRICADES TO PROVIDE CONTRACTOR, LOCAL, AND EMERGENCY ACCESS AT ALL TIMES.
5. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES

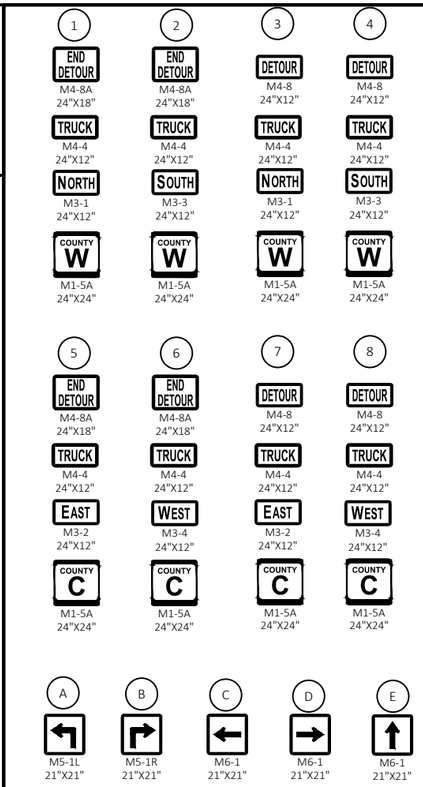


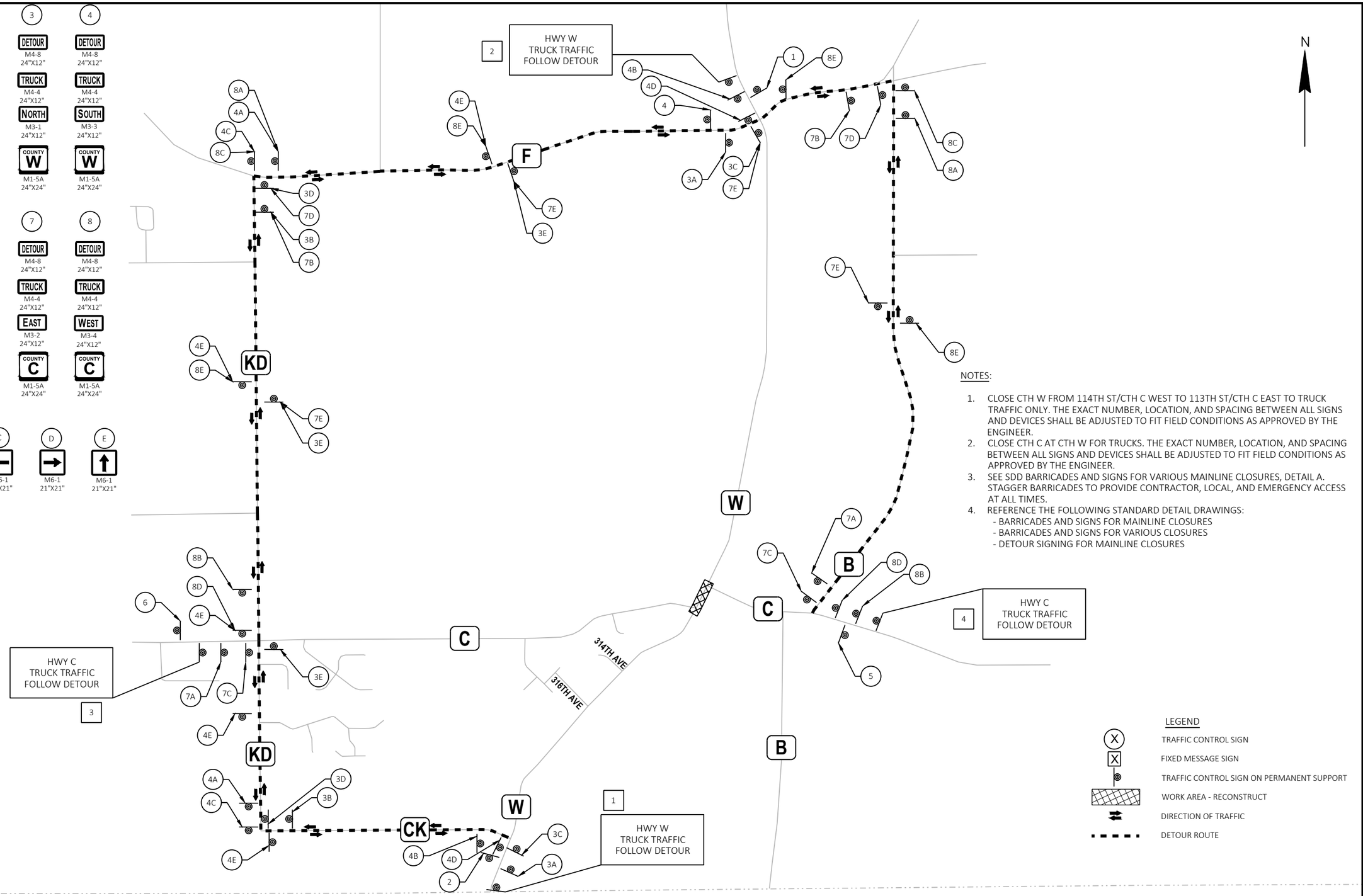
LEGEND

- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- TC BARRICADE TYPE III WITH SIGN
- WORK AREA - RESURFACING
- WORK AREA - RECONSTRUCT
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL SIGN PCMS
- DETOUR ROUTE

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	DETOUR ROUTE	SHEET 149	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - Plan 1 IN 1000 FT
PLOT DATE : 10/22/2025 10:28 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:1000 FT





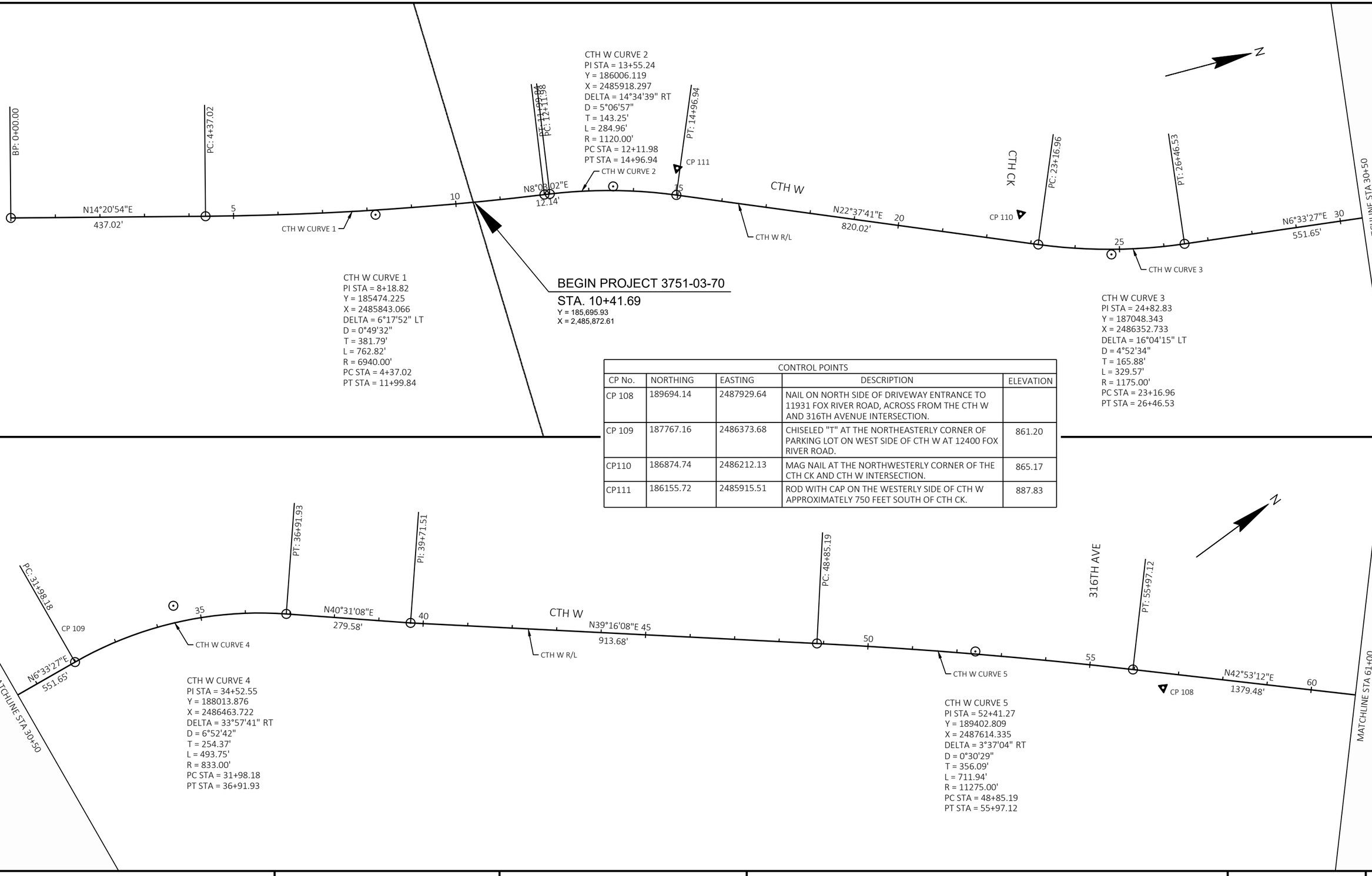
NOTES:

1. CLOSE CTH W FROM 114TH ST/CTH C WEST TO 113TH ST/CTH C EAST TO TRUCK TRAFFIC ONLY. THE EXACT NUMBER, LOCATION, AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. CLOSE CTH C AT CTH W FOR TRUCKS. THE EXACT NUMBER, LOCATION, AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. SEE SDD BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES, DETAIL A. STAGGER BARRICADES TO PROVIDE CONTRACTOR, LOCAL, AND EMERGENCY ACCESS AT ALL TIMES.
4. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES

LEGEND

- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA - RECONSTRUCT
- DIRECTION OF TRAFFIC
- DETOUR ROUTE

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	DETOUR ROUTE	SHEET 150	E



CTH W CURVE 1
PI STA = 8+18.82
Y = 185474.225
X = 2485843.066
DELTA = 6°17'52" LT
D = 0°49'32"
T = 381.79'
L = 762.82'
R = 6940.00'
PC STA = 4+37.02
PT STA = 11+99.84

BEGIN PROJECT 3751-03-70
STA. 10+41.69
Y = 185,695.93
X = 2,485,872.61

CTH W CURVE 2
PI STA = 13+55.24
Y = 186006.119
X = 2485918.297
DELTA = 14°34'39" RT
D = 5°06'57"
T = 143.25'
L = 284.96'
R = 1120.00'
PC STA = 12+11.98
PT STA = 14+96.94

CTH W CURVE 3
PI STA = 24+82.83
Y = 187048.343
X = 2486352.733
DELTA = 16°04'15" LT
D = 4°52'34"
T = 165.88'
L = 329.57'
R = 1175.00'
PC STA = 23+16.96
PT STA = 26+46.53

CONTROL POINTS

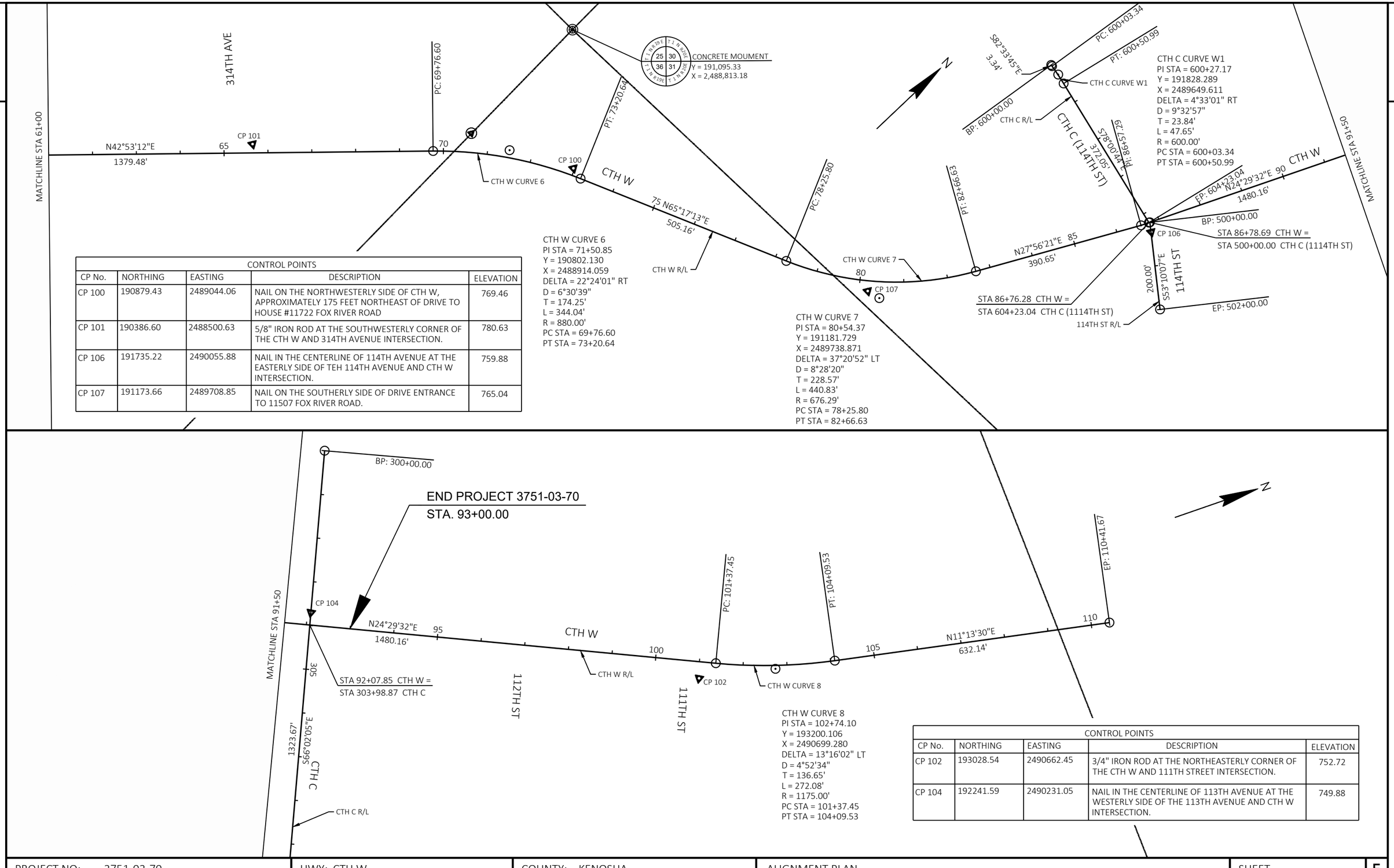
CP No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 108	189694.14	2487929.64	NAIL ON NORTH SIDE OF DRIVEWAY ENTRANCE TO 11931 FOX RIVER ROAD, ACROSS FROM THE CTH W AND 316TH AVENUE INTERSECTION.	
CP 109	187767.16	2486373.68	CHISELED "T" AT THE NORTHEASTERLY CORNER OF PARKING LOT ON WEST SIDE OF CTH W AT 12400 FOX RIVER ROAD.	861.20
CP110	186874.74	2486212.13	MAG NAIL AT THE NORTHWESTERLY CORNER OF THE CTH CK AND CTH W INTERSECTION.	865.17
CP111	186155.72	2485915.51	ROD WITH CAP ON THE WESTERLY SIDE OF CTH W APPROXIMATELY 750 FEET SOUTH OF CTH CK.	887.83

CTH W CURVE 4
PI STA = 34+52.55
Y = 188013.876
X = 2486463.722
DELTA = 33°57'41" RT
D = 6°52'42"
T = 254.37'
L = 493.75'
R = 833.00'
PC STA = 31+98.18
PT STA = 36+91.93

CTH W CURVE 5
PI STA = 52+41.27
Y = 189402.809
X = 2487614.335
DELTA = 3°37'04" RT
D = 0°30'29"
T = 356.09'
L = 711.94'
R = 11275.00'
PC STA = 48+85.19
PT STA = 55+97.12

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 151	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/22/2025 10:25 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



CONTROL POINTS				
CP No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 100	190879.43	2489044.06	NAIL ON THE NORTHWESTERLY SIDE OF CTH W, APPROXIMATELY 175 FEET NORTHEAST OF DRIVE TO HOUSE #11722 FOX RIVER ROAD	769.46
CP 101	190386.60	2488500.63	5/8" IRON ROD AT THE SOUTHWESTERLY CORNER OF THE CTH W AND 314TH AVENUE INTERSECTION.	780.63
CP 106	191735.22	2490055.88	NAIL IN THE CENTERLINE OF 114TH AVENUE AT THE EASTERLY SIDE OF TEH 114TH AVENUE AND CTH W INTERSECTION.	759.88
CP 107	191173.66	2489708.85	NAIL ON THE SOUTHERLY SIDE OF DRIVE ENTRANCE TO 11507 FOX RIVER ROAD.	765.04

CTH W CURVE 6
PI STA = 71+50.85
Y = 190802.130
X = 2488914.059
DELTA = 22°24'01" RT
D = 6°30'39"
T = 174.25'
L = 344.04'
R = 880.00'
PC STA = 69+76.60
PT STA = 73+20.64

CTH W CURVE 7
PI STA = 80+54.37
Y = 191181.729
X = 2489738.871
DELTA = 37°20'52" LT
D = 8°28'20"
T = 228.57'
L = 440.83'
R = 676.29'
PC STA = 78+25.80
PT STA = 82+66.63

CTH C CURVE W1
PI STA = 600+27.17
Y = 191828.289
X = 2489649.611
DELTA = 4°33'01" RT
D = 9°32'57"
T = 23.84'
L = 47.65'
R = 600.00'
PC STA = 600+03.34
PT STA = 600+50.99

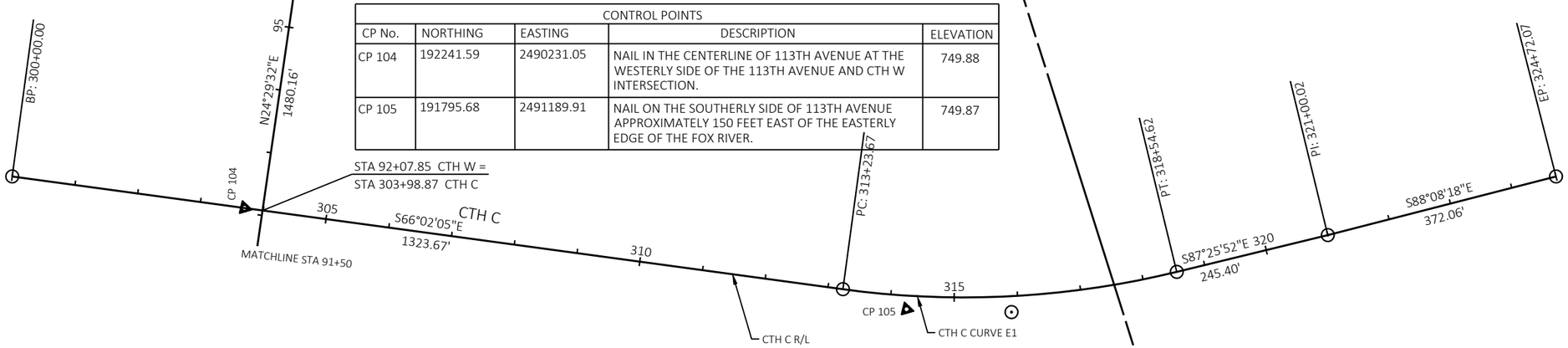
CTH W CURVE 8
PI STA = 102+74.10
Y = 193200.106
X = 2490699.280
DELTA = 13°16'02" LT
D = 4°52'34"
T = 136.65'
L = 272.08'
R = 1175.00'
PC STA = 101+37.45
PT STA = 104+09.53

CONTROL POINTS				
CP No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 102	193028.54	2490662.45	3/4" IRON ROD AT THE NORTHEASTERLY CORNER OF THE CTH W AND 111TH STREET INTERSECTION.	752.72
CP 104	192241.59	2490231.05	NAIL IN THE CENTERLINE OF 113TH AVENUE AT THE WESTERLY SIDE OF THE 113TH AVENUE AND CTH W INTERSECTION.	749.88

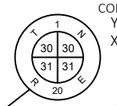
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 152	E

2

CONTROL POINTS				
CP No.	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 104	192241.59	2490231.05	NAIL IN THE CENTERLINE OF 113TH AVENUE AT THE WESTERLY SIDE OF THE 113TH AVENUE AND CTH W INTERSECTION.	749.88
CP 105	191795.68	2491189.91	NAIL ON THE SOUTHERLY SIDE OF 113TH AVENUE APPROXIMATELY 150 FEET EAST OF THE EASTERLY EDGE OF THE FOX RIVER.	749.87



CTH C CURVE E1
PI STA = 315+92.27
Y = 191745.060
X = 2491347.769
DELTA = 21°23'47" LT
D = 4°01'47"
T = 268.60'
L = 530.95'
R = 1421.79'
PC STA = 313+23.67
PT STA = 318+54.62



CONCRETE MOUMENT
Y = 191357.387
X = 2491804.390

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	ALIGNMENT PLAN	SHEET 153	E

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	58.000	58.000
0004	201.0220	Grubbing	ID	5.000	5.000
0006	203.0100	Removing Small Pipe Culverts	EACH	18.000	18.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	142.000	142.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	18,710.000	18,710.000
0012	204.0150	Removing Curb & Gutter	LF	1,785.000	1,785.000
0014	204.0155	Removing Concrete Sidewalk	SY	675.000	675.000
0016	204.0165	Removing Guardrail	LF	215.000	215.000
0018	204.0185	Removing Masonry	CY	1.000	1.000
0020	204.0195	Removing Concrete Bases	EACH	8.000	8.000
0022	204.0210	Removing Manholes	EACH	2.000	2.000
0024	204.0215	Removing Catch Basins	EACH	1.000	1.000
0026	204.0220	Removing Inlets	EACH	10.000	10.000
0028	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	752.000	752.000
0030	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	220.000	220.000
0032	204.0245	Removing Storm Sewer (size) 03. 60-Inch	LF	72.000	72.000
0034	204.0245	Removing Storm Sewer (size) 04. 48X104-Inch	LF	52.000	52.000
0036	205.0100	Excavation Common	CY	41,931.000	41,931.000
0038	213.0100	Finishing Roadway (project) 01. 3751-03-70	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	798.000	798.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	21,738.000	21,738.000
0044	310.0110	Base Aggregate Open-Graded	TON	74.000	74.000
0046	312.0110	Select Crushed Material	TON	9,835.000	9,835.000
0048	325.0100	Pulverize and Relay	SY	18,710.000	18,710.000
0050	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	8.000	8.000
0052	450.4000	HMA Cold Weather Paving	TON	96.000	96.000
0054	455.0605	Tack Coat	GAL	5,270.000	5,270.000
0056	460.2000	Incentive Density HMA Pavement	DOL	6,400.000	6,400.000
0058	460.6423	HMA Pavement 3 MT 58-28 H	TON	6,095.000	6,095.000
0060	460.6424	HMA Pavement 4 MT 58-28 H	TON	3,900.000	3,900.000
0062	465.0105	Asphaltic Surface	TON	1,880.000	1,880.000
0064	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	244.000	244.000
0066	465.0125	Asphaltic Surface Temporary	TON	99.000	99.000
0068	465.0525	Asphaltic Rumble Strips, Shoulder Sinusoidal	LF	3,540.000	3,540.000
0070	465.0540	Asphaltic Rumble Strips, Edge Line	LF	1,150.000	1,150.000
0072	465.0565	Asphaltic Rumble Strips, Centerline Sinusoidal	LF	3,705.000	3,705.000
0074	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0076	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	6.000	6.000
0078	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	14.000	14.000
0080	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0082	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	121.000	121.000
0084	521.3115	Culvert Pipe Corrugated Steel 15-Inch	LF	203.000	203.000
0086	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	25.000	25.000
0088	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	69.000	69.000
0090	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	10.000	10.000
0092	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	3.000	3.000
0094	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	6.000	6.000
0096	522.1021	Apron Endwalls for Culvert Pipe Reinforced Concrete 21-Inch	EACH	1.000	1.000
0098	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0100	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0102	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0104	522.2648	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 48x76-Inch	EACH	2.000	2.000
0106	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,675.000	3,675.000
0108	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	6,260.000	6,260.000
0110	601.0600	Concrete Curb Pedestrian	LF	26.000	26.000
0112	602.0410	Concrete Sidewalk 5-Inch	SF	9,540.000	9,540.000
0114	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	205.000	205.000
0116	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	90.000	90.000
0118	602.0810	Concrete Driveway 6-Inch	SY	737.000	737.000
0120	602.3010	Concrete Surface Drains	CY	6.000	6.000
0122	606.0200	Riprap Medium	CY	86.000	86.000
0124	606.0300	Riprap Heavy	CY	39.000	39.000
0126	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	620.000	620.000
0128	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	1,926.000	1,926.000
0130	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	582.000	582.000
0132	608.0321	Storm Sewer Pipe Reinforced Concrete Class III 21-Inch	LF	84.000	84.000
0134	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	147.000	147.000
0136	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	306.000	306.000
0138	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	127.000	127.000
0140	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	655.000	655.000
0142	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	98.000	98.000
0144	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	51.000	51.000
0146	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	75.000	75.000
0148	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	67.000	67.000
0150	611.0430	Reconstructing Inlets	EACH	3.000	3.000
0152	611.0530	Manhole Covers Type J	EACH	23.000	23.000
0154	611.0606	Inlet Covers Type B	EACH	3.000	3.000
0156	611.0610	Inlet Covers Type BW	EACH	2.000	2.000
0158	611.0624	Inlet Covers Type H	EACH	31.000	31.000
0160	611.0627	Inlet Covers Type HM	EACH	22.000	22.000
0162	611.1004	Catch Basins 4-FT Diameter	EACH	21.000	21.000
0164	611.1005	Catch Basins 5-FT Diameter	EACH	2.000	2.000
0166	611.1230	Catch Basins 2x3-FT	EACH	35.000	35.000
0168	611.2004	Manholes 4-FT Diameter	EACH	9.000	9.000
0170	611.2005	Manholes 5-FT Diameter	EACH	11.000	11.000
0172	612.0106	Pipe Underdrain 6-Inch	LF	2,500.000	2,500.000
0174	612.0204	Pipe Underdrain Unperforated 4-Inch	LF	100.000	100.000
0176	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	275.000	275.000
0178	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	20.000	20.000
0180	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	190.000	190.000
0182	614.2300	MGS Guardrail 3	LF	287.500	287.500
0184	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0186	619.1000	Mobilization	EACH	1.000	1.000
0188	624.0100	Water	MGAL	567.000	567.000
0190	625.0100	Topsoil	SY	5,445.000	5,445.000
0192	625.0500	Salvaged Topsoil	SY	25,395.000	25,395.000
0194	627.0200	Mulching	SY	32,730.000	32,730.000
0196	628.1104	Erosion Bales	EACH	200.000	200.000

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Line	Item	Item Description	Unit	Total	Qty
0198	628.1504	Silt Fence	LF	7,125.000	7,125.000
0200	628.1520	Silt Fence Maintenance	LF	3,580.000	3,580.000
0202	628.1530.S	Silt Fence Heavy Duty	LF	195.000	195.000
0204	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	100.000	100.000
0206	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0208	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0210	628.2004	Erosion Mat Class I Type B	SY	5,195.000	5,195.000
0212	628.2008	Erosion Mat Urban Class I Type B	SY	11,150.000	11,150.000
0214	628.6510	Soil Stabilizer Type B	ACRE	2.000	2.000
0216	628.7005	Inlet Protection Type A	EACH	72.000	72.000
0218	628.7010	Inlet Protection Type B	EACH	5.000	5.000
0220	628.7015	Inlet Protection Type C	EACH	64.000	64.000
0222	628.7020	Inlet Protection Type D	EACH	9.000	9.000
0224	628.7504	Temporary Ditch Checks	LF	770.000	770.000
0226	628.7555	Culvert Pipe Checks	EACH	52.000	52.000
0228	628.7560	Tracking Pads	EACH	6.000	6.000
0230	628.7570	Rock Bags	EACH	160.000	160.000
0232	629.0210	Fertilizer Type B	CWT	26.400	26.400
0234	630.0130	Seeding Mixture No. 30	LB	1,423.000	1,423.000
0236	630.0171	Seeding Mixture No. 70A	LB	33.000	33.000
0238	630.0200	Seeding Temporary	LB	436.000	436.000
0240	630.0300	Seeding Borrow Pit	LB	235.000	235.000
0242	630.0500	Seed Water	MGAL	1,072.000	1,072.000
0244	631.0300	Sod Water	MGAL	150.000	150.000
0246	631.1000	Sod Lawn	SY	6,320.000	6,320.000
0248	633.5200	Markers Culvert End	EACH	27.000	27.000
0250	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0252	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	17.000	17.000
0254	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	27.000	27.000
0256	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0258	637.2210	Signs Type II Reflective H	SF	300.280	300.280
0260	637.2220	Signs Type II Reflective SH	SF	2.250	2.250
0262	637.2230	Signs Type II Reflective F	SF	174.750	174.750
0264	638.2102	Moving Signs Type II	EACH	15.000	15.000
0266	638.2602	Removing Signs Type II	EACH	50.000	50.000
0268	638.3000	Removing Small Sign Supports	EACH	34.000	34.000
0270	642.5201	Field Office Type C	EACH	1.000	1.000
0272	643.0300	Traffic Control Drums	DAY	8,025.000	8,025.000
0274	643.0420	Traffic Control Barricades Type III	DAY	2,189.000	2,189.000
0276	643.0705	Traffic Control Warning Lights Type A	DAY	4,208.000	4,208.000
0278	643.0715	Traffic Control Warning Lights Type C	DAY	2,111.000	2,111.000
0280	643.0900	Traffic Control Signs	DAY	36,075.000	36,075.000
0282	643.1000	Traffic Control Signs Fixed Message	SF	66.000	66.000
0284	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0286	643.1070	Traffic Control Cones 42-Inch	DAY	240.000	240.000
0288	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	147.000	147.000
0290	643.3105	Temporary Marking Line Paint 4-Inch	LF	2,450.000	2,450.000
0292	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	16,670.000	16,670.000
0294	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	74.000	74.000

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Line	Item	Item Description	Unit	Total	Qty
0296	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	575.000	575.000
0298	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	70.000	70.000
0300	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	180.000	180.000
0302	643.5000	Traffic Control	EACH	1.000	1.000
0304	644.1440	Temporary Pedestrian Surface Matting	SF	250.000	250.000
0306	644.1601	Temporary Pedestrian Curb Ramp	DAY	80.000	80.000
0308	644.1605	Temporary Pedestrian Detectable Warning Field	SF	60.000	60.000
0310	644.1810	Temporary Pedestrian Barricade	LF	354.000	354.000
0312	644.1900.S	Temporary Audible Message Devices	DAY	410.000	410.000
0314	645.0111	Geotextile Type DF Schedule A	SY	1,480.000	1,480.000
0316	645.0120	Geotextile Type HR	SY	495.000	495.000
0318	645.0220	Geogrid Type SR	SY	11,301.000	11,301.000
0320	646.2020	Marking Line Epoxy 6-Inch	LF	32,087.000	32,087.000
0322	646.4020	Marking Line Epoxy 10-Inch	LF	901.000	901.000
0324	646.5020	Marking Arrow Epoxy	EACH	18.000	18.000
0326	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0328	646.6120	Marking Stop Line Epoxy 18-Inch	LF	210.000	210.000
0330	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	795.000	795.000
0332	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	30.000	30.000
0334	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	577.000	577.000
0336	648.0100	Locating No-Passing Zones	MI	1.560	1.560
0338	650.4000	Construction Staking Storm Sewer	EACH	111.000	111.000
0340	650.4500	Construction Staking Subgrade	LF	8,215.000	8,215.000
0342	650.5000	Construction Staking Base	LF	8,215.000	8,215.000
0344	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,935.000	9,935.000
0346	650.6000	Construction Staking Pipe Culverts	EACH	12.000	12.000
0348	650.6501	Construction Staking Structure Layout (structure) 01. Modular Wall	EACH	1.000	1.000
0350	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0352	650.9500	Construction Staking Sidewalk (project) 01. 3751-03-70	EACH	1.000	1.000
0354	650.9911	Construction Staking Supplemental Control (project) 01. 3751-03-70	EACH	1.000	1.000
0356	650.9920	Construction Staking Slope Stakes	LF	8,215.000	8,215.000
0358	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0360	690.0150	Sawing Asphalt	LF	1,110.000	1,110.000
0362	690.0250	Sawing Concrete	LF	235.000	235.000
0364	740.0440	Incentive IRI Ride	DOL	6,256.000	6,256.000
0366	999.1501.S	Crack and Damage Survey	EACH	1.000	1.000
0368	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0370	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,800.000	4,800.000
0372	SPV.0060	Special 02. Temporary Mailbox Station	EACH	3.000	3.000
0374	SPV.0060	Special 03. Remove, Salvage, and Reinstall Flashing Stop Sign	EACH	2.000	2.000
0376	SPV.0060	Special 04. Bend 45-Degree HE-IV 48X76-Inch	EACH	5.000	5.000
0378	SPV.0060	Special 05. Abandon 60-Inch CMP and Fill With Grout	EACH	1.000	1.000
0380	SPV.0060	Special 06. Adjust Sanitary Manhole	EACH	10.000	10.000
0382	SPV.0060	Special 07. Reconstruct Sanitary Manhole	EACH	10.000	10.000
0384	SPV.0060	Special 08. Reconstruct Sanitary Manhole With New Casting	EACH	1.000	1.000
0386	SPV.0060	Special 09. Rectangular Rapid Flashing Beacon	EACH	1.000	1.000
0388	SPV.0060	Special 10. Dewatering	EACH	3.000	3.000
0390	SPV.0090	Special 01. Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 48X76	LF	275.000	275.000

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Line	Item	Item Description	Unit	Total	Qty
0392	SPV.0090	Special 02. Fence Split Rail Three Rail	LF	1,810.000	1,810.000
0394	SPV.0165	Special 01. Wall Modular Block Gravity Landscape	SF	680.000	680.000
0396	SPV.0195	Special 01. Excavation, Hauling, Dewatering, and Disposal of Petroleum Contaminated Soil	TON	480.000	480.000

GRUBBING

ROADWAY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA	201.0220 GRUBBING ID
CTH W						
	10+00	---	14+00	LT	4	---
	28+00	---	30+00	RT	2	---
	31+00	---	82+00	RT/LT	51	---
			82+67	32' RT	---	5
	90+00	---	91+00	RT	1	---
			PROJECT TOTAL		**58**	**5**

MISCELLANEOUS REMOVALS

ROADWAY	STATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	204.0195 * REMOVING CONCRETE BASES EACH	SPV.0060.02 TEMPORARY MAILBOX STATION EACH
CTH W	10+00 - 13+50	1	132	880	---	---	---	---	---
	13+50 - 19+00	1	---	1,570	---	---	---	---	---
	19+00 - 24+50	1	---	3,200	160	---	---	---	---
	24+50 - 30+00	---	---	1,840	---	---	---	2	---
	30+00 - 35+25	---	---	190	---	---	200	3	---
	41+00 - 46+50	1	---	220	---	---	---	---	---
	46+50 - 52+00	3	---	1,350	---	---	---	---	---
	52+00 - 57+50	3	5	1,350	---	---	---	---	1
	57+50 - 63+00	5	---	1,350	---	---	---	---	---
	63+00 - 68+50	1	5	1,350	---	---	---	---	1
	68+50 - 74+00	1	---	1,350	---	---	---	---	---
	74+00 - 79+00	1	---	1,320	85	---	---	---	---
	79+00 - 84+50	---	---	2,010	15	100	---	---	---
	84+50 - 90+00	---	---	730	845	415	---	---	1
	90+00 - 93+00	---	---	---	680	160	15	1	---
	PROJECT TOTAL	**18**	**142**	**18,710**	**1,785**	**675**	**215**	**6**	**3**

*ADDITIONAL QUANTITIES ELSEWHERE - "REMOVE, SALVAGE, AND REINSTALL SIGN"

DRAINAGE REMOVALS

ROADWAY	STATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	204.0245.03 REMOVING STORM SEWER 60-INCH LF	204.0245.04 REMOVING STORM SEWER 48" x 104" LF	SPV.0060.05 ABANDON 60-INCH CMP AND FILL WITH GROUT EACH
CTH W	84+50 - 90+00	1	1	4	552	---	---	---	---
	90+00 - 93+00	1	---	6	200	220	72	52	1
	PROJECT TOTAL	**2**	**1**	**10**	**752**	**220**	**72**	**52**	**1**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

BASE AGGREGATE ITEMS

ROADWAY	CATEGORY	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 ** SELECT CRUSHED MATERIAL TON
CTH W	0010	10+00 - 13+50	72	200	---
		13+50 - 19+00	153	430	---
		19+00 - 24+50	138	410	---
		24+50 - 30+00	57	445	---
		30+00 - 35+25	86	1,800	1,460
		35+25 - 41+00	96	2,065	1,760
		41+00 - 46+50	31	1,725	1,345
		46+50 - 52+00	23	830	---
		52+00 - 57+50	20	870	---
		57+50 - 63+00	35	880	---
		63+00 - 68+50	35	805	---
		68+50 - 74+00	52	815	---
		74+00 - 79+00	---	700	---
		79+00 - 84+50	---	275	---
		84+50 - 90+00	---	1,995	1,775
		90+00 - 93+00	---	1,805	1,595
		CATEGORY 0010 TOTAL	798	16,050	7,935
CTH W	0030	10+00 - 13+50	---	175	---
		13+50 - 19+00	---	380	---
		19+00 - 24+50	---	320	---
		24+50 - 30+00	---	370	---
		30+00 - 35+25	---	365	---
		35+25 - 41+00	---	395	---
		41+00 - 46+50	---	385	---
		46+50 - 52+00	---	375	---
		52+00 - 57+50	---	375	---
		57+50 - 63+00	---	375	---
		63+00 - 68+50	---	375	---
		68+50 - 74+00	---	350	---
		74+00 - 79+00	---	290	---
		79+00 - 84+50	---	360	---
		84+50 - 90+00	---	280	---
		90+00 - 93+00	---	305	---
		CATEGORY 0030 TOTAL	---	5,475	---
		PROJECT TOTAL	**798**	**21,525**	**7,935**

*ADDITIONAL QUANTITIES ELSEWHERE - "ASPHALTIC SURFACE TEMPORARY

**ADDITIONAL QUANTITIES ELSEWHERE - "EARTHWORK"

UNDERDRAIN ITEMS

ROADWAY	CATEGORY	STATION	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
CTH W	0010	46+50 - 52+00	---	50	---	35
		74+00 - 79+00	---	150	---	105
		84+50 - 90+00	---	250	---	175
		90+00 - 93+00	6	200	75	25
		UNDISTRUBUTED	2	---	25	15
		CATEGORY 0010 TOTAL	8	650	100	355
CTH W	0030	10+00 - 13+50	3	50	---	35
		13+50 - 19+00	6	100	---	70
		19+00 - 24+50	9	150	---	105
		24+50 - 30+00	---	50	---	35
		30+00 - 35+25	8	125	---	55
		35+25 - 41+00	10	175	---	55
		41+00 - 46+50	12	200	---	70
		46+50 - 52+00	---	100	---	70
		52+00 - 57+50	---	50	---	35
		57+50 - 63+00	---	100	---	70
		63+00 - 68+50	---	150	---	105
		68+50 - 74+00	9	150	---	105
		74+00 - 79+00	---	300	---	210
		79+00 - 84+50	9	150	---	105
		CATEGORY 0030 TOTAL	66	1,850	0	1,125
		PROJECT TOTAL	**74**	**2,500**	**100**	**1,480**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EBS BACKFILL 312.0110* SELECT CRUSHED MATERIAL (TON) (3) FACTOR (TONS/CY) 1.90	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	COMMENT
DIVISION 1												
	10+42.69/86+00.00	CTH W STAGE 1	37,976	0	2,718	35,258		10,987	13,734	21,524		
DIVISION 1 SUBTOTAL			37,976	0	2,718	35,258		10,987	13,734	21,524	21,524	
DIVISION 2												
	86+00.00/93+00.00	CTH W (NORTHBOUND)	1,453	0	532	922		7	9	913		
	86+00.00/93+00.00	CTH W (SOUTHBOUND)	1,453	0	532	922		7	9	913		
	304+75.18/304+93.00	CTH C EAST	49	0	22	27		0	0	27		
			2,955	0	1,085	1,870		14	18	1,853	1,853	
UNDISTRIBUTED				1,000			1,900					
GRAND TOTAL			40,931	1,000	3,803	37,128	1,900	11,001	13,751	23,377	23,377	
TOTAL COMMON EXC			41,931									

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 CRUSHED MATERIAL. SELECT CRUSHED MATERIAL UNIT WEIGHT ESTIMATED AT 1.9 TONS PER CY.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
*ADDITIONAL QUANTITIES ELSEWHERE - "BASE AGGREGATE ITEMS

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

HMA ITEMS

ROADWAY CATEGORY		STATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6423 HMA PAVEMENT 3 MT 58-28 H TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0525 ASPHALTIC RUMBLE STRIPS SHOULDER SINUSOIDAL LF	465.0540 ASPHALTIC RUMBLE STRIPS EDGE LINE LF	465.0565 ASPHALTIC RUMBLE STRIPS CENTERLINE SINUSOIDAL LF
CTH W	0010	10+00 - 13+50	---	150	190	130	---	---	250	---	250
		13+50 - 19+00	---	270	340	225	---	6	440	---	440
		19+00 - 24+50	---	465	575	385	15	25	260	---	120
		24+50 - 30+00	---	315	390	260	---	22	310	---	440
		30+00 - 35+25	---	270	375	220	---	22	420	310	420
		35+25 - 41+00	---	285	415	240	---	2	460	465	460
		41+00 - 46+50	---	270	385	225	---	12	390	375	440
		46+50 - 52+00	---	265	330	220	---	4	345	---	440
		52+00 - 57+50	---	295	350	235	---	49	205	---	130
		57+50 - 63+00	---	280	340	225	---	35	240	---	435
		63+00 - 68+50	---	285	355	235	---	9	210	---	120
		68+50 - 74+00	---	270	335	225	---	4	10	---	10
		74+00 - 79+00	---	250	315	210	---	3	---	---	---
		79+00 - 84+50	---	305	385	255	---	5	---	---	---
		84+50 - 90+00	53	410	565	340	---	21	---	---	---
		90+00 - 93+00	43	340	450	270	20	25	---	---	---
		CATEGORY 0010 TOTAL	96	4,725	6,095	3,900	35	244	3,540	1,150	3,705
CTH W	0030	10+00 - 13+50	---	20	---	---	70	---	---	---	---
		13+50 - 19+00	---	40	---	---	140	---	---	---	---
		19+00 - 24+50	----	35	---	---	115	---	---	---	---
		24+50 - 30+00	---	40	---	---	140	---	---	---	---
		30+00 - 35+25	---	40	---	---	135	---	---	---	---
		35+25 - 41+00	---	45	---	---	150	---	---	---	---
		41+00 - 46+50	---	40	---	---	130	---	---	---	---
		46+50 - 52+00	---	40	---	---	145	---	---	---	---
		52+00 - 57+50	---	40	---	---	130	---	---	---	---
		57+50 - 63+00	---	40	---	---	135	---	---	---	---
		63+00 - 68+50	---	40	---	---	145	---	---	---	---
		68+50 - 74+00	---	40	---	---	135	---	---	---	---
		74+00 - 79+00	---	35	---	---	115	---	---	---	---
		79+00 - 84+50	---	40	---	---	125	---	---	---	---
		84+50 - 90+00	---	10	---	---	35	---	---	---	---
		CATEGORY 0030 TOTAL	---	545	---	---	1,845	---	---	---	---
		PROJECT TOTAL	**96**	**5,270**	**6,095**	**3,900**	**1,880**	**244**	**3,540**	**1,150**	**3,705**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

PULVERIZE ITEMS

ROADWAY	STATION	325.0100 PULVERIZE AND RELAY SY
CTH W	10+00 - 13+50	880
	13+50 - 19+00	1,570
	19+00 - 24+50	3,200
	24+50 - 30+00	1,840
	30+00 - 35+25	190
	41+00 - 46+50	220
	46+50 - 52+00	1,350
	52+00 - 57+50	1,350
	57+50 - 63+00	1,350
	63+00 - 68+50	1,350
	68+50 - 74+00	1,350
	74+00 - 79+00	1,320
	79+00 - 84+50	2,010
	84+50 - 90+00	730
	PROJECT TOTAL	**18,710**

ASPHALTIC SURFACE TEMPORARY

ROADWAY	STAGE	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
CTH W	STAGE 1	32	15
	STAGE 2A	53	25
	STAGE 2B	128	59
	PROJECT TOTAL	**213**	**99**

*ADDITIONAL QUANTITIES ELSEWHERE - "BASE AGGREGATE ITEMS"

3

CULVERT PIPES

		APRON ENDWALLS FOR CULVERT PIPE STEEL			CULVERT PIPE CORRUGATED STEEL								
		521.1012	521.1015	521.1018	521.3112	521.3115	521.3118	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	633.5200* MARKERS CULVERT END			
STATION	LOCATION	12-INCH EACH	15-INCH EACH	18-INCH EACH	12-INCH LF	15-INCH LF	18-INCH LF	LF	EACH	EACH	STEEL THICKNESS (INCHES)	INLET** ELEVATION	OUTLET** ELEVATION
11+43.25	CTH W	---	---	---	---	---	---	69	2	2	0.064	884.42	883.66
46+03.96' LT	CTH W	---	2	---	---	33	---	---	---	---	0.064	818.06	816.56
55+60.46' LT	CTH W	---	2	---	---	61	---	---	---	---	0.064	794.19	792.37
56+17.59' RT	CTH W	2	---	---	57	---	---	---	---	---	0.064	792.85	791.00
57+83.05' LT	CTH W	---	2	---	---	17	---	---	---	---	0.064	784.65	784.20
58+86.03' LT	CTH W	---	2	---	---	16	---	---	---	---	0.064	782.60	782.38
60+58.94' RT	CTH W	2	---	---	34	---	---	---	---	---	0.064	780.82	780.22
60+63.39' LT	CTH W	---	2	---	---	24	---	---	---	---	0.064	779.24	778.74
62+21.38' RT	CTH W	2	---	---	30	---	---	---	---	---	0.064	779.44	779.31
62+24.03' LT	CTH W	---	2	---	---	24	---	---	---	---	0.064	778.63	778.53
64+27.78' LT	CTH W	---	2	---	---	28	---	---	---	---	0.064	778.36	778.34
71+32.82' LT	CTH W	---	---	2	---	---	25	---	---	---	0.064	767.78	767.70
PROJECT TOTAL		**6**	**14**	**2**	**121**	**203**	**25**	**69**	**2**	**2**			

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE - "STORM SEWER APRON ENDWALLS"
**PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER APRON ENDWALLS

					APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE								
					522.1012	522.1015	522.1018	522.1021	522.1030	522.2624 HORIZONTAL ELLIPTICAL	522.2648 HORIZONTAL ELLIPTICAL	633.5200** MARKERS	650.4000* CONSTRUCTION STAKING
CATEGORY	STRUCTURE	STATION	OFFSET	LOCATION	12-INCH EACH	15-INCH EACH	18-INCH EACH	21-INCH EACH	30-INCH EACH	24X38-INCH EACH	48X76-INCH EACH	CULVERT END EACH	STORM SEWER EACH
0010	5A	23+50.00	47.10' RT	CTH W	---	---	1	---	---	---	---	1	1
	5D	23+50.03	55.61' LT	CTH W	---	---	1	---	---	---	---	1	1
	13A	48+75.00	23.06' LT	CTH W	---	---	---	---	---	1	---	1	1
	13C	48+75.00	43.32' RT	CTH W	---	---	---	---	---	1	---	1	1
	25B	76+50.00	40.62' RT	CTH W	---	1	---	---	---	---	---	1	1
	33F	90+66.17	47.07' RT	CTH W	----	---	---	---	1	----	----	1	1
	35A	92+22.32	104.04' LT	CTH W	---	---	---	---	---	---	1	1	1
	35G	90+76.47	43.55' RT	CTH W	---	---	---	---	---	---	1	1	1
	36H	90+86.26	47.54' RT	CTH W	---	---	---	1	---	---	---	1	1
			CATEGORY 0010 TOTAL		0	1	2	1	1	2	2	9	9
0030	1B	13+50.00	75.70' LT	CTH W	1	---	---	---	---	---	---	1	1
	2B	16+50.00	40.53' LT	CTH W	1	---	---	---	---	---	---	1	1
	3B	18+91.32	40.52' LT	CTH W	1	---	---	---	---	---	---	1	1
	4B	21+75.00	50.78' LT	CTH W	1	---	---	---	---	---	---	1	1
	7B	29+25.00	20.21' RT	CTH W	1	---	---	---	---	---	---	1	1
	8B	32+25.00	27.84' RT	CTH W	1	---	---	---	---	---	---	1	1
	9C	35+50.00	25.73' RT	CTH W	1	---	---	---	---	---	---	1	1
	10B	38+50.00	22.30' RT	CTH W	1	---	---	---	---	---	---	1	1
	11B	41+50.00	22.44' RT	CTH W	1	---	---	---	---	---	---	1	1
	12B	44+50.00	44.89' RT	CTH W	1	---	---	---	---	---	---	1	1
	15C	54+75.00	19.99' LT	CTH W	---	---	1	---	---	---	---	1	1
	20B	67+50.00	28.91' LT	CTH W	---	1	---	---	---	---	---	1	1
	21B	68+50.00	27.36' LT	CTH W	---	1	---	---	---	---	---	1	1
	24D	75+75.00	39.40' RT	CTH W	---	---	1	---	---	---	---	1	1
	26E	77+50.00	37.14' RT	CTH W	---	---	1	---	---	---	---	1	1
	27D	79+00.00	42.68' RT	CTH W	---	---	1	---	---	---	---	1	1
			CATEGORY 0030 TOTAL		10	2	4	0	0	0	0	16	16
			PROJECT TOTAL		**10**	**3**	**6**	**1**	**1**	**2**	**2**	**25**	**25**

REMARKS:
1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE - "STORM SEWER STRUCTURES"
** ADDITIONAL QUANTITIES SHOWN ELSEWHERE - "CULVERT PIPES"

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

					STORM SEWER PIPE REINFORCED CONCRETE														
					CLASS III					CLASS IV						HORIZONTAL ELLIPTICAL CLASS HE-IV				
				520.8000	608.0312	608.0315	608.0318	608.0321	608.0324	608.0412	608.0415	608.0418	608.0421	608.0424	608.0430	608.2424	SPV.0090.01			
				CONCRETE COLLARS FOR PIPE	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH	30-INCH	24X38-INCH	48X76-INCH	INLET	DISCHARGE	SLOPE
CATEGORY	FROM	- TO	LOCATION	EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	ELEVATION	ELEVATION	FT/FT
0010	EXISTING	- 36D	CTH W	1	---	---	45	---	---	---	---	---	---	---	---	---	---	746.03	745.76	0.0061
	EXISTING	- 34A	CTH W	1	---	---	---	---	---	---	---	---	---	51	---	---	---	744.65	744.39	0.0050
	5A	- 5C	CTH W	---	---	---	76	---	---	---	---	---	---	---	---	---	---	862.06	859.62	0.0320
	5C	- 5D	CTH W	---	---	---	27	---	---	---	---	---	---	---	---	---	---	859.62	859.27	0.0130
	13A	- 13B	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	40	---	810.11	809.58	0.0135
	13B	- 13C	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	27	---	809.58	809.31	0.0100
	14A	- 14B	CTH W	---	33	---	---	---	---	---	---	---	---	---	---	---	---	807.44	807.27	0.0050
	25A	- 25B	CTH W	---	---	63	---	---	---	---	---	---	---	---	---	---	---	756.01	755.43	0.0093
	26A	- 26B	CTH W	---	---	---	---	---	---	---	---	21	---	---	---	---	---	756.78	756.67	0.0050
	31	- 31A	CTH W	---	---	---	---	---	---	---	67	---	---	---	---	---	---	758.08	756.55	0.0230
	31A	- 31F	CTH W	---	---	---	---	---	---	---	60	---	---	---	---	---	---	756.55	753.84	0.0450
	31B	- 31C	CTH W	---	---	24	---	---	---	---	---	---	---	---	---	---	---	756.20	756.08	0.0050
	31C	- 31D	CTH W	---	---	49	---	---	---	---	---	---	---	---	---	---	---	756.08	755.24	0.0171
	31D	- 31E	CTH W	---	---	75	---	---	---	---	---	---	---	---	---	---	---	755.24	753.88	0.0182
	31E	- 31F	CTH W	---	---	8	---	---	---	---	---	---	---	---	---	---	---	753.88	753.84	0.0050
	31F	- 32	CTH W	---	---	156	---	---	---	---	---	---	---	---	---	---	---	753.84	746.18	0.0491
	32	- 33C	CTH W	---	---	---	---	---	---	---	---	175	---	---	---	---	---	745.93	743.83	0.0120
	32A	- 32	CTH W	---	---	36	---	---	---	---	---	---	---	---	---	---	---	747.27	746.18	0.0308
	32B	- 32	CTH W	---	---	8	---	---	---	---	---	---	---	---	---	---	---	746.21	746.18	0.0050
	33A	- 33B	CTH W	---	---	17	---	---	---	---	---	---	---	---	---	---	---	744.40	744.31	0.0053
	33B	- 33C	CTH W	---	---	---	---	---	---	---	---	---	---	---	38	---	---	743.06	742.83	0.0061
	33C	- 33D	CTH W	---	---	---	---	---	---	---	---	---	---	---	8	---	---	742.83	742.79	0.0050
	33D	- 33F	CTH W	---	---	---	---	---	---	---	---	---	---	---	29	---	---	742.79	742.65	0.0050
	33E	- 33D	CTH W	---	---	17	---	---	---	---	---	---	---	---	---	---	---	744.13	744.04	0.0051
	34A	- 34B	CTH W	---	---	---	---	---	25	---	---	---	---	---	---	---	---	744.39	744.27	0.0050
	34B	- 34C	CTH W	---	---	---	---	---	40	---	---	---	---	---	---	---	---	744.27	744.07	0.0050
	34C	- 33B	CTH W	---	---	---	---	---	82	---	---	---	---	---	---	---	---	744.07	743.56	0.0062
	35A	- 35B	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	30	742.79	742.69	0.0031
	36A	- 36B	CTH W	---	34	---	---	---	---	---	---	---	---	---	---	---	---	746.67	746.36	0.0091
	36B	- 36D	CTH W	---	---	---	---	---	---	10	---	---	---	---	---	---	---	746.36	746.26	0.0100
	36C	- 36D	CTH W	---	---	---	---	---	---	33	---	---	---	---	---	---	---	746.59	746.26	0.0100
	36D	- 36F	CTH W	---	---	---	---	54	---	---	---	---	---	---	---	---	---	745.51	745.24	0.0050
	36E	- 36F	CTH W	---	61	---	---	---	---	---	---	---	---	---	---	---	---	746.30	745.99	0.0050
	36F	- 36G	CTH W	---	---	---	---	---	---	---	---	---	---	98	---	---	---	745.24	744.75	0.0050
	36G	- 36H	CTH W	---	---	---	---	30	---	---	---	---	---	---	---	---	---	744.75	744.60	0.0049
	35B	- 35C	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	83	742.69	742.44	0.0031
	35C	- 35D	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	8	742.43	742.41	0.0031
	35D	- 35E	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	115	742.41	742.05	0.0031
	35E	- 35F	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	8	742.05	742.02	0.0031
	35F	- 35G	CTH W	---	---	---	---	---	---	---	---	---	---	---	---	---	31	742.02	741.93	0.0031
	CATEGORY 0010 TOTAL			2	128	453	148	84	147	43	127	196	98	51	75	67	275			
0030	1A	- 1B	CTH W	---	59	---	---	---	---	---	---	---	---	---	---	---	---	882.15	881.57	0.0099
	2A	- 2B	CTH W	---	24	---	---	---	---	---	---	---	---	---	---	---	---	875.13	874.89	0.0100
	3A	- 3B	CTH W	---	24	---	---	---	---	---	---	---	---	---	---	---	---	867.81	867.57	0.0100
	4A	- 4B	CTH W	---	---	---	---	---	---	22	---	---	---	---	---	---	---	863.87	863.76	0.0050
	6B	- 5C	CTH W	---	---	98	---	---	---	---	---	---	---	---	---	---	---	860.39	859.87	0.0053

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES (CONTINUED)

					STORM SEWER PIPE REINFORCED CONCRETE														
					CLASS III					CLASS IV						HORIZONTAL ELLIPTICAL CLASS HE-IV				
				520.8000	608.0312	608.0315	608.0318	608.0321	608.0324	608.0412	608.0415	608.0418	608.0421	608.0424	608.0430	608.2424	SPV.0090.01			
CATEGORY	FROM	TO	LOCATION	CONCRETE COLLARS FOR PIPE EACH	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF	30-INCH LF	24X38-INCH LF	48X76-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
	7A	7B	CTH W	---	---	---	---	---	---	37	---	---	---	---	---	---	---	861.66	861.30	0.0100
	8A	8B	CTH W	---	---	---	---	---	---	44	---	---	---	---	---	---	---	856.36	855.47	0.0200
	9A	9B	CTH W	---	---	---	---	---	---	82	---	---	---	---	---	---	---	853.90	852.28	0.0200
	9B	9C	CTH W	---	42	---	---	---	---	---	---	---	---	---	---	---	---	852.28	851.86	0.0100
	10A	10B	CTH W	---	---	---	---	---	---	39	---	---	---	---	---	---	---	852.04	851.65	0.0100
	11A	11B	CTH W	---	---	---	---	---	---	39	---	---	---	---	---	---	---	842.36	841.99	0.0100
	12A	12B	CTH W	---	61	---	---	---	---	---	---	---	---	---	---	---	---	823.64	823.03	0.0100
	14B	14C	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	807.27	807.22	0.0050
	14C	15A	CTH W	---	---	---	---	---	---	---	---	299	---	---	---	---	---	806.72	796.37	0.0346
	15A	15B	CTH W	---	---	---	---	---	---	---	---	11	---	---	---	---	---	796.37	796.32	0.0050
	15B	15C	CTH W	---	---	---	---	---	---	---	---	36	---	---	---	---	---	796.32	796.13	0.0050
	16A	16B	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	783.36	783.25	0.0100
	16B	17B	CTH W	---	---	265	---	---	---	---	---	---	---	---	---	---	---	783.00	777.87	0.0194
	17A	17B	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	778.23	778.12	0.0100
	17B	18B	CTH W	---	---	275	---	---	---	---	---	---	---	---	---	---	---	777.87	776.27	0.0058
	18A	18B	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	776.63	776.52	0.0100
	18B	19C	CTH W	---	---	67	---	---	---	---	---	---	---	---	---	---	---	776.27	775.93	0.0050
	19A	19B	CTH W	---	10	---	---	---	---	---	---	---	---	---	---	---	---	776.40	776.30	0.0100
	19B	19C	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	776.30	776.18	0.0100
	19C	20A	CTH W	---	---	368	---	---	---	---	---	---	---	---	---	---	---	775.93	772.07	0.0105
	20A	20B	CTH W	---	---	56	---	---	---	---	---	---	---	---	---	---	---	772.07	771.50	0.0100
	21A	21B	CTH W	---	---	44	---	---	---	---	---	---	---	---	---	---	---	769.75	769.53	0.0050
	22A	22B	CTH W	---	10	---	---	---	---	---	---	---	---	---	---	---	---	765.12	765.07	0.0050
	22B	22C	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	765.07	764.96	0.0100
	22C	22D	CTH W	---	---	152	---	---	---	---	---	---	---	---	---	---	---	764.71	763.60	0.0073
	22D	23B	CTH W	---	---	148	---	---	---	---	---	---	---	---	---	---	---	763.60	761.99	0.0109
	23A	23B	CTH W	---	9	---	---	---	---	---	---	---	---	---	---	---	---	762.33	762.24	0.0100
	23B	24C	CTH W	---	---	---	125	---	---	---	---	---	---	---	---	---	---	761.74	757.69	0.0324
	24A	24B	CTH W	---	33	---	---	---	---	---	---	---	---	---	---	---	---	758.40	758.23	0.0050
	24B	24C	CTH W	---	---	---	9	---	---	---	---	---	---	---	---	---	---	757.73	757.69	0.0049
	24C	24D	CTH W	---	---	---	14	---	---	---	---	---	---	---	---	---	---	757.69	757.52	0.0122
	26B	26C	CTH W	---	---	---	---	---	---	---	---	37	---	---	---	---	---	756.67	756.49	0.0050
	26C	26D	CTH W	---	---	---	---	---	---	---	---	22	---	---	---	---	---	756.49	756.27	0.0100
	26D	26E	CTH W	---	---	---	---	---	---	---	---	21	---	---	---	---	---	756.27	755.88	0.0186
	27A	27B	CTH W	---	---	---	---	---	---	---	---	33	---	---	---	---	---	756.89	756.73	0.0050
	27B	27C	CTH W	---	---	---	11	---	---	---	---	---	---	---	---	---	---	756.73	756.68	0.0050
	27C	27D	CTH W	---	---	---	15	---	---	---	---	---	---	---	---	---	---	756.68	756.60	0.0050
	28	27C	CTH W	---	---	---	130	---	---	---	---	---	---	---	---	---	---	758.39	756.68	0.0132
	29A	29B	CTH W	---	33	---	---	---	---	---	---	---	---	---	---	---	---	760.11	759.78	0.0100
	29B	29C	CTH W	---	11	---	---	---	---	---	---	---	---	---	---	---	---	759.78	759.67	0.0100
	29C	28	CTH W	---	---	---	130	---	---	---	---	---	---	---	---	---	---	759.17	758.39	0.0060
	30A	30B	CTH W	---	9	---	---	---	---	---	---	---	---	---	---	---	---	760.89	760.80	0.0100
	30B	29C	CTH W	---	101	---	---	---	---	---	---	---	---	---	---	---	---	760.80	759.67	0.0111
CATEGORY 0030 TOTAL				0	492	1,473	434	0	0	263	0	459	0	0	0	0	0			
PROJECT TOTAL				**2**	**620**	**1,926**	**582**	**84**	**147**	**306**	**127**	**655**	**98**	**51**	**75**	**67**	**275**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES

					INLET COVERS						CATCH BASINS			MANHOLES					
					611.0430	611.0530	611.0606	611.0610	611.0624	611.0627	611.1004	611.1005	611.1230	611.2004	611.2005	SPV.0060.04	650.4000*			
CATEGORY	STRUCTURE	STATION	OFFSET	LOCATION	RECONSTRUCTING INLETS EACH	MANHOLE COVERS TYPE J EACH	TYPE B EACH	TYPE BW EACH	TYPE H EACH	TYPE HM EACH	4-FT DIAMETER EACH	5-FT DIAMETER EACH	2X3-FT EACH	4-FT DIAMETER EACH	5-FT DIAMETER EACH	BEND 45-DEGREE HE-IV 48X76-INCH EACH	CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
0010	14A	51+75.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	812.14	807.27	3.87
	25A	76+50.00	21.91' LT	CTH W	---	---	1	---	---	---	1	---	---	---	---	---	1	760.45	756.01	3.29
	26A	77+07.30	20.18' LT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	760.21	756.78	2.64
	26B	77+28.00	20.26' LT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	760.27	756.67	2.81
	31	86+71.61	102.68' LT	CTH W	---	---	1	---	---	---	1	---	---	---	---	---	1	761.00	758.08	1.77
	31A	86+89.61	38.64' LT	CTH W	---	---	---	1	---	---	1	---	---	---	---	---	1	759.99	756.55	2.29
	31B	86+45.11	29.15' LT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	761.35	756.20	4.34
	31C	86+22.34	21.57' LT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	761.61	756.08	4.72
	31D	86+45.08	21.48' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	760.18	755.24	4.12
	31E	87+18.93	21.50' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	758.80	753.88	4.11
	31F	87+18.93	14.00' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	758.93	753.84	4.04
	32	88+75.00	14.00' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	751.42	745.93	4.46
	32A	88+75.00	21.50' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	752.14	747.27	4.06
	32B	88+75.00	21.50' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	751.18	746.21	4.15
	33A	90+33.11	21.50' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	748.33	744.40	3.12
	33B	90+50.00	21.50' LT	CTH W	---	---	---	---	1	---	---	1	---	---	---	---	1	748.23	743.06	4.46
	33C	90+50.00	16.00' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	748.31	742.83	4.53
	33D	90+50.00	23.50' RT	CTH W	---	---	---	---	1	---	---	1	---	---	---	---	1	748.19	742.79	4.69
	33E	90+33.11	23.05' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	748.11	744.13	3.17
	34A	91+85.84	43.16' LT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	748.78	744.39	3.64
	34B	91+72.27	22.71' LT	CTH W	---	---	---	1	---	---	1	---	---	---	---	---	1	749.53	744.27	4.18
	34C	91+32.05	21.50' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	748.96	744.07	4.14
	35B	92+01.09	82.42' LT	CTH W	---	---	---	---	---	---	---	---	---	---	---	1	1	---	742.69	---
	35C	92+01.85	0.34' RT	CTH W	---	---	---	---	---	---	---	---	---	---	---	1	1	---	742.43	---
	35D	91+96.25	6.05' RT	CTH W	---	---	---	---	---	---	---	---	---	---	---	1	1	---	742.41	---
	35E	90+81.79	7.11' RT	CTH W	---	---	---	---	---	---	---	---	---	---	---	1	1	---	742.05	---
	35F	90+76.19	12.81' RT	CTH W	---	---	---	---	---	---	---	---	---	---	---	1	1	---	742.02	---
	36A	92+29.57	44.35' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	751.29	746.50	3.79
	36B	92+55.08	21.53' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	751.26	746.19	4.07
	36C	92+55.49	21.48' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	750.55	746.42	3.13
	36D	92+55.40	11.50' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	751.30	745.51	4.78
	36E	91+87.07	78.01' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	750.97	746.13	3.84
	36F	92+02.40	18.87' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	750.86	745.24	4.61
	36G	91+04.08	23.50' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	748.77	744.75	3.25
			CATEGORY 0010 TOTAL		0	5	2	2	19	1	14	2	8	2	3	5	34			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES (CONTINUED)

							INLET COVERS				CATCH BASINS			MANHOLES						
					611.0430	611.0530	611.0606	611.0610	611.0624	611.0627	611.1004	611.1005	611.1230	611.2004	611.2005	SPV.0060.04	650.4000*			
					RECONSTRUCTING INLETS	MANHOLE COVERS TYPE J	TYPE B	TYPE BW	TYPE H	TYPE HM	4-FT DIAMETER	5-FT DIAMETER	2X3-FT	4-FT DIAMETER	5-FT DIAMETER	BEND 45-DEGREE 48X76-INCH	CONSTRUCTION STAKING STORM SEWER	RIM**	INVERT***	DEPTH****
CATEGORY	STRUCTURE	STATION	OFFSET	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	ELEVATION	ELEVATION	FT
0030	1A	13+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	885.73	882.15	2.75
	2A	16+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	878.71	874.96	2.75
	3A	18+91.32	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	871.39	867.64	2.75
	4A	21+75.00	28.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	866.54	863.71	1.83
	5C	23+50.00	29.00' LT	CTH W	---	---	---	---	---	1	1	---	---	---	---	---	1	864.86	859.62	4.44
	6B	24+50.00	28.51' LT	CTH W	---	---	---	---	---	1	1	---	---	---	---	---	1	865.34	860.39	4.14
	EX-1	26+00.57	40.50' LT	CTH W	1	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---
	EX-2	28+80.76	20.72' LT	CTH W	1	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---
	7A	29+25.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	864.28	861.50	1.78
	EX-3	30+16.84	20.04' LT	CTH W	1	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---
	8A	32+25.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	860.74	856.19	3.55
	9A	34+75.00	40.50' LT	CTH W	---	---	1	---	---	---	1	---	---	---	---	---	1	857.98	853.90	2.91
	9B	35+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	858.67	852.11	5.55
	10A	38+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	855.16	851.87	2.29
	11A	41+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	845.10	842.19	1.91
	12A	44+50.00	16.50' LT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	828.32	823.47	3.85
	13B	48+75.00	16.50' RT	CTH W	---	---	---	---	---	1	1	---	---	---	---	---	1	814.37	809.58	4.11
	14B	51+75.00	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	812.14	807.11	4.03
	14C	51+75.00	27.50' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	812.81	806.72	5.06
	15A	54+75.00	27.50' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	800.20	796.37	2.80
	15B	54+75.00	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	799.53	796.32	2.42
	16A	57+74.98	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	788.04	783.19	3.85
	16B	57+74.98	27.50' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	788.72	783.00	4.67
	17A	60+40.00	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	782.90	778.06	3.84
	17B	60+40.00	27.71' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	783.58	777.87	4.66
	18A	63+15.07	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	780.46	776.46	3.00
	18B	63+15.07	27.93' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	781.15	776.27	3.83
	19A	63+92.18	16.49' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	780.25	776.23	3.02
	19B	63+82.15	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	780.18	776.13	3.05
	19C	63+82.15	27.98' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	780.83	775.93	3.84
	20A	67+50.00	27.50' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	777.67	772.07	4.55
	21A	68+50.00	16.50' RT	CTH W	---	---	---	---	---	1	---	---	1	---	---	---	1	774.64	769.75	4.07
	22A	71+55.09	16.50' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	769.50	764.95	3.55
	22B	71+44.90	16.50' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	769.52	764.90	3.62
	22C	71+44.90	27.50' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	770.19	764.71	4.43
	22D	73+01.57	24.84' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	770.71	763.60	6.05
	23A	74+50.00	16.50' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	767.00	762.16	3.84
	23B	74+50.00	25.00' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	767.58	761.74	4.81
	24A	75+75.00	16.50' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	763.03	758.23	3.79
	24B	75+75.00	16.50' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	763.03	757.73	4.50
	24C	75+75.00	25.00' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	763.83	757.17	5.42
	26C	77+28.00	16.50' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	760.62	756.49	3.34
	26D	77+50.00	16.50' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	760.57	756.27	3.50
	27A	79+00.00	16.47' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	761.35	756.89	3.67
	27B	79+00.01	16.37' RT	CTH W	---	---	---	---	1	---	1	---	---	---	---	---	1	761.97	756.73	4.45
	27C	79+00.01	27.37' RT	CTH W	---	1	---	---	---	---	---	---	---	---	1	---	1	762.66	756.68	4.96
	28	80+24.94	27.45' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	764.63	758.39	5.21
	29A	81+50.00	16.00' LT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	764.89	759.94	3.95
	29B	81+50.00	16.91' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	765.42	759.62	4.80
	29C	81+50.00	27.91' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	766.11	759.17	5.91
	30A	82+47.28	20.31' RT	CTH W	---	---	---	---	1	---	---	---	1	---	---	---	1	764.93	760.72	3.21
	30B	82+47.28	29.32' RT	CTH W	---	1	---	---	---	---	---	---	---	1	---	---	1	765.19	760.63	3.32
			CATEGORY 0030 TOTAL		3	18	1	0	12	21	7	0	27	7	8	0	52			
			PROJECT TOTAL		**3**	**23**	**3**	**2**	**31**	**22**	**21**	**2**	**35**	**9**	**11**	**5**	**86**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CONCRETE ITEMS

ROADWAY	CATEGORY	STATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.3010 CONCRETE SURFACE DRAINS CY
CTH W	0010	13+50 - 19+00	---	---	---	---	---	---	35	---
		19+00 - 24+50	---	140	---	---	---	---	---	2
		24+50 - 30+00	---	---	---	---	---	---	40	---
		30+00 - 35+25	---	---	---	---	---	---	50	---
		35+25 - 41+00	---	---	---	---	---	---	20	---
		41+00 - 46+50	---	---	---	---	---	---	---	---
		46+50 - 52+00	---	250	---	---	---	---	14	---
		52+00 - 57+50	---	175	---	---	---	---	100	2
		57+50 - 63+00	---	---	---	---	---	---	60	---
		63+00 - 68+50	---	---	---	---	---	---	19	---
		68+50 - 74+00	50	---	---	---	---	---	20	---
		74+00 - 79+00	465	---	---	---	---	---	---	---
		79+00 - 84+50	5	---	---	---	---	---	89	---
		84+50 - 90+00	850	---	---	---	---	---	112	---
		90+00 - 93+00	675	---	---	---	---	---	178	---
		UNDISTRIBUTED	250	---	---	---	---	---	---	---
		CATEGORY 0010 TOTAL	2,295	565	0	0	0	0	737	4
CTH W	0030	10+00 - 13+50	---	260	---	45	---	---	---	---
		13+50 - 19+00	---	555	---	---	---	---	---	---
		19+00 - 24+50	---	415	---	700	---	75	---	---
		24+50 - 30+00	---	550	---	---	---	---	---	---
		30+00 - 35+25	---	535	---	---	---	---	---	---
		35+25 - 41+00	---	580	---	---	---	---	---	---
		41+00 - 46+50	---	570	---	790	40	---	---	2
		46+50 - 52+00	---	550	---	---	---	---	---	---
		52+00 - 57+50	---	550	---	---	---	---	---	---
		57+50 - 63+00	---	550	---	---	---	---	---	---
		63+00 - 68+50	---	550	---	---	---	---	---	---
		68+50 - 74+00	515	30	---	---	---	---	---	---
		74+00 - 79+00	500	---	---	---	---	---	---	---
		79+00 - 84+50	365	---	---	---	---	---	---	---
		84+50 - 90+00	---	---	18	4,250	80	15	---	---
		90+00 - 93+00	---	---	8	3,755	85	---	---	---
		CATEGORY 0030 TOTAL	1,380	5,695	26	9,540	205	90	0	2
		PROJECT TOTAL	**3,675**	**6,260**	**26**	**9,540**	**205**	**90**	**737**	**6**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

GUARDRAIL ITEMS

ROADWAY	STATION	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
CTH W	30+00 - 35+25	115	183	1
	35+25 - 41+00	75	92	1
	90+00 - 93+00	---	12.5	---
	PROJECT TOTAL	**190**	**287.5**	**2**

WATER ITEMS

ROADWAY	STATION	624.0100 WATER MGAL
CTH W	EXCAVATION/DUST CONTROL	84
	BASE AGGREGATE COMPACTION	431
	PULVERIZING	52
	PROJECT TOTAL	**567**

3

EROSION CONTROL ITEMS

ROADWAY	STATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
CTH W	10+00 - 13+50	5	---	75	---	300	150	---	---	---	---
	13+50 - 19+00	25	---	410	---	25	15	---	---	---	---
	19+00 - 24+50	15	---	620	---	25	15	---	---	---	---
	24+50 - 30+00	4	---	480	---	460	230	---	---	---	---
	30+00 - 35+25	4	---	1,380	---	735	370	---	---	---	---
	35+25 - 41+00	4	---	2,210	---	90	45	---	---	---	---
	41+00 - 46+50	4	---	2,315	---	405	205	---	---	---	---
	46+50 - 52+00	5	---	690	---	570	285	---	---	---	---
	52+00 - 57+50	---	---	800	---	110	55	---	---	---	---
	57+50 - 63+00	---	---	1,030	---	30	15	---	---	---	---
	63+00 - 68+50	---	---	995	---	820	410	---	---	---	---
	68+50 - 74+00	---	---	1,215	---	790	395	---	---	---	---
	74+00 - 79+00	---	---	140	---	415	210	155	80	---	---
	79+00 - 84+50	---	---	170	---	240	120	---	---	---	---
	84+50 - 90+00	---	---	---	---	480	240	---	---	---	---
	90+00 - 93+00	---	29	---	---	200	100	---	---	---	---
	SUBTOTAL	66	29	12,530	---	5,695	2,860	155	80	---	---
	WASTE SITE	---	---	13,650	---	---	---	---	---	---	---
	SETTLING BASINS	---	---	---	100	---	---	---	---	---	---
	UNDISTRIBUTED	20	10	6,550	100	1,430	720	40	20	8	6
	PROJECT TOTAL	**86**	**39**	**32,730**	**200**	**7,125**	**3,580**	**195**	**100**	**8**	**6**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

EROSION CONTROL ITEMS (CONTINUED)

ROADWAY	STATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	645.0120 GEOTEXTILE TYPE HR SY
CTH W	10+00 - 13+50	---	590	1	---	1	---	---	3	---	---	25
	13+50 - 19+00	220	555	2	---	2	---	65	---	---	---	75
	19+00 - 24+50	295	455	3	---	2	1	35	2	---	---	65
	24+50 - 30+00	150	35	1	---	1	---	40	---	---	---	25
	30+00 - 35+25	730	1,220	1	1	1	---	30	---	---	20	25
	35+25 - 41+00	685	2,770	2	---	2	---	90	---	---	---	25
	41+00 - 46+50	210	560	2	---	2	---	90	2	---	20	25
	46+50 - 52+00	275	1,630	3	---	3	---	40	---	---	20	30
	52+00 - 57+50	550	---	1	---	1	---	120	3	---	---	---
	57+50 - 63+00	775	---	2	---	2	---	85	11	---	---	---
	63+00 - 68+50	---	160	4	---	3	1	---	---	---	---	---
	68+50 - 74+00	230	40	2	---	1	1	15	2	---	20	---
	74+00 - 79+00	35	760	10	1	7	2	---	---	---	---	---
	79+00 - 84+50	---	145	3	---	3	---	---	---	---	---	---
	84+50 - 90+00	---	---	8	2	7	2	---	---	---	---	---
	90+00 - 93+00	---	---	12	---	13	---	---	18	---	---	95
SUBTOTAL		4,155	8,920	57	4	51	7	610	41	---	80	390
SETTLING BASINS		---	---	---	---	---	---	---	---	---	--	25
UNDISTRIBUTED		1,040	2,230	15	1	13	2	160	11	6	80	105
PROJECT TOTAL		**5,195**	**11,150**	**72**	**5**	**64**	**9**	**770**	**52**	**6**	**160**	**495**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

RESTORATION ITEMS

ROADWAY	STATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0171 SEEDING MIXTURE NO. 70A LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
CTH W	10+00 - 13+50	125	675	---	0.4	31	---	10	---	23	3	120
	13+50 - 19+00	265	1,225	---	0.7	56	---	17	---	42	6	265
	19+00 - 24+50	225	1,415	---	0.8	64	---	20	---	48	5	225
	24+50 - 30+00	260	640	---	0.5	29	---	9	---	22	6	260
	30+00 - 35+25	250	2,800	---	0.9	126	5	38	---	95	6	250
	35+25 - 41+00	285	5,140	---	1.5	248	9	75	---	186	7	285
	41+00 - 46+50	270	2,760	---	1.1	139	4	42	---	104	7	270
	46+50 - 52+00	685	2,435	---	1.2	119	3	36	---	89	16	685
	52+00 - 57+50	505	1,135	---	0.9	61	---	19	---	46	12	505
	57+50 - 63+00	255	1,500	---	1	81	---	25	---	61	6	255
	63+00 - 68+50	270	845	---	0.6	51	1	16	---	39	7	270
	68+50 - 74+00	260	1,170	---	0.6	67	2	20	---	50	6	260
	74+00 - 79+00	180	1,010	---	0.4	46	2	14	---	35	4	180
	79+00 - 84+50	320	335	---	0.3	15	---	5	---	12	8	320
	84+50 - 90+00	525	---	---	0.3	---	---	---	---	---	13	545
	90+00 - 93+00	270	---	---	0.2	---	---	---	---	---	8	355
	SUBTOTAL	4,950	23,085	---	11.4	1,133	26	346	---	852	120	5,050
	WASTE SITE	---	---	---	9.0	---	---	---	185	---	---	---
	UNDISTRIBUTED	495	2310	2	6.0	290	7	90	50	220	30	1270
	PROJECT TOTAL	**5,445**	**25,395**	**2**	**26.4**	**1,423**	**33**	**436**	**235**	**1,072**	**150**	**6,320**

TRAFFIC CONTROL FIXED MESSAGE SIGNS

ROADWAY	SIGN NUMBER	SIGN SIZE	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
CTH W	1	66" X 36"	16.5
	2	66" X 36"	16.5
	3	66" X 36"	16.5
	4	66" X 36"	16.5
	PROJECT TOTAL		**66**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING SIGNS

SIGN #	SIGN CODE	204.0185 REMOVING MASONRY CY	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
3R-01	R2-1	---	1	1	
3R-02	J12-1	---	1	1	(2 SIGN PLATES)
3R-03	R1-1	---	1	1	
3R-04	J12-1	---	1	1	(2 SIGN PLATES)
3R-05	J12-1	---	1	---	(2 SIGN PLATES)
4R-01	J12-1	---	1	1	(2 SIGN PLATES)
4R-02	W1-2R	---	1	1	
4R-03	W13-1	---	1	---	
7R-01	W1-2R	---	1	1	
7R-02	W13-1	---	1	---	
7R-03	W1-2R	---	1	1	
7R-04	W13-1	---	1	---	
8R-01	R2-1	---	1	1	
8R-02	R2-1	---	1	1	
R9-01	R1-1	---	1	1	
9R-02	W1-7	---	1	1	
9R-03	R1-1	---	1	1	
11R-01	R1-1	---	1	1	
11R-02	WO1-4R	---	1	1	
12R-01	R2-1	---	1	1	
12R-02	R2-1	---	1	1	
14R-01	W3-1	---	1	1	
14R-02	J12-1	---	1	1	(2 SIGN PLATES)
15R-01	M6-6	---	1	---	MOUNTED ON POWER POLE
15R-02	R1-1	---	1	1	
15R-03	R1-3P	---	1	---	
15R-04	R2-1	---	1	1	
SUBTOTAL		**---**	**27**	**21**	

REMOVING SIGNS (CONT.)

SIGN #	SIGN CODE	204.0185 REMOVING MASONRY CY	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
15R-05	R7-1D	---	1	---	
15R-06	R1-1	---	1	1	
15R-07	R1-3P	---	1	---	
15R-08	J12-1	---	1	1	(2 SIGN PLATES)
15R-09	J12-1	---	1	---	(2 SIGN PLATES)
15R-10	J12-1	---	1	---	(2 SIGN PLATES)
15R-11	J12-1	---	1	---	(2 SIGN PLATES)
15R-12	M6-6	---	1	1	
15R-13	R2-1	---	1	1	
15R-14	R2-1	---	1	1	
16R-01	M6-1	---	1	1	
16R-02	R1-1	---	1	1	
16R-03	R1-3P	---	1	---	
16R-04	J12-1	---	1	1	(2 SIGN PLATES)
16R-05	D7-82A	---	1	---	
16R-06	R1-1	---	1	1	
16R-07	R1-3P	---	1	---	
16R-08	J12-1	---	1	1	(2 SIGN PLATES)
16R-09	J12-1	---	1	---	(2 SIGN PLATES)
16R-10	R1-1	---	1	1	
16R-11	R1-3P	1	1	---	
16R-12	R1-1	---	1	1	
16R-13	R1-3P	---	1	---	
16R-14		---	---	1	
SUBTOTAL		**1**	**23**	**13**	
PROJECT TOTAL		**1**	**50**	**34**	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010																	
	3-01	R2-1	2M	30	X	36	7.5	---	---	---	---	1	---	---	---	SPEED LIMIT ___ MPH	45 MPH
	3-02	J12-1	2M	24	X	45	7.5	---	---	---	---	1	---	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2M	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY W
		M6-4	2M	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
	3-03	R1-1	2M	36	X	36	7.46	---	---	---	---	1	---	---	---	STOP	---
	3-05	J12-1	2M	24	X	45	7.5	---	---	---	---	1	---	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2M	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY CK
		M6-1	2M	21	X	21	---	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	3-06	J12-1	2M	24	X	45	7.5	---	---	---	---	---	---	---	3-05 BACK	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2M	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY CK
		M6-1	2M	21	X	21	---	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	4-01	R4-4	2M	36	X	30	7.5	---	---	---	1	---	---	---	---	BEGIN RIGHT TURN LANE - YIELD TO BIKES	---
	4-02	J1-1	2M	24	X	39	6.5	---	---	---	---	1	---	---	---	JUNCTION OR END ASSEMBLY	---
		M2-1	2M	21	X	15	---	---	---	---	---	---	---	---	---	JCT	---
		M1-5A	2M	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY CK
	4-03	WO1-2R	2M	48	X	48	---	---	16	---	---	---	1	---	---	RIGHT CURVE	---
	6-01	WO1-2L	2M	48	X	48	---	---	16	---	---	1	---	---	---	LEFT CURVE	---
	8-03	R2-1	2M	30	X	36	7.5	---	---	---	---	1	---	---	---	SPEED LIMIT ___ MPH	45 MPH
	8-04	R2-1	2M	30	X	36	7.5	---	---	---	---	1	---	---	---	SPEED LIMIT ___ MPH	45 MPH
	9-01	D7-82R	2M	36	X	36	9	---	---	---	---	1	---	---	---	SKI AREA (RIGHT ARROW)	---
	9-02	R1-1	2M	36	X	36	7.46	---	---	---	---	1	---	---	---	STOP	---
	9-03	W1-7	2M	48	X	24	---	---	8	---	---	1	---	---	---	NIGHT ARROW (DOUBLE)	---
	9-04	R1-1	2M	36	X	36	7.46	---	---	---	---	1	---	---	---	STOP	---
	9-05	W1-7	2M	48	X	24	---	---	8	---	---	1	---	---	---	NIGHT ARROW (DOUBLE)	---
	9M-01						---	---	---	---	---	---	---	1	POWER POLE		---
	9M-02						---	---	---	---	---	---	---	1	POWER POLE		---
	10-01	D7-82L	2M	36	X	36	9	---	---	---	---	1	---	---	---	SKI AREA (LEFT ARROW)	---
	11-01	R1-1	2M	36	X	36	7.46	---	---	---	---	1	---	---	---	STOP	---
	11-02	W1-4R	2M	36	X	36	---	---	9	---	---	1	---	---	---	RIGHT REVERSE CURVE	---
	11-03	WO3-5	2M	36	X	36	---	---	9	---	---	1	---	---	---	SPEED LIMIT ___ AHEAD (ARROW)	35 MPH
	11M-01			0	0	0	---	---	---	---	---	---	---	1	POWER POLE		---
	11M-02			0	0	0	---	---	---	---	---	---	---	1	POWER POLE		---
	12-01	R2-1	2M	30	X	36	7.5	---	---	---	---	1	---	---	---	SPEED LIMIT ___ MPH	45 MPH
	12-02	R2-1	2M	30	X	36	7.5	---	---	---	1	---	---	---	---	SPEED LIMIT ___ MPH	35 MPH
	12M-03						---	---	---	---	---	---	---	1	---		---
	12M-04						---	---	---	---	---	---	---	1	12-03		---
	12M-05						---	---	---	---	---	---	---	1	---		---
	14-01	S3-1	2S	36	X	36	---	---	9	---	---	1	---	---	---	SCHOOL BUS STOP AHEAD	---
	14-02	J1-1	2S	24	X	39	6.5	---	---	---	---	1	---	---	---	JUNCTION OR END ASSEMBLY	---
		M2-1	2S	21	X	15	---	---	---	---	---	---	---	---	---	JCT	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY C
	14-03	R3-8LF	2S	36	X	30	7.5	---	---	---	1	---	---	---	---	LEFT ONLY, AHEAD-RIGHT	0
	15-01	R7-51L	2S	18	X	24	3	---	---	---	1	---	---	---	---	NO PARKING HERE TO CORNER - LEFT ARROW	---
	15-02	W3-5	2S	36	X	36	---	---	9	---	---	1	---	---	---	SPEED LIMIT ___ AHEAD [ARROW]	25 MPH
	15-04	R1-1	2S	30	X	30	7.46	---	---	1	---	---	---	---	---	STOP	---
	15-05	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	15-04	ALL WAY	---
	15-06	R2-1	2S	24	X	30	5	---	---	---	1	---	---	---	---	SPEED LIMIT ___ MPH	35 MPH
	15-07	R7-1D	2S	18	X	24	3	---	---	---	---	---	---	---	15-06	NO PARKING ANY TIME - DOUBLE ARROW	---
	15-08	R1-1	2S	30	X	30	7.46	---	---	---	1	---	---	---	---	STOP	---
SUBTOTAL							**162.51**	**0**	**84**	**1**	**6**	**21**	**1**	**7**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

PERMANENT SIGNING (CONT.)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 TYPE II REFLECTIVE H SF	637.2220 TYPE II REFLECTIVE SH SF	637.2230 TYPE II REFLECTIVE F SF	634.0612 WOOD 4X6-INCH X 12-FT EACH	634.0614 WOOD 4X6-INCH X 14-FT EACH	634.0616 WOOD 4X6-INCH X 16-FT EACH	634.0618 WOOD 4X6-INCH X 18-FT EACH	638.2102 SIGNS TYPE II EACH	MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010																	
	15-09	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	15-08	ALL WAY	---
	15-10	J12-1	2S	24	X	45	7.5	---	---	---	---	1	---	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY C
		M6-6	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LA / UA COMBO OR UA / RA	---
	15-11	J12-1	2S	24	X	45	7.5	---	---	---	---	---	---	---	15-10 BACK	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY C
		M6-1	2S	21	X	21	---	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	15-12	J12-1	2S	24	X	45	7.5	---	---	---	---	---	1	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY W
		M6-4	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
	15-13	J12-1	2S	24	X	45	7.5	---	---	---	---	---	---	---	15-12	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY C
		M6-1	2S	21	X	21	---	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	15-15	R2-1	2S	24	X	30	5	---	---	---	1	---	---	---	---	SPEED LIMIT ___ MPH	25 MPH
	15-16	R2-1	2S	24	X	30	5	---	---	---	1	---	---	---	---	SPEED LIMIT ___ MPH	25 MPH
	15-17	R7-51L	2S	18	X	24	3	---	---	---	1	---	---	---	---	NO PARKING HERE TO CORNER - LEFT ARROW	---
	15-18	R3-8ER	2S	36	X	30	7.5	---	---	---	1	---	---	---	---	LEFT-AHEAD, RIGHT ONLY	---
	15-19	R7-51L	2S	18	X	24	3	---	---	---	1	---	---	---	---	NO PARKING HERE TO CORNER - LEFT ARROW	---
	15-20	R3-8ER	2S	36	X	30	7.5	---	---	---	1	---	---	---	---	LEFT-AHEAD, RIGHT ONLY	---
	15M-01						---	---	---	---	---	---	---	1	15-03		---
	15M-03						---	---	---	---	---	---	---	1	15-14		---
	15M-05						---	---	---	---	---	---	---	1	15-14		---
	16-02	R1-1	2S	30	X	30	7.46	---	---	---	1	---	---	---	---	STOP	---
	16-03	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	16-02	ALL WAY	---
	16-04	J12-1	2S	24	X	45	7.5	---	---	---	---	---	1	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	25 MPH
		M6-4	2S	21	X	21	---	---	---	---	---	---	---	---	---	DIRECTIONAL ARROWS LEFT - RIGHT	---
	16-05	D7-82L	2S	36	X	36	9	---	---	---	---	---	---	---	16-04	SKI AREA (LEFT ARROW)	---
	16-06	R1-1	2S	30	X	30	7.46	---	---	---	1	---	---	---	---	STOP	---
	16-07	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	16-06	ALL WAY	---
	16-08	R9-11A	2S	24	X	12	2	---	---	---	1	---	---	---	---	SIDEWALK CLOSED CROSS HERE (ARROW)	---
	16-09	J12-1	2S	24	X	45	7.5	---	---	---	---	1	---	---	---	ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL	---
		M1-5A	2S	24	X	24	---	---	---	---	---	---	---	---	---	COUNTY MARKER	COUNTY C
		M6-1	2S	21	X	21	---	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	16-10	R1-1	2S	30	X	30	7.46	---	---	---	---	---	---	---	16-09 BACK	STOP	---
	16-11	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	16-09 BACK	ALL WAY	---
	16-12	R1-1	2S	30	X	30	7.46	---	---	---	1	---	---	---	---	STOP	---
	16-13	R1-3P	2S	18	X	6	0.75	---	---	---	---	---	---	---	16-12	ALL WAY	---
	16M-01						---	---	---	---	---	---	---	1	16-01		---
	16M-03						---	---	---	---	---	---	---	1	16-01		---
	17-01	R7-51L	2S	18	X	24	3	---	---	---	1	---	---	---	---	NO PARKING HERE TO CORNER - LEFT ARROW	---
SUBTOTAL							**123.59**	**0**	**0**	**0**	**11**	**2**	**2**	**5**			
CATEGORY 0010 TOTAL							**286.1**	**0**	**84**	**1**	**17**	**23**	**3**	**12**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0030																	
	1-01	W5-56	2M	18	X	18	---	2.25	---	1	---	---	---	---	---	END OF ROAD MARKER WITH RED TYPE SH SHEETING	---
	1-02	W11-1	2M	36	X	36	---	---	9	---	---	1	---	---	---	BYCYCLE WARNING SIGN	---
	1-03	W11-1	2M	36	X	36	---	---	9	---	---	1	---	---	---	BYCYCLE WARNING SIGN	---
	1-04	W16-7R	2M	30	X	18	---	---	3.75	---	---	---	---	---	1-03	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
	7-01	W11-15	2M	36	X	36	---	---	9	---	---	1	---	---	---	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	7-02	R3-17AP	2M	30	X	12	2.5	---	---	---	---	---	---	---	7-01	BIKE LANE AHEAD PLAQUE	---
	7-03	W11-15	2M	36	X	36	---	---	9	---	---	---	---	---	RRFB	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	7-04	W16-7L	2M	30	X	18	---	---	3.75	---	---	---	---	---	RRFB	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
	7-05	W11-15	2M	36	X	36	---	---	9	---	---	---	---	---	RRFB	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	7-06	W16-7R	2M	30	X	18	---	---	3.75	---	---	---	---	---	RRFB	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
	7-07	W11-15	2M	36	X	36	---	---	9	---	---	---	---	---	RRFB	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	7-08	W16-7L	2M	30	X	18	---	---	3.75	---	---	---	---	---	RRFB	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
	7-09	W11-15	2M	36	X	36	---	---	9	---	---	---	---	---	RRFB	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	7-10	W16-7R	2M	30	X	18	---	---	3.75	---	---	---	---	---	RRFB	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
	8-01	W11-15	2M	36	X	36	---	---	9	---	---	1	---	---	---	TRAIL CROSSING (BIKE AND PED SYMBOL)	---
	8-02	R3-17AP	2M	30	X	12	2.5	---	---	---	---	---	---	---	8-01	BIKE LANE AHEAD PLAQUE	---
	15-03	M6-6	2S	21	X	21	3.06	---	---	1	---	---	---	---	---	DIRECTIONAL ARROWS LA / UA COMBO OR UA / RA	---
	15-14	M6-6	2S	21	X	21	3.06	---	---	1	---	---	---	---	---	DIRECTIONAL ARROWS LA / UA COMBO OR UA / RA	---
	15M-02						---	---	---	---	---	---	---	1	15-03		---
	15M-04						---	---	---	---	---	---	---	1	15-14		---
	16-01	M6-1	2S	21	X	21	3.06	---	---	---	---	---	---	---	---	ARROW - RIGHT, LEFT, OR AHEAD	---
	16M-02						---	---	---	---	---	---	---	1	16-02		---
CATEGORY 0030 TOTAL							**14.18**	**2.25**	**90.75**	**3**	**0**	**4**	**0**	**3**			
PROJECT TOTAL							**300.28**	**2.25**	**174.75**	**4**	**17**	**27**	**3**	**15**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC CONTROL ITEMS

ROADWAY		STATION	* NO. DAYS	643.0300 TRAFFIC CONTROL DRUMS * DRUMS	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III * BARRICADES	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A * LIGHTS	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C * LIGHTS	DAY	643.0900 ** TRAFFIC CONTROL SIGNS * SIGNS	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS * SIGNS	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH * CONES	DAY	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS * MARKERS	DAY
CTH W	Stage 1	84+00 - 90+00	14	26	364	4	56	8	112	---	---	7	98	---	---	15	210	2	28
CTH W	Stage 2A	90+00 - 95+50	5	16	80	---	---	---	---	---	---	3	15	---	---	---	---	1	5
CTH W	Stage 2B	90+00 - 95+50	5	---	---	16	80	---	---	---	---	12	60	4	28	---	---	2	10
CTH W	Stage 3A	81+25 - 87+50	13	26	338	9	117	18	234	14	182	15	195	---	---	---	---	1	13
CTH W		87+50 - 91+50		16	208	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CTH W		91+50 - 97+00		49	637	2	26	4	52	16	208	11	143	---	---	---	---	1	13
CTH C EAST		305+25 - 311+00		40	520	1	13	2	26	10	---	4	52	---	---	---	---	---	---
CTH W	Stage 3B	81+25 - 87+50	13	26	338	9	117	18	234	14	182	15	195	---	---	---	---	1	13
CTH W		87+50 - 91+50		16	208	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CTH W		91+50 - 97+00		49	637	1	13	2	26	19	----	12	156	---	---	---	---	1	13
CTH C EAST		305+25 - 311+00		29	377	---	---	---	---	18	234	3	39	---	---	---	---	---	---
CTH W	Stage 4A	81+25 - 87+50	13	59	767	1	13	2	26	27	351	16	208	---	---	---	---	1	13
CTH W		87+50 - 91+50		16	208	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CTH W		91+50 - 97+00		54	702	2	26	4	52	7	91	16	208	---	---	---	---	1	13
CTH C EAST		305+25 - 311+00		15	195	1	13	2	26	---	---	4	52	---	---	---	---	---	---
CTH W	Stage 4B	81+25 - 87+50	13	51	663	1	13	2	26	22	286	16	208	---	---	---	---	1	13
CTH W		87+50 - 91+50		16	208	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CTH W		91+50 - 97+00		45	585	3	39	6	78	17	221	15	195	---	---	---	---	1	13
CTH C EAST		305+25 - 311+00		20	260	---	---	---	---	12	156	3	39	---	---	---	---	---	---
	DETOUR (STAGE 1)		133	---	---	11	1,463	22	2,926	---	---	110	14,630	2	14	---	---	---	---
	DETOUR (STAGE 3,4)		62	---	---	---	---	---	---	---	---	247	15,314	---	---	---	---	---	---
		SUBTOTAL		---	7,295	---	1,989	---	3,818	---	1,911	---	31,807	---	42	---	210	---	147
		UNDISTRIBUTED		---	730	---	200	---	390	---	200	---	3,190	---	---	---	30	---	---
		PROJECT TOTAL		**---**	**8,025**	**---**	**2,189**	**---**	**4,208**	**---**	**2,111**	**---**	**34,997**	**---**	**42**	**---**	**240**	**---**	**147**

* FOR INFORMATION ONLY

** ADDITIONAL QUANTITIES ELSEWHERE - "TEMPORARY PEDESTRIAN ACCOMMODATIONS"

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TEMPORARY PAVEMENT MARKING ITEMS

ROADWAY		STATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF
CTH W	Stage 1	84+00 - 90+00	---	---	---	---	64	---	---	---	56
	Stage 2A	90+00 - 95+50	---	---	155	---	---	---	---	---	---
	Stage 3A	81+25 - 87+50	45	45	475	410	---	216	---	10	---
		87+50 - 91+50	400	400	---	---	---	---	---	---	---
		91+50 - 97+00	115	110	580	565	---	---	30	---	---
		305+25 - 311+00	---	---	470	555	---	64	---	---	---
	Stage 3B	81+25 - 87+50	45	45	475	410	---	86	---	10	---
		87+50 - 91+50	400	400	---	---	---	---	---	---	---
		91+50 - 97+00	130	85	605	630	---	---	30	---	---
		305+25 - 311+00	---	---	555	480	---	---	---	---	---
	Stage 4A	81+25 - 87+50	---	---	795	785	---	154	---	20	---
		87+50 - 91+50	---	---	400	400	---	---	---	---	---
		91+50 - 97+00	---	---	770	790	---	---	---	45	---
		305+25 - 311+00	---	---	240	240	---	---	---	---	---
	Stage 4B	81+25 - 87+50	---	---	815	770	---	---	---	30	---
		87+50 - 91+50	---	---	400	400	---	---	---	---	---
		91+50 - 97+00	---	---	780	770	---	---	---	45	64
		305+25 - 311+00	---	---	190	240	---	---	---	---	402
	SUBTOTAL		1,135	1,085	7,705	7,445	64	520	60	160	522
	UNDISTRIBUTED		230		1520		10	55	10	20	55
	PROJECT TOTAL		**2,450**		**16,670**		**74**	**575**	**70**	**180**	**577**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TEMPORARY PEDESTRIAN ITEMS

ROADWAY	STATION	NO. DAYS *	643.0900 ** TRAFFIC CONTROL SIGNS * SIGNS	DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP * RAMPS	DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES * DEVICES	DAY
CTH W	Stage 1	14	16	224	30	2	28	20	24	4	56
	Stage 3A	13	15	195	45	2	26	20	60	7	91
	Stage 3B	13	15	195	45	2	26	20	90	5	65
	Stage 4A	13	14	182	---	---	---	---	72	6	78
	Stage 4B	13	14	182	---	---	---	---	72	6	78
	SUBTOTAL		---	978	120	---	80	60	318	---	368
	UNDISTRIBUTED		---	100	130	---	---	---	36	---	42
	PROJECT TOTAL		**---**	**1,078**	**250**	**---**	**80**	**60**	**354**	**---**	**410**

* FOR INFORMATION ONLY
** ADDITIONAL QUANTITIES ELSEWHERE - "TRAFFIC CONTROL ITEMS"

GEOGRID TYPE SR

ROADWAY	STATION	645.0220 GEOGRID TYPE SR SY
CTH W	30+00 - 35+25	2,080
	35+25 - 41+00	2,498
	41+00 - 46+50	1,910
	84+50 - 90+00	2,535
	90+00 - 93+00	2,278
	PROJECT TOTAL	**11,301**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

FILE NAME: "T:\1210011\Civil3D\37510300\SheetsPlan\030200_mq.pptx" PLOT DATE 12/19/2025 9:24:14 AM PLOT BY : ARG PLOT SCALE : 1:1

PAVEMENT MARKING ITEMS

ROADWAY	CATEGORY	STATION	646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	648.0100 LOCATING NO-PASSING ZONES MI
CTH W	0010	10+00 - 13+50	620	620	---	---	---	---	---	---	---
		13+50 - 19+00	1100	1,100	---	---	---	---	---	---	---
		19+00 - 24+50	1100	1,040	130	1	1	22	---	---	---
		24+50 - 30+00	1100	990	110	1	---	---	---	---	---
		30+00 - 35+25	1050	1,050	---	---	---	---	---	---	---
		35+25 - 41+00	1150	1,150	---	---	---	---	---	---	---
		41+00 - 46+50	1100	1,080	---	---	---	---	---	---	---
		46+50 - 52+00	1100	1,100	---	---	---	---	---	---	---
		52+00 - 57+50	1155	990	30	---	---	24	---	---	---
		57+50 - 63+00	1100	1,100	---	---	---	---	---	---	---
		63+00 - 68+50	1100	1,000	---	---	---	---	---	---	---
		68+50 - 74+00	1100	1,100	---	---	---	---	---	---	---
		74+00 - 79+00	1000	1,000	---	---	---	---	---	---	---
		79+00 - 84+50	1100	1,100	---	---	---	---	---	---	---
		84+50 - 90+00	925	740	270	8	---	76	---	---	---
		90+00 - 93+00	615	160	260	6	2	88	---	---	---
CTH C EAST		305+50 - 311+50	352	---	101	2	---	---	---	---	---
		SUBTOTAL	16,767	15,320	901	18	3	210	0	0	---
		CATEGORY 0010 TOTAL	32,087		901	18	3	210	0	0	1.56
CTH W	0030	19+00 - 24+50	---	---	---	---	---	---	135	---	---
		41+00 - 46+50	---	---	---	---	---	---	---	30	---
		84+50 - 90+00	---	---	---	---	---	---	290	---	---
		90+00 - 93+00	---	---	---	---	---	---	370	---	---
		CATEGORY 0030 TOTAL	0		0	0	0	0	795	30	---
		PROJECT TOTAL	**32,087**		**901**	**18**	**3**	**210**	**795**	**30**	**1.56**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

FILE NAME: "T:\1210011\Civil3D\37510300\SheetsPlan\030200_mq.pptx" PLOT DATE 12/19/2025 9:24:14 AM PLOT BY : ARG PLOT SCALE : 1:1

STAKING ITEMS

ROADWAY	CATEGORY	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (3751-03-70) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (3751-03-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
CTH W	0010	10+00 - 13+50	350	350	---	1	---	---	---	350
		13+50 - 19+00	550	550	140	---	---	---	---	550
		19+00 - 24+50	550	550	---	---	---	---	---	550
		24+50 - 30+00	550	550	---	---	---	---	---	550
		30+00 - 35+25	525	525	---	---	---	---	---	525
		35+25 - 41+00	575	575	---	---	---	---	---	575
		41+00 - 46+50	550	550	---	1	---	---	---	550
		46+50 - 52+00	550	550	250	---	---	---	---	550
		52+00 - 57+50	550	550	175	2	---	---	---	550
		57+50 - 63+00	550	550	---	6	---	---	---	550
		63+00 - 68+50	550	550	---	1	---	---	---	550
		68+50 - 74+00	550	550	50	1	---	---	---	550
		74+00 - 79+00	500	500	465	---	---	---	---	500
		79+00 - 84+50	550	550	5	---	---	---	---	550
		84+50 - 90+00	465	465	850	---	---	---	---	465
		90+00 - 93+00	300	300	675	---	---	---	---	300
		UNDISTRIBUTED	---	---	250	---	---	---	---	---
		CATEGORY 0010 TOTAL	8,215	8,215	2,860	12	0	0	1	8,215
CTH W	0030	10+00 - 13+50	---	---	260	---	---	---	---	---
		13+50 - 19+00	---	---	555	---	---	---	---	---
		19+00 - 24+50	---	---	415	---	2	---	---	---
		24+50 - 30+00	---	---	550	---	---	---	---	---
		30+00 - 35+25	---	---	535	---	---	---	---	---
		35+25 - 41+00	---	---	580	---	---	---	---	---
		41+00 - 46+50	---	---	570	---	2	---	---	---
		46+50 - 52+00	---	---	550	---	---	---	---	---
		52+00 - 57+50	---	---	550	---	---	---	---	---
		57+50 - 63+00	---	---	550	---	---	---	---	---
		63+00 - 68+50	---	---	550	---	---	---	---	---
		68+50 - 74+00	---	---	545	---	---	---	---	---
		74+00 - 79+00	---	---	500	---	---	---	---	---
		79+00 - 84+50	---	---	365	---	---	---	---	---
		84+50 - 90+00	---	---	---	---	8	---	---	---
		90+00 - 93+00	---	---	---	---	8	---	---	---
		CATEGORY 0030 TOTAL	0	0	7,075	0	20	1	0	0
		PROJECT TOTAL	**8,215**	**8,215**	**9,935**	**12**	**20**	**1**	**1**	**8,215**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

SAWING ITEMS

ROADWAY	CATEGORY	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CTH W	0010	10+00 - 13+50	30	---
		19+00 - 24+50	85	---
		24+50 - 30+00	25	---
		30+00 - 35+25	70	---
		41+00 - 46+50	15	---
		46+50 - 52+00	15	---
		52+00 - 57+50	80	---
		57+50 - 63+00	75	---
		63+00 - 68+50	25	---
		74+00 - 79+00	70	---
		84+50 - 90+00	170	10
		90+00 - 93+00	450	45
	CATEGORY 0010 TOTAL		1,110	55
CTH W	0030	84+50 - 90+00	---	55
		90+00 - 93+00	---	125
	CATEGORY 0030 TOTAL		0	180
	PROJECT TOTAL		**1,110**	**235**

REMOVE, SALVAGE, AND REINSTALL FLASHING STOP SIGN

ROADWAY	STATION	OFFSET	SIDE	204.0195 * REMOVING CONCRETE BASES EACH	654.0101 CONCRETE BASES TYPE 1 EACH	SPV.0060.03 REMOVE, SALVAGE, AND REINSTALL FLASHING STOP SIGN EACH
CTH W	87+11	23'	LT	1	1	1
	86+43	27	RT	1	1	1
	PROJECT TOTAL			**2**	**2**	**2**

*ADDITIONAL QUANTITIES ELSEWHERE - "MISCELLANEOUS REMOVALS"

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

HAZARDOUS MATERIAL REMOVAL

ROADWAY	INTERSECTION	STATION	TO	STATION	LOCATION	SPV.0195.01 EXCAVATION, HAULING, DEWATERING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
CTH W	CTH W & 113TH ST	91+25	-	92+08	LT	480
					PROJECT TOTAL	**480**

SANITARY ITEMS

ROADWAY	CATEGORY	STATION	LOCATION	612.0902.S INSULATION BOARD POLYSTYRENE, 4-INCH SY	SPV.0060.06 ADJUST SANITARY MANHOLE EACH	SPV.0060.07 RECONSTRUCT SANITARY MANHOLE EACH	SPV.0060.08 RECONSTRUCT SANITARY MANHOLE WITH NEW CASTING EACH
CTH W	0020	28+71	24.24' LT	---	1	---	---
		31+71	24' LT	---	---	1	---
		33+78	24.9' LT	---	---	1	---
		35+90	43' LT	---	---	1	---
		39+85	22.9' LT	20	---	1	---
		43+50	22.6' LT	---	---	1	---
		47+79	21.8' LT	---	---	1	---
		51+78	20.8' LT	---	1	---	---
		55+86	24.2' LT	---	1	---	---
		58+67	21' LT	---	1	---	---
		62+63	21.2' LT	---	1	---	---
		68+63	23' LT	---	1	---	---
		71+20	34.3' LT	---	1	---	---
		74+07	13.5' LT	---	1	---	---
		76+88	16.9' LT	---	---	---	1
		79+73	6.5' LT	---	---	1	---
		81+61	7.5' LT	---	---	1	---
		86+89	11.7' LT	---	1	---	---
		87+43	14.3' LT	---	---	1	---
		89+98	13.7' LT	---	---	1	---
		92+19	11' LT	---	1	---	---
			PROJECT TOTAL	**20**	**10**	**10**	**1**

CRACK AND DAMAGE SURVEY

ROADWAY	PARCEL	999.1501.S CRACK AND DAMAGE SURVEY EACH
CTH W	23	1
PROJECT TOTAL		**1**

DEWATERING

ROADWAY	STATION	SPV.0090.10 DEWATERING EACH
CTH W	30+00 - 35+25	1
	90+00 - 93+00	2
	PROJECT TOTAL	**3**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

RECTANGULAR RAPID FLASHING BEACON

ROADWAY	STATION	SPV.0060.09 RECTANGULAR RAPID FLASHING BEACON EACH
CTH W	45+45	1
PROJECT TOTAL		**1**

FENCE SPLIT RAIL THREE RAIL

ROADWAY	CATEGORY	STATION	* SPV.0090.02 FENCE SPLIT RAIL THREE RAIL LF
CTH W	0030	10+00 - 13+50	60
		13+50 - 19+00	250
		19+00 - 24+50	205
		30+00 - 35+25	90
		41+00 - 46+50	50
		46+50 - 52+00	500
		74+00 - 79+00	355
		79+00 - 84+50	55
		90+00 - 93+00	45
		CATEGORY 0030 TOTAL	1,610
		PROJECT TOTAL	**1,610**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE - "RETAINING WALL"

RETAINING WALL

STATION	TO	STATION	LOCATION	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	650.6501 CONSTRUCTION STAKING STRUCTURE LAYOUT (MODULAR WALL) EACH	* SPV.0090.02 FENCE SPLIT RAIL THREE RAIL LF	SPV.0165.01 WALL MODULAR BLOCK GRAVITY LANDSCAPE SF	REMARKS
73+00	-	75+00	CTH W	275	1	200	680	CONNECT PIPE UNDERDRAIN TO NEAREST STRUCTURE
			PROJECT TOTAL	**275**	**1**	**200**	**680**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE - "FENCE SPLIT RAIL THREE RAIL"

ALL ITEMS CATEGORY 0010 UNLESS NOTED

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3751-03-00		
FEDERAL PROJECT NUMBER	4.01	12

PLAT OF RIGHT OF WAY REQUIRED FOR

KENOSHA - CTH W
ILLINOIS STATE LINE TO CTH C EAST

CTH W — KENOSHA COUNTY

CONSTRUCTION PROJECT NUMBER 3751-03-70

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18, 23, 24, 26, 25, 9)
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — OFF-PREMISE SIGN (#1-25)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✕	✕

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25) — UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

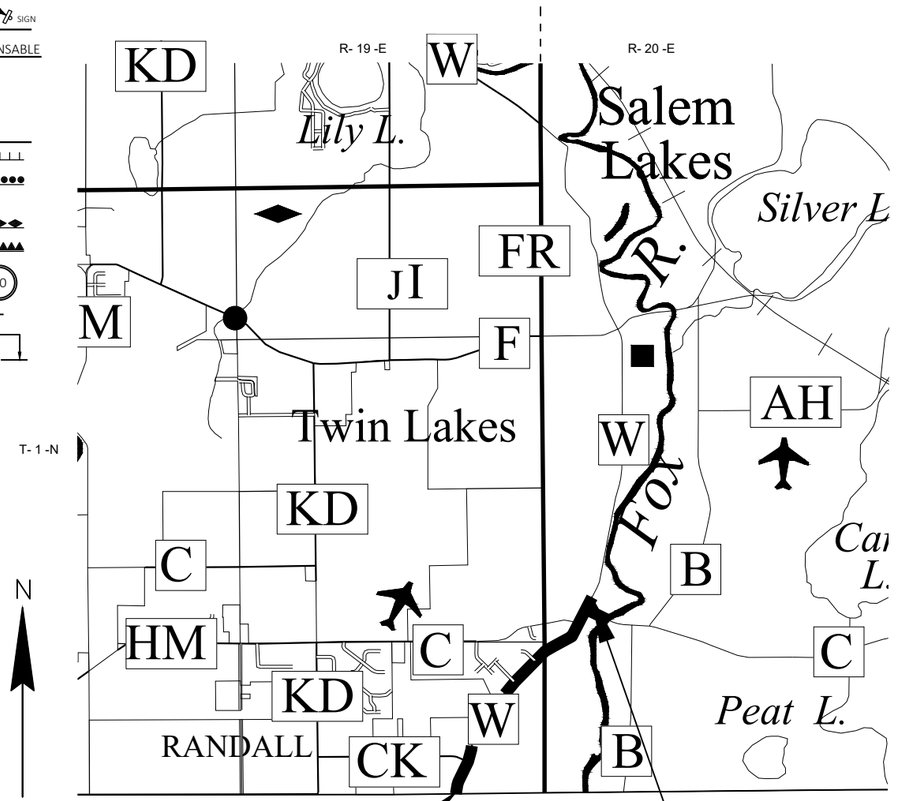
ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC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

CONVENTIONAL UTILITY SYMBOLS

	NON-COMPENSABLE	COMPENSABLE
WATER — W		
GAS — G		
TELEPHONE — T		
OVERHEAD TRANSMISSION LINES — OH		
ELECTRIC — E		
CABLE TELEVISION — TV		
FIBER OPTIC — FO		
SANITARY SEWER — SAN		
STORM SEWER — SS		
ELECTRIC TOWER ⊠		
POWER POLE	□	■
TELEPHONE POLE	⌀	●
TELEPHONE PEDESTAL	✕	✕

CURVE DATA ABBREVIATIONS

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



TOTAL NET LENGTH OF REFERENCE LINE = 1.602 MI.

BEGIN RELOCATION ORDER
STA 10+41.69
Y=185,695.93
X=2,485,872.61
12.81 FT SOUTH AND 481.14 FT WEST OF THE SOUTH 1/4 CORNER OF SEC. 36, T1N, R19E

END RELOCATION ORDER
STA 95+00
Y=192,495.661
X=2,490,378.361
1565.18 FT NORTH AND 1,400.33 FT EAST OF THE SOUTHWEST CORNER OF SEC. 30, T1N, R20E

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), SOUTH ZONE, NAD-27 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT KENOSHA COUNTY.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

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

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

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

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN
MICHAEL J. RATZBURG
S-2236
WAUKESHA
WI
LAND SURVEYOR

DATE: 2/19/2024 — LAND SURVEYOR

REVISION DATE
01/03/2025 (2)
05/15/2025 (3)

APPROVED FOR KENOSHA COUNTY
DATE: 12/18/24 (SIGNATURE)
GREGORY J. BOLOT (PRINTED NAME)
KENOSHA COUNTY HIGHWAY COMMISSIONER

FILE NAME : SCHEDULE AND LAYOUT SHEET.DWG | PLOT DATE : 5/19/2025 10:33 AM | PLOT BY : RATZBURG, MICHAEL | PLOT NAME : | PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE VILLAGE OF MENOMONEE FALLS.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W SQUARE FEET REQUIRED			PLE (S.F.)	TLE (S.F.)
				NEW	EXISTING	TOTAL		
1(3)	4.05	JAMES & MARGARET BURNITZ	PLE, TLE	-	-	-	526	5,439
2(2)	4.06,4.07&4.08	VR WM HOLDINGS, LLC.	FEE, PLE, TLE	7,870	100,943	108,813	1,234	97,349
3	4.06	GENEVA 12400 WILMOT, LLC.	FEE, TLE	57	48,909	48,966	-	29,126
4(2)	4.06	WILLIAM D. & REBECCA S. ALLSOPP	FEE	14	-	14	-	-
5	4.07	THELEN SAND AND GRAVEL, INC.	FEE, TLE	1,342	21,035	22,377	-	23,320
6	4.07	LISA A. FOX	FEE, TLE	8	7,516	7,524	-	4,382
7(3)	4.07	JOSHUA J. PUMALA	FEE, TLE	-	6,997	6,997	-	3,699
8(3)	4.07	DANIELLE SCHNEIDER & BRANDON WEBSTER	FEE, TLE	-	6,625	6,625	-	2,406
9	4.08	PERRY CRAKES	FEE, TLE	-	6,817	6,817	-	2,655
10(2)	4.08	WILMOT MOUNTAIN, INC.	FEE, TLE	231	3,840	4,071	-	2,668
11(2)	4.08 & 4.09	TOBIAS J. & MEGAN H. MORTON	FEE, TLE	-	5,931	5,931	-	4,429
12	4.09	ADAM SZAFRAN & LINDSAY STROBERG	FEE, TLE	-	3,587	3,587	-	1,127
13	4.09	DENA RUNYAN	FEE, TLE	-	3,300	3,300	-	498
14	4.09	TOWN OF RANDALL	TLE	-	-	-	-	4,833
15(3)	4.09	KENNETH & LAURA KNOLL	FEE, TLE	5	21,329	21,334	-	9,880
16(2)	4.09 & 4.10	GEORGE & HEATHER BARTH	FEE, PLE, TLE	1,611	35,996	37,607	869	19,572
17(2)	4.10	MICHAEL J. BAYER	FEE, TLE	-	7,188	7,188	-	855
18(2)	4.10	ANNA KUMERMANIS TESTAMENTARY TRUST	FEE, TLE	-	13,348	13,348	-	2,947
19(2)	4.10	ASHLEY L. SCHUSTER & DANIEL T. HEBEISEN	TLE	-	-	-	-	290
20(3)	4.10	RICHARD W. & ELIZABETH J. SWEATMAN	FEE, TLE	1,339	-	1,339	-	6,057
21(2)	4.11	LAURA J. COTE LIVING REVOCABLE TRUST, DATED JUNE 3RD, 2020	TLE	-	-	-	-	121
22(2)	4.11	ELIMINATED	-	-	-	-	-	-
23(2)	4.11	DOUGLAS H. CAITHAMER	FEE, TLE	232	-	232	-	1,030
24(2)	4.11	WILMOT METHODIST EPISCOPAL CHURCH A/K/A THE METHODIST CHURCH AT WILMOT	FEE, TLE	153	-	153	-	868
25(2)	4.11	ADAM L. & KELLY M. HANSEN	TLE	-	-	-	-	1,835
26(2)	4.11	NATHAN & LISA OGLESBY	FEE, TLE	214	-	214	-	939
27(3)	4.12	WONDERFUL WILMOT, LLC	FEE, TLE	29	-	29	-	3,218
28(3)	4.12	DCS RENTAL PROPERTIES LLC	TLE	-	-	-	-	240
29(2)	4.12	NATHAN & LISA OGLESBY	TLE	-	-	-	-	725
30(2)	4.12	CAWLEY REAL ESTATE, LLC.	TLE	-	-	-	-	995
31(2)	4.12	JAMES M. PHELPS	TLE	-	-	-	-	935
32(2)	4.12	MARK AUSTIN	FEE, TLE	78	-	78	-	650
33(3)	4.12	WILMOT STAGE STOP PROPERTIES, INC.	FEE, PLE, TLE	636	-	636	986	891
34(3)	4.12	WILMOT STAGE STOP PROPERTIES, INC.	TLE	-	-	-	-	655
35(2)	4.13	ELIMINATED	-	-	-	-	-	-
36(2)	4.13	ELIMINATED	-	-	-	-	-	-
37(2)	4.13	ELIMINATED	-	-	-	-	-	-
38(2)	4.13	ELIMINATED	-	-	-	-	-	-
39(2)	4.14	ELIMINATED	-	-	-	-	-	-
40(2)	4.14	ELIMINATED	-	-	-	-	-	-
41(2)	4.14	ELIMINATED	-	-	-	-	-	-
42(2)	4.14	ELIMINATED	-	-	-	-	-	-
43(2)	4.14	ELIMINATED	-	-	-	-	-	-
44(2)	4.15	ELIMINATED	-	-	-	-	-	-
45(2)	4.15	ELIMINATED	-	-	-	-	-	-
46(2)	4.15	ELIMINATED	-	-	-	-	-	-
47(2)	4.15	ELIMINATED	-	-	-	-	-	-
48(2)	4.15	ELIMINATED	-	-	-	-	-	-
49(2)	4.15	ELIMINATED	-	-	-	-	-	-
50(2)	4.15	ELIMINATED	-	-	-	-	-	-
51(3)	4.12	WILMOT STAGE STOP PROPERTIES, LLC.	TLE	-	-	-	-	220
52(2)	4.12	LAURA J. COTE LIVING REVOCABLE TRUST	TLE	-	-	-	-	222
53(2)	4.12	ROBERT & DORIS BRZTOWSKI FAMILY TRUST	TLE	-	-	-	-	451
54(2)	4.12	ROBERT & DORIS BRZTOWSKI FAMILY TRUST	TLE	-	-	-	-	484

UTILITY NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED
100(2)	4.06, 4.07, 4.08, 4.09, 4.10 & 4.11	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS
101	4.06, 4.07, 4.08, 4.09, 4.10 & 4.11	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
102	4.08	WE ENERGIES - GAS	RELEASE OF RIGHTS
103	4.06	SPECTRUM	RELEASE OF RIGHTS

4

4

REVISION DATE
01/03/25 (2)
05/15/25 (3)

DATE 2/19/2024

GRID FACTOR 0.99999733

SCALE, FEET
0 N/A N/A

HWY: CTH W

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER: 3751-03-00

CONSTRUCTION PROJECT NUMBER: 3751-03-70

PLAT SHEET 4.02

PS&E SHEET 186

E

FILE NAME : SCHEDULE AND LAYOUT SHEET.DWG

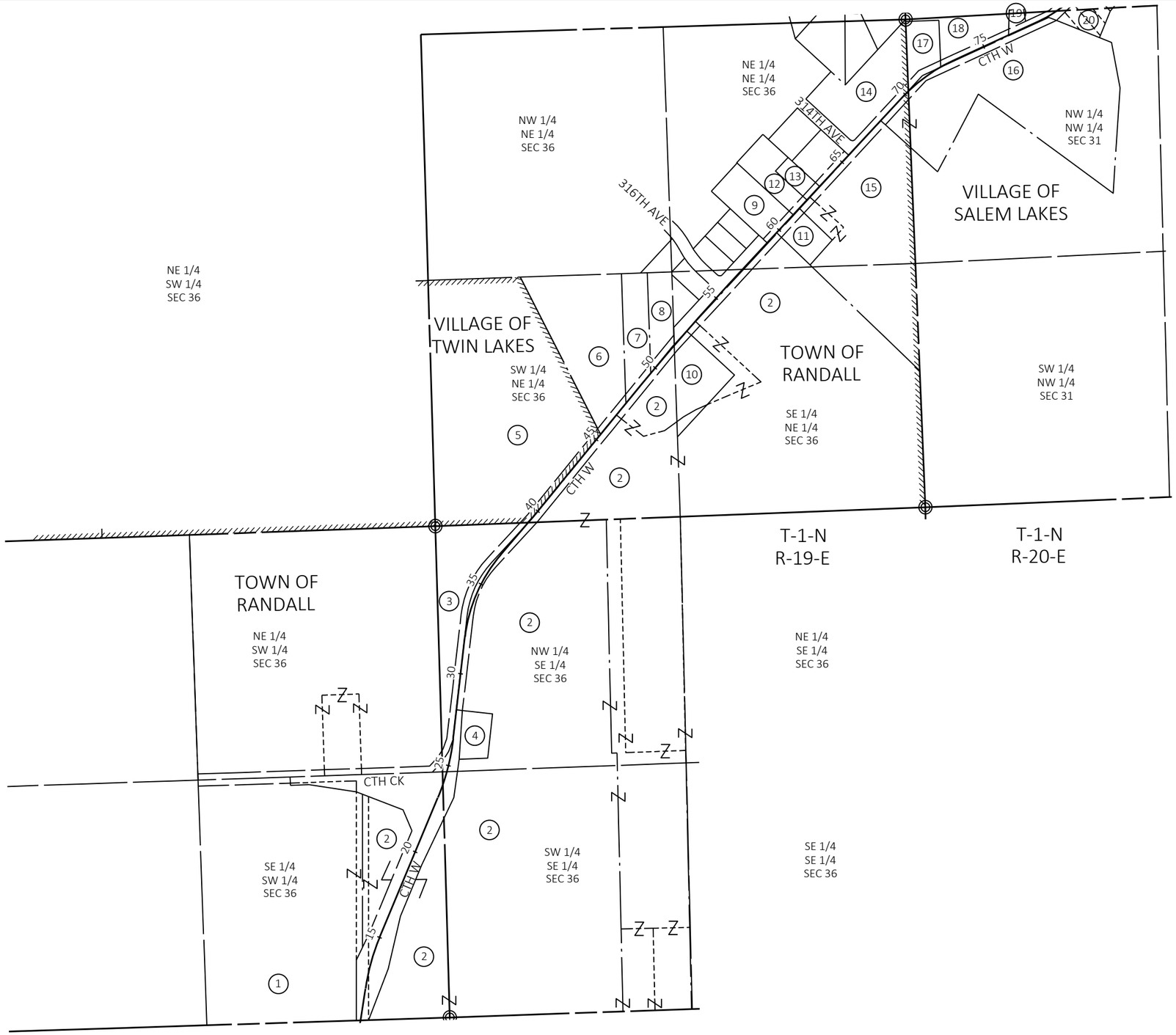
PLOT DATE : 5/19/2025 10:34 AM

PLOT BY : RATZBURG, MICHAEL

PLOT NAME :

PLOT SCALE : NO SCALE

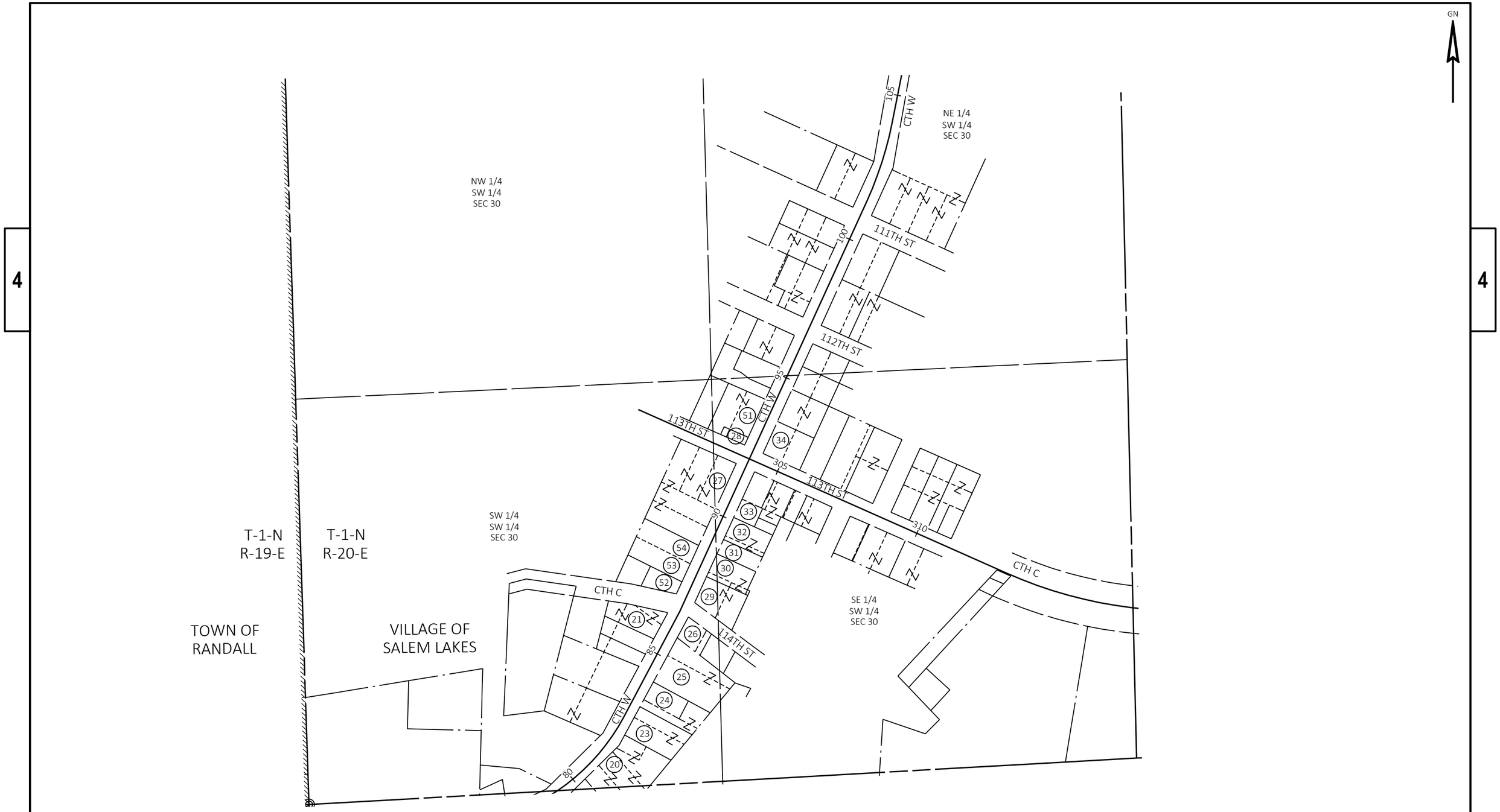
WISDOT/CADDS SHEET 75



REVISION DATE 01/03/25 (2)	DATE 2/19/2024	SCALE, FEET 0 300 600	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET 4.03
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET 187 E

FILE NAME : SCHEDULE AND LAYOUT SHEET.DWG PLOT DATE : 5/19/2025 10:35 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75



REVISION DATE 01/03/25 (2) 05/15/25 (3)	DATE 2/19/2024	SCALE, FEET 0 150 300	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET 4.04
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET 188 E

FILE NAME : SCHEDULE AND LAYOUT SHEET.DWG PLOT DATE : 5/19/2025 10:35 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

PLE COURSE TABLE		
350-P351	N00°01'10"E	99.59'
P351-P352	N85°50'25"W	20.05'
P352-P362	N00°01'10"E	15.04'
P362-P363	S85°50'25"E	20.05'
P363-P351	S00°01'10"W	15.04'
353-P364	S00°01'10"W	4.68'
P364-P365	N89°59'19"W	17.15'
P365-P366	N00°01'10"E	12.30'
P366-P367	S89°59'14"E	20.83'
P367-353	S25°46'54"W	8.46'

R/W COURSE TABLE		
350-353	N00°01'10"E	326.46'
353-354	N25°46'54"E	151.86'
354-355	N22°38'58"E	607.98'
355-356	N23°10'38"W	122.96'
706-357	S07°59'08"W	143.16'
357-712	S25°26'03"W	124.64'
712-358	S25°26'03"W	277.97'
358-359	S22°38'58"W	300.00'
359-360	S12°58'24"W	290.72'
360-361	S20°59'59"W	297.10'

TLE COURSE TABLE		
350-T700	S88°10'40"W	28.01'
T700-T701	N00°01'10"E	118.05'
T701-T702	N09°07'18"E	177.00'
T702-P363	S00°01'10"W	177.29'
355-T703	S22°38'58"W	296.61'
T703-T704	N67°22'19"W	5.00'
T704-T705	N21°34'29"E	307.12'
T705-355	S23°10'38"E	15.00'

PLE STATION & OFFSET TABLE		
P351	11+33.51	37.84' LT
P352	11+31.95	57.84' LT
P362	11+46.95	60.07' LT
P363	11+48.47	40.07' LT
P364	13+45.00	77.64' LT
P365	13+40.95	94.22' LT
P366	13+51.89	97.39' LT
P367	13+57.00	77.30' LT

STATION & OFFSET TABLE		
350	10+34.72	22.29' LT
353	13+49.23	78.84' LT
354	14+91.22	60.10' LT
355	20+98.90	59.85' LT
356	21+84.61	148.01' LT
706	24+82.19	55.77' RT
357	23+48.79	80.27' RT
712	22+26.47	73.70' RT
358	19+48.83	60.10' RT
359	16+48.83	59.98' RT
360	13+48.62	99.81' RT
361	10+47.51	42.50' RT

TLE STATION & OFFSET TABLE		
T700	10+29.22	49.76' LT
T701	11+46.83	68.14' LT
T702	13+17.84	70.34' LT
T703	18+02.29	59.96' LT
T704	18+02.29	64.96' LT
T705	21+09.35	70.61' LT

JAMES & MARGARET BURNITZ
1 TLE, SLOPES PLE, DRAINAGE

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=185625.31
X=2483731.16

2,119.39' SEC COR TO 350

TOWN

SE-SW

CTH CK

VACATED 322ND AVE

92.48'

24.61' 361 TO TAN 350

41.43' 361 TO TAN

BP: 10+39.15
TAN=N08°03'02"E 160.36'
SEC LN TO PT J
PT: 11+99.84
PC: 12+11.98
R/L=N08°03'02"E 12.14'

SLOPE INTERCEPT

VR WM HOLDINGS, LLC. 2

20' PLE PER DOC.1100327

CTH W

OF

PT: 14+96.94

R/L=N22°37'41"E 820.02'

FOX RIVER ROAD

RANDALL

PC: 23+16.96

TAN=N22°37'41"E 152.41'
PC TO 1/16TH LN

SLOPE INTERCEPT

SIGN

SEC LN=N01°41'07"W 2653.08'
STA=23+95.46

1075.08' SEC COR TO 712

SW-SE

1/16TH LINE
MATCH LINE
SEE SHEET 4.06

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=188360.67
X=2486275.72

NO1°55'34"W 197.39'

N88°04'26"E 220.12'

N87°53'22"E 32.84'

N87°53'22"E 48.02'

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=185708.74
X=2486353.74

438.48' SEC COR TO 361

SEC LN=S88°10'40"W 2623.91'
STA=10+39.15

R/L CTH W CURVE DATA
PI = 8+18.82
Y = 185,474.22
X = 2,485,843.07
PC = 4+37.02
DELTA = 06°17'52" LT
BACK = S14°20'54"W
AHEAD = N08°03'02"E
D = 00°49'32"
T = 381.79'
L = 762.82'
R = 6,940.00'

R/L CTH W CURVE DATA
PI = 13+55.24
Y = 186,006.12
X = 2,485,918.30
DELTA = 14°34'39" RT
BACK = S08°03'02"W
AHEAD = N22°37'41"E
D = 05°06'57"
T = 143.25'
L = 284.96'
R = 1,120.00'

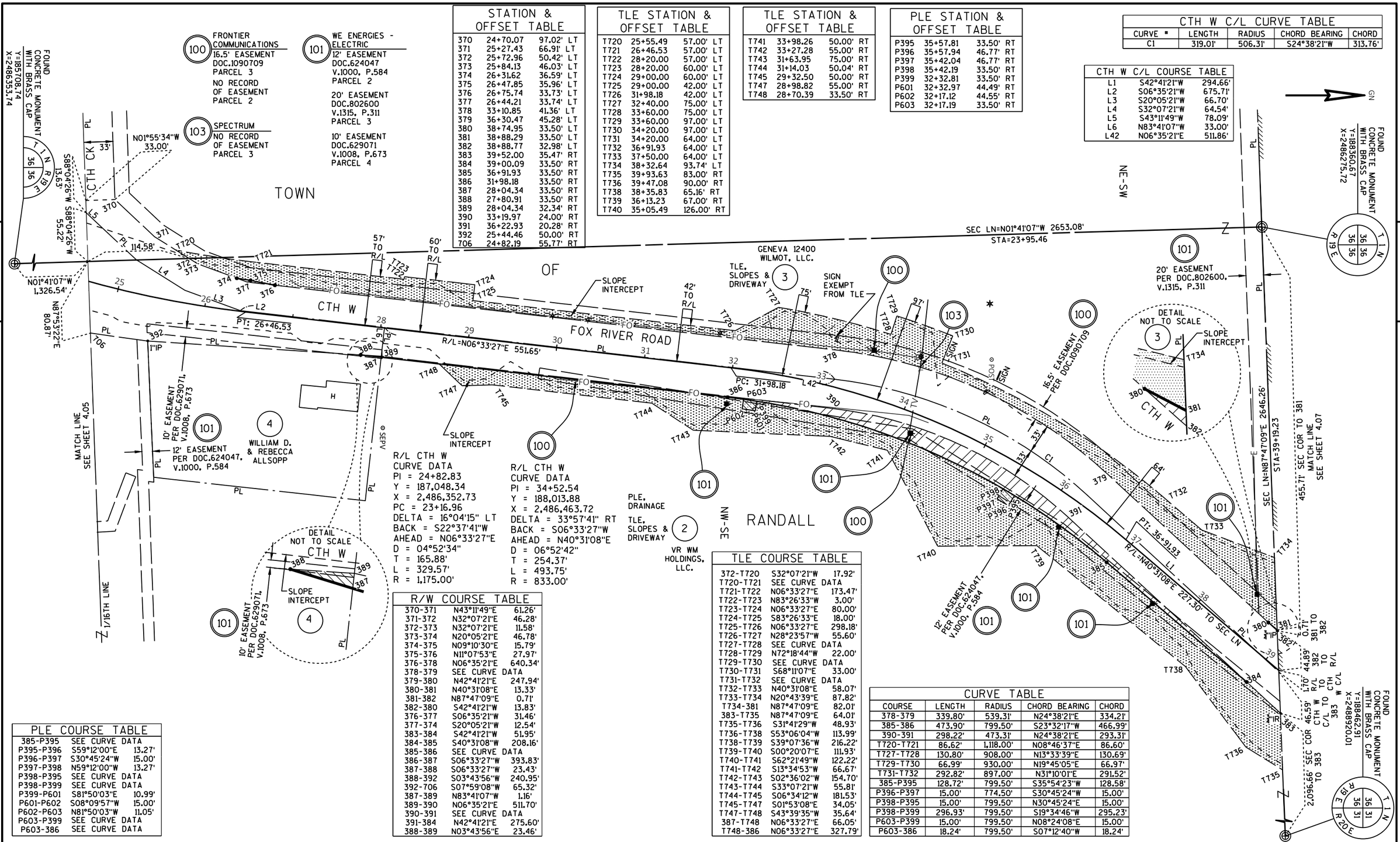
R/L CTH W CURVE DATA
PI = 24+82.83
Y = 187,048.34
X = 2,486,352.73
PT = 26+46.53
DELTA = 16°04'15" LT
BACK = S22°37'41"W
AHEAD = N06°33'27"E
D = 04°52'34"
T = 165.88'
L = 329.57'
R = 1,175.00'

PI/POT	Y	X
10+39.15	185,693.42	2,485,872.19

REVISION DATE 01/03/2025 (2) 05/15/2025 (3)	DATE 2/19/2024 GRID FACTOR 0.99999733	SCALE, FEET 0 50 100	HWY: CTH W COUNTY: KENOSHA
STATE R/W PROJECT NUMBER: 3751-03-00 CONSTRUCTION PROJECT NUMBER: 3751-03-70	PLAT SHEET 4.05 PS&E SHEET 189	E	

FILE NAME : TPP100.DWG PLOT DATE : 5/19/2025 10:29 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75



STATION & OFFSET TABLE		
370	24+70.07	97.02' LT
371	25+27.43	66.91' LT
372	25+72.96	50.42' LT
373	25+84.13	46.03' LT
374	26+31.62	36.59' LT
375	26+47.85	35.96' LT
376	26+75.74	33.73' LT
377	26+44.21	33.74' LT
378	33+10.85	41.36' LT
379	36+30.47	45.28' LT
380	38+74.95	33.50' LT
381	38+88.29	33.50' LT
382	38+88.77	32.98' LT
383	39+52.00	35.47' RT
384	39+00.09	33.50' RT
385	36+91.93	33.50' RT
386	31+98.18	33.50' RT
387	28+04.34	33.50' RT
388	27+80.91	33.50' RT
389	28+04.34	32.34' RT
390	33+19.97	24.00' RT
391	36+22.93	20.28' RT
392	25+44.46	50.00' RT
706	24+82.19	55.77' RT

TLE STATION & OFFSET TABLE		
T720	25+55.49	57.00' LT
T721	26+46.53	57.00' LT
T722	28+20.00	57.00' LT
T723	28+20.00	60.00' LT
T724	29+00.00	60.00' LT
T725	29+00.00	42.00' LT
T726	31+98.18	42.00' LT
T727	32+40.00	75.00' LT
T728	33+60.00	75.00' LT
T729	33+60.00	97.00' LT
T730	34+20.00	97.00' LT
T731	34+20.00	64.00' LT
T732	36+91.93	64.00' LT
T733	37+50.00	64.00' LT
T734	38+32.64	93.74' LT
T735	39+93.63	83.00' RT
T736	39+47.08	90.00' RT
T738	38+35.83	65.16' RT
T739	36+13.23	67.00' RT
T740	35+05.49	126.00' RT

TLE STATION & OFFSET TABLE		
T741	33+98.26	50.00' RT
T742	33+27.28	55.00' RT
T743	31+63.95	75.00' RT
T744	31+14.03	50.04' RT
T745	29+32.50	50.00' RT
T747	28+98.82	55.00' RT
T748	28+70.39	33.50' RT

PLE STATION & OFFSET TABLE		
P395	35+57.81	33.50' RT
P396	35+57.94	46.77' RT
P397	35+42.04	46.77' RT
P398	35+42.19	33.50' RT
P399	32+32.81	33.50' RT
P601	32+32.97	44.49' RT
P602	32+17.12	44.55' RT
P603	32+17.19	33.50' RT

CTH W C/L CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	319.01'	506.31'	S24°38'21"W	313.76'

CTH W C/L COURSE TABLE		
L1	S42°41'21"W	294.66'
L2	S06°35'21"W	675.71'
L3	S20°05'21"W	66.70'
L4	S32°07'21"W	64.54'
L5	S43°11'49"W	78.09'
L6	N83°41'07"W	33.00'
L42	N06°35'21"E	511.86'

R/W COURSE TABLE		
370-371	N43°11'49"E	61.26'
371-372	N32°07'21"E	46.28'
372-373	N32°07'21"E	11.58'
373-374	N20°05'21"E	46.78'
374-375	N09°10'30"E	15.79'
375-376	N11°07'53"E	27.97'
376-378	N06°35'21"E	640.34'
378-379	SEE CURVE DATA	
379-380	N42°41'21"E	247.94'
380-381	N40°31'08"E	13.33'
381-382	N87°47'09"E	0.71'
382-380	S42°41'21"W	13.83'
376-377	S06°35'21"W	31.46'
377-374	S20°05'21"W	12.54'
383-384	S42°41'21"W	51.95'
384-385	S40°31'08"W	208.16'
385-386	SEE CURVE DATA	
386-387	S06°33'27"W	393.83'
387-388	S06°33'27"W	23.43'
388-392	S03°43'56"W	240.95'
392-706	S07°59'08"W	65.32'
387-389	N83°41'07"W	1.16'
389-390	N06°35'21"E	511.70'
390-391	SEE CURVE DATA	
391-384	N42°41'21"E	275.60'
388-389	N03°43'56"E	23.46'

TLE COURSE TABLE		
372-T720	S32°07'21"W	17.92'
T720-T721	SEE CURVE DATA	
T721-T722	N06°33'27"E	173.47'
T722-T723	N83°26'33"W	3.00'
T723-T724	N06°33'27"E	80.00'
T724-T725	S83°26'33"E	18.00'
T725-T726	N06°33'27"E	298.18'
T726-T727	N28°23'57"W	55.60'
T727-T728	SEE CURVE DATA	
T728-T729	N72°18'44"W	22.00'
T729-T730	SEE CURVE DATA	
T730-T731	S68°11'07"E	33.00'
T731-T732	SEE CURVE DATA	
T732-T733	N40°31'08"E	58.07'
T733-T734	N20°43'39"E	87.82'
T734-381	N87°47'09"E	82.01'
383-T735	N87°47'09"E	64.01'
T735-T736	S31°41'29"W	48.93'
T736-T738	S53°06'04"W	113.99'
T738-T739	S39°07'36"W	216.22'
T739-T740	S00°20'07"E	111.93'
T740-T741	S62°21'49"W	122.22'
T741-T742	S13°34'53"W	66.67'
T742-T743	S02°36'02"W	154.70'
T743-T744	S33°07'21"W	55.81'
T744-T745	S06°34'12"W	181.53'
T745-T747	S01°53'08"E	34.05'
T747-T748	S43°39'35"W	35.64'
387-T748	N06°33'27"E	66.05'
T748-386	N06°33'27"E	327.79'

PLE COURSE TABLE		
385-P395	SEE CURVE DATA	
P395-P396	S59°12'00"E	13.27'
P396-P397	S30°45'24"W	15.00'
P397-P398	N59°12'00"W	13.27'
P398-P395	SEE CURVE DATA	
P398-P399	SEE CURVE DATA	
P399-P601	S81°50'03"E	10.99'
P601-P602	S08°09'57"W	15.00'
P602-P603	N81°50'03"W	11.05'
P603-P399	SEE CURVE DATA	
P603-386	SEE CURVE DATA	

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
378-379	339.80'	539.31'	N24°38'21"E	334.21'
385-386	473.90'	799.50'	S23°32'17"W	466.99'
390-391	298.22'	473.31'	N24°38'21"E	293.31'
T720-T721	86.62'	1,118.00'	N08°46'37"E	86.60'
T727-T728	130.80'	908.00'	N13°33'39"E	130.69'
T729-T730	66.99'	930.00'	N19°45'05"E	66.97'
T731-T732	292.82'	897.00'	N31°10'01"E	291.52'
385-P395	128.72'	799.50'	S35°54'23"W	128.58'
P396-P397	15.00'	774.50'	S30°45'24"W	15.00'
P398-P395	15.00'	799.50'	N30°45'24"E	15.00'
P398-P399	296.93'	799.50'	S19°34'46"W	295.23'
P603-P399	15.00'	799.50'	N08°24'08"E	15.00'
P603-386	18.24'	799.50'	S07°12'40"W	18.24'

REVISION DATE 01/03/2025 (2)	DATE 2/19/2024	SCALE, FEET 0 50 100	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET 4.06
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET 190 E

FILE NAME : TPP100.DWG PLOT DATE : 5/19/2025 10:29 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

STATION & OFFSET TABLE		
382	38+88.77	32.98' LT
381	38+88.29	33.50' LT
400	39+71.14BK	33.50' LT
401	45+50.22	33.50' LT
402	45+49.53	31.92' LT
403	39+52.48	30.56' LT
404	45+55.00	33.50' LT
405	45+55.00	31.92' LT
406	47+88.87	32.30' LT
407	50+00.55	33.22' LT
408	52+00.37	37.37' LT
409	51+26.70	30.59' RT
410	51+23.52	33.50' RT
411	49+06.02	33.50' RT
383	39+52.00	35.47' RT

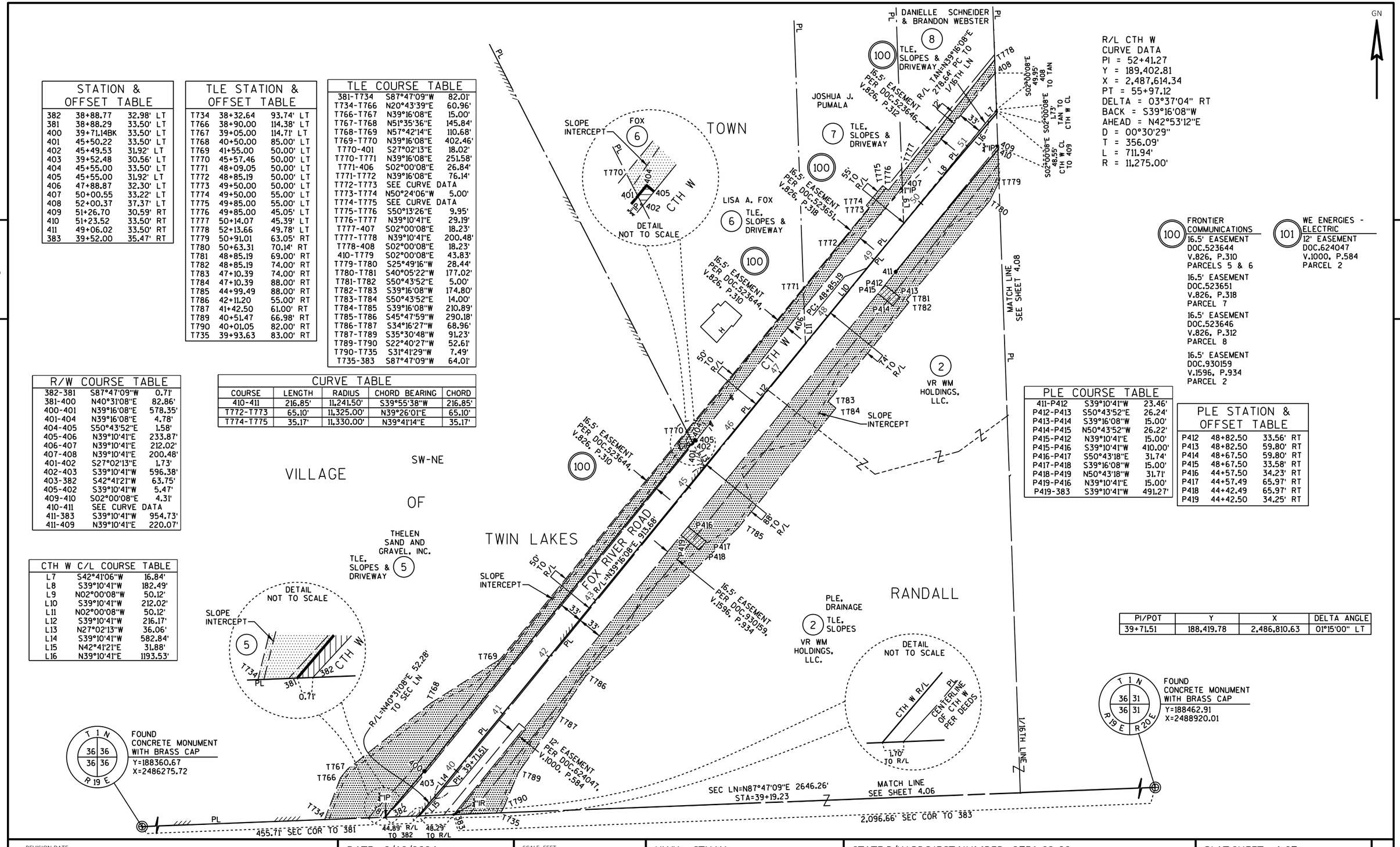
TLE STATION & OFFSET TABLE		
T734	38+32.64	93.74' LT
T766	38+90.00	114.38' LT
T767	39+05.00	114.71' LT
T768	40+50.00	85.00' LT
T769	41+55.00	50.00' LT
T770	45+57.46	50.00' LT
T771	48+09.05	50.00' LT
T772	48+85.19	50.00' LT
T773	49+50.00	50.00' LT
T774	49+50.00	55.00' LT
T775	49+85.00	55.00' LT
T776	49+85.00	45.05' LT
T777	50+14.07	45.39' LT
T778	52+13.66	49.78' LT
T779	50+91.01	63.05' RT
T780	50+63.31	70.14' RT
T781	48+85.19	69.00' RT
T782	48+85.19	74.00' RT
T783	47+10.39	74.00' RT
T784	47+10.39	88.00' RT
T785	44+99.49	88.00' RT
T786	42+11.20	55.00' RT
T787	41+42.50	61.00' RT
T789	40+51.47	66.98' RT
T790	40+01.05	82.00' RT
T735	39+93.63	83.00' RT

TLE COURSE TABLE		
381-T734	S87°47'09"W	82.01'
T734-T766	N20°43'39"E	60.96'
T766-T767	N39°16'08"E	15.00'
T767-T768	N51°35'36"E	145.84'
T768-T769	N57°42'14"E	110.68'
T769-T770	N39°16'08"E	402.46'
T770-401	S27°02'13"E	18.02'
T770-T771	N39°16'08"E	251.58'
T771-406	S02°00'08"E	26.84'
T771-T772	N39°16'08"E	76.14'
T772-T773	SEE CURVE DATA	
T773-T774	N50°24'06"W	5.00'
T774-T775	SEE CURVE DATA	
T775-T776	S50°13'26"E	9.95'
T776-T777	N39°10'41"E	29.19'
T777-407	S02°00'08"E	18.23'
T777-T778	N39°10'41"E	200.48'
T778-408	S02°00'08"E	18.23'
410-T779	S02°00'08"E	43.83'
T779-T780	S25°49'16"W	28.44'
T780-T781	S40°05'22"W	177.02'
T781-T782	S50°43'52"E	5.00'
T782-T783	S39°16'08"W	174.80'
T783-T784	S50°43'52"E	14.00'
T784-T785	S39°16'08"W	210.89'
T785-T786	S45°47'59"W	290.18'
T786-T787	S34°16'27"W	68.96'
T787-T789	S35°30'48"W	91.23'
T789-T790	S22°40'27"W	52.61'
T790-T735	S31°41'29"W	7.49'
T735-383	S87°47'09"W	64.01'

R/W COURSE TABLE		
382-381	S87°47'09"W	0.71'
381-400	N40°31'08"E	82.86'
400-401	N39°16'08"E	578.35'
401-404	N39°16'08"E	4.78'
404-405	S50°43'52"E	1.58'
405-406	N39°10'41"E	233.87'
406-407	N39°10'41"E	212.02'
407-408	N39°10'41"E	200.48'
401-402	S27°02'13"E	1.73'
402-403	S39°10'41"W	596.38'
403-382	S42°41'21"W	63.75'
405-402	S39°10'41"W	5.47'
409-410	S02°00'08"E	4.31'
410-411	SEE CURVE DATA	
411-383	S39°10'41"W	954.73'
411-409	N39°10'41"E	220.07'

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
410-411	216.85'	11,241.50'	S39°55'38"W	216.85'
T772-T773	65.10'	11,325.00'	N39°26'01"E	65.10'
T774-T775	35.17'	11,330.00'	N39°41'14"E	35.17'

CTH W C/L COURSE TABLE		
L7	S42°41'06"W	16.84'
L8	S39°10'41"W	182.49'
L9	N02°00'08"W	50.12'
L10	S39°10'41"W	212.02'
L11	N02°00'08"W	50.12'
L12	S39°10'41"W	216.17'
L13	N27°02'13"W	36.06'
L14	S39°10'41"W	582.84'
L15	N42°41'21"E	31.88'
L16	N39°10'41"E	1193.53'



PLE COURSE TABLE		
411-P412	S39°10'41"W	23.46'
P412-P413	S50°43'52"E	26.24'
P413-P414	S39°16'08"W	15.00'
P414-P415	N50°43'52"W	26.22'
P415-P412	N39°10'41"E	15.00'
P415-P416	S39°10'41"W	410.00'
P416-P417	S50°43'18"E	31.74'
P417-P418	S39°16'08"W	15.00'
P418-P419	N50°43'18"W	31.71'
P419-P416	N39°10'41"E	15.00'
P419-383	S39°10'41"W	491.27'

PLE STATION & OFFSET TABLE		
P412	48+82.50	33.56' RT
P413	48+82.50	59.80' RT
P414	48+67.50	59.80' RT
P415	48+67.50	33.58' RT
P416	44+57.50	34.23' RT
P417	44+57.49	65.97' RT
P418	44+42.49	65.97' RT
P419	44+42.50	34.25' RT

PI/POT	Y	X	DELTA ANGLE
39+71.51	188,419.78	2,486,810.63	01°15'00" LT

REVISION DATE			
01/03/2025 (2)			
05/15/2025 (3)			

DATE 2/19/2024	SCALE, FEET 0 60 120	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET 4.07	
GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET 191	E

STATION & OFFSET TABLE		
420	52+30.06	65.13' LT
421	55+10.67	60.45' LT
422	56+16.21	60.49' LT
423	59+06.21	61.51' LT
424	59+06.31	29.51' LT
425	61+12.84	30.24' LT
426	61+13.22	35.76' RT
427	59+80.23	36.23' RT
428	52+60.95	33.76' RT
429	52+51.09	33.50' RT
430	51+45.47	30.14' RT
410	51+23.52	33.50' RT
409	51+26.70	30.59' RT

TLE STATION & OFFSET TABLE		
T795	59+06.28	40.00' LT
T796	60+45.00	40.00' LT
T797	60+45.00	50.00' LT
T798	60+70.00	50.00' LT
T799	61+12.76	44.65' LT
T800	61+13.34	60.00' RT
T801	60+00.00	60.00' RT
T802	60+00.00	65.00' RT
T811	59+79.69	65.00' RT
T803	58+90.00	65.00' RT
T804	58+90.00	55.00' RT
T805	56+50.00	55.00' RT
T806	56+50.00	70.00' RT
T807	55+97.12	70.00' RT
T808	55+45.00	51.00' RT
T809	52+60.49	51.00' RT
T810	51+22.62	51.00' RT
T779	50+91.01	63.05' RT

R/W COURSE TABLE		
420-421	N42°41'06"E	282.21'
421-422	N42°41'06"E	106.00'
422-423	N42°41'06"E	290.00'
423-424	S47°17'23"E	32.00'
424-425	N42°41'06"E	206.54'
426-427	S42°41'06"W	132.99'
427-428	S42°41'06"W	718.24'
428-429	S42°41'06"W	9.83'
429-410	SEE CURVE DATA	
410-409	N02°00'08"W	4.31'
409-430	N39°10'41"E	18.73'
430-429	N42°41'06"E	105.37'

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
429-410	127.19'	11,241.50'	S40°48'15"W	127.19'
T808-T809	283.22'	11,224.00'	S41°53'56"W	283.21'
T809-T810	137.25'	11,224.00'	S40°49'33"W	137.25'

TLE COURSE TABLE		
423-T795	S47°17'23"E	21.51'
424-T795	N47°17'23"W	10.49'
T795-T796	N42°53'12"E	138.72'
T796-T797	N47°06'48"W	10.00'
T797-T798	N42°53'12"E	25.00'
T798-T799	N50°00'42"E	43.10'
T799-425	S47°26'15"E	14.42'
426-T800	S47°25'23"E	24.24'
T800-T801	S42°53'12"W	113.34'
T801-T802	S47°06'48"E	5.00'
T802-T811	S42°53'12"W	20.31'
T811-427	N46°01'26"W	28.77'
T811-T803	S42°53'12"W	89.69'
T803-T804	N47°06'48"W	10.00'
T804-T805	S42°53'12"W	240.00'
T805-T806	S47°06'48"E	15.00'
T806-T807	S42°53'12"W	52.88'
T807-T808	S62°52'55"W	55.21'
T808-T809	SEE CURVE DATA	
T809-T810	SEE CURVE DATA	
T809-428	N47°19'50"W	17.24'
T810-T779	S19°25'24"W	33.68'
T779-410	N02°00'08"W	43.83'

CTH W C/L COURSE TABLE		
L17	S42°41'06"W	206.62'
L18	N47°17'23"W	33.00'
L19	N42°41'06"E	99.36'
L20	S47°19'50"E	33.00'
L21	N42°41'06"E	718.99'
L22	S46°01'26"E	33.01'
L23	N42°41'06"E	132.17'

R/L CTH W
CURVE DATA
PI = 52+41.27
Y = 189,402.81
X = 2,487,614.34
PC = 48+85.19
DELTA = 03°37'04" RT
BACK = S39°16'08"W
AHEAD = N42°53'12"E
D = 00°30'29"
T = 356.09'
L = 711.94'
R = 11,275.00'

BLOCK 2 DEERPATH AT WILMOT UNIT "A" SUBDIVISION DOC.578881 V.926, P.843

BLOCK 1 DEERPATH AT WILMOT UNIT "A" SUBDIVISION DOC.578881 V.926, P.843

TOWN

NE-NE

SE-NE

RANDALL

316TH AVENUE

FOX RIVER ROAD

CTH W

1/16TH LINE

12' UTILITY EASEMENT PER DEERPATH SUBDIVISION

12' WE ENERGIES - ELECTRIC AND GENERAL TELEPHONE COMPANY EASEMENT PER DOC.578883, V.926, P.850

16.5' EASEMENT PER DOC.523647, V.826, P.313

16.5' EASEMENT PER DOC.924526, V.1582, P.187

16.5' EASEMENT PER DOC.930160, V.1596, P.935

16.5' EASEMENT PER DOC.930161, V.1596, P.936

10' EASEMENT PER DOC.1859222

20' EASEMENT PER DOC.873050, V.1457, P.547

33' INGRESS AND EGRESS EASEMENT PER DOC.493487, V.749, P.580 AND DOC.611926, V.981, P.32

66' INGRESS AND EGRESS EASEMENT PER DOC.652421, V.1041, P.542 AND DOC.655595, V.1053, P.166 AND DOC.655584, V.1053, P.164

SLOPE INTERCEPT

SIGN EXEMPT FROM TLE

PERRY CRAKES
9 TLE, SLOPES & DRIVEWAY

TOBIAS & MEGAN H. MORTON
11 TLE, SLOPES & DRIVEWAY

VR WM HOLDINGS, LLC.
2 TLE, SLOPES & DRIVEWAY

WILMOT MOUNTAIN, INC.
10 TLE, SLOPES & DRIVEWAY

MATCH LINE SEE SHEET 4.07

MATCH LINE SEE SHEET 4.09

100 FRONTIER COMMUNICATIONS
16.5' EASEMENT DOC.523647 V.826, P.313 PARCEL 9
16.5' EASEMENT DOC.930160 V.1596, P.935 PARCEL 10
16.5' EASEMENT DOC.930161 V.1596, P.936 PARCEL 2
20' EASEMENT DOC.873050 V.1457, P.547 PARCEL 2
16.5' EASEMENT DOC.924526 V.1582, P.187 PARCEL 11

101 WE ENERGIES - ELECTRIC
20' EASEMENT DOC.873050 V.1457, P.547 PARCEL 2

102 WE ENERGIES - GAS
10' EASEMENT DOC.1859222 PARCEL 2

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=191095.33
X=2488813.18

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=188462.91
X=2488920.01

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=188360.67
X=2486275.72

SEC LN=N02°19'26"W 2634.59'
STA=70+24.31

1317.295'

1317.295'

1323.13'

1323.13'
SEC LN=N87°47'09"E 2646.26'
STA=39+19.23

S88°00'44"W 933.37' SEC LN TO R/L

N02°00'08"W 83.77' R/L TAN TO 420

N02°00'08"W 8.66' CTH W CL TO R/L TAN

N02°00'08"W 48.55' 409 TO CTH W CL

N02°00'08"W 881.34' SEC LN TO 409

N42°53'12"E 428.47' 1/16TH LN TO PT 53

S47°26'15"E 30.24' R/L TO CTH W CL

S47°26'15"E 2.16' R/L TO CTH W CL

S47°26'15"E 33.00' CTH W CL TO 426

4

4

REVISION DATE 01/03/2025 (2)	DATE 2/19/2024	SCALE, FEET 0 50 100	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET 4.08
	GRID FACTOR 0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET 192 E

FILE NAME : TPP200.DWG PLOT DATE : 5/19/2025 10:26 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75

R/W COURSE TABLE		
425-440	N42°41'06"E	108.70'
440-441	N42°41'06"E	100.00'
441-442	N42°41'06"E	230.91'
442-443	N42°41'06"E	86.00'
443-444	N42°41'06"E	420.44'
445-446	S02°19'26"E	1.38'
446-447	SEE CURVE DATA	
447-448	S42°53'12"W	169.73'
448-450	S42°53'12"W	50.68'
450-451	S42°41'06"W	596.25'
451-426	S42°41'06"W	46.73'
448-449	N48°07'04"W	0.18'
449-445	N42°41'06"E	186.28'
449-450	S42°41'06"W	50.68'

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
446-447	15.58'	846.50'	S43°24'50"W	15.57'
443-T819	27.37'	20.00'	S81°53'30"W	25.28'

CTH W C/L COURSE TABLE		
L24	S47°26'15"E	33.00'
L25	S42°41'06"W	100.00'
L26	S47°26'15"E	33.00'
L27	S42°41'06"W	108.70'
L28	N42°41'06"E	47.54'
L29	S46°01'26"E	33.01'
L30	N42°41'06"E	83.57'
L31	S48°13'26"E	33.00'
L32	N42°41'06"E	562.15'
L33	S48°07'04"E	33.00'
L34	N42°41'06"E	219.73'

STATION & OFFSET TABLE		
425	61+12.84	30.24' LT
440	62+21.54	30.62' LT
441	63+21.54	30.97' LT
442	65+52.45	31.78' LT
443	66+38.45	32.09' LT
444	70+55.65	37.26' LT
445	69+93.78	32.50' RT
446	69+92.79	33.50' RT
447	69+76.60	33.50' RT
448	68+06.87	33.50' RT
449	68+06.87	33.32' RT
450	67.56.19	33.50' RT
451	61+59.95	35.60' RT
426	61+13.22	35.76' RT

TLE STATION & OFFSET TABLE		
T799	61+12.76	44.65' LT
T815	61+50.00	40.00' LT
T816	62+21.49	40.00' LT
T817	62+50.00	40.00' LT
T818	63+00.00	30.89' LT
T819	66+18.80	48.00' LT
T820	68+50.00	48.00' LT
T821	69+00.00	38.01' LT
T822	70+59.96	42.72' LT
T823	69+74.95	50.99' RT
T824	69+50.00	57.00' RT
T825	69+00.00	55.00' RT
T826	68+52.00	43.00' RT
T827	68+07.02	42.00' RT
T828	67+00.00	42.00' RT
T829	66+65.00	55.00' RT
T830	66+45.00	55.00' RT
T831	66+03.66	45.00' RT
T832	63+50.00	45.00' RT
T833	63+50.00	60.00' RT
T834	62+45.26	60.00' RT
T835	62+44.79	35.30' RT
T836	61+59.48	60.00' RT
T800	61+13.34	60.00' RT

TLE COURSE TABLE		
425-T799	N47°26'15"W	14.42'
T799-T815	N50°00'42"E	37.53'
T815-T816	N42°53'12"E	71.49'
T816-440	S47°26'15"E	9.38'
T816-T817	N42°53'12"E	28.51'
T817-T818	N53°12'27"E	50.82'
T818-440	S42°41'06"W	78.46'
T818-441	N42°41'06"E	21.54'
443-T819	SEE CURVE DATA	
T819-T820	N42°53'12"E	231.20'
T820-T821	N54°11'22"E	50.99'
T821-T822	N42°41'06"E	163.87'
T822-444	S02°19'26"E	7.07'
446-T823	S02°19'26"E	24.44'
T823-T824	S29°20'21"W	25.67'
T824-T825	S45°10'58"W	50.04'
T825-T826	S56°55'23"W	49.48'
T826-T827	S44°09'37"W	44.99'
T827-448	N48°07'04"W	8.50'
T827-T828	S42°53'13"W	107.02'
T828-T829	S22°30'35"W	37.34'
T829-T830	S42°53'12"W	20.00'
T830-T831	S56°29'06"W	42.53'
T831-T832	S42°53'12"W	253.66'
T832-T833	S47°06'48"E	15.00'
T833-T834	S42°53'12"W	190.52'
T834-T835	N48°13'26"W	24.70'
T834-T836	S42°53'12"W	85.78'
T836-451	N46°01'26"W	24.41'
T836-T800	S42°53'12"W	46.14'
T800-426	N47°25'23"W	24.24'
451-T835	N42°41'06"E	84.84'
T835-450	N42°41'06"E	511.41'

R/L CTH W
CURVE DATA
PI = 71+50.85
Y = 190,802.13
X = 2,488,914.06
PT = 73+20.64
DELTA = 22°24'01" RT
BACK = S42°53'12"W
AHEAD = N65°17'13"E
D = 06°30'39"
T = 174.25'
L = 344.04'
R = 880.00'

BLOCK 4
DEERPATH AT
WILMOT UNIT "D"
SUBDIVISION
DOC.654882
V.1051, P.902

LOT 3 | LOT 4

OUTLOT 1

NE-NE

TOWN

314TH AVENUE

LOT 1
CSM 1982
DOC.1063442

LOT 2
CSM 1982
DOC.1063442

PARCEL 1
CSM 566
DOC.638283
V.1023, P.670

PARCEL 2
CSM 566
DOC.638283
V.1023, P.670

BLDG

NO ACCESS TO CTH W PER DEERPATH AT WILMOT UNIT "D" SUBDIVISION

TAN=N42°53'12"E 48.97' TO SEC LN

TOWN OF RANDALL

TLE, SLOPES 14

SLOPE INTERCEPT

12' UTILITY EASEMENT PER DEERPATH AT WILMOT SUBDIVISION

48' TO R/L

FOX RIVER ROAD

16.5' WE ENERGIES - ELECTRIC AND GENERAL TELEPHONE COMPANY EASEMENT PER DOC.523654, V.826, P.321

12' SEWER LATERAL EASEMENT PER DOC. 1064925

12' DRIVEWAY EASEMENT PER DOC.1123769

ADAM SZAFRAN & LINDSAY STROBERG 12

DENA RUNYAN 13

CTH W

OF

RANDALL

MATCH LINE SEE SHEET 4.08

MATCH LINE SEE SHEET 4.10

KENNETH & LAURA KNOLL 15
TLE, SLOPES & DRIVEWAY

GEORGE & LAURA BARTH 16
TLE, SLOPES

TOBIAS & MEGAN MORTON 11
TLE, SLOPES & DRIVEWAY

16.5' EASEMENT PER DOC.924526, V.1582, P.187

16.5' EASEMENT PER DOC.930156, V.1596, P.931

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=191095.33
X=2488813.18

338.01' SEC COR TO 444

46.66' CTH W 444 TO CL TO CTH W

0.63' R/L TAN CL TO 445

46.03' R/L TAN TO 445

2,203.26' SEC COR TO 445

SEC LN=N02°19'26"W 2634.59'
STA=70+24.31

FOUND CONCRETE MONUMENT WITH BRASS CAP
Y=188462.91
X=2488920.01

DETAIL NOT TO SCALE

100 FRONTIER COMMUNICATIONS
16.5' EASEMENT DOC.924526 V.1582, P.187 PARCEL 11
16.5' EASEMENT DOC.930156 V.1596, P.931 PARCEL 15

101 WE ENERGIES - ELECTRIC
12' EASEMENT DEERPATH AT WILMOT UNIT D SUBDIVISION DOC.654882 V.1051, P.902 PARCEL 14
NO RECORD OF EASEMENT PARCEL 16

REVISION DATE			
01/03/2025 (2)			
05/15/2025 (3)			

DATE 2/19/2024
GRID FACTOR 0.99999733

SCALE, FEET 0 50 100

HWY: CTH W
COUNTY: KENOSHA

STATE R/W PROJECT NUMBER: 3751-03-00
CONSTRUCTION PROJECT NUMBER: 3751-03-70

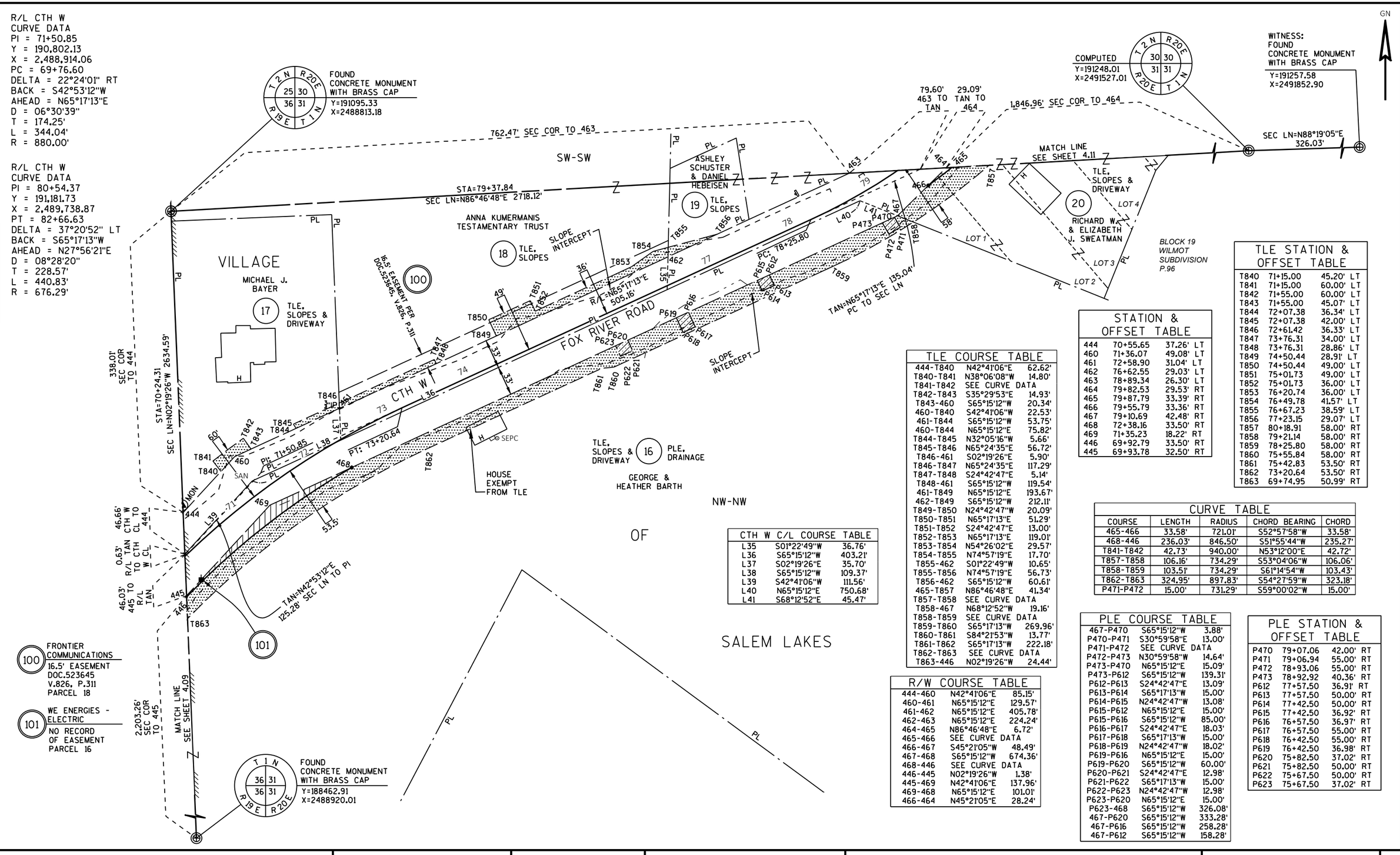
PLAT SHEET 4.09
PS&E SHEET 193 E

FILE NAME : TPP200.DWG PLOT DATE : 5/19/2025 12:54 PM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75

R/L CTH W
CURVE DATA
PI = 71+50.85
Y = 190,802.13
X = 2,488,914.06
PC = 69+76.60
DELTA = 22°24'01" RT
BACK = S42°53'12"W
AHEAD = N65°17'13"E
D = 06°30'39"
T = 174.25'
L = 344.04'
R = 880.00'

R/L CTH W
CURVE DATA
PI = 80+54.37
Y = 191,181.73
X = 2,489,738.87
PT = 82+66.63
DELTA = 37°20'52" LT
BACK = S65°17'13"W
AHEAD = N27°56'21"E
D = 08°28'20"
T = 228.57'
L = 440.83'
R = 676.29'



TLE COURSE TABLE		
444-T840	N42°41'06"E	62.62'
T840-T841	N38°06'08"W	14.80'
T841-T842	SEE CURVE DATA	
T842-T843	S35°29'53"E	14.93'
T843-460	S65°15'12"W	20.34'
460-T840	S42°41'06"W	22.53'
461-T844	S65°15'12"W	53.75'
460-T844	N65°15'12"E	75.82'
T844-T845	N32°05'16"W	5.66'
T845-T846	N65°24'35"E	56.72'
T846-461	S02°19'26"E	5.90'
T846-T847	N65°24'35"E	117.29'
T847-T848	S24°42'47"E	5.14'
T848-461	S65°15'12"W	119.54'
461-T849	N65°15'12"E	193.67'
462-T849	S65°15'12"W	212.11'
T849-T850	N24°42'47"W	20.09'
T850-T851	N65°17'13"E	51.29'
T851-T852	S24°42'47"E	13.00'
T852-T853	N65°17'13"E	119.01'
T853-T854	N54°26'02"E	29.57'
T854-T855	N74°57'19"E	17.70'
T855-462	S01°22'49"W	10.65'
T855-T856	N74°57'19"E	56.73'
T856-462	S65°15'12"W	60.61'
465-T857	N86°46'48"E	41.34'
T857-T858	SEE CURVE DATA	
T858-467	N68°12'52"W	19.16'
T858-T859	SEE CURVE DATA	
T859-T860	S65°17'13"W	269.96'
T860-T861	S84°21'53"W	13.77'
T861-T862	S65°17'13"W	222.18'
T862-T863	SEE CURVE DATA	
T863-446	N02°19'26"W	24.44'

CTH W C/L COURSE TABLE		
L35	S01°22'49"W	36.76'
L36	S65°15'12"W	403.21'
L37	S02°19'26"E	35.70'
L38	S65°15'12"W	109.37'
L39	S42°41'06"W	111.56'
L40	N65°15'12"E	750.68'
L41	S68°12'52"E	45.47'

R/W COURSE TABLE		
444-460	N42°41'06"E	85.15'
460-461	N65°15'12"E	129.57'
461-462	N65°15'12"E	405.78'
462-463	N65°15'12"E	224.24'
464-465	N86°46'48"E	6.72'
465-466	SEE CURVE DATA	
466-467	S45°21'05"W	48.49'
467-468	S65°15'12"W	674.36'
468-446	SEE CURVE DATA	
446-445	N02°19'26"W	1.38'
445-469	N42°41'06"E	137.96'
469-468	N65°15'12"E	101.01'
466-464	N45°21'05"E	28.24'

STATION & OFFSET TABLE		
444	70+55.65	37.26' LT
460	71+36.07	49.08' LT
461	72+58.90	31.04' LT
462	76+62.55	29.03' LT
463	78+89.34	26.30' LT
464	79+82.53	29.53' RT
465	79+87.79	33.39' RT
466	79+55.79	33.36' RT
467	79+10.69	42.48' RT
468	72+38.16	33.50' RT
469	71+35.23	18.22' RT
446	69+92.79	33.50' RT
445	69+93.78	32.50' RT

TLE STATION & OFFSET TABLE		
T840	71+15.00	45.20' LT
T841	71+15.00	60.00' LT
T842	71+55.00	60.00' LT
T843	71+55.00	45.07' LT
T844	72+07.38	36.34' LT
T845	72+07.38	42.00' LT
T846	72+61.42	36.33' LT
T847	73+76.31	34.00' LT
T848	73+76.31	28.86' LT
T849	74+50.44	28.91' LT
T850	74+50.44	49.00' LT
T851	75+01.73	49.00' LT
T852	75+01.73	36.00' LT
T853	76+20.74	36.00' LT
T854	76+49.78	41.57' LT
T855	76+67.23	38.59' LT
T856	77+23.15	29.07' LT
T857	80+18.91	58.00' RT
T858	79+21.14	58.00' RT
T859	78+25.80	58.00' RT
T860	75+55.84	58.00' RT
T861	75+42.83	53.50' RT
T862	73+20.64	53.50' RT
T863	69+74.95	50.99' RT

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
465-466	33.58'	721.01'	S52°57'58"W	33.58'
468-446	236.03'	846.50'	S51°55'44"W	235.27'
T841-T842	42.73'	940.00'	N53°12'00"E	42.72'
T857-T858	106.16'	734.29'	S53°04'06"W	106.06'
T858-T859	103.51'	734.29'	S61°14'54"W	103.43'
T862-T863	324.95'	897.83'	S54°27'59"W	323.18'
P471-P472	15.00'	731.29'	S59°00'02"W	15.00'

PLE COURSE TABLE		
467-P470	S65°15'12"W	3.88'
P470-P471	S30°59'58"E	13.00'
P471-P472	SEE CURVE DATA	
P472-P473	N30°59'58"W	14.64'
P473-P470	N65°15'12"E	15.09'
P473-P612	S65°15'12"W	139.31'
P612-P613	S24°42'47"E	13.09'
P613-P614	S65°17'13"W	15.00'
P614-P615	N24°42'47"W	13.08'
P615-P612	N65°15'12"E	15.00'
P615-P616	S65°15'12"W	85.00'
P616-P617	S24°42'47"E	18.03'
P617-P618	S65°17'13"W	15.00'
P618-P619	N24°42'47"W	18.02'
P619-P616	N65°15'12"E	15.00'
P619-P620	S65°15'12"W	60.00'
P620-P621	S24°42'47"E	12.98'
P621-P622	S65°17'13"W	15.00'
P622-P623	N24°42'47"W	12.98'
P623-P620	N65°15'12"E	15.00'
P623-468	S65°15'12"W	326.08'
467-P620	S65°15'12"W	333.28'
467-P616	S65°15'12"W	258.28'
467-P612	S65°15'12"W	158.28'

PLE STATION & OFFSET TABLE		
P470	79+07.06	42.00' RT
P471	79+06.94	55.00' RT
P472	78+93.06	55.00' RT
P473	78+92.92	40.36' RT
P612	77+57.50	36.91' RT
P613	77+57.50	50.00' RT
P614	77+42.50	50.00' RT
P615	77+42.50	36.92' RT
P616	76+57.50	36.97' RT
P617	76+57.50	55.00' RT
P618	76+42.50	55.00' RT
P619	76+42.50	36.98' RT
P620	75+82.50	37.02' RT
P621	75+82.50	50.00' RT
P622	75+67.50	50.00' RT
P623	75+67.50	37.02' RT

REVISION DATE
01/03/2025 (2)
05/15/2025 (3)

DATE 2/19/2024
GRID FACTOR 0.99999733

SCALE, FEET 0 30 60

HWY: CTH W
COUNTY: KENOSHA

STATE R/W PROJECT NUMBER: 3751-03-00
CONSTRUCTION PROJECT NUMBER: 3751-03-70

PLAT SHEET 4.10
PS&E SHEET 194

E

FILE NAME : TPP200.DWG
PLOT DATE : 5/19/2025 12:56 PM
PLOT BY : RATZBURG, MICHAEL
PLOT NAME :
PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75

R/W COURSE TABLE		
463-475	N65°15'12"E	17.38'
475-476	N45°21'05"E	262.16'
476-477	N28°21'05"E	449.23'
477-T868	N77°28'27"W	16.94'
480-"W"R/L	S64°36'21"E	33.76'
"W"R/L-481	S64°36'21"E	32.24'
481-482	S23°15'41"W	50.92'
482-483	S53°11'23"E	2.56'
483-485	S28°01'40"W	77.98'
485-486	N52°03'55"W	3.01'
486-491	S28°21'05"W	165.00'
491-490	S61°38'55"E	1.69'
490-492	S28°09'57"W	27.67'
492-493	N62°03'39"W	1.78'
493-494	S28°21'05"W	9.15'
494-495	S62°03'39"E	1.81'
495-496	S28°09'57"W	55.18'
496-498	S28°09'57"W	53.55'
498-499	SEE CURVE DATA	
499-500	S29°02'30"W	28.41'
500-501	SEE CURVE DATA	
501-503	SEE CURVE DATA	
503-504	S28°21'05"W	15.30'
504-505	S45°21'05"W	10.80'
505-465	SEE CURVE DATA	
465-464	S86°46'48"W	6.72'
486-482	N28°21'05"E	77.85'
496-497	N61°38'55"W	1.99'
497-494	N28°21'05"E	55.17'
493-491	N28°21'05"E	27.68'
501-502	N61°38'55"W	2.04'
502-497	N28°21'05"E	106.00'
503-502	N28°21'05"E	22.98'
464-505	N45°21'05"E	196.08'

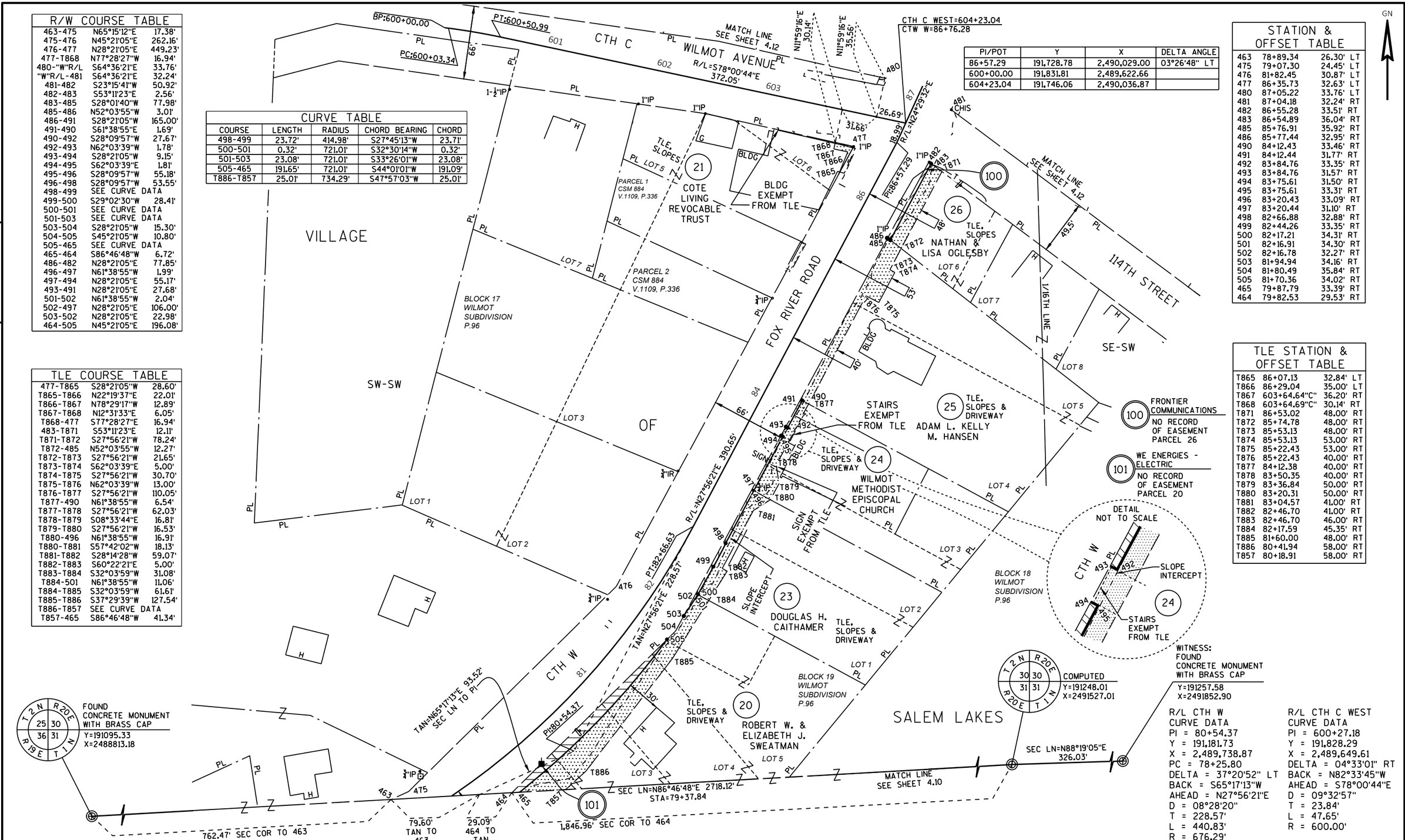
TLE COURSE TABLE		
477-T865	S28°21'05"W	28.60'
T865-T866	N22°19'37"E	22.01'
T866-T867	N78°29'17"W	12.89'
T867-T868	N12°31'33"E	6.05'
T868-477	S77°28'27"E	16.94'
483-T871	S53°11'23"E	12.11'
T871-T872	S27°56'21"W	78.24'
T872-485	N52°03'55"W	12.27'
T872-T873	S27°56'21"W	21.65'
T873-T874	S62°03'39"E	5.00'
T874-T875	S27°56'21"W	30.70'
T875-T876	N62°03'39"W	13.00'
T876-T877	S27°56'21"W	110.05'
T877-490	N61°38'55"W	6.54'
T877-T878	S27°56'21"W	62.03'
T878-T879	S08°33'44"E	16.81'
T879-T880	S27°56'21"W	16.53'
T880-496	N61°38'55"W	16.91'
T880-T881	S57°42'02"W	18.13'
T881-T882	S28°14'28"W	59.07'
T882-T883	S60°22'21"E	5.00'
T883-T884	S32°03'59"W	31.08'
T884-501	N61°38'55"W	11.06'
T884-T885	S32°03'59"W	61.61'
T885-T886	S37°29'39"W	127.54'
T886-T857	SEE CURVE DATA	
T857-465	S86°46'48"W	41.34'

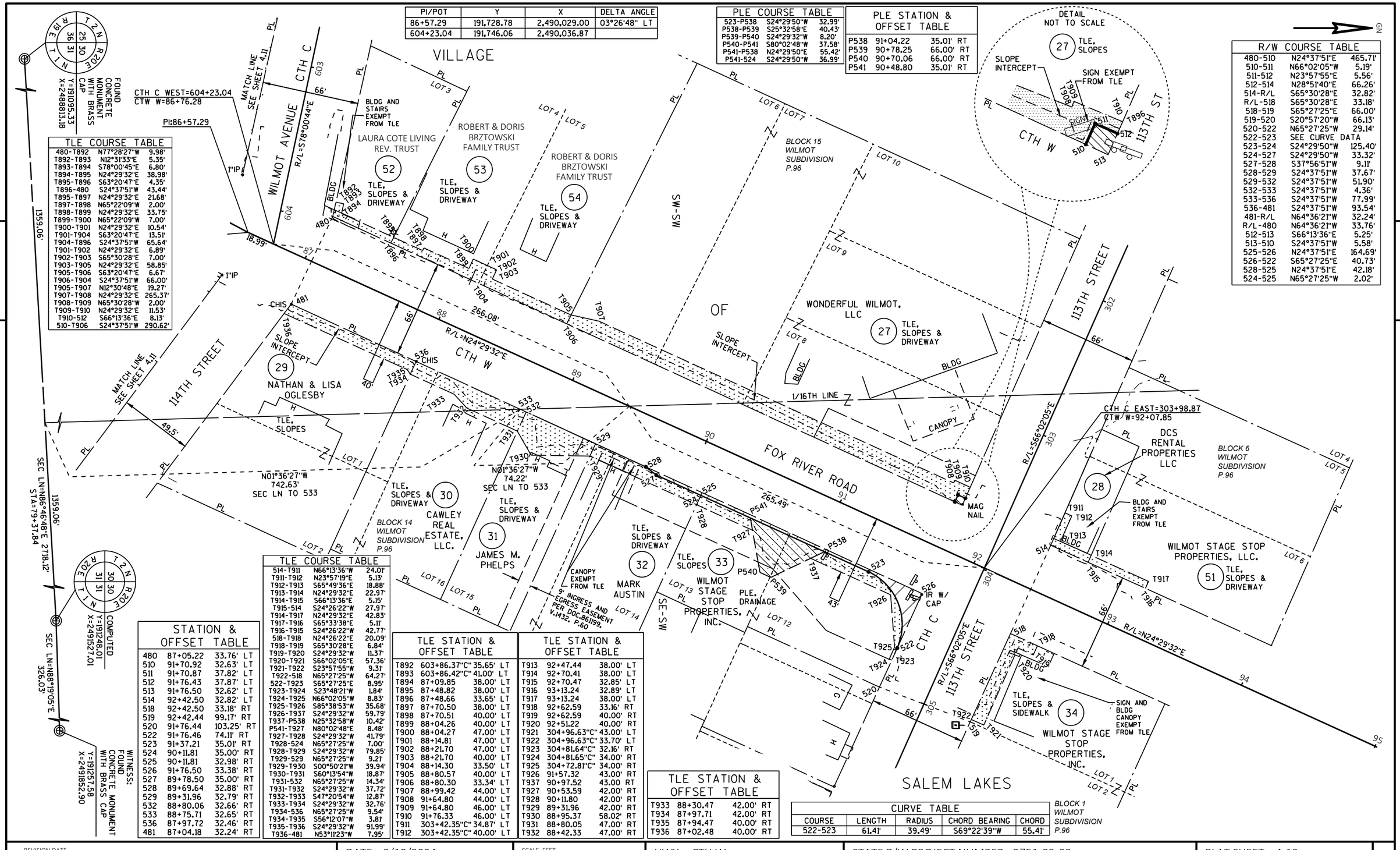
CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
498-499	23.72'	414.98'	S27°45'13"W	23.71'
500-501	0.32'	721.01'	S32°30'14"W	0.32'
501-503	23.08'	721.01'	S33°26'01"W	23.08'
505-465	191.65'	721.01'	S44°01'01"W	191.09'
T886-T857	25.01'	734.29'	S47°57'03"W	25.01'

PI/POT	Y	X	DELTA ANGLE
86+57.29	191,728.78	2,490,029.00	03°26'48" LT
600+00.00	191,831.81	2,489,622.66	
604+23.04	191,746.06	2,490,036.87	

STATION & OFFSET TABLE		
463	78+89.34	26.30' LT
475	79+07.30	24.45' LT
476	81+82.45	30.87' LT
477	86+35.73	32.63' LT
480	87+05.22	33.76' LT
481	87+04.18	32.24' RT
482	86+55.28	33.51' RT
483	86+54.89	36.04' RT
485	85+76.91	35.92' RT
486	85+77.44	32.95' RT
490	84+12.43	33.46' RT
491	84+12.44	31.77' RT
492	83+84.76	33.35' RT
493	83+84.76	31.57' RT
494	83+75.61	31.50' RT
495	83+75.61	33.31' RT
496	83+20.43	33.09' RT
497	83+20.44	31.10' RT
498	82+66.88	32.88' RT
499	82+44.26	33.35' RT
500	82+17.21	34.31' RT
501	82+16.91	34.30' RT
502	82+16.78	32.27' RT
503	81+94.94	34.16' RT
504	81+80.49	35.84' RT
505	81+70.36	34.02' RT
465	79+87.79	33.39' RT
464	79+82.53	29.53' RT

TLE STATION & OFFSET TABLE		
T865	86+07.13	32.84' LT
T866	86+29.04	35.00' LT
T867	603+64.64"C"	36.20' RT
T868	603+64.69"C"	30.14' RT
T871	86+53.02	48.00' RT
T872	85+74.78	48.00' RT
T873	85+53.13	48.00' RT
T874	85+53.13	53.00' RT
T875	85+22.43	53.00' RT
T876	85+22.43	40.00' RT
T877	84+12.38	40.00' RT
T878	83+50.35	40.00' RT
T879	83+36.84	50.00' RT
T880	83+20.31	50.00' RT
T881	83+04.57	41.00' RT
T882	82+46.70	41.00' RT
T883	82+46.70	46.00' RT
T884	82+17.59	45.35' RT
T885	81+60.00	48.00' RT
T886	80+41.94	58.00' RT
T857	80+18.91	58.00' RT





PI/POT	Y	X	DELTA ANGLE
86+57.29	191,728.78	2,490,029.00	03°26'48" LT
604+23.04	191,746.06	2,490,036.87	

PLE COURSE TABLE		
523-P538	S24°29'50"W	32.99'
P538-P539	S25°32'58"E	40.43'
P539-P540	S24°29'32"W	8.20'
P540-P541	S80°02'48"W	37.58'
P541-P538	N24°29'50"E	55.42'
P541-524	S24°29'50"W	36.99'

PLE STATION & OFFSET TABLE		
P538	91+04.22	35.01' RT
P539	90+78.25	66.00' RT
P540	90+70.06	66.00' RT
P541	90+48.80	35.01' RT

R/W COURSE TABLE		
480-510	N24°37'51"E	465.71'
510-511	N66°02'05"W	5.19'
511-512	N23°57'55"E	5.56'
512-514	N28°51'40"E	66.26'
514-R/L	S65°30'28"E	32.82'
R/L-518	S65°30'28"E	33.18'
518-519	S65°27'25"E	66.00'
519-520	S20°57'20"W	66.13'
520-522	N65°27'25"W	29.14'
522-523	SEE CURVE DATA	
523-524	S24°29'50"W	125.40'
524-527	S24°29'50"W	33.32'
527-528	S37°56'51"W	9.11'
528-529	S24°37'51"W	37.67'
529-532	S24°37'51"W	51.90'
532-533	S24°37'51"W	4.36'
533-536	S24°37'51"W	77.99'
536-481	S24°37'51"W	93.54'
481-R/L	N64°36'21"W	32.24'
R/L-480	N64°36'21"W	33.76'
512-513	S66°13'36"E	5.25'
513-510	S24°37'51"W	5.58'
525-526	N24°37'51"E	164.69'
526-522	S65°27'25"E	40.73'
528-525	N24°37'51"E	42.18'
524-525	N65°27'25"W	2.02'

TLE COURSE TABLE		
480-T892	N77°28'27"W	9.98'
T892-T893	N12°31'33"E	5.35'
T893-T894	S78°00'45"E	6.80'
T894-T895	N24°29'32"E	38.98'
T895-T896	S63°20'47"E	4.35'
T896-480	S24°37'51"W	43.44'
T895-T897	N24°29'32"E	21.68'
T897-T898	N65°22'09"W	2.00'
T898-T899	N24°29'32"E	33.75'
T899-T900	N65°22'09"W	7.00'
T900-T901	N24°29'32"E	10.54'
T901-T904	S63°20'47"E	13.51'
T904-T896	S24°37'51"W	65.64'
T901-T902	N24°29'32"E	6.89'
T902-T903	S65°30'28"E	7.00'
T903-T905	N24°29'32"E	58.85'
T905-T906	S63°20'47"E	6.67'
T906-T904	S24°37'51"W	66.00'
T905-T907	N12°30'48"E	19.27'
T907-T908	N24°29'32"E	265.37'
T908-T909	N65°30'28"W	2.00'
T909-T910	N24°29'32"E	11.53'
T910-512	S66°13'36"E	8.13'
510-T906	S24°37'51"W	290.62'

TLE COURSE TABLE		
514-T911	N66°13'36"W	24.01'
T911-T912	N23°57'19"E	5.13'
T912-T913	S65°49'36"E	18.88'
T913-T914	N24°29'32"E	22.97'
T914-T915	S66°13'36"E	5.15'
T915-514	S24°26'22"W	27.97'
T914-T917	N24°29'32"E	42.83'
T917-T916	S65°33'38"E	5.11'
T916-T915	S24°26'22"W	42.77'
518-T918	N24°26'22"E	20.09'
T918-T919	S65°30'28"E	6.84'
T919-T920	S24°29'32"W	11.37'
T920-T921	S66°02'05"E	57.36'
T921-T922	S23°57'55"W	9.31'
T922-518	N65°27'25"W	64.27'
522-T923	S65°27'25"E	8.95'
T923-T924	S23°48'21"W	1.84'
T924-T925	N66°02'05"W	8.83'
T925-T926	S85°38'53"W	35.68'
T926-T937	S24°29'32"W	59.79'
T937-P538	N25°32'58"W	10.42'
P541-T927	N80°02'48"E	8.48'
T927-T928	S24°29'32"W	41.79'
T928-524	N65°27'25"W	7.00'
T928-T929	S24°29'32"W	79.85'
T929-529	N65°27'25"W	9.21'
T929-T930	S00°50'21"W	39.94'
T930-T931	S60°13'54"W	18.87'
T931-532	N65°27'25"W	14.34'
T931-T932	S24°29'32"W	37.72'
T932-T933	S47°20'54"W	12.87'
T933-T934	S24°29'32"W	32.76'
T934-536	N65°27'25"W	9.54'
T934-T935	S56°12'07"W	3.81'
T935-T936	S24°29'32"W	91.99'
T936-481	N53°11'23"W	7.95'

STATION & OFFSET TABLE		
480	87+05.22	33.76' LT
510	91+70.92	32.63' LT
511	91+70.87	37.82' LT
512	91+76.43	37.87' LT
513	91+76.50	32.62' LT
514	92+42.50	32.82' LT
518	92+42.50	33.18' RT
519	92+42.44	99.17' RT
520	91+76.44	103.25' RT
522	91+76.46	74.11' RT
523	91+37.21	35.01' RT
524	90+11.81	35.00' RT
525	90+11.81	32.98' RT
526	91+76.50	33.38' RT
527	89+78.50	35.00' RT
528	89+69.64	32.88' RT
529	89+31.96	32.79' RT
532	88+80.06	32.66' RT
533	88+75.71	32.65' RT
536	87+97.72	32.46' RT
481	87+04.18	32.24' RT

TLE STATION & OFFSET TABLE		
T892	603+86.37"C"	35.65' LT
T893	603+86.42"C"	41.00' LT
T894	87+09.85	38.00' LT
T895	87+48.82	38.00' LT
T896	87+48.66	33.65' LT
T897	87+70.50	38.00' LT
T898	87+70.51	40.00' LT
T899	88+04.26	40.00' LT
T900	88+04.27	47.00' LT
T901	88+14.81	47.00' LT
T902	88+21.70	47.00' LT
T903	88+21.70	40.00' LT
T904	88+14.30	33.50' LT
T905	88+80.57	40.00' LT
T906	88+80.30	33.34' LT
T907	88+99.42	44.00' LT
T908	91+64.80	44.00' LT
T909	91+64.80	46.00' LT
T910	91+76.33	46.00' LT
T911	303+42.35"C"	34.87' LT
T912	303+42.35"C"	40.00' LT

TLE STATION & OFFSET TABLE		
T913	92+47.44	38.00' LT
T914	92+70.41	38.00' LT
T915	92+70.47	32.85' LT
T916	93+13.24	32.89' LT
T917	93+13.24	38.00' LT
T918	92+62.59	33.16' RT
T919	92+62.59	40.00' RT
T920	92+51.22	40.00' RT
T921	304+96.63"C"	43.00' LT
T922	304+96.63"C"	33.70' LT
T923	304+81.64"C"	32.16' RT
T924	304+81.65"C"	34.00' RT
T925	304+72.81"C"	34.00' RT
T926	91+57.32	43.00' RT
T937	90+97.52	43.00 RT
T927	90+53.59	42.00' RT
T928	90+11.80	42.00' RT
T929	89+31.96	42.00' RT
T930	88+95.37	58.02' RT
T931	88+80.05	47.00' RT
T932	88+42.33	47.00' RT

TLE STATION & OFFSET TABLE		
T933	88+30.47	42.00' RT
T934	87+97.71	42.00' RT
T935	87+94.47	40.00' RT
T936	87+02.48	40.00' RT

CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
522-523	61.41'	39.49'	S69°22'39"W	55.41'

REVISION DATE			
01/03/2025 (2)			
05/15/2025 (3)			

DATE 2/19/2024

GRID FACTOR 0.99999733

SCALE, FEET 0 30 60

HWY: CTH W

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER: 3751-03-00

CONSTRUCTION PROJECT NUMBER: 3751-03-70

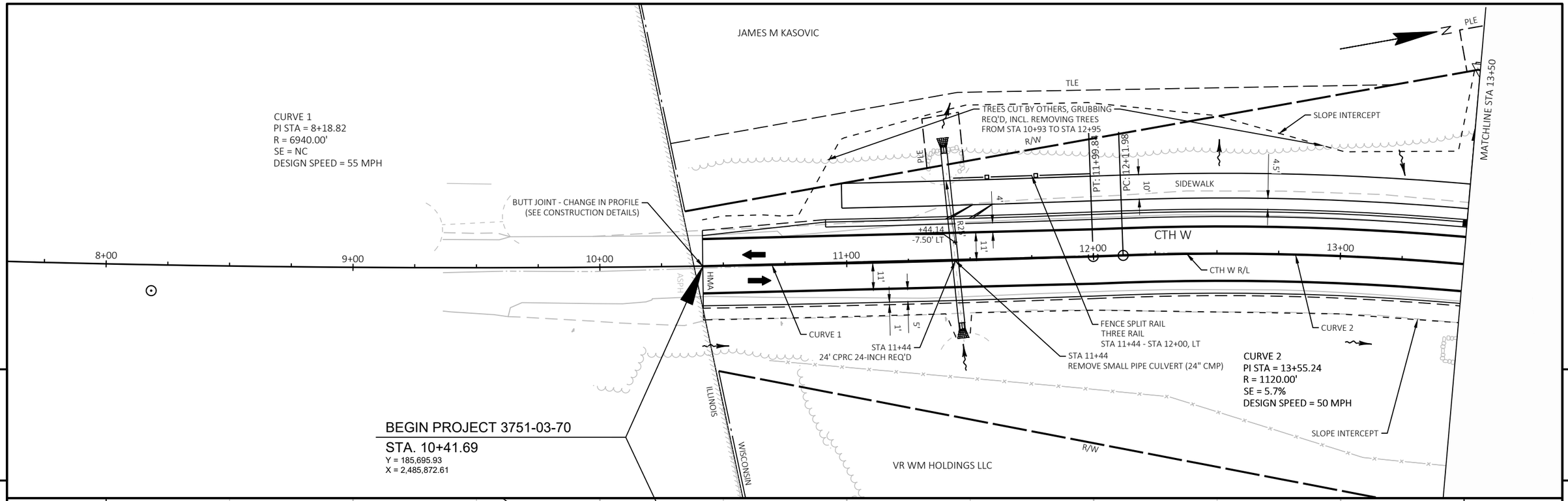
PLAT SHEET 4.12

PS&E SHEET — 196

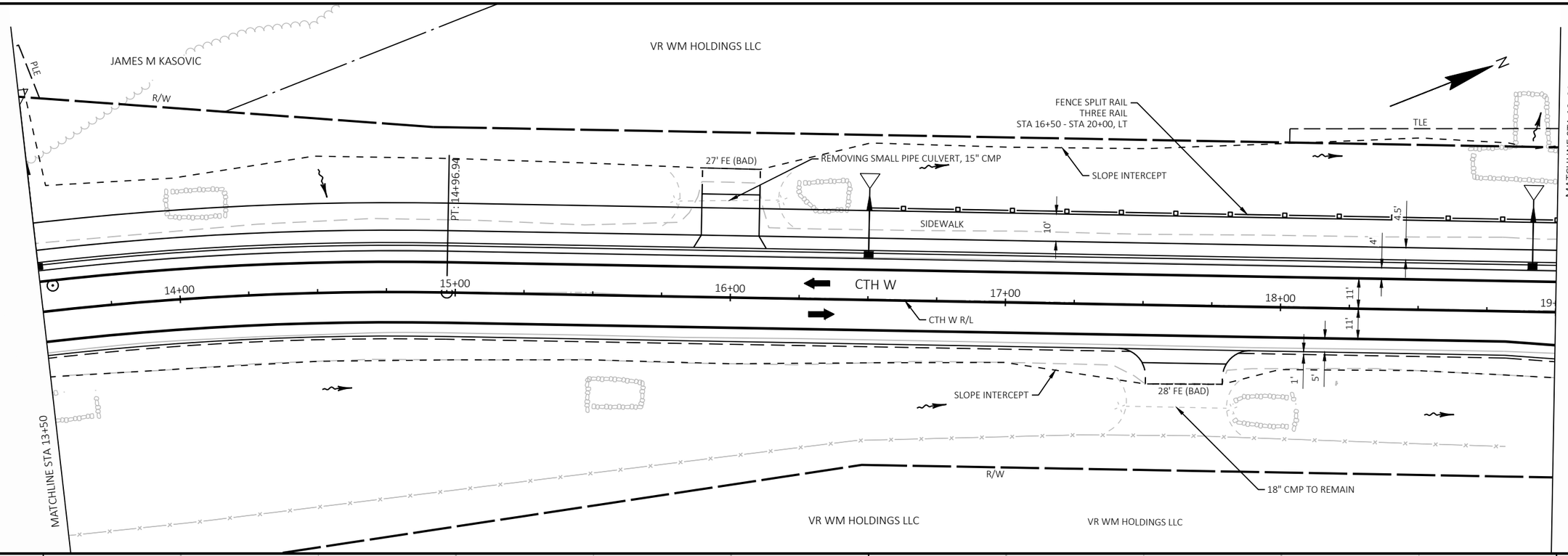
E

FILE NAME : TPP300.DWG PLOT DATE : 5/19/2025 1:02 PM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE : NO SCALE

WISDOT/CADDS SHEET 75

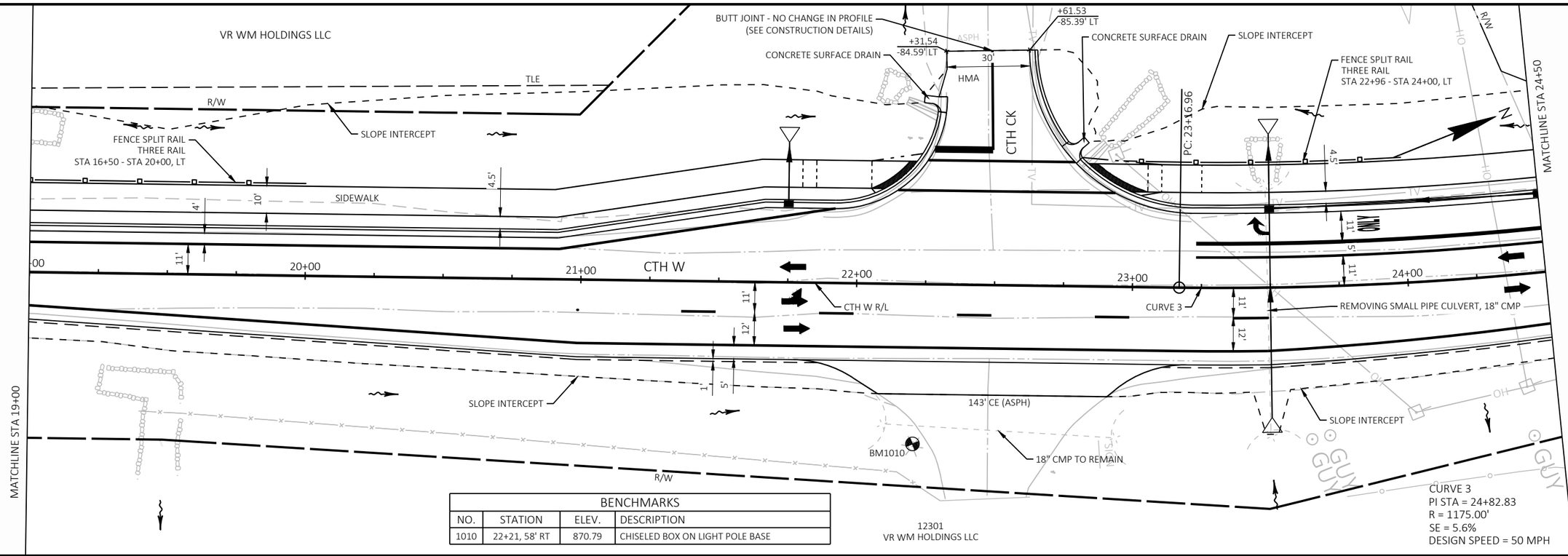


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 197	E

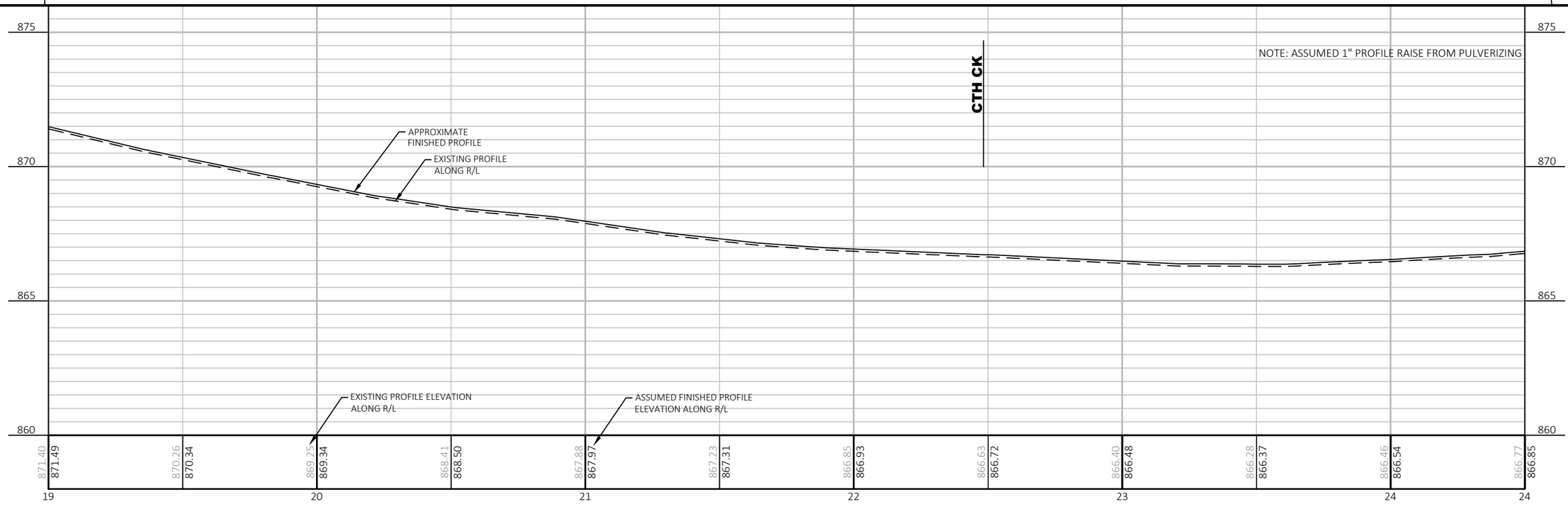


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 198	E

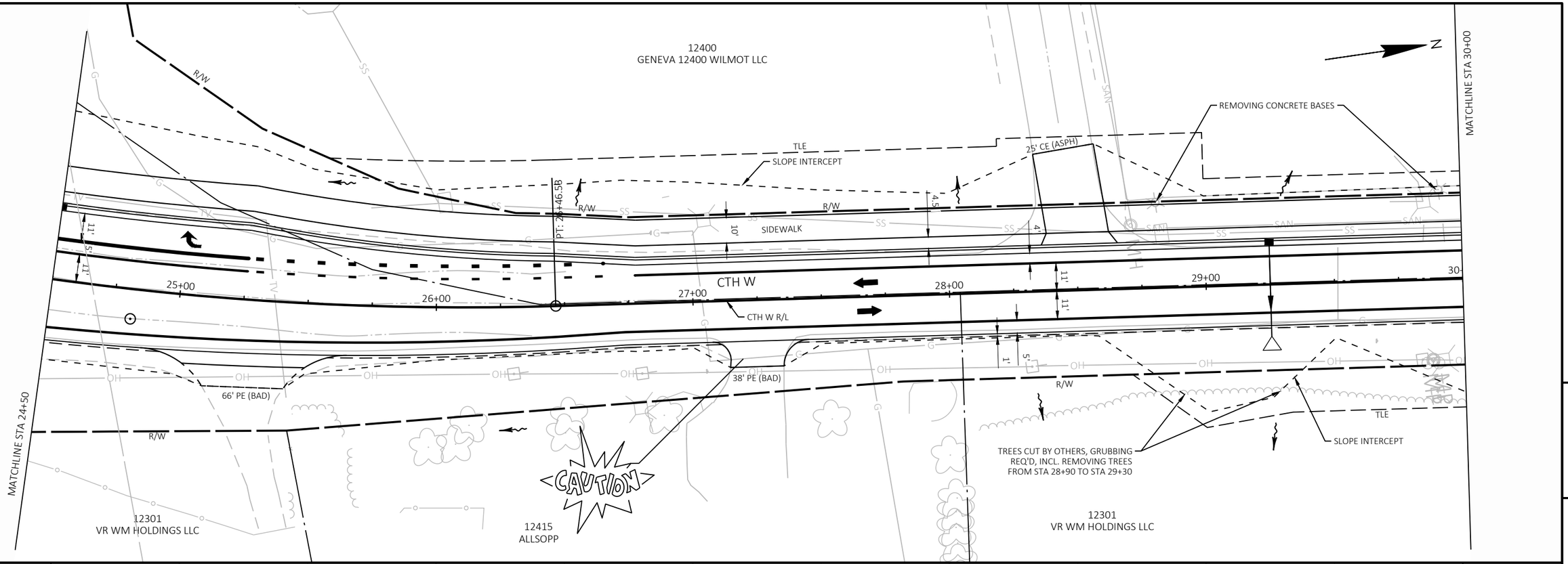
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 02
PLOT DATE : 12/19/2025 1:13 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1010	22+21, 58' RT	870.79	CHISELED BOX ON LIGHT POLE BASE



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 199	E



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 200	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1009	31+81, 37' LT	862.80	CHISELED BOX ON LIGHT POLE BASE

12400
GENEVA 12400 WILMOT LLC

TREE CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREE (TYP.)

FENCE SPLIT RAIL
THREE RAIL
STA 32+25 - STA 33+10, LT

SLOPE INTERCEPT

WATERWAY BOUNDARY

NOTE: ESTABLISH NEW BENCHMARK PRIOR TO REMOVING CONCRETE BASE

REMOVING CONCRETE BASE

REMOVE ACCESS

BM1009

818.96' LT PC

R/W

REMOVE GUARDRAIL

30' CE (ASPH)

MATCHLINE STA 35+25

SIDEWALK

CTH W

CURVE 4

31+00

32+00

33+00

34+00

35+00

CTH W R/L

END PULVERIZE AND RELAY
BEGIN RECONSTRUCTION
STA 30+63.04

MATCHLINE STA 30+00

CAUTION

12' FE (BAD)

TREES CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREES FROM STA 31+15 TO STA 32+25

SLOPE INTERCEPT

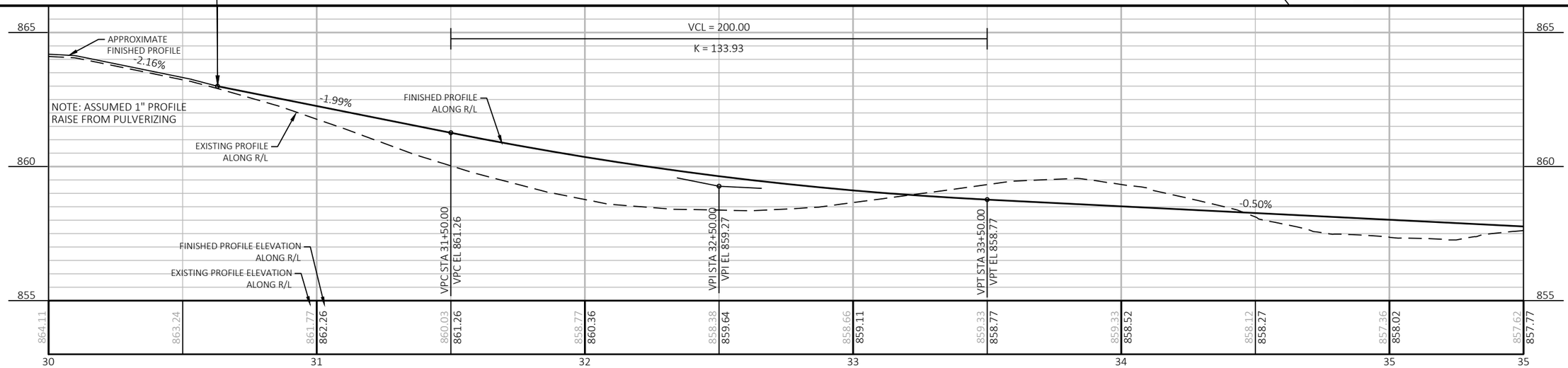
MGS GUARDRAIL TERMINAL EAT

CURVE 4
PI STA = 34+52.55
R = 833.00'
SE = 6.0%
DESIGN SPEED = 50 MPH

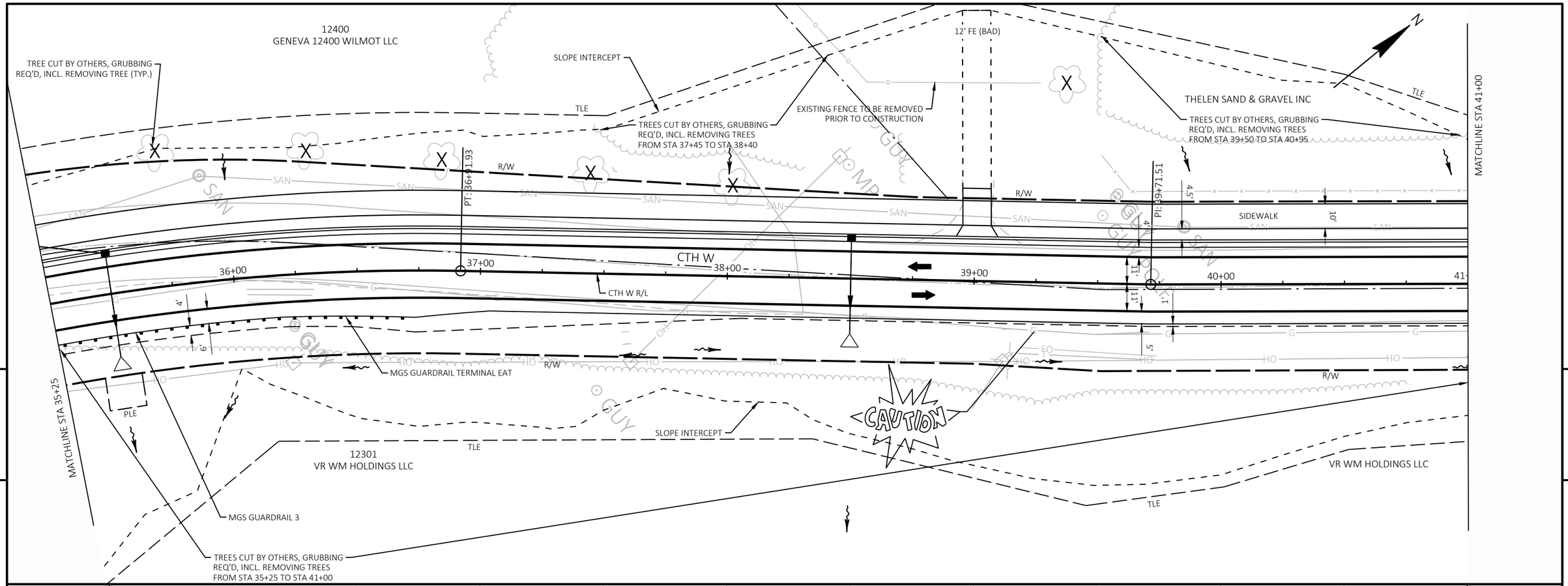
MGS GUARDRAIL 3

12301
VR WM HOLDINGS LLC

TREES CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREES FROM STA 32+85 TO STA 35+25



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 201	E

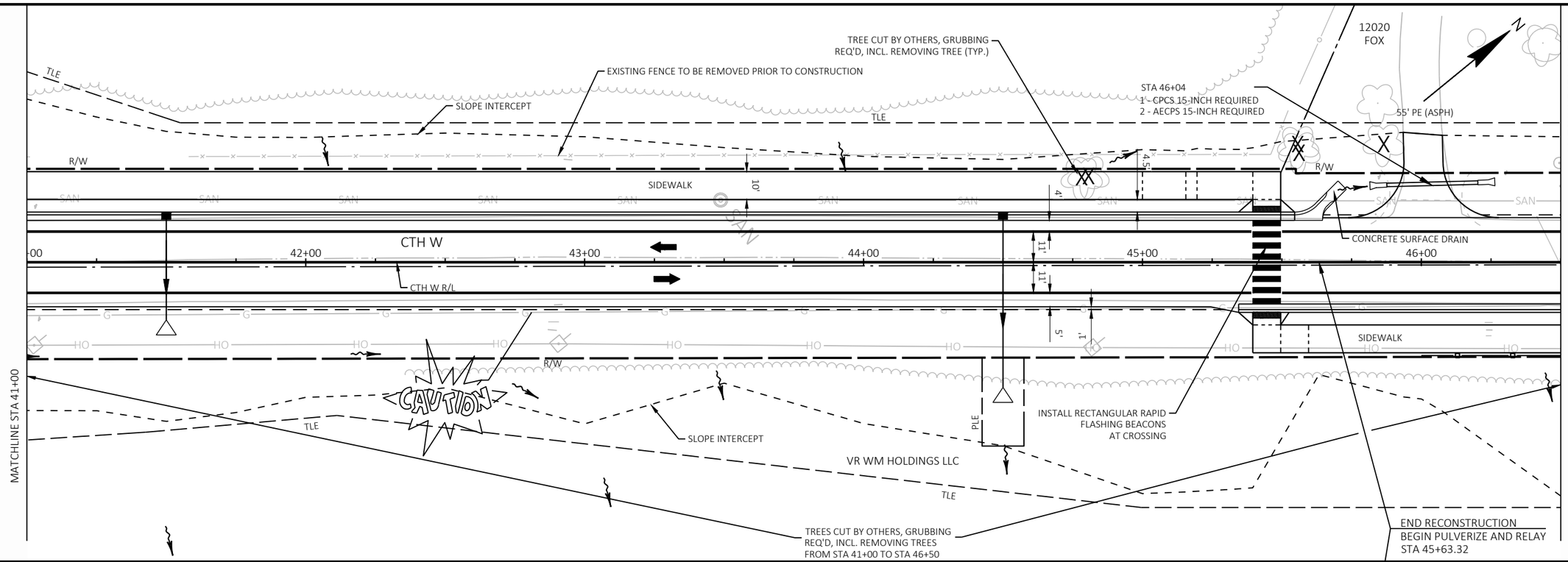


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 202	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 06

PLOT DATE : 12/19/2025 1:14 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

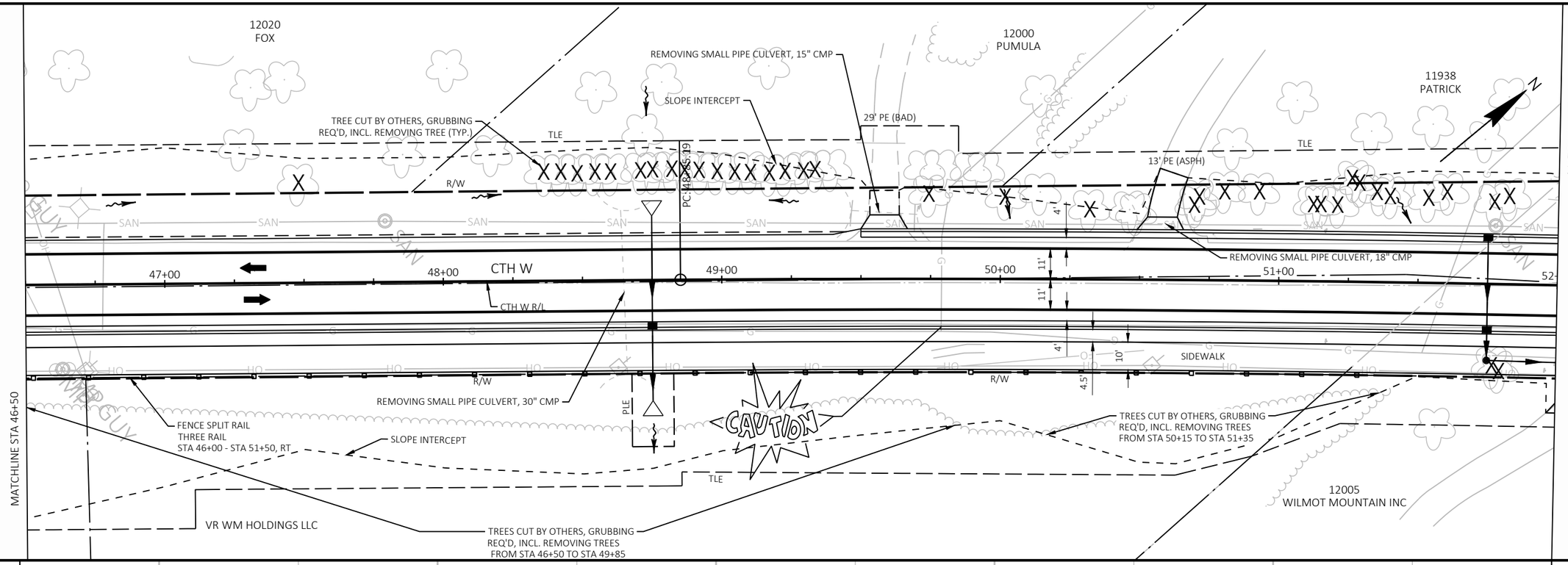


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 203	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 07

PLOT DATE : 12/19/2025 1:14 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

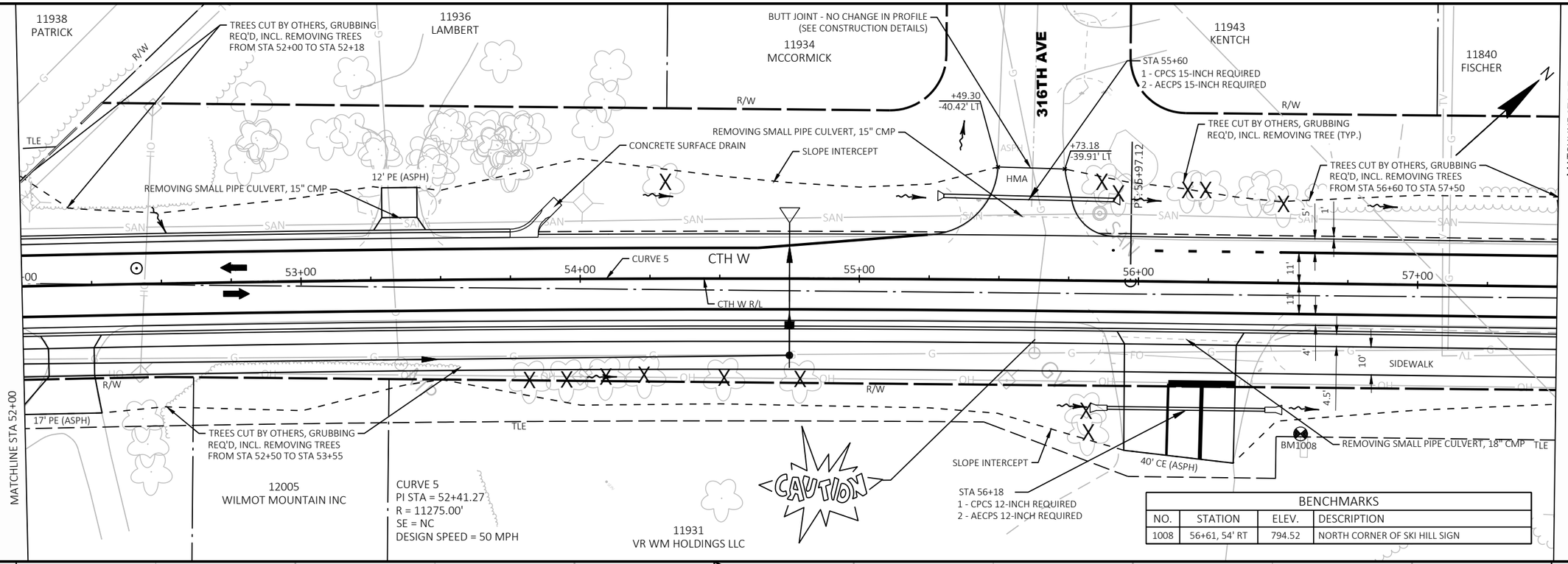


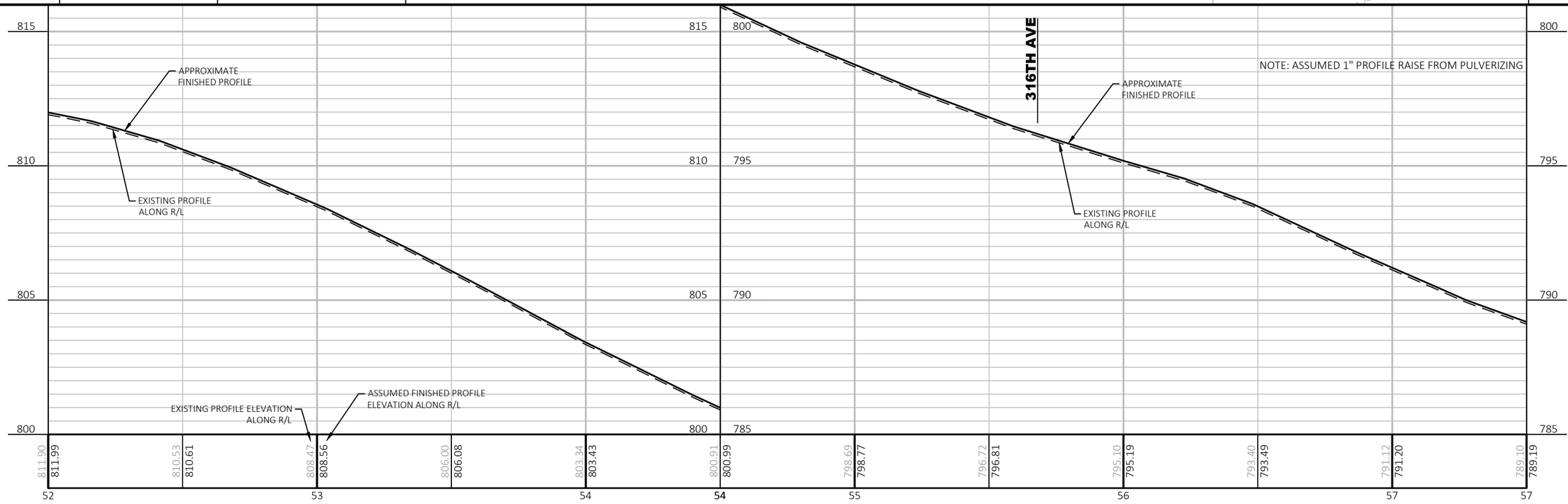
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 204	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 08

PLOT DATE : 12/19/2025 1:14 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

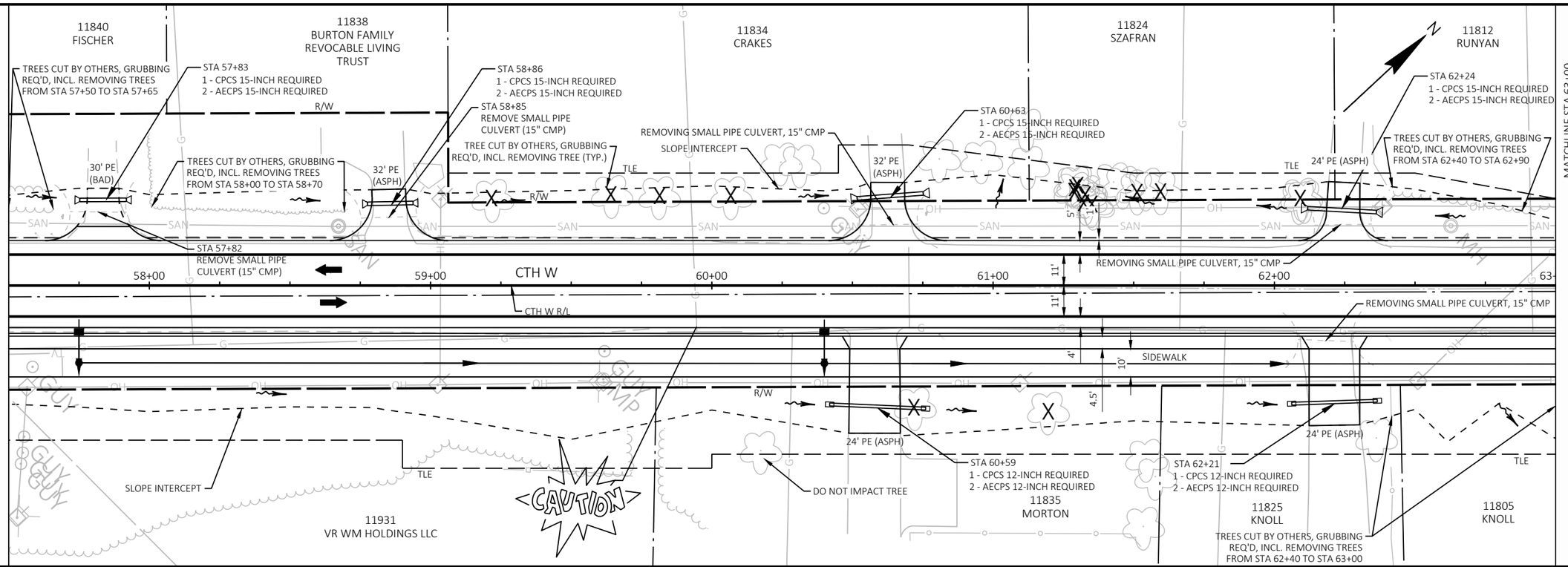
WISDOT/CADDS SHEET 44

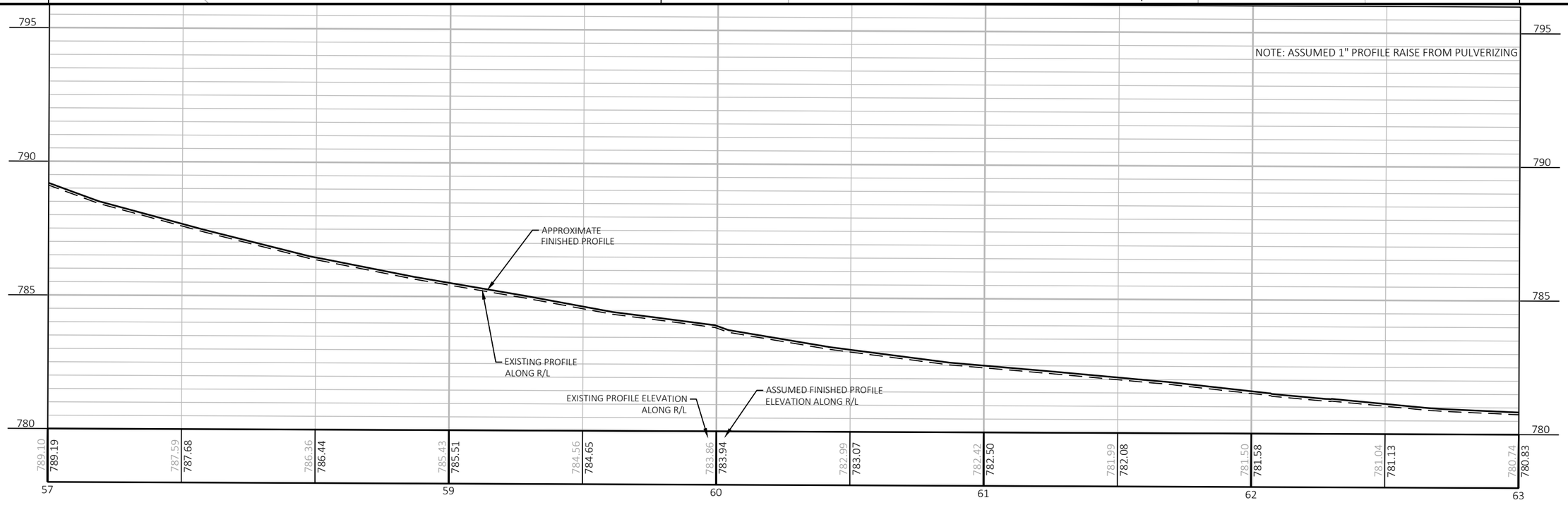




PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 205	E

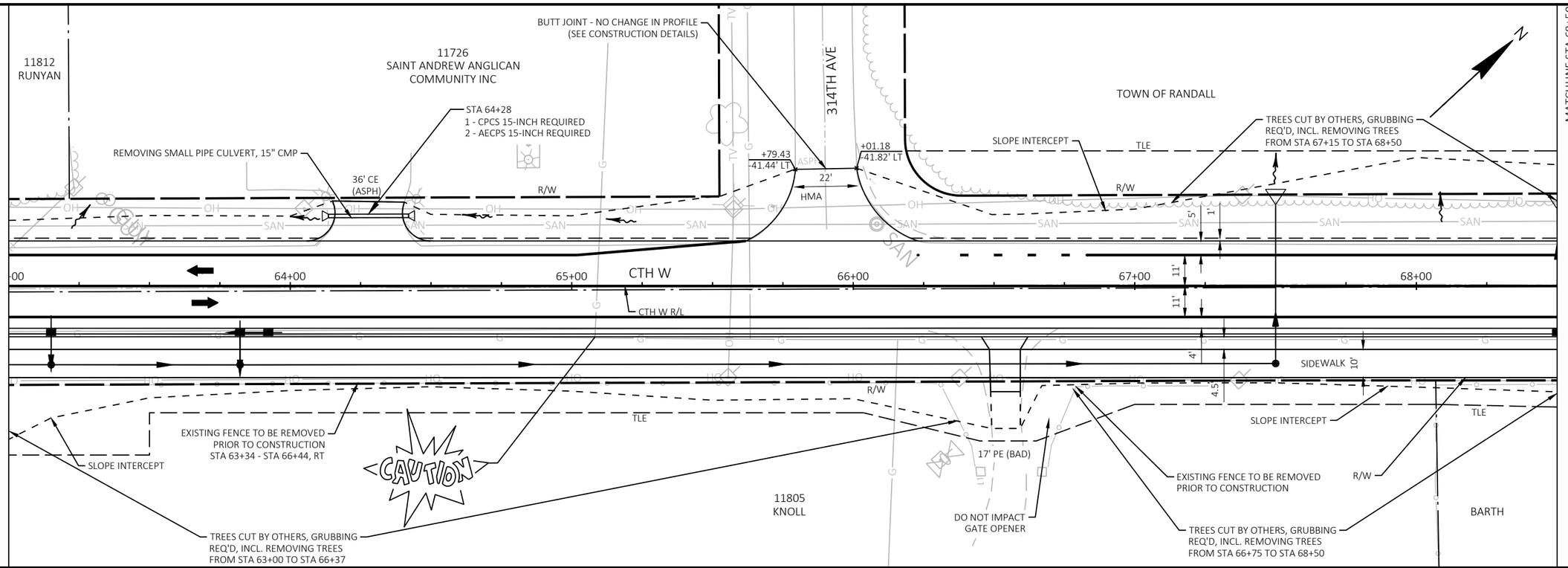
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 09
PLOT DATE : 12/19/2025 1:14 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

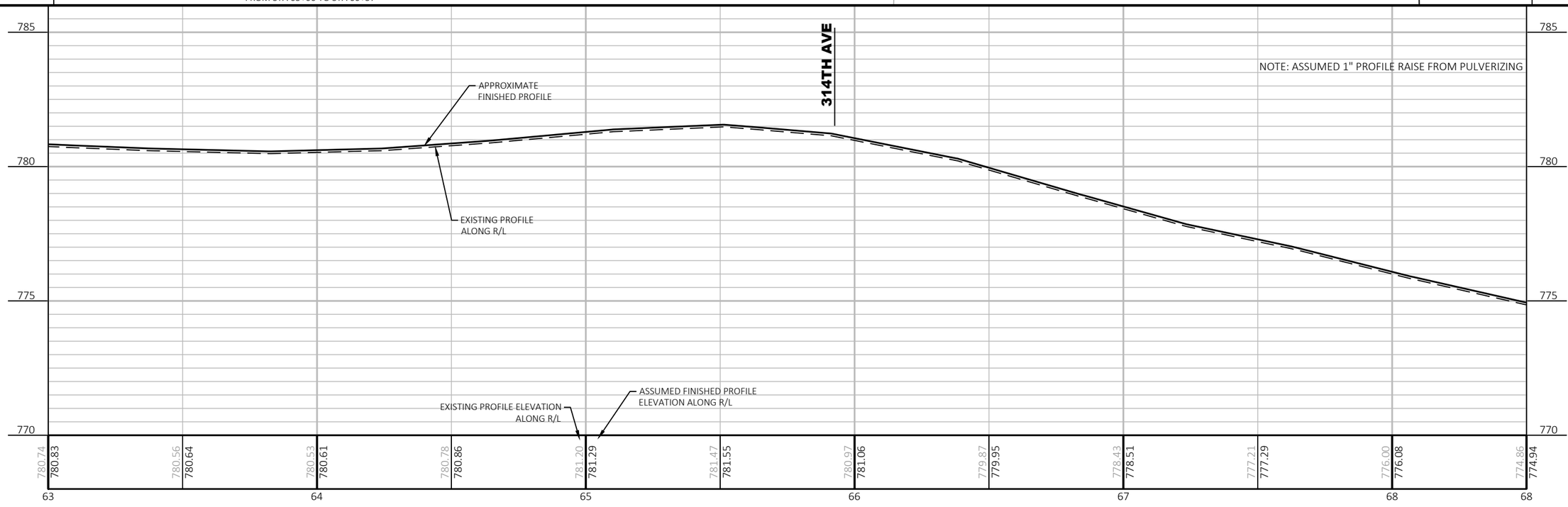




PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 206	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 10
PLOT DATE : 12/19/2025 1:14 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 207	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 11
PLOT DATE : 12/19/2025 1:14 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	72+18, 90' LT	771.41	TOP OF WELL HEAD

TOWN OF RANDALL

BM1000

11722
BAYER

TREES CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREES FROM STA 68+50 TO STA 70+36

REMOVING SMALL PIPE CULVERT, 15" CMP

TLE

30' PE (BAD)

STA 71+33
1 - CPCS 18-INCH REQUIRED
2 - AECPS 18-INCH REQUIRED

SLOPE INTERCEPT

TREE CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREE (TYP.)

ANNA KIMERMANIS
TESTAMENTARY TRUST

MATCHLINE STA 74+00

PC 69+76.60

R/W

R60'

+83.64
-27.80' LT

PI STA 73+20.64

5'
1'
4'
11'
13'
2'
4'
8'

CTH W

CTH W R/L

69+00
70+00
71+00
72+00
73+00

SIDEWALK
10'
5'

CURVE 6

SLOPE INTERCEPT

EXISTING FENCE TO BE REMOVED PRIOR TO CONSTRUCTION
STA 68+07 - STA 72+43, RT

EXISTING FENCE TO BE REMOVED PRIOR TO CONSTRUCTION

18' PE (BAD)

WALL MODULAR BLOCK GRAVITY LANDSCAPE
STA 73+00 - STA 75+00, RT

FENCE SPLIT RAIL
THREE RAIL
STA 73+00 - STA 75+00, RT

EXISTING FENCE TO BE REMOVED PRIOR TO CONSTRUCTION

MATCHLINE STA 68+50

BARTH

11711
BARTH

CURVE 6
PI STA = 71+50.85
R = 880.00'
SE = NC
DESIGN SPEED = 40 MPH

BEGIN PROFILE ADJUSTMENT
STA 71+00.00

TREES CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREES FROM STA 68+50 TO STA 72+41

END PROFILE ADJUSTMENT
STA 73+00.00

NOTE: ASSUMED 1" PROFILE RAISE FROM PULVERIZING

VCL = 125.00
K = 110.19

STA 71+00.00
EL 770.03

LP STA 71+55.09
LP EL 769.89

VPC STA 72+25.00
VPC EL 770.11

VPI STA 72+87.50
VPI EL 770.51

STA 73+50.00
EL 770.20

APPROXIMATE FINISHED PROFILE

EXISTING PROFILE ALONG R/L

ASSUMED FINISHED PROFILE ELEVATION ALONG R/L

EXISTING PROFILE ELEVATION ALONG R/L

VPC STA 71+00.00
VPC EL 770.03

VPI STA 71+62.50
VPI EL 769.72

VPT STA 72+25.00
VPT EL 770.11

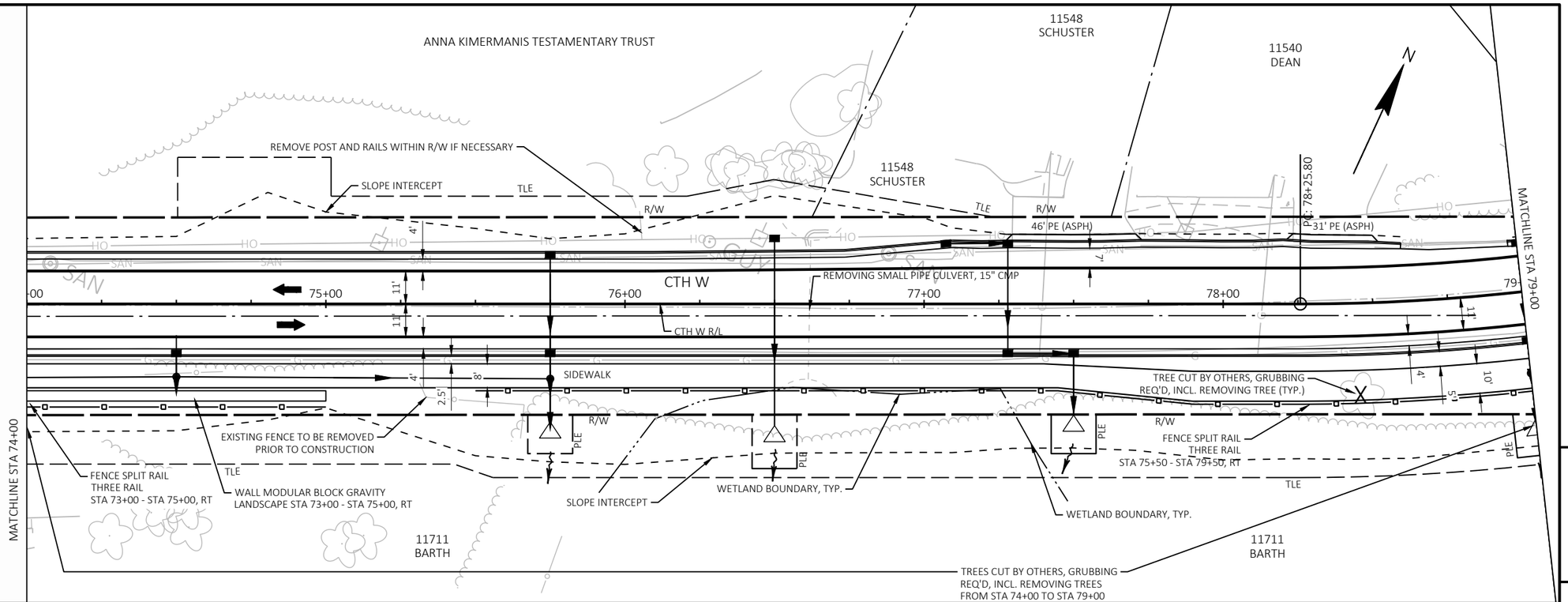
HP STA 72+94.91
HP EL 770.33

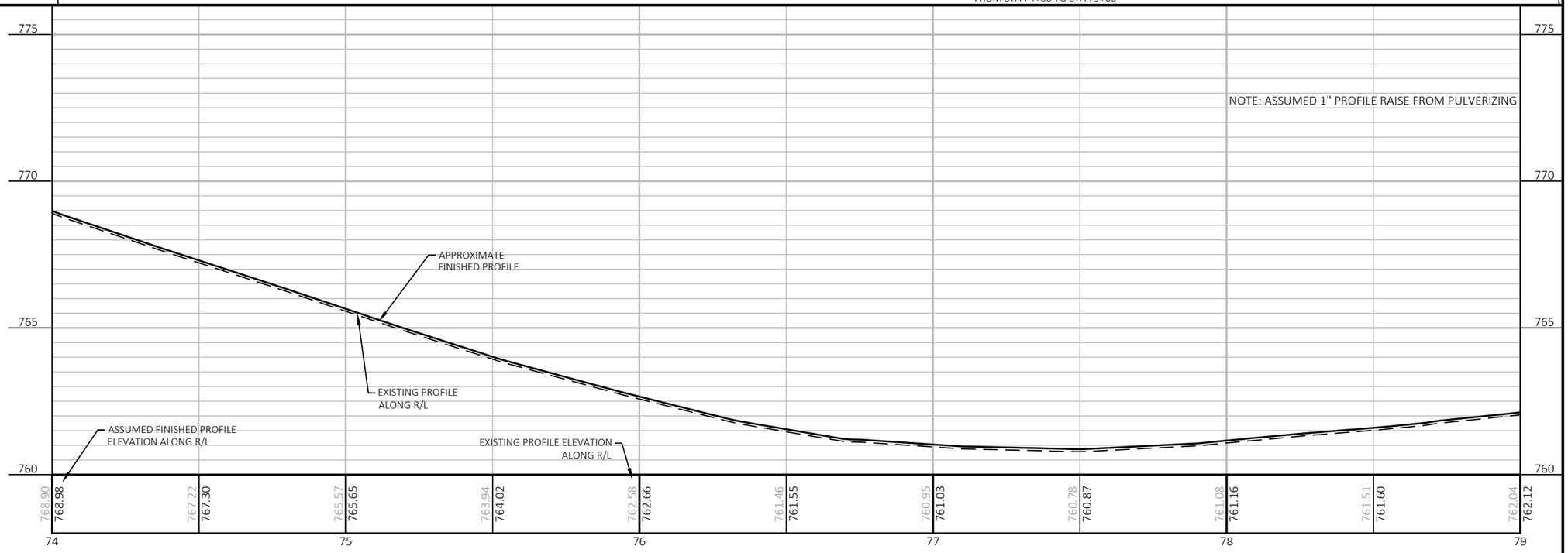
VPT STA 73+50.00
VPT EL 770.20

VCL = 125.00
K = 110.19

780
775
770
765

| | | |





PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 209	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 13
PLOT DATE : 12/19/2025 1:14 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

CURVE 7
PI STA = 80+54.37
R = 676.29'
SE = 3.9%
DESIGN SPEED = 40 MPH

11526
CATES REVOCABLE LIVING TRUST

11510
MISKOCI

11426
CURI

MATCHLINE STA 84+50

MATCHLINE STA 79+00

CURVE 7

PI: 82+66.63

CTH W R/L

CTH W

80+00

81+00

82+00

83+00

84+00

R/W

TLE

SIDEWALK

11'

12'

12'

9'

8'

3'

32' PE (BAD)

15' PE (BAD)

28' PE (BAD)

BM1007

TREES CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREES FROM STA 79+00 TO STA 79+20

TREE CUT BY OTHERS, GRUBBING REQ'D, INCL. REMOVING TREE (TYP.)

SLOPE INTERCEPT

DO NOT DISTURB EXISTING TREE

11507
SWEATMAN

11429
CAITHAMER

11424
METHODIST CHURCH OF WILMOT

BEGIN PROFILE ADJUSTMENT
STA 81+00.00

END PROFILE ADJUSTMENT
STA 82+50.00

NOTE: ASSUMED 1" PROFILE RAISE FROM PULVERIZING

EXISTING PROFILE ALONG R/L

FINISHED PROFILE ALONG R/L

VCL = 75.00
K = 65.22

VCL = 75.00
K = 64.96

VPC STA 81+00.00
VPC EL 765.75

STA 81+00.00
EL 765.75

LP STA 81+32.61
LP EL 765.67

VPI STA 81+37.50
VPI EL 765.56

VPC STA 81+75.00
VPC EL 765.81

VPT STA 81+75.00
VPT EL 765.81

VPI STA 82+12.50
VPI EL 766.05

HP STA 82+17.23
HP EL 765.94

VPT STA 82+50.00
VPT EL 765.86

STA 82+50.00
EL 765.86

EXISTING PROFILE ELEVATION ALONG R/L

FINISHED PROFILE ELEVATION ALONG R/L

775
770
765
760

762.04 762.67 763.81 765.01 765.67 765.75 765.59 765.69 765.75 765.92 765.78 765.86 765.80 765.57 764.97 764.05

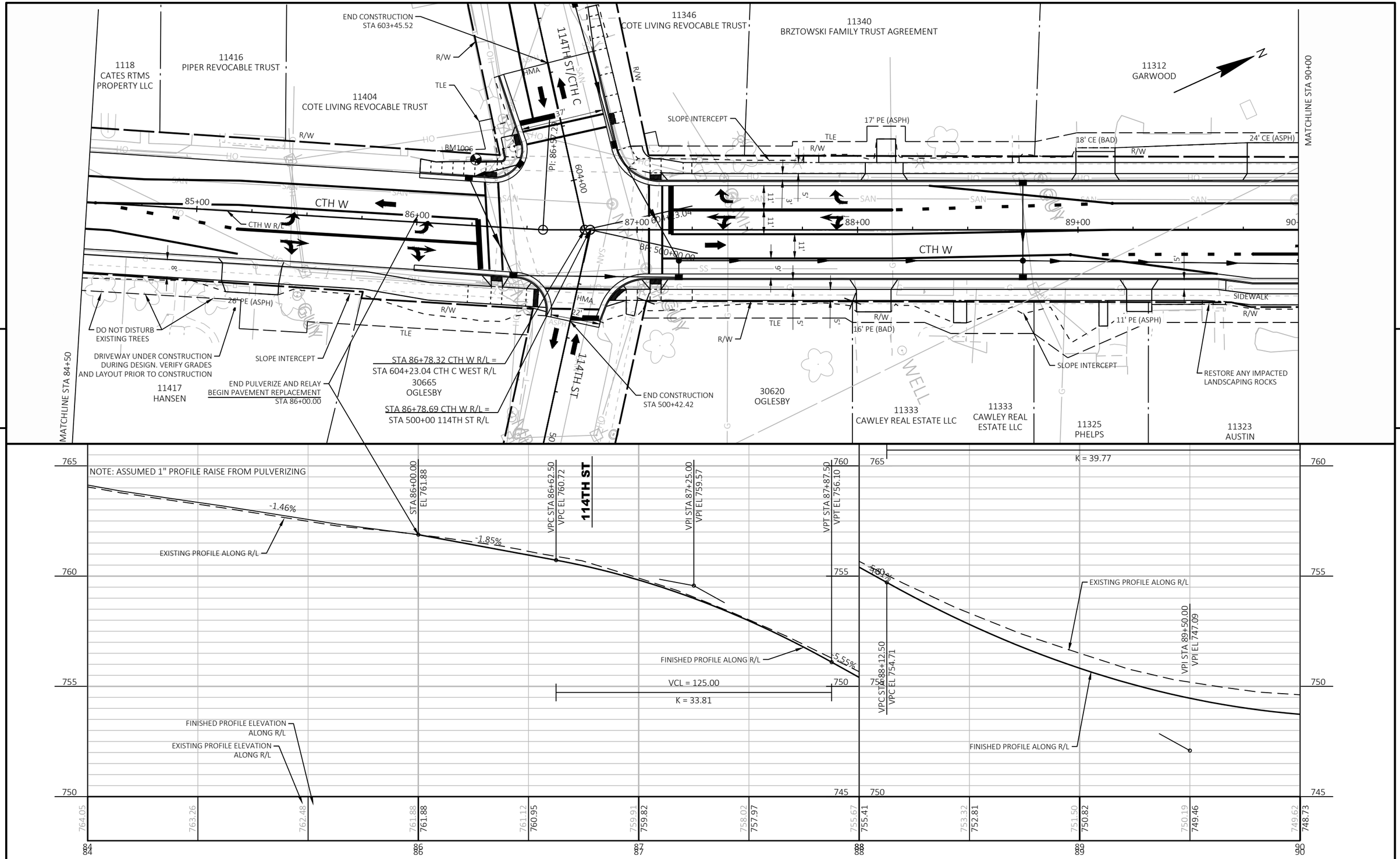
79 80 81 82 83 84 84

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 210	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 14

PLOT DATE : 12/19/2025 1:14 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

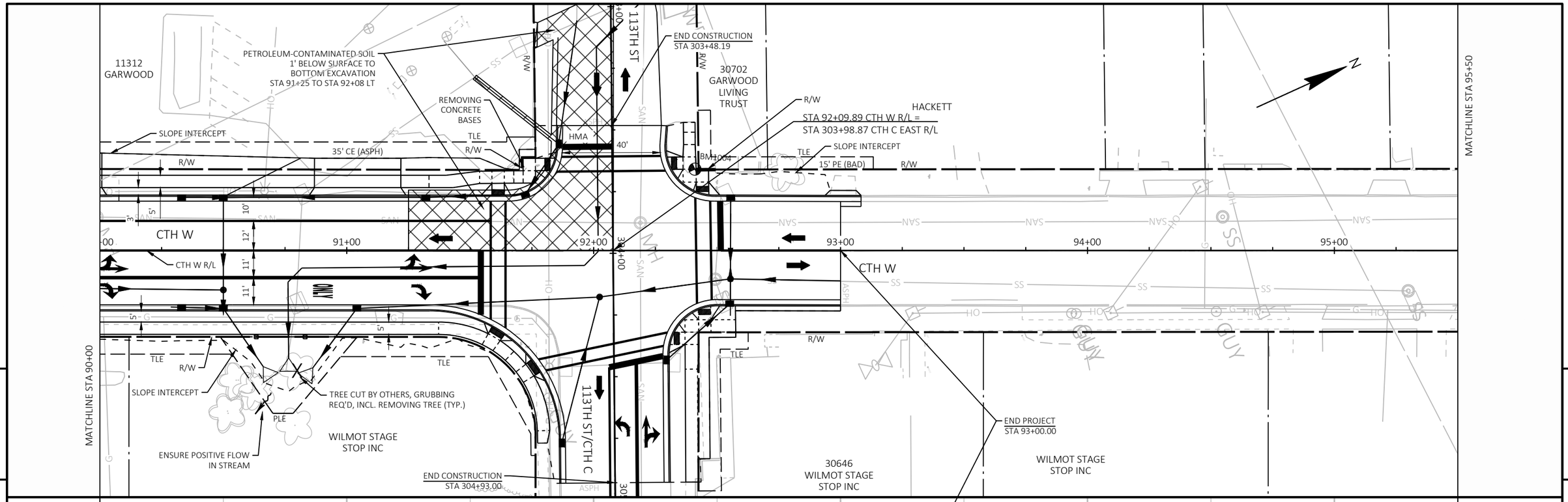


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 211	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 15

PLOT DATE : 12/19/2025 1:14 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	PLAN AND PROFILE: CTH W	SHEET 212	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\050101-PP-40.DWG
LAYOUT NAME - 16

PLOT DATE : 12/19/2025 1:15 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

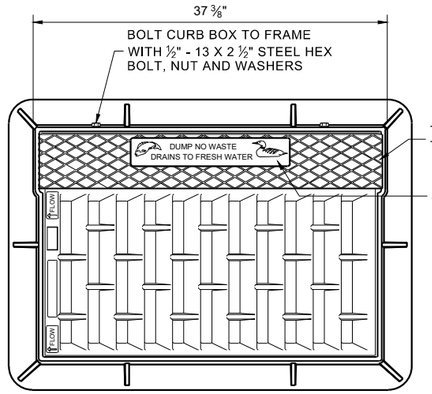
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-05	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03C	SHOULDER RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A10-03E	EDGE LINE RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
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
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)

6

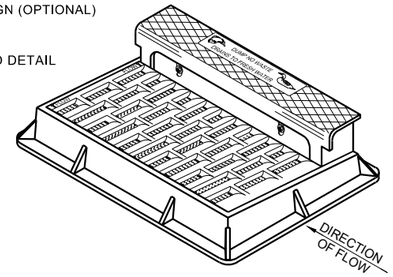
Standard Detail Drawing List

15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D12-15A	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

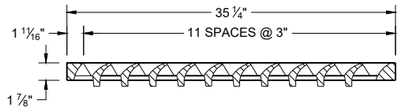
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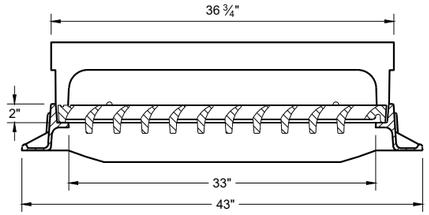


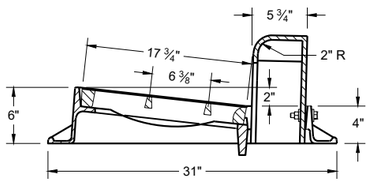
NOTE: EITHER CASTING IS ACCEPTABLE

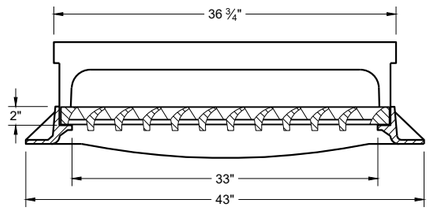


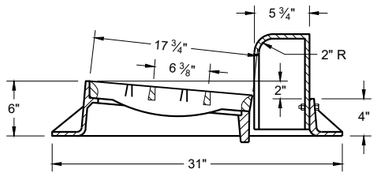
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







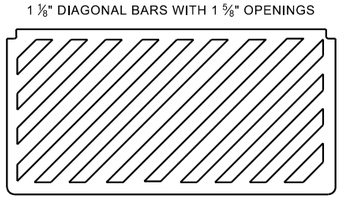




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

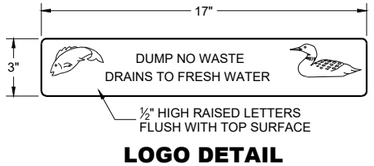
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



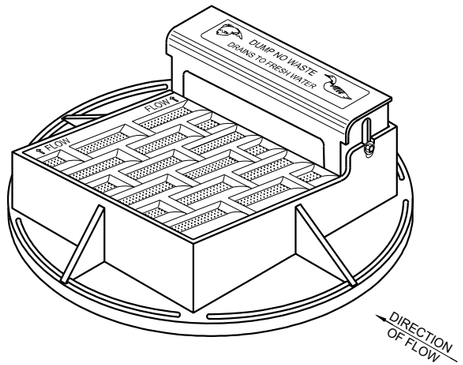
LOGO DETAIL

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.

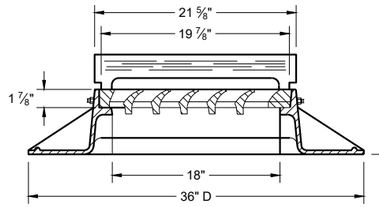
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

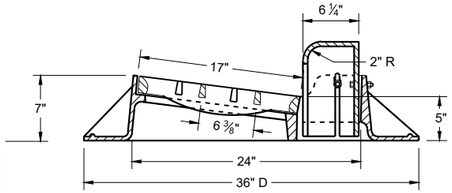
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

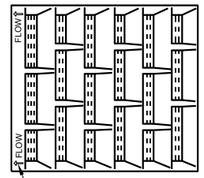


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

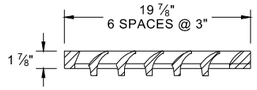
NOTE: EITHER CASTING IS ACCEPTABLE



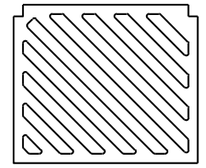




DIRECTION OF FLOW ARROWS



1" DIAGONAL BARS
WITH 1 ½" OPENINGS

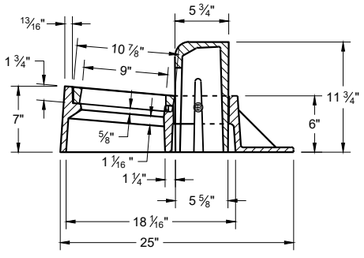


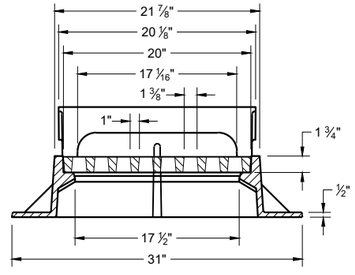
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

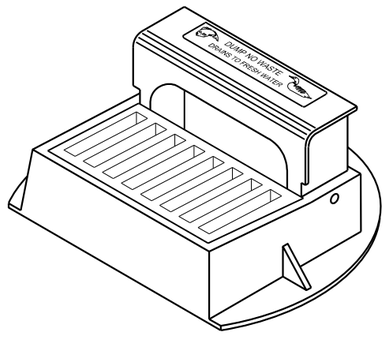
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

TYPE "A"





TYPE "Z"



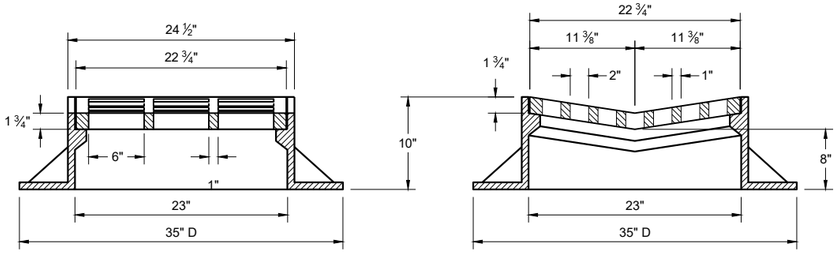
INLET COVERS
TYPES A, H, A-S, H-S AND Z

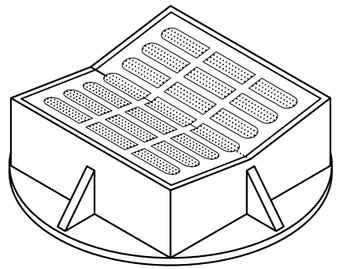
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

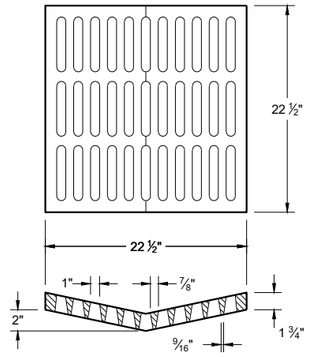
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





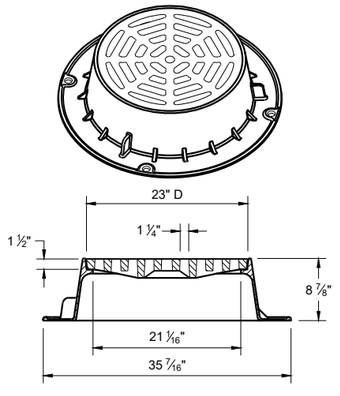
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

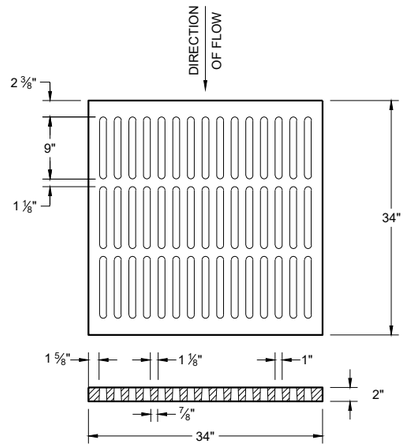
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

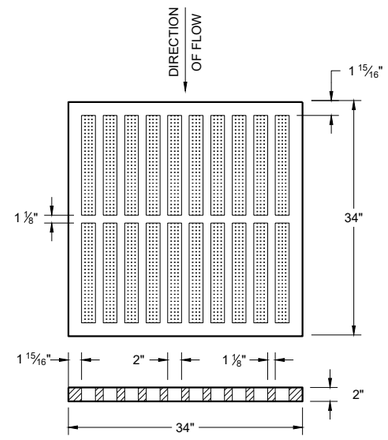
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

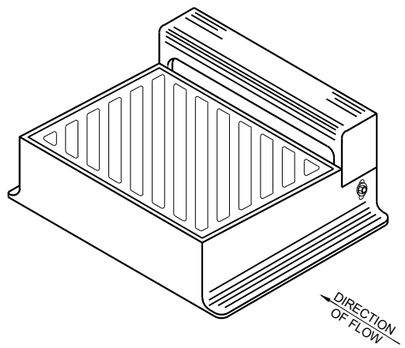
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



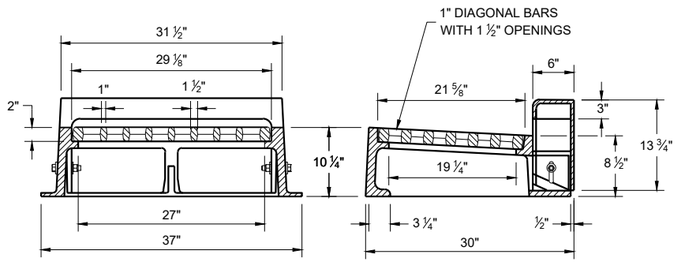
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

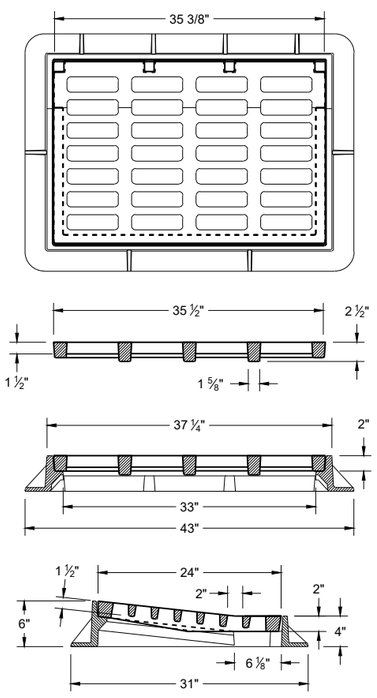


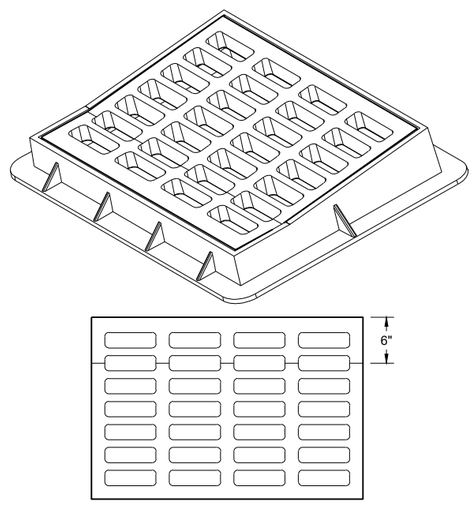
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"





TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

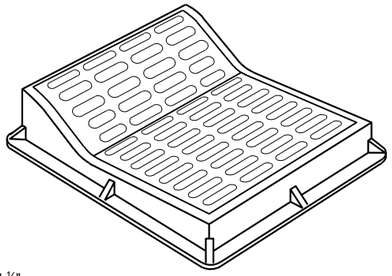
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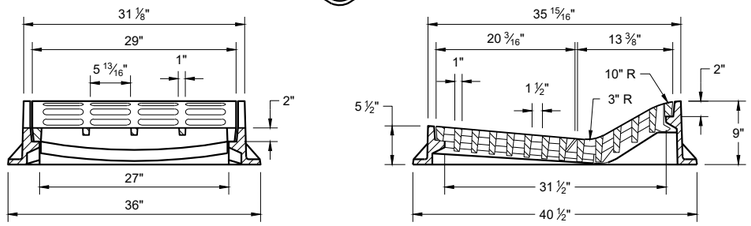
SDD 08A05-22b

GENERAL NOTES

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

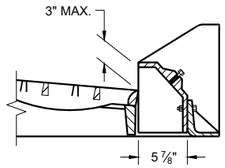
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

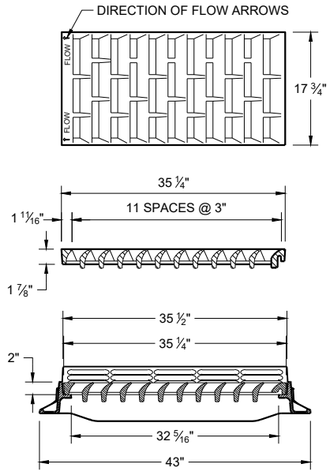


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

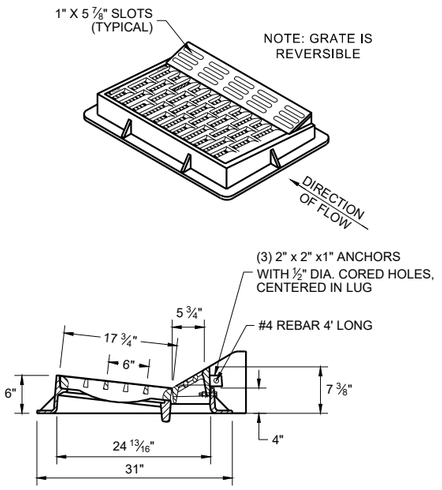
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



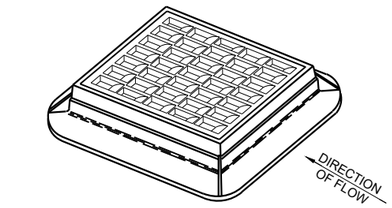
TYPE "HM"

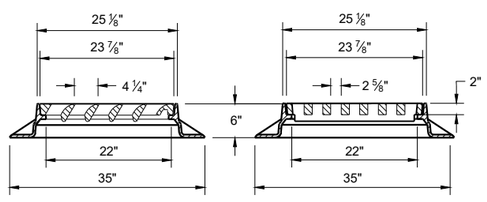
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



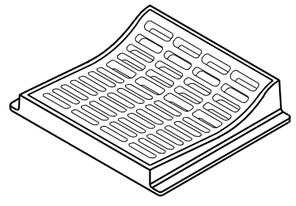
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

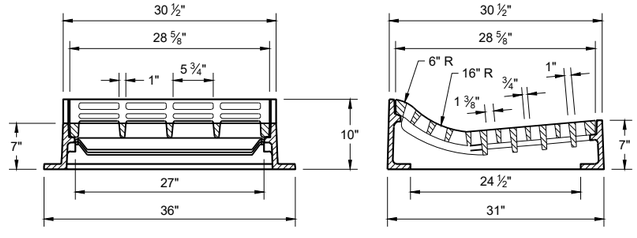
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

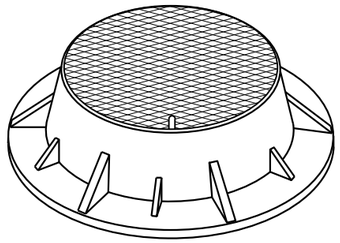
FHWA

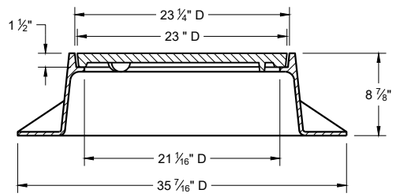
GENERAL NOTES

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.

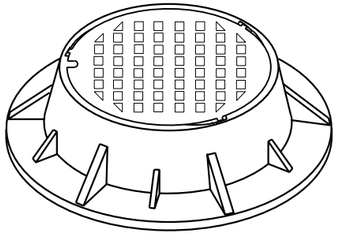
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

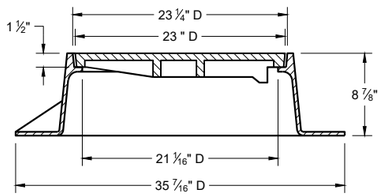




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

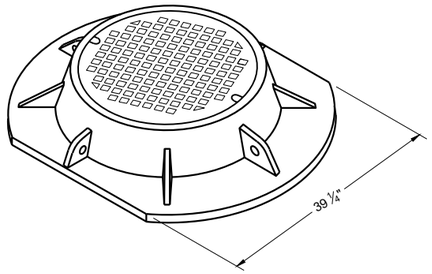


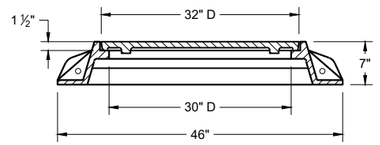


TYPE "J" SPECIAL

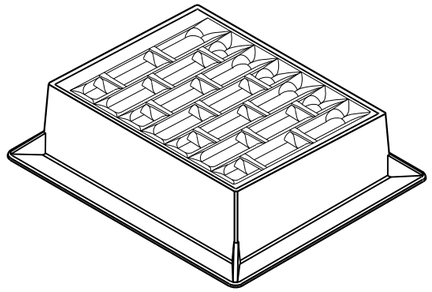
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

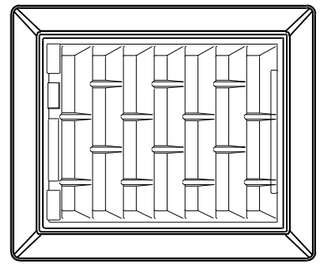
NOTE: EITHER CASTING IS ACCEPTABLE

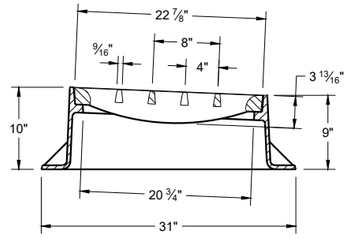


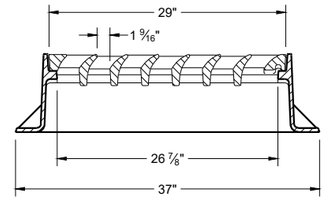


TYPE "K"

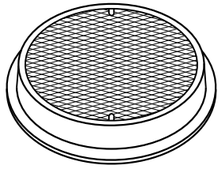


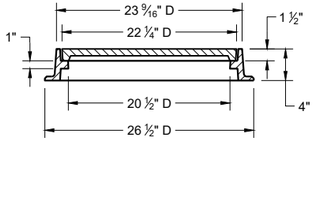




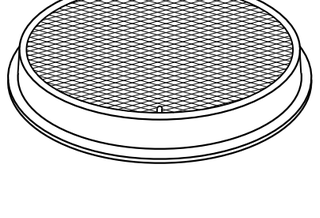


INLET COVER TYPE "BW"





TYPE "L"





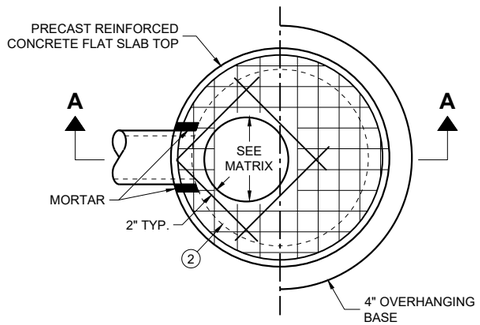
TYPE "M"

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

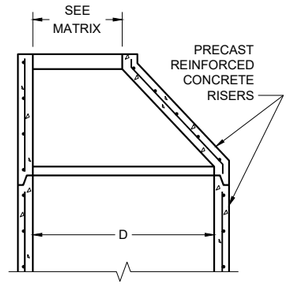
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

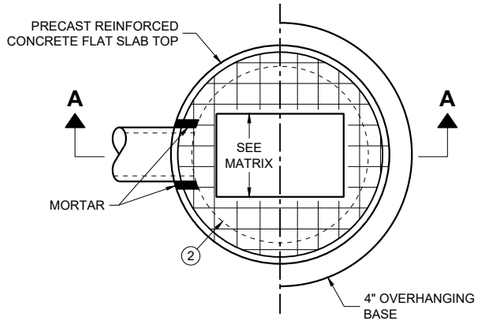
FHWA



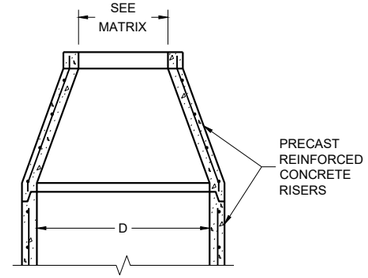
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

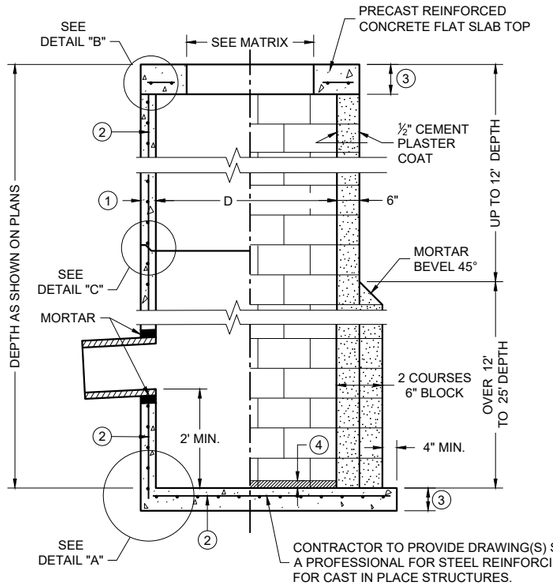
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

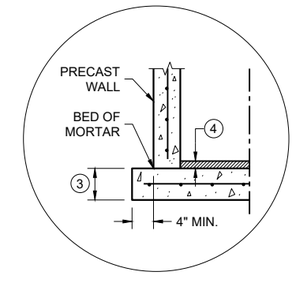
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



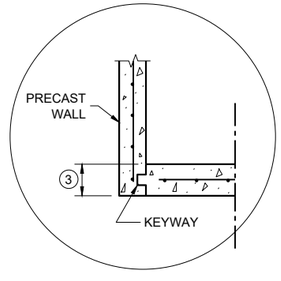
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

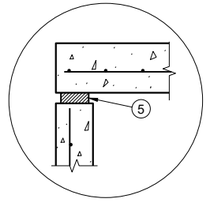


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

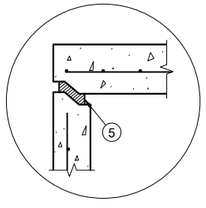


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

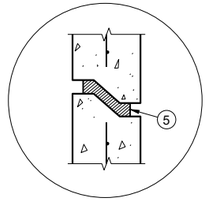
DETAIL "A"



TOP WITH PLAIN END JOINT

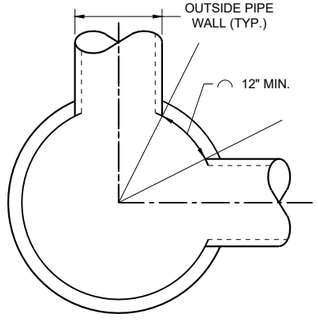


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

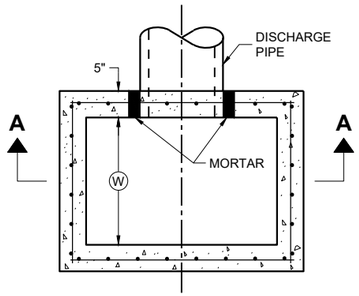
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

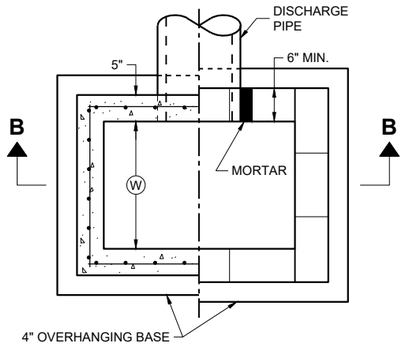
FHWA

SDD 08A08-03

SDD 08A08-03



PLAN VIEW



PLAN VIEW

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 CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST CATCH BASIN 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 CATCH BASINS 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.

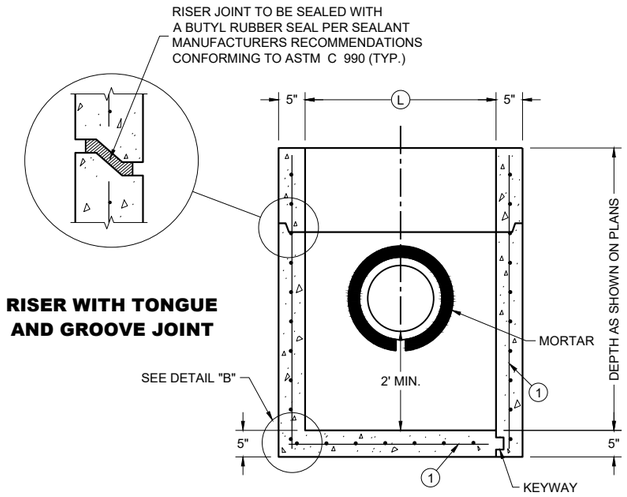
(3) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

PIPE MATRIX

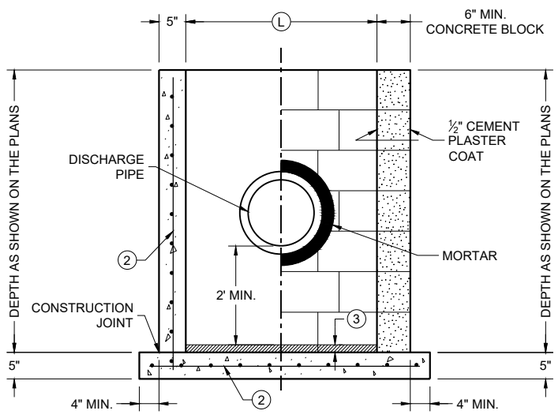
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W)(IN)	LENGTH (L)(IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

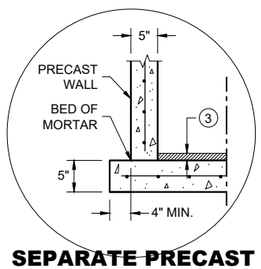
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

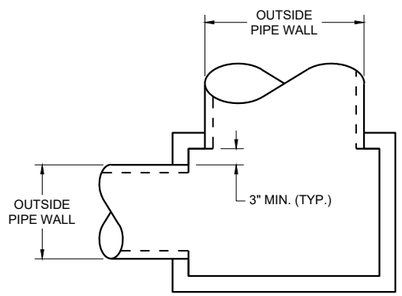
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

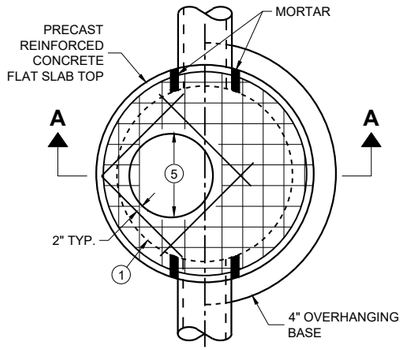
CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS
2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

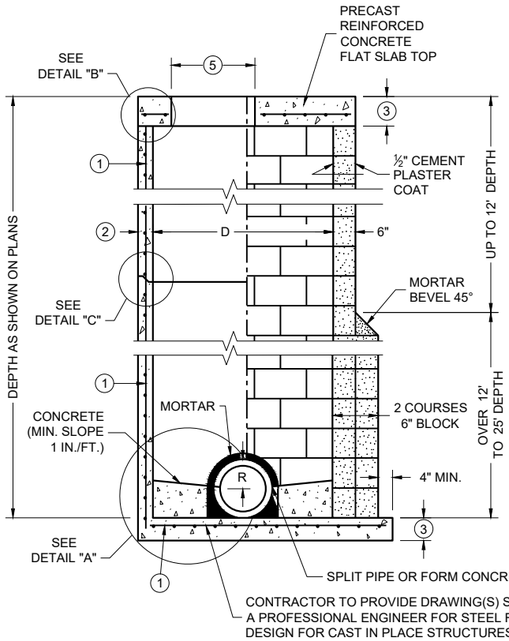
APPROVED
December 2023 /S/ RODNEY TAYLOR
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVIS

FHWA



PLAN VIEW

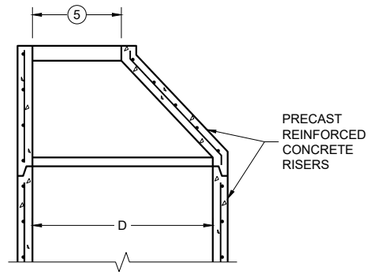
CIRCULAR OPENING



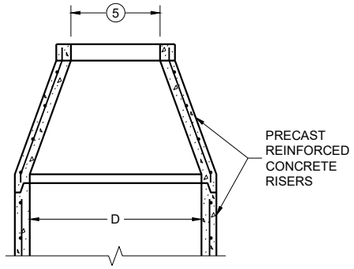
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

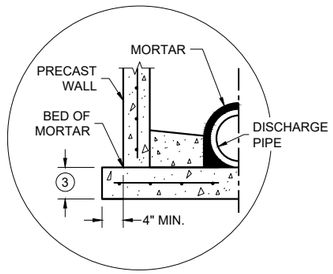
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



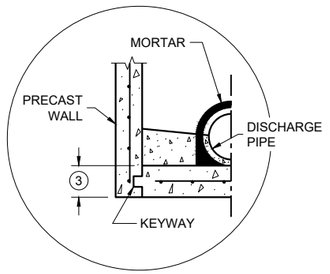
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

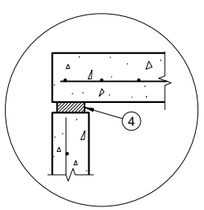


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

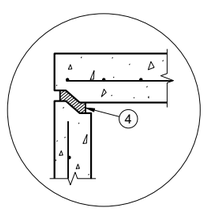


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

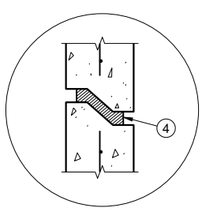
DETAIL "A"



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".

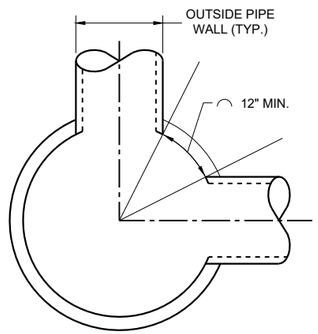
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

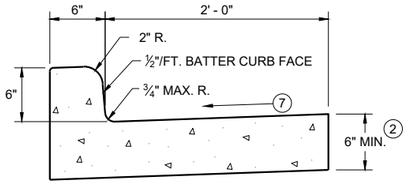
FHWA

6

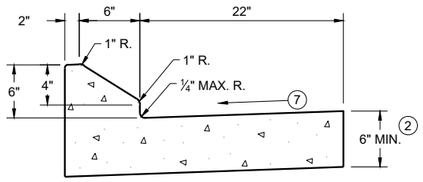
SDD 08B09-04

6

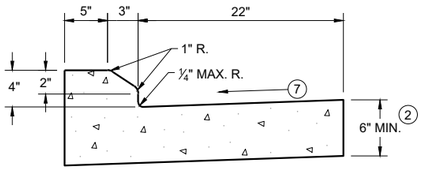
SDD 08B09-04



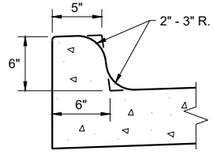
TYPES A (1) & D



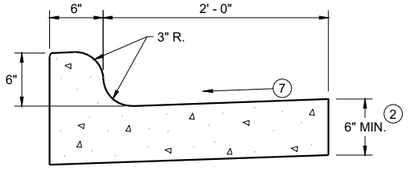
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

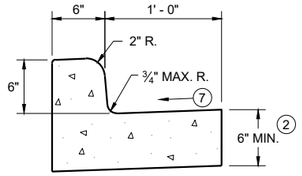


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



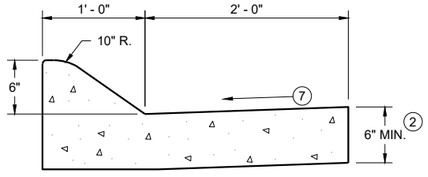
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

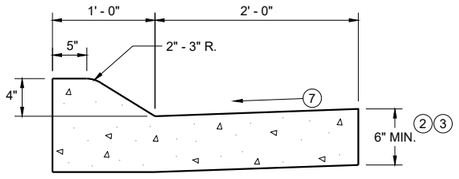


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

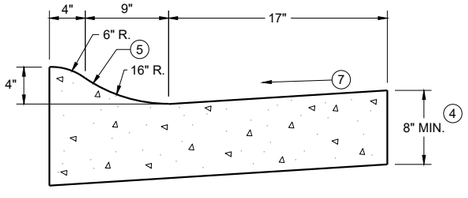


6" SLOPED CURB TYPES A (1) & D



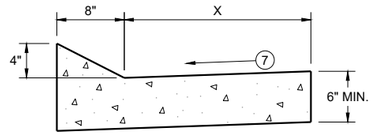
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

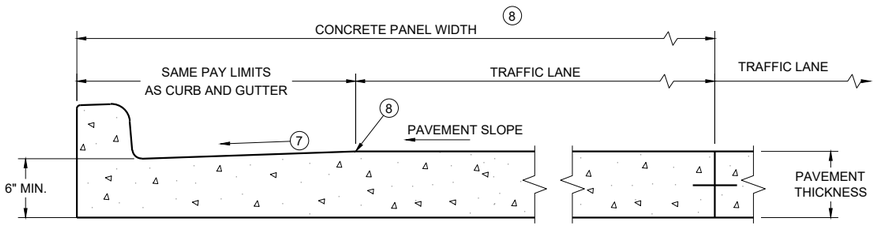


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

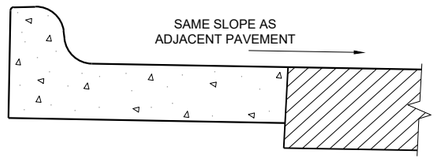
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

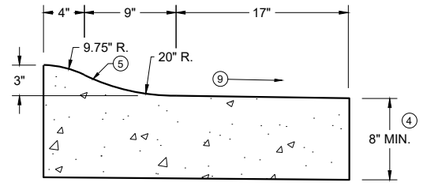
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

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

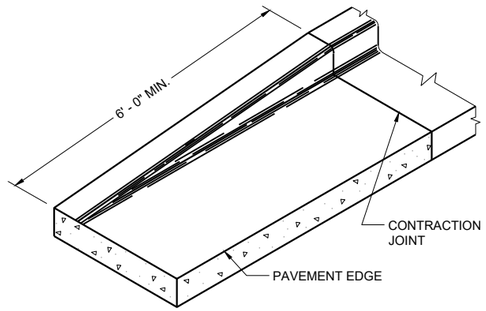
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



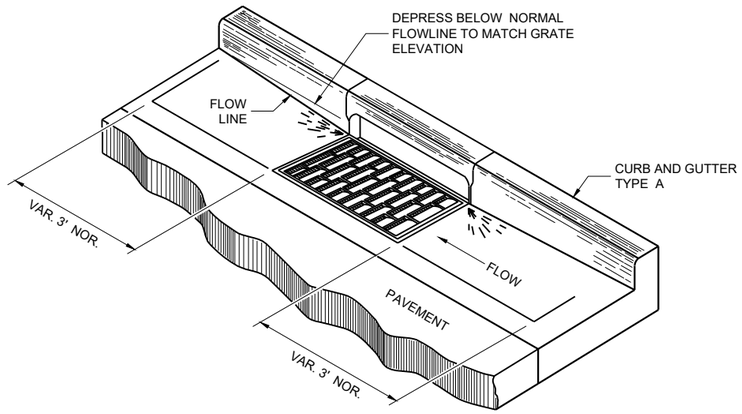
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

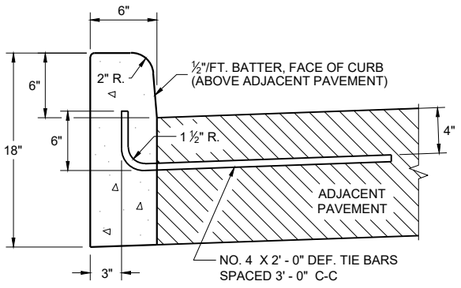
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

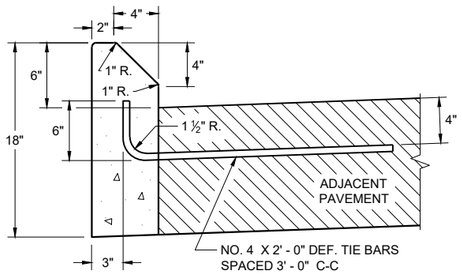
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

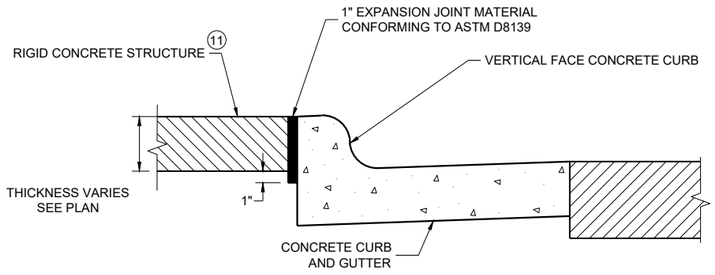


TYPES A (1) & D

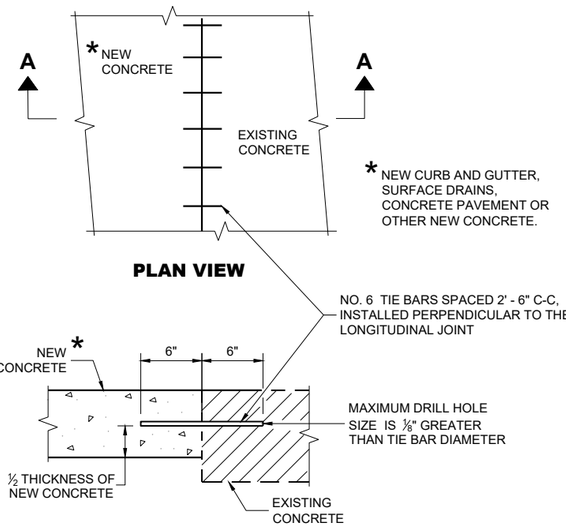


TYPES G (1) & J

CONCRETE CURB



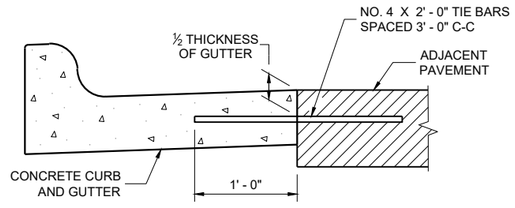
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



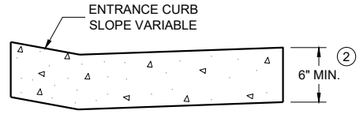
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

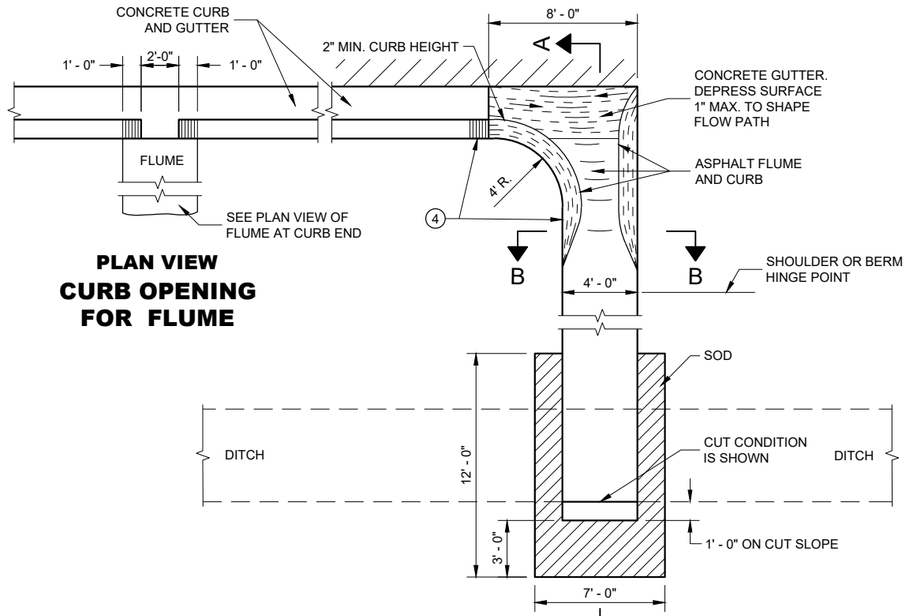
FHWA

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SDD 08D01-24b

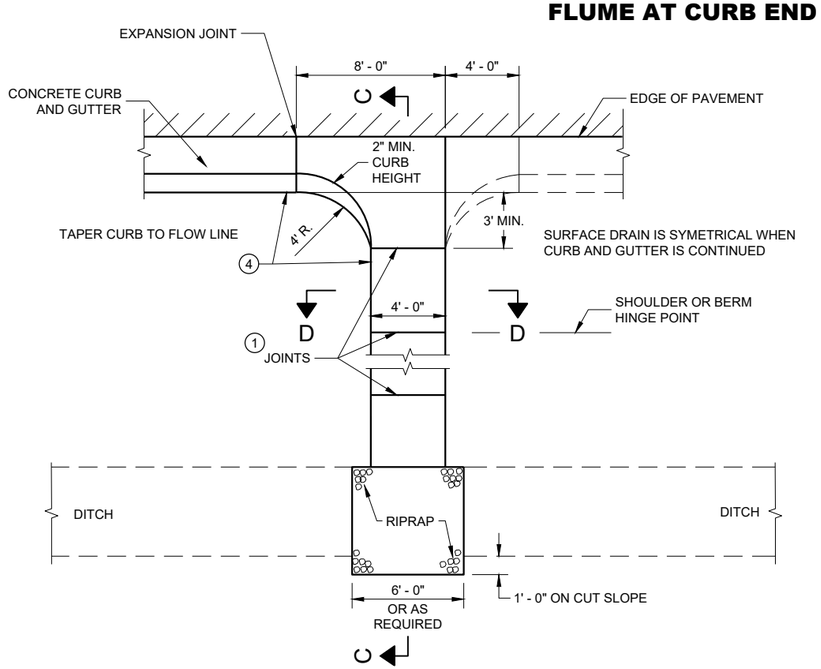
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



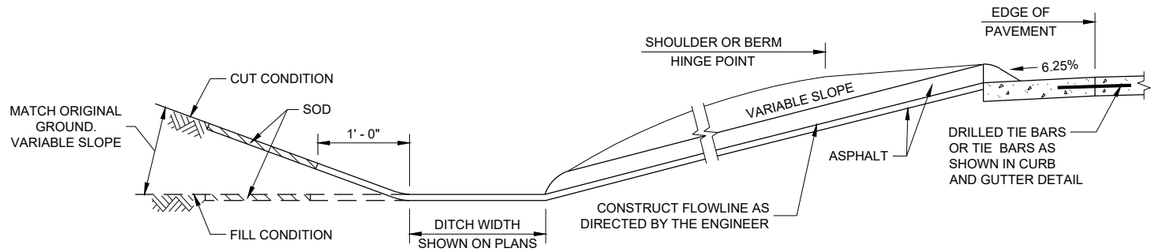
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

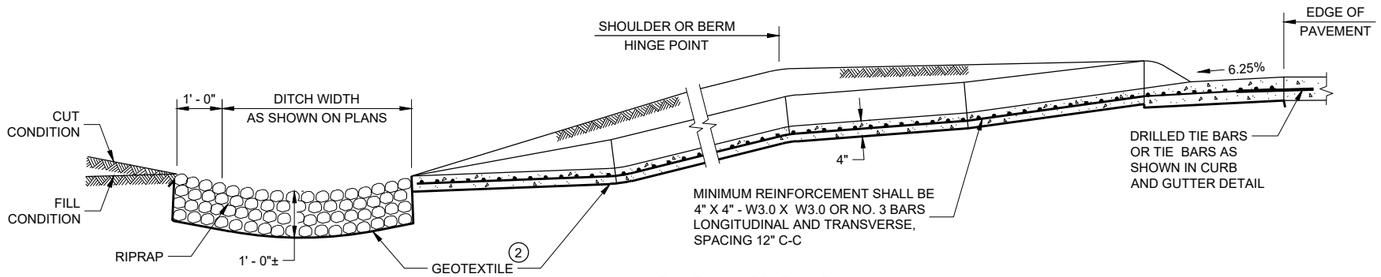
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

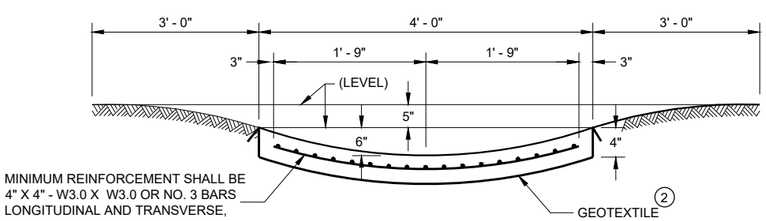


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

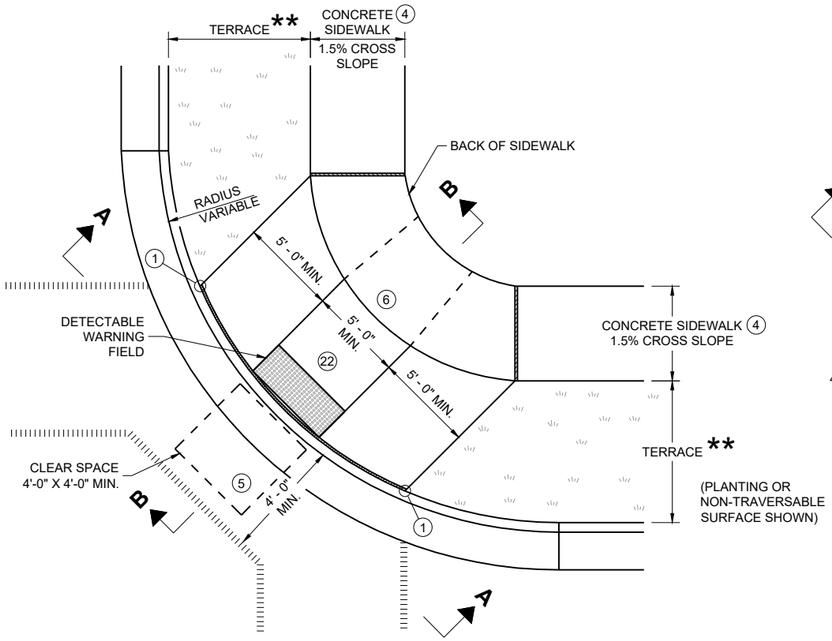
FHWA

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SDD 08D04 - 07

6

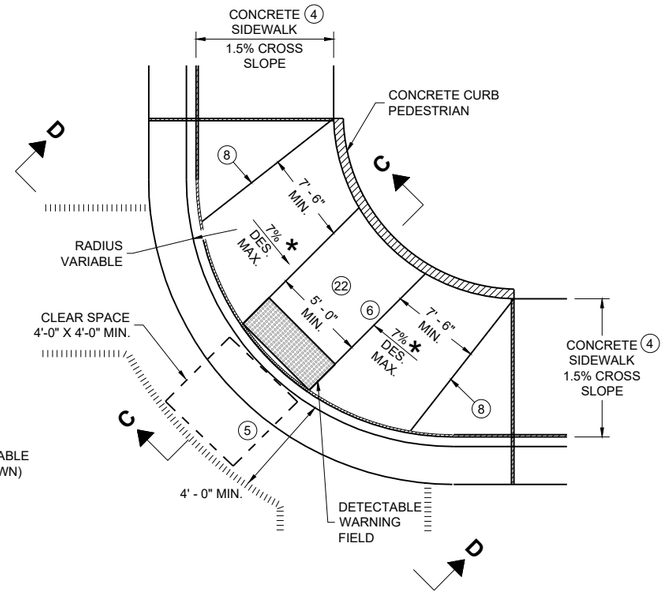
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

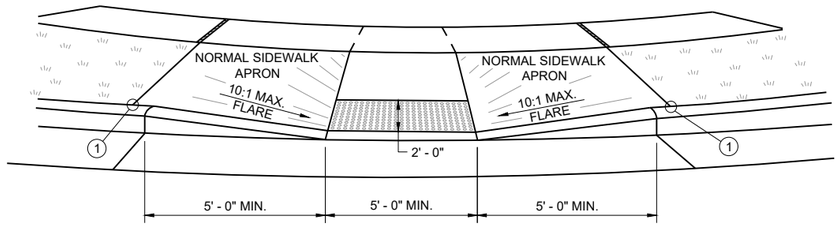
(CENTER OF CORNER RADIUS)



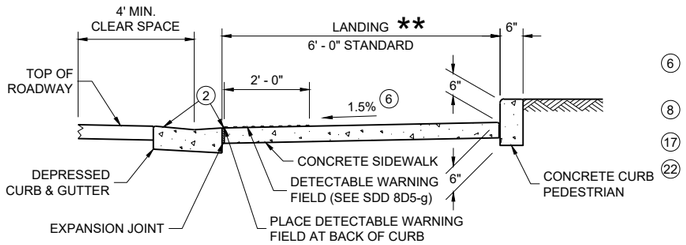
PLAN VIEW

CURB RAMP TYPE 1 - A

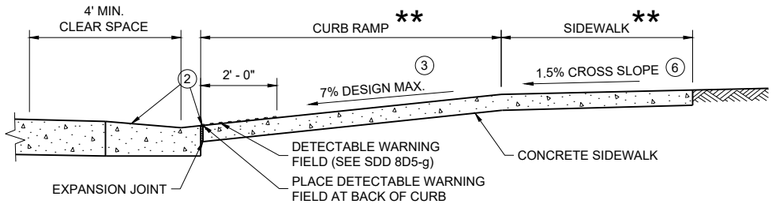
(NO TERRACE)



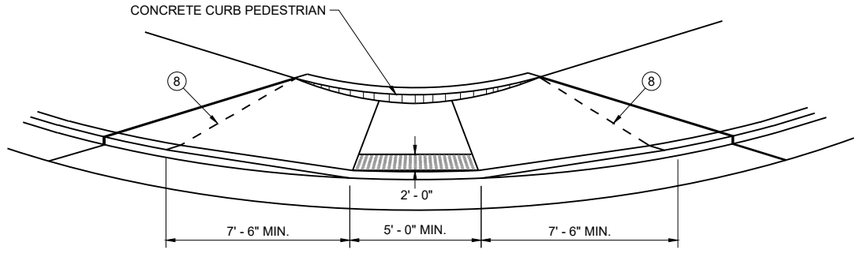
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

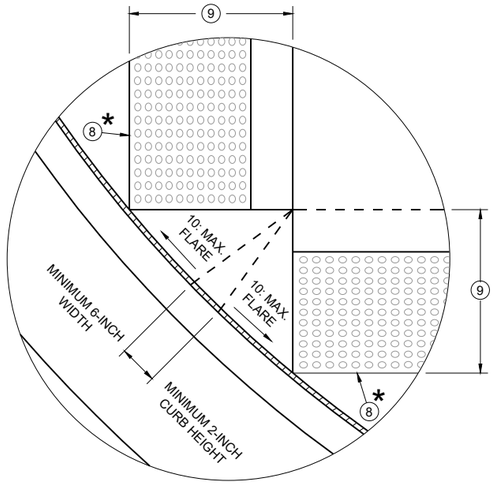
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

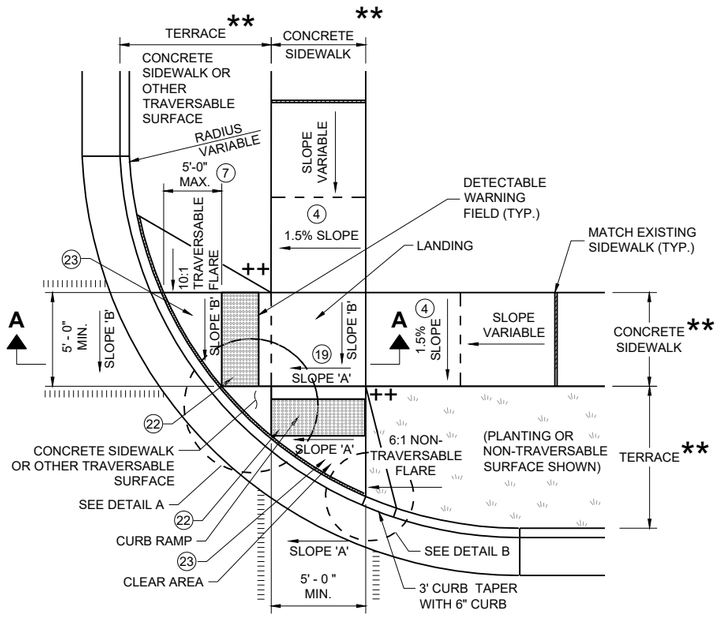
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



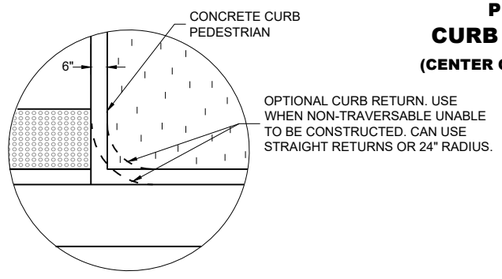
DETAIL A



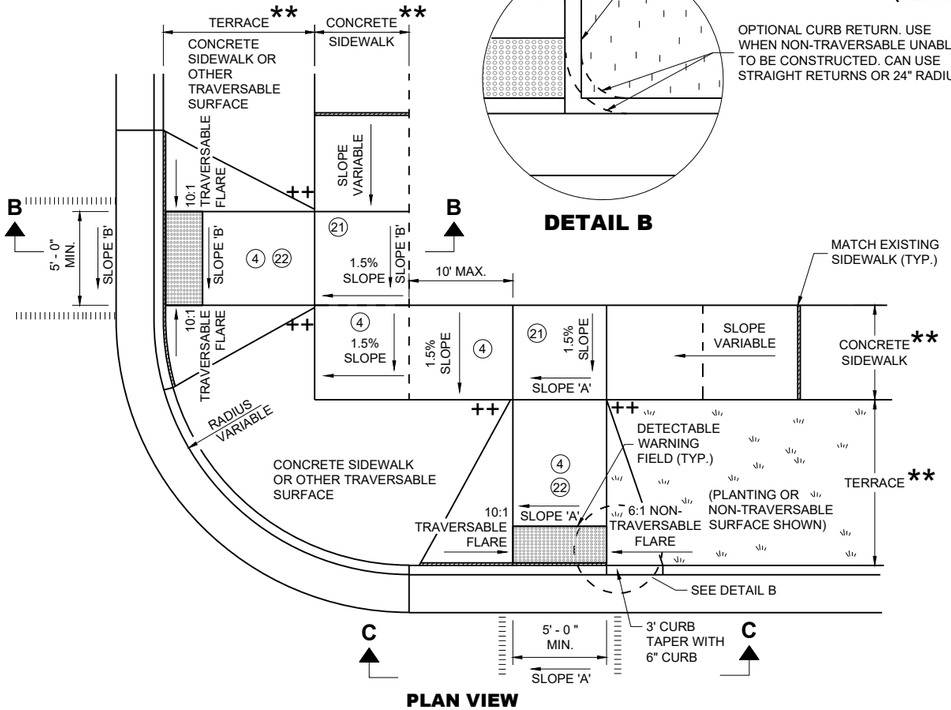
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



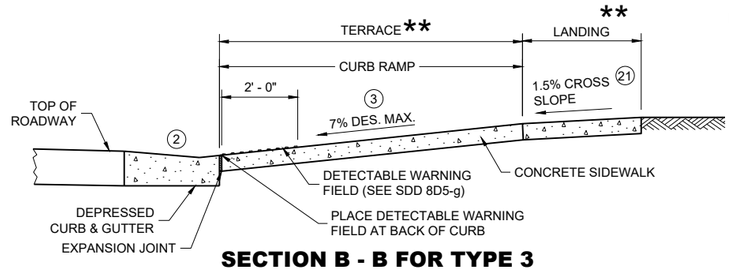
DETAIL B



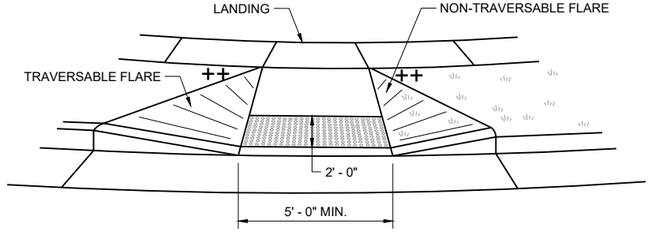
PLAN VIEW

CURB RAMP TYPE 3

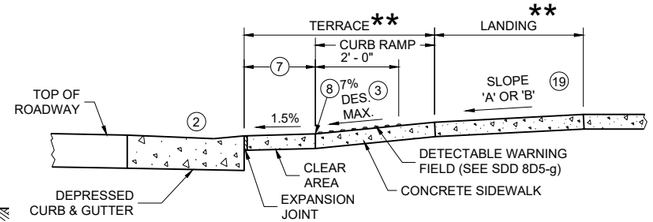
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

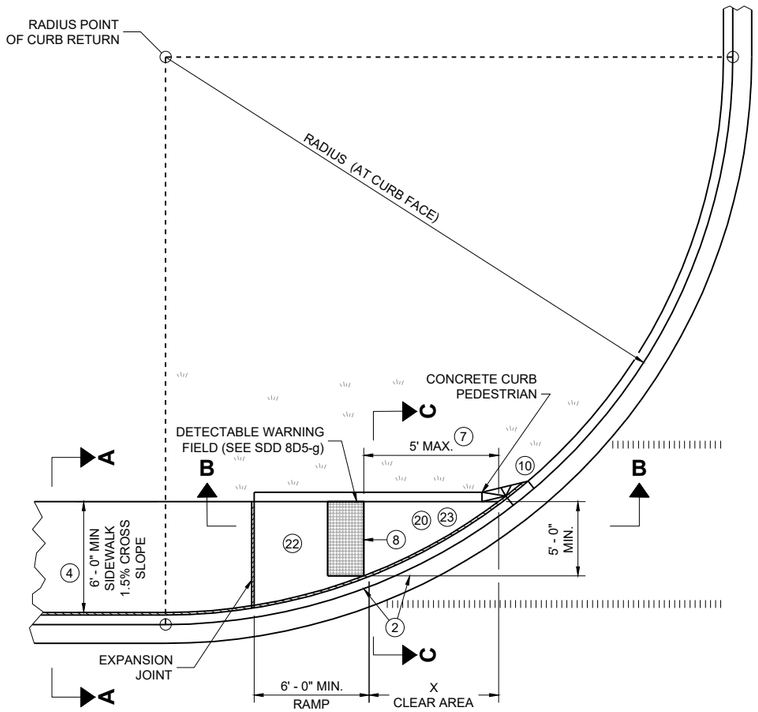
LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

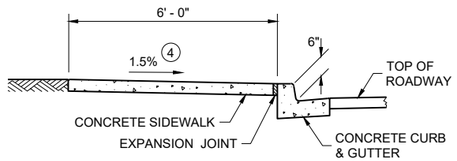
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

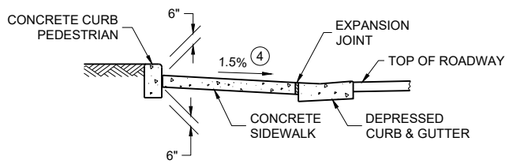


PLAN VIEW

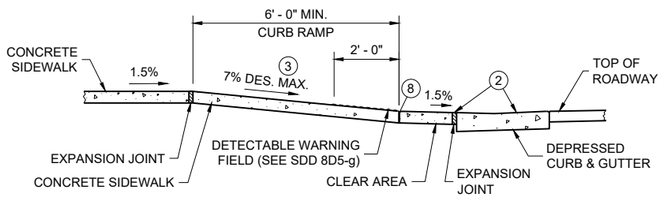
CURB RAMP TYPE 4A



SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

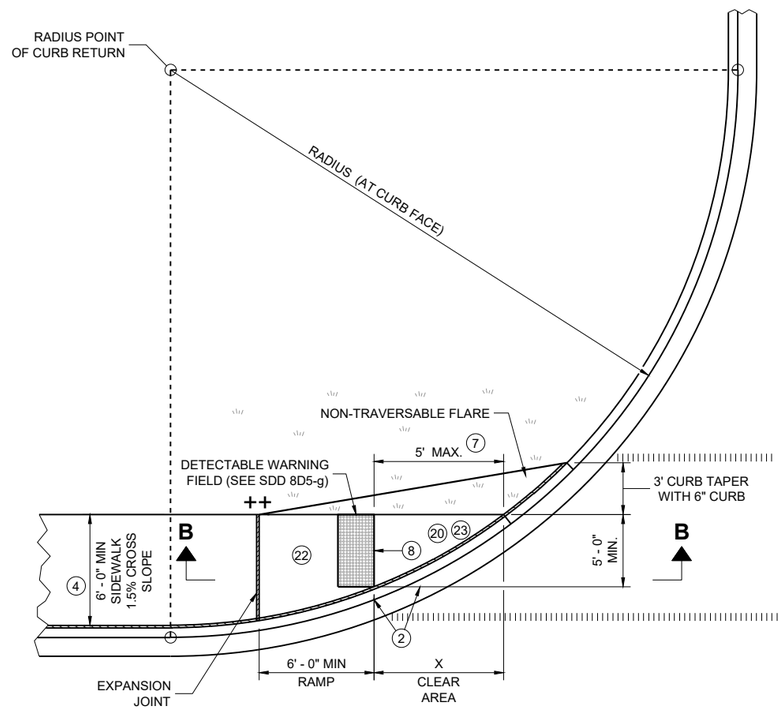
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

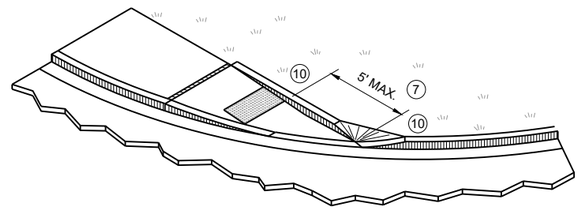
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

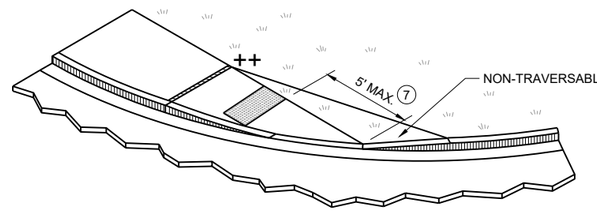


PLAN VIEW

CURB RAMP TYPE 4A1



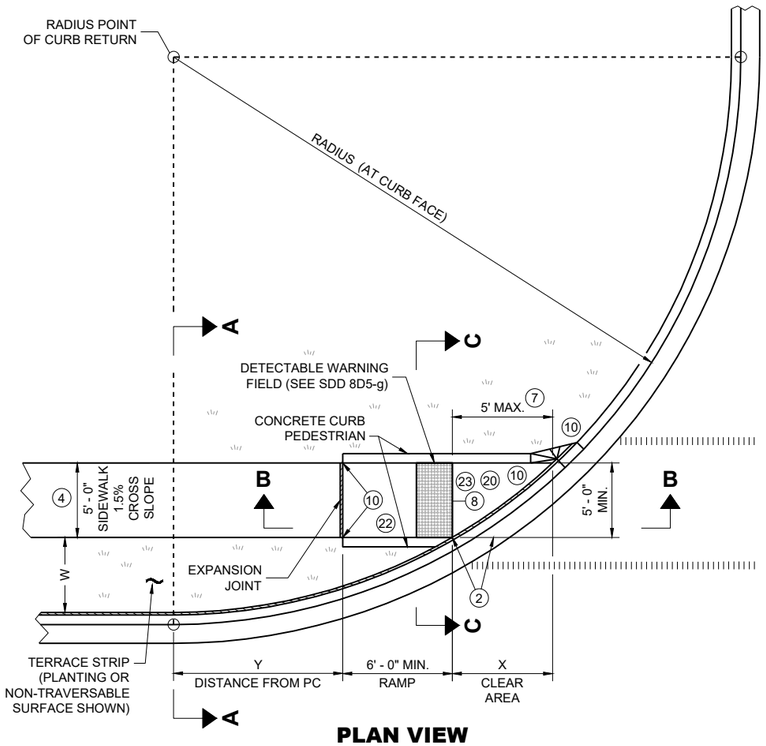
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

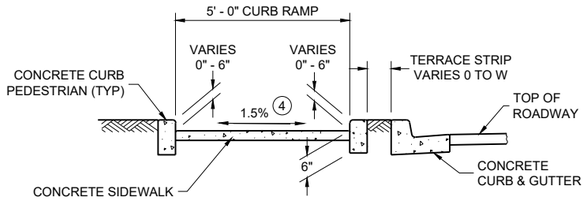
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

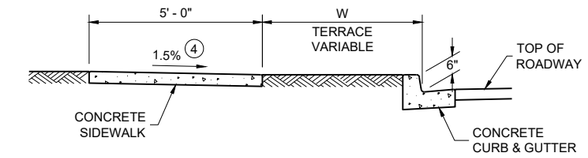
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

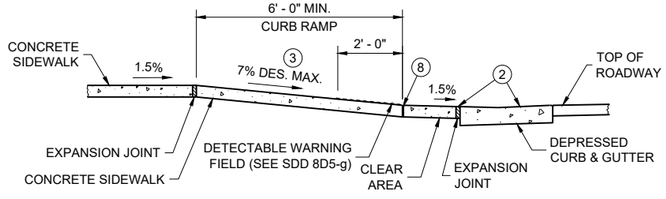
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

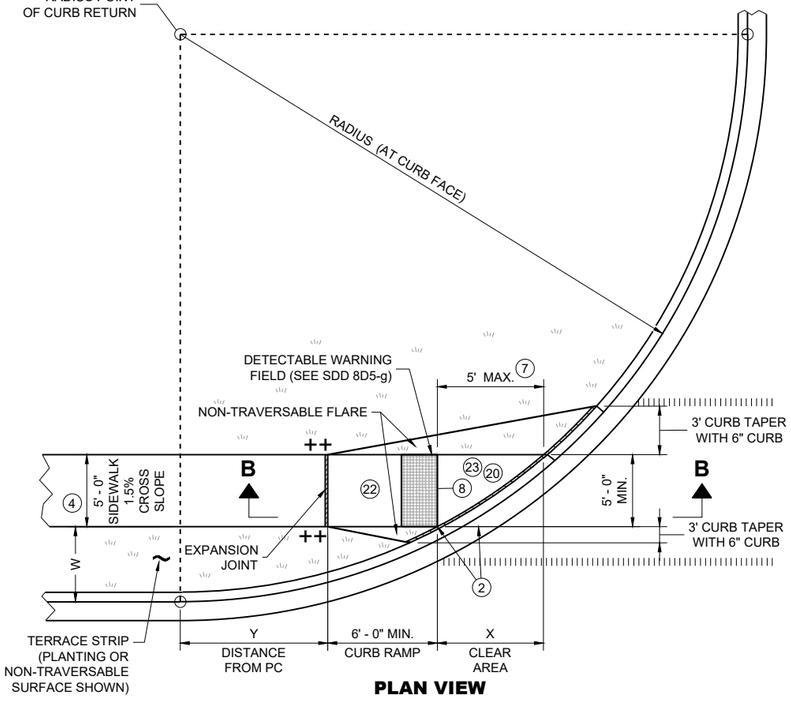
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



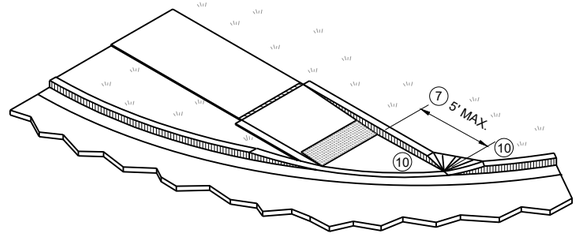
SECTION A - A FOR TYPE 4B



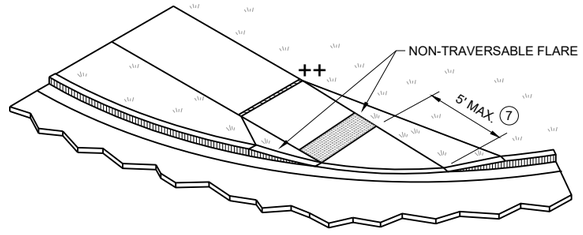
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



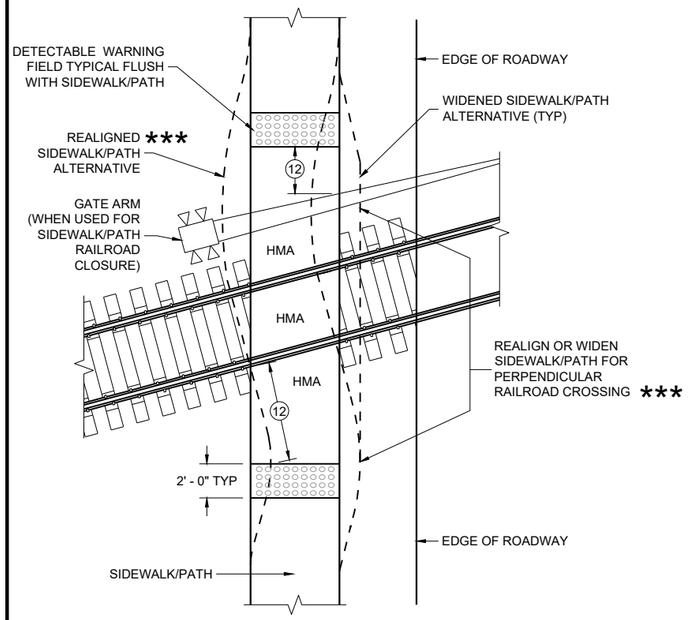
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

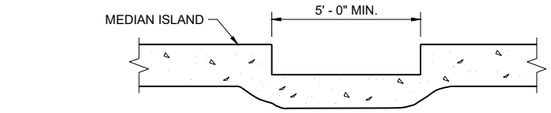
6

SDD 08D05-22d

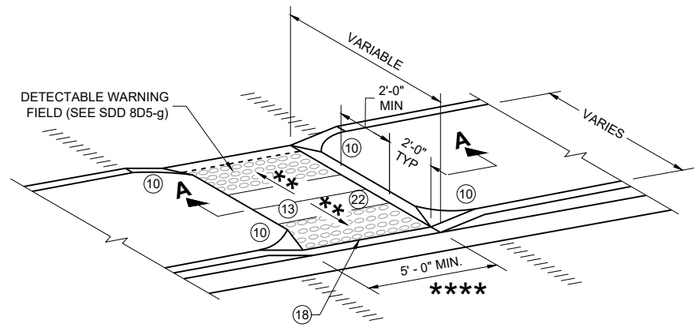


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

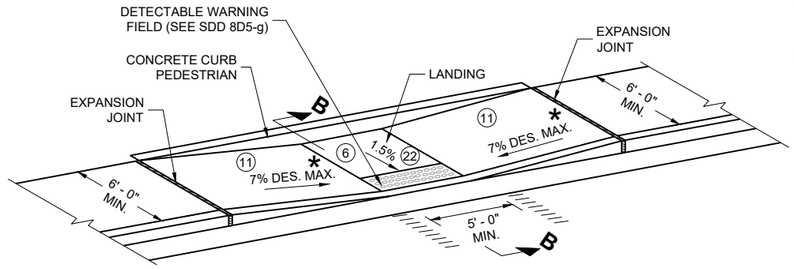
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM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

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

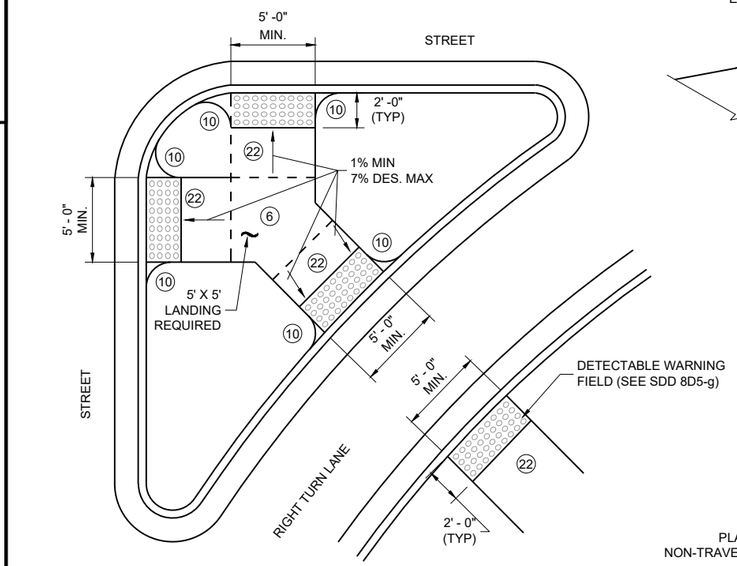
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 7A

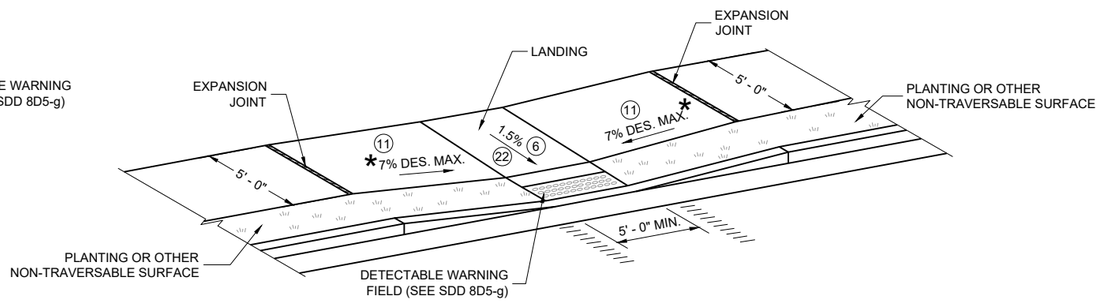
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

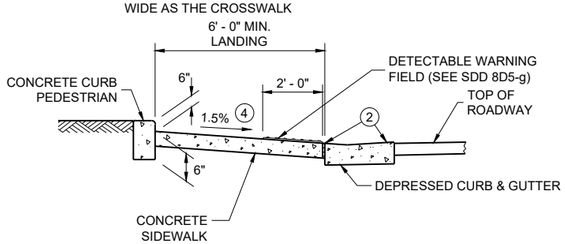


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

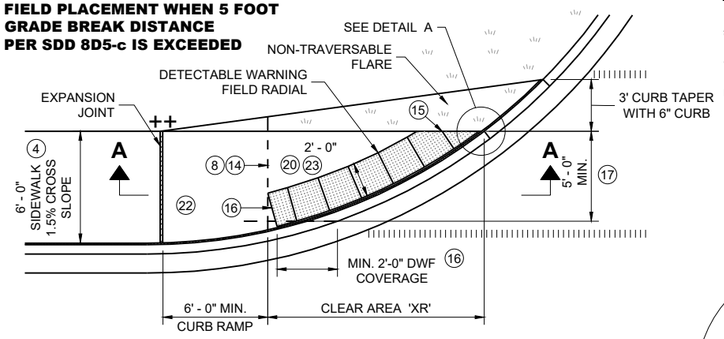


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

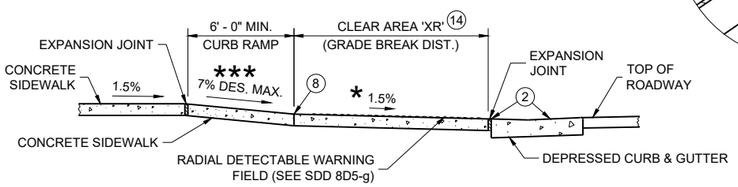
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

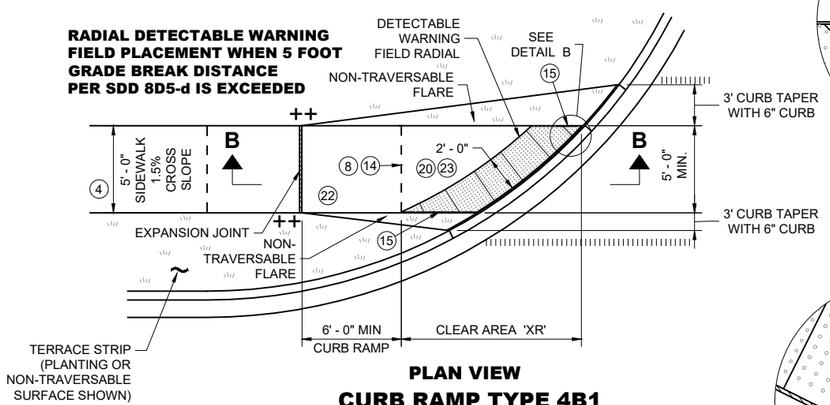
CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

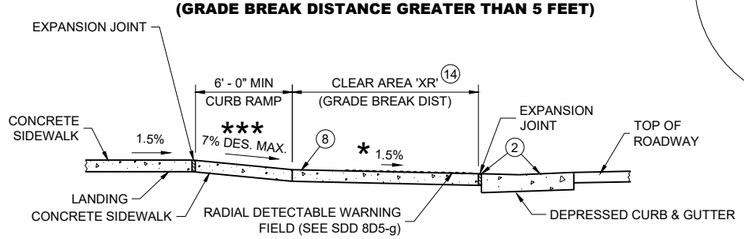
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4B1

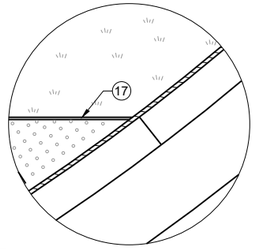
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



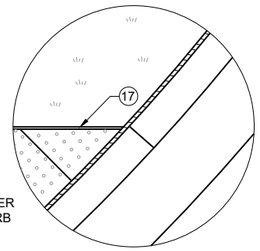
SECTION B - B FOR TYPE 4B1

LEGEND

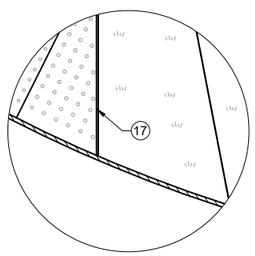
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

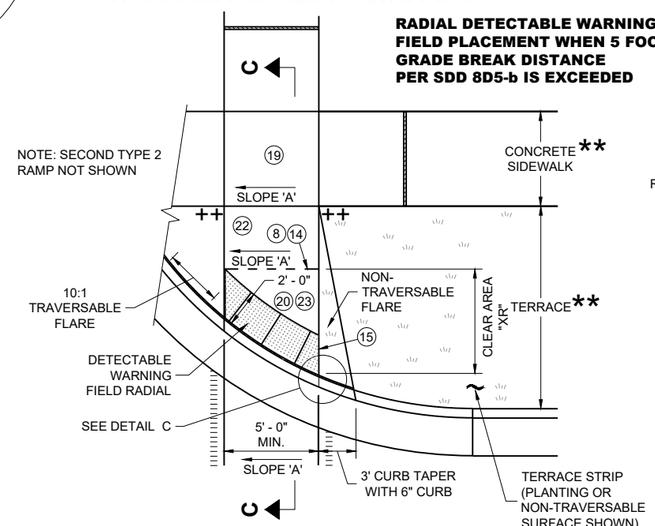


DETAIL B



DETAIL C

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

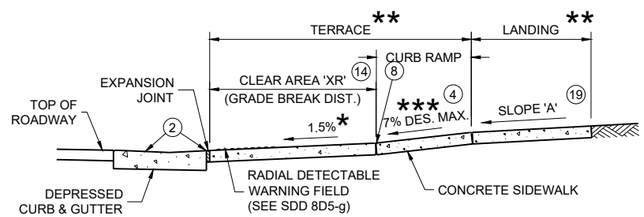


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

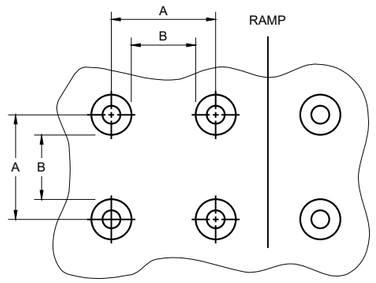
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

CURB RAMPS
RADIAL DETECTABLE WARNING

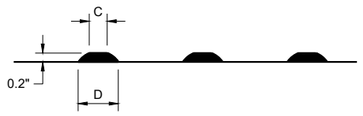
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

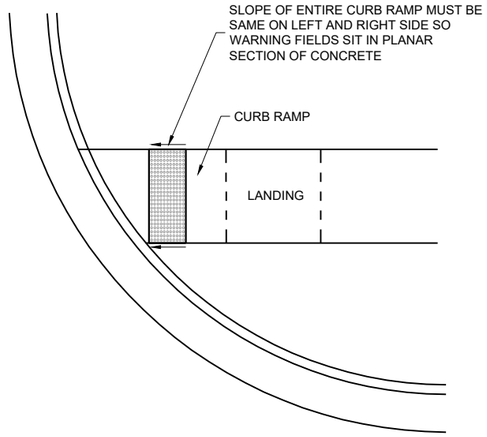
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

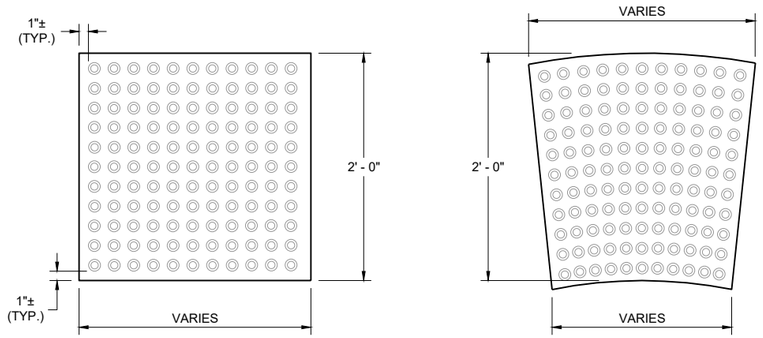
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

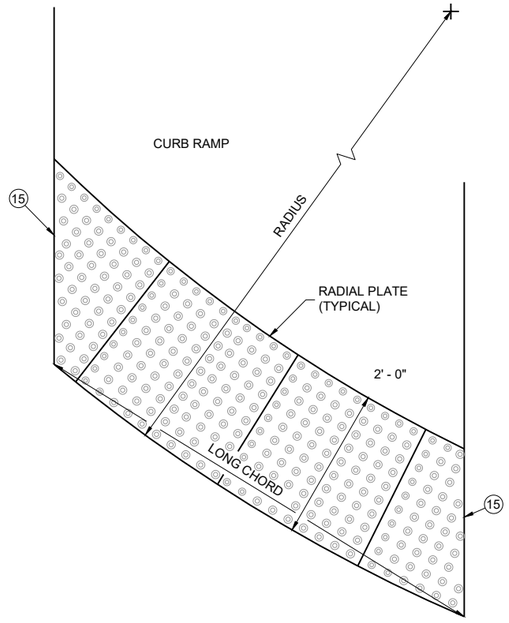
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



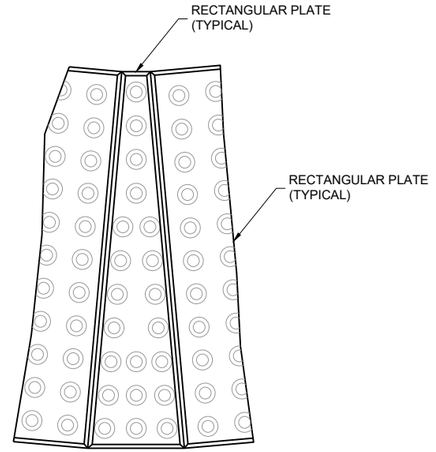
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

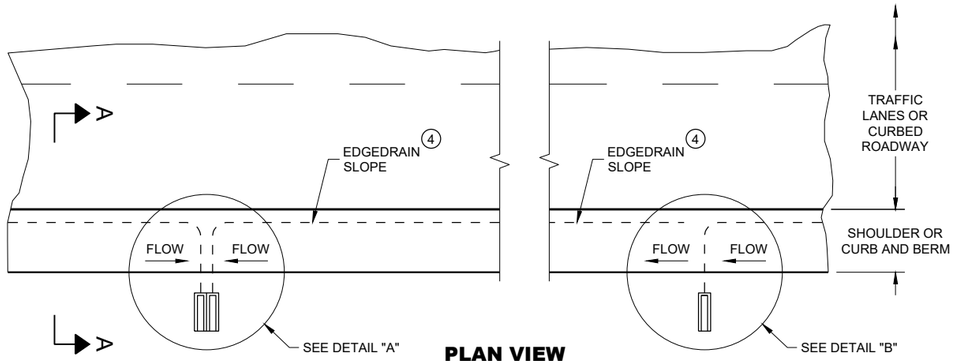
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

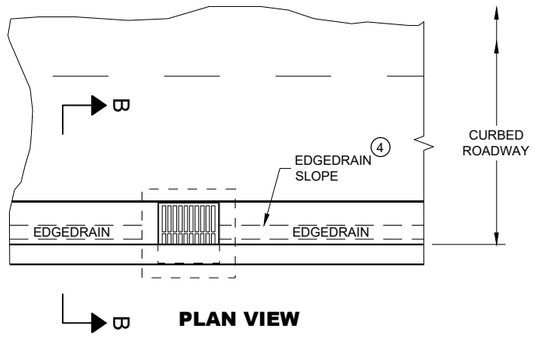
FHWA

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SDD 08D05-22g



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

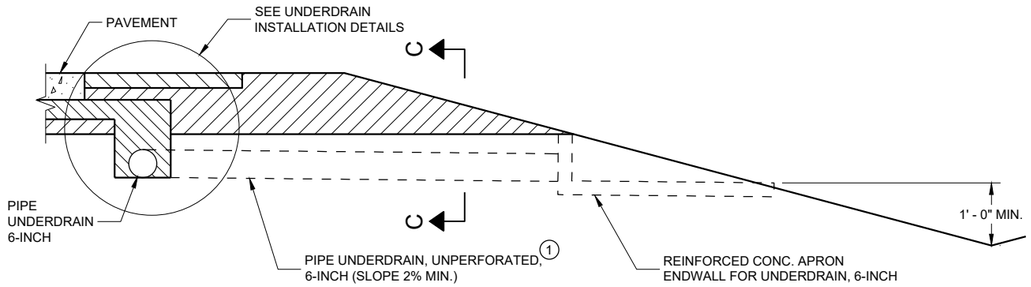
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

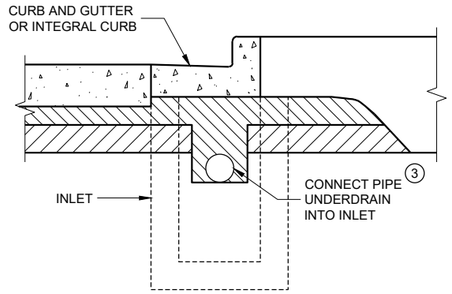
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



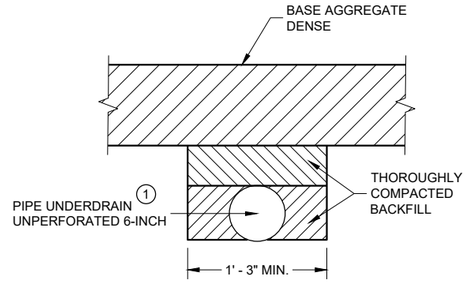
SECTION A - A

RURAL CROSS SECTION



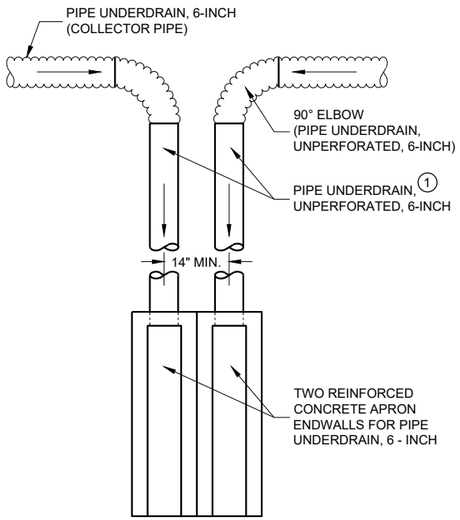
SECTION B - B

URBAN CROSS SECTION

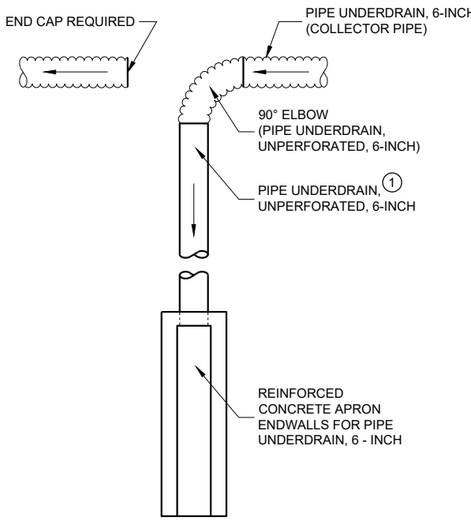


SECTION C - C

TRENCH FOR OUTFALL PIPE

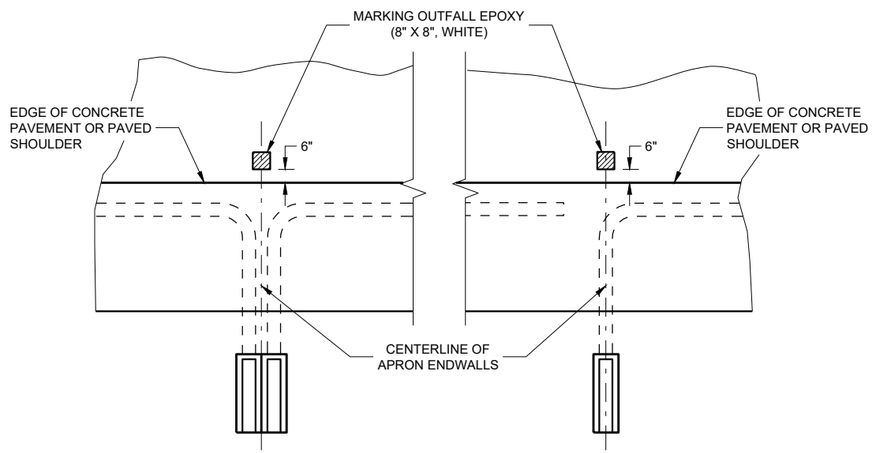


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

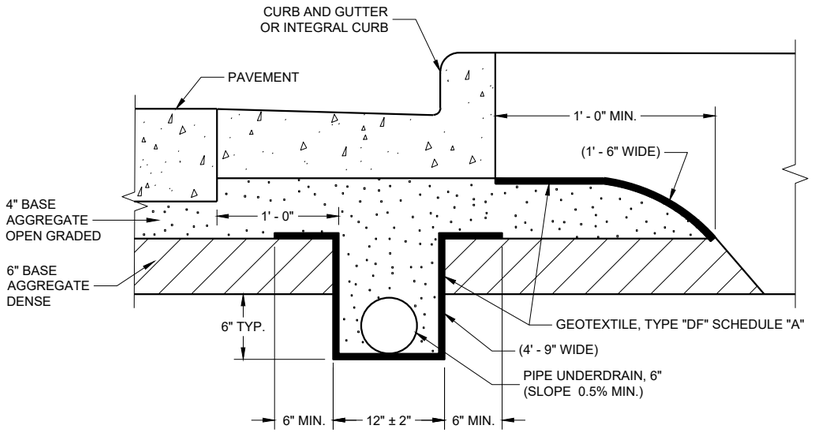
PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD08D15 - 05a

SDD08D15 - 05a



EDGEDRAIN IN URBAN ROADWAY

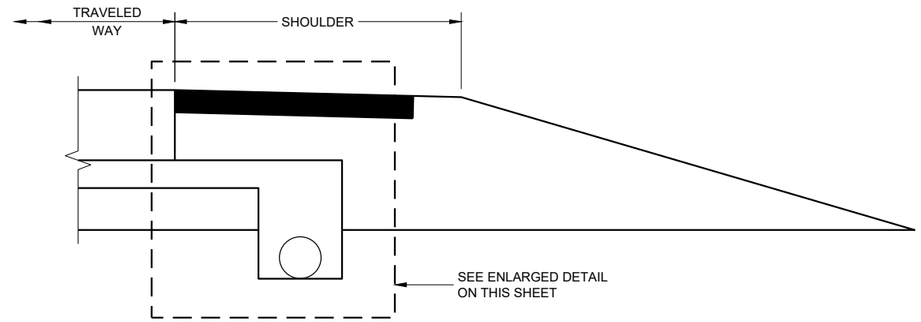
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

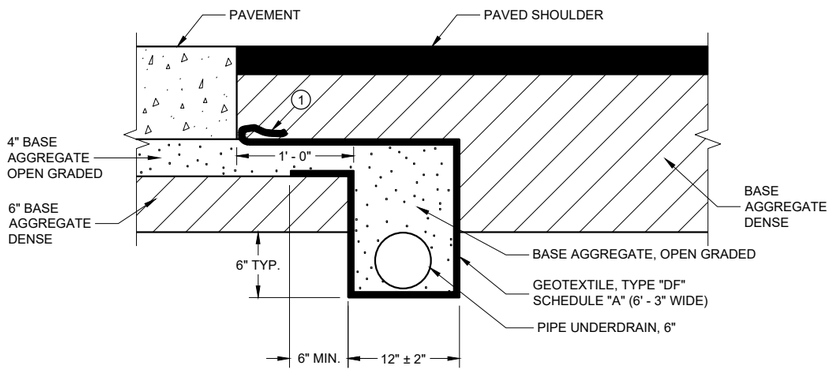
(1) FOLD OVER EXCESS GEOTEXTILE AT THIS LOCATION.

(2) TOTAL GEOTEXTILE WIDTH IS 6'-3" FOR PAYMENT.



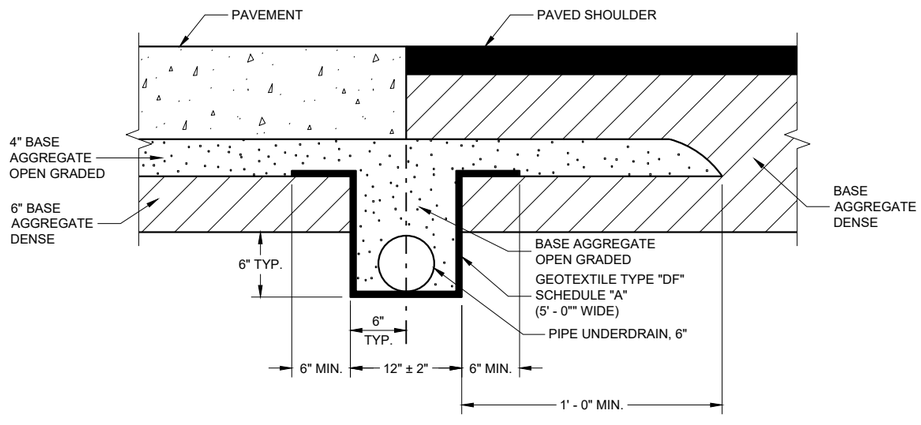
RURAL CROSS SECTION

6



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

6

SDD 08D15 - 05b

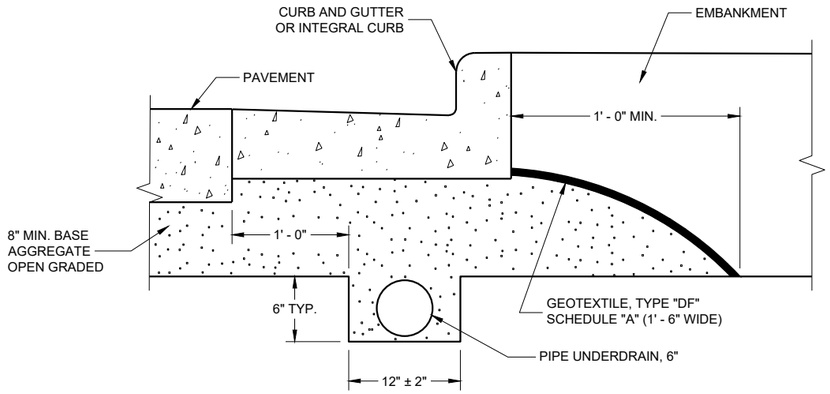
EGEDRAIN AND BASE AGGREGATE OPEN GRADED

SDD 08D15 - 05b

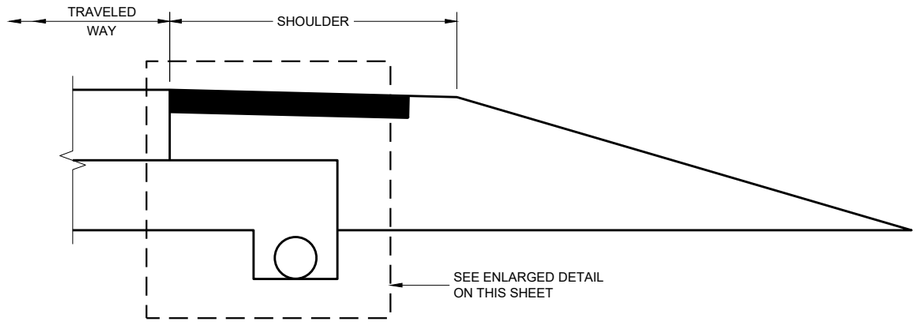
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

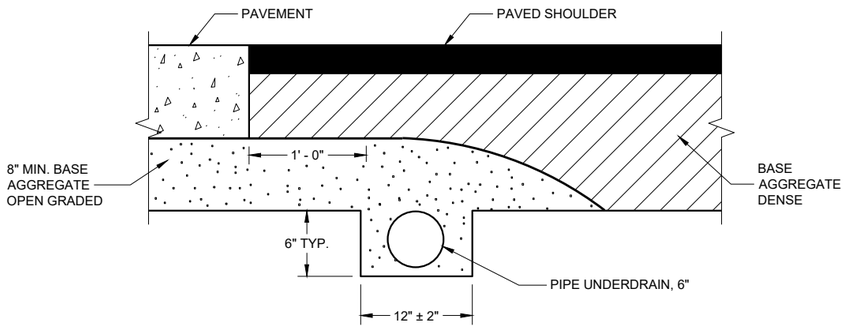


EDGEDRAIN IN URBAN ROADWAY



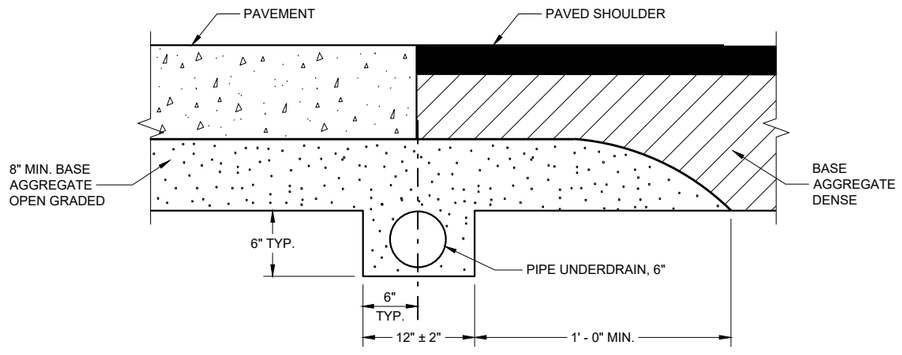
RURAL CROSS SECTION

6



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

6

SDD 08D15 - 05c

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

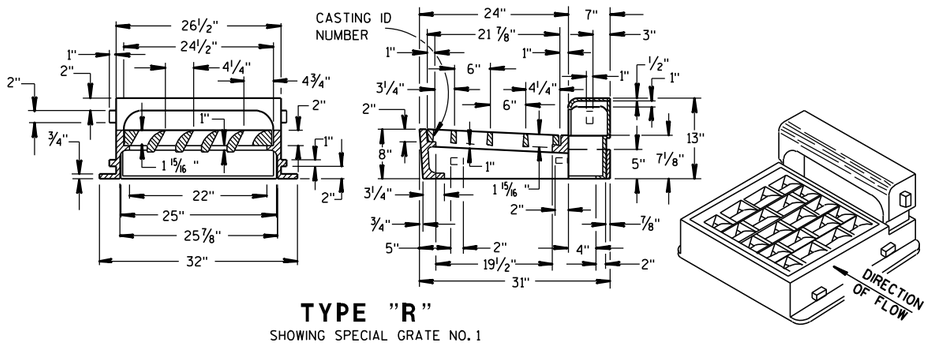
APPROVED
September 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

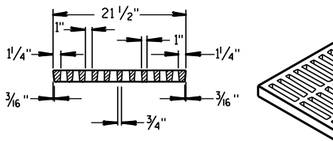
SDD 08D15 - 05c

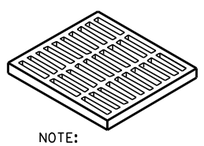
INLET COVERS



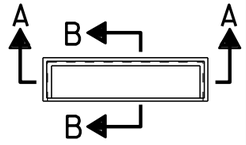
TYPE "R"

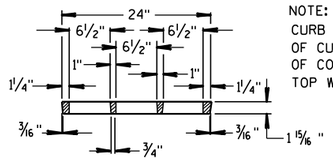
SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



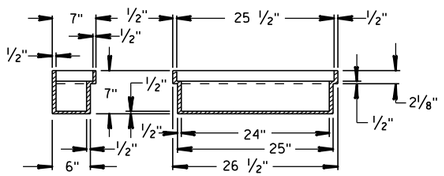


(APPROX. WEIGHT - 510 LBS.)
FRAME..... 245 LBS.
CURB..... 120 LBS.
GRATE..... 145 LBS.





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



GRATE FOR TYPE "R" INLET COVER

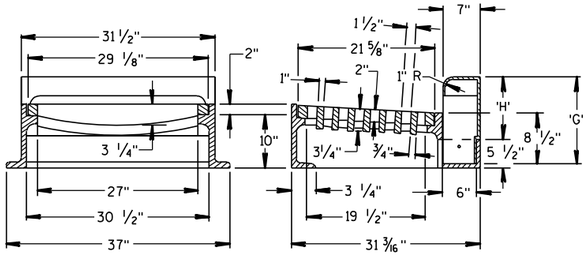
(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

SECTION B-B SECTION A-A

SPECIAL CURB PLUG "P"

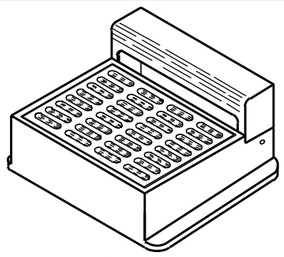
(CURB PLUG..... 85 LBS.)
(TO BE NOTED AS R-P IN DRAINAGE TABLE)

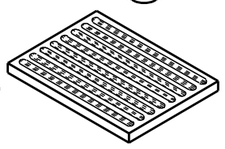
'H' = 9" FOR 6" CURB
'H' = 11" FOR 8" CURB
'G' = 13 3/4" FOR 6" CURB
'G' = 15 3/4" FOR 8" CURB



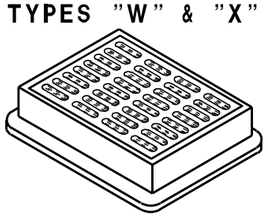
TYPE "W"

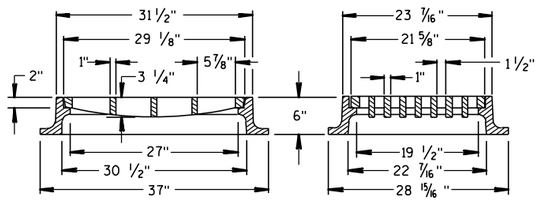
(APPROX. WEIGHT - 670 LBS.)
FRAME..... 350 LBS.
CURB BOX..... 135 LBS.
GRATE..... 185 LBS.





ALTERNATE GRATE
(FOR EXPRESSWAY RAMPS)
TYPES "W" & "X"

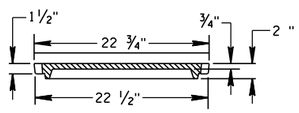




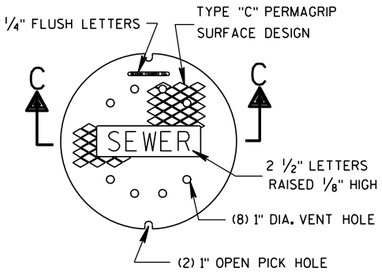
TYPE "X"

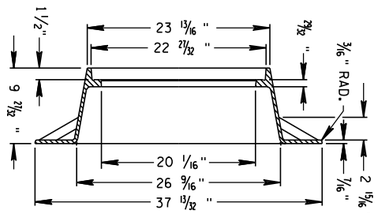
(APPROX. WEIGHT - 470 LBS.)

MANHOLE COVER



SECTION C-C





TYPE "Q"

(APPROX. WEIGHT - 290 LBS.)

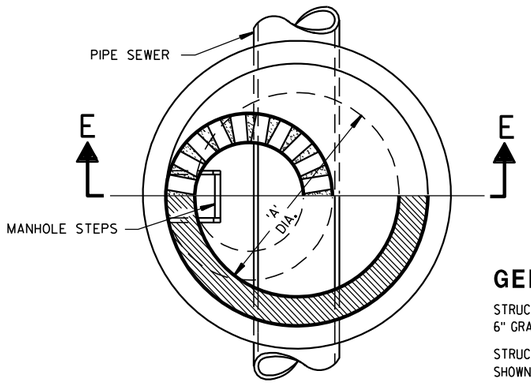
TABLE OF DIMENSIONS

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"

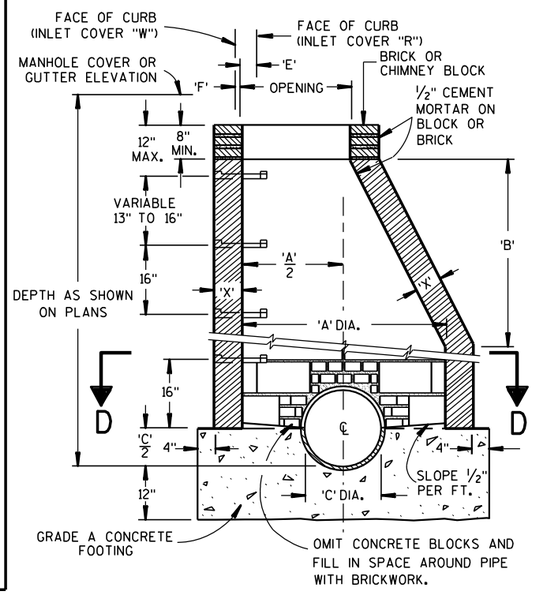
* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

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

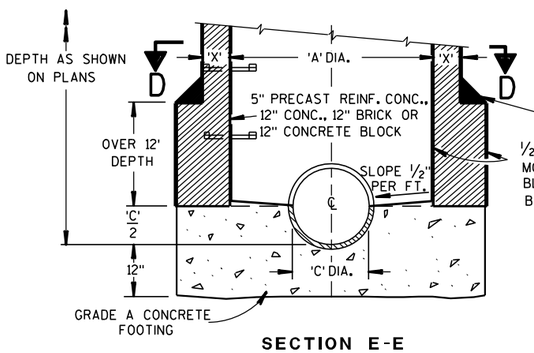
MANHOLE



HALF SECTION D-D



SECTION E-E



SECTION E-E

TYPES 11, 12, 13 & 14

TABLE OF OPENING DIMENSIONS

COVER 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"	—

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.

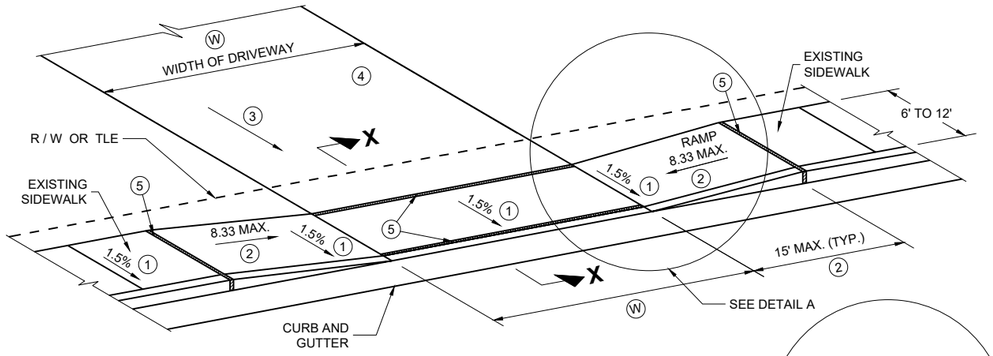
MANHOLES, MANHOLE & INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

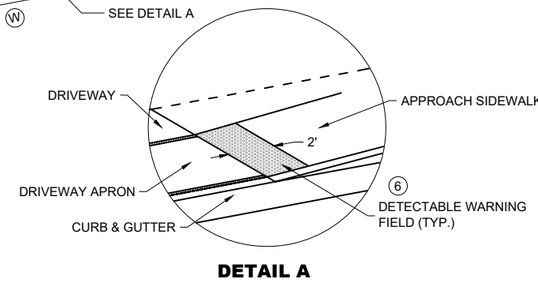
APPROVED
4/12/2011 — DATE
/S/ Jerry H. Zogg — ROADSIDE STANDARDS ENGINEER
235
FHWA

6

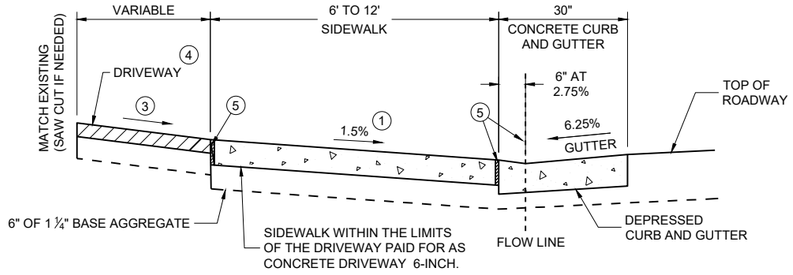
S.D.D. 8 D 17-6



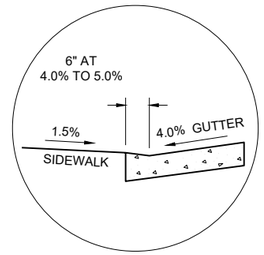
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



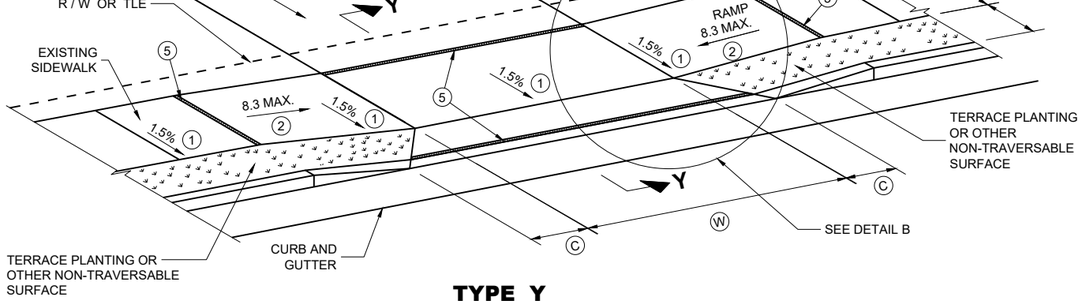
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

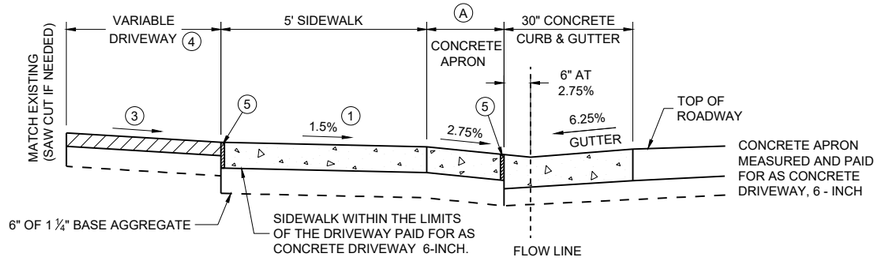
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



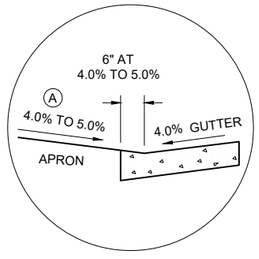
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

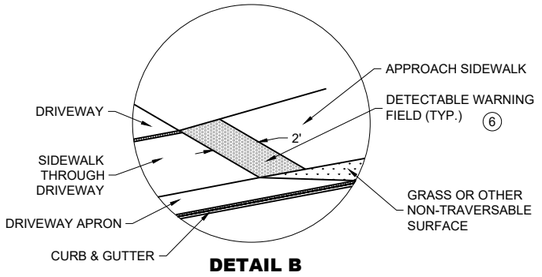
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
* 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
* 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER

(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

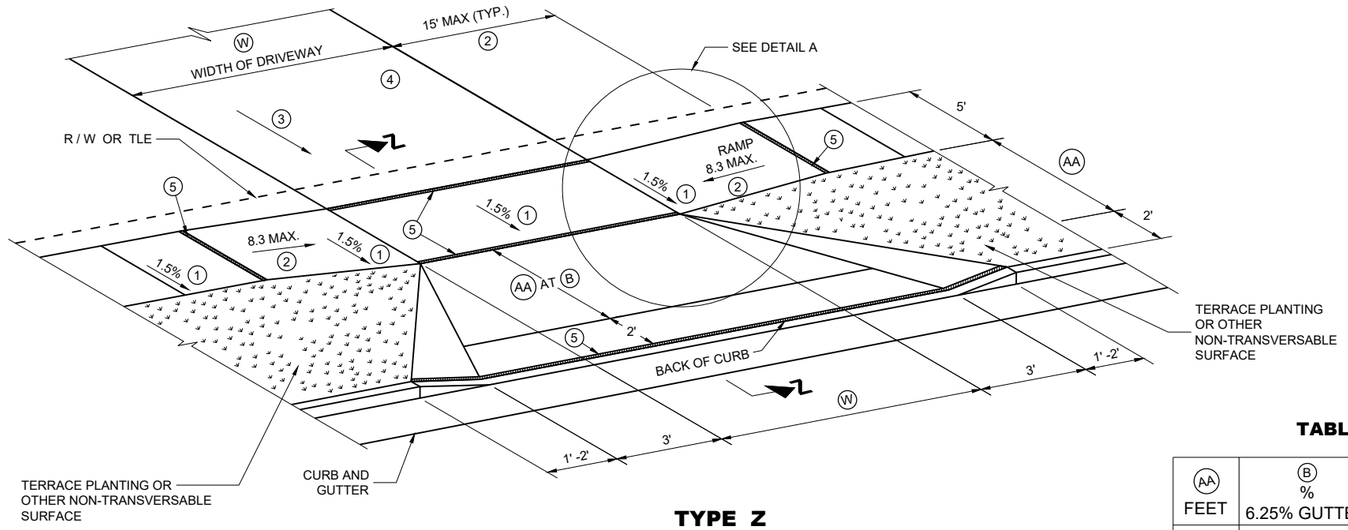
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA

6
SDD 08D18-05



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
- * TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
- * AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER.

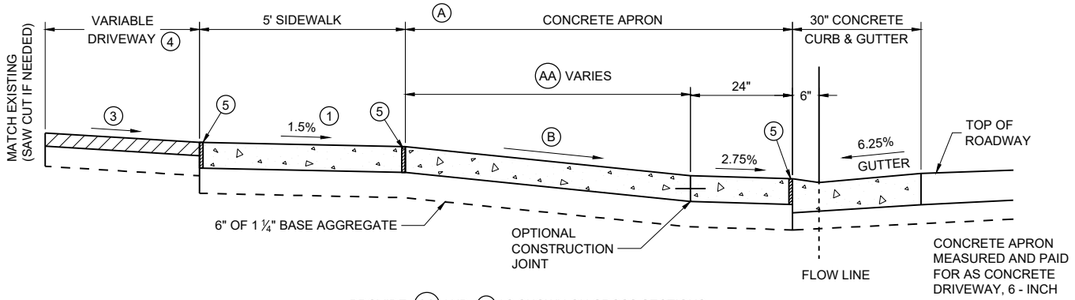
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

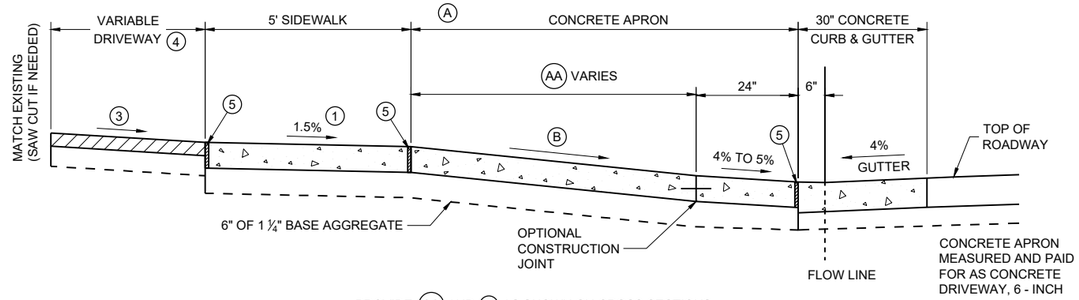
TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%



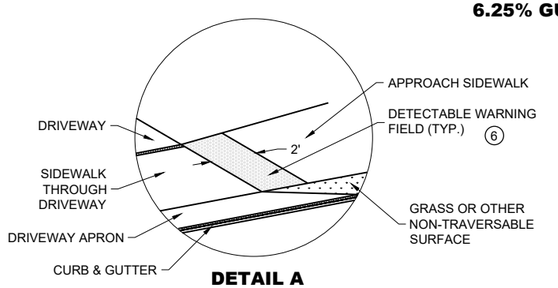
PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE



DETAIL A

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SECTION Z - Z

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

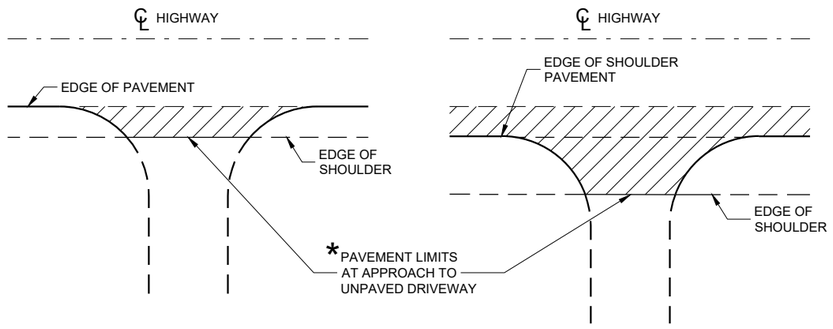
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

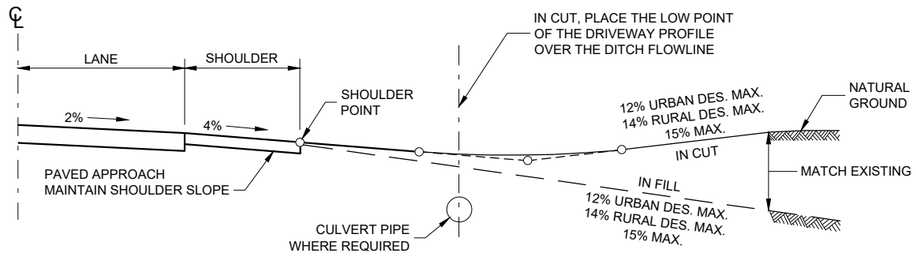
6
SDD 08D19-05



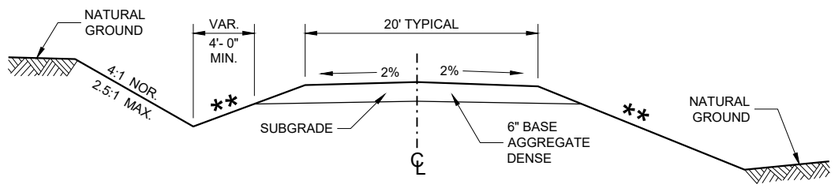
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

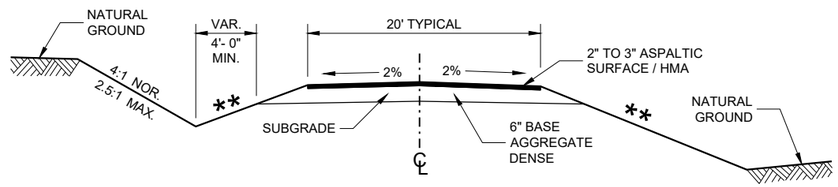


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

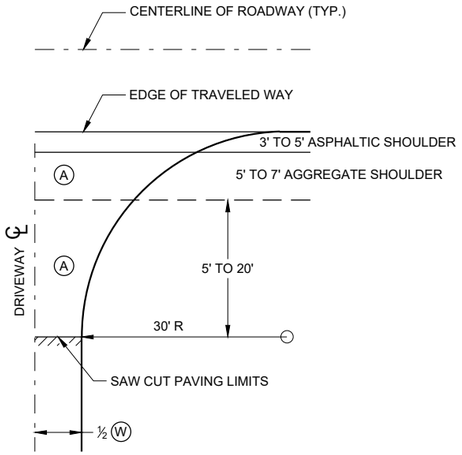
FHWA

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SDD 08D21 - 01

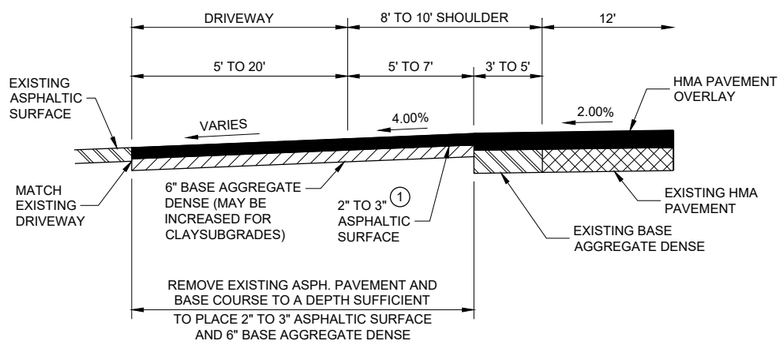
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



PROFILE VIEW

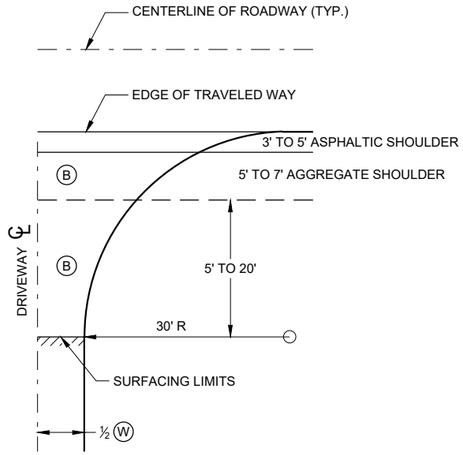
RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

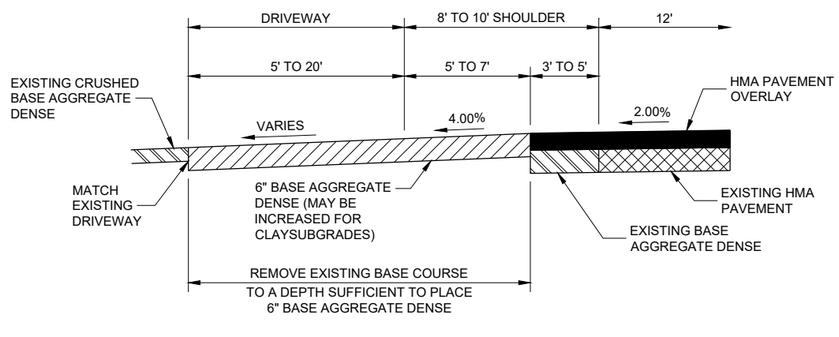
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE

RESURFACING PROJECTS

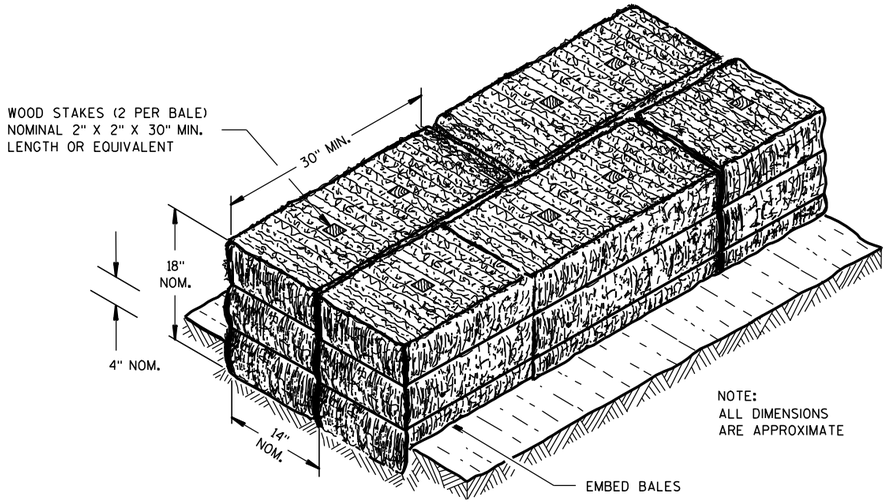
DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

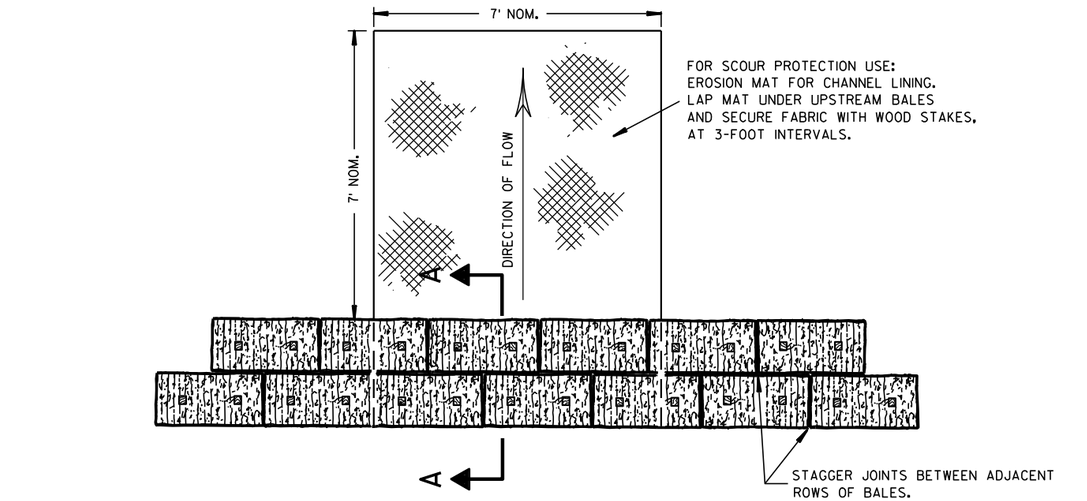
APPROVED
December 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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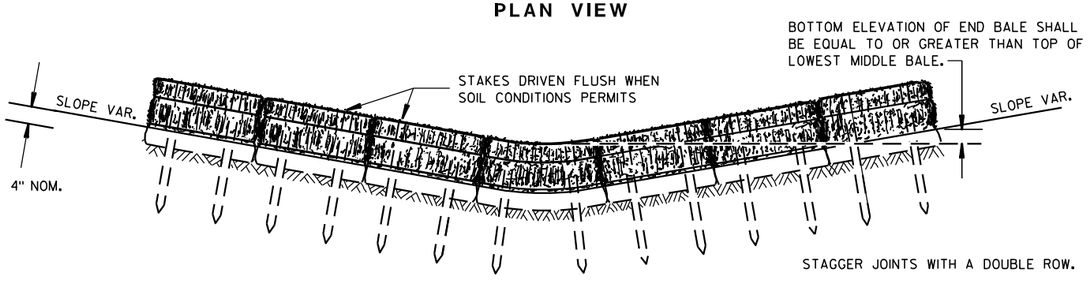
SDD 08D22 - 01



SECTION A-A



PLAN VIEW



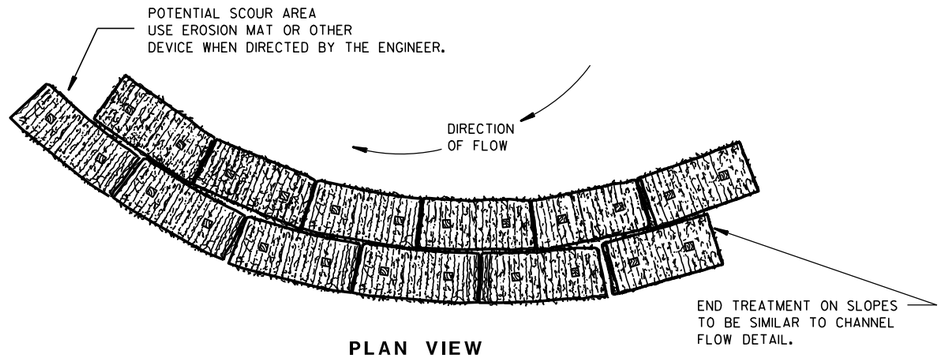
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

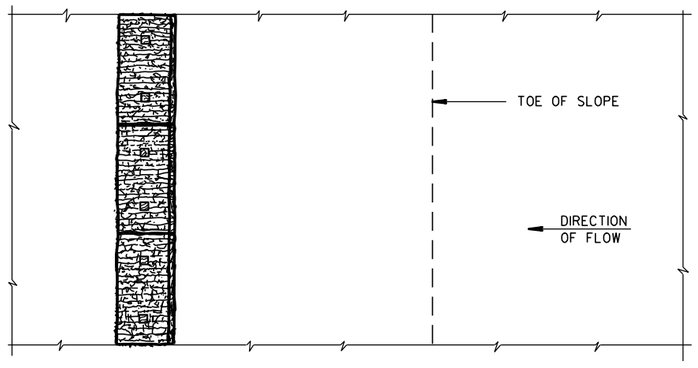
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

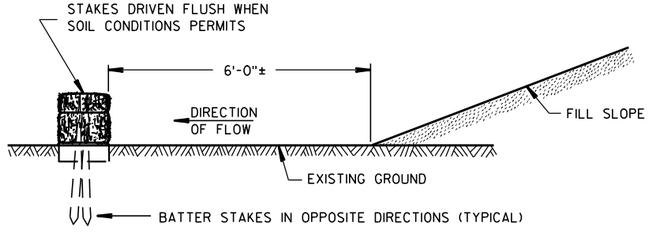


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

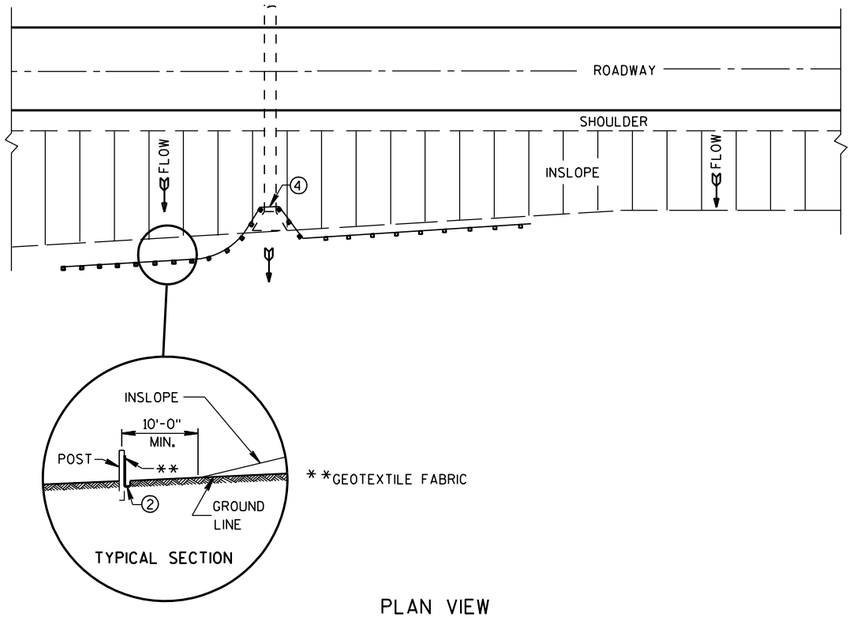
6/04/02 DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

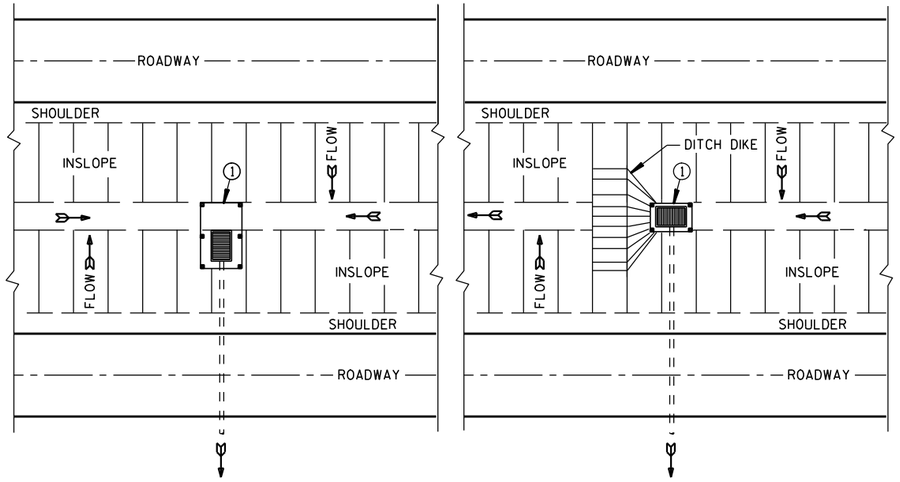
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

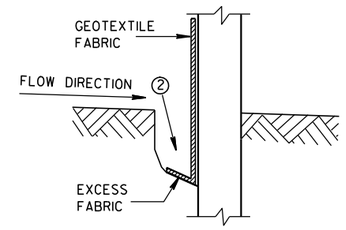
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

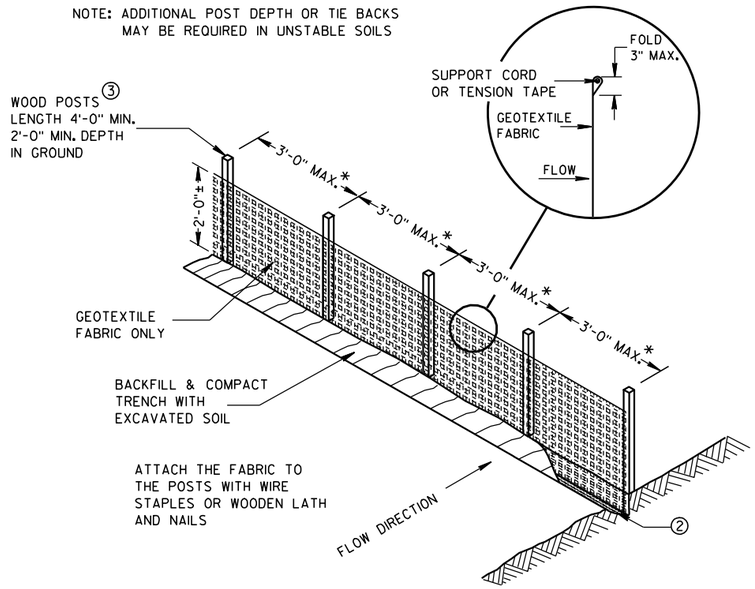
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

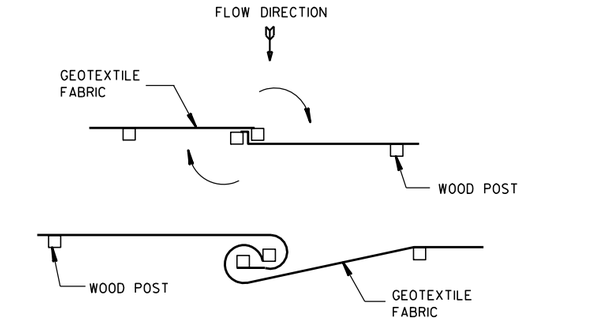
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



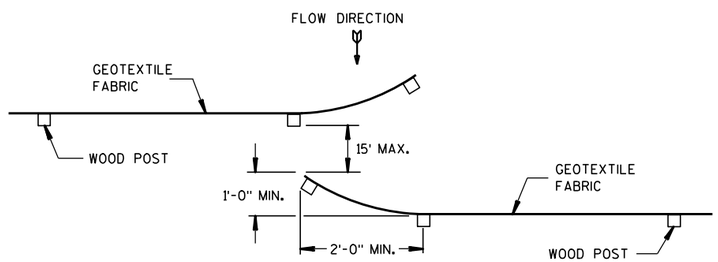
TRENCH DETAIL



SILT FENCE

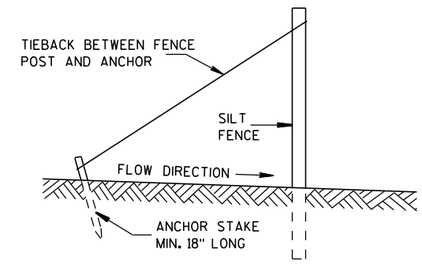


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

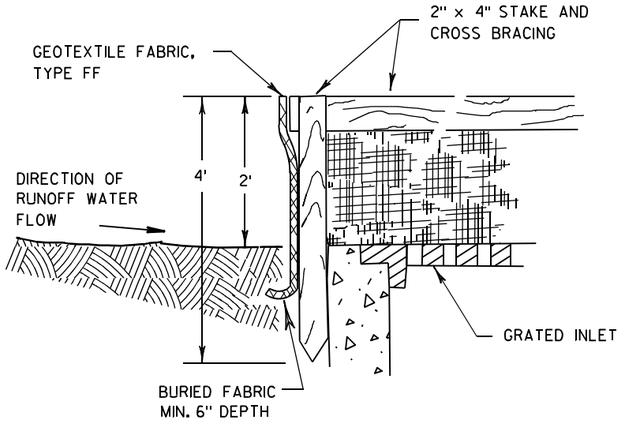
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

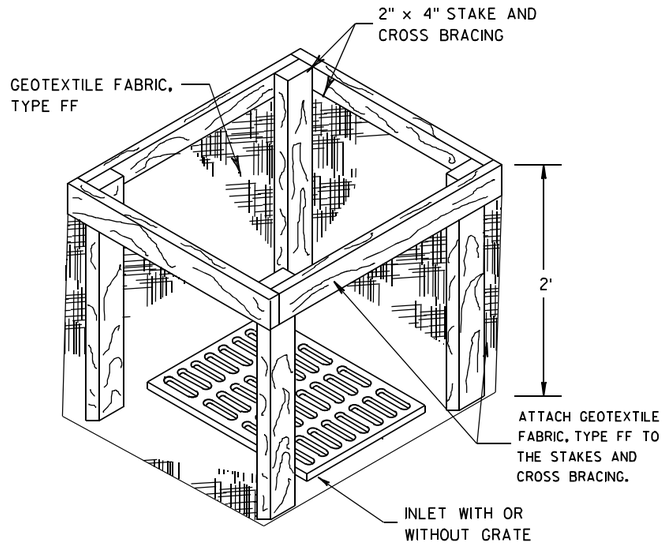
6

S.D.D. 8 E 9-6

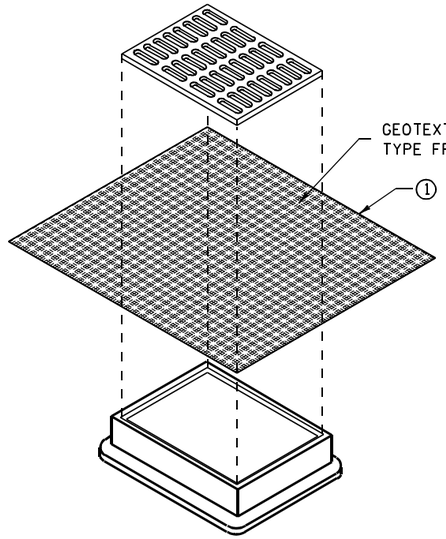
6

S.D.D. 8 E 9-6



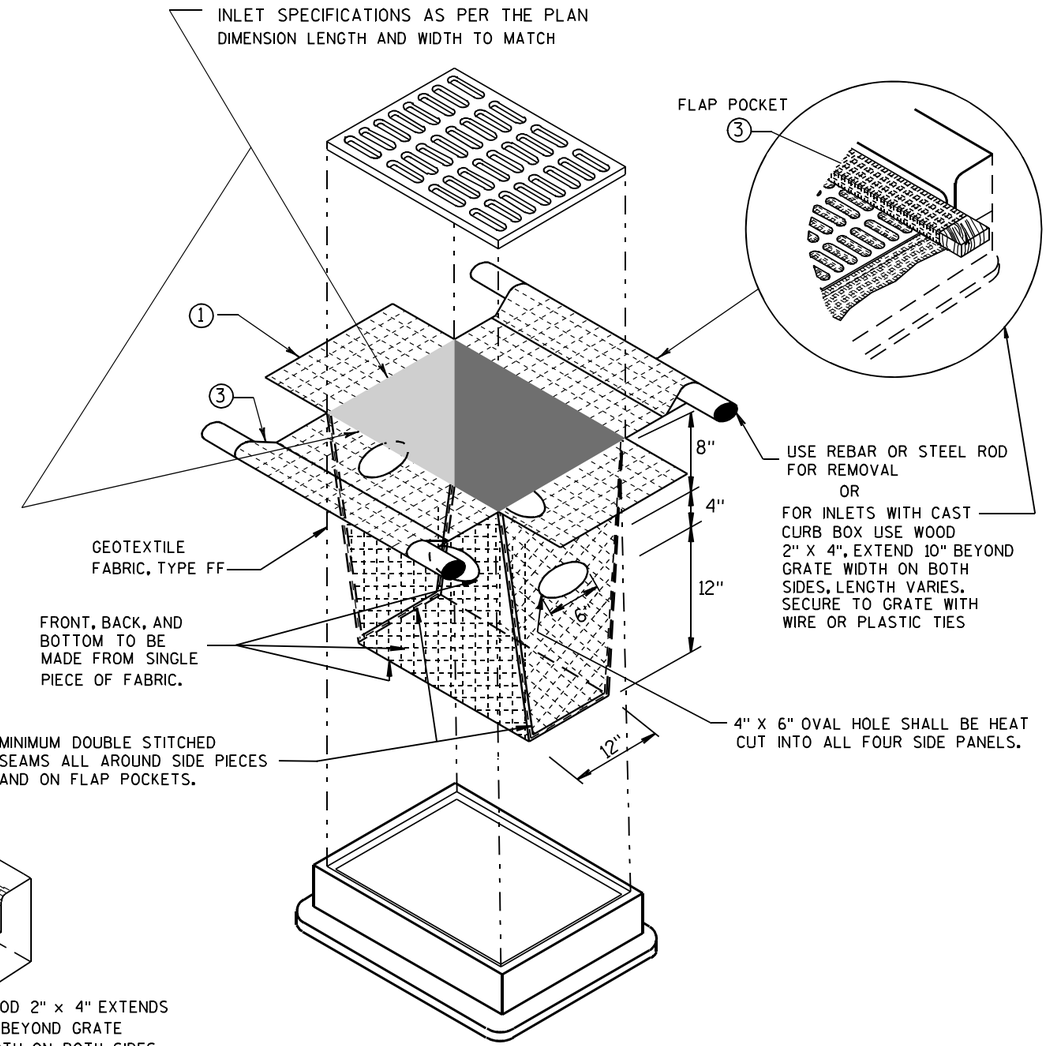


INLET PROTECTION, TYPE A



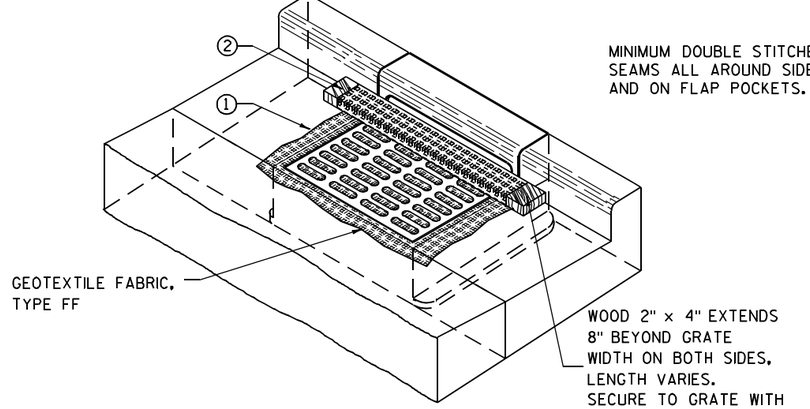
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

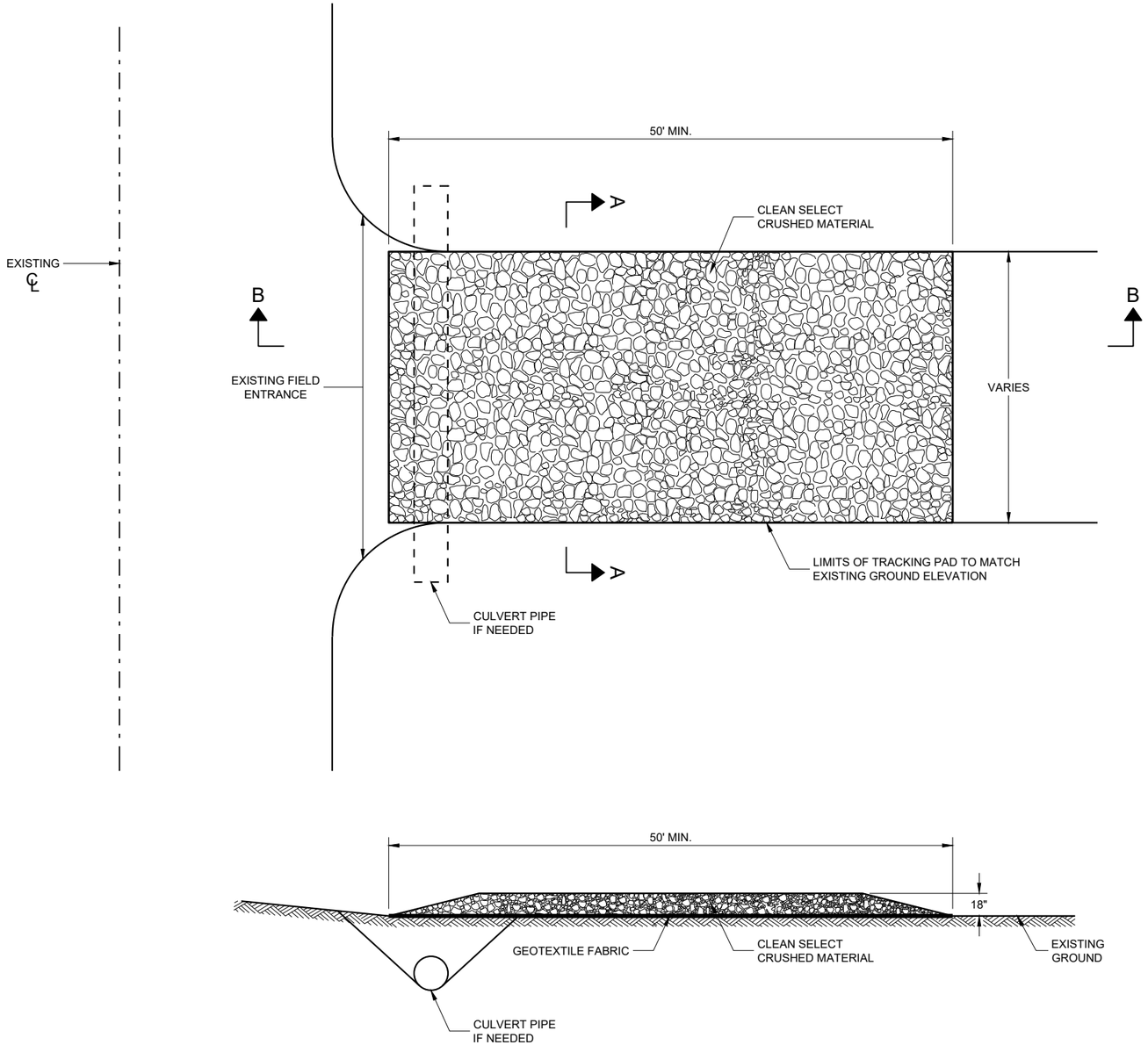
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

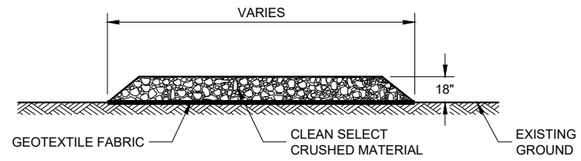
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

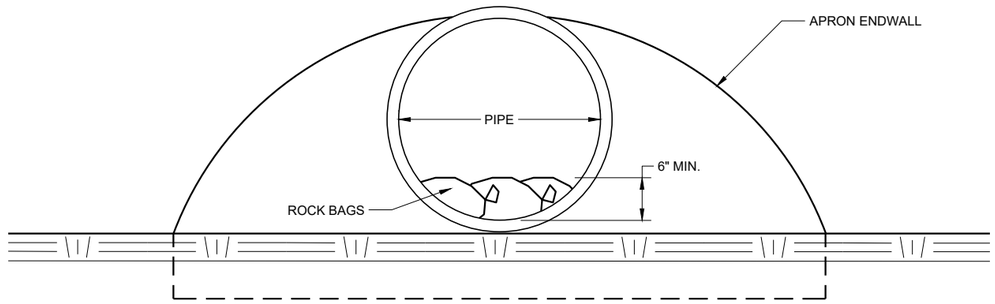
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

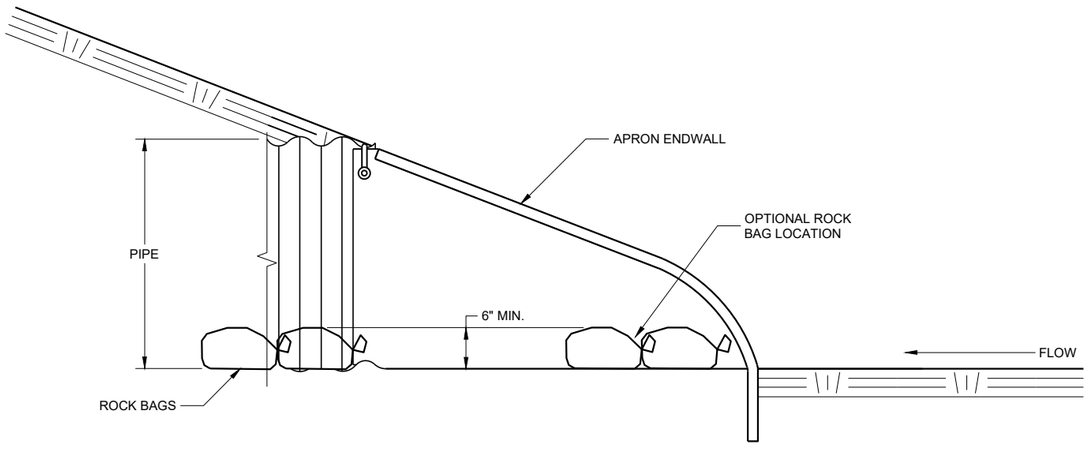
FHWA

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SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

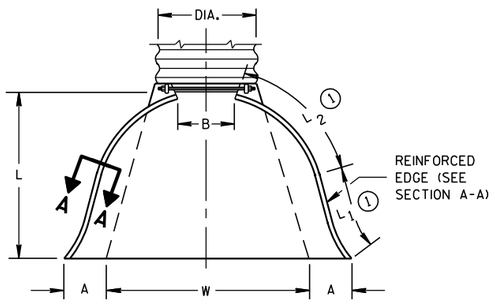
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

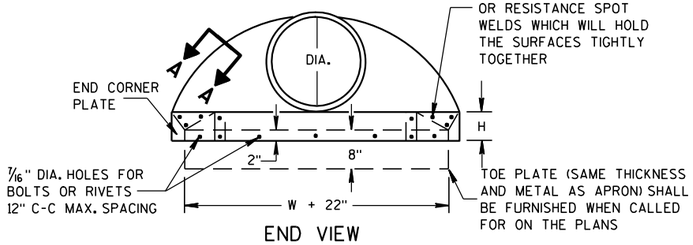
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

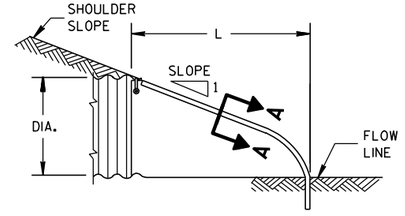
*MINIMUM
**MAXIMUM



PLAN VIEW

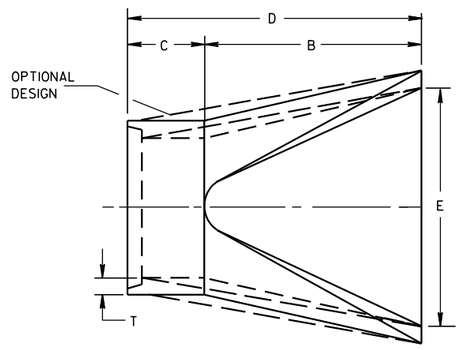


END VIEW

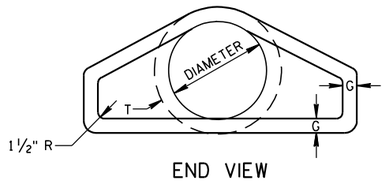


SIDE ELEVATION

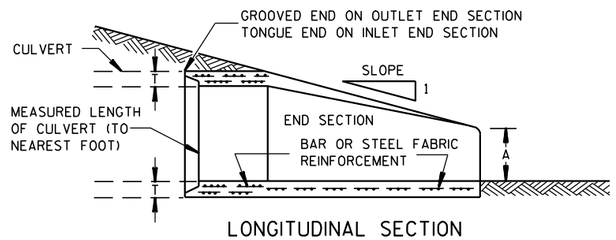
METAL ENDWALLS



PLAN

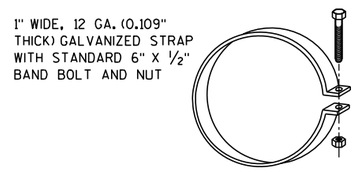


END VIEW



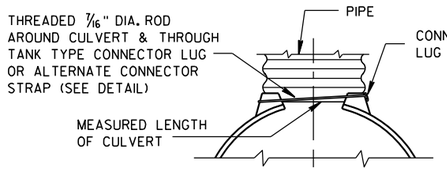
LONGITUDINAL SECTION

CONCRETE ENDWALLS

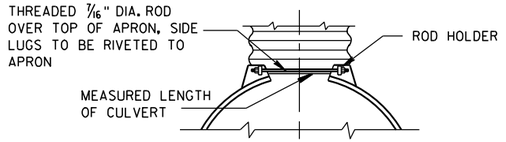


ALTERNATE FOR TYPE 1 CONNECTION

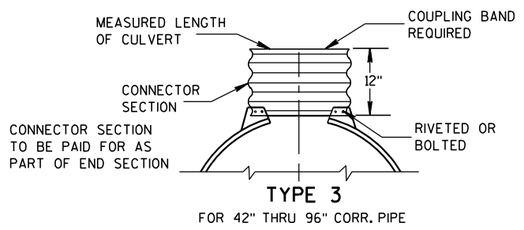
END SECTION CONNECTOR STRAP



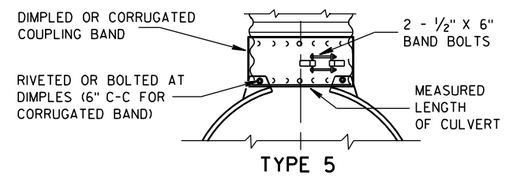
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

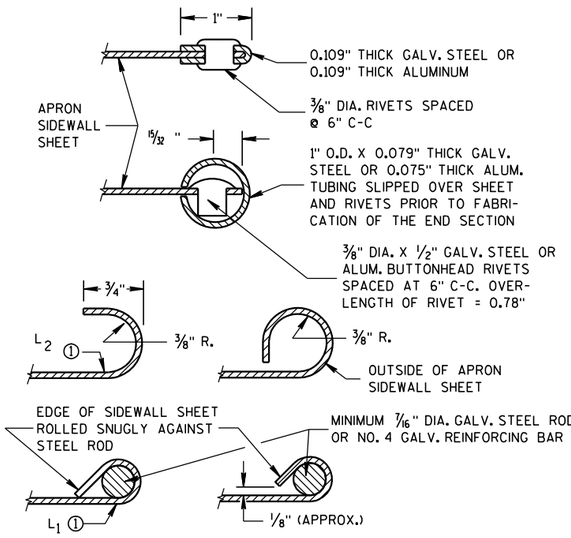
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

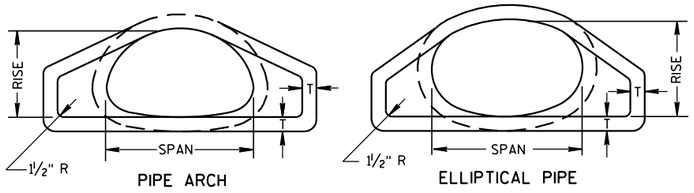
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

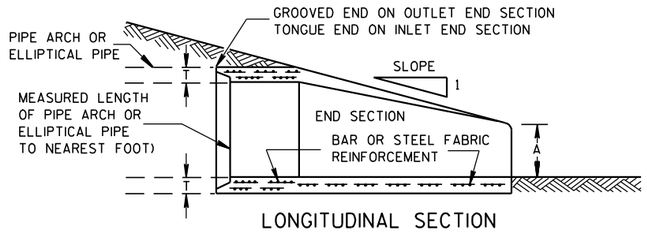
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

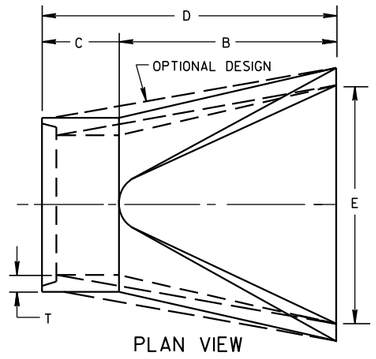
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S.D.D. 8 F 1-11



END VIEW

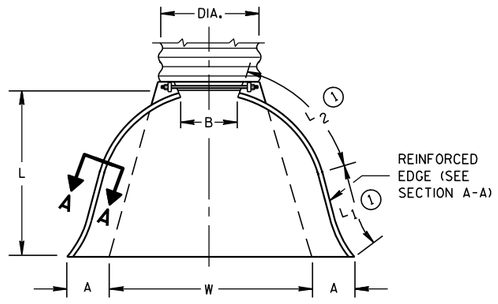


LONGITUDINAL SECTION

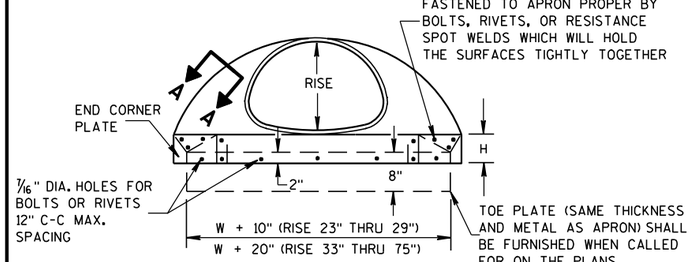


PLAN VIEW

CONCRETE ENDWALLS

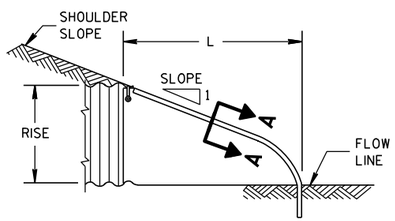


PLAN VIEW



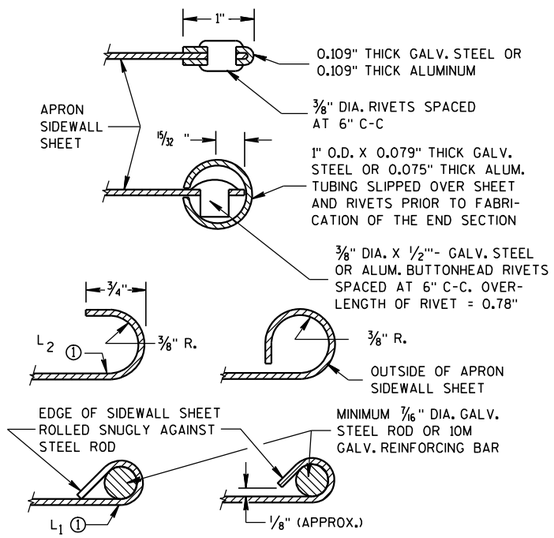
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

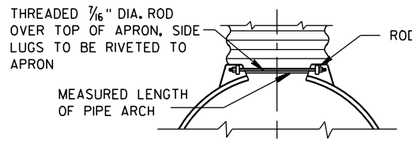
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

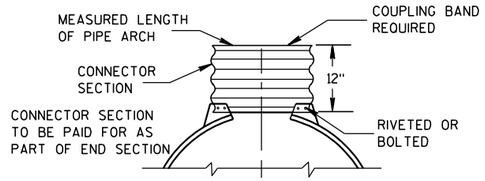
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



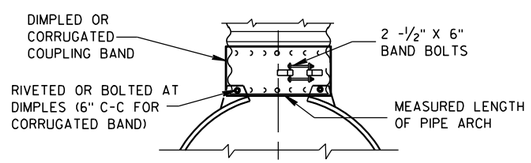
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

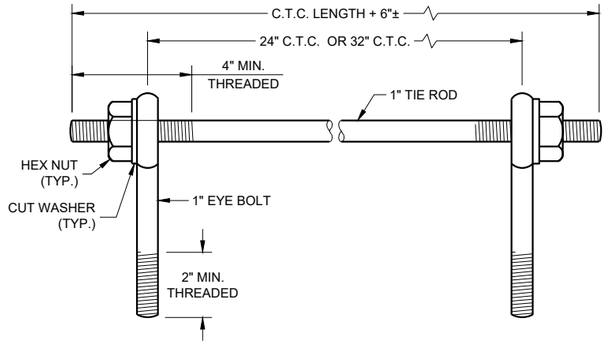
FHWA

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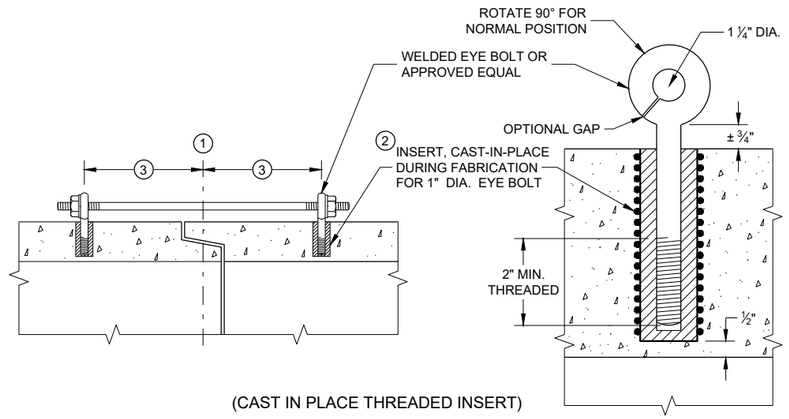
S.D.D. 8 F 2-1

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S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

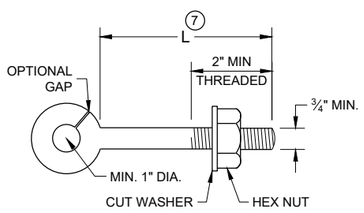
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

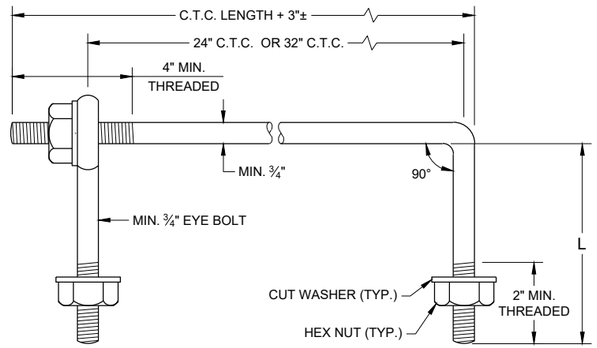
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

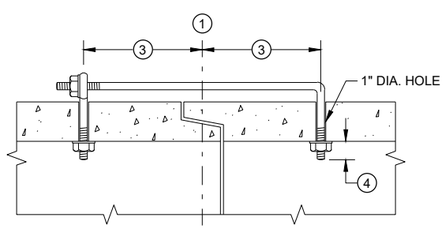


EYE BOLT (7)

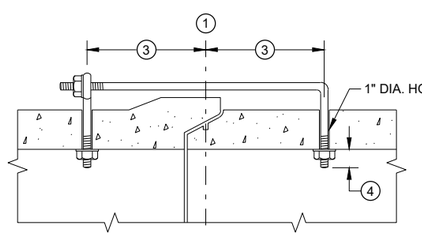
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

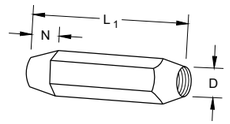
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

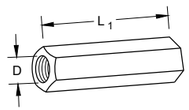
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



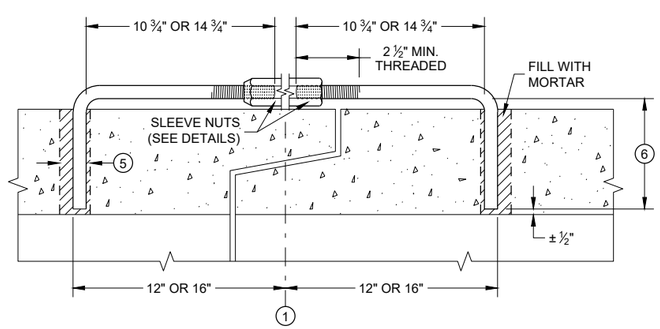
TAPERED



PLAIN

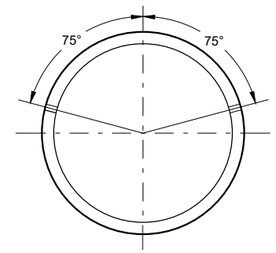
RIGHT AND LEFT THREADS

SLEEVE NUTS



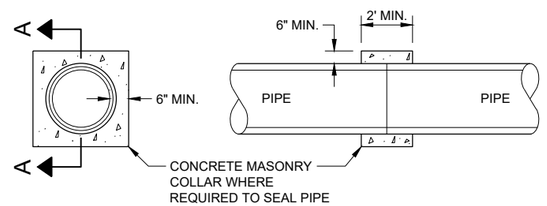
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

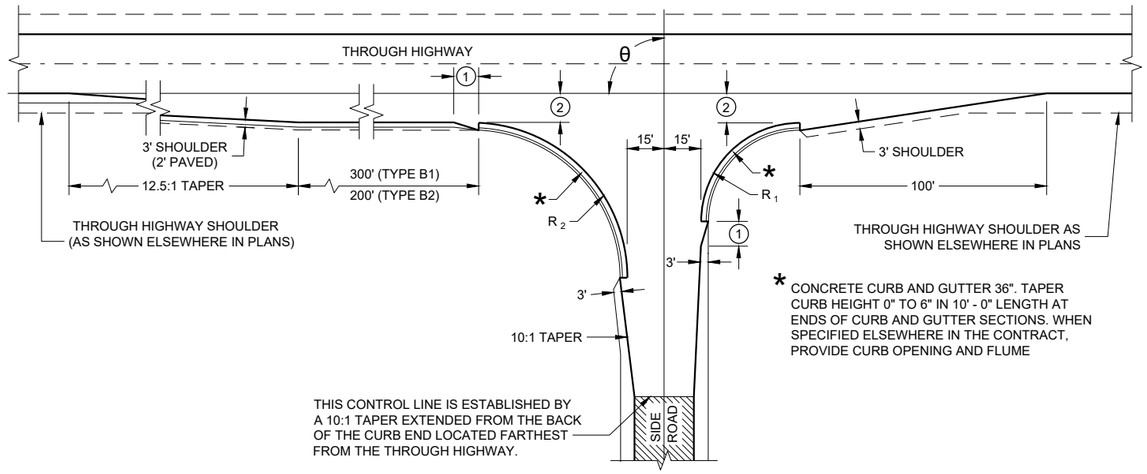
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 08F04 - 08

SDD 08F04 - 08



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

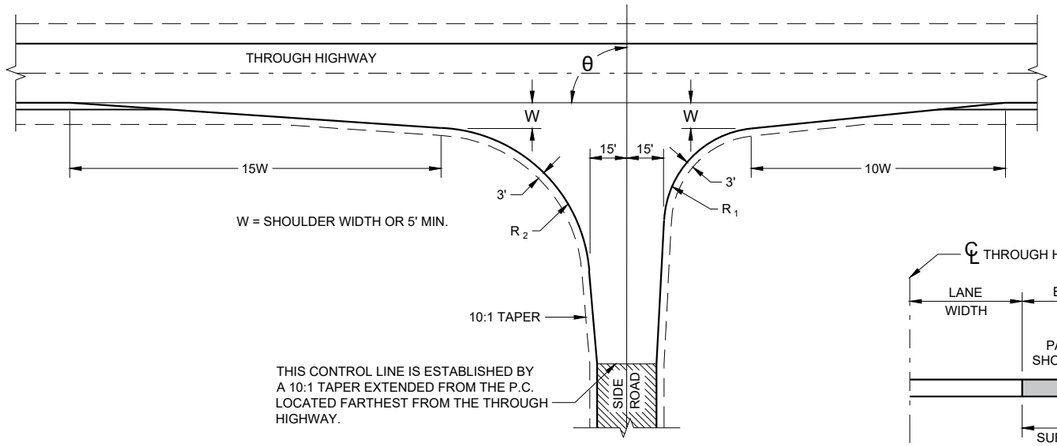
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

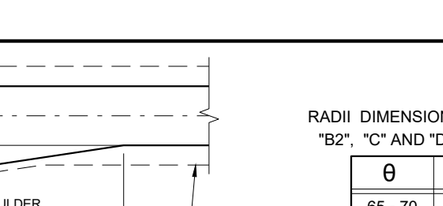
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

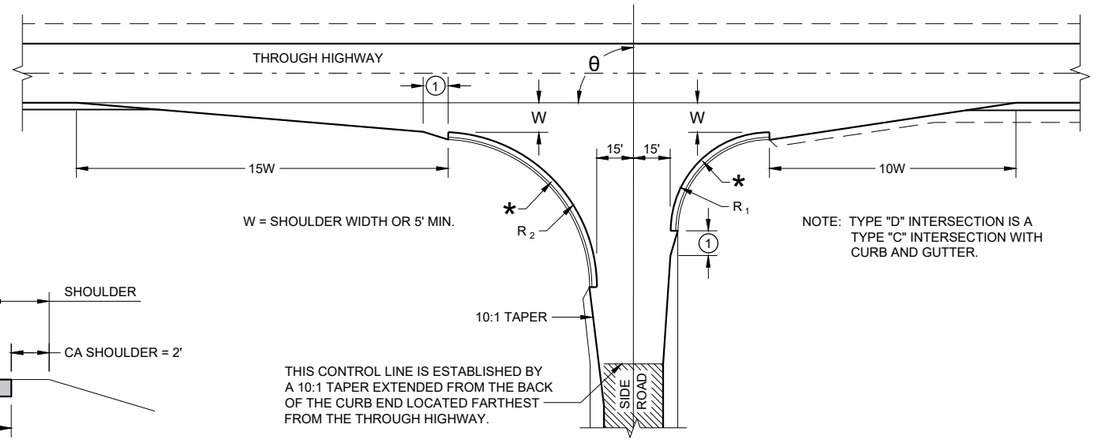
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

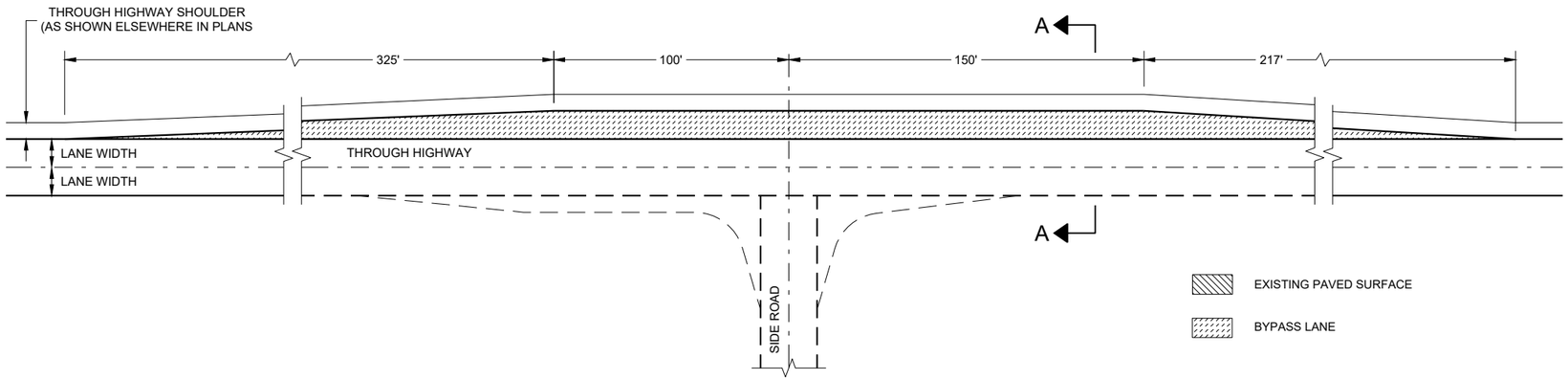


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

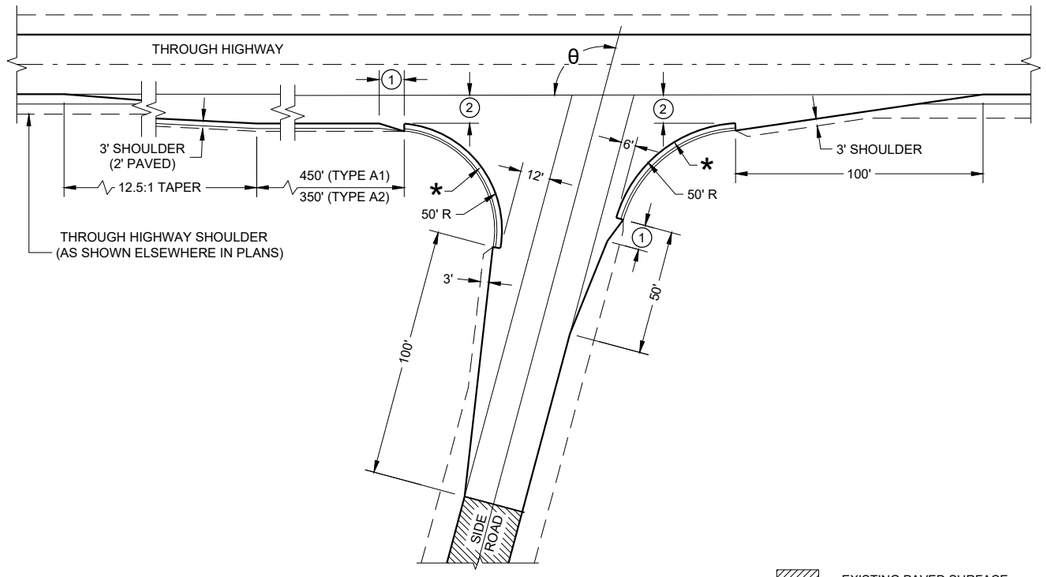
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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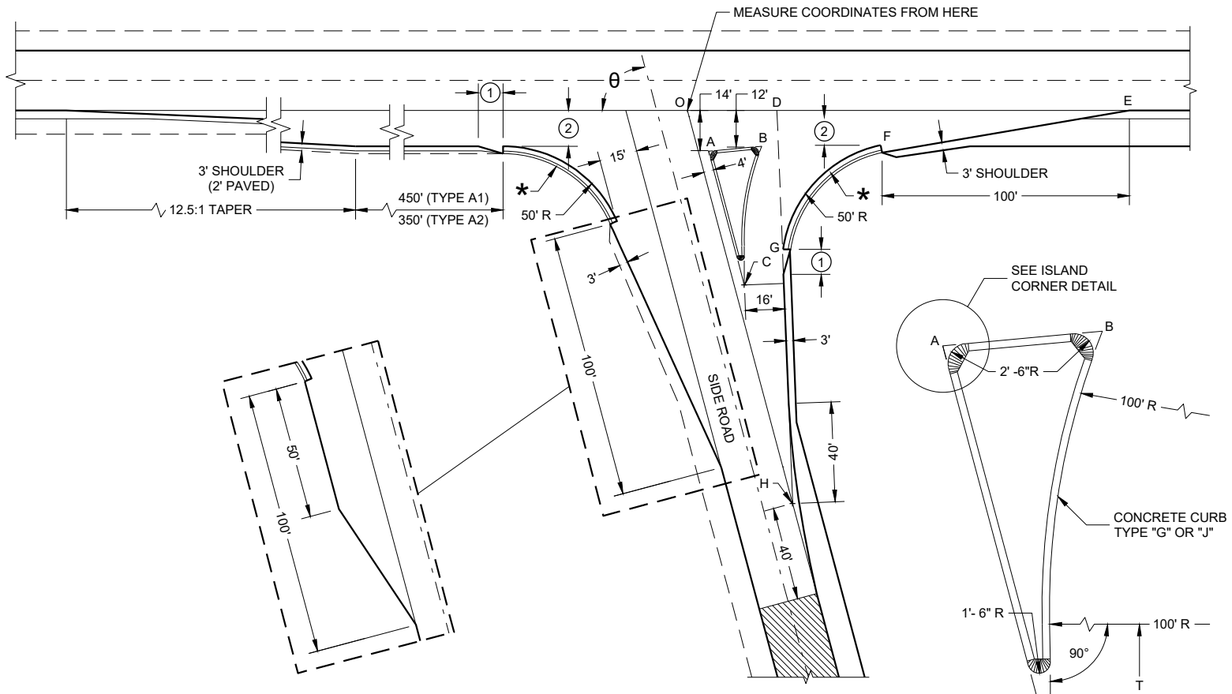
SDD 09A01 - 14a

6

SDD 09A01 - 14a

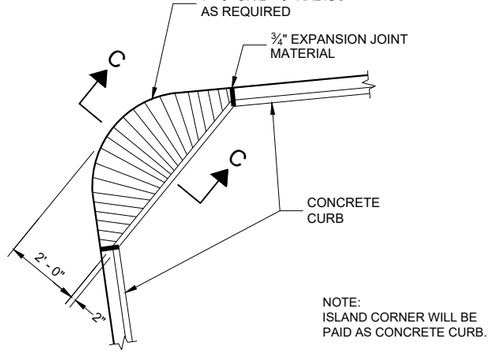


θ = MORE THAN 80°

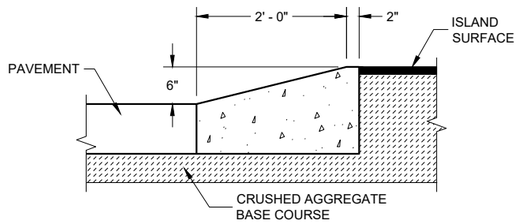


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE
THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW



SECTION C - C

ISLAND CORNER DETAIL

(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

AT GRADE SIDE ROAD INTERSECTIONS
TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

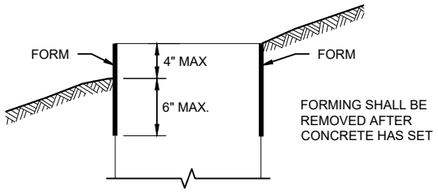
APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

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6

SDD 09A01 - 14b
SDD 09A01 - 14b

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.

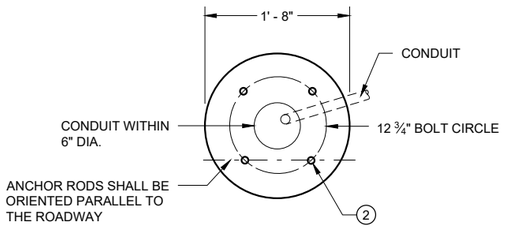
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

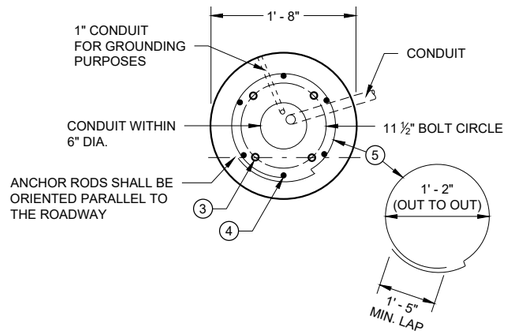
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

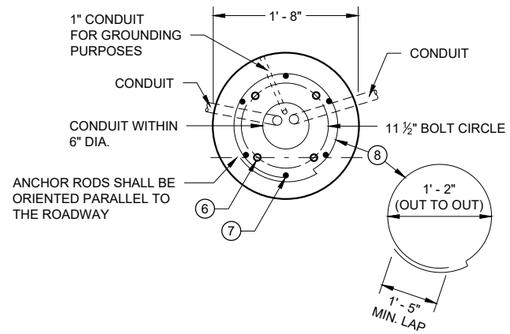
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

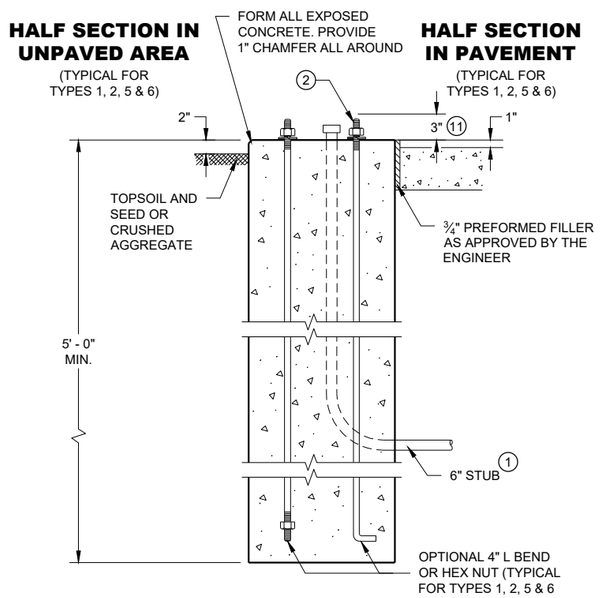
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

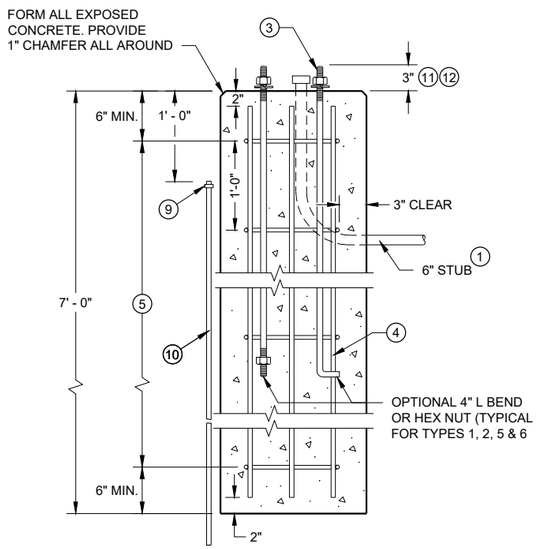




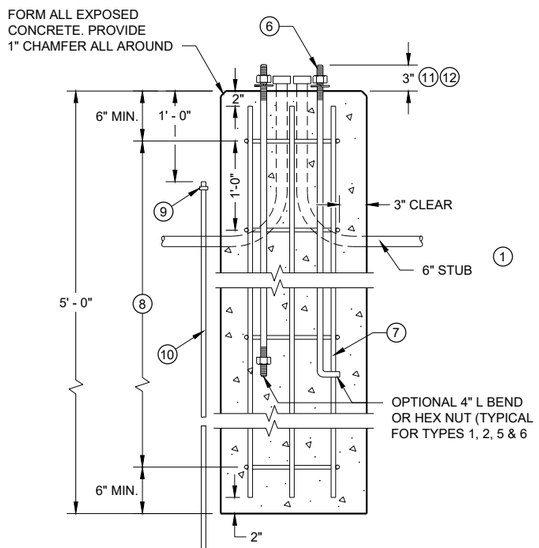




TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

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.

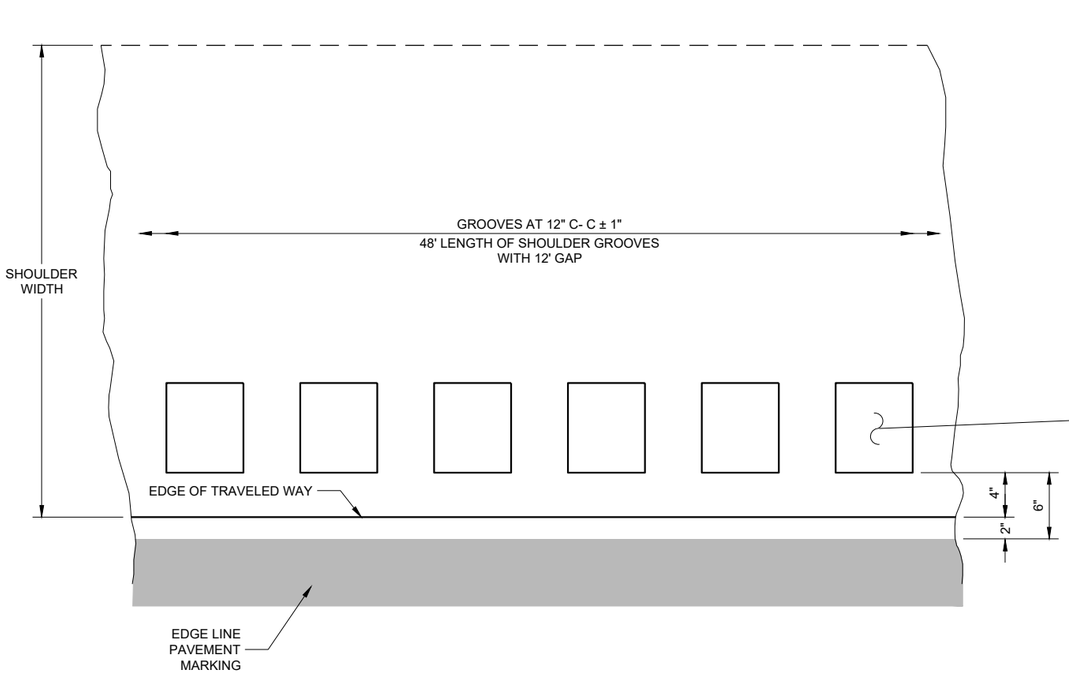
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES
TYPES 1, 2, 5, & 6

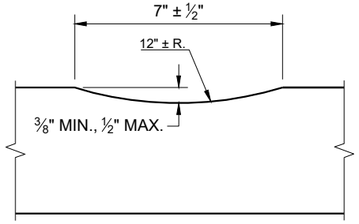
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 250
FHWA

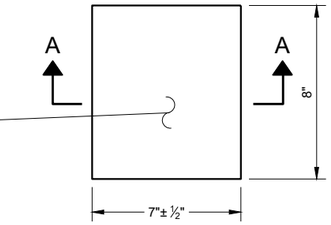
6
SDD 09C02 - 09



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

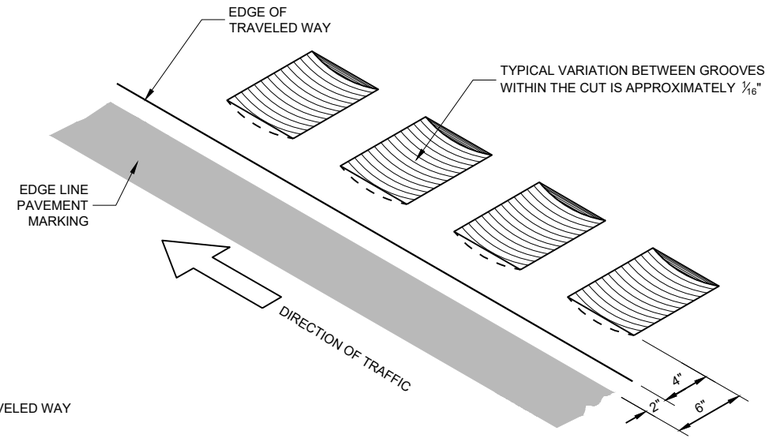


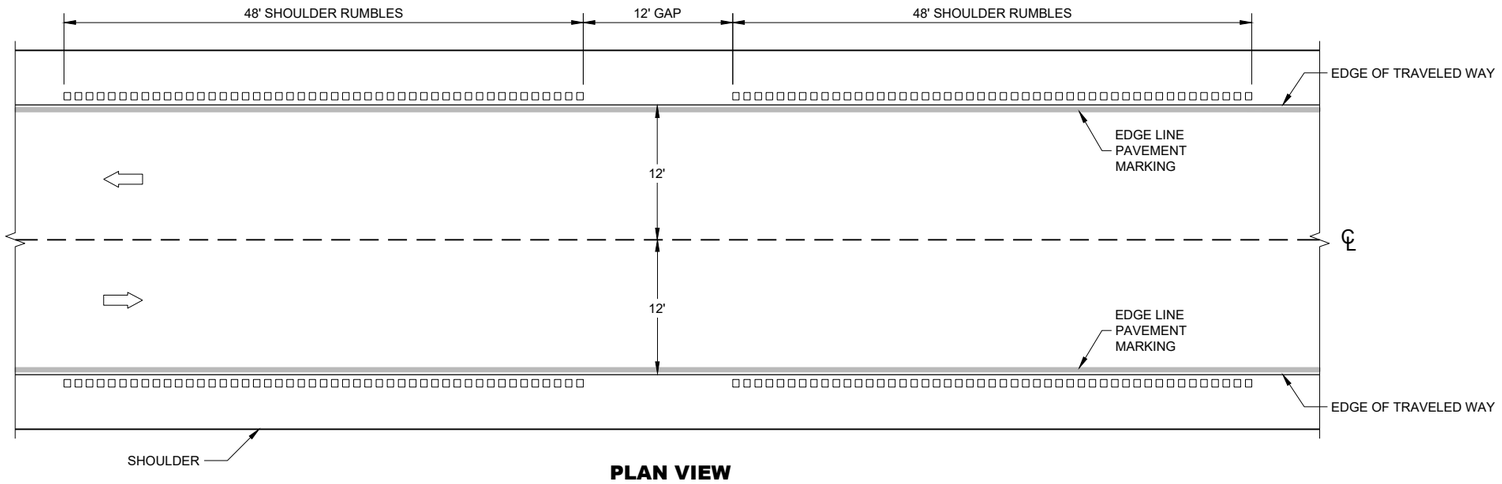
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

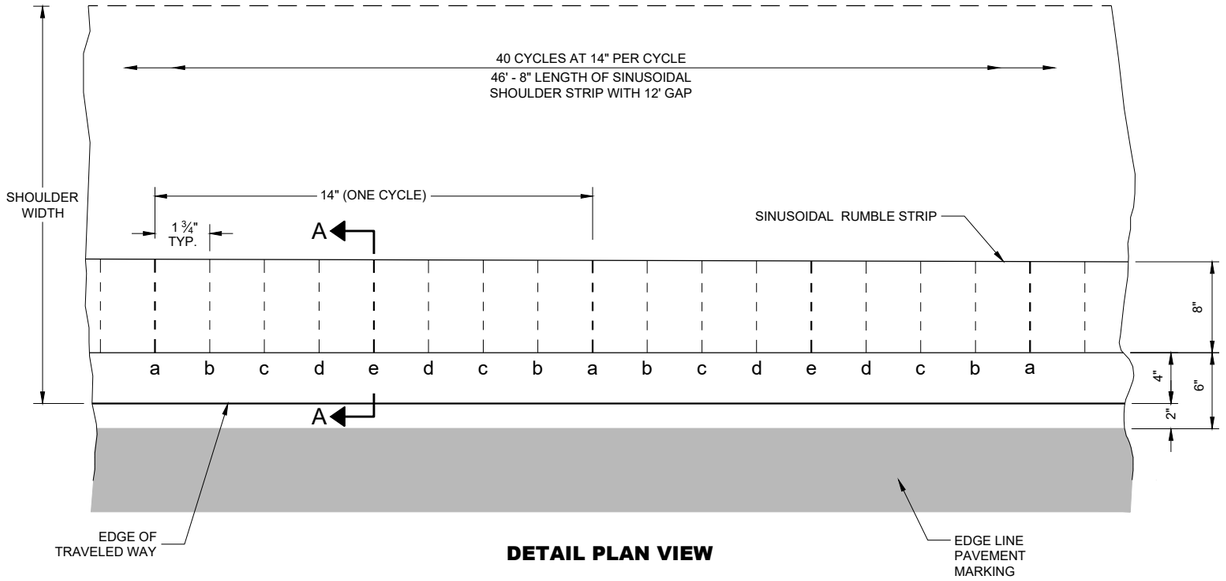
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

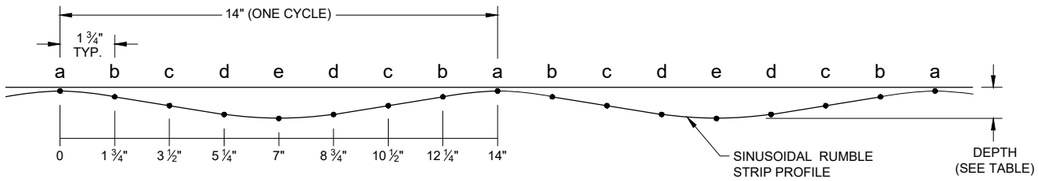
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A10 - 03a

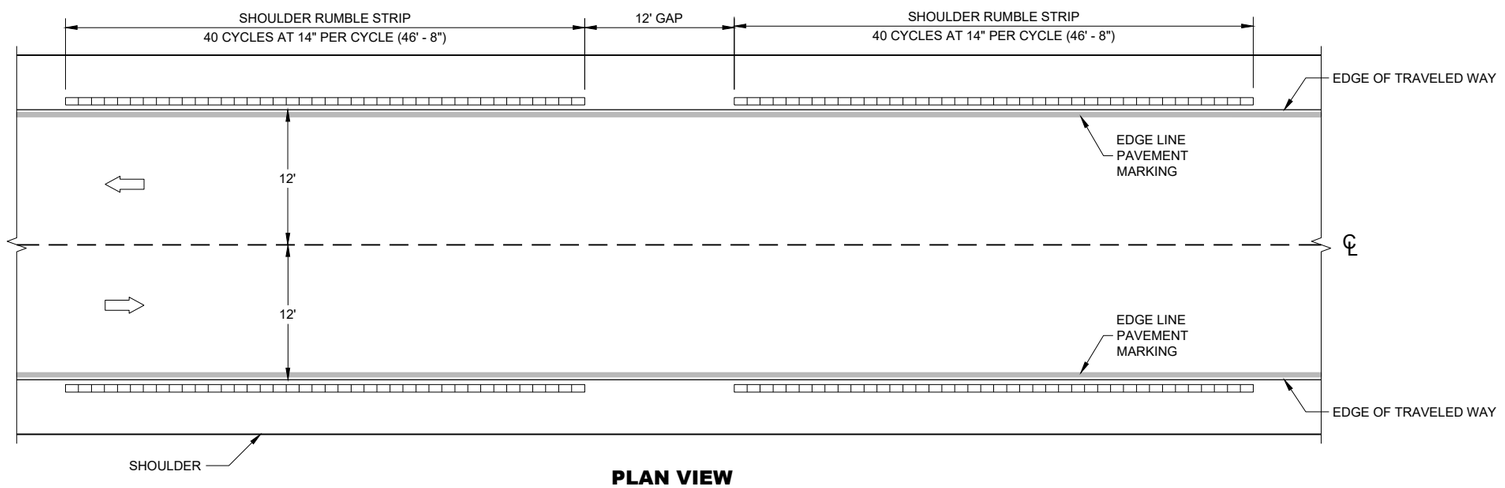


DETAIL PLAN VIEW



PROFILE VIEW

LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



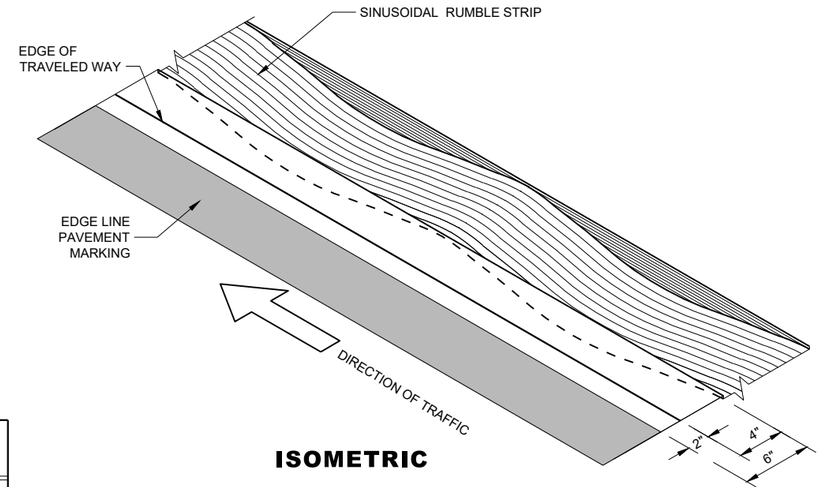
PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL

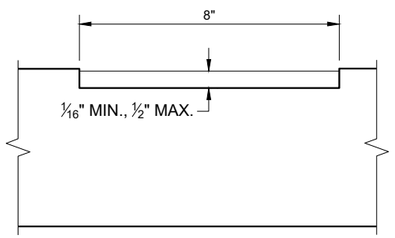
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



SECTION A - A

SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

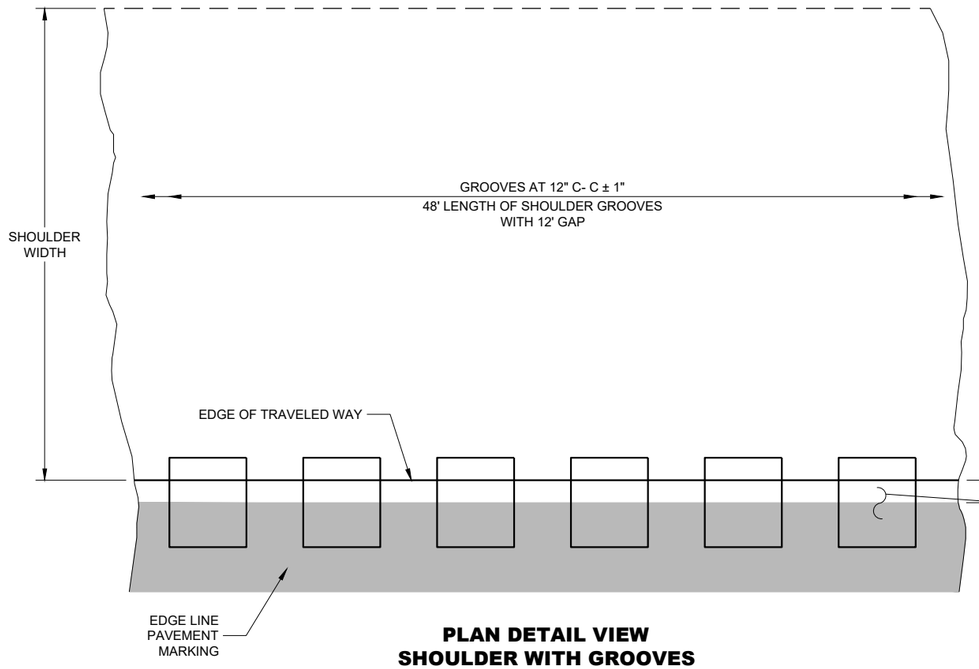
SDD 13A10 - 03c

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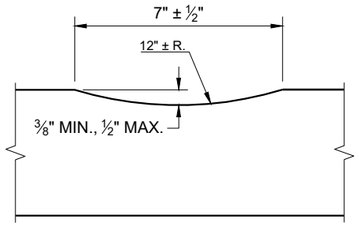
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

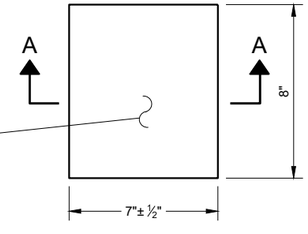
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



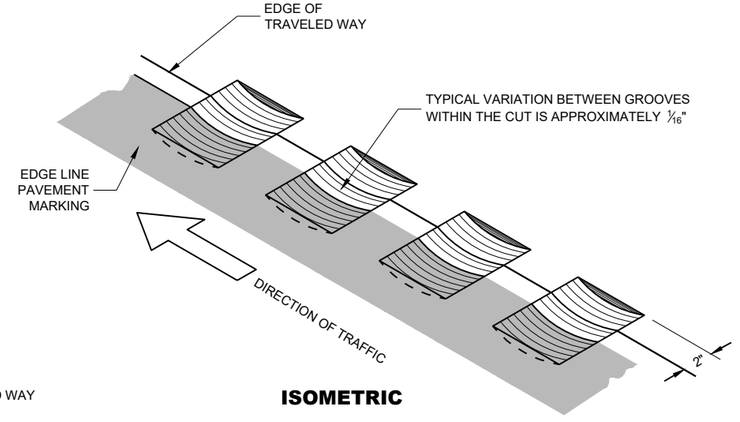
PLAN DETAIL VIEW
SHOULDER WITH GROOVES



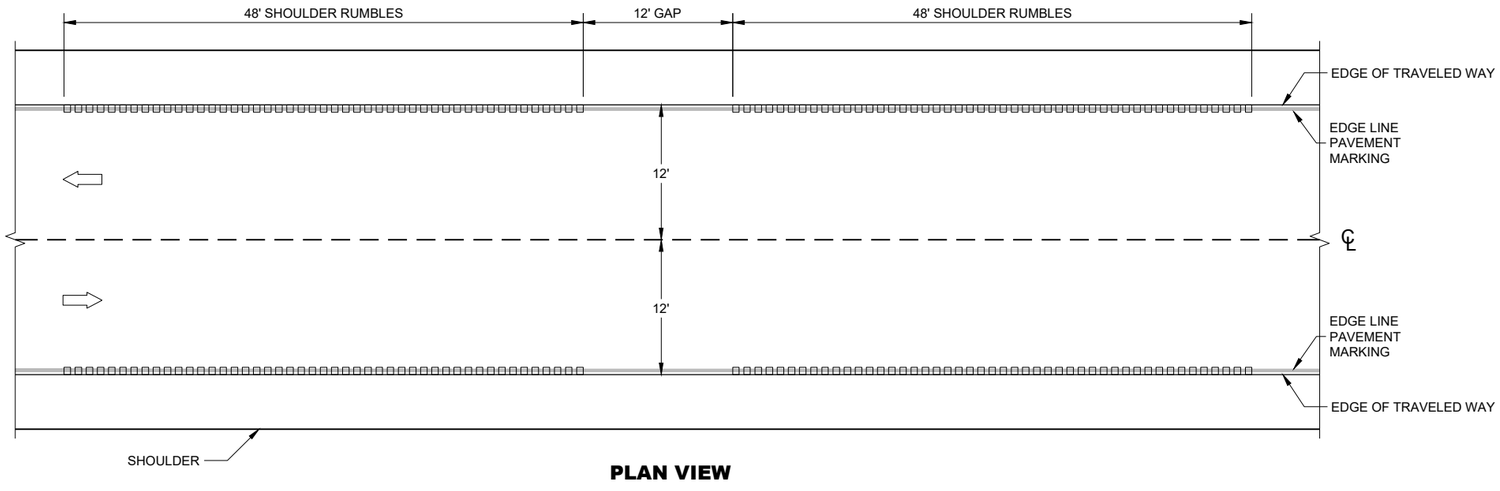
SECTION A - A



PLAN VIEW
(SINGLE GROOVE)



ISOMETRIC



PLAN VIEW

EDGE LINE RUMBLE STRIPS - ASPHALT

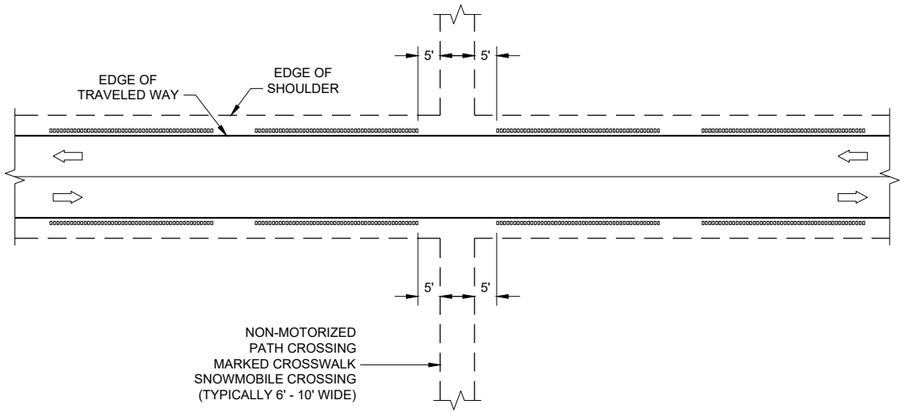
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SDD 13A10 - 03e

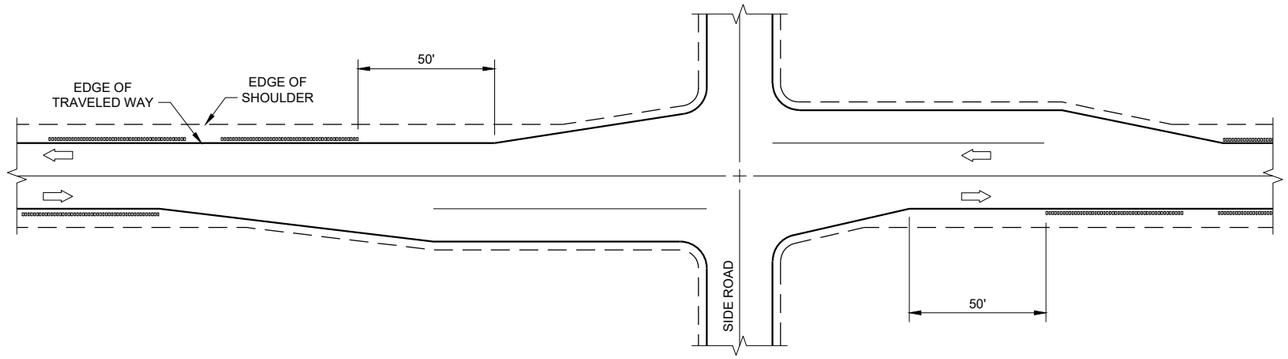
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SDD13A10 - 03e

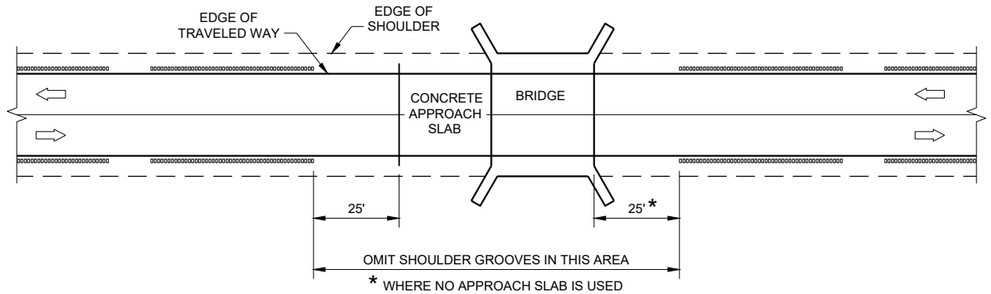
EDGE LINE RUMBLE STRIPS - ASPHALT



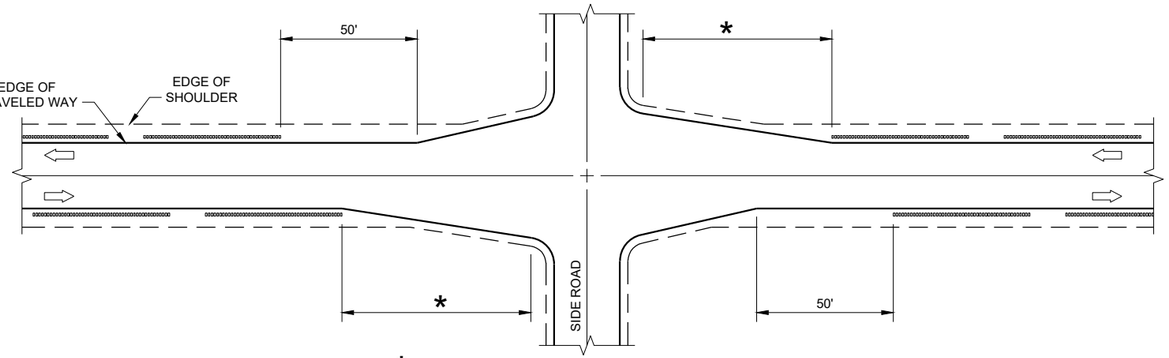
GROOVES AT MISCELLANEOUS CROSSINGS



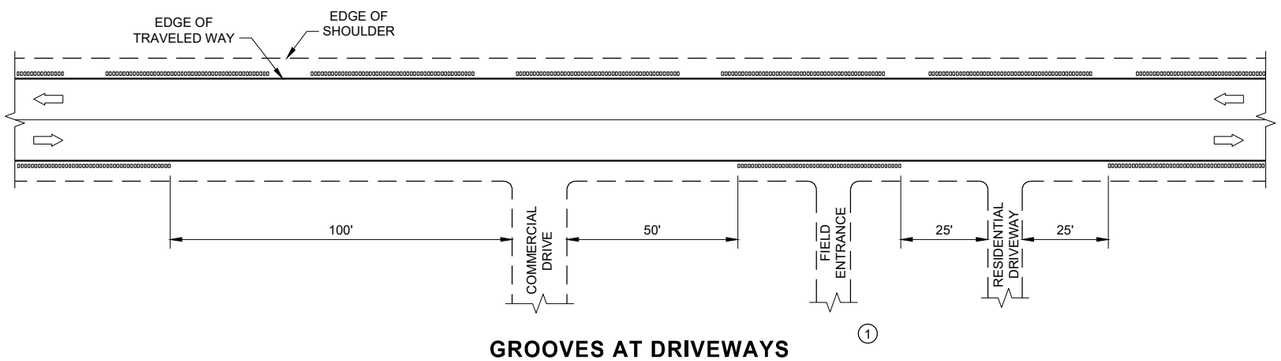
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

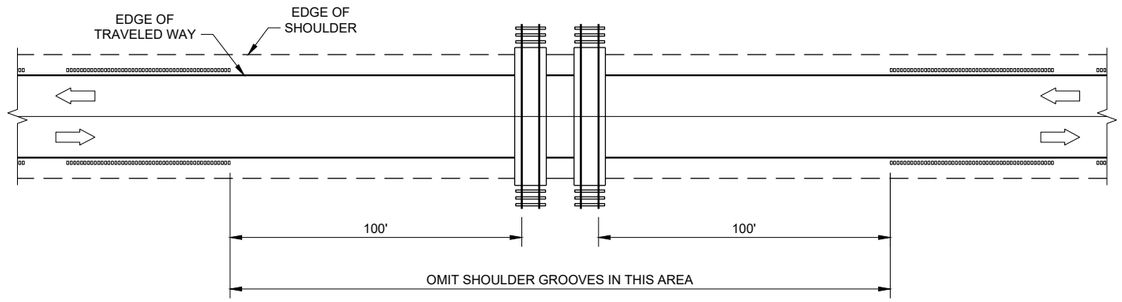
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

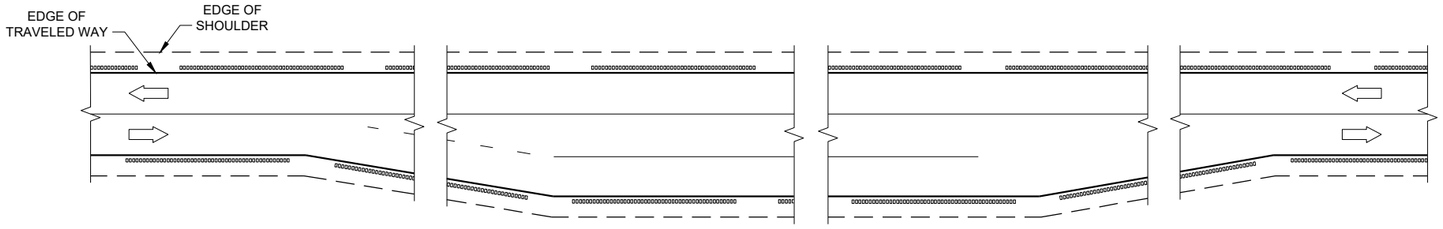
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

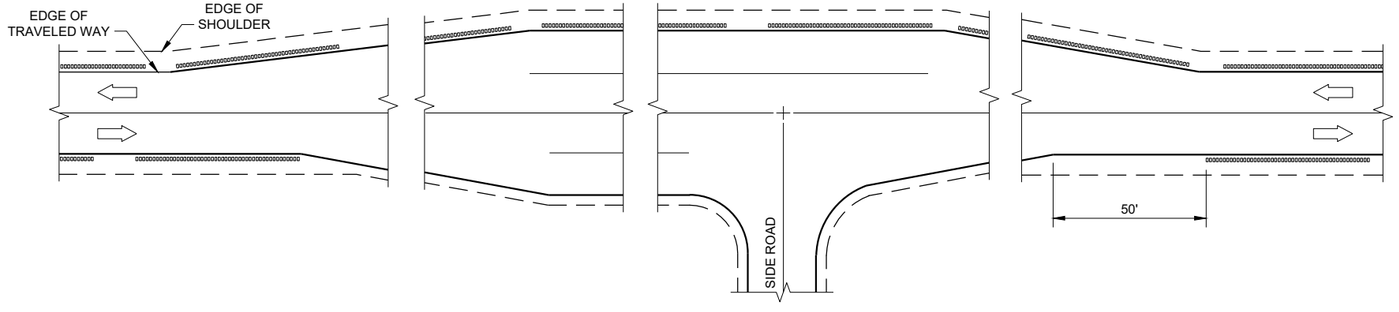
SDD 13A10 - 03g
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

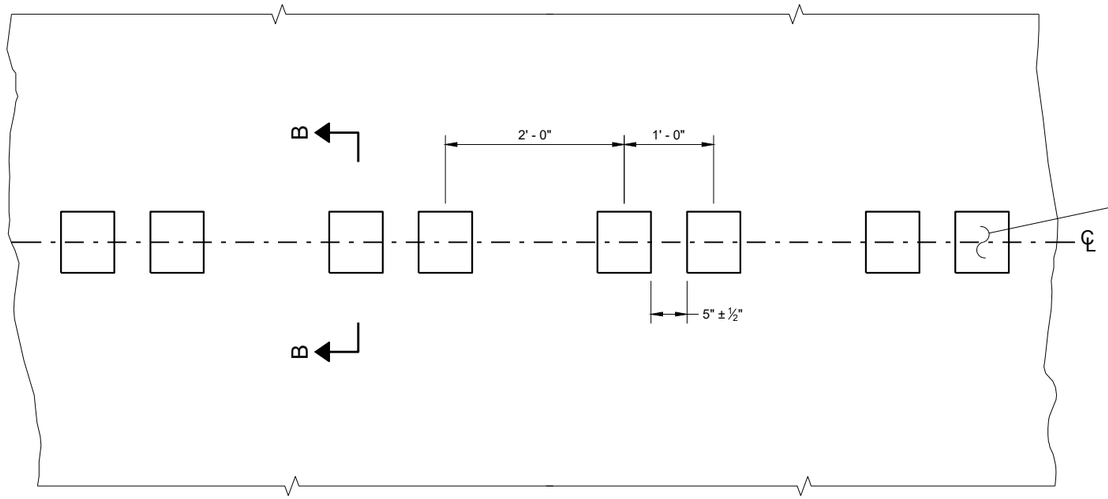
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

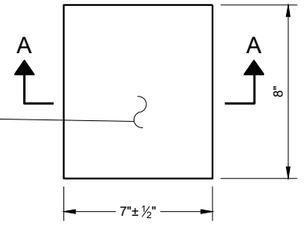
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

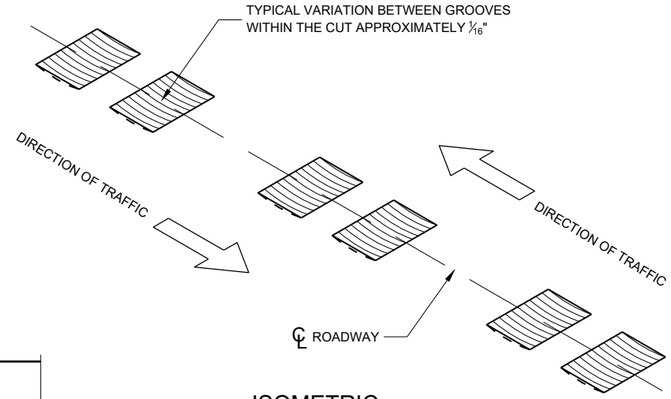
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



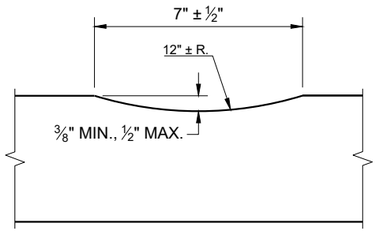
PLAN DETAIL VIEW



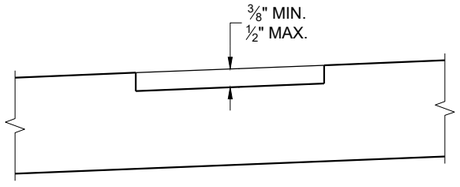
PLAN VIEW
(SINGLE GROOVE)



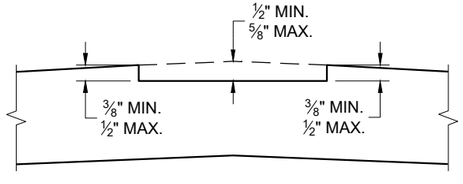
ISOMETRIC



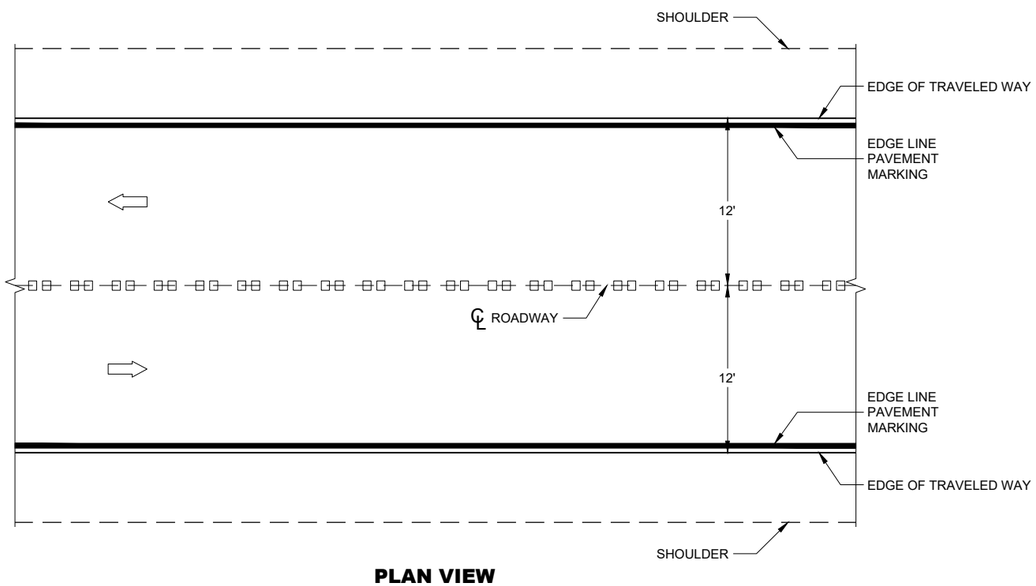
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 256

6

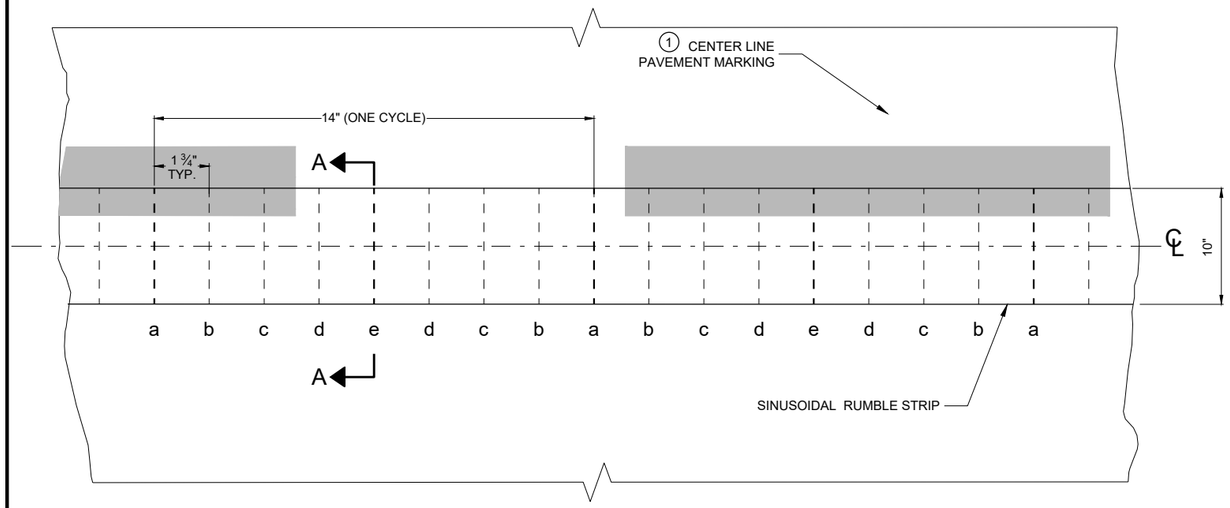
SDD13A11 - 04a

GENERAL NOTES

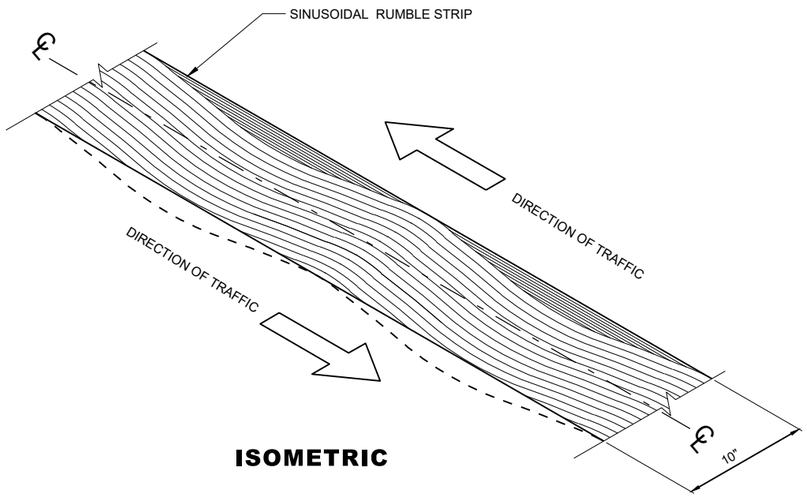
SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

(1) CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.



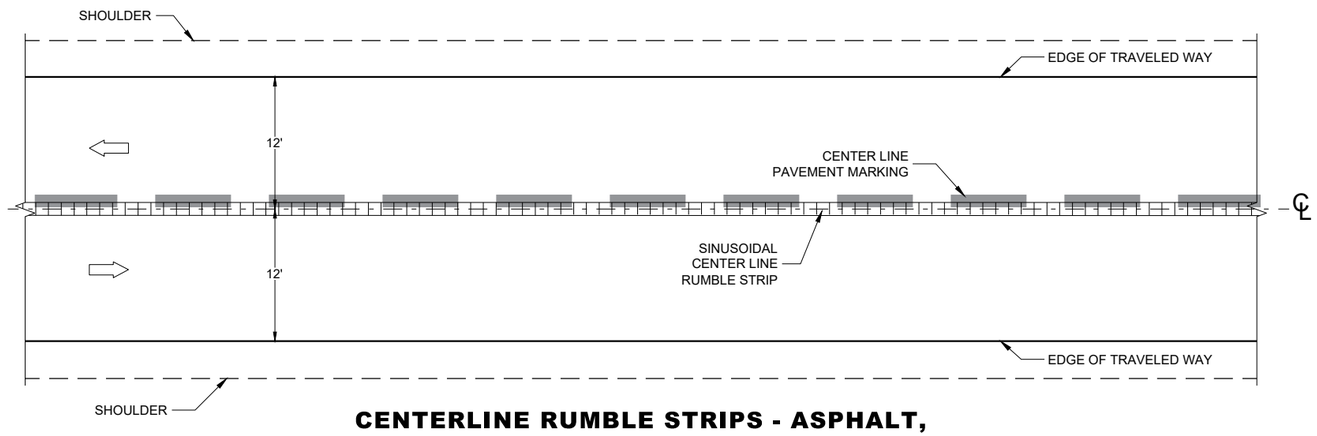
PLAN DETAIL VIEW



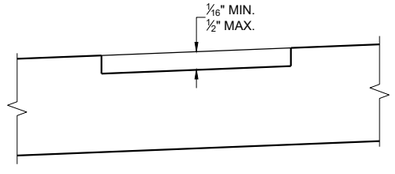
ISOMETRIC

PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

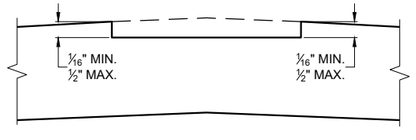
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



SECTION A - A
SUPERELEVATED ROADWAY



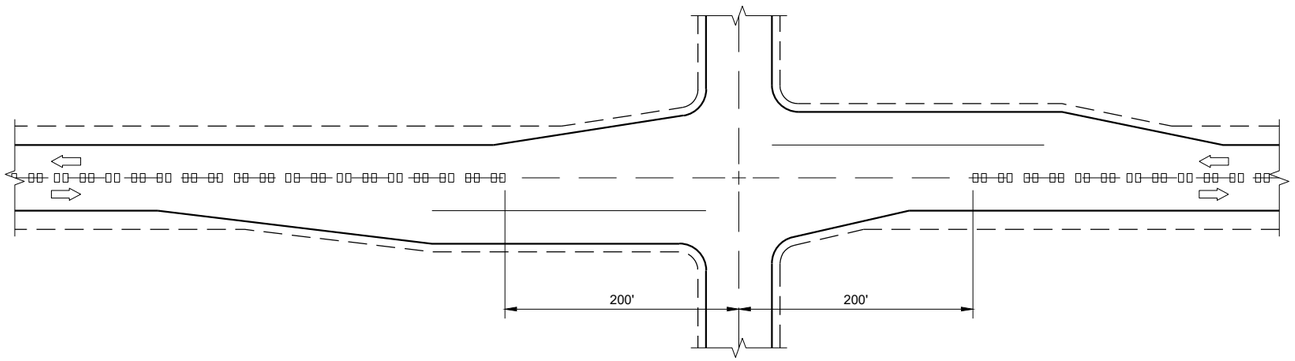
SECTION A - A
CROWNED ROADWAY

CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL

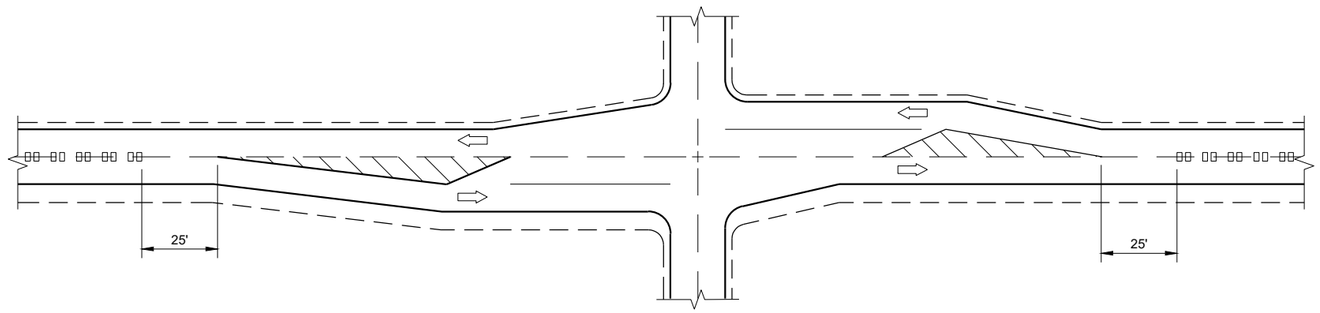
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

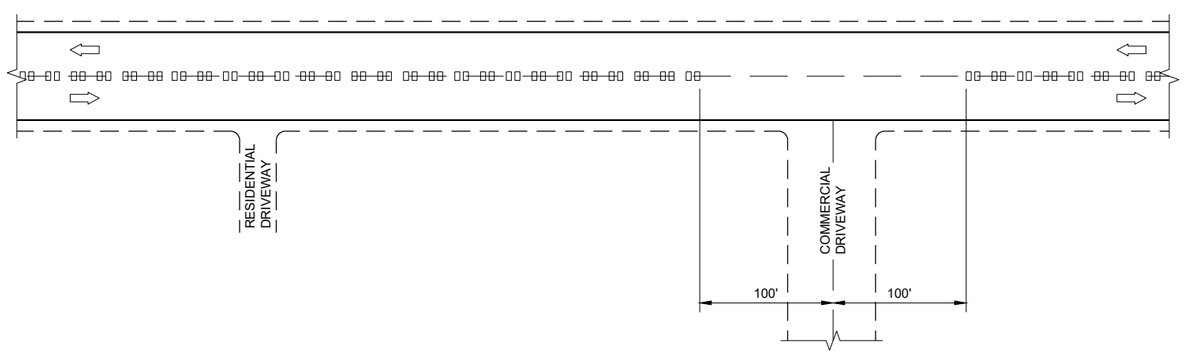
SDD 13A11 - 04c



CENTERLINE GROOVES AT INTERSECTIONS



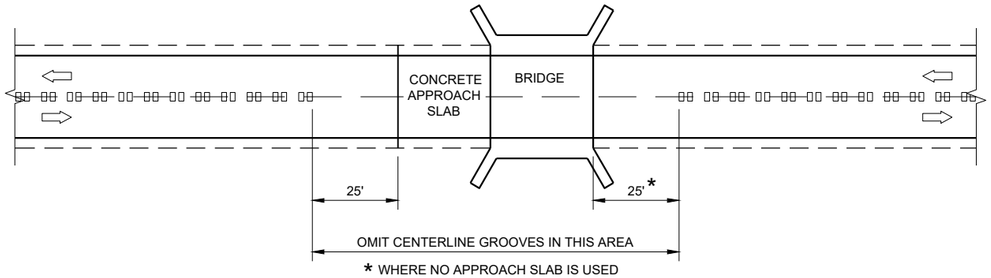
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



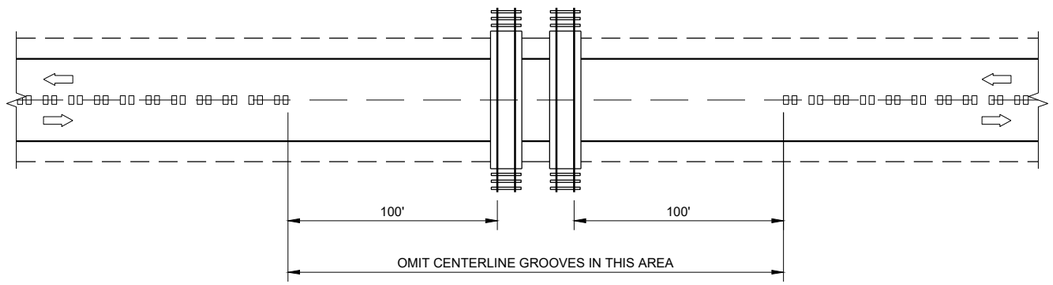
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

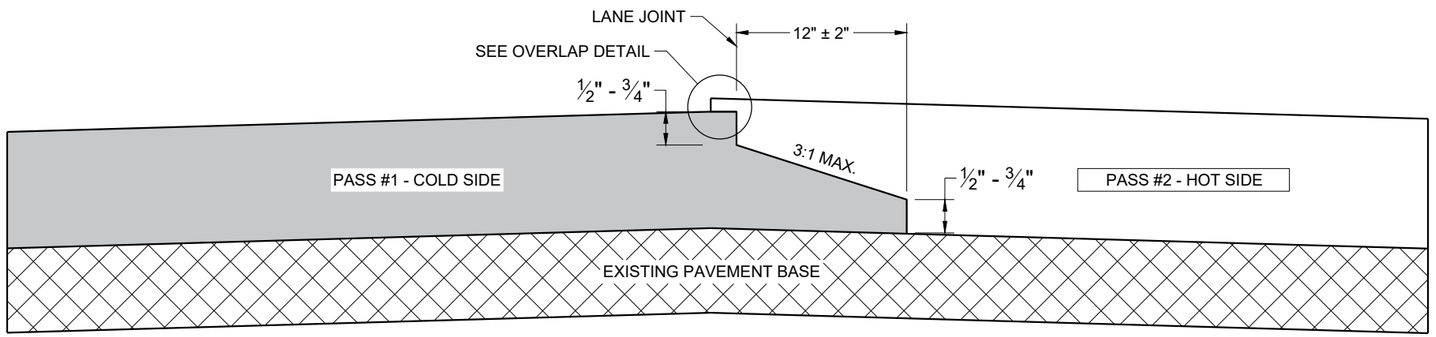
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

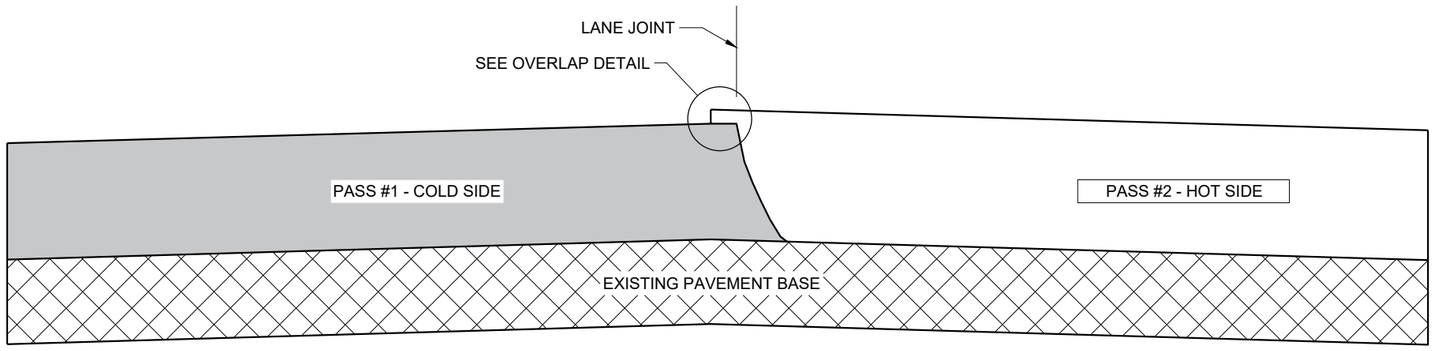
FHWA

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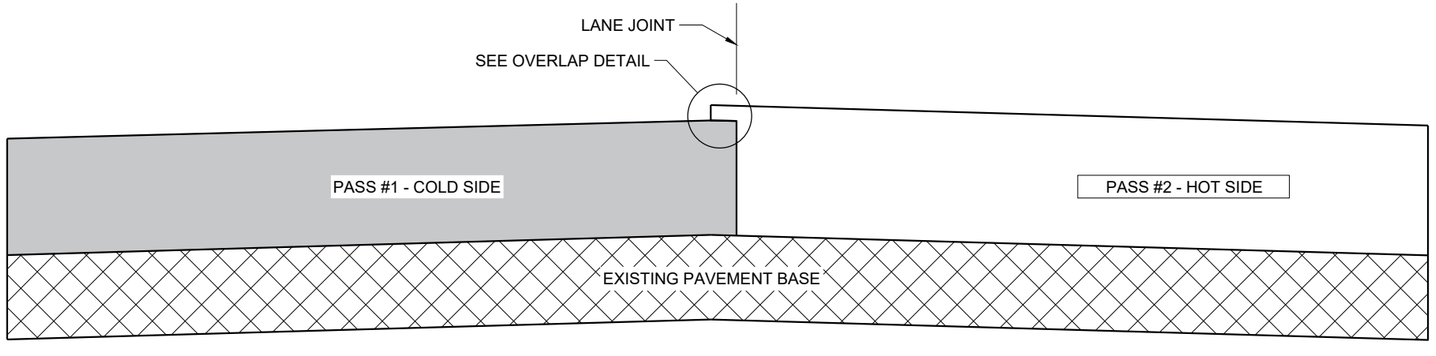
SDD 13A11 - 04d
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

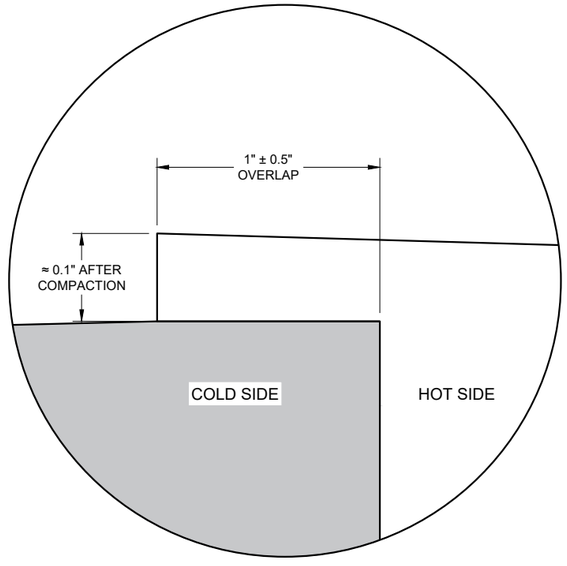
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

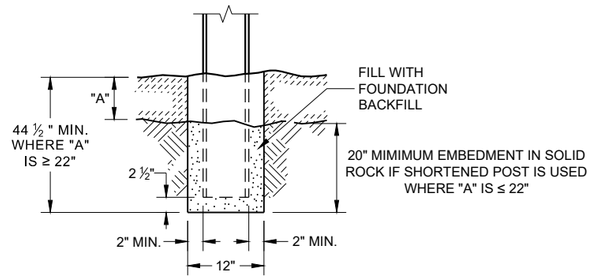
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

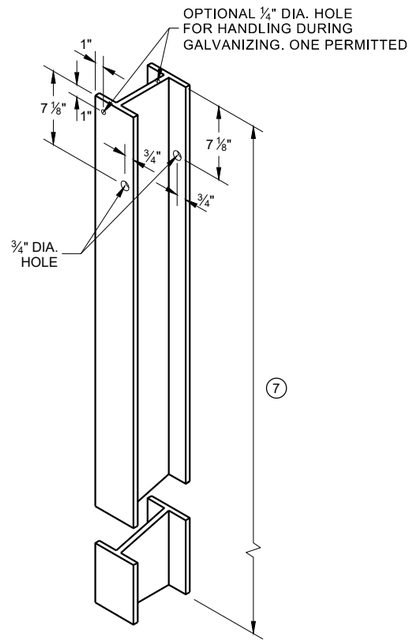
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

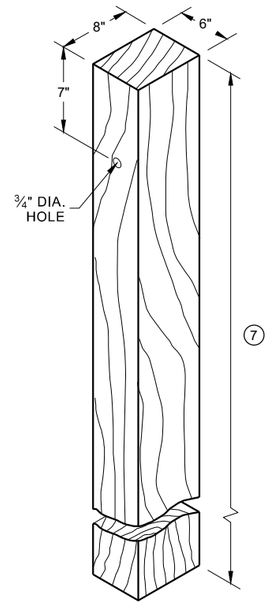
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



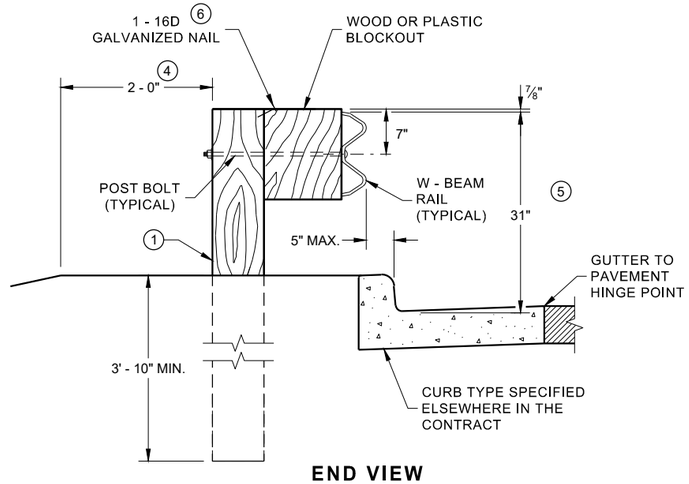
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



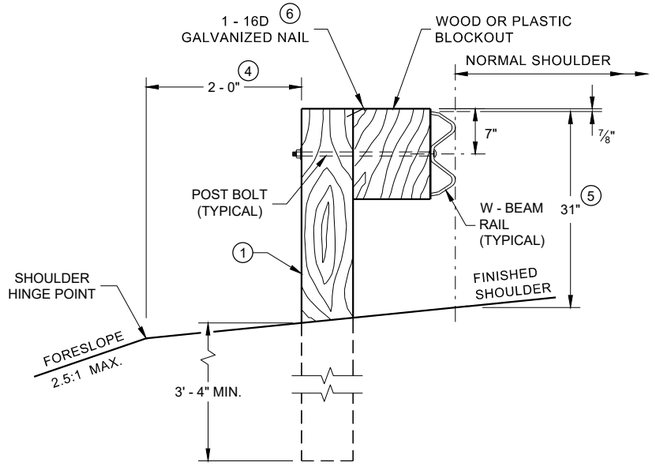
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



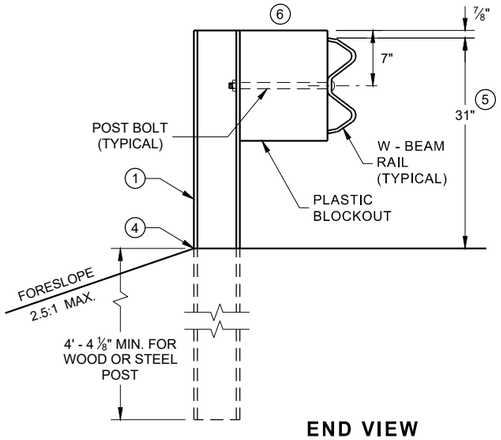
WOOD POST (6" X 8") NOMINAL (1)



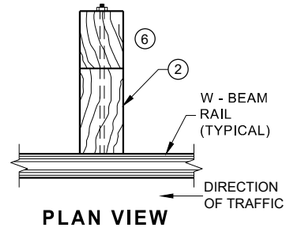
END VIEW
LOCATED ALONG A CURBED ROADWAY



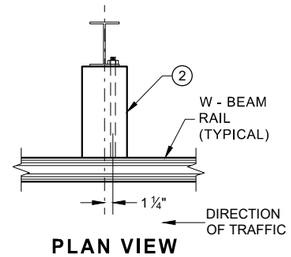
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



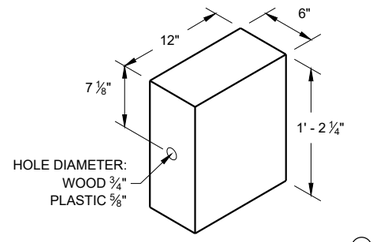
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

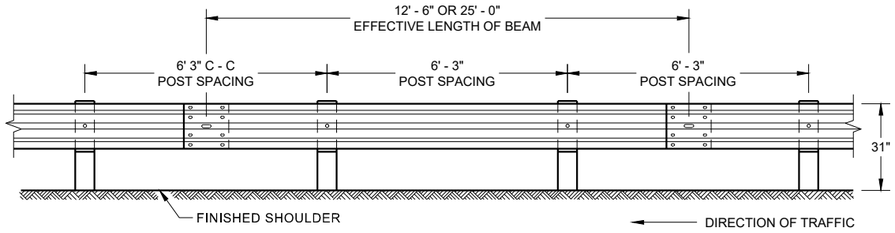
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

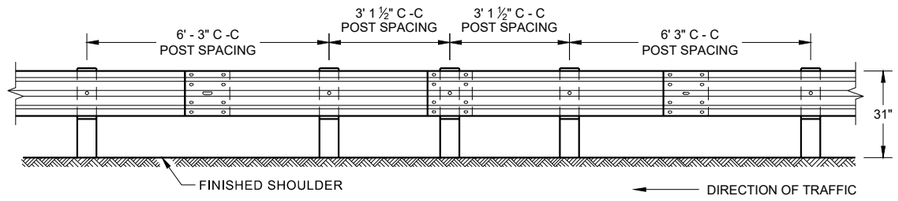
SDD 14B42 - 07a

6

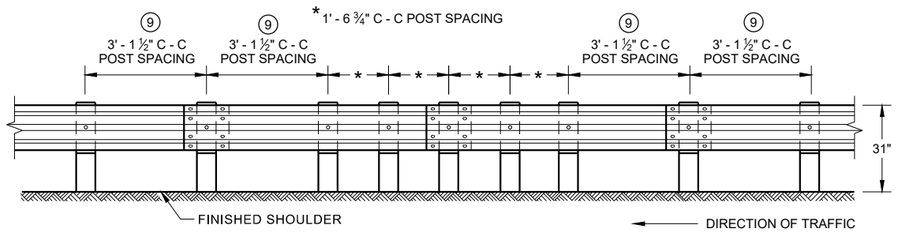
SDD 14B42 - 07a



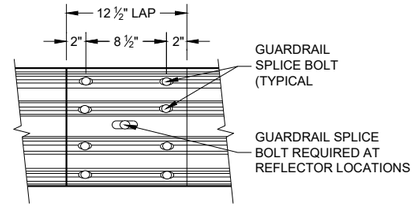
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

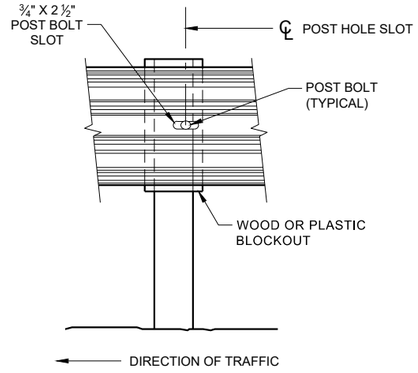
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

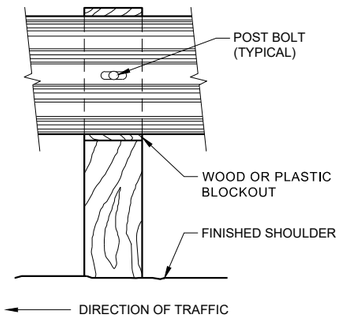
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

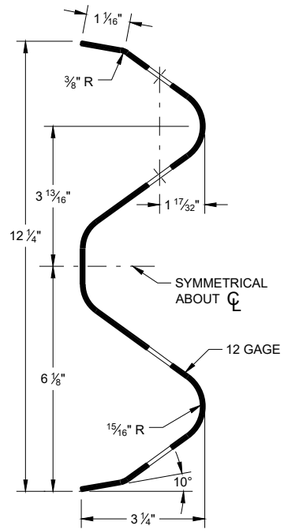
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



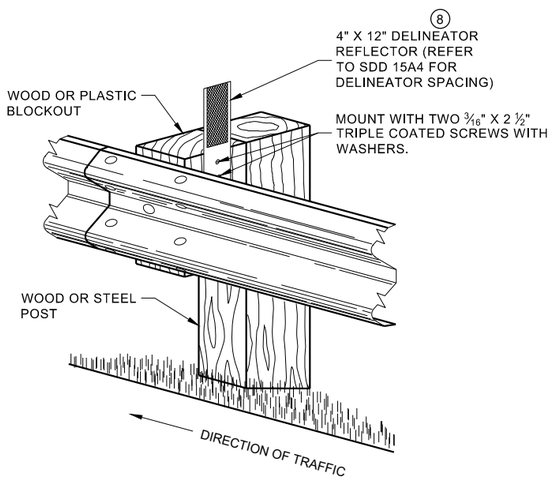
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



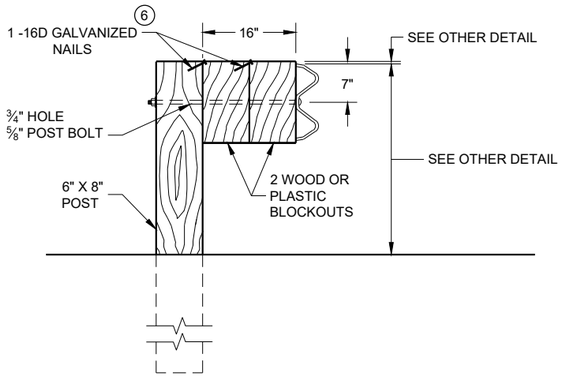
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

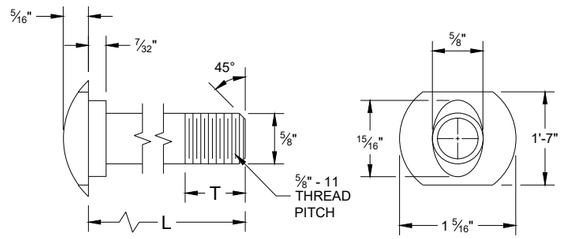


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

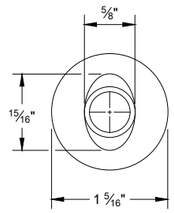
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

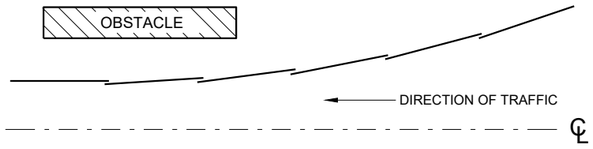


POST BOLT TABLE

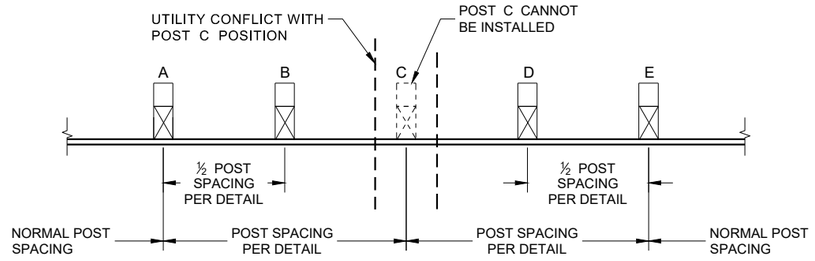
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



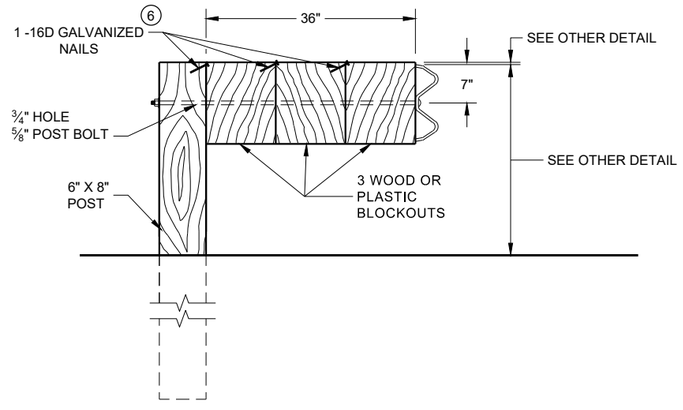
ALTERNATE BOLT HEAD



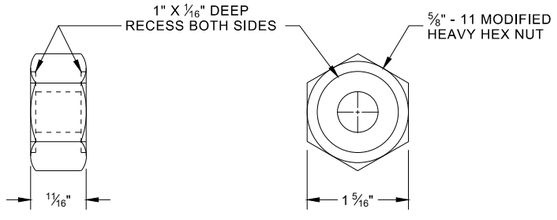
PLAN VIEW
BEAM LAPPING DETAIL



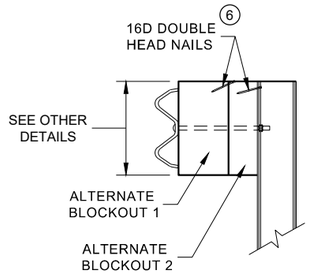
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



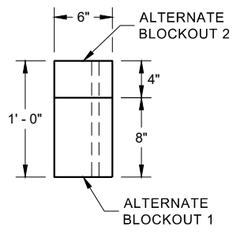
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

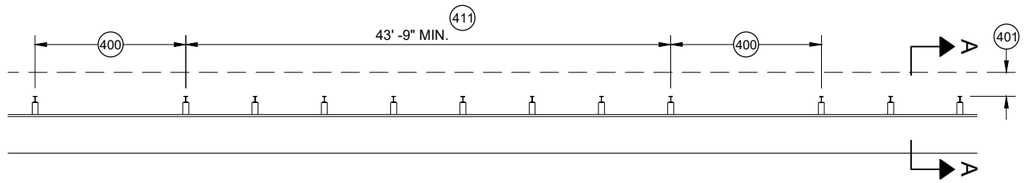
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

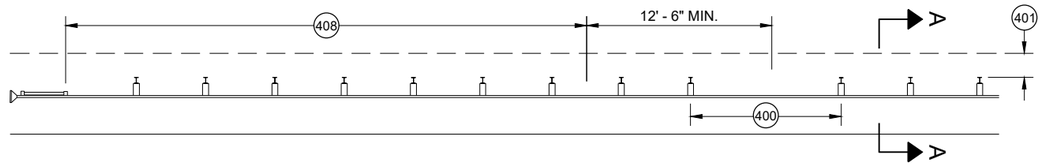
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

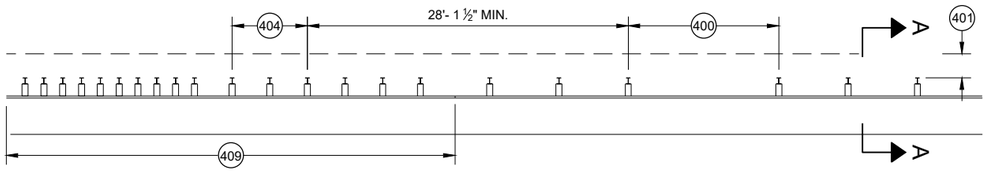
SDD 14B42 - 07c



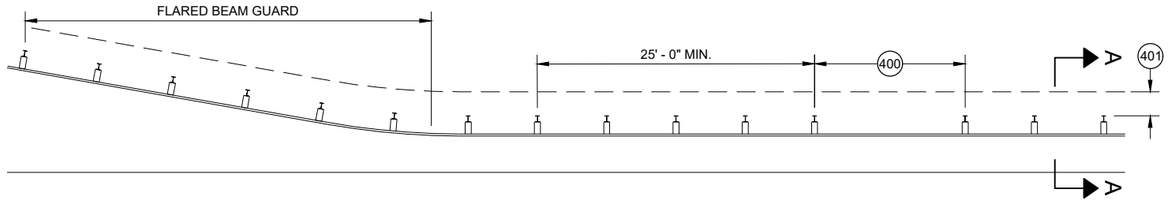
MISSING POST IN MGS GUARDRAIL



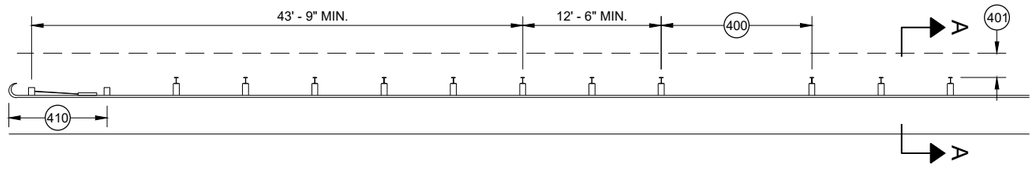
MISSING POST IN MGS GUARDRAIL NEAR EAT



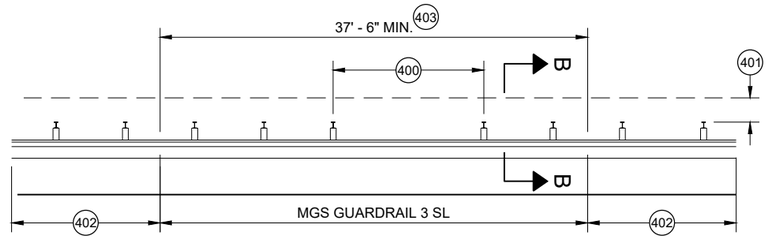
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

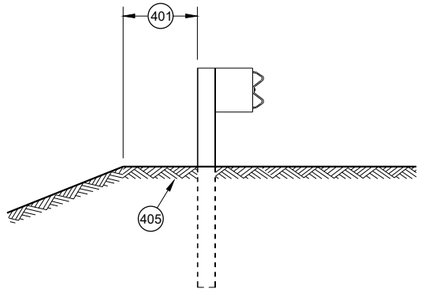


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

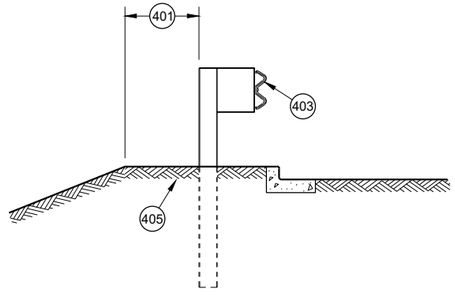


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

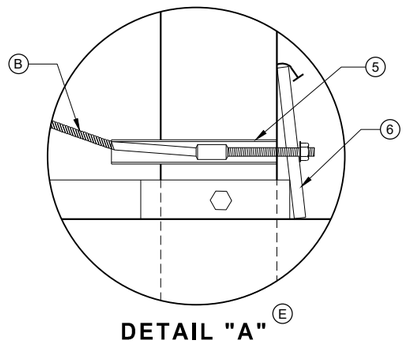
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

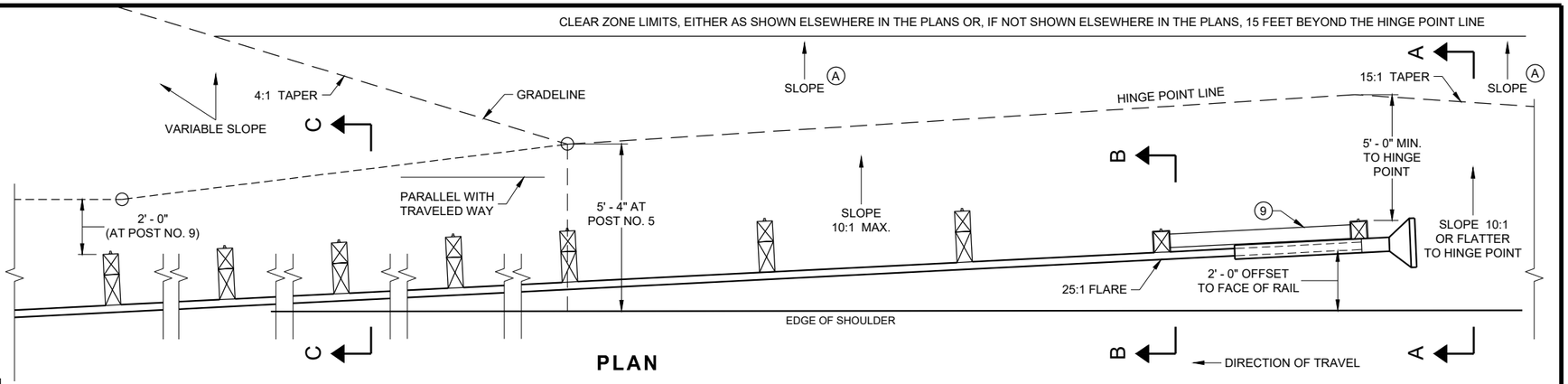
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

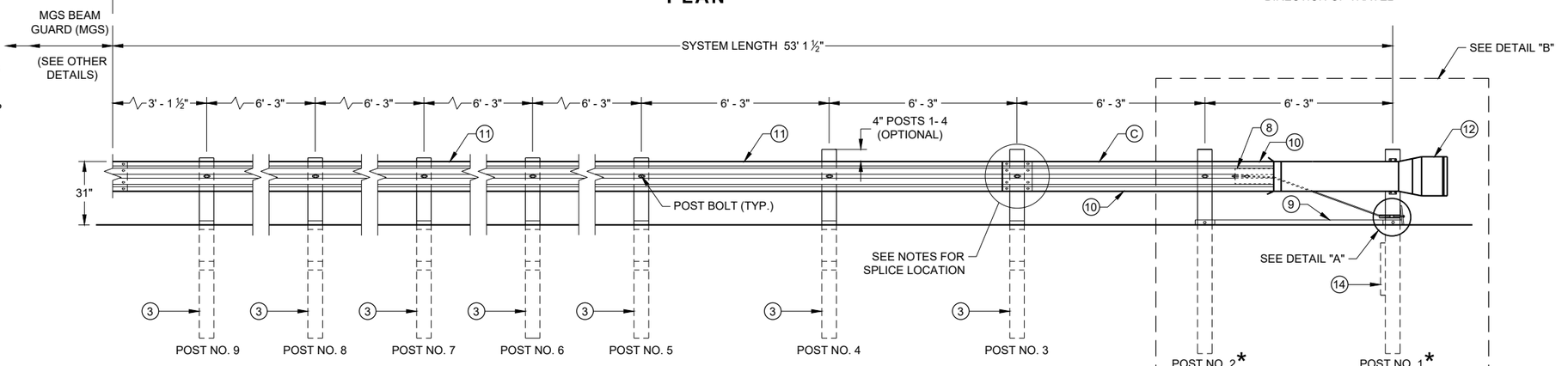
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



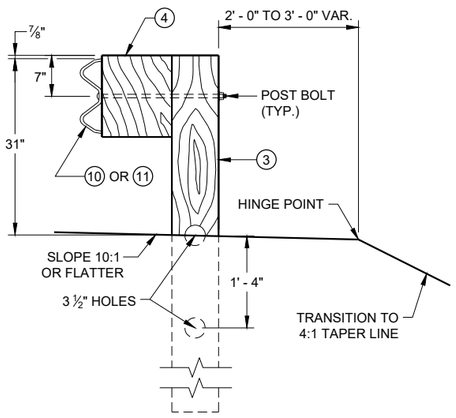
DETAIL "A" (E)



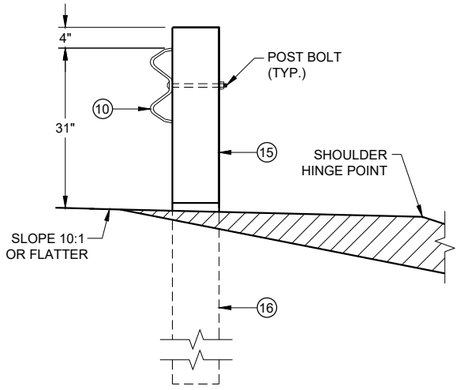
PLAN



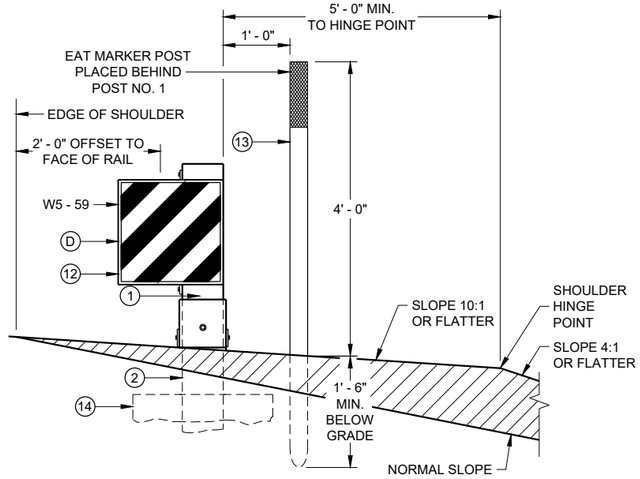
ELEVATION



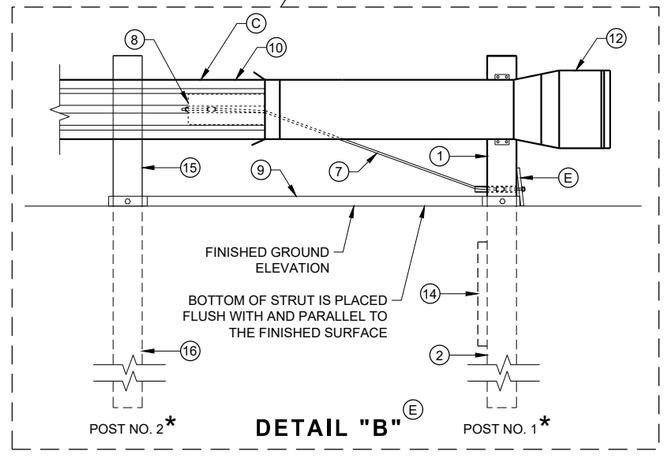
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

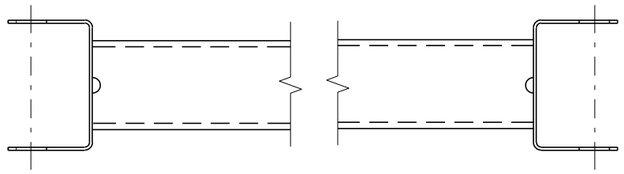
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

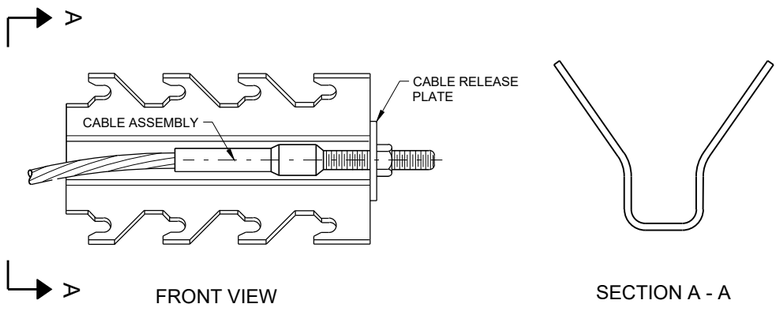
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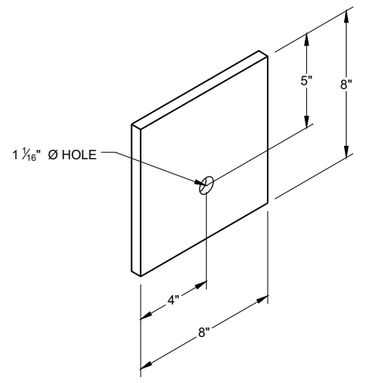
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

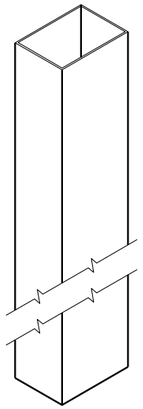
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SDD 14B44 - 04b

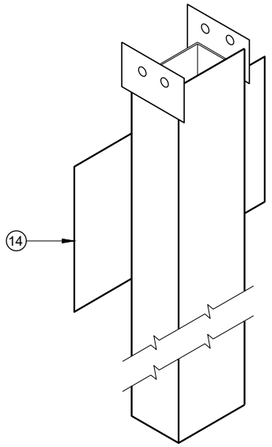
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

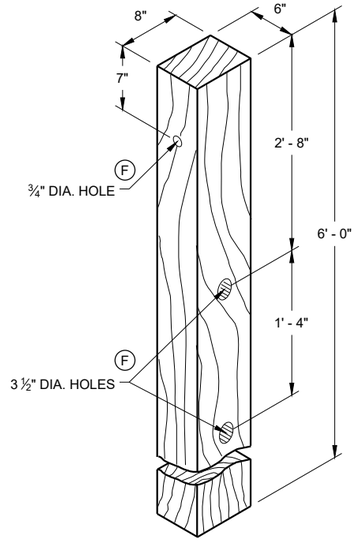
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



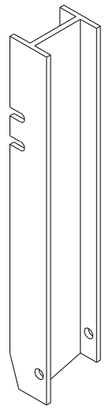
UPPER POST NO. 1 (1) (E)



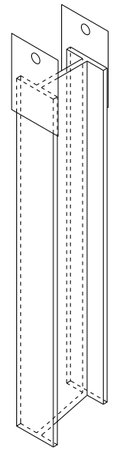
LOWER POST NO. 1 (2) (E)



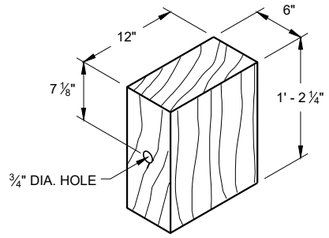
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



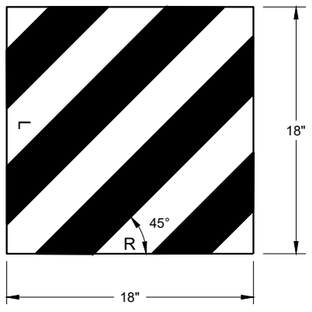
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

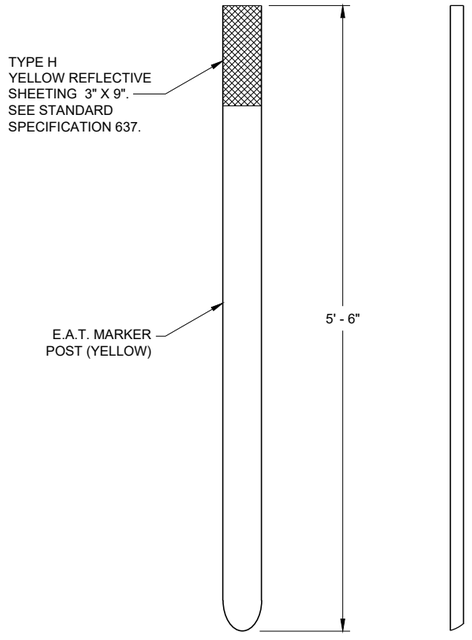


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



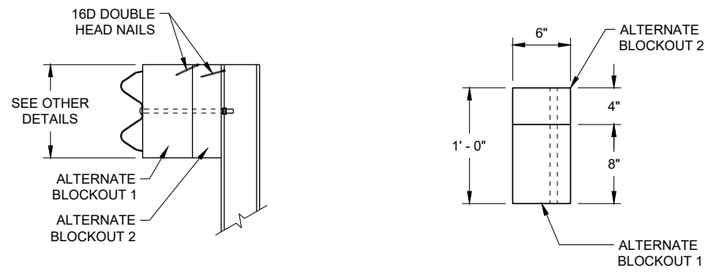
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

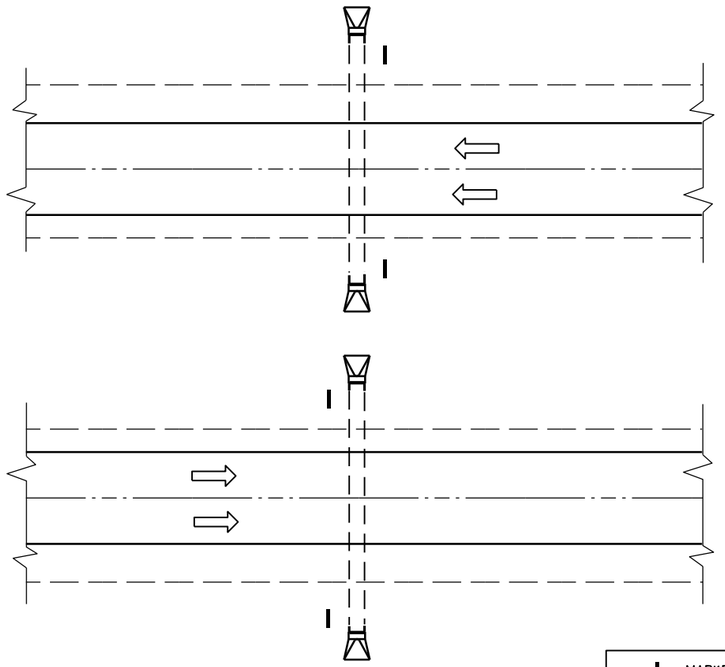
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

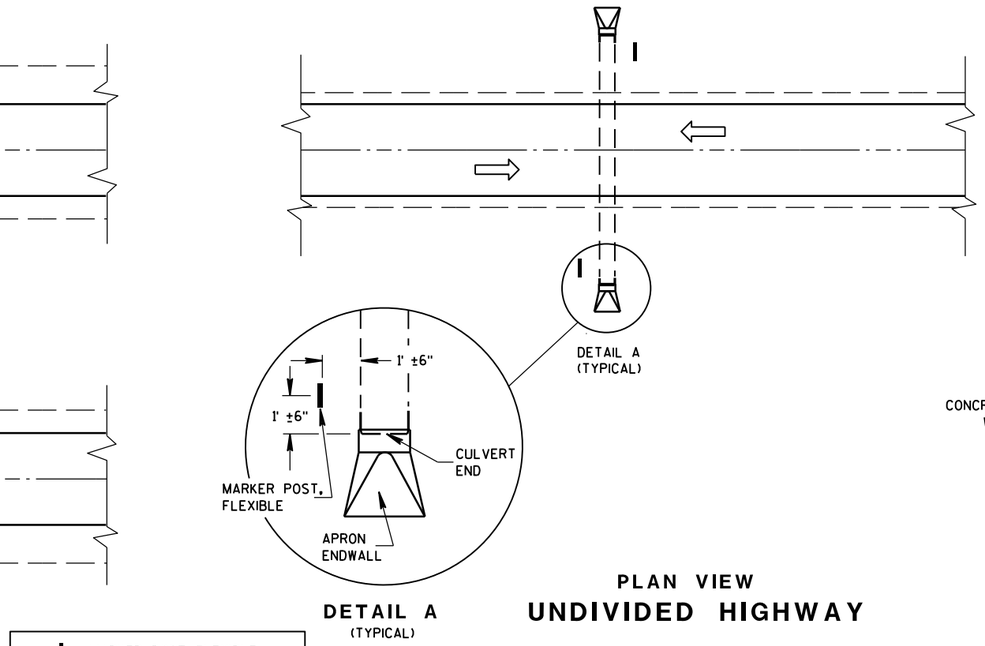
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

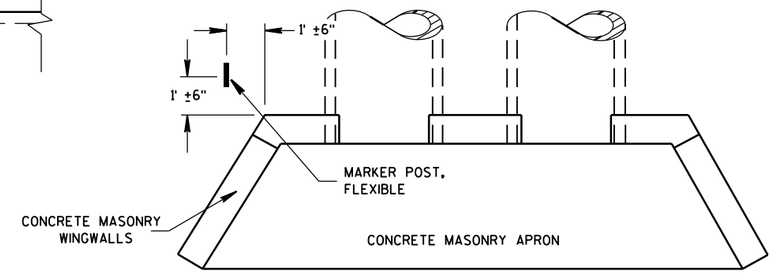
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

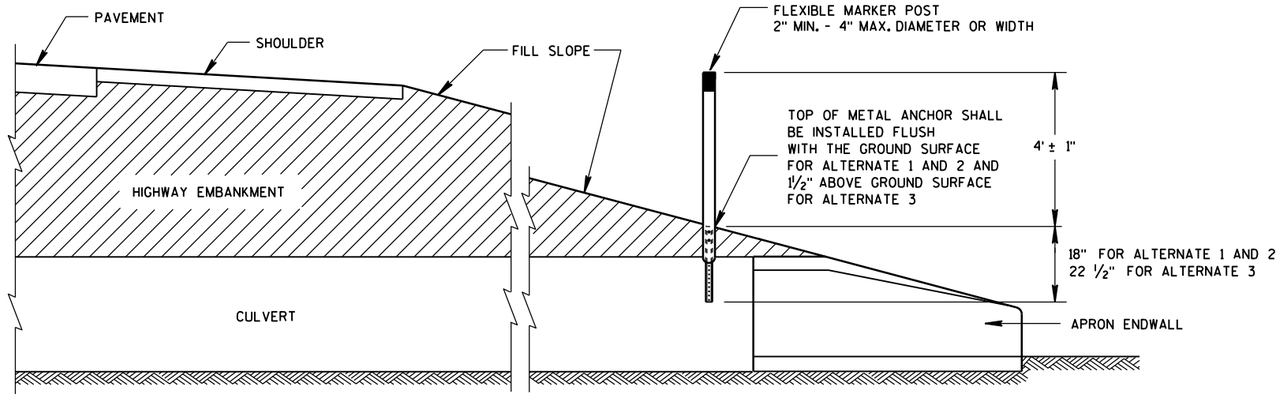
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

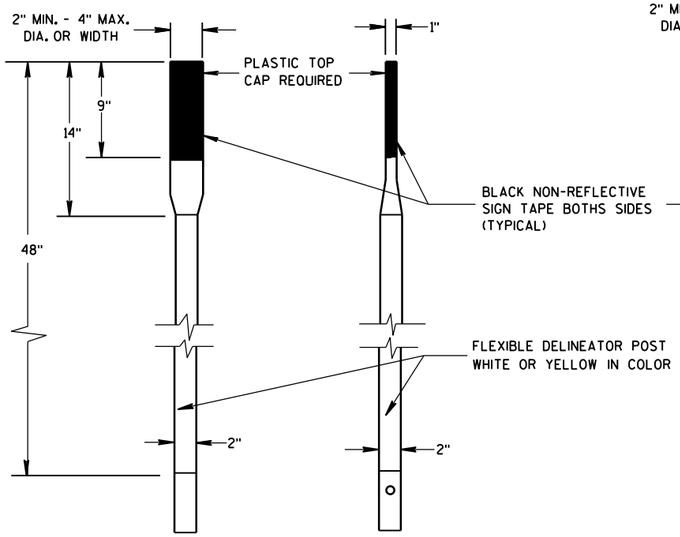
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

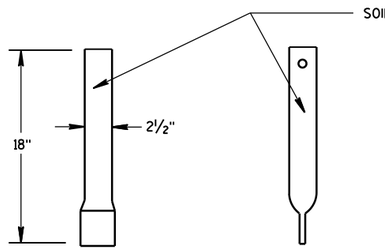
6

S.D.D. 15 A 3-2a

6

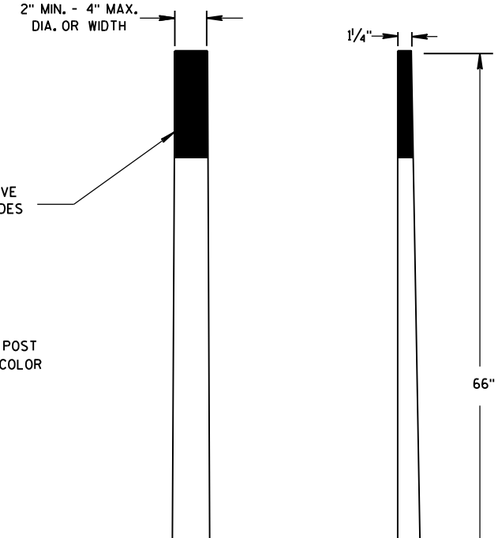
S.D.D. 15 A 3-2a





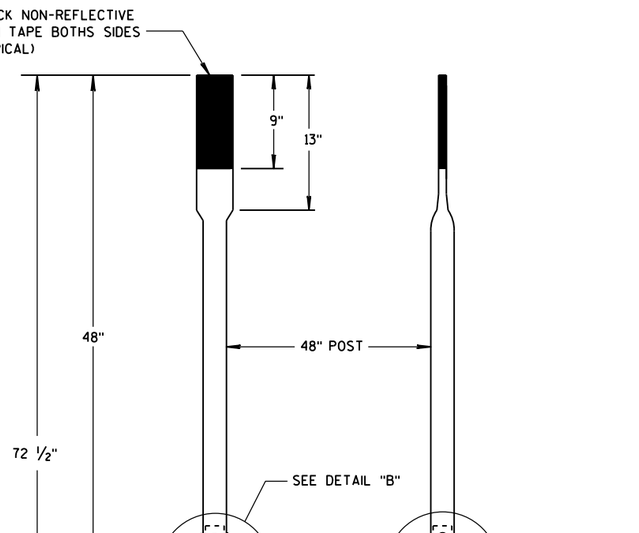
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

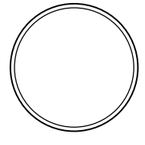
ALTERNATE 2



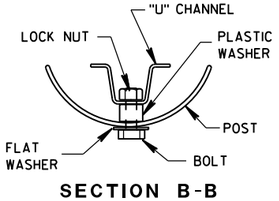
FRONT VIEW SIDE VIEW

ALTERNATE 3

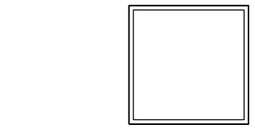
FLEXIBLE MARKER POSTS



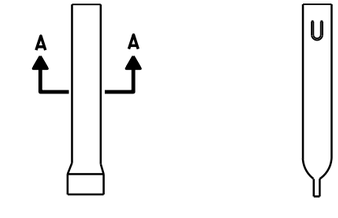
SECTION A-A



SECTION B-B

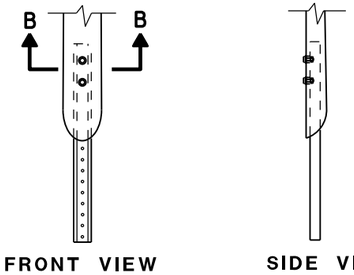


SECTION C-C



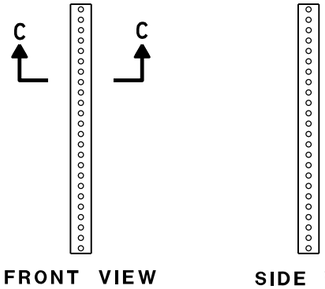
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

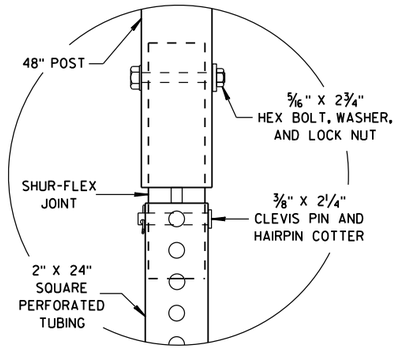
ALTERNATE 2



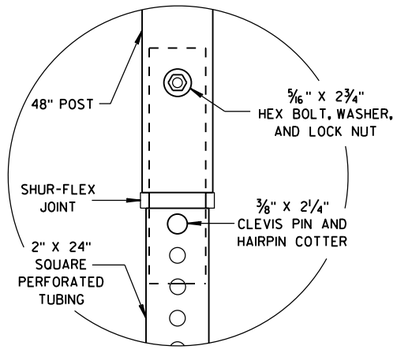
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

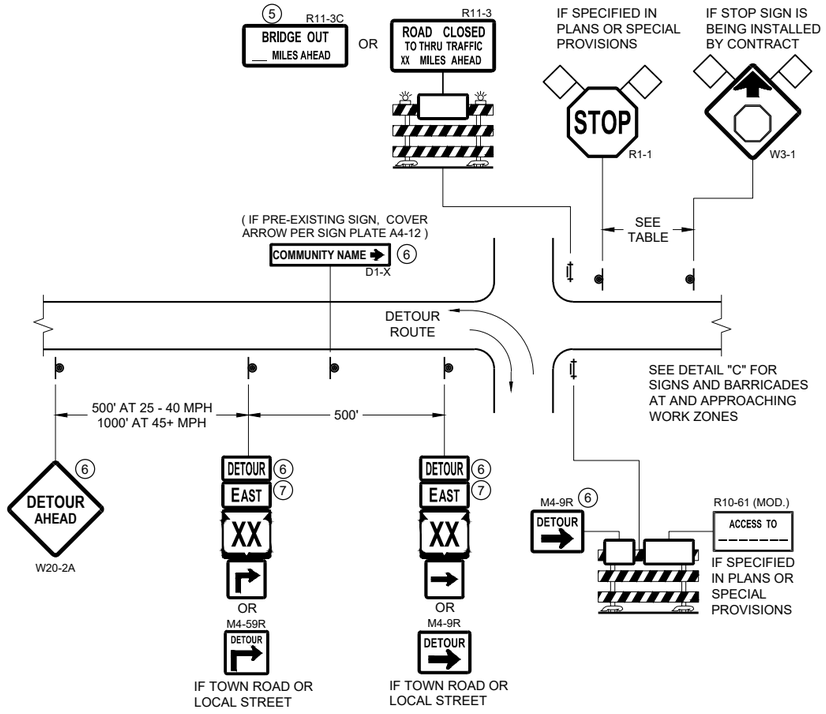
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

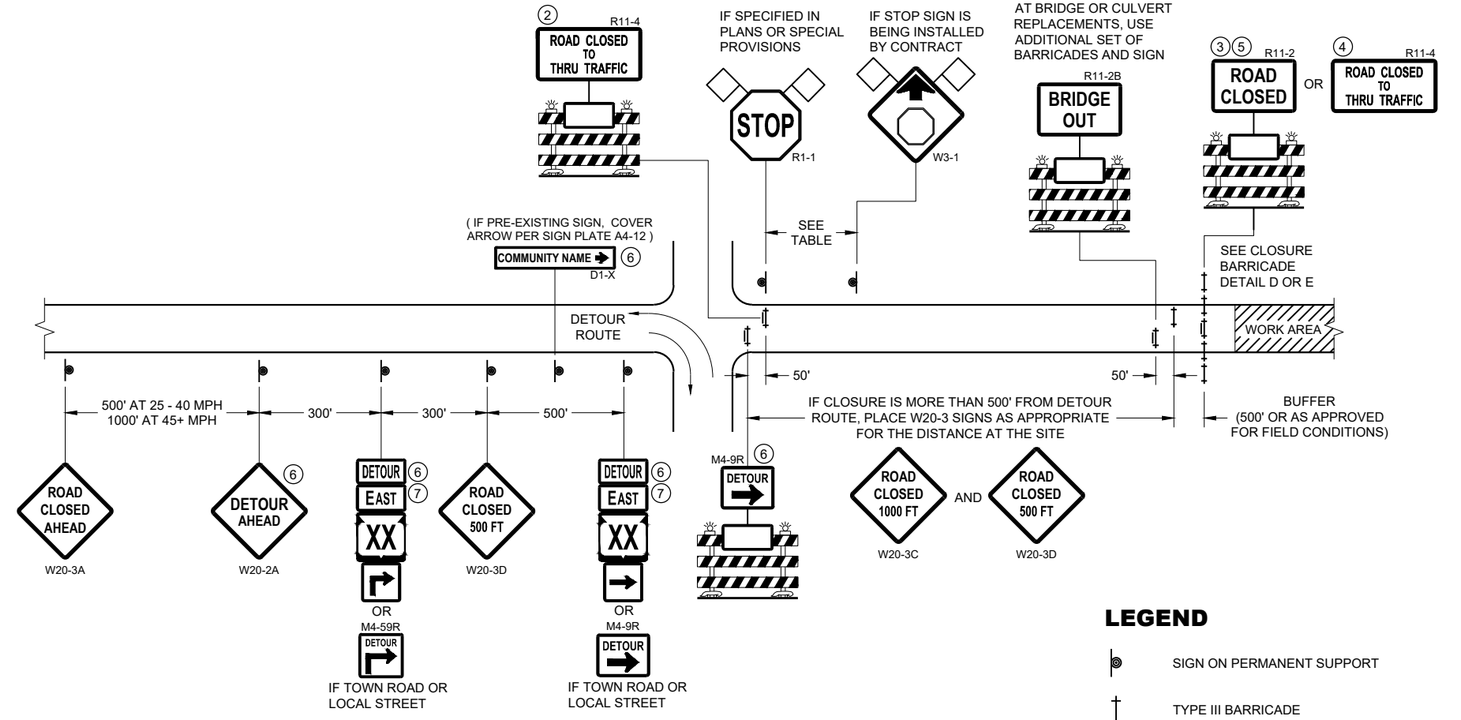
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S.D.D. 15 A 3-2b



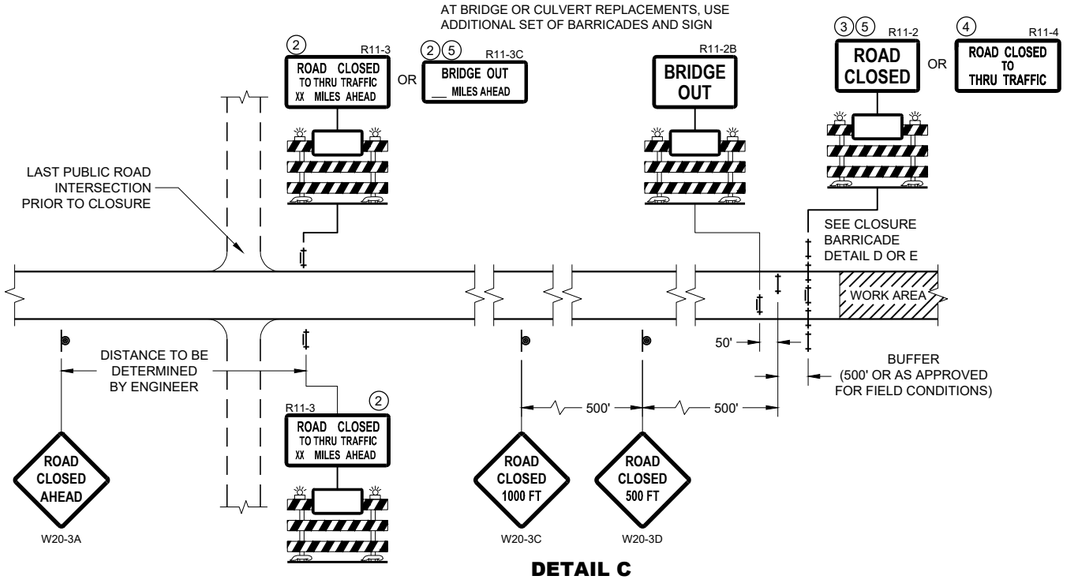
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

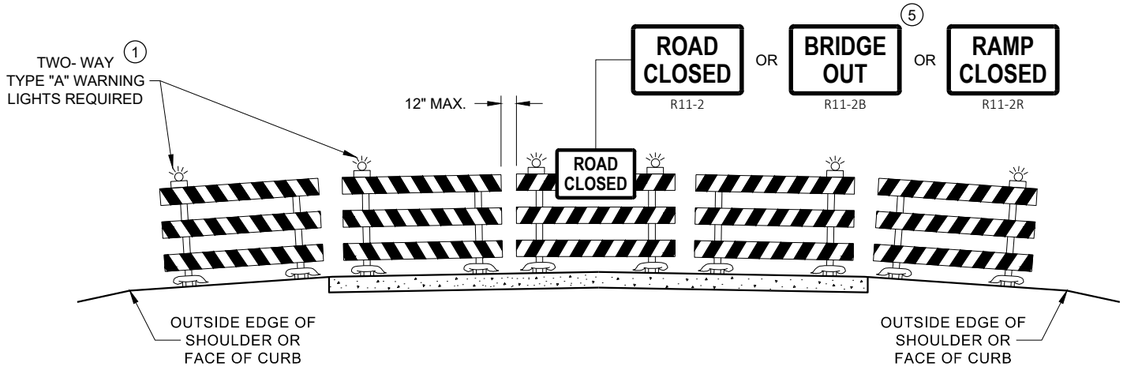
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

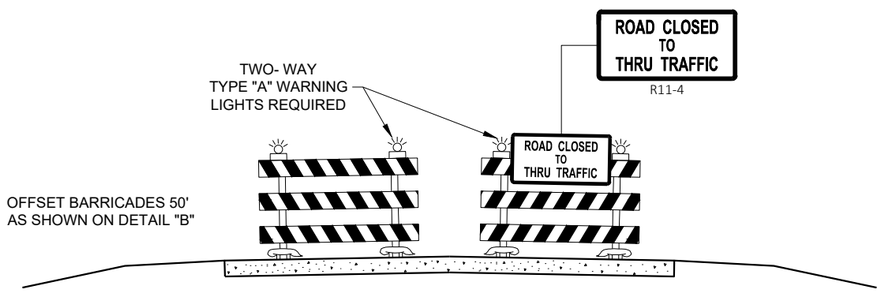
FHWA

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- 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.

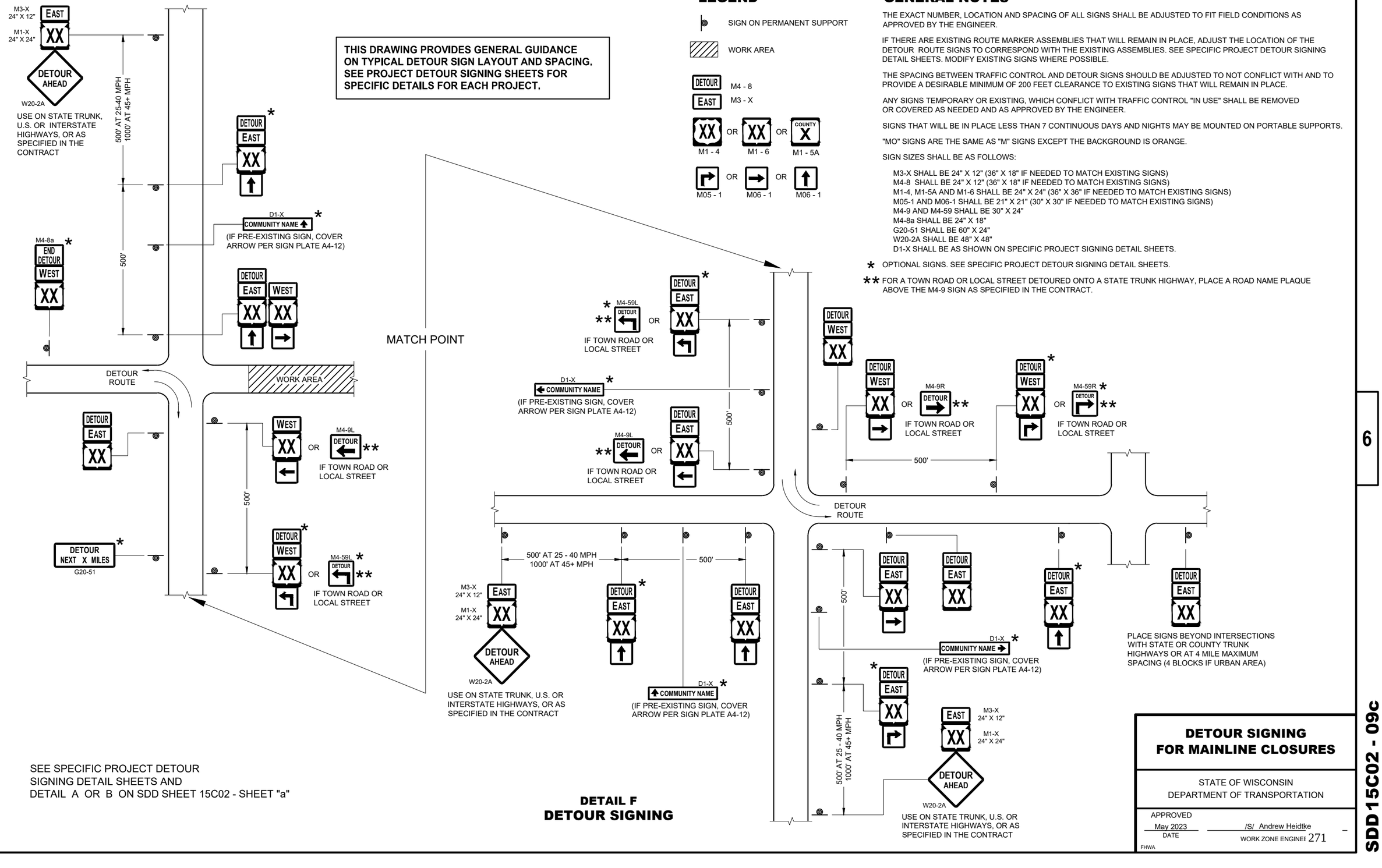
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

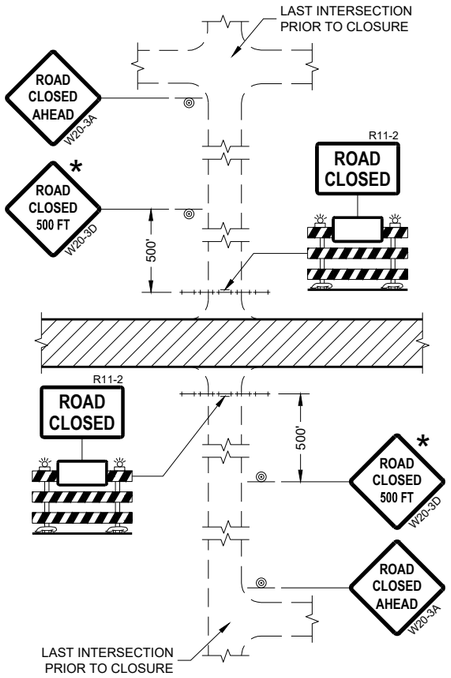
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

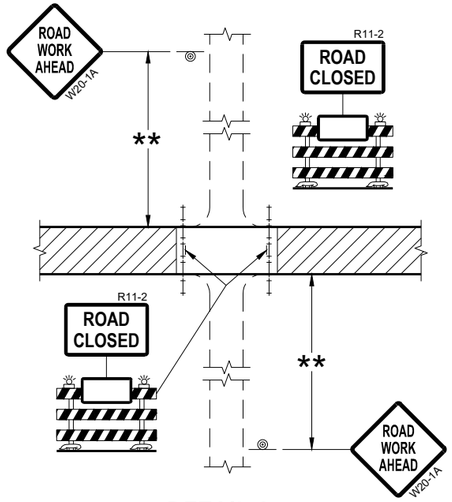
FHWA

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SDD 15C02 - 09c



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

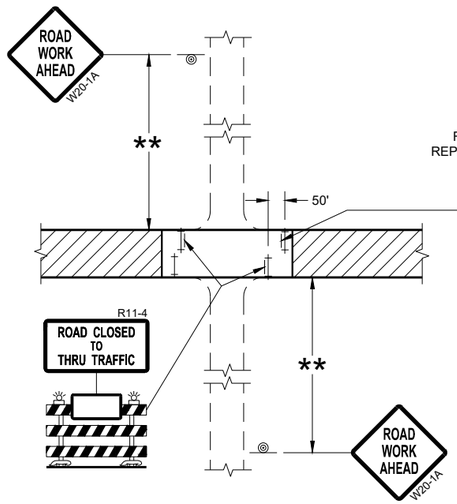
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

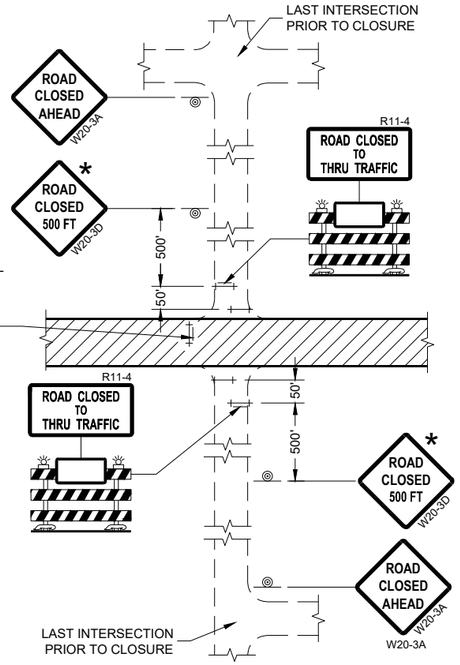
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

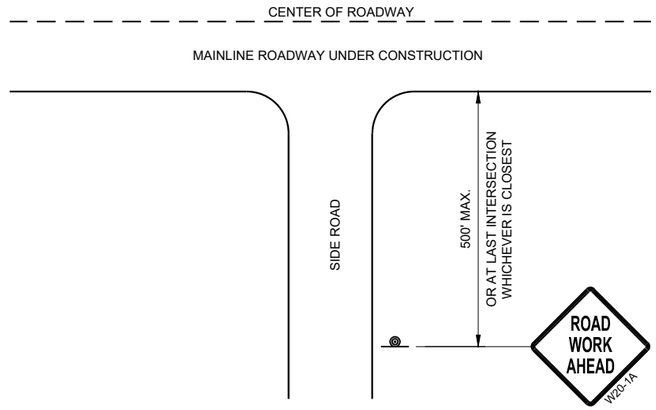
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

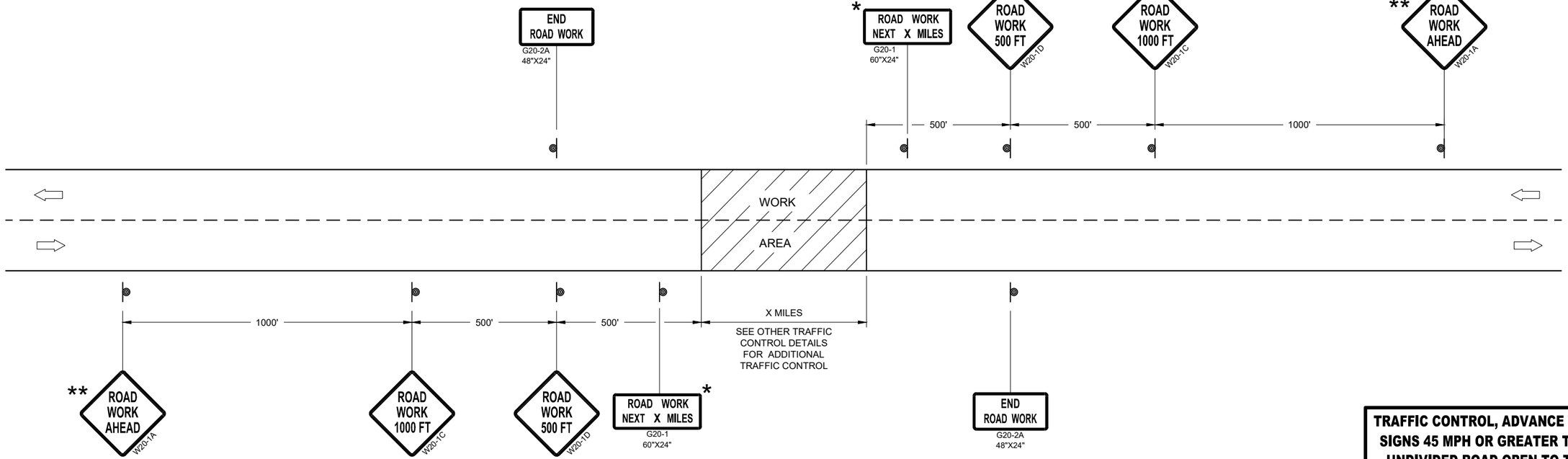
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

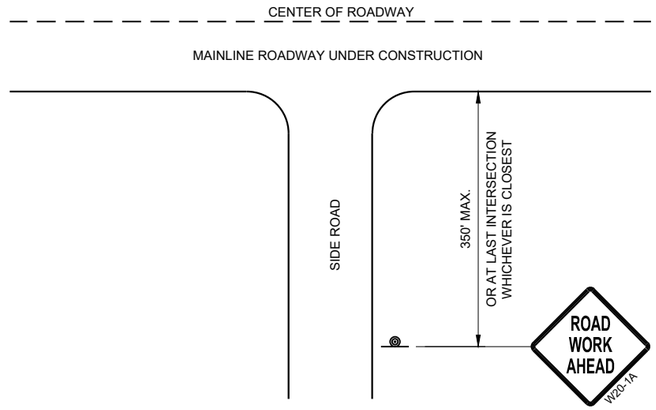
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



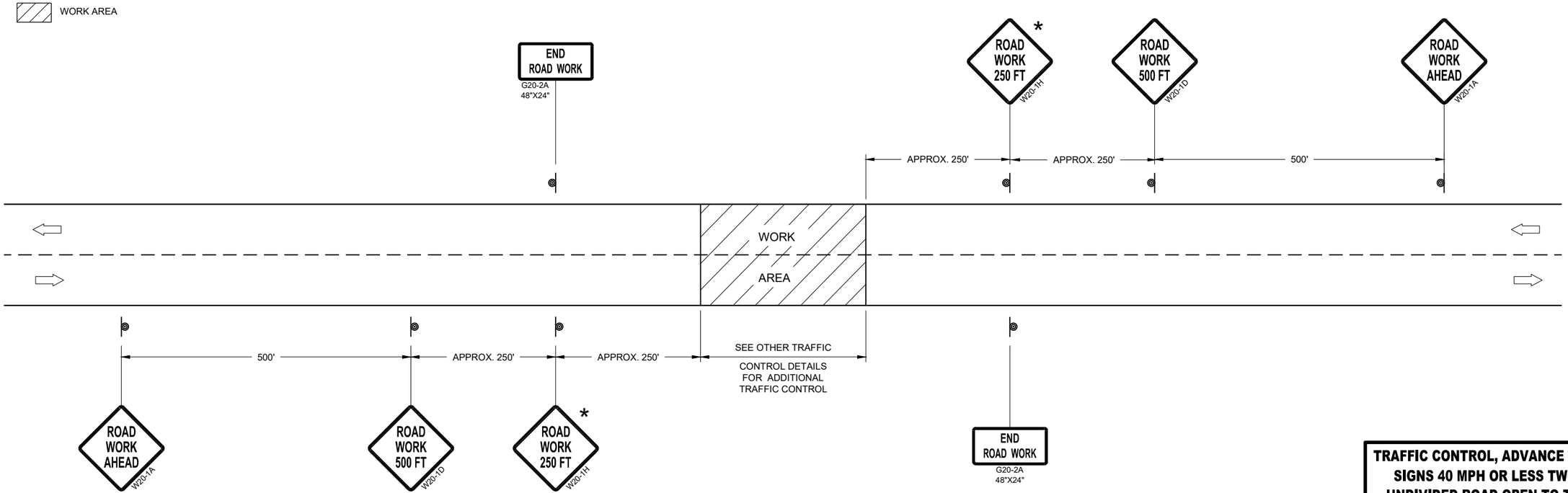
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

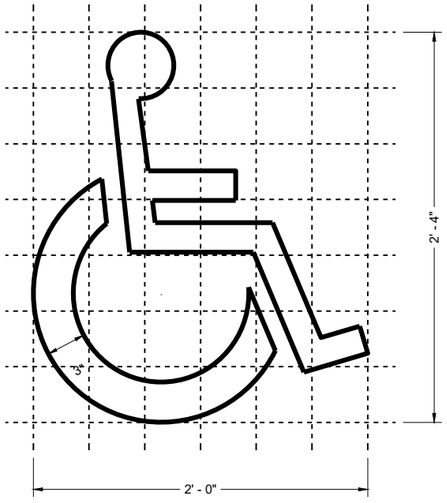
FHWA

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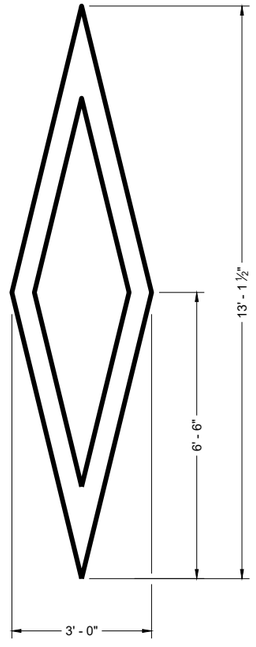
SDD 15C05 - 05

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 15C07-16a

SDD 15C07-16a

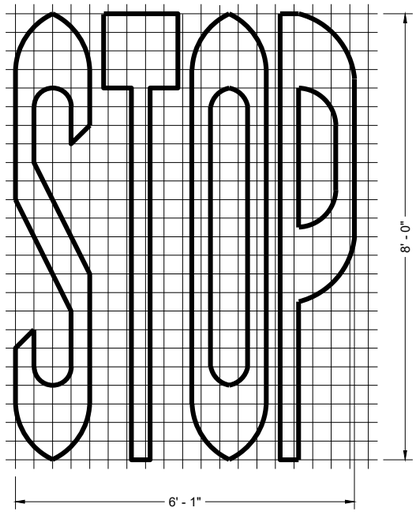
PAVEMENT MARKING SYMBOLS

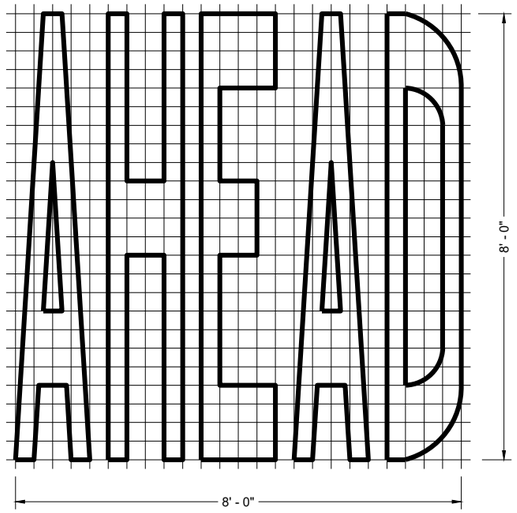
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

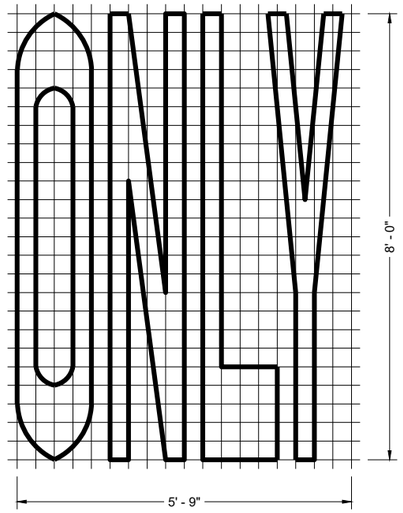
APPROVED
November 2024
DATE

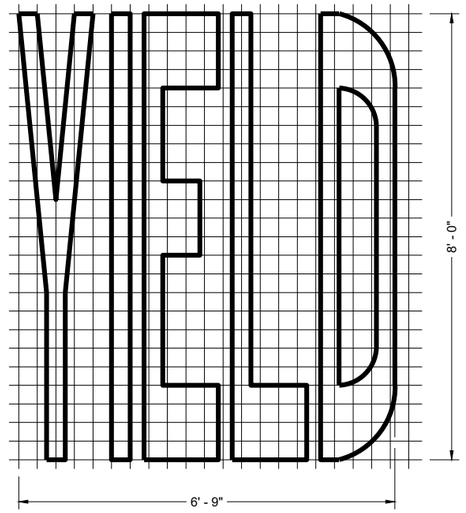
/S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

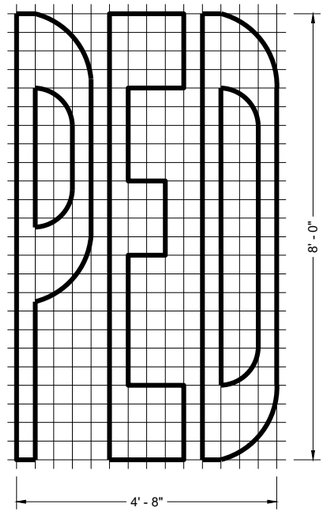
FHWA

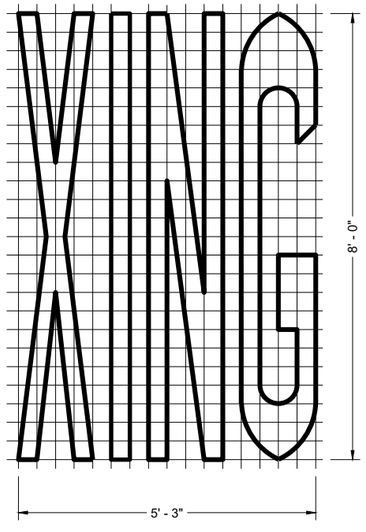


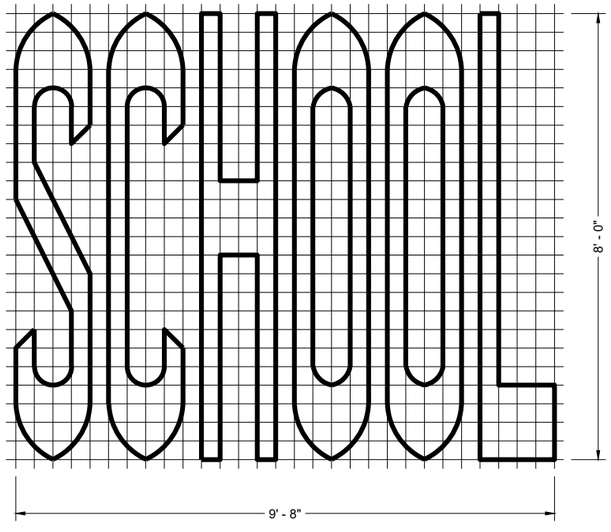




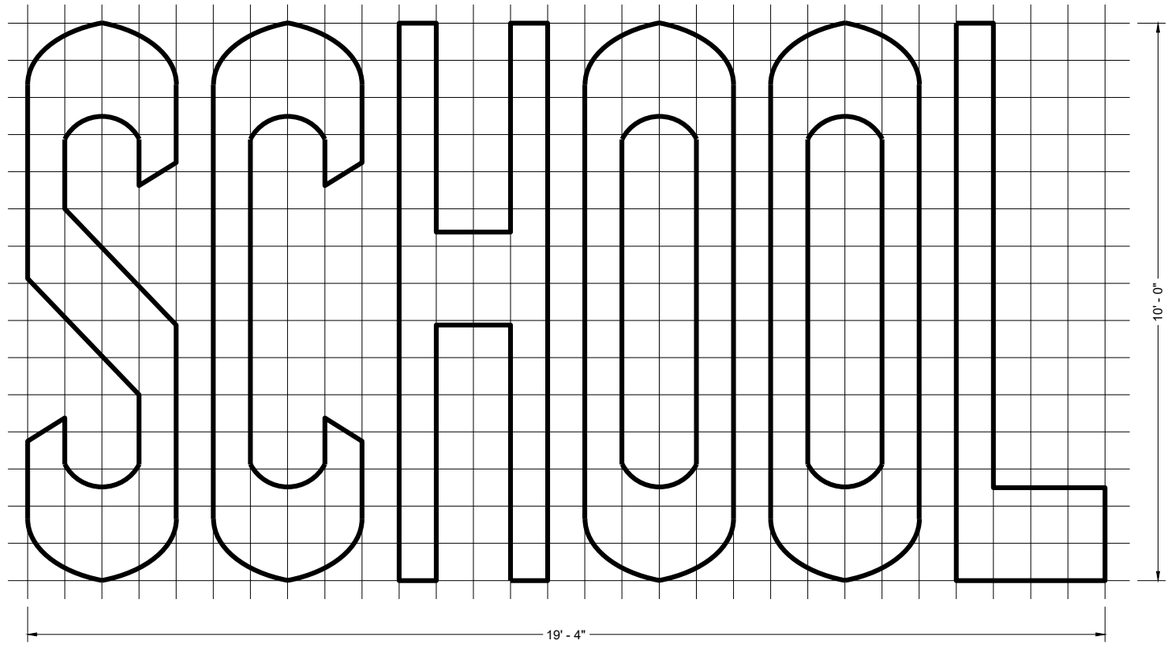








SINGLE LANE



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

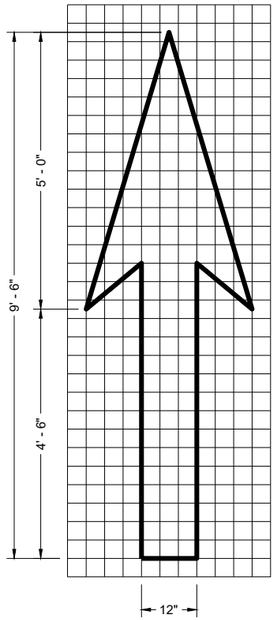
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/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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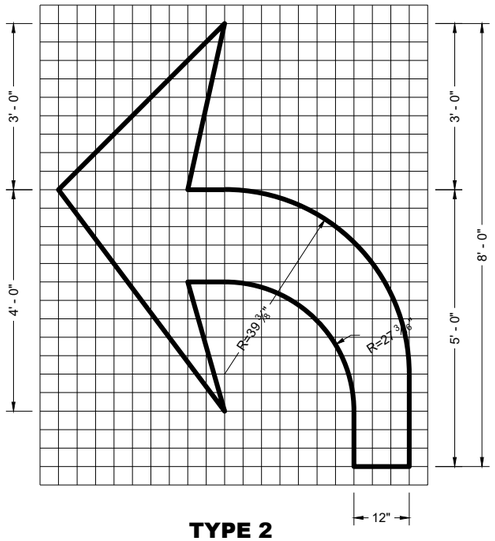
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SDD 15C07-16b

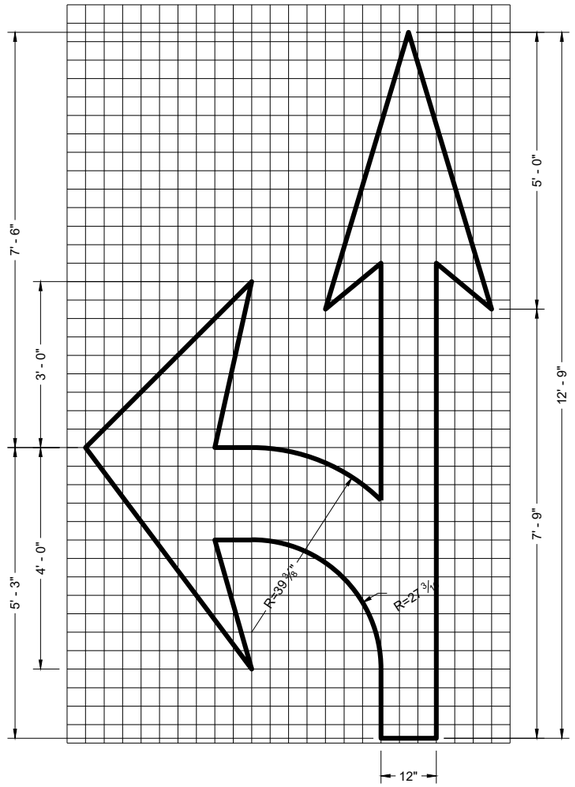
SDD 15C07-16b



TYPE 1



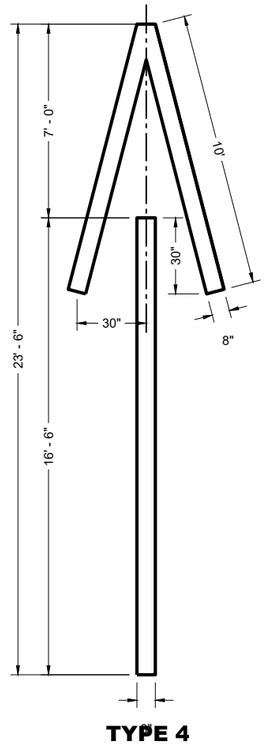
TYPE 2



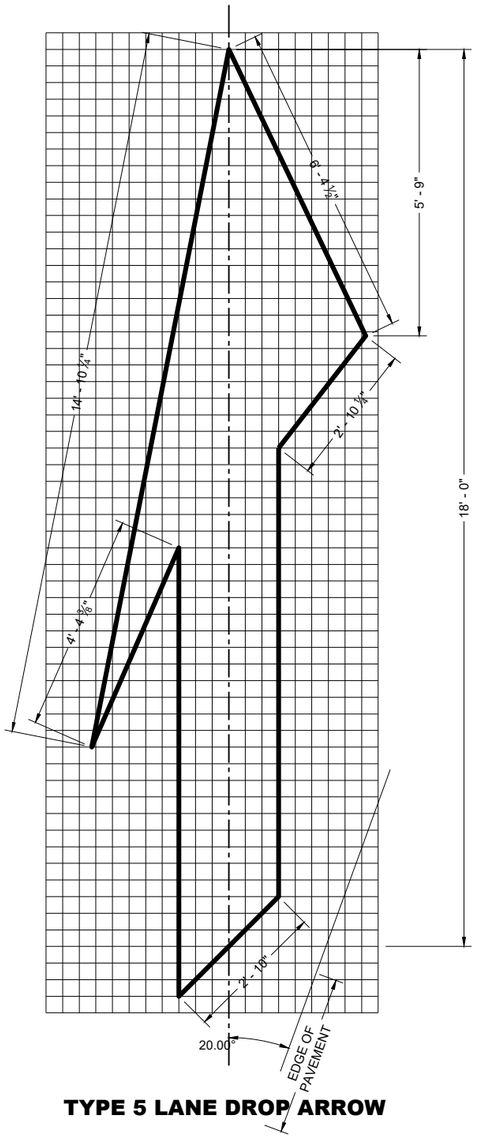
TYPE 3

GENERAL NOTES

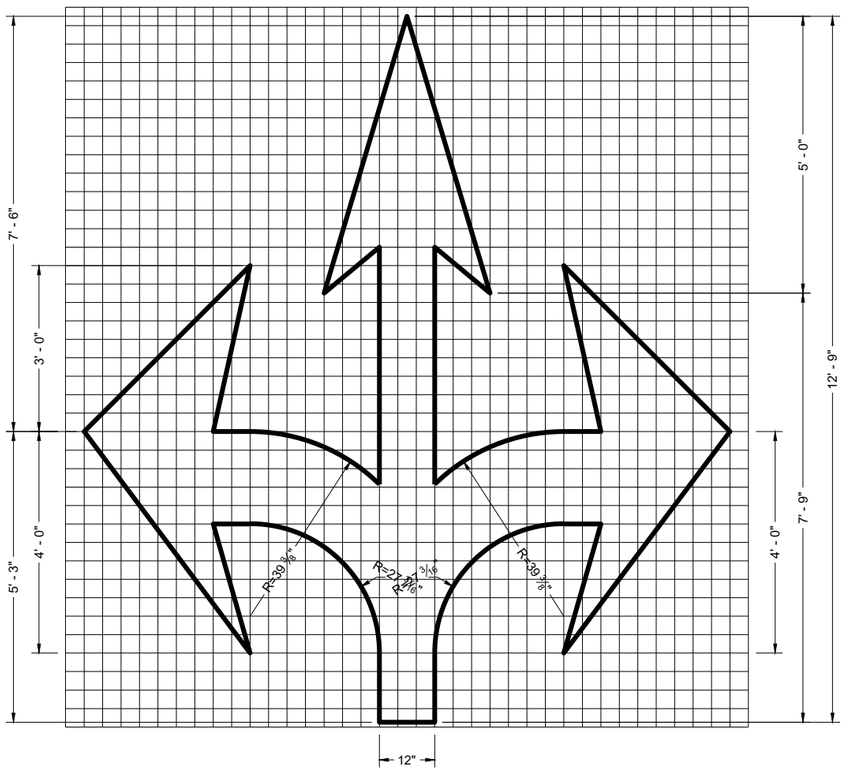
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



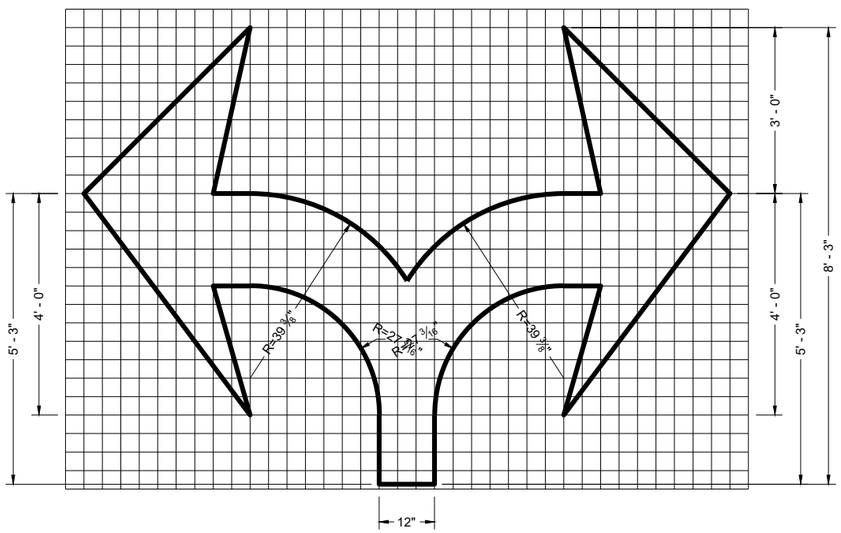
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

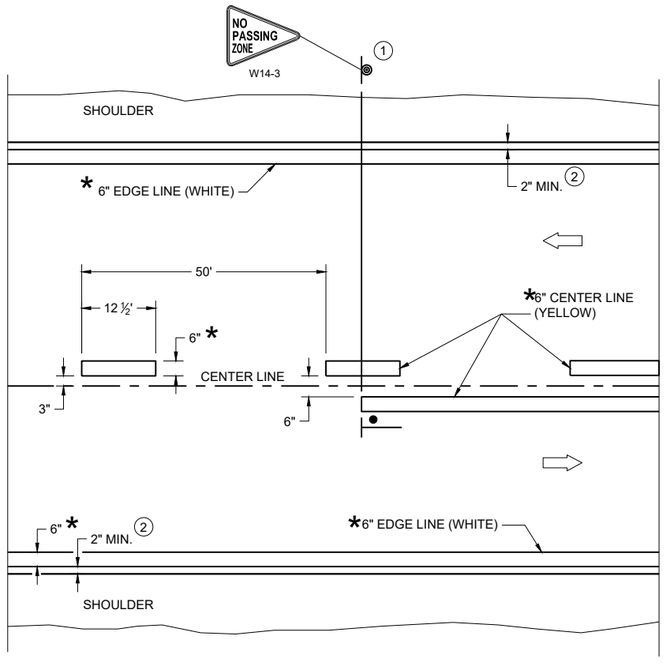
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

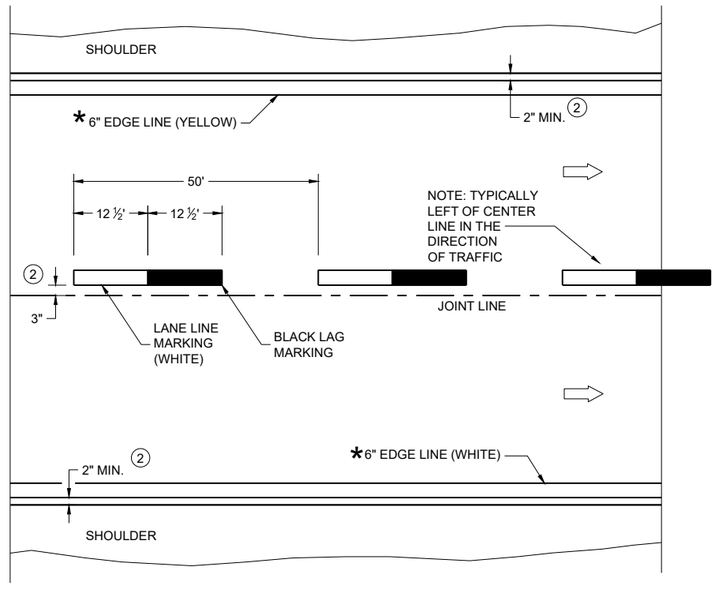
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

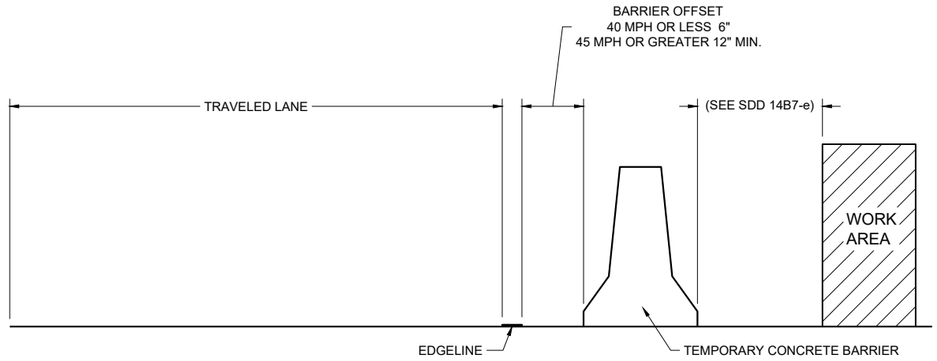
FHWA

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SDD 15C08-24a

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

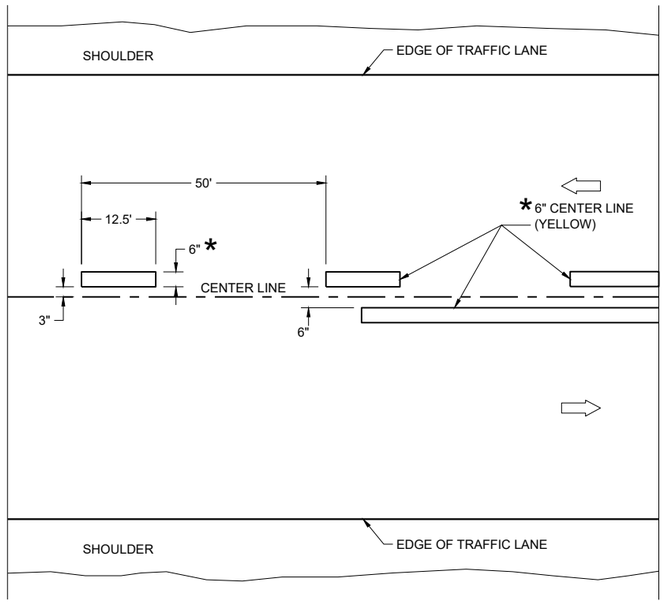
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

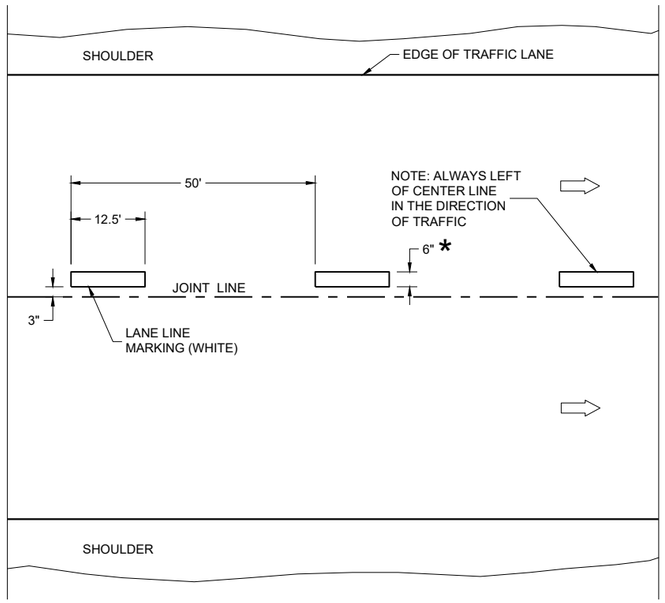
LEGEND

DIRECTION OF TRAFFIC

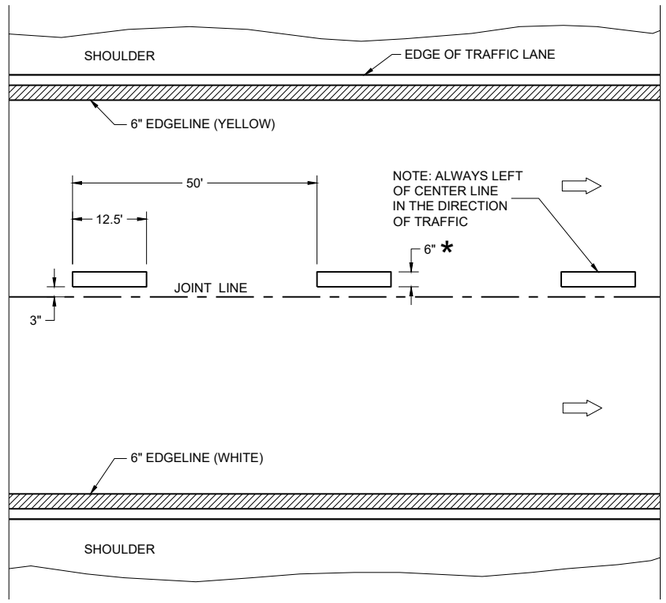
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

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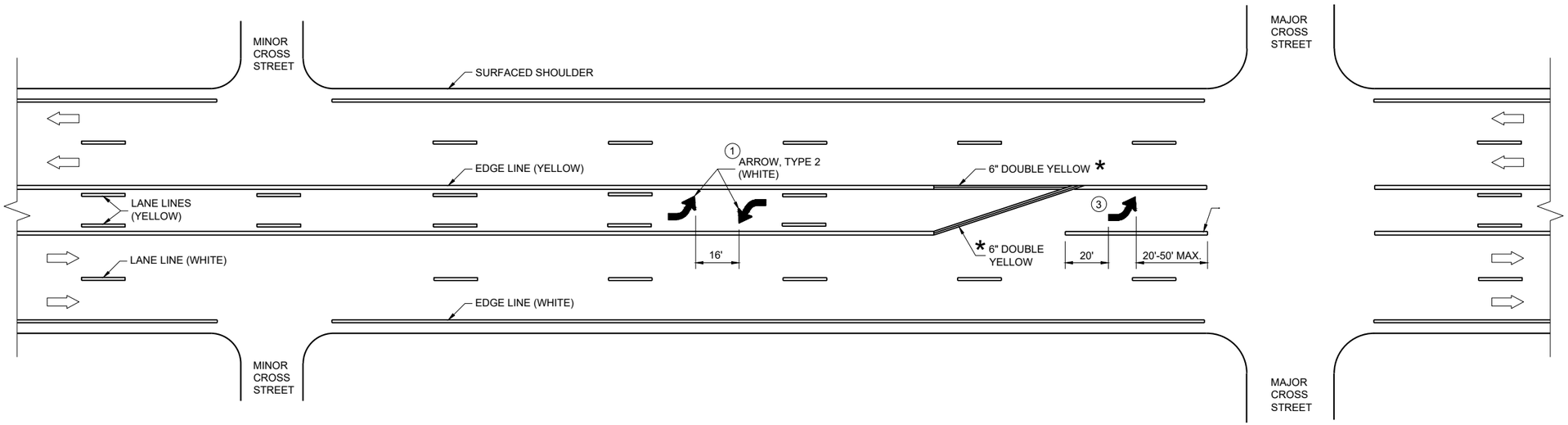
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



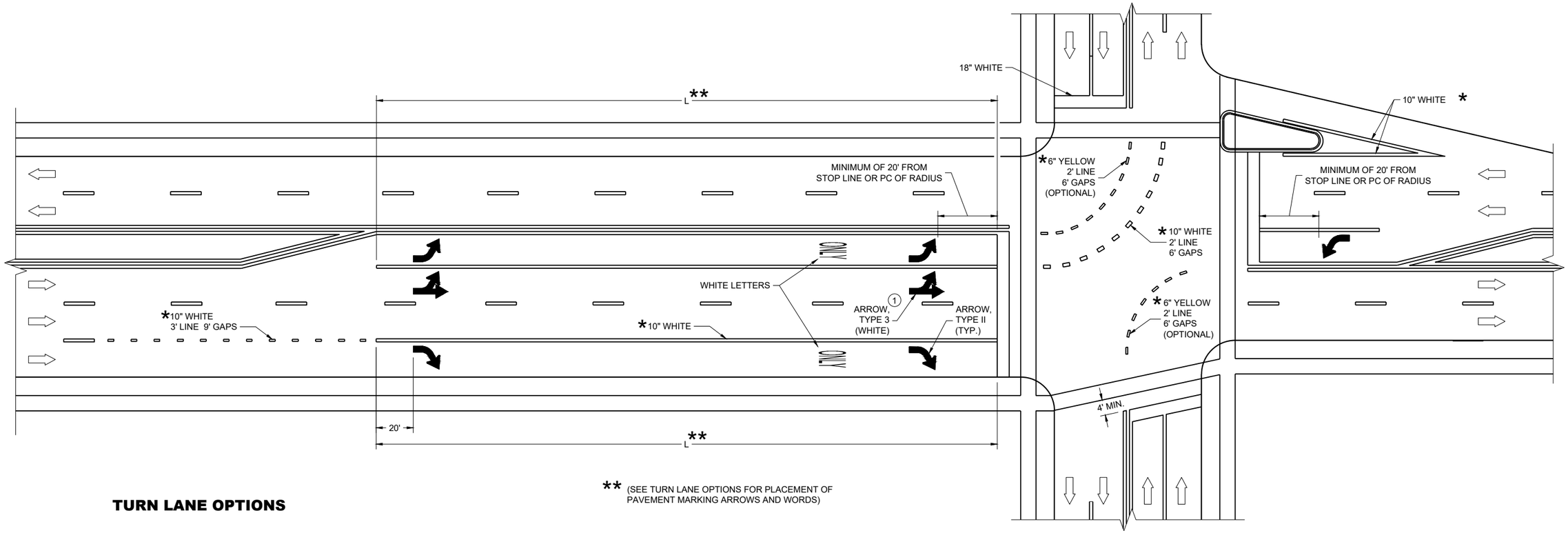
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

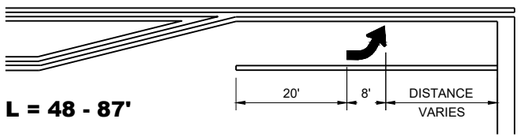
SDD 15C08-24c



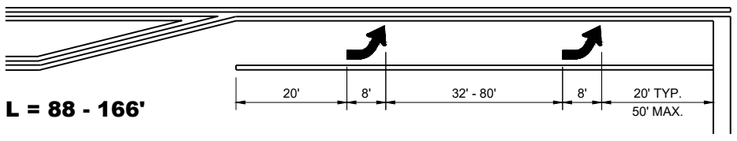
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

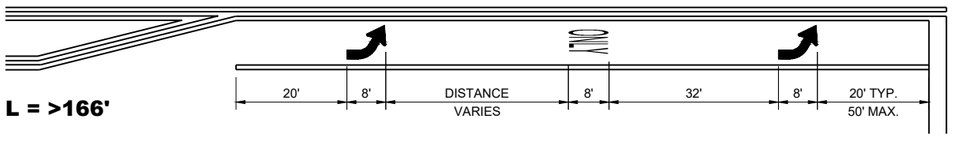
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

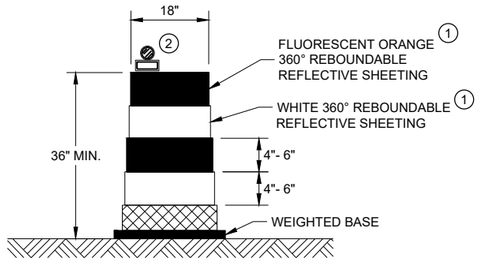
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

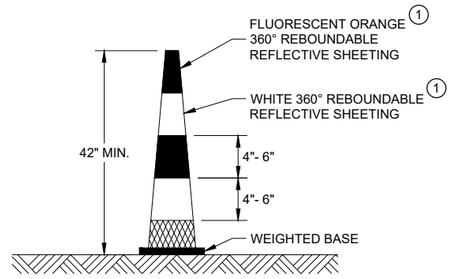
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

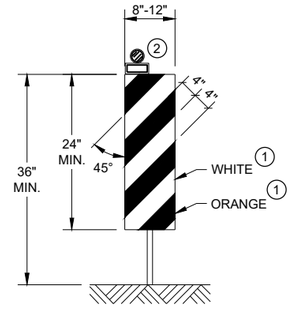
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

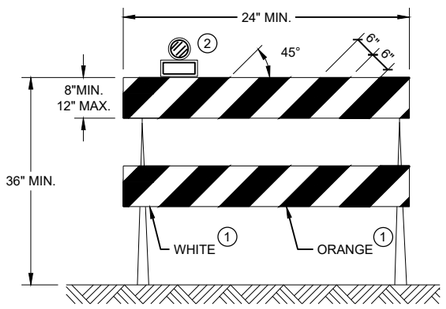
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



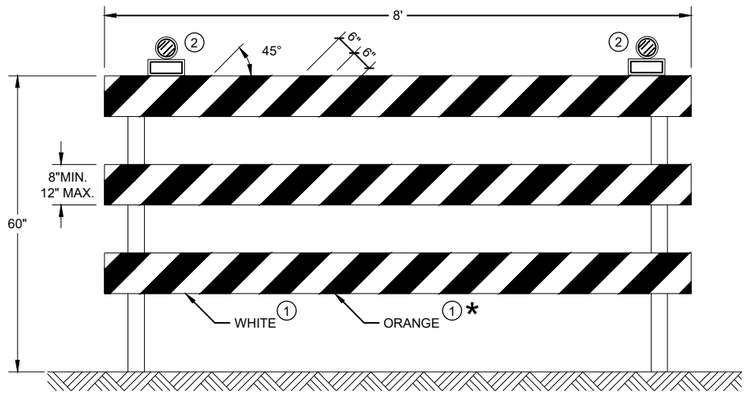
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

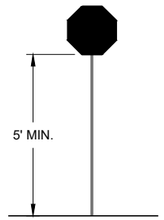
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

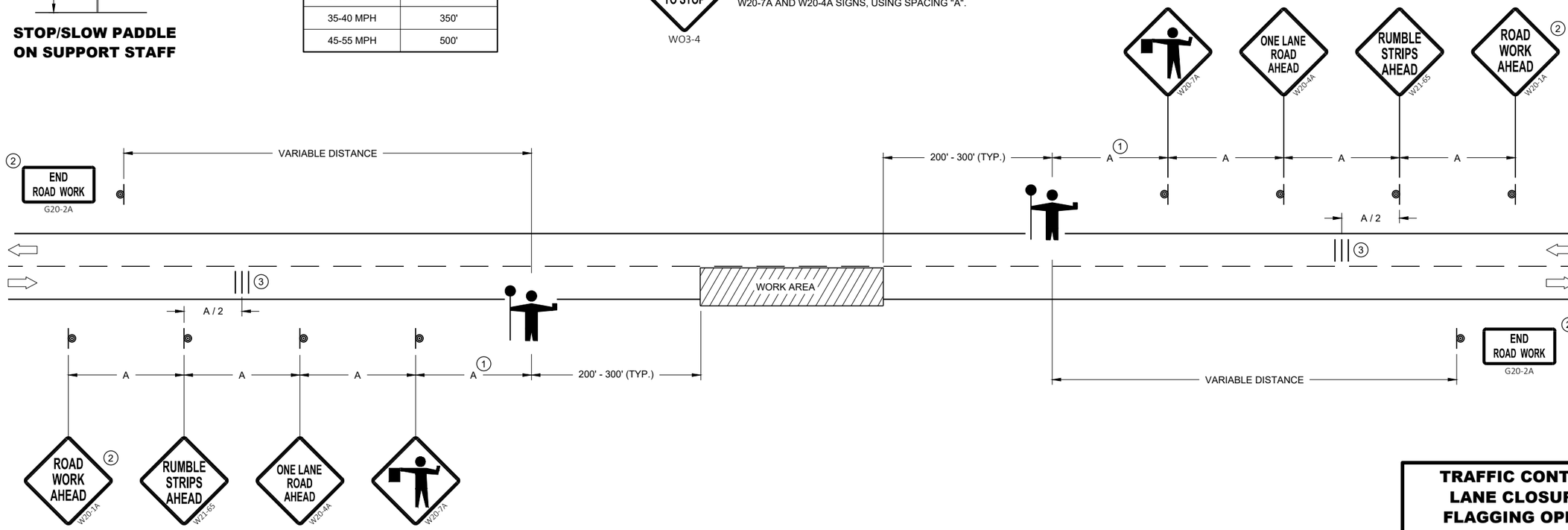
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

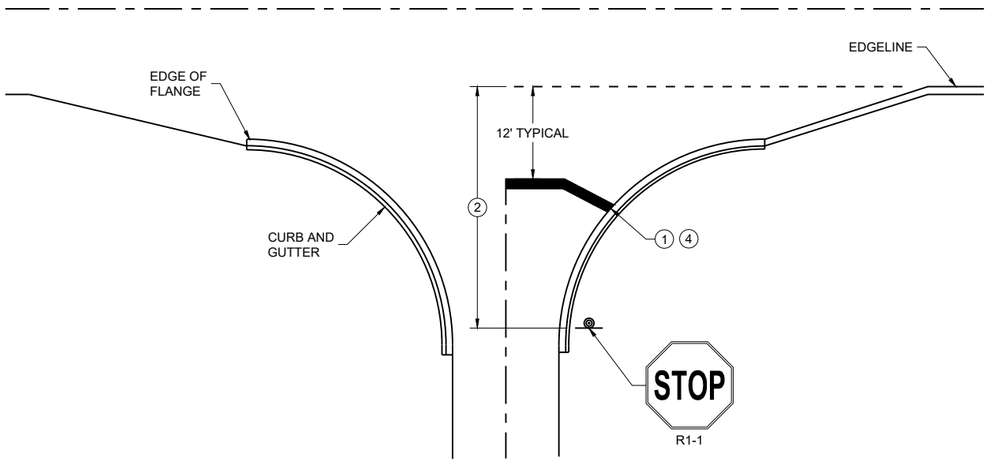
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SDD 15C12 - 09a

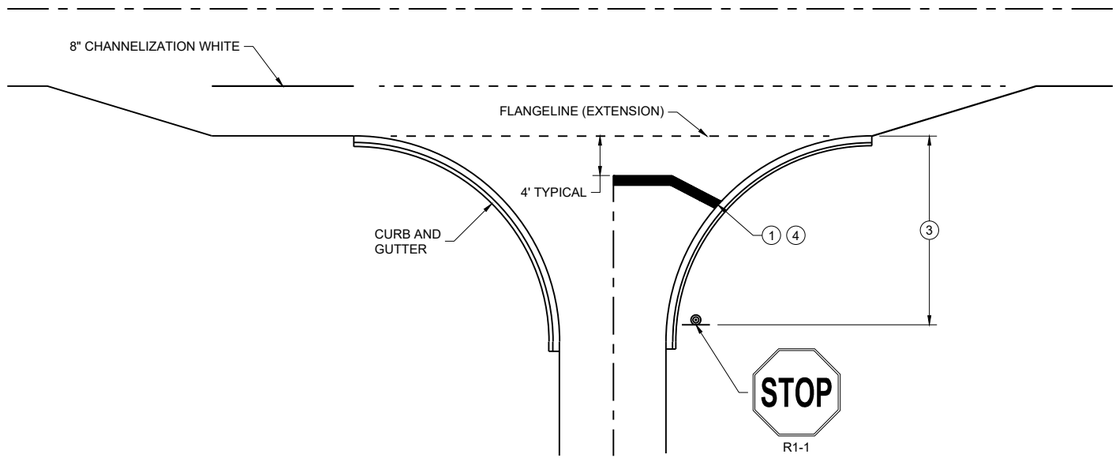
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

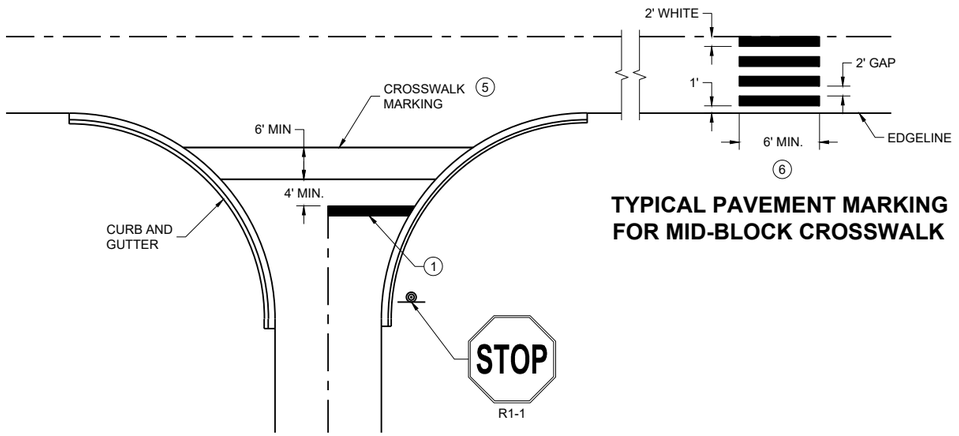
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

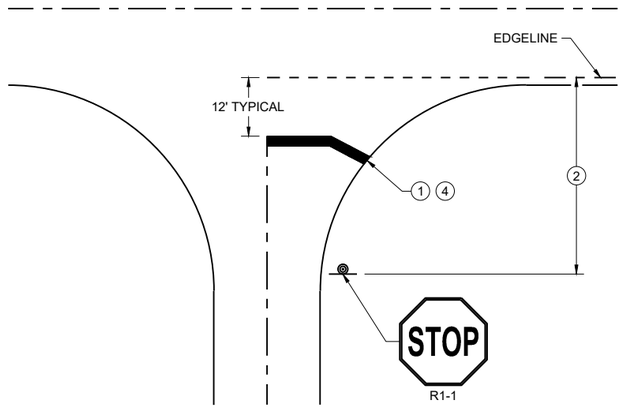


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

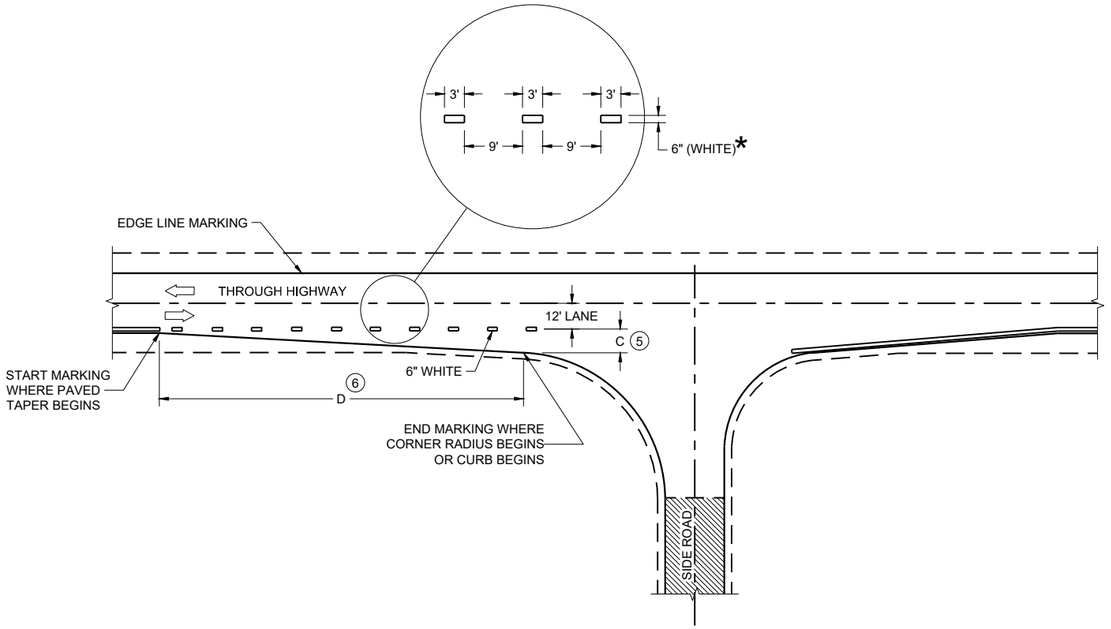
FHWA

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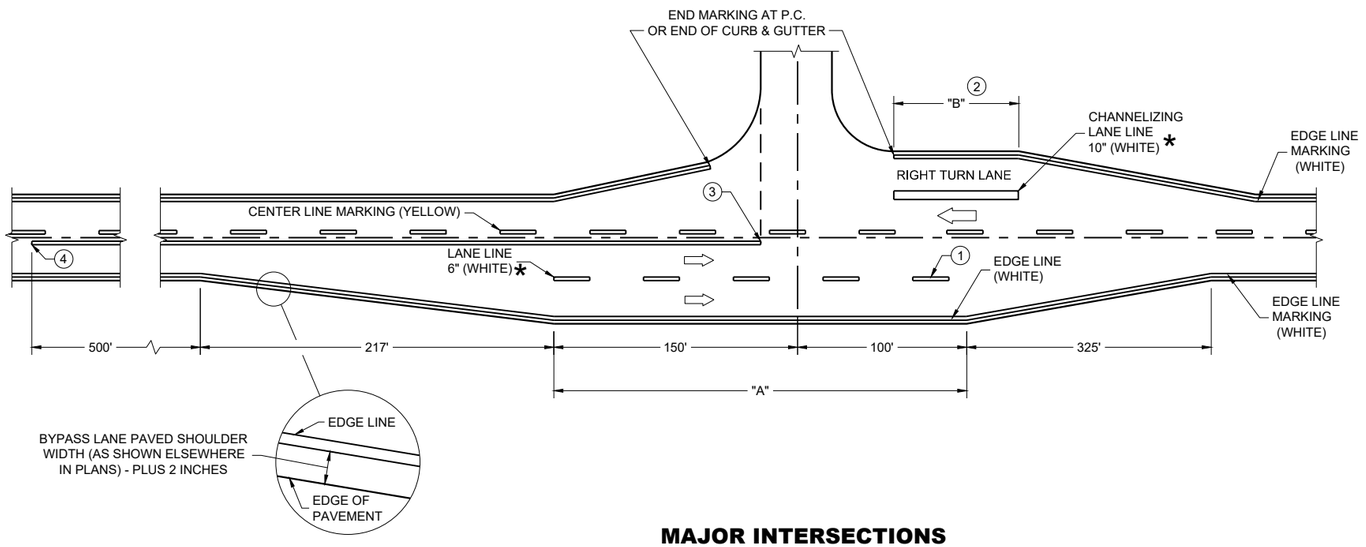
SDD 15C33-05

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SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

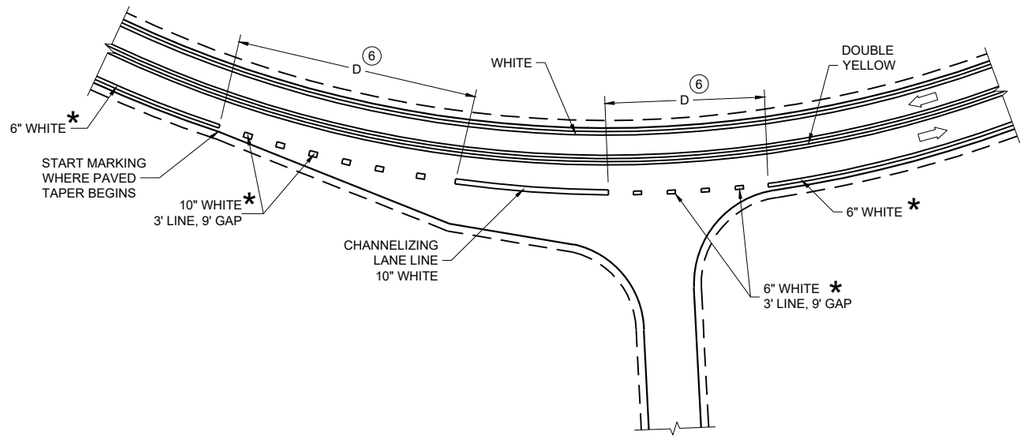
GENERAL NOTES

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

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

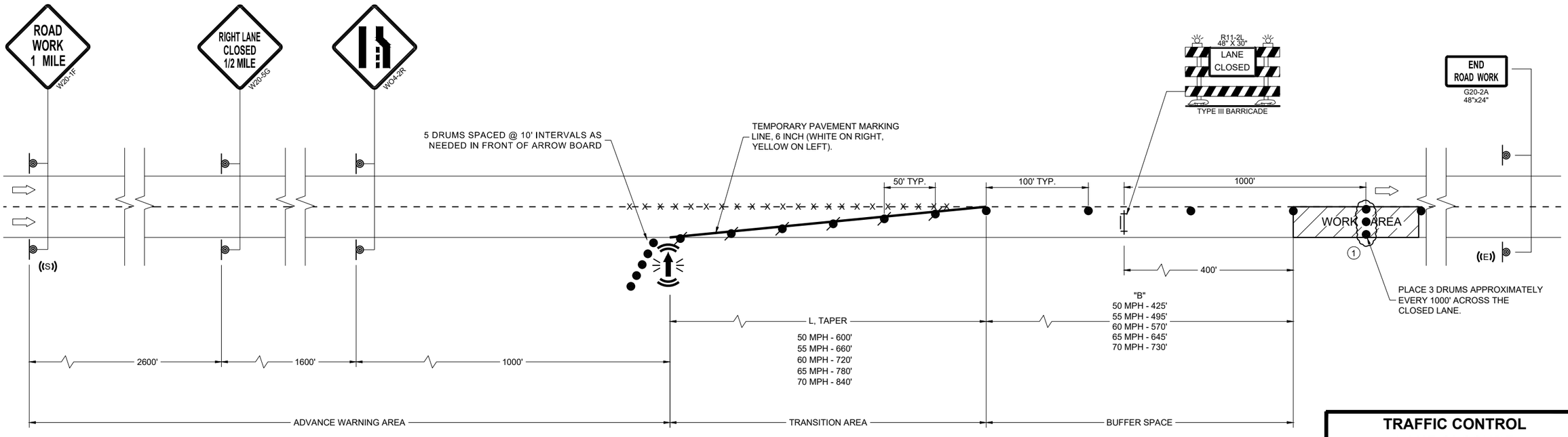
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

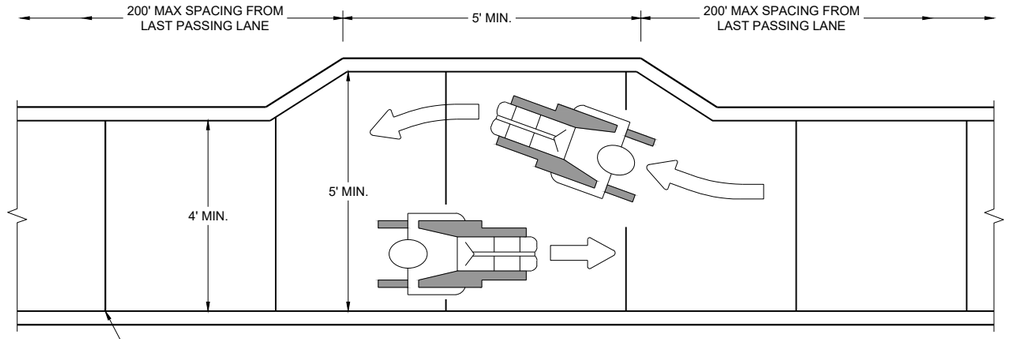
FHWA

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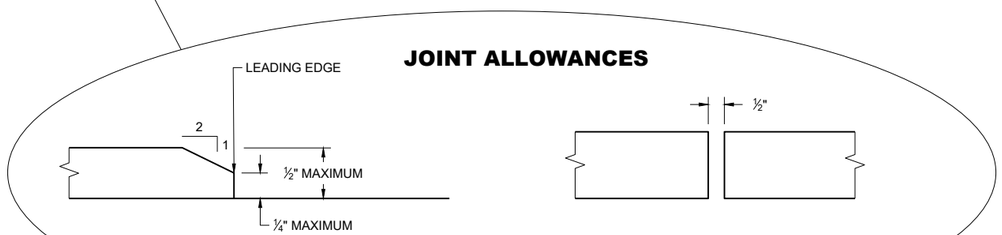
SDD 15D12-16a

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SDD 15D12-16a



NARROW SIDEWALK PASSING DETAIL



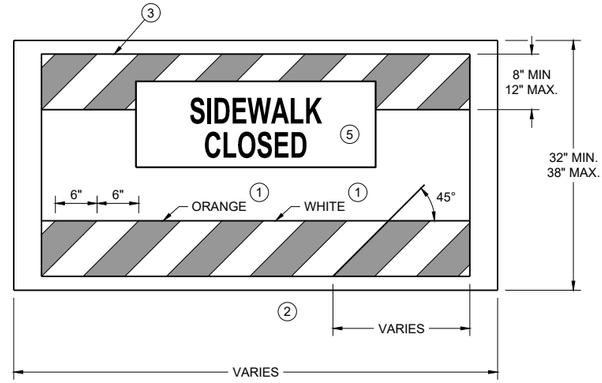
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

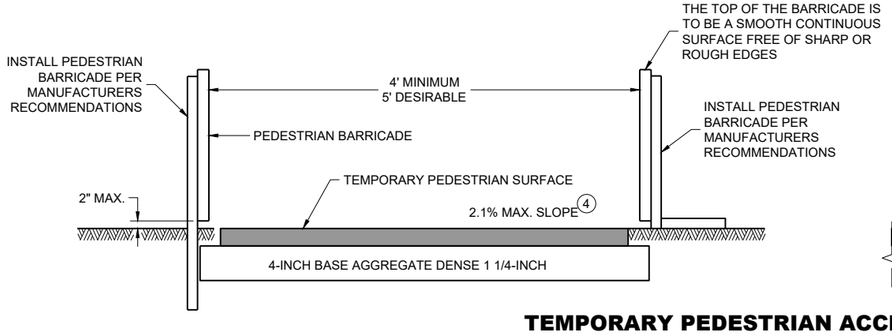
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

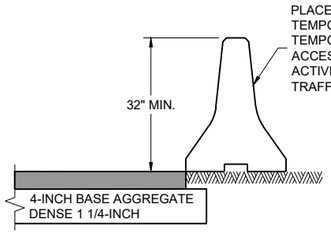
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

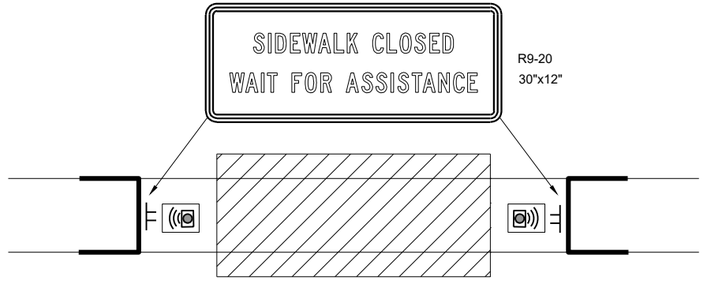


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





TEMPORARY PEDESTRIAN FLAGGING

LEGEND

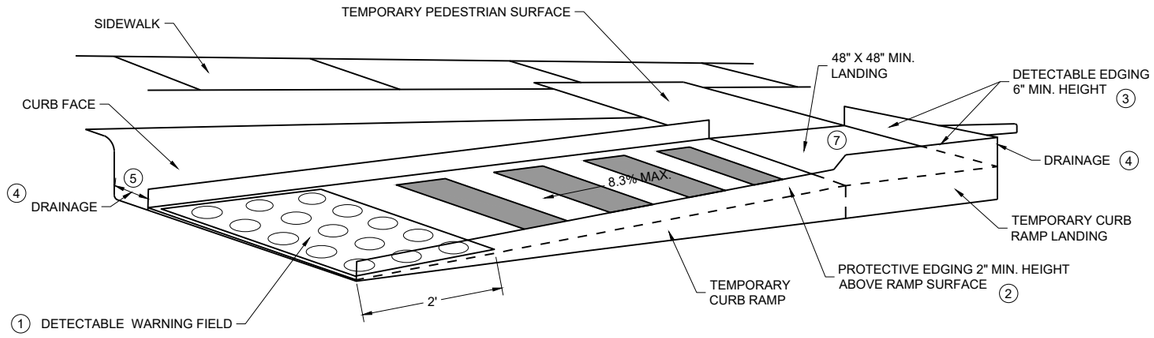
- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12a



PERSPECTIVE VIEW

GENERAL NOTES

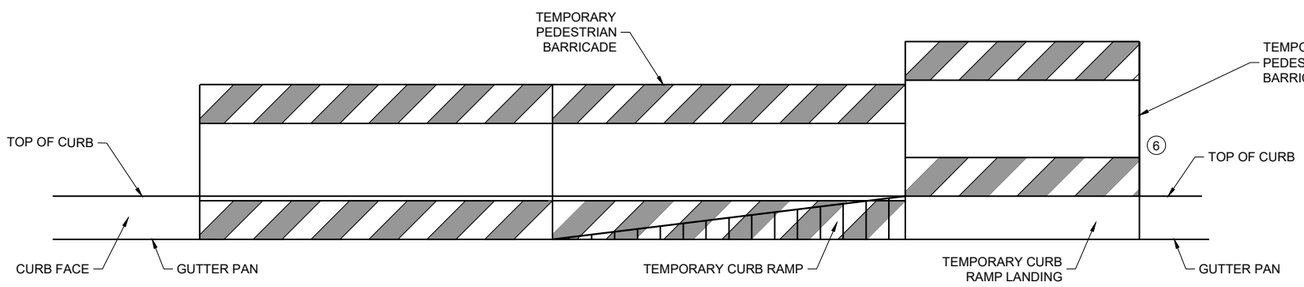
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

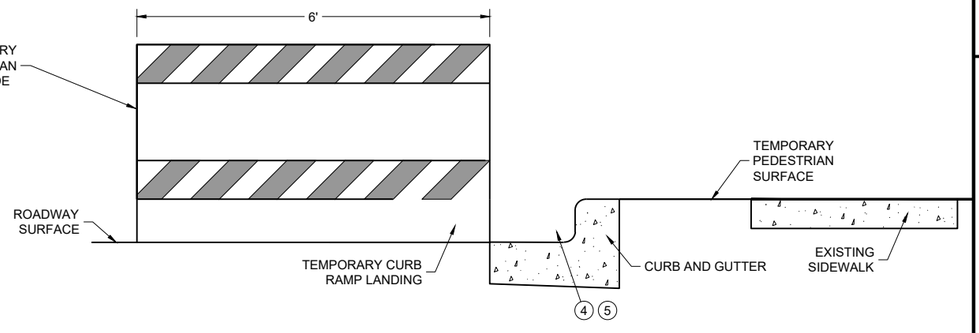
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

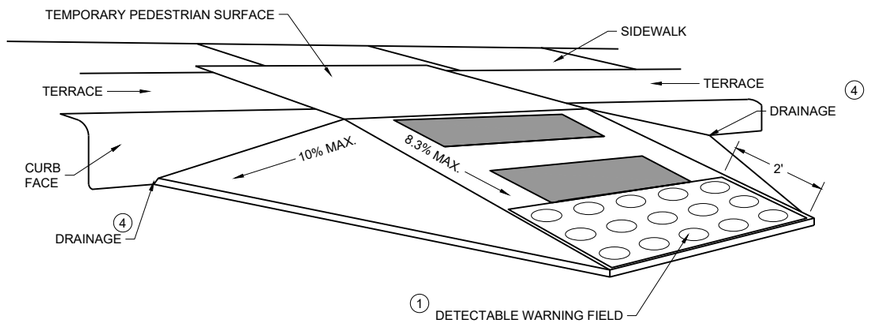
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

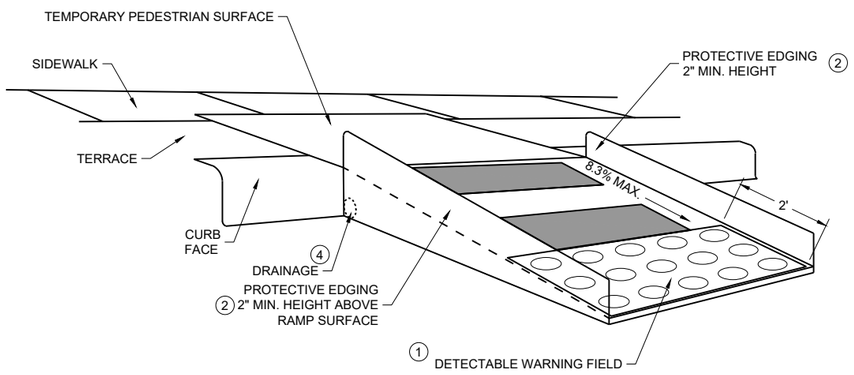
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

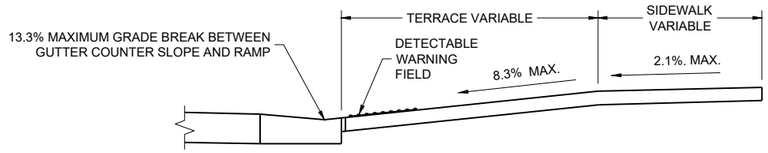
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

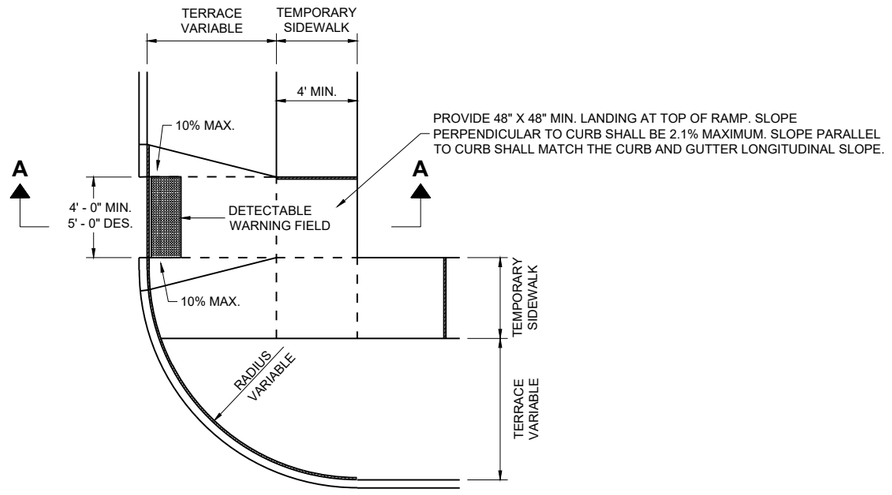
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

6

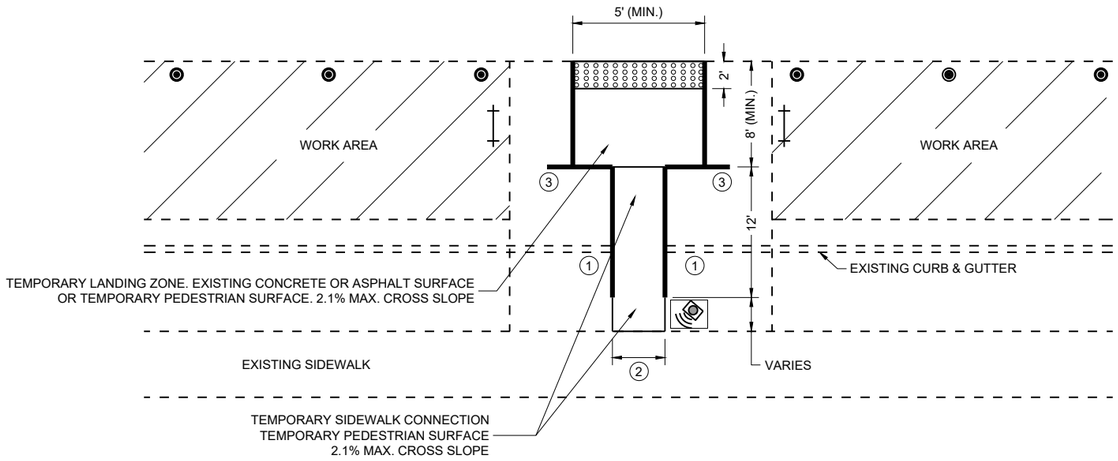
SDD 15D30-12d

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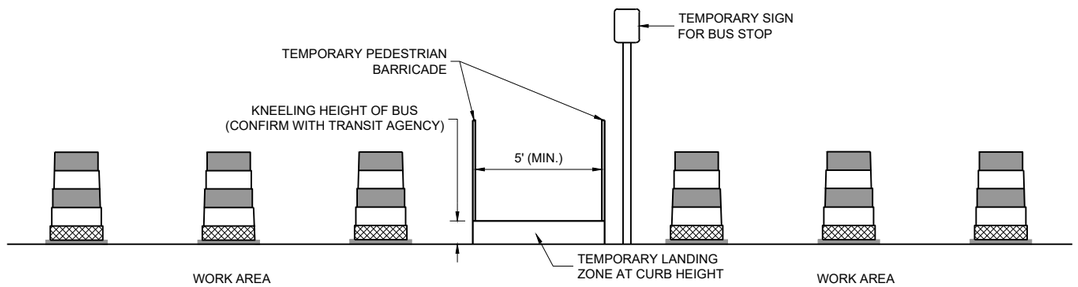
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1:48 (2.1%) 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

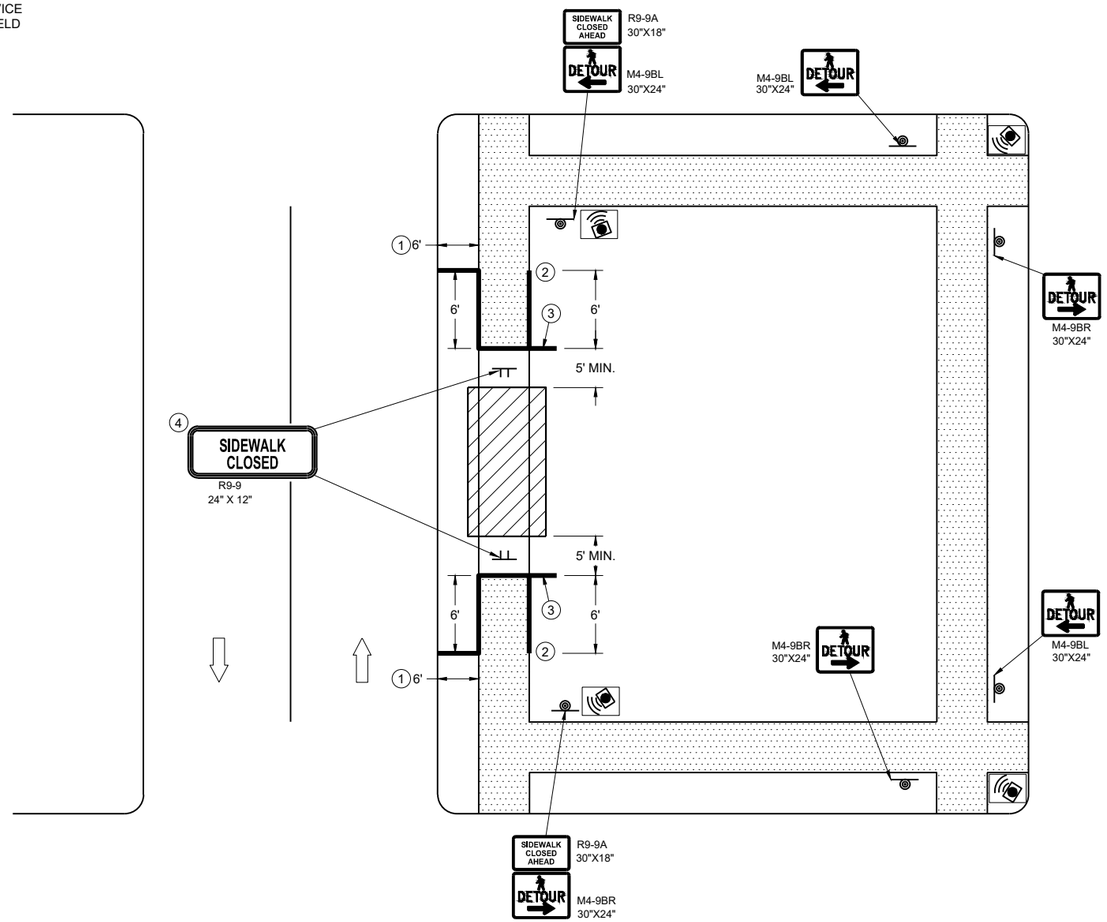
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12f

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.

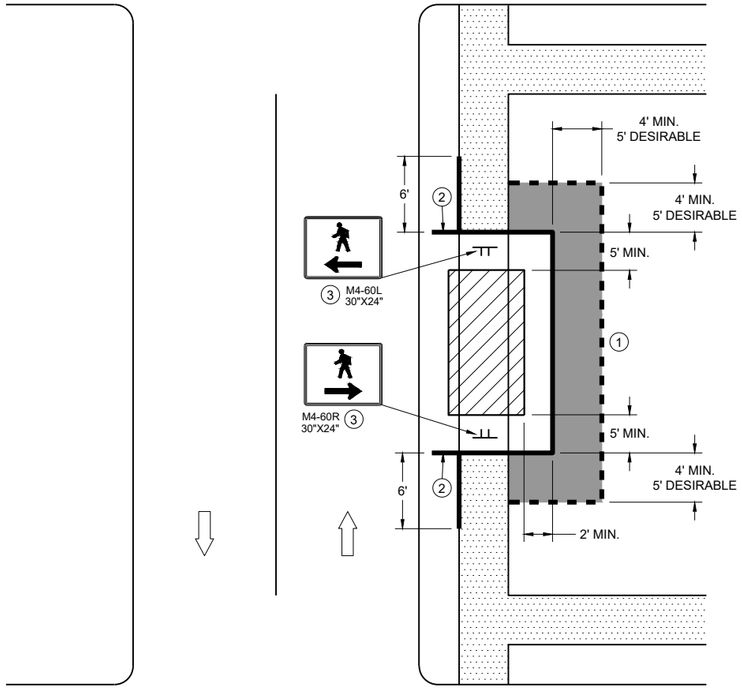
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 BYPASS
SINGLE SIDE

6

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

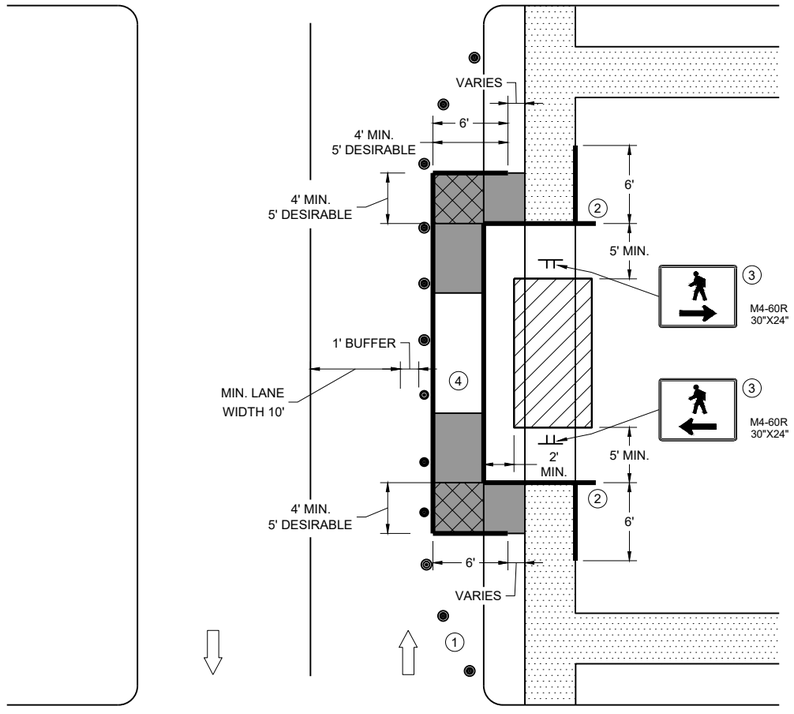
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

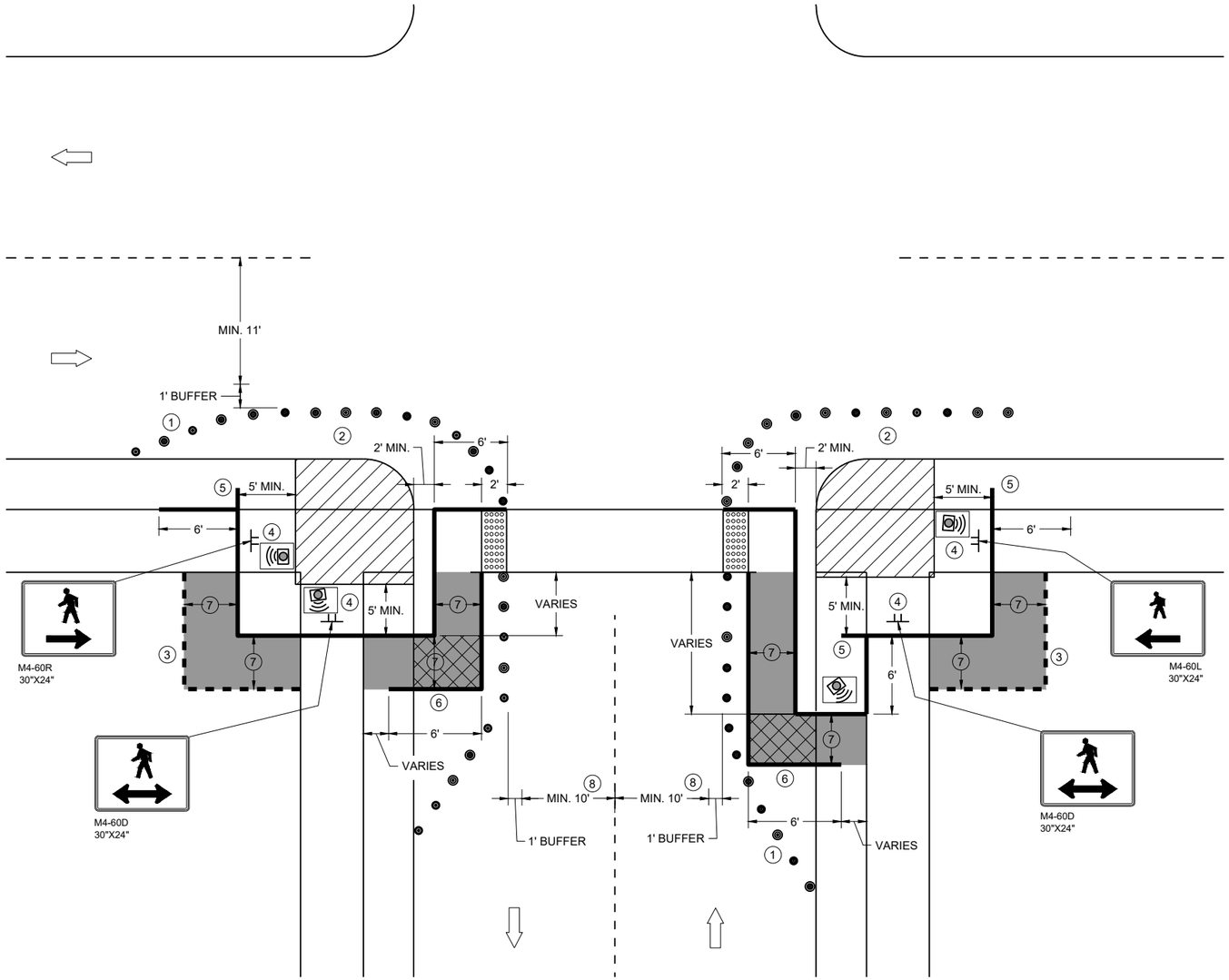
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE 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.

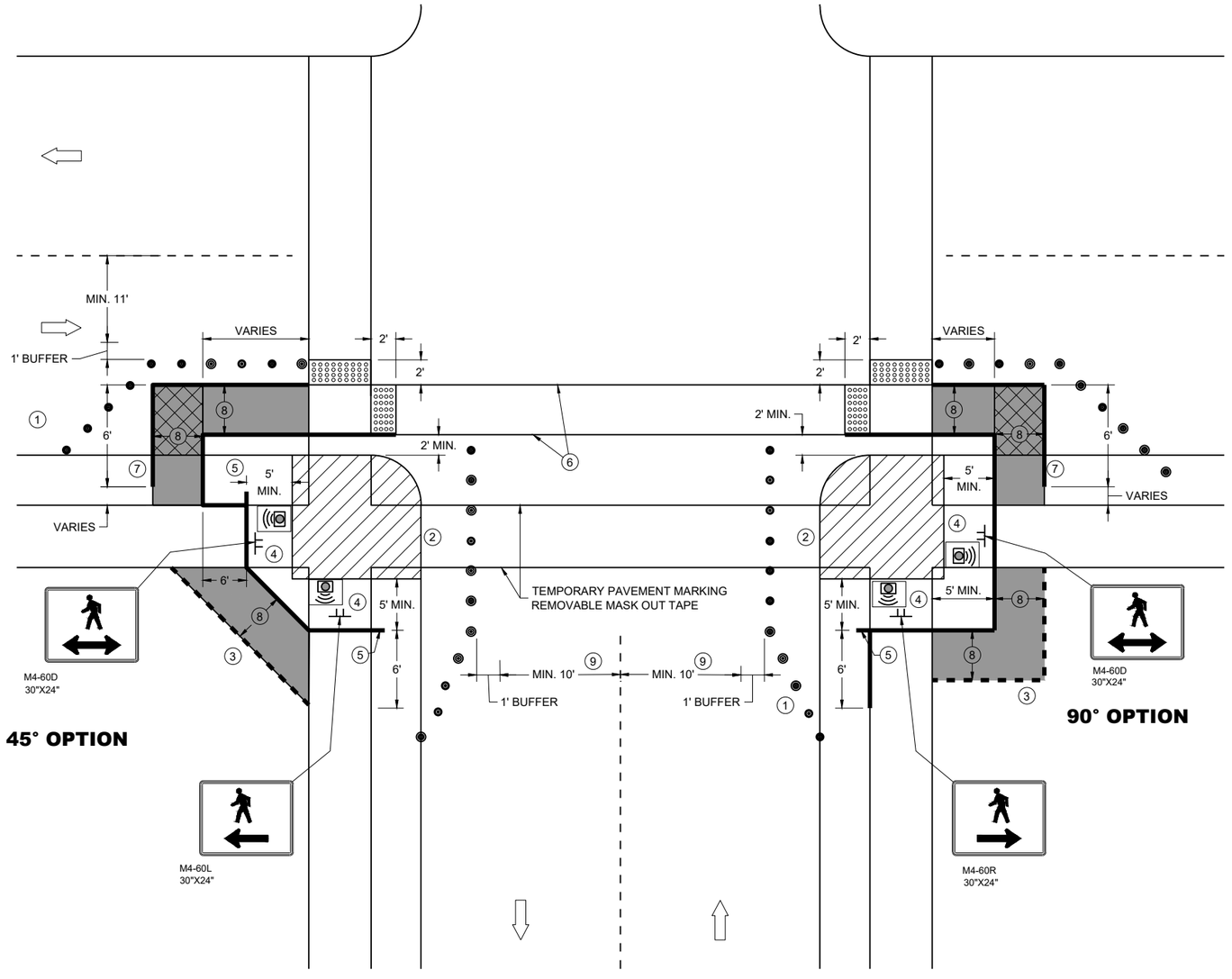
LEGEND

- 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

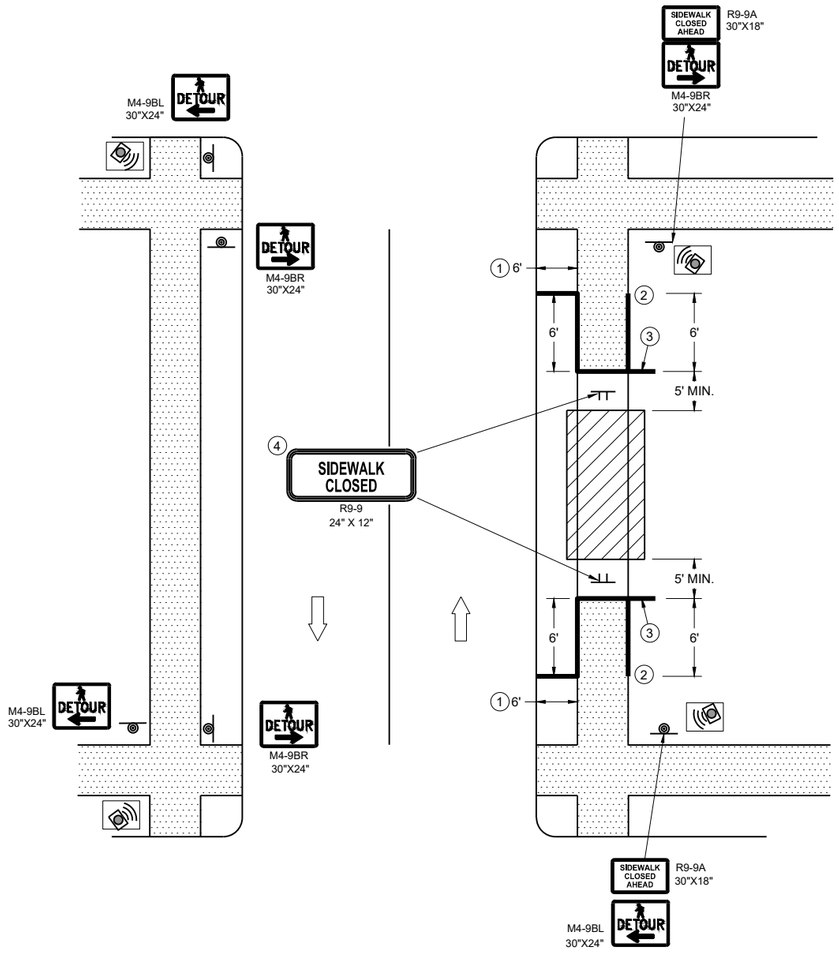
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

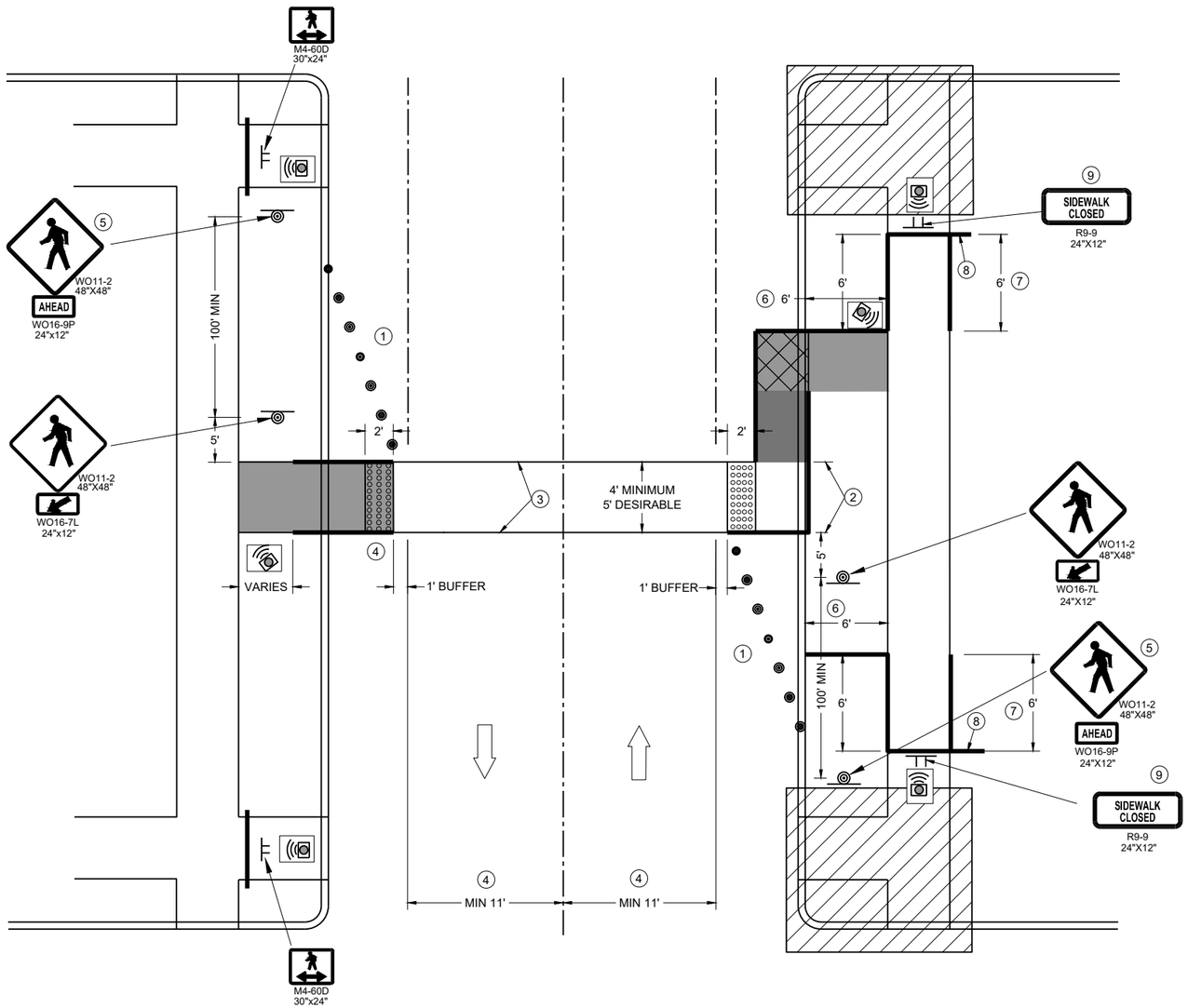
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

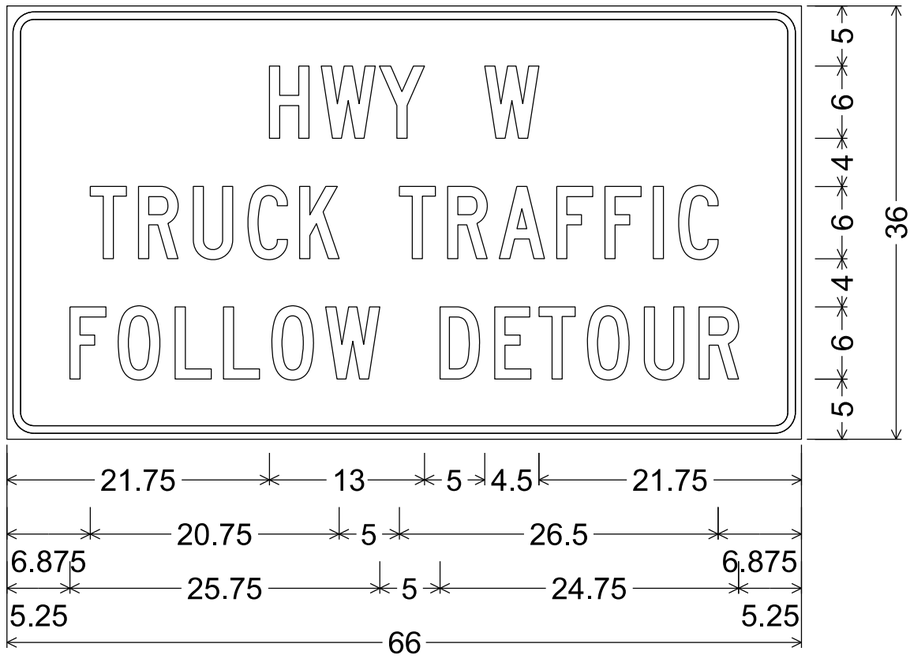
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

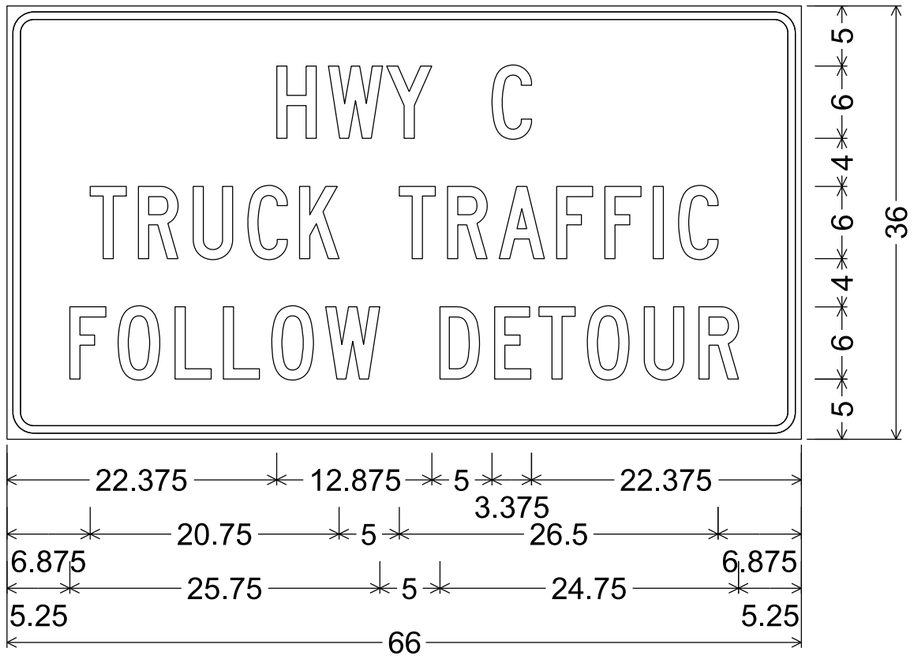
6
SDD 15D30-12I

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent

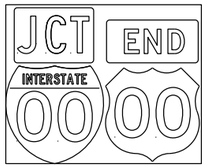


2.250" Radius, 0.625" Border, 0.500" Indent

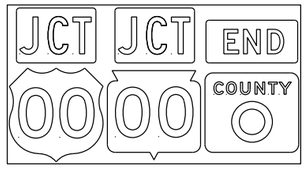
TYPICAL ASSEMBLIES



J1-1



J1-2



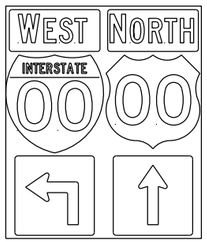
J1-3



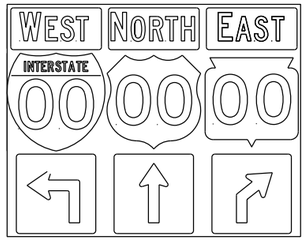
JR1-1



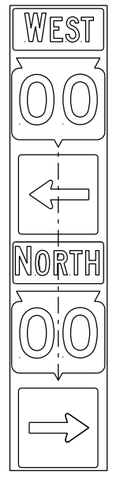
J2-1



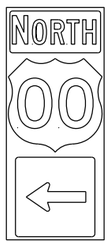
J2-2



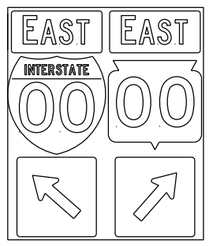
J2-3



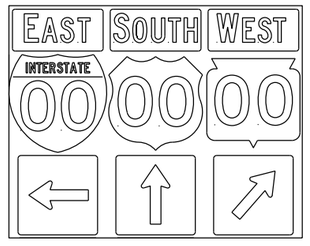
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



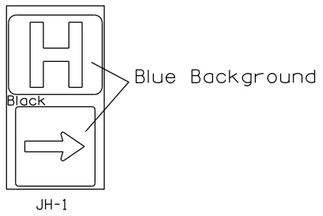
J3-1



J3-2



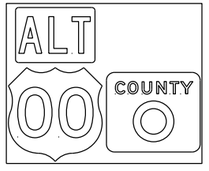
J3-3



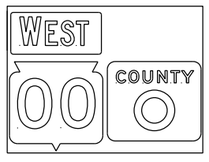
JH-1



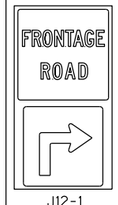
J4-1



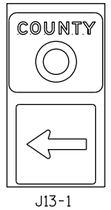
J4-2



J4-2



J12-1



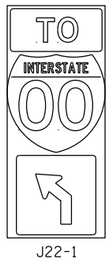
J13-1



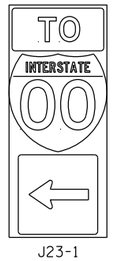
J32-1



J33-1



J22-1



J23-1



JR13-1



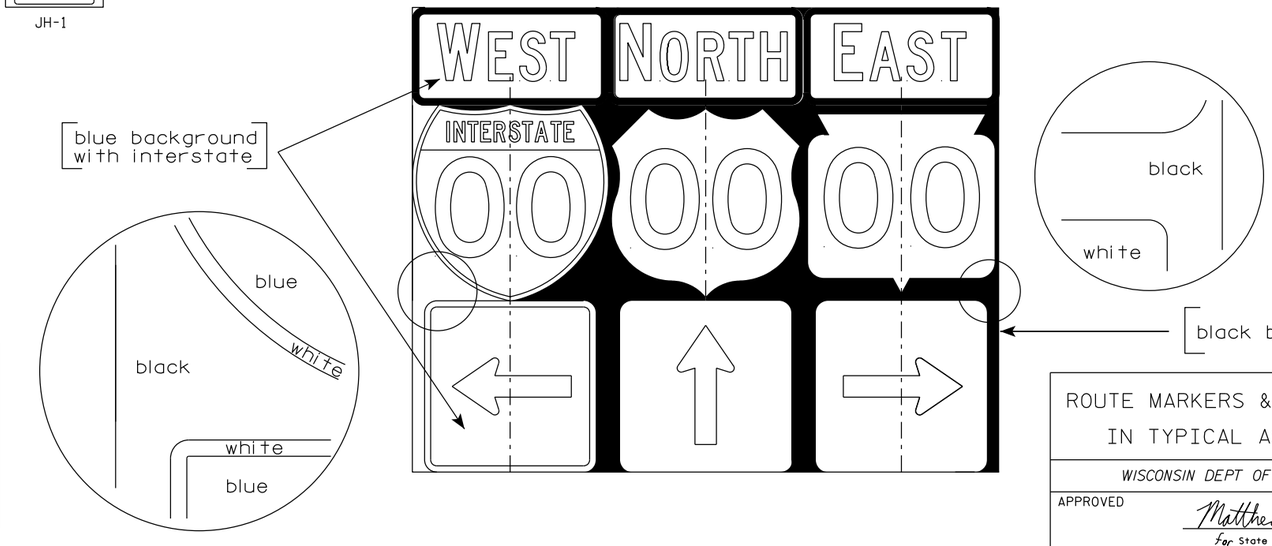
JR23-1



JR99-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

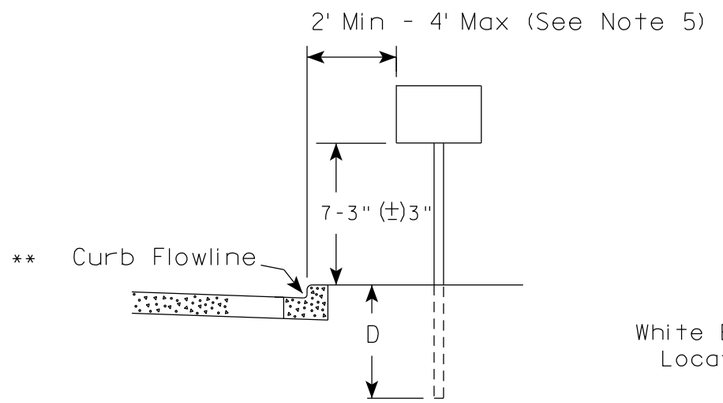
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

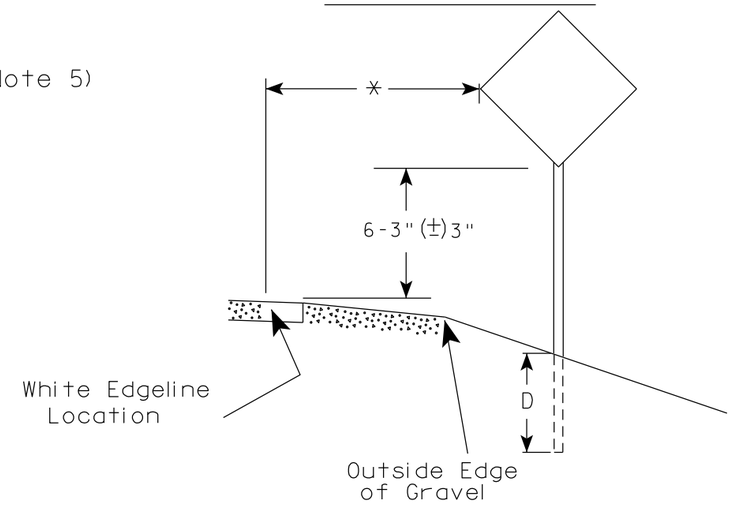
PROJECT NO:

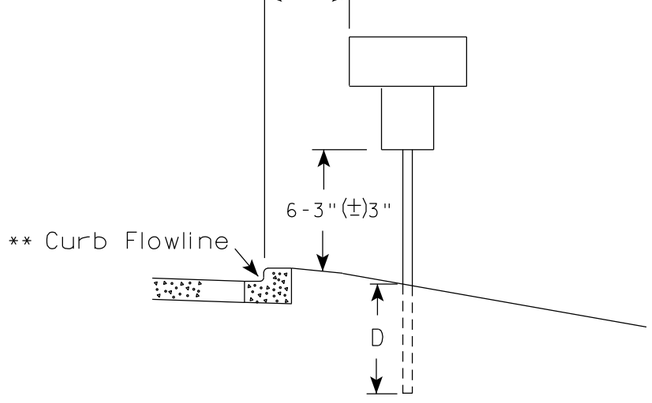
SHEET NO: 300 E

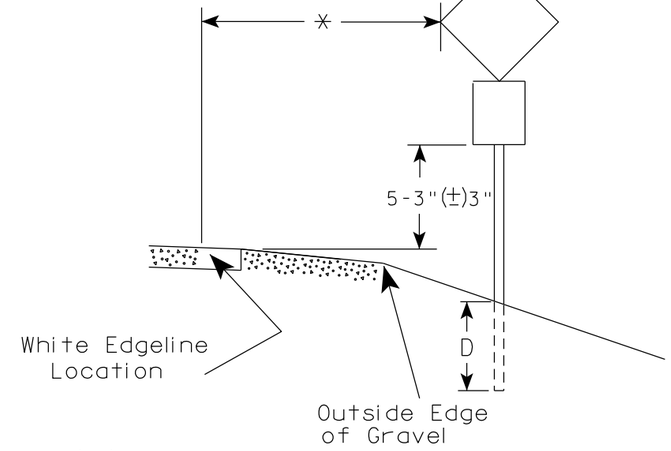
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

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'

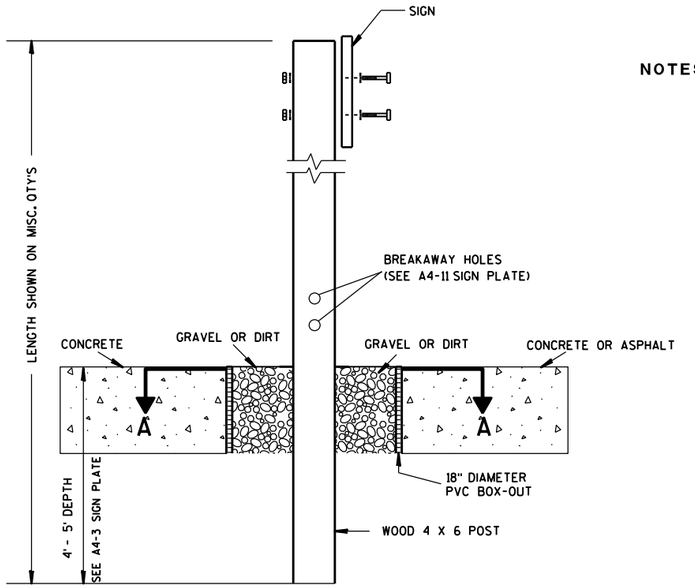
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

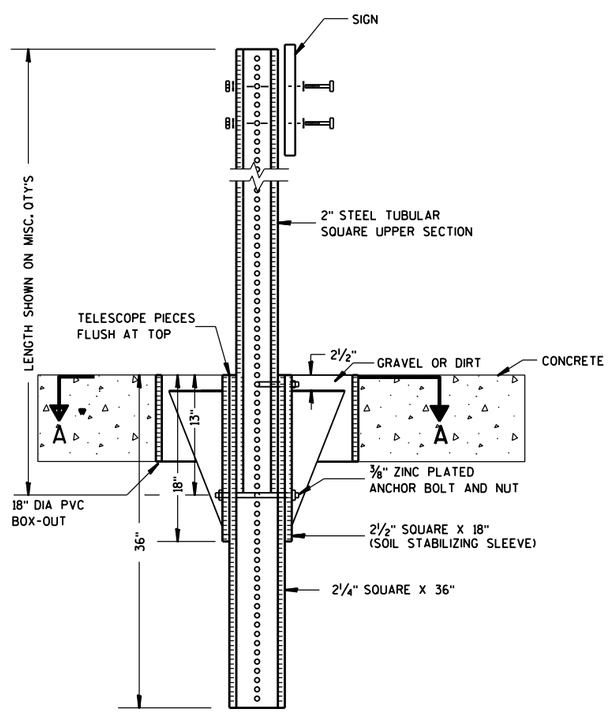
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E



ELEVATION VIEW

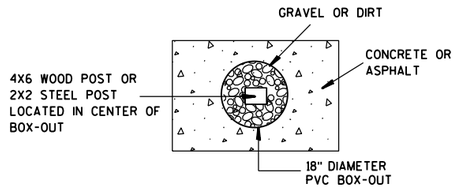
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

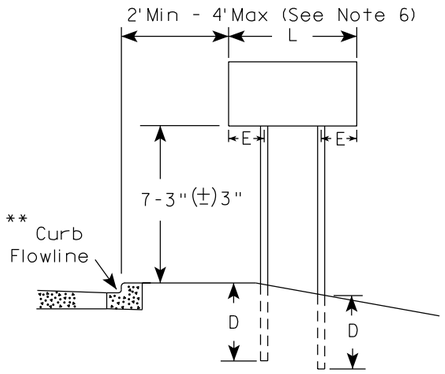
APPROVED Matthew R Rauch
for State Traffic Engineer

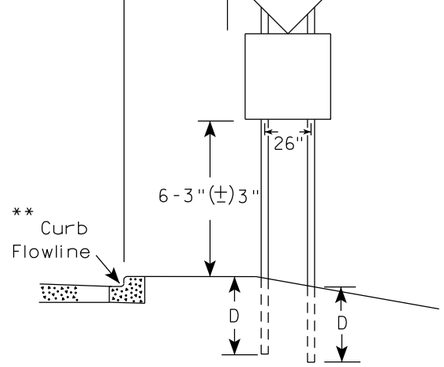
DATE 1/27/14 PLATE NO. A4-3B.1

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

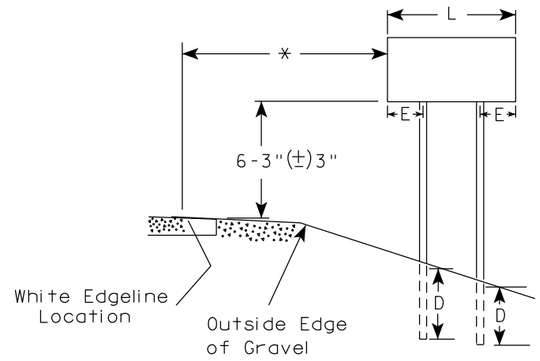
URBAN AREA

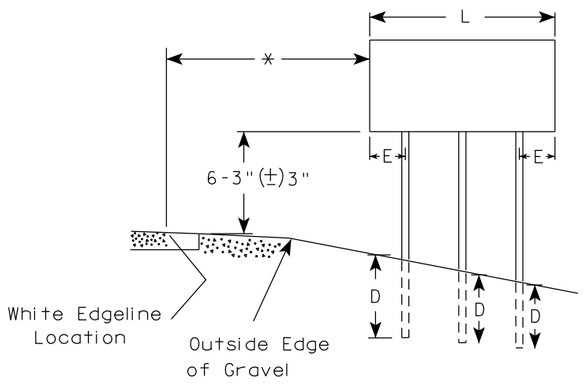


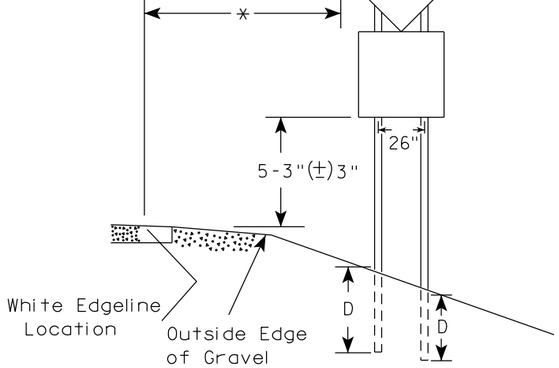


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

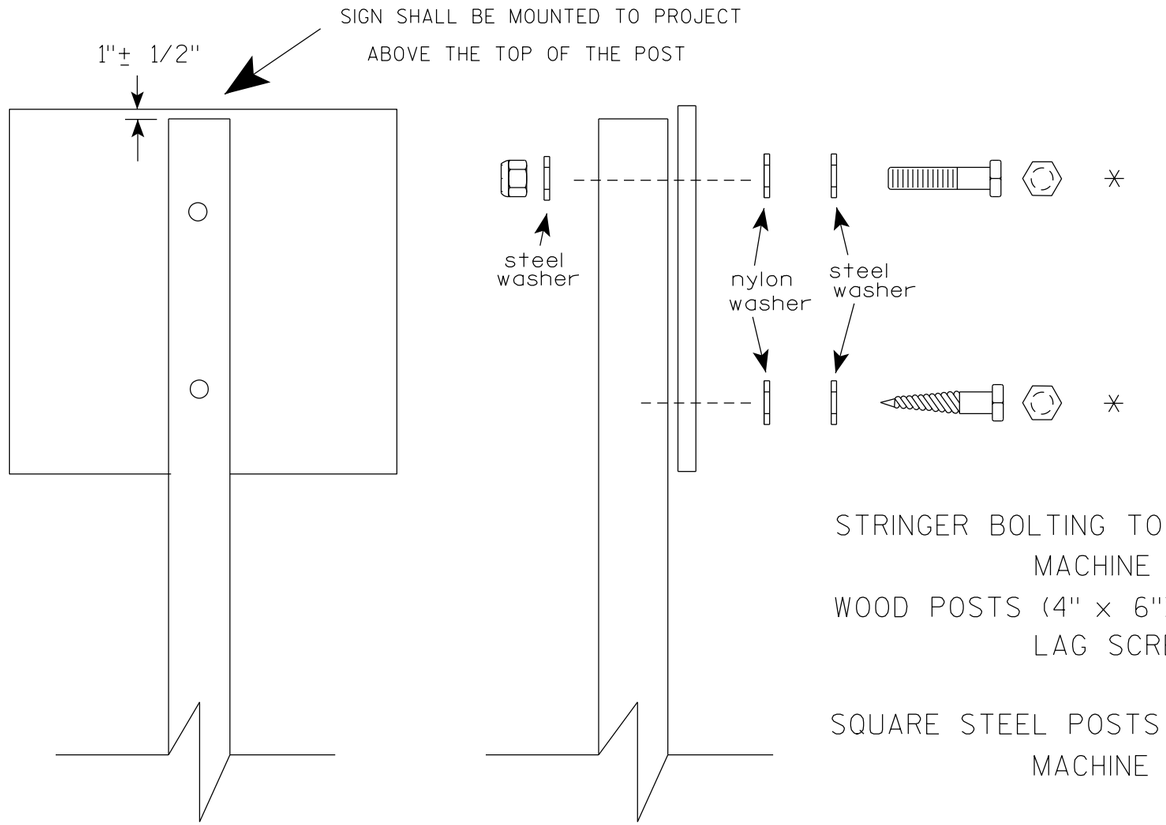
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

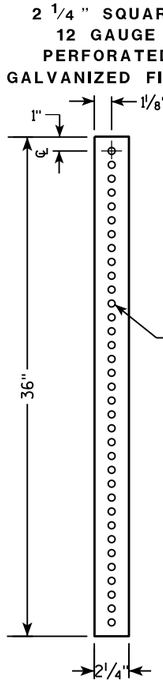
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

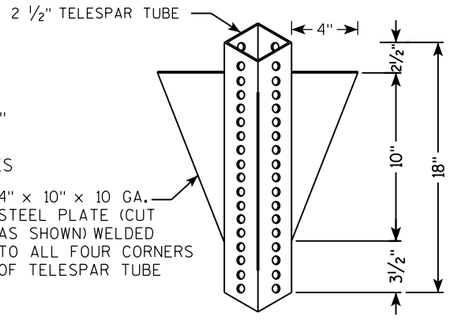
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

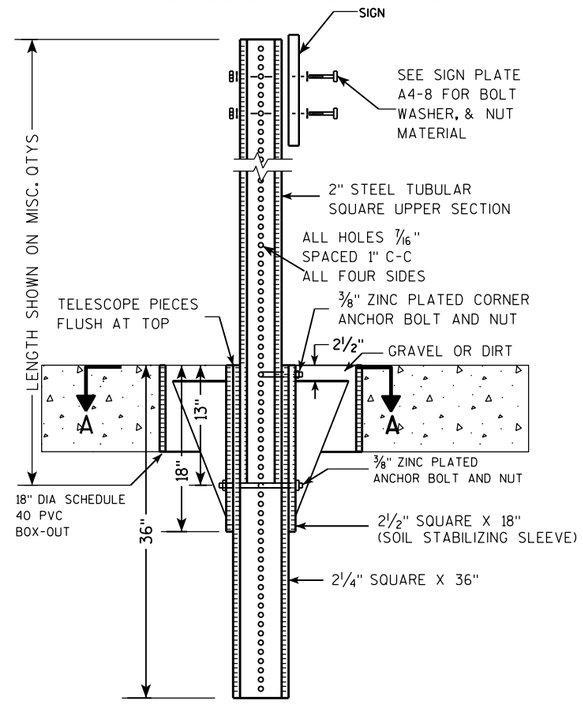
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



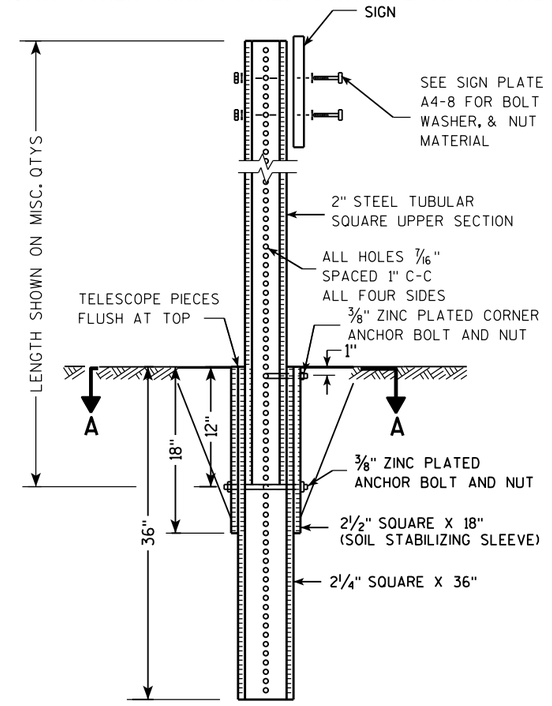
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

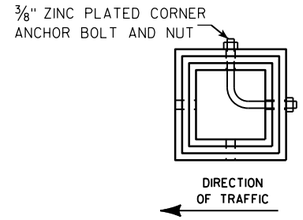


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

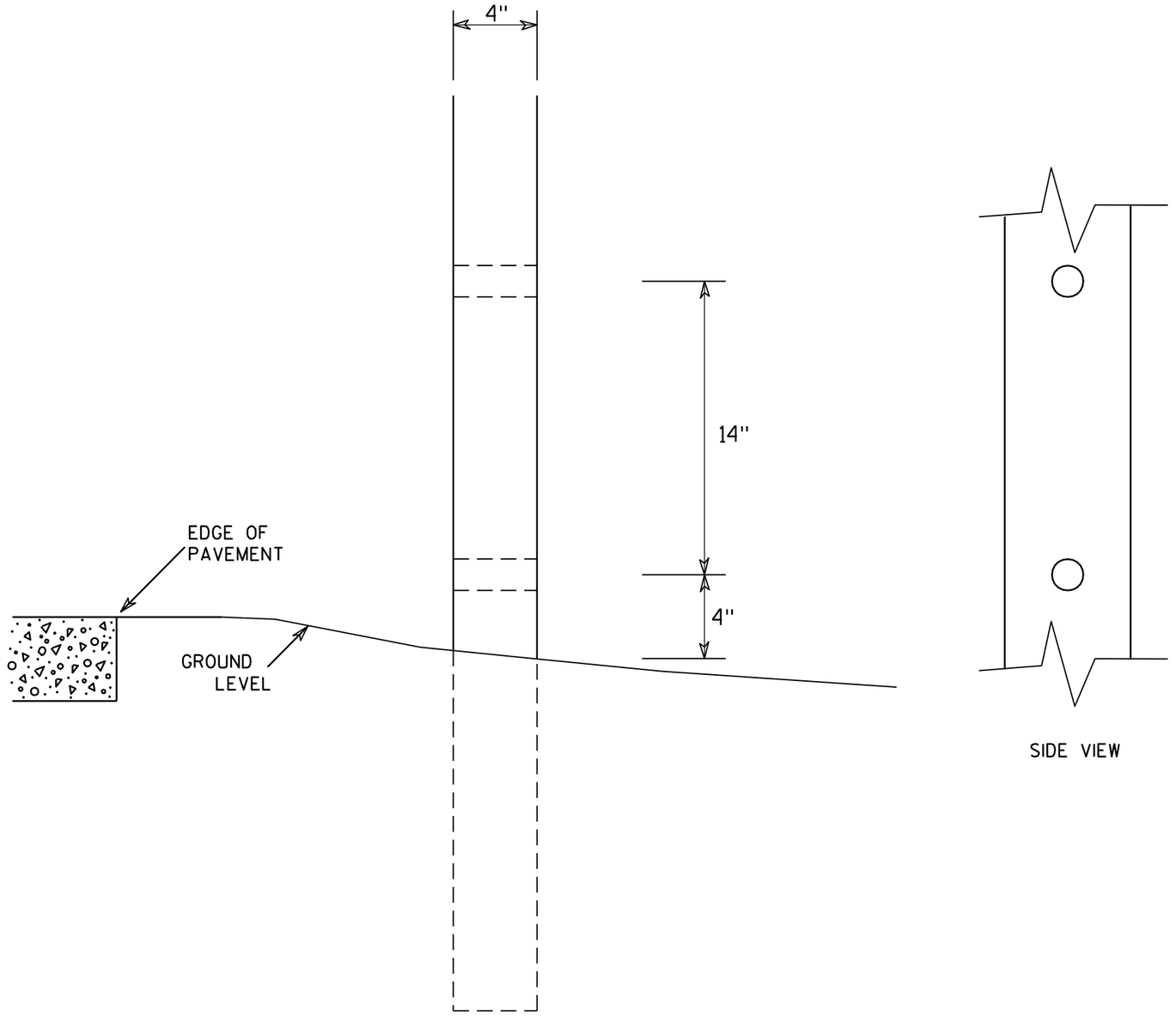
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 305 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

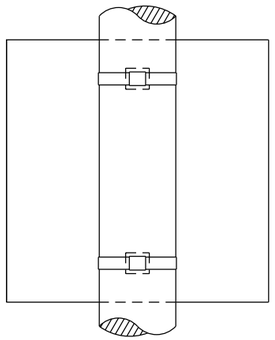
APPROVED Chester J Spang
for State Traffic Engineer

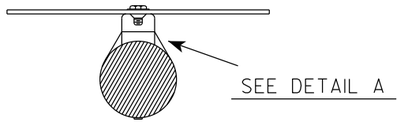
DATE 3/27/97 PLATE NO. A4-11.2

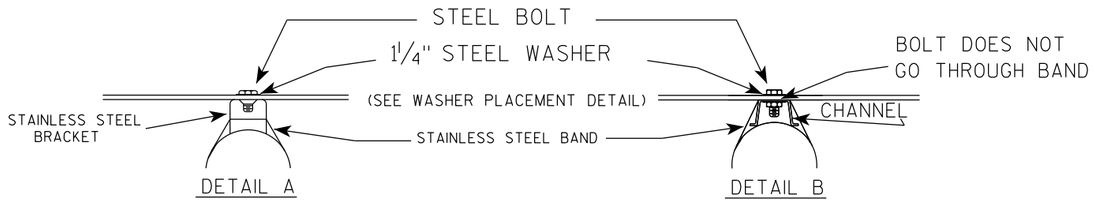
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E

BANDING

SINGLE SIGN



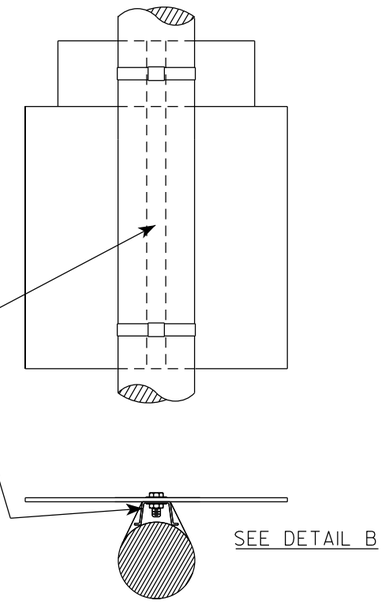




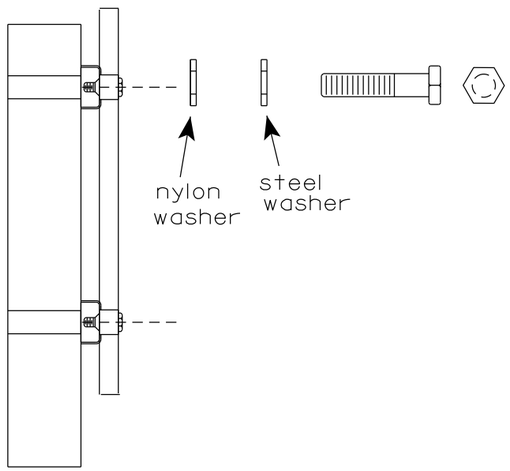
GENERAL NOTES

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

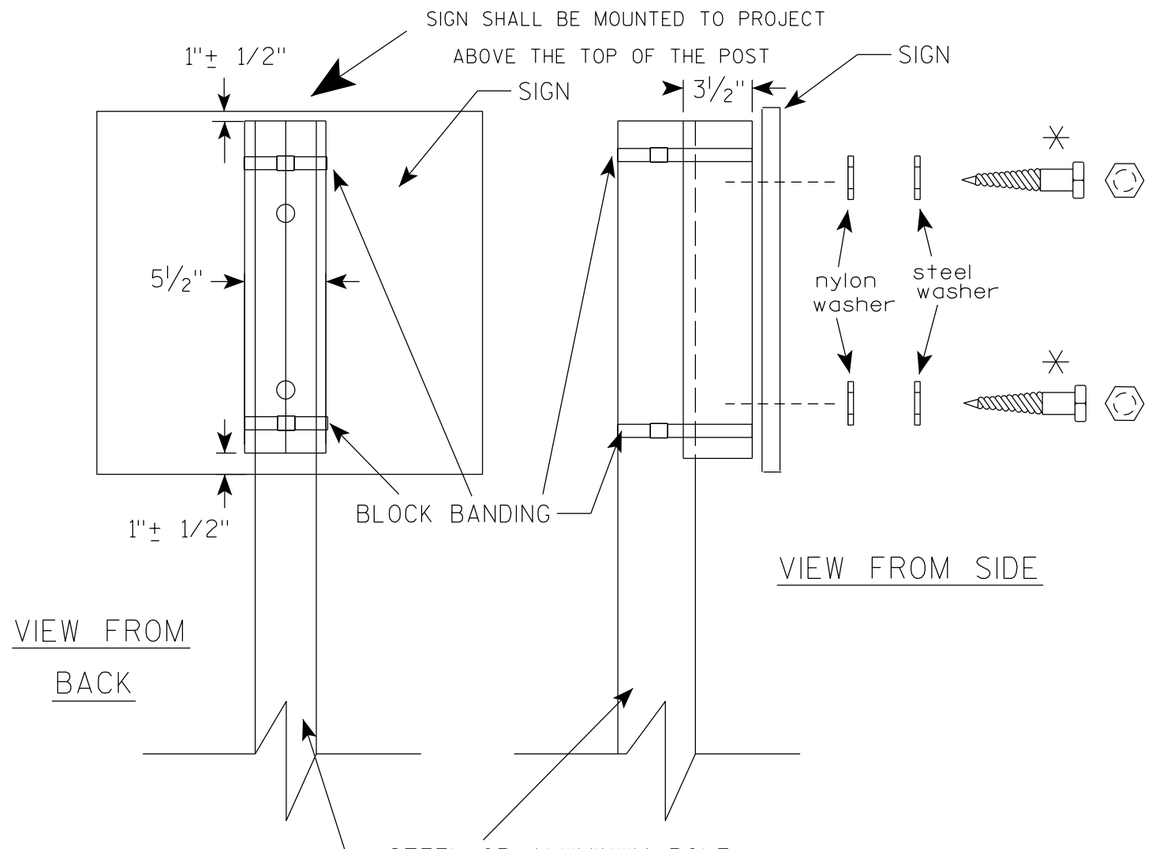
WISCONSIN DEPT OF TRANSPORTATION

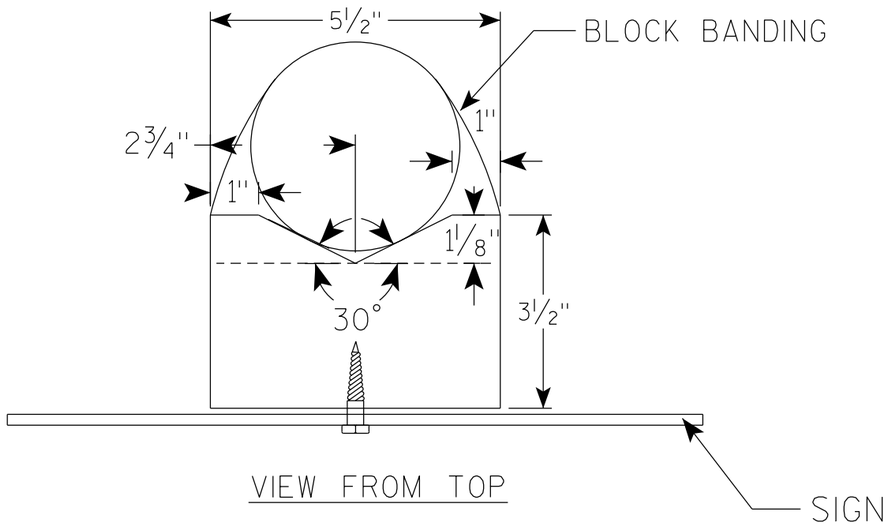
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	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)

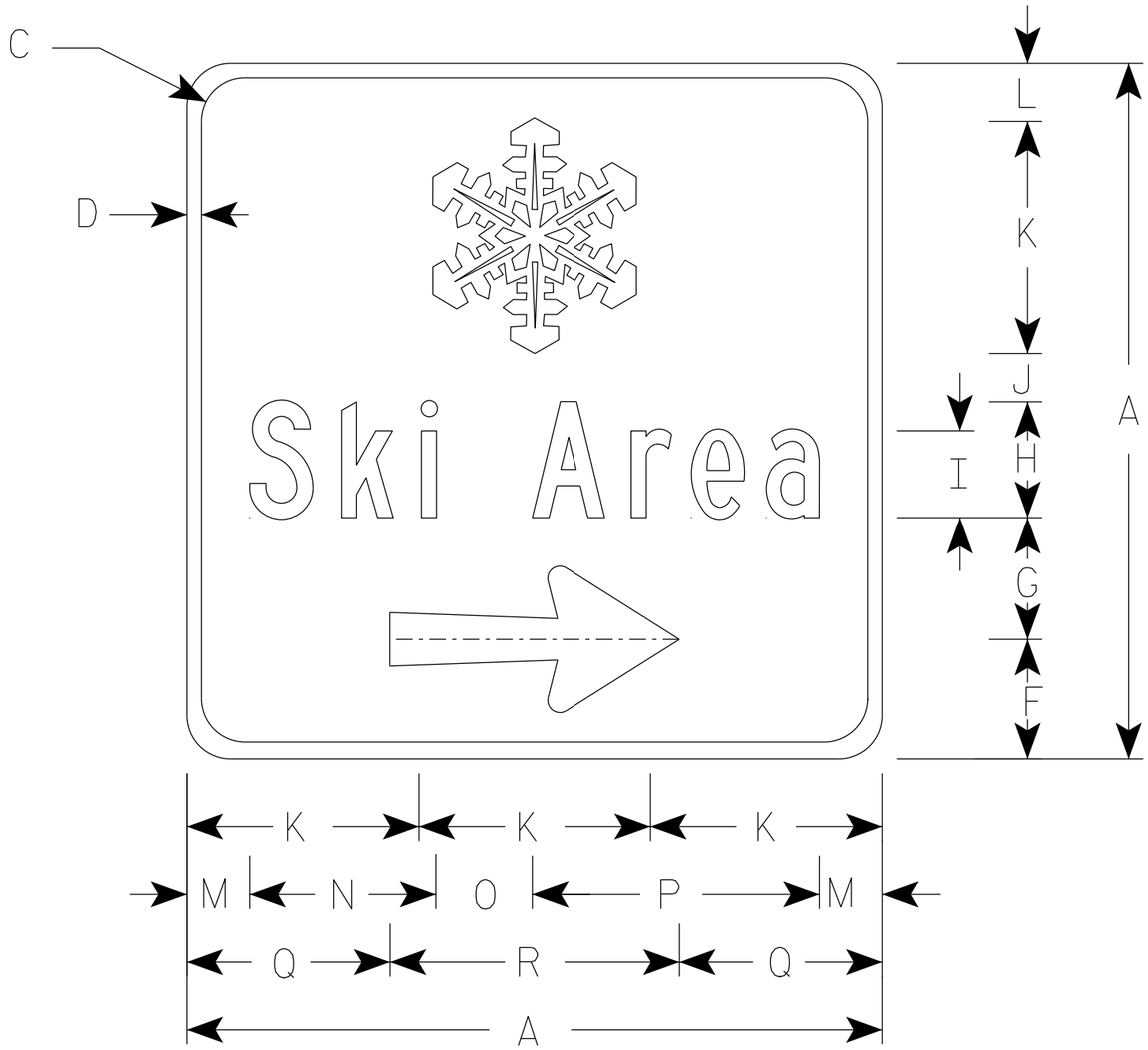
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

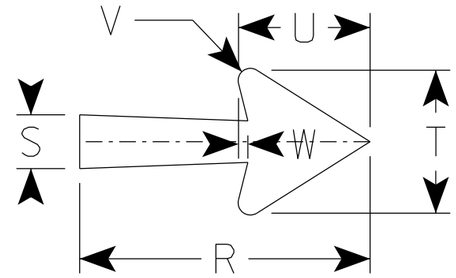
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 308 E



D7-82R



Arrow Detail

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Brown
   Message - White
3. Message Series - C
4. D7-82L is the same as D7-82R except the arrow is reversed

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	36		2 1/4	3/4		6 1/4	6 3/8	6	4 1/2	2 1/2	12	3	3 1/4	9 5/8	5	14 7/8	10 1/2	15	2 3/4	7 3/8	6 3/4	5/8	1/2				9.0
3																											
4																											
5																											

STANDARD SIGN
D7-82

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/3/19 PLATE NO. D7-82.2

PROJECT NO:

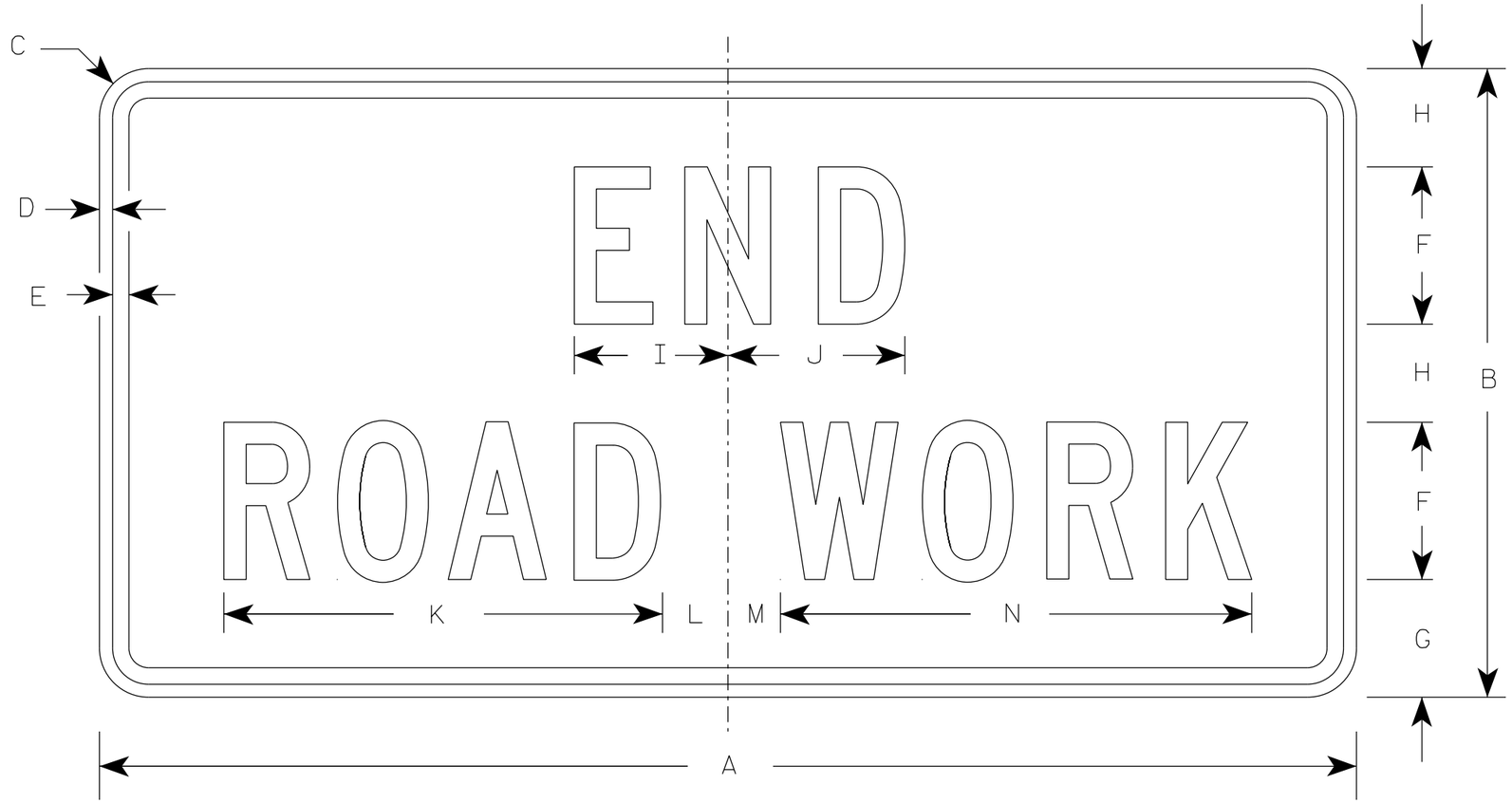
SHEET NO: 309 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\D782.DGN PLOT DATE : 3-JUL 2019 9:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

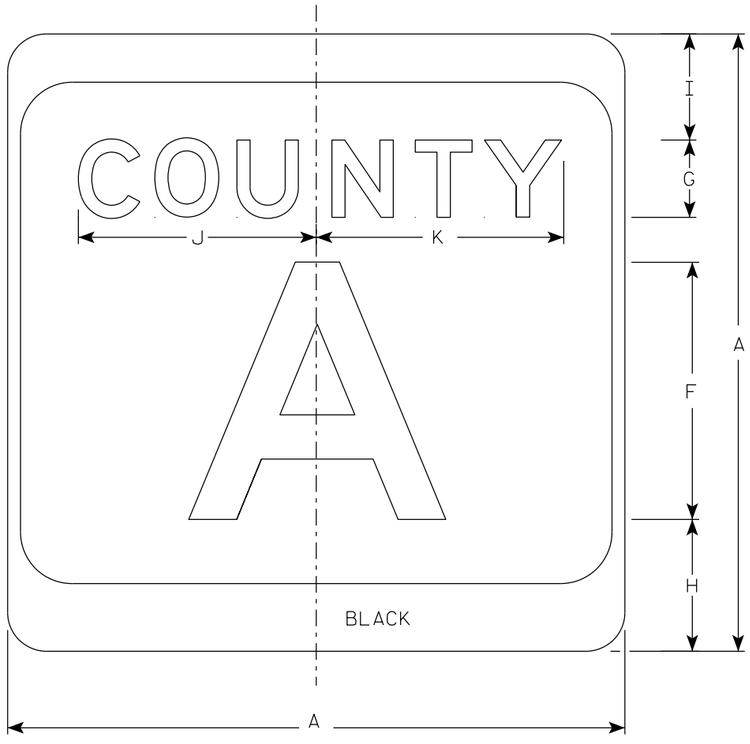
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

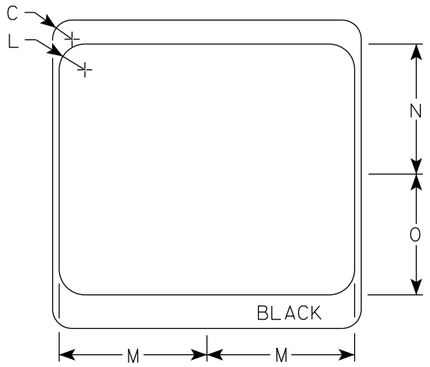
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 E

7

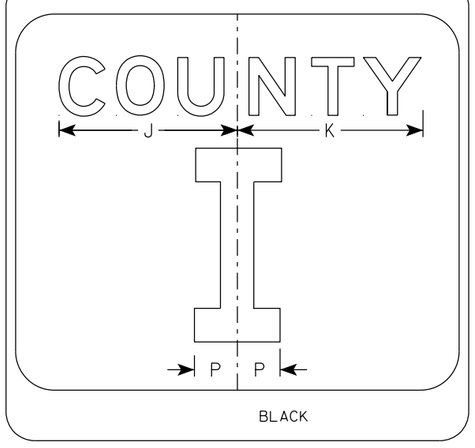


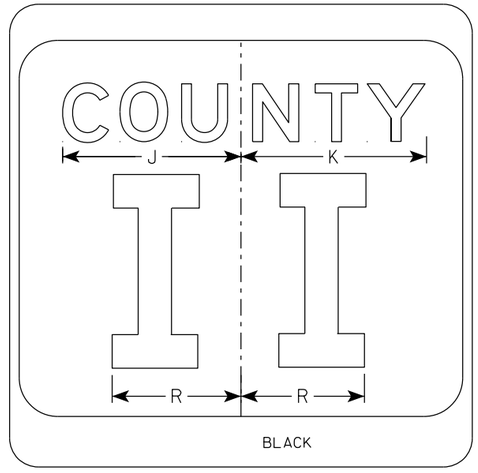
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

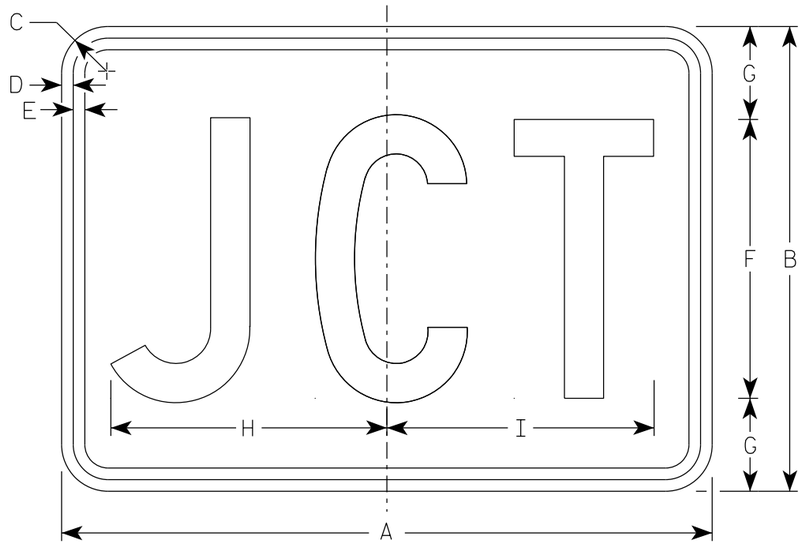
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

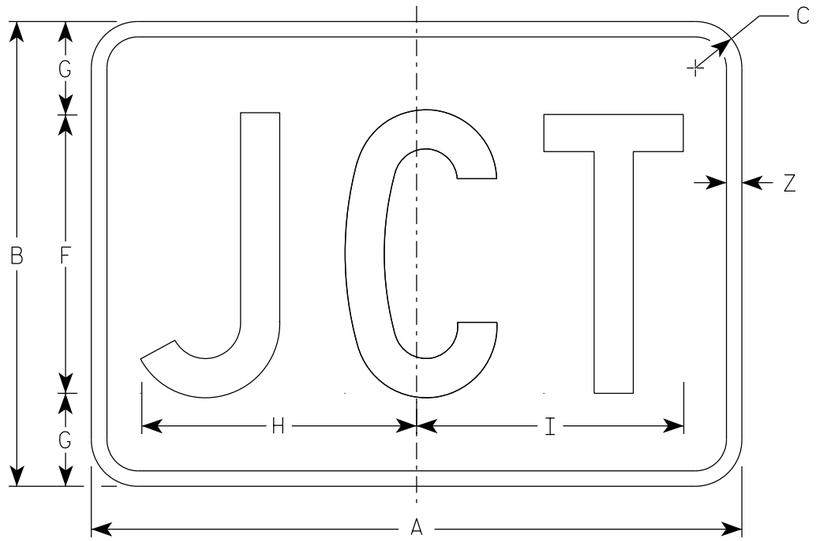
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

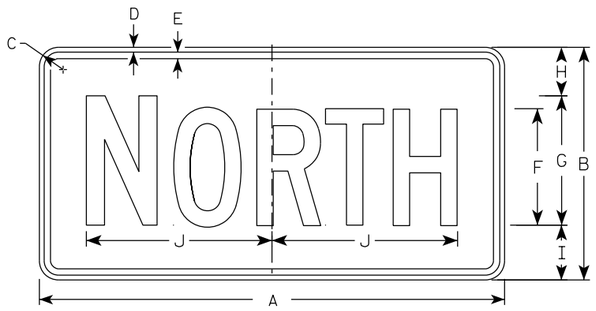
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

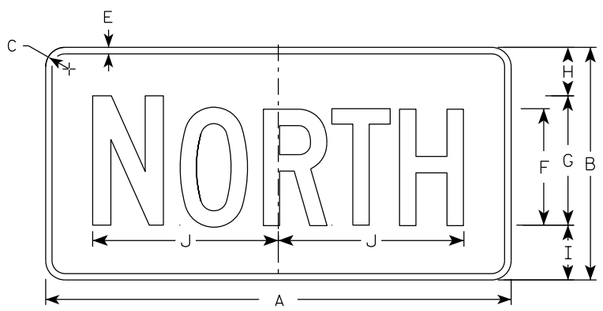
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

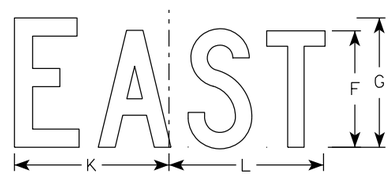
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E



M3-1
MM3-1
MP3-1



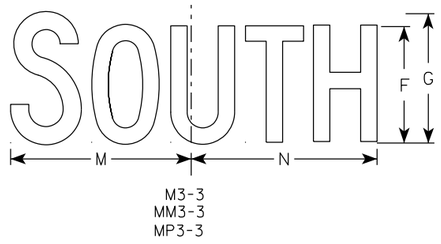
MB3-1
MK3-1
MN3-1



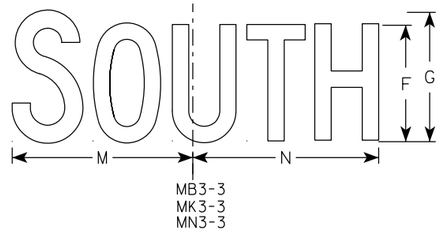
M3-2
MM3-2
MP3-2



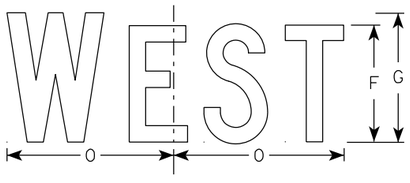
MB3-2
MK3-2
MN3-2



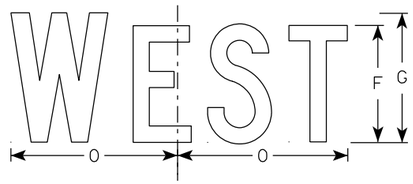
M3-3
MM3-3
MP3-3



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

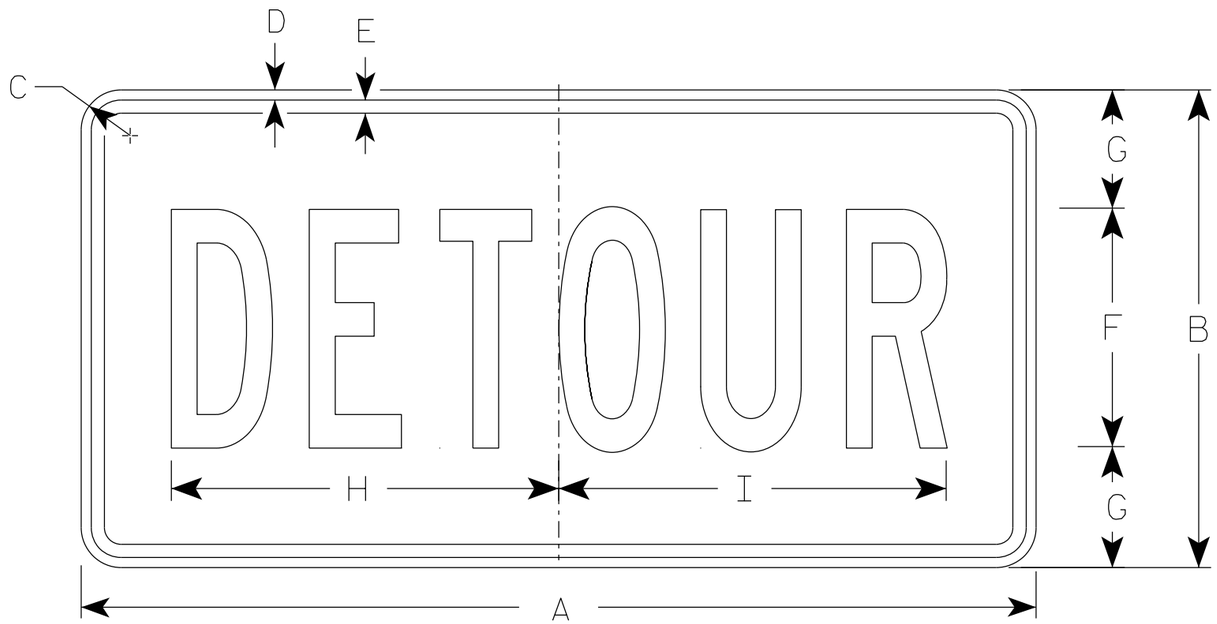
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

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: 313 | E



M4-8

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	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

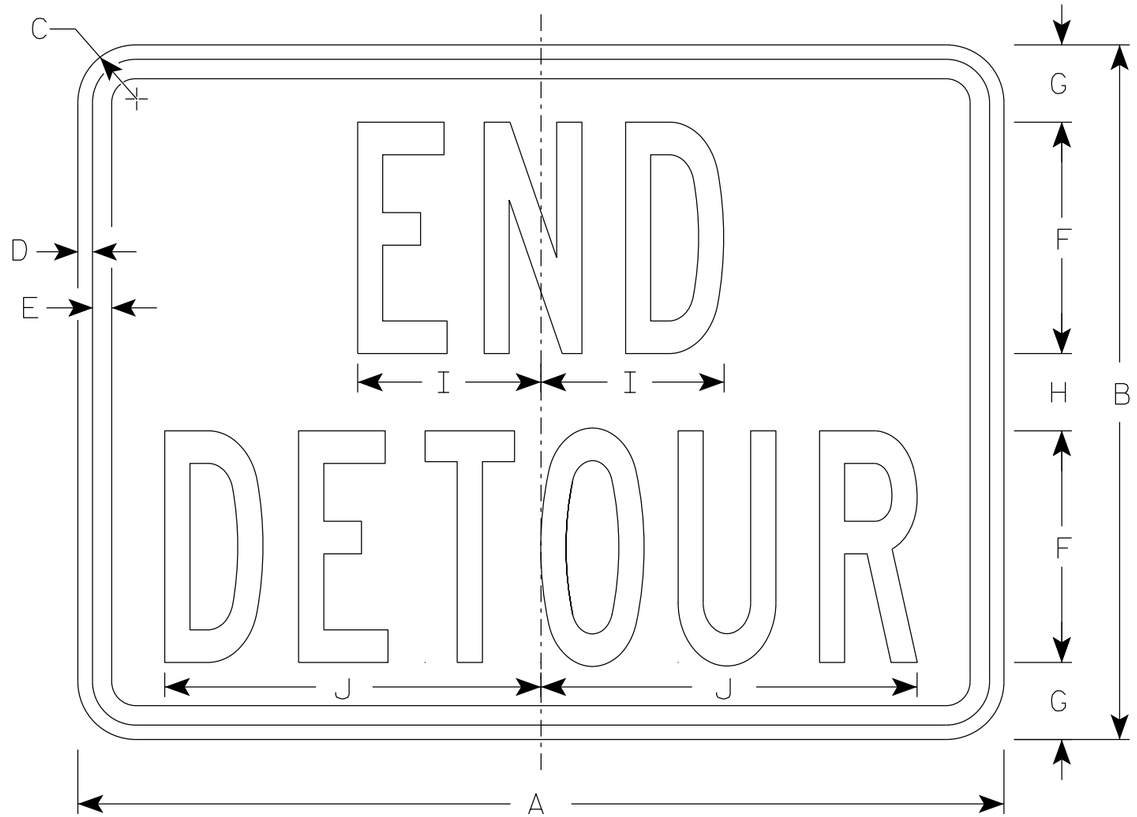
WISCONSIN DEPT OF TRANSPORTATION

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 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

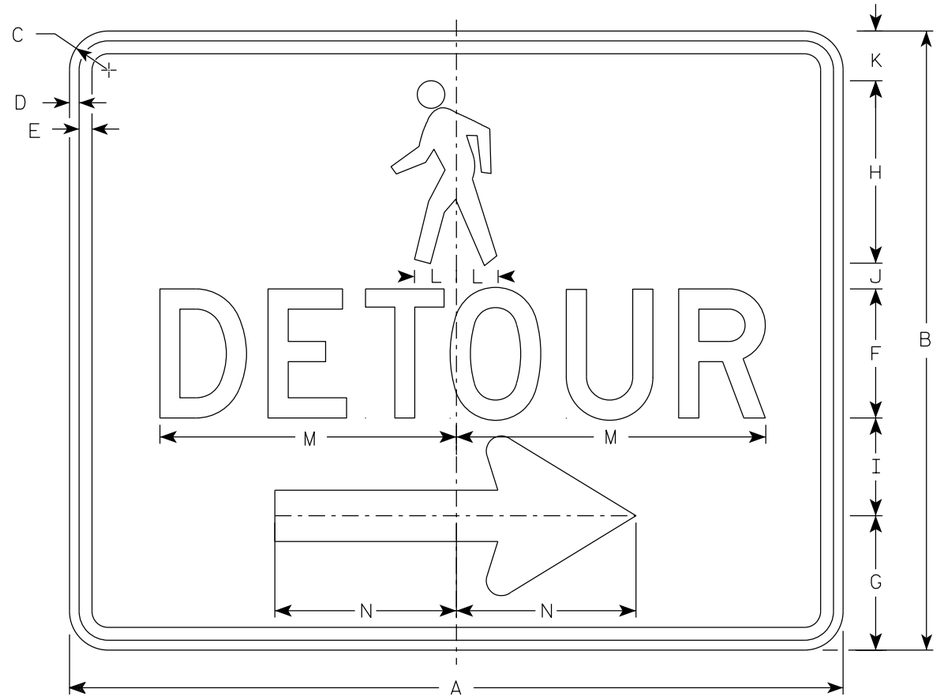
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

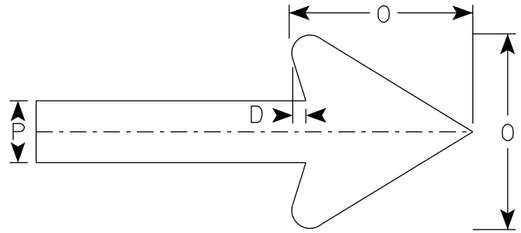
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E



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																											

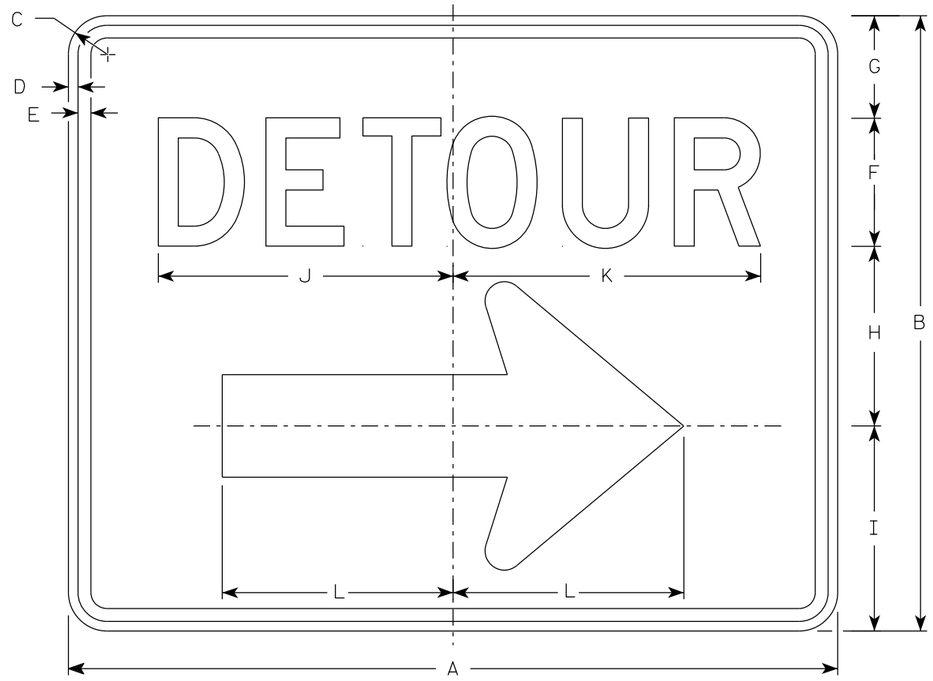
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

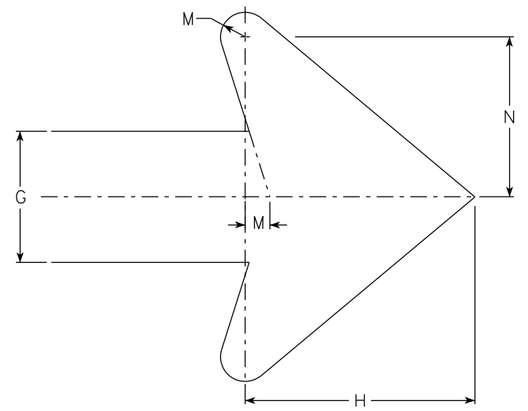
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

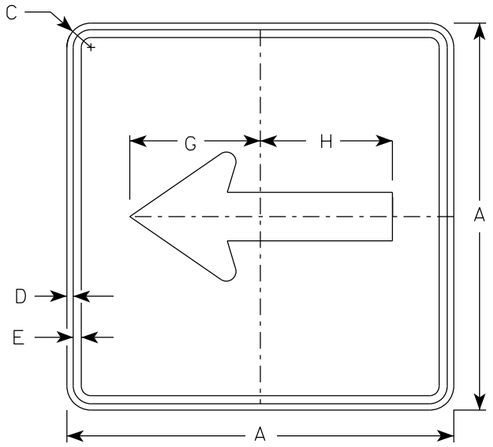
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

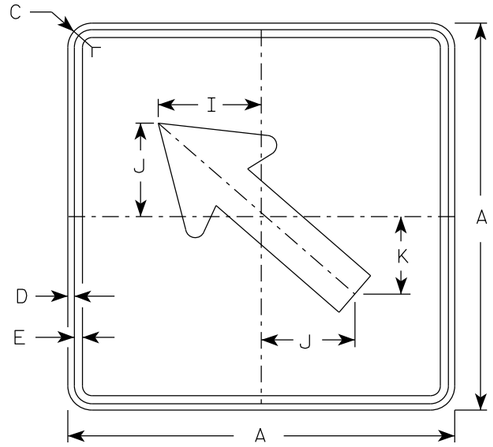
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

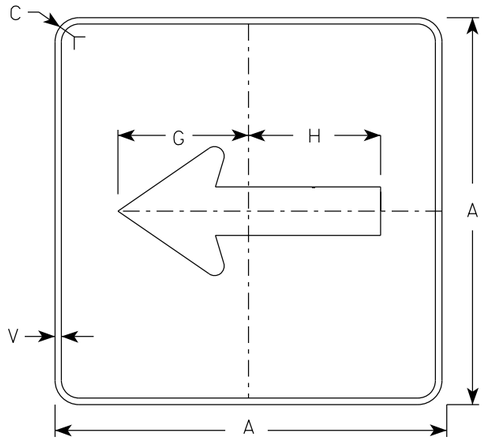
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



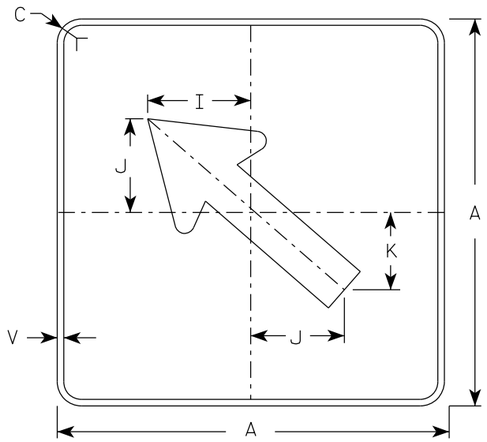
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

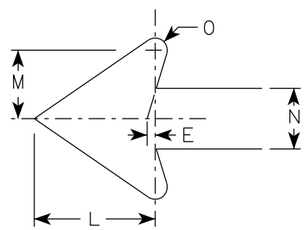


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

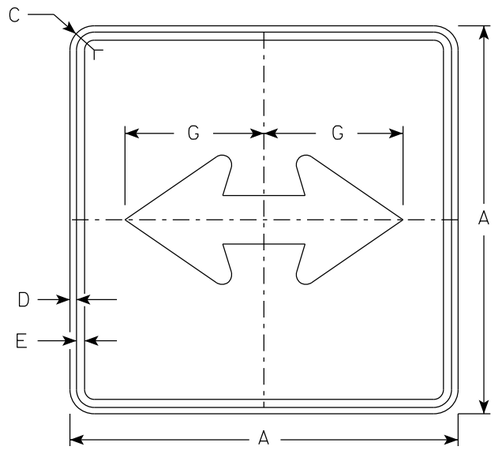
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

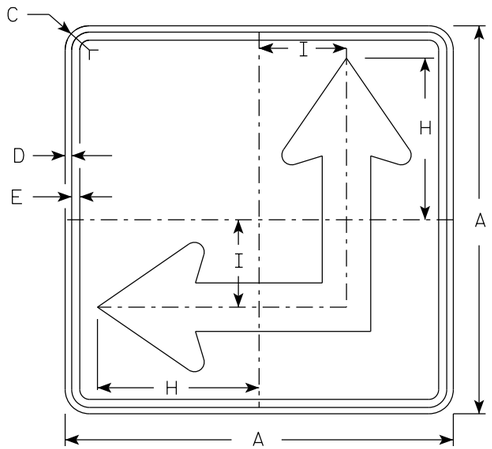
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E

7

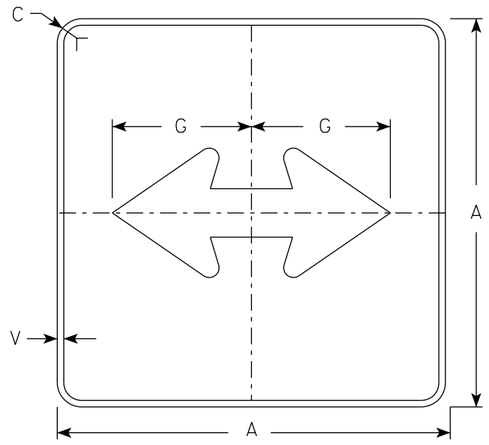
7



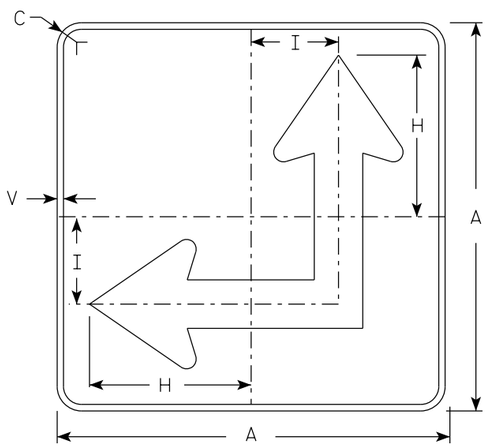
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

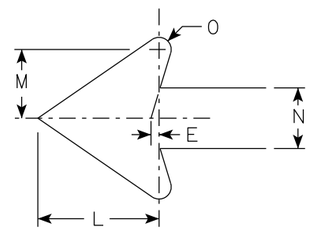


MB6-6
MK6-6
MN6-6
MR6-6

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

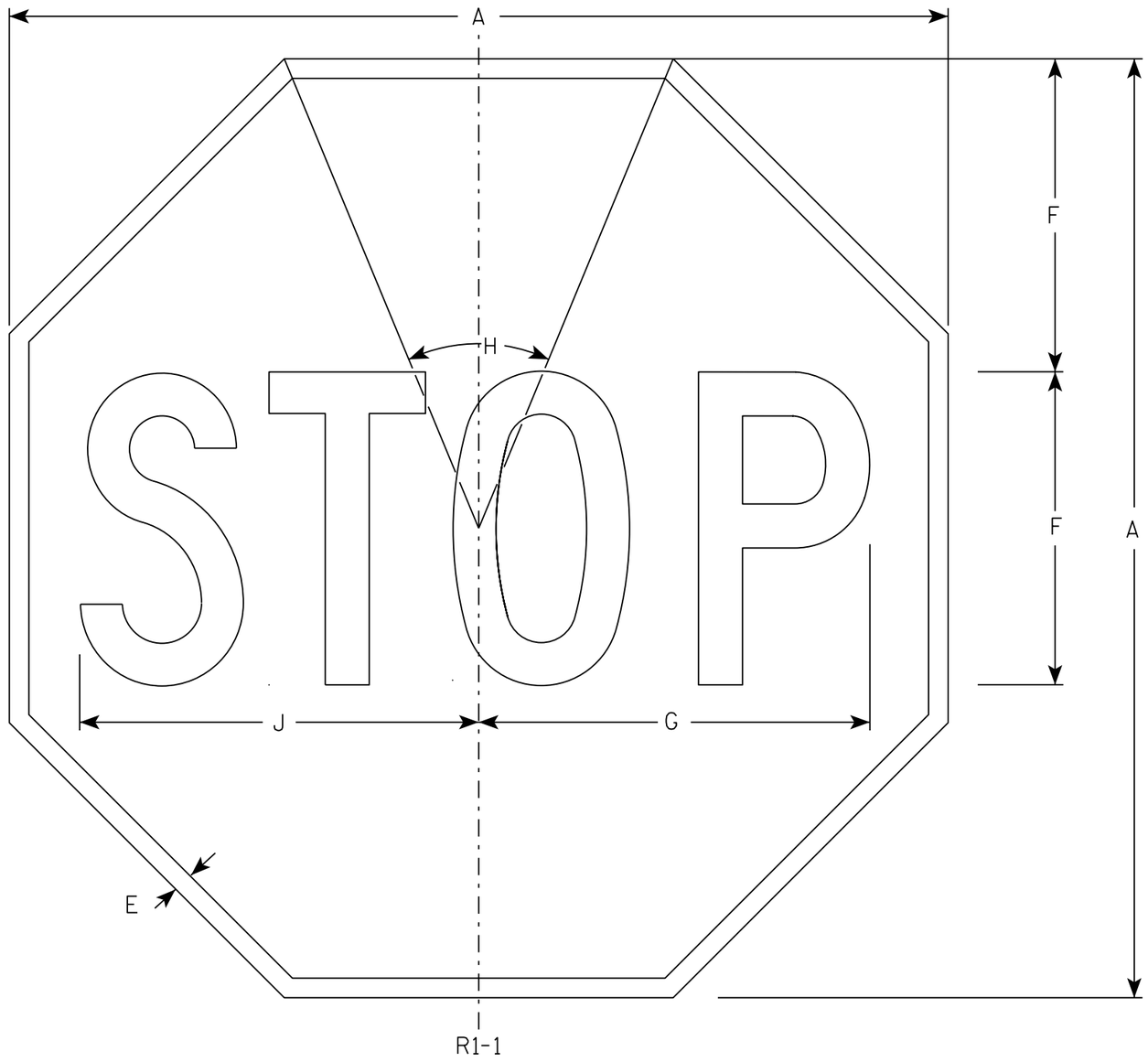
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 319 | 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

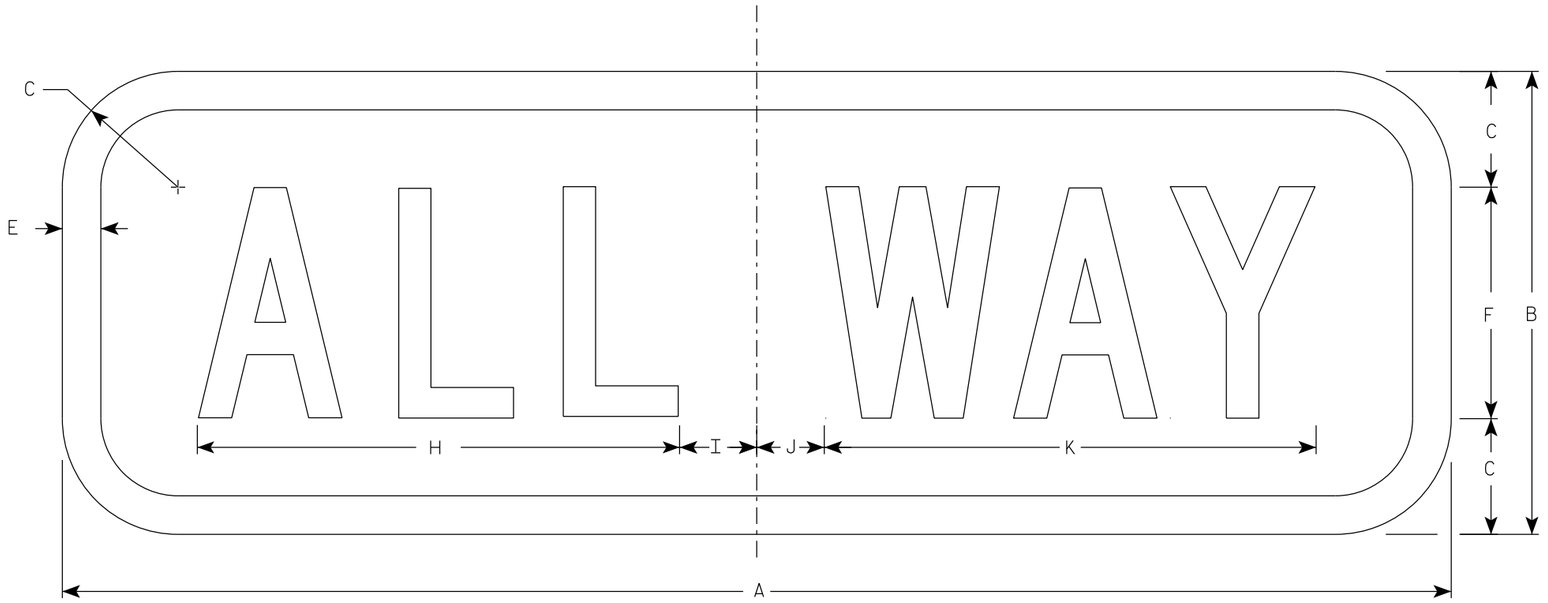
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 320	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign



R1-3P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2S	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2M	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
3	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
4	30	12	1 ½		⅝	6		11	2 ¼	1 ½	11 ¾																2.5
5	30	12	1 ½		⅝	6		11	2 ¼	1 ½	11 ¾																2.5

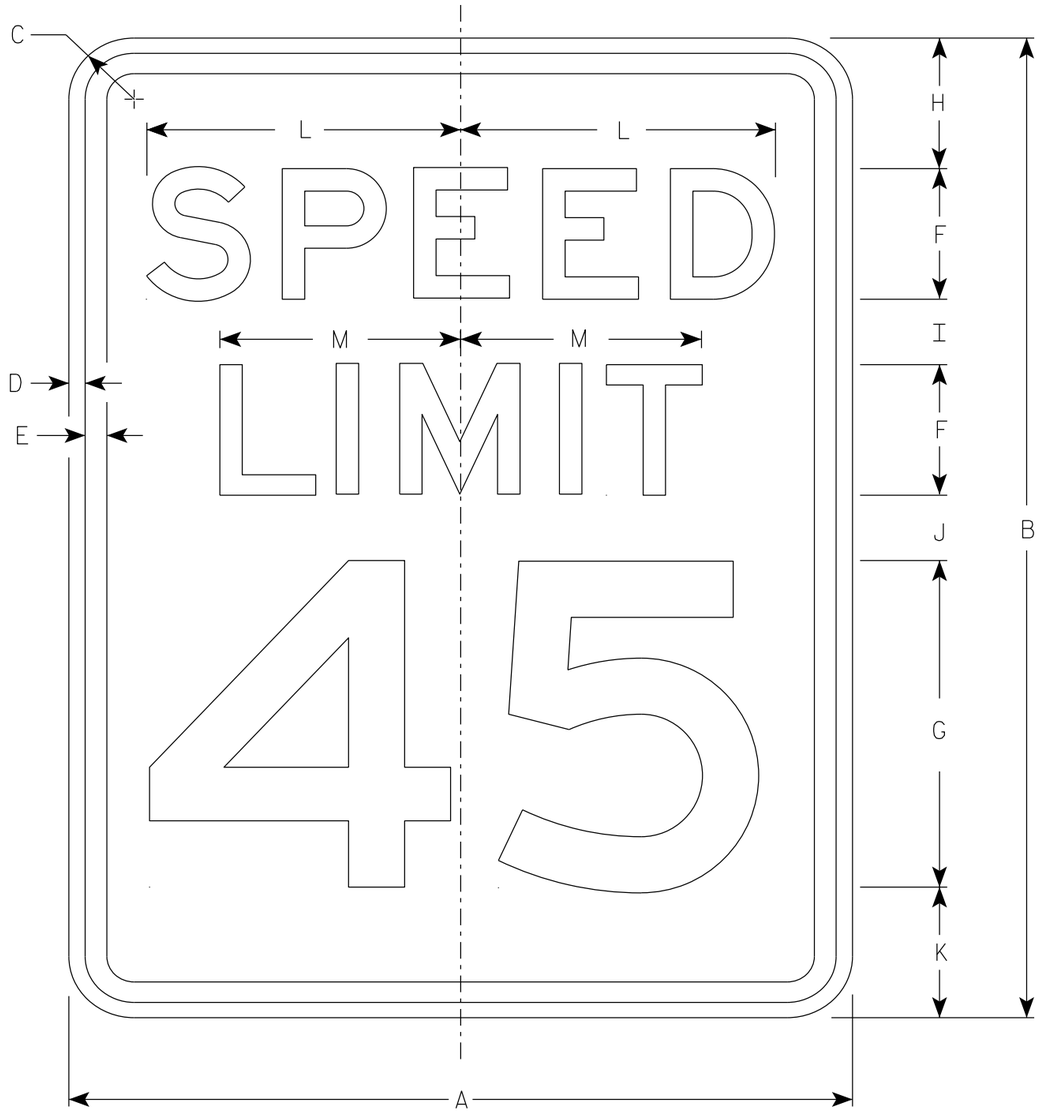
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-3P.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 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

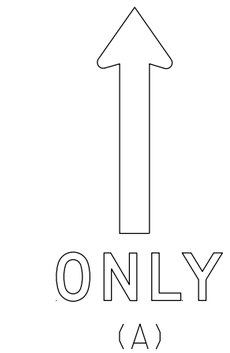
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

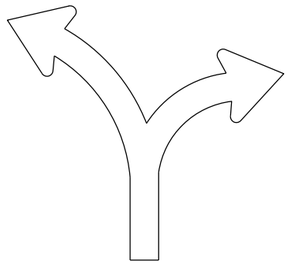
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E

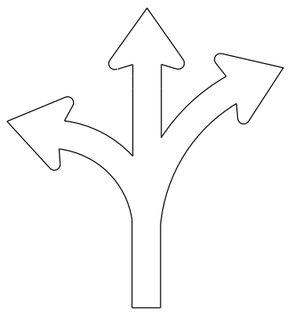


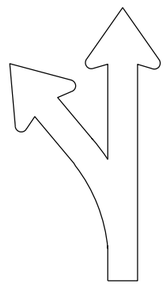
(A)

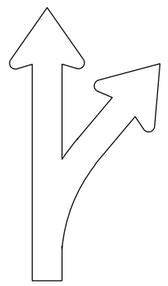


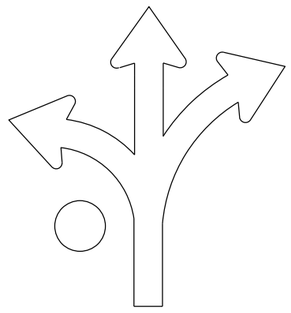
(B)

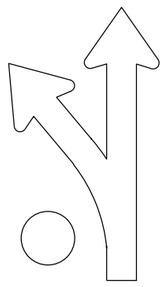

(C)

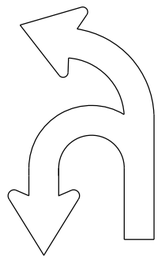

(D)

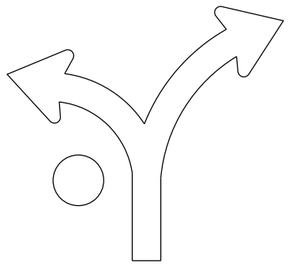

(E)

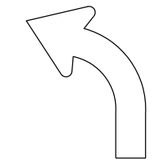

(F)


(G)

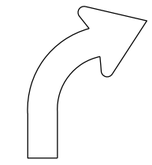

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 323 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

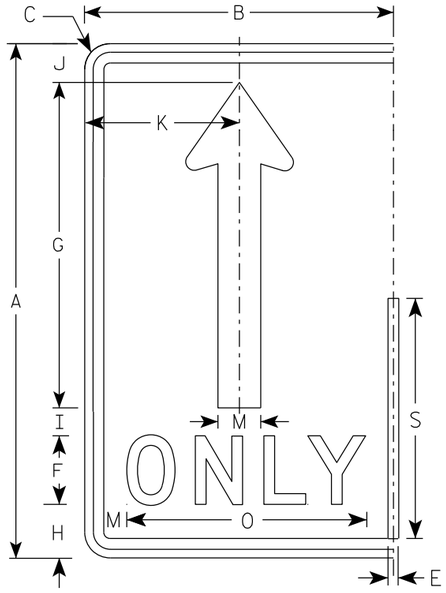
WISDOT/CADDS SHEET 42

7

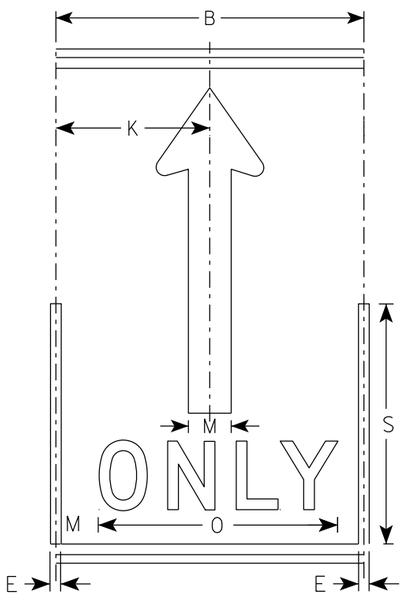
7

NOTES

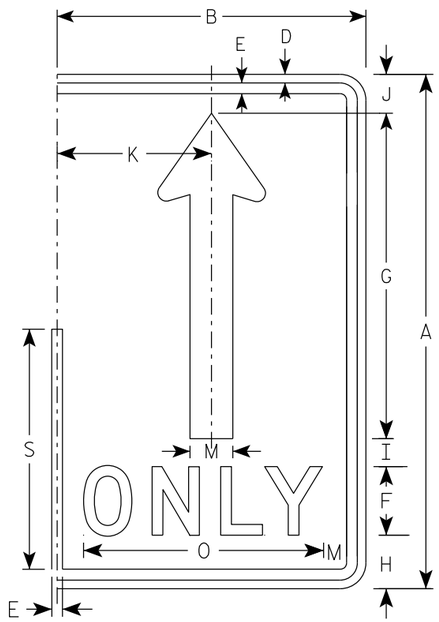
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



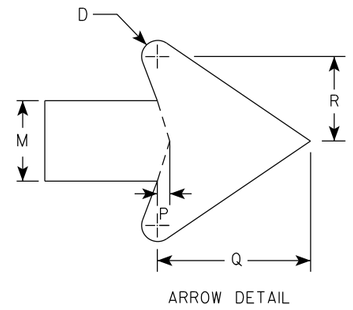
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

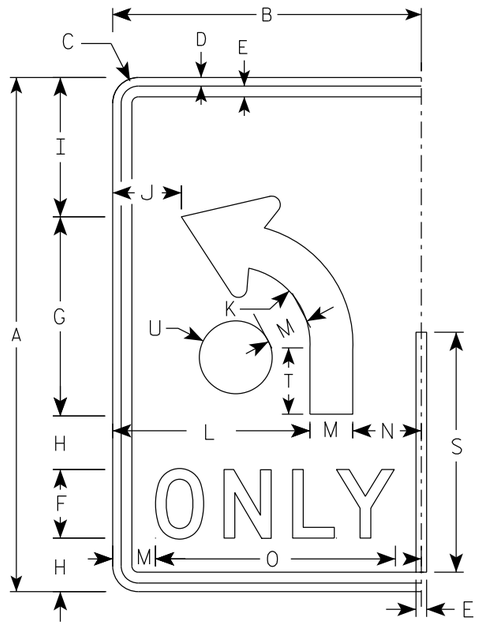
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

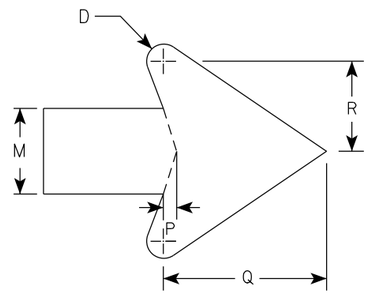
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

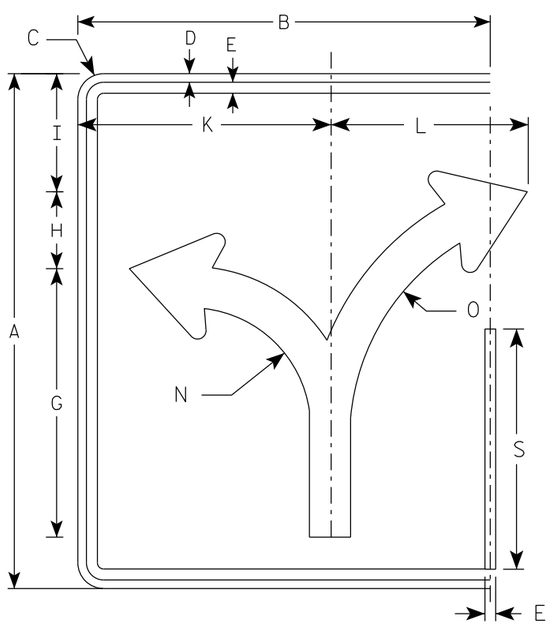
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

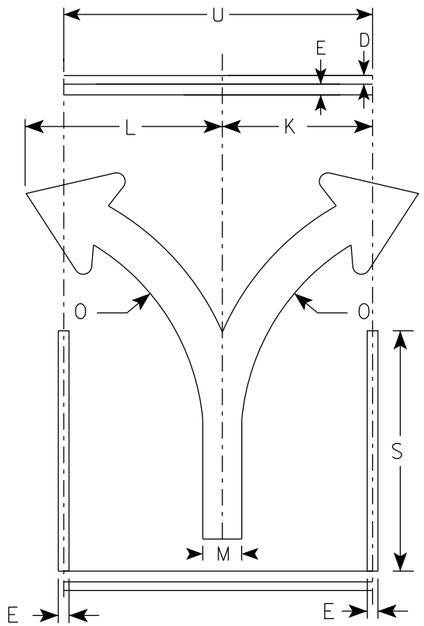
SHEET NO: 325 E

NOTES

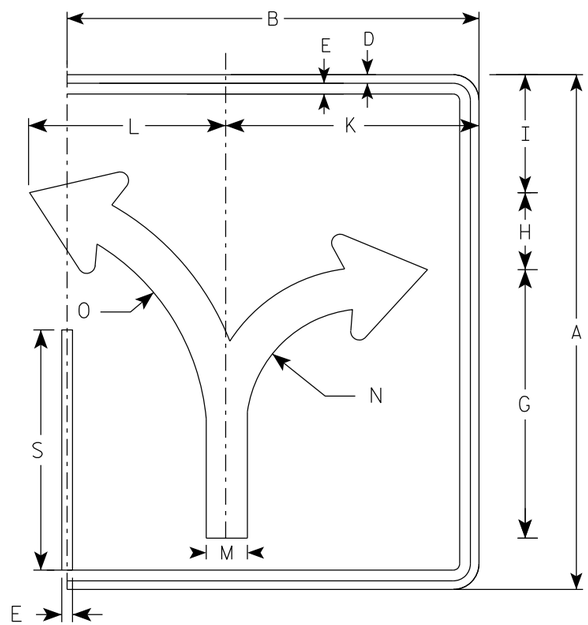
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



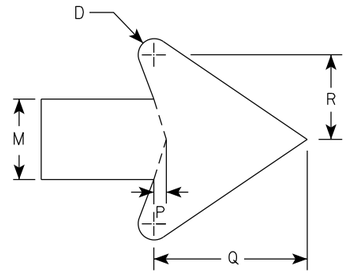
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

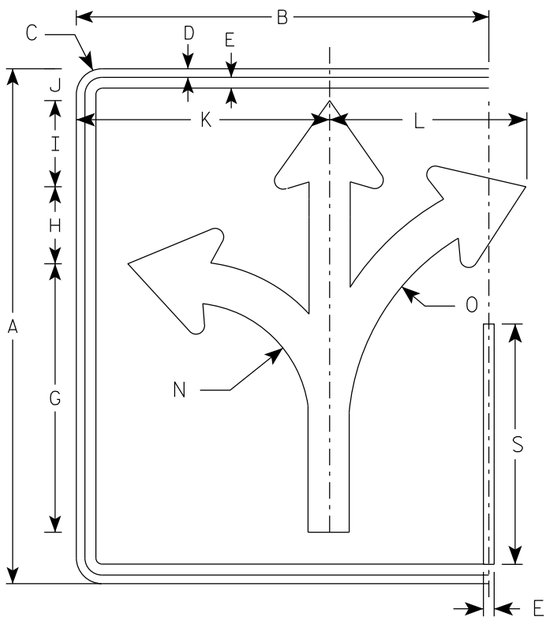
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 326 | E

7

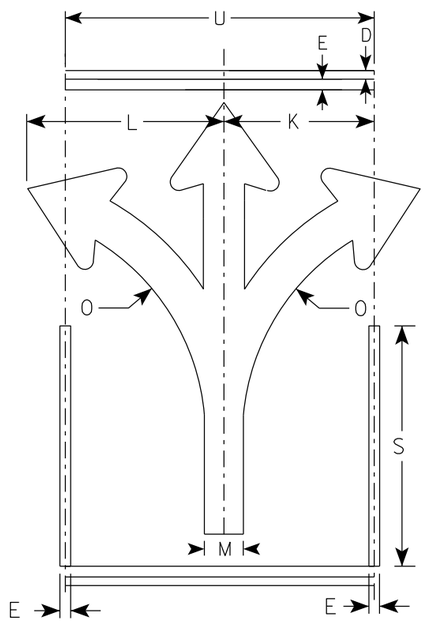
7

NOTES

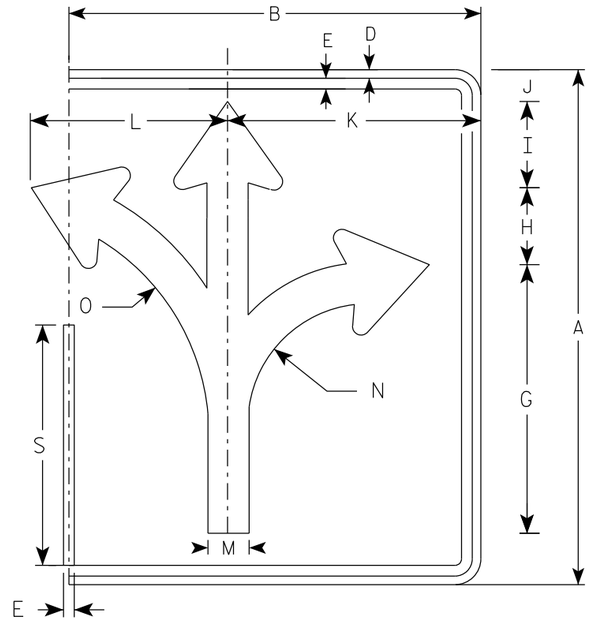
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



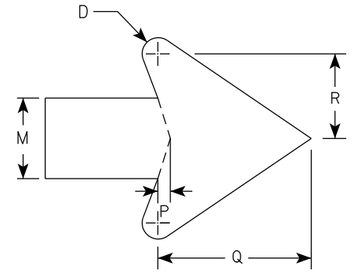
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

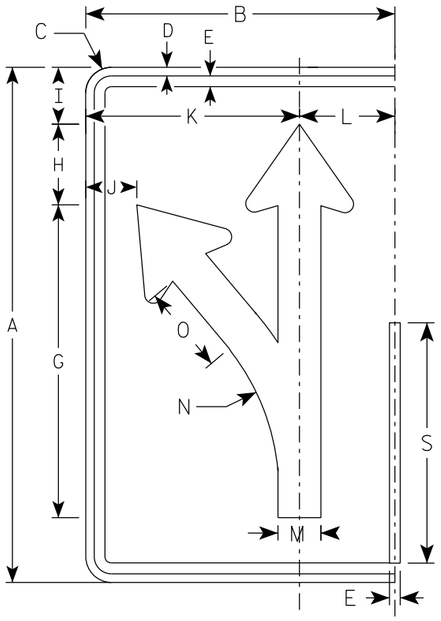
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

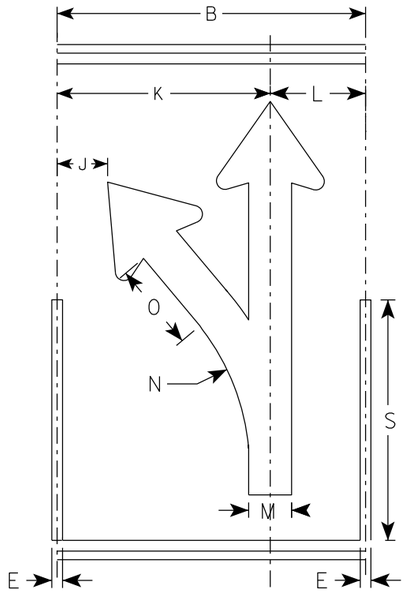
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E

NOTES

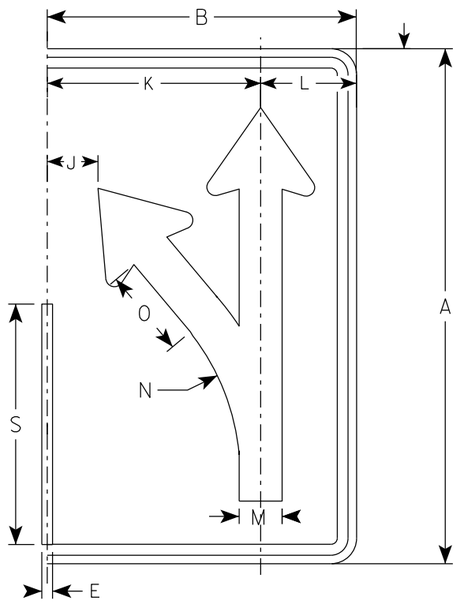
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



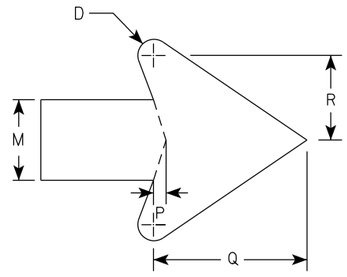
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

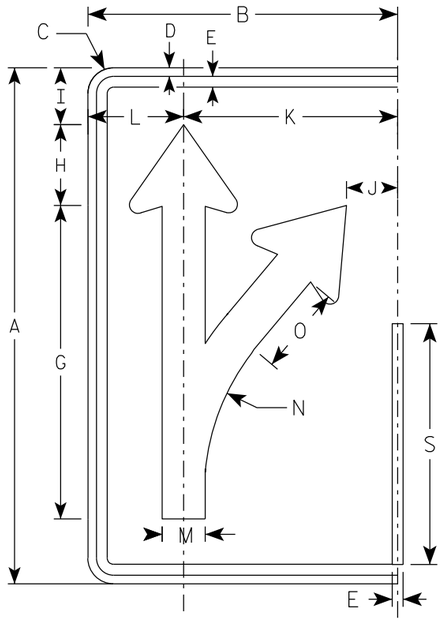
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

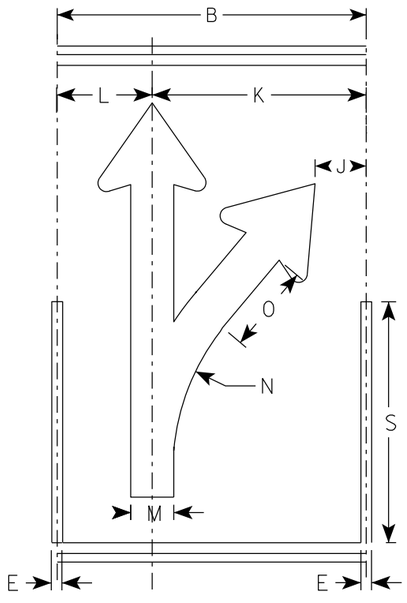
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E

NOTES

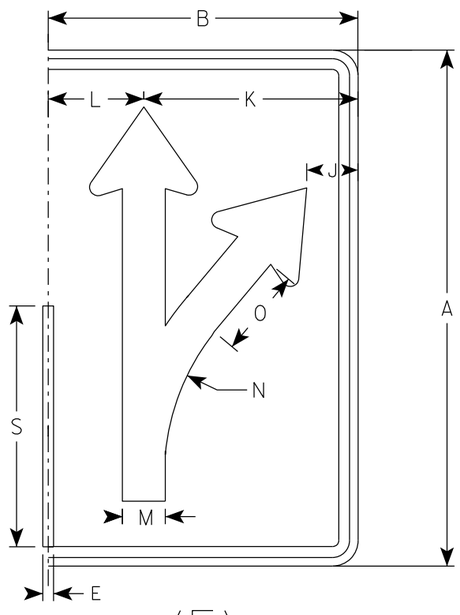
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



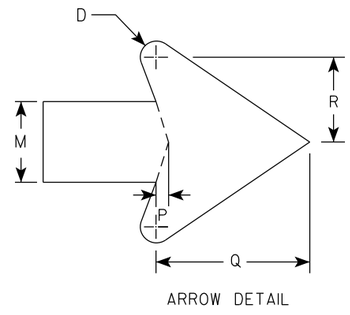
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

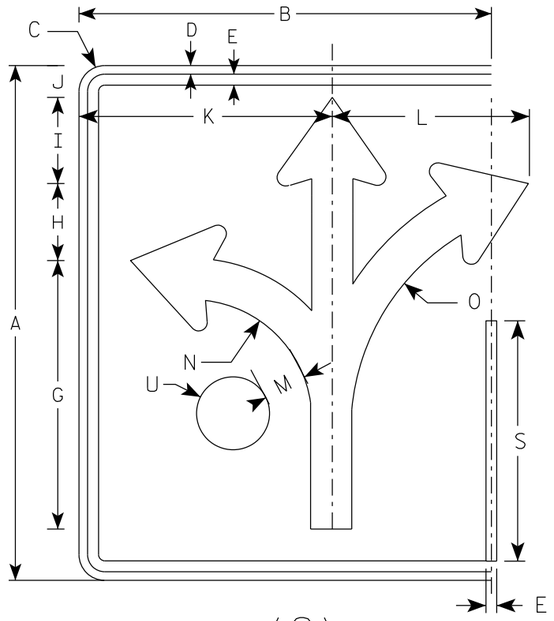
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

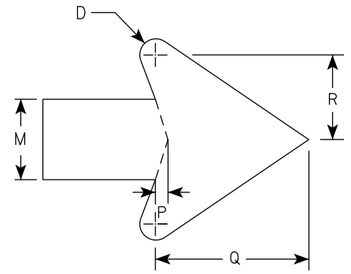
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

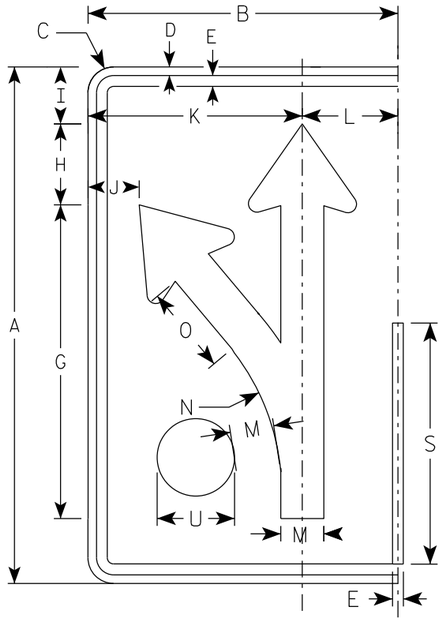
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

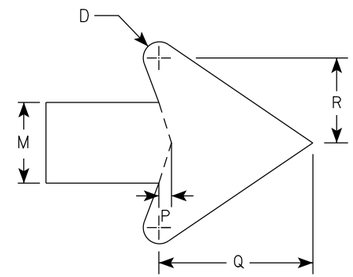
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

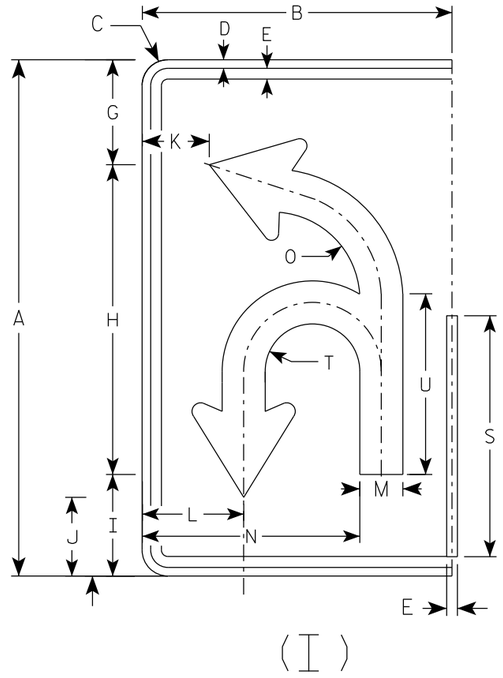
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

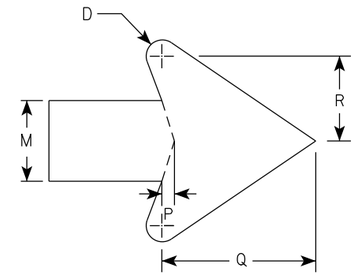
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

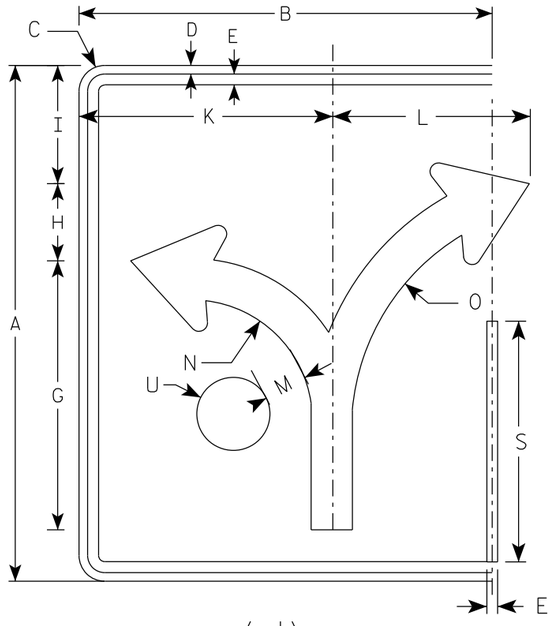
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

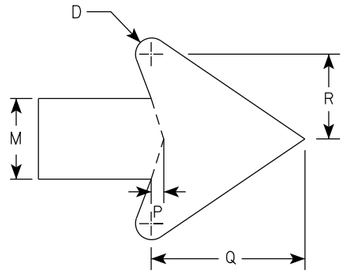
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 332 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

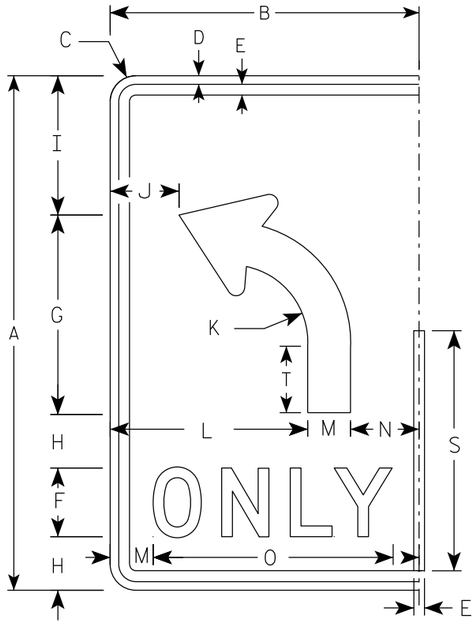
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

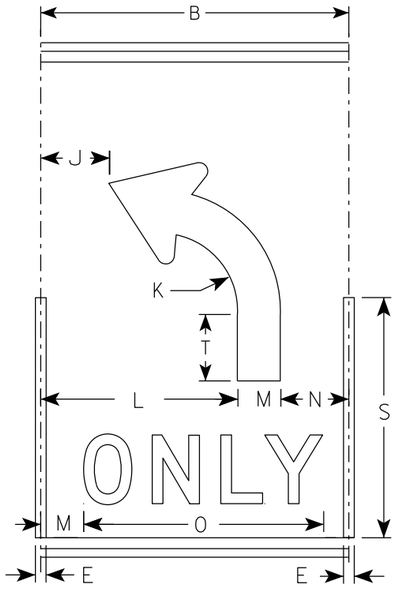
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 | E

NOTES

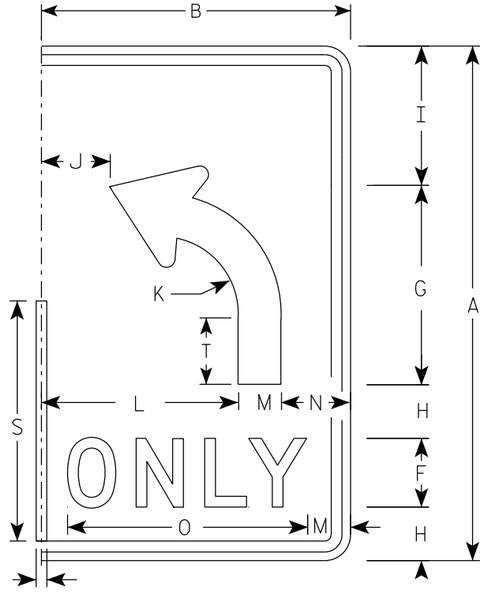
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



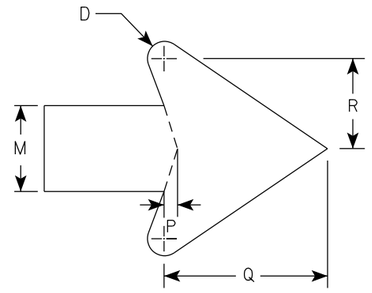
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 334 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

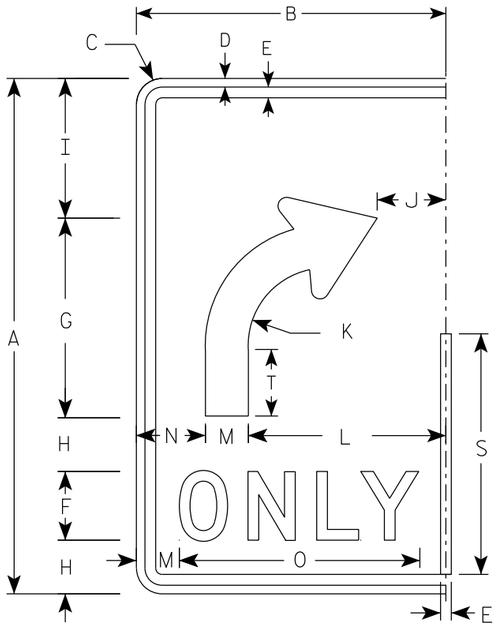
WISDOT/CADDS SHEET 42

7

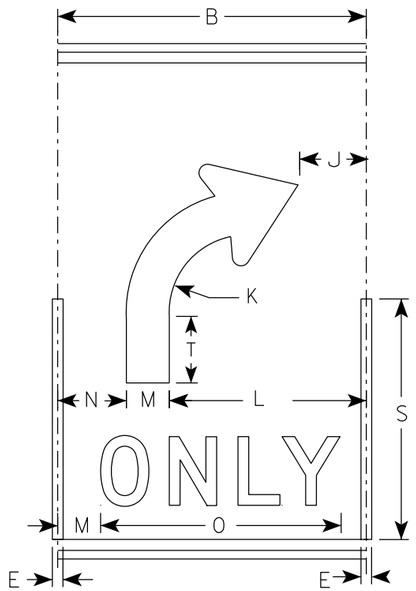
7

NOTES

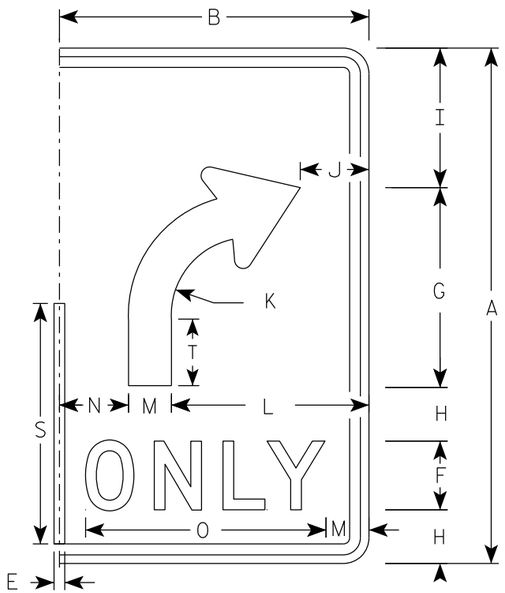
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



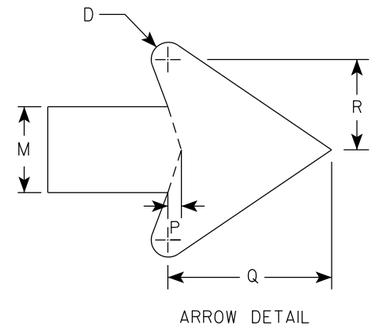
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

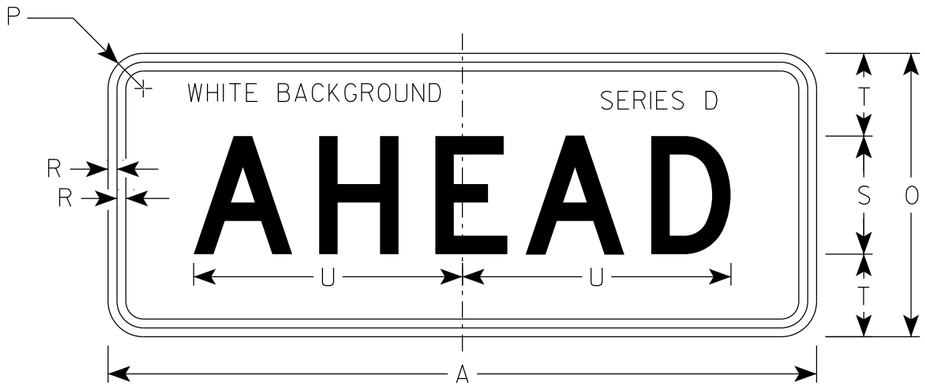
SHEET NO: 335 E



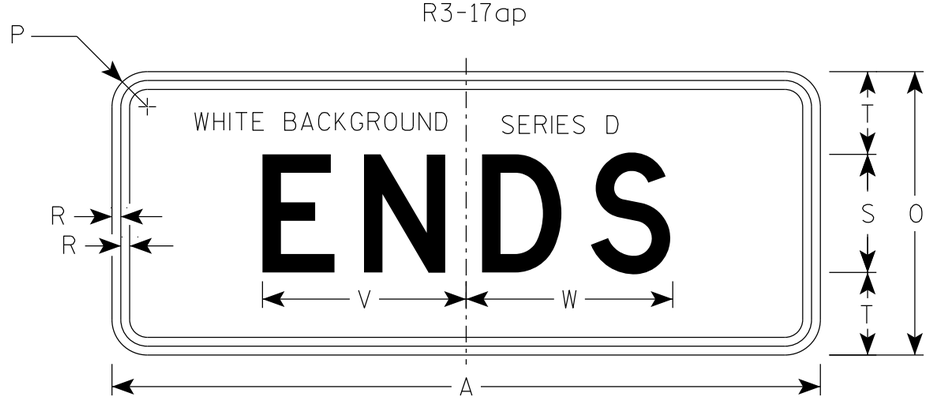
R3-17

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

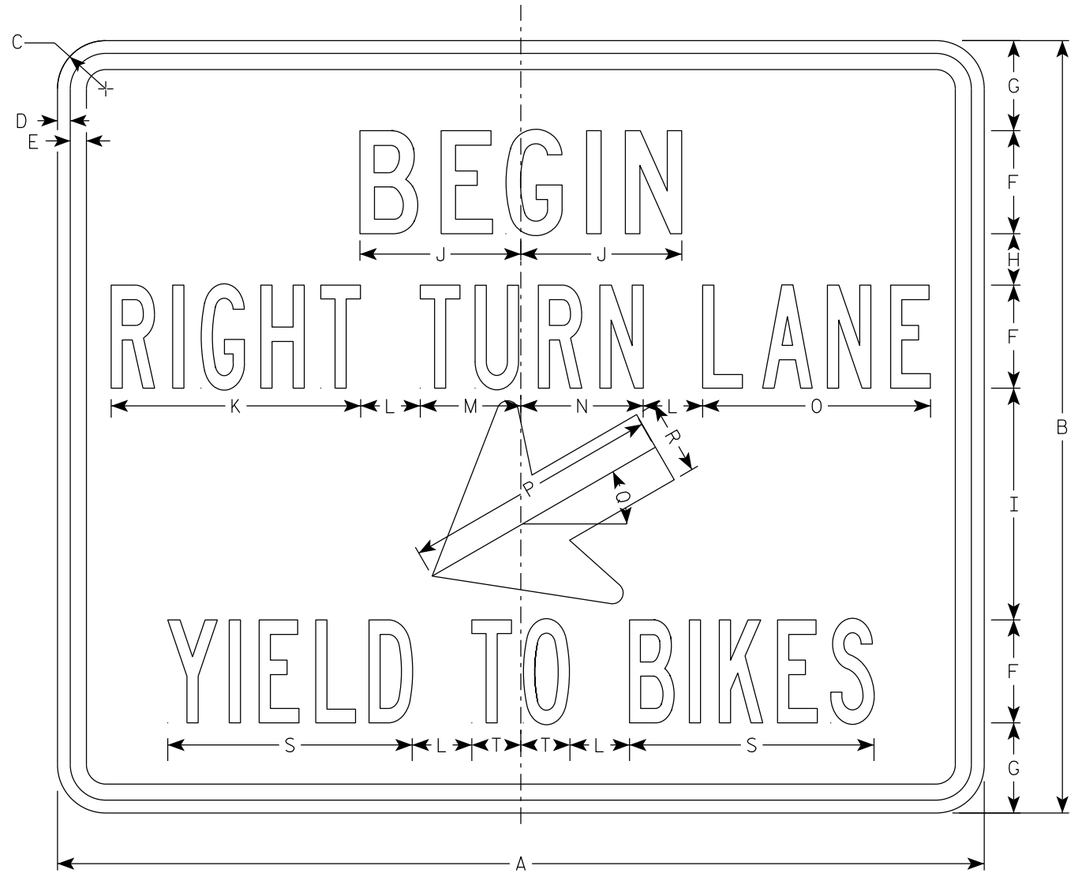
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

PROJECT NO:

SHEET NO: 336 E



R4-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 7/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 7/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

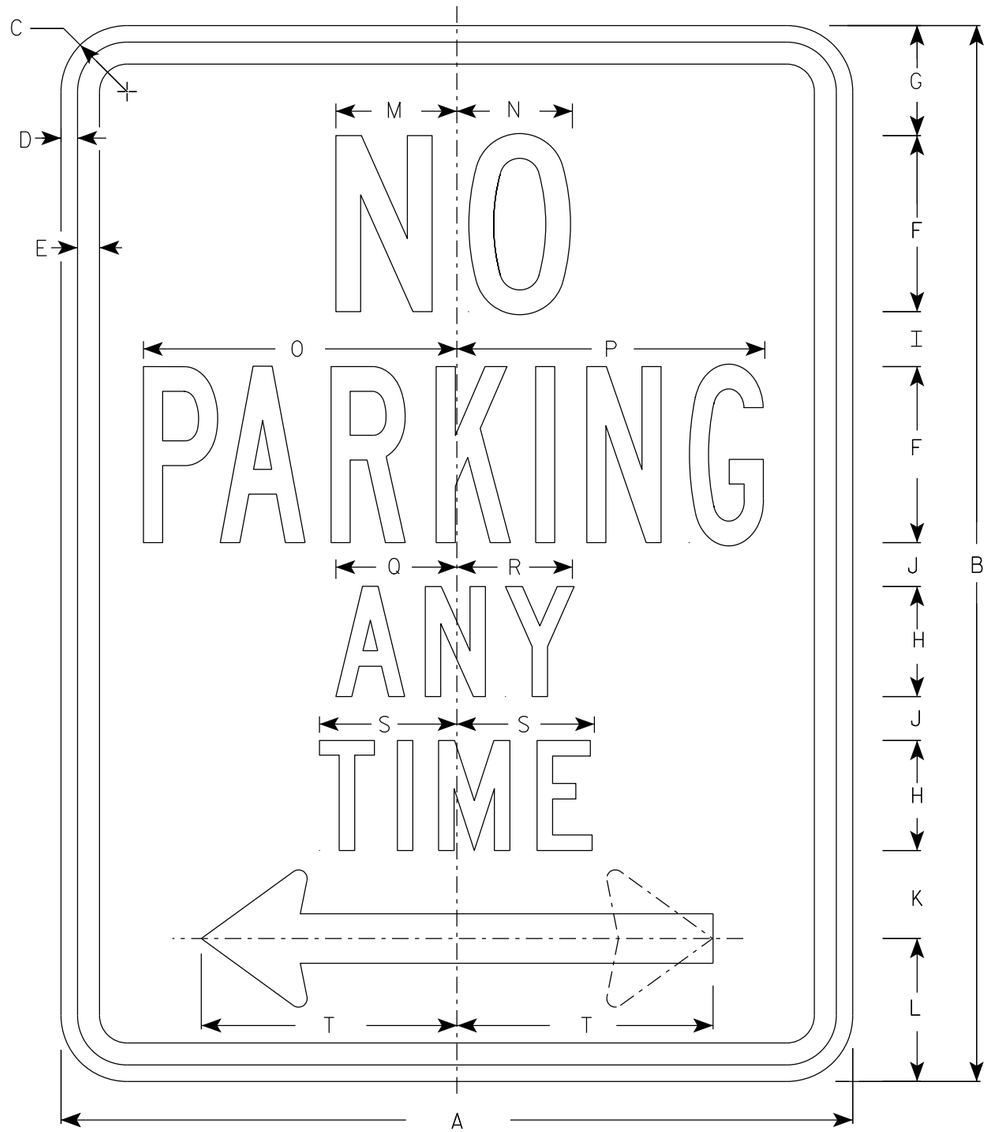
STANDARD SIGN
R4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/31/23 PLATE NO. R4-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E

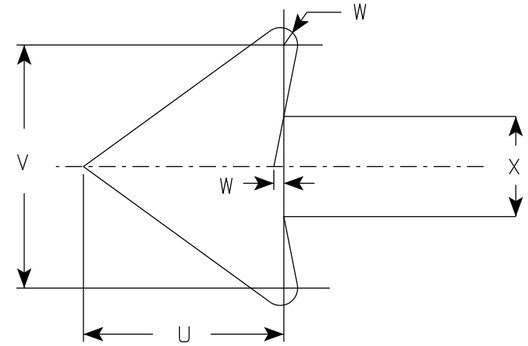


R7-1

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

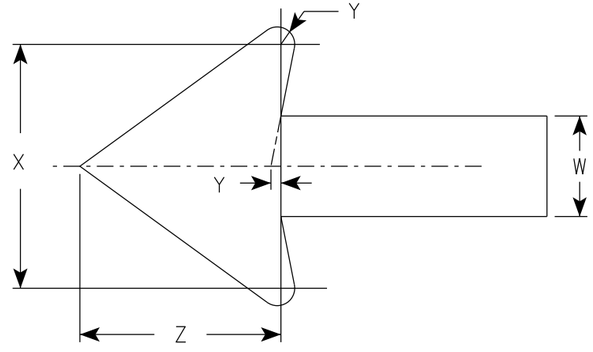
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 E



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																											

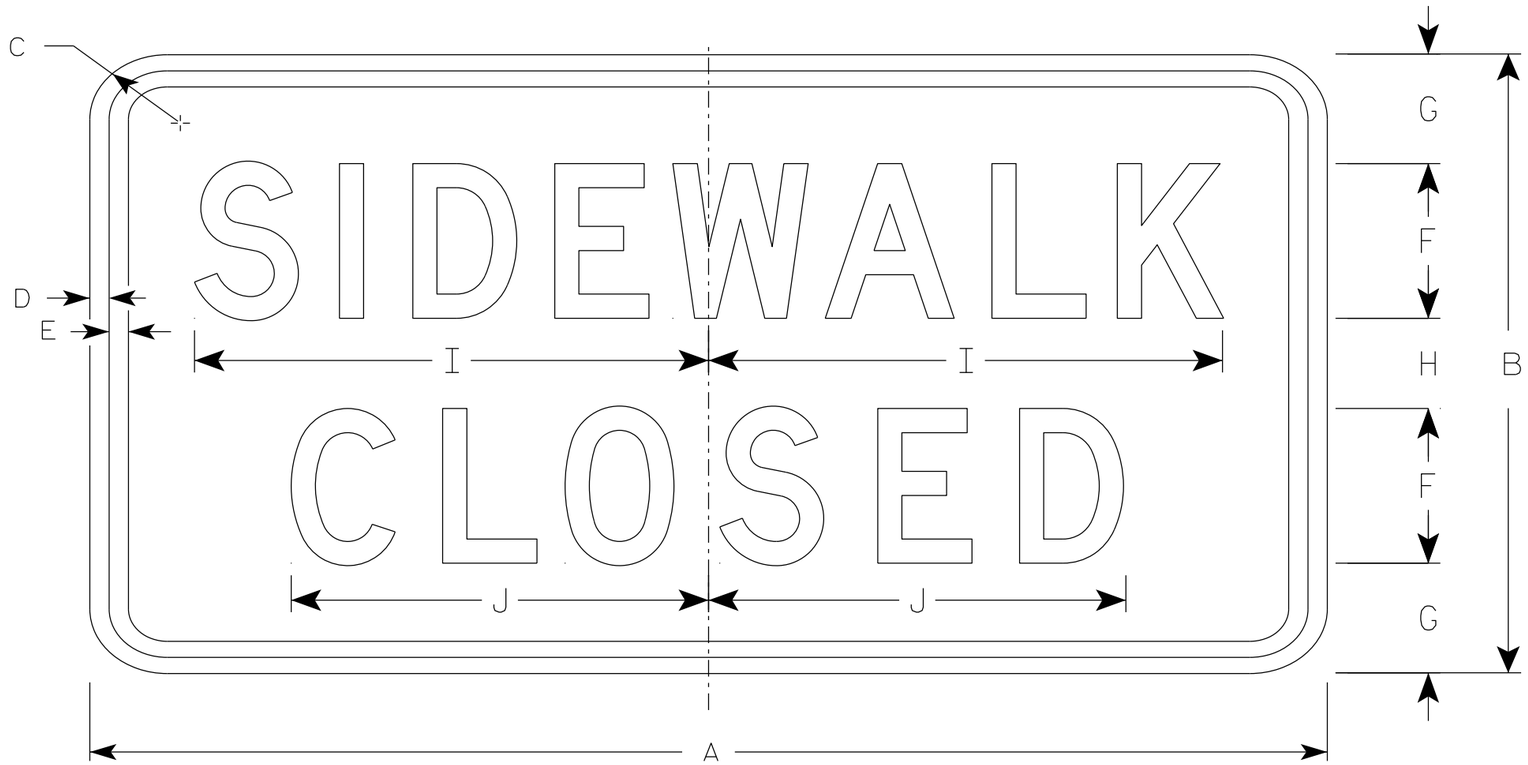
STANDARD SIGN
R7-51

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: 339	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

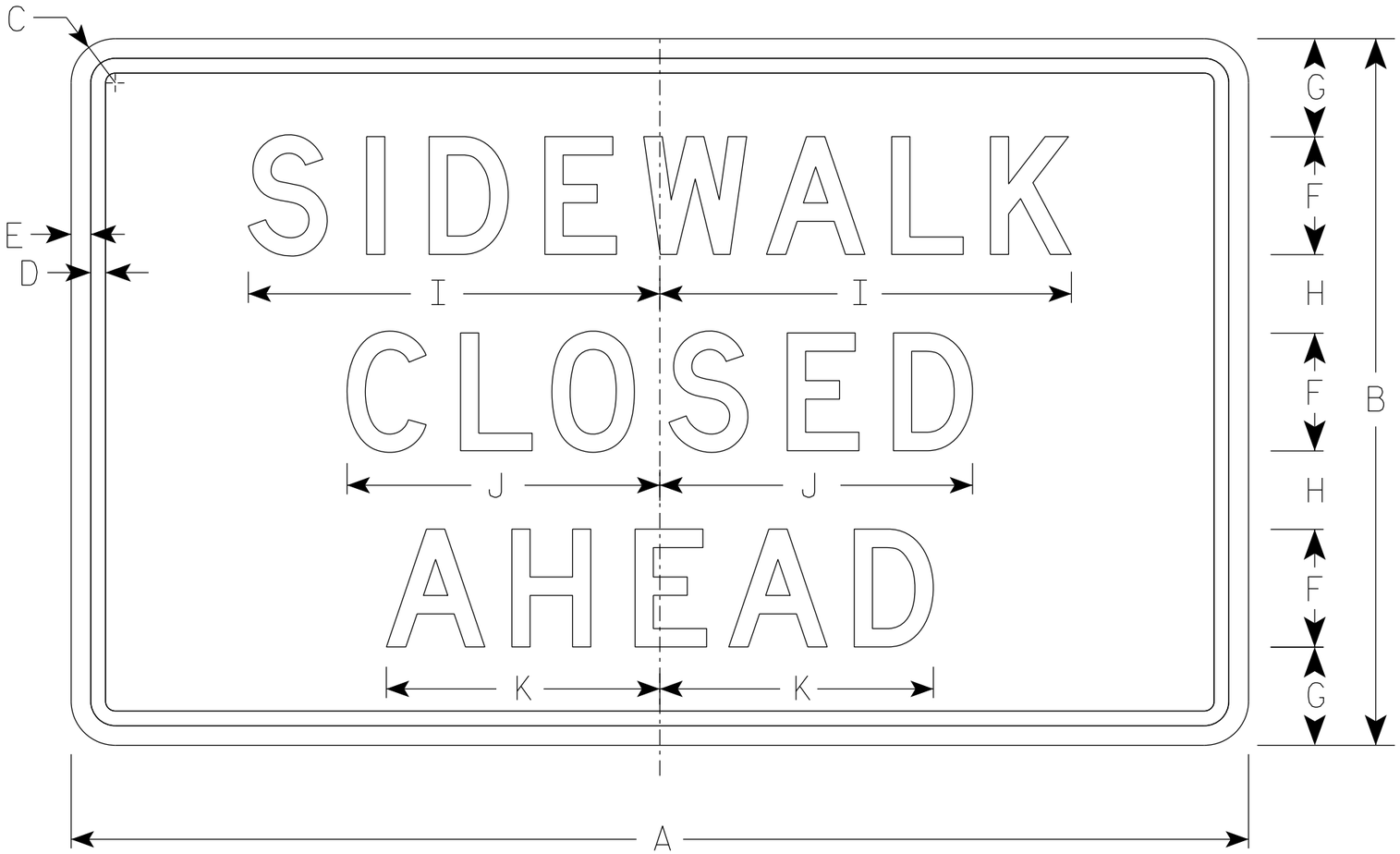
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | 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																											

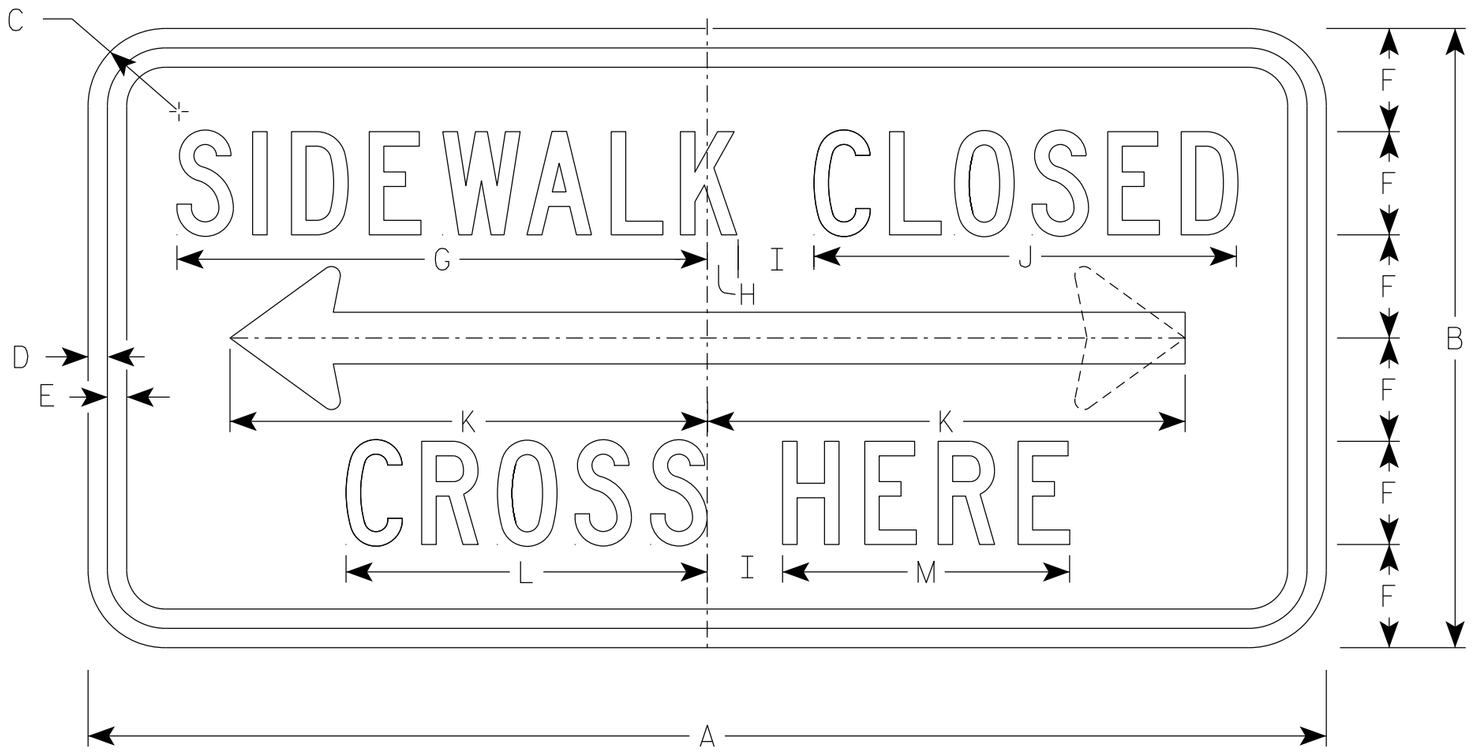
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

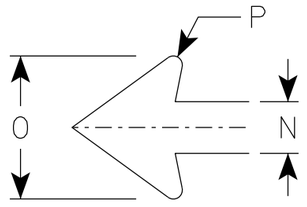
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E



R9-11A

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.
5. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (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																											
2S	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/2	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

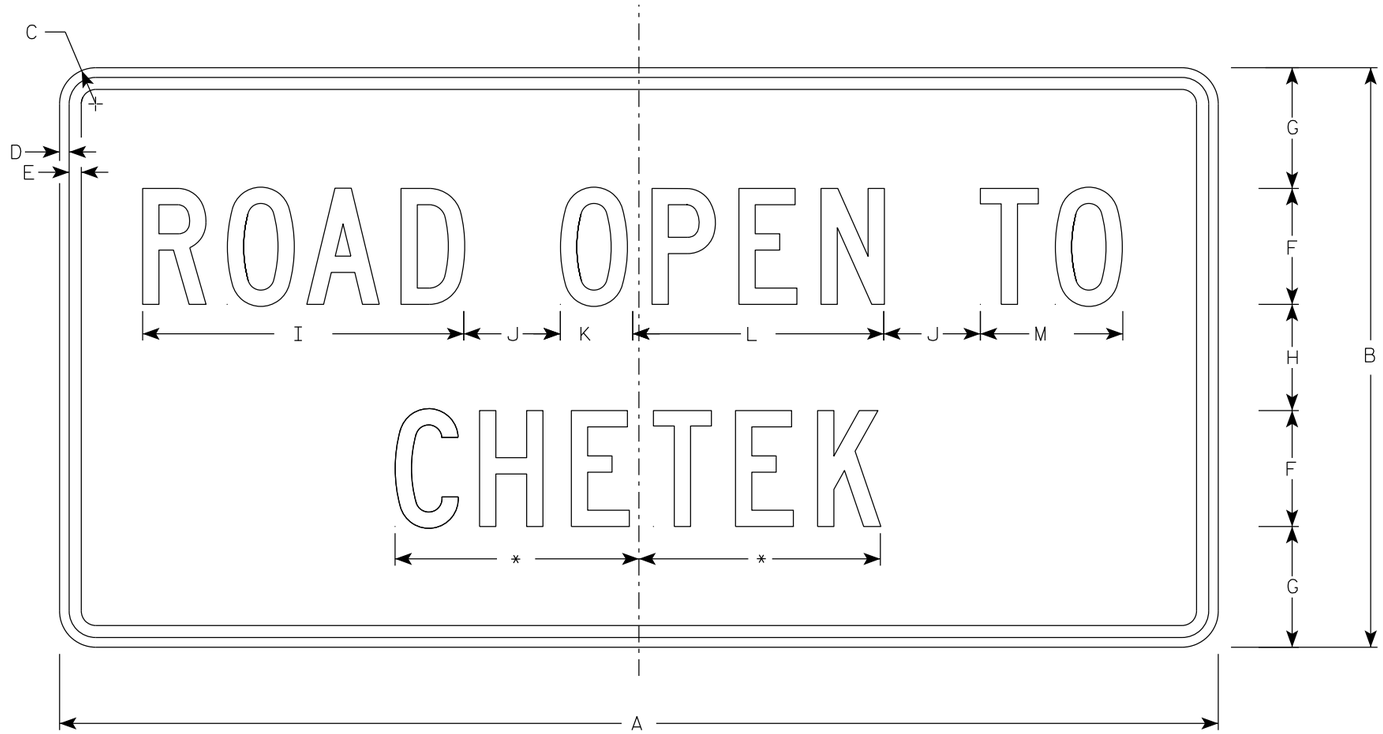
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-11A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 342 | E



R10-61

*See note 5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate message and optically balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

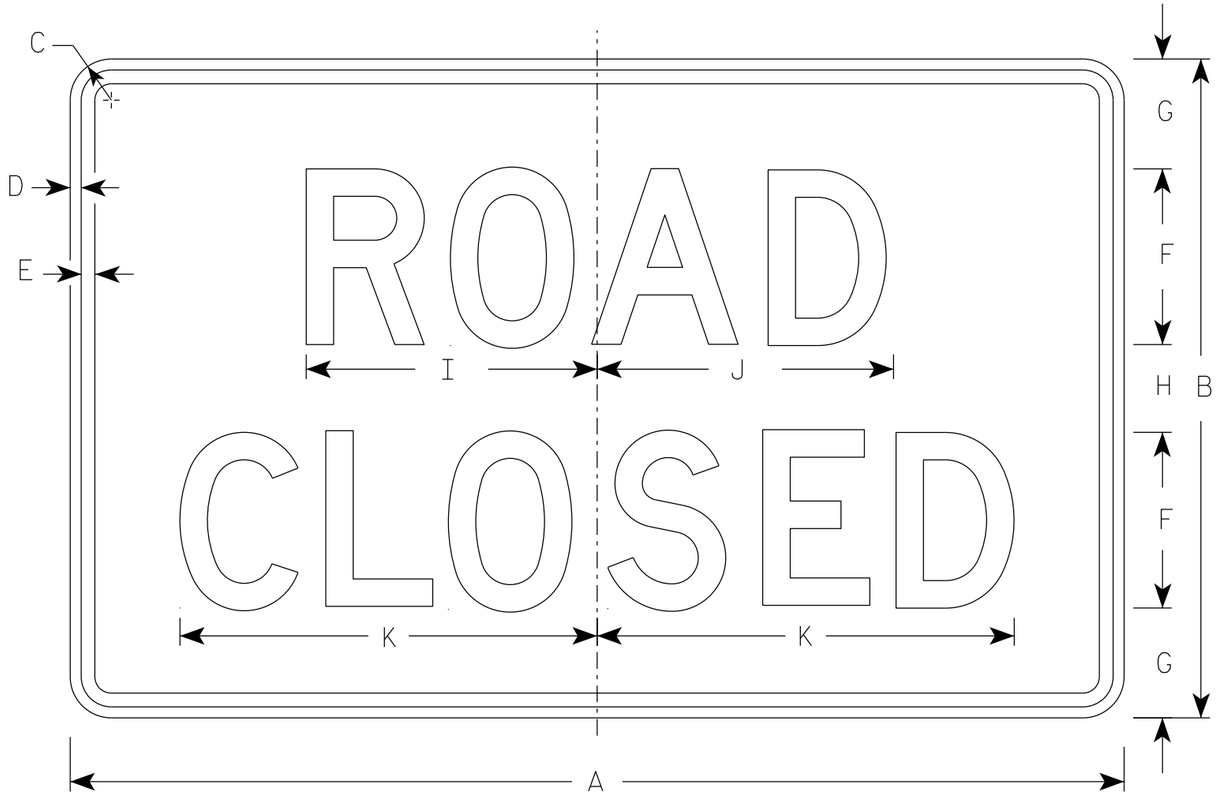
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-61.6

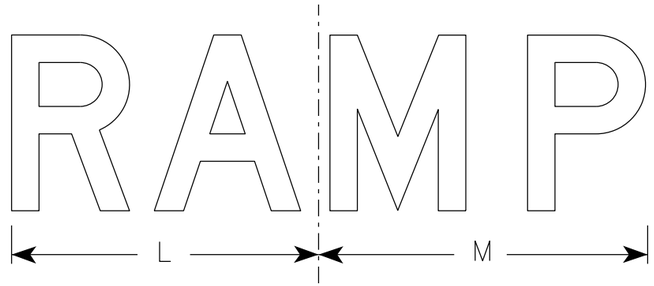
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E



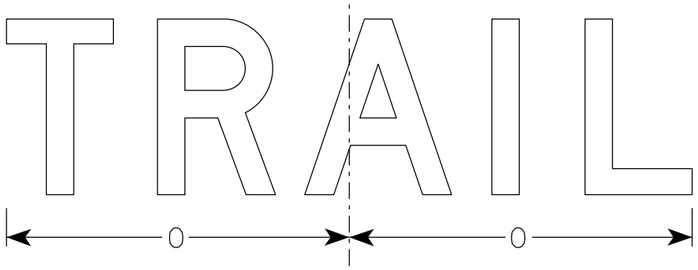
R11-2

NOTES

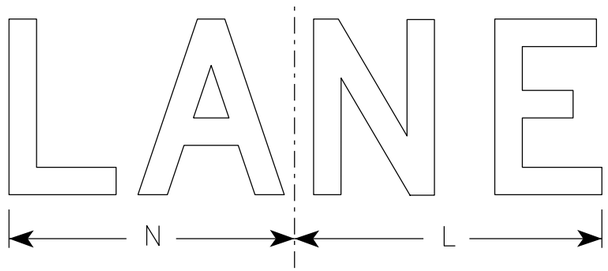
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

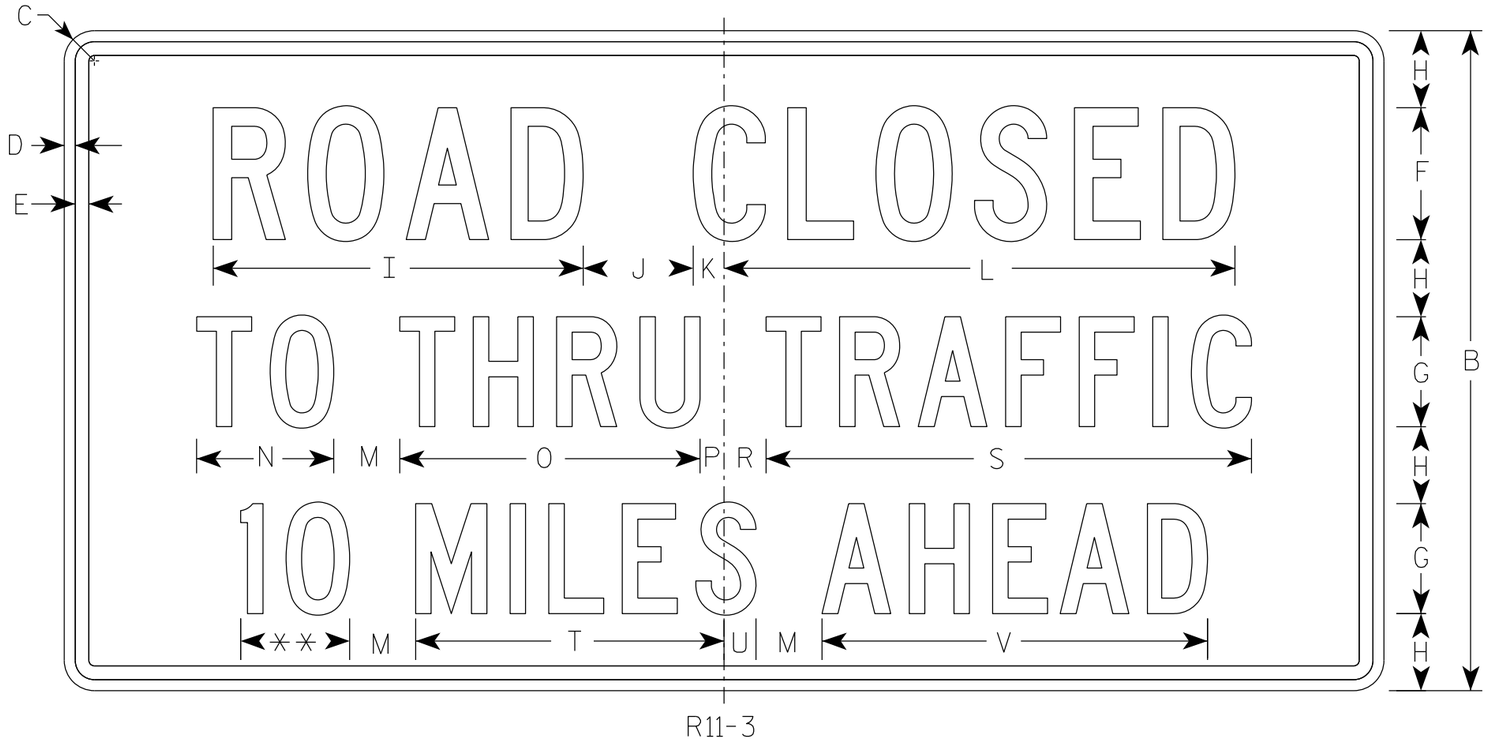
DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

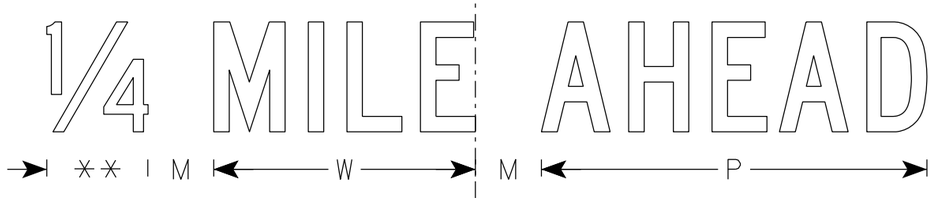
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

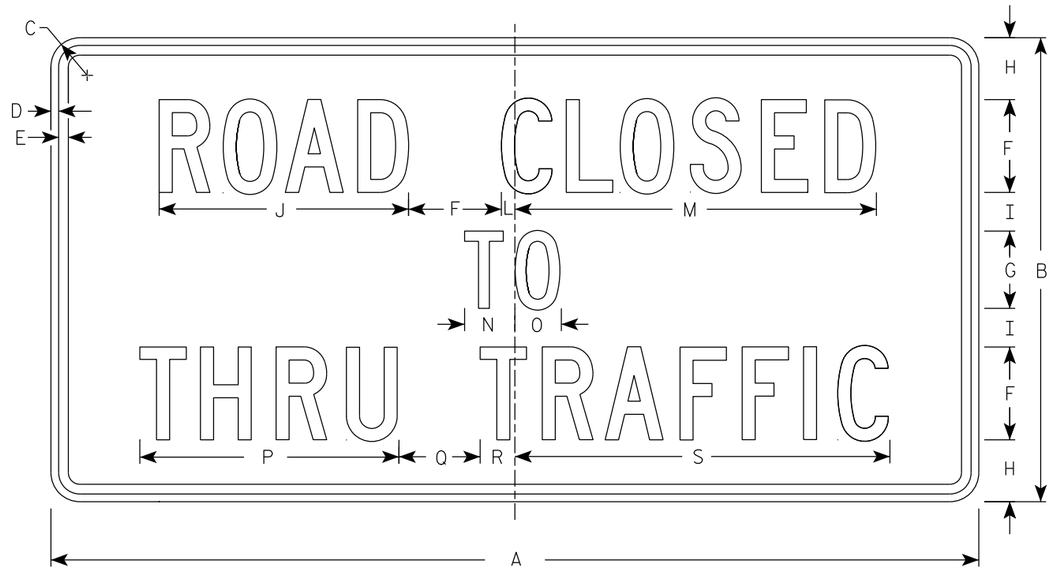
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

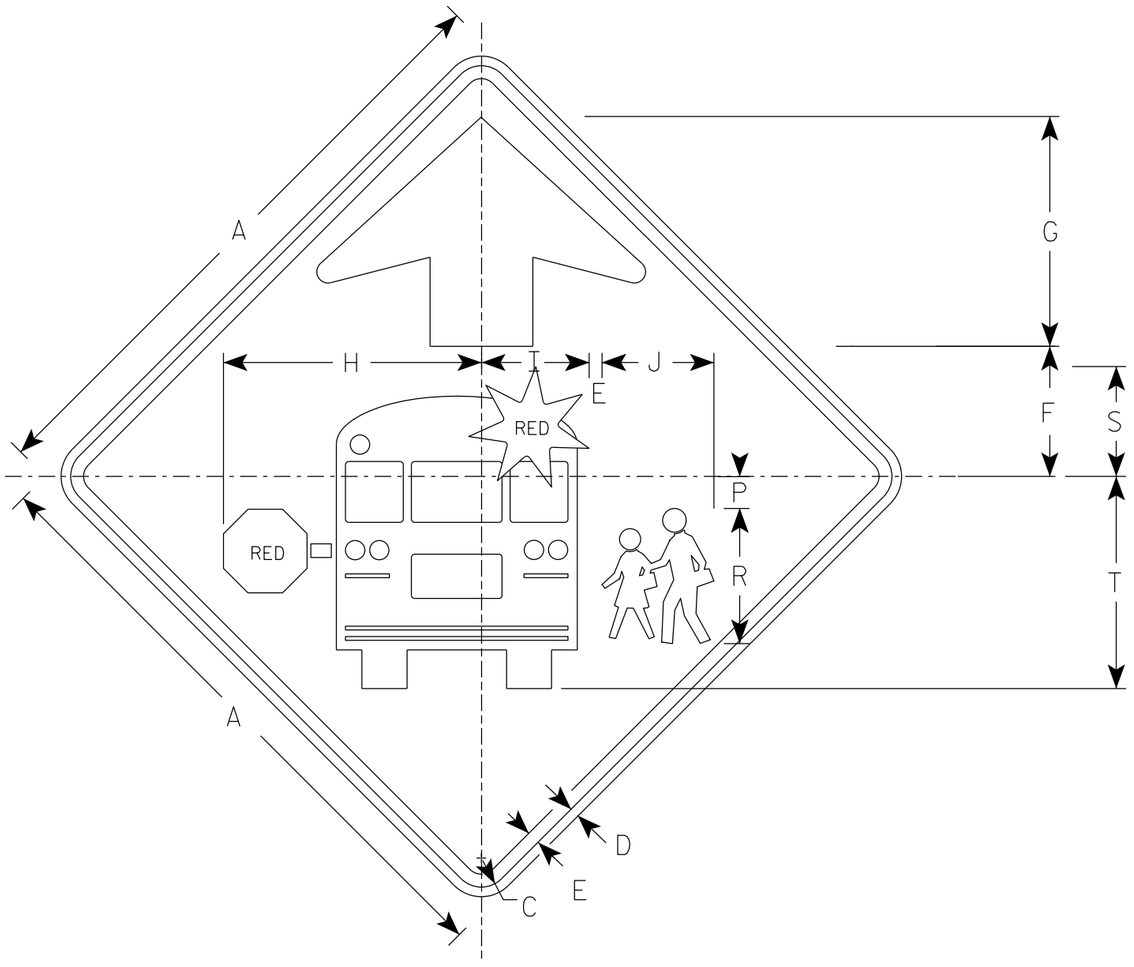
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

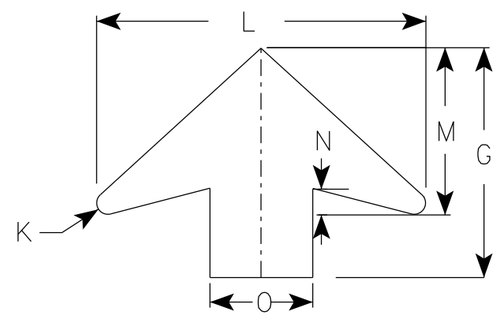
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 346 | E



S3-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

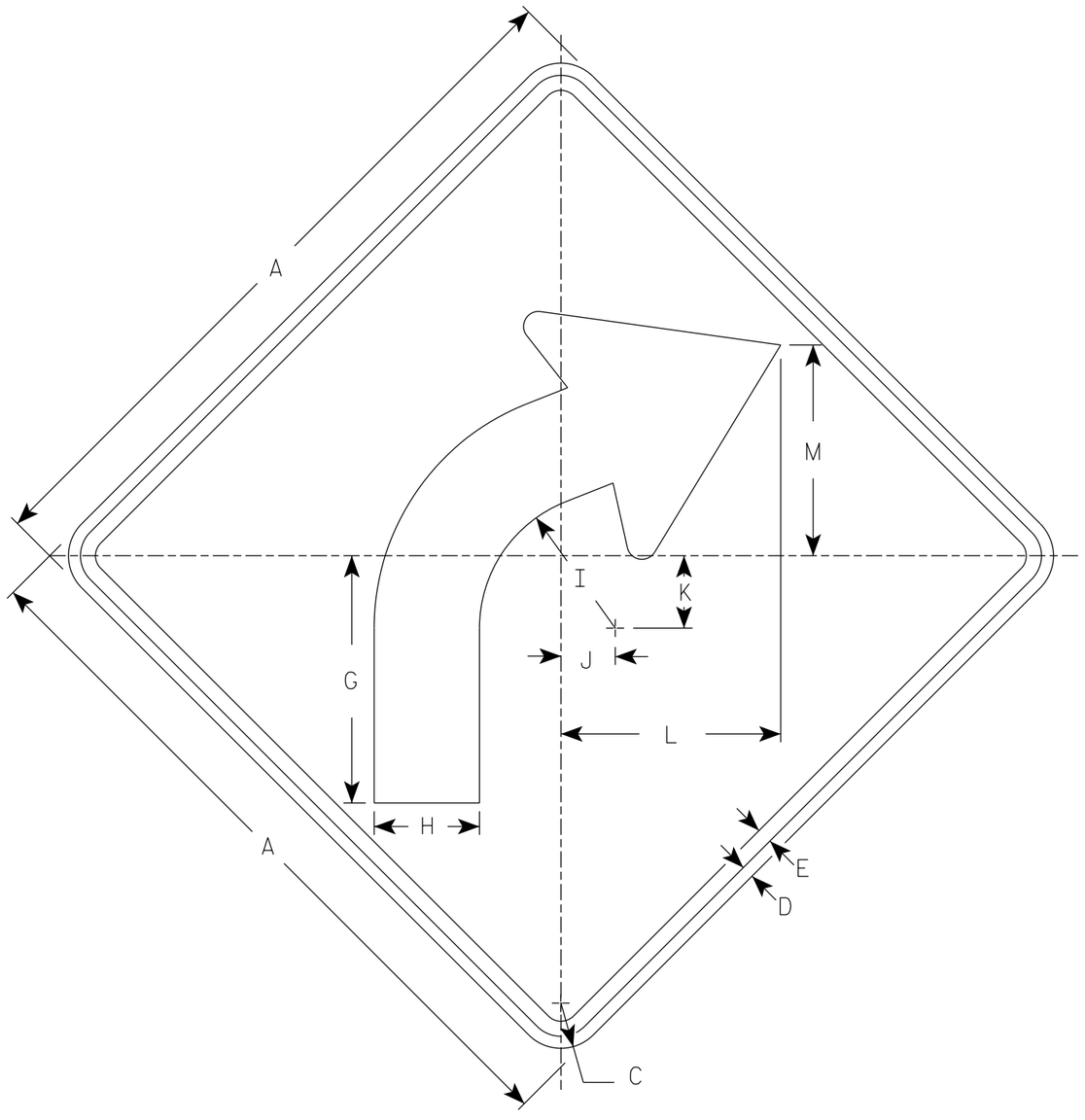
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S3-1.7

PROJECT NO:

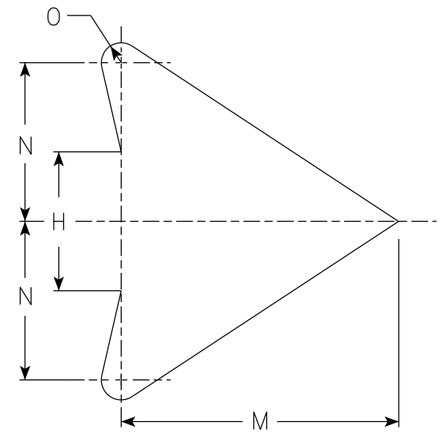
SHEET NO: 347 E



W1-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 7/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

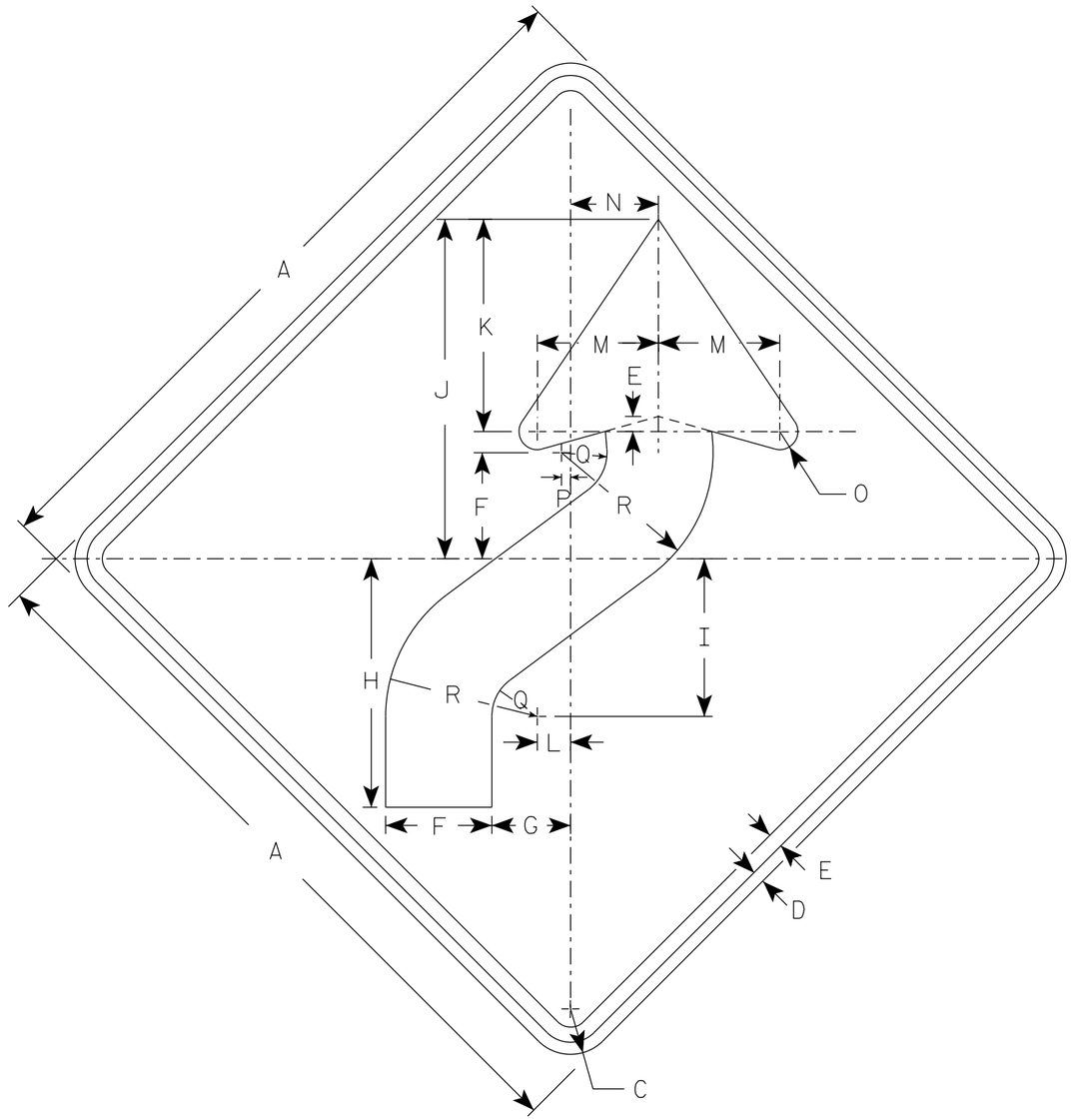
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E



W1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 7/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN

W1-4

WISCONSIN DEPT OF TRANSPORTATION

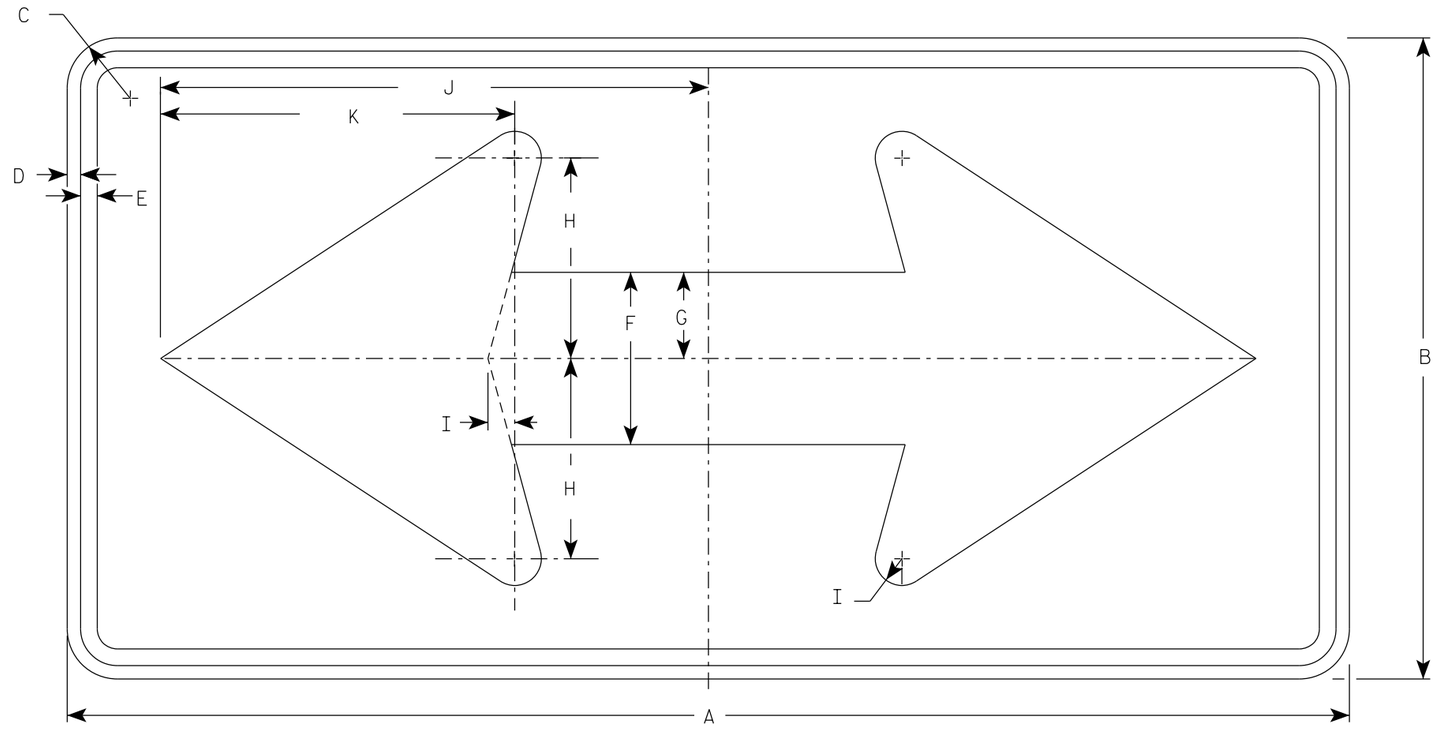
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	3	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

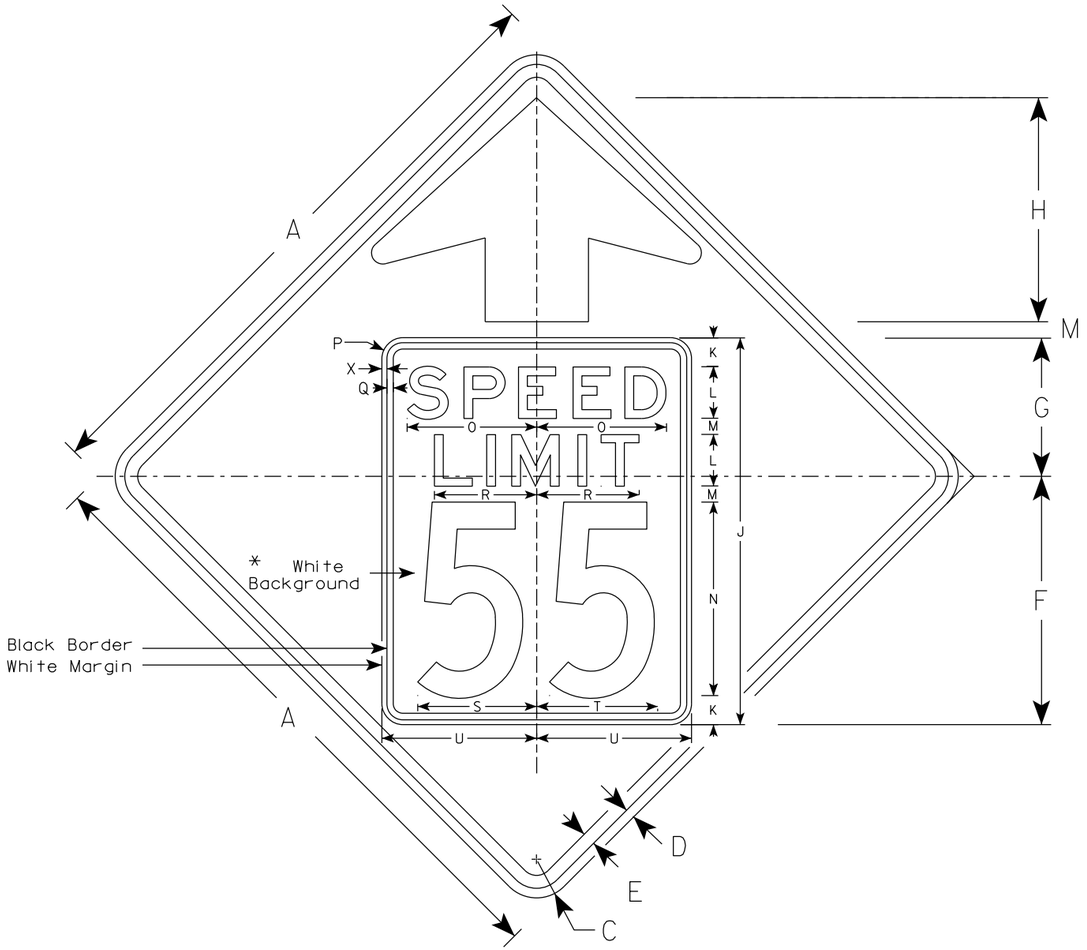
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W17.dgn PLOT DATE : 10-MAY 2023 3:05 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

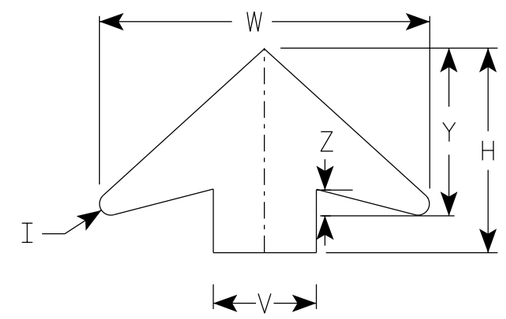


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



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	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

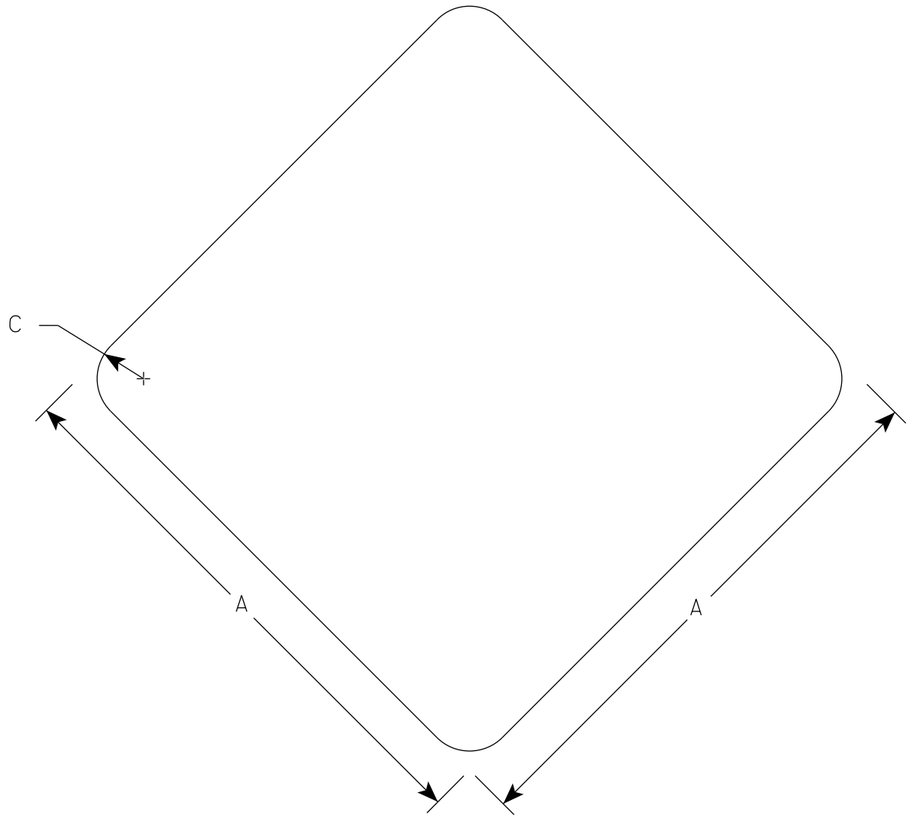
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/2023 PLATE NO. W3-5.7

PROJECT NO:

SHEET NO: 351 E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective
2. Color:
   Background - Red

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN

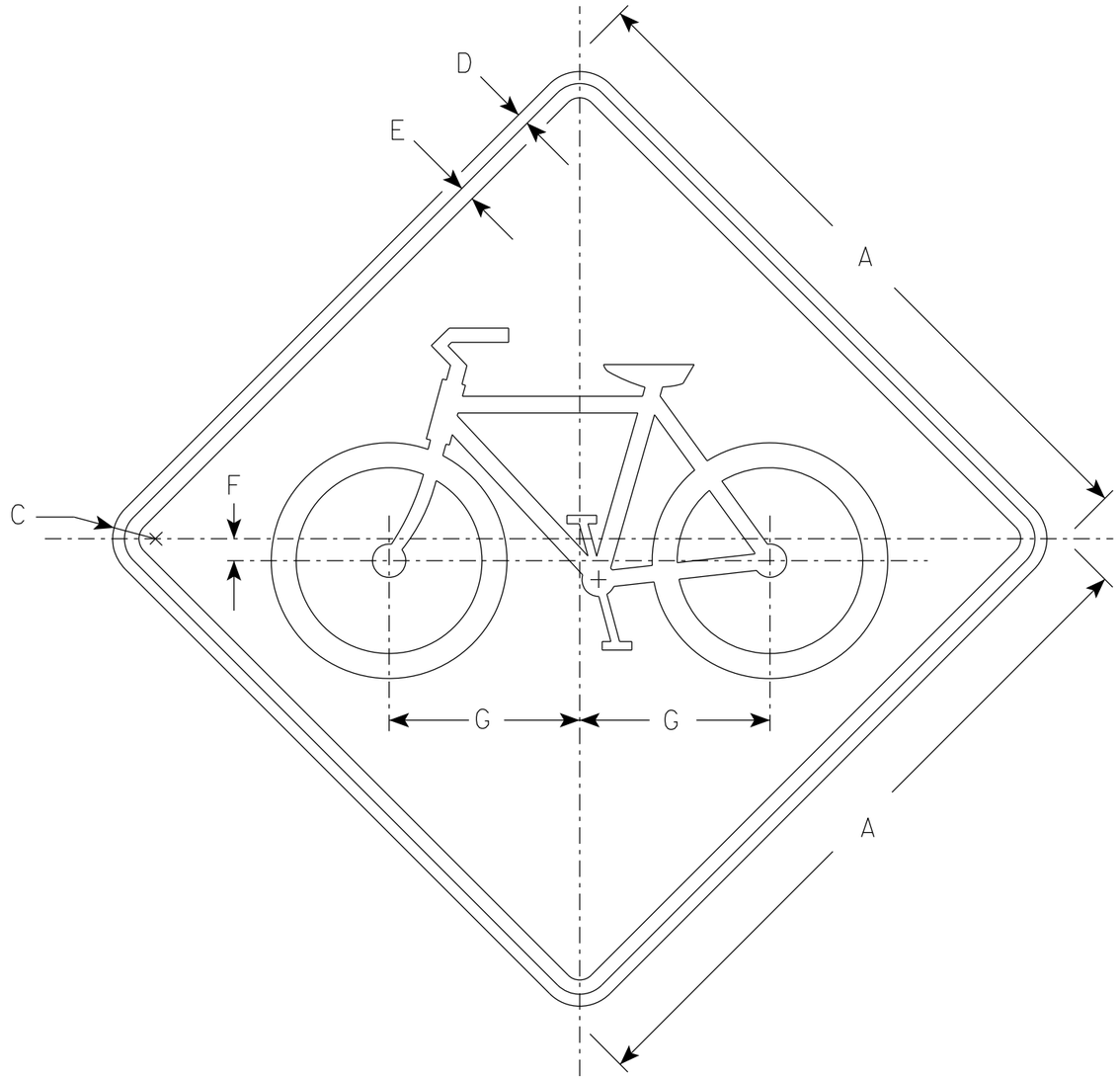
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-56.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W11-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 7/8	1/2	5/8	1	8 1/2																				6.25
2M	36		2 1/4	5/8	3/4	1 1/4	10																				9.0
3	36		2 1/4	5/8	3/4	1 1/4	10																				9.0
4	48		3	3/4	1	1 5/8	13 3/8																				16.0
5	48		3	3/4	1	1 5/8	13 3/8																				16.0

STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

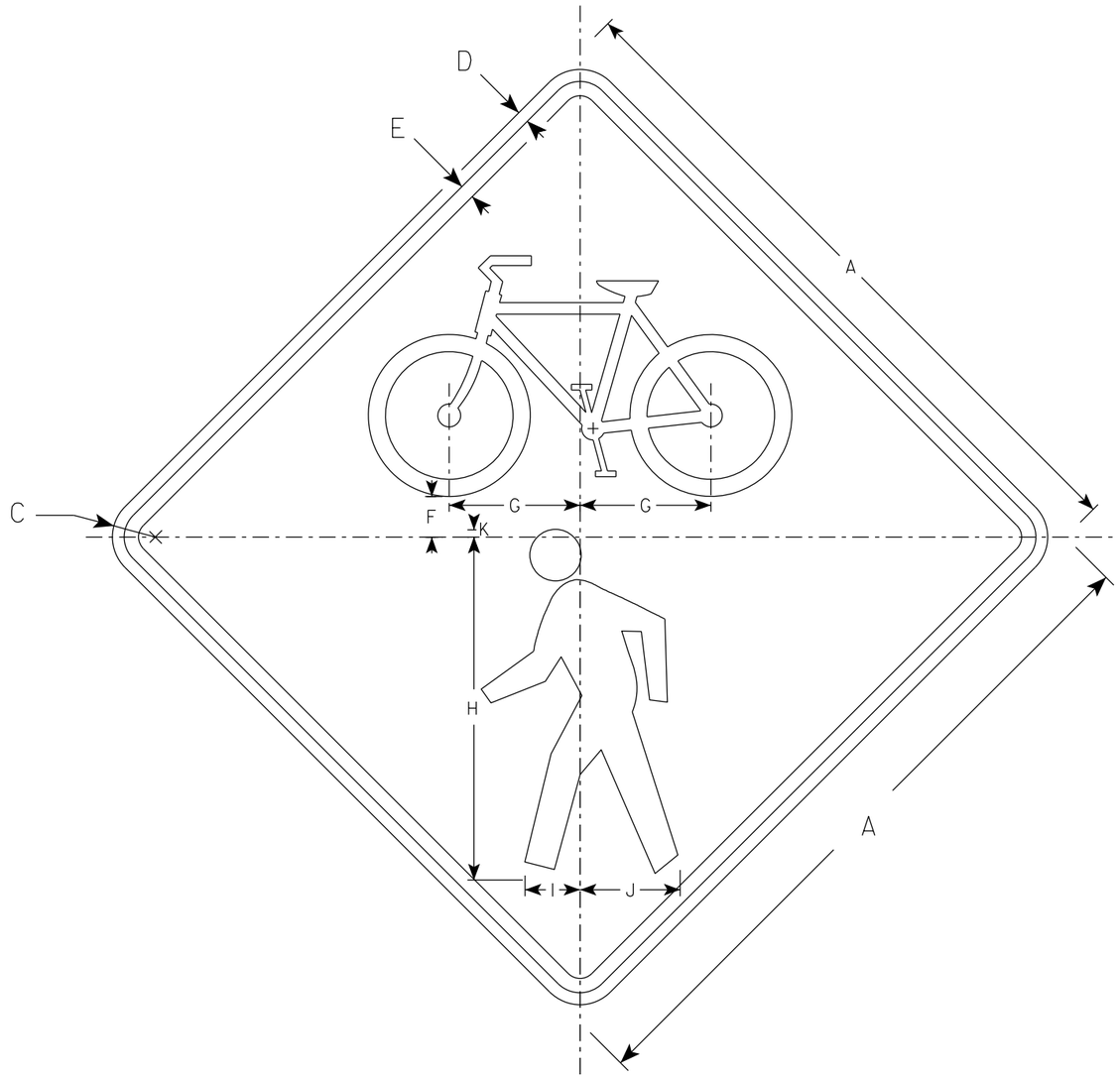
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 E

7

7



W11-15

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 7/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
4	48		3	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

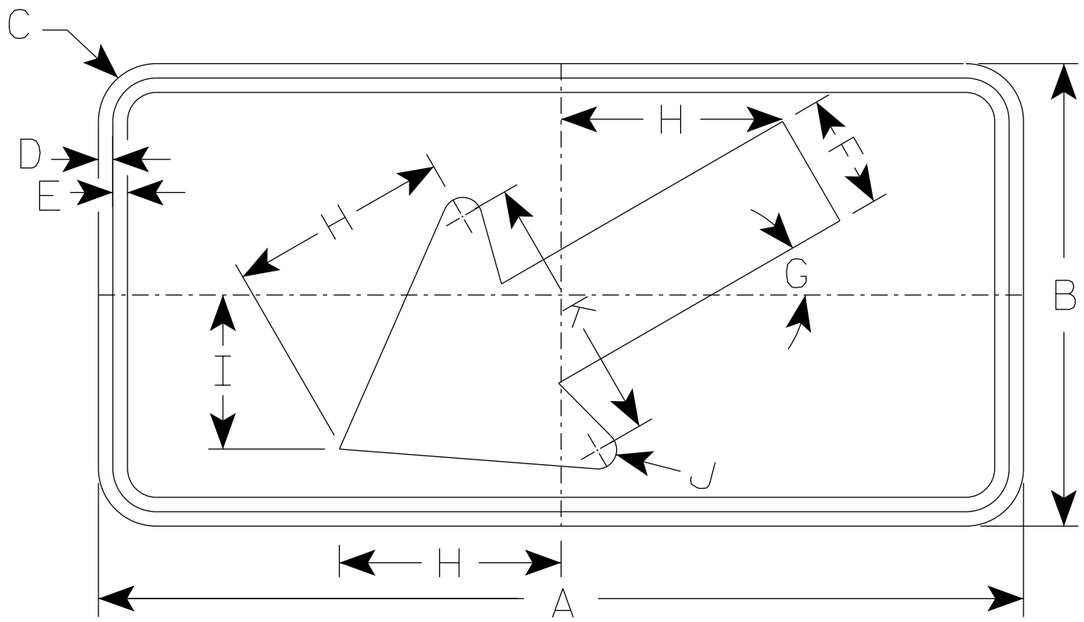
STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-15.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 354 E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

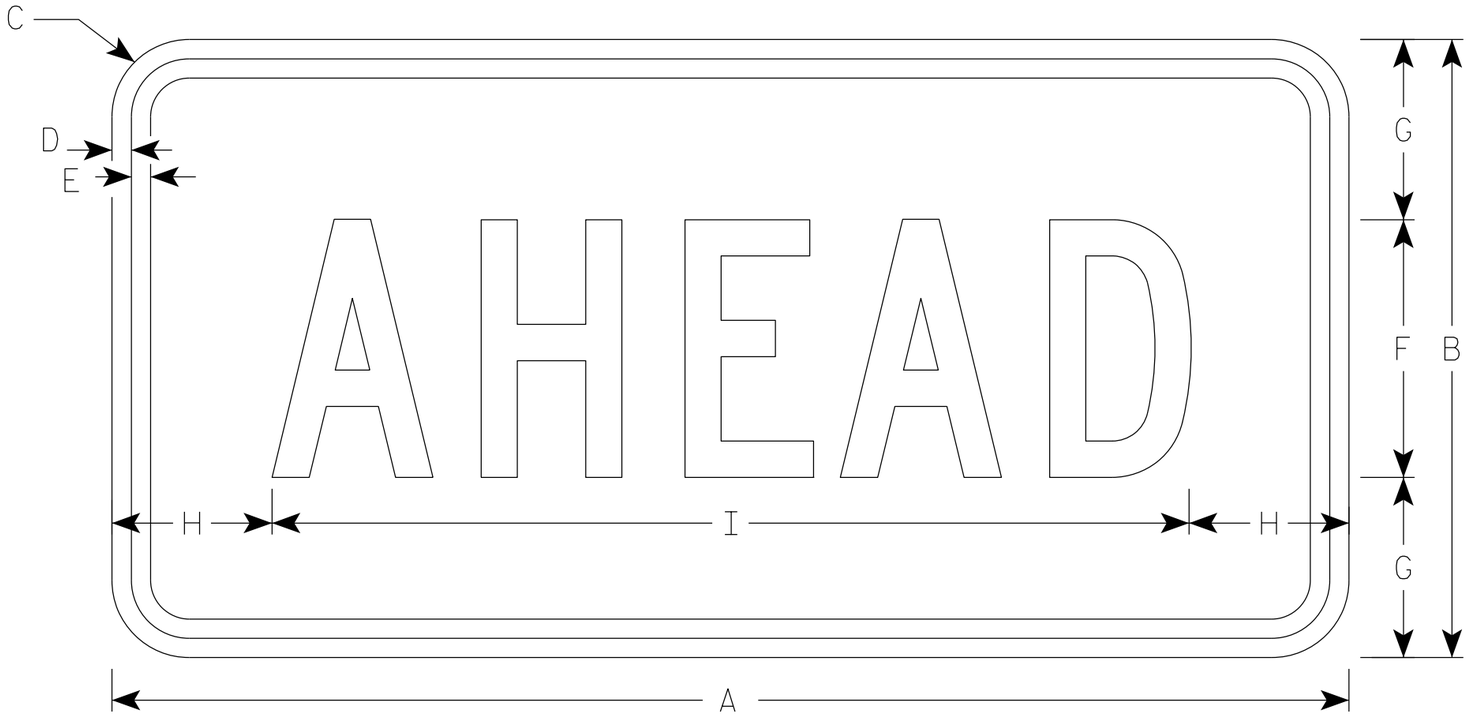
DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 355 E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

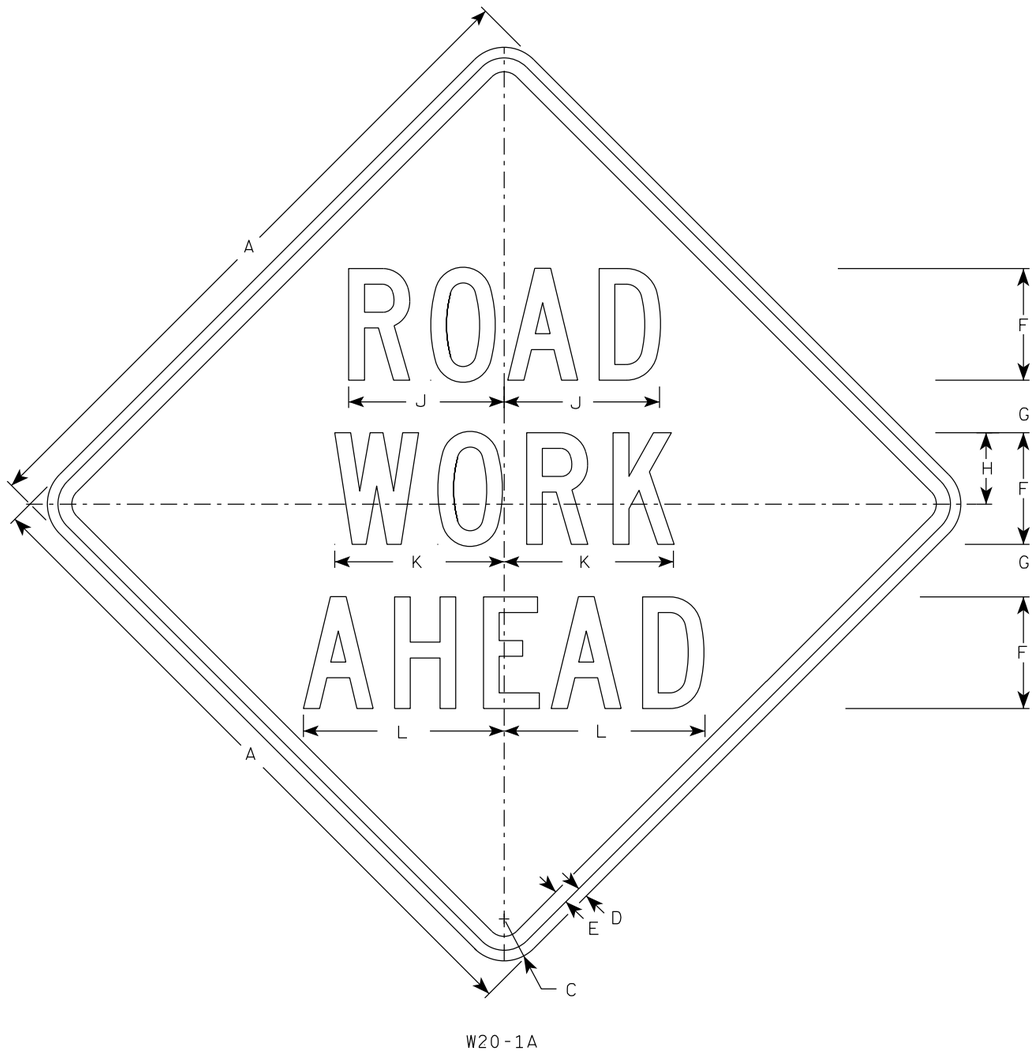
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

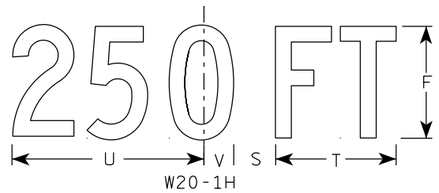
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

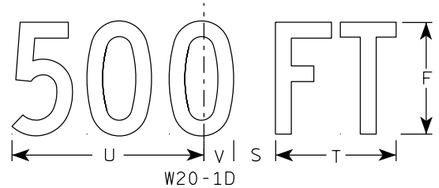
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 E



W20-1A



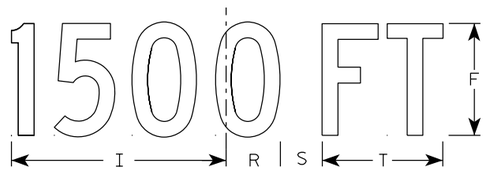
W20-1H



W20-1D



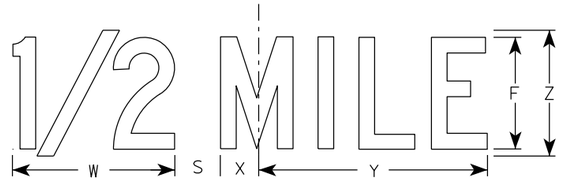
W20-1C



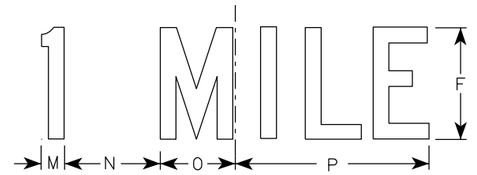
W20-1B

NOTES

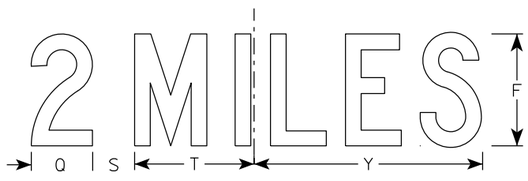
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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:

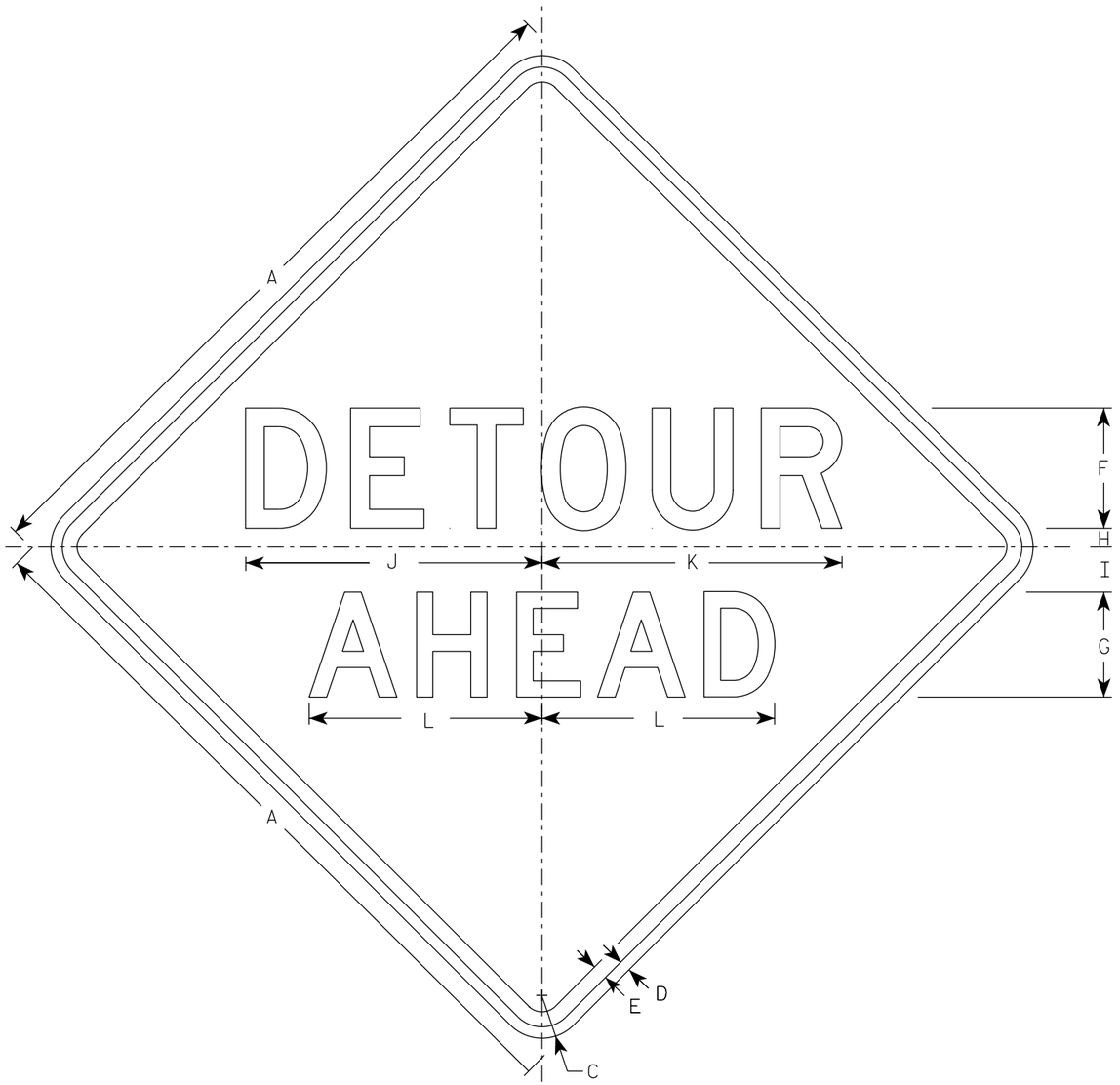
SHEET NO: 357 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

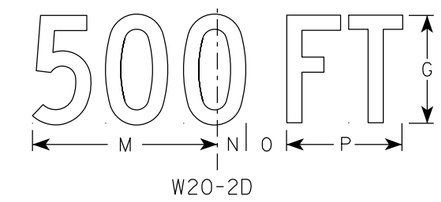
WISDOT/CADDS SHEET 42

7

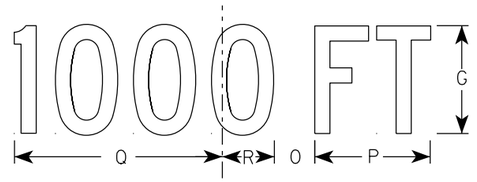
7



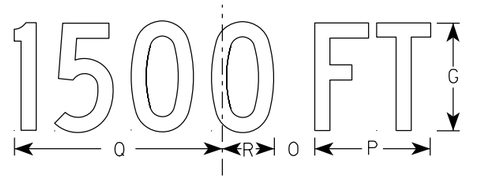
W20-2A



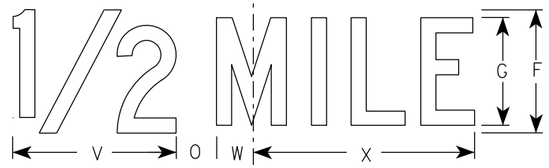
W20-2D



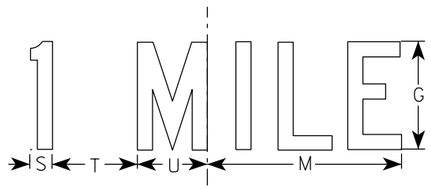
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

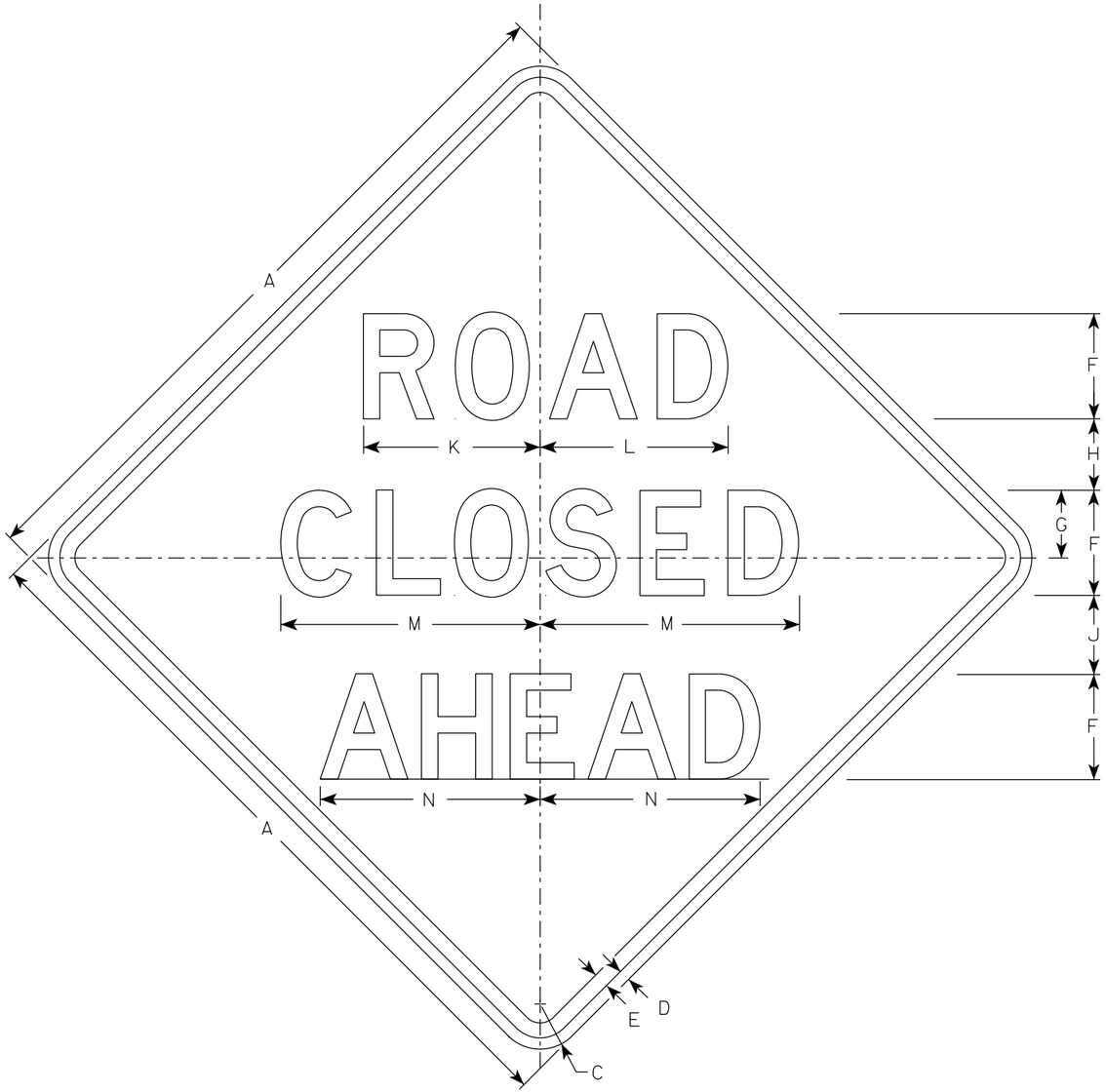
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

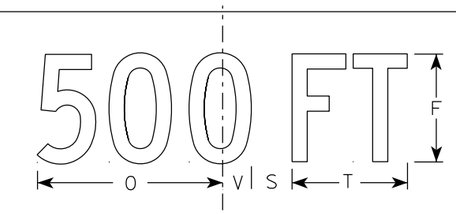
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

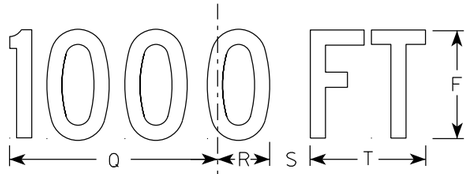
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



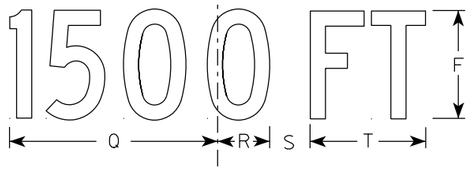
W20-3A



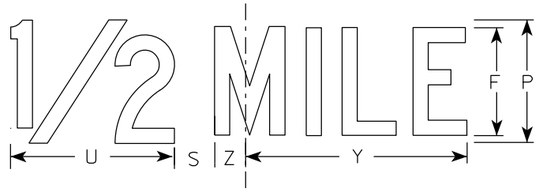
W20-3D



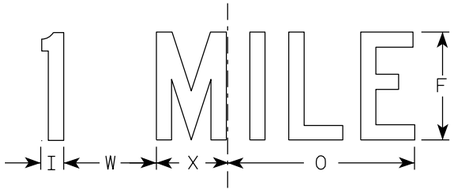
W20-3C



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

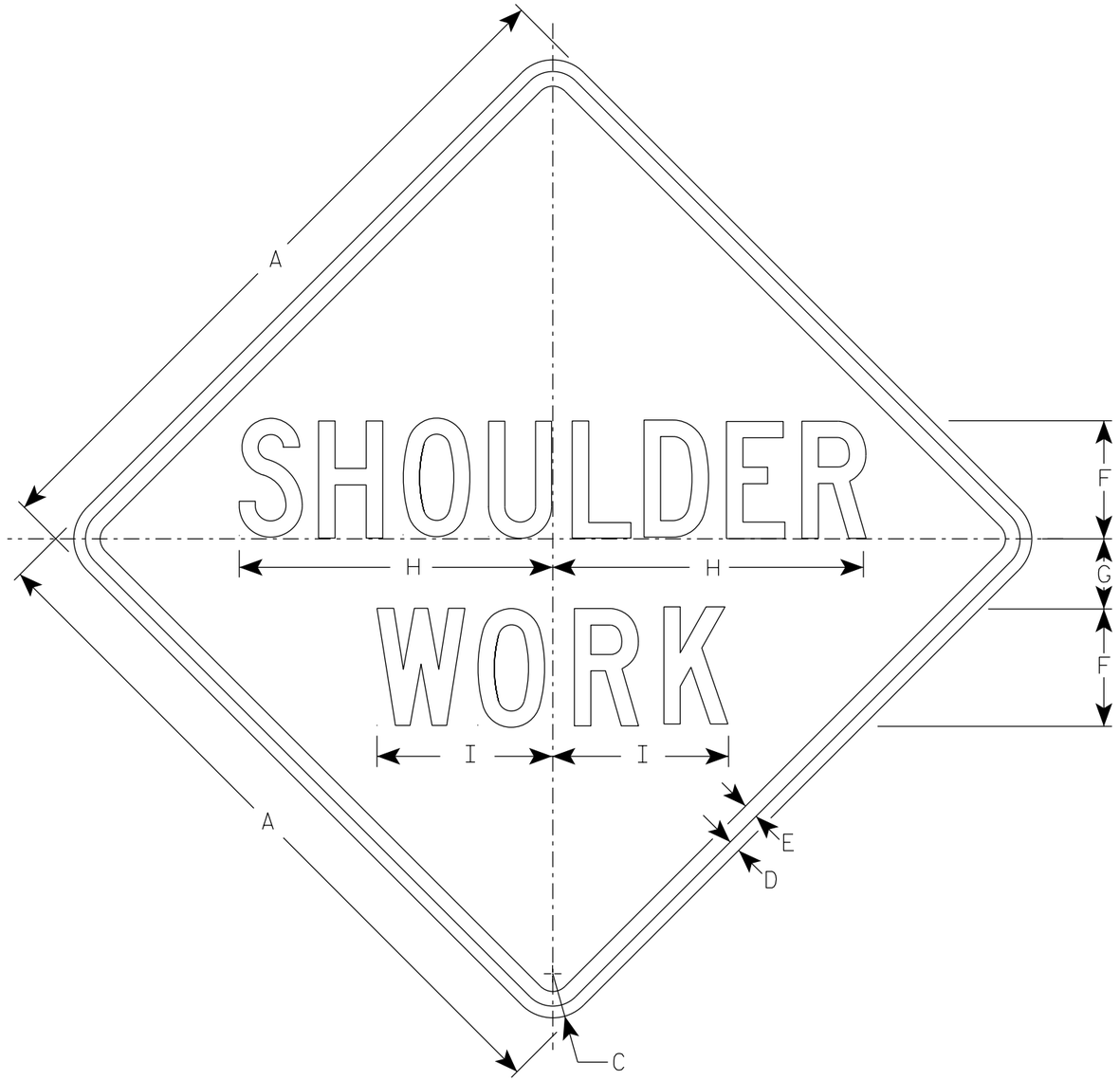
WISCONSIN DEPT OF TRANSPORTATION

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



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

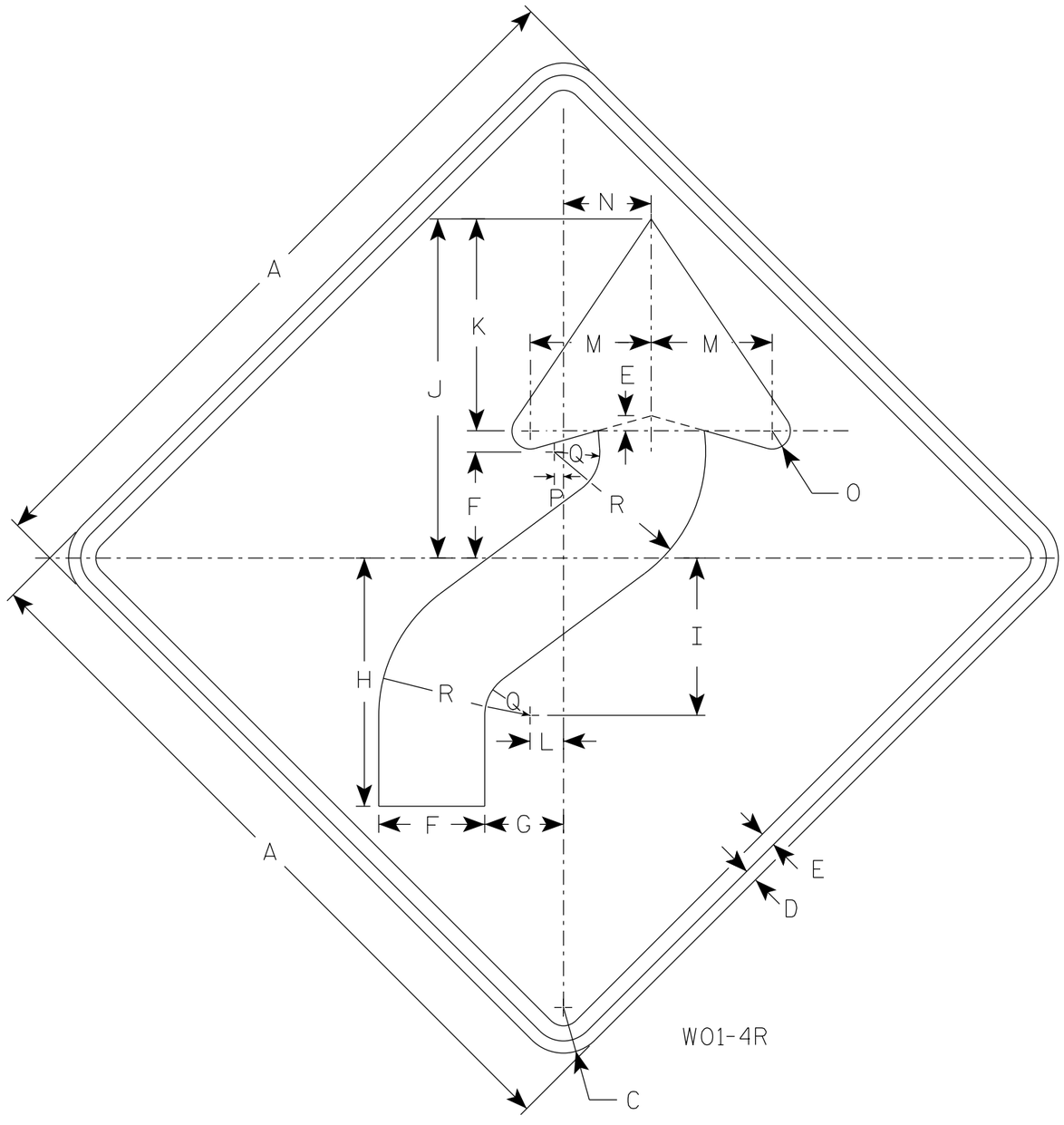
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

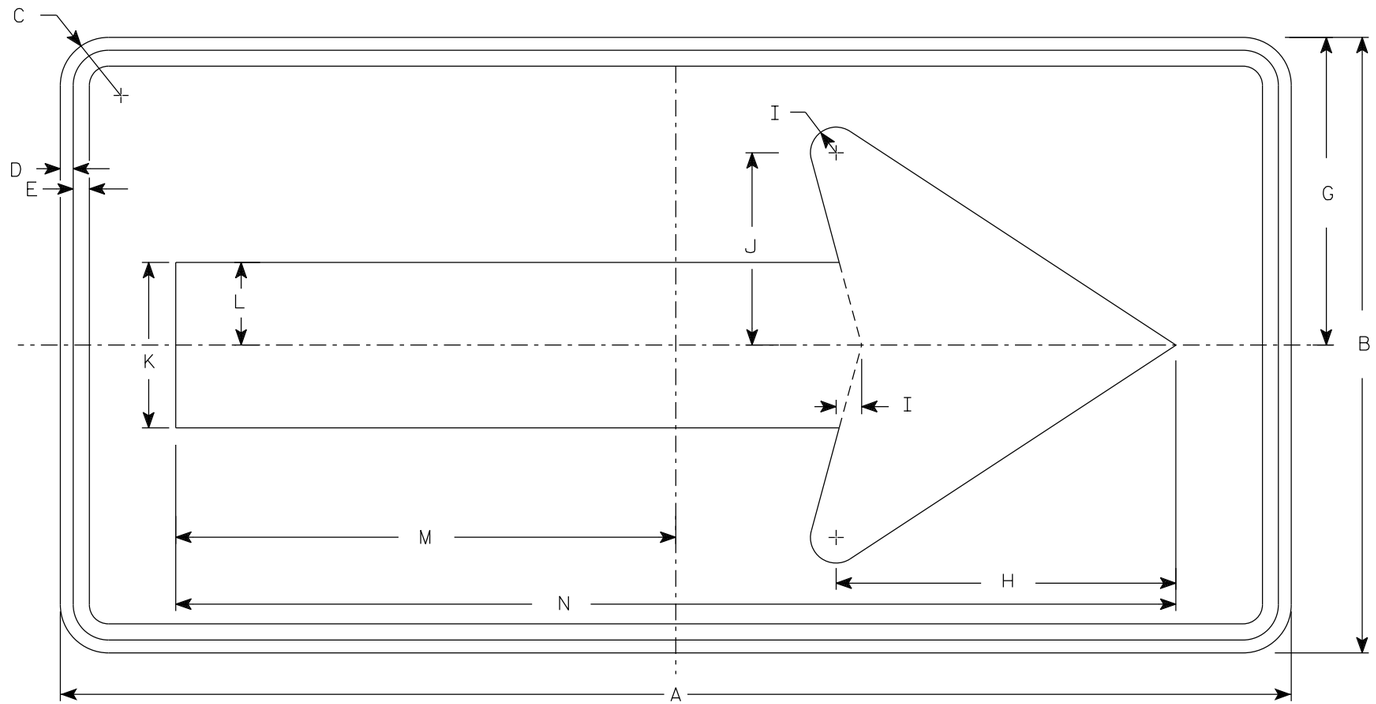
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 361 E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

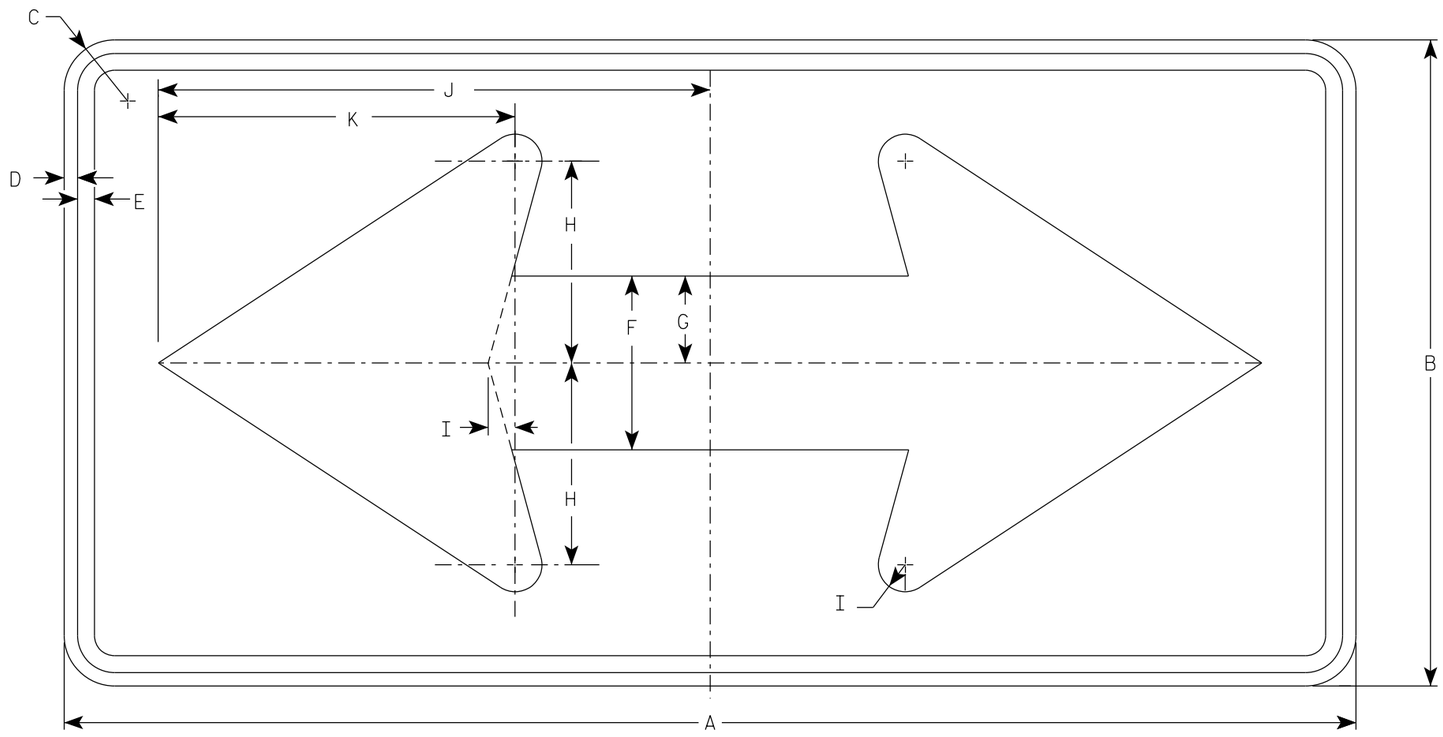
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W01-7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E

CTH W

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	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
10+41.69	1041.69	0.00	0.00	0.00	0.00	0	0	0	0	0	0
10+50.00	1050.00	8.31	0.00	0.00	0.00	0	0	0	0	0	0
11+00.00	1100.00	50.00	14.42	1.77	44.76	13	2	41	13	51	-40
11+50.00	1150.00	50.00	17.70	3.25	86.38	28	5	118	41	199	-165
12+00.00	1200.00	50.00	14.67	3.31	69.44	30	6	144	71	379	-321
12+50.00	1250.00	50.00	26.16	3.56	9.20	38	6	73	109	470	-380
13+00.00	1300.00	50.00	9.19	3.38	19.46	33	6	27	142	504	-387
13+50.00	1350.00	50.00	9.23	3.22	20.30	17	6	37	159	550	-422
14+00.00	1400.00	50.00	9.52	3.01	17.52	17	6	35	176	594	-455
14+50.00	1450.00	50.00	10.32	3.17	34.72	18	6	48	194	654	-503
15+00.00	1500.00	50.00	12.76	3.04	31.44	21	6	61	215	730	-564
15+50.00	1550.00	50.00	12.47	3.16	33.98	23	6	61	238	806	-623
16+00.00	1600.00	50.00	20.68	3.14	3.09	31	6	34	269	849	-641
16+50.00	1650.00	50.00	22.78	3.17	44.77	40	6	44	309	904	-662
17+00.00	1700.00	50.00	13.24	3.30	72.11	33	6	108	342	1039	-770
17+50.00	1750.00	50.00	12.22	3.35	78.15	24	6	139	366	1213	-926
17+65.35	1765.35	15.35	12.46	3.26	76.53	7	2	44	373	1268	-976
18+00.00	1800.00	34.65	12.79	3.26	73.28	16	4	96	389	1388	-1084
18+50.00	1850.00	50.00	13.74	3.23	77.93	25	6	140	414	1563	-1240
19+00.00	1900.00	50.00	12.80	3.15	78.45	25	6	145	439	1744	-1402
19+50.00	1950.00	50.00	11.51	3.20	64.78	23	6	133	462	1910	-1551
20+00.00	2000.00	50.00	23.07	3.20	47.91	32	6	104	494	2040	-1655
20+50.00	2050.00	50.00	53.25	3.26	7.90	71	6	52	565	2105	-1655
21+00.00	2100.00	50.00	50.30	3.08	28.24	96	6	33	661	2146	-1606
21+50.00	2150.00	50.00	37.98	2.73	27.96	82	5	52	743	2211	-1594
22+00.00	2200.00	50.00	8.47	0.07	0.00	43	3	26	786	2244	-1587
22+50.00	2250.00	50.00	0.00	0.00	0.00	8	0	0	794	2244	-1579
23+00.00	2300.00	50.00	4.97	0.00	0.00	5	0	0	799	2244	-1574
23+50.00	2350.00	50.00	8.05	0.00	97.13	12	0	90	811	2356	-1674
24+00.00	2400.00	50.00	9.66	3.40	63.05	16	3	148	827	2541	-1846
24+50.00	2450.00	50.00	21.43	5.37	33.72	29	8	90	856	2654	-1938
25+00.00	2500.00	50.00	25.36	5.53	18.40	43	10	48	899	2714	-1965
25+29.31	2529.31	29.31	17.73	4.66	20.09	23	6	21	922	2740	-1974
25+50.00	2550.00	20.69	11.01	4.45	24.40	11	3	17	933	2761	-1987
26+00.00	2600.00	50.00	11.15	5.88	29.45	21	10	50	954	2824	-2039
26+50.00	2650.00	50.00	9.88	7.05	33.22	19	12	58	973	2896	-2104
27+00.00	2700.00	50.00	9.06	6.34	37.22	18	12	65	991	2978	-2180
27+24.34	2724.34	24.34	9.51	6.52	25.33	8	6	28	999	3013	-2213
27+50.00	2750.00	25.66	9.84	6.41	18.64	9	6	21	1008	3039	-2236
28+00.00	2800.00	50.00	10.78	5.91	7.20	19	11	24	1027	3069	-2258
28+50.00	2850.00	50.00	19.28	3.34	3.98	28	9	10	1055	3081	-2251
29+00.00	2900.00	50.00	11.23	19.51	24.23	28	21	26	1083	3114	-2277
29+50.00	2950.00	50.00	12.56	3.36	3.22	22	21	25	1105	3145	-2307
30+00.00	3000.00	50.00	65.79	3.16	7.43	73	6	10	1178	3158	-2253
30+50.00	3050.00	50.00	67.33	3.06	2.84	123	6	10	1301	3170	-2148
30+63.04	3063.04	13.04	145.87	19.54	2.55	51	5	1	1352	3171	-2103
31+00.00	3100.00	36.96	95.22	39.09	11.50	165	40	10	1517	3184	-1991
31+50.00	3150.00	50.00	36.18	22.63	95.53	122	57	99	1639	3308	-2050
31+63.95	3163.95	13.95	30.55	22.66	142.19	17	12	61	1656	3384	-2121
32+00.00	3200.00	36.05	25.65	22.60	134.20	38	30	185	1694	3615	-2344
32+45.91	3245.91	45.91	46.86	22.46	236.13	62	38	315	1756	4009	-2714
32+50.00	3250.00	4.09	46.86	22.50	236.13	7	3	36	1763	4054	-2755
32+84.37	3284.37	34.37	146.98	22.52	158.70	123	29	251	1886	4368	-2975
33+00.00	3300.00	15.63	169.87	22.70	103.98	92	13	76	1978	4463	-2991
33+09.37	3309.37	9.37	177.78	22.81	52.27	60	8	27	2038	4496	-2972

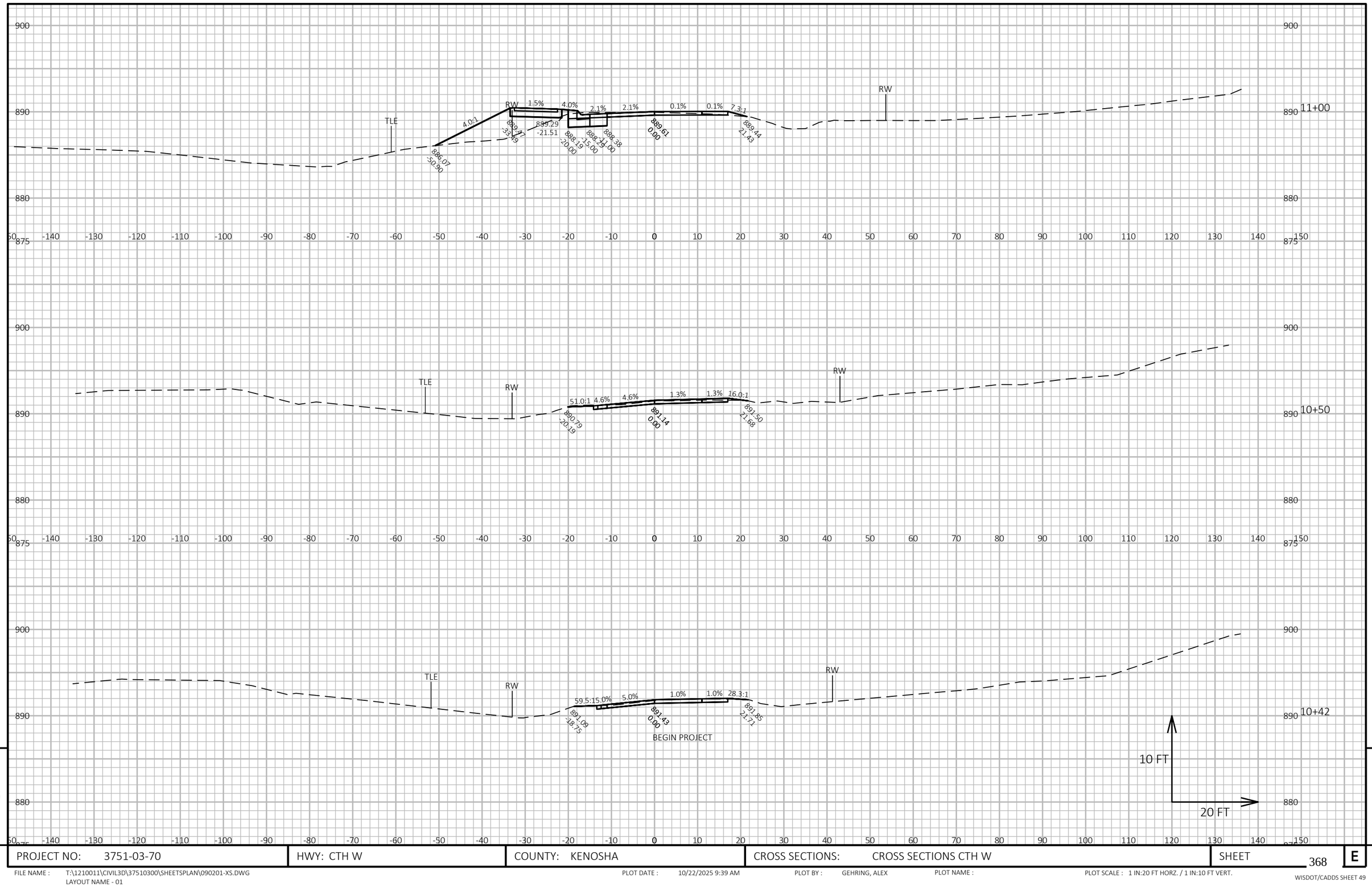
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
33+34.36	3334.36	24.99	193.81	22.63	30.88	172	21	38	2210	4544	-2869
33+50.00	3350.00	15.64	196.42	22.62	20.59	113	13	15	2323	4563	-2788
34+00.00	3400.00	50.00	171.76	22.45	12.77	341	42	31	2664	4601	-2527
34+50.00	3450.00	50.00	81.03	42.02	127.99	234	60	130	2898	4764	-2516
35+00.00	3500.00	50.00	61.11	22.39	585.26	132	60	660	3030	5589	-3269
35+50.00	3550.00	50.00	76.18	22.41	411.10	127	41	923	3157	6743	-4337
36+00.00	3600.00	50.00	176.09	22.53	7.93	234	42	388	3391	7228	-4630
36+23.49	3623.49	23.49	330.29	22.79	0.73	220	20	4	3611	7233	-4435
36+48.49	3648.49	25.00	500.49	22.49	0.00	385	21	0	3996	7233	-4071
36+50.00	3650.00	1.51	510.86	22.48	0.00	28	1	0	4024	7233	-4044
36+73.49	3673.49	23.49	652.73	22.45	0.00	506	20	0	4530	7233	-3558
37+00.00	3700.00	26.51	743.62	22.54	0.00	686	22	0	5216	7233	-2894
37+50.00	3750.00	50.00	890.84	22.54	0.00	1513	42	0	6729	7233	-1423
38+00.00	3800.00	50.00	965.65	22.60	0.00	1719	42	0	8448	7233	255
38+05.72	3805.72	5.72	987.93	22.62	0.12	207	5	0	8655	7233	457
38+50.00	3850.00	44.28	1285.97	22.33	0.00	1865	37	0	10520	7233	2285
39+00.00	3900.00	50.00	1708.18	22.52	0.00	2772	42	0	13292	7233	5015
39+50.00	3950.00	50.00	1996.24	22.50	0.00	3430	42	0	16722	7233	8403
40+00.00	4000.00	50.00	1852.98	22.49	0.00	3564	42	0	20286	7233	11925
40+50.00	4050.00	50.00	1374.14	22.57	0.00	2988	42	0	23274	7233	14871
41+00.00	4100.00	50.00	867.71	22.36	0.00	2076	42	0	25350	7233	16905
41+50.00	4150.00	50.00	658.31	22.39	0.00	1413	41	0	26763	7233	18277
42+00.00	4200.00	50.00	467.52	22.50	0.00	1042	42	0	27805	7233	19277
42+50.00	4250.00	50.00	438.78	22.31	0.00	839	41	0	28644	7233	20075
43+00.00	4300.00	50.00	369.19	22.35	0.00	748	41	0	29392	7233	20782
43+50.00	4350.00	50.00	259.48	22.43	0.00	582	41	0	29974	7233	21323
44+00.00	4400.00	50.00	285.99	22.40	0.00	505	42	0	30479	7233	21786
44+50.00	4450.00	50.00	299.86	22.28	1.19	542	41	1	31021	7234	22285
45+00.00	4500.00	50.00	379.79	22.31	9.84	629	41	10	31650	7246	22861
45+50.00	4550.00	50.00	135.75	22.34	29.59	477	41	37	32127	7293	23251
45+63.31	4563.31	13.31	82.28	22.34	40.48	54	11	17	32181	7314	23272
46+00.00	4600.00	36.69	51.30	28.95	49.00	91	35	61	32272	7390	23252
46+50.00	4650.00	50.00	60.81	5.86	170.80	104	32	204	32376	7645	23069
47+00.00	4700.00	50.00	81.45	5.80	185.08	132	11	330	32508	8058	22778
47+50.00	4750.00	50.00	58.68	5.73	129.51	130	11	291	32638	8421	22533
48+00.00	4800.00	50.00	48.30	5.66	181.81	99	11	288	32737	8781	22261
48+50.00	4850.00	50.00	44.80	5.71	209.14	86	11	362	32823	9234	21883
49+00.00	4900.00	50.00	39.87	5.81	147.77	78	11	330	32901	9646	21538
49+50.00	4950.00	50.00	23.47	5.71	105.19	59	11	234	32960	9939	21293
49+58.72	4958.72	8.72	23.66	5.87	94.64	8	2	32	32968	9979	21259
50+00.00	5000.00	41.28	19.01	6.01	81.05	33	9	134	33001	10146	21116
50+50.00	5050.00	50.00	24.43	10.40	141.47	40	15	206	33041	10404	20883
50+59.86	5059.86	9.86	31.13	25.21	145.04	10	7	52	33051	10469	20821
51+00.00	5100.00	40.14	32.81	5.86	86.40	48	23	172	33099	10684	20631
51+50.00	5150.00	50.00	60.00	5.98	1.34	86	11	81	33185	10785	20605
52+00.00	5200.00	50.00	44.08	8.27	1.76	96	13	3	33281	10789	20684
52+17.23	5217.23	17.23	47.19	29.21	5.51	29	12	2	33310	10791	20699
52+50.00	5250.00	32.77	33.06	6.01	5.56	49	21	7	33359	10800	20718
53+00.00	5300.00	50.00	26.22	5.86	13.07	55	11	17	33414	10821	20741
53+35.49	5335.49	35.49	25.66	19.29	4.04	34	17	11	33448	10835	20744
53+50.00	5350.00	14.51	25.19	6.44	16.10	14	7	5	33462	10841	20745
54+00.00	5400.00	50.00	53.17	5.97	12.68	73	11	27	33535	10875	20773
54+50.00	5450.00	50.00	23.04	5.82	36.09	71	11	45	33606	10931	20777
55+00.00	5500.00	50.00	22.54	5.92	30.31	42	11	61	33648	11008	20732
55+50.00	5550.00	50.00	13.04	3.54	19.53	33	9	46	33681	11065	20698

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	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
56+00.00	5600.00	50.00	55.19	40.77	1.78	63	41	20	33744	11090	20695
56+15.13	5615.13	15.13	59.17	41.81	1.24	32	23	1	33776	11091	20703
56+50.00	5650.00	34.87	26.18	8.13	14.85	55	32	10	33831	11104	20713
57+00.00	5700.00	50.00	32.01	5.78	7.31	54	13	21	33885	11130	20728
57+50.00	5750.00	50.00	36.38	5.78	4.09	63	11	11	33948	11144	20766
57+83.41	5783.41	33.41	45.14	5.84	2.53	50	7	4	33998	11149	20804
58+00.00	5800.00	16.59	36.45	5.83	4.20	25	4	2	34023	11151	20823
58+50.00	5850.00	50.00	45.78	5.86	2.34	76	11	6	34099	11159	20880
58+85.05	5885.05	35.05	57.08	20.36	1.99	67	17	3	34166	11163	20927
59+00.00	5900.00	14.95	56.81	5.76	2.92	32	7	1	34198	11164	20950
59+50.00	5950.00	50.00	111.36	5.75	1.09	156	11	4	34354	11169	21090
60+00.00	6000.00	50.00	24.88	5.77	8.90	126	11	9	34480	11180	21194
60+50.00	6050.00	50.00	44.81	34.33	4.23	65	37	12	34545	11195	21207
60+56.49	6056.49	6.49	58.60	35.90	1.10	12	8	1	34557	11196	21210
60+62.01	6062.01	5.52	57.70	50.43	1.34	12	9	0	34569	11196	21213
61+00.00	6100.00	37.99	30.58	5.80	12.96	62	40	10	34631	11209	21222
61+50.00	6150.00	50.00	28.73	5.84	11.86	55	11	23	34686	11238	21238
62+00.00	6200.00	50.00	34.88	5.91	11.50	59	11	22	34745	11265	21258
62+21.36	6221.36	21.36	56.42	48.60	1.21	36	22	5	34781	11271	21266
62+24.81	6224.81	3.45	52.89	48.30	1.93	7	6	0	34788	11271	21267
62+50.00	6250.00	25.19	32.08	5.98	22.24	40	25	11	34828	11285	21268
63+00.00	6300.00	50.00	21.41	5.79	42.68	50	11	60	34878	11360	21232
63+50.00	6350.00	50.00	20.17	5.96	19.20	39	11	57	34917	11431	21189
64+00.00	6400.00	50.00	20.88	6.01	9.82	38	11	27	34955	11465	21182
64+27.85	6427.85	27.85	31.42	17.58	6.88	27	12	9	34982	11476	21186
64+50.00	6450.00	22.15	23.40	5.92	4.17	22	10	5	35004	11483	21192
65+00.00	6500.00	50.00	23.47	5.86	3.48	43	11	7	35047	11491	21215
65+50.00	6550.00	50.00	23.33	6.14	12.04	43	11	14	35090	11509	21229
66+00.00	6600.00	50.00	11.72	3.31	7.53	32	9	18	35122	11531	21230
66+50.00	6650.00	50.00	33.75	5.92	1.33	42	9	8	35164	11541	21253
67+00.00	6700.00	50.00	34.05	5.94	1.74	63	11	3	35227	11545	21301
67+50.00	6750.00	50.00	34.93	5.84	6.44	64	11	8	35291	11555	21344
68+00.00	6800.00	50.00	30.34	5.84	33.29	60	11	37	35351	11601	21347
68+50.00	6850.00	50.00	36.48	5.88	21.99	62	11	51	35413	11665	21334
69+00.00	6900.00	50.00	72.11	5.80	1.67	101	11	22	35514	11693	21397
69+50.00	6950.00	50.00	107.68	5.82	0.72	166	11	2	35680	11695	21549
70+00.00	7000.00	50.00	46.09	5.64	5.78	142	11	6	35822	11703	21673
70+50.00	7050.00	50.00	22.06	5.88	16.89	63	11	21	35885	11729	21698
71+00.00	7100.00	50.00	27.29	5.94	27.42	46	11	41	35931	11780	21682
71+38.19	7138.19	38.19	49.71	5.86	23.26	54	8	36	35985	11825	21683
71+50.00	7150.00	11.81	37.24	5.72	19.82	19	3	9	36004	11836	21688
72+00.00	7200.00	50.00	33.55	5.71	16.98	66	11	34	36070	11879	21700
72+50.00	7250.00	50.00	39.36	5.53	2.50	68	10	18	36138	11901	21736
72+56.48	7256.48	6.48	37.36	5.44	2.68	9	1	1	36147	11903	21743
73+00.00	7300.00	43.52	58.91	5.55	0.00	78	9	2	36225	11905	21809
73+50.00	7350.00	50.00	96.53	5.84	5.13	144	11	5	36369	11911	21936
74+00.00	7400.00	50.00	157.28	5.79	0.36	235	11	5	36604	11918	22154
74+50.00	7450.00	50.00	133.68	5.45	0.79	269	10	1	36873	11919	22411
75+00.00	7500.00	50.00	52.05	5.69	5.11	172	10	5	37045	11925	22567
75+50.00	7550.00	50.00	20.78	5.70	87.47	67	11	86	37112	12033	22516
76+00.00	7600.00	50.00	21.57	5.78	98.64	39	11	172	37151	12248	22329
76+50.00	7650.00	50.00	22.46	5.37	89.26	41	10	174	37192	12465	22142
77+00.00	7700.00	50.00	24.16	6.07	83.89	43	11	160	37235	12665	21974
77+50.00	7750.00	50.00	14.95	3.68	67.47	36	9	140	37271	12840	21826
78+00.00	7800.00	50.00	15.76	3.02	100.93	28	6	156	37299	13035	21653

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 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
78+39.81	7839.81	39.81	13.69	2.08	98.67	22	4	147	37321	13219	21487
78+50.00	7850.00	10.19	13.03	1.99	100.30	5	1	38	37326	13266	21444
79+00.00	7900.00	50.00	8.12	2.15	87.40	20	4	174	37346	13484	21242
79+50.00	7950.00	50.00	9.95	2.98	56.25	17	5	133	37363	13650	21088
80+00.00	8000.00	50.00	23.39	3.70	1.66	31	6	54	37394	13718	21046
80+50.00	8050.00	50.00	34.74	4.12	0.00	54	7	2	37448	13720	21090
81+00.00	8100.00	50.00	54.07	4.61	0.46	82	8	0	37530	13720	21164
81+50.00	8150.00	50.00	39.49	6.06	1.12	87	10	1	37617	13721	21240
82+00.00	8200.00	50.00	41.23	6.90	1.50	75	12	2	37692	13724	21300
82+36.91	8236.91	36.91	37.30	7.17	2.41	54	10	3	37746	13728	21341
82+50.00	8250.00	13.09	43.09	6.60	0.58	19	3	1	37765	13729	21355
83+00.00	8300.00	50.00	9.97	0.00	0.09	49	6	1	37814	13730	21397
83+30.12	8330.12	30.12	7.92	0.00	0.58	10	0	0	37824	13730	21407
83+50.00	8350.00	19.88	7.52	0.00	0.21	6	0	0	37830	13730	21413
84+00.00	8400.00	50.00	8.30	0.00	0.27	15	0	0	37845	13730	21428
84+50.00	8450.00	50.00	6.25	0.00	0.48	13	0	1	37858	13731	21440
85+00.00	8500.00	50.00	10.29	0.00	0.00	15	0	0	37873	13731	21455
85+27.19	8527.19	27.19	8.39	0.00	0.24	9	0	0	37882	13731	21464
85+50.00	8550.00	22.81	8.95	0.00	0.11	7	0	0	37889	13731	21471
86+00.00	8600.00	50.00	85.14	32.95	1.71	87	31	2	37976	13734	21524
86+50.00	8650.00	50.00	155.67	72.00	0.00	223	97	2	38199	13736	21648
86+76.28	8676.28	26.28	188.67	93.98	0.00	168	81	0	38367	13736	21735
86+78.69	8678.69	2.41	190.38	95.09	0.00	17	8	0	38384	13736	21744
87+00.00	8700.00	21.31	82.54	36.09	0.00	108	52	0	38492	13736	21800
87+50.00	8750.00	50.00	85.47	32.78	0.59	156	64	1	38648	13738	21891
88+00.00	8800.00	50.00	98.50	32.84	0.00	170	61	1	38818	13739	21998
88+07.59	8807.59	7.59	101.17	32.80	0.00	28	9	0	38846	13739	22017
88+50.00	8850.00	42.41	102.29	32.77	1.76	160	51	1	39006	13740	22125
89+00.00	8900.00	50.00	103.35	32.83	3.40	190	61	5	39196	13746	22248
89+07.92	8907.92	7.92	104.41	32.89	1.47	30	10	1	39226	13748	22267
89+27.88	8927.88	19.96	105.17	33.03	1.41	77	24	1	39303	13749	22318
89+50.00	8950.00	22.12	107.73	32.87	1.23	87	27	1	39390	13750	22377
89+88.79	8988.79	38.79	126.19	32.68	0.00	168	47	1	39558	13751	22497
90+00.00	9000.00	11.21	132.06	32.78	0.00	54	14	0	39612	13751	22537
90+50.00	9050.00	50.00	129.01	32.33	0.00	242	60	0	39854	13751	22719
91+00.00	9100.00	50.00	101.76	34.28	0.00	214	62	0	40068	13751	22871
91+04.41	9104.41	4.41	98.88	34.64	0.26	16	6	0	40084	13751	22881
91+50.00	9150.00	45.59	71.70	33.64	0.00	144	58	0	40228	13751	22967
92+00.00	9200.00	50.00	194.72	91.48	0.00	247	116	0	40475	13751	23098
92+07.85	9207.85	7.85	198.18	92.43	0.00	57	27	0	40532	13751	23128
92+50.00	9250.00	42.15	73.03	32.90	0.00	212	98	0	40744	13751	23242
93+00.00	9300.00	50.00	76.01	0.00	0.00	138	30	0	40882	13751	23350
					TOTAL	40,882	3,781	11,001			

CTH C EAST

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 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
304+75.18	30475.18	0.00	75.41	32.86	0.00	0	0	0	0	0	0
304+93.00	30493.00	17.82	73.23	32.85	0.00	49	22	0	49	0	27
					TOTAL	49	22	0			



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 368	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/22/2025 9:39 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

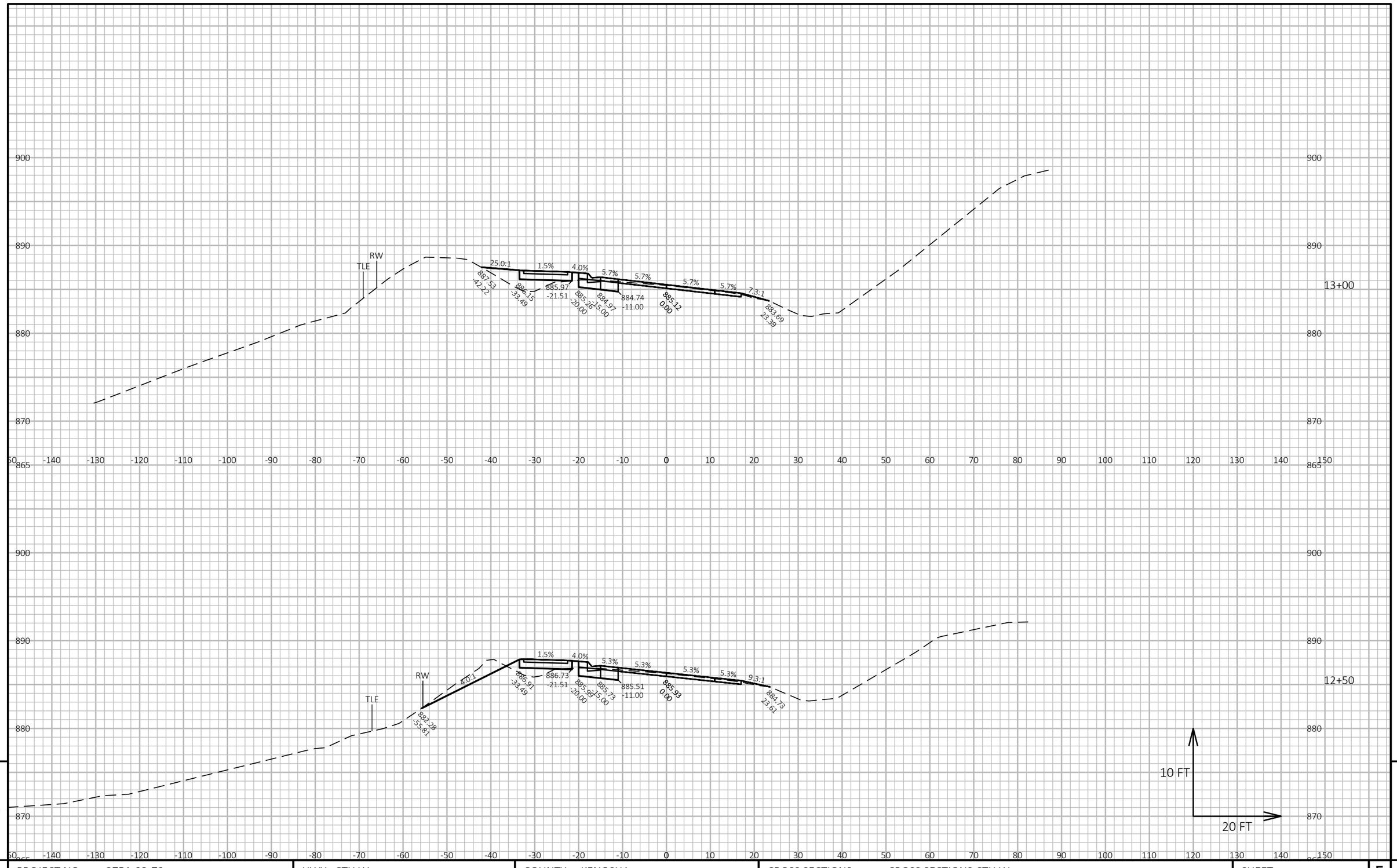
WISDOT/CADDS SHEET 49

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 369	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/22/2025 9:39 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

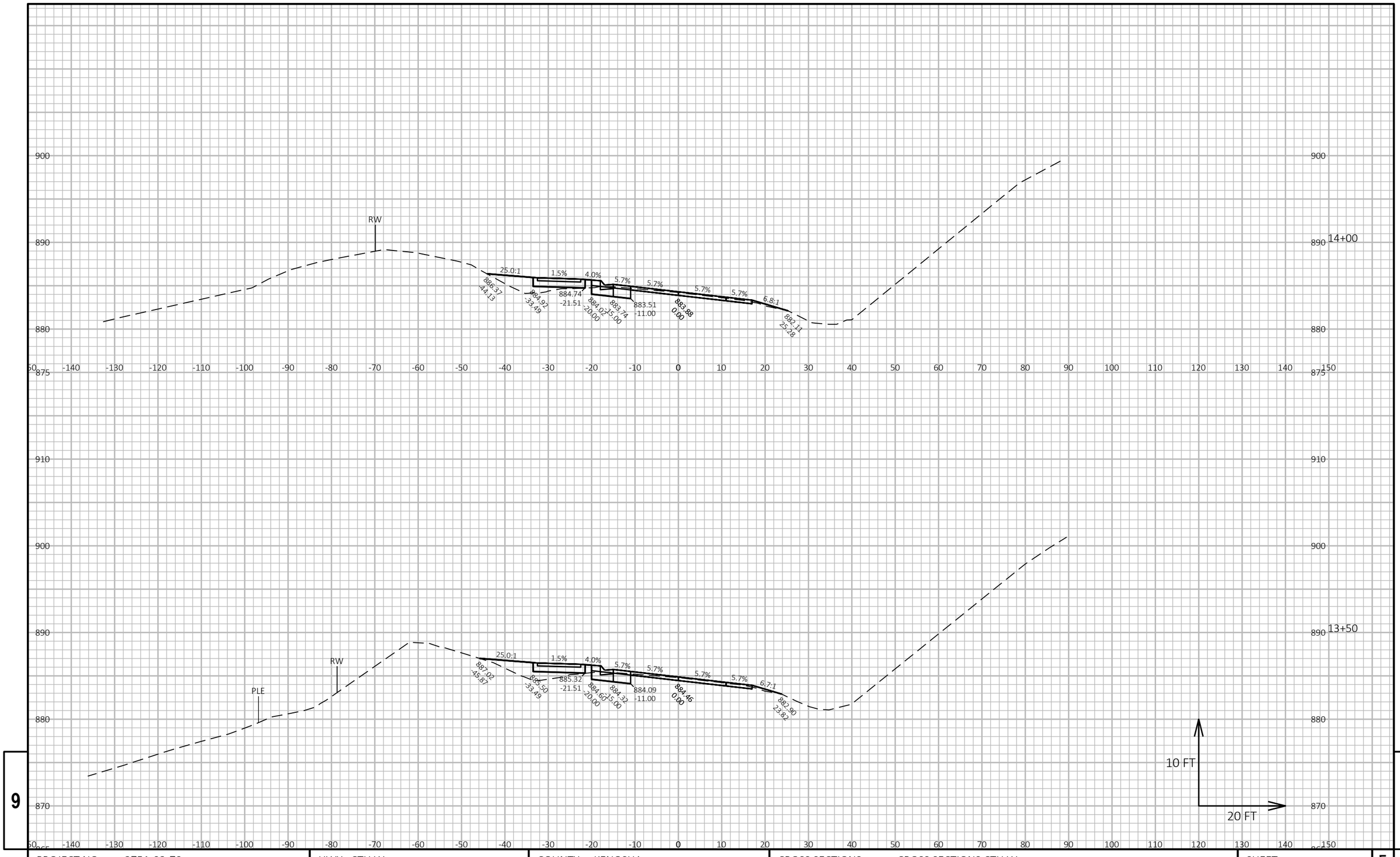
WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 370	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/22/2025 9:40 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 371	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

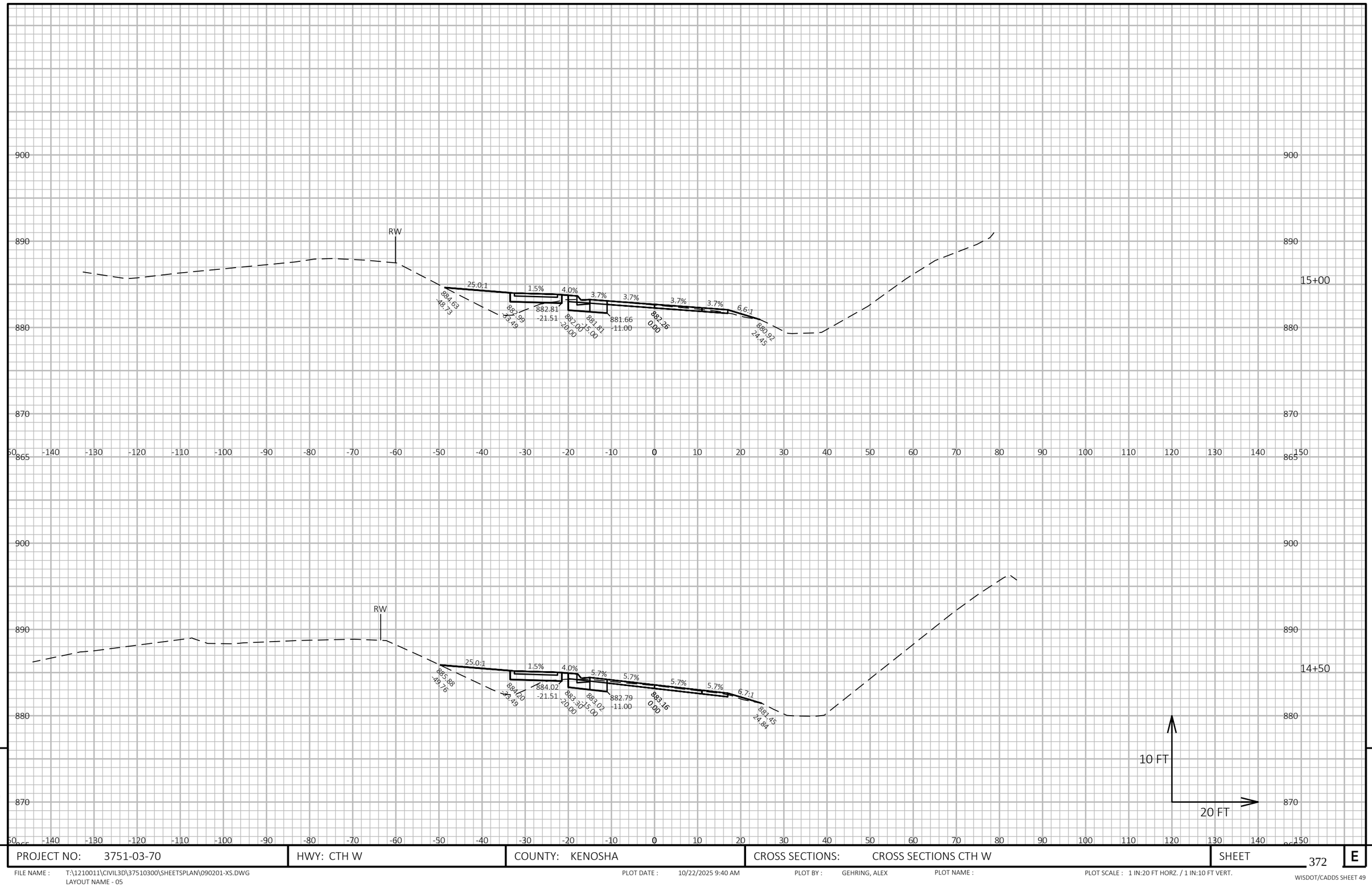
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 372	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

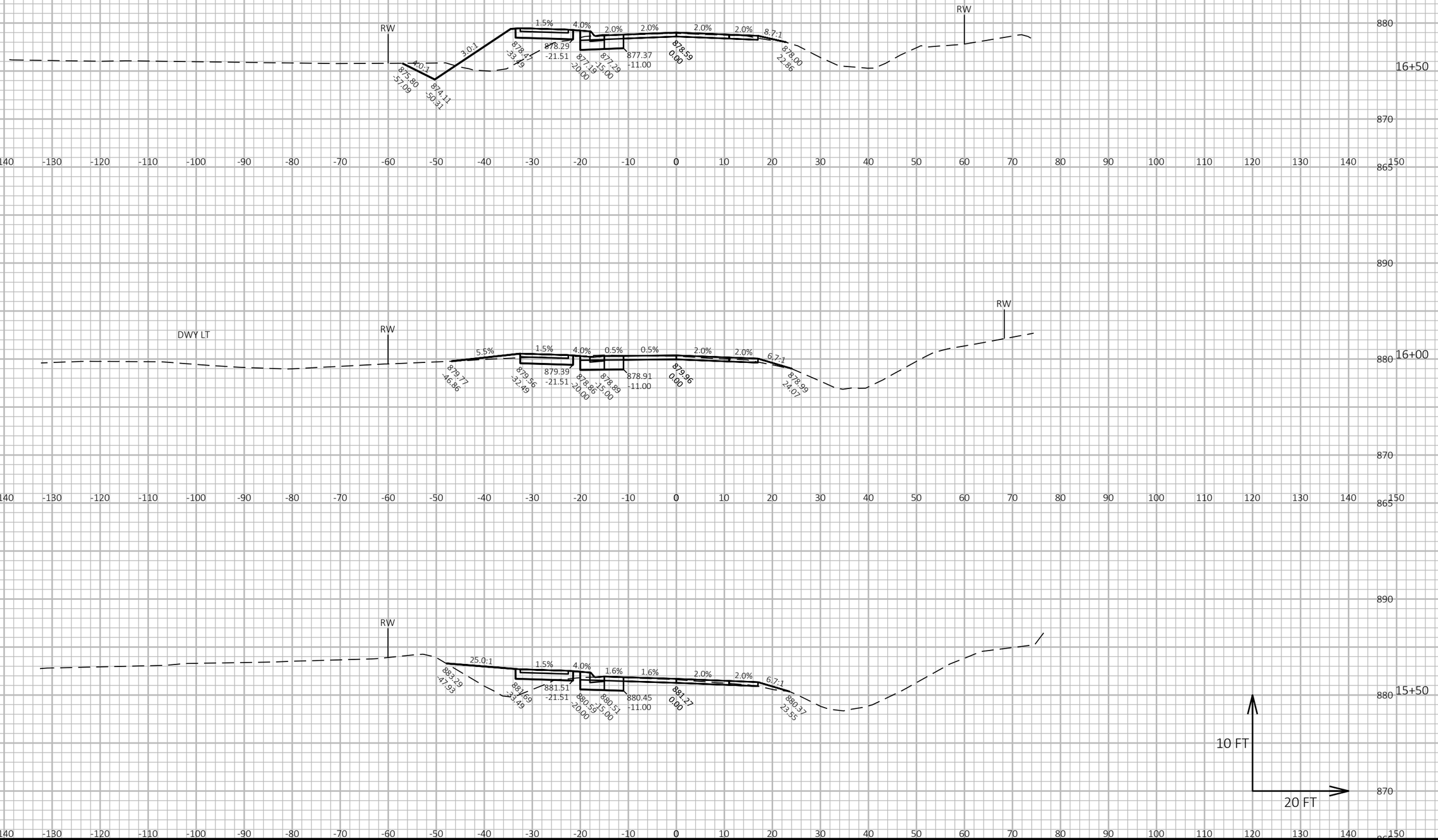
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 373	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

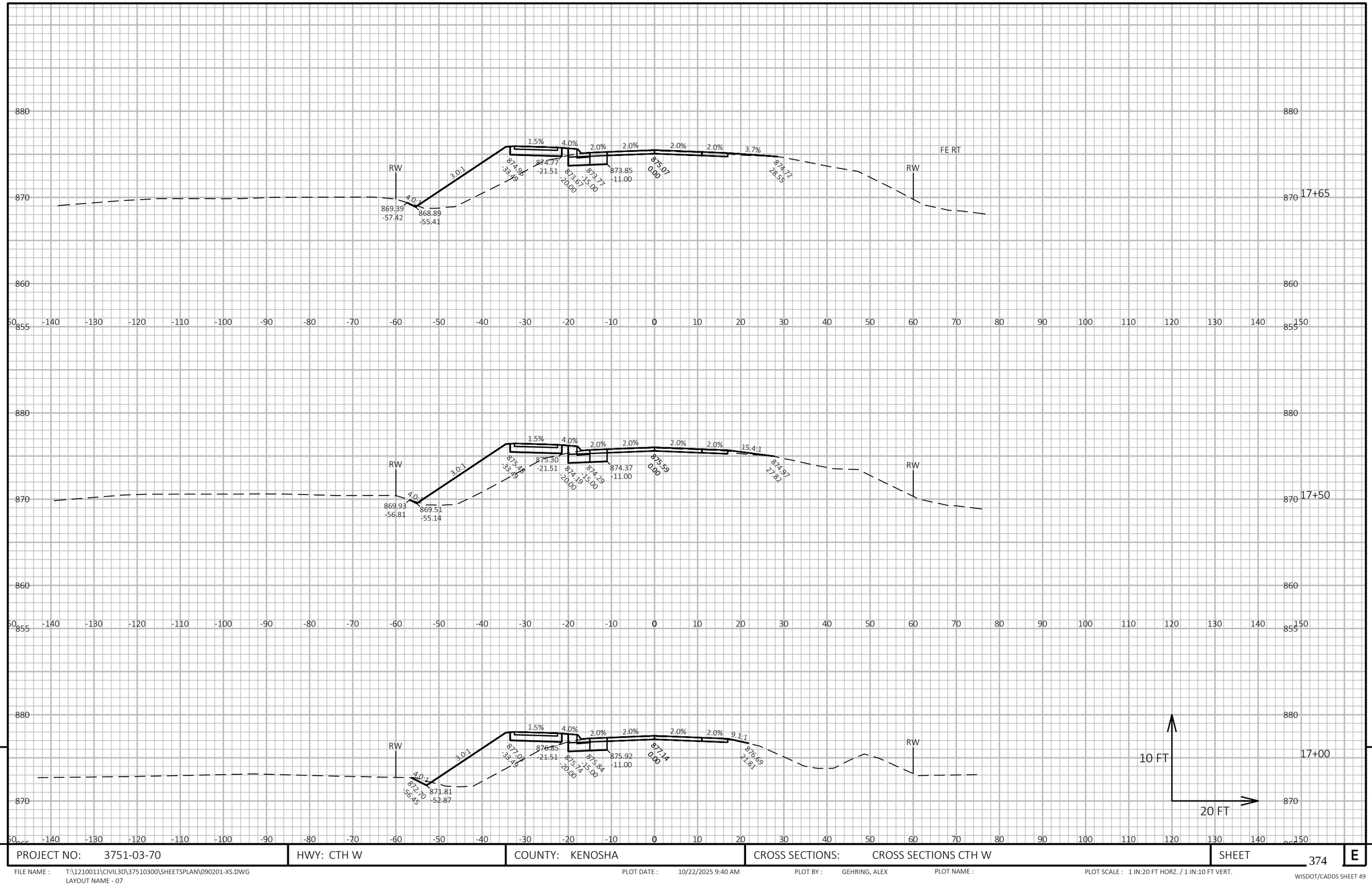
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

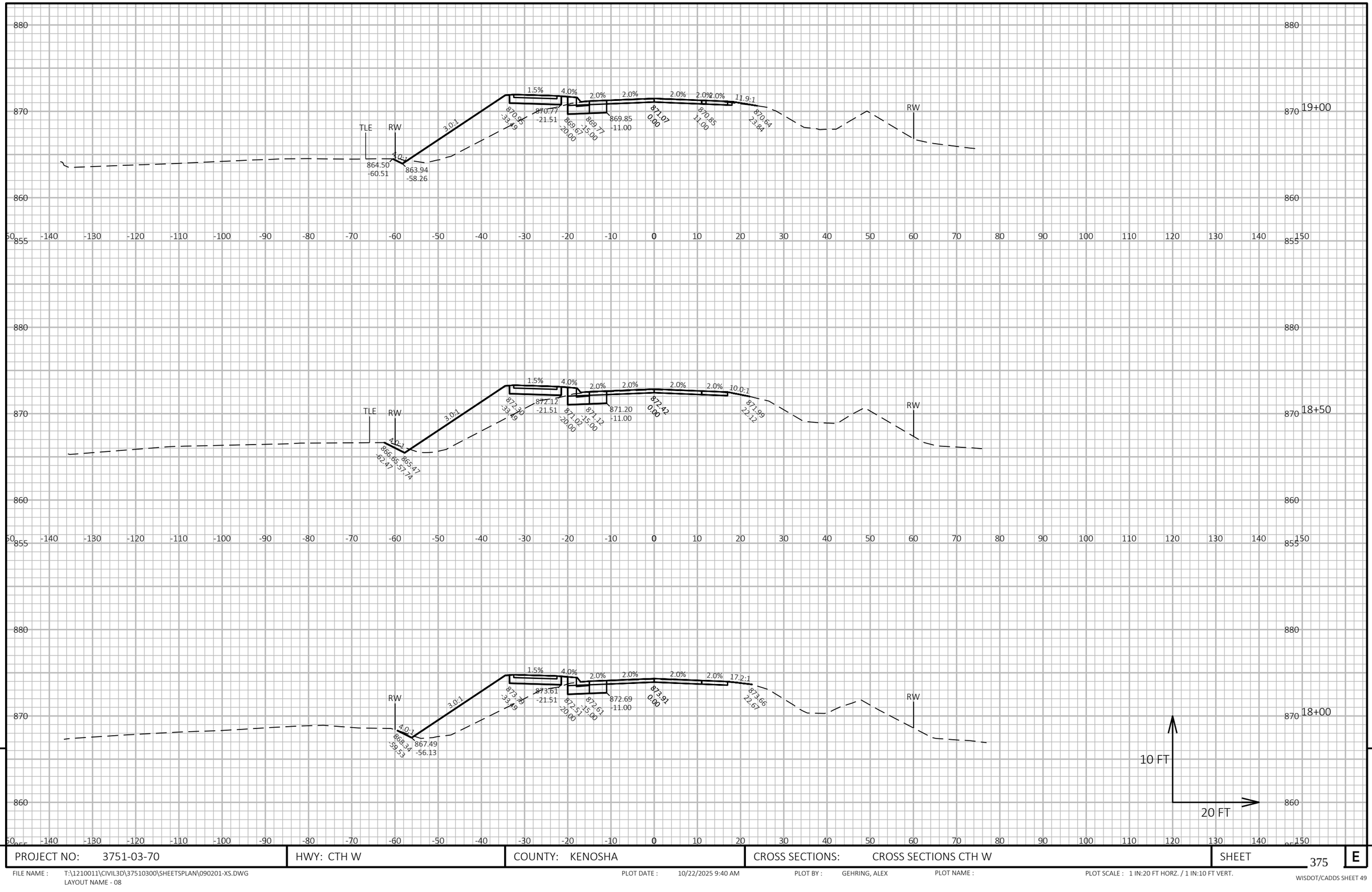


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 374 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/22/2025 9:40 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 375 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

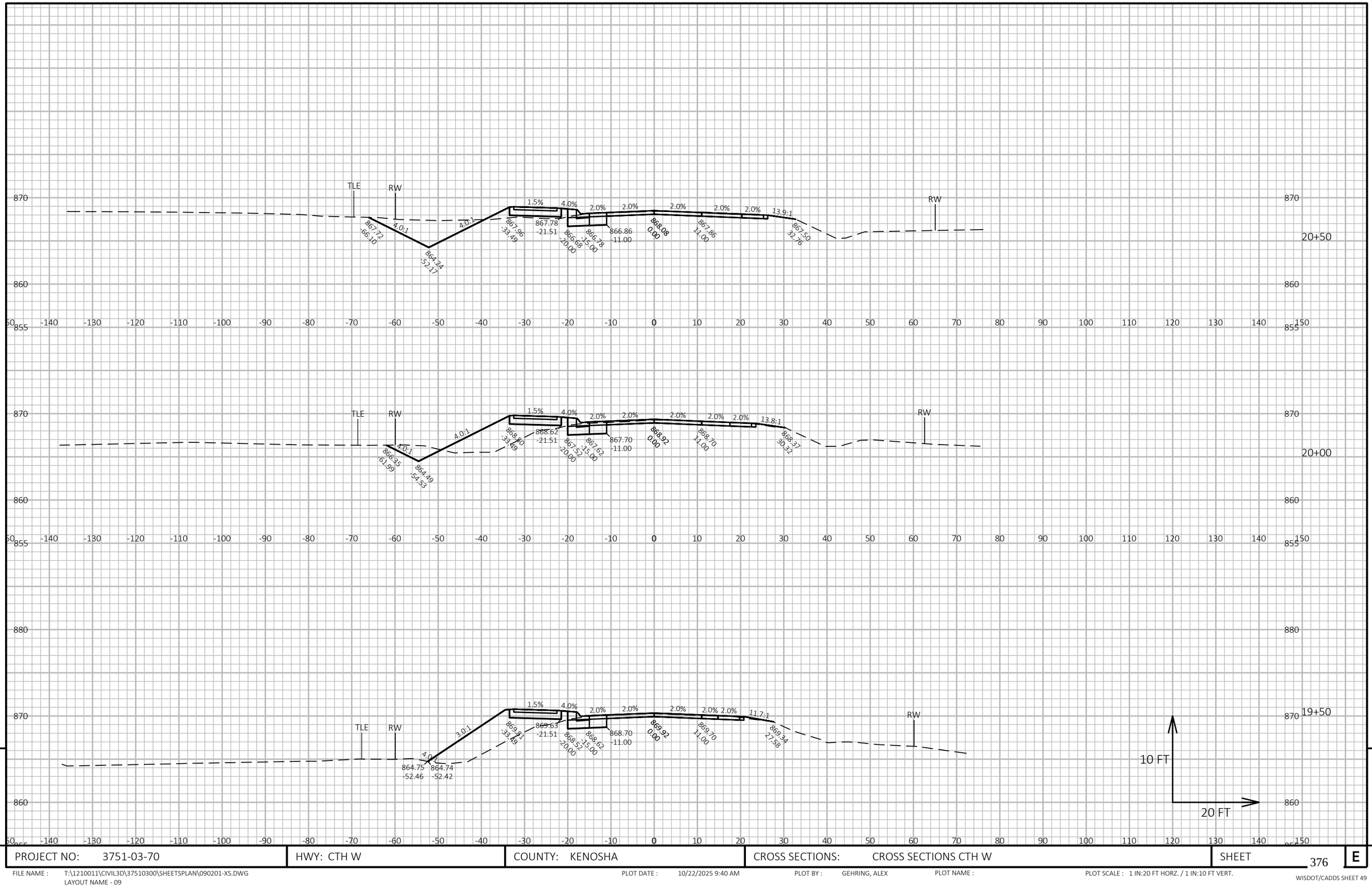
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 376	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

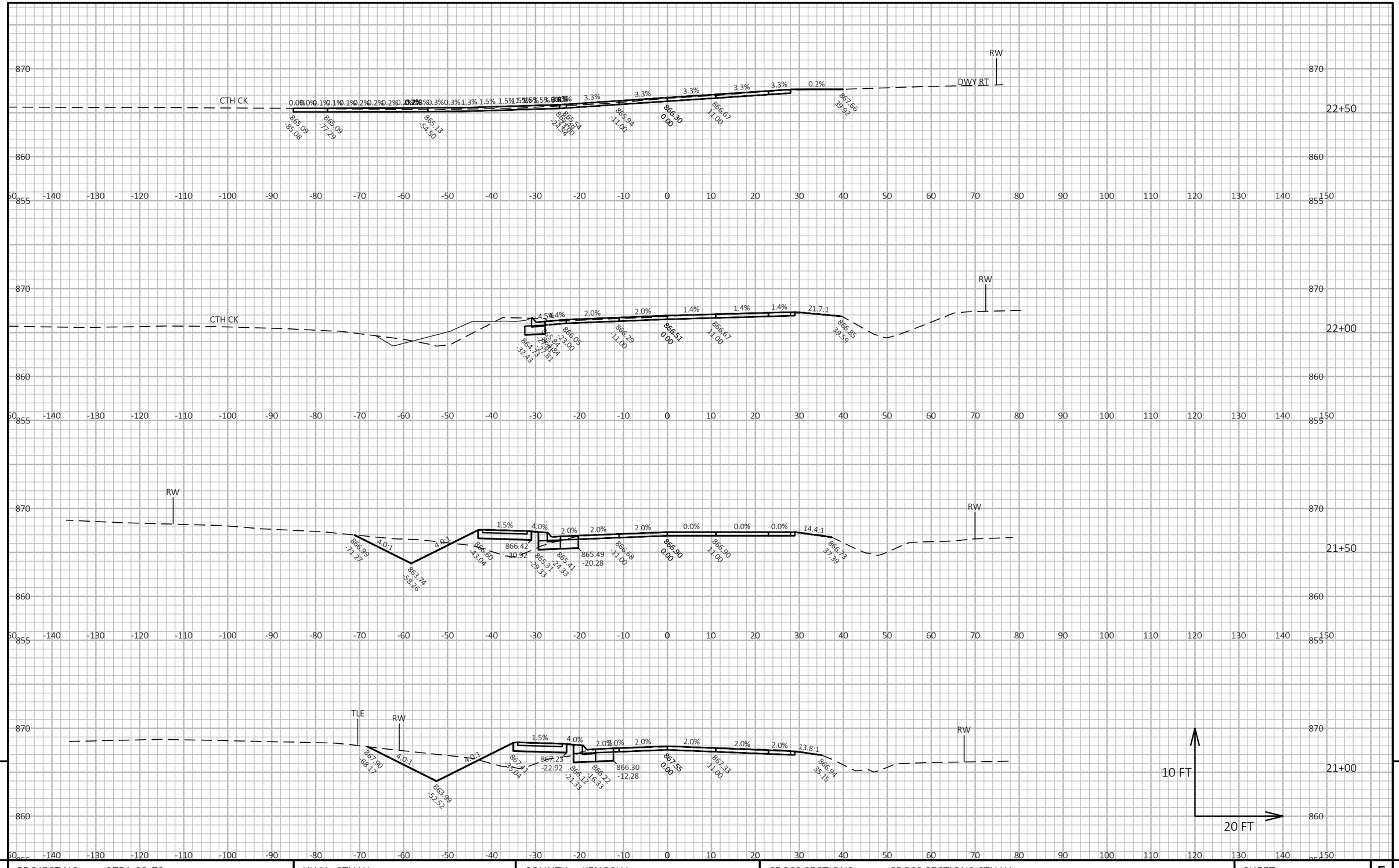
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 377 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

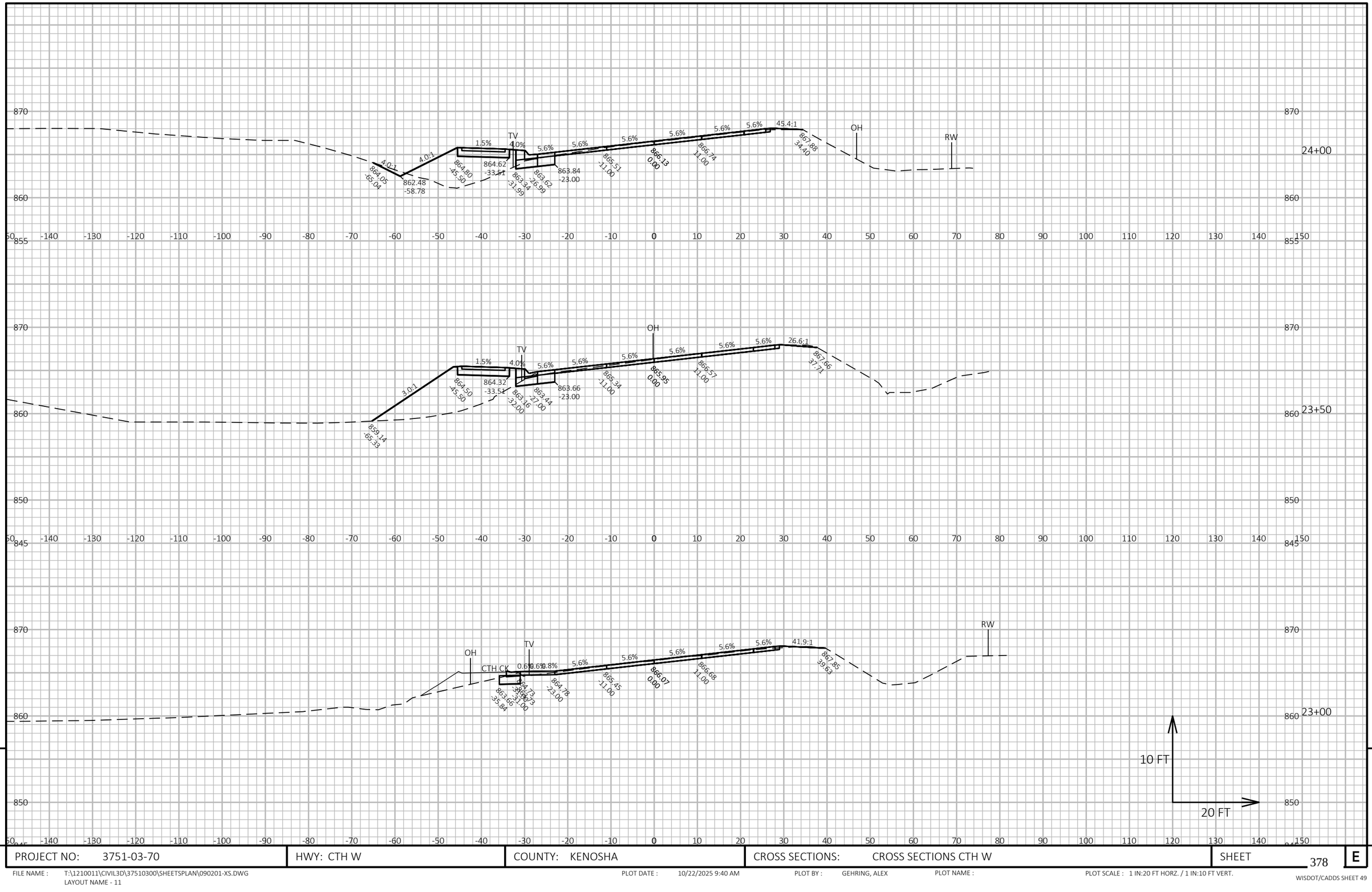
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 378 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

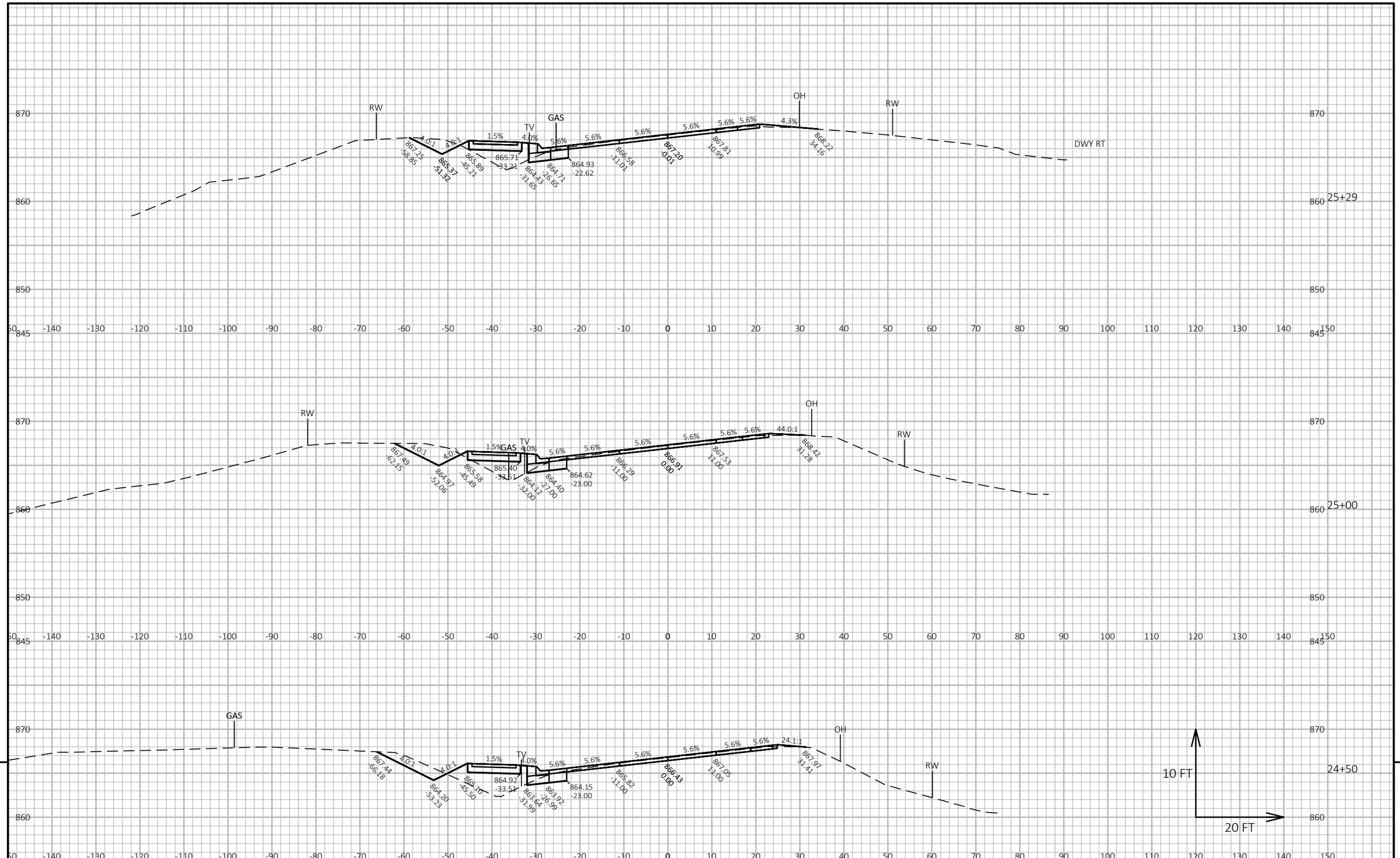
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 379	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

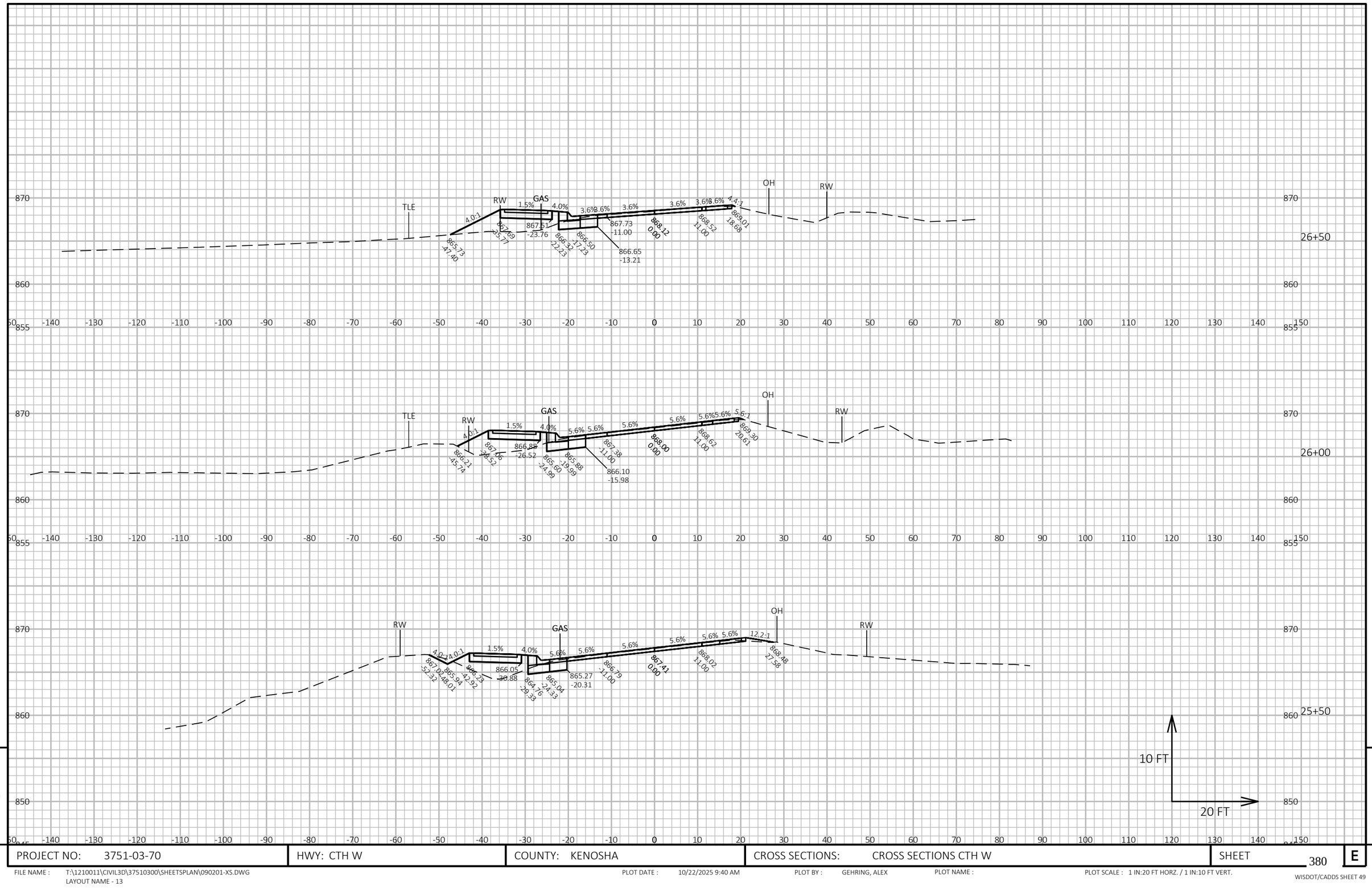
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 380	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

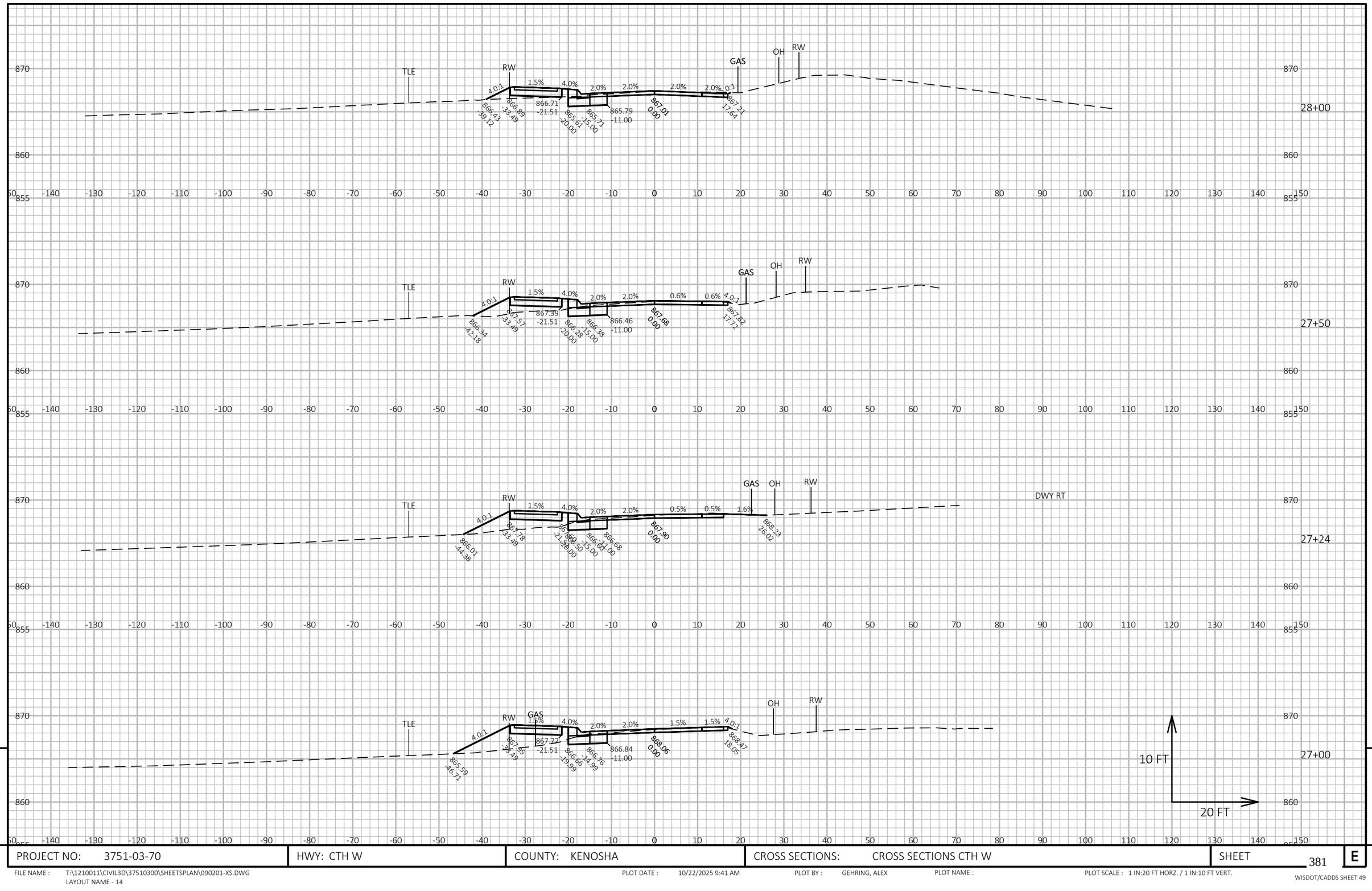
PLOT DATE : 10/22/2025 9:40 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 381	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

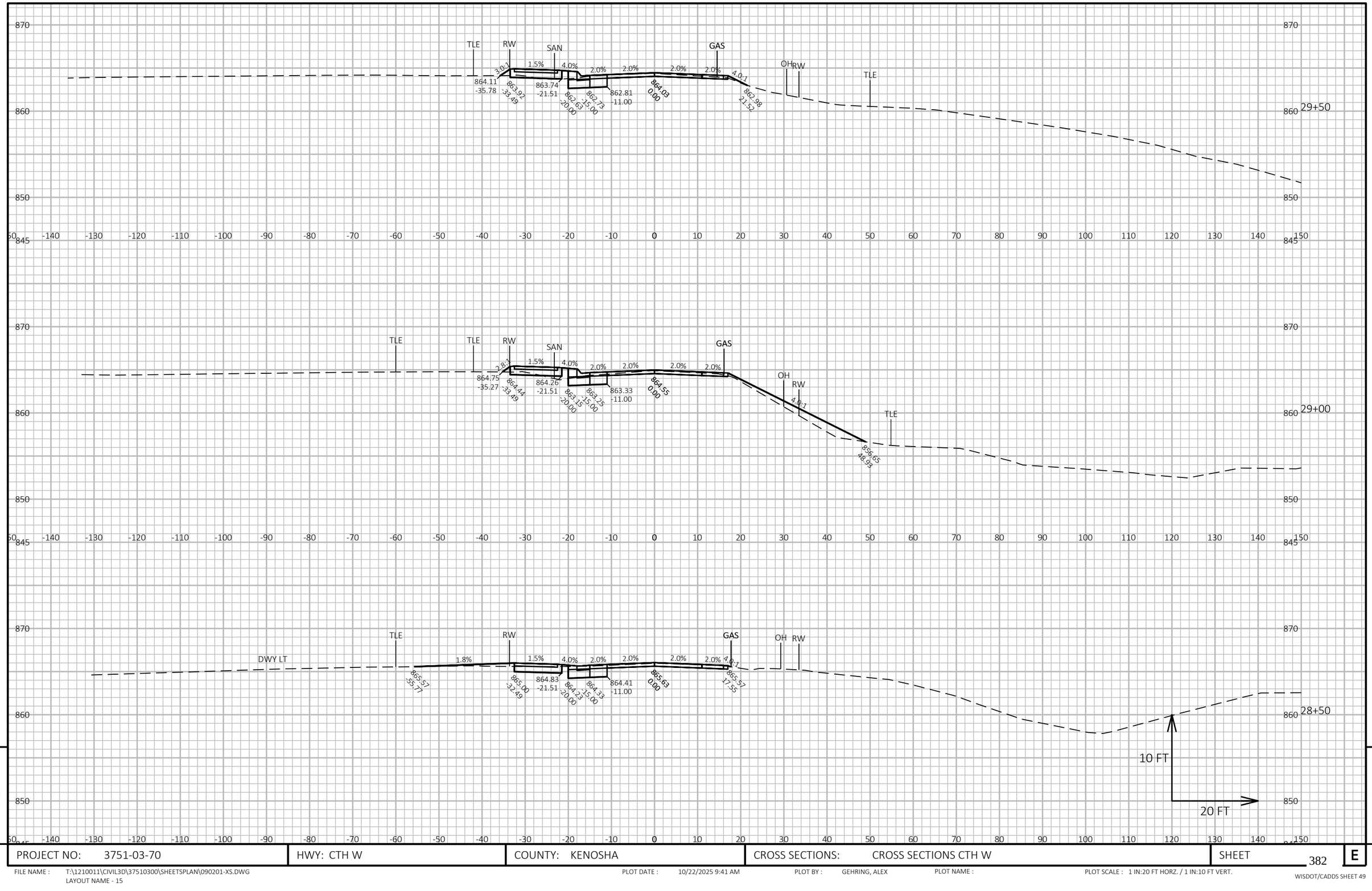
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 382	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

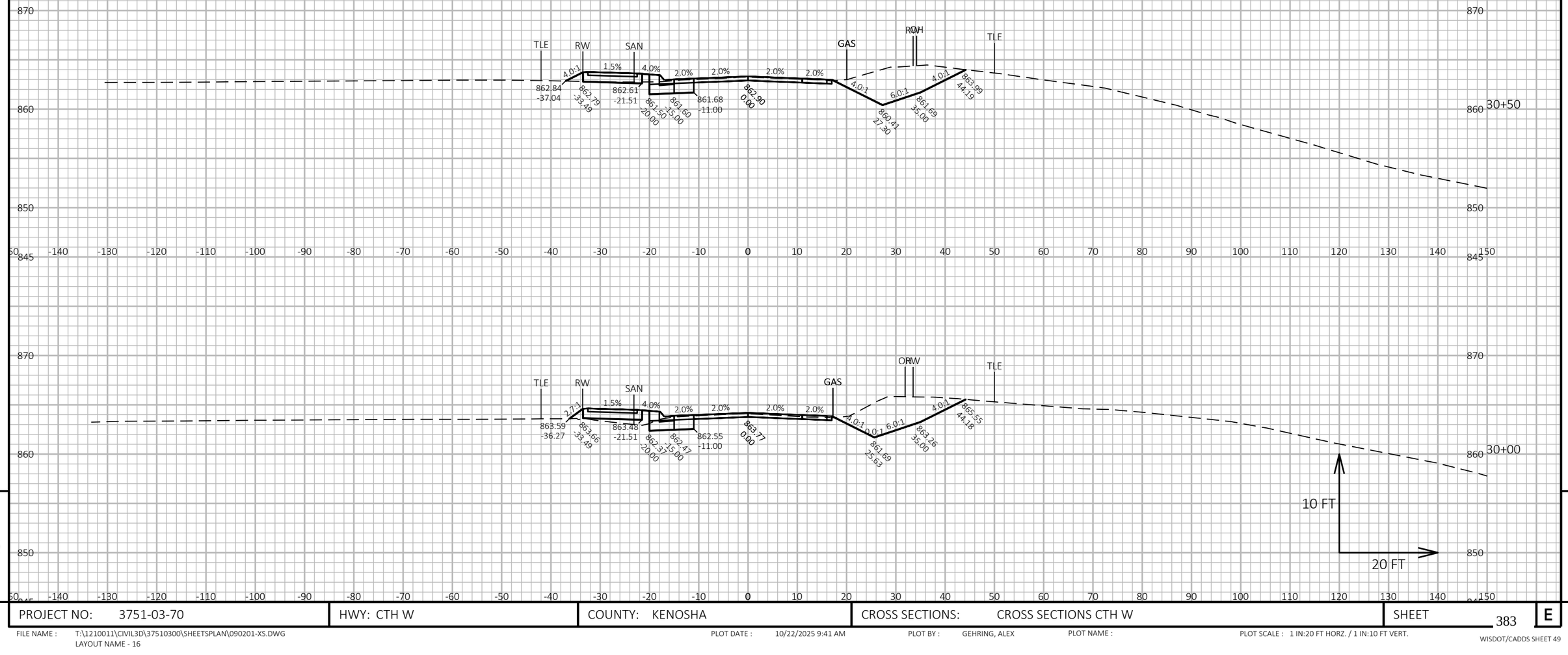
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

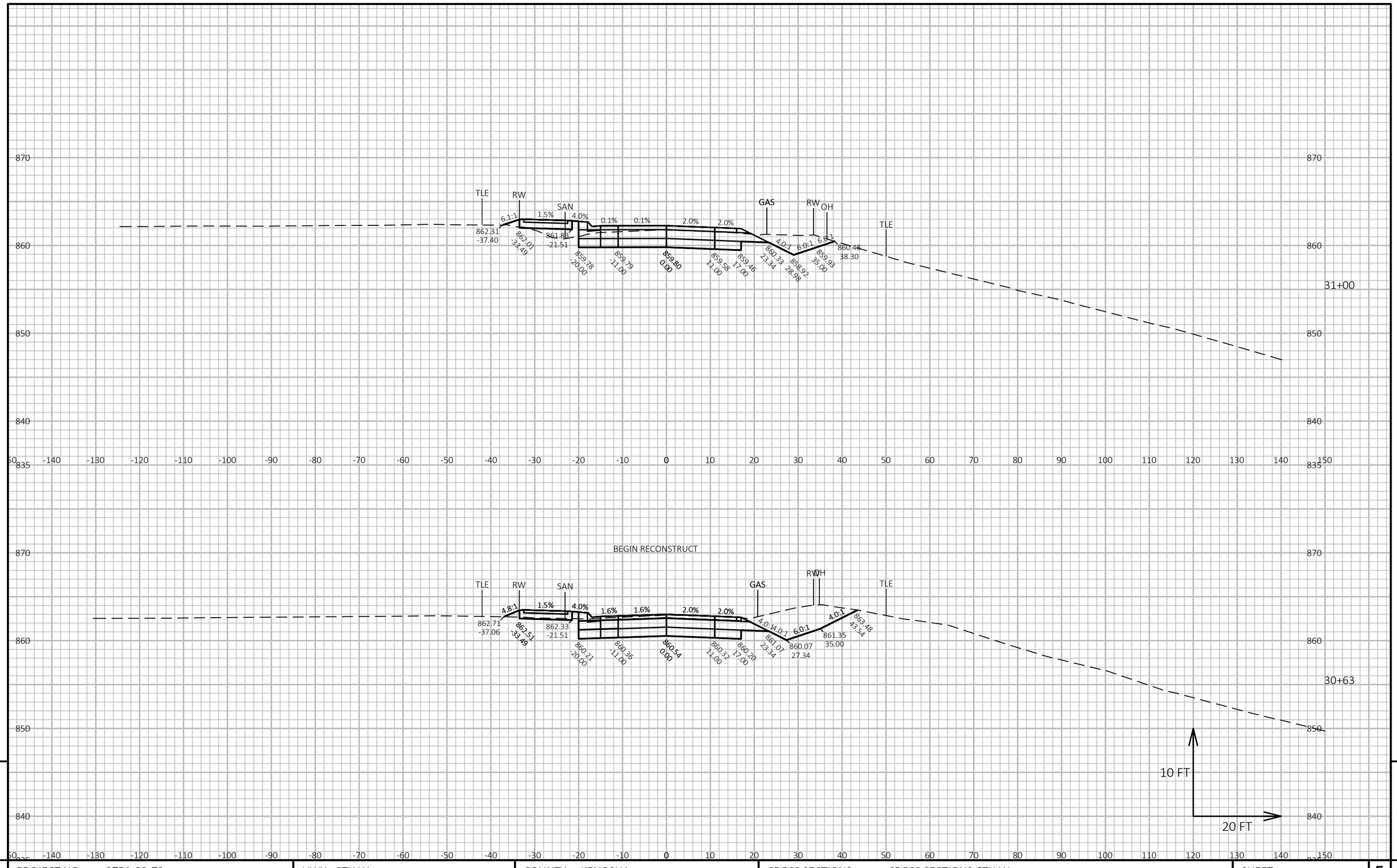


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 383	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/22/2025 9:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 384	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

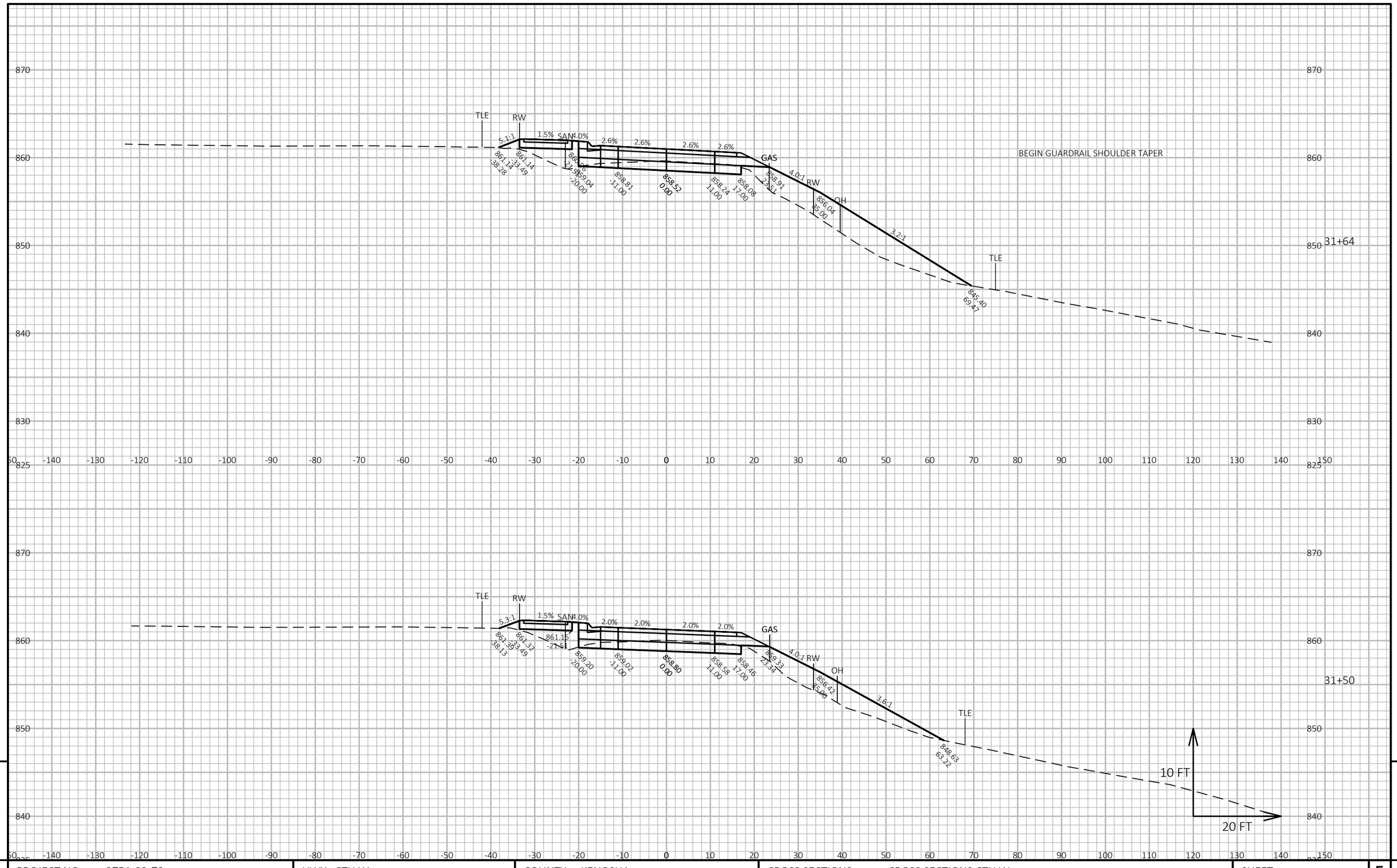
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 385 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

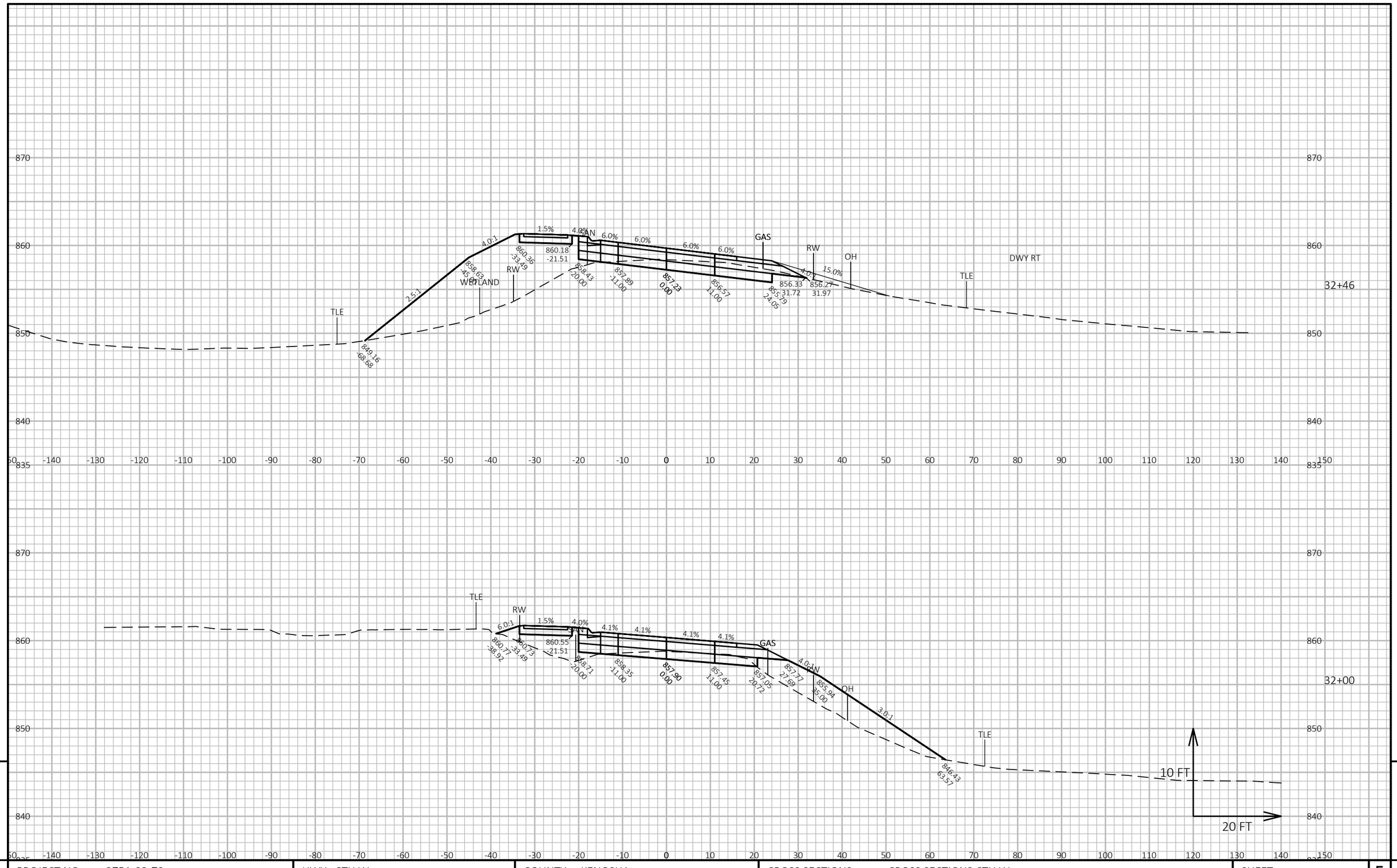
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

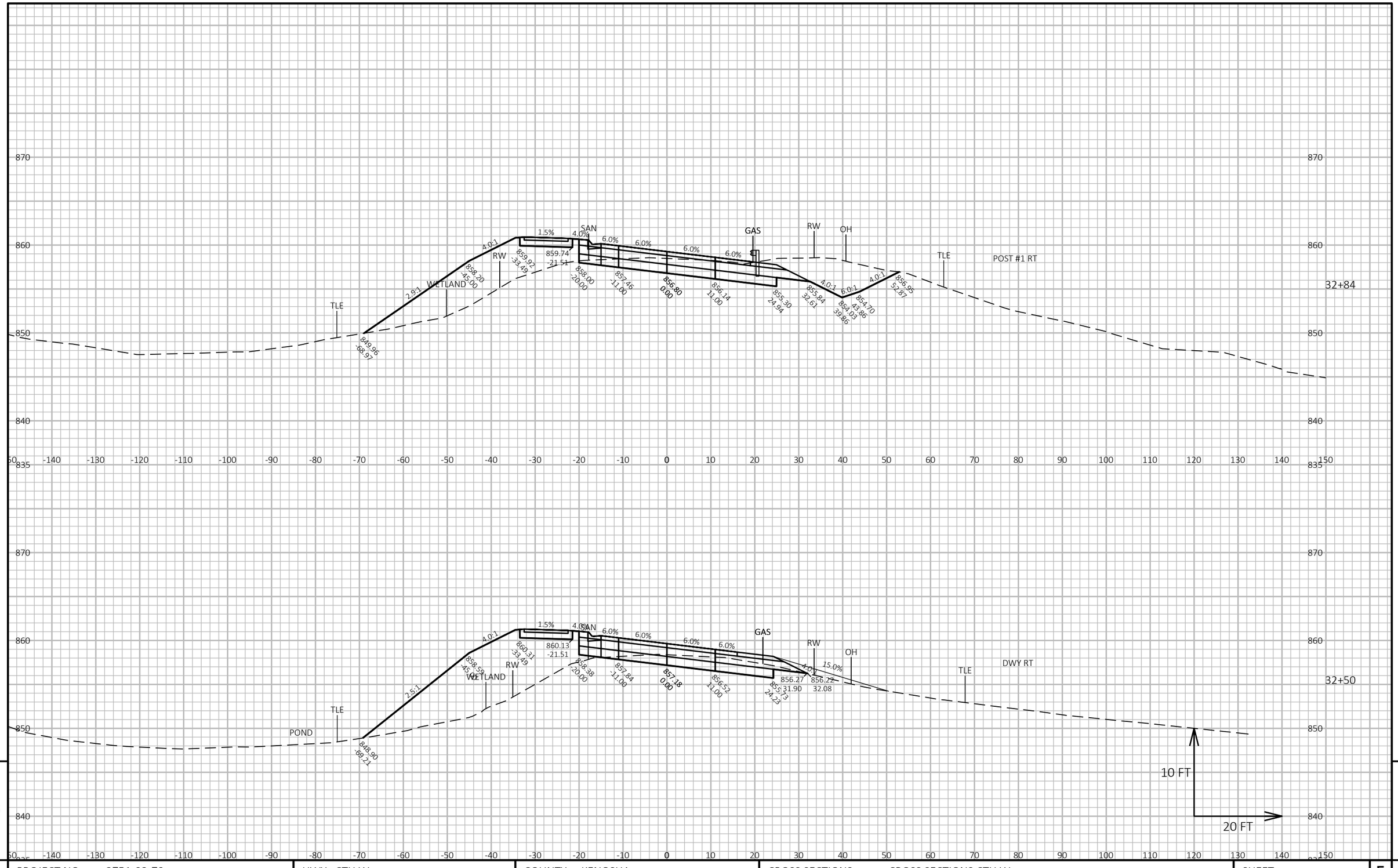


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 386 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/22/2025 9:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 387	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

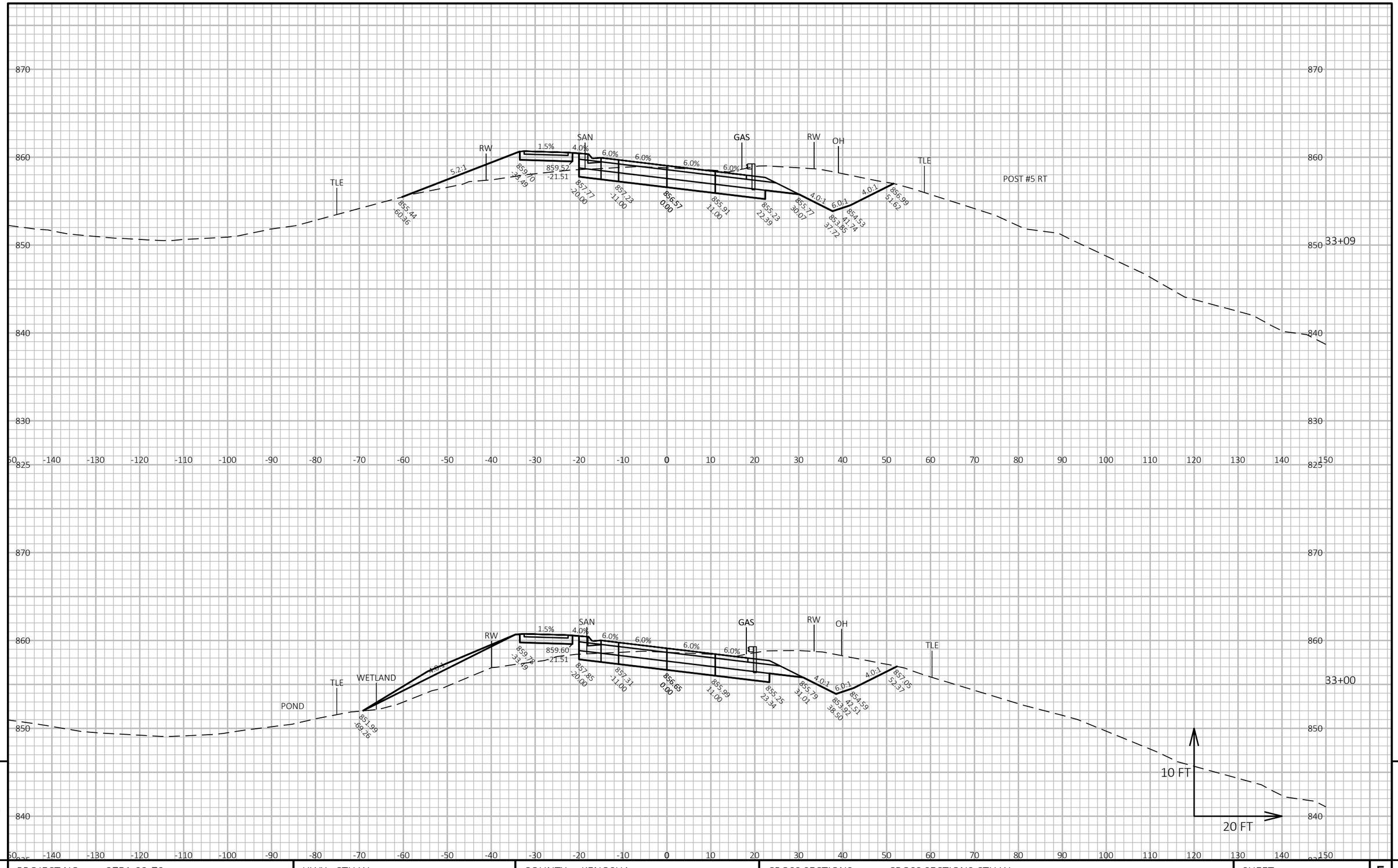
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 388	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

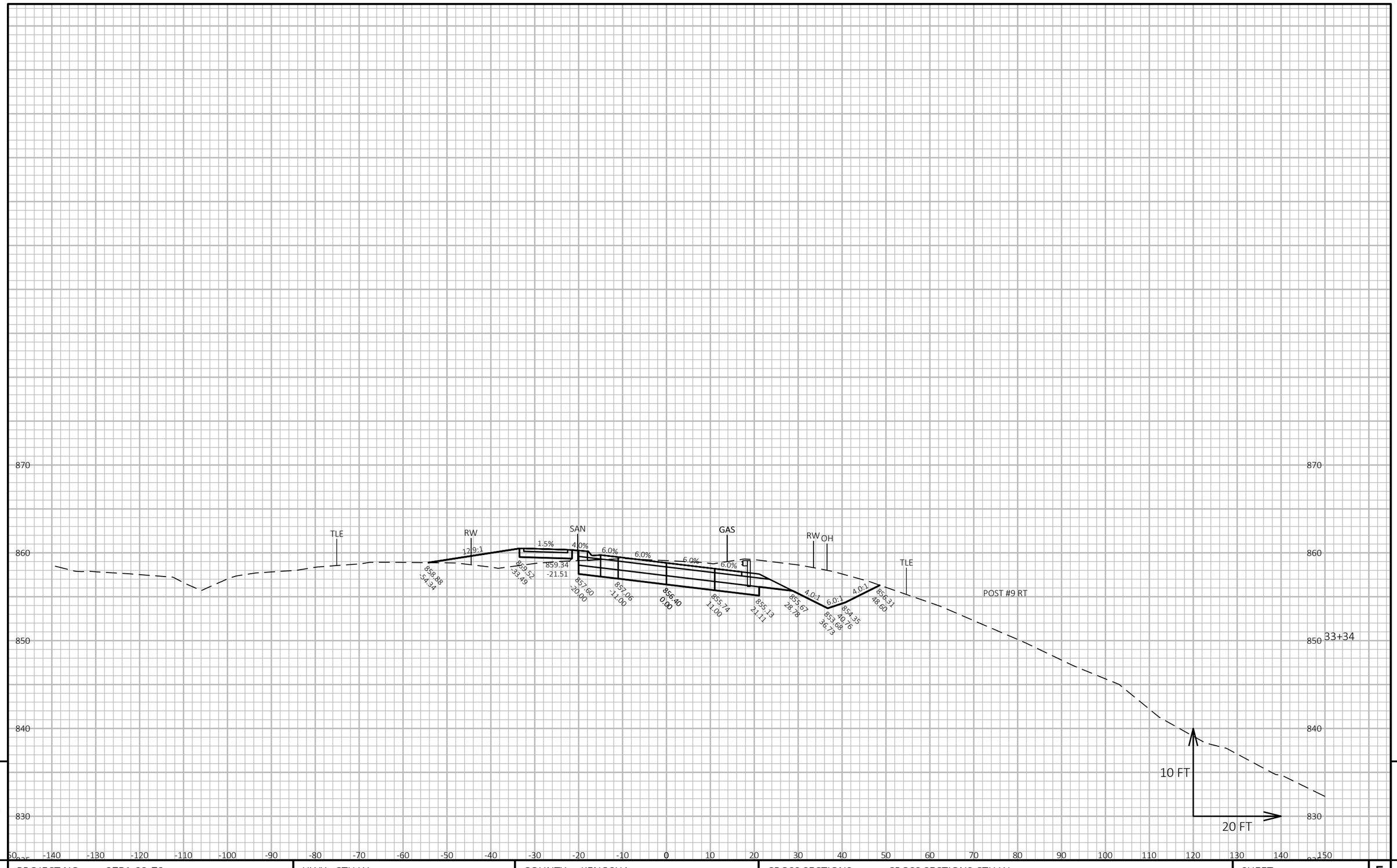
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

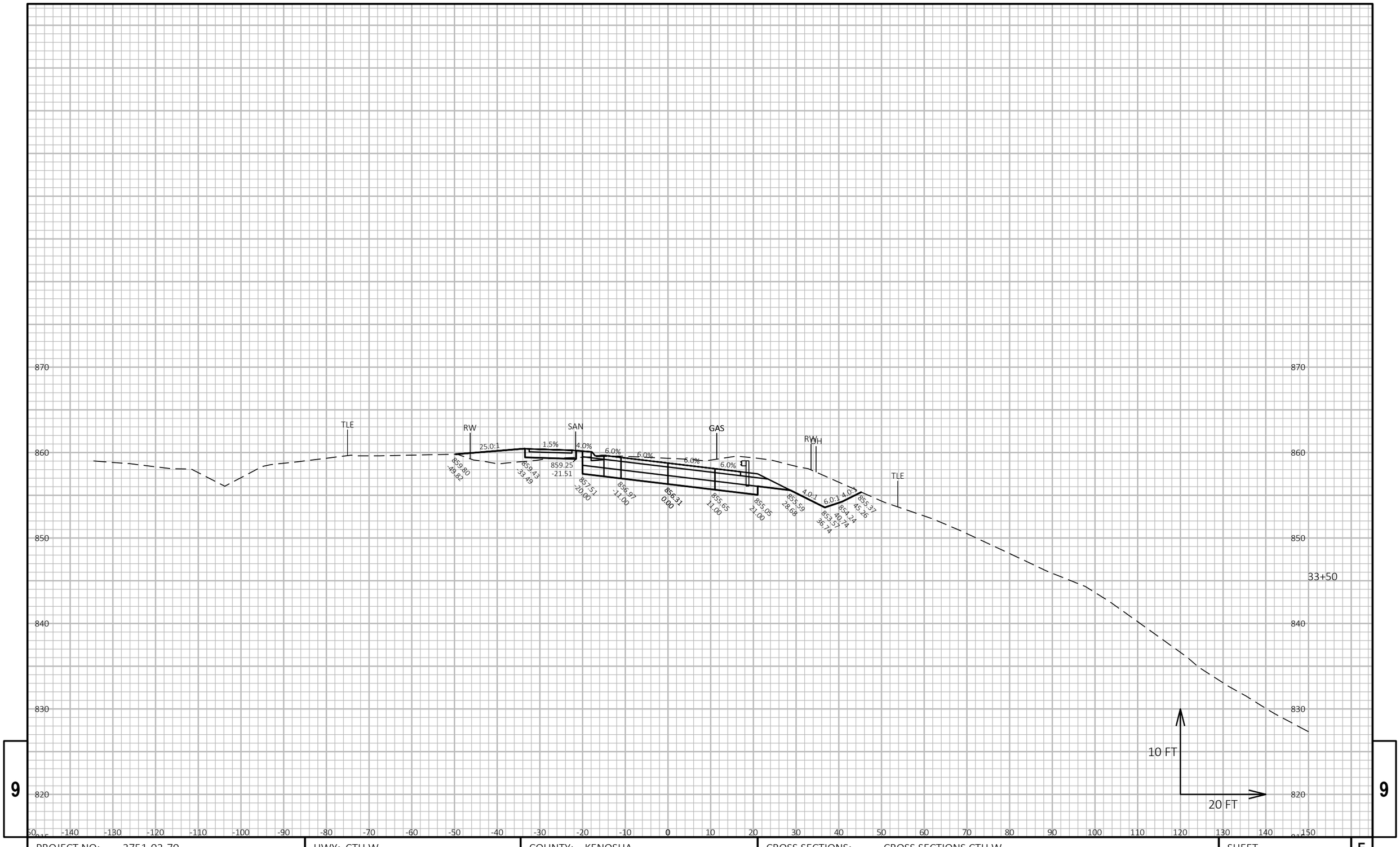


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 389	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/22/2025 9:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 390	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

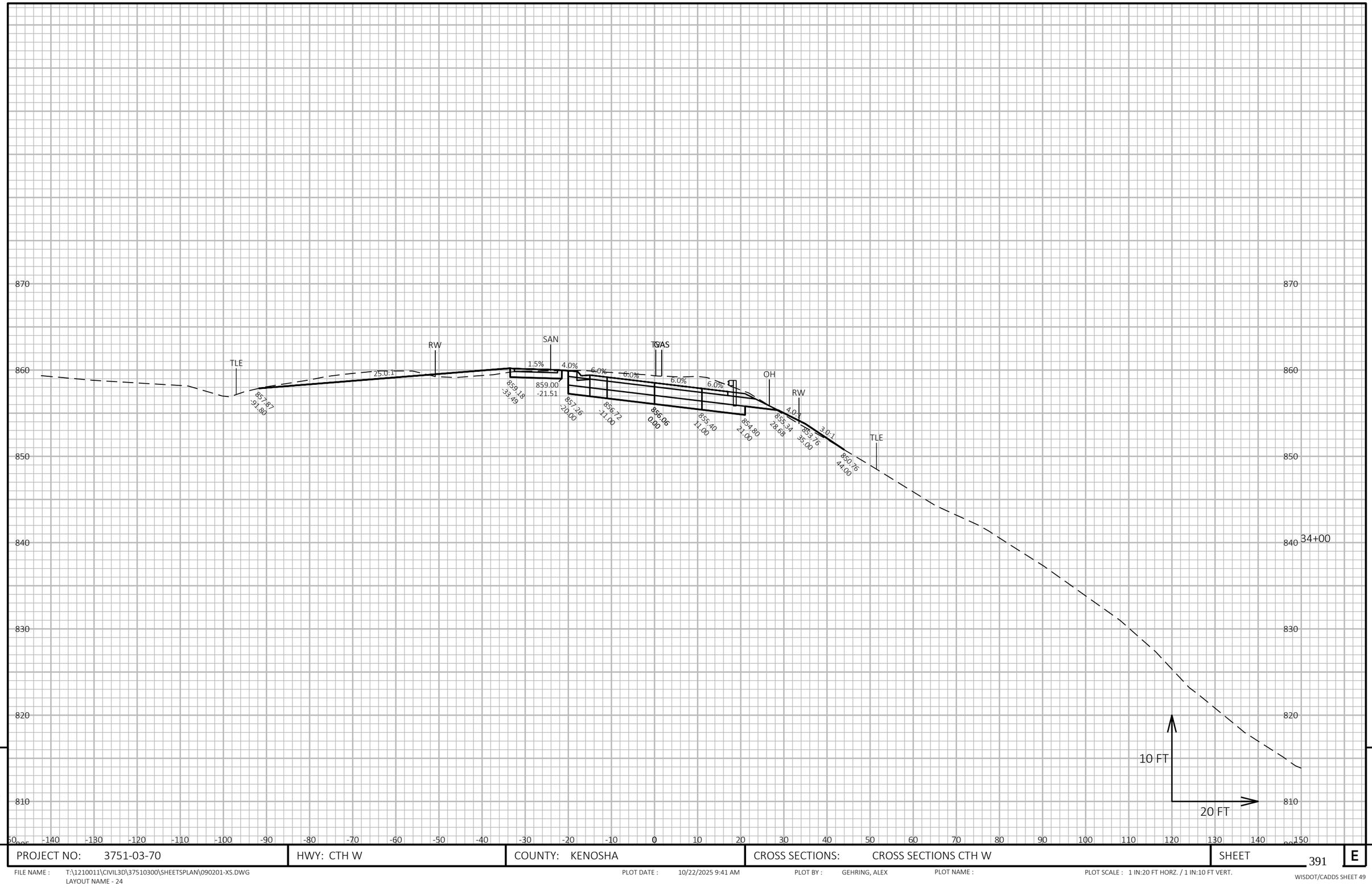
PLOT DATE : 10/22/2025 9:41 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



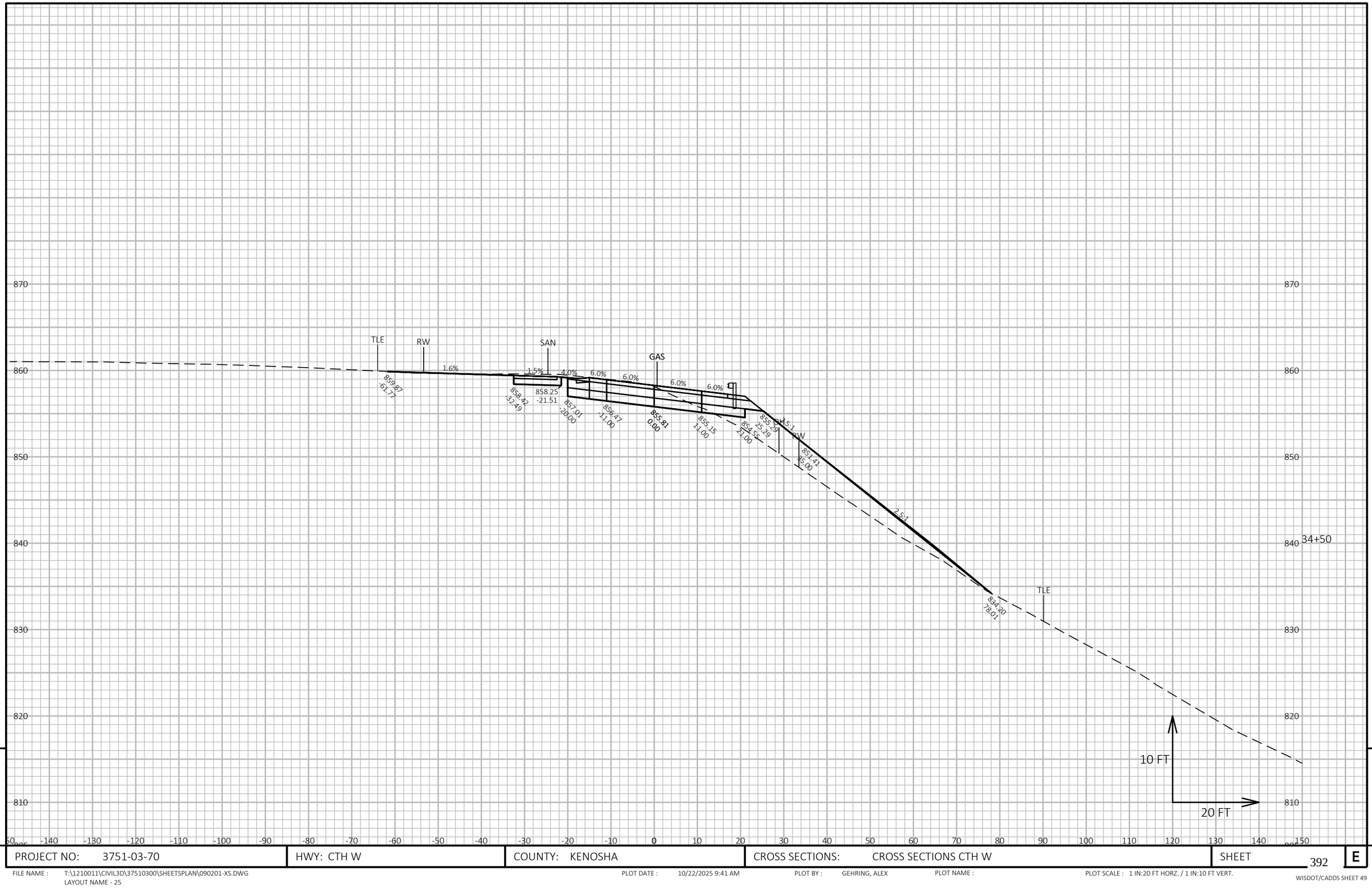
9 9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 391	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 10/22/2025 9:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

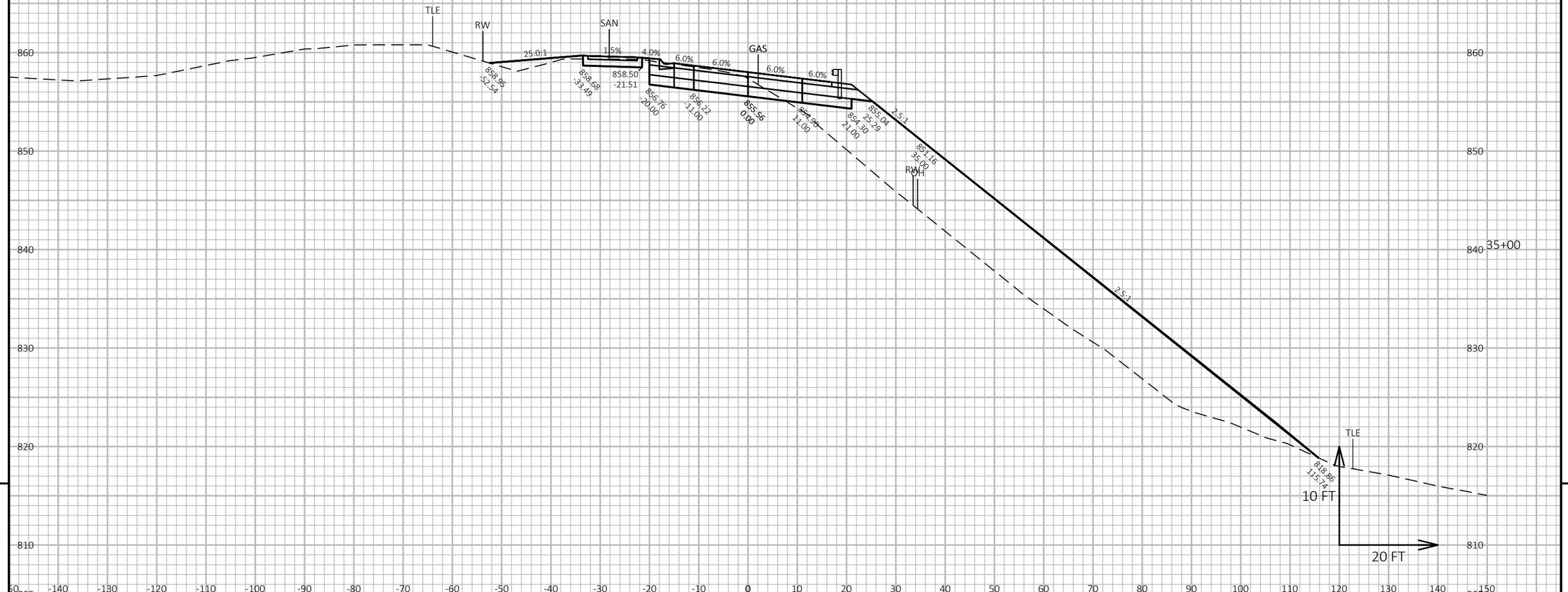
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 392	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/22/2025 9:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

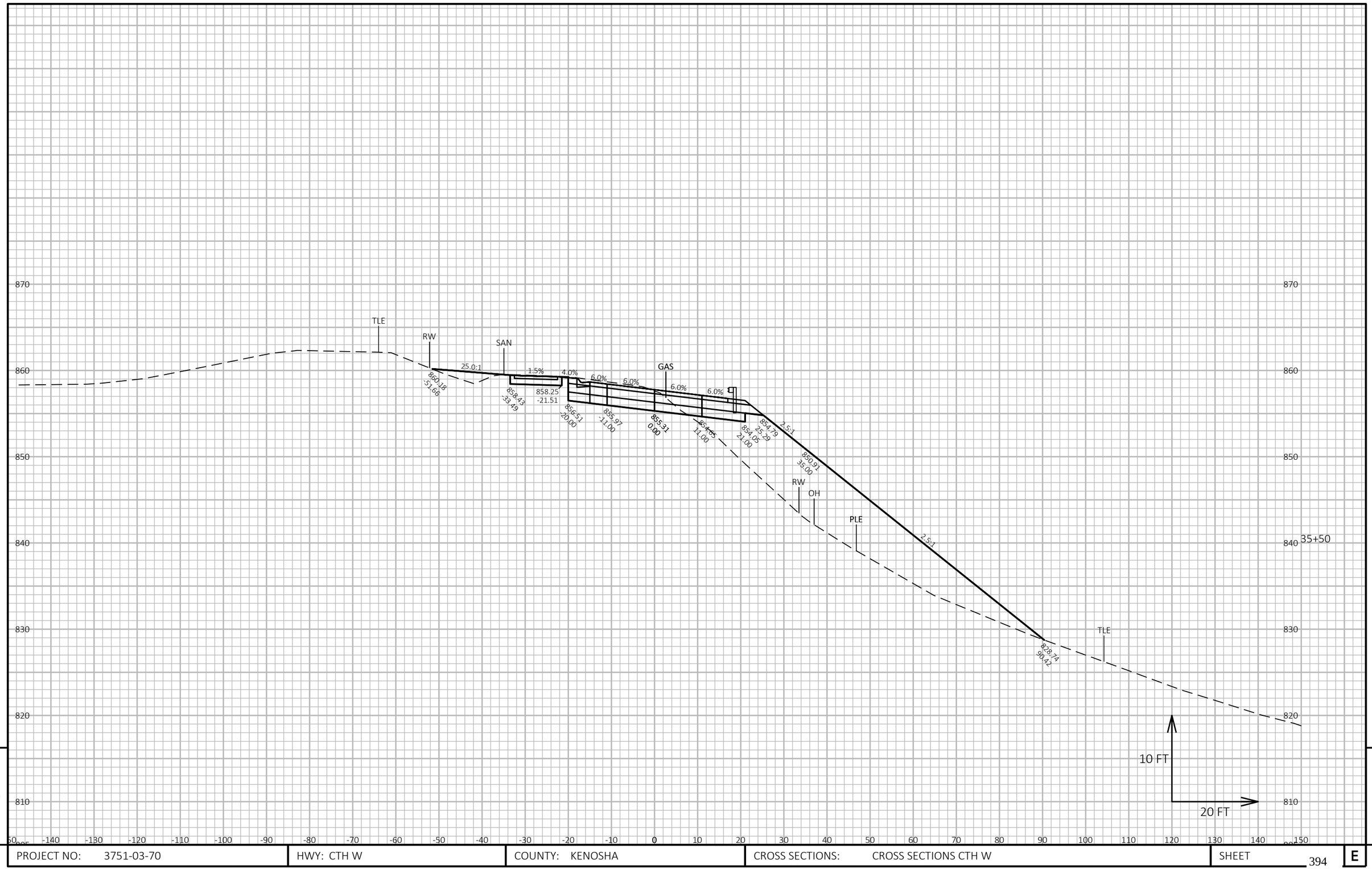
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 393	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

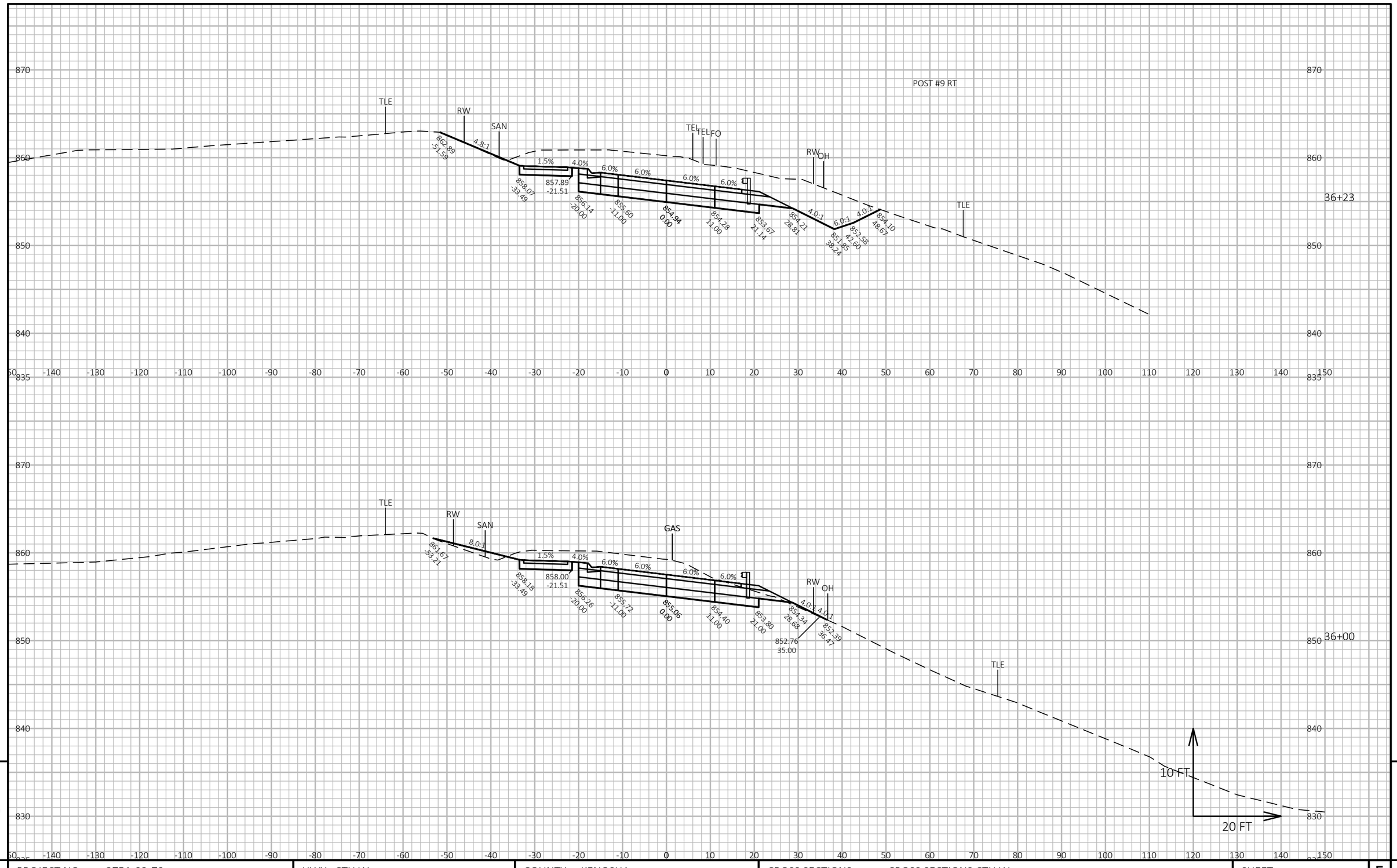
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 394	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 395	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28

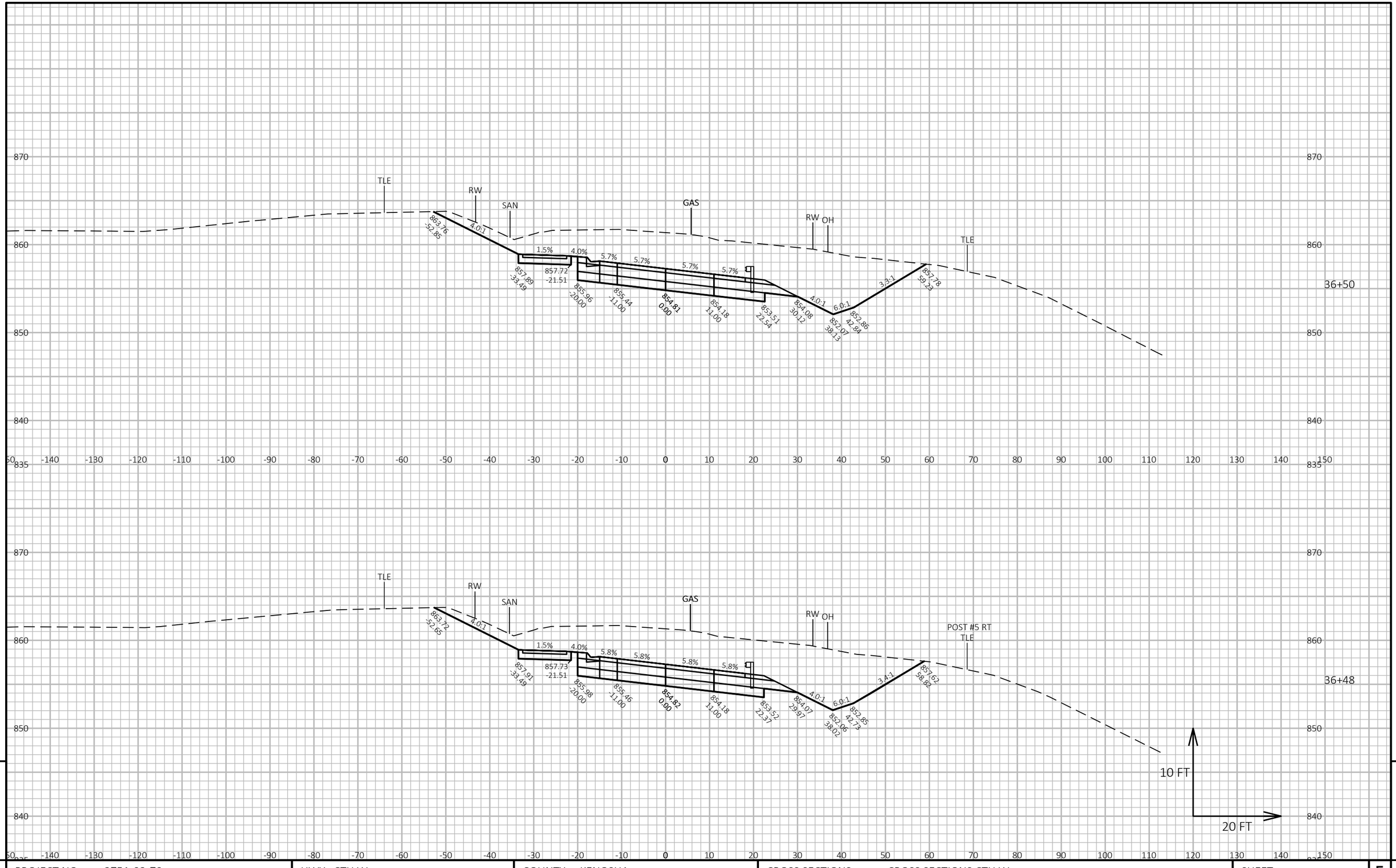
PLOT DATE : 10/22/2025 9:42 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



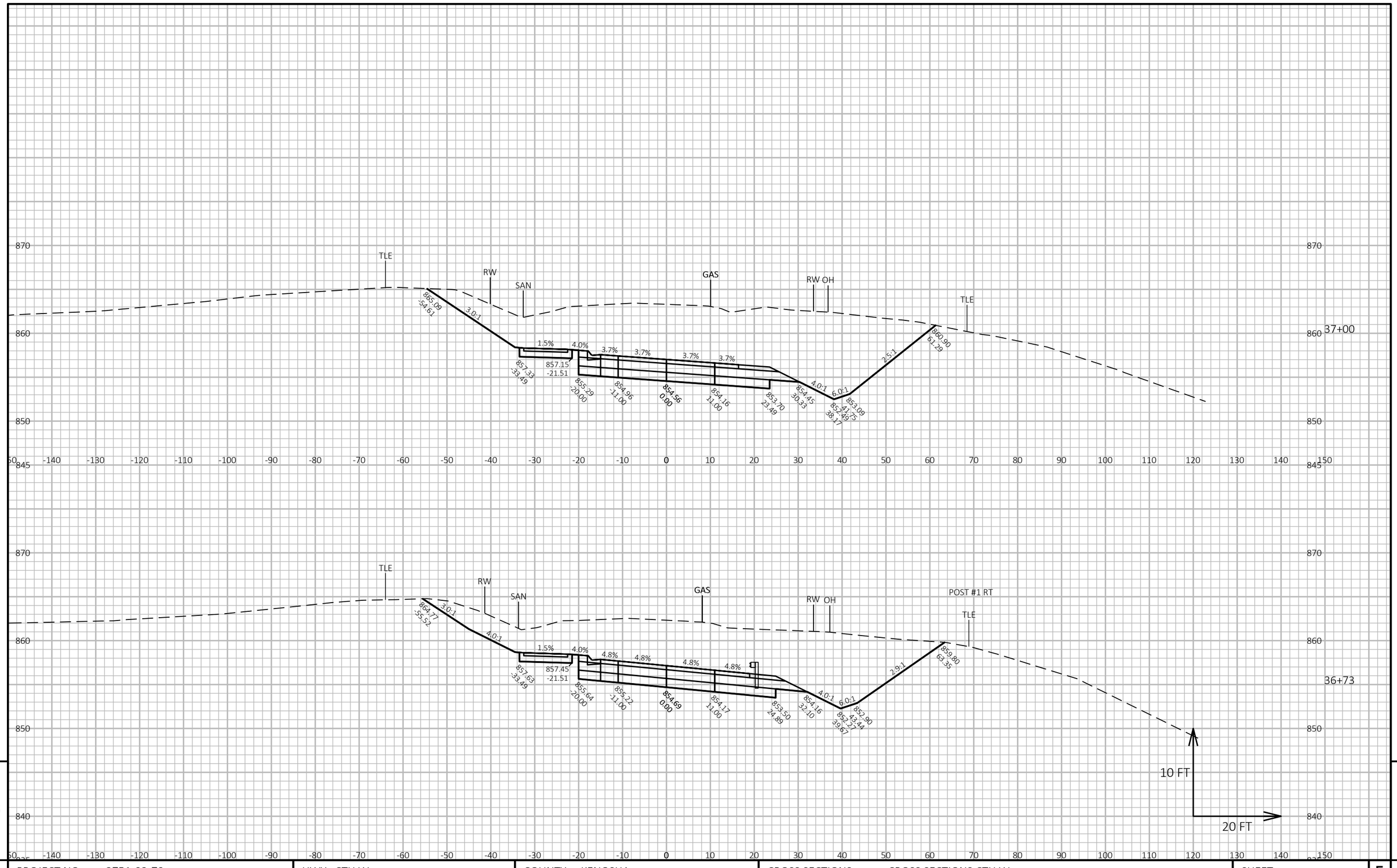
9 9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 396	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 397	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

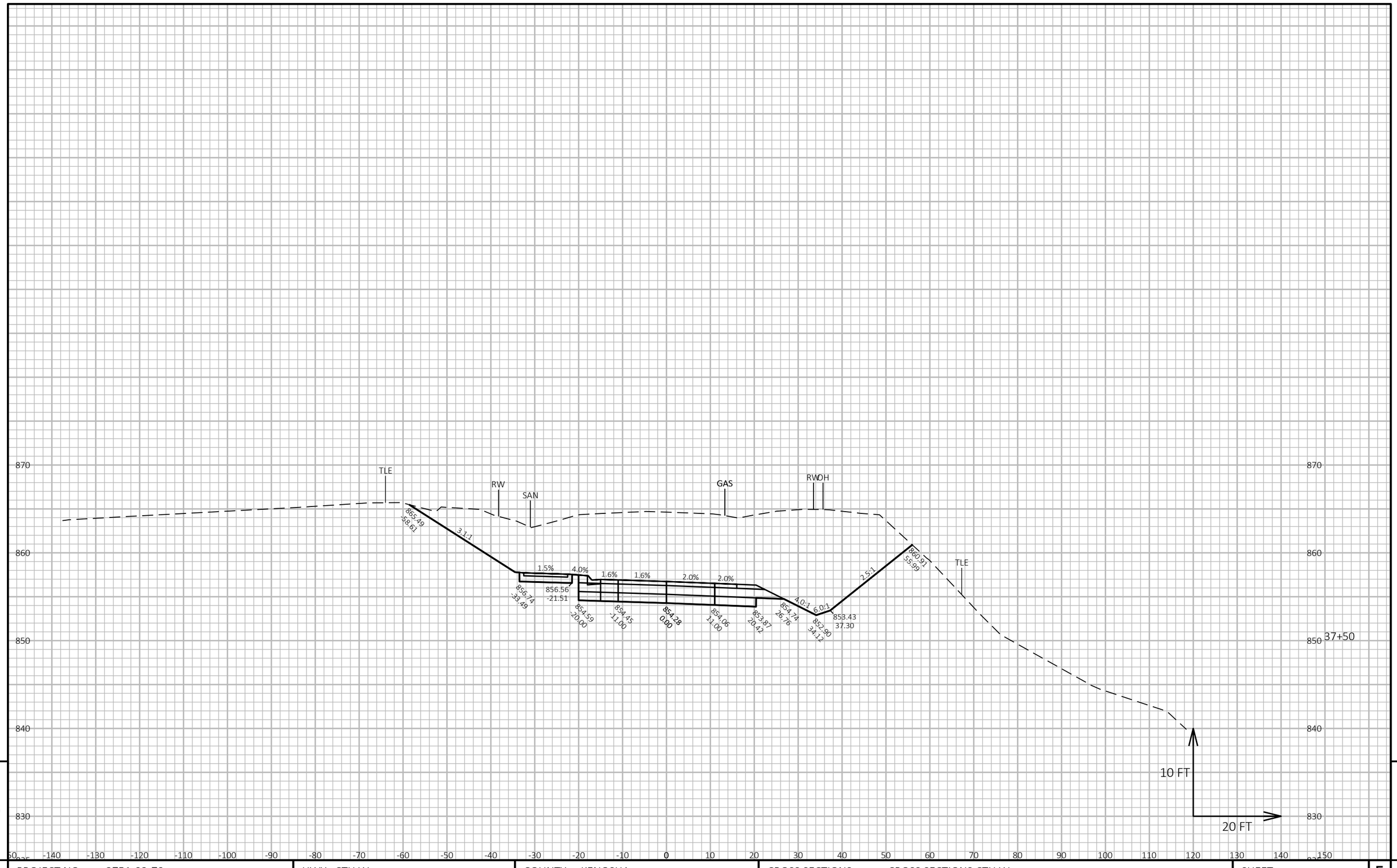
PLOT DATE : 10/22/2025 9:42 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 398	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

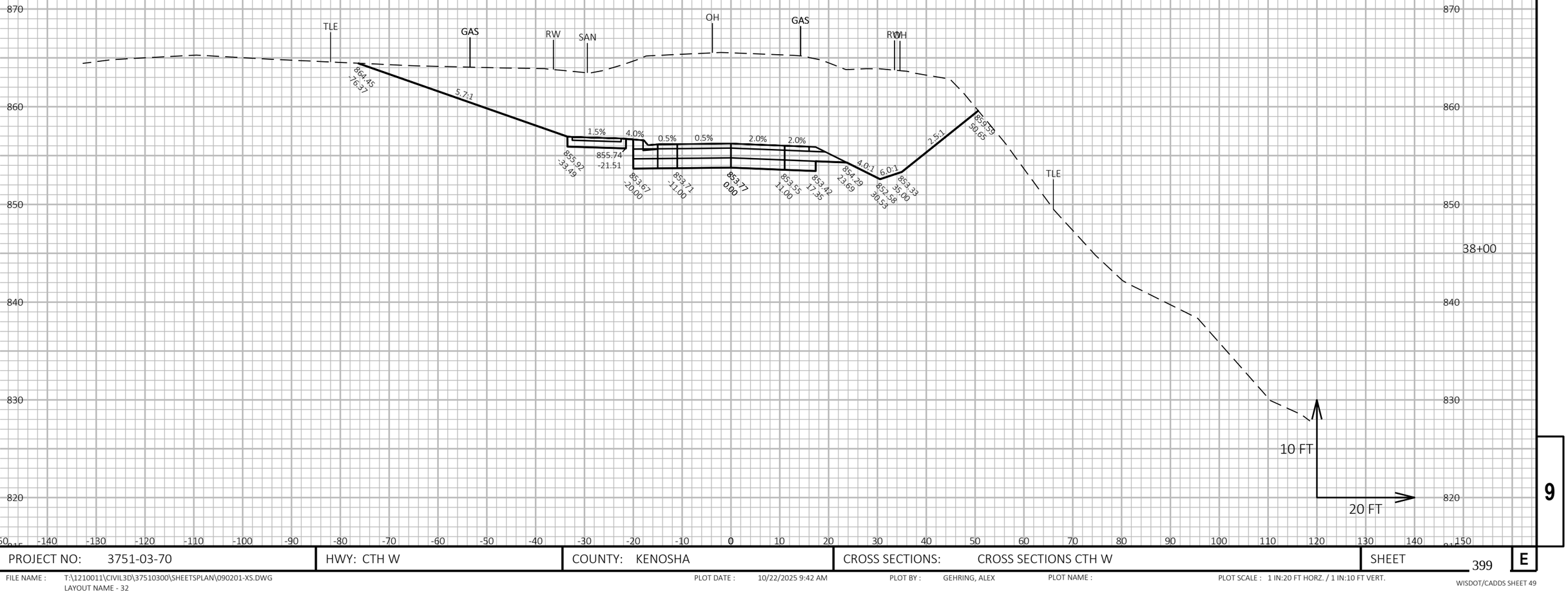
PLOT DATE : 10/22/2025 9:42 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

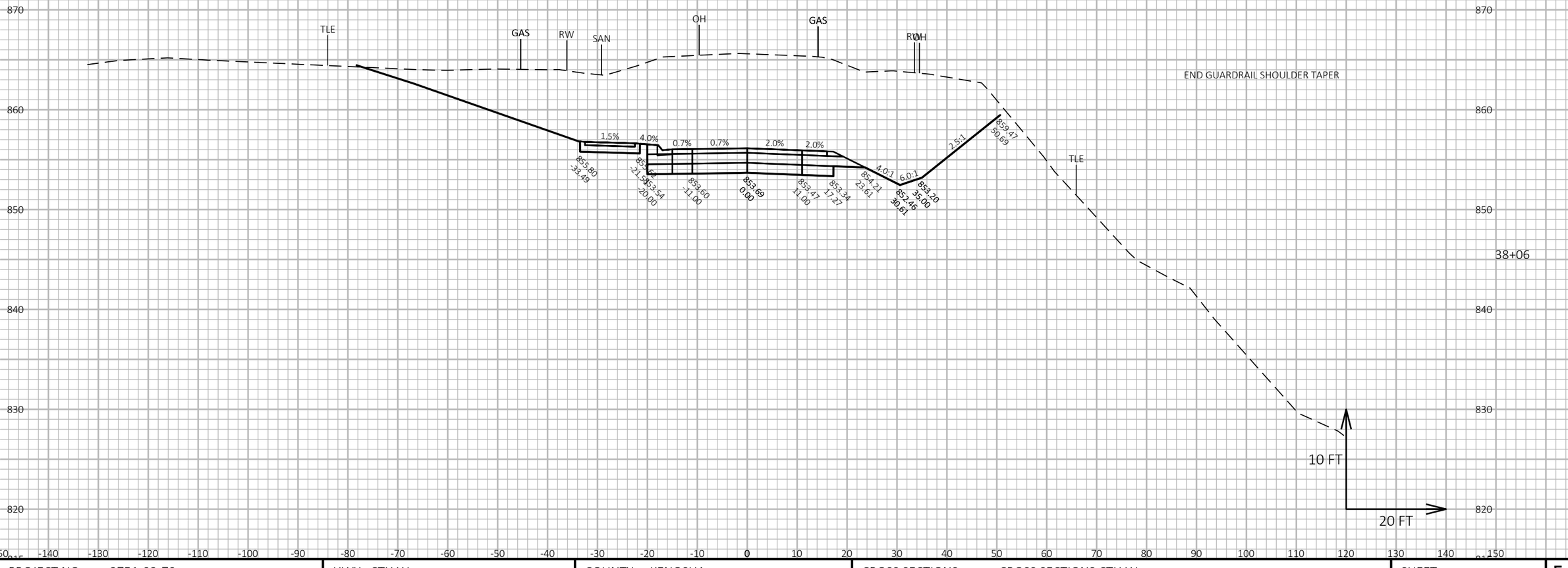
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 399	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

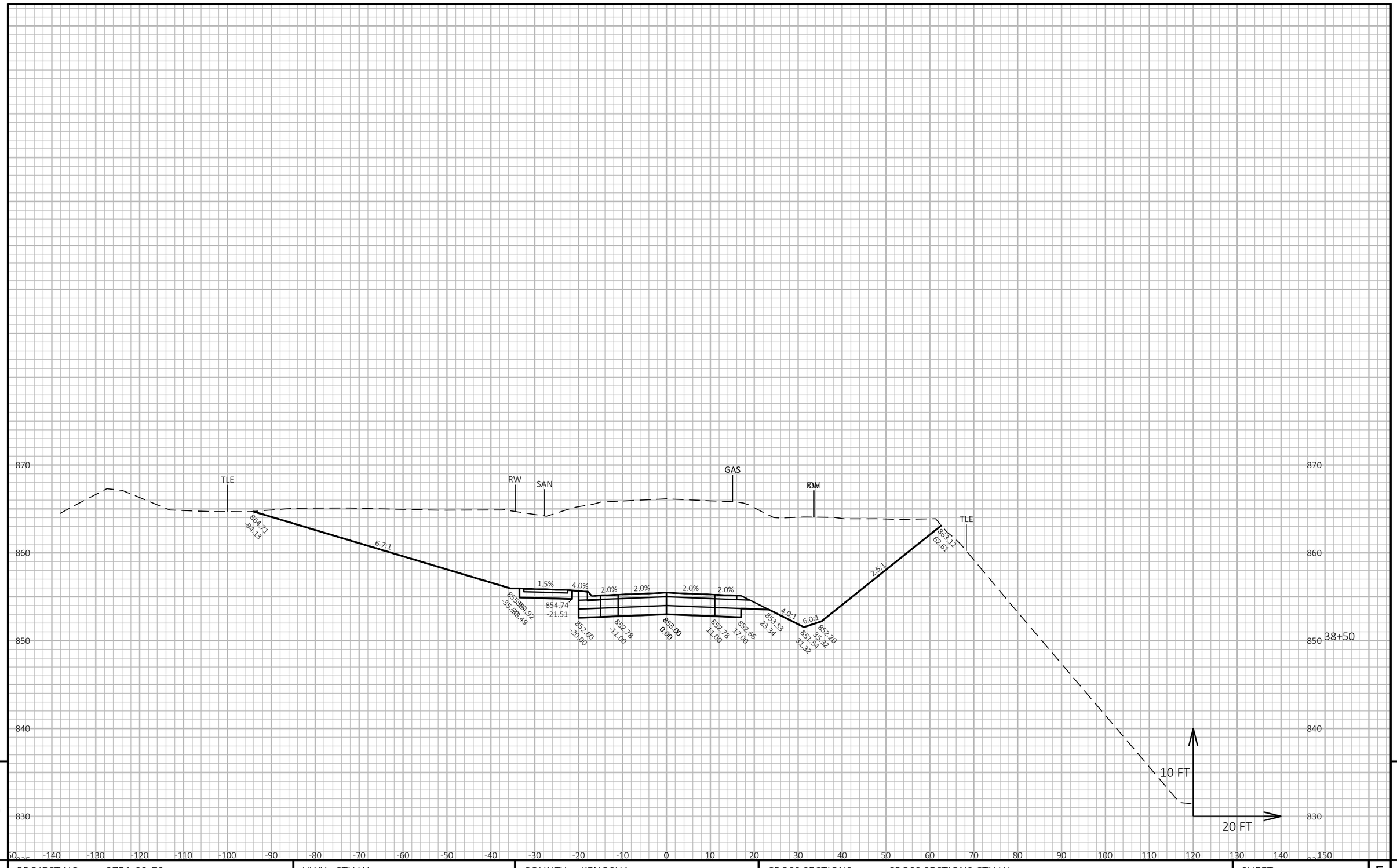
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 400	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

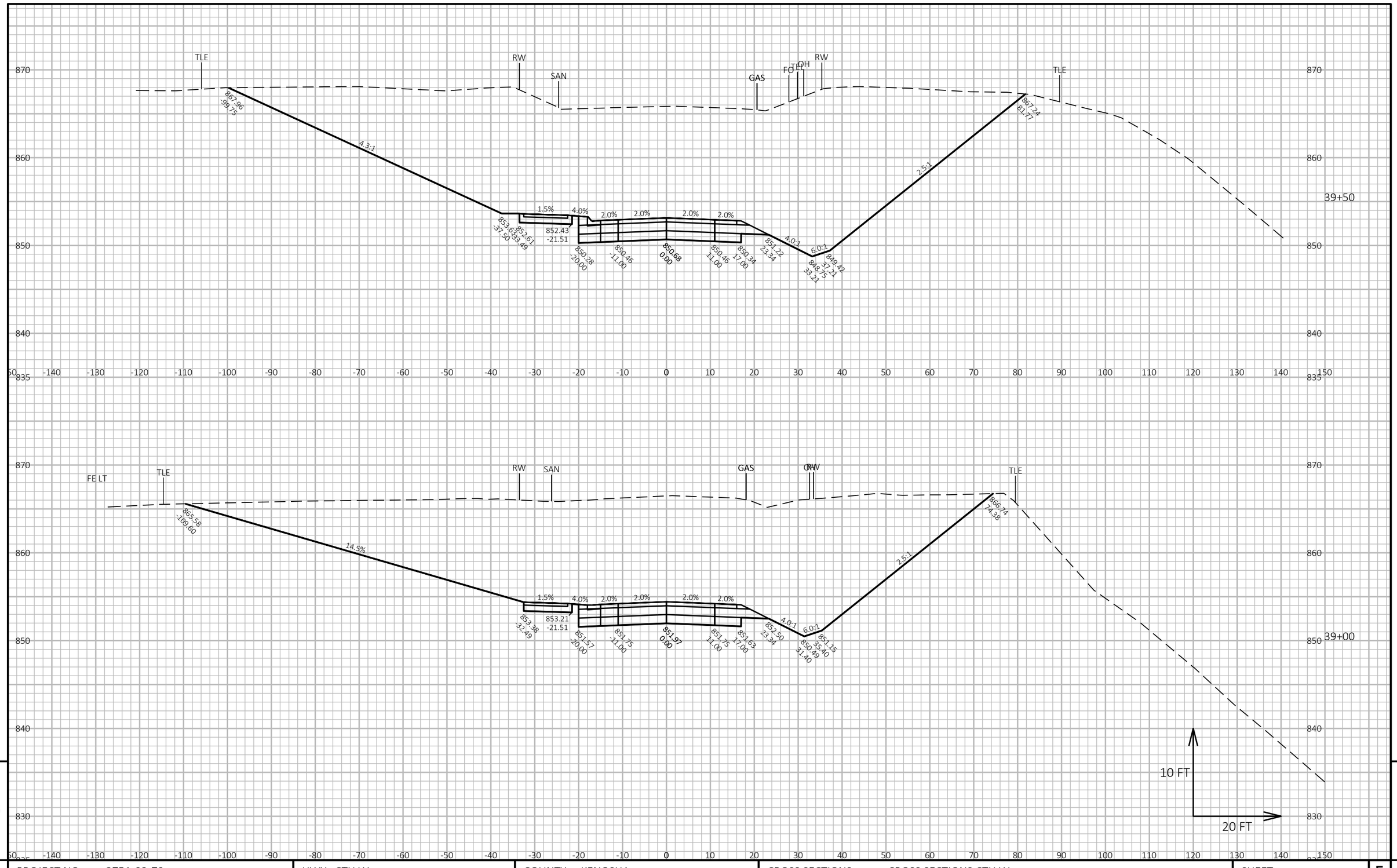
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 401	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 10/22/2025 9:42 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 402	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

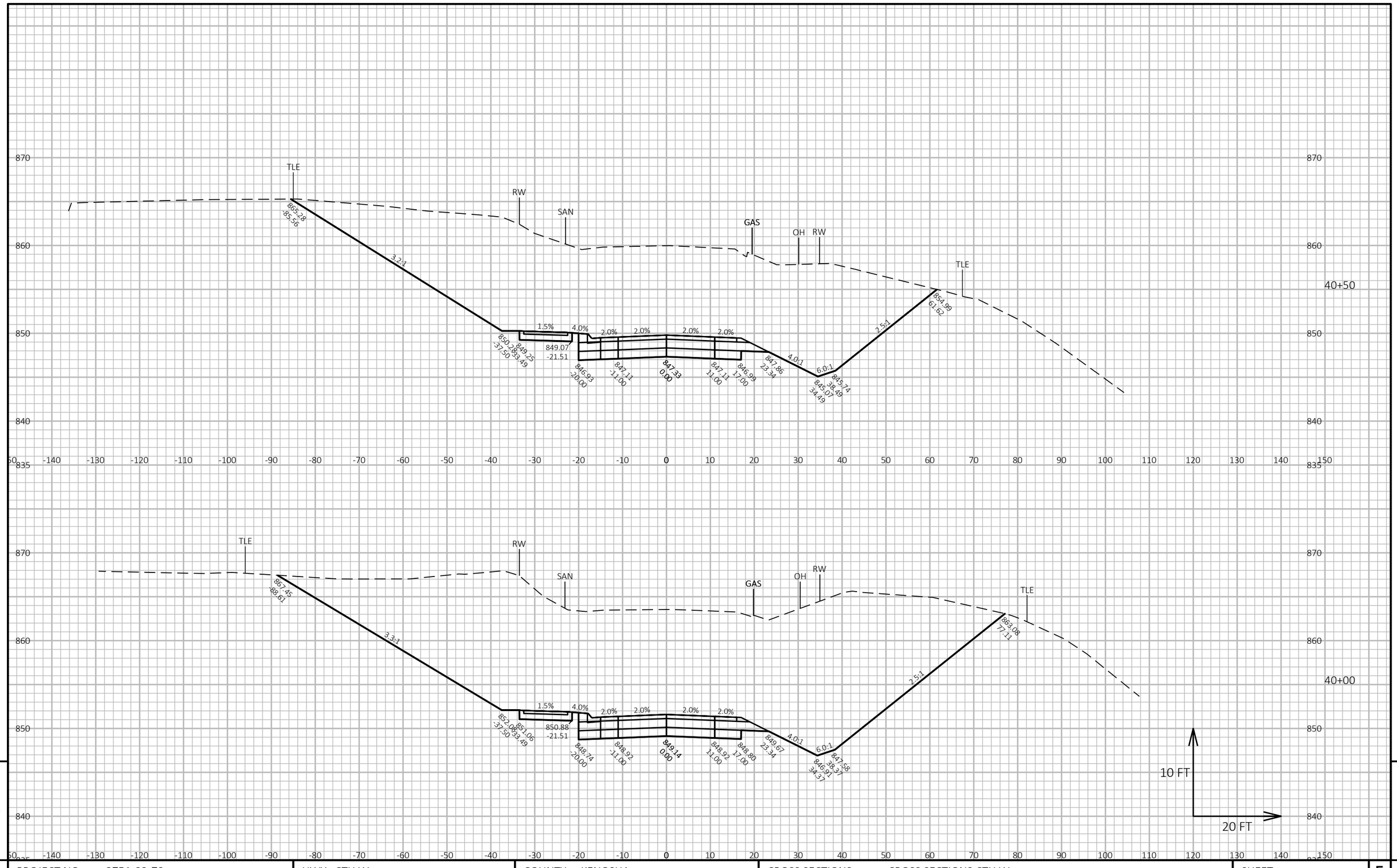
PLOT DATE : 10/22/2025 9:42 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 403	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 36

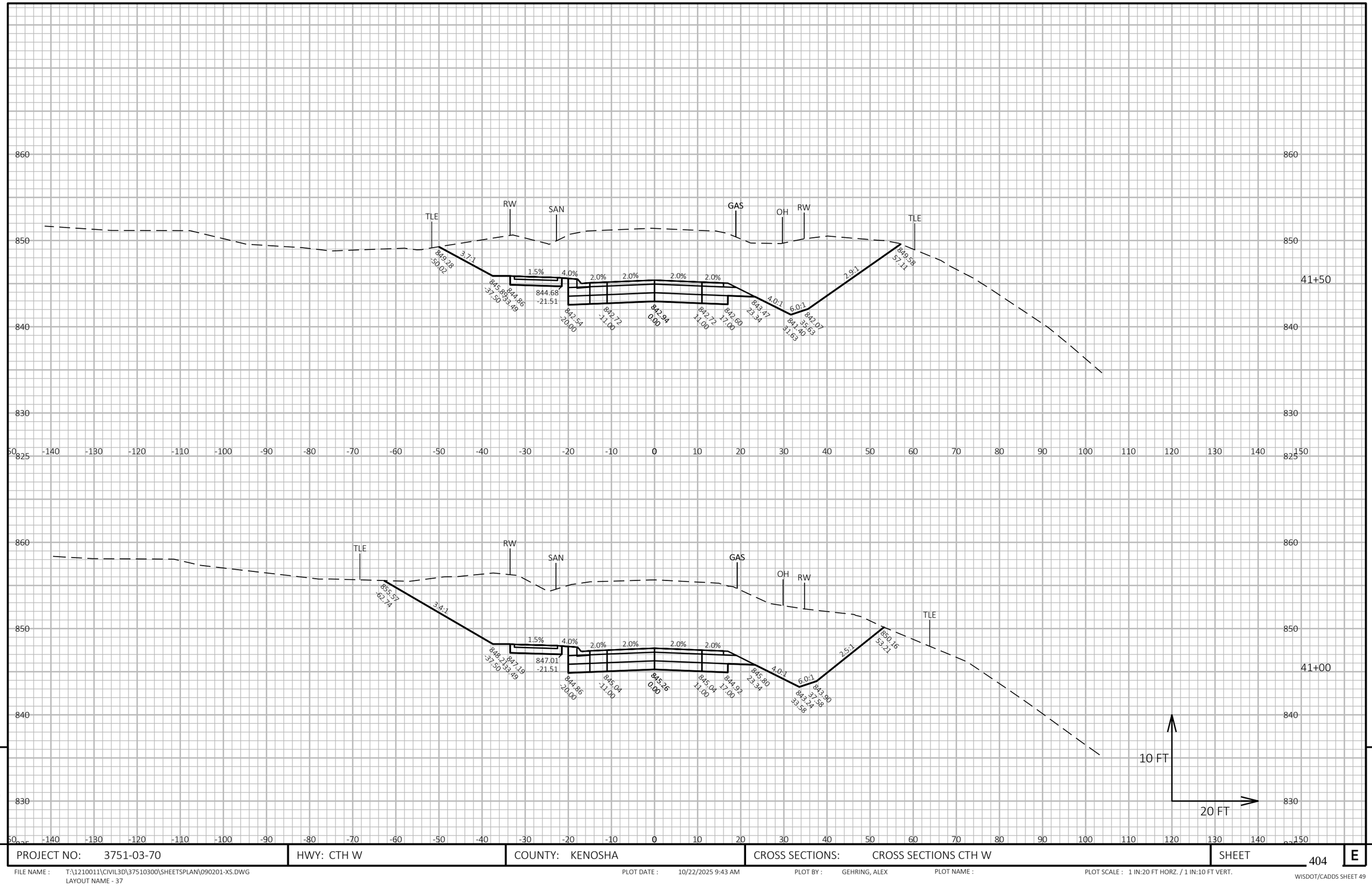
PLOT DATE : 10/22/2025 9:42 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 404	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 37

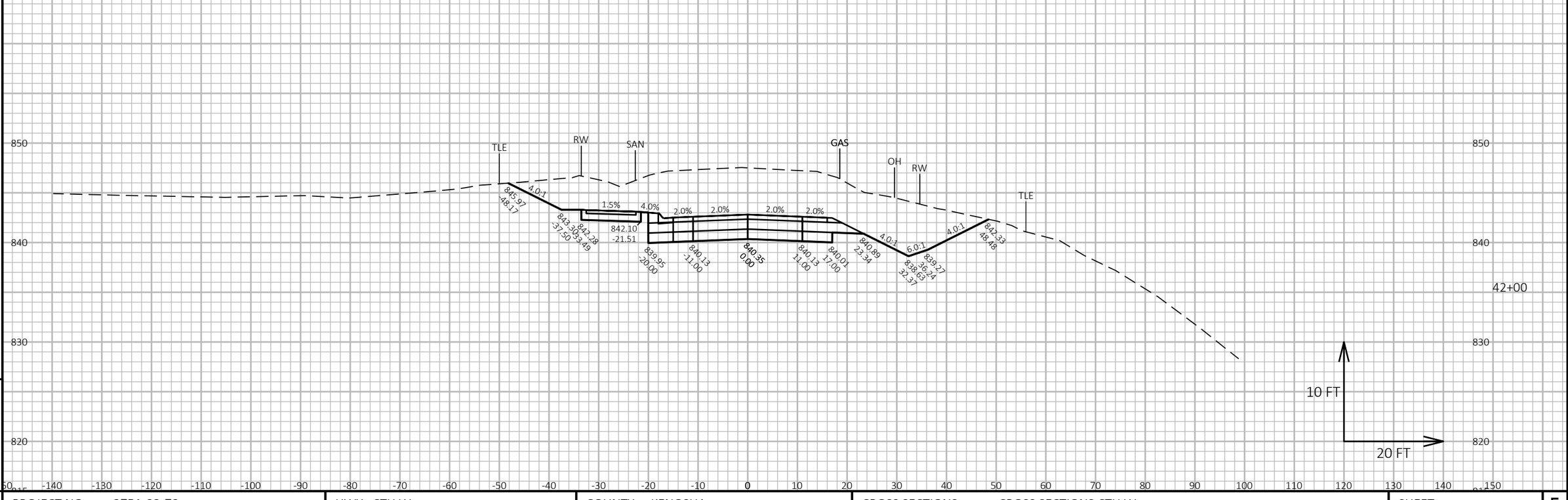
PLOT DATE : 10/22/2025 9:43 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

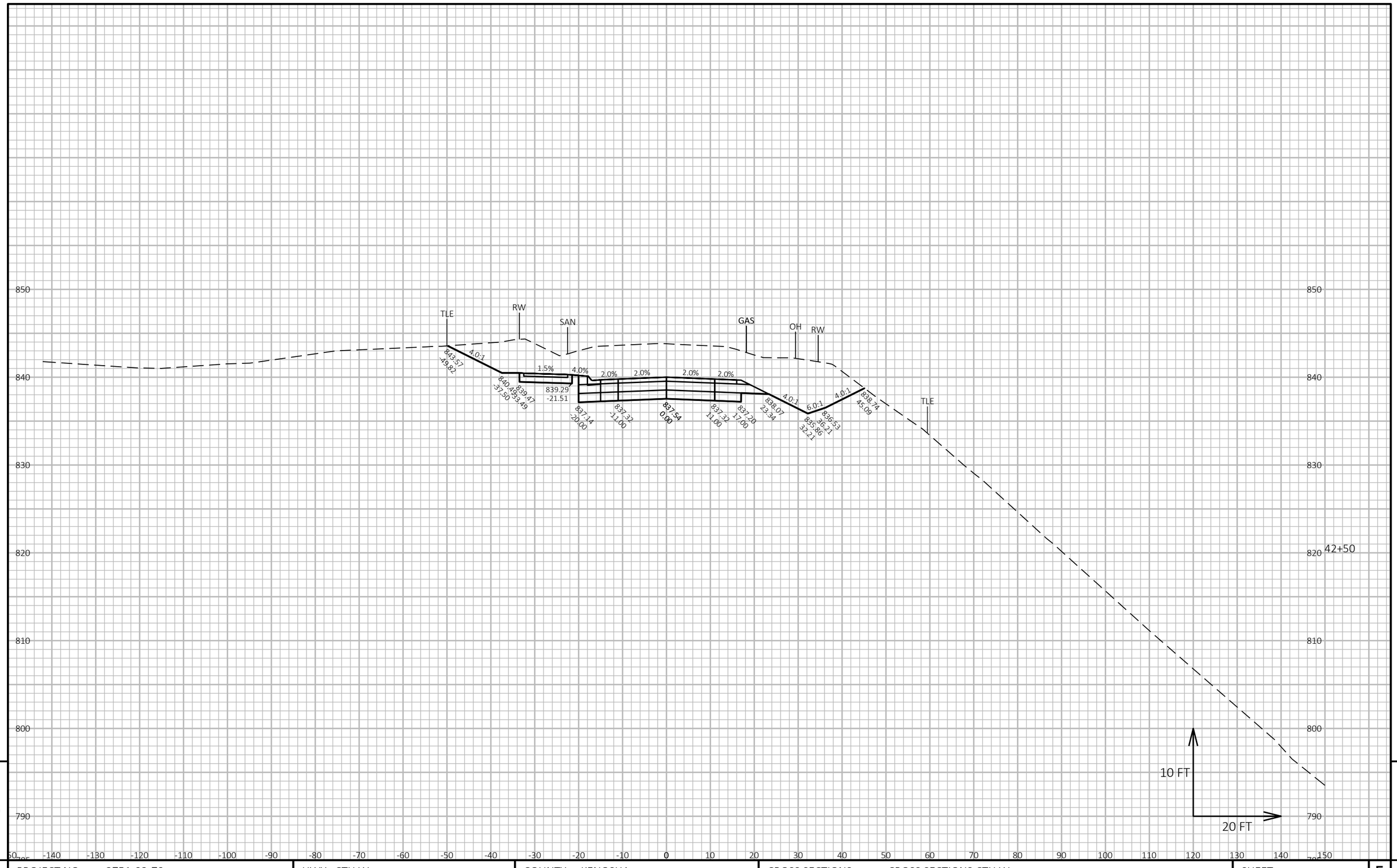
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 405	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

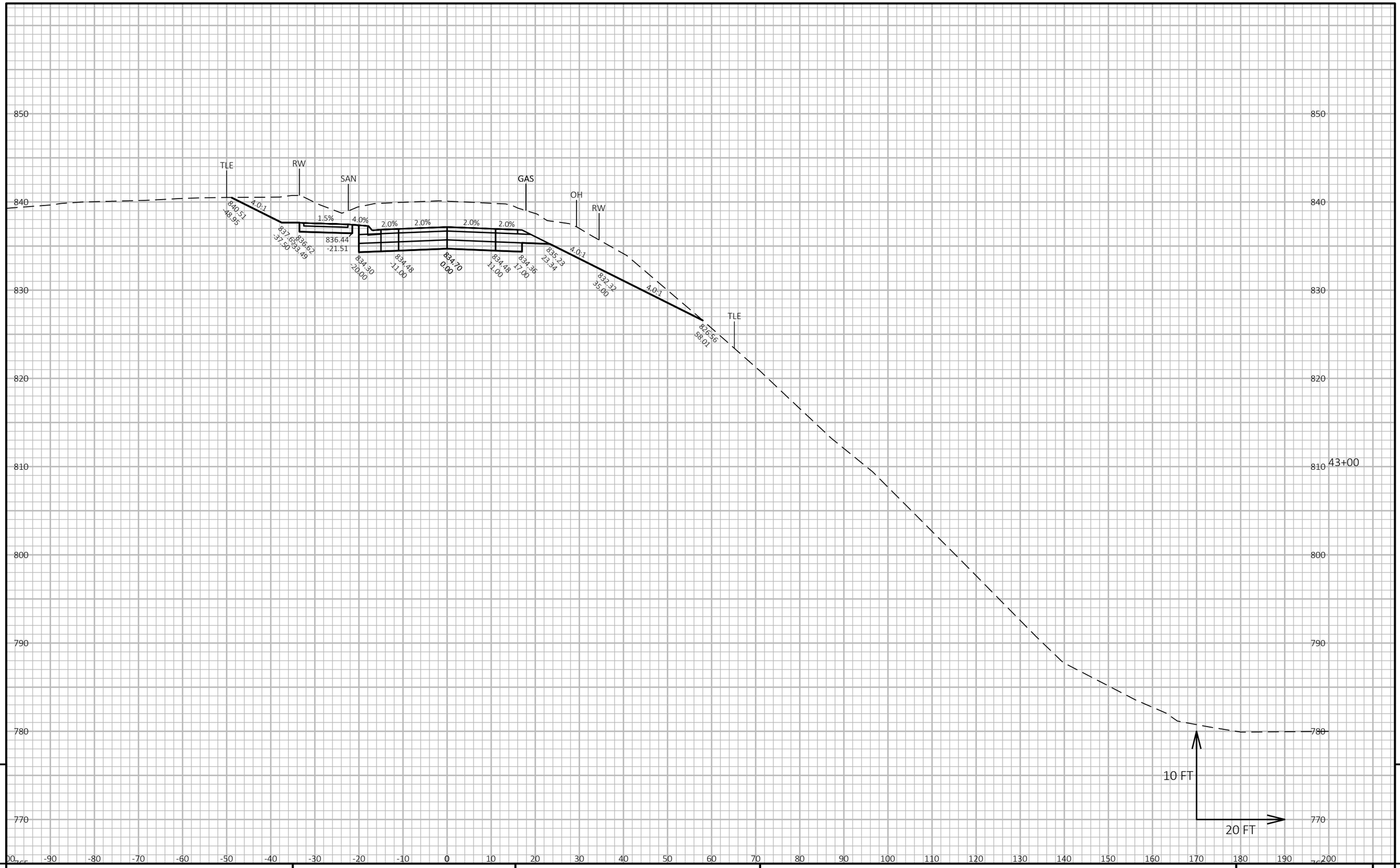
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 406	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 39

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 407	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 40

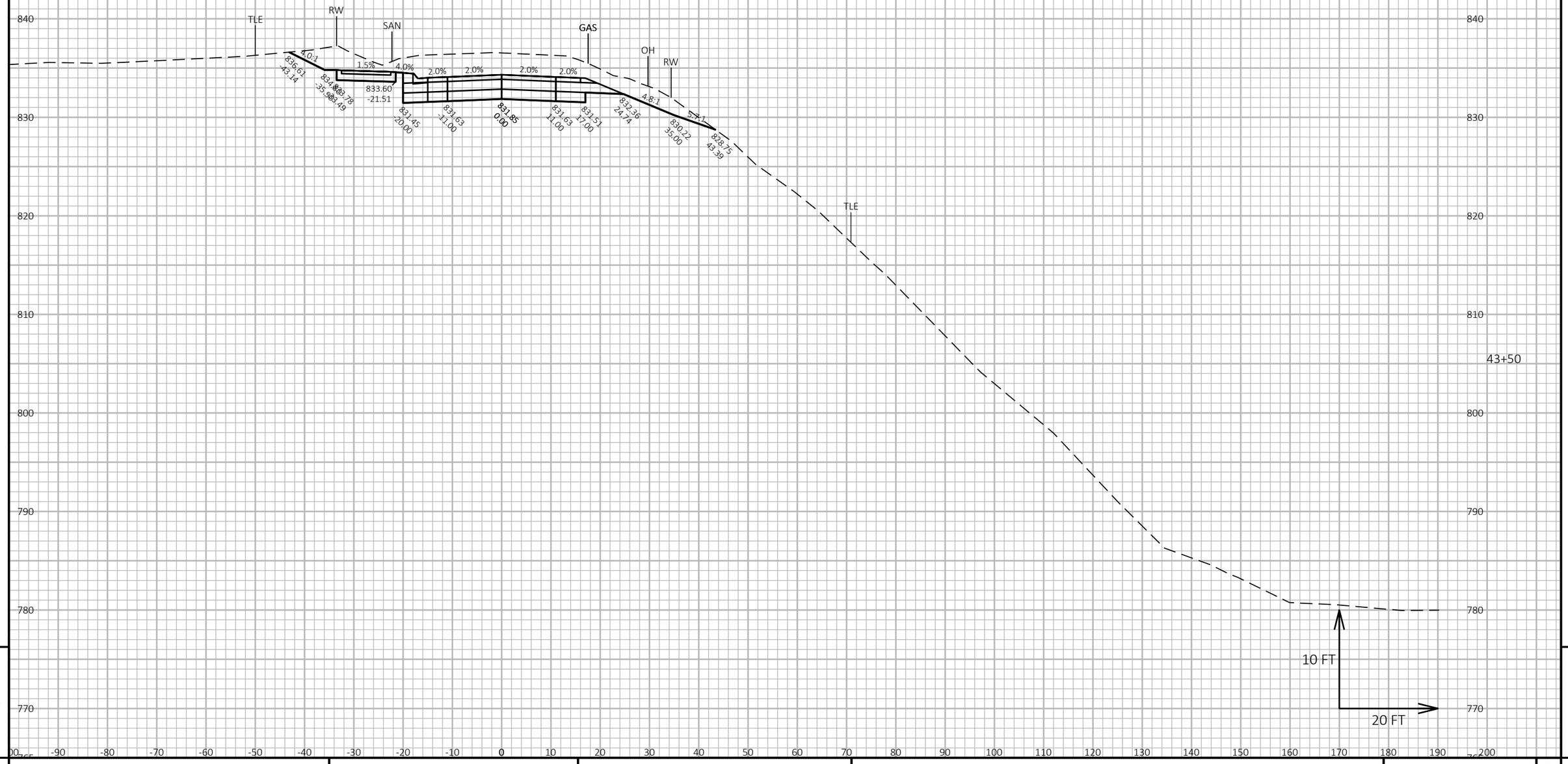
PLOT DATE : 10/22/2025 9:43 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

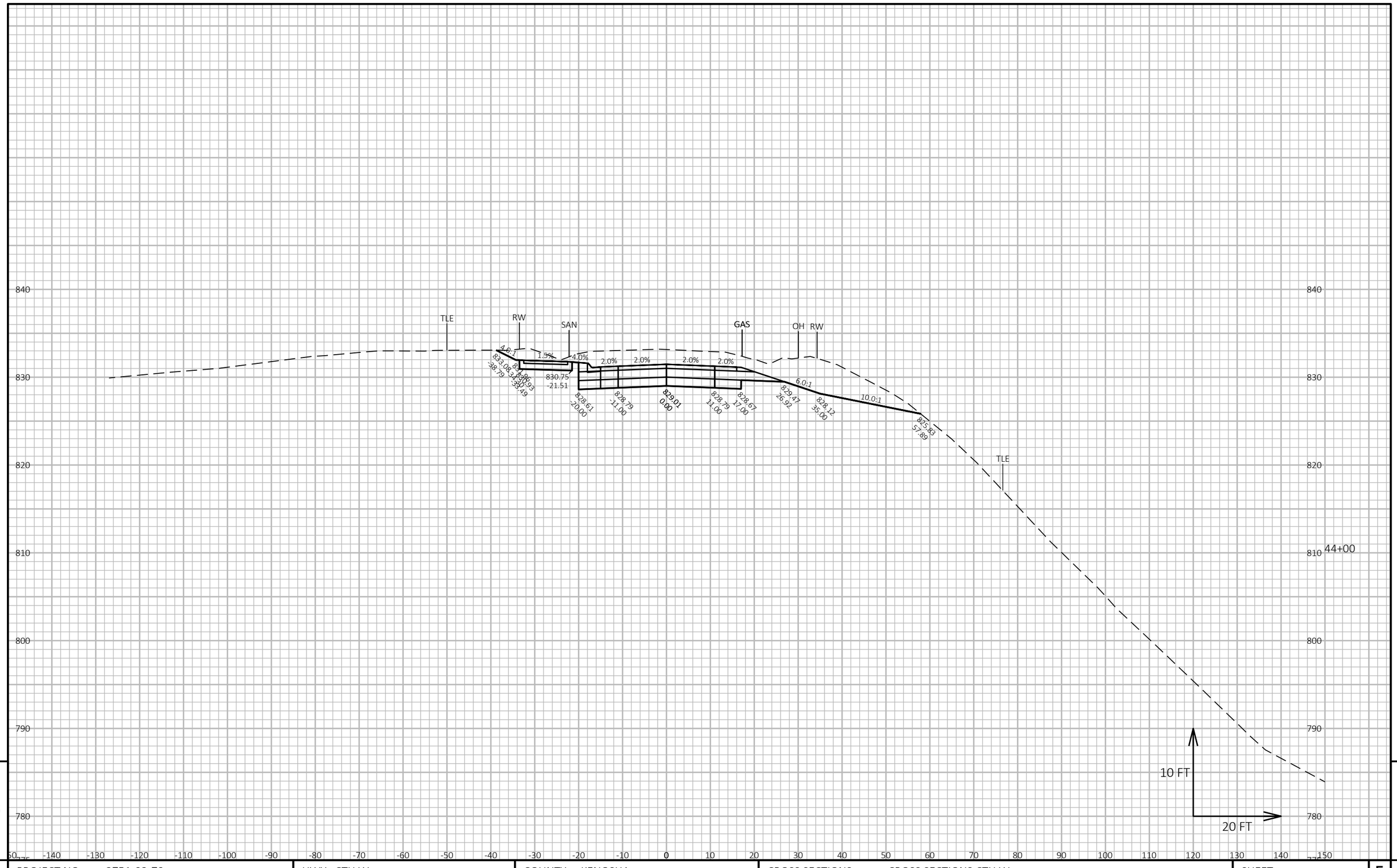


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 408 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 41

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

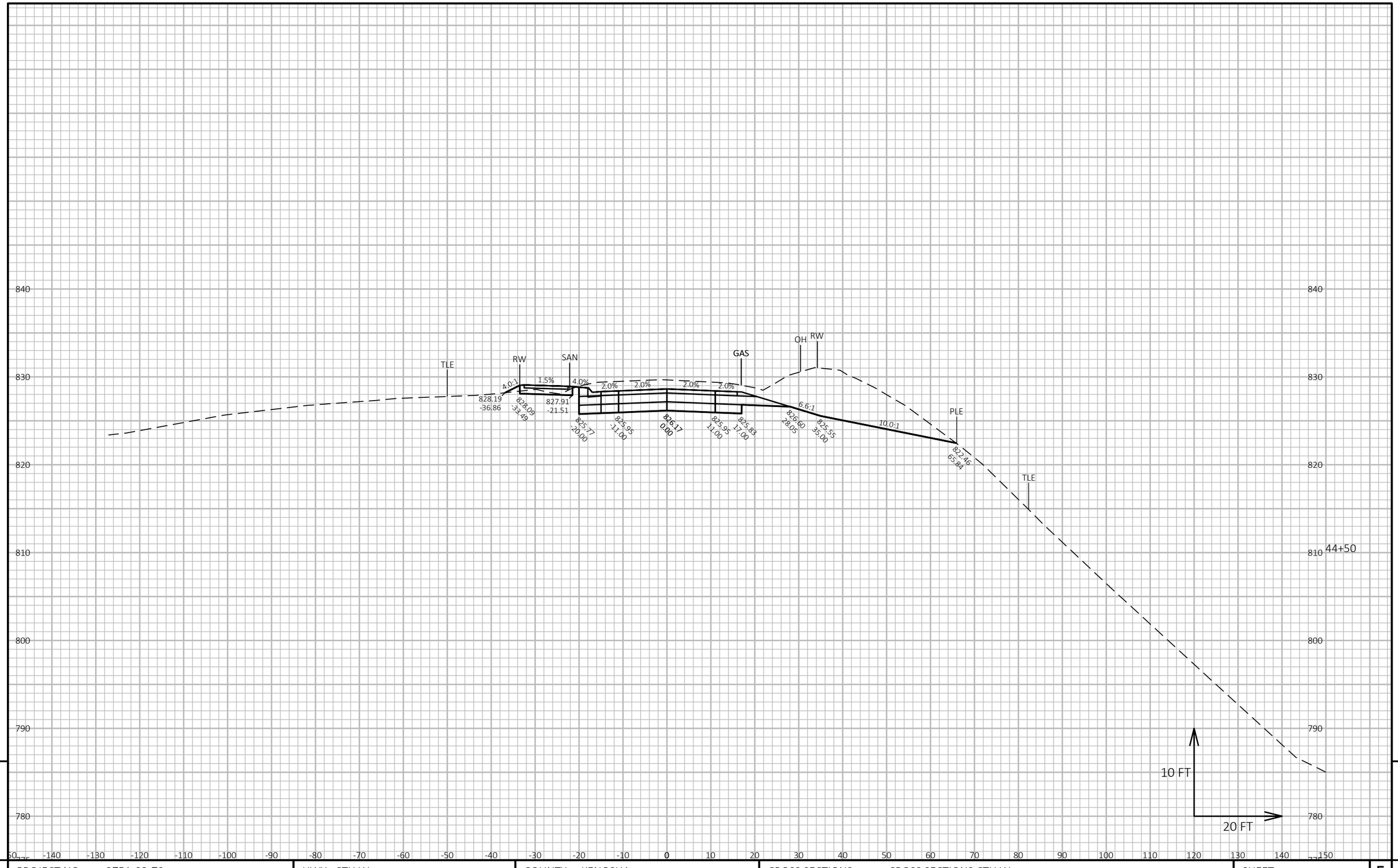
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 409	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 42

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 410	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 43

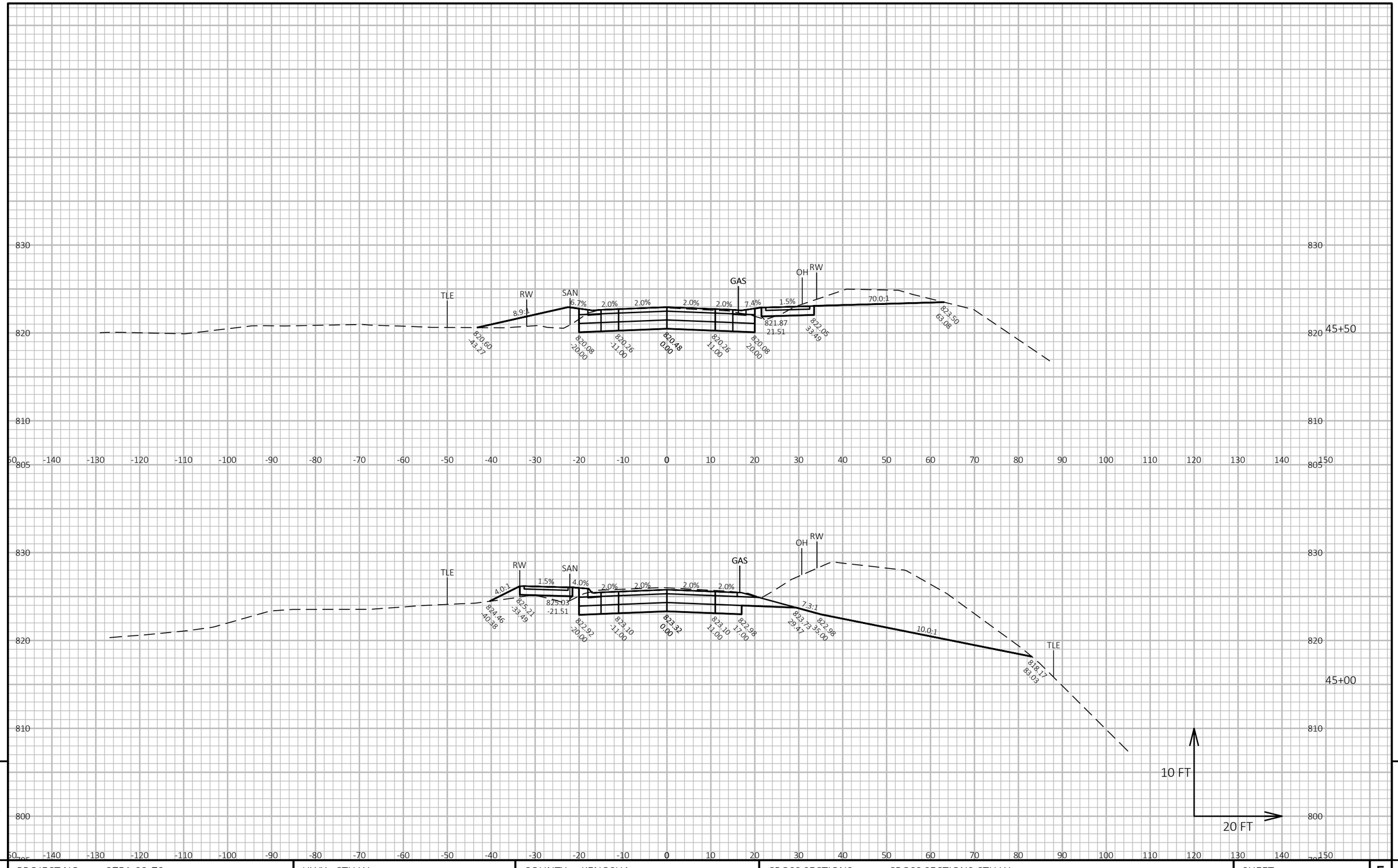
PLOT DATE : 10/22/2025 9:43 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

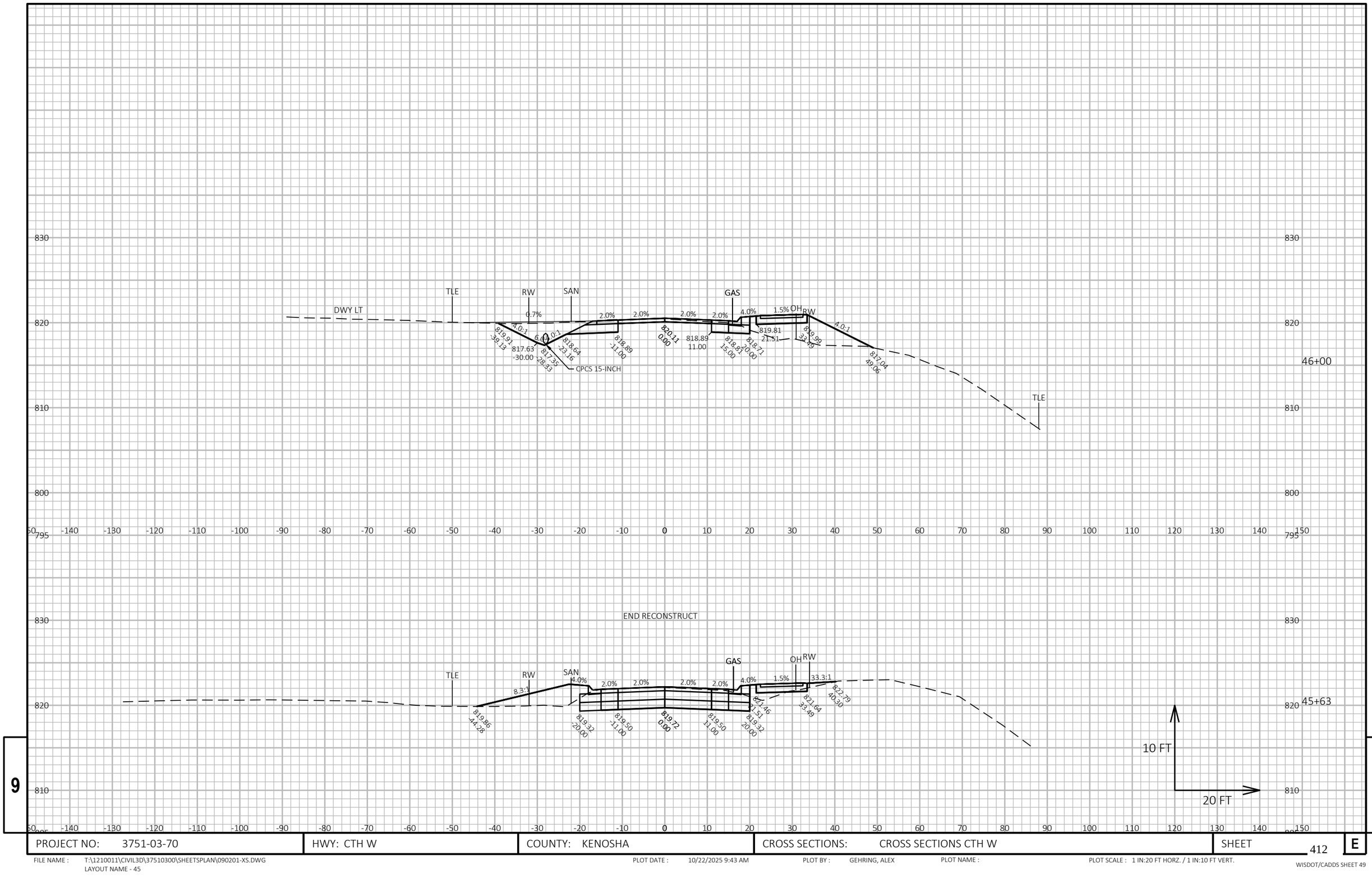


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 411	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 44

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

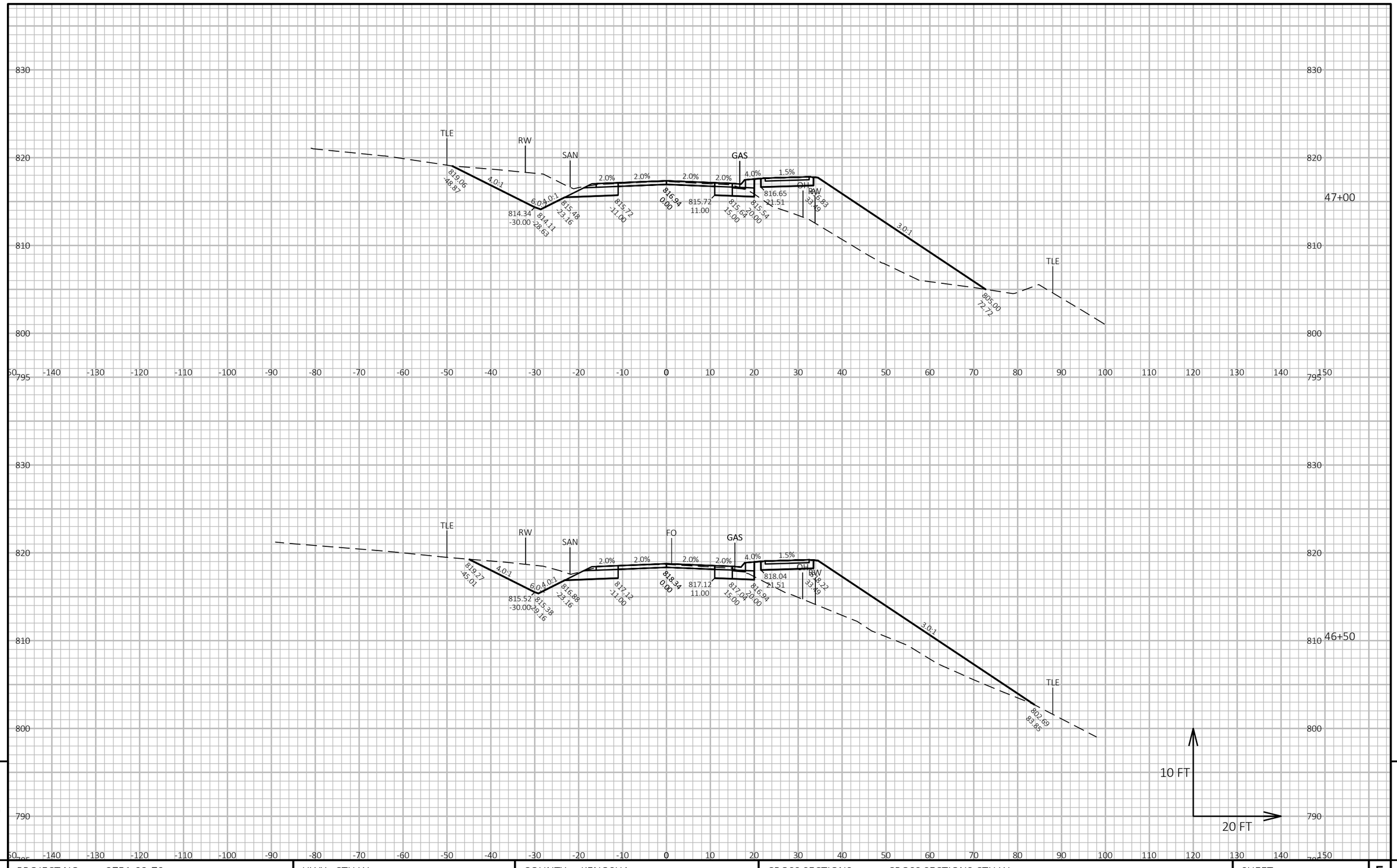
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 412	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 45

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

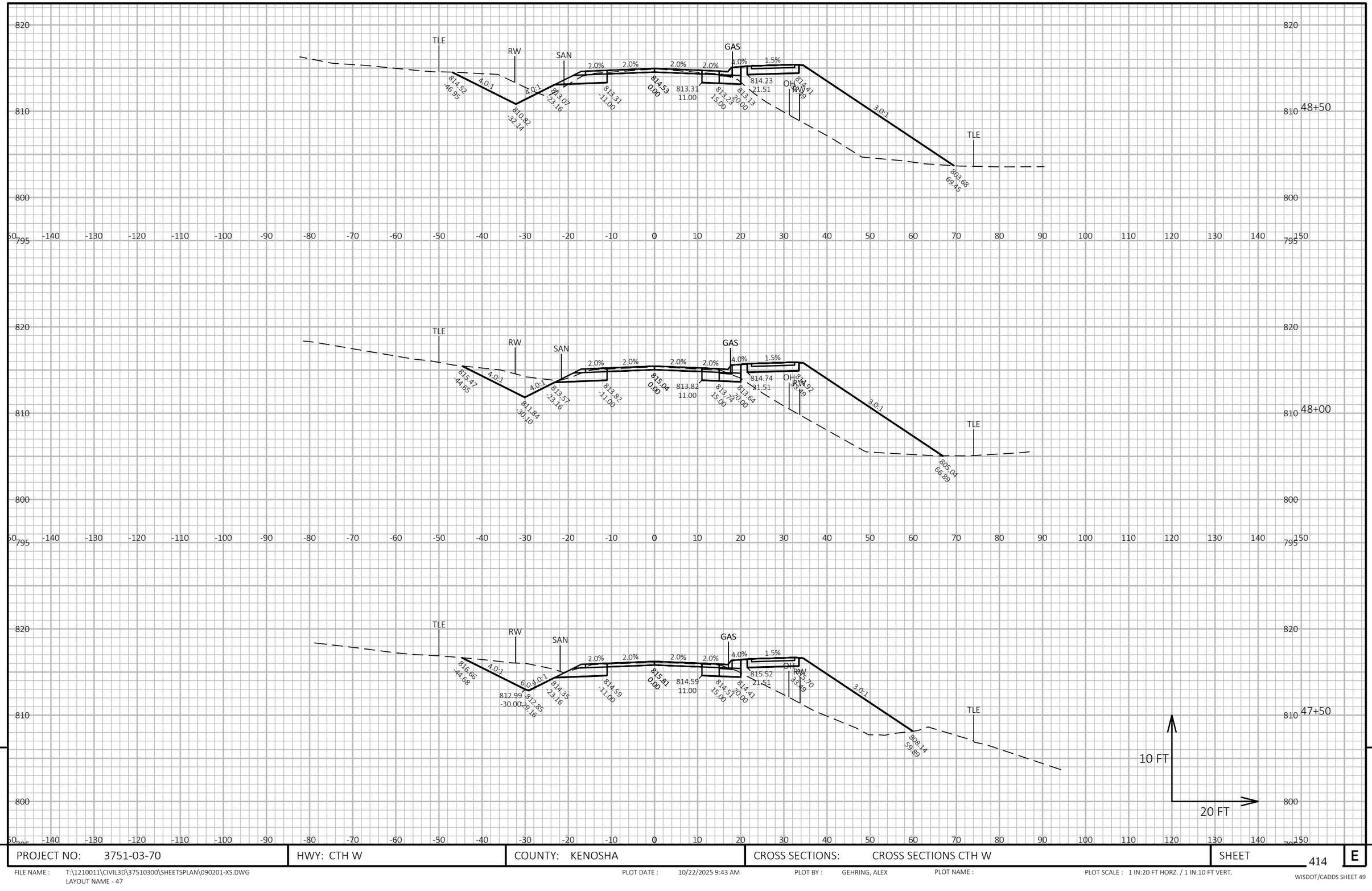


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 413	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 46

PLOT DATE : 10/22/2025 9:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 414	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 47

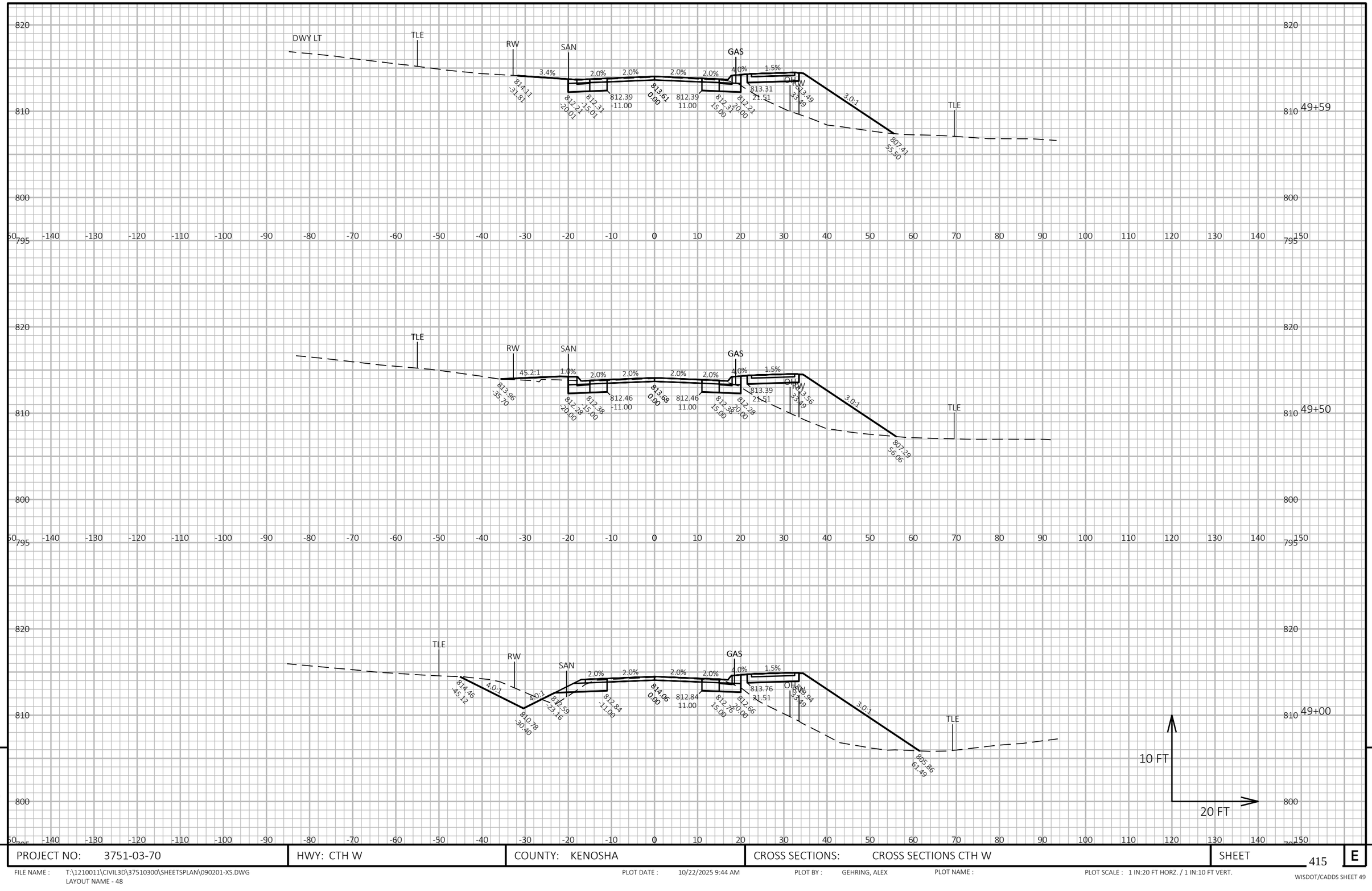
PLOT DATE : 10/22/2025 9:43 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

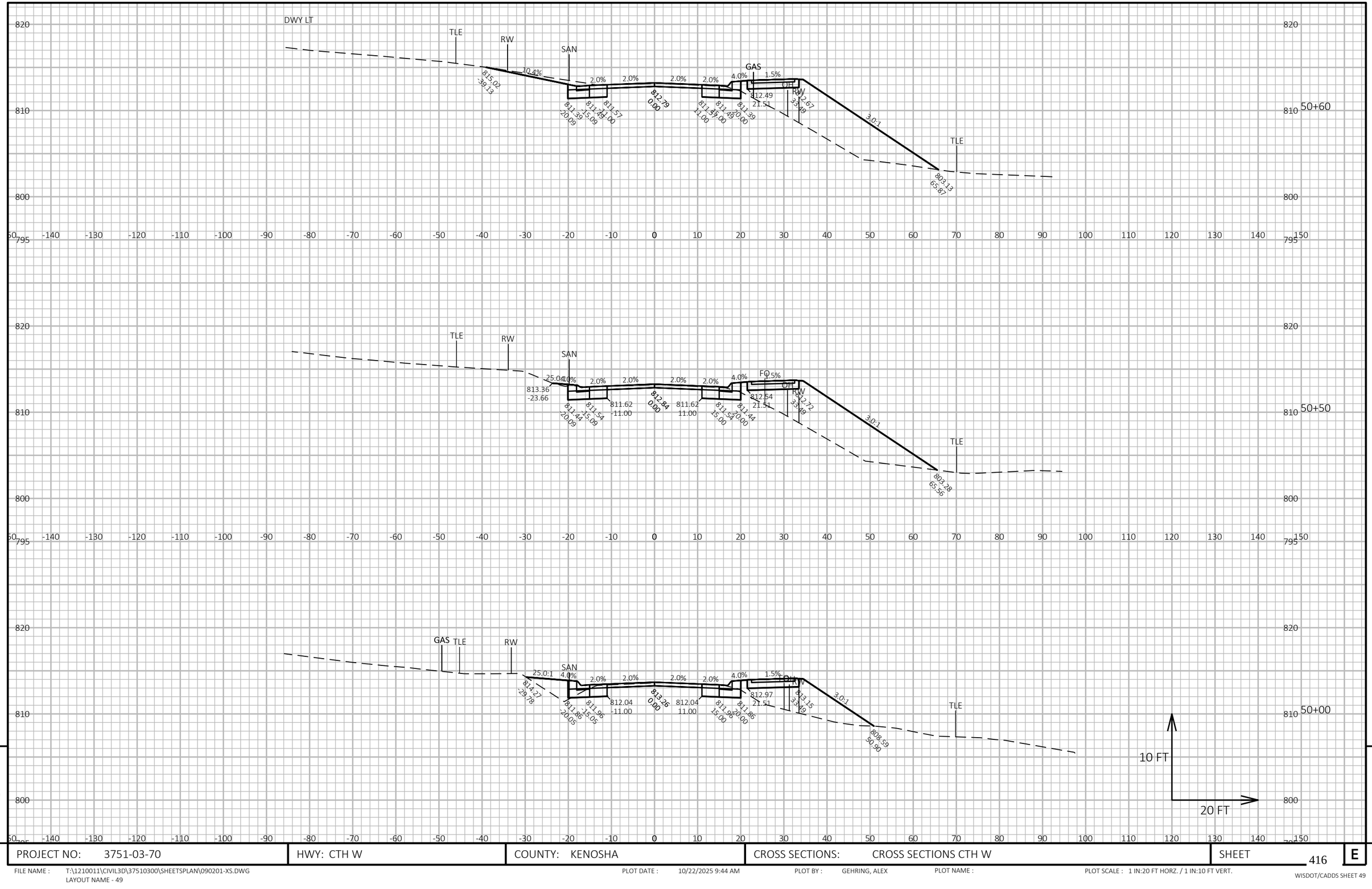


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 415	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 48

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

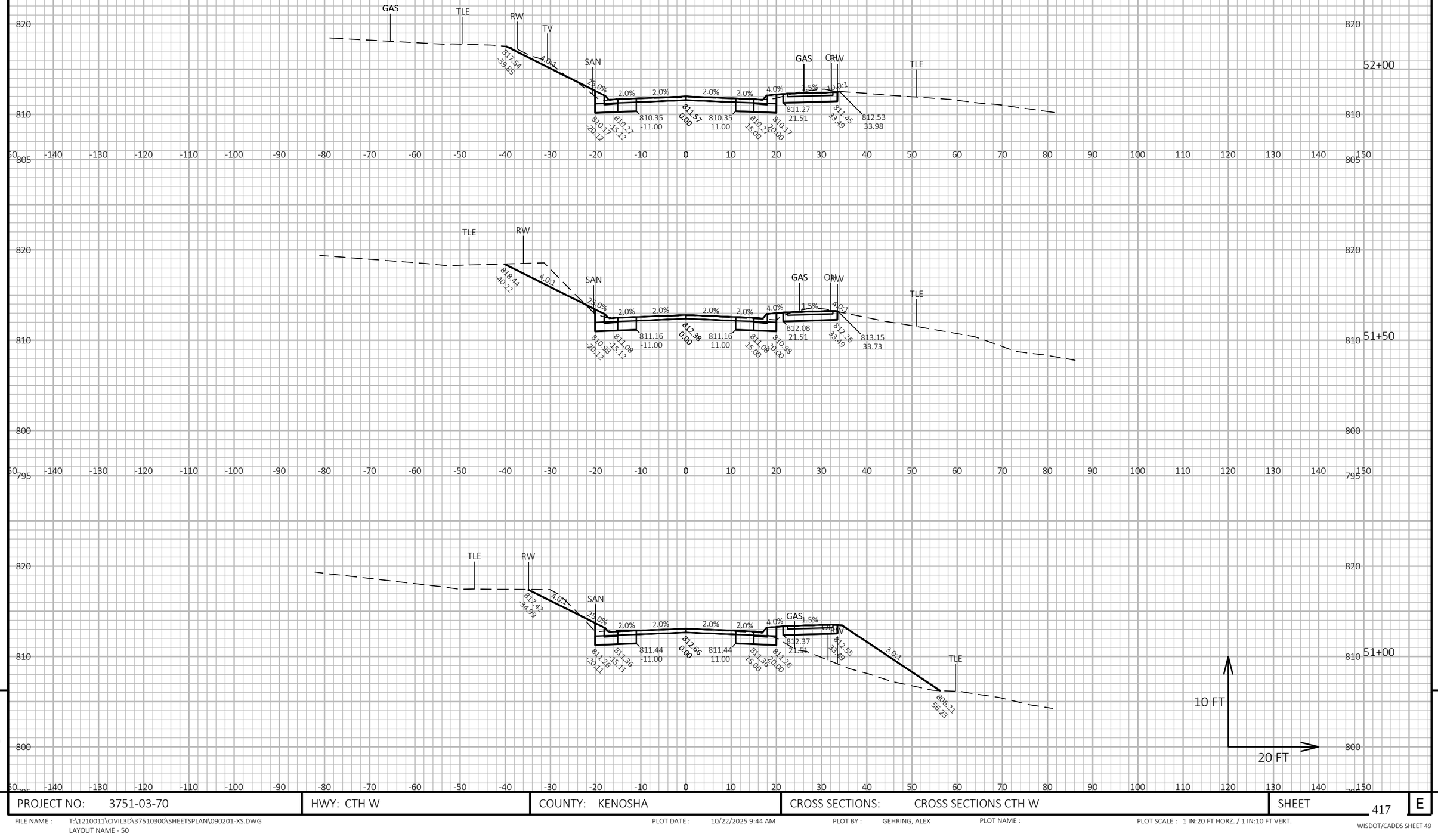
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 416	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 49

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

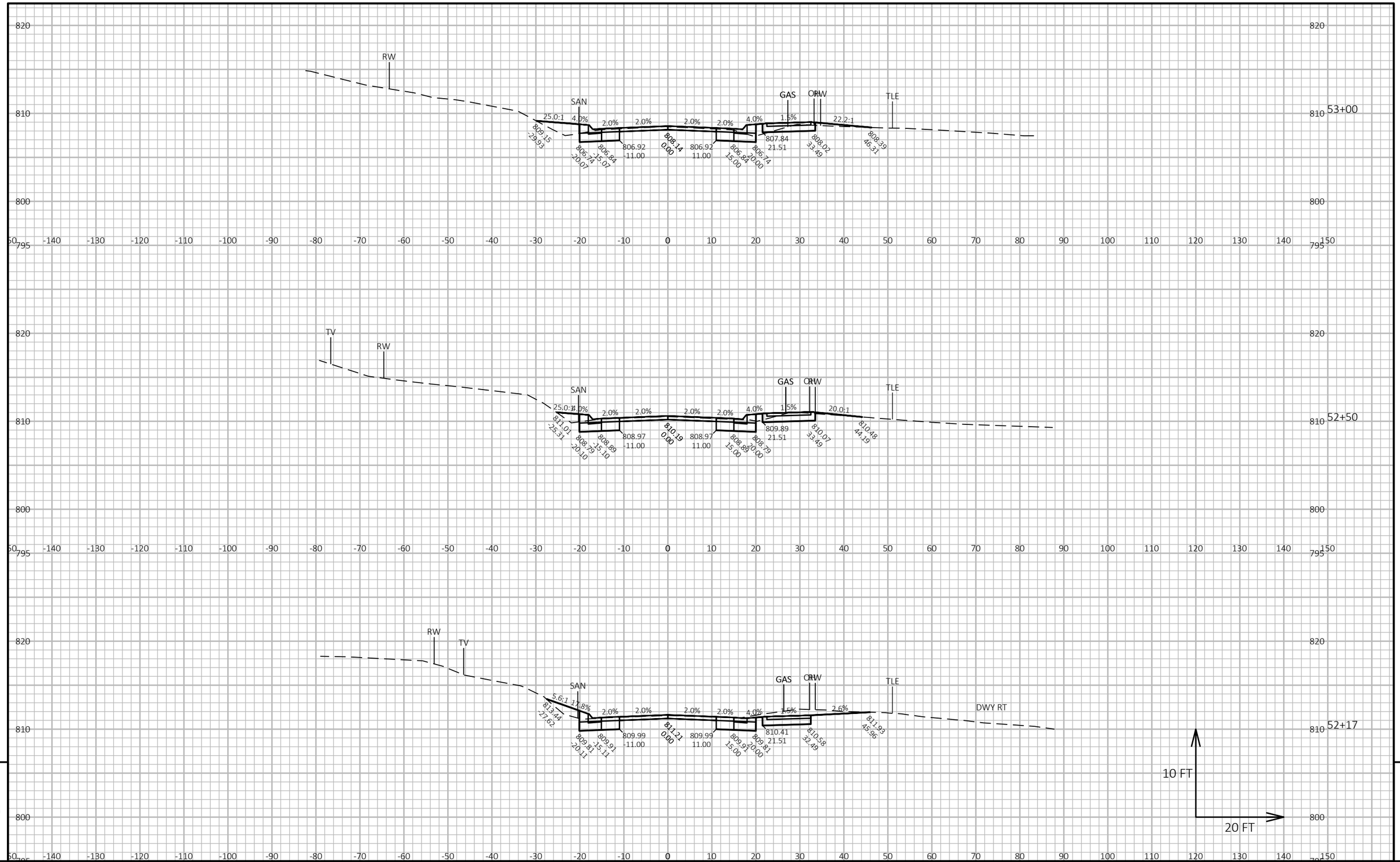


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 417	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 50

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

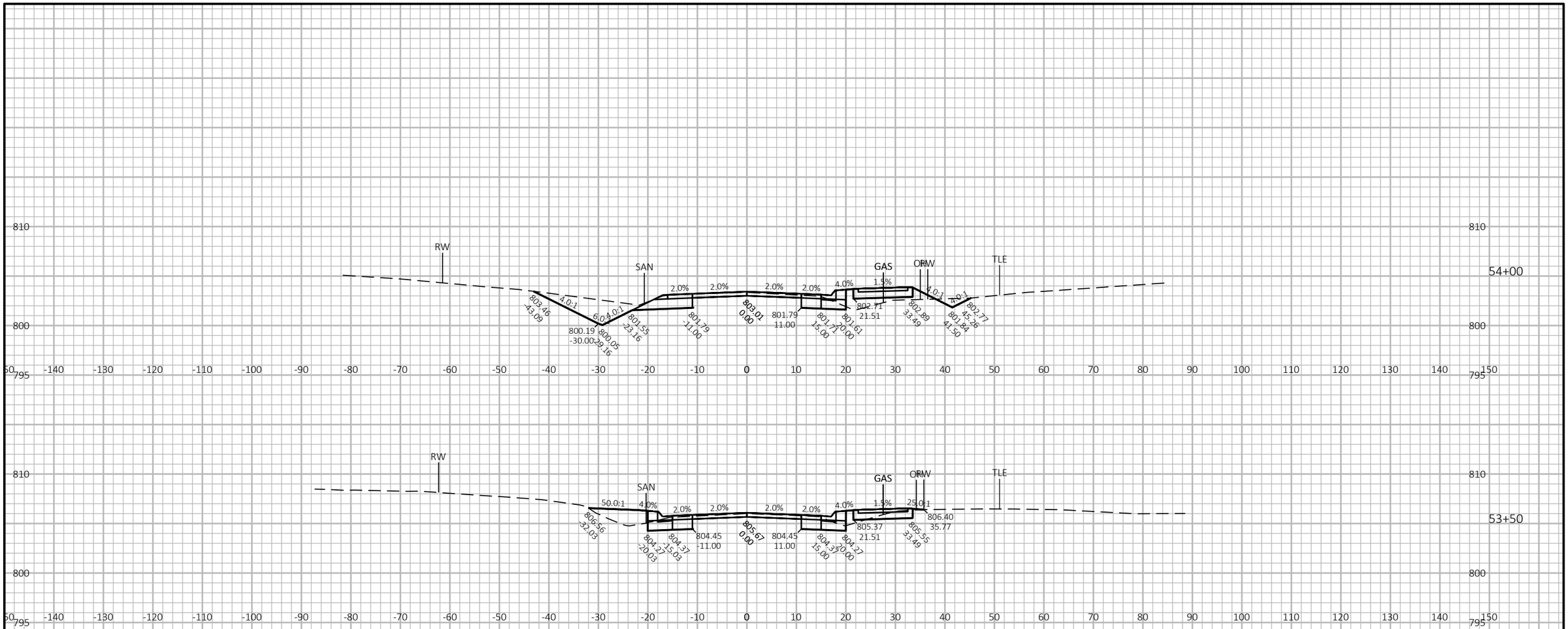


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 418	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 51

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

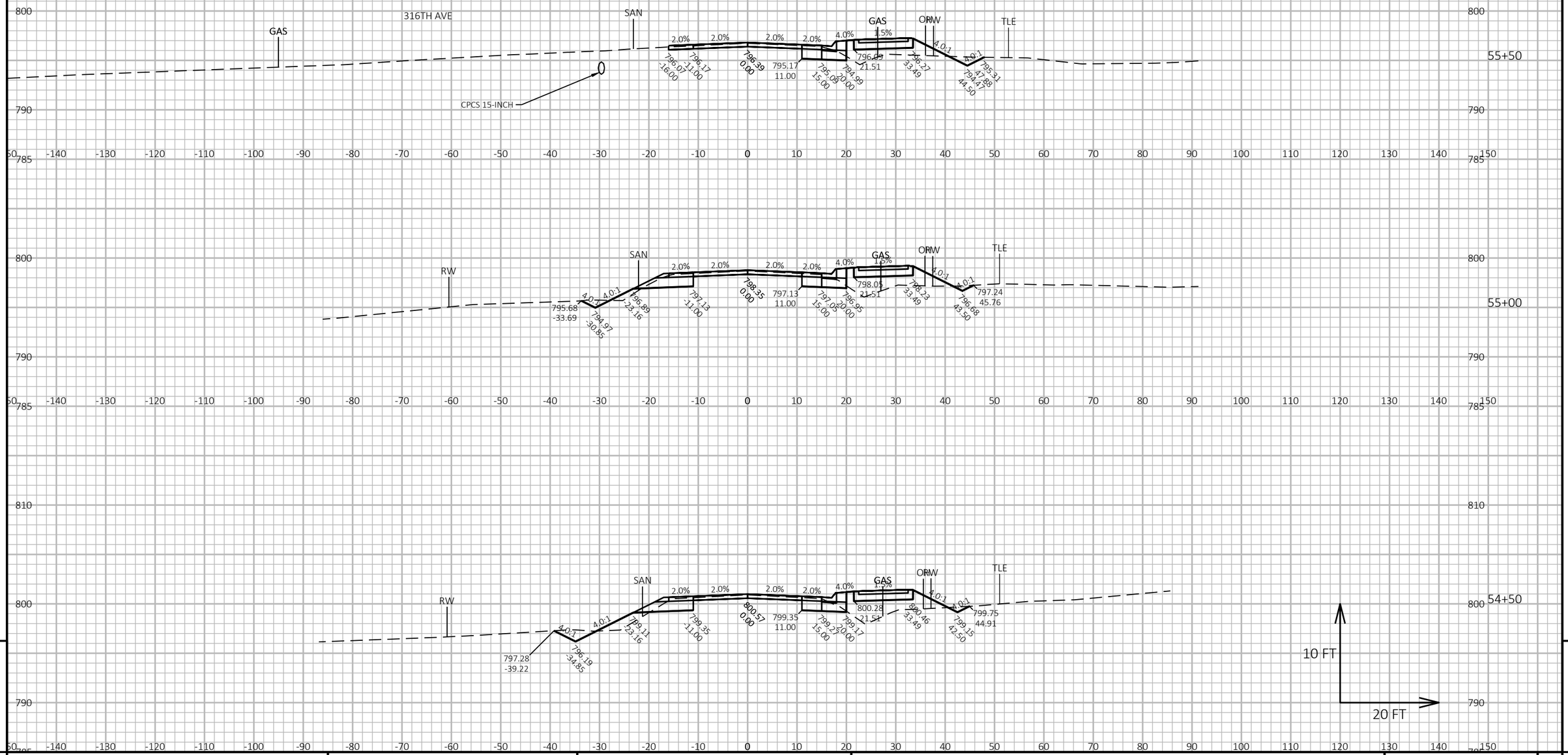
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 419	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 52

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

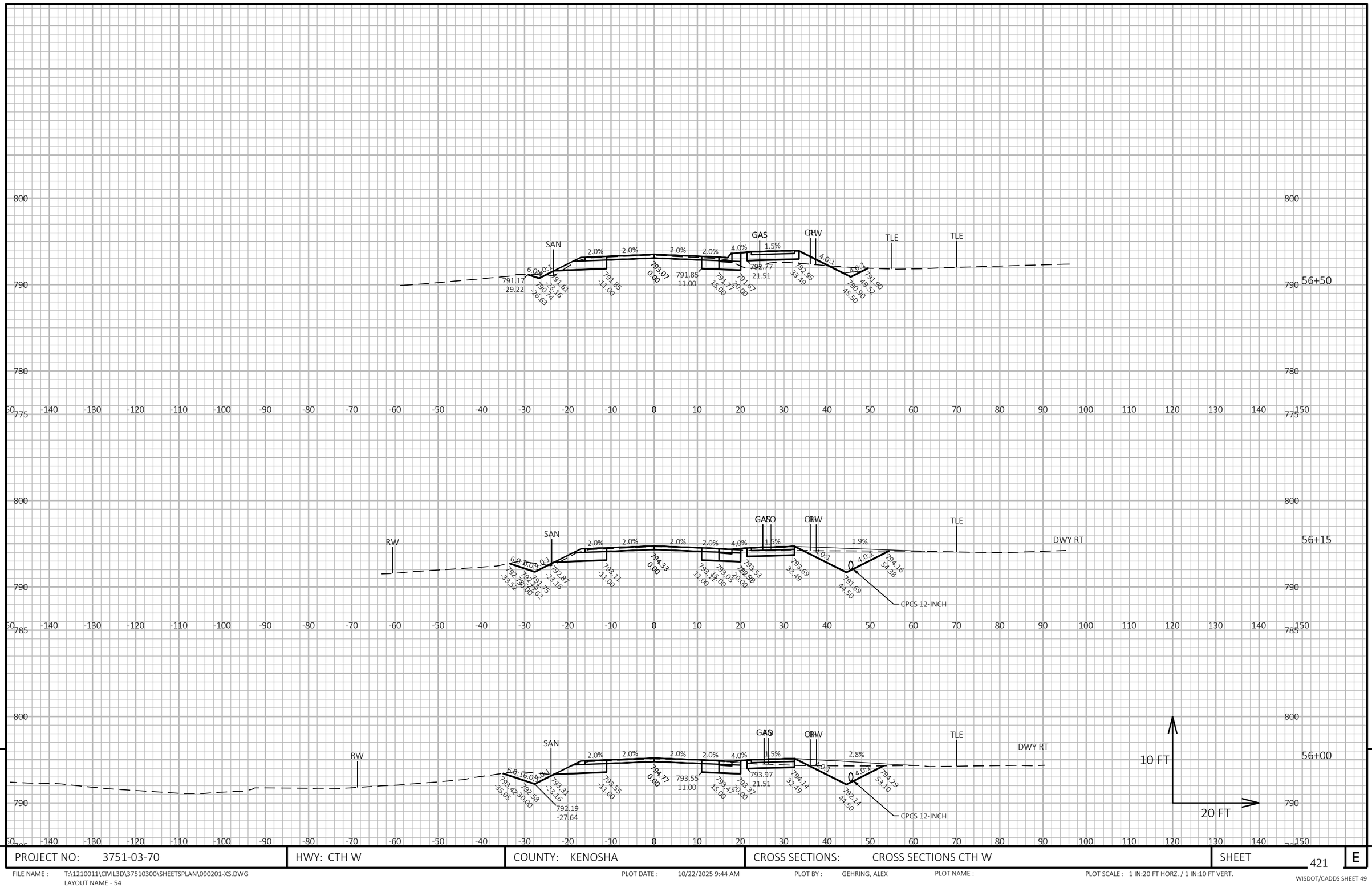
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 420	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 53

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 421	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 54

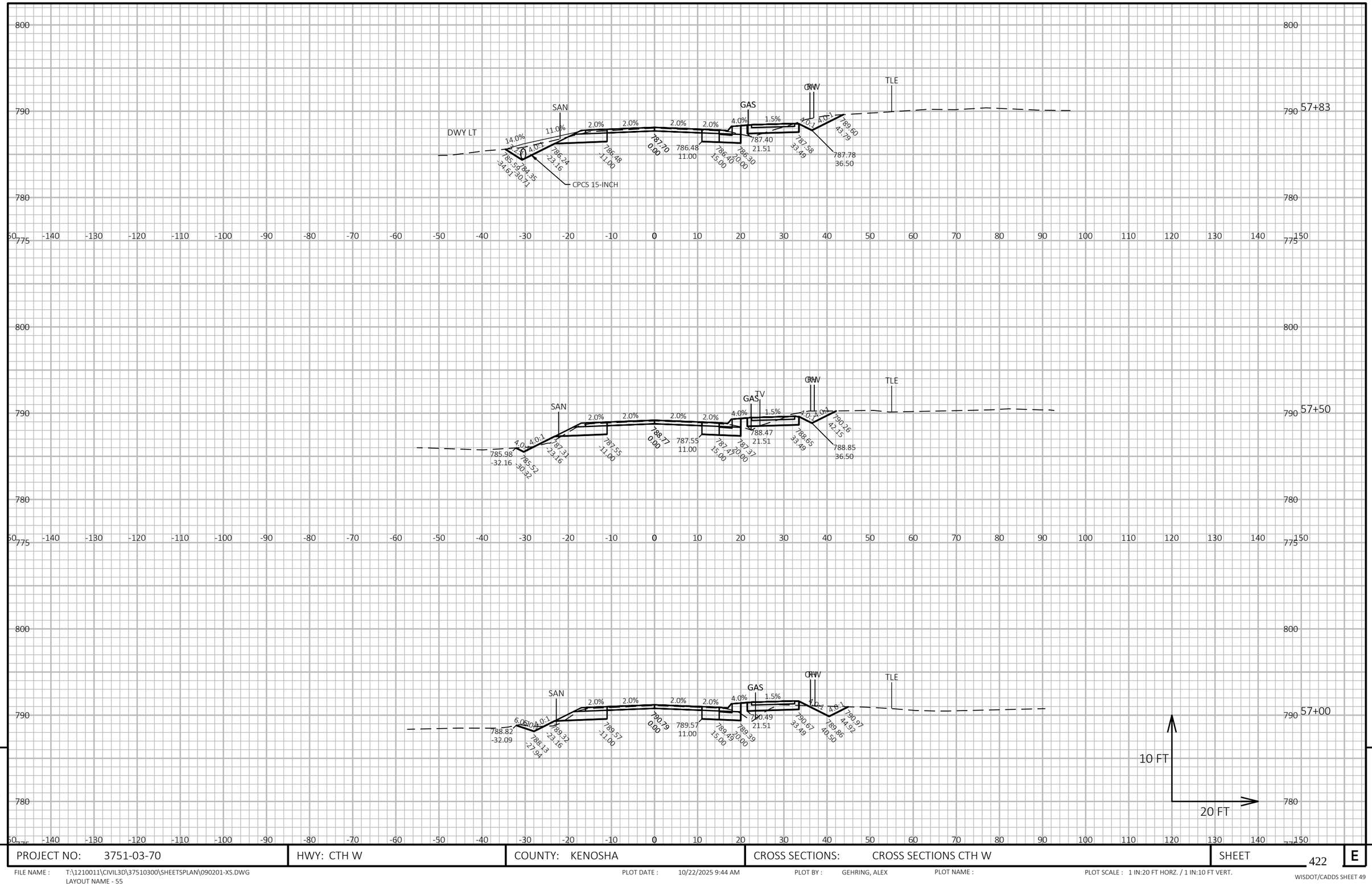
PLOT DATE : 10/22/2025 9:44 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

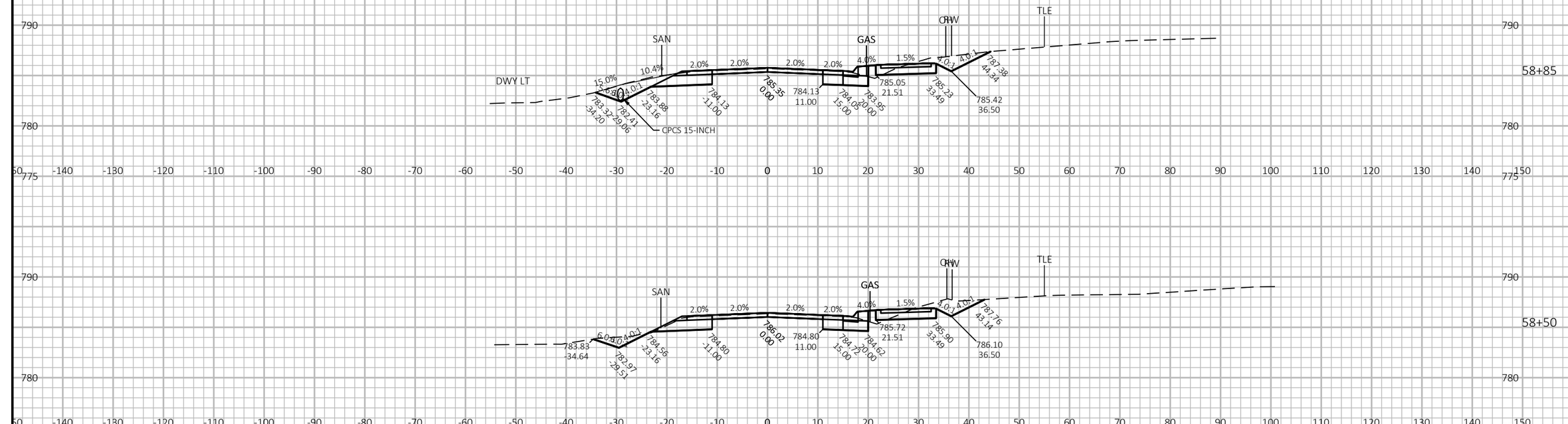
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 422	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 55

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

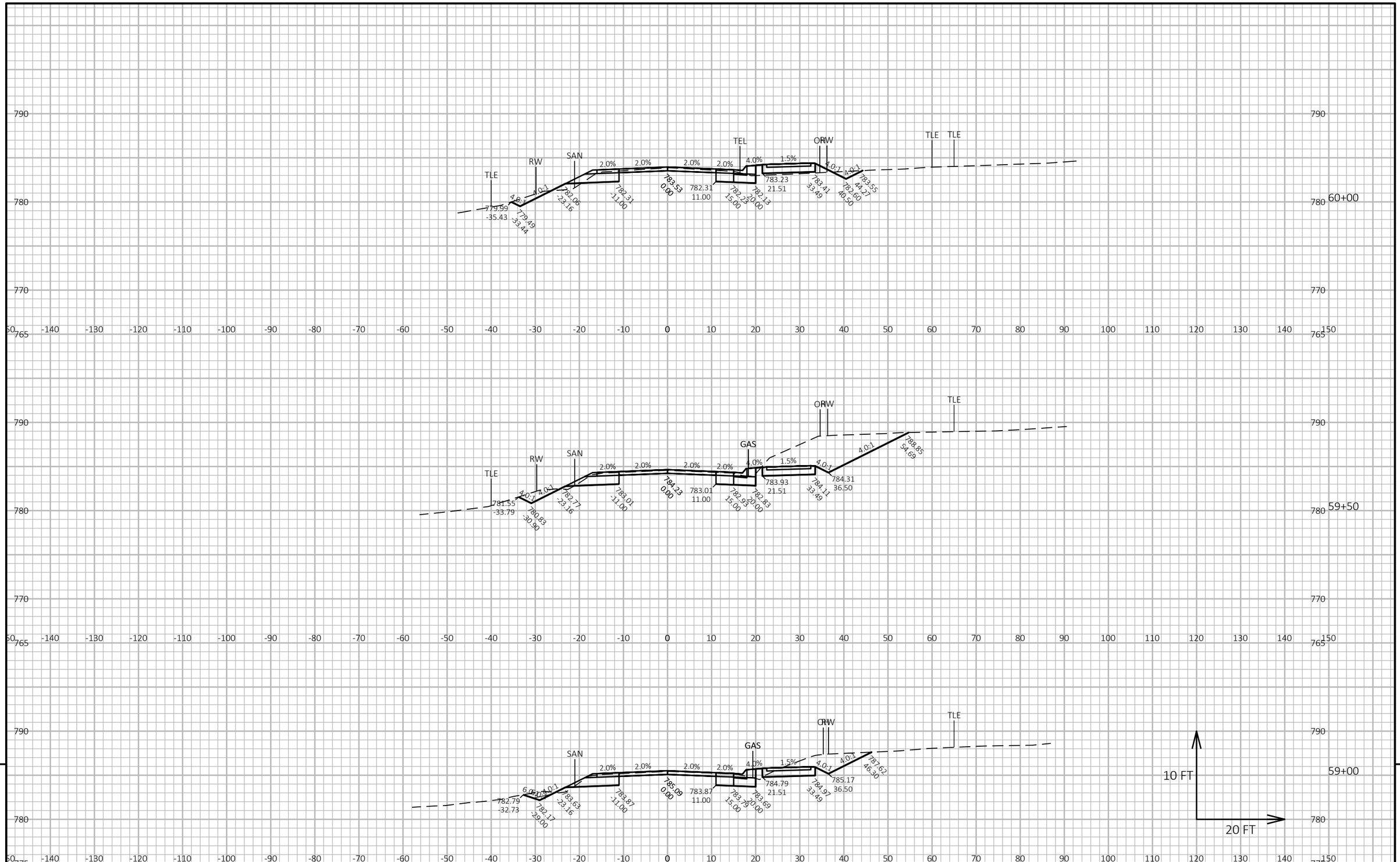
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 423	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 56

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

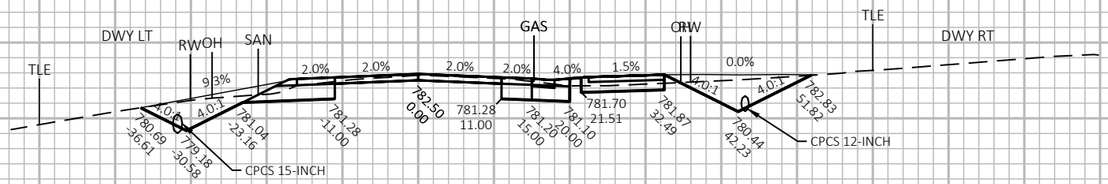
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 424	E

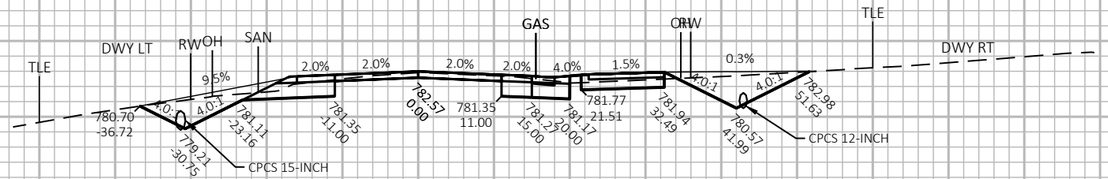
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 57

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

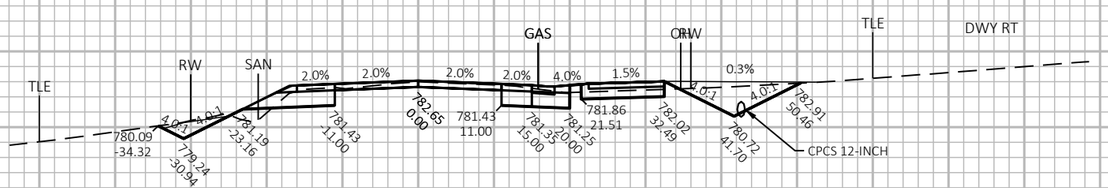
WISDOT/CADDS SHEET 49



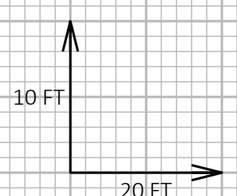
60+62



60+56



60+50



9

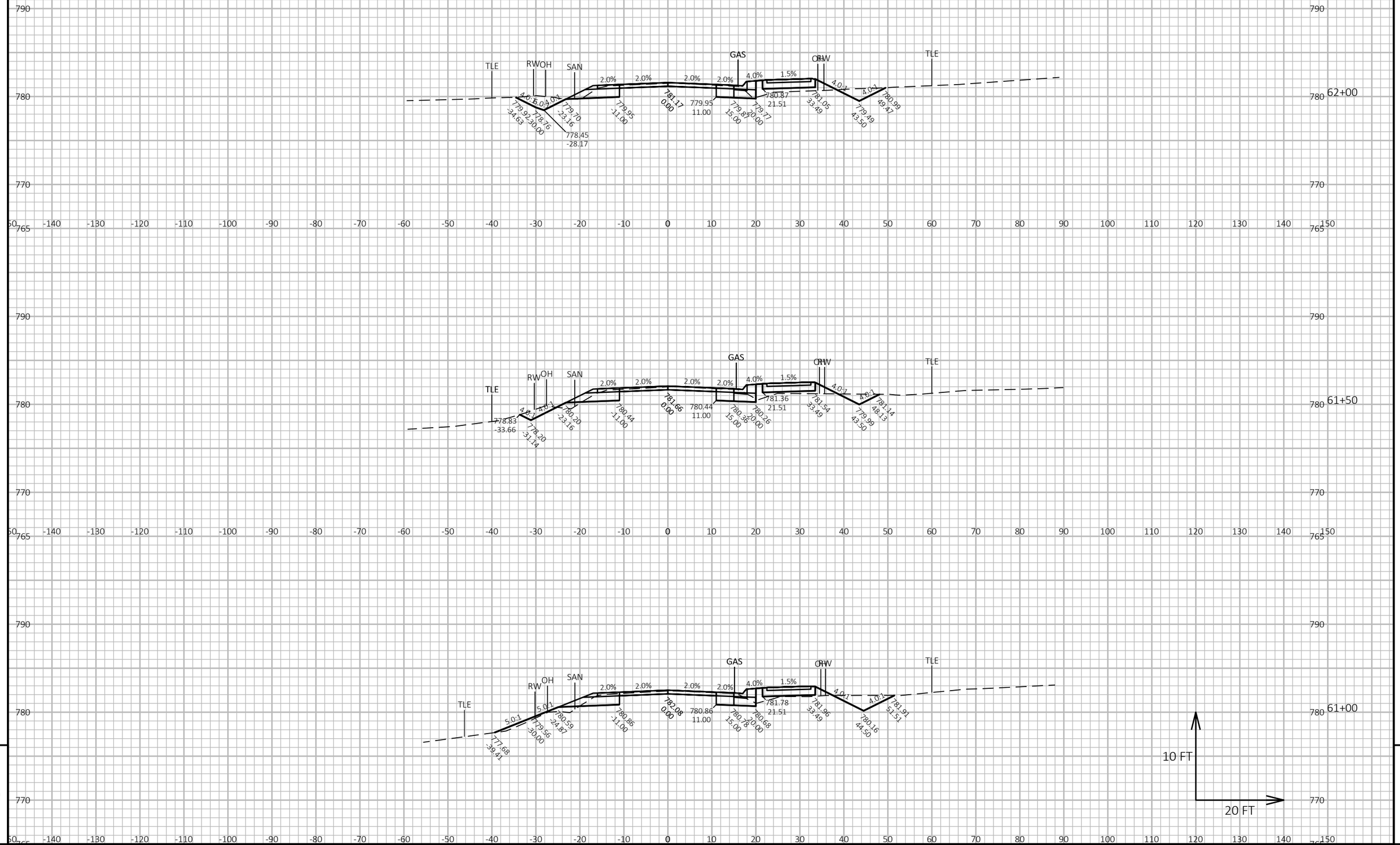
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 425	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 58

PLOT DATE : 10/22/2025 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 426	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 59

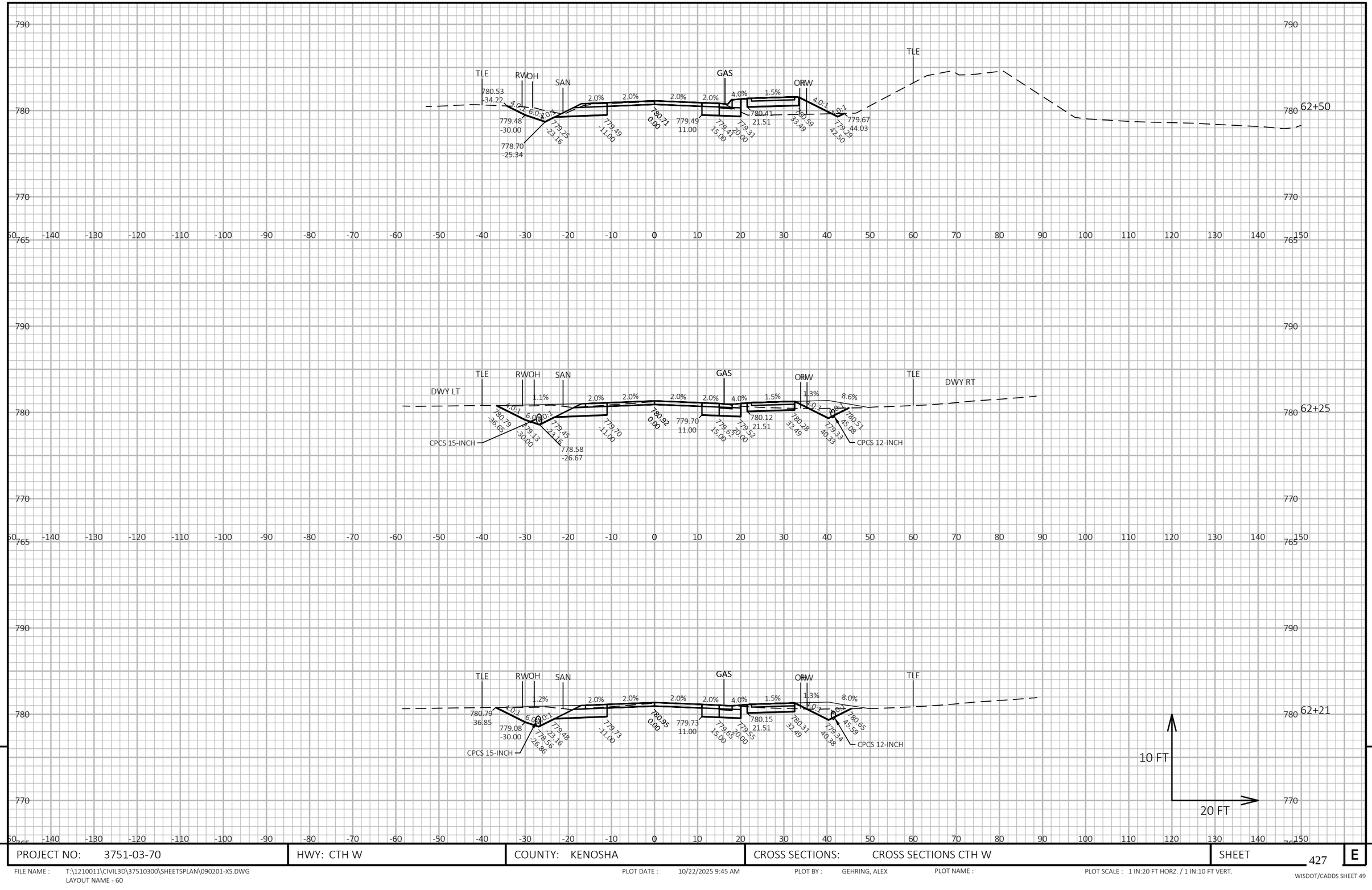
PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 427	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 60

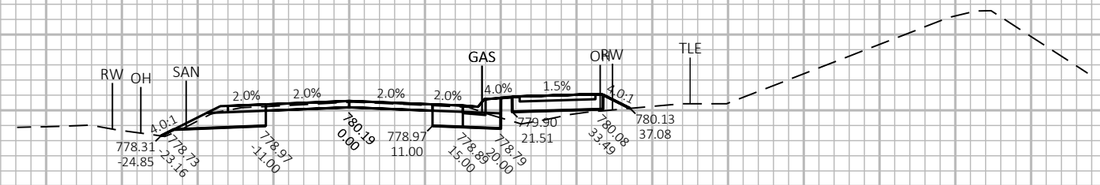
PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

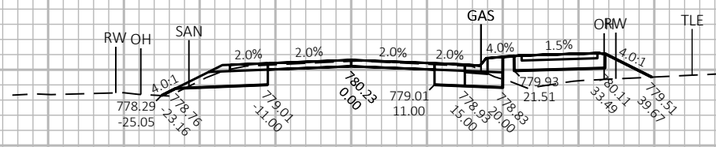
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

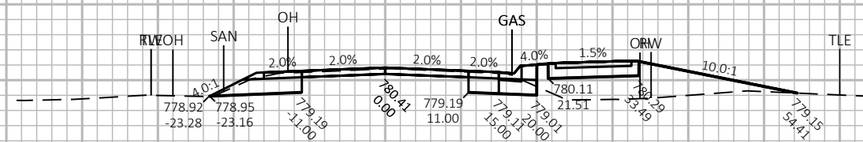
WISDOT/CADDS SHEET 49



64+00



63+50



63+00

10 FT

20 FT

9

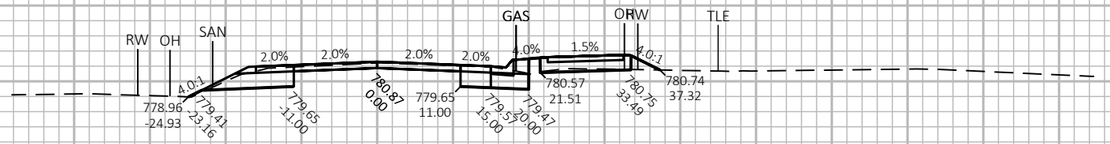
9

PROJECT NO: 3751-03-70 | HWY: CTH W | COUNTY: KENOSHA | CROSS SECTIONS: CROSS SECTIONS CTH W | SHEET 428 | E

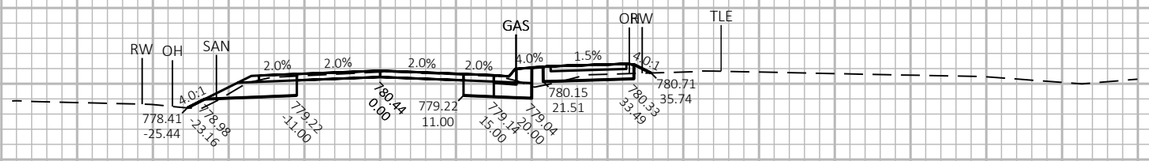
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 61

PLOT DATE : 10/22/2025 9:45 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

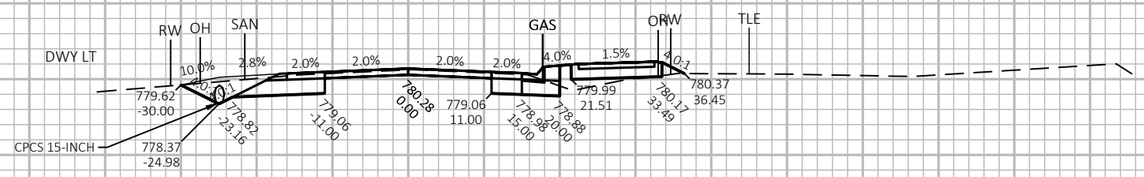
WISDOT/CADDS SHEET 49



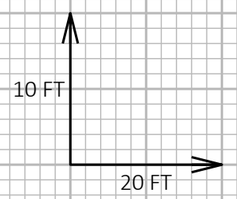
65+00



64+50



64+28



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 429	E

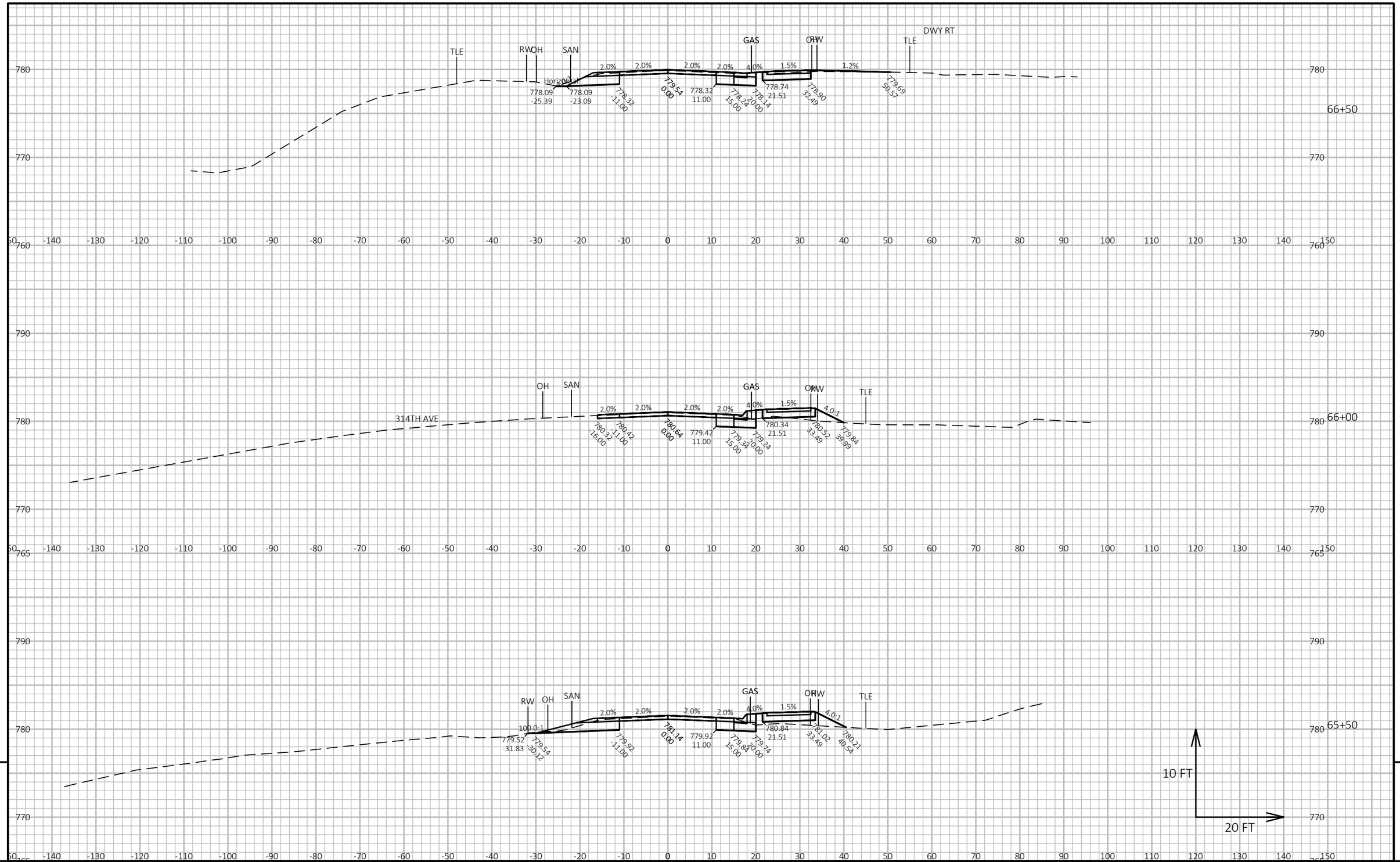
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 62

PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

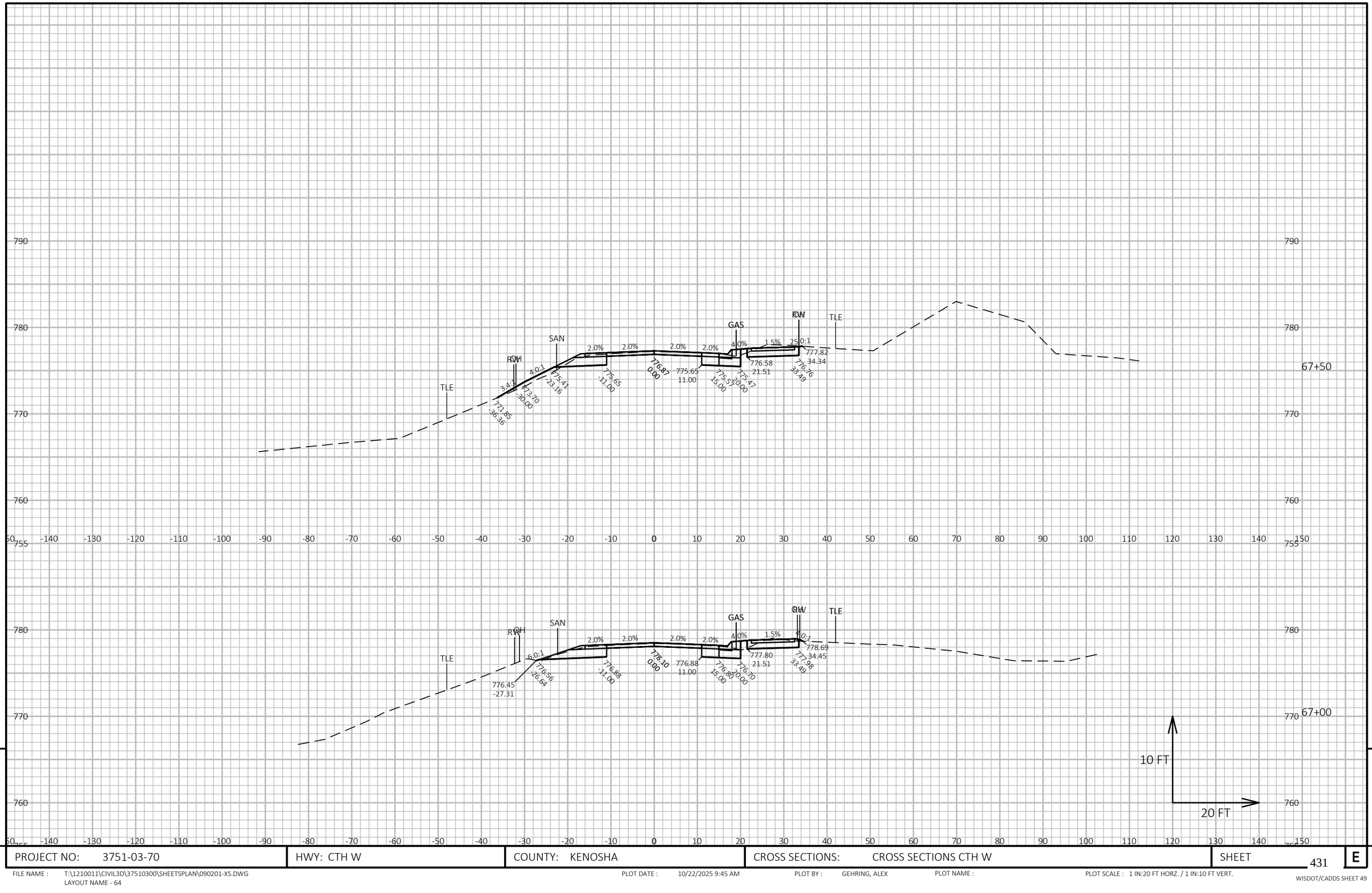


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 430	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 63

PLOT DATE : 10/22/2025 9:45 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

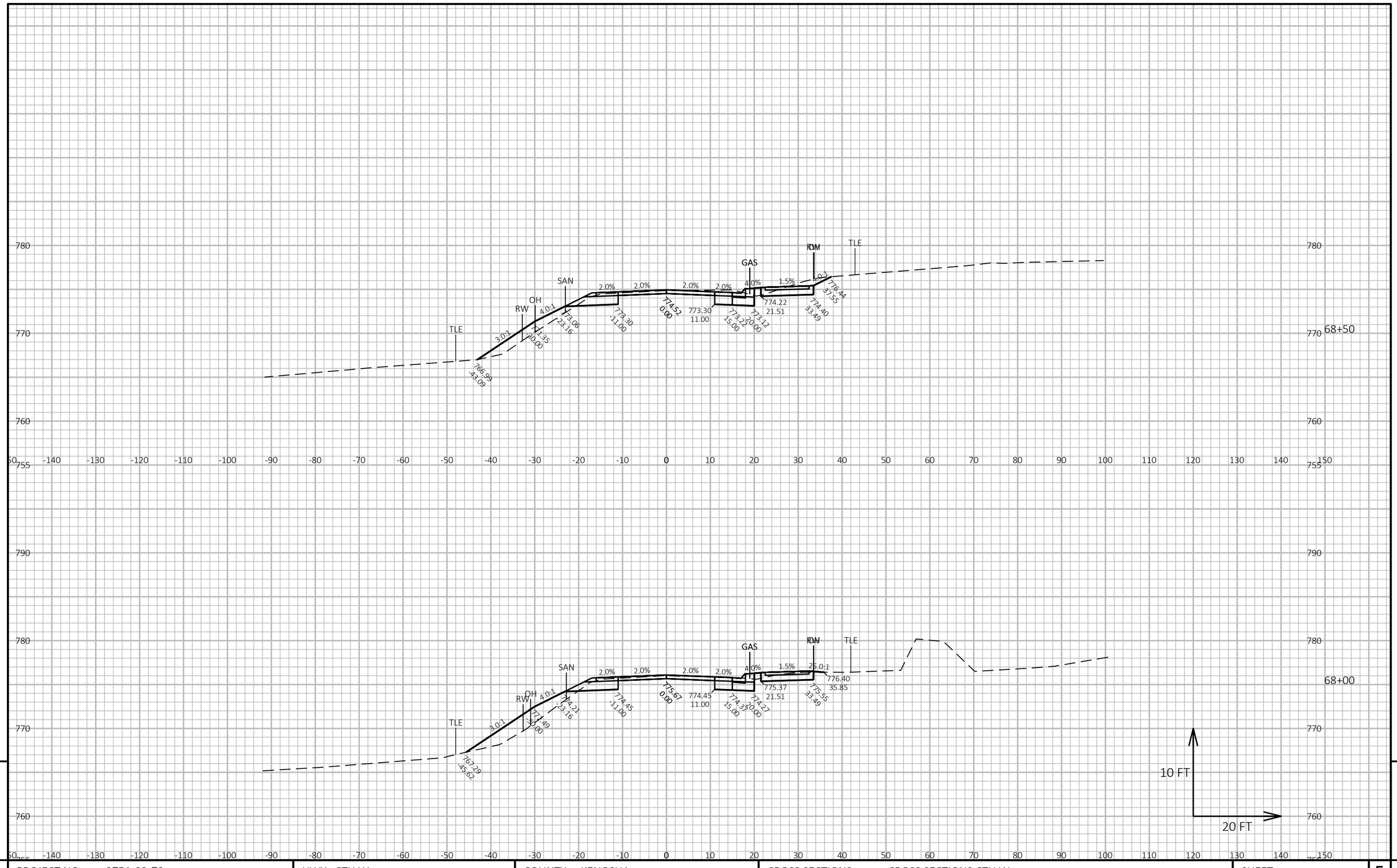


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 431 E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 64

PLOT DATE : 10/22/2025 9:45 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 432	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 65

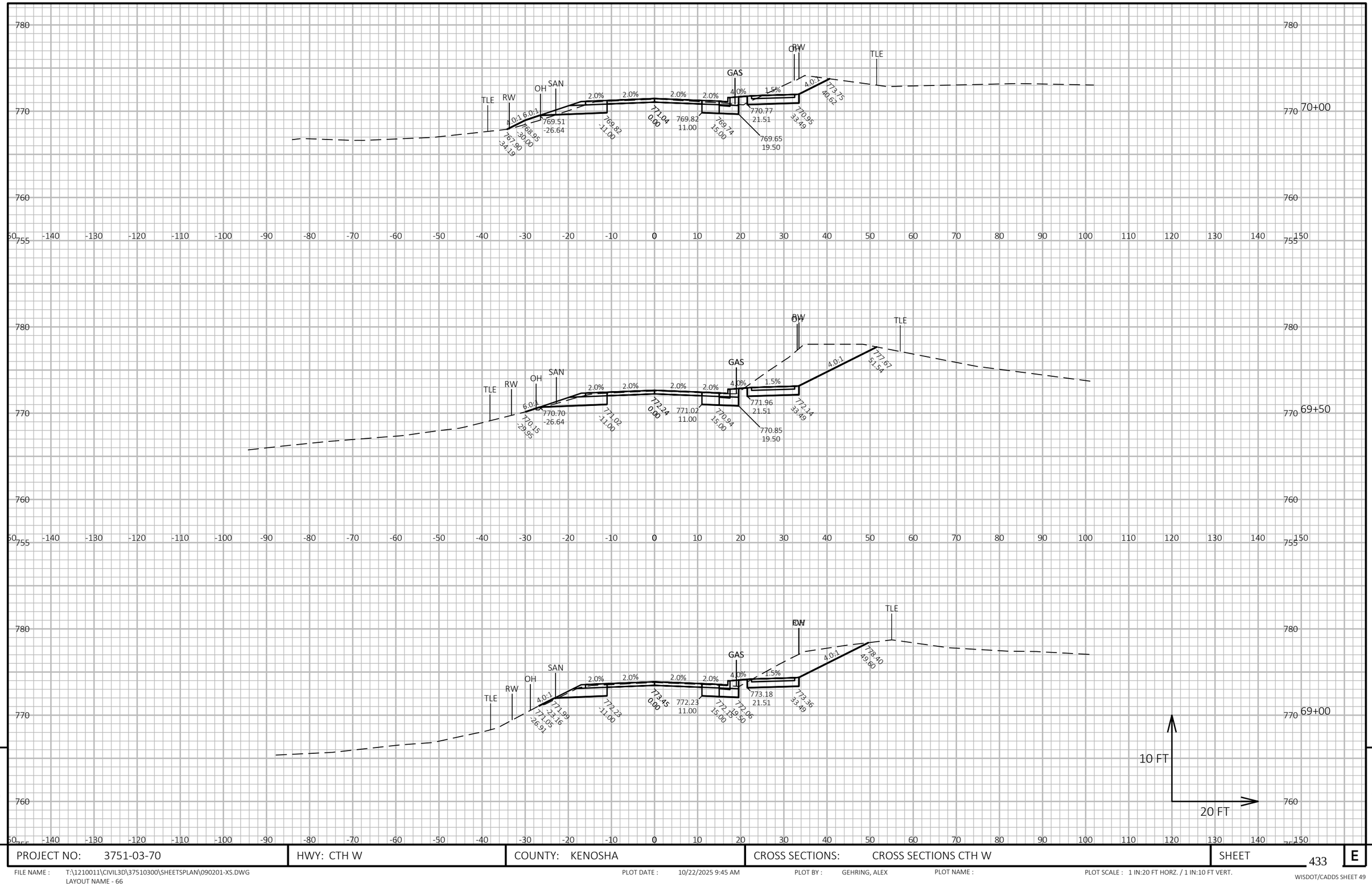
PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 433	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 66

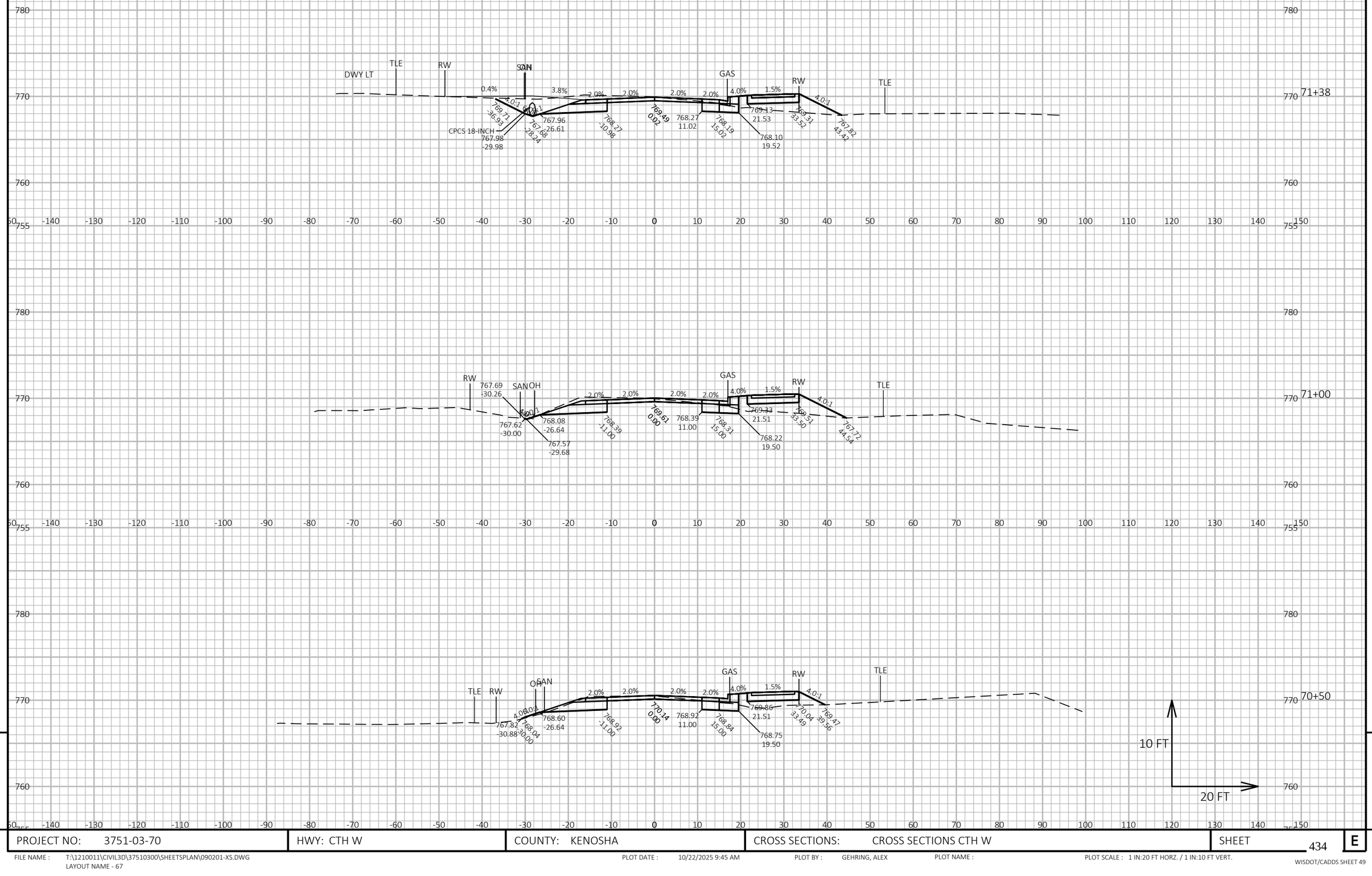
PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 434	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 67

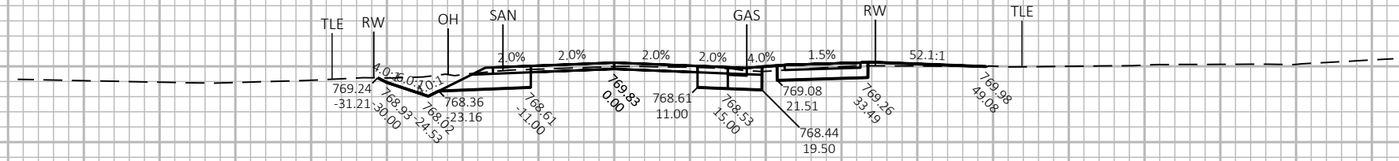
PLOT DATE : 10/22/2025 9:45 AM

PLOT BY : GEHRING, ALEX

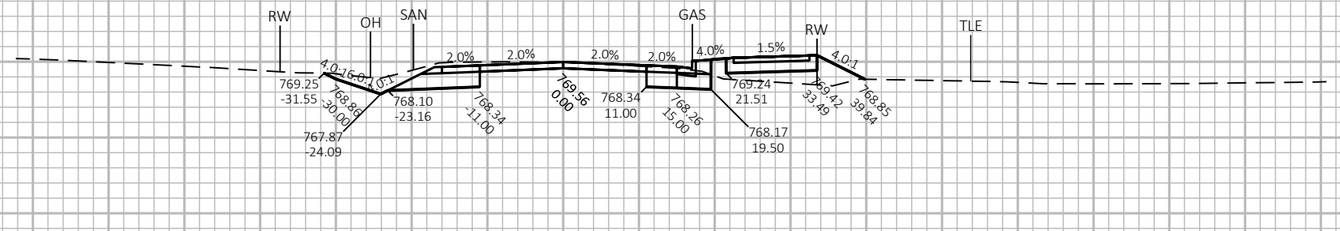
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

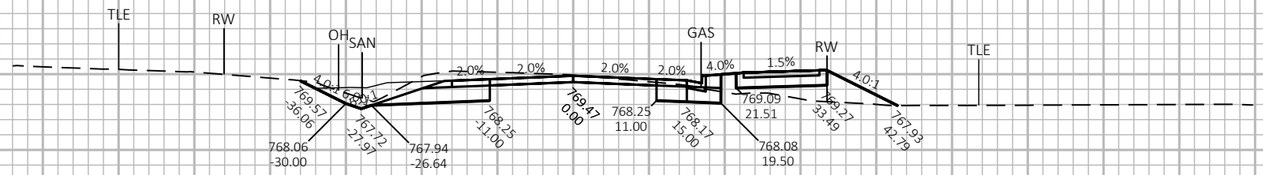
WISDOT/CADDS SHEET 49



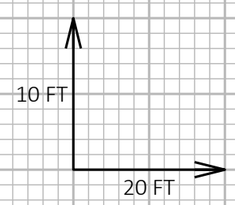
72+50



72+00



71+50



9

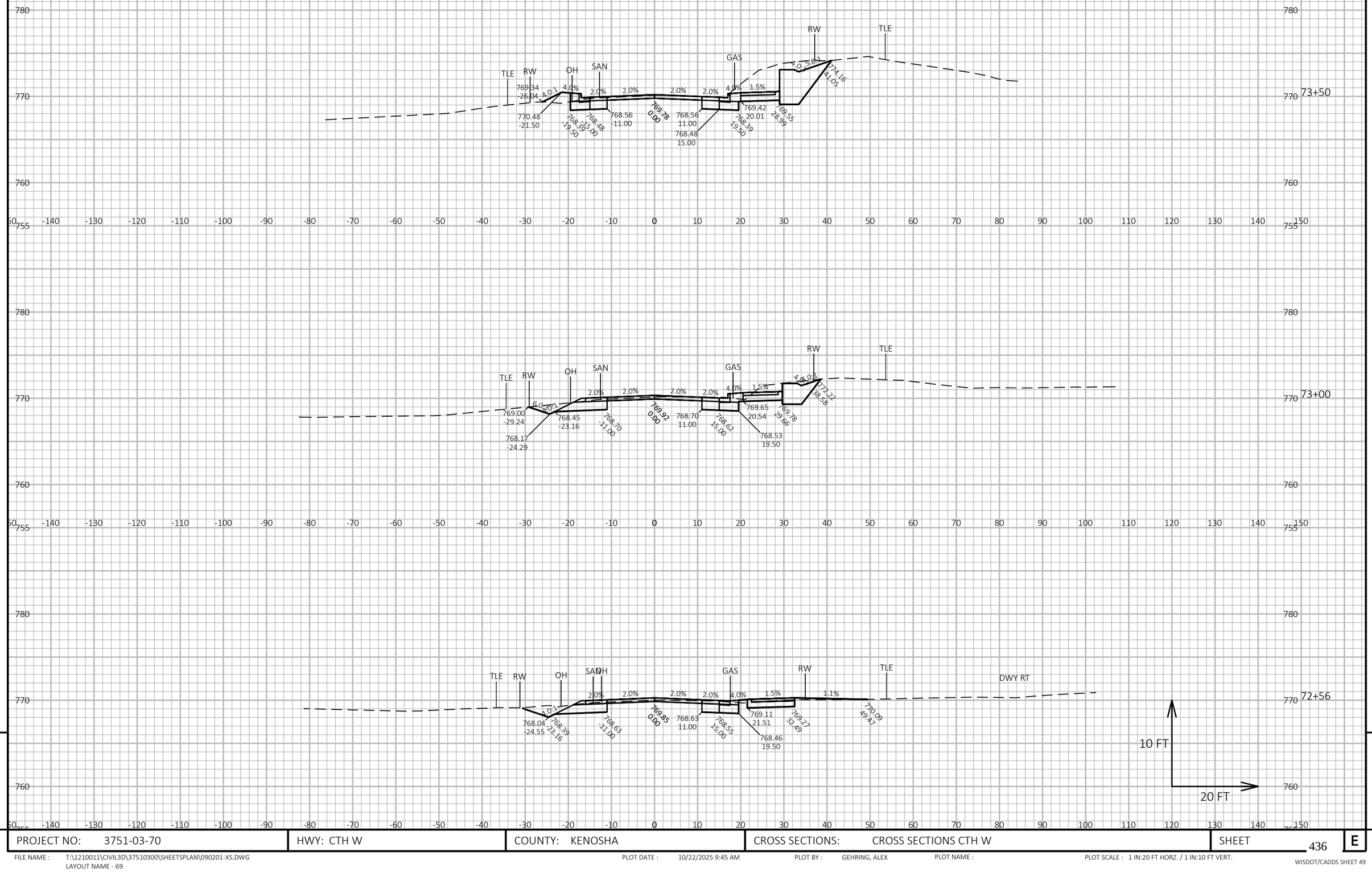
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 435	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 68

PLOT DATE : 10/22/2025 9:45 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

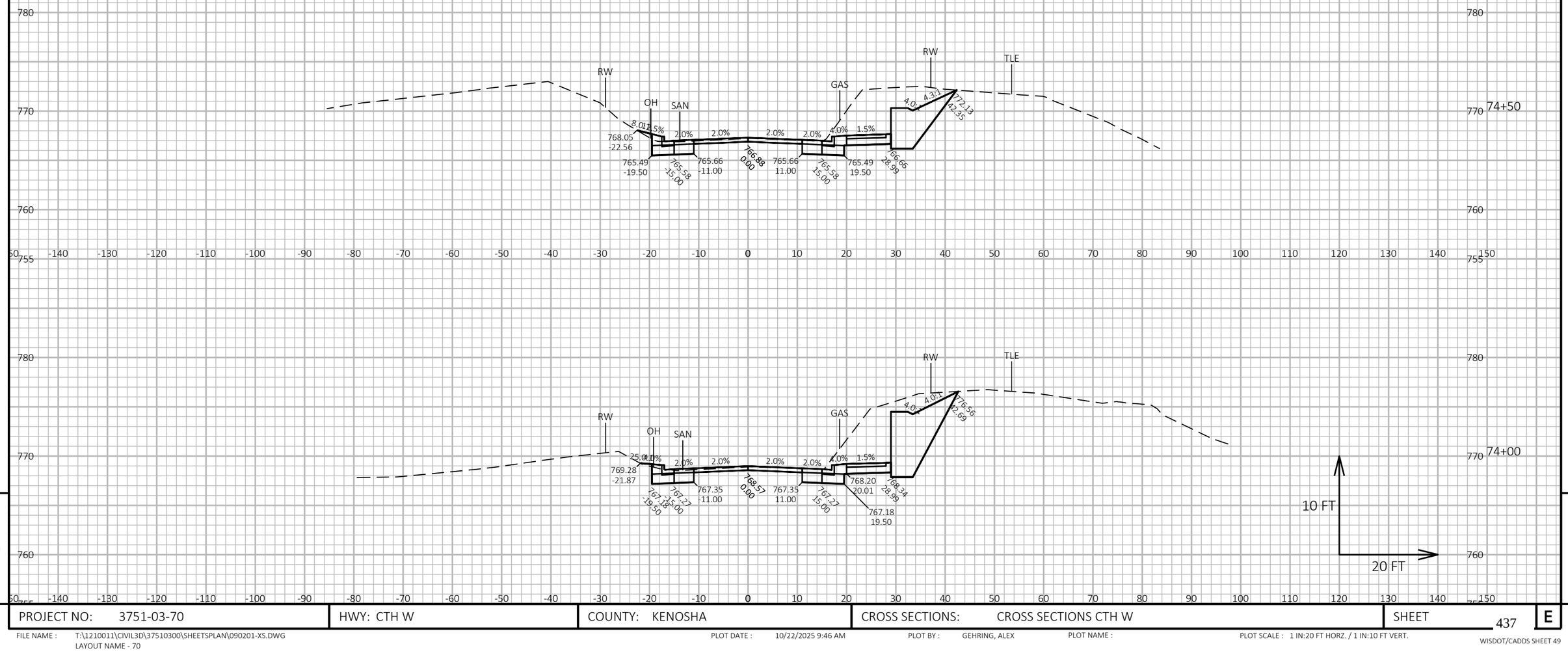
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 436	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 69

PLOT DATE : 10/22/2025 9:45 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

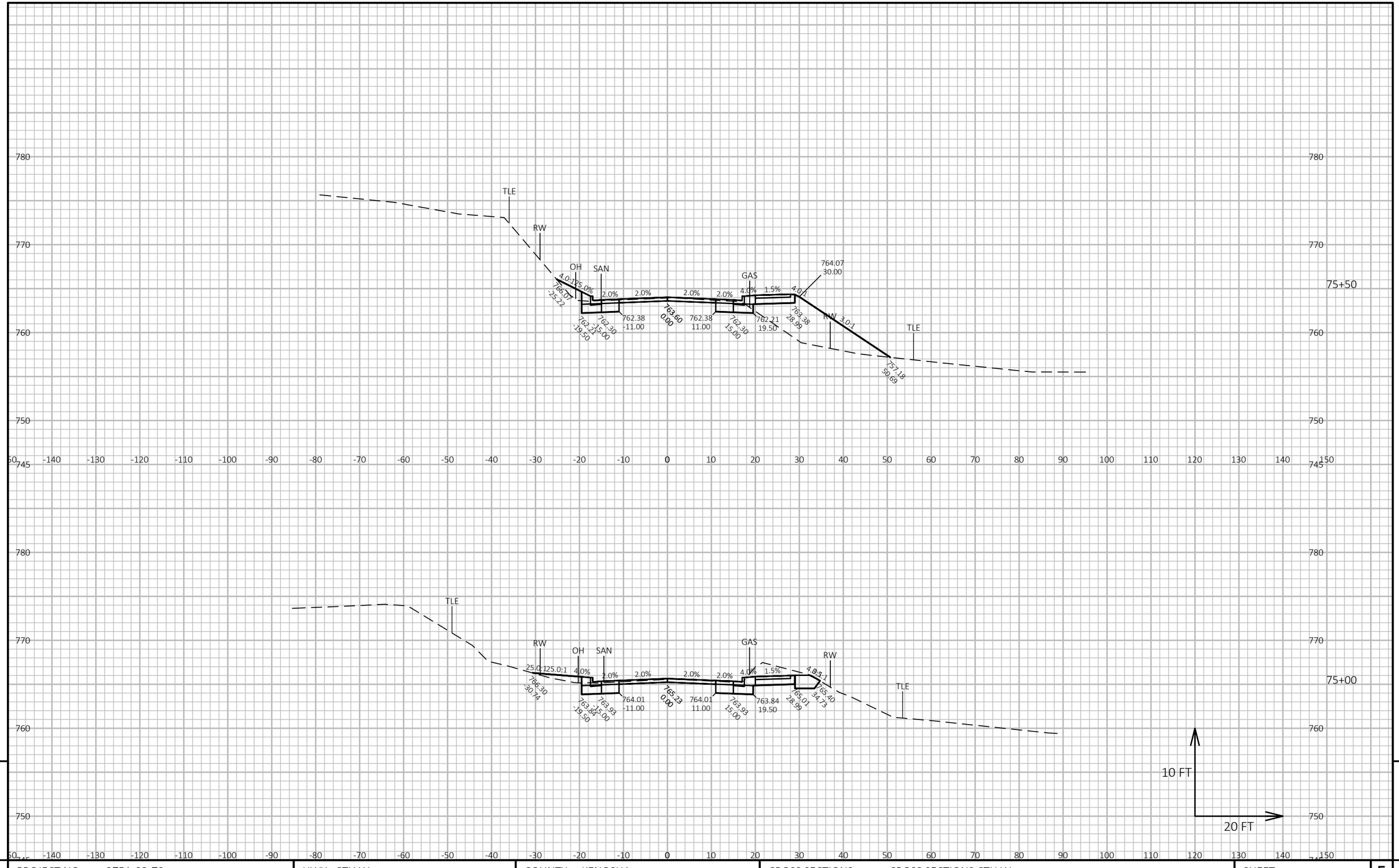
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 437	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 70

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

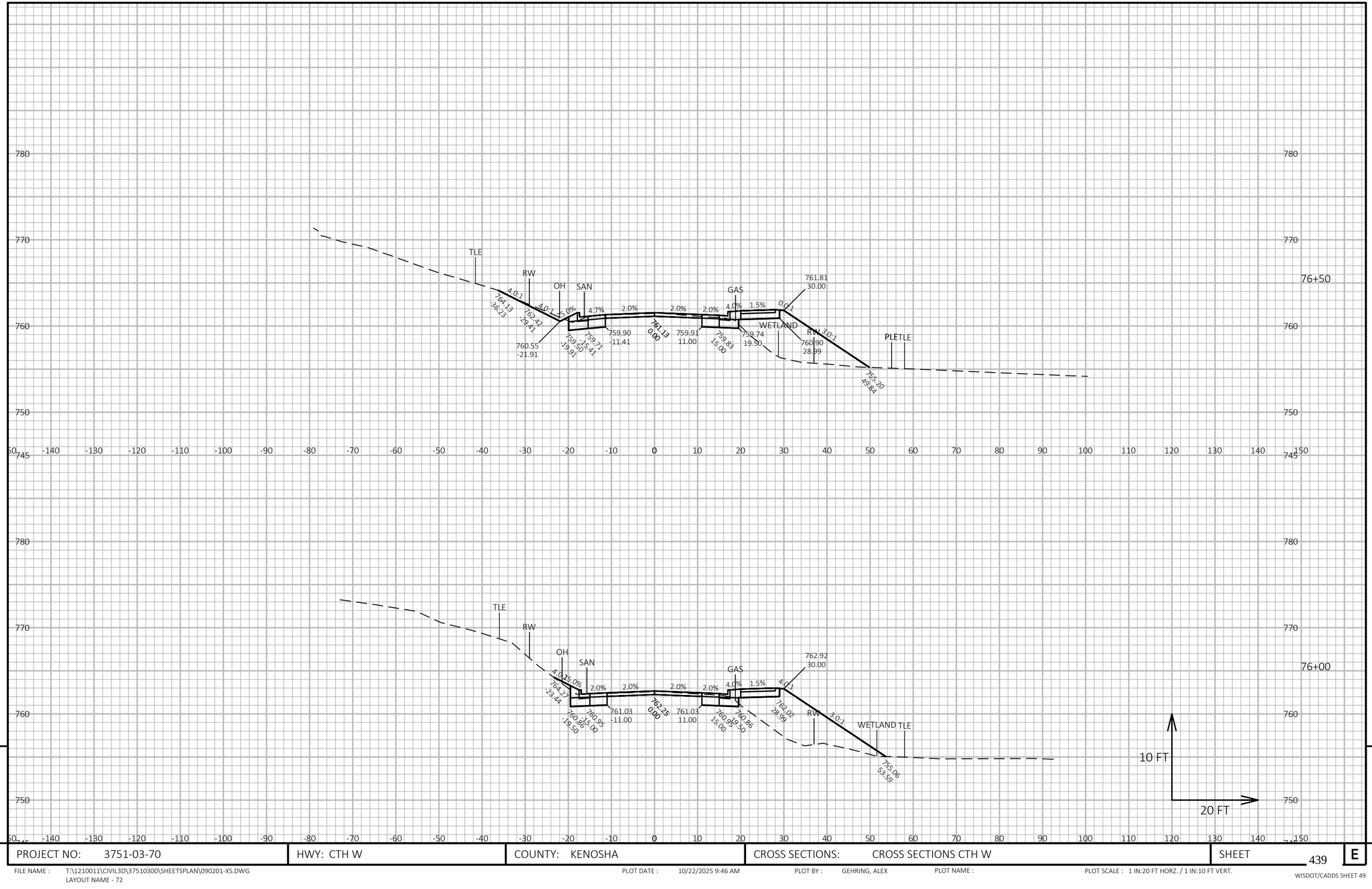
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 438	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 71

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

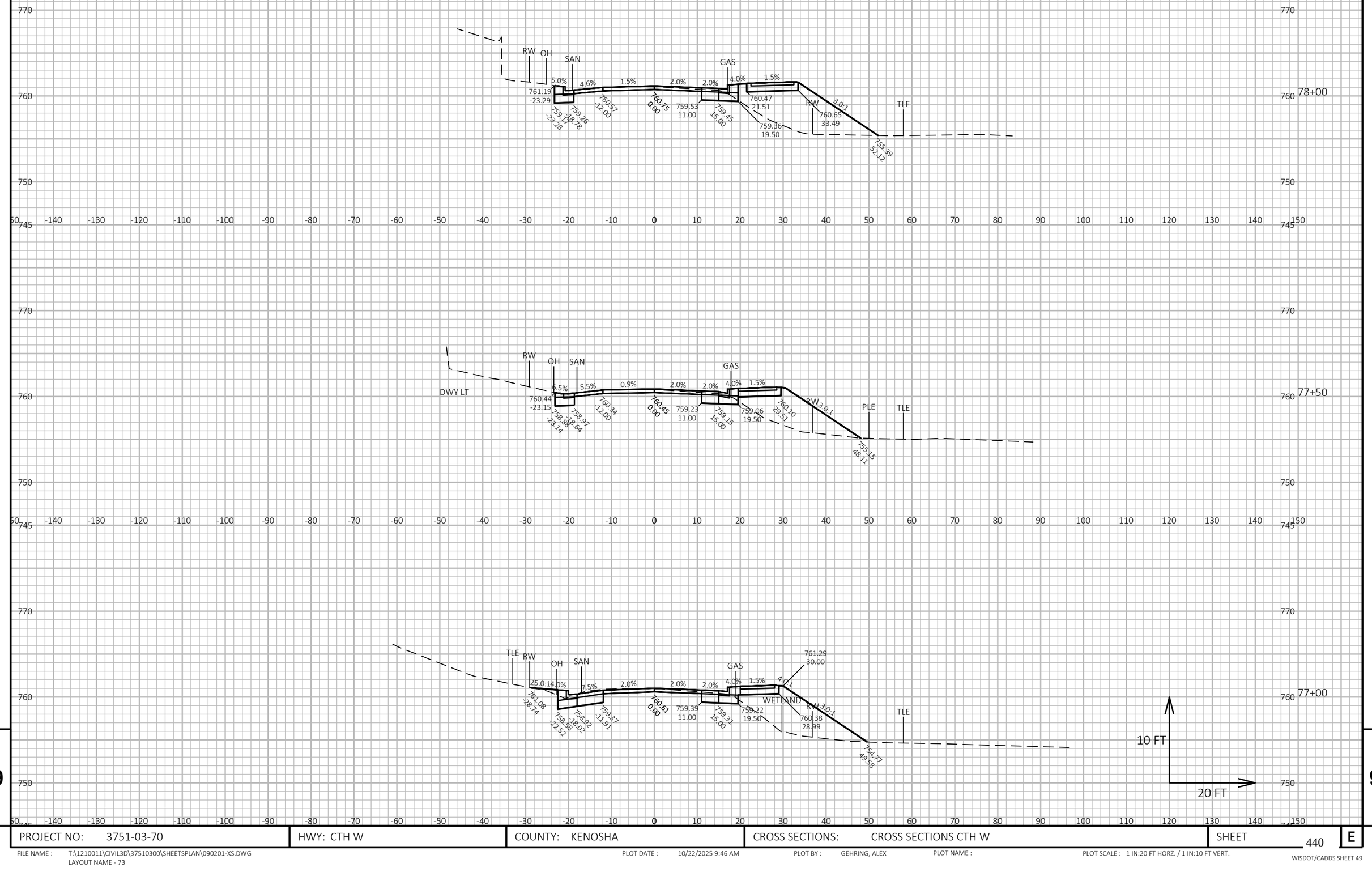


PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 439	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 72

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

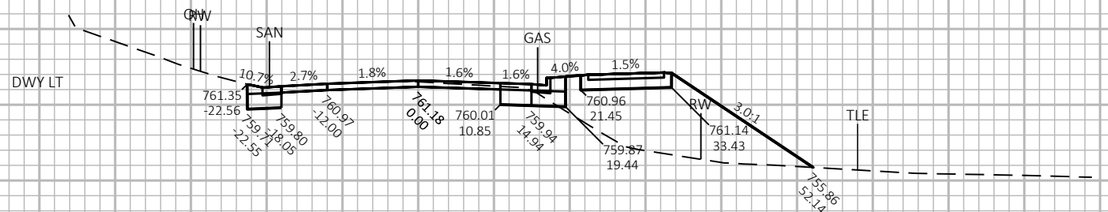
9

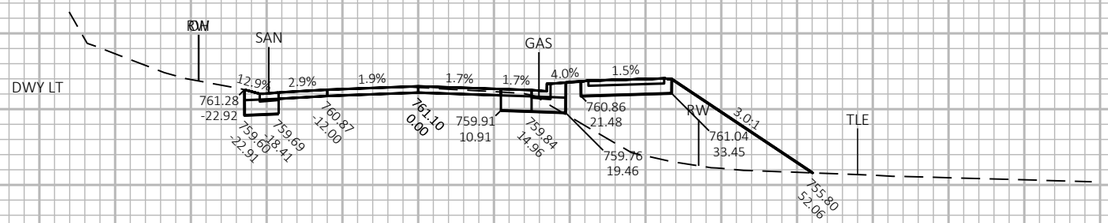
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 440	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 73

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





770
760
750
745
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

78+50

78+40

10 FT
20 FT

9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 441	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 74

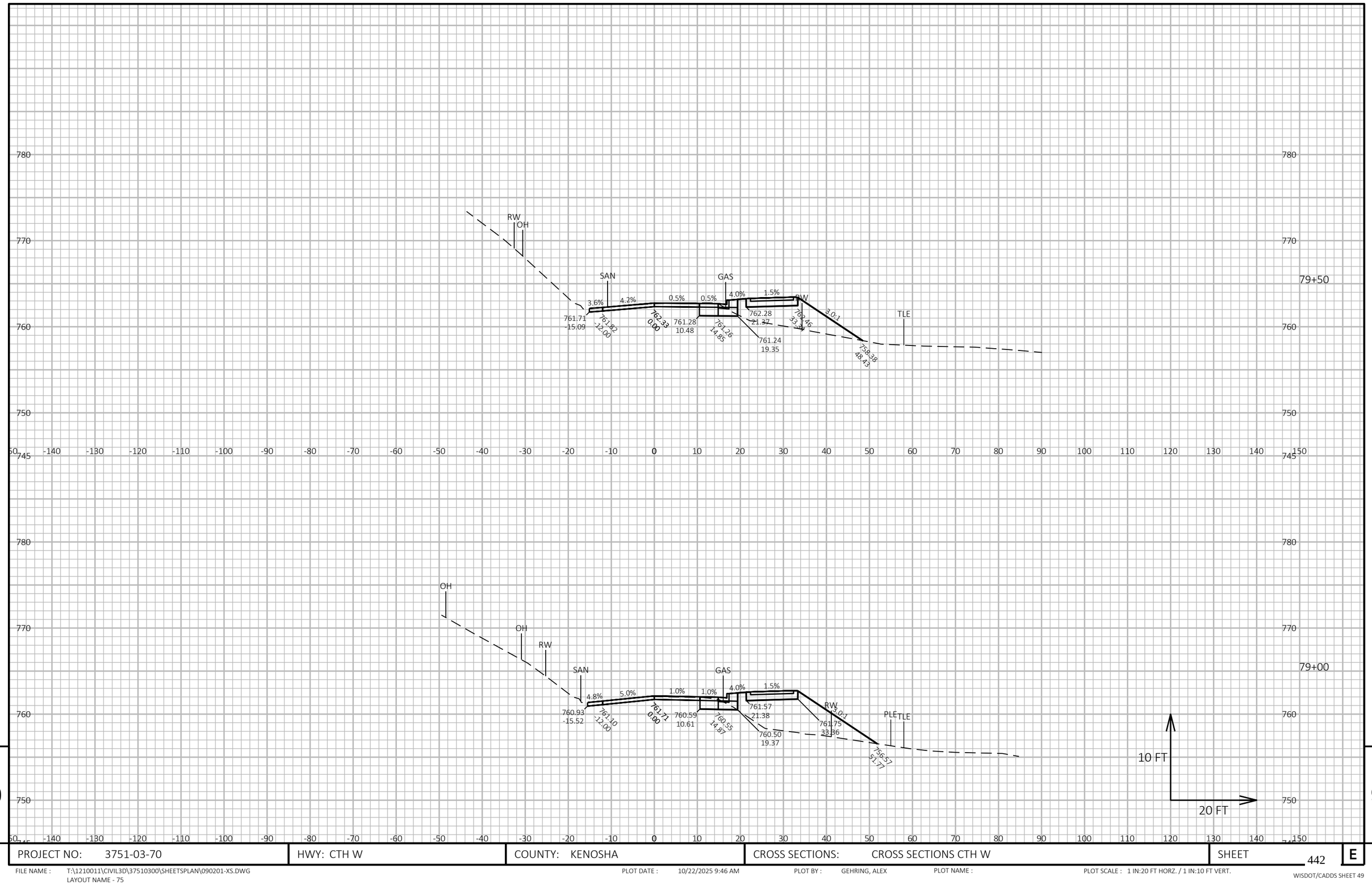
PLOT DATE : 10/22/2025 9:46 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 442	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 75

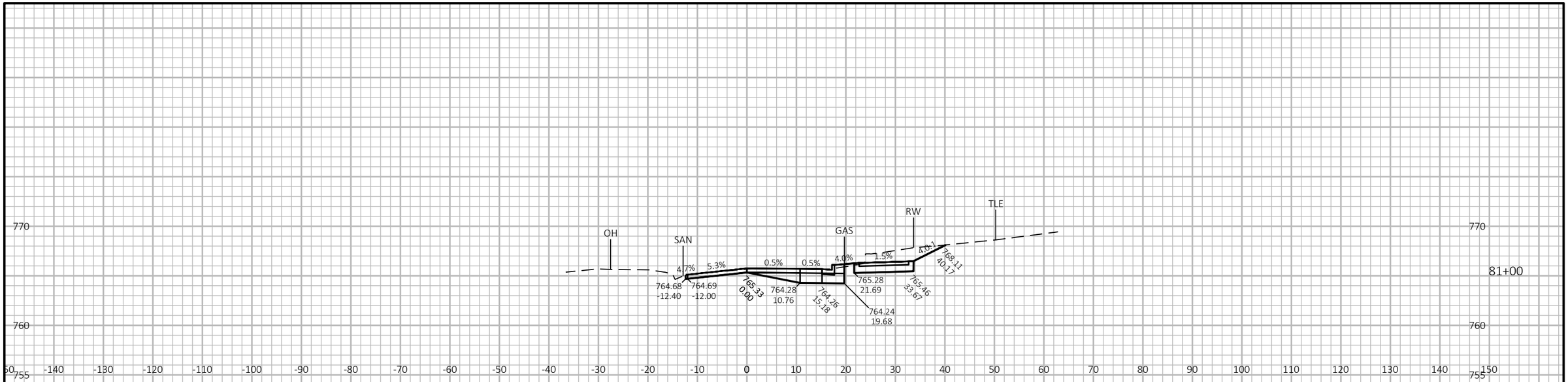
PLOT DATE : 10/22/2025 9:46 AM

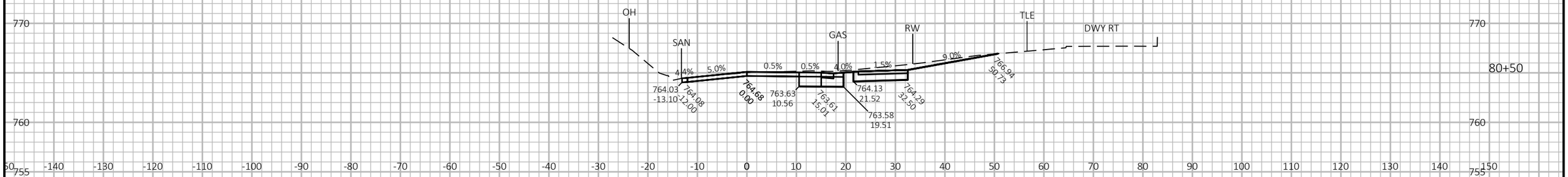
PLOT BY : GEHRING, ALEX

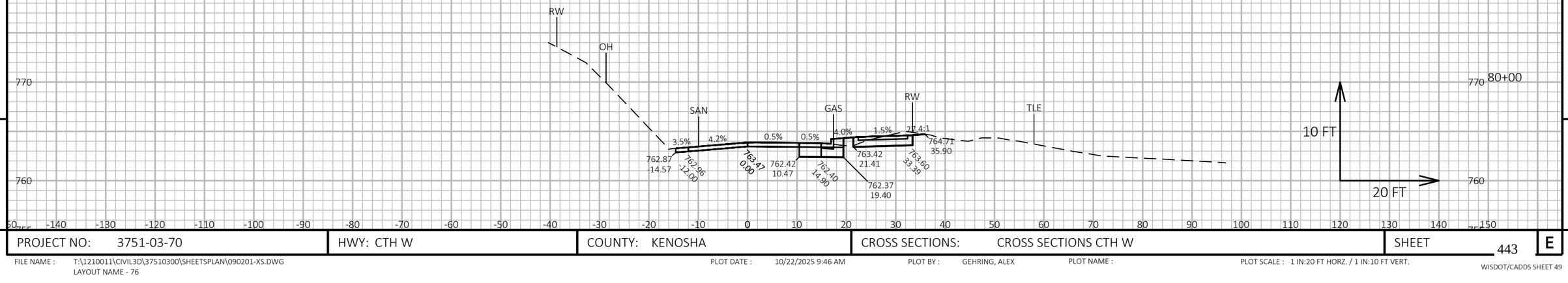
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 443	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 76

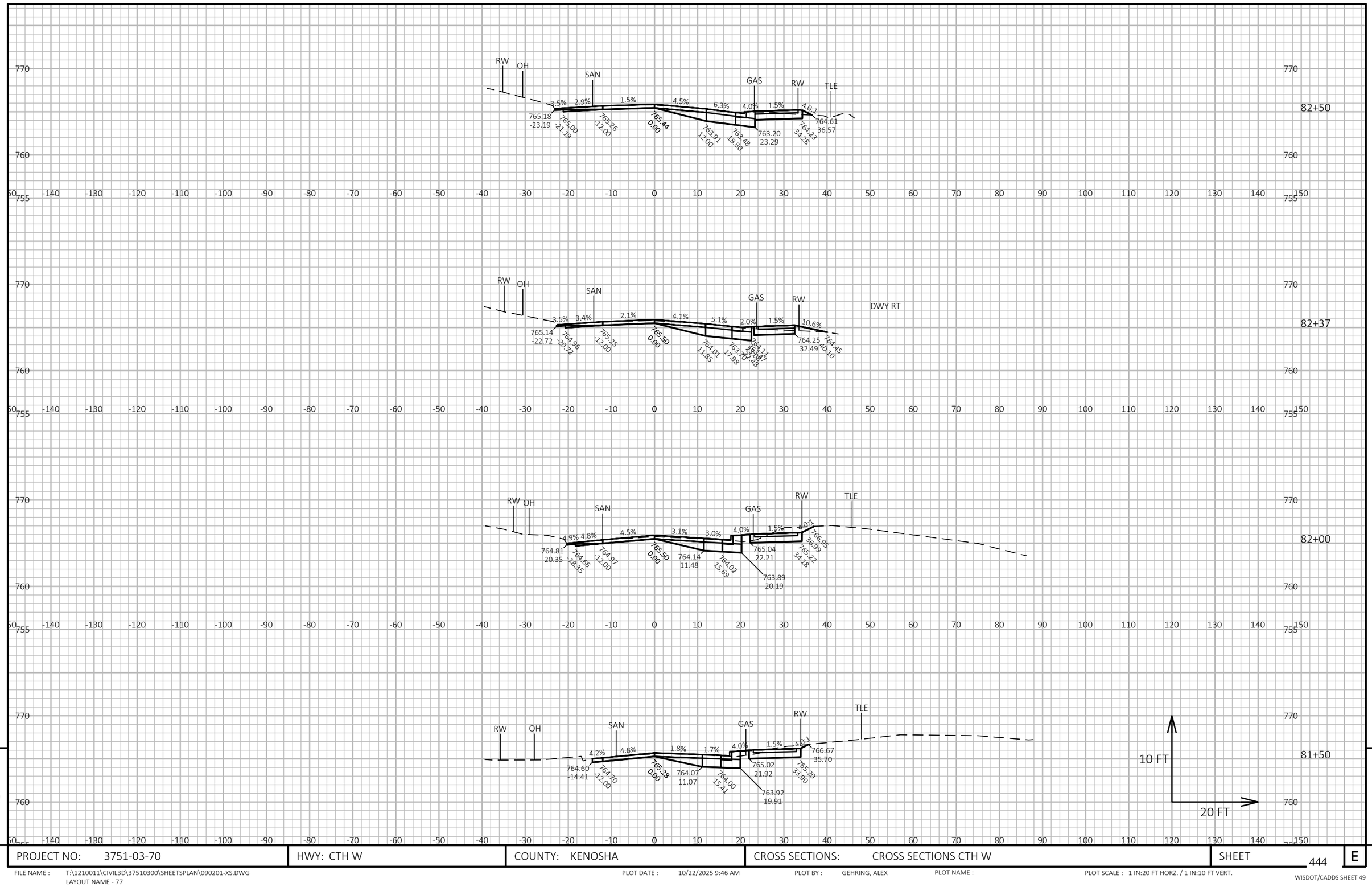
PLOT DATE : 10/22/2025 9:46 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 444	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 77

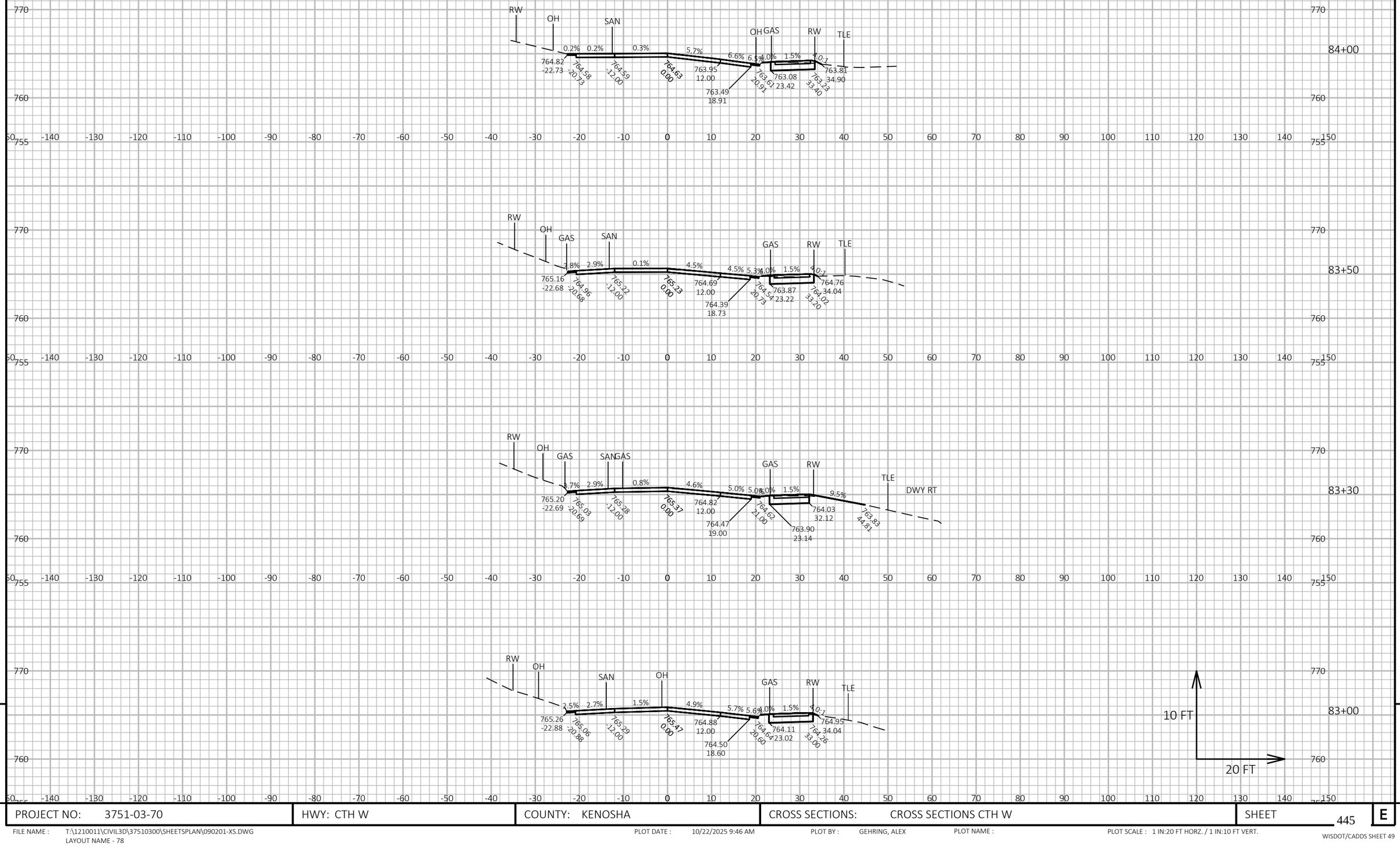
PLOT DATE : 10/22/2025 9:46 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 445	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 78

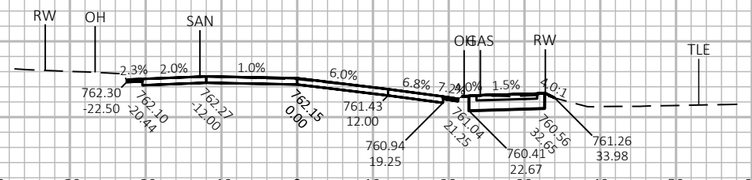
PLOT DATE : 10/22/2025 9:46 AM

PLOT BY : GEHRING, ALEX

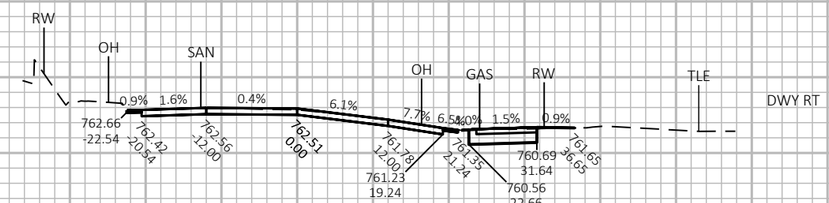
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

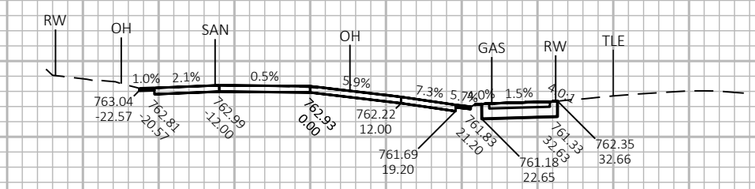


85+50



DRIVEWAY UNDER CONSTRUTION
DURING DESIGN. VERIFY GRADES AND
LAYOUT PRIOR TO CONSTRUCTION

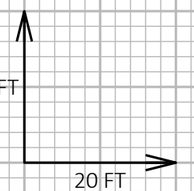
85+27



85+00



84+50



9

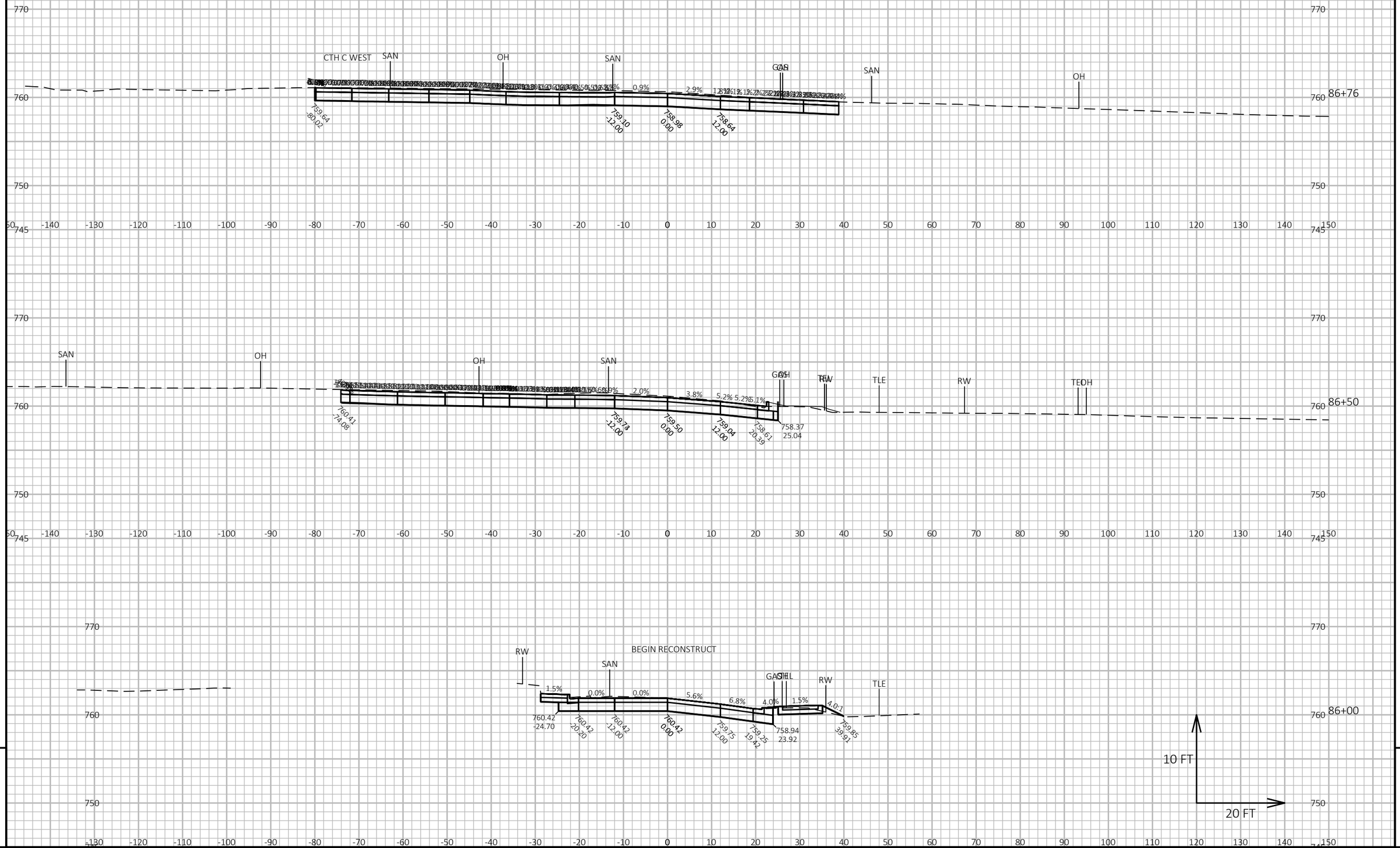
9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 446	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 79

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

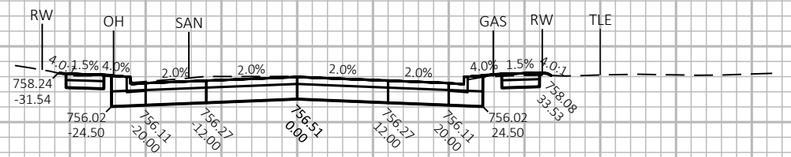
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 447	E

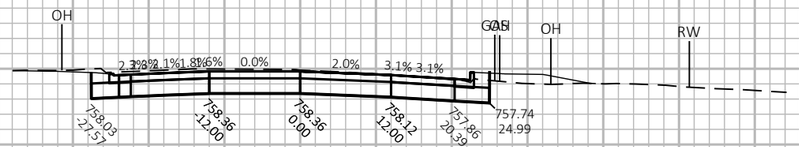
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 80

PLOT DATE : 10/22/2025 9:46 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

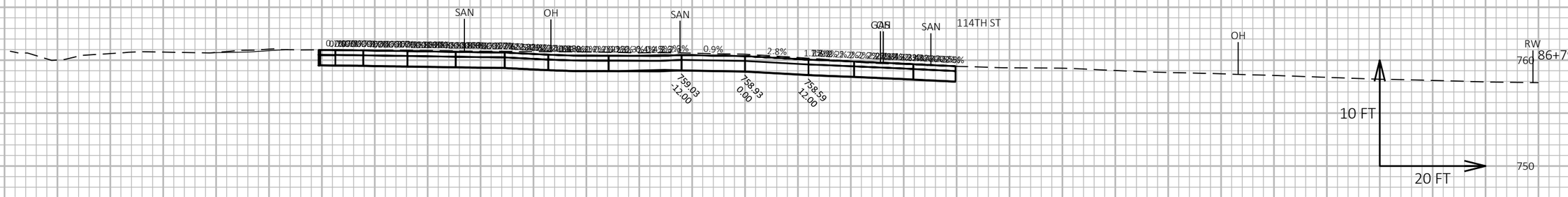
WISDOT/CADDS SHEET 49



87+50



87+00



86+79

9

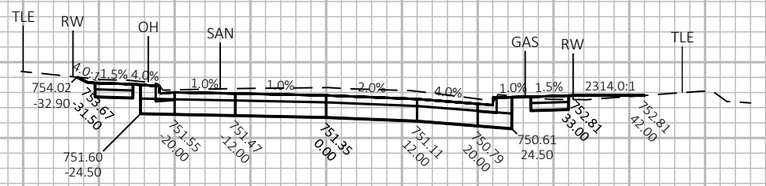
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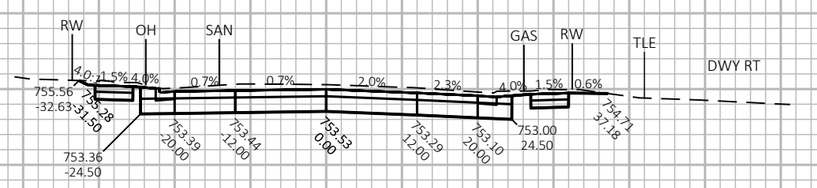
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 448	E

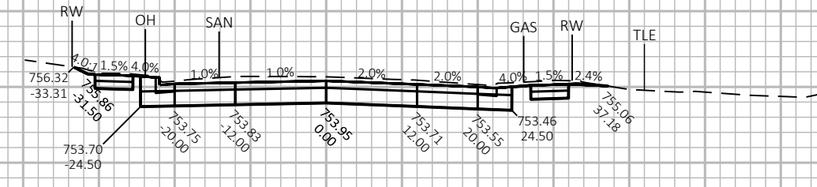
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 81

PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

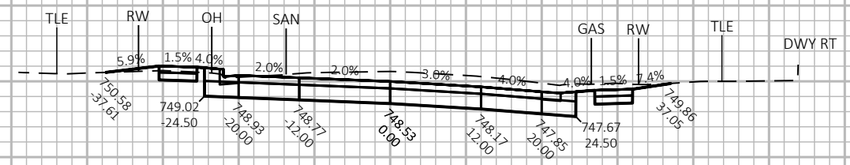
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 449	E

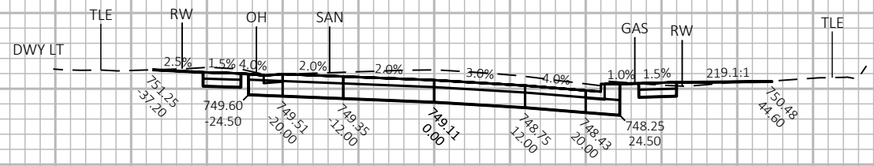
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 82

PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



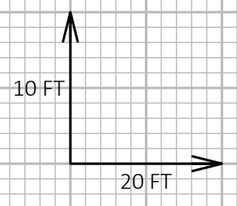
89+28



89+08



89+00



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 450	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 83

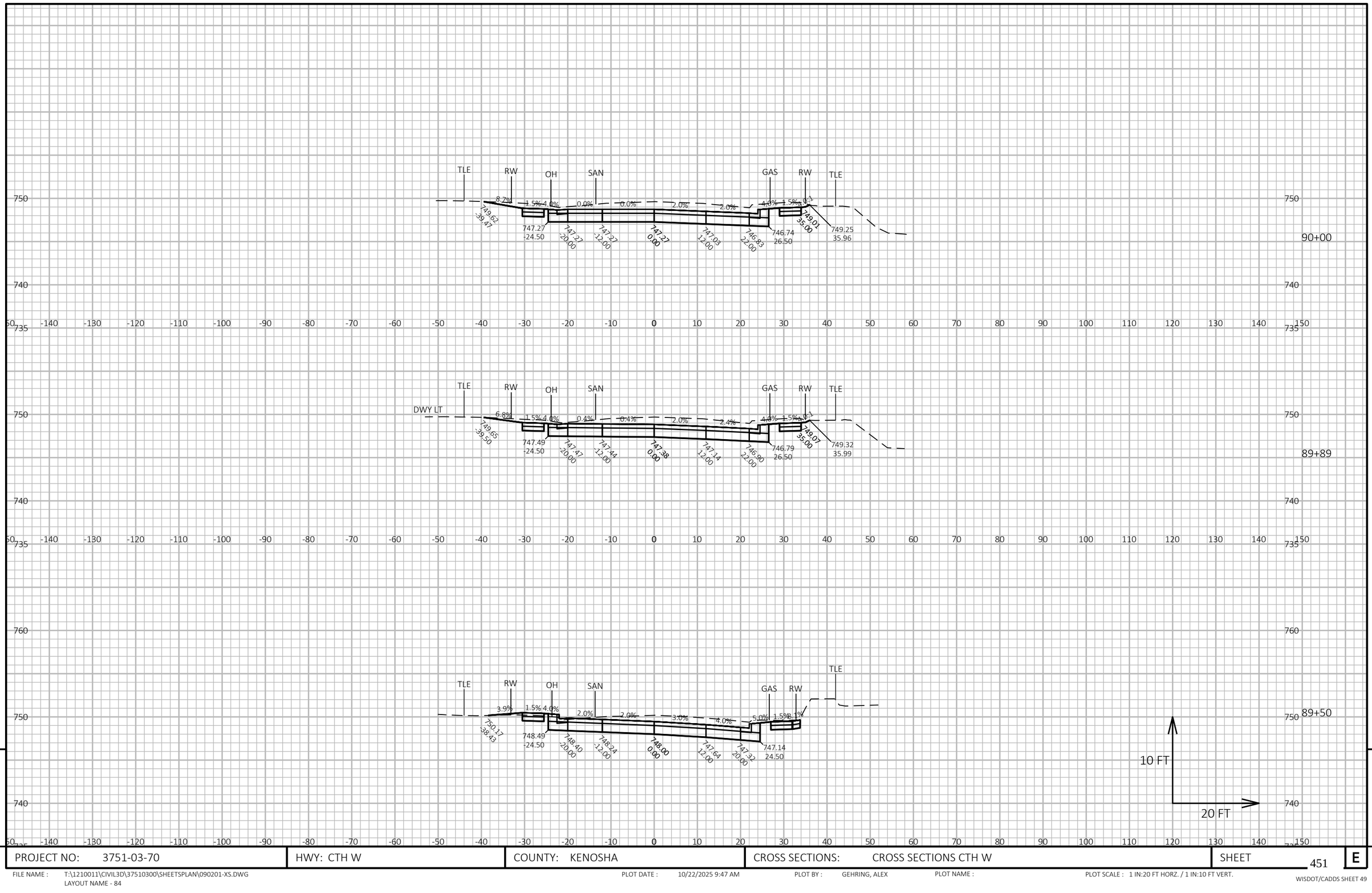
PLOT DATE : 10/22/2025 9:47 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

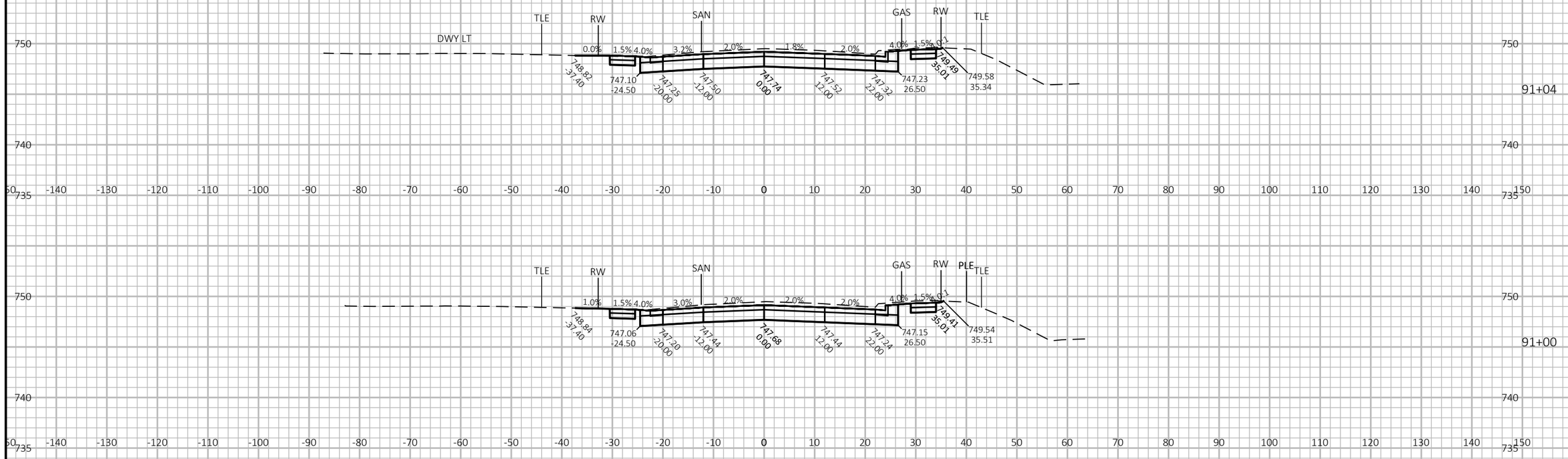
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PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 451	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 84

PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 452	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 85

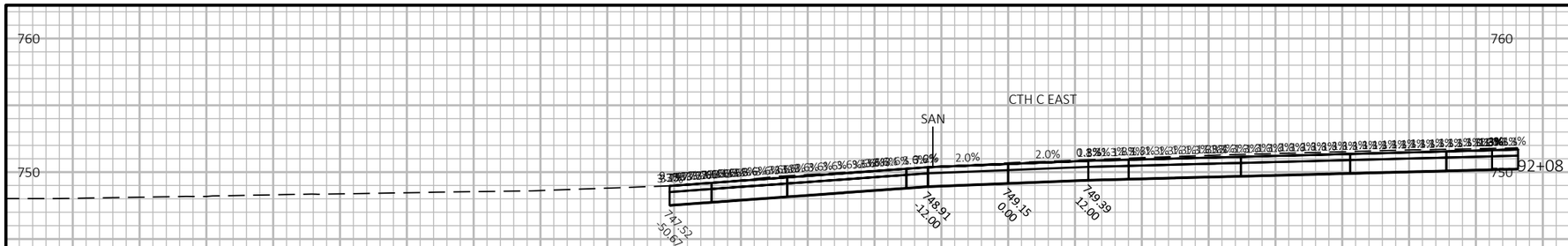
PLOT DATE : 10/22/2025 9:47 AM

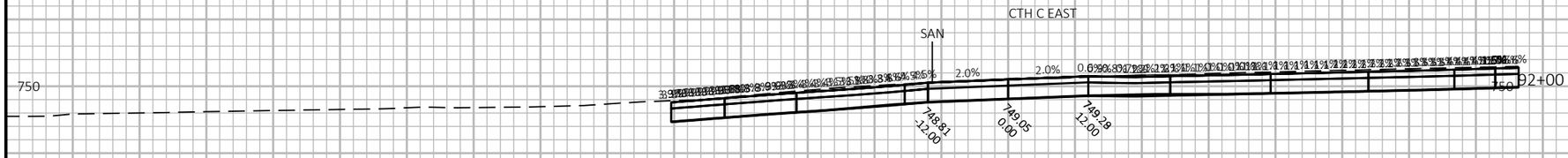
PLOT BY : GEHRING, ALEX

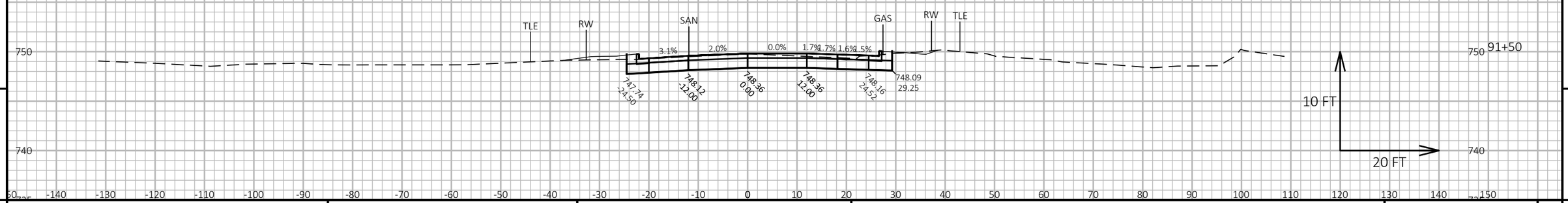
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

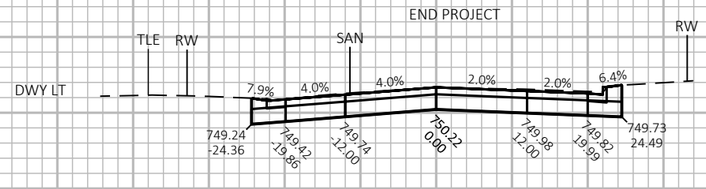
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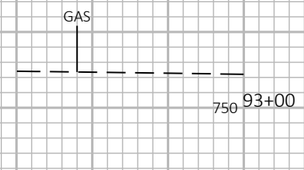
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 453	E

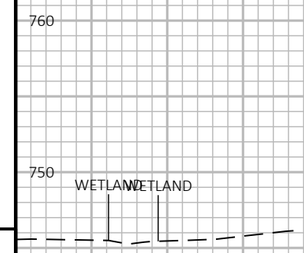
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 86

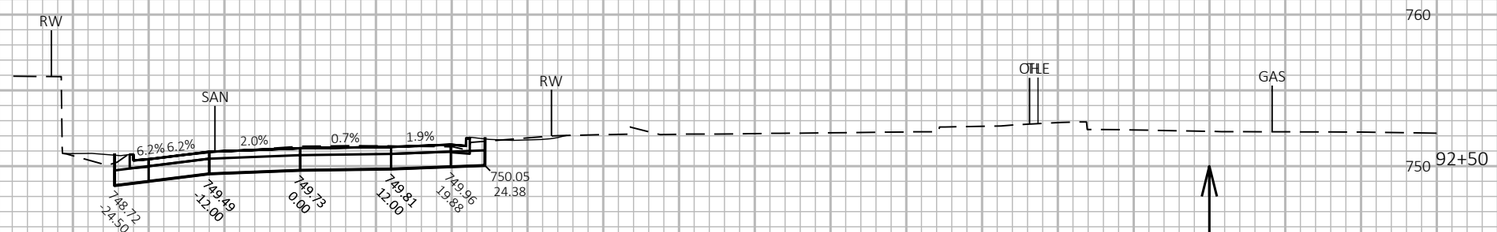
PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

9

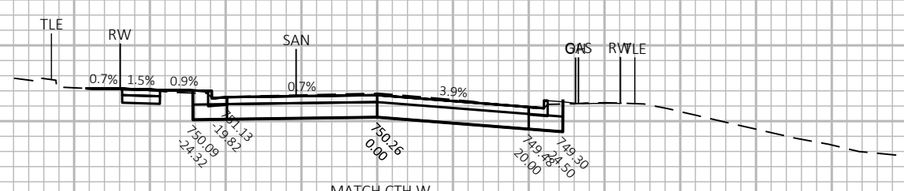
PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH W	SHEET 454	E

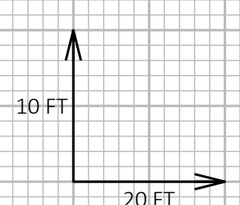
FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 87

PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







760 760 750 750 740 740 735 735

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

304+93

304+75

9 9

PROJECT NO: 3751-03-70	HWY: CTH W	COUNTY: KENOSHA	CROSS SECTIONS: CROSS SECTIONS CTH C EAST	SHEET 455	E

FILE NAME : T:\1210011\CIVIL3D\37510300\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 88

PLOT DATE : 10/22/2025 9:47 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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