WKE

FEB 13

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 = 880

PROJECT ID: 1032-10-71

WITH: N/A

COUNTY: KENOSHA

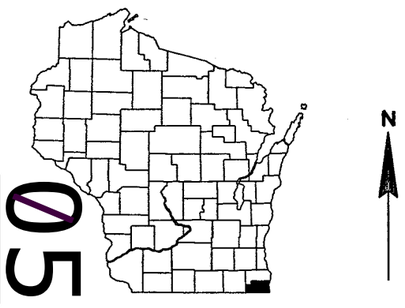
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1032-10-71	WISC 2013049	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

N-S FREEWAY - STH 50 INTERCHANGE

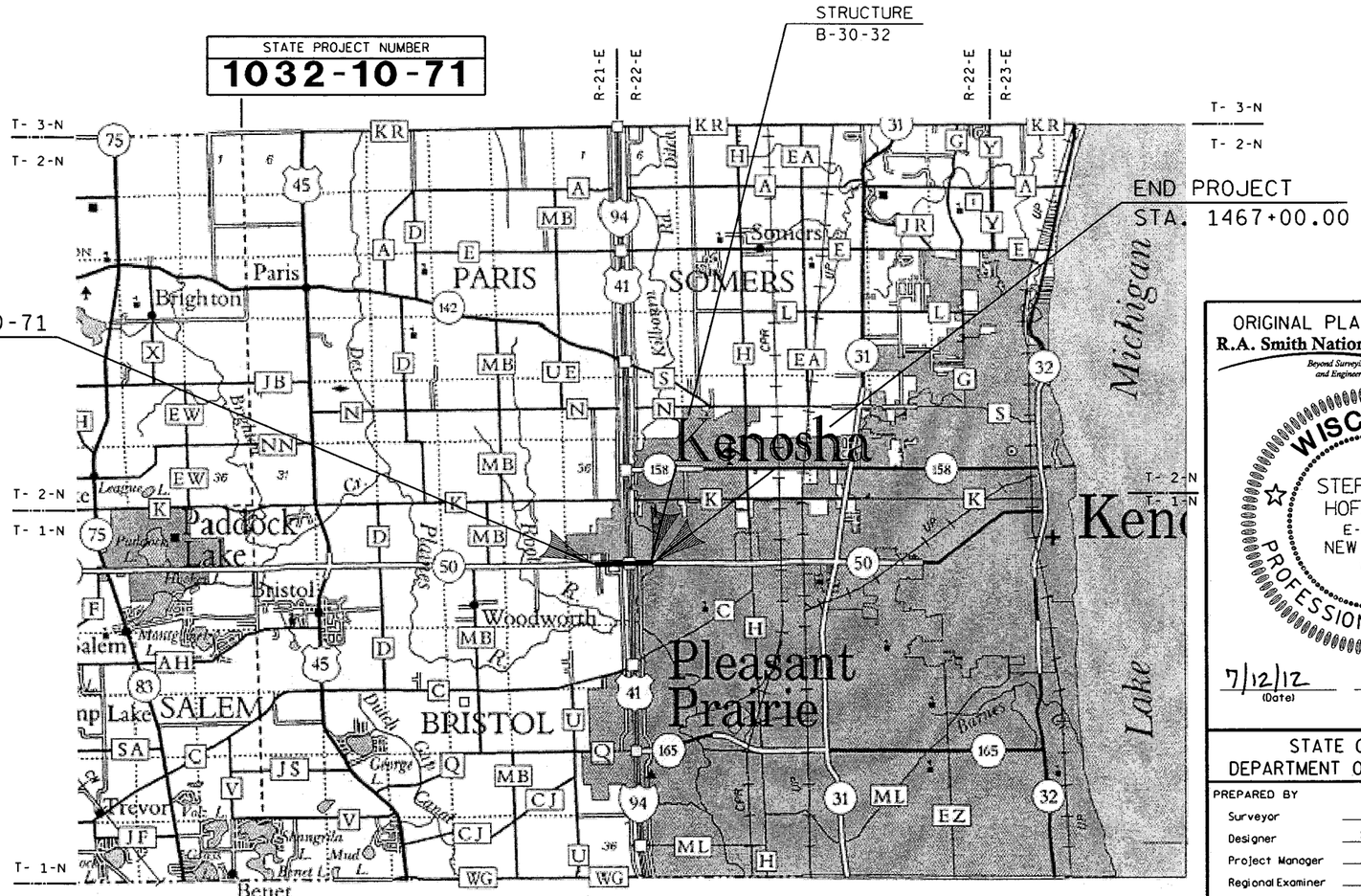
STH 50 AND LOCAL ROADS
IH 94
KENOSHA COUNTY



05

DESIGN DESIGNATION

		STH 50
A.D.T. (2012)	=	37,300
A.D.T. (2032)	=	49,800
D.H.V. (2032)	=	5,080
D.D.	=	58/42
T.	=	5.3%
DESIGN SPEED	=	40 MPH
ESALS	=	7,029,900



CONVENTIONAL SYMBOLS

CORPORATE LIMITS		COMBUSTIBLE FLUIDS	CAUTION
PROPERTY LINE	P.L. + 58.1	UNDERGROUND UTILITIES	
LOT LINE		GAS	(SIZE) G
LIMITED EASEMENT		ELECTRIC	E
EXISTING RIGHT OF WAY		TELEPHONE	T
PROPOSED OR NEW R/W LINE		TELEPHONE FIBER OPTIC	FO
FENCE		CABLE TELEVISION	TV
GUARD RAIL		FORCE MAIN	FM
SLOPE INTERCEPT		UTILITY PEDESTAL	
ORIGINAL GROUND		POWER POLE	
MARSH OR ROCK PROFILE (To be noted as such)	ROCK	TELEPHONE POLE	
MARSH AREA		SANITARY SEWER	(SIZE) SAN
WOODED OR SHRUB AREA		STORM SEWER	(SIZE) SS
STREAM OR WATER EDGE		WATER	(SIZE) W
WETLAND		HYDRANT	
BUSH		LIGHT POLE	
PINE TREE	(SIZE)	MANHOLE	
TREE	(SIZE)	RAILROAD SIGNAL	
TRAFFIC SIGNAL CONTROLLER		SIGN	
TRAFFIC SIGNAL		TRANSMISSION TOWER	
TRAFFIC SIGNAL MAST-ARM		VALVE	(TYPE)
TRAFFIC SIGNAL WITH LIGHT		EXISTING CULVERT	(SIZE, TYPE)
EXISTING PULL BOX		PROPOSED CULVERT (Box or Pipe)	
BOLLARD		PROPOSED STORM SEWER	(SIZE)

LAYOUT SCALE 0 1.0 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.852 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Kenosha Zone, NAD 83 (1991) Adjustments and are referenced to HARN GPS points Milwaukee, Elkhorn, Kenosha

Project Vertical Datum Base is: Monument at the NE S12-T1-R22, and the intersection of STH 50 & IH 94, elevation = 692.13, Vertical Datum = NGVD 29.

ORIGINAL PLANS PREPARED BY

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Beyond Surveying and Engineering
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN
STEPHAN M. HOFFMANN
E-32392
NEW BERLIN
WIS.
PROFESSIONAL ENGINEER

7/12/12 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GAK (R.A.SMITH NATIONAL)
Designer	SMH/JRI (R.A.SMITH NATIONAL)
Project Manager	JEFF BOHEN
Regional Examiner	
Regional Supervisor	WAFA ELOAO
C.O. Examiner	CYB

APPROVED FOR THE DEPARTMENT

DATE: 7/17/12 (Signature)

E

STANDARD ABBREVIATIONS

AP	ACCESS POINT	MSE	MECHANICALLY STABILIZED EARTH
AC	ACRE	NOM	NOMINAL
ADJ	ADJUST	NC	NORMAL CROWN
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE	N	NORTH
		Y	NORTH GRID COORDINATE
AH	AHEAD	NB	NORTHBOUND
AC	ASPHALT CEMENT	NO	NUMBER
ASPH	ASPHALTIC	OPT	OPTIONAL
ACP	ASPHALTIC CONCRETE PAVEMENT	OD	OUTSIDE DIAMETER
AVG	AVERAGE	PAVT	PAVEMENT
ADT	AVERAGE DAILY TRAFFIC	PLE	PERMANENT LIMITED EASEMENT
BK	BACK	PT	POINT
BAD	BASE AGGREGATE DENSE	PC	POINT OF CURVATURE
BM	BENCHMARK	PI	POINT OF INTERSECTION
CB	CATCH BASIN	PT	POINT OF TANGENCY
C/L	CENTER LINE	PVC	POINT OF VERTICAL CURVE
C/L CONST	CENTER LINE CONSTRUCTION	PVI	POINT OF VERTICAL INTERSECTION
Δ	CENTRAL ANGLE OR DELTA	PVT	POINT OF VERTICAL TANGENCY
CL	CLASS	PVC	POLYVINYL CHLORIDE
CONC	CONCRETE	PCC	PORTLAND CEMENT CONCRETE
CONST	CONSTRUCTION	LB	POUND
CMCP	CORRUGATED METAL CULVERT PIPE	PSF	POUNDS PER SQUARE FOOT
CTH	COUNTY TRUNK HIGHWAY	PSI	POUNDS PER SQUARE INCH
CABC	CRUSHED AGGREGATE BASE COURSE	PE	PRIVATE ENTRANCE
CFS	CUBIC FEET PER SECOND	PGL	PROFILE GRADE LINE
CY	CUBIC YARD	PL	PROPERTY LINE
CP	CULVERT PIPE	Q100	100-YEAR FLOW RATE
CPCS	CULVERT PIPE CORRUGATED STEEL	R	RADIUS
CPRC	CULVERT PIPE REINFORCED CONCRETE	RR	RAILROAD
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	R	RANGE
		R/L	R/L
C & G	CURB AND GUTTER	REINF	REINFORCING OR REINFORCEMENT
D	DEGREE OF CURVE	REQD	REQUIRED
DHV	DESIGN HOUR VOLUME	RT	RIGHT
DIA	DIAMETER	R/W	RIGHT-OF-WAY
DD	DIRECTIONAL DISTRIBUTION	RD	ROAD
DWY	DRIVEWAY	RDWY	ROADWAY
E	EAST	SEC	SECTION
X	EAST GRID COORDINATE	SHLDR	SHOULDER
EB	EASTBOUND	S	SOUTH
EL	ELEVATION	SB	SOUTHBOUND
ESALS	EQUIVALENT SINGLE AXLE LOADS	SHES	SPECIAL HIGH EARLY STRENGTH
EXC	EXCAVATION	SQ	SQUARE
EBS	EXCAVATION BELOW SUBGRADE	SF	SQUARE FEET
EXIST	EXISTING	SW	SIDEWALK
FPS	FEET PER SECOND	SY	SQUARE YARD
FERT	FERTILIZE	SDD	STANDARD DETAIL DRAWINGS
FE	FIELD ENTRANCE	STH	STATE TRUNK HIGHWAYS
FL	FLOW LINE	STA	STATION
FT	FOOT	SS	STORM SEWER
GN	GRID NORTH	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
HES	HIGH EARLY STRENGTH	ST	STREET
HP	HIGH POINT	STR	STRUCTURE OR STRUCTURAL
HW	HIGH WATER	SE	SUPERELEVATION
HMA	HOT MIX ASPHALT	T	TANGENT
CWT	HUNDREDWEIGHT	TEMP	TEMPORARY
HYD	HYDRANT	TI	TEMPORARY INTEREST
INL	INLET	TLE	TEMPORARY LIMITED EASEMENT
ID	INSIDE DIAMETER	t	TON
I	INTERSECTION ANGLE	T	TOWN
INV	INVERT	T/L	TRANSIT LINE
IP	IRON PIPE OR PIN	T	TRUCKS (PERCENT OF)
JT	JOINT	TYP	TYPICAL
LT	LEFT	USH	UNITED STATES HIGHWAY
L	LENGTH OF CURVE	VAR	VARIABLE
LF	LINEAR FOOT	V	VELOCITY OF DESIGN SPEED
LP	LOW POINT	VERT	VERTICAL
LS	LUMP SUM	VC	VERTICAL CURVE
MH	MANHOLE	VOL	VOLUME
MAX	MAXIMUM	WM	WATERMAIN
Mgal	MEGAGALLON	WV	WATER VALVE
MPH	MILES PER HOUR	W	WEST
MIN	MINIMUM	WB	WESTBOUND
MON	MOUNMENT	YD	YARD

GENERAL NOTES

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

2 ALL CURB & GUTTER RADII ARE MEASURED TO THE CURB FLANGE.

3 CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

4 PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER.

5 EROSION CONTROL DEVICES AS SHOWN ON THE STORM SEWER/EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

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

7 THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO START OF WORK.

8 SEE SUBSURFACE EXPLORATION REPORT "STH 50/I-94 INTERCHANGE IMPROVEMENTS 1300' WEST OF WFR TO 600' EAST OF EFR" FOR SOIL BORING INFORMATION. REPORT IS AVAILABLE FROM THE WISDOT SOUTHEAST REGION PROJECTS SECTION. JEFF BOHEN, PROJECT MANAGER, PHONE (414) 750-2928.

9 SHRINKAGE OF EARTHWORK IS VARIABLE AND IS ESTIMATED AT 20% IN THE YARDAGE SUMMARY. EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

10 HMA PAVEMENT TYPE E-1 AND HMA PAVEMENT TYPE E-3 SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

THICKNESS	LAYERS	NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
1.75-INCHES	ONE LAYER	12.5 mm	PG 64-28
2-INCHES	ONE LAYER	12.5 mm	PG 64-28
4-INCHES	ONE 1-3/4" UPPER LAYER	12.5 mm	PG 64-28
	ONE 2-1/4" LOWER LAYER	19.0 mm	PG 64-22
5-INCHES	ONE 2" UPPER LAYER	12.5 mm	PG 64-28
	ONE 3" LOWER LAYER	19.0 mm	PG 64-22
5.5-INCHES	ONE 2" UPPER LAYER	12.5 mm	PG 64-28
	ONE 3-1/2" LOWER LAYER	19.0 mm	PG 64-22
6-INCHES	ONE 1-3/4" UPPER LAYER	12.5 mm	PG 64-28
	ONE 1-3/4" UPPER LOWER LAYER	12.5 mm	PG 64-22
	ONE 2-1/2" LOWER LOWER LAYER	19.0 mm	PG 64-22

11 ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. GRANULAR BACKFILL IS INCIDENTAL TO THE REMOVAL ITEM.

12 WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

13 THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. THE EXACT ELEVATIONS OF CURB AND GUTTER GRADES ON PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

14 STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

15 RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE IMMEDIATELY AFTER FINISHED GRADING IS COMPLETE.

16 QUANTITIES FOR EXCAVATION COMMON INCLUDE REMOVAL OF EXISTING CONCRETE PAVEMENT, ASPHALT, AND BASE COURSE TO THE PROPOSED SUBGRADE.

17 PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT, OR AS DIRECTED BY THE ENGINEER.

18 ASPHALTIC SURFACE TEMPORARY SHALL BE CONSTRUCTED IN A SINGLE LAYER.

19 PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES THE CONTRACTOR SHALL VERYIFY RELATED DRAINAGE INFORMATION IN THE PLANS AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

20 THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LBS./S.Y./IN.

21 AGGREGATE CONCERSION RATES:
SELECT SUBBASE AND BASE AGGREGATE DENSE 3/4-INCH, 1 1/4-INCH & 1 1/4-INCH SPECIAL: 2.1 TONS/CY
SELECT CRUSHED MATERIAL AND BREAKER RUN: 1.8 TONS/CY

22 THE FOLLOWING ENTITIES HAVE PREPARED PLANS FOR THIS PROJECT:
K.L. ENGINEERING, INC: PERMANENT SIGNING, PAVEMENT MARKING, EROSION CONTROL, AND TRAFFIC SIGNALS.
HNTB: LIGHTING
WISDOT: FTMS

ORDER OF SECTION 2 SHEETS

Project Overview
Typical Sections
Construction Details
Pavement Details
Erosion Control
Storm Sewer
Water Main/Sanitary Sewer
Existing Sign Removal
Permanent Signing
Lighting
Traffic Signals
Pavement Marking
Traffic Control / Construction Staging
Detour
Alignment

2

PROJECT CONTACTS

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CITY ENGINEER
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WISDOT SE REGION
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WIS DNR
2300 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
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(414) 263-8648

CABLE TV
TIME WARNER CABLE
1320 N. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212
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CHRIS.DEGRAVE@WE-ENERGIES.COM

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MR. JOHN HAUG
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WISDOT STOC
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MILWAUKEE, WI 53203-3007
MR. DONALD SCHELL
(414) 227-2148

DIGGERS HOTLINE

Call 811 3 Work Days Before You Dig
Or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

2

LEGEND

---------- - WETLAND BOUNDARY

////// - CORPORATE LIMITS

CITY OF KENOSHA

WEST FRONTAGE ROAD / 122ND AVENUE

IH 94 / USH 41

118TH AVENUE

EAST FRONTAGE ROAD

CITY OF KENOSHA

N

WETLAND BOUNDARY

WEST FRONTAGE ROAD / 71ST STREET

7090

7080

71ST STREET

BEGIN PROJECT 1032-10-71
STA 1422+00

END CONSTRUCTION STA 7086+02

END CONSTRUCTION STA 504+92

END CONSTRUCTION STA 291+00

END CONSTRUCTION STA 289+00

END CONSTRUCTION STA 814+08

END PROJECT 1032-10-71
STA 1467+00

WETLAND BOUNDARY

125TH AVENUE

END CONSTRUCTION STA 418+91

74TH STREET STOP CONTROLLED

74TH STREET

122ND AVENUE

RAMP NW

MATCH EAST FRONTAGE ROAD CONSTRUCTED UNDER ID 1032-10-70

KILBOURN RD DITCH

BEGIN CONSTRUCTION STA 500+65

SIDE ROAD STOP CONTROLLED

SIGNALIZED INTERSECTION

MATCH RAMPS & IH 94 CONSTRUCTED UNDER ID 1032-10-72

WALL 2

S-30-238

290'NW

290'NE

RAMP NE

SIDE ROAD STOP CONTROLLED

ACCESS RD F

END CONSTRUCTION STA 906+95

WETLAND BOUNDARY

75TH STREET

STH 50

75TH STREET

STH 50

WETLAND

1420

1430

1440

1450

1460

1470

S-30-245

S-30-246

900

ACCESS RD F

WALL 1

END CONSTRUCTION STA 354+85

S-30-241

S-30-242

C-30-20 BY OTHERS (ID 1032-10-72)

WETLAND BOUNDARY

S-30-244

S-30-243

SIGNALIZED INTERSECTION

S-30-237

SIDE ROAD STOP CONTROLLED

WETLAND BOUNDARY

BEGIN CONSTRUCTION STA 903+00

EXTEND BOX CULVERT B-30-32

128TH AVENUE

SIDE ROAD STOP CONTROLLED

WEST FRONTAGE ROAD / 125TH AVENUE

123RD AVENUE

122ND CT

VILLAGE OF BRISTOL

RAMP SE

280'SE

280'SW

RAMP SW

810

EXISTING SIGNALIZED INTERSECTION

VILLAGE OF PLEASANT PRAIRIE

BEGIN CONSTRUCTION STA 281+40

WETLAND BOUNDARY

BEGIN CONSTRUCTION STA 805+25

BEGIN CONSTRUCTION STA 300+36

76TH STREET

76TH STREET STOP CONTROLLED

BEGIN CONSTRUCTION STA 63+79

123RD AVENUE STOP CONTROLLED

END CONSTRUCTION STA 114+64

BEGIN CONSTRUCTION STA 280+95

800

120

100

60

WEST FRONTAGE ROAD

118TH AVENUE/ EAST FRONTAGE ROAD

BEGIN CONSTRUCTION STA 104+18

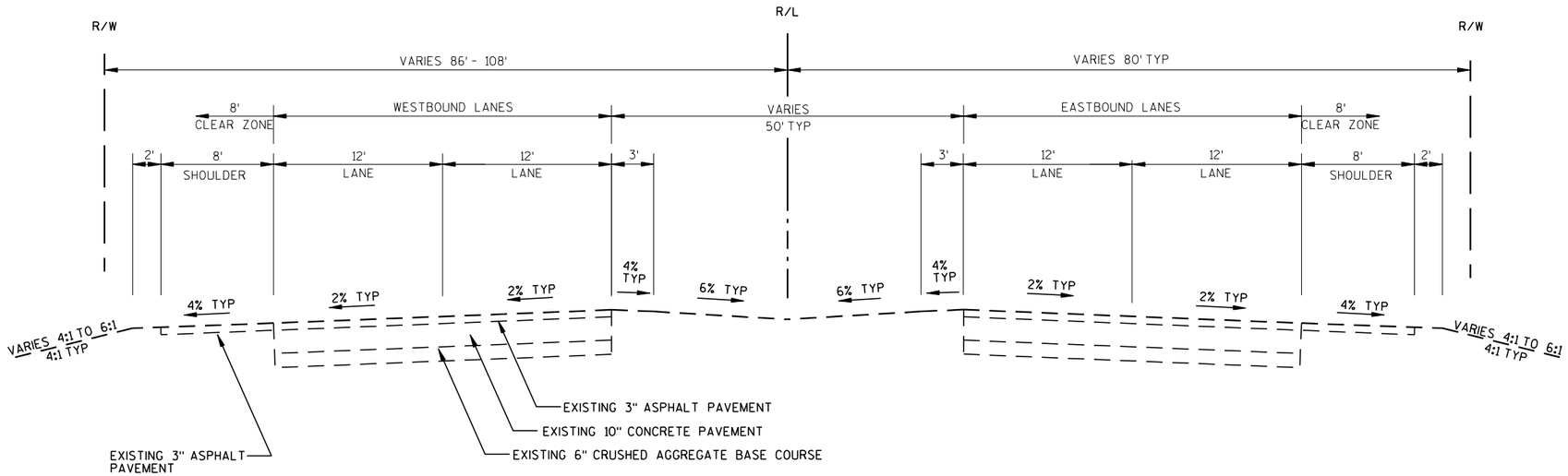
77TH STREET

BEGIN CONSTRUCTION STA 400+28

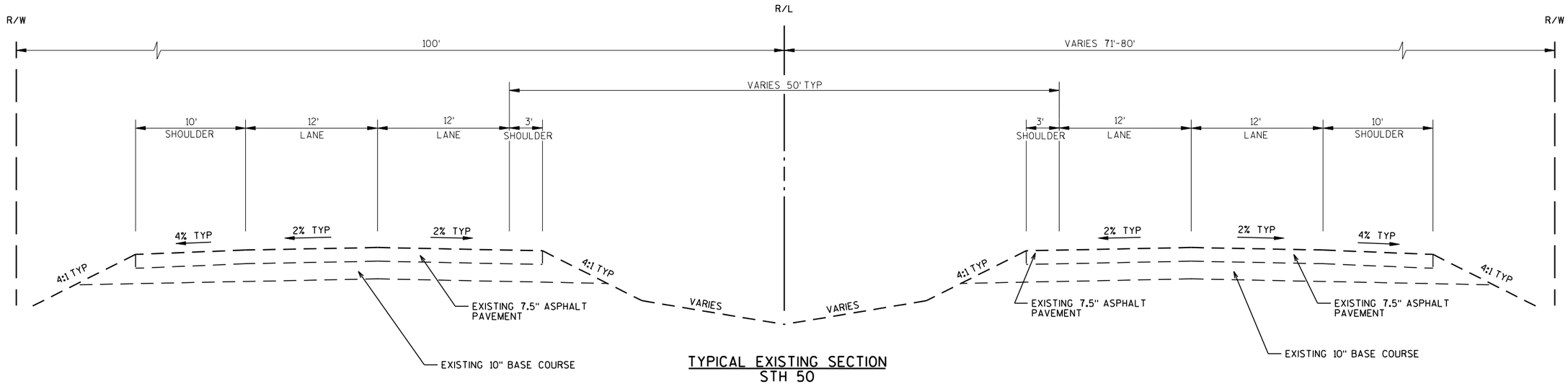
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WISDOT/CADDS SHEET 42

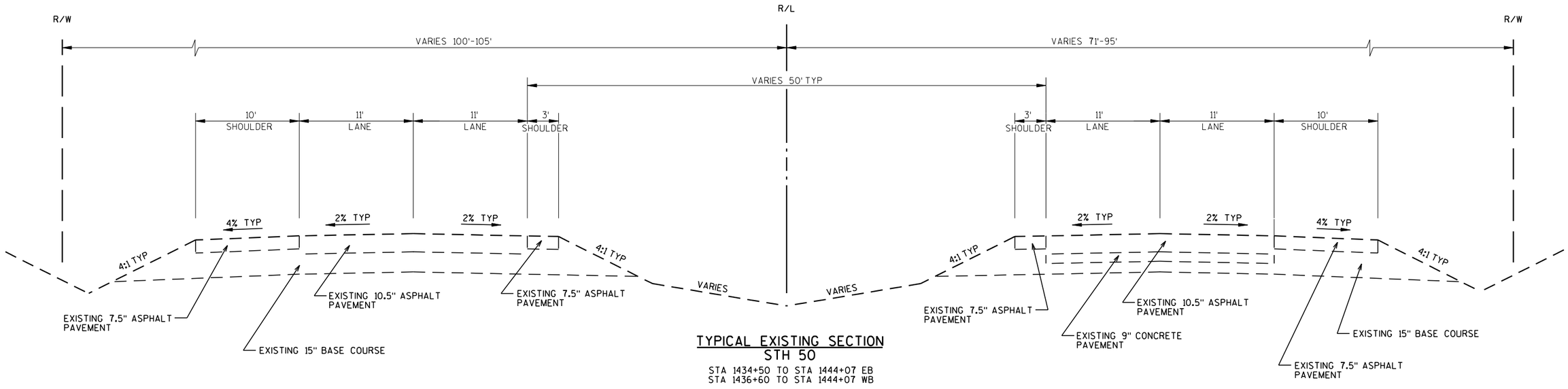


TYPICAL EXISTING SECTION
STH 50
STA 1422+00 TO STA 1426+00



TYPICAL EXISTING SECTION
STH 50

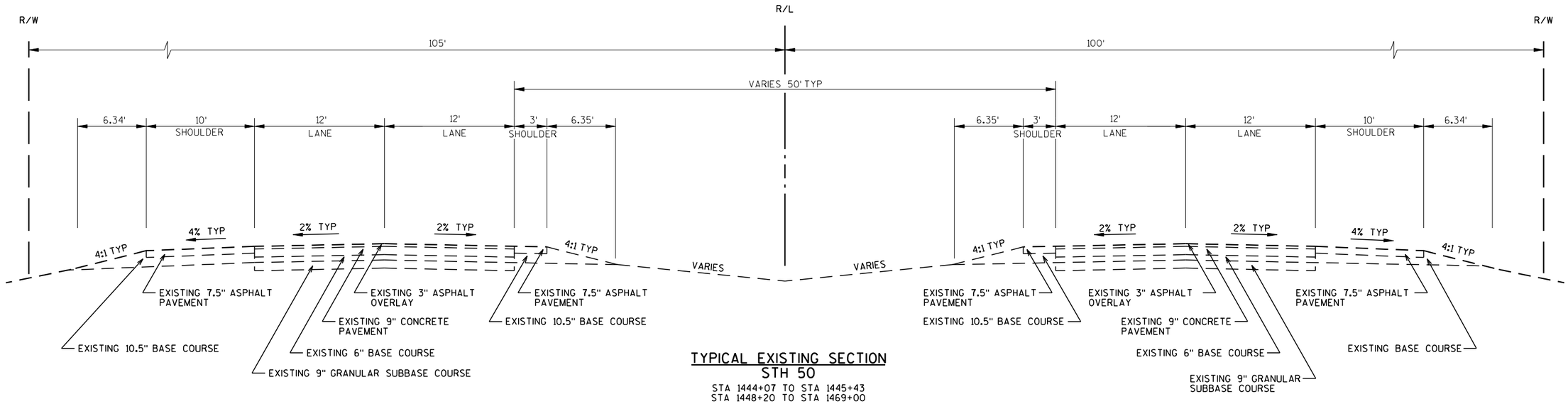
STA 1426+00 TO STA 1434+50 EB
STA 1426+00 TO STA 1436+60 WB



TYPICAL EXISTING SECTION
STH 50

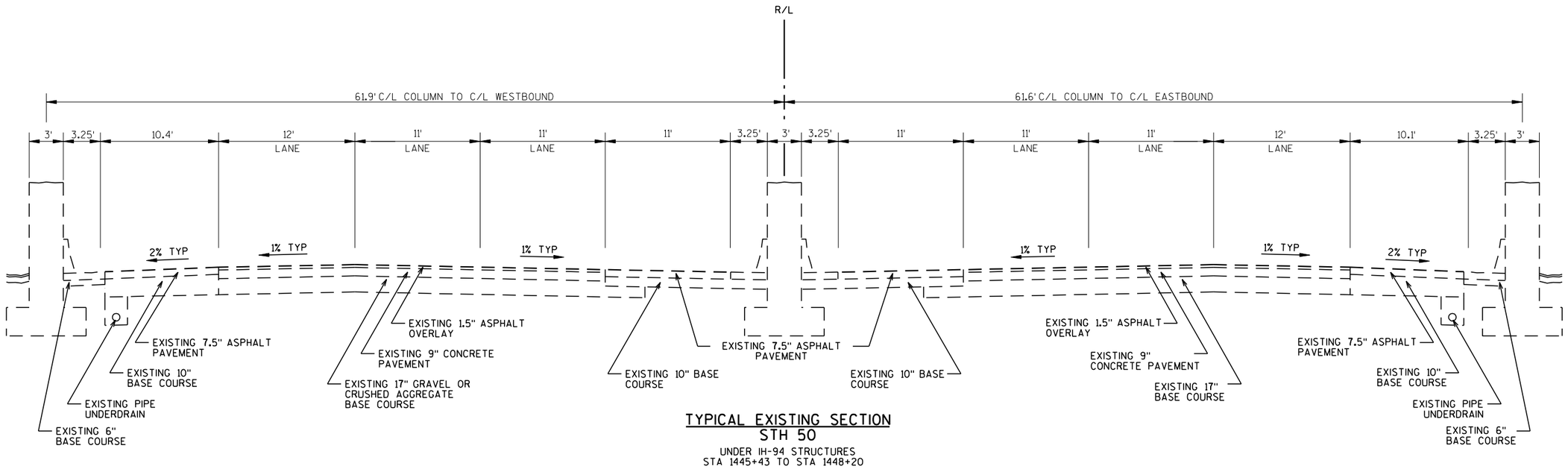
STA 1434+50 TO STA 1444+07 EB
STA 1436+60 TO STA 1444+07 WB

2



TYPICAL EXISTING SECTION
STH 50

STA 1444+07 TO STA 1445+43
STA 1448+20 TO STA 1469+00

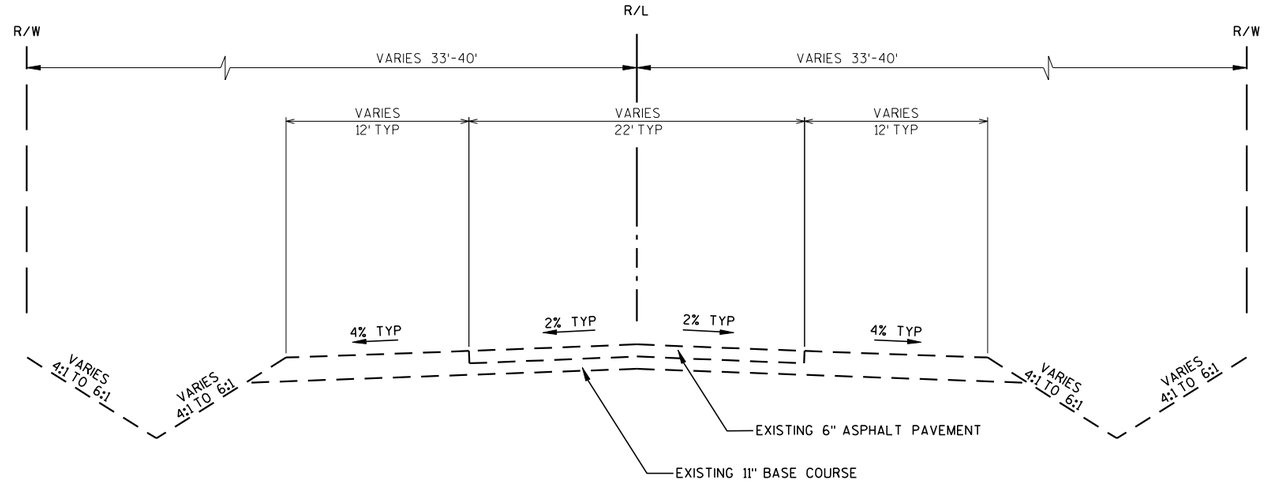


TYPICAL EXISTING SECTION
STH 50

UNDER IH-94 STRUCTURES
STA 1445+43 TO STA 1448+20

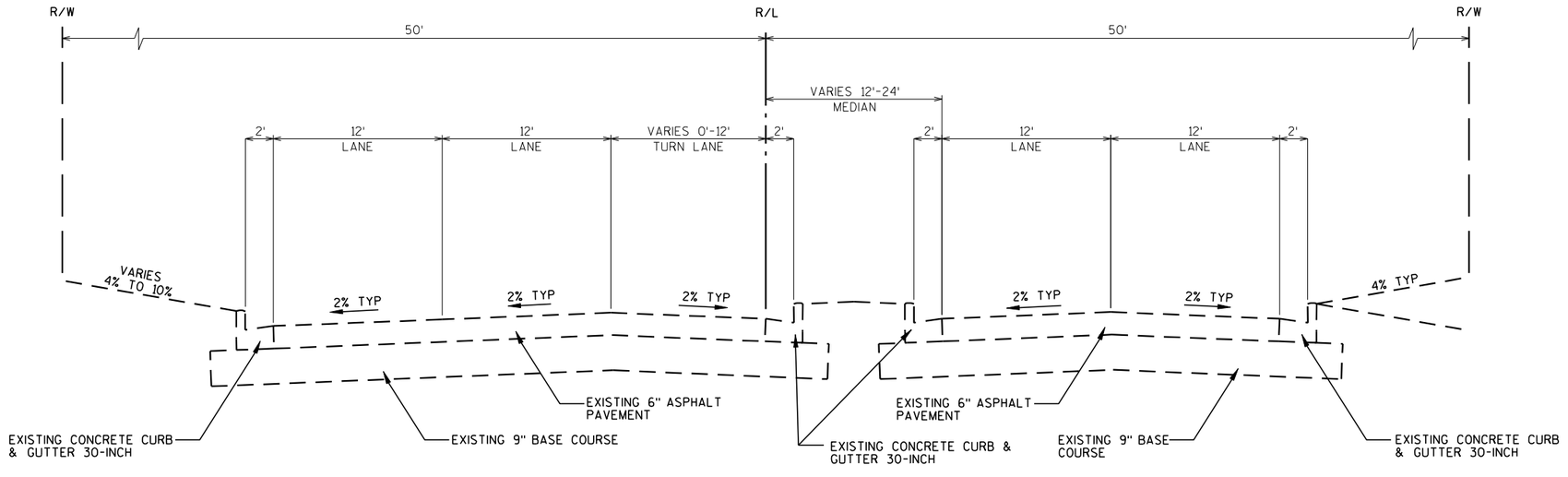
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 7	E

2



TYPICAL EXISTING SECTION
125TH AVENUE & 77TH STREET

125TH AVENUE - STA 63+50 TO STA 70+00
77TH STREET - STA 104+00 TO STA 114+65

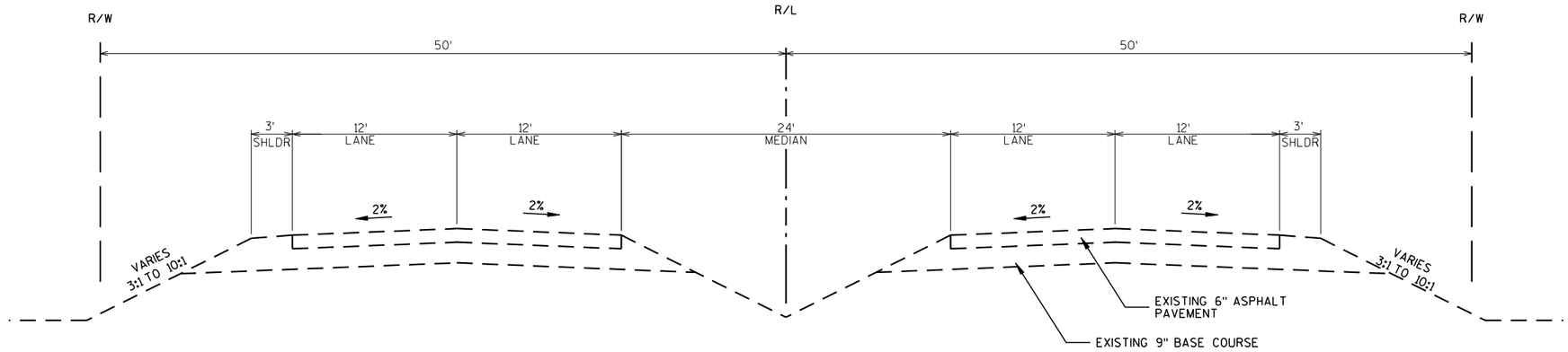


TYPICAL EXISTING SECTION
125TH AVENUE

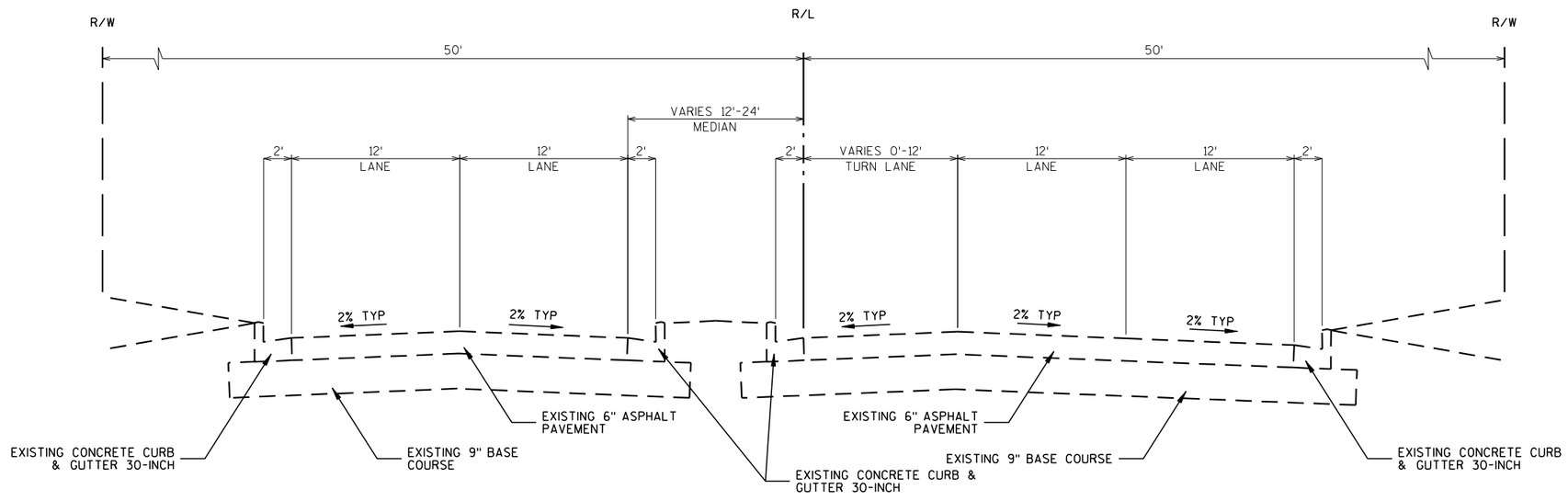
STA 72+00 TO STA 75+50

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 8	E

2



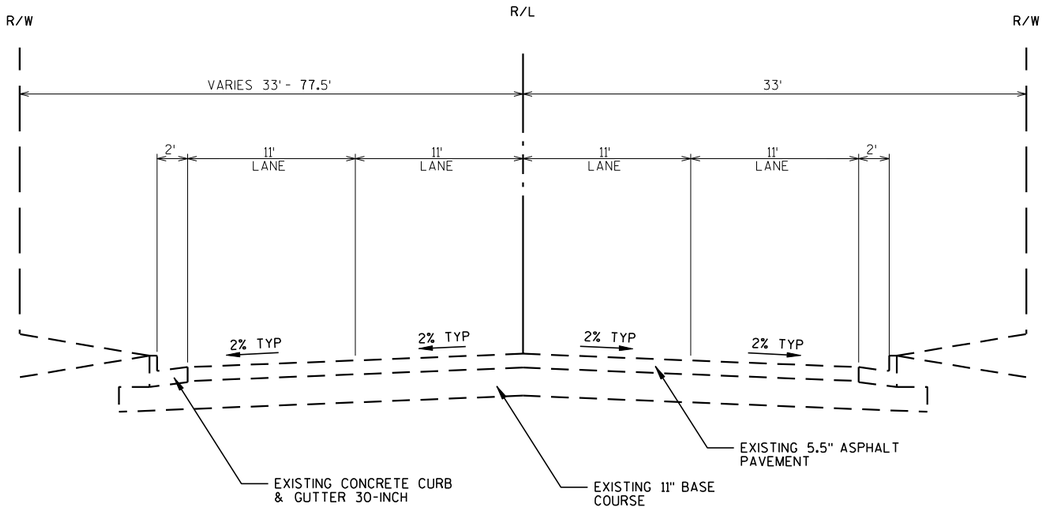
TYPICAL EXISTING SECTION
125TH AVENUE
STA 75+50 TO STA 80+07



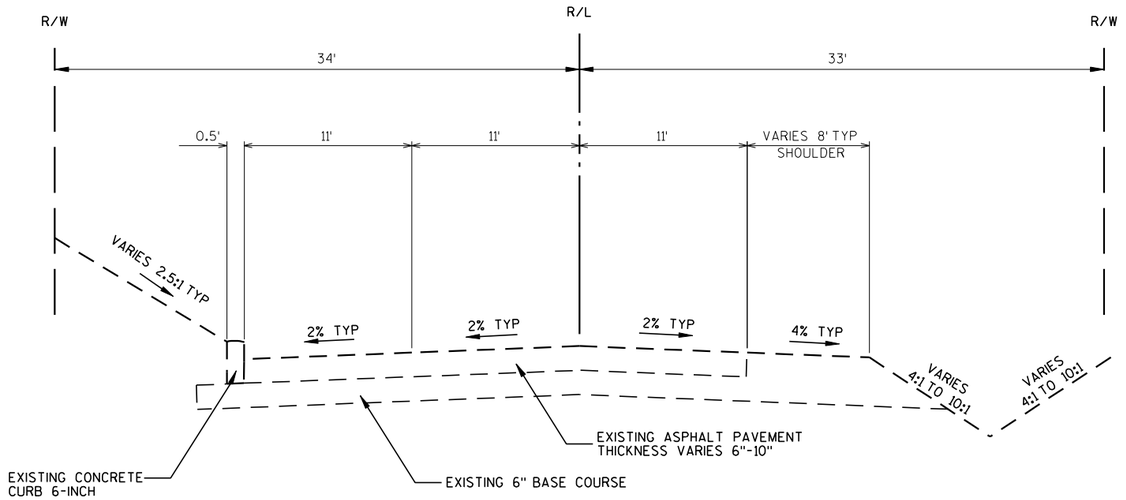
TYPICAL EXISTING SECTION
125TH AVENUE
STA 80+07 TO STA 82+49

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 9	E

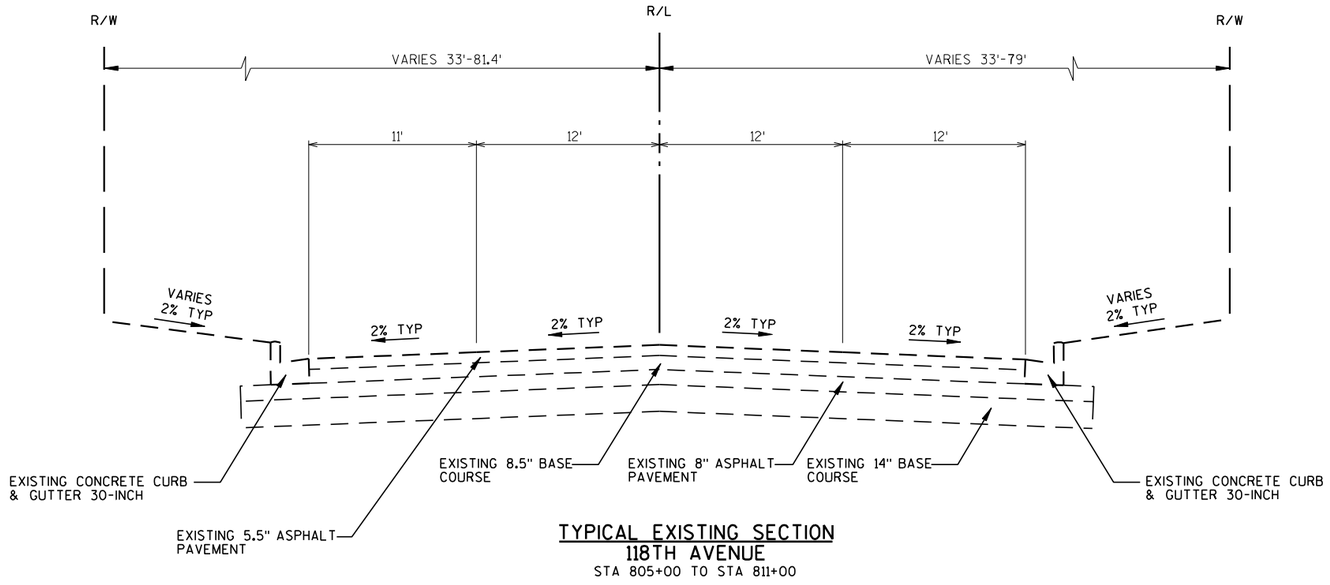
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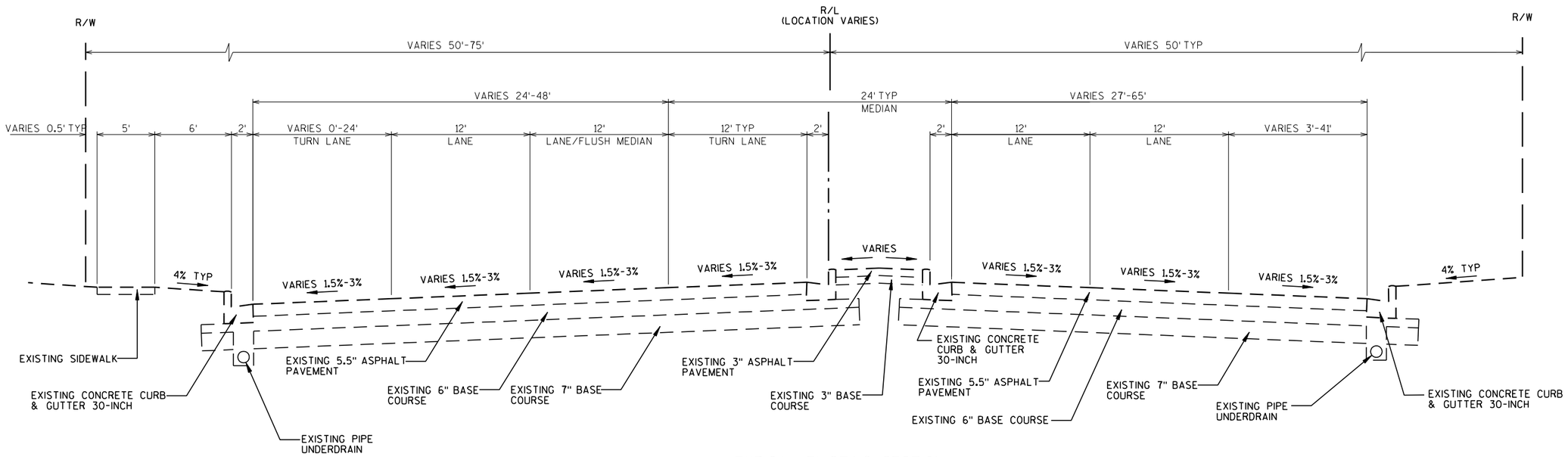
TYPICAL EXISTING SECTION
71ST STREET
STA 7074+45 TO STA 7086+02



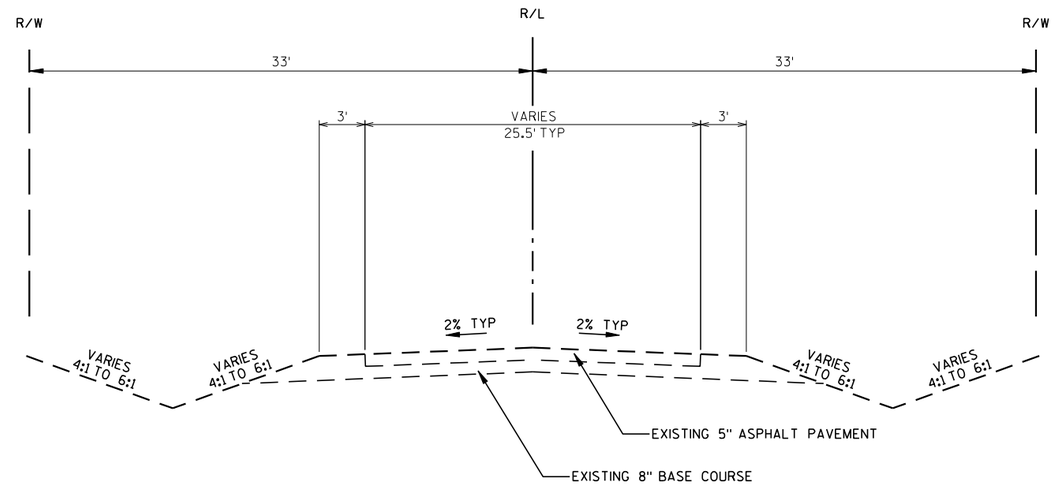
TYPICAL EXISTING SECTION
122ND AVENUE
STA 500+65 TO STA 506+40



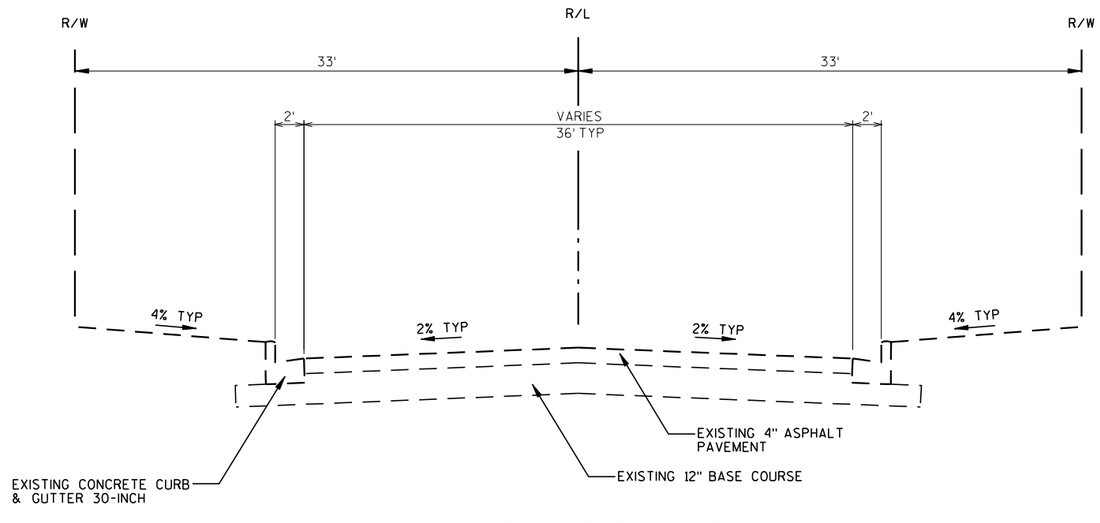
TYPICAL EXISTING SECTION
118TH AVENUE
STA 805+00 TO STA 811+00



TYPICAL EXISTING SECTION
118TH AVENUE
STA 812+75 TO STA 814+09



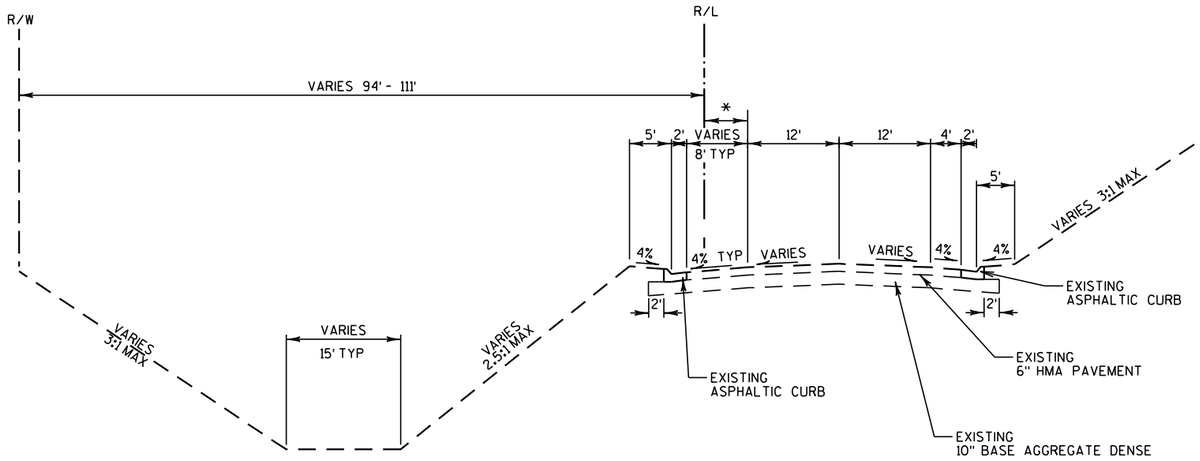
TYPICAL EXISTING SECTION
ACCESS ROAD F
STA 903+00 TO STA 904+50



TYPICAL EXISTING SECTION
ACCESS ROAD F
STA 906+25 TO STA 906+95

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 12	E

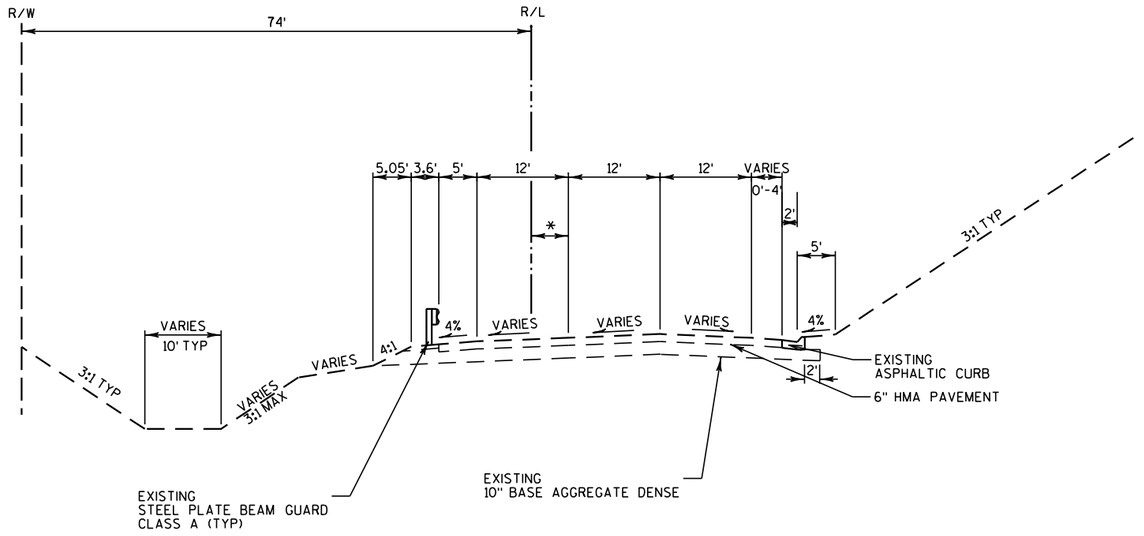
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TYPICAL EXISTING SECTION

RAMP SW

STA 280+95 TO STA 284+95



TYPICAL EXISTING SECTION

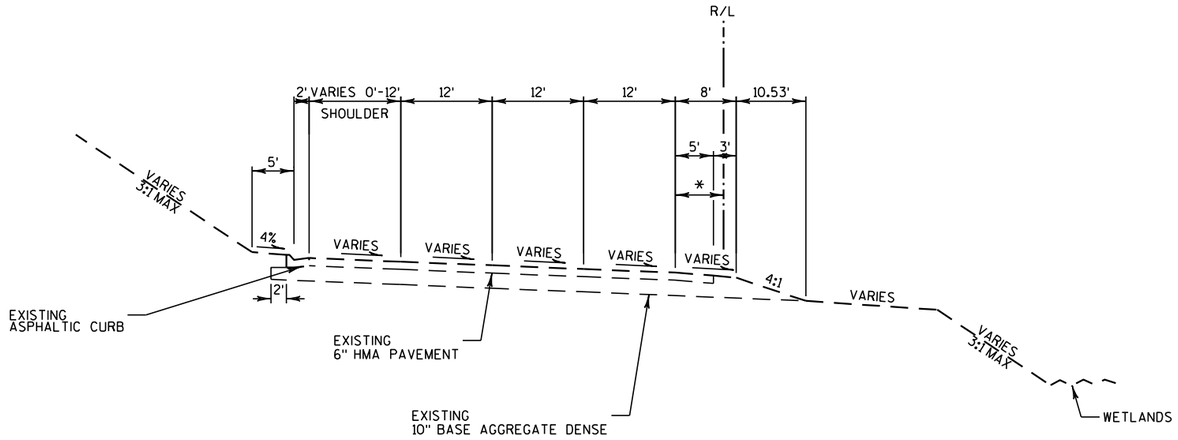
RAMP NW

STA 286+29 TO STA 291+00

NOTES

* DISTANCE FROM PGL TO R/L VARIES SEE PLAN & PROFILE SHEET

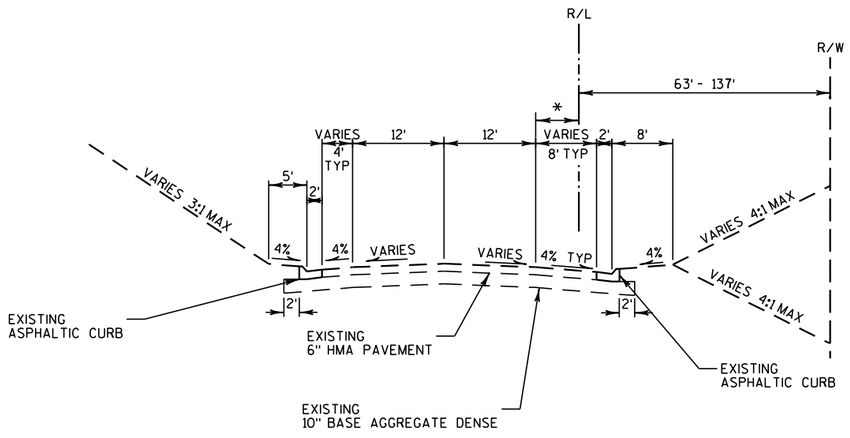
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TYPICAL EXISTING SECTION

RAMP SE

STA 281+40 TO STA 284+90



TYPICAL EXISTING SECTION

RAMP NE

STA 286+23 TO STA 289+00

NOTES

* DISTANCE FROM PGL TO R/L VARIES SEE PLAN & PROFILE SHEET

MEDIAN WIDTH			
STA TO STA	**LT	STA TO STA	*RT
1437+58.80-1445+20.52	VARIES FROM 23' TO 32'	1437+61.13-1445+21.64	VARIES FROM 23' TO 32'
1445+20.52-1448+58.70	32'	1445+21.64-1454+83.66	32'
1448+58.70-1454+83.82	VARIES FROM 32' TO 23'	1454+83.66-1461+31.74	VARIES FROM 32' TO 23'
1454+83.82-1466+00.00	23'	1461+31.74-1466+00.00	23'
1466+00.00-1467+00.00	VARIES FROM 23' TO 28.2'	1466+00.00-1467+00.00	VARIES FROM 23' TO 22.4'

LEGEND

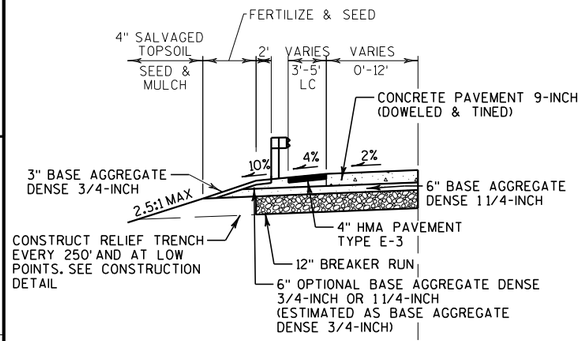
(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

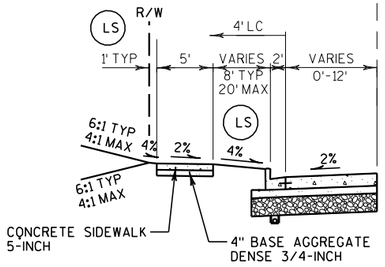
LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



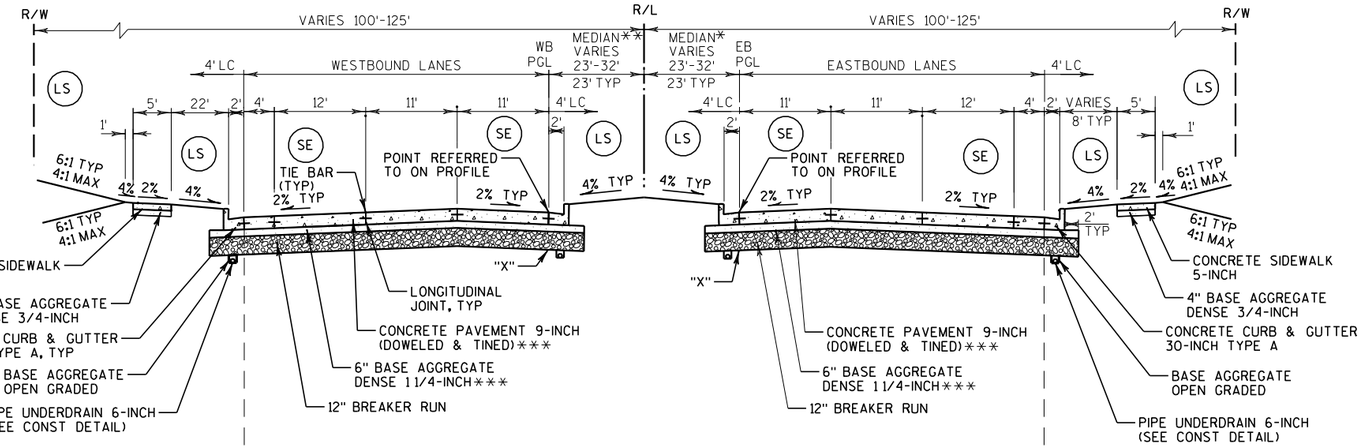
BEAM GUARD SECTION
STH 50
WB SHOWN-MIRROR IMAGE FOR EB

STA 1462+93 TO STA 1466+05, LT
STA 1462+12 TO STA 1468+73, RT



WB RIGHT TURN LANE
STH 50

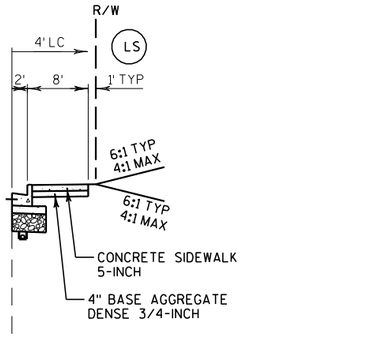
STA 1430+20 TO STA 1441+43, LT
STA 1442+09 TO STA 1444+26, LT
STA 1450+47 TO STA 1460+43, LT



TYPICAL FINISHED SECTION
STH 50

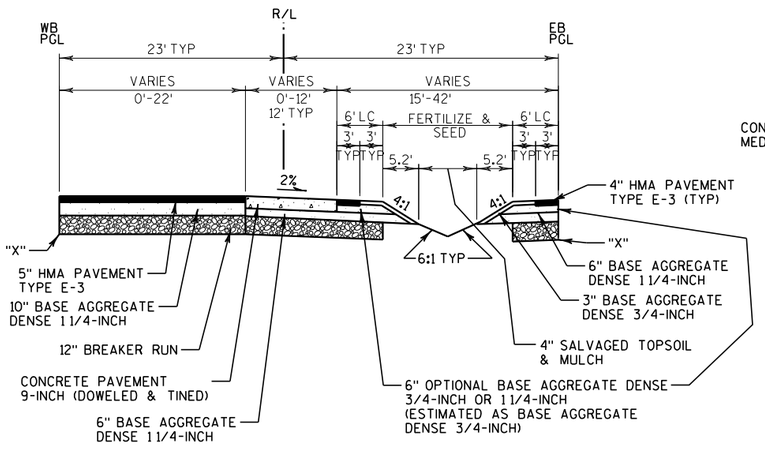
STA 1422+00 TO STA 1446+05
STA 1447+57 TO STA 1467+00

*** STA 1466+00 TO STA 1467+00
6" HMA PAVEMENT TYPE E-3
OVER 9" BASE AGGREGATE DENSE
1 1/4-INCH



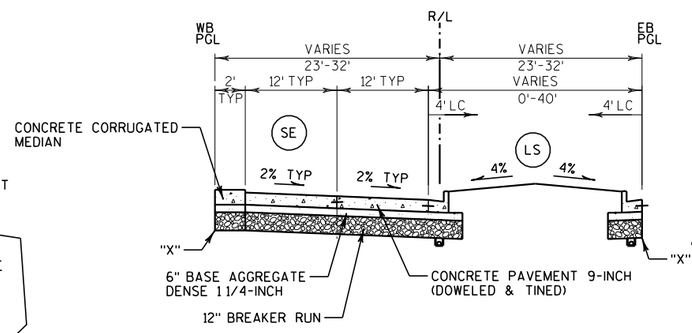
COMMERCIAL SIDEWALK SECTION
STH 50

STA 1425+20 TO STA 1428+30, RT
STA 1431+50 TO STA 1437+21, RT
STA 1441+48 TO STA 1444+98, RT



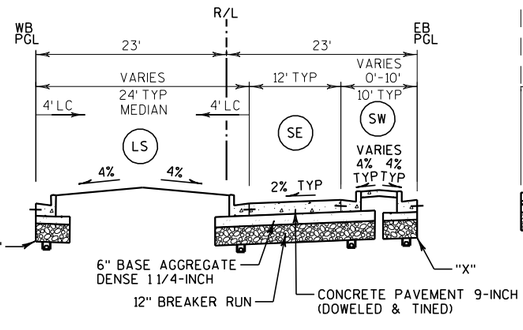
RURAL MEDIAN
STH 50

STA 1463+00 TO STA 1467+00



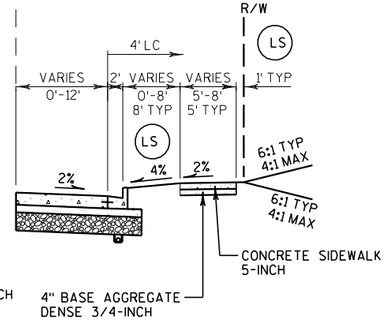
DUAL LEFT TURN LANE
STH 50
WB SHOWN - MIRROR IMAGE FOR EB

STA 1437+95 TO STA 1442+70
STA 1439+84 TO STA 1445+00
STA 1448+70 TO STA 1452+80
STA 1448+79 TO STA 1454+37



LEFT TURN LANE - 46' MEDIAN
STH 50
WB SHOWN - MIRROR IMAGE FOR EB

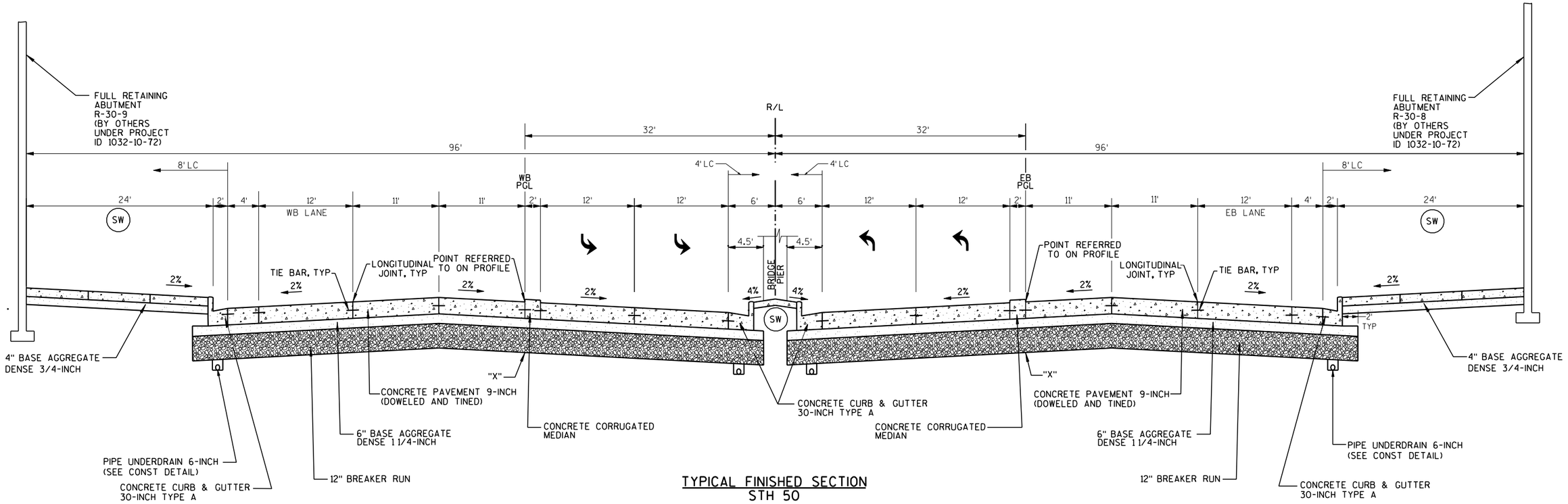
STA 1422+00 TO STA 1428+37
STA 1429+29 TO STA 1437+13
STA 1455+30 TO STA 1463+00



EB RIGHT TURN LANE
STH 50

STA 1424+00 TO STA 1427+46, RT
STA 1433+54 TO STA 1436+25, RT
STA 1440+29 TO STA 1443+90, RT
STA 1450+30 TO STA 1453+39, RT
STA 1457+93 TO STA 1460+63, RT

2



TYPICAL FINISHED SECTION
STH 50

UNDER IH 94 BRIDGES
STA 1446+05 TO STA 1447+57

LEGEND

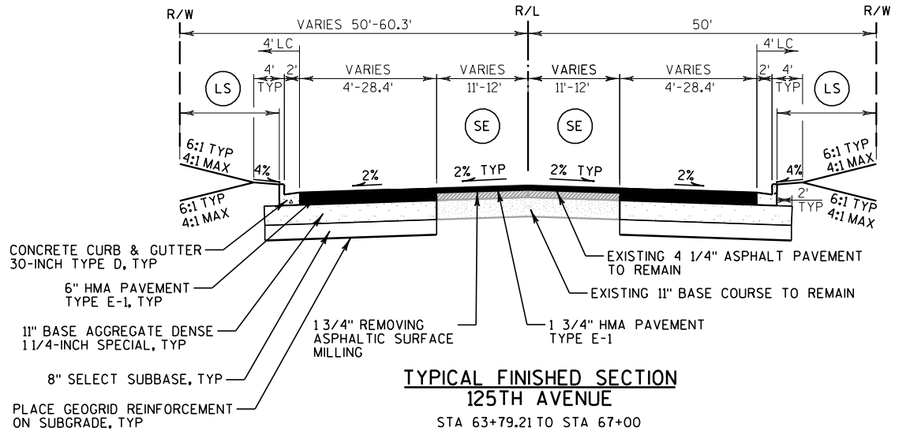
(SW) CONCRETE SIDEWALK 5-INCH

LC = LATERAL CLEARANCE

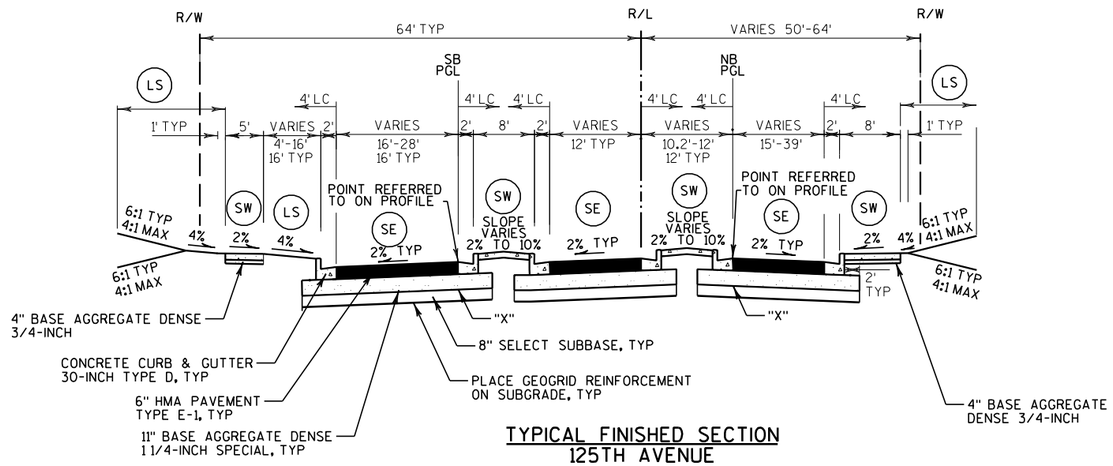
"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 16	E

2



TYPICAL FINISHED SECTION
125TH AVENUE
STA 63+79.21 TO STA 67+00



TYPICAL FINISHED SECTION
125TH AVENUE
STA 67+00 TO STA 69+88

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

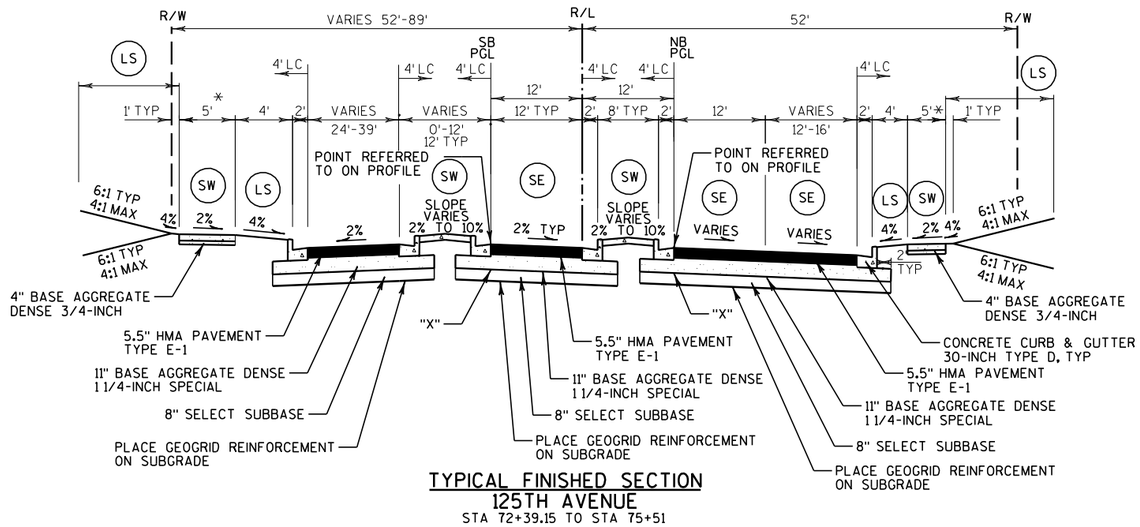
(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

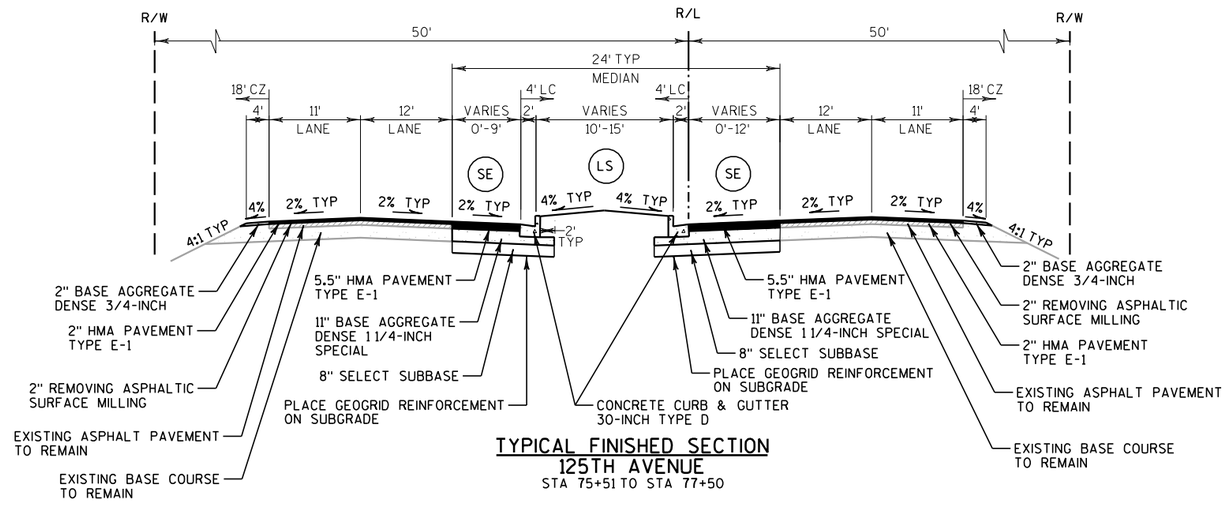
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 17	E

2



TYPICAL FINISHED SECTION
125TH AVENUE
STA 72+39.15 TO STA 75+51

* SIDEWALK ENDS AT STA 75+00



TYPICAL FINISHED SECTION
125TH AVENUE
STA 75+51 TO STA 77+50

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

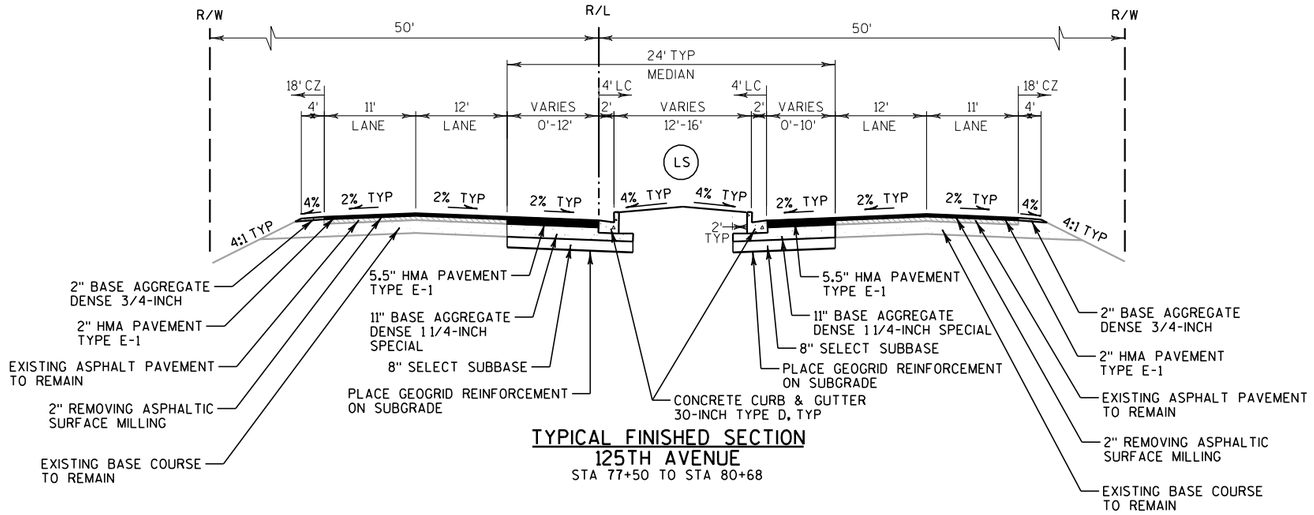
(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

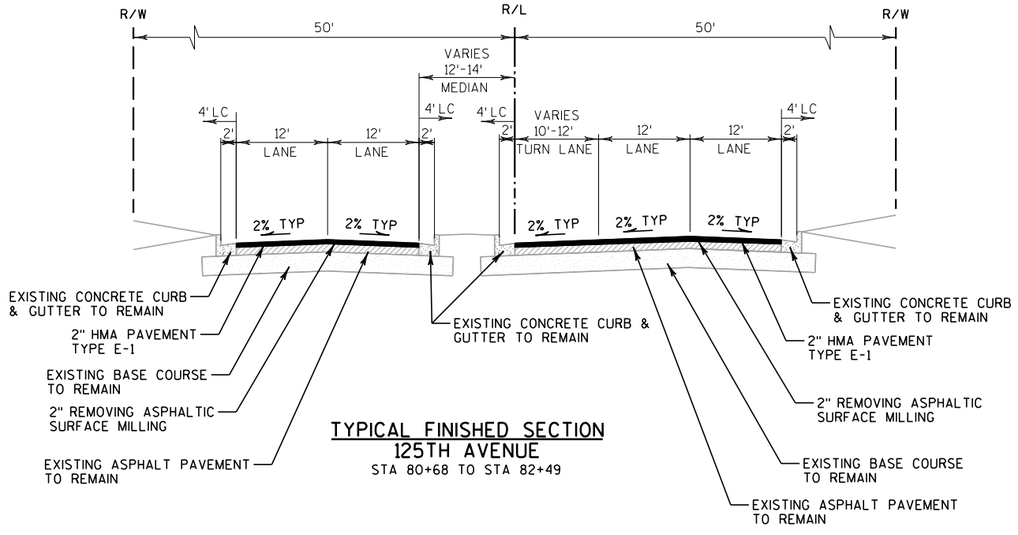
CZ = CLEAR ZONE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 18	E



TYPICAL FINISHED SECTION
125TH AVENUE
STA 77+50 TO STA 80+68



TYPICAL FINISHED SECTION
125TH AVENUE
STA 80+68 TO STA 82+49

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

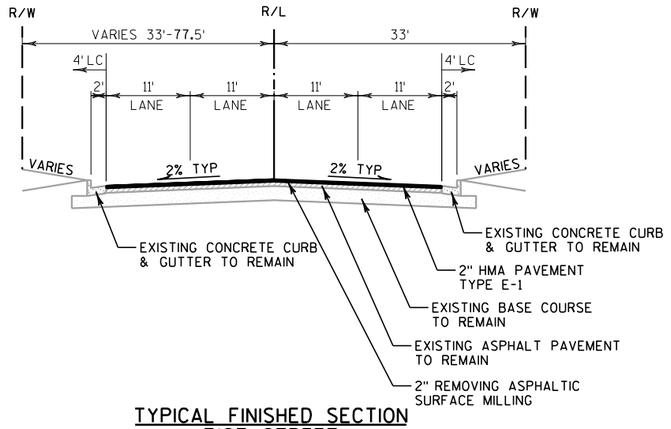
(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

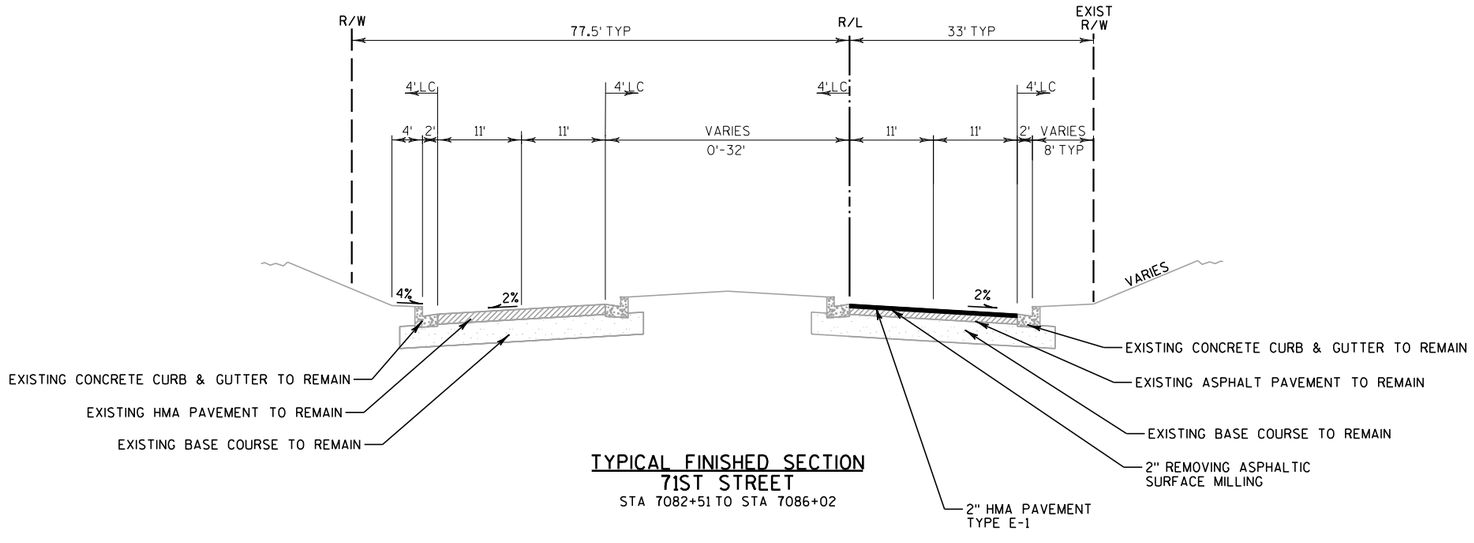
CZ = CLEAR ZONE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

2



TYPICAL FINISHED SECTION
71ST STREET
STA 7074+45 TO STA 7082+51



TYPICAL FINISHED SECTION
71ST STREET
STA 7082+51 TO STA 7086+02

LEGEND

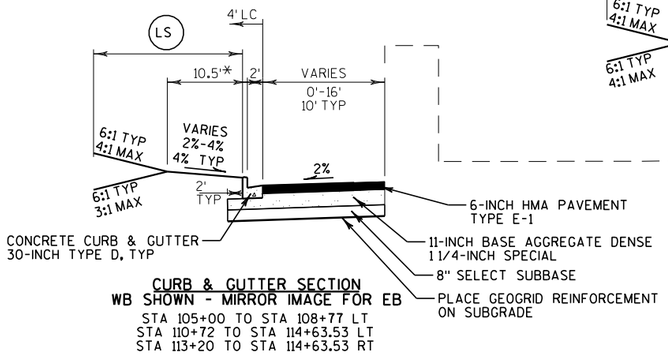
(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

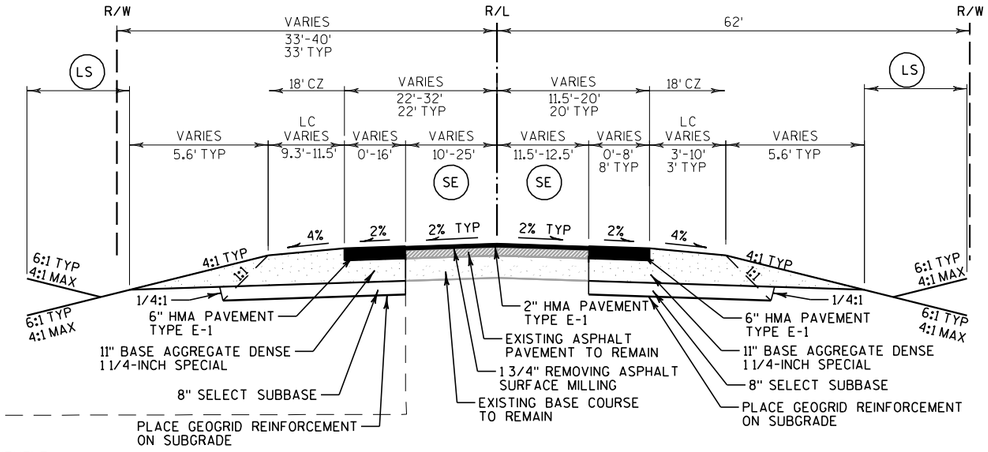
(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

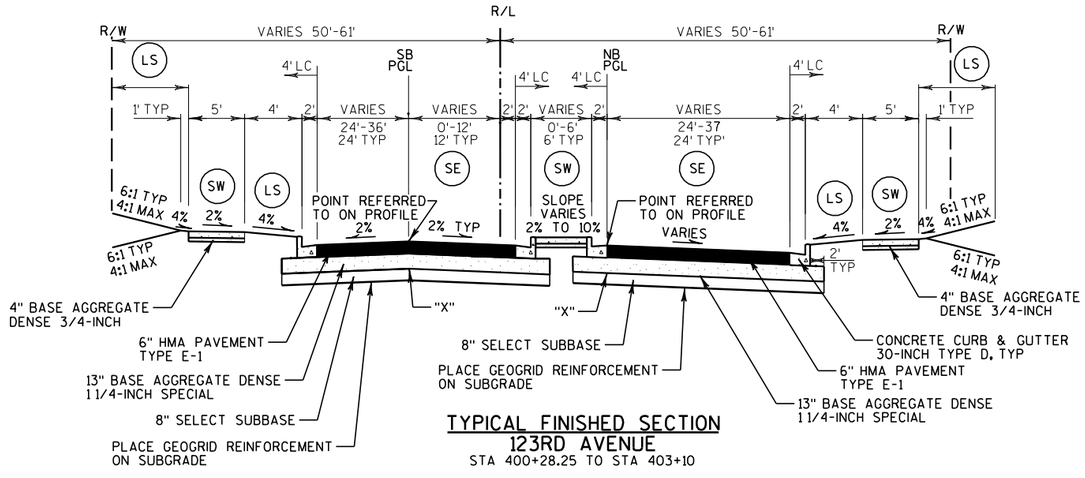
"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



CURB & GUTTER SECTION
WB SHOWN - MIRROR IMAGE FOR EB
STA 105+00 TO STA 108+77 LT
STA 110+72 TO STA 114+63.53 LT
STA 113+20 TO STA 114+63.53 RT



TYPICAL FINISHED SECTION
77TH STREET
STA 104+18.37 TO STA 114+63.53



TYPICAL FINISHED SECTION
123RD AVENUE
STA 400+28.25 TO STA 403+10

* 4' ON EB

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

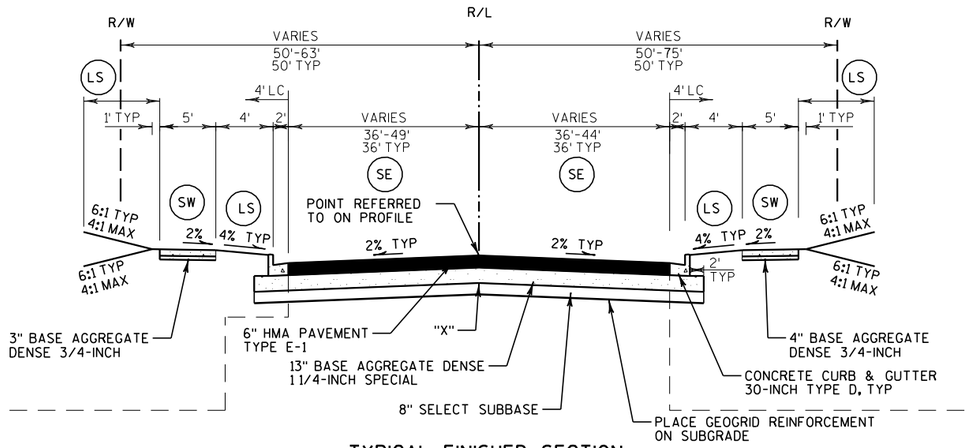
(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

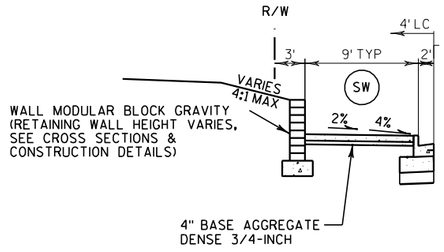
LC = LATERAL CLEARANCE

CZ = CLEAR ZONE

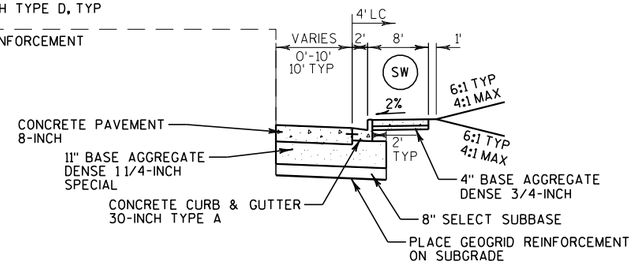
"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



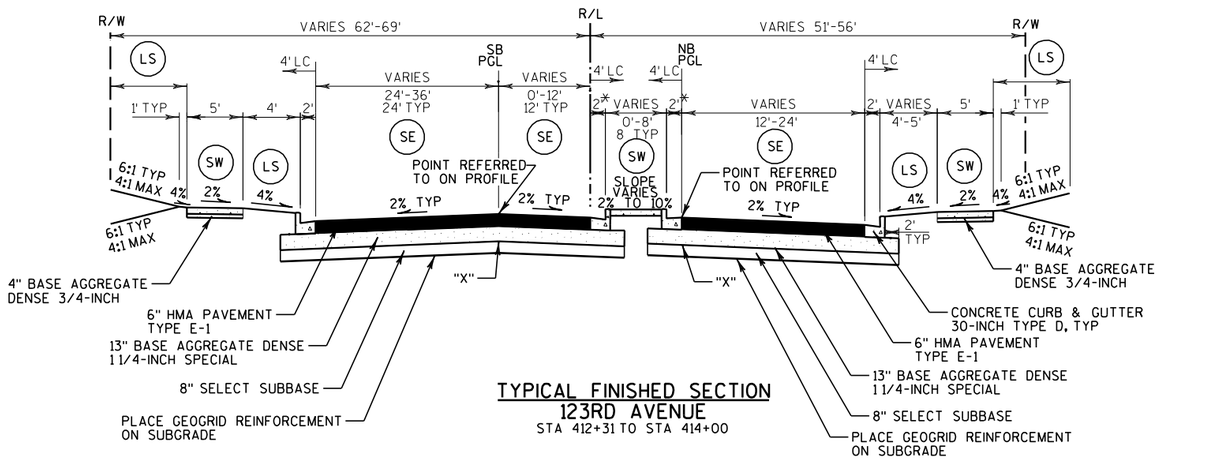
TYPICAL FINISHED SECTION
123RD AVENUE
STA 403+10 TO STA 409+89



RETAINING WALL SECTION
STA 408+00 TO STA 409+90, LT



BUS STOP SECTION
STA 406+00 TO STA 407+50, RT



TYPICAL FINISHED SECTION
123RD AVENUE
STA 412+31 TO STA 414+00

* MEDIAN CURB AND GUTTER BEGINS AT STA 413+90

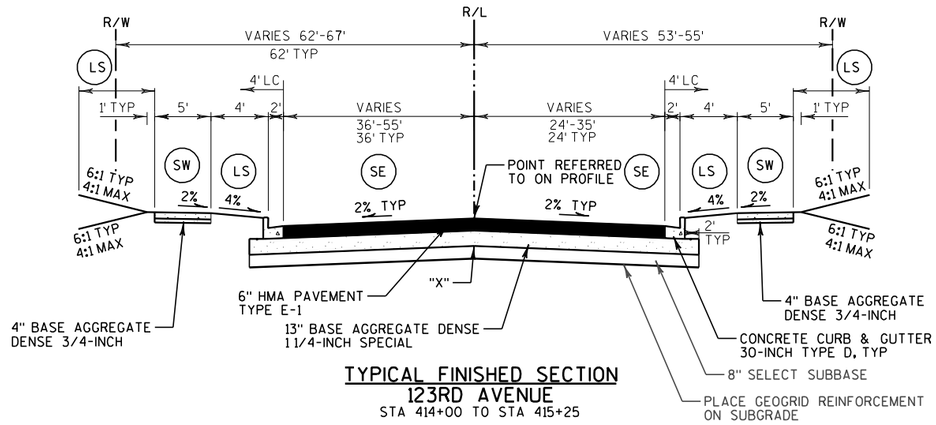
LEGEND

- (LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL
- (SW) CONCRETE SIDEWALK 5-INCH
- (SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

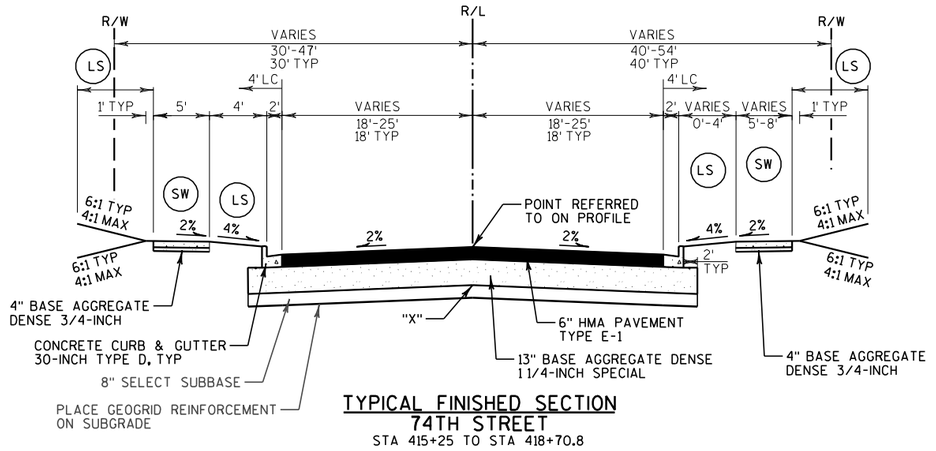
LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

2



TYPICAL FINISHED SECTION
123RD AVENUE
STA 414+00 TO STA 415+25



TYPICAL FINISHED SECTION
74TH STREET
STA 415+25 TO STA 418+70.8

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

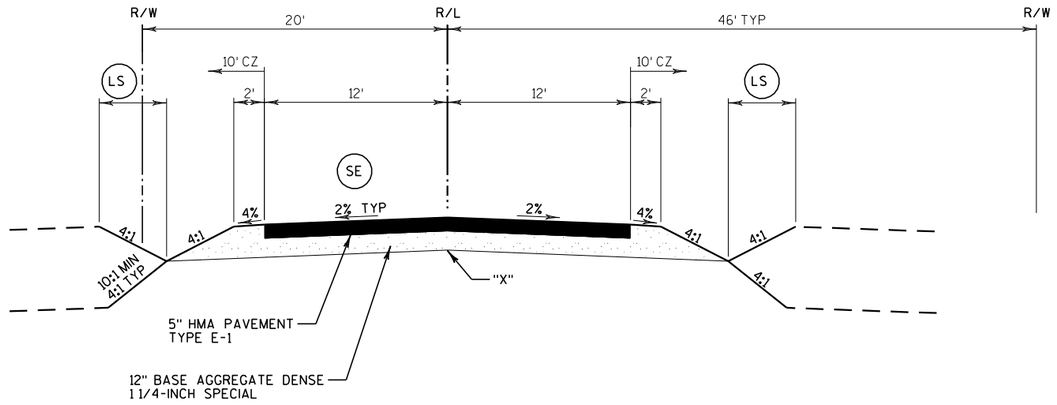
(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

2



TYPICAL FINISHED SECTION
122ND COURT/FUTURE PRIVATE DRIVEWAY

STA 350+00 TO STA 354+83

LEGEND

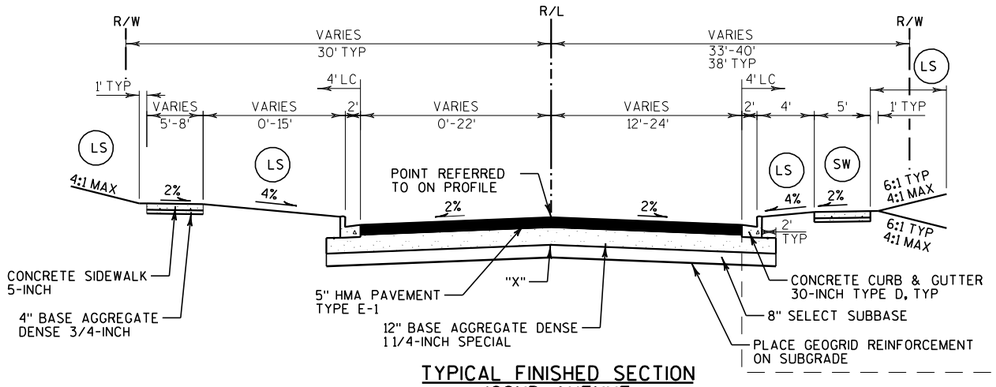
(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

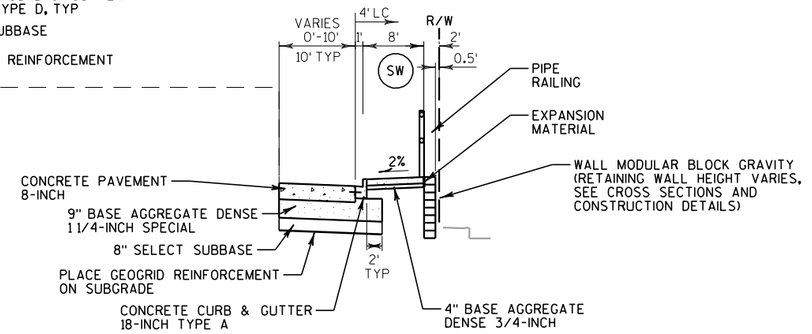
CZ = CLEAR ZONE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

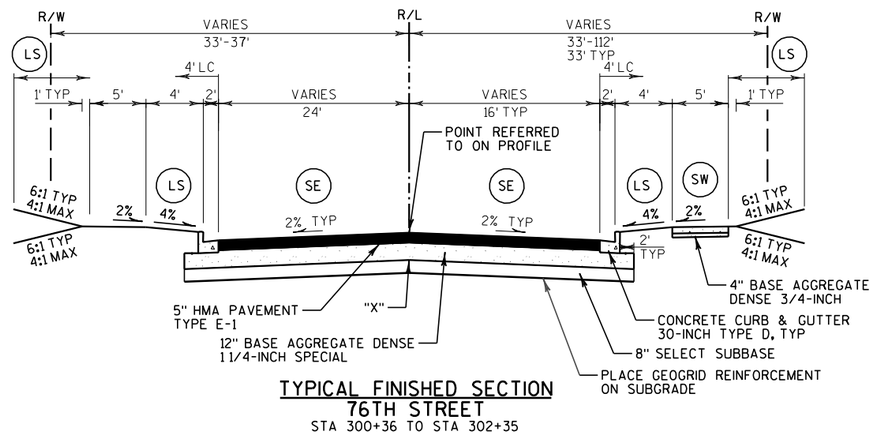
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET 24	E



TYPICAL FINISHED SECTION
122ND AVENUE
STA 500+65.45 TO STA 504+92



WALL MODULAR BLOCK GRAVITY DETAIL
122ND AVENUE BUS STOP
STA 503+10 TO 504+20, RT



TYPICAL FINISHED SECTION
76TH STREET
STA 300+36 TO STA 302+35

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

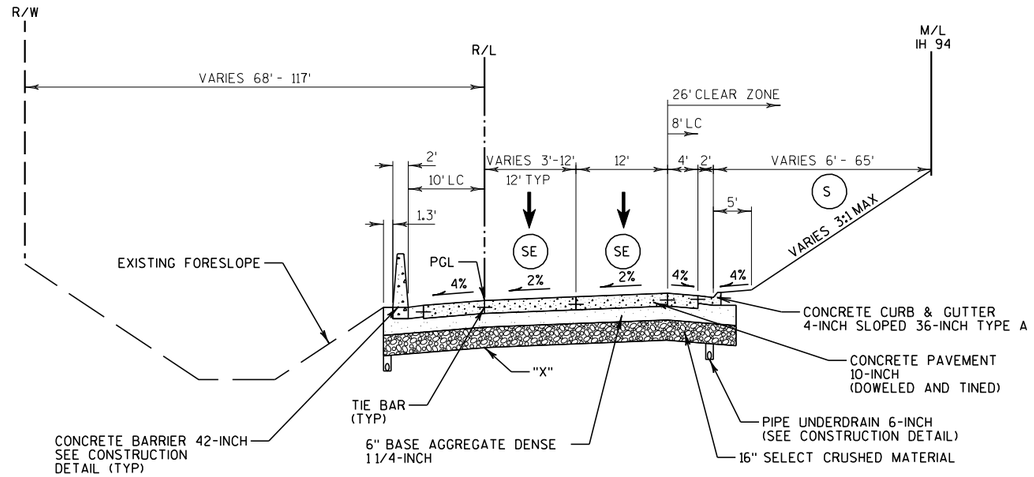
(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

LC = LATERAL CLEARANCE

CZ = CLEAR ZONE

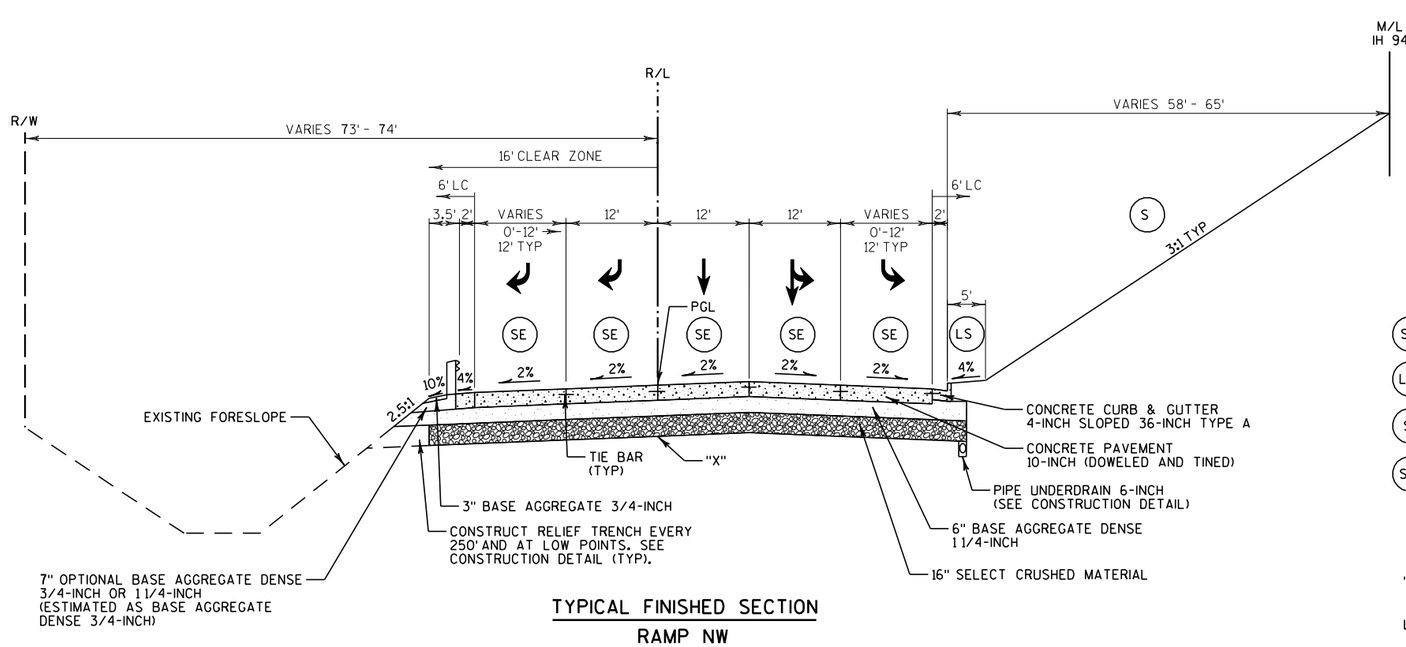
"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



TYPICAL FINISHED SECTION

RAMP SW

STA 280+95 TO STA 284+95



TYPICAL FINISHED SECTION

RAMP NW

STA 286+29 TO STA 291+00

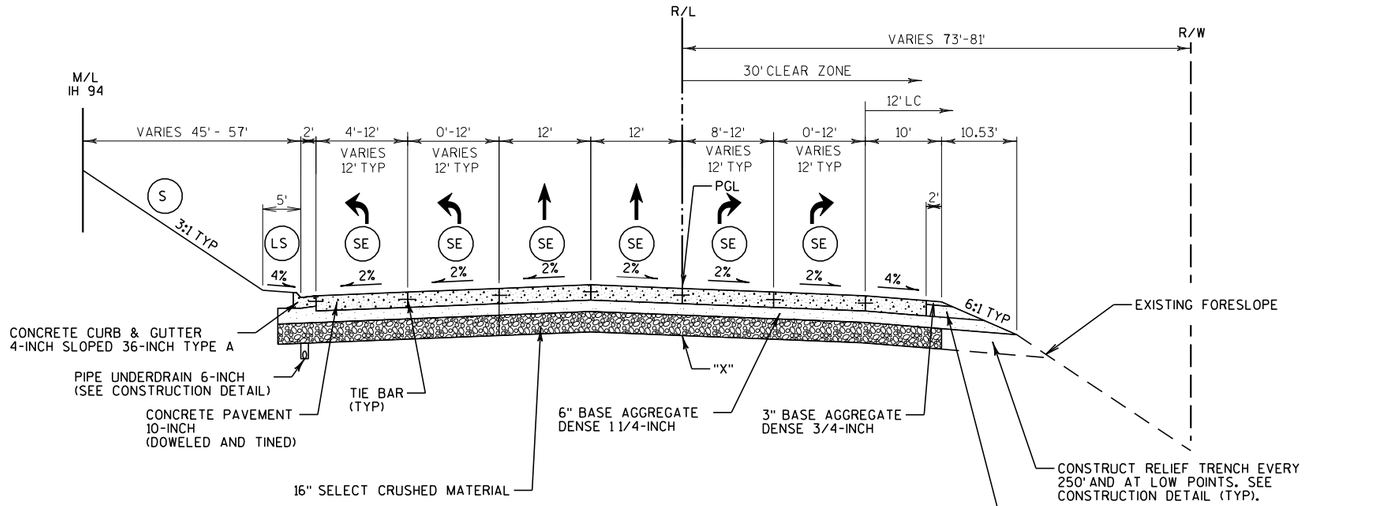
LEGEND

- (SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING
- (LS) SOD LAWN, FERTILIZER TYPE B, 4" SALVAGED TOPSOIL
- (S) SEEDING MIXTURE NO 20, MULCH, FERTILIZER TYPE B, 4" SALVAGED TOPSOIL
- (SW) CONCRETE SIDEWALK 5-INCH

NOTES

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

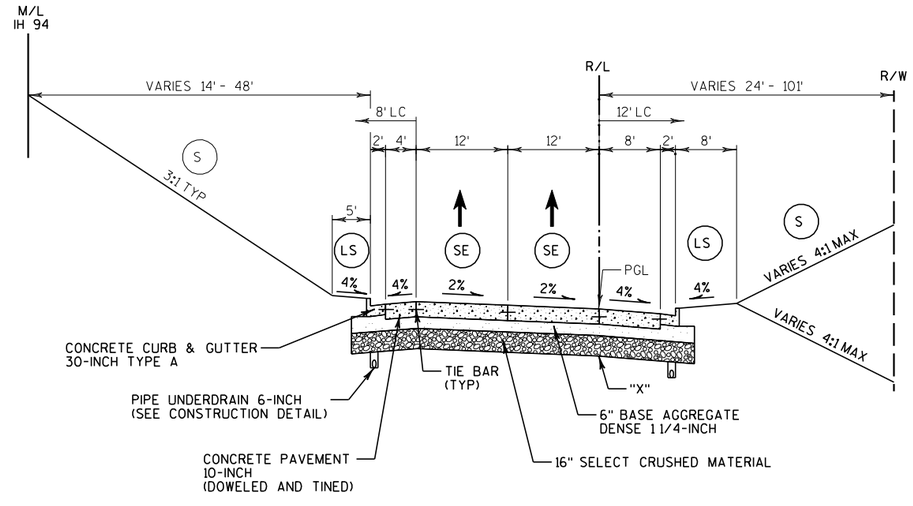
LC = LATERAL CLEARANCE



TYPICAL FINISHED SECTION

RAMP SE

STA 281+40 TO STA 284+90



TYPICAL FINISHED SECTION

RAMP NE

STA 286+23 TO STA 289+00

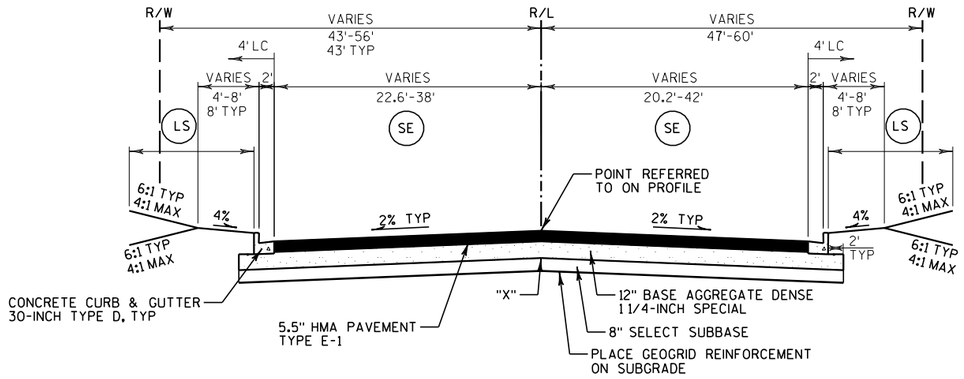
LEGEND

- (SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING
- (LS) SOD LAWN, FERTILIZER TYPE B, 4" SALVAGED TOPSOIL
- (S) SEEDING MIXTURE NO 20, MULCH, FERTILIZER TYPE B, 4" SALVAGED TOPSOIL
- (SW) CONCRETE SIDEWALK 5-INCH

NOTES

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTIONS
LC = LATERAL CLEARANCE

2



TYPICAL FINISHED SECTION
118TH AVENUE
STA 805+25 TO STA 808+81

LEGEND

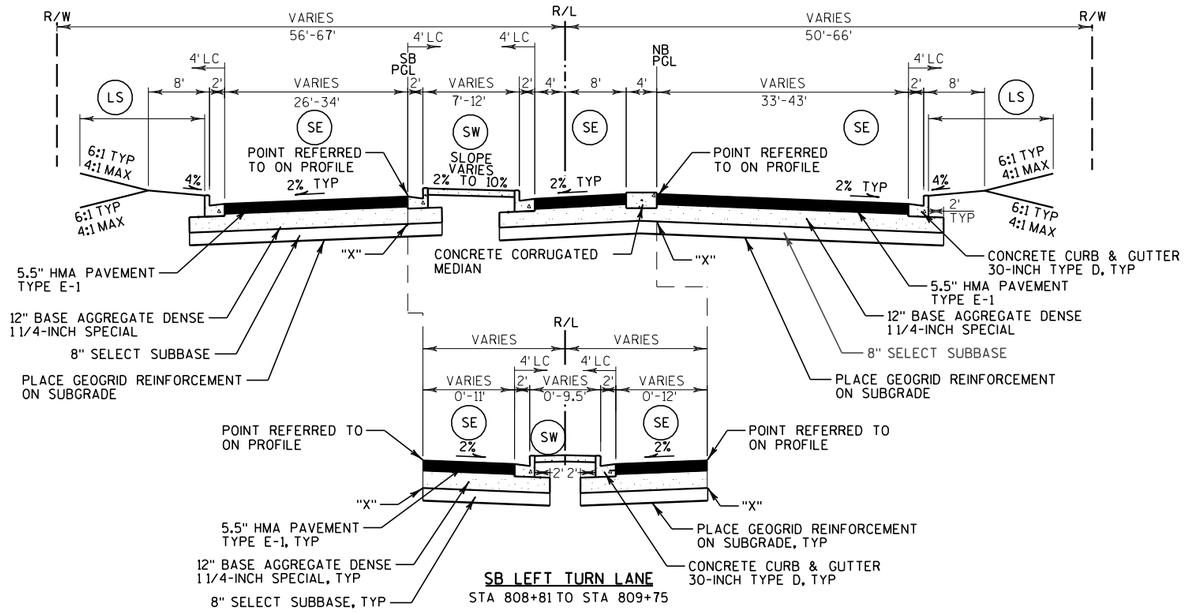
(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

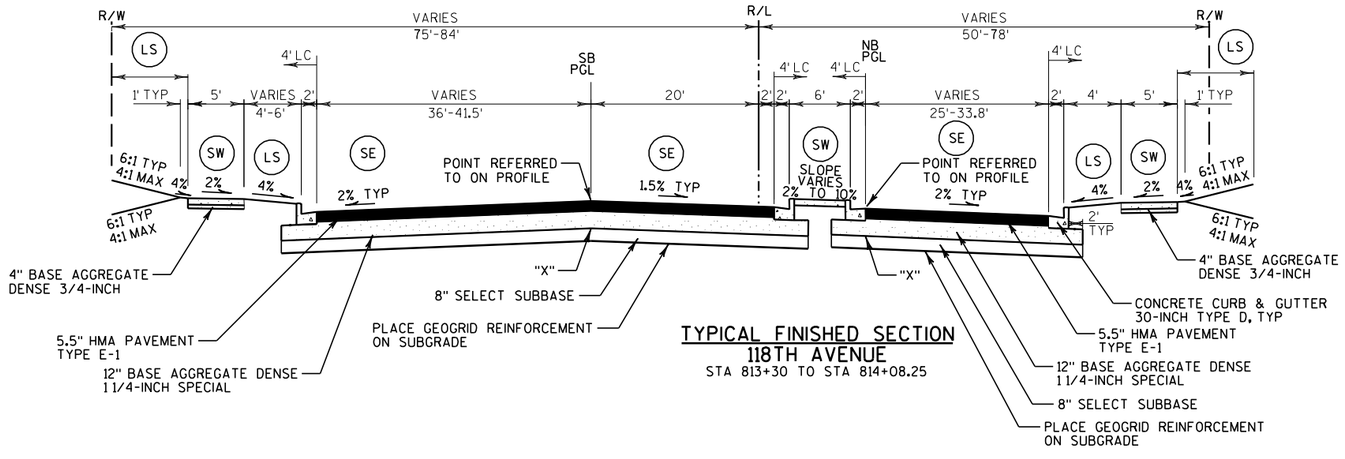
LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



SB LEFT TURN LANE
STA 808+81 TO STA 809+75

TYPICAL FINISHED SECTION
118TH AVENUE
STA 808+81 TO STA 810+75



TYPICAL FINISHED SECTION
118TH AVENUE
STA 813+30 TO STA 814+08.25

LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

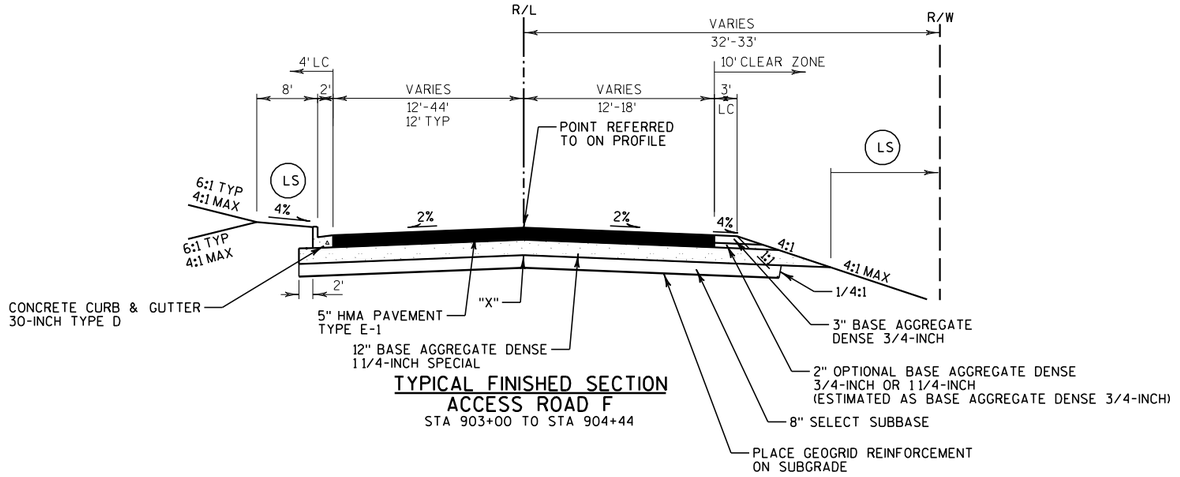
(SW) CONCRETE SIDEWALK 5-INCH

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

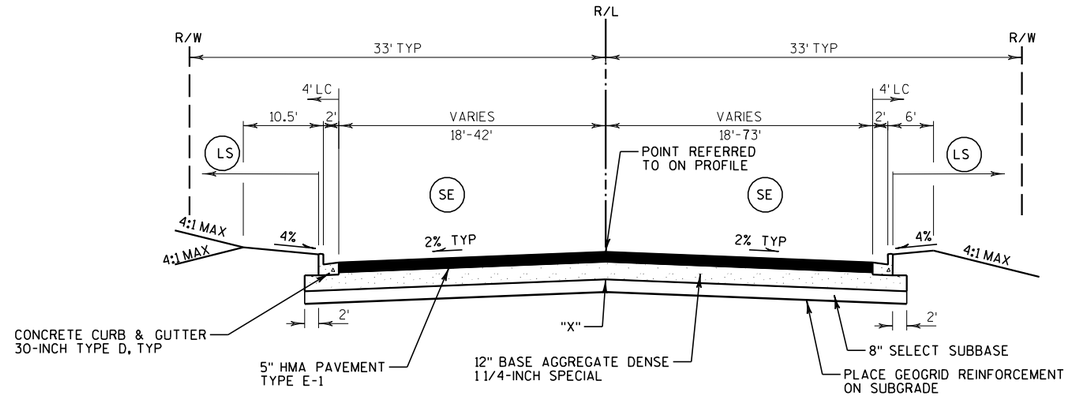
LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION

2



TYPICAL FINISHED SECTION
ACCESS ROAD F
STA 903+00 TO STA 904+44



TYPICAL FINISHED SECTION
ACCESS ROAD F
STA 906+20 TO STA 906+95

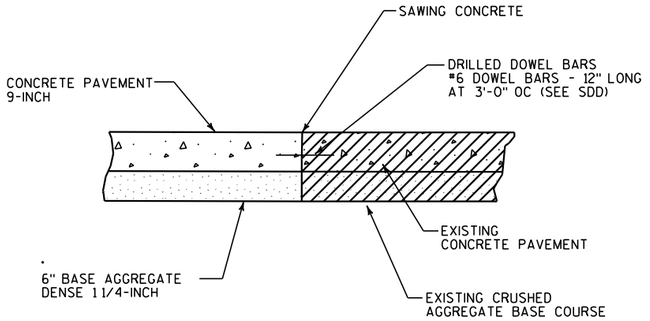
LEGEND

(LS) SOD LAWN, FERTILIZER TYPE B, AND 4" SALVAGED TOPSOIL

(SE) SEE ALIGNMENT PLAN FOR PAVEMENT WARPING

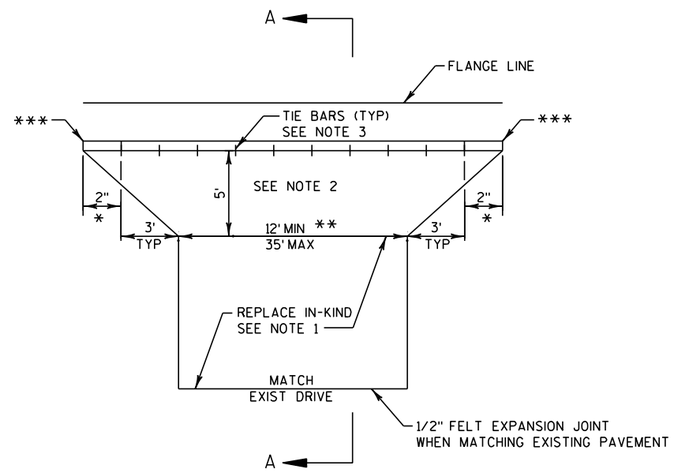
LC = LATERAL CLEARANCE

"X" SUBGRADE POINT REFERRED TO ON CROSS SECTION



CONCRETE PAVEMENT BUTT JOINT
AT EXISTING CONCRETE PAVEMENT

STA 1422+00
STA 1467+00



PLAN VIEW

NOTES

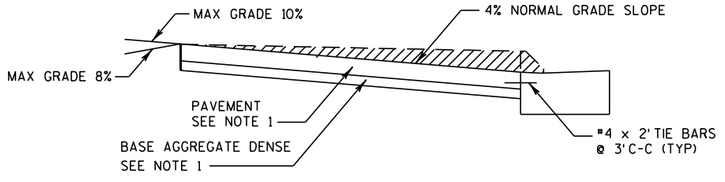
1. DRIVEWAY SURFACE BEYOND APRON TO BE REPLACED IN-KIND WITH MINIMUM SECTION OF:

   ASPHALTIC SURFACE (5-INCH) DRIVEWAYS AND FIELD ENTRANCES
   OVER BASE AGGREGATE DENSE 3/4-INCH (6-INCH)
   OR
   CONCRETE DRIVEWAY 6-INCH OVER
   BASE AGGREGATE DENSE 3/4-INCH (4-INCH)
   OR
   BASE AGGREGATE DENSE 3/4-INCH (10-INCH)

2. ALL URBAN DRIVEWAYS TO BACK OF APRON TO BE PAID FOR AS CONCRETE DRIVEWAY 6-INCH

3. TIE BARS ARE INCIDENTAL TO THE BID ITEM "CONCRETE DRIVEWAY 6-INCH".

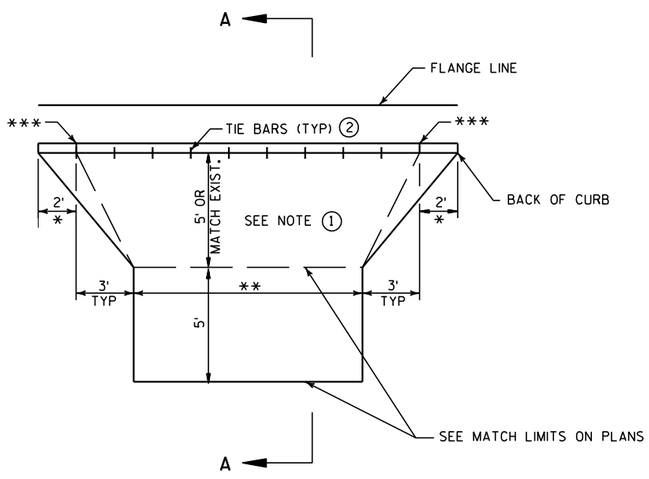
* TAPER CURB HEAD (1.5" TO 6")
** SEE PAVING DETAILS FOR WIDTH REQUIRED
*** STATION SHOWN ON PAVING DETAILS



SECTION A-A

110210

URBAN DRIVEWAY



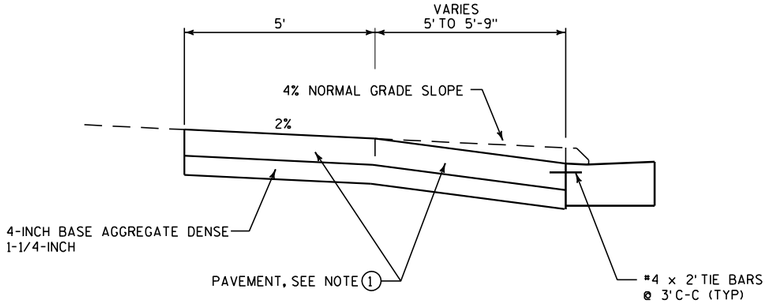
PLAN VIEW

* TAPER CURB HEAD (1.5" TO 6")
** SEE PAVING DETAILS FOR WIDTH REQD
*** STATION SHOWN ON PAVING DETAILS

NOTES:

(1) URBAN DRIVEWAYS SHALL BE PAID FOR AS CONCRETE DRIVEWAY 7-INCH. WHERE SIDEWALK IS REMOVED, PAY LIMITS OF DRIVEWAY SHALL INCLUDE SIDEWALK AND SHALL ALSO BE 7-INCH BEHIND APRON AS SHOWN ON PLANS.

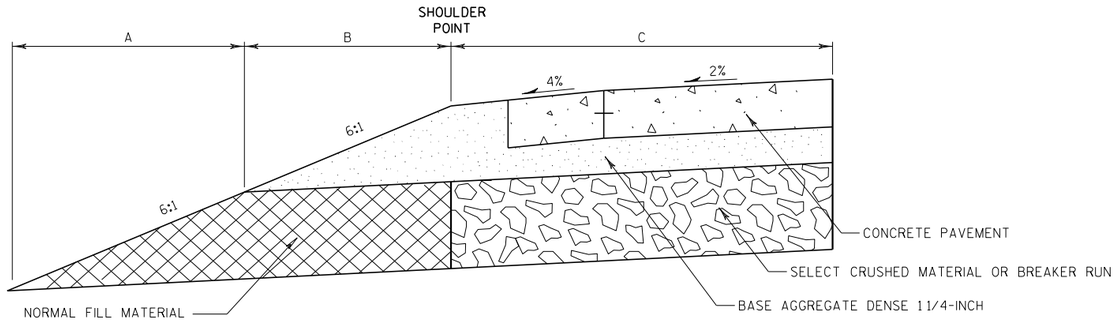
(2) TIE BARS ARE INCIDENTAL TO THE BID ITEM "CONCRETE DRIVEWAY 7-INCH"



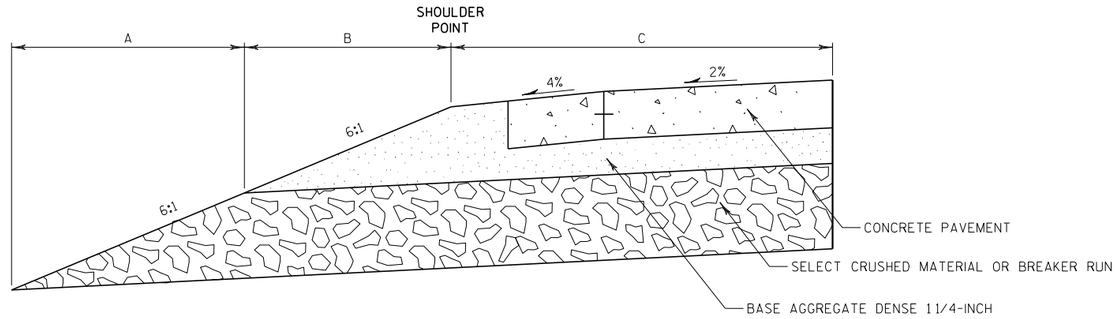
SECTION A-A

URBAN DRIVEWAY WITH SIDEWALK

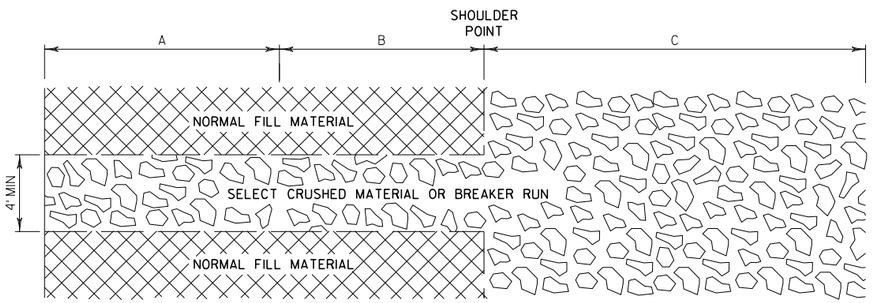
090107



TYPICAL HALF SECTION WITHOUT RELIEF TRENCH



TYPICAL HALF SECTION WITH RELIEF TRENCH



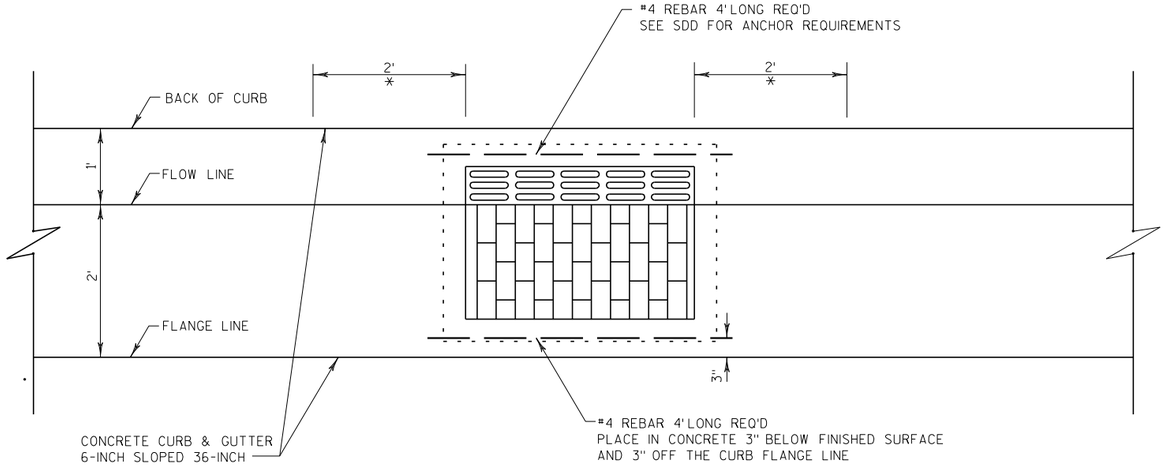
RELIEF TRENCH PLAN VIEW

RELIEF TRENCH

CONSTRUCT RELIEF TRENCH AT:

STA 1420+00, LT	STA 1469+00, RT
STA 1422+50, LT	STA 288+35 'NW' LT
STA 1462+50 LT & RT	STA 290+85 'NW' LT
STA 1465+85 WB - LT & MEDIAN	STA 281+40 'SE' RT
STA 1466+45 EB - RT & MEDIAN	STA 283+90 'SE' RT

110210



PLAN VIEW

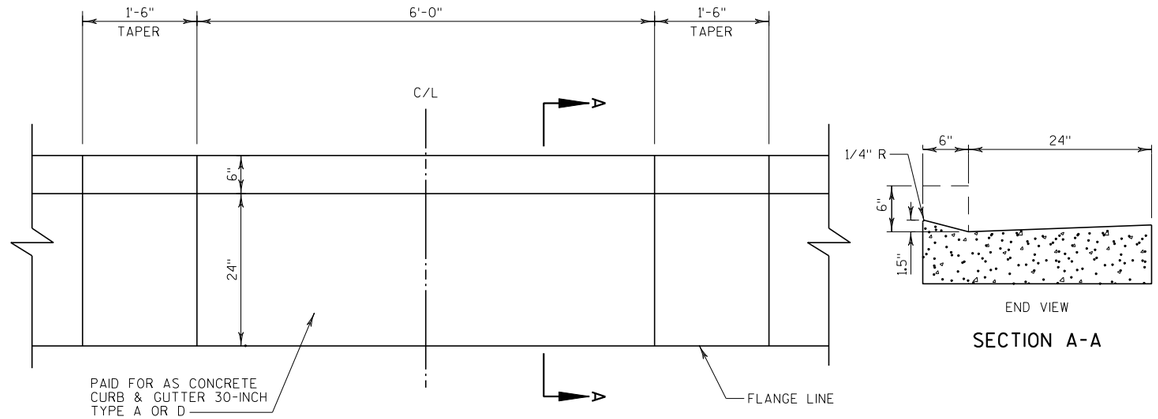
* TRANSITION STANDARD CURB HEAD TO MATCH THE TYPE HM INLET COVER.

NOTES

1. SEE SDD "INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S" FOR ADDITIONAL INFORMATION.
2. THE TWO 2-FOOT LONG CURB TRANSITION SEGMENTS ARE PAID AS CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH.
3. THE TWO 4-FOOT LENGTHS OF #4 REBAR ARE INCIDENTAL TO THE BID ITEM "INLET COVERS TYPE HM".

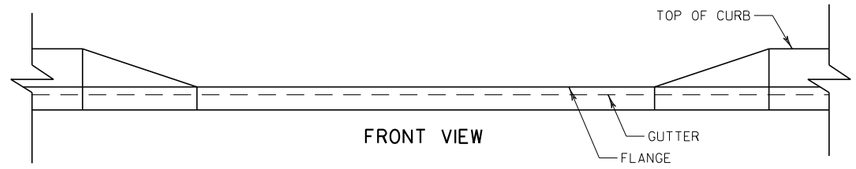
100813

INLET COVERS, TYPE HM



SECTION A-A

PLAN VIEW

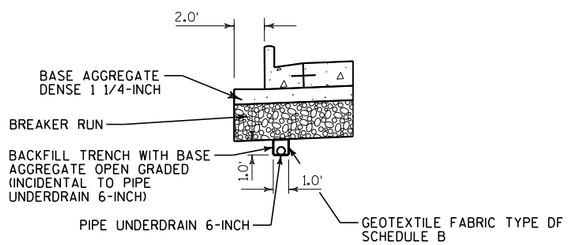


FRONT VIEW

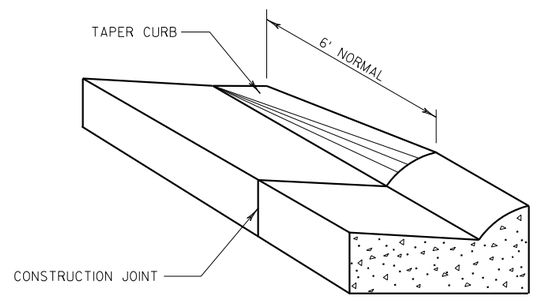
MAINTENANCE OPENING

LOCATIONS SHOWN ON PAVING DETAILS

100813



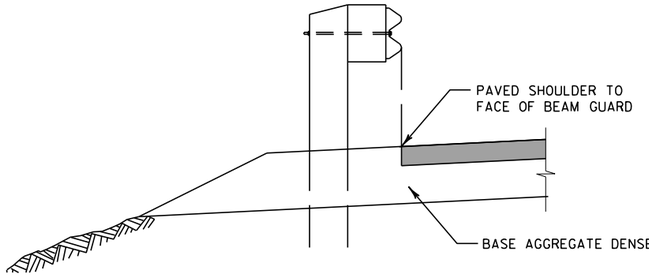
PIPE UNDERDRAIN DETAIL

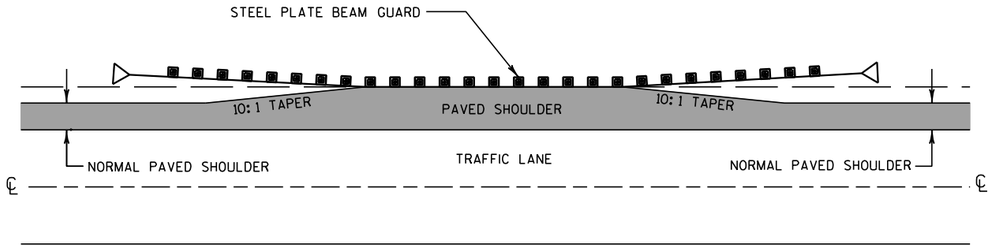


CURB & GUTTER TERMINI DETAIL

NOTE: USE 6 FT TRANSITION FOR CONCRETE AND ASPHALTIC CURB

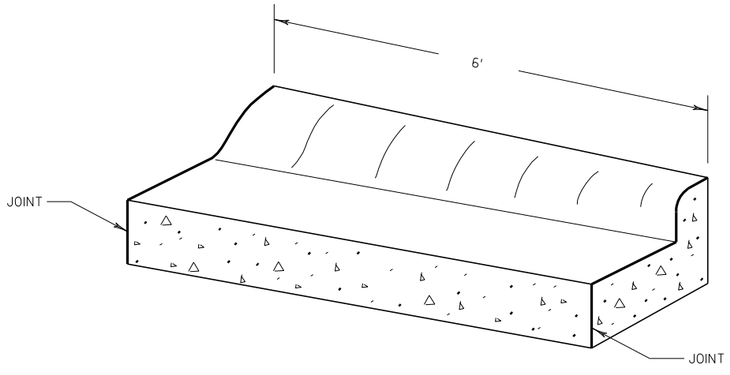
100813





PAVED SHOULDER AT BEAM GUARD

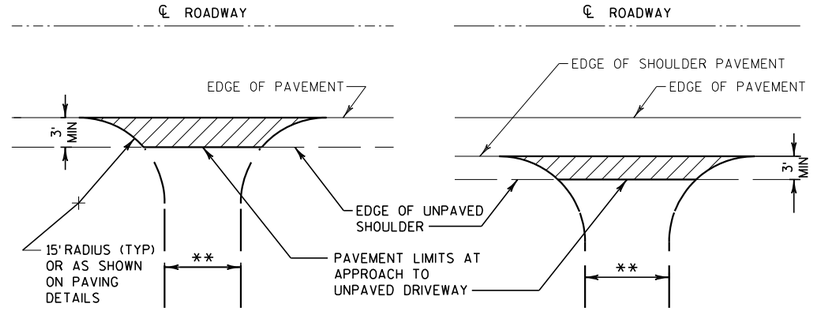
100818



CURB TRANSITION DETAIL

36" TYPE "A" CURB & GUTTER TO 30" TYPE "A" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 36-INCH TYPE A -
SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES")

101111

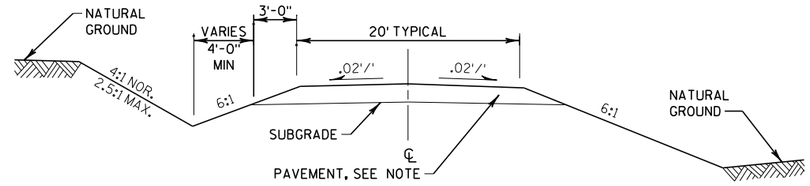


** SEE PAVING DETAILS FOR WIDTH REQUIRED.

PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

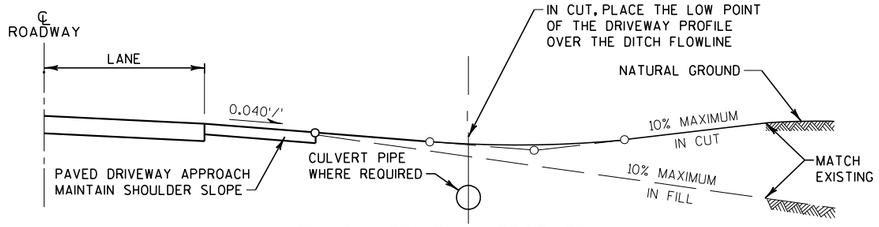
RURAL DRIVEWAY INTERSECTION



IN CUT

IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE



TYPICAL DRIVEWAY PROFILES

NOTES

1. WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT. SAWCUT IS REQUIRED.

2. DRIVEWAY SURFACE TO BE SAME AS EXISTING WITH MINIMUM SECTION OF:

   ASPHALTIC SURFACE (5-INCH) DRIVEWAYS AND FIELD ENTRANCES OVER BASE AGGREGATE DENSE $\frac{3}{4}$-INCH (6-INCH)

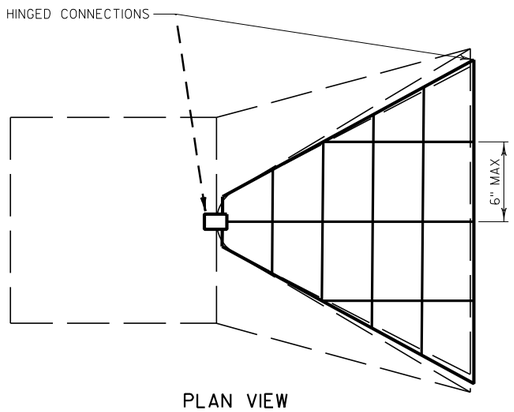
   OR

   CONCRETE DRIVEWAY 6-INCH OVER BASE AGGREGATE DENSE $\frac{3}{4}$-INCH (4-INCH)

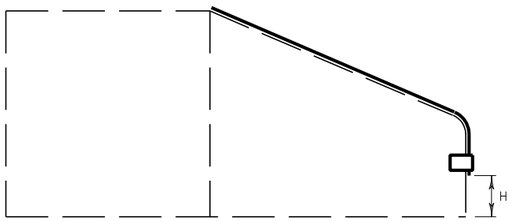
   OR

   BASE AGGREGATE DENSE $\frac{3}{4}$-INCH (6-INCH)

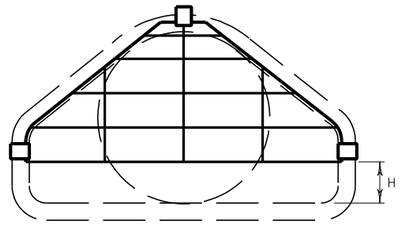
RURAL DRIVEWAY



PLAN VIEW



SIDE VIEW



END VIEW

PIPE GRATE

GRATE CLEARANCE HEIGHT

ROUND PIPE		ARCH PIPE	
PIPE SIZE	H	PIPE SIZE	H
12"	2 1/2"	22" - 29"	4"
15"	3"	36" - 44"	5"
18" - 24"	4"	51" - 65"	6"
27" - 36"	5"	73" - 85"	7"
42" - 54"	6"		
60" - 72"	7"		
78" - 90"	8"		

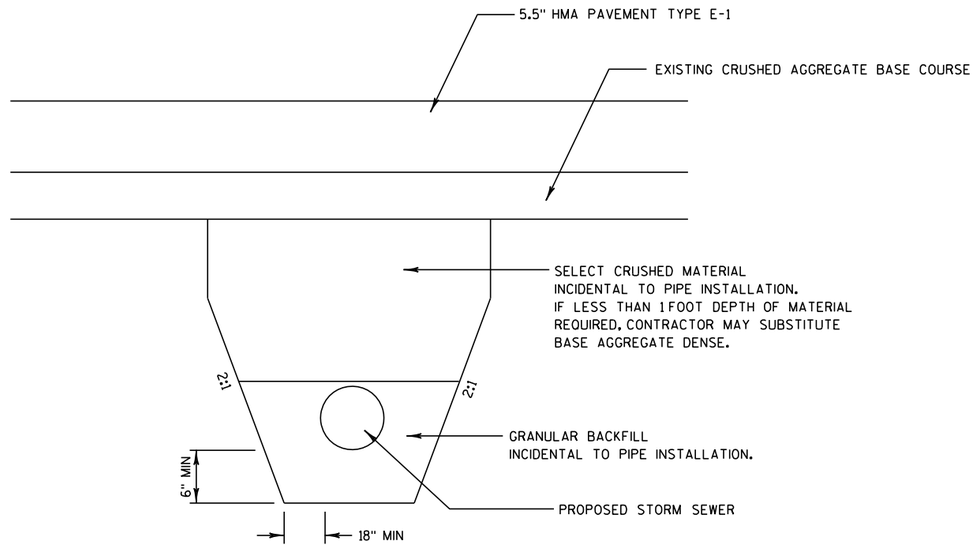
GRATE BAR SIZES

(STANDARD DESIGN)

	PIPE SIZE	HOLE DIAMETER REQUIRED	BOLT DIAMETER	BAR SIZE
ROUND PIPE	12" - 24"	3/4"	5/8"	5/8"
	27" - 48"	7/8"	3/4"	3/4"
	54" - 90"	1 1/8"	1"	1"
ARCH PIPE	22" - 29"	3/4"	5/8"	5/8"
	36" - 59"	7/8"	3/4"	3/4"
	65" - 85"	1 1/8"	1"	1"

BOLT LENGTH = PIPE WALL THICKNESS + 2 1/2"

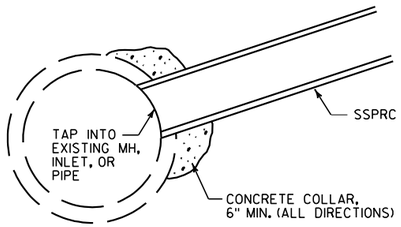
100820



INSTALLATION OF PIPES

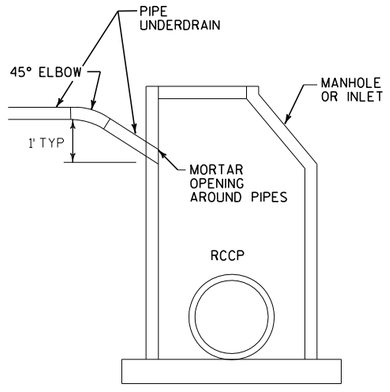
125TH AVENUE
STA 77+96

100914

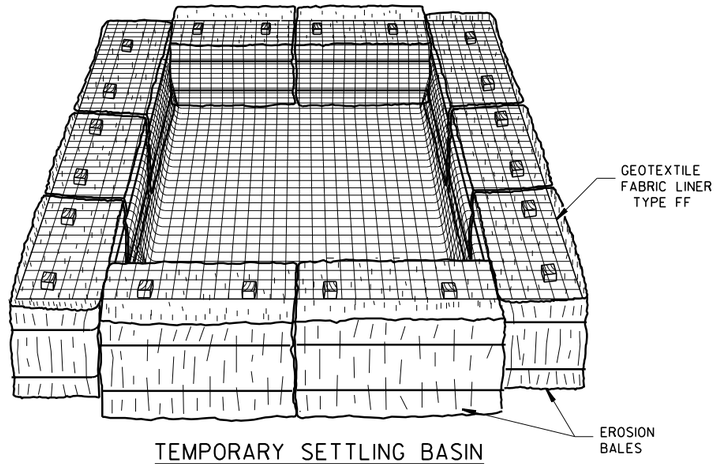


MANHOLE CONNECTION
CONCRETE COLLAR DETAILS

(INCIDENTAL TO SSPRC)



PIPE UNDERDRAIN CONNECTION
TO MANHOLE AND INLETS



TEMPORARY SETTLING BASIN

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

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

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

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

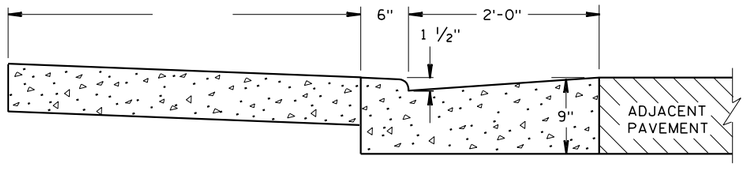
$\frac{800\ C.F.}{1.5\ FT.}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

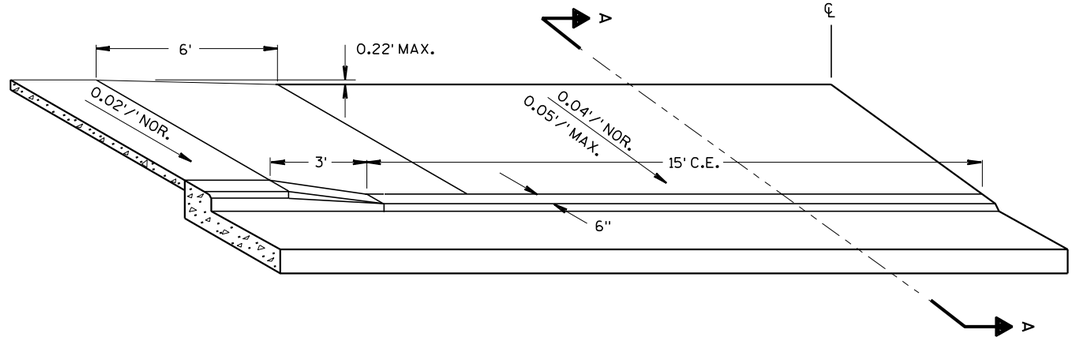
NOTES:

1. CONTRACTOR TO PUMP WATER FROM EXCAVATION TO BASIN PRIOR TO DISCHARGING TO THE WATERWAY.
2. BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.
3. TEMPORARY SETTLING BASIN TO BE PAID FOR AS EROSION BALES AND GEOTEXTILE FABRIC TYPE FF.

08230



SECTION A-A



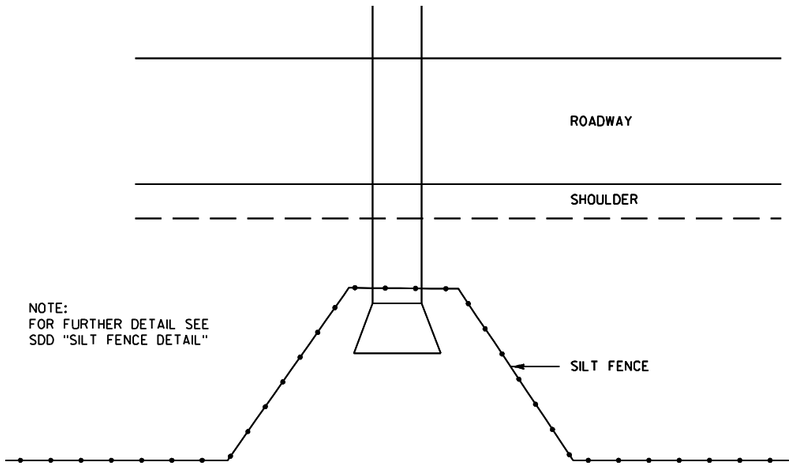
COMMERICAL ENTRANCE (HALF SECTION)

RUNOFF COEFFICIENT TABLE

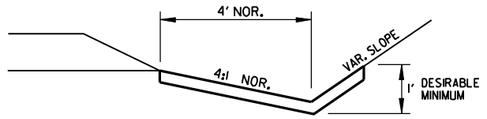
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

STH 50 - TOTAL PROJECT AREA = 39.24 ACRES
STH 50 - TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 36.09 ACRES

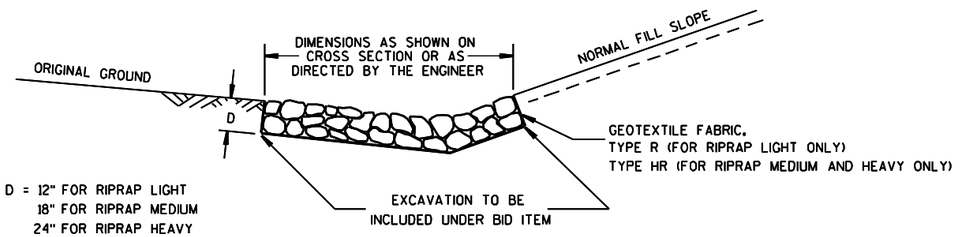
IH 94 - TOTAL PROJECT AREA = 111.00 ACRES
IH 94 - TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 71.76 ACRES



SILT FENCE AT APRON ENDWALLS

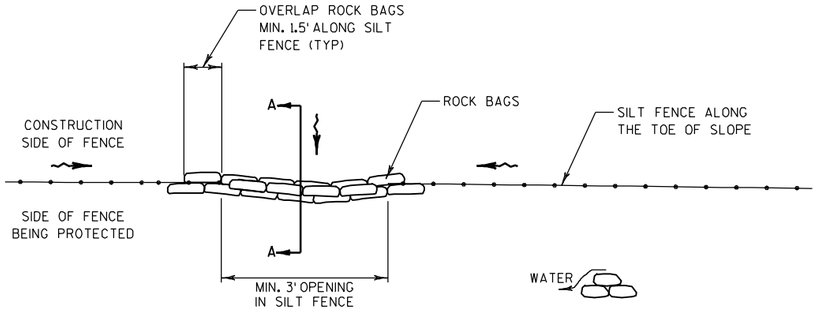


SOD OR EROSION MAT FOR DITCHES



RIPRAP FOR DITCHES

090429



SECTION A-A

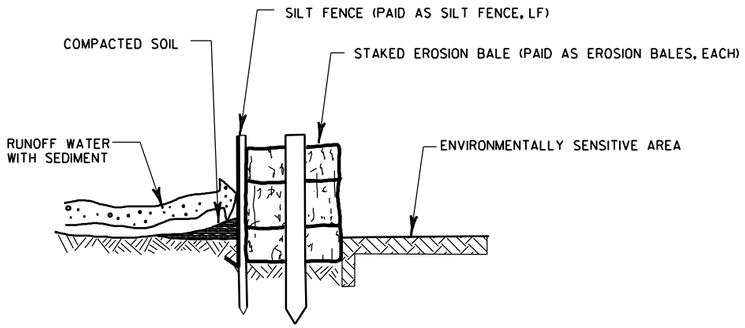
PLAN VIEW

NOTE:

DIMENSIONS AND LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY ENGINEER

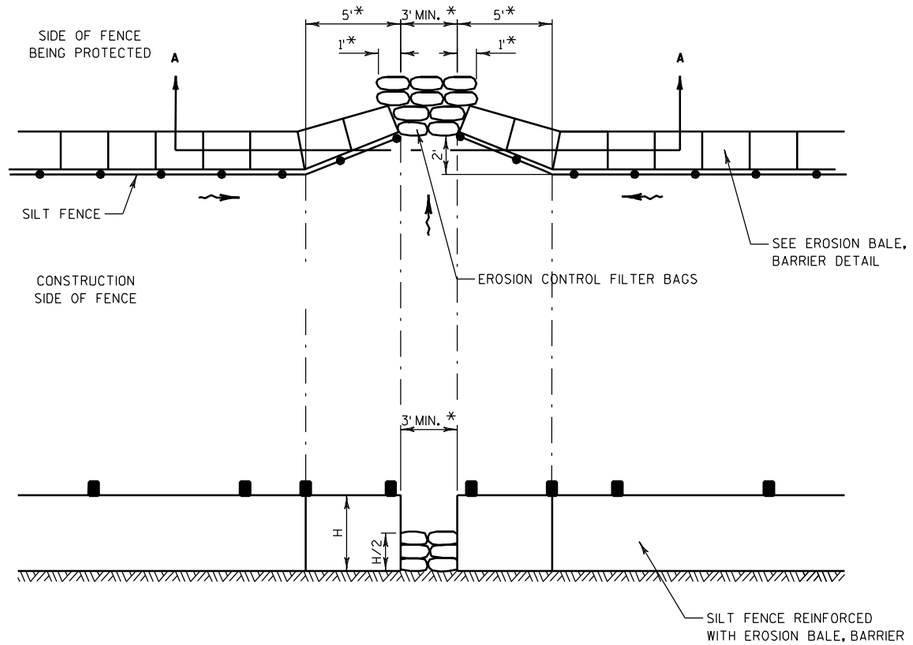
NOTE:
FOR FURTHER DETAIL SEE
SDD "SILT FENCE DETAIL"

SILT FENCE DRAINAGE OUTLET, ROCK BAGS



NOTE:
FOR FURTHER DETAIL SEE
SDD "SILT FENCE DETAIL"

SILT FENCE & EROSION BALE BARRIER



SECTION A-A

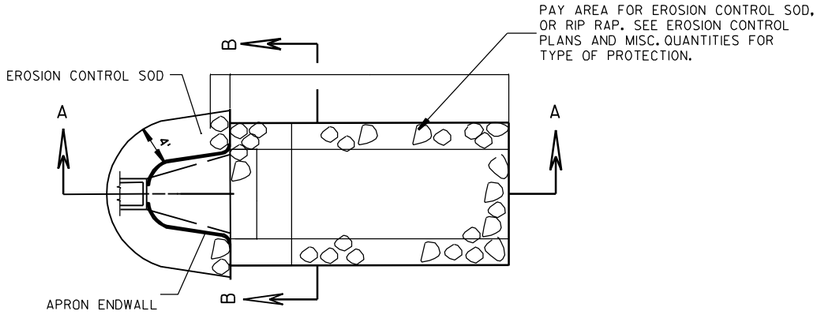
NOTE:

DIMENSIONS AND LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY ENGINEER

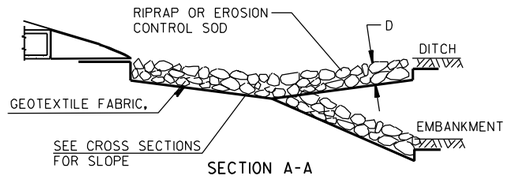
NOTE:
FOR FURTHER DETAIL SEE
SDD "SILT FENCE DETAIL"

SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS

(FOR USE IN ENVIRONMENTALLY SENSITIVE AREAS)



PLAN VIEW



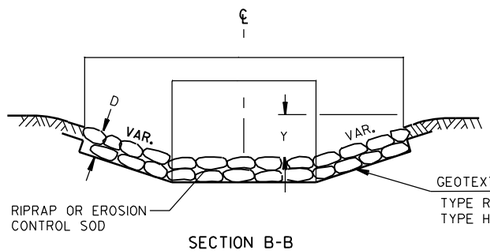
SECTION A-A

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

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

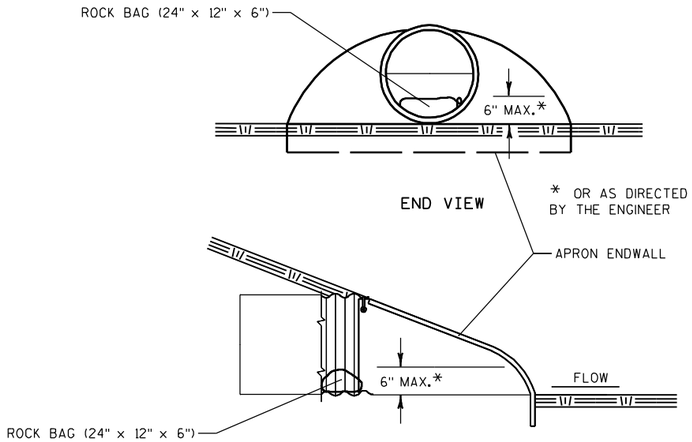
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE



SECTION B-B

SOD, RIPRAP AND GEOTEXTILE FABRIC AT APRON ENDWALLS

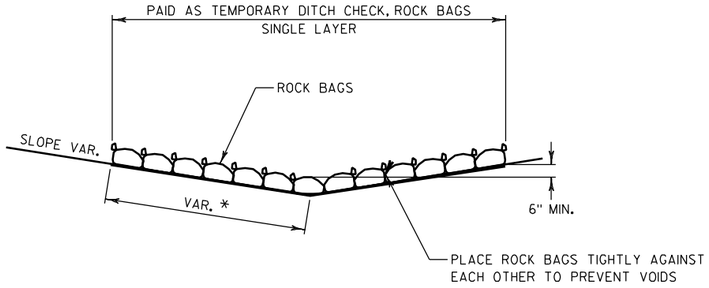
SEE EROSION CONTROL PLAN FOR LOCATIONS



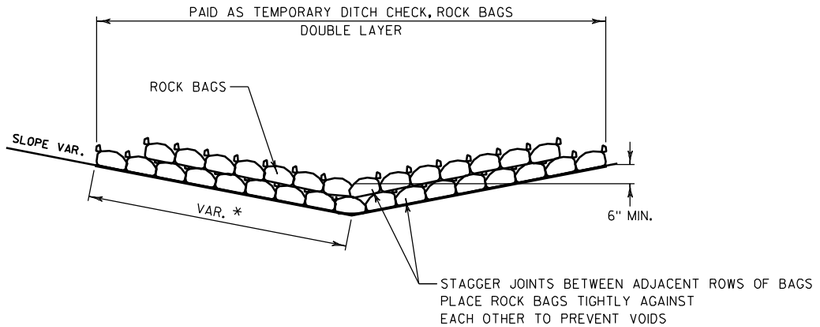
END VIEW

SIDE VIEW

CULVERT PIPE CHECK



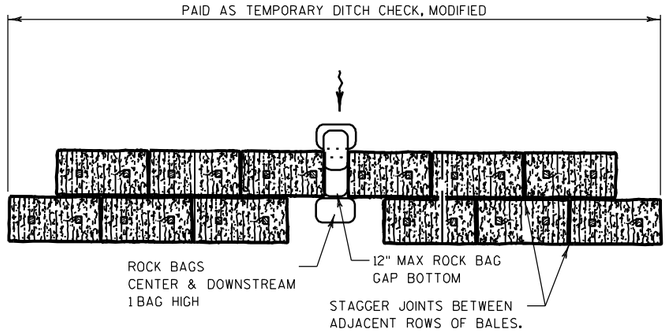
SIDE VIEW (SINGLE LAYER)



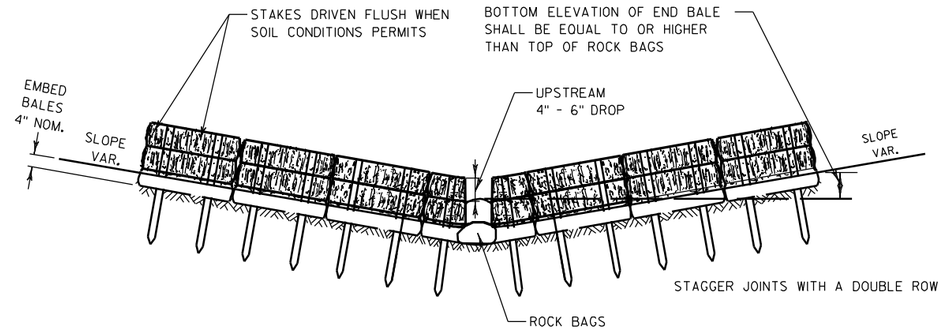
* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL.

SIDE VIEW (DOUBLE LAYER)

TEMPORARY DITCH CHECK, ROCK BAGS, SINGLE LAYER AND DOUBLE LAYER



PLAN VIEW



FRONT ELEVATION

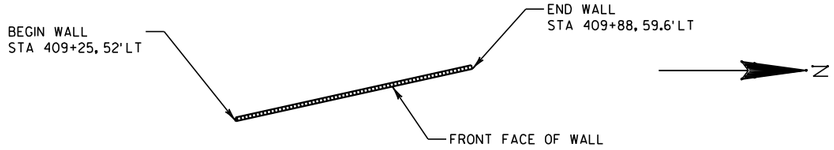
NOTE

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.

TEMPORARY DITCH CHECK, MODIFIED

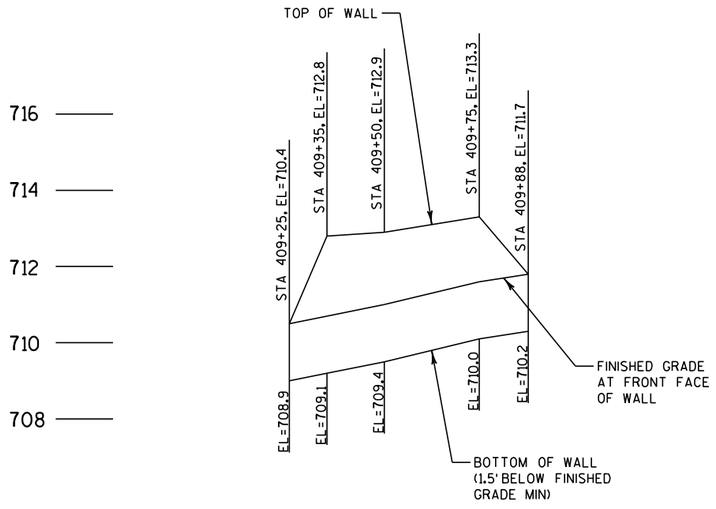
TEMPORARY DITCH CHECKS

091218

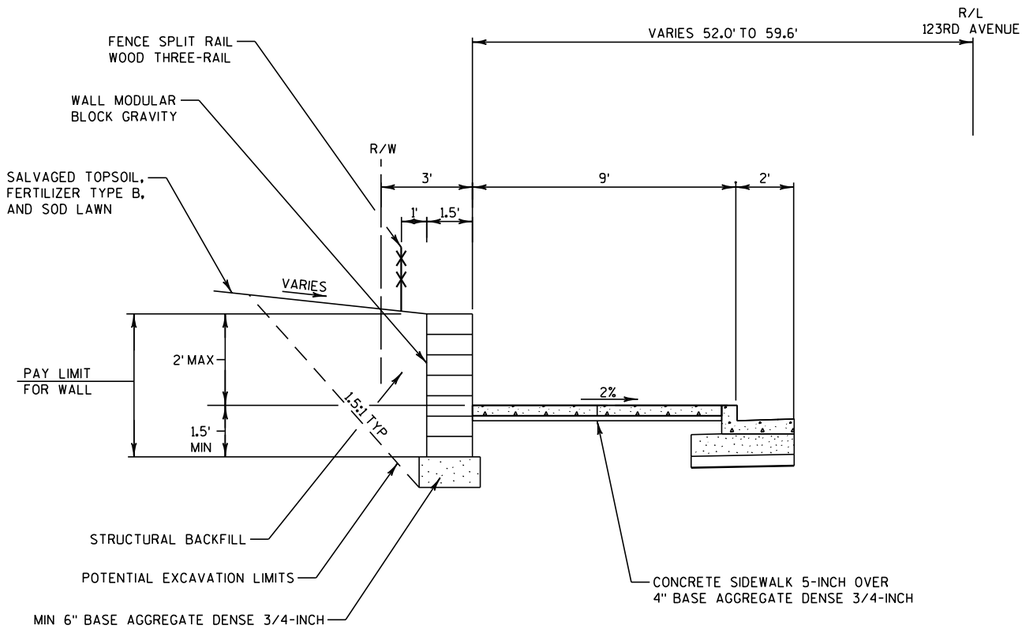




PLAN



ELEVATION
(LOOKING WEST AT F.F. OF WALL)



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION
(LOOKING NORTH)

GENERAL NOTES

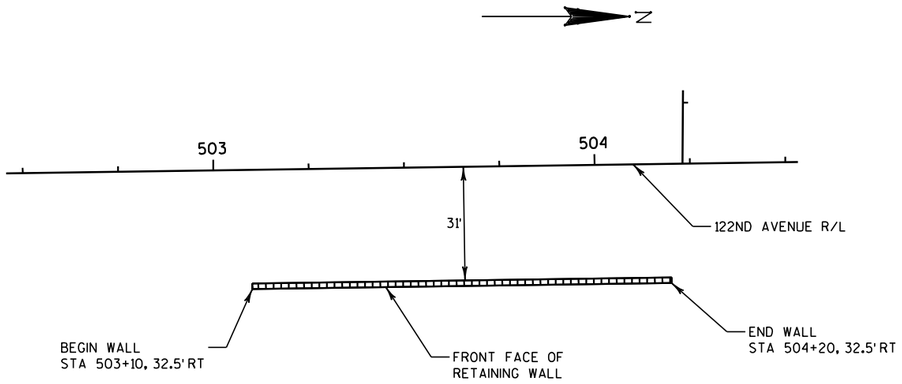
DRAWINGS SHALL NOT BE SCALED

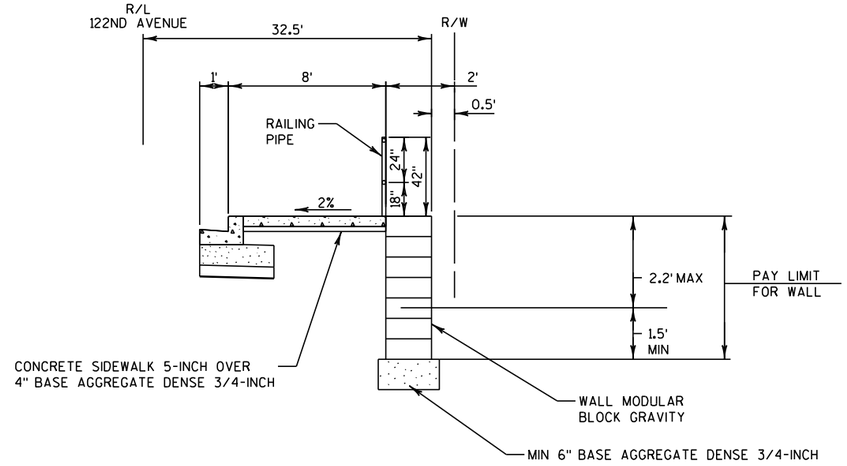
ELEVATIONS ARE TO THE TOP OF WALL. SEE CROSS SECTIONS FOR MORE INFORMATION ON WALL ELEVATIONS.

SEE SUBSURFACE EXPLORATION REPORT "STH 50/I-94 INTERCHANGE IMPROVEMENTS 1300' WEST OF WFR TO 600' EAST OF EFR" FOR SOIL BORING INFORMATION. REPORT IS AVALABLE FROM THE WISDOT SE REGION PROJECT MANAGER JEFF BOHEN, PHONE 414-750-2928

WALL MODULAR BLOCK GRAVITY

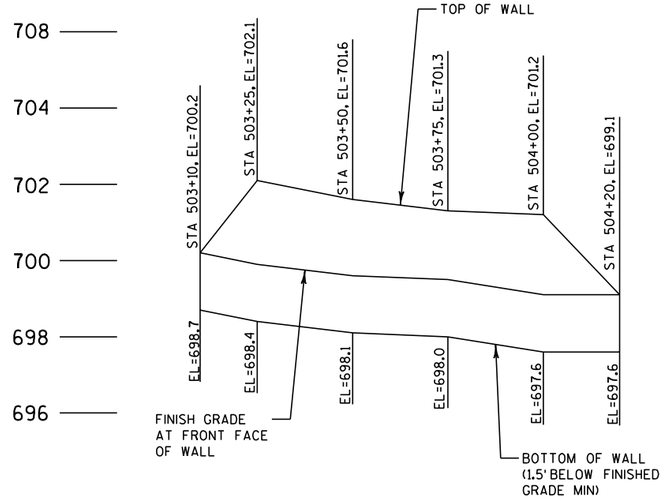
STA 409+25, 52'LT TO STA 409+88, 59.6'LT
(123RD AVENUE)





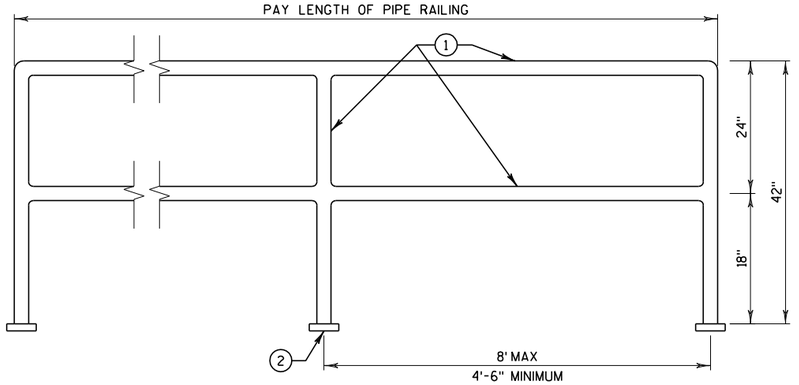
WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

122ND AVENUE
(LOOKING NORTH)

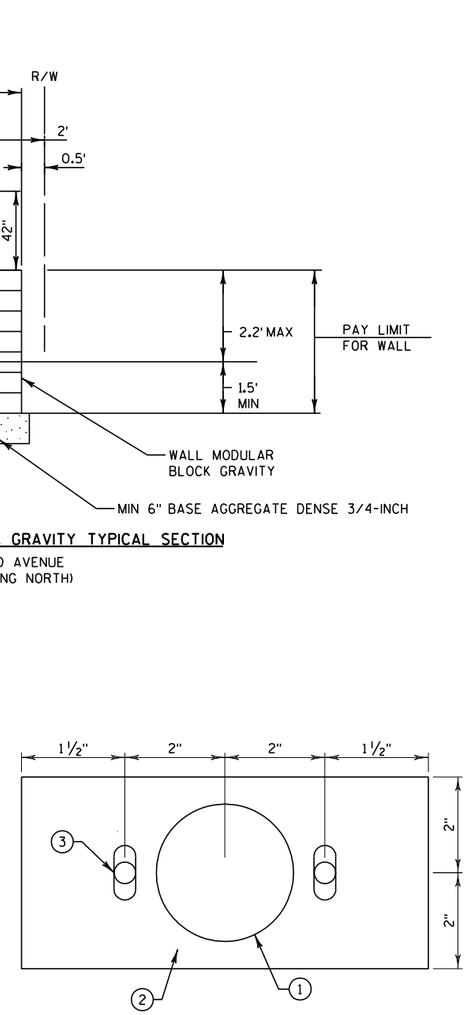


ELEVATION

(LOOKING WEST AT F.F. OF WALL)



ELEVATION VIEW



RAILING BASE PLATE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ELEVATIONS ARE TO THE TOP OF WALL. SEE CROSS SECTIONS FOR MORE INFORMATION ON WALL ELEVATIONS.

SEE SUBSURFACE EXPLORATION REPORT "STH 50/I-94 INTERCHANGE IMPROVEMENTS 1300' WEST OF WFR TO 600' EAST OF EFR" FOR SOIL BORING INFORMATION. REPORT IS AVALABLE FROM THE WISDOT SE REGION PROJECT MANAGER JEFF BOHEN, PHONE 414-750-2928

NOTES:

1. BID ITEMS SHALL BE "PIPE RAILING" WHICH INCLUDES ALL ITEMS SHOWN INCLUDING COATING.
2. RAILING BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
3. ALL MATERIALS EXCEPT ANCHOR BOLTS SHALL BE EPOXY COATED AFTER FABRICATION. COLOR SHALL BE 1989 FEDERAL STANDARD 595B NUMBER 27040 (BLACK).
4. SHIM AS REQUIRED TO OBTAIN VERTICAL POST ALIGNMENT. FILL EXPOSED OPENINGS BETWEEN SHIMS, BASE PLATE AND TOP OF CONCRETE AND POST ANCHOR BOLT HOLES WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

LEGEND

(1) 2½" DIA STEEL PIPE CONFORMING TO SECTION 506 OF THE STANDARD SPECIFICATIONS. NOTE: RAIL TO BE PARALLEL WITH TOP OF WALK.

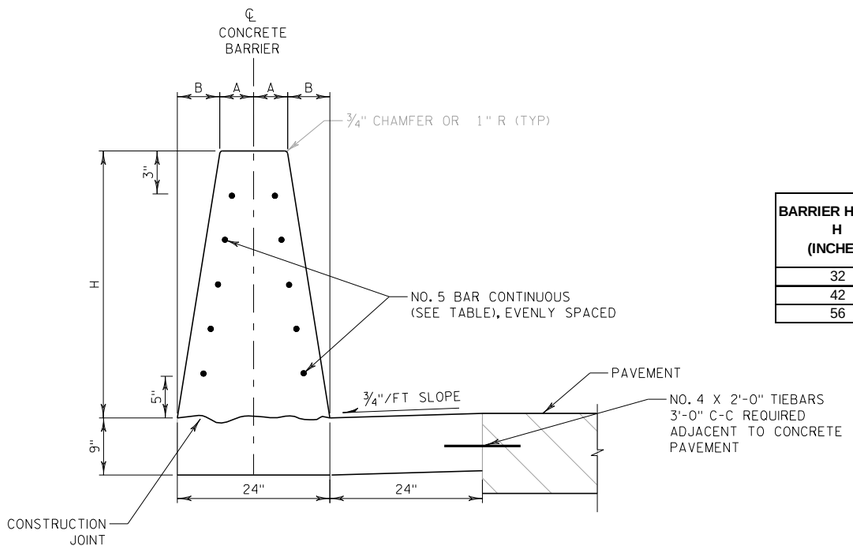
(2) BASE PLATE ½"X4"X7" CONFORMING TO ASTM DESIGNATION A709 GRADE 36 WITH 11/16 "X1½" SLOTTED HOLES FOR HEX BOLTS. WELD TO NO. 1 AS SHOWN.

(3) CONCRETE MASONRY ANCHORS, TYPE S ⅝", PULLOUT STRENGTH SHALL BE 3.6 KIPS. TWO REQUIRED PER POST. PLACE NORMAL TO PLATE NO. (2) EMBED 4 INCHES INTO CONCRETE WALK.

RAILING PIPE DETAIL

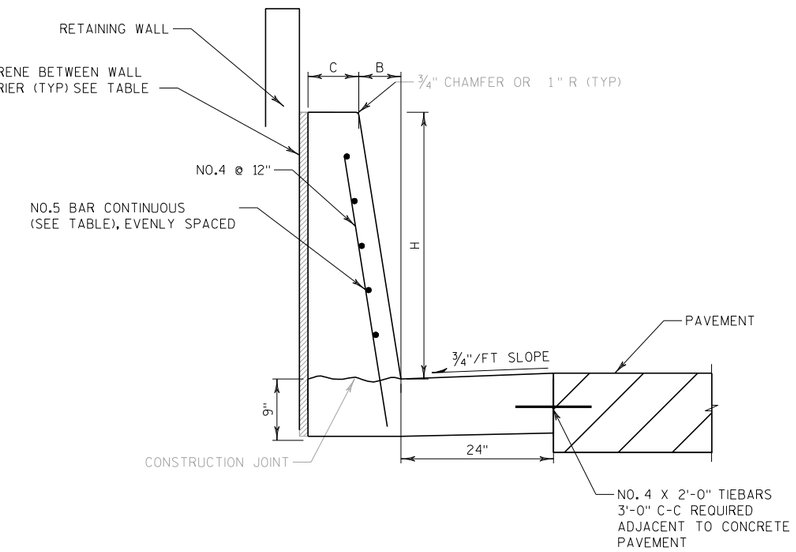
WALL MODULAR BLOCK GRAVITY

STA 503+10, 32.5' RT TO STA 504+20, 32.5' RT
(122ND AVENUE)

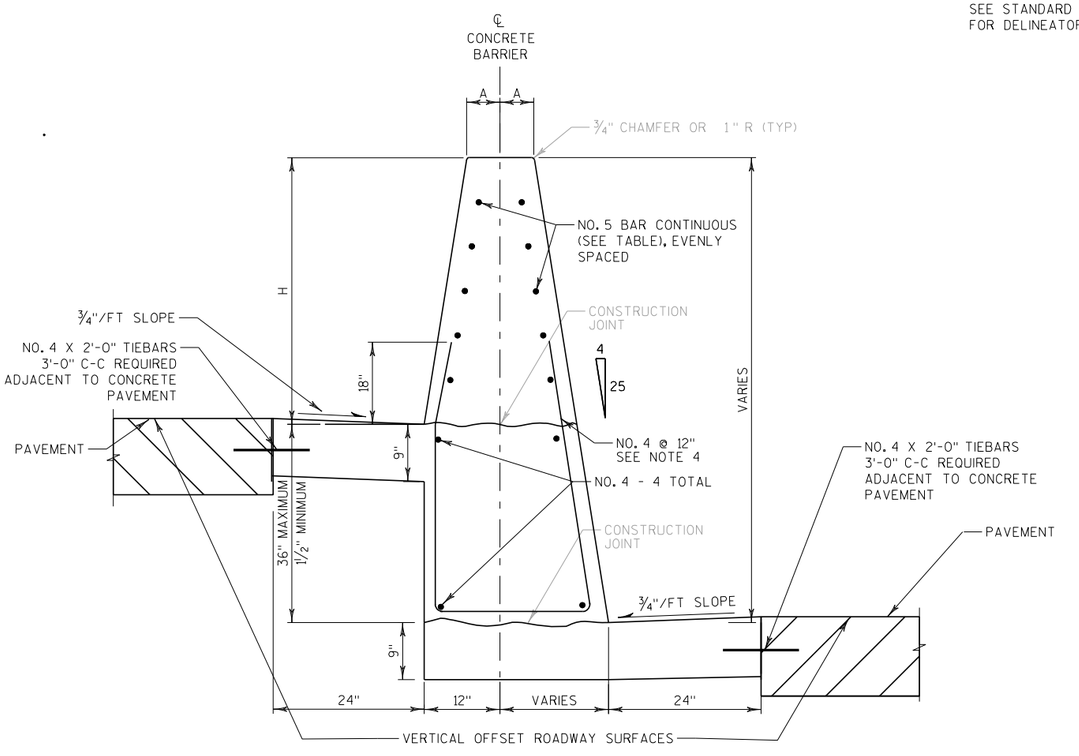


CONCRETE BARRIER 32-INCH, 42-INCH OR 56-INCH

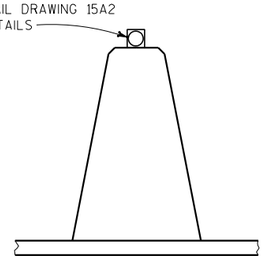
BARRIER HEIGHT H (INCHES)	WIDTH A (INCHES)	WIDTH B (INCHES)	WIDTH C (INCHES)	NUMBER OF #5 BARS (EACH)	EXTRUDED POLYSTYRENE (TYP) (INCHES)
32	7	5	8	8	3 1/2
42	5 1/4	6 3/4	8	10	1 3/4
56	3	9	6	11	1 1/2



CONCRETE BARRIER VERTICAL BACK 32-INCH, 42-INCH OR 56-INCH



CONCRETE BARRIER SPLIT PROFILE 32-INCH, 42-INCH OR 56-INCH



DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTIORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	

NOTES

1) 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.

2) PROVIDE 1/2-INCH CHAMFER AT BARRIER ENDS WITH CONSTRUCTION JOINTS OR WITH EXPANSION JOINTS. PROVIDE 3/4-INCH EXPANSION JOINT MATERIAL AT EXPANSION JOINTS. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN CONCRETE PAVEMENT, AT LIGHT BASES, AT SIGN BRIDGE FOOTINGS, AT STRUCTURAL PARAPETS, AT PRINCIPAL WALL JOINTS, AND AT INTERRUPTIONS IN CONCRETE BARRIER (END ANCHORAGE). DO NOT CEMENT CONDUIT COUPLINGS AT EXPANSION JOINTS.

3) SEE PLANS FOR CONDUIT LOCATION, PROVIDE CONDUIT ONLY WHEN CALLED FOR IN THE PLANS.

4) EXCEPT IN ANCHORAGES, REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".

5) STAGGER LAPPING OF LONGITUDINAL STEEL. SPLICES TO BE 2 FEET LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED. 3 FOOT LAP REQUIRED IF SPLICES ARE NOT STAGGERED.

6) WHEN SWITCHING BETWEEN SLIP FORM AND STANDARD FORM OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. WHEN A COLD JOINT IS REQUIRED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED, LAPS TO BE FIRMLY TIED.

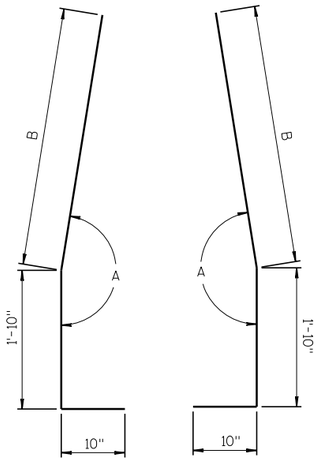
7) PROVIDE SAWED CONTRACTION JOINT IN BARRIER FOOTING ONLY AT CORRESPONDING CONCRETE PAVEMENT CONTRACTION JOINTS. OTHER CONTRACTION JOINTS NOT REQUIRED.

8) 2" CLEAR COVER TYPICAL.

100709

BAR CHART
SECTIONS V1 - V11

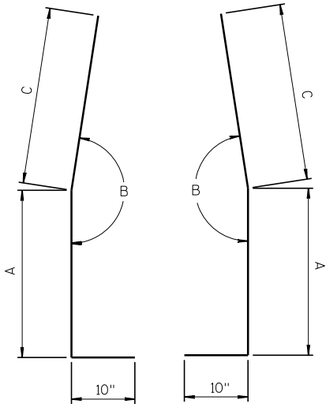
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

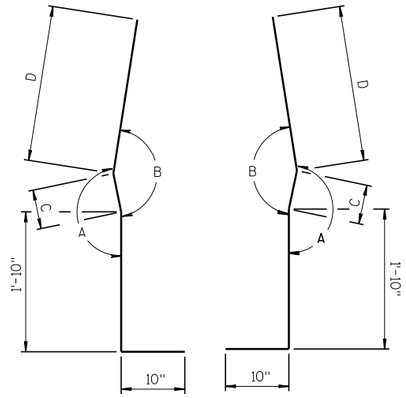
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



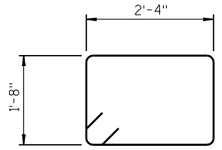
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

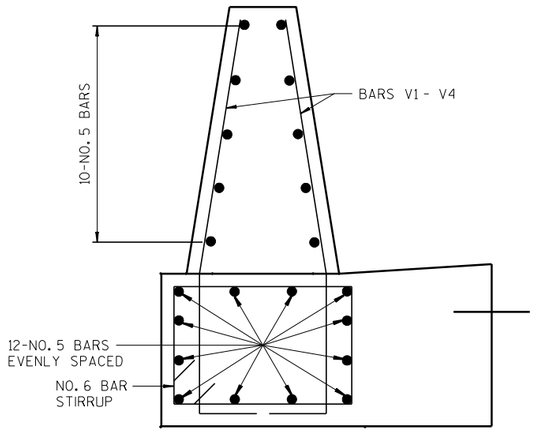
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



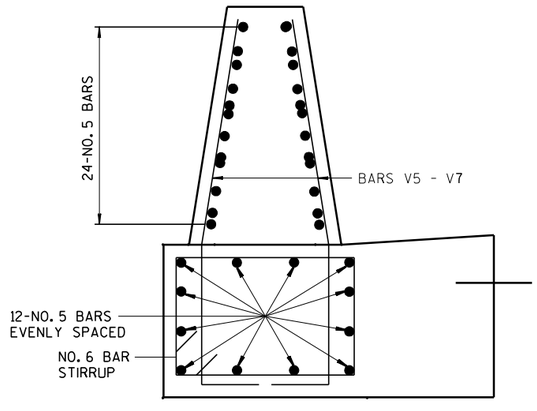
BAR BENDING DETAIL
FOR BARS V14 - V16



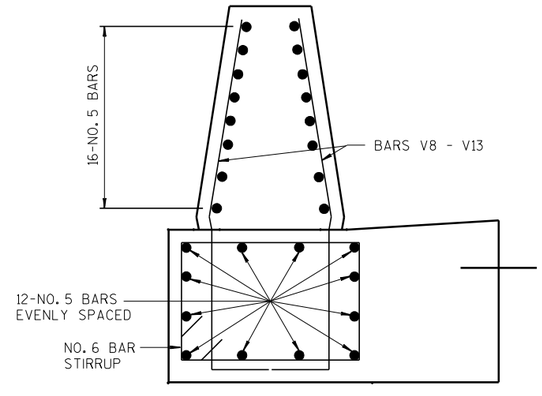
STIRRUP BAR
BENDING DETAIL



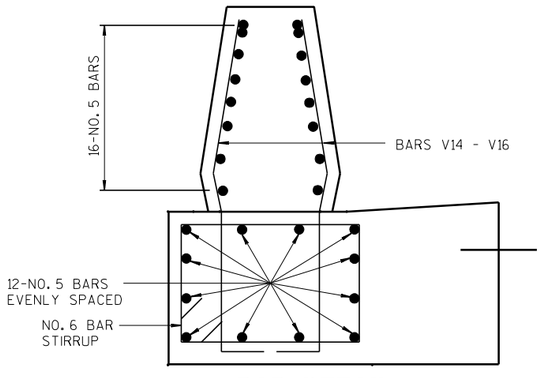
BAR DETAIL
SECTIONS V1 - V4



BAR DETAIL
SECTIONS V5 - V7



BAR DETAIL
SECTIONS V8 - V13

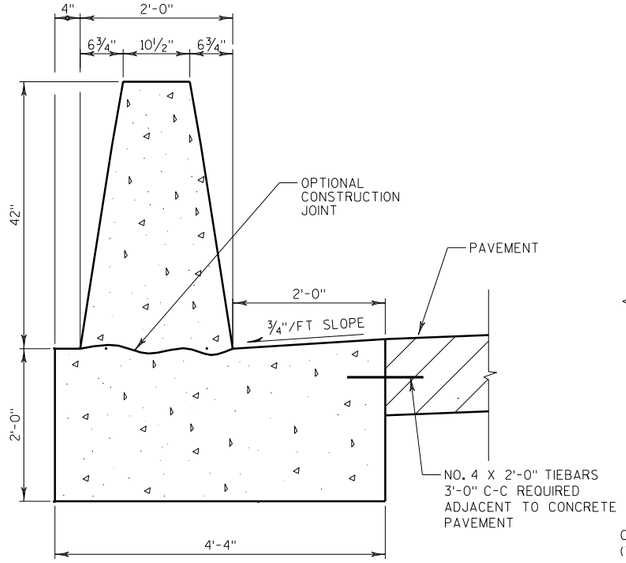


BAR DETAIL
SECTIONS V14 - V16

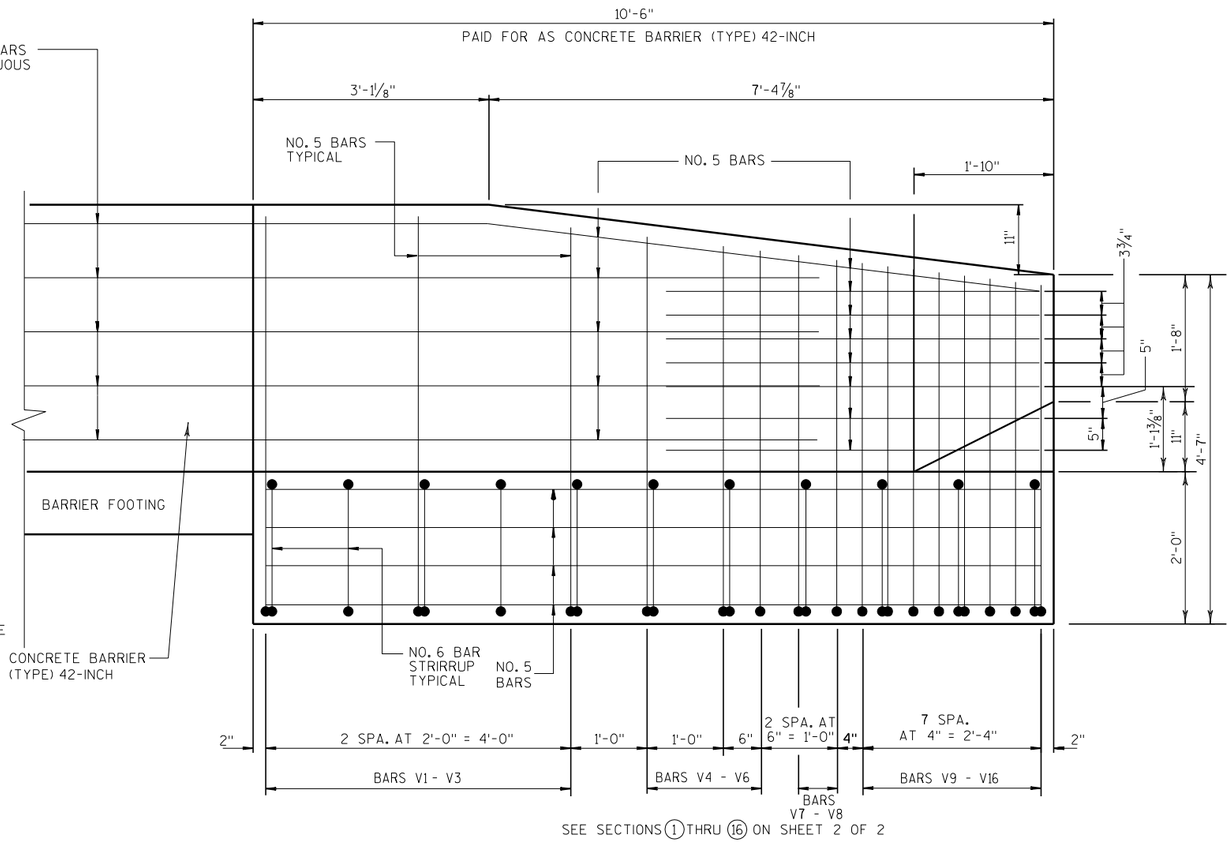
CONCRETE BARRIER 42-INCH THRIE BEAM ANCHORAGE
SHEET 2 OF 2

100709

2

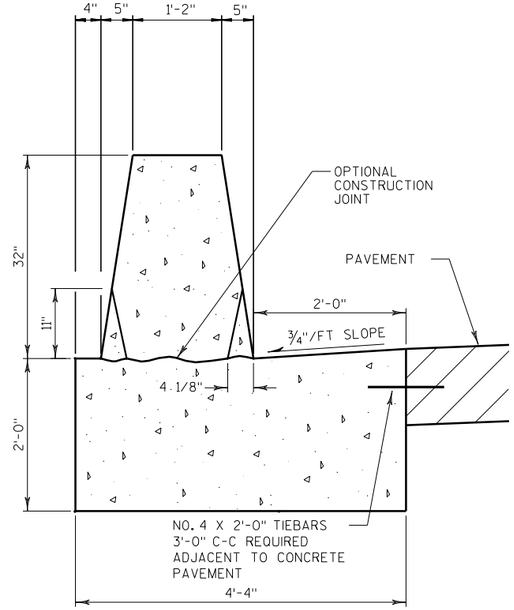


SECTION A-A



SEE SECTIONS (1) THRU (16) ON SHEET 2 OF 2

ELEVATION VIEW



SECTION B-B

NOTES

1) 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. SEE CONSTRUCTION DETAIL CONCRETE BARRIER (TYPE) 42-INCH FOR OTHER PERTINENT FEATURES.

2) STAGGER LAPPING OF LONGITUDINAL STEEL. SPLICES TO BE 2 FEET LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED. 3 FOOT LAP REQUIRED IF SPLICES ARE NOT STAGGERED.

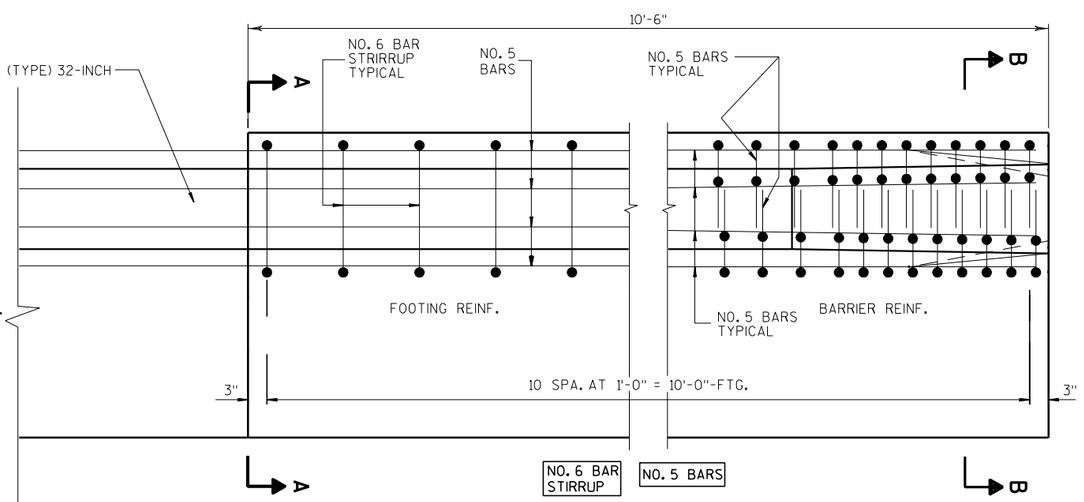
3) WHEN SWITCHING BETWEEN SLIP FORM AND STANDARD FORM OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. WHEN A COLD JOINT IS REQUIRED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED, LAPS TO BE FIRMLY TIED.

4) SEE PLANS FOR CONDUIT LOCATION. PROVIDE CONDUIT ONLY WHEN CALLED FOR IN THE PLANS.

5) INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED. EXTEND PVC PIPE COMPLETELY THROUGH BARRIER. CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

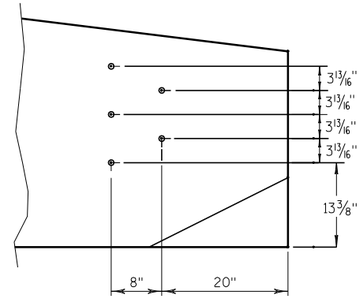
6) THE BAR DESCRIPTION IN THE BAR CHART ON SHEET 2 OF 2 IS REPRESENTATIVE OF ITS LOCATION.

7) 2" CLEAR COVER TYPICAL.



PLAN VIEW

CONCRETE BARRIER 42-INCH THRIE BEAM ANCHORAGE



PVC PIPE LOCATIONS

100709

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET 45	E

2

RAMP NW

RAMP NE

RAMP SW

RAMP SE

75TH STREET

STH 50

IH 94 SB

IH 94 NB

287'NW'

286'NW'

285'SW'

284'SW'

287'NE'

286'NE'

285'SE'

284'SE'

1444

1445

1446

1447

1448

1449

SLOPE INTERCEPT

CAUTION

STH 50 R/L

RAMP CLOSURE GATE
HARDWIRED 28-FT
284'SW'+50.74, 26.02' LT
1445+85.06, 115.02' RT

RAMP CLOSURE GATE
HARDWIRED 40-FT
STA 284'SW'+90.24, 34.3' RT
STA 1445+44.68, 74.3' RT

RG02

PB02

INSTALL 1-2" NONMETALLIC CONDUIT

RG01

PB01

INSTALL 1-2" NONMETALLIC CONDUIT

SEE LIGHTING PLAN FOR
RAMP GATE POWER

SEE LIGHTING PLAN FOR
RAMP GATE POWER

PAVT DRAIN

PAVT DRAIN

NO STRUCTURE FOUND

OLD 2'X8' BOX CULVERT

5'X5' CONC BLOCK MH

DBLE GRATE INLET

42" RCP

36" RCP

24" CMP

WILLIAMS

LEGEND

RAMP GATE

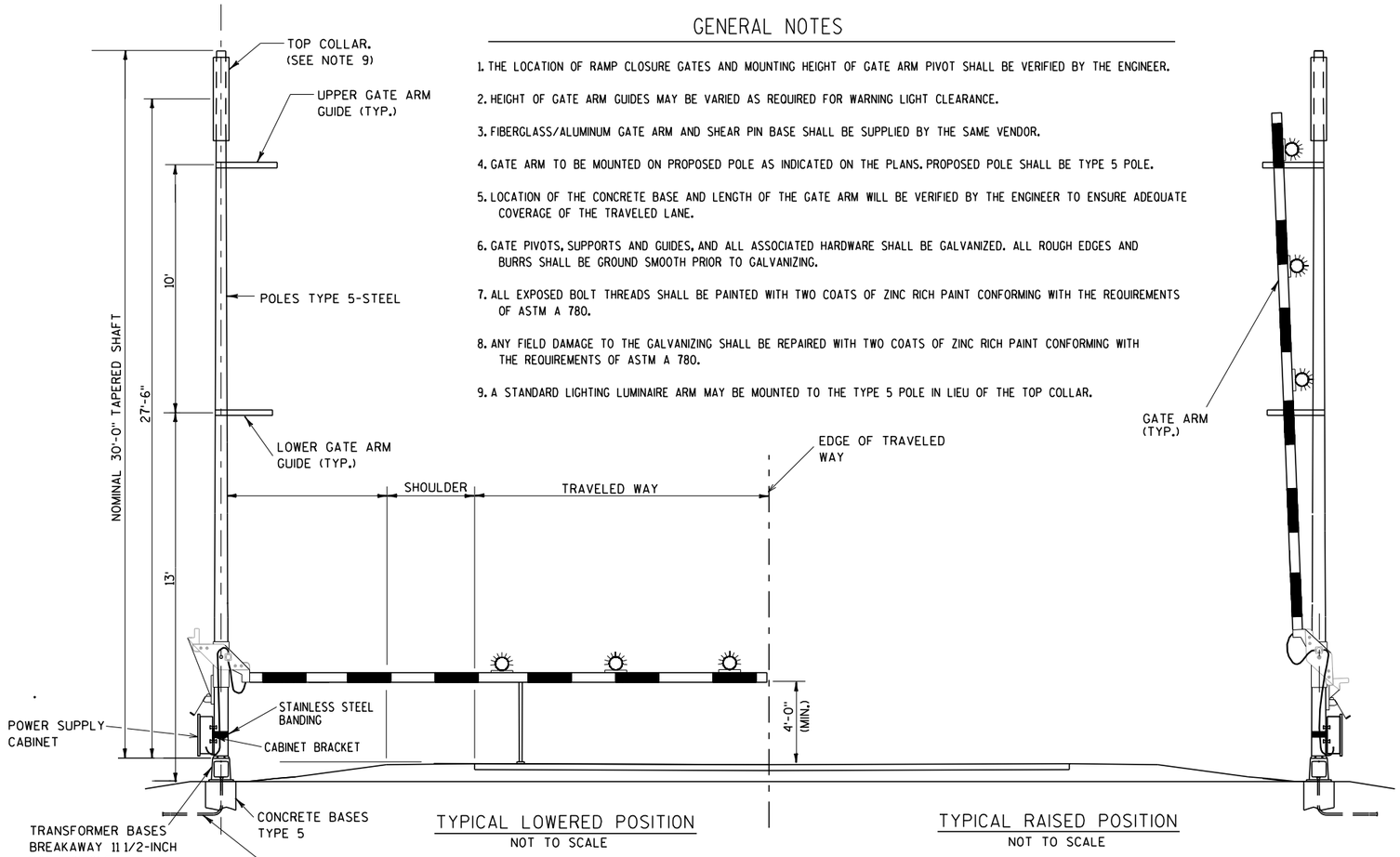
CONDUIT

24"X36" STEEL PULL BOX

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION DETAIL - RAMP CLOSURE GATES	SHEET 46	E

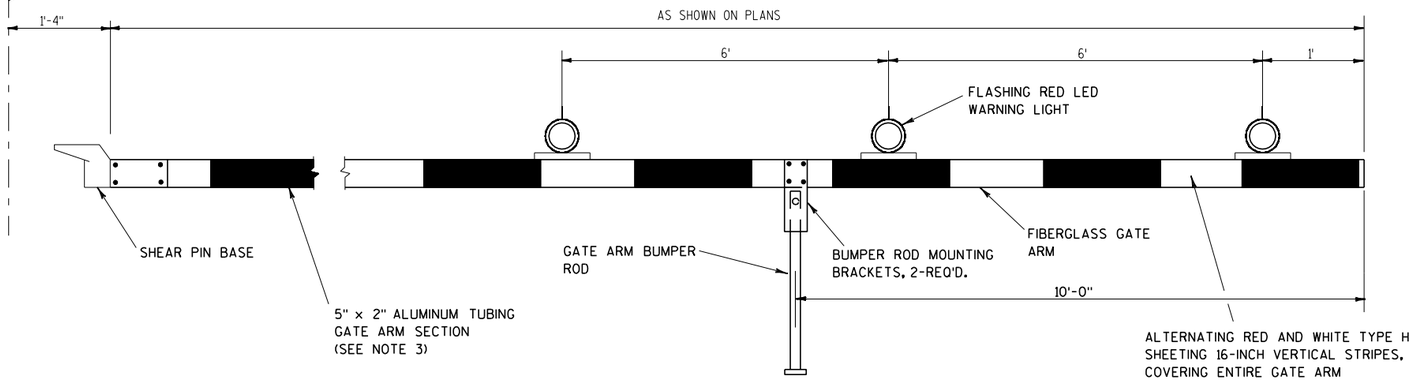
GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.

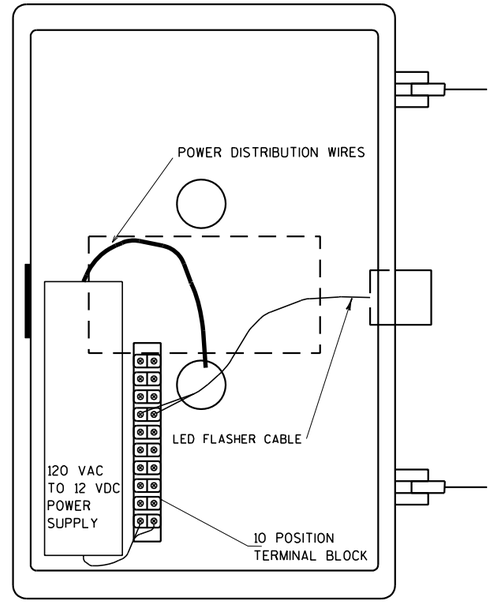


TYPICAL LOWERED POSITION
NOT TO SCALE

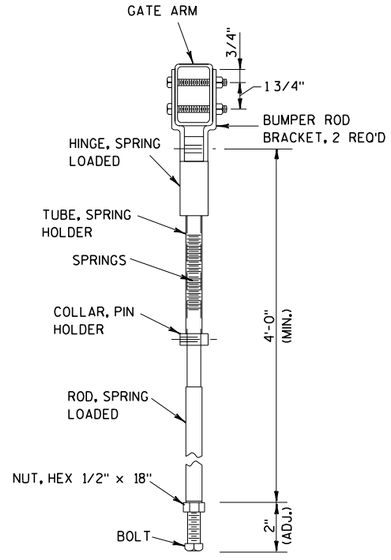
TYPICAL RAISED POSITION
NOT TO SCALE



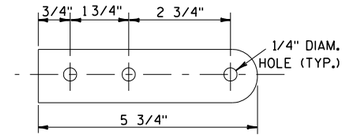
GATE DETAIL
(HARDWIRE POWER OPTION)



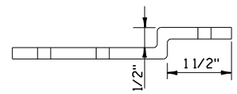
POWER SUPPLY CABINET



GATE ARM BUMPER ROD DETAIL



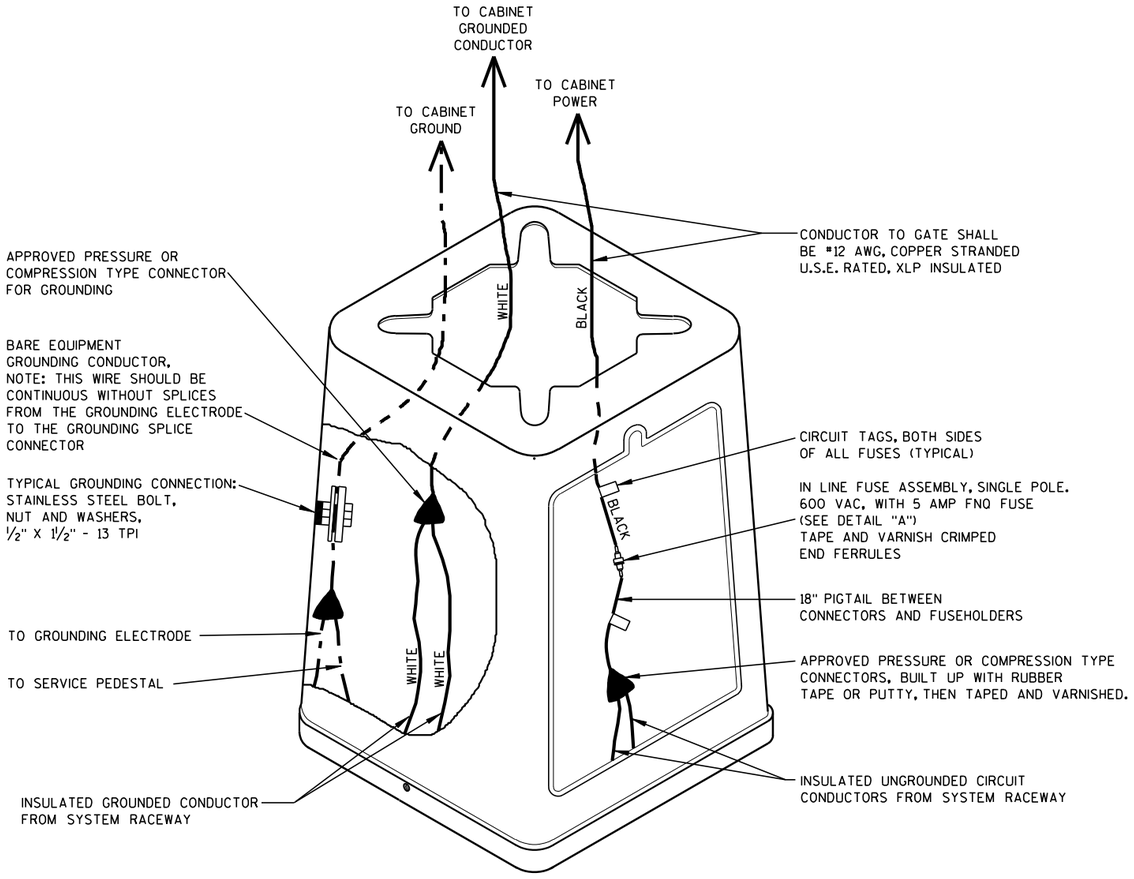
LENGTH BEFORE BENDING

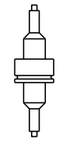


AFTER BENDING

BUMPER ROD MOUNTING BRACKET DETAIL

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION DETAILS - RAMP GATES	SHEET 47	E

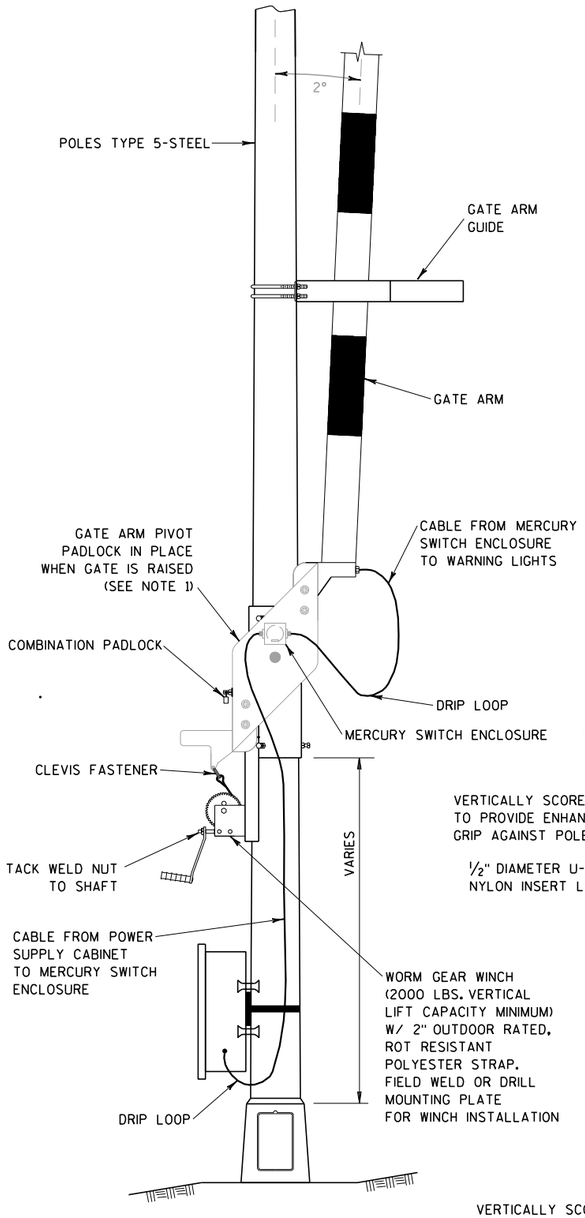




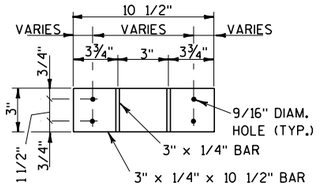
DETAIL "A"
SINGLE POLE

GENERAL NOTES

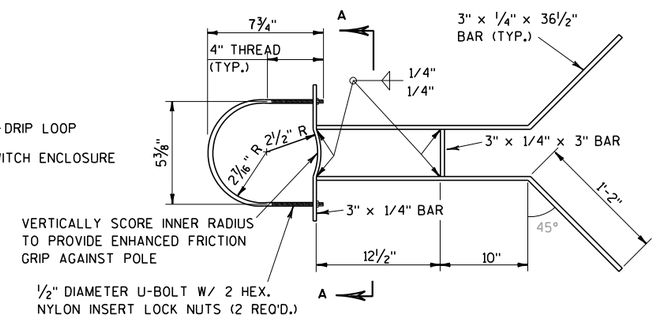
1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.
3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



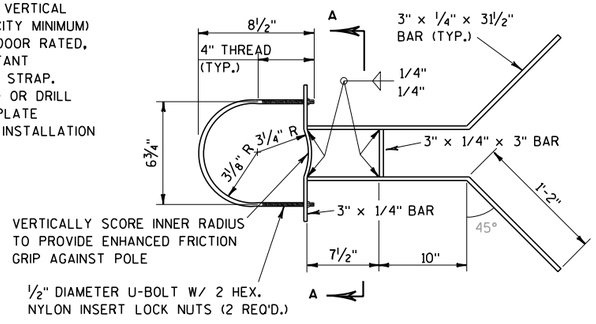
GATE PIVOT ASSEMBLY



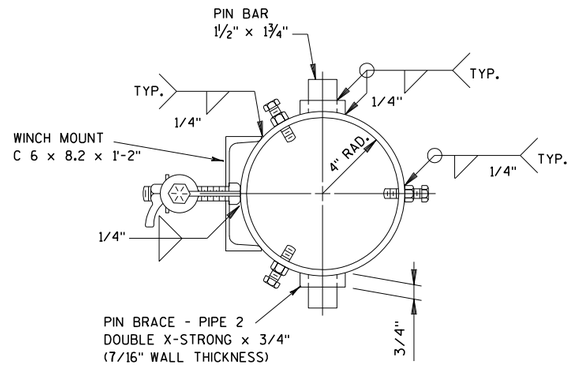
SECTION A-A
U-BOLTS NOT SHOWN



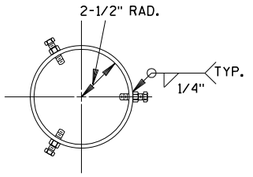
UPPER GATE ARM GUIDE DETAIL



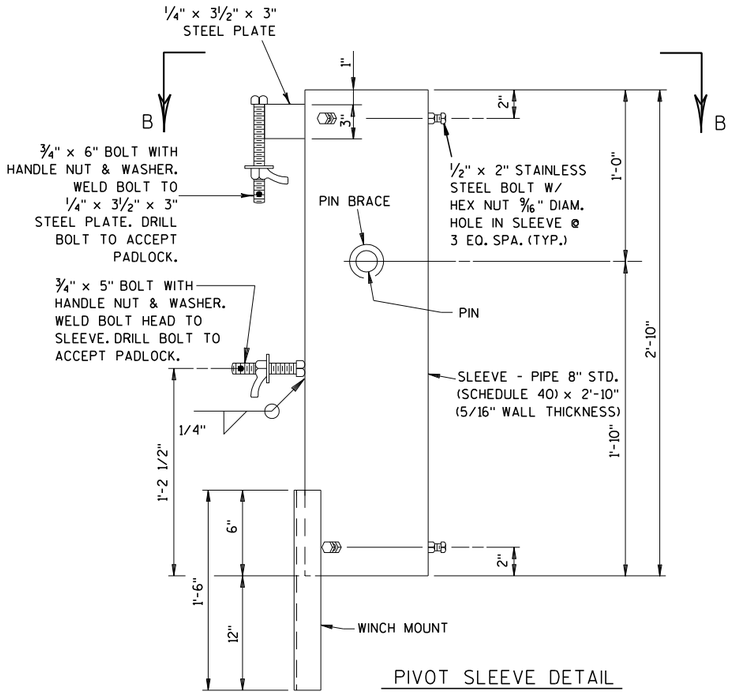
LOWER GATE ARM GUIDE DETAIL



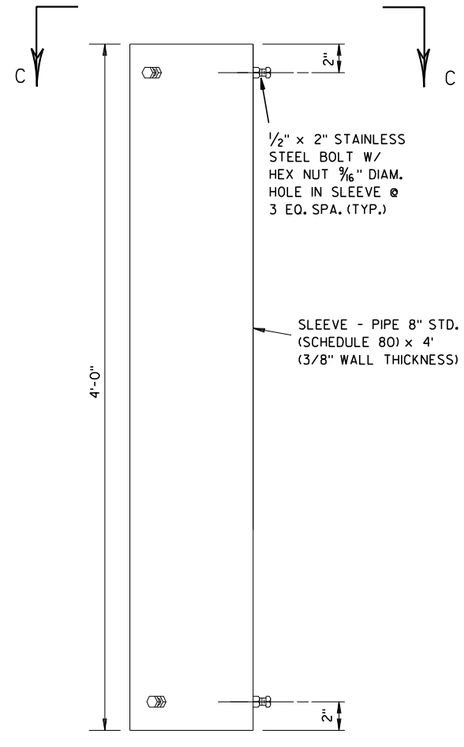
SECTION B-B



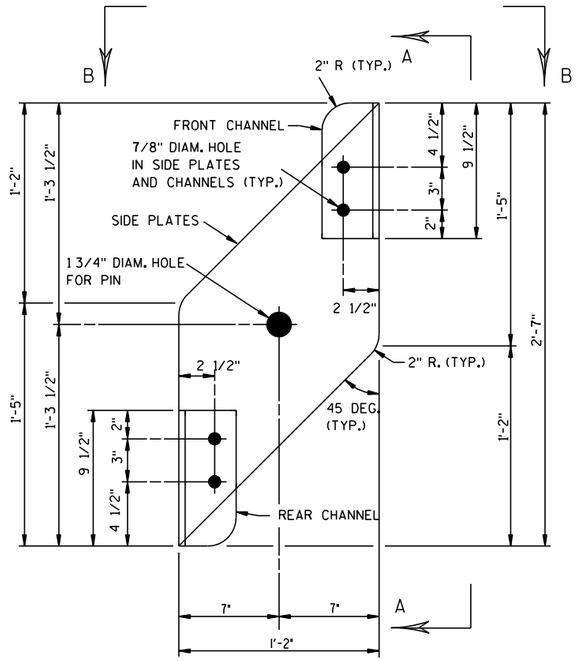
SECTION C-C



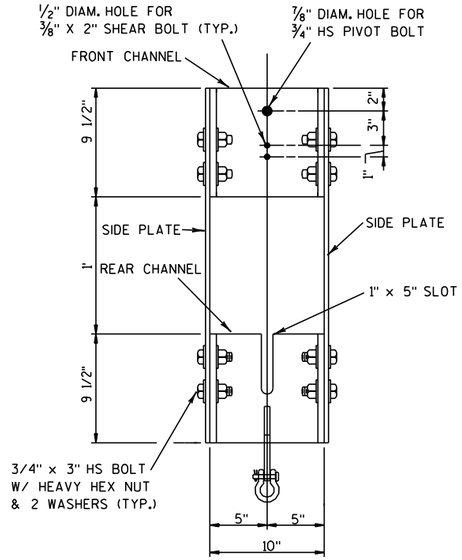
PIVOT SLEEVE DETAIL



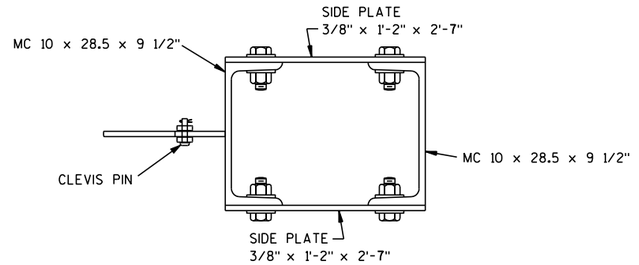
TOP COLLAR



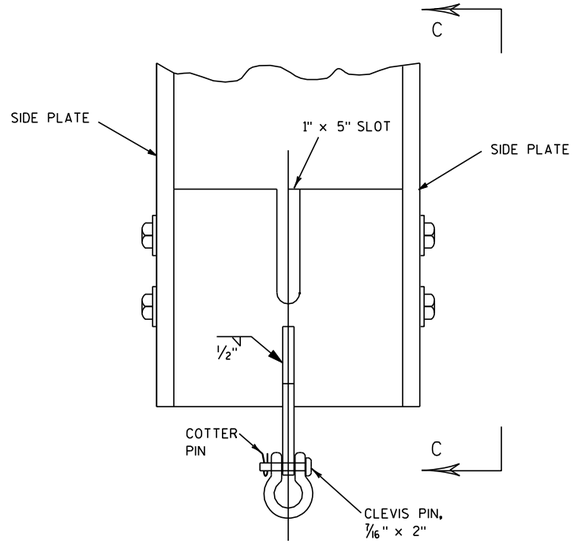
SIDE PLATE DETAIL



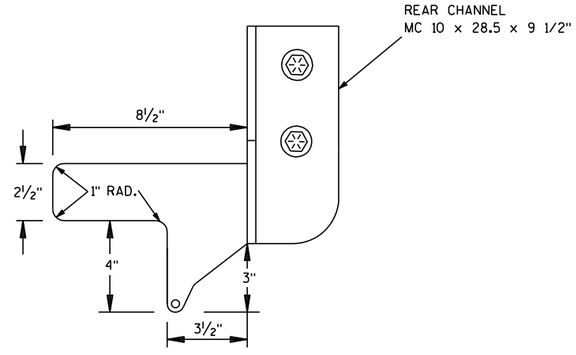
SECTION A-A



SECTION B-B



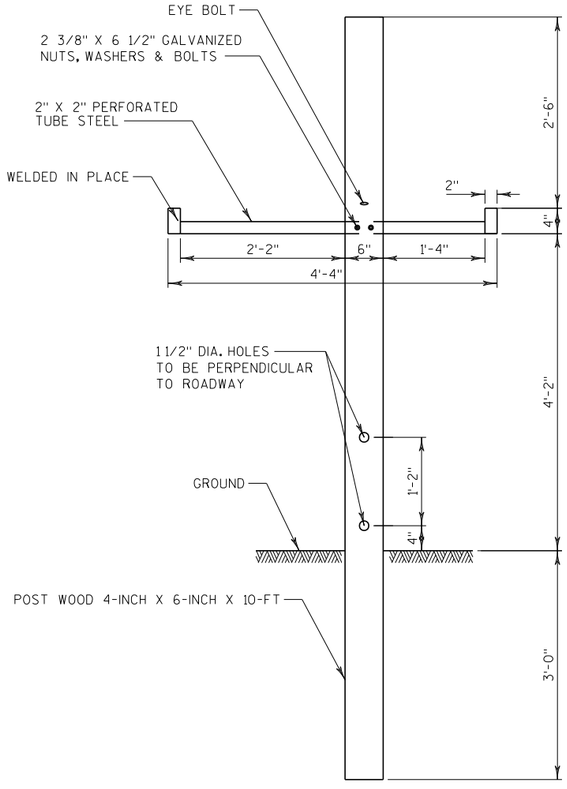
YOKE ASSEMBLY DETAIL



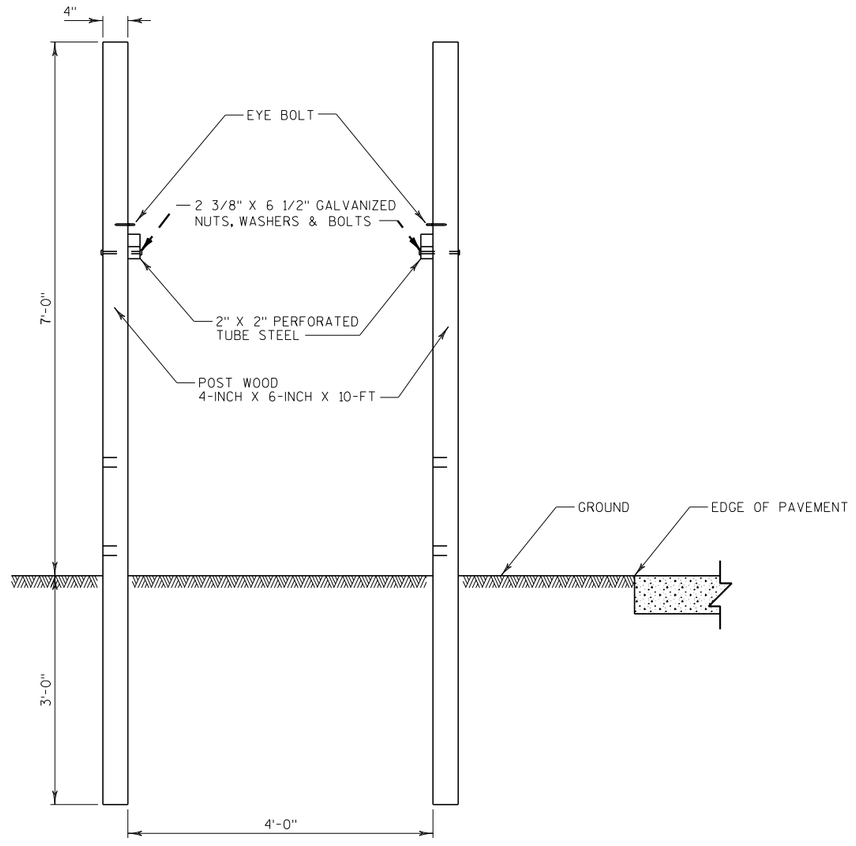
SECTION C-C

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION DETAILS - RAMP GATES	SHEET 50	E

2



SIDE VIEW



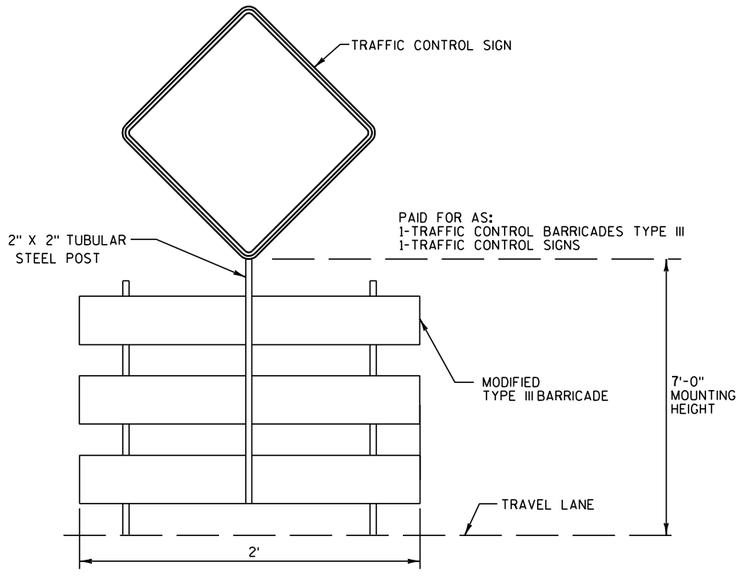
FRONT VIEW

NOTE

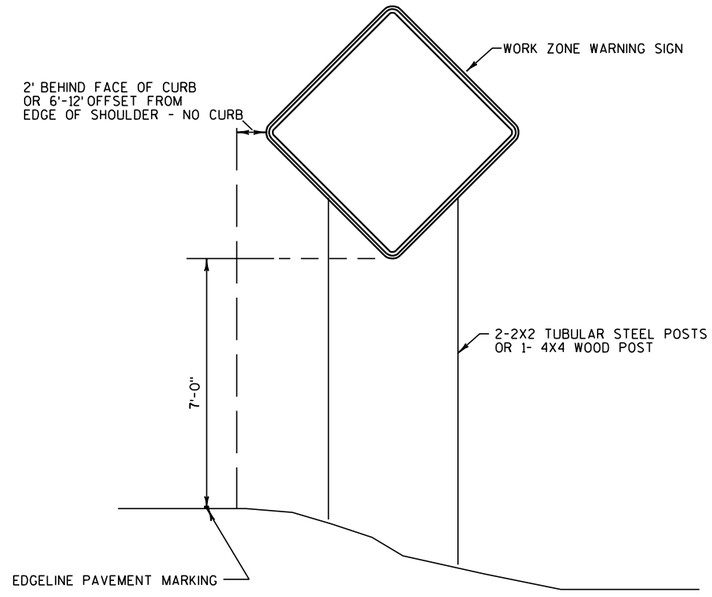
LOCATE BARRICADE RACK OUTSIDE CLEAR ZONE AS DIRECTED BY ENGINEER.

BARRICADE RACK

100813



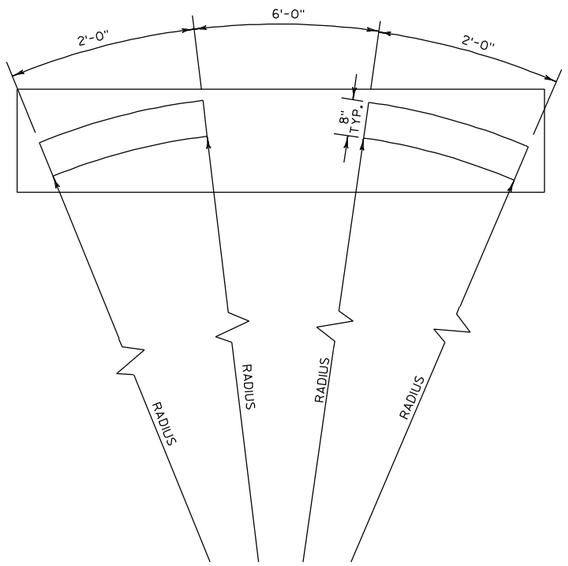
TEMPORARY MOUNTED TRAFFIC CONTROL SIGN



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
POST MOUNTED TRAFFIC CONTROL SIGN

LONG TERM
7 DAYS OR MORE

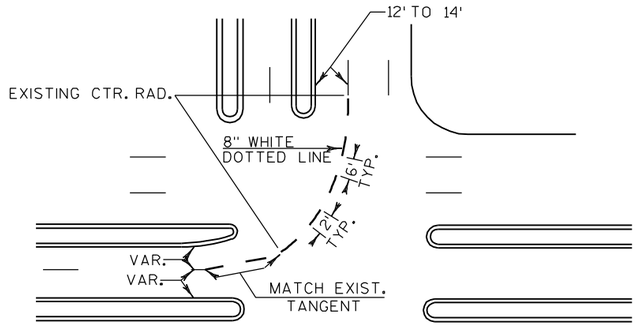
2



DOTTED TEMPLATE

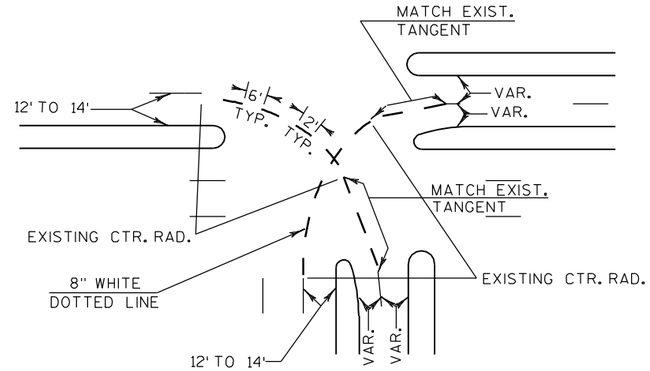
NOTE: CONTRACTOR TO BUILD AT LEAST TWO TEMPLATES: ONE WITH A 70-FOOT RADIUS & ONE WITH A 90-FOOT RADIUS TO MATCH FIELD CONDITIONS. TEMPLATES ARE TO BE CONSTRUCTED OF PLYWOOD, PLASTIC, OR SUITABLE MATERIAL APPROVED BY THE ENGINEER IN THE FIELD.

INTERSECTING HIGHWAYS (DOTTED PATTERN) DOUBLE LEFT-TURNING MOVEMENTS



INTERSECTING HIGHWAYS (DOTTED PATTERN) DOUBLE LEFT-TURNING MOVEMENTS

2



GENERAL NOTES

1. DOTTED PAVEMENT MARKING PATTERNS SHALL BE INSTALLED WITH A 2-FOOT SEGMENT AND A 6-FOOT GAP.

2. EXISTING MARKINGS THRU INTERSECTIONS DO NOT ALWAYS HAVE THE 2-FOOT X 6-FOOT CYCLE. IF THE EXISTING MARKINGS ARE OF THE 5-FOOT CYCLE, THEY WILL BE BRUSH PLASTED AND PAVEMENT MARKED WITH A 380 WR TAPE GROOVED IN.

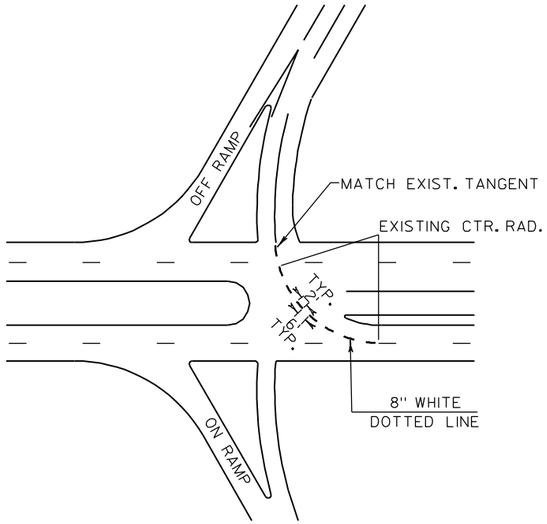
   IF THE EXISTING MARKINGS ARE NOT OF THE 2-FOOT CYCLE, THE CONTRACTOR WILL LAY OUT THE NEW MARKINGS, PREPARE THE EXISTING PAVMENT BY BRUSH PLASTING, AND A 380 WR TAPE PAVEMENT MARK THE NEW CYCLE.

3. IF THE DOTTED PAVEMENT MARKINGS ARE NON-EXISTING, THE CONTRACTOR SHALL LAY OUT THE RADIUS, AS BEING USED BY THE PRESENT TRAFFIC, WITH THE MINIMUM LANE WIDTHS AS SHOWN ON THE PLANS.

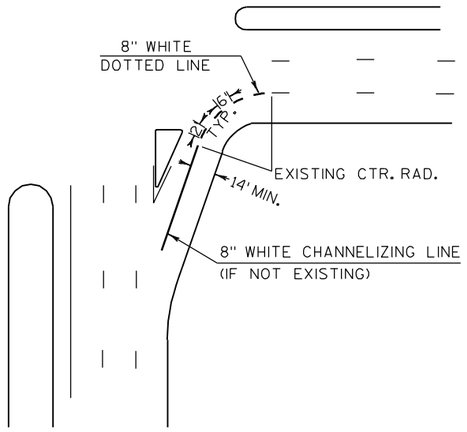
4. THE CONTRACTOR SHALL CONSTRUCT AND USE ONE OF THE TWO DOTTED TEMPLATES WHICH MOST CLOSELY MATCH THE FIELD CONDITIONS.

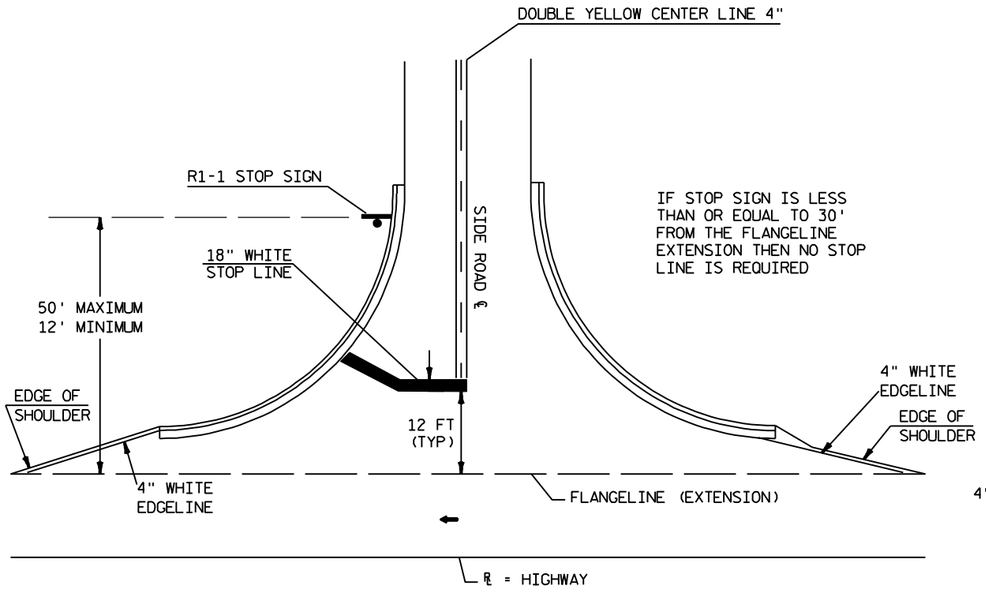
5. THE CONTRACTOR SHALL PROTECT THE TAPE LINES UNTIL DRY, BY THE USE OF TRAFFIC CONTROLS AND TRAFFIC CONES AS SHOWN ON THE TRAFFIC CONTROL PLANS.

FREEWAY EXIT RAMPS (DOTTED PATTERN) DOUBLE LEFT-TURNING MOVEMENTS

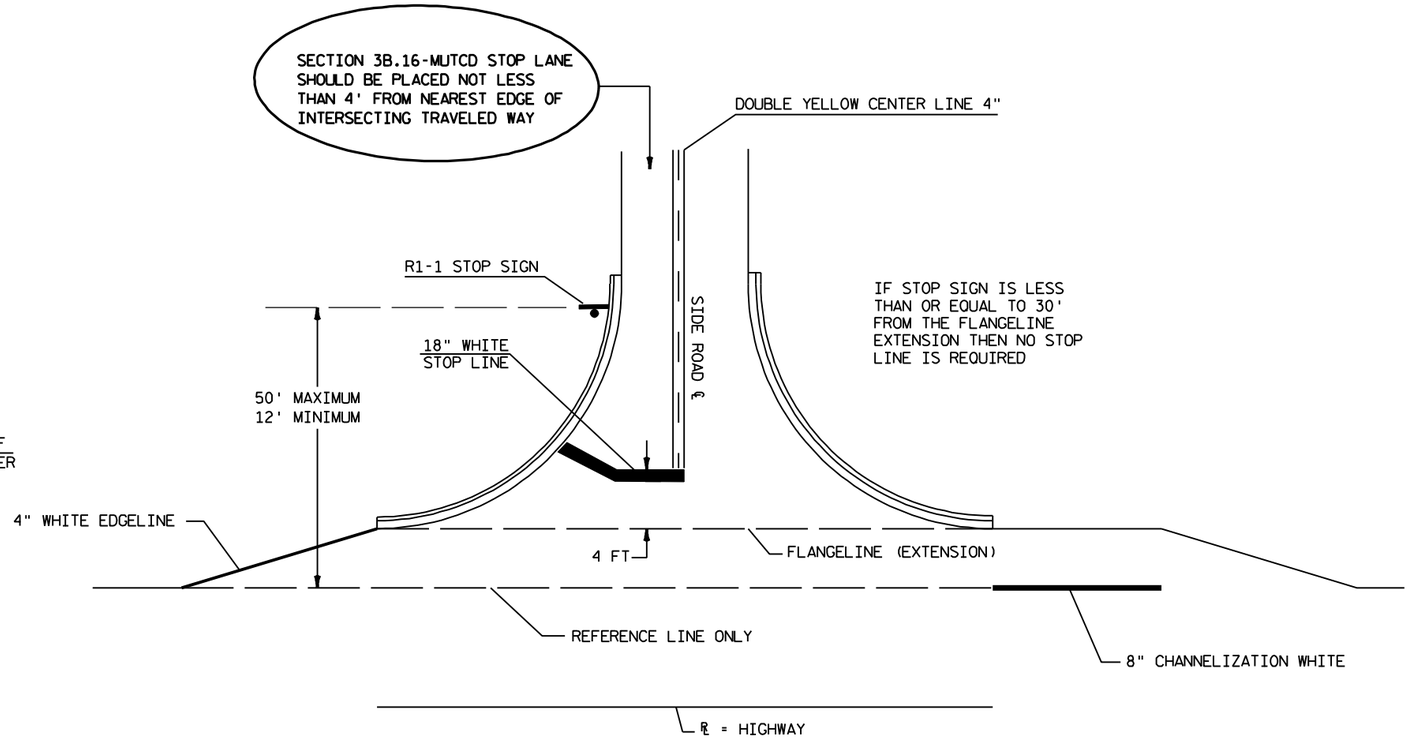


INTERSECTIONS & EXIT RAMPS (DOTTED PATTERN) DOUBLE RIGHT-TURNING MOVEMENTS

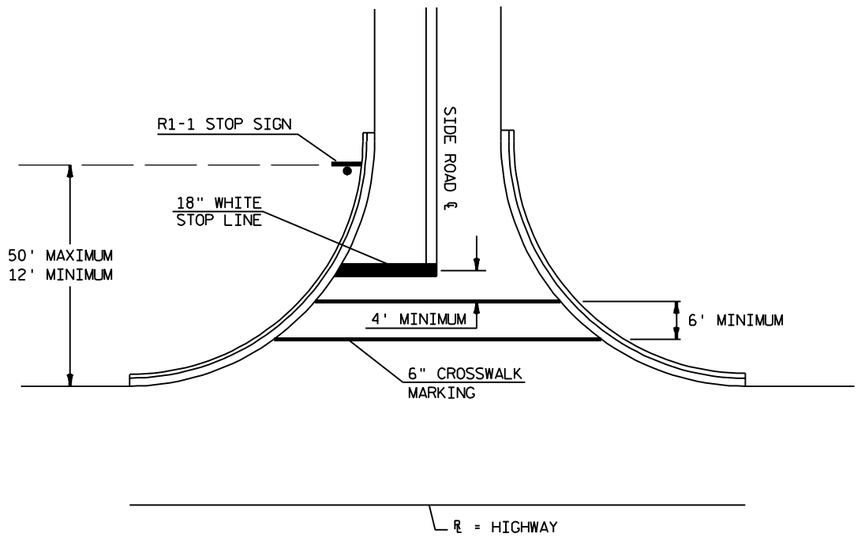




TYPICAL PAVEMENT MARKING FOR SIDEROADS



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



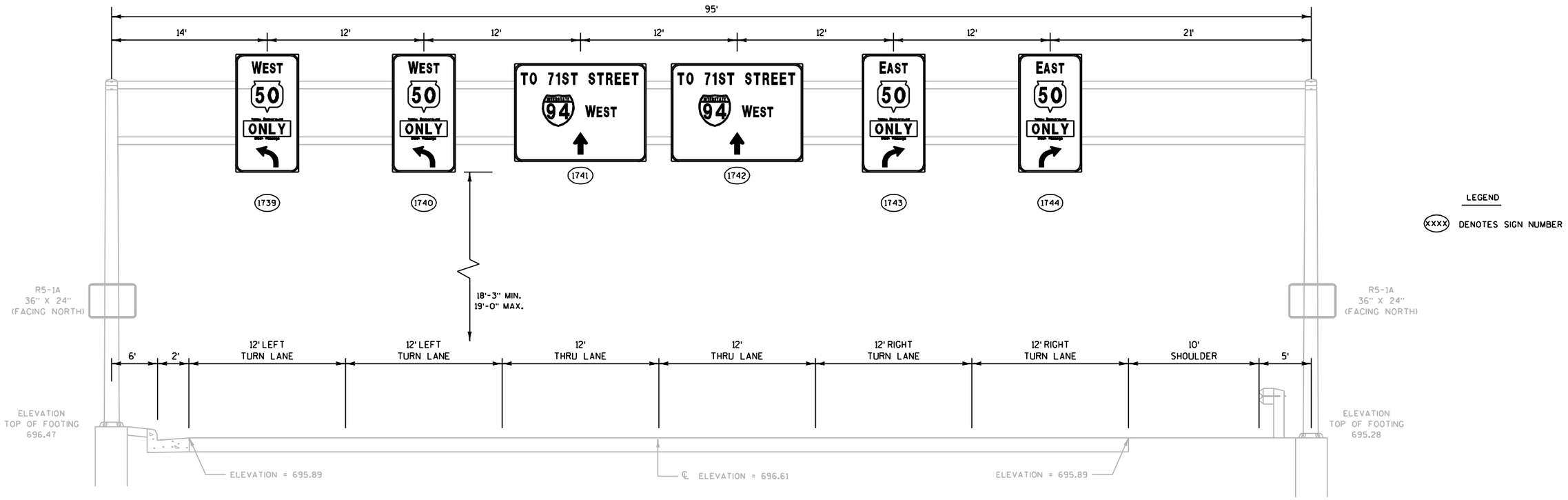
TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

NOTES:

18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.



OVERHEAD SIGN SUPPORT DETAIL

(PLACE SIGNS ON EXISTING SIGN SUPPORT)
S-30-237
STA 281+40'SE'
IH 94 WB OFF-RAMP
(FACING NORTH)

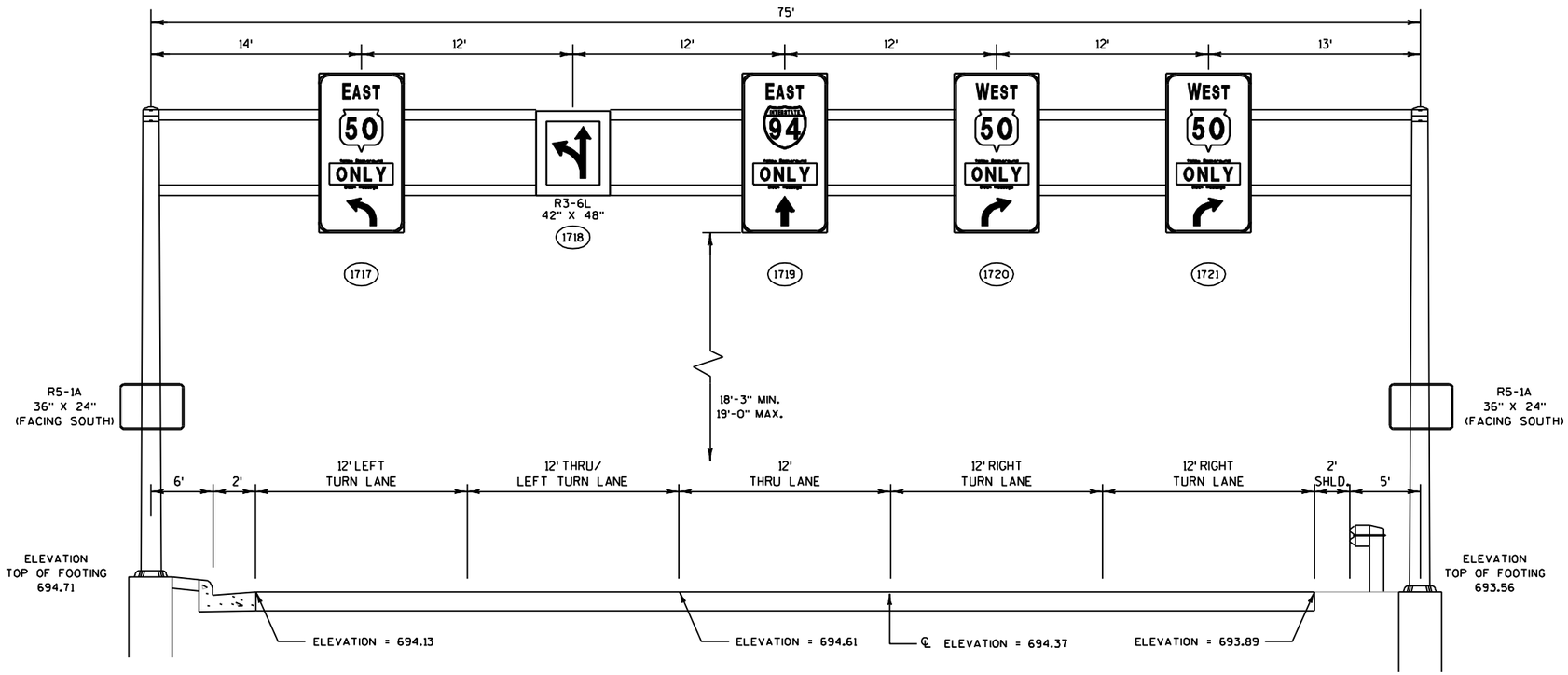
NOTE:
OVERHEAD SIGN SUPPORT TO BE PLACED BY OTHERS
PROJECT ID 1032-10-72

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.



LEGEND

(XXXX) DENOTES SIGN NUMBER

OVERHEAD SIGN SUPPORT DETAIL

S-30-238
STA 289+48'NW'
IH 94 EB RAMP
(FACING SOUTH)

NOTE:

FOOTING SHALL BE PER STANDARD DETAIL DRAWING.
"36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE".

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
- PROVIDE DESIGN CALCULATIONS.
- SHOW SIGNS ON SHOP DRAWINGS
- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT
- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

SIGN SUPPORT BEAMS ARE REQUIRED PER SPECIFICATIONS AND INCIDENTAL TO THE SIGN.

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

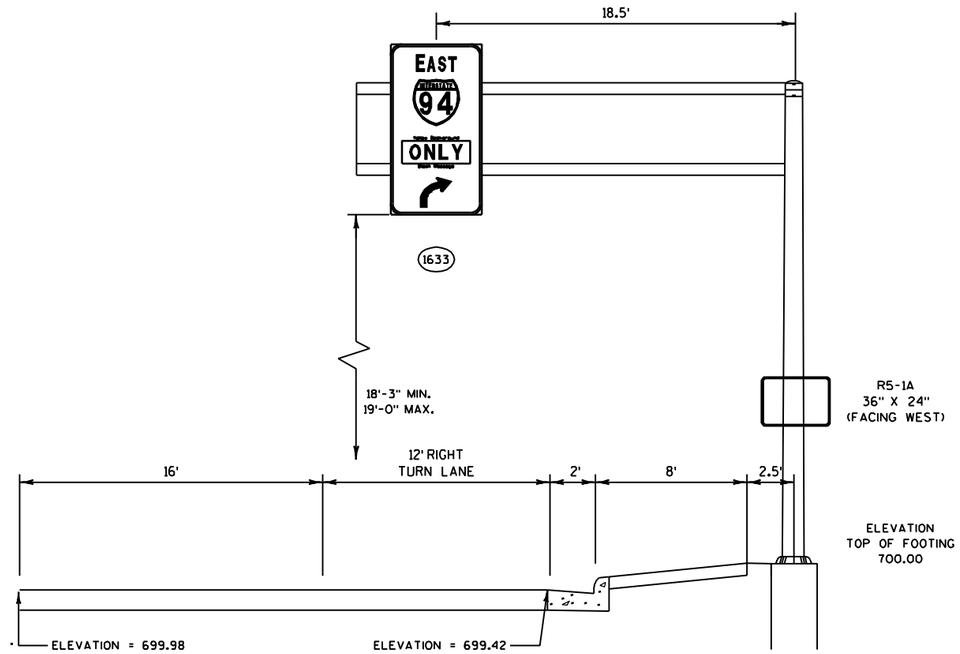
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

LEGEND

(XXXX) DENOTES SIGN NUMBER

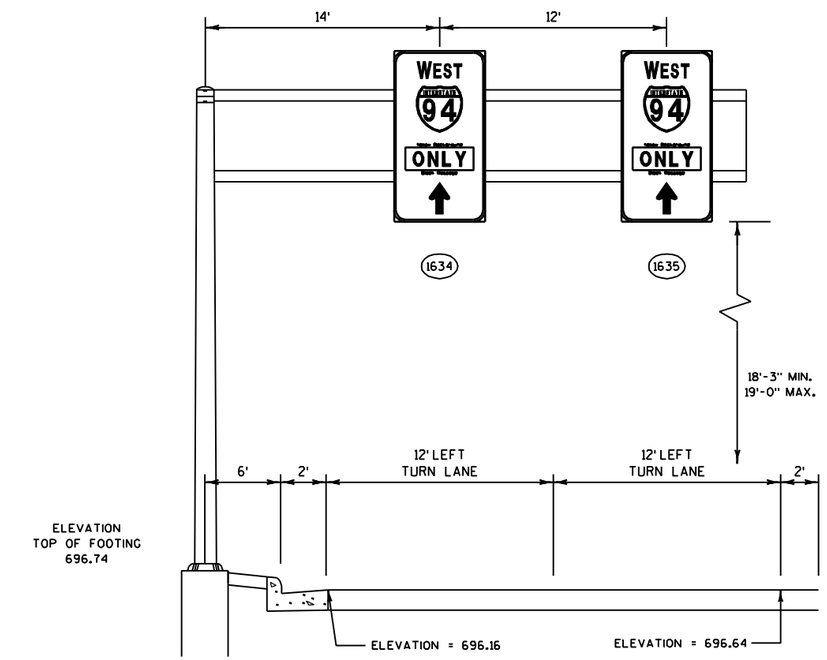


NOTE:

FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"36" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-241
STA 1441+75
STH 50
(FACING EAST)



NOTE:

FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"42" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-242
STA 1442+95
STH 50
(FACING EAST)

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

- PROVIDE DESIGN CALCULATIONS.

- SHOW SIGNS ON SHOP DRAWINGS

- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

SIGN SUPPORT BEAMS ARE REQUIRED PER SPECIFICATIONS AND INCIDENTAL TO THE SIGN.

GENERAL NOTES:

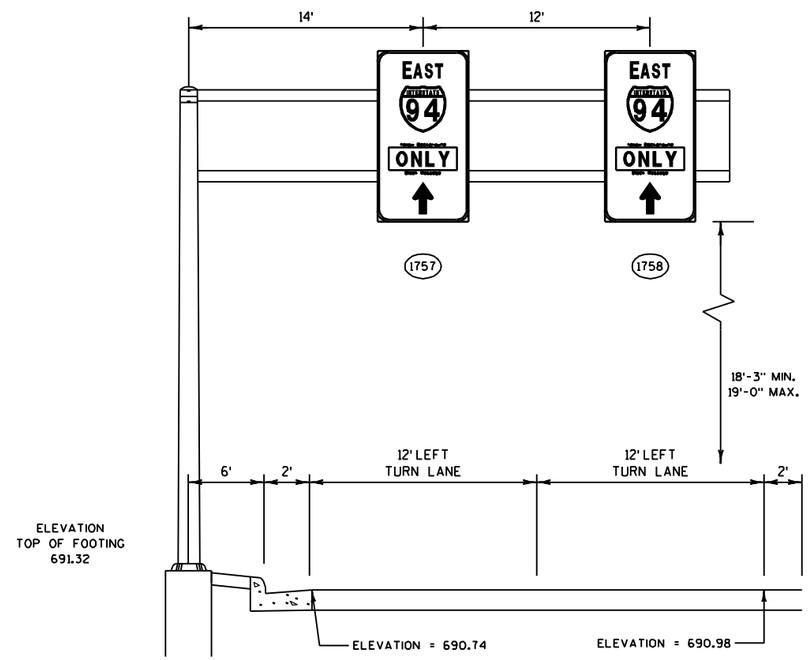
DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.



NOTE:

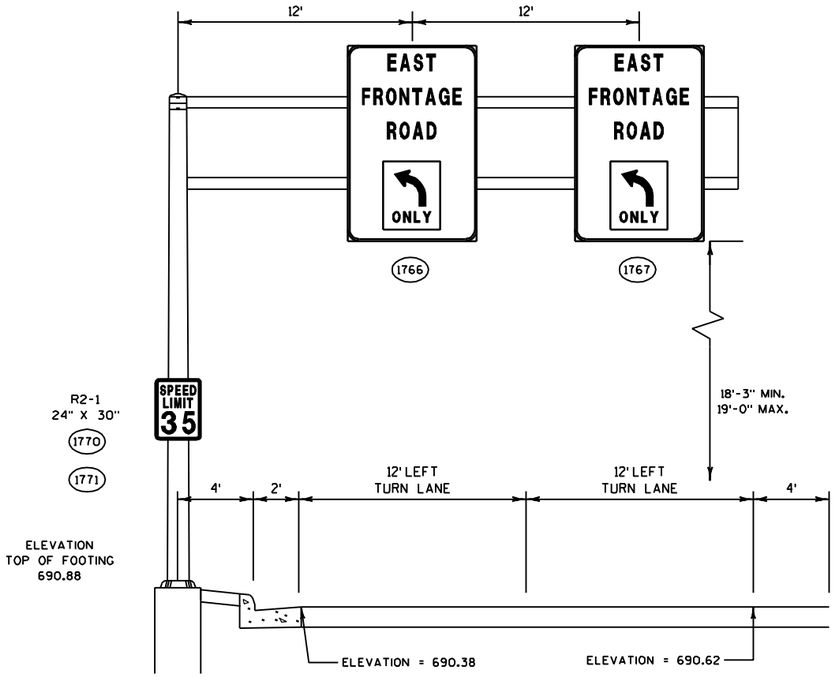
FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"42" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-243
STA 1449+60
STH 50
(FACING WEST)

LEGEND

(XXXX) DENOTES SIGN NUMBER



NOTE:

FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"42" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-244
STA 1450+45
STH 50
(FACING EAST)

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

- PROVIDE DESIGN CALCULATIONS.

- SHOW SIGNS ON SHOP DRAWINGS

- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

SIGN SUPPORT BEAMS ARE REQUIRED PER SPECIFICATIONS AND INCIDENTAL TO THE SIGN.

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

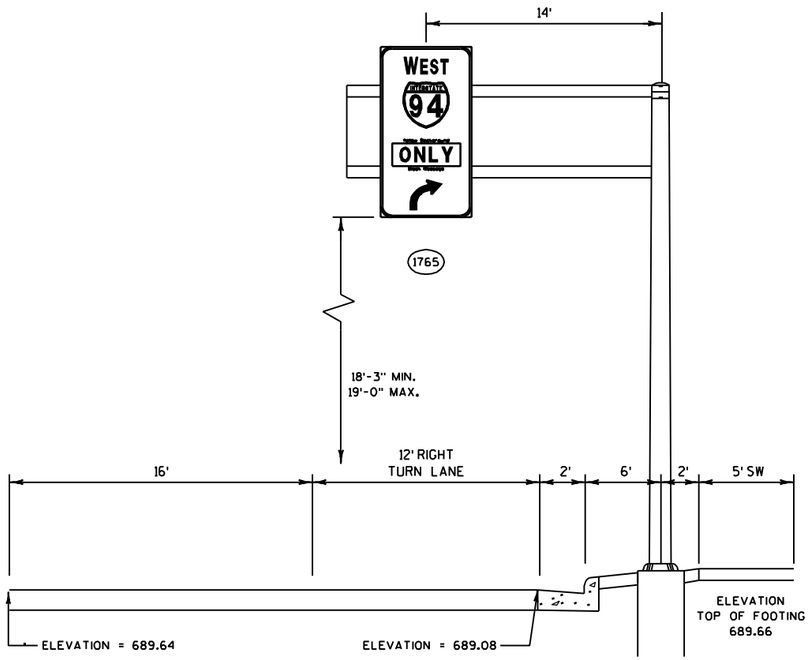
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

LEGEND

(XXXX) DENOTES SIGN NUMBER

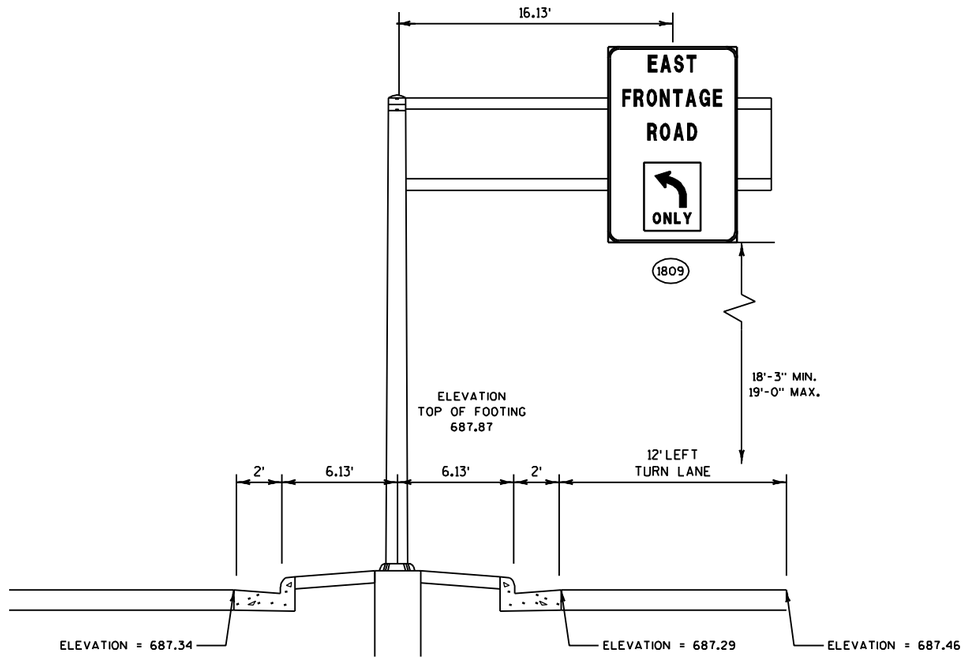


NOTE:

FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"36" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-245
STA 1453+00
STH 50
(FACING WEST)



NOTE:

FOOTING SHALL BE PER STANDARD
DETAIL DRAWING.
"36" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-246
STA 1458+35
STH 50
(FACING WEST)

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

- PROVIDE DESIGN CALCULATIONS.

- SHOW SIGNS ON SHOP DRAWINGS

- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

SIGN SUPPORT BEAMS ARE REQUIRED PER SPECIFICATIONS AND INCIDENTAL TO THE SIGN.

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

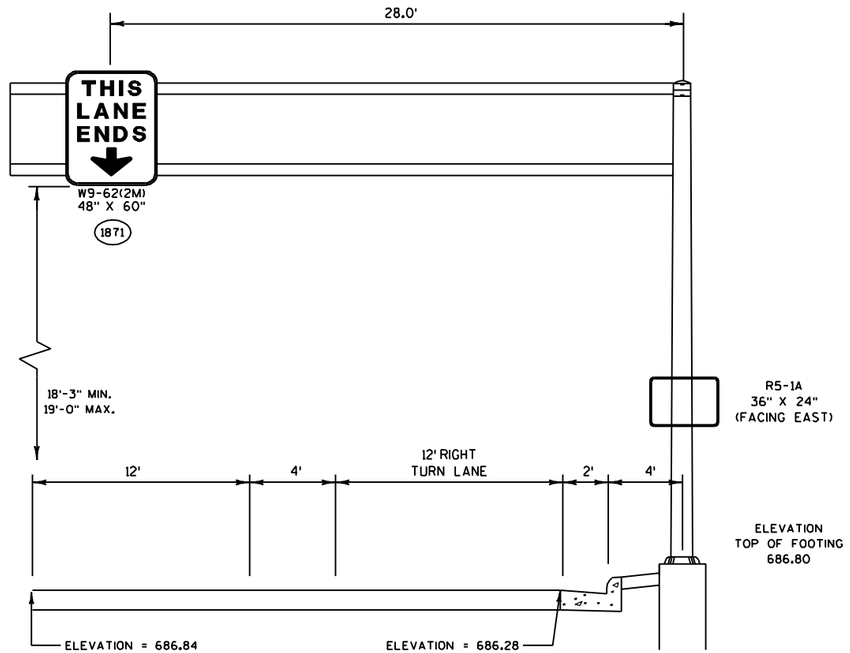
WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

2

LEGEND

(XXXX) DENOTES SIGN NUMBER



NOTE:

FOOTING SHALL BE PER STANDARD DETAIL DRAWING.
"42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE."

OVERHEAD SIGN SUPPORT DETAIL

S-30-252
STA 1460+00
STH 50
(FACING EAST)

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY = 60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PRESSURE	3,000 PSF

NOTE:

CONTRACTOR SHALL:

- SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT, FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
- PROVIDE DESIGN CALCULATIONS.
- SHOW SIGNS ON SHOP DRAWINGS
- I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT
- 6 ANCHOR RODS PER STANDARD DETAIL DRAWING ARE REQUIRED.

MOUNTING BRACKETS FOR SIGNS TO BE PER APPROVED PRODUCT LIST.

GENERAL NOTES:

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SIGN SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

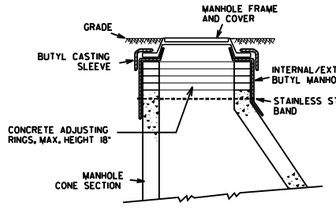
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

2

INTERNAL/EXTERNAL MANHOLE SEAL

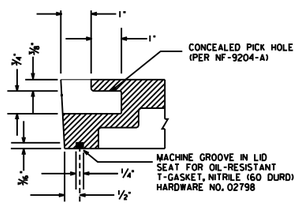


NOTES:

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

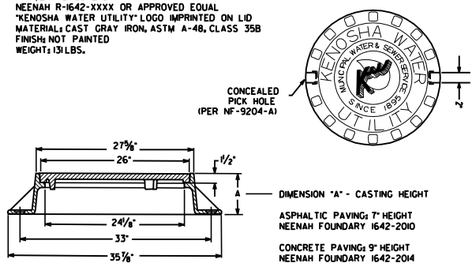
2.) MANHOLE SEAL SHALL BE INSTALLED ACCORDING TO MANUFACTURER SPECIFICATIONS

T-SEAL/CONCEALED PICKHOLE DETAIL



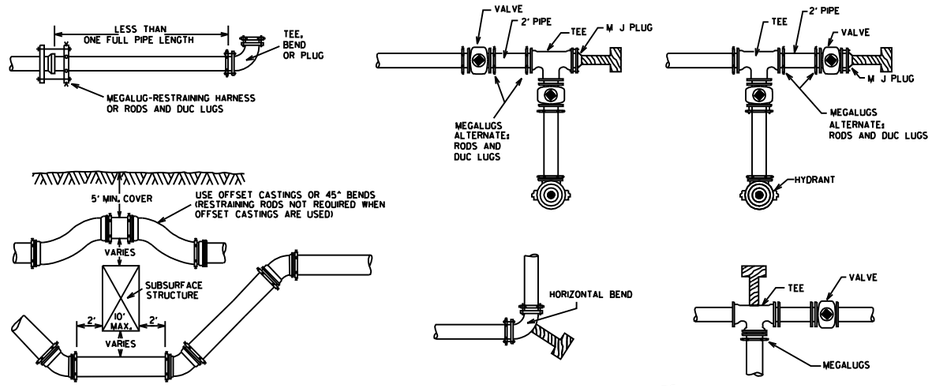
SANITARY MANHOLE CASTING

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



PIPING RESTRAINTS

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

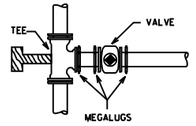


LEGEND

MEGALUG-RESTRAINING HARNESS

MEGALUG

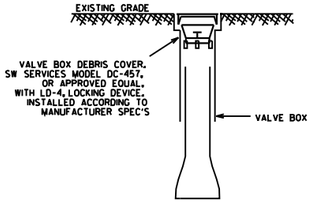
CONCRETE OR HARDWOOD BLOCKING



100-150 PSI TEST PRESSURE
MINIMUM NUMBER & SIZE OF RESTRAINING RODS

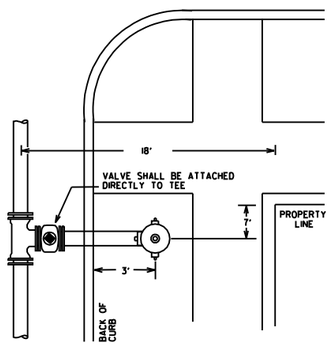
NOMINAL PIPE DIAMETER	DEAD END		90° BEND		45° BEND		22 1/2° BEND		11 1/4° BEND	
	QUAN.	SIZE	QUAN.	SIZE	QUAN.	SIZE	QUAN.	SIZE	QUAN.	SIZE
4"	2	3/4"	2	3/4"	2	3/4"	2	3/4"	2	3/4"
6"	2	"	2	"	2	"	2	"	2	"
8"	2	"	2	"	2	"	2	"	2	"
10"	4	"	4	"	2	"	2	"	2	"
12"	4	"	4	"	2	"	2	"	2	"
14"	5	"	5	"	2	"	2	"	2	"
16"	6	"	6	"	2	"	2	"	2	"
18"	8	"	8	"	2	"	2	"	2	"
20"	10	"	10	"	3	"	2	"	2	"
24"	12	"	12	"	4	"	2	"	2	"
30"	10	1"	10	1"	3	1"	2	1"	2	1"
36"	15	"	15	"	5	"	2	"	2	"
42"	12	1 1/4"	12	1 1/4"	4	1 1/4"	2	1 1/4"	2	1 1/4"
48"	16	"	16	"	5	"	2	"	2	"
54"	20	"	20	"	6	"	2	"	2	"

VALVE BOX DEBRIS COVER

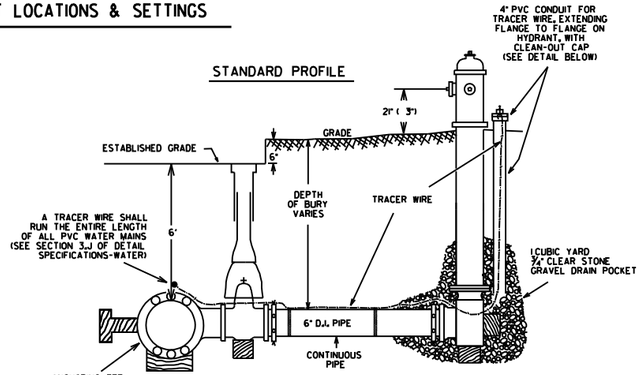


HYDRANT LOCATIONS & SETTINGS

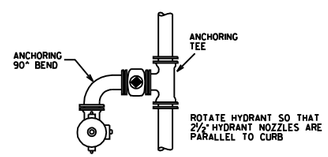
STANDARD PLAN



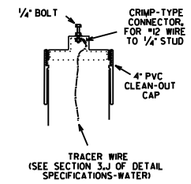
STANDARD PROFILE



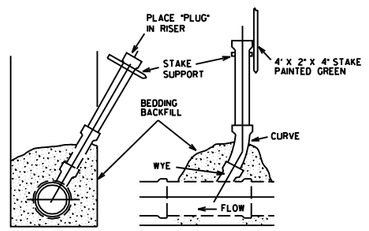
ALTERNATE PLAN



TRACER WIRE ACCESS CAP DETAIL



HOUSE RISER DETAIL

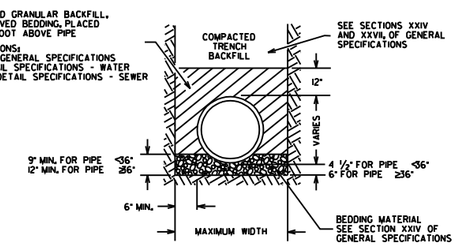


THE TOP OF THE RISER SHALL HAVE A MAXIMUM DEPTH OF 10', AND A MINIMUM DEPTH OF 9' AT THE PROPERTY LINE

WATER AND SANITARY SEWER MAIN TRENCH DETAIL

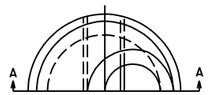
COMPACTED GRANULAR BACKFILL, OR APPROVED BEDDING, PLACED TO ONE FOOT ABOVE PIPE

SEE SECTIONS:
-XXIV OF GENERAL SPECIFICATIONS
-3.B DETAIL SPECIFICATIONS - WATER
-IX & X, DETAIL SPECIFICATIONS - SEWER

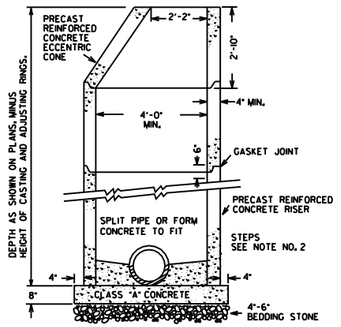


SEE SECTION 3.C DETAIL SPECIFICATIONS - WATER AND SEE SECTION XIII DETAIL SPECIFICATIONS - SEWER

SANITARY MANHOLE TYPE A



HALF PLAN VIEW

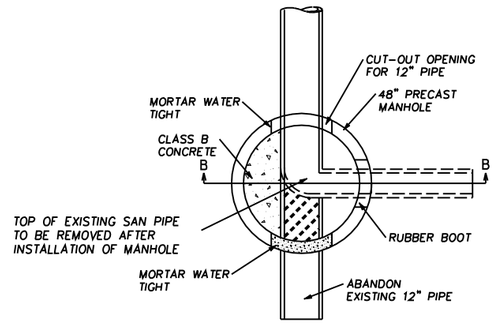


SECTION A-A

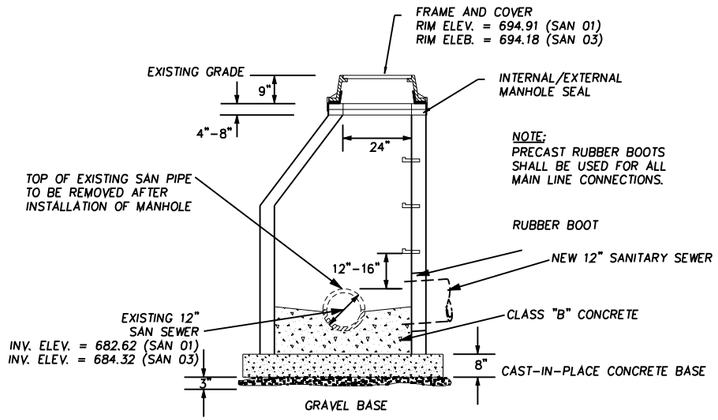
PIPE DIAMETER	MANHOLE DIAMETER	WALL THICKNESS
8" THRU 27"	4' - 0"	4"
30"	4' - 0"	5"
36"	5' - 0"	6"
30"	6' - 0"	7"

SADDLE MANHOLE

DETAIL FOR MANHOLE
AT STA 291+83, 235' LT
AND STA 287+32, 235' LT



PLAN VIEW

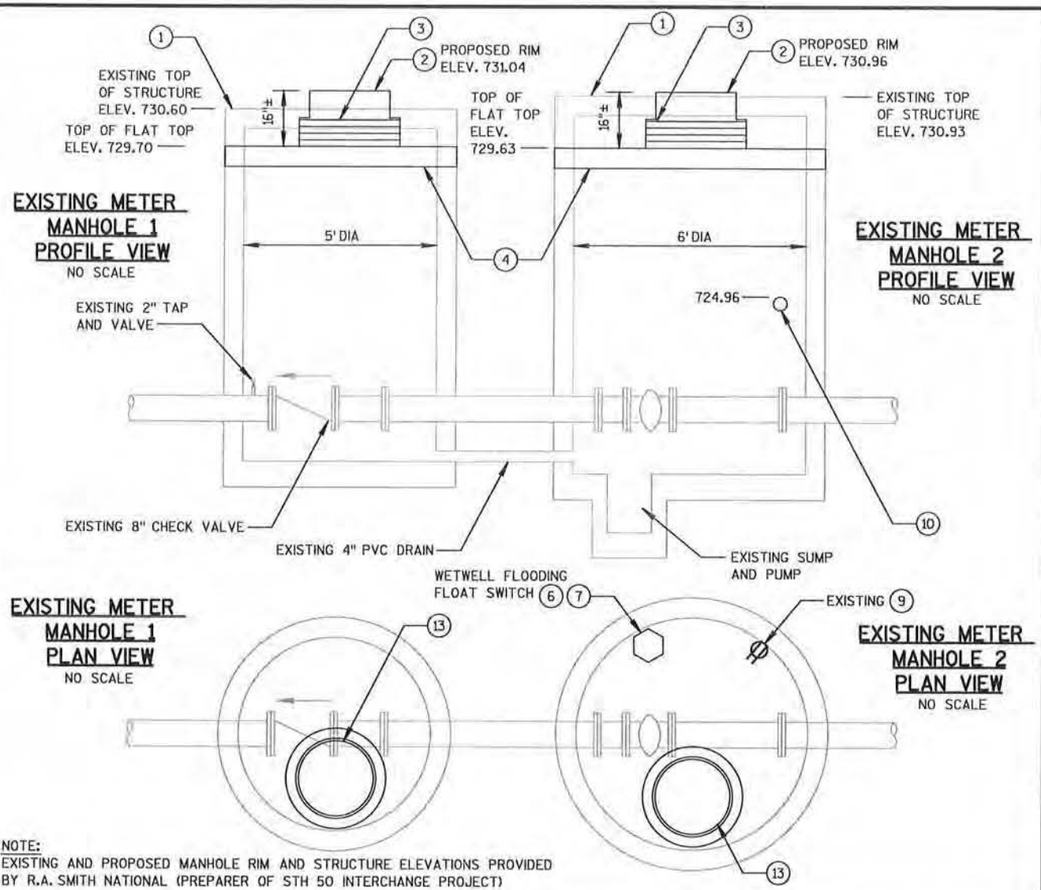


SECTION B-B

CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

1. MANHOLES SHALL BE CONSTRUCTED OF CONCRETE BLOCK, PRECAST REINFORCED CONCRETE, OR BRICK. INSIDE DIMENSIONS SHALL BE AS SHOWN ON DRAWING.
2. ALL MANHOLES SHALL BE PROVIDED WITH STEPS SPACED 16" ON CENTER AS FOLLOWS:
   BLOCK MANHOLES-NEENAH R1981-G OR EQUAL
   PRECAST MANHOLES-NEENAH R1980-C OR EQUAL
3. ALL MANHOLES SHALL CONFORM TO C478 ASTM AND AS SHOWN ON THE ABOVE DETAILS.



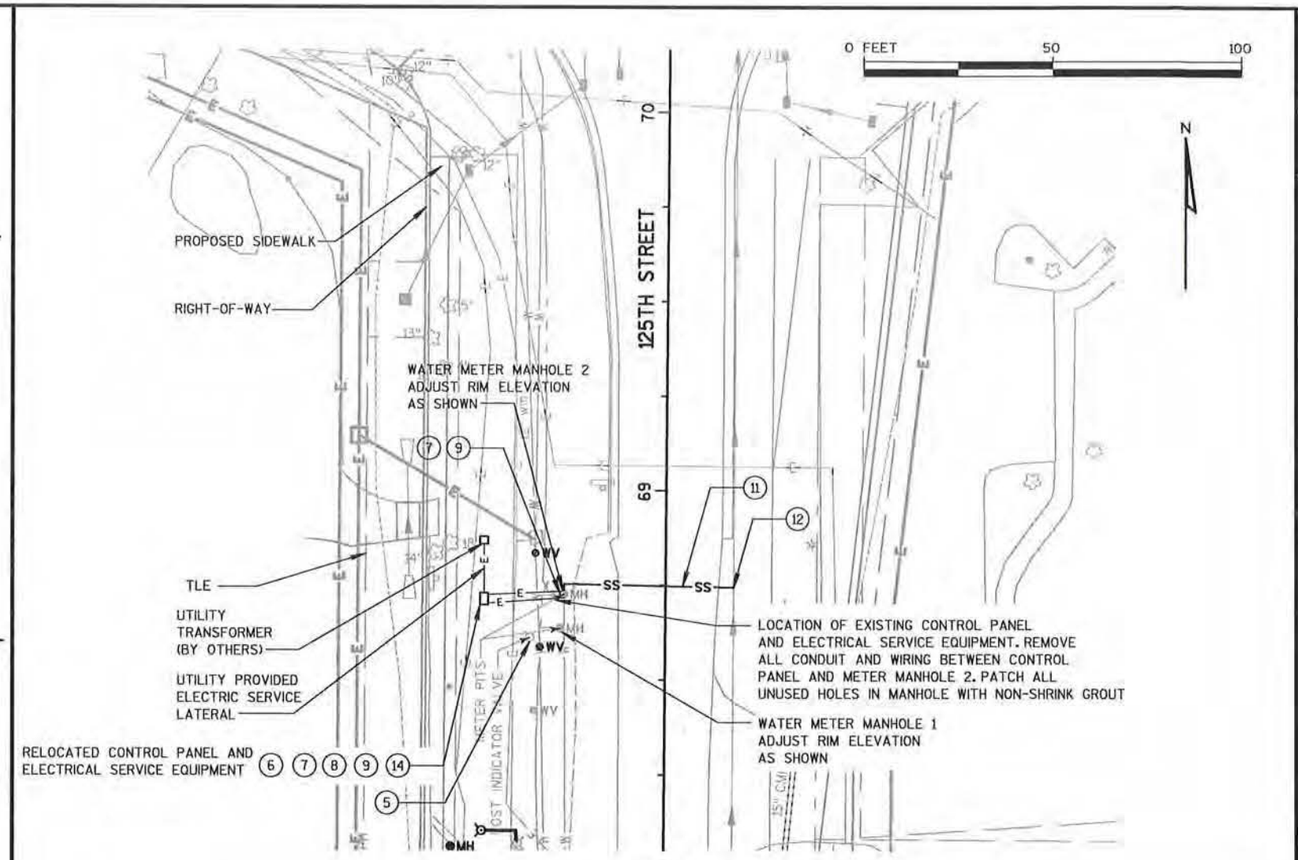
EXISTING METER MANHOLE 1 PROFILE VIEW
NO SCALE

EXISTING METER MANHOLE 2 PROFILE VIEW
NO SCALE

EXISTING METER MANHOLE 1 PLAN VIEW
NO SCALE

EXISTING METER MANHOLE 2 PLAN VIEW
NO SCALE

NOTE:
EXISTING AND PROPOSED MANHOLE RIM AND STRUCTURE ELEVATIONS PROVIDED BY R.A. SMITH NATIONAL (PREPARER OF STH 50 INTERCHANGE PROJECT)



PLAN VIEW

KEY NOTES:

1. REMOVE THE EXISTING FLAT TOP SLAB WITH ACCESS PANEL AND CONCRETE TO THE REQUIRED DEPTH. SAW CUT OR REMOVE BARREL SECTIONS AS REQUIRED. RELOCATE ACCESS PANEL AS SHOWN.
2. PROVIDE NEW 30" CAST IRON CASTING FOR BOTH MANHOLE 1 AND MANHOLE 2.
3. PROVIDE CONCRETE ADJUSTING RINGS AND INTERNAL CHIMNEY SEALS. CHIMNEY SEALS SHALL HAVE A MINIMUM THICKNESS OF 3/16 INCHES AND A MINIMUM UNSTRETCHED WIDTH OF 8 INCHES CONFORMING TO ASTM C923.
4. FLAT TOP SLABS SHALL BE PROVIDED FOR EACH MANHOLE AT THE ELEVATIONS SHOWN ABOVE. ALL FLAT TOP SLABS SHALL BE H-20 TRAFFIC RATED. SEAL FLAT TOP SLAB TO WALL JOINT WITH TWO 3/4" BUTYL JOINT SEALANT STRIPS FOR A WATER TIGHT SEAL. SEAL EXTERIOR JOINT WITH SILICONE SEALANT.
5. THE EXISTING POST INDICATOR SHALL BE REMOVED AND DISPOSED OF OFF-SITE. IT SHALL BE REPLACED WITH A CAST IRON VALVE BOX CONFORMING TO ASTM A48 SET TO MATCH PLANNED FINISHED GRADE ELEV. 731.05
6. SEE SPV.0105.509 FOR ADDITIONAL INFORMATION CONCERNING THE FLOODING ALARM FLOAT AND FLOODING ALARM LIGHT.
7. PROVIDE NEW HIGH WATER LEVEL ALARM FLOAT IN EXISTING METER MANHOLE 2. FLOAT SHALL BE MOUNTED SUCH THAT THE HIGH WATER LEVEL ALARM LIGHT IS ENERGIZED IN THE EVENT WATER LEVEL RISES 6" ABOVE THE BOTTOM OF MANHOLE. PROVIDE A NEMA 4X PVC JUNCTION BOX AND PVC PIPING SUCH THAT THE FLOAT SWITCH IS MOUNTED A MINIMUM OF 20" BELOW THE JUNCTION BOX. PROVIDE 2-#12 WIRE IN 3/4" CONDUIT FROM THE LIGHTING PANEL IN THE CONTROL PANEL TO THE FLOAT SWITCH JUNCTION BOX AND FROM THE FLOAT SWITCH JUNCTION BOX TO THE FLOODING ALARM LIGHT ON THE CONTROL PANEL FOR CONTROL OF THE FLOODING ALARM LIGHT.
8. PROVIDE NEW METER PEDESTAL ON THE BACK OF RELOCATED CONTROL PANEL. COORDINATE LOCATION OF METER PEDESTAL WITH WE ENERGIES - ELECTRIC OPERATIONS.
9. PROVIDE 2-#12 WIRES PLUS #12 GROUND WIRES IN 3/4" CONDUIT FROM EXISTING SUMP PUMP RECEPTACLE IN MANHOLE TO EXISTING 20/1 LIGHTING PANEL LOCATED IN CONTROL PANEL. LOCATION AND ELEVATION OF EXISTING SUMP PUMP RECEPTACLE SHALL BE VERIFIED ON-SITE.
10. CORE A HOLE FOR 1 1/4" SCHEDULE 40 PVC SUMP PUMP DISCHARGE AND SEAL WITH GROUT. THE TOP OF THE PENETRATION HOLE SHALL BE AT ELEVATION 724.96. INSTALL A 1 1/4" CHECK VALVE IN PUMP DISCHARGE LINE.
11. INSTALL 48 LF OF 1 1/4" SCHEDULE 40 PVC. NO DIPS SHALL BE PRESENT IN THE DISCHARGE PIPE. THE PIPE SHALL BE BEDDED WITH 4" OF 3/8" CLEAR STONE AND COVERED WITH AN ADDITIONAL 12" OF 3/8" CLEAR STONE. ALL ADDITIONAL BACKFILL SHALL BE NATIVE. FOLLOW VILLAGE OF BRISTOL WATER MAIN INSTALLATION REQUIREMENTS FOR INSULATION AND BURY DEPTH REQUIREMENTS.
12. INSERT THE DISCHARGE OF THE SUMP PUMP DISCHARGE LINE INTO THE NEW 18" RCP STORM SEWER. THE PIPE PENETRATION SHALL BE GROUTED TO FORM A WATER TIGHT SEAL.
13. LOCATE NEW ACCESS CASTINGS AT EXISTING STAIR LOCATIONS.
14. PROVIDE EQUIPMENT PAD FOR INSTALLATION OF RELOCATED CONTROL PANEL. EQUIPMENT PAD SHALL EXTEND A MINIMUM OF 4'-0" IN FRONT OF THE CONTROL PANEL. PROVIDE STAINLESS STEEL ANCHORS AS REQUIRED FOR MOUNTING THE CONTROL PANEL TO THE EQUIPMENT PAD.
15. PROVIDE A JUNCTION BOX ON THE SIDE OF THE CONTROL PANEL FOR RELOCATION OF THE EXISTING COMPOUND METER DATA COLLECTOR TOUCHPADS (QTY. OF 2). EXISTING TOUCHPADS SHALL BE RELOCATED FROM THE EXISTING CONTROL PANEL TO THE JUNCTION BOX DOOR AND ASSOCIATED WIRING SHALL BE TERMINATED ON TERMINAL STRIPS WITHIN THE JUNCTION BOX. PROVIDE 6-#16 WIRES (2-SPARES) IN 3/4" CONDUIT FROM JUNCTION BOX TO EXISTING COMPOUND METER IN METER MANHOLE 2.

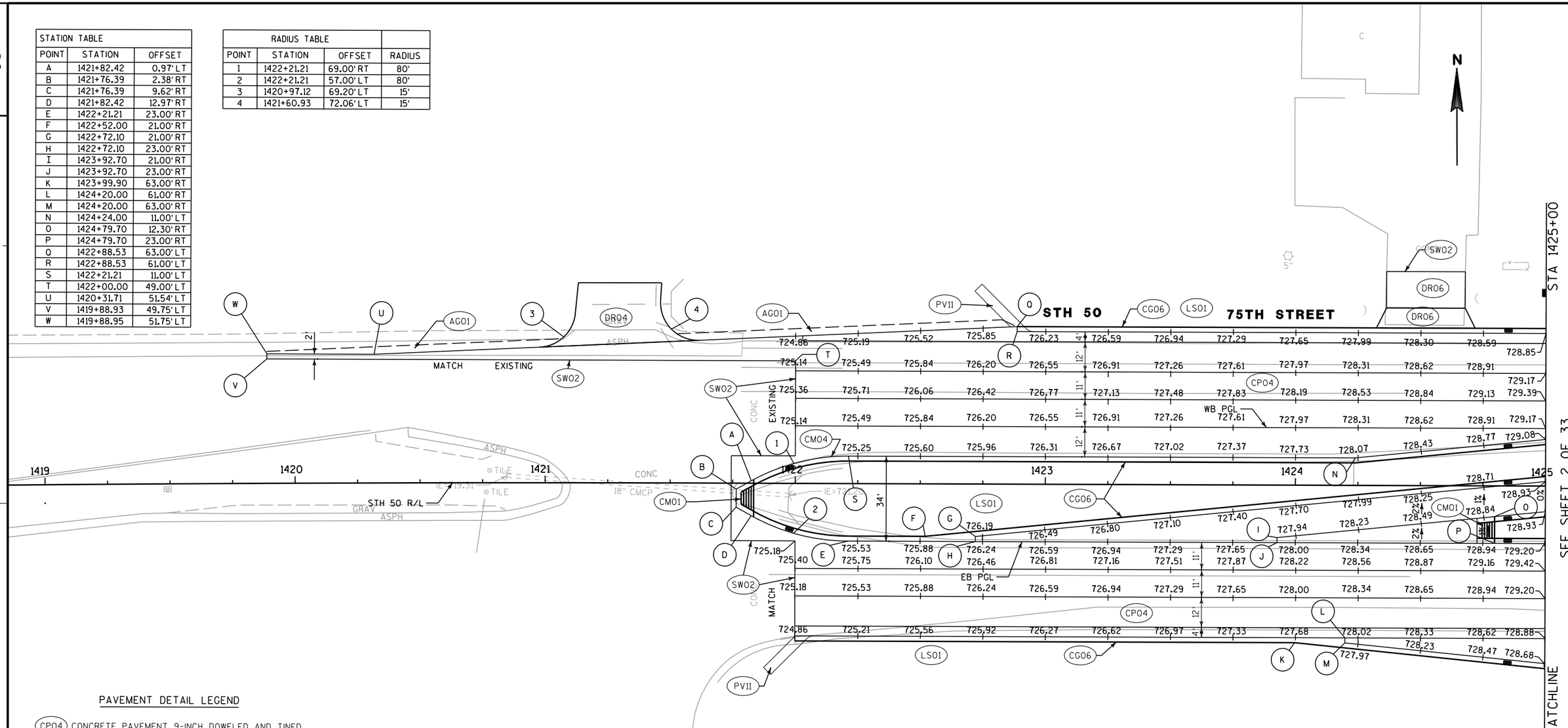
WISCONSIN
JEFFREY S. RAU
E-37604
MADISON, WI
PROFESSIONAL ENGINEER
7/13/12

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : s:\mad\1400--1499\1455\026\Micros\STH50-I94 Reference Files\Plan\Water Main\021001_cd.dgn PLOT DATE : 7/13/2012 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATION TABLE		
POINT	STATION	OFFSET
A	1421+82.42	0.97' LT
B	1421+76.39	2.38' RT
C	1421+76.39	9.62' RT
D	1421+82.42	12.97' RT
E	1422+21.21	23.00' RT
F	1422+52.00	21.00' RT
G	1422+72.10	21.00' RT
H	1422+72.10	23.00' RT
I	1423+92.70	21.00' RT
J	1423+92.70	23.00' RT
K	1423+99.90	63.00' RT
L	1424+20.00	61.00' RT
M	1424+20.00	63.00' RT
N	1424+24.00	11.00' LT
O	1424+79.70	12.30' RT
P	1424+79.70	23.00' RT
Q	1422+88.53	63.00' LT
R	1422+88.53	61.00' LT
S	1422+21.21	11.00' LT
T	1422+00.00	49.00' LT
U	1420+31.71	51.54' LT
V	1419+88.93	49.75' LT
W	1419+88.95	51.75' LT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1422+21.21	69.00' RT	80'
2	1422+21.21	57.00' LT	80'
3	1420+97.12	69.20' LT	15'
4	1421+60.93	72.06' LT	15'



PAVEMENT DETAIL LEGEND

- (CPO4) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (AGO1) BASE AGGREGATE DENSE 3/4-INCH
- (PV11) CONCRETE SURFACE DRAINS
- (CGO6) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CMO1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CMO4) MAINTENANCE OPENING
- (DRO4) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (DRO6) CONCRETE DRIVEWAY 7-INCH
- (SWO1) SAWING ASPHALT
- (SWO2) SAWING CONCRETE
- (LSO1) SOD LAWN

SHEET 1 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 64	E

FILE NAME : T:\1012708\sheets\71_STH50\PAVING\021101_id.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1426+84.41	63.00' LT	---
B	1427+01.19	63.00' LT	730.10
C	1427+01.19	61.00' LT	730.02
D	1427+87.47	73.35' LT	729.76
E	1429+63.02	84.54' LT	728.64
F	1430+20.75	73.00' LT	728.16
G	1430+82.10	63.00' RT	---
H	1430+65.32	63.00' RT	727.81
I	1430+65.32	61.00' RT	722.85
J	1429+79.04	73.35' RT	728.55
K	1428+03.19	84.48' RT	729.49
L	1427+45.78	73.00' RT	729.82
M	1425+20.00	73.00' RT	728.83
N	1425+24.00	23.00' LT	729.40
O	1425+24.00	21.00' LT	729.36
P	1425+44.10	21.00' LT	---
Q	1426+12.10	13.00' LT	729.89

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
R	1426+12.70	1.00' LT	729.78
S	1428+07.75	23.00' LT	730.27
T	1428+07.75	21.00' LT	730.25
U	1428+11.41	20.28' LT	730.24
V	1428+10.54	13.00' LT	730.17
W	1429+63.98	13.00' RT	729.24
X	1429+63.11	20.28' RT	729.31
Y	1429+66.77	21.00' RT	729.28
Z	1429+66.77	23.00' RT	729.30
AA	72+23.84	65.05' LT	---
BB	72+39.15	63.34' LT	729.06
CC	72+39.15	24.00' LT	729.85
DD	72+39.15	12.00' LT	729.76
EE	72+39.15	0'	729.57
FF	72+39.15	12.00' RT	729.78
GG	72+39.15	40.00' RT	729.22
HH	71+76.55	0'	---

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
II	71+75.37	6.89' RT	---
JJ	71+86.22	10.00' RT	---
KK	71+86.22	12.00' RT	---
LL	71+81.90	8.84' RT	---
MM	69+87.69	52.00' LT	729.31
NN	69+87.69	24.00' LT	729.87
OO	70+40.63	24.00' LT	---
PP	70+40.63	22.00' LT	---
QQ	70+51.47	18.89' LT	---
RR	70+50.29	12.00' LT	729.81
SS	70+44.71	20.92' LT	---
TT	69+87.69	12.00' LT	729.66
UU	69+87.69	0'	729.88
VV	69+87.69	12.00' RT	729.69
WW	69+87.69	51.34' RT	728.91
XX	70+03.00	53.05' RT	728.84

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	71+93.42	20.00' LT	2'*
2	71+93.42	16.00' LT	2'*
3	72+03.42	63.00' LT	75'
4	1427+90.26	52.00' RT	73'*
5	1428+35.26	3.00' RT	2'*
6	1428+35.26	19.00' RT	2'*

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
7	1429+31.26	19.00' LT	2'*
8	1429+31.26	3.00' LT	2'*
9	1429+84.26	52.00' LT	73'*
10	70+23.42	51.00' RT	75'
11	70+33.42	4.00' RT	2'*
12	70+33.42	8.00' RT	2'*

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

** DEPRESS SIDEWALK, TRANSITION OVER 6'-0" MIN, 12H:1V MAX SLOPE

SEE SHEET 22 OF 33

SEE SHEET 1 OF 33

SEE SHEET 5 OF 33

SEE SHEET 21 OF 33

MATCHLINE

STA 73+00

STA 1425+00

STA 1431+00

STA 69+75

125TH AVENUE

STH 50

75TH STREET

STH 50 R/L

EB PGL

SB PGL

NB PGL

WB PGL

125TH AVE R/L

WEST FRONTAGE ROAD

STA 1427+82.47, 115.05' LT=
STA 72+28.48, 106.79' LT
42'R

STA 1429+71.26, 125.73' LT=
STA 72+39.15, 82.00' RT
42'R

STA 1427+94.95, 125.67' RT=
STA 69+87.75, 94.31' LT
42'R

STA 1429+84.05, 115.05' RT=
STA 69+98.37, 94.79' RT
42'R

+01.34
83.00' LT

CURB RAMP TYPE 1A

CURB RAMP TYPE 1A

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- AP10 HMA PAVEMENT TYPE E-1, 5 1/2-INCH
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG12 CURB RAMP TYPE 1
- CG13 CURB RAMP TYPE 5
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

SEE ISLAND DETAIL

CURB RAMP DETECTABLE WARNING FIELD YELLOW

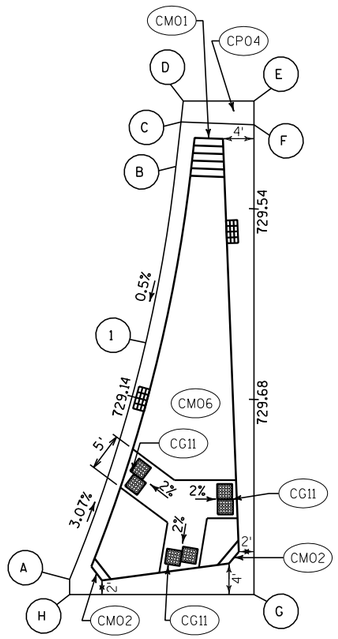
SHEET 2 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 65	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021102_id.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

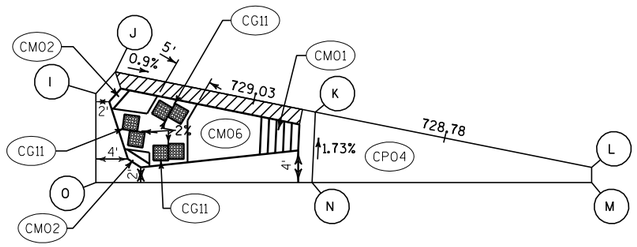
STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	71+76.42	64.17' LT	729.91
B	72+30.56	50.21' LT	729.30
C	72+36.39	49.57' LT	729.33
D	72+39.14	49.24' LT	729.34
E	72+39.15	40.00' LT	729.53
F	72+36.04	40.00' LT	729.53
G	71+74.42	40.00' LT	729.94
H	71+74.42	64.17' LT	729.98
I	1429+29.26	72.64' LT	729.27
J	1429+31.79	75.49' LT	729.20
K	1429+58.01	70.25' LT	728.96
L	1429+94.26	63.00' LT	728.66
M	1429+94.26	61.00' LT	728.70
N	1429+57.60	61.00' LT	729.12
O	1429+29.26	61.00' LT	729.45

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	72+52.42	247' LT	198'



WEST FRONTAGE ROAD/
125TH AVENUE

72



1428

STH 50

1429

1430

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CG11 CURB RAMP TYPE 6
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM06 CONCRETE SAFETY ISLAND
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- REJECT CURB AND GUTTER

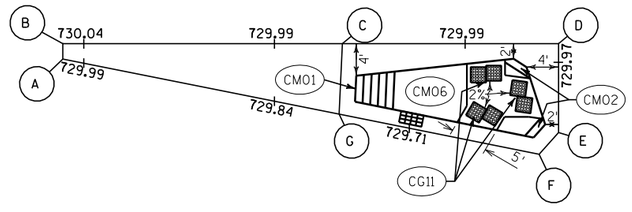
N

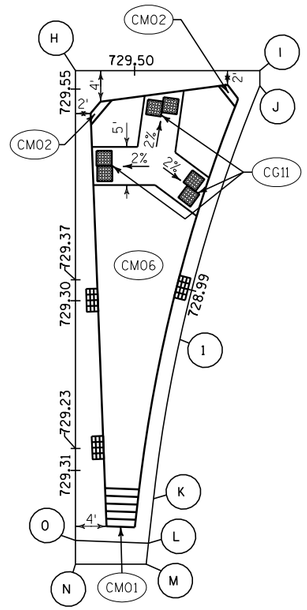
CONCRETE
SAFETY ISLAND DETAIL
125TH AVENUE

SHEET 3 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 66	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021103_id.DGN PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42





WEST FRONTAGE ROAD/
125TH AVENUE

71

70

CONCRETE
SAFETY ISLAND DETAIL
125TH AVENUE

N

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1427+72.26	63.00' RT	730.00
B	1427+72.26	61.00' RT	730.04
C	1428+08.92	61.00' RT	729.99
D	1428+37.26	61.00' RT	729.98
E	1428+37.26	72.64' RT	729.82
F	1428+34.73	75.49' RT	729.80
G	1428+08.50	70.25' RT	729.77
H	70+52.42	28.00' RT	729.56
I	70+52.42	52.17' RT	729.32
J	70+50.42	52.17' RT	729.30
K	69+96.29	38.21' RT	729.12
L	69+90.46	37.57' RT	729.19
M	69+87.69	37.26' RT	729.19
N	69+87.69	28.00' RT	729.37
O	69+90.80	28.00' RT	729.35

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	69+74.42	235' RT	198'

PAVEMENT DETAIL LEGEND

- (CG11) CURB RAMP TYPE 6
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM06) CONCRETE SAFETY ISLAND
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 67	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021104_id.DGN PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

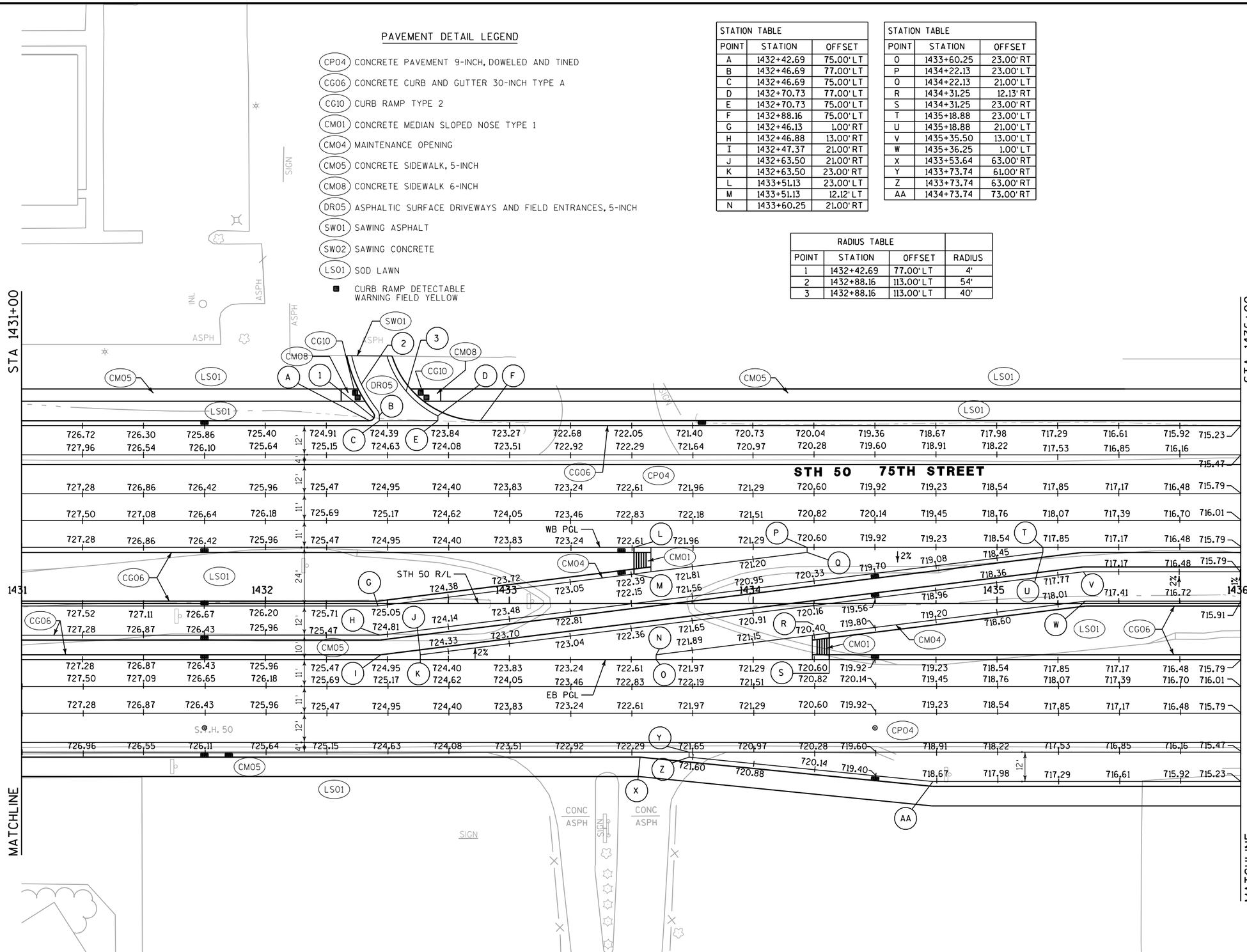
PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN
- ■ CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION TABLE		
POINT	STATION	OFFSET
A	1432+42.69	75.00' LT
B	1432+46.69	77.00' LT
C	1432+46.69	75.00' LT
D	1432+70.73	77.00' LT
E	1432+70.73	75.00' LT
F	1432+88.16	75.00' LT
G	1432+46.13	1.00' RT
H	1432+46.88	13.00' RT
I	1432+47.37	21.00' RT
J	1432+63.50	21.00' RT
K	1432+63.50	23.00' RT
L	1433+51.13	23.00' LT
M	1433+51.13	12.12' LT
N	1433+60.25	21.00' RT

STATION TABLE		
POINT	STATION	OFFSET
O	1433+60.25	23.00' RT
P	1434+22.13	23.00' LT
Q	1434+22.13	21.00' LT
R	1434+31.25	12.13' RT
S	1434+31.25	23.00' RT
T	1435+18.88	23.00' LT
U	1435+18.88	21.00' LT
V	1435+35.50	13.00' LT
W	1435+36.25	1.00' LT
X	1433+53.64	63.00' RT
Y	1433+73.74	61.00' RT
Z	1433+73.74	63.00' RT
AA	1434+73.74	73.00' RT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1432+42.69	77.00' LT	4'
2	1432+88.16	113.00' LT	54'
3	1432+88.16	113.00' LT	40'



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 68	E

SEE SHEET 28 OF 33

MATCHLINE STA 412+75

123RD AVENUE

STA 1436+58.37, 115.00'LT=
STA 412+16.48, 100.79'LT
42'R

STA 1438+46.57, 134.90'LT=
STA 412+37.13, 87.32'RT
52'R

CURB RAMP TYPE 1-A

STH 50

75th STREET

WB PGL

EB PGL

STH 50 R/L

SB PGL

NB PGL

123RD AVE R/L

STA 1436+00

STA 1442+00

MATCHLINE STA 501+50

122ND AVENUE

122ND AVE R/L

SEE SHEET 28 OF 33

SEE SHEET 5 OF 33

SEE SHEET 10 OF 33

STA 1436+81.26, 126.80'RT=
STA 409+83.90, 90.31'LT
42'R

CURB RAMP TYPE 1-A

STA 1438+61.69, 120.98'RT=
STA 409+70.78, 89.73'RT
47'R

123RD AVENUE

STA 409+25

MATCHLINE

SEE SHEET 27 OF 33

PAVEMENT DETAIL LEGEND

- CPO4 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CGO6 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CGO7 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG10 CURB RAMP TYPE 2
- CG12 CURB RAMP TYPE 1
- CG13 CURB RAMP TYPE 5
- CG23 CONCRETE CURB PEDESTRIAN
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

SEE ISLAND DETAIL

CURB RAMP DETECTABLE WARNING FIELD YELLOW

REJECT CURB AND GUTTER

NOTE :
** DEPRESS SIDEWALK, TRANSITION OVER 6'-0" MIN, 12H:1V MAX SLOPE

N

SHEET 6 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 69	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021106_id.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1436+58.37	73.00' LT	---
B	1436+86.41	23.00' LT	---
C	1436+86.41	21.00' LT	---
D	1436+90.12	20.36' LT	---
E	1436+89.37	13.00' LT	---
F	1436+25.10	73.00' RT	714.54
G	1436+89.33	85.58' RT	712.77
H	412+08.26	59.60' LT	711.95
I	412+30.60	55.14' LT	711.38
J	412+30.60	24.00' LT	710.99
K	412+30.60	12.00' LT	710.84
L	412+30.60	0'	710.60
M	412+30.60	12.00' RT	710.42
N	412+30.60	24.00' RT	710.82
O	412+30.60	35.74' RT	709.95
P	411+74.43	12.00' RT	---
Q	411+74.43	10.00' RT	---
R	411+70.11	8.85' RT	---
S	411+63.59	6.89' RT	---
T	411+64.76	0'	711.25
U	410+32.47	0'	---
V	410+33.64	6.89' LT	---
W	410+26.89	8.92' LT	---
X	410+22.80	12.00' LT	---
Y	410+22.80	10.00' LT	---
Z	409+88.90	48.61' LT	711.33
AA	409+88.97	36.00' LT	711.11
BB	409+89.03	24.00' LT	710.89
CC	409+89.09	12.00' LT	710.68
DD	409+89.09	0'	710.49
EE	409+89.02	12.00' RT	710.22
FF	409+29.09	0'	---
GG	409+42.40	36.00' RT	---
HH	409+80.14	43.68' RT	---

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
II	409+88.82	46.34' RT	709.50
JJ	1437+58.80	23.00' LT	---
KK	1437+61.13	23.00' RT	---
LL	1438+35.43	14.10' RT	---
MM	1438+34.70	21.40' RT	---
NN	1438+37.54	23.90' RT	---
OO	1438+37.56	21.90' RT	---
PP	1438+56.64	74.25' RT	---
QQ	1438+86.25	74.51' LT	707.36
RR	1439+41.04	65.13' RT	706.05
SS	1439+41.06	63.13' RT	706.09
TT	1439+57.82	65.33' RT	---
UU	1440+28.81	66.17' RT	---
VV	1440+48.93	64.41' RT	---
WW	1440+48.91	66.41' RT	---
XX	1441+48.78	77.59' RT	---
YY	1441+44.66	27.54' RT	---
ZZ	1441+44.69	25.54' RT	---
AAA	1440+24.10	24.11' RT	---
BBB	1440+24.07	26.11' RT	---
CCC	1440+04.00	23.87' RT	---
DDD	1440+15.75	11.97' RT	---
EEE	1440+14.27	12.02' LT	---
FFF	1440+47.23	15.71' LT	---
GGG	1440+47.10	26.41' LT	---
HHH	1441+34.12	25.43' LT	---
III	1441+34.10	27.43' LT	---
JJJ	1440+66.23	76.64' LT	---
KKK	1441+30.23	65.39' LT	---
LLL	1441+30.21	67.39' LT	---
MMM	1441+42.59	67.62' LT	---
NNN	1441+54.49	65.68' LT	700.22
OOO	1441+54.47	67.68' LT	700.25
PPP	500+97.11	0'	700.99

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
QQQ	501+22.61	24.65' RT	---
RRR	501+28.09	24.00' RT	---
SSS	501+28.09	0'	---
TTT	501+32.04	0'	---
UUU	501+35.92	3.03' LT	---

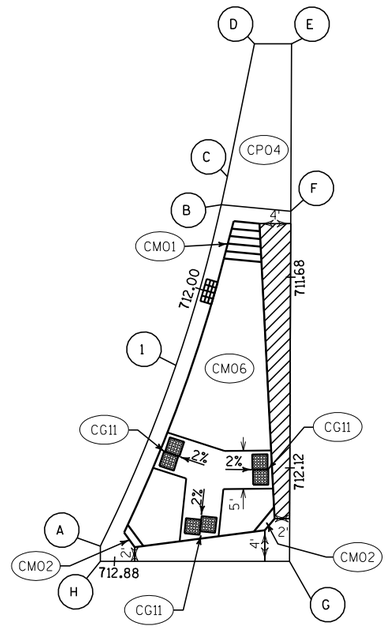
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1436+66.27	77.00' RT	98' *
2	1437+10.96	3.00' RT	2' *
3	1437+10.96	19.00' RT	2' *
4	1438+59.01	75.85' LT	98' *
5	1437+99.51	13.48' LT	2' *
6	1437+99.44	19.48' LT	2' *
7	411+91.63	63.00' LT	75'
8	410+05.60	63.00' RT	75'
9	1441+42.88	69.60' LT	2' *
10	500+97.11	32.00' RT	32'
11	501+32.04	4.00' LT	4'
12	501+28.76	76.29' RT	52'

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

SHEET 7 OF 33

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	411+64.64	60.79' LT	712.88
B	412+09.47	45.12' LT	711.72
C	412+13.17	44.35' LT	711.63
D	412+30.60	40.87' LT	711.20
E	412+30.60	36.00' LT	711.14
F	412+08.65	36.00' LT	711.53
G	411+62.74	36.00' LT	712.25
H	411+62.64	60.79' LT	712.92
I	1437+97.48	75.96' LT	710.11
J	1438+23.75	71.02' LT	709.33
K	1438+59.75	64.24' LT	708.29
L	1438+59.78	62.20' LT	708.31
M	1438+23.43	61.77' LT	709.40
N	1437+94.94	61.43' LT	710.26
O	1437+94.99	73.13' LT	710.19

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	412+51.93	238.52' LT	198'



123RD AVENUE

412

STH 50

1437

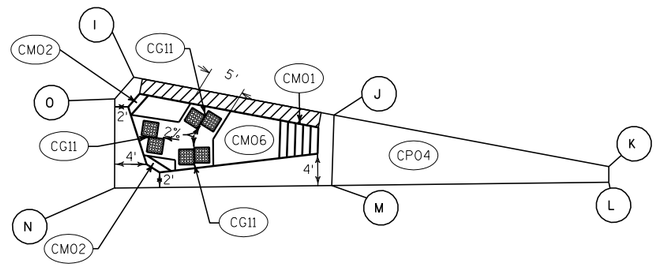
1438

1439

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CG11 CURB RAMP TYPE 6
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM06 CONCRETE SAFETY ISLAND
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- REJECT CURB AND GUTTER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

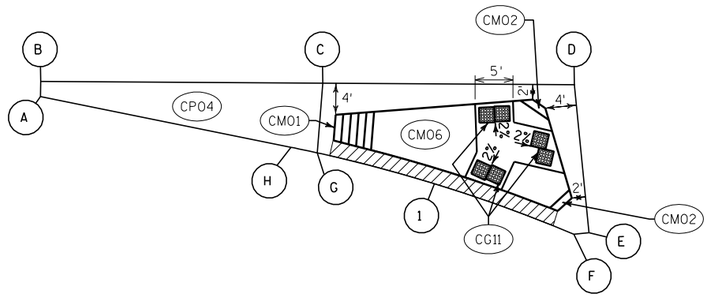
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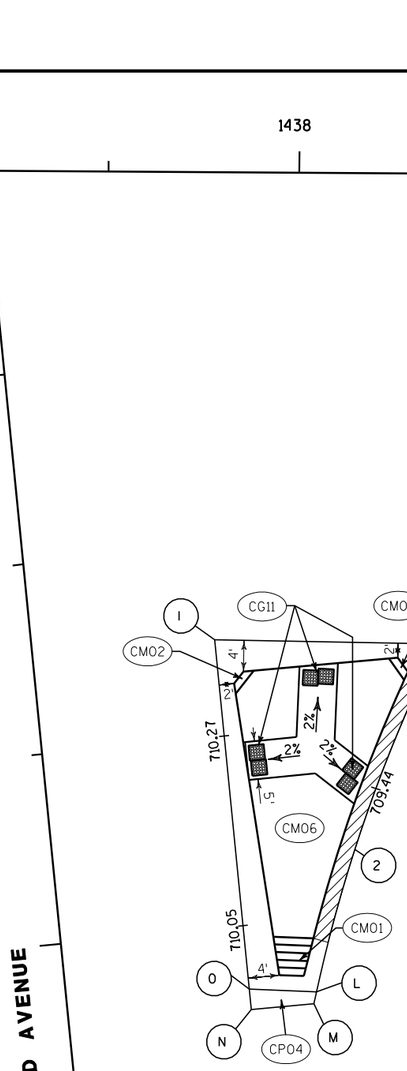


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 71	E

1436 1437 STH 50 1438 1439

2





123RD AVENUE

N

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1436+46.88	63.00' RT	714.14
B	1436+46.88	61.00' RT	714.18
C	1436+83.88	61.00' RT	713.27
D	1437+16.87	61.00' RT	712.42
E	1437+18.91	80.38' RT	712.19
F	1437+16.92	80.59' RT	712.24
G	1436+83.22	70.15' RT	713.16
H	1436+79.76	69.44' RT	713.25
I	410+37.68	24.00' RT	710.41
J	410+34.37	52.18' RT	709.58
K	410+32.38	51.95' RT	709.57
L	409+90.43	32.75' RT	709.77
M	409+88.90	32.26' RT	709.79
N	409+88.95	24.00' RT	709.95
O	409+91.64	24.00' RT	709.71

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1436+41.70	263.75' RT	198'
2	409+29.55	221.15' RT	198'

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CG11 CURB RAMP TYPE 6
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM06 CONCRETE SAFETY ISLAND
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- REJECT CURB & GUTTER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

SHEET 9 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 72	E

SEE SHEET 30 OF 33

SEE SHEET 6 OF 33

SEE SHEET 12 OF 33

MATCHLINE

STA 287+00'NW'

STA 1442+00

STA 1448+00

STH 50

75TH STREET

RAMP NW

IH 94

STA 1444+26.11, 125.89'LT=
STA 286+86.50, 80.77'LT
45'R

STA 1445+53.69, 80.00'LT=
STA 286+38.39, 46.00'RT
10'R

STA 1445+48.47, 80.00'RT=
STA 284+84.57, 38.00'RT
10'R

STA 1444+58.49, 139.01'RT=
STA 284+27.14, 53.00'LT
45'R

STA 284+00'SW'

RAMP SW

15' JOINT SPACING (MAX)

WB PGL

EB PGL

STH 50 R/L

DRIVEWAY CURB CUT REQUIRED

PROPOSED CURB & GUTTER LESS THAN 2' FROM TEMPORARY SIGNAL POLE

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A OVER 10'

SEE SHEET 29 OF 33

STATION TABLE		
POINT	STATION	OFFSET
A	1442+09.54	78.33'LT
B	1442+54.69	28.86'LT
C	1442+54.71	26.86'LT
D	1442+64.37	2.95'RT
E	1442+65.28	26.97'RT
F	1442+65.25	28.97'RT
G	1443+75.28	30.28'LT
H	1443+75.30	28.28'LT
I	1443+95.40	28.52'LT
J	1444+26.64	80.89'LT
K	1445+20.52	32.00'LT
L	1444+83.83	29.55'RT
M	1444+83.81	31.55'RT
N	1445+21.64	32.00'RT
O	1443+90.79	80.45'RT
P	1444+66.82	94.79'RT
Q	1445+48.47	70.00'RT
R	1445+99.49	32.00'RT
S	1445+99.49	30.00'RT
T	1445+77.73	30.00'LT
U	1445+77.73	32.00'LT
V	1445+53.69	70.00'LT
W	1447+00.94	32.00'LT

STATION TABLE		
POINT	STATION	OFFSET
X	1447+00.94	30.00'LT
Y	1447+63.29	70.00'LT
Z	1447+63.29	32.00'LT
AA	1447+97.33	30.00'RT
BB	1447+97.33	32.00'RT
CC	1447+63.25	32.00'RT
DD	1447+63.20	70.00'RT
EE	284+27.14'SW'	8.00'LT
FF	284+84.57'SW'	28.00'RT
GG	286+78.68'NW'	36.45'LT
HH	286+38.39'NW'	36.00'RT
II	1445+77.57	6.00'RT
JJ	1445+75.52	1.02'LT
KK	1445+82.24	2.98'LT
LL	1446+03.29	6.00'LT
MM	1447+67.33	6.00'RT
NN	1447+88.38	2.98'RT
OO	1447+95.10	1.02'RT
PP	1447+93.05	6.00'LT

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP08 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG12 CURB RAMP TYPE 1
- CG13 CURB RAMP TYPE 5
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM03 CONCRETE CORRUGATED MEDIAN
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN
- BG04 MGS GUARDRAIL TERMINAL EAT

SEE ISLAND DETAIL

XXX.XXG GUTTER FLOWLINE GRADE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

NOTE : SEE ALIGNMENT PLAN FOR SUPERELEVATION AND PAVEMENT WARPING DETAILS

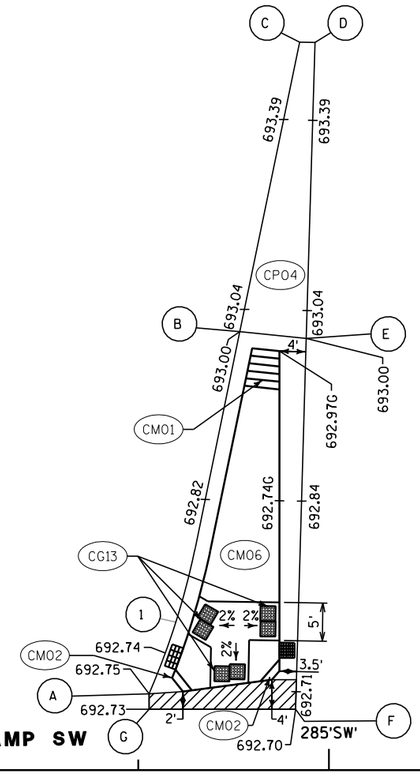
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1444+96.60	27.72'LT	2'*
2	1444+97.11	1.71'RT	2'*
3	1446+03.29	69.00'RT	75'
4	1447+67.33	69.00'LT	75'

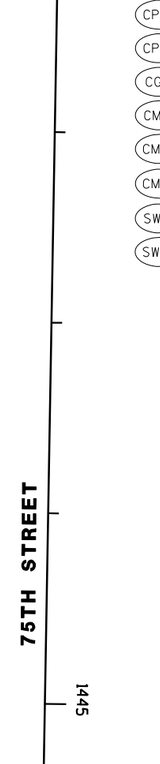
NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

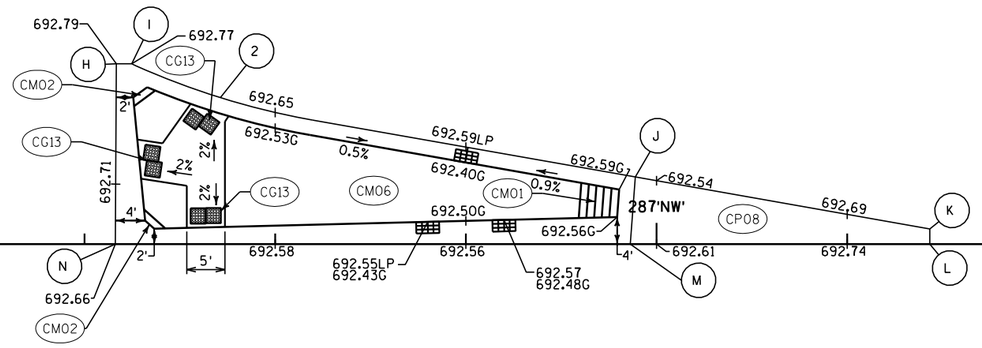
SHEET 10 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 73	E

FILE NAME : t:\1012708\sheets\71_STH50\PAVING\021110_id.dgn PLOT DATE : 11/20/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42







PAVEMENT DETAIL LEGEND

- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CP08) CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- (CG13) CURB RAMP TYPE 5
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM06) CONCRETE SAFETY ISLAND
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- XXX.XXG GUTTER FLOW LINE GRADE
- REJECT CURB AND GUTTER

N

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1445+00.62	89.01' RT	692.75
B	1444+52.93	77.92' RT	693.00
C	1444+14.82	70.74' RT	---
D	1444+14.84	68.74' RT	---
E	1444+53.66	69.19' RT	693.00
F	1445+02.29	69.77' RT	692.70
G	1445+02.62	88.98' RT	692.73
H	286+29.18'NW'	23.67' LT	692.79
I	286+31.18'NW'	23.66' LT	692.77
J	286+97.23'NW'	8.81' LT	---
K	287+35.85'NW'	2.00' LT	---
L	287+35.85'NW'	0.00' LT	---
M	286+96.57'NW'	0.00' LT	---
N	286+29.05'NW'	0.00' LT	692.66

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1444+63.20	179.59' RT	98'
2	1443+94.35	110.76' LT	98'

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

CONCRETE
SAFETY ISLAND DETAIL
RAMP SW/RAMP NW

SHEET 11 OF 33

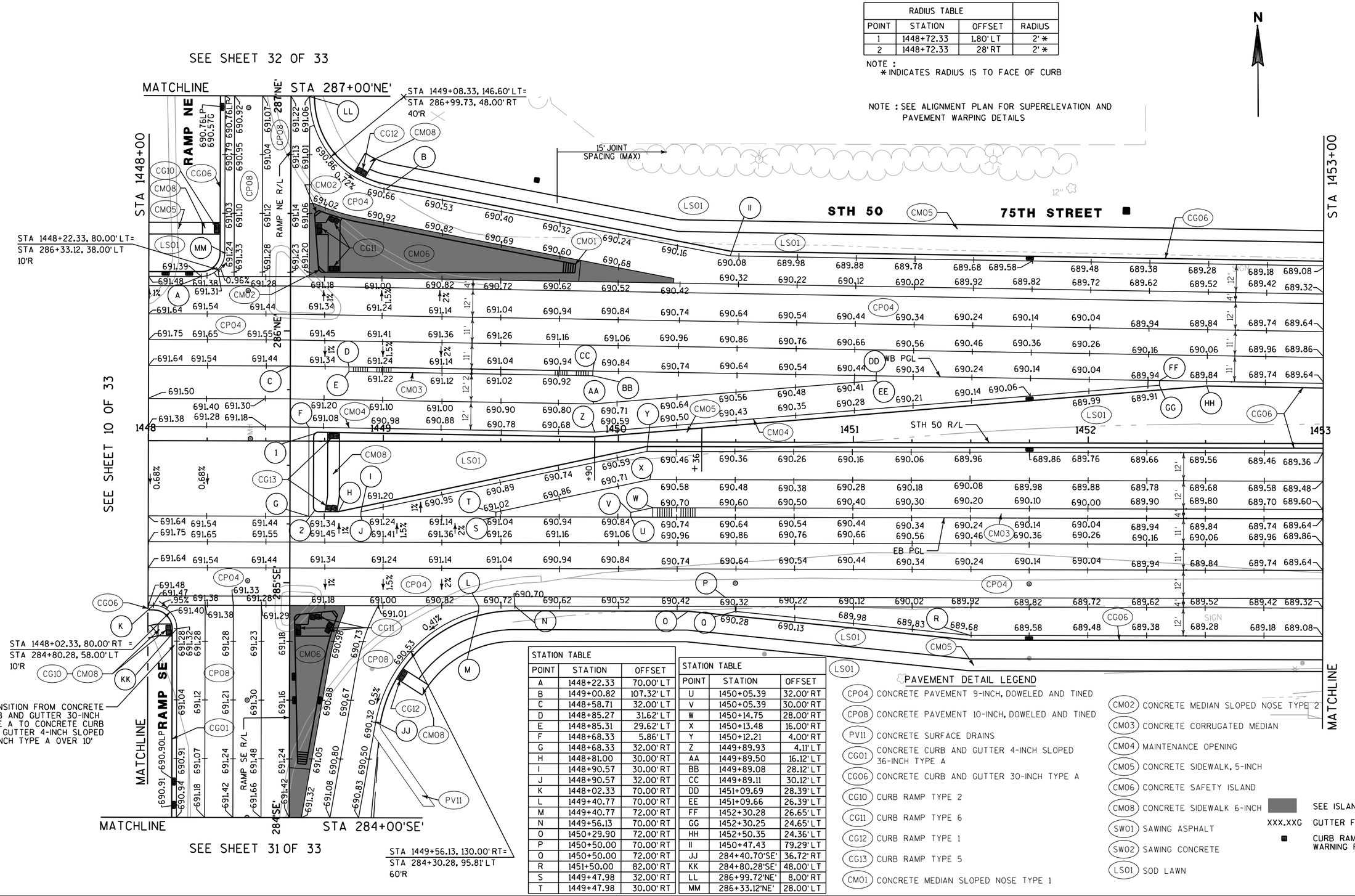
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 74	E

SEE SHEET 32 OF 33

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1448+72.33	1.80' LT	2'*
2	1448+72.33	28' RT	2'*

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

NOTE : SEE ALIGNMENT PLAN FOR SUPERELEVATION AND PAVEMENT WARPING DETAILS



STATION TABLE		
POINT	STATION	OFFSET
A	1448+22.33	70.00' LT
B	1449+00.82	107.32' LT
C	1448+58.71	32.00' LT
D	1448+85.27	31.62' LT
E	1448+85.31	29.62' LT
F	1448+68.33	5.86' LT
G	1448+68.33	32.00' RT
H	1448+81.00	30.00' RT
I	1448+90.57	30.00' RT
J	1448+90.57	32.00' RT
K	1448+02.33	70.00' RT
L	1449+40.77	70.00' RT
M	1449+40.77	72.00' RT
N	1449+56.13	70.00' RT
O	1450+29.90	72.00' RT
P	1450+50.00	70.00' RT
Q	1450+50.00	72.00' RT
R	1451+50.00	82.00' RT
S	1449+47.98	32.00' RT
T	1449+47.98	30.00' RT

STATION TABLE		
POINT	STATION	OFFSET
U	1450+05.39	32.00' RT
V	1450+05.39	30.00' RT
W	1450+14.75	28.00' RT
X	1450+13.48	16.00' RT
Y	1450+12.21	4.00' RT
Z	1449+89.93	4.11' LT
AA	1449+89.50	16.12' LT
BB	1449+89.08	28.12' LT
CC	1449+89.11	30.12' LT
DD	1451+09.69	28.39' LT
EE	1451+09.66	26.39' LT
FF	1452+30.28	26.65' LT
GG	1452+30.25	24.65' LT
HH	1452+50.35	24.36' LT
II	1450+47.43	79.29' LT
JJ	284+40.70'SE'	36.72' RT
KK	284+80.28'SE'	48.00' LT
LL	286+99.72'NE'	8.00' RT
MM	286+33.12'NE'	28.00' LT

PAVEMENT DETAIL LEGEND

- CPO4 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CPO8 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- PV11 CONCRETE SURFACE DRAINS
- CGO1 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CGO6 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG12 CURB RAMP TYPE 1
- CG13 CURB RAMP TYPE 5
- CMO1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CMO2 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CMO3 CONCRETE CORRUGATED MEDIAN
- CMO4 MAINTENANCE OPENING
- CMO5 CONCRETE SIDEWALK, 5-INCH
- CMO6 CONCRETE SAFETY ISLAND
- CMO8 CONCRETE SIDEWALK 6-INCH
- SWO1 SAWING ASPHALT
- SWO2 SAWING CONCRETE
- LSO1 SOD LAWN

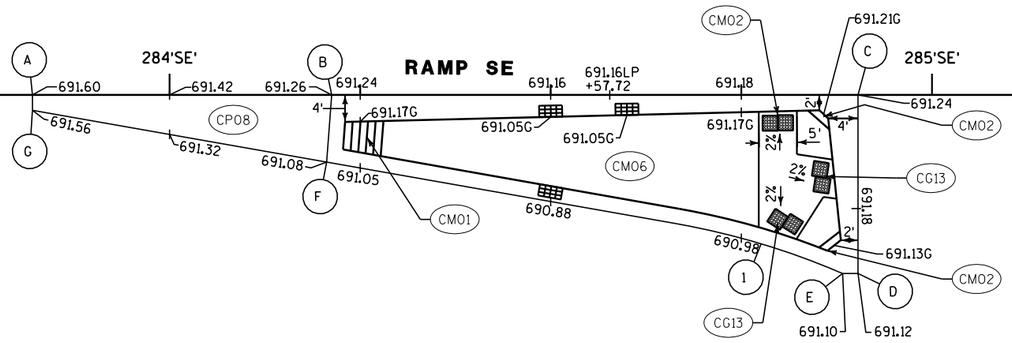
SEE ISLAND DETAIL

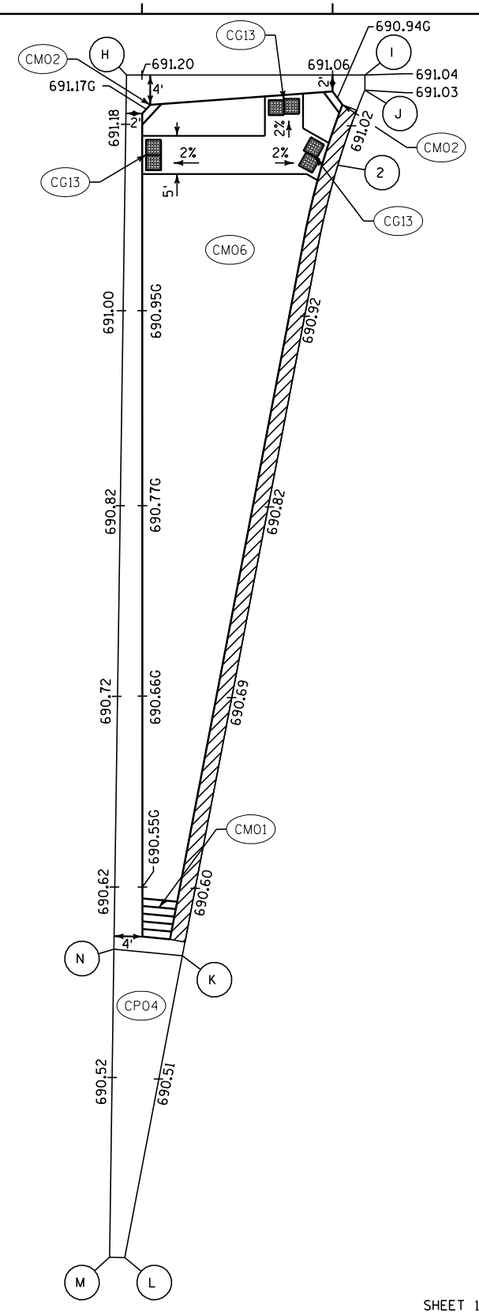
XXX.XXG GUTTER FLOWLINE GRADE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

SHEET 12 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 75	E





STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	283+82.02'SE'	0.00' RT	691.60
B	284+21.29'SE'	0.00' RT	691.26
C	284+90.28'SE'	0.00' RT	691.24
D	284+90.28'SE'	23.41' RT	691.12
E	284+88.28'SE'	23.41' RT	691.10
F	284+20.63'SE'	8.81' RT	691.08
G	283+82.02'SE'	2.00' RT	691.56
H	1448+68.33	69.87' LT	691.19
I	1448+68.33	101.12' LT	691.04
J	1448+70.33	101.12' LT	691.03
K	1449+83.83	77.19' LT	---
L	1450+23.41	69.63' LT	---
M	1450+23.39	67.63' LT	---
N	1449+82.98	68.21' LT	---

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1449+73.74	110.79' RT	60'
2	1449+09.13	193.29' LT	100'

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

CONCRETE SAFETY ISLAND DETAIL

RAMP SE/RAMP NE

1449

75TH STREET

STH 50

1450

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP08 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- CG13 CURB RAMP TYPE 5
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM06 CONCRETE SAFETY ISLAND
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE

REJECT CURB AND GUTTER

XXX.XXG GUTTER FLOW LINE GRADE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

SHEET 13 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 76	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021113_id.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE SHEET 33 OF 33

MATCHLINE

STA 813+50

STA 1453+00

STA 1459+00

118TH AVENUE

STH 50

75TH STREET

118TH AVE R/L

STH 50 R/L

WB PGL

EB PGL

NB PGL

SB PGL

SIGN

STA 1453+77.21, 116.54' LT=
STA 813+18.79, 106.57' LT
42' R

STA 1455+81.17, 133.85' LT=
STA 813+36.09, 97.39' RT
52' R

STA 1455+93.31, 120.49' RT=
STA 810+81.76, 109.53' RT
52' R

STA 1453+88.20, 134.61' RT=
STA 810+67.63, 95.58' LT
42' R

PROPOSED SIDEWALK LESS THAN 1' AWAY FROM TEMPORARY SIGNAL POLE

CURB RAMP TYPE 1-A

PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- AP20 HMA PAVEMENT TYPE E-1, 5 1/2-INCH
- PV05 ASPHALTIC FLUME
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG12 CURB RAMP TYPE 1
- CG13 CURB RAMP TYPE 5
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM03 CONCRETE CORRUGATED MEDIAN
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN
- SEE ISLAND DETAIL
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1453+89.78	50.65' RT	75'
2	1454+16.78	71.00' LT	75'
3	1455+32.78	19.00' LT	2'*
4	1455+32.78	4.00' RT	2'*
5	1455+82.80	44.38' LT	75'

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1453+76.61	74.55' LT	---
B	1454+08.06	24.09' LT	---
C	1454+08.03	22.09' LT	---
D	1454+35.62	8.71' LT	---
E	1454+41.00	4.55' LT	---
F	1454+39.84	0.69' RT	689.84
G	1454+33.21	2.18' RT	---
H	1454+16.78	4.00' RT	---
I	1454+10.49	28.00' RT	---
J	1454+10.49	32.00' RT	---
K	1453+39.29	82.00' RT	---
L	1453+96.44	93.43' RT	---
M	1454+83.82	23.00' LT	---
N	1454+83.66	32.00' RT	---
O	1455+28.78	23.00' LT	---
P	1455+28.78	8.00' RT	---
Q	1455+60.22	20.00' RT	688.33
R	1455+59.24	27.15' RT	---
S	1455+66.61	28.85' RT	---
T	1455+66.64	30.85' RT	---
U	1455+78.31	68.69' RT	688.21

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
V	1455+78.34	70.69' RT	688.18
W	1455+92.62	70.49' RT	---
X	1455+70.97	82.86' LT	---
Y	1456+20.27	73.00' LT	687.80
Z	1456+26.93	8.00' RT	---
AA	1456+27.68	20.00' RT	---
BB	1456+85.04	27.20' RT	---
CC	1457+03.18	26.95' RT	---
DD	1457+03.21	28.95' RT	---
EE	1457+92.52	67.71' RT	---
FF	1458+12.62	67.44' RT	---
GG	1458+12.59	65.44' RT	---
HH	1458+12.05	27.44' RT	---
II	1458+12.02	25.44' RT	---
JJ	1457+87.93	12.12' LT	---
KK	1457+87.93	23.00' LT	---
LL	1458+58.93	23.00' LT	---
MM	1458+58.93	21.00' LT	---

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
NN	1458+91.02	15.57' RT	---
OO	1458+91.17	26.34' RT	---
PP	810+74.42	54.13' LT	687.56
QQ	810+74.42	42.00' LT	687.63
RR	810+74.42	31.00' LT	687.70
SS	810+74.42	20.00' LT	687.76
TT	810+55.56	20.00' LT	---
UU	810+55.56	4.00' LT	---
VV	810+48.56	50.00' RT	---
WW	810+74.42	55.06' RT	687.03
XX	810+74.42	23.00' RT	---
YY	810+74.42	4.00' RT	---
ZZ	811+25.24	4.06' LT	---
AAA	811+32.24	20.00' LT	---
BBB	811+32.24	5.25' LT	---
CCC	812+67.24	2.00' RT	---
DDD	812+67.24	12.00' RT	---
EEE	813+10.53	65.39' LT	---
FFF	813+29.81	61.52' LT	---
GGG	813.29.81	2.00' RT	688.24
HHH	813+29.81	12.00' RT	688.43
III	813+29.81	45.77' RT	688.00

SHEET 14 OF 33

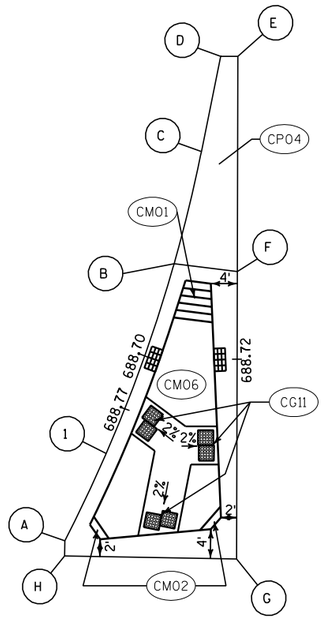
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 77	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021114_id.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

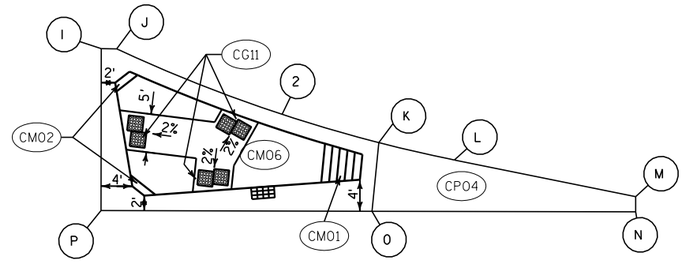
STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	812+66.22	67.53' LT	688.97
B	813+02.60	53.29' LT	688.57
C	813+17.31	49.75' LT	688.42
D	813+29.81	47.24' LT	688.30
E	813+29.81	45.00' LT	688.33
F	813+01.57	45.00' LT	688.61
G	812+63.89	45.00' LT	688.93
H	812+64.22	67.56' LT	688.99
I	1455+28.78	82.22' LT	688.43
J	1455+30.78	82.22' LT	688.42
K	1455+65.19	70.00' LT	688.23
L	1455+75.11	67.75' LT	---
M	1455+98.88	63.00' LT	688.10
N	1455+98.88	61.00' LT	688.13
O	1455+64.34	61.00' LT	688.30
P	1455+28.78	61.00' LT	688.55

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	813+56.24	243.88' LT	198'
2	1456+13.94	261.91' LT	198'



813

118TH AVENUE



N

STH 50

1454

1455

75TH STREET

1456

PAVEMENT DETAIL LEGEND

- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CG11) CURB RAMP TYPE 6
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM06) CONCRETE SAFETY ISLAND
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

SHEET 15 OF 33

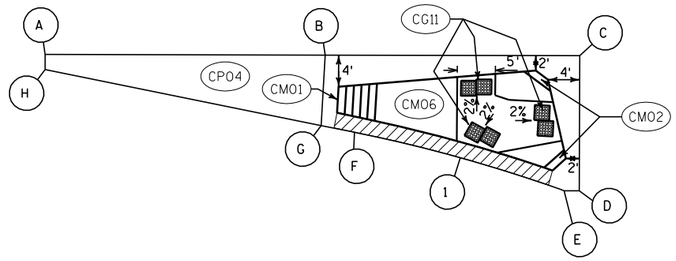
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 78	E

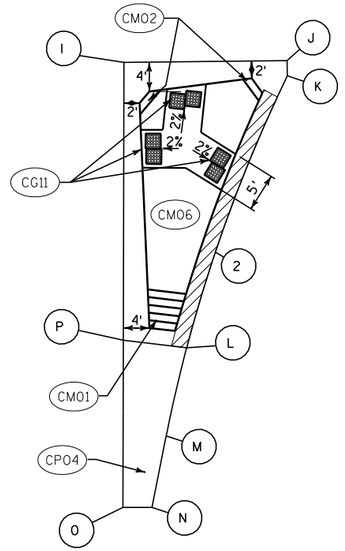
1454 STH 50 1455 75TH STREET 1456

812

811 118TH AVENUE

N





PAVEMENT DETAIL LEGEND

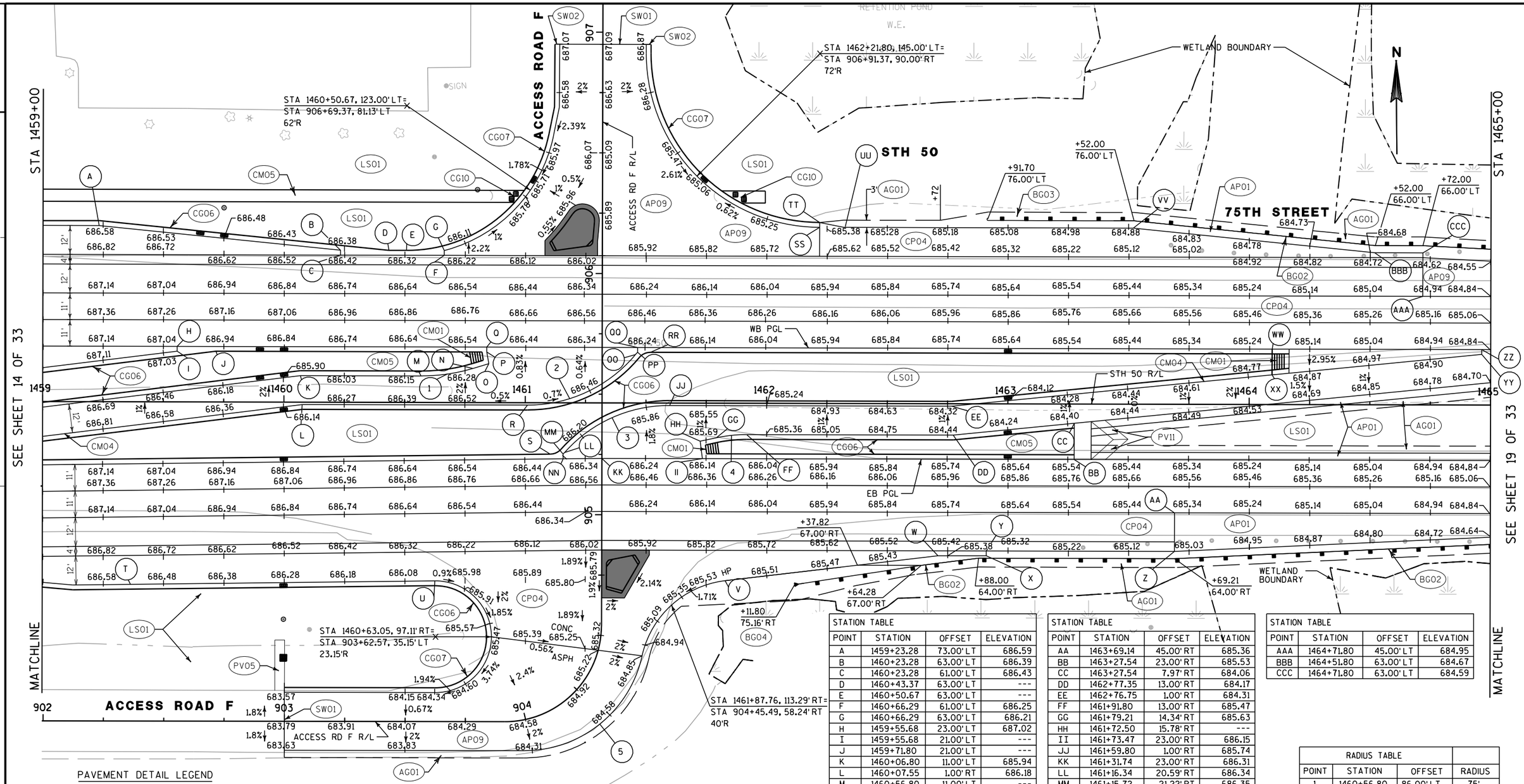
- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CG11) CURB RAMP TYPE 6
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM06) CONCRETE SAFETY ISLAND
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- REJECT CURB & GUTTER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	1453+60.68	70.00' RT	689.08
B	1453+97.41	70.00' RT	689.00
C	1454+30.78	70.00' RT	688.96
D	1454+30.78	87.72' RT	688.57
E	1454+28.78	87.72' RT	688.58
F	1454+01.26	80.12' RT	688.77
G	1453+96.89	79.24' RT	688.81
H	1453+60.68	72.00' RT	689.04
I	811+32.75	37.00' RT	688.60
J	811+33.05	58.39' RT	688.46
K	811+31.05	58.42' RT	688.42
L	810+95.37	45.31' RT	687.63
M	810+83.78	42.65' RT	687.40
N	810+74.42	40.79' RT	687.20
O	810+74.42	37.00' RT	687.30
P	810+96.32	37.00' RT	687.80

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	1453+62.43	274.27' RT	198'
2	810+39.97	236.75' RT	198'

SHEET 16 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 79	E



PAVEMENT DETAIL LEGEND

CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TIED	CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D	BG03 MGS GUARDRAIL TERMINAL TYPE 2
AP01 HMA PAVEMENT TYPE E-3, 4-INCH	CG10 CURB RAMP TYPE 2	BG04 MGS GUARDRAIL TERMINAL EAT
AP09 HMA PAVEMENT TYPE E-1, 5-INCH	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1	SW01 SAWING ASPHALT
AG01 BASE AGGREGATE DENSE 3/4-INCH	CM04 MAINTENANCE OPENING	SW02 SAWING CONCRETE
PV05 ASPHALTIC FLUME	CM05 CONCRETE SIDEWALK, 5-INCH	LS01 SOD LAWN
PV11 CONCRETE SURFACE DRAINS	CM06 CONCRETE SAFETY ISLAND	SEE ISLAND DETAIL
CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A	BG02 MGS GUARDRAIL 3K	

STATION TABLE

POINT	STATION	OFFSET	ELEVATION
A	1459+23.28	73.00' LT	686.59
B	1460+23.28	63.00' LT	686.39
C	1460+23.28	61.00' LT	686.43
D	1460+43.37	63.00' LT	---
E	1460+50.67	63.00' LT	---
F	1460+66.29	61.00' LT	686.25
G	1460+66.29	63.00' LT	686.21
H	1459+55.68	23.00' LT	687.02
I	1459+55.68	21.00' LT	---
J	1459+71.80	21.00' LT	---
K	1460+06.80	11.00' LT	685.94
L	1460+07.55	1.00' RT	686.18
M	1460+56.80	11.00' LT	---
N	1460+78.32	14.16' LT	---
O	1460+84.84	16.11' LT	---
P	1460+84.01	21.00' LT	---
Q	1460+84.01	23.00' LT	686.50
R	1461+00.88	1.00' RT	686.64
S	1461+10.43	21.30' RT	---
T	1459+12.75	76.05' RT	686.63
U	1460+62.73	73.96' RT	686.03
V	1461+82.99	73.58' RT	---
W	1462+71.15	63.00' RT	685.40
X	1462+91.16	63.00' RT	685.32
Y	1462+91.16	61.00' RT	685.36
Z	1463+69.14	61.00' RT	685.04

STATION TABLE

POINT	STATION	OFFSET	ELEVATION
AA	1463+69.14	45.00' RT	685.36
BB	1463+27.54	23.00' RT	685.53
CC	1463+27.54	7.97' RT	684.06
DD	1462+77.35	13.00' RT	684.17
EE	1462+76.75	1.00' RT	684.31
FF	1461+91.80	13.00' RT	685.47
GG	1461+79.21	14.34' RT	685.63
HH	1461+72.50	15.78' RT	---
II	1461+73.47	23.00' RT	686.15
JJ	1461+59.80	1.00' RT	685.74
KK	1461+31.74	23.00' RT	686.31
LL	1461+16.34	20.59' RT	686.34
MM	1461+15.72	21.22' RT	686.35
NN	1461+15.75	23.22' RT	686.38
OO	1461+45.63	20.09' LT	686.40
PP	1461+46.50	21.00' LT	686.27
QQ	1461+46.50	23.00' LT	686.25
RR	1461+51.80	21.00' LT	---
SS	1462+21.80	73.00' LT	685.39
TT	1462+21.80	75.00' LT	685.35
UU	1462+31.81	73.00' LT	685.35
VV	1463+51.81	73.00' LT	684.87
WW	1464+09.45	23.00' LT	685.20
XX	1464+09.45	12.30' LT	684.81
YY	1464+96.28	21.00' LT	684.83
ZZ	1464+96.28	23.00' LT	684.85

STATION TABLE

POINT	STATION	OFFSET	ELEVATION
AAA	1464+71.80	45.00' LT	684.95
BBB	1464+51.80	63.00' LT	684.67
CCC	1464+71.80	63.00' LT	684.59

RADIUS TABLE

POINT	STATION	OFFSET	RADIUS
1	1460+56.80	86.00' LT	75'
2	1461+00.88	57.00' LT	58'
3	1461+59.80	59.00' RT	58'
4	1461+91.80	73.00' RT	60'
5	904+44.35	31.76' LT	50'

NOTE :
* INDICATES RADIUS IS TO FACE OF CURB

SHEET 17 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 80	E

2

N

904

ACCESS ROAD F

905

75TH STREET

1461

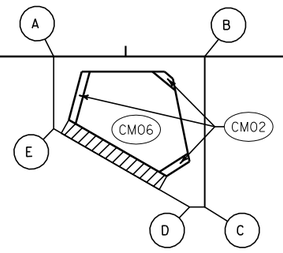
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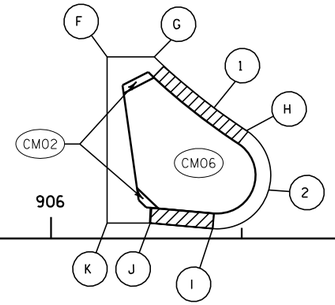
907

ACCESS ROAD F

STH 50

1462





STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	904+65.55	0'	685.61
B	904+85.37	0'	685.99
C	94+85.37	19.75' RT	685.91
D	904+83.37	19.75' RT	685.87
E	94+65.55	9.46' RT	685.42
F	906+07.37	23.81' LT	686.09
G	906+13.56	23.81' LT	686.06
H	906+25.65	14.13' LT	685.96
I	906+21.21	1.29' LT	685.91
J	906+13.02	2.02' LT	685.97
K	906+07.37	2.02' LT	686.00

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	906+69.37	81.13' LT	80'
2	906+21.82	8.27' LT	7'

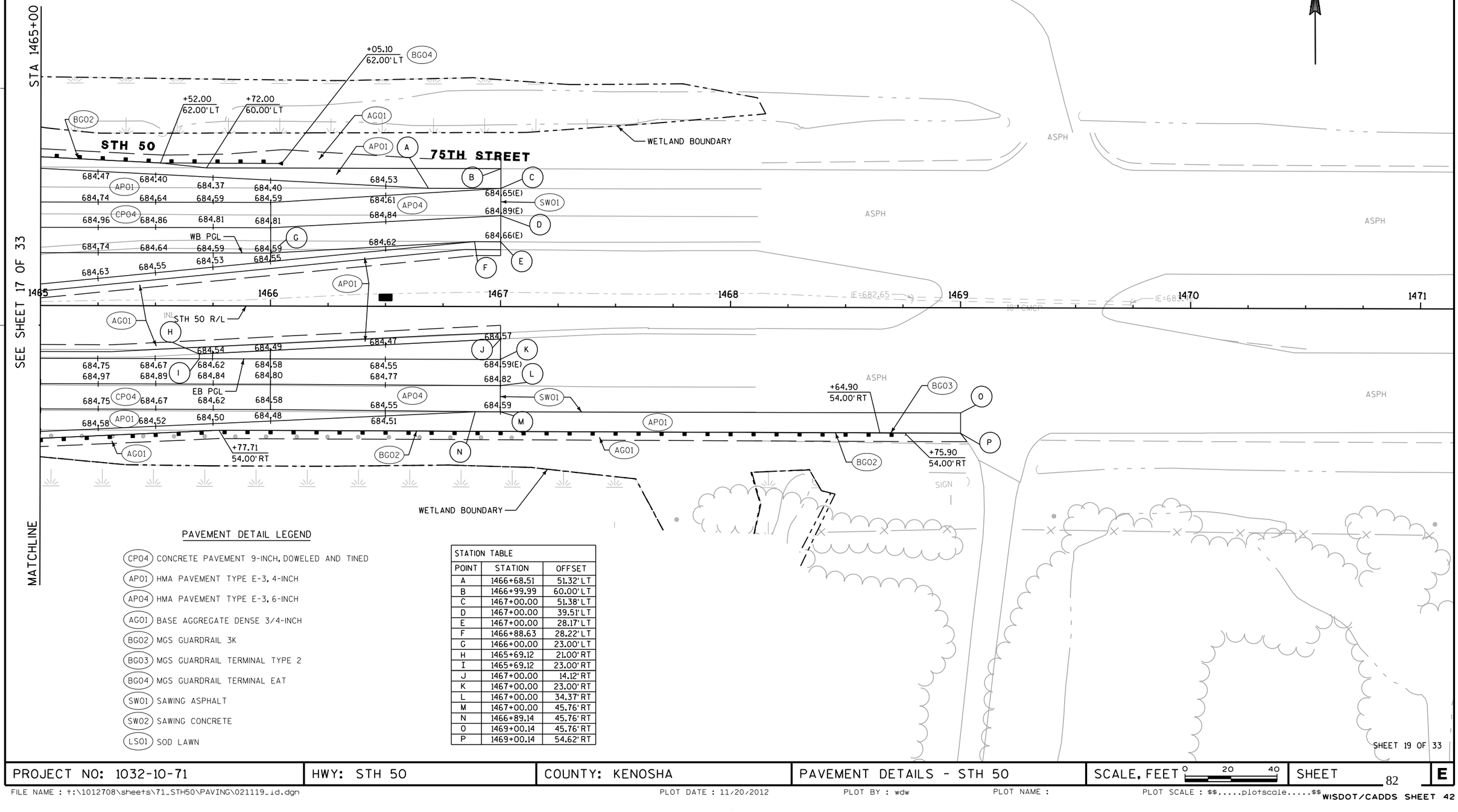
PAVEMENT DETAIL LEGEND

- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM06 CONCRETE SAFETY ISLAND
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- REJECT CURB & GUTTER

SHEET 18 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 10 20	SHEET 81	E

2



PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- AP01 HMA PAVEMENT TYPE E-3, 4-INCH
- AP04 HMA PAVEMENT TYPE E-3, 6-INCH
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- BG02 MGS GUARDRAIL 3K
- BG03 MGS GUARDRAIL TERMINAL TYPE 2
- BG04 MGS GUARDRAIL TERMINAL EAT
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

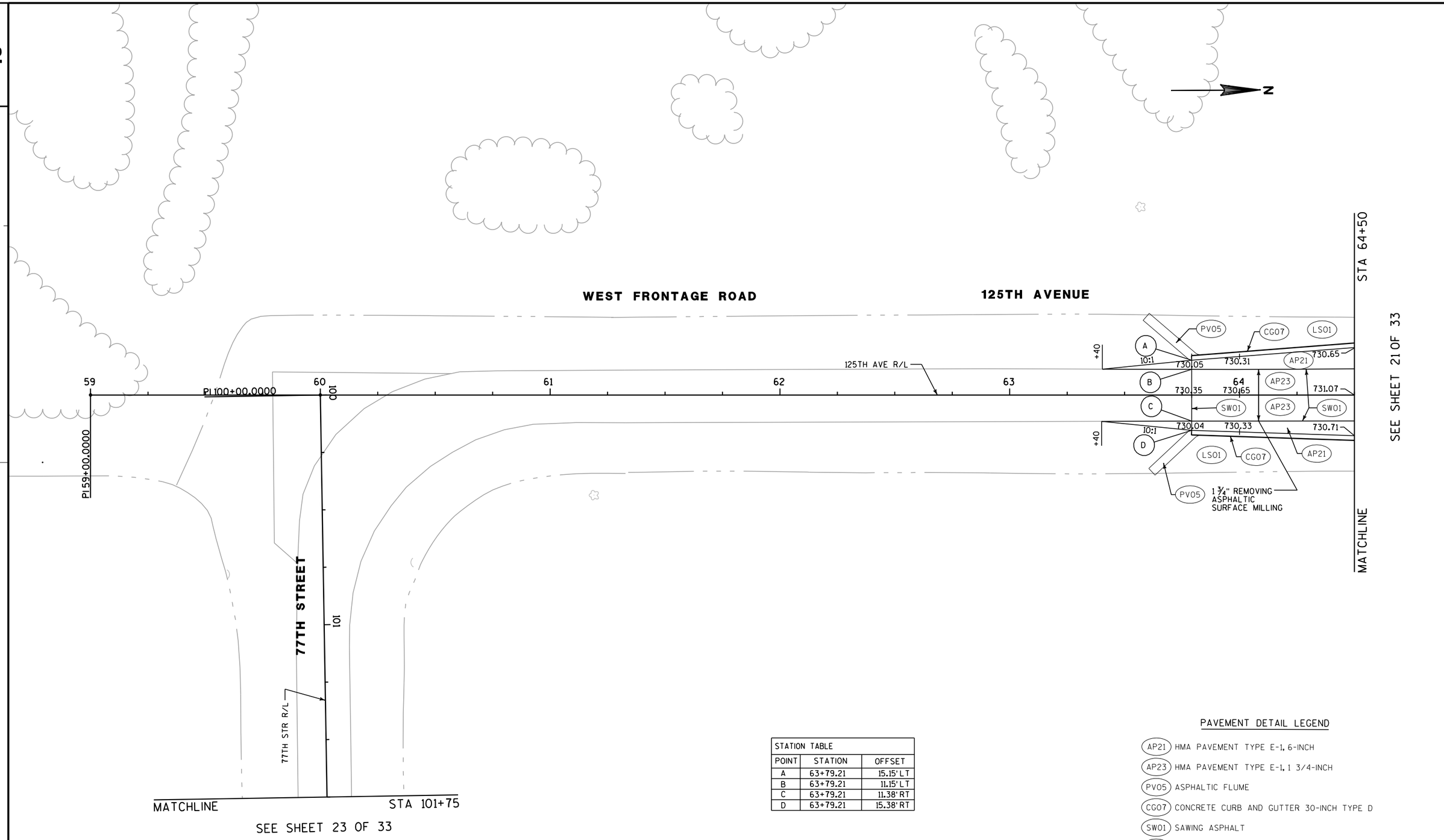
STATION TABLE

POINT	STATION	OFFSET
A	1466+68.51	51.32' LT
B	1466+99.99	60.00' LT
C	1467+00.00	51.38' LT
D	1467+00.00	39.51' LT
E	1467+00.00	28.17' LT
F	1466+88.63	28.22' LT
G	1466+00.00	23.00' LT
H	1465+69.12	21.00' RT
I	1465+69.12	23.00' RT
J	1467+00.00	14.12' RT
K	1467+00.00	23.00' RT
L	1467+00.00	34.37' RT
M	1467+00.00	45.76' RT
N	1466+89.14	45.76' RT
O	1469+00.14	45.76' RT
P	1469+00.14	54.62' RT

SHEET 19 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - STH 50	SCALE, FEET 0 20 40	SHEET 82	E

2



STATION TABLE		
POINT	STATION	OFFSET
A	63+79.21	15.15' LT
B	63+79.21	11.15' LT
C	63+79.21	11.38' RT
D	63+79.21	15.38' RT

PAVEMENT DETAIL LEGEND

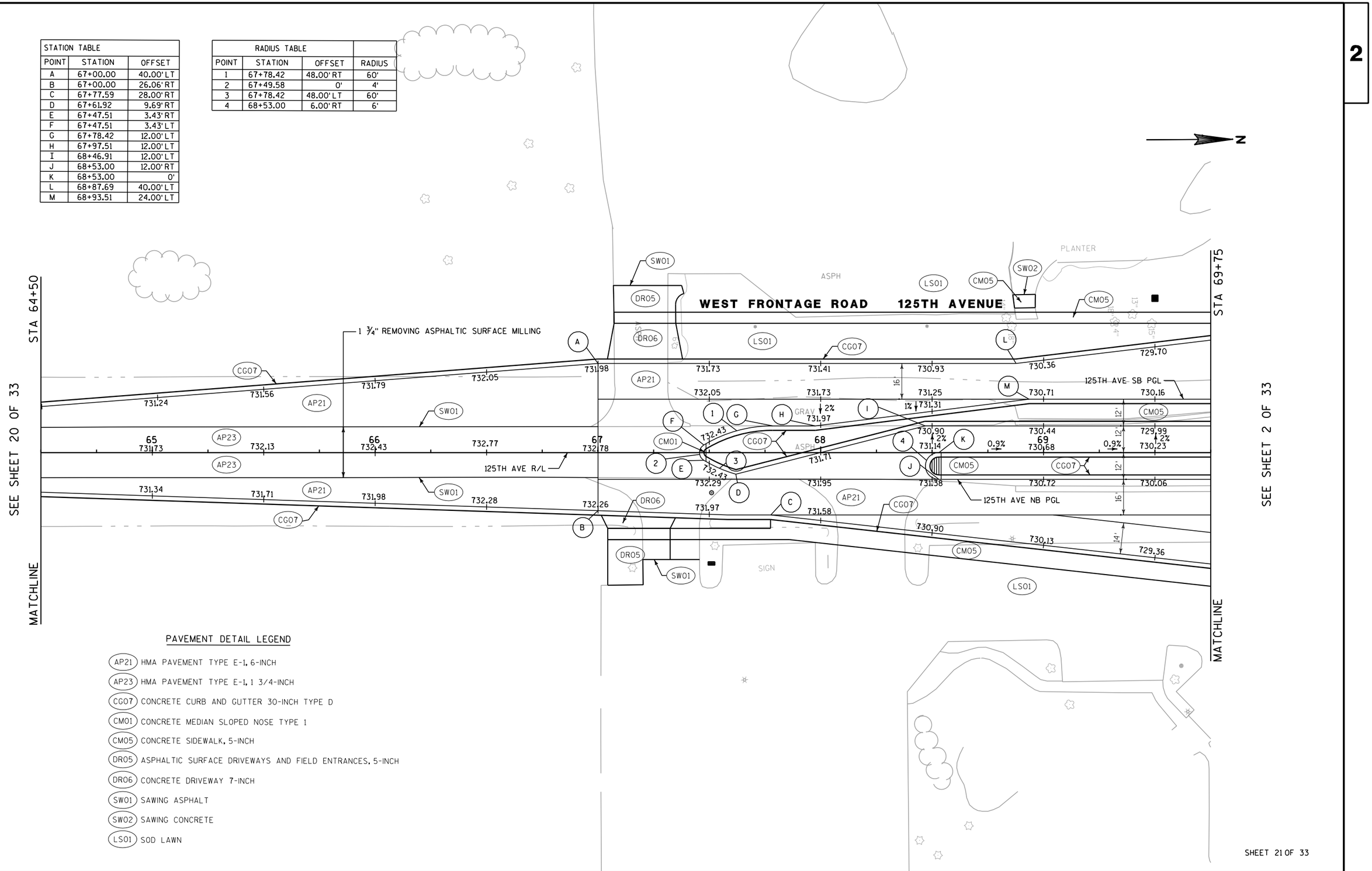
- (AP21) HMA PAVEMENT TYPE E-1, 6-INCH
- (AP23) HMA PAVEMENT TYPE E-1, 1 3/4-INCH
- (PV05) ASPHALTIC FLUME
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- (LS01) SOD LAWN

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 125TH AVENUE	SCALE, FEET 0 20 40	SHEET 83	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021120_id-125th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATION TABLE		
POINT	STATION	OFFSET
A	67+00.00	40.00' LT
B	67+00.00	26.06' RT
C	67+77.59	28.00' RT
D	67+61.92	9.69' RT
E	67+47.51	3.43' RT
F	67+47.51	3.43' LT
G	67+78.42	12.00' LT
H	67+97.51	12.00' LT
I	68+46.91	12.00' LT
J	68+53.00	12.00' RT
K	68+53.00	0'
L	68+87.69	40.00' LT
M	68+93.51	24.00' LT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	67+78.42	48.00' RT	60'
2	67+49.58	0'	4'
3	67+78.42	48.00' LT	60'
4	68+53.00	6.00' RT	6'

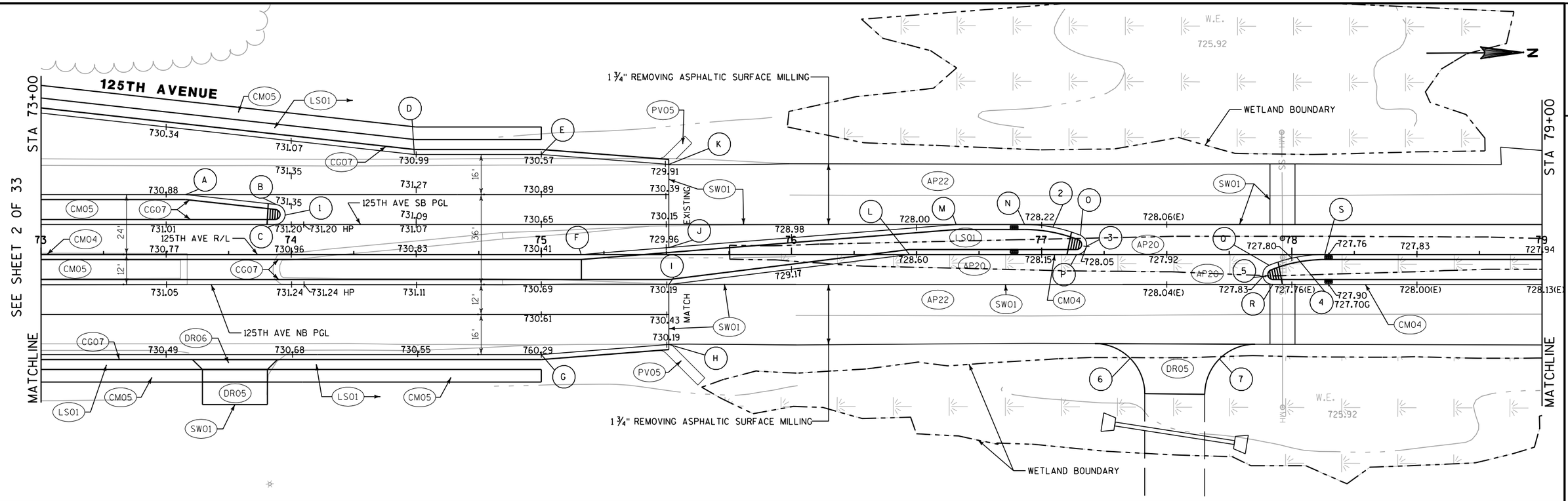


PAVEMENT DETAIL LEGEND

AP21	HMA PAVEMENT TYPE E-1, 6-INCH
AP23	HMA PAVEMENT TYPE E-1, 1 3/4-INCH
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM05	CONCRETE SIDEWALK, 5-INCH
DR05	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
DR06	CONCRETE DRIVEWAY 7-INCH
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE
LS01	SOD LAWN

SHEET 21 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 125TH AVENUE	SCALE, FEET 0 20 40	SHEET 84	E



STATION TABLE		
POINT	STATION	OFFSET
A	73+57.81	24.00' LT
B	73+94.03	19.98' LT
C	73+93.59	12.00' LT
D	74+49.25	40.00' LT
E	75+00.00	40.00' LT
F	75+15.96	0'
G	75+00.00	40.00' RT
H	75+51.00	36.00' RT
I	75+51.00	12.00' RT
J	75+51.00	2.81' LT
K	75+51.00	36.00' LT
L	76+47.13	0'
M	76+65.80	12.00' LT
N	76+93.20	12.00' LT
O	77+15.47	7.71' LT
P	77+13.99	0'
Q	77+90.93	4.29' RT
R	77+92.41	12.00' RT
S	78+13.20	0' RT
T	79+15.93	0' RT
U	79+70.11	12.00' RT
V	80+35.86	5.22' RT
W	80+67.87	12.15' LT

PAVEMENT DETAIL LEGEND

- AP20 HMA PAVEMENT TYPE E-1, 5 1/2-INCH
- AP22 HMA PAVEMENT TYPE E-1, 2-INCH
- PV05 ASPHALTIC FLUME
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CM04 MAINTENANCE OPENING
- CM05 CONCRETE SIDEWALK, 5-INCH
- DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- DR06 CONCRETE DRIVEWAY 7-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

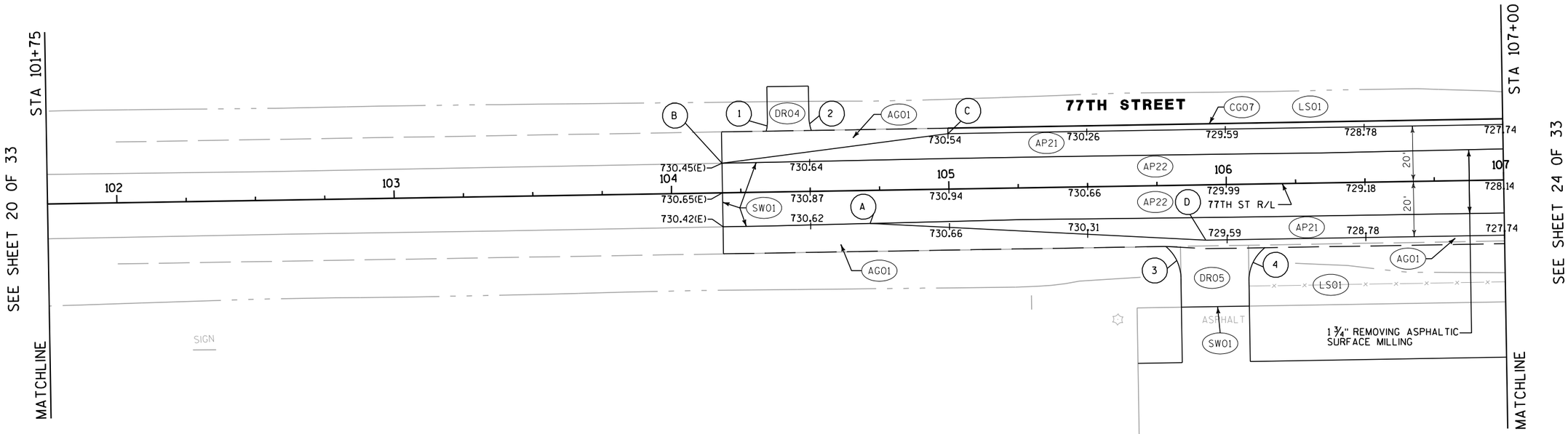
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	73+93.59	16.00' LT	4'
2	76+93.20	48.00' RT	60'
3	77+13.99	4.00' LT	4'
4	78+13.20	60.00' RT	60'
5	77+92.41	8.00' RT	4'
6	77+21.20	55.62' RT	20'
7	77+85.20	55.91' RT	20'

SHEET 22 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 125TH AVENUE	SCALE, FEET 0 20 40	SHEET 85	E

PAVEMENT DETAIL LEGEND

- (AP21) HMA PAVEMENT TYPE E-1, 6-INCH
- (AP22) HMA PAVEMENT TYPE E-1, 2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (DR05) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- (LS01) SOD LAWN



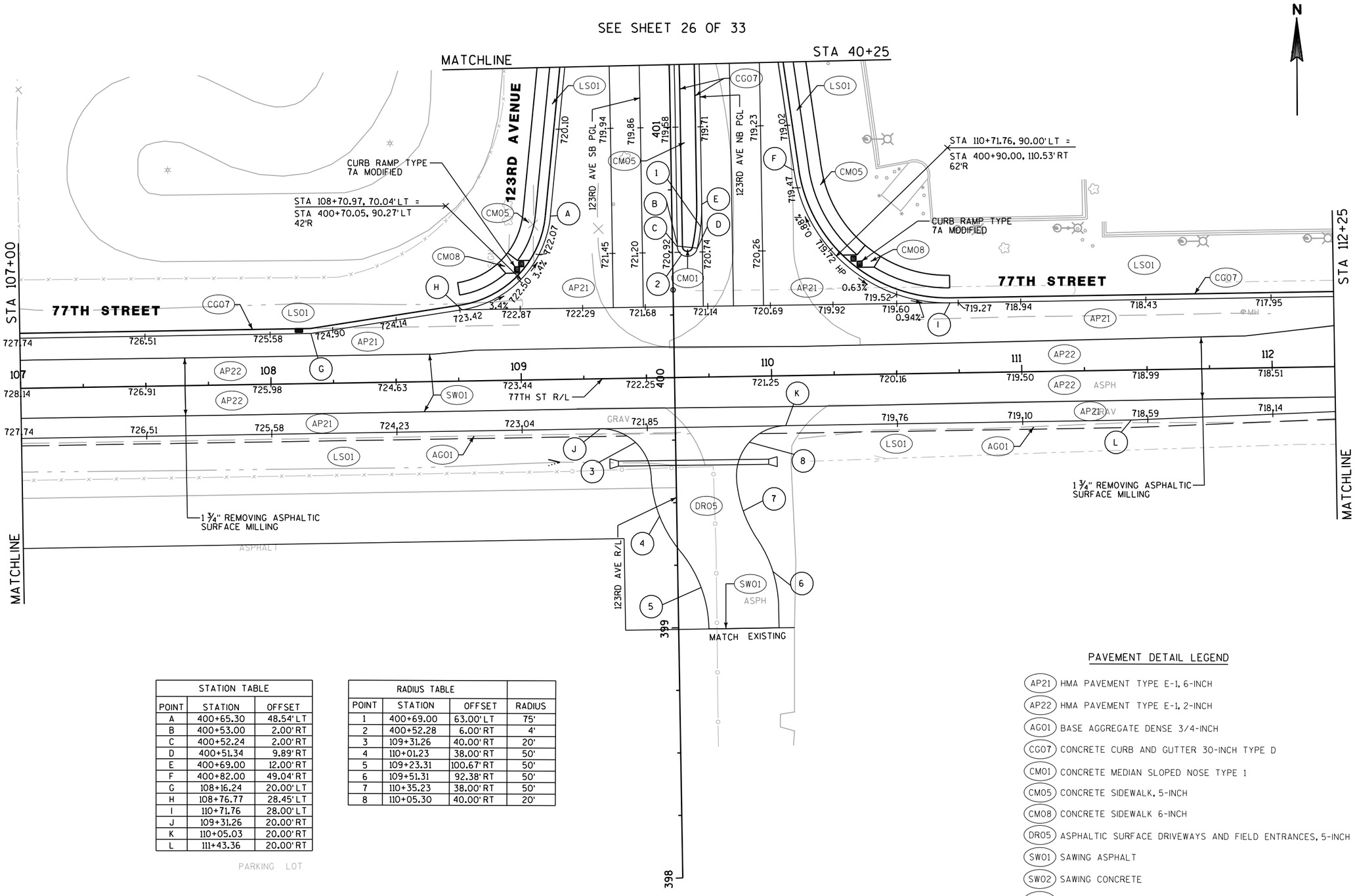
STATION TABLE		
POINT	STATION	OFFSET
A	104+71.37	12.00' RT
B	104+18.37	12.00' LT
C	105+00.00	20.00' LT
D	105+92.32	20.00' RT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	104+19.96	25.69' LT	15'
2	104+64.96	26.81' LT	15'
3	105+68.10	33.42' RT	15'
4	106+22.60	35.00' RT	15'

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 77TH STREET	SCALE, FEET 0 20 40	SHEET 86	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021123_id_77th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE SHEET 26 OF 33



STATION TABLE		
POINT	STATION	OFFSET
A	400+65.30	48.54'LT
B	400+53.00	2.00'RT
C	400+52.24	2.00'RT
D	400+51.34	9.89'RT
E	400+69.00	12.00'RT
F	400+82.00	49.04'RT
G	108+16.24	20.00'LT
H	108+76.77	28.45'LT
I	110+71.76	28.00'LT
J	109+31.26	20.00'RT
K	110+05.03	20.00'RT
L	111+43.36	20.00'RT

PARKING LOT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	400+69.00	63.00'LT	75'
2	400+52.28	6.00'RT	4'
3	109+31.26	40.00'RT	20'
4	110+01.23	38.00'RT	50'
5	109+23.31	100.67'RT	50'
6	109+51.31	92.38'RT	50'
7	110+35.23	38.00'RT	50'
8	110+05.30	40.00'RT	20'

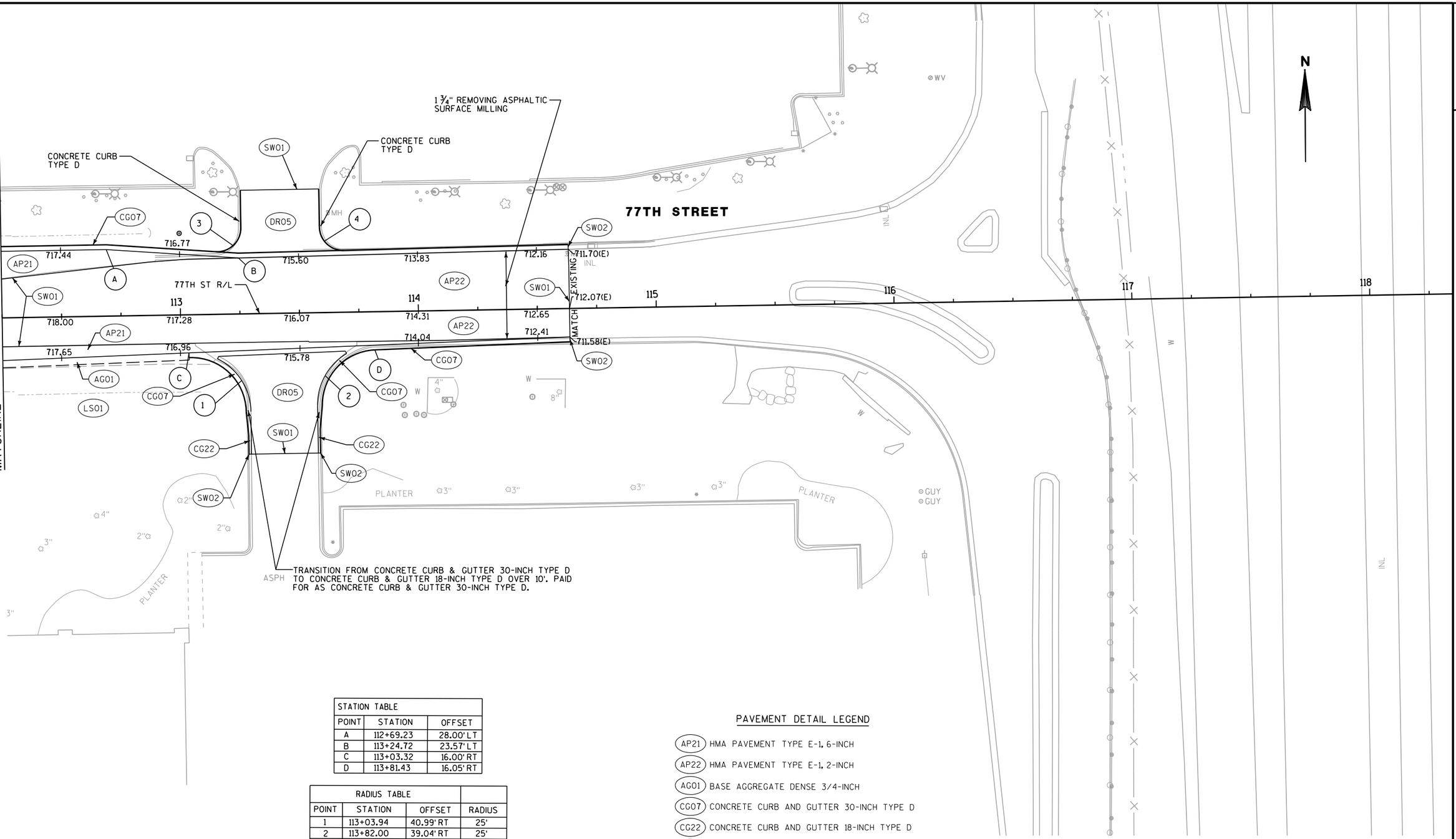
PAVEMENT DETAIL LEGEND

- AP21 HMA PAVEMENT TYPE E-1, 6-INCH
- AP22 HMA PAVEMENT TYPE E-1, 2-INCH
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM05 CONCRETE SIDEWALK, 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 77TH STREET	SCALE, FEET 0 20 40	SHEET 87	E

FILE NAME : t:\1012708\sheets\71_sth50\paving\021124_id_77th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



STATION TABLE		
POINT	STATION	OFFSET
A	112+69.23	28.00' LT
B	113+24.72	23.57' LT
C	113+03.32	16.00' RT
D	113+81.43	16.05' RT

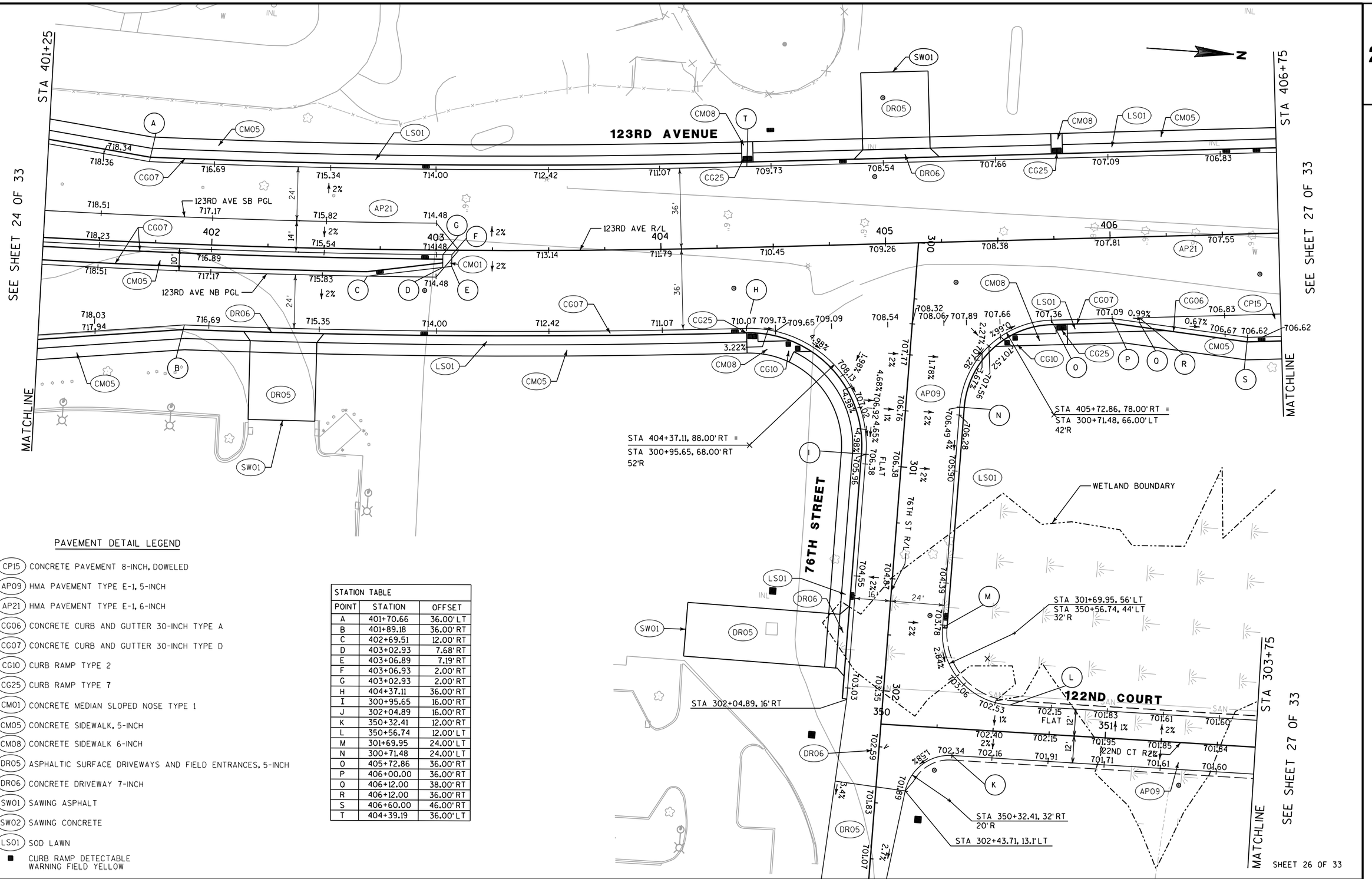
RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	113+03.94	40.99' RT	25'
2	113+82.00	39.04' RT	25'
3	113+15.98	36.30' LT	10'
4	113+68.98	36.01' LT	10'

PAVEMENT DETAIL LEGEND

- AP21 HMA PAVEMENT TYPE E-1, 6-INCH
- AP22 HMA PAVEMENT TYPE E-1, 2-INCH
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG22 CONCRETE CURB AND GUTTER 18-INCH TYPE D
- DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

SHEET 25 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 77TH STREET	SCALE, FEET 0 20 40	SHEET 88	E

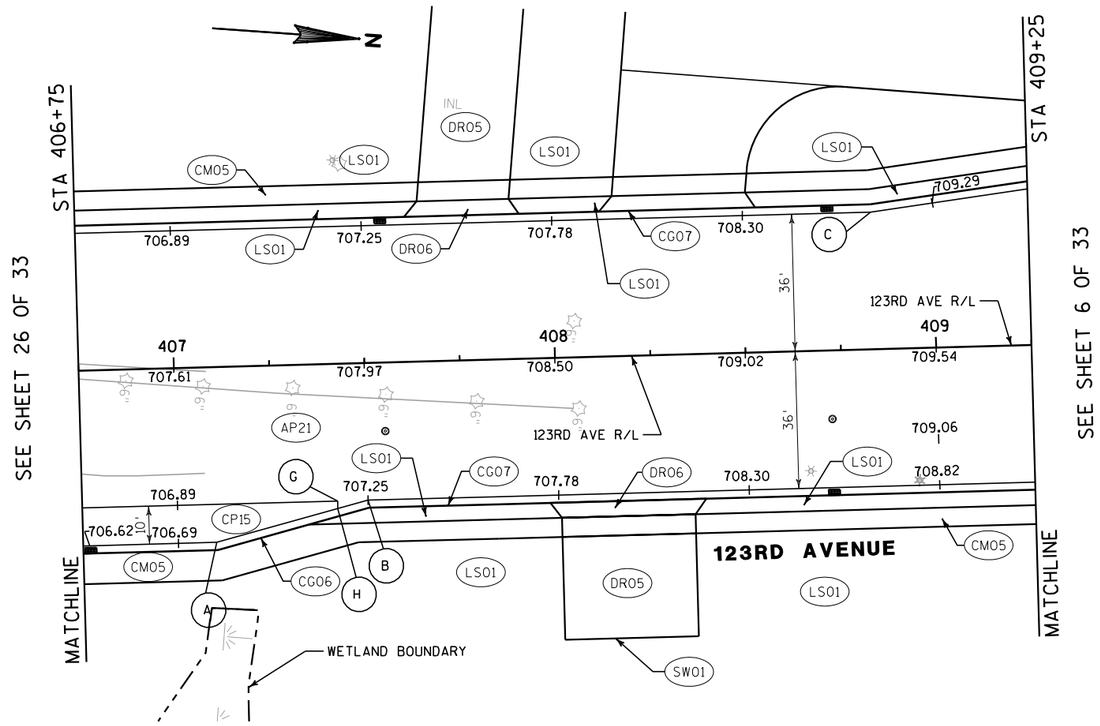


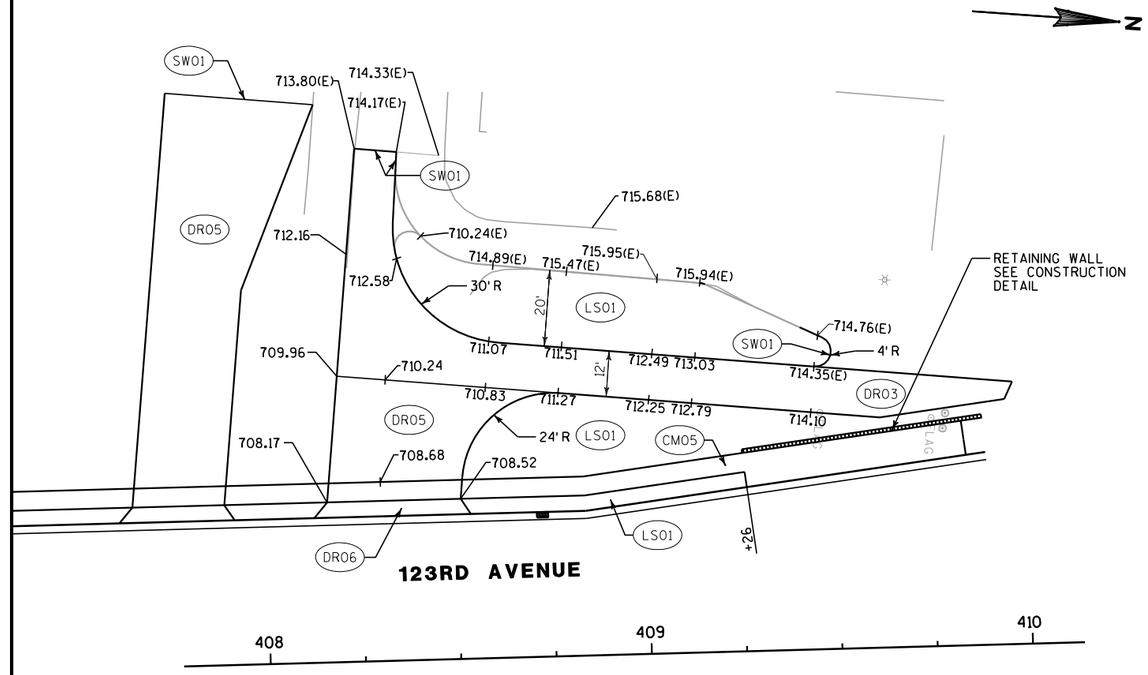
PAVEMENT DETAIL LEGEND

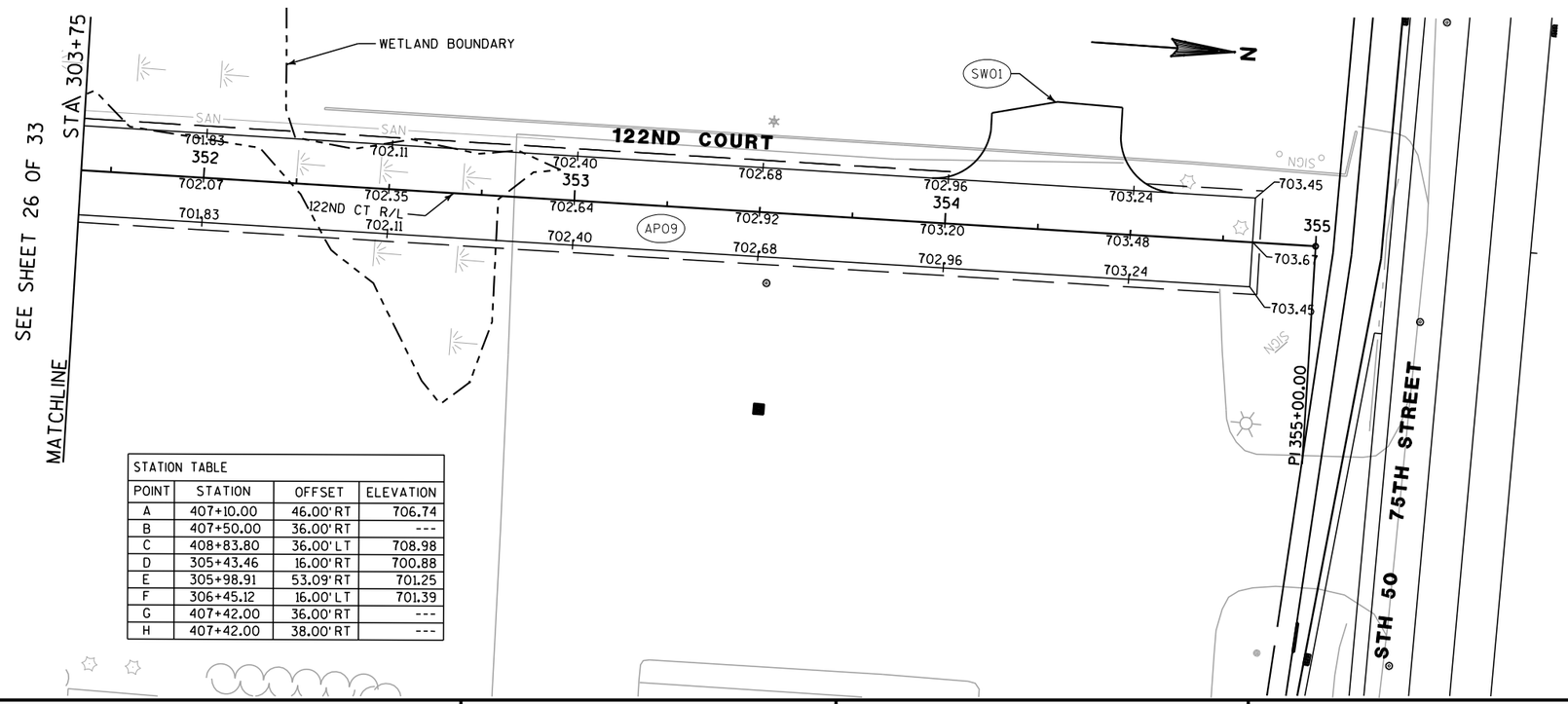
- (CP15) CONCRETE PAVEMENT 8-INCH, DOWELED
- (AP09) HMA PAVEMENT TYPE E-1, 5-INCH
- (AP21) HMA PAVEMENT TYPE E-1, 6-INCH
- (CG06) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG10) CURB RAMP TYPE 2
- (CG25) CURB RAMP TYPE 7
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM05) CONCRETE SIDEWALK, 5-INCH
- (CM08) CONCRETE SIDEWALK 6-INCH
- (DR05) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- (DR06) CONCRETE DRIVEWAY 7-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- (LS01) SOD LAWN
- ■ CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION TABLE		
POINT	STATION	OFFSET
A	401+70.66	36.00' LT
B	401+89.18	36.00' RT
C	402+69.51	12.00' RT
D	403+02.93	7.68' RT
E	403+06.89	7.19' RT
F	403+06.93	2.00' RT
G	403+02.93	2.00' RT
H	404+37.11	36.00' RT
I	300+95.65	16.00' RT
J	302+04.89	16.00' RT
K	350+32.41	12.00' LT
L	350+56.74	12.00' LT
M	301+69.95	24.00' LT
N	300+71.48	24.00' LT
O	405+72.86	36.00' RT
P	406+00.00	36.00' RT
Q	406+12.00	38.00' RT
R	406+12.00	36.00' RT
S	406+60.00	46.00' RT
T	404+39.19	36.00' LT

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 123RD AVENUE	SCALE, FEET 0 20 40	SHEET 89 E







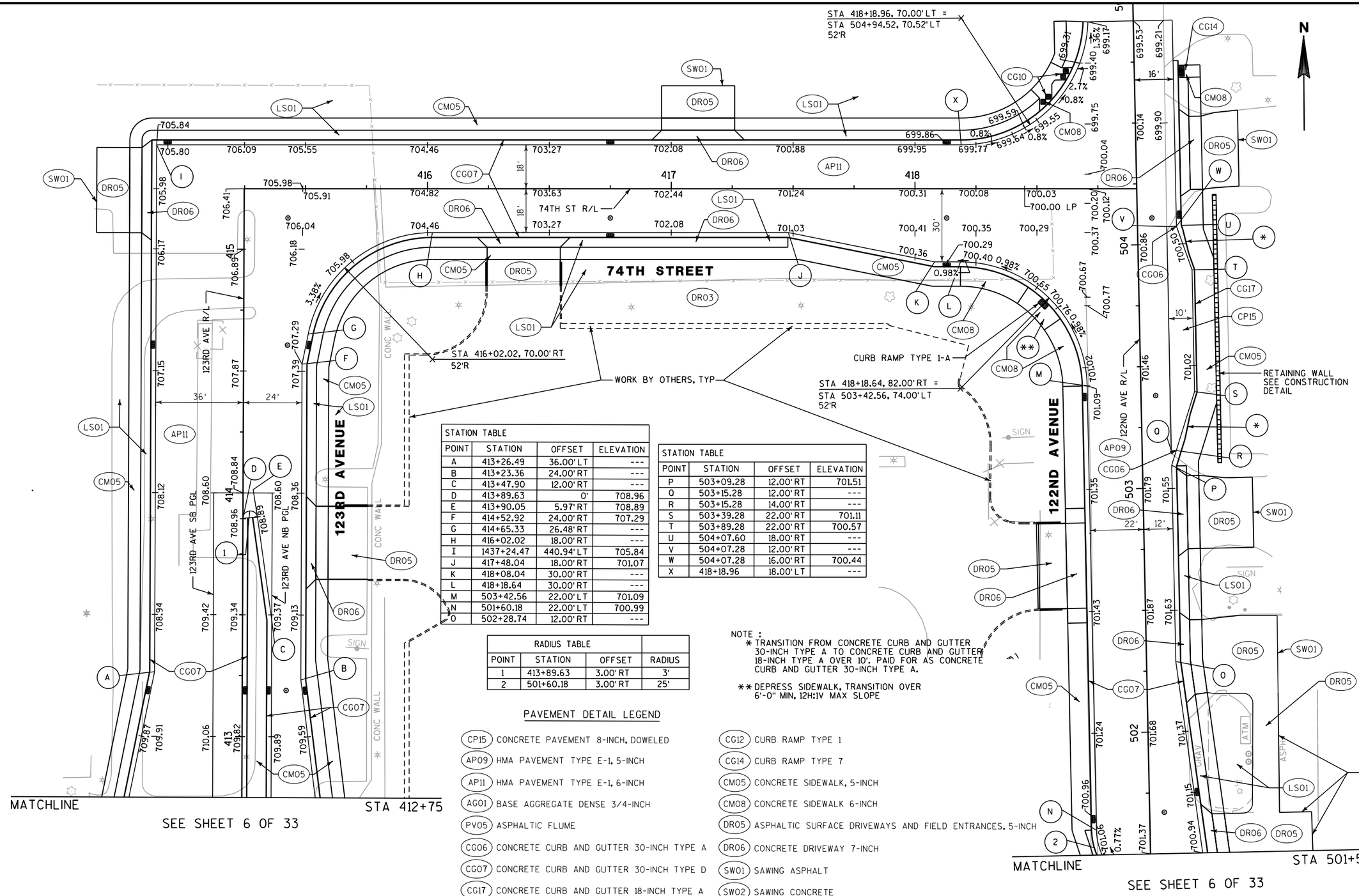
STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	407+10.00	46.00' RT	706.74
B	407+50.00	36.00' RT	---
C	408+83.80	36.00' LT	708.98
D	305+43.46	16.00' RT	700.88
E	305+98.91	53.09' RT	701.25
F	306+45.12	16.00' LT	701.39
G	407+42.00	36.00' RT	---
H	407+42.00	38.00' RT	---

PAVEMENT DETAIL LEGEND

- CP15 CONCRETE PAVEMENT 8-INCH, DOWELED
- AP09 HMA PAVEMENT TYPE E-1, 5-INCH
- AP21 HMA PAVEMENT TYPE E-1, 6-INCH
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CM05 CONCRETE SIDEWALK, 5-INCH
- DRO5 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- DRO6 CONCRETE DRIVEWAY 7-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- LS01 SOD LAWN

SHEET 27 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 123RD AVENUE	SCALE, FEET 0 20 40	SHEET 90	E



STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
A	413+26.49	36.00' LT	---
B	413+23.36	24.00' RT	---
C	413+47.90	12.00' RT	---
D	413+89.63	0'	708.96
E	413+90.05	5.97' RT	708.89
F	414+52.92	24.00' RT	707.29
G	414+65.33	26.48' RT	---
H	416+02.02	18.00' RT	---
I	1437+24.47	440.94' LT	705.84
J	417+48.04	18.00' RT	701.07
K	418+08.04	30.00' RT	---
L	418+18.64	30.00' RT	---
M	503+42.56	22.00' LT	701.09
N	501+60.18	22.00' LT	700.99
O	502+28.74	12.00' RT	---

STATION TABLE			
POINT	STATION	OFFSET	ELEVATION
P	503+09.28	12.00' RT	701.51
Q	503+15.28	12.00' RT	---
R	503+15.28	14.00' RT	---
S	503+39.28	22.00' RT	701.11
T	503+89.28	22.00' RT	700.57
U	504+07.60	18.00' RT	---
V	504+07.28	12.00' RT	---
W	504+07.28	16.00' RT	700.44
X	418+18.96	18.00' LT	---

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	413+89.63	3.00' RT	3'
2	501+60.18	3.00' RT	25'

NOTE :
* TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 18-INCH TYPE A OVER 10'. PAID FOR AS CONCRETE CURB AND GUTTER 30-INCH TYPE A.

** DEPRESS SIDEWALK, TRANSITION OVER 6'-0" MIN, 12H:1V MAX SLOPE

PAVEMENT DETAIL LEGEND

CP15	CONCRETE PAVEMENT 8-INCH, DOWELED
AP09	HMA PAVEMENT TYPE E-1, 5-INCH
AP11	HMA PAVEMENT TYPE E-1, 6-INCH
AG01	BASE AGGREGATE DENSE 3/4-INCH
PV05	ASPHALTIC FLUME
CG06	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG07	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG17	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG10	CURB RAMP TYPE 2
CG12	CURB RAMP TYPE 1
CG14	CURB RAMP TYPE 7
CM05	CONCRETE SIDEWALK, 5-INCH
CM08	CONCRETE SIDEWALK 6-INCH
DR05	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
DR06	CONCRETE DRIVEWAY 7-INCH
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE
LS01	SOD LAWN

■ CURB RAMP DETECTABLE WARNING FIELD YELLOW

2

N

SIGN

CG06 DRIVEWAY CURB CUT REQUIRED
STA 283+27.5 TO STA 284+50'LT

BG01

ANCHOR ASSEMBLY FOR
STEEL PLATE BEAM
GUARD REQUIRED

BG02

BG04

RAMP SW R/L

MATCH EXISTING
CONCRETE BARRIER 42-INCH

CB06

+27.5 +65 +77.5

STA 284+00'SW'

280'SW' 281'SW' 282'SW' 283'SW' 284'SW'

697.43 697.02 696.66 696.27 695.86 695.42 694.96 694.47 693.96 693.46 693.04 692.71 692.47
697.36 697.34 696.98 696.59 696.18 695.74 695.28 694.79 694.28 693.78 693.36 693.03 692.79
697.75 697.68 697.15 696.73 696.28 695.81 695.31 694.82 694.33 693.82 693.32 692.90 692.64 692.47
697.64 697.56 696.48 695.97 695.44 694.88 694.36 693.87 693.36 692.86 692.44 692.25 692.15
697.52 697.43 696.96 696.32 695.81 695.28 694.72 694.20 693.71 693.20 692.70 692.28 692.09 691.99
697.36 697.27 696.80 691.84G

SW02 CP08 RAMP SW

8" 12" 12" 4"

MATCH EXISTING

CG01 CG01

692.99

MATCHLINE

SEE SHEET 10 OF 33

IH 94 SB

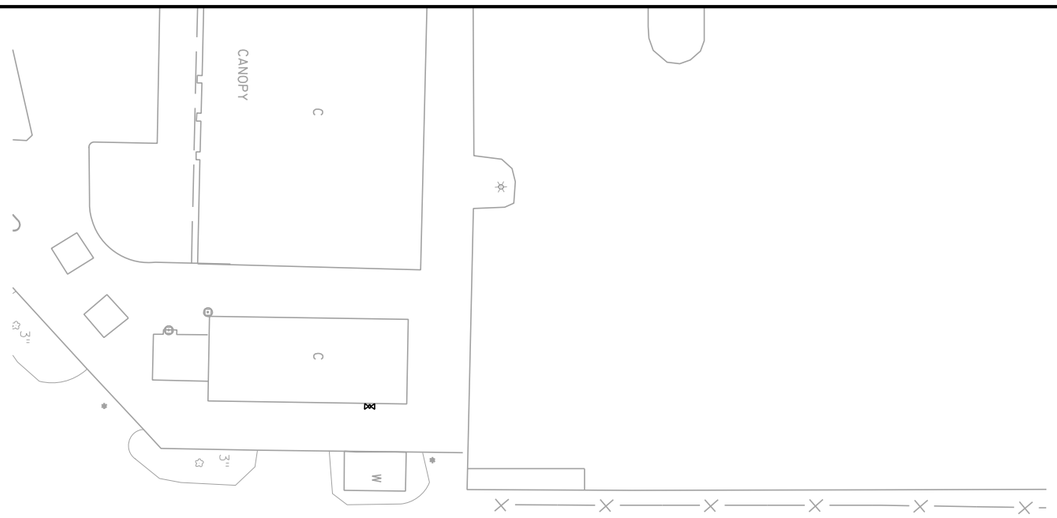
PAVEMENT DETAIL LEGEND

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP08 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOEPD 36-INCH TYPE A
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CB06 CONCRETE BARRIER 42-INCH
- BG01 MGS THRIE BEAM TRANSITION
- BG02 MGS GUARDRAIL K3
- BG04 MGS GUARDRAIL TERMINAL EAT
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE

SHEET 29 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - RAMP SW	SCALE, FEET 0 20 40	SHEET 92	E

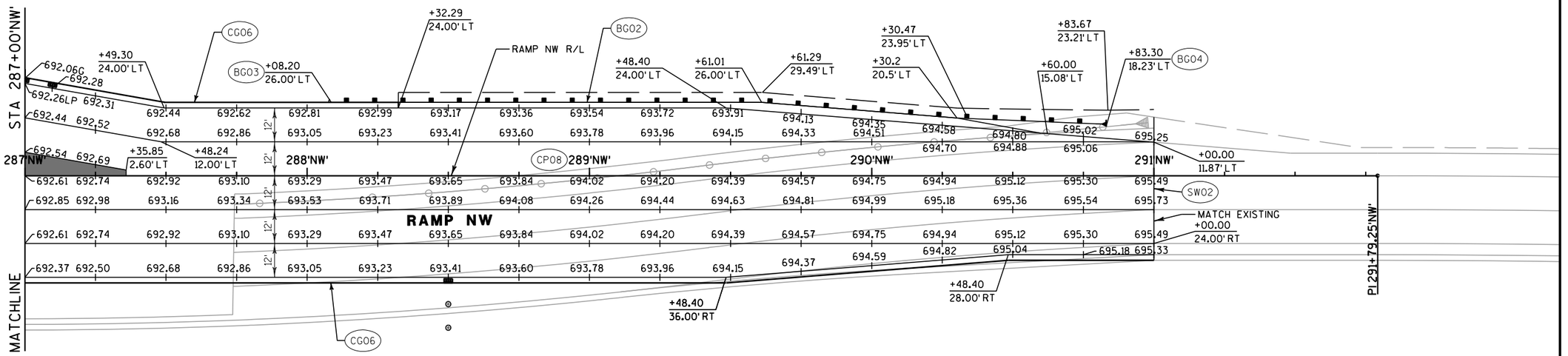
2



PAVEMENT DETAIL LEGEND

N

- CP04 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP08 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CG01 CONCRETE CURB AND GUTTER 4-INCH SLOEPD 36-INCH TYPE A
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CB06 CONCRETE BARRIER 42-INCH
- BG02 MGS GUARDRAIL 3K
- BG03 MGS GUARDRAIL TERMINAL TYPE 2
- BG04 MGS GUARDRAIL TERMINAL EAT
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- SEE ISLAND DETAIL



SHEET 30 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - RAMP NW	SCALE, FEET 0 20 40	SHEET 93	E

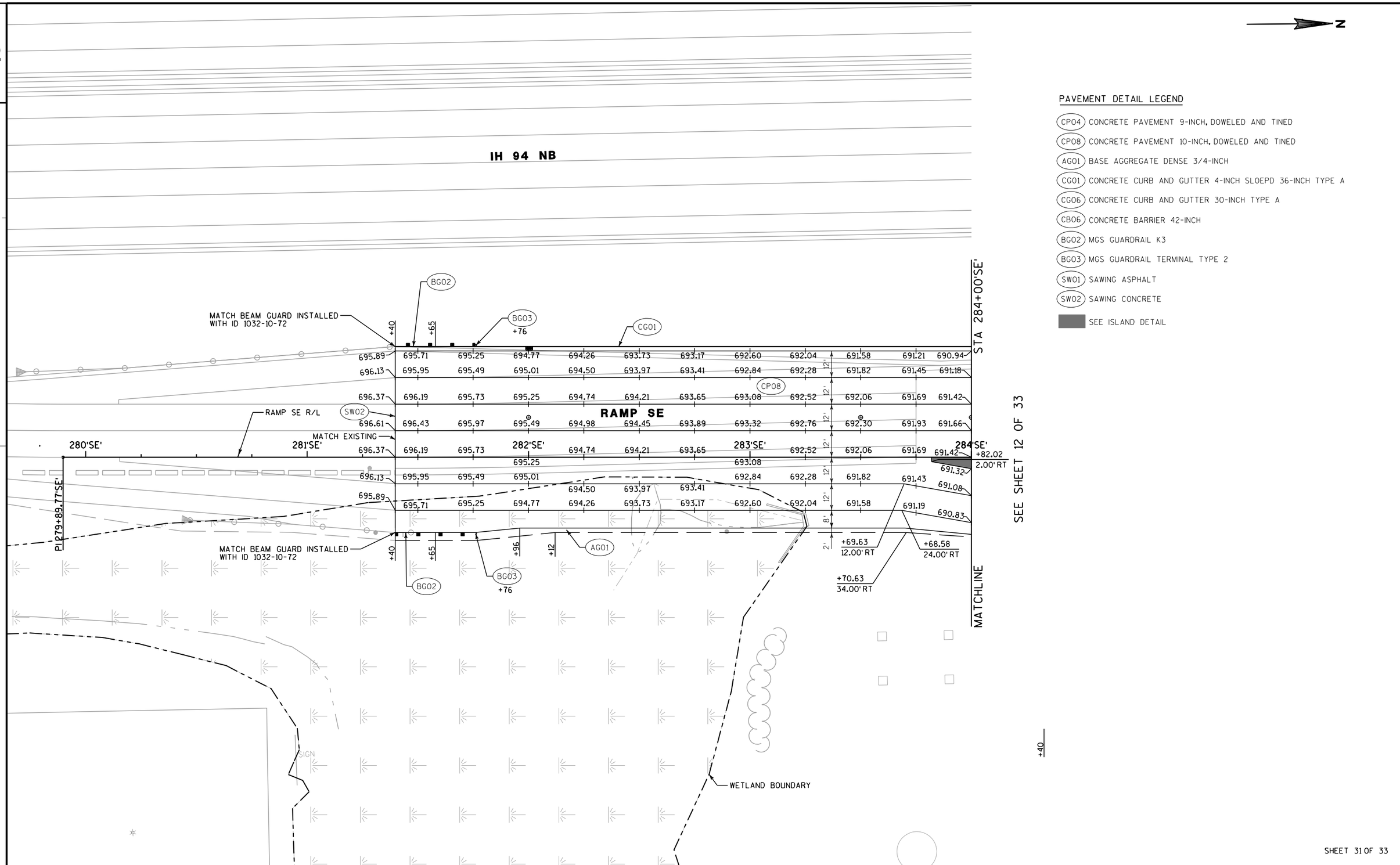
2

N

IH 94 NB

PAVEMENT DETAIL LEGEND

- CPO4 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CPO8 CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- CGO1 CONCRETE CURB AND GUTTER 4-INCH SLOEPD 36-INCH TYPE A
- CGO6 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CBO6 CONCRETE BARRIER 42-INCH
- BGO2 MGS GUARDRAIL K3
- BGO3 MGS GUARDRAIL TERMINAL TYPE 2
- SWO1 SAWING ASPHALT
- SWO2 SAWING CONCRETE
- SEE ISLAND DETAIL



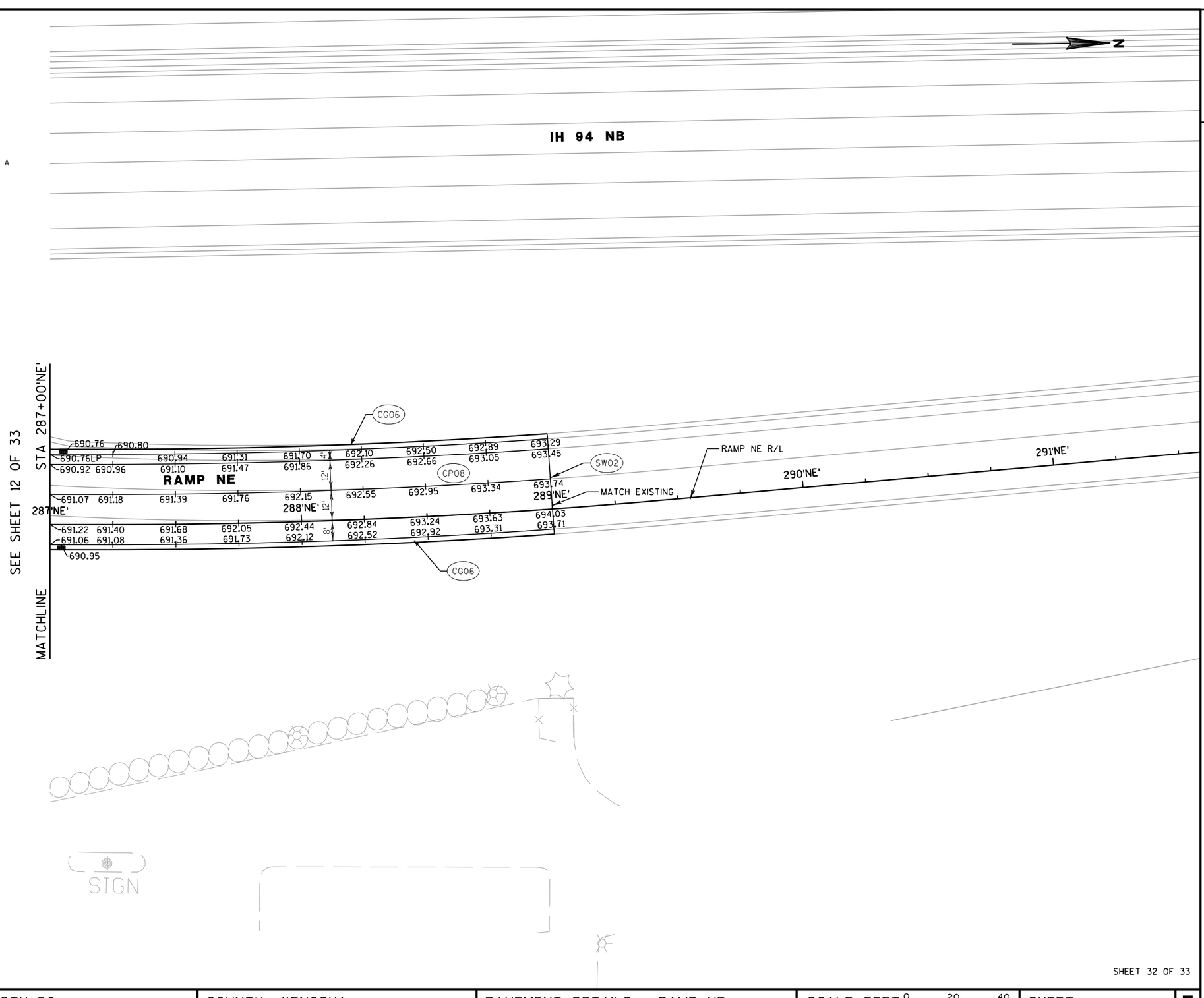
SHEET 31 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - RAMP SE	SCALE, FEET 0 20 40	SHEET 94	E

2

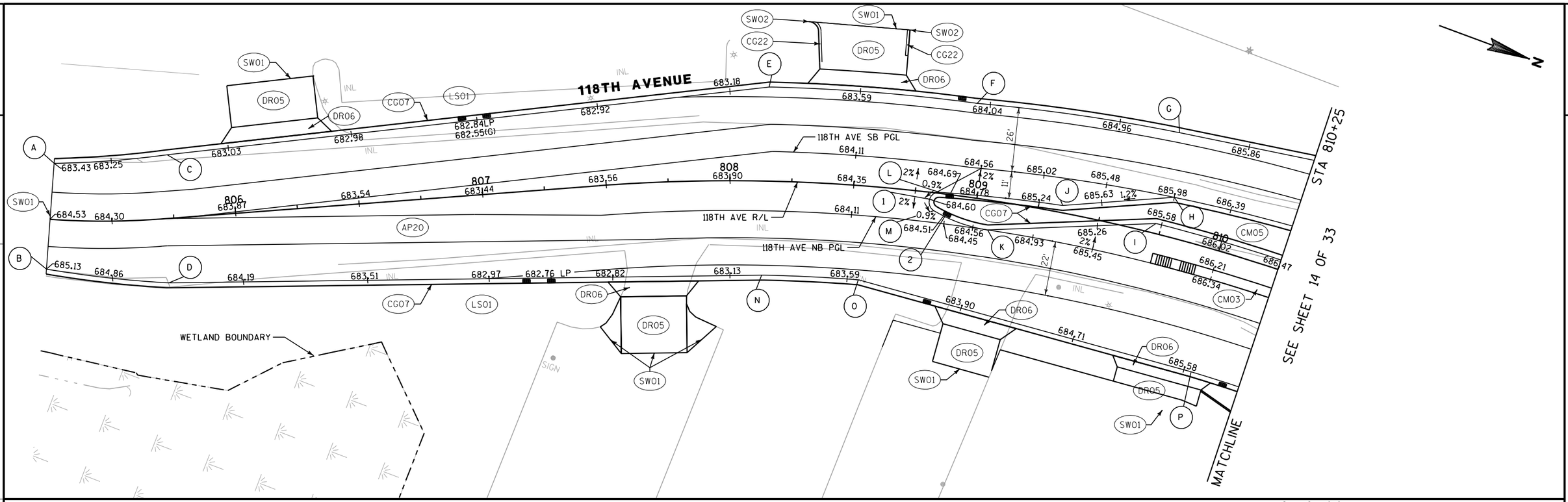
PAVEMENT DETAIL LEGEND

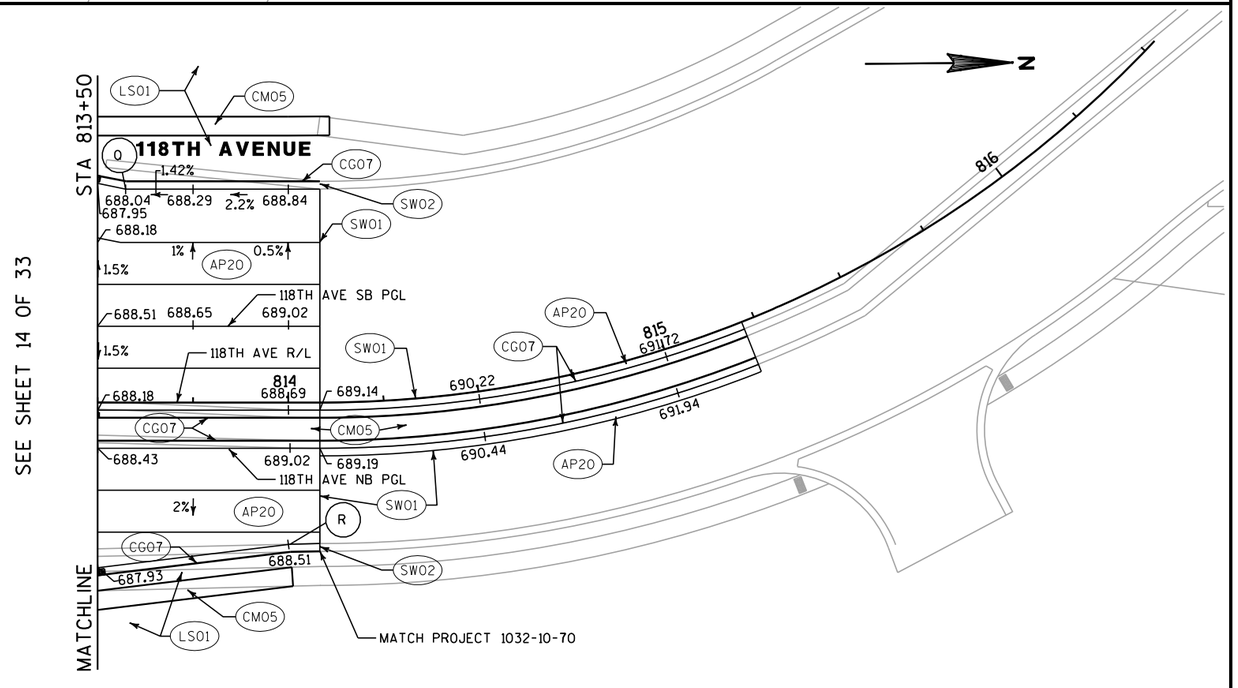
- (CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- (CP08) CONCRETE PAVEMENT 10-INCH, DOWELED AND TINED
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG01) CONCRETE CURB AND GUTTER 4-INCH SLOEPD 36-INCH TYPE A
- (CG06) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (CB06) CONCRETE BARRIER 42-INCH
- (BG01) STEEL THRIE BEAM STRUCTURE APPROACH
- (BG02) STEEL PLATE BEAM GUARD CLASS A
- (BG03) ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
- (BG04) STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE



SHEET 32 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - RAMP NE	SCALE, FEET 0 20 40	SHEET 95	E





STATION TABLE		
POINT	STATION	OFFSET
A	805+25.00	22.64' LT
B	805+25.00	20.18' RT
C	805+74.25	25.67' LT
D	805+71.01	26.00' RT
E	808+15.02	38.00' LT
F	808+94.90	38.00' LT
G	809+72.90	41.90' LT
H	809+77.18	16.08' LT
I	809+72.71	4.00' LT
J	809+34.58	2.94' LT
K	809+06.19	12.00' RT
L	808+84.75	0.45' LT
M	808+83.32	7.20' RT
N	808+13.50	38.00' RT
O	808+54.82	38.00' RT
P	810+03.23	50.00' RT
Q	813+57.35	56.00' LT
R	814+00.44	37.18' RT

RADIUS TABLE			
POINT	STATION	OFFSET	RADIUS
1	808+84.95	3.54' RT	4'
2	809+06.19	48.00' LT	60'

PAVEMENT DETAIL LEGEND

- (AP20) HMA PAVEMENT TYPE E-1, 5 1/2-INCH
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG22) CONCRETE CURB AND GUTTER 18-INCH TYPE D
- (CM03) CONCRETE CORRUGATED MEDIAN
- (CM05) CONCRETE SIDEWALK, 5-INCH
- (DR05) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- (DR06) CONCRETE DRIVEWAY 7-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- (LS01) SOD LAWN

SHEET 33 OF 33

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT DETAILS - 118TH AVENUE	SCALE, FEET 0 20 40	SHEET 96	E

EROSION CONTROL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

8/3/2012 (DATE) (SIGNATURE)

EROSION CONTROL GENERAL NOTES:

EROSION CONTROL ITEMS AND PRACTICES WILL FOLLOW FDM CHAPTER 10.

EROSION MAT WILL BE PLACED IN ALL DITCHES AND ON SLOPES GREATER THAN 4:1.

SILT FENCE WILL BE PLACED AT ALL FILL LOCATIONS AND AT WETLAND LOCATIONS.

RIPRAP SHALL BE PLACED IN DITCHES AND AT STORMWATER OUTFALLS AS REQUIRED.

DITCH CHECKS WILL BE PLACED IN DITCHES AS REQUIRED.

INLET PROTECTION TYPE A, SHALL BE PLACED AT ALL MANHOLE AND INLET LOCATIONS DURING GRADING STAGES.

INLET PROTECTION TYPE B, C, OR D SHALL BE PLACED UNDER ALL ROADWAY INLETS UNTIL COMPLETION OF PROJECT.

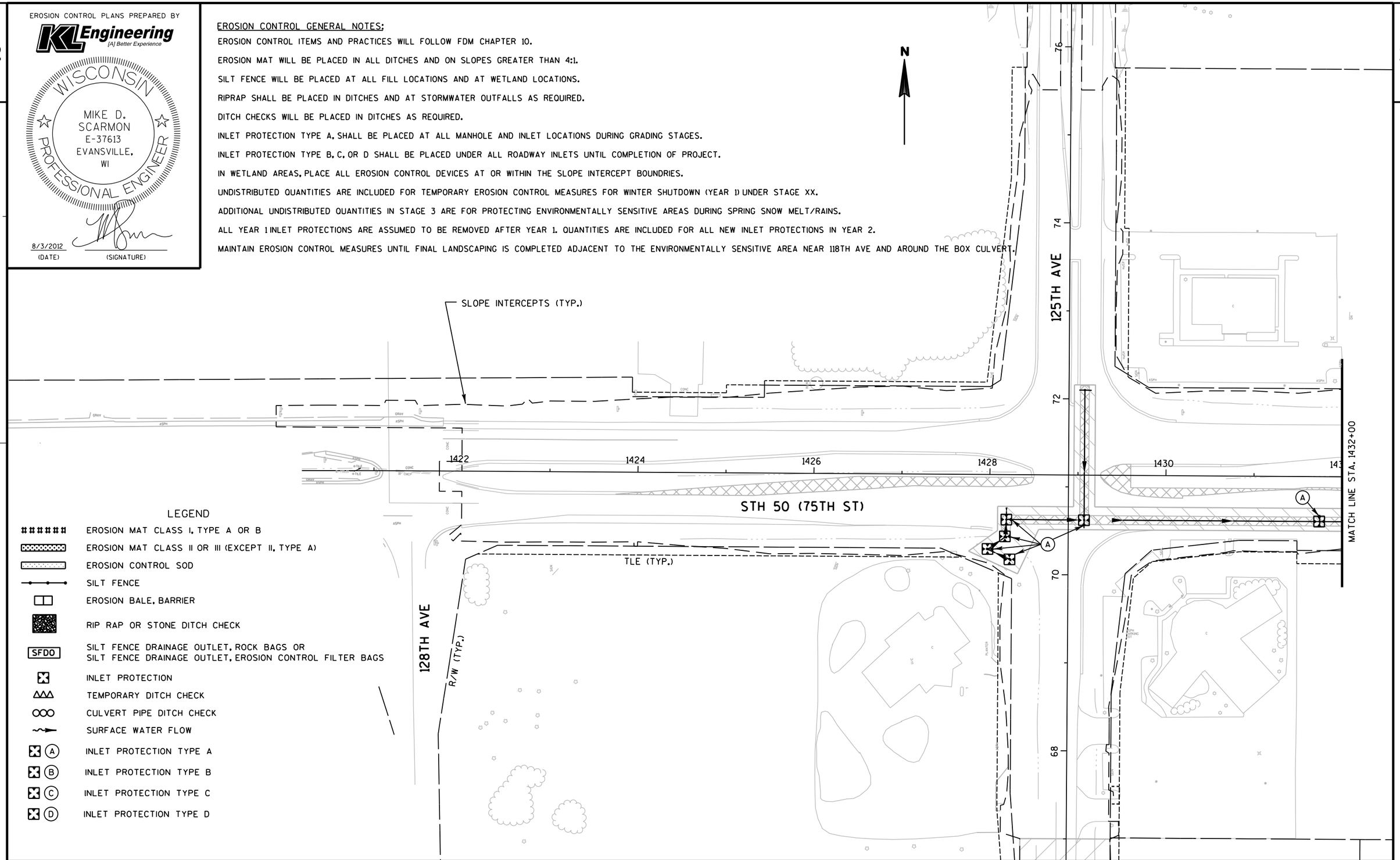
IN WETLAND AREAS, PLACE ALL EROSION CONTROL DEVICES AT OR WITHIN THE SLOPE INTERCEPT BOUNDRIES.

UNDISTRIBUTED QUANTITIES ARE INCLUDED FOR TEMPORARY EROSION CONTROL MEASURES FOR WINTER SHUTDOWN (YEAR 1) UNDER STAGE XX.

ADDITIONAL UNDISTRIBUTED QUANTITIES IN STAGE 3 ARE FOR PROTECTING ENVIRONMENTALLY SENSITIVE AREAS DURING SPRING SNOW MELT/RAINS.

ALL YEAR 1 INLET PROTECTIONS ARE ASSUMED TO BE REMOVED AFTER YEAR 1. QUANTITIES ARE INCLUDED FOR ALL NEW INLET PROTECTIONS IN YEAR 2.

MAINTAIN EROSION CONTROL MEASURES UNTIL FINAL LANDSCAPING IS COMPLETED ADJACENT TO THE ENVIRONMENTALLY SENSITIVE AREA NEAR 118TH AVE AND AROUND THE BOX CULVERT.



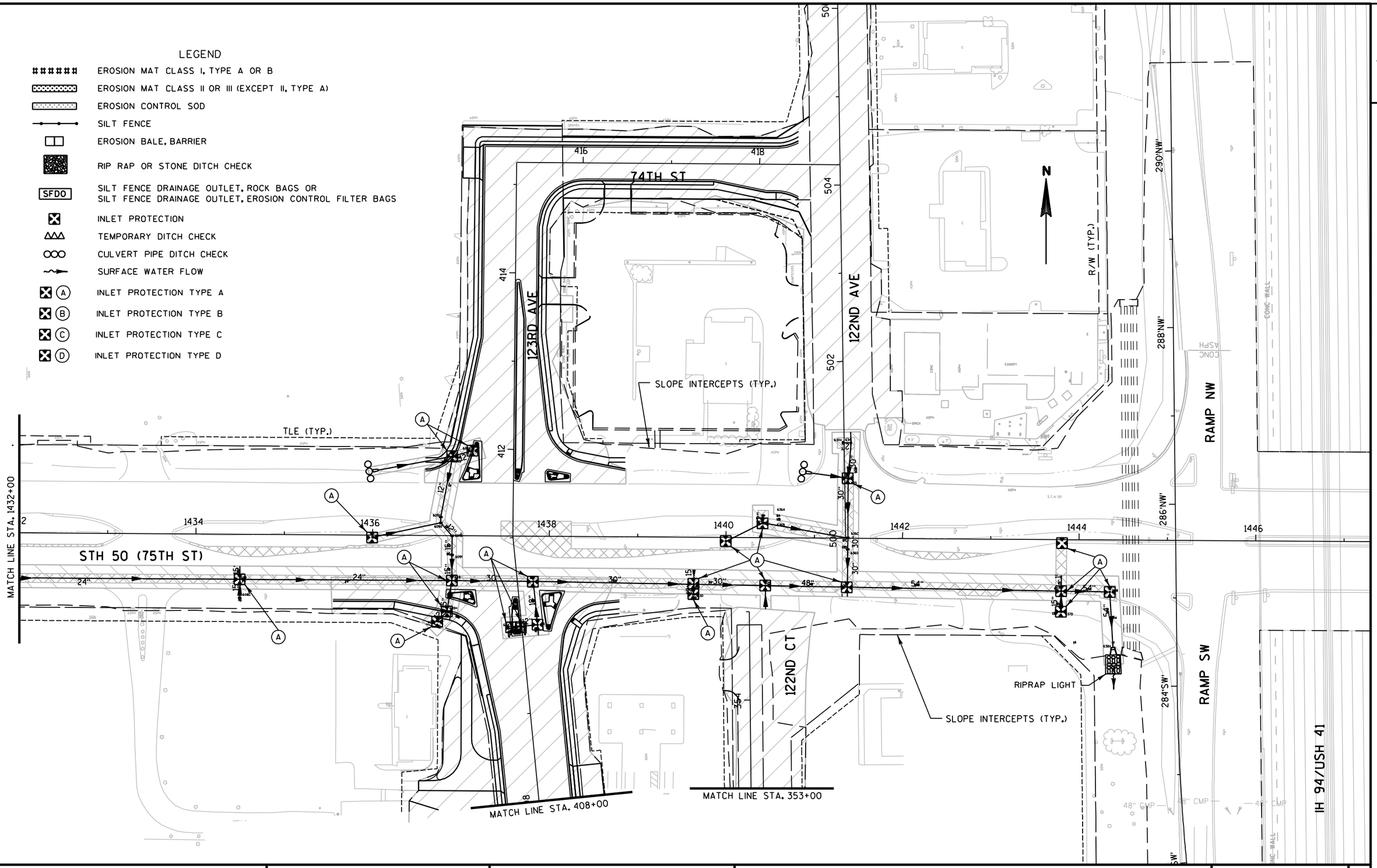
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 1 - EROSION CONTROL PLAN	SHEET 97 E

FILE NAME : G:\RASMITH\R100820\PS&E\Final\1032-10-71\EC\022001_ec_Stage1.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 1 - EROSION CONTROL PLAN	SHEET 98 E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022002_ec_Stage1.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

R/W (TYP.)

CURB STOP

GRAVEL

WETLAND

MATCH LINE STA. 1415+00

1400 1402 1404 1406 1408 1410 1412 1414

A B

B

STH 50 (75TH ST)

2

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET 99	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022004_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

D

R/W (TYP.)

SLOPE INTERCEPTS (TYP.)

125TH AVE

MATCH LINE STA. 1415+00

1416 1418 1420 1422 1424 1426 1428

STH 50 (75TH ST)

TLE (TYP.)

128TH AVE

MATCH LINE STA. 1430+00

72 70 68

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET 100	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022005_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

74TH ST

123RD AVE

122ND AVE

122ND CT

STH 50 (75TH ST)

TLE (TYP.)

SLOPE INTERCEPTS (TYP.)

R/W (TYP.)

MATCH LINE STA. 1430+00

MATCH LINE STA. 1445+00

MATCH LINE STA. 407+00

MATCH LINE STA. 352+00

416 418 414 412 410 408 504 502 500 354 290'NW' 288'NW' 286'NW' 284'SW' 282'SW'

1432 1434 1436 1438 1440 1442 1444

SFDO

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

RAMP NW

RAMP NE

RAMP SW

RAMP SE

IH 94/USH 41

STH 50 (75TH ST)

118TH AVE

ACCESS ROAD F

SLOPE INTERCEPTS (TYP.)

TLE (TYP.)

R/W (TYP.)

RIPRAP LIGHT

MATCH LINE STA. 1445+00

MATCH LINE STA. 1460+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022007_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

N

KILBOURNE ROAD DITCH

SLOPE INTERCEPTS (TYP.)

TLE (TYP.)

R/W (TYP.)

SFDO

MATCH LINE STA. 1460+00

MATCH LINE STA. 1475+00

906

904

1460

1462

1464

1466

1468

1470

1472

1474

STH 50 (75TH ST)

ACCESS ROAD F

RIPRAP LIGHT

NOTE: SILT FENCE, EROSION BALES, AND SILT FENCE DRAINAGE OUTLETS TO REMAIN IN PLACE AND BE MAINTAINED UNTIL FINAL LANDSCAPING IS COMPLETED IN STAGE 4 AND STAGE 6.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET 103	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022008_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

MATCH LINE STA. 1475+00

1476 1478 1480 1482 1484

STH 50 (75TH ST)

ANT.

ANT.

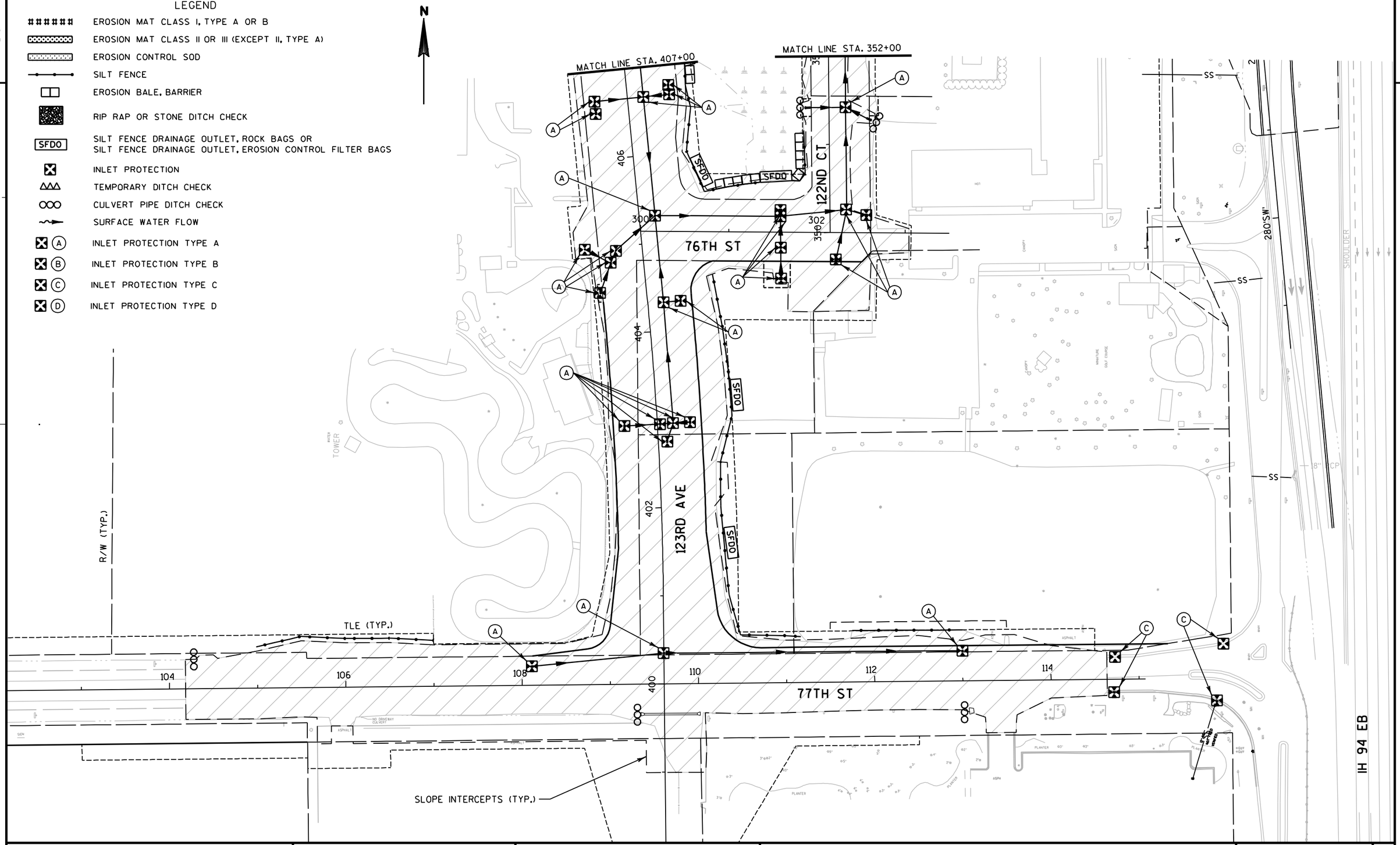
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET 104	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022009.1_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2 - EROSION CONTROL PLAN	SHEET 105 E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022009.2_ec_Stage2.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

74TH ST
123RD AVE
122ND AVE
STH 50 (75TH ST)
RAMP NW
TLE (TYP.)
R/W (TYP.)
SLOPE INTERCEPTS (TYP.)
MATCH LINE STA. 408+00
MATCH LINE STA. 353+00
416
418
506
504
502
500
412
354
1434
1436
1438
1440
1442
1444
1446
290'NW'
288'NW'
286'NW'
284'SW'
N

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2A - EROSION CONTROL PLAN	SHEET 106 E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022010.1_ec_Stage2A.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

N

MATCH LINE STA. 408+00

MATCH LINE STA. 353+00

76TH ST

77TH ST

122ND CT

123RD AVE

TLE (TYP.)

SLOPE INTERCEPTS (TYP.)

R/W (TYP.)

IH 94 EB

SHOULDER

CONC WALL

48" CMP

42" CMP

8" RCP

282'SW

280'SW

POOL

TOWER

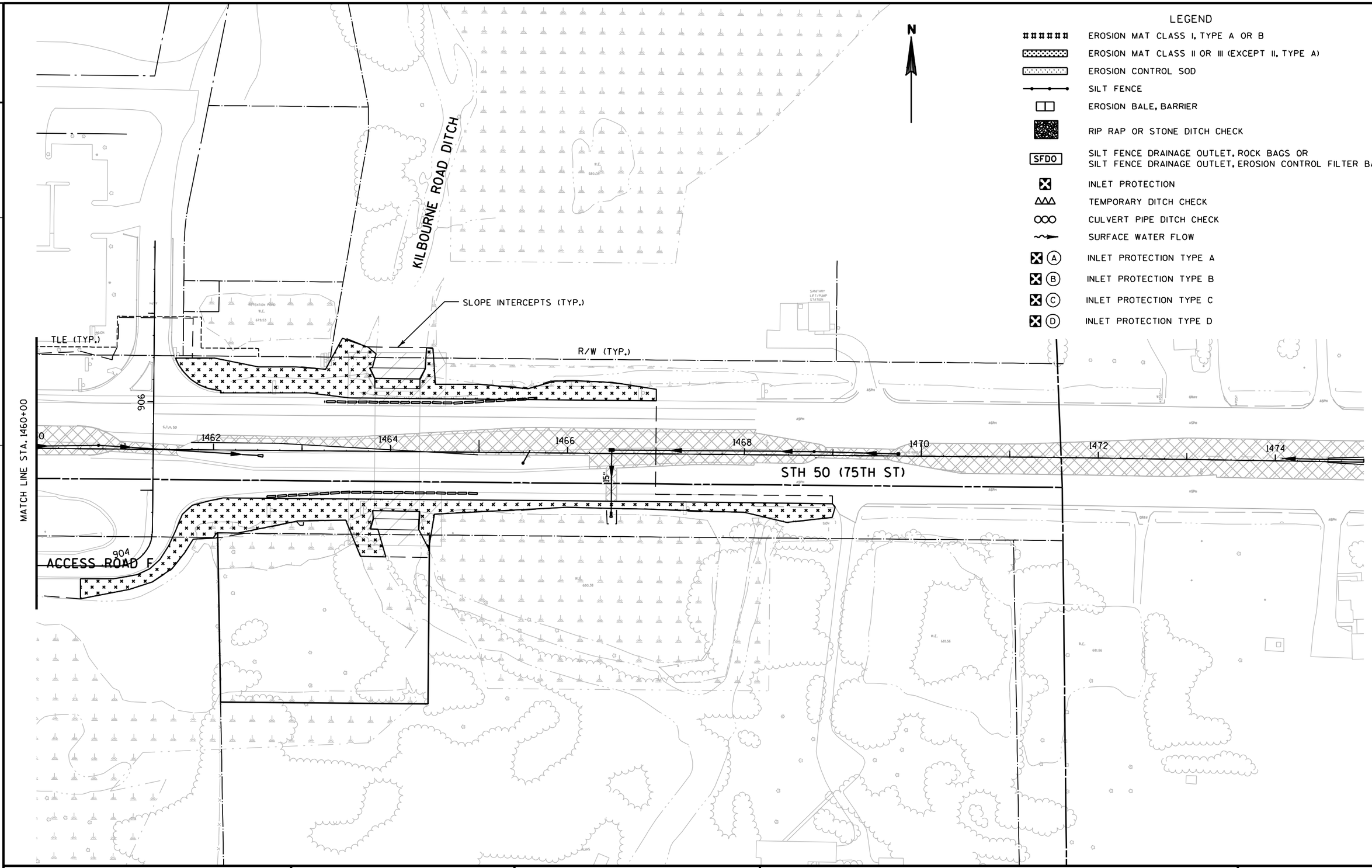
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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2A - EROSION CONTROL PLAN	SHEET 107	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022010.2_ec_Stage2A.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2A - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022010.3_ec_Stage2A.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

MATCH LINE STA. 71+50

1422 1424 1426 1428 1430 1432 1434 1436

STH 50 (75TH ST)

TLE (TYP.)

128TH AVE

125TH AVE

R/W (TYP.)

68

66

64

SLOPE INTERCEPTS (TYP.)

EROSION CONTROL SOD

EROSION CONTROL SOD

N

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2B - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022011.1_ec_Stage2B.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

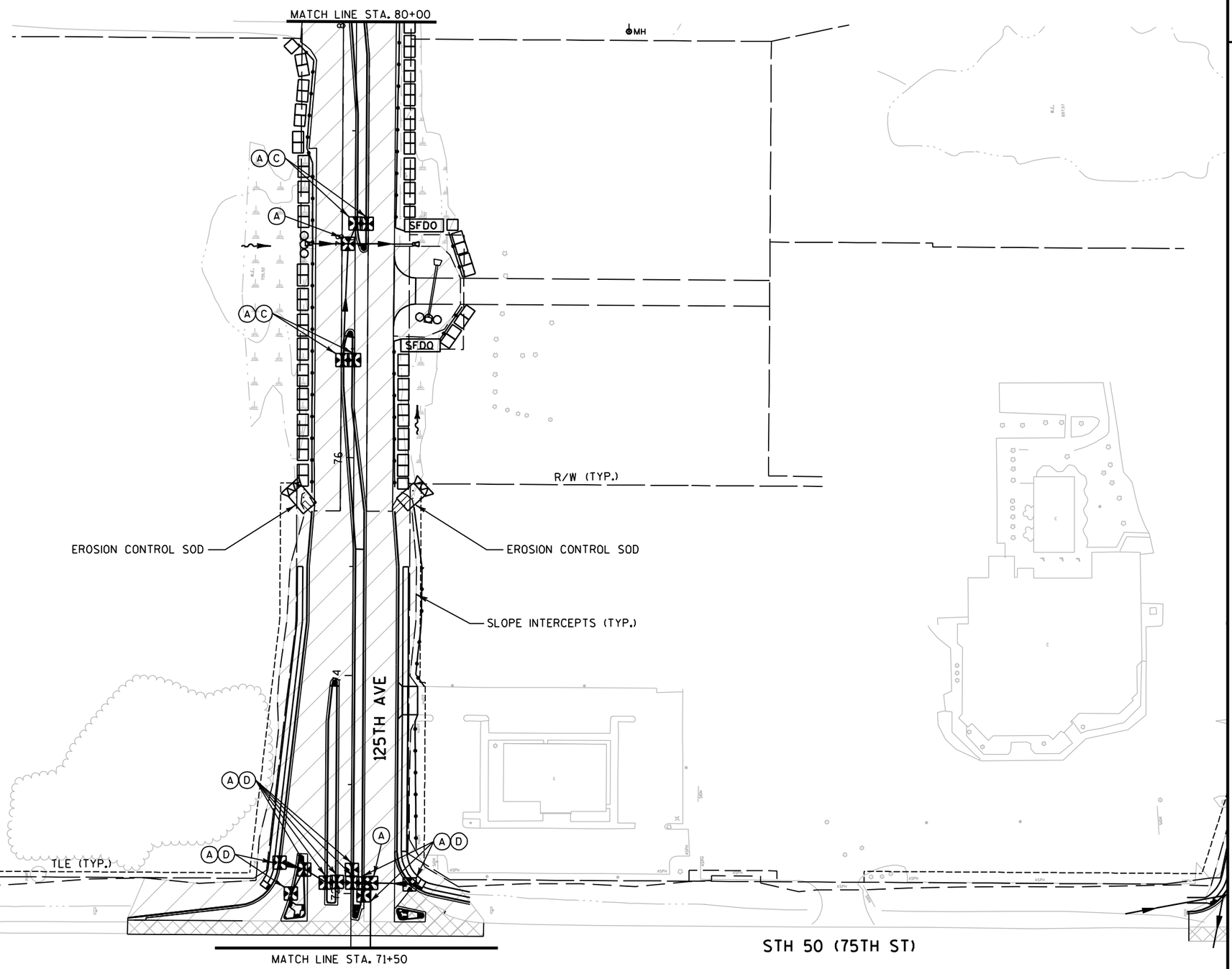
2

2

N

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D



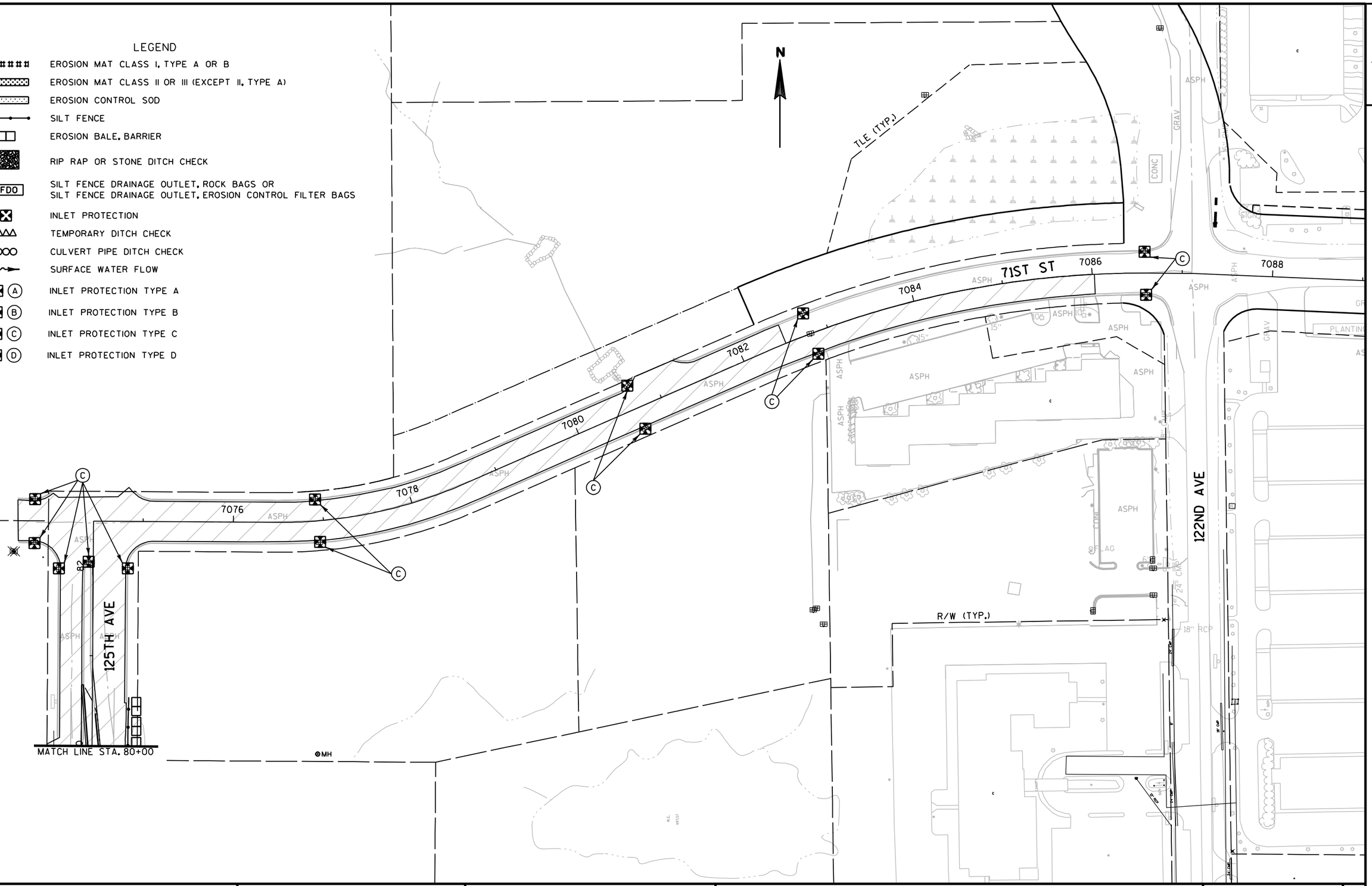
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2B - EROSION CONTROL PLAN	SHEET 110	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022011.2_ec_Stage2B.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D



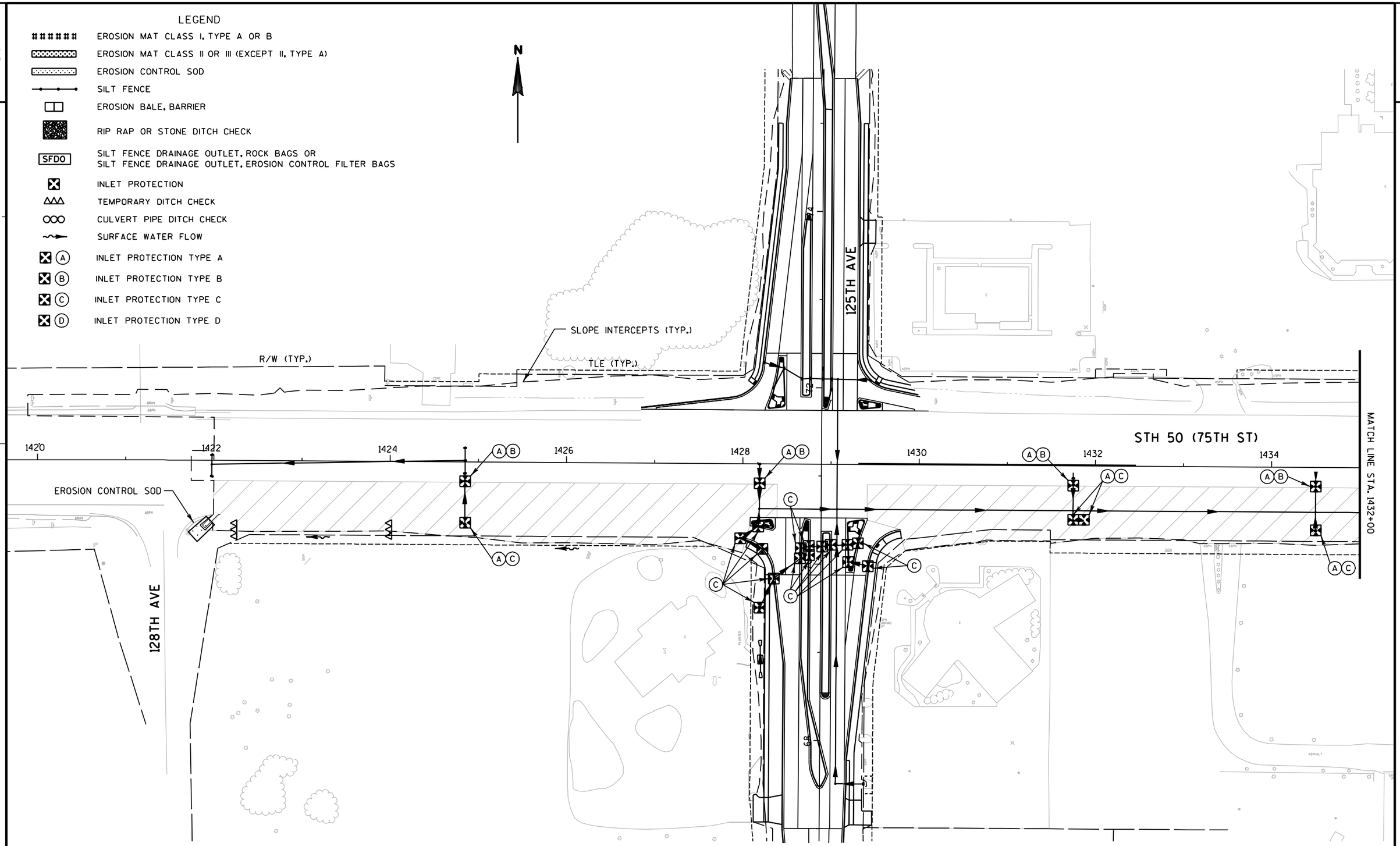
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 2B - EROSION CONTROL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022012_ec_Stage2B.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 4 - EROSION CONTROL PLAN	SHEET 112 E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022013_ec_Stage4.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

123RD AVE

122ND AVE

122ND CT

STH 50 (75TH ST)

RAMP NW

RAMP NE

RAMP SW

RAMP SE

MATCH LINE STA. 1432+00

MATCH LINE STA. 1432+00

TLE (TYP.)

R/W (TYP.)

SLOPE INTERCEPTS (TYP.)

CONC WALL

CONC WALL

CONC WALL

CONC WALL

48" CMP

SFDO

SFDO

SFDO

414

412

408

502

500

354

288'NW'

286'NW'

282'SW'

288'NE'

286'NE'

284

282

280

1436

1438

1440

1442

1444

1446

1448

LEGEND

#######	EROSION MAT CLASS I, TYPE A OR B
	EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
	EROSION CONTROL SOD
	SILT FENCE
	EROSION BALE, BARRIER
	RIP RAP OR STONE DITCH CHECK
SFDO	SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
B	INLET PROTECTION TYPE B
C	INLET PROTECTION TYPE C
D	INLET PROTECTION TYPE D

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 4 - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022014_ec_Stage4.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

STH 50 (75TH ST)

MATCH LINE STA. 1432+00

SLOPE INTERCEPTS (TYP.)

118TH AVE

ACCESS ROAD F

TLE (TYP.)

R/W (TYP.)

KILBOURNE ROAD DITCH

RIPRAP LIGHT

MATCH LINE STA. 807+00

N

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 4 - EROSION CONTROL PLAN	SHEET 114 E

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

RAMP NE

RAMP SE

290'NE'

288'NE'

286'NE'

284

118TH AVE

STH 50 (75TH ST)

ACCESS ROAD F

SLOPE INTERCEPTS (TYP.)

TLE (TYP.)

R/W (TYP.)

(EX.)

SIDE WALK

FUTURE

CANOPY

CANOPY

CANOPY

CONC

ASPH

SIGN

HMA

ASPH

GRAVEL

COVERED W/ ASPH

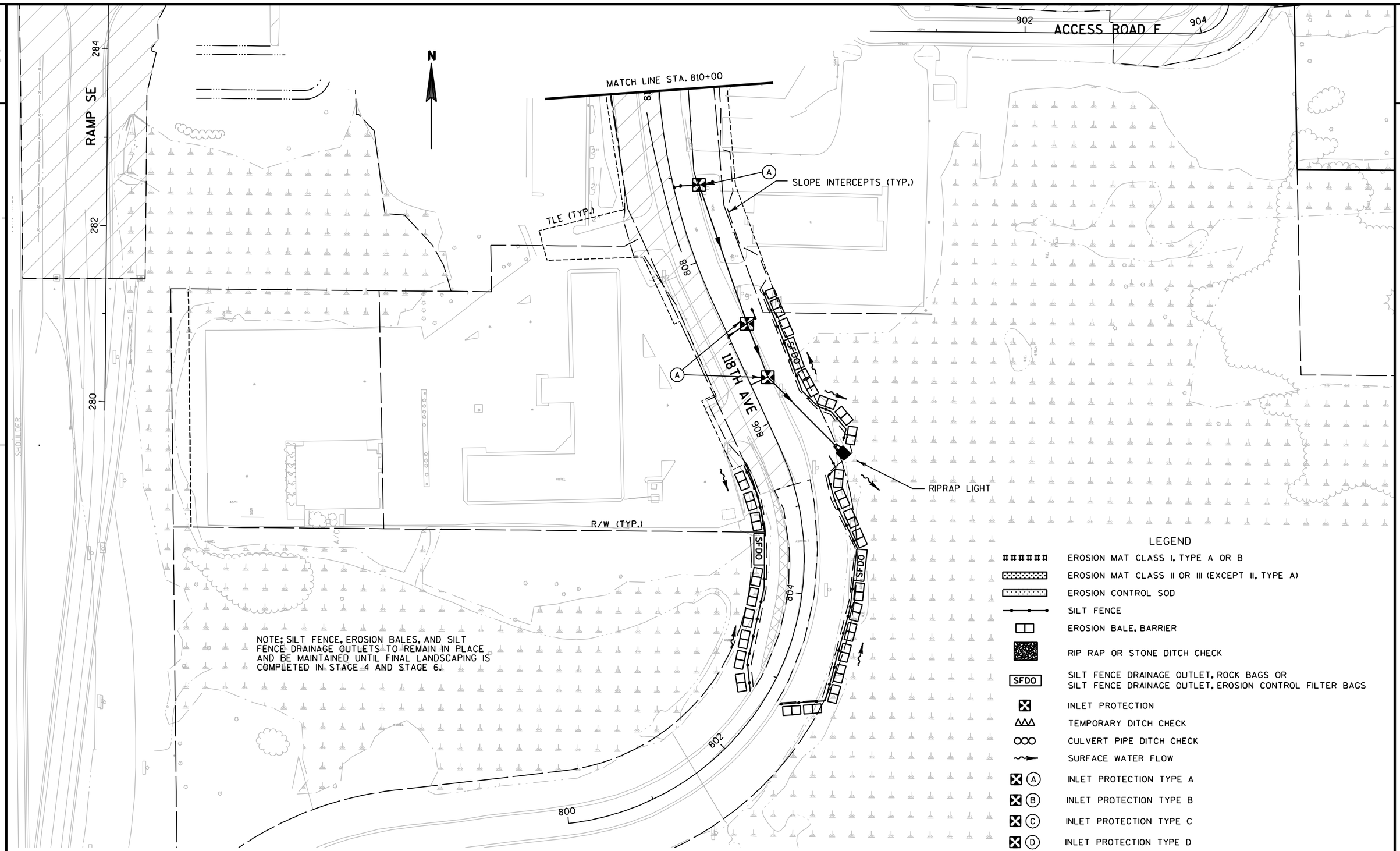
1448 1450 1452 1454 1456 1458 1460 1462

812 814 900 902 904 906 908

A

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 4A - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022017_ec_Stage4A.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :



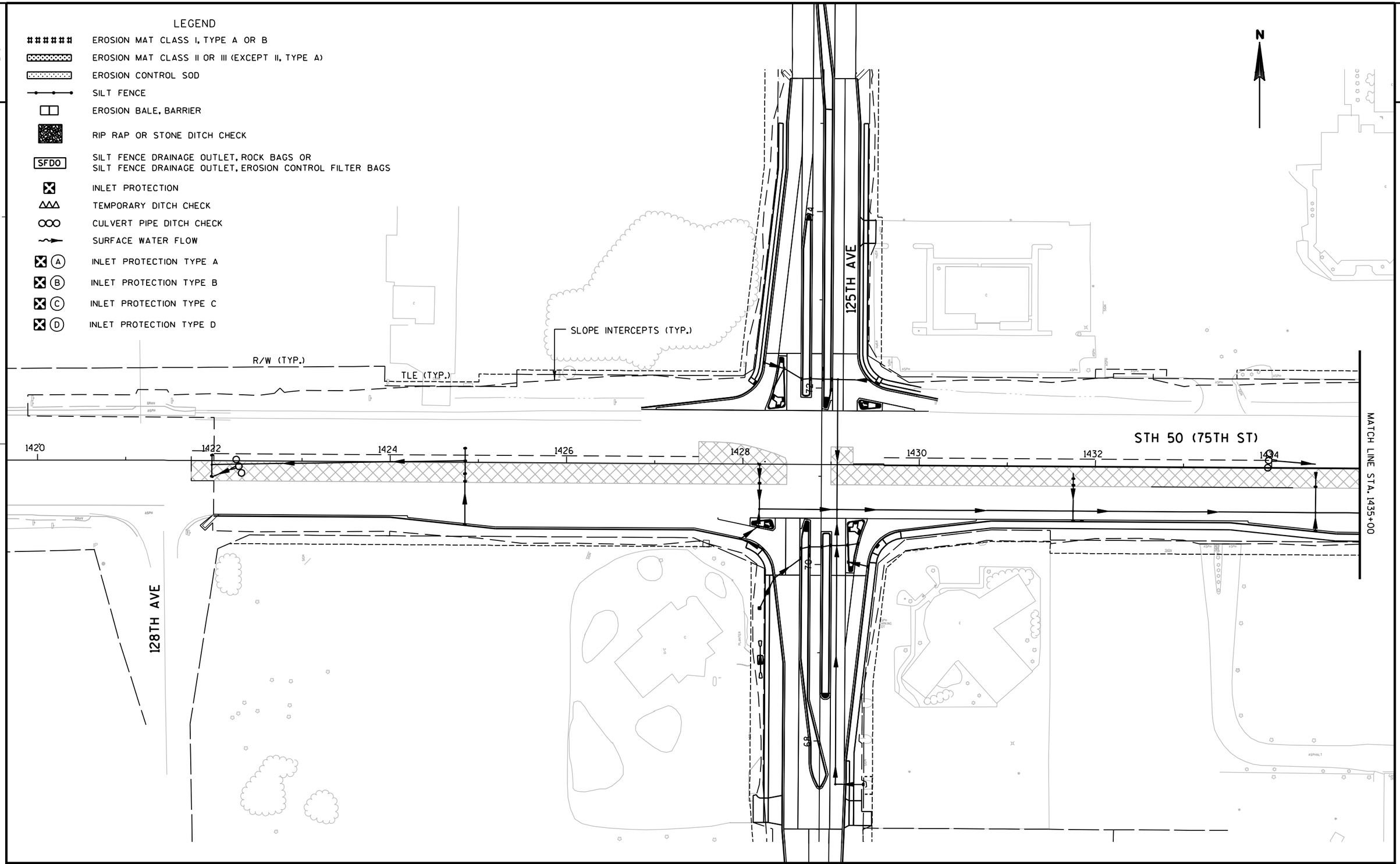
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 4A - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022018_ec_Stage4A.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D



2

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 5 - EROSION CONTROL PLAN	SHEET 117 E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022020_ec_Stage5.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

123RD AVE

122ND AVE

122ND CT

RAMP NW

RAMP NE

RAMP SW

RAMP SE

STH 50 (75TH ST)

TLE (TYP.)

R/W (TYP.)

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 1435+00

MATCH LINE STA. 1450+00

414 412 410 408 406 404 402 400 398 396 394 392 390 388 386 384 382 380

1436 1438 1440 1442 1444 1446 1448

288'NW' 286'NW' 284'SW' 282'SW'

288'NE' 286'NE' 284 282 280

48" CMP

CONC WALL

POOL

HOTEL

A/C

CANOPY

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 5 - EROSION CONTROL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022021_ec_Stage5.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

KILBOURNE ROAD DITCH

STH 50 (75TH ST)

MATCH LINE STA. 1450+00

TLE (TYP.)

R/W (TYP.)

SLOPE INTERCEPTS (TYP.)

118TH AVE

ACCESS ROAD F

1450 1452 1454 1456 1458 1460 1462 1464

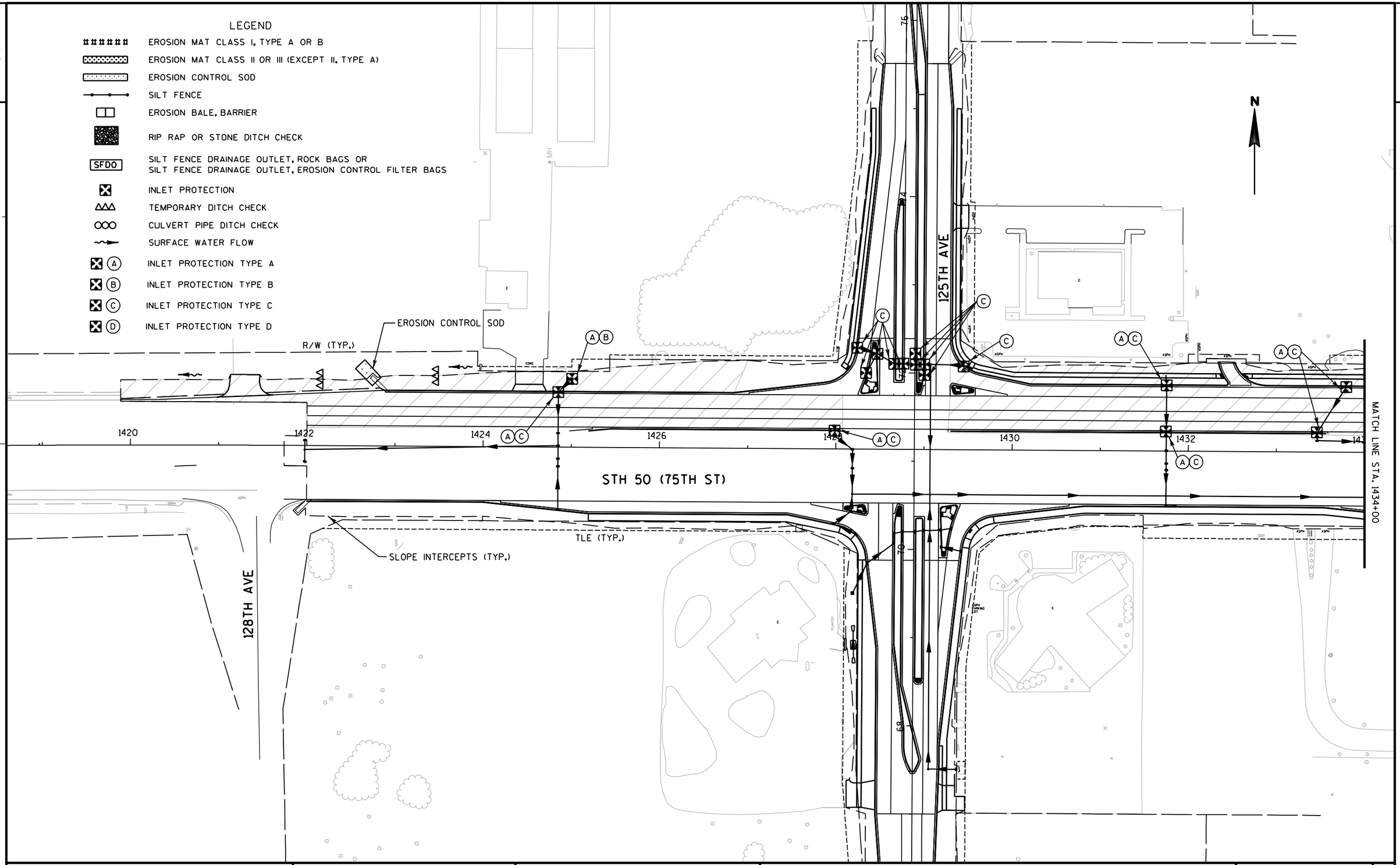
900 902 904

808 810 812 814 906 908

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 5 - EROSION CONTROL PLAN	SHEET 119	E

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D



LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

74TH ST

123RD AVE

122ND AVE

122ND CT

RAMP NW

RAMP NE

RAMP SW

RAMP SE

SLOPE INTERCEPTS (TYP.)

TLE (TYP.)

R/W (TYP.)

STH 50 (75TH ST)

MATCH LINE STA. 1434+00

MATCH LINE STA. 1449+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 6 - EROSION CONTROL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022024_ec_Stage6.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

MATCH LINE STA. 1449+00

STH 50 (75TH ST)

118TH AVE

ACCESS ROAD F

R/W (TYP.)

TLE (TYP.)

RIPRAP LIGHT

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 808+00

1450 1452 1454 1456 1458 1460 1462 1464

900 902 904

808 810 812 814 816 818

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 6 - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022025_ec_Stage6.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

MATCH LINE STA. 808+00

SLOPE INTERCEPTS (TYP.)

R/W (TYP.)

118TH AVE

808

806

804

802

800

N

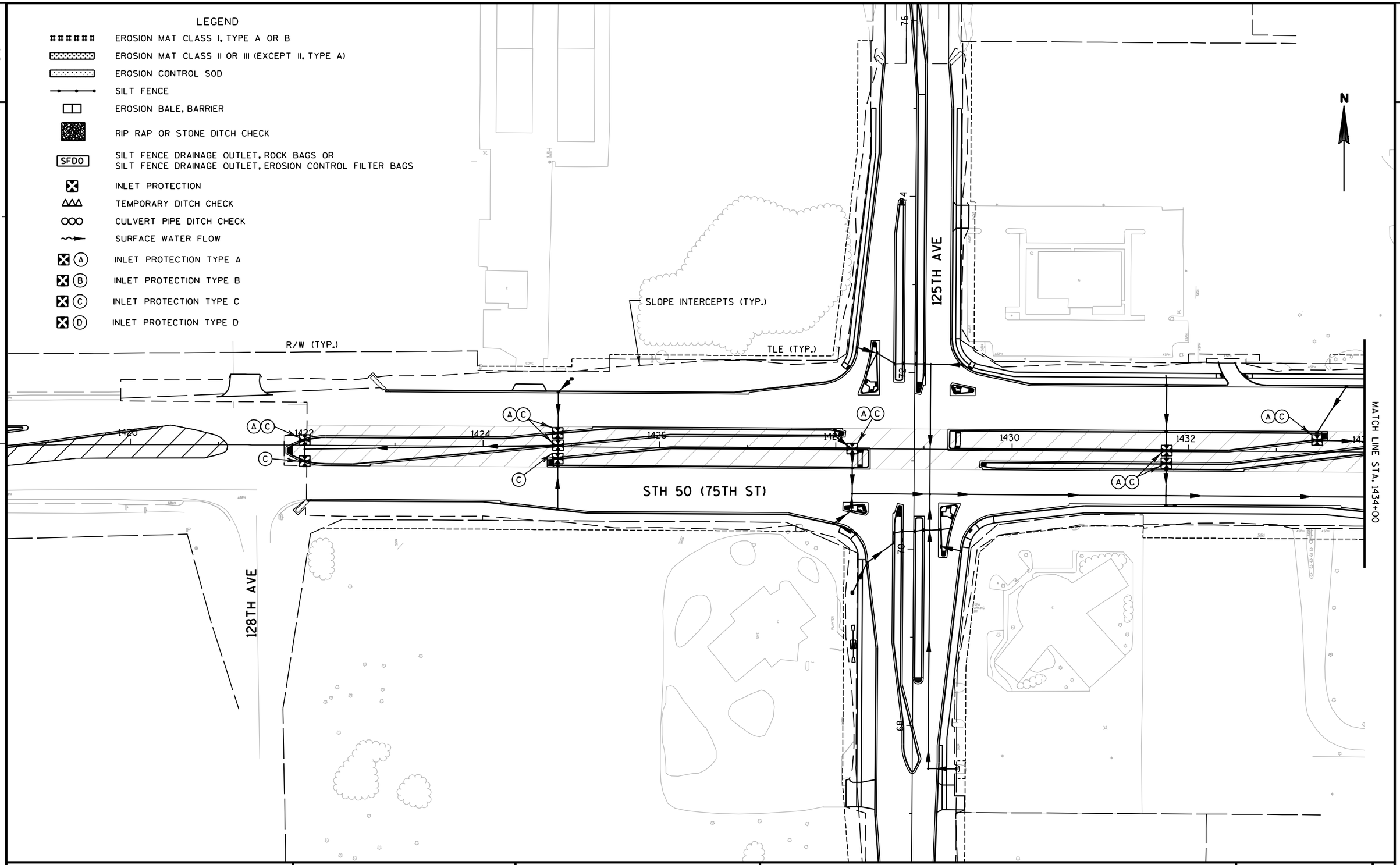
LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 6 - EROSION CONTROL PLAN	SHEET 123	E

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 7 - EROSION CONTROL PLAN	SHEET 124	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022028_ec_Stage7.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

74TH ST
123RD AVE
122ND AVE
122ND CT
RAMP NW
RAMP NE
RAMP SW
RAMP SE
STH 50 (75TH ST)
R/W (TYP.)
SLOPE INTERCEPTS (TYP.)
TLE (TYP.)
MATCH LINE STA. 1434+00
MATCH LINE STA. 1449+00
CONC WALL
48" CMP
N

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 7 - EROSION CONTROL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022029_ec_Stage7.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- EROSION CONTROL SOD
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SFDO — SILT FENCE DRAINAGE OUTLET, ROCK BAGS OR SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- INLET PROTECTION TYPE A
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D

N

SLOPE INTERCEPTS (TYP.)

TLE (TYP.)

MATCH LINE STA. 1449+00

STH 50 (75TH ST)

118TH AVE

R/W (TYP.)

ACCESS ROAD F

MATCH LINE STA. 808+00

1466+50, 3.5' LT

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGE 7 - EROSION CONTROL PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\ps&e\final\1032-10-71\ec\022030_ec_Stage7.dgn PLOT DATE : 7/11/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N

CONNECT TO EXISTING STORM SEWER

SLOPE INTERCEPT

R/W

TLE

75TH STREET

STH 50

128TH AVENUE

125TH AVENUE

IP

CC

RI

RS

CAUTION

INSULATION BOARD POLYSTRENE, 4-INCH

RI REMOVING INLET

RM REMOVING MANHOLE

RS REMOVING STORM SEWER

CC CULVERT PIPE CONCRETE COLLAR

CONNECT TO EXISTING 18" STORM SEWER
FIELD VERIFY EXISTING INVERT ELEVATION

18" X 287.4' SSPRC
CL IV @ 1.00%

18" X 88.3' SSPRC
CL IV @ 0.40%

24" X 267.7' SSPRC
CL IV @ 1.19%

24" X 275.0' SSPRC
CL IV @ 2.41%

CONNECT TO EXISTING STORM SEWER
FIELD VERIFY EXISTING INVERT ELEVATION

12" X 10.6' SSPRC
CL IV @ 1.04%

12" X 13.3' SSPRC
CL IV @ 1.05%

12" X 21.0' SSPRC
CL IV @ 0.52%

12" X 46.9' SSPRC
CL IV @ 0.83%

12" X 13.8' SSPRC
CL IV @ 0.94%

12" X 49.5' SSPRC
CL IV @ 0.73%

12" X 8.2' SSPRC
CL IV @ 0.73%

12" X 15.1' SSPRC
CL IV @ 0.73%

12" X 6.5' SSPRC
CL IV @ 1.54%

12" X 25.0' SSPRC
CL IV @ 1.24%

12" X 21.0' SSPRC
CL IV @ 1.24%

12" X 29.5' SSPRC
CL IV @ 1.52%

12" X 27.5' SSPRC
CL IV @ 0.51%

12" X 24.6' SSPRC
CL IV @ 0.53%

12" X 19.6' SSPRC
CL IV @ 0.51%

15" X 11.7' SSPRC
CL IV @ 4.87%

18" X 53.0' SSPRC
CL IV @ 0.87%

18" X 21.0' SSPRC
CL IV @ 0.86%

18" X 15.0' SSPRC
CL IV @ 0.87%

12" X 10.0' SSPRC
CL IV @ 3.20%

12" X 11.5' SSPRC
CL IV @ 3.22%

18" X 29.5' SSPRC
CL IV @ 0.88%

18" X 7.0' SSPRC
CL IV @ 0.86%

12" X 62.4' SSPRC
CL IV @ 0.53%

12" X 104.0' SSPRC
CL IV @ 1.17%

12" X 8.5' SSPRC
CL III @ 0.59%

12" X 7.1' SSPRC
CL IV @ 1.13%

15" X 25.3' SSPRC
CL IV @ 0.59%

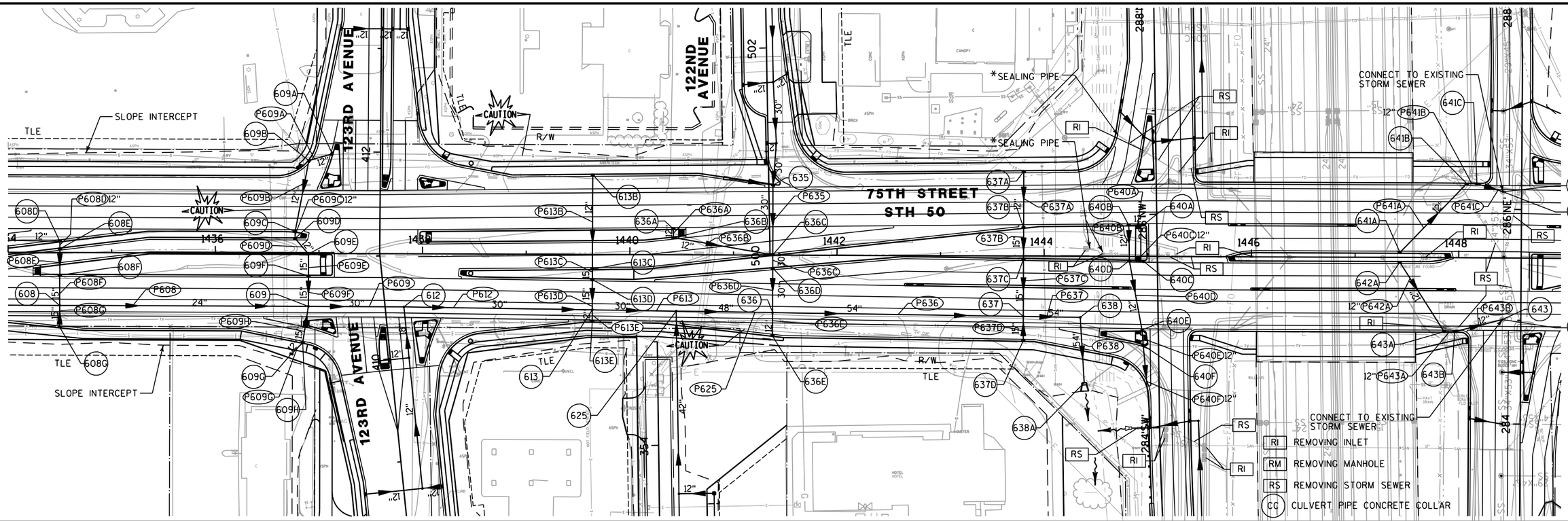
15" X 29.5' SSPRC
CL IV @ 0.58%

15" X 21.1' SSPRC
CL IV @ 0.57%

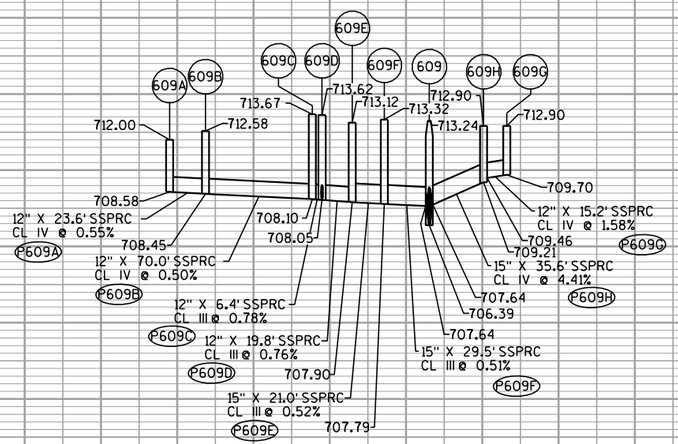
1419+00 1420+00 1421+00 1422+00 1423+00 1424+00 1425+00 1426+00 1427+00 1428+00 1429+00 1430+00 1431+00 1432+00 1433+00 1434+00

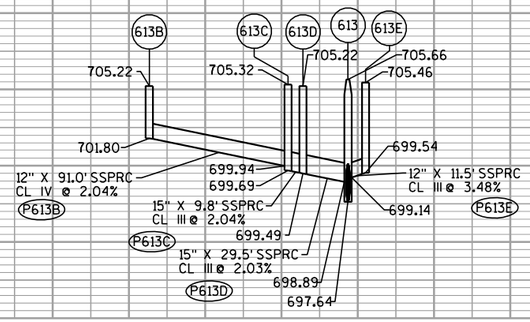
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - STH 50	SCALE, FEET 0 50 100	SHEET 127	E

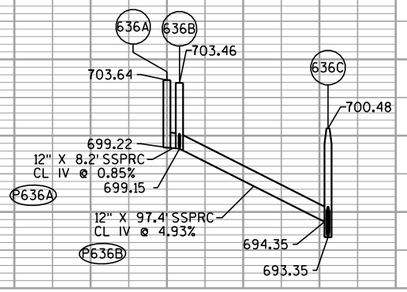
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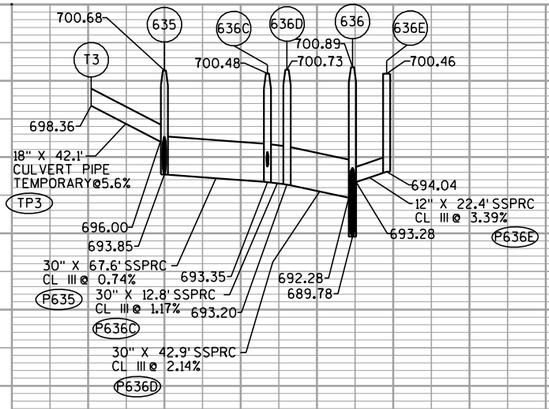


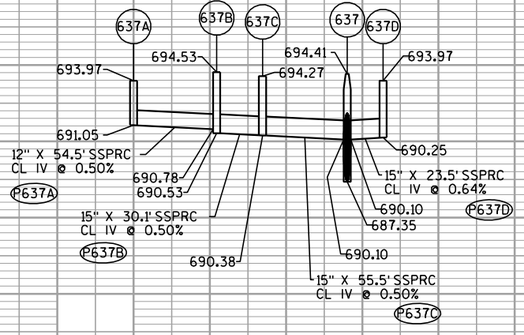
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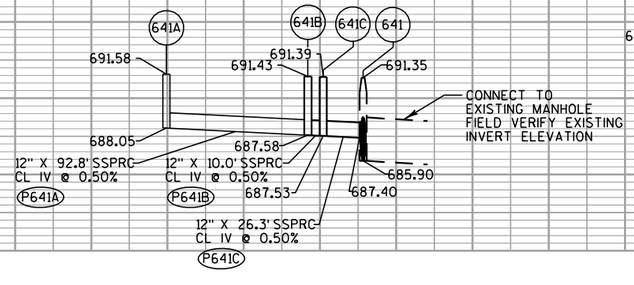


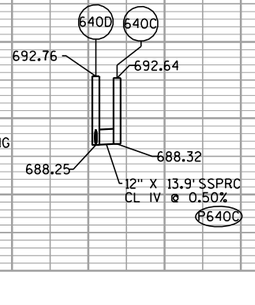


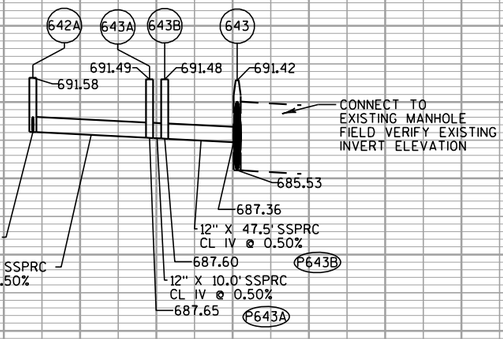


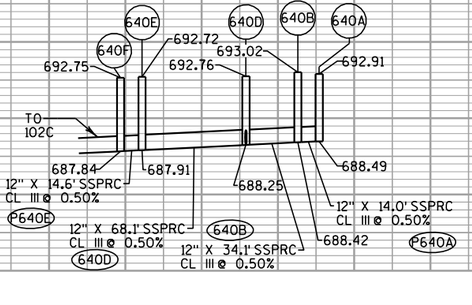




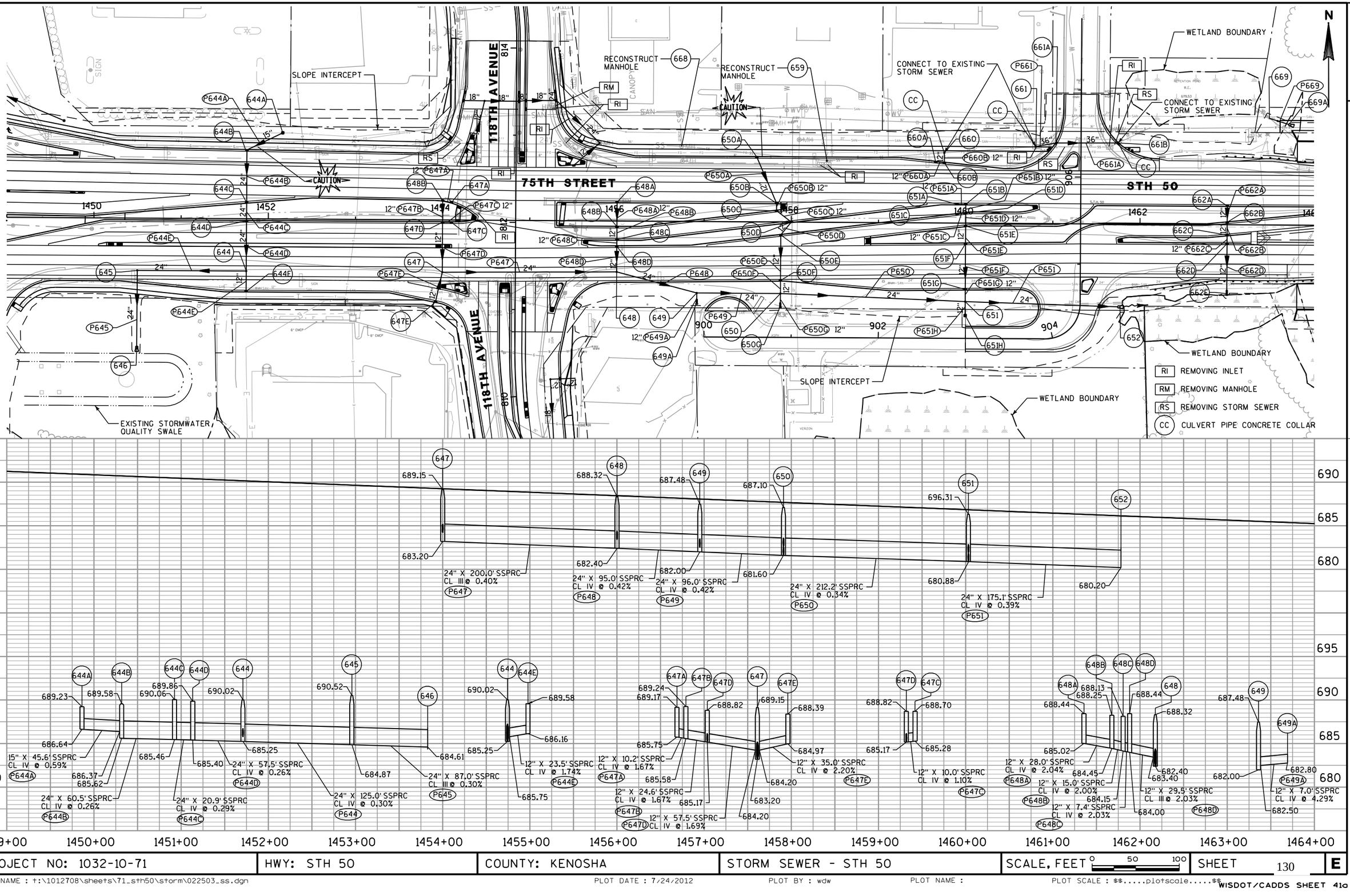






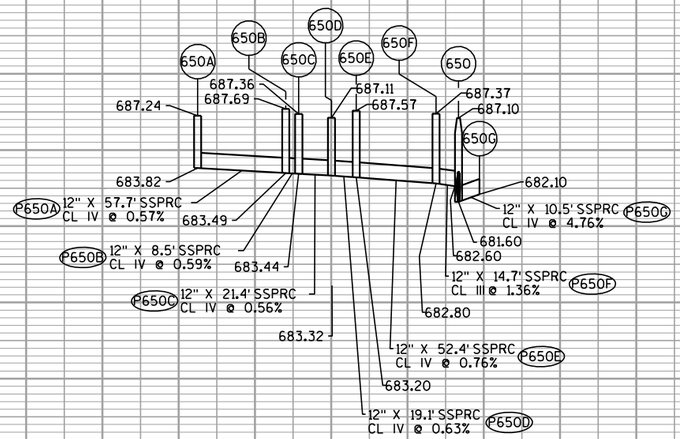


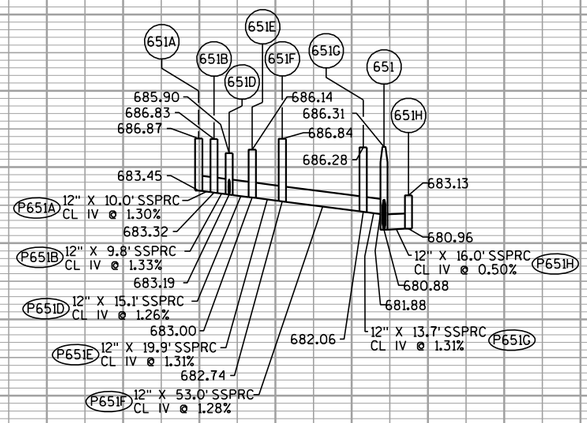
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - STH 50	SCALE, FEET 0 50 100	SHEET 129	E

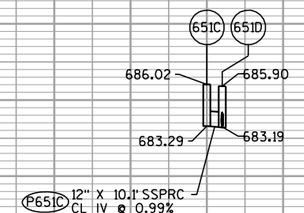


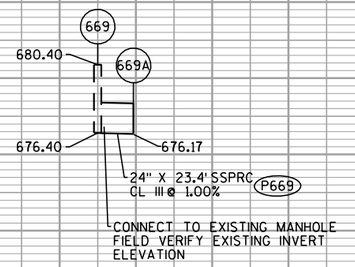
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - STH 50	SCALE, FEET 0 50 100	SHEET 130	E

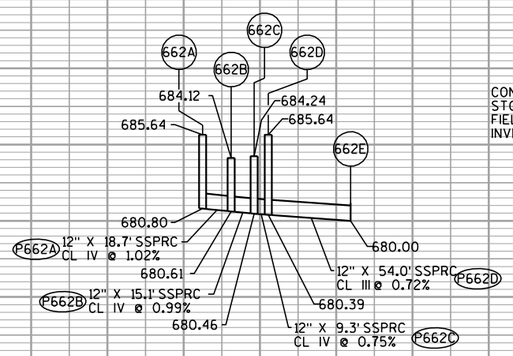
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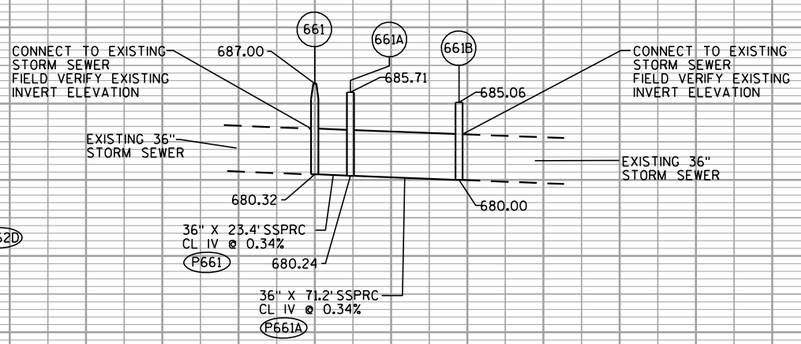


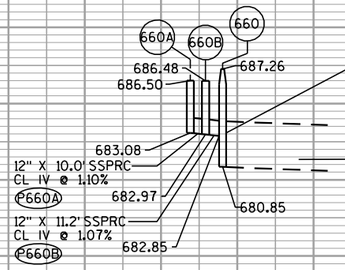


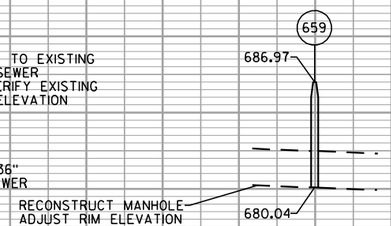




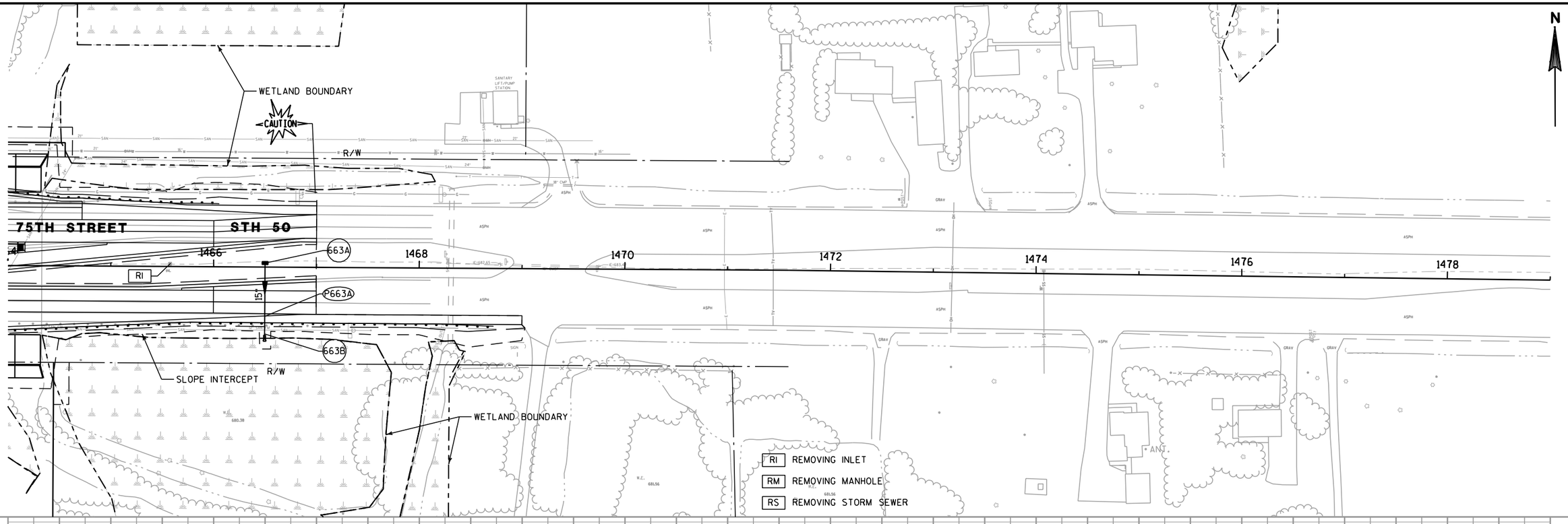


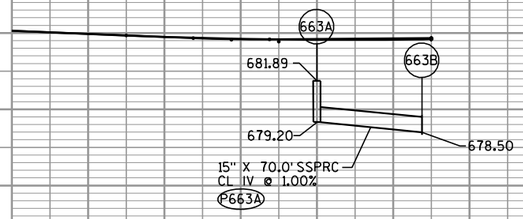






PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - STH 50	SCALE, FEET 0 50 100	SHEET 131	E

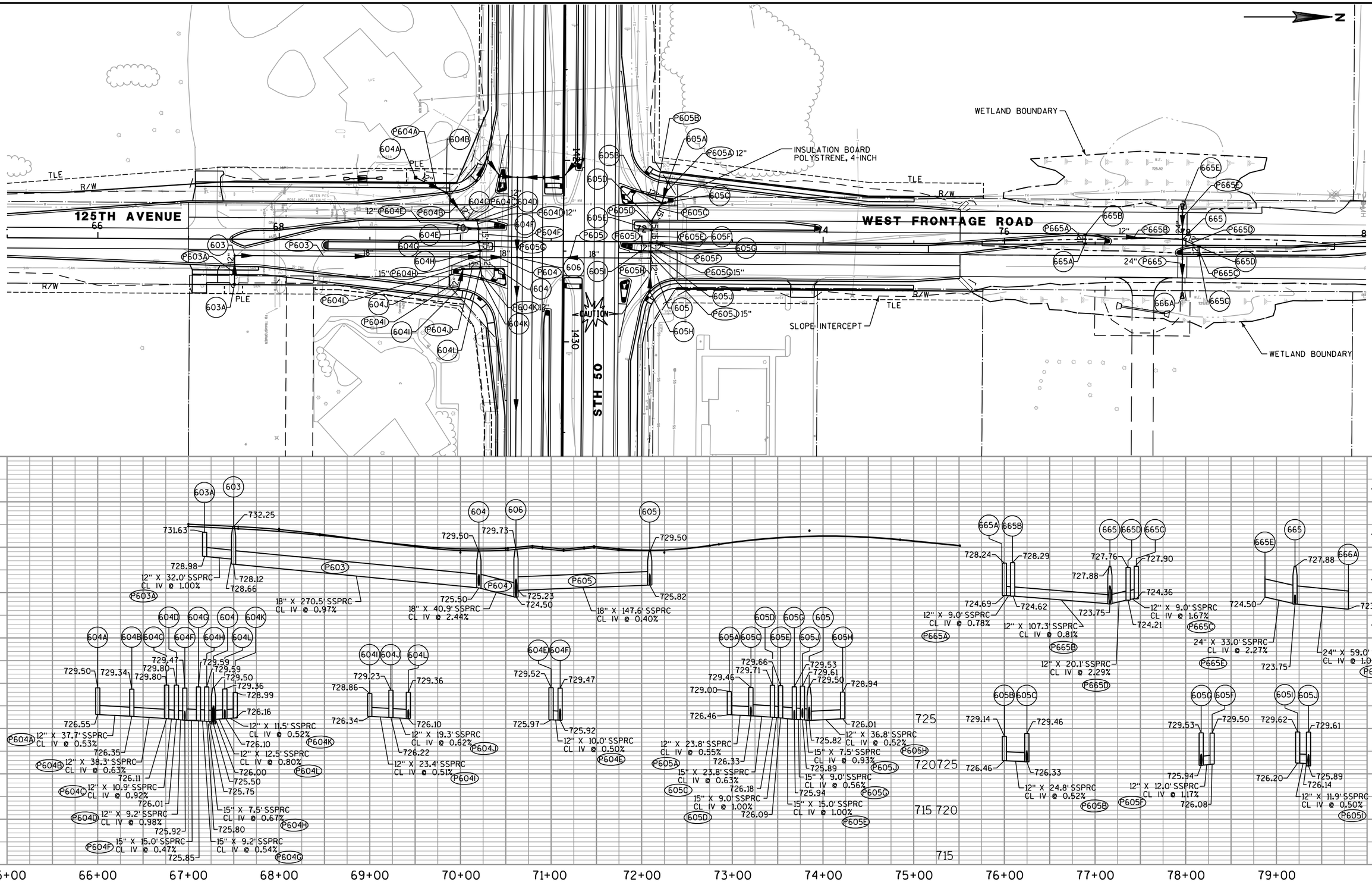




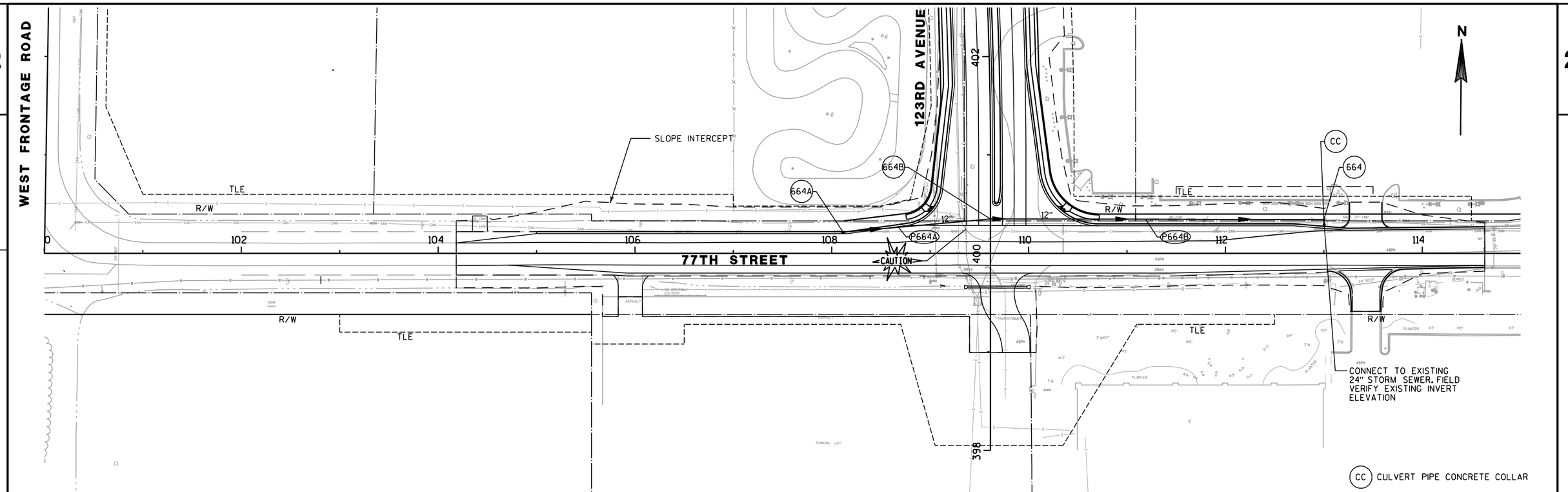
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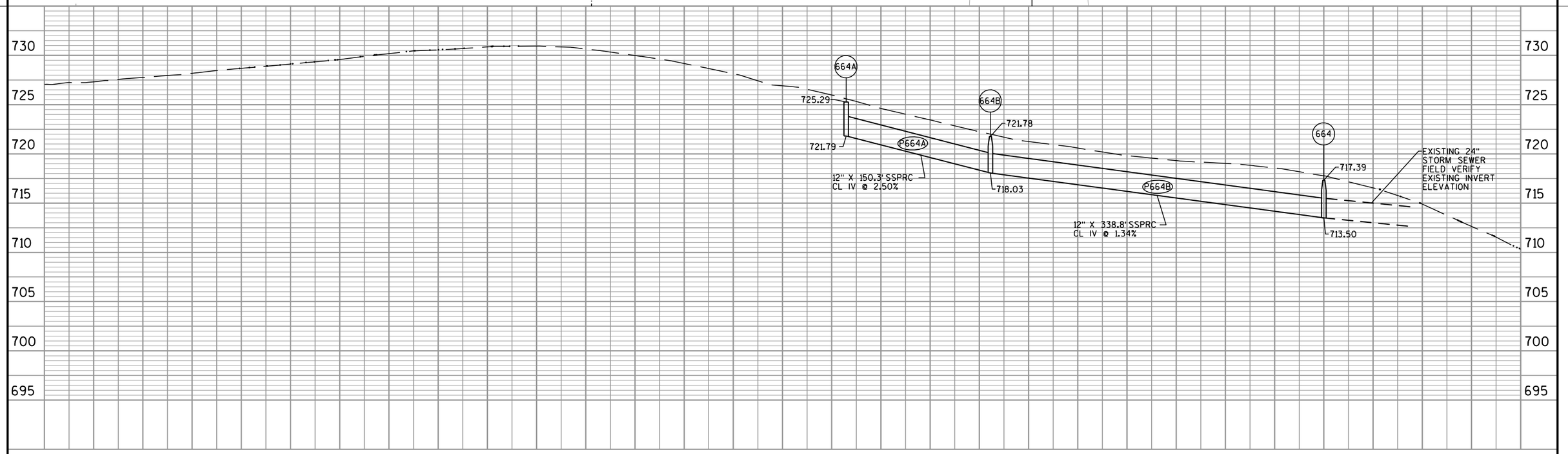
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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - STH 50	SCALE, FEET 0 50 100	SHEET NO: 132	E



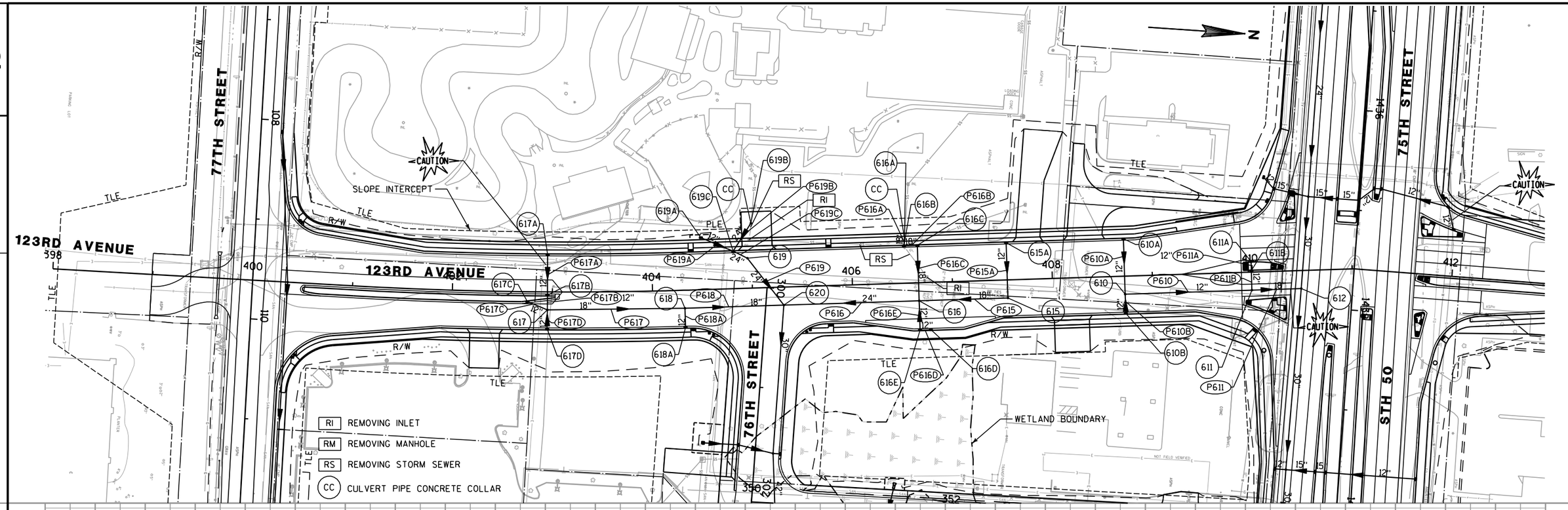
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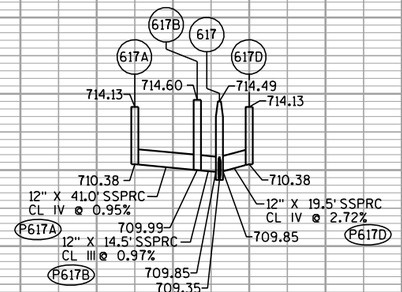


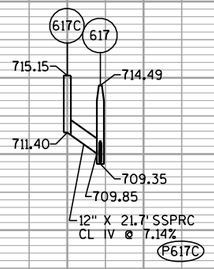
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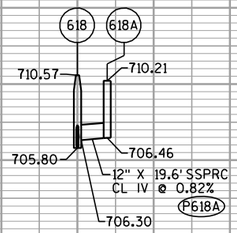
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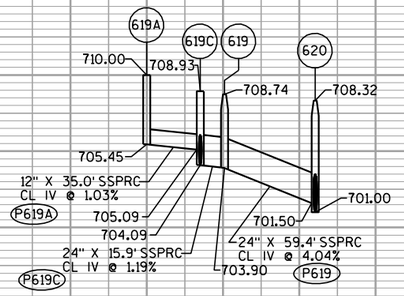


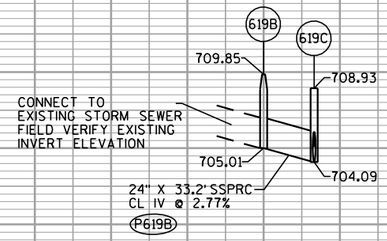
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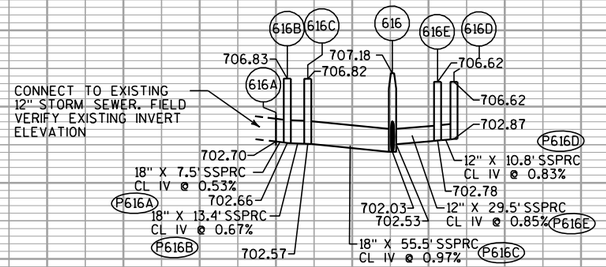


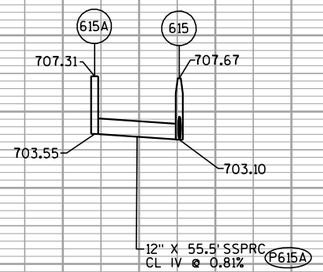


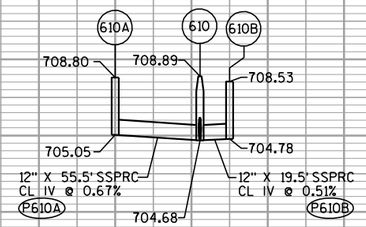


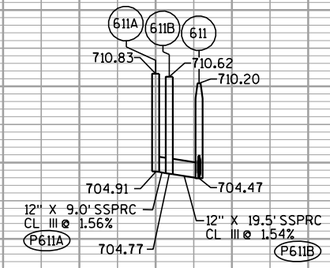




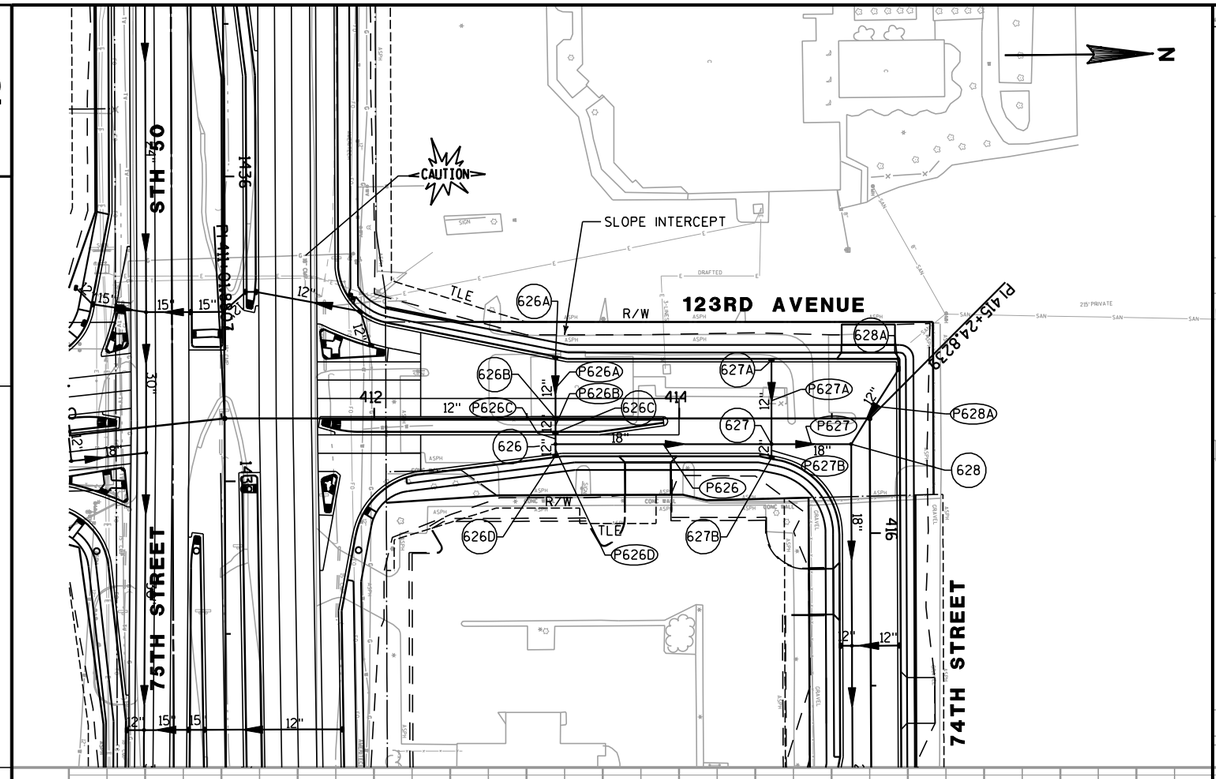


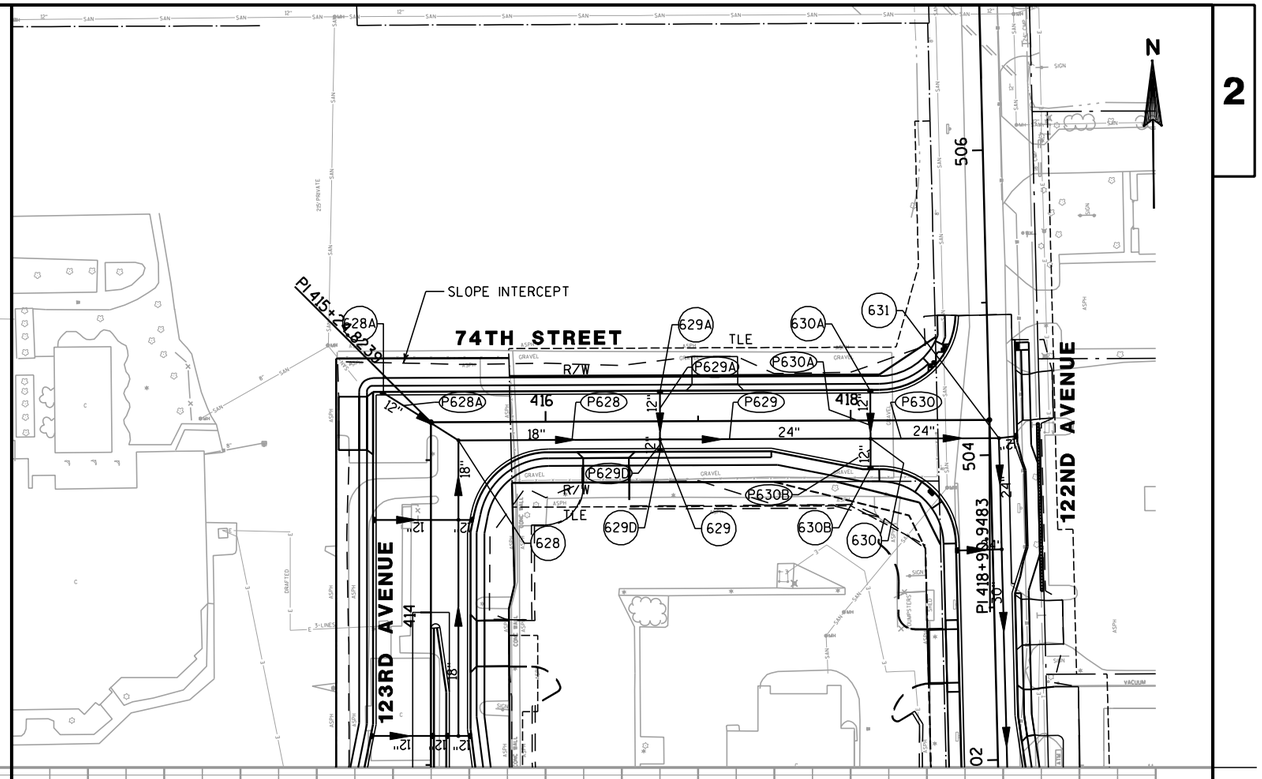


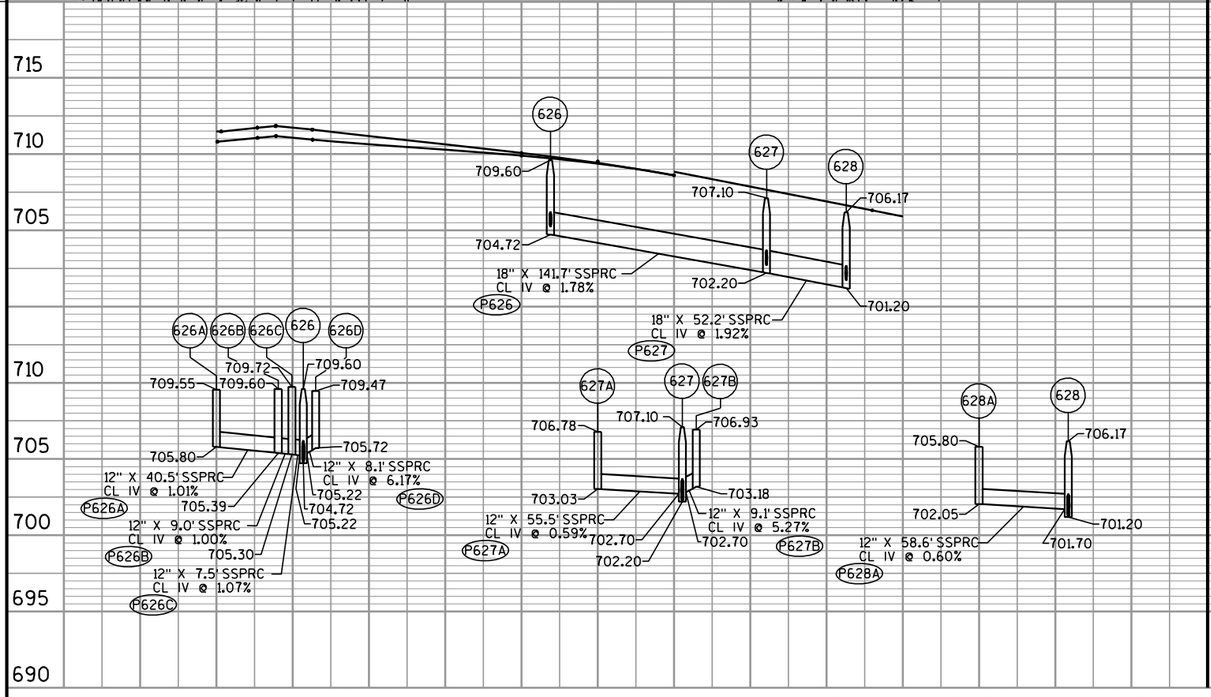


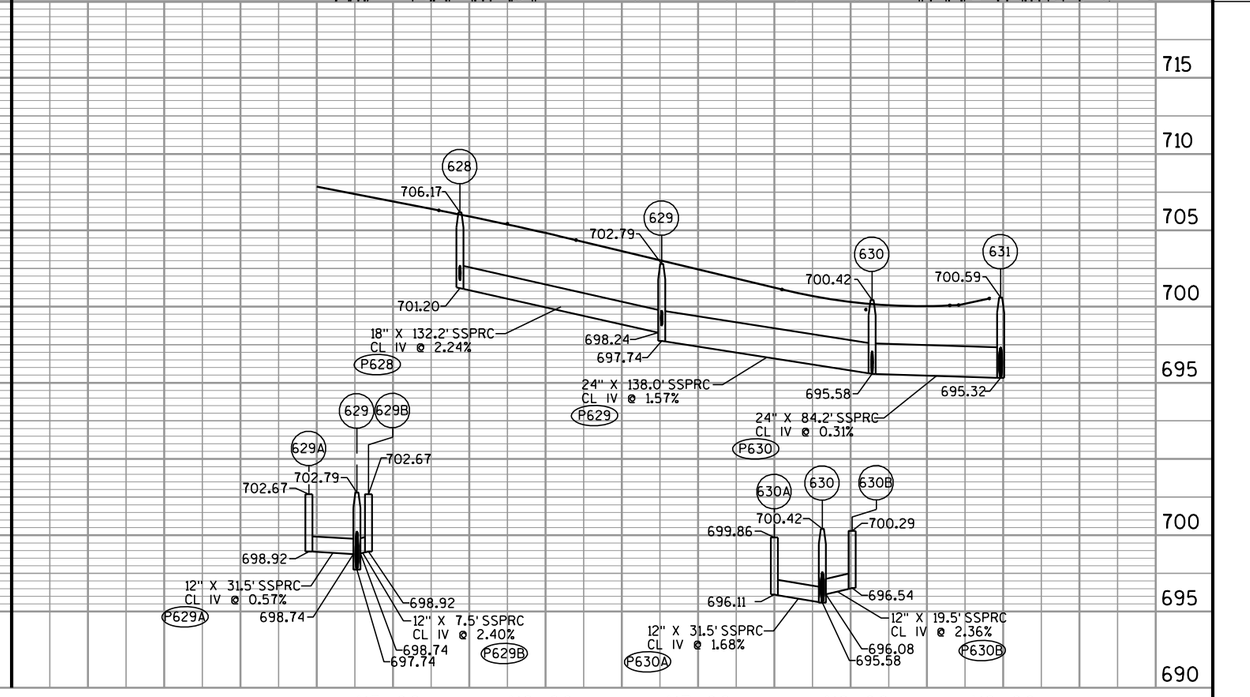


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - 123RD AVENUE	SCALE, FEET 0 50 100	SHEET 136	E

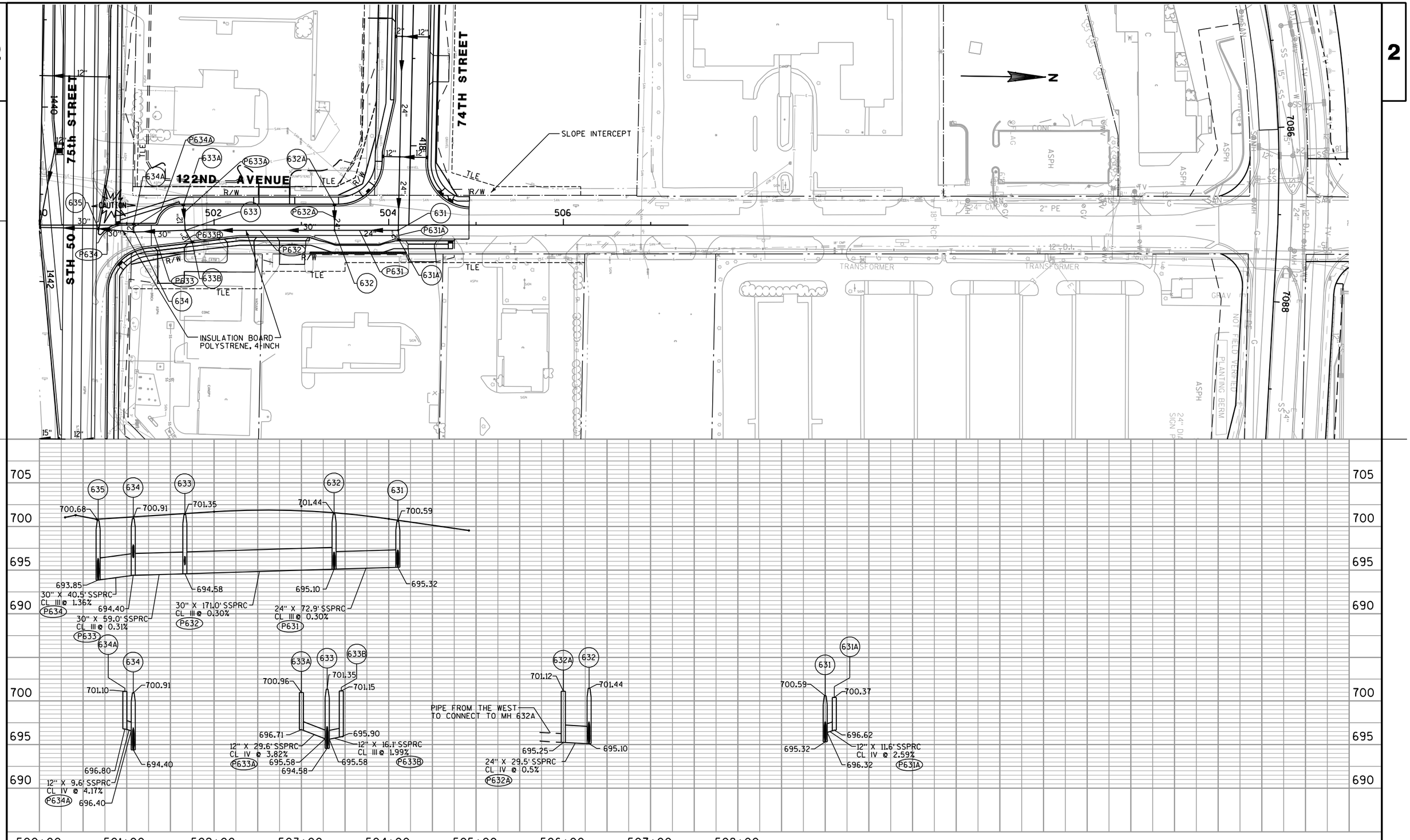




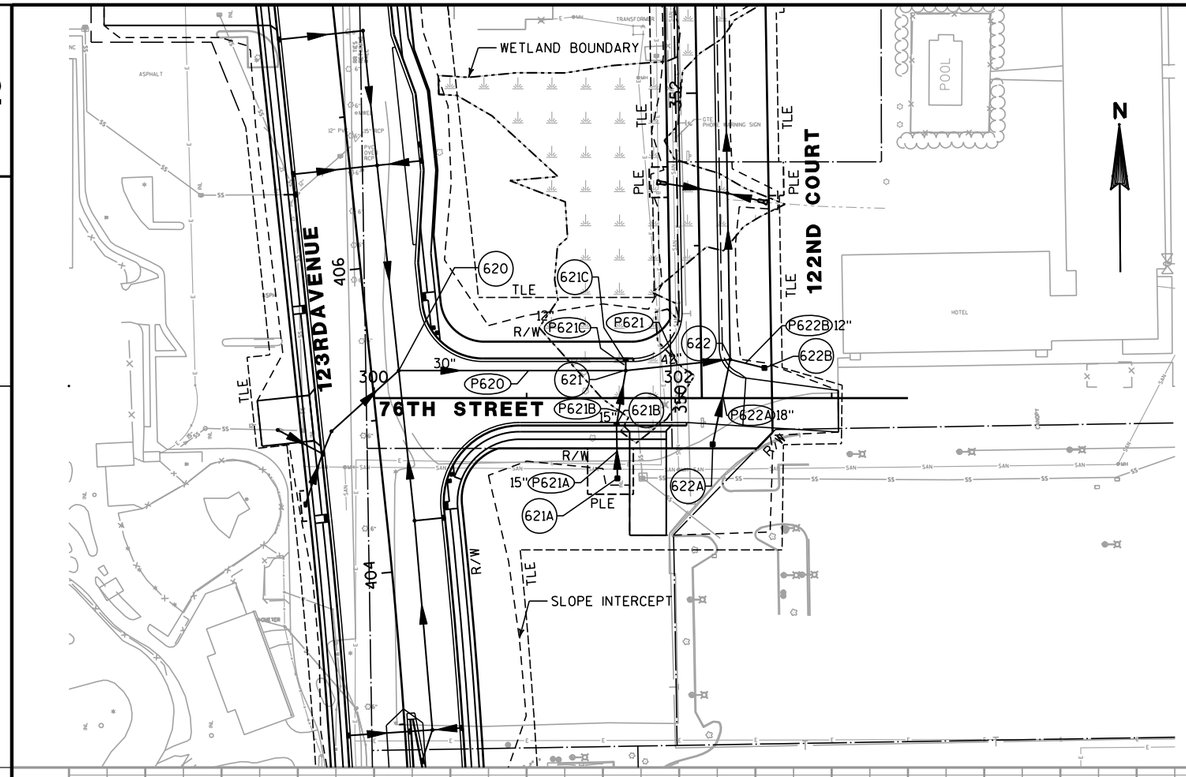


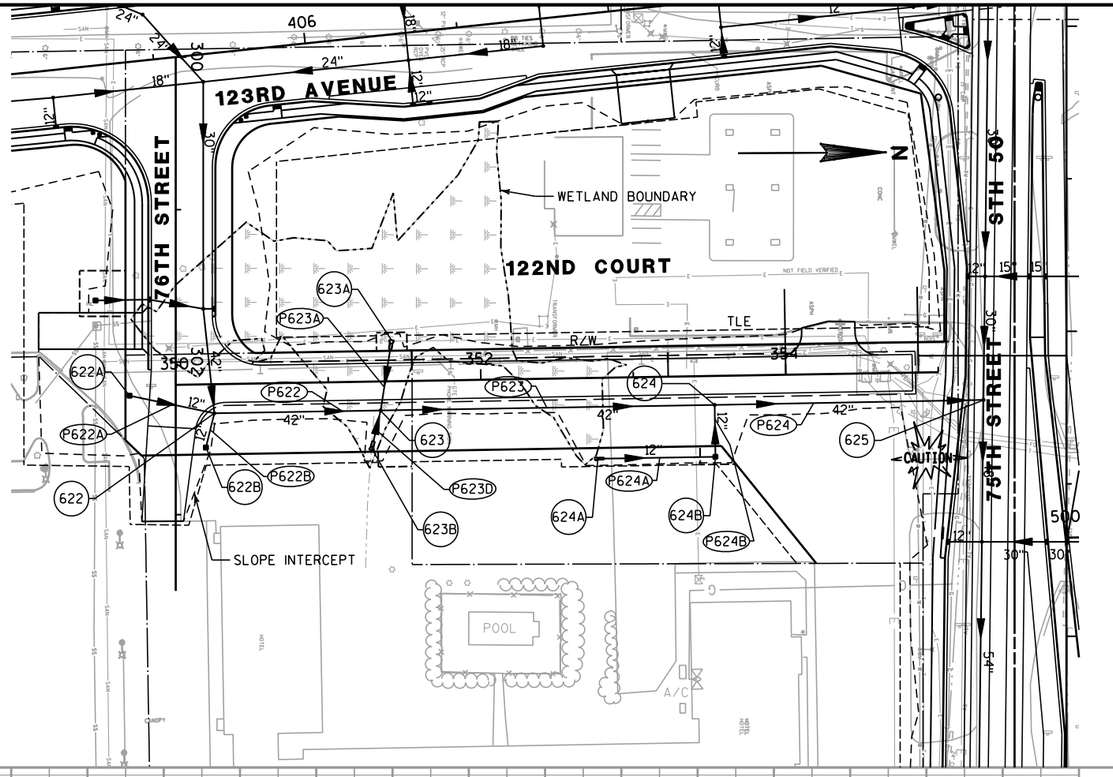


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA STORM SEWER -123RD AVENUE & 74TH STREET	SCALE, FEET 0 50 100	SHEET 137 E

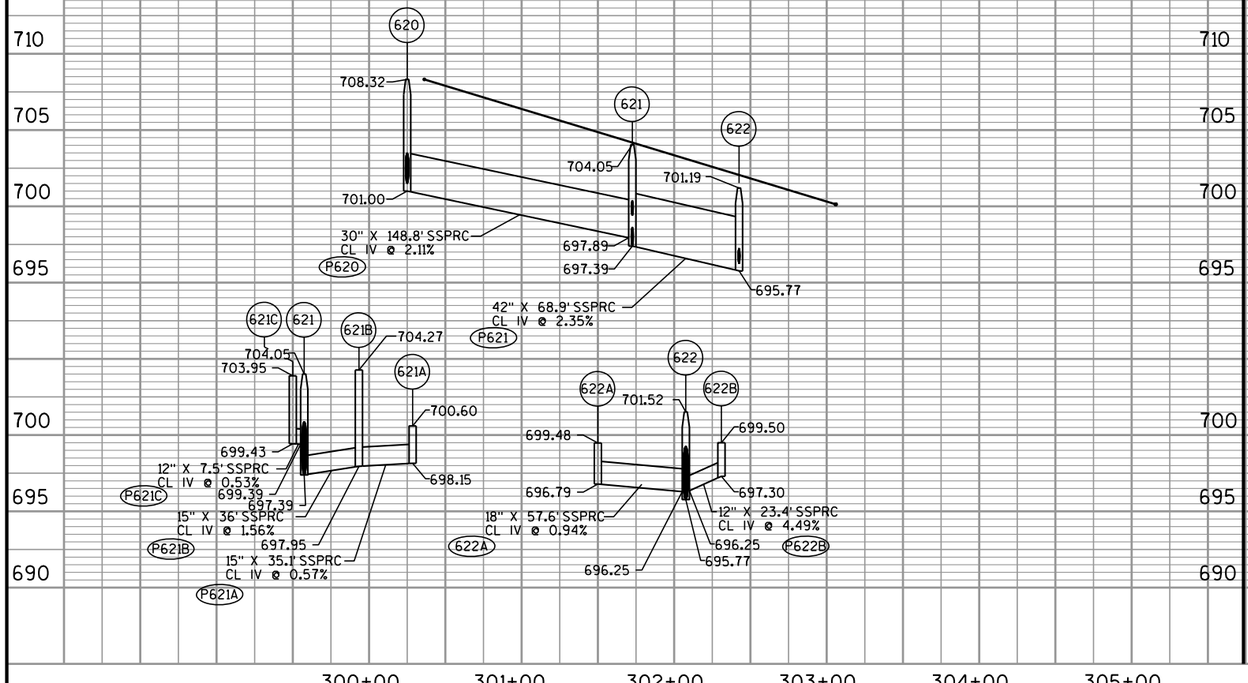


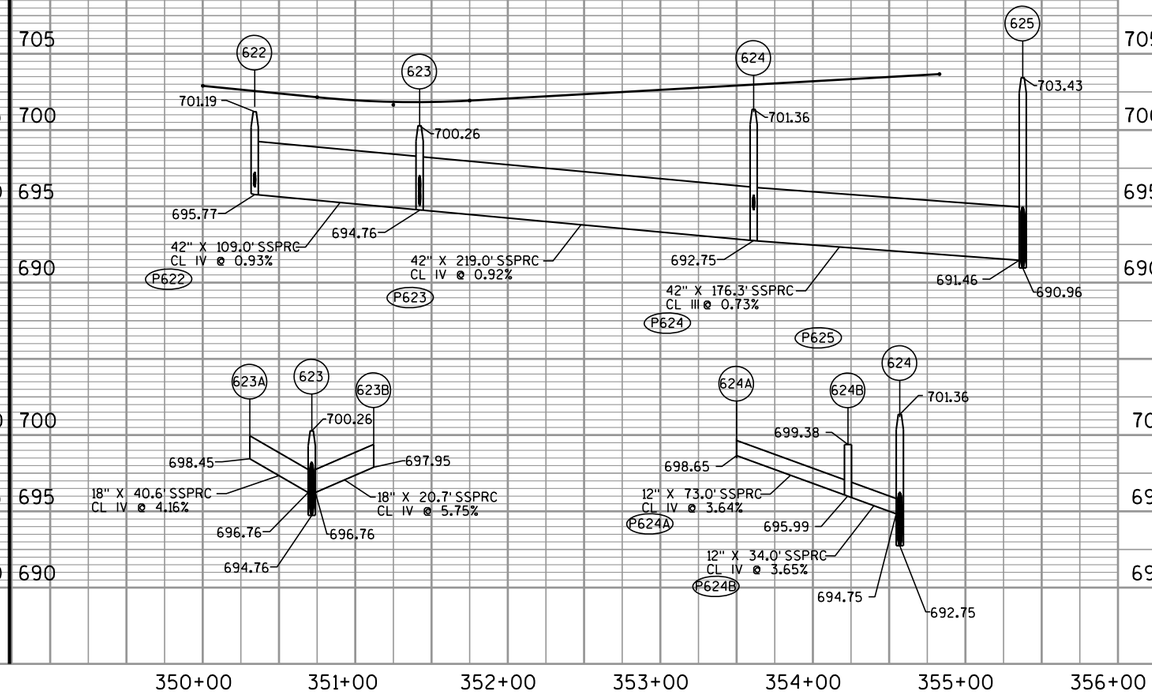
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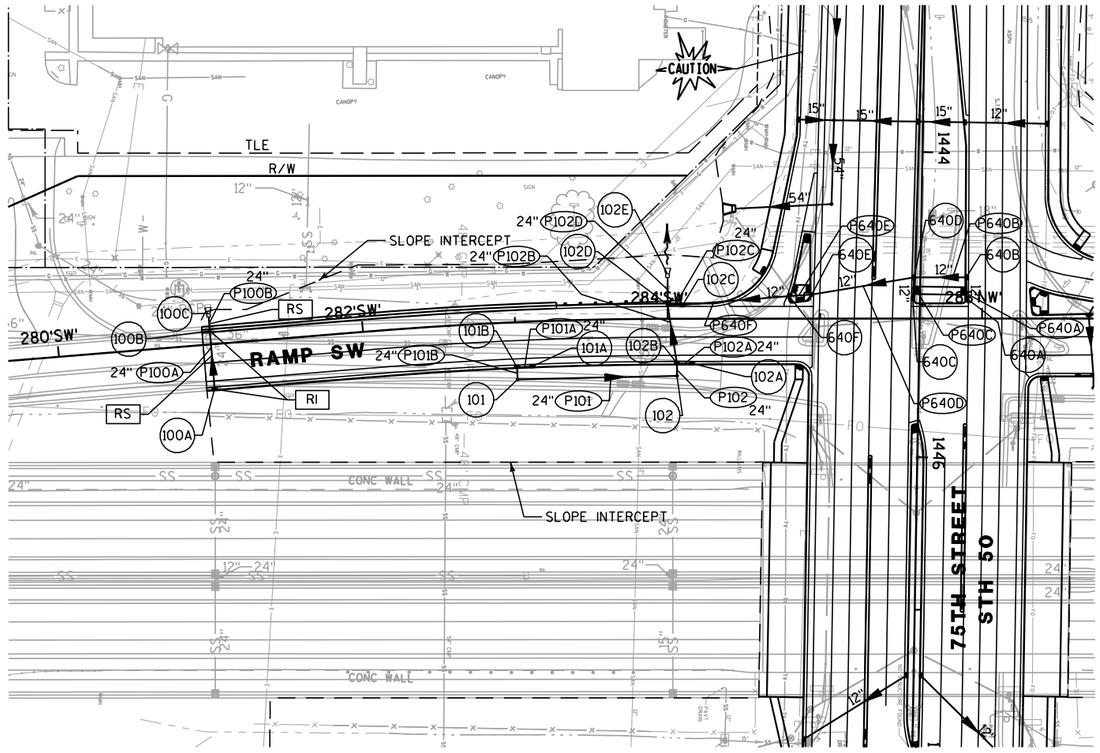


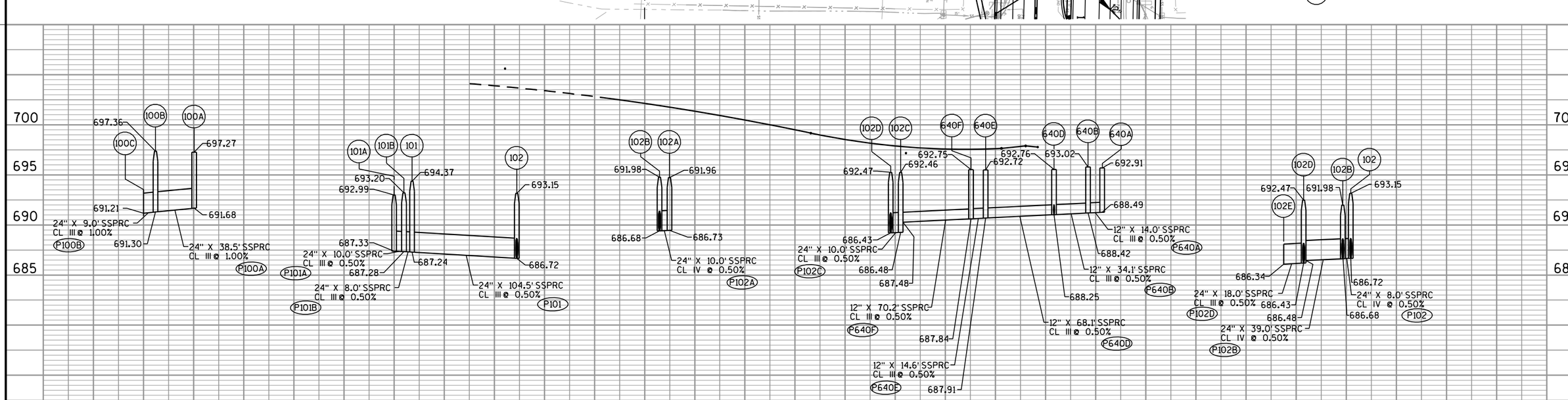
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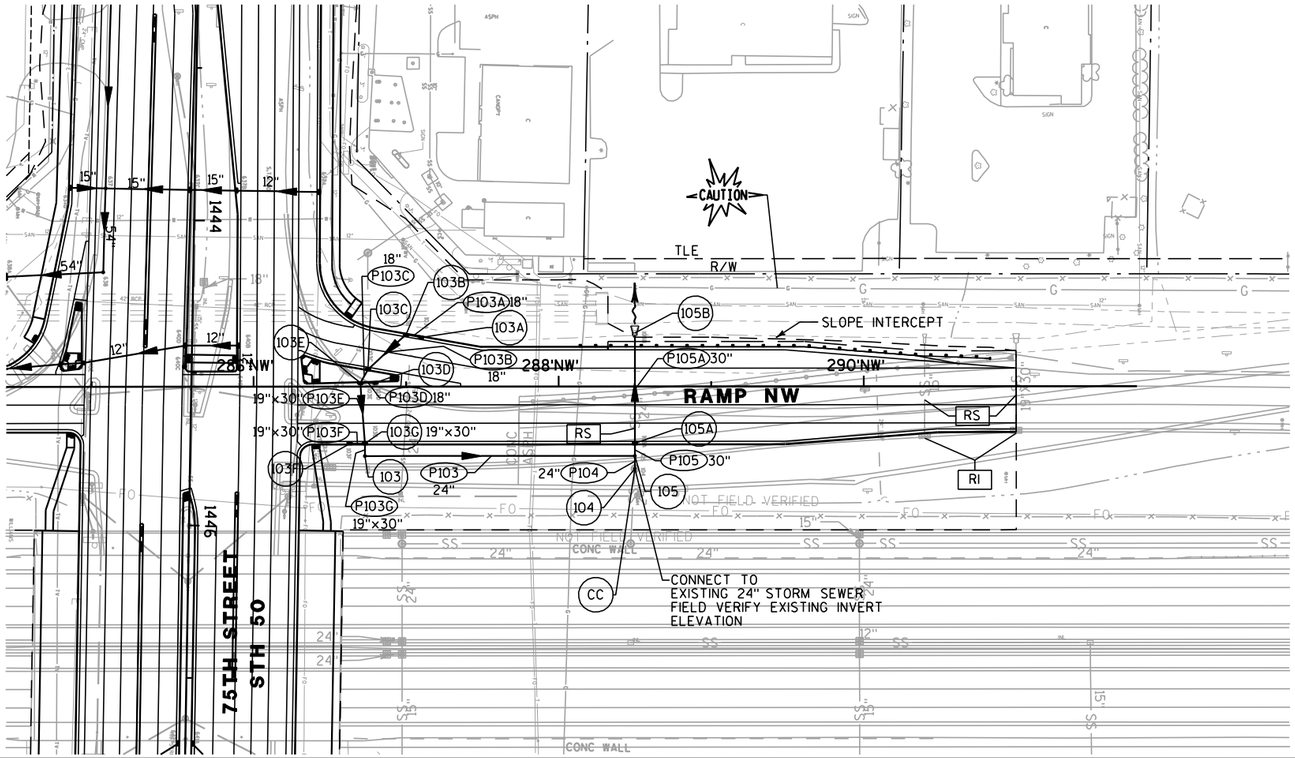
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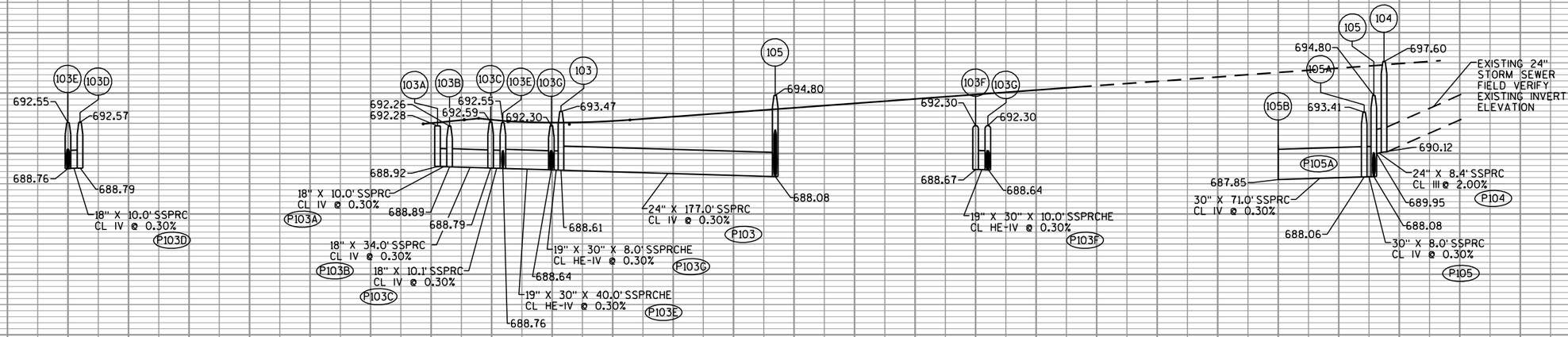


RI REMOVING INLET
RM REMOVING MANHOLE
RS REMOVING STORM SEWER
CC CULVERT PIPE CONCRETE COLLAR

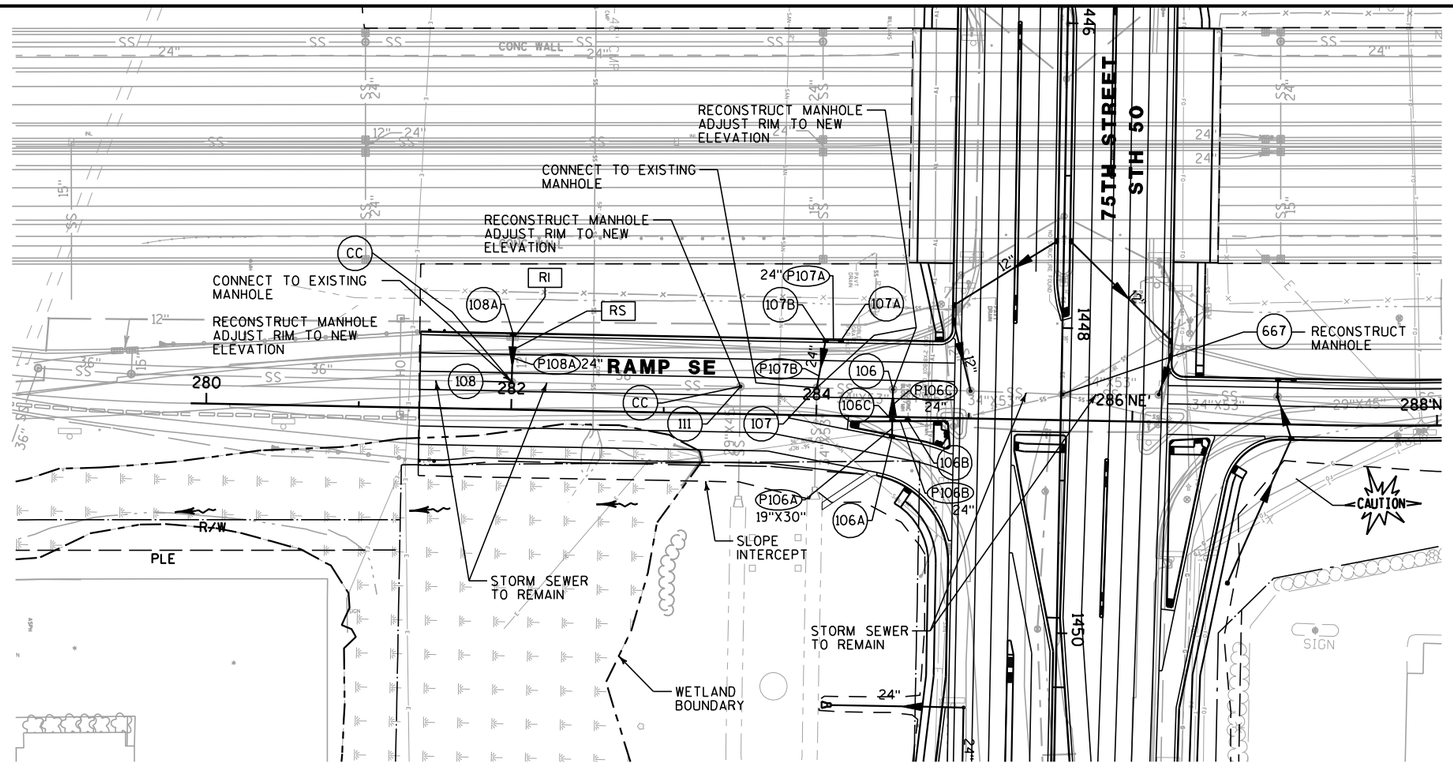
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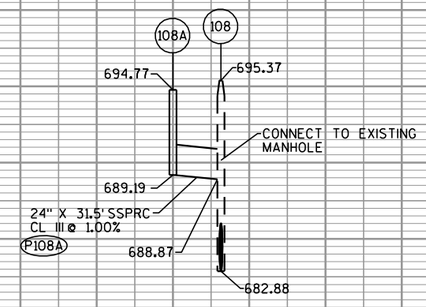
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RS REMOVING STORM SEWER
CC CULVERT PIPE CONCRETE COLLAR

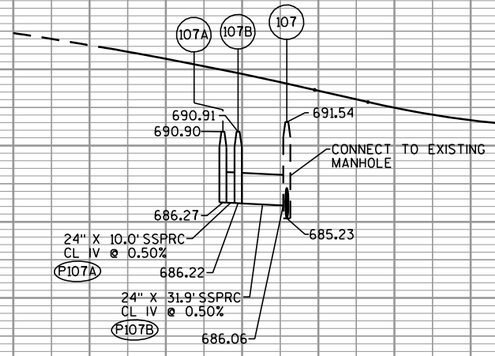


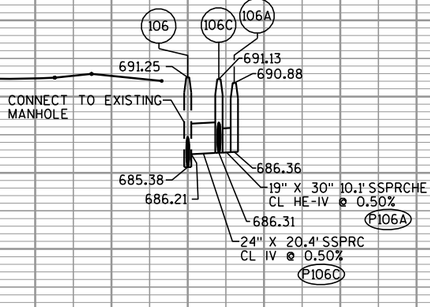
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - RAMP NW	SCALE, FEET 0 50 100	SHEET 141	E

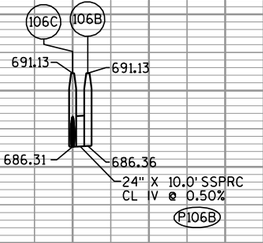


RI REMOVING INLET
RM REMOVING MANHOLE
RS REMOVING STORM SEWER
CC CULVERT PIPE CONCRETE COLLAR

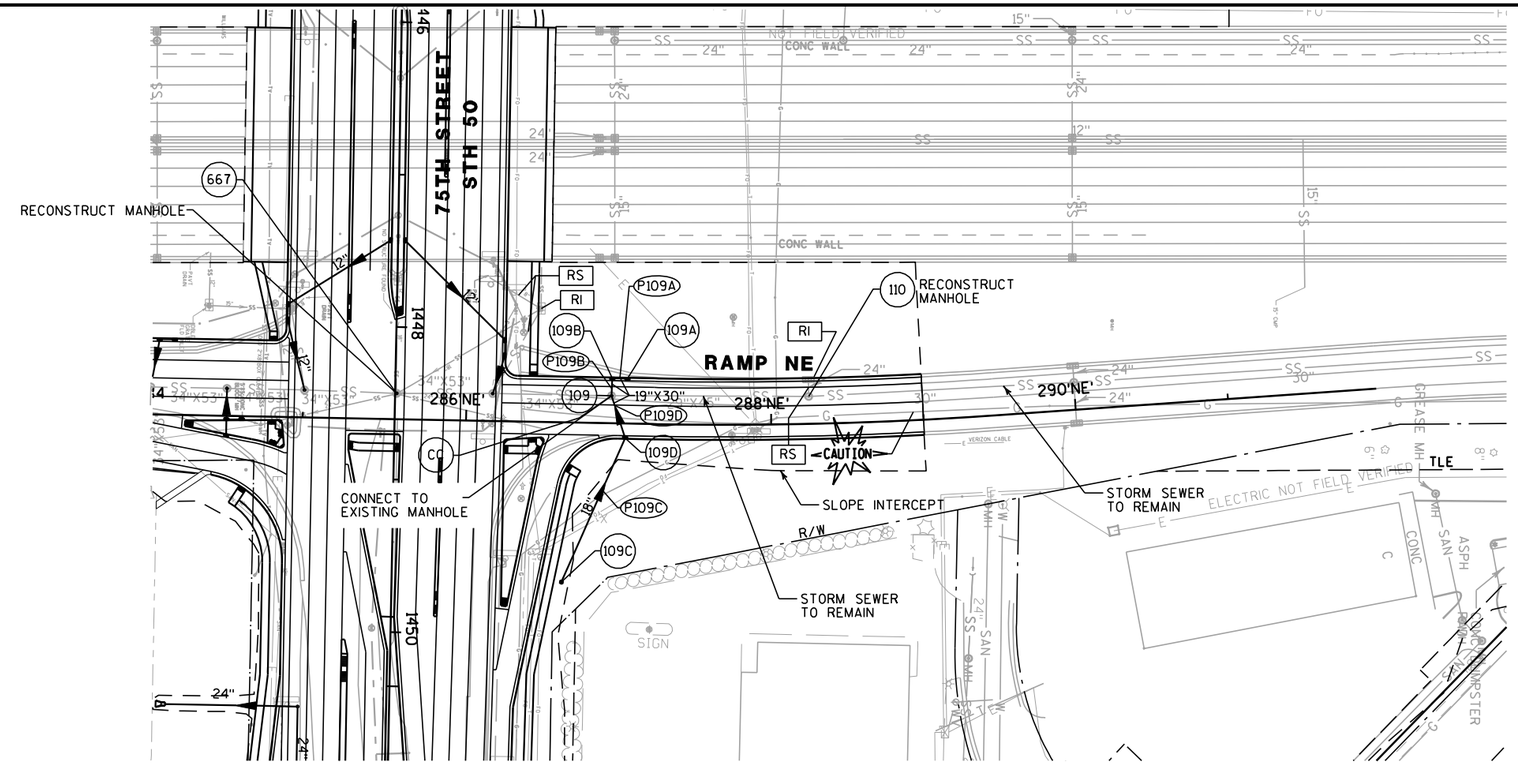




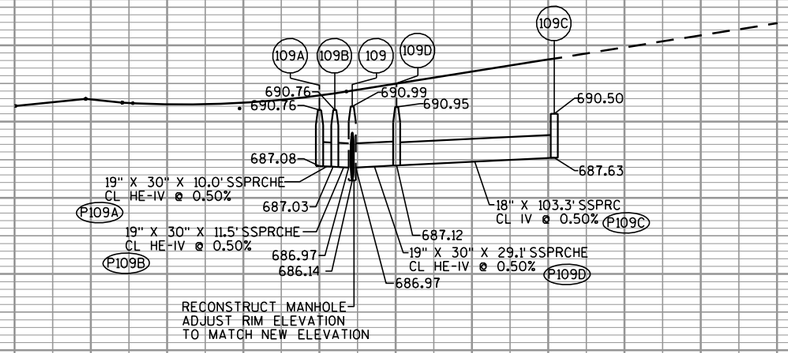




PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - RAMP SE	SCALE, FEET 0 50 100	SHEET 142	E



RI REMOVING INLET
RM REMOVING MANHOLE
RS REMOVING STORM SEWER
CC CULVERT PIPE CONCRETE COLLAR



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - RAMP NE	SCALE, FEET 0 50 100	SHEET 143	E

2

WETLAND BOUNDARY

CONNECT TO EXISTING STORM SEWER FIELD VERIFY EXISTING INVERT ELEVATION

CONNECT TO EXISTING STORM SEWER FIELD VERIFY EXISTING INVERT ELEVATION

CONNECT TO EXISTING STORM SEWER FIELD VERIFY EXISTING INVERT ELEVATION

CONNECT TO EXISTING STORM SEWER FIELD VERIFY EXISTING INVERT ELEVATION

SLOPE INTERCEPT

WETLAND BOUNDARY

118TH AVENUE

75TH STREET

STH 50

CAUTION

ASPH

CANOPY

RI REMOVING INLET

RM REMOVING MANHOLE

RS REMOVING STORM SEWER

CC CULVERT PIPE CONCRETE COLLAR

658B 29"X45"X108.3' SSPRCHE CL HE-IV @ 0.30%

658 683.54 678.35 29"X45"X65.1' SSPRCHE CL HE-IV @ 0.35%

657 683.02 678.83 678.58 24" X 166.3' SSPRC CL IV @ 0.34%

656 684.10 679.39 679.89 18" X 126.8' SSPRC CL IV @ 1.10%

655 655B 686.10 685.90 681.28 681.78 681.93 681.84 12" X 11.5' SSPRC CL IV @ 0.52% 12" X 17.3' SSPRC CL IV @ 0.52%

658A 681.98 679.48 678.85 12" X 64.1' SSPRC CL IV @ 0.98%

657B 657C 682.84 682.84 679.22 678.87 15" X 10.0' SSPRC CL IV @ 3.50%

657A 679.94 15" X 60.0' SSPRC CL IV @ 1.78%

657C 657 657E 657D 682.84 683.02 682.84 682.76 678.87 678.58 679.13 12" X 10.0' SSPRC CL IV @ 2.60% 678.87 18" X 58.0' SSPRC CL IV @ 0.50% 12" X 11.3' SSPRC CL IV @ 2.57%

656A 687.08 682.75 15" X 42.5' SSPRC CL IV @ 4.71%

656B 656C 656D 656 656E 683.94 684.51 684.69 684.10 683.81 680.32 15" X 40.3' SSPRC CL IV @ 1.07% 679.94 680.47 12" X 15.9' SSPRC CL IV @ 0.50% 680.39 679.39 15" X 6.9' SSPRC CL IV @ 1.01% 679.64 679.87 15" X 21.1' SSPRC CL IV @ 1.09%

CONNECT TO EXISTING STORM SEWER FIELD VERIFY EXISTING INVERT ELEVATION

690 685 680 675 670

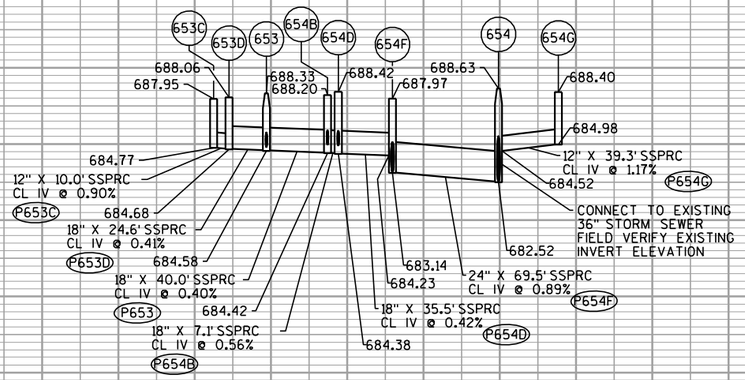
804+00 805+00 806+00 807+00 808+00 809+00 810+00 811+00 812+00 813+00 814+00 815+00 816+00 817+00 818+00 819+00

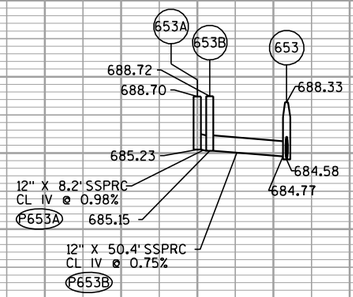
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STORM SEWER - 118TH AVENUE	SCALE, FEET 0 50 100	SHEET 144	E

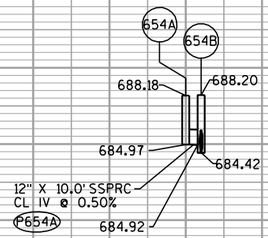
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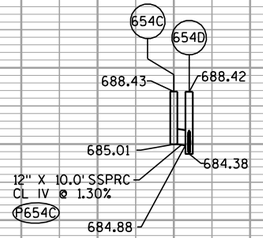
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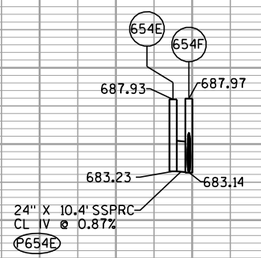
690
685
680
675





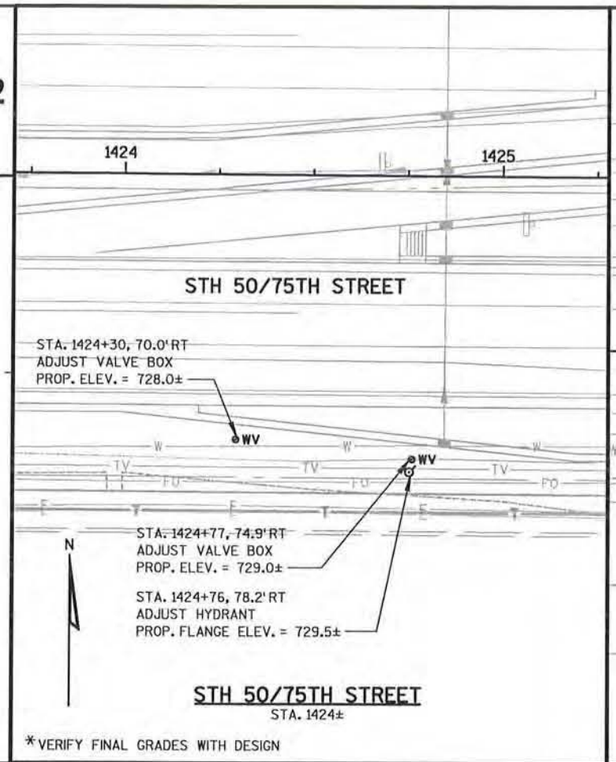






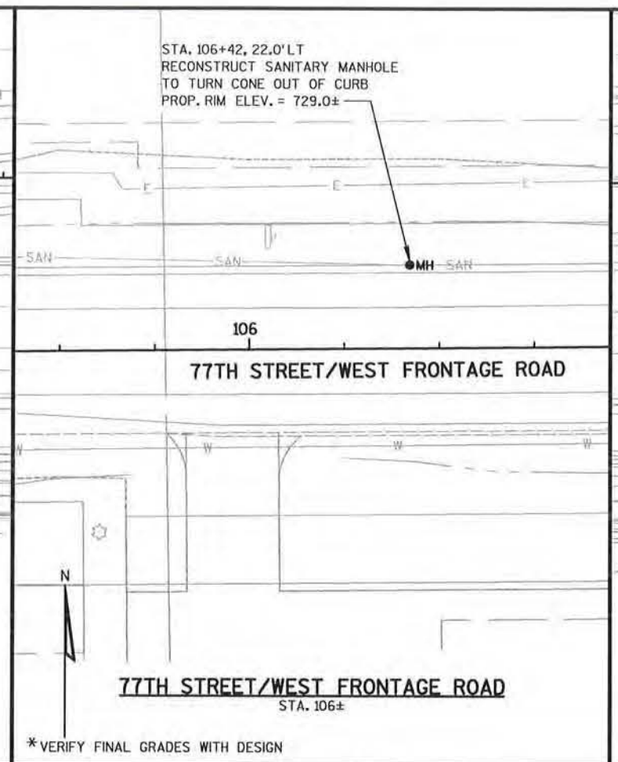
PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	STORM SEWER - 118TH AVENUE	SCALE, FEET 0 50 100	SHEET 145	E

2



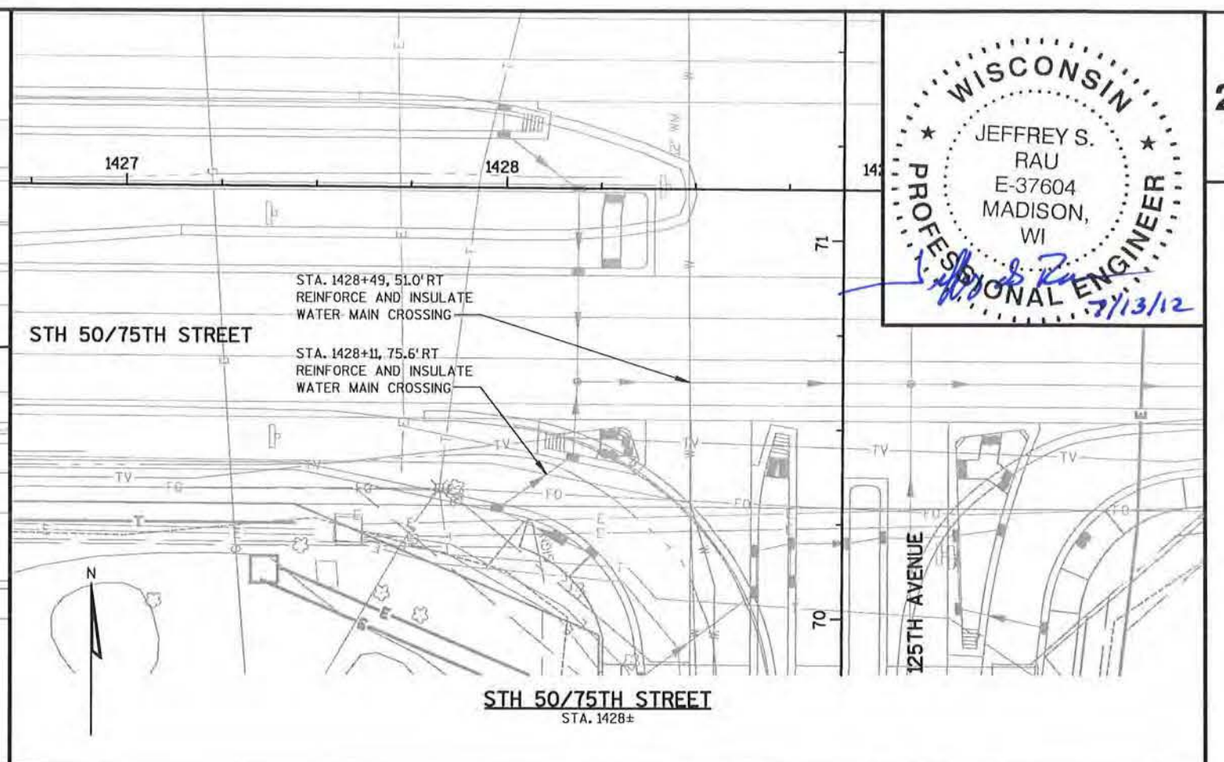
STH 50/75TH STREET
STA. 1424±

*VERIFY FINAL GRADES WITH DESIGN



77TH STREET/WEST FRONTAGE ROAD
STA. 106±

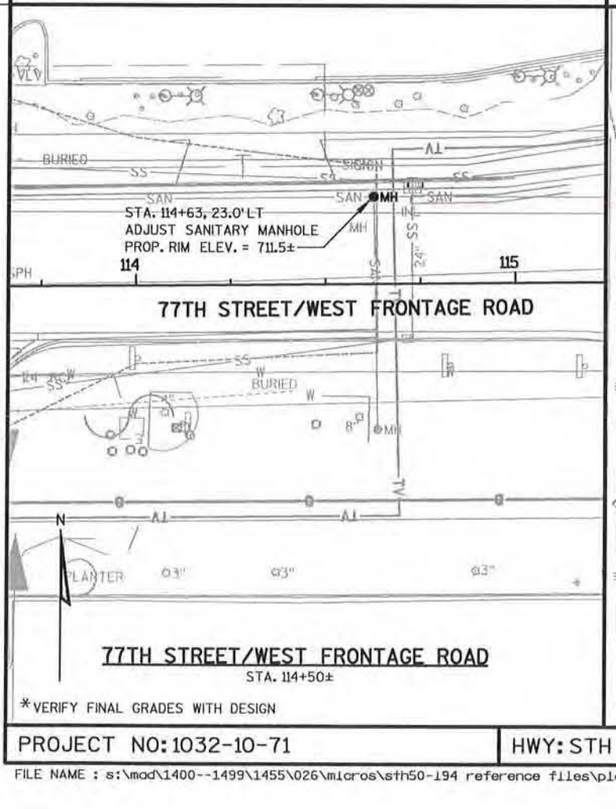
*VERIFY FINAL GRADES WITH DESIGN



STH 50/75TH STREET
STA. 1428±

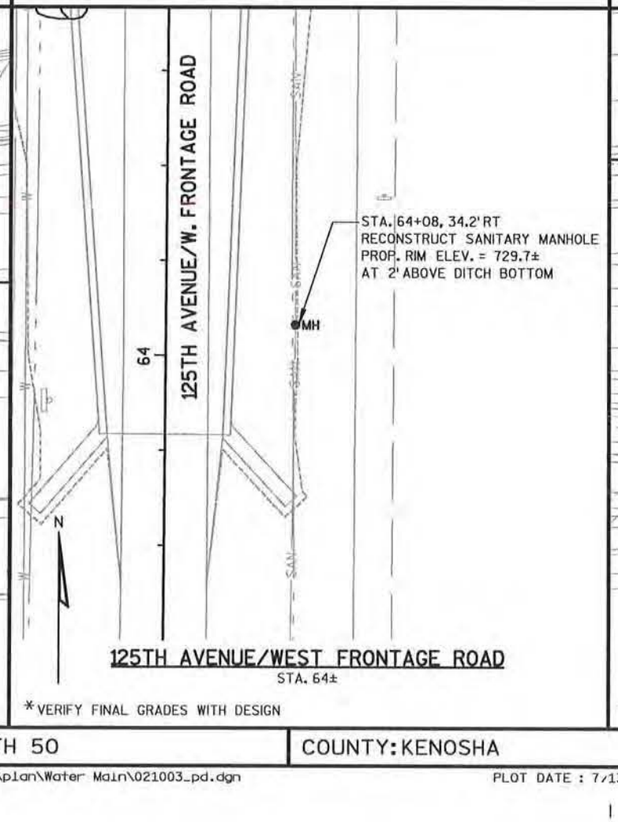
WISCONSIN
JEFFREY S. RAU
E-37604
MADISON, WI
PROFESSIONAL ENGINEER
7/13/12

2



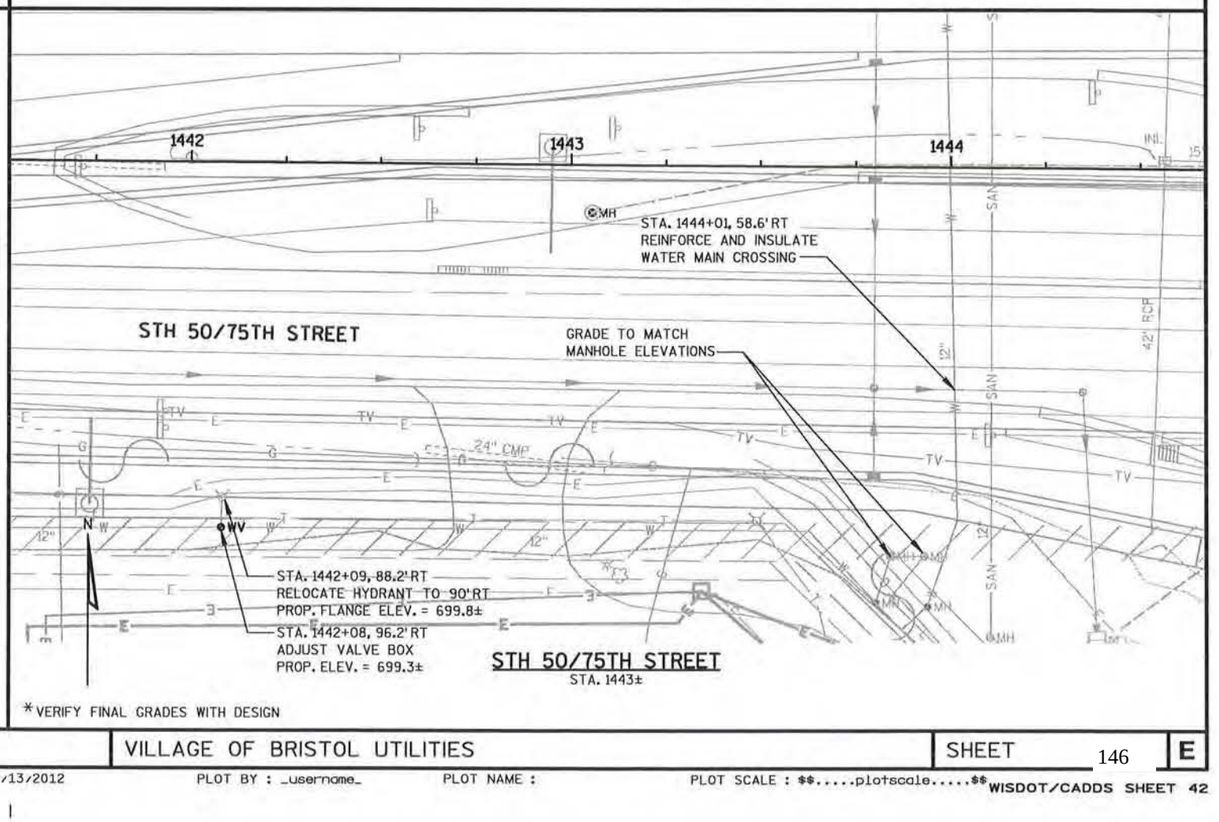
77TH STREET/WEST FRONTAGE ROAD
STA. 114+50±

*VERIFY FINAL GRADES WITH DESIGN



125TH AVENUE/WEST FRONTAGE ROAD
STA. 64±

*VERIFY FINAL GRADES WITH DESIGN



STH 50/75TH STREET
STA. 1443±

*VERIFY FINAL GRADES WITH DESIGN

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	VILLAGE OF BRISTOL UTILITIES	SHEET	E

FILE NAME : s:\mad\1400--1499\1455\026\micros\sth50-194 reference files\plan\Water Main\021003_pd.dgn PLOT DATE : 7/13/2012 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STA. 68+06, 56.1' LT
ADJUST SANITARY MANHOLE
PROP. ELEV. = 732.7±

STA. 68+07, 38.4' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.5±

STA. 67+95, 32.9' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.5±

STA. 67+91, 38.5' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.5±

STA. 67+83, 32.9' LT
RECONSTRUCT SANITARY MANHOLE
PROP. RIM ELEV. = 731.5±

STA. 68+10, 48.0' LT
RELOCATE HYDRANT
PROP. FLANGE ELEV. = 732.5±

STA. 68+10
INSTALL HYDRANT
LEAD 6-INCH (10'±)

STA. 68+42, 34.5' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.0±

STA. 68+58, 32.9' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.0±

STA. 68+83, 34.3' LT
ADJUST VALVE BOX
PROP. ELEV. = 731.0±

125TH AVENUE/WEST FRONTAGE ROAD

RECONSTRUCT WEST WATER
METER MANHOLES
SEE DETAIL SHEET

STA. 69+99, 33.6' LT
REINFORCE AND INSULATE
WATER MAIN CROSSING

STA. 67+83, 31.3' RT
RECONSTRUCT SANITARY MANHOLE
PROP. RIM ELEV. = 732.3±

STA. 67+95, 18.0' RT
REINFORCE AND INSULATE
WATER MAIN CROSSING

STA. 67+96, 42.5' RT
ADJUST VALVE BOX
PROP. ELEV. = 732.0±

STA. 67+66, 40.8' RT
RECONSTRUCT SANITARY MANHOLE
PROP. RIM ELEV. = 732.5

125TH AVENUE/WEST FRONTAGE ROAD
STA. 68±

* VERIFY FINAL GRADES WITH DESIGN

STA. 109+05, 29.9' LT
REINFORCE AND INSULATE
WATER MAIN CROSSING

STA. 109+03, 25.9' LT
ADJUST VALVE BOX
PROP. ELEV. = 723.0±

STA. 109+22, 22.4' LT
ADJUST SANITARY MANHOLE
PROP. RIM ELEV. = 723.0±

123RD AVENUE

STA. 109+06, 21.3' RT
ADJUST VALVE BOX
PROP. ELEV. = 723.0±

STA. 109+00, 28.1' RT
ADJUST VALVE BOX
PROP. ELEV. = 723.0±

STA. 109+00, 30.0' RT
RELOCATE HYDRANT TO 44.0' RT
PROP. FLANGE ELEV. = 722.5±

STA. 109+00
INSTALL HYDRANT
LEAD 6-INCH (14'±)

STA. 110+23, 26.7' RT
ADJUST VALVE BOX
PROP. ELEV. = 720.0±

STA. 110+19, 30.4' RT
ADJUST VALVE BOX
PROP. ELEV. = 720.0±

77TH STREET/WEST FRONTAGE ROAD

77TH STREET/WEST FRONTAGE ROAD
STA. 109±

* VERIFY FINAL GRADES WITH DESIGN

WISCONSIN
JEFFREY S. RAU
E-37604
MADISON, WI
PROFESSIONAL ENGINEER
7/13/12

2

STA. 1436+23, 85.6' RT
GATE VALVE 12-INCH

CAP
WATER MAIN

INSTALL 195 LF 12"
WATER MAIN

STA. 1436+60, 94.0' RT
NEW VALVE AND HYDRANT
PROP. FLANGE ELEV. = 714.5±

STA. 1436+84, 86.0' RT
REINFORCE AND INSULATE
WATER MAIN CROSSING

INSTALL HYDRANT LEAD 6-INCH (7'±)

STA. 1438+15, 84.8' RT
CONNECT TO EXISTING
WATER MAIN

STA. 1438+15, 84.8' RT
ADJUST VALVE VAULT
PROP. RIM ELEV. = 710.5±

STA. 1438+21, 85.2' RT
CUT AND CAP
WATER MAIN

STH 50/75TH STREET

STH 50/75TH STREET
STA. 1437±

* VERIFY FINAL GRADES WITH DESIGN

STA. 113+62, 41.9' LT
ADJUST SANITARY MANHOLE

STA. 111+89, 22.4' LT
RECONSTRUCT SANITARY MANHOLE
PROP. RIM = 718.0±

77TH STREET/WEST FRONTAGE ROAD

STA. 113+01, 26.5' RT
ADJUST VALVE BOX
PROP. ELEV. = 715.5±

STA. 113+01, 26.5' RT
RELOCATE HYDRANT TO 40' R
PROP. FLANGE ELEV. = 716.5±

STA. 113+01
INSTALL HYDRANT
LEAD 6-INCH (13.5'±)

77TH STREET/WEST FRONTAGE ROAD
STA. 113±

* VERIFY FINAL GRADES WITH DESIGN

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	VILLAGE OF BRISTOL UTILITES	SHEET 147	E

FILE NAME : s:\mad\1400--1499\1455\026\micros\sth50-194 reference files\plan\Water Main\021004_pd.dgn PLOT DATE : 7/13/2012 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STA. 403+57, 40.8' LT
ADJUST HYDRANT AND
VALVE BOX
PROP. ELEV. = 713.0±

STA. 404+72, 23.8' LT
ADJUST SANITARY MANHOLE
PROP. RIM ELEV. = 709.5±

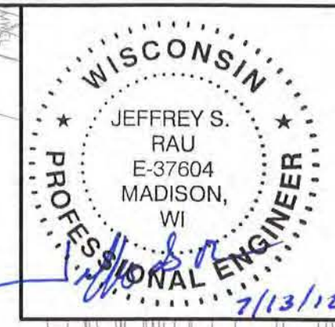
123RD AVENUE

76TH STREET

PRIVATE DRIVEWAY

123RD AVENUE/76TH STREET
STA. 404±

*VERIFY FINAL GRADES WITH DESIGN



2

NOT FIELD VERIFIED

STA. 353+23, 16.0' LT
ADJUST SANITARY MANHOLE
PROP. RIM = 702.0±

STA. 354+87, 11.1' LT
ADJUST VALVE BOX
PROP. RIM = 703.5±

PRIVATE DRIVEWAY

PROTECT EXISTING
MANHOLE AND HYDRANT

PRIVATE DRIVEWAY

*VERIFY FINAL GRADES WITH DESIGN

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	VILLAGE OF BRISTOL UTILITIES	SHEET	E

FILE NAME : s:\mad\1400--1499\1455\026\micros\sth50-194 reference files\plan\Water Main\021005_pd.dgn PLOT DATE : 7/13/2012 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EXISTING SIGN REMOVAL
& PERMANENT SIGNING
PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
BRAD R.
HALVENSLEBEN
34638-006
BELLEVILLE,
WI
PROFESSIONAL ENGINEER

8/1/2012
(DATE)

(SIGNATURE)

2

2

WEST M3-4
50 M1-6
IR-01
SPEED LIMIT 55 R2-1
IR-02
DO NOT ENTER R5-1
IR-03
ONE WAY R6-2L
IR-04
R4-7
IR-05
128th Ave D1-1
IR-06
WRONG WAY R5-1A
IR-07
SPEED LIMIT 35 R2-1
IR-08
IR-09
R4-7
IR-10
50 M1-6
M6-4
IR-11
STOP R1-1
IR-13
IR-12
SEE SHEET 5
MATCH LINE STA. 72+50
DO NOT ENTER R5-1
IR-18
FRONTAGE ROAD M1-95
M 6-4
IR-19
IR-20
R4-7
IR-16
IR-17
IR-14
ONE WAY R6-2L
IR-15
SEE SHEET 2
MATCH LINE STA. 1432+00

STH 50 WB
STH 50 EB
1420
1422
1424
1426
1428
1430

128TH AVE

IR-21
SPEED LIMIT 35 R2-1
IR-22
IR-24
STOP R1-1
R4-7
IR-25
IR-26
DO NOT ENTER R5-1
IR-27
WRONG WAY R5-1A
IR-28
JCT M2-1
94 M1-1
JCT M2-1
41 M1-4
IR-29
FRONTAGE ROAD M1-95
M 6-4
IR-30
IR-31
DO NOT ENTER R5-1
IR-32
SPEED LIMIT 30 R2-1
IR-37
SPEED LIMIT 35 R2-1
IR-38
IR-35
IR-36
STOP R1-1
50 M1-6
DIVIDED HIGHWAY R6-3A
M6-4
IR-34
STOP AHEAD W3-1
W1-1L
15 M.P.H. W13-1
IR-33

72
70
68
66
64

125TH AVE (WEST FRONTAGE ROAD)

N

MOVE 5 MEDIAN SIGNS AT NEXT INTERSECTION
TO THE WEST DURING TRAFFIC SWITCHES

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XR-XX) DENOTES SIGN NUMBER
- (XM-XX) DENOTES MOVING SIGN NUMBER

NOTE: SIGNS NOT SHOWN ON THE PLANS
THAT CONFLICT WITH CONSTRUCTION
WILL BE REMOVED BY THE MUNICIPALITY.

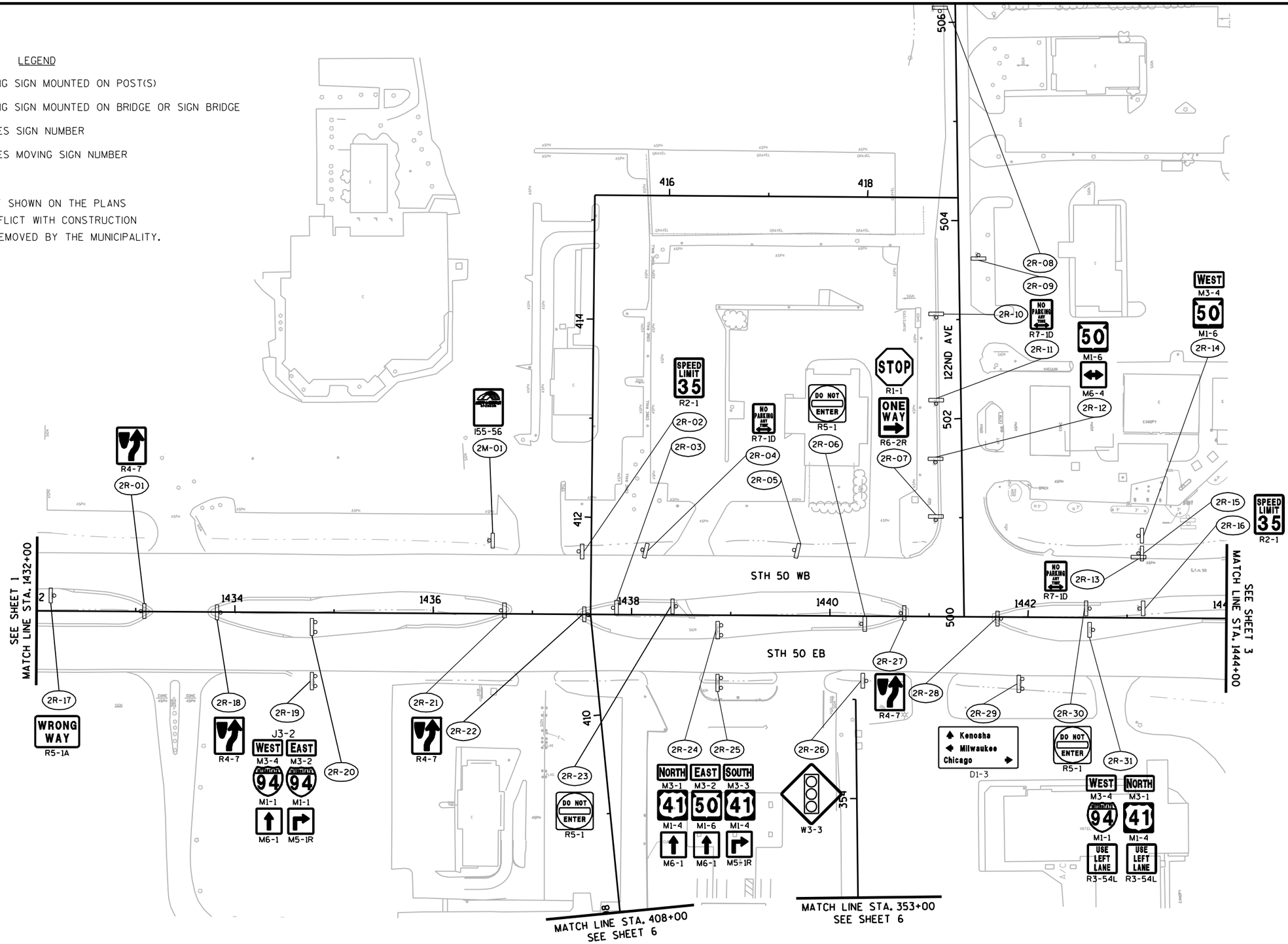
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EXISTING SIGN REMOVALS STH 50	SHEET 1 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023201_esr_71.dgn
PLOT DATE : 7/24/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XR-XX) DENOTES SIGN NUMBER
- (XM-XX) DENOTES MOVING SIGN NUMBER

NOTE: SIGNS NOT SHOWN ON THE PLANS THAT CONFLICT WITH CONSTRUCTION WILL BE REMOVED BY THE MUNICIPALITY.



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EXISTING SIGN REMOVALS STH 50 SHEET 2 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023202_esr_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

SEE SHEET 2
MATCH LINE STA. 1444+00

MATCH LINE STA. 1453+00
SEE SHEET 4

RAMP SW
RAMP NW
RAMP SE
RAMP NE

280'SW'
282'SW'
284'SW'
286'NW'
288'NW'
290'NW'
280
282
284
286'NE'
288'NE'
290'NE'

1446
1448
1450
1452

IH 94 SB
IH 94 NB
SHOULDER

STH 50 EB
STH 50 WB

Kenosha
Lake Geneva
D1-2

Pleasant Prairie
POPULATION 11,998

East Frontage Rd
North South

Lake Geneva
Chicago
Milwaukee
D1-3

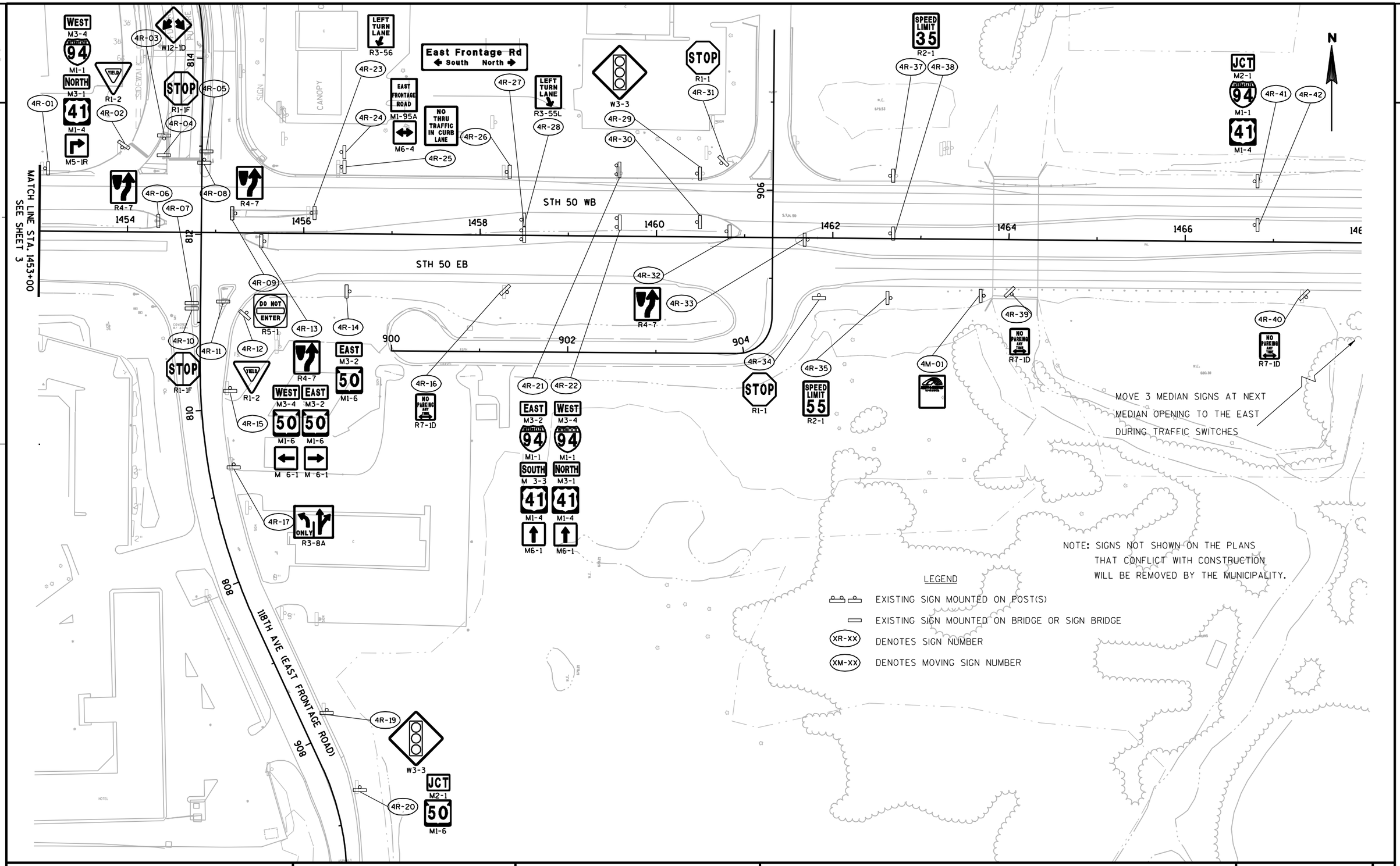
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- XR-XX DENOTES SIGN NUMBER
- XM-XX DENOTES MOVING SIGN NUMBER

NOTE: SIGNS NOT SHOWN ON THE PLANS THAT CONFLICT WITH CONSTRUCTION WILL BE REMOVED BY THE MUNICIPALITY.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EXISTING SIGN REMOVALS STH 50	SHEET 3 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023203_esr_71.dgn
PLOT DATE : 7/24/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42



NOTE: SIGNS NOT SHOWN ON THE PLANS THAT CONFLICT WITH CONSTRUCTION WILL BE REMOVED BY THE MUNICIPALITY.

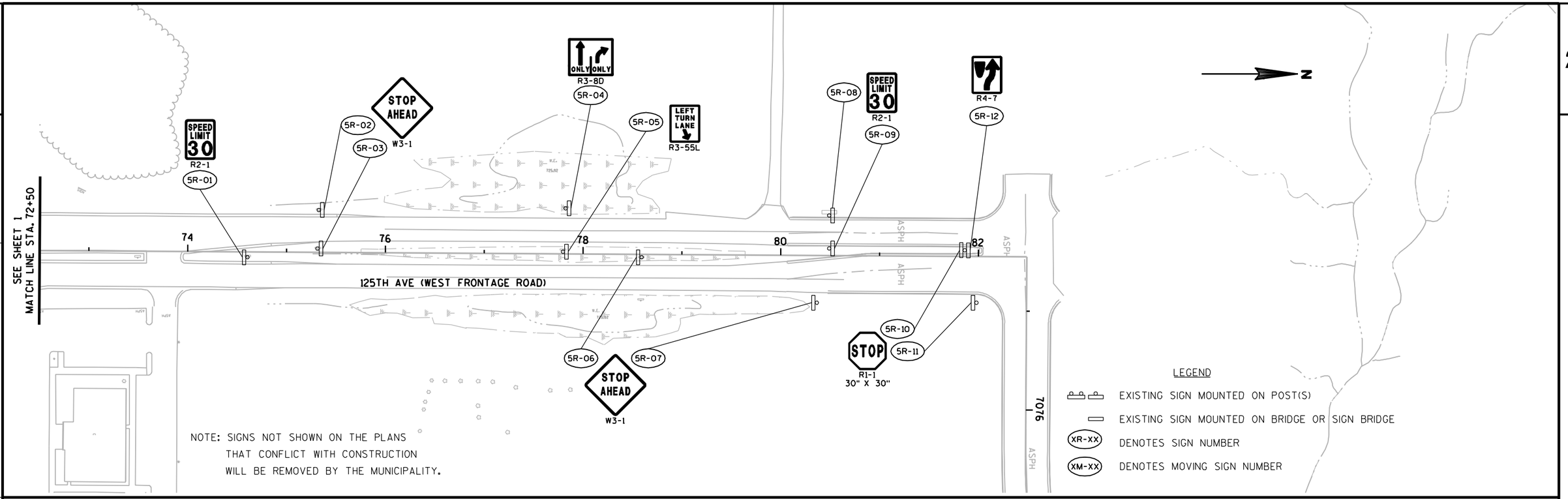
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XR-XX) DENOTES SIGN NUMBER
- (XM-XX) DENOTES MOVING SIGN NUMBER

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EXISTING SIGN REMOVALS STH 50	SHEET 4 OF 6	SHEET E

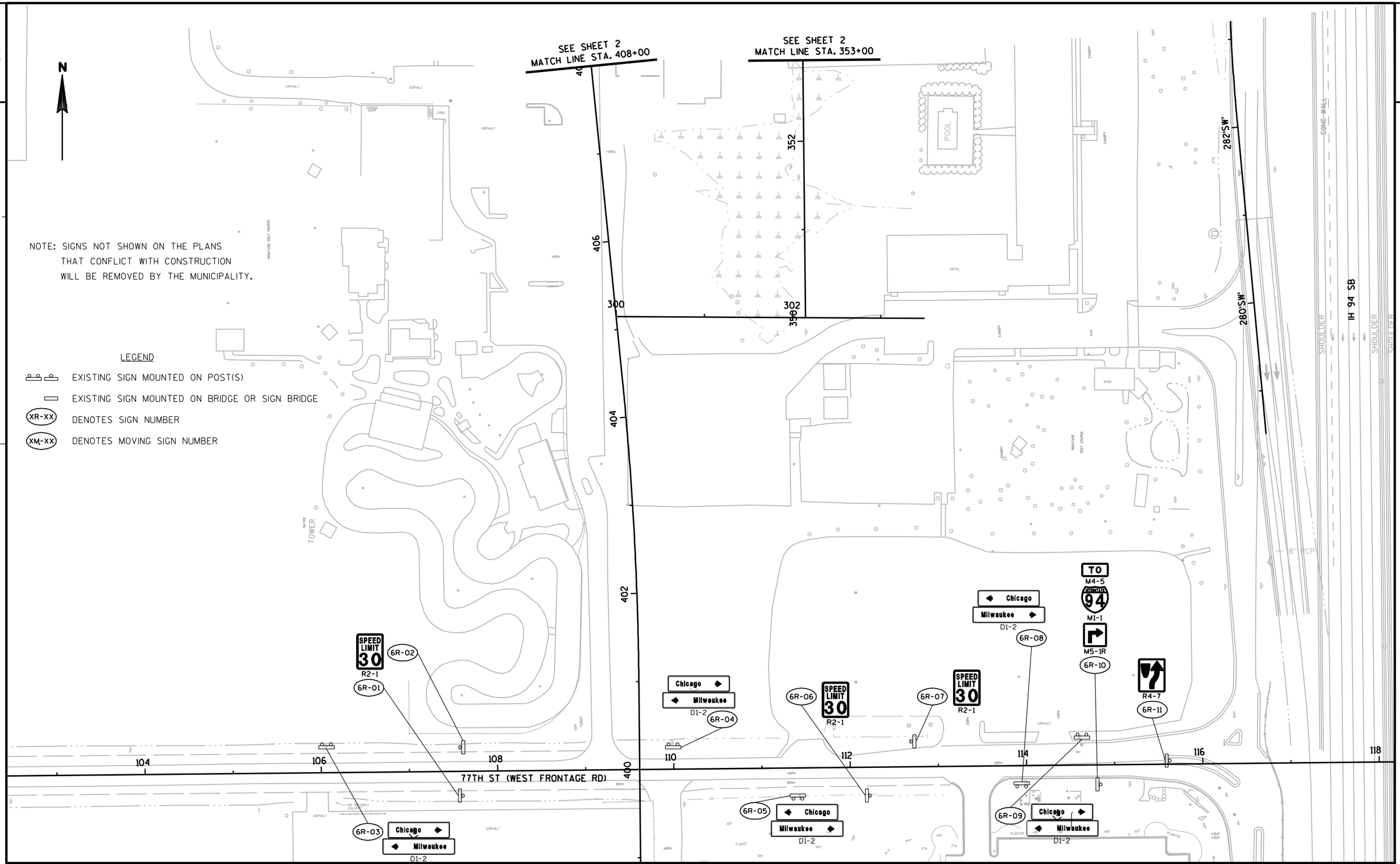
FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023204_esr_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

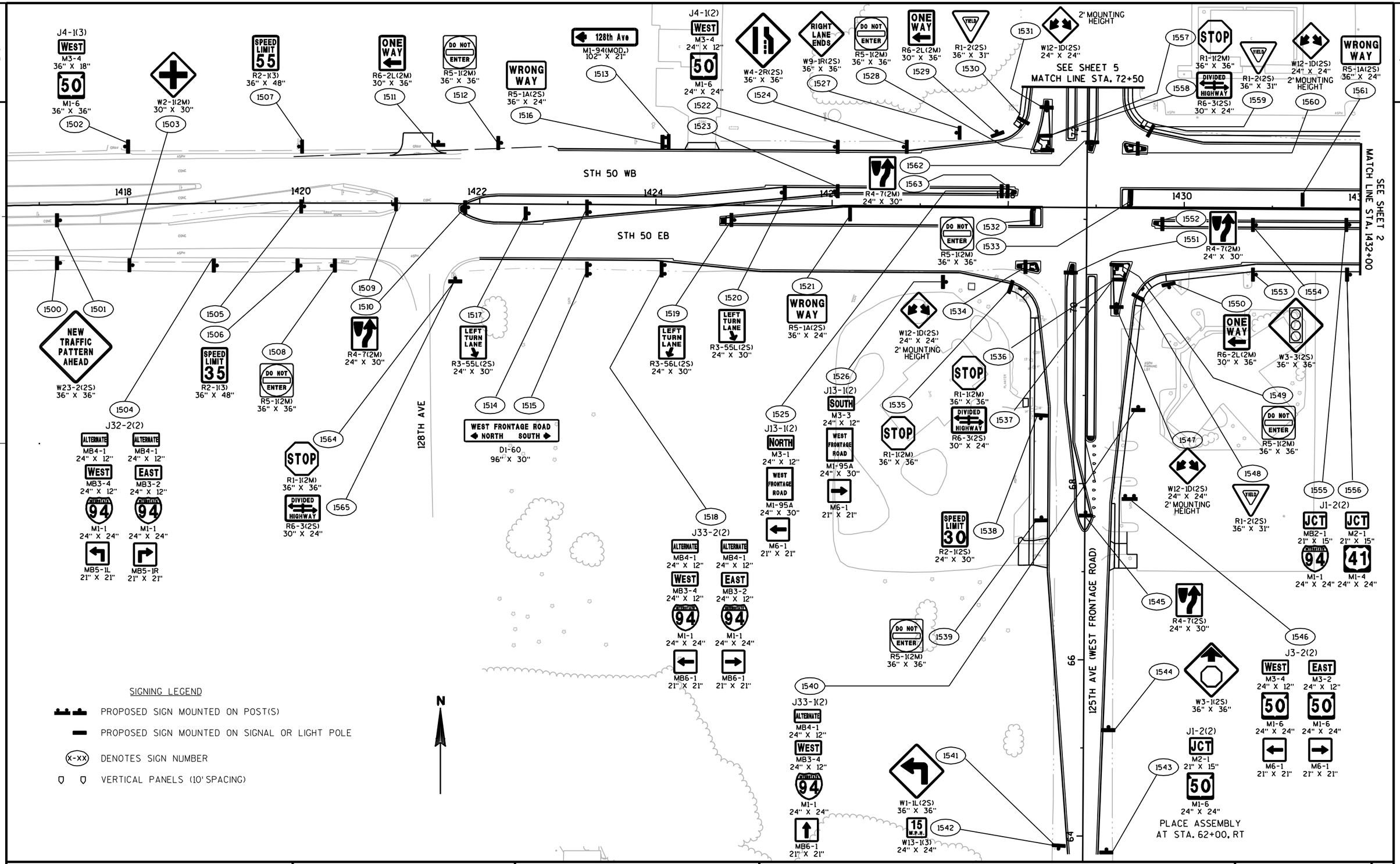
WISDOT/CADDS SHEET 42



2

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EXISTING SIGN REMOVALS 125TH AVE SHEET 5 OF 6	SHEET 153	E


N
NOTE: SIGNS NOT SHOWN ON THE PLANS
THAT CONFLICT WITH CONSTRUCTION
WILL BE REMOVED BY THE MUNICIPALITY.
LEGEND
EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
XR-XX DENOTES SIGN NUMBER
XM-XX DENOTES MOVING SIGN NUMBER
SEE SHEET 2
MATCH LINE STA. 408+00
SEE SHEET 2
MATCH LINE STA. 353+00
77TH ST (WEST FRONTAGE RD)
IH 94 SB
SHOULDER
CONC WALL
282'SW'
280'SW'
POOL
HOTEL
SHED
TOWER
SPEED LIMIT 30 R2-1
6R-01
6R-02
6R-03
6R-04
6R-05
6R-06
6R-07
6R-08
6R-09
6R-10
6R-11
Chicago
Milwaukee
D1-2
TO
M4-5
94
M1-1
M5-1R
R4-7
300
302
350
352
400
402
404
406
104
106
108
110
112
114
116
118



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 1 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023201_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

SIGNING LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE

(x-xx) DENOTES SIGN NUMBER

N

W1-1R(2S) 36" X 36" 1637

W1-1L(2S) 36" X 36" 1665

J32-1(2) TO M4-5 24" X 12" / 50 M1-6 24" X 24" / M5-1R 21" X 21" 1666 PLACE ASSEMBLY AT STA 507+00, LT

J33-1(2) TO M4-5 24" X 12" / 50 M1-6 24" X 24" / M6-1 21" X 21" 1667

NO OUTLET W14-2(2S) 30" X 30" 1663

STOP R1-1(2M) 36" X 36" 1664

W3-3(2S) 36" X 36" 1636

R3-8V(2S) ONLY ONLY ONLY ONLY 72" X 30" 1678

R4-7(2M) 24" X 30" 1679

W5-54 (2M) 18" X 18" 1638

J13-1(2) 50 M1-6 24" X 24" / M6-4 21" X 21" 1659

SPEED LIMIT 35 R2-1(2M) 30" X 36" 1607

ONE WAY R6-2L(2M) 30" X 36" 1610

RIGHT LANE MUST TURN RIGHT R3-7R(3) 36" X 36" 1605

W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT 1612

DO NOT ENTER R5-1(2M) 36" X 36" 1609

R1-2(2S) 36" X 31" 1611

J33-2(2) ALTERNATE MB4-1 24" X 12" / EAST MB3-2 24" X 12" / WEST MB3-4 24" X 12" / 94 M1-1 24" X 24" / MB6-1 21" X 21" 1604

2M-01

DO NOT ENTER R5-1(2M) 36" X 36" 1680

SEE SHEET 1 MATCH LINE STA. 1432+00

STH 50 WB

STH 50 EB

1434 1436

R4-7(2M) 24" X 30" 1613 1614 1615

STOP R1-1F(2M) 36" X 36" 1616 1617 1618

LEFT TURN LANE R3-55L(2S) 24" X 30" 1600

LEFT TURN LANE R3-56L(2S) 24" X 30" 1601 1602

WRONG WAY R5-1A(2S) 36" X 24" 1603

LEFT TURN LANE R3-55L(2S) 24" X 30" 1606

J13-1(2) 50 M1-6 24" X 24" / M6-4 21" X 21" 1626

W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT 1619 1625

R1-2(2S) 36" X 31" 1620

DO NOT ENTER R5-1(2M) 36" X 36" 1621

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 (2S) 30" X 36" MOUNTED ON SIGNAL POLE 1682

R4-7(2M) 24" X 30" 1622

STOP R1-1F(2M) 36" X 36" 1623 1624

MATCH LINE STA. 408+00 SEE SHEET 6

123RD AVE

122ND AVE

416 418 414 412 504 502 506

ALTERNATE MB4-1 24" X 12" / EAST MB3-2 24" X 12" / WEST MB3-4 24" X 12" / 94 M1-1 24" X 24" 1639 1640

STOP R1-1F(2M) 36" X 36"

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 30" X 36" MOUNTED ON SIGNAL POLE 1681

MB5-1L 21" X 21" / MB5-1R 21" X 21" 1661 1662

J32-2(2) 1643

STOP R1-1(2M) 36" X 36" 1641

W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT 1642

WRONG WAY R5-1A 36" X 24" 1644

LEFT TURN LANE R3-56L(2S) 24" X 30"

1645

1630 1631 1632

STOP R1-1F(2M) 36" X 36" = LEFT TURN LANE R3-55L(2S) 24" X 30" 1646

1629 1628

DO NOT ENTER R5-1(2M) 36" X 36"

R9-3A(2S) 18" X 18" 1647

USE SHOULDER R9-3BL(2S) 18" X 12" 1648

WRONG WAY R5-1A(2S) 36" X 24" 1660

SEE SHEET 3 MATCH LINE STA. 1444+00

1649 1650 1652 1651

ONE WAY R6-2L(2M) 30" X 36" 1653

R4-7(2M) 24" X 30"

SPEED LIMIT 35 R2-1(2M) 30" X 36"

YIELD R1-2(2S) 36" X 31" 1627

J2-2(2) WEST MB3-4 24" X 12" / NORTH M3-1 24" X 12" / 94 M1-1 24" X 24" / 41 M1-4 24" X 24" / USE LEFT LANE M4-20L 24" X 24" 1654

MATCH LINE STA. 353+00 SEE SHEET 6

1656 1657 1658

W5-56(2S) 18" X 18"

KENOSHA / MILWAUKEE / CHICAGO D1-3 78" X 48"

J2-3(2) EAST M3-2 24" X 12" / EAST MB3-2 24" X 12" / SOUTH M3-3 24" X 12" / 50 M1-6 24" X 24" / 94 M1-1 24" X 24" / 41 M1-4 24" X 24" / M6-1 21" X 21" / MB5-1R 21" X 21" / M5-1R 21" X 21" 1655

EAST 94 ONLY 1633 PLACE SIGN ON S-30-241 SEE DETAIL

WEST 94 ONLY / WEST 94 ONLY 1634 1635 PLACE SIGNS ON S-30-242 SEE DETAIL

J33-2(2) ALTERNATE MB4-1 24" X 12" / EAST MB3-2 24" X 12" / WEST MB3-4 24" X 12" / 94 M1-1 24" X 24" / MB6-1 21" X 21"

R9-3A(2S) 18" X 18" 1668

R9-3BR(2S) 18" X 12" 1669

W12-1D(2S) 24" X 24" 2' MOUNTING HEIGHT 1673

RIGHT LANE MUST TURN RIGHT R3-7R(3) 36" X 36" 1674

1675

J4-1(2) WEST M3-4 24" X 12" / 50 M1-6 24" X 24" 1676 1677

SPEED LIMIT 35 R2-1(2M) 30" X 36" 1670 1671

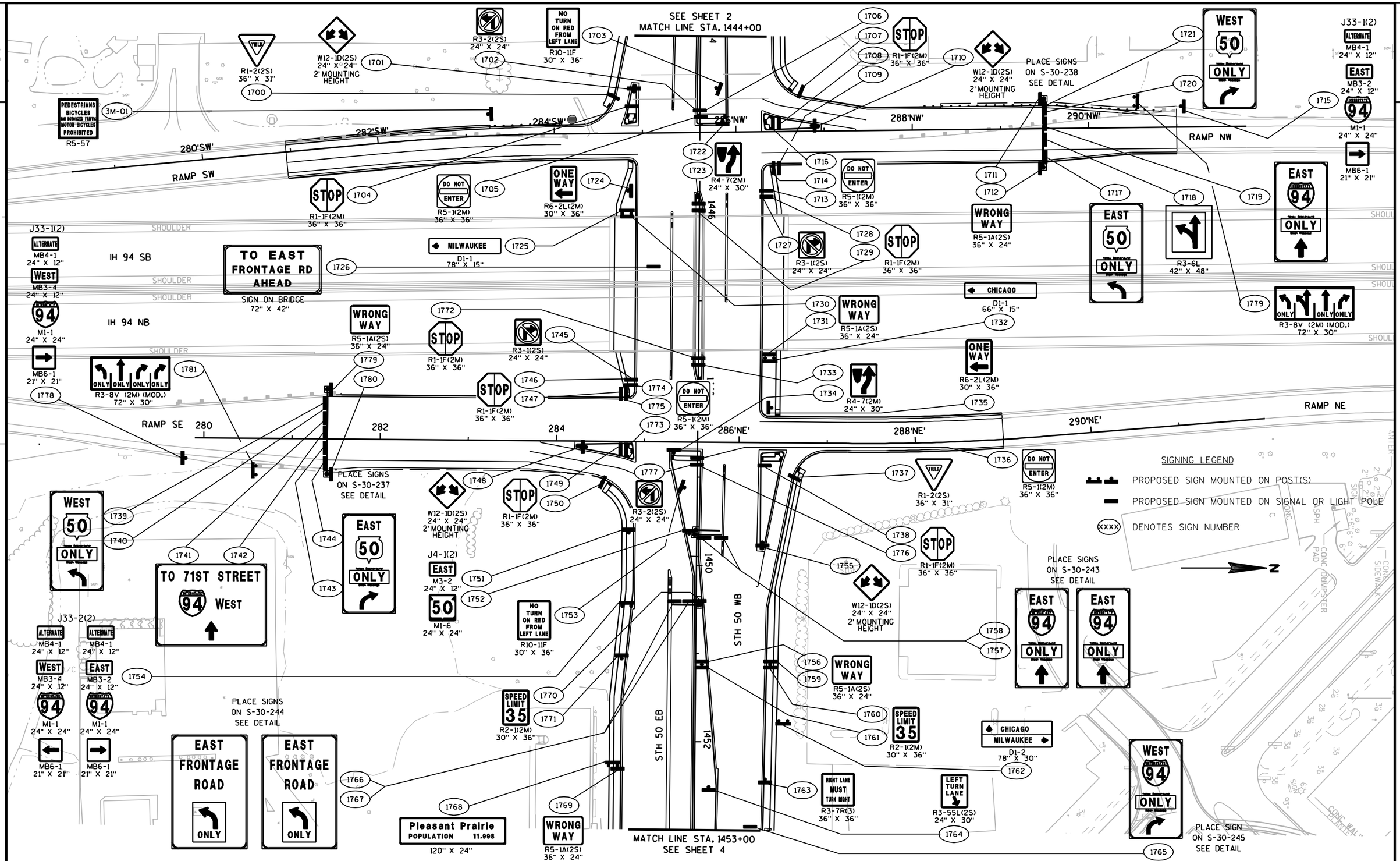
LEFT TURN LANE R3-55L(2S) 24" X 30" 1672

1644

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 2 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023202_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

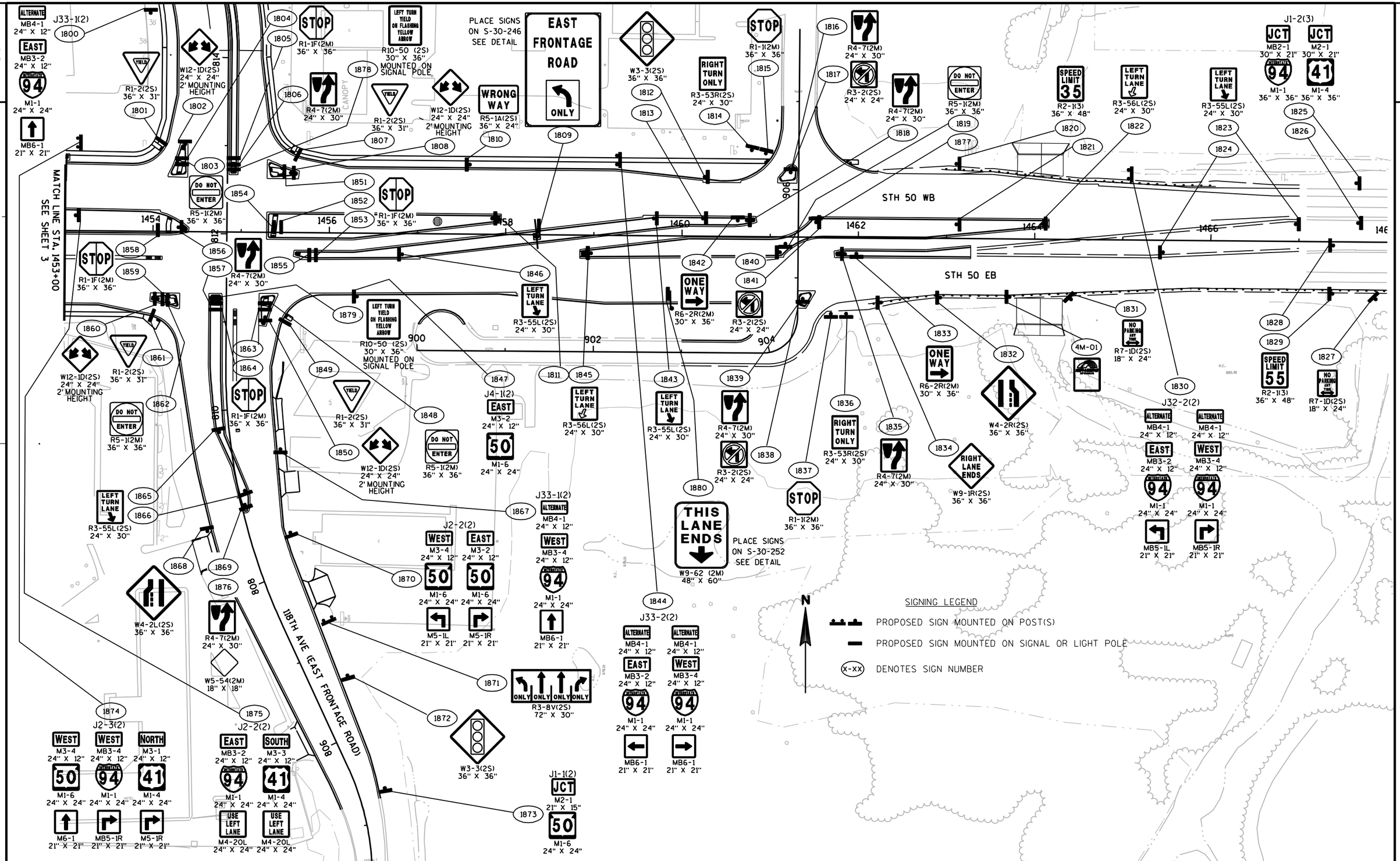
WISDOT/CADDS SHEET 42



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 3 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023203_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING SHEET 4 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023204_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

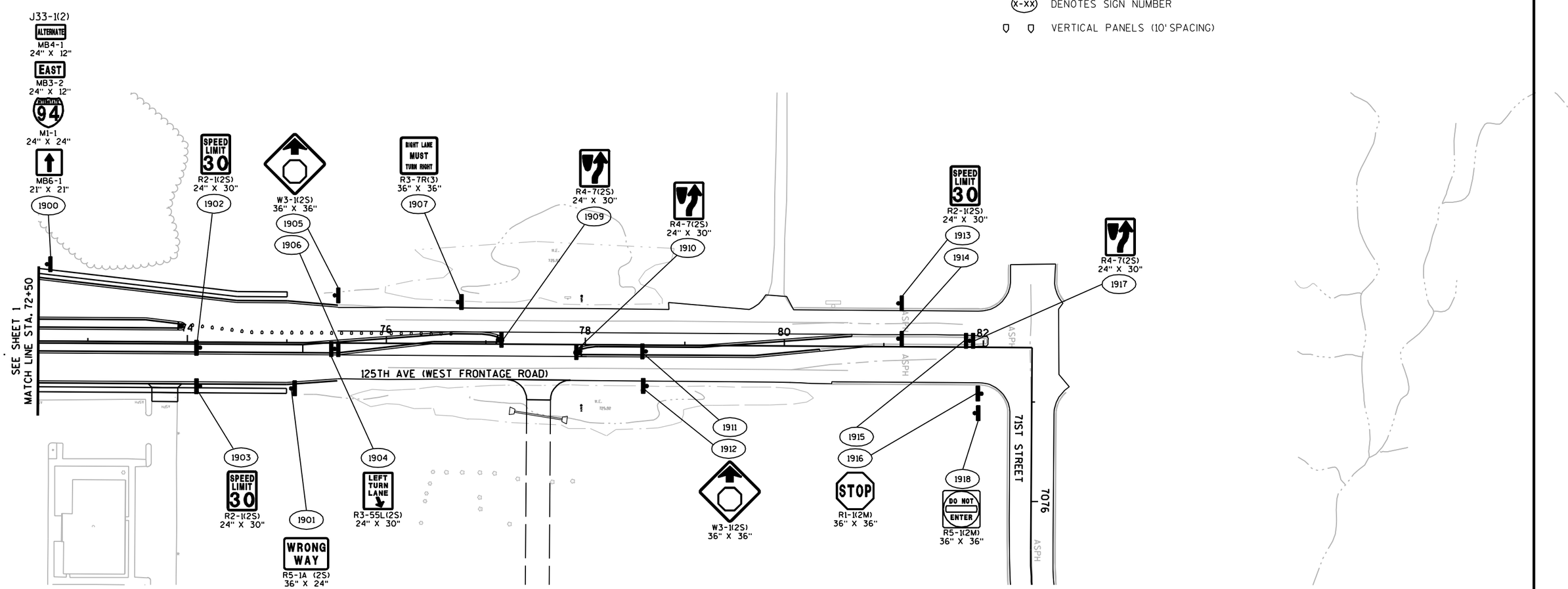
SIGNING LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE

(X-XX) DENOTES SIGN NUMBER

VERTICAL PANELS (10' SPACING)



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 5 OF 6	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023205_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

N

SIGNING LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE

(X-XX) DENOTES SIGN NUMBER

SEE SHEET 2
MATCH LINE STA. 408+00

SEE SHEET 2
MATCH LINE STA. 353+00

123RD AVENUE

122ND COURT

IH 94 EB

SHOULDER

SHOULDER

SHOULDER

280TH ST

282ND ST

77TH ST (WEST FRONTAGE RD)

1950 W3-3(2S) 36" X 36"

1951 RIGHT LANE MUST TURN RIGHT R3-7R(3) 36" X 36"

1952 STOP R1-1(2S) 30" X 30"

1953 W3-1(2S) 36" X 36"

1954 RIGHT LANE MUST TURN RIGHT R3-7R(3) 36" X 36"

1955 ONLY ONLY ONLY R3-8W(2S) 54" X 30"

1956 R4-7(2S) 24" X 30"

1957 STOP R1-1(2M) 36" X 36"

1958

1959 R4-7(2S) 24" X 30"

1960 SPEED LIMIT 30 R2-1(2S) 24" X 30"

1961 SPEED LIMIT 30 R2-1(2S) 24" X 30"

1962 R4-7(2S) 24" X 30"

1963 DO NOT ENTER R5-1(2S) 30" X 30"

1964 W1-1R(2S) 36" X 36"

1965 DEAD END W14-1(2S) 30" X 30"

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PERMANENT SIGNING	SHEET 6 OF 6	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\023206_ps_71.dgn PLOT DATE : 7/24/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

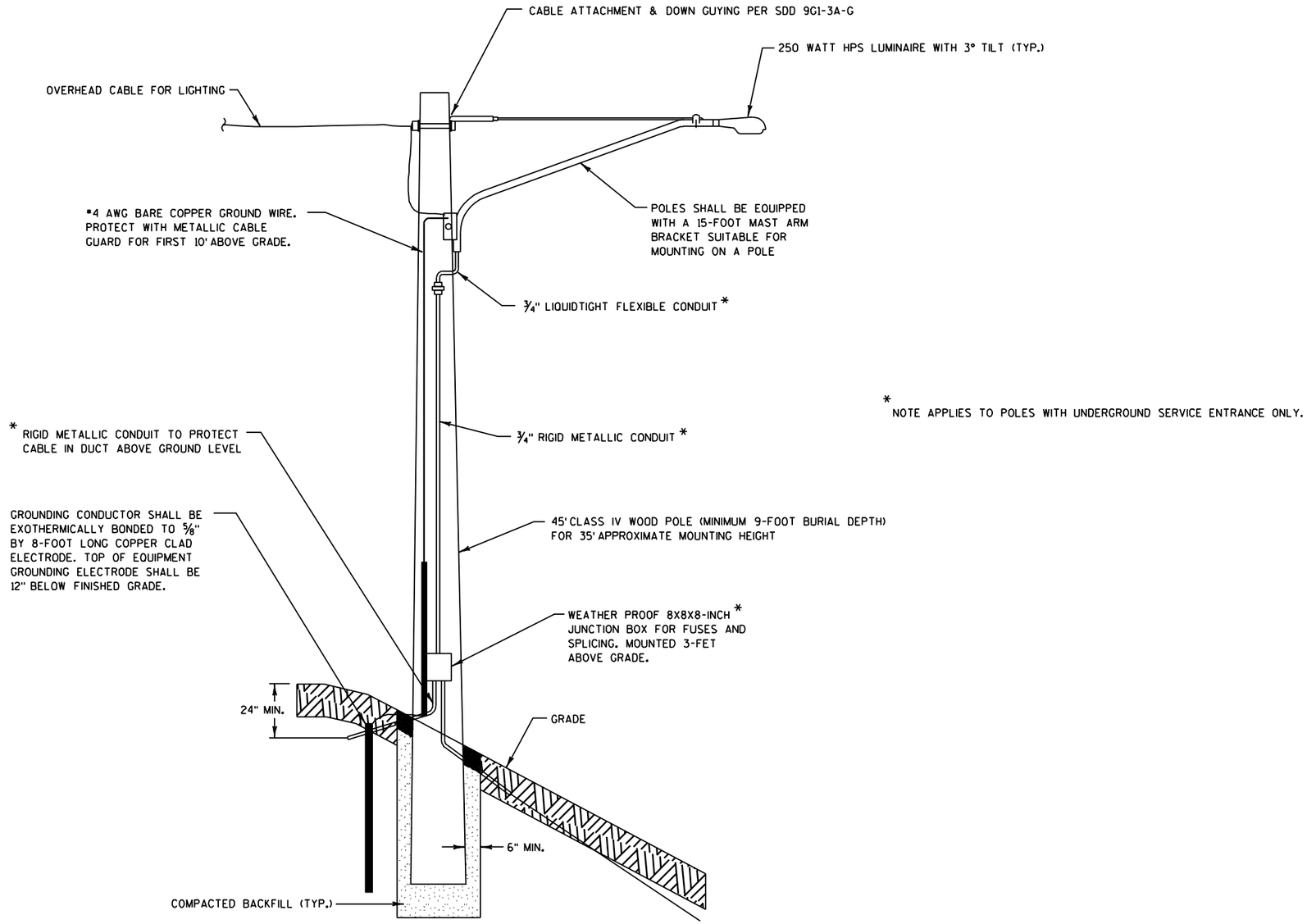
TEMPORARY LIGHTING PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
MIKE D.
SCARMON
E-37613
EVANSVILLE,
WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE)

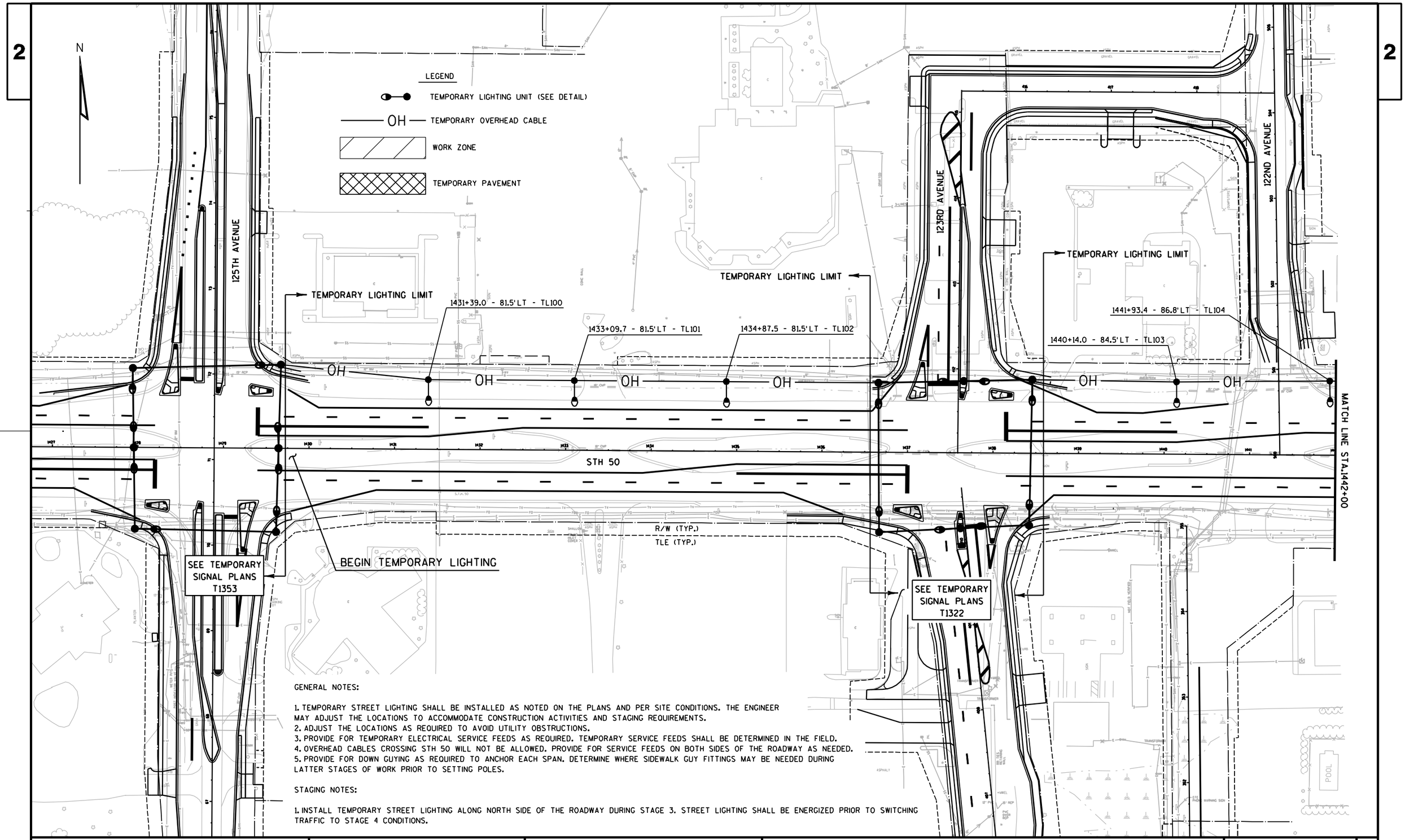
(SIGNATURE)



TEMPORARY LIGHTING UNIT INSTALLATION DETAIL

NOT TO SCALE

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING CONSTRUCTION DETAILS	SHEET 161	E



GENERAL NOTES:

1. TEMPORARY STREET LIGHTING SHALL BE INSTALLED AS NOTED ON THE PLANS AND PER SITE CONDITIONS. THE ENGINEER MAY ADJUST THE LOCATIONS TO ACCOMMODATE CONSTRUCTION ACTIVITIES AND STAGING REQUIREMENTS.
2. ADJUST THE LOCATIONS AS REQUIRED TO AVOID UTILITY OBSTRUCTIONS.
3. PROVIDE FOR TEMPORARY ELECTRICAL SERVICE FEEDS AS REQUIRED. TEMPORARY SERVICE FEEDS SHALL BE DETERMINED IN THE FIELD.
4. OVERHEAD CABLES CROSSING STH 50 WILL NOT BE ALLOWED. PROVIDE FOR SERVICE FEEDS ON BOTH SIDES OF THE ROADWAY AS NEEDED.
5. PROVIDE FOR DOWN GUYING AS REQUIRED TO ANCHOR EACH SPAN. DETERMINE WHERE SIDEWALK GUY FITTINGS MAY BE NEEDED DURING LATTER STAGES OF WORK PRIOR TO SETTING POLES.

STAGING NOTES:

1. INSTALL TEMPORARY STREET LIGHTING ALONG NORTH SIDE OF THE ROADWAY DURING STAGE 3. STREET LIGHTING SHALL BE ENERGIZED PRIOR TO SWITCHING TRAFFIC TO STAGE 4 CONDITIONS.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 3	SHEET E

FILE NAME : G:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP LIGHTING SHEETS\023501_lp_STG 3.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

2

N

IH 94 EB OFF-RAMP

IH 94 EB

IH 94 WB

IH 94 WB ON-RAMP

TEMPORARY LIGHTING LIMIT

1443+33.0 - 88.3'LT - TL105

TEMPORARY LIGHTING LIMIT

1450+40.7 - 95.9'LT - TL106

TEMPORARY LIGHTING LIMIT

1452+13.7 - 93.5'LT - TL107

TLE (TYP.)

R/W (TYP.)

OH

OH

HO

HO

HO

118TH AVENUE

MATCH LINE STA.1442+00

STH 50

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0325

END TEMPORARY LIGHTING

SEE TEMPORARY SIGNAL PLANS T0672

IH 94 EB ON-RAMP

IH 94 WB OFF-RAMP

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 3	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023502_lp_STG 3.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

LEGEND

TEMPORARY LIGHTING UNIT (SEE DETAIL)

OH — TEMPORARY OVERHEAD CABLE

WORK ZONE

TEMPORARY PAVEMENT

125TH AVENUE

123RD AVENUE

122ND AVENUE

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TL100

TL101

TL102

TL103

TL104

OH

STH 50

R/W (TYP.)

TLE (TYP.)

1431+50.8 - 72.5'RT - TL200

1433+14.3 - 72.5'RT - TL201

1434+92.4 - 84.5'RT - TL202

1440+15.0 - 72.5'RT - TL203

1441+90.8 - 89.6'RT - TL204

SEE TEMPORARY SIGNAL PLANS T1353

SEE TEMPORARY SIGNAL PLANS T1322

BEGIN TEMPORARY LIGHTING

MATCH LINE STA.1442+00

STAGING NOTES:

1. INSTALL TEMPORARY STREET LIGHTING ALONG SOUTH SIDE OF THE ROADWAY DURING STAGE 4B. STREET LIGHTING ON THE SOUTH SIDE OF THE ROADWAY SHALL BE ENERGIZED PRIOR TO SWITCHING TRAFFIC TO STAGE 5 CONDITIONS.
2. TEMPORARY LIGHTING ALONG THE NORTH SIDE OF THE ROADWAY SHALL REMAIN IN OPERATION.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 4B	SHEET 164 E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023503_lp_STG 4.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA.1442+00

IH 94 EB OFF-RAMP

IH 94 EB

IH 94 WB

IH 94 WB ON-RAMP

TEMPORARY LIGHTING LIMIT

TL105

TL106

TL107

END TEMPORARY LIGHTING

TLE (TYP.)

R/W (TYP.)

118TH AVENUE

STH 50

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0672

1443+41.0 - 91.4' RT - TL205

1450+42.2 - 79.8' RT - TL206

1452+15.3 - 90.5' RT - TL207

IH 94 EB ON-RAMP

IH 94 WB OFF-RAMP

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 4B	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023504_lp_STG 4.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

TEMPORARY LIGHTING UNIT (SEE DETAIL)

OH — TEMPORARY OVERHEAD CABLE

WORK ZONE

TEMPORARY PAVEMENT

125TH AVENUE

123RD AVENUE

122ND AVENUE

STH 50

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TL100

TL101

TL102

TL103

TL104

TL200

TL201

TL202

TL203

TL204

OH

R/W (TYP.)

TLE (TYP.)

SEE TEMPORARY SIGNAL PLANS T1353

SEE TEMPORARY SIGNAL PLANS T1322

BEGIN TEMPORARY LIGHTING

MATCH LINE STA.1442+00

STAGING NOTES:

1. TEMPORARY LIGHTING ALONG THE BOTH SIDES OF THE ROADWAY SHALL REMAIN IN OPERATION.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 5	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023505_lp_STG 5.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA.1442+00

IH 94 EB OFF-RAMP

IH 94 EB

IH 94 WB

IH 94 WB ON-RAMP

NOT FIELD VERIFIED

CONC WALL

TEMPORARY LIGHTING LIMIT

TL105

TL106

TL107

TL205

TL206

TL207

END TEMPORARY LIGHTING

TLE (TYP.)

R/W (TYP.)

OH

HO

STH 50

118TH AVENUE

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0672

IH 94 EB ON-RAMP

IH 94 WB OFF-RAMP

CANOPY

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 5	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023506_lp_STG 5.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

LEGEND

TEMPORARY LIGHTING UNIT (SEE DETAIL)

OH — TEMPORARY OVERHEAD CABLE

WORK ZONE

TEMPORARY PAVEMENT

125TH AVENUE

122ND AVENUE

123RD AVENUE

STH 50

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TL100

TL101

TL102

TL103

TL104

TL200

TL201

TL202

TL203

TL204

OH

R/W (TYP.)

TLE (TYP.)

SEE TEMPORARY SIGNAL PLANS T1353

SEE TEMPORARY SIGNAL PLANS T1322

BEGIN TEMPORARY LIGHTING

MATCH LINE STA.1442+00

STAGING NOTES:

1. TEMPORARY LIGHTING ALONG THE SOUTH SIDE OF THE ROADWAY SHALL REMAIN IN OPERATION.
2. THE ENGINEER SHALL DETERMINE WHETHER TEMPORARY LIGHTING ALONG THE NORTH SIDE OF THE ROADWAY CAN BE DEENERGIZED. LEAVE LIGHTING ACTIVE UNLESS DIRECTED OTHERWISE.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 6	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023507_lp_STG 6.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

2

N

MATCH LINE STA.1442+00

IH 94 EB OFF-RAMP

IH 94 EB

IH 94 WB

IH 94 WB ON-RAMP

TEMPORARY LIGHTING LIMIT

TL105

TEMPORARY LIGHTING LIMIT

TL106

END TEMPORARY LIGHTING

TEMPORARY LIGHTING LIMIT

TL107

TLE (TYP.)

R/W (TYP.)

118TH AVENUE

STH 50

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0672

TL205

TL206

TL207

IH 94 EB ON-RAMP

IH 94 WB OFF-RAMP

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 6	SHEET 169 E

2

N

LEGEND

TEMPORARY LIGHTING UNIT (SEE DETAIL)

OH — TEMPORARY OVERHEAD CABLE

WORK ZONE

TEMPORARY PAVEMENT

125TH AVENUE

122ND AVENUE

123RD AVENUE

STH 50

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TL100

TL101

TL102

TL103

TL104

TL200

TL201

TL202

TL203

TL204

OH

R/W (TYP.)

TLE (TYP.)

SEE TEMPORARY SIGNAL PLANS T1353

SEE TEMPORARY SIGNAL PLANS T1322

BEGIN TEMPORARY LIGHTING

MATCH LINE STA.1442+00

STAGING NOTES:

1. TEMPORARY LIGHTING ALONG THE BOTH SIDES OF THE ROADWAY SHALL REMAIN IN OPERATION.
2. DO NOT DEENERGIZE AND REMOVE THE TEMPORARY LIGHTING UNTIL THE PERMANENT STREET LIGHTING SYSTEM IS OPERATING.

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 7	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023509_lp_STG 7.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

N

IH 94 EB OFF-RAMP

IH 94 EB

IH 94 WB

IH 94 WB ON-RAMP

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

TEMPORARY LIGHTING LIMIT

END TEMPORARY LIGHTING

TL105

TL106

TL107

TLE (TYP.)

R/W (TYP.)

118TH AVENUE

MATCH LINE STA.1442+00

STH 50

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0325

SEE TEMPORARY SIGNAL PLANS T0672

TL205

TL206

TL207

IH 94 EB ON-RAMP

IH 94 WB OFF-RAMP

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY LIGHTING - STAGE 7	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\temp lighting sheets\023510_lp_STG 7.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

FREEWAY LIGHTING AND LOCAL STREET LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTIONS 652 TO 657 AND 659 EXCEPT:

1. DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

2. LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, UNDER THE APPROVAL OF THE ENGINEER. ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.

3. THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

4. ALL OPEN AND UNTERMINATED CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION.

5. BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

6. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

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

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

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

10. CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

11. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

12. PROVIDE MINIMUM CABLE SLACK AS MENTIONED BELOW:

PULL BOXES:	10-FT
POLE BASES:	5-FT ONE WAY IN OR OUT
EMBEDDED JUNCTION BOXES:	3-FT
DISTRIBUTION CENTER/LOAD CENTER:	10-FT

STREET LIGHTING PLANS PREPARED BY:

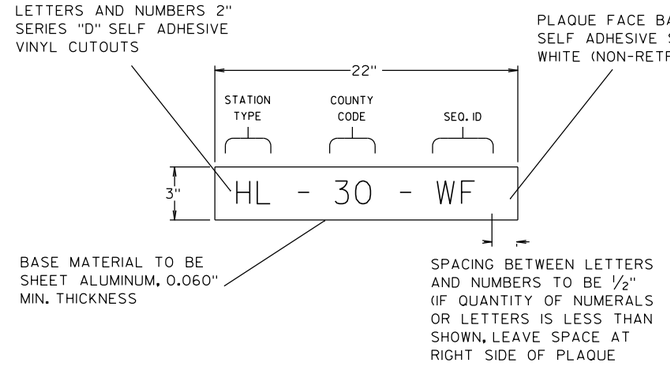
HNTB

HNTB CORPORATION
111 N CANAL STREET, SUITE 1250
CHICAGO, IL 60606



SIGNATURE: Matthew C Durning

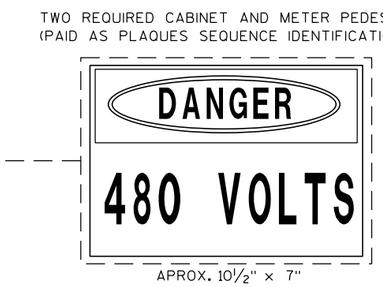
DATE: 7/18/2012 SHEETS: 1 TO 10

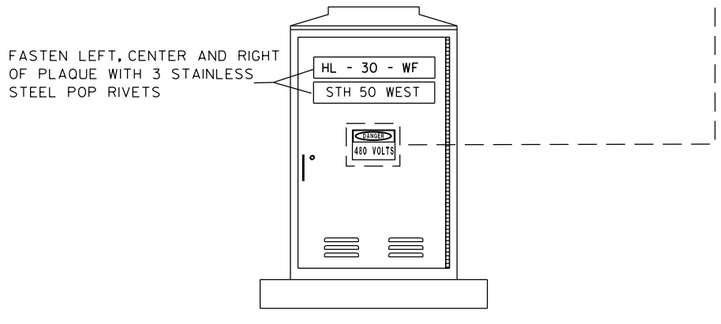


DISTRIBUTION CENTER IDENTIFICATION PLAQUE

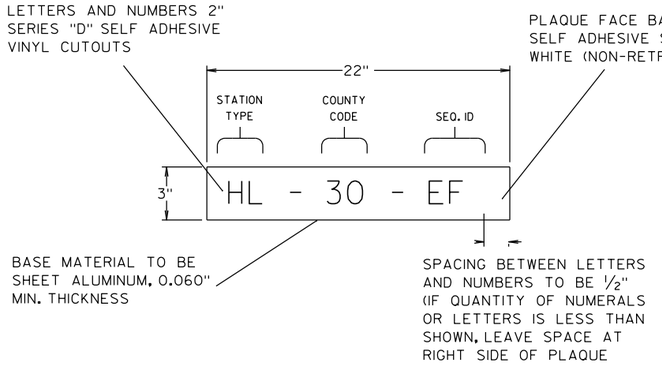
STH 50 WEST

MNEMONIC
(SEE MISC. QTYS.)
(NO. OF CHARACTERS VARIES THIRD PLAQUE MAY BE NECESSARY)





DISTRIBUTION CENTER IDENTIFICATION PLAQUE
REQUIREMENTS AND PLACEMENTS
(TYPICAL ALL CONTROL CABINETS)

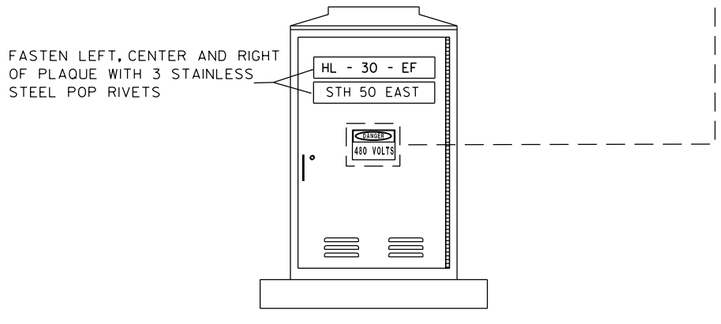


DISTRIBUTION CENTER
IDENTIFICATION PLAQUE



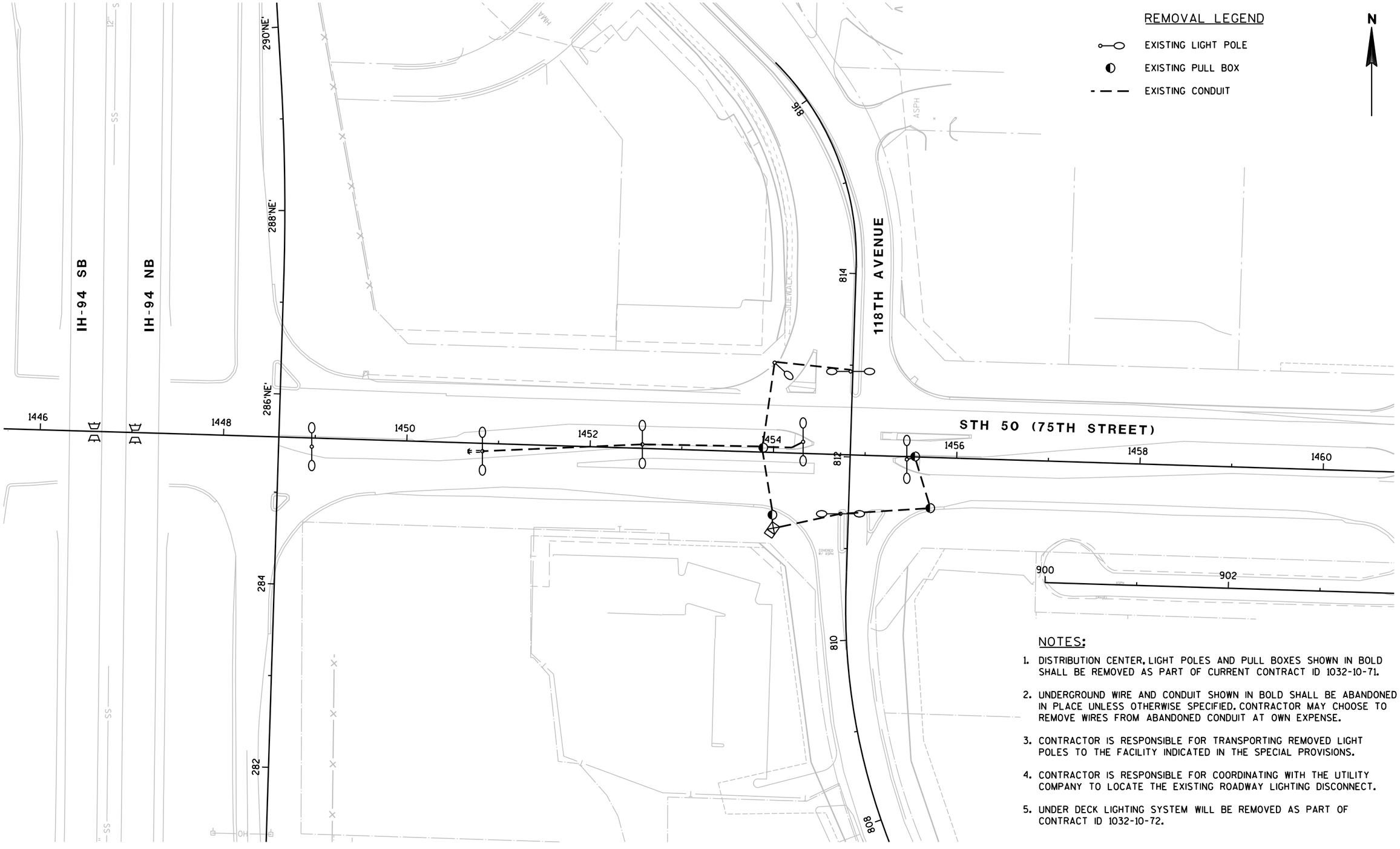
MNEMONIC
(SEE MISC. QTYS.)
(NO. OF CHARACTERS VARIES
THIRD PLAQUE MAY BE
NECESSARY)





DISTRIBUTION CENTER IDENTIFICATION PLAQUE
REQUIREMENTS AND PLACEMENTS
(TYPICAL ALL CONTROL CABINETS)

2



NOTES:

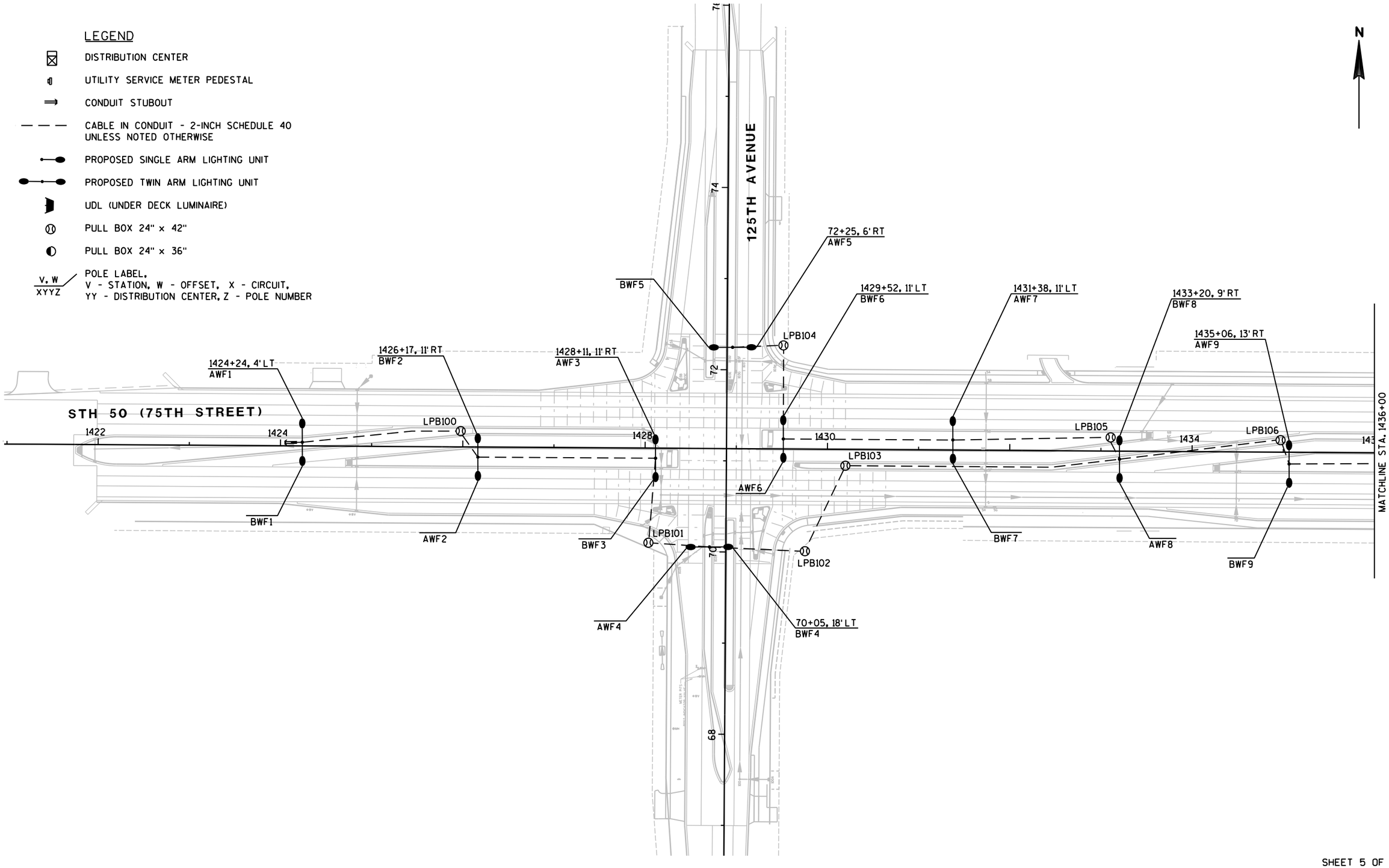
1. DISTRIBUTION CENTER, LIGHT POLES AND PULL BOXES SHOWN IN BOLD SHALL BE REMOVED AS PART OF CURRENT CONTRACT ID 1032-10-71.
2. UNDERGROUND WIRE AND CONDUIT SHOWN IN BOLD SHALL BE ABANDONED IN PLACE UNLESS OTHERWISE SPECIFIED. CONTRACTOR MAY CHOOSE TO REMOVE WIRES FROM ABANDONED CONDUIT AT OWN EXPENSE.
3. CONTRACTOR IS RESPONSIBLE FOR TRANSPORTING REMOVED LIGHT POLES TO THE FACILITY INDICATED IN THE SPECIAL PROVISIONS.
4. CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE UTILITY COMPANY TO LOCATE THE EXISTING ROADWAY LIGHTING DISCONNECT.
5. UNDER DECK LIGHTING SYSTEM WILL BE REMOVED AS PART OF CONTRACT ID 1032-10-72.

2

LEGEND

- DISTRIBUTION CENTER
- UTILITY SERVICE METER PEDESTAL
- CONDUIT STUBOUT
- CABLE IN CONDUIT - 2-INCH SCHEDULE 40 UNLESS NOTED OTHERWISE
- PROPOSED SINGLE ARM LIGHTING UNIT
- PROPOSED TWIN ARM LIGHTING UNIT
- UDL (UNDER DECK LUMINAIRE)
- PULL BOX 24" x 42"
- PULL BOX 24" x 36"
- V. W / XYYZ — POLE LABEL, V - STATION, W - OFFSET, X - CIRCUIT, YY - DISTRIBUTION CENTER, Z - POLE NUMBER

N

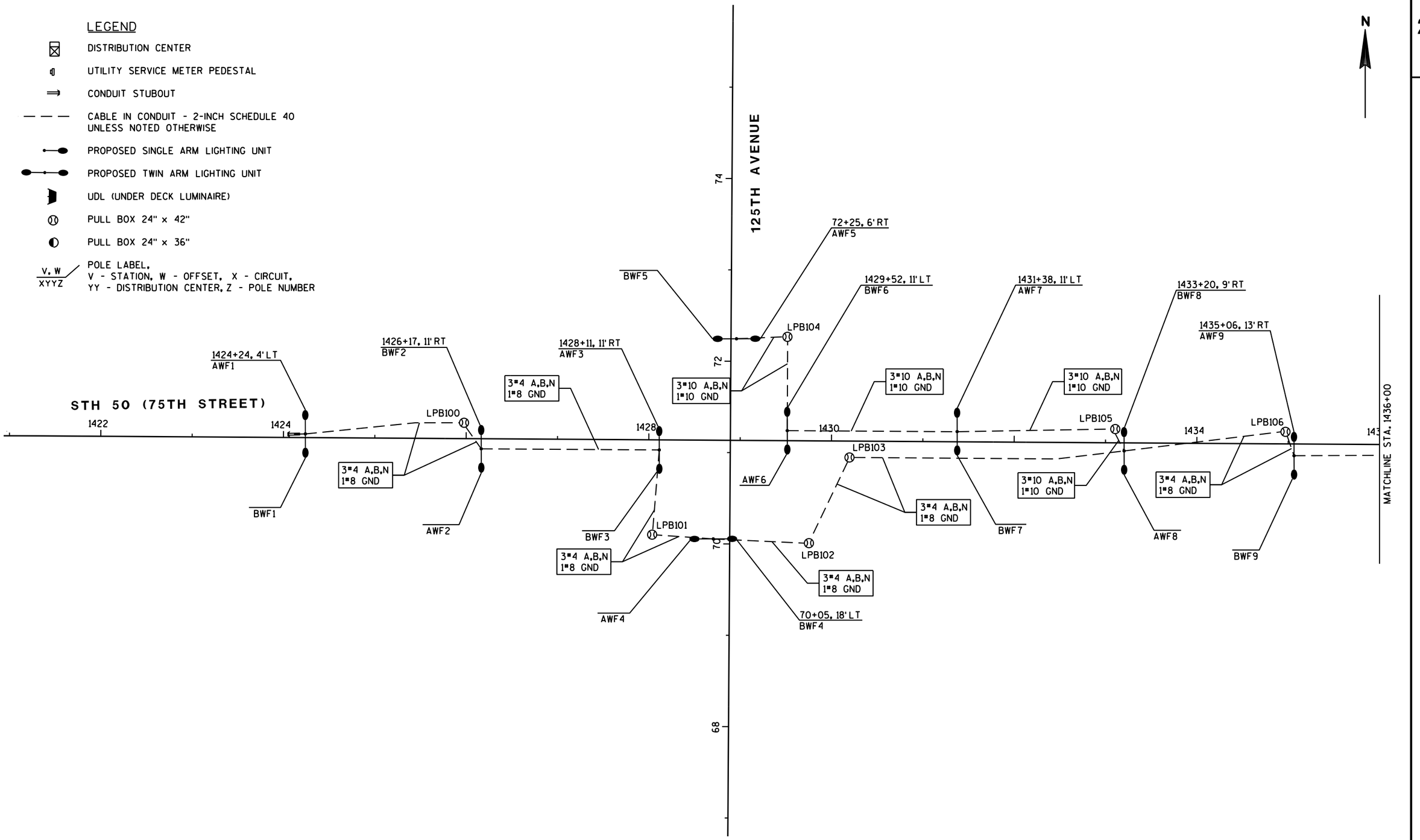


SHEET 5 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - FINAL	SHEET 176	E

LEGEND

- DISTRIBUTION CENTER
- UTILITY SERVICE METER PEDESTAL
- CONDUIT STUBOUT
- CABLE IN CONDUIT - 2-INCH SCHEDULE 40 UNLESS NOTED OTHERWISE
- PROPOSED SINGLE ARM LIGHTING UNIT
- PROPOSED TWIN ARM LIGHTING UNIT
- UDL (UNDER DECK LUMINAIRE)
- PULL BOX 24" x 42"
- PULL BOX 24" x 36"
- V, W / XYYZ — POLE LABEL, V - STATION, W - OFFSET, X - CIRCUIT, YY - DISTRIBUTION CENTER, Z - POLE NUMBER



SHEET 6 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - SCHEMATIC	SHEET 177	E

HL-30-WF	
A,C	RED
B,D	BLACK
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

HL-30-EF	
A,C,E	RED
B,D,F	BLACK
RAMP GATE DERIVED	
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

123RD AVENUE

122ND AVENUE

RAMP NW

RAMP NE

RAMP SW

RAMP SE

IH-94 SB

IH-94 NB

STH 50 (75TH STREET)

MATCHLINE STA. 1436+00

MATCHLINE STA. 1451+00

CWF13

412+31, 6' RT
DWF13

1436+81, 11' RT
BWF10

1438+40, 18' LT
CWF14

LPB111

1440+12, 19' RT
DWF15

1441+55, 5' RT
CWF16

1443+13, 9' LT
DWF17

1444+70, 16' LT
CWF18

LPB112

AWF10

LPB107

LPB108

LPB110

DWF14

CWF15

DWF16

CWF17

DWF18

1436+79, 102' RT
HL-30-WF
DOOR SOUTH

409+53, 55' RT
CWF12

LPB109

408+88, 49' LT
DWF11

284SW+26, 24' LT
AEF1

291NW+22, 52' RT
CEF12

CONNECT WITH CONDUIT FROM
CONTRACT I.D. 1032-10-72

LPB212

289NW+69, 50' RT
DEF11

288NW+16, 58' RT
CEF10

286NW+56, 58' RT
DEF9

LPB211

CONNECT WITH CONDUIT FROM
CONTRACT I.D. 1032-10-72

289NE+00, 20' RT
DEF7

287NE+60, 20' RT
CEF6

1448+13, 85' LT
CEF8

LPB213

LPB206

1450+62, 4' LT
FEF12

1448+97, 12' RT
DEF5

CEF5

EEF12

LPB204

LPB205

LPB202 TO UDL,
SEE NOTE

1445+81, 81' RT
BEF2

284SE+61, 69' LT
AEF3

LPB203

LPB201

16 PROBEAM UDL
CIRC. A/B/EF
PART OF CONTRACT
ID 1032-10-72

284SE+23, 55' RT
HL-30-EF
DOOR SOUTH

284SE+07, 47' RT
BEF4

NOTE:
CONTRACTOR SHALL MAKE CONNECTIONS FOR UDL CIRCUIT UP TO JUNCTION BOX. ALL SPLICE WORK WILL BE INCIDENTAL TO CONTRACT I.D 1032-10-71 AND ABOVE AND UNDERGROUND 2" CONDUIT SHALL TRANSITION TO EXISTING 2" LMFC CONDUIT STUBOUT.

N

SHEET 7 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - FINAL	SHEET 178	E

HL-30-WF	
A,C	RED
B,D	BLACK
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

HL-30-EF	
A,C,E	RED
B,D,F	BLACK
RAMP GATE DERIVED	
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

CAUTION

DO NOT INSTALL WIRE IN CONDUIT INDICATED AS EMPTY

123RD AVENUE

122ND AVENUE

MATCHLINE STA. 1436+00

MATCHLINE STA. 1451+00

STH 50 (75TH STREET)

RAMP NW

RAMP NE

RAMP SW

RAMP SE

IH-94 SB

IH-94 NB

N

CWF13

412+31, 6' RT
DWF13

1436+81, 11' RT
BWF10

1438+40, 18' LT
CWF14

LPB111

3*10 C,D,N
1*8 GND

3*4 A,B,N
1*8 GND

LPB112

3*6 C,D,N
1*8 GND

AWF10

DWF14

LPB107

LPB108

LPB110

(2) 3" CONDUIT
3*4 A,B,N
1*8 GND

1436+79, 102' RT
HL-30-WF
DOOR SOUTH

3*6 C,D,N
1*8 GND

409+53, 55' RT
CWF12

LPB109

(2) 3" CONDUIT
3*6 C,D,N
1*8 GND

408+88, 49' LT
DWF11

1440+12, 19' RT
DWF15

CWF15

1441+55, 5' RT
CWF16

DWF16

1443+13, 9' LT
DWF17

1444+70, 16' LT
CWF18

DWF18

2" CONDUIT
EMPTY

2*12 FOR
RAMP GATE

284SW+26, 24' LT
AEF1

NOTE:
CONTRACTOR SHALL MAKE CONNECTIONS FOR UDL CIRCUIT UP TO JUNCTION BOX. ALL SPLICE WORK WILL BE INCIDENTAL TO CONTRACT I.D 1032-10-71 AND ABOVE AND UNDERGROUND 2" CONDUIT SHALL TRANSITION TO EXISTING 2" LMFC CONDUIT STUBOUT.

291NW+22, 52' RT
CEF12

2" CONDUIT
EMPTY

LPB212

CONNECT WITH CONDUIT FROM
CONTRACT I.D. 1032-10-72

3*8 C,D,N
1*8 GND,
BLACK OPEN

289NW+69, 50' RT
DEF11

3*8 C,D,N
1*8 GND

288NW+16, 58' RT
CEF10

286NW+56, 58' RT
DEF9

3*8 C,D,N
1*8 GND

LPB211

3*10 A,B,N,
1*10 GND,
2*12 FOR
RAMP GATE

3*8 A,B,N,
1*8 GND

1445+81, 81' RT
BEF2

2*12 FOR
RAMP GATE

LPB201

16 PROBEAM UDL
CIRC. A/B/EF
PART OF CONTRACT
ID 1032-10-72

CONNECT WITH CONDUIT FROM
CONTRACT I.D. 1032-10-72

2" CONDUIT
EMPTY

289NE+00, 20' RT
DEF7

3*8 C,D,N
1*8 GND,
RED OPEN

287NE+60, 20' RT
CEF6

3*8 C,D,N
1*8 GND

1448+13, 85' LT
CEF8

LPB213

3*8 C,D,N
1*8 GND

3*8 C,D,N
1*8 GND

1450+62, 4' LT
FEF12

LPB206

1448+97, 12' RT
DEF5

3" CONDUIT
3*10 A,B,N,
1*10 GND,
2*12 FOR
RAMP GATE

LPB202

TO UDL,
SEE NOTE

284SE+61, 69' LT
AEF3

LPB203

3*8 C,D,N
1*8 GND

CEF5

3*4 E,F,N
1*8 GND

EEF12

LPB205

LPB204

3*4 E,F,N
1*8 GND

(2) 3" CONDUIT
3*8 C,D,N,
3*4 E,F,N,
1*8 GND

284SE+23, 55' RT
HL-30-EF
DOOR SOUTH

3" CONDUIT
3*10 A,B,N,
1*10 GND,
2*12 FOR
RAMP GATE

284SE+07, 47' RT
BEF4

3" CONDUIT
3*10 A,B,N,
1*10 GND,
2*12 FOR
RAMP GATE

SHEET 8 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - SCHEMATIC	SHEET 179	E

2

N

118TH AVENUE

MATCHLINE STA. 1451+00

EEF16

813+12, 7' RT
FEF16

1455+51, 8' LT
EEF17

1457+26, 16' RT
FEF18

1459+00, 6' LT
EEF19

1454+10, 9' LT
FEF14

1452+37, 11' LT
EEF13

LPB209

LPB210

STH 50 (75TH STREET)

1452 1454 1456 1458 1460 1462 1464

812 814 906

FEF13 EEF14 LPB207 LPB208 FEF17 FEF18 EEF18 FEF19

900 902 904

FEF15

810+88, 12' LT
EEF15

810 808

SHEET 9 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - FINAL	SHEET 180	E

FILE NAME : \\CHIW00\projects\57216\1032-10-71_STH 50\CADD\cds\023805_lp.dgn PLOT DATE : 18-JUL-2012 10:52 PLOT BY : kanyikwa PLOT NAME : PLOT SCALE : 100:1

2

N

MATCHLINE STA. 1451+00

118TH AVENUE

STH 50 (75TH STREET)

EEF16

813+12, 7' RT
FEF16

1455+51, 8' LT
EEF17

1457+26, 16' RT
FEF18

1459+00, 6' LT
EEF19

1454+10, 9' LT
FEF14

1452+37, 11' LT
EEF13

LPB209

LPB210

3*4 E,F,N
1*8 GND

3*4 E,F,N
1*8 GND

3*10 E,F,N
1*8 GND

3*6 E,F,N
1*8 GND

3*6 E,F,N
1*8 GND

3*6 E,F,N
1*8 GND

3*6 E,F,N
1*8 GND

FEF13

EEF14

LPB207

LPB208

FEF17

FEF15

EEF15
810+88, 12' LT

EEF18

FEF19

1452

1454

1456

1458

1460

1462

1464

14

900

902

904

906

816

814

812

810

808

SHEET 10 OF 10

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	LIGHTING PLAN - SCHEMATIC	SHEET 181	E

FILE NAME : \\CHIW00\projects\57216\1032-10-71_STH 50\CADD\cds\023806_lp.dgn PLOT DATE : 18-JUL-2012 10:52 PLOT BY : kanyikwa PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

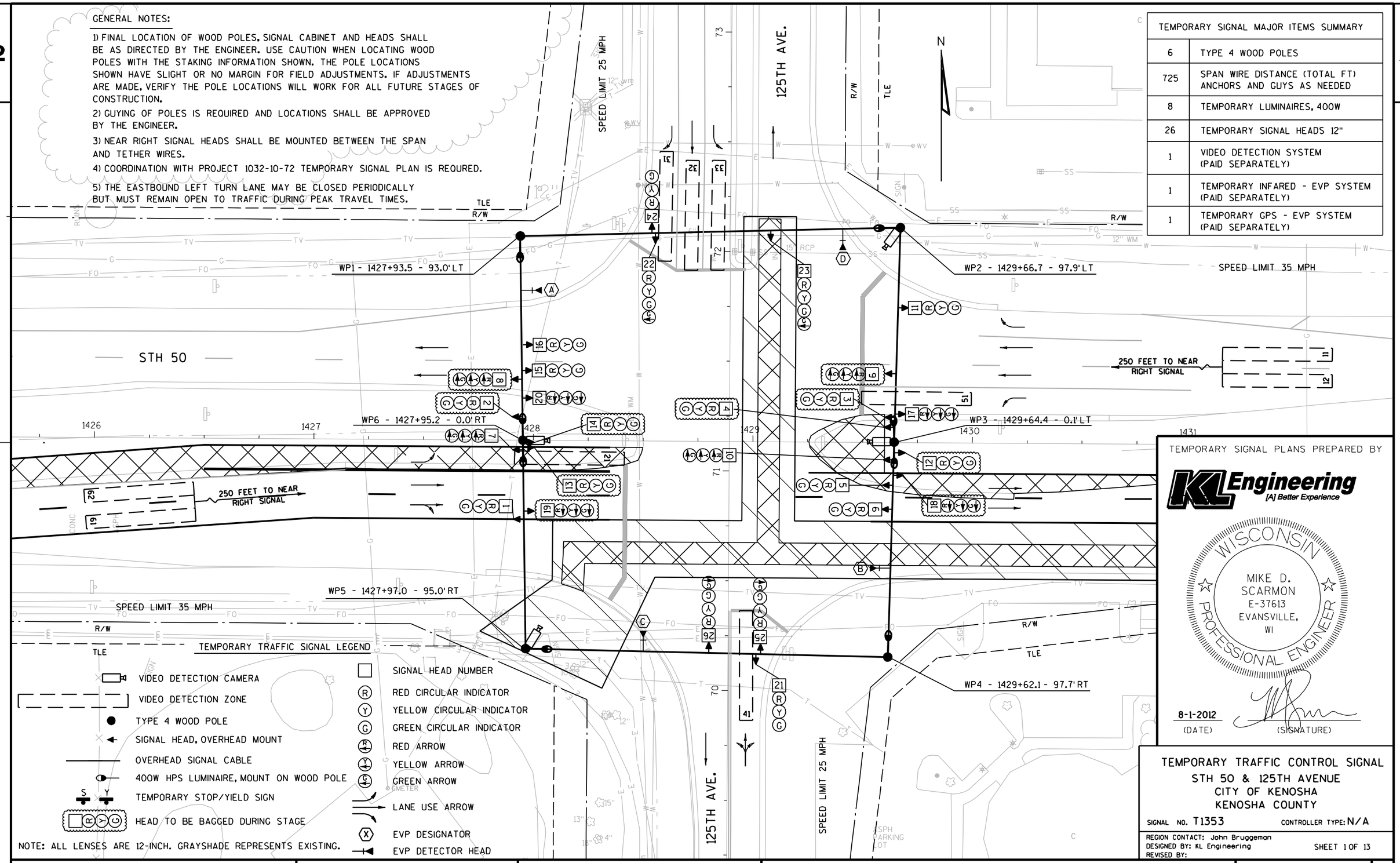
2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) COORDINATION WITH PROJECT 1032-10-72 TEMPORARY SIGNAL PLAN IS REQURED.

5) THE EASTBOUND LEFT TURN LANE MAY BE CLOSED PERIODICALLY BUT MUST REMAIN OPEN TO TRAFFIC DURING PEAK TRAVEL TIMES.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
6	TYPE 4 WOOD POLES
725	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, 400W
26	TEMPORARY SIGNAL HEADS 12"
1	VIDEO DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY INFARED - EVP SYSTEM (PAID SEPARATELY)
1	TEMPORARY GPS - EVP SYSTEM (PAID SEPARATELY)



TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY SIGNAL PLANS PREPARED BY

KL Engineering [A] Better Experience

WISCONSIN PROFESSIONAL ENGINEER
MIKE D. SCARMON
E-37613
EVANSVILLE, WI

8-1-2012 (DATE)

(SIGNATURE)

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 1 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 182 E

FILE NAME : G:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024001_tsp_125TH_STG_1.dgn PLOT DATE : 11/6/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

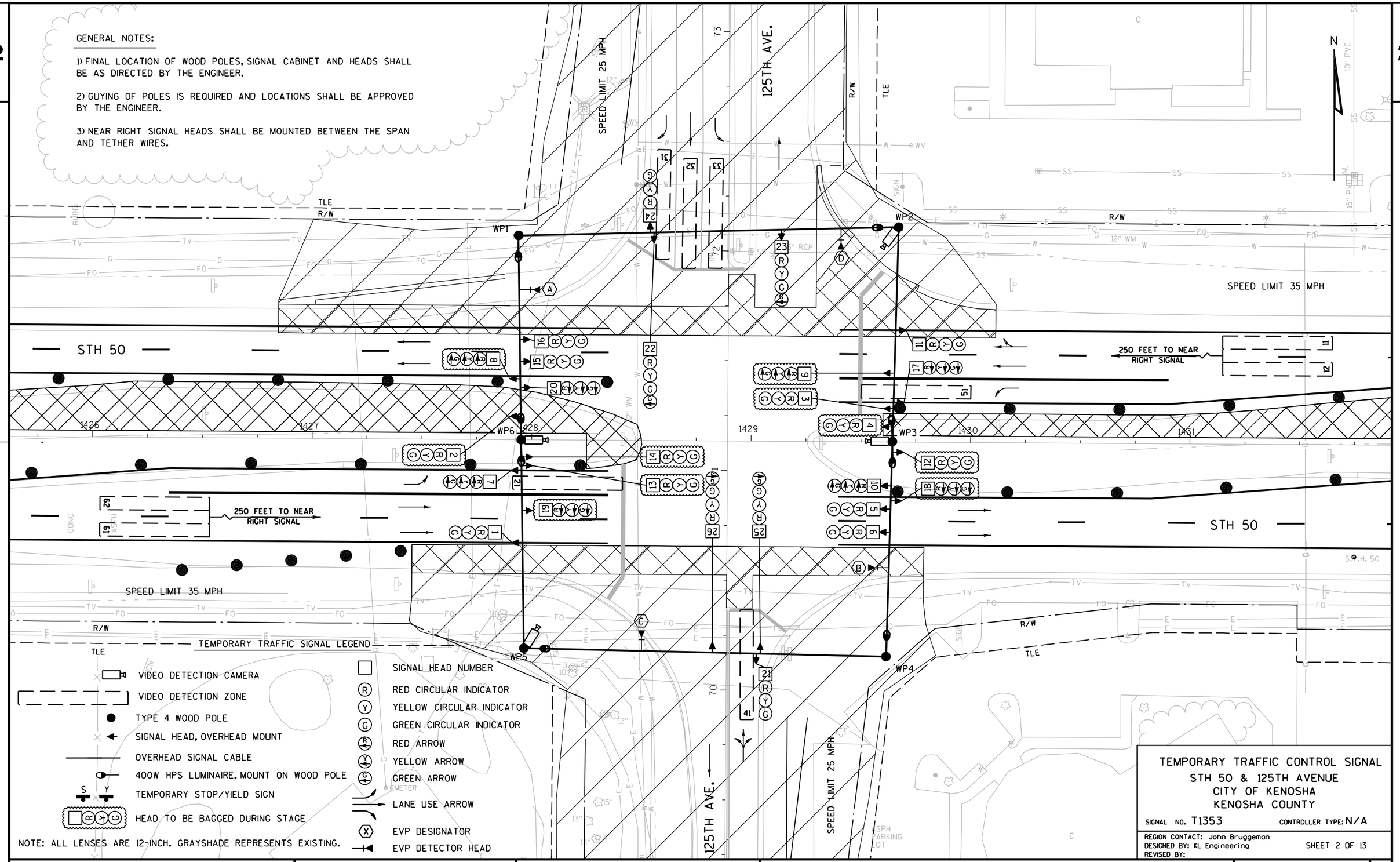
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 2 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024002_tsp_125TH_STG_2.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

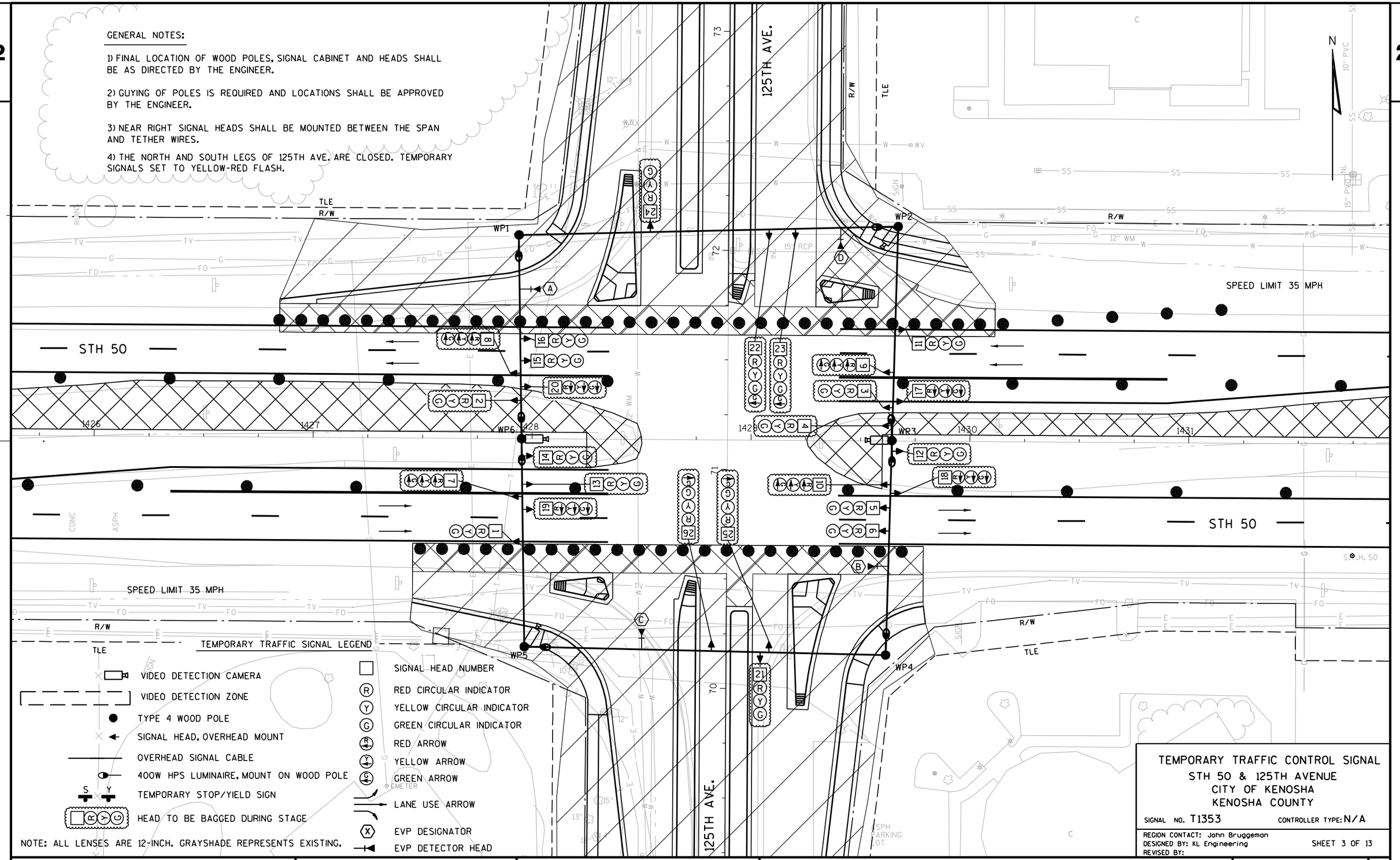
GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) THE NORTH AND SOUTH LEGS OF 125TH AVE. ARE CLOSED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH.



TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 3 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024003_tsp_125TH_STG_2B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

SPEED LIMIT 25 MPH

125TH AVE.

TLE

R/W

WP1

WP2

WP3

WP4

WP5

WP6

SPEED LIMIT 35 MPH

STH 50

250 FEET TO NEAR RIGHT SIGNAL

125TH AVE.

SPEED LIMIT 25 MPH

S.T.H. 50

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 4 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024004_tsp_125TH_STG_3.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

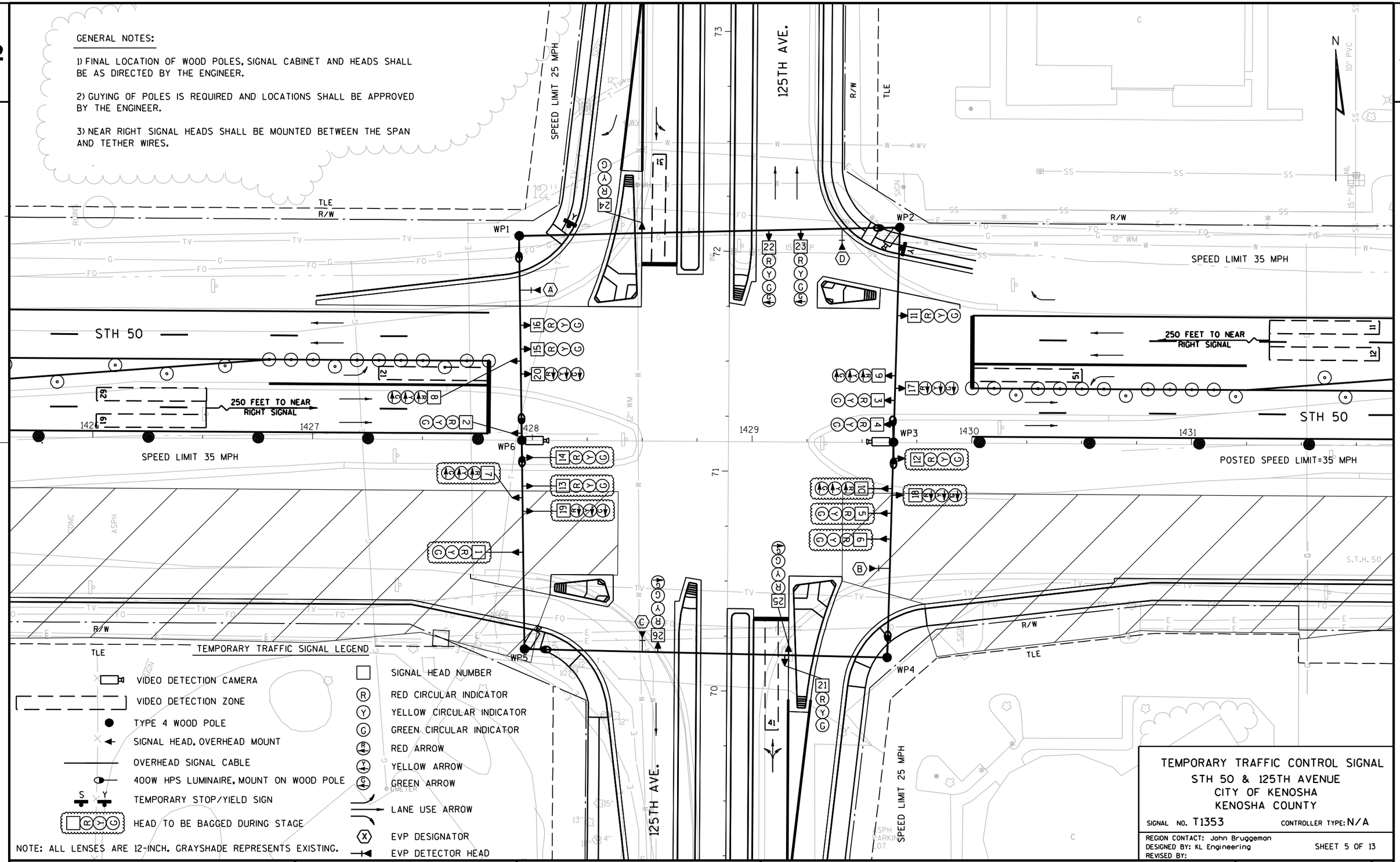
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 5 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 4 PREWORK	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024005_tsp_125TH_STG_4.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

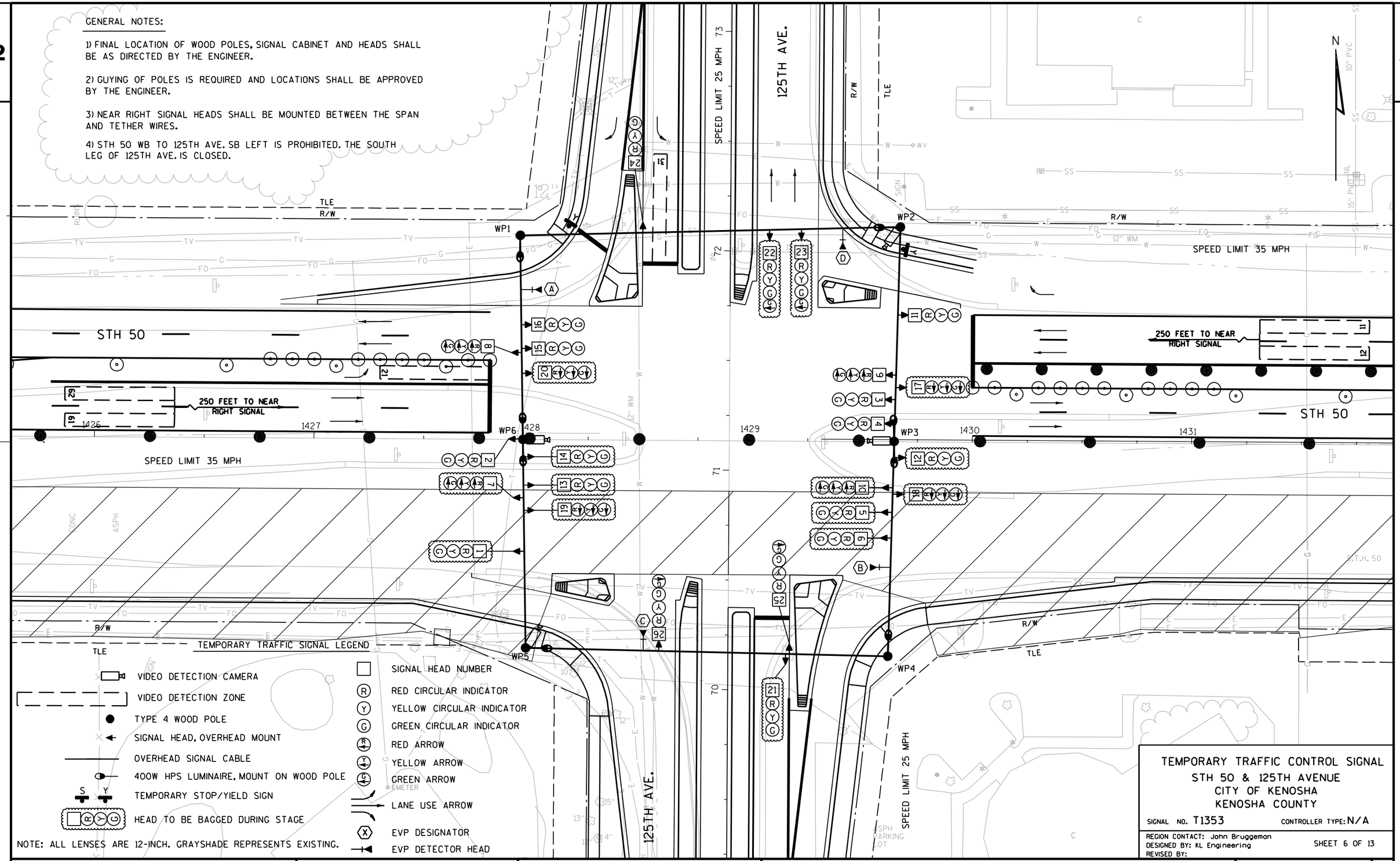
GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 WB TO 125TH AVE. SB LEFT IS PROHIBITED. THE SOUTH LEG OF 125TH AVE. IS CLOSED.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 6 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4B	SHEET E

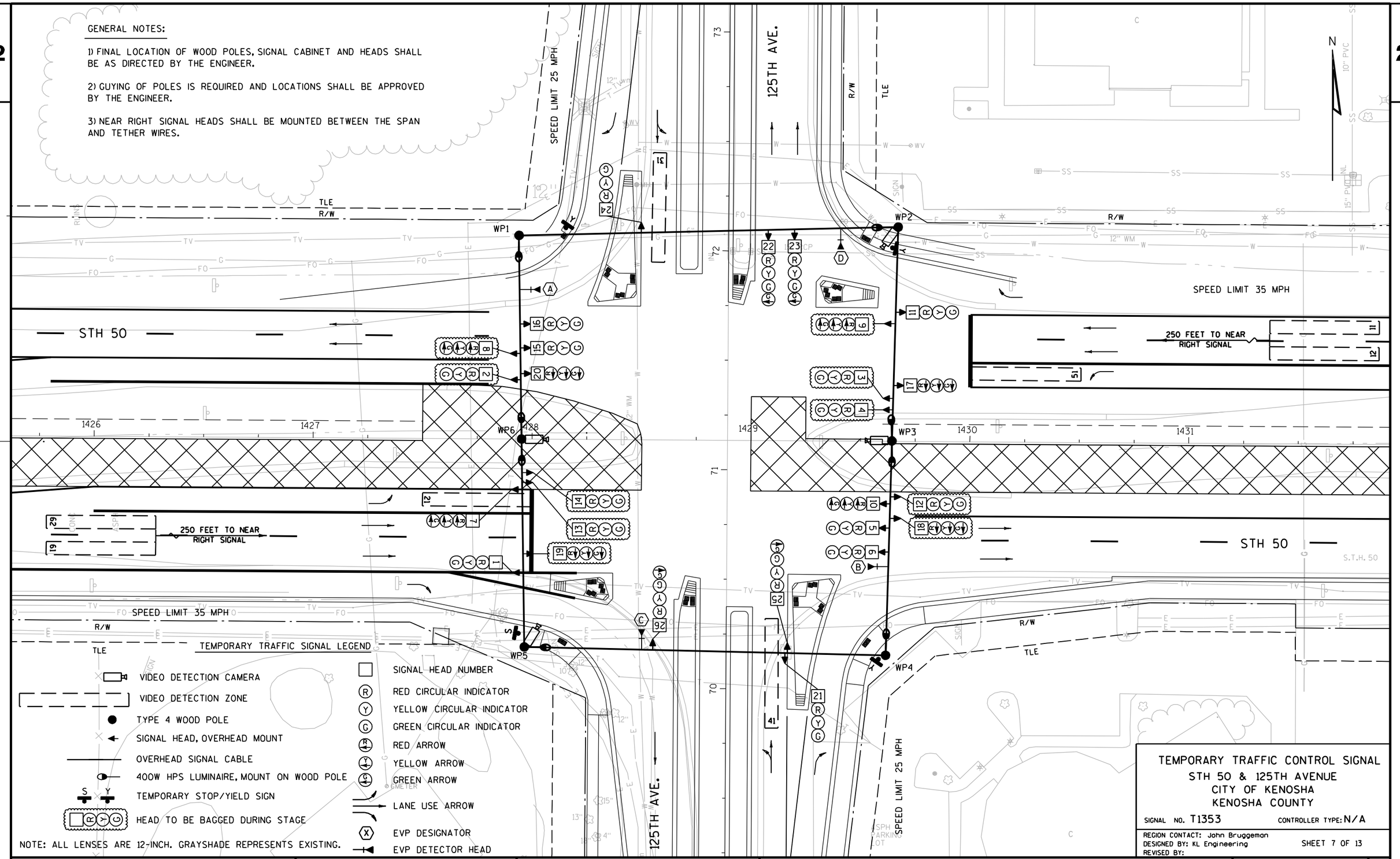
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024006_tsp_125TH_STG_4B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 7 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024007_tsp_125TH_STG_5.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS ARE PROHIBITED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH. 125TH AVENUE TRAFFIC RESTRICTED TO RIGHT IN/RIGHT OUT ONLY.

SPEED LIMIT 25 MPH

125TH AVE.

R/W

TLE

WP1

WP2

WP3

WP4

WP5

WP6

STH 50

SPEED LIMIT 35 MPH

1426 1427 1428 1429 1430 1431

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 8 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5B	SHEET	E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024008_tsp_125TH_STG_5B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

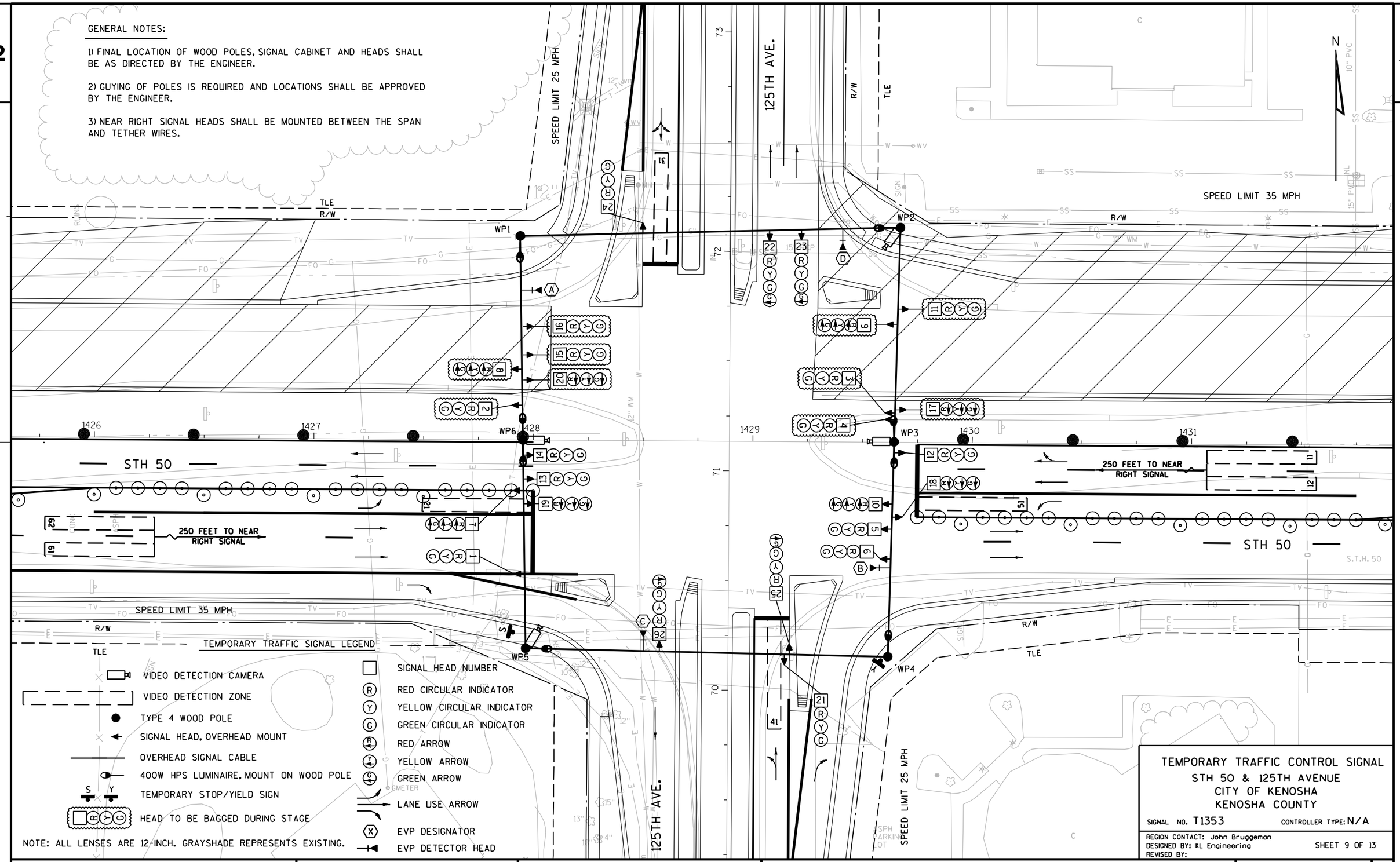
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 9 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024009_tsp_125TH_STG_6.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) THE NORTH LEG OF 125TH AVE. IS CLOSED.

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 10 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024010_tsp_125TH_STG_6B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

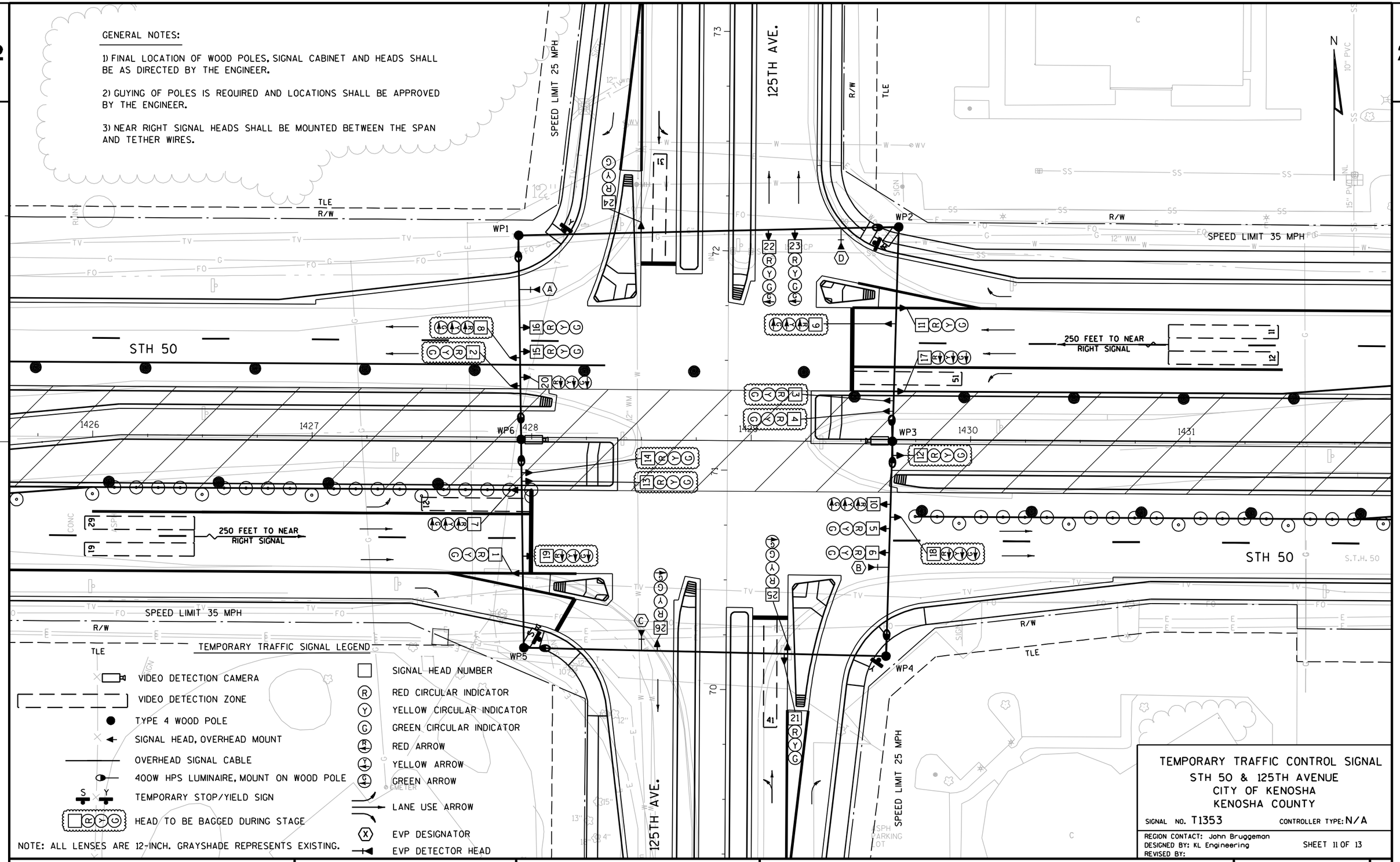
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.



TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 11 OF 13
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024011_tsp_125TH_STG_7.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS ARE PROHIBITED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH. 125TH AVENUE TRAFFIC RESTRICTED TO RIGHT ON/RIGHT OFF ONLY.

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 12 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024012_tsp_125TH_STG_7B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	11,12,13,14,15,16	G	Y R	R	R R	R	R R	R	R R	
02	7,8,9,10	R ←	R R ←	G ←	Y R ←	R	R R	R	R R	R ←
03	24,25,26	R	R R	R	R R	G ← / G	Y R	R	R R	R
04	21,22,23	R	R R	R	R R	R	R R	G ← / G	Y R	R
05	17,18,19,20	R ←	R R ←	R ←	R R ←	R	R R	R	R R	R ←
06	1,2,3,4,5,6	R	R R	R	R R	R	R R	R	R R	R
07										
08										
02P										
04P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	11,12,13,14,15,16	R	R R	R	R R				
02	7,8,9,10	R ←	R R ←	R ←	R R ←				
03	24,25,26	R	R R	R	R R				
04	21,22,23	R	R R	R	R R				
05	17,18,19,20	G ←	Y R ←	R ←	R R ←				
06	1,2,3,4,5,6	R	R R	G	Y R				
07									
08									
02P									
04P									
06P									
08P									

NOT USED

NOT USED

N

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4
2	6	1,3,4,5
3		1,2,4,5,6
4		1,2,3,5,6
5	1	2,3,4,6
6	1 OR 2	3,4,5
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					VIDEO
12	1	X			1	1					VIDEO
21	2	X			2	2					VIDEO
31	3	X			3	3					VIDEO
32	3	X			3	3					VIDEO
33	4	X			3	3					VIDEO
41	5	X			4	4					VIDEO
51	6	X			5	5					VIDEO
61	7	X			6	6					VIDEO
62	7	X			6	6					VIDEO

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1	X	6	MIN.	X
2		6	NONE	X
3			NONE	X
4			NONE	X
5		2	NONE	X
6	X	2	MIN.	X
7				
8				

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	←	→	▷	◁
PHASE	5+1	2+6	3	4

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	X
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. SIGNAL TO OPERATE IN Y-R FLASH DURING STAGE 2B, STAGE 5B AND STAGE 7B.
5. PHASE 4 AND 5 TO BE OMITTED DURING STAGE 4B.
6. PHASE 2 AND 3 TO BE OMITTED DURING STAGE 6B.

STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1353

CONTROLLER TYPE: TEMP

DATE: 8-1-12

SHEET 13 OF 13

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 194	E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
9	TYPE 4 WOOD POLES
710	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, 400W
26	TEMPORARY SIGNAL HEADS 12"
1	VIDEO DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY INFARED - EVP SYSTEM (PAID SEPARATELY)
1	TEMPORARY GPS - EVP SYSTEM (PAID SEPARATELY)

STH 50

123RD AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

WP1 - 1436+65.4 - 81.1'LT

WP2 - 1437+65.2 - 84.5'LT

WP3 - 1438+46.6 - 87.7'LT

WP4 - 1438+46.6' - 18.6'RT

WP5 - 1438+46.6 - 84.0'RT

WP6 - 1437+62.4 - 88.2'RT

WP7 - 1436+67.3 - 93.5'RT

WP8 - 1436+66.3 - 0.0'RT

250 FEET TO NEAR RIGHT SIGNAL

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) TRAFFIC SIGNALS NOT REQUIRED PRIOR TO STAGE 2B.

5) WP4 WILL BE REMOVED/RELOCATED BETWEEN STAGES 5B & 6.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 1 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET E

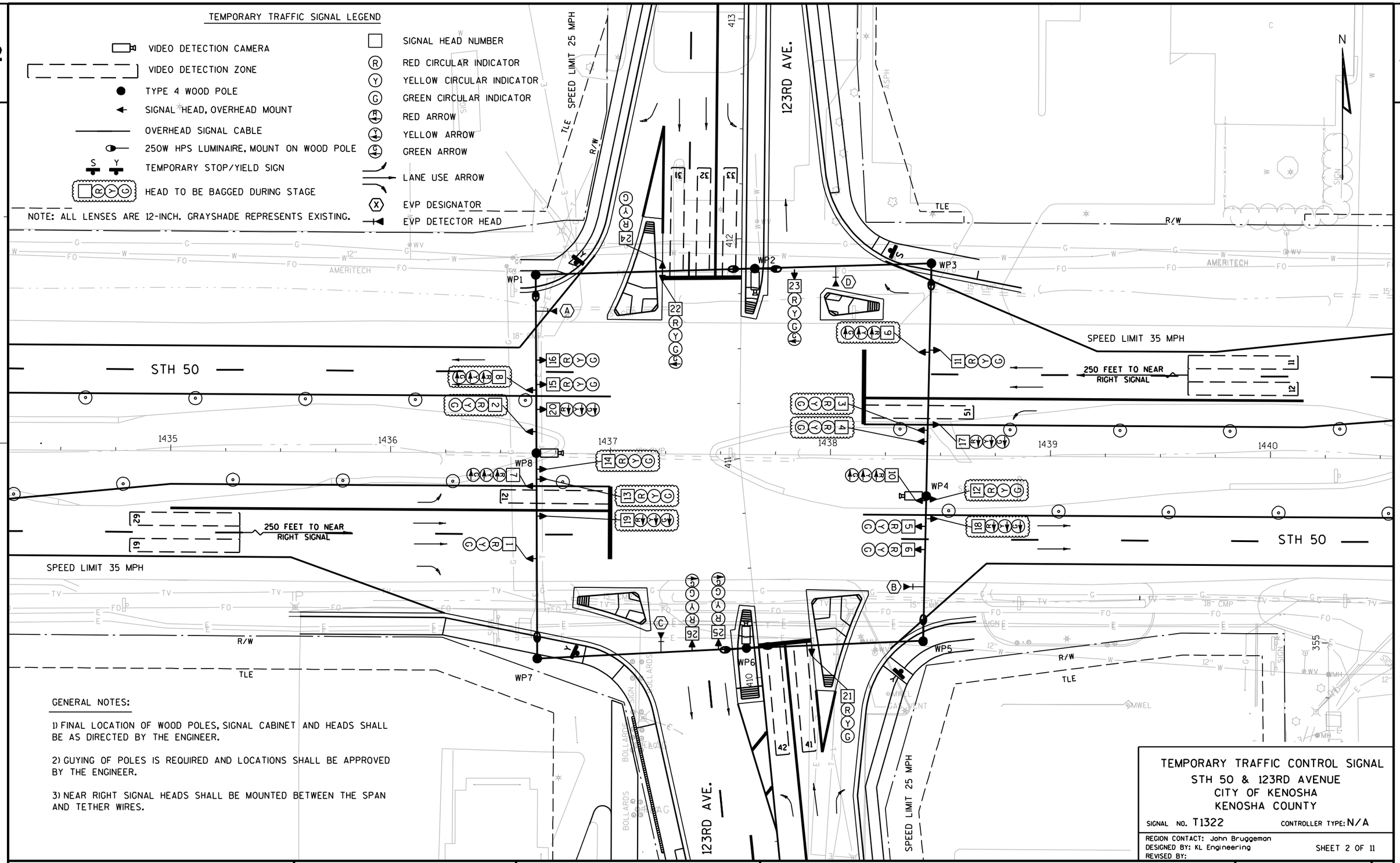
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024012A_tsp_123RD_STG_2B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 2 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET E

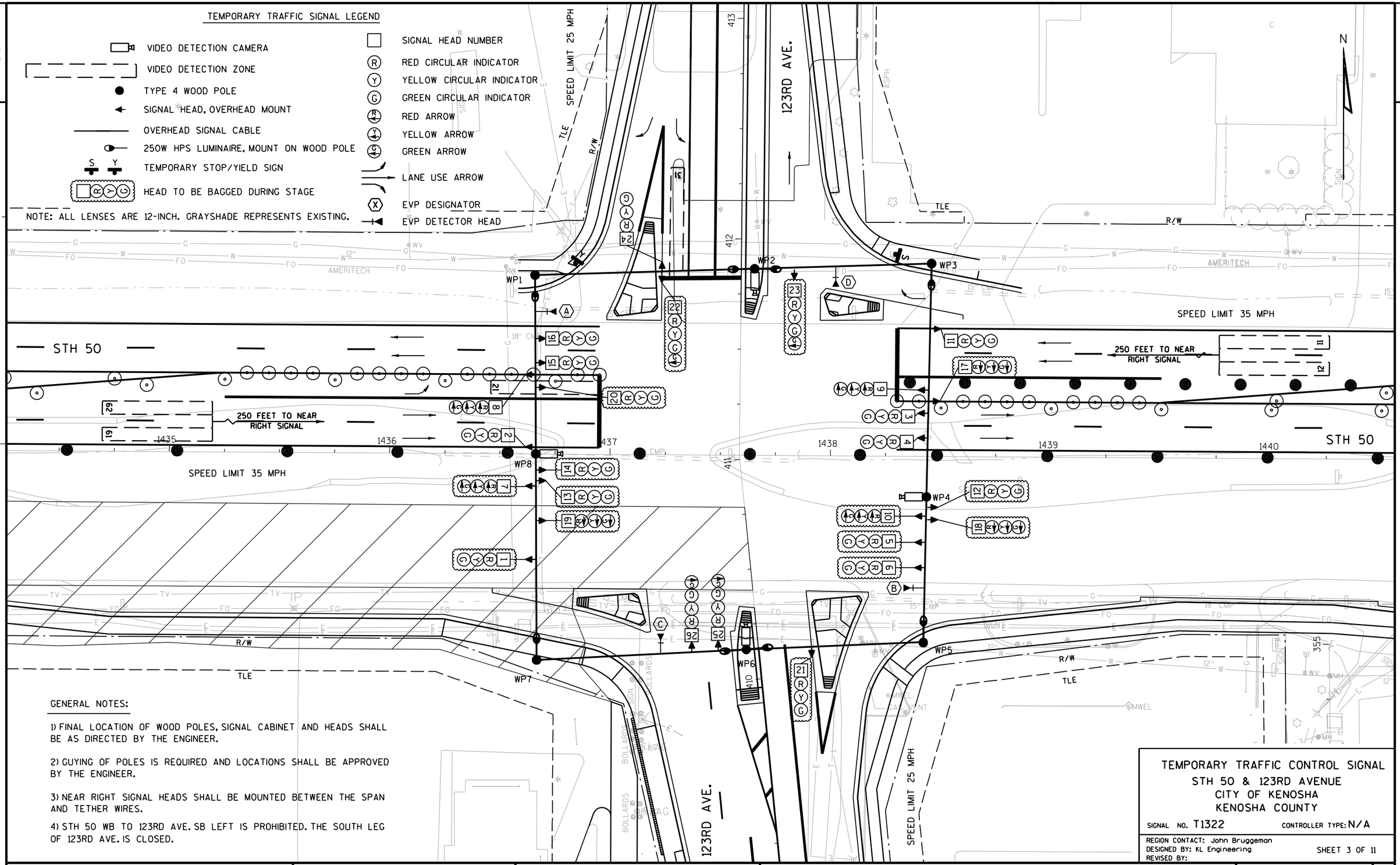
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024013_tsp_123RD_STG_3.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 WB TO 123RD AVE. SB LEFT IS PROHIBITED. THE SOUTH LEG OF 123RD AVE. IS CLOSED.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:
SHEET 3 OF 11

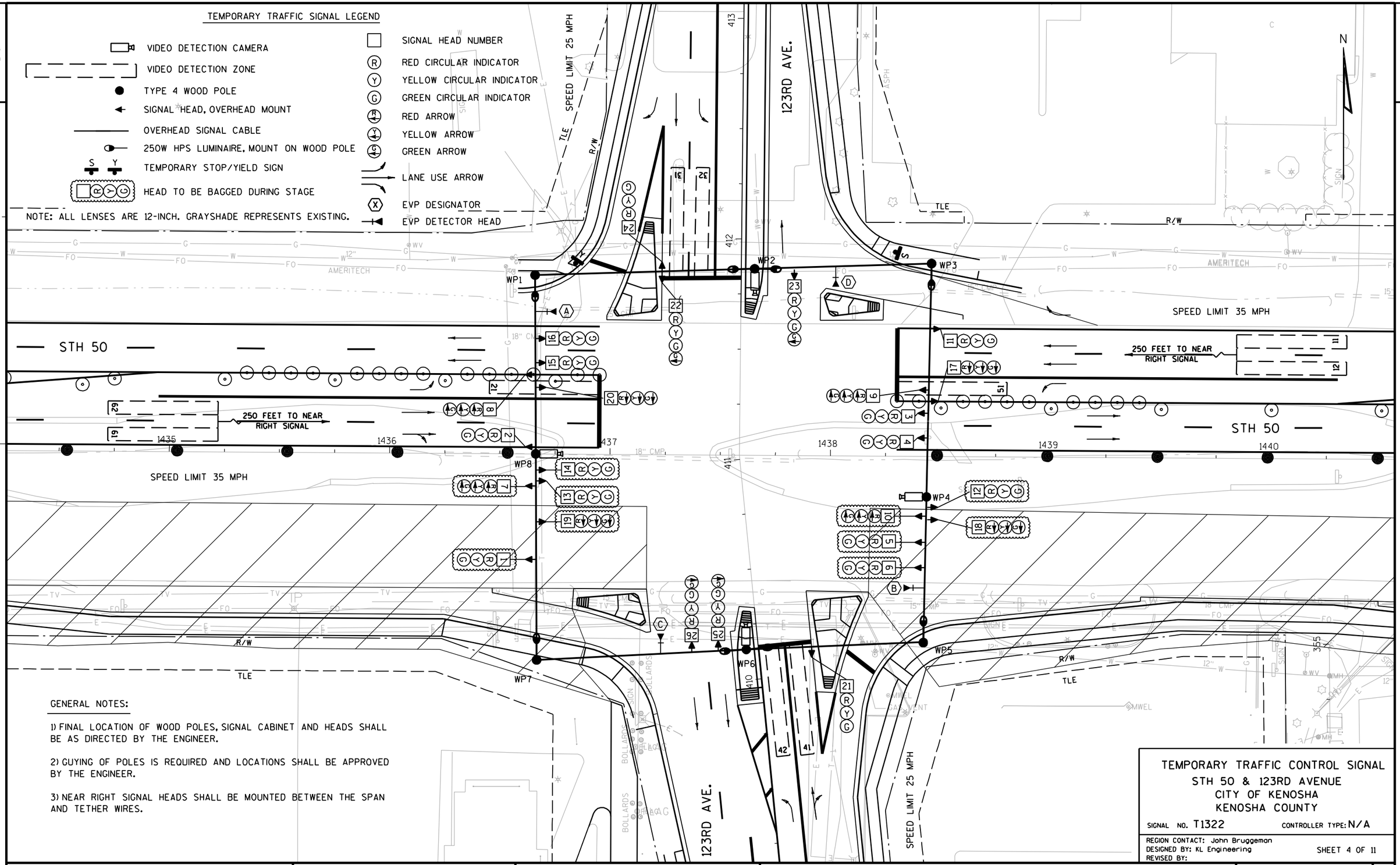
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 4 PREWORK & 4	SHEET	E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024014_tsp_123RD_STG_4PRE.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

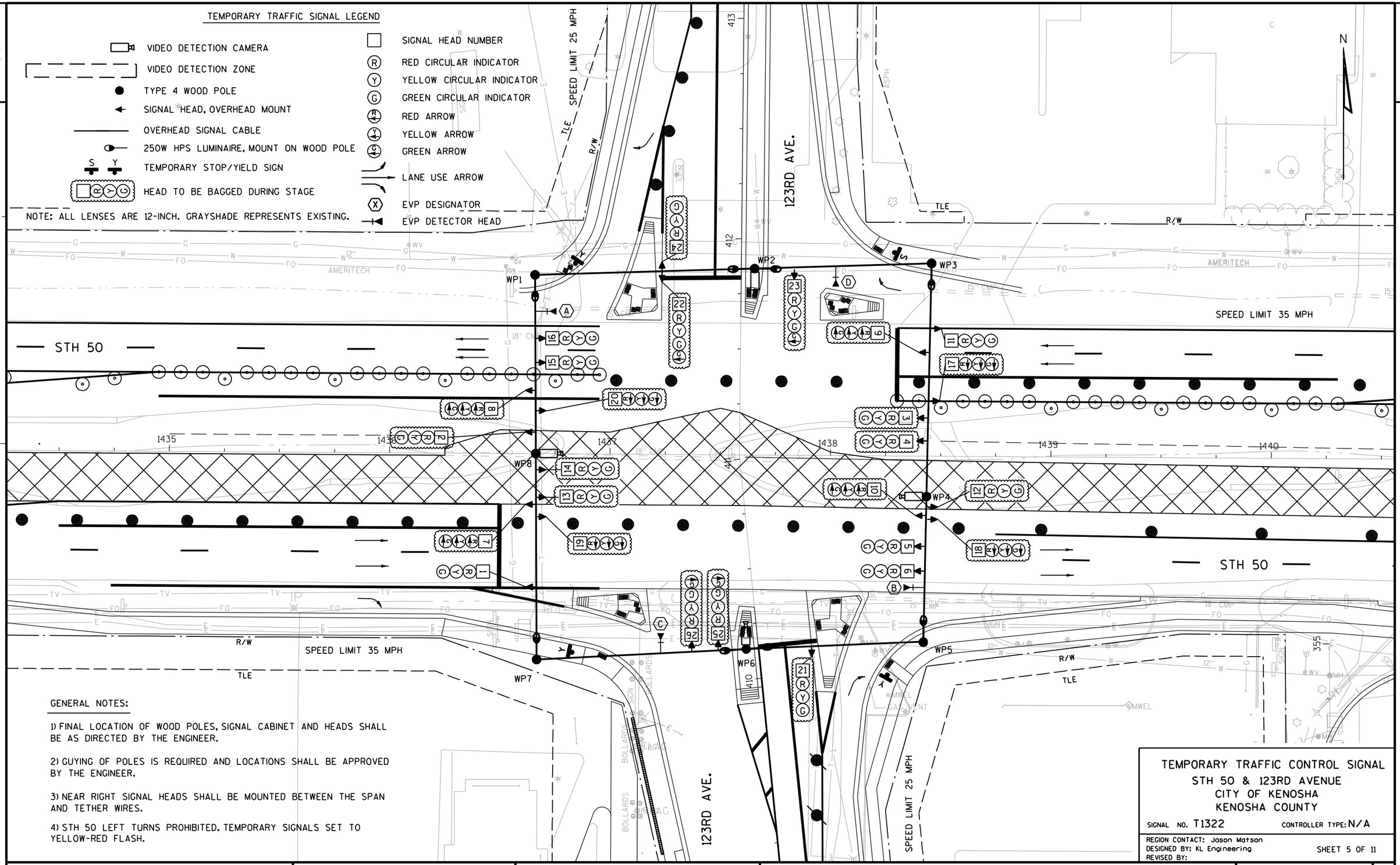
SHEET 4 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4B	SHEET 198 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS PROHIBITED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: Jason Matson
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 5 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET E

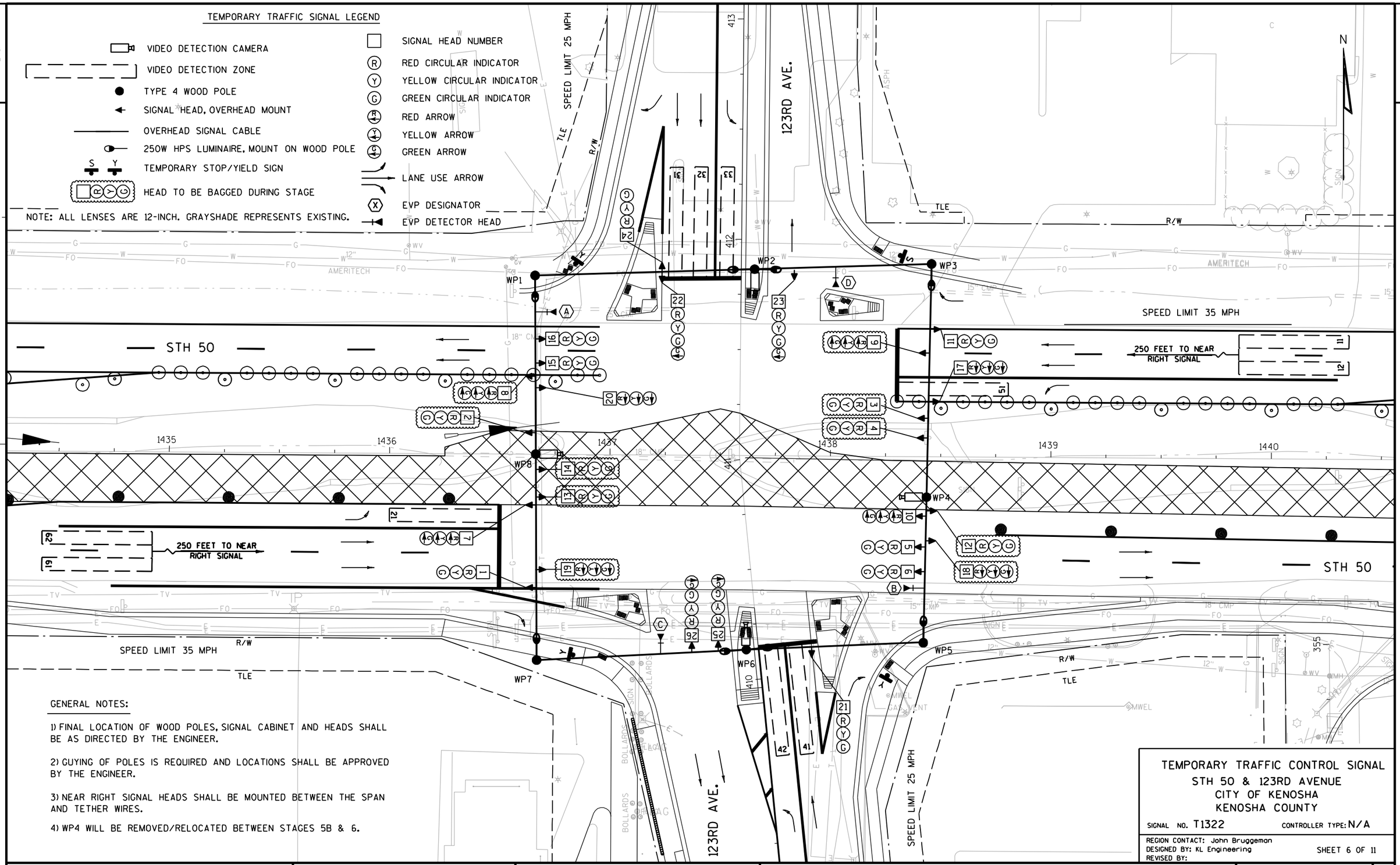
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024015_tsp_123RD_STG_5.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) WP4 WILL BE REMOVED/RELOCATED BETWEEN STAGES 5B & 6.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

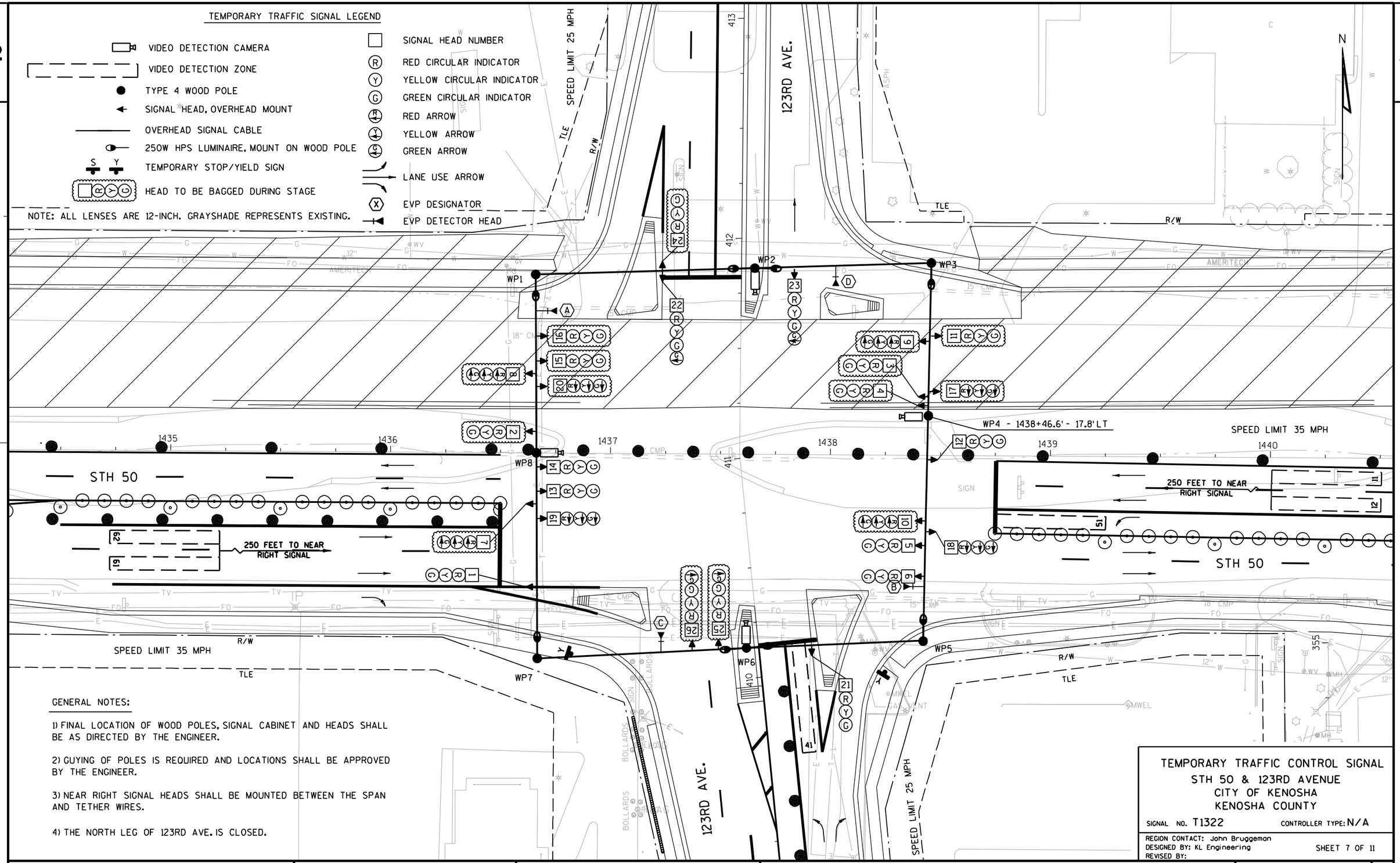
SHEET 6 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5B	SHEET 200 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) THE NORTH LEG OF 123RD AVE. IS CLOSED.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 7 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6	SHEET E

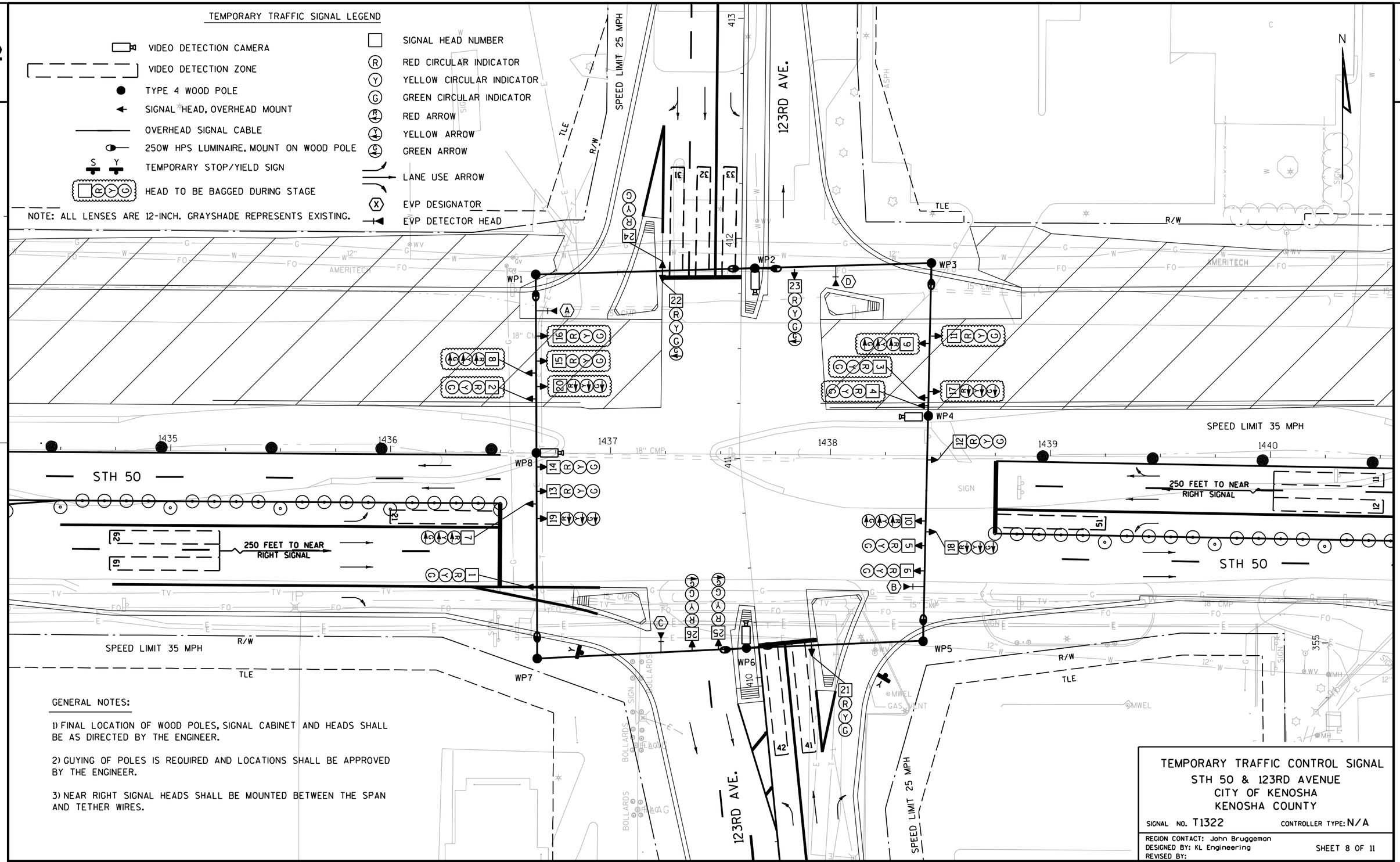
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024017_tsp_123RD_STG_6.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

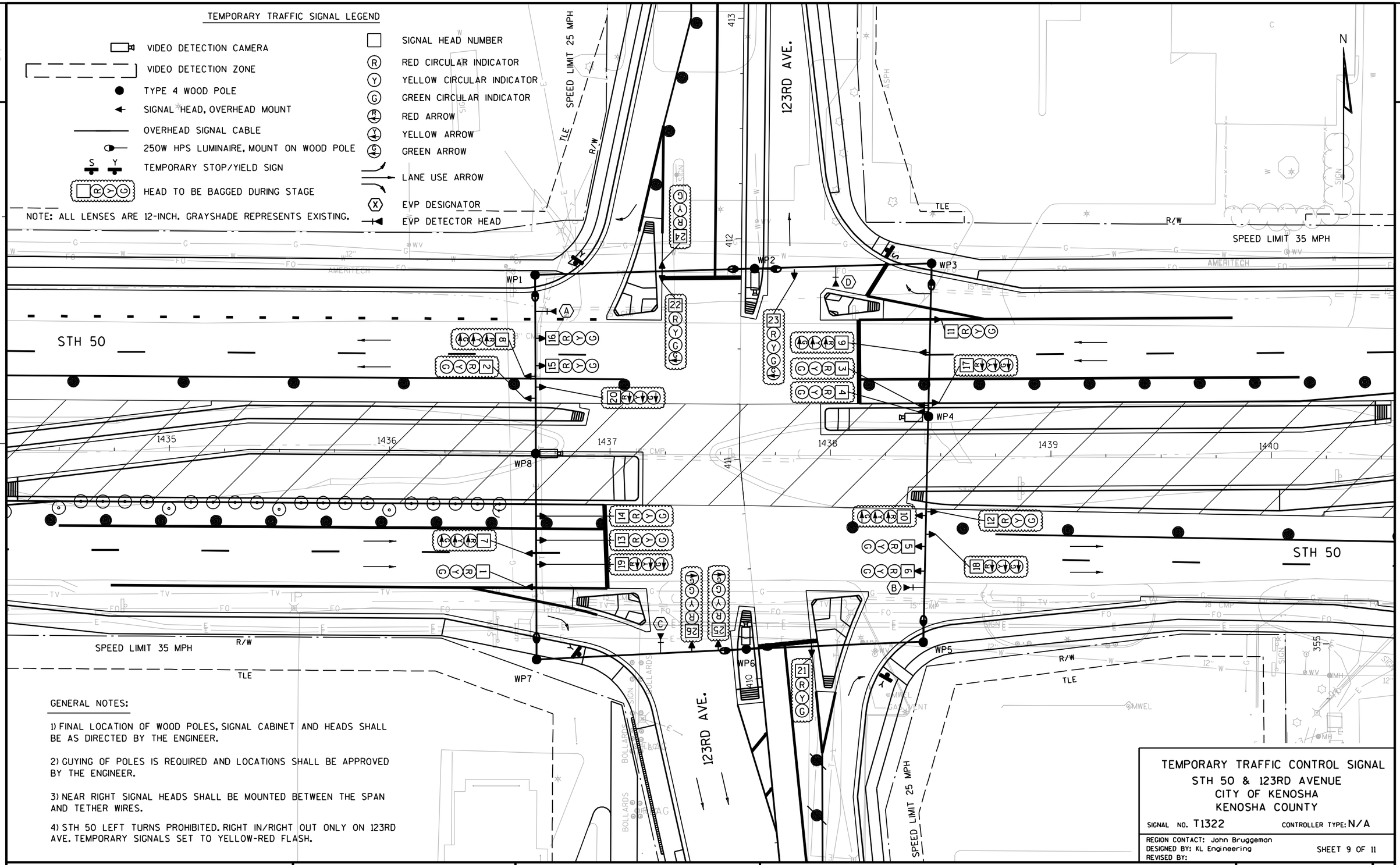
SHEET 8 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6B	SHEET 202 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS PROHIBITED. RIGHT IN/RIGHT OUT ONLY ON 123RD AVE. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 9 OF 11

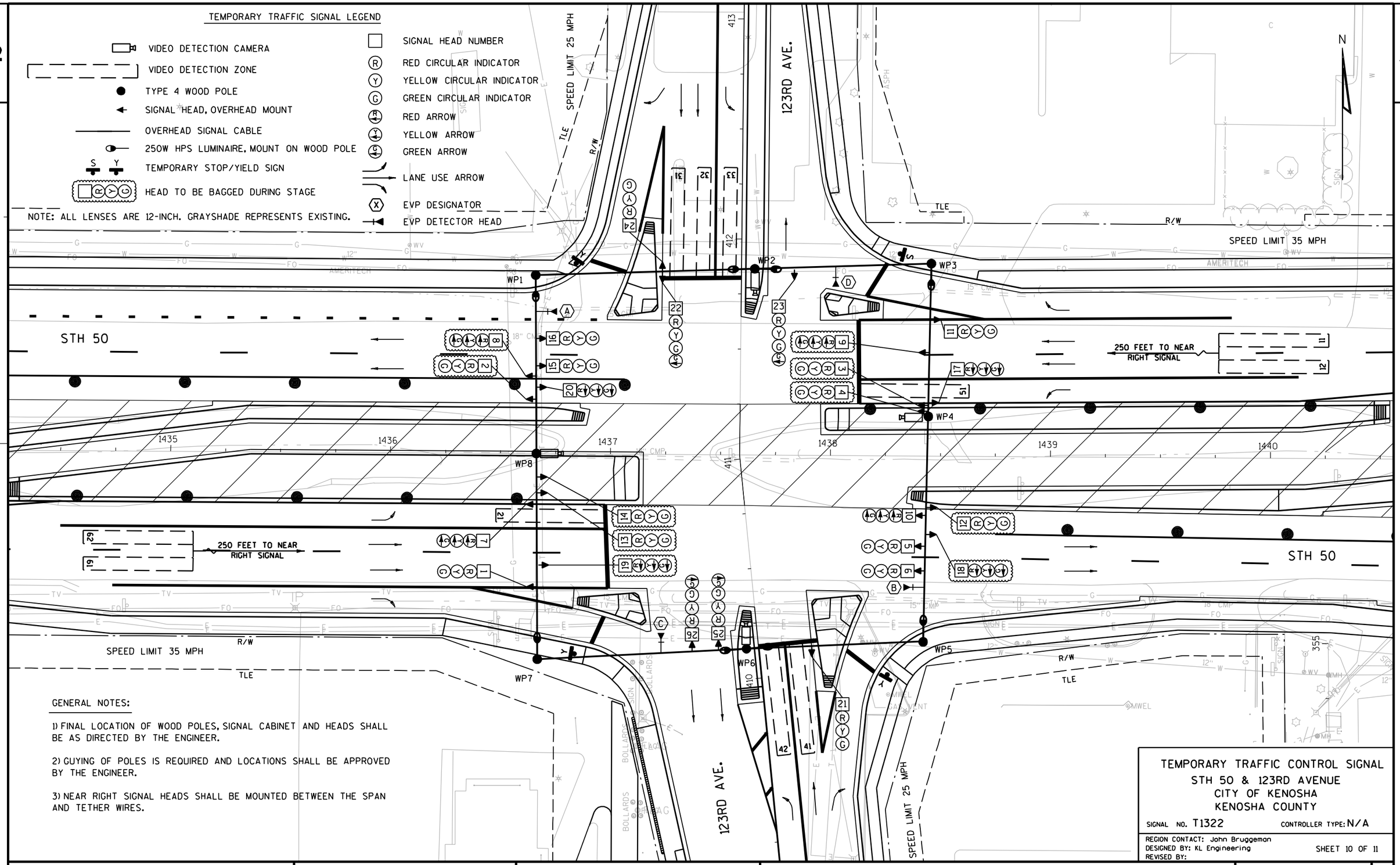
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7	SHEET 203 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024019_tsp_123RD_STG_7.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 10 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024020_tsp_123RD_STG_7B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 **	01 CLEAR TO	02 R/W	02 **	02 CLEAR TO	03 R/W	03 **	03 CLEAR TO	04 R/W	04 **	04 CLEAR TO	FLASH
01	11,12,13,14,15,16	G	Y R		R	R R		R	R R		R	R R		R
02	7,8,9,10	R ←	R R ←		G ←	Y R ←		R	R R		R	R R		R ←
03	24,25,26	R	R R		R	R R		G ← / G	Y R		R	R R		R
04	21,22,23	R	R R		R	R R		R	R R		G ← / G	Y R		R
05	17,18,19,20	R ←	R R ←		R ←	R R ←		R	R R		R	R R		R ←
06	1,2,3,4,5,6	R	R R		R	R R		R	R R		R	R R		R
07														
08														
02P														
04P														
06P														
08P														

NOT USED

NOT USED

RING 2

	HEAD NUMBERS	05 R/W	05 **	05 CLEAR TO	06 R/W	06 **	06 CLEAR TO	07 R/W	07 **	07 CLEAR TO	08 R/W	08 **	08 CLEAR TO
01	11,12,13,14,15,16	R	R R		R	R R							
02	7,8,9,10	R ←	R R ←		R ←	R R ←							
03	24,25,26	R	R R		R	R R							
04	21,22,23	R	R R		R	R R							
05	17,18,19,20	G ←	Y R ←		R ←	R R ←							
06	1,2,3,4,5,6	R	R R		G	Y R							
07													
08													
02P													
04P													
06P													
08P													

N

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4
2	6	1,3,4,5
3		1,2,4,5,6
4		1,2,3,5,6
5	1	2,3,4,6
6	1 OR 2	3,4,5
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					VIDEO
12	1	X			1	1					VIDEO
21	2	X			2	2					VIDEO
31	3	X			3	3					VIDEO
32	3	X			3	3					VIDEO
33	4	X			3	3					VIDEO
41	5	X			4	4					VIDEO
42	5	X			4	4					VIDEO
51	6	X			5	5					VIDEO
61	7	X			6	6					VIDEO
62	7	X			6	6					VIDEO

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1	X	6	MIN.	X
2		6	NONE	X
3			NONE	X
4			NONE	X
5		2	NONE	X
6	X	2	MIN.	X
7				
8				

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	←	→	▷	◁
PHASE	5+1	2+6	3	4

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. SIGNAL TO OPERATE IN Y-R FLASH DURING STAGE 5 AND STAGE 7.
5. PHASE 4 AND 5 TO BE OMITTED DURING STAGE 4 PREWORK & STAGE 4.
6. PHASE 2 AND 3 TO BE OMITTED DURING STAGE 6.

STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T1322

CONTROLLER TYPE: TEMP

DATE: 8/1/12 SHEET 11 OF 11

PROJECT NO: 1032-10-71 | HWY: STH 50 | COUNTY: KENOSHA | TEMPORARY SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024053_tsp_123RD_SEQ.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
7	TYPE 4 WOOD POLES
625	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, 400W
19	TEMPORARY SIGNAL HEADS 12"
1	TEMPORARY INFARED - EVP SYSTEM (PAID SEPARATELY)
1	TEMPORARY GPS - EVP SYSTEM (PAID SEPARATELY)

WP5 - 1444+97.4 - 107.9'LT

WP6 - 1445+78.0 - 106.1'LT

WP7 - 1445+89.0 - 78.2'LT

WP1

WP4 - 1444+85.4 - 7.6'LT

WP3 - 1444+85.0 - 118.6'RT

WP2 - 1445+66.4 - 117.2'RT

WP1 - 1445+88.5 - 76.3'RT

SPEED LIMIT 35 MPH

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

STH 50

S.T.H. 50

287'NW

285'SW

284'SW

R/W

TLE

ASPH

WILLIAMS

NO STRUCTURE FOUN

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) COORDINATION WITH PROJECT 1032-10-72 TEMPORARY SIGNAL PLAN REQUIRED.

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 1 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 206 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

STH 50

S.T.H. 50

SPEED LIMIT 35 MPH

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

WP1 WP2 WP3 WP4 WP5 WP6 WP7

287'NW"

285'SW"

284'SW"

R/W

TLE

N

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 2 OF 11
REVISED BY:

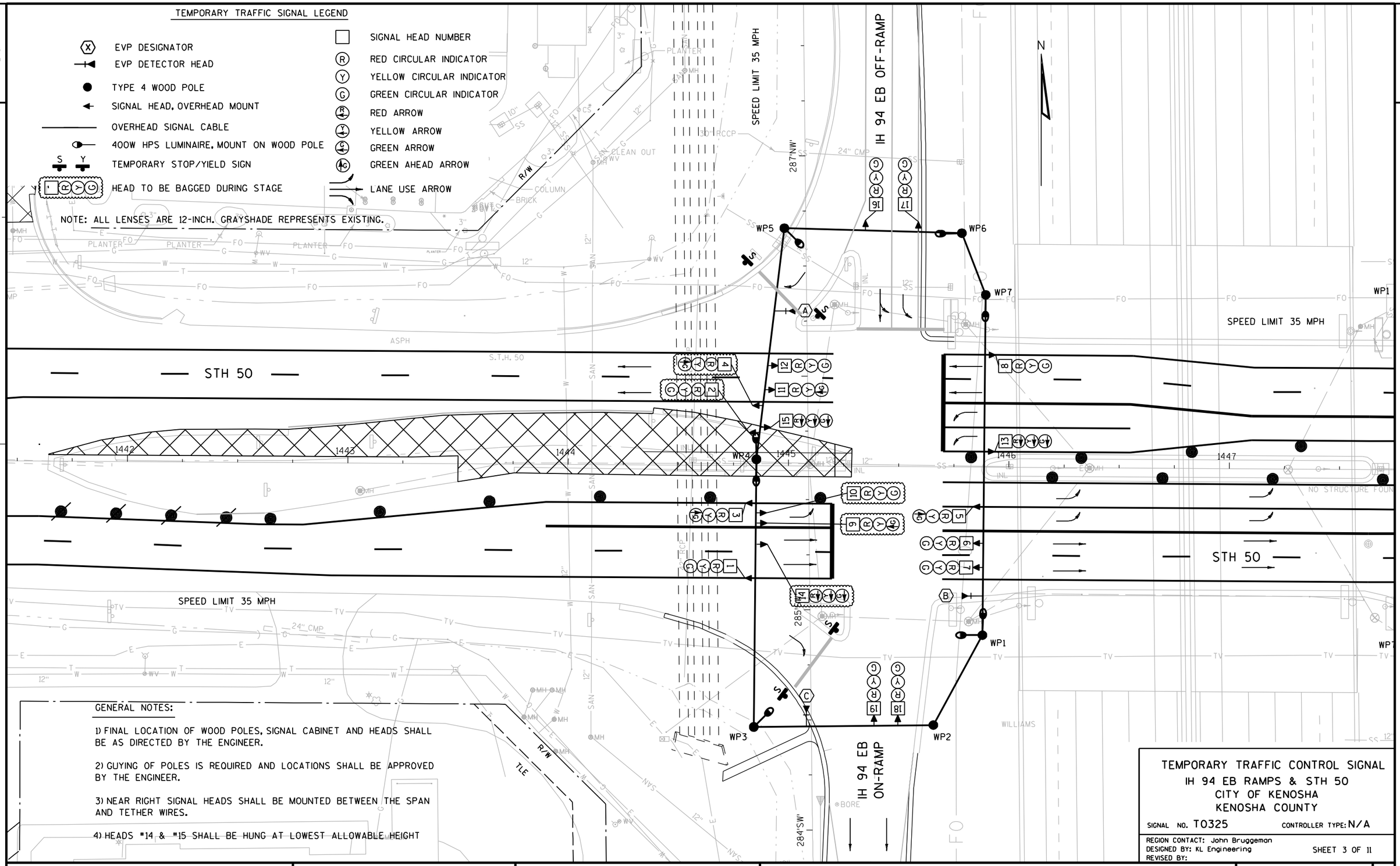
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024022_tsp_94EB_STG_2.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S, Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:
SHEET 3 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024023_tsp_94EB_STG_2B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

STH 50

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

SPEED LIMIT 35 MPH

WP1 WP2 WP3 WP4 WP5 WP6 WP7

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 4 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024024_tsp_94EB_STG_3.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

STH 50

SPEED LIMIT 35 MPH

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

WP1 WP2 WP3 WP4 WP5 WP6 WP7

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) IH 94 EB ON-RAMP CLOSED.

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 5 OF 11

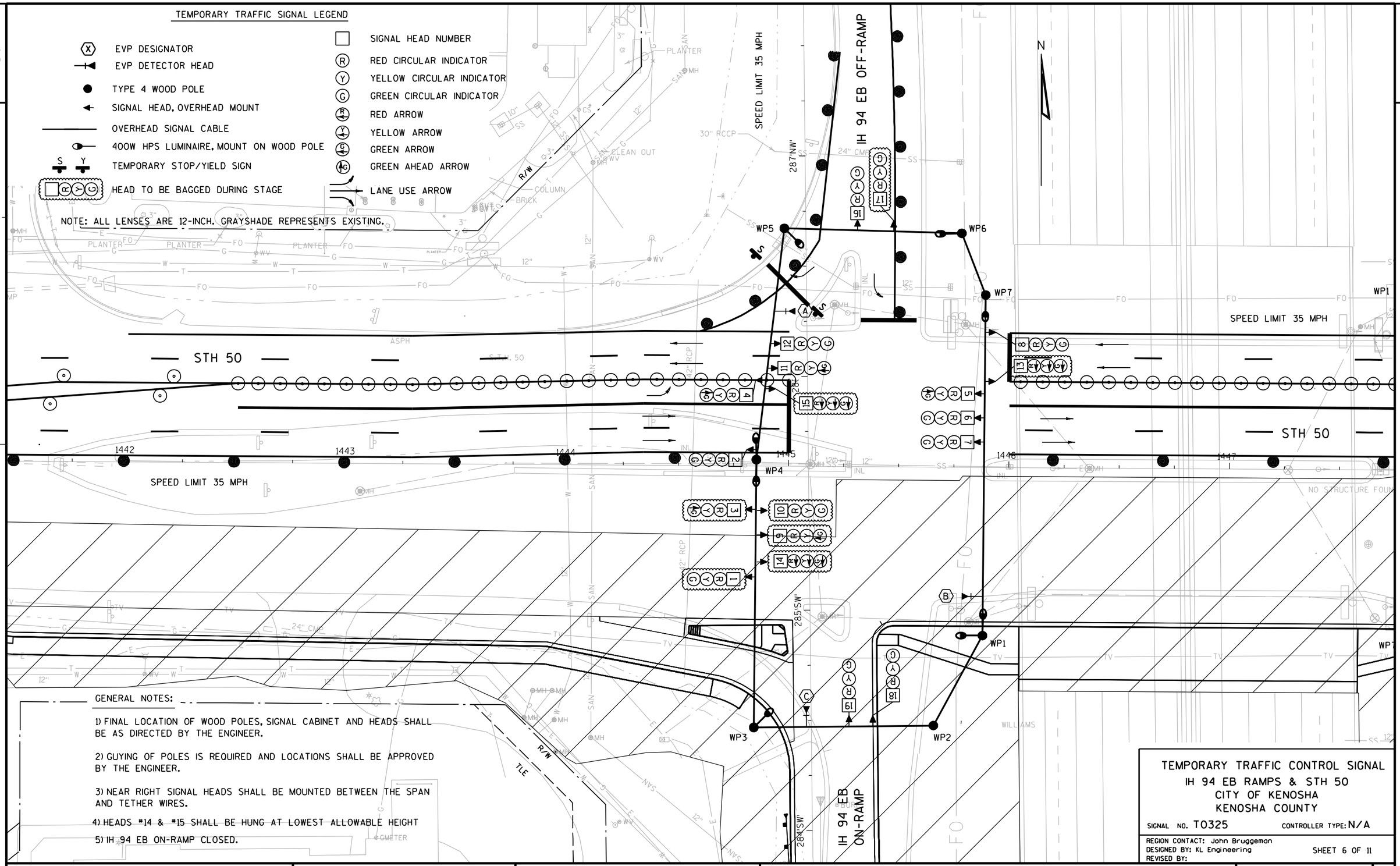
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4 PREWORK	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024025_tsp_94EB_STG_4PRE.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) IH 94 EB ON-RAMP CLOSED.

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 6 OF 11

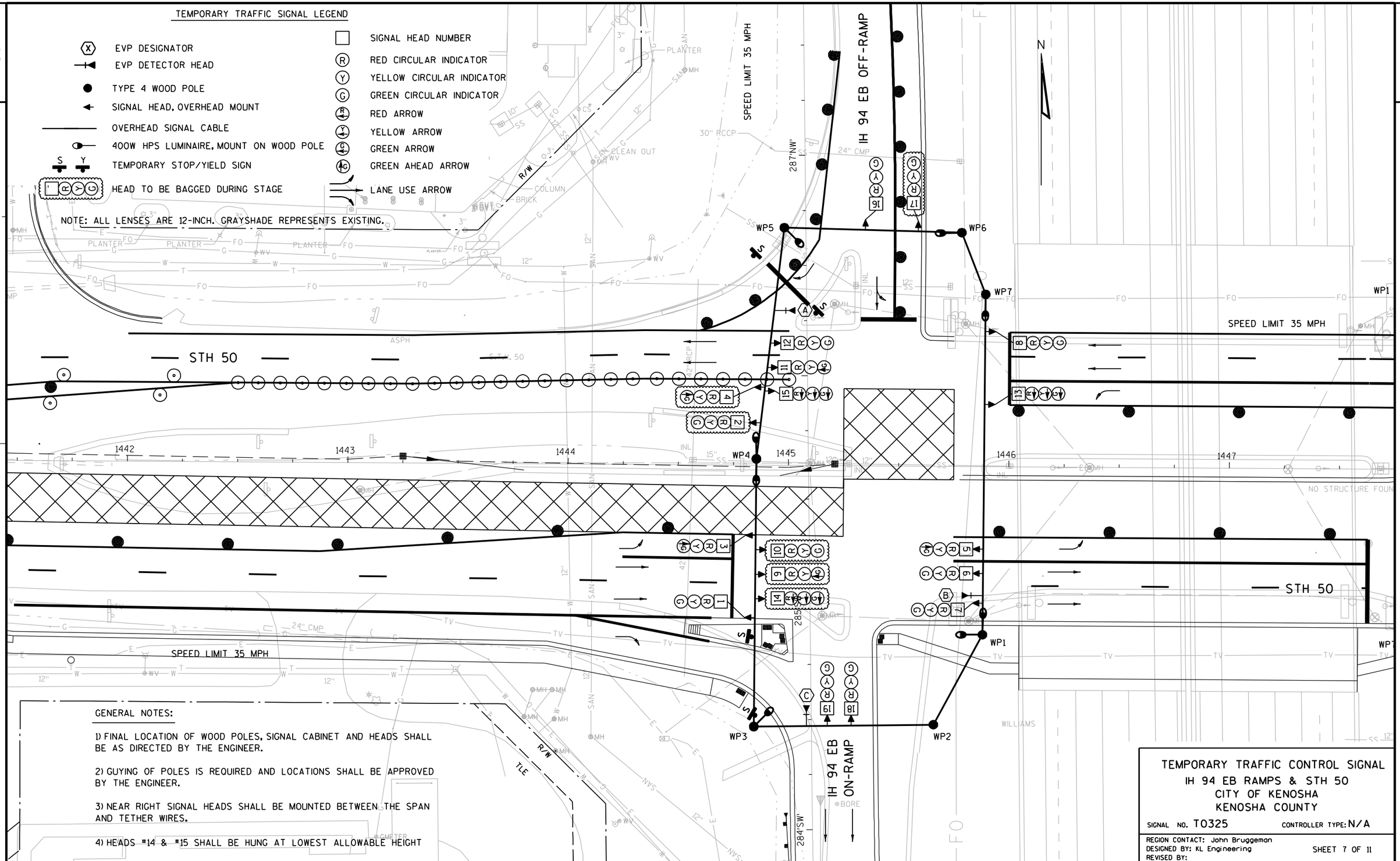
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4 & 4B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024026_tsp_94EB_STG_4.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 7 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024027_tsp_94EB_STG_5.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

STH 50

SPEED LIMIT 35 MPH

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

WP1 WP2 WP3 WP4 WP5 WP6 WP7

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) STH 50 MEDIAN CLOSED, NO CROSS TRAFFIC ALLOWED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH.

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 8 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5B	SHEET 213 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024028_tsp_94EB_STG_5B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

IH 94 EB OFF-RAMP

SPEED LIMIT 35 MPH

STH 50

WP1 WP2 WP3 WP4 WP5 WP6 WP7

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) IH 94 EB OFF-RAMP CLOSED.

IH 94 EB ON-RAMP

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 9 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6 & 6B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024029_tsp_94EB_STG_6.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 400W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- GREEN AHEAD ARROW
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

STH 50

SPEED LIMIT 35 MPH

IH 94 EB OFF-RAMP

IH 94 EB ON-RAMP

WP1 WP2 WP3 WP4 WP5 WP6 WP7

N

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #14 & #15 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 10 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024030_tsp_94EB_STG_7.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 **	01 CLEAR TO	02 R/W	02 **	02 CLEAR TO	03 R/W	03 **	03 CLEAR TO	04 R/W	04 **	04 CLEAR TO	FLASH
		NOT USED			⇦			NOT USED			⇩ ****			
01														
02	8,9,10,11,12				G↓/G	Y	R				R	R	R	R
03														
04	16,17,18,19				R	R	R				G	Y	R	R
05	13,14,15				R ←	R ←	R ←				R ←	R ←	R ←	R ←
06	1,2,3,4,5,6,7				R	R	R				R	R	R	R
07														
08														
02P														
04P														
06P														
08P														

RING 2

	HEAD NUMBERS	05 R/W	05 **	05 CLEAR TO	06 R/W	06 **	06 CLEAR TO	07 R/W	07 **	07 CLEAR TO	08 R/W	08 **	08 CLEAR TO
		⇩ ***			⇨			NOT USED			NOT USED		
01													
02	8,9,10,11,12	R	R	R	R	R	R						
03													
04	16,17,18,19	R	R	R	R	R	R						
05	13,14,15	G ←	Y ←	R ←	R ←	R ←	R ←						
06	1,2,3,4,5,6,7	R	R	R	G↓/G	Y	R						
07													
08													
02P													
04P													
06P													
08P													

N

BARRIER

**** OMIT PHASE DURING STAGES 5B, 6 & 6B

*** OMIT PHASE DURING STAGES 4 & 5B

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4
3		
4	NONE	2,5,6
5	2	4 OR 6
6	2	4 OR 5
7		
8		

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C
MOVEMENT	⇦	⇨	⇧
PHASE	2+5	6	4

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	X
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. SIGNAL TO OPERATE IN Y-R FLASH DURING STAGE 5B.

IH 94 EB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325

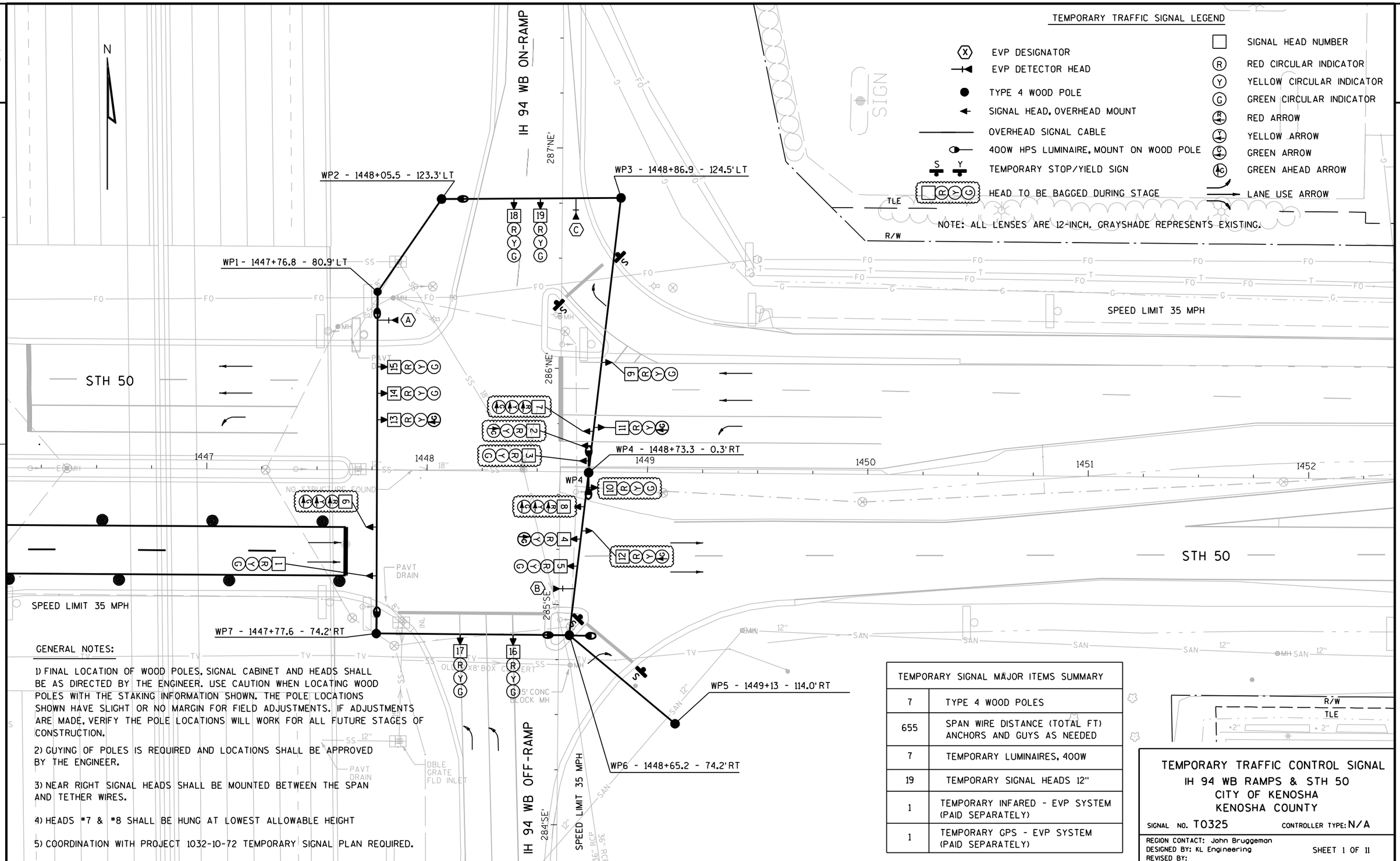
CONTROLLER TYPE: N/A

DATE: 8-1-12

SHEET 11 OF 11

PROJECT NO: 1032-10-71 | HWY: STH 50 | COUNTY: KENOSHA | TEMPORARY SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024054_tsp_IH94 EB_SEQ.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) COORDINATION WITH PROJECT 1032-10-72 TEMPORARY SIGNAL PLAN REQUIRED.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
7	TYPE 4 WOOD POLES
655	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
7	TEMPORARY LUMINAIRES, 400W
19	TEMPORARY SIGNAL HEADS 12"
1	TEMPORARY INFARED - EVP SYSTEM (PAID SEPARATELY)
1	TEMPORARY GPS - EVP SYSTEM (PAID SEPARATELY)

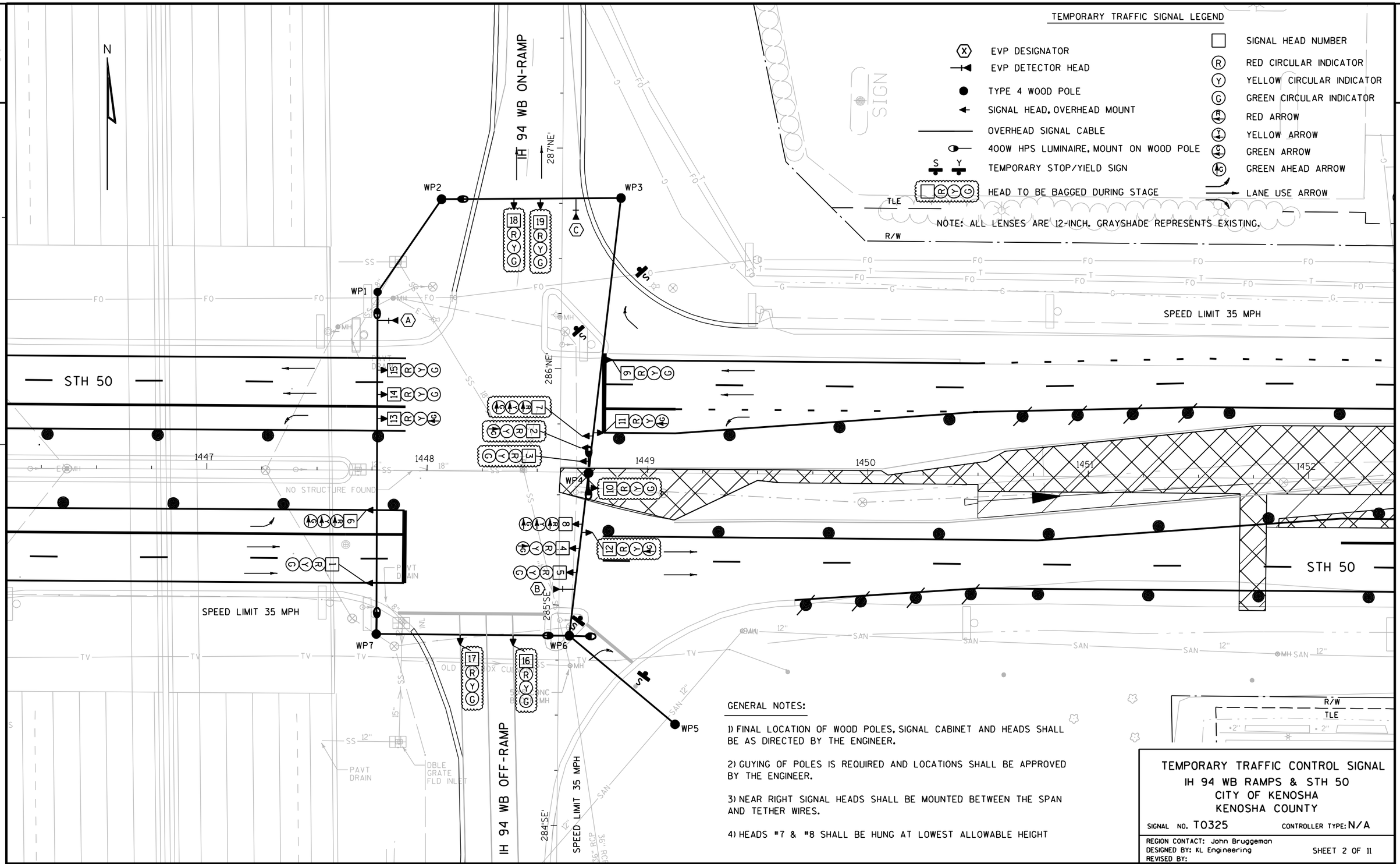
TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 1 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 217 E



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

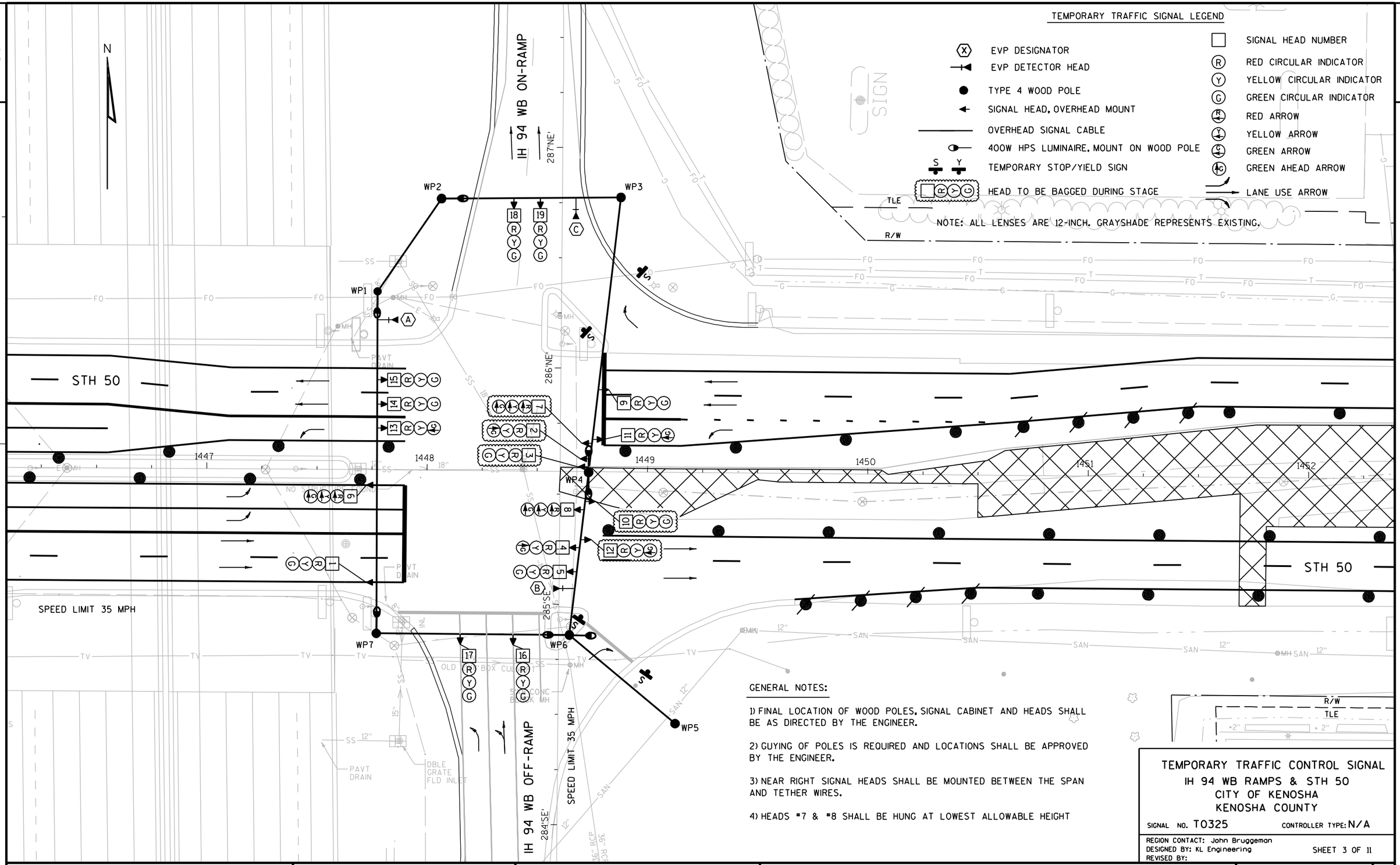
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 2 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET E

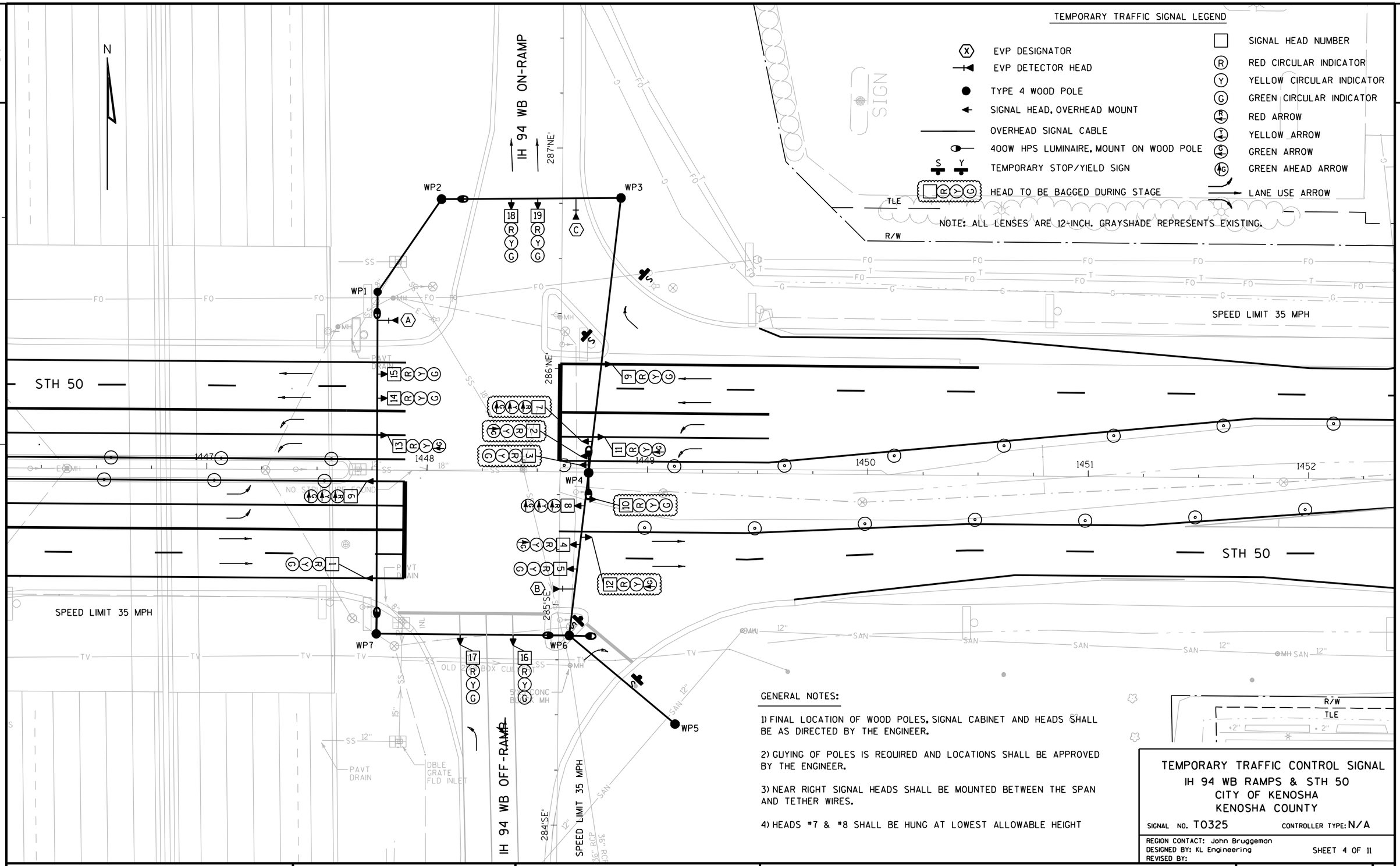
FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024033_tsp_94WB_STG_2.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024034_tsp_94WB_STG_2B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

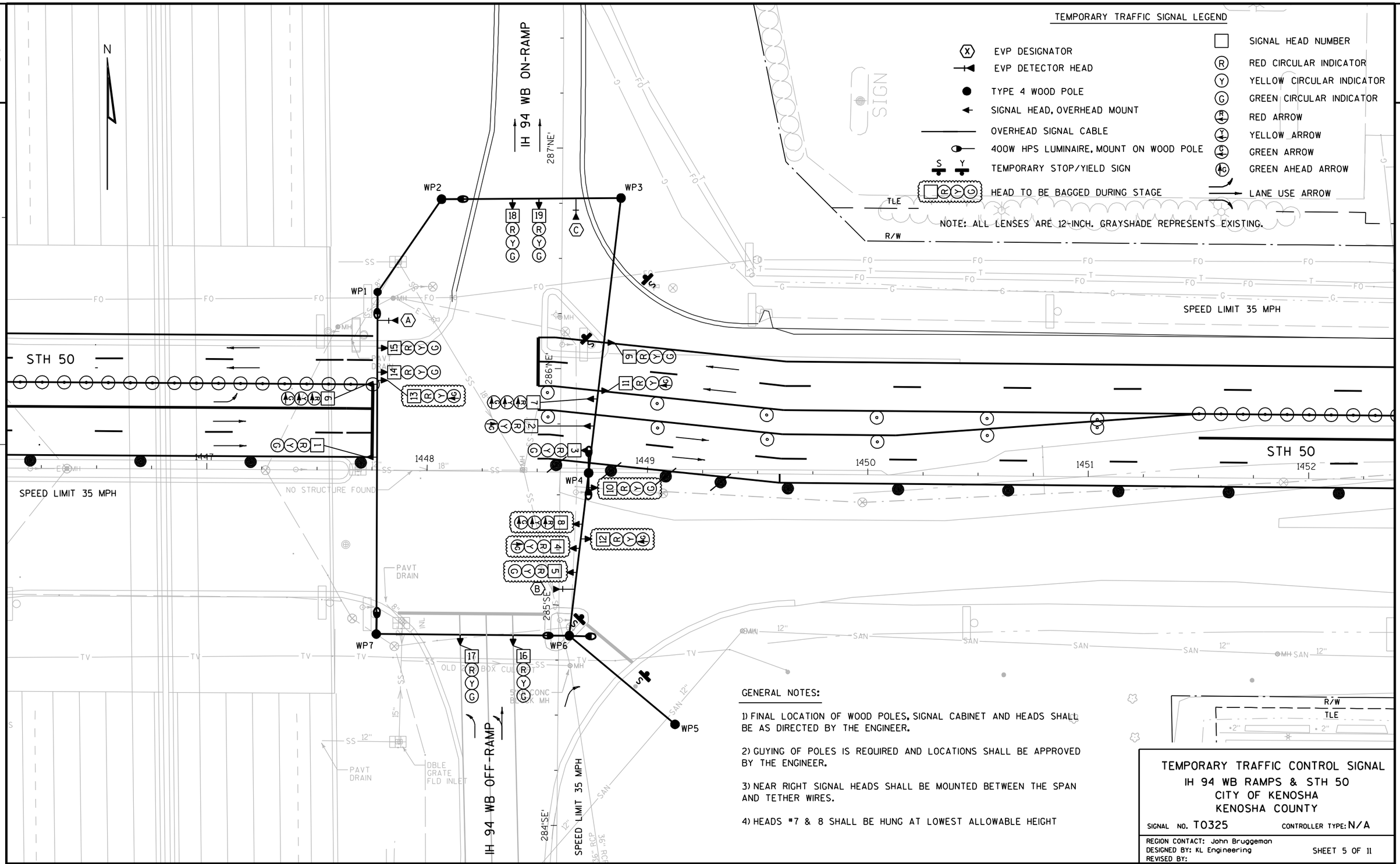
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 4 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024035_tsp_94WB_STG_3.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & 8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

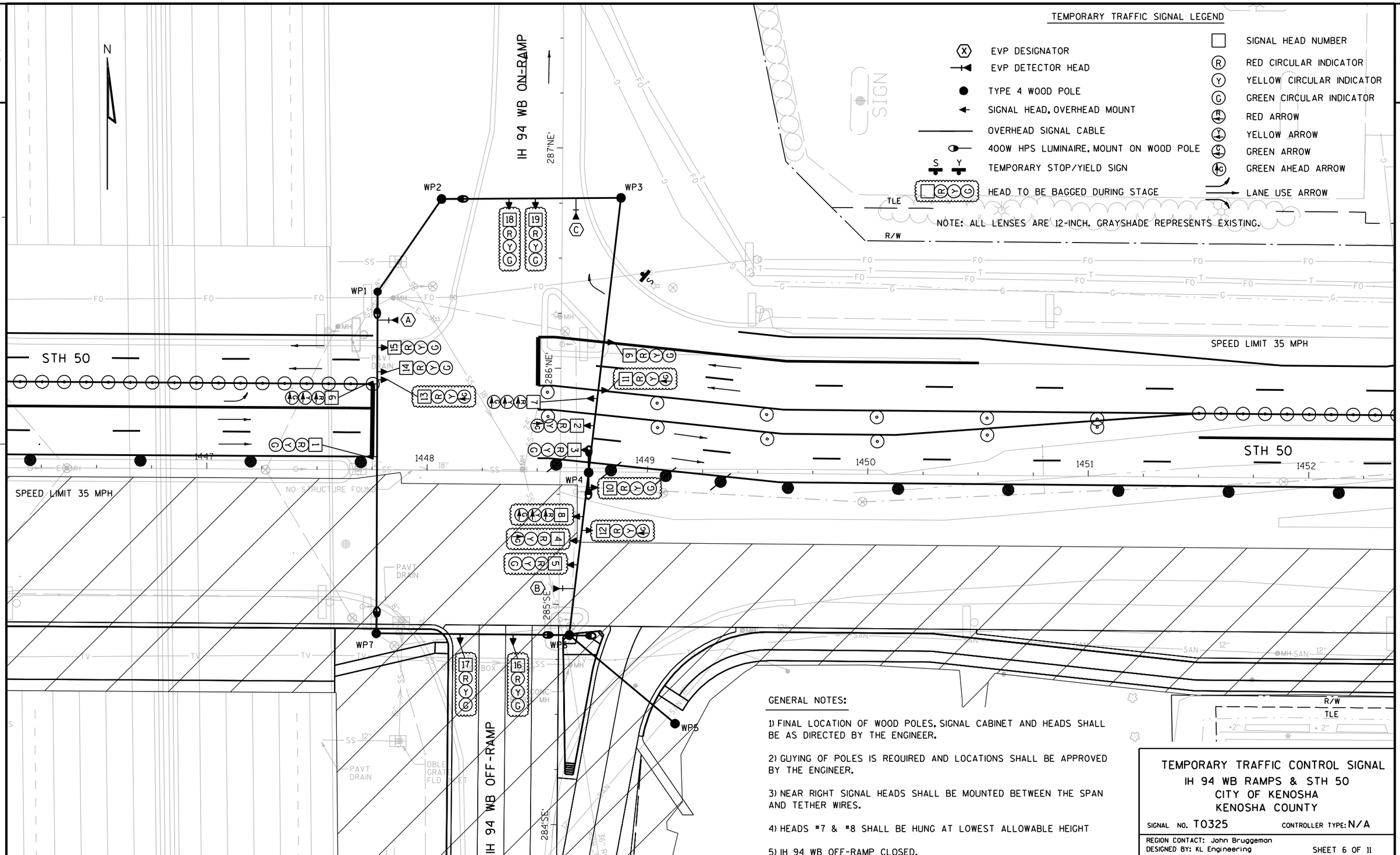
TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 5 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4 PREWORK	SHEET 221 E



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) IH 94 WB OFF-RAMP CLOSED.

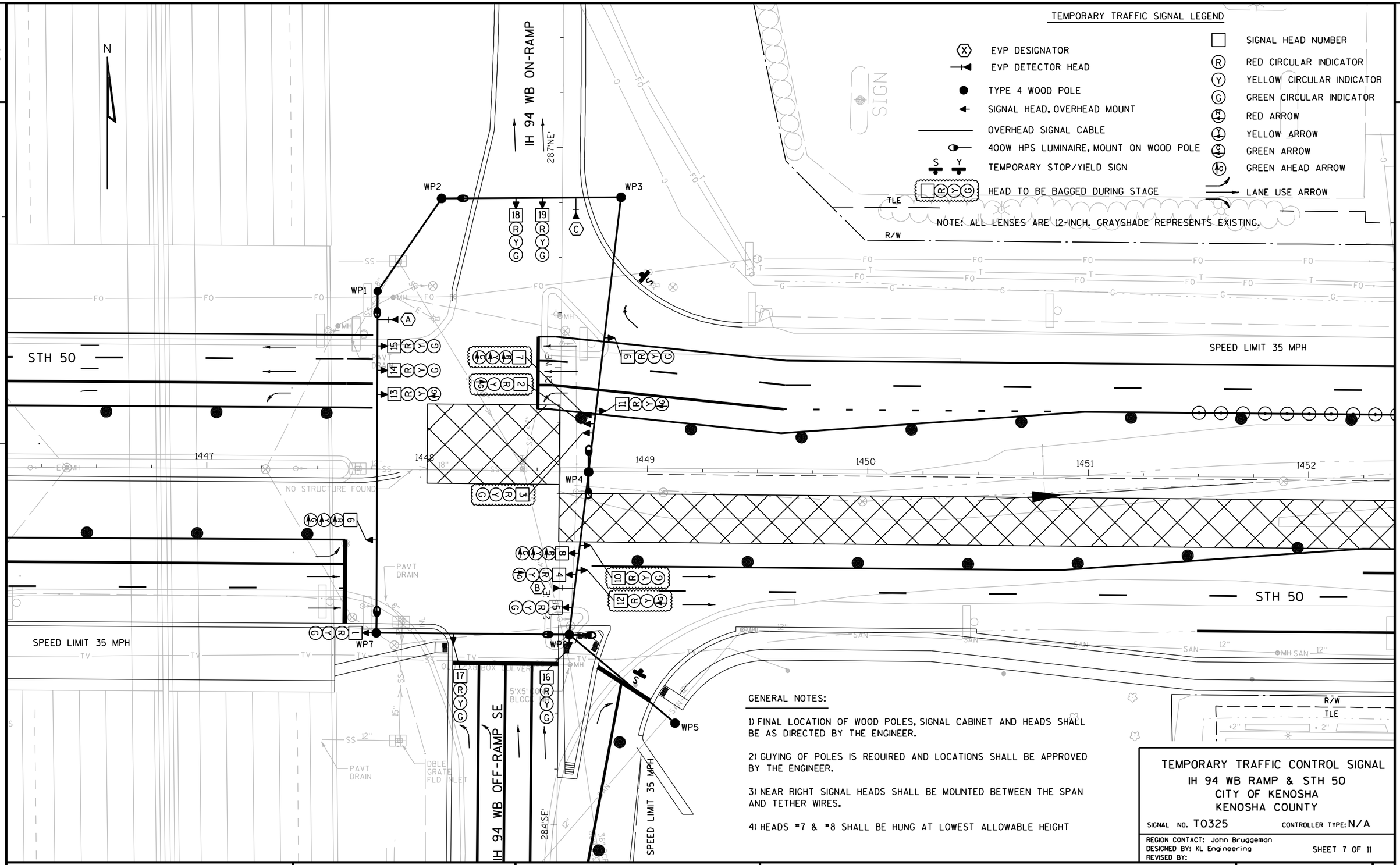
TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 6 OF 11
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4 & 4B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024037_tsp_94WB_STG_4.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

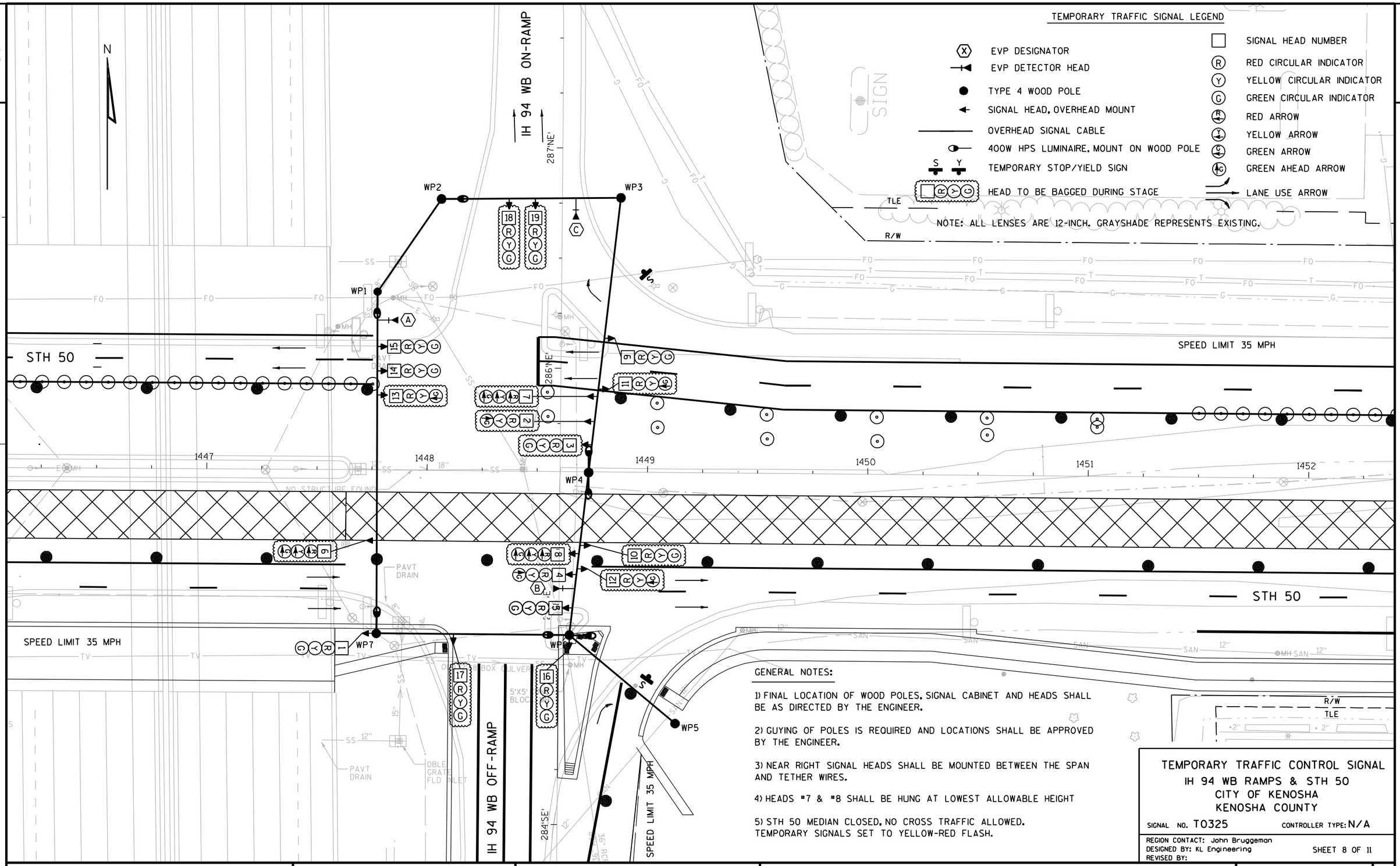
4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMP & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering SHEET 7 OF 11
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET 223	E



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) STH 50 MEDIAN CLOSED, NO CROSS TRAFFIC ALLOWED. TEMPORARY SIGNALS SET TO YELLOW-RED FLASH.

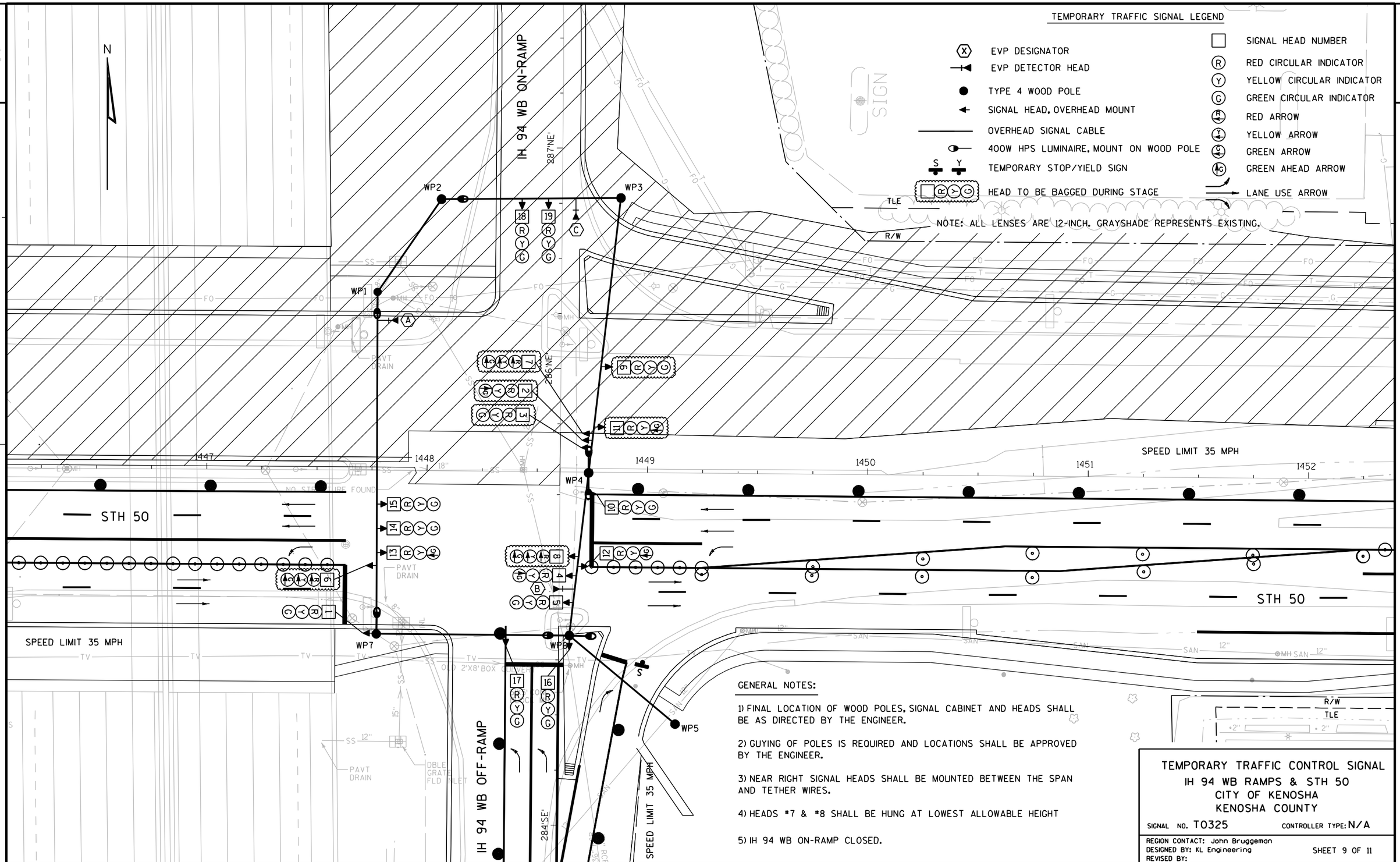
TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 8 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5B	SHEET 224	E



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

5) IH 94 WB ON-RAMP CLOSED.

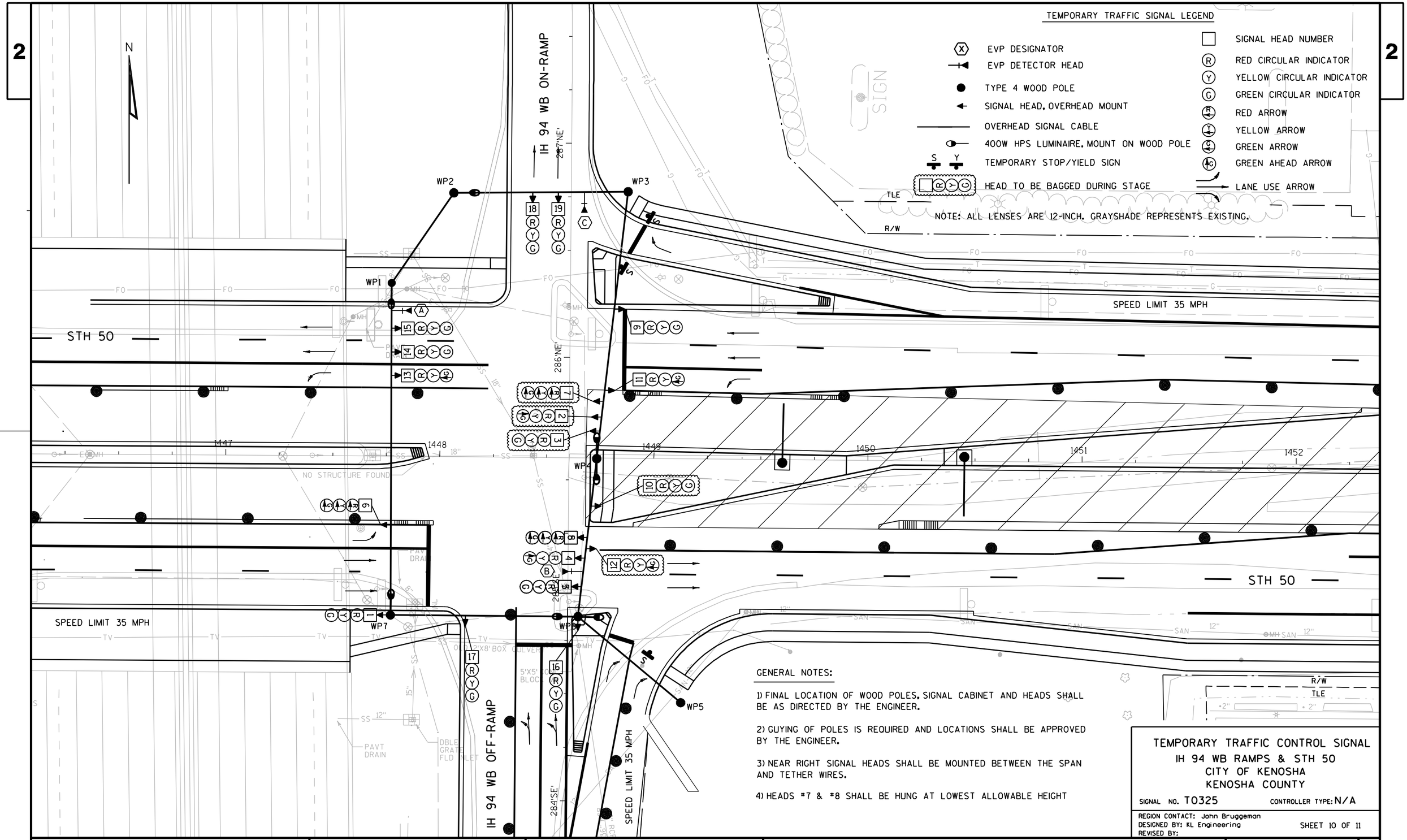
TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 9 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6 & 6B	SHEET 225 E



GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) HEADS #7 & #8 SHALL BE HUNG AT LOWEST ALLOWABLE HEIGHT

TEMPORARY TRAFFIC CONTROL SIGNAL
IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 10 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7	SHEET 226	E

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 **	Ø1 **	Ø2 R/W	Ø2 **	Ø2 **	Ø3 R/W	Ø3 **	Ø4 R/W	Ø4 **	FLASH
			CLEAR TO			CLEAR TO			CLEAR TO		CLEAR TO	
Ø1	6,7,8	G ←	Y ←	R ←	R ←	R ←	R ←					R ←
Ø2	9,10,11,12,13,14,15	R	R	R	G↓/G	Y	R					R
Ø3												
Ø4												
Ø5												
Ø6	1,2,3,4,5	R	R	R	R	R	R					R
Ø7												
Ø8	16,17,18,19	R	R	R	R	R	R					R
Ø2P												
Ø4P												
Ø6P												
Ø8P												

NOT USED *** NOT USED NOT USED NOT USED ****

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 **	Ø5 **	Ø6 R/W	Ø6 **	Ø6 **	Ø7 R/W	Ø7 **	Ø8 R/W	Ø8 **
			CLEAR TO			CLEAR TO			CLEAR TO		CLEAR TO
Ø1	6,7,8				R ←	R ←	R ←			R ←	R ← R ←
Ø2	9,10,11,12,13,14,15				R	R	R			R	R R
Ø3											
Ø4											
Ø5											
Ø6	1,2,3,4,5				G↓/G	Y	R			R	R R
Ø7											
Ø8	16,17,18,19				R	R	R			G	Y R
Ø2P											
Ø4P											
Ø6P											
Ø8P											

BARRIER

**** OMIT PHASE DURING STAGES 1, 2, 4, 4B, 6 & 6B

*** OMIT PHASE DURING STAGES 1, 6 & 6B

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2 OR 8
2	6	1 OR 8
3		
4		
5		
6	1 OR 2	8
7		
8	NONE	1,2,6

N

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C
MOVEMENT	←	↗	↖
PHASE	2	1+6	8

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	X
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. SIGNAL TO OPERATE IN Y-R FLASH DURING STAGE 5B.

IH 94 WB RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0325

CONTROLLER TYPE: N/A

DATE: 8-1-12 SHEET 11 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 227	E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY	
9	TYPE 4 WOOD POLES
745	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, 400W
29	TEMPORARY SIGNAL HEADS 12"
1	VIDEO DETECTION SYSTEM (PAID SEPARATELY)
1	TEMPORARY INFARED - EVP SYSTEM (PAID SEPARATELY)
1	TEMPORARY GPS - EVP SYSTEM (PAID SEPARATELY)

N

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

STH 50

WP1 - 1453+70.8 - 91.4'LT

WP2 - 1454+33.9 - 94.6'LT

WP3 - 1455+62.7 - 101.3'LT

WP4 - 1455+63.6 - 7.0'RT

WP5 - 1455+64.4 - 98.6'RT

WP6 - 1454+77.1 - 99.4'RT

WP7 - 1453+84.5 - 100.2'RT

WP8 - 1453+77.1 - 6.4'LT

250 FEET TO NEAR RIGHT SIGNAL

250 FEET TO NEAR RIGHT SIGNAL

R/W

TLE

CANOPY

GAS SIGN

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN. THE POLE LOCATIONS SHOWN HAVE SLIGHT OR NO MARGIN FOR FIELD ADJUSTMENTS. IF ADJUSTMENTS ARE MADE, VERIFY THE POLE LOCATIONS WILL WORK FOR ALL FUTURE STAGES OF CONSTRUCTION.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) TEMPORARY TRAFFIC SIGNAL NOT REQUIRED BEFORE STAGE 2.

5) WP8 WILL BE REMOVED/RELOCATED BETWEEN STAGES 3 & 4 PREWORK AND DETWEEN STAGES 4B & 5.

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 1 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 228 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024043_tsp_118TH_STG_2.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS PROHIBITED.

N

SPEED LIMIT 25 MPH

118TH AVE.

SPEED LIMIT 35 MPH

STH 50

250 FEET TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 2 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024044_tsp_118TH_STG_2B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN (S Y)
- HEAD TO BE BAGGED DURING STAGE (R Y G)

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) WP8 WILL BE REMOVED/RELOCATED BETWEEN STAGES 3 & 4 PREWORK AND DETWEEN STAGES 4B & 5.

STH 50

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

250 FEET TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

R/W

TLE

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 3 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 230 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024045_tsp_118TH_STG_3.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

N

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

STH 50

250 FEET TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 - 1453+78.2 - 12.1' RT

R/W TLE

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 4 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMP. TRAFFIC SIGNAL PLAN - STAGE 4 PREWORK	SHEET 231 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024046_tsp_118TH_STG_4PRE.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) WP8 WILL BE REMOVED/RELOCATED BETWEEN STAGES 3 & 4 PREWORK AND BETWEEN STAGES 4B & 5.

N

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

STH 50

250 FEET TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

R/W TLE

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 5 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMP. TRAFFIC SIGNAL PLAN - STAGES 4 & 4B	SHEET 232 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- EVP DESIGNATOR
- EVP DETECTOR HEAD

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

N

STH 50

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

250 FEET TO NEAR RIGHT SIGNAL

POSTED SPEED LIMIT=35 MPH

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

R/W TLE

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 6 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024047_tsp_118TH_STG_5.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) EB STH 50 LEFT TURNS ARE PROHIBITED.

N

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

STH 50

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

250 FEET TO NEAR RIGHT SIGNAL

R/W TLE

18" RCP 24" RCP 12" RCP 6" CMCP

1452 1453 1454 1455 1456 1457

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 7 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5B	SHEET 234 E

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

N

SPEED LIMIT 25 MPH

118TH AVE. 814

R/W

TLE

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

STH 50

250 FEET TO NEAR RIGHT SIGNAL

SPEED LIMIT 35 MPH

SPEED LIMIT 25 MPH

118TH AVE.

1452 1453 1454 1455 1456 1457

812

18" RCP

6" CMCP

12" RCP

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY
SIGNAL NO. T0672 — CONTROLLER TYPE: N/A
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering — SHEET 8 OF 11
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6 & 6B	SHEET 235 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024049_tsp_118TH_STG_6.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD TLE

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

N

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

STH 50

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

250 FEET TO NEAR RIGHT SIGNAL

R/W TLE

118TH AVE.

SPEED LIMIT 25 MPH

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 9 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7	SHEET E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024050_tsp_118TH_STG_7.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

TEMPORARY TRAFFIC SIGNAL LEGEND

- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- OVERHEAD SIGNAL CABLE
- 250W HPS LUMINAIRE, MOUNT ON WOOD POLE
- S Y TEMPORARY STOP/YIELD SIGN
- HEAD TO BE BAGGED DURING STAGE

NOTE: ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING.

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE USE ARROW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

GENERAL NOTES:

1) FINAL LOCATION OF WOOD POLES, SIGNAL CABINET AND HEADS SHALL BE AS DIRECTED BY THE ENGINEER.

2) GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

3) NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.

4) STH 50 LEFT TURNS ARE PROHIBITED.

N

STH 50

118TH AVE.

SPEED LIMIT 25 MPH

SPEED LIMIT 35 MPH

250 FEET TO NEAR RIGHT SIGNAL

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

1452 1453 1454 1455 1456 1457

814 813 812

R/W TLE

6" CMCP 12" RCP 18" RCP 24" RCP

TEMPORARY TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672 CONTROLLER TYPE: N/A

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

SHEET 10 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 7B	SHEET 237 E

FILE NAME : g:\RASMITH\R100820\DGN\DGN PLAN SHEETS\TEMP SIGNAL SHEETS - 71\024051_tsp_118TH_STG_7B.dgn PLOT DATE : 7/31/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

SEQUENCE OF OPERATION

		01						02					
			CLEAR TO						CLEAR TO				
	HEAD NUMBERS	R/W	**					R/W	**				
01	7,8,9,10	G	Y	R				R	R	R			
02	11,12,13,14,15,16	R	R	R				G	Y	R			
03	25,26,27,28,29	-	-	-				-	-	-			
04	21,22,23,24	R	R	R				R	R	R			
RING 1 05	1,2,3,4,5,6	R	R	R				R	R	R			
06	17,18,19,20	R	R	R				R	R	R			
07													
08													
02P													
04P													
06P													
08P													

		03						04						FLASH
			CLEAR TO						CLEAR TO					
	HEAD NUMBERS	R/W	**					R/W	**					
01	7,8,9,10	R	R	R				R	R	R				R
02	11,12,13,14,15,16	R	R	R				R	R	R				R
03	25,26,27,28,29	G	Y	-				-	-	-				R
04	21,22,23,24	R	R	R				G	Y	R				R
RING 1 05	1,2,3,4,5,6	R	R	R				R	R	R				R
06	17,18,19,20	R	R	R				R	R	R				R
07														
08														
02P														
04P														
06P														
08P														

		05						06					
			CLEAR TO						CLEAR TO				
	HEAD NUMBERS	R/W	**					R/W	**				
01	7,8,9,10	R	R	R				R	R	R			
02	11,12,13,14,15,16	R	R	R				R	R	R			
03	25,26,27,28,29	-	-	-				-	-	-			
04	21,22,23,24	R	R	R				R	R	R			
RING 2 05	1,2,3,4,5,6	G	Y	R				R	R	R			
06	17,18,19,20	R	R	R				G	Y	R			
07													
08													
02P													
04P													
06P													
08P													

	07						08					
		CLEAR TO						CLEAR TO				
	R/W	**					R/W	**				

BARRIER

N

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

*** OMIT PHASE DURING STAGES 2B, 5B & 7B.

**** OMIT PHASE DURING STAGES 2B & 7B.

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4
2	6	1,3,4,5
3		1,2,4,5,6
4		1,2,3,5,6
5	1	2,3,4,6
6	1 OR 2	3,4,5
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					VIDEO
21	2	X			2	2					VIDEO
22	2	X			2	2					VIDEO
31	3	X			3	3					VIDEO
32	3	X			3	3					VIDEO
41	4	X			4	4					VIDEO
42	4	X			4	4					VIDEO
51	5	X			5	5					VIDEO
52	5	X			5	5					VIDEO
61	6	X			6	6					VIDEO

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6	NONE	X
2	X	6	MIN.	X
3			NONE	X
4			NONE	X
5	X	2	MIN.	X
6		2	NONE	X
7				
8				

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	1+5	3	4

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	X
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. T0672

CONTROLLER TYPE: TEMP

DATE: 8-1-12

SHEET 11 OF 11

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TEMPORARY SEQUENCE OF OPERATIONS	SHEET 238	E

TRAFFIC SIGNAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
MIKE D.
SCARMON
E-37613
EVANSVILLE,
WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE) (SIGNATURE)

2

GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS 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 AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

WELDING OF THE ANCHOR RODS TO THE CAGE OR TEMPLATE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

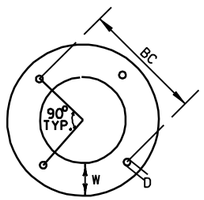
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

CONDUIT SHOWN FOR ILLUSTRATION ONLY AND VARIES BY "D"

ANCHOR ROD PATTERN SHALL BE PARALLEL TO THE ROADWAY

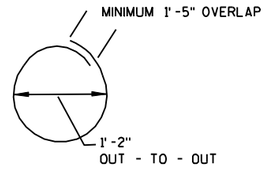
SPREAD FOOTING DIMENSIONS
STEEL AND CONCRETE QUANTITIES ARE APPROXIMATE

TYPE OF BASE	IF D =	THEN L=	401 HOOPS LBS.	402 VERTICAL BARS LBS.	403 HORIZ BARS LBS.	TOTAL LBS. STEEL	CONCR YDS.
TYPE 1	2'	5' 0"	8	7	36	51	1.9



	TYPE 1
THICKNESS OF PLATE	1/2"
BOLT CIRCLE "BC"	12.75"
WIDTH "W"	3" +/-
HOLE DIAMETER "D"	1.125"
ANCHOR ROD	1" X 2'-3"

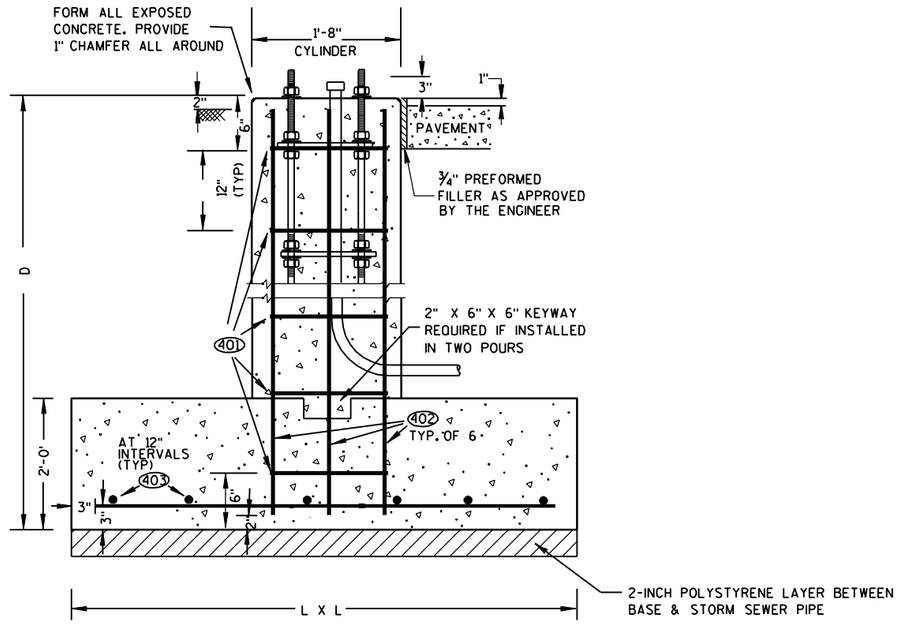
ANCHOR ROD TEMPLATE



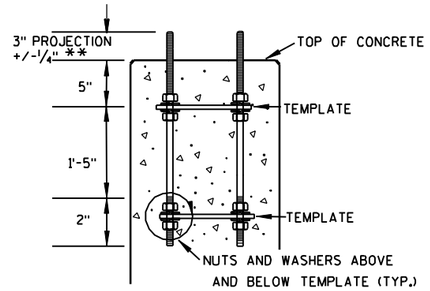
(401) HOOP

(402) VERTICAL "D" - 4"

(403) HORIZONTAL "L" - 6"



CONCRETE BASE TYPE 1 WITH SPREAD FOOTING



ANCHOR ROD ASSEMBLY

ANCHOR ROD SHALL BE ASTM A449/AASHTO M314-90 GR55 THREADED 12-INCH AT TOP; 4-INCH AT BOTTOM, HOT-DIP GAVANIZED TO ASTM A153, GR C

REQUIRED:

2 TEMPLATES
4 ANCHOR RODS
16 FLAT WASSHERS HOT-DIP GALVANIZED
16 HEAVY DUTY HEX NUTS* HOT-DIP GALVANIZED

*CHASE THREADS FOR HOT-DIP GALVANIZED ANCHOR RODS
** FAILURE TO MEET TOLERANCE CONDEMNS THE BASE

2

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES, INCLUDING LOCKING PULL BOX COVERS, BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

ALL PVC LEAD-OUT CONDUIT CONTAINING LOOP LEAD-IN CABLES SHALL BE 2".

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

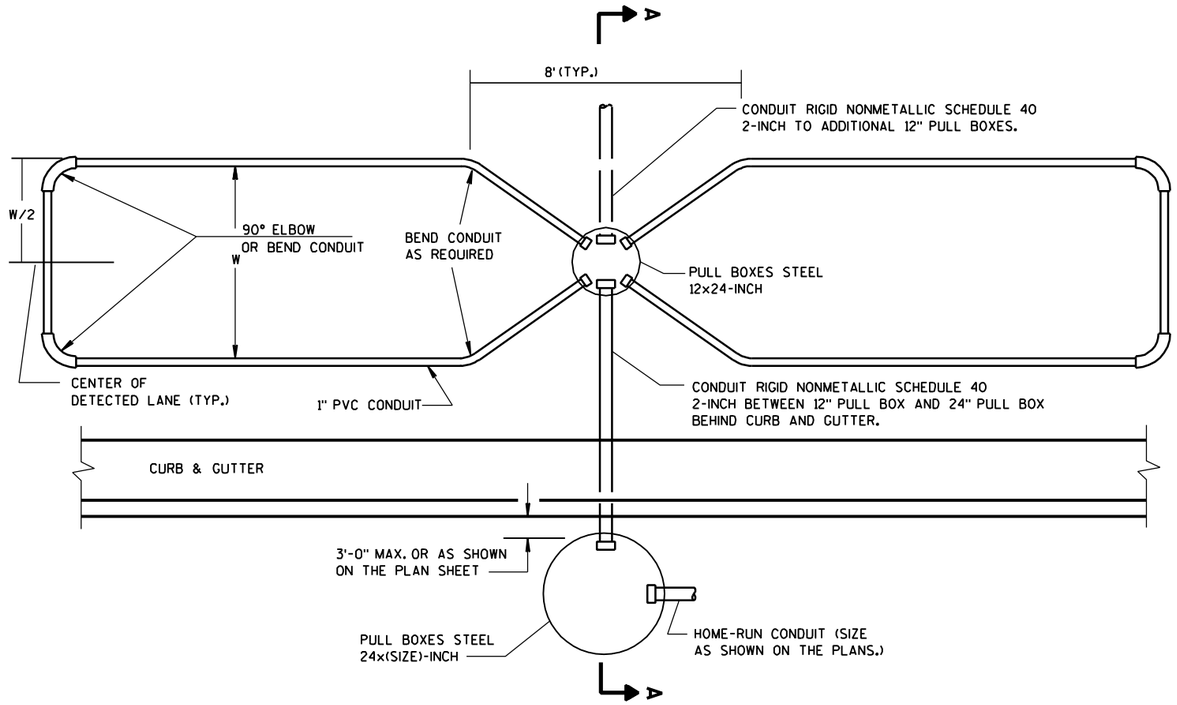
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

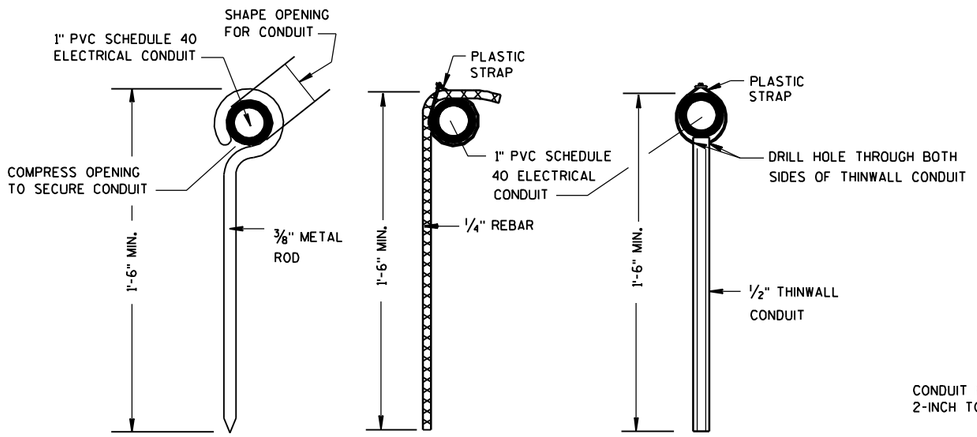
PROTECTION OF THE PULL BOX IN THE BASE COURSE, AND THE RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED. ANY DAMAGE THAT OCCURS DUE TO FAILURE TO PROTECT THE INSTALLATION SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE ACCOMPLISHED UNDER THE DIRECTION OF THE PROJECT ENGINEER.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.

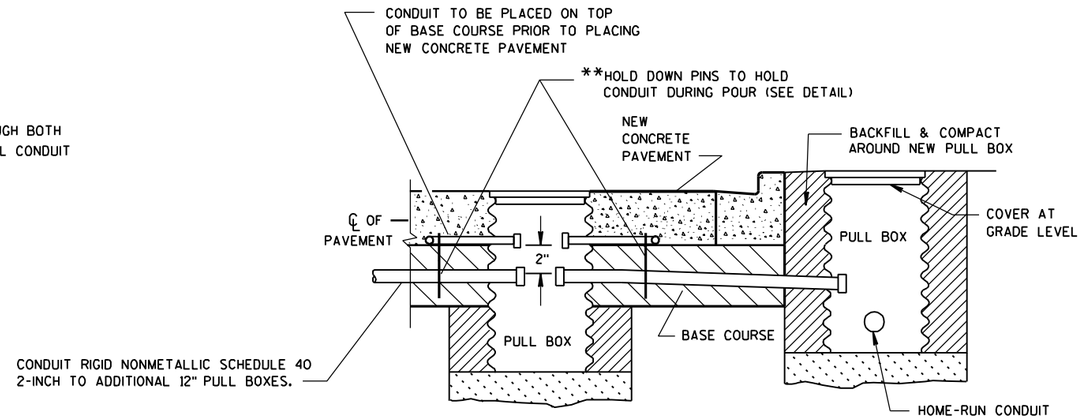


TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX



TYPICAL DETAILS FOR HOLD DOWN PINS

**HOLD DOWN PINS ARE REQUIRED TO STABILIZE THE LOOP TO MEET THE DIMENSIONAL AND PHYSICAL CONSTRUCTION REQUIREMENTS OF THE PLANS. THE NUMBER OF HOLD DOWN PINS SHALL BE DETERMINED IN THE FIELD, BY THE PROJECT ENGINEER.



SECTION A-A
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL CONSTRUCTION DETAIL	SHEET 240	E

2

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE)

(SIGNATURE)

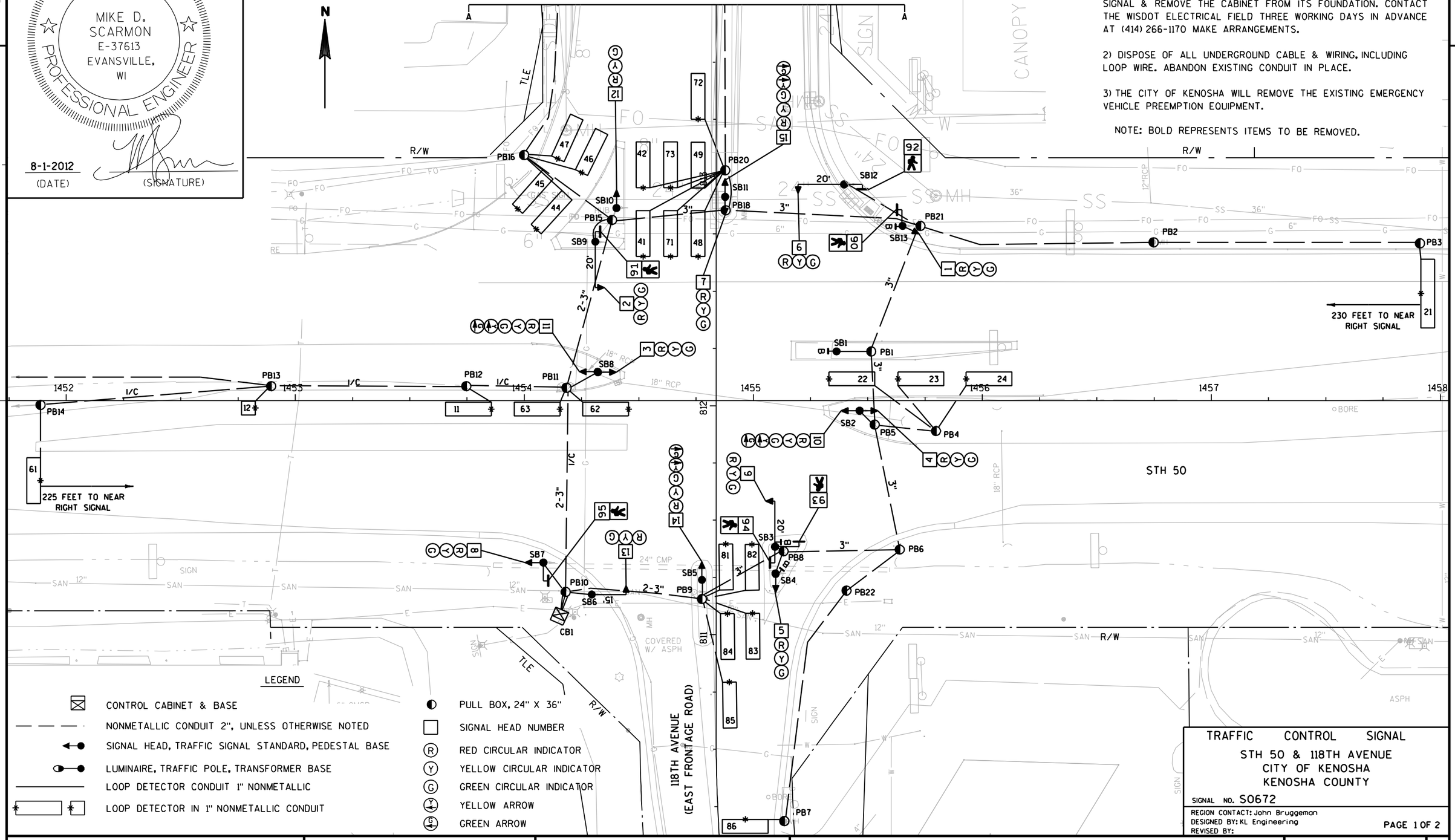
CONSTRUCTION NOTES:

1) WISDOT ELECTRICAL PERSONNEL WILL DEACTIVATE THE TRAFFIC SIGNAL & REMOVE THE CABINET FROM ITS FOUNDATION. CONTACT THE WISDOT ELECTRICAL FIELD THREE WORKING DAYS IN ADVANCE AT (414) 266-1170 MAKE ARRANGEMENTS.

2) DISPOSE OF ALL UNDERGROUND CABLE & WIRING, INCLUDING LOOP WIRE. ABANDON EXISTING CONDUIT IN PLACE.

3) THE CITY OF KENOSHA WILL REMOVE THE EXISTING EMERGENCY VEHICLE PREEMPTION EQUIPMENT.

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED.



LEGEND

- CONTROL CABINET & BASE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0672

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1032-10-72	HWY: IH 94/STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024001_srp.dgn PLOT DATE : 10/1/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

NOT FIELD VERIFIED

74TH PLACE

118TH AVENUE (EAST FRONTAGE ROAD)

R/W

TLE

PB19

180 FEET TO
NEAR RIGHT SIGNAL

6'X18'
4 TURNS

43

815

816

817

818

819

PROJECT NO: 1032-10-72	HWY: IH 94/STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 242	E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024002_srp.dgn PLOT DATE : 10/1/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

CONSTRUCTION NOTES:

1) * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

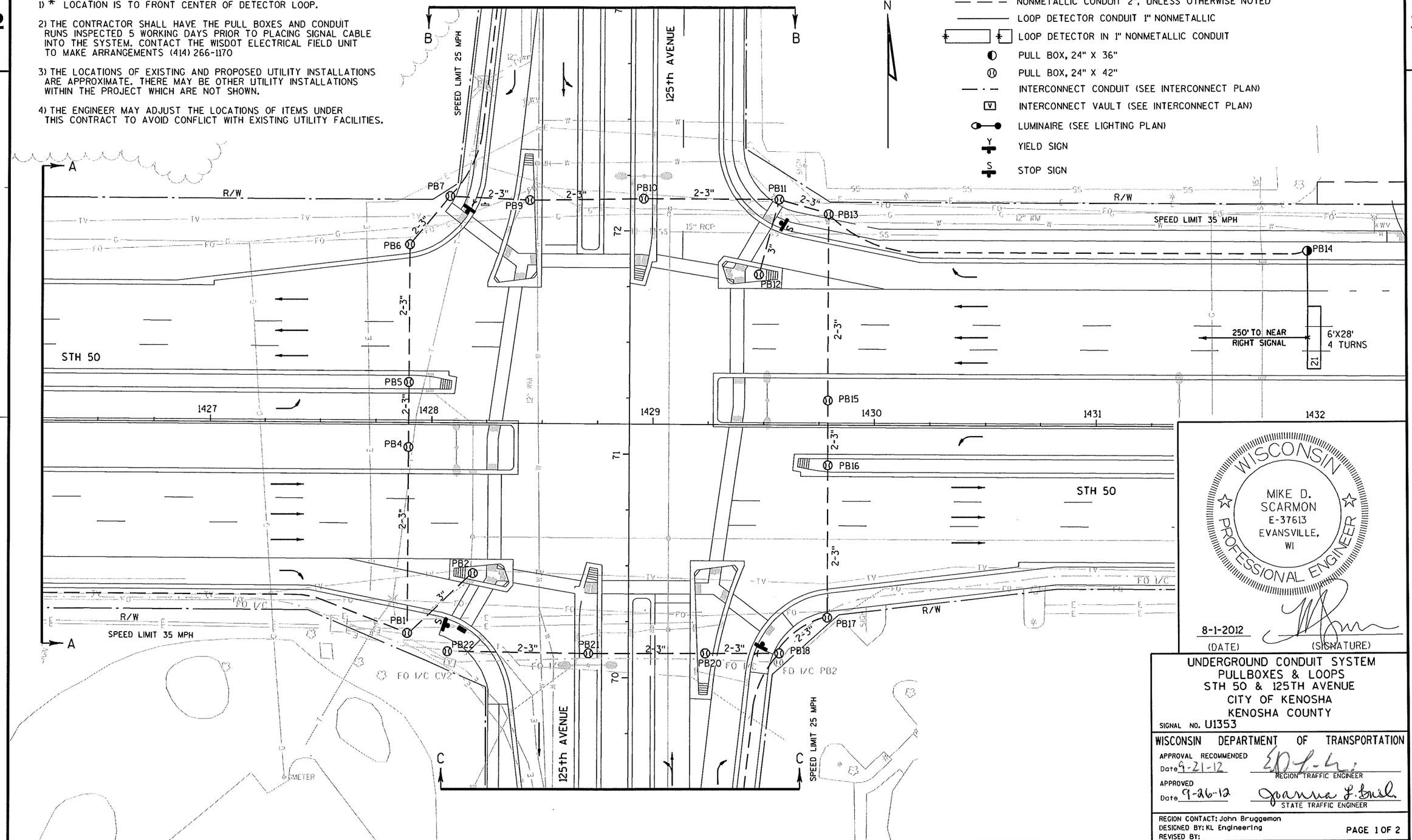
2) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170

3) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

4) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- LUMINAIRE (SEE LIGHTING PLAN)
- YIELD SIGN
- STOP SIGN



WISCONSIN PROFESSIONAL ENGINEER
MIKE D. SCARMON
E-37613
EVANSVILLE, WI

8-1-2012 (DATE) (SIGNATURE)

UNDERGROUND CONDUIT SYSTEM
PULLBOXES & LOOPS
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. U1353

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED Date 9-21-12 REGION TRAFFIC ENGINEER

APPROVED Date 9-26-12 STATE TRAFFIC ENGINEER

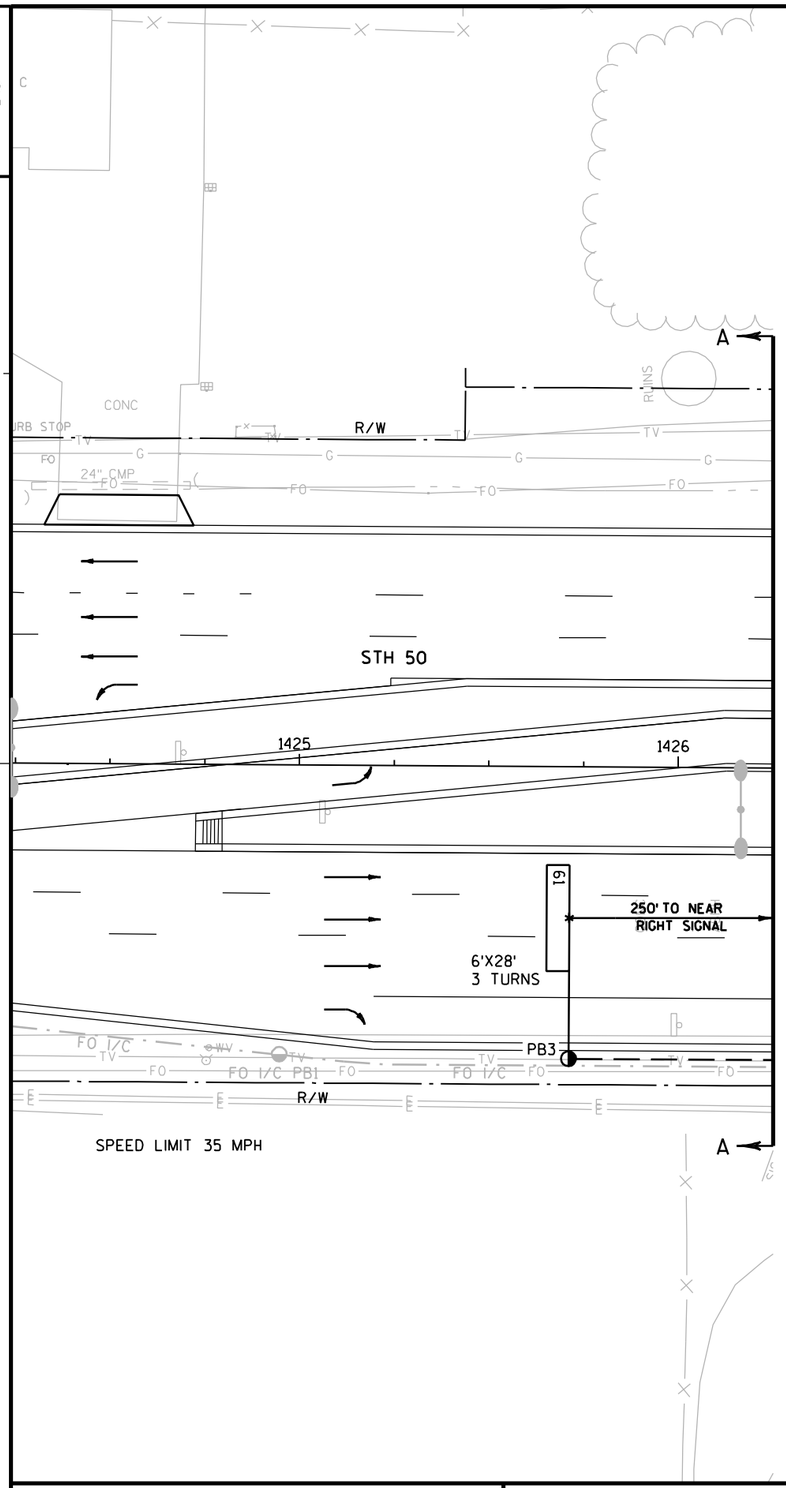
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

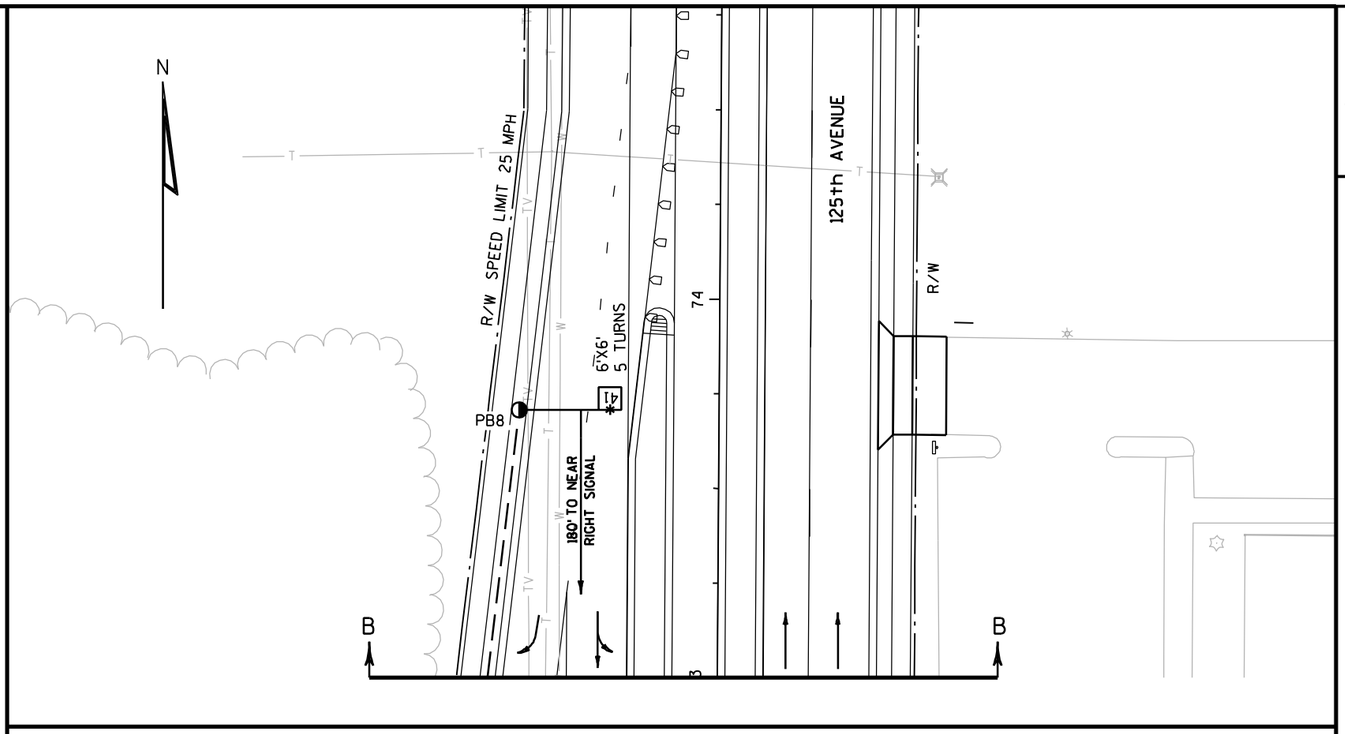
PAGE 1 OF 2

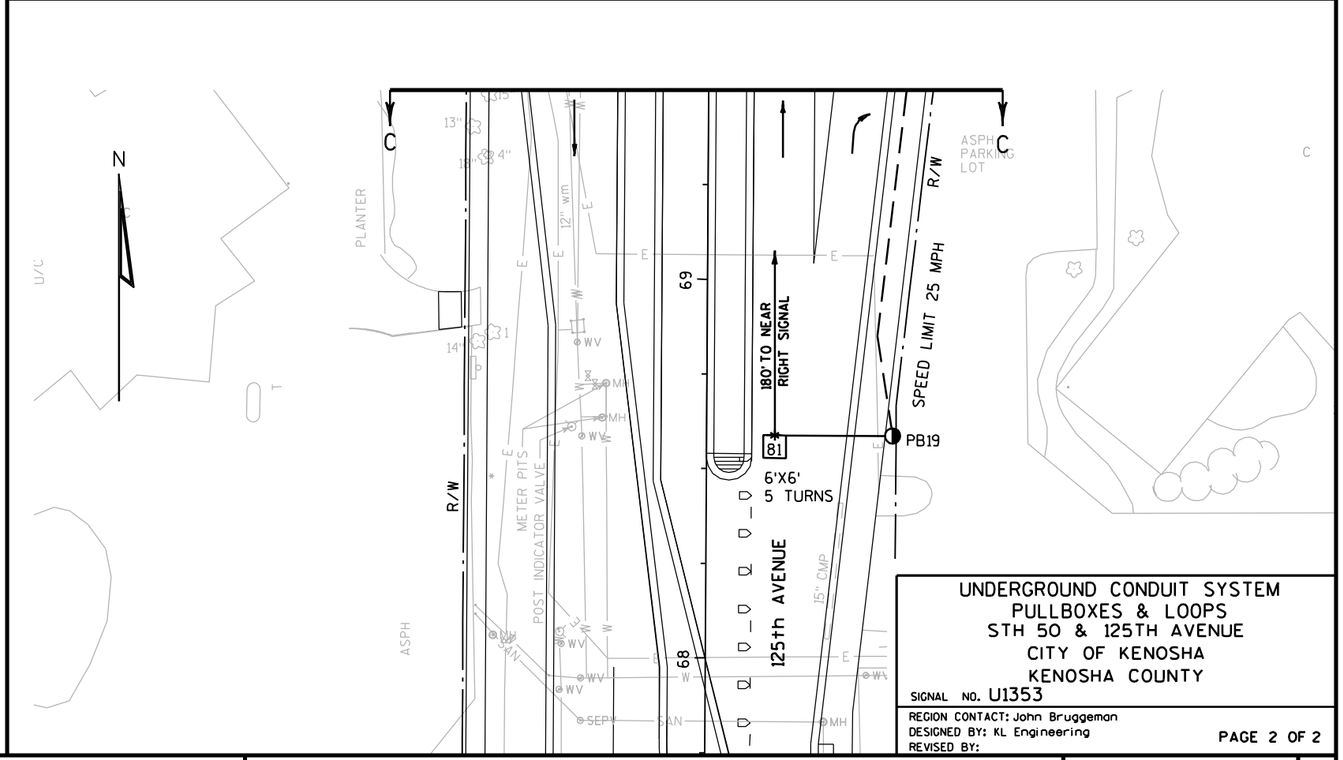
JPB 9/13/12

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL UNDERGROUND PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024001_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET







UNDERGROUND CONDUIT SYSTEM
PULLBOXES & LOOPS
STH 50 & 125TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. U1353

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL UNDERGROUND PLAN	SHEET 244	E

CONSTRUCTION NOTES:

1) * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

2) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170

3) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

4) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

5) SEE SIGNING PLAN FOR LOCATIONS OF R10-50 SIGNS TO BE USED FOR SIGNAL HEADS 18, 19, 20, 24, 25 & 26.

6) TUNNEL VISORS REQUIRED FOR SIGNAL HEADS 19 & 25.

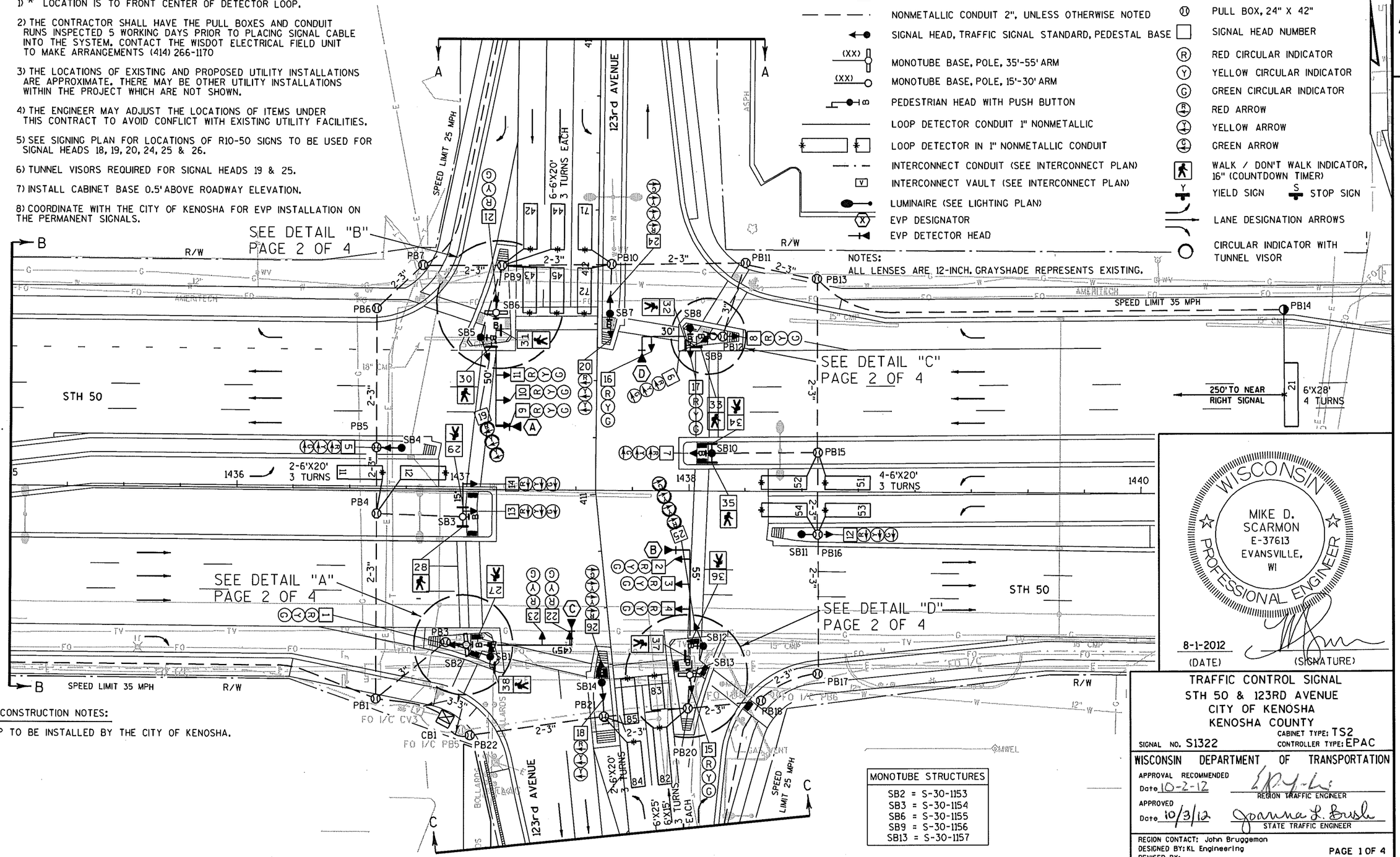
7) INSTALL CABINET BASE 0.5' ABOVE ROADWAY ELEVATION.

8) COORDINATE WITH THE CITY OF KENOSHA FOR EVP INSTALLATION ON THE PERMANENT SIGNALS.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- LUMINAIRE (SEE LIGHTING PLAN)
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK / DON'T WALK INDICATOR, 16" (COUNTDOWN TIMER)
- Y YIELD SIGN S STOP SIGN
- LANE DESIGNATION ARROWS
- CIRCULAR INDICATOR WITH TUNNEL VISOR

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



EVP CONSTRUCTION NOTES:

1) EVP TO BE INSTALLED BY THE CITY OF KENOSHA.

MONOTUBE STRUCTURES

SB2	S-30-1153
SB3	S-30-1154
SB6	S-30-1155
SB9	S-30-1156
SB13	S-30-1157

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

8-1-2012 (DATE) (SIGNATURE)

TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322
CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 10-2-12 REGION TRAFFIC ENGINEER

APPROVED
Date 10/3/12 Joanna L. Brush STATE TRAFFIC ENGINEER

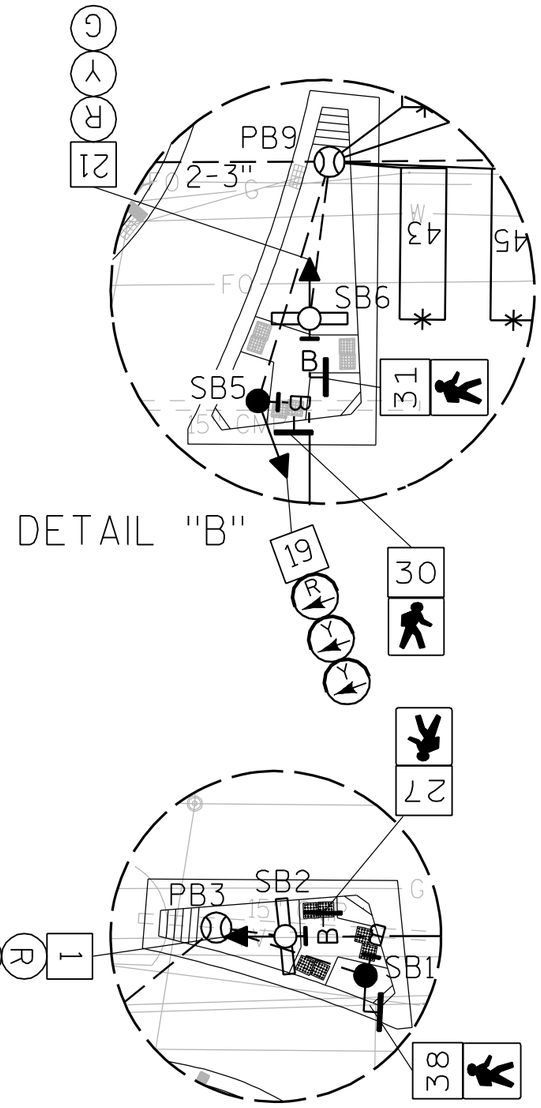
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET F

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024003_sp.dgn PLOT DATE : 10/1/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

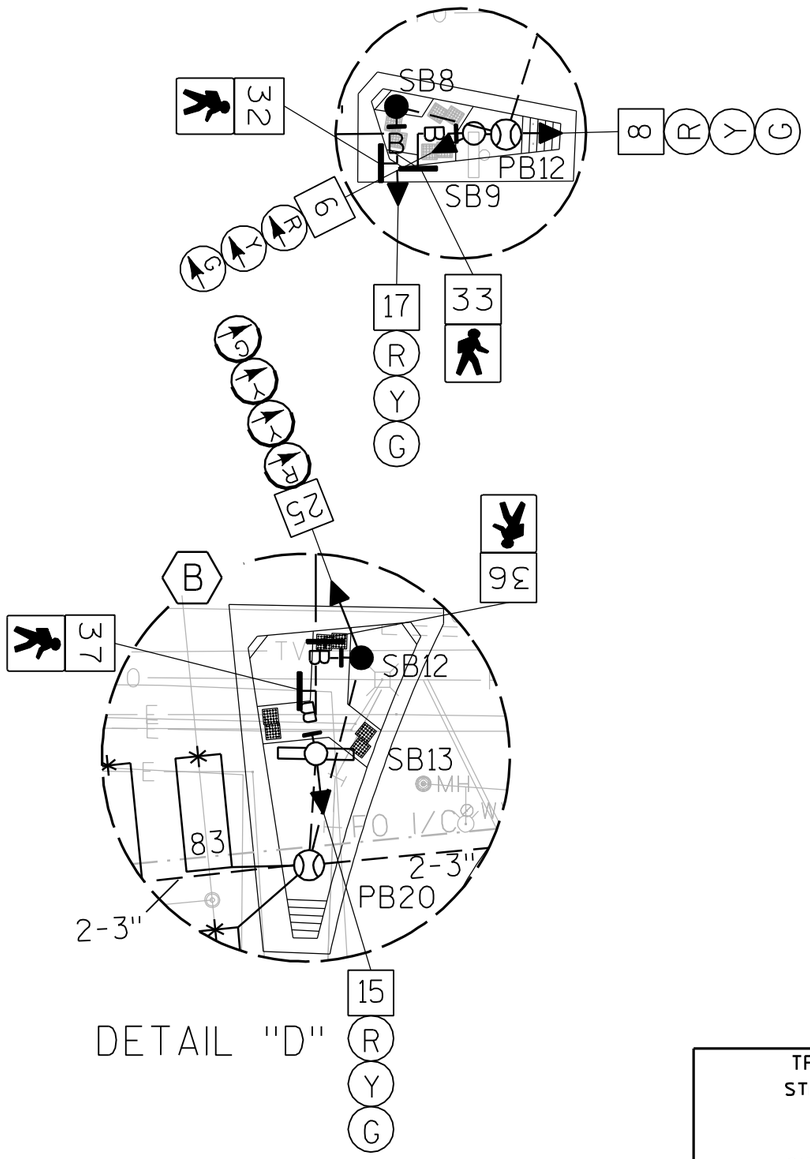
10/2/12 JPB



DETAIL "B"

DETAIL "A"

DETAIL "C"



DETAIL "D"

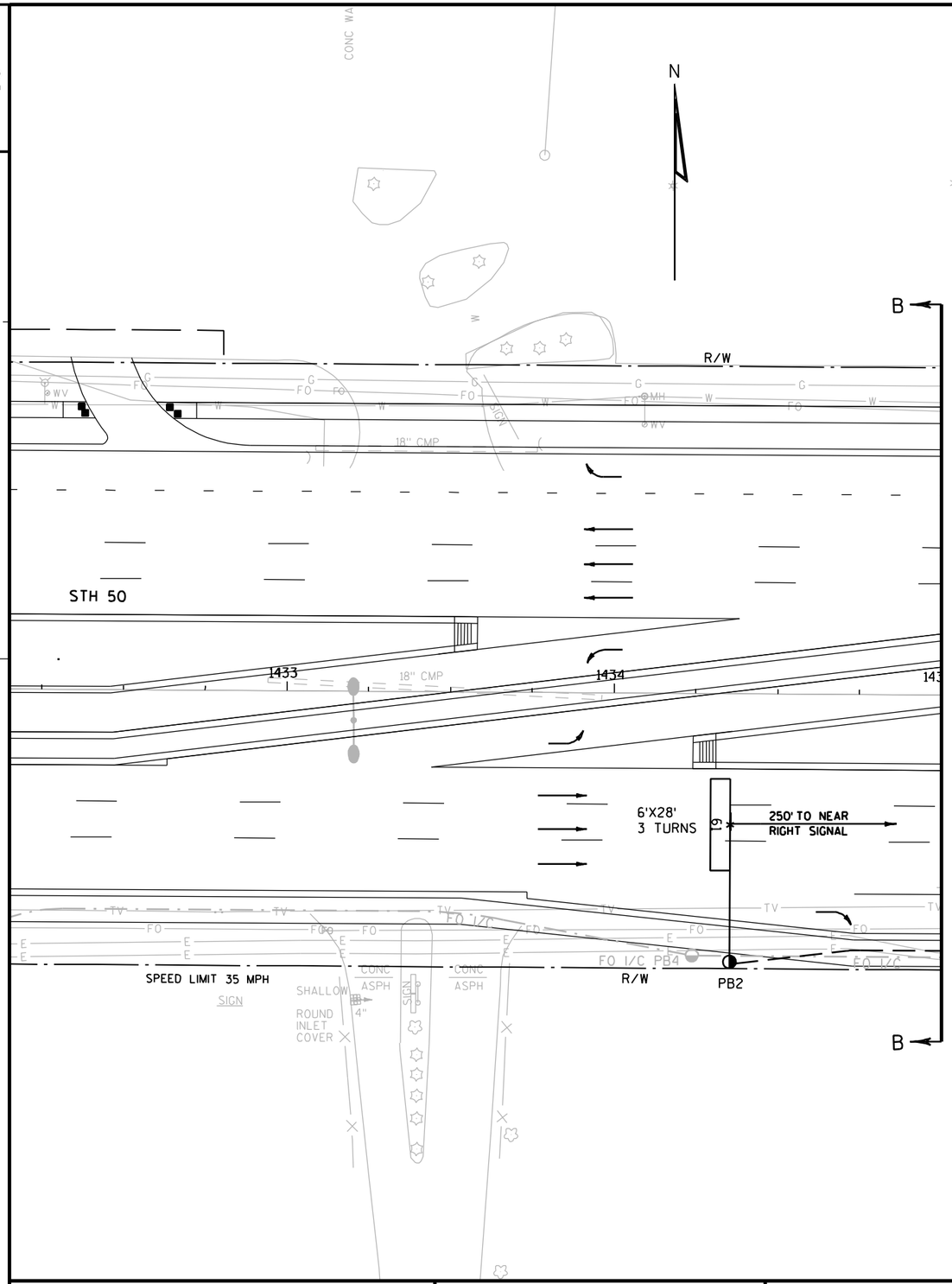
TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

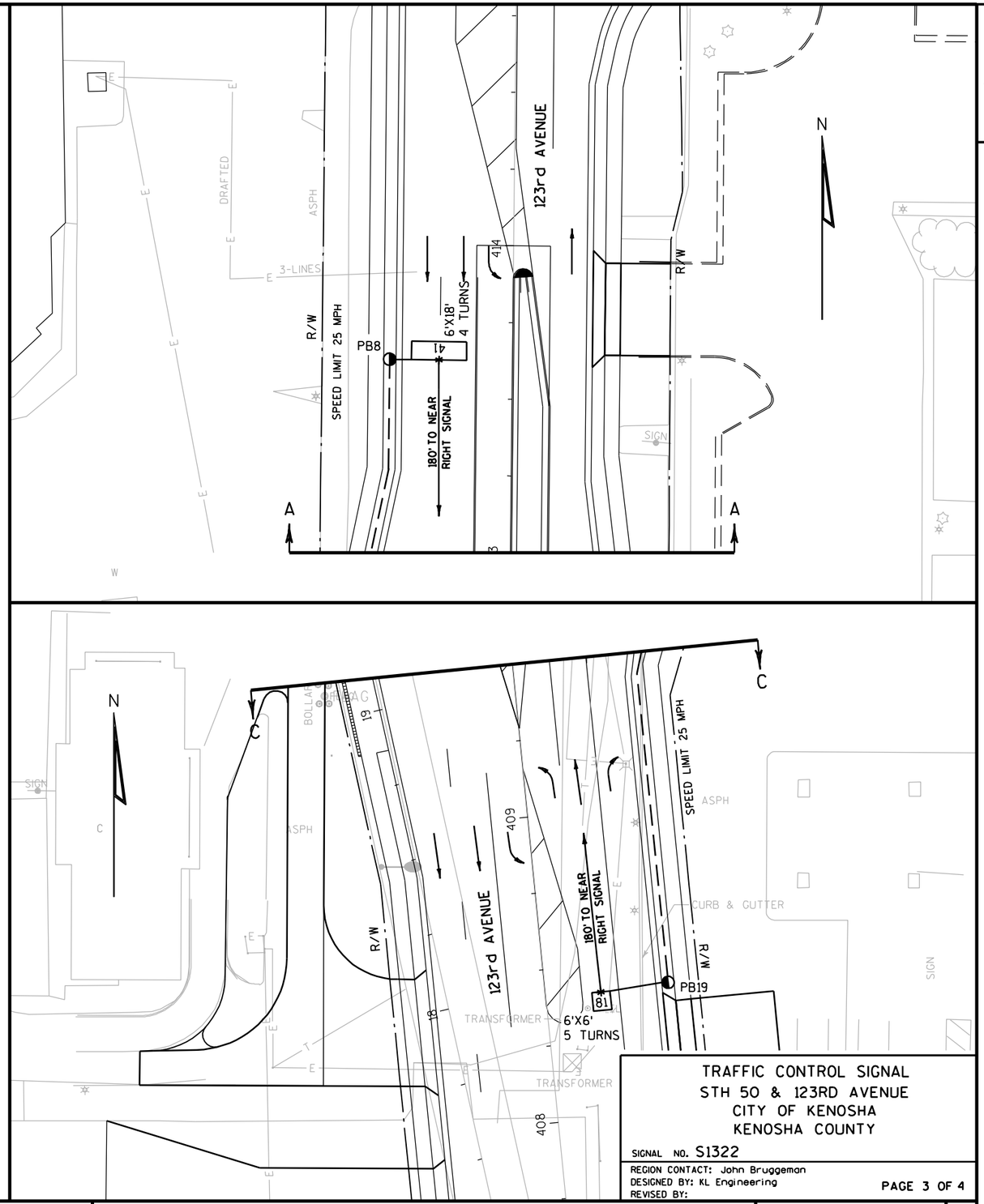
SIGNAL NO. S1322
CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 246 E





TRAFFIC CONTROL SIGNAL
STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 3 OF 4

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024004_sp.dgn PLOT DATE : 10/1/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
Ø1	5,6,7	G	Y R	R	R R			R	R R	R
Ø2	8,9,10,11	R	R R	G	Y R			R	R R	R
Ø3										
Ø4	21,22,23	R	R R	R	R R			G	Y R	R
Ø5	12,13,14	R	R R	R	R R			R	R R	R
Ø6	1,2,3,4	R	R R	R	R R			R	R R	R
Ø7	24,25,26	-	- -	-	- -			-	- -	-
Ø8	15,16,17	R	R R	R	R R			R	R R	R
Ø2P	31,32	D	D D	*	D D			D	D D	-
Ø4P	27,28,29,30	D	D D	D	D D			*	D D	-
Ø6P	37,38	D	D D	D	D D			D	D D	-
Ø8P	33,34,35,36	D	D D	D	D D			D	D D	-
OLA										
OLB	18,19,20	R	R R	R	R R			FY	Y R	R
OLC										
OLD	24,25,26	R	R R	R	R R			R	R R	R

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
Ø1	5,6,7	R	R R	R	R R	R	R R	R	R R
Ø2	8,9,10,11	R	R R	R	R R	R	R R	R	R R
Ø3									
Ø4	21,22,23	R	R R	R	R R	R	R R	R	R R
Ø5	12,13,14	G	Y R	R	R R	R	R R	R	R R
Ø6	1,2,3,4	R	R R	G	Y R	R	R R	R	R R
Ø7	24,25,26	-	- -	-	- -	G	- -	-	- -
Ø8	15,16,17	R	R R	R	R R	R	R R	G	Y R
Ø2P	31,32	D	D D	D	D D	D	D D	D	D D
Ø4P	27,28,29,30	D	D D	D	D D	D	D D	D	D D
Ø6P	37,38	D	D D	*	D D	D	D D	D	D D
Ø8P	33,34,35,36	D	D D	D	D D	D	D D	*	D D
OLA									
OLB	18,19,20	R	R R	R	R R	R	R R	R	R R
OLC									
OLD	24,25,26	R	R R	R	R R	--	Y R	FY	Y R

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

FY = FLASHING YELLOW ARROW

N

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	3	X			1	1				6X20	3
12	4	X			1	1				6X20	3
21	1	X			2	2				6X28	4
41	7			X		4			X	6X18	4
42	5	X			4	4				6X20	3
43	6	X			4	4				6X20	3
44	11	X			4	4				6X20	3
45	12	X			4	4				6X20	3
51	9	X			5	5				6X20	3
52	10	X			5	5				6X20	3
53	15	X			5	5				6X20	3
54	16	X			5	5				6X20	3
61	13	X			6	6				6X28	3
71	19	X			7	7				6X20	3
72	20	X			7	7				6X20	3
81	17			X		8			X	6X6	5
82	23	X			8	8				6X25	3
83	24	X			8	8				6X15	3
84	21	X			8	8				6X20	3
85	22	X			8	8				6X20	3

CONTROLLER LOGIC

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A" =		
O.L. "B" =		4
O.L. "C" =		
O.L. "D" =	7	8

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	x
3M	
TOMAR	
HARDWIRE	
OTHER (GPS)	x
LIFT BRIDGE	
QUEUE DETECTOR	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

NOTES:

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

AFTER PREEMPTION SEQUENCE 4+7 OR 4+8, CONTROLLER SHALL RETURN TO PHASES 4+8.

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,4,7,8
2	5 OR 6	1,4,7,8
3		
4	7 OR 8	1,2,5,6
5	1 OR 2	4,6,7,8
6	1 OR 2	4,5,7,8
7	4	1,2,5,6,8
8	4	1,2,5,6,7

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	x
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-0325
SIGNAL SYSTEM #:	SS-00-02

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 50 & 123RD AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322

CONTROLLER TYPE: EPAC CABINET TYPE: TS2

DATE 8-1-2012 PAGE NO. 4 OF 4

PROJECT NO: 1032-10-71 | HWY: STH 50 | COUNTY: KENOSHA | SEQUENCE OF OPERATIONS | SHEET 248 | E

PROJECT ID:	1032-10-71
INTERSECTION:	STH 50 & 123RD AVENUE

SIGNAL CONDUCTOR COLOR CODING	BLK = BLACK	RED = RED	GRN = GREEN
	WHT = WHITE	BLU = BLUE	ORG = ORANGE

CB1 TO	No. OF #14 AWG CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASHING YELLOW	<GREEN>	D/WALK	WALK		
SB1	12	38								BLK	BLU		
		BUTTON										WHT/BLK	
SB2	12	1	RED/BLK	ORG/BLK	GRN/BLK								
		22	RED	ORG	GRN								
		23	RED	ORG	GRN								
		27								BLK	BLU		
		BUTTON										WHT/ BLK	
SB3	12	13				RED	ORG		GRN				
		14				RED	ORG		GRN				
		28								BLK	BLU		
		BUTTON										WHT/BLK	
		29								BLK	BLU		
SB4	12	5				RED	ORG		GRN				
SB5	12	19				RED	ORG	BLK/WHT					
		30								BLK	BLU		
		BUTTON										WHT/BLK	
SB6	12	9	RED/BLK	ORG/BLK	GRN/BLK								
		10	RED/BLK	ORG/BLK	GRN/BLK								
		11	RED/BLK	ORG/BLK	GRN/BLK								
		21	RED	ORG	GRN								
		31								BLK	BLU		
		BUTTON										WHT/BLK	
SB7	12	20				RED	ORG	BLK/WHT					
		24				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
		BUTTON										WHT/BLK	
SB8	12	17	RED	ORG	GRN								
		32								BLK/WHT	BLU/BLK		
		BUTTON										WHT/BLK	
SB9	15	6				RED/BLK	ORG/BLK		GRN/BLK				
		8	RED/WHT	BLU/WHT	GRN/WHT								
		16	RED	ORG	GRN								
		33								BLK/RED	BLU		
		BUTTON										WHT/BLK	
SB10	12	7				RED	ORG		GRN				
		34								BLK	BLU		
		BUTTON										WHT/BLK	
		35								BLK	BLU		
SB11	12	12				RED	ORG		GRN				
SB12	12	25				RED	ORG	BLK/WHT	GRN				
		36								BLK	BLU		
		BUTTON										WHT/BLK	
SB13	12	2	RED/BLK	ORG/BLK	GRN/BLK								
		3	RED/BLK	ORG/BLK	GRN/BLK								
		4	RED/BLK	ORG/BLK	GRN/BLK								
		15	RED	ORG	GRN								
		37								BLK	BLU		
		BUTTON										WHT/BLK	
SB14	12	18				RED	ORG	BLK/WHT					
		26				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
		BUTTON										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP

FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	CB1

PULL BOX BONDING JUMPER (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP

FROM	TO	FROM	TO
PB1	CB1	PB12	SB9
PB3	SB2	PB13	SB9
PB4	SB3	PB15	SB10
PB5	SB4	PB16	SB11
PB6	SB6	PB17	SB13
PB7	SB6	PB18	SB13
PB9	SB6	PB20	SB13
PB10	SB7	PB21	SB14
PB11	SB9	PB22	CB1

1. USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18-INCHES LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO CAMERA
- VIDEO DETECTION ZONE
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- V INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- LUMINAIRE (SEE LIGHTING PLAN)
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK / DON'T WALK INDICATOR, 16" (COUNTDOWN TIMER)
- Y YIELD SIGN S STOP SIGN
- LANE DESIGNATION ARROWS
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE:
ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING.

CONSTRUCTION NOTES:

1) * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

2) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170

3) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

4) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

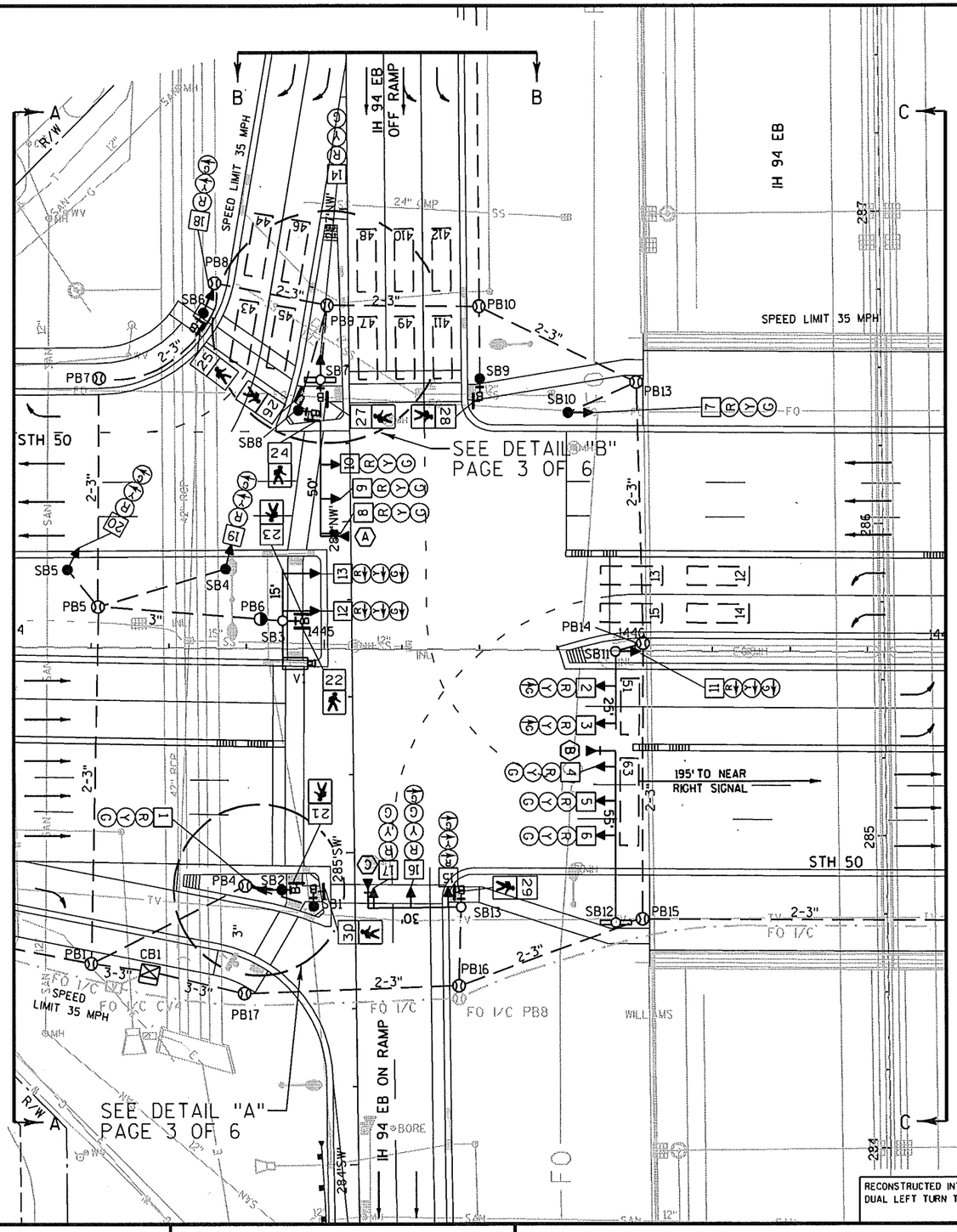
5) TYPE I SPREAD FOOTING REQUIRED FOR SB6.

6) INSTALL CABINET BASE 0.5' ABOVE ROADWAY ELEVATION.

7) COORDINATE WITH THE CITY OF KENOSHA FOR EVP INSTALLATION ON THE PERMANENT SIGNALS.

8) SEE DETAIL OF LOOP DETECTOR WITH 12" PULLBOX FOR LOOPS 21, 22, 41, 42, 61, 62, 81, 82 & 83.

9) POSITION THE VIDEO CAMERA AND LUMINAIRE ARM DIRECTLY AS DIRECTED BY THE ENGINEER.



N

EVP CONSTRUCTION NOTES:

1) EVP TO BE INSTALLED BY THE CITY OF KENOSHA.

MONOTUBE STRUCTURES
SB3 = S-30-1138
SB7 = S-30-1139
SB11 = S-30-1140
SB12 = S-30-1141
SB13 = S-30-1142

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE)
(SIGNATURE)

RECONSTRUCTED INTERSECTION
DUAL LEFT TURN THREE APPROACHES
3-14-88

REVISION				
Rev. No.	RECONSTRUCT INTERCHANGE			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
2	10-2-12	EDW	10/3/12	JPB

TRAFFIC CONTROL SIGNAL
IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY
CABINET TYPE: TS2
SIGNAL NO. S0325 CONTROLLER TYPE: EPAC

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 3/14/88 — EDWARD FRIEDE, REGION TRAFFIC ENGINEER

APPROVED
Date 3/24/88 — H.O. PRICE, STATE TRAFFIC ENGINEER

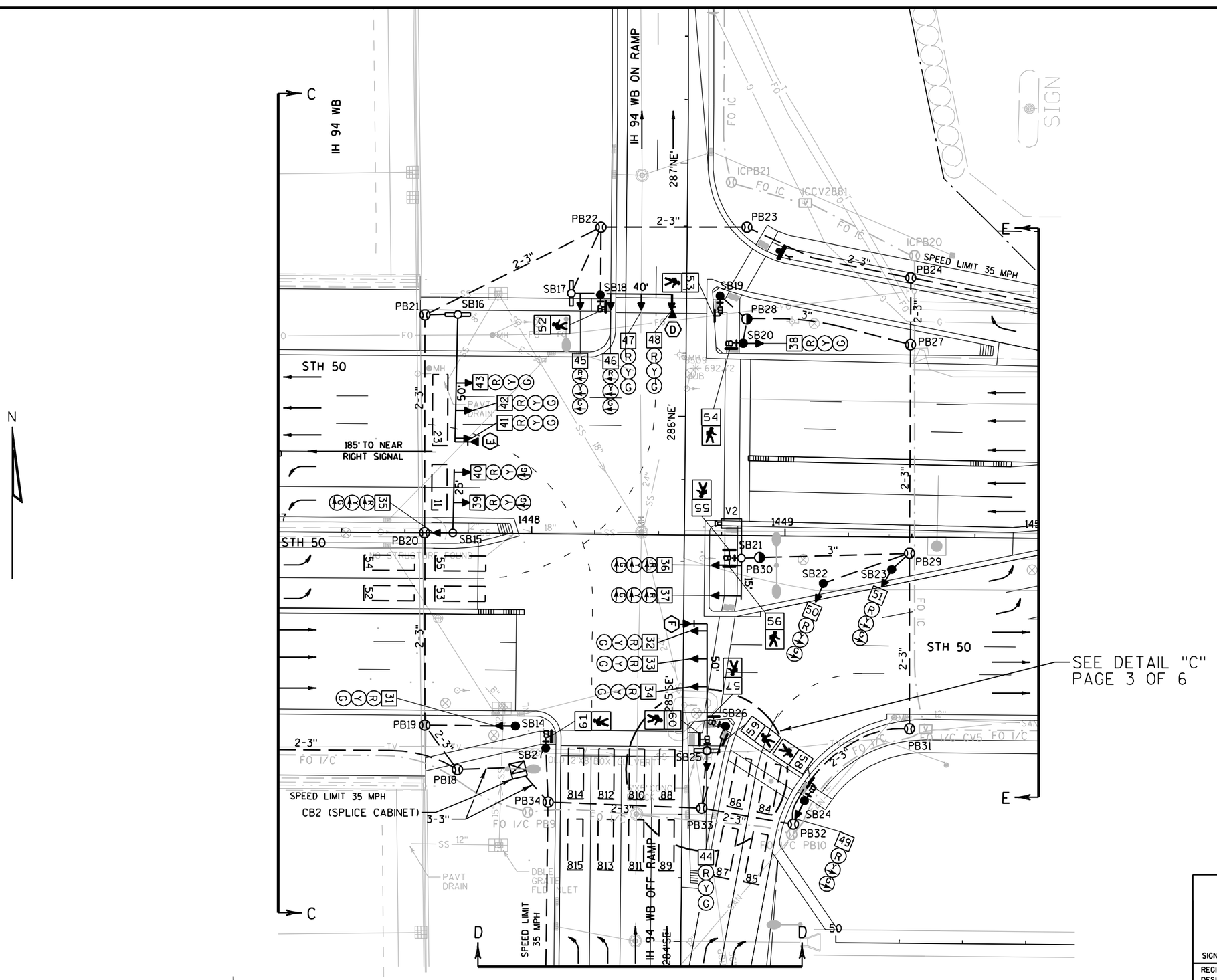
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:
PAGE 1 OF 6

10/2/12 JPB

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET F

FILE NAME : g:\rosmith\r100820\dgn\DGN PLAN SHEETS\024005_sp.dgn
PLOT DATE : 10/1/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

2



MONOTUBE STRUCTURES
SB15 = S-30-1143
SB16 = S-30-1144
SB17 = S-30-1145
SB21 = S-30-1146
SB25 = S-30-1147

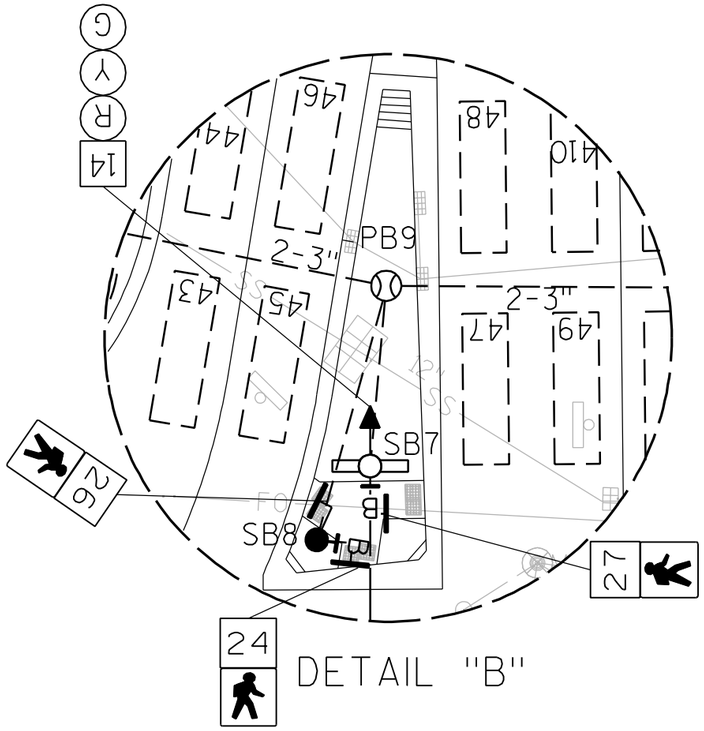
TRAFFIC CONTROL SIGNAL
IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0325
CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

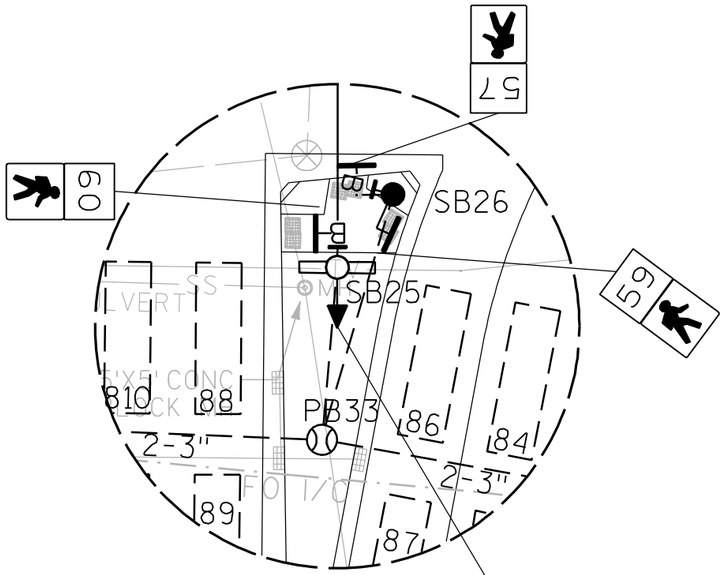
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 251	E



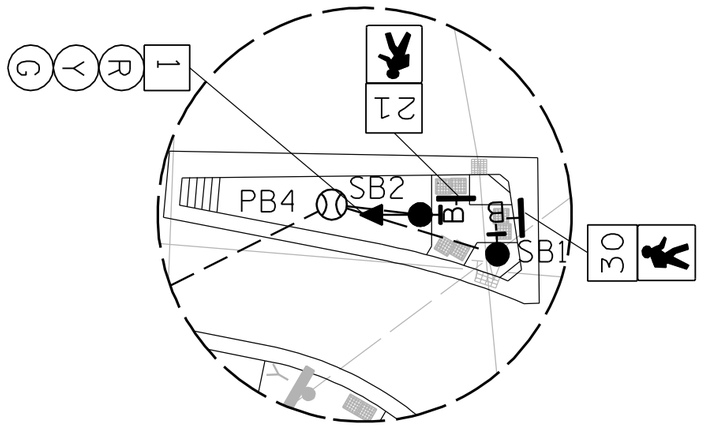
DETAIL "B"



DETAIL "C"







DETAIL "A"

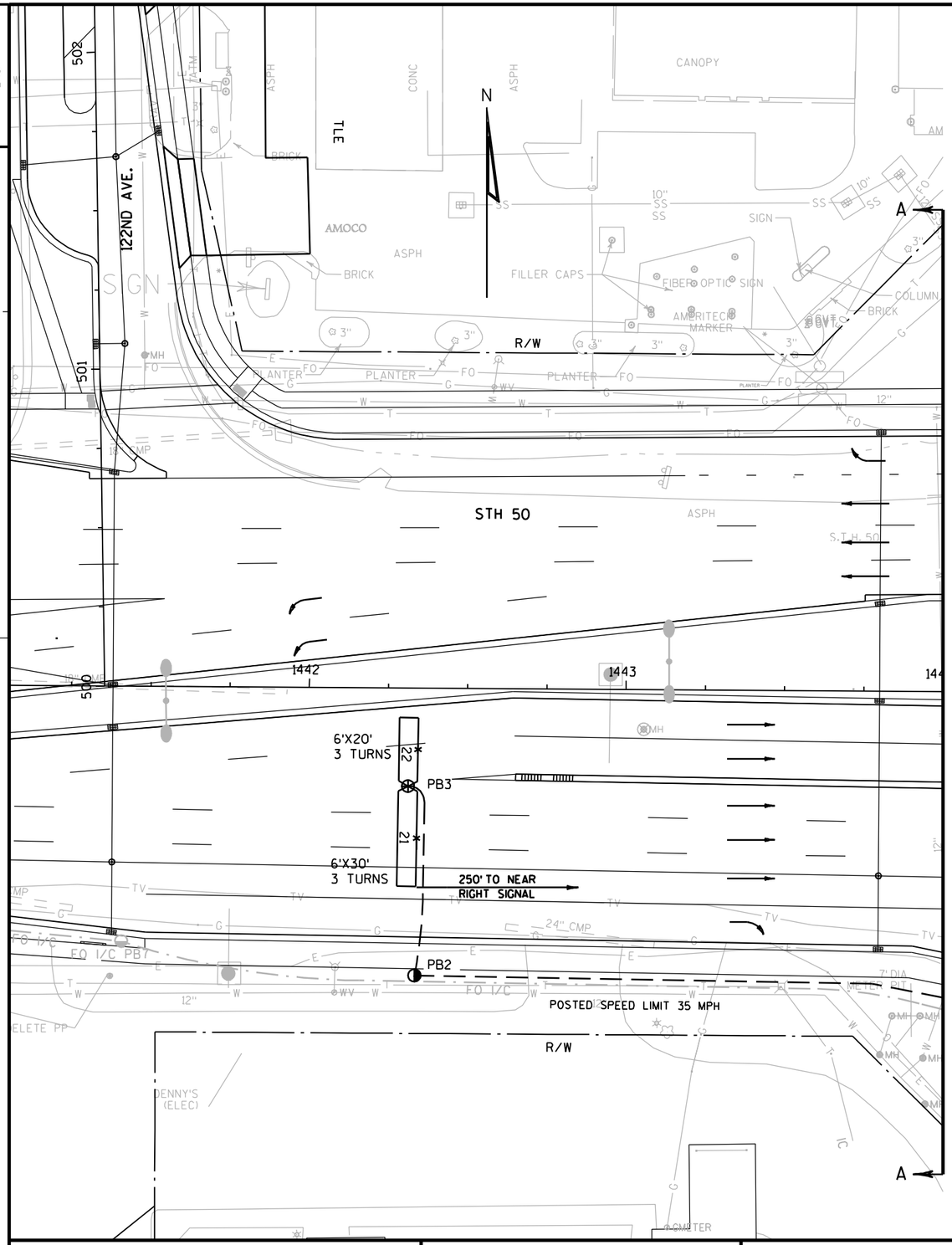
TRAFFIC CONTROL SIGNAL
IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

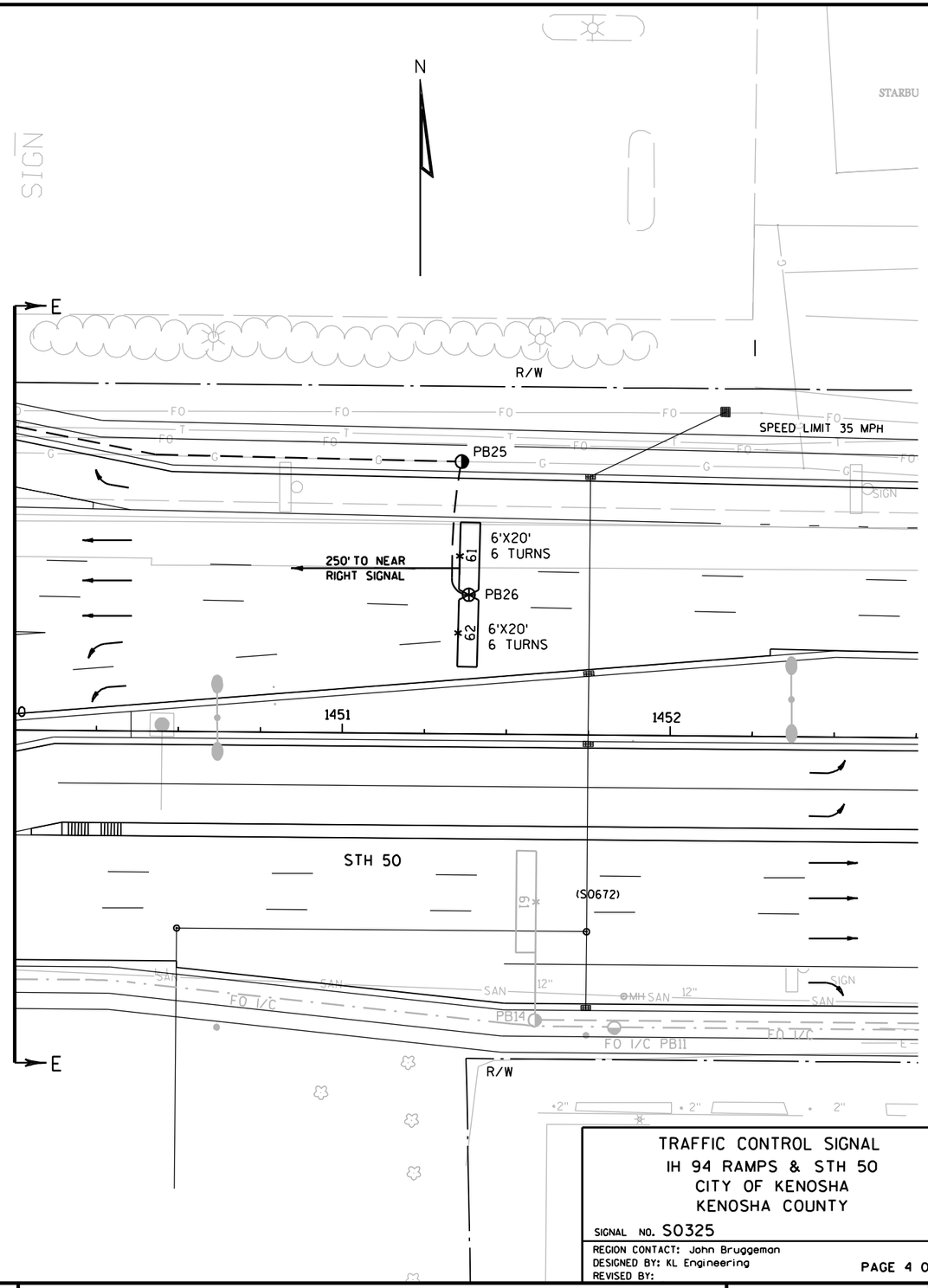
SIGNAL NO. S0325
CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 252	E





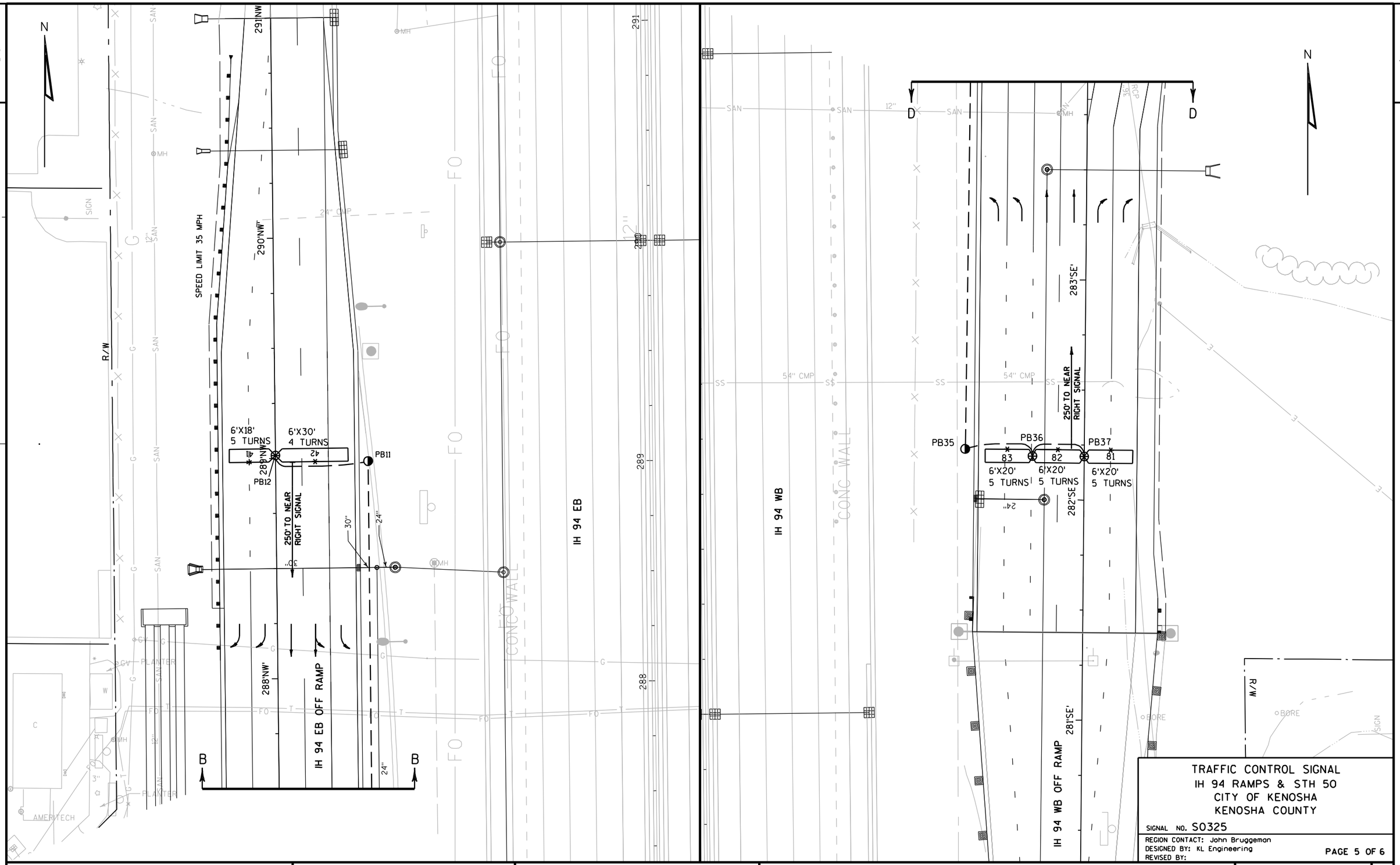
TRAFFIC CONTROL SIGNAL
IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0325

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 253	E



TRAFFIC CONTROL SIGNAL
IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0325

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 5 OF 6

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 254	E

SEQUENCE OF OPERATION

*** WEST RAMP
RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 ** Ø2					Ø2 R/W	Ø2 ** Ø1					Ø3 R/W	Ø3 **					Ø4 R/W	Ø4 **					FLASH
Ø1	11,12,13	G	Y	R				R	R	R										R	R	R				R
Ø2	1,2,3,4,5,6	R	R	R				D	Y	R										R	R	R				R
Ø3	--	-	-	-				-	-	-										-	-	-				-
Ø4	14,15,16,17,18,19,20	A	A	A				A	A	A										C	B	A				A
Ø5	35,36,37	R	R	R				R	R	R										R	R	R				R
Ø6	38,39,40,41,42,43	R	R	R				R	R	R										R	R	R				R
Ø7	--	-	-	-				-	-	-										-	-	-				-
Ø8	44,45,46,47,48,49,50,51	A	A	A				A	A	A										A	A	A				A
Ø2P	25,26,27,28,29,30	D	D	D				*	D	D										D	D	D				-
Ø4P	21,22,23,24	D	D	D				D	D	D										*	D	D				-
Ø6P	52,53,58,59,60,61	D	D	D				D	D	D										D	D	D				-
Ø8P	54,55,56,57	D	D	D				D	D	D										D	D	D				-
OLA	7,8,9,10	G	Y	R	G	G		G	Y	R	G	G								R	R	R				R
OLB	31,32,33,34	R	R	R				R	R	R										R	R	R				R

BARRIER

*** EAST RAMP
RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 ** Ø6					Ø6 R/W	Ø6 ** Ø5					Ø7 R/W	Ø7 **					Ø8 R/W	Ø8 **				
Ø1	11,12,13	R	R	R				R	R	R										R	R	R			
Ø2	38,39,40,41,42,43	R	R	R				R	R	R										R	R	R			
Ø3	--	-	-	-				-	-	-										-	-	-			
Ø4	14,15,16,17,18,19,20	A	A	A				A	A	A										A	A	A			
Ø5	35,36,37	G	Y	R				R	R	R										R	R	R			
Ø6	1,2,3,4,5,6	R	R	R				D	Y	R										R	R	R			
Ø7	--	-	-	-				-	-	-										-	-	-			
Ø8	44,45,46,47,48,49,50,51	A	A	A				A	A	A										C	B	A			
Ø2P	25,26,27,28,52,53	D	D	D				D	D	D										D	D	D			
Ø4P	21,22,23,24	D	D	D				D	D	D										D	D	D			
Ø6P	29,30,58,59,60,61	D	D	D				*	D	D										D	D	D			
Ø8P	54,55,56,57	D	D	D				D	D	D										*	D	D			
OLA	7,8,9,10	R	R	R				R	R	R										R	R	R			
OLB	31,32,33,34	G	Y	R	G	G		G	Y	R	G	G								R	R	R			

MULTIPLE SIGNAL INDICATIONS LEGEND

'A' = R / R	'B' = Y / Y / Y	'C' = G / G / G	'D' = G / G

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

*** RING 1 SHALL CONTROL THE WEST RAMP

*** RING 2 SHALL CONTROL THE EAST RAMP

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11				X		1			X	VIDEO	
12		X			1	1				VIDEO	
13		X			1	1				VIDEO	
14		X			1	1				VIDEO	
15		X			1	1				VIDEO	
21	3	X			2	2				6X30	3
22	4	X			2	2				6X20	3
23		X			2	2				VIDEO	
41	1			X		4			X	6X18	5
42	2			X		4			X	6X30	4
43		X			4	4		X		VIDEO	
44		X			4	4		X		VIDEO	
45		X			4	4				VIDEO	
46		X			4	4				VIDEO	
47		X			4	4				VIDEO	
48		X			4	4				VIDEO	
49		X			4	4				VIDEO	
410		X			4	4				VIDEO	
411		X			4	4				VIDEO	
412		X			4	4				VIDEO	
51				X		5			X	VIDEO	
52		X			5	5				VIDEO	
53		X			5	5				VIDEO	
54		X			5	5				VIDEO	
55		X			5	5				VIDEO	
61		X			6	6				6X20	6
62		X			6	6				6X20	6
63		X			6	6				VIDEO	
81	5			X		8			X	6X20	5
82	6			X		8			X	6X20	5
83	11			X		8			X	6X20	5
84		X			8	8		X		VIDEO	
85		X			8	8		X		VIDEO	
86		X			8	8				VIDEO	
87		X			8	8				VIDEO	
88		X			8	8				VIDEO	
89		X			8	8				VIDEO	
810		X			8	8				VIDEO	
811		X			8	8				VIDEO	
812		X			8	8				VIDEO	
813		X			8	8				VIDEO	
814		X			8	8				VIDEO	
815		X			8	8				VIDEO	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D	E	F
MOVEMENT						
PHASE	1	2+5	4	8	1+6	5

NOTES:

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

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

CONTROLLER LOGIC

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	x
3M	
TOMAR	
HARDWIRE	
OTHER (GPS)	x
LIFT BRIDGE	
QUEUE DETECTOR	

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

N

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5,6,8	2,4
2	5,6,8	1,4
3		
4	5,6,8	1,2
5	1,2,4	6,8
6	1,2,4	5,8
7		
8	1,2,4	5,6

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	x
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-0325
SIGNAL SYSTEM *:	SS-00-02

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

OVERLAPS

O.L. "A" = Ø1,Ø2
O.L. "B" = Ø5,Ø6

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. RING 2 SHALL LAG RING 1 BASED ON THE TIMING PLAN.

IH 94 RAMPS & STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0325

CONTROLLER TYPE: EPAC CABINET TYPE: TS2

DATE 8/1/2012 PAGE NO. 6 OF 6

PROJECT ID:	1032-10-71
INTERSECTION:	STH 50 & IH 94 INTERCHANGE 1 OF 2

SIGNAL CONDUCTOR COLOR CODING	BLK = BLACK	RED = RED	GRN = GREEN
	WHT = WHITE	BLU = BLUE	ORG = ORANGE

CB1 TO	No. OF #14 AWG CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN> ^	D/WALK	WALK		
SB1	12	30							BLK	BLU		
		BUTTON									WHT/BLK	
SB2	12	1	RED	ORG	GRN							
		21							BLK	BLU		
		BUTTON									WHT/BLK	
SB3	12	12				RED	ORG	GRN				
		13				RED	ORG	GRN				
		22							BLK	BLU		
		BUTTON									WHT/BLK	
		23							BLK	BLU		
SB4	12	19	RED				ORG	GRN				
SB5	12	20	RED				ORG	GRN				
SB6	12	18	RED				ORG	GRN				
		25							BLK	BLU		
		BUTTON									WHT/BLK	
SB7	12	8	RED/BLK	ORG/BLK	GRN/BLK							
		9	RED/BLK	ORG/BLK	GRN/BLK							
		10	RED/BLK	ORG/BLK	GRN/BLK							
		14	RED	ORG	GRN							
		27							BLK	BLU		
		BUTTON									WHT/BLK	
SB8	12	24							BLK	BLU		
		BUTTON									WHT/BLK	
		26							BLK/WHT	BLU/BLK		
		BUTTON									WHT/RED	
SB9	12	28							BLK	BLU		
		BUTTON									WHT/BLK	
SB10	12	7	RED	ORG	GRN							
SB11	12	2	RED	ORG				GRN				
		3	RED	ORG				GRN				
		11				RED/BLK	ORG/BLK	GRN/BLK				
SB12	12	4	RED	ORG	GRN							
		5	RED	ORG	GRN							
		6	RED	ORG	GRN							
SB13	12	15				RED	ORG	GRN				
		16	RED	ORG	GRN			GRN				
		17	RED	ORG	GRN							
		29							BLK	BLU		
		BUTTON									WHT/BLK	
CB2	2 - 12											

EQUIPMENT GROUNDING CONDUCTOR (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1
CB1	CB2

PULL BOX BONDING JUMPER (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
PB1	CB1
PB4	SB2
PB5	SB5
PB6	SB3
PB7	SB6
PB8	SB6
PB9	SB7
PB10	SB9
PB13	SB10
PB14	SB11
PB15	SB12
PB16	SB13
PB17	CB1

1. USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18-INCHES LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

PROJECT ID:	1032-10-71
INTERSECTION:	STH 50 & IH 94 INTERCHANGE 2 OF 2

SIGNAL CONDUCTOR COLOR CODING	BLK = BLACK	RED = RED	GRN = GREEN
	WHT = WHITE	BLU = BLUE	ORG = ORANGE

CB2 TO	No. OF #14 AWG CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	D/WALK	WALK		
SB14	12	31	RED	ORG	GRN							
SB15	12	35				RED/BLK	ORG/BLK	GRN/BLK				
		39	RED	ORG				GRN				
		40	RED	ORG				GRN				
SB16	12	41	RED	ORG	GRN							
		42	RED	ORG	GRN							
		43	RED	ORG	GRN							
SB17	12	45				RED	ORG	GRN				
		46				RED	ORG	GRN				
		47	RED	ORG				GRN				
		48	RED	ORG				GRN				
SB18	12	52							BLK	BLU		
		BUTTON									WHT/BLK	
SB19	12	53							BLK	BLU		
		BUTTON									WHT/BLK	
SB20	12	38	RED	ORG	GRN							
		54							BLK	BLU		
		BUTTON									WHT/BLK	
SB21	12	36				RED	ORG	GRN				
		37				RED	ORG	GRN				
		55							BLK	BLU		
		BUTTON									WHT/BLK	
		56							BLK	BLU		
SB22	12	50	RED				ORG	GRN				
SB23	12	51	RED				ORG	GRN				
SB24	12	49	RED				ORG	GRN				
		58							BLK	BLU		
		BUTTON									WHT/BLK	
SB25	12	32	RED/BLK	ORG/BLK	GRN/BLK							
		33	RED/BLK	ORG/BLK	GRN/BLK							
		34	RED/BLK	ORG/BLK	GRN/BLK							
		44	RED	ORG	GRN							
		60							BLK	BLU		
		BUTTON									WHT/BLK	
SB26	12	57							BLK	BLU		
		BUTTON									WHT/BLK	
		59							BLK/WHT	BLU/BLK		
		BUTTON									WHT/RED	
SB27	12	61							BLK	BLU		
		BUTTON									WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
CB2	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	SB20
SB20	SB21
SB21	SB22
SB22	SB23
SB23	SB24
SB24	SB25
SB25	SB26
SB26	SB27
SB27	CB2

PULL BOX BONDING JUMPER (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
PB18	CB2
PB19	SB14
PB20	SB15
PB21	SB16
PB22	SB17
PB23	SB17
PB24	SB20
PB27	SB20
PB28	SB20
PB29	SB23
PB30	SB21
PB32	SB24
PB33	SB25
PB34	CB2

1. USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18-INCHES LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

CONSTRUCTION NOTES:

1) * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.

2) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170

3) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

4) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

5) SEE SIGNING PLAN FOR LOCATIONS OF R10-50 SIGNS TO BE USED FOR SIGNAL HEADS 18, 19, 20, 24, 25 & 26.

6) TUNNEL VISORS REQUIRED FOR SIGNAL HEADS 19 & 25.

7) INSTALL CABINET BASE 0.5' ABOVE ROADWAY ELEVATION.

8) COORDINATE WITH THE CITY OF KENOSHA FOR EVP INSTALLATION ON THE PERMANENT SIGNALS.

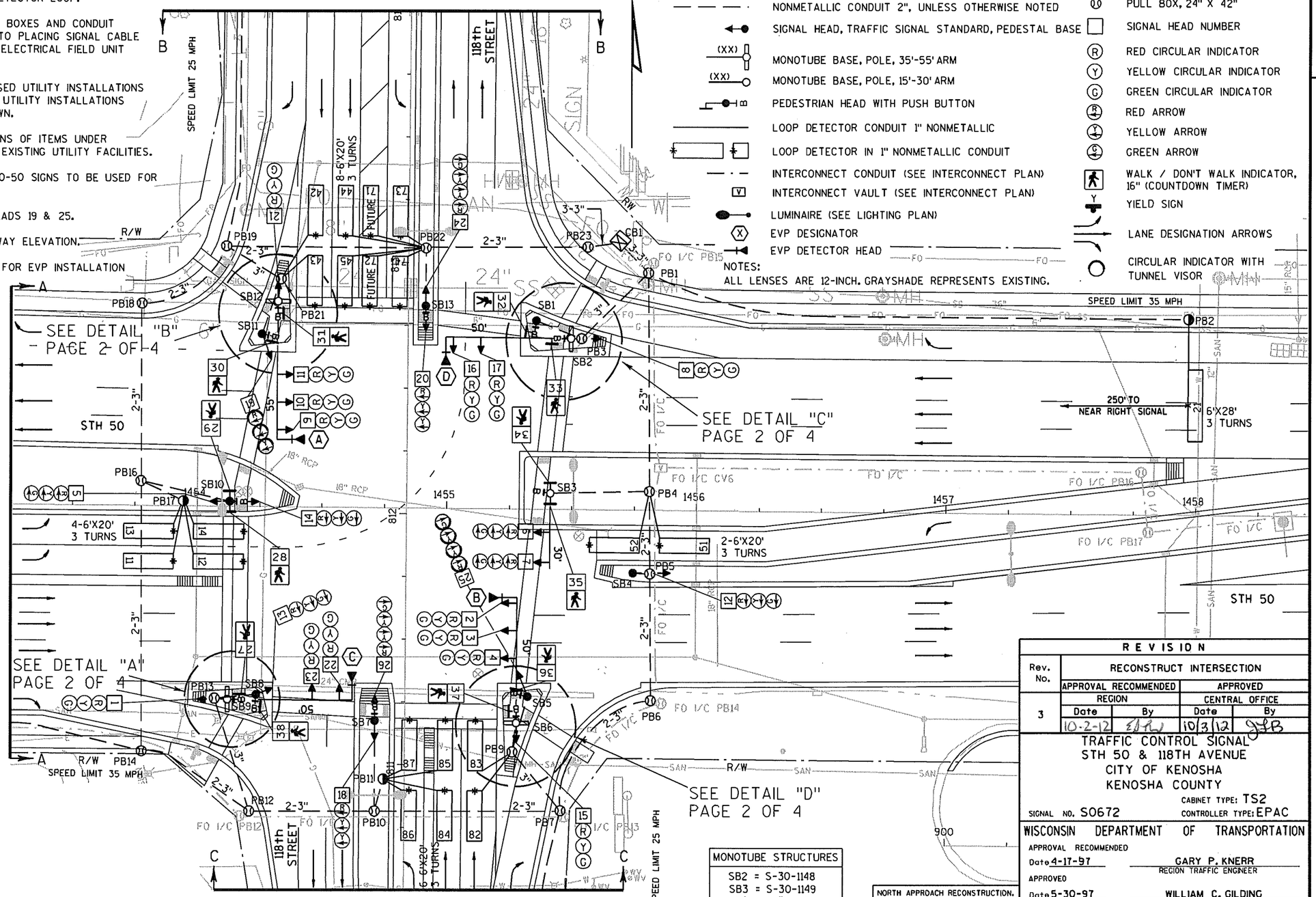
EVP CONSTRUCTION NOTES:

1) EVP TO BE INSTALLED BY THE CITY OF KENOSHA.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- INTERCONNECT CONDUIT (SEE INTERCONNECT PLAN)
- INTERCONNECT VAULT (SEE INTERCONNECT PLAN)
- LUMINAIRE (SEE LIGHTING PLAN)
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK / DON'T WALK INDICATOR, 16" (COUNTDOWN TIMER)
- YIELD SIGN
- LANE DESIGNATION ARROWS
- CIRCULAR INDICATOR WITH TUNNEL VISOR

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



MONOTUBE STRUCTURES
SB2 = S-30-1148
SB3 = S-30-1149
SB6 = S-30-1150
SB9 = S-30-1151
SB12 = S-30-1152

NORTH APPROACH RECONSTRUCTION. INSTALL LOOP 41 10-2010

CHANGE EMERGENCY FLASH TO R-R 10-2009

REVISION				
Rev. No.	RECONSTRUCT INTERSECTION			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
3	10-2-12		10/3/12	JPB

TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TS2
SIGNAL NO. S0672 CONTROLLER TYPE: EPAC

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 4-17-97 GARY P. KNERR, REGION TRAFFIC ENGINEER

APPROVED
Date 5-30-97 WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 1 OF 4

WISCONSIN PROFESSIONAL ENGINEER
MIKE D. SCARMON
E-37613
EVANSVILLE, WI

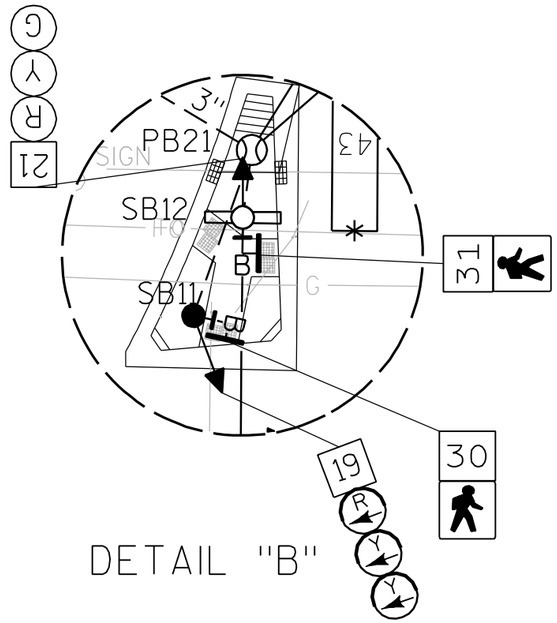
8-1-2012 (DATE) (SIGNATURE)

10/2/12 JPB

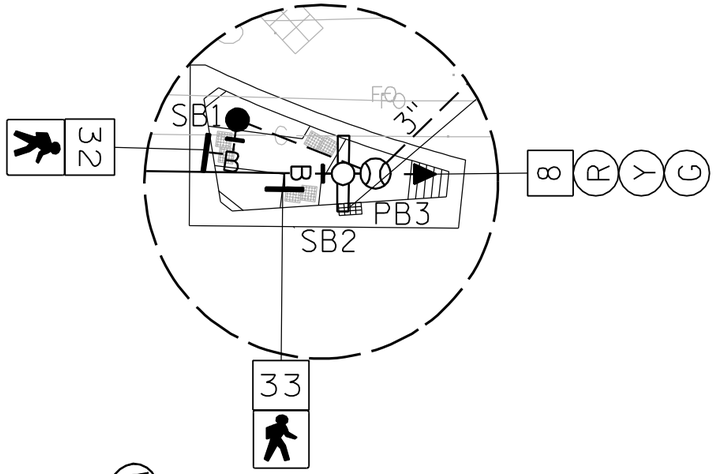
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024008_sp.dgn PLOT DATE : 10/1/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

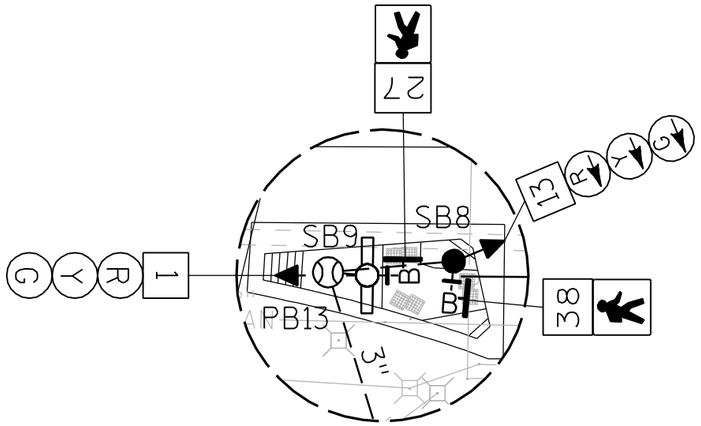
WISDOT/CADDS SHEET 42



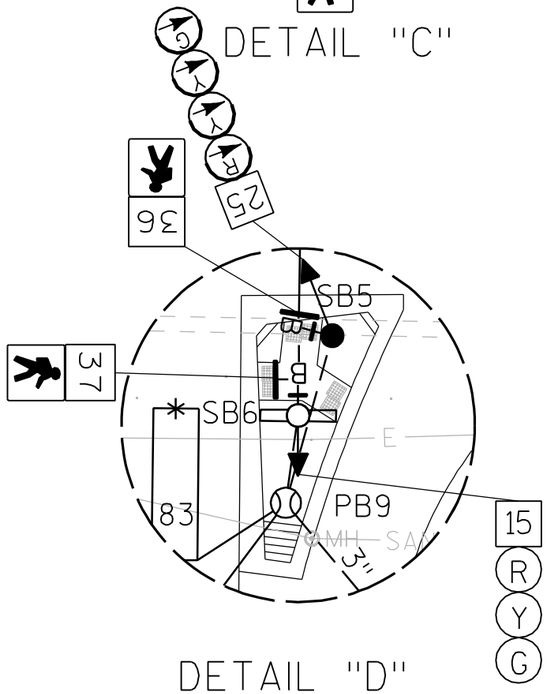
DETAIL "B"



DETAIL "C"



DETAIL "A"



DETAIL "D"

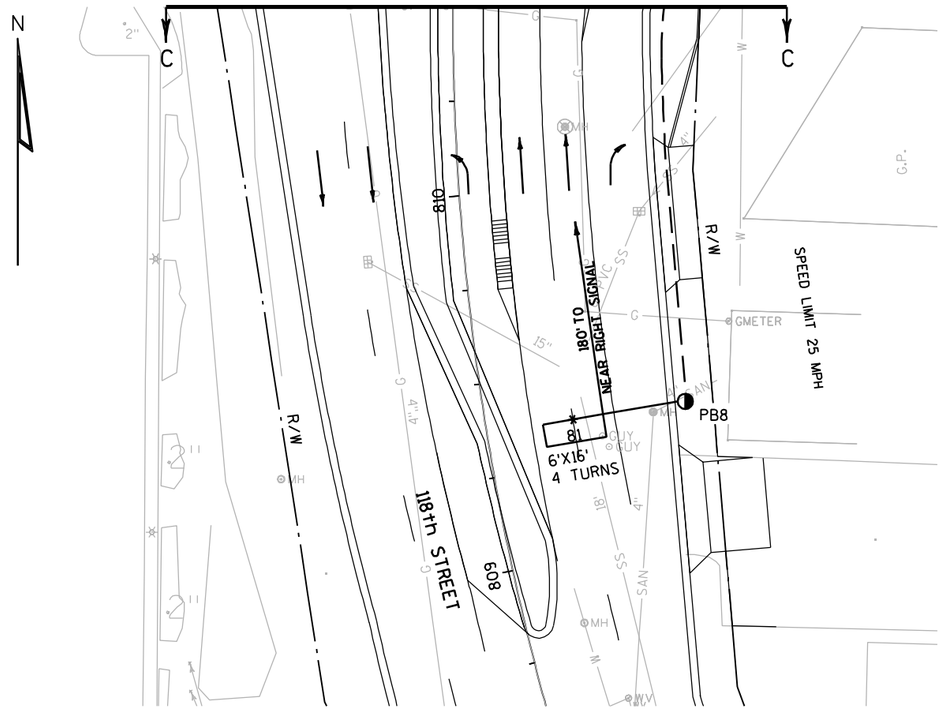
TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

CABINET TYPE: TS2
SIGNAL NO. S0672 CONTROLLER TYPE: EPAC

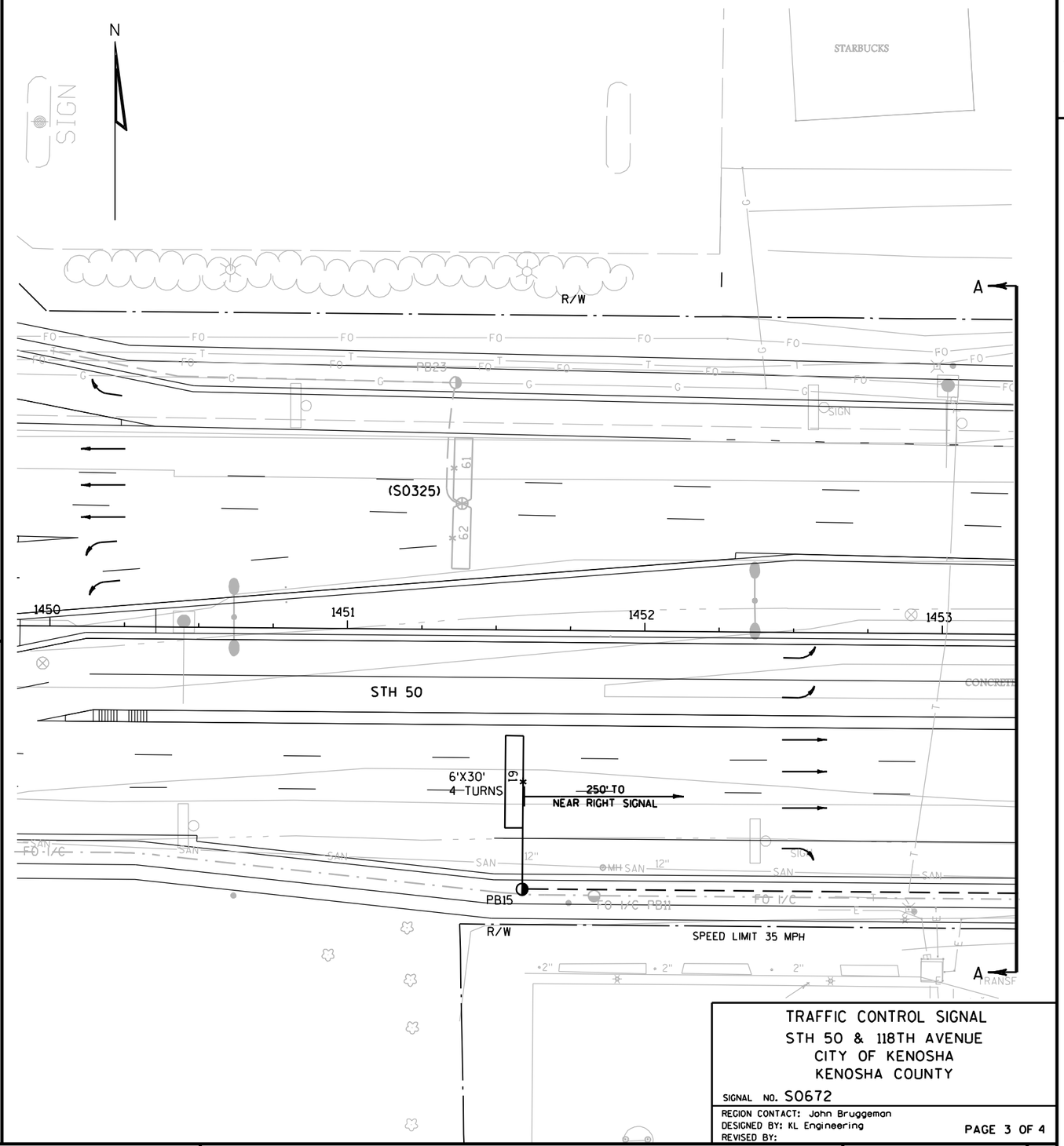
REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 259	E







TRAFFIC CONTROL SIGNAL
STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0672

REGION CONTACT: John Bruggeman
DESIGNED BY: KL Engineering
REVISED BY:

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 260 E

FILE NAME : g:\rasmith\r100820\dgn\DGN PLAN SHEETS\024009_sp.dgn
PLOT DATE : 10/1/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	5,6,7	G	Y R	R	R R			R	R R	R
02	8,9,10,11	R	R R	G	Y R			R	R R	R
03										
04	21,22,23	R	R R	R	R R			G	Y R	R
05	12,13,14	R	R R	R	R R			R	R R	R
06	1,2,3,4	R	R R	R	R R			R	R R	R
07	24,25,26	-	- -	-	- -			-	- -	-
08	15,16,17	R	R R	R	R R			R	R R	R
02P	31,32	D	D D	*	D D			D	D D	-
04P	27,28,29,30	D	D D	D	D D			*	D D	-
06P	37,38	D	D D	D	D D			D	D D	-
08P	33,34,35,36	D	D D	D	D D			D	D D	-
OLA										
OLB	18,19,20	R	R R	R	R R			FY	Y R	R
OLC										
OLD	24,25,26	R	R R	R	R R			R	R R	R

RING 2

	HEAD	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	5,6,7	R	R R	R	R R	R	R R	R	R R
02	8,9,10,11	R	R R	R	R R	R	R R	R	R R
03									
04	21,22,23	R	R R	R	R R	R	R R	R	R R
05	12,13,14	G	Y R	R	R R	R	R R	R	R R
06	1,2,3,4	R	R R	G	Y R	R	R R	R	R R
07	24,25,26	-	- -	-	- -	G	- -	-	- -
08	15,16,17	R	R R	R	R R	R	R R	G	Y R
02P	31,32	D	D D	D	D D	D	D D	D	D D
04P	27,28,29,30	D	D D	D	D D	D	D D	D	D D
06P	37,38	D	D D	*	D D	D	D D	D	D D
08P	33,34,35,36	D	D D	D	D D	D	D D	*	D D
OLA									
OLB	18,19,20	R	R R	R	R R	R	R R	R	R R
OLC									
OLD	24,25,26	R	R R	R	R R	--	Y R	FY	Y R

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

FY = FLASHING YELLOW ARROW

N

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	3	X			1	1				6X20	3
12	4	X			1	1				6X20	3
13	1	X			1	1				6X20	3
14	2	X			1	1				6X20	3
21	7	X			2	2				6X28	3
41	5			X		4			X	6X18	4
42	11	X			4	4				6X20	3
43	12	X			4	4				6X20	3
44	9	X			4	4				6X20	3
45	10	X			4	4				6X20	3
51	15	X			5	5				6X20	3
52	16	X			5	5				6X20	3
61	13	X			6	6				6X30	4
71	19				7	7		X		6X20	3
72	20				7	7		X		6X20	3
73	17	X			7	7				6X20	3
74	18	X			7	7				6X20	3
81	23			X		8			X	6X16	4
82	21	X			8	8				6X20	3
83	22	X			8	8				6X20	3
84	27	X			8	8				6X20	3
85	28	X			8	8				6X20	3
86	25	X			8	8				6X20	3
87	26	X			8	8				6X20	3

CONTROLLER LOGIC

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A" =		
O.L. "B" =		4
O.L. "C" =		
O.L. "D" =	7	8

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	x
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-0325
SIGNAL SYSTEM #:	SS-00-02

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,4,7,8
2	5 OR 6	1,4,7,8
3		
4	7 OR 8	1,2,5,6
5	1 OR 2	4,6,7,8
6	1 OR 2	4,5,7,8
7	4	1,2,5,6,8
8	4	1,2,5,6,7

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

NOTES:

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

AFTER PREEMPTION SEQUENCE 4+7 OR 4+8, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	x
3M	
TOMAR	
HARDWIRE	
OTHER (GPS)	x
LIFT BRIDGE	
QUEUE DETECTOR	

STH 50 & 118TH AVENUE
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S0672

CONTROLLER TYPE: EPAC CABINET TYPE: TS2

DATE 8/1/2012 PAGE NO. 4 OF 4

PROJECT NO: 1032-10-71 | HWY: STH 50 | COUNTY: KENOSHA | SEQUENCE OF OPERATIONS | SHEET 261 E

PROJECT ID:	1032-10-71
INTERSECTION:	STH 50 & 118TH AVENUE

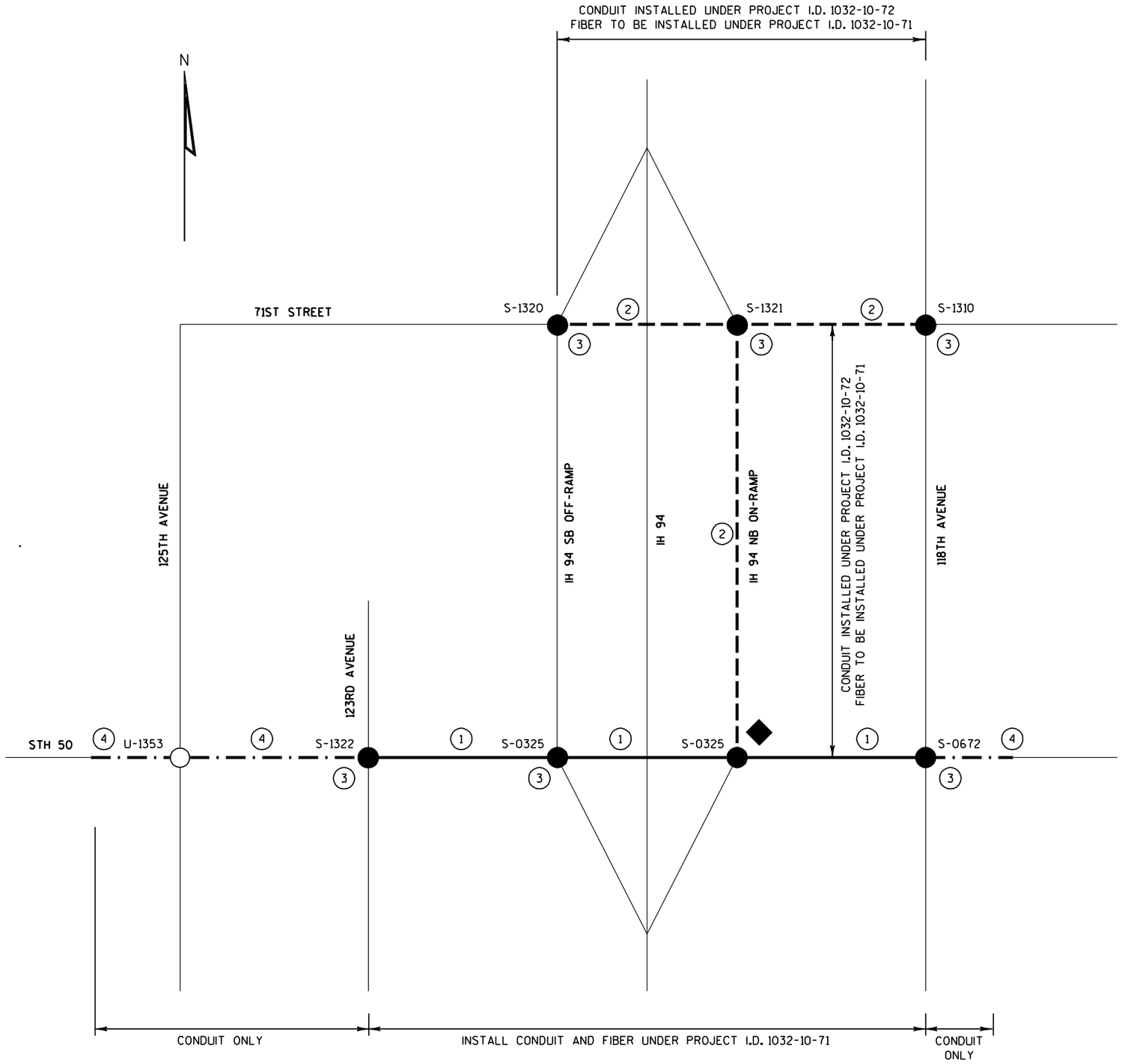
SIGNAL CONDUCTOR COLOR CODING	BLK = BLACK	RED = RED	GRN = GREEN
	WHT = WHITE	BLU = BLUE	ORG = ORANGE

CB1 TO	No. OF #14 AWG CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASHING YELLOW>	<GREEN>	D/WALK	WALK		
SB1	12	32								BLK	BLU		
		BUTTON										WHT/BLK	
SB2	12	8	RED/BLK	ORG/BLK	GRN/BLK								
		16	RED	ORG	GRN								
		17	RED	ORG	GRN								
		33								BLK	BLU		
		BUTTON										WHT/BLK	
SB3	12	6				RED	ORG		GRN				
		7				RED	ORG		GRN				
		34								BLK	BLU		
		BUTTON										WHT/BLK	
		35								BLK	BLU		
SB4	12	12				RED	ORG		GRN				
SB5	12	25				RED	ORG	BLK/WHT	GRN				
		36								BLK	BLU		
		BUTTON										WHT/BLK	
SB6	12	2	RED/BLK	ORG/BLK	GRN/BLK								
		3	RED/BLK	ORG/BLK	GRN/BLK								
		4	RED/BLK	ORG/BLK	GRN/BLK								
		15	RED	ORG	GRN								
		37								BLK	BLU		
		BUTTON										WHT/BLK	
SB7	12	18				RED	ORG	BLK/WHT					
		26				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
		BUTTON										WHT/BLK	
SB8	12	38								BLK	BLU		
		BUTTON										WHT/BLK	
SB9	12	1	RED/BLK	ORG/BLK	GRN/BLK								
		13				RED/WHT	BLU/WHT		GRN/WHT				
		22	RED	ORG	GRN								
		23	RED	ORG	GRN								
		27								BLK	BLU		
		BUTTON										WHT/BLK	
SB10	12	5				RED	ORG		GRN				
		14				RED/BLK	ORG/BLK		GRN/BLK				
		28								BLK	BLU		
		BUTTON										WHT/BLK	
		29								BLK	BLU		
SB11	12	19				RED	ORG	BLK/WHT					
		30								BLK	BLU		
		BUTTON										WHT/BLK	
SB12	12	9	RED/BLK	ORG/BLK	GRN/BLK								
		10	RED/BLK	ORG/BLK	GRN/BLK								
		11	RED/BLK	ORG/BLK	GRN/BLK								
		21	RED	ORG	GRN								
		31								BLK	BLU		
		BUTTON										WHT/BLK	
SB13	12	20				RED	ORG	BLK/WHT					
		24				RED/BLK	ORG/BLK	BLU/BLK	GRN/BLK				
		BUTTON										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1

PULL BOX BONDING JUMPER (ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG) GREEN XLP	
FROM	TO
PB1	CB1
PB3	SB2
PB4	SB3
PB5	SB4
PB6	SB4
PB7	SB6
PB9	SB6
PB10	SB7
PB12	SB9
PB13	SB9
PB14	SB9
PB16	SB10
PB18	SB12
PB19	SB12
PB21	SB12
PB22	SB13
PB23	CB1

1. USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18-INCHES LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.



LEGEND

- EXISTING FIBER OPTIC CABLE CONDUIT ROUTE, INSTALL FIBER
- PROPOSED FIBER OPTIC CABLE ROUTE, INSTALL CONDUIT AND FIBER
- PROPOSED CONDUIT ONLY
- S-XXXX — TRAFFIC SIGNAL IN PROPOSED FIBER OPTIC INTERCONNECT SYSTEM
- FUTURE TRAFFIC SIGNAL
- FTMS PULLBOX - FIBER JUNCTION
- (1) INSTALL 36 SM CABLE IN NEW CONDUIT
- (2) INSTALL 36 SM CABLE IN EXISTING CONDUIT
- (3) INSTALL SMFO PIGTAIL CABLE IN CONDUIT
  INSTALL ETHERNET SWITCH
  INSTALL PRE TERMINATED PATCH PANEL
  INSTALL FIBER OPTIC SPLICE ENCLOSURE
- (4) NEW CONDUIT ONLY / NO FIBER

INTERCONNECT PLANS DESIGNED BY:
KL Engineering
[A] Better Experience

WISCONSIN
MIKE D. SCARMON
E-37613
EVANSVILLE, WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE)
(SIGNATURE)

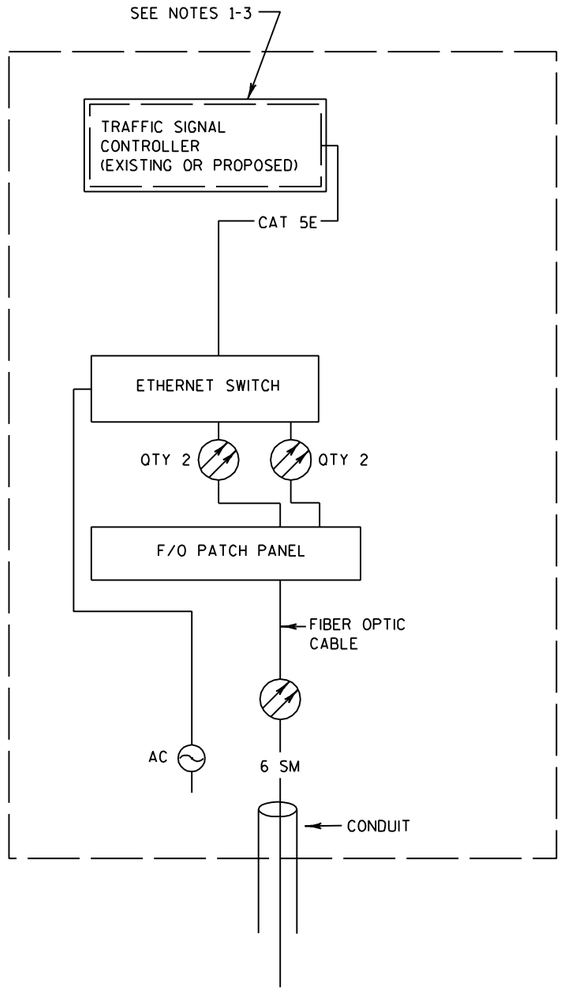
TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 1 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	FIBER OPTIC INTERCONNECT OVERVIEW	SHEET 263	E



PERMANENT TRAFFIC SIGNAL - CABINET DETAIL

(FIBER OPTIC)
DETAIL A

LEGEND

F/O - FIBER OPTIC
AC - ALTERNATING CURRENT POWER
QTY 2 - NUMBER OF FIBERS
SM - SINGLE MODE FIBER

NOTES:

1) THE CONTRACTOR SHALL REQUIRE DOT SUPERVISION TO ENTER THE CABINET FOR ANY SIGNAL.

2) WISDOT ELECTRICIANS WILL INSTALL THE 6 SM PIGTAIL CABLE, ETHERNET SWITCH, AND PRE-TERMINATED PATCH PANEL AT SIGNALS S1320, S1321 & S1310.

3) THE CONTRACTOR SHALL FURNISH A SPLICE ENCLOSURE, AND PERFORM ALL SPLICES AT SIGNALS S1320, S1321 & S1310.

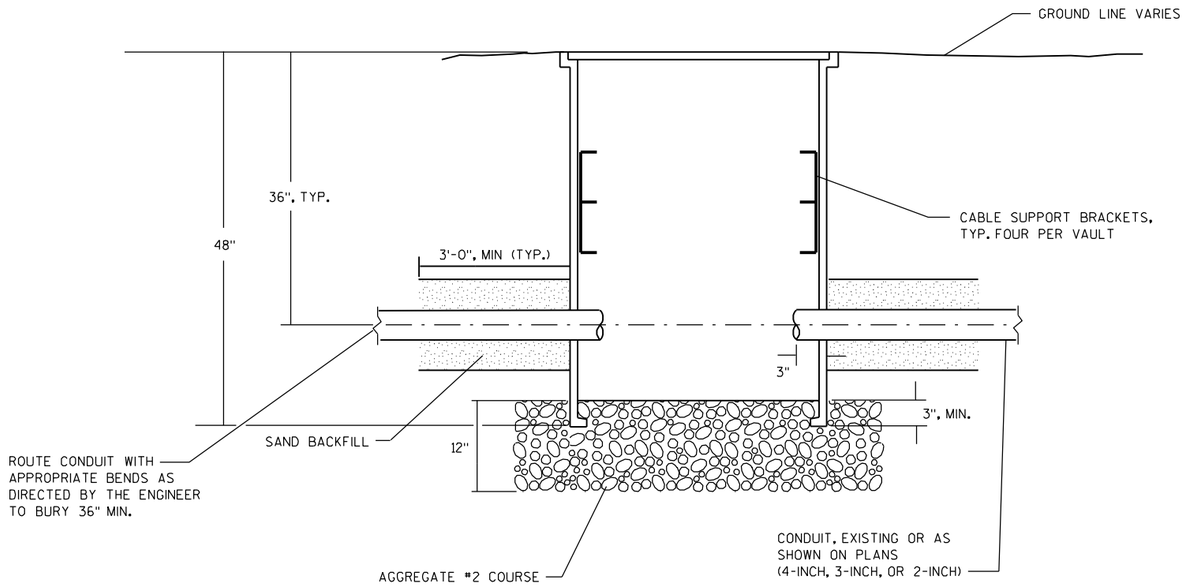
TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

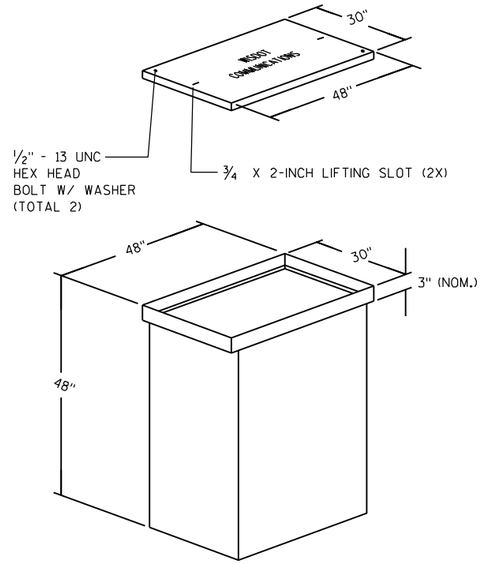
REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 2 OF 19

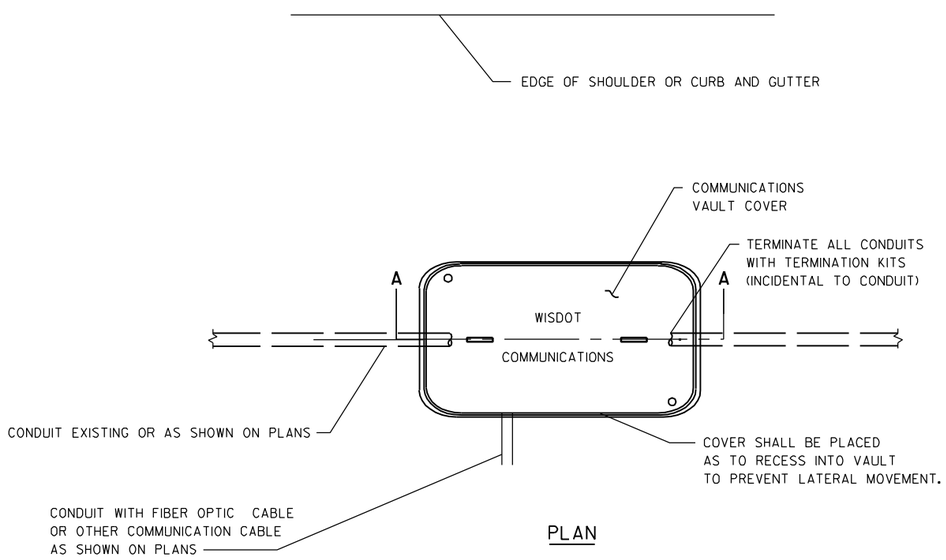
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN - DETAILS	SHEET 264	E



SECTION A-A



ISOMETRIC



PLAN

COMMUNICATIONS VAULT TYPE I

NOTES

1) BOX SHALL HAVE AN OPEN BASE.

2) COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

3) ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

4) VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

5) FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 3 OF 19

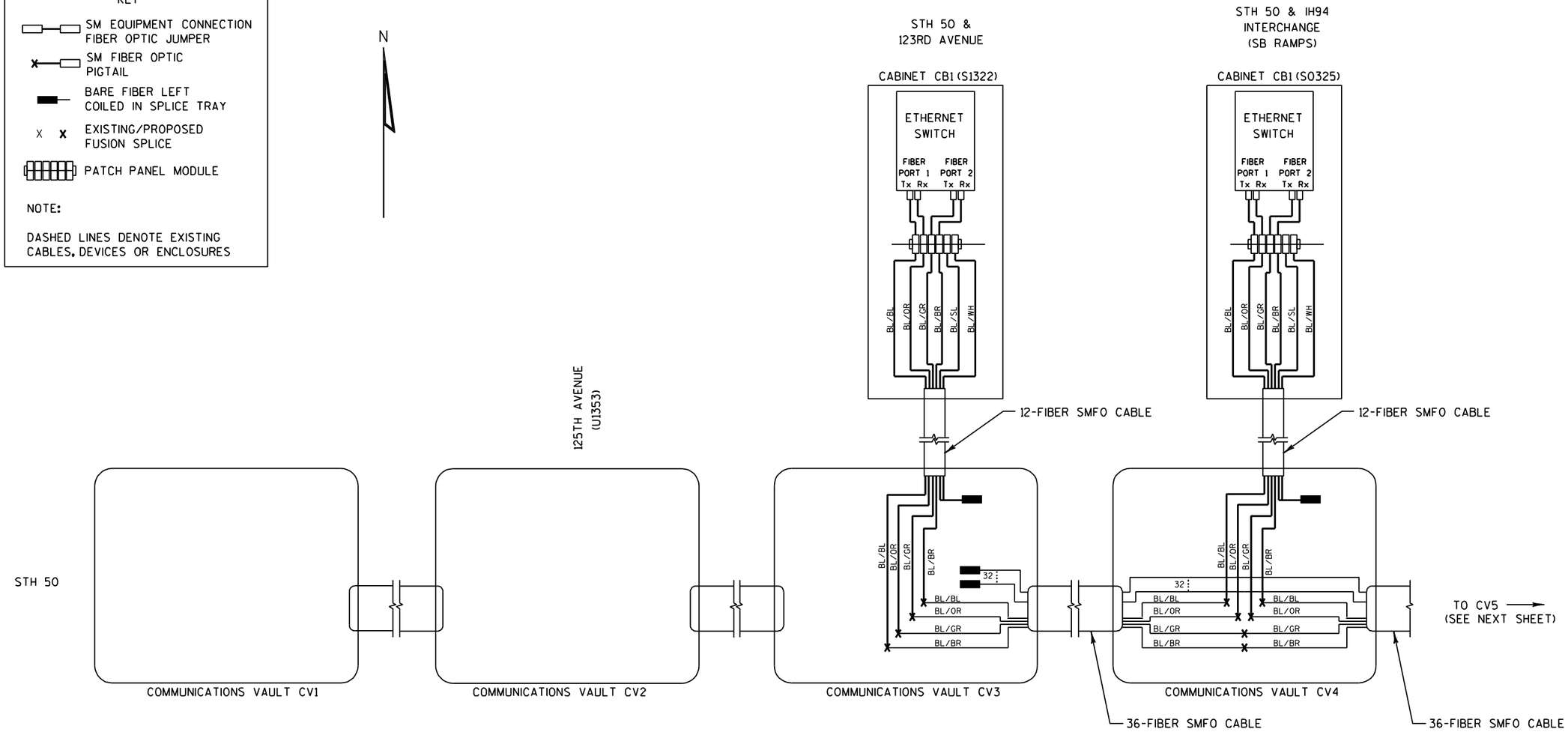
KEY

- SM EQUIPMENT CONNECTION FIBER OPTIC JUMPER
- SM FIBER OPTIC PIGTAIL
- BARE FIBER LEFT COILED IN SPLICE TRAY
- X X EXISTING/PROPOSED FUSION SPLICE
- PATCH PANEL MODULE

NOTE:

DASHED LINES DENOTE EXISTING CABLES, DEVICES OR ENCLOSURES

N



NOTES:

1) COORDINATE FIBER ASSIGNMENTS WITH DON SCHELL, STOC AT (414) 227-2148 BEFORE SPLICING FIBER OPTIC CABLE.

2) MAXIMUM SPLICE LOSS SHALL BE 0.1dB

3) NO INTERMEDIATE SPLICES ALLOWED

4) ALL SPLICES SHALL BE FUSION SPLICES

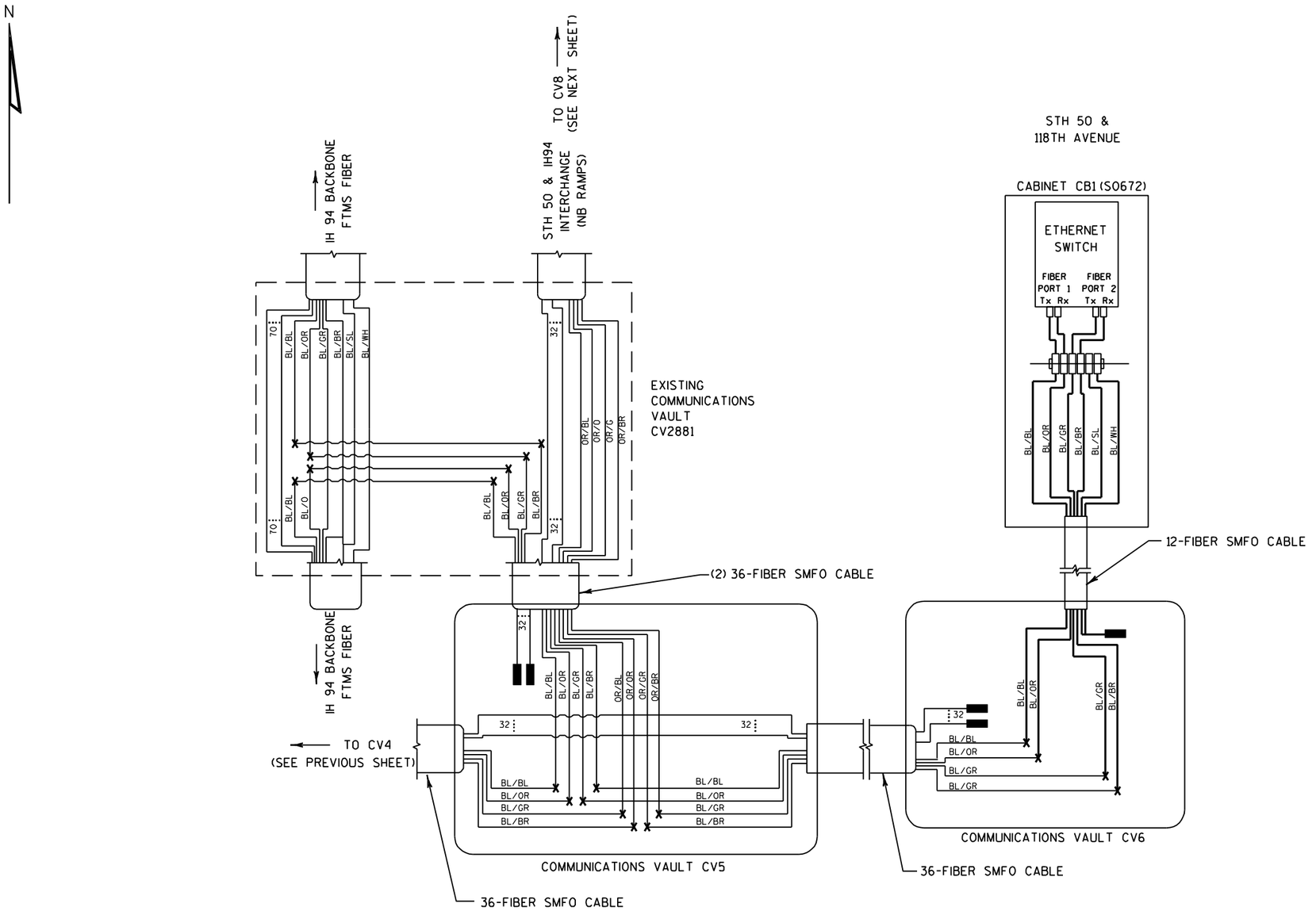
TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 4 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN - FIBER ASSIGNMENT DETAIL	SHEET 266	E



TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

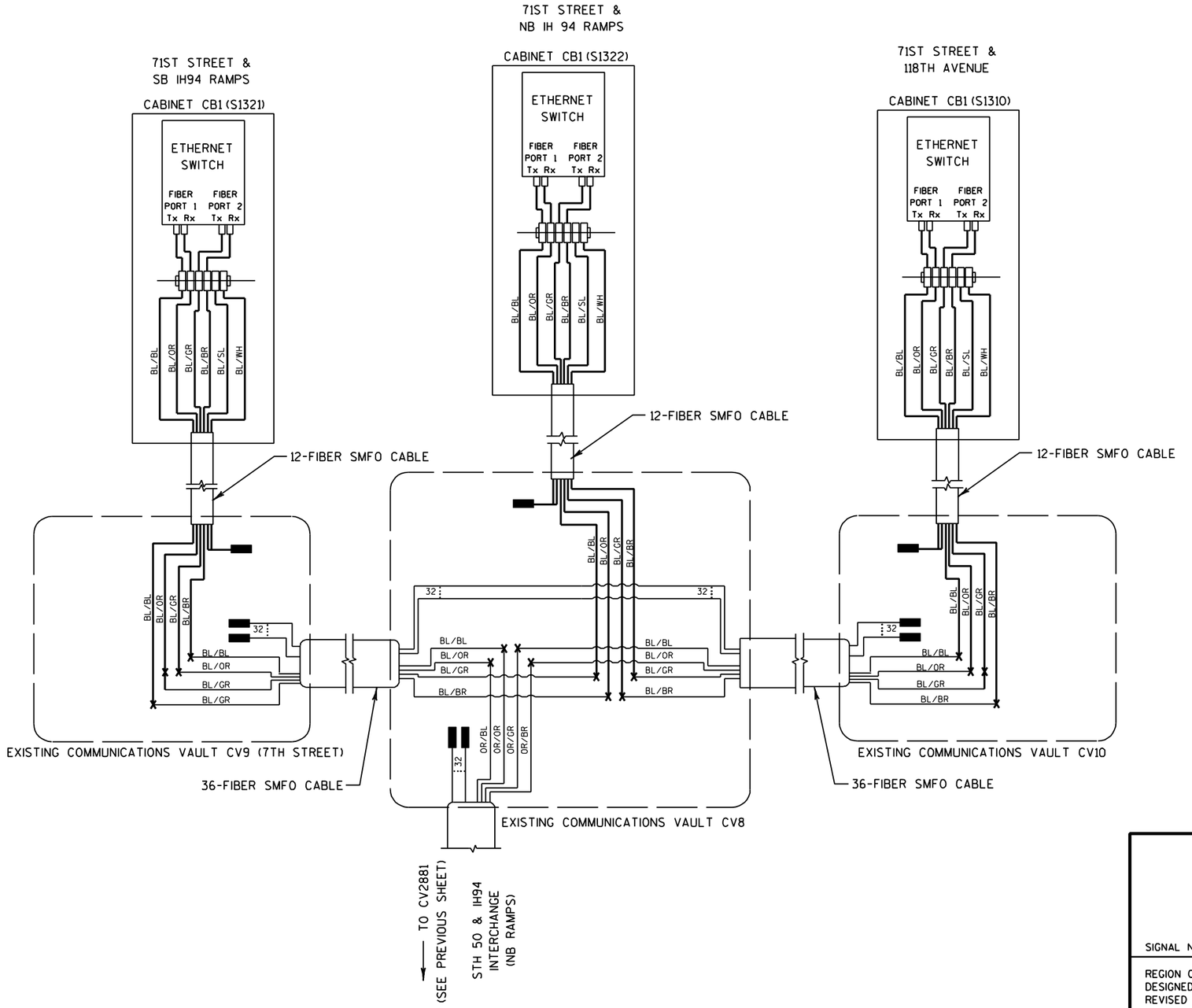
REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 5 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN - FIBER ASSIGNMENT DETAIL	SHEET 267	E

2

N



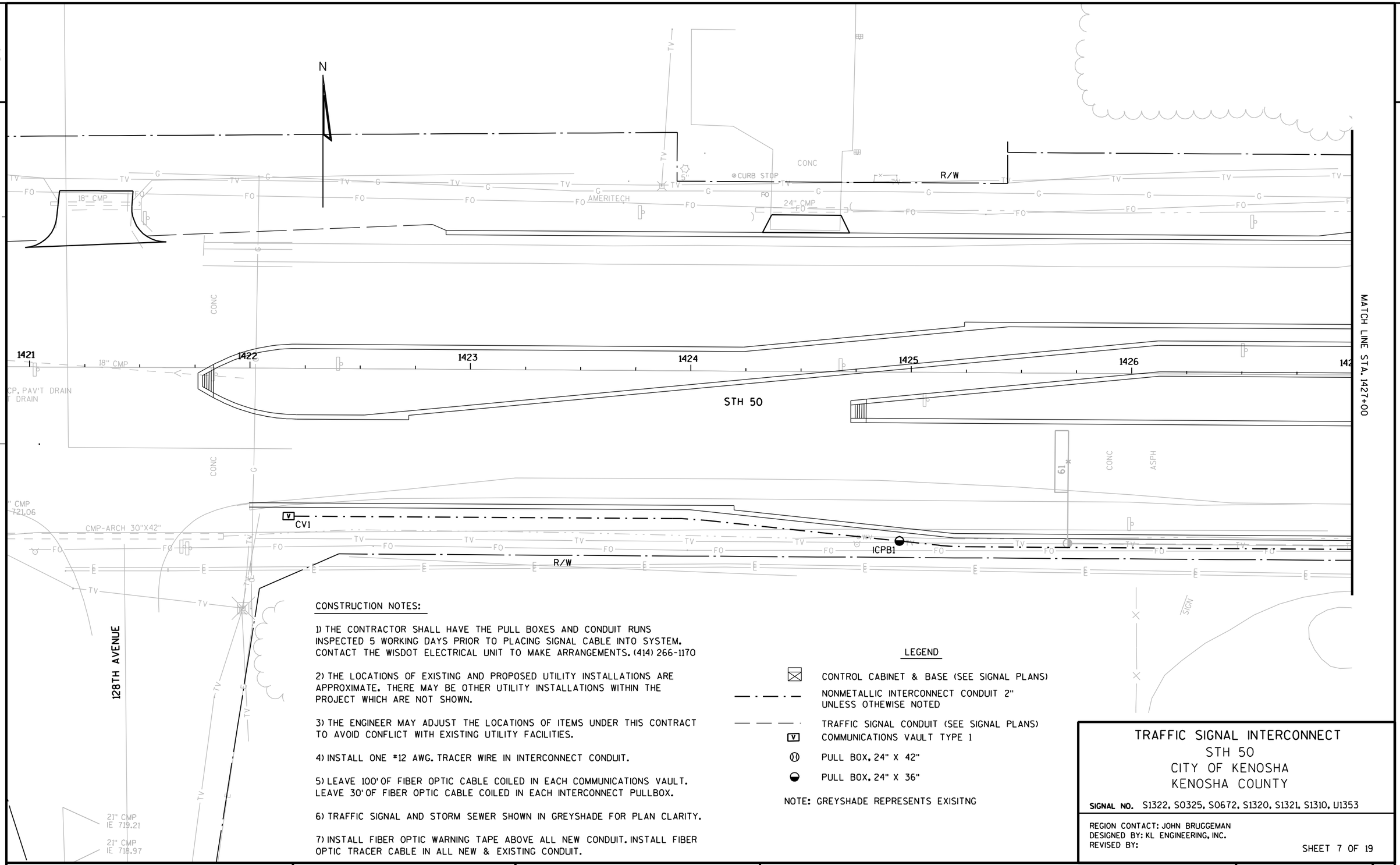
TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 6 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN - FIBER ASSIGNMENT DETAIL	SHEET 268	E



CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL UNIT TO MAKE ARRANGEMENTS. (414) 266-1170

2) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

3) THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

4) INSTALL ONE #12 AWG. TRACER WIRE IN INTERCONNECT CONDUIT.

5) LEAVE 100' OF FIBER OPTIC CABLE COILED IN EACH COMMUNICATIONS VAULT. LEAVE 30' OF FIBER OPTIC CABLE COILED IN EACH INTERCONNECT PULLBOX.

6) TRAFFIC SIGNAL AND STORM SEWER SHOWN IN GREYSHADE FOR PLAN CLARITY.

7) INSTALL FIBER OPTIC WARNING TAPE ABOVE ALL NEW CONDUIT. INSTALL FIBER OPTIC TRACER CABLE IN ALL NEW & EXISTING CONDUIT.

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- V — COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 7 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 269	E

2

N

MATCH LINE STA. 1427+00

MATCH LINE STA. 1433+00

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16 PB17 PB18 PB20 PB22

ICPB2 ICPB3

CV2

STH 50

S.T.H. 50

125TH AVENUE

R/W

6'X28'
4 TURNS

15" RCP

12" WM

FO 17C

ASPH PARKING LOT

PLANTER

CMETER

1427 1428 1429 1430 1431 1432

72 71 70 69

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 8 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 270	E

2

2

MATCH LINE STA. 1433+00

MATCH LINE STA. 1439+00

N

R/W

STH 50

1434

1435

1436

1437

1438

INSTALL 1¼" CONDUIT & FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

ICPB4

R/W

CV3

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

FO I/C

ICPB5

FO I/C

ICPB6

R/W

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

123RD AVENUE

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 9 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024132_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 1439+00

MATCH LINE STA. 1445+00

STH 50

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

FO I/C

INSTALL 1¼" CONDUIT & FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (6)

FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

122ND AVENUE

R/W

ASPH

S.T.H. 50

NOT FIELD VERIFIED

HOTEL

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 10 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 272	E

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

MATCH LINE STA. 286'NE'+50

MATCH LINE STA. 1445+00

MATCH LINE STA. 1451+00

STH 50

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

IH 94 SB ON RAMP

IH 94 SB

IH 94 NB

IH 94 NB OFF RAMP

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 11 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET	E

FILE NAME : G:\RASMITH\R100820\DGN\DGN PLAN SHEETS\024134_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA. 1451+00

MATCH LINE STA. 1457+00

N

R/W

STH 50

118th STREET

INSTALL FIBER OPTIC CABLE PIGTAIL
12-CT W/ TRACER WIRE
INSTALL 1¼" CONDUIT

INSTALL FIBER OPTIC CABLE PIGTAIL
12-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

F0 I/C
ICPB15
CV6
ICPB14
ICPB13
ICPB12
ICPB11
PB1
PB2
PB3
PB4
PB5
PB6
PB9
PB10
PB12
PB14
PB16
PB17
PB18
PB19
PB21
PB22
PB23
SB1
SB2
SB3
SB4
SB6
SB10
SB12
SB13
1452
1453
1454
1455
1456
812
813
811
810
4-6'X20'
3 TURNS
2-6'X20'
3 TURNS
8-6'X20'
3 TURNS
18" RCP
6" CMCP
SIGN
SAN
SS
MH
CB1
CB2
CB3
CANOPY
FUTURE
COVERED W/ ASPH

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

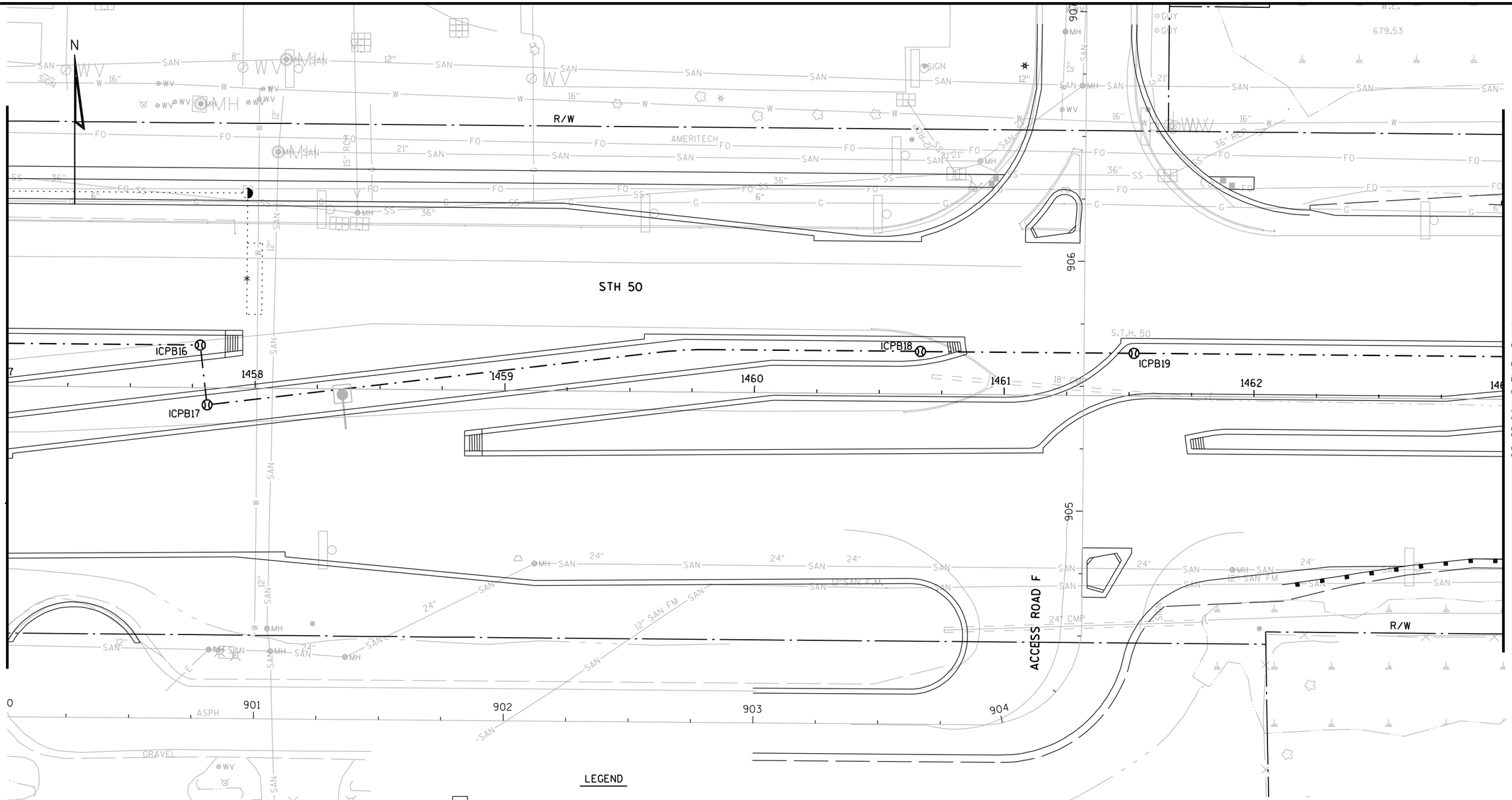
REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 12 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 274	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024135_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 13 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 275	E

2

2

N

SANITARY
LIFT/PUMP
STATION

MATCH LINE STA. 1463+00

ICPB20

ICPB21

1464

1465

1466

1467

1468

1469

STH 50

R/W

INL

AMERITECH

54" CMP

54" OUTLET

SIGN

12" SAN FM

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- V COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310, U1353

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 14 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024137_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

IH 94 NB

CONC WALL

15" CMP

IH 94 NB ON RAMP

MATCH LINE STA. 286NE'+50

MATCH LINE STA. 291NE'+50

287'NE'

288'NE'

289'NE'

290'NE'

291'NE'

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

FO I/C

VERIZON CABLE

ICPB24

R/W

ICPB23

FO I/C

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

FO I/C

CV2881
SEE FTMS PLANS

ICPB22

FO I/C

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

SIGN

WP2

MH

24" SAN SS

ELECTRIC NOT

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- V COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 15 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024138_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

IH 94 NB

IH 94 NB ON RAMP

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

MATCH LINE STA. 291NE+50

MATCH LINE STA. 297NE+50

292'NE'

293'NE'

294'NE'

295'NE'

296'NE'

297'NE'

FO I/C

FO I/C

FO I/C

R/W

ICPB25

ICPB26

FIELD VERIFIED

SPRINKLER CONTROL BOX

SPRINKLER CONTROL

(250 FEET TO NEAR RIGHT SIGNAL)

6'X18' 5 TURNS

SIDEWALK ENDS

SIDEWALK

SIGN

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 16 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 278	E

2

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

MATCH LINE STA. 7092+75

MATCH LINE STA. 7098+50

71ST STREET

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

IH 94 NB

IH 94 NB ON RAMP

MATCH LINE STA. 297'NE'+50

ELECTRIC NOT FIELD VERIFIED

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 17 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 279	E

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR
36-CT W/ TRACER WIRE

71ST STREET

7088 7089 7090 7091 7092

LOOP 61 (S1321)

6'X18'
4 TURNS

4" PE
NOT FIELD VERIFIED

R/W

ELEC
TRANSFORMER

18' RCP

IH 94 SB ON RAMP

IH 94 SB

NOT FIELD VERIFIED

MATCH LINE STA. 7092+75

N

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 18 OF 19

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 280 E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024140_sp.dgn PLOT DATE : 9/12/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

FIBER OPTIC SPLICE (6)
FIBER OPTIC SPLICE ENCLOSURE

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE OUTDOOR 36-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

INSTALL FIBER OPTIC CABLE PIGTAIL 12-CT W/ TRACER WIRE

MATCH LINE STA. 7098+50

71ST STREET

118TH AVENUE

WOODMAN'S ENTRANCE (PRIVATE)

R/W

LATERAL TO UNDR

SPRINKLER CONTROL BOX

ICPB36

ICPB35

CB1

FO I/C

7099 7100 7101 7102 7103

828 826 825 827

2-6X20 3 TURNS

6-6X20 3 TURNS

2-6X22 3 TURNS

N

N

LEGEND

- CONTROL CABINET & BASE (SEE SIGNAL PLANS)
- NONMETALLIC INTERCONNECT CONDUIT 2" UNLESS OTHEWISE NOTED
- TRAFFIC SIGNAL CONDUIT (SEE SIGNAL PLANS)
- COMMUNICATIONS VAULT TYPE 1
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

NOTE: GREYSHADE REPRESENTS EXISITNG

TRAFFIC SIGNAL INTERCONNECT
STH 50
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S1322, S0325, S0672, S1320, S1321, S1310

REGION CONTACT: JOHN BRUGGEMAN
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 19 OF 19

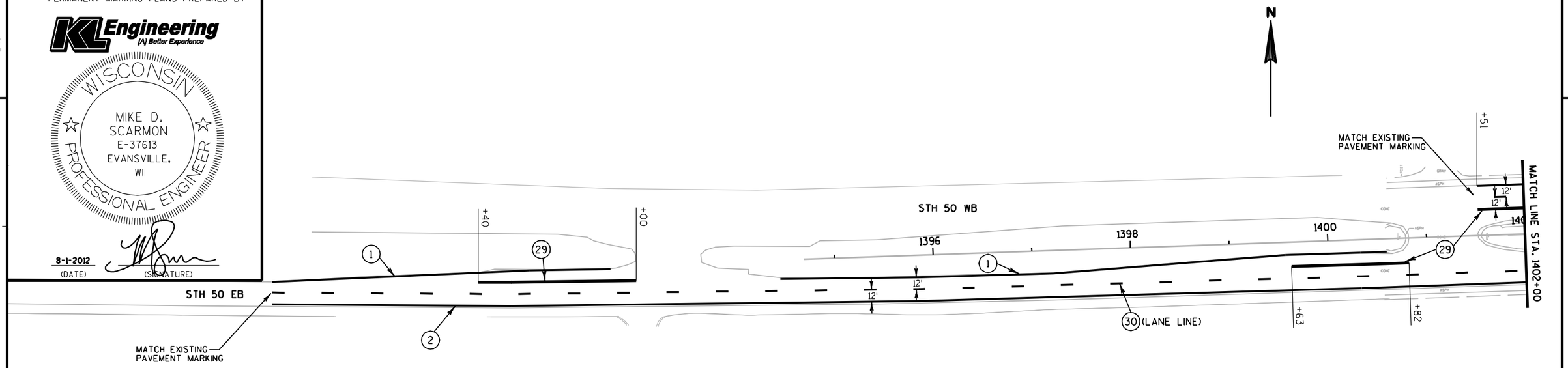
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	INTERCONNECT PLAN	SHEET 281	E

PERMANENT MARKING PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
MIKE D.
SCARMON
E-37613
EVANSVILLE,
WI
PROFESSIONAL ENGINEER

8-1-2012
(DATE) (SIGNATURE)



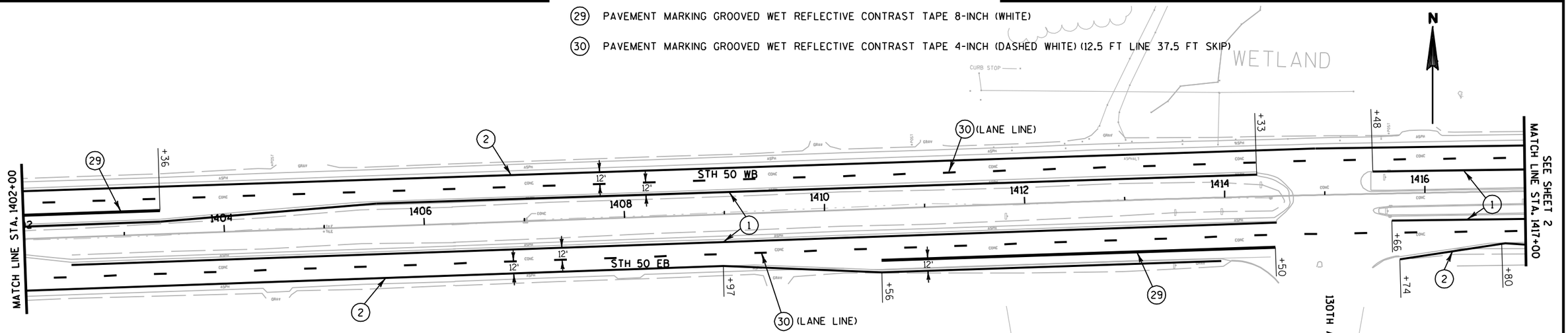
PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

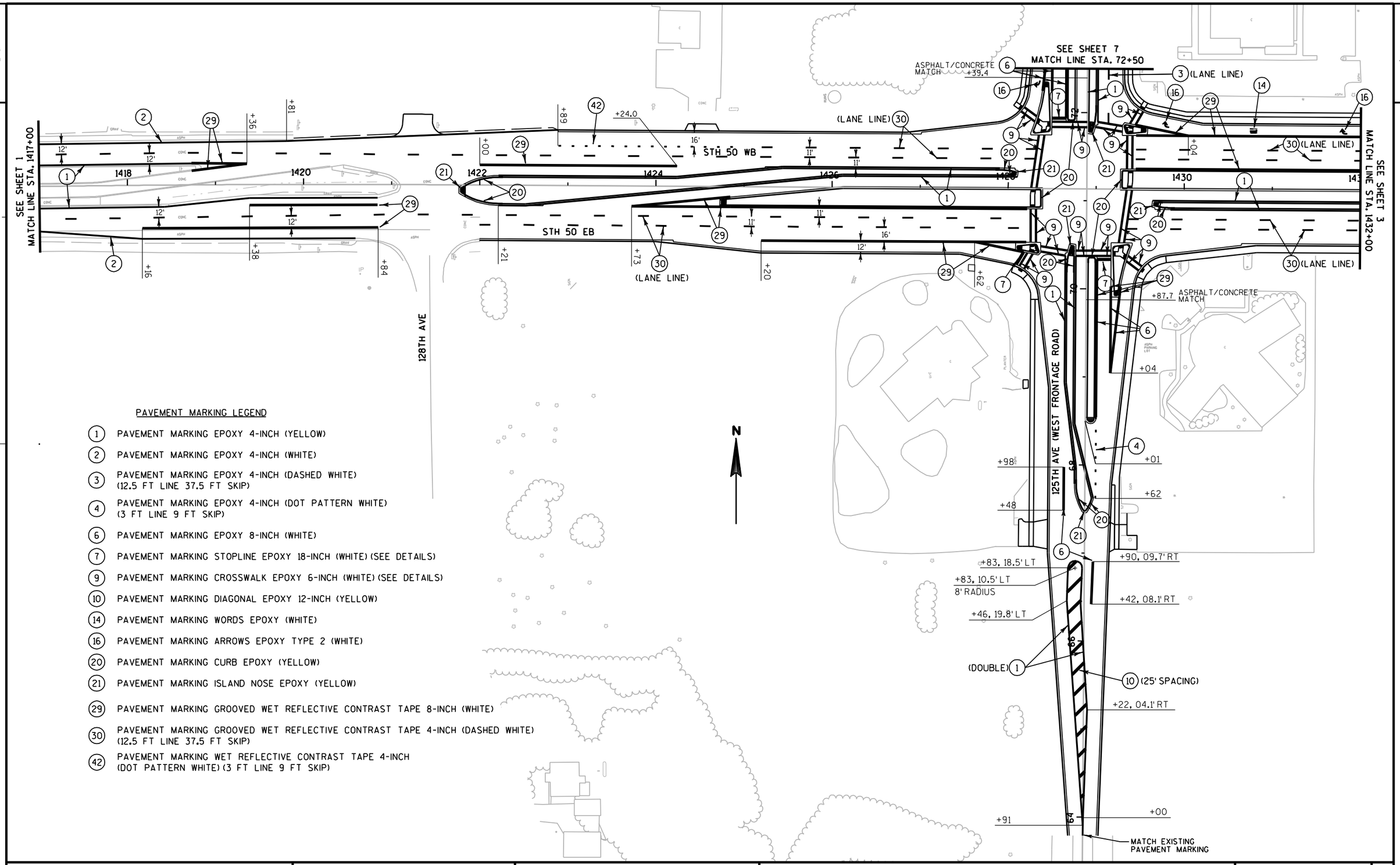
(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 1 OF 8	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024501_pm_71.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) (SEE DETAILS)

(9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) (SEE DETAILS)

(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(14) PAVEMENT MARKING WORDS EPOXY (WHITE)

(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

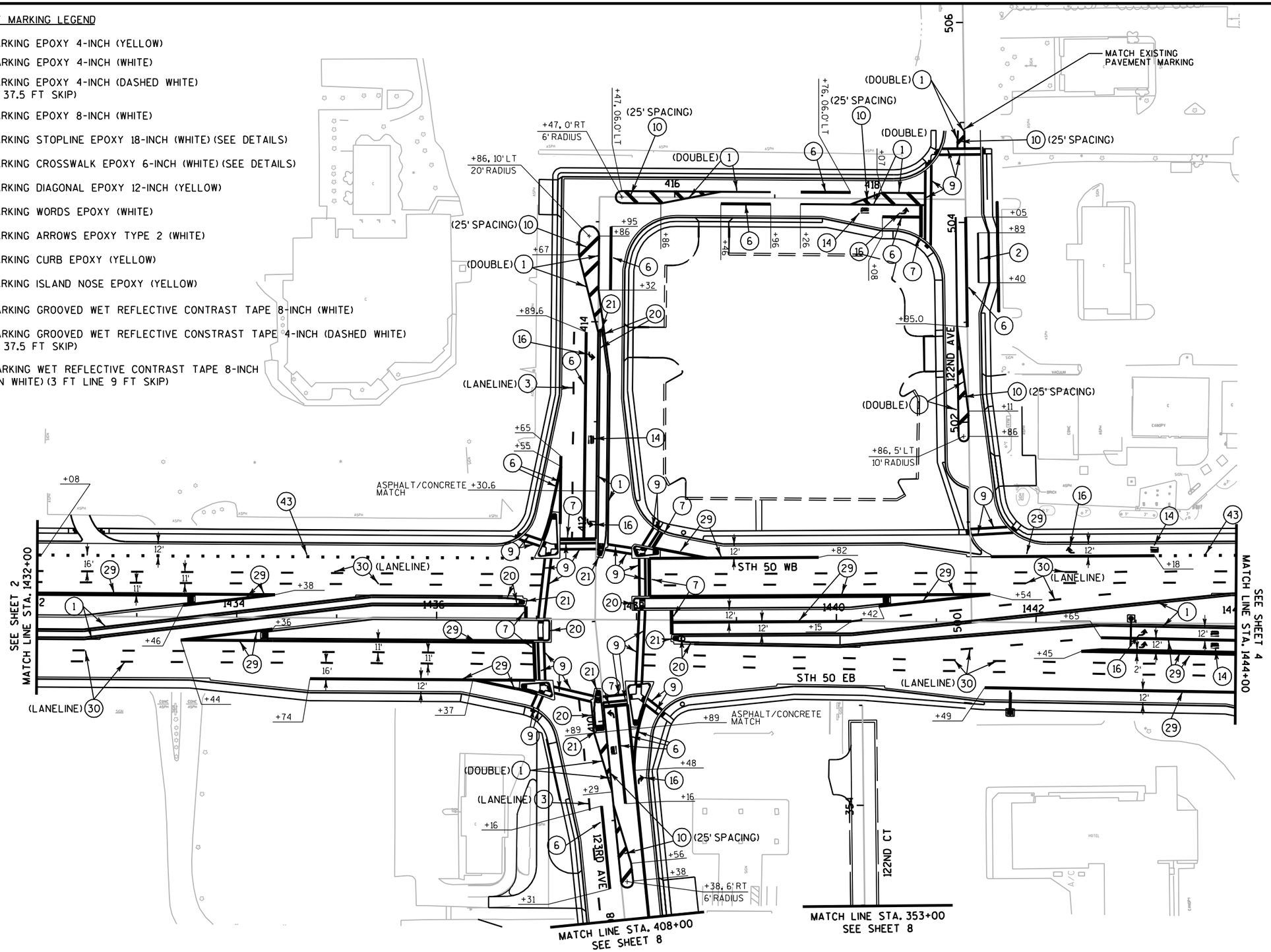
(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(42) PAVEMENT MARKING WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) (SEE DETAILS)
(9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) (SEE DETAILS)
(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONSTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(43) PAVEMENT MARKING WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 3 OF 8	SHEET 284	E

SEE SHEET 3
MATCH LINE STA. 1444+00

MATCH LINE STA. 1453+00
SEE SHEET 5

RAMP SW
280'SW'
282'SW'
284'SW'
RAMP NW
288'NW'
290'NW'
RAMP SE
280
282
284
RAMP NE
286'NE'
288'NE'
290'NE'
IH 94 SB
IH 94 NB
STH 50 EB
STH 50 WB
450
452
448
446

MATCH EXISTING PAVEMENT MARKING
REMOVE EXISTING PAVEMENT MARKING
(LANE LINE)
SHOULDER
SIGN
A/C

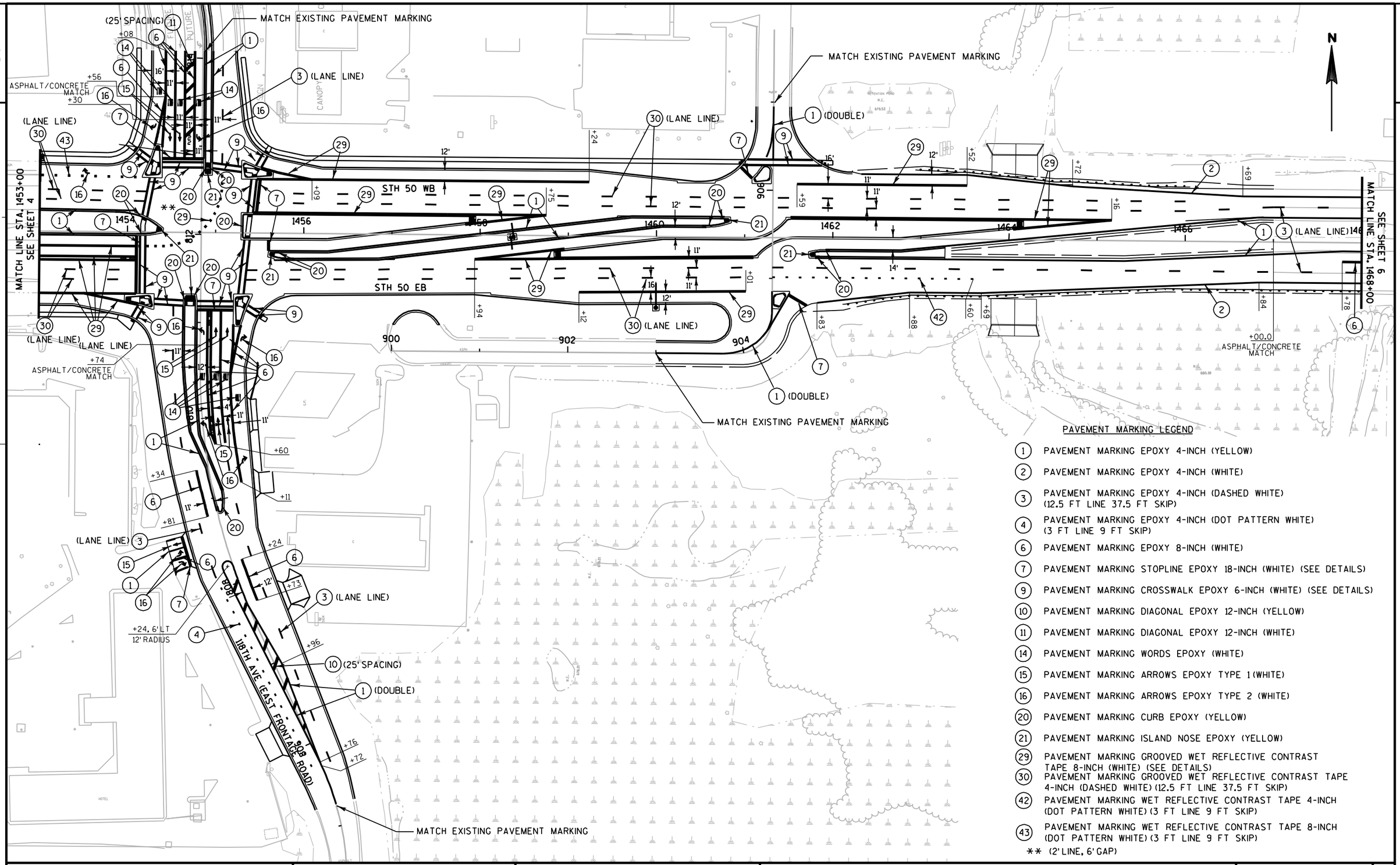
PAVEMENT MARKING LEGEND

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)
7 PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) (SEE DETAILS)
9 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) (SEE DETAILS)
14 PAVEMENT MARKING WORDS EPOXY (WHITE)
15 PAVEMENT MARKING ARROWS EPOXY TYPE 1 (WHITE)
16 PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17 PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20 PAVEMENT MARKING CURB EPOXY (YELLOW)
21 PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (SEE DETAILS)
30 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5 FT LINE 37.5 FT SKIP)
39 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3 FT LINE 9 FT SKIP)
43 PAVEMENT MARKING WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

** (2' LINE, 6' GAP)

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 4 OF 8	SHEET	E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024504_pm_71.dgn
PLOT DATE : 7/13/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(7) PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) (SEE DETAILS)

(9) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) (SEE DETAILS)

(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(11) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

(14) PAVEMENT MARKING WORDS EPOXY (WHITE)

(15) PAVEMENT MARKING ARROWS EPOXY TYPE 1 (WHITE)

(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (SEE DETAILS)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

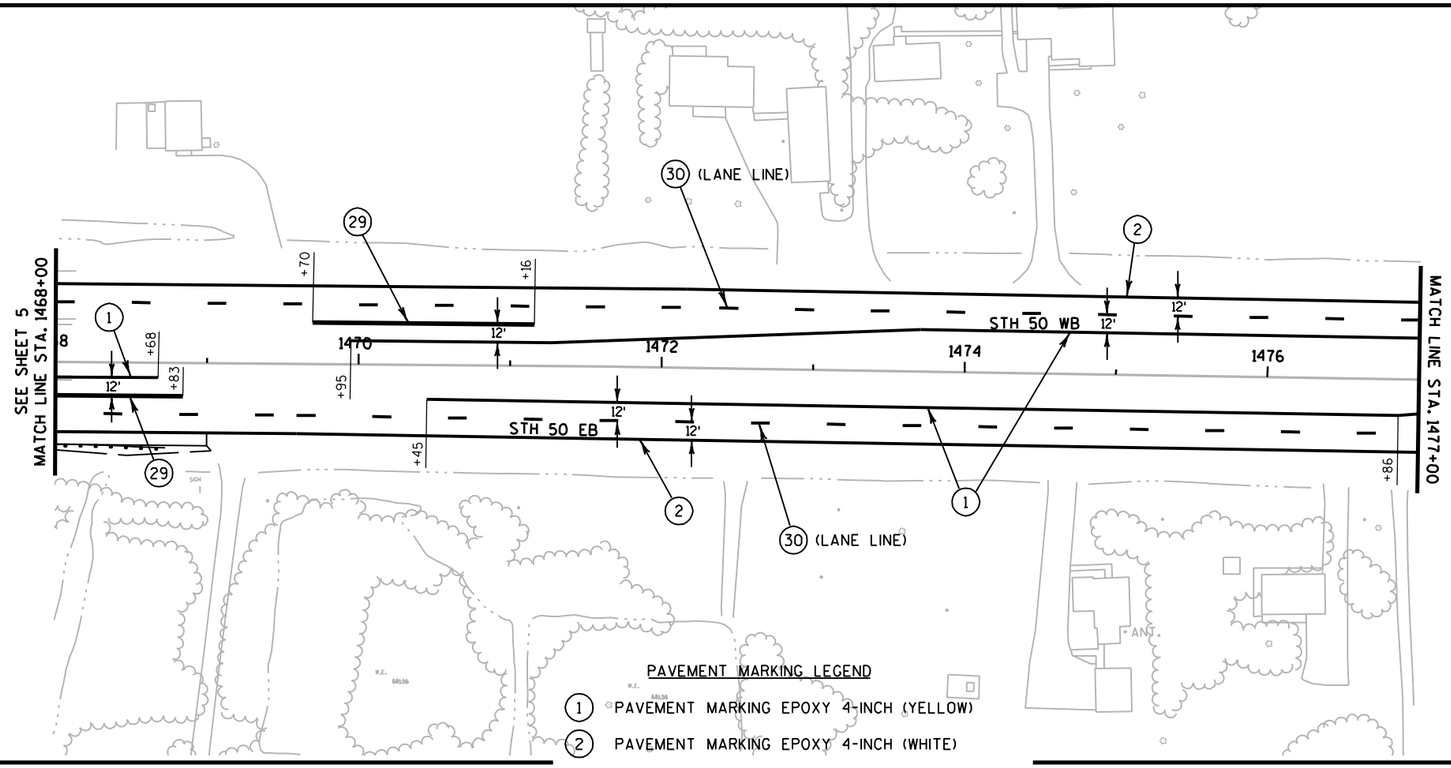
(42) PAVEMENT MARKING WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(43) PAVEMENT MARKING WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

** (2' LINE, 6' GAP)

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 5 OF 8	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024505_pm_71.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



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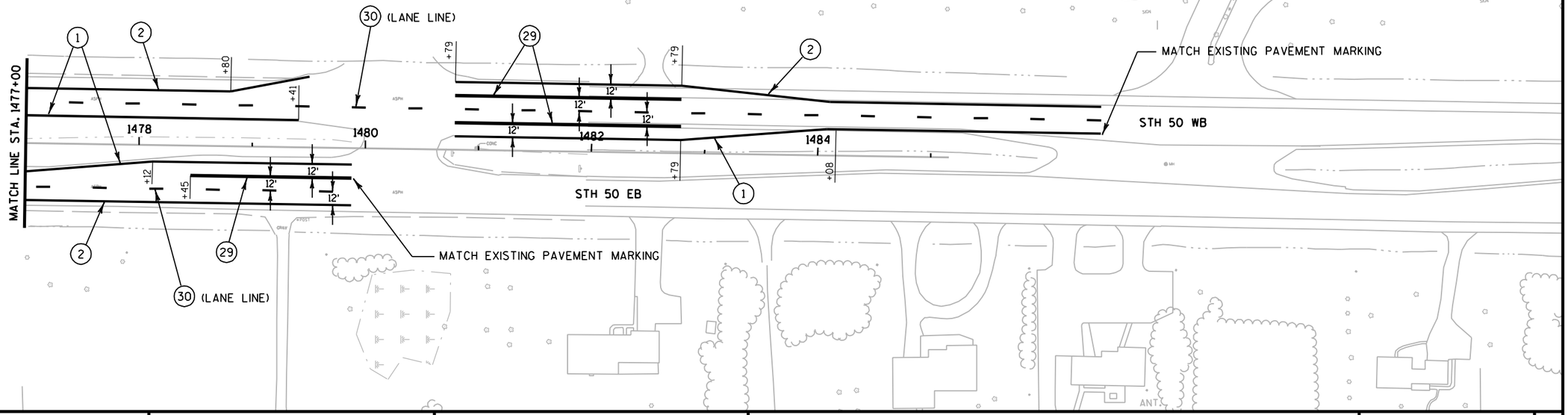
PAVEMENT MARKING LEGEND

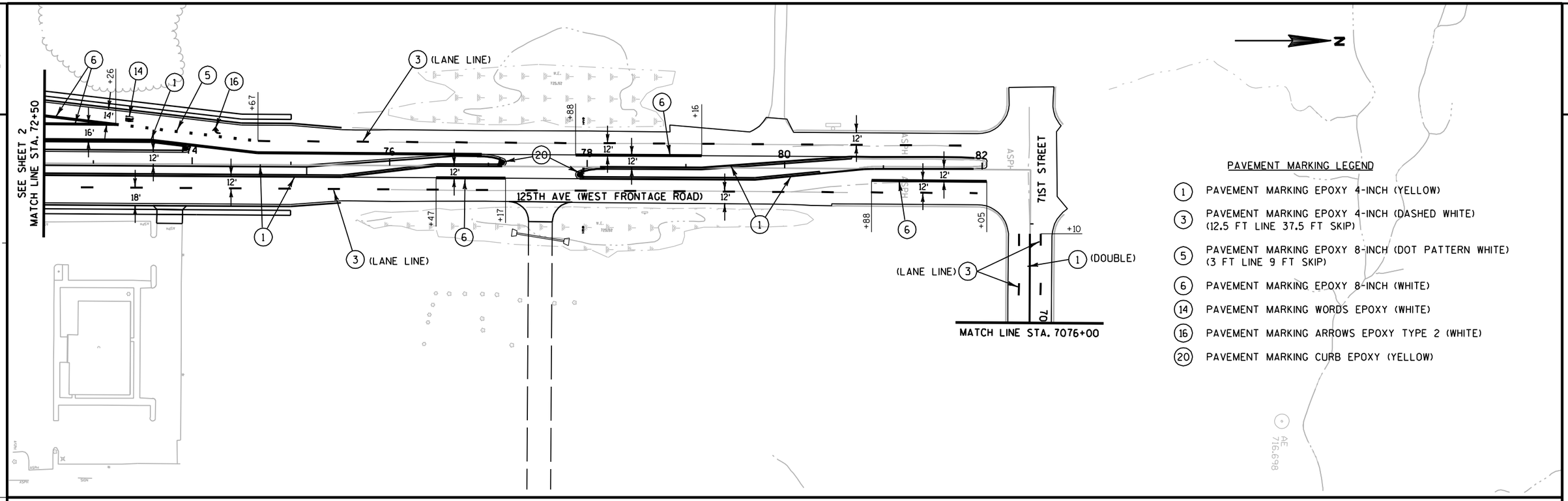
(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

(30) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

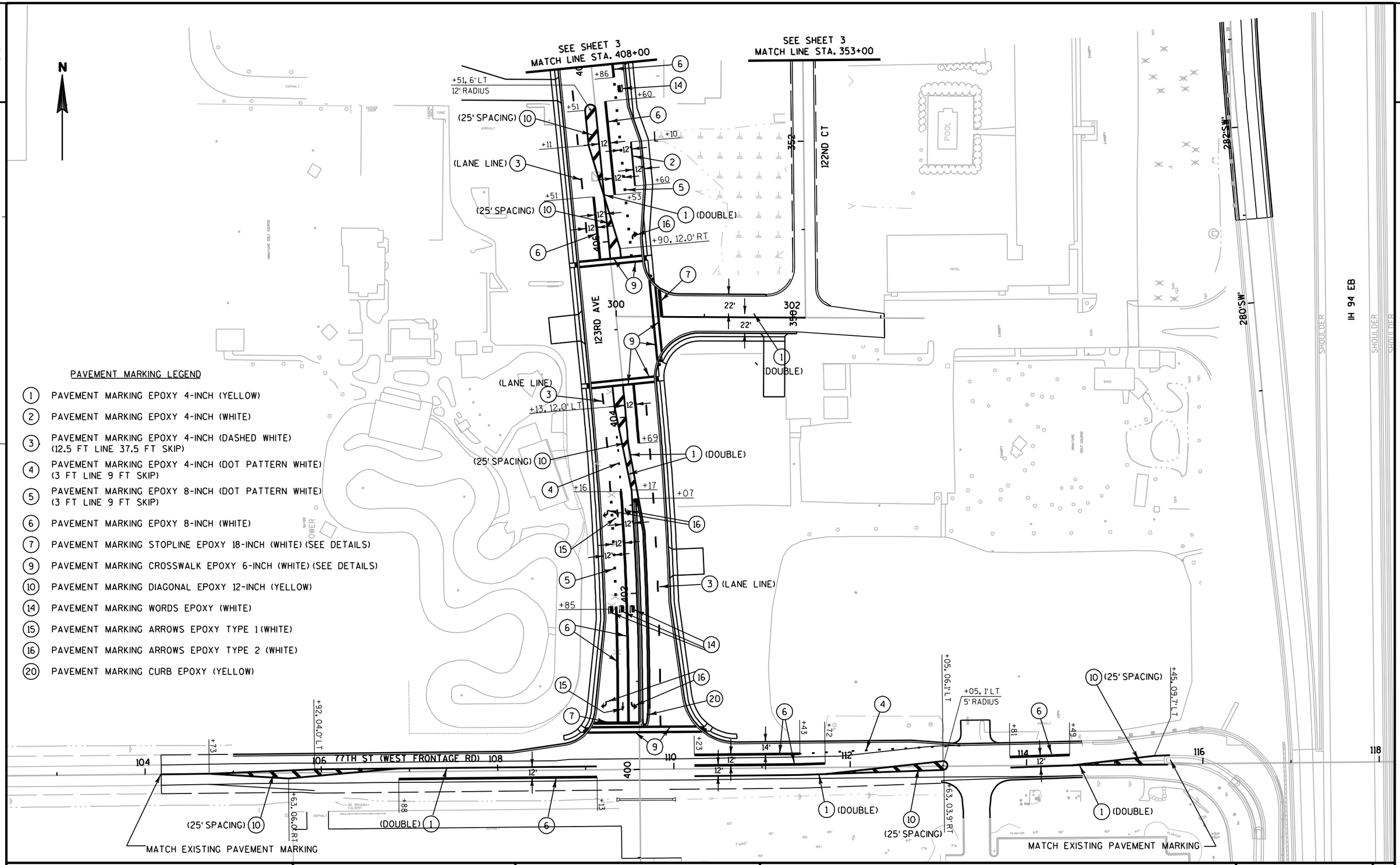




PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING SHEET 7 OF 8	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024507_pm_71.dgn PLOT DATE : 7/13/2012 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) (SEE DETAILS)
9. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) (SEE DETAILS)
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
15. PAVEMENT MARKING ARROWS EPOXY TYPE 1 (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
20. PAVEMENT MARKING CURB EPOXY (YELLOW)

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PAVEMENT MARKING	SHEET 8 OF 8	SHEET E

FILE NAME : g:\rasmith\r100820\dgn\dgn plan sheets\024508_pm_71.dgn
PLOT DATE : 7/13/2012
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

2

2

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.
2. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
3. ALL SIGNS, TEMPORARY OR EXISTING, IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REPLACE THEM.
4. ALL SIGNS TO BE REMOVED AND PLACED IN A SUBSEQUENT STAGE WILL BE PAID UNDER ITEM 638.2102 MOVING SIGNS TYPE II. STORAGE OF SIGNS BETWEEN STAGES IS INCLUDED UNDER ITEM 643.0100 TRAFFIC CONTROL (ID 1032-10-71).
5. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
6. ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.
7. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
8. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS, AS DIRECTED BY THE ENGINEER.
9. ALL EXISTING CONFLICTING PAVEMENT MARKING AND SIGNING SHALL BE REMOVED.
10. BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
11. ROUTE MARKER SIGNING (J-ASSEMBLIES), AT LOCATIONS DIRECTED BY THE ENGINEER, SHALL BE MAINTAINED DURING ALL CONSTRUCTION STAGES.
12. ENSURE DRAINAGE AND AVOID ANY PONDING OR STANDING WATER DURING THE STAGED CONSTRUCTION.
13. COVER PLATES SHALL BE USED WHEN PROPOSED INLETS, CATCH BASINS, AND MANHOLES ARE BENEATH PROPOSED TEMPORARY ASPHALTIC PAVEMENT.

NOTES

1. ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." LATEST EDITION.
2. SIGNS TO BE MOUNTED ON TRAFFIC CONTROL BARRICADES TYPE III OR OTHER APPROVED MOVABLE SUPPORT.
3. SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".
4. SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND UNLESS OTHERWISE NOTED.
5. ALL SIGNS SHALL HAVE CAPITOL LETTERS AND NUMERALS: 6" CAPS SHALL BE SERIES "C"
6. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.
7. SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.
8. DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



FMS 1 FMS 3

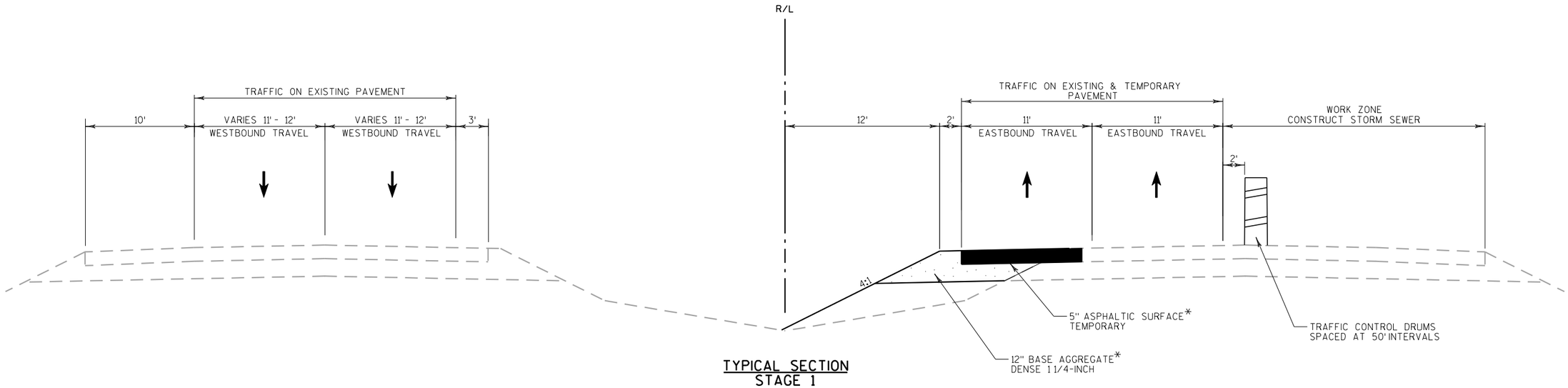


FMS 2 FMS 4

SHEET 1 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL / STAGING - NOTES AND CONSTRUCTION DETAILS	SHEET 290	E

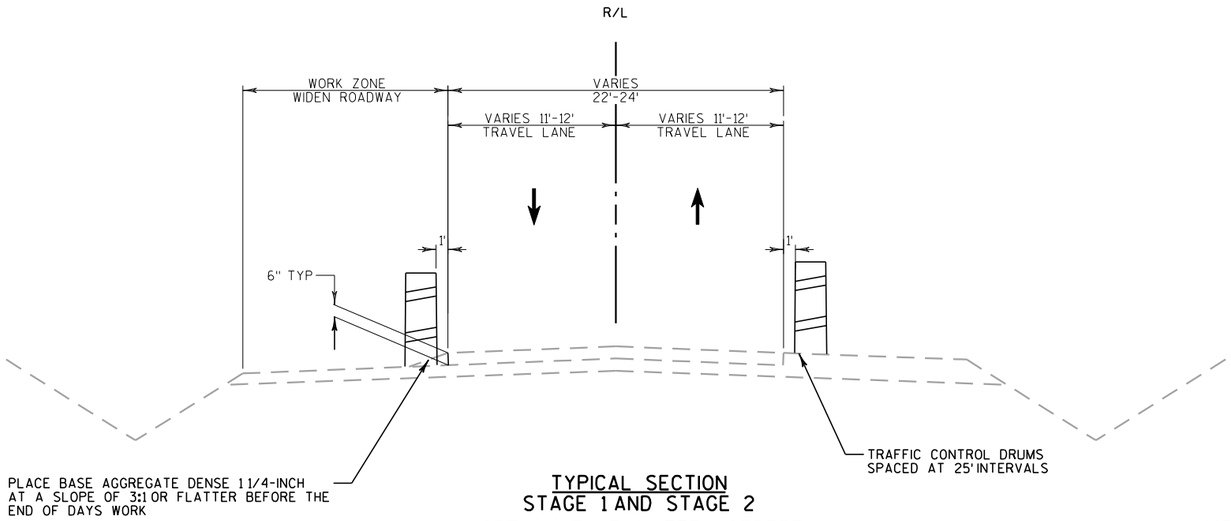
2



TYPICAL SECTION
STAGE 1
STH 50
STA 1426+00 - STA 1445+00

*CONSTRUCT ASPHALTIC SURFACE TEMPORARY PRIOR TO STARTING STORM SEWER CONSTRUCTION. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DETAILS

2

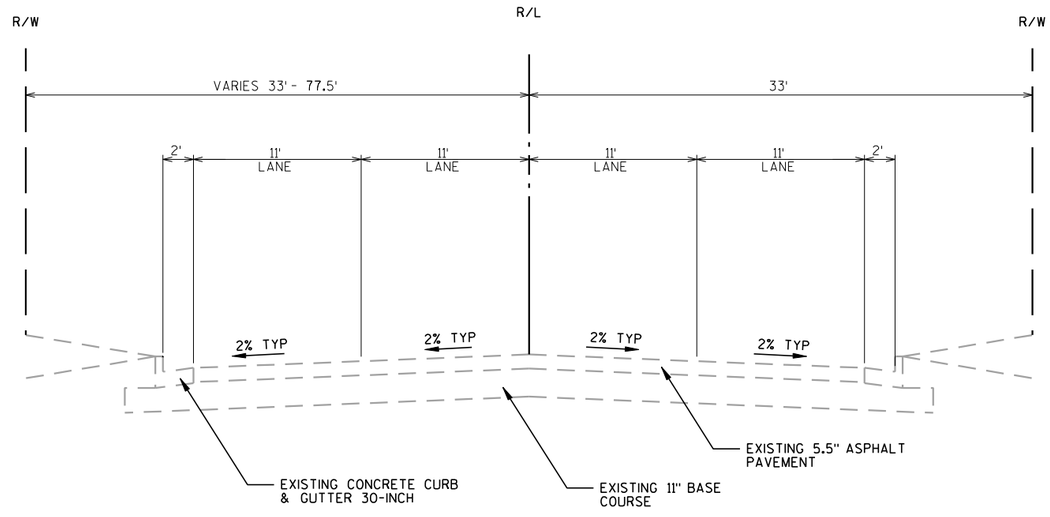


TYPICAL SECTION
STAGE 1 AND STAGE 2
125TH AVENUE & 77TH STREET

125TH AVENUE - STA 63+50 - STA 70+00
77TH STREET - STA 104+00 - STA 114+65

NOTES

1. PRIOR TO THE END OF THE WORKDAY PLACE BASE COURSE DENSE 1 1/4-INCH TO THE PROPOSED BASE COURSE ELEVATION ADJACENT TO THE EXISTING TRAVEL LANE TO A MINIMUM OF 5' OFF OF THE EXISTING TRAVEL LANE.
2. THE WORK ZONE SHALL NOT BE ON BOTH SIDES OF THE EXISTING ROADWAY AT THE SAME TIME. PLACE THE LOWER LAYER OF THE HMA PAVEMENT PRIOR TO SWITCHING THE WORK ZONE FROM ONE SIDE TO THE OTHER SIDE.

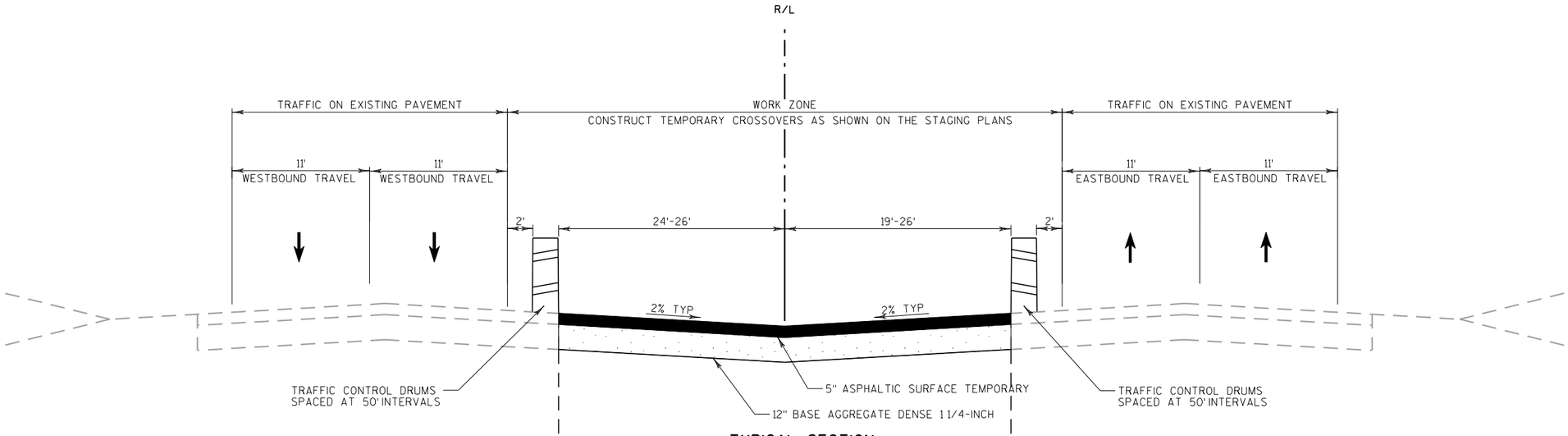


TYPICAL EXISTING SECTION
STAGE 1 AND STAGE 2

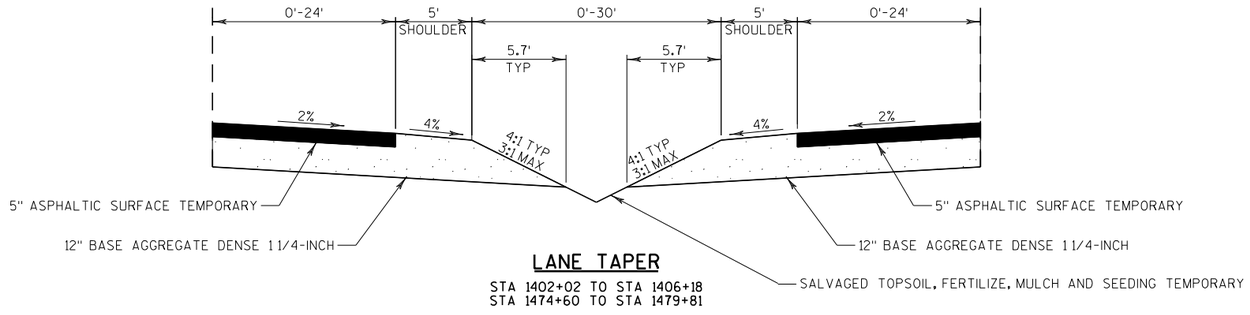
71ST STREET

STA 7074+45 TO STA 7086+02

2

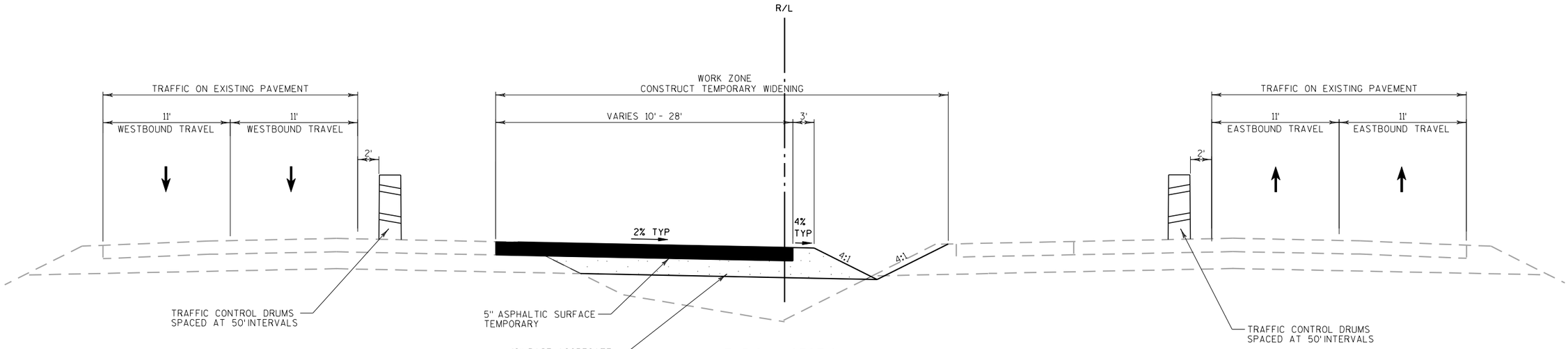


TYPICAL SECTION
STAGE 2
STH 50
STA 1402+02 - STA 1414+54
STA 1469+88 - STA 1479+81



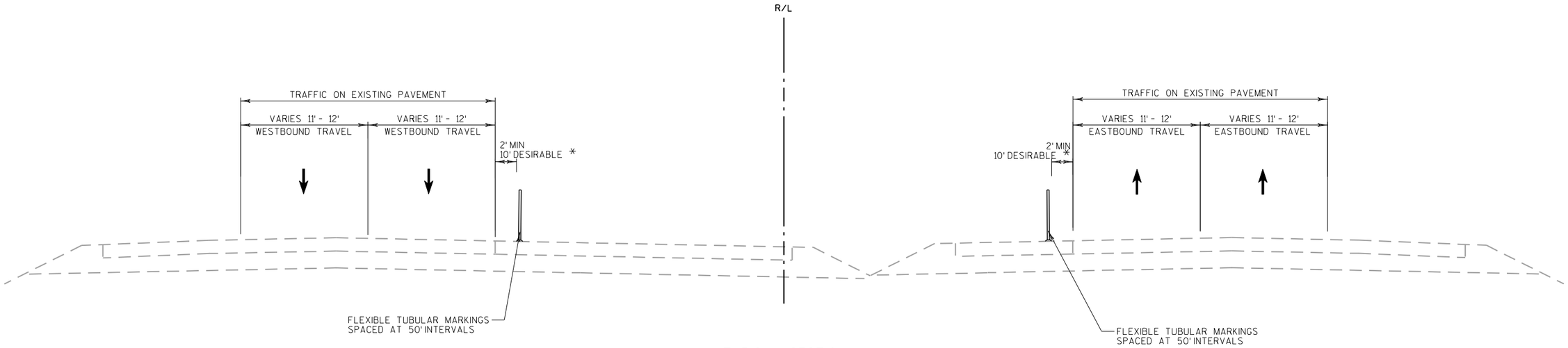
LANE TAPER
STA 1402+02 TO STA 1406+18
STA 1474+60 TO STA 1479+81

2



TYPICAL SECTION
STAGE 2
STH 50
STA 1415+40 - STA 1469+00

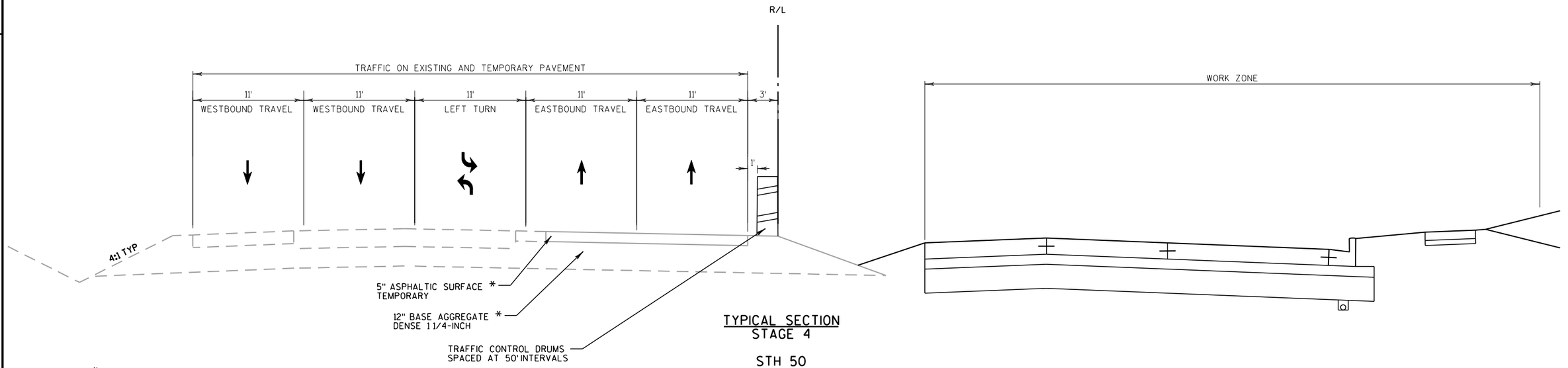
2



TYPICAL SECTION
STAGE 3
STH 50
STA 1415+40 - STA 1469+00

* USE 10' IN AREA OF
TEMPORARY WIDENING

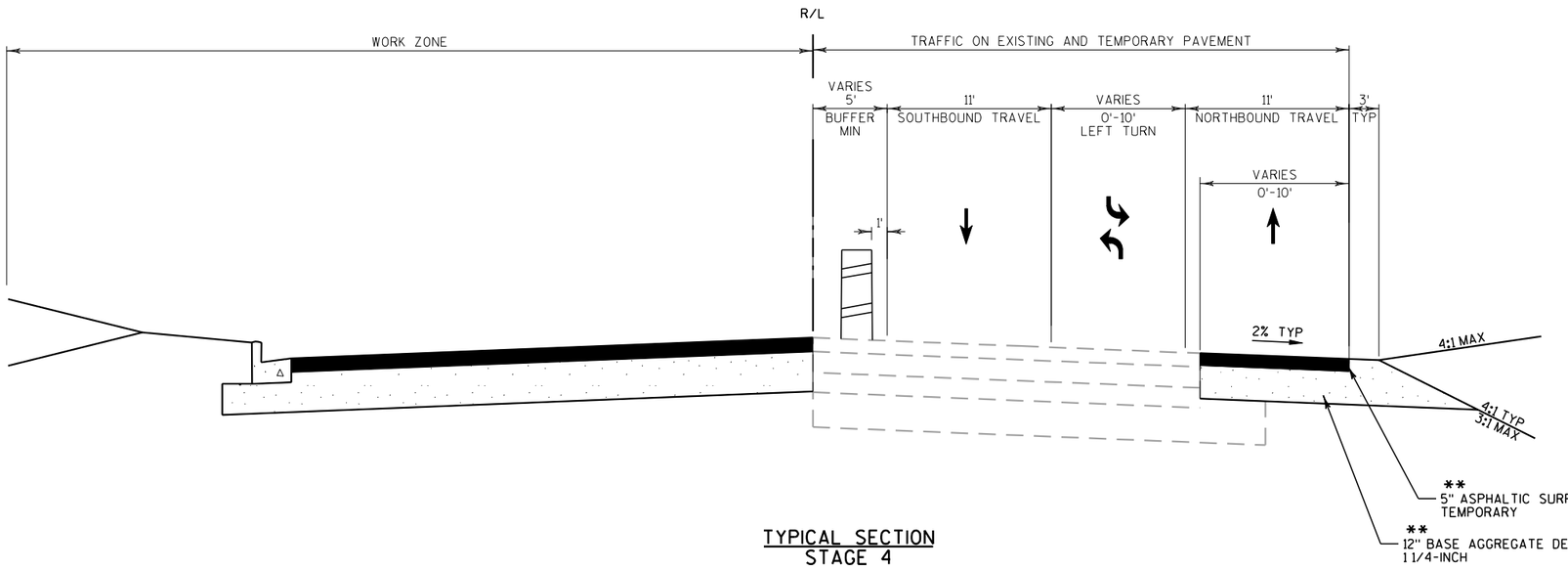
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* WIDENING CONSTRUCTED DURING STAGE 2

TYPICAL SECTION
STAGE 4

STH 50



TYPICAL SECTION
STAGE 4

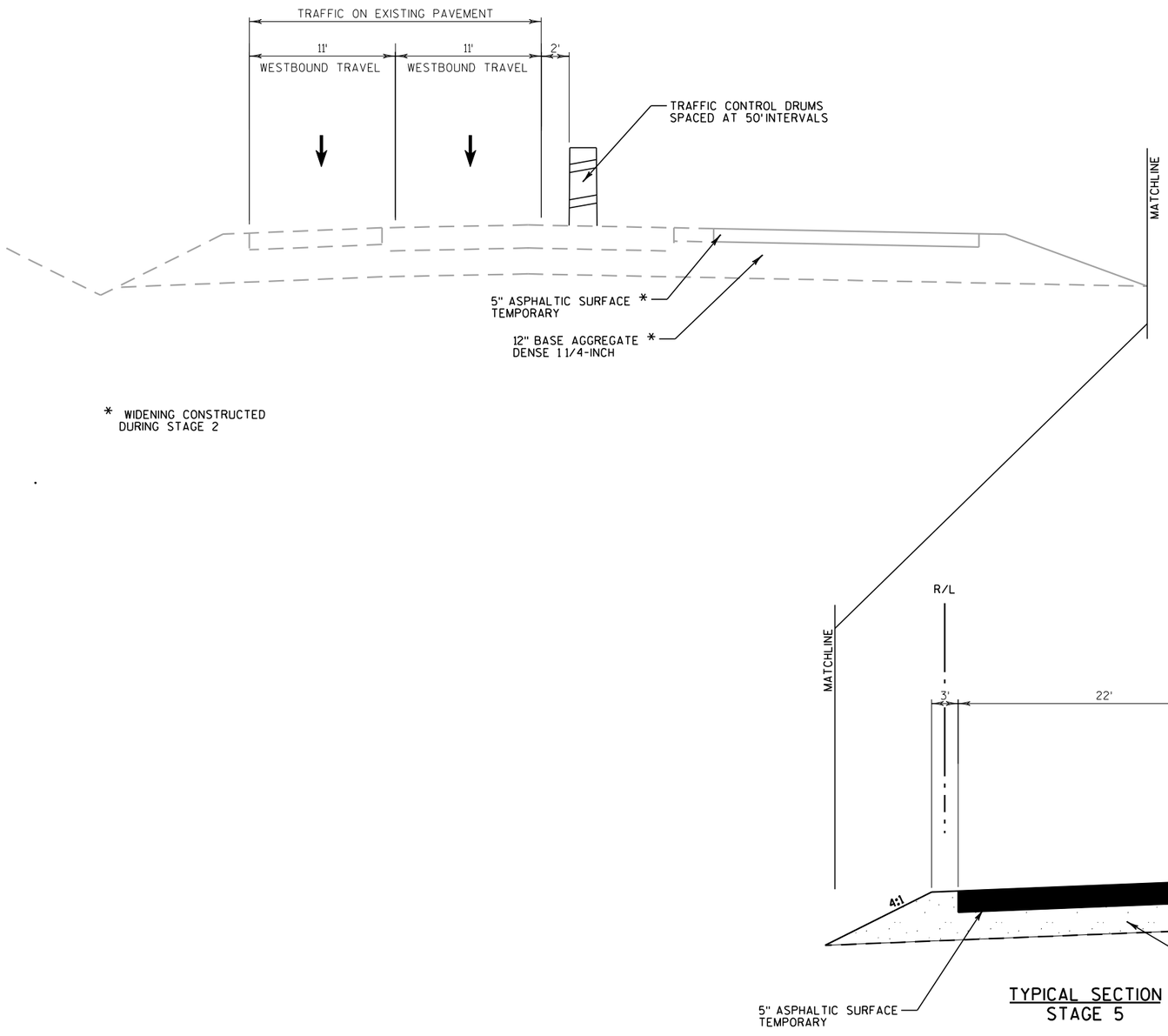
118TH AVENUE
STA 805+00 - STA 811+00

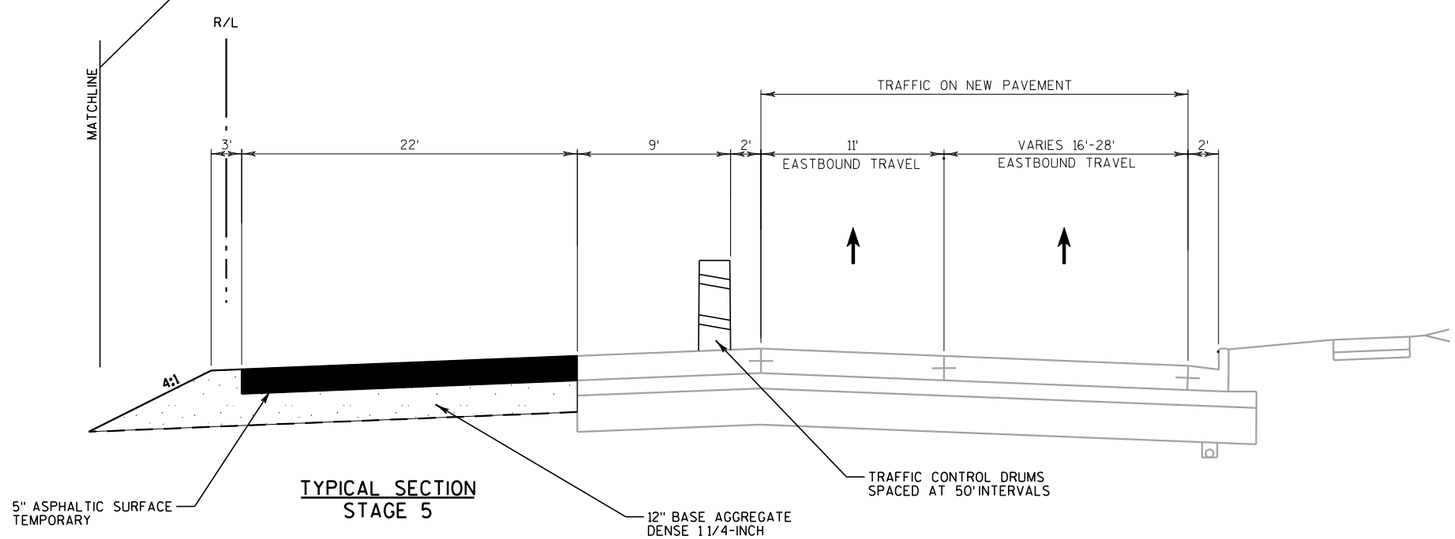
** CONSTRUCT IN STAGE 4 PRIOR TO SHIFTING TRAFFIC

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGING TYPICAL SECTIONS	SHEET 296	E

FILE NAME : t:\1012708\sheets\71_STH50\STAGING\026000_TS.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

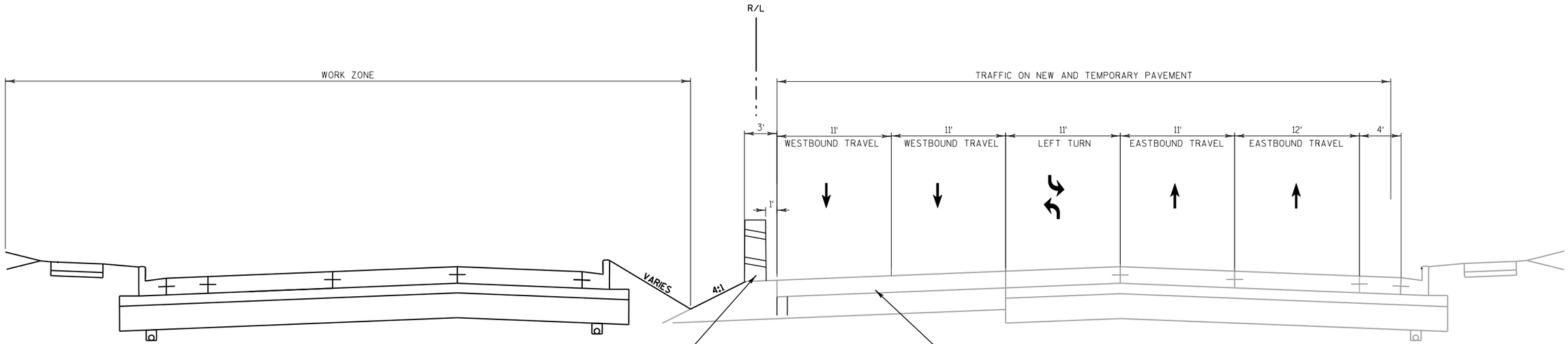




TYPICAL SECTION
STAGE 5

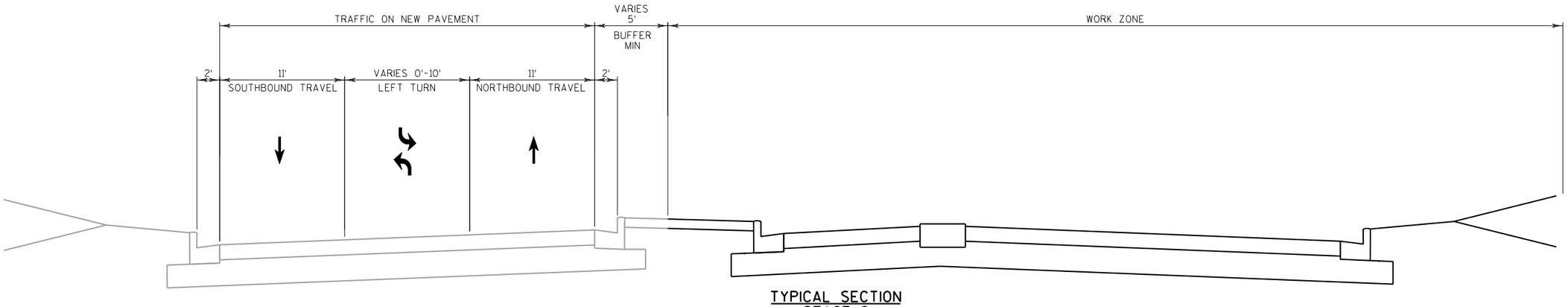
STH 50

2



TYPICAL SECTION
STAGE 6

STH 50



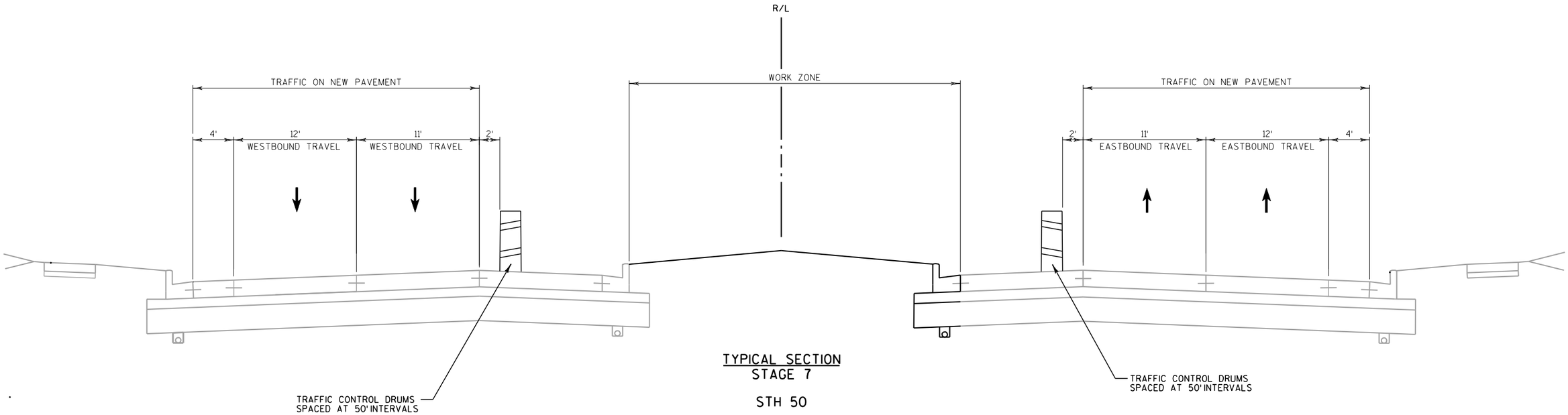
TYPICAL SECTION
STAGE 6

118TH AVENUE

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	STAGING TYPICAL SECTIONS	SHEET 298	E

FILE NAME : t:\1012708\sheets\71_STH50\STAGING\026000_TS.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



TYPICAL SECTION
STAGE 7

STH 50

PROJECT NO:1032-10-71	HWY:STH 50	COUNTY:KENOSHA	STAGING TYPICAL SECTIONS	SHEET 299	E

FILE NAME : t:\1012708\sheets\71_STH50\STAGING\026000_TS.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

WORK ZONE

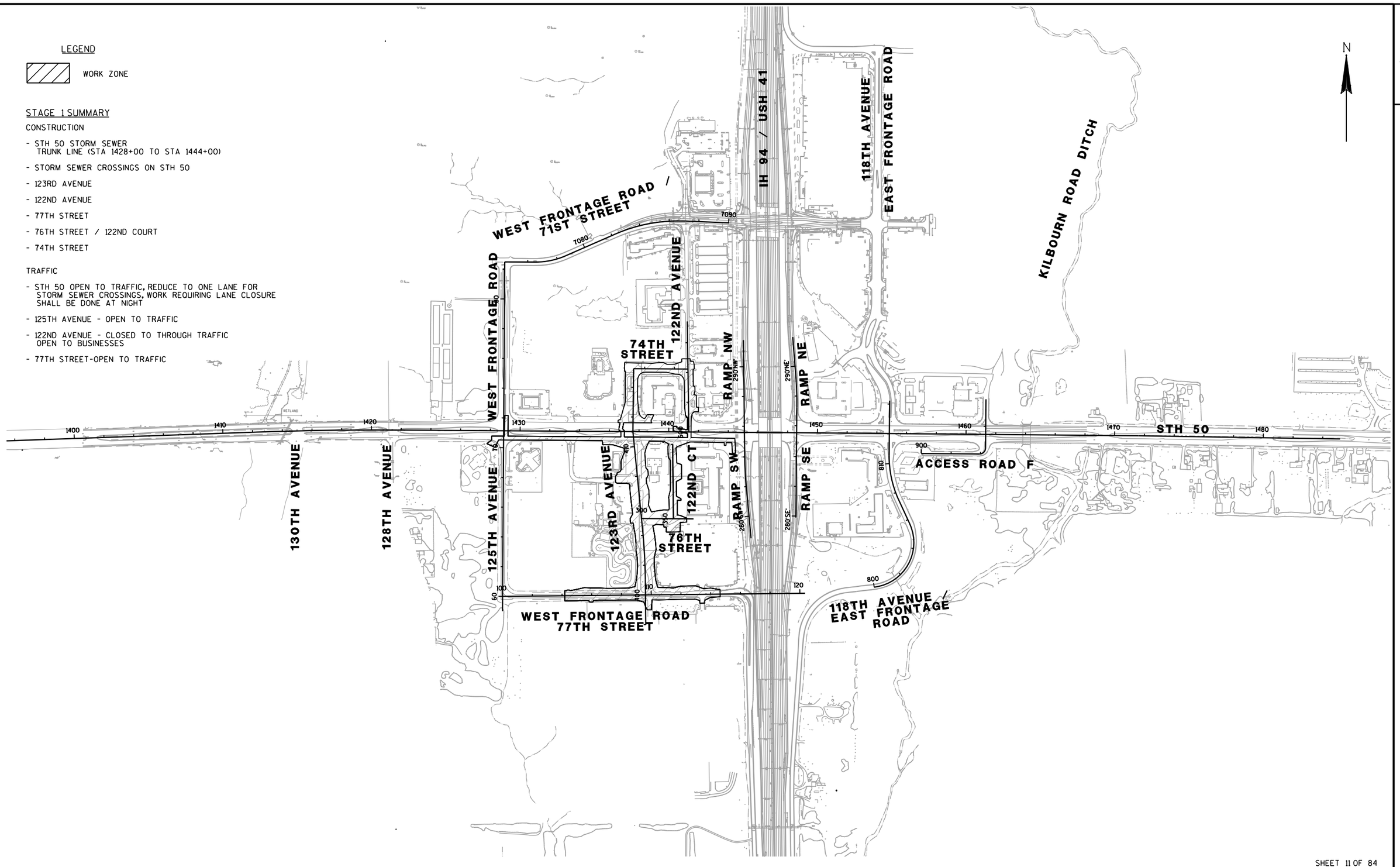
STAGE 1 SUMMARY

CONSTRUCTION

- STH 50 STORM SEWER TRUNK LINE (STA 1428+00 TO STA 1444+00)
- STORM SEWER CROSSINGS ON STH 50
- 123RD AVENUE
- 122ND AVENUE
- 77TH STREET
- 76TH STREET / 122ND COURT
- 74TH STREET

TRAFFIC

- STH 50 OPEN TO TRAFFIC, REDUCE TO ONE LANE FOR STORM SEWER CROSSINGS, WORK REQUIRING LANE CLOSURE SHALL BE DONE AT NIGHT
- 125TH AVENUE - OPEN TO TRAFFIC
- 122ND AVENUE - CLOSED TO THROUGH TRAFFIC OPEN TO BUSINESSES
- 77TH STREET-OPEN TO TRAFFIC



SHEET 11 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 1	SHEET 300	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025001_tc1.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

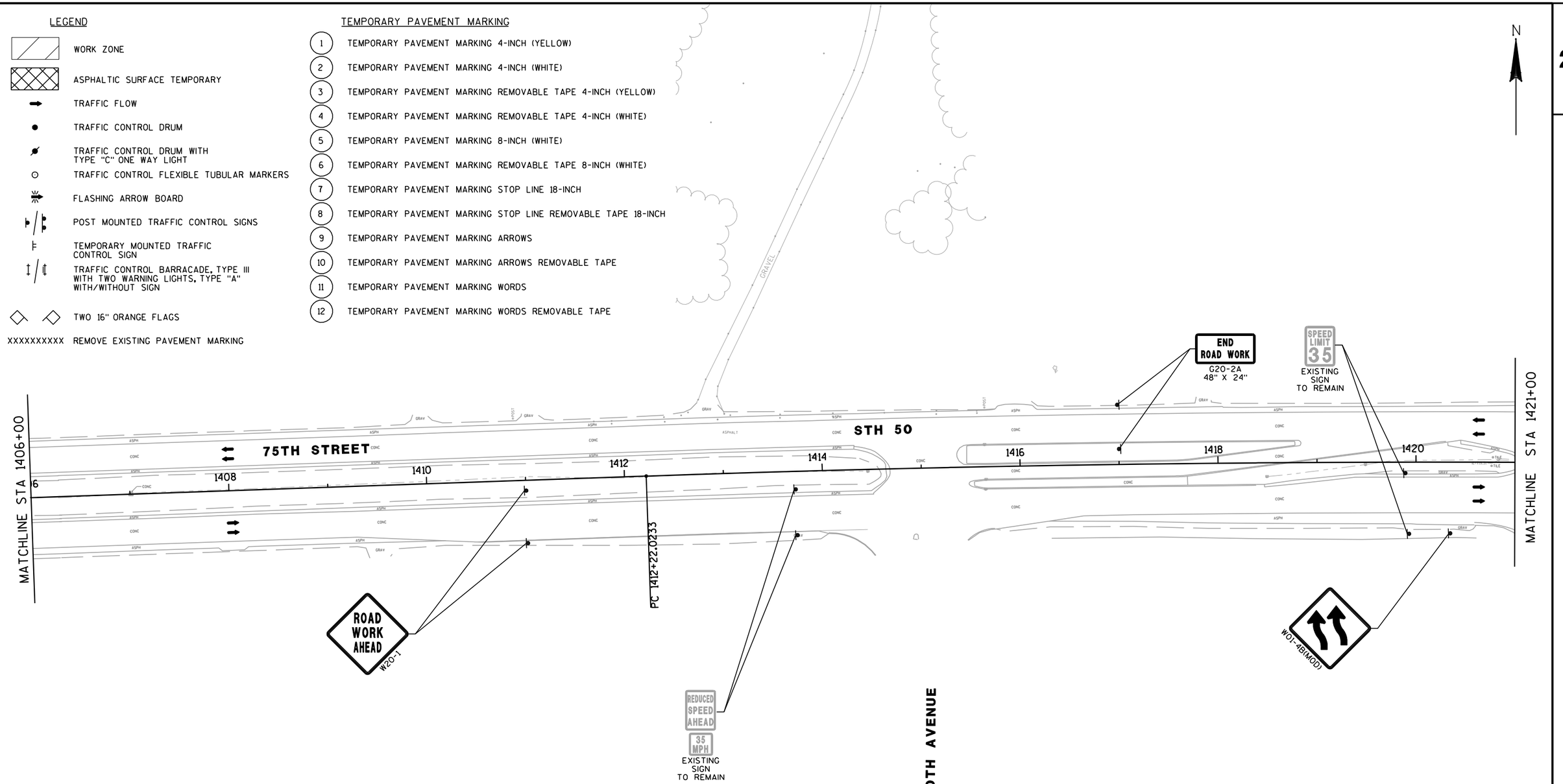
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 12 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 1	SCALE, FEET 0 50 100	SHEET 301	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026102_s1.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LEGEND

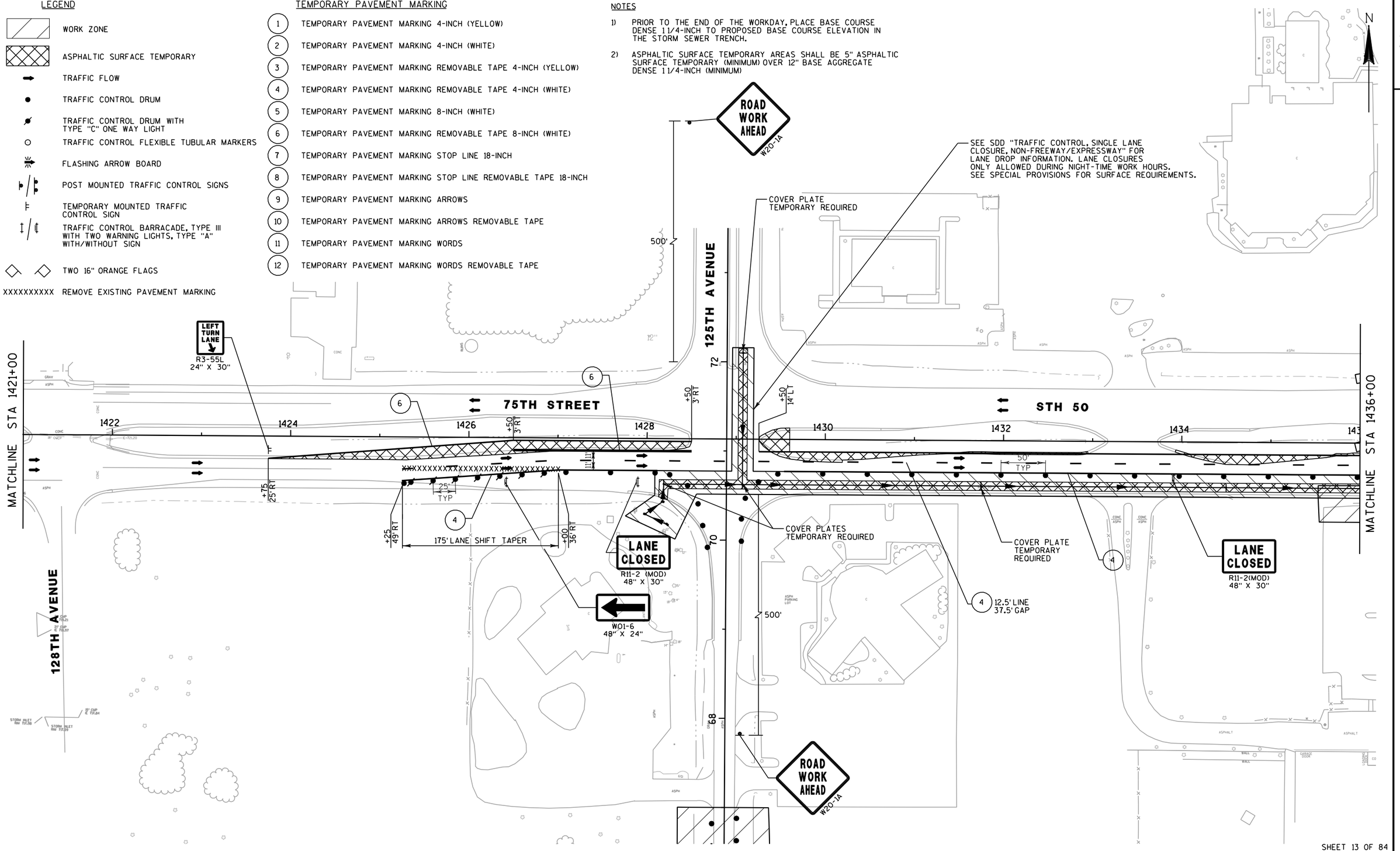
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

NOTES

1) PRIOR TO THE END OF THE WORKDAY, PLACE BASE COURSE DENSE 1 1/4-INCH TO PROPOSED BASE COURSE ELEVATION IN THE STORM SEWER TRENCH.
2) ASPHALTIC SURFACE TEMPORARY AREAS SHALL BE 5" ASPHALTIC SURFACE TEMPORARY (MINIMUM) OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH (MINIMUM)



SHEET 13 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 1	SCALE, FEET 0 50 100	SHEET 302	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026103_s1.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

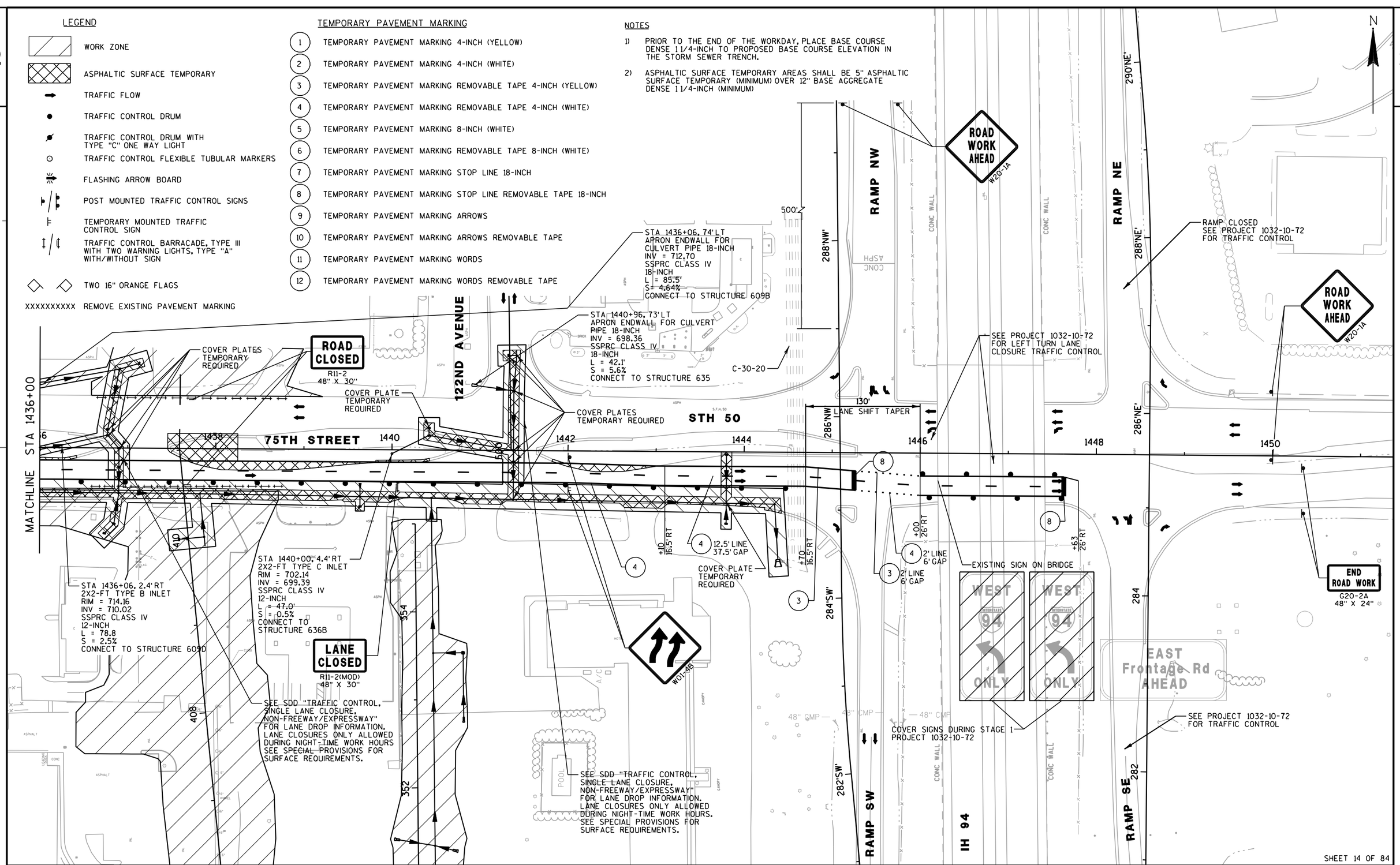
TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

NOTES

1) PRIOR TO THE END OF THE WORKDAY, PLACE BASE COURSE DENSE 1 1/4-INCH TO PROPOSED BASE COURSE ELEVATION IN THE STORM SEWER TRENCH.

2) ASPHALTIC SURFACE TEMPORARY AREAS SHALL BE 5" ASPHALTIC SURFACE TEMPORARY (MINIMUM) OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH (MINIMUM)



SHEET 14 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 1	SCALE, FEET 0 50 100	SHEET 303	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026104_s1.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

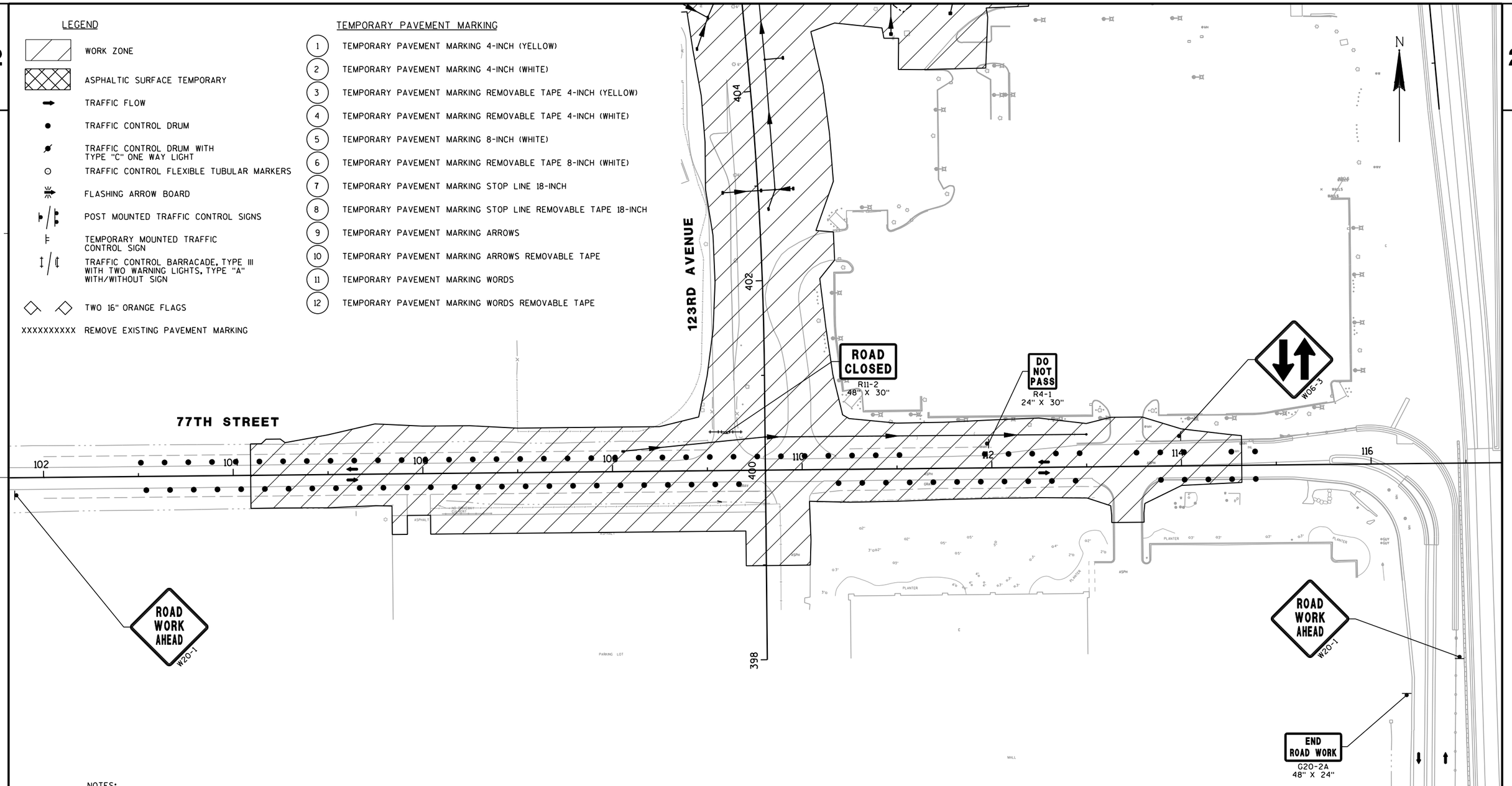
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES:

1) 77TH STREET SHALL BE OPEN TO TRAFFIC AT ALL TIMES. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)" FOR LANE CLOSURE INFORMATION.

2) PRIOR TO THE END OF THE WORKDAY, PLACE BASE COURSE DENSE 1 1/4-INCH TO THE PROPOSED BASE COURSE ELEVATION ADJACENT TO THE EXISTING TRAVEL LANE TO A MINIMUM OF 5'OFF OF THE EXISTING TRAVEL LANE

3) THE WORK ZONE SHALL NOT BE ON BOTH SIDES OF THE EXISTING ROADWAY AT THE SAME TIME. PLACE LOWER LAYER OF HMA PAVEMENT TYPE E-3 PRIOR TO SWITCHING THE LOCATION OF THE WORK ZONE

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 1	SCALE, FEET 0 50 100	SHEET 304	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026105_s1.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

WORK ZONE

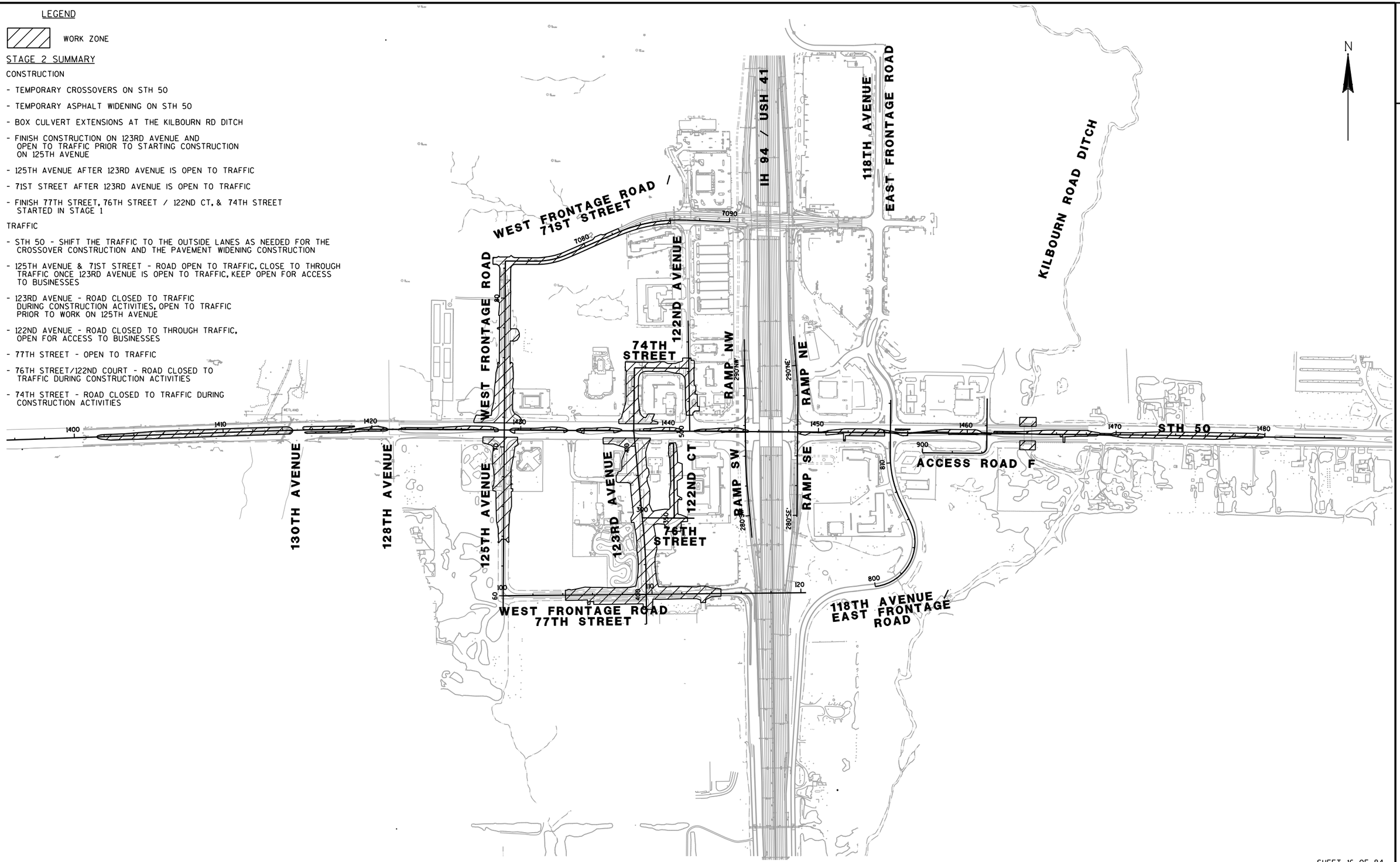
STAGE 2 SUMMARY

CONSTRUCTION

- TEMPORARY CROSSOVERS ON STH 50
- TEMPORARY ASPHALT WIDENING ON STH 50
- BOX CULVERT EXTENSIONS AT THE KILBOURN RD DITCH
- FINISH CONSTRUCTION ON 123RD AVENUE AND OPEN TO TRAFFIC PRIOR TO STARTING CONSTRUCTION ON 125TH AVENUE
- 125TH AVENUE AFTER 123RD AVENUE IS OPEN TO TRAFFIC
- 71ST STREET AFTER 123RD AVENUE IS OPEN TO TRAFFIC
- FINISH 77TH STREET, 76TH STREET / 122ND CT, & 74TH STREET STARTED IN STAGE 1

TRAFFIC

- STH 50 - SHIFT THE TRAFFIC TO THE OUTSIDE LANES AS NEEDED FOR THE CROSSOVER CONSTRUCTION AND THE PAVEMENT WIDENING CONSTRUCTION
- 125TH AVENUE & 71ST STREET - ROAD OPEN TO TRAFFIC, CLOSE TO THROUGH TRAFFIC ONCE 123RD AVENUE IS OPEN TO TRAFFIC, KEEP OPEN FOR ACCESS TO BUSINESSES
- 123RD AVENUE - ROAD CLOSED TO TRAFFIC DURING CONSTRUCTION ACTIVITIES, OPEN TO TRAFFIC PRIOR TO WORK ON 125TH AVENUE
- 122ND AVENUE - ROAD CLOSED TO THROUGH TRAFFIC, OPEN FOR ACCESS TO BUSINESSES
- 77TH STREET - OPEN TO TRAFFIC
- 76TH STREET/122ND COURT - ROAD CLOSED TO TRAFFIC DURING CONSTRUCTION ACTIVITIES
- 74TH STREET - ROAD CLOSED TO TRAFFIC DURING CONSTRUCTION ACTIVITIES



SHEET 16 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 2	SHEET 305	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025002_tc2.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

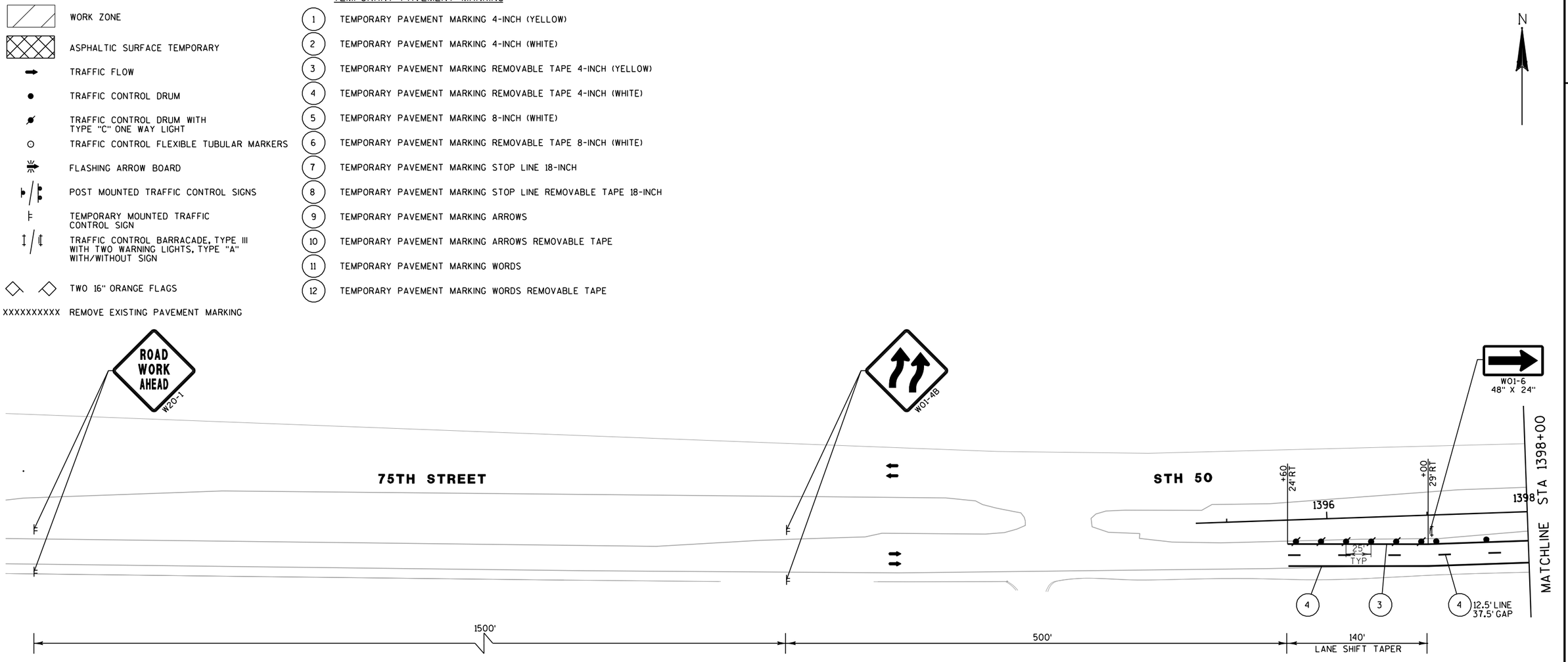
LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS

XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

SHEET 17 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 306	E

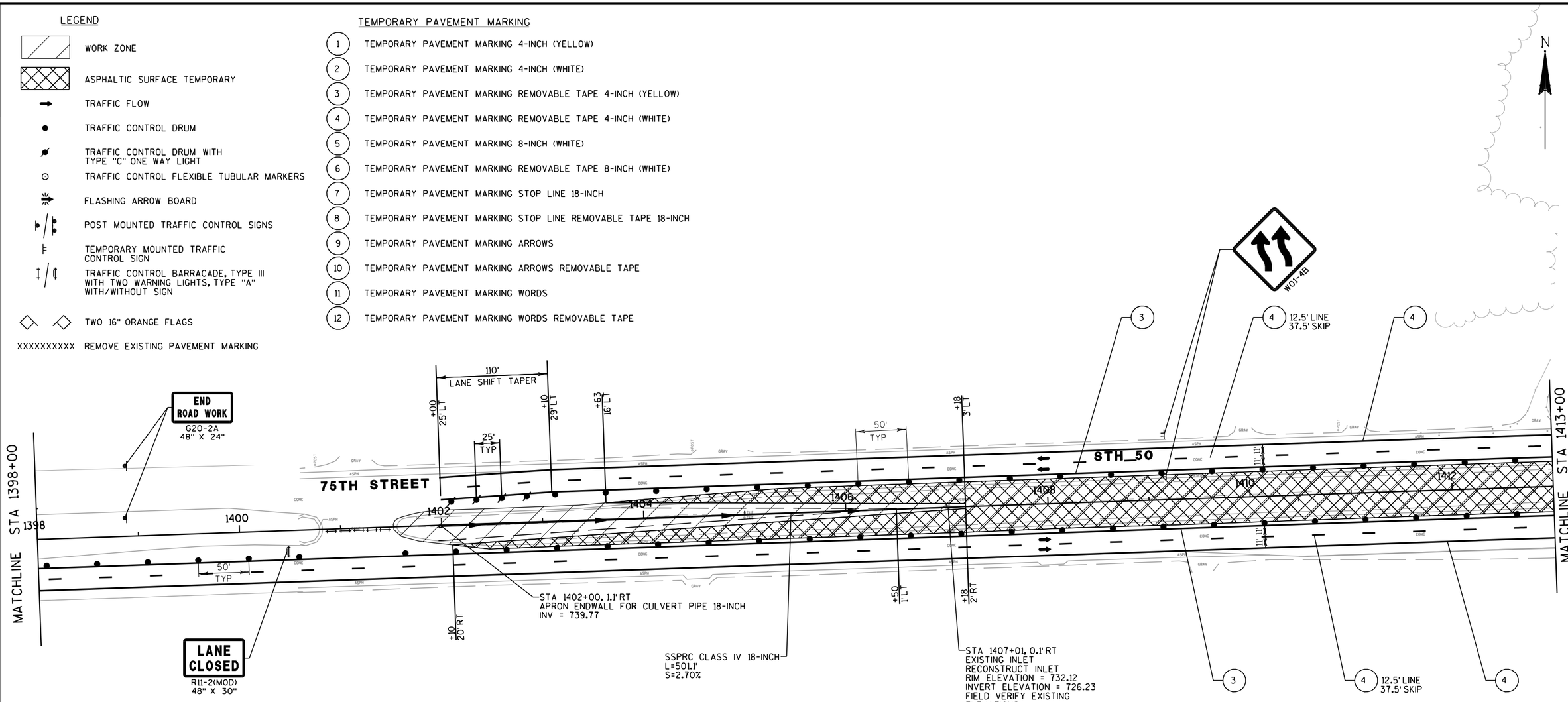
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

SHEET 18 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 307	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026202_s2.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

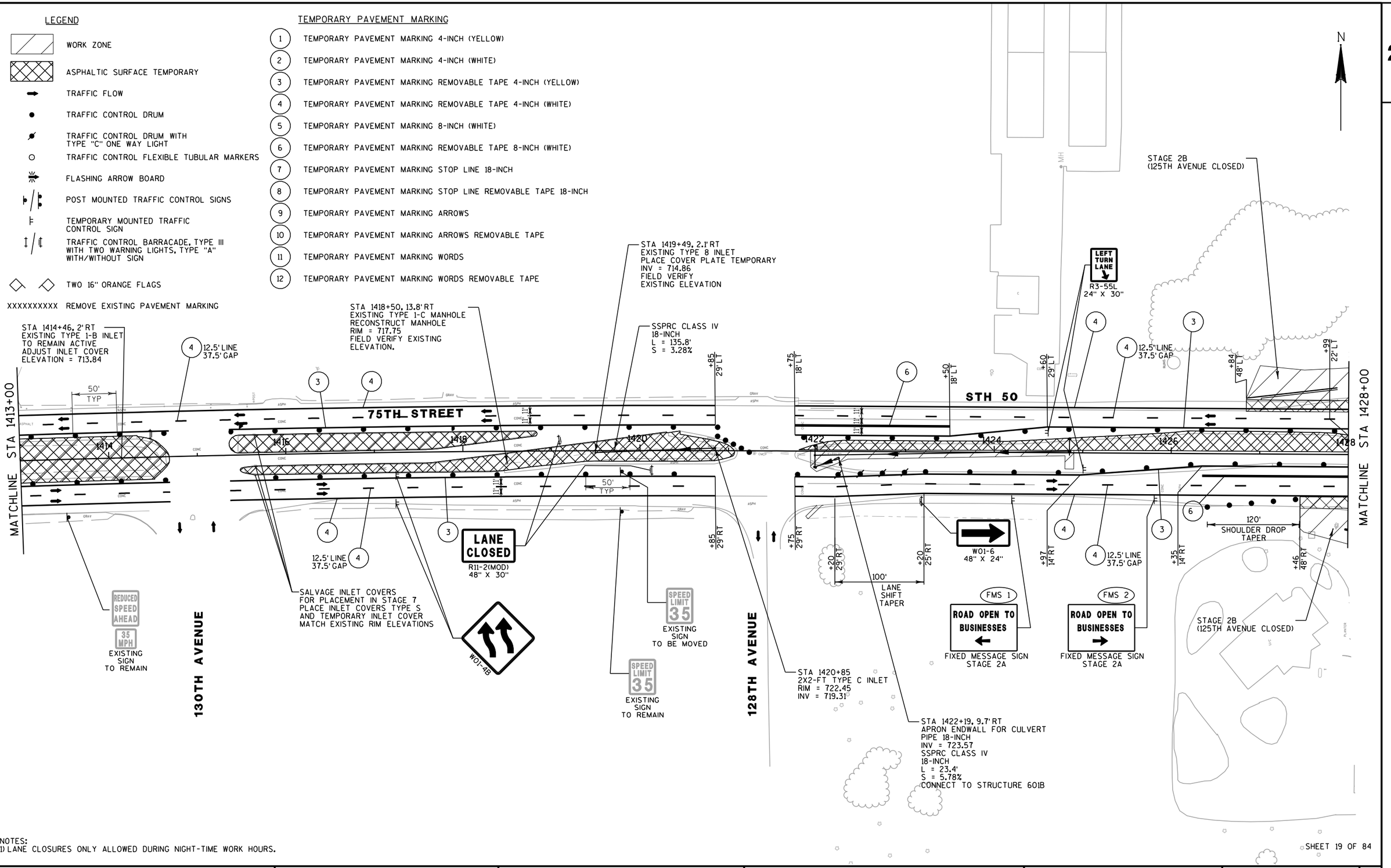
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

SHEET 19 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 308	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026203_s2.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH

74TH STREET
75TH STREET
STH 50
125TH AVENUE
123RD AVENUE
122ND AVENUE
122ND CT
WEST FRONTAGE ROAD/ 125TH AVENUE
MATCHLINE STA 1428+00
MATCHLINE STA 1443+00
ROAD WORK AHEAD W20-1
ROAD CLOSED AHEAD W20-3
PLACE AT 71ST STREET INTERSECTION
ROAD CLOSED R11-2 48" X 30"
R3-2 24" X 24"
SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY / EXPRESSWAY" FOR LANE DROP INFORMATION CLOSE ONE LANE TO CONSTRUCT ASPHALTIC SURFACE TEMPORARY TRANSITION. LANE CLOSURE ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.
120' SHOULDER DROP TAPER
50' TYP
10' TYP
110' SHOULDER DROP TAPER
500'
EXISTING SIGN TO REMAIN
ROAD OPEN TO BUSINESSES FMS 4
FIXED MESSAGE SIGN
STA 1432+56, 4.7' RT APRON ENDWALL FOR CULVERT PIPE 18-INCH INV = 723.86
CULVERT PIPE TEMPORARY 18-INCH L=73.0' S=1.08%
STA 1434+69, 7.5' RT APRON ENDWALL FOR CULVERT PIPE 18-INCH INV = 717.73
LEFT TURN LANE R3-55L 24" X 30"
12.5' LINE 37.5' GAP
CONNECT CULVERT PIPE TEMPORARY 18-INCH TO EXISTING 18" CMP ELEV = 721.07 CONCRETE COLLAR REQUIRED FIELD VERIFY ELEVATION PRIOR TO CONSTRUCTION
CULVERT PIPE TEMPORARY 18-INCH L=73.0' S=0.5%
MAINTAIN ACCESS TO KFC
CONNECT CULVERT PIPE TEMPORARY 18-INCH TO EXISTING 18-INCH CMP ELEV = 718.10 CONCRETE COLLAR REQUIRED FIELD VERIFY ELEVATION PRIOR TO CONSTRUCTION
FINISH TEMPORARY WIDENING BEFORE OPENING 123RD AVENUE
WO1-6 48" X 24"
WO1-48

NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

SHEET 20 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2A (123RD AVENUE CLOSED)	SHEET 309	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026204_s2_A.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- INSTALL VERTICAL PANELS 12-INCH — TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

125TH AVENUE
ROAD CLOSED
R11-2
48" X 30"
+11
18' LT
110'
SHOULDER DROP
TAPER
10' TYP
75TH STREET
50' TYP
STA 1428+00
MATCHLINE
1430
1432
1434
1436
1438
1440
1442
STA 1443+00
MATCHLINE
+79
48' RT
R3-2
24" X 24"
ROAD CLOSED
R11-2
48" X 30"
SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR LANE DROP INFORMATION. CLOSE ONE LANE TO CONSTRUCT ASPHALTIC SURFACE TEMPORARY TRANSITION. LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.
INSTALL VERTICAL PANELS 12-INCH
WEST FRONTAGE ROAD/ 125TH AVENUE
LEFT TURN LANE
R3-55L
24" X 30"
FMS 1
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN
FMS 2
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN
TEMPORARY SIGNAL REQUIRED
YIELD
R1-2
36" X 31"
SIGN TO REMAIN BETWEEN STAGE 2 AND STAGE 3
123RD AVENUE
74TH STREET
416
418
414
412
410
408
504
502
500
STH 50
122ND AVENUE
122ND CT
354
352
ROAD WORK AHEAD
W20-1
PLACE AT 71ST STREET INTERSECTION
INSTALL PERMANENT SIGNING ON 122ND AVENUE PRIOR TO OPENING TO TRAFFIC
FMS 4
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN
LEFT TURN LANE
R3-55L
24" X 30"
FMS 3
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN
W1-6
48" X 24"
W1-6
R1-2
36" X 31"
SIGN TO REMAIN BETWEEN STAGE 2 AND STAGE 3
LEFT TURN LANE
R3-55L
24" X 30"
ROAD WORK AHEAD
W20-1
PLACE SIGN AT 77TH STREET INTERSECTION
POOL
N

NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.
2) SEE PAVEMENT MARKING ON SHEET 20 OF 84

SHEET 21 OF 84

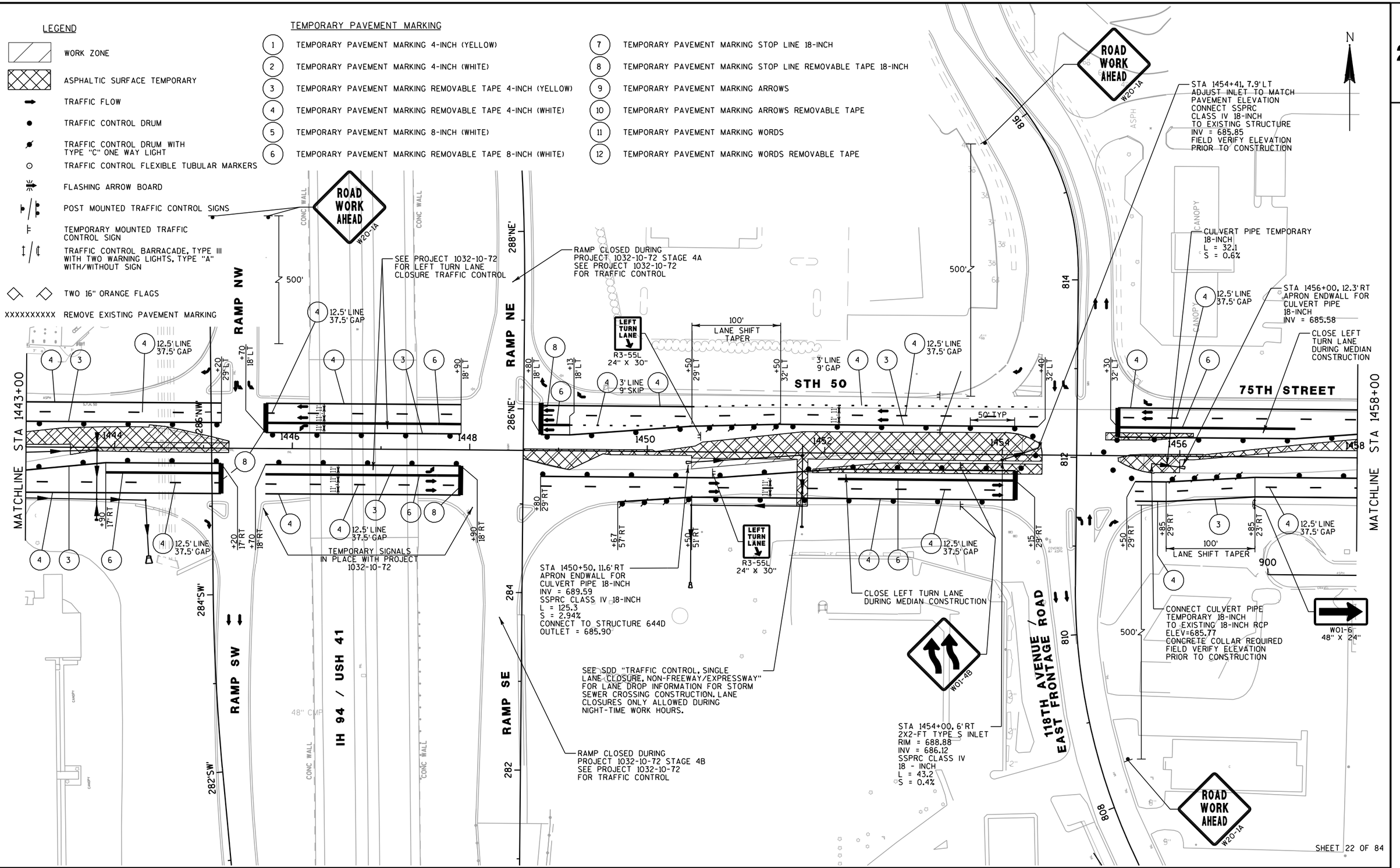
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2B (125TH AVENUE CLOSED)	SHEET 310	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 311	E

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- CC — CRASH CUSHIONS TEMPORARY
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

* REMOVE THE SHOULDER CLOSED SIGNING AND DRUMS WHEN THE SHOULDER CLOSURE IS NOT NEEDED.

MATCHLINE STA 1458+00

75TH STREET

APRON ENDWALL FOR CULVERT PIPE 18-INCH
STA 1458+50, 0.9' RT, INV=685.11

ACCESS RD F

LEFT TURN LANE
R3-55L
24" X 30"

SSPRC CLASS IV
18-INCH
L = 220.1'
S = 0.86%

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

2X2-FT TYPE S INLET
STA 1460+70, 4'LT
RIM = 686.26
INV = 683.22

STH 50

EXISTING GUARDRAIL TO REMAIN UNTIL WORK IN STAGES 4 AND 6

CRASH CUSHION REOD
STA 1465+65

15:1 TAPER

50' TYP

SSPRC CLASS IV
18-INCH
L = 180.3'
S = 0.17%

APRON ENDWALL FOR CULVERT PIPE 18-INCH
STA 1462+50, 5.8' RT
INV = 682.91

2X2-FT TYPE B INLET
STA 1465+50, 12' RT
RIM = 682.45
INV = 679.55

W01-4B

CRASH CUSHION REOD
STA 1462+60

SSPRC CLASS IV 12-INCH
L = 16.9'
S = 0.59%

STA 1465+58, 3'LT
SSPRC CLASS IV
12-INCH TO EXISTING INLET
ADJUST INLET COVER TO MATCH
ASPHALTIC PAVEMENT
TEMPORARY SURFACE
RIM = 684.20

STA 1466+50, 38'LT
CONNECT SSPRC CLASS IV 18-INCH TO STRUCTURE 663A - (INLET MEDIAN 2 GRATE)
2 - COVER PLATES TEMPORARY REQUIRED

RIGHT SHOULDER CLOSED
W21-5A

RIGHT SHOULDER CLOSED AHEAD
W21-5B

W01-6
48" X 24"

100'
LANE SHIFT TAPER

225'LANE SHIFT TAPER

12.5' LINE
37.5' GAP

SSPRC CLASS IV
18-INCH
L = 229'
S = 1.22%

2X2-FT TYPE S INLET
STA 1468+79, 4'LT
RIM = 685.04
INV = 682.00

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR LANE DROP INFORMATION. LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

2X2-FT TYPE S INLET
STA 1469+74, 2.2'LT
RIM = 685.53
INV = 682.49

50' TYP

W01-6
48" X 24"

SSPRC CLASS IV
18-INCH
L = 95.0'
S = 0.52%

W01-4B(MOD)

MATCHLINE STA 1473+00

NOTES
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS.

SHEET 23 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 312	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026206_s2.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

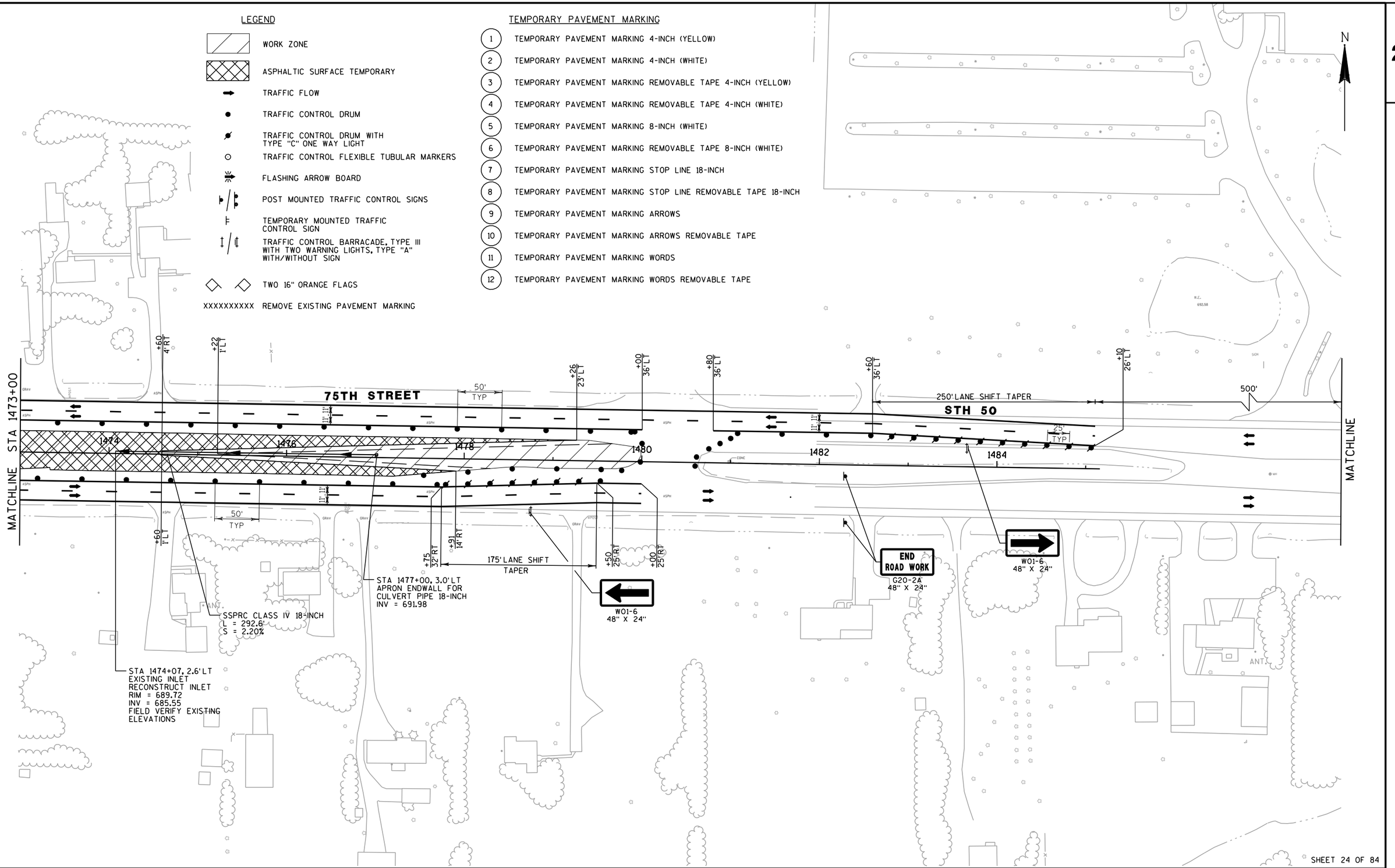
WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

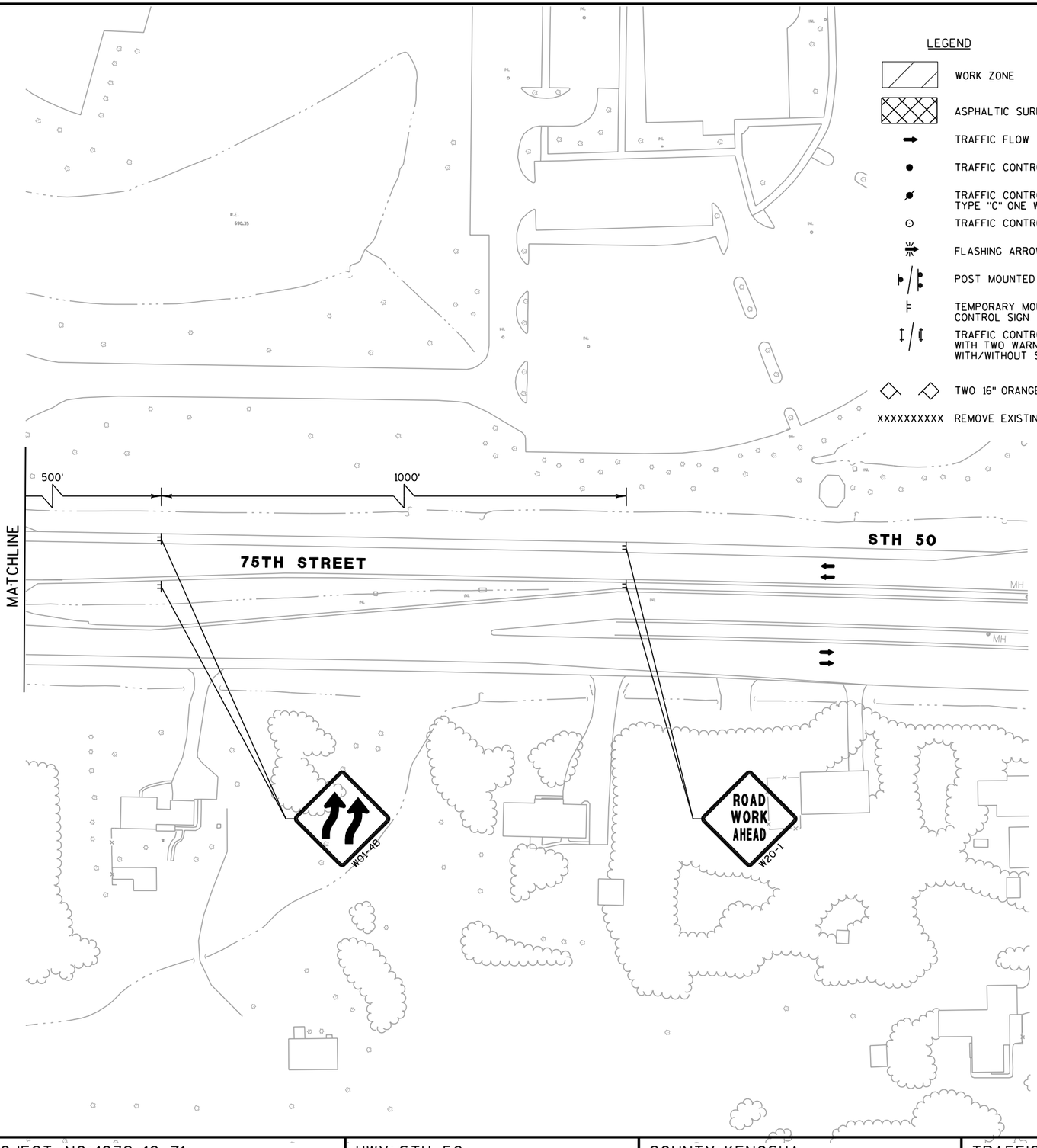
TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 24 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 313	E



LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

2

SHEET 25 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 314	E

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

125TH AVENUE

77TH STREET

75TH STREET

60 62 64 66 68 70 72

100 102 104

1424 1425 1426 1427

NOTES:

1) IF MILL/OVERLAY WORK IS DONE WHILE 123 RD AVENUE IS CLOSED TO TRAFFIC, 125TH AVENUE SHALL BE OPEN TO TRAFFIC.

2) IF MILL/OVERLAY WORK IS DONE WHILE 123RD AVENUE IS OPEN TO TRAFFIC, 125TH AVENUE CAN BE CLOSED.

3) ACCESS TO PROPERTIES ON 125TH AVENUE SHALL BE MAINTAINED AT ALL TIMES.

4) IF 125TH AVENUE IS OPEN TO THROUGH TRAFFIC, PRIOR TO THE END OF THE WORK DAY. PLACE BASE COURSE DENSE 1 1/4-INCH TO THE PROPOSED BASE COURSE ELEVATION ADJACENT TO THE EXISTINGTRAVEL LANE TO A MINIMUM OF 5' OFF OF THE EXISTING TRAVEL LANE.

5) IF 125TH AVENUE IS OPEN TO THRU TRAFFIC, THE WORK ZONE SHALL NOT BE ON BOTH SIDES OF THE EXISTING ROADWAY AT THE SAME TIME. PLACE LOWER LAYER OF HMA PAVEMENT TYPE E-3 PRIOR TO SWITCHING THE LOCATION OF THE WORK ZONE.

SHEET 26 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 315	E

NOTES:

1) 71ST STREET SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
2) 125TH AVENUE SHALL BE OPEN TO TRAFFIC WHEN 123RD AVENUE IS CLOSED TO TRAFFIC.
3) 125TH AVENUE CAN BE CLOSED TO THRU TRAFFIC WHEN 123RD AVENUE IS OPEN TO TRAFFIC. ACCESS TO PROPERTIES ON 125TH AVENUE SHALL BE MAINTAINED AT ALL TIMES.

ROAD WORK AHEAD
W20-1

500'

N

WEST FRONTAGE ROAD / 71ST STREET

125TH AVENUE / WEST FRONTAGE ROAD

122ND AVENUE

W01-6
48" X 24"

ALTERNATE LOCATION OF TRAVEL LANES AND WORK ZONE TO COMPLETE THE MILL AND OVERLAY ON 71ST STREET AND 125TH AVENUE

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY / EXPRESSWAY" FOR LANE DROP INFORMATION

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 2	SCALE, FEET 0 50 100	SHEET 316	E

SHEET 27 OF 84

FILE NAME : t:\1012708\sheets\71_sth50\staging\026107_s1.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

LEGEND

WORK ZONE

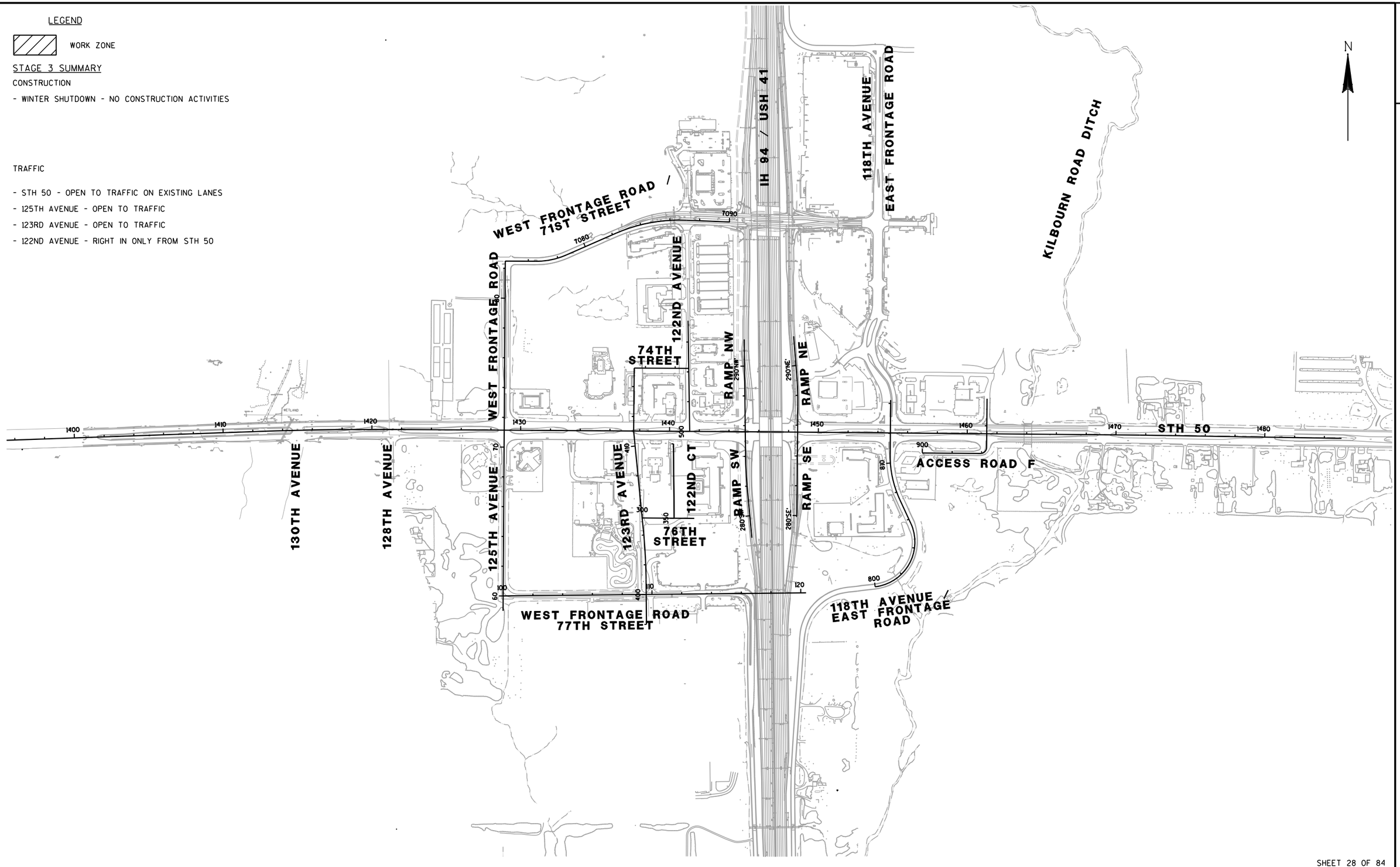
STAGE 3 SUMMARY

CONSTRUCTION

- WINTER SHUTDOWN - NO CONSTRUCTION ACTIVITIES

TRAFFIC

- STH 50 - OPEN TO TRAFFIC ON EXISTING LANES
- 125TH AVENUE - OPEN TO TRAFFIC
- 123RD AVENUE - OPEN TO TRAFFIC
- 122ND AVENUE - RIGHT IN ONLY FROM STH 50



SHEET 28 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 3	SHEET 317	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025003_tc3.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

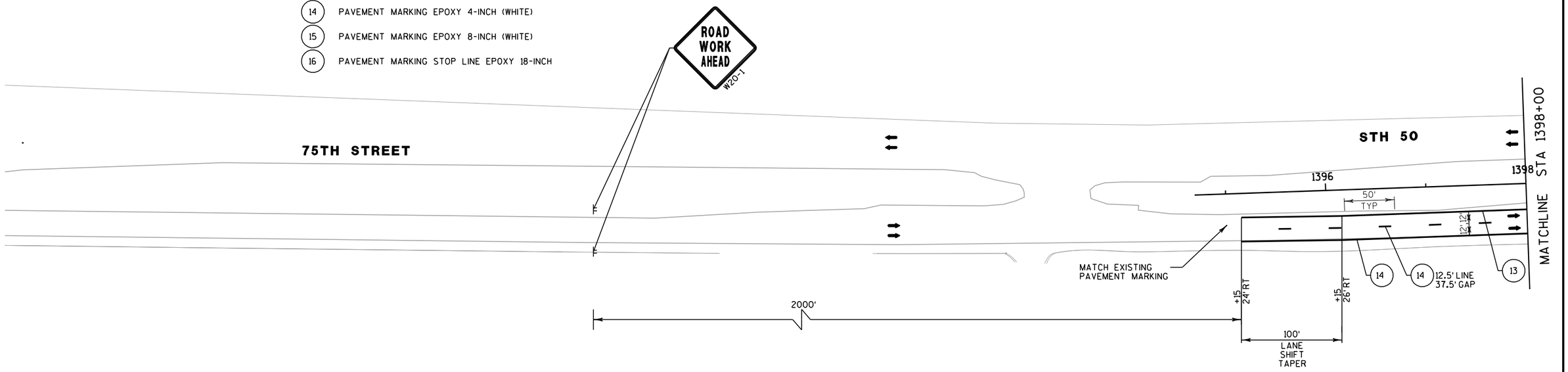
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LEGEND

	WORK ZONE
	ASPHALTIC SURFACE TEMPORARY
	TRAFFIC FLOW
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
	FLASHING ARROW BOARD
	POST MOUNTED TRAFFIC CONTROL SIGNS
	TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
	TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
	TWO 16" ORANGE FLAGS
XXXXXXXXXX	REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9	TEMPORARY PAVEMENT MARKING ARROWS
10	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11	TEMPORARY PAVEMENT MARKING WORDS
12	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16	PAVEMENT MARKING STOP LINE EPOXY 18-INCH



SHEET 29 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 318	E

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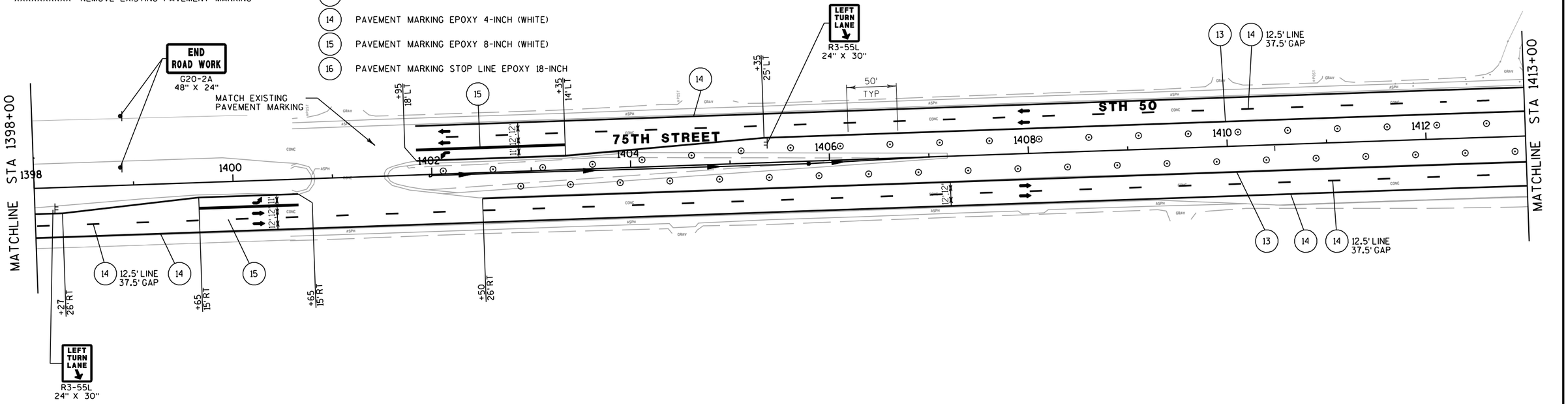
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH



SHEET 30 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 319	E

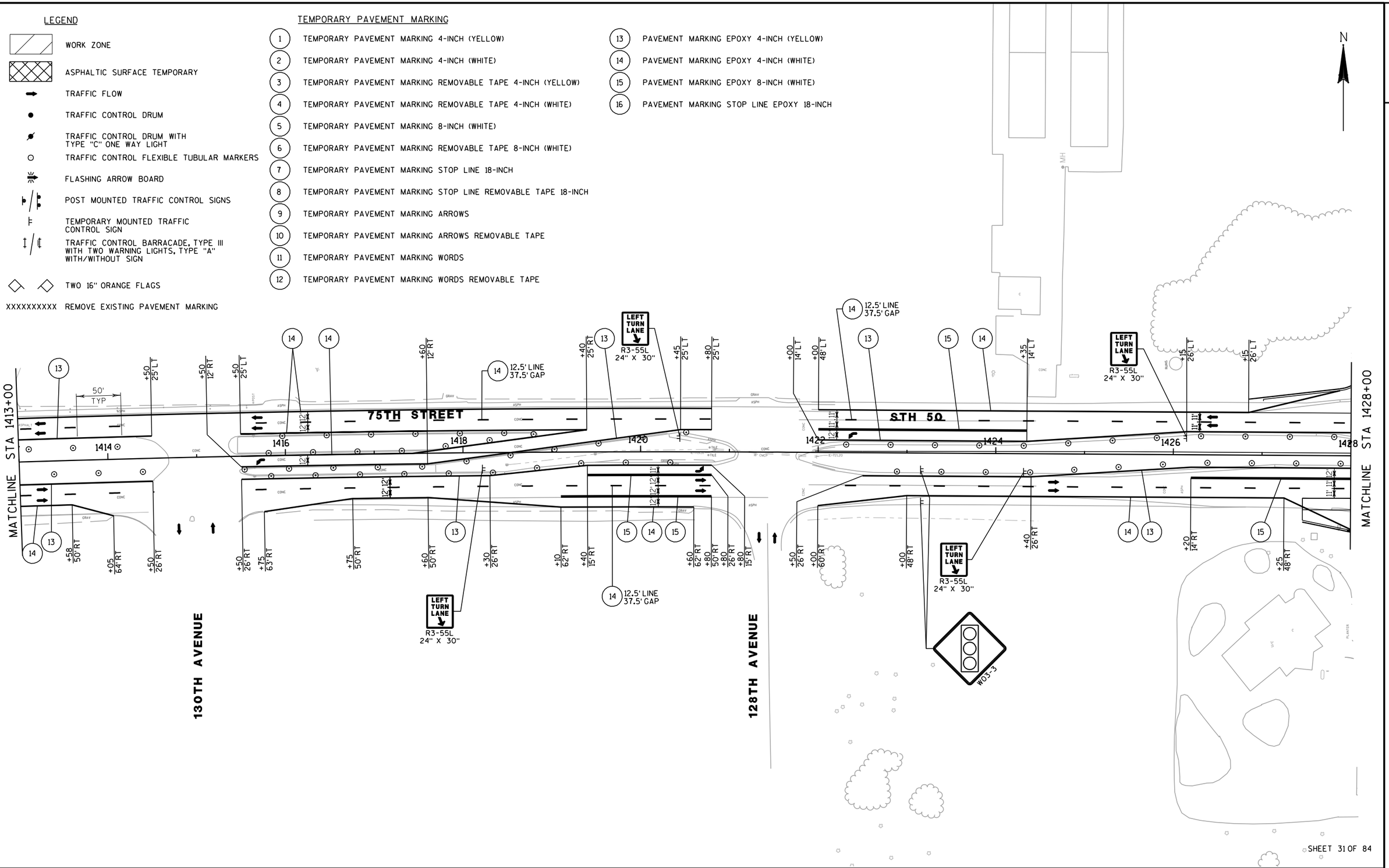
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 320	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026303_s3.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
17. SEE PAVEMENT MARKING PLAN

125TH AVENUE
123RD AVENUE
122ND AVENUE
74TH STREET
75TH STREET STH 50
WEST FRONTAGE ROAD/ 125TH AVENUE
122ND CT
MATCHLINE STA 1428+00
MATCHLINE STA 1443+00
ROAD WORK AHEAD W20-1
PLACE AT 71ST STREET INTERSECTION
LEFT TURN LANE R3-55L 24" X 30"
INSTALL PERMANENT SIGNING ON 122ND AVENUE PRIOR TO OPENING TO TRAFFIC
R3-2 24" X 24"
SEE PERMANENT SIGNING PLAN
12.5' LINE 37.5' GAP
TEMPORARY SIGNALS REQUIRED
ROAD CLOSED R11-2 48" X 30"
STOP
N

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SHEET 321	E

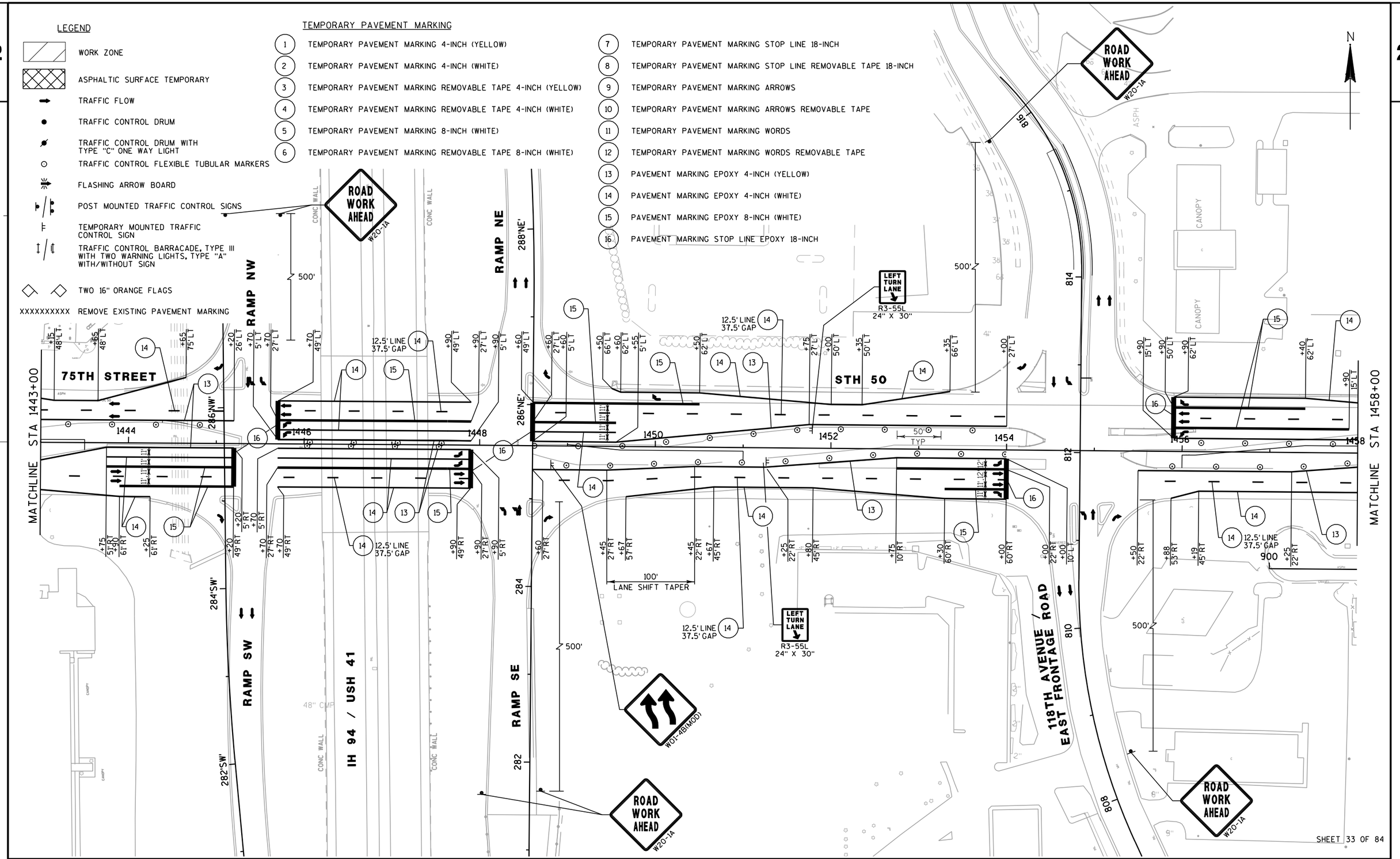
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH



SHEET 33 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 322	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026305_s3.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

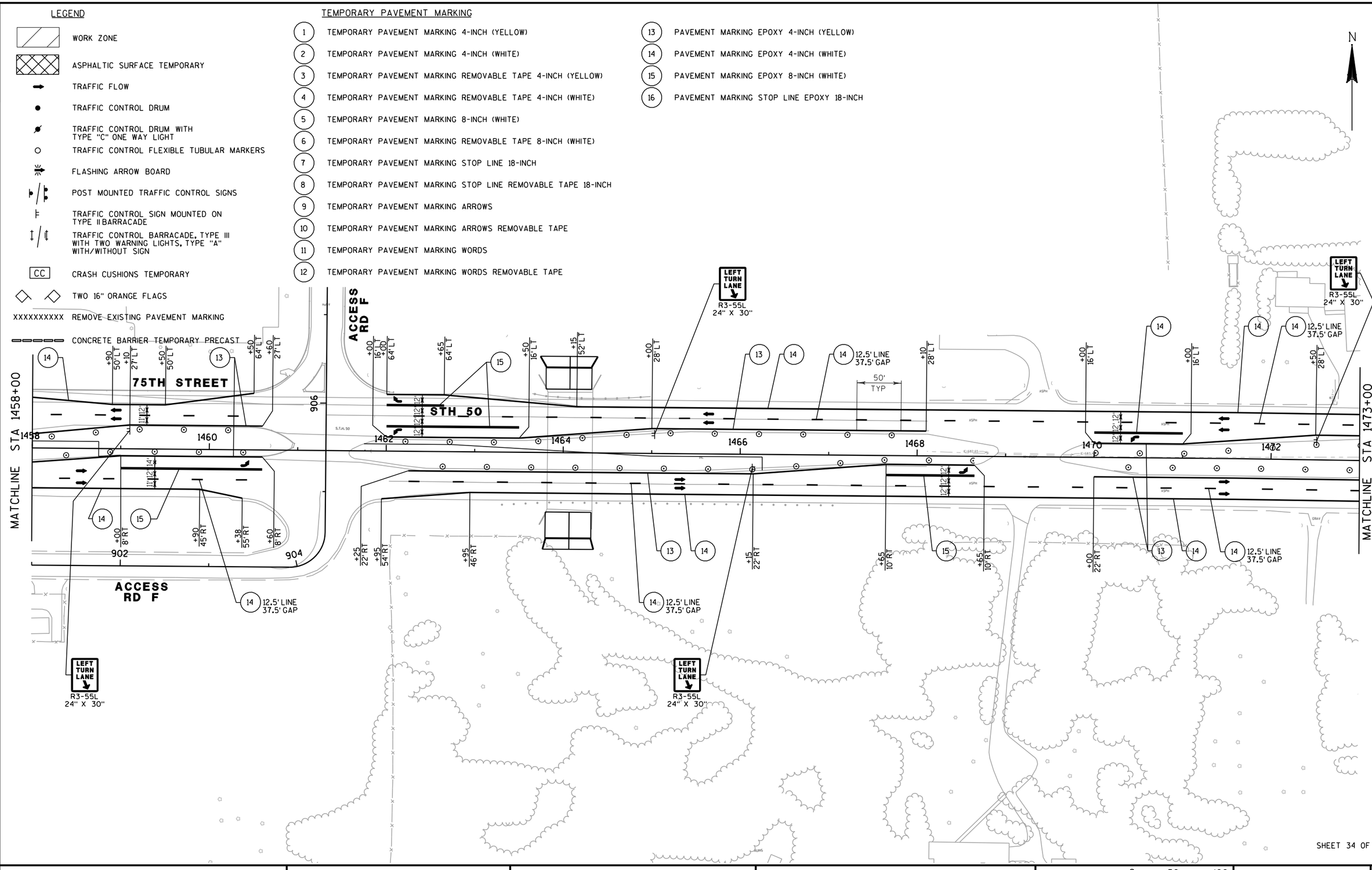
WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- CC — CRASH CUSHIONS TEMPORARY
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH



SHEET 34 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 323	E

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
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14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH

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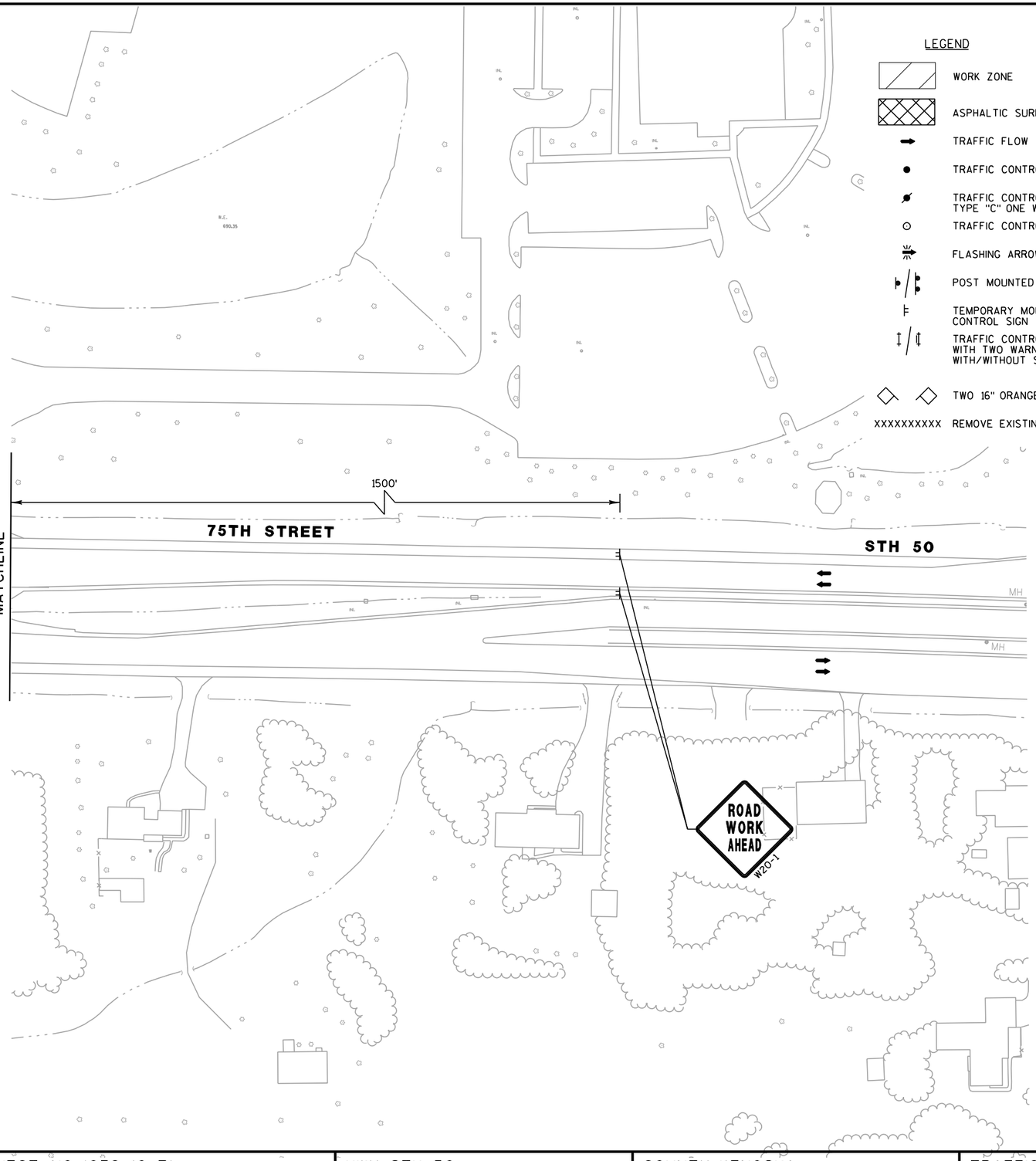
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14 12.5' LINE 37.5' GAP
50' TYP
75TH STREET
STA 1473+00
MATCHLINE
1474
1476
1478
1480
1482
1484
13
14
+40 28' LT
+75 16' LT
+25 16' LT
+75 28' LT
100' LANE SHIFT TAPER
1500'
+10 28' LT
+10 26' LT
STH 50
MATCH EXISTING PAVEMENT MARKING
MATCHLINE
12' 12' 12'
14 12.5' LINE 37.5' GAP
13
15
14
+10 22' RT
+60 10' RT
+70 46' RT
+70 10' RT
MATCH EXISTING PAVEMENT MARKING
LEFT TURN LANE
R3-55L 24" X 30"
END ROAD WORK
G20-2A 48" X 24"
ANT.
ANT.

SHEET 35 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 324	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026307_s3.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
13. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
15. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
16. PAVEMENT MARKING STOP LINE EPOXY 18-INCH

N

2

SHEET 36 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 3	SCALE, FEET 0 50 100	SHEET 325	E

LEGEND

WORK ZONE

STAGE 4 SUMMARY

CONSTRUCTION

- STH 50 - EASTBOUND LANES
- RAMP SW & RAMP SE
- 118TH AVENUE STORM SEWER TRUCKLINE AND SOUTHBOUND LANES
- ACCESS ROAD F - SOUTH OF STH 50
- 123RD AVENUE, 74TH STREET, 122ND AVENUE - SIDEWALK AND GRADING ON THE WEST SIDE ADJACENT ADJACENT TO MCDONALDS

TRAFFIC

- STH 50 - OPEN TO TRAFFIC ON EXISTING WB LANES AND TEMPORARY WIDENING (2 EB LANES, 2 WB LANES, 1 LT TURN LANE)
- 122ND AVENUE - RIGHT IN ONLY FROM STH 50
- RAMP NW AND RAMP NE - OPEN TO TRAFFIC
- RAMP SW AND RAMP SE - CLOSED TO TRAFFIC
- 118TH AVENUE - OPEN TO TRAFFIC ON EXISTING NB LANE (1 NB LANE, 1 SB LANE, 1 LEFT TURN LANE)
- ACCESS ROAD F (SOUTH OF STH 50) - CLOSED TO TRAFFIC
- ACCESS ROAD F (NORTH OF STH 50) - OPEN TO TRAFFIC

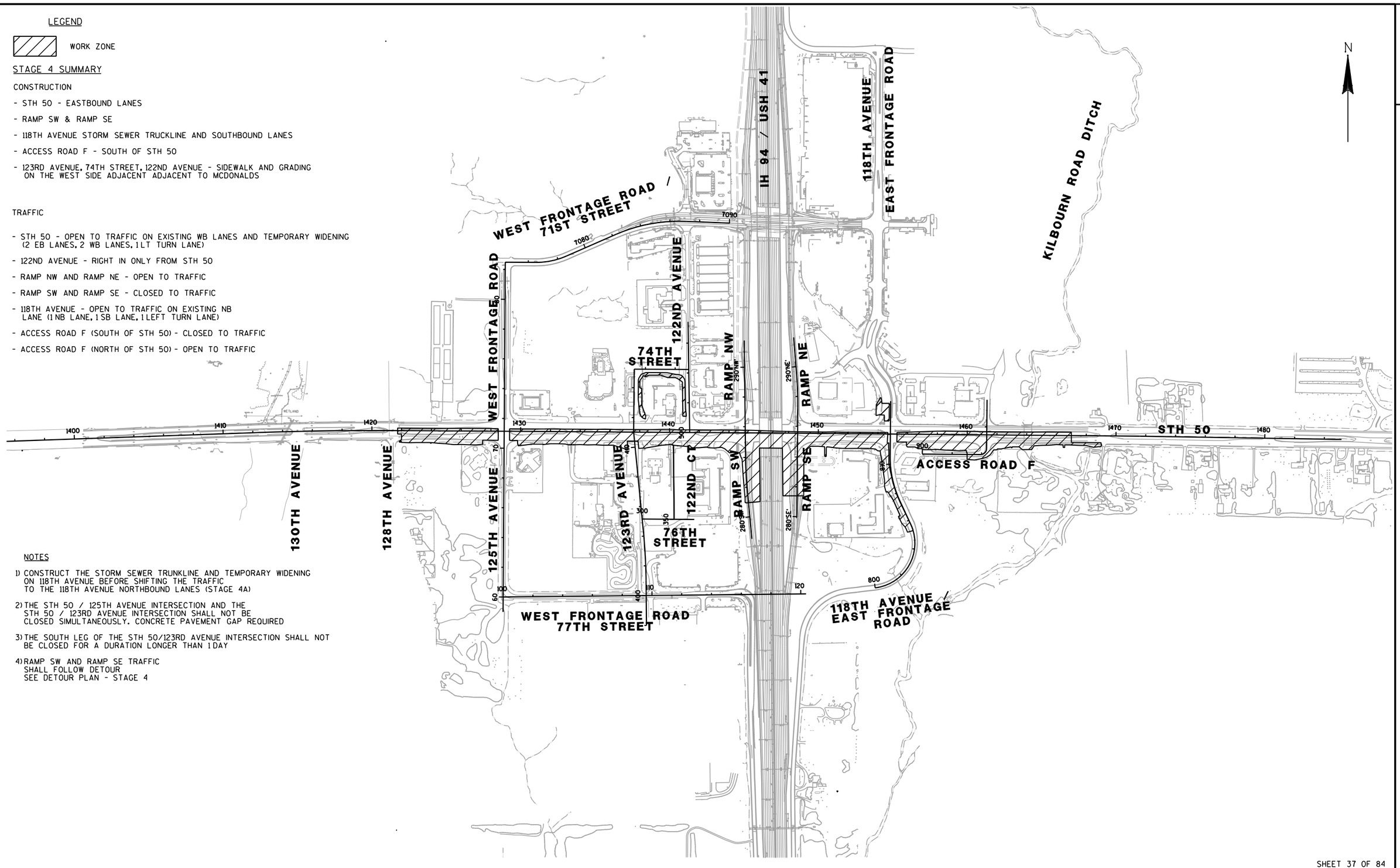
NOTES

1) CONSTRUCT THE STORM SEWER TRUNKLINE AND TEMPORARY WIDENING ON 118TH AVENUE BEFORE SHIFTING THE TRAFFIC TO THE 118TH AVENUE NORTHBOUND LANES (STAGE 4A)

2) THE STH 50 / 125TH AVENUE INTERSECTION AND THE STH 50 / 123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY. CONCRETE PAVEMENT GAP REQUIRED

3) THE SOUTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1 DAY

4) RAMP SW AND RAMP SE TRAFFIC SHALL FOLLOW DETOUR SEE DETOUR PLAN - STAGE 4



SHEET 37 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 4	SHEET 326	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025004_tc4.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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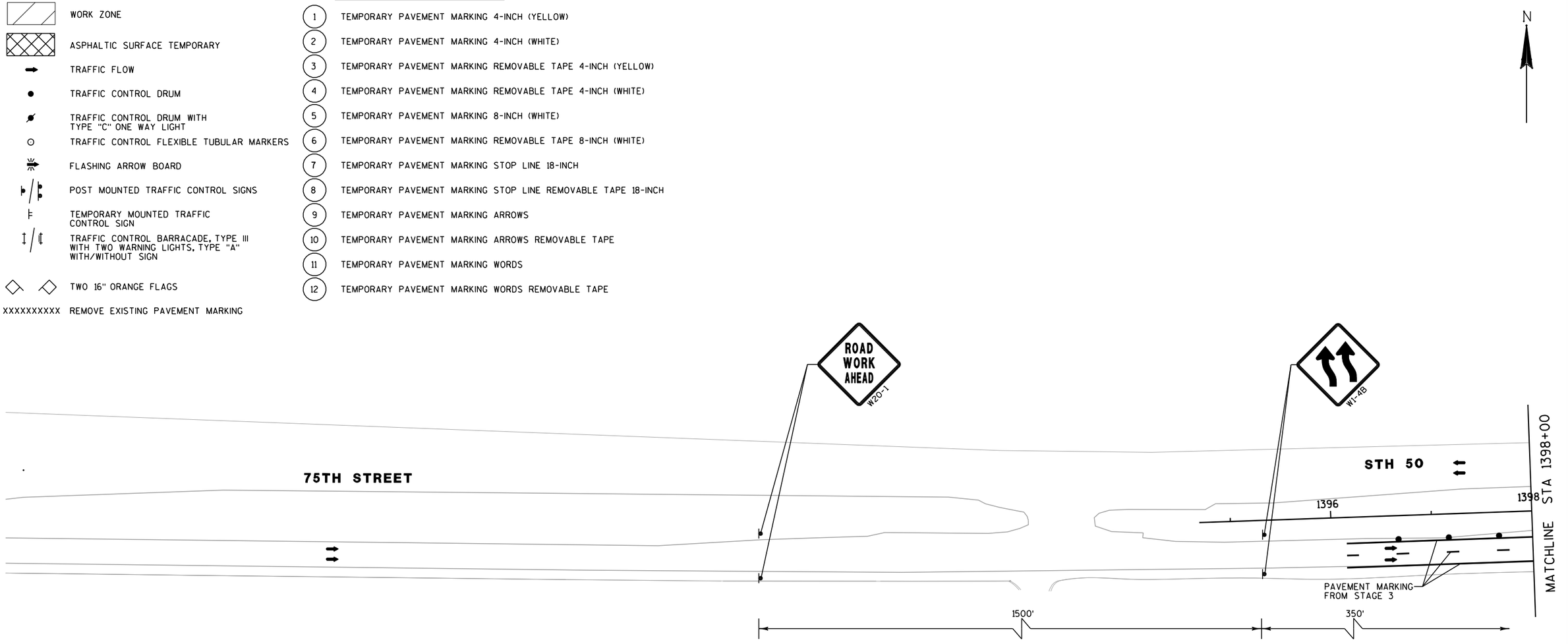
LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS

XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



2

SHEET 38 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 327	E

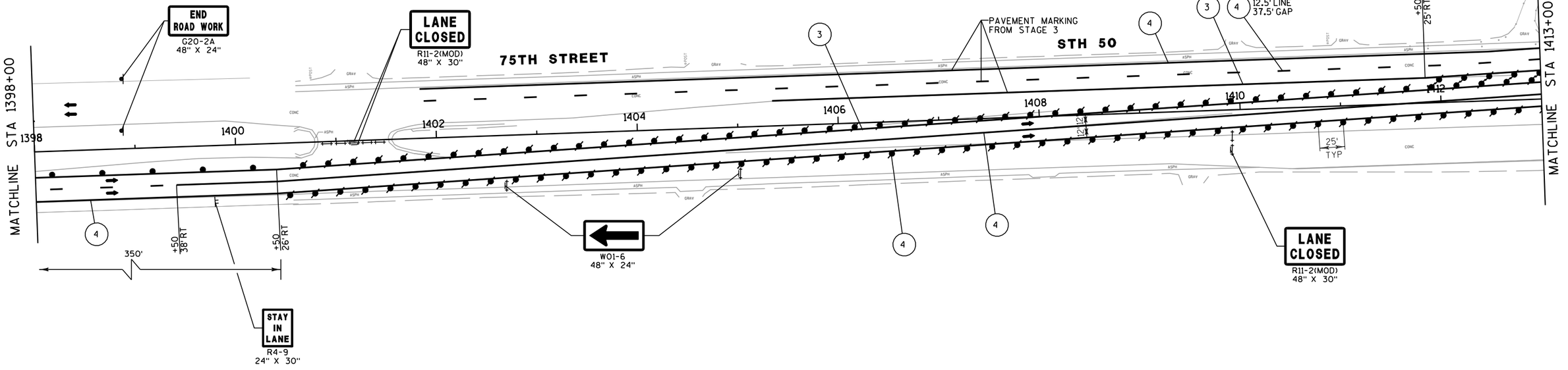
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 39 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 328	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026402_s4.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

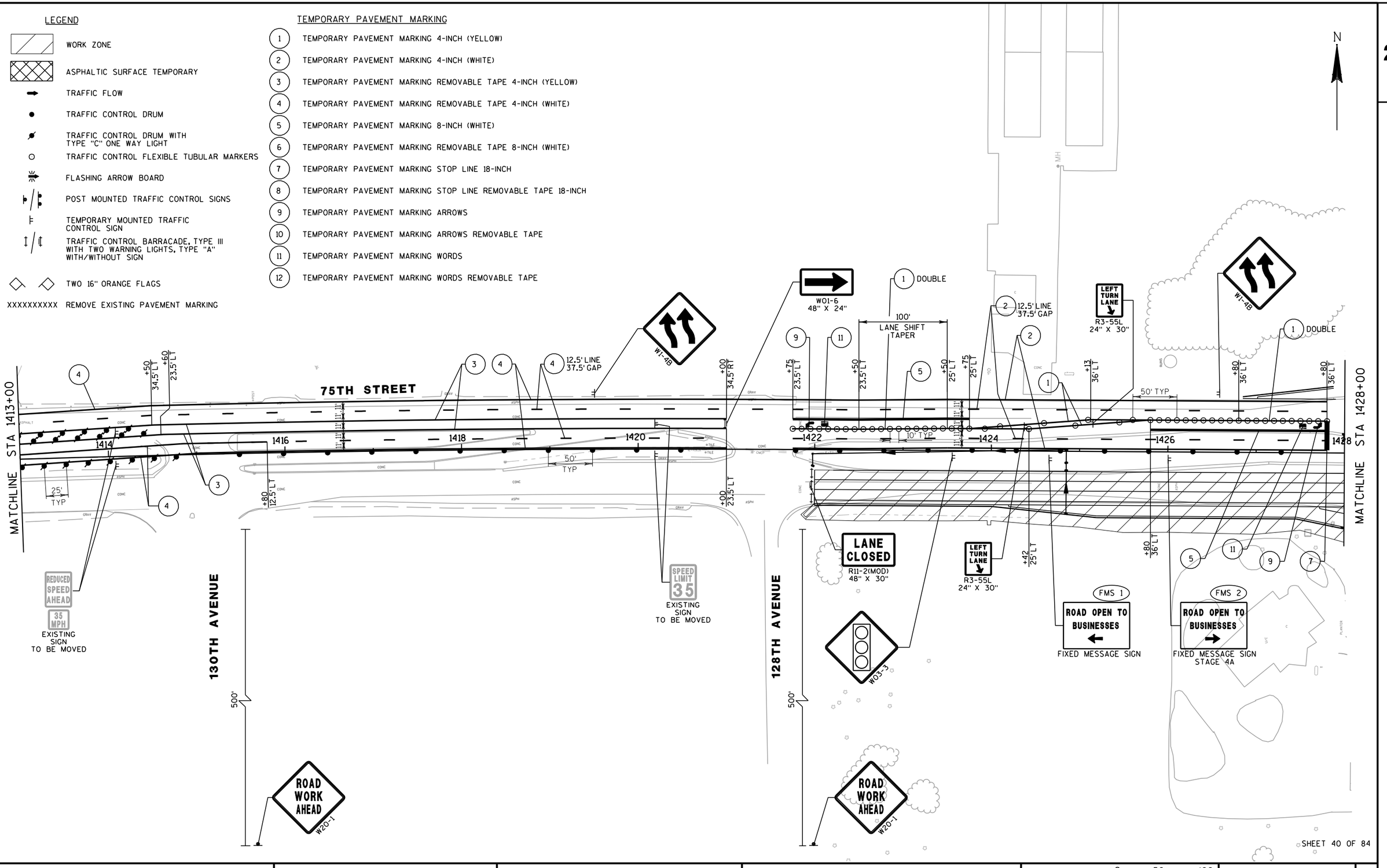
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 329	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

125TH AVENUE
R3-8 36" X 30"
SEE PERMANENT SIGNING PLAN
MATCHLINE STA 1428+00
75TH STREET
STH 50
MATCHLINE STA 1443+00
WEST FRONTAGE ROAD/ 125TH AVENUE
123RD AVENUE
R3-8F 36" X 30"
ROAD WORK AHEAD W20-3
FMS 4
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN
R3-2 24" X 24"
LANE CLOSED R11-2(MOD) 48" X 30"
DOUBLE
12.5' LINE 37.5' GAP
LEFT TURN LANE R3-55L 24" X 30"
FMS 3
ROAD CLOSED R11-2 48" X 30"
TEMPORARY SIGNALS REQUIRED
R3-1 24" X 24"
VERTICAL PANELS 12-INCH INSTALLED WITH STAGE 2
WEST INTERSTATE 94 J3-1 J3-1
EXISTING SIGNS TO BE MOVED PARTIALLY COVER DURING STAGE 4
J2-3
EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 4
Kenosha
Milwaukee
ROAD CLOSED AHEAD W20-3
PLACE AT 77TH STREET INTERSCETION
PLACE AT 77TH STREET INTERSECTION
CONCRETE PAVEMENT SHES 9-INCH
25' TYP
50' TYP
10' TYP

NOTES

1) THE SOUTH LEG OF THE STH 50/125TH AVENUE INTERSECTION AND THE SOUTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY
CONCRETE PAVEMENT GAP REQUIRED
PLAN SHOWS 123RD AVENUE CLOSED

2) THE SOUTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1 DAY

SHEET 41 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4A (123RD AVENUE CLOSED)	SHEET 330	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026404_s4.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

VERTICAL PANELS 12-INCH INSTALLED WITH STAGE 2

ONLY ONLY
R3-8F
36" X 30"

125TH AVENUE

YIELD
SEE PERMANENT SIGNING PLAN

R3-2
24" X 24"

LANE CLOSED
R11-2(MOD)
48" X 30"

R3-2
24" X 24"

LEFT TURN LANE
R3-55L
24" X 30"

YIELD
SEE PERMANENT SIGNING PLAN

74TH STREET

123RD AVENUE

ROAD WORK AHEAD
W20-1

FMS 4
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

122ND AVENUE

Kenosha
Milwaukee

EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 4

TEMPORARY SIGNALS REQUIRED

75TH STREET

STH 50

R3-1
24" X 24"

MATCHLINE STA 1428+00

MATCHLINE STA 1443+00

1430 1432 1434 1436 1438 1440 1442

416 418 504 414 502 412 500

TEMPORARY SIGNALS REQUIRED

CONCRETE PAVEMENT SHES 9-INCH

ROAD CLOSED
R11-2
48" X 30"

WEST
INTERSTATE
94
J3-1 J3-1

EXISTING SIGNS TO BE MOVED PARTIALLY COVER DURING STAGE 4

FMS 1
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

ROAD CLOSED
R11-2
48" X 30"

FMS 2
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

LANE CLOSED
R11-2(MOD)
48" X 30"

NORTH EAST
41 50
J2-3

EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 4

W1-4B

LEFT TURN LANE
R3-55L
24" X 30"

FMS 3
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

VERTICAL PANELS 12-INCH INSTALLED WITH STAGE 2

ROAD CLOSED AHEAD
W20-3

PLACE AT 77TH STREET INTERSECTION

ROAD WORK AHEAD
W20-1

PLACE AT 77TH STREET INTERSECTION

123RD AVENUE

122ND CT

410 408 354 352

POOL

NOTES

1) SEE SHEET 41 OF 84 FOR PAVEMENT MARKING DETAILS

2) THE SOUTH LEG OF THE STH 50/125TH AVENUE INTERSECTION AND THE SOUTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY CONCRETE PAVEMENT GAP REQUIRED PLAN SHOWS 125TH AVENUE CLOSED

3) THE SOUTH LEG OF THE STH 50/125TH AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1 DAY

SHEET 42 OF 84

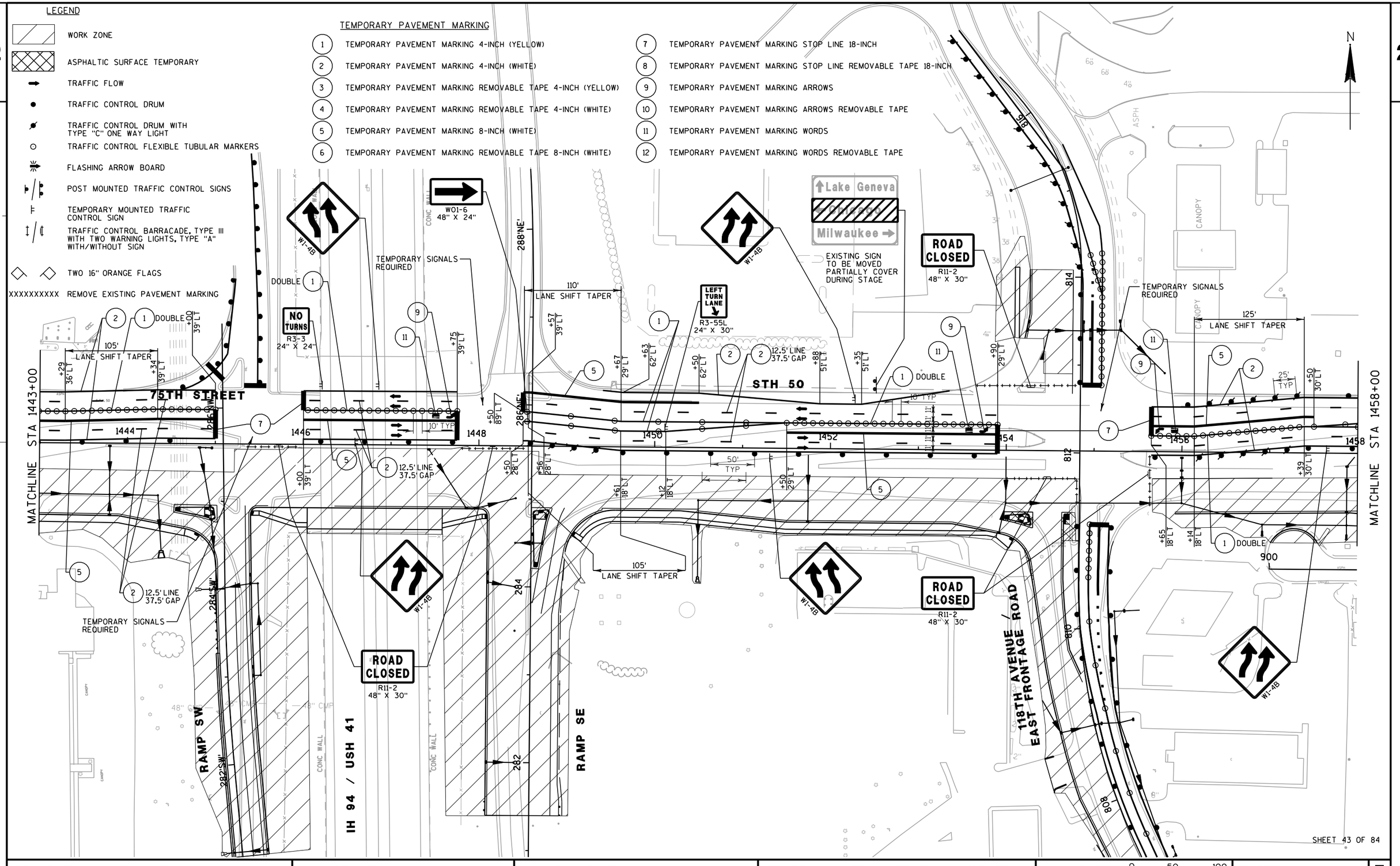
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4B (125TH AVENUE CLOSED)	SHEET 331	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 43 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 332	E

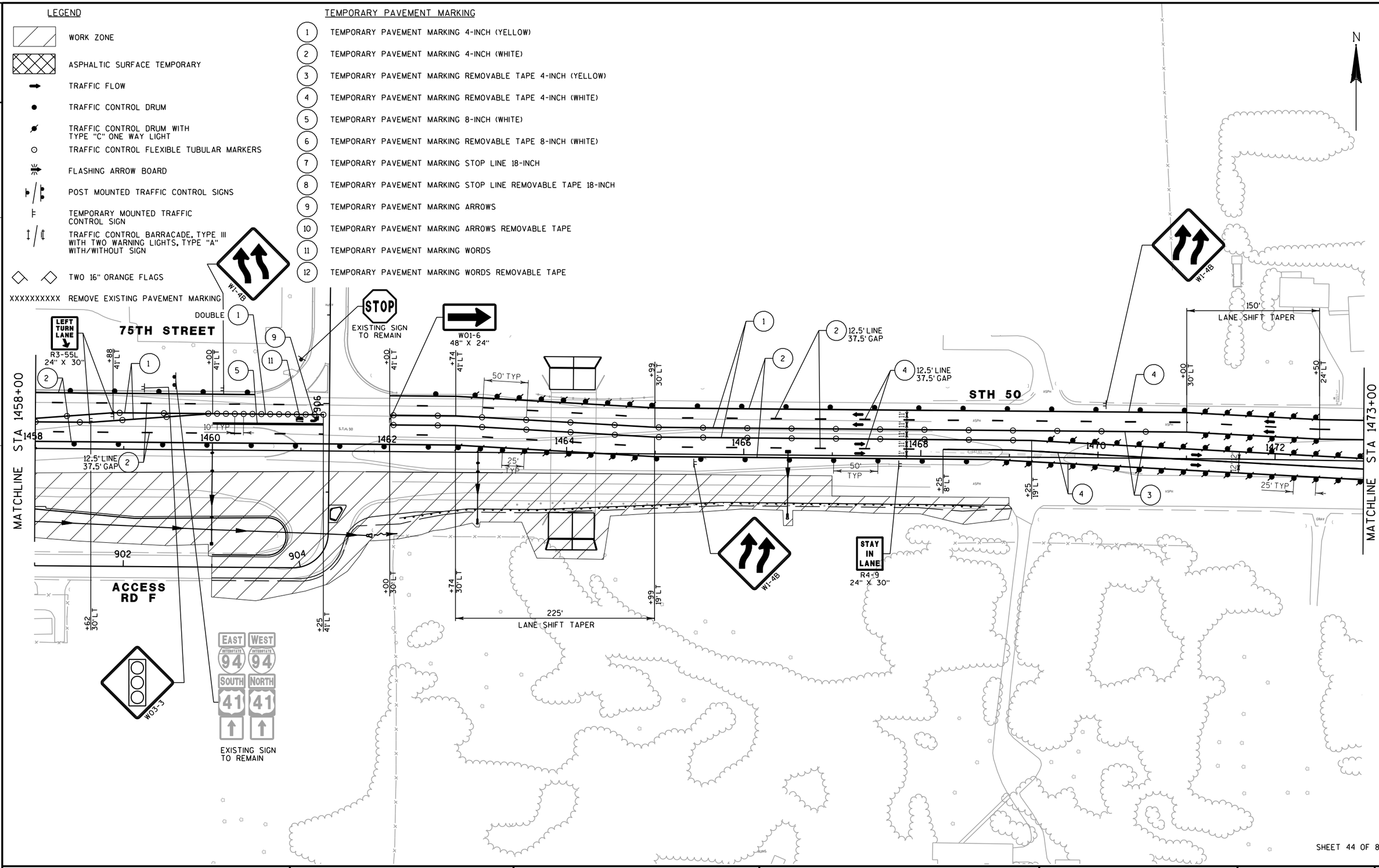
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 44 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 333	E

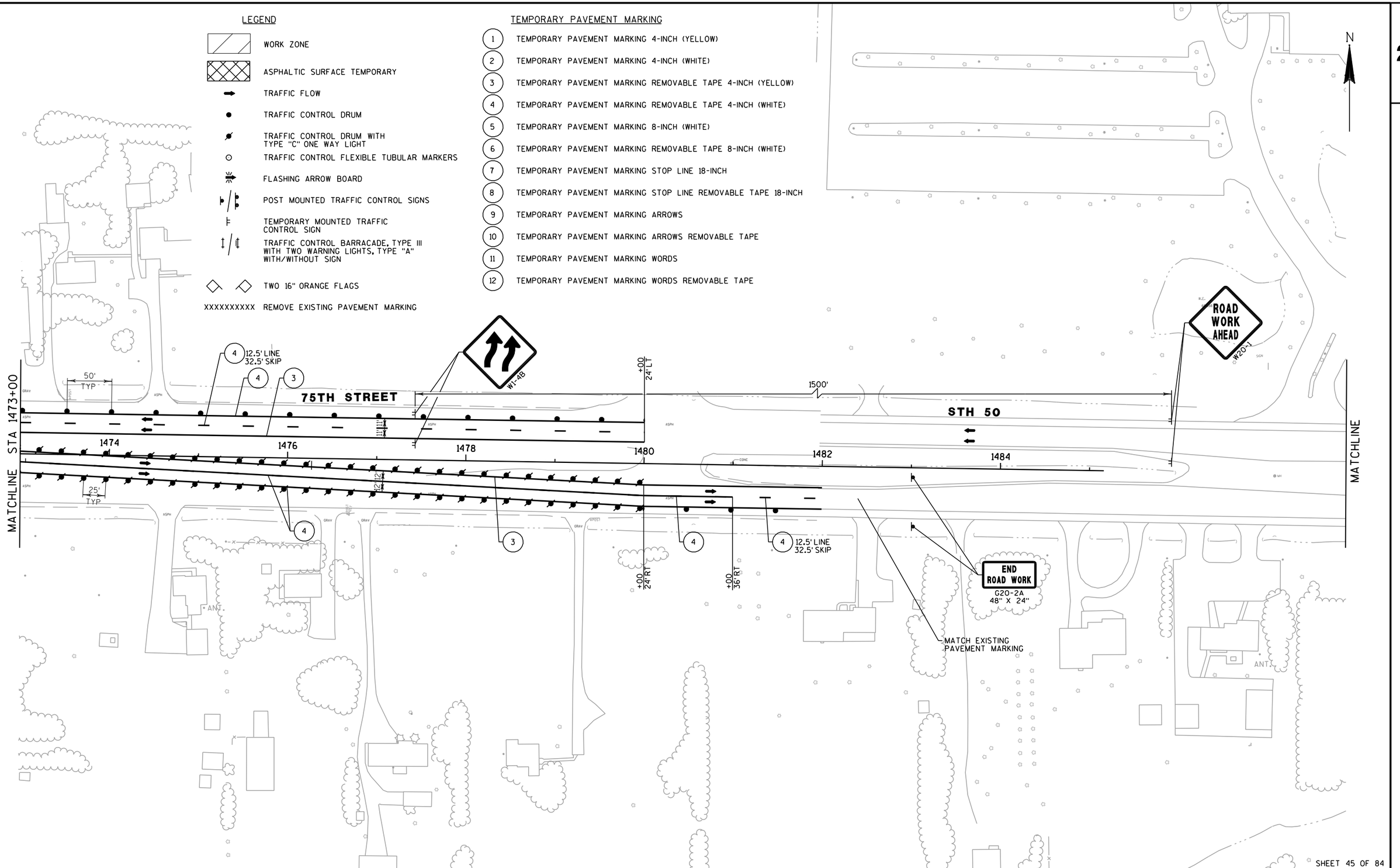
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 45 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 334	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026407_s4.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

ROAD WORK AHEAD W20-1

SHOULDER WORK W21-5

500'

200'

118TH AVENUE EAST FRONTAGE ROAD

800 802 804 806 808 810 812 814

+20 11' RT

+50 11' RT

+00 27' RT

+70 11' RT

+00 27' RT

+25 27' RT

+50 34' RT

+72 34' RT

+69 27' RT

+25 27' RT

25' TYP

4

4

D

COVER PLATES TEMPORARY REQUIRED

COVER PLATES TEMPORARY REQUIRED

REMOVE CURB & GUTTER

CONNECT EXISTING 12" STORM SEWER PIPE TO STRUCTURE 656 VERIFY EXISTING PIPE ELEVATION PRIOR TO CONSTRUCTION

SEE SDD "TRAFFIC CONTROL , SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR LANE DROP INFORMATION. SEE SPECIAL PROVISIONS FOR SURFACE REQUIREMENTS

NOTE:
1) WORK SHOWN TO BE DONE PRIOR TO STAGE 4 TRAFFIC SWITCH

STH 50

118TH AVENUE EAST FRONTAGE ROAD

SIDEWALK

CANOPY

CANOPY

ACCESS RD F

75TH STREET

1452 1454 1456 1458 1460

900 206

N

SHEET 46 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4A	SCALE, FEET 0 50 100	SHEET 335	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026409_s4.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

ROAD WORK AHEAD W20-1
500'
W01-3L
25 M.P.H. W013-1 36" X 36"
END ROAD WORK G20-2A 48" X 24"
800
118TH AVENUE EAST FRONTAGE ROAD
802
200' LT
+62 28' LT
LANE CLOSED R11-2(MOD) 48" X 30"
W01-3R
25 M.P.H. W013-1 36" X 36"
804
806
808
50' TYP
+00 *00' RT
25' TYP
4
3
+75 15' RT
3 DOUBLE
1 DOUBLE
2
+00 27' RT
ONLY R3-8A 36" X 30"
W06-3
25 M.P.H. W013-1 36" X 36"
11
+19 12' RT
10' TYP
810
812
814
5 3' LINE 12' GAP
+00 11' RT
+00 33' RT
+37 22' RT
7
2 5 9
STH 50
152
154
158
N
118TH AVENUE EAST FRONTAGE ROAD
CANOPY
CANOPY
900
206
158
160
ACCESS RD F
75TH STREET

SHEET 47 OF 84

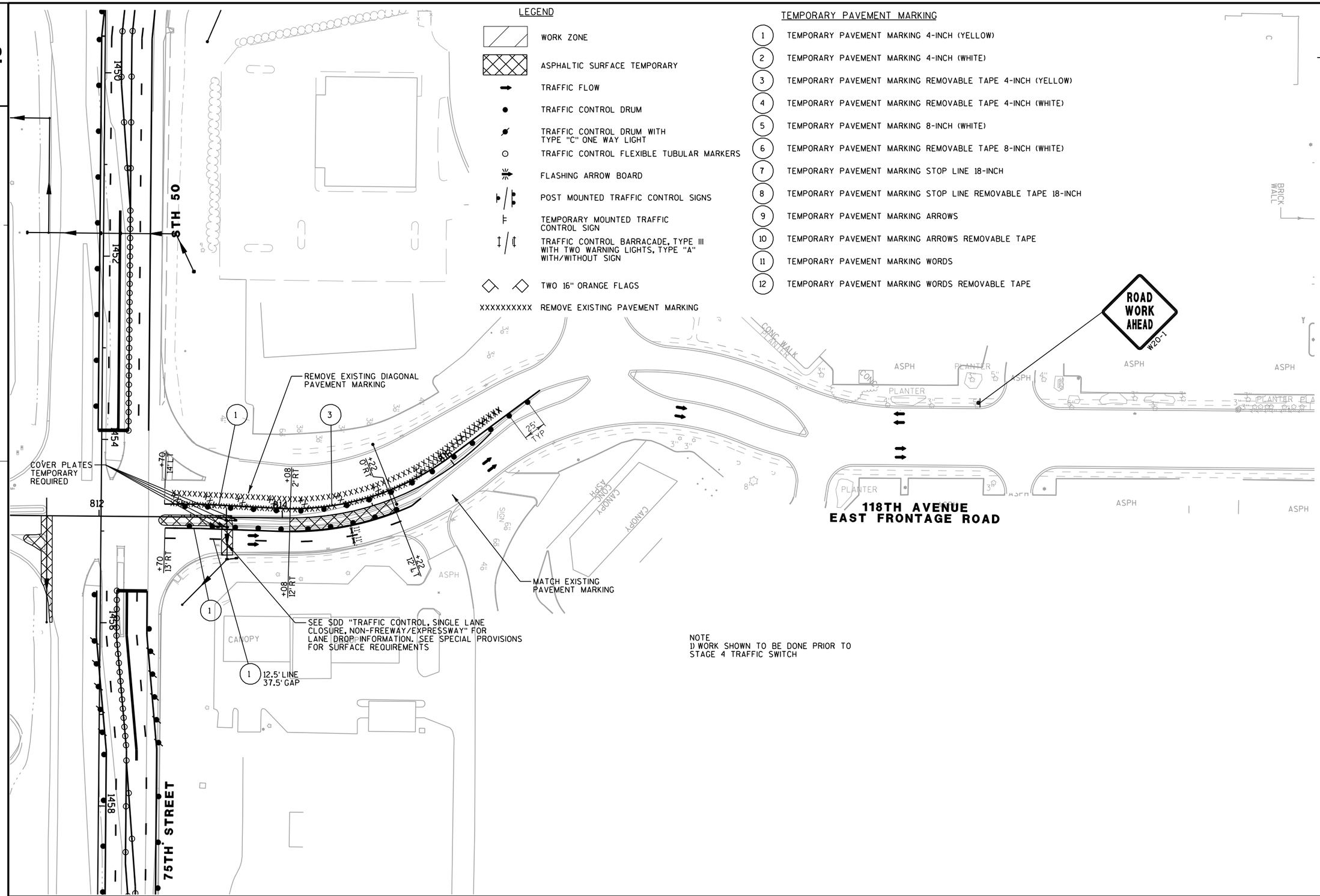
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 336	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTE
1) WORK SHOWN TO BE DONE PRIOR TO STAGE 4 TRAFFIC SWITCH

SHEET 48 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4A	SCALE, FEET 0 50 100	SHEET 337	E

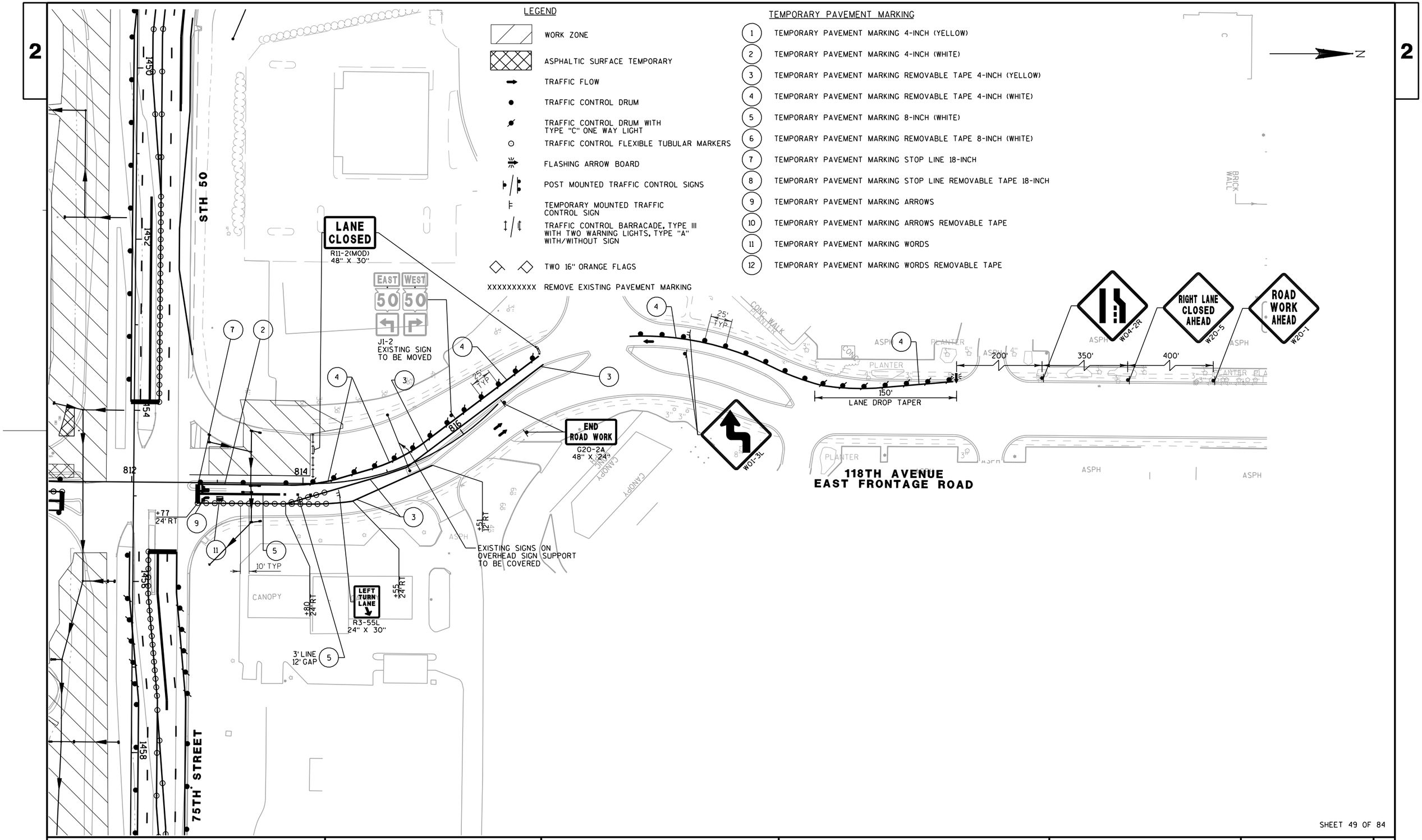
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



2

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

STH 50

500 502 504 506 418

1442 1444 1446 1448

ONLY ONLY
R3-8F
36" X 30"

REMOVE SIGN
PRIOR TO STAGE 4

ROAD WORK AHEAD
W20-1

2 4

286'NW' 288'NW' 290'NW'

25' TYP 150' 320' 25' TYP 500'

NW RAMP

CONC WALL

IH 94

CONC WALL

75TH STREET

286'NE' 288'NE' 290'NE'

NE RAMP

SHEET 50 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 4	SCALE, FEET 0 50 100	SHEET 339	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026411_s4.dgn PLOT DATE : 7/26/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

WORK ZONE

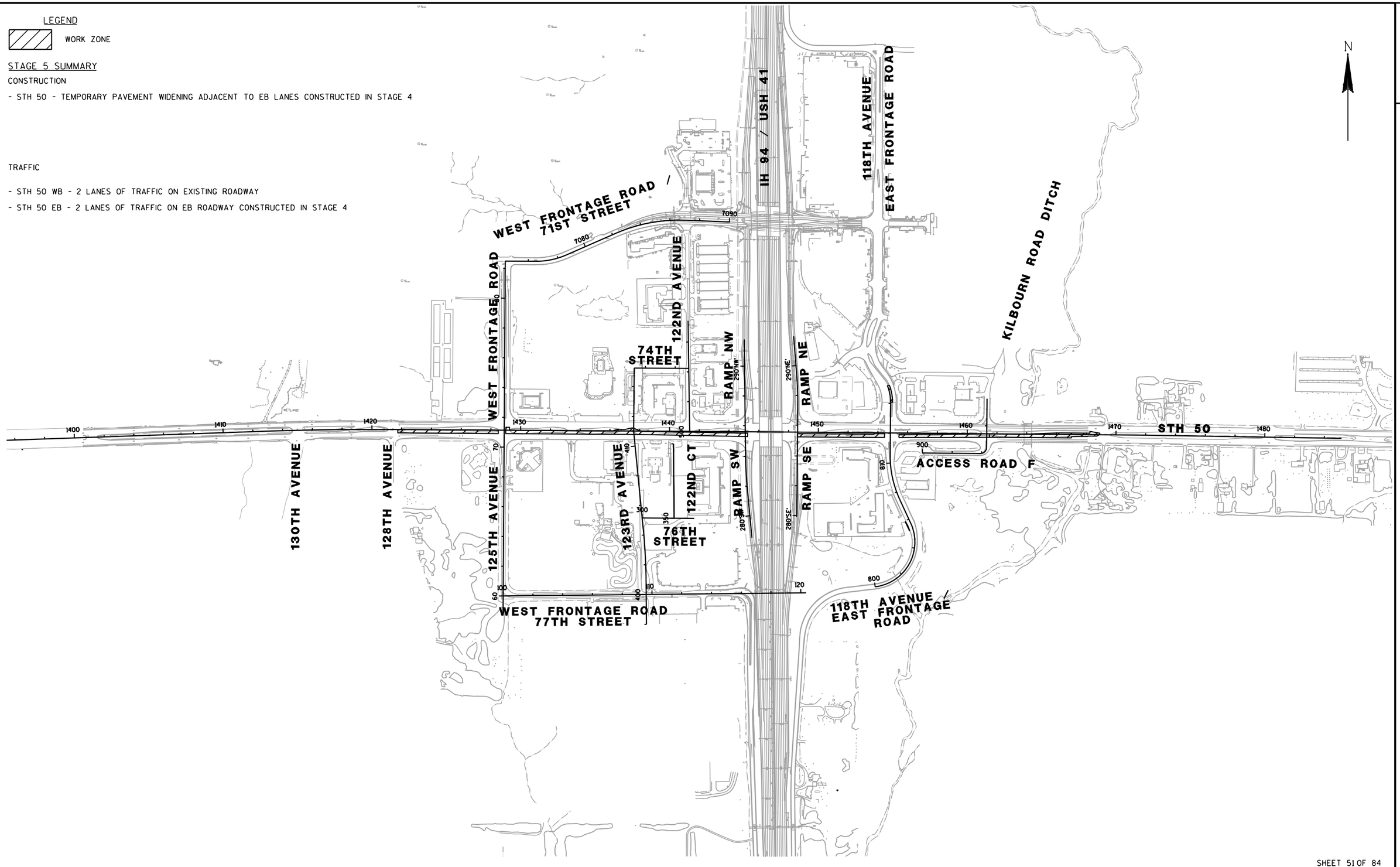
STAGE 5 SUMMARY

CONSTRUCTION

- STH 50 - TEMPORARY PAVEMENT WIDENING ADJACENT TO EB LANES CONSTRUCTED IN STAGE 4

TRAFFIC

- STH 50 WB - 2 LANES OF TRAFFIC ON EXISTING ROADWAY
- STH 50 EB - 2 LANES OF TRAFFIC ON EB ROADWAY CONSTRUCTED IN STAGE 4



SHEET 51 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 5	SHEET 340	E

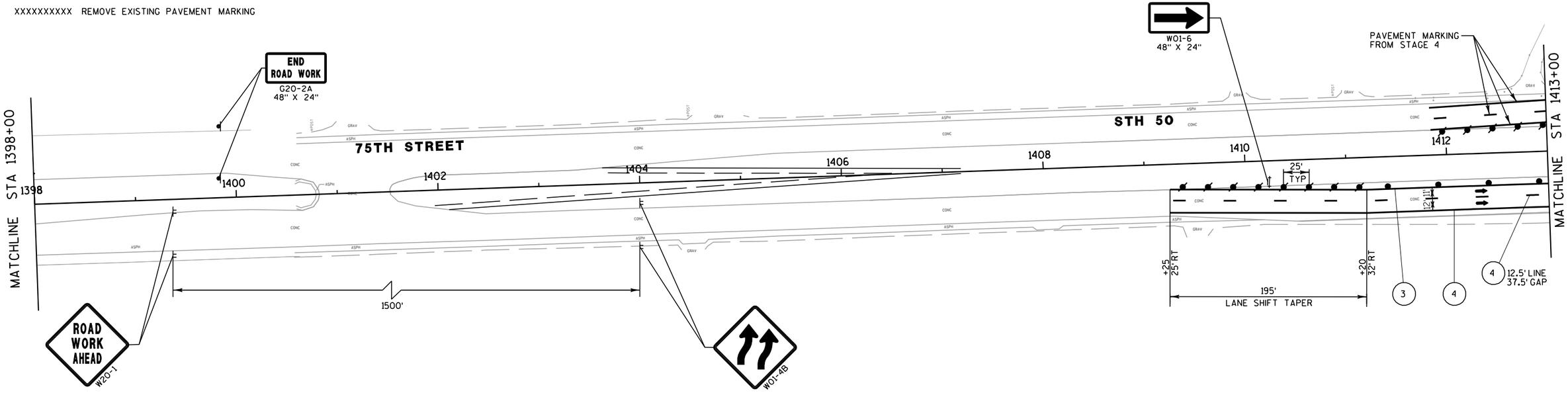
2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 52 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 341	E

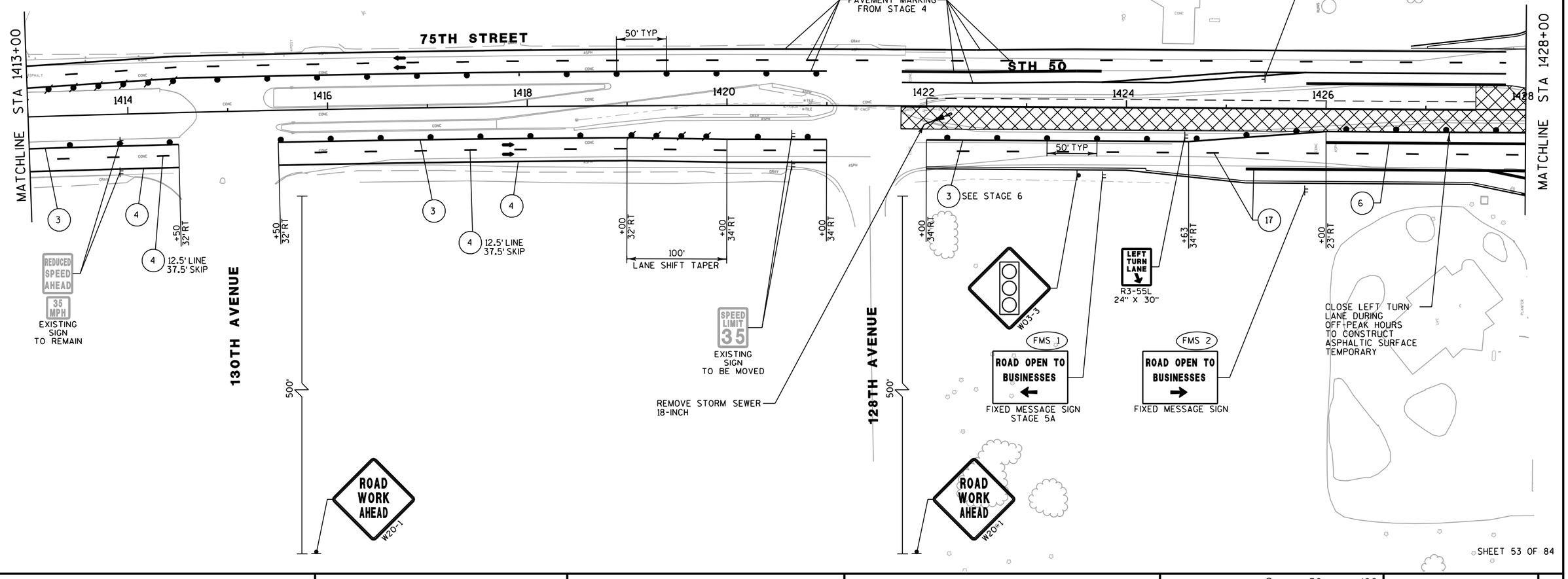
2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

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2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 53 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 342	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026503_s5.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

MATCHLINE STA 1428+00

125TH AVENUE

WEST FRONTAGE ROAD/ 125TH AVENUE

74TH STREET

75TH STREET

123RD AVENUE

122ND CT

STH 50

MATCHLINE STA 1443+00

ROAD CLOSED R11-2 48" X 30"

LEFT TURN LANE R3-55L 24" X 30"

SSPRC CLASS IV 12-INCH L = 44.2' S = 3.51%

STA 1434+06, 7'LT APRON ENDWALL FOR CULVERT PIPE 12-INCH ELEV = 719.26

SSPRC CLASS IV 12-INCH L = 46.4' S = 5.76%

PAVEMENT MARKING FROM STAGE 4

ONLY R3-50R 30" X 36"

SEE PERMANENT SIGNING PLAN

ROAD WORK AHEAD W20-1

FMS 4

ROAD OPEN TO BUSINESSES

FIXED MESSAGE SIGN

TEMPORARY SIGNALS REQUIRED

ONE WAY R6-2R 24" X 30"

ROAD CLOSED R11-2 48" X 30"

R3-2 24" X 24"

50' TYP

SEE STAGE 6

R3-2 24" X 24"

STA 1436+31, 8.7'LT APRON ENDWALL FOR CULVERT PIPE 12-INCH ELEV = 713.07

CONNECT SSPRC CLASS IV 12-INCH TO INLET 609D

FMS 3

ROAD OPEN TO BUSINESSES

FIXED MESSAGE SIGN

CONNECT SSPRC CLASS IV 12-INCH TO INLET 608C

WEST INTERSTATE 94 EAST INTERSTATE 94

J3-1 J3-1

EXISTING SIGNS TO BE MOVED

ONLY R3-50R 30" X 36"

W04-2

200'

200'

200'

LEFT LANE CLOSED AHEAD W20-5

ROAD WORK AHEAD W20-1

Kenosha
Milwaukee
Chicago

EXISTING SIGN TO BE MOVED

NORTH EAST SOUTH 41 50 41

J2-3

EXISTING SIGN TO BE MOVED

SHEET 54 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5A (123RD AVENUE CLOSED)	SHEET 343	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

125TH AVENUE
123RD AVENUE
122ND AVENUE
122ND CT
WEST FRONTAGE ROAD/ 125TH AVENUE
74TH STREET
75TH STREET
STH 50
MATCHLINE STA 1428+00
MATCHLINE STA 1443+00
200'
200'
200'
180' LANE DROP TAPER
ROAD WORK AHEAD W20-1
LEFT LANE CLOSED AHEAD W20-5
W04-2L
ONLY R3-50L 30" X 36"
TEMPORARY SIGNALS REQUIRED
ROAD CLOSED R11-2 48" X 30"
R3-2 24" X 24"
SEE PERMANENT SIGNING PLAN
ONE WAY R6-2R 24" X 30"
LEFT TURN LANE R3-55L 24" X 30"
FMS 1 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN
FMS 2 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN
FMS 3 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN
FMS 4 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN
WEST 94 INTERSTATE J3-1
EAST 94 INTERSTATE J3-1
EXISTING SIGNS TO BE MOVED
LANE CLOSED R11-2(MOD) 48" X 30"
PLACE AT 76TH STREET
Kenosha
Milwaukee
Chicago
EXISTING SIGN TO BE MOVED
NORTH EAST SOUTH 41 50 41 J2-3
EXISTING SIGN TO BE MOVED
W01-3R
ROAD WORK AHEAD W20-1
N

SHEET 55 OF 84

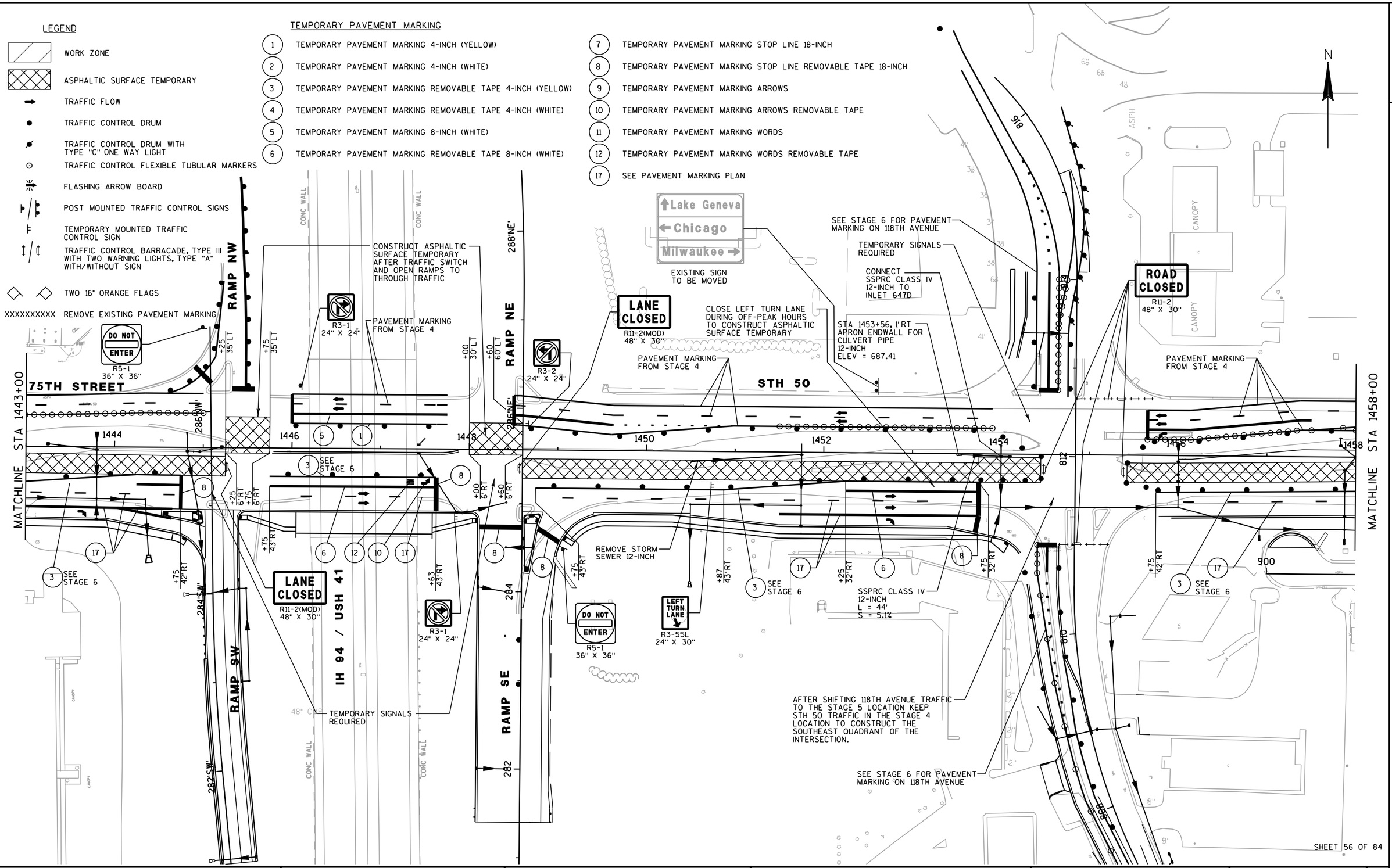
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5B (125TH AVENUE CLOSED)	SHEET 344	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 56 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 345	E

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- CC — CRASH CUSHIONS TEMPORARY
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

* REMOVE OR COVER THE TEMPORARY LANE DROP SIGNING WHEN THE LANE DROP IS NOT NEEDED

** REMOVE THE SHOULDER CLOSED SIGNING AND DRUMS WHEN THE SHOULDER CLOSURE IS NOT NEEDED.

N

MATCHLINE STA 1458+00

MATCHLINE STA 1473+00

LEFT TURN LANE

R3-55L 24" X 30"

50' TYP

25' TYP

ACCESS RD F

STH 50

75TH STREET

REMOVE INLET

REMOVE INLET SALVAGE INLET COVER

REMOVE STORM SEWER 12-INCH

CONNECT SSPRC CLASS IV 12-INCH TO INLET 663A

2X2-FT TYPE B INLET SALVAGE INLET COVER FROM STA 1465+90 RIM = 683.82 INV = 679.70

SSPRC CLASS IV 12-INCH L = 12.4' S = 2.0%

INLET TO REMAIN ACTIVE

PAVEMENT MARKING FROM STAGE 4

W01-4B

PAVEMENT MARKING FROM STAGE 4

1460 1462 1464 1466 1468 1470 1472

902 904 906

3 SEE STAGE 6

17

+32 34' RT

+69 31' RT

4 12.5' LINE 37.5' GAP

250' LANE SHIFT TAPER

+18 25' RT

+00 26' RT

+00 23' RT

3 4 12.5' LINE 37.5' SKIP

REMOVE STORM SEWER 18-INCH

CONNECT SSPRC CLASS IV 12-INCH TO INLET 651E

SSPRC CLASS IV 12-INCH L = 44.8' S = 3.96%

STA 1459+56, 4.3' LT APRON ENDWALL FOR CULVERT PIPE 12-INCH ELEV = 685.00

W03-3

EAST INTERSTATE 94 WEST INTERSTATE 94 SOUTH 41 NORTH 41

EXISTING SIGN TO REMAIN

W01-4B(MOD)

NOTES
1) LANE CLOSURES ONLY ALLOWED DURING OFF PEAK PERIODS

SHEET 57 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 346	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026506_s5.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

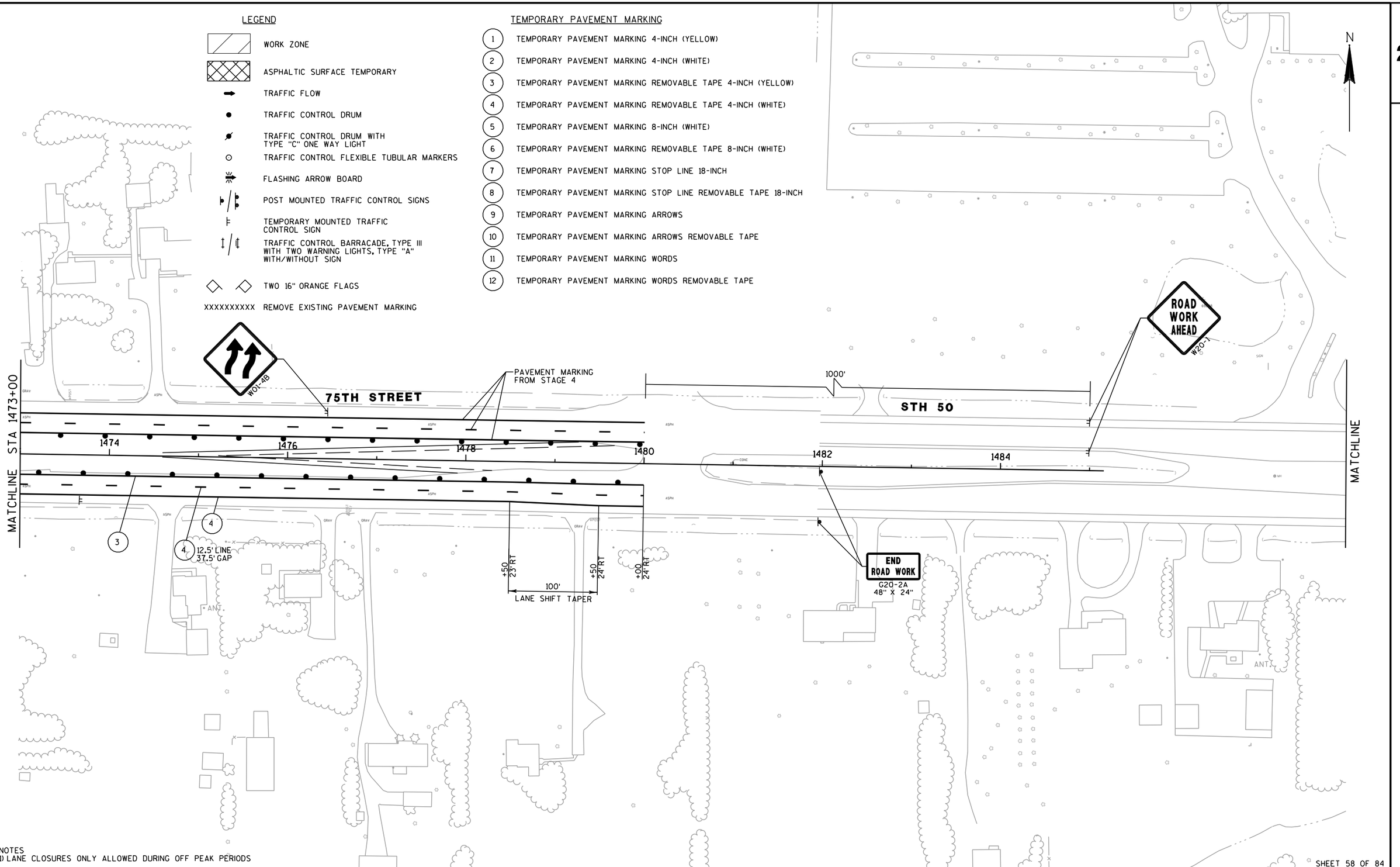
2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

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4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES
1) LANE CLOSURES ONLY ALLOWED DURING OFF PEAK PERIODS

SHEET 58 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 347	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026507_s5.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL SIGN MOUNTED ON TYPE II BARRACADE
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

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4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

500
502
504
506
418
STH 50
1442
1444
1446
1448
ONLY ONLY
R3-8F
36" X 30"
2 SEE STAGE 4
SEE STAGE 4 4
ROAD WORK AHEAD
W20-1
286'NW'
288'NW'
290'NW'
NW RAMP
25' TYP
150'
320'
LANE DROP TAPER
25' TYP
500'
CONC WALL
IH 94
CONC WALL
75TH STREET
286'NE'
288'NE'
290'NE'
NE RAMP
CONC
ASPH

30

SHEET 59 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 5	SCALE, FEET 0 50 100	SHEET 348	E

LEGEND

WORK ZONE

STAGE 6 SUMMARY

CONSTRUCTION

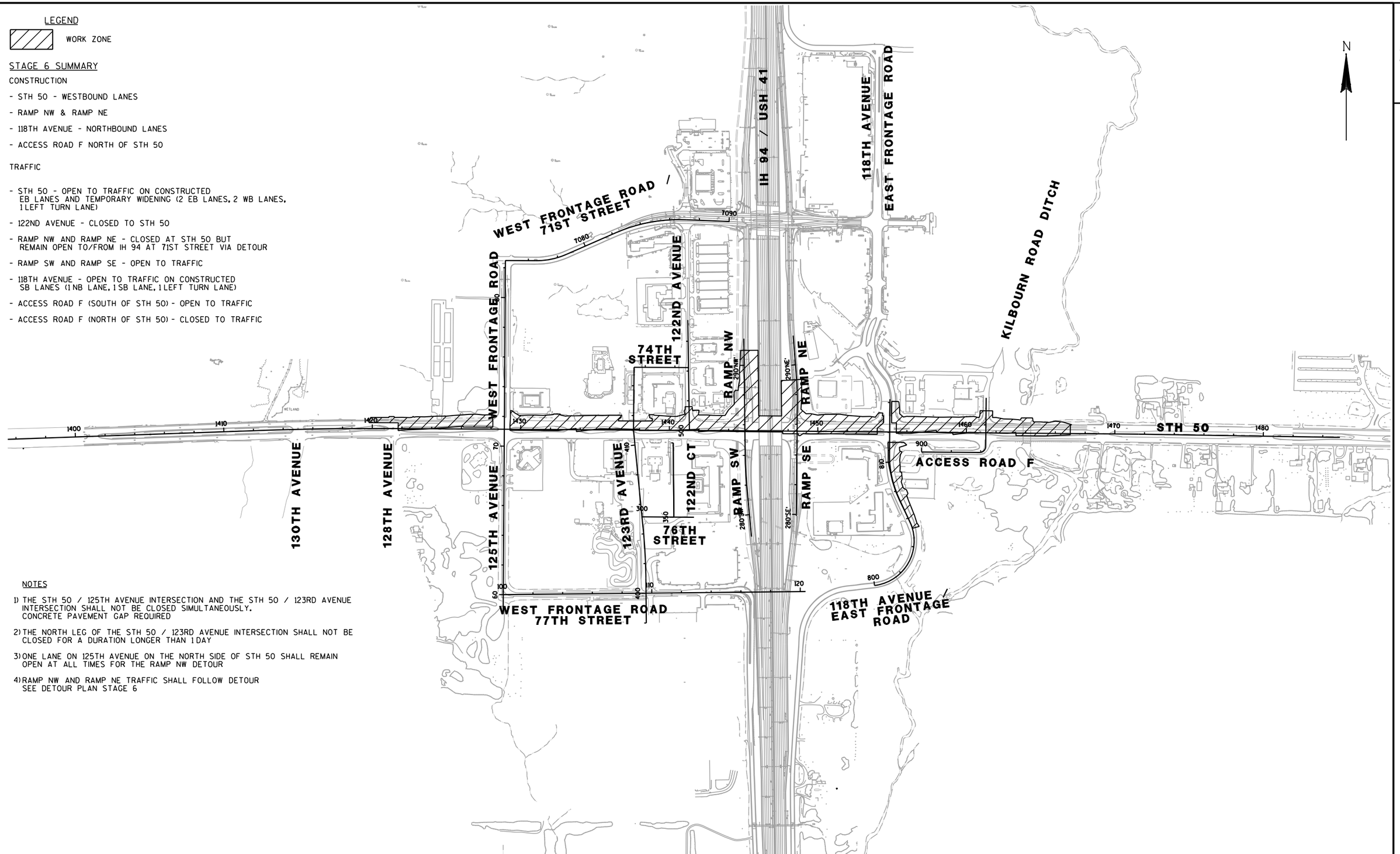
- STH 50 - WESTBOUND LANES
- RAMP NW & RAMP NE
- 118TH AVENUE - NORTHBOUND LANES
- ACCESS ROAD F NORTH OF STH 50

TRAFFIC

- STH 50 - OPEN TO TRAFFIC ON CONSTRUCTED EB LANES AND TEMPORARY WIDENING (2 EB LANES, 2 WB LANES, 1 LEFT TURN LANE)
- 122ND AVENUE - CLOSED TO STH 50
- RAMP NW AND RAMP NE - CLOSED AT STH 50 BUT REMAIN OPEN TO/FROM IH 94 AT 71ST STREET VIA DETOUR
- RAMP SW AND RAMP SE - OPEN TO TRAFFIC
- 118TH AVENUE - OPEN TO TRAFFIC ON CONSTRUCTED SB LANES (1 NB LANE, 1 SB LANE, 1 LEFT TURN LANE)
- ACCESS ROAD F (SOUTH OF STH 50) - OPEN TO TRAFFIC
- ACCESS ROAD F (NORTH OF STH 50) - CLOSED TO TRAFFIC

NOTES

1) THE STH 50 / 125TH AVENUE INTERSECTION AND THE STH 50 / 123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY. CONCRETE PAVEMENT GAP REQUIRED
2) THE NORTH LEG OF THE STH 50 / 123RD AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1 DAY
3) ONE LANE ON 125TH AVENUE ON THE NORTH SIDE OF STH 50 SHALL REMAIN OPEN AT ALL TIMES FOR THE RAMP NW DETOUR
4) RAMP NW AND RAMP NE TRAFFIC SHALL FOLLOW DETOUR SEE DETOUR PLAN STAGE 6



SHEET 60 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 6	SHEET 349	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025006_tc6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

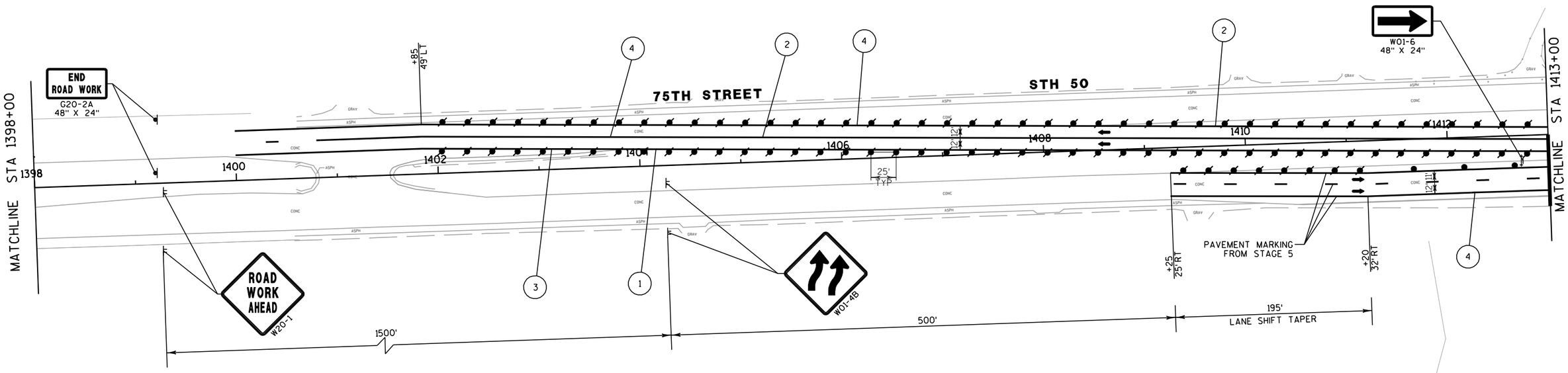
WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 61 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 350	E

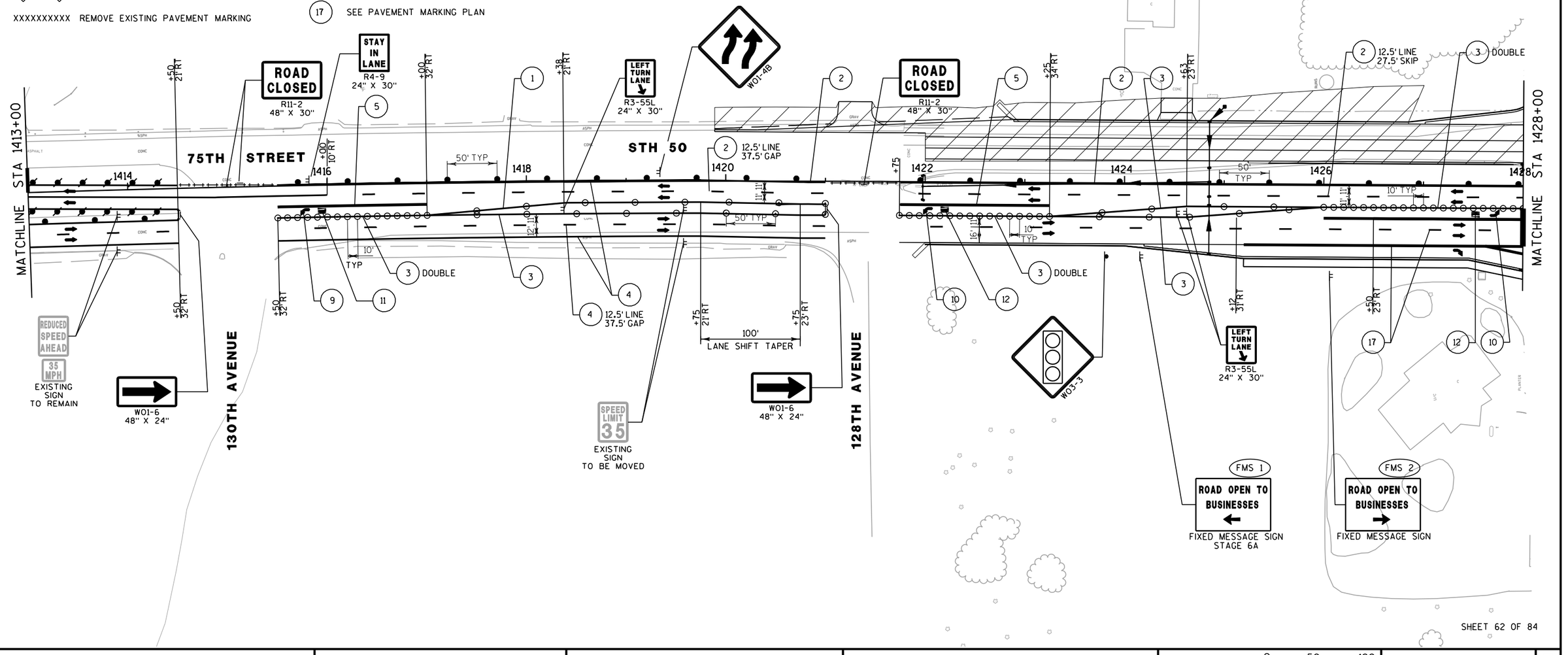
FILE NAME : t:\1012708\sheets\71_sth50\staging\026602_s6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 62 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 351	E

ROAD WORK AHEAD
PLACED AT 73RD STREET INTERSECTION

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

LANE CLOSED
R11-2(MOD)
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED AHEAD
W20-3

CONCRETE PAVEMENT SHES 9-INCH

R3-1
24" X 24"

125TH AVENUE
123TH AVENUE
122ND AVENUE
123RD AVENUE
75TH STREET
STH 50
WEST FRONTAGE ROAD/ 125TH AVENUE
122ND CT

MATCHLINE STA 1428+00
MATCHLINE STA 1443+00

DOUBLE
10' TYP
50' TYP
12.5' LINE 37.5' SKIP

TEMPORARY SIGNALS REQUIRED

FMS 4
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

LEFT TURN LANE
R3-55L
24" X 30"

R3-2
24" X 24"

J3-1 J3-1
EXISTING SIGNS TO BE MOVED PARTIALLY COVER DURING STAGE 6

EAST INTERSTATE 94

TEMPORARY SIGNALS REQUIRED

YIELD
SEE PERMANENT SIGNING PLAN

R3-8F
36" X 30"

Kenosha
Milwaukee
Chicago

EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 6

NORTH EAST SOUTH
50 41

J2-3
EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 6

NOTES:
1) THE NORTH LEG OF THE STH 50/125TH AVENUE INTERSECTION AND THE NORTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY CONCRETE PAVEMENT GAP REQUIRED PLAN SHOWS 123RD AVENUE CLOSED

2) THE NORTH LEG OF THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1DAY

ROAD WORK AHEAD
W20-1A

SHEET 63 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6A (123RD AVENUE CLOSED)	SHEET 352	E

2

ROAD CLOSED AHEAD W20-3

PLACE AT 73RD STREET INTERSECTION

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

125TH AVENUE

123RD AVENUE

122ND AVENUE

122ND CT

75TH STREET

STH 50

ROAD CLOSED R11-2 48" X 30"

R3-1 24" X 24"

ROAD CLOSED R11-2 48" X 30"

SEE PERMANENT SIGNING PLAN

ROAD WORK AHEAD W20-1

MATCHLINE STA 1428+00

MATCHLINE STA 1443+00

WEST FRONTAGE ROAD/ 125TH AVENUE

TEMPORARY SIGNALS REQUIRED

CONCRETE PAVEMENT SHES 9-INCH

ONLY ONLY R3-8F 36" X 30"

ROAD WORK AHEAD W20-1 PLACE AT 77TH STREET INTERSECTION

12.5' LINE 37.5' SKIP

FMS 1 ROAD OPEN TO BUSINESSES

FIXED MESSAGE SIGN

LEFT TURN LANE R3-55L 24" X 30"

EAST INTERSTATE 94 J3-1 J3-1

EXISTING SIGNS TO BE MOVED PARTIALLY COVER DURING STAGE 6

TEMPORARY SIGNALS REQUIRED

YIELD SEE PERMANENT SIGNAL PLAN

ROAD WORK AHEAD W20-1A PLACE AT 77TH STREET INTERSECTION

Kenosha Milwaukee Chicago

EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 6

EAST SOUTH 50 41 J2-3

EXISTING SIGN TO BE MOVED PARTIALLY COVER DURING STAGE 6

NOTES:

1) THE NORTH LEG OF THE STH 50/125TH AVENUE INTERSECTION AND THE NORTH LEG OF THE STH 50 / 123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTAINEOUSLY. CONCRETE PAVEMENT GAP REQUIRED PLAN SHOWS 125TH AVENUE CLOSED.

2) ONE LANE ON 125TH AVENUE ON THE NORTH SIDE OF STH 50 SHALL REMAIN OPEN AT ALL TIMES FOR THE RAMP NW DETOUR

SHEET 64 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6B (125TH AVENUE CLOSED)	SHEET 353	E

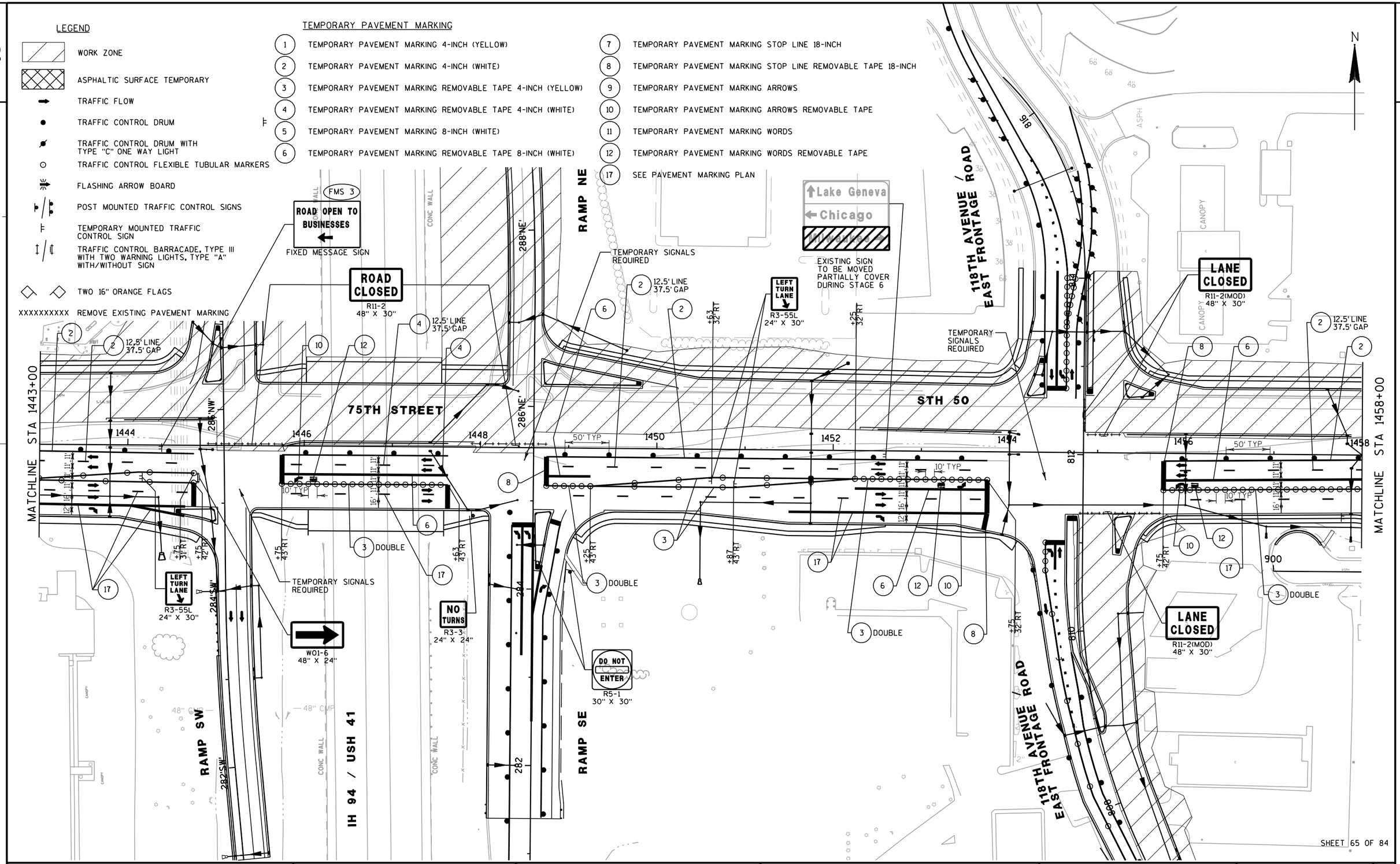
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 65 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 354	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026605_s6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

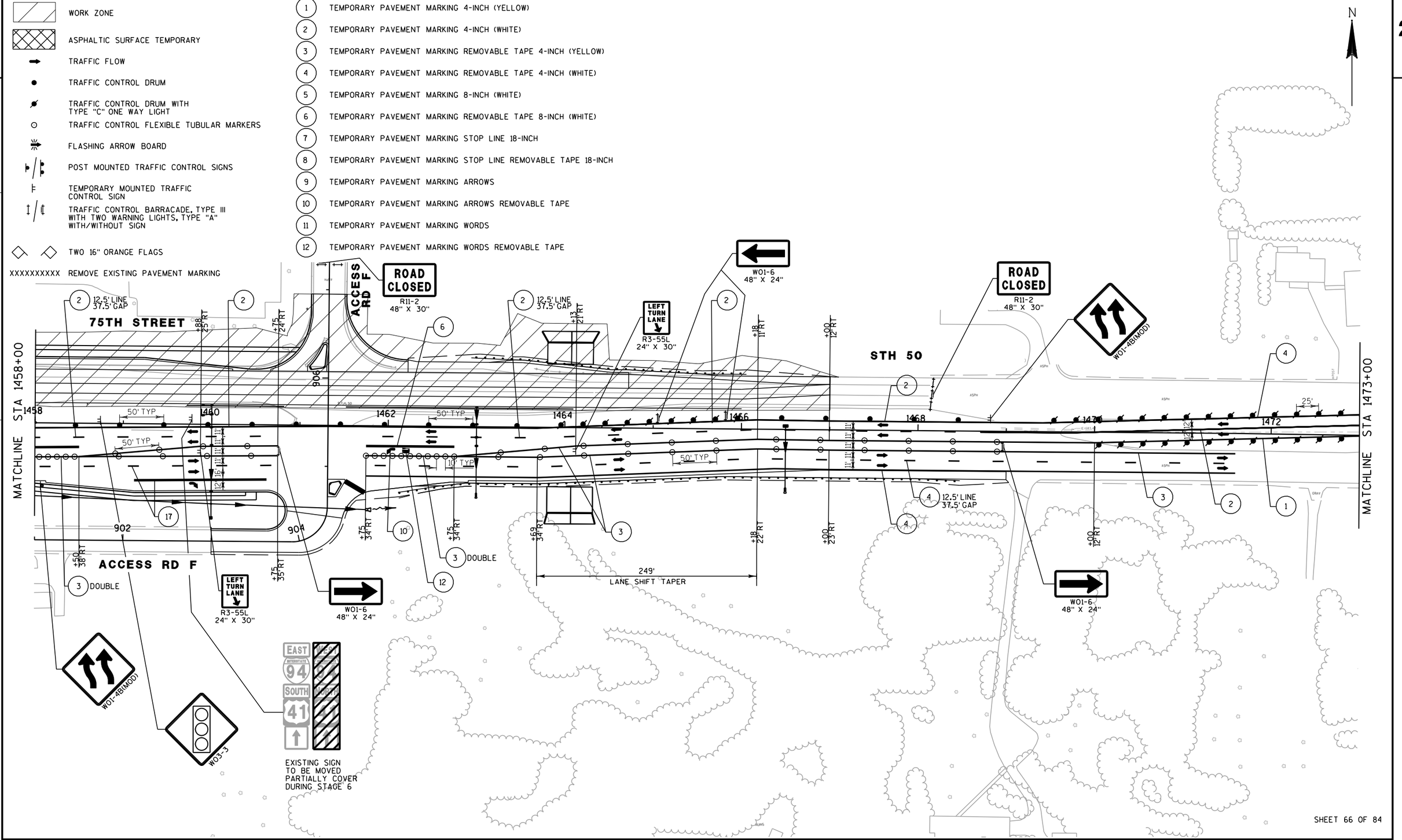
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 66 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 355	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026606_s6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

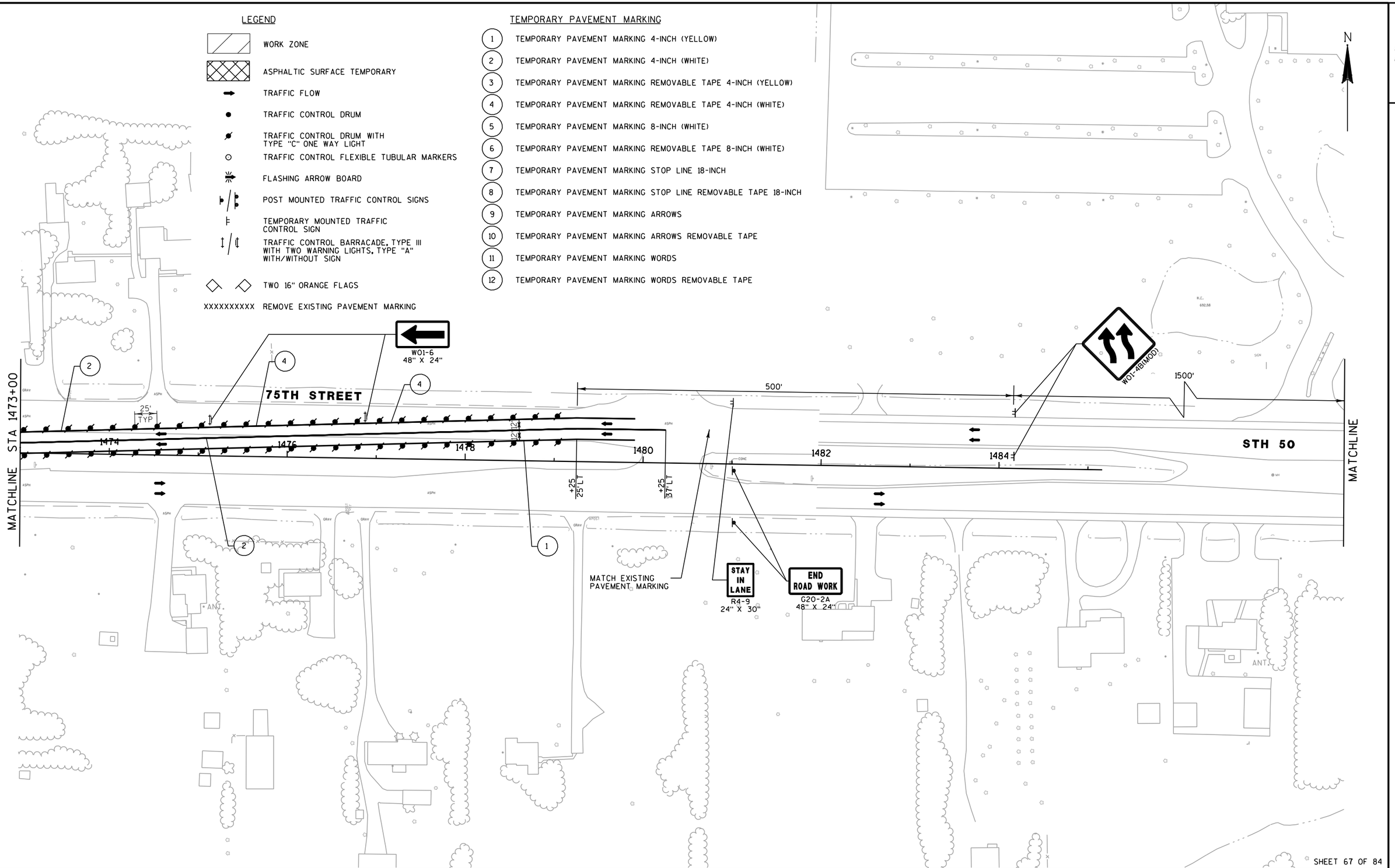
WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

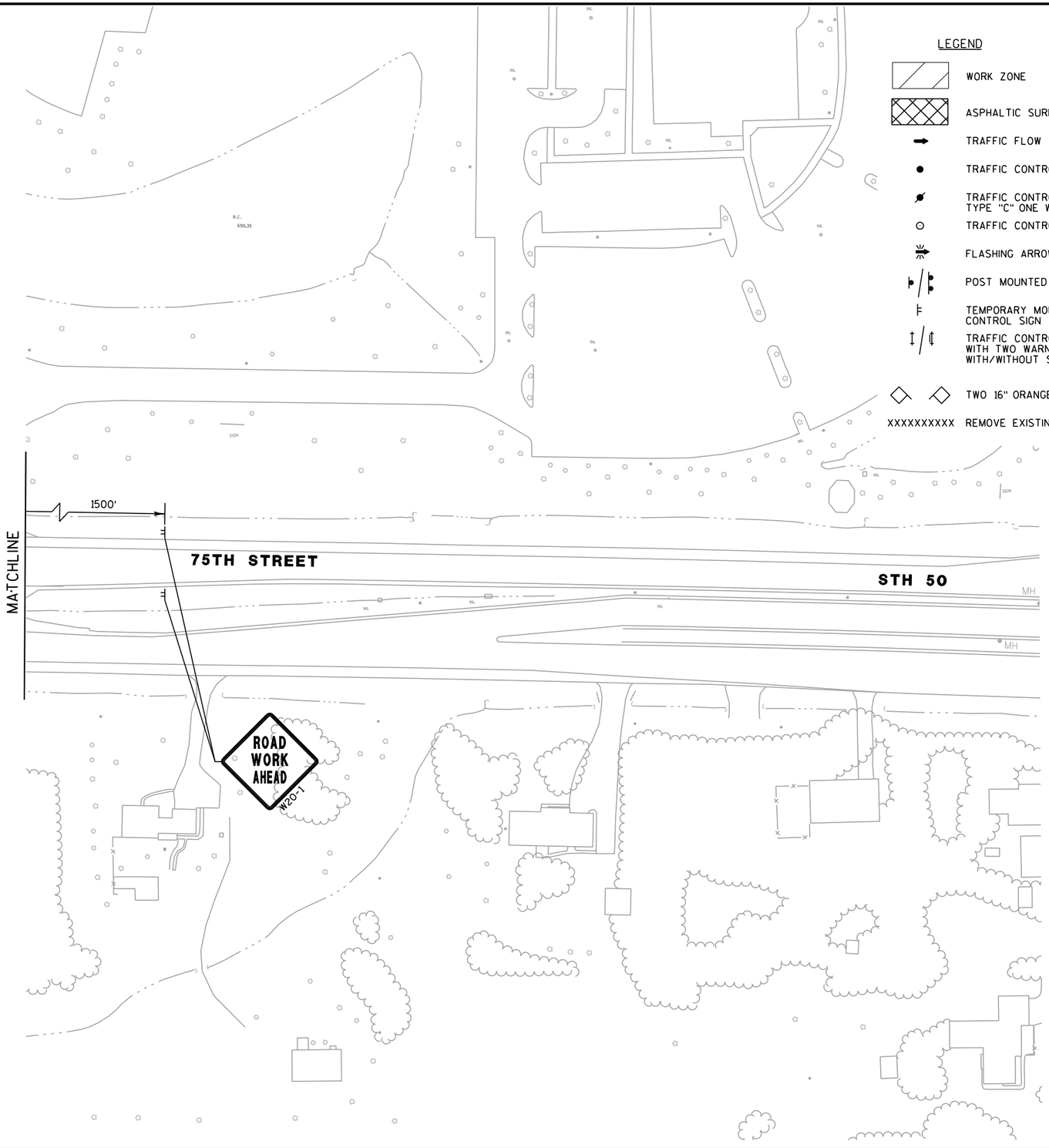
1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



SHEET 67 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 356	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026607_s6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$


1500'
75TH STREET
STH 50
MA-TCHLINE
ROAD WORK AHEAD
W20-1
MH
MH
SIGN
SIGN
INL
INL
INL

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

ROAD WORK AHEAD W20-1
500'
W01-3L
25 M.P.H. W013-1 36" X 36"
END ROAD WORK G20-2A 48" X 24"
800
802
804
806
808
810
812
814
118TH AVENUE EAST FRONTAGE ROAD
W01-3R
25 M.P.H. W013-1 36" X 36"
3 DOUBLE
50' TYP
4
+19' L
+00 0' LT
25' TYP
3 DOUBLE
4
LANE CLOSED R11-2(MOD) 48" X 30"
W06-3
+15 22' RT
ONLY R3-8A 36" X 30"
+96 16' LT
+17 21' LT
6 3' LINE 12' GAP
10' TYP
+36 14' LT
+70 30' LT
+00 42' LT
12
8
4
6
10
1452
1414
1414
1436
1458
1490
S.T.H. 50
118TH AVENUE EAST FRONTAGE ROAD
CANOPY
CANOPY
900
902
ACCESS RD F
75TH STREET
N
SHEET 69 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 358	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026609_s6.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

STH 50

LANE CLOSED
R11-2(MOD)
48" X 30"

EAST 50 WEST 50
J1-2
EXISTING SIGN TO BE MOVED

LEFT TURN LANE
R3-55L
24" X 30"

END ROAD WORK
G20-2A
48" X 24"

W01-3L

W01-6
48" X 24"

MARKING FROM STAGE 4

25' TYP

150'
LANE DROP TAPER

W04-2R

RIGHT LANE CLOSED AHEAD
W20-5

ROAD WORK AHEAD
W20-1

200' 350' 400'

118TH AVENUE
EAST FRONTAGE ROAD

10' TYP

25' TYP

3' LINE
12' GAP

EXISTING SIGNS ON OVERHEAD SIGN SUPPORT TO BE COVERED

LANE CLOSED
R11-2(MOD)
48" X 30"

75TH STREET

CANOPY

ASPH

1450 1452 1454 1456 1458

812 816

+75 20' LT

+31 20' LT

+18 37' RT

SHEET 70 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 359	E

2

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

LEGEND

N

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

EAST TO 94 50

COVER SIGN DURING STAGE 6

WEST EAST 94 94 USE LEFT LANE

COVER SIGN DURING STAGE 6

EXISTING SIGNS ON OVERHEAD SIGN SUPPORT

ONLY | TO 50 ONLY | ONLY

COVER ONLY

R3-5L 42" X 48"

COVER SIGN DURING STAGE 6

ROAD CLOSED
R11-2
48" X 30"

R3-2
24" X 24"

LANE CLOSED
R11-2(MOD)
48" X 30"

ONLY | ONLY
R3-8F
36" X 30"

ROAD WORK AHEAD
W20-1

1500'

7088
7090
7092
7094
7096

+55 0' RT

+05 12' RT

298'NW' 300'NW' 302'NW' 304'NW' 306'NW' 308'NW' 310'NW' 312

RAMP NW

4

298 300 302 304 306 308 310

IH 94

71 ST STREET

298'NE' 300'NE' 302'NE' 304'NE' 306'NE' 308'NE' 310'NE' 312

RAMP NE

EAST TO 94 50 USE LEFT LANE | USE LEFT LANE

COVER SIGN DURING STAGE 6

LANE CLOSED
R11-2(MOD)
48" X 30"

SHEET 71 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 360	E

77TH STREET

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

LEGEND

N

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

RAMP SW

272'SW' 274'SW' 276'SW' 278'SW' 280'SW'

IH 94

272 274 276 278 280 282 284 286

STH 50

1446

1448

1450

286'NE'

RAMP SE

272'SE' 274'SE' 276'SE' 278'SE' 280'SE' 282'SE' 284'SE'

+15 24' LT

300'

ROAD WORK AHEAD W20-1

ONLY ONLY ONLY
R3-8R
54" X 30"

4 4 6

SHEET 72 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 6	SCALE, FEET 0 50 100	SHEET 361	E

2

LEGEND

WORK ZONE

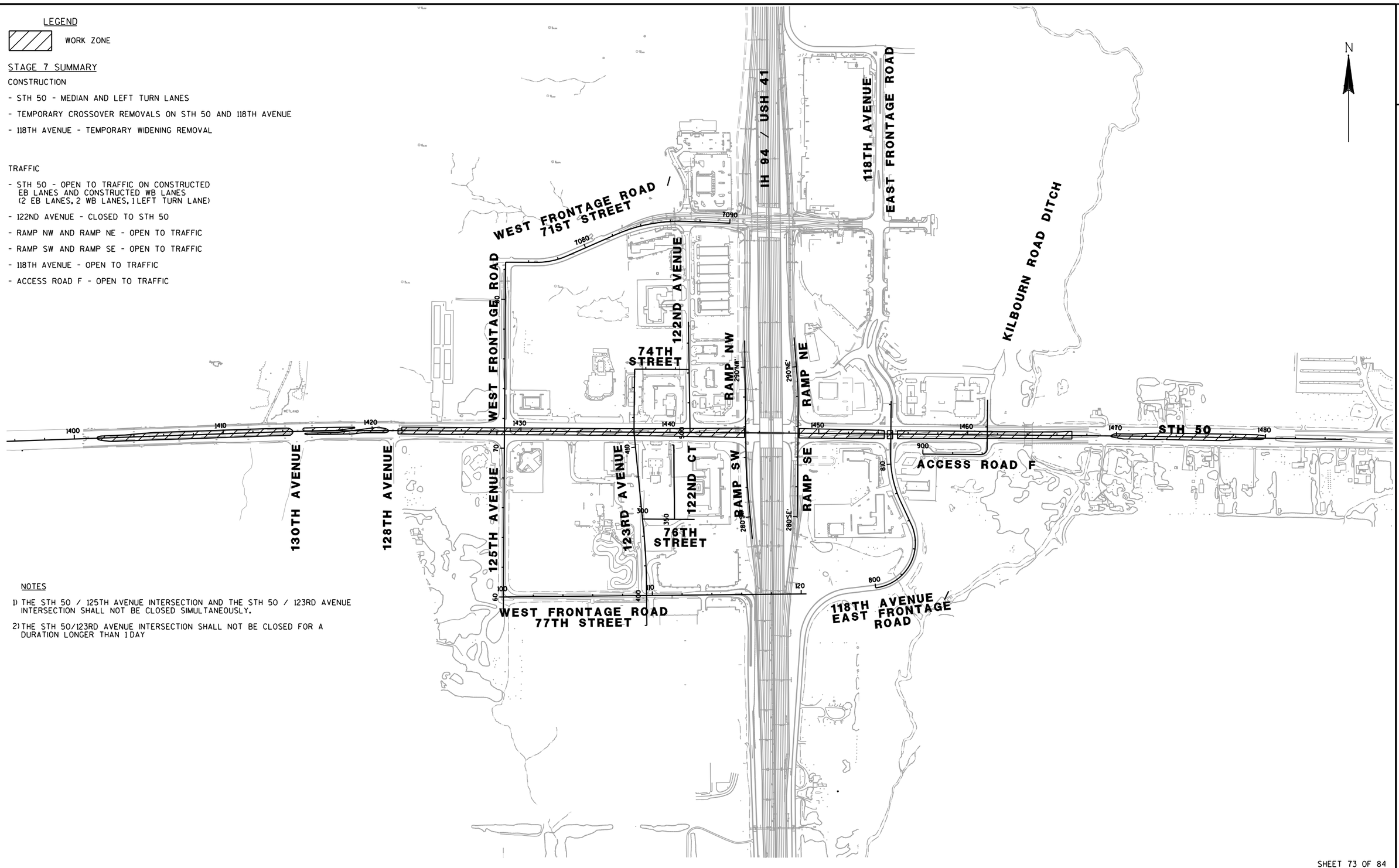
STAGE 7 SUMMARY

CONSTRUCTION

- STH 50 - MEDIAN AND LEFT TURN LANES
- TEMPORARY CROSSOVER REMOVALS ON STH 50 AND 118TH AVENUE
- 118TH AVENUE - TEMPORARY WIDENING REMOVAL

TRAFFIC

- STH 50 - OPEN TO TRAFFIC ON CONSTRUCTED EB LANES AND CONSTRUCTED WB LANES (2 EB LANES, 2 WB LANES, 1 LEFT TURN LANE)
- 122ND AVENUE - CLOSED TO STH 50
- RAMP NW AND RAMP NE - OPEN TO TRAFFIC
- RAMP SW AND RAMP SE - OPEN TO TRAFFIC
- 118TH AVENUE - OPEN TO TRAFFIC
- ACCESS ROAD F - OPEN TO TRAFFIC



NOTES

1) THE STH 50 / 125TH AVENUE INTERSECTION AND THE STH 50 / 123RD AVENUE INTERSECTION SHALL NOT BE CLOSED SIMULTANEOUSLY.

2) THE STH 50/123RD AVENUE INTERSECTION SHALL NOT BE CLOSED FOR A DURATION LONGER THAN 1 DAY

2

SHEET 73 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CONSTRUCTION STAGING OVERVIEW : STAGE 7	SHEET 362	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\025007_tc7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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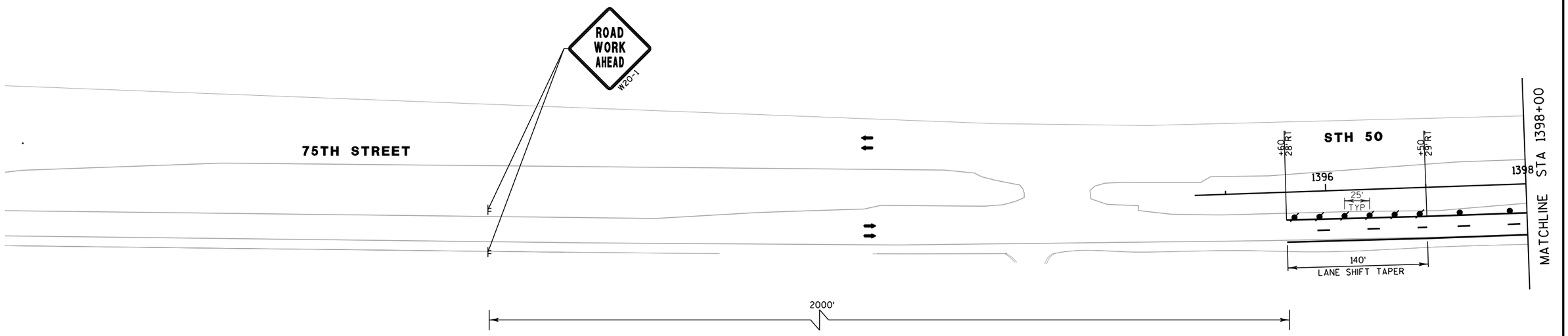
LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS

XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING OFF PEAK PERIODS

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 363	E

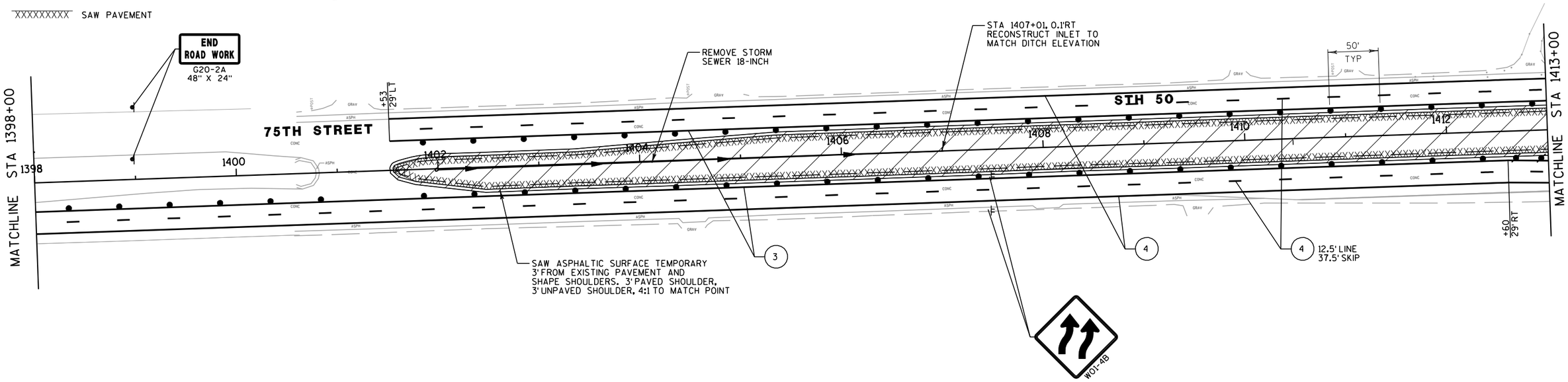
FILE NAME : t:\1012708\sheets\71_sth50\staging\026701_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- XXXXXXXXXX SAW PAVEMENT

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



NOTES:
1) LANE CLOSURES ONLY ALLOWED DURING OFF PEAK PERIODS

SHEET 75 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 364	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026702_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

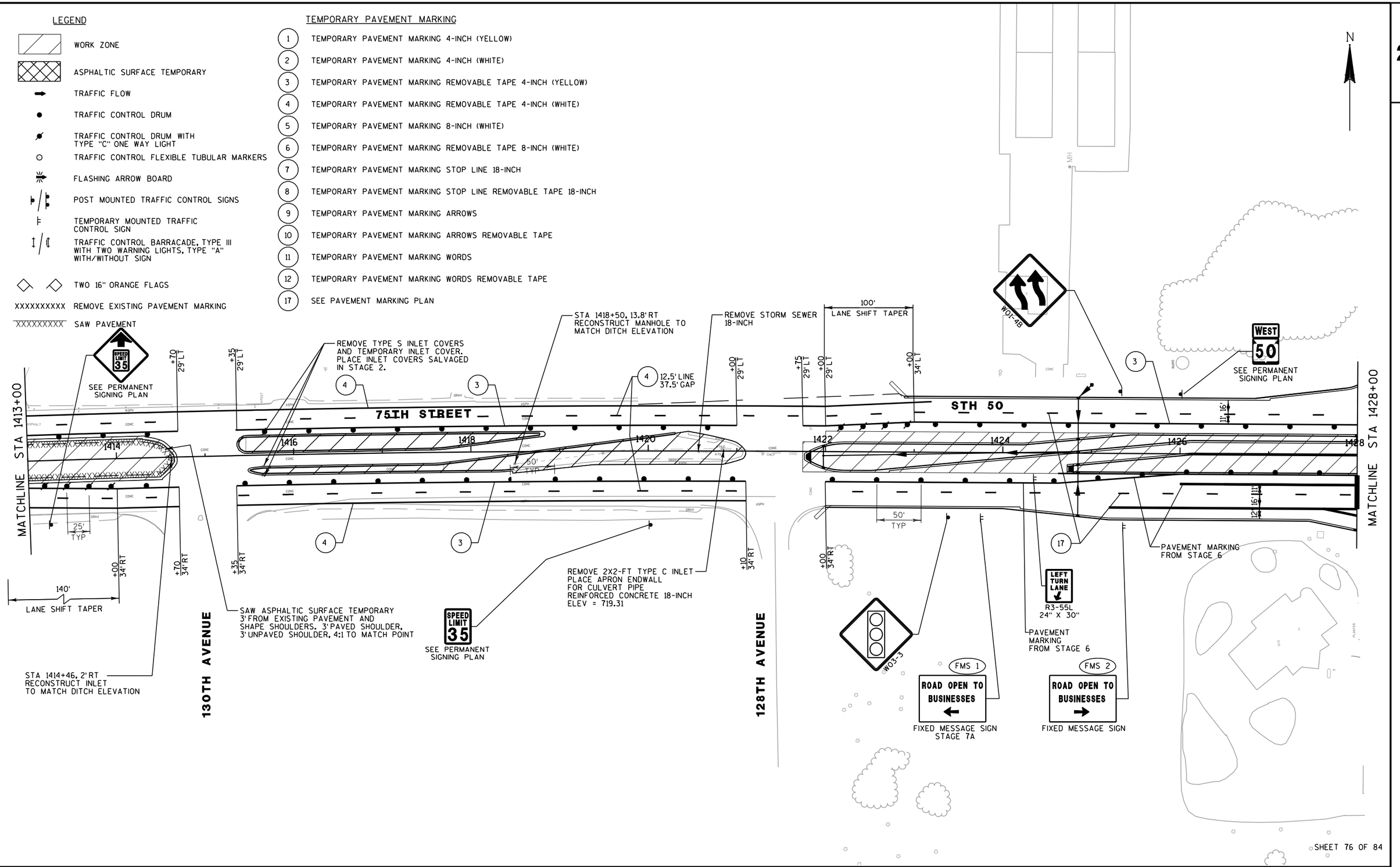
2

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- XXXXXXXXXX SAW PAVEMENT

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 76 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 365	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026703_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

ROAD WORK AHEAD W20-1
PLACE AT 73RD STREET INTERSECTION

STOP SEE PERMANENT SIGNING PLAN

YIELD SEE PERMANENT SIGNING PLAN

125TH AVENUE

SEE PERMANENT SIGNING PLAN

LEFT TURN LANE R3-55L 24" X 30"

RIGHT LANE MUST TURN RIGHT SEE PERMANENT SIGNING PLAN

SPEED LIMIT 35 SEE PERMANENT SIGNING PLAN

ONLY R3-50R 30" X 36"

ONE WAY R6-2R 24" X 30"

YIELD SEE PERMANENT SIGNING PLAN

123RD AVENUE

74TH STREET

LANE CLOSED R11-2(MOD) 48" X 30"

FMS 4 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN

STOP SEE PERMANENT SIGNING PLAN

WRONG WAY SEE PERMANENT SIGNING PLAN

R3-2 24" X 24"

122ND AVENUE

SPEED LIMIT 35 SEE PERMANENT SIGNING PLAN

75TH STREET

STH 50

MATCHLINE STA 1428+00

MATCHLINE STA 1443+00

LANE CLOSED R11-2(MOD) 48" X 30"

PAVEMENT MARKING FROM STAGE 6

SPEED LIMIT 35 SEE PERMANENT SIGNING PLAN

FMS 3 ROAD OPEN TO BUSINESSES FIXED MESSAGE SIGN

REMOVE STORM SEWER 12-INCH

PAVEMENT MARKING FROM STAGE 6

R3-2 24" X 24"

CONCRETE PAVEMENT SHES 9-INCH

YIELD SEE PERMANENT SIGNING PLAN

ONE WAY R6-2R 24" X 30"

ONLY R3-50R 30" X 36"

ROAD CLOSED R11-2 48" X 30"

TEMPORARY SIGNALS REQUIRED

YIELD SEE PERMANENT SIGNING PLAN

TEMPORARY SIGNALS REQUIRED

W04-2L

200'

LEFT LANE CLOSED AHEAD W20-5

200'

200'

ROAD WORK AHEAD W20-1

LANE CLOSED R11-2(MOD) 48" X 30"

WEST FRONTAGE ROAD/ 125TH AVENUE

STOP SEE PERMANENT SIGNING PLAN

NOTES:
1) 125TH AVENUE AND 123RD AVENUE SHALL NOT BE CLOSED TO THROUGH AND TURNING TRAFFIC SIMULTANEOUSLY 123RD AVENUE SHOWN CLOSED

2) 123RD AVENUE SHALL NOT BE CLOSED TO THROUGH AND TURNING TRAFFIC FOR A DURATION LONGER THAN 1 DAY

ROAD WORK AHEAD W20-1
PLACE AT 77TH STREET INTERSECTION

123RD AVENUE

122ND CT

SHEET 77 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7A (123RD AVENUE CLOSED)	SHEET 366	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026704_s7.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

ROAD WORK AHEAD W20-1
PLACE AT 73RD STREET INTERSECTION

ONLY
R3-50R
30" X 36"

YIELD
SEE PERMANENT SIGNING PLAN

LANE CLOSED
R11-2(MOD)
48" X 30"

ONE WAY
R6-2R
24" X 30"

TEMPORARY SIGNALS REQUIRED

CONCRETE PAVEMENT SHES 9-INCH

R3-2
24" X 24"

125TH AVENUE

74TH STREET

75TH STREET

STH 50

123RD AVENUE

122ND AVENUE

122ND CT

WEST FRONTAGE ROAD/ 125TH AVENUE

STA 1428+00

STA 1443+00

MATCHLINE

MATCHLINE

ROAD CLOSED
R11-2
48" X 30"

ONE WAY
R6-2R
24" X 30"

LEFT TURN LANE
R3-55L
24" X 30"

FMS 1
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

FMS 4
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

FMS 3
ROAD OPEN TO BUSINESSES
FIXED MESSAGE SIGN

W04-2L

LEFT LANE CLOSED AHEAD W20-5

ROAD WORK AHEAD W20-1

200'
200'
200'

NOTES:
1) 125TH AVENUE AND 123RD AVENUE SHALL NOT BE CLOSED TO THROUGH TRAFFIC SIMULTANEOUSLY. 125TH AVENUE SHOWN CLOSED

2) 125TH AVENUE SHALL NOT BE CLOSED TO THROUGH AND TURNING TRAFFIC FOR A DURATION LONGER THAN ONE DAY

PLACE AT 77TH STREET INTERSECTION

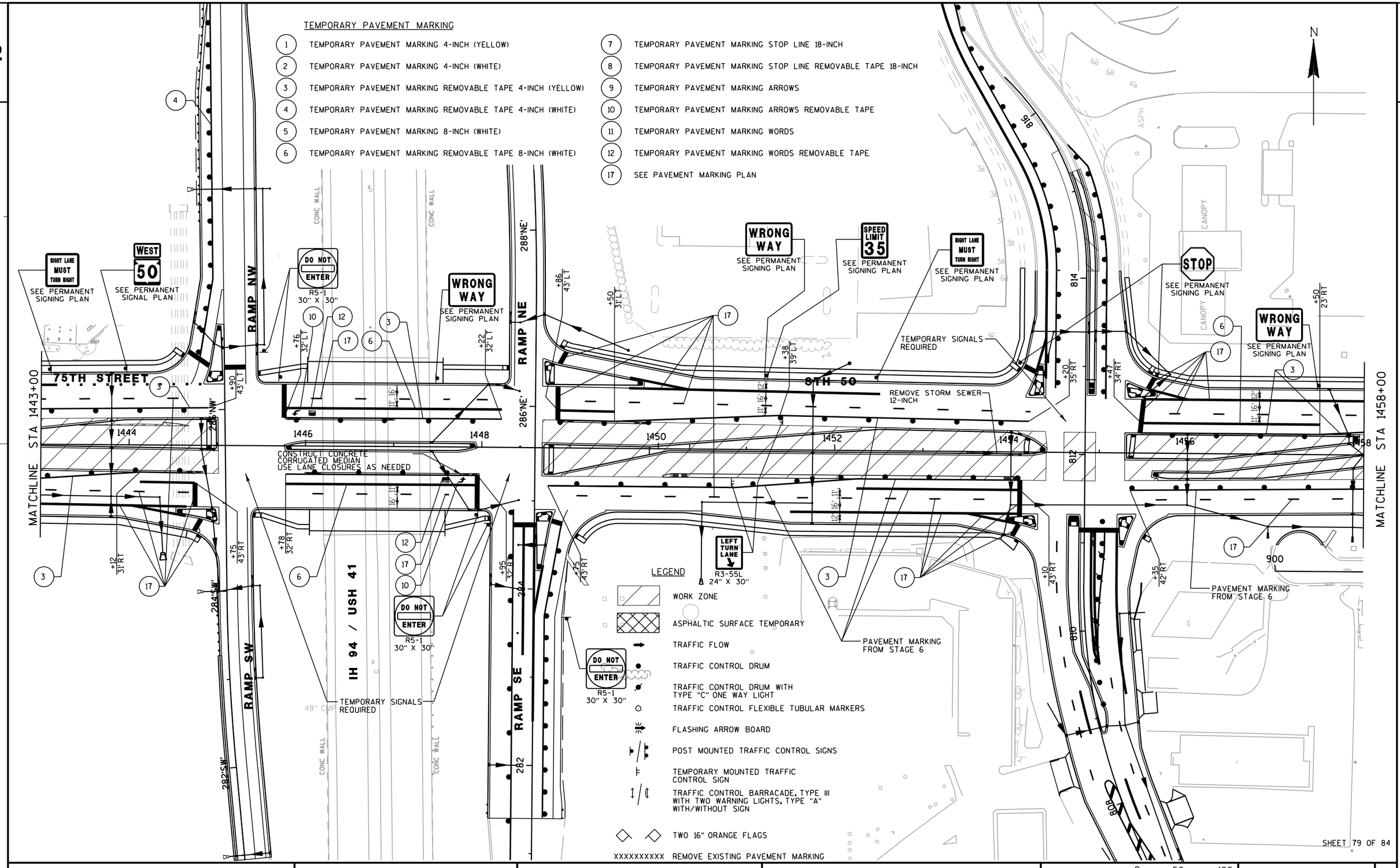
SHEET 78 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7B (125TH AVENUE CLOSED)	SHEET 367	E

2

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

SHEET 79 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 368	E

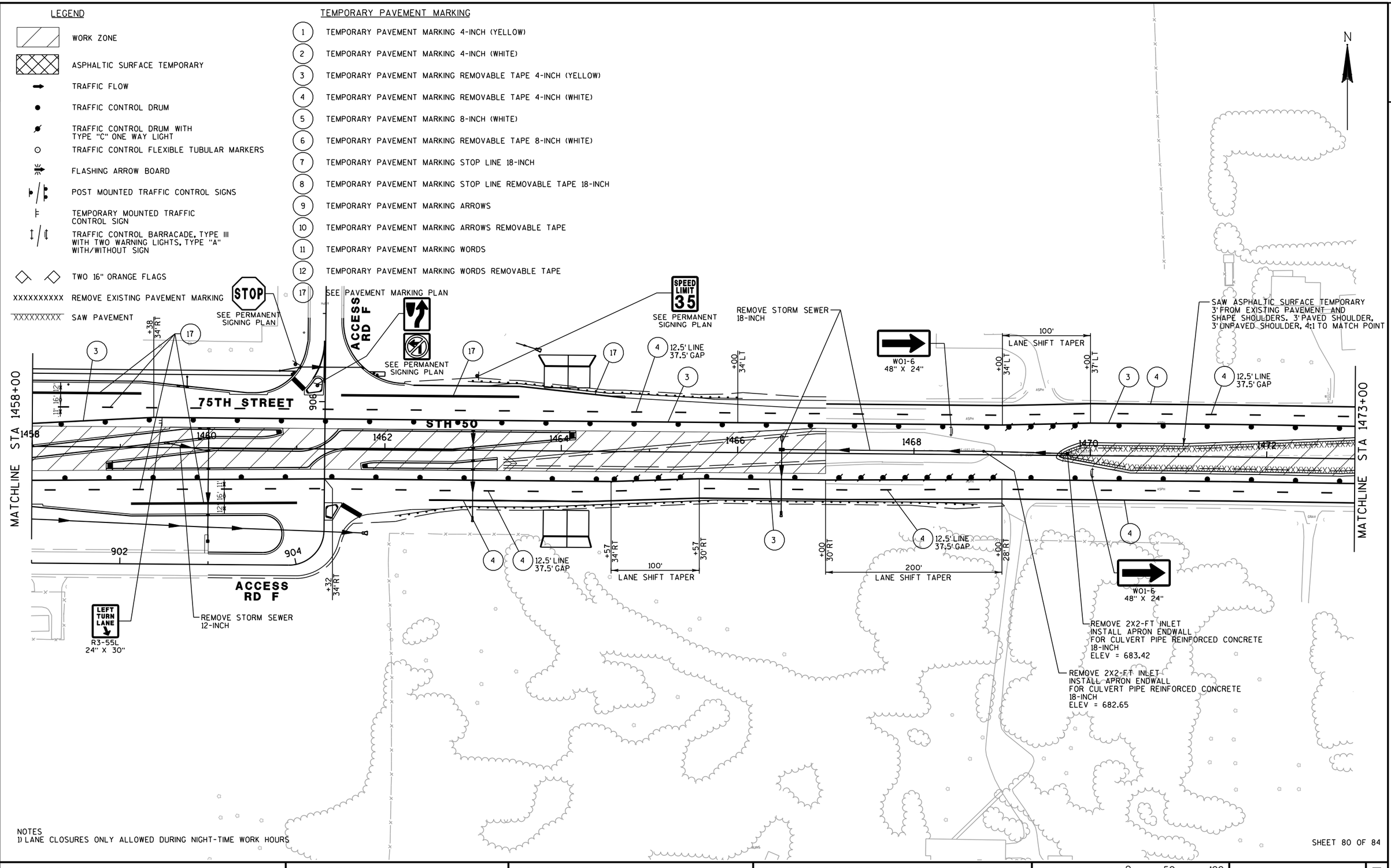
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LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- XXXXXXXXXX SAW PAVEMENT

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



NOTES
1) LANE CLOSURES ONLY ALLOWED DURING NIGHT-TIME WORK HOURS

SHEET 80 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 369	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026706_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

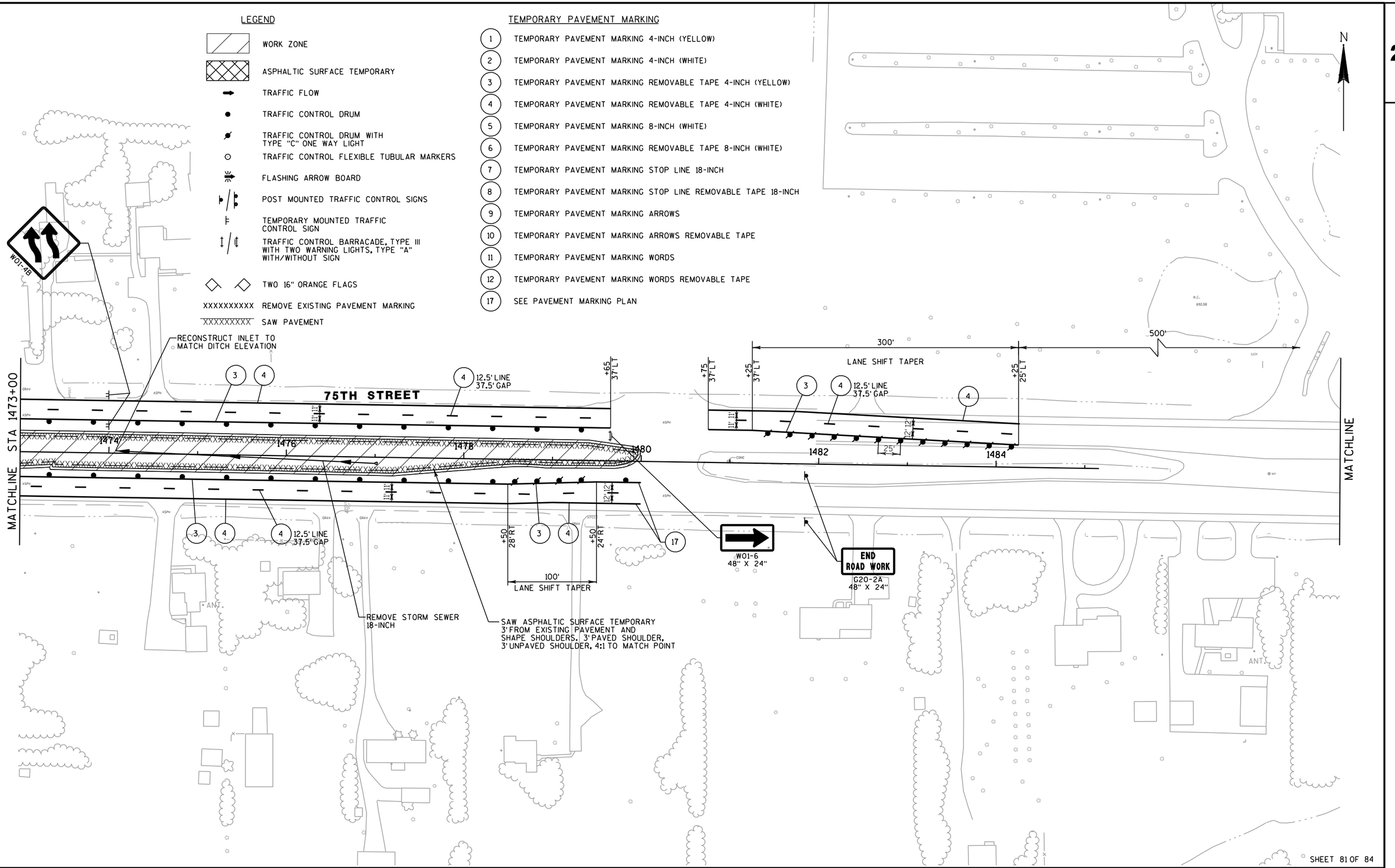
WISDOT/CADDS SHEET 42

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING
- XXXXXXXXX SAW PAVEMENT

TEMPORARY PAVEMENT MARKING

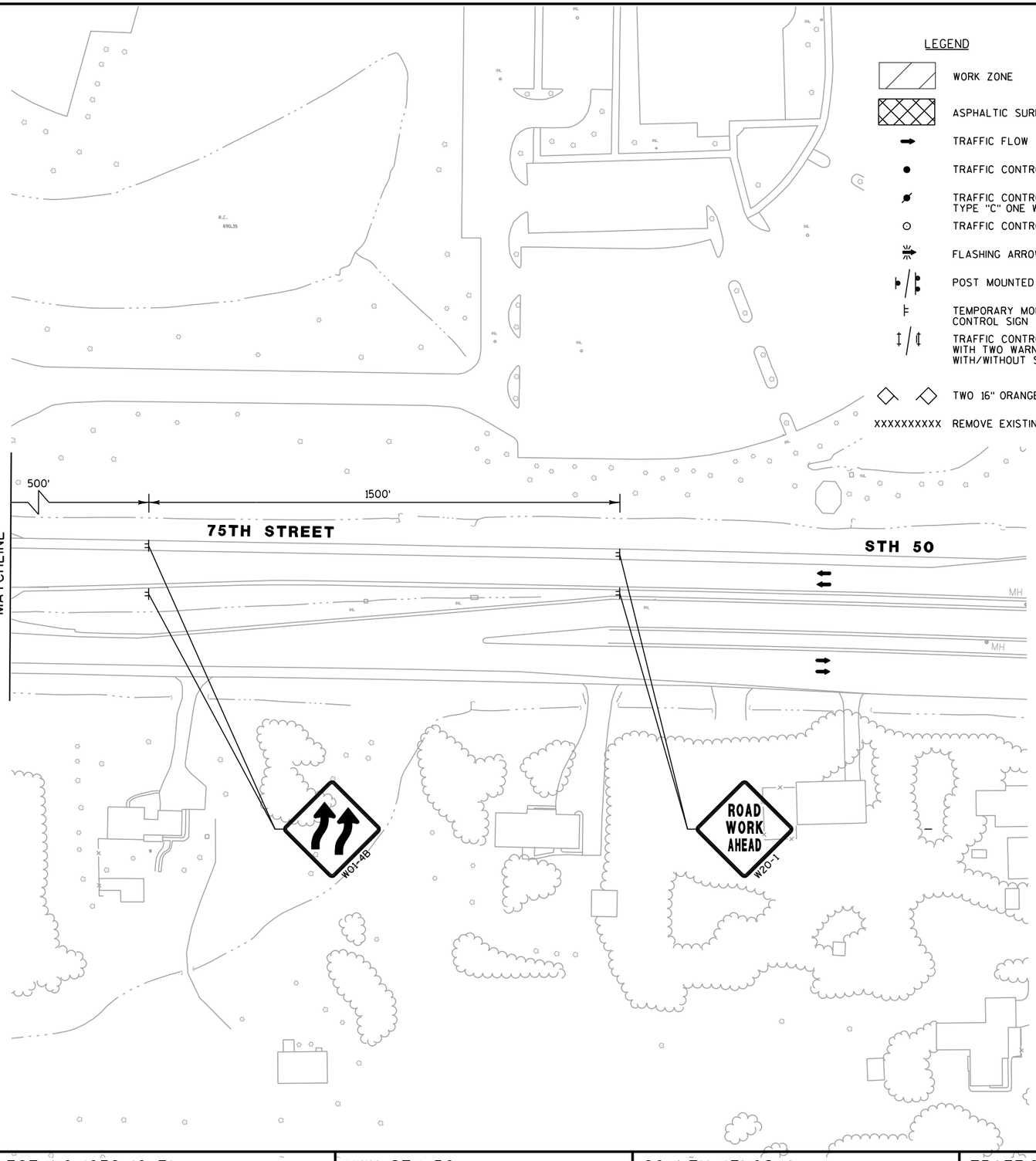
1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN



SHEET 81 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 370	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026707_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

N

2

SHEET 82 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 371	E

LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
17. SEE PAVEMENT MARKING PLAN

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

LANE CLOSED R11-2(MOD) 48" X 30"

W04-2R

W04-2L

ONLY ONLY R3-8D 36" X 30"

LEFT LANE CLOSED AHEAD W20-5

115' LANE DROP TAPER

118TH AVENUE EAST FRONTAGE ROAD

STH 50

75TH STREET

ACCESS RD F

CANOPY

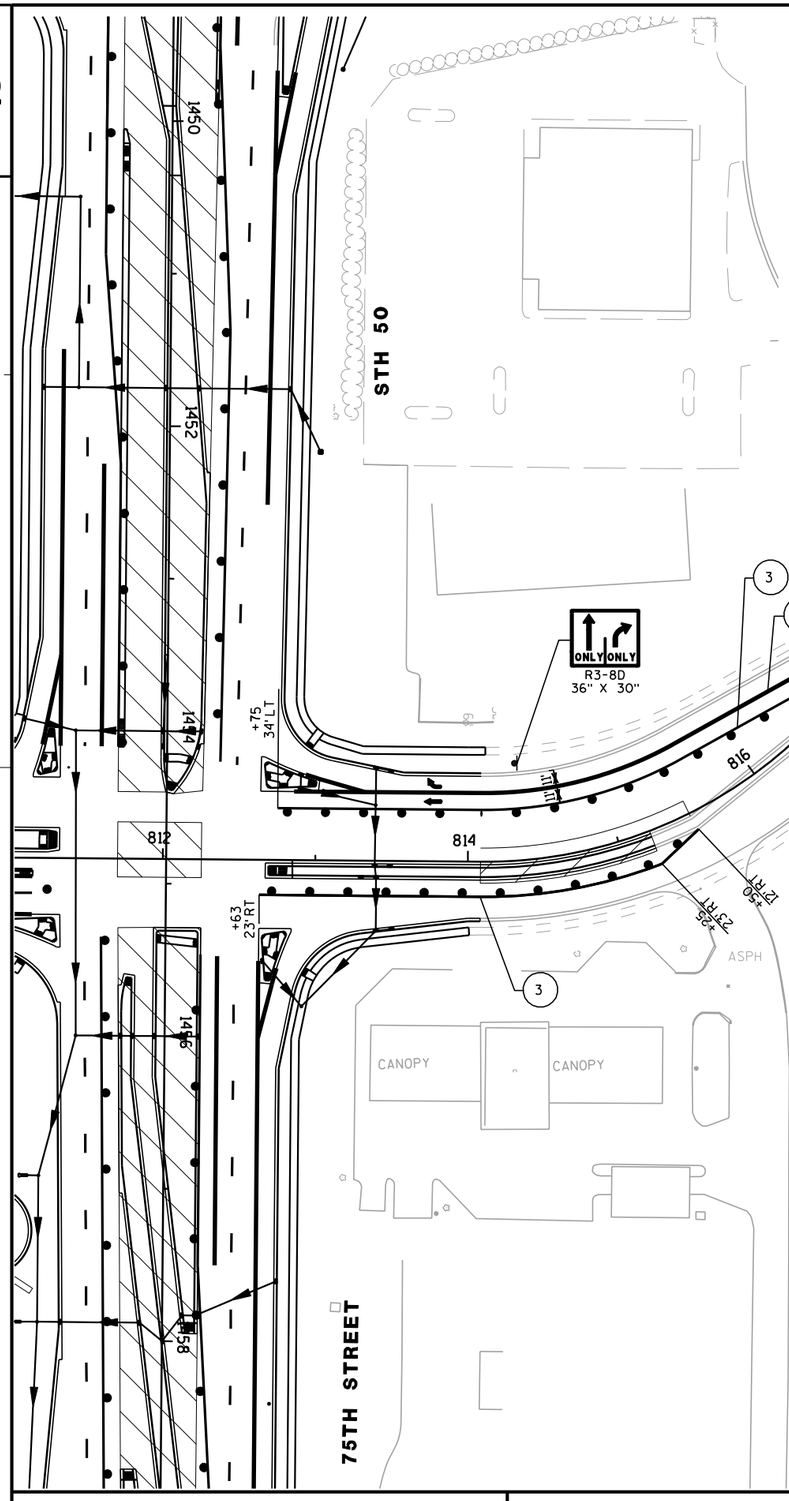
800 802 804 806 808 810 812 814 900 902 1400 1414 1426 1452

SHEET 83 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 372	E

FILE NAME : t:\1012708\sheets\71_sth50\staging\026709_s7.dgn PLOT DATE : 7/25/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

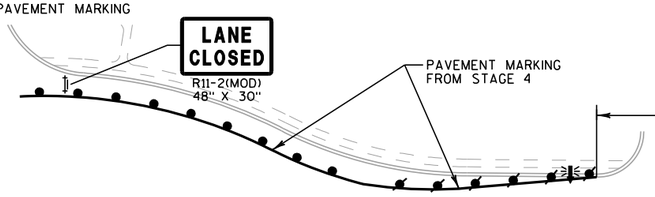


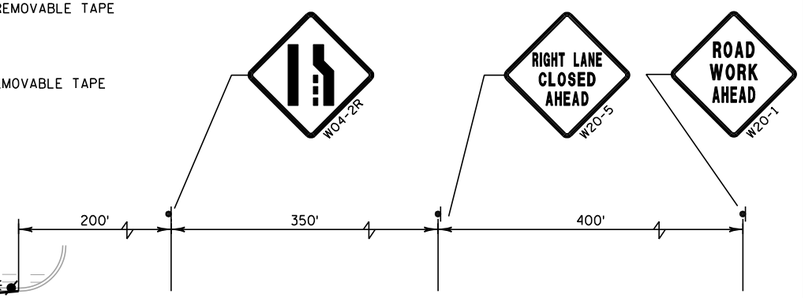
LEGEND

- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- TRAFFIC FLOW
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" ONE WAY LIGHT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS
- FLASHING ARROW BOARD
- POST MOUNTED TRAFFIC CONTROL SIGNS
- TEMPORARY MOUNTED TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRACADE, TYPE III WITH TWO WARNING LIGHTS, TYPE "A" WITH/WITHOUT SIGN
- TWO 16" ORANGE FLAGS
- XXXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING

1. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
2. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
8. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
9. TEMPORARY PAVEMENT MARKING ARROWS
10. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
11. TEMPORARY PAVEMENT MARKING WORDS
12. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE





N

2

SHEET 84 OF 84

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	TRAFFIC CONTROL/STAGING - STAGE 7	SCALE, FEET 0 50 100	SHEET 373	E

NOTES :

DURATION ± 3 MONTHS.

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EXACT NUMBER, LOCATION, AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN PLAN.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS.

SEE TRAFFIC CONTROL/STAGING-STAGE 3 SHEETS FOR ADDITIONAL TEMPORARY SIGNING.

COVER DETOUR SIGNS WHEN NOT IN USE INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

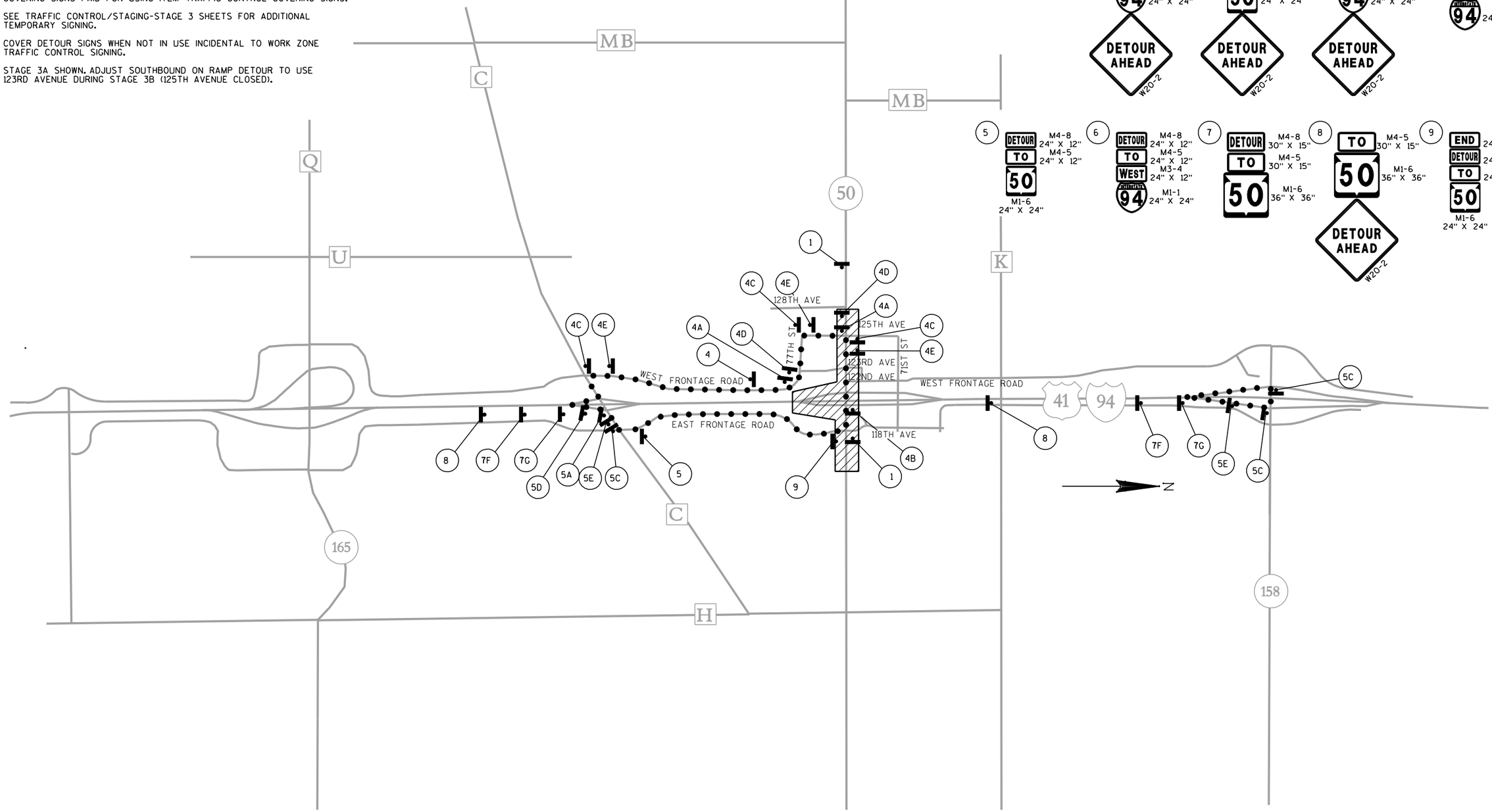
STAGE 3A SHOWN. ADJUST SOUTHBOUND ON RAMP DETOUR TO USE 123RD AVENUE DURING STAGE 3B (125TH AVENUE CLOSED).

LEGEND

- WORK ZONE
- DETOUR PROPOSED
- (1) SIGN NUMBER
- EXISTING SIGN MOUNTED ON SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADE WITH SIGN

A MO 6-1 21" X 21"
B MO 6-1 21" X 21"
C MO 6-1 21" X 21"
D MO 5-1R 21" X 21"
E M5-1L 21" X 21"
F M5-2R 30" X 30"
G M6-2 30" X 30"

1 TO M4-5 24" X 12" / EAST M3-2 24" X 12" / 94 M1-1 24" X 24" / DETOUR AHEAD W20-2
2 TO M4-5 24" X 12" / 50 M1-6 24" X 24" / DETOUR AHEAD W20-2
3 TO M4-5 24" X 12" / WEST M3-4 24" X 12" / 94 M1-1 24" X 24" / DETOUR AHEAD W20-2
4 DETOUR M4-8 24" X 12" / TO M4-5 24" X 12" / EAST M3-2 24" X 12" / 94 M1-1 24" X 24"
5 DETOUR M4-8 24" X 12" / TO M4-5 24" X 12" / 50 M1-6 24" X 24"
6 DETOUR M4-8 24" X 12" / TO M4-5 24" X 12" / WEST M3-4 24" X 12" / 94 M1-1 24" X 24"
7 DETOUR M4-8 30" X 15" / TO M4-5 30" X 15" / 50 M1-6 36" X 36"
8 TO M4-5 30" X 15" / 50 M1-6 36" X 36" / DETOUR AHEAD W20-2
9 END M4-6 24" X 12" / DETOUR M4-8 24" X 12" / TO M4-5 24" X 12" / 50 M1-6 24" X 24"



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	DETOUR PLAN - STAGE 4	SCALE, FEET 0 NTS	SHEET 374	E

FILE NAME : t:\1012708\sheets\71_sth50\detour\027003_DT STAGE 3 A.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

NOTES:

CONTRACTOR SHOULD LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400'FROM ANY EXISTING TYPE "I" SIGN.

ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.

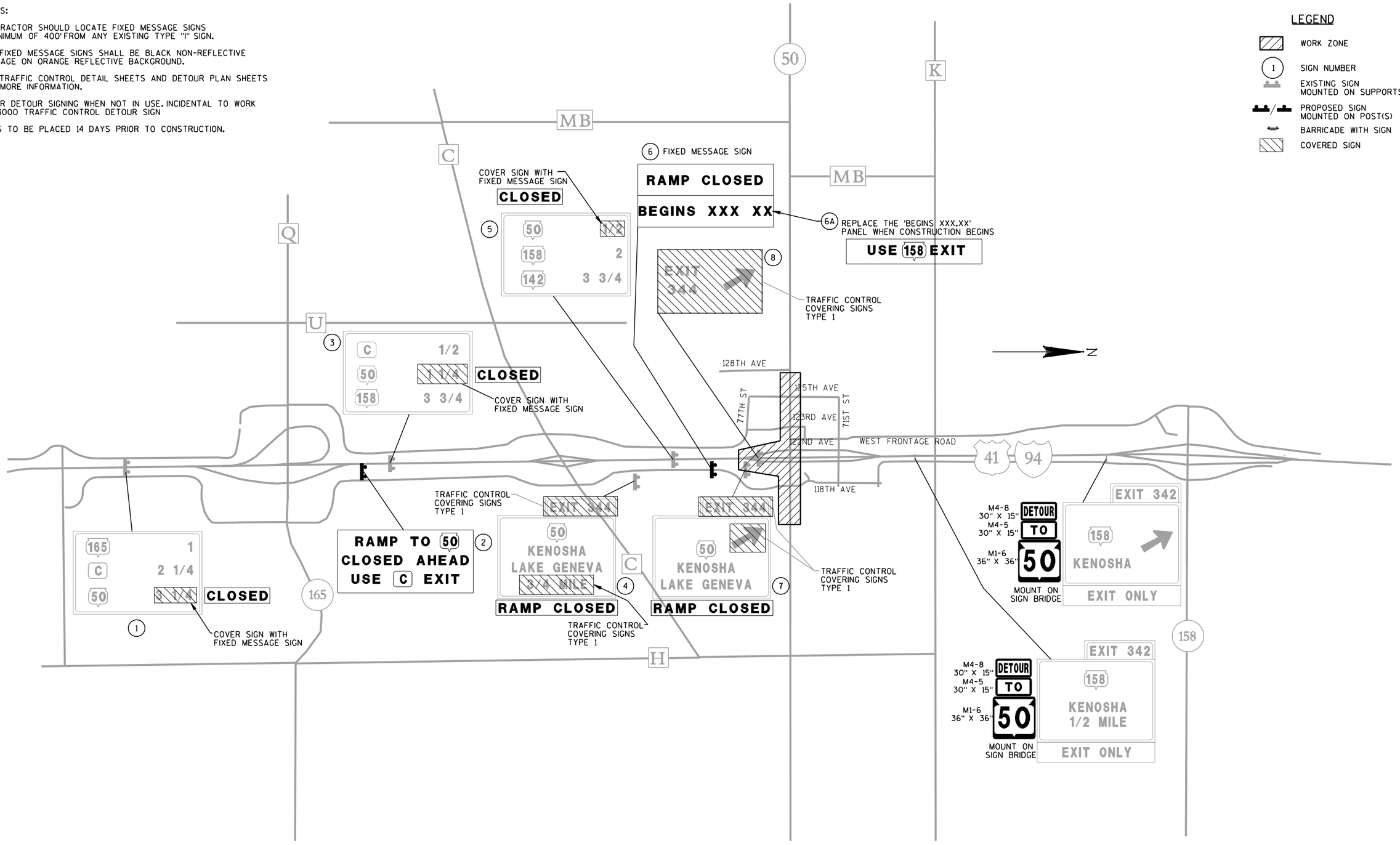
SEE TRAFFIC CONTROL DETAIL SHEETS AND DETOUR PLAN SHEETS FOR MORE INFORMATION.

COVER DETOUR SIGNING WHEN NOT IN USE. INCIDENTAL TO WORK
643.3000 TRAFFIC CONTROL DETOUR SIGN

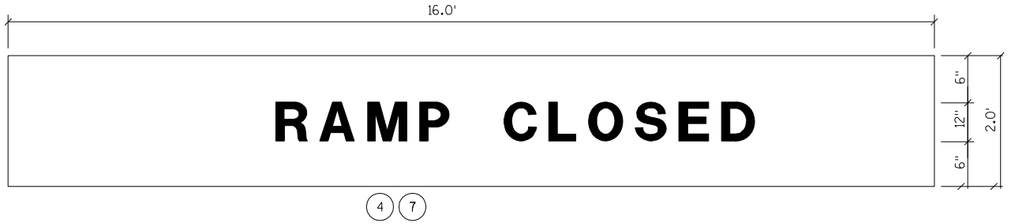
SIGNS TO BE PLACED 14 DAYS PRIOR TO CONSTRUCTION.

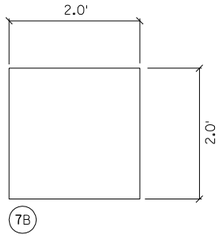
LEGEND

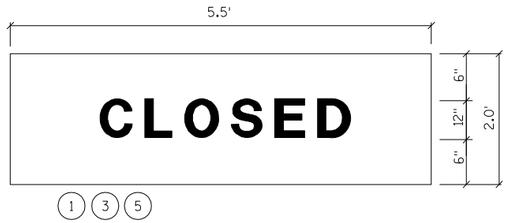
- WORK ZONE
- (1) SIGN NUMBER
- EXISTING SIGN MOUNTED ON SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADE WITH SIGN
- COVERED SIGN



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	DETOUR PLAN - STAGE 4	SCALE, NTS	SHEET 375	E







NOTES

1) ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." LATEST EDITION.

2) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.

3) ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"X6"). THE NUMBER OF POSTS REQUIRED FOR EACH LAYOUT IS SHOWN. STEEL POSTS (2"X2") MAY BE USED FOR SIGNS ON SURFACE STREETS. SIGNS WHERE NO POSTS ARE SHOWN TO BE MOUNTED ON EXISTING SIGNS.

4) POSTS SHALL MEET THE BREAKAWAY REQUIREMENTS OF SECTON 643.2.9.1 OF THE STANDARD SPECIFICATIONS AND SIGN PLATE A4-11.

5) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

6) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND UNLESS OTHERWISE NOTED.

7) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS:
12" CAPS SHALL BE SERIES "D"
6" CAPS SHALL BE SERIES "C"

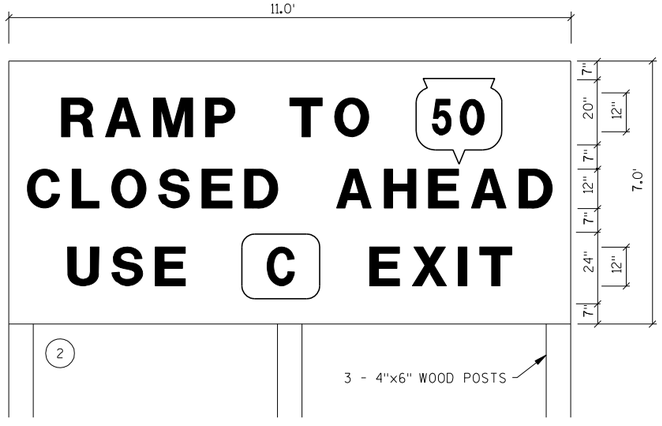
8) BEGIN XXX XX SIGNS SHALL BE SEPARATE PANELS, BUT SHALL BE CONSIDERED AS PART OF THE SIGN AND SHOULD BE REMOVED OR COVERED AFTER THEIR EFFECTIVE DATE. THE MONTH AND DAY SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.

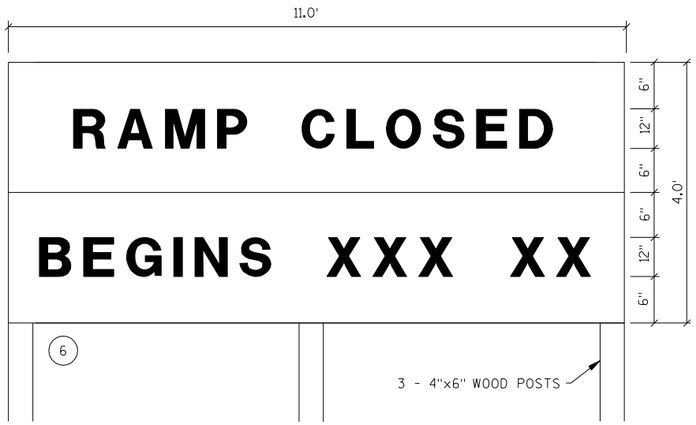
9) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

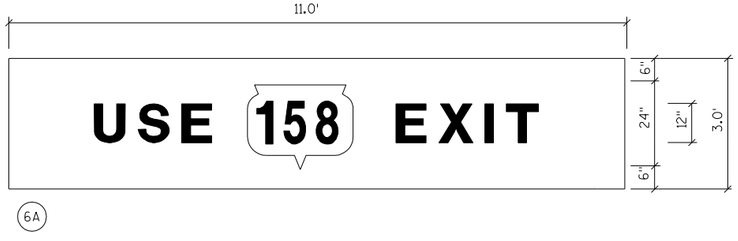
10) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.

11) BEGIN XXX XX SIGNS TO BE IN PLACE 14 DAYS PRIOR TO CONSTRUCTION.

12) DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.







NOTES :

DURATION ± 3 MONTHS.

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EXACT NUMBER, LOCATION, AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN PLAN.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED COVERING SIGNS PAID FOR USING ITEM TRAFFIC CONTROL COVERING SIGNS.

SEE TRAFFIC CONTROL/STAGING-STAGE 4 SHEETS FOR ADDITIONAL TEMPORARY SIGNING.

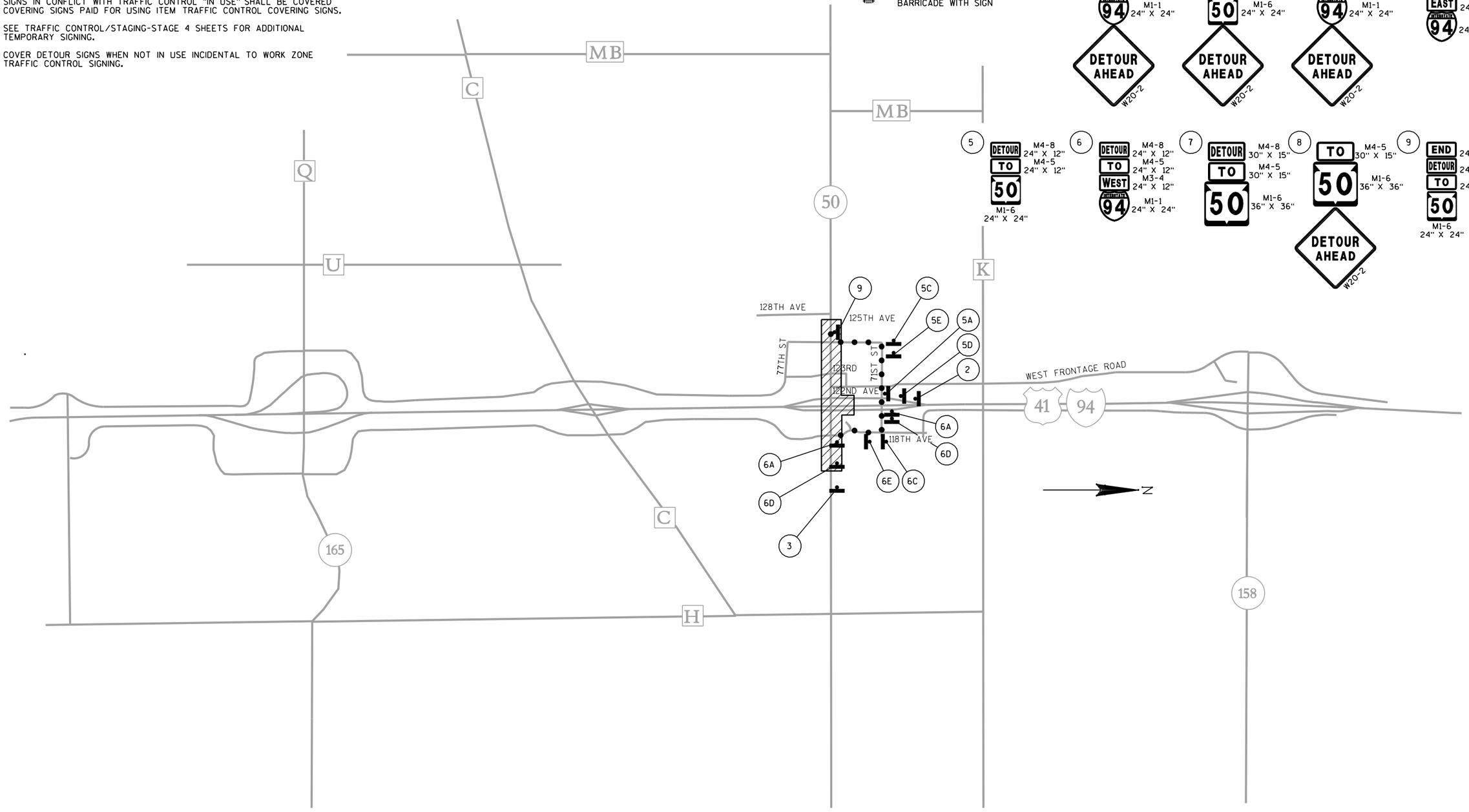
COVER DETOUR SIGNS WHEN NOT IN USE INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

LEGEND

- WORK ZONE
- DETOUR PROPOSED
- 1 SIGN NUMBER
- EXISTING SIGN MOUNTED ON SUPPORTS
- PROPOSED SIGN MOUNTED ON POST(S)
- BARRICADE WITH SIGN

A — MO 6-1, 21" X 21"
B — MO 6-1, 21" X 21"
C — MO 6-1, 21" X 21"
D — MO 5-1R, 21" X 21"
E — M5-1L, 21" X 21"
F — M5-2R, 30" X 30"
G — M6-2, 30" X 30"

1 — TO (M4-5, 24" X 12") / EAST (M3-2, 24" X 12") / 94 (M1-1, 24" X 24") / DETOUR AHEAD W20-2
2 — TO (M4-5, 24" X 12") / 50 (M1-6, 24" X 24") / DETOUR AHEAD W20-2
3 — TO (M4-5, 24" X 12") / WEST (M3-4, 24" X 12") / 94 (M1-1, 24" X 24") / DETOUR AHEAD W20-2
4 — DETOUR (M4-8, 24" X 12") / TO (M4-5, 24" X 12") / EAST (M3-2, 24" X 12") / 94 (M1-1, 24" X 24")
5 — DETOUR (M4-8, 24" X 12") / TO (M4-5, 24" X 12") / 50 (M1-6, 24" X 24")
6 — DETOUR (M4-8, 24" X 12") / TO (M4-5, 24" X 12") / WEST (M3-4, 24" X 12") / 94 (M1-1, 24" X 24")
7 — DETOUR (M4-8, 30" X 15") / TO (M4-5, 30" X 15") / 50 (M1-6, 36" X 36")
8 — TO (M4-5, 30" X 15") / 50 (M1-6, 36" X 36") / DETOUR AHEAD W20-2
9 — END (M4-6, 24" X 12") / DETOUR (M4-8, 24" X 12") / TO (M4-5, 24" X 12") / 50 (M1-6, 24" X 24")



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	DETOUR PLAN - STAGE 6	SCALE, FEET 0 NTS	SHEET 377	E

FILE NAME : t:\1012708\sheets\71_sth50\detour\027003_DT STAGE 4.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

CONTROL POINTS

POINT NUMBER	TYPE	X	Y	STATION/OFFSET
1000	PK NAIL	593426.5830	127900.3990	STA 1438+06.23, 54.53' LT
1000	PK NAIL	593426.5830	127900.3990	STA 411+56.60, 47.31' RT
1002	ROD	593790.5350	127844.6640	STA 1441+70.53, 1.14' LT
1002	ROD	593790.5350	127844.6640	STA 500+00.40, 35.21' RT
1032	1" IP	592555.8950	127004.8810	STA 62+66.84, 52.07' RT
1041	PK NAIL	594484.8230	127904.7820	STA 1448+64.26, 65.98' LT
1049	8" SPIKE	595248.9260	126950.0200	STA 802+91.80, 17.59' RT

CONC MON. W/BRASS CAP
X=591,713.84
Y=130,471.65

BEGIN STH 50 R/L
STA 1394+69.07
X=589,090.35
Y=127,781.20

N00°31'38"W

BEGIN 71ST STREET R/L
STA 7074+45.09 71ST STREET =
STA 82+49.06 125TH AVENUE
X=592,516.60
Y=128,987.40

END 125TH AVENUE R/L
STA 82+49.06
X=592,516.60
Y=128,987.40

1400 N87°59'17.4"E 1410 MATCHLINE

WEST FRONTAGE ROAD
125TH AVENUE

80

N00°22'08.7"E

CONC MON. W/ALUM CAP
X=594,340.21
Y=130,452.61

PI13
STA 7087+10.86
X=593,733.81
Y=129,261.96

S89°37'51"E
PI12 PT12
S87°35'26"E
7090

END 71ST STREET R/L
STA 7090+03.38
X=594,026.07
Y=129,249.66

71ST STREET
7080

CURVE 11
PC12
CURVE 12
N66°22'09"E
S89°37'51"E
PC11
PI11
PT11

END 122ND AVENUE R/L
STA 507+43.21 122ND
X=593,744.63
Y=128,586.89

BEGIN 122ND AVENUE R/L
STA 500+00.00 122ND AVENUE=
STA 1441+35.34 STH 50
X=593,755.34
Y=127,843.76

END 123RD AVENUE /
74TH STREET R/L
STA 418+90.95 74TH STREET =
STA 504+23.03 122ND AVENUE
X=593,749.24
Y=128,266.74

PI5
STA 415+24.82
X=593,383.12
Y=128,269.10

74TH STREET
S89°37'51.3"E

122ND AVENUE
N00°49'32.8"W

123RD AVENUE
N00°35'52.7"E

NO0°49'32.8"W

NO0°31'38"W

NO°55'35"W

END RAMP NW R/L
STA 291+79.25
X=594,122.28
Y=128,461.38

BEGIN RAMP NW R/L
STA 285+59.18 RAMP NW=
STA 285+65.25 RAMP SW=
STA 1445+09.08 STH 50
X=594,129.07
Y=127,841.35

END RAMP NE R/L
STA 291+97.52
X=594,453.63
Y=128,482.20

PI2
STA 1447+63.29
X=594,383.27
Y=127,839.71

PT15

RAMP NW
290'NW'
N0°37'36"W

RAMP NE
290'NE'
N04°36'58"W

N0°30'38"E

BEGIN RAMP NE R/L
STA 285+53.12 RAMP NE=
STA 285+60.28 RAMP SE=
STA 1448+60.33 STH 50
X=594,480.31
Y=127,838.84

END 118TH AVENUE R/L
STA 816+53.64
X=595,012.64
Y=128,259.05

PT9
CURVE 9
PI9
PC9
N00°30'37.4"E

END ACCESS ROAD F R/L
STA 907+82.37
X=595,753.83
Y=128,063.51

STA 905+46.37 ACCESS ROAD F =
STA 1461+31.80 STH 50
X=595,751.73
Y=127,827.52

PI15
CURVE 15
PC15
CP 1041
1450
S89°29'22.2"E
1460
1470
MATCHLINE

N

STA 71+13.42 125TH AVENUE
STA 1428+89.26 STH 50
X=592,209.28
Y=127,851.78

CURVE 1
PI1
PC1
STH 50
1410
1420
MATCHLINE
S89°37'51.3"E
S89°37'51"E

BEGIN PROJECT STH 50
STA 1422+00
X=591,820.06
Y=127,856.22

PT1

1430 75th STREET PI4 1440 STH 50 1450

CP 1000
CP 1002

500

34'

S89°29'22"E
PT8
900
S89°31'34.4"E
PT10
CURVE 10
PI10
PC10
ACCESS ROAD F

END PROJECT STH 50
STA 1467+00.00
X=596,319.91
Y=127,822.45

BEGIN ACCESS ROAD F R/L
STA 900+00.00
X=595,319.27
Y=127,698.87

CONC MON. W/ALUM CAP
X=591,738.22
Y=127,822.75

NO1°01'51"W

70

125TH AVENUE
N00°22'08.7"E

END 122ND COURT R/L
STA 355+00.00
X=563,646.30
Y=127,760.45

410

122ND COURT
N05°38'50.7"W
N00°34'51.3"W

PT14
CURVE 14
PI14
PC14
N0°37'36"W

RAMP SE
N0°30'38"E

RAMP SW
280'SW'
N05°17'10"W

280'SE'
N01°01'26"W

CONC MON. W/ALUM CAP
X=594,383.01
Y=127,805.71

CURVE 8
PI8
PC8
N24°44'50.0"W
810

BEGIN RAMP SE R/L
STA 279+89.77
X=594,475.22
Y=127,268.36

PT7

STA 812+02.24 118TH AVENUE=
STA 1454+83.78 STH 50
X=595,103.73
Y=127,833.29

BEGIN 76TH ST R/L
STA 300+00.00 76TH ST/122ND COURT =
STA 405+14.71 123RD AVENUE
X=593,436.49
Y=127,261.86

300

330

S89°37'51.3"E

PT3
PI3

123rd AVENUE

END 76TH ST R/L
STA 303+50.00
X=593,786.48
Y=127,259.61

CP 1032

CURVE 3
PC3

BEGIN 122ND COURT R/L
STA 350+00.00 122ND COURT=
STA 302+14.89 76TH ST
X=593,651.37
Y=127,260.48

CURVE 7
CP 1049
118th AVENUE

END RAMP SW R/L
STA 285+65.25
X=594,129.07
Y=127,841.35

800
PC7
PI7

77TH STREET
N89°25'08.6"E

100
60
110
400
120

BEGIN RAMP SW R/L
STA 278+50.74
X=594,173.81
Y=127,128.68

END 77TH STREET R/L
STA 120+34.90
X=594,536.90
Y=126,759.02

BEGIN 118TH AVENUE R/L
STA 800+00.00
X=595,001.57
Y=126,800.28

BEGIN 77TH STREET R/L
STA 100+00.00 77TH STREET =
STA 60+00.00 125TH AVENUE
X=592,502.11
Y=126,738.38

STA 109+61.23 77TH STREET =
STA 400+00.00 123RD AVENUE
X=593,463.29
Y=126,748.13

S00°34'51.4"E

BEGIN 123RD AVENUE R/L
STA 398+00.00
X=593,465.32
Y=126,548.14

PI16
STA 1471+59.64
X=596,779.52
Y=127,818.36

1470 S89°05'55.6"E 1480 MATCHLINE

END STH 50 R/L
STA 1485+15.93
X=598,135.65
Y=127,797.02

CONC MON. W/BRASS CAP
X=591,785.91
Y=125,172.59

BEGIN 125TH AVENUE R/L
STA 59+00.00
X=592,501.46
Y=126,638.39

CONC MON. W/ALUM CAP
X=594,430.18
Y=125,166.72

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	ALIGNMENT PLAN	SCALE 0 200 400	SHEET 378	E

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STH 50 / 75TH STREET

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
1	1416+98.28	591,318.18	127,859.45	2°22'51.3"	0°15'00.0"	476.25	952.37	4.95	22918.31	1412+22.02	1421+74.39

123RD AVENUE

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
3	402+70.42	593,460.55	127,018.54	5°03'59.3"	1°30'00.0"	168.99	337.76	3.74	3819.72	401+01.43	404+39.19

118TH AVENUE

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
7	804+16.53	595,415.37	126,847.83	108°11'32.1"	18°59'59.5"	416.53	569.44	212.67	301.56	800+00.00	805+69.44
8	809+03.82	595,101.03	127,529.78	25°15'27.4"	8°11'06.4"	156.84	308.58	17.35	700.00	807+46.98	810+55.56
9	815+38.28	595,106.73	128,169.31	46°51'55.6"	19°05'54.9"	130.03	245.39	26.97	300.00	814+08.25	816+53.64

ACCESS ROAD F

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
10	904+31.30	595,750.55	127,695.30	89°57'48.2"	143°14'22.0"	39.97	62.81	16.55	40.00	903+91.32	904+54.13

71ST STREET

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
11	7077+56.81	592,828.31	128,985.39	-24°00'00.0"	11°14'59.7"	108.26	213.34	11.38	509.30	7076+48.56	7078+61.89
12	7084+47.93	593,464.38	129,263.69	24°00'00.0"	5°30'00.0"	221.43	436.36	23.27	1041.74	7082+26.50	7086+62.86

RAMP SW

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
14	283+05.57	594,131.91	127,581.58	4°39'33.4"	2°17'30.6"	101.71	203.30	2.07	2500.00	282+03.87	284+07.17

RAMP SE

No.	PI(STA)	PI(X,Y)		DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)
15	288+35.00	594,482.82	128,120.72	-5°07'35.4"	2°17'30.6"	111.92	223.69	2.50	2500.00	287+23.09	289+46.77

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LINE 1032-10-71

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	108.4400	CPM PROGRESS SCHEDULE	EACH	1.000	1.000
0020	201.0105	CLEARING **P**	STA	13.000	13.000
0030	201.0120	CLEARING	ID	81.000	81.000
0040	201.0205	GRUBBING **P**	STA	13.000	13.000
0050	201.0220	GRUBBING	ID	81.000	81.000
0060	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	22.000	22.000
0070	203.0200	REMOVING OLD STRUCTURE (STATION) 001. 1464+00	LS	1.000	1.000
0080	204.0100	REMOVING PAVEMENT **P**	SY	17,485.000	17,485.000
0090	204.0110	REMOVING ASPHALTIC SURFACE **P**	SY	2,810.000	2,810.000
0100	204.0120	REMOVING ASPHALTIC SURFACE MILLING **P**	SY	13,290.000	13,290.000
0110	204.0130	REMOVING CURB **P**	LF	2,455.000	2,455.000
0120	204.0150	REMOVING CURB & GUTTER **P**	LF	12,655.000	12,655.000
0130	204.0155	REMOVING CONCRETE SIDEWALK **P**	SY	1,050.000	1,050.000
0140	204.0165	REMOVING GUARDRAIL **P**	LF	920.000	920.000
0150	204.0170	REMOVING FENCE **P**	LF	860.000	860.000
0160	204.0185	REMOVING MASONRY	CY	30.200	30.200
0170	204.0195	REMOVING CONCRETE BASES	EACH	36.000	36.000
0180	204.0210	REMOVING MANHOLES	EACH	2.000	2.000
0190	204.0220	REMOVING INLETS	EACH	37.000	37.000
0200	204.0245	REMOVING STORM SEWER (SIZE) 001. 4-INCH **P**	LF	35.000	35.000
0210	204.0245	REMOVING STORM SEWER (SIZE) 002. 6-INCH **P**	LF	50.000	50.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 003. 12-INCH **P**	LF	661.000	661.000
0230	204.0245	REMOVING STORM SEWER (SIZE) 004. 15-INCH **P**	LF	250.000	250.000
0240	204.0245	REMOVING STORM SEWER (SIZE) 005. 18-INCH **P**	LF	2,010.000	2,010.000
0250	204.0245	REMOVING STORM SEWER (SIZE) 006. 21 INCH **P**	LF	140.000	140.000
0260	204.0245	REMOVING STORM SEWER (SIZE) 007. 24-INCH **P**	LF	775.000	775.000
0270	204.0245	REMOVING STORM SEWER (SIZE) 008. 36-INCH **P**	LF	100.000	100.000
0280	204.0280	SEALING PIPES	EACH	3.000	3.000
0290	204.9060.S	REMOVING (ITEM DESCRIPTION) 001. BOLLARDS	EACH	4.000	4.000
0300	204.9165.S	REMOVING (ITEM DESCRIPTION) 001. RAILROAD TIE RETAINING WALL	SF	870.000	870.000
0310	205.0100	EXCAVATION COMMON **P**	CY	126,857.000	126,857.000
0320	205.0501.S	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	TON	2,360.000	2,360.000
0330	206.2000	EXCAVATION FOR STRUCTURES CULVERTS (STRUCTURE) 001. B-30-32	LS	1.000	1.000
0340	210.0100	BACKFILL STRUCTURE	CY	380.000	380.000
0350	213.0100	FINISHING ROADWAY (PROJECT) 001. 1032-10-71	EACH	1.000	1.000
0360	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	4,190.000	4,190.000
0370	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	71,280.000	71,280.000
0380	305.0500	SHAPING SHOULDERS **P**	STA	48.000	48.000
0390	311.0110	BREAKER RUN	TON	79,060.000	79,060.000
0400	311.0115	BREAKER RUN	CY	190.000	190.000
0410	312.0110	SELECT CRUSHED MATERIAL	TON	9,840.000	9,840.000
0420	415.0080	CONCRETE PAVEMENT 8-INCH **P**	SY	200.000	200.000

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LINE 1032-10-71

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0430	415.0090	CONCRETE PAVEMENT 9-INCH **P**	SY	57,700.000	57,700.000
0440	415.0100	CONCRETE PAVEMENT 10-INCH **P**	SY	8,905.000	8,905.000
0450	415.0210	CONCRETE PAVEMENT GAPS	EACH	6.000	6.000
0460	416.0170	CONCRETE DRIVEWAY 7-INCH **P**	SY	821.000	821.000
0470	416.0610	DRILLED TIE BARS	EACH	139.000	139.000
0480	416.0620	DRILLED DOWEL BARS	EACH	125.000	125.000
0490	416.1010	CONCRETE SURFACE DRAINS **P**	CY	5.400	5.400
0500	440.4410.S	INCENTIVE IRI RIDE	DOL	10,200.000	10,200.000
0510	455.0115	ASPHALTIC MATERIAL PG64-22	TON	372.000	372.000
0520	455.0120	ASPHALTIC MATERIAL PG64-28	TON	274.000	274.000
0530	455.0605	TACK COAT	GAL	1,535.000	1,535.000
0540	460.1101	HMA PAVEMENT TYPE E-1	TON	10,860.000	10,860.000
0550	460.1103	HMA PAVEMENT TYPE E-3	TON	550.000	550.000
0560	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	7,310.000	7,310.000
0570	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	1,060.000	1,060.000
0580	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	11,390.000	11,390.000
0590	465.0315	ASPHALTIC FLUMES **P**	SY	63.000	63.000
0600	502.6105	MASONRY ANCHORS TYPE S 5/8-INCH	EACH	164.000	164.000
0610	504.0100	CONCRETE MASONRY CULVERTS	CY	289.000	289.000
0620	505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	LB	46,140.000	46,140.000
0630	505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	LB	1,140.000	1,140.000
0640	513.2050.S	RAILING PIPE	LF	110.000	110.000
0650	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	73.000	73.000
0660	520.1012	APRON ENDWALLS FOR CULVERT PIPE 12-INCH	EACH	4.000	4.000
0670	520.1018	APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	11.000	11.000
0680	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	179.000	179.000
0690	520.8000	CONCRETE COLLARS FOR PIPE	EACH	7.000	7.000
0700	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	30.000	30.000
0710	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	48.000	48.000
0720	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	60.000	60.000
0730	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	2.000	2.000
0740	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	2.000	2.000
0750	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	2.000	2.000
0760	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	4.000	4.000
0770	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	1.000	1.000
0780	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	5.000	5.000
0790	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	7.000	7.000
0800	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	1.000	1.000
0810	522.1054	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH	EACH	1.000	1.000
0820	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	1.000	1.000
0830	532.0200.S	WALL MODULAR BLOCK GRAVITY	SF	550.000	550.000
0840	601.0110	CONCRETE CURB TYPE D **P**	LF	150.000	150.000

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LINE 1032-10-71

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0850	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A **P**	LF	80.000	80.000
0860	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D **P**	LF	20.000	20.000
0870	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A **P**	LF	21,090.000	21,090.000
0880	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D **P**	LF	13,690.000	13,690.000
0890	601.0551	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A **P**	LF	745.000	745.000
0900	601.0555	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A **P**	LF	16.000	16.000
0910	602.0410	CONCRETE SIDEWALK 5-INCH **P**	SF	90,770.000	90,770.000
0920	602.0415	CONCRETE SIDEWALK 6-INCH **P**	SF	4,815.000	4,815.000
0930	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW **P**	SF	882.000	882.000
0940	602.2400	CONCRETE SAFETY ISLANDS	SF	12,795.000	12,795.000
0950	606.0100	RIPRAP LIGHT	CY	70.000	70.000
0960	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	427.000	427.000
0970	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	90.000	90.000
0980	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	49.000	49.000
0990	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	548.000	548.000
1000	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	749.000	749.000
1010	608.0342	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	176.000	176.000
1020	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	93.000	93.000
1030	608.0412	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	LF	4,162.000	4,162.000
1040	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	696.000	696.000
1050	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	4,286.000	4,286.000
1060	608.0424	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	2,838.000	2,838.000
1070	608.0430	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	228.000	228.000
1080	608.0436	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	95.000	95.000
1090	608.0442	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 42-INCH	LF	397.000	397.000
1100	608.0454	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 54-INCH	LF	361.000	361.000
1110	610.0419	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH	LF	119.000	119.000
1120	610.0429	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH	LF	173.000	173.000
1130	611.0420	RECONSTRUCTING MANHOLES	EACH	13.000	13.000
1140	611.0430	RECONSTRUCTING INLETS	EACH	5.000	5.000
1150	611.0535	MANHOLE COVERS TYPE J-SPECIAL	EACH	59.000	59.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
1160	611.0606	INLET COVERS TYPE B	EACH	2.000	2.000
1170	611.0612	INLET COVERS TYPE C	EACH	3.000	3.000
1180	611.0624	INLET COVERS TYPE H	EACH	108.000	108.000
1190	611.0627	INLET COVERS TYPE HM	EACH	11.000	11.000
1200	611.0639	INLET COVERS TYPE H-S	EACH	75.000	75.000
1210	611.0642	INLET COVERS TYPE MS	EACH	14.000	14.000
1220	611.0651	INLET COVERS TYPE S	EACH	12.000	12.000
1230	611.0654	INLET COVERS TYPE V	EACH	1.000	1.000
1240	611.2004	MANHOLES 4-FT DIAMETER	EACH	34.000	34.000
1250	611.2006	MANHOLES 6-FT DIAMETER	EACH	44.000	44.000
1260	611.2007	MANHOLES 7-FT DIAMETER	EACH	5.000	5.000
1270	611.2008	MANHOLES 8-FT DIAMETER	EACH	3.000	3.000
1280	611.3220	INLETS 2X2-FT	EACH	13.000	13.000
1290	611.3230	INLETS 2X3-FT	EACH	169.000	169.000
1300	611.3901	INLETS MEDIAN 1 GRATE	EACH	12.000	12.000
1310	611.3902	INLETS MEDIAN 2 GRATE	EACH	1.000	1.000
1320	611.8115	ADJUSTING INLET COVERS	EACH	3.000	3.000
1330	611.8120.S	COVER PLATES TEMPORARY	EACH	28.000	28.000
1340	611.9710	SALVAGED INLET COVERS	EACH	4.000	4.000
1350	611.9800.S	PIPE GRATES	EACH	1.000	1.000
1360	612.0106	PIPE UNDERDRAIN 6-INCH	LF	20,650.000	20,650.000
1370	612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	5.000	5.000
1380	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1.000	1.000
1390	614.0395	GUARDRAIL MOW STRIP CONCRETE	SY	563.000	563.000
1400	614.0905	CRASH CUSHIONS TEMPORARY MANDATORY SUB	EACH	2.000	2.000
1410	614.2330	MGS GUARDRAIL 3 K **P**	LF	1,181.000	1,181.000
1420	614.2500	MGS THRIE BEAM TRANSITION **P**	LF	39.000	39.000
1430	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	4.000	4.000
1440	614.2620	MGS GUARDRAIL TERMINAL TYPE 2	EACH	5.000	5.000
1450	616.0406	FENCE CHAIN LINK SALVAGED 6-FT MANDATORY SUB	LF	390.000	390.000
1460	616.0700.S	FENCE SAFETY MANDATORY SUB	LF	405.000	405.000
1470	619.1000	MOBILIZATION	EACH	1.000	1.000
1480	620.0100	CONCRETE CORRUGATED MEDIAN **P**	SF	3,445.000	3,445.000
1490	620.0300	CONCRETE MEDIAN SLOPED NOSE **P**	SF	2,255.000	2,255.000
1500	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	11.000	11.000
1510	623.0200	DUST CONTROL SURFACE TREATMENT	SY	130,140.000	130,140.000
1520	624.0100	WATER	MGAL	360.000	360.000
1530	625.0100	TOPSOIL **P** MANDATORY SUB	SY	46,025.000	46,025.000
1540	625.0500	SALVAGED TOPSOIL **P** MANDATORY SUB	SY	25,865.000	25,865.000
1550	627.0200	MULCHING **P** MANDATORY SUB	SY	25,865.000	25,865.000
1560	628.1104	EROSION BALES MANDATORY SUB	EACH	2,700.000	2,700.000
1570	628.1504	SILT FENCE MANDATORY SUB	LF	7,820.000	7,820.000
1580	628.1520	SILT FENCE MAINTENANCE MANDATORY SUB	LF	3,910.000	3,910.000
1590	628.1905	MOBILIZATIONS EROSION CONTROL MANDATORY SUB	EACH	30.000	30.000
1600	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL MANDATORY SUB	EACH	60.000	60.000
1610	628.2004	EROSION MAT CLASS I TYPE B MANDATORY SUB	SY	19,400.000	19,400.000
1620	628.2023	EROSION MAT CLASS II TYPE B MANDATORY SUB	SY	6,400.000	6,400.000
1630	628.7005	INLET PROTECTION TYPE A MANDATORY SUB	EACH	304.000	304.000
1640	628.7010	INLET PROTECTION TYPE B MANDATORY SUB	EACH	129.000	129.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
1650	628.7015	INLET PROTECTION TYPE C MANDATORY SUB	EACH	285.000	285.000
1660	628.7020	INLET PROTECTION TYPE D MANDATORY SUB	EACH	40.000	40.000
1670	628.7555	CULVERT PIPE CHECKS MANDATORY SUB	EACH	35.000	35.000
1680	628.7560	TRACKING PADS	EACH	31.000	31.000
1690	628.7570	ROCK BAGS MANDATORY SUB	EACH	120.000	120.000
1700	629.0210	FERTILIZER TYPE B MANDATORY SUB	CWT	45.300	45.300
1710	630.0130	SEEDING MIXTURE NO. 30 MANDATORY SUB	LB	472.000	472.000
1720	631.0300	SOD WATER MANDATORY SUB	MGAL	1,144.000	1,144.000
1730	631.1000	SOD LAWN MANDATORY SUB	SY	46,025.000	46,025.000
1740	631.1100	SOD EROSION CONTROL MANDATORY SUB	SY	495.000	495.000
1750	634.0612	POSTS WOOD 4X6-INCH X 12-FT MANDATORY SUB	EACH	20.000	20.000
1760	634.0614	POSTS WOOD 4X6-INCH X 14-FT MANDATORY SUB	EACH	166.000	166.000
1770	634.0616	POSTS WOOD 4X6-INCH X 16-FT MANDATORY SUB	EACH	41.000	41.000
1780	634.0808	POSTS TUBULAR STEEL 2X2-INCH X 8-FT MANDATORY SUB	EACH	2.000	2.000
1790	637.0101	SIGNS TYPE I MANDATORY SUB	SF	521.500	521.500
1800	637.0202	SIGNS REFLECTIVE TYPE II MANDATORY SUB	SF	2,704.200	2,704.200
1810	638.2102	MOVING SIGNS TYPE II MANDATORY SUB	EACH	41.000	41.000
1820	638.2602	REMOVING SIGNS TYPE II MANDATORY SUB	EACH	292.000	292.000
1830	638.3000	REMOVING SMALL SIGN SUPPORTS MANDATORY SUB	EACH	174.000	174.000
1840	638.4000	MOVING SMALL SIGN SUPPORTS MANDATORY SUB	EACH	11.000	11.000
1850	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 001. S-30-238 MANDATORY SUB	LS	1.000	1.000
1860	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 002. S-30-241 MANDATORY SUB	LS	1.000	1.000
1870	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 003. S-30-242 MANDATORY SUB	LS	1.000	1.000
1880	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 004. S-30-243 MANDATORY SUB	LS	1.000	1.000
1890	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 005. S-30-244 MANDATORY SUB	LS	1.000	1.000
1900	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 006. S-30-245 MANDATORY SUB	LS	1.000	1.000
1910	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 007. S-30-246 MANDATORY SUB	LS	1.000	1.000
1920	641.8100	OVERHEAD SIGN SUPPORT (STRUCTURE) 008. S-30-252 MANDATORY SUB	LS	1.000	1.000
1930	643.0100	TRAFFIC CONTROL (PROJECT) 001. 1032-10-71 MANDATORY SUB	EACH	1.000	1.000
1940	643.0300	TRAFFIC CONTROL DRUMS MANDATORY SUB	DAY	183,961.000	183,961.000
1950	643.0420	TRAFFIC CONTROL BARRICADES TYPE III MANDATORY SUB	DAY	37,685.000	37,685.000
1960	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS MANDATORY SUB	EACH	949.000	949.000
1970	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES MANDATORY SUB	EACH	949.000	949.000
1980	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A MANDATORY SUB	DAY	42,200.000	42,200.000
1990	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C MANDATORY SUB	DAY	45,565.000	45,565.000
2000	643.0800	TRAFFIC CONTROL ARROW BOARDS MANDATORY SUB	DAY	201.000	201.000

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DATE 13DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
2010	643.0900	TRAFFIC CONTROL SIGNS MANDATORY SUB	DAY	34,270.000	34,270.000
2020	643.0910	TRAFFIC CONTROL COVERING SIGNS TYPE I MANDATORY SUB	EACH	4.000	4.000
2030	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II MANDATORY SUB	EACH	11.000	11.000
2040	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE MANDATORY SUB	SF	380.000	380.000
2050	643.1050	TRAFFIC CONTROL SIGNS PCMS MANDATORY SUB	DAY	924.000	924.000
2060	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 001. 1032-10-71 MANDATORY SUB	EACH	1.000	1.000
2070	643.3000	TRAFFIC CONTROL DETOUR SIGNS MANDATORY SUB	DAY	10,814.000	10,814.000
2080	645.0105	GEOTEXTILE FABRIC TYPE C	SY	570.000	570.000
2090	645.0112	GEOTEXTILE FABRIC TYPE DF SCHEDULE B **P**	SY	11,500.000	11,500.000
2100	645.0130	GEOTEXTILE FABRIC TYPE R **P**	SY	225.000	225.000
2110	646.0106	PAVEMENT MARKING EPOXY 4-INCH MANDATORY SUB	LF	77,836.000	77,836.000
2120	646.0126	PAVEMENT MARKING EPOXY 8-INCH MANDATORY SUB	LF	8,935.000	8,935.000
2130	646.0600	REMOVING PAVEMENT MARKINGS MANDATORY SUB	LF	35,315.000	35,315.000
2140	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH MANDATORY SUB	LF	6,375.000	6,375.000
2150	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH MANDATORY SUB	LF	15,126.000	15,126.000
2160	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1 MANDATORY SUB	EACH	17.000	17.000
2170	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2 MANDATORY SUB	EACH	48.000	48.000
2180	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3 MANDATORY SUB	EACH	2.000	2.000
2190	647.0356	PAVEMENT MARKING WORDS EPOXY MANDATORY SUB	EACH	47.000	47.000
2200	647.0456	PAVEMENT MARKING CURB EPOXY MANDATORY SUB	LF	815.000	815.000
2210	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH MANDATORY SUB	LF	1,423.000	1,423.000
2220	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY MANDATORY SUB	EACH	20.000	20.000
2230	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH MANDATORY SUB	LF	955.000	955.000
2240	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH MANDATORY SUB	LF	4,427.000	4,427.000
2250	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH MANDATORY SUB	LF	28,547.000	28,547.000
2260	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH MANDATORY SUB	LF	109,067.000	109,067.000
2270	649.0701	TEMPORARY PAVEMENT MARKING 8-INCH MANDATORY SUB	LF	2,867.000	2,867.000
2280	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH MANDATORY SUB	LF	6,807.000	6,807.000
2290	649.1100	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH MANDATORY SUB	LF	330.000	330.000
2300	649.1200	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH MANDATORY SUB	LF	584.000	584.000
2310	649.1700	TEMPORARY PAVEMENT MARKING ARROWS MANDATORY SUB	EACH	11.000	11.000

DATE 13DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
2320	649.1800	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE MANDATORY SUB	EACH	13.000	13.000
2330	649.1900	TEMPORARY PAVEMENT MARKING WORDS MANDATORY SUB	EACH	11.000	11.000
2340	649.2000	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE MANDATORY SUB	EACH	13.000	13.000
2350	652.0115	CONDUIT RIGID METALLIC 1 1/4-INCH	LF	45.000	45.000
2360	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	16,000.000	16,000.000
2370	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	9,073.000	9,073.000
2380	652.0800	CONDUIT LOOP DETECTOR MANDATORY SUB	LF	4,559.000	4,559.000
2390	653.0105	PULL BOXES STEEL 12X24-INCH MANDATORY SUB	EACH	5.000	5.000
2400	653.0135	PULL BOXES STEEL 24X36-INCH MANDATORY SUB	EACH	26.000	26.000
2410	653.0140	PULL BOXES STEEL 24X42-INCH MANDATORY SUB	EACH	120.000	120.000
2420	653.0180	PULL BOXES STEEL COMMUNICATIONS (INCH) 001. 24X36-INCH **MANDATORY SUB**	EACH	2.000	2.000
2430	653.0905	REMOVING PULL BOXES	EACH	24.000	24.000
2440	654.0101	CONCRETE BASES TYPE 1 MANDATORY SUB	EACH	29.000	29.000
2450	654.0102	CONCRETE BASES TYPE 2 MANDATORY SUB	EACH	4.000	4.000
2460	654.0105	CONCRETE BASES TYPE 5 MANDATORY SUB	EACH	2.000	2.000
2470	654.0107	CONCRETE BASES TYPE 7 MANDATORY SUB	EACH	38.000	38.000
2480	654.0110	CONCRETE BASES TYPE 10 MANDATORY SUB	EACH	8.000	8.000
2490	654.0113	CONCRETE BASES TYPE 13 MANDATORY SUB	EACH	12.000	12.000
2500	654.0215	CONCRETE CONTROL CABINET BASES TYPE 9 MANDATORY SUB	EACH	2.000	2.000
2510	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL MANDATORY SUB	EACH	4.000	4.000
2520	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG MANDATORY SUB	LF	3,901.000	3,901.000
2530	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG MANDATORY SUB	LF	145.000	145.000
2540	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG MANDATORY SUB	LF	14,621.000	14,621.000
2550	655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG MANDATORY SUB	LF	485.000	485.000
2560	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED MANDATORY SUB	LF	725.000	725.000
2570	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG MANDATORY SUB	LF	10,912.000	10,912.000
2580	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG MANDATORY SUB	LF	7,645.000	7,645.000
2590	655.0615	ELECTRICAL WIRE LIGHTING 10 AWG MANDATORY SUB	LF	6,580.000	6,580.000
2600	655.0620	ELECTRICAL WIRE LIGHTING 8 AWG MANDATORY SUB	LF	10,295.000	10,295.000
2610	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG MANDATORY SUB	LF	6,255.000	6,255.000
2620	655.0630	ELECTRICAL WIRE LIGHTING 4 AWG MANDATORY SUB	LF	7,185.000	7,185.000
2630	655.0700	LOOP DETECTOR LEAD IN CABLE MANDATORY SUB	LF	16,250.000	16,250.000
2640	655.0800	LOOP DETECTOR WIRE MANDATORY SUB	LF	15,415.000	15,415.000

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DATE 13DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
2650	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 001. STH 50 & 123RD AVENUE MANDATORY SUB	LS	1.000	1.000
2660	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 002. STH 50 & IH 94 INTERCHANGE MANDATORY SUB	LS	1.000	1.000
2670	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 003. STH 50 & 118TH AVENUE MANDATORY SUB	LS	1.000	1.000
2680	656.0400	ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL (LOCATION) 001. HL-30-WF MANDATORY SUB	LS	1.000	1.000
2690	656.0400	ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL (LOCATION) 002. HL-30-EF MANDATORY SUB	LS	1.000	1.000
2700	657.0100	PEDESTAL BASES MANDATORY SUB	EACH	29.000	29.000
2710	657.0210	TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE MANDATORY SUB	EACH	38.000	38.000
2720	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE MANDATORY SUB	EACH	6.000	6.000
2730	657.0305	POLES TYPE 2 MANDATORY SUB	EACH	4.000	4.000
2740	657.0330	POLES TYPE 7 MANDATORY SUB	EACH	38.000	38.000
2750	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT MANDATORY SUB	EACH	16.000	16.000
2760	657.0425	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT MANDATORY SUB	EACH	4.000	4.000
2770	657.0430	TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT MANDATORY SUB	EACH	10.000	10.000
2780	657.0630	LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 8-FT MANDATORY SUB	EACH	10.000	10.000
2790	657.0635	LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 10-FT MANDATORY SUB	EACH	42.000	42.000
2800	657.0640	LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 15-FT MANDATORY SUB	EACH	11.000	11.000
2810	657.1345	INSTALL POLES TYPE 9 MANDATORY SUB	EACH	6.000	6.000
2820	657.1350	INSTALL POLES TYPE 10 MANDATORY SUB	EACH	2.000	2.000
2830	657.1355	INSTALL POLES TYPE 12 MANDATORY SUB	EACH	12.000	12.000
2840	657.1515	INSTALL MONOTUBE ARMS 15-FT MANDATORY SUB	EACH	3.000	3.000
2850	657.1525	INSTALL MONOTUBE ARMS 25-FT MANDATORY SUB	EACH	2.000	2.000
2860	657.1530	INSTALL MONOTUBE ARMS 30-FT MANDATORY SUB	EACH	3.000	3.000
2870	657.1540	INSTALL MONOTUBE ARMS 40-FT MANDATORY SUB	EACH	1.000	1.000
2880	657.1545	INSTALL MONOTUBE ARMS 45-FT MANDATORY SUB	EACH	1.000	1.000
2890	657.1550	INSTALL MONOTUBE ARMS 50-FT MANDATORY SUB	EACH	7.000	7.000
2900	657.1555	INSTALL MONOTUBE ARMS 55-FT MANDATORY SUB	EACH	3.000	3.000
2910	657.1815	INSTALL LUMINAIRE ARMS STEEL 15-FT MANDATORY SUB	EACH	2.000	2.000
2920	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL MANDATORY SUB	EACH	86.000	86.000
2930	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL MANDATORY SUB	EACH	7.000	7.000

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DATE 13DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
2940	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH MANDATORY SUB	EACH	86.000	86.000
2950	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH MANDATORY SUB	EACH	7.000	7.000
2960	658.0416	PEDESTRIAN SIGNAL FACE 16-INCH MANDATORY SUB	EACH	44.000	44.000
2970	658.0500	PEDESTRIAN PUSH BUTTONS MANDATORY SUB	EACH	40.000	40.000
2980	658.0600	LED MODULES 12-INCH RED BALL MANDATORY SUB	EACH	60.000	60.000
2990	658.0605	LED MODULES 12-INCH YELLOW BALL MANDATORY SUB	EACH	54.000	54.000
3000	658.0610	LED MODULES 12-INCH GREEN BALL MANDATORY SUB	EACH	48.000	48.000
3010	658.0615	LED MODULES 12-INCH RED ARROW MANDATORY SUB	EACH	33.000	33.000
3020	658.0620	LED MODULES 12-INCH YELLOW ARROW MANDATORY SUB	EACH	51.000	51.000
3030	658.0625	LED MODULES 12-INCH GREEN ARROW MANDATORY SUB	EACH	40.000	40.000
3040	658.0635	LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH MANDATORY SUB	EACH	44.000	44.000
3050	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 001. STH 50 & 123RD AVENUE MANDATORY SUB	LS	1.000	1.000
3060	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 002. STH 50 & IH 94 INTERCHANGE MANDATORY SUB	LS	1.000	1.000
3070	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 003. STH 50 & 118TH AVENUE MANDATORY SUB	LS	1.000	1.000
3080	659.0125	LUMINAIRES UTILITY HPS 250 WATTS MANDATORY SUB	EACH	21.000	21.000
3090	659.0135	LUMINAIRES UTILITY HPS 400 WATTS MANDATORY SUB	EACH	42.000	42.000
3100	659.0802	PLAQUES SEQUENCE IDENTIFICATION MANDATORY SUB	EACH	72.000	72.000
3110	670.0100	FIELD SYSTEM INTEGRATOR	LS	1.000	1.000
3120	670.0200	ITS DOCUMENTATION	LS	1.000	1.000
3130	673.0105	COMMUNICATION VAULT TYPE 1 MANDATORY SUB	EACH	6.000	6.000
3140	678.0036	INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT	LF	6,733.000	6,733.000
3150	678.0200	FIBER OPTIC SPLICE ENCLOSURE MANDATORY SUB	EACH	6.000	6.000
3160	678.0300	FIBER OPTIC SPLICE MANDATORY SUB	EACH	36.000	36.000
3170	678.0500	COMMUNICATION SYSTEM TESTING MANDATORY SUB	LS	1.000	1.000
3180	690.0150	SAWING ASPHALT	LF	13,468.000	13,468.000
3190	690.0250	SAWING CONCRETE	LF	953.000	953.000
3200	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	800.000	800.000
3210	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	3,000.000	3,000.000
3220	SPV.0055	SPECIAL 001. LANE RENTAL ASSESSMENT	DOL	1.000	1.000
3230	SPV.0060	SPECIAL 001. MANHOLE 9-FT DIAMETER	EACH	1.000	1.000
3240	SPV.0060	SPECIAL 004. LANDMARK REFERENCE MONUMENTS SPECIAL	EACH	1.000	1.000
3250	SPV.0060	SPECIAL 006. EROSION CONTROL FILTER BAGS MANDATORY SUB	EACH	120.000	120.000
3260	SPV.0060	SPECIAL 008. EXPOSING EXISTING UTILITY MANDATORY SUB	EACH	20.000	20.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
3270	SPV.0060	SPECIAL 011. SILT FENCE DRAINAGE OUTLET, ROCK BAGS MANDATORY SUB	EACH	10.000	10.000
3280	SPV.0060	SPECIAL 012. SILT FENCE DRAINAGE OUTLET, EROSION CONTROL FILTER BAGS MANDATORY SUB	EACH	35.000	35.000
3290	SPV.0060	SPECIAL 013. VERTICAL PANELS 12-INCH	EACH	38.000	38.000
3300	SPV.0060	SPECIAL 015. SALVAGING EXISTING BARRICADE RACK	EACH	1.000	1.000
3310	SPV.0060	SPECIAL 110. REMOVING LIGHTING UNITS MANDATORY SUB	EACH	9.000	9.000
3320	SPV.0060	SPECIAL 111. REMOVING DISTRIBUTION CENTERS FOR STOCKPILE MANDATORY SUB	EACH	1.000	1.000
3330	SPV.0060	SPECIAL 112. LAMP DISPOSAL HIGH INTENSITY DISCHARGE MANDATORY SUB	EACH	15.000	15.000
3340	SPV.0060	SPECIAL 113. INSTALLING STATE-FURNISHED DISTRIBUTION CENTERS MANDATORY SUB	EACH	2.000	2.000
3350	SPV.0060	SPECIAL 200. SALVAGING EXISTING RAMP GATE SYSTEM	EACH	1.000	1.000
3360	SPV.0060	SPECIAL 201. RAMP CLOSURE GATES HARDWIRED 28-FT MANDATORY SUB	EACH	1.000	1.000
3370	SPV.0060	SPECIAL 202. RAMP CLOSURE GATES HARDWIRED 40-FT MANDATORY SUB	EACH	1.000	1.000
3380	SPV.0060	SPECIAL 300. CONCRETE BASE TYPE 1 WITH SPREAD FOOTING MANDATORY SUB	EACH	1.000	1.000
3390	SPV.0060	SPECIAL 501. ADJUSTING VALVE VAULT	EACH	4.000	4.000
3400	SPV.0060	SPECIAL 502. ADJUST VALVE BOX	EACH	36.000	36.000
3410	SPV.0060	SPECIAL 503. ADJUST VALVE CURB BOX	EACH	8.000	8.000
3420	SPV.0060	SPECIAL 504. ADJUST HYDRANT	EACH	7.000	7.000
3430	SPV.0060	SPECIAL 505. RELOCATE HYDRANT	EACH	7.000	7.000
3440	SPV.0060	SPECIAL 506. ADJUSTING SANITARY MANHOLE	EACH	20.000	20.000
3450	SPV.0060	SPECIAL 513. CUT AND CAP WATERMAIN	EACH	2.000	2.000
3460	SPV.0060	SPECIAL 514. GATE VALVE 12-INCH	EACH	1.000	1.000
3470	SPV.0060	SPECIAL 518. RECONSTRUCT SANITARY MANHOLE	EACH	9.000	9.000
3480	SPV.0060	SPECIAL 522. FIRE HYDRANT	EACH	1.000	1.000
3490	SPV.0060	SPECIAL 523. CONNECT TO EXISTING WATER MAIN	EACH	1.000	1.000
3500	SPV.0090	SPECIAL 001. FENCE SPLIT RAIL WOOD THREE-RAIL MANDATORY SUB	LF	64.000	64.000
3510	SPV.0090	SPECIAL 002. REMOVING PAVEMENT MARKINGS WATER BLASTING MANDATORY SUB	LF	33,472.000	33,472.000
3520	SPV.0090	SPECIAL 004. CONCRETE BARRIER 42-INCH	LF	235.000	235.000
3530	SPV.0090	SPECIAL 005. TEMPORARY DITCH CHECK, MODIFIED MANDATORY SUB	LF	475.000	475.000
3540	SPV.0090	SPECIAL 006. TEMPORARY DITCH CHECK, ROCK BAGS, SINGLE LAYER MANDATORY SUB	LF	120.000	120.000
3550	SPV.0090	SPECIAL 007. TEMPORARY DITCH CHECK, ROCK BAGS, DOUBLE LAYER MANDATORY SUB	LF	120.000	120.000
3560	SPV.0090	SPECIAL 008. CONCRETE BARRIER TEMPORARY PRECAST DELIVERED AND INITIAL INSTALLATION	LF	600.000	600.000
3570	SPV.0090	SPECIAL 009. CONCRETE BARRIER TEMPORARY PRECAST FINAL REMOVAL	LF	900.000	900.000
3580	SPV.0090	SPECIAL 301. FIBER OPTIC TRACER CABLE	LF	8,142.000	8,142.000
3590	SPV.0090	SPECIAL 302. FIBER OPTIC WARNING TAPE	LF	4,835.000	4,835.000
3600	SPV.0090	SPECIAL 504. HYDRANT LEAD 6-INCH	LF	53.000	53.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
3610	SPV.0090	SPECIAL 505. WATER MAIN PVC C-900 12-INCH	LF	195.000	195.000
3620	SPV.0090	SPECIAL 507. REINFORCE AND INSULATE PIPE	LF	80.000	80.000
3630	SPV.0105	SPECIAL 001. PAVEMENT CLEANUP	LS	1.000	1.000
3640	SPV.0105	SPECIAL 002. SURVEY PROJECT 1032-10-71	LS	1.000	1.000
3650	SPV.0105	SPECIAL 003. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000
3660	SPV.0105	SPECIAL 110. FREEWAY LIGHTING INTEGRATOR I.D. 1032-10-71 MANDATORY SUB	LS	1.000	1.000
3670	SPV.0105	SPECIAL 300. REMOVE TRAFFIC SIGNALS (STH 50 & 118TH AVENUE) MANDATORY SUB	LS	1.000	1.000
3680	SPV.0105	SPECIAL 301. INST VENDOR SUPPLIED TRAF SIG CABINET STH 50 & 123RD AVE MAND SUB	LS	1.000	1.000
3690	SPV.0105	SPECIAL 302. INST VENDOR SUPPLIED TRAF SIG CABINET STH 50 & IH 94 INT MAND SUB	LS	1.000	1.000
3700	SPV.0105	SPECIAL 303. INSTALL VENDOR SUPPLIED TRAF SIG CABINET STH 50 & 118TH AVE MAND SUB	LS	1.000	1.000
3710	SPV.0105	SPECIAL 304. TRANSPORTING SIG LGT MATERIALS STH 50 & 123RD AVE MAND SUB	LS	1.000	1.000
3720	SPV.0105	SPECIAL 305. TRANSPORTING SIG & LTG MATERIALS STH 50 & IH 94 INT MAND SUB	LS	1.000	1.000
3730	SPV.0105	SPECIAL 306. TRANSPORTING SIG & LTG MATERIALS STH 50 & 118TH AVE MAND SUB	LS	1.000	1.000
3740	SPV.0105	SPECIAL 307. TEMP TRAF SIG FOR INTERSECT SPECIAL TYPE 1 STH 50 & 125TH AVE MAND SUB	LS	1.000	1.000
3750	SPV.0105	SPECIAL 308. TEMP TRAF SIG FOR INT SPECIAL TYPE 1 STH 50 & IH 94 EB RAMPS MAND SUB	LS	1.000	1.000
3760	SPV.0105	SPECIAL 309. TEMP TRAF SIG FOR INT SPECIAL TYPE 1 STH 50 & IH 94 WB RAMPS MAND SUB	LS	1.000	1.000
3770	SPV.0105	SPECIAL 310. TEMP TRAF SIG FOR INT SPECIAL TYPE 2 STH 50 & 123RD AVE MAND SUB	LS	1.000	1.000
3780	SPV.0105	SPECIAL 311. TEMP TRAF SIG FOR INT SPECIAL TYPE 2 STH 50 & 118TH AVE MAND SUB	LS	1.000	1.000
3790	SPV.0105	SPECIAL 312. TEMP VEHICULAR VIDEO DETECT SYS FOR INT TYPE 1 STH 50 & 125TH AVE MAND SUB	LS	1.000	1.000
3800	SPV.0105	SPECIAL 313. TEMP VEHICULAR VIDEO DETEC SYS FOR INT TYPE 2 STH 50 &123RD AVE MAND SUB	LS	1.000	1.000
3810	SPV.0105	SPECIAL 314. TEMP VEHICULAR VIDEO DETEC SYS FOR INT TYPE 2 STH 50 &118TH AVE MAND SUB	LS	1.000	1.000
3820	SPV.0105	SPECIAL 315. TEMPORARY LIGHTING (1032-10-71) MANDATORY SUB	LS	1.000	1.000
3830	SPV.0105	SPECIAL 316. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S1322) MANDATORY SUB	LS	1.000	1.000
3840	SPV.0105	SPECIAL 317. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S0325) MANDATORY SUB	LS	1.000	1.000
3850	SPV.0105	SPECIAL 318. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S0672) MANDATORY SUB	LS	1.000	1.000
3860	SPV.0105	SPECIAL 319. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S1310) MANDATORY SUB	LS	1.000	1.000

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DATE 13DEC12 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1032-10-71 QUANTITY
3870	SPV.0105	SPECIAL 320. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S1320) MANDATORY SUB	LS	1.000	1.000
3880	SPV.0105	SPECIAL 321. FIBER OPTIC COMMUNICATIONS IN CABINET, CB1 (S1321) MANDATORY SUB	LS	1.000	1.000
3890	SPV.0105	SPECIAL 322. TEMPORARY INFRARED EVP SYSTEM, STH 50 & 125TH AVENUE MAND SUB	LS	1.000	1.000
3900	SPV.0105	SPECIAL 323. TEMPORARY INFRARED EVP SYSTEM, STH 50 & 123RD AVE MAND SUB	LS	1.000	1.000
3910	SPV.0105	SPECIAL 324. TEMPORARY INFRARED EPV SYSTEM, STH 50 & IH 94 EB RAMPS MANDATORY SUB	LS	1.000	1.000
3920	SPV.0105	SPECIAL 325. TEMPORARY INFRARED EVP SYSTEM, STH 50 & IH 94 WB RAMPS MANDATORY SUB	LS	1.000	1.000
3930	SPV.0105	SPECIAL 326. TEMPORARY INFRARED EVP SYSTEM, STH 50 & 118TH AVENUE MANDATORY SUB	LS	1.000	1.000
3940	SPV.0105	SPECIAL 327. TEMPORARY GPS EVP SYSTEM, STH 50 & 125TH AVENUE MAND SUB	LS	1.000	1.000
3950	SPV.0105	SPECIAL 328. TEMPORARY GPS EVP SYSTEM, STH 50 & 123RD AVE MAND SUB	LS	1.000	1.000
3960	SPV.0105	SPECIAL 329. TEMPORARY GPS EVP SYSTEM, STH 50 & IH 94 EB RAMPS MANDATORY SUB	LS	1.000	1.000
3970	SPV.0105	SPECIAL 330. TEMPORARY GPS EVP SYSTEM, STH 50 & IH 94 WB RAMPS MANDATORY SUB	LS	1.000	1.000
3980	SPV.0105	SPECIAL 331. TEMPORARY GPS EVP SYSTEM, STH 50 & 118TH AVENUE MANDATORY SUB	LS	1.000	1.000
3990	SPV.0105	SPECIAL 332. TRAFFIC SIGNAL SPLICE CABINET, STH 50 & IH 94 INTERCHANGE MANDATORY SUB	LS	1.000	1.000
4000	SPV.0105	SPECIAL 333. ALDIS GRID SMART CAMERA SYSTEM, STH 50 & IH 94 INT MAND SUB	LS	1.000	1.000
4010	SPV.0105	SPECIAL 509. RECONSTRUCT WEST METER MANHOLES	LS	1.000	1.000
4020	SPV.0165	SPECIAL 401. TEMPORARY SHORING WATERTIGHT	SF	4,060.000	4,060.000
4030	SPV.0180	SPECIAL 002. GEOGRID REINFORCEMENT	SY	40,060.000	40,060.000
4040	SPV.0180	SPECIAL 003. SHES CONCRETE PAVEMENT 9-INCH **P**	SY	2,460.000	2,460.000
4050	SPV.0180	SPECIAL 004. GEOTEXTILE FABRIC TYPE FF MAND SUB	SY	750.000	750.000
4060	SPV.0195	SPECIAL 001. BASE AGGREGATE DENSE 1 1/4-INCH SPECIAL	TON	28,370.000	28,370.000
4070	SPV.0195	SPECIAL 002. EXCAVATION, HAULING, AND DISPOSAL OF SOIL MIXED WITH FOUNDRY WASTE	TON	840.000	840.000
4080	SPV.0195	SPECIAL 003. SELECT SUBBASE	TON	18,210.000	18,210.000

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CLEARING AND GRUBBING

CATEGORY	ROADWAY	LOCATION		OFFSET	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
0100	STH 50							
		1451+50 -	1452+50	LT	1	---	1	---
		STH 50 SUBTOTAL			1	0	1	0
	125TH AVENUE							
		67+00 -	71+00	LT/RT	4	---	4	---
		125TH AVENUE SUBTOTAL			4	0	4	0
	77TH STREET							
			111+82	49' LT	---	8	---	8
			112+67	46' LT	---	3	---	3
			112+92	47' LT	---	3	---	3
		77TH STREET SUBTOTAL			0	15	0	15
	123RD AVENUE							
		400+00 -	401+00	LT/RT	1	---	1	---
		401+00	404+00	LT/RT	4	---	4	---
		412+00 -	413+00	LT/RT	1	---	1	---
		123RD AVENUE SUBTOTAL			6	0	6	0
	74TH STREET							
			417+90	44' RT	---	8	---	8
		74TH STREET SUBTOTAL			0	8	0	8
	122ND AVENUE							
			501+75	37' RT	---	3	---	3
			502+54	36' RT	---	5	---	5
			503+40	29' RT	---	5	---	5
			503+84	29' RT	---	5	---	5
		122ND AVENUE SUBTOTAL			0	18	0	18
	76TH STREET							
		301+00 -	302+00	LT/RT	1	---	1	---
		76TH STREET SUBTOTAL			1	0	1	0
	122ND COURT							
			354+64	15' LT	---	6	---	6
			354+79	4' LT	---	6	---	6
		76TH STREET SUBTOTAL			0	15	0	15
	118TH AVENUE							
		810+00 -	811+00	LT/RT	1	---	1	---
			807+42	39' RT	---	5	---	5
			807+92	41' RT	---	6	---	6
			813+96	62' RT	---	6	---	6
			813+98	91' LT	---	6	---	6
		118TH AVENUE SUBTOTAL			1	25	1	25
		PROJECT TOTAL			13	81	13	81

REMOVING SMALL PIPE CULVERTS

CATEGORY	ROADWAY	STATION	OFFSET	* DESCRIPTION	* LENGTH	203.0100 REMOVING SMALL PIPE CULVERTS EACH
0100	STH 50					
		1424+50	72' LT	24" CMP	42'	1
		1433+42	74' LT	18" CMP	68'	1
		1433+50	0' LT	18" CMP	102'	1
		1437+06	66' LT	15" CMP	46'	1
		1437+00	0' LT	18" CMP	158'	1
		1437+06	67' RT	15' CMP	44'	1
		1438+40	65' RT	15"CMP	62'	1
		1438+68	74' LT	15" CMP	48'	1
		1439+75	64' RT	18" CMP	59'	1
		1440+55	73' LT	15" CMP	53'	1
		1441+02	66' RT	24" CMP	48'	1
		1441+28	0' LT	18" CMP	131'	1
		1441+43	77' LT	18" CMP	89'	1
		1442+86	77' RT	24" CMP	47'	1
		1454+73	72' RT	24" CMP	173'	1
		1461+26	2' LT	18" CMP	110'	1
		1461+28	91' RT	24" CMP	103'	1
	125TH AVENUE					
		68+23	33' RT	15" CMP	36'	1
	77TH STREET					
		109+19	33' LT	24" CMP	33'	1
		109+91	33' RT	24" CMP	46'	1
		111+52	33' LT	18" CMP	57'	1
	RAMP SW					
		282+54'SW'	0' LT	48" CMP	64'	1
		PROJECT TOTAL				22

*FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0100 UNLESS NOTED

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REMOVING PAVEMENT

CATEGORY	ROADWAY	STATION		STATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0100	STH 50						
		1422+00	-	1425+00	1,605	---	---
		1425+00	-	1431+00	535	---	---
		1431+00	-	1436+00	370	---	---
		1436+00	-	1442+00	1,470	---	---
		1442+00	-	1448+00	3,175	---	---
		1448+00	-	1453+00	2715	---	---
		1453+00	-	1459+00	3200	---	---
		1459+00	-	1465+00	3205	---	---
		1465+00	-	1467+00	1070	---	---
		STH 50 SUBTOTAL			17,345	---	---
	125TH AVENUE						
		63+79	-	67+00	---	---	810
		75+51	-	76+00	---	---	265
		76+00	-	820+00	---	---	3,565
		125TH AVENUE SUBTOTAL			---	---	4,640
	71ST STREET						
		82+00	-	7079+00	---	---	2,975
		7079+00	-	7085+00	---	---	2,375
		7085+00	-	7086+02	---	---	245
		71ST STREET SUBTOTAL			---	---	5,595
	77TH STREET						
		104+18	-	105+00	---	---	210
		105+00	-	111+00	---	1,060	1,565
		111+00	-	114+64	---	---	1,280
		77TH STREET SUBTOTAL			---	1,060	3,055
	123RD AVENUE						
		410+00	-	415+30	140	---	---
		123RD AVENUE SUBTOTAL			140	---	---
	STH 50 - STAGE 7						
		1413+00	-	1428+00	---	1,750	---
		118TH AVENUE SUBTOTAL			---	1,750	---
		PROJECT TOTAL			17,485	2,810	13,290

REMOVING CURB

CATEGORY	ROADWAY	STATION		STATION	OFFSET	204.0130 REMOVING CURB LF
0100	STH 50					
		1438+69	-	1439+48	86' RT	100
	77TH STREET					
		113+15	-	113+28	19' RT	50
		113+58	-	114+64	14' RT	140
	123RD AVENUE					
		407+37	-	707+65	40' LT	120
		407+82	-	410+26	45' RT	270
		412+00	-	416+00	LT / RT	1,110
	122ND AVENUE					
		500+58	-	503+82	22' LT	340
	122ND COURT					
		351+92	-	355+09	21' LT	290
		354+11	-	354+46	34' LT	35
		PROJECT TOTAL				2,455

ALL ITEMS CATEGORY 0100 UNLESS NOTED

REMOVING CURB AND GUTTER

CATEGORY	ROADWAY	STATION		STATION	204.0150 REMOVING CURB & GUTTER LF
0100	STH 50				
		1425+00	-	1431+00	625
		1431+00	-	1436+00	790
		1436+00	-	1442+00	495
		1442+00	-	1448+00	585
		1448+00	-	1453+00	425
		1453+00	-	1459+00	855
		1459+00	-	1465+00	245
		STH 50 SUBTOTAL			4,020
	125TH AVENUE				
		65+00	-	71+00	425
		71+00	-	77+00	1,220
		125TH AVENUE SUBTOTAL			1,645
	122ND AVENUE				
		500+00	-	504+92	370
		122ND AVENUE SUBTOTAL			370
	RAMP SW				
		280+00 'SW'	-	285+00 'SW'	800
		RAMP SW SUBTOTAL			800
	RAMP NW				
		286+00 'NW'	-	291+00 'NW'	1,060
		RAMP NW SUBTOTAL			1,060
	RAMP SE				
		280+00 'SE'	-	285+00 'SE'	290
		RAMP SE SUBTOTAL			290
	RAMP NE				
		286+00 'NE'	-	291+00 'NE'	265
		RAMP NE SUBTOTAL			265
	118TH AVENUE				
		801+00	-	806+00	80
		806+00	-	812+00	1,240
		812+00	-	816+00	810
		118TH AVENUE SUBTOTAL			2,130
	ACCESS ROAD F				
		900+00	-	906+00	255
		906+00	-	907+00	330
		ACCESS ROAD F SUBTOTAL			585
	STAGE 2				
		1413+00	-	1428+00	1,490
		STAGE 2 SUBTOTAL			1,490
		PROJECT TOTAL			12,655

REMOVING CONCRETE SIDEWALK

CATEGORY	ROADWAY	STATION		STATION	204.0155 REMOVING CONCRETE SIDEWALK SY
0100	STH 50				
		1415+25	-	1419+00	780
		STH 50 SUBTOTAL			780
	123RD AVENUE				
		412+00	-	415+00	270
		123RD AVE SUBTOTAL			270
		PROJECT TOTAL			1,050

REMOVING GUARDRAIL

CATEGORY	ROADWAY	STATION		STATION	OFFSET	204.0165 REMOVING GUARDRAIL LF
0100	STH 50					
		1463+31	-	1467+05	57' RT	390
		1463+64	-	1465+00	62' LT	140
	77TH STREET					
		106+20	-	106+73	43' RT	60
	RAMP NW					
		287+75 'NW'	-	291+00 'NW'	13' RT	330
		PROJECT TOTAL				920

ALL ITEMS CATEGORY 0100 UNLESS NOTED

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REMOVING FENCE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	TYPE	204.0170 REMOVING FENCE LF
0100	77TH STREET	106+08	-	109+76	36' RT	CHAIN LINK	400
	123RD AVENUE	400+43	-	400+78	LT	WOOD RAIL	70
	74TH STREET	415+76	-	418+56	LT/RT	CHAIN LINK	390
	122ND COURT	303+98	-	306+68	32' LT	WOOD PANEL	270
		PROJECT TOTAL					860

REMOVING MASONRY

CATEGORY	ROADWAY	DESCRIPTION	STATION	OFFSET	204.0185 REMOVING MASONRY CY
0100	123RD AVENUE				
		SIGN BASE	412+29	30' LT	0.6
		SIGN BASE	413+36	47' RT	1.2
		CONCRETE WALL	412+10 TO 413+80	RT	28.4
			PROJECT TOTAL		30.2

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REMOVING CONCRETE BASES

CATEGORY	ROADWAY	STATION	OFFSET	* 204.0195 REMOVING CONCRETE BASES EACH
0100	STH 50	1450+60	90' RT	1
	123RD AVENUE	412+13	10' LT	1
		412+14	28' LT	1
		412+82	57' LT	1
		412+92	2' RT	1
		412+98	36' LT	1
		413+63	55' RT	1
		413+89	37' LT	1
		414+06	34' RT	1
		414+17	39' LT	1
		414+22	39' LT	1
		414+74	2' RT	1
		415+04	1' RT	1
		PROJECT TOTAL		13

* ADDITIONAL QUANTITIES LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

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REMOVING MANHOLES AND INLETS

CATEGORY	ROADWAY	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
0100	STH 50				
		1420+85	0' RT	---	1
		1428+91	87' LT	---	1
		1429+00	87' LT	---	1
		1436+06	2' RT	---	1
		1440+00	4' RT	---	1
		1444+42	7' LT	---	1
		1444+57	1' LT	---	1
		1444+96	101' LT	---	1
		1445+28	1' LT	---	1
		1445+28	82' LT	---	1
		1445+62	92' LT	---	1
		1446+00	0' LT	---	1
		1447+69	0' LT	---	1
		1454+00	6' RT	---	1
		1454+41	8' LT	---	1
		1454+85	88' RT	---	1
		1455+25	131' LT	---	1
		1455+29	131' LT	1	---
		1455+42	88' LT	---	1
		1458+33	66' LT	---	1
		1458+41	66' LT	---	1
		1460+00	4' LT	---	1
		1460+80	88' LT	---	1
		1461+65	88' LT	---	1
		1465+50	12' RT	---	1
		1468+79	4' LT	---	1
		1469+74	2' LT	---	1
		1466+50	14' LT	---	1
		STH 50 SUBTOTAL		1	26
	123RD AVENUE				
		404+98	48' LT	---	1
		406+53	37' LT	---	1
		406+75	5' LT	---	1
		123RD AVENUE SUBTOTAL		0	3
	118TH AVENUE				
		806+48	43' LT	---	1
		806+00	26' LT	---	1
		806+64	26' RT	---	1
		807+47	25' RT	---	1
		808+14	25' RT	---	1
		808+23	37' RT	1	---
		809+47	25' RT	---	1
		809+84	26' LT	---	1
		809+93	47' RT	---	1
		118TH AVENUE SUBTOTAL		1	8
		PROJECT TOTAL		2	37

SEALING PIPES

CATEGORY	ROADWAY	STATION	OFFSET	204.0280 SEALING PIPES EACH
0100	STH 50			
		1444+48	7' LT	1
		1444+64	121' LT	1
		1444+66	2' LT	1
		PROJECT TOTAL		3

REMOVING BOLLARDS

CATEGORY	ROADWAY	LOCATION	204.9060.S.001 REMOVING BOLLARDS EACH
0100	STH 50		
		1438+85, 85' RT	1
		1438+91, 85' RT	1
		1439+26, 86' RT	1
		1439+30, 85' RT	1
		PROJECT TOTAL	4

ALL ITEMS CATEGORY 0100 UNLESS NOTED

REMOVING STORM SEWER

CATEGORY	ROADWAY	FROM STATION	OFFSET	TO STATION	OFFSET	204.0245.01 REMOVING STORM SEWER 4-INCH LF	204.0245.02 REMOVING STORM SEWER 6-INCH LF	204.0245.03 REMOVING STORM SEWER 12-INCH LF	204.0245.04 REMOVING STORM SEWER 15-INCH LF	204.0245.05 REMOVING STORM SEWER 18-INCH LF	204.0245.06 REMOVING STORM SEWER 21-INCH LF	204.0245.07 REMOVING STORM SEWER 24-INCH LF	204.0245.08 REMOVING STORM SEWER 36-INCH LF
0100	STH 50												
		1401+94	1' LT	1407+01	0' LT	---	---	---	---	507	---	---	---
		1419+50	2' RT	1420+85	3' LT	---	---	---	---	136	---	---	---
		1421+98	13' RT	1422+25	3' RT	---	---	---	---	29	---	---	---
		1428+91	87' LT	1430+29	85' LT	---	---	---	140	---	---	---	---
		1434+00	8' LT	1434+50	4' LT	---	---	30	---	---	---	---	---
		1436+00	73' LT	1436+90	90' LT	---	---	---	---	92	---	---	---
		1436+00	2' LT	1436+77	15' RT	---	---	79	---	---	---	---	---
		1436+25	8' LT	1436+77	15' LT	---	---	52	---	---	---	---	---
		1440+00	4' RT	1440+42	17' LT	---	---	---	---	47	---	---	---
		1440+90	88' LT	1441+38	82' LT	---	---	---	---	48	---	---	---
		1444+41	7' LT	1444+49	8' LT	---	---	---	---	10	---	---	---
		1444+65	121' LT	1444+96	101' LT	---	---	40	---	---	---	---	---
		1444+67	2' LT	1445+10	2' LT	---	---	---	45	---	---	---	---
		1444+96	101' LT	1445+28	82' LT	---	---	40	---	---	---	---	---
		1445+10	1' LT	1446+00	1' LT	---	---	95	---	---	---	---	---
		1445+28	82' LT	1445+62	92' LT	---	---	35	---	---	---	---	---
		1447+69	0' LT	1448+44	1' LT	---	---	---	---	65	---	---	---
		1447+86	95' LT	1448+44	1' LT	---	---	---	---	100	---	---	---
		1448+44	1' LT	1448+65	98' LT	---	---	---	---	---	---	90.0	---
		1448+44	1' LT	1448+66	88' RT	---	---	---	---	---	---	85.0	---
		1450+44	12' RT	1451+75	3' RT	---	---	---	---	131	---	---	---
		1453+50	1' RT	1454+00	3' RT	---	---	50	---	---	---	---	---
		1454+00	6' RT	1454+41	8' LT	---	---	---	---	43	---	---	---
		1454+21	16' LT	1455+65	9' RT	---	---	---	---	150	---	---	---
		1453+73	88' LT	1455+80	89' LT	---	---	---	---	---	---	210.0	---
		1458+44	1' RT	1460+70	4' LT	---	---	---	---	226	---	---	---
		1459+50	5' LT	1460+00	3' RT	---	---	51	---	---	---	---	---
		1460+70	4' LT	1462+56	6' RT	---	---	---	---	186	---	---	---
		1460+80	88' LT	1461+74	93' LT	---	---	---	---	---	---	---	100.0
		1465+50	12' RT	1465+58	3' LT	---	---	17	---	---	---	---	---
		1466+50	16' LT	1466+50	4' LT	---	---	12	---	---	---	---	---
		1466+50	4' LT	1468+79	4' LT	---	---	---	---	229	---	---	---
		1468+79	4' LT	1469+74	2' LT	---	---	---	---	95	---	---	---
		1474+07	3' LT	1477+00	3' LT	---	---	---	---	293	---	---	---
		STH 50 SUBTOTAL				0	0	501	185	1,715	0	385	100
	123RD AVENUE												
		404+99	64' LT	404+99	48' LT	---	---	20	---	---	---	---	---
		406+53	37' LT	406+81	2' RT	---	---	50	---	---	---	---	---
		404+99	48' LT	406+53	37' LT	---	---	---	---	160	---	---	---
		123RD AVENUE SUBTOTAL				0	0	70	0	160	0	0	0
	118TH AVENUE												
		809+91	47' RT	810+16	69' RT	35	---	---	---	---	---	---	---
		809+47	25' RT	809+91	47' RT	---	50	---	---	---	---	---	---
		806+48	43' LT	806+64	25' RT	---	---	75	---	---	---	---	---
		808+14	25' RT	808+23	37' RT	---	---	15	---	---	---	---	---
		809+47	25' RT	809+84	26' LT	---	---	---	65	---	---	---	---
		807+47	25' RT	807+63	40' LT	---	---	---	---	70	---	---	---
		808+86	29' RT	809+49	25' RT	---	---	---	---	65	---	---	---
		807+47	25' RT	808+86	29' RT	---	---	---	---	---	140	---	---
		805+59	66' RT	807+47	25' RT	---	---	---	---	---	---	200	---
		812+92	96' RT	814+55	47' RT	---	---	---	---	---	---	190	---
		118TH AVENUE SUBTOTAL				35	50	90	65	135	140	390	0
		PROJECT TOTAL				35	50	661	250	2,010	140	775	100

ALL ITEMS CATEGORY 0100 UNLESS NOTED

EARTHWORK

ID 1032-10-71 CATEGORY 0100			A	B	C	D	E	F	G	H	I	J
			ITEM #205.0100		*	*	*	*	*	*	*	ITEM #208.0100
Division	From / To Station	Location	Common Excavation (1) (CY)		Salvaged / Unusable Pavement Material (5)	Available Material (6)	Expanded EBS Backfill (7) (CY)	Unexpanded Fill (CY)	Expanded Fill (8) (CY)	Mass Ordinate + / - (9)	Waste (10)	Borrow
			Cut (CY)	EBS Excavation (2)(3)(4) CY	CY	CY	Factor 1.30		Factor 1.30	CY	CY	CY
1	1437+00 - 1439+00	STH 50	547	0	0	547	0	161	209	338		
	104+18 - 114+64	77TH STREET	1,832	0	0	1,832	0	1,067	1,387	445		
	400+50 - 418+50	123RD AVE / 74TH ST	11,326	0	0	11,326	0	2,970	3,860	7,465		
	300+50 - 302+00	76TH STREET	51	0	0	51	0	1,447	1,881	-1,830		
	350+00 - 354+83	122ND COURT	198	0	0	198	0	780	1,014	-816		
Division 1 Subtotals			13,953	1,400	0	13,953	1,820	6,425	8,352	5,601	7,001	
2	1402+00 - 1415+00	STH 50 (WEST CROSSOVER)	1,224	0	0	1,224	0	388	504	720		
	1426+00 - 1456+00	STH 50	4,817	0	20	4,797	0	262	341	4,456		
	1470+00 - 1480+00	STH 50 (EAST CROSSOVER)	971	0	0	971	0	17	23	949		
	501+00 - 504+92	122ND AVENUE	1,464	0	600	864	0	262	341	523		
	275+00 - 284+36	125TH AVENUE	7,875	0	590	7,285	0	798	1,038	6,247		
Division 2 Subtotals			16,351	1,640	1,210	15,141	2,132	1,728	2,247	12,894	14,534	
4	1422+00 - 1469+50	STH 50	20,967	908	5,470	15,497	0	2,763	3,592	11,905		
	280+95 - 284+00	RAMP SW	1,345	0	310	1,035	0	2,387	3,103	-2,068		
	281+40 - 284+00	RAMP SE	2,708	0	320	2,388	0	380	495	1,894		
	412+00 - 418+50	123RD AVE / 74TH ST	201	0	0	201	0	219	285	-84		
	501+00 - 504+00	122ND AVENUE	461	0	0	461	0	1	1	460		
	803+00 - 815+22	118TH AVENUE (PREWORK)	458	0	25	433	0	229	298	135		
	803+00 - 814+08	118TH AVENUE	2,946	0	800	2,146	0	39	51	2,095		
	903+00 - 904+50	ACCESS ROAD F (SOUTH)	522	0	100	422	0	139	181	241		
Division 4 Subtotals			29,608	3,870	7,025	22,583	5,031	6,158	8,006	14,578	18,448	
5	1402+00 - 1480+00	STH 50 (TEMP WIDENING)	8,446	0	2,419	6,027	0	155	202	5,825		
	803+00 - 815+20	118TH AVENUE (TEMP WIDENING)	183	0	0	183	0	1	1	182		
Division 5 Subtotals			8,629	0	2,419	6,210	0	156	203	6,007	6,007	
6	1419+89 - 1467+00	STH 50	21,299	473	7,055	14,244	0	4,211	5,474	8,770		
	287+00 - 291+00	RAMP NW	3,041	0	400	2,641	0	1,213	1,577	1,063		
	287+00 - 289+00	RAMP NE	1,080	0	210	870	0	9	12	858		
	803+00 - 814+08	118TH AVENUE	2,374	0	800	1,574	0	196	254	1,320		
	906+50 - 906+95	ACCESS ROAD F (NORTH)	201	0	70	131	0	32	42	89		
Division 6 Subtotals			27,994	3,280	8,535	19,459	4,264	5,661	7,360	12,099	15,379	
7	1402+00 - 1480+00	STH 50 (CROSSOVER REMOVAL W)	3,279	0	750	2,529	0	0	0	2,529		
		STH 50	13,414	0	3,506	9,908	0	1,664	2,164	7,745		
		STH 50 (CROSSOVER REMOVAL E)	1,745	0	420	1,325	0	0	0	1,324		
	803+00 - 815+20	118TH AVENUE (REMOVALS)	344	0	0	344	0	31	40	304		
Division 7 Subtotals			18,781	1,350	4,676	14,106	1,755	1,695	2,204	11,902	13,252	
Grand Totals			115,317	11,540	23,865	91,453	15,002	21,824	28,372	63,081	74,621	0
			Total Common Exc	126,857								

1) Common Excavation is the sum of the Cut (A) and EBS Excavation (B) columns. Item number 205.0100
2) EBS Excavation (B) is assumed to be 10% of the total Cut (A) and is also assumed to be undistributed unless otherwise noted. To be paid as Common Excavation (Item #205.0100)
3) EBS Excavation (B) to be backfilled with Breaker Run. See Breaker Run (Item #311.0110) table for quantity.
4) It is assumed that all EBS Excavation (B) material will be wasted.
5) Salvaged/Unusable Pavement Material (C) is included in the Cut (A). This assumes the existing pavment structure is salvaged by the contractor. The existing pavment structure is not shown on the cross sections.
6) Available Material (D) = Cut (A) - Salvaged/Unusable Pavement Material (C)
7) Expanded EBS Backfill (E) - This is to be filled with Breaker Run. Expanded EBS Backfill is not included as part of the mass ordinate.
8) Expanded Fill (G) = Unexpanded Fill (F) * Fill Factor (1.30)
9) The Mass Ordinate (H=D-G) + 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.
10) Waste (I) includes any excess Cut (A) within the Division and EBS Excavation (B) from the Division
* Not a bid item, for information only

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

REMOVING RAILROAD TIE RETAINING WALL

CATEGORY	ROADWAY	FROM STATION	OFFSET	TO STATION	OFFSET	204.9165.S.001 REMOVING RAILROAD TIE RETAINING WALL SF
0100	123RD AVENUE	405+89	5' LT	408+04	13' RT	870
						870

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

CATEGORY	ROADWAY	LOCATION	205.0501.S TON
0100	STH 50 & 123RD AVENUE	STA 1437+00 - STA 1438+25 & STA 407+75 - STA 411+00	1,500
	123RD AVENUE	STA 414+50 - STA 415+75	400
	122ND COURT	STA 305+50 - STA 307+00	460
		PROJECT TOTAL	2,360

3

SHAPING SHOULDERS

CATEGORY	ROADWAY	STAGE	STATION		STATION	SIDE	305.0500 SHAPING SHOULDERS STA
0100	STH 50						
		7	1401+50	-	1414+50	EB	13
		7	1401+50	-	1414+50	WB	13
		7	1469+50	-	1480+00	EB	11
		7	1469+50	-	1480+00	WB	11
		PROJECT TOTAL					48

BREAKER RUN

CATEGORY	LOCATION	311.0110** BREAKER RUN TON
0100	UNDISTRIBUTED*	27,100
	PROJECT TOTAL	27,100

* FOR EBS AREAS AS DIRECTED BY THE ENGINEER

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

					BASE AGGREGATE DENSE					
					305.0110 BASE AGGREGATE DENSE 3/4 INCH	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH	311.0110 * BREAKER RUN	312.0110 SELECT CRUSHED MATERIAL	SPV.0195.001 BASE AGGREGATE DENSE 1-1/4 INCH SPECIAL	SPV.0195.003 SELECT SUBBASE
CATEGORY	ROADWAY	STATION		STATION	TON	TON	TON	TON	TON	TON
0100	STH 50	1419+00	-	1425+00	110	1,490	2,490	---	---	---
		1425+00	-	1431+00	---	3,670	6,290	---	---	---
		1431+00	-	1436+00	20	2,690	4,600	---	---	---
		1436+00	-	1442+00	---	3,840	6,580	---	---	---
		1442+00	-	1448+00	---	3,500	5,990	---	---	---
		1448+00	-	1453+00	---	3,010	5,160	---	---	---
		1453+00	-	1459+00	---	3,840	6,580	---	---	---
		1459+00	-	1465+00	50	3,570	5,350	---	---	---
		1465+00	-	1471+00	60	1,530	1,490	---	---	---
		STH 50 SUBTOTAL			240	27,140	44,530	0	0	0
0100	125TH AVENUE	59+00	-	65+00	---	---	---	---	210	150
		65+00	-	71+00	60	---	---	---	2,300	1,640
		71+00	-	76+00	30	---	---	---	2,120	1,540
		76+00	-	82+00	50	---	---	---	660	480
		125TH AVENUE SUBTOTAL			140	0	0	0	5,290	3,810
0100	77TH STREET	100+00	-	105+00	80	---	---	---	170	110
		105+00	-	111+00	210	---	---	---	1,250	1,040
		111+00	-	117+00	80	---	---	---	450	400
		77TH STREET SUBTOTAL			370	0	0	0	1,870	1,550
0100	123RD AVENUE	398+00	-	404+00	---	---	---	---	2,850	1,760
		404+00	-	410+00	400	---	---	---	4,000	2,550
		410+00	-	415+00	60	---	---	---	1,870	1,050
		123RD AVENUE SUBTOTAL			460	0	0	0	8,720	5,360
0100	74TH STREET	416+00	-	418+00	50	---	---	---	1,540	1,050
		74TH STREET SUBTOTAL			50	0	0	0	1,540	1,050
0100	122ND AVENUE	500+00	-	504+92	200	---	---	---	1,240	840
		122ND AVENUE SUBTOTAL			200	0	0	0	1,240	840
0100	76TH STREET	300+00	-	302+40	70	---	---	---	850	570
		76TH STREET SUBTOTAL			70	0	0	0	850	570
0100	122ND COURT	350+00	-	354+83	110	---	---	---	1,310	---
		122ND COURT SUBTOTAL			110	0	0	0	1,310	0

* ADDITIONAL QUANTITY LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	ROADWAY	STATION	STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH TON	* 311.0110 BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.001 BASE AGGREGATE DENSE 1-1/4 INCH SPECIAL TON	SPV.0195.003 SELECT SUBBASE TON
0100	RAMP SW	280+00 'SW'	285+00 'SW'	---	710	---	1,620	---	---
	RAMP SW SUBTOTAL			0	710	0	1,620	0	0
0100	RAMP NW	286+00 'NW'	288+50 'NW'	10	650	---	1,460	---	---
		288+50 'NW'	291+50 'NW'	90	670	---	1,440	---	---
	RAMP NW SUBTOTAL			100	1,320	0	2,900	0	0
0100	RAMP SE	280+00 'SE'	285+00 'SE'	100	1,350	---	2,820	---	---
	RAMP SE SUBTOTAL			100	1,350	0	2,820	0	0
0100	RAMP NE	286+00 'NE'	290+00 'NE'	---	480	---	1,090	---	---
	RAMP NE SUBTOTAL			0	480	0	1,090	0	0
0100	118TH AVENUE	801+00	806+00	---	---	---	---	350	230
		806+00	812+00	170	---	---	---	3,150	2,100
		812+00	816+00	---	---	---	---	650	440
	118TH AVENUE SUBTOTAL			170	0	0	0	4,150	2,770
0100	ACCESS ROAD F	900+00	906+00	20	---	---	---	380	300
		906+00	907+00	---	---	---	---	550	370
	ACCESS ROAD F SUBTOTAL			20	0	0	0	930	670

* ADDITIONAL QUANTITY LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH TON	311.0110 * BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.001 BASE AGGREGATE DENSE 1-1/4 INCH SPECIAL TON	SPV.0195.003 SELECT SUBBASE TON
0100	STAGE 1									
	STH 50	1420+00	-	1436+00	---	1,530	---	---	---	---
		1436+00	-	1451+00	---	1,730	---	---	---	---
		STAGE 1 SUBTOTAL			0	3,260	0	0	0	0
	STAGE 2									
	STH 50	1398+00	-	1413+00	---	3,880	---	---	---	---
		1493+00	-	1428+00	---	3,160	---	---	---	---
		1428+00	-	1443+00	---	3,570	---	---	---	---
		1443+00	-	1458+00	---	2,480	---	---	---	---
		1458+00	-	1473+00	---	3,460	---	---	---	---
		1473+00	-	1482+00	---	1,880	---	---	---	---
		STAGE 2 SUBTOTAL			0	18,430	0	0	0	0
	STAGE 4A									
	118TH AVENUE	800+00	-	812+00	---	1,040	---	---	---	---
		812+00	-	816+00	---	230	---	---	---	---
		STAGE 4A SUBTOTAL			0	1,270	0	0	0	0
	STAGE 4									
	118TH AVENUE	800+00	-	812+00	---	390	---	---	---	---
		STAGE 4 SUBTOTAL			0	390	0	0	0	0
	STAGE 5									
	STH 50	1413+00	-	1428+00	---	1,530	---	---	---	---
		1428+00	-	1443+00	---	3,420	---	---	---	---
		1443+00	-	1458+00	---	3,080	---	---	---	---
		1458+00	-	1473+00	---	2,700	---	---	---	---
		STAGE 5 SUBTOTAL			0	10,730	0	0	0	0
	CATEGORY 0100 UNDISTRIBUTED				200	6,200	7,430	1,410	2,470	1,590
	CATEGORY 0100 TOTAL				2,230	71,280	51,960	9,840	28,370	18,210

* ADDITIONAL QUANTITY LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH TON	311.0110 * BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.001 BASE AGGREGATE DENSE 1-1/4 INCH SPECIAL TON	SPV.0195.003 SELECT SUBBASE TON
0800	STH 50	1425+00	-	1431+00	30	---	---	---	---	---
		1431+00	-	1436+00	70	---	---	---	---	---
		1436+00	-	1442+00	60	---	---	---	---	---
		1442+00	-	1448+00	150	---	---	---	---	---
		1448+00	-	1453+00	60	---	---	---	---	---
		1453+00	-	1459+00	60	---	---	---	---	---
		1459+00	-	1465+00	30	---	---	---	---	---
		STH 50 SUBTOTAL			460	0	0	0	0	0
0800	125TH AVENUE	071+00	-	077+00	40	---	---	---	---	---
		125TH AVENUE SUBTOTAL			40	0	0	0	0	0
0800	123RD AVENUE	410+00	-	415+00	80	---	---	---	---	---
		123RD AVENUE SUBTOTAL			80	0	0	0	0	0
0800	74TH STREET	416+00	-	418+00	100	---	---	---	---	---
		74TH STREET SUBTOTAL			100	0	0	0	0	0
0800	122ND AVENUE	500+00	-	506+00	100	---	---	---	---	---
		122ND AVENUE SUBTOTAL			100	0	0	0	0	0
0800	118TH AVENUE	812+00	-	816+00	30	---	---	---	---	---
		118TH AVENUE SUBTOTAL			30	0	0	0	0	0
		CATEGORY 0800 UNDISTRIBUTED			80	---	---	---	---	---
		CATEGORY 0800 TOTAL			890	0	0	0	0	0
0810	STH 50	1442+00	-	1448+00	60	---	---	---	---	---
		1448+00	-	1453+00	60	---	---	---	---	---
		1453+00	-	1459+00	20	---	---	---	---	---
		STH 50 SUBTOTAL			140	0	0	0	0	0
		CATEGORY 0810 UNDISTRIBUTED			20	---	---	---	---	---
		CATEGORY 0810 SUBTOTAL			160	0	0	0	0	0

* ADDITIONAL QUANTITY LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1-1/4 INCH TON	311.0110 * BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0195.001 BASE AGGREGATE DENSE 1-1/4 INCH SPECIAL TON	SPV.0195.003 SELECT SUBBASE TON
0820	STH 50	1425+00	-	1431+00	100	---	---	---	---	---
		1431+00	-	1436+00	110	---	---	---	---	---
		1436+00	-	1442+00	80	---	---	---	---	---
		1442+00	-	1448+00	120	---	---	---	---	---
		STH 50 SUBTOTAL			410	0	0	0	0	0
0820	125TH AVENUE	65+00	-	71+00	100	---	---	---	---	---
		71+00	-	77+00	40	---	---	---	---	---
		125TH AVENUE SUBTOTAL			140	0	0	0	0	0
0820	123RD AVENUE	398+00	-	404+00	110	---	---	---	---	---
		404+00	-	410+00	150	---	---	---	---	---
		123RD AVENUE SUBTOTAL			260	0	0	0	0	0
0820	76TH STREET	300+00	-	302+00	20	---	---	---	---	---
		76TH STREET SUBTOTAL			20	0	0	0	0	0
		CATEGORY 0820 UNDISTRIBUTED			80	---	---	---	---	---
		CATEGORY 0820 TOTAL			910	0	0	0	0	0
		PROJECT TOTAL			4,190	71,280	51,960	9,840	28,370	18,210

* ADDITIONAL QUANTITY LOCATED ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

CONCRETE PAVEMENT 8-INCH

CATEGORY	ROADWAY	STATION		STATION	415.0080 CONCRETE PAVEMENT 8-INCH SY
0100	123RD AVENUE				
		406+12	-	406+42	110
	122ND AVENUE				
		503+15	-	504+13	90
		PROJECT TOTAL			200

CONCRETE PAVEMENT 9-INCH

CATEGORY	ROADWAY	STATION		STATION	415.0090 CONCRETE PAVEMENT 9-INCH SY
0100	STH 50				
		1422+00	-	1425+00	3,435
		1425+00	-	1431+00	7,115
		1431+00	-	1436+00	4,995
		1436+00	-	1442+00	9,465
		1442+00	-	1448+00	8,710
		1448+00	-	1453+00	7,325
		1453+00	-	1459+00	9,220
		1459+00	-	1465+00	6,835
		1465+00	-	1467+00	600
		PROJECT TOTAL			57,700

CONCRETE PAVEMENT 10-INCH

CATEGORY	ROADWAY	STATION		STATION	415.0100 CONCRETE PAVEMENT 10-INCH SY
0100	RAMP SW				
		280+95'SW'	-	284+95'SW'	1,610
	RAMP NW				
		286+29'NW'	-	291+00'NW'	3,050
	RAMP SE				
		281+40'SE'	-	284+90'SE'	3,135
	RAMP NE				
		286+23'NE'	-	289+00'NE'	1,110
		PROJECT TOTAL			8,905

3

SHES CONCRETE PAVEMENT 9-INCH

CATEGORY	STAGE	LOCATION	SPV.0180.003 SHES CONCRETE PAVEMENT 9-INCH SY
0100	STAGE 4		
		STH 50 / 125TH AVENUE	340
		STH 50 / 123RD AVENUE	425
	STAGE 6		
		STH 50 / 125TH AVENUE	510
		STH 50 / 123RD AVENUE	320
	STAGE 7		
		STH 50 / 125TH AVENUE	450
		STH 50 / 123RD AVENUE	415
		PROJECT TOTAL	2,460

DRILLED TIE BARS & DRILLED DOWEL BARS

CATEGORY	ROADWAY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0100			
	STH 50	109	46
	125TH AVENUE	4	---
	77TH STREET	4	---
	RAMP SW	2	15
	RAMP NW	2	16
	RAMP SE	2	33
	RAMP NE	4	15
	118TH AVENUE	8	---
	ACCESS ROAD F	4	---
	PROJECT TOTAL	139	125

CONCRETE PAVEMENT GAPS

CATEGORY	STAGE	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EACH
0100	STAGE 3		
		STH 50/125TH AVENUE	1
		STH 50/123RD AVENUE	1
		STH 50/118TH AVENUE	1
	STAGE4		
		STH 50/125TH AVENUE	1
		STH 50/123RD AVENUE	1
		STH 50/118TH AVENUE	1
		PROJECT TOTALS	6

ALL ITEMS CATEGORY 0100 UNLESS NOTED

CONCRETE DRIVEWAY

CATEGORY	ROADWAY	STATION	SIDE	416.0170 CONCRETE DRIVEWAY 7-INCH SY
0100	STH 50			
		1424+52	LT	83
		STH 50 SUBTOTAL		83
	125TH AVENUE			
		67+18	RT	34
		67+21	LT	70
		73+78	RT	28
		125TH AVENUE SUBTOTAL		132
	123RD AVENUE			
		402+35	RT	31
		405+06	LT	32
		407+77	LT	26
		408+18	RT	37
		408+34	LT	37
		413+80	RT	32
		415+24	LT	37
		123RD AVENUE SUBTOTAL		232
	74TH STREET			
		416+40	RT	32
		417+11	LT	32
		74TH STREET SUBTOTAL		64

CONCRETE DRIVEWAY (CONTINUED)

CATEGORY	ROADWAY	STATION	SIDE	416.0170 CONCRETE DRIVEWAY 7-INCH SY
0100	122ND AVENUE			
		501+51	RT	33
		502+30	RT	32
		502+70	LT	42
		502+90	RT	32
		504+37	RT	32
		122ND AVENUE SUBTOTAL		171
	76TH ST			
		301+82	RT	26
		76TH STREET SUBTOTAL		26
	118TH STREET			
		806+19	LT	27
		807+65	RT	21
		808+50	LT	28
		809+07	RT	20
		809+91	RT	17
		118TH STREET SUBTOTAL		113
		PROJECT TOTAL		821

CONCRETE SURFACE DRAINS

CATEGORY	ROADWAY	LOCATION	SIDE	416.1010 CONCRETE SURFACE DRAINS CY
0100	STH 50	1422+00	RT	1.0
		1422+90	LT	1.2
		1463+40	RT	0.6
		1463+40	RT	0.6
		STH 50 SUBTOTAL		3.4
	RAMP SE			
		284+38	RT	2.0
		RAMP SE SUBTOTAL		2.0
		PROJECT TOTAL		5.4

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

HMA PAVEMENT ITEMS

CATEGORY	ROADWAY	STATION		STATION	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	455.0115 ASPHALTIC MATERIAL PG 64-22 TON	455.0120 ASPHALTIC MATERIAL PG 64-28 TON	455.0605 TACK COAT GAL
0100	STH 50								
		1459+00	-	1465+00	---	130	5	3	15
		1465+00	-	1469+00	---	420	15	9	55
		STH 50 SUBTOTAL			0	550	20	12	70
	125TH AVENUE								
		63+79	-	65+00	100	---	3	3	20
		65+00	-	69+88	990	---	37	18	150
		72+39	-	76+00	810	---	28	18	70
		76+00	-	82+00	630	---	7	27	105
		125TH AVENUE SUBTOTAL			2,530	0	75	66	345
	71ST STREET								
		82+00	-	7079+00	345	---	---	19	75
		7079+00	-	7085+00	275	---	---	16	60
		7085+00	-	7086+02	30	---	---	2	10
		71ST STREET SUBTOTAL			650	0	0	37	145
	77TH STREET								
		104+18	-	105+00	30	---	1	2	10
		105+00	-	111+00	355	---	7	13	65
		111+00	-	114+64	305	---	6	11	55
		77TH STREET SUBTOTAL			690	0	14	26	130
	123RD AVENUE								
		400+28	-	404+00	1075	---	42	18	155
		404+00	-	409+89	1660	---	65	27	245
		412+31	-	415+25	695	---	28	12	100
		123RD AVENUE SUBTOTAL			3,430	0	135	57	500

ALL ITEMS CATEGORY 0100 UNLESS NOTED

HMA PAVEMENT ITEMS (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	455.0115 ASPHALTIC MATERIAL PG 64-22 TON	455.0120 ASPHALTIC MATERIAL PG 64-28 TON	455.0605 TACK COAT GAL
0100	74TH STREET								
		415+25	-	418+71	570	---	23	10	85
		74TH STREET SUBTOTAL			570	0	23	10	85
	122ND AVENUE								
		501+28	-	506+00	410	---	14	10	40
		122ND AVENUE SUBTOTAL			410	0	14	10	40
	76TH ST / 122ND CT								
		300+36	-	354+83	655	---	22	15	60
		76TH ST / 122ND CT SUBTOTAL			655	0	22	15	60
	118TH AVENUE								
		805+25	-	806+00	130	---	5	3	10
		806+00	-	810+74	1,210	---	43	25	100
		813+30	-	814+08	245	---	9	5	20
		118TH AVENUE SUBTOTAL			1,585	0	57	33	130
	ACCESS ROAD F								
		903+00	-	904+44	160	---	6	4	15
		906+07	-	906+95	180	---	6	4	15
		ACCESS ROAD F SUBTOTAL			340	0	12	8	30
PROJECT TOTAL					10,860	550	372	274	1,535

INCENTIVE DENSITY HMA PAVEMENT

CATEGORY	LOCATION	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL
0100	UNDISTRIBUTED	$7,310
	PROJECT TOTAL	$7,310

ALL ITEMS CATEGORY 0100 UNLESS NOTED

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	ROADWAY	STATION	SIDE	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0100	STH 50			
		1432+43	LT	15
		STH 50 SUBTOTAL		15
	125TH AVENUE			
		67+18	RT	15
		67+21	LT	15
		73+78	RT	10
		77+53	RT	25
		125TH AVENUE SUBTOTAL		65
	77TH STREET			
		105+95	RT	20
		109+68	RT	90
		113+43	RT	45
		77TH STREET SUBTOTAL		155
	123RD AVENUE			
		402+35	RT	30
		405+06	LT	30
		407+77	LT	95
		408+18	RT	30
		408+34	LT	125
		413+80	RT	20
		415+25	LT	15
		123RD AVENUE SUBTOTAL		345
	74TH STREET			
		416+40	RT	15
		417+11	LT	15
		74TH STREET SUBTOTAL		30

3

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (CONTINUED)

CATEGORY	ROADWAY	STATION	SIDE	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0100	122ND AVENUE			
		501+51	RT	50
		502+31	RT	35
		502+70	LT	15
		502+90	RT	20
		504+37	RT	15
		122ND AVENUE SUBTOTAL		135
	76TH ST			
		301+81	RT	30
		76TH STREET SUBTOTAL		30
	122ND CT			
		350+00	RT	60
		354+25	LT	30
		122ND COURT SUBTOTAL		150
	118TH AVENUE			
		806+18	LT	20
		807+67	RT	25
		808+48	LT	25
		809+06	RT	30
		809+91	RT	35
		118TH AVENUE SUBTOTAL		135
		PROJECT TOTAL		1,060

ALL ITEMS CATEGORY 0100 UNLESS NOTED

ASPHALTIC SURFACE TEMPORARY

CATEGORY	ROADWAY	STATION		STATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0100	STAGE 1				
	STH 50	1421+00	-	1436+00	400
		1436+00	-	1451+00	640
		STAGE 1 SUBTOTAL			1,040
	STAGE 2				
	STH 50	1398+00	-	1413+00	1,300
		1413+00	-	1428+00	1,140
		1428+00	-	1443+00	1,220
		1443+00	-	1458+00	910
		1458+00	-	1473+00	1,290
		1473+00	-	1482+00	500
		STAGE 2 SUBTOTAL			6,360
	STAGE 4A				
	118TH AVENUE	800+00	-	812+00	310
		812+00	-	816+00	100
		STAGE 4A SUBTOTAL			410
	STAGE 4				
	118TH AVENUE	800+00	-	812+00	100
		STAGE 4 SUBTOTAL			100
	STAGE 5				
	STH 50	1413+00	-	1428+00	490
		1428+00	-	1443+00	1,140
		1443+00	-	1458+00	1,000
		1458+00	-	1473+00	850
		STAGE 5 SUBTOTAL			3,480
		PROJECT TOTAL			11,390

ASPHALTIC FLUMES

CATEGORY	ROADWAY	STATION	SIDE	465.0315 ASPHALTIC FLUMES SY
0100	125TH AVENUE			
		63+79	LT	13
		63+79	RT	12
		75+51	LT	7
		75+51	RT	10
		125TH AVENUE SUBTOTAL		42
	ACCESS ROAD F			
		900+55	LT	11
		902+98	LT	10
		ACCESS ROAD F SUBTOTAL		21
		PROJECT TOTAL		63

ALL ITEMS CATEGORY 0100 UNLESS NOTED

TEMPORARY CULVERT PIPE AND APRON ENDWALLS

CATEGORY			0100	0100	0100	0100
						**
			520.1012 AEW FOR CULVERT PIPE 12-INCH	520.1018 AEW FOR CULVERT PIPE 18-INCH	520.4018 CULVERT PIPE TEMPORARY 18-INCH	520.8000 CONCRETE COLLARS FOR PIPE
	STATION	OFFSET	EACH	EACH	LF	EACH
STAGE 1						
	1436+06	74' LT	---	1	---	---
	1440+96	73' LT	---	1	---	---
STAGE 2						
	1402+00	1.1' LT	---	1	---	---
	1422+19	9.7' RT	---	1	---	---
	1432+56	4.7' RT	---	1	73.0	1
	1434+69	7.5' RT	---	1	73.0	1
	1450+50	11.6' RT	---	1	---	---
	1456+00	12.3' RT	---	1	32.1	1
	1458+50	0.9' RT	---	1	---	---
	1462+50	5.8' RT	---	1	---	---
	1477+00	3' LT	---	1	---	---
STAGE 5						
	1434+06	7' LT	1	---	---	---
	1436+31	8.7' LT	1	---	---	---
	1453+56	1' RT	1	---	---	---
	1459+56	4.3' LT	1	---	---	---
PROJECT TOTALS			4	11	179	3

** ADDITIONAL QUANTITIES FOUND ELSEWHERE
NOTE: CONTRACTOR TO FIELD VERIFY ALL PIPE MATERIALS, SIZES AND ELEVATIONS BEFORE ORDERING MATERIAL

CULVERT PIPE CORRUGATED STEEL

CATEGORY	ROADWAY	INLET STATION	INLET OFFSET	INLET ELEVATION	DISCH STATION	DISCH OFFSET	DISCH ELEVATION	SLOPE	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	* STEEL THICKNESS IN	521.1012 AEW FOR CULVERT PIPE STEEL 12-INCH EACH	521.1018 AEW FOR CULVERT PIPE STEEL 18-INCH EACH	521.1024 AEW FOR CULVERT PIPE STEEL 24-INCH EACH	COMMENTS
0100	125TH AVENUE															
		68+77.0	67.6' LT	730.83	69+07.0	68.2' LT	730.28	1.82%	30	---	---	0.064	2	---	---	---
		77+29.3	67.8' RT	726.09	77+77.1	75.2' RT	725.97	0.24%	---	48	---	0.064	---	2	---	---
	77TH STREET															
		109+38.3	34.0' RT	720.29	109+98.3	34.3' RT	719.45	1.39%	---	---	60	0.064	---	---	2	---
PROJECT TOTAL									30	48	60		2	2	2	

* FOR INFORMATION ONLY
1. STATIONS AND OFFSETS ARE TO THE END OF PIPE. FIELD VERIFY CULVERT PIPE LOCATIONS AND ELEVATIONS PRIOR TO ORDERING MATERIAL.

ALL ITEMS CATEGORY 0100 UNLESS NOTED

APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	522.1012 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1054 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH	523.0529 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HE 29X45-INCH EACH	611.9800.S PIPE GRATES EACH
0100	100C	281+00.0'SW'	18.0' LT	---	---	---	1	---	---	---	---
	102E	284+00.00'SW'	27.0' LT	---	---	---	1	---	---	---	---
	105B	288+50.0'NW'	33.5' LT	---	---	---	---	1	---	---	---
	623A	351+41.0	21.0' LT	---	---	1	---	---	---	---	---
	623B	351+29.0	39.1' RT	---	---	1	---	---	---	---	---
	624A	352+80.0	53.0' RT	1	---	---	---	---	---	---	---
	---	1420+85	2.9' LT	---	---	1	---	---	---	---	---
	638A	1444+39.0	122.0' RT	---	---	---	---	---	1	---	---
	646	1450+50.0	147.0' RT	---	---	---	1	---	---	---	---
	649A	1456+92.0	89.0' RT	1	---	---	---	---	---	---	---
	650G	1457+88.0	92.5' RT	1	---	---	---	---	---	---	---
	652	1461+75.0	95.0' RT	---	---	---	1	---	---	---	---
	658B	805+50.0	59.0' RT	---	---	---	---	---	---	1	---
	662E	1463+00.0	75.0' RT	1	---	---	---	---	---	---	---
	663B	1466+50.0	66.1' RT	---	1	---	---	---	---	---	---
	---	1468+79	4.0' LT	---	---	1	---	---	---	---	---
	---	1469+74	2.2' LT	---	---	1	---	---	---	---	---
	665E	77+96.0	39.5' LT	---	---	---	1	---	---	---	1
	666A	77+96.3	52.5' RT	---	---	---	1	---	---	---	---
	669A	1463+70	115.5' LT	---	---	---	1	---	---	---	---
		PROJECT TOTAL		4	1	5	7	1	1	1	1

RETAINING WALL ITEMS

CATEGORY					0100 532.0200.S WALL MODULAR BLOCK GRAVITY SF	0100 513.2050.S RAILING PIPE LF	6100 SPV.0090.001 FENCE SPLIT RAIL WOOD THREE-RAIL LF
ROADWAY	FROM STATION	OFFSET	TO STATION	OFFSET			
123RD AVENUE	409+25	52.0' LT	409+88	59.6' LT	195	---	64
122ND AVENUE	503+10	32.5' RT	504+20	32.5' RT	355	110	---
PROJECT TOTAL					550	110	64

ALL ITEMS CATEGORY 0100 UNLESS NOTED

CONCRETE CURB AND GUTTER

CATEGORY	ROADWAY	STATION		STATION	601.0110 CONCRETE CURB TYPE D LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	602.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONC CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0555 CONC CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
0100	STH 50										
		1422+00	-	1425+00	---	---	---	1,220	---	---	---
		1425+00	-	1431+00	---	---	---	3,575	---	---	---
		1431+00	-	1436+00	---	---	---	2,845	65	---	---
		1436+00	-	1442+00	---	---	---	3,075	---	---	---
		1442+00	-	1448+00	---	---	---	2,170	---	---	---
		1448+00	-	1453+00	---	---	---	1,735	---	---	---
		1453+00	-	1459+00	---	---	---	2,870	---	---	---
		1459+00	-	1465+00	---	---	---	2,080	---	---	---
		STH 50 SUBTOTAL			0	0	0	19,570	65	0	0
	125TH AVENUE										
		63+79	-	65+00	---	---	---	---	245	---	---
		65+00	-	69+88	---	---	---	---	1,700	---	---
		72+39	-	76+00	---	---	---	---	1,665	---	---
		76+00	-	82+00	---	---	---	---	765	---	---
		125TH AVENUE SUBTOTAL			0	0	0	0	4,375	0	0
	77TH STREET										
		104+18	-	105+00	---	---	---	---	---	---	---
		105+00	-	111+00	---	---	---	---	405	---	---
		111+00	-	114+64	65	---	20	---	175	---	---
		77TH STREET SUBTOTAL			65	0	20	0	580	0	0
	123RD AVENUE										
		400+28	-	404+00	---	---	---	---	1,305	---	---
		404+00	-	409+89	---	---	---	135	915	---	---
		412+31	-	415+25	35	---	---	---	905	---	---
		123RD AVENUE SUBTOTAL			35	0	0	135	3,125	0	0
	74TH STREET										
		415+25	-	418+71	25	---	---	---	740	---	---
		74TH STREET SUBTOTAL			25	0	0	0	740	0	0
	122ND AVENUE										
		500+65	-	504+92	25	80	---	10	485	---	---
		122ND AVENUE SUBTOTAL			25	80	0	10	485	0	0

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

CONCRETE CURB AND GUTTER (CONTINUED)

CATEGORY	ROADWAY	STATION	STATION	601.0110 CONCRETE CURB TYPE D LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONC CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0555 CONC CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF
0100	76TH STREET/ 122ND COURT	300+36	302+50	---	---	---	---	350	---	---
		350+00	354+83	---	---	---	---	---	---	---
		76TH ST/ 122ND CT SUBTOTAL		0	0	0	0	350	0	0
	RAMP SW									
		280+95'SW'	984+95'SW'	---	---	---	115	---	395	10
		RAMP SW SUBTOTAL		0	0	0	115	0	395	10
	RAMP NW									
		286+29'NW'	291+00'NW'	---	---	---	640	---	---	---
		RAMP NW SUBTOTAL		0	0	0	640	0	0	0
	RAMP SE									
		284+40'SE'	284+90'SE'	---	---	---	70	---	350	6
		RAMP SE SUBTOTAL		0	0	0	70	0	350	6
	RAMP NE									
		286+23'NE'	289+00'NE'	---	---	---	550	---	---	---
		RAMP NE SUBTOTAL		0	0	0	550	0	0	0
	118TH AVENUE									
		805+25	806+00	---	---	---	---	155	---	---
		806+00	810+75	---	---	---	---	1,345	---	---
		813+30	814+09	---	---	---	---	320	---	---
		118TH AVENUE SUBTOTAL		0	0	0	0	1,820	0	0
	ACCESS ROAD F									
		903+00	904+44	---	---	---	---	100	---	---
		906+20	906+95	---	---	---	---	230	---	---
		ACCESS ROAD F SUBTOTAL		0	0	0	0	2,150	0	0
		PROJECT TOTAL		150	80	20	21,090	13,690	745	16

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

CONCRETE SIDEWALK ITEMS

CATEGORY	ROADWAY	STATION		STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0100	STH 50						
		1425+00	-	1431+00	2,360	---	224
		1431+00	-	1436+00	3,020	---	16
		1436+00	-	1442+00	2,090	---	192
		1442+00	-	1448+00	1,930	---	96
		1448+00	-	1453+00	670	---	96
		1453+00	-	1459+00	3,820	---	192
		1459+00	-	1465+00	2,800	---	---
		STH 50 SUBTOTAL			16,690	0	816
	125TH AVENUE						
		65+00	-	71+00	3,830	---	---
		71+00	-	76+00	4,290	---	---
		125TH AVENUE SUBTOTAL			8,120	0	0
	123RD AVENUE						
		398+00	-	404+00	1,430	---	16
		404+00	-	410+00	---	---	18
		410+00	-	415+00	1,830	---	---
		123RD AVENUE SUBTOTAL			3,260	0	34
	122ND AVENUE						
		500+00	-	504+92	---	---	32
		122ND AVENUE SUBTOTAL			0	0	32
	118TH AVENUE						
		806+00	-	812+00	2,250	---	---
		812+00	-	816+00	1,500	---	---
		118TH AVENUE SUBTOTAL			3,750	0	0
	STAGE 7						
		1415+00	-	1428+00	1,260	---	---
		STAGE 7 SUBTOTAL			1,260	0	0
		CATEGORY 0100 TOTAL			33,080	0	882

CONCRETE SIDEWALK ITEMS (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0800	STH 50						
		1425+00	-	1431+00	770	45	---
		1431+00	-	1436+00	2,300	95	---
		1436+00	-	1442+00	2,100	190	---
		1442+00	-	1448+00	5,440	95	---
		1448+00	-	1453+00	2,160	85	---
		1453+00	-	1459+00	2,240	110	---
		1459+00	-	1465+00	990	---	---
		STH 50 SUBTOTAL			16,000	620	0
	125TH AVENUE						
		71+00	-	77+00	1,290	---	---
		125TH AVENUE SUBTOTAL			1,290	0	0
	123RD AVENUE						
		410+00	-	415+00	2,870	---	---
		123RD AVENUE SUBTOTAL			2,870	0	0
	74TH STREET						
		416+00	-	418+00	3,110	420	---
		74TH STREET SUBTOTAL			3,110	420	0
	122ND AVENUE						
		500+00	-	504+92	3,190	340	---
		122ND AVENUE SUBTOTAL			3,190	340	0
	118TH AVENUE						
		812+00	-	816+00	1,060	---	---
		118TH AVENUE SUBTOTAL			1,060	0	0
		CATEGORY 0800 TOTAL			27,520	1,380	0

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

CONCRETE SIDEWALK ITEMS (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0510 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0810	STH 50						
		1442+00	-	1448+00	2,060	---	---
		1448+00	-	1453+00	1,970	95	---
		1453+00	-	1459+00	450	230	---
		STH 50 SUBTOTAL			4,480	325	0
		CATEGORY 0810 TOTAL			4,480	325	0
0820	STH 50						
		1425+00	-	1431+00	2,780	870	---
		1431+00	-	1436+00	4,010	---	---
		1436+00	-	1442+00	2,100	750	---
		1442+00	-	1448+00	4,270	180	---
		STH 50 SUBTOTAL			13,160	1,800	0
	125TH AVENUE						
		65+00	-	71+00	3,310	430	---
		71+00	-	77+00	1,460	---	---
		125TH AVENUE SUBTOTAL			3,310	430	0
	123RD AVENUE						
		398+00	-	404+00	3,650	140	---
		404+00	-	410+00	5,020	740	---
		123RD AVENUE SUBTOTAL			8,670	880	0
	76TH STREET						
		300+00	-	302+00	550	---	---
		76TH STREET SUBTOTAL			550	0	0
		CATEGORY 0820 TOTAL			25,690	3,110	0
		PROJECT TOTAL			90,770	4,815	882

ALL ITEMS CATEGORY 0100 UNLESS NOTED

CONCRETE SAFETY ISLANDS

CATEGORY	ROADWAY	STATION		STATION	602.2400 CONCRETE SAFETY ISLANDS SF
0100	STH 50				
		1425+00	-	1431+00	2,600
		1436+00	-	1442+00	2,410
		1442+00	-	1448+00	1,710
		1448+00	-	1453+00	3,295
		1453+00	-	1459+00	2,110
		1459+00	-	1465+00	670
	PROJECT TOTAL				12,795

CONCRETE BARRIER TEMPORARY PRECAST

CATEGORY				0100 SPV.0090.008 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED AND INITIAL INSTALLATION	0100 SPV.0090.009 CONCRETE BARRIER TEMPORARY PRECAST FINAL REMOVAL	6100 614.0905 CRASH CUSHIONS TEMPORARY
ROADWAY	STATION	STATION	SIDE	LF	LF	EACH
STH 50						
	1462+00	- 1465+00	RT	300	300	1
	1463+20	- 1466+20	LT	300	300	1
RAMP SE						
	278+40 'SE'	- 281+40 'SE'	RT	---	300	---
PROJECT TOTAL				600	900	2

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
100A	281+00.0'SW'	29.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	697.27	4.8
100B	281+00.0'SW'	9.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	697.36	4.9
100C	281+00.0'SW'	18.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
101A	283+10.0'SW'	29.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	692.99	4.8
101B	283+00.0'SW'	29.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	693.20	5.1
101	283+00.0'SW'	37.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	694.37	6.0
102	284+06.1'SW'	37.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	693.15	5.3
102A	284+16.1'SW'	29.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	691.96	4.4
102B	284+06.1'SW'	29.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	691.98	4.5
102C	284+10.0'SW'	9.0' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	692.46	5.1
102D	284+00.0'SW'	9.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	692.47	5.2
102E	284+00.0'SW'	27.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
103A	287+09.8'NW'	32.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.28	2.5
103B	287+00.0'NW'	34.2' LT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.26	2.5
103C	286+75.0'NW'	11.2'LT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.59	3.0
103D	286+80.0'NW'	2.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.57	2.9
103E	286+70.0'NW'	2.4' LT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.55	3.0
103F	286+63.0'NW'	37.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.30	2.8
103G	286+73.0'NW'	37.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	692.30	2.8
103	286+73.0'NW'	45.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	693.47	3.8
104	288+50.0'NW'	53.9' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	697.60	6.4
105	288+50.0'NW'	45.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	694.80	5.6
105A	288+50.0'NW'	37.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	693.41	4.5
105B	288+50.0'NW'	33.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
106A	284+50.0'SE'	12.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	690.88	3.7
106B	284+60.0'SE'	2.1' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	691.13	3.9
106C	284+50.0'SE'	2.4' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	691.13	4.0
106	284+50.0'SE'	18.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	691.25	5.5
107A	284+15.3'SE'	49.5' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	690.90	3.8
107B	284+05.3'SE'	49.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	690.91	3.9
107	284+00.0'SE'	18.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	691.54	6.0
108A	282+00.3'SE'	49.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	694.77	4.8
108	282+00.0'SE'	18.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	695.37	12.2
109A	287+05.3'NE'	29.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	690.76	2.8
109B	286+95.3'NE'	29.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	690.76	2.9
109C	1449+65.0	111.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	690.50	2.9
109D	287+04.5'NE'	9.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	690.95	3.0
109	286+95.0'NE'	18.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	690.99	4.5
110	288+25.0'NE'	18.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	692.41	6.3
111	283+50.0'SE'	18.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	692.18	6.2
600A	1425+00.0	77.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	727.40	2.2
600B	1424+85.0	62.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	728.70	2.7
600C	1424+85.0	15.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	728.89	3.3
600D	1424+85.0	71.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	728.55	2.6
600E	1424+85.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	729.04	3.4
600F	1424+85.0	13.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	728.88	3.3
600	1424+85.0	1.8' LT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	728.80	3.9
601A	1421+97.9	5.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	724.65	2.0
601B	1421+97.8	17.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	725.10	2.4
601	1421+97.7	4.6' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	725.35	3.0
602A	1427+99.0	21.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	730.31	2.6
602B	1427+99.0	14.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	730.21	2.6
602C	1428+19.0	0.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	730.02	2.7
602D	1428+19.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	730.25	3.2
602E	1428+23.0	96.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	729.14	2.6

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
602F	1427+98.0	85.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.54	3.1
602G	1428+18.0	70.6' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.71	3.4
602	1428+19.0	51.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	730.15	3.7
603A	67+51.0	50.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	731.63	2.6
603	67+51.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	732.25	3.0
604A	69+50.0	69.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	729.50	3.0
604B	69+84.0	53.1' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.34	2.2
604C	70+07.0	22.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.80	2.9
604D	70+17.9	22.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.80	3.0
604E	70+10.0	13.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.52	2.7
604F	70+20.0	13.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.47	2.7
604G	70+20.0	1.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.59	2.9
604H	70+21.7	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.59	3.0
604I	69+98.0	54.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	728.86	1.7
604J	70+03.0	31.2' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.23	2.2
604K	70+24.0	41.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	728.99	2.0
604L	70+22.3	30.4' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.36	2.4
604	70+21.5	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	729.50	2.9
605A	72+28.5	66.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.00	1.7
605B	72+00.0	54.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.14	1.8
605C	72+22.0	43.1' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	729.46	2.3
605D	72+10.0	22.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.71	2.7
605E	72+10.5	13.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.66	2.7
605F	72+22.0	1.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.50	2.6
605G	72+10.0	1.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.53	2.8
605H	72+09.1	54.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	728.94	2.1
605I	71+98.1	10.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.62	2.6
605J	72+10.0	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	729.61	2.9
605	72+10.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	729.50	2.6
606	1429+07.3	51.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	729.73	4.1
607A	1431+74.0	86.2' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
607B	1431+75.0	74.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	725.86	2.6
607C	1431+75.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	726.42	3.6
607D	1431+75.0	0.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	726.67	4.1
607E	1431+75.0	14.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	726.43	4.0
607F	1431+75.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	726.43	4.0
607G	1431+85.0	62.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	725.92	2.6
607H	1431+75.0	62.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	726.11	3.1
607	1431+75.0	51.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	726.31	3.9
608A	1433+79.0	74.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	721.30	2.6
608B	1433+46.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	722.71	4.3
608C	1433+46.0	13.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	722.50	4.2
608D	1434+50.0	10.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	719.70	2.6
608E	1434+50.0	3.8' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	719.56	2.9
608F	1434+50.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	719.92	3.4
608G	1434+50.0	72.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	719.40	3.0
608	1434+50.0	51.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	719.80	4.0
609A	1437+12.6	96.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	712.00	2.6
609B	1436+90.0	89.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	712.58	3.3
609C	1436+77.0	20.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	713.67	4.7
609D	1436+77.0	14.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	713.62	4.7
609E	1436+90.0	0.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	713.12	4.4
609F	1436+90.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	713.32	4.7
609G	1436+73.9	97.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	712.90	3.2
609H	1436+84.6	86.2' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	712.90	2.9

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
609	1436+90.0	51.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	713.24	5.8
610A	408+72.3	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	708.80	2.9
610B	408+72.3	37.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	708.53	2.9
610	408+72.3	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	708.89	3.1
611A	409+99.1	10.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	710.83	5.1
611B	409+99.1	1.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	710.62	5.0
611	409+99.1	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	710.20	5.1
612	1437+82.2	51.3' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	710.72	5.9
613B	1439+64.0	76.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	705.22	2.6
613C	1439+64.0	14.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	705.32	4.8
613D	1439+64.0	23.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	705.22	4.9
613E	1439+64.0	64.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	705.46	5.1
613	1439+64.0	53.4' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	705.66	6.9
615A	407+55.0	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	707.31	2.9
615	407+55.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	707.67	3.5
616A	406+53.5	45.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
616B	406+52.8	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	706.83	3.3
616C	406+66.2	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	706.82	3.4
616D	406+77.0	47.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	706.62	2.9
616E	406+66.2	47.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	706.62	3.0
616	406+66.2	18.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	707.18	4.1
617A	402+95.0	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	714.13	2.9
617B	402+95.0	3.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	714.60	3.8
617C	402+75.0	9.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	715.15	2.9
617D	402+95.0	37.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	714.13	2.9
617	402+95.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	714.49	4.1
618A	404+32.0	37.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	710.21	2.9
618	404+32.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	710.57	3.7
619A	404+50.1	52.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	710.00	4.5
619B	405+00.5	65.0' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	709.85	3.8
619C	404+82.0	37.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	708.93	4.0
619	404+96.0	30.0' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	708.74	3.8
620	405+30.9	18.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	708.32	6.2
621A	301+59.6	52.6' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	700.60	2.5
621B	301+59.0	17.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	704.27	5.5
621C	301+65.0	25.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	703.93	3.7
621	301+65.0	18.0' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	704.05	5.6
622A	302+22.0	30.3' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	699.48	2.7
622B	350+19.1	41.4' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	699.50	2.2
622	350+25.0	19.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	701.19	4.3
623A	351+41.0	21.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	697.75	---
			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.00	
			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.00	
623B	351+29.0	39.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	698.67	---
			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.00	
			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.00	
623	351+34.0	19.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	700.26	4.4
624A	352+80.0	53.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	698.65	-0.3
624B	353+53.0	53.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	699.68	3.7
			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.00	
624	353+53.0	19.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	701.36	7.5
625	1440+45.0	54.4' RT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	703.43	11.4
626A	413+19.0	39.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	709.55	2.9
626B	413+19.0	1.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	709.60	3.4
626C	413+19.0	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	709.72	3.6

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
626D	413+19.0	26.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	709.47	2.9
626	413+19.0	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	709.60	3.8
627A	414+60.7	37.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	706.78	2.9
627B	414+60.7	27.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	706.93	2.9
627	414+60.7	18.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	707.10	3.8
628A	1437+29.0	442.4' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	705.80	2.9
628	415+42.8	12.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	706.17	3.9
629A	416+75.0	19.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	702.67	2.9
629B	416+75.0	19.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	702.67	2.9
629	416+75.0	12.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	702.79	4.0
630A	418+13.0	19.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	699.86	2.9
630B	418+13.0	31.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	700.29	2.9
630	418+13.0	12.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	700.42	3.8
631A	504+10.9	16.4' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	700.41	2.9
631	504+10.9	6.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	700.59	4.2
632A	503+38.0	23.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	701.12	2.8
632	503+38.0	6.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	701.44	5.3
633A	501+64.8	23.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	700.96	3.4
633B	501+75.1	19.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	701.15	4.4
633	501+67.0	6.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	701.35	5.7
634A	501+08.0	1.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	701.10	3.5
634	501+08.0	8.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	700.91	5.4
635	1441+38.0	67.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	700.68	6.0
636A	1440+42.0	24.8' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	703.64	3.6
636B	1440+42.0	16.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	703.46	3.5
636C	1441+38.0	0.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	700.48	6.3
636D	1441+38.0	12.6' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	700.73	6.7
636E	1441+38.0	77.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	700.46	5.6
636	1441+38.0	55.5' RT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	700.89	10.0
637A	1443+80.0	81.8' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	693.97	2.1
637B	1443+80.0	27.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	694.53	3.2
637C	1443+80.0	2.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	694.27	3.1
637D	1443+80.0	81.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	693.97	2.9
637	1443+80.0	58.3' RT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	694.41	6.0
638	1444+35.0	59.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	693.44	5.6
638A	1444+39.0	122.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
640A	1444+95.6	30.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	692.91	3.6
640B	1444+81.6	30.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	693.02	3.8
640C	1444+96.1	4.7' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	692.64	3.5
640D	1444+82.1	4.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	692.76	3.7
640E	1444+94.6	71.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	692.72	4.0
640F	1444+95.8	85.6' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	692.75	4.1
641A	1447+43.0	4.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	691.58	2.7
641B	1448+07.2	71.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	691.43	3.0
641C	1448+17.2	71.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	691.39	3.0
641	1448+42.3	64.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	691.35	5.1
642A	1447+49.5	4.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	691.58	2.7
643A	1447+86.4	71.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	691.49	3.0
643B	1447+96.4	71.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	691.48	3.0
643	1448+42.4	59.5' RT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	691.42	5.6
644A	1452+16.0	98.9' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	689.23	2.6
644B	1451+75.0	79.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	689.58	3.1
644C	1451+75.0	18.4' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	690.06	3.8
644D	1451+75.0	2.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	689.86	3.6
644E	1451+75.0	83.5 RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	689.58	2.6

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
644	1451+75.0	60.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	690.02	3.7
645	1450+50.0	60.0' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	690.52	4.6
646	1450+50.0	147' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	684.61	---
647A	1454+10.0	20.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	689.17	2.6
647B	1454+00.0	22.1' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	689.24	2.8
647C	1454+10.0	2.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.70	2.6
647D	1454+00.0	2.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.82	2.8
647E	1453+92.3	94.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	688.39	2.6
647	1454+00.0	60.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	689.15	4.9
648A	1456+00.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.44	2.6
648B	1456+00.0	6.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.25	3.0
648C	1456+00.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.13	3.1
648D	1456+00.0	28.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.44	3.6
648	1456+00.0	58.4' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	688.32	4.8
649A	1456+92.0	89.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	682.80	-0.3
649	1456+92.0	82.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	687.48	4.4
650A	1457+60.0	74.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	687.24	2.6
650B	1457+83.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	687.69	3.4
650C	1457+83.0	13.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	687.36	3.1
650D	1458+00.0	0.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	687.11	3.0
650E	1458+00.0	13.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	687.51	3.5
650F	1457+88.0	67.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	687.37	3.7
650G	1457+88.0	92.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	682.10	---
650	1457+88.0	82.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	687.10	4.4
651A	1459+90.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	686.87	2.6
651B	1460+00.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	686.83	2.7
651C	1459+90.0	10.4' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	686.02	1.9
651D	1460+00.0	11.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	685.90	1.9
651E	1460+00.0	3.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	686.14	2.3
651F	1460+00.0	23.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	686.84	3.3
651G	1460+00.0	76.3' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	686.28	3.4
651H	1460+00.0	106' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	683.13	2.2
651	1460+00.0	90' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	686.31	4.3
652	1461+75.0	95.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	680.20	---
653A	812+95.0	54.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.70	2.6
653B	812+95.0	44.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	688.72	2.7
653C	813+49.2	59.2' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	687.95	2.3
653D	813+39.4	61.1' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	688.06	2.5
653	813+39.2	36.5' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	688.33	2.7
654A	813+48.9	3.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	688.18	2.4
654B	813+38.9	3.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	688.20	2.9
654C	813+29.9	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	688.43	2.6
654D	813+39.9	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	688.42	3.2
654E	813+50.4	44.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	687.93	3.9
654F	813+40.1	46.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	687.97	4.0
654G	812+65.9	66.2' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	688.40	2.6
654	812+91.7	95.9' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	688.63	5.0
655A	810+17.9	68.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
655B	810+18.0	51.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	685.90	3.2
655	810+18.0	40.0' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	686.10	3.7
656A	809+27.0	52.8' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
656B	808+89.0	39.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	683.94	2.7
656C	808+89.0	0.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	684.69	3.9
656D	808+89.0	7.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1	684.51	3.8
656E	808+85.0	44.4' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	683.81	2.5

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLE 4-FT DIAMETER EACH	611.2006 MANHOLE 6-FT DIAMETER EACH	611.2007 MANHOLE 7-FT DIAMETER EACH	611.2008 MANHOLE 8-FT DIAMETER EACH	SPV.0060.001 MANHOLE 9-FT DIAMETER EACH	** 611.3220 INLET 2X2-FT EACH	611.3230 INLET 2X3-FT EACH	611.3901 INLET MEDIAN 1 GRATE EACH	611.3902 INLET MEDIAN 2 GRATE EACH	** 611.0420 RECONST MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	** 611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	** 611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	RIM OR FLANGE ELEV	STR DEPTH FEET
656	808+85.0	28.5' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	684.10	3.6
657A	807+62.5	40.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	682.94	2.7
657B	806+94.0	31.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	682.84	2.8
657C	807+04.0	31.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	682.84	3.1
657D	807+25.0	37.2' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	682.76	2.8
657E	807+15.0	36.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	682.84	3.1
657	807+13.0	25.4' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	683.02	3.4
658A	806+48.1	42.7' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	681.98	2.2
658	806+48.0	21.3' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	683.54	4.1
658B	805+50.0	59.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
659	1458+40.4	70.6' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	686.97	6.6
660A	1459+65.2	70.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	686.50	2.6
660B	1459+75.2	69.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	686.48	2.7
660	1459+75.0	80.5' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	687.26	5.3
661	906+34.6	51.8' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	687.00	5.6
661A	906+39.0	28.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	685.71	4.6
661B	906+39.3	42.4' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	685.06	4.2
662A	1463+00.0	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	685.64	4.0
662B	1463+00.0	2.8' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	684.12	2.7
662C	1463+00.0	12.2' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	684.24	2.9
662D	1463+00.0	21.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	685.64	4.4
662E	1463+00.0	75.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
663A	1466+50.0	3.9' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	2	---	---	---	---	681.89	2.7
663B	1466+50.0	66.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
664A	108+11.5	21.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	725.29	2.7
664B	109+61.2	35' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	721.78	2.7
664	113+00.0	34.3' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	717.39	2.8
665A	76+89.0	1.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	728.24	2.7
665B	76+89.0	10.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	728.29	2.8
665C	78+14.7	10.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	727.90	2.7
665D	78+14.7	1.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	727.76	2.7
665E	77+96.0	39.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	724.50	---
665	77+96.3	6.5' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	727.88	3.0
666A	77+96.3	52.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
667	1448+43.4	1.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	691.24	5.3
668	1456+73.6	86.3' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
669	1463+47.7	122.3' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	680.40	---
669A	1463+70.0	115.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
TOTALS			34	44	5	3	1	4	169	12	1	11	59	1	108	11	75	14	5	1	4	25			

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	608.0412 ** 12-INCH (LF)	608.0415 15-INCH (LF)	608.0418 ** 18-INCH (LF)	608.0424 CLASS IV 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P100A	100A	100B	691.68	691.30	1.00%	---	---	---	38.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P100B	100B	100C	691.30	691.21	1.00%	---	---	---	9.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
P100C	100C	ENDWALL	691.21			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P101A	101A	101B	687.33	687.28	0.50%	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P101B	101B	101	687.28	687.24	0.50%	---	---	---	8.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
P101C	101	102	687.24	686.72	0.50%	---	---	---	104.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P102	102	102B	686.72	686.68	0.50%	---	---	---	---	---	---	---	---	---	---	8.0	---	---	---	---	---	---	---	
P102A	102A	102B	686.73	686.68	0.50%	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	SEE NOTE 6
P102B	102B	102D	686.68	686.48	0.50%	---	---	---	---	---	---	---	---	---	---	39.0	---	---	---	---	---	---	---	SEE NOTE 6
P102C	102C	102D	686.48	686.43	0.50%	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 7
P102D	102D	102E	686.43	686.34	0.50%	---	---	---	18.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 7
	102E	ENDWALL	686.34			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P103A	103A	103B	688.92	688.89	0.30%	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	
P103B	103B	103C	688.89	688.79	0.30%	---	---	---	---	---	---	---	---	---	34.0	---	---	---	---	---	---	---	---	SEE NOTE 7
P103C	103C	103E	688.79	688.76	0.30%	---	---	---	---	---	---	---	---	---	10.1	---	---	---	---	---	---	---	---	SEE NOTE 7
P103D	103D	103E	688.79	688.76	0.30%	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	
P103E	103E	103G	688.76	688.64	0.30%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	40.0	---	---	SEE NOTE 6
P103F	103F	103G	688.67	688.64	0.30%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.0	---	---	SEE NOTE 6
P103G	103G	103	688.64	688.61	0.30%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	8.0	---	---	SEE NOTE 6
P103	103	105	688.61	688.08	0.30%	---	---	---	---	---	---	---	---	---	---	177.0	---	---	---	---	---	---	---	
P104	104	105	690.12	689.95	2.00%	---	---	---	8.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 8
P105	105	105A	688.08	688.06	0.30%	---	---	---	---	---	---	---	---	---	---	---	8.0	---	---	---	---	---	---	
P105A	105A	105B	688.06	687.85	0.30%	---	---	---	---	---	---	---	---	---	---	---	71.0	---	---	---	---	---	---	SEE NOTE 6
	105B	ENDWALL	687.85			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P106A	106A	106C	686.36	686.31	0.50%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.1	---	---	SEE NOTE 6
P106B	106B	106C	686.36	686.31	0.50%	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	SEE NOTE 6
P106C	106C	106	686.31	686.21	0.50%	---	---	---	---	---	---	---	---	---	---	20.4	---	---	---	---	---	---	---	SEE NOTE 6
	106	EX SYSTEM	685.38			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 9
P107A	107A	107B	686.27	686.22	0.50%	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	SEE NOTE 6
P107B	107B	107	686.22	686.06	0.50%	---	---	---	---	---	---	---	---	---	---	31.9	---	---	---	---	---	---	---	
	107	EX SYSTEM	685.23			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P108A	108A	108	689.19	688.87	1.00%	---	---	---	31.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
	108	EX SYSTEM	682.88			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 9
P109A	109A	109B	687.08	687.03	0.50%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.0	---	---	SEE NOTE 6
P109B	109B	109	687.03	686.97	0.50%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	11.5	---	---	SEE NOTE 6
P109C	109C	109D	687.63	687.12	0.50%	---	---	---	---	---	---	---	---	---	103.3	---	---	---	---	---	---	---	---	
P109D	109D	109	687.12	686.97	0.50%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	29.1	---	---	SEE NOTE 6
	109	EX SYSTEM	686.14			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 9
	110	EX SYSTEM	685.79			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 10
	111	EX SYSTEM	685.63			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 11
P600A	600A	600B	725.23	725.12	0.52%	---	---	---	---	---	---	---	21.0	---	---	---	---	---	---	---	---	---	---	
P600B	600B	600C	725.12	724.73	0.83%	---	---	---	---	---	---	---	46.9	---	---	---	---	---	---	---	---	---	---	
P600C	600C	600	724.73	724.60	0.94%	---	---	---	---	---	---	---	13.8	---	---	---	---	---	---	---	---	---	---	
P600D	600D	600E	725.13	724.77	0.73%	---	---	---	---	---	---	---	49.5	---	---	---	---	---	---	---	---	---	---	
P600E	600E	600F	724.77	724.71	0.73%	---	---	---	---	---	---	---	8.2	---	---	---	---	---	---	---	---	---	---	
P600F	600F	600	724.71	724.60	0.73%	---	---	---	---	---	---	---	15.1	---	---	---	---	---	---	---	---	---	---	
P600	600	601	724.10	721.23	1.00%	---	---	---	---	---	---	---	---	---	287.4	---	---	---	---	---	---	---	---	SEE NOTE 6
P601A	601A	601	721.84	721.73	1.04%	---	---	---	---	---	---	---	10.6	---	---	---	---	---	---	---	---	---	---	
P601B	601B	601	721.87	721.73	1.05%	---	---	---	---	---	---	---	13.3	---	---	---	---	---	---	---	---	---	---	
	601	EX SYSTEM	721.23			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P602A	602A	602B	726.89	726.79	1.54%	---	---	---	---	---	---	---	6.5	---	---	---	---	---	---	---	---	---	---	
P602B	602B	602C	726.79	726.48	1.24%	---	---	---	---	---	---	---	25.0	---	---	---	---	---	---	---	---	---	---	
P602C	602C	602D	726.48	726.22	1.24%	---	---	---	---	---	---	---	21.0	---	---	---	---	---	---	---	---	---	---	
P602D	602D	602	726.22	725.85	1.25%	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	---	---	---	
P602E	602E	602F	725.72	725.58	0.51%	---	---	---	---	---	---	---	27.5	---	---	---	---	---	---	---	---	---	---	

* NOT A BID ITEM. FOR INFORMATION PURPOSES ONLY.
** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	608.0412 ** 12-INCH (LF)	608.0415 15-INCH (LF)	608.0418 ** 18-INCH (LF)	608.0424 CLASS IV 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P602F	602F	602G	725.58	725.45	0.53%	---	---	---	---	---	---	---	24.6	---	---	---	---	---	---	---	---	---	---	
P602G	602G	602	725.45	725.35	0.51%	---	---	---	---	---	---	---	19.6	---	---	---	---	---	---	---	---	---	---	
P602	602	606	725.35	725.00	0.40%	---	---	---	---	---	---	---	---	---	88.3	---	---	---	---	---	---	---	---	
P603A	603A	603	728.98	728.66	1.00%	---	---	---	---	---	---	---	32.0	---	---	---	---	---	---	---	---	---	---	
P603	603	604	728.12	725.50	0.97%	---	---	---	---	---	---	---	---	---	270.5	---	---	---	---	---	---	---	---	
P604A	604A	604B	726.55	726.35	0.53%	---	---	---	---	---	---	---	37.7	---	---	---	---	---	---	---	---	---	---	
P604B	604B	604C	726.35	726.11	0.63%	---	---	---	---	---	---	---	38.3	---	---	---	---	---	---	---	---	---	---	
P604C	604C	604D	726.11	726.01	0.92%	---	---	---	---	---	---	---	10.9	---	---	---	---	---	---	---	---	---	---	
P604D	604D	604F	726.01	725.92	0.98%	---	---	---	---	---	---	---	9.2	---	---	---	---	---	---	---	---	---	---	
P604E	604E	604F	725.97	725.92	0.50%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P604F	604F	604G	725.92	725.85	0.47%	---	---	---	---	---	---	---	---	15.0	---	---	---	---	---	---	---	---	---	
P604G	604G	604H	725.85	725.80	0.54%	---	---	---	---	---	---	---	---	9.2	---	---	---	---	---	---	---	---	---	
P604H	604H	604	725.80	725.75	0.67%	---	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	---	
P604I	604I	604J	726.34	726.22	0.51%	---	---	---	---	---	---	---	23.4	---	---	---	---	---	---	---	---	---	---	
P604J	604J	604L	726.22	726.10	0.62%	---	---	---	---	---	---	---	19.3	---	---	---	---	---	---	---	---	---	---	
P604K	604K	604L	726.16	726.10	0.52%	---	---	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	
P604L	604L	604	726.10	726.00	0.80%	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	
P604	604	606	725.50	724.50	2.44%	---	---	---	---	---	---	---	---	---	40.9	---	---	---	---	---	---	---	---	
P605A	605A	605C	726.46	726.33	0.55%	---	---	---	---	---	---	---	23.8	---	---	---	---	---	---	---	---	---	---	
P605B	605B	605C	726.46	726.33	0.52%	---	---	---	---	---	---	---	24.8	---	---	---	---	---	---	---	---	---	---	
P605C	605C	605D	726.33	726.18	0.63%	---	---	---	---	---	---	---	---	23.8	---	---	---	---	---	---	---	---	---	
P605D	605D	605E	726.18	726.09	1.00%	---	---	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	---	---	
P605E	605E	605G	726.09	725.94	1.00%	---	---	---	---	---	---	---	---	15.0	---	---	---	---	---	---	---	---	---	
P605F	605F	605G	726.08	725.94	1.17%	---	---	---	---	---	---	---	12.0	---	---	---	---	---	---	---	---	---	---	
P605G	605G	605J	725.94	725.89	0.56%	---	---	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	---	---	
P605H	605H	605	726.01	725.82	0.52%	---	---	---	---	---	---	---	36.8	---	---	---	---	---	---	---	---	---	---	
P605I	605I	605J	726.20	726.14	0.50%	---	---	---	---	---	---	---	11.9	---	---	---	---	---	---	---	---	---	---	
P605J	605J	605	725.89	725.82	0.93%	---	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	---	
P605	605	606	725.82	725.23	0.40%	---	---	---	---	---	---	---	---	---	147.6	---	---	---	---	---	---	---	---	
P606	606	607	724.50	721.31	1.19%	---	---	---	---	---	---	---	---	---	---	267.7	---	---	---	---	---	---	---	
P607A	607A	607B	723.22	722.65	4.87%	---	---	---	---	---	---	---	---	11.7	---	---	---	---	---	---	---	---	---	SEE NOTE 12
P607B	607B	607C	722.40	721.94	0.87%	---	---	---	---	---	---	---	---	---	53.0	---	---	---	---	---	---	---	---	
P607C	607C	607D	721.94	721.76	0.86%	---	---	---	---	---	---	---	---	---	21.0	---	---	---	---	---	---	---	---	
P607D	607D	607E	721.76	721.63	0.87%	---	---	---	---	---	---	---	---	---	15.0	---	---	---	---	---	---	---	---	
P607E	607E	607F	721.63	721.57	0.86%	---	---	---	---	---	---	---	---	---	7.0	---	---	---	---	---	---	---	---	
P607F	607F	607	721.57	721.31	0.88%	---	---	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	---	
P607G	607G	607H	722.50	722.18	3.20%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P607H	607H	607	722.18	721.81	3.22%	---	---	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	
P607	607	608	721.31	714.68	2.41%	---	---	---	---	---	---	---	---	---	---	275.0	---	---	---	---	---	---	---	
P608A	608A	608B	717.88	717.55	0.53%	---	---	---	---	---	---	---	62.4	---	---	---	---	---	---	---	---	---	---	
P608B	608B	608C	717.55	717.50	0.59%	8.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P608C	608C	608D	717.50	716.28	1.17%	---	---	---	---	---	---	---	104.0	---	---	---	---	---	---	---	---	---	---	
P608D	608D	608E	716.28	716.20	1.13%	---	---	---	---	---	---	---	7.1	---	---	---	---	---	---	---	---	---	---	
P608E	608E	608F	715.87	715.72	0.59%	---	---	---	---	---	---	---	---	25.3	---	---	---	---	---	---	---	---	---	
P608F	608F	608	715.72	715.55	0.58%	---	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	---	---	
P608G	608G	608	715.55	715.43	0.57%	---	---	---	---	---	---	---	---	21.1	---	---	---	---	---	---	---	---	---	
P608	608	609	714.68	706.89	3.25%	---	---	---	---	---	---	---	---	---	---	240.0	---	---	---	---	---	---	---	
P609A	609A	609B	708.58	708.45	0.55%	---	---	---	---	---	---	---	23.6	---	---	---	---	---	---	---	---	---	---	
P609B	609B	609C	708.45	708.10	0.50%	---	---	---	---	---	---	---	70.0	---	---	---	---	---	---	---	---	---	---	SEE NOTE 13
P609C	609C	609D	708.10	708.05	0.78%	6.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P609D	609D	609E	708.05	707.90	0.76%	19.8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 13
P609E	609E	609F	707.90	707.79	0.52%	---	21.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P609F	609F	609	707.79	707.64	0.51%	---	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P609G	609G	609H	709.70	709.46	1.58%	---	---	---	---	---	---	---	15.2	---	---	---	---	---	---	---	---	---	---	
P609H	609H	609	709.21	707.64	4.41%	---	---	---	---	---	---	---	---	35.6	---	---	---	---	---	---	---	---	---	

* NOT A BID ITEM. FOR INFORMATION PURPOSES ONLY.
** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	15-INCH (LF)	18-INCH (LF)	24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	** 608.0412 CLASS IV 12-INCH (LF)	608.0415 15-INCH (LF)	** 608.0418 18-INCH (LF)	608.0424 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P609	609	612	706.39	703.77	2.84%	---	---	---	---	92.2	---	---	---	---	---	---	---	---	---	---	---	---	---	
P610	610A	610	705.05	704.68	0.67%	---	---	---	---	---	---	---	55.5	---	---	---	---	---	---	---	---	---	---	
P610B	610B	610	704.78	704.68	0.51%	---	---	---	---	---	---	---	19.5	---	---	---	---	---	---	---	---	---	---	
P610	610	611	704.68	703.97	0.56%	---	---	---	---	---	---	---	126.8	---	---	---	---	---	---	---	---	---	---	
P611A	611A	611B	704.91	704.77	1.56%	9.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P611B	611B	611	704.77	704.47	1.54%	19.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P611	611	612	703.97	703.77	0.40%	---	---	49.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P612	612	613	703.77	697.64	3.37%	---	---	---	---	181.8	---	---	---	---	---	---	---	---	---	---	---	---	---	
P613A	613B	613C	701.80	699.94	2.04%	---	---	---	---	---	---	---	91.0	---	---	---	---	---	---	---	---	---	---	
P613B	613C	613D	699.69	699.49	2.04%	---	9.8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P613C	613D	613	699.49	698.89	2.03%	---	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P613D	613E	613	699.54	699.14	3.48%	11.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P613	613	625	697.64	692.46	6.40%	---	---	---	---	81.0	---	---	---	---	---	---	---	---	---	---	---	---	---	
P615A	615A	615	703.55	703.10	0.81%	---	---	---	---	---	---	---	55.5	---	---	---	---	---	---	---	---	---	---	
P615	615	616	703.10	702.53	0.64%	---	---	---	---	---	---	---	---	---	88.8	---	---	---	---	---	---	---	---	
P616A	616A	616B	702.70	702.66	0.53%	---	---	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	
P616B	616B	616C	702.66	702.57	0.67%	---	---	---	---	---	---	---	---	---	13.4	---	---	---	---	---	---	---	---	
P616C	616C	616	702.57	702.03	0.97%	---	---	---	---	---	---	---	---	---	55.5	---	---	---	---	---	---	---	---	
P616D	616D	616E	702.87	702.78	0.83%	---	---	---	---	---	---	---	10.8	---	---	---	---	---	---	---	---	---	---	
P616E	616E	616	702.78	702.53	0.85%	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	---	---	---	
P616	616	620	702.03	701.00	0.76%	---	---	---	---	---	---	---	---	---	---	135.3	---	---	---	---	---	---	---	
P617A	617A	617B	710.38	709.99	0.95%	---	---	---	---	---	---	---	41.0	---	---	---	---	---	---	---	---	---	---	
P617B	617B	617	709.99	709.85	0.97%	14.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P617C	617C	617	711.40	709.85	7.14%	---	---	---	---	---	---	---	21.7	---	---	---	---	---	---	---	---	---	---	
P617D	617D	617	710.38	709.85	2.72%	---	---	---	---	---	---	---	19.5	---	---	---	---	---	---	---	---	---	---	
P617	617	618	709.35	705.80	2.58%	---	---	---	---	---	---	---	---	---	137.6	---	---	---	---	---	---	---	---	
P618A	618A	618	706.46	706.30	0.82%	---	---	---	---	---	---	---	19.6	---	---	---	---	---	---	---	---	---	---	
P618	618	620	705.80	702.00	3.84%	---	---	---	---	---	---	---	---	---	98.9	---	---	---	---	---	---	---	---	
P619A	619A	619C	705.45	705.09	1.03%	---	---	---	---	---	---	---	35.0	---	---	---	---	---	---	---	---	---	---	
P619B	619B	619C	705.01	704.09	2.77%	---	---	---	---	---	---	---	---	---	---	33.2	---	---	---	---	---	---	---	
P619C	619C	619	704.09	703.90	1.19%	---	---	---	---	---	---	---	---	---	---	15.9	---	---	---	---	---	---	---	SEE NOTE 6
P619	619	620	703.90	701.50	4.04%	---	---	---	---	---	---	---	---	---	---	59.4	---	---	---	---	---	---	---	
P620	620	621	701.00	697.89	2.09%	---	---	---	---	---	---	---	---	---	---	---	148.8	---	---	---	---	---	---	
P621A	621A	621B	698.15	697.95	0.57%	---	---	---	---	---	---	---	---	35.1	---	---	---	---	---	---	---	---	---	
P621B	621B	621	697.95	697.39	1.56%	---	---	---	---	---	---	---	---	36.0	---	---	---	---	---	---	---	---	---	
P621C	621C	621	699.43	699.39	0.53%	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	---	---	
P621	621	622	697.39	695.77	2.35%	---	---	---	---	---	---	---	---	---	---	---	---	---	68.9	---	---	---	---	
P622A	622A	622	696.79	696.25	0.95%	---	---	---	---	---	---	---	---	---	56.8	---	---	---	---	---	---	---	---	
P622B	622B	622	697.30	696.25	4.55%	---	---	---	---	---	---	---	23.1	---	---	---	---	---	---	---	---	---	---	
P622	622	623	695.77	694.76	0.93%	---	---	---	---	---	---	---	---	---	---	---	---	---	109.0	---	---	---	---	
P623A	623A	623	698.45	696.76	4.16%	---	---	---	---	---	---	---	---	---	40.6	---	---	---	---	---	---	---	6	
						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P623D	623B	623	697.95	696.76	5.75%	---	---	---	---	---	---	---	---	---	20.7	---	---	---	---	---	---	---	6	
						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P623	623	624	694.76	692.75	0.92%	---	---	---	---	---	---	---	---	---	---	---	---	---	219.0	---	---	---	---	
P624A	624A	624B	698.65	695.99	3.64%	---	---	---	---	---	---	---	73.0	---	---	---	---	---	---	---	---	---	6	
P624B	624B	624	695.99	694.75	3.65%	---	---	---	---	---	---	---	34.0	---	---	---	---	---	---	---	---	---	---	
						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P624	624	625	692.75	691.46	0.73%	---	---	---	---	---	176.3	---	---	---	---	---	---	---	---	---	---	---	---	
P625	625	636	690.96	690.28	0.73%	---	---	---	---	---	---	93.0	---	---	---	---	---	---	---	---	---	---	---	
P626A	626A	626B	705.80	705.39	1.01%	---	---	---	---	---	---	---	40.5	---	---	---	---	---	---	---	---	---	---	
P626B	626B	626C	705.39	705.30	1.00%	---	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	---	---	---	
P626C	626C	626	705.30	705.22	1.07%	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	---	---	

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** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	608.0412 ** 12-INCH (LF)	608.0415 15-INCH (LF)	608.0418 ** 18-INCH (LF)	608.0424 CLASS IV 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P626D	626D	626	705.72	705.22	6.17%	---	---	---	---	---	---	---	8.1	---	---	---	---	---	---	---	---	---	---	
P626	626	627	704.72	702.20	1.78%	---	---	---	---	---	---	---	---	---	141.7	---	---	---	---	---	---	---	---	
P627A	627A	627	703.03	702.70	0.59%	---	---	---	---	---	---	---	55.5	---	---	---	---	---	---	---	---	---	---	
P627B	627B	627	703.18	702.70	5.27%	---	---	---	---	---	---	---	9.1	---	---	---	---	---	---	---	---	---	---	
P627	627	628	702.20	701.20	1.92%	---	---	---	---	---	---	---	---	---	52.2	---	---	---	---	---	---	---	---	
P628A	628A	628	702.05	701.70	0.60%	---	---	---	---	---	---	---	58.6	---	---	---	---	---	---	---	---	---	---	
P628	628	629	701.20	698.24	2.24%	---	---	---	---	---	---	---	---	---	132.2	---	---	---	---	---	---	---	---	
P629A	629A	629	698.92	698.74	0.57%	---	---	---	---	---	---	---	31.5	---	---	---	---	---	---	---	---	---	---	
P629B	629B	629	698.92	698.74	2.40%	---	---	---	---	---	---	---	7.5	---	---	---	---	---	---	---	---	---	---	
P629	629	630	697.74	695.58	1.57%	---	---	---	---	---	---	---	---	---	---	138.0	---	---	---	---	---	---	---	
P630A	630A	630	696.11	695.58	1.68%	---	---	---	---	---	---	---	31.5	---	---	---	---	---	---	---	---	---	---	
P630B	630B	630	696.54	696.08	2.36%	---	---	---	---	---	---	---	19.5	---	---	---	---	---	---	---	---	---	---	
P630	630	631	695.58	695.32	0.31%	---	---	---	---	---	---	---	---	---	---	84.2	---	---	---	---	---	---	---	
P631A	631A	631	696.66	696.32	3.27%	---	---	---	---	---	---	---	10.4	---	---	---	---	---	---	---	---	---	---	
P631	631	632	695.32	695.10	0.30%	---	---	---	---	---	---	---	---	---	---	72.9	---	---	---	---	---	---	---	
P632A	632A	632	697.45	696.10	4.58%	---	---	---	---	---	---	---	---	---	---	29.5	---	---	---	---	---	---	---	
P632	632	633	695.10	694.58	0.30%	---	---	---	---	171.0	---	---	---	---	---	---	---	---	---	---	---	---	---	
P633A	633A	633	696.71	695.58	3.82%	---	---	---	---	---	---	---	29.6	---	---	---	---	---	---	---	---	---	---	
P633B	633B	633	695.90	695.58	1.99%	16.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P633	633	634	694.58	694.40	0.31%	---	---	---	---	59.0	---	---	---	---	---	---	---	---	---	---	---	---	---	
P634A	634A	634	696.80	696.40	4.17%	---	---	---	---	---	---	---	9.6	---	---	---	---	---	---	---	---	---	---	
P634	634	635	694.40	693.85	1.36%	---	---	---	---	40.5	---	---	---	---	---	---	---	---	---	---	---	---	---	
P635	635	636C	693.85	693.35	0.74%	---	---	---	---	67.6	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTES 6 & 13
P636A	636A	636B	699.22	699.15	0.85%	---	---	---	---	---	---	---	8.2	---	---	---	---	---	---	---	---	---	---	
P636B	636B	636C	699.15	694.35	4.93%	---	---	---	---	---	---	---	97.4	---	---	---	---	---	---	---	---	---	---	SEE NOTE 13
P636C	636C	636D	693.35	693.20	1.17%	---	---	---	---	12.8	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
P636D	636D	636	693.20	692.28	2.14%	---	---	---	---	42.9	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
P636E	636E	636	694.04	693.28	3.39%	22.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 6
P636	636	637	689.78	687.35	1.00%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	242.0	---	---	---	
P637A	637A	637B	691.05	690.78	0.50%	---	---	---	---	---	---	---	54.5	---	---	---	---	---	---	---	---	---	---	
P637B	637B	637C	690.53	690.38	0.50%	---	---	---	---	---	---	---	---	30.1	---	---	---	---	---	---	---	---	---	
P637C	637C	637	690.38	690.10	0.50%	---	---	---	---	---	---	---	---	55.5	---	---	---	---	---	---	---	---	---	
P637D	637D	637	690.25	690.10	0.64%	---	---	---	---	---	---	---	---	23.5	---	---	---	---	---	---	---	---	---	
P637	637	638	687.35	686.80	1.00%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	55.0	---	---	---	
P638	638	638A	686.80	685.86	1.47%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	64.0	---	---	---	
	638A	OUTFALL				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P640A	640A	640B	688.49	688.42	0.50%	14.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P640B	640B	640D	688.42	688.25	0.50%	34.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P640C	640C	640D	688.32	688.25	0.50%	---	---	---	---	---	---	---	13.9	---	---	---	---	---	---	---	---	---	---	
P640D	640D	640E	688.25	687.91	0.50%	68.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P640E	640E	640F	687.91	687.84	0.50%	14.6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P640F	640F	102C	687.84	687.48	0.50%	70.2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P641A	641A	641B	688.05	687.58	0.50%	---	---	---	---	---	---	---	92.8	---	---	---	---	---	---	---	---	---	---	
P641B	641B	641C	687.58	687.53	0.50%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P641C	641C	641	687.53	687.40	0.50%	---	---	---	---	---	---	---	26.3	---	---	---	---	---	---	---	---	---	---	
	641	EX SYSTEM	685.90			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 11
P642A	642A	643A	688.05	687.65	0.50%	---	---	---	---	---	---	---	79.8	---	---	---	---	---	---	---	---	---	---	
P643A	643A	643B	687.65	687.60	0.50%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P643B	643B	643	687.60	687.36	0.50%	---	---	---	---	---	---	---	47.5	---	---	---	---	---	---	---	---	---	---	
	643	EX SYSTEM	685.53			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 11
P644A	644A	644B	686.64	686.37	0.59%	---	---	---	---	---	---	---	---	45.6	---	---	---	---	---	---	---	---	---	
P644B	644B	644C	685.62	685.46	0.26%	---	---	---	---	---	---	---	---	---	---	60.5	---	---	---	---	---	---	---	
P644C	644C	644D	685.46	685.40	0.29%	---	---	---	---	---	---	---	---	---	---	20.9	---	---	---	---	---	---	---	
P644D	644D	644	685.40	685.25	0.26%	---	---	---	---	---	---	---	---	---	---	57.5	---	---	---	---	---	---	---	
P644E	644E	644	686.16	685.75	1.74%	---	---	---	---	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---	

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ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	608.0412 ** 12-INCH (LF)	608.0415 15-INCH (LF)	608.0418 ** 18-INCH (LF)	608.0424 CLASS IV 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P644	644	645	685.25	684.87	0.30%	---	---	---	---	---	---	---	---	---	---	125.0	---	---	---	---	---	---	---	
P645	645	646	684.87	684.61	0.30%	---	---	---	87.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P646	646	OUTFALL	684.61	684.61		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P647A	647A	647B	685.75	685.58	1.67%	---	---	---	---	---	---	---	10.2	---	---	---	---	---	---	---	---	---	---	
P647B	647B	647D	685.58	685.17	1.67%	---	---	---	---	---	---	---	24.6	---	---	---	---	---	---	---	---	---	---	
P647C	647C	647D	685.28	685.17	1.10%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P647D	647D	647	685.17	684.20	1.69%	---	---	---	---	---	---	---	57.5	---	---	---	---	---	---	---	---	---	---	
P647E	647E	647	684.97	684.20	2.20%	---	---	---	---	---	---	---	35.0	---	---	---	---	---	---	---	---	---	---	
P647	647	648	683.20	682.40	0.40%	---	---	---	200.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P648A	648A	648B	685.02	684.45	2.04%	---	---	---	---	---	---	---	28.0	---	---	---	---	---	---	---	---	---	---	
P648B	648B	648C	684.45	684.15	2.00%	---	---	---	---	---	---	---	15.0	---	---	---	---	---	---	---	---	---	---	
P648C	648C	648D	684.15	684.00	2.03%	---	---	---	---	---	---	---	7.4	---	---	---	---	---	---	---	---	---	---	
P648D	648D	648	684.00	683.40	2.03%	29.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P648	648	649	682.40	682.00	0.42%	---	---	---	---	---	---	---	---	---	---	95.0	---	---	---	---	---	---	---	
P649A	649A	649	682.80	682.50	4.29%	---	---	---	---	---	---	---	7.0	---	---	---	---	---	---	---	---	---	6	
P649	649	650	682.00	681.60	0.42%	---	---	---	---	---	---	---	---	---	---	96.0	---	---	---	---	---	---	---	
P650A	650A	650B	683.82	683.49	0.57%	---	---	---	---	---	---	---	57.7	---	---	---	---	---	---	---	---	---	---	
P650B	650B	650C	683.49	683.44	0.59%	---	---	---	---	---	---	---	8.5	---	---	---	---	---	---	---	---	---	---	
P650C	650C	650D	683.44	683.32	0.56%	---	---	---	---	---	---	---	21.4	---	---	---	---	---	---	---	---	---	---	
P650D	650D	650E	683.32	683.20	0.63%	---	---	---	---	---	---	---	19.1	---	---	---	---	---	---	---	---	---	---	
P650E	650E	650F	683.20	682.80	0.76%	---	---	---	---	---	---	---	52.4	---	---	---	---	---	---	---	---	---	---	
P650F	650F	650	682.80	682.60	1.36%	14.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P650G	650G	650	682.10	681.60	4.76%	---	---	---	---	---	---	---	10.5	---	---	---	---	---	---	---	---	---	6	
P650	650	651	681.60	680.88	0.34%	---	---	---	---	---	---	---	---	---	---	212.2	---	---	---	---	---	---	---	
P651A	651A	651B	683.45	683.32	1.30%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P651B	651B	651D	683.32	683.19	1.33%	---	---	---	---	---	---	---	9.8	---	---	---	---	---	---	---	---	---	---	
P651C	651C	651D	683.29	683.19	0.99%	---	---	---	---	---	---	---	10.1	---	---	---	---	---	---	---	---	---	---	
P651D	651D	651E	683.19	683.00	1.26%	---	---	---	---	---	---	---	15.1	---	---	---	---	---	---	---	---	---	---	
P651E	651E	651F	683.00	682.74	1.31%	---	---	---	---	---	---	---	19.9	---	---	---	---	---	---	---	---	---	---	
P651F	651F	651G	682.74	682.06	1.28%	---	---	---	---	---	---	---	53.0	---	---	---	---	---	---	---	---	---	---	
P651G	651G	651	682.06	681.88	1.31%	---	---	---	---	---	---	---	13.7	---	---	---	---	---	---	---	---	---	---	
P651H	651H	651	680.96	680.88	0.50%	---	---	---	---	---	---	---	16.0	---	---	---	---	---	---	---	---	---	---	
P651	651	652	680.88	680.20	0.39%	---	---	---	---	---	---	---	---	---	---	175.1	---	---	---	---	---	---	---	
	652	OUTFALL	680.20	680.20		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P653A	653A	653B	685.23	685.15	0.98%	---	---	---	---	---	---	---	8.2	---	---	---	---	---	---	---	---	---	---	
P653B	653B	653	685.15	684.77	0.75%	---	---	---	---	---	---	---	50.4	---	---	---	---	---	---	---	---	---	---	
P653C	653C	653D	684.77	684.68	0.90%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P653D	653D	653	684.68	684.58	0.41%	---	---	---	---	---	---	---	---	---	24.6	---	---	---	---	---	---	---	---	
P653	653	654B	684.58	684.42	0.40%	---	---	---	---	---	---	---	---	---	40.0	---	---	---	---	---	---	---	---	
P654A	654A	654B	684.97	684.92	0.50%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P654B	654B	654D	684.42	684.38	0.56%	---	---	---	---	---	---	---	---	---	7.1	---	---	---	---	---	---	---	---	
P654C	654C	654D	685.01	684.88	1.30%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P654D	654D	654F	684.38	684.23	0.42%	---	---	---	---	---	---	---	---	---	35.5	---	---	---	---	---	---	---	---	
P654E	654E	654F	683.23	683.14	0.87%	---	---	---	---	---	---	---	---	---	---	10.4	---	---	---	---	---	---	---	
P654F	654F	654	683.14	682.52	0.89%	---	---	---	---	---	---	---	---	---	---	69.5	---	---	---	---	---	---	---	SEE NOTE 6
P654G	654G	654	684.98	684.52	1.17%	---	---	---	---	---	---	---	39.3	---	---	---	---	---	---	---	---	---	---	
	654	EX SYSTEM	682.52			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P655A	655A	655B	681.93	681.84	0.52%	---	---	---	---	---	---	---	17.3	---	---	---	---	---	---	---	---	---	---	
P655B	655B	655	681.84	681.78	0.52%	---	---	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	
P655	655	656	681.28	679.89	1.10%	---	---	---	---	---	---	---	---	---	126.8	---	---	---	---	---	---	---	---	
P656A	656A	656B	682.37	680.37	4.71%	---	---	---	---	---	---	---	---	42.5	---	---	---	---	---	---	---	---	---	
P656A	656B	656C	680.37	679.94	1.07%	---	---	---	---	---	---	---	---	40.3	---	---	---	---	---	---	---	---	---	
P656B	656C	656D	679.94	679.87	1.01%	---	---	---	---	---	---	---	---	6.9	---	---	---	---	---	---	---	---	---	
P656C	656D	656	679.87	679.64	1.09%	---	---	---	---	---	---	---	---	21.1	---	---	---	---	---	---	---	---	---	
P656D	656E	656	680.47	680.39	0.50%	---	---	---	---	---	---	---	15.9	---	---	---	---	---	---	---	---	---	---	

* NOT A BID ITEM. FOR INFORMATION PURPOSES ONLY.
** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

STORM SEWER ITEMS

PIPE NUMBER	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (%)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 CLASS III 24-INCH (LF)	608.0330 30-INCH (LF)	608.0342 42-INCH (LF)	608.0348 48-INCH (LF)	608.0412 ** CLASS IV 12-INCH (LF)	608.0415 15-INCH (LF)	608.0418 ** 18-INCH (LF)	608.0424 CLASS IV 24-INCH (LF)	608.0430 30-INCH (LF)	608.0436 36-INCH (LF)	608.0442 42-INCH (LF)	608.0454 54-INCH (LF)	610.0419 SSPRC HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	610.0429 29X45-INCH LF	* JOINT TIES EACH	COMMENTS
P656	656	657	679.39	678.83	0.34%	---	---	---	---	---	---	---	---	---	---	166.3	---	---	---	---	---	---	---	
P657A	657A	657C	679.94	678.87	1.78%	---	---	---	---	---	---	---	---	60.0	---	---	---	---	---	---	---	---	---	
P657B	657B	657C	679.22	678.87	3.50%	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	
P657C	657C	657	678.87	678.58	0.50%	---	---	---	---	---	---	---	---	---	58.0	---	---	---	---	---	---	---	---	
P657D	657D	657E	679.13	678.87	2.60%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P657E	657E	657	678.87	678.58	2.57%	---	---	---	---	---	---	---	11.3	---	---	---	---	---	---	---	---	---	---	
P657	657	658	678.58	678.35	0.35%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	65.1	---	
P658A	658A	658	679.48	678.85	0.98%	---	---	---	---	---	---	---	64.1	---	---	---	---	---	---	---	---	---	---	
P658	658	658B	678.35	678.03	0.30%	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	108.3	---	
	658B	OUTFALL	687.03			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
	659	EX SYSTEM	680.04	680.04		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P660A	660A	660B	683.08	682.97	1.10%	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
P660B	660B	660	682.97	682.85	1.07%	---	---	---	---	---	---	---	11.2	---	---	---	---	---	---	---	---	---	---	
	660	EX SYSTEM	680.85	680.85		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 8
P661A	661	661A	680.32	680.24	0.34%	---	---	---	---	---	---	---	---	---	---	---	---	23.4	---	---	---	---	---	SEE NOTE 8
P661B	661A	661B	680.24	680.00	0.34%	---	---	---	---	---	---	---	---	---	---	---	---	71.2	---	---	---	---	---	
	661B	EX SYSTEM	680.00	680.00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTES 6 & 8
P662A	662A	662B	680.80	680.61	1.02%	---	---	---	---	---	---	---	18.7	---	---	---	---	---	---	---	---	---	---	SEE NOTES 6 & 8
P662B	662B	662C	680.61	680.46	0.99%	---	---	---	---	---	---	---	15.1	---	---	---	---	---	---	---	---	---	---	
P662C	662C	662D	680.46	680.39	0.75%	---	---	---	---	---	---	---	9.3	---	---	---	---	---	---	---	---	---	---	
P662D	662D	662E	680.39	680.00	0.72%	54.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	662E	OUTFALL	680.00			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P663A	663A	663B	679.20	678.50	1.00%	---	---	---	---	---	---	---	---	70.0	---	---	---	---	---	---	---	---	---	
P663B	663B	OUTFALL	678.50			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
P664A	664A	664B	721.79	718.03	2.50%	---	---	---	---	---	---	---	150.3	---	---	---	---	---	---	---	---	---	---	
P664B	664B	664	718.03	713.50	1.34%	---	---	---	---	---	---	---	338.8	---	---	---	---	---	---	---	---	---	---	
	664	EX SYSTEM	713.50			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 8
P665A	665A	665B	724.69	724.62	0.78%	---	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	---	---	---	
P665B	665B	665	724.62	723.75	0.81%	---	---	---	---	---	---	---	107.3	---	---	---	---	---	---	---	---	---	---	
P665C	665C	665D	724.36	724.21	1.67%	---	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	---	---	---	
P665D	665D	665	724.21	723.75	2.29%	---	---	---	---	---	---	---	20.1	---	---	---	---	---	---	---	---	---	---	
P665E	665E	665	724.50	723.75	2.27%	---	---	---	---	---	---	---	---	---	---	33.0	---	---	---	---	---	---	6	
P665	665	666A	723.75	723.16	1.00%	---	---	---	---	---	---	---	---	---	---	59.0	---	---	---	---	---	---	---	
	666A	OUTFALL	723.16			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	
	667	EX SYSTEM	685.63			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	668	EX SYSTEM				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
P669	669	669A	676.40	676.17	1.00%	---	---	---	23.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SEE NOTE 9
	669A	OUTFALL	676.17			---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
PROJECT TOTAL						427	90	49	548	749	176	93	3,874	696	2,265	2,838	228	95	397	361	119	173	96	

STORM SEWER NOTES

FIELD VERIFY ALL STORM SEWER BEFORE ORDERING STRUCTURES

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
4. STR DEPTH = RIM ELEV - INV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 9" FOR TYPE C AND J COVERS; AND 6" FOR TYPE H, HM, H-S, AND S COVERS
   ADJUSTMENT = 4" TYPICAL (NO ADJUSTMENT FOR INLET TYPE 8 AND INLET TYPE 9)
5. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE STORM SEWER PIPE.
6. FLAT TOP SLAB WITH CENTERED 24-INCH BY 36-INCH RECTANGULAR OPENING REQUIRED FOR ALL MANHOLES WITH TYPE HM, TYPE H, OR TYPE H-S INLET COVERS.
7. FLAT TOP SLAB WITH CENTERED 21-INCH BY 24-INCH RECTANGULAR OPENING REQUIRED FOR ALL MANHOLES WITH TYPE S INLET COVER.
8. CONNECT TO EXISTING STORM SEWER. FIELD VERIFY INVERT OF EXISTING PIPE(S) BEFORE ORDERING STRUCTURE.
9. CONNECT NEW STORM SEWER TO EXISTING MANHOLE. FIELD VERIFY INVERT OF EXISITING STRUCTURE BEFORE ORDERING PIPE. RECONSTRUCT MANHOLE TO PROPOSED RIM ELEVATION. USE EXISTING MANHOLE COVER.
10. REMOVE EXISTING LATERAL AND CLOSE HOLE IN MANHOLE. RECONSTRUCT MANHOLE TO PROPOSED RIM ELEVATION. USE EXISTING MANHOLE COVER.
11. RECONSTRUCT MANHOLE TO PROPOSED RIM ELEVATION. USE EXISTING MANHOLE COVER.
12. CONNECT TO EXISTING 15" PVC STORM SEWER WITH CULVERT PIPE CONCRETE COLLAR. FIELD VERIFY EXISTING INVERT ELEVATION OF STORM SEWER.
13. CONNECTION TO TEMPORARY CULVERT REQUIRED - SEE TRAFFIC CONTROL / STAGING PLAN

* NOT A BID ITEM. FOR INFORMATION PURPOSES ONLY.

** ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

TEMPORARY STORM SEWER

CATEGORY 0100	STATION	OFFSET	** 611.3220 INLETS 2X2-FT EACH	** 611.0420 RECONST MANHOLES EACH	** 611.0430 RECONST INLETS EACH	** 611.8115 ADJUSTING INLET COVERS EACH	611.0606 INLET COVERS TYPE B EACH	** 611.0612 INLET COVERS TYPE C EACH	** 611.0651 INLET COVERS TYPE S EACH	** 611.8120.S COVER PLATES TEMPORARY EACH	611.9710 SALVAGED INLET COVERS EACH	RIM ELEV	STR DEPTH FEET	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	** 608.0412 SS PIPE REIN CLASS IV 12-INCH (LF)	** 608.0418 CONCRETE CLASS IV 18-INCH (LF)	COMMENTS
STAGE 1																				
	1436+06	74' LT	---	---	---	---	---	---	---	---	---	---	---	609B	712.42	708.45	4.64%	---	85.5	
	1436+06	2.4' RT	1	---	---	---	1	---	---	---	---	714.16	3.0	609D	710.02	708.05	2.50%	78.8	---	
	1440+00	4.4' RT	1	---	---	---	---	1	---	---	---	702.14	1.7	636B	699.39	699.15	0.50%	---	47.0	
	1440+96	73' LT	---	---	---	---	---	---	---	---	---	---	---	635	698.36	696.00	5.60%	---	42.1	
STAGE 2																				
	1402+00	1.1' RT	---	---	---	---	---	---	---	---	---	---	---	EXIST	739.77	726.23	2.70%	---	501.1	
	1407+01	0.1' RT	---	---	1	---	---	---	---	---	---	732.12	---	---	726.23	---	---	---	---	
	1414+46	2' RT	---	---	---	1	---	---	---	---	---	713.84	---	---	---	---	---	---	---	
	1415+15	22.6' LT	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	SEE NOTE 4
	1415+15	12.7' RT	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	SEE NOTE 4
	1415+15	22.6' RT	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	SEE NOTE 4
	1418+50	13.8' RT	---	1	---	---	---	---	---	---	---	717.75	---	---	---	---	---	---	---	
	1420+85	0' RT	1	---	---	---	---	1	---	---	---	722.45	2.1	EXIST	719.31	714.86	3.28%	---	135.8	
	1422+19	9.7' RT	---	---	---	---	---	---	---	---	---	---	---	601B	723.57	721.87	7.26%	---	23.4	
	1450+50	11.6' RT	---	---	---	---	---	---	---	---	---	---	---	644D	689.59	685.90	2.94%	---	125.3	
	1454+00	6' RT	1	---	---	---	---	---	1	---	---	688.88	1.9	EXIST	686.12	685.85	0.40%	---	43.2	
	1454+41	7.9' LT	---	---	---	1	---	---	---	---	---	688.71	---	---	---	---	---	---	---	
	1458+50	0.9' RT	---	---	---	---	---	---	---	---	---	---	---	1-S INLET	685.11	683.22	0.86%	---	220.1	
	1460+70	4' LT	1	---	---	---	---	---	1	---	---	686.26	2.2	OUTLET	683.22	682.91	0.17%	---	180.3	
	1465+50	12' RT	1	---	---	---	1	---	---	---	---	682.45	1.7	EXIST	679.55	679.45	0.59%	16.9	---	
	1465+58	3' LT	---	---	---	1	---	---	---	---	---	684.20	---	---	679.45	---	---	---	---	
	1468+79	4' LT	1	---	---	---	---	---	1	---	---	685.04	2.2	663A	682.00	679.20	1.22%	---	229.0	
	1469+74	2.2' LT	1	---	---	---	---	---	1	---	---	685.53	2.2	1-S INLET	682.49	682.00	0.52%	---	95.0	
	1474+07	2.6' LT	---	---	1	---	---	---	---	---	---	689.72	---	EXIST	685.55	---	---	---	---	
	1477+00	3' LT	---	---	---	---	---	---	---	---	---	---	---	EXIST	691.98	685.55	2.20%	---	292.6	
STAGE 5																				
	1434+06	7' LT	---	---	---	---	---	---	---	---	---	---	---	608C	719.05	717.50	3.51%	44.2	---	
	1436+31	8.7' LT	---	---	---	---	---	---	---	---	---	---	---	609D	712.72	710.05	5.76%	46.4	---	
	1453+56	1' RT	---	---	---	---	---	---	---	---	---	---	---	647D	687.14	685.17	4.48%	44.0	---	
	1459+56	4.3' LT	---	---	---	---	---	---	---	---	---	---	---	651E	684.77	683.00	3.96%	44.8	---	
	1466+50	13.5' LT	1	---	---	---	---	---	---	---	1	683.82	3.0	663A	679.70	679.45	2.00%	12.4	---	TYPE B SALVAGED COVER FROM STAGE 1
STAGE 7																				
	1407+01	0.1' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1414+46	2' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1415+15	22.6' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	SALVAGED INLET COVER FROM STAGE 2
	1415+15	12.7' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	SALVAGED INLET COVER FROM STAGE 2
	1415+15	22.6' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	SALVAGED INLET COVER FROM STAGE 2
	1418+50	13.8' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1474+07	2.6' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
PROJECT TOTALS			9	2	5	3	2	2	7	3	4							288	2,021	

CONTRACTOR TO FIELD VERIFY ALL EXISTING OFFSETS, ELEVATIONS, DEPTHS AND LAYOUTS BEFORE ORDERING MATERIAL

1. STATION AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
2. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES.
3. STR DEPTH = RIM ELEV - INV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 10" FOR TYPE B COVERS, 9" FOR TYPE C COVERS, 6" FOR TYPE S COVERS
   ADJUSTMENT = 4" TYPICAL
4. SALVAGE EXISTING INLET COVERS FOR STAGE 7. EXISTING INLET REQUIRES AN INLET COVER TYPE S AND A COVER PLATE TEMPORARY.

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

UNDERDRAIN ITEMS

CATEGORY	ROADWAY	STATION		STATION	OFFSET	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0806 AEW FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY
0100	STH 50							
		1422+00			RT	---	1	---
		1422+89			LT	---	1	---
		1422+00	-	1425+00		1,210	---	675
		1425+00	-	1431+00		3,005	---	1,670
		1431+00	-	1436+00		2,850	---	1,585
		1436+00	-	1442+00		2,800	---	1,560
		1442+00	-	1448+00		2,125	---	1,185
		1448+00	-	1453+00		1,700	---	945
		1453+00	-	1459+00		2,580	---	1,435
		1463+40			MEDIAN	---	2	---
		1459+00	-	1465+00		2,075	---	1,155
	STH 50 SUBTOTAL					18,345	4	10,210
	RAMP SW							
		280+95'SW'	-	284+95'SW'		745	---	415
	RAMP SW SUBTOTAL					745	0	415
	RAMP NW							
		286+29'NW'	-	291+00'NW'		635	---	355
	RAMP NW SUBTOTAL					635	0	355
	RAMP SE							
		281+40'SE'	-	284+90'SE'		435	---	245
		284+40'SE'			RT	---	1	---
	RAMP SE SUBTOTAL					435	1	245
	RAMP NE							
		286+23'NE'	-	289+00'NE'		490	---	275
	RAMP NE SUBTOTAL					490	0	275
	PROJECT TOTAL					20,650	5	11,500

ALL ITEMS CATEGORY 0100 UNLESS NOTED

BEAM GUARD ITEMS

CATEGORY	ROADWAY	STATION		STATION	SIDE	614.0150 ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD EACH	614.0395 GUARD RAIL MOW STRIP CONCRETE SY	614.2330 MGS GUARDRAIL 3K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0100	STH 50										
		1462+12	-	1468+76	RT	---	274	611	---	1	1
		1462+92	-	1466+05	LT	---	130	261	---	1	1
	RAMP SW										
		283+28'SW'	-	284+18'SW'	LT	1	30	13	39	1	---
	RAMP NW										
		288+08'NW'	-	291+83'NW'	LT	---	115	224	---	1	1
	RAMP SE										
		281+40'SE'	-	281+76'SE'	LT	---	7	36	---	---	1
		281+40'SE'	-	281+76'SE'	RT	---	7	36	---	---	1
	PROJECT TOTALS					1	563	1,181	39	4	5

FENCE CHAIN LINKED SALVAGED 6-FT

CATEGORY	ROADWAY	STATION		STATION	616.0406 FENCE CHAIN LINKED SALVAGED 6-FT LF
6100	77TH STREET				
		107+00	-	108+44	390
	PROJECT TOTAL				390

FENCE SAFETY

CATEGORY	ROADWAY	LOCATION	616.0700.S FENCE SAFETY LF
6100	123RD AVENUE		
		409+25, 52' LT - 409+88, 60' LT	65
	74TH STREET		
		417+52, 29' RT - 418+59, 81' LT	135
	122ND AVENUE		
		501+42, 26' LT - 503+43, 32' LT	205
	PROJECT TOTAL		405

ALL ITEMS CATEGORY 0100 UNLESS NOTED

CONCRETE ITEMS

CATEGORY	ROADWAY	LOCATION	SIDE	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0100	STH 50				
		1421+78	RT	---	80
		1424+75	RT	---	75
		1428+10	LT	---	65
		1429+65	RT	---	65
		1433+56	LT	---	75
		1434+26	RT	---	75
		1436+88	LT	---	60
		1438+37	RT	---	65
		1440+52	LT	---	75
		1441+45	LT	---	55
		1442+65 - 1444+84	RT	440	---
		1445+78 - 1447+01	LT	250	---
		1445+79	RT	---	60
		1446+00 - 1447+98	RT	400	---
		1447+92	LT	---	60
		1448+85 - 1449+90	LT	210	---
		1450+15 - 1454+10	RT	1,585	---
		1454+39	LT	---	65
		1455+62	RT	---	60
		1457+93	LT	---	75
		1458+86	RT	---	75
		1460+82	LT	---	60
		1461+75	RT	---	60
		1463+35	RT	---	110
		1464+15	LT	---	75
		STH 50 SUBTOTAL		2,885	1,390

CONCRETE ITEMS (CONTINUED)

CATEGORY	ROADWAY	LOCATION	SIDE	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0100	125TH AVENUE				
		67+48	RL	---	20
		68+49	RT	---	70
		70+48	LT	---	60
		71+78	RT	---	60
		73+96	LT	---	50
		77+16	LT	---	55
		77+90	RT	---	55
		125TH AVENUE SUBTOTAL		0	370
	123RD AVENUE				
		400+50	RT	---	25
		403+03	RT	---	25
		409+91	LT	---	85
		410+31	LT	---	60
		411+66	RT	---	60
		413+90	RT	---	15
		123RD AVENUE SUBTOTAL		0	270
	RAMP SE				
		284+38'SE'	RT	---	---
		RAMP SE SUBTOTAL		0	0
	118TH AVENUE				
		808+85	RT	---	25
		811+30	LT	---	110
		812+70	RT	---	90
		809+75 - 811+15	RT	560	---
		118TH AVENUE SUBTOTAL		560	225
		PROJECT TOTAL		3,445	2,255

3

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

LANDMARK REFERENCE MONUMENTS

CATEGORY	ROADWAY	STATION	DESCRIPTION	621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.004 LANDMARK REFERENCE MONUMENTS SPECIAL EACH
0100	STH 50				
		1416+98	PI	1	---
		1447+63	PI	1	---
		1447+63, 34' RT	SECTION CORNER	4	1
		STH 50 SUBTOTAL		6	1
	WEST FRONTAGE ROAD				
		109+61	INTERSECTION W/ 123RD AVE	1	---
		60+00	PI	1	---
		82+49	PI	1	---
		WEST FRONTAGE ROAD SUBTOTAL		3	0
	EAST FRONTAGE ROAD				
		805+69	PT	1	---
		809+04	PI	1	---
		EAST FRONTAGE ROAD SUBTOTAL		2	0
		PROJECT TOTAL		11	1

DUST CONTROL SURFACE TREATMENT

CATEGORY	ROADWAY	623.0200 DUST CONTROL SURFACE TREATMENT SY
0100		
	STH 50	73,850
	125TH AVENUE	10,400
	77TH STREET	6,360
	123RD AVENUE	12,000
	74TH STREET	2,110
	122ND AVENUE	2,380
	76TH ST/ 122ND CT	4,190
	RAMP SW	1,930
	RAMP NW	3,450
	RAMP SE	3,400
	RAMP NE	1,450
	118TH AVENUE	6,120
	ACCESS ROAD F	2,500
	PROJECT TOTAL	130,140

WATER

CATEGORY	LOCATION	624.0100 WATER MGAL
0100	UNDISTRIBUTED	360
	PROJECT TOTALS	360

TRACKING PADS

CATEGORY	LOCATION	628.7560 TRACKING PADS EACH
0100	UNDISTRIBUTED	31
	PROJECT TOTAL	31

ALL ITEMS CATEGORY 0100 UNLESS NOTED

RESTORATION ITEMS

CATEGORY				6100 625.0100 TOPSOIL SY	6100 625.0500 SALVAGED TOPSOIL SY	6100 627.0200 MULCHING SY	6100 629.0210 FERTILIZER TYPE B CWT	6100 630.0130 SEEDING MIXTURE NO. 30 LB	6100 631.1000 SOD LAWN SY	6100 631.0300 SOD WATER MGAL
ROADWAY	STATION		STATION							
STH 50										
	1401+56	-	1414+65	---	5,700	5,700	3.6	103	---	---
	1419+00	-	1425+00	2,510	---	---	1.6	---	2,510	62
	1425+00	-	1431+00	3,365	---	---	2.1	---	3,365	84
	1431+00	-	1436+00	2,685	---	---	1.7	---	2,685	67
	1436+00	-	1442+00	2,855	---	---	1.8	---	2,855	71
	1442+00	-	1448+00	2,565	---	---	1.6	---	2,565	64
	1448+00	-	1453+00	2,935	---	---	1.8	---	2,935	73
	1453+00	-	1459+00	3,255	---	---	2.1	---	3,255	81
	1459+00	-	1465+00	2,730	1,295	1,295	2.5	24	2,730	68
	1465+00	-	1469+00	---	1,985	1,985	1.3	36	---	---
	1469+62	-	1479+99	---	3,835	3,835	2.4	70	---	---
	STH 50 SUBTOTAL			22,900	12,815	12,815	22.5	233	22,900	569
125TH AVENUE										
	63+79	-	65+00	655	---	---	0.4	---	655	16
	65+00	-	70+53	2,225	---	---	1.4	---	2,225	55
	71+74	-	77+00	1,295	---	---	0.8	---	1,295	32
	77+00	-	82+00	255	410	410	0.4	8	255	6
	125TH AVE SUBTOTAL			4,430	410	410	3.0	8	4,430	110
77TH STREET										
	104+18	-	105+00	315	---	---	0.2	---	315	8
	105+00	-	111+00	2,560	855	855	2.2	16	2,560	64
	111+00	-	114+64	1,565	---	---	1.0	---	1,565	39
	77TH ST SUBTOTAL			4,440	855	855	3.3	16	4,440	110
123RD AVENUE										
	400+28	-	404+00	1,595	---	---	1.0	---	1595	40
	404+00	-	410+00	2,770	---	---	1.7	---	2770	69
	411+63	-	415+25	1,085	---	---	0.7	---	1085	27
	123RD AVE SUBTOTAL			5,450	0	0	3.4	0	5450	135
74TH STREET										
	415+25	-	418+91	1,265	---	---	0.8	---	1265	31
	74TH ST SUBTOTAL			1,265	0	0	0.8	0	1,265	31

ALL ITEMS CATEGORY 0100 UNLESS NOTED

RESTORATION ITEMS (CONTINUED)

CATEGORY			6100	6100	6100	6100	6100	6100	6100
			625.0100	625.0500	627.0200	629.0210	630.0130	631.1000	631.0300
ROADWAY	STATION	STATION	TOPSOIL SY	SALVAGED TOPSOIL SY	MULCHING SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	SOD LAWN SY	SOD WATER MGAL
122ND AVENUE									
	500+65	- 504+92	1,090	---	---	0.7	---	1090	27
	122ND AVE SUBTOTAL		1,090	0	0	0.7	0	1090	27
76TH STREET									
	300+36	- 302+50	1,470	---	---	0.9	---	1,470	37
	76TH ST SUBTOTAL		1,470	0	0	0.9	0	1,470	37
122ND COURT									
	350+00	- 354+83	1,480	---	---	0.9	---	1,480	37
	122ND COURT SUBTOTAL		1,480	0	0	0.9	0	1,480	37
RAMP SW									
	280+94 'SW'	- 284+96 'SW'	175	2,905	2,905	1.9	53	175	4
	RAMP SW SUBTOTAL		175	2,905	2,905	1.9	53	175	4
RAMP NW									
	286+29 'NW'	- 291+00 'NW'	235	3,865	3,865	2.6	70	235	6
	RAMP NW SUBTOTAL		235	3,865	3,865	2.6	70	235	6
RAMP SE									
	281+39 'SE'	- 284+91 'SE'	155	2,130	2,130	1.4	39	155	4
	RAMP SE SUBTOTAL		155	2,130	2,130	1.4	39	155	4
RAMP NE									
	286+23 'NE'	- 289+00 'NE'	320	2,400	2,400	1.7	44	320	8
	RAMP NE SUBTOTAL		320	2,400	2,400	1.7	44	320	8
118TH AVENUE									
	805+25	- 806+00	390	---	---	0.2	---	390	10
	806+00	- 811+33	1,455	---	---	0.9	---	1,455	36
	812+63	- 814+09	770	---	---	0.5	---	770	19
	118TH AVE SUBTOTAL		2,615	0	0	1.6	0	2,615	65
ACCESS ROAD F									
	903+00	- 904+86	---	485	485	0.3	9	---	---
	ACCESS RD F SUBTOTAL		0	485	485	0.3	9	0	0
	PROJECT TOTAL		46,025	25,865	25,865	45.3	472	46,025	1,144

ALL ITEMS CATEGORY 0100 UNLESS NOTED

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	ASSUMED STAGE DURATION DAYS	** 638.2102 MOVING SIGNS TYPE II EACH	643.0300 TRAFFIC CONTROL DRUMS EACH*	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH*	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH*	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH*	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH*	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH*	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS
6100																			
	STAGE 1A	7	---	47	329	0	---	---	---	0	---	0	---	0	---	5	35	0	0
	STAGE 1	42	---	144	6,048	36	1,512	---	---	68	2,856	8	336	0	---	27	1,134	4	168
	STAGES 2A & 2B	152	1	530	80,560	75	11,400	---	---	72	10,944	57	8,664	0	---	66	10,032	2	304
	STAGE 3	171	---	0	---	36	6,156	270	270	24	4,104	0	---	0	---	39	6,669	0	0
	STAGES 4A & 4B	56	28	581	32,536	120	6,720	334	334	158	8,848	291	16,296	1	56	96	5,376	4	224
	STAGES 5A & 5B	28	---	384	10,752	74	2,072	---	---	94	2,632	97	2,716	1	28	74	2,072	0	0
	STAGES 6A & 6B	57	1	428	24,396	125	7,125	345	345	168	9,576	229	13,053	1	57	96	5,472	4	228
	STAGES 7A & 7B	60	---	489	29,340	45	2,700	---	---	54	3,240	75	4,500	1	60	58	3,480	0	0
	PROJECT TOTAL		30		183,961		37,685	949	949		42,200		45,565		201		34,270		924

* FOR INFORMATION ONLY. ACTUAL NUMBER OF DEVICES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
** ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC CONTROL COVERING SIGNS

CATEGORY	LOCATION	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I #	Cycles	EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II #	Cycles	EACH
6100							
	STAGES 4A & 4B	3	1	3	3	1	3
	STAGES 6A & 6B	1	1	1	8	1	8
	PROJECT TOTALS			4			11

TRAFFIC CONTROL ITEMS

CATEGORY	PROJECT	643.0100 TRAFFIC CONTROL EACH	643.2000 TRAFFIC CONTROL DETOUR EACH
6100	ID 1032-10-71	1	1
	PROJECT TOTAL	1	1

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	SIGN NO.	STAGE	SIGN SIZE W FT	X	H FT	643.1000 SIGN AREA SF
6100						
	1	4	5.5	X	2.0	11.0
	2	4	11.0	X	7.0	77.0
	3	4	5.5	X	2.0	11.0
	4	4	16.0	X	2.0	32.0
	4A	4	11.0	X	2.5	27.5
	5	4	5.5	X	2.0	11.0
	6	4	11.0	X	4.0	44.0
	6A	4	11.0	X	3.0	33.0
	7	4	16.0	X	2.0	32.0
	7A	4	11.0	X	2.5	27.5
	7B	4	2.0	X	2.0	4.0
	FMS1	4	3.5	X	5.0	17.5
	FMS2	4	3.5	X	5.0	17.5
	FMS3	4	3.5	X	5.0	17.5
	FMS4	4	3.5	X	5.0	17.5
	PROJECT TOTAL					380.0

TRAFFIC CONTROL DETOUR

CATEGORY	LOCATION	* DETOUR DURATION	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH*	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS
6100				
	STAGES 4A & 4B	56	130	7,280
	STAGES 6A & 6B	57	62	3,534
	PROJECT TOTAL			10,814

* FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0100 UNLESS NOTED

TEMPORARY PAVEMENT MARKING

CATEGORY	LOCATION	** 646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	** 646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	** 646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	** 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH (WHITE) LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) LF	649.0701 TEMPORARY PAVEMENT MARKING 8-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.1100 TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH LF	649.1200 TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	649.1700 TEMPORARY PAVEMENT MARKING ARROWS EACH	649.1800 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE ARROWS EACH	649.1900 TEMPORARY PAVEMENT MARKING WORDS EACH	649.2000 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE WORDS EACH
6100	STAGE 1	---	---	---	---	---	---	2,258	2,605	---	200	---	44	---	---	---	---
	STAGE 2	---	---	---	66	---	---	14,963	19,258	---	2,213	---	198	---	---	---	---
	STAGE 3	14,301	19,460	3,875	337	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 4	---	---	---	---	8,942	10,673	7,259	11,015	2,392	---	330	---	11	---	11	---
	STAGE 5	---	---	---	---	175	---	3,552	3,574	175	780	---	133	---	---	--	---
	STAGE 6	---	---	---	---	2,212	6,545	11,916	8,465	300	2,019	---	209	---	11	---	11
	STAGE 7	---	---	---	---	---	---	13,220	10,982	---	1,595	---	---	---	2	---	2
		14,301	19,460	3,875	403	11,329	17,218	53,168	55,899	2,867	6,807	330	584	11	13	11	13
		33,761				28,547		109,067									

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

REMOVING PAVEMENT MARKING

CATEGORY	STAGE	** 646.0600 REMOVING PAVEMENT MARKING LF	SPV.0090.002 REMOVING PAVEMENT MARKINGS WATER BLASTING LF
6100			
	STAGE 1	175	---
	STAGE 2	21,920	13,800
	STAGE 3	---	---
	STAGE 4	12,670	15,858
	STAGE 5	---	---
	STAGE 6	---	3,814
	STAGE 7	---	---
PROJECT TOTAL		34,765	33,472

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

SAWING PAVEMENT

CATEGORY	ROADWAY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0100	STH 50			
		1419+89 - 1422+00 LT & RT	---	375
		1424+36 - 1424+68 LT	---	32
		1429+85 - 1431+49 RT	166	---
		1432+20 - 1432+65 LT	55	---
		1433+08 - 1433+55 LT	48	---
		1433+19 - 1433+66 RT	---	47
		1435+59 - 1437+01 RT	146	---
		1438+50 - 1439+90 RT	141	---
		1438+63 - 1438+92 LT	30	---
		1440+39 - 1440+70 LT	31	---
		1442+66 - 1443+00 RT	35	---
		1467+00 - 1469+00 RT	---	244
		1467+00 LT	---	36
	125TH AVENUE			
		63+79 - 67+00 LT	349	---
		63+79 - 67+00 RT	336	---
		67+07 - 67+39 LT	35	---
		67+07 - 67+46 RT	56	---
		67+56 - 67+98 RT	42	---
		68+07 - 68+38 RT	31	---
		68+53 - 70+16 RT	182	---
		73+65 - 73+91 RT	26	---
		75+50 - 76+00 RT	77	---
		75+50 - 76+00 LT	76	---
		76+00 - 77+91 RT	214	---
		76+00 - 77+91 LT	216	---
		78+01 - 80+36 RT	259	---
		78+01 - 80+68 LT	291	---
	71ST STREET			
		7082+51 - 7083+65 LT	137	---
	77TH STREET			
		104+18 - 114+64 RT	1,045	---
		104+18 - 114+64 LT	1,046	---
		105+67 - 105+83 RT	34	---
		106+08 - 110+08 RT	457	---
		114+26 - 113+59 LT	33	---
		113+28 - 113+58 RT	30	---
	123RD AVENUE			
		402+49 - 407+39 LT	510	---
		407+83 - 409+88 RT	217	---
		409+48 - 409+96 LT	51	---
		412+00 - 415+25 LT	369	---
		412+35 - 412+63 RT	30	---
		413+45 - 414+69 RT	153	---

SAWING PAVEMENT (CONTINUED)

CATEGORY	ROADWAY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0100	74TH STREET			
		415+25 - 418+00 LT	344	---
		416+96 - 417+26 RT	40	---
		417+94 - 418+34 RT	44	---
	122ND AVENUE			
		501+35 - 502+47 RT	125	---
		502+75 - 503+03 RT	29	---
		501+99 - 503+12 LT	114	---
		504+23 - 504+54 RT	31	---
		504+92	24	---
	122ND COURT			
		350+00 RT	28	---
		354+10 - 354+45 LT	35	---
	RAMP SW			
		280+95 'SW'	---	42
	RAMP NW			
		291+00 'NW'	---	53
	RAMP SE			
		281+40 'SE'	---	84
	RAMP NE			
		289+00 'NE'	---	40
	118TH AVENUE			
		805+25	43	---
		806+00 - 806+35 LT	35	---
		806+46 - 807+93 LT	143	---
		807+43 - 807+95 RT	56	---
		808+33 - 808+73 LT	41	---
		808+71 - 810+63 RT	194	---
		814+08 - 815+22 LT & RT	337	---
	ACCESS ROAD F			
		900+00 - 900+55 LT	54	---
		903+00	26	---
		906+95	41	---
	STAGE 7			
		WEST CROSSOVER REHAB	2,650	---
		EAST CROSSOVER REHAB	2,080	---
		PROJECT TOTAL	13,468	953

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

EXPOSING EXISTING UTILITY

CATEGORY	LOCATION	SPV.0060.008 EXPOSING EXISTING UTILITY EACH
6100	UNDISTRIBUTED	20
	PROJECT TOTAL	20

VERTICAL PANELS 12-INCH

CATEGORY	ROADWAY	STATION		STATION	SPV.0060.013 VERTICAL PANELS 12-INCH EACH
0100	125TH AVENUE				
		67+60	-	68+54	10
		73+90	-	76+66	28
		PROJECT TOTAL			38

CONCRETE BARRIER

CATEGORY	ROADWAY	STATION		STATION	SIDE	SPV.0090.004 CONCRETE BARRIER 42-INCH LF
0100	RAMP SW					
		280+95'SW'	-	283+27'SW'	LT	235
		PROJECT TOTAL				235

GEOGRID REINFORCEMENT

CATEGORY	ROADWAY	STATION		STATION	SPV.0180.002 GEOGRID REINFORCEMENT SY
0100	125TH AVENUE	59+00	-	65+00	320
		65+00	-	71+00	3,510
		71+00	-	76+00	3,290
		76+00	-	82+00	1,010
		125TH AVENUE SUBTOTAL			8,130
0100	77TH STREET	100+00	-	105+00	440
		105+00	-	111+00	3,440
		111+00	-	117+00	2,110
		77TH STREET SUBTOTAL			5,990
0100	123RD AVENUE	398+00	-	404+00	3,760
		404+00	-	410+00	5,450
		410+00	-	415+00	2,240
		123RD AVENUE SUBTOTAL			11,450
0100	74TH STREET	416+00	-	418+00	2,240
		74TH STREET SUBTOTAL			2,240
0100	122ND AVENUE	500+00	-	504+92	1,790
		122ND AVENUE SUBTOTAL			1,790
0100	76TH STREET	300+00	-	302+40	1,210
		76TH STREET SUBTOTAL			1,210
0100	118TH AVENUE	801+00	-	806+00	490
		806+00	-	812+00	4,500
		812+00	-	816+00	930
		118TH AVENUE SUBTOTAL			5,920
0100	ACCESS ROAD F	900+00	-	906+00	640
		906+00	-	907+00	780
		ACCESS ROAD F SUBTOTAL			1,420
0100		UNDISTRIBUTED			1,910
		PROJECT TOTAL			40,060

3

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

PAVEMENT CLEANUP

CATEGORY	PROJECT	SPV.0105.001 PAVEMENT CLEANUP LS
0100	ID 1032-10-71	1
	PROJECT TOTAL	1

SURVEY PROJECT

CATEGORY	PROJECT	SPV.0105.002 SURVEY PROJECT LS
0100	ID 1032-10-71	1
	PROJECT TOTAL	1

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	PROJECT	SPV.0105.003 CONCRETE PAVEMENT JOINT LAYOUT LS
0100	ID 1032-10-71	1
	PROJECT TOTAL	1

3

TEMPORARY SEDIMENTATION BASIN

CATEGORY	6100 **	6100
	628.1104 EROSION BALES	SPV.0180.004 GEOTEXTILE FABRIC TYPE FF
ROADWAY	EACH	SY
UNDISTRIBUTED	300	750
PROJECT TOTALS	300	750

NOTE: EXACT LOCATIONS AND SIZE TO BE DETERMINED IN FIELD
** ADDITIONAL QUANTITES SHOWN ELSEWHERE

SALVAGING EXISTING BARRICADE RACK

CATEGORY	ROADWAY	STATION	OFFSET	SPV.0060.015 SALVAGING EXISTING BARRICADE RACK EACH
0100	STH 50	1444+30	10' LT	1
			PROJECT TOTALS	1

EXCAVATION, HAULING, AND DISPOSAL OF SOIL MIXED WITH FOUNDRY WASTE

CATEGORY	ROADWAY	LOCATION	SPV.0195.002 TON
0100	STH 50	STA 1438+25 - STA 1439+75	650
	123RD AVENUE	STA 412+75 - STA 413+25	190
		PROJECT TOTAL	840

ALL ITEMS CATEGORY 0100 UNLESS NOTED

3

RAMP CLOSURE GATE PULLBOX ITEMS

CATEGORY	STATION	ITEM ID	653.0180 PULL BOXES STEEL COMMUNICATIONS 24" X 36" EACH
6130			
	284SW+41, 25' LT	PB01	1
	284SW+88, 42' RT	PB02	1
	PROJECT TOTAL		2

RAMP CLOSURE GATE ITEMS

CATEGORY	ITEM I.D.	STATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES STANDARD 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.201 RAMP CLOSURE GATES HARDWIRED 28-FT EACH	SPV.0060.202 RAMP CLOSURE GATES HARDWIRED 40-FT EACH
6130						
	RG01	284SW+50.74, 26.02' LT	1	1	--	1
	RG02	284SW+90.24, 34.3' RT	1	1	1	--
	PROJECT TOTAL		2	2	1	1

3

SALVAGING EXISTING RAMP GATE SYSTEM

CATEGORY	LOCATION	SPV.0060.200 SALVAGING EXISTING RAMP GATE SYSTEM EACH
0130	STH 50 / RAMP SE INTERSECTION	1
	PROJECT TOTALS	1

RAMP CLOSURE GATE CONDUIT ITEMS

CATEGORY	FROM	TO	LINEAR DISTANCE	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 INCH LF
0130				
	PB01	LIGHTPB	25	25
	PB02	LIGHTPB	35	35
	PROJECT TOTAL			60

EROSION CONTROL ITEMS

CATEGORY	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100	6100
	628.1104	628.1504	628.1520	628.1905	628.1910	628.2004	628.2023	628.7005	628.7010	628.7015	628.7020	628.7555	631.1100	SPV.0090.005	SPV.0090.006	SPV.0090.007
			SILT	MOBILIZATIONS	MOBILIZATIONS EMERGENCY	EROSION MAT	EROSION MAT					CULVERT	SOD	TEMPORARY	TEMPORARY DITCH CHECK	TEMPORARY DITCH CHECK
	EROSION	SILT	FENCE	EROSION	EROSION	CLASS I	CLASS II	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	PIPE	EROSION	DITCH CHECK	ROCK BAGS	ROCK BAGS
ROADWAY	BALES EACH	FENCE LF	MAINTENANCE LF	CONTROL EACH	CONTROL EACH	TYPE B SY	TYPE B SY	TYPE A EACH	TYPE B EACH	TYPE C EACH	TYPE D EACH	CHECKS EACH	CONTROL SY	MODIFIED LF	SINGLE LAYER LF	DOUBLE LAYER LF
STAGE 1																
STH 50 1422+00 - 1446+00	---	---	---	---	---	25	---	23	16	6	---	2	33	---	---	---
77TH STREET	---	280	140	---	---	905	---	2	---	5	---	2	---	126	---	---
123RD AVENUE	5	830	415	---	---	270	145	34	7	29	---	---	---	---	---	---
76TH STREET/122ND CT	10	250	125	---	---	---	695	10	3	3	---	3	---	---	---	---
UNDISTRIBUTED	4	340	170	3	6	300	210	17	7	11	5	3	8	32	20	20
STAGE 1 SUBTOTALS	19	1,700	850	3	6	1,500	1,050	86	33	54	5	10	41	158	20	20
STAGE 2																
STH 50 1402+00 - 1478+00	---	40	20	---	---	120	16	24	18	4	---	6	---	---	---	---
UNDISTRIBUTED	---	10	5	3	6	30	4	6	5	1	5	2	---	---	---	---
STAGE 2 SUBTOTALS	0	50	25	3	6	150	20	30	23	5	5	8	0	0	0	0
STAGE 2A																
122ND AVE	---	---	---	---	---	360	---	4	---	4	---	---	44	18	---	---
UNDISTRIBUTED	0	---	---	3	6	90	---	1	---	1	1	---	11	5	20	20
STAGE 2A SUBTOTALS	0	0	0	3	6	450	0	5	0	5	1	0	55	23	20	20
STAGE 2B																
125TH AVE	388	970	485	---	---	632	424	25	2	26	---	3	88	90	---	---
UNDISTRIBUTED	97	243	121	3	6	158	106	6	1	7	5	2	22	23	20	20
STAGE 2B SUBTOTALS	485	1,213	606	3	6	790	530	31	3	33	5	5	110	113	20	20
STAGE 3																
WINTER SHUTDOWN	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
UNDISTRIBUTED	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 3 SUBTOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 4																
STH 50 1422+00 - 1469+00	448	820	410	---	---	2,580	1,195	30	19	15	---	---	133	36	---	---
RAMP SW	---	0	0	---	---	4,060	---	8	---	8	---	---	0	---	---	---
RAMP SE	164	410	205	---	---	---	525	3	---	3	---	---	22	---	---	---
UNDISTRIBUTED	154	308	154	3	6	1,660	430	10	5	7	5	---	39	9	20	20
STAGE 4 SUBTOTALS	766	1,538	769	3	6	8,300	2,150	51	24	33	5	0	194	45	20	20
STAGE 4A																
118TH AVE	324	810	405	---	---	---	---	11	12	9	---	---	30	---	---	---
UNDISTRIBUTED	82	203	101	3	6	---	---	3	3	2	5	---	8	---	---	---
STAGE 4A SUBTOTALS	406	1,013	506	3	6	0	0	14	15	11	5	0	38	0	0	0
STAGE 4B																
118TH AVE	---	---	---	---	---	---	---	10	4	6	---	---	---	---	---	---
UNDISTRIBUTED	---	---	---	3	6	---	---	3	1	2	5	---	---	---	---	---
STAGE 4B SUBTOTALS	0	0	0	3	6	0	0	13	5	8	5	0	0	0	0	0
STAGE 5																
STH 50 1428+00 - 1467+00	---	---	---	---	---	48	---	14	14	---	---	5	---	---	---	---
UNDISTRIBUTED	---	---	---	3	6	12	---	4	4	---	5	2	---	---	---	---
STAGE 5 SUBTOTALS	0	0	0	3	6	60	0	18	18	0	5	7	0	0	0	0
STAGE 6																
STH 50 1420+00 - 1467+00	230	575	288	---	---	845	1,280	31	7	37	---	3	22	108	---	---
NW RAMP	---	300	150	---	---	3,594	---	9	1	8	---	---	---	---	---	---
NE RAMP	---	---	---	---	---	2,085	---	4	1	3	---	---	---	---	---	---
118TH AVE	228	670	335	---	---	---	---	1	---	12	---	---	22	---	---	---
UNDISTRIBUTED	116	386	193	3	6	1,626	320	11	1	17	3	2	13	29	20	20
STAGE 6 SUBTOTALS	574	1,931	966	3	6	8,150	1,600	56	10	77	3	5	57	137	20	20
STAGE 7																
STH 50 1422+00 - 1463+00	---	---	---	---	---	---	0	---	---	48	---	---	---	---	---	---
118TH AVE	120	300	150	---	---	---	842	---	---	---	---	---	---	---	---	---
UNDISTRIBUTED	30	76	38	3	6	---	208	---	---	12	1	---	---	---	20	20
STAGE 7 SUBTOTALS	150	376	188	3	6	0	1,050	0	0	60	1	0	0	0	20	20
TOTALS	2,400	7,820	3,910	30	60	19,400	6,400	304	129	285	40	35	495	475	120	120

RIPRAP ITEMS

CATEGORY	0100	0100
	606.0100	645.0130
	RIPRAP LIGHT	GEOTEXTILE FABRIC TYPE R
ROADWAY	CY	SY
STAGE 1		
STH 50 1422+00 - 1446+00	11	33
UNDISTRIBUTED	3	9
STAGE 1 SUBTOTALS	14	42
STAGE 4		
STH 50 1422+00 - 1469+00	24	87
RAMP SW	---	---
RAMP SE	---	---
UNDISTRIBUTED	6	22
STAGE 4 SUBTOTALS	30	109
STAGE 4A		
118TH AVE	10	30
UNDISTRIBUTED	3	7
STAGE 4A SUBTOTALS	13	37
STAGE 6		
STH 50 1420+00 - 1467+00	---	---
NW RAMP	---	---
NE RAMP	---	---
118TH AVE	10	30
UNDISTRIBUTED	3	7
STAGE 6 SUBTOTALS	13	37
TOTALS	70	225

EROSION CONTROL FILTER BAGS AND ROCK BAGS

CATEGORY	6100	6100	6100	6100
	SPV.0060.006	628.7570	SPV.0060.011	SPV.0060.012
	EROSION CONTROL FILTER BAGS	ROCK BAGS	SILT FENCE DRAINAGE OUTLET ROCK BAGS	SILT FENCE DRAINAGE OUTLET EROSION CONTROL FILTER BAGS
ROADWAY	EACH	EACH	EACH	EACH
STAGE 1				
123RD AVENUE	---	---	4	1
77TH STREET	---	---	1	
76TH STREET/122ND CT	---	---	1	1
UNDISTRIBUTED	20	20	2	1
STAGE 1 SUBTOTALS	20	20	8	3
STAGE 2B				
125TH AVENUE	---	---	---	2
UNDISTRIBUTED	20	20	---	1
STAGE 2B SUBTOTALS	20	20	0	3
STAGE 4				
STH 50 1422+00 - 1469+00	---	---	---	6
RAMP SW	---	---	---	---
RAMP SE	---	---	---	2
UNDISTRIBUTED	20	20	---	3
STAGE 4 SUBTOTALS	20	20	0	11
STAGE 4A				
118TH AVE	---	---	---	3
UNDISTRIBUTED	20	20	---	1
STAGE 4A SUBTOTALS	20	20	0	4
STAGE 6				
STH 50 1420+00 - 1467+00	---	---	---	5
NW RAMP	---	---	---	0
NE RAMP	---	---	---	0
118TH AVE	---	---	1	4
UNDISTRIBUTED	20	20	1	3
STAGE 6 SUBTOTALS	20	20	2	12
STAGE 7				
STH 50 1422+00 - 1463+00	---	---	---	---
118TH AVE	---	---	---	1
UNDISTRIBUTED	20	20	---	1
STAGE 7 SUBTOTALS	20	20	0	2
TOTALS	120	120	10	35

3

SIGN REMOVALS

SIGN #	SIGN CODE	6100 638.2602 REMOVING SIGNS TYPE II EACH	6100 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	6100 638.2102** MOVING SIGNS TYPE II EACH	6100 638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1R-01	M3-4	1	1	--	--	--	WEST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
1R-02	R2-1	1	1	--	--	--	SPEED LIMIT 55 MPH
1R-03	R5-1	1	1	--	--	--	DO NOT ENTER
1R-04	R6-2L	1	1	--	--	--	ONE WAY LEFT ARROW
1R-05	R4-7	1	1	--	--	--	KEEP RIGHT
1R-06	D1-1	1	2	--	--	--	ONE DESTINATION (ARROW)
1R-07	R5-1A	1	1	--	--	--	WRONG WAY
1R-08	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
1R-09	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
1R-10	R4-7	1	1	--	--	--	KEEP RIGHT
1R-11	M1-6	1	1	--	--	--	STATE ROUTE MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1R-12	R1-1	1	1	--	--	--	STOP SIGN
1R-13	R1-1	1	1	--	--	--	STOP SIGN
1R-14	R6-2L	1	--	--	--	1R-13	ONE WAY LEFT ARROW
1R-15	R6-2L	1	1	--	--	--	ONE WAY LEFT ARROW
1R-16	R4-7	1	--	--	--	1R-12	KEEP RIGHT
1R-17	R4-7	1	1	--	--	--	KEEP RIGHT
1R-18	R5-1	1	1	--	--	--	DO NOT ENTER
1R-19	M1-95	1	1	--	--	--	FRONTAGE ROAD MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1R-20	M1-95	1	--	--	--	1R-18	FRONTAGE ROAD MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1R-21	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
1R-22	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
1R-23	SIGN NOT USED						
1R-24	R1-1	1	1	--	--	--	STOP SIGN
1R-25	R4-7	1	1	--	--	--	KEEP RIGHT
1R-26	R5-1	1	1	--	--	--	DO NOT ENTER
1R-27	R5-1A	1	1	--	--	--	WRONG WAY
1R-28	M2-1	1	2	--	--	--	JCT
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M2-1	1	--	--	--	--	JCT
	M1-4	1	--	--	--	--	US ROUTE MARKER
1R-29	M1-95	1	1	--	--	--	FRONTAGE ROAD MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1R-30	M1-95	1	1	--	--	--	FRONTAGE ROAD MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1R-31	R5-1	1	--	--	--	1R-29	DO NOT ENTER
1R-32	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
1R-33	W1-1L	1	1	--	--	--	LEFT TURN
	W13-1	1	--	--	--	--	ADVISORY SPEED (YELLOW BACK)
1R-34	W3-1	1	1	--	--	--	STOP AHEAD
1R-35	R1-1	1	--	--	--	1R-15	STOP SIGN
	R6-3A	1	--	--	--	--	DIVIDED HIGHWAY T INTERSECTION
1R-36	M1-6	1	1	--	--	--	STATE ROUTE MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
SHEET SUBTOTALS		**47**	**32**	**0**	**0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGN REMOVALS (CONTINUED)

SIGN #	SIGN CODE	6100 638.2602 REMOVING SIGNS TYPE II EACH	6100 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	6100 638.2102** MOVING SIGNS TYPE II EACH	6100 638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1R-37	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
1R-38	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
2R-01	R4-7	1	1	--	--	--	KEEP RIGHT
2M-01	I55-56	--	--	1	1	--	ADOPT-A-HIGHWAY
2R-02	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
2R-03	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
2R-04	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-05	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-06	R5-1	1	1	--	--	--	DO NOT ENTER
2R-07	R1-1	1	1	--	--	--	STOP SIGN
	R6-2R	1	--	--	--	--	ONE WAY RIGHT ARROW
2R-08	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-09	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-10	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-11	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
2R-12	M1-6	1	1	--	--	--	STATE ROUTE MARKER
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
2R-13	R7-1D	1	--	--	--	2R-15	NO PARKING ANY TIME (DOUBLE ARROW)
2R-14	M3-4	1	1	--	--	--	WEST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
2R-15	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
2R-16	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
2R-17	R5-1A	1	1	--	--	--	WRONG WAY
2R-18	R4-7	1	1	--	--	--	KEEP RIGHT
2R-19	J3-2	--	2	--	--	--	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
2R-20	J3-2	--	2	--	--	--	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
2R-21	R4-7	1	1	--	--	--	KEEP RIGHT
2R-22	R4-7	1	1	--	--	--	KEEP RIGHT
2R-23	R5-1	1	1	--	--	--	DO NOT ENTER
2R-24	J2-3	--	2	--	--	--	ROUTE TURN ASSEMBLY
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-3	1	--	--	--	--	SOUTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
SHEET SUBTOTALS		**47**	**28**	**1**	**1**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

SIGN REMOVALS (CONTINUED)

CATEGORY		6100 638.2602 REMOVING SIGNS TYPE II EACH	6100 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	6100 638.2102** MOVING SIGNS TYPE II EACH	6100 638.4000 MOVING SMALL SIGN SUPPORTS EACH		
SIGN #	SIGN CODE					SIGN MOUNTED ON SAME POST AS	REMARKS
2R-25	J2-3	--	2	--	--	--	ROUTE TURN ASSEMBLY
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-3	1	--	--	--	--	SOUTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
2R-26	W3-3	1	1	--	--	--	SIGNAL AHEAD
2R-27	R4-7	1	1	--	--	--	KEEP RIGHT
2R-28	R4-7	1	1	--	--	--	KEEP RIGHT
2R-29	D1-3	1	2	--	--	--	THREE DESTINATION (ARROWS)
2R-30	R5-1	1	1	--	--	--	DO NOT ENTER
2R-31	J3-2	--	1	--	--	--	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	R3-54L	1	--	--	--	--	USE LEFT LANE
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	R3-54L	1	--	--	--	--	USE LEFT LANE
3M-01	R5-57	--	--	1	1	--	PEDESTRIANS, ETC., PROHIBITED
3R-01	J3-2	--	1	--	--	--	DIRECTIONAL ASSEMBLY
	M3-2	1	--	--	--	--	EAST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-3	1	--	--	--	--	SOUTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
3R-02	R1-2	1	1	--	--	--	YIELD
3R-03	R3-2	1	1	--	--	--	NO LEFT TURN SYMBOL
3R-04	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-05	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-06	R5-1	1	1	--	--	--	DO NOT ENTER
3R-07	R4-7	1	1	--	--	--	KEEP RIGHT
3R-08	R6-2L	1	1	--	--	--	ONE WAY LEFT ARROW
3R-09	R5-1A	1	1	--	--	--	WRONG WAY
3R-10	R3-1	1	1	--	--	--	NO RIGHT TURN SYMBOL
3R-11	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-12	R5-1	1	1	--	--	--	DO NOT ENTER
3R-13	R5-1A	1	1	--	--	--	WRONG WAY
3R-14	J3-2	--	--	--	--	SIGNAL POLE	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
SHEET SUBTOTALS		**44**	**19**	**1**	**1**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

SIGN REMOVALS (CONTINUED)

CATEGORY		6100 638.2602 REMOVING SIGNS TYPE II EACH	6100 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	6100 638.2102** MOVING SIGNS TYPE II EACH	6100 638.4000 MOVING SMALL SIGN SUPPORTS EACH		
SIGN #	SIGN CODE					SIGN MOUNTED ON SAME POST AS	REMARKS
3R-15	R3-8P	1	--	--	--	3R-13	LEFT ONLY / LEFT, AHEAD / RIGHT ONLY
3R-16	R3-8P	1	1	--	--	--	LEFT ONLY / LEFT, AHEAD / RIGHT ONLY
3R-17	R1-2	1	1	--	--	--	YIELD
3R-18	R4-7	1	--	--	--	SIGNAL POLE	KEEP RIGHT
3R-19	R3-2	1	1	--	--	--	NO LEFT TURN SYMBOL
3R-20	R5-1	1	1	--	--	--	DO NOT ENTER
3R-21	W12-1D	1	1	--	--	--	DOUBLE DOWN ARROW
3R-22	R3-55L	1	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
3R-23	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
3R-24	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
3R-25	D1-60	1	2	--	--	--	STREET NAME W/ CARDINALS & ARROWS
3R-26	I2-3	1	2	--	--	--	CITY NAME SIGN-POP OR UNINC
3R-27	R3-5L	1	--	--	--	SIGN SUPPORT	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT ARROW
3R-28	D1-3	1	2	--	--	--	THREE DESTINATION (ARROWS)
3R-29	R3-7R	1	1	--	--	--	RIGHT LANE MUST TURN RIGHT
3R-30	R5-1A	1	--	--	--	3R-24	WRONG WAY
3R-31	J3-2	--	2	--	--	--	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
3R-32	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-33	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-34	W12-1D	1	1	--	--	--	DOUBLE DOWN ARROW
3R-35	R1-2	1	1	--	--	--	YIELD
3R-36	J3-2	--	--	--	--	SIGNAL POLE	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
3R-37	R6-2L	1	1	--	--	--	ONE WAY LEFT ARROW
3R-38	R5-1A	1	--	--	--	SIGNAL POLE	WRONG WAY
3R-39	R3-1	1	1	--	--	--	NO RIGHT TURN SYMBOL
3R-40	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
3R-41	R5-1	1	1	--	--	--	DO NOT ENTER
3R-42	R5-1	1	1	--	--	--	DO NOT ENTER
3R-43	R5-1	1	--	--	--	SIGNAL POLE	DO NOT ENTER
3R-44	W12-1D	1	1	--	--	--	DOUBLE DOWN ARROW
3R-45	J3-2	--	--	--	--	SIGNAL POLE	DIRECTIONAL ASSEMBLY
	M3-2	1	--	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-4	1	--	--	--	--	WEST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
SHEET SUBTOTALS		**46**	**24**	**0**	**0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGN REMOVALS (CONTINUED)

CATEGORY		6100 638.2602 REMOVING SIGNS TYPE II	6100 638.3000 REMOVING SMALL SIGN SUPPORTS	6100 638.2102** MOVING SIGNS TYPE II	6100 638.4000 MOVING SMALL SIGN SUPPORTS		
SIGN #	SIGN CODE	EACH	EACH	EACH	EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
3R-46	R1-2	1	1	--	--	--	YIELD
3R-47	R5-1A	1	--	--	--	3R-50	WRONG WAY
3R-48	R5-1A	1	--	--	--	3R-49	WRONG WAY
3R-49	R3-8P	1	2	--	--	--	LEFT ONLY / LEFT, AHEAD / RIGHT ONLY
3R-50	R3-8P	1	2	--	--	--	LEFT ONLY / LEFT, AHEAD / RIGHT ONLY
3R-51	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
3R-52	D9-2	1	--	--	--	3R-51	HOSPITAL
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
3R-53	R3-5L	1	--	--	--	SIGN SUPPORT	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT ARROW
3R-54	R3-5	1	--	--	--	SIGN SUPPORT	LANE CONTROL SYMBOL W/ BLACK BORDER - AHEAD/LEFT
4R-01	M3-4	1	1	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
4R-02	R1-2	1	1	--	--	--	YIELD
4R-03	W12-1D	1	1	--	--	--	DOUBLE DOWN ARROW
4R-04	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
4R-05	R1-1F	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
4R-06	R4-7	1	--	--	--	SIGNAL POLE	KEEP RIGHT
4R-07	R4-7	1	--	--	--	SIGNAL POLE	KEEP RIGHT
4R-08	R4-7	1	1	--	--	--	KEEP RIGHT
4R-09	R5-1	1	1	--	--	--	DO NOT ENTER
4R-10	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
4R-11	R1-1F	1	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
4R-12	R1-2	1	1	--	--	--	YIELD
4R-13	R4-7	1	1	--	--	--	KEEP RIGHT
4R-14	M3-2	1	1	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
4R-15	J3-2	--	1	--	--	--	DIRECTIONAL ASSEMBLY
	M3-4	1	--	--	--	--	WEST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-2	1	--	--	--	--	EAST
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
4R-16	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
4R-17	R3-8A	1	1	--	--	--	LEFT ONLY / AHEAD, RIGHT
4R-18	SIGN NOT USED						
4R-19	W3-3	1	1	--	--	--	SIGNAL AHEAD
4R-20	M2-1	1	1	--	--	--	JCT
	M1-6	1	--	--	--	--	STATE ROUTE MARKER
4R-21	M3-2	1	2	--	--	--	EAST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M3-3	1	--	--	--	--	SOUTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
SHEET SUBTOTALS		**49**	**22**	**0**	**0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGN REMOVALS (CONTINUED)

CATEGORY		6100 638.2602 REMOVING SIGNS TYPE II	6100 638.3000 REMOVING SMALL SIGN SUPPORTS	6100 638.2102** MOVING SIGNS TYPE II	6100 638.4000 MOVING SMALL SIGN SUPPORTS		
SIGN #	SIGN CODE	EACH	EACH	EACH	EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
4R-22	M3-2	1	2	--	--	--	EAST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M3-3	1	--	--	--	--	SOUTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	M3-4	1	--	--	--	--	WEST
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M3-1	1	--	--	--	--	NORTH
	M1-4	1	--	--	--	--	US ROUTE MARKER
	M6-1	1	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
4R-23	R3-56	1	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
4R-24	M1-95A	1	1	--	--	--	FRONTAGE ROAD MARKER WITH CARDINAL
	M6-4	1	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
4R-25		1	1	--	--	--	NO THRU TRAFFIC IN CURB LANE
4R-26		1	1	--	--	--	NO THRU TRAFFIC IN CURB LANE
4R-27	D1-60	1	2	--	--	--	STREET NAME W/ CARDINALS & ARROWS
4R-28	R3-55L	1	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
4R-29	W3-3	1	1	--	--	--	SIGNAL AHEAD
4R-30	W3-3	1	1	--	--	--	SIGNAL AHEAD
4R-31	R1-1	1	1	--	--	--	STOP SIGN
4R-32	R4-7	1	1	--	--	--	KEEP RIGHT
4R-33	R4-7	1	1	--	--	--	KEEP RIGHT
4R-34	R1-1	1	1	--	--	--	STOP SIGN
4R-35	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
4R-36	SIGN NOT USED						
4M-01	I55-56	--	--	1	1	--	ADOPT-A-HIGHWAY
4R-37	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
4R-38	R2-1	1	1	--	--	--	SPEED LIMIT 35 MPH
4R-39	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
4R-40	R7-1D	1	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
4R-41	M2-1	1	1	--	--	--	JCT
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M1-4	1	--	--	--	--	US ROUTE MARKER
4R-42	M2-1	1	1	--	--	--	JCT
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M1-4	1	--	--	--	--	US ROUTE MARKER
5R-01	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
5R-02	W3-1	1	1	--	--	--	STOP AHEAD
5R-03	W3-1	1	1	--	--	--	STOP AHEAD
5R-04	R3-8D	1	1	--	--	--	AHEAD ONLY / RIGHT ONLY
5R-05	R3-55L	1	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
5R-06	W3-1	1	1	--	--	--	STOP AHEAD
5R-07	W3-1	1	1	--	--	--	STOP AHEAD
5R-08	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
5R-09	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
5R-10	R1-1	1	1	--	--	--	STOP SIGN
5R-11	R1-1	1	1	--	--	--	STOP SIGN
5R-12	R4-7	1	--	--	--	5R-10	KEEP RIGHT
6R-01	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
6R-02	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
SHEET SUBTOTALS		**48**	**35**	**1**	**1**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

SIGN REMOVALS (CONTINUED)

CATEGORY		6100	6100	6100	6100		
		638.2602	638.3000	638.2102**	638.4000		
		REMOVING	REMOVING		MOVING		
		SIGNS	SMALL	MOVING	SMALL		
	SIGN	TYPE II	SIGN	SIGNS	SIGN	SIGN MOUNTED	
SIGN #	CODE	EACH	SUPPORTS EACH	TYPE II EACH	SUPPORTS EACH	ON SAME POST AS	REMARKS
6R-03	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
6R-04	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
6R-05	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
6R-06	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
6R-07	R2-1	1	1	--	--	--	SPEED LIMIT 30 MPH
6R-08	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
6R-09	D1-2	1	2	--	--	--	TWO DESTINATION (ARROWS)
6R-10	M4-5	1	1	--	--	--	TO
	M1-1	1	--	--	--	--	INTERSTATE SHIELD
	M5-1R	1	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
6R-11	R4-7	1	1	--	--	--	KEEP RIGHT
UNDISTRIBUTED		--	--	8	8		MEDIAN SIGNS IN TRAFFIC SWITCHES
SHEET SUBTOTALS		**11**	**14**	**8**	**8**		
PROJECT TOTALS		**292**	**174**	**11**	**11**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGN BASE AND POLE REMOVAL

CATEGORY			0100	6110
			204.0195**	SPV.0060.110**
			REMOVING	REMOVING
			CONCRETE BASES	LIGHTING UNITS
	SIGN NUMBER	LOCATION	EACH	EACH
	3R-27	118TH AVENUE	1	1
	TOTAL		1	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNS TYPE I

CATEGORY	ROADWAY	SIGN #	SIGN SIZE FT	637.0101 SIGNS TYPE I SF	SIGN MOUNTED ON SIGN BRIDGE
6100	STH 50	1633	3X6.4	19.25	S-30-241
		1634	3X6.4	19.25	S-30-242
		1635	3X6.4	19.25	S-30-242
		1757	3X6.4	19.25	S-30-243
		1758	3X6.4	19.25	S-30-243
		1765	3X6.4	19.25	S-30-245
		1766	6X7.5	45.00	S-30-244
		1767	6X7.5	45.00	S-30-244
		1809	6X7.5	45.00	S-30-246
	STH 50 SUBTOTALS			250.50	
6100	RAMP NW	1717	3X6.4	19.25	S-30-238
		1719	3X6.4	19.25	S-30-238
		1720	3X6.4	19.25	S-30-238
		1721	3X6.4	19.25	S-30-238
	RAMP NW SUBTOTALS			77.00	
6100	RAMP SE	1739	3X6.4	19.25	S-30-237
		1740	3X6.4	19.25	S-30-237
		1741	9X6.5	58.50	S-30-237
		1742	9X6.5	58.50	S-30-237
		1743	3X6.4	19.25	S-30-237
		1744	3X6.4	19.25	S-30-237
	RAMP SE SUBTOTALS			194.00	
	PROJECT TOTALS			521.50	

OVERHEAD SIGN SUPPORT (STRUCTURE)

CATEGORY	STRUCTURE NO.	641.8100 ITEM NO.	LS	NOTES
6100	S-30-238	.001	1	FULL SPAN
6100	S-30-241	.002	1	CANTILEVER
6100	S-30-242	.003	1	CANTILEVER
6100	S-30-243	.004	1	CANTILEVER
6100	S-30-244	.005	1	CANTILEVER
6100	S-30-245	.006	1	CANTILEVER
6100	S-30-246	.007	1	CANTILEVER
6100	S-30-252	.008	1	CANTILEVER

3

3

PERMANENT SIGNING

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612	634.0614	634.0616	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
					POSTS WOOD 4X6-INCH					
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1500	W23-2	(2)	36X36	9.00	--	1	--	--	--	NEW TRAFFIC PATTERN AHEAD
1501	W23-2	(2)	36X36	9.00	--	1	--	--	--	NEW TRAFFIC PATTERN AHEAD
1502	J4-1	(3)			--	--	1	--	--	REASSURANCE ASSEMBLY
	M3-4	(3)	36X18	4.50	--	--	--	--	--	WEST
	M1-6	(3)	36X36	9.00	--	--	--	--	--	STATE ROUTE MARKER
1503	W2-1	(2)	30X30	6.25	--	1	--	--	--	CROSS ROAD
1504	J32-2	(2)			--	--	2	--	--	TRAILBLAZER ADVANCE TURN WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB5-1L	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (LEFT TURN ARROW) (BLUE)
	MB5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (RIGHT TURN ARROW) (BLUE)
1505	R2-1	(3)	36X36	9.00	--	--	1	--	--	SPEED LIMIT 35 MPH
1506	R2-1	(3)	36X36	9.00	--	--	1	--	--	SPEED LIMIT 35 MPH
1507	R2-1	(3)	36X36	9.00	--	--	1	--	--	SPEED LIMIT 55 MPH
1508	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1509	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1510	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1511	R6-2L	(2)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1512	R5-1	(2)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1513	M1-95A	Custom	102X21	14.88	--	2	--	--	--	ONE DESTINATION (ARROW)
1514	D1-60	Custom	96X30	20.00	--	2	--	--	--	STREET NAME W/ CARDINALS & ARROWS
1515	D1-60	Custom	96X30	20.00	--	2	--	--	--	STREET NAME W/ CARDINALS & ARROWS
1516	R5-1A	(2)	36X24	6.00	--	--	--	--	1513	WRONG WAY
1517	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1518	J33-2				--	--	2	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1519	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1520	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1521	R5-1A	(2)	36X24	6.00	--	--	--	--	SIGNAL POLE	WRONG WAY
1522	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1523	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1524	W4-2R	(2)	36X36	9.00	--	1	--	--	--	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
1525	J13-1	(2)			--	--	--	--	SIGNAL POLE	DIRECTIONAL WITHOUT CARDINAL
	M3-1	(2)	24X12	2.00	--	--	--	--	--	NORTH
	M1-95A	(2)	24X30	5.00	--	--	--	--	--	FRONTAGE ROAD MARKER WITH CARDINAL
	M6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
SHEET SUBTOTALS				**257.4**	**0.0**	**20.0**	**8.0**	**0.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612	634.0614	634.0616	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
					POSTS WOOD 4X6-INCH					
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				257.43	0.00	20.00	8.00	0.00		
1526	J13-1	(2)			--	--	1	--	--	DIRECTIONAL WITHOUT CARDINAL
	M3-3	(2)	24X12	2.00	--	--	--	--	--	SOUTH
	M1-95A	(2)	24X30	5.00	--	--	--	--	--	FRONTAGE ROAD MARKER WITH CARDINAL
	M6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
1527	W9-1R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE ENDS
1528	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1529	R6-2L	(3)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1530	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	SPEED LIMIT 30 MPH
1531	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1532	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1533	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1534	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1535	R1-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN
1536	R1-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN
1537	R6-3	(2)	30X24	5.00	--	--	--	--	SIGNAL POLE	DIVIDED HIGHWAY SIGN CROSSROAD
1538	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 35 MPH
1539	R5-1	(3)	36X36	9.00	--	1	--	--	--	SPEED LIMIT 35 MPH
1540	J33-1	(3)		0.00	--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	M1-1	(2)	24X24	4.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	SPEED LIMIT 35 MPH
1541	W1-1L	(2)	36X36	9.00	--	--	1	--	--	LEFT TURN
1542	W13-1	(3)	24X24	4.00	--	--	--	--	1541	ADVISORY SPEED (YELLOW BACK)
1543	J1-2	(2)			--	1	--	--	--	JUNCTION OR END ASSEMBLY
	M2-1	(2)	21X15	2.20	--	--	--	--	--	SPEED LIMIT 35 MPH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	SPEED LIMIT 35 MPH
1544	W3-1	(2)	36X36	9.00	--	1	--	--	--	STOP AHEAD
1545	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1546	J3-2	(3)		0.00	--	--	2	--	--	DIRECTIONAL ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	M3-2	(2)	24X12	2.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	SPEED LIMIT 35 MPH
	M6-1	(2)	21X21	3.06	--	--	--	--	--	SPEED LIMIT 35 MPH
	M6-1	(2)	21X21	3.06	--	--	--	--	--	SPEED LIMIT 35 MPH
1547	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1548	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1549	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1550	R6-2L	(2)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1551	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1552	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1553	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1554	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1555	J1-2	(2)			--	1	--	--	--	JUNCTION OR END ASSEMBLY
	MB2-1	(2)	21X15	2.20	--	--	--	--	--	JCT (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M2-1	(2)	21X15	2.20	--	--	--	--	--	JCT
	M1-4	(2)	24X24	4.00	--	--	--	--	--	US ROUTE MARKER
SHEET SUBTOTALS				**494.8**	**3.0**	**33.0**	**13.0**	**0.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612 POSTS WOOD 4X6-INCH	634.0614 POSTS WOOD 4X6-INCH	634.0616 POSTS WOOD 4X6-INCH	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				494.77	3.00	33.00	13.00	0.00		
1556	J1-2	(2)			--	1	--	--	--	JUNCTION OR END ASSEMBLY
	MB2-1	(2)	21X15	2.20	--	--	--	--	--	JCT (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M2-1	(2)	21X15	2.20	--	--	--	--	--	JCT
	M1-4	(2)	24X24	4.00	--	--	--	--	--	US ROUTE MARKER
1557	R1-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN
1558	R6-3	(2)	30X24	5.00	--	--	--	--	SIGNAL POLE	DIVIDED HIGHWAY SIGN CROSSROAD
1559	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1560	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1561	R5-1A	(2)	36X24	6.00	--	--	--	--	SIGNAL POLE	WRONG WAY
1562	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1563	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1564	R1-1	(3)	36X36	9.00	--	--	1	--	--	STOP SIGN
1565	R6-3	(2)	30X24	5.00	--		--	--	1564	DIVIDED HIGHWAY SIGN CROSSROAD
1600	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1601	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1602	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1603	R5-1A	(2)	36X24	6.00	--	--	--	--	1602	WRONG WAY
1604	J33-2	(2)			--	--	2	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1605	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1606	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1607	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1608	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1609	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1610	R6-2L	(2)	30X36	7.50	--	--	--	--	SIGNAL POLE	ONE WAY LEFT ARROW
1611	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1612	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1613	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	SPEED LIMIT 35 MPH
1614	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	SPEED LIMIT 35 MPH
1615	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1616	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1617	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1618	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1619	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1620	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1621	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1622	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1623	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1624	R1-1F	(2)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1625	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1626	J13-1	(2)			--	1	--	--	--	SPEED LIMIT 35 MPH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M6-4	(2)	21X21	3.06	--	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
SHEET SUBTOTALS				**760.1**	**7.0**	**44.0**	**16.0**	**0.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612 POSTS WOOD 4X6-INCH	634.0614 POSTS WOOD 4X6-INCH	634.0616 POSTS WOOD 4X6-INCH	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				760.10	7.00	44.00	16.00	0.00		
1627	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	SPEED LIMIT 35 MPH
1628	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1629	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1630	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1631	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1632	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1636	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1637	W1-1R	(2)	36X36	9.00	--	1	--	--	--	RIGHT TURN
1638	W5-54D	(2)	18X18	2.25	--	--	--	--	1679	CLEARANCE MARKER W/9 YELLOW DELINEATORS
1639	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1640	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1641	R1-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN
1642	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1643	J32-2	(2)			--	--	2	--	--	TRAILBLAZER ADVANCE TURN WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB5-1L	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (LEFT TURN ARROW) (BLUE)
	MB5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (LEFT TURN ARROW) (BLUE)
1644	R5-1A	(2)	36X24	6.00	--	--	--	--	1643	WRONG WAY
1645	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1646	R3-55L	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	LEFT TURN LANE W/DOWN RIGHT ARROW
1647	R9-3A	(2)	18X18	2.25	--	--	--	1	--	NO PEDESTRIAN CROSSING SYMBOL
1648	R9-3BL	(2)	18X12	1.50	--	--	--	--	1647	USE CROSSWALK W/ARROW
1649	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1650	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1651	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1652	R6-2L	(2)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1653	J2-2	(2)			--	--	2	--	--	ROUTE TURN ASSEMBLY
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M3-1	(2)	24X12	2.00	--	--	--	--	--	NORTH
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M4-20L	(2)	24X24	4.00	--	--	--	--	--	USE LEFT LANE
	M4-20L	(2)	24X24	4.00	--	--	--	--	--	USE LEFT LANE
1654	D1-3	Custom	78X48	26.00	--	--	2	--	--	THREE DESTINATION (ARROWS)
1655	J2-3	(2)			--	--	--	--	1654	ROUTE TURN ASSEMBLY
	M3-2	(2)	24X12	2.00	--	--	--	--	--	EAST
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M3-3	(2)	24X12	2.00	--	--	--	--	--	SOUTH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-4	(2)	24X24	4.00	--	--	--	--	--	US ROUTE MARKER
	M6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	MB5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (RIGHT TURN ARROW) (BLUE)
	M5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
1656	W5-56	(2)	18X18	2.25	1	--	--	--	--	END OF ROAD MARKER W/ RED DELINEATOR
1657	W5-56	(2)	18X18	2.25	1	--	--	--	--	END OF ROAD MARKER W/ RED DELINEATOR
SHEET SUBTOTALS				**1,011.2**	**10.0**	**50.0**	**22.0**	**1.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612	634.0614 POSTS WOOD 4X6-INCH	634.0616	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				1011.15	10.00	50.00	22.00	1.00		
1658	W5-56	(2)	18X18	2.25	1	--	--	--	--	END OF ROAD MARKER W/ RED DELINEATOR
1659	J13-1	(2)			--	--	1	--	--	DIRECTIONAL WITHOUT CARDINAL
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M6-4	(2)	21X21	3.06	--	--	--	--	--	DIRECTIONAL ARROW (LEFT OR RIGHT)
1660	R5-1A	(2)	36X24	6.00	--	--	--	--	S-30-241	WRONG WAY
1661	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1662	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1663	W14-2	(2)	30X30	6.25	--	1	--	--	--	NO OUTLET
1664	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1665	W1-1L	(2)	36X36	9.00	--	1	--	--	--	LEFT TURN
1666	J32-1				--	--	1	--	--	TRAILBLAZER ADVANCE TURN WITH CARDINAL
	M4-5	(2)	24X12	2.00	--	--	--	--	--	TO
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
1667	J33-1	(2)			--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	M4-5	(2)	24X12	2.00	--	--	--	--	--	TO
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
1668	R9-3A	(2)	18X18	2.25	--	--	--	1	--	NO PEDESTRIAN CROSSING SYMBOL
1669	R9-3BR	(2)	18X12	1.50	--	--	--	--	1668	USE CROSSWALK W/ARROW
1670	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1671	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1672	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1673	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1674	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1675	J33-2	(2)			--	--	2	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	3.13	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	3.13	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1676	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1677	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1678	R3-8V	(2)	30X72	15.00	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / AHEAD ONLY / RIGHT ONLY
1679	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1680	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1681	R10-50	(2)	30X36	7.50	--	1	--	--	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
1682	R10-50	(2)	30X36	7.50	--	1	--	--	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
1700	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1701	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1702	R3-2	(2)	24X24	4.00	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
1703	R10-11F	(2)	30X36	7.50	--	1	--	--	--	NO TURN ON RED FROM LEFT LANE
SHEET SUBTOTALS				**1,223.2**	**13.0**	**68.0**	**27.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612 POSTS WOOD 4X6-INCH	634.0614	634.0616	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				1223.21	13.00	68.00	27.00	2.00		
1704	R1-1F	(2)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1705	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1706	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1707	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1708	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1709	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1710	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1711	R5-1A	(2)	36X24	6.00	--	--	--	--	S-30-238	WRONG WAY
1712	R5-1A	(2)	36X24	6.00	--	--	--	--	S-30-238	WRONG WAY
1713	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1714	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1715	J33-1	(2)			--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1716	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1718	R3-6L	(2)	42X48	14.00	--	--	--	--	S-30-238	LANE CONTROL SYMBOL W/ BLACK BORDER - LEFT & AHEAD ARROW
1722	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1723	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1724	R6-2L	(2)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1725	D1-1	Custom	78X15	8.13	--	2	--	--	--	ONE DESTINATION (ARROW)
1726	D1-1	Custom	72X42	21.00	--	--	--	--	ON I94 BRIDGE	ONE DESTINATION (ARROW)
1727	R3-1	(2)	24X24	4.00	--	--	--	--	SIGNAL POLE	NO RIGHT TURN SYMBOL
1728	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1729	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1730	R5-1A	(2)	36X24	6.00	--	--	--	--	1725	WRONG WAY
1731	R5-1A	(2)	36X24	6.00	--	--	--	--	1732	WRONG WAY
1732	D1-1	Custom	66X15	6.88	--	2	--	--	--	ONE DESTINATION (ARROW)
1733	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1734	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1735	R6-2L	(2)	30X36	7.50	--	1	--	--	--	ONE WAY LEFT ARROW
1736	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1737	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1738	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1745	R3-1	(2)	24X24	4.00	--	--	--	--	SIGNAL POLE	NO RIGHT TURN SYMBOL
1746	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1747	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1748	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1749	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1750	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1751	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-2	(2)	24X12	2.00	--	--	--	--	--	EAST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1752	J4-1	(2)			--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-2	(2)	24X12	2.00	--	--	--	--	--	EAST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1753	R10-11F	(2)	30X36	7.50	--	1	--	--	--	NO TURN ON RED FROM LEFT LANE
1754	J33-2	(2)			--	--	2	--	--	SPEED LIMIT 35 MPH
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
SHEET SUBTOTALS				**1,545.5**	**15.0**	**79.0**	**30.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612 POSTS WOOD 4X6-INCH	634.0614	634.0616	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				1545.53	15.00	79.00	30.00	2.00		
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1755	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1756	R5-1A	(2)	36X24	6.00	--	1	--	--	--	WRONG WAY
1759	R5-1A	(2)	36X24	6.00	--	1	--	--	--	WRONG WAY
1760	R2-1	(3)	30X36	7.50	--	--	--	--	1759	SPEED LIMIT 35 MPH
1761	R2-1	(2)	30X36	7.50	--	--	--	--	1756	SPEED LIMIT 35 MPH
1762	D1-2	Custom	78X30	16.25	--	2	--	--	--	TWO DESTINATION (ARROWS)
1763	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1764	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1768	I2-3	Custom	120X24	20.00	--	2	--	--	--	CITY NAME SIGN-POP OR UNINC
1769	R5-1A	(2)	36X24	6.00	--	--	--	--	1768	WRONG WAY
1770	R2-1	(3)	30X36	7.50	--	--	--	--	S-30-244	SPEED LIMIT 35 MPH
1771	R2-1	(3)	30X36	7.50	--	1	--	--	--	SPEED LIMIT 35 MPH
1772	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1773	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1774	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1775	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1776	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1777	R3-2	(2)	24X24	4.00	--	--	--	--	SIGNAL POLE	NO LEFT TURN SYMBOL
1778	J33-1				--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1779	R5-1A	(2)	36X24	6.00	--	--	--	--	S-30-237	WRONG WAY
1780	R5-1A	(2)	36X24	6.00	--	--	--	--	S-30-237	WRONG WAY
1781	R3-8V	(2)	30X72	15.00	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / AHEAD ONLY / RIGHT ONLY
1800	J33-1	(2)			--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1801	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1802	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1803	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1804	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1805	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1806	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1807	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1808	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1810	R5-1A	(2)	36X24	6.00	--	1	--	--	--	WRONG WAY
1811	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1812	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1813	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1814	R3-53R	(2)	24X30	5.00	--	1	--	--	--	RIGHT TURN ONLY
1815	R1-1	(3)	36X36	9.00	--	1	--	--	--	SPEED LIMIT 35 MPH
SHEET SUBTOTALS				**1,860.5**	**18.0**	**96.0**	**32.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EA)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EA)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EA)	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				1860.52	18.00	96.00	32.00	2.00		
1816	R4-7	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 35 MPH
1817	R3-2	(2)	24X24	4.00	--	--	--	--	1816	NO LEFT TURN SYMBOL
1818	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1819	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1820	R2-1	(4)	36X48	12.00	--	1	--	--	--	SPEED LIMIT 35 MPH
1821	R2-1	(4)	36X48	12.00	--	1	--	--	--	SPEED LIMIT 35 MPH
1822	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1823	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1824	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1825	J1-2	(3)		0.00	--	--	1	--	--	JUNCTION OR END ASSEMBLY
	MB2-1	(3)	30X21	4.40	--	--	--	--	--	JCT (BLUE)
	M2-1	(3)	30X21	4.40	--	--	--	--	--	JCT
	M1-1	(3)	36X36	9.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-4	(3)	36X36	9.00	--	--	--	--	--	US ROUTE MARKER
1826	J1-2	(3)			--	1	--	--	--	JUNCTION OR END ASSEMBLY
	MB2-1	(3)	30X21	4.40	--	--	--	--	--	JCT (BLUE)
	M2-1	(3)	30X21	4.40	--	--	--	--	--	JCT
	M1-1	(3)	36X36	9.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-4	(3)	36X36	9.00	--	--	--	--	--	US ROUTE MARKER
1827	R7-1D	(2)	18X24	3.00	--	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
1828	R2-1	(4)	36X48	12.00	--	1	--	--	--	SPEED LIMIT 55 MPH
1829	R2-1	(4)	36X48	12.00	--	1	--	--	--	SPEED LIMIT 55 MPH
1830	J32-2	(2)			--	--	2	--	--	TRAILBLAZER ADVANCE TURN WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB5-1L	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (LEFT TURN ARROW) (BLUE)
	MB5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (RIGHT TURN ARROW) (BLUE)
1831	R7-1D	(2)	18X24	3.00	--	1	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
1832	W4-2R	(2)	36X36	9.00	--	1	--	--	--	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
1833	R6-2R	(2)	30X36	7.50	--	1	--	--	--	ONE WAY RIGHT ARROW
1834	W9-1R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE ENDS
1835	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1836	R3-53R	(2)	24X30	5.00	--	1	--	--	--	RIGHT TURN ONLY
1837	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1838	R3-2	(2)	24X24	4.00	--	--		--	1839	NO LEFT TURN SYMBOL
1839	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1840	R3-2	(2)	24X24	4.00	--	1	--	--	--	NO LEFT TURN SYMBOL
1841	R3-2	(2)	24X24	4.00	--	--	--	--	1819	NO LEFT TURN SYMBOL
1842	R6-2R	(2)	30X36	7.50	--	1	--	--	--	ONE WAY RIGHT ARROW
1843	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1844	J33-2	(2)			--	--	2	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
SHEET SUBTOTALS				**2,110.2**	**18.0**	**119.0**	**37.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

PERMANENT SIGNING (CONTINUED)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	637.0202 SIGNS REFLECTIVE TYPE II (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EA)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EA)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EA)	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH X 8 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
CATEGORY				6100	6100	6100	6100	6100		
TOTALS FROM PREVIOUS SHEETS				2110.24	18.00	119.00	37.00	2.00		
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1845	R3-56L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN LEFT ARROW
1846	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1847	J4-1				--	1	--	--	--	REASSURANCE ASSEMBLY
	M3-2	(2)	24X12	2.00	--	--	--	--	--	EAST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1848	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1849	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1850	W12-1D	(2)	24X24	4.00	1	--	--	--	--	DOUBLE DOWN ARROW
1851	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1852	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1853	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1854	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1855	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1856	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1857	R4-7	(2)	24X30	5.00	--	--	--	--	SIGNAL POLE	KEEP RIGHT
1858	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1859	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	SPEED LIMIT 55 MPH
1860	W12-1D	(2)	24X24	4.00	1	--	--	--	--	SPEED LIMIT 55 MPH
1861	R1-2	(2)	36X31	7.75	--	--	--	--	SIGNAL POLE	YIELD
1862	R5-1	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	DO NOT ENTER
1863	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1864	R1-1F	(3)	36X36	9.00	--	--	--	--	SIGNAL POLE	STOP SIGN (FOLDING)
1865	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1866	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1867	J33-1	(2)			--	1	--	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1868	W4-2L	(2)	36X36	9.00	--	1	--	--	--	LANE REDUCTION TRANSITION SYMBOL (LEFT)
1869	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1870	J2-2	(2)			--	1	--	--	--	ROUTE TURN ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	M3-2	(2)	24X12	2.00	--	--	--	--	--	EAST
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M5-1L	(2)	21X21	3.06	--	--	--	--	--	ADVANCE ARROW (LEFT TURN)
	M5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
1871	R3-8V	(2)	30X72	15.00	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / AHEAD ONLY / RIGHT ONLY
1872	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1873	J1-1	(2)			--	1	--	--	--	JUNCTION OR END ASSEMBLY
	M2-1	(2)	21X15	2.20	--	--	--	--	--	JCT
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
1874	J2-3	(2)			--	--	2	--	--	ROUTE TURN ASSEMBLY
	M3-4	(2)	24X12	2.00	--	--	--	--	--	WEST
	MB3-4	(2)	24X12	2.00	--	--	--	--	--	WEST (BLUE)
	M3-1	(2)	24X12	2.00	--	--	--	--	--	NORTH
	M1-6	(2)	24X24	4.00	--	--	--	--	--	STATE ROUTE MARKER
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-4	(2)	24X24	4.00	--	--	--	--	--	US ROUTE MARKER
	M6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW (RIGHT, LEFT, OR AHEAD)
	MB5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCED (RIGHT TURN ARROW) (BLUE)
	M5-1R	(2)	21X21	3.06	--	--	--	--	--	ADVANCE ARROW (RIGHT TURN)
SHEET SUBTOTALS				**2,379.4**	**20.0**	**132.0**	**39.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

PERMANENT SIGNING (CONTINUED)

CATEGORY				6100	6100	6100	6100	6100		
				637.0202 SIGNS REFLECTIVE	634.0612 POSTS WOOD 4X6-INCH	634.0614 POSTS WOOD 4X6-INCH	634.0616 POSTS WOOD 4X6-INCH	634.0808** TUBULAR STEEL SIGN POSTS 2X2 INCH X 8 FT		
SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE IN	TYPE II (SF)	12-FT (EA)	14-FT (EA)	16-FT (EA)	EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
TOTALS FROM PREVIOUS SHEETS				2379.42	20.00	132.00	39.00	2.00		
1875	J2-2	(2)			--	--	1	--	--	ROUTE TURN ASSEMBLY
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M3-3	(2)	24X12	2.00	--	--	--	--	--	SOUTH
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	M1-4	(2)	24X24	4.00	--	--	--	--	--	US ROUTE MARKER
	M4-20L	(2)	24X24	4.00	--	--	--	--	--	USE LEFT LANE
	M4-20L	(2)	24X24	4.00	--	--	--	--	--	USE LEFT LANE
1876	W5-54D	(2)	18X18	2.25	--	--	--	--	1869	CLEARANCE MARKER W/9 YELLOW DELINEATORS
1877	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1878	R10-50	(3)	30X36	7.50	--	1	--	--	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
1879	R10-50	(3)	30X36	7.50	--	1	--	--	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
1880	W9-62	(2)	48X60	20.00	--	--	--	--	S-30-252	THIS LANE ENDS
1900	J33-1	(2)	24X69	11.50	--	--	1	--	--	TRAILBLAZER DIRECTIONAL WITH CARDINAL
	MB4-1	(2)	24X12	2.00	--	--	--	--	--	ALTERNATE (BLUE)
	MB3-2	(2)	24X12	2.00	--	--	--	--	--	EAST (BLUE)
	M1-1	(2)	24X24	4.00	--	--	--	--	--	INTERSTATE SHIELD
	MB6-1	(2)	21X21	3.06	--	--	--	--	--	ARROW - RIGHT, LEFT, OR AHEAD (BLUE)
1901	R5-1A	(2)	36X24	6.00	--	1	--	--	--	WRONG WAY
1902	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1903	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1904	R3-55L	(2)	24X30	5.00	--	1	--	--	--	LEFT TURN LANE W/DOWN RIGHT ARROW
1905	W3-1	(2)	36X36	9.00	--	1	--	--	--	STOP AHEAD
1906	W3-1	(2)	36X36	9.00	--	--	--	--	1904	STOP AHEAD
1907	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1908	NOT USED				--	--	--	--	--	
1909	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1910	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1911	W3-1	(2)	36X36	9.00	--	1	--	--	--	STOP AHEAD
1912	W3-1	(2)	36X36	9.00	--	1	--	--	--	STOP AHEAD
1913	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1914	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1915	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1916	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1917	R4-7	(2)	24X30	5.00	--	--	--	--	1915	KEEP RIGHT
1918	R5-1	(3)	36X36	9.00	--	1	--	--	--	DO NOT ENTER
1950	W3-3	(2)	36X36	9.00	--	1	--	--	--	SIGNAL AHEAD
1951	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1952	R1-1	(2)	30X30	6.25	--	1	--	--	--	STOP SIGN
1953	W3-1	(2)	36X36	9.00	--	1	--	--	--	STOP AHEAD
1954	R3-7R	(3)	36X36	9.00	--	1	--	--	--	RIGHT LANE MUST TURN RIGHT
1955	R3-8W	(2)	30X54	11.25	--	2	--	--	--	LEFT ONLY / AHEAD ONLY / RIGHT ONLY
1956	R4-7	(2)	24X30	5.00	--	1	--	--	--	KEEP RIGHT
1957	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1958	R1-1	(3)	36X36	9.00	--	1	--	--	--	STOP SIGN
1959	R4-7	(2)	24X30	5.00	--	--	--	--	1958	KEEP RIGHT
1960	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1961	R2-1	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1962	R4-7	(2)	24X30	5.00	--	1	--	--	--	SPEED LIMIT 30 MPH
1963	R5-1	(2)	30X30	6.25	--	1	--	--	--	SPEED LIMIT 30 MPH
1964	W1-1R	(2)	36X36	9.00	--	1	--	--	--	RIGHT TURN
1965	W14-1	(2)	30X30	6.25	--	1	--	--	--	DEAD END
PROJECT 1032-10-71 TOTALS				**2,704.2**	**20.0**	**166.0**	**41.0**	**2.0**		

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	-	STATION	SHEET #	646.0106** EPOXY 4-INCH YELLOW LF	646.0106** EPOXY 4-INCH WHITE LF	646.0126** EPOXY 8-INCH WHITE LF	647.0156 ARROWS EPOXY TYPE 1 WHITE EACH	647.0166 ARROWS EPOXY TYPE 2 WHITE EACH	647.0176 ARROWS EPOXY TYPE 3 WHITE EACH	647.0356 WORDS EPOXY WHITE EACH	647.0456** CURB EPOXY YELLOW LF	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0606 ISLAND NOSE EPOXY YELLOW EACH	647.0726 DIAGONAL EPOXY 12-INCH WHITE LF	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF
6100	STH 50 EB	EXISTING	-	1417+00	1	2,290	2,590	--	--	--	--	--	--	--	--	--	--	--	692	673
		1417+00	-	1432+00	2	1,182	355	--	--	--	--	--	143	15	2	--	--	224	569	1,320
		1432+00	-	1444+00	3	1,030	--	--	--	2	--	2	68	50	1	--	--	226	579	1,428
		1444+00	-	1453+00	4	685	--	--	--	6	--	2	60	127	1	--	--	237	380	2,037
		1453+00	-	1468+00	5	1,676	641	22	--	--	--	--	104	88	2	--	--	250	552	1,112
		1468+00	-	EXISTING	6	1,009	1,188	--	--	--	--	--	--	--	--	--	--	--	297	222
		STH 50 EB SUBTOTAL				7,872	4,774	22	0	8	0	4	375	280	6	0	0	937	3,069	6,792
6100	STH 50 WB	EXISTING	-	1417+00	1	1,380	1,545	--	--	--	--	--	--	--	--	--	--	--	386	177
		1417+00	-	1432+00	2	972	585	--	--	2	--	1	55	0	1	--	--	190	545	916
		1432+00	-	1444+00	3	1,033	--	--	--	1	--	1	70	79	1	--	--	230	605	1,495
		1444+00	-	1453+00	4	498	--	--	2	5	--	5	39	127	1	--	--	236	415	1,284
		1453+00	-	1468+00	5	1,350	591	--	--	1	--	--	46	66	2	--	--	307	613	1,558
		1468+00	-	EXISTING	6	1,513	1,721	--	--	--	--	--	--	--	--	--	--	--	463	546
		STH 50 WB SUBTOTAL				6,746	4,442	0	2	9	0	7	210	272	5	0	0	963	3,027	5,976
6100	125TH AVE	63+75	-	72+50	2	1,893	37	587	--	1	--	--	70	32	3	--	190	383	--	376
		72+50	-	82+05	7	1,683	423	493	--	1	--	1	50	--	--	--	--	--	--	--
		125TH AVE SUBTOTAL				3,576	460	1,080	0	2	0	1	120	32	3	0	190	383	0	376
6100	123RD AVE	408+00	-	418+60	3	2,485	108	948	--	3	--	3	44	93	4	--	204	502	--	--
		400+40	-	408+00	8	1,704	256	989	2	5	--	4	30	54	--	--	128	526	--	--
		123RD AVE SUBTOTAL				4,189	364	1,937	2	8	0	7	74	147	4	0	332	1,028	0	0
6100	122ND AVE	500+85	-	506+40	3	775	50	110	--	--	--	--	--	--	--	--	46	160	--	--
6100	122ND CT	300+40	-	304+45	3/8	972	--	--	--	--	--	--	--	28	--	--	--	190	--	--
6100	RAMP SW	280+95	-	284+90	4	385	335	--	--	--	--	--	--	--	--	--	--	72	97	--
6100	RAMP NW	286+35	-	291+00	4	450	435	--	2	6	2	8	--	65	--	--	--	130	75	843
6100	RAMP SE	278+40	-	284+85	4	630	600	--	4	8	--	12	--	75	--	--	--	150	44	1,139
6100	RAMP NE	286+40	-	289+00	4	248	201	--	--	--	--	--	--	--	--	--	--	70	63	--
6100	118TH AVE	805+25	-	814+10	5	1,856	267	1,351	7	7	--	8	36	121	2	61	110	344	--	--
6100	71ST ST	7076+00	-	7086+00	7	1,466	455	--	--	--	--	--	--	--	--	--	--	--	--	--
6100	77TH ST	104+15	-	115+65	8	2,482	45	560	--	--	--	--	--	--	--	--	216	--	--	--
		SUBTOTALS				31,647	12,428	5,060	17	48	2	47	815	1,020	20	61	894	4,427	6,375	15,126
		PROJECT TOTALS				44,075		5,060	17	48	2	47	815	1,020	20	955		4,427	6,375	15,126

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

REMOVING PAVEMENT MARKINGS

CATEGORY	LOCATION	646.0600** LF
6100	RAMP SE	550
	PROJECT TOTAL	550

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

FREEWAY LIGHTING – REMOVAL

	CATEGORY	0110	0110	6110	6110	6110
SYSTEM		204.0195 REMOVING CONCRETE BASES	653.0905 REMOVING PULL BOXES	SPV.0060.110 REMOVING LIGHTING UNITS	SPV.0060.111 REMOVING DISTRIBUTION CENTERS FOR STOCKPILE	SPV.0060.112 LAMP DISPOSAL HIGH INTENSITY DISCHARGE
		EACH	EACH	EACH	EACH	EACH
STH 50 STA 1446 TO 1456	EXISTING LIGHTING	9	4	8	1	15
	TOTAL	9	4	8	1	15

FREEWAY LIGHTING – MISCELLANEOUS

CATEGORY	6110	6110	6110	6110	6110	6110
DESCRIPTION	654.0215 CONCRETE CONTROL CABINET BASES TYPE 9	656.0400.001 ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL HL-30-WF	656.0400.002 ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL HL-30-EF	659.0802* PLAQUES SEQUENCE IDENTIFICATION	SPV.0060.113 INSTALLING STATE FURNISHED DISTRIBUTION CENTERS	SPV.0105.110 FREEWAY LIGHTING INTEGRATOR I.D. 1032-10-71
	EACH	LS	LS	EACH	EACH	LS
DISTRIBUTION CENTER HL-30-WF	1	1	-	4	1	-
DISTRIBUTION CENTER HL-30-EF	1	-	1	5	1	-
CONTRACT 1032-10-71	-	-	-	-	-	1
TOTAL	2	1	1	9	2	1

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

DISTRIBUTION CENTER PLAQUES

HL-40-WF:
(2) - 480V WARNING
(1) - HL-30-WF
(1) - STH 50 WEST

HL-40-EF:
(2) - 480V WARNING
(1) - HL-30-EF
(1) - STH 50 EAST
(1) - RAMP GATE 120V DERIVED

FREEWAY LIGHTING – POLES

SYSTEM	POLE I. D. OR LOCATION	T.BASE AS BREAKAWAY OR SPLICE BOX OR SIGN STRUCTURE FOR INFO. ONLY	CATEGORY BOLT PROJECTION	6110 654.0107 CONCRETE BASES TYPE 7	6110 657.0210 TRANS-FORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE	6110 657.0330 POLES TYPE 7	6110 659.0802* PLAQUES SEQUENCE IDENTIFICATION
				EACH	EACH	EACH	EACH
HL-30-WF	AWF1/BWF1	BREAKAWAY	3-INCH	1	1	1	2
	AWF2/BWF2	BREAKAWAY	3-INCH	1	1	1	2
	AWF3/BWF3	BREAKAWAY	3-INCH	1	1	1	2
	AWF4/BWF4	BREAKAWAY	3-INCH	1	1	1	2
	AWF5/BWF5	BREAKAWAY	3-INCH	1	1	1	2
	AWF6/BWF6	BREAKAWAY	3-INCH	1	1	1	2
	AWF7/BWF7	BREAKAWAY	3-INCH	1	1	1	2
	AWF8/BWF8	BREAKAWAY	3-INCH	1	1	1	2
	AWF9/BWF9	BREAKAWAY	3-INCH	1	1	1	2
	AWF10/BWF10	BREAKAWAY	3-INCH	1	1	1	2
	DWF11	BREAKAWAY	3-INCH	1	1	1	1
	CWF12	BREAKAWAY	3-INCH	1	1	1	1
	CWF13/DWF13	BREAKAWAY	3-INCH	1	1	1	2
	CWF14/DWF14	BREAKAWAY	3-INCH	1	1	1	2
	CWF15/DWF15	BREAKAWAY	3-INCH	1	1	1	2
	CWF16/DWF16	BREAKAWAY	3-INCH	1	1	1	2
	CWF17/DWF17	BREAKAWAY	3-INCH	1	1	1	2
	CWF18/DWF18	BREAKAWAY	3-INCH	1	1	1	2
HL-30-EF	AEF1	BREAKAWAY	3-INCH	1	1	1	1
	BEF2	BREAKAWAY	3-INCH	1	1	1	1
	AEF3	BREAKAWAY	3-INCH	1	1	1	1
	BEF4	BREAKAWAY	3-INCH	1	1	1	1
	CEF5/DEF5	BREAKAWAY	3-INCH	1	1	1	2
	CEF6	BREAKAWAY	3-INCH	1	1	1	1
	DEF7	BREAKAWAY	3-INCH	1	1	1	1
	CEF8	BREAKAWAY	3-INCH	1	1	1	1
	DEF9	BREAKAWAY	3-INCH	1	1	1	1
	CEF10	BREAKAWAY	3-INCH	1	1	1	1
	DEF11	BREAKAWAY	3-INCH	1	1	1	1
	CEF12	BREAKAWAY	3-INCH	1	1	1	1
	EEF12/FEF12	BREAKAWAY	3-INCH	1	1	1	2
	EEF13/FEF13	BREAKAWAY	3-INCH	1	1	1	2
	EEF14/FEF14	BREAKAWAY	3-INCH	1	1	1	2
	EEF15/FEF15	BREAKAWAY	3-INCH	1	1	1	2
	EEF16/FEF16	BREAKAWAY	3-INCH	1	1	1	2
	EEF17/FEF17	BREAKAWAY	3-INCH	1	1	1	2
	EEF18/FEF18	BREAKAWAY	3-INCH	1	1	1	2
	EEF19/FEF19	BREAKAWAY	3-INCH	1	1	1	2
			TOTAL	38	38	38	63

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

FREEWAY LIGHTING – ARMS AND LUMINAIRES

SYSTEM	POLE I. D. OR LOCATION	6110 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG	6110 657.0630 LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 8-FT	6110 657.0635 LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 10-FT	6110 657.0640 LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 15-FT	6110 659.0125 LUMINAIRES UTILITY HPS 250 WATTS	6110 659.0135 LUMINAIRES UTILITY HPS 400 WATTS
		LF	EACH	EACH	EACH	EACH	EACH
HL-30-WF	AWF1/BWF1	220	-	2	-	-	2
	AWF2/BWF2	220	-	2	-	-	2
	AWF3/BWF3	220	-	2	-	-	2
	AWF4/BWF4	220	2	-	-	2	-
	AWF5/BWF5	220	2	-	-	2	-
	AWF6/BWF6	220	-	2	-	-	2
	AWF7/BWF7	220	-	2	-	-	2
	AWF8/BWF8	220	-	2	-	-	2
	AWF9/BWF9	220	-	2	-	-	2
	AWF10/BWF10	220	-	2	-	-	2
	DWF11	220	-	-	1	1	-
	CWF12	220	-	-	1	1	-
	CWF13/DWF13	220	2	-	-	2	-
	CWF14/DWF14	220	-	2	-	-	2
	CWF15/DWF15	220	-	2	-	-	2
	CWF16/DWF16	220	-	2	-	-	2
	CWF17/DWF17	165	-	2	-	-	2
	CWF18/DWF18	165	-	2	-	-	2
HL-30-EF	AEF1	165	-	-	1	1	-
	BEF2	165	-	1	-	-	1
	AEF3	165	-	-	1	1	-
	BEF4	165	-	-	1	1	-
	CEF5/DEF5	220	-	2	-	-	2
	CEF6	165	-	-	1	1	-
	DEF7	165	-	-	1	1	-
	CEF8	165	-	1	-	-	1
	DEF9	165	-	-	1	1	-
	CEF10	165	-	-	1	1	-
	DEF11	165	-	-	1	1	-
	CEF12	165	-	-	1	1	-
	EEF12/FEF12	220	-	2	-	-	2
	EEF13/FEF13	220	-	2	-	-	2
	EEF14/FEF14	220	-	2	-	-	2
	EEF15/FEF15	220	2	-	-	2	-
	EEF16/FEF16	220	2	-	-	2	-
	EEF17/FEF17	220	-	2	-	-	2
	EEF18/FEF18	220	-	2	-	-	2
	EEF19/FEF19	220	-	2	-	-	2
	TOTAL	7645	10	42	11	21	42

FREEWAY LIGHTING – WIRE AND CONDUITS

SYSTEM	FROM	TO	0110 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	0110 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	6110 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	6110 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	6110 655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	6110 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	6110 655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
HL-30-WF	HL-30-WF	LPB 107	-	50	-	-	35	-	105
	LPB 107	AWF10/BWF10	85	-	-	-	95	-	285
	AWF10/BWF10	AWF9/BWF9	180	-	-	-	190	-	570
	AWF9/BWF9	LPB 106	30	-	-	-	40	-	120
	LPB 106	AWF8/BWF8	180	-	-	-	190	-	570
	AWF8/BWF8	LPB 103	305	-	-	-	315	-	945
	LPB 103	LPB 102	110	-	-	-	120	-	360
	LPB 102	AWF4/BWF4	85	-	-	-	95	-	285
	AWF4/BWF4	LPB 101	70	-	-	-	80	-	240
	LPB 101	AWF3/BWF3	95	-	-	-	105	-	315
	AWF3/BWF3	AWF2/BWF2	200	-	-	-	210	-	630
	AWF2/BWF2	LPB 100	35	-	-	-	45	-	135
	LPB 100	AWF1/BWF1	185	-	-	-	195	-	585
	AWF8/BWF8	LPB 105	25	-	-	140	-	-	-
	LPB 105	AWF7/BWF7	175	-	-	740	-	-	-
	AWF7/BWF7	AWF6/BWF6	190	-	-	800	-	-	-
	AWF6/BWF6	LPB 104	105	-	-	460	-	-	-
	LPB 104	AWF5/BWF5	55	-	-	260	-	-	-
	HL-30-WF	LPB 108	-	30	-	-	45	135	-
	LPB 108	DWF11	105	-	-	-	115	345	-
	DWF11	LPB 109	100	-	-	-	110	330	-
	LPB 109	CWF12	75	-	-	-	85	255	-
	CWF12	LPB 110	40	-	-	-	50	150	-
	LPB 110	CWF14/DWF14	125	-	-	-	135	405	-
	CWF14/DWF14	LPB 112	160	-	-	-	170	510	-
	LPB 112	CWF15/DWF15	40	-	-	-	50	150	-
	CWF15/DWF15	CWF16/DWF16	145	-	-	-	155	465	-
	CWF16/DWF16	CWF17/DWF17	160	-	-	-	170	510	-
	CWF17/DWF17	CWF18/DWF18	160	-	-	-	170	510	-
	CWF14/DWF14	LPB 111	85	-	-	380	-	-	-
	LPB 111	CWF13/DWF13	80	-	-	360	-	-	-
	AWF1/BWF1	STUBOUT	25	-	-	-	-	-	-
		SUBTOTAL	3410	80	0	3140	2970	3765	5145

(CONTINUED ON NEXT SHEET)

FREEWAY LIGHTING – WIRE AND CONDUITS

SYSTEM	FROM	TO	0110 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	0110 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	6110 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	6110 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	6110 655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	6110 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	6110 655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
HL-30-EF	HL-30-EF	BEF4	-	40	35	140	-	-	-
	BEF4	LPB 203	-	110	120	480	-	-	-
	LPB 203	AEF3	-	65	75	300	-	-	-
	AEF3	LPB 202	-	70	80	320	-	-	-
	LPB 202	BEF2	155	-	165	660	-	-	-
	BEF2	LPB 201	70	-	80	320	-	-	-
	BEF2	RAMP GATE	-	-	50	-	-	-	-
	LPB 201	AEF1	70	-	80	320	-	-	-
	AEF1	RAMP GATE	-	-	40	-	-	-	-
	LPB 202	UDL	50	-	-	-	200	-	-
	HL-30-EF	LPB 204	-	70	-	-	180	-	135
	LPB 204	CEF5/DEF5	100	-	-	-	440	-	-
	CEF5/DEF5	LPB 206	145	-	-	-	620	-	-
	LPB 206	CEF6	80	-	-	-	360	-	-
	CEF6	LPB213	65	-	-	-	300	-	-
	LPB213	CEF8	115	-	-	-	500	-	-
	CEF8	DEF9	250	-	-	-	1040	-	-
	DEF9	LPB 211	20	-	-	-	120	-	-
	LPB 211	CEF10	145	-	-	-	620	-	-
	CEF10	DEF11	150	-	-	-	640	-	-
	DEF11	CEF12	155	-	-	-	660	-	-
	CEF6	DEF7	140	-	-	-	180	-	-
	LPB 204	LPB 205	140	-	-	-	150	-	450
	LPB 205	EEF12/FEF12	105	-	-	-	115	-	345
	EEF12/FEF12	EEF13/FEF13	175	-	-	-	185	-	555
	EEF13/FEF13	EEF14/FEF14	175	-	-	-	185	-	555
	EEF14/FEF14	LPB 207	125	-	-	-	135	405	-
	LPB 207	EEF15/FEF15	60	-	-	-	70	210	-
	EEF15/FEF15	LPB 208	80	-	-	-	90	270	-
	LPB 208	EEF17/FEF17	120	-	-	-	130	390	-
	EEF17/FEF17	LPB210	165	-	-	-	175	525	-
	LPB210	EEF18/FEF18	35	-	-	-	45	135	-
	EEF18/FEF18	EEF19/FEF19	175	-	-	-	185	555	-
	EEF14/FEF14	LPB 209	105	-	-	460	-	-	-
	LPB 209	EEF16/FEF16	100	-	-	440	-	-	-
		SUBTOTAL	3270	355	725	3440	7325	2490	2040
		TOTAL	6680	435	725	6580	10295	6255	7185

FREEWAY LIGHTING – PULLBOXES

SYSTEM	DESCRIPTION	STATION	CATEGORY OFFSET	6110 653.0135 PULL BOXES STEEL 24X36-INCH EACH	6110 653.0140 PULL BOXES STEEL 24X42-INCH EACH
HL-30-WF	LPB100	1425+98	17LT	-	1
	LPB101	1428+04	104RT	-	1
	LPB102	1429+76	112RT	-	1
	LPB103	1430+20	18RT	-	1
	LPB104	1429+51	114LT	-	1
	LPB105	1433+11	15LT	-	1
	LPB106	1434+97	13LT	-	1
	LPB107	1436+60	91RT	-	1
	LPB108	1436+95	104RT	-	1
	LPB109	1438+30	216RT	-	1
	LPB110	1438+38	106RT	-	1
	LPB111	1438+40	103LT	-	1
	LPB112	1439+97	19LT	-	1
HL-30-EF	LPB201	284SW+25	42RT	-	1
	LPB202	1447+34	79RT	1	-
	LPB203	284SE+15	66LT	-	1
	LPB204	284SE+55	68RT	-	1
	LPB205	1450+62	98RT	-	1
	LPB206	286NE+82	25RT	-	1
	LPB207	1454+13	114RT	-	1
	LPB208	1455+51	113RT	-	1
	LPB209	1453+90	109LT	-	1
	LPB210	1457+13	13LT	-	1
	LPB211	286NW+71	63RT	-	1
	LPB212	291NW+22	25LT	-	1
	LPB213	287NE+44	41LT	-	1
			TOTAL	1	25

FIBER OPTIC COMMUNICATIONS EQUIPMENT

CATEGORY	LOCATION	SPV.0105.316 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S1322) LS	SPV.0105.317 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S0325) LS	SPV.0105.318 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S0672) LS	SPV.0105.319 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S1310) LS	SPV.0105.320 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S1320) LS	SPV.0105.321 INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S1321) LS	* ST-ST SINGLE MODE FIBER JUMPER 4-FEET (CONTRACTOR FURNISHED) EA	* CAT-5E CABLE 4-FEET (CONTRACTOR FURNISHED) EA	* PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 12-CT (STATE FURNISHED) LF	* ETHERNET SWITCH 2-PORT (STATE FURNISHED) EA
6170	CB1 (S1322)	1	--	--	--	--	--	2	1	150	1
6170	CB1 (S0325)	--	1	--	--	--	--	2	1	150	1
6170	CB1 (S0672)	--	--	1	--	--	--	2	1	250	1
6170	CB1 (S1310)	--	--	--	1	--	--	2	1	250	1
6170	CB1 (S1320)	--	--	--	--	1	--	2	1	400	1
6170	CB1 (S1321)	--	--	--	--	--	1	2	1	450	1
	TOTALS	1	1	1	1	1	1	12	6	1,650	6

* FOR INFORMATION ONLY. ITEMS INCIDENTAL TO SPV.0105.316-321 "INSTALL FIBER OPTIC COMMUNICATIONS IN CABINET (S####)"

TRAFFIC SIGNAL REMOVALS

CATEGORY			0100 204.0195** REMOVING CONCRETE BASES EA	0100 653.0905** REMOVING PULL BOXES EA	6100 SPV.0105.300 REMOVE TRAFFIC SIGNALS STH 50 & 118TH AVENUE INTERSECTION LS
LOCATION STH 50 & 118TH AVENUE	STATION	LT/RT			
	AT INTERSECTION		--	--	1
PB1	1455+52	LT	--	1	--
PB2	1456+75	LT	--	1	--
PB3	1457+91	LT	--	1	--
PB4	1455+80	RT	--	1	--
PB5	1455+53	RT	--	1	--
PB6	811+38	RT	--	1	--
PB7	810+18	RT	--	1	--
PB8	811+36	RT	--	1	--
PB9	811+15	LT	--	1	--
PB10	1454+19	RT	--	1	--
PB11	1454+19	LT	--	1	--
PB12	1453+75	LT	--	1	--
PB13	1452+90	LT	--	1	--
PB14	1451+89	RT	--	1	--
PB15	812+81	LT	--	1	--
PB16	813+09	LT	--	1	--
PB18	812+85	RT	--	1	--
PB20	813+03	RT	--	1	--
PB21	1455+74	LT	--	1	--
PB22	811+19	RT	--	1	--
SB1	1455+37	LT	1	--	--
SB2	1455+47	RT	1	--	--
SB3	811+38	RT	1	--	--
SB4	811+27	RT	1	--	--
SB5	811+23	LT	1	--	--
SB6	811+17	LT	1	--	--
SB7	1454+08	RT	1	--	--
SB8	1454+32	LT	1	--	--
SB9	812+72	LT	1	--	--
SB10	812+86	LT	1	--	--
SB11	812+91	RT	1	--	--
SB12	1455+40	LT	1	--	--
SB13	1455+66	LT	1	--	--
TOTALS			**13**	**20**	**1**

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

INTERCONNECT SYSTEM ITEMS

CATEGORY	0170	0170	6170
	670.0100 FIELD SYSTEM INTEGRATOR	670.0200 ITS DOCUMENTATION	678.0500 COMMUNICATION SYSTEM TESTING
LOCATION	LS	LS	LS
PROJECT ID 1032-10-71	1	1	1

FIBER OPTIC SPLICE

CATEGORY	LOCATION	678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	678.0300 FIBER OPTIC SPLICE EACH
6170	CV3	1	6
6170	CV4	1	6
6170	CV6	1	6
6170	CV2881	1	6
6170	CV8	1	6
6170	CV9	1	6
	TOTALS	6	36

INTERCONNECT CONDUIT & FIBER OPTIC CABLE

CATEGORY	FROM	-	TO	652.0115 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH LF	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	678.0036 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT LF	SPV.0090.301 FIBER OPTIC TRACER CABLE LF	SPV.0090.302 FIBER OPTIC WARNING TAPE LF
0170								
	CV1	-	ICPB1	--	280	--	292	280
	ICPB1	-	CV2	--	320	--	332	320
	CV2	-	ICPB2	--	150	--	162	150
	ICPB2	-	ICPB3	--	265	--	277	265
	ICPB3	-	ICPB4	--	220	--	232	220
	ICPB4	-	CV3	--	260	--	272	260
	CV3	-	CB1	15	--	--	27	15
	CV3	-	ICPB5	--	25	90	37	25
	ICPB5	-	ICPB6	--	140	170	152	140
	ICPB6	-	ICPB7	--	305	335	317	305
	ICPB7	-	CV4	--	295	360	307	295
	CV4	-	CB1	15	--	--	27	15
	CV4	-	ICPB8	--	115	180	127	115
	ICPB8	-	ICPB9	--	265	295	277	265
	ICPB9	-	ICPB10	--	110	140	122	110
	ICPB10	-	CV5	--	75	140	87	75
	CV5	-	ICPB11	--	230	295	242	230
	ICPB11	-	ICPB12	--	245	275	257	245
	ICPB12	-	ICPB13	--	135	165	147	135
	ICPB13	-	ICPB14	--	65	95	77	65
	ICPB14	-	CV6	--	95	160	107	95
	CV6	-	ICPB15	--	85	--	97	85
	ICPB15	-	CB1	15	--	--	27	15
	CV6	-	ICPB16	--	195	--	207	195
	ICPB16	-	ICPB17	--	25	--	37	25
	ICPB17	-	ICPB18	--	285	--	297	285
	ICPB18	-	ICPB19	--	85	--	97	85
	ICPB19	-	ICPB20	--	250	--	262	250
	ICPB20	-	ICPB21	--	95	--	42	30
	CV5	-	ICPB22	--	190	255	202	190
	ICPB22	-	CV2881	--	50	115	62	50
	CV2881	-	ICPB23	--	--	95	42	--
	ICPB23	-	ICPB24	--	--	330	312	--
	ICPB24	-	ICPB25	--	--	325	307	--
	ICPB25	-	ICPB26	--	--	315	297	--
	ICPB26	-	CV8	--	--	370	317	--
	CV8	-	ICPB29	--	--	145	92	--
	ICPB29	-	ICPB30	--	--	285	267	--
	ICPB30	-	ICPB31	--	--	85	67	--
	ICPB31	-	ICPB32	--	--	55	37	--
	ICPB32	-	CV9	--	--	150	97	--
	CV9	-	ICPB33	--	--	--	87	--
	ICPB33	-	CB1	--	--	--	32	--
	CV8	-	ICPB27	--	--	110	57	--
	ICPB27	-	ICPB28	--	--	--	147	--
	ICPB28	-	CB1	--	--	--	47	--
	ICPB27	-	ICPB34	--	--	220	202	--
	ICPB34	-	CV10	--	--	300	247	--
	CV10	-	ICPB35	--	--	--	172	--
	ICPB35	-	ICPB36	--	--	--	82	--
	ICPB36	-	CB1	--	--	--	27	--
	*UNDISTRIBUTED			--	--	878	--	--
			TOTALS	45	4,855	6,733	8,142	4,835

* UNDISTRIBUTED - 15% OF TOTAL
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

INTERCONNECT PULLBOXES AND VAULTS

CATEGORY	PULLBOX/COMMUNICATION VAULT NO.	STATION	OFFSET	L/R	653.0135** PULL BOXES STEEL 24X36-INCH EA	653.014** PULL BOXES STEEL 24X42-INCH EA	673.0105** COMMUNICATION VAULT TYPE 1 EA
6170	CV1	1422+18	67'	R	--	--	1
6170	ICPB1	1424+95	77'	R	1	--	--
6170	CV2	70+06	80'	L	--	--	1
6170	ICPB2	70+07	69'	R	--	1	--
6170	ICPB3	1432+08	73'	R	1	--	--
6170	ICPB4	1434+24	80'	R	1	--	--
6170	CV3	1436+81	98'	L	--	--	1
6170	ICPB5	1437+01	105'	R	--	1	--
6170	ICPB6	1438+39	89'	R	--	1	--
6170	ICPB7	1441+41	81'	R	1	--	--
6170	CV4	284'SW'+55	67'	L	--	--	1
6170	ICPB8	284'SW'+53	34'	R	--	1	--
6170	ICPB9	284'SE'+50	61'	L	--	1	--
6170	ICPB10	284'SE'43	43'	R	--	1	--
6170	CV5	1449+56	76'	R	--	--	1
6170	ICPB11	1451+84	89'	R	1	--	--
6170	ICPB12	810+92	74'	L	--	1	--
6170	ICPB13	810+95	68'	R	--	1	--
6170	ICPB14	1455+86	77'	R	--	1	--
6170	CV6	1455+85	17'	L	--	--	1
6170	ICPB15	1455+82	94'	L	--	1	--
6170	ICPB16	1457+78	17'	L	--	1	--
6170	ICPB17	1457+81	7'	R	--	1	--
6170	ICPB18	1460+66	17'	L	--	1	--
6170	ICPB19	1461+77	17'	L	--	1	--
6170	ICPB20	1464+02	17'	L	--	1	--
6170	ICPB21	1464+11	11'	R	--	1	--
6170	ICPB22	286'NE'+64	90'	R	--	1	--
				TOTALS	5	17	6

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TEMPORARY LIGHTING

CATEGORY	LOCATION	SPV.0105.315 TEMPORARY LIGHTING (PROJECT) LS
6100	1032-10-71	1
	PROJECT TOTALS	1

TRAFFIC SIGNAL CONDUIT

CATEGORY	LOCATION	FROM	-	TO	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235** CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0150	U-1353: STH 50 & 125TH AVENUE					
		PB1	-	PB2	--	37
		PB1	-	PB4	221	--
		PB1	-	PB4	--	166
		PB4	-	PB5	--	58
		PB5	-	PB6	--	124
		PB6	-	PB7	--	57
		PB7	-	PB8	160	--
		PB7	-	PB9	--	72
		PB9	-	PB10	--	103
		PB10	-	PB11	--	122
		PB11	-	PB12	--	35
		PB11	-	PB13	--	48
		PB13	-	PB14	221	--
		PB13	-	PB15	--	168
		PB15	-	PB16	--	58
		PB16	-	PB17	--	138
		PB17	-	PB18	--	60
		PB18	-	PB19	156	--
		PB18	-	PB20	--	66
		PB20	-	PB21	--	106
		PB21	-	PB22	--	127
CATEGORY 0150 TOTALS					759	1,545

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL PULLBOXES

CATEGORY	LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135** PULL BOXES STEEL 24X36-INCH EA	653.0140** PULL BOXES STEEL 24X42-INCH EA
6150	U-1353: STH 50 & 125TH AVENUE					
	PB1	1427+89.4	94.2'	R	--	1
	PB2	1428+19.2	67.2'	R	--	1
	PB3	1425+71.5	77.2'	R	1	--
	PB4	1427+89.5	11.0'	R	--	1
	PB5	1427+89.5	18.0'	L	--	1
	PB6	1427+89.6	79.8'	L	--	1
	PB7	1428+07.9	101.6'	L	--	1
	PB8	73+70.4	52.8'	L	1	--
	PB9	1428+43.9	100.0'	L	--	1
	PB10	1428+95.3	101.1'	L	--	1
	PB11	1429+56.5	101.1'	L	--	1
	PB12	1429+47.5	67.3'	L	--	1
	PB13	1429+79.1	94.6'	L	--	1
	PB14	1431+94.9	79.0'	L	1	--
	PB15	1429+79.1	11.0'	L	--	1
	PB16	1429+79.1	17.9'	R	--	1
	PB17	1429+79.1	86.1'	R	--	1
	PB18	1429+57.3	102.2'	R	--	1
	PB19	68+58.9	49.1'	R	1	--
	PB20	1429+24.1	102.4'	R	--	1
	PB21	1428+71.2	102.7'	R	--	1
	PB22	1428+07.8	102.3'	R	--	1
CATEGORY 6150 TOTALS					4	18

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

SIGNAL NO. U-1353
STH 50 & 125th AVENUE
PAGE 1 OF 2

3

TRAFFIC SIGNAL LOOP DETECTORS

CATEGORY	LOOP NO.	*STATION	OFFSET	L/R	SIZE FT	X	FT	NO. OF TURNS	INSTALLATION METHOD	652.0800** CONDUIT LOOP DETECTOR LF	655.0800** LOOP DETECTOR WIRE LF
6150	U-1353: STH 50 & 125TH AVENUE										
	021	1431+95.1	40.0'	L	6	X	28	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	118	472
	041	73+70.6	28.8'	L	6	X	6	5	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	330
	061	1425+71.5	40.0'	R	6	X	28	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	114	343
	081	68+58.9	18.0'	R	6	X	6	5	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	80	401
	CATEGORY 6150 TOTALS									379	1,546

* LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TEMPORARY TRAFFIC SIGNAL INTERSECTION ITEMS

CATEGORY	LOCATION	SPV.0105.307 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS TYPE 1 (LOCATION) LS	SPV.0105.312 TEMPORARY VEHICULAR VIDEO DETECTION SYSTEM FOR INTERSECTIONS TYPE 1 (LOCATION) LS	SPV.0105.322 TEMPORARY INFARED EVP SYSTEM (LOCATION) LS	SPV.0105.327 TEMPORARY GPS EVP SYSTEM (LOCATION) LS
6150	T-1353: STH 50 & 125TH AVENUE	1	1	1	1
	CATEGORY 6150 TOTALS	1	1	1	1

SIGNAL NO. U-1353
STH 50 & 125th AVENUE
PAGE 2 OF 2

TRAFFIC SIGNAL CONDUIT

CATEGORY	LOCATION	FROM	-	TO	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235** CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0155	S-1322: STH 50 & 123RD AVENUE					
		CB1	-	PB1	--	97
		PB1	-	PB2	229	--
		PB1	-	PB3	--	40
		PB3	-	SB1	21	--
		PB3	-	SB2	9	--
		PB1	-	PB4	--	163
		PB4	-	SB3	38	--
		PB4	-	PB5	--	58
		PB5	-	SB4	11	--
		PB5	-	PB6	--	122
		PB6	-	PB7	--	56
		PB7	-	PB8	172	--
		PB7	-	PB9	--	70
		PB9	-	SB5	33	--
		PB9	-	SB6	21	--
		PB9	-	PB10	--	97
		PB10	-	SB7	22	--
		PB10	-	PB11	--	119
		PB11	-	PB12	--	34
		PB12	-	SB8	15	--
		PB12	-	SB9	5	--
		PB11	-	PB13	--	64
		PB13	-	PB14	211	--
		PB13	-	PB15	--	153
		PB15	-	SB10	47	--
		PB15	-	PB16	--	72
		PB16	-	SB11	7	--
		PB16	-	PB17	--	123
		PB17	-	PB18	--	57
		PB18	-	PB19	166	--
		PB18	-	PB20	--	65
		PB20	-	SB12	28	--
		PB20	-	SB13	15	--
		PB20	-	PB21	--	74
		PB21	-	SB14	15	--
		PB21	-	PB22	--	120
		PB22	-	CB1	--	47
CATEGORY 0155 TOTALS					1,064	1,630

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

TRAFFIC SIGNAL PULLBOXES

CATEGORY	LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135** PULL BOXES STEEL 24X36-INCH EA	653.0140** PULL BOXES STEEL 24X42-INCH EA
6155	S-1322: STH 50 & 123RD AVENUE					
	PB1	1436+62.2	92.5'	R	--	1
	PB2	1434+35.7	82.0'	R	1	--
	PB4	1436+61.9	11.1'	R	--	1
	PB3	1436+93.0	67.4'	R	--	1
	PB5	1436+61.6	18.0'	L	--	1
	PB6	1436+61.2	79.1'	L	--	1
	PB7	1436+81.5	98.3'	L	--	1
	PB8	413+62.6	40.1'	L	1	--
	PB9	1437+16.6	98.4'	L	--	1
	PB10	412+01.2	6.0'	R	--	1
	PB11	1438+24.6	100.3'	L	--	1
	PB12	1438+14.5	67.9'	L	--	1
	PB13	1438+56.1	93.5'	L	--	1
	PB14	1440+62.5	81.0'	L	1	--
	PB15	1438+57.0	17.2'	L	--	1
	PB16	1438+57.2	18.9'	R	--	1
	PB17	1438+57.5	80.2'	R	--	1
	PB18	1438+32.6	92.1'	R	--	1
	PB19	408+41.9	40.1'	R	1	--
	PB20	410+02.4	31.2'	R	--	1
	PB21	410+02.4	6.0'	L	--	1
	PB22	410+00.0	65.9'	L	--	1
CATEGORY 6155 TOTALS					4	18

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-1322
STH 50 & 123rd AVENUE
PAGE 1 OF 5

TRAFFIC SIGNAL LOOP DETECTORS

CATEGORY	LOOP NO.	*STATION	OFFSET	L/R	SIZE FT	SIZE X	SIZE FT	NO. OF TURNS	INSTALLATION METHOD	652.0800** CONDUIT LOOP DETECTOR LF	655.0800** LOOP DETECTOR WIRE LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6155	S-1322: STH 50 & 123RD AVENUE											
	011	1436+64.4	7.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	83	248	114
	012	1436+92.4	7.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	89	266	114
	021	1440+62.9	43.6'	L	6	X	28	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	115	459	558
	041	413+62.6	24.0'	L	6	X	18	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	248	404
	042	412+07.4	30.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	76	228	268
	043	411+79.4	30.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	71	213	268
	044	412+07.4	18.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	97	292	268
	045	411+79.4	18.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	95	285	268
	051	1438+60.2	3.9'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	221	271
	052	1438+32.2	3.9'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	75	224	271
	053	1438+60.4	8.1'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	69	206	235
	054	1438+32.4	8.1'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	211	235
	061	1434+35.7	40.0'	R	6	X	28	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	124	372	262
	071	412+07.4	6.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	74	221	315
	072	411+79.4	6.0'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	211	315
	081	408+40.9	18.0'	R	6	X	6	5	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	311	312
	082	409+95.1	18.0'	R	6	X	25	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	87	261	113
	083	410+18.1	18.0'	R	6	X	15	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	62	187	113
	084	409+90.1	6.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	83	248	76
	085	410+18.1	6.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	76
	CATEGORY 6155 TOTALS									1,609	5,127	4,856

* LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL STRUCTURES

CATEGORY	LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101** CONCRETE BASES TYPE 1 EACH	654.0102** CONCRETE BASES TYPE 2 EACH	654.011** CONCRETE BASES TYPE 10 EACH	654.0113** CONCRETE BASES TYPE 13 EACH	657.0100** PEDESTAL BASES EACH	657.0255** TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305** POLES TYPE 2 EACH	657.042** TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425** TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430** TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	658.0500** PEDESTRIAN PUSH BUTTONS EACH
6155	S-1322: STH 50 & 123RD AVENUE														
	SB1	410+33.5	53.5'	L	1	--	--	--	1	--	--	--	--	1	1
	SB2	410+39.7	63.5'	L	--	--	--	1	--	--	--	--	--	--	1
	SB3	1437+00.0	12.2	R	--	--	1	--	--	--	--	--	--	--	1
	SB4	1436+72.8	17.9'	L	1	--	--	--	1	--	--	1	--	--	--
	SB5	1437+07.4	66.7'	L	1	--	--	--	1	--	--	--	1	--	1
	SB6	1437+14.1	77.7'	L	--	--	--	1	--	--	--	--	--	--	1
	SB7	411+79.5	5.5'	R	--	1	--	--	--	1	1	--	--	--	1
	SB8	1438+00.0	71.5'	L	1	--	--	--	1	--	--	1	--	--	1
	SB9	1438+10.3	68.0'	L	--	--	1	--	--	--	--	--	--	--	1
	SB10	1438+10.1	16.6'	L	1	--	--	--	1	--	--	1	--	--	1
	SB11	1438+50.0	18.8'	R	1	--	--	--	1	--	--	1	--	--	--
	SB12	410+29.0	40.7'	R	1	--	--	--	1	--	--	--	1	--	1
	SB13	410+17.0	33.5	R	--	--	--	1	--	--	--	--	--	--	1
	SB14	410+17.4	5.5'	L	--	1	--	--	--	1	1	--	--	--	1
	CATEGORY 6155 TOTALS				7	2	2	3	7	2	2	4	2	1	12

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-1322
STH 50 & 123rd AVENUE
PAGE 2 OF 5

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TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

CATEGORY	LOCATION	FROM	-	TO	655.0260** CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270** CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0515** ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
6155	S-1322: STH 50 & 123RD AVENUE						
		CB1	-	SB1	118	--	--
		CB1	-	SB2	107	--	--
		CB1	-	SB3	177	--	--
		CB1	-	SB4	185	--	--
		CB1	-	SB5	349	--	--
		CB1	-	SB6	336	--	--
		CB1	-	SB7	394	--	--
		CB1	-	SB8	495	--	--
		CB1	-	SB9	--	485	--
		CB1	-	SB10	375	--	--
		CB1	-	SB11	293	--	--
		CB1	-	SB12	172	--	--
		CB1	-	SB13	149	--	--
		CB1	-	SB14	115	--	--
		CB1	-	SB1	--	--	119
		SB1	-	SB2	--	--	46
		SB2	-	SB3	--	--	196
		SB3	-	SB4	--	--	102
		SB4	-	SB5	--	--	203
		SB5	-	SB6	--	--	82
		SB6	-	SB7	--	--	114
		SB7	-	SB8	--	--	159
		SB8	-	SB9	--	--	53
		SB9	-	SB10	--	--	228
		SB10	-	SB11	--	--	113
		SB11	-	SB12	--	--	194
		SB12	-	SB13	--	--	60
		SB13	-	SB14	--	--	89
		SB14	-	CB1	--	--	113
		PB1	-	CB1	--	--	50
		PB3	-	SB2	--	--	24
		PB4	-	SB3	--	--	53
		PB5	-	SB4	--	--	26
		PB6	-	SB6	--	--	110
		PB7	-	SB6	--	--	76
		PB9	-	SB6	--	--	35
		PB10	-	SB7	--	--	36
		PB11	-	SB8	--	--	59
		PB12	-	SB8	--	--	19
		PB13	-	SB8	--	--	97
		PB15	-	SB9	--	--	62
		PB16	-	SB10	--	--	22
		PB17	-	SB12	--	--	102
		PB18	-	SB12	--	--	68
		PB20	-	SB12	--	--	29
		PB21	-	SB13	--	--	29
		PB22	-	CB1	--	--	33
CATEGORY 6155 TOTALS					3,265	485	2,801

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

CATEGORY	LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.0230** CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240** CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6155	S-1322: STH 50 & 123RD AVENUE						
		SB1	-	38	13	--	--
				PED BUTTON	--	--	6
		SB2	-	1	16	--	--
				22	56	--	--
				23	68	--	--
				27	13	--	--
				PED BUTTON	--	--	6
		SB3	-	13	29	--	--
				14	41	--	--
				28	13	--	--
				29	13	--	--
				PED BUTTON	--	--	6
		SB4	-	5	16	--	--
		SB5	-	19	16	--	--
				30	13	--	--
				PED BUTTON	--	--	6
		SB6	-	9	54	--	--
				10	65	--	--
				11	76	--	--
				21	16	--	--
				31	13	--	--
				PED BUTTON	--	--	6
		SB7	-	20	16	--	--
				24	--	17	--
				PED BUTTON	--	--	6
		SB8		17	16	--	--
				32	13	--	--
				PED BUTTON	--	--	6
		SB9	-	6	16	--	--
				8	16	--	--
				16	44	--	--
				33	13	--	--
				PED BUTTON	--	--	6
		SB10	-	7	16	--	--
				34	13	--	--
				35	13	--	--
				PED BUTTON	--	--	6
		SB11	-	12	16	--	--
		SB12	-	25	--	17	--
				36	13	--	--
				PED BUTTON	--	--	6
		SB13	-	2	55	--	--
				3	66	--	--
				4	77	--	--
				15	16	--	--
				37	13	--	--
				PED BUTTON	--	--	6
		SB14	-	18	16	--	--
				26	--	17	--
				PED BUTTON	--	--	6
CATEGORY 6155 TOTALS					979	51	72

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

SIGNAL NO. S-1322
STH 50 & 123rd AVENUE
PAGE 3 OF 5

TRAFFIC SIGNAL MONOTUBE STRUCTURES

CATEGORY	LOCATION	BASE NUMBER	657.1345** INSTALL POLES TYPE 9 EACH	657.1355** INSTALL POLES TYPE 12 EACH	657.1515** INSTALL MONOTUBE ARMS 15-FT EACH	657.1530** INSTALL MONOTUBE ARMS 30-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	657.1550** INSTALL MONOTUBE ARMS 50-FT EACH	657.1555** INSTALL MONOTUBE ARMS 55-FT EACH
6155	S-1322: STH 50 & 123RD AVENUE								
		SB2	--	1	--	--	1	--	--
		SB3	1	--	1	--	--	--	--
		SB6	--	1	--	--	--	1	--
		SB9	1	--	--	1	--	--	--
		SB13	--	1	--	--	--	--	1
CATEGORY 6155 TOTALS			2	3	1	1	1	1	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL HEADS

CATEGORY	LOCATION	SIGNAL BASE NO.	HEAD NO.	658.0110** TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115** TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	*TRAFFIC SIGNAL HEAD TUNNEL VISORS	658.0600** LED MODULES 12-INCH RED BALL EACH	658.0605** LED MODULES 12-INCH YELLOW BALL EACH	658.0610** LED MODULES 12-INCH GREEN BALL EACH	658.0615** LED MODULES 12-INCH RED ARROW EACH	658.0620** LED MODULES 12-INCH YELLOW ARROW EACH	658.0625** LED MODULES 12-INCH GREEN ARROW EACH	658.0215** BACK PLATES SIGNAL FACE 3-12 INCH EACH	658.0220** BACK PLATES SIGNAL FACE 4-12 INCH EACH	658.0416** PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635** LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
6155	S-1322: STH 50 & 123RD AVENUE															
		SB2	1	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB13	2	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB13	3	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB13	4	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB4	5	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB9	6	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB10	7	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB9	8	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	9	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	10	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	11	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB11	12	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB3	13	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB3	14	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB13	15	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB9	16	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB8	17	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB14	18	1	--	--	--	--	--	1	2	--	1	--	--	--
		SB5	19	1	--	3	--	--	--	1	2	--	1	--	--	--
		SB7	20	1	--	--	--	--	--	1	2	--	1	--	--	--
		SB6	21	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB2	22	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB2	23	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB7	24	--	1	--	--	--	--	1	2	1	--	1	--	--
		SB12	25	--	1	4	--	--	--	1	2	1	--	1	--	--
		SB14	26	--	1	--	--	--	--	1	2	1	--	1	--	--
		SB2	27	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	28	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	29	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB5	30	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB6	31	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB8	32	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB9	33	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB10	34	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB10	35	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB12	36	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB13	37	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB1	38	--	--	--	--	--	--	--	--	--	--	--	1	1
CATEGORY 6155 TOTALS				23	3	7	14	14	14	12	18	9	23	3	12	12

*TRAFFIC SIGNAL TUNNEL VISORS ARE INCIDENTAL TO ITEM 658.0110.
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-1322
STH 50 & 123rd AVENUE
PAGE 4 OF 5

3

STATE FURNISHED MATERIALS SUMMARY

CATEGORY 6155 (FOR INFORMATION ONLY)

S-1322: STH 50 & 123RD AVENUE

EACH	DESCRIPTION
2	POLES TYPE 9
3	POLES TYPE 12
1	15' MONOTUBE ARMS
1	30' MONOTUBE ARMS
1	45' MONOTUBE ARMS
1	50' MONOTUBE ARMS
1	55' MONOTUBE ARMS

STATE FURNISHED ITEMS

CATEGORY 6155 (FOR INFORMATION ONLY)

S-1322: STH 50 & 123RD AVENUE

TRAFFIC SIGNAL BASE NUMBER	POLES TYPE 9 EACH	POLES TYPE 12 EACH	MONOTUBE 15-FT ARM EACH	MONOTUBE 30-FT ARM EACH	MONOTUBE 45-FT ARM EACH	MONOTUBE 50-FT ARM EACH	MONOTUBE 55-FT ARM EACH
SB2	--	1	--	--	1	--	--
SB3	1	--	1	--	--	--	--
SB6	--	1	--	--	--	1	--
SB9	1	--	--	1	--	--	--
SB13	--	1	--	--	--	--	1

3

TRAFFIC SIGNAL CONTROL CABINETS

CATEGORY	LOCATION	STATION	OFFSET	L/R	654.0217** CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) LS	658.5069.001 SIGNAL MOUNTING HARDWARE (LOCATION) LS	SPV.0105.301 INSTALL VENDOR SUPPLIED TRAFFIC SIGNAL CABINETS (LOCATION) LS	SPV.0105.304 TRANSPORTING TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS (LOCATION) LS
6155	S-1322: STH 50 & 123RD AVENUE				--	--	1	--	1
	CB1	410+08.9	75.4'	L	1	1	--	1	--
	CATEGORY 6155 TOTALS				1	1	1	1	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TEMPORARY TRAFFIC SIGNAL INTERSECTION ITEMS

CATEGORY	LOCATION	SPV.0105.310 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS TYPE 2 (LOCATION) LS	SPV.0105.313 TEMPORARY VEHICULAR VIDEO DETECTION SYSTEM FOR INTERSECTIONS TYPE 2 (LOCATION) LS	SPV.0105.323 TEMPORARY INFARED EVP SYSTEM (LOCATION) LS	SPV.0105.328 TEMPORARY GPS EVP SYSTEM (LOCATION) LS
6155	T-1322: STH 50 & 123RD AVENUE	1	1	1	1
CATEGORY 6155 TOTALS		1	1	1	1

SIGNAL NO. S-1322
STH 50 & 123rd AVENUE
PAGE 5 OF 5

TRAFFIC SIGNAL CONDUIT

CATEGORY	LOCATION	FROM	-	TO	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235** CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0160	S-0325: STH 50 & IH 94 INTERCHANGE					
		CB1	-	PB1	--	57
		PB1	-	PB2	193	--
		PB2	-	PB3	64	--
		PB1	-	PB4	--	56
		PB4	-	SB1	23	--
		PB4	-	SB2	12	--
		PB1	-	PB5	--	229
		PB5	-	PB6	--	53
		PB6	-	SB3	7	--
		PB5	-	SB4	43	--
		PB5	-	SB5	15	--
		PB5	-	PB7	--	146
		PB7	-	PB8	--	110
		PB8	-	SB6	10	--
		PB8	-	PB9	--	74
		PB9	-	SB7	24	--
		PB9	-	SB8	35	--
		PB9	-	PB10	--	98
		PB10	-	SB9	23	--
		PB10	-	PB11	230	--
		PB11	-	PB12	45	--
		PB10	-	PB13	--	112
		PB13	-	SB10	24	--
		PB13	-	PB14	--	167
		PB14	-	SB11	9	--
		PB14	-	PB15	--	177
		PB15	-	PB18	--	340
		PB15	-	SB12	9	--
		PB15	-	PB16	--	125
		PB16	-	SB13	25	--
		PB16	-	PB17	--	138
		PB17	-	CB1	--	94
		CB2	-	PB18	--	71
		PB18	-	PB19	--	43
		PB19	-	SB14	36	--
		PB19	-	PB20	--	152
		PB20	-	SB15	11	--
		PB20	-	PB21	--	172
		PB21	-	SB16	13	--
		PB21	-	PB22	--	155
		PB22	-	SB17	29	--
		PB22	-	SB18	27	--
		PB22	-	PB23	--	115
		PB23	-	PB24	--	136
		PB24	-	PB25	189	--
		PB25	-	PB26	43	--
		PB24	-	PB27	--	53
		PB27	-	PB28	--	66
		PB28	-	SB19	14	--
		PB28	-	SB20	10	--
		PB27	-	PB29	--	166
		PB29	-	PB30	--	60
		PB30	-	SB21	7	--
		PB29	-	SB22	36	--
		PB29	-	SB23	10	--
		PB29	-	PB31	--	139
		PB31	-	PB32	--	130
		PB32	-	SB24	10	--
		PB32	-	PB33	--	73
		PB33	-	SB25	23	--
		PB33	-	SB26	34	--
		PB33	-	PB34	--	121
		PB34	-	PB35	232	--
		PB35	-	PB36	34	--
		PB36	-	PB37	30	--
		PB34	-	SB27	21	--
		PB34	-	CB2	--	55
CATEGORY 0160 TOTALS					1,599	3,685

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

TRAFFIC SIGNAL PULLBOXES

CATEGORY	LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0105 PULL BOXES STEEL 12X24-INCH EA	653.0135** PULL BOXES STEEL 24X36-INCH EA	653.0140** PULL BOXES STEEL 24X42-INCH EA
6160	S-0325: STH 50 & IH 94 INTERCHANGE						
	PB1	1444+25.7	101.4'	R	--	--	1
	PB2	1442+33.7	90.7'	R	--	1	--
	PB3	1442+31.3	31.0'	R	1	--	--
	PB4	1444+75.2	76.1'	R	--	--	1
	PB5	1444+27.1	13.0'	L	--	--	1
	PB6	1444+79.5	9.4'	L	--	1	--
	PB7	1444+27.0	86.1'	L	--	--	1
	PB8	1444+63.9	116.8'	L	--	--	1
	PB9	1445+00.2	109.8'	L	--	--	1
	PB10	1445+49.2	109.9'	L	--	--	1
	PB11	288'NW'+98.4	42.0'	R	--	1	--
	PB12	289'NW'+01.4	0.0'	-	1	--	--
	PB13	1445+99.9	85.8'	L	--	--	1
	PB14	1446+02.6	2.3	L	--	--	1
	PB15	1446+02.9	86.1'	R	--	--	1
	PB16	1445+44.0	107.7'	R	--	--	1
	PB17	1444+75.1	110.6'	R	--	--	1
	PB18	1447+71.5	93.3'	R	--	--	1
	PB19	1447+58.5	76.0'	R	--	--	1
	PB20	1447+57.8	0.0'	-	--	--	1
	PB21	1447+57.4	86.0'	L	--	--	1
	PB22	1448+26.3	121.2'	L	--	--	1
	PB23	1448+83.9	121.7'	L	--	--	1
	PB24	1449+48.7	102.4'	L	--	--	1
	PB25	1451+35.7	83.1'	L	--	1	--
	PB26	1451+38.2	42.5'	L	1	--	--
	PB27	1449+48.8	75.9'	L	--	--	1
	PB28	1449+84.2	85.5'	L	--	1	--
	PB29	1449+49.2	6.3'	R	--	--	1
	PB30	1449+90.0	8.5'	R	--	1	--
	PB31	1449+49.8	75.7'	R	--	--	1
	PB32	1449+04.3	113.7'	R	--	--	1
	PB33	1448+68.1	107.8	R	--	--	1
	PB34	1448+07.4	105.8'	R	--	--	1
	PB35	282'SE'+22.8	54.1	L	--	1	--
	PB36	282'SE'+19.8	23.5'	L	1	--	--
	PB37	282'SE'+19.8	0.0'	-	1	--	--
CATEGORY 6160 TOTALS					5	7	25

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-0325
STH 50 & IH 94 INTERCHANGE
PAGE 1 OF 6

TRAFFIC SIGNAL LOOP DETECTORS

CATEGORY	LOOP NO.	*STATION	OFFSET	L/R	SIZE FT	X	FT	NO. OF TURNS	INSTALLATION METHOD	652.0800** CONDUIT LOOP DETECTOR LF	655.0800** LOOP DETECTOR WIRE LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6160	S-0325: STH 50 & IH 94 INTERCHANGE											
	011	1447+60.6	18.0'	L	6	X	18	-	VIDEO DETECTION ZONE	--	--	--
	012	1446+16.7	24.0'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	013	1445+88.7	24.0'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	014	1446+16.7	12.0'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	015	1445+88.7	12.0'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	021	1442+34.1	47.3'	R	6	X	30	3	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	73	219	275
	022	1442+35.0	19.4'	R	6	X	20	3	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	54	162	275
	063	1447+57.4	86.0'	L	6	X	28	-	VIDEO DETECTION ZONE	--	--	--
	041	288+97.9	12.0'	L	6	X	18	5	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	54	270	623
	042	288+98.4	18.0'	R	6	X	30	4	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	75	300	623
	043	1444+72.0	91.4'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	044	1444+76.6	119.0'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	045	1444+83.9	89.5'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	046	1444+88.4	117.1'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	047	1445+13.6	86.3'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	048	1445+13.1	114.3'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	049	1445+25.6	86.5'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	051	1446+1.5	18.0'	R	6	X	18	-	VIDEO DETECTION ZONE	--	--	--
	052	1447+53.9	24.0'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	053	1447+82.0	24.0'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	054	1447+53.9	12.0'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	055	1447+82.0	12.0'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	061	1451+35.4	54.3'	L	6	X	20	6	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	54	324	949
	062	1451+34.5	30.8'	L	6	X	20	6	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	54	324	949
	023	1446+01.5	48.5'	R	6	X	28	-	VIDEO DETECTION ZONE	--	--	--
	081	282'SE'+23.8	12.0'	R	6	X	20	5	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	53	265	671
	082	282'SE'+23.3	12.0'	L	6	X	20	5	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	53	265	641
	083	282'SE'+22.8	35.0'	L	6	X	20	5	CONSTRUCTION DETAIL: TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULL BOX	54	270	641
	084	1448+96.5	89.9'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	085	1448+91.4	117.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	086	1448+84.6	87.8'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	087	1448+79.6	115.4'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	088	1448+54.3	84.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	089	1448+54.3	112.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	410	1445+25.1	114.5'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	411	1445+37.6	86.7'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	412	1445+37.1	114.7'	L	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	810	1448+42.3	84.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	811	1448+42.3	112.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	812	1448+30.3	84.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	813	1448+30.3	112.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	814	1448+18.3	84.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
	815	1448+18.3	112.5'	R	6	X	20	-	VIDEO DETECTION ZONE	--	--	--
CATEGORY 6160 TOTALS										524	2,399	5,647

* LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

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TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

CATEGORY	LOCATION	FROM	-	TO	655.0260** CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0515** ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
6160	S-0325: STH 50 & IH 94 INTERCHANGE					
		CB1	-	SB1	122	--
		CB1	-	SB2	111	--
		CB1	-	SB3	218	--
		CB1	-	SB4	201	--
		CB1	-	SB5	175	--
		CB1	-	SB6	310	--
		CB1	-	SB7	366	--
		CB1	-	SB8	378	--
		CB1	-	SB9	421	--
		CB1	-	SB10	402	--
		CB1	-	SB11	297	--
		CB1	-	SB12	202	--
		CB1	-	SB13	151	--
		CB1	-	CB2	732	--
		CB2	-	SB14	108	--
		CB2	-	SB15	164	--
		CB2	-	SB16	258	--
		CB2	-	SB17	329	--
		CB2	-	SB18	328	--
		CB2	-	SB19	497	--
		CB2	-	SB20	501	--
		CB2	-	SB21	377	--
		CB2	-	SB22	337	--
		CB2	-	SB23	309	--
		CB2	-	SB24	157	--
		CB2	-	SB25	138	--
		CB2	-	SB26	127	--
		CB2	-	SB27	59	--
		CB1	-	SB1	--	114
		SB1	-	SB2	--	51
		SB2	-	SB3	--	317
		SB3	-	SB4	--	120
		SB4	-	SB5	--	75
		SB5	-	SB6	--	182
		SB6	-	SB7	--	94
		SB7	-	SB8	--	75
		SB8	-	SB9	--	129
		SB9	-	SB10	--	124
		SB10	-	SB11	--	139
		SB11	-	SB12	--	129
		SB12	-	SB13	--	119
		SB13	-	CB1	--	150
		CB1	-	CB2	--	405
		PB1	-	CB1	--	36
		PB4	-	SB2	--	26
		PB5	-	SB5	--	29
		PB6	-	SB3	--	21
		PB7	-	SB6	--	86
		PB8	-	SB6	--	25
		PB9	-	SB7	--	38
		PB10	-	SB9	--	38
		PB13	-	SB10	--	38
		PB14	-	SB11	--	24
		PB15	-	SB12	--	23
		PB16	-	SB13	--	40
		PB17	-	CB1	--	49
		CB2	-	SB14	--	108
		SB14	-	SB15	--	146
		SB15	-	SB16	--	133
		SB16	-	SB17	--	142
		SB17	-	SB18	--	72
		SB18	-	SB19	--	325
		SB19	-	SB20	--	40
		SB20	-	SB21	--	258
		SB21	-	SB22	--	125
		SB22	-	SB23	--	62
		SB23	-	SB24	--	182
		SB24	-	SB25	--	92
		SB25	-	SB26	--	73
		SB26	-	SB27	--	138
		SB27	-	CB2	--	59
		PB18	-	CB2	--	41
		PB19	-	SB14	--	50
		PB20	-	SB15	--	26
		PB21	-	SB16	--	27
		PB22	-	SB17	--	43
		PB23	-	SB17	--	101
		PB24	-	SB20	--	107
		PB27	-	SB20	--	80
		PB28	-	SB20	--	24
		PB29	-	SB23	--	24
		PB30	-	SB21	--	22
		PB32	-	SB24	--	25
		PB33	-	SB25	--	37
		PB34	-	CB2	--	32
CATEGORY 6160 TOTALS					7,775	5,290

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

CATEGORY	LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.02300** CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240** CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6160	S-0325: STH 50 & IH 94 INTERCHANGE						
		SB1	-	30	13	--	--
				PED BUTTON	--	--	6
		SB2	-	1	16	--	--
				21	13	--	--
				PED BUTTON	--	--	6
		SB3	-	12	38	--	--
				13	40	--	--
				22	13	--	--
				23	13	--	--
				PED BUTTON	--	--	6
		SB4	-	19	16	--	--
		SB5	-	20	16	--	--
		SB6	-	18	16	--	--
				25	13	--	--
				PED BUTTON	--	--	6
		SB7	-	8	75	--	--
				9	63	--	--
				10	51	--	--
				14	16	--	--
				27	13	--	--
				PED BUTTON	--	--	6
		SB8	-	24	13	--	--
				26	13	--	--
				PED BUTTON	--	--	6
		SB9	-	28	13	--	--
				PED BUTTON	--	--	6
		SB10	-	7	16	--	--
		SB11	-	2	37	--	--
				3	49	--	--
				11	16	--	--
		SB12	-	4	76	--	--
				5	64	--	--
				6	52	--	--
		SB13	-	15	30	--	--
				16	--	43	--
				17	54	--	--
				29	13	--	--
				PED BUTTON	--	--	6
		CB2	-		--	--	--
		SB14	-	31	16	--	--
		SB15	-	35	16	--	--
				39	38	--	--
				40	50	--	--
		SB16	-	41	75	--	--
				42	63	--	--
				43	51	--	--
		SB17	-	45	30	--	--
				46	42	--	--
				47	54	--	--
				48	66	--	--
		SB18	-	52	13	--	--
				PED BUTTON	--	--	6
		SB19	-	53	13	--	--
				PED BUTTON	--	--	6
		SB20	-	38	16	--	--
				54	13	--	--
				PED BUTTON	--	--	6
		SB21	-	36	38	--	--
				37	50	--	--
				55	13	--	--
				56	13	--	--
				PED BUTTON	--	--	6
		SB22	-	50	16	--	--
		SB23	-	51	16	--	--
		SB24	-	49	16	--	--
				58	13	--	--
				PED BUTTON	--	--	6
		SB25	-	32	74	--	--
				33	62	--	--
				34	50	--	--
				44	16	--	--
				60	13	--	--
				PED BUTTON	--	--	6
		SB26	-	57	13	--	--
				59	13	--	--
				PED BUTTON	--	--	6
		SB27	-	61	13	--	--
				PED BUTTON	--	--	6
CATEGORY 6160 TOTALS					1,856	43	96

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

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STH 50 & IH 94 INTERCHANGE
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TRAFFIC SIGNAL STRUCTURES

CATEGORY	LOCATION / BASE NUMBER	STATION	OFFSET	L/R	SPV.0060.300 CONCRETE BASES TYPE 1 WITH SPREAD FOOTING EACH	654.0101** CONCRETE BASES TYPE 1 EACH	654.0110** CONCRETE BASES TYPE 10 EACH	654.0113** CONCRETE BASES TYPE 13 EACH	657.0100** PEDESTAL BASES EACH	657.0420** TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0430** TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	658.0500** PEDESTRIAN PUSH BUTTONS EACH
6160	S-0325: STH 50 & IH 94 INTERCHANGE											
	SB1	1444+97.1	82.5'	R	--	1	--	--	1	--	1	1
	SB2	1444+86.9	77.4'	R	--	1	--	--	1	1	--	1
	SB3	1444+86.6	12.4'	L	--	--	1	--	--	--	--	1
	SB4	1444+68.2	25.4'	L	--	1	--	--	1	1	--	--
	SB5	1444+17.2	24.8	L	--	1	--	--	1	--	1	--
	SB6	1444+60.4	107.2'	L	1	--	--	--	--	1	--	1
	SB7	1444+98.2	86.0'	L	--	--	--	1	--	--	--	1
	SB8	1444+91.2	76.2'	L	--	1	--	--	1	--	1	1
	SB9	1445+49.6	86.7'	L	--	1	--	--	1	--	1	1
	SB10	1445+78.1	76.0'	L	--	1	--	--	1	1	--	--
	SB11	1445+93.7	0.3'	R	--	--	1	--	--	--	--	--
	SB12	1445+94.2	87.2'	R	--	--	--	1	--	--	--	--
	SB13	1445+44.5	82.5'	R	--	--	1	--	--	--	--	1
	SB14	1447+94.3	76.0'	R	--	1	--	--	1	1	--	--
	SB15	1447+68.9	0.0'	-	--	--	1	--	--	--	--	--
	SB16	1447+70.3	86.3'	L	--	--	--	1	--	--	--	--
	SB17	1448+14.8	95.0'	L	--	--	--	1	--	--	--	--
	SB18	1448+26.3	94.5'	L	--	1	--	--	1	--	1	1
	SB19	1448+73.5	94.5'	L	--	1	--	--	1	--	1	1
	SB20	1448+82.8	75.9'	-	--	1	--	--	1	1	--	1
	SB21	1448+82.8	13.1'	R	--	--	1	--	--	--	--	1
	SB22	1449+25.0	18.6'	R	--	1	--	--	1	1	--	--
	SB23	1449+42.2	12.8'	R	--	1	--	--	1	1	--	--
	SB24	1449+8.6	104.4'	R	--	1	--	--	1	1	--	1
	SB25	1448+69.9	85.0'	R	--	--	--	1	--	--	--	1
	SB26	1448+77.2	75.3'	R	--	1	--	--	1	--	1	1
	SB27	1448+6.3	84.5'	R	--	1	--	--	1	--	1	1
CATEGORY 6160 TOTALS					1	16	5	5	16	9	8	16

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL MONOTUBE STRUCTURES

CATEGORY	LOCATION	BASE NUMBER	657.1345** INSTALL POLES TYPE 9 EACH	657.1350 INSTALL POLES TYPE 10 EACH	657.1355** INSTALL POLES TYPE 12 EACH	657.1515** INSTALL MONOTUBE ARMS 15-FT EACH	657.1525 INSTALL MONOTUBE ARMS 25-FT EACH	657.1530** INSTALL MONOTUBE ARMS 30-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1550** INSTALL MONOTUBE ARMS 50-FT EACH	657.1555** INSTALL MONOTUBE ARMS 55-FT EACH	657.1815 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH
6160	S-0325: STH 50 & IH 94 INTERCHANGE											
		SB3	--	1	--	1	--	--	--	--	--	1
		SB7	--	--	1	--	--	--	--	1	--	--
		SB11	1	--	--	--	1	--	--	--	--	--
		SB12	--	--	1	--	--	--	--	--	1	--
		SB13	1	--	--	--	--	1	--	--	--	--
		SB15	1	--	--	--	1	--	--	--	--	--
		SB16	--	--	1	--	--	--	--	1	--	--
		SB17	--	--	1	--	--	--	1	--	--	--
		SB21	--	1	--	1	--	--	--	--	--	1
		SB25	--	--	1	--	--	--	--	1	--	--
CATEGORY 6160 TOTALS			3	2	5	2	2	1	1	3	1	2

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

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TRAFFIC SIGNAL HEADS

CATEGORY	LOCATION	SIGNAL BASE NO.	HEAD NUMBER	658.0110** TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115** TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0600** LED MODULES 12-INCH RED BALL EACH	658.0605** LED MODULES 12-INCH YELLOW BALL EACH	658.0610** LED MODULES 12-INCH GREEN BALL EACH	658.0615** LED MODULES 12-INCH RED ARROW EACH	658.0620** LED MODULES 12-INCH YELLOW ARROW EACH	658.0625** LED MODULES 12-INCH GREEN ARROW EACH	658.0215** BACK PLATES SIGNAL FACE 3-12 INCH EACH	658.0220** BACK PLATES SIGNAL FACE 4-12 INCH EACH	658.0416** PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635** LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
6160	S-0325: STH 50 & IH 94 INTERCHANGE														
		SB2	1	1	--	1	1	1	--	--	--	1	--	--	--
		SB11	2	1	--	1	1	--	--	--	1	1	--	--	--
		SB11	3	1	--	1	1	--	--	--	1	1	--	--	--
		SB12	4	1	--	1	1	1	--	--	--	1	--	--	--
		SB12	5	1	--	1	1	1	--	--	--	1	--	--	--
		SB12	6	1	--	1	1	1	--	--	--	1	--	--	--
		SB10	7	1	--	1	1	1	--	--	--	1	--	--	--
		SB7	8	1	--	1	1	1	--	--	--	1	--	--	--
		SB7	9	1	--	1	1	1	--	--	--	1	--	--	--
		SB7	10	1	--	1	1	1	--	--	--	1	--	--	--
		SB11	11	1	--	--	--	--	1	1	1	1	--	--	--
		SB3	12	1	--	--	--	--	1	1	1	1	--	--	--
		SB3	13	1	--	--	--	--	1	1	1	1	--	--	--
		SB7	14	1	--	1	1	1	--	--	--	1	--	--	--
		SB13	15	1	--	--	--	--	1	1	1	1	--	--	--
		SB13	16	--	1	1	1	1	--	--	1	--	1	--	--
		SB13	17	1	--	1	1	1	--	--	--	1	--	--	--
		SB6	18	1	--	1	--	--	--	1	1	1	--	--	--
		SB4	19	1	--	1	--	--	--	1	1	1	--	--	--
		SB5	20	1	--	1	--	--	--	1	1	1	--	--	--
		SB2	21	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	22	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	23	--	--	--	--	--	--	--	--	--	--	1	1
		SB8	24	--	--	--	--	--	--	--	--	--	--	1	1
		SB6	25	--	--	--	--	--	--	--	--	--	--	1	1
		SB8	26	--	--	--	--	--	--	--	--	--	--	1	1
		SB7	27	--	--	--	--	--	--	--	--	--	--	1	1
		SB9	28	--	--	--	--	--	--	--	--	--	--	1	1
		SB13	29	--	--	--	--	--	--	--	--	--	--	1	1
		SB1	30	--	--	--	--	--	--	--	--	--	--	1	1
		SB14	31	1	--	1	1	1	--	--	--	1	--	--	--
		SB25	32	1	--	1	1	1	--	--	--	1	--	--	--
		SB25	33	1	--	1	1	1	--	--	--	1	--	--	--
		SB25	34	1	--	1	1	1	--	--	--	1	--	--	--
		SB15	35	1	--	--	--	--	1	1	1	1	--	--	--
		SB21	36	1	--	--	--	--	1	1	1	1	--	--	--
		SB21	37	1	--	--	--	--	1	1	1	1	--	--	--
		SB20	38	1	--	1	1	1	--	--	--	1	--	--	--
		SB15	39	1	--	1	1	--	--	--	1	1	--	--	--
		SB15	40	1	--	1	1	--	--	--	1	1	--	--	--
		SB16	41	1	--	1	1	1	--	--	--	1	--	--	--
		SB16	42	1	--	1	1	1	--	--	--	1	--	--	--
		SB16	43	1	--	1	1	1	--	--	--	1	--	--	--
		SB25	44	1	--	1	1	1	--	--	--	1	--	--	--
		SB17	45	1	--	--	--	--	1	1	1	1	--	--	--
		SB17	46	1	--	--	--	--	1	1	1	1	--	--	--
		SB17	47	1	--	1	1	--	--	--	1	1	--	--	--
		SB17	48	1	--	1	1	--	--	--	1	1	--	--	--
		SB24	49	1	--	1	--	--	--	1	1	1	--	--	--
		SB22	50	1	--	1	--	--	--	1	1	1	--	--	--
		SB23	51	1	--	1	--	--	--	1	1	1	--	--	--
		SB18	52	--	--	--	--	--	--	--	--	--	--	1	1
		SB19	53	--	--	--	--	--	--	--	--	--	--	1	1
		SB20	54	--	--	--	--	--	--	--	--	--	--	1	1
		SB21	55	--	--	--	--	--	--	--	--	--	--	1	1
		SB21	56	--	--	--	--	--	--	--	--	--	--	1	1
		SB26	57	--	--	--	--	--	--	--	--	--	--	1	1
		SB24	58	--	--	--	--	--	--	--	--	--	--	1	1
		SB26	59	--	--	--	--	--	--	--	--	--	--	1	1
		SB24	60	--	--	--	--	--	--	--	--	--	--	1	1
		SB27	61	--	--	--	--	--	--	--	--	--	--	1	1
CATEGORY 6160 TOTALS				40	1	32	26	20	9	15	22	40	1	20	20

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

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STATE FURNISHED MATERIALS SUMMARY

CATEGORY 6160 (FOR INFORMATION ONLY)

S-0325: STH 50 & IH 94 INTERCHANGE

EACH	DESCRIPTION
3	POLES TYPE 9
2	POLES TYPE 10
5	POLES TYPE 12
2	15' MONOTUBE ARMS
2	25' MONOTUBE ARMS
1	30' MONOTUBE ARMS
1	40' MONOTUBE ARMS
3	50' MONOTUBE ARMS
1	55' MONOTUBE ARMS
2	15' STEEL LUMINAIRE ARM

STATE FURNISHED ITEMS

CATEGORY 6160 (FOR INFORMATION ONLY)

S-0325: STH 50 & IH 94 INTERCHANGE

TRAFFIC SIGNAL BASE NUMBER	POLES TYPE 9 EACH	POLES TYPE 10 EACH	POLES TYPE 12 EACH	MONOTUBE 15-FT ARM EACH	MONOTUBE 25-FT ARM EACH	MONOTUBE 30-FT ARM EACH	MONOTUBE 40-FT ARM EACH	MONOTUBE 50-FT ARM EACH	MONOTUBE 55-FT ARM EACH	LUMINAIRE STEEL 15-FT ARM EACH
SB3	--	1	--	1	--	--	--	--	--	1
SB7	--	--	1	--	--	--	--	1	--	--
SB11	1	--	--	--	1	--	--	--	--	--
SB12	--	--	1	--	--	--	--	--	1	--
SB13	1	--	--	--	--	1	--	--	--	--
SB15	1	--	--	--	1	--	--	--	--	--
SB16	--	--	1	--	--	--	--	1	--	--
SB17	--	--	1	--	--	--	1	--	--	--
SB21	--	1	--	1	--	--	--	--	--	1
SB25	--	--	1	--	--	--	--	1	--	--

3

TRAFFIC SIGNAL CONTROL CABINETS

CATEGORY	LOCATION	STATION	OFFSET	L/R	654.0217** CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	656.0200.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) LS	658.5069.002 SIGNAL MOUNTING HARDWARE (LOCATION) LS	SPV.0105.302 INSTALL VENDOR SUPPLIED TRAFFIC SIGNAL CABINETS (LOCATION) LS	SPV.0105.305 TRANSPORTING TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS (LOCATION) LS	SPV.0105.332 TRAFFIC SIGNAL SPLICE CABINET (STH 50 & IH 94 INTERCHANGE) EACH	SPV.0105.333 ALDIS GRID SMART CAMERA SYSTEM (STH 50 &IH 94 INTERCHANGE) LS
6160	S-0325: STH 50 & IH 94 INTERCHANGE				--	--	1	--	1	--	1
	CB1	1444+44.5	103.7'	R	1	1	--	1	--	--	--
	CB2	1447+95.3	92.2'	R	1		--	--	--	1	--
	CATEGORY 6160 TOTALS				2	1	1	1	1	1	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TEMPORARY TRAFFIC SIGNAL INTERSECTION ITEMS

CATEGORY	LOCATION	SPV.0105.308 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS TYPE 1 (LOCATION) LS	SPV.0105.309 (LOCATION) LS	SPV.0105.324 TEMPORARY INFARED EVP SYSTEM (LOCATION) LS	SPV.0105.325 TEMPORARY INFARED EVP SYSTEM (LOCATION) LS	SPV.0105.329 TEMPORARY GPS EVP SYSTEM (LOCATION) LS	SPV.0105.330 TEMPORARY GPS EVP SYSTEM (LOCATION) LS
6160	T-0325: STH 50 & IH 94 EB RAMPS	1	--	1	--	1	--
6160	T-0325: STH 50 & IH 94 WB RAMPS	--	1	--	1	--	1
	CATEGORY 6160 TOTALS	1	1	1	1	1	1

SIGNAL NO. S-0325
STH 50 & IH 94 INTERCHANGE
PAGE 6 OF 6

TRAFFIC SIGNAL CONDUIT

CATEGORY	LOCATION	FROM	-	TO	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235** CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0165	S-0325: STH 50 & 118TH AVENUE					
		CB1	-	PB1	--	51
		PB1	-	PB2	219	--
		PB1	-	PB3	--	37
		PB3	-	SB1	20	--
		PB3	-	SB2	4	--
		PB1	-	PB4	--	174
		PB4	-	SB3	40	--
		PB4	-	PB5	--	66
		PB5	-	SB4	7	--
		PB5	-	PB6	--	101
		PB6	-	PB7	--	125
		PB7	-	PB8	137	--
		PB7	-	PB9	--	30
		PB9	-	SB5	23	--
		PB9	-	SB6	12	--
		PB7	-	PB10	--	149
		PB10	-	PB11	13	--
		PB10	-	SB7	36	--
		PB10	-	PB12	--	101
		PB12	-	PB13	--	47
		PB13	-	SB8	17	--
		PB13	-	SB9	5	--
		PB12	-	PB14	--	101
		PB14	-	PB15	220	--
		PB14	-	PB16	--	215
		PB16	-	PB17	19	--
		PB16	-	SB10	36	--
		PB16	-	PB18	--	141
		PB18	-	PB19	--	87
		PB19	-	EXT. 1	121	--
		PB19	-	PB21	--	26
		PB21	-	SB11	23	--
		PB21	-	SB12	9	--
		PB19	-	PB22	--	160
		PB22	-	SB13	23	--
		PB22	-	PB23	--	130
		PB23		CB1	--	38
CATEGORY 0165 TOTALS					983	1,778

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

3

TRAFFIC SIGNAL PULLBOXES

CATEGORY	LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135** PULL BOXES STEEL 24X36-INCH EA	653.0140** PULL BOXES STEEL 24X42-INCH EA
6165	S-0672: STH 50 & 118TH AVENUE					
	PB1	1455+79.8	94.5'	L	--	1
	PB2	1457+96.4	78.0'	L	1	--
	PB3	1455+53.3	68.1'	L	--	1
	PB4	1455+81.0	7.5'	L	--	1
	PB5	1455+81.5	25.3'	R	--	1
	PB6	1455+82.1	75.9'	R	--	1
	PB7	1455+46.5	120.1'	R	--	1
	PB8	809+36.8	53.1'	R	1	--
	PB9	1455+26.9	96.8'	R	--	1
	PB10	1454+72.0	120.9'	R	--	1
	PB11	1454+75.4	108.1'	R	1	--
	PB12	1454+21.7	121.3'	R	--	1
	PB13	1454+07.5	76.5'	R	--	1
	PB14	1453+78.5	97.8'	R	--	1
	PB15	1451+59.5	87.1'	R	1	--
	PB16	1453+77.3	9.9'	L	--	1
	PB17	1453+94.5	2.0'	L	1	--
	PB18	1453+77.1	80.5'	L	--	1
	PB19	1454+10.7	103.6'	L		1
	PB21	1454+32.6	90.7'	L	--	1
	PB22	1454+90.7	103.6'	L	--	1
	PB23	1455+55.5	104.6'	L	--	1
CATEGORY 6165 TOTALS					5	17

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-0672
STH 50 & 118th AVENUE
PAGE 1 OF 5

TRAFFIC SIGNAL LOOP DETECTORS

CATEGORY	LOOP NO.	*STATION	OFFSET	L/R	SIZE FT	SIZE X	SIZE FT	NO. OF TURNS	INSTALLATION METHOD	652.0800** CONDUIT LOOP DETECTOR LF	655.0800** LOOP DETECTOR WIRE LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6165	S-0672: STH 50 & 118TH AVENUE											
	011	1453+90.6	22.1'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	95	285	292
	012	1454+18.6	22.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	95	285	292
	013	1453+90.6	10.1'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	215	292
	014	1454+18.6	10.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	292
	021	1457+96.4	43.8'	L	6	X	28	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	109	327	237
	041	EXISTING	--	--	6	X	18	--	EXISTING	--	--	310
	042	1454+46.3	108.2'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	93	279	183
	043	1454+46.3	80.2'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	81	242	183
	044	1454+58.3	108.1'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	335	78
	045	1454+58.3	80.1'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	111	334	78
	051	1455+85.2	14.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	270	104
	052	1455+57.2	14.0'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	269	104
	061	1451+59.5	51.0'	R	6	X	30	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	115	461	601
	071	1454+68.3	108.2'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	276	--
	072	1454+68.3	80.2'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	91	274	--
	073	1454+80.3	108.1'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	209	78
	074	1454+80.3	80.1'	L	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	205	78
	081	809+36.9	23.0'	R	6	X	16	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	352	387
	082	1455+12.3	112.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	91	273	281
	083	1455+12.3	84.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	80	240	281
	084	1455+00.3	112.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	99	296	339
	085	1455+00.3	84.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	289	339
	086	1454+85.8	112.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	69	208	339
	087	1454+85.8	84.5'	R	6	X	20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	69	206	339
	CATEGORY 6165 TOTALS									2,047	6,343	5,507

* LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL STRUCTURES

CATEGORY	LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101** CONCRETE BASES TYPE 1 EACH	654.0102** CONCRETE BASES TYPE 2 EACH	654.0110** CONCRETE BASES TYPE 10 EACH	654.0113** CONCRETE BASES TYPE 13 EACH	657.0100** PEDESTAL BASES EACH	657.0255** TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305** POLES TYPE 2 EACH	657.0420** TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425** TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430** TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	658.0500** PEDESTRIAN PUSH BUTTONS EACH
6165	S-0672: STH 50 & 118TH AVENUE														
	SB1	1455+35.0	75.0'	L	1	--	--	--	1	--	--	--	--	1	1
	SB2	1455+49.1	68.1'	L	--	--	--	1	--	--	--	--	--	--	1
	SB3	1455+41.3	6.4'	L	--	--	1	--	--	--	--	--	--	--	1
	SB4	1455+74.7	25.1'	R	1	--	--	--	1	-	--	1	--	--	--
	SB5	1455+32.8	74.7'	R	1	--	--	--	1	--		--	1	--	1
	SB6	1455+28.4	85.3'	R	--	--	--	1	--	--	--	--	--	--	1
	SB7	1454+71.8	84.8'	R	--	1	--	--	--	1	1	--	--	--	1
	SB8	1454+24.1	74.9'	R	1	--	--	--	1	--	--	1	--	--	1
	SB9	1454+12.7	76.9'	R	--	--	--	1	--	--	--	--	--	--	1
	SB10	1454+09.0	2.0'	L	1	--	--	--	1	--	--	1	--	--	1
	SB11	1454+25.1	68.8'	L	1	--	--	--	1	--	--	--	1	--	1
	SB12	1454+31.5	81.8'	L	--	--	--	1	--	--	--	--	--	--	1
	SB13	1454+90.8	80.5'	L	--	1	--	--	--	1	1	--	--	--	1
	CATEGORY 6165 TOTALS				6	2	1	4	6	2	2	3	2	1	12

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-0672
STH 50 & 118th AVENUE
PAGE 2 OF 5

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TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

CATEGORY	LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.0230** CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240** CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0700** LOOP DETECTOR LEAD IN CABLE LF
6165	S-0672: STH 50 & 118TH AVENUE						
		SB1	-	32	13	--	--
				PED BUTTON	--	--	6
		SB2	-	8	--	--	--
				16	73	--	--
				17	61	--	--
				33	13	--	--
				PED BUTTON	--	--	6
		SB3	-	6	48	--	--
				7	54	--	--
				34	13	--	--
				35	13	--	--
				PED BUTTON	--	--	6
		SB4	-	12	16	--	--
		SB5	-	25	--	17	--
				36	13	--	--
				PED BUTTON	--	--	6
		SB6	-	2	74	--	--
				3	62	--	--
				4	50	--	--
				15	16	--	--
				37	13	--	--
				PED BUTTON	--	--	6
		SB7	-	18	17	--	--
				26	--	17	--
				PED BUTTON	--	--	6
		SB8	-	38	13	--	--
				PED BUTTON	--	--	6
		SB9	-	1	16	--	--
				13	16	--	--
				22	71	--	--
				23	59	--	--
				27	13	--	--
				PED BUTTON	--	--	6
		SB10	-	5	16	--	--
				14	16	--	--
				28	13	--	--
				29	13	--	--
				PED BUTTON	--	--	6
		SB11	-	19	17	--	--
				30	13	--	--
				PED BUTTON	--	--	6
		SB12	-	9	77	--	--
				10	65	--	--
				11	53	--	--
				21	16	--	--
				31	13	--	--
				PED BUTTON	--	--	6
		SB13	-	20	17	--	--
				24	--	17	--
				PED BUTTON	--	--	6
CATEGORY 6165 TOTALS					1,066	51	72

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

CATEGORY	LOCATION	FROM	-	TO	655.0260** 12-14 AWG LF	655.0515** ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
6165	S-0672: STH 50 & 118TH AVENUE					
		CB1	-	SB1	100	--
		CB1	-	SB2	84	--
		CB1	-	SB3	169	--
		CB1	-	SB4	175	--
		CB1	-	SB5	353	--
		CB1	-	SB6	342	--
		CB1	-	SB7	412	--
		CB1	-	SB8	502	--
		CB1	-	SB9	491	--
		CB1	-	SB10	355	--
		CB1	-	SB11	243	--
		CB1	-	SB12	229	--
		CB1	-	SB13	126	--
		CB1	-	SB1	--	100
		SB1	-	SB2	--	40
		SB2	-	SB3	--	197
		SB3	-	SB4	--	102
		SB4	-	SB5	--	207
		SB5	-	SB6	--	51
		SB6	-	SB7	--	182
		SB7	-	SB8	--	179
		SB8	-	SB9	--	40
		SB9	-	SB10	--	282
		SB10	-	SB11	--	234
		SB11	-	SB12	--	49
		SB12	-	SB13	--	166
		SB13	-	CB1	--	126
		PB1	-	CB1	--	34
		PB3	-	SB2	--	19
		PB4	-	SB3	--	54
		PB5	-	SB4	--	21
		PB6	-	SB4	--	78
		PB7	-	SB6	--	64
		PB9	-	SB6	--	26
		PB10	-	SB7	--	51
		PB12	-	SB9	--	73
		PB13	-	SB9	--	20
		PB14	-	SB9	--	129
		PB16	-	SB10	--	47
		PB18	-	SB12	--	104
		PB19	-	SB12	--	55
		PB21	-	SB12	--	24
		PB22	-	SB13	--	37
		PB23	-	CB1	--	30
CATEGORY 6165 TOTALS					3,581	2,821

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

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SIGNAL NO. S-0672
STH 50 & 118th AVENUE
PAGE 3 OF 5

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TRAFFIC SIGNAL MONOTUBE STRUCTURES

CATEGORY	LOCATION	BASE NUMBER	657.1345** INSTALL POLES TYPE 9 EACH	657.1355** INSTALL POLES TYPE 12 EACH	657.1530** INSTALL MONOTUBE ARMS 30-FT EACH	657.1550** INSTALL MONOTUBE ARMS 50-FT EACH	657.1555** INSTALL MONOTUBE ARMS 55-FT EACH
6165	S-0672: STH 50 & 118TH AVENUE						
		SB2	--	1	--	1	--
		SB3	1	--	1	--	--
		SB6	--	1	--	1	--
		SB9	--	1	--	1	--
		SB12	--	1	--	--	1
CATEGORY 6165 TOTALS			1	4	1	3	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TRAFFIC SIGNAL HEADS

CATEGORY	LOCATION	SIGNAL BASE NO.	HEAD NUMBER	658.0110** TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115** TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	*TRAFFIC SIGNAL HEAD TUNNEL VISORS	658.0600** LED MODULES 12-INCH RED BALL EACH	658.0605** LED MODULES 12-INCH YELLOW BALL EACH	658.0610** LED MODULES 12-INCH GREEN BALL EACH	658.0615** LED MODULES 12-INCH RED ARROW EACH	658.0620** LED MODULES 12-INCH YELLOW ARROW EACH	658.0625** LED MODULES 12-INCH GREEN ARROW EACH	658.0215** BACK PLATES SIGNAL FACE 3-12 INCH EACH	658.0220** BACK PLATES SIGNAL FACE 4-12 INCH EACH	658.0416** PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635** LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
6165	S-0672: STH 50 & 118TH AVENUE															
		SB9	1	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	2	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	3	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB6	4	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB10	5	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB3	6	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB3	7	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB2	8	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB12	9	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB12	10	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB12	11	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB4	12	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB8	13	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB10	14	1	--	--	--	--	--	1	1	1	1	--	--	--
		SB6	15	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB2	16	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB2	17	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB7	18	1	--	--	--	--	--	1	2	--	1	--	--	--
		SB11	19	1	--	3	--	--	--	1	2	--	1	--	--	--
		SB13	20	1	--	--	--	--	--	1	2	--	1	--	--	--
		SB12	21	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB9	22	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB9	23	1	--	--	1	1	1	--	--	--	1	--	--	--
		SB13	24	--	1	--	--	--	--	1	2	1	--	1	--	--
		SB5	25	--	1	4	--	--	--	1	2	1	--	1	--	--
		SB7	26	--	1	--	--	--	--	1	2	1	--	1	--	--
		SB9	27	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB10	28	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB10	29	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB11	30	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB12	31	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB1	32	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB2	33	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	34	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB3	35	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB5	36	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB6	37	--	--	--	--	--	--	--	--	--	--	--	1	1
		SB8	38	--	--	--	--	--	--	--	--	--	--	--	1	1
CATEGORY 6165 TOTALS				23	3	7	14	14	14	12	18	9	23	3	12	12

*TRAFFIC SIGNAL TUNNEL VISORS ARE INCIDENTAL TO ITEM 658.0110.
**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

SIGNAL NO. S-0672
STH 50 & 118th AVENUE
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STATE FURNISHED MATERIALS SUMMARY

CATEGORY 6165 (FOR INFORMATION ONLY)
S-0672: STH 50 & 118TH AVENUE

EACH	DESCRIPTION
1	POLES TYPE 9
4	POLES TYPE 12
1	30' MONOTUBE ARMS
3	50' MONOTUBE ARMS
1	55' MONOTUBE ARMS

STATE FURNISHED ITEMS

CATEGORY 6165 (FOR INFORMATION ONLY)
S-0672: STH 50 & 118TH AVENUE

TRAFFIC SIGNAL BASE NUMBER	POLES TYPE 9 EACH	POLES TYPE 12 EACH	MONOTUBE 30-FT ARM EACH	MONOTUBE 50-FT ARM EACH	MONOTUBE 55-FT ARM EACH
SB2	--	1	--	1	--
SB3	1	--	1	--	--
SB6	--	1	--	1	--
SB9	--	1	--	1	--
SB12	--	1	--	--	1

3

TRAFFIC SIGNAL CONTROL CABINETS

CATEGORY	LOCATION	STATION	OFFSET	L/R	654.0217** CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	656.0200.003 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) LS	658.5069.003 SIGNAL MOUNTING HARDWARE (LOCATION) LS	SPV.0105.303 INSTALL VENDOR SUPPLIED TRAFFIC SIGNAL CABINETS (LOCATION) LS	SPV.0105.306 TRANSPORTING TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS (LOCATION) LS
6165	S-0672: STH 50 & 118TH AVENUE				--	--	1	--	1
	CB1	1455+67.8	106.4'	L	1	1	--	1	--
	CATEGORY 6165 TOTALS				1	1	1	1	1

**ADDITIONAL QUANTITIES LOCATED ELSEWHERE

TEMPORARY TRAFFIC SIGNAL INTERSECTION ITEMS

CATEGORY	LOCATION	SPV.0105.311 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS TYPE 2 (LOCATION) LS	SPV.0105.314 TEMPORARY VEHICULAR VIDEO DETECTION SYSTEM FOR INTERSECTIONS TYPE 2 (LOCATION) LS	SPV.0105.326 TEMPORARY INFARED EVP SYSTEM (LOCATION) LS	SPV.0105.331 TEMPORARY GPS EVP SYSTEM (LOCATION) LS
6165	T-0672: STH 50 & 118TH AVENUE	1	1	1	1
	CATEGORY 6165 TOTALS	1	1	1	1

SIGNAL NO. S-0672
STH 50 & 118th AVENUE
PAGE 5 OF 5

CATEGORY 7000

STATION	LOCATION		SPV.0060.501 ADJUST VALVE VAULT (EACH)	SPV.0060.502 ADJUST VALVE BOX (EACH)	SPV.0060.503 ADJUST VALVE CURB BOX (EACH)	SPV.0060.504 ADJUST HYDRANT (EACH)	SPV.0060.505 RELOCATE HYDRANT (EACH)	SPV.0090.507 REINFORCE AND INSULATE PIPE (LF)	COMMENT
1430+65	STH 50	90' LT	--	--	1	--	--	--	
1433+65	STH 50	85' LT	--	--	1	--	--	--	
1436+05	STH 50	95' LT	--	--	1	--	--	--	
1437+65	STH 50	105' LT	--	--	1	--	--	--	
501+90	122ND	25'LT	--	--	1	--	--	--	
501+95	122ND	25' RT	--	--	1	--	--	--	
504+10	122ND	25' RT	--	--	1	--	--	--	
505+25	122ND	25' RT	--	--	1	--	--	--	
1428+45	STH 50	115' LT	1	--	--	--	--	--	
1441+45	STH 50	105' LT	1	--	--	--	--	--	
1432+20	STH 50	90' LT	--	1	--	--	--	--	
1434+10	STH 50	80' LT	--	1	--	--	--	--	
1436+30	STH 50	90' LT	--	1	--	--	--	--	
1440+05	STH 50	90' LT	--	1	--	--	--	--	
1442+60	STH 50	95' LT	--	1	--	--	--	--	
72+55	125TH	45' LT	--	1	--	--	--	--	
505+40	122ND	25' RT	--	1	--	--	--	--	
1432+20	STH 50	95' LT	--	--	--	1	--	--	
1436+30	STH 50	95' LT	--	--	--	1	--	--	
1442+60	STH 50	105' LT	--	--	--	1	--	--	
72+55	125TH	50' LT	--	--	--	--	1	--	
500+90	122ND	5' RT	--	--	--	--	--	8	UNDER STORM PIPE P633
501+90	122ND	5' RT	--	--	--	--	--	8	UNDER STORM PIPE P632
72+20	125TH	40' LT	--	--	--	--	--	8	UNDER STORM STRUCTURE 605A
1434+10	STH 50	90' LT	--	1	--	--	--	--	
PROJECT TOTALS			2	8	8	3	1	24	

CATEGORY 7005

STATION	LOCATION		SPV.0060.506 ADJUSTING SANITARY MANHOLE (EACH)
1461+30	STH 50	125' LT	1
PROJECT TOTALS			1

CATEGORY 7005

STATION	LOCATION		SPV.0060.501 ADJUST VALVE VAULT (EACH)	SPV.0060.502 ADJUST VALVE BOX (EACH)	SPV.0060.505 RELOCATE HYDRANT (EACH)	SPV.0060.513 CUT AND CAP WATERMAIN (EACH)
1458+00	STH 50	110' LT	--	--	--	1
1461+20	STH 50	145' LT	1	--	--	--
1461+20	STH 50	115'LT	--	1	--	--
1461+65	STH 50	105' LT	--	1	--	--
1461+65	STH 50	110' LT	--	1	--	--
1461+65	STH 50	105' LT	--	--	1	--
PROJECT TOTALS			1	3	1	1

CATEGORY 7000

STATION	LOCATION		SPV.0060.506 ADJUSTING SANITARY MANHOLE (EACH)	SPV.0060.518 RECONSRUCT SANITARY MANHOLE (EACH)
1451+90	STH 50	80' RT	1	--
1454+50	STH 50	80' RT	1	--
1458+10	STH 50	95' LT	1	--
1458+10	STH 50	95' RT	1	--
1459+15	STH 50	65' RT	1	--
1460+90	STH 50	90' LT	1	--
1461+95	STH 50	65' RT	1	--
1463+60	STH 50	70' RT	1	--
503+75	122ND	30' LT	1	--
506+15	122ND	20' RT	1	--
1449+50	STH 50	75' RT	--	1
1454+15	STH 50	120' LT	1	--
1455+30	STH 50	100' RT	--	1
PROJECT TOTALS			11	2

WISCONSIN
GREGORY J. DROESSLER
E-37023
KENOSHA, WI
PROFESSIONAL ENGINEER
7/9/12

WATER ITEMS

CATEGORY	STATION	OFFSET	LOCATION	** SPV.0060.501 ADJUSTING VALVE VAULT EACH	** SPV.0060.502 ADJUST VALVE BOX EACH	** SPV.0060.504 ADJUST HYDRANT EACH	** SPV.0060.505 RELOCATE HYDRANT EACH	SPV.0060.523 CONNECT TO EXISTING WATER MAIN EACH	** SPV.0060.513 CUT AND CAP WATERMAIN EACH	** SPV.0090.507 REINFORCE AND INSULATE PIPE LF	SPV.0060.522 FIRE HYDRANT EACH	SPV.0060.514 GATE VALVE 12-INCH EACH
7150	1424+30	70.0' RT	STH 50	---	1	---	---	---	---	---	---	---
7150	1424+77	74.9' RT	STH 50	---	1	---	---	---	---	---	---	---
7150	1424+76	78.2' RT	STH 50	---	---	1	---	---	---	---	---	---
7150	1428+11	75.6' RT	STH 50	---	---	---	---	---	---	8	---	---
7150	1428+49	51.0' RT	STH 50	---	---	---	---	---	---	8	---	---
7157	1436+23	85.6' RT	STH 50	---	---	---	---	---	---	---	---	1
7157	1436+60	94.0' RT	STH 50	---	---	---	---	---	---	---	1	---
7157	1436+84	86.0' RT	STH 50	---	---	---	---	---	---	8	---	---
7155	1438+15	84.8' RT	STH 50	1	---	---	---	---	---	---	---	---
7157	1438+15	84.8' RT	STH 50	---	---	---	---	1	---	---	---	---
7155	1438+21	85.2' RT	STH 50	---	---	---	---	---	1	---	---	---
7155	1442+08	96.2' RT	STH 50	---	1	---	---	---	---	---	---	---
7150	1442+09	88.2' RT	STH 50	---	---	---	1	---	---	---	---	---
7150	1444+01	58.6' RT	STH 50	---	---	---	---	---	---	8	---	---
7150	67+91	38.5' LT	125TH AVE	---	1	---	---	---	---	---	---	---
7155	67+96	42.5' RT	125TH AVE	---	1	---	---	---	---	---	---	---
7150	67+95	32.9' LT	125TH AVE	---	1	---	---	---	---	---	---	---
7150	68+07	38.4' LT	125TH AVE	---	1	1	---	---	---	---	---	---
7150	68+10	48.0' LT	125TH AVE	---	---	---	1	---	---	---	---	---
7150	68+42	34.5' LT	125TH AVE	---	1	---	---	---	---	---	---	---
7150	68+58	32.9' LT	125TH AVE	---	1	---	---	---	---	---	---	---
7150	68+83	34.3' LT	125TH AVE	---	1	---	---	---	---	---	---	---
7150	67+95	18.0' RT	125TH AVE	---	---	---	---	---	---	8	---	---
7150	69+99	33.6' LT	125TH AVE	---	---	---	---	---	---	8	---	---
7150	109+00	28.1' RT	77TH STREET	---	1	---	---	---	---	---	---	---
7150	109+00	30.0' RT	77TH STREET	---	---	---	1	---	---	---	---	---
7150	109+06	21.3' RT	77TH STREET	---	1	---	---	---	---	---	---	---
7150	109+03	25.9' LT	77TH STREET	---	1	---	---	---	---	---	---	---
7150	110+19	30.4' RT	77TH STREET	---	1	---	---	---	---	---	---	---
7150	110+23	26.7' RT	77TH STREET	---	1	---	---	---	---	---	---	---
7150	109+05	29.9' LT	77TH STREET	---	---	---	---	---	---	8	---	---
7150	113+01	26.5' RT	77TH STREET	---	1	---	1	---	---	---	---	---
7155	403+57	40.8' LT	123RD AVE	---	1	1	---	---	---	---	---	---
7155	354+87	11.1' LT	122ND CT	---	1	---	---	---	---	---	---	---
			CATEGORY 7150 TOTAL	---	14	2	4	---	---	48	---	---
			CATEGORY 7155 TOTAL	1	4	1	---	---	1	---	---	---
			CATEGORY 7157 TOTAL	---	---	---	---	1	---	8	1	1
			PROJECT TOTAL	1	18	3	4	1	1	56	1	1

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

WATER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.505 WATER MAIN PVC C-900 12-INCH LF	SPV.0105.509 RECONSTRUCT WEST METER MANHOLES LS	** SPV.0090.504 HYDRANT LEAD 6-INCH LF
7157	1438+15 85' RT	-	1436+23 86' RT	STH 50	195	---	---
7150	68+70 30' LT	-	68+70 30' LT	125TH AVE	---	1	---
7150	67+95 38.4' LT	-	68+10 48' LT	125TH AVE	---	---	10
7150	109+00 30' RT	-	109+00 44' RT	77TH STREET	---	---	14
7157	1436+60 84' RT	-	1436+60 94' RT	STH 50	---	---	7
7150	113+01 26.5' RT	-	113+01 40' RT	77TH STREET	---	---	14
				CATEGORY 7150 TOTAL	---	1	38
				CATEGORY 7157 TOTAL	195	---	7
				PROJECT TOTAL	195	1	45

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

SANITARY ITEMS

CATEGORY	STATION	OFFSET	LOCATION	** SPV.0060.506 ADJUSTING SANITARY MANHOLE EACH	** SPV.0060.518 RECONSTRUCT SANITARY MANHOLE EACH
7165	64+08	34.2' RT	125TH AVE	---	1
7160	67+83	32.9' LT	125TH AVE	---	1
7165	67+66	40.8' RT	125TH AVE	---	1
7160	67+83	31.3' RT	125TH AVE	---	1
7165	68+06	56.1' LT	125TH AVE	1	---
7160	106+42	22.0' LT	77TH STREET	---	1
7160	109+22	22.4' LT	77TH STREET	1	---
7160	111+89	22.4' LT	77TH STREET	---	1
7165	113+62	41.9' LT	77TH STREET	1	---
7160	114+63	23.0' LT	77TH STREET	1	---
7165	404+72	23.8' LT	123RD AVE	1	---
7165	353+23	16.0' LT	122ND CT	1	---
			CATEGORY 7160 TOTALS	2	4
			CATEGORY 7165 TOTALS	4	2
			PROJECT TOTAL	6	6

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

UTILITY ADJUSTMENTS

CATEGORY			7080 ** SPV.0060.502 ADJUST VALVE BOX EACH	7085 ** SPV.0060.504 ADJUST HYDRANT EACH	7080 ** SPV.0060.505 RELOCATE HYDRANT EACH	7080 ** SPV.0060.506 ADJUSTING SANITARY MAHOLE EACH	7085 ** SPV.0060.518 RECONSTRUCT SANITARY MANHOLE EACH	7080 ** SPV.0090.504 HYDRANT LEAD 6-INCH LF
ROADWAY	STATION	OFFSET						
118TH AVENUE								
	806+56	0' RT	---	---	---	1	---	---
	806+60	11' RT	1	---	---	---	---	---
	806+70	14' RT	1	---	---	---	---	---
	806+70	32' RT	---	---	1	---	---	8
	806+74	9' RT	1	---	---	---	---	---
	806+77	9' RT	1	---	---	---	---	---
	806+80	12' RT	1	---	---	---	---	---
	808+26	12' RT	---	---	---	1	---	---
	808+30	26' RT	1	---	---	---	---	---
	808+60	22' RT	1	---	---	---	---	---
	809+35	44' RT	---	---	---		1	---
	810+50	61' RT	---	1	---	---	---	---
	PROJECT TOTAL		7	1	1	2	1	8

** ADDITIONAL QUANTITIES FOUND ELSEWHERE

REV. DATE: 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63
ORIGINATOR:
FILE NAME:
PLOT SCALE : ##....plotscale....##
PLOT DATE: 7/1/2011
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	LAND CONTRACT	LC
ACCESS RIGHTS	AR	LENGTH OF CURVE	L
ACRES	AC.	LONG CHORD	LCH
AHEAD	AH	LONG CHORD BEARING	LCB
ALUMINUM	ALUM	MONUMENT	MON.
AND OTHERS	ET. AL.	OUTLOT	OL
BACK	BK	PAGE	P.
BARN	B	PERMANENT LIMITED EASEMENT	PLE
CENTERLINE	℄	PROPERTY LINE	PL
CENTRAL ANGLE OR DELTA	DELTA	QUIT CLAIM DEED	QCD
CONSTRUCTION PERMIT	CP	RADIUS	R
CORNER	COR.	REFERENCE LINE	℞
DEED	(D)	REMAINING	REM.
DEGREE OF CURVE	D	RIGHT-OF-WAY	R/W
DIST. BETWEEN ¼ CORNERS	(DIST)	SECTION	SEC.
DOCUMENT	DOC.	SEVERED	SEV.
EASEMENT	EASE.	STATION	STA.
ESTATE	EST	TANGENT	TAN
GARAGE	G	TEMPORARY LIMITED EASEMENT	TLE
HOUSE	H	TRANSIT LINE	℄
HIGHWAY EASEMENT	HE	VOLUME	V.

CONVENTIONAL SYMBOLS

BRIDGE

BUILDING (Label)

FOUND IRON PIPE/PIN I.P. (1")

R/W MONUMENT

R/W STANDARD

GAS PUMP ISLAND G.P.

WELL WELL

SEPTIC PUMP S.P.

SEPTIC TANK S.T.

SEPTIC VENT S.V.

SIGN SIGN

FEE (HATCHING)

TEMPORARY LIMITED EASEMENT

PERMANENT LIMITED EASEMENT

PARALLEL OFFSET

STATE LINE, COUNTY LINE, TOWN/RANGE LINE

SECTION LINE

QUARTER LINE

SIXTEENTH LINE

PROPOSED REFERENCE LINE

EXISTING CENTERLINE

PROPOSED R/W LINE

EXISTING R/W LINE

PROPERTY LINE

LOT & TIE LINES

SLOPE INTERCEPTS

CORPORATE LIMITS

NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)

NO ACCESS (BY ACQUISITION)

NO ACCESS (BY STATUTORY AUTHORITY)

CONVENTIONAL UTILITY SYMBOLS

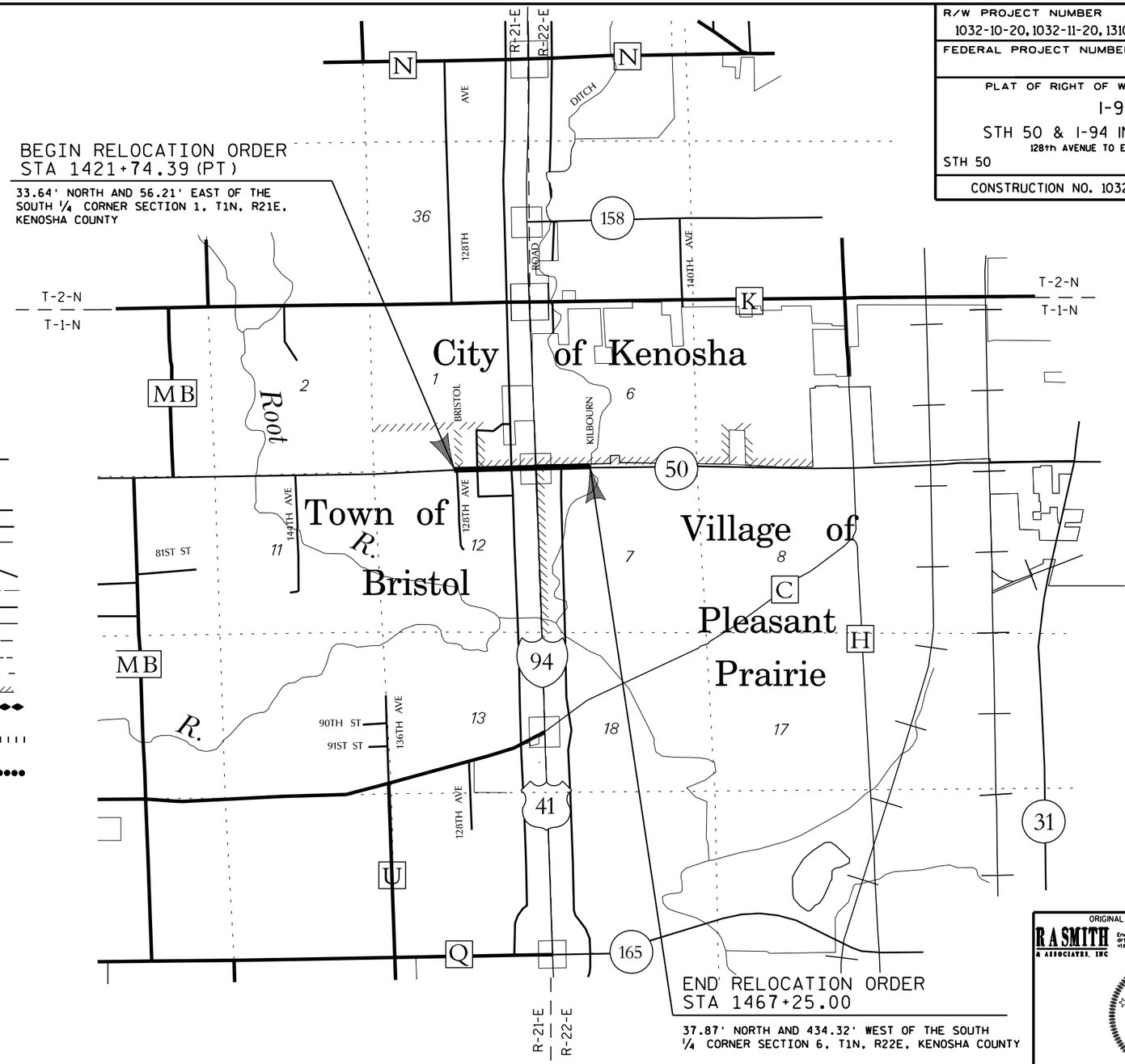
WATER	W	POWER POLE	
GAS	G	TELEPHONE POLE	
TELEPHONE	T	TELEPHONE PEDESTAL	PED
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E	ELECTRIC TOWER	
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		

NOTES:

ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), (KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKORN, KENOSHA.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER, BY WIDOT DISTRICT 2 SURVEY.

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.



LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.862 MI.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1032-10-20, 1032-11-20, 1310-00-20		
FEDERAL PROJECT NUMBER	4.1	

PLAT OF RIGHT OF WAY REQUIRED FOR
I-94
STH 50 & I-94 INTERCHANGE
128th AVENUE TO E. LINE SEC 6
STH 50 KENOSHA COUNTY

CONSTRUCTION NO. 1032-10-70, 71, 72

4

ORIGINAL PLAT PREPARED BY
R A SMITH & ASSOCIATES, INC
Engineering driven by vision
262-786-1777 FAX 786-0826
8745 W. Bluemound Rd, Suite 301
Brookfield, WI 53005-5938

WISCONSIN
GREGORY A. KUNZ
S-1346
WAUKESHA, WI
LAND SURVEYOR

DATE 02/04/05
LAND SURVEYOR

REVISION DATE
JULY 8, 2005
JAN 18, 2006
JULY 12, 2006
AUGUST 25, 2008
MAY 5, 2009
JANUARY 14, 2010
OCT. 01, 2010
JUL 01, 2011

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR DISTRICT OFFICE:

DATE: _____

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

* COMPUTED AREA
** FROM APPRAISAL REPORT DATED MAY 26, 2009
# AREA FROM DOT PROJECT APRAISER
° INTEREST IN EXISTING DRAINAGE EASEMENT DOC. 627288. AREA NOT INCLUDED IN FEE REQUIRED CACULATION.

PROJECT FUNDING I.D.	PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES/S.F.	R/W REQUIRED (ACRES/S.F.) NEW	R/W REQUIRED (ACRES/S.F.) EXISTING	R/W REQUIRED (ACRES/S.F.) TOTAL	TOTAL REMAINING AC./S.F.	T.L.E. TEMP. AC.	P.L.E. AC./S.F.	PARCEL NUMBER
1032-10-20	1	4.5	BARTH'S STORAGE REAL ESTATE LIMITED PARTNERSHIP	TLE						0.03		1
1032-10-20	2	4.5	MILLS ENTERPRISES, LLC	FEE, TLE	5.23	0.08		0.08	5.15	0.15		2
1032-10-20	3	4.5	TOM KAILIS, ET AL	FEE, TLE	1.07	0.01		0.01	1.06	0.06		3
1032-10-20	4	4.5	MILLS ENTERPRISES, LLC	FEE, TLE	1.09	0.01		0.01	1.08	0.04		4
1310-00-20	5 (4)	4.8	I-94 PARTNERS	FEE, TLE	55.10	0.31		0.31	54.79	0.11		5
1310-00-20	6 (3)	4.5,4.8	7500 KENOSHA, LLC	FEE, PLE, TLE	12.96 *	0.41		0.41	12.55	0.37	0.01	6
1310-00-20	7 (4)	4.5	L&K TRICOLI, LLC	FEE, AR, PLE, TLE	3.26	0.17		0.17	3.09	0.15	0.04	7
	8 (4)		ELIMINATED									8
1310-00-20	9 (9)	4.6	PMJ III, LLC	FEE, AR, TLE	0.71	0.063		0.063	0.65	0.159		9
				INTEREST IN EASEMENT			0.051					9
	10 (5)		ELIMINATED									10
1310-00-20	11 (4)	4.6	EMRO MARKETING COMPANY	FEE, AR, PLE, TLE	2.51*	0.77		0.77	1.74	0.42	0.01	11
1310-00-20	12 (5)	4.6	KENOSHA, WI 193 GENERAL PARTNERSHIP	FEE, AR, PLE, TLE	1.15	0.74		0.74	0.41	0.06	0.01	12
1310-00-20	13 (6)	4.6,4.9	BANKS OF WISCONSIN	FEE, AR, PLE, TLE	5.12	1.125		1.125	3.99	0.645	0.026	13
	14 (3)		ELIMINATED									14
1310-00-20	15 (2)	4.9	PROVENTURE PARK LIMITED PARTNERSHIP	TLE						0.05		15
1032-10-20	16 (5)	4.7	BRAT STOP, INC.	FEE, AR, TLE	7.81	0.466		0.466	7.34	0.243		16
1032-10-20	17	4.7	QSRE, LLC	FEE	0.92	0.92		0.92	0.00			17
1032-10-20	18 (8)	4.7	FRANCHISE REALTY INTERSTATE CORPORATION	FEE, AR, PLE, TLE	1.83	0.044		0.044	1.79	0.155	0.077	18
				INTEREST IN EASEMENT			0.643°					
1032-10-20	19 (2)	4.7	STEIN BRISTOL PROPERTIES, LLC	FEE, TLE	0.86	0.01		0.01	0.85	0.13		19
1032-10-20	20 (2)	4.7	J.B. PROPERTIES	TLE						0.07		20
1032-10-20	21	4.7	CARISH BROTHERS	TLE						0.04		21
1310-00-20	22 (8)	4.9	SAG KENOSHA DEVELOPMENT, LLC	AR, FEE, TLE	6.03	0.130		0.130	5.90	0.420		22
1310-00-20	23 (2)	4.9	FFCA ACQUISITION CORPORATION, A DELAWARE CORPORATION	TLE						0.20		23
1310-00-20	24 (4)	4.9	TDC BRISTOL, LLC	TLE						0.47		24
1310-00-20	25 (2)	4.10	B & G REALTY, INC.	PLE							0.12	25
1310-00-20	26 (3)	4.10	ROADSIDE PETROLEUM INC., A WISCONSIN CORPORATION	FEE, TLE	0.68	0.09		0.09	0.59	0.07		26
1310-00-20	27 (2)	4.10	BEST AMERICAN HOSPITALITY, INC.	FEE, TLE	1.22	0.08		0.08	1.14	0.08		27
1032-10-20	28 (3)	4.11	ROGAN STORES, LLC	TLE						0.08		28
1032-10-20	29 (2)	4.11	WILLIAMS CORNER INVESTORS, LLC	FEE, PLE, TLE	1.42	0.04		0.04	1.38	0.21	190 SF	29
1032-10-20	30 (7)	4.11-4.14, 4.19	50/94 ASSOCIATION, LLC	FEE,AR,TLE	12.776**	5.521		5.521	7.26	0.841		30
1032-10-20	31 (2)	4.11, 4.12	118TH STREET KENOSHA, LLC	FEE, TLE	1.86	0.03		0.03	1.83	0.12		31
1032-10-20	32	4.11, 4.19	ROBERT STAMBOLIC	FEE, TLE	46,310 SF	91 SF		91 SF	46,219 SF	0.10		32
1032-10-20	33 (5)	4.11, 4.12	WOODMAN'S	FEE,AR,TLE	18.00	0.123		0.123	17.88	0.450		33
1032-10-20	34 (2)	4.11, 4.12	WINDSOR POINTE INVESTORS, LLC	TLE						0.05		34
1032-10-20	35 (2)	4.12	CNL INCOME FUND VIII, LTD ET AL	FEE, TLE	2.27	0.03		0.03	2.24	0.16		35
1032-10-20	36	4.19	CBT, LLC	TLE						0.04		36
1310-00-20	37 (6)	4.18, 4.19	VILLAGE OF PLEASANT PRAIRIE	PLE, TLE						0.029	0.051	37
1310-00-20	38 (2)	4.19	EIHAB ATOUT	FEE	8.76	1.04		1.04	7.72			38
1310-00-20	39 (7)	4.6,4.8,4.9	LEWIS ACTION COMBINED, LLC	FEE,AR,PLE,TLE	11.81	1.379		1.379	10.43	0.695	0.002	39
1310-00-20	40 (2)	4.10	BRE/LQ PROPERTIES, LLC	FEE, TLE	2.70	0.08		0.08	2.62	0.08		40
1310-00-20	41 (6)	4.10	MRED (94/50) ASSOCIATES, LLP	FEE, TLE	1.96	0.128		0.128	1.83	0.160		41
1310-00-20	42 (5)	4.5,4.17	GERALD S. RASMUSSEN	AR, TLE						0.139		42
1310-00-20	43 (3)	4.8	KENOSHA HOLDINGS, LLC	TLE						0.30		43
1310-00-20	44 (4)	4.9	ROCKLEDGE FURNITURE, LLC	TLE						0.25		44
1032-10-20	45 (6)	4.12	DSB PROPERTIES, LLC	FEE, AR,PLE,TLE	1.44	0.081		0.081	1.36	0.184	0.002	45
1032-10-20	46 (6)	4.13	GM INVESTORS, LLC	FEE,AR,PLE, TLE	1.37	0.079		0.079	1.29	0.274	0.002	46
1032-10-20	47 (6)	4.13	GM INVESTORS, LLC	FEE,AR,PLE, TLE	3.88	0.148		0.148	3.73	0.306	0.016	47
1032-10-20	48 (6)	4.14	SPIRIT MASTER FUNDING, LLC	FEE,AR,TLE	7.83	0.029		0.029	7.80	0.340		48
1032-10-20	49 (6)	4.13	KENOSHA STORE, LLC	FEE,AR,TLE	6.40	0.011		0.011	6.39	0.230		49
	50 (5)		ELIMINATED									50
1032-10-20	51 (6)	4.13,4.14	STONEFIRE DEVELOPMENT, LLC	AR,TLE						0.462		51
1032-10-20	52 (6)	4.14	KENOSHA LAND, LLC	FEE,AR,TLE	12.70	0.106	0.878	0.984	11.72	0.507		52
	53 (5)		ELIMINATED									53
1032-10-20	54 (6)	4.14	GONO, LLC, A WIS LIMITED LIABILITY CO.	FEE,AR,TLE	2.084*	0.00	0.587	0.587	1.50	0.037		54
1310-00-20	55 (8)	4.16	CRACKER BARREL OLD COUNTRY STORE, INC.	FEE,PLE,TLE	2.69	0.186		0.186	2.50	0.305	0.061	55
1032-10-20	56 (6)	4.7	LJ REMAINDER, LLC & LOJON PROPERTY, LLC	TLE						0.034		56
1032-10-20	57 (7)	4.16	FISCHER LIVING TRUST	FEE,AR,TLE	3.81	0.089		0.089	3.72	0.168		57
	58											58
1032-10-20	59 (8)	4.16	AURORA HEALTHCARE SOUTHERN LAKES, INC.	FEE,AR,TLE	1.35#	0.010		0.010	1.34	0.197		59
1032-10-20	60 (8)	4.16	GATEWAY CENTER, LLC	FEE,AR,TLE	28.11#	0.446		0.446	27.66	1.053		60
	61											61
	62											62
	63											63

4

LEVELS ON • 1,2,3,4, 18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE
JULY 8, 2005 SEPT. 25, 2008 OCT. 01, 2010
JAN. 18, 2006 MAY 5, 2009 JULY 01, 2011
JULY 12, 2006 JANUARY 14, 2010

DATE FEB. 07, 2005

SCALE, FEET 0 N/A

HWY: STH 50

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20

CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72

PLAT SHEET NO: 4.2

PS&E SHEET NO: 492

E

FILE NAME : S:\5160177\Plat\RO_9\040201_rs.dgn PLOT DATE : 7/1/2011 PLOT BY : Crw PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 60

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

* COMPUTED AREA

PROJECT FUNDING I.D.	PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED (ACRES)			TOTAL REMAINING ACRES	T.L.E. TEMP. AC.	P.L.E. PERM. AC./S.F.	PARCEL NUMBER
						NEW	EXISTING	TOTAL				
1032-10-20	64	4.16	COUNTRY INN OF KENOSHA, LLC	TLE						0.110		64
1032-10-20	65 (6)	4.14,4.15	BANKS OF WISCONSIN CITY OF KENOSHA	AR								65
1032-10-20	66 (6)	4.15	THEODORE KYRIAZES/PETER KYRIAZES	AR								66
1032-10-20	67 (6)	4.15	LANDRI HUB INC	AR								67
1032-10-20	68 (6)	4.15	ICON ENTERPRISES, LLC	AR								68
1032-10-20	69 (6)	4.15	DLB DEVELOPMENT INC	AR								69
1032-10-20	70 (6)	4.15	MARTIN & KAROLINA M GRONKA	AR								70
1032-10-20	71 (6)	4.15	GARRY L DILLON	AR								71
1032-10-20	72 (6)	4.15	CLIFFORD & RUTH RANDLE	AR								72
1032-10-20	73 (6)	4.15	HARDY & JENSEN PROPERTIES, LLC	AR								73
1032-10-20	120 (6)	4.7	JB PROPERTIES LIMITED PARTNERSHIP	TLE						0.048		120
1032-10-20	121 (6)	4.7	CARISH BROTHERS	TLE						0.037		121
1032-10-20	129 (6)	4.11	WILLIAMS CORNER INVESTORS, LLC	TLE						0.016		129
	130 (5)		ELIMINATED									130
1032-10-20	131 (6)	4.11, 4.12	118TH STREET KENOSHA, LLC	TLE						0.262		131
	133 (5)		ELIMINATED									133
1032-10-20	134 (6)	4.11,4.12	WINDSOR POINTE INVESTORS, LLC	FEE,AR,TLE	2.26	0.045		0.045	2.22	0.091		134
1032-10-20	135 (6)	4.12	CNL INCOME FUND VIII, LTD, ET AL	FEE,AR, TLE	2.24	0.089		0.089	2.15	0.130		135
1032-10-20	136(10)	4.19	CITY OF KENOSHA	FEE, TLE	18.41	0.027		0.027	18.38	0.058		136
1032-10-20	137 (9)	4.19	AM COMMUNITY C.U.	TLE						0.014		137
1032-10-20	200 (7)	4.5-4.14,4.16	WE-ENERGIES, ELECTRIC	RELEASE OF RIGHTS								200
1032-10-20	201 (6)	4.6,4.9-4.14,4.19	WE-ENERGIES, GAS	RELEASE OF RIGHTS								201
1032-10-20	202 (9)	4.5-4.14	FRONTIER NORTH, INC.	RELEASE OF RIGHTS								202
1032-10-20	203 (6)	4.5,4.10,4.13,4.14	TIME WARNER CABLE	RELEASE OF RIGHTS								203
1032-10-20	204 (6)	4.5,4.6,4.8,4.9	VILLAGE OF BRISTOL - SANITARY	RELEASE OF RIGHTS								204
1032-10-20	205 (6)	4.10-4.12	AT&T WISCONSIN	RELEASE OF RIGHTS								205
1032-10-20	206 (6)	4.10	VILLAGE OF PLEASANT PRAIRIE-SANITARY & WATER	RELEASE OF RIGHTS								206
1032-10-20	207 (8)	4.7,4.10-4.13,4.19	KENOSHA WATER UTILITY	RELEASE OF RIGHTS								207
1032-10-20	208 (7)		ELIMINATED									
1032-10-20	209 (6)	4.7,4.11,4.14,4.17,4.19	CITY OF KENOSHA	RELEASE OF RIGHTS								209
1032-10-20	210 (9)	4.6, 4.8, 4.9	VILLAGE OF BRISTOL - WATER	RELEASE OF RIGHTS								210
1032-10-20	211 (9)	4.6, 4.8, 4.9	VILLAGE OF BRISTOL - STORM	RELEASE OF RIGHTS								211
1032-10-20	UA*304(9)	4.5,4.6,4.8,4.9,4.18	VILLAGE OF BRISTOL - SANITARY	MUNICIPAL UTILITY AGREEMENT								UA*304
1032-10-20	UA*306(9)	4.10, 4.19	VILLAGE OF PLEASANT PRAIRIE-SANITARY & WATER	MUNICIPAL UTILITY AGREEMENT								UA*306
1032-10-20	UA*307(9)	4.5-4.7,4.11-4.17,4.19	KENOSHA WATER UTILITY	MUNICIPAL UTILITY AGREEMENT								UA*307
1032-10-20	UA*310(9)	4.5,4.6,4.8-4.10,4.18	VILLAGE OF BRISTOL - WATER	MUNICIPAL UTILITY AGREEMENT								UA*310

4

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE
JULY 8, 2005 SEPT. 25, 2008 OCT. 01, 2010
JAN. 18, 2006 MAY 5, 2009 JULY 01, 2011
JULY 12, 2006 JANUARY 14, 2010

DATE FEB. 07, 2005

SCALE, FEET
0 N/A

HWY: STH 50

COUNTY: KENOSHA

STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20

CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72

PLAT SHEET NO: 4.3

PS&E SHEET NO: 493

E

FILE NAME : s:\5160177\plat\RO_9\040202_rs.dgn PLOT DATE : 12/7/2011 PLOT BY : Gak PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 60

BEGIN RELOCATION ORDER
STA. 1421+74.39

END RELOCATION ORDER
STA. 1467+25.00

TOWN OF BRISTOL
VILLAGE OF PLEASANT PRAIRIE
CITY OF KENOSHA
TOWN OF SOMERS

128TH AVE.
125TH AVENUE
FUTURE 123rd AVENUE
FUTURE 122ND CT.
122ND AVENUE
FUTURE W FRONTAGE ROAD
FUTURE WEST FRONTAGE ROAD 22ND AVE
WEST FRONTAGE ROAD
122TH AVENUE WEST FRONTAGE RD
120TH AVENUE EAST FRONTAGE RD
120TH AVENUE EAST FRONTAGE ROAD
FUTURE 118TH AVE
118TH AVENUE
FUTURE 68TH ST
77TH STREET
75TH STREET
74TH PLACE
FUTURE 75TH ST
FUTURE 74TH ST
KILBOURN ROAD DITCH
STH 50
I-94
1/16 LINE
PL
R-21-E
R-22-E
T-1-N
GN

4

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE			DATE FEB. 07, 2005	NOT TO SCALE	HWY: STH 50	STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20	PLAT SHEET NO: 4.4	
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010 N/C			COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72	PS&E SHEET NO 494	E
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011						
JULY 12, 2006	JANUARY 14, 2010							

FILE NAME : S:\5160177\Plat\RO_9\040301_r1.dgn | PLOT DATE : 7/1/2011 | PLOT BY : Crw | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET TO

BEARING AND DISTANCE DETAIL

REF PT "X"
20.74'
IP
S89°37'51"E 149.44'
8.74'
7.48'
20.07'
10.00'
N48°39'04"E 24.11'
IP
IP
28.11'
99.45'
65.79'
5'
5'
5'
S83°31'35"W 99.06'
S83°31'35"W 105.94'
S89°37'51"W 66.57'
S89°37'51"E 66.27'
2.00'
5.00'
8.00'
S00°22'09"W
N00°22'09"E 287.00'
N06°42'33"E 131.30'
N06°42'33"E 135.69'
N06°42'33"E 140.98'
26.92'
26.64'
N89°37'51"W 5.00'
N00°31'38"W 2510.24'
104.85'

CONCRETE MON W/ BRASS CAP
N = 130,471.65
E = 591,713.84

CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01

CONCRETE MON W/ ALUM CAP
N = 127,822.75
E = 591,738.22

CONCRETE MON W/ BRASS CAP
N = 125,172.59
E = 591,785.91

GN
SW-SE

BEGIN RELOCATION ORDER
STA. 1421+74.39 =
STA. PT=1421+74.02 ON PROJ. 1315-00-23
N = 127,856.38
E = 591,794.43

PT = 1421+74.39

TOWN OF BRISTOL
CITY OF KENOSHA
TOWN OF BRISTOL
PL TOWN OF BRISTOL

CSM 1220
V 1326 P 830
DOC 808432

CSM 1235
V 1335 P 561
DOC 812858

CSM 1368
PARCEL 1
V 1400 P 607
DOC 845433

CSM 1368
PARCEL 2

CSM 1141
V1264 P345

CSM 1732
V 1657 P 314
DOC 952995

CSM 1275
V 1358 P 116
DOC 824245

1 AP
PER 1315-00-23
C V 1301 P 278

1 AP
PER 1315-00-23

1 AP

SLOPE INTERCEPT

SOUTH LINE OF CSM 1235

NO ACCESS PER 1315-00-23

TLE, SLOPES

TLE, SLOPES & DRIVEWAY

66' WIDE INGRESS/EGRESS EASEMENT
V 1274 P 502
DOC 781141
PARCELS 3 & 42

30' INGRESS EGRESS EASEMENT
PARCEL 7 FOR PARCEL 8 (ELIMINATED)
V 1328 P 847

30' INGRESS EGRESS EASEMENT
PARCEL 6
V 1659 P 479
DOC 953434

MATCHLINE
1433+19.35
SEE SHEET 4.7

MATCHLINE
1433+52.95
SEE SHEET 4.6

MATCH LINE
SEE SHEET 4.7

SEE SHEET 4.8

STA 1428+89.26 =
STA 71+13.42

STA 75+76.42

75+76.42
75+76.42
75+76.42
75+76.42
74+50
74+50.84
72+20.80
77.79'
72+37.19
72+27.94
73+94.17
67+51.50
67+33.42
79'
67+01.42
1421+17.87
1425+00
1430+00
1420+00
75+00
70+00

STH 50
STH 50 R/L
75TH STREET
125TH AVENUE
128TH STREET

L&K TRICOLI, LLC
MILLS ENTERPRISES, LLC
BARTH'S STORAGE REAL ESTATE LIMITED PARTNERSHIP
TOM KAILIS, ET AL C
RASMUSSEN
7500 KENOSHA, LLC
OUTLOT "A" CSM 2467 DOC 142706

NO ACCESS PER 1315-00-23

PLE RET. WALL

15' X 20' PLE, DRAINAGE

10' x 20' PLE, DRAINAGE

UA #304 VILLAGE OF BRISTOL - SANITARY
UA #307 KENOSHA WATER UTILITY
UA #310 VILLAGE OF BRISTOL - WATER

R/L STH 50
CURVE DATA
PI 1416+98.27
N = 127859.45
E = 591318.18
DELTA = 02°22'51" RT
D = 00°15'00"
T = 476.25'
L = 952.37'
R = 22918.31'
LC = 952.30'
LCB = N89°10'43"E
PC = 1412+22.02
PT = 1421+74.39

(200) WE-ENERGIES, ELECTRIC
12' WIDE EASEMENT
V 1356 P 361
DOC 823330
PARCEL 1

15' WIDE EASEMENT
V 1293 P 984
DOC 791487
PARCELS 6 & 7

12' WIDE EASEMENT
V 1345 P 835
PARCEL 7

15' WIDE EASEMENT — NO RECORD OF EASEMENT
V 1327 P 675 — PARCEL 2 & 3
DOC 808880
PARCEL 6

(202) FRONTIER NORTH, INC
15' WIDE EASEMENT — 10' RIGHT OF WAY AUTHORIZATION
V 1293 P 984 — V 694 P 214
DOC 791487 — DOC 471912
PARCELS 6 & 7 — PARCELS 2 & 4

10' WIDE EASEMENT — NONDESCRIPT POLE EASEMENT
V 729 P 541 — V159 P421
DOC 485710 — DOC 193450
PARCEL 7 — PARCEL 1, 2, 3, & 42

15' WIDE EASEMENT — NO RECORD OF EASEMENT
V 1327 P 675 — PARCELS 2 & 4
DOC 808880
PARCEL 6

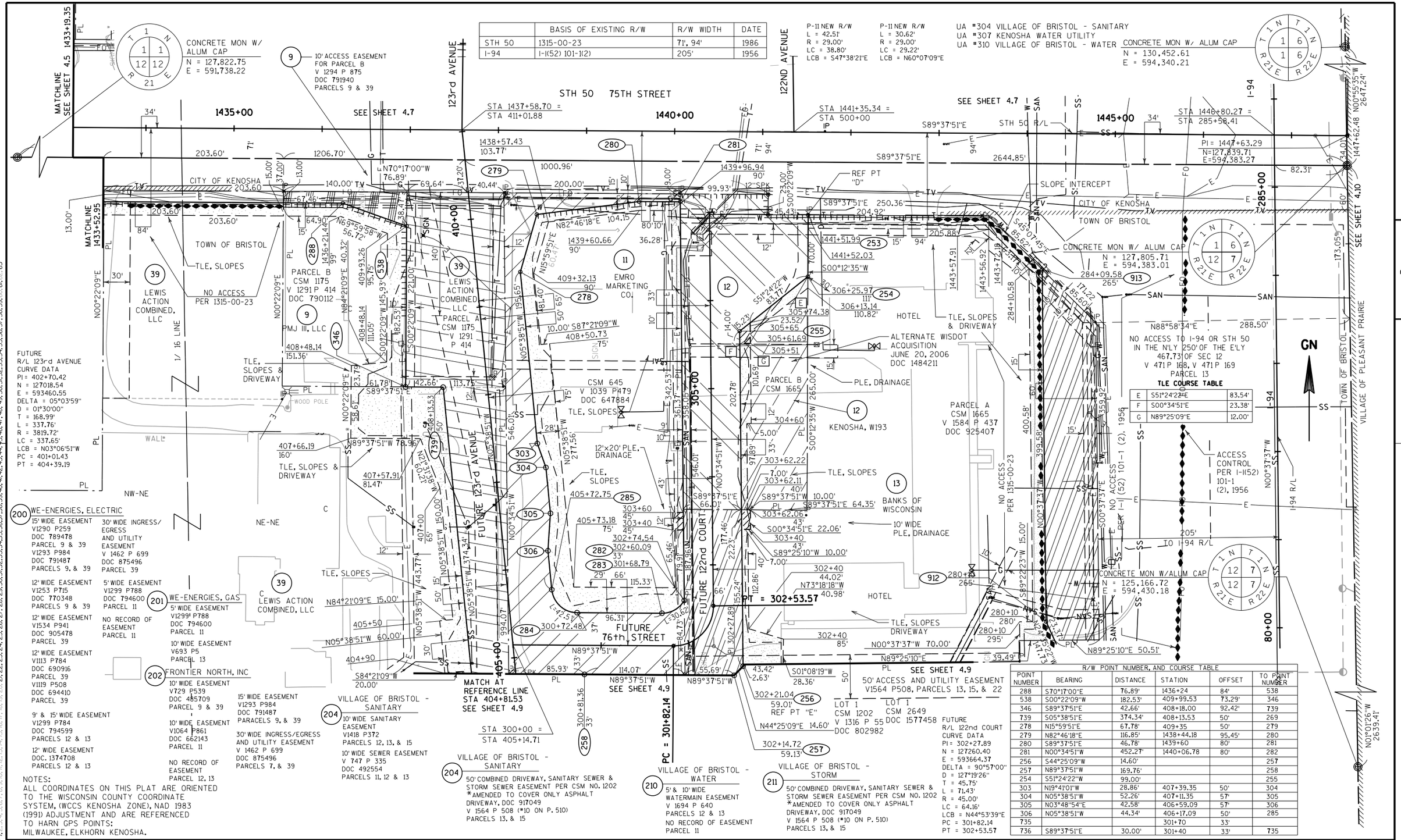
(203) TIME WARNER CABLE
NO RECORD OF EASEMENT
PARCELS 1& 2

(204) VILLAGE OF BRISTOL - SANITARY
SANITARY & WATER
NO RECORD OF EASEMENT
PARCEL 6

NOTES:
ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKHORN KENOSHA.

	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	1315-00-23	VARIES, 86', 100', 80', 71'	1986
125th AVE NORTH	1315-00-23	50', 50'	1986
125th AVE SOUTH	1315-00-23	40', 40'	1986

REVISION DATE			DATE FEB. 07, 2005	SCALE. FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20	PLAT SHEET NO: 4.5	
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010 N/C	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72	PS&E SHEET NO 495	E
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011						
JULY 12, 2006	JANUARY 14, 2010							


MATCHLINE SEE SHEET 4.5
1433+19.35
1435+00
SEE SHEET 4.7
1440+00
1445+00
SEE SHEET 4.7
SEE SHEET 4.10
123rd AVENUE
122ND AVENUE
STH 50 75TH STREET
I-94
CONCRETE MON W/ ALUM CAP
N = 127,822.75
E = 591,738.22
CONCRETE MON W/ ALUM CAP
N = 130,452.61
E = 594,340.21
CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01
CONCRETE MON W/ALUM CAP
N = 125,166.72
E = 594,430.18
STA 1437+58.70 = STA 411+01.88
STA 1441+35.34 = STA 500+00
STA 1446+80.27 = STA 285+58.41
PI = 1447+63.29
N=127,839.71
E=594,383.27
1447+62.48 N00°55'35"W 2647.24'
9 10' ACCESS EASEMENT FOR PARCEL B V 1294 P 875 DOC 791940 PARCELS 9 & 39
P-11 NEW R/W L = 42.51' R = 29.00' LC = 38.80' LCB = S47°38'21"E
P-11 NEW R/W L = 30.62' R = 29.00' LC = 29.22' LCB = N60°07'09"E
UA #304 VILLAGE OF BRISTOL - SANITARY
UA #307 KENOSHA WATER UTILITY
UA #310 VILLAGE OF BRISTOL - WATER
CITY OF KENOSHA
TOWN OF BRISTOL
TOWN OF PLEASANT PRAIRIE
VILLAGE OF PLEASANT PRAIRIE
PARCEL B CSM 1175 V 1291 P 414 DOC 790112
PARCEL A CSM 1175 V 1291 P 414
LEWIS ACTION COMBINED, LLC
EMRO MARKETING CO.
PMJ III, LLC
CSM 645 V 1039 P479 DOC 647884
PARCEL B CSM 1665
PARCEL A CSM 1665 V 1584 P 437 DOC 925407
KENOSHA, W193
HOTEL
ALTERNATE WISDOT ACQUISITION JUNE 20, 2006 DOC 1484211
BANKS OF WISCONSIN
FUTURE 123rd AVENUE CURVE DATA PI= 402+70.42 N = 127018.54 E = 593460.55 DELTA = 05°03'59" D = 01°30'00" T = 168.99' L = 337.76' R = 3819.72' LC = 337.65' LCB = N03°06'51"W PC = 401+01.43 PT = 404+39.19
FUTURE 122nd COURT CURVE DATA PI= 302+27.89 N = 127260.40 E = 593664.37 DELTA = 90°57'00" D = 127°19'26" T = 45.75' L = 71.43' R = 45.00' LC = 64.16' LCB = N44°53'39"E PC = 301+82.14 PT = 302+53.57
FUTURE 76th STREET
FUTURE R/L 123rd AVENUE CURVE DATA PI= 402+70.42 N = 127018.54 E = 593460.55 DELTA = 05°03'59" D = 01°30'00" T = 168.99' L = 337.76' R = 3819.72' LC = 337.65' LCB = N03°06'51"W PC = 401+01.43 PT = 404+39.19
PT = 302+53.57
PC = 301+82.14
MATCH AT REFERENCE LINE STA 404+81.53 SEE SHEET 4.9
STA 300+00 = STA 405+14.71
SEE SHEET 4.9
50' ACCESS AND UTILITY EASEMENT V1564 P508, PARCELS 13, 15, & 22
NO ACCESS PER 1315-00-23
NO ACCESS TO I-94 OR STH 50 IN THE N'LY 250' OF THE E'LY 467.73' OF SEC 12 V 471P 168, V 471P 169 PARCEL 13
ACCESS CONTROL PER I-I(52) 101-1 (2), 1956
I-94 R/L
TLE, SLOPES
TLE, SLOPES & DRIVEWAY
PLE, DRAINAGE
12'x20' PLE, DRAINAGE
10' WIDE PLE, DRAINAGE
REF PT "D"
SLOPE INTERCEPT
WOOD POLE
WALL
SIGN
1/ 16 LINE
TLE COURSE TABLE
E S51°24'22"E 83.54'
F S00°34'51"E 23.38'
G N89°25'09"E 12.00'
200 WE-ENERGIES, ELECTRIC
15' WIDE EASEMENT V1290 P259 DOC 789478 PARCEL 9 & 39 V1293 P984 DOC 791487 PARCELS 9, & 39
30' WIDE INGRESS/ EGRESS AND UTILITY EASEMENT V 1462 P 699 DOC 875496 PARCEL 39
12' WIDE EASEMENT V1253 P715 DOC 770348 PARCELS 9 & 39
5' WIDE EASEMENT V1299 P788 DOC 794600 PARCEL 11
12' WIDE EASEMENT V1534 P941 DOC 905478 PARCEL 39
NO RECORD OF EASEMENT PARCEL 11
12' WIDE EASEMENT V1113 P784 DOC 690916 PARCEL 39 V1119 P508 DOC 694410 PARCEL 39
9' & 15' WIDE EASEMENT V1299 P784 DOC 794599 PARCELS 12 & 13
12' WIDE EASEMENT DOC. 1374708 PARCELS 12 & 13
201 WE-ENERGIES, GAS
5' WIDE EASEMENT V1299 P788 DOC 794600 PARCEL 11
10' WIDE EASEMENT V693 P5 PARCEL 13
202 FRONTIER NORTH, INC
10' WIDE EASEMENT V729 P539 DOC 485709 PARCEL 9 & 39
10' WIDE EASEMENT V1064 P861 DOC 662143 PARCEL 11
NO RECORD OF EASEMENT PARCEL 12, 13
15' WIDE EASEMENT V1293 P984 DOC 791487 PARACELS 9, & 39
30' WIDE INGRESS/EGRESS AND UTILITY EASEMENT V 1462 P 699 DOC 875496 PARCELS 7, & 39
204 VILLAGE OF BRISTOL - SANITARY
10' WIDE SANITARY EASEMENT V1418 P372 PARCELS 12, 13, & 15
10' WIDE SEWER EASEMENT V 747 P 335 DOC 492554 PARCELS 11, 12 & 13
204 VILLAGE OF BRISTOL - SANITARY
50' COMBINED DRIVEWAY, SANITARY SEWER & STORM SEWER EASEMENT PER CSM NO. 1202 *AMENDED TO COVER ONLY ASPHALT DRIVEWAY, DOC 917049 V 1564 P 508 (*10 ON P. 510) PARCELS 13, & 15
210 VILLAGE OF BRISTOL - WATER
5' & 10' WIDE WATERMAIN EASEMENT V 1694 P 640 PARCELS 12 & 13
NO RECORD OF EASEMENT PARCEL 11
211 VILLAGE OF BRISTOL - STORM
50' COMBINED DRIVEWAY, SANITARY SEWER & STORM SEWER EASEMENT PER CSM NO. 1202 *AMENDED TO COVER ONLY ASPHALT DRIVEWAY, DOC 917049 V 1564 P 508 (*10 ON P. 510) PARCELS 13, & 15
LOT 1 CSM 1202 V 1316 P 55 DOC 802982
LOT 1 CSM 2649 DOC 1577458
R/W POINT NUMBER, AND COURSE TABLE
POINT NUMBER | BEARING | DISTANCE | STATION | OFFSET | TO POINT NUMBER
288 | S70°17'00"E | 76.89' | 1436+24 | 84' | 538
538 | S00°22'09"W | 182.53' | 409+99.53 | 73.29' | 346
346 | S89°37'51"E | 42.66' | 408+18.00 | 92.42' | 739
739 | S05°38'51"E | 374.34' | 408+13.53 | 50' | 269
278 | N15°59'51"E | 67.78' | 409+35 | 50' | 279
279 | N82°46'18"E | 116.85' | 1438+44.18 | 95.45' | 280
280 | S89°37'51"E | 46.78' | 1439+60 | 80' | 281
281 | N00°34'51"W | 452.27' | 1440+06.78 | 80' | 282
256 | S44°25'09"W | 14.60' | | | 257
257 | N89°37'51"W | 169.76' | | | 258
254 | S51°24'22"W | 99.00' | | | 255
303 | N19°41'01"W | 28.86' | 407+39.35 | 50' | 304
304 | N05°38'51"W | 52.26' | 407+11.35 | 57' | 305
305 | N03°48'54"E | 42.58' | 406+59.09 | 57' | 306
306 | N05°38'51"W | 44.34' | 406+17.09 | 50' | 285
735 | | | 301+70 | 33' | |
736 | S89°37'51"E | 30.00' | 301+40 | 33' | 735
NOTES:
ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKHORN KENOSHA.
REVISION DATE
JULY 8, 2005 SEPT. 25, 2008 OCT. 01, 2010
JAN. 18, 2006 MAY 5, 2009 JULY 01, 2011
JULY 12, 2006 JANUARY 14, 2010
DATE FEB. 07, 2005
GRID FACTOR N/A
SCALE, FEET 0 50 100
HWY: STH 50
COUNTY: KENOSHA
STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20
CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72
PLAT SHEET NO: 4.6
PS&E SHEET NO 496
E
4
FILE NAME : S:\5160177\Plat\RO_9\040406_rp.dgn
PLOT DATE : 7/1/2011
PLOT BY : Crw
PLOT NAME :
ORG DATE :
Originator : Dist
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 75

R/W POINT NUMBER, AND COURSE TABLE					
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	TO POINT NUMBER
214	N25°47'45"W	30.97'	503+42	34'	215
215	N75°24'56"W	56.74'	418+45	53.93'	216
216	N89°37'51"W	212.23'	417+90	40'	217
207	N17°36'21"E	92.51'			208
208	N00°35'53"E	309.31'			209
222	S03°09'18"E	72.73'	412+80.67	51.68	223
221	S00°21'42"W	121.80	414+02.46	51.20	222

NOTES:
ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKHORN KENOSHA.

P-18 NEW R/W
L = 62.59'
R = 40.00'
LC = 56.40'
LCB = N45°38'56"W

CONCRETE MON W/ ALUM CAP
N = 127,822.75
E = 591,738.22

100'X 280'
DRAINAGE EASEMENT
V1005 P725
DOC 627288
PARCEL 16 FOR PARCEL 18

20' INGRESS/EGRESS EASEMENT
20' WIDE PARKING EASEMENT
FOR OSRE
V 1239 P 28
DOC 762466
PARCELS 16 & 17

12' WIDE WE-ENERGIES EASEMENT
V 1279 P 416
DOC 783590

66' WIDE
INGRESS/EGRESS EASEMENT
V 1274 P 502
DOC 781141
PARCELS 3 & 16

1'X 234' RIGHTS IN LAND
ROGER H. HOFF
V 1228 P 946
DOC 757235
NOW IN 122nd AVE.
PARCEL 16

30'x 70' INGRESS & EGRESS EASEMENT
V 1239 P 28
DOC 762466
PARCEL 17 FOR PARCEL 16

8' X 277' WIDE GRADING EASEMENT
MCDONALD'S CORPORATION
V 1244 P 936
DOC 765645
PARCEL 18

12' WEPCO EASEMENT
FOR TACO BELL
V1253 P 722
DOC.770350
PARCEL 17

207 KENOSHA WATER UTILITY
5' WIDE SANITARY EASEMENT
V 1292 P 51
DOC 790464
PARCEL 56
NO RECORD OF EASEMENT
PARCELS 18 & 21

CITY OF KENOSHA

MATCHLINE STA 507+75.21
SEE SHEET 4.16

MATCHLINE STA 293+34.17
SEE SHEET 4.14

FUTURE R/L 74th ST
PI=415+24.82
N=128269.10
E=593383.12
DELTA=89°46'16" RT

FUTURE R/L 123RD AVE.
PI=411+01.88
N=127846.18
E=593378.71
DELTA=06°14'43" RT

18 100'x280' DRAINAGE EASEMENT
DOC. 627288 PRIVATE PARTIES
PARCEL 18

16 BRAT STOP, INC.

TLE, SLOPES

209 414+62.90 BACK
41.86'

210 415+76.08
41.86'

211 415+76.32 REF PT "G"
415+75.95

212 418+18.96
N56°48'29"E 44.23'

213 505+25
N16°00'09"E 55.07'
504+78.20
418+30

N89°10'27"E 10.00'

506+20
44'

506+24.62

506+25.21 PL 291+84.18
S89°37'51"E

504+63.02 PL 290+22.00
S89°37'51"E 291.53'

STA 504+23.03 = STA 418+90.95

PI 415+24.82

418+90.95

505+00

290+00

415+00

FUTURE 74th STREET

FUTURE 123rd AVENUE

FUTURE 122nd AVENUE

S89°37'51"E

N89°10'27"E 10'

503+50

502+54.92
S89°37'51"E 20'

502+54.50

502+56.02 267.77' PL 288+15.02
S89°37'51"E

501+62.42
S12°35'19"E 58.56'

501+04.50

1441+78.05

N44°52'19"E

STA 1441+35.34 = STA 500+00

STA 1446+80.27 = STA 285+58.41

1435+00

1440+00

1445+00

STH 50 75TH STREET

STA 1437+58.70 = PI STA 411+01.88

NO ACCESS PER 1315-00-23

NO ACCESS PER I-1(52) 101-1(2). 1956

NO ACCESS PER 1315-00-23

NO ACCESS FOR PARCELS 1, 2 AND 3, CSM 1095 TO STH 50 OR I-94 V 474 P 198, DOC 390501

SLOPE INTERCEPT

FRANCHISE REALTY

PLE, RETAINING WALL

TLE, SLOPES & DRIVEWAY

OSRE, LLC

J.B. PROPERTIES

STEIN BRISTOL PROPERTIES, LLC

CARISH BROTHERS

LJ REMAINDER LLC, AND LOJON PROPERTY LLC

PARCEL 7 CSM 1178 V 1292 P 51 DOC 790464

PARCEL 3 CSM 1095

PARCEL 2 CSM 1095 V 1221 P 459 DOC 753413

PARCEL 1 CSM 1095

56 21 121 120 20 19

P-56 EXIST R/W
L = 149.99'
R = 229428.12'
LC = 149.99'
LCB = S00°32'08"E

P-56 TLE
L = 149.99'
R = 229438.12'
LC = 149.99'
LCB = N00°32'08"W

P-121 EXIST R/W
L = 162.18'
R = 229428.12'
LC = 162.18'
LCB = S00°34'29"E

P-121 TLE
L = 162.18'
R = 229438.12'
LC = 162.18'
LCB = N00°34'28"W

P-120 EXIST R/W
L = 131.28'
R = 229428.12'
LC = 131.28'
LCB = N00°36'40"W

P-120 TLE
L = 131.46'
R = 229438.12'
LC = 131.46'
LCB = N00°36'40"W

CONCRETE MON W/ ALUM CAP
N = 130,452.61
E = 594,340.21

CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01

CONCRETE MON W/ ALUM CAP
N = 125,166.72
E = 594,430.18

T 1 N R 21 E — 1 1 12 12 — 21
T 1 N R 22 E — 1 6 1 6 — 16
T 1 N R 22 E — 12 7 12 7 — 7

GN

SS

I-94

I-94 R/L (CORRIDOR DESIGN ALIGNMENT)

NO0°55'35"W 2647.24'

N00°37'37"W 2639.41'

N01°01'26"W

1447+62.48

PLEASANT PRAIRIE VILLAGE OF

SEE SHEET 4.10 & 4.11

SEE SHEET 4.5 STA 1433+19.35

SEE SHEET 4.6

SEE SHEET 4.6

SEE SHEET 4.6

UA #307 KENOSHA WATER UTILITY

MATCHLINE STA 1433+52.95

	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	1315-00-23, 1986	100'	1986
STH 50	I-1(52) 101-1(2), 1956	106'	1956
I-94	I-1(52) 101-1(2), 1956	245'	1956
122nd AVE	CSM 1095	66'	
122nd AVE	OCD #118865	WEST 1'	

200 WE-ENERGIES, ELECTRIC
1' X 10' WIDE EASEMENT
V1302 P269
DOC 795982
NOW IN 122nd AVE.
PARCEL 18

VARIABLE WIDTH EASEMENT
V1299 P791
DOC 794601
PARCEL 18

12' WIDE EASEMENT
V1244 P118
DOC 765222
PARCEL 20

10' WIDE EASEMENT
V1174 P489
DOC 727399
PARCEL 16

12' WIDE EASEMENT
DOC 1187550
PARCEL 18

12' WIDE EASEMENT
V1264 P775
DOC 776164
PARCEL 19

VARIABLE WIDTH EASMENT
V 1253 P 722
DOC 770350
PARCEL 17

NO RECORD OF EASEMENT
PARCEL 21

202 FRONTIER NORTH, INC
1' X 10' WIDE EASEMENT
V1302 P269
DOC 795982
NOW IN 122nd AVE.
PARCEL 18

VARIABLE WIDTH EASEMENT
V1299 P791
DOC 794601
PARCEL 18

10' WIDE EASEMENT
V1253 P699
DOC 770339
PARCEL 19

10' WIDE EASEMENT
V1251 P731
DOC 769340
PARCEL 21

10' WIDE EASEMENT
V1248 P986
DOC 767954
PARCEL 20

NONDESCRIPT EASEMENT
V694 P216
DOC 471913
PARCEL 19

209 CITY OF KENOSHA
20' WIDE SEWER EASEMENT
V1291 P872
DOC 790372
PARCEL 16 & 17

TLE COURSE TABLE

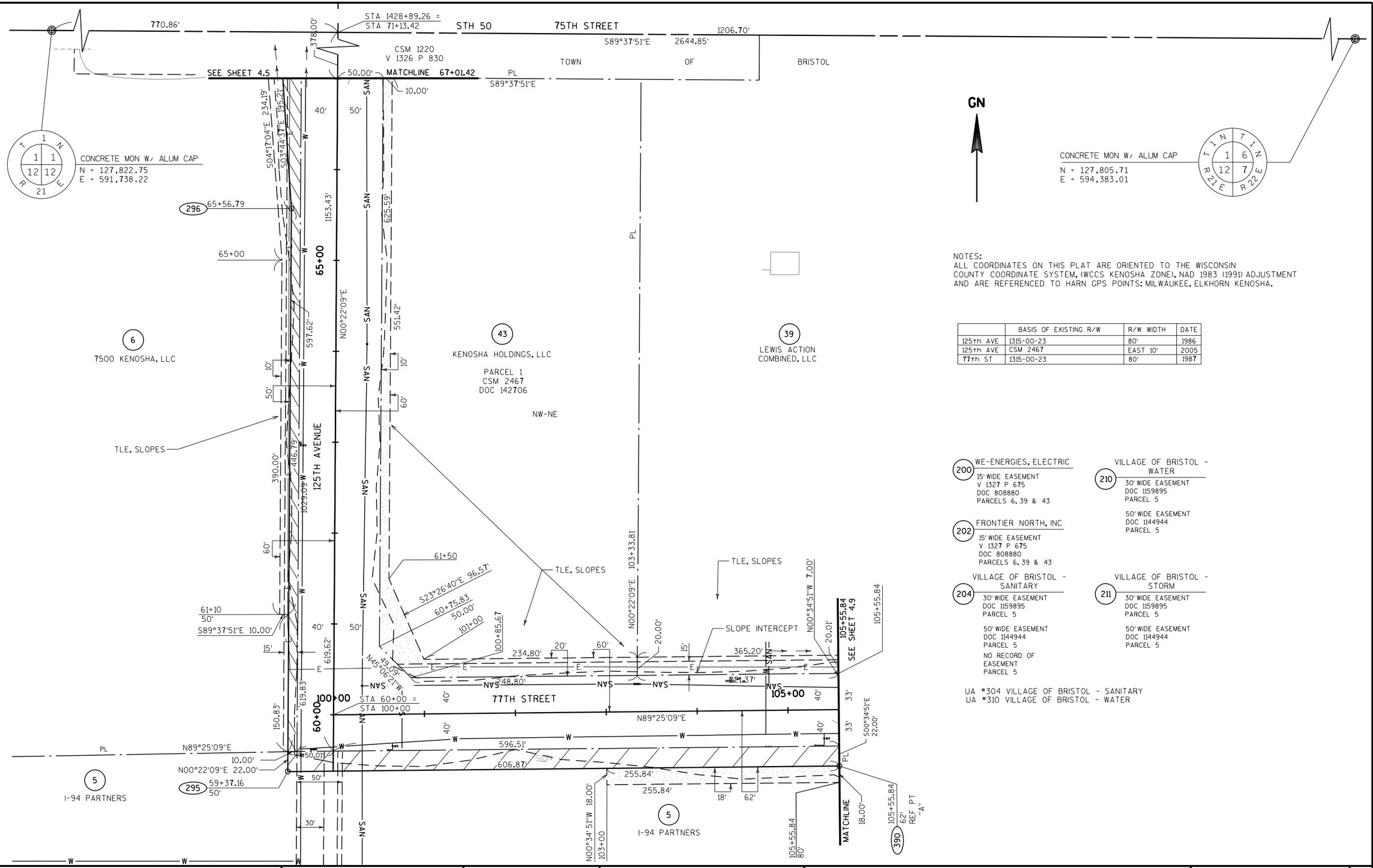
K	S17°36'21"W	92.51'
L	N35°53'51"E	28.60'
M	S89°24'07"E	18.79'

REVISION DATE			DATE FEB. 07, 2005	SCALE. FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20	PLAT SHEET NO: 4.7	
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010		0 50 100				
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72	PS&E SHEET NO 497	E
JULY 12, 2006	JANUARY 14, 2010							

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62,

FILE NAME : S:\5160177\Plat\RO_9\040407_rp.dgn PLOT DATE : 7/1/2011 PLOT BY : Crw PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

4



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

REVISION DATE			DATE FEB. 07, 2005	SCALE, FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20	PLAT SHEET NO: 4.8	
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010 N/C		0 50 100				
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011	GRID FACTOR N/A		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72	PS&E SHEET NO 498	E
JULY 12, 2006	JANUARY 14,2010							

FILE NAME : S:\5160177\Plat\RO_9\040408_rp.dgn | PLOT DATE : 7/1/2011 | PLOT BY : Crw | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 75

	BASIS OF EXISTING R/W	R/W WIDTH	DATE
77th ST	1315-00-23	66'	1987
I-94	I-(52) 101-1(2)	205'	1956
77th ST	1315-01-81	10' LHE (PLE)	1988
77th ST	CSM 2526	5.29'	2005

TOWN OF BRISTOL
INGRESS, EGRESS AND PARKING EASEMENT
V 1564 P 508
DOC 917049
PARCEL 13

SEE SHEET 4.6
STA 404+81.53

SEE SHEET 4.6
MATCH AT REFERENCE LINE

PLE DETAIL
NOT TO SCALE

FUTURE 76th STREET

FUTURE 123rd AVENUE

77TH STREET

PROVENTURE PARK LIMITED PARTNERSHIP
TLE = 0.05 AC

50' ACCESS & UTILITY EASEMENT
V 1564 P 508 PARCELS 13, 15,& 22

CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01

CONCRETE MON W/ ALUM CAP
N = 122,530.30
E = 594,468.93

LEWIS ACTION COMBINED, LLC

PARCEL A
CSM 1665
V 1584 P 437
DOC 925407

BANKS OF WISCONSIN

LOT 1
CSM 2649
DOC 1577458

FORMER
LOT 1
CSM 1202
V 1316 P 55
DOC 802982

LOT 1
CSM 2649
DOC 1577458

FORMER
PARCEL 1
CSM 1543
V 1481 P 215
DOC 883329

SAG KENOSHA DEVELOPMENT, LLC

FFCA ACQUISITION CORPORATION
TLE = 0.20 AC

PARCEL 2
CSM 2526
DOC 1482272

TDC BRISTOL, LLC

PARCEL 1
CSM 2526
DOC 1482272

ROCKLEDGE FURNITURE, LLC

UA "304 VILLAGE OF BRISTOL - SANITARY
UA "310 VILLAGE OF BRISTOL - WATER

I-94

TOWN OF BRISTOL
VILLAGE OF PLEASANT PRAIRIE

EXISTING WEST FRONTAGE ROAD

NO ACCESS PER I-1-(52) 101-1(2), 1956

I-94 R/L

TO I-94 R/L

CHAIN LINK FENCE

SLOPE INTERCEPT

PC = 301+82.14
PT = 404+39.19
PC = 401+01.43

GN

1/16 LINE

MATCHLINE

P-39 NEW R/W
L = 40.07'
R = 30.00'
LC = 37.16'
LCB = N44°18'35"E

P-39 NEW R/W
L = 280.37'
R = 3769.72'
LC = 280.31'
LCB = N03°31'00"W

P-39 TLE
L = 284.65'
R = 3759.72'
LC = 284.59'
LCB = N03°28'42"W

P-13 NEW R/W
L = 160.55'
R = 3869.72'
LC = 160.54'
LCB = S04°27'32"E

P-13 TLE
L = 130.10'
R = 3905.00'
LC = 130.09'
LCB = S04°12'02"E

P-13 NEW R/W
L = 47.37'
R = 35.00'
LC = 43.84'
LCB = S33°07'34"W

P-22 NEW R/W
L = 110.50'
R = 3869.72'
LC = 110.50'
LCB = S02°27'08"E

P-22 NEW R/W
L = 72.06'
R = 50.00'
LC = 65.98'
LCB = S49°17'40"E

P-22 TLE
L = 225.07'
R = 3905.00'
LC = 225.04'
LCB = S01°35'42"E

R/L FUTURE 122nd COURT CURVE DATA
PI = 302+27.89
N = 127260.40
E = 593664.37
DELTA = 90°57'00"
D = 127°19'26"
T = 45.75'
L = 71.43'
R = 45.00'
LC = 64.16'
LCB = N44°53'39"E
PC = 301+82.14
PT = 302+53.57

R/L FUTURE 123RD AVE. CURVE DATA
PI = 402+70.43
N = 127018.54
E = 593460.55
DELTA = 05°03'59"
D = 01°29'60"
T = 169.01'
L = 337.79'
R = 3820.00'
LC = 337.68'
LCB = N03°06'51"W
PC = 401+01.42
PT = 404+39.21

PLE POINT NUMBER, AND COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	TO POINT NUMBER
A	S89°37'51"E	30.00'	301+40	33'	B
B	N00°22'09"E	30.00'	301+70	33'	C
C	S89°37'51"E	30.00'	301+70	63'	D
D	N00°22'09"E	30.00'	301+40	63'	A

R/W POINT NUMBER, AND COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET*	TO POINT NUMBER
262	N89°25'08"E	37.00'	110+71.77	40'	263
263	S00°34'51"E	7.00'	111+08.77	40'	264
264			111+08.77	33'	
739	S05°38'51"E	374.34'	408+13.53	50'	269

200 WE ENERGIES, ELECTRIC
12' WIDE EASEMENT
V 1119 P 511
DOC 694411
PARCEL 24
15' WIDE EASEMENT
V 1327 P 675
DOC 808880
PARCELS 7 & 39
9' & 15' WIDE EASEMENT
V1299 P784
DOC 794599
PARCELS 13 & 15 *

200 WE ENERGIES, ELECTRIC
NO RECORD OF EASEMENT
PARCEL 22 & 44
12' WIDE EASEMENT
V 1119 P 508
DOC * 694410
PARCEL 39
9' & 15' WIDE EASEMENT
V 1299 P 784
DOC 794599
PARCEL 22

201 WE ENERGIES, GAS
12' WIDE EASEMENT
V 1119 P 508
DOC 694410
PARCEL 39

202 FRONTIER NORTH, INC
15' WIDE EASEMENT
V 1327 P 675
DOC 808880
PARCELS 7 & 39
NO RECORD OF EASEMENT
PARCEL 13

204 VILLAGE OF BRISTOL - SANITARY
10' SAN SEWER EASEMENT
V 1334 P 798
DOC 812541
PARCELS 13, 15 & 22

204 VILLAGE OF BRISTOL - SANITARY
25' WIDE EASEMENT
SANITARY SEWER
V 1456 P 797
DOC 872660
PARCELS 15, 22, 23, & 44

204 VILLAGE OF BRISTOL-SANITARY
10' WIDE EASEMENT
SANITARY SEWER
V 1418 P 372
PARCELS 13, 15 & 22

204 VILLAGE OF BRISTOL - SANITARY
50' COMBINED DRIVEWAY, SANITARY SEWER & STORM SEWER EASEMENT PER CSM NO. 1202
*AMENDED TO COVER ONLY ASPHALT DRIVEWAY, EASEMENT DOC RECORDED IN
V 1564 P 508
DOC 917049
PARCELS 13, 15, & 22

204 VILLAGE OF BRISTOL-SANITARY
25' WIDE EASEMENT
V 691 P 513
DOC 470873
PARCEL 22
NO RECORD OF EASEMENT
PARCEL 13, 22 & 39

210 VILLAGE OF BRISTOL-WATER
NO RECORD OF EASEMENT
PARCEL 39

211 VILLAGE OF BRISTOL-STORM
50' COMBINED DRIVEWAY, SANITARY SEWER & STORM SEWER EASEMENT PER CSM NO. 1202
*AMENDED TO COVER ONLY ASPHALT DRIVEWAY, EASEMENT DOC RECORDED IN
V 1564 P 508
DOC 917049
PARCELS 13, & 22

NOTES:
ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKHORN KENOSHA.

4

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

REVISION DATE
JULY 8, 2005 SEPT. 25, 2008 OCT. 01, 2010
JAN. 18, 2006 MAY 5, 2009 JULY 01, 2011
JULY 12, 2006 JANUARY 14, 2010

DATE FEB. 07, 2005
GRID FACTOR N/A

SCALE, FEET
0 50 100

HWY: STH 50
COUNTY: KENOSHA

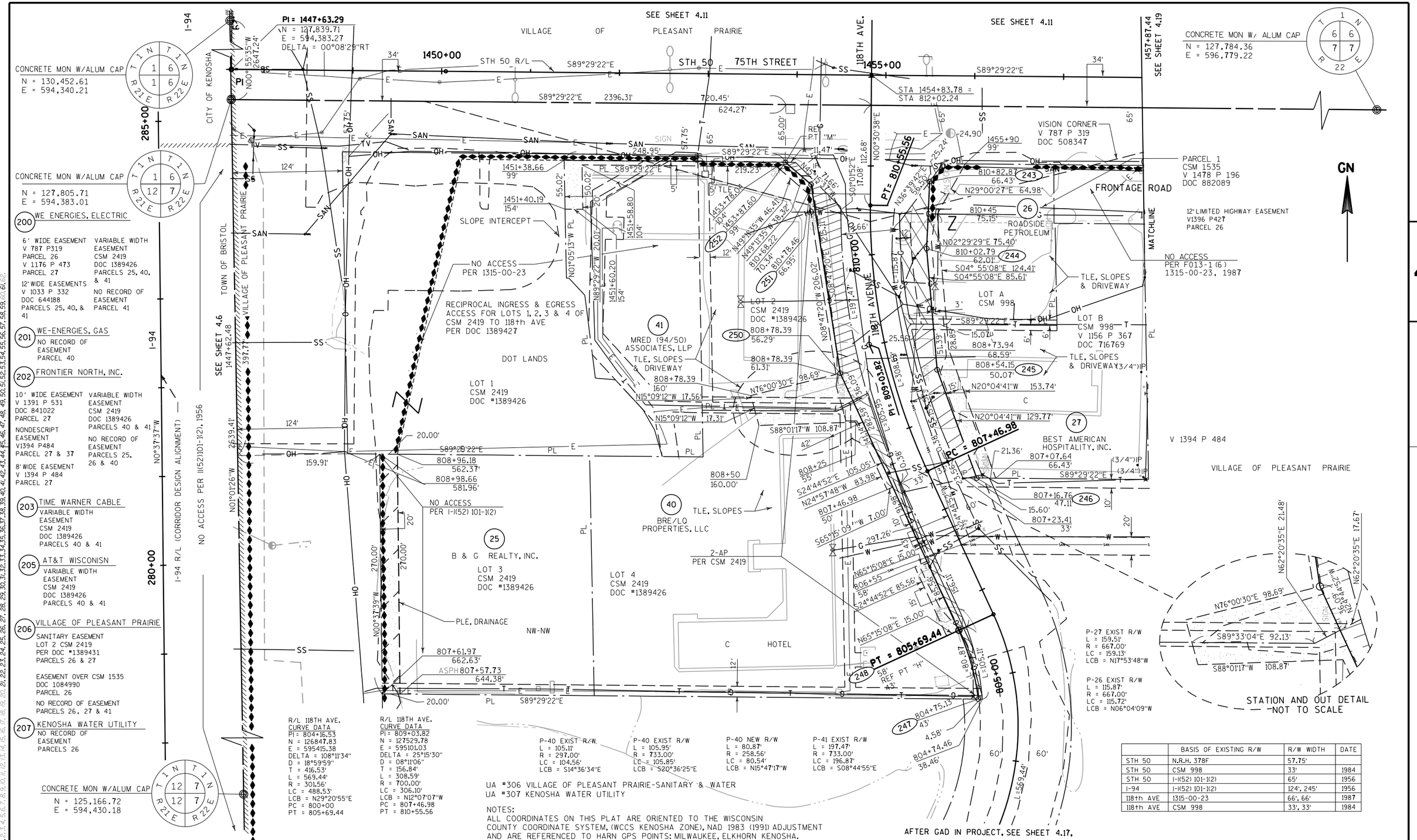
STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20
CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72

PLAT SHEET NO: 4.9
PS&E SHEET NO. 499

E

FILE NAME : S:\5160177\Plat\RO_9\040409_rp.dgn PLOT DATE : 7/1/2011 PLOT BY : Crw PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 75



	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	N.R.H. 378F	57.75'	
STH 50	CSM 998	33'	1984
STH 50	I-I(52) 101-1(2)	65'	1956
I-94	I-I(52) 101-1(2)	124', 245'	1956
118th AVE	1315-00-23	66', 66'	1987
118th AVE	CSM 998	33', 33'	1984

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

REVISION DATE
JULY 8, 2005 SEPT. 25, 2008 OCT. 01, 2010 N/C
JAN. 18, 2006 MAY 5, 2009 JULY 01, 2011
JULY 12, 2006 JANUARY 14, 2010

DATE FEB. 07, 2005
GRID FACTOR N/A
SCALE, FEET 0 50 100
HWY: STH 50
COUNTY: KENOSHA
STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20
CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72
PLAT SHEET NO: 4.10
PS&E SHEET NO 500
E

FILE NAME : S:\5160177\Plat\RO_9\040410_rp.dgn PLOT DATE : 7/1/2011 PLOT BY : Crw PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 75

4

SEE SHEET 4.7

PI = 1447+63.29
N = 127,839.71
E = 594,383.27
DELTA = 00°08'29" RT

1447+62.48 — N00°55'35"W — 2647.24' — SECTION LINE

P-29 PLE LEAD-IN
L = 36.42'
R = 282.69'
LC = 36.40'
LCB = S33°13'40"E

P-29 PLE
L = 15.66'
R = 282.69'
LC = 15.66'
LCB = S26°38'58"E

P-29 EXIST R/W
L = 233.94'
R = 286.00'
LC = 227.47'
LCB = S22°55'21"E

P-29 EXIST PL
L = 39.27'
R = 25.00'
LC = 35.36'
LCB = N88°38'40"E

P-29 NEW R/W
L = 186.71'
R = 282.69'
LC = 184.30'
LCB = N20°01'30"W

P-31 EXIST PL
L = 39.27'
R = 25.00'
LC = 35.36'
LCB = N01°21'20"W

I-94

SW-SW

TLE COURSE TABLE		
S	S55°47'56"W	11.44'
T	N36°06'40"W	14.66'
U	N51°58'45"W	13.66'

	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	1315-00-23	140'	1987
I-94	I-(52) 101-1(2)	VARIES	1956
I-94	N.R.H. 378F	105'	
I-94	GATEWAY CENTER SUBDIVISION	VARIES	1989
118th AVE	50/94 RETAIL CENTER PLAT	VARIES	1997
118th AVE	1315-00-23	100'	1987

P-129 EXIST PL
L = 13.42'
R = 229.00
LC = 13.42'
LCB = N45°19'25"E

P-131 EXIST PL
L = 18.78'
R = 171.00'
LC = 18.77'
LCB = S46°47'29"W

P-30 EXIST PL
L = 8.52'
R = 229.00'
LC = 8.52'
LCB = S44°42'36"W

P-134 EXIST PL
L = 36.66'
R = 29.50'
LC = 34.34'
LCB = N78°30'22"E

P-134 EXIST PL
L = 67.38'
R = 89.50'
LC = 65.80'
LCB = S22°04'39"W

LOT 17 EXIST R/W
L = 36.66'
R = 29.50'
LC = 34.34'
LCB = N78°30'22"E

P-134 NEW R/W
L = 44.64'
R = 357.00'
LC = 44.61'
LCB = N23°11'58"E

P-134 NEW R/W
L = 120.59'
R = 263.00
LC = 119.53'
LCB = N13°38'46"E

P-30 EXIST PL
L = 150.94'
R = 200.50'
LC = 147.40'
LCB = S22°04'39"E

NO ACCESS PER GATEWAY CENTER SUBDIVISION AND 1315-00-23

CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01

CONCRETE MON W/ ALUM CAP
N = 130,452.61
E = 594,340.21

SECTION LINE

PI 812+02.24

1450+00

VILLAGE OF PLEASANT PRAIRIE / CITY OF KENOSHA

S89°29'22"E 2396.31'

STH 50 R/L

75TH STREET

1449+61.45
141.68'
1449+82.53
121'
1449+97.83
SIGN 106'

SLOPE INTERCEPT

TLE, SLOPES

LOT 4 GATEWAY CENTER SUBDIVISION
ROGAN STORES, LLC

LOT 2 50/94 RETAIL CENTER
WILLIAMS CORNER INVESTORS, LLC

1452+24.77
121'
N00°30'38"E
1452+24.77
116'

PLE, DRAINAGE
TLE, SLOPES & DRIVEWAY PARKING AREA NOT AFFECTED

LOT 7 GATEWAY CENTER SUBDIVISION

1455+83.78
116'
1455+59.33
141.76'
1456+04.99
106'

MATCHLINE SEE SHEET 4.18

1456+50

1 AP PER 1315-00-23 V 1357 P 100 DOC 823720

118TH AVENUE

PC=814+08.24

815+00

815+20.40

815+38.27

PI 815+19.40

PRC 816+28.13

PT=816+53.63

PRE 819+57.41

FUTURE 118th AVENUE

820+00

PI 820+19.99

820+80.80

PI 818+09.41

118TH STREET KENOSHA, LLC
LOT 1 50/94 RETAIL CENTER

P-30 EXIST PL
L = 18.78'
R = 171.00'
LC = 18.77'
LCB = N46°47'29"E

50/94 ASSOCIATION

74TH PLACE

MATCHLINE SEE SHEET 4.12 STA 820+10

118TH AVENUE TO BE OBLITERATED

820+00

MULTI-FACETED EASEMENT OVER O.L. 2 & 3
DOC 1098893
DOC 1064336
PARCEL 30

40' WIDE ACCESS EASEMENT PER 50/94 RETAIL CENTER PLAT
PARCELS 28, 29 & 31

PERMANENT ART SCULPTURE EASEMENT BY OTHERS

LOT 17 50/94 RETAIL CENTER

TLE, SLOPES

WINDSOR POINTE INVESTORS, LLC

LOT 5 50/94 RETAIL CENTER PLAT

WOODMAN'S

TLE, SLOPES & DRIVEWAY

STAMBOLIC

O.L. 3

1-AP

30-1

33-1

PERMANENT SCULPTURE EASEMENTS IN CITY OF KENOSHA
DOC 1362976 PARCEL 30
DOC 1362977 PARCEL 33
(ABOVE DOC'S RELEASED BY THE CITY OF KENOSHA TO THE DOT, DOC 1614191)

40' WIDE ACCESS EASEMENT

STA 821+00 SEE SHEET 4.12

MATCHLINE

L=120.59'

STATION AND OUT DETAIL NOT TO SCALE

TLE SLOPES & DRIVEWAY

NO ACCESS PER 1-1(52) 101-1(2), 1956

R/L FUTURE 118th AVENUE CURVE DATA
PI= 815+19.40
N = 128150.43
E = 595106.56
DELTA = 40°39'32"
D = 19°05'55"
T = 111.15'
L = 212.89'
R = 300.00'
LC = 208.45'
LCB = N19°49'08"W
PC = 814+08.24
PT = 816+21.13

R/L FUTURE 118th AVENUE CURVE DATA
PI= 818+09.41
N = 128379.30
E = 594913.50
DELTA = 64°13'29"
D = 19°05'55"
T = 188.28'
L = 212.89'
R = 300.00'
LC = 318.95'
LCB = N08°02'10"W
PRC = 816+21.13
PRC = 819+57.41

DETAIL NOT TO SCALE

CITY OF KENOSHA OUTLOT 8
50/94 RETAIL CENTER PLAT (O.C.D. TO THE DOT) (BY DOC. 1614191)

R/L FUTURE 118th AVENUE CURVE DATA
PI= 820+19.99
N = 128608.34
E = 595015.83
DELTA = 23°33'56"
D = 19°05'55"
T = 62.58'
L = 123.39'
R = 300.00'
LC = 122.52'
LCB = N12°17'37"E
PC = 819+57.41
PT = 820+80.80

R/L 118th AVENUE CURVE DATA
PI= 815+38.27
N = 128169.31
E = 595106.73
DELTA = 46°51'58"
D = 19°05'55"
T = 130.03'
L = 245.39'
R = 300.00'
LC = 238.61'
LCB = N22°55'21"W
PC = 814+08.24
PT = 816+53.63

UA #307 KENOSHA WATER UTILITY

R/W POINT NUMBER, AND COURSE TABLE					
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	TO POINT NUMBER
226	N11°51'04"E	42.55'	813+24.19	84.07'	227
227	N03°07'51"W	64.45'	813+65.90	75.70'	228
228			814+38.08	78.70'	
229	S40°38'42"E	65.71'	816+55.19	60.54'	230
230	S46°21'20"E	91.85'	817+20.60	54.00'	231
233	N89°04'00"E	5.70'	821+88.08	54'	234
234	N46°21'20"W	200.00'	821+84.02	50.00'	232
237	N06°25'40"W	41.50'	813+94.43	50.00'	238
238	N06°25'40"W	41.50'	813+53.23	55.01'	237
627			814+08.25	55.00'	

NOTES:
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(200) WE-ENERGIES, ELECTRIC
20' WIDE EASEMENT
V 1371 P 686
DOC 830942
PARCELS 28, 29, 30, 31, 32 & 129
NO RECORD OF EASEMENT
PARCEL 32

10' WIDE EASEMENT
V 346 P 116
DOC 325290
PARCEL 32

12' WIDE EASEMENT
DOC 1225586
PARCEL 29

10' WIDE EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCELS 28, 29, 30, & 129

10' WIDE EASEMENT PER 50/94 RETAIL CENTER PLAT
PARCELS 29, 31, 129, & 131

(201) WE-ENERGIES, GAS
20' WIDE EASEMENT
V1371 P686
DOC 1225586
PARCELS 28, 29, 31 & 129
NO RECORD OF EASEMENT
PARCEL 33

(202) FRONTIER NORTH, INC
12' WIDE EASEMENT
DOC 1225586
PARCEL 29
10' WIDE EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 29

(205) AT&T WISCONSIN
VARIABLE WIDTH EASEMENT
V 1371 P 686
DOC 830942
PARCEL 28, 29, 30, 31, 32 & 129
10' WIDE EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 29

(207) KENOSHA WATER UTILITY
20' WIDE WATERMAIN EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 30, 32 & 33
20' WIDE SANITARY EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 28, 29, 30 & 31

(207) KENOSHA WATER UTILITY
30' WIDE WATERMAIN EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 32
40' WIDE EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
DOC 32529
PARCEL 28, 29, 30 & 129
10' WIDE SANITARY EASEMENT PER GATEWAY CENTER SUBDIVISION PARCEL 32
VARIABLE WIDTH SANITARY AND WATERMAIN EASEMENT PER DOC. NO. 1608796
PARCELS 30 & 33
NO RECORD OF EASEMENTS
PARCELS 30, 33

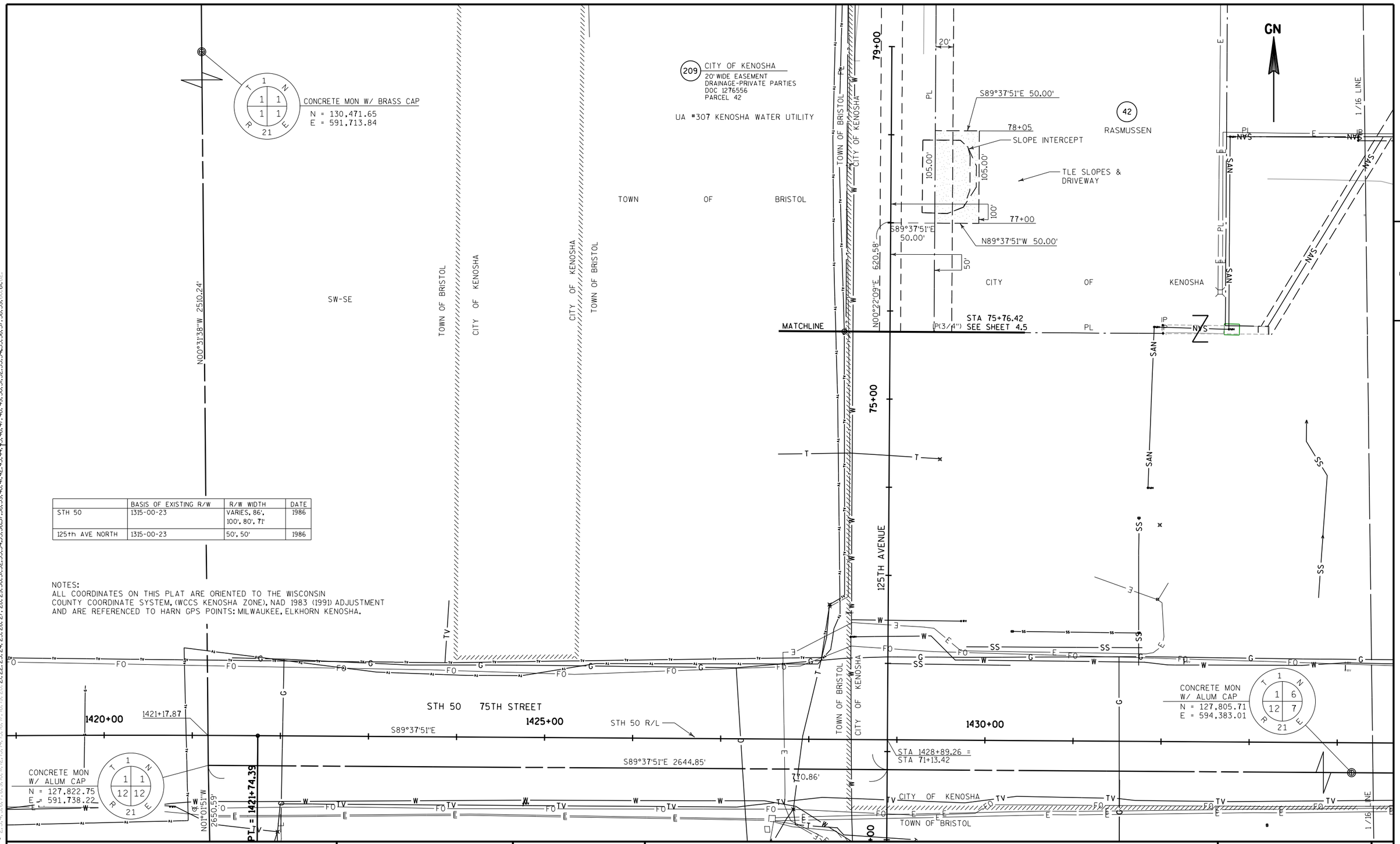
(30) 50/94 ASSOC. - LIGHT POLES & STORM
10' WIDE UTILITY EASEMENT PER 50/94 RETAIL CENTER PLAT & DOC 1098893
PARCELS 28, 29, 30, 33 & 129
NO RECORD OF EASEMENT
PARCELS 29, 30 & 33

(207) KENOSHA WATER UTILITY
10' WIDE UTILITY EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
DOC 1098893
PARCEL 28, 29, 30 & 129

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

REVISION DATE			DATE FEB. 07, 2005	SCALE, FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20	PLAT SHEET NO: 4.11	
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010	GRID FACTOR N/A	0 50 100	COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72	PS&E SHEET NO 501	E
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011						
JULY 12, 2006	JANUARY 14, 2010							

FILE NAME : S:\5160177\Plat\RO_9\040411_rp.dgn | PLOT DATE : 7/1/2011 | PLOT BY : Crw | PLOT NAME : | ORG DATE : | Originator : Dist | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 75



	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	1315-00-23	VARIES, 86', 100', 80', 71'	1986
125th AVE NORTH	1315-00-23	50', 50'	1986

NOTES:
ALL COORDINATES ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS KENOSHA ZONE), NAD 1983 (1991) ADJUSTMENT AND ARE REFERENCED TO HARN GPS POINTS: MILWAUKEE, ELKHORN KENOSHA.

4

LEVELS ON • 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

REVISION DATE
SEPT. 25, 2008 OCT. 01, 2010 N/C
MAY 5, 2009 JULY 01, 2011
JANUARY 14, 2010

DATE FEB. 07, 2005
GRID FACTOR N/A

SCALE, FEET
0 50 100

HWY: STH 50 STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20
COUNTY: KENOSHA CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72

PLAT SHEET NO: 4.17
PS&E SHEET NO 502 E

FILE NAME : S:\5160177\Plat\RO_9\040417_rp.dgn PLOT DATE : 7/1/2011 PLOT BY : Crw PLOT NAME : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

10' WIDE UTILITY EASEMENT
20' WIDE WATER EASEMENT
OUT LOT 3
O.L. 3 EASEMENT DOC 1098893
1/16 LINE
30 50/94 ASSOCIATION
NO ACCESS PER 1315-00-23 V 1387 P 100 DOC 823720
LOT 3 50/94 RETAIL CENTER
32
10'
STAMBOLIC
SW-SW
LOT 9 GATEWAY CENTER SUBDIVISION
NO ACCESS PER GATEWAY CENTER SUBDIVISION
36 EMLC, LLC
OUTLOT 4 GATEWAY CENTER SUBDIVISION
OUTLOT 4 50/94 RETAIL CENTER
136 CITY OF KENOSHA
TLE SLOPES & DRIVEWAY
NO ACCESS PER GATEWAY CENTER SUBDIVISION
N09°44'54"E
KILBOURN ROAD DITCH
TLE SLOPES, DRAINAGE STRUCTURE
SE-SW
O.L. 5
50/94 ASSOCIATION
OUTLOT 5 GATEWAY CENTER SUBDIVISION
200 WE-ENERGIES, ELECTRIC
VARIABLE WIDTH EASEMENT
V 1371 P 686
DOC 830942
PARCEL 30
205 AT&T WISCONSIN
VARIABLE WIDTH EASEMENT
V 1371 P 686
DOC 830942
PARCEL 30
201 WE-ENERGIES, GAS
10' WIDE EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCEL 30 & 36
NO RECORD OF EASEMENT PARCEL 30
209 CITY OF KENOSHA
20' WIDE WATERMAIN EASEMENT
CITY OF KENOSHA
V 1362 P 582
PARCELS 30 & 36
1 AP PER 1315-00-23 V 1387 P 100 DOC 823720
CITY OF KENOSHA
CONCRETE MON W/ BRASS CAP
N = 130,434.16
E = 596,674.17
T 1 N R 22 E
GN
END RELOCATION ORDER
STA. 1467+25.00
N = 127,822.23
E = 596,344.91
LOT 11 GATEWAY CENTER SUBDIVISION
UA #306 VILLAGE OF PLEASANT PRAIRIE-SANITARY & WATER
UA #307 KENOSHA WATER UTILITY
CITY OF KENOSHA
VILLAGE OF PLEASANT PRAIRIE
20' WATER AND SEWER EASEMENT PER V.1362, P.582 LOT 11 GATEWAY CENTER SUBDIVISION
SEE SHEET 4.11 MATCHLINE 1456+50
STH 50 75TH STREET
1460+00
1465+00
1470+00
1471+57.99
S89°29'22"E
S89°29'22"E 2396.31'
1060.84'
955.78'
S02°16'13"E 2651.88'
S00°37'59"E 2657.32'
VISION CORNER V 787 P 319 DOC 508347
NO ACCESS PER F013-1(6)
FRONTAGE ROAD
SEE SHEET 4.10 MATCHLINE 1457+87.44
T 1 N R 21 E 1 6 12 7 R 22 E
CONCRETE MON W/ ALUM CAP
N = 127,805.71
E = 594,383.01
NW-NW
1/16 LINE
PARCEL 1 CSM 1538 V 1478 P 778 DOC 882323
37 VILLAGE OF PLEASANT PRAIRIE
TLE SLOPES
1 AP TO TOWN RD (FRONTAGE ROAD) V 1405 P 32 DOC 847651
38 ATOUT
301
239.53'
234.39'
S89°29'22"E
191.07'
191.00'
S00°30'38"W
SLOPE INTERCEPT
TLE SLOPES, DRAINAGE STRUCTURE
137 AM COMMUNITY C.U.
KILBOURN ROAD DITCH
2 RESIDENTIAL P.D. DOC. 429685 ID F013-1(6)
207 KENOSHA WATER UTILITY
30' WIDE SANITARY EASEMENT PER GATEWAY CENTER SUBDIVISION PLAT
PARCELS 30. & 36
VARIABLE WIDTH SANITARY AND WATERMAIN EASEMENT PER DOC. NO. 1608796
PARCELS 30 & 33
30' WIDE SANITARY EASEMENT PER CSM 1922 PARCEL 30
10' WIDE UTILITY EASEMENT PER GATEWAY CENTER SUBDIVISION
PARCELS 30 & 36
239
240
241
VILLAGE OF PLEASANT PRAIRIE
CONCRETE MON W/ ALUM CAP
N = 127,784.36
E = 596,779.22
CONCRETE MON W/BRASS CAP
N = 125,127.20
E = 596,808.58

	BASIS OF EXISTING R/W	R/W WIDTH	DATE
STH 50	F013-1(6)	60', 140'	1960
STH 50	I-(52) 101-1(2)	65'	1956
FRONTAGE ROAD	VILLAGE OF PLEASANT PRAIRIE	66'	

NOTES:
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LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

REVISION DATE		
JULY 8, 2005	SEPT. 25, 2008	OCT. 01, 2010
JAN. 18, 2006	MAY 5, 2009	JULY 01, 2011
JULY 12, 2006	JANUARY 14, 2010	

DATE FEB. 07, 2005
GRID FACTOR N/A
SCALE, FEET 0 50 100
HWY: STH 50
COUNTY: KENOSHA
STATE R/W PROJECT NUMBER 1032-10-20 1310-00-20
CONSTRUCTION PROJECT NUMBER 1032-10-70 1032-10-71 1032-10-72
PLAT SHEET NO: 4.19
PS&E SHEET NO 503
E

FILE NAME : s:\5160177\plat\RO_9\040419_rp.dgn PLOT DATE : 12/7/2011 PLOT BY : Gak PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

UPSON HOLDINGS, LLC

BARTH'S STORAGE
R E LTD PARTNERSHIP
12510

R/W

SLOPE INTERCEPT

TLE

CONC

CURB STOP

AMERITECH

CAUTION

18" CMP

GRAV

ASPH

REMOVE SMALL
PIPE CULVERT

31"

24" CMP

WB PGL

75TH STREET

STH 50

STH 50 R/L

1419 1420 1421 1422 1423 1424 1425

IE=719.31

TILE

18" CMP

5" RCP PAVT DRAIN

PAVT DRAIN

IE=721.20

EB PGL

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	1431+34, 103'LT	CHISELED X ON TOP OF LIGHT POLE BASE	730.70

PT 1421+74.3899

18" CMP
IE 721.06

CMP-ARCH 30"X42"

WV

SLOPE INTERCEPT

ADJUST HYDRANT AND
VALVE BOX

7500 KENOSHA, LLC

IP

128TH AVENUE

BEGIN PROJECT 1032-10-71
STA. 1422+00
X = 591,820.0355
Y = 127,856.2207

MATCH EXISTING
EB VPOT STA 1422+00.00
EB VPOT EL 725.18
WB VPOT STA 1422+00.00
WB VPOT EL 725.14

EB VPC STA 1424+00.00
EB VPC EL 728.00
WB VPC STA 1424+00.00
WB VPC EL 727.97

WB EXISTING PROFILE

EB EXISTING PROFILE

+1.41 %

EB & WB FINISHED PROFILES

EB K = 240.47
EB VCL 1000.00
WB K = 240.10
WB VCL 1000.00

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

734 732 730 728 726 724 722

725.18 725.14 725.53 725.49 725.88 725.84 726.24 726.20 726.59 726.55 726.94 726.90 727.29 727.26 727.64 727.61 728.00 727.97 728.34 728.31 728.65 728.62 728.94 728.91 729.20

1419+00 1420+00 1421+00 1422+00 1423+00 1424+00 1425+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 504	E

BARTH'S STORAGE
R E LTD PARTNERSHIP
12510

MILLS ENTERPRISES LLC

SLOPE INTERCEPT

40'R

TLE

R/W

RUINS

CAUTION

HMA CONC

GEORGE D & MARIA K PILIOURAS
(PHOENIX FAMILY RESTAURANT)
12440

ADJUST CURB BOX

125TH AVENUE

RCP

75TH STREET

STH 50

WB PGL

EB PGL

1425 1426 1427 1428 1429 1430 1431

STH 50 R/L

STA 1428+89.26 =
STA 71+13.42

125TH AVE R/L

CONC

ASPH

REMOVE AND RELOCATE
FENCE BY PROPERTY OWNER

SIGN

7500 KENOSHA, LLC

7515
L&K TRICOLI, LLC
(BIRCHWOOD GRILL)

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	1431+34.103'LT	CHISELED X ON TOP OF LIGHT POLE BASE	730.70

+1.41 %

-2.75 %

EB & WB
VPI STA 1429+00.00
VPI ELEV 735.04

WB EXISTING PROFILE

EB EXISTING PROFILE

EB & WB FINISHED PROFILES

EB 1427+38.72
EB 730.38

WB 1427+39.71
WB 730.37

EB K = 241.13
EB VCL 1000.00
WB K = 241.05
WB VCL 1000.00

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

734 732 730 728 726 724

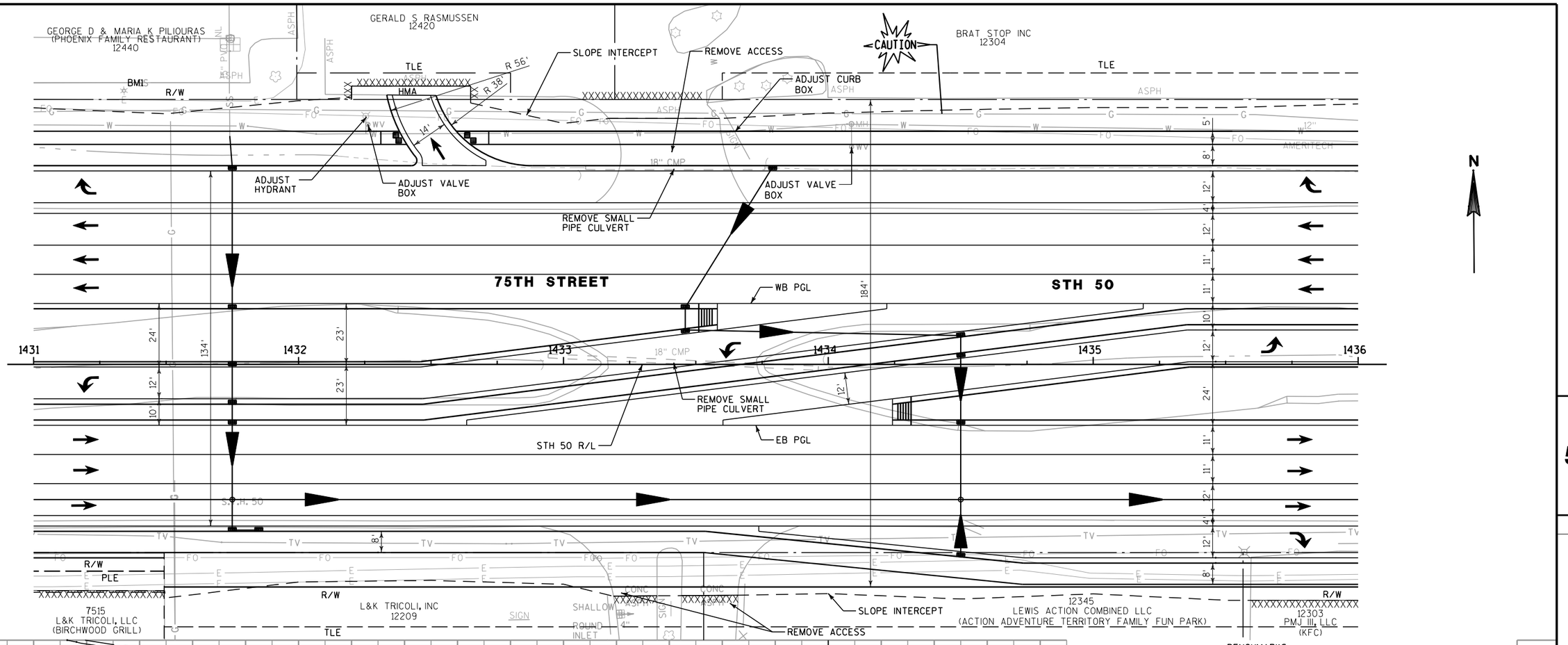
729.20 729.17 729.43 729.41 729.64 729.62 729.83 729.80 729.98 729.96 730.11 730.09 730.22 730.20 730.30 730.28 730.35 730.34 730.38 730.36 730.38 730.37 730.36 730.34 730.30 730.29 730.23 730.22 730.13 730.12 730.00 729.99 729.84 729.83 729.66 729.65 729.45 729.45 729.22 729.22 728.96 728.96 728.68 728.67 728.37 728.36 728.03 728.03 727.67 727.67

1425+00 1426+00 1427+00 1428+00 1429+00 1430+00 1431+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 505	E

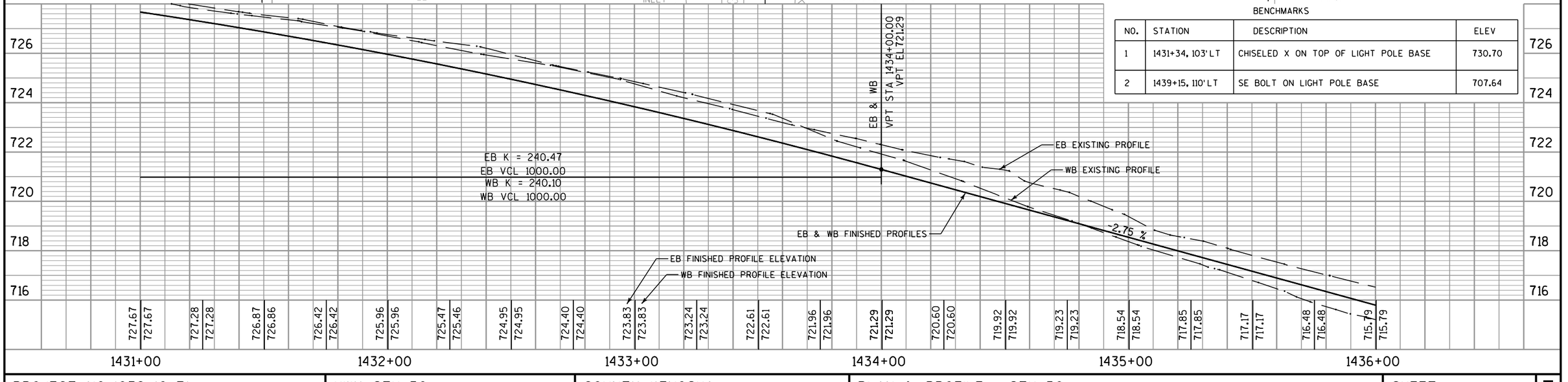
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WISDOT/CADDS SHEET 40



BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	1431+34, 103' LT	CHISELED X ON TOP OF LIGHT POLE BASE	730.70
2	1439+15, 110' LT	SE BOLT ON LIGHT POLE BASE	707.64



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 506	E

BRAT STOP INC
12304

TLE

40'R

ADJUST HYDRANT

R/W

ADJUST CURB BOX

ADJUST VALVE BOX

200'R

14'

ADJUST CURB BOX

12230 TACO BELL

412

123RD AVENUE

REMOVE SMALL PIPE CULVERT

18" CMP

CAUTION

50'R

SLOPE INTERCEPT

REMOVE ACCESS

FRANCHISE REALTY
INTERSTATE CORPORATION
(McDONALD'S)
12214

BM2

REMOVE SMALL PIPE CULVERT

75TH STREET

STH 50

AMERITECH

REMOVE ACCESS

TLE

ADJUST VALVE BOX

501

122ND AVENUE

2'R

REMOVE SMALL PIPE CULVERT

122ND AVE R/L

PI STA 1437+58.80, 23'LT

STA 1437+58.71 =
STA 411+01.88

REMOVE SMALL PIPE CULVERT

WB PGL

STA 1441+35.34 =
STA 500+00.00

1436 1437 1438 1439 1440 1441 1442

STH 50 R/L

PI 411+01.8807

411

PI 500+00.0000

ADJUST WATER MANHOLE

REMOVE SMALL PIPE CULVERT

PI STA 1437+61.13, 23'RT

123RD AVE R/L

RELOCATE HYDRANT

REMOVE BOLLARDS

EB PGL

REMOVE SMALL PIPE CULVERT

REMOVE ACCESS

REMOVE SMALL PIPE CULVERT

REMOVE SMALL PIPE CULVERT

REMOVE ACCESS

410

355

PI 355+00.30

R/W

TLE

12303
PJM, LLC
(KFC)

SLOPE INTERCEPT

LIGHT POLE REMOVED BY OWNER PRIOR TO CONSTRUCTION

REMOVE CURB

REMOVE ACCESS

CHECKER OIL CO OF WIS

122ND COURT R/L

BENCHMARKS

SLOPE INTERCEPT

SIGN TO BE MOVED BY OWNER PRIOR TO CONSTRUCTION

NO.	STATION	DESCRIPTION	ELEV
2	1439+15, 110'LT	SE BOLT ON LIGHT POLE BASE	707.64

POTENTIAL AREA OF PETROLEUM CONTAMINATED SOIL

POTENTIAL AREA OF FOUNDARY WASTE MIXED WITH SOIL

45'R

40'R

EB EXISTING PROFILE

EB & WB FINISHED PROFILES

WB EXISTING PROFILE

-2.75 %

123RD AVENUE

122ND AVENUE

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

716 714 712 710 708 706

706 704 702 700 698 696

715.79 715.10 715.10 714.42 714.42 713.73 713.73 713.04 713.04 712.35 712.35 711.67 711.67 710.98 710.98 710.29 710.29 709.60 709.60 708.92 708.92 708.23 708.23 707.54 707.54 706.85 706.85 706.17 706.17 705.48 705.48 704.79 704.79 704.10 704.10 703.42 703.42 702.73 702.73 702.04 702.04 701.35 701.35 700.67 700.67 699.98 699.98 699.29

1436+00 1437+00 1438+00 1439+00 1440+00 1441+00 1442+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 507 E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050104_pp.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

STEIN BRISTOL PROPERTIES, LLC (BP)

ADJUST HYDRANT

ADJUST VALVE BOX

SLOPE INTERCEPT

ADJUST VALVE BOX

CAUTION

S.T.H. 50

75TH STREET

STH 50

RAMP NW

PISTA 1445+20.52, 32' LT

WB PGL

286'NW'

PI 1447+63.2888

PAVT DRAIN

STH 50 R/L

PI 285+59.18'NW'

PI 285+65.25'SW'

STA 1446+80.35 =
STA 285+58.99

NO STRUCTURE FOUND

IH 94

PISTA 1445+21.64, 32' RT

EB PGL

REMOVE SMALL PIPE CULVERT

REMOVE ACCESS

RELOCATE HYDRANT

SLOPE INTERCEPT

285'SW'

RAMP SW

REPLACE EB IH 94 STRUCTURE B-30-11 WITH STRUCTURE B-30-90 I.D. 1032-10-72

IH 94 R/L

REPLACE WB IH 94 STRUCTURE B-30-16 WITH STRUCTURE B-30-91 I.D. 1032-10-72

12121 WISCONSON VISION INC

TLE

ADJUST WATER VALVES

ADJUST WATER MANHOLES

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	1439+15, 110' LT	SE BOLT ON LIGHT POLE BASE	707.64

WB VCL 200.00
WB K = 85.11
EB VCL 200.00
EB K = 85.11

RAMP NW&SW

IH 94

-2.75 %

-0.40 %

EB & WB FINISHED PROFILES

EB EXISTING PROFILE

WB EXISTING PROFILE

EB & WB VPC STA 1443+23.42 VPC EL695.90

EB & WB VPI STA 1444+23.42 VPI EL693.15

EB & WB VPT STA 1445+23.42 VPT EL692.75

C-30-20
3 - CPRC CLIV 48-INCH CONSTRUCTED UNDER PROJECT ID 1032-10-72

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

| | | |

POTENTIAL AREA OF PETROLEUM CONTAMINATED SOIL

RAMP NE

RAMP SE

RAMP NE&SE

75TH STREET

STH 50

WILLIAMS CORNER INVESTORS LLC
(STARBUCKS, SUPERCUTS, TOY STORE)

ROGAN STORES, LLC

MRED 94/50 ASSOCIATES
(WALGREENS)

WISDOT

PI STA 1448+58.71, 32' LT

PI 285+60.28'SE'
PI 285+53.12'NE'

STA 1448+60.33 =
STA 709+59.30

286'NE

285'SE'

38'R

58'R

10'R

CAUTION

SLOPE INTERCEPT

TLE

R/W

WB PGL

EB PGL

STH 50 R/L

RECONSTRUCT SANITARY MANHOLE

ADJUST SANITARY MANHOLE

REMOVE CONCRETE BASE

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	1439+15, 110' LT	SE BOLT ON LIGHT POLE BASE	707.64
4	1460+71, 129' LT	NW BOLT ON SIGN BASE	689.00

EB EXISTING PROFILE

WB EXISTING PROFILE

EB & WB FINISHED PROFILES

-0.40 %

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

694
692
690
688
686
684

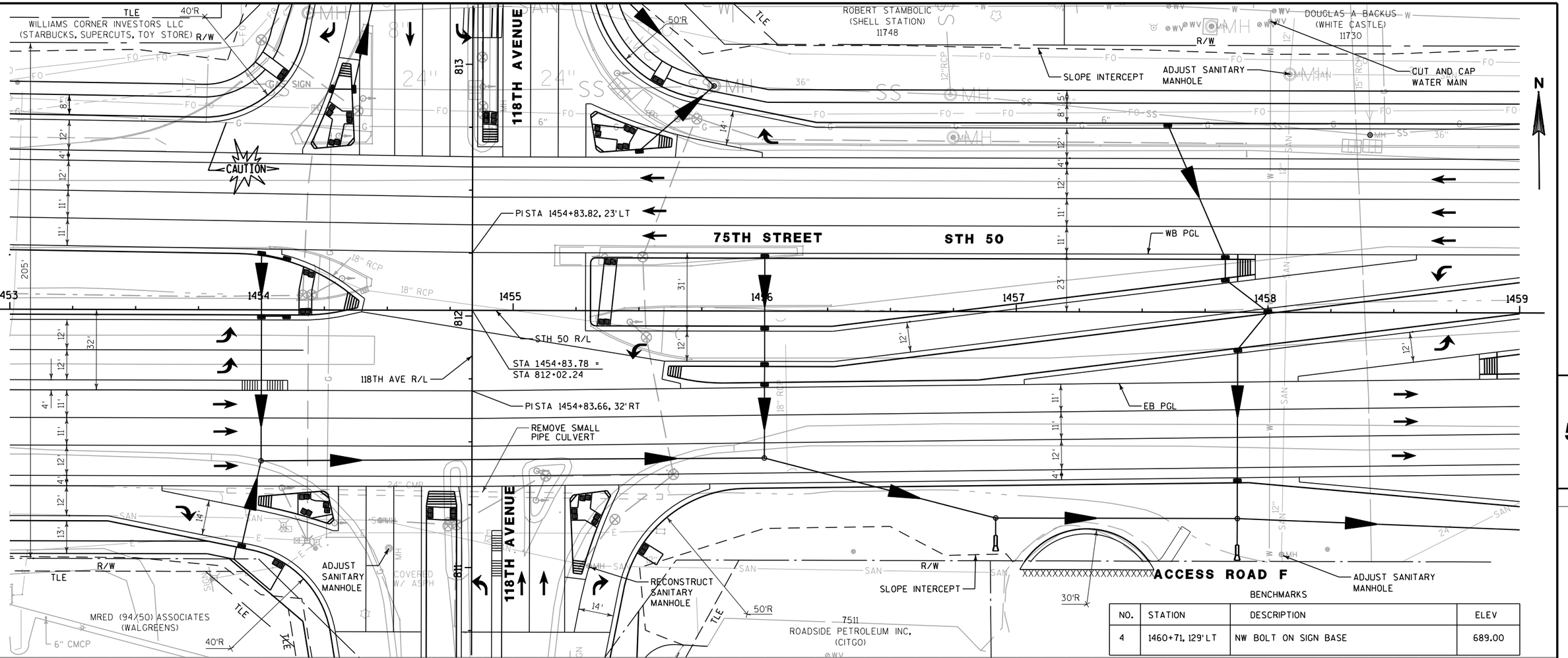
EB	WB
691.64	691.64
691.54	691.54
691.44	691.44
691.34	691.34
691.24	691.24
691.14	691.14
691.04	691.04
690.94	690.94
690.84	690.84
690.74	690.74
690.64	690.64
690.54	690.54
690.44	690.44
690.34	690.34
690.24	690.24
690.14	690.14
690.04	690.04
689.94	689.94
689.84	689.84
689.74	689.74
689.64	689.64

1448+00 1449+00 1450+00 1451+00 1452+00 1453+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 509	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050106_pp.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 510	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050107_pp.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

HARALAMBOS & KOULA POULIEZOS (PERKINS) 11710

SLOPE INTERCEPT

ADJUST SANITARY MANHOLE

ACCESS ROAD F

RELOCATE HYDRANT

50/94 ASSOCIATION, LLC

CITY OF KENOSHA

WETLAND BOUNDARY

EXTEND BOX CULVERT SEE STRUCTURE PLANS

CAUTION

HMA

CONC

MGS GUARDRAIL 3K SEE PAVEMENT DETAILS

REMOVE GUARDRAIL

ACCESS ROAD F R/L

WB PGL

STA 1461+31.80 = STA 905+46.37 S.T.H. 50

75TH STREET

STH 50

REMOVE SMALL PIPE CULVERT

STH 50 R/L

EB PGL

PI PISTA 1461+31.74, 23'RT

ADJUST SANITARY MANHOLE

SLOPE INTERCEPT

R/W

WETLAND BOUNDARY

4 CELL 12'X6' BOX CULVERT

EXTEND BOX CULVERT SEE STRUCTURE PLANS

EXISTING STRUCTURE B-30-32 TO REMAIN

WISDOT

ATOUT

KILBOURN ROAD DITCH

PI 904+54.1286

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
4	1460+71, 129' LT	NW BOLT ON SIGN BASE	689.00

EB EXISTING PROFILE

WB EXISTING PROFILE

-0.40 %

EB & WB FINISHED PROFILES

EB VPC STA 1465+00.00 EB VPC EL684.84

EXISTING STRUCTURE B-30-32 TO REMAIN REMOVE ENDWALLS AND EXTEND - SEE STRUCTURE PLANS

EB FINISHED PROFILE ELEVATION

WB FINISHED PROFILE ELEVATION

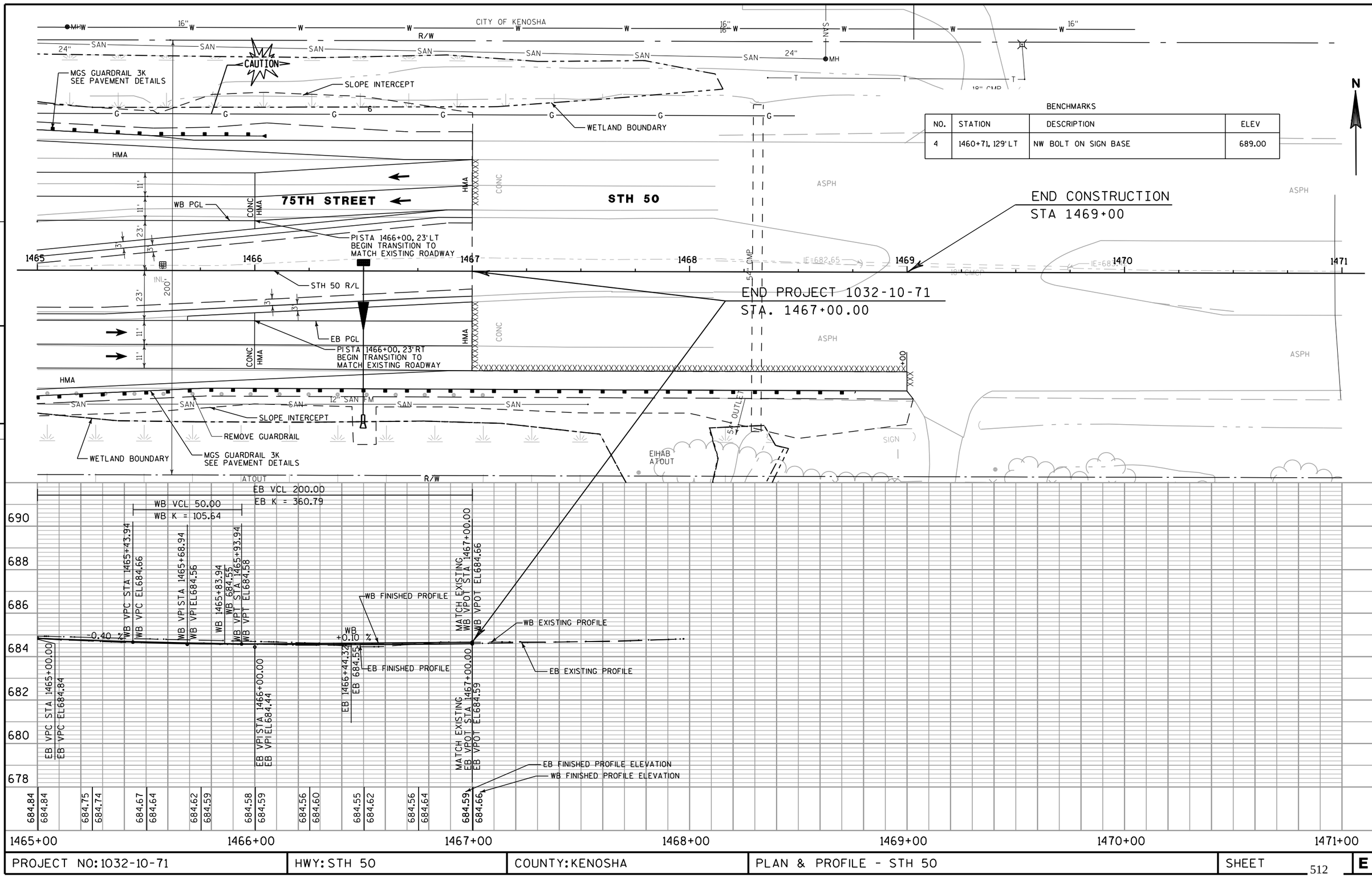
INVERT EL 675.02

1459+00 1460+00 1461+00 1462+00 1463+00 1464+00 1465+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 511 E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050108_pp.dgn PLOT DATE : 11/20/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - STH 50	SHEET 512 E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050109_pp.dgn PLOT DATE : 11/20/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

7500 KENOSHA, LLC

KENOSHA HOLDINGS, LLC

13/4" REMOVING ASPHALTIC SURFACE MILLING
13/4" HMA PAVEMENT TYPE E-1

SLOPE INTERCEPT

HMA

NB & SB PGL

ADJUST SANITARY MANHOLE

SLOPE INTERCEPT

TLE

R/W

STA 60+00 = STA 100+00

PI 100+00.0000

WEST FRONTAGE ROAD R/L

WEST FRONTAGE ROAD

125TH AVENUE

77TH STREET

BM5

100'

59 60 61 62 63 64 65

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
5	59+17, 14' RT	RR SPIKE IN NORTH FACE 32" OAK	727.99
6	67+66, 101.73 RT	CHISELED X ON TOP OF LIGHT POLE BASE	733.27

BEGIN CONSTRUCTION
STA. 63+79.21

EXISTING PROFILE AT R/L

736 734 732 730 728 726 724 722

59+00 60+00 61+00 62+00 63+00 64+00 65+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 125TH AVENUE	SHEET 513	E

1 3/4" REMOVING ASPHALTIC SURFACE MILLING
1 3/4" HMA PAVEMENT TYPE E-1

SLOPE INTERCEPT

7500 KENOSHA, LLC

INSTALL CPCS 12-INCH AND 2-AECPS 12-INCH

ADJUST SANITARY MANHOLE

ADJUST HYDRANT

ADJUST METER PITS

ADJUST WATER HYDRANTS

ADJUST WATER VALVES

WEST FRONTAGE ROAD R/L

SB PGL

NB PGL

REMOVE SMALL PIPE CULVERT

REMOVE ACCESS

RECONSTRUCT SANITARY MANHOLE

ADJUST SANITARY MANHOLE

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

7515 L&K TRICOLI, LLC (BIRCHWOOD GRILL)

KENOSHA HOLDINGS, LLC

WEST FRONTAGE ROAD

125TH AVENUE

75TH STREET

STH 50

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	1431+34, 103' LT	CHISELED X ON TOP OF LIGHT POLE BASE	730.70
6	67+66, 102' RT	CHISELED X ON TOP OF LIGHT POLE BASE	733.27

SB VPOT STA 67+00.00
SB VPOT EL 732.30

NB VPOT STA 67+00.00
NB VPOT EL 732.54

SB VPC STA 67+55.00
SB VPC EL732.02

NB VPI STA 67+55.00
NB VPI EL732.26

SB VPI STA 68+00.00
SB VPI EL731.80

NB VPI STA 68+00.00
NB VPI EL732.04

SB VPT STA 68+45.00
SB VPT EL731.31

NB VPT STA 68+45.00
NB VPT EL731.44

SB K = 152.80
SB VCL 90.00

NB K = 109.89
NB VCL 90.00

SB VPC STA 69+50.00
SB VPC EL730.16

NB VPC STA 69+50.00
NB VPC EL730.06

SB VCL 100.00
SB K = 62.34

NB VCL 100.00
NB K = 54.35

SB VPI STA 70+00.00
SB VPI EL729.62

NB VPI STA 70+00.00
NB VPI EL729.40

SB 70+16.31
SB 729.80

NB 70+20.45
NB 729.60

SB VPT STA 70+50.00
SB VPT EL729.90

NB VPT STA 70+50.00
NB VPT EL729.68

MATCH STH 50
SB VPI STA 70+52.42
SB VPI EL729.91

MATCH STH 50
NB VPI STA 70+52.42
NB VPI EL729.69

-0.50%
-0.50%
-1.09%
-1.32%
+0.55%
+1.00%
-1.00%
+1.00%
-1.00%
-1.00%

EXISTING PROFILE AT R/L

NB FINISHED PROFILE
SB FINISHED PROFILE

NB FINISHED PROFILE ELEVATION
SB FINISHED PROFILE ELEVATION

732.54 732.30 | 732.51 732.17 | 732.29 732.05 | 732.15 731.91 | 731.95 731.73 | 731.69 731.51 | 731.38 731.25 | 731.05 730.98 | 730.72 730.71 | 730.39 730.44 | 730.06 730.16 | 729.79 729.94 | 729.63 729.82 | 729.59 729.80 | 729.66 729.88 | 729.90 730.10 | 729.74 729.93

65+00 66+00 67+00 68+00 69+00 70+00 71+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 125TH AVENUE	SHEET 514 E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050111_pp-125th-2.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

N

MILLS ENTERPRISES LLC

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
1	72+16, 245' RT	CHISELED X ON TOP OF LIGHT POLE BASE	730.70

1428

75TH STREET

12" WM

STA 1428+89.26
STA 71+13.42

1429

STH 50 R/L

STH 50

40'R

TLE

SLOPE INTERCEPT

R/W

ADJUST VALVE BOX

RELOCATE HYDRANT

ADJUST VALVE VAULT

CROWN POINT

SB PGL

NB PGL

WEST FRONTAGE ROAD/
125TH AVENUE

CROWN POINT

WEST FRONTAGE ROAD R/L

13/4" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1

WETLAND BOUNDARY

CAUTION

GEORGE D & MARIA K PILIOURAS
(PHOENIX FAMILY RESTAURANT)
12440

MILLS ENTERPRISES LLC

GERALD S RASMUSSEN

72 73 74 75 76

5

5

STH 50

MATCH STH 50
SB VPI STA 71+74.42
SB VPI EL729.82

SB VPC STA 71+75.00
SB VPC EL729.81

SB VCL 100.00
SB K = 43.02

MATCH STH 50
NB VPI STA 71+74.42
NB VPI EL729.67

NB VPC STA 71+75.00
NB VPC EL729.66

NB 71+98.11
NB 729.61

SB 72+10.47
SB 729.66

SB VPI STA 72+25.00
SB VPI EL729.40

NB VPI STA 72+25.00
NB VPI EL729.44

NB VCL 100.00
NB K = 51.26

SB VPT STA 72+75.00
SB VPT EL730.15

NB VPT STA 72+75.00
NB VPT EL730.19

SB VPC STA 72+85.00
SB VPC EL730.30

NB VPC STA 72+85.00
NB VPC EL730.34

SB K = 80.00
SB VCL 200.00

NB K = 80.02
NB VCL 200.00

SB VPI STA 73+85.00
SB VPI EL731.80

NB VPI STA 73+85.00
NB VPI EL731.84

SB 74+05.00
SB 731.20

NB 74+05.03
NB 731.24

NB FINISHED PROFILE
SB FINISHED PROFILE

EXISTING PROFILE
AT R/L

SB VPT STA 74+85.00
SB VPT EL730.80

NB VPT STA 74+85.00
NB VPT EL730.84

MATCH EXISTING
SB VPOT STA 75+51.00
SB VPOT EL730.14

MATCH EXISTING
NB VPOT STA 75+51.00
NB VPOT EL730.18

-1.00% +1.00% +1.00% -1.00% -0.82%
-1.00% +1.00% +1.00% -1.00% -0.45%
+1.50% +1.50% -1.00% -1.00%

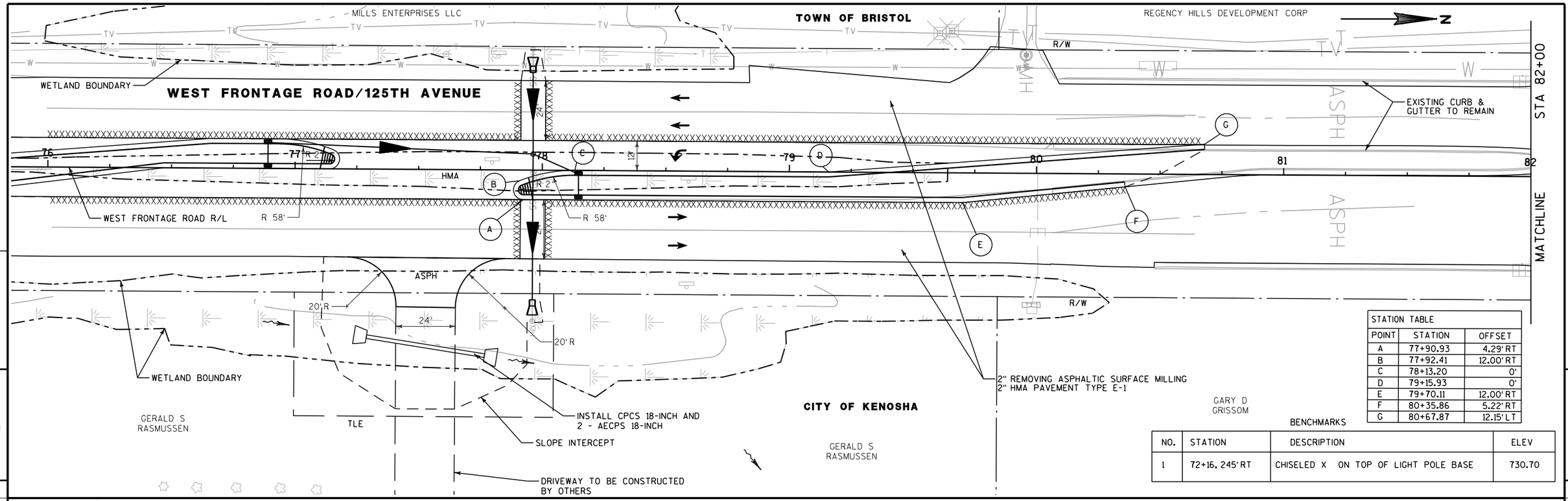
NB FINISHED PROFILE ELEVATION
SB FINISHED PROFILE ELEVATION

736 734 732 730 728 726 724 722

729.74 729.93 | 729.71 729.89 | 729.91 730.07 | 729.66 729.81 | 729.61 729.68 | 729.68 729.69 | 729.87 729.85 | 730.19 730.15 | 730.55 730.51 | 730.84 730.80 | 731.05 731.01 | 731.18 731.14 | 731.24 731.20 | 731.21 731.17 | 731.11 731.07 | 730.93 730.89 | 730.69 730.65 | 730.44 730.40 | 730.19 730.15

71+00 72+00 73+00 74+00 75+00 76+00 77+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 125TH AVENUE	SHEET 515	E



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN - 125TH AVENUE/71ST STREET	SCALE, FEET 0 20 40	SHEET 516	E

GATEWAY CENTER, LLC

R/W

END CONSTRUCTION LT
STA 7082+50.80

WETLAND BOUNDARY

EXISTING ASPHALT
PAVEMENT TO REMAIN
PROJECT 1032-10-72

PI 7084+47.92

STA 7079+00

MATCHLINE

EXISTING CURB &
GUTTER TO REMAIN

71ST STREET

7079 7080 7081 7082 7083 7084

71ST STREET R/L

PC 7082+26.49

EXISTING CURB &
GUTTER TO REMAIN

STA 7085+00

MATCHLINE

GARY D
GRISSOM

AURORA HEALTH CARE
SOUTHERN LAKES

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1

AURORA HEALTH CARE
SOUTHERN LAKES I

N

GATEWAY CENTER, LLC

R/W

EXISTING ASPHALT
PAVEMENT TO REMAIN
PROJECT 1032-10-72

WETLAND BOUNDARY

PLE

R/W

PI 7087+10.86

STA 7085+00

2" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1

7086 7087 7088 7089 7090

71ST STREET

71ST STREET R/L

EXISTING CURB &
GUTTER TO REMAIN

MATCHLINE

PC 7086+62.86

AURORA HEALTH CARE
SOUTHERN LAKES I

END CONSTRUCTION
STA 7086+02.39

122ND AVENUE

NOT FIELD VERIFIED

PLANTING BERM

PI 7090+03.38

CAUTION

N

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN - 71ST STREET	SCALE, FEET 0 20 40	SHEET 517	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050114_pp-71st.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
5	100+13, 83' RT	RR SPIKE IN NORTH FACE 32" OAK	727.99

12345
LEWIS ACTION COMBINED, LLC
(ACTION ADVENTURE TERRITORY FAMILY FUN PARK)

1 3/4" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1

N

WEST FRONTAGE ROAD
125TH AVENUE

TLE

KENOSHA HOLDINGS, LLC

R/W

SLOPE INTERCEPT

15" CMP

BAD

HMA ASPH

BAD

SLOPE INTERCEPT

11.3'
10.7'
12.2'
9.7'
80'

WEST FRONTAGE ROAD

77TH STREET

STA 60+00.00 =
STA 100+00

77TH STREET R/L

PI 100+00.0000

24" RCP

SIGN

R/W

TLE

BM5

PI 59+00.00

I-94 PARTNERS

BEGIN CONSTRUCTION
STA. 104+18.37

EXISTING PROFILE

EXISTING PROFILE ELEVATION

727.05	727.25	727.31	727.55	727.76	727.95	728.18	728.46	728.68	728.90	729.12	729.35	729.57	729.89	730.18	730.45	730.57	730.69	730.87	730.92	730.94			

100+00 101+00 102+00 103+00 104+00 105+00

734 732 730 728 726 724 722 720

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 77TH STREET	SHEET 518	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050115_pp-77th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

12345
LEWIS ACTION COMBINED LLC
(ACTION ADVENTURE TERRITORY FAMILY FUN PARK)

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
5	100+13, 83' RT	RR SPIKE IN NORTH FACE 32" OAK	727.99

N

WEST FRONTAGE ROAD
77TH STREET
123RD AVENUE

TLE
R/W
RECONSTRUCT SANITARY MANHOLE
SLOPE INTERCEPT
FENCE CHAIN LINK SALVAGED 6-FT
40'R
CAUTION
24" CMP
REMOVE SMALL PIPE CULVERT
ADJUST SANITARY MANHOLE
HMA
123RD AVENUE R/L
STA 109+61.23 = STA 400+00.00
ADJUST WATER VALVE
77TH STREET R/L
REMOVE SMALL PIPE CULVERT
ADJUST WATER VALVE
RELOCATE HYDRANT
ASPHALT
BAD
NO DRIVEWAY CULVERT
REMOVE GUARDRAIL
SLOPE INTERCEPT
REMOVE FENCE
13/4" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1
ASPH 24.5'
REMOVE ASPHALTIC SURFACE
PLACE SALVAGED TOPSOIL, FERTILIZER TYPE B
AND SEEDING MIXTURE NO 30
INSTALL CPCS 24-INCH AND 2-AECPS 24-INCH
TRANSFORMER
ASPH 28'
TDC BRISTOL, LLC
12010 SAG KENOSHA LLC
ROCKLEDGE FURNITURE, LLC
+83 64'RT
+7.5 64'RT
+40 64'RT

EXISITING PROFILE
EXISTING PROFILE ELEVATION

732 730 728 726 724 722 720 718

730.94 730.86 730.66 730.35 729.99 729.63 729.18 728.66 728.14 727.43 726.91 726.56 725.98 725.32 724.63 724.03 723.44 722.84 722.25 721.70 721.25 720.94 720.61 720.20 719.83

105+00 106+00 107+00 108+00 109+00 110+00 111+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 77TH STREET	SHEET 519	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050116_pp-77th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

SAG KENOSHA LLC

REMOVE ACCESS

SLOPE INTERCEPT

ADJUST SANITARY MANHOLE

TLE

EXISTING STORM SEWER TO REMAIN

7620

ADJUST SANITARY MANHOLE

R/W

18" CMP

24" CMP

REMOVE SMALL PIPE CULVERT

HMA

ASPH

28'

MATCH EXISTING FLANGE

111 **77TH STREET** 112 113 **WEST FRONTAGE ROAD** 114 115 116 117

77TH STREET R/L

ASPH 20'

95'

GRAV

SLOPE INTERCEPT

ADJUST WATER VALVE

RELOCATE HYDRANT

24" RCCP

ASPH 29'

EXISTING STORM SEWER TO REMAIN

1 3/4" REMOVING ASPHALTIC SURFACE MILLING
2" HMA PAVEMENT TYPE E-1

R/W

TLE

ROCKLEDGE FURNITURE, LLC

PLANTER

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
5	100+13.83' RT	RR SPIKE IN NORTH FACE 32" OAK	727.99

END CONSTRUCTION
STA. 114+63.53

WORK BY OTHERS
PROJECT I.D. 1032-10-72

CAUTION

N

EXISTING PROFILE

EXISTING PROFILE ELEVATION

720 718 716 714 712 710 708 706

719.57 719.32 719.16 719.03 718.84 718.56 718.19 717.78 717.17 716.55 715.77 714.90 713.76 712.65 711.56 710.32 709.10 707.83 706.88 706.89 705.89 706.19 705.97

111+00 112+00 113+00 114+00 115+00 116+00 117+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 77TH STREET	SHEET 520	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050117_pp-77th.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

5

REMOVE ASPHALTIC SURFACE
PLACE SALVAGED TOPSOIL, FERTILIZER TYPE B
AND SEEDING MIXTURE NO 30
TDC BRISTOL, LLC

SLOPE INTERCEPT

21'LT +99

123RD AVENUE

77TH STREET

60'

40'R

REMOVE FENCE

EXISTING FENCE TO REMAIN

SLOPE INTERCEPT

R/W

TLE

CURVE 3
PI = 402+70.42
DELTA = 5°03'59.5" LT
D = 1°29'59.6"
T = 169.00'
L = 337.79'
R = 3820.00'
PC = 401+01.42
PT = 404+39.21
SE = NC
DESIGN SPEED = 30

12345
LEWIS ACTION COMBINED LLC
(ACTION ADVENTURE TERRITORY FAMILY FUN PARK)

EXISTING FENCE TO REMAIN

CAUTION

CEMETERY

ADJUST HYDRANT

PC 401+01.4280

REMOVE FENCE

SB PGL

123RD AVE R/L

CURVE 3

123RD AVENUE

NB PGL

PI 398+00.0000

STA 109+61.23
STA 400+00.00

77TH STREET R/L

PI 402+70.4201

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	412+13, 156' RT	SE BOLT ON LIGHT POLE BASE	707.64

ROCKLEDGE FURNITURE, LLC

12010
SAG KENOSHA, LLC

WISCONSIN VISION INC

BEGIN CONSTRUCTION
STA. 400+28.25

77TH STREET

MATCH 77TH STREET
NB VPOT STA 400+28.25
NB VPOT EL721.18

MATCH 77TH STREET
SB VPOT STA 400+28.25
SB VPOT EL721.71

NB VPI STA 400+40.58
NB VPI EL721.46

SB VPI STA 400+72.39
SB VPI EL720.29

NB VPC STA 400+72.39
NB VPC EL720.29

NB VPI STA 401+17.39
NB VPI EL719.39

NB VPT STA 401+62.39
NB VPT EL718.18

NB FINISHED PROFILE

SB FINISHED PROFILE

NB K = 130.44
NB VCL 90.00

-2.00 %
-2.69 %

EXISTING PROFILE

NB FINISHED PROFILE ELEVATION
SB FINISHED PROFILE ELEVATION

| | | |

12345
LEWIS ACTION COMBINED LLC
(ACTION ADVENTURE TERRITORY FAMILY FUN PARK)

12303
PMJ III, LLC
(KFC)

12201
CHECKER OIL CO OF WIS
(SPEEDWAY GAS STATION)

123RD AVENUE

76TH STREET

123RD AVE R/L

76TH STREET R/L

SLOPE INTERCEPT

TLE

R/W

PLE 20'

PT 404+32.19

CURVE 3

STA 405+14.71 = STA 300+00.00

PI 300+00.00

NB & SB PGL

REMOVE CURB

REMOVE RAILROAD TIE RETAINING WALL

WALL MODULAR BLOCK GRAVITY SEE CONSTRUCTION DETAIL

HMA CONC

SB PGL

NB PGL

WETLAND BOUNDARY

CITY OF KENOSHA TRANSIT BUS STOP

ASPH

POTENTIAL AREA OF PETROLEUM CONTAMINATED SOIL

CURVE 3
PI = 402+70.42
DELTA = 5°03'59.5" LT
D = 1°29'59.6"
T = 169.00'
L = 337.79'
R = 3820.00'
PC = 401+01.42
PT = 404+39.21
SE = NC
DESIGN SPEED = 30

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	412+13, 156'RT	SE BOLT ON LIGHT POLE BASE	707.64

NB VCL 300.00
NB K = 80.38
SB VCL 300.00
SB K = 80.38

-2.69 %
+1.04 %
+1.39 %
+0.63 %

NB VPC STA 404+50.00
NB VPC EL710.44
SB VPC STA 404+50.00
SB VPC EL710.45

NB VPI STA 406+00.00
NB VPI EL706.41
SB VPI STA 406+00.00
SB VPI EL706.41

NB 406+66.22
NB 707.54
SB 406+66.22
SB 707.54

EXISTING PROFILE

SB & NB FINISHED PROFILE

NB VPT STA 407+50.00
NB VPT EL707.97
SB VPT STA 407+50.00
SB VPT EL707.97

NB FINISHED PROFILE ELEVATIONS
SB FINISHED PROFILE ELEVATION

NB VPI STA 409+29.09
NB VPI EL709.84
SB VPI STA 409+29.09
SB VPI EL709.84

NB VPI STA 409+89.09
NB VPI EL710.22
SB VPI STA 409+89.09
SB VPI EL710.68

714	712	710	708	706	704	702	700

711.79	711.79	711.12	711.12	710.44	710.45	709.81	709.81	709.26	709.26	708.78	708.78	708.38	708.38	708.05	708.05	707.81	707.81	707.64	707.64	707.55	707.55	707.54	707.54	707.61	707.61	707.75	707.75	707.97	707.97	708.23	708.23	708.49	708.49	708.76	708.76	709.02	709.02	709.28	709.28	709.54	709.54	709.80	709.80	709.97	710.13	710.13	710.48	710.33	710.83

404+00	405+00	406+00	407+00	408+00	409+00	410+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 123RD AVENUE	SHEET 522	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050119_pp-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV
2	412+13.156'RT	SE BOLT ON LIGHT POLE BASE	707.64

POTENTIAL AREA OF PETROLEUM CONTAMINATED SOIL

POTENTIAL AREA OF FOUNDARY WASTE MIXED WITH SOIL

N

BRAT STOP INC 12304

75TH STREET

STH 50

123RD AVENUE

74TH STREET

TACO BELL 12230

12214 FRANCHISE REALTY INTERSTATE CORPORATION (McDONALD'S)

CAUTION

REMOVE CONCRETE BASE

REMOVE CONCRETE SIGN BASE (PAID AS REMOVING MASONRY)

REMOVE CURB

SB PGL

NB PGL

123RD AVE R/L

NB & SB PGL

REMOVE CONCRETE SIDEWALK

REMOVE CONCRETE WALL TO 2'BELOW SUBGRADE STA 412+10 TO STA 413+80 (PAID AS REMOVING MASONRY)

REMOVE CONCRETE SIGN BASE (PAID AS REMOVING MASONRY)

SLOPE INTERCEPT

BUILDING REMOVED BY OTHERS PRIOR TO CONSTRUCTION

STA 415+24.82

SHIFT PGL FROM NB & SB PGL TO R/L

STA 1437+58.71 = STA 411+01.88

PI 411+01.8807

STH 50 R/L

MATCH STH 50 NB VPI STA 410+39.10 NB VPI EL 710.74

MATCH STH 50 SB VPI STA 410+41.81 SB VPI EL 711.42

MATCH STH 50 NB VPI STA 411+63.08 NB VPI EL 710.94

MATCH STH 50 SB VPI STA 411+62.88 SB VPI EL 711.60

+1.41 % SB
+1.04 % NB
+1.24 %
+1.37 %
-0.66%
-0.75%
-0.68 %
-0.71 %
+1.06 %
+0.98 %
+0.99%
+1.00%
-1.00 %
-1.00 %
-1.12% SB
-0.77% NB

SB FINISHED PROFILE

NB FINISHED PROFILE

EXISTING PROFILE

NB VPC STA 413+00.00 NB VPC EL 709.89

SB VPC STA 413+00.00 SB VPC EL 710.06

NB VPI STA 413+50.00 NB VPI EL 709.50

SB VPI STA 413+50.00 SB VPI EL 709.50

NB VPT STA 414+00.00 NB VPT EL 708.60

SB VPT STA 414+00.00 SB VPT EL 708.60

VPT STA 414+00.00 VPT EL 708.84

NB K = 96.29
NB VCL 100.00
SB K = 146.71
SB VCL 100.00

-1.95%

VPI STA 415+75.00 VPI EL 705.43

VPC STA 415+30.00 VPC EL 706.31

K = 201.86
VCL 90.00

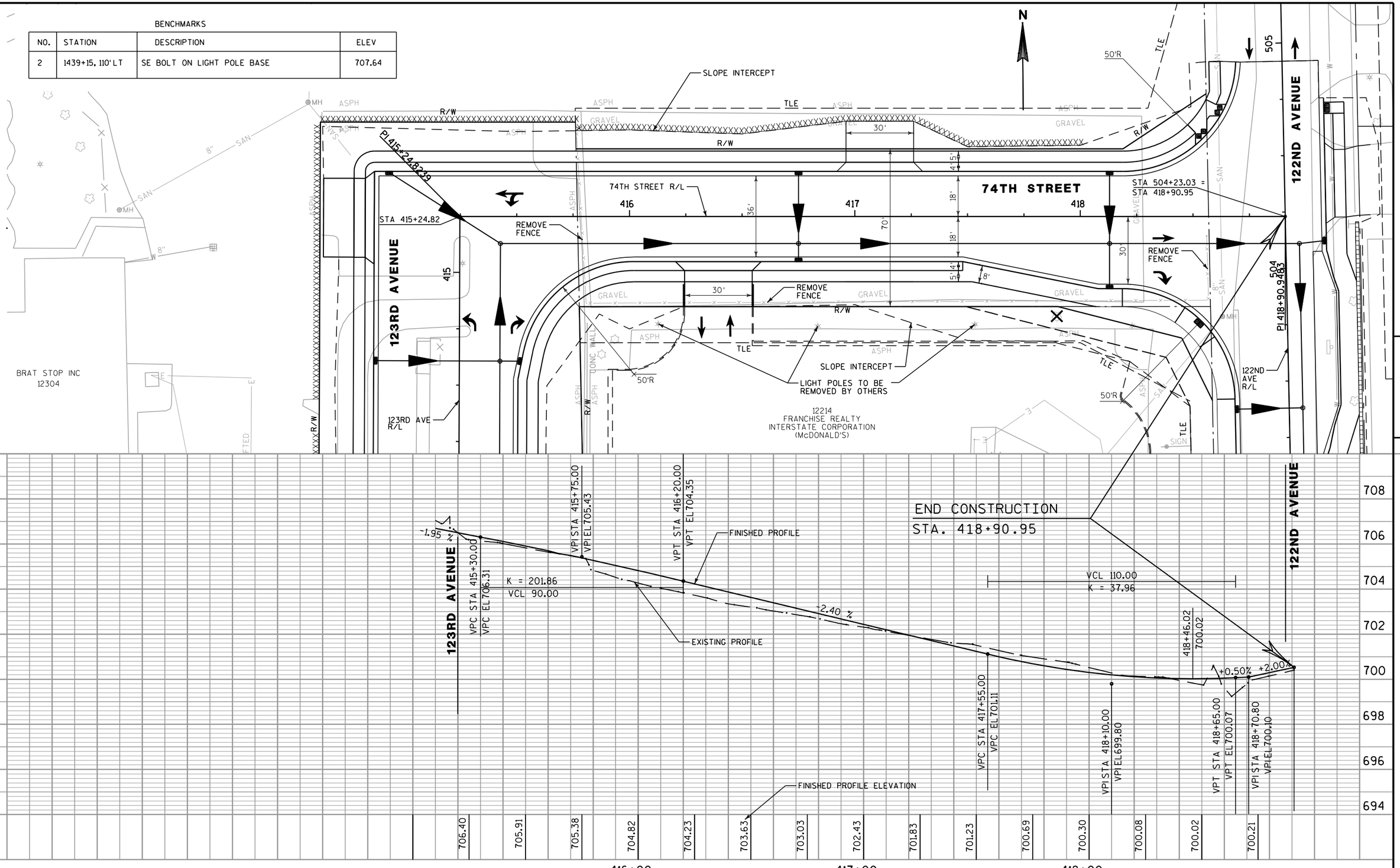
NB FINISHED PROFILE ELEVATION

SB FINISHED PROFILE ELEVATION

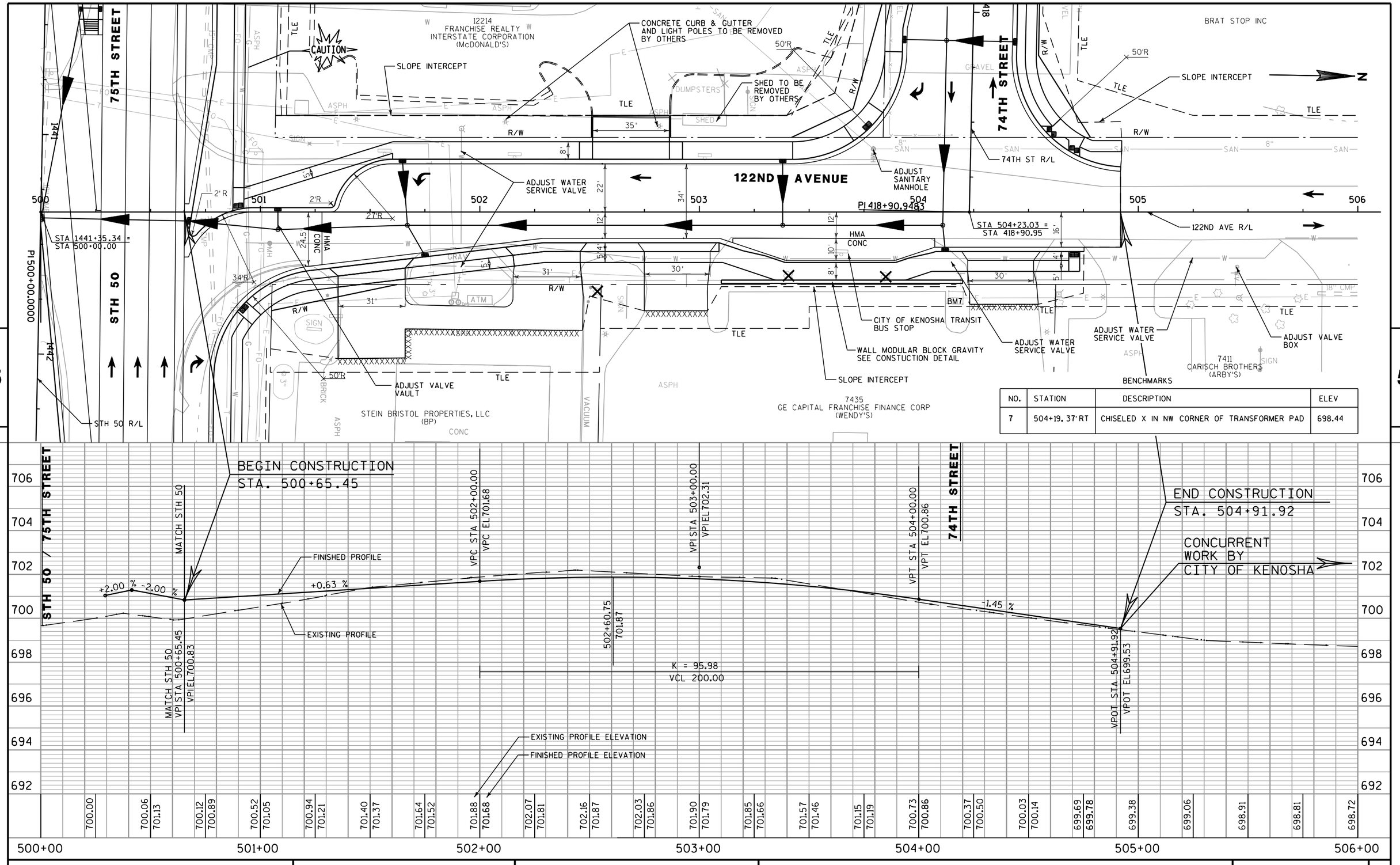
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BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
2	1439+15, 110' LT	SE BOLT ON LIGHT POLE BASE	707.64



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 74TH STREET	SHEET 524 E



NO.	STATION	DESCRIPTION	ELEV
7	504+19.37' RT	CHISELED X IN NW CORNER OF TRANSFORMER PAD	698.44

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 122ND AVENUE	SHEET 525	E

5

12345
LEWIS ACTION COMBINED LLC
(ACTION ADVENTURE TERRITORY FAMILY FUN PARK)

12201
CHECKER OIL CO OF WIS

12121
BANKS OF WISCONSIN
HOTEL

WISCONSIN VISION INC

SAG KENOSHA LLC

123RD AVENUE

76TH STREET

N

SLOPE INTERCEPT

STA 405+14.71 =
STA 300+00.00

PI 300+00.00

PI 303+50.00

PI 750+00.00

PT 404+39.19

WETLAND BOUNDARY

123RD AVE R/L

BEGIN CONSTRUCTION
STA. 300+36.20

MATCH 123RD AVENUE
VPOT STA 300+36.20
VPOT EL 708.32

-3.04 %

FINISHED PROFILE

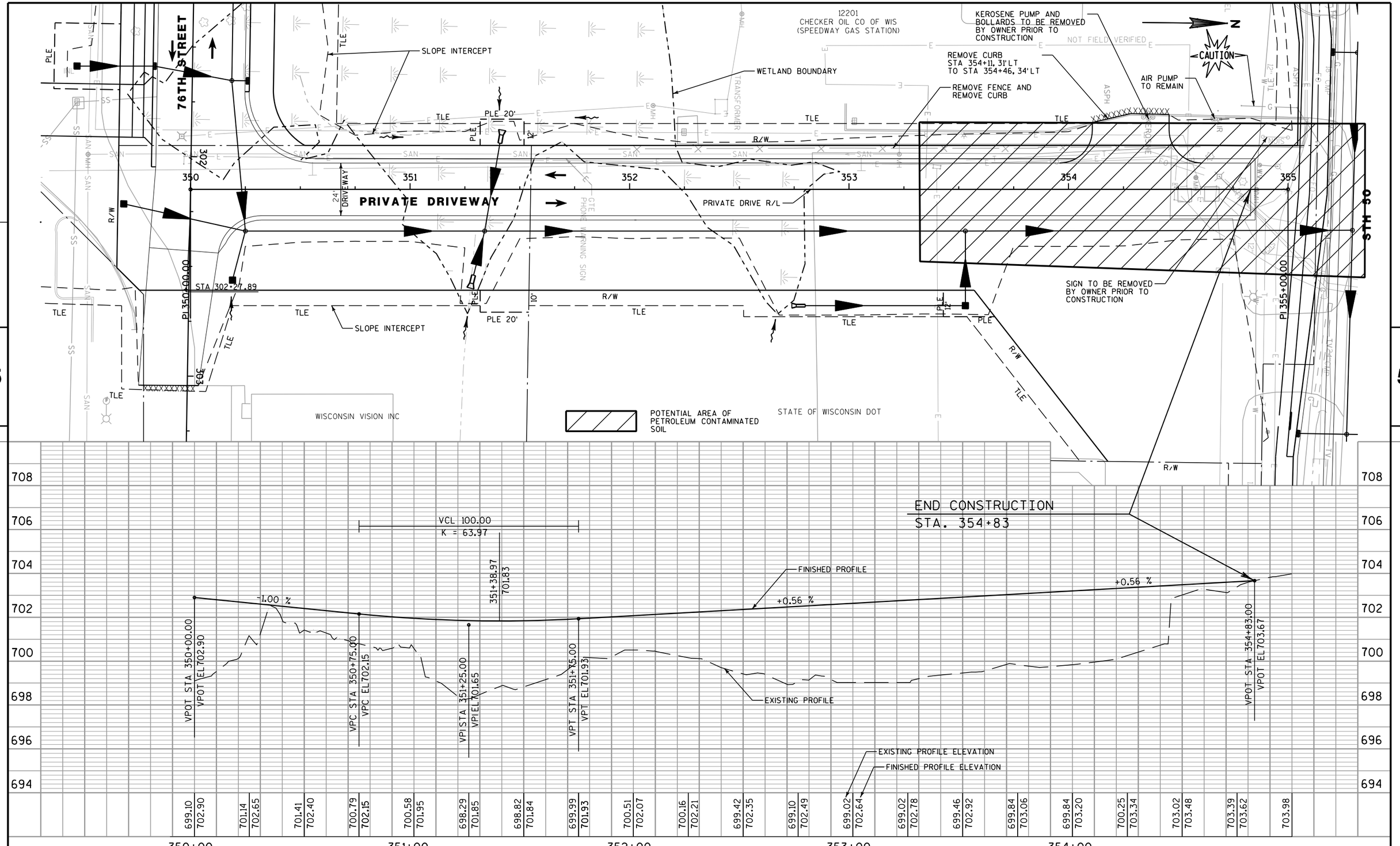
EXISTING PROFILE

VPI/VPOT STA 303+06.00
VPI EL 700.13

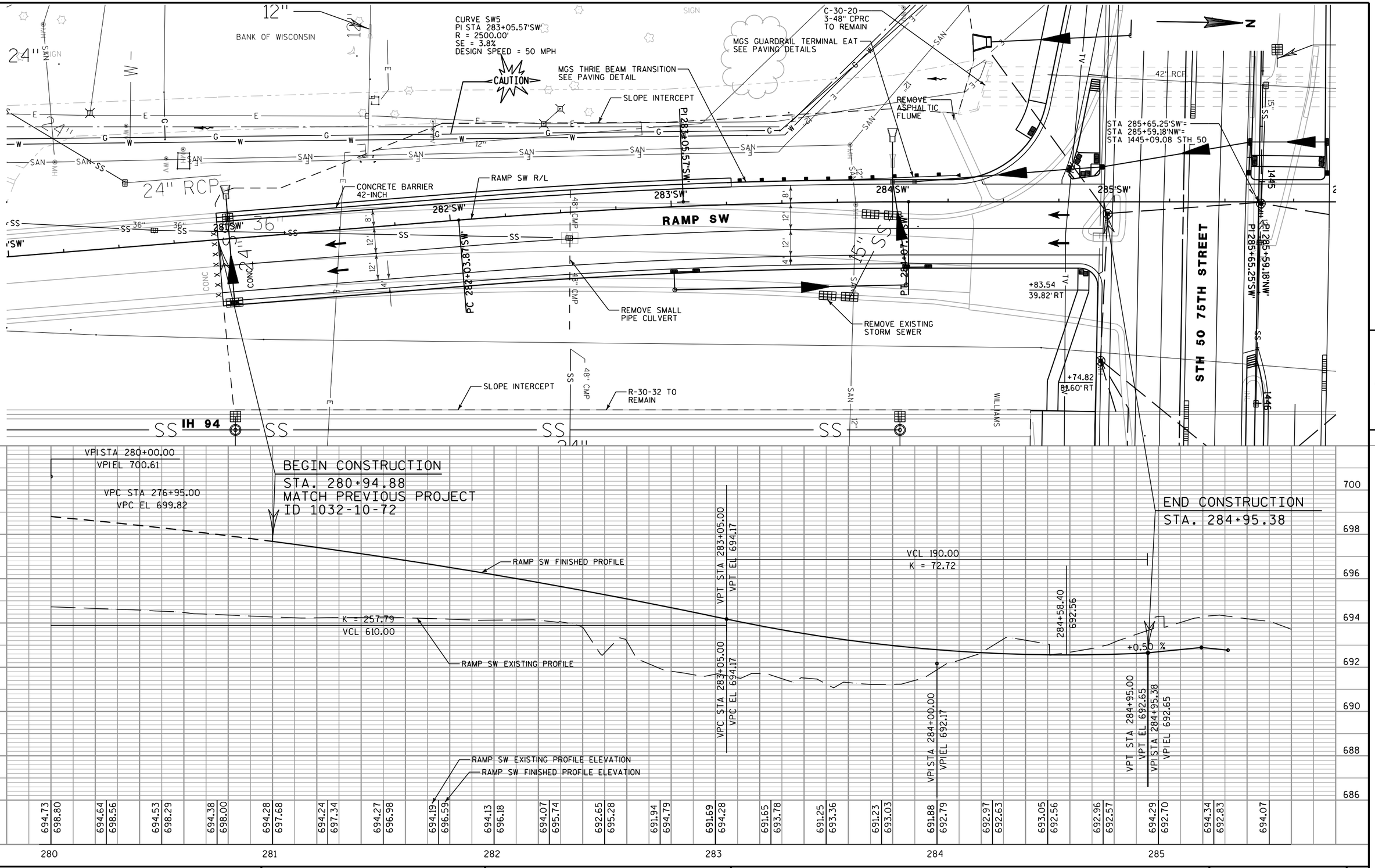
EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

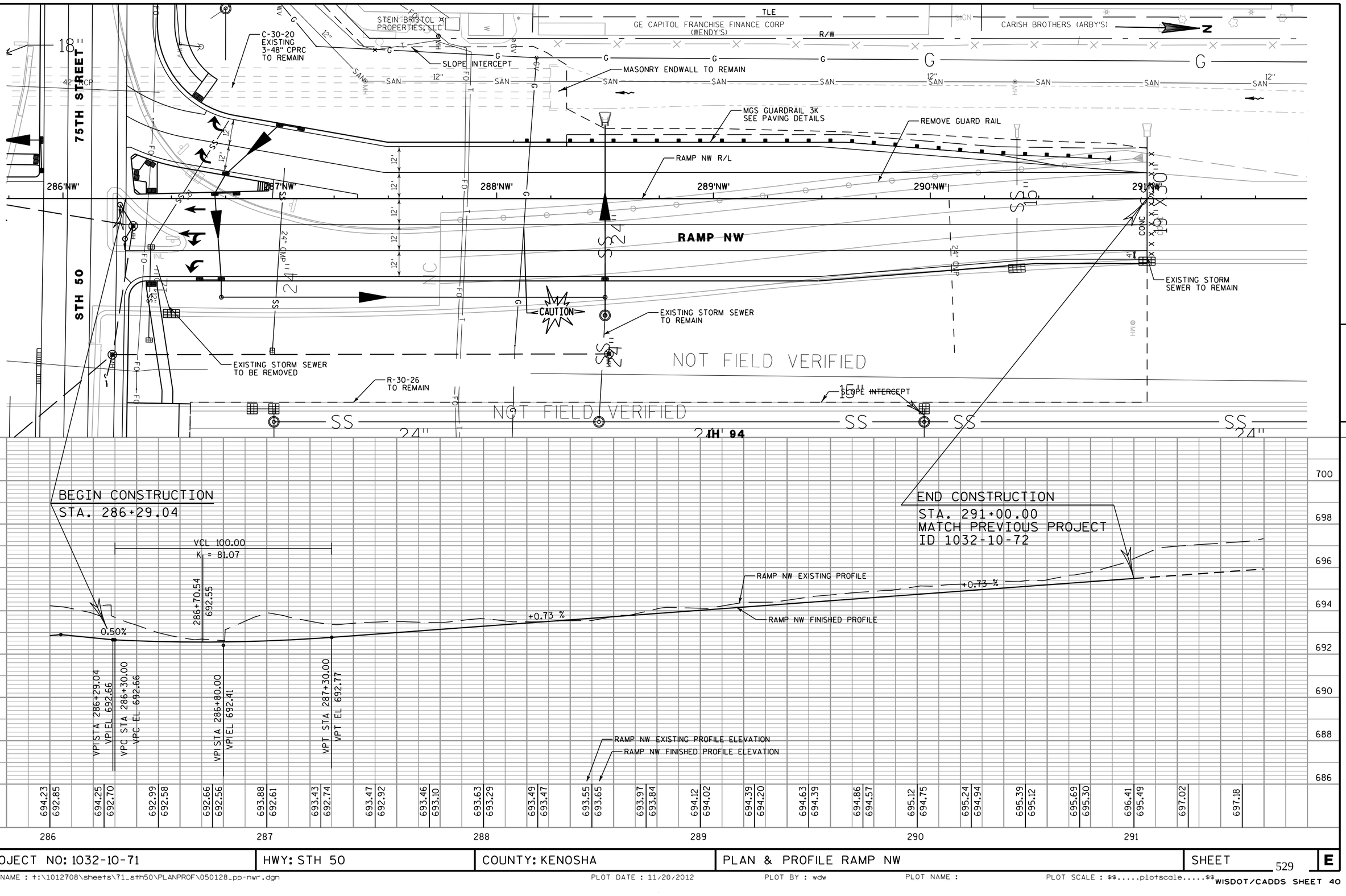
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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - PRIVATE DRIVEWAY ON ACCESS EASEMENT	SHEET 527	E



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - RAMP SW	SHEET 528 E



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE RAMP NW	SHEET 529 E

CONC WALL

IH 94

SLOPE INTERCEPT

MGS GUARDRAIL 3K
SEE PAVING DETAILS

REMOVE EXISTING
STORM SEWER

54" CMP ABANDONED IN
ID 1032-10-72 WITH
CELLULAR CONCRETE

EXISTING STORM
SEWER TO REMAIN

RAMP SE

RAMP SE R/L

R-30-33
TO REMAIN

ADJUST SANITARY
MANHOLE

EXISTING STORM
SEWER TO REMAIN

75TH STREET

STH 50

REMOVE EXISTING CONCRETE
BARRIER LEFT IN PLACE

SLOPE INTERCEPT

MGS GUARDRAIL 3K
SEE PAVING DETAILS

WETLAND BOUNDARY

POTENTIAL AREA OF
PETROLEUM CONTAMINATED
SOIL

EXISTING STORM
SEWER TO REMAIN

B&C REALTY
(LA QUINTA)

R/W

280'SE' 281'SE' 282'SE' 283'SE' 284'SE' 285'SE'

P1 279+89.77'SE'

BEGIN CONSTRUCTION
STA. 281+39.80
MATCH PREVIOUS PROJECT
ID 1032-10-72

END CONSTRUCTION
STA. 284+90.28

VPC STA 274+75.00
VPC EL 698.96

VPI STA 278+75.00
VPI EL 702.80

RAMP SE FINISHED PROFILE

VPT STA 282+75.00
VPT EL 693.65

-2.29 %

VCL 180.00
K = 64.57

284+57.72
691.16

+0.50 %

VPC STA 283+10.00
VPC EL 692.85

STA 284+00.00
VPI EL 690.79

VPT STA 284+90.00
VPT EL 691.24

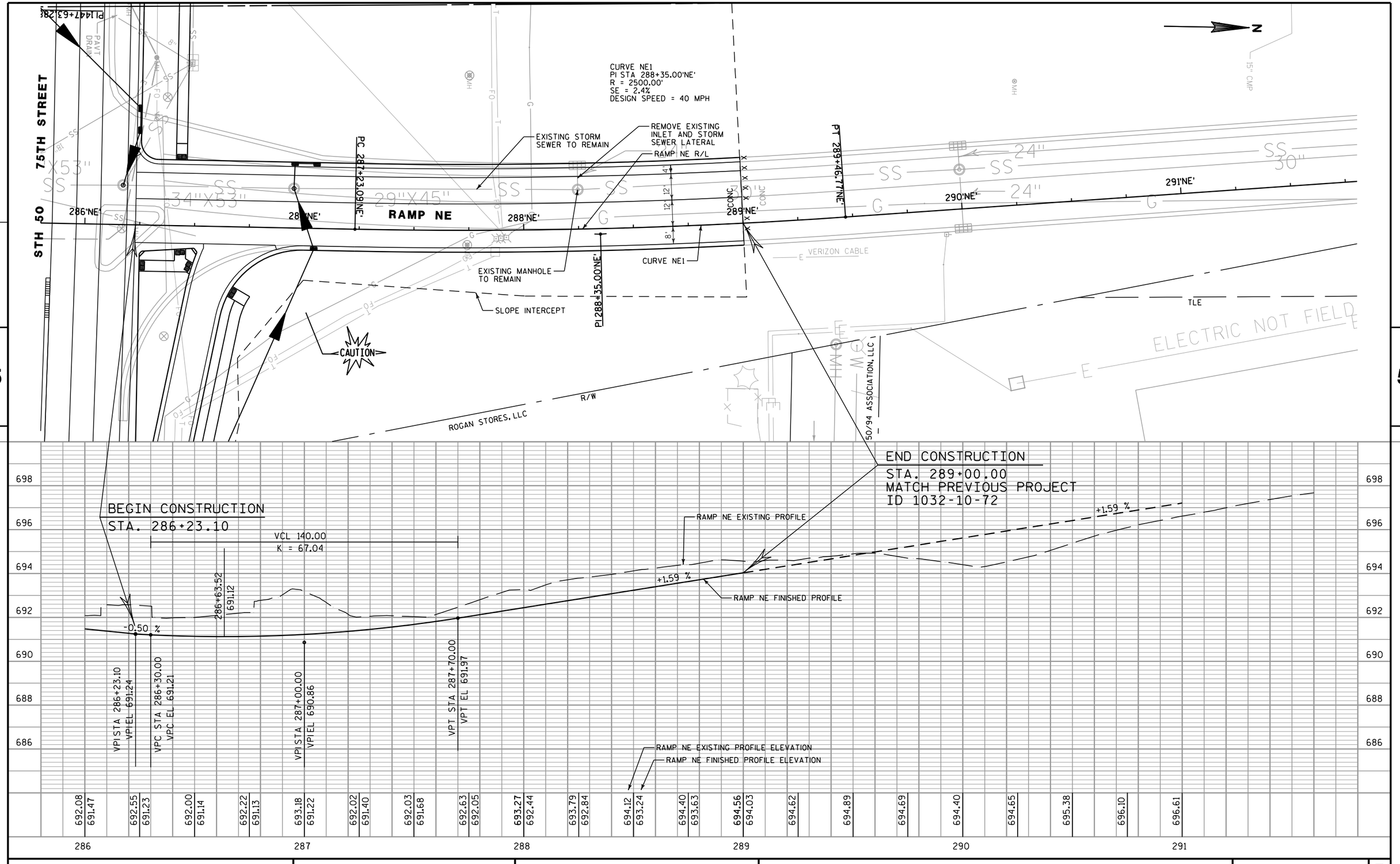
VPI STA 284+90.28
VPI EL 691.24

RAMP SE EXISTING PROFILE

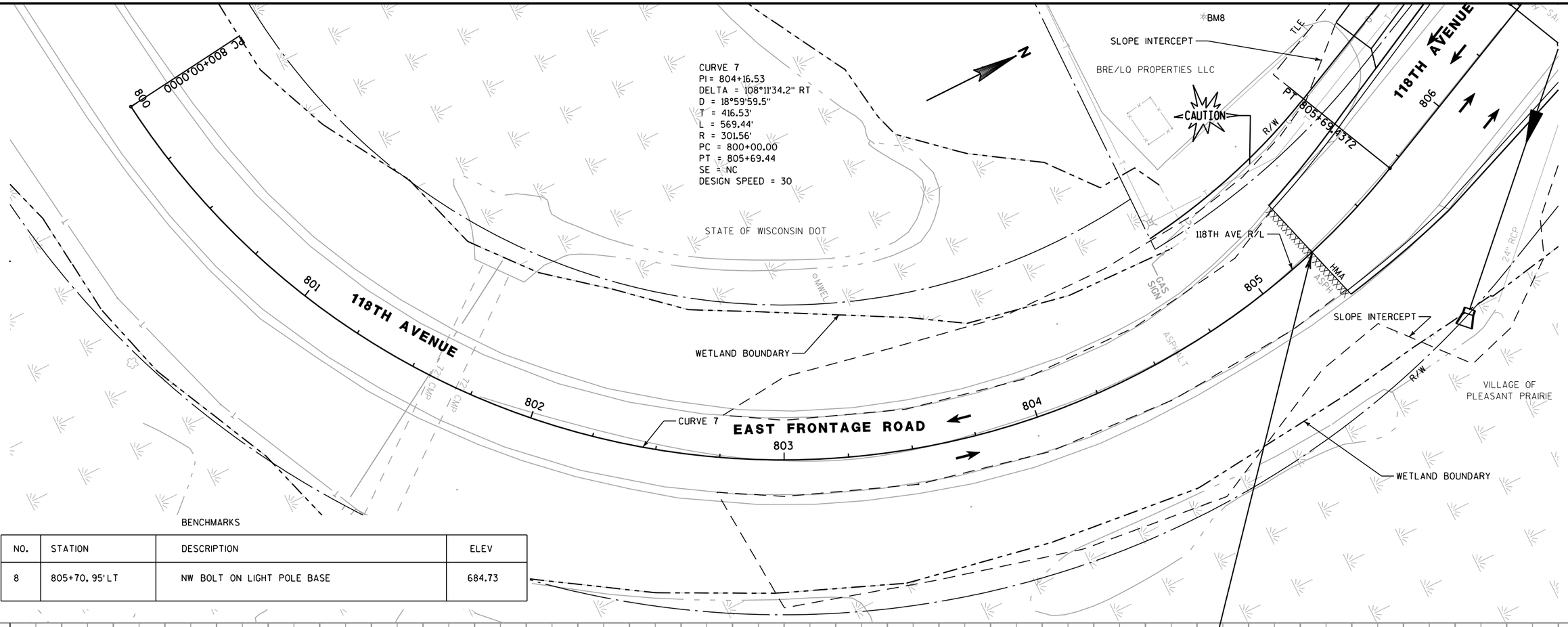
RAMP SE EXISTING PROFILE ELEVATION

RAMP SE FINISHED PROFILE ELEVATION

| | | |

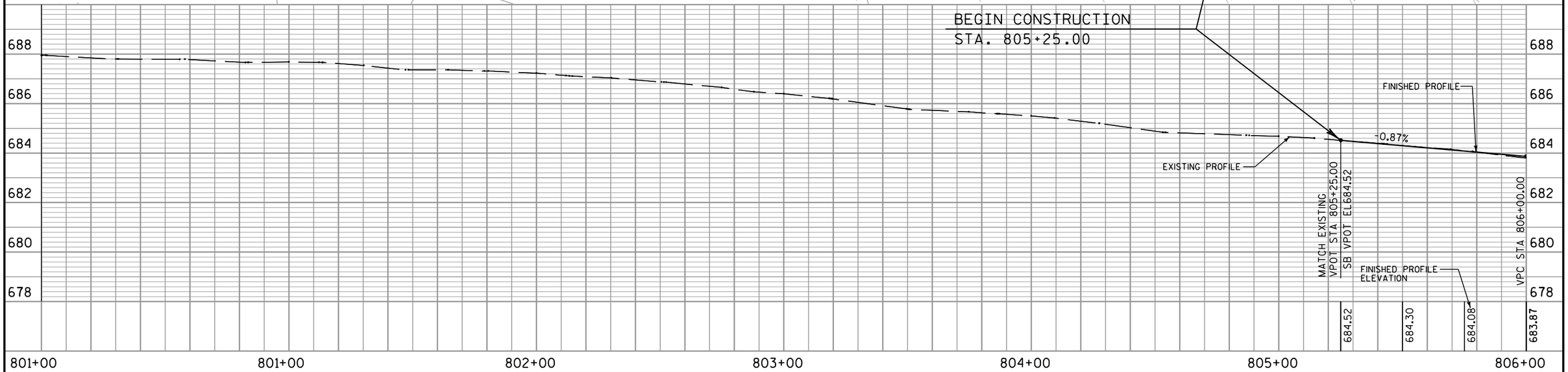


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - RAMP NE	SHEET 531	E



BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
8	805+70.95'LT	NW BOLT ON LIGHT POLE BASE	684.73



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 118TH AVENUE	SHEET 532	E

CURVE 8
PI = 809+03.82
DELTA = 25°15'28.8" RT
D = 8°11'06,4"
T = 156.84'
L = 308.59'
R = 700.00'
PC = 807+46.98
PT = 810+55.56
SE = NC
DESIGN SPEED = 30

SLOPE INTERCEPT
CAUTION
BRE/LQ PROPERTIES, LLC
ADJUST WATER VALVE BOXES
TLE
R/W
EAST FRONTAGE ROAD
118TH AVENUE
CURVE 8
118TH AVE R/L
ADJUST SANITARY MANHOLE
RECONSTRUCT SANITARY MANHOLE
ADJUST WATER VALVE BOX
NB PGL
SB PGL
ADJUST WATER VALVE BOX
PT 810+55.5580
PI 809+03.8182
MRED (94750) ASSOCIATES (WALGREENS)
HMA CONC
STH 50
75TH STREET
STA 1454+83.78=
STA 812+02.24
806
807
808
809
810
811
812
35'
103'
24"
18"
27'
24'
38'
26'
11'
12'
4'
14'
16'
40'R

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
8	805+70, 95'LT	NW BOLT ON LIGHT POLE BASE	684.73

7601
SHAZZY INC
(SUPER 8 MOTEL)

7511
ROADSIDE PETROLEUM INC,
(CITGO)

STA 810+52, 60.6'RT
ADJUST HYDRANT
PROPOSED FLANGE
LINE ELEV = 686.36

VILLAGE OF PLEASANT PRAIRIE
WETLAND BOUNDARY

STA 860+70, 40'RT
RELOCATE HYDRANT
INSTALL HYDRANT LEAD
6-INCH (9'+/-)
PROPOSED FLANGE LINE
ELEVATION = 683.28

SHIFT PGL FROM R/L TO NB & SB PGL

VCL 200.00
K = 113.21

806+98.11
683.44

FINISHED PROFILE AT R/L
FINISHED PROFILE ELEVATION
NB FINISHED PROFILE ELEVATION
SB FINISHED PROFILE ELEVATION
NB & SB FINISHED PROFILE
SB FINISHED PROFILE
NB FINISHED PROFILE
EXISTING PROFILE

+0.90%
+0.90 %
+1.83% SB
+1.78% NB
+1.00%
-1.00%
-1.03%

VPC EL683.87
VPI STA 807+00.00 VPI EL683.00
VPT STA 808+00.00 VPT EL683.90
NB&SB VPOT STA 808+50 NB&SB VPOT EL684.11
VPI STA 808+50.00 VPI EL684.35
NB&SB VPI STA 809+00.00 NB&SB VPI EL684.56
MATCH STH 50 NB VPI STA 811+32.41 NB VPI EL688.70
MATCH STH 50 SB VPI STA 811+32.24 SB VPI EL688.82

| | | |

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
8	805+70, 95'LT	NW BOLT ON LIGHT POLE BASE	684.73

N

WILLIAMS CORNER
INVESTORS LLC
(STARBUCKS, SUPER CUTS, TOY STORE)
7410

11748
ROBERT STAMBOLIC
(SHELL STATION)

WOODMAN'S MARKET
(GAS STATION)

75TH STREET

STH 50

EAST FRONTAGE ROAD

118TH AVENUE

118TH AVENUE R/L

STH 50 R/L

STA 1454+83.78 =
STA 812+02.24

CAUTION

TLE

PLE

R/W

40'R

50'R

SLOPE INTERCEPT

RECONSTRUCT SANITARY MANHOLE

SB PGL

NB PGL

MATCH CONSTRUCTION COMPLETED UNDER ID 1032-10-70

PC 814+08.2503

PC 815+28.2755

END CONSTRUCTION
STA. 814+08.25

812

813

814

815

816

1454

1455

SB VPI STA 812+63.53
SB VPI EL688.83

NB VPI STA 812+63.24
NB VPI EL688.70

NB VPC STA 813+27.77
NB VPC EL688.44

SB VPC STA 813+37.68
SB VPC EL688.53

NB VPI STA 813+67.77
NB VPI EL688.28

SB VPI STA 813+72.96
SB VPI EL688.39

NB VPT STA 814+07.77
NB VPT EL689.18

NB VPOT STA 814+08.25
NB VPOT EL689.19

SB VPT STA 814+08.24
SB VPT EL689.19

SB VPOT STA 814+08.25
SB VPOT EL689.19

NB 813+39.90
NB 688.42

SB 813+48.29
SB 688.51

NB VCL 80.00
NB K = 30.19
SB VCL 70.56
SB K = 26.51

SB FINISHED PROFILE
NB FINISHED PROFILE
EXISTING PROFILE

NB FINISHED PROFILE ELEVATION
SB FINISHED PROFILE ELEVATION

+1.42%
+1.36%
+1.00%
+1.00%
-1.00%
-1.00%
-0.40%
-0.40%
+2.26%
+2.26%

688.50 688.61 688.79 688.91 688.83 688.97 688.65 688.78 688.55 688.68 688.45 688.58 688.43 688.51 688.62 688.65 689.01 689.02

696 694 692 690 688 686 684 682

812+00 813+00 814+00 815+00 816+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - 118TH AVENUE	SHEET 534	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050133_pp-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

75TH STREET

STH 50

ACCESS ROAD F

N

STA 900+27.82, 16.3' LT
30' R

ASPHALTIC SURFACE
DRIVEWAYS & FIELD ENTRANCES

CONCRETE CURB & GUTTER
30-INCH TYPE D

7601
SHAZZY INC
(SUPER 8 MOTEL)

R/W

SLOPE INTERCEPT

21.15'R

PI 904+54.1286

PC 903+91.3223

CURVE 10

CONC
HMA

40'R

ACCESS ROAD F R/L

PT 904+31.2967

TLE

VILLAGE OF
PLEASANT PRAIRIE

WETLAND BOUNDARY

SLOPE INTERCEPT

WETLAND BOUNDARY

WISDOT

CURVE 10
PI= 904+31.30
DELTA = 89°57'47.8" LT
D = 143°14'22.0"
T = 39.97'
L = 62.81'
R = 40.00'
PC = 903+91.32
PT = 904+54.13
SE = NC

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
4	906+75, 61'LT	NW BOLT ON SIGN BASE	689.00

BEGIN CONSTRUCTION
STA. 903+00

MATCH EXISTING
VPOT STA 903+00.00
VPOT EL683.79

VPC STA 903+23.00
VPC EL683.90

VPI STA 903+98.00
VPI EL684.28

VCL 150.00
K = 102.53

+0.50 %

+1.96%

+2.00 %

-2.00 %

-1.00 %

+1.00 %

+2.00 %

-2.00

EXISTING PROFILE

FINISHED PROFILE

VPT STA 904+73.00
VPT EL685.75

MATCH STH 50
VPT STA 904+85.37
VPT EL686.03

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

| | | |

HARALAMBOS & KOULA POULIEZOS
(PERKINS)

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV
4	906+75.61'LT	NW BOLT ON SIGN BASE	689.00

75TH STREET

STH 50

ACCESS ROAD F

STA 1461+31.80 =
STA 305+46.37

906

907

60'R

BM4

TLE

R/W

ADJUST VALVE BOX

ADJUST VALVE VAULT

ACCESS ROAD F R/L

STH 50 R/L

CONC

HMA

PI 907+82.3724

ADJUST SANITARY MANHOLE

ADJUST VALVE BOX

50/94 ASSOCIATION LLC

70'R

SLOPE INTERCEPT

WETLAND BOUNDARY

CAUTION

END CONSTRUCTION
STA. 906+95

11' 11' 16' 12'

VCL 50.00
K = 15.17

FINISHED PROFILE

EXISTING PROFILE

906+25.17
685.89

+2.00% -2.00% -1.00% 2.30%

MATCH STH 50
VPI STA 906+07.37
VPI EL685.99

VPC STA 906+10.00
VPC EL685.97

VPI STA 906+35.00
VPI EL685.72

VPT STA 906+60.00
VPT EL686.29

MATCH EXISTING
VPOT STA 906+95.00
VPOT EL687.09

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

686.10	686.43	685.82	686.14	685.89	685.89	686.13	686.09	686.66	686.63	687.20		688.62	687.33

690 688 686 684 682 680 678 676

906+00 907+00

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	PLAN & PROFILE - ACCESS ROAD F	SHEET 536	E

FILE NAME : t:\1012708\sheets\71_sth50\PLANPROF\050135_pp-access rd f.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

Standard Detail Drawing List

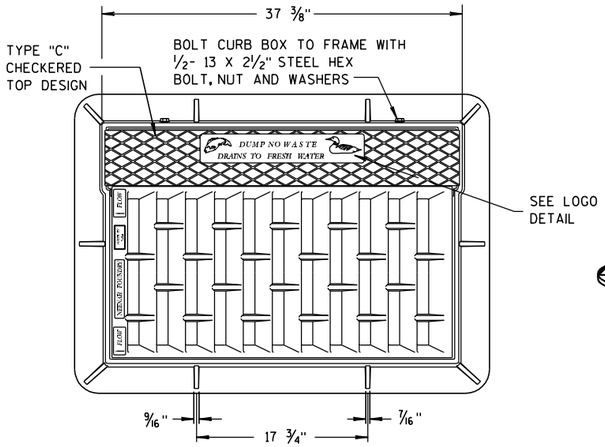
08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-14A	CURB RAMPS TYPES 1 AND 1-A
08D05-14B	CURB RAMPS TYPES 2 AND 3
08D05-14C	CURB RAMPS TYPE 4A
08D05-14D	CURB RAMPS TYPE 4B
08D05-14E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
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
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09B02-07	CONDUIT
09B04-09	PULL BOX
09C02-06	CONCRETE BASES, TYPES 1, 2 & 5
09C03-03	TRANSFORMER/PEDESTAL BASES
09C05-07	CONCRETE CONTROL CABINET BASES
09C06-05	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C08-04	CONCRETE BASE, TYPE 7
09C10-02	TRANSFORMER BASE FOR 15" BOLT CIRCLE
09C11-02	CONCRETE BASE TYPE 10
09C12-02A	CONCRETE BASE TYPE 13
09C12-02B	CONCRETE BASE TYPE 13
09C13-01	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-11A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-11F	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 17 (40 FEET)
09E01-11G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-04	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-04A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-04C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-04E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-03B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
10A01-02	ELECTRICAL HANDHOLE WIRING
10A02-02	IDENTIFICATION PLAQUES LIGHT POLES
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
10A17-03A	POLES, TYPES 7 & 7BR ALUMINUM - 35'-10" SHAFT
10A18-04A	LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-02	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORT
13C01-15	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-10A	RURAL DOWELED CONCRETE PAVEMENT
13C11-10B	RURAL DOWELED CONCRETE PAVEMENT
13C13-07	URBAN DOWELED CONCRETE PAVEMENT
13C18-01A	CONCRETE PAVEMENT JOINTING
13C18-01B	CONCRETE PAVEMENT STEEL REINFORCEMENT

6

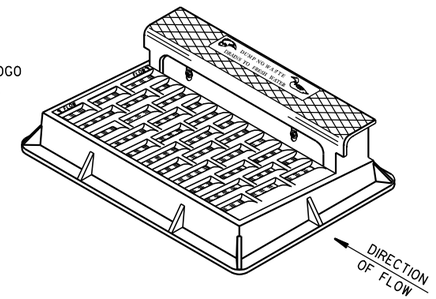
Standard Detail Drawing List

13C18-01C	CONCRETE PAVEMENT JOINT TIES
13C18-01D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-13A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-13H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B28-02	GUARDRAIL MOW STRIP
14B42-02A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-02C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-01A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-01C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-01A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-01C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15B03-12A	CHAIN LINK FENCE
15B03-12B	CHAIN LINK FENCE
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C08-15E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C15-03	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C24-02	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C25-02	42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C26-02	END-OF-ROADWAY SIGNING
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15D06-02	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D16-01	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-01	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-01	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-01	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

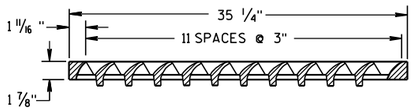
6

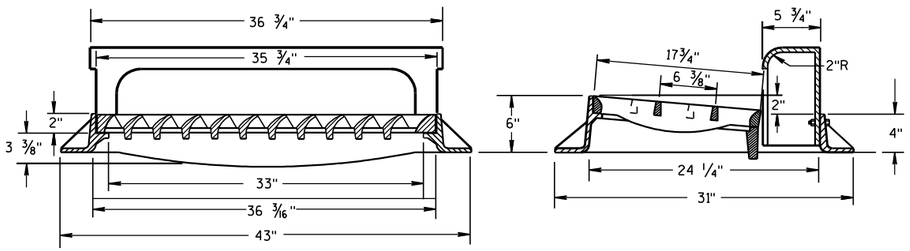


NOTE:
GRATE IS REVERSIBLE.



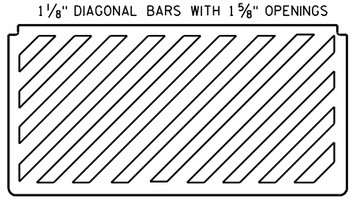
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

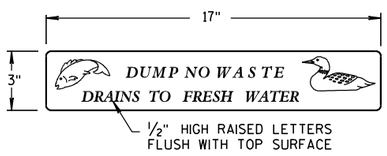
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL

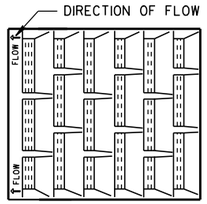
GENERAL NOTES

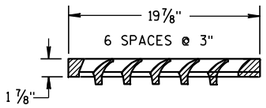
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

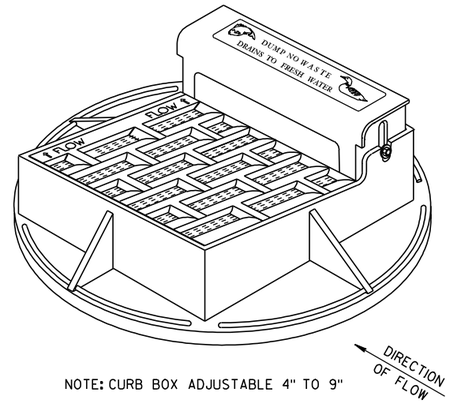
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

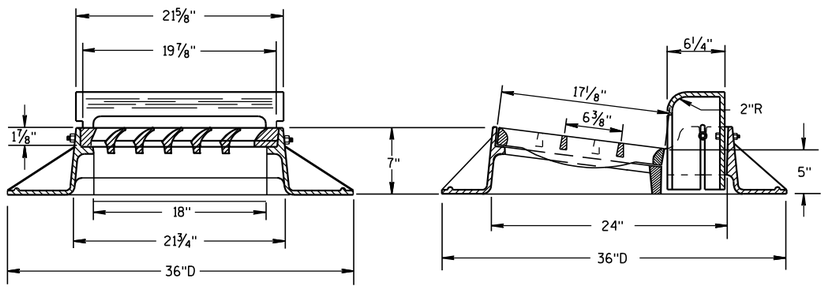
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





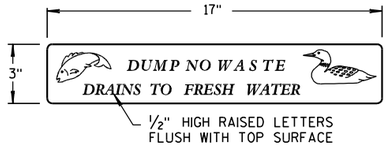


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



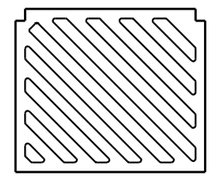
TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.



LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

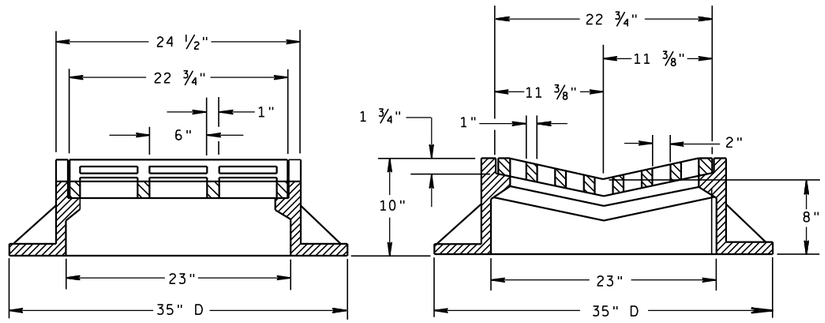
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

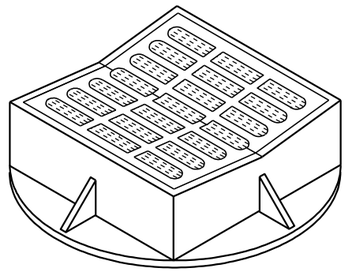
INLET COVERS
TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 A 5-18a

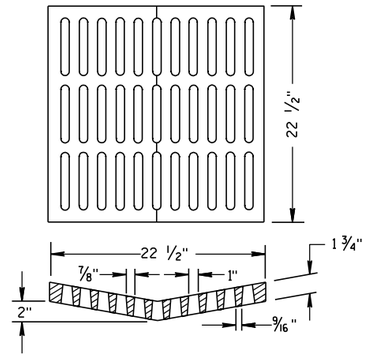




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

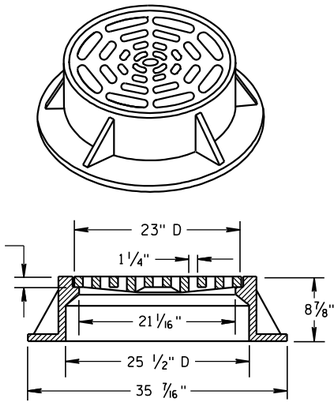


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

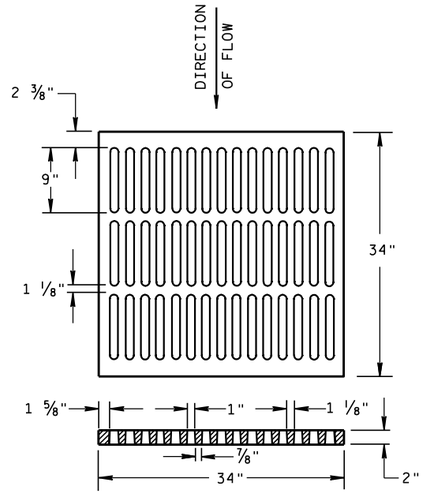
GENERAL NOTES

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

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.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

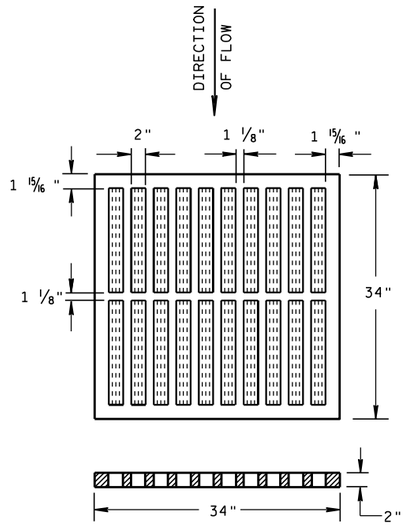


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

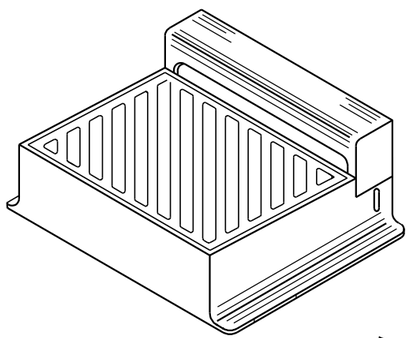


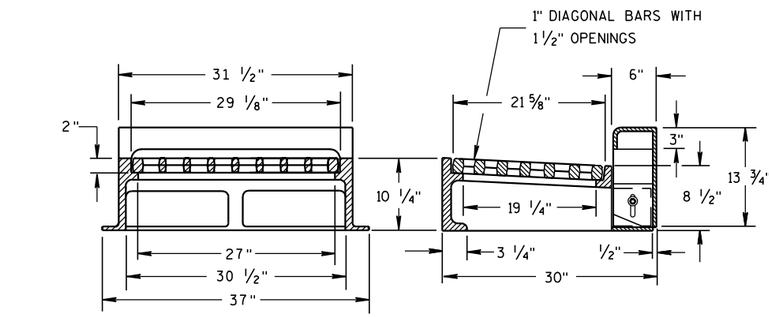
TYPE "MS"

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

540

ENT

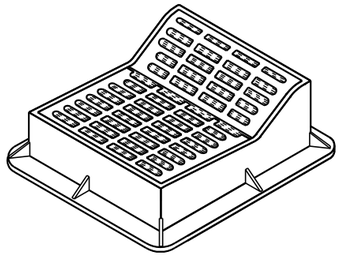
FHWA

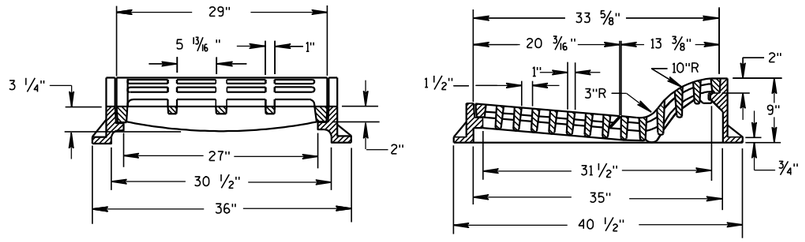
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S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



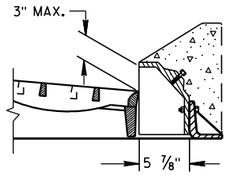


TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

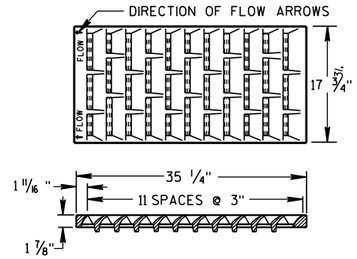
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

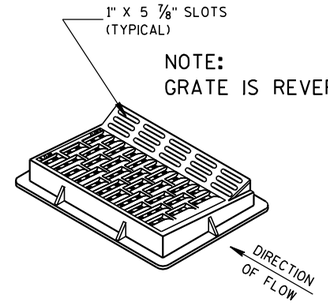
GENERAL NOTES

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

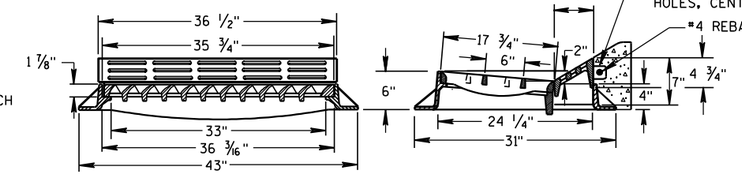
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





NOTE:
GRATE IS REVERSIBLE.

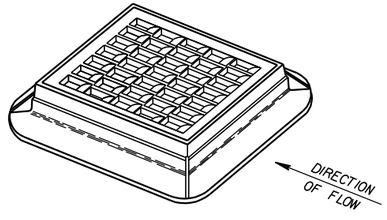


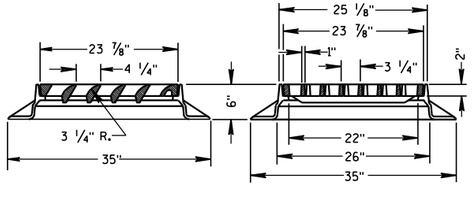
TYPE "HM"

(APPROXIMATE WEIGHT 414 LBS.)
FRAME..... 181 LBS.
GRATE..... 159 LBS.
CURB BOX..... 74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

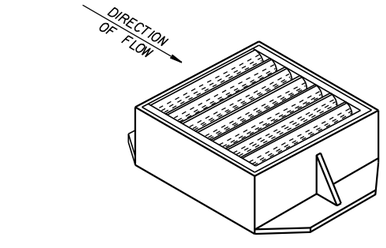


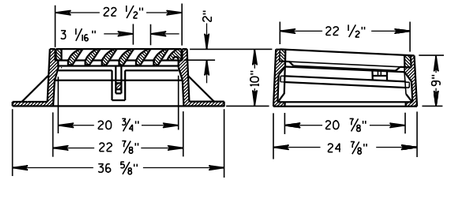


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

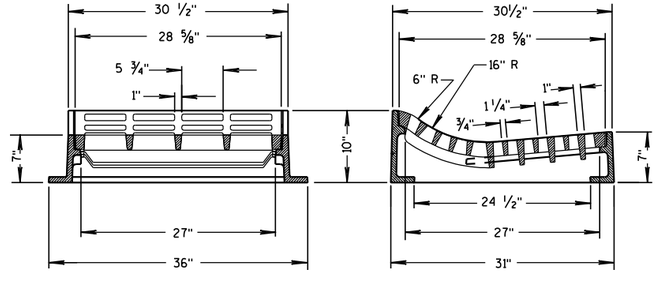




TYPE "V"

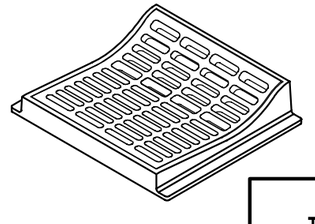
(APPROXIMATE WEIGHT 410 LBS.)

FRAME..... 269 LBS.
GRATE..... 136 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.
USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

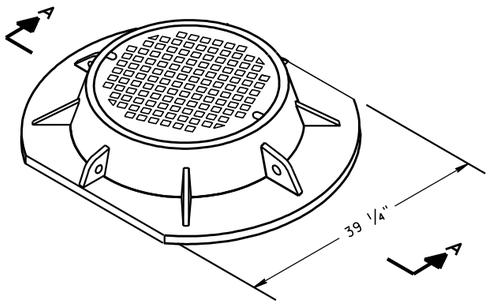
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

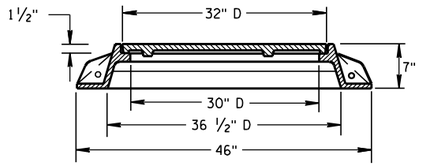
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S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



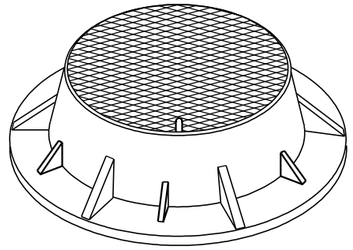


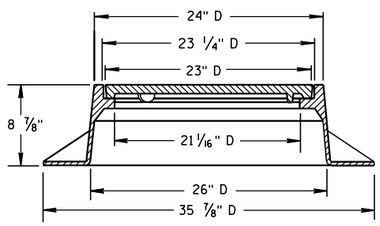
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

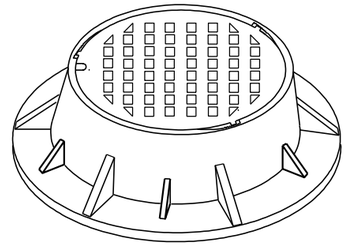


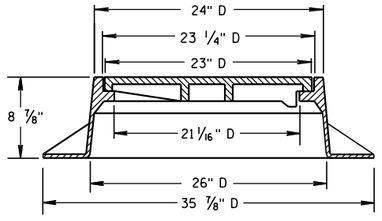


TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.





TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

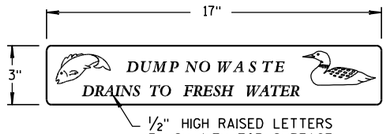
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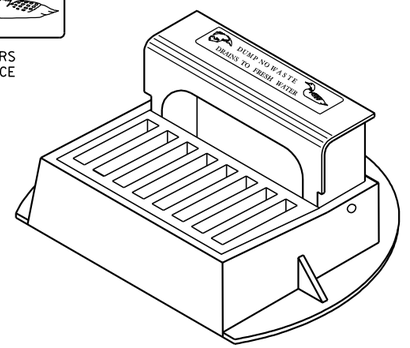
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

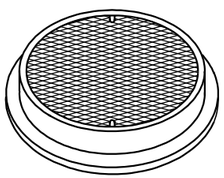
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

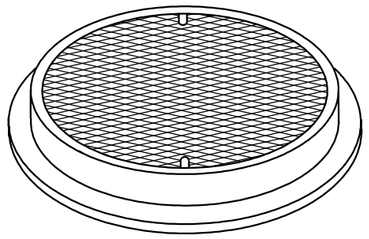
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

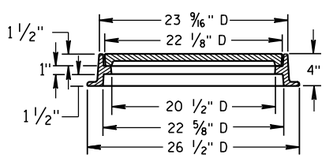


LOGO DETAIL





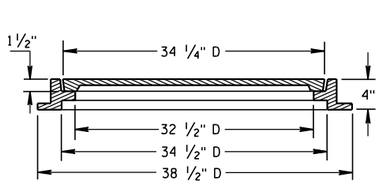




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

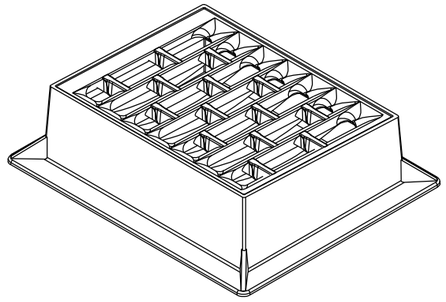
FRAME.....81 LBS.
LID.....77 LBS.

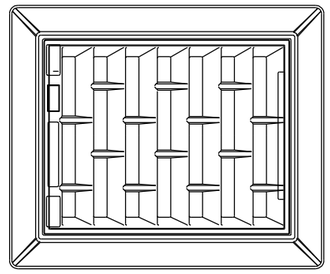


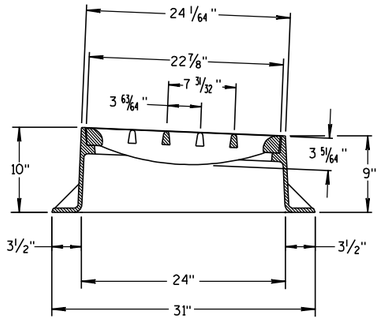
TYPE "M"

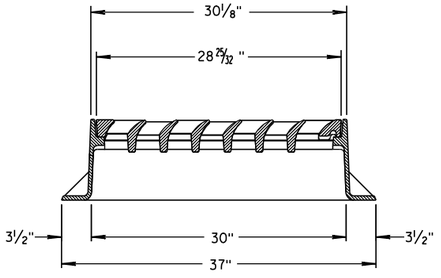
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.

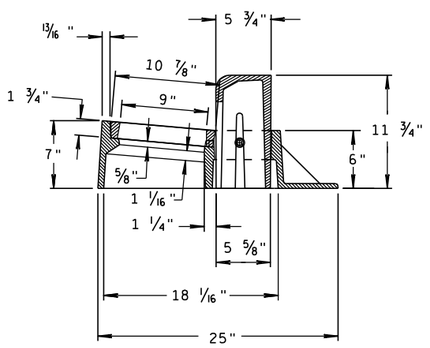


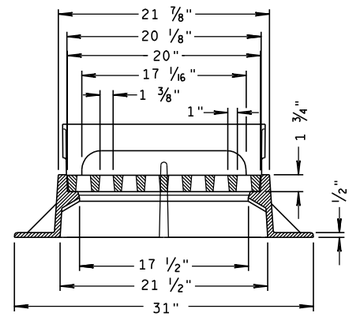






INLET COVER TYPE "BW"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

INLET COVERS, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

542

FHWA

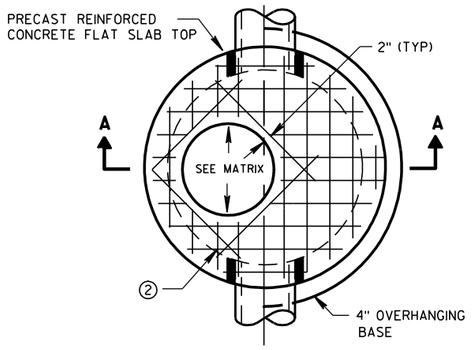
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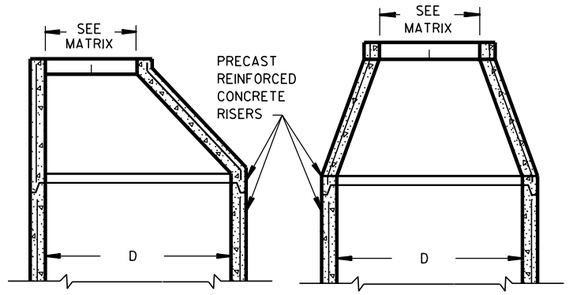
S.D.D. 8 A 5-18d

6

S.D.D. 8 A 5-18d

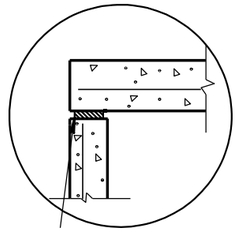


PLAN VIEW CIRCULAR OPENING

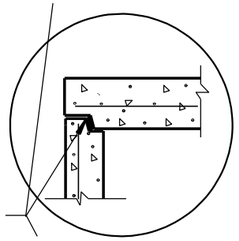


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

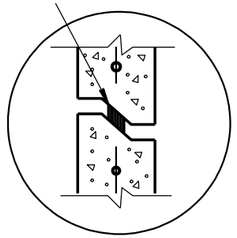


TOP WITH PLAIN END JOINT



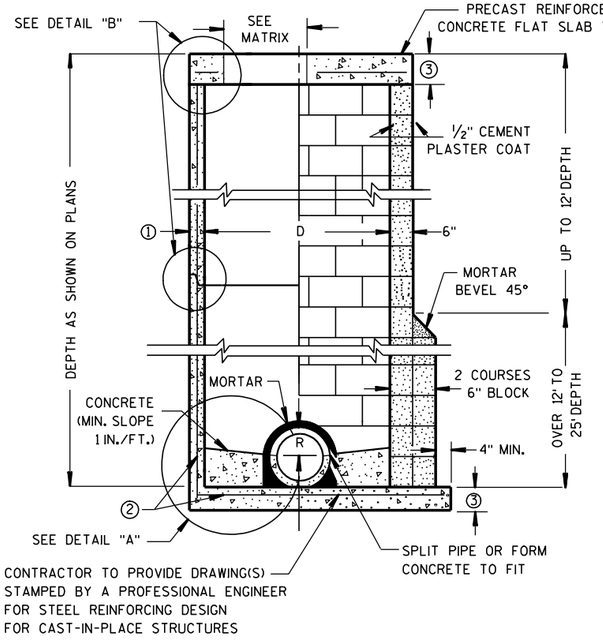
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



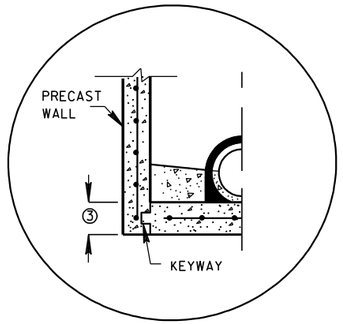
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

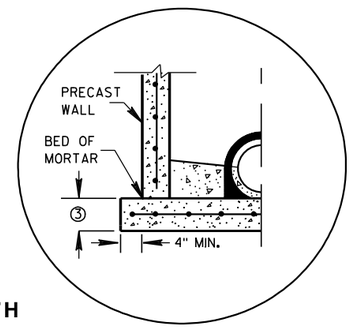


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

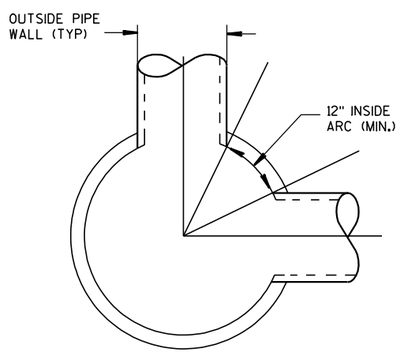


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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" 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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE 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 "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES 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".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE 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	36
7-FT	48	36
8-FT	60	42

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

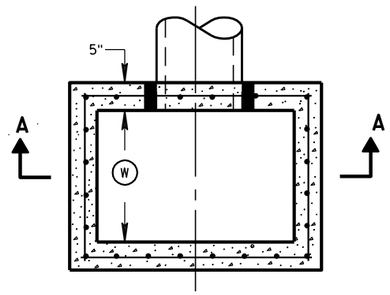
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6/5/2012
DATE

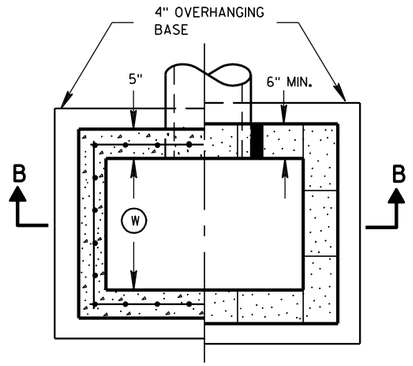
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

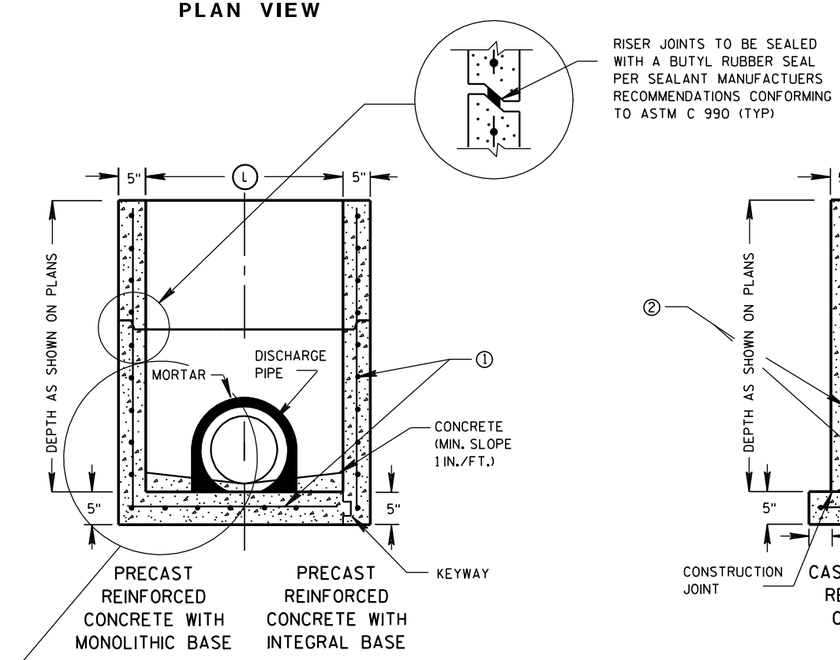
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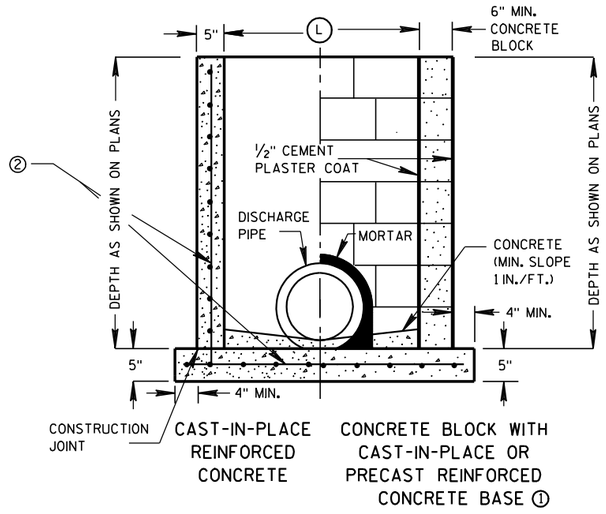
PLAN VIEW



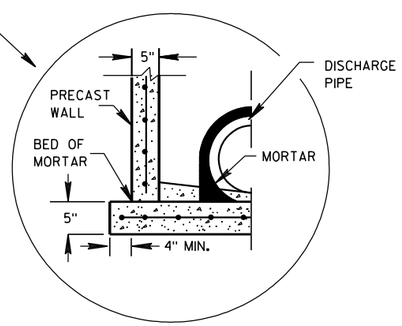
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR 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 SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

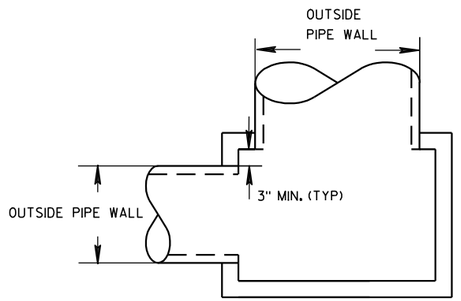
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

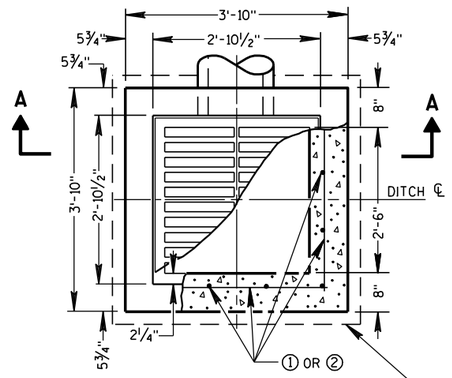
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 544 — ENGINEER
FHWA

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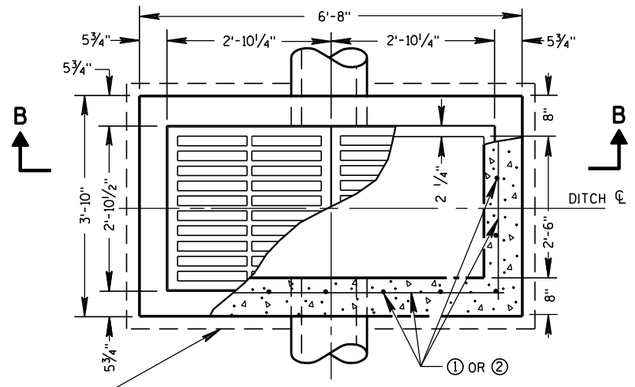
S.D.D. 8 C 7-1

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S.D.D. 8 C 7-1

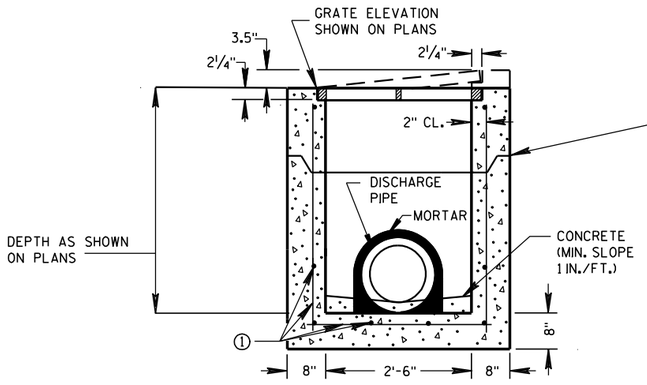


PLAN VIEW

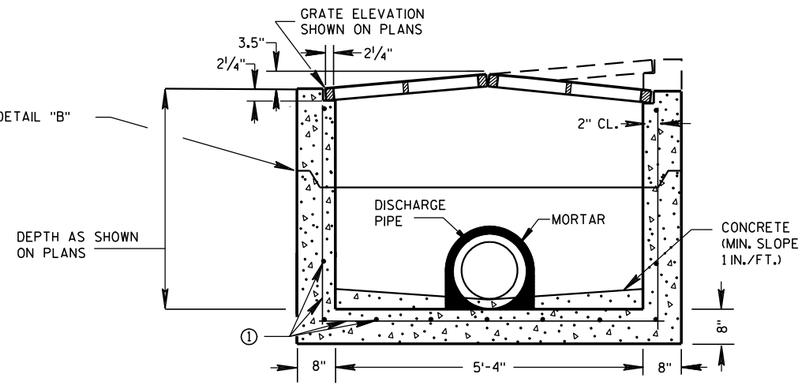


PLAN VIEW

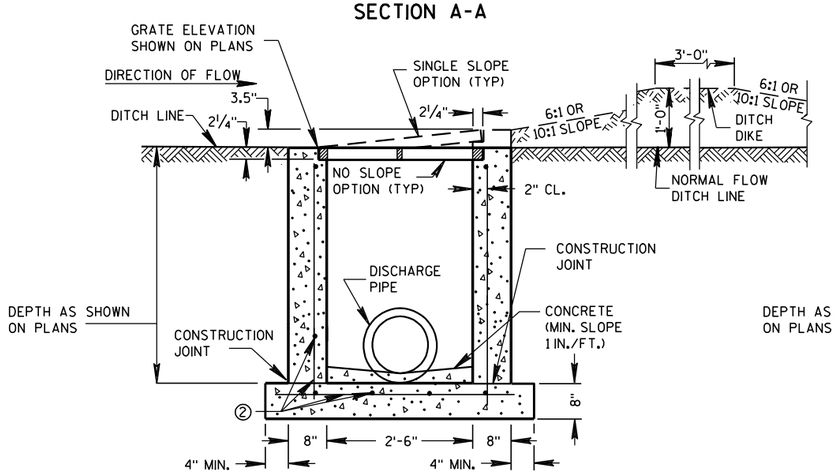
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



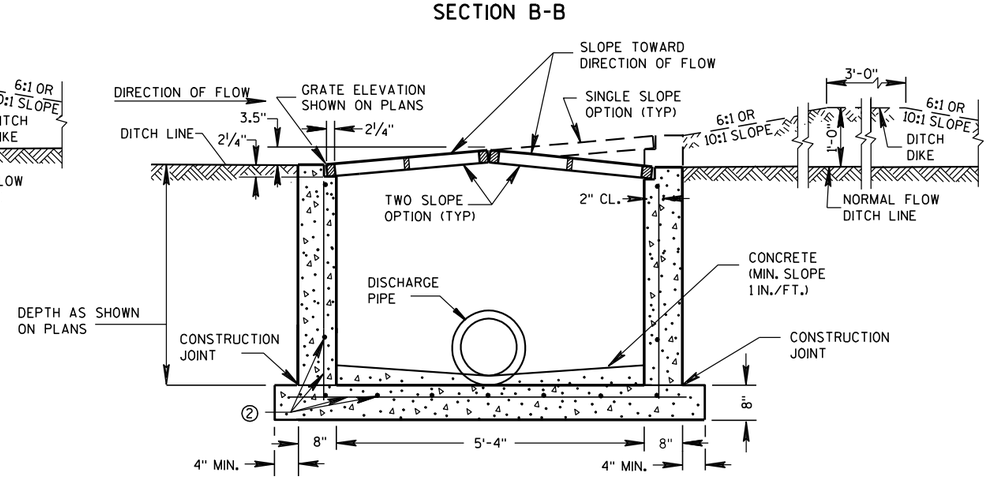
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

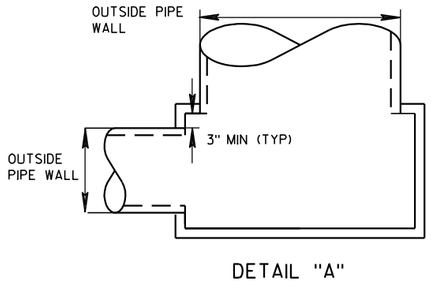
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS 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.

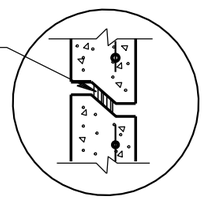
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

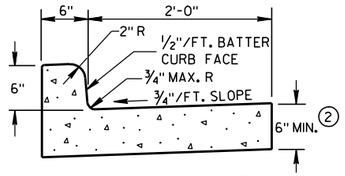
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

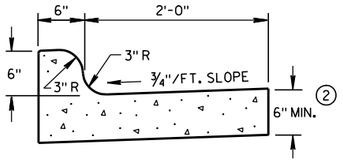
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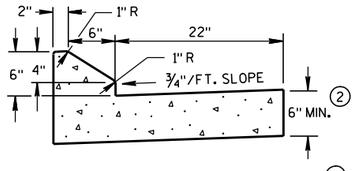
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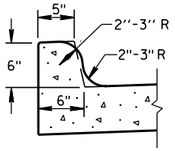
TYPES A & D (1)



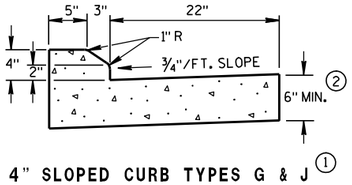
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

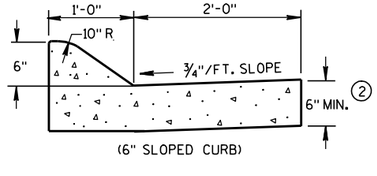


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

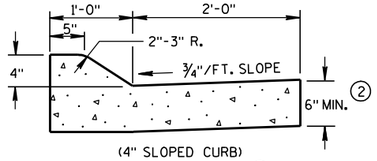


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

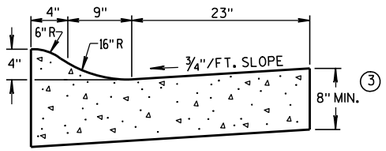


(6" SLOPED CURB)



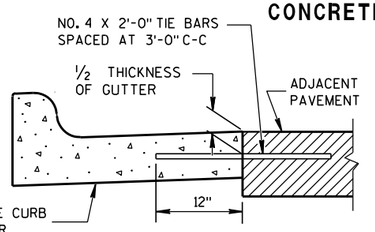
(4" SLOPED CURB)

TYPES A & D (1)

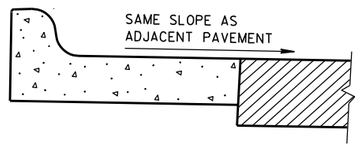


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

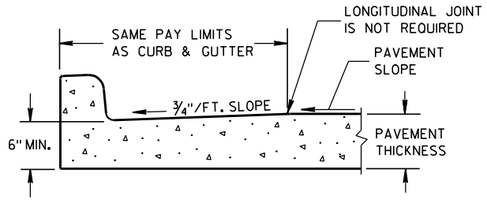
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

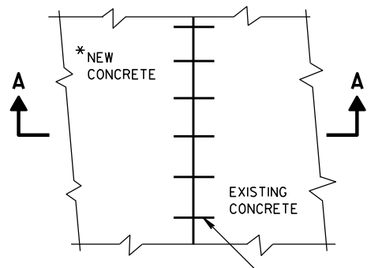
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

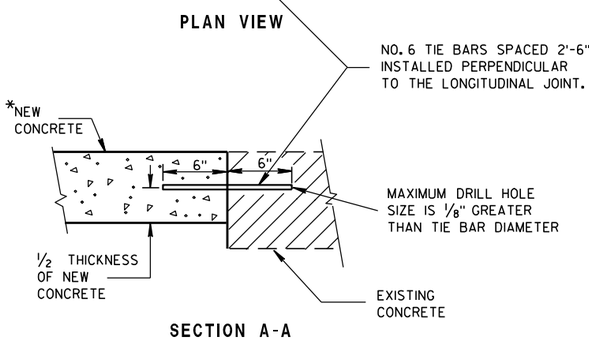


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



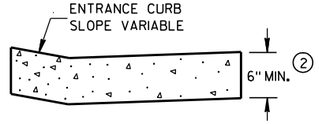
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

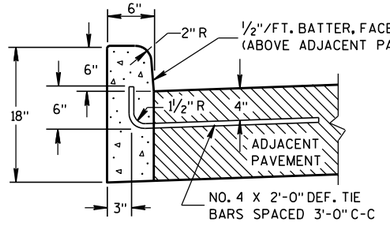


SECTION A-A

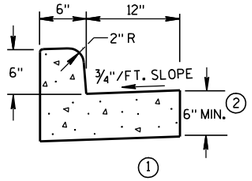
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

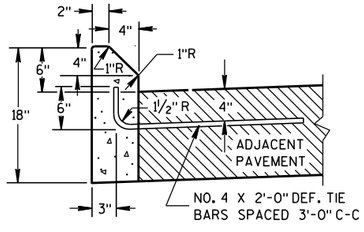


(1) TYPES A & D

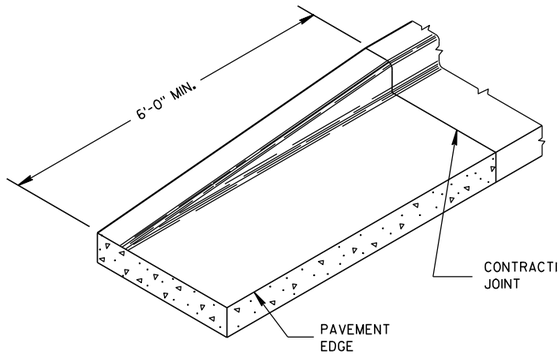


(1) TYPES A & D

CONCRETE CURB & GUTTER 18"



(1) TYPES G & J



END SECTION CURB & GUTTER

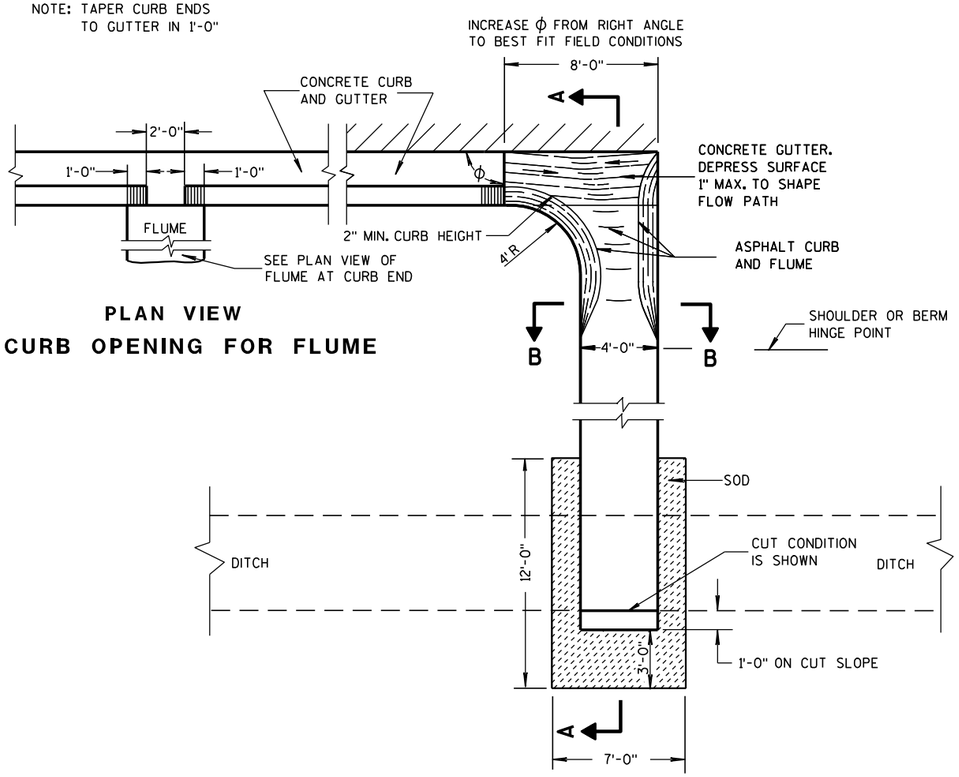
CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
9/4/08 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	

6

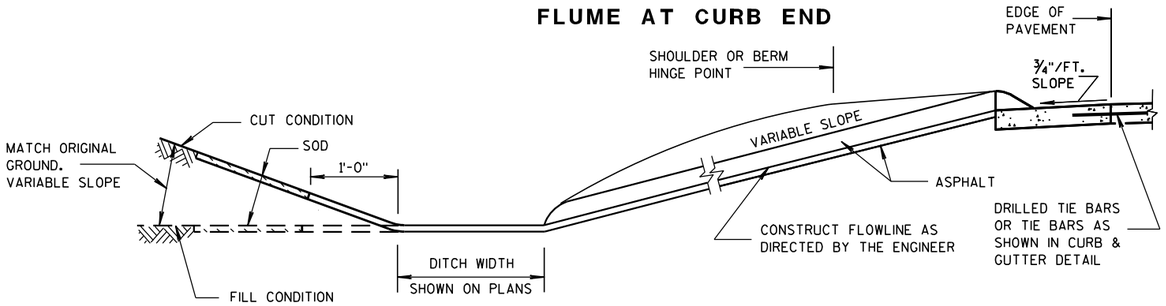
S.D.D. 8 D 1-17

ASPHALTIC FLUME

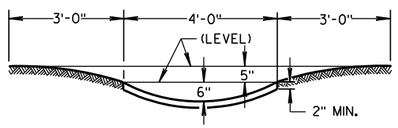


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

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.

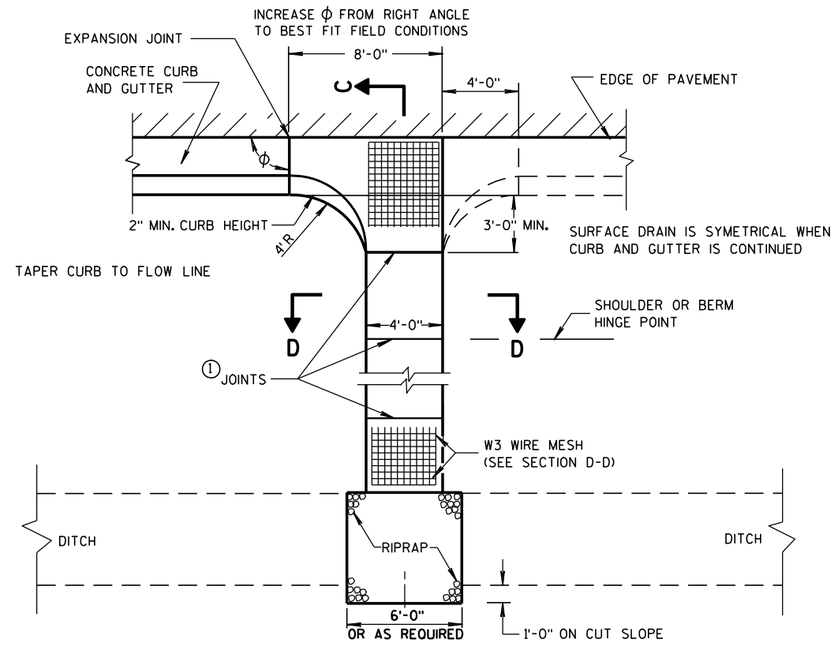
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

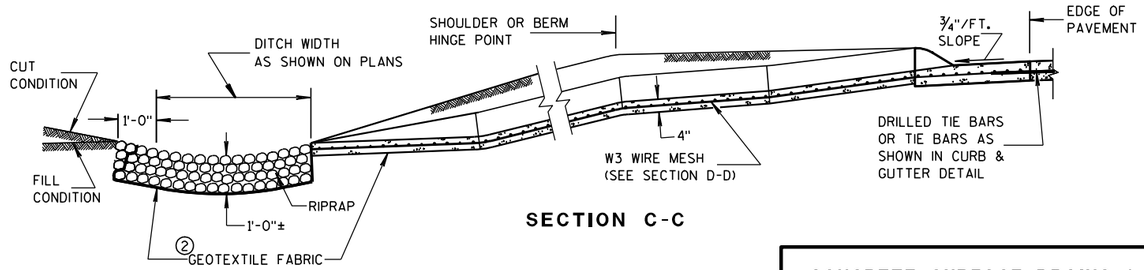
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

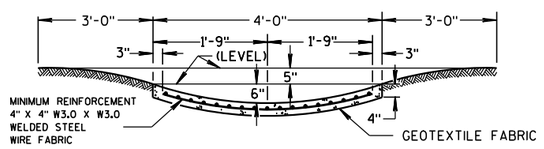
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

547

MENT

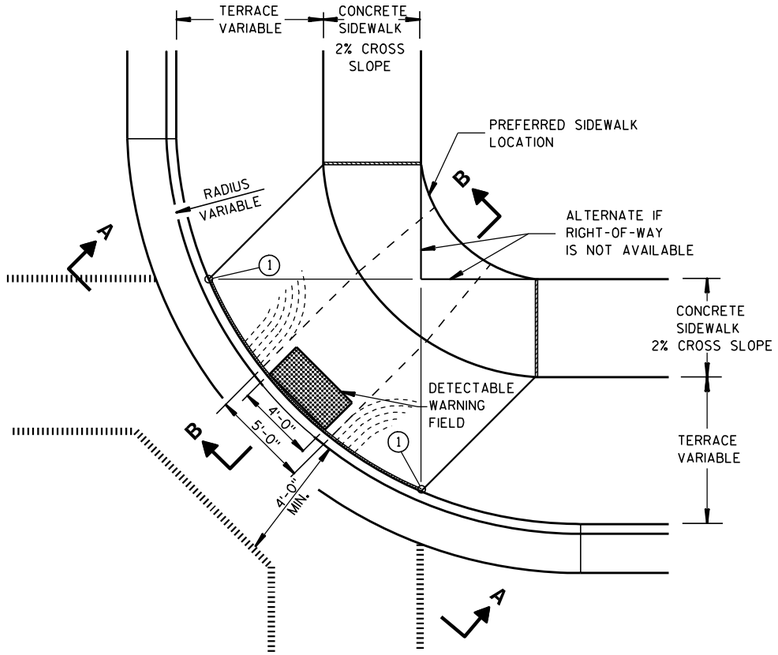
FHWA

6

S.D.D. 8 D 4-5

6

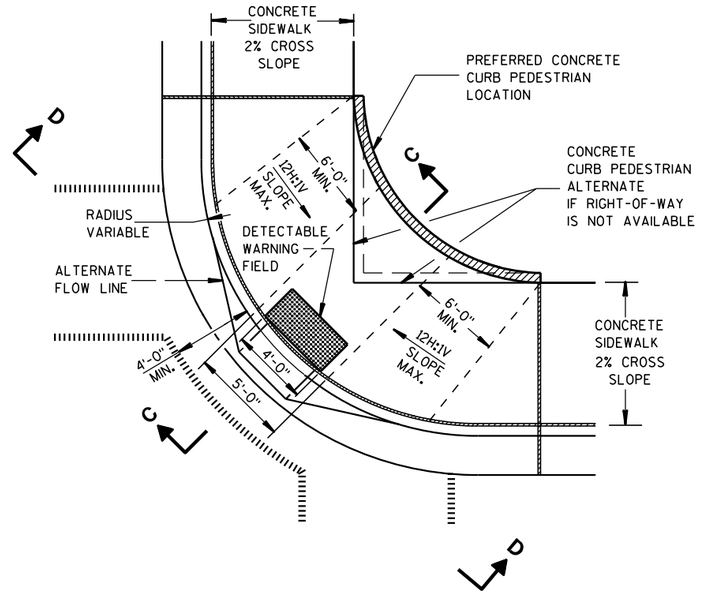
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

DETECTABLE WARNING FIELD 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 LINEAL 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".

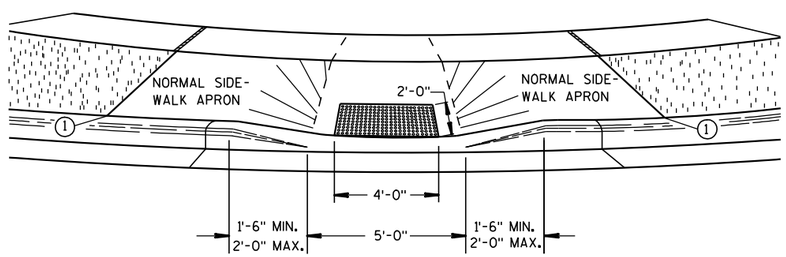
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

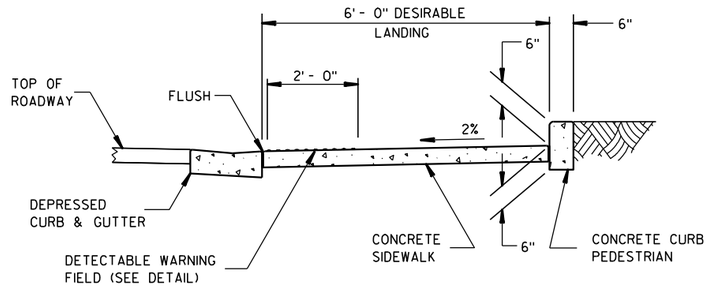
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

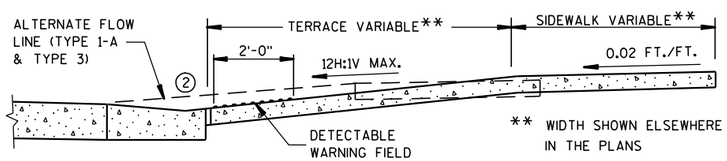
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



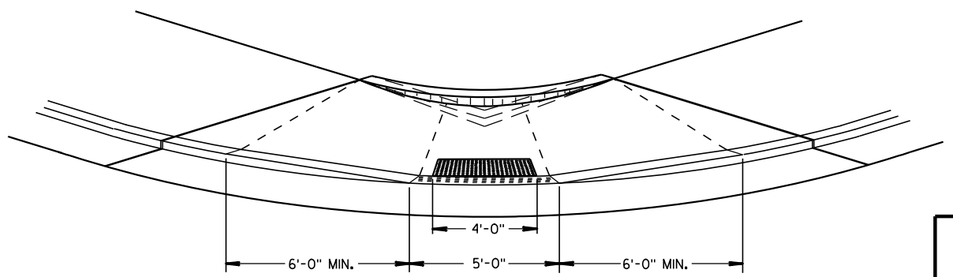
VIEW A-A



SECTION C-C



SECTION B-B



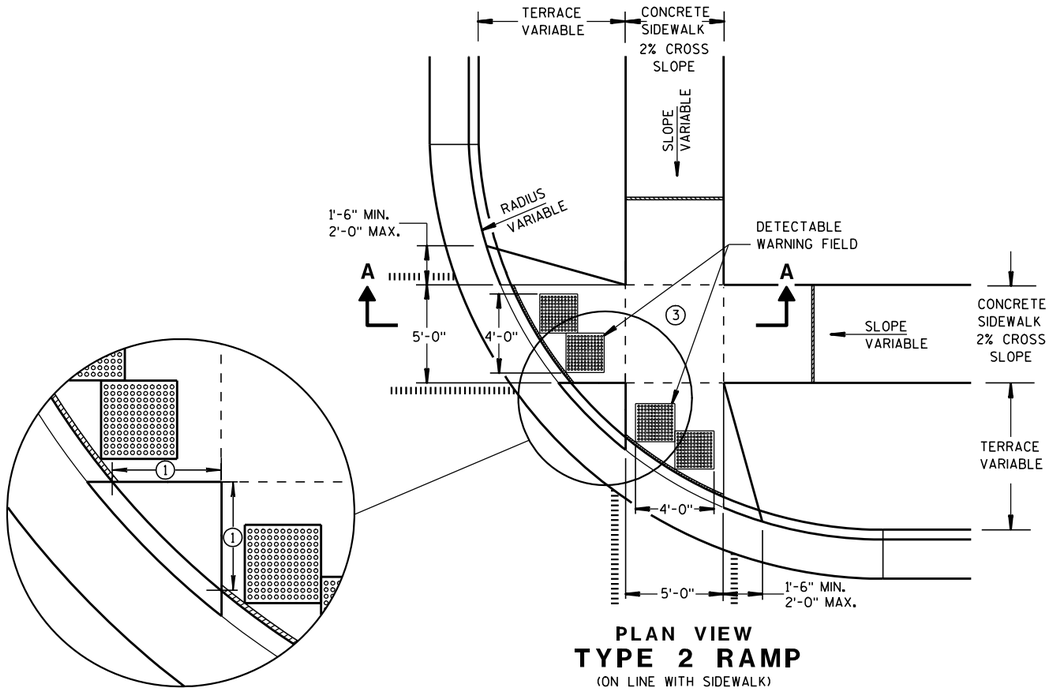
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

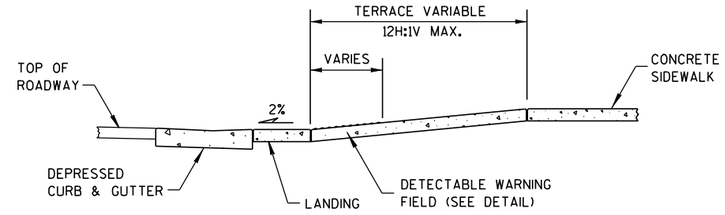
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

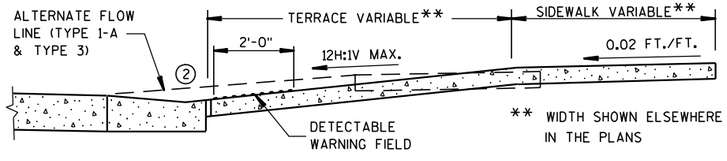
S.D.D. 8 D 5-14a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

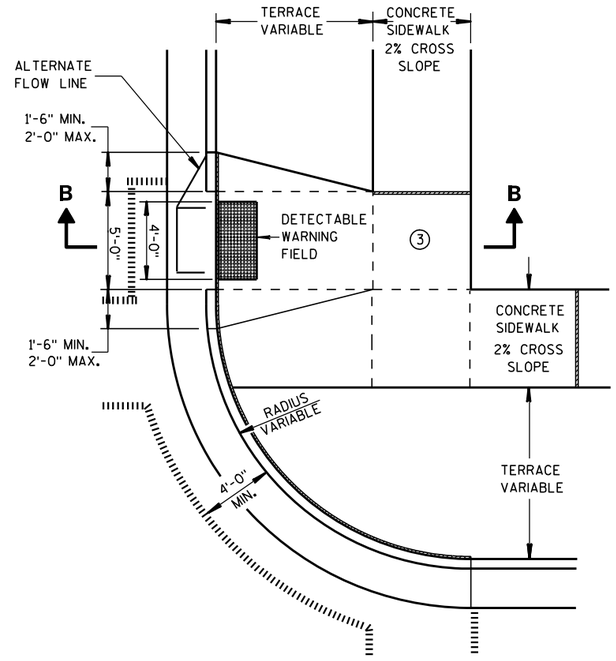
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

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

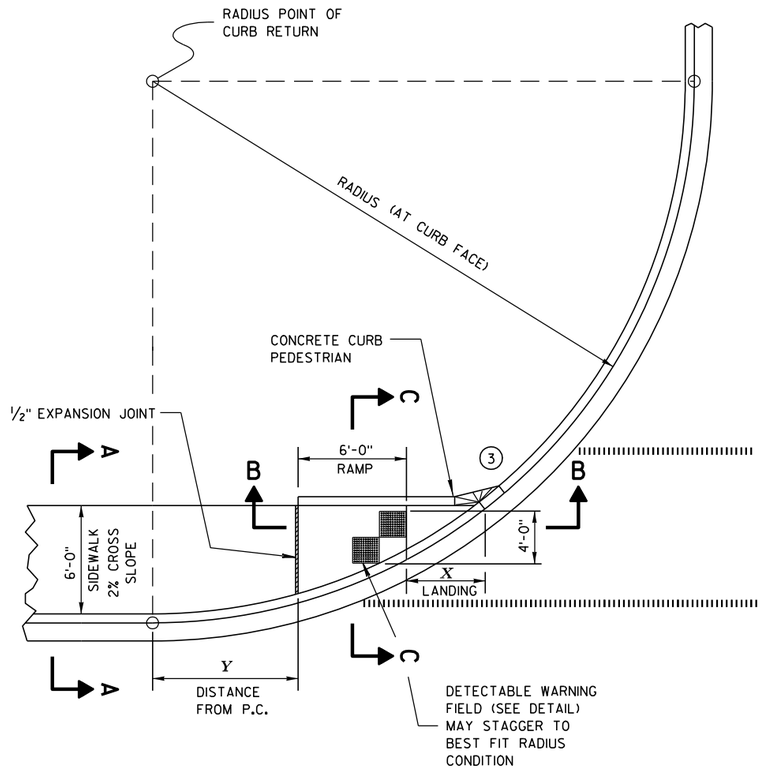


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

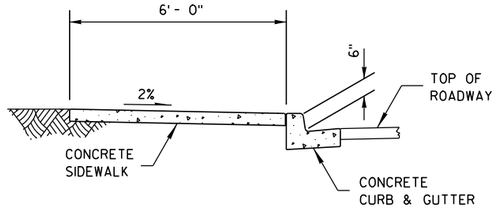
6
S.D.D. 8 D 5-14b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1 3/4"	2'-7 1/4"
30 FEET	7'-11 3/4"	4'-8 1/4"
40 FEET	9'-5 1/4"	6'-5"
50 FEET	10'-8 3/4"	7'-11 1/4"
60 FEET	11'-10 1/4"	9'-3 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A

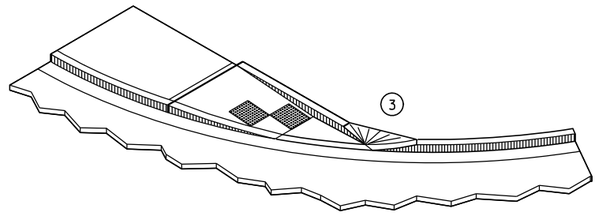
GENERAL NOTES

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

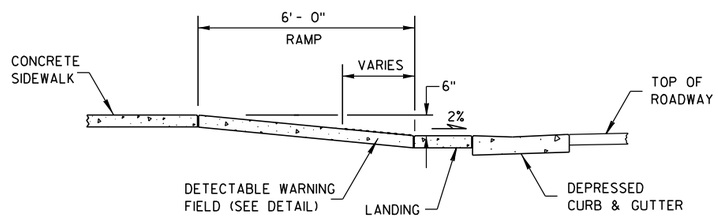
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

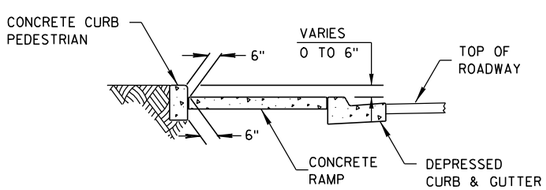
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

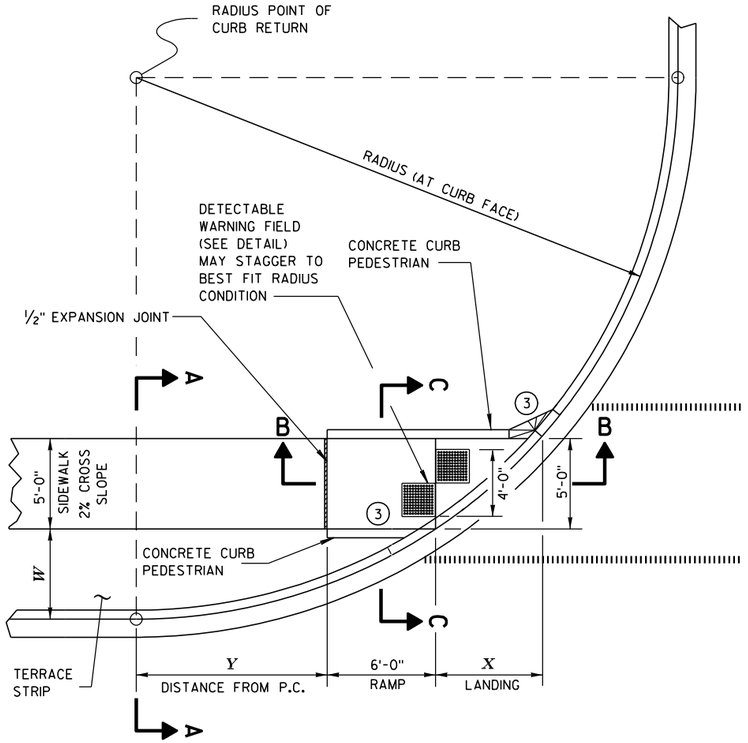
LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 8 D 5-14c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

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

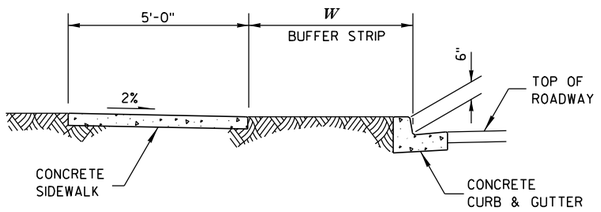
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

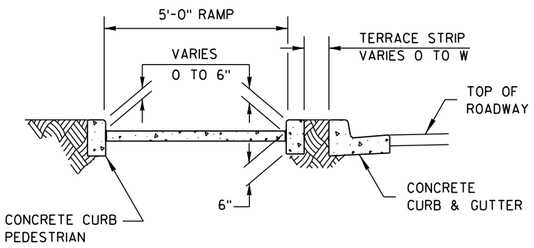
(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

RADIUS (AT CURB FACE)	W = 3'- 0"		W = 4'- 0"		W = 5'- 0"		W = 6'- 0"		W = 7'- 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'- ½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

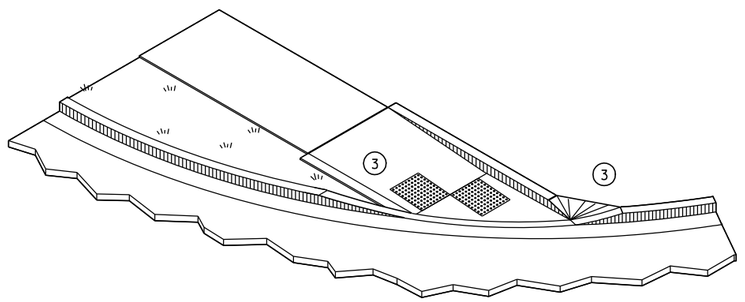
INTERMEDIATE RADII CAN BE INTERPOLATED



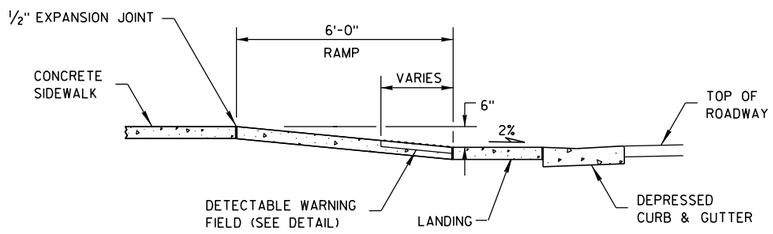
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

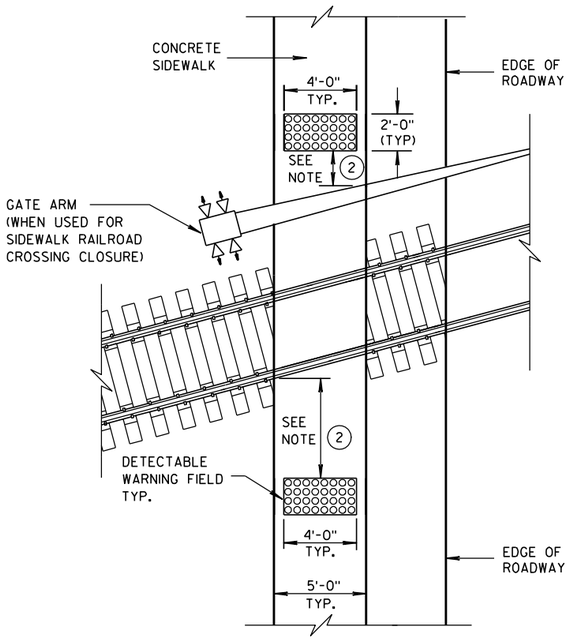
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

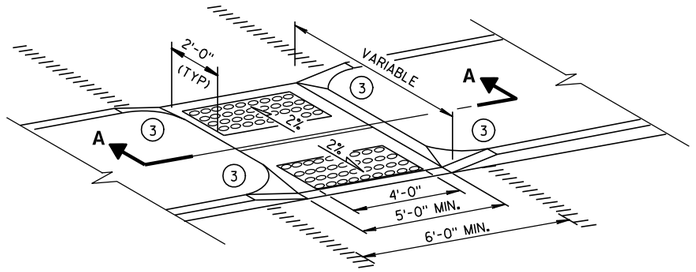
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

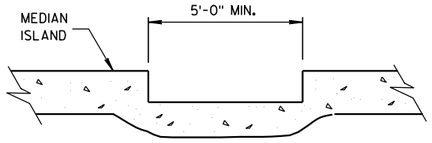
S.D.D. 8 D 5-14d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



SECTION A-A

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

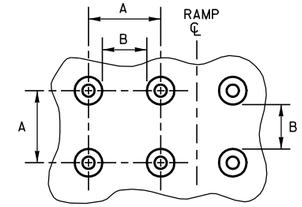
(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) 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. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

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

LEGEND

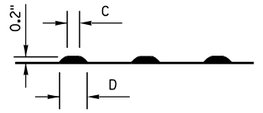
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



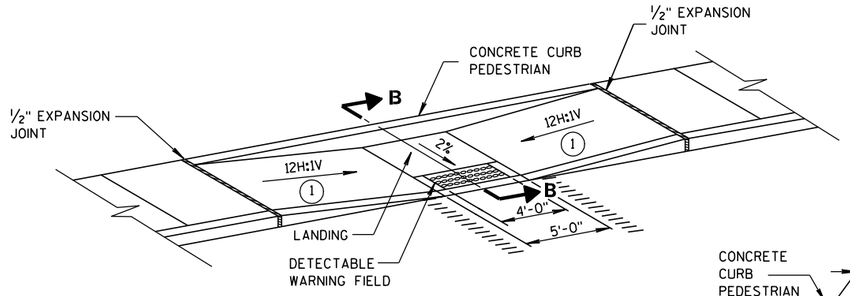
PLAN VIEW

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

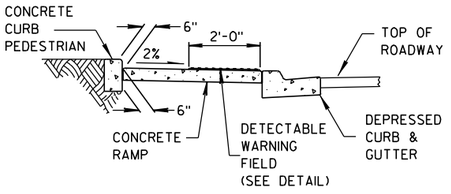
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

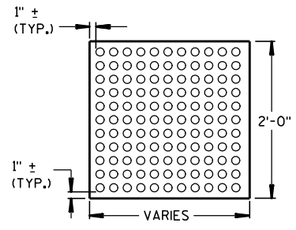


MID-BLOCK CROSSING
TYPE 7A



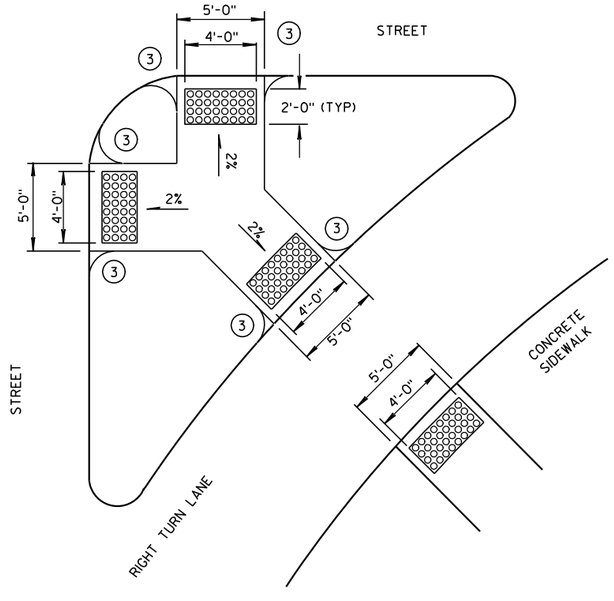
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

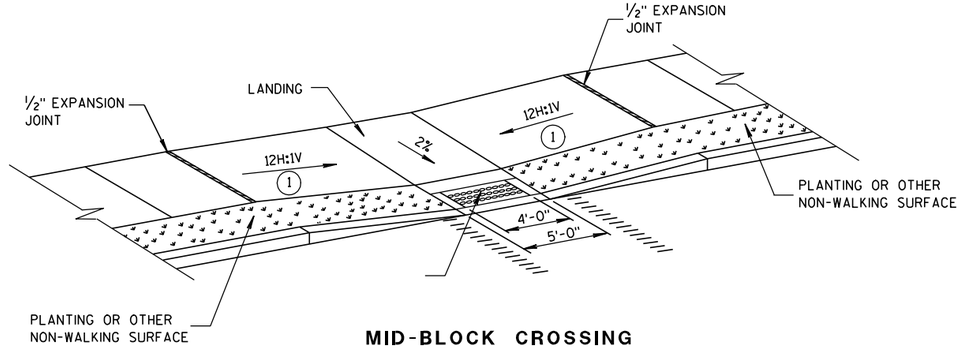


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

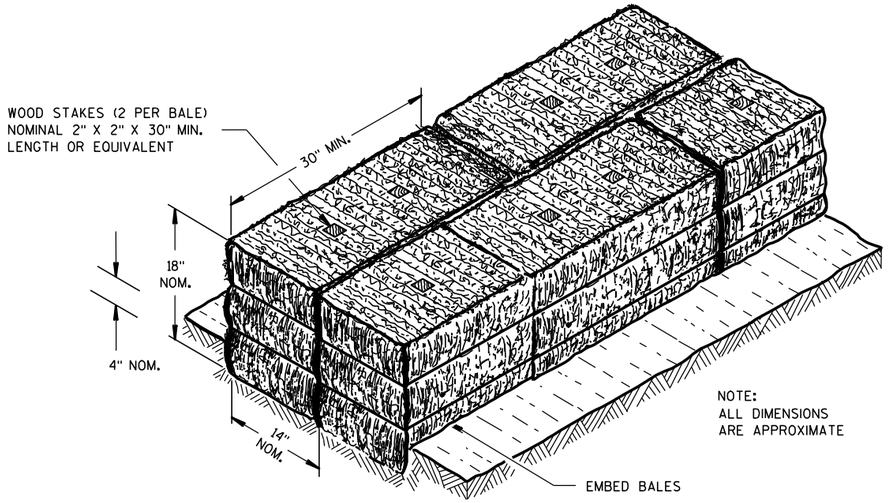
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

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

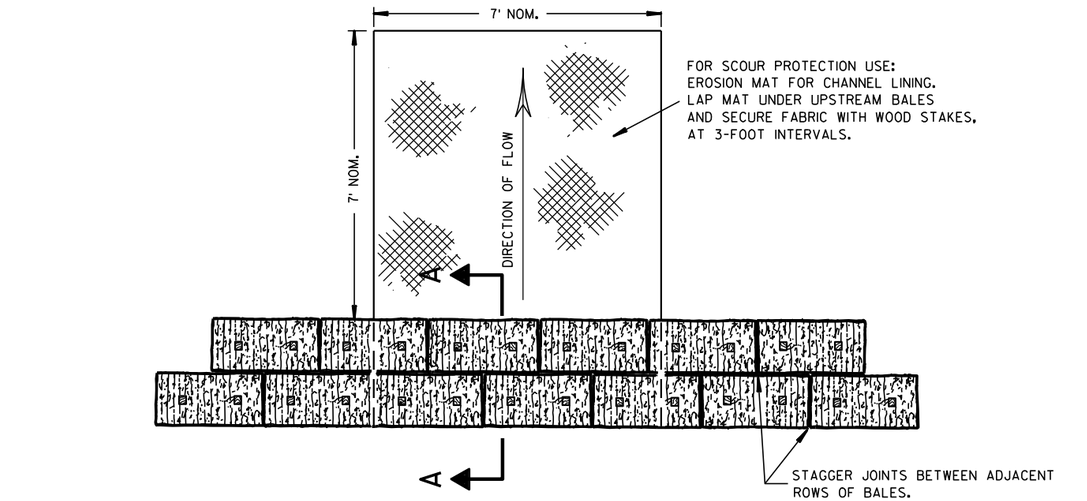
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-9-10 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER 552 ENT
FHWA

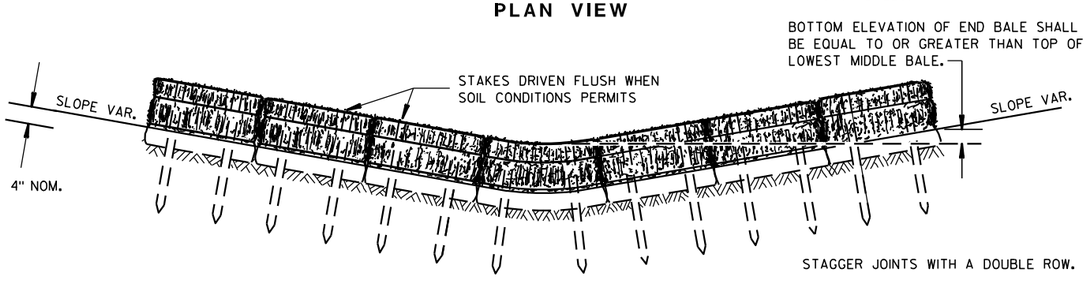
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S.D.D. 8 D 5-14e



SECTION A-A



PLAN VIEW



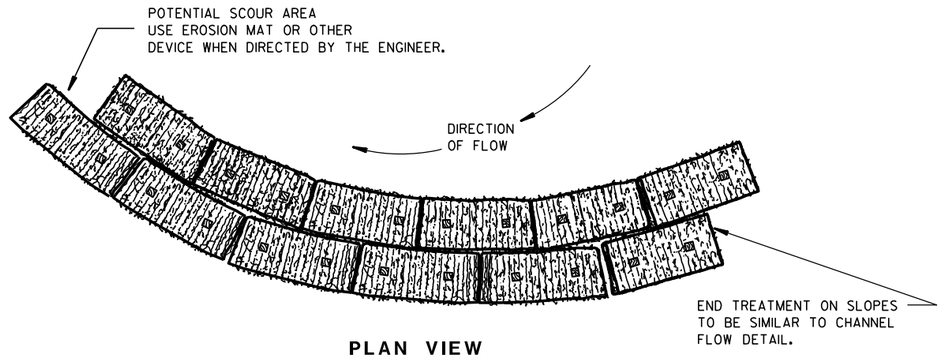
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

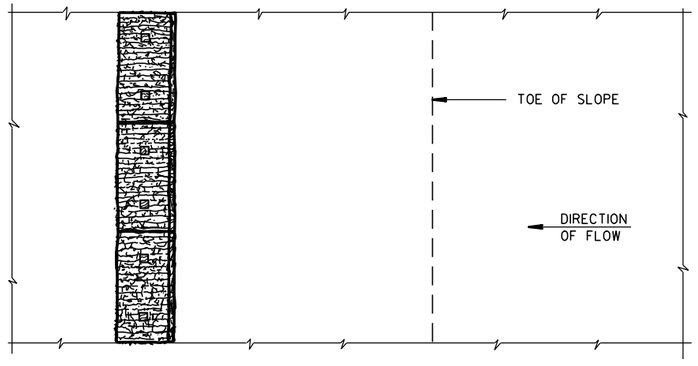
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

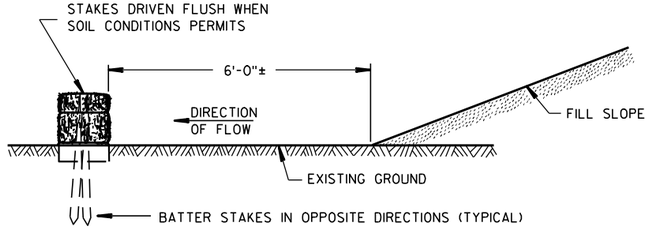


PLAN VIEW

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

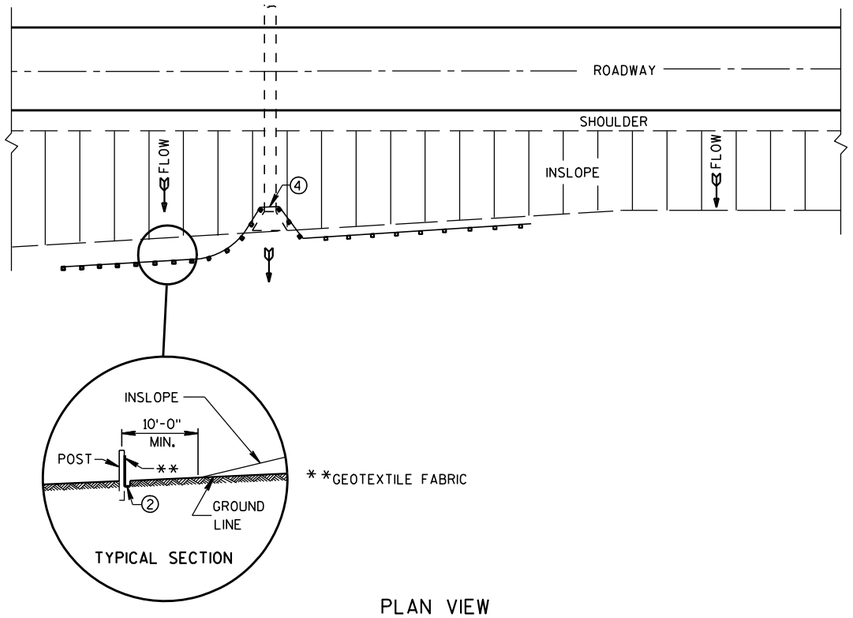
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S.D.D. 8 E 8-3

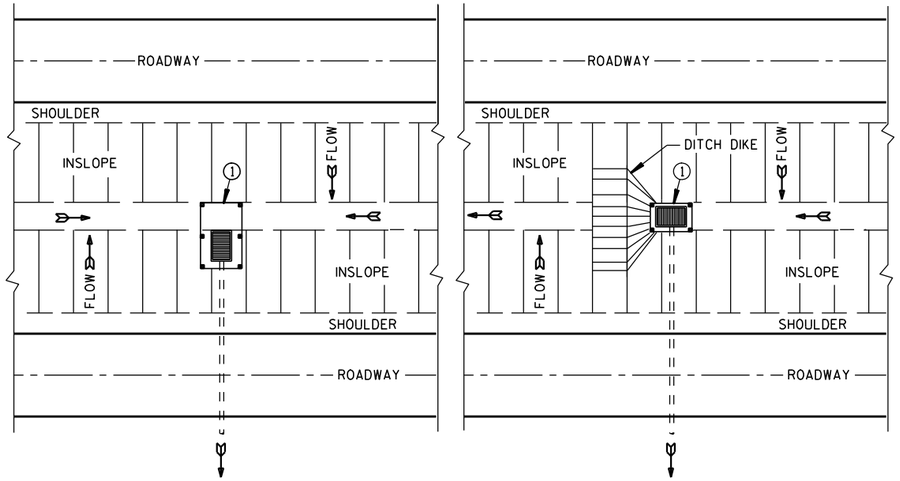
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S.D.D. 8 E 8-3



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.

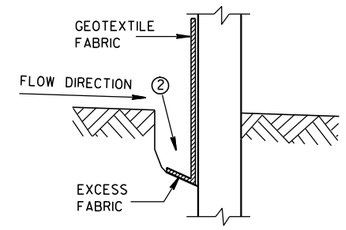
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

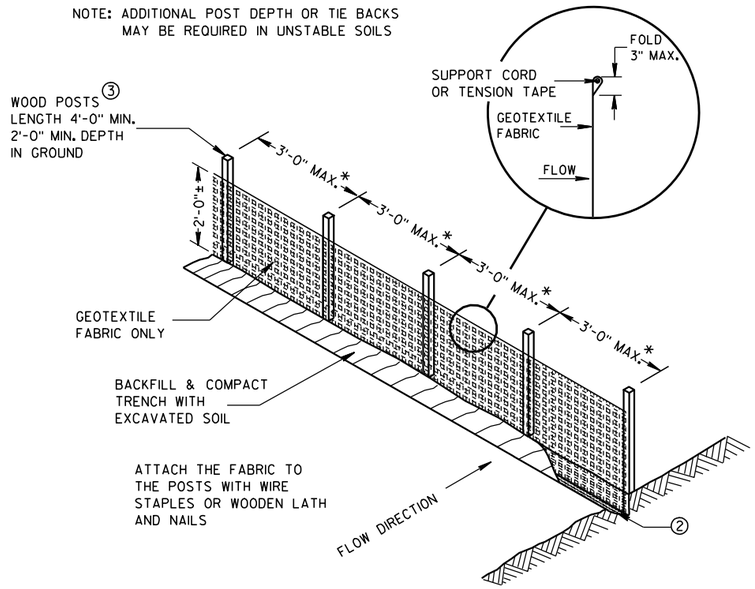
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

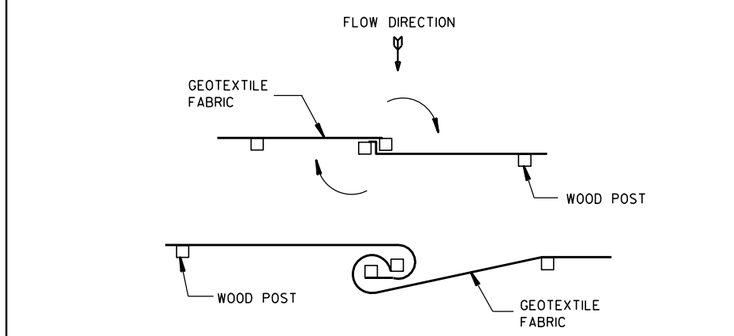
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



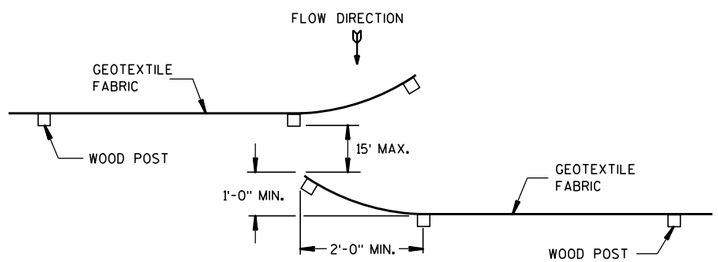
TRENCH DETAIL



SILT FENCE

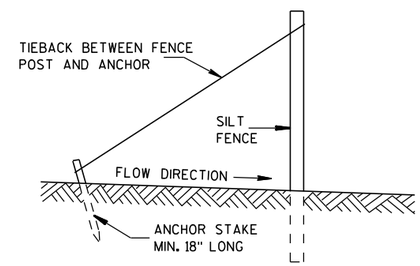


TWIST METHOD



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

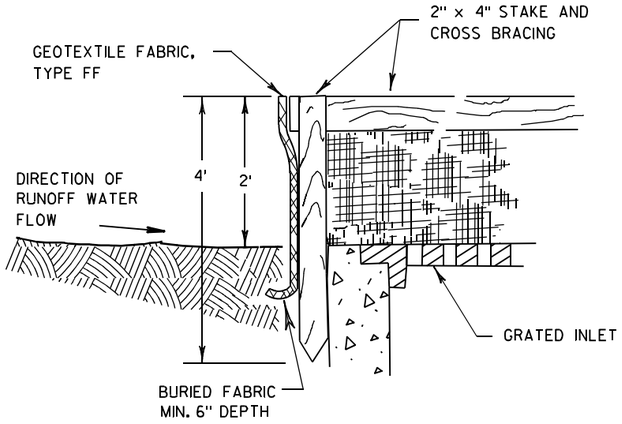
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

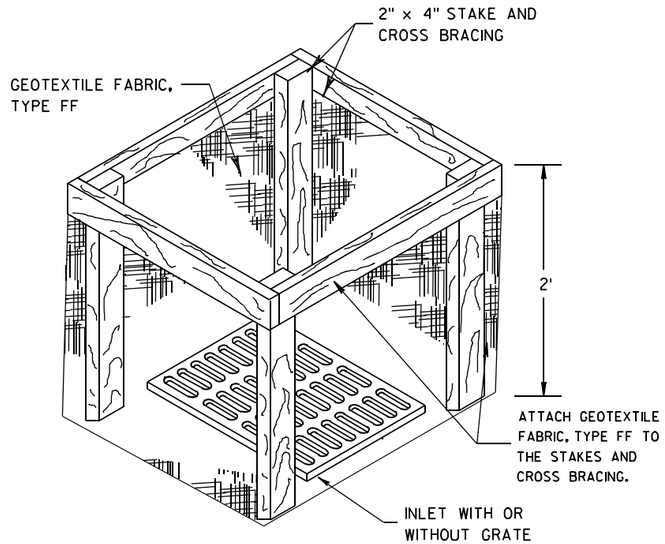
6

S.D.D. 8 E 9-6

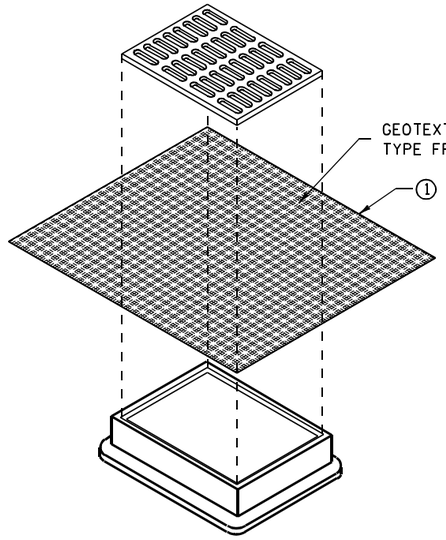
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S.D.D. 8 E 9-6



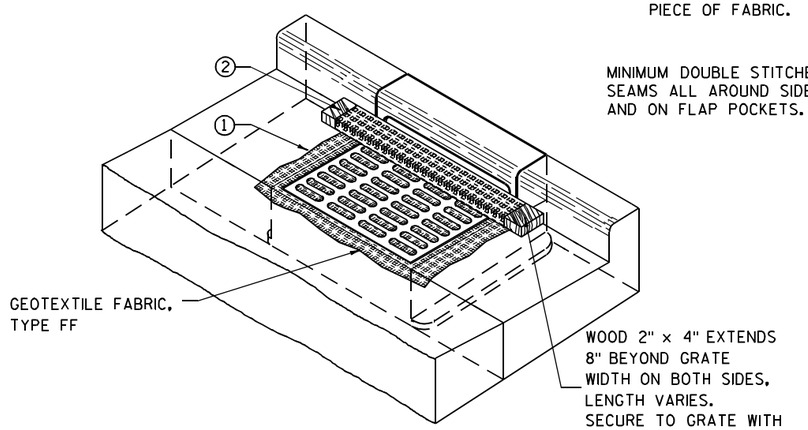


INLET PROTECTION, TYPE A

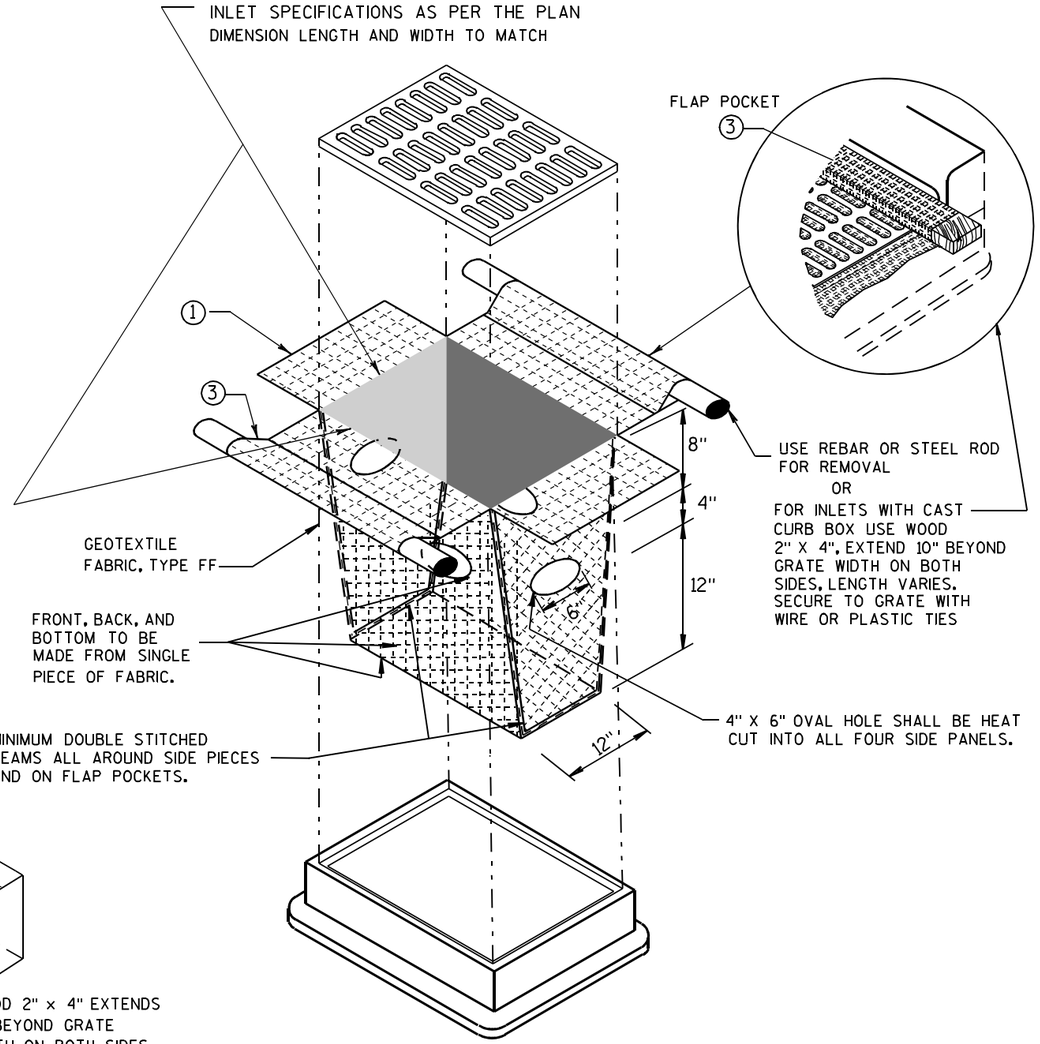


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

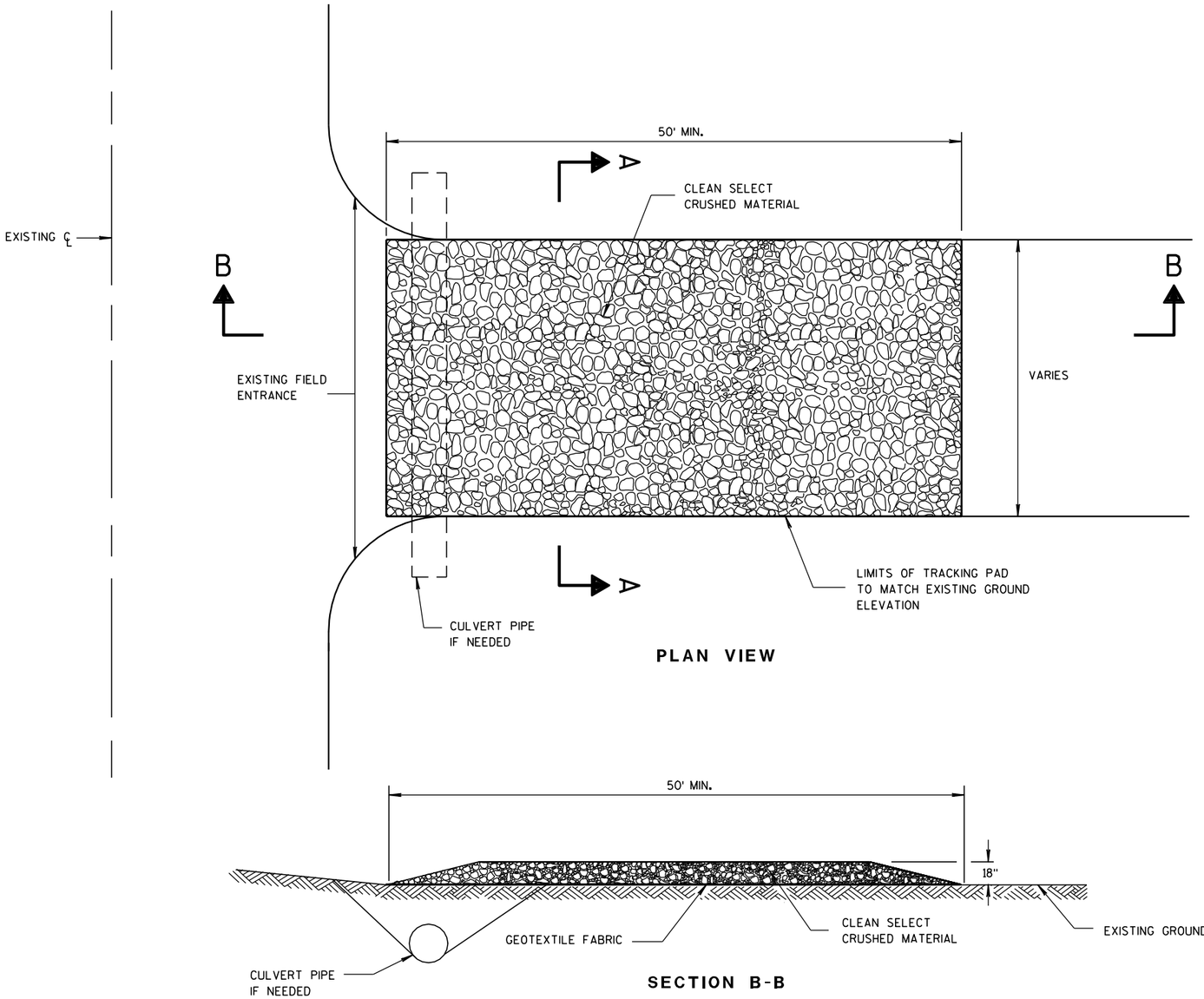
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

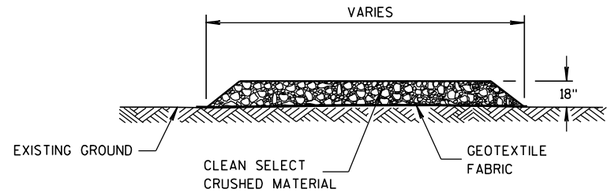
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER 556	ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

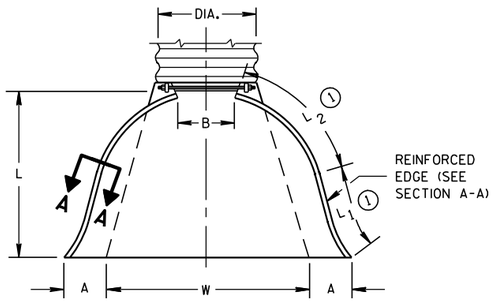
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

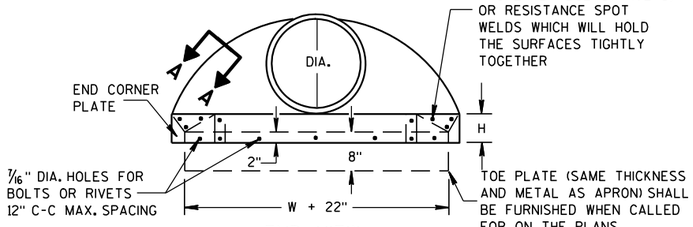
REINFORCED CONCRETE APRON ENDWALLS

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

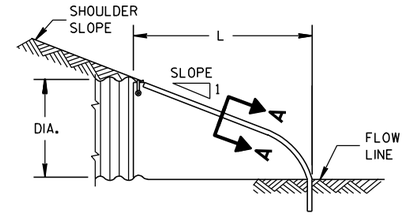
*MINIMUM
**MAXIMUM



PLAN VIEW

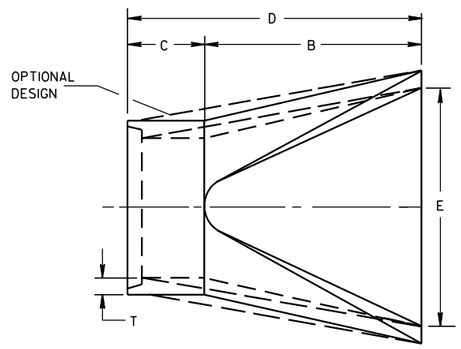


END VIEW

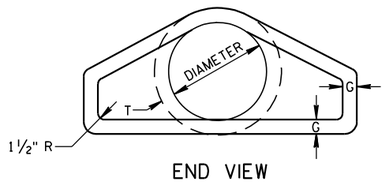


SIDE ELEVATION

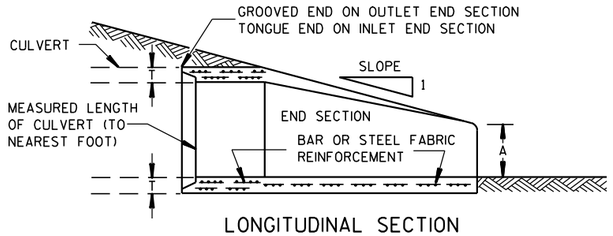
METAL ENDWALLS



PLAN

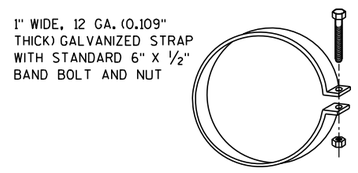


END VIEW



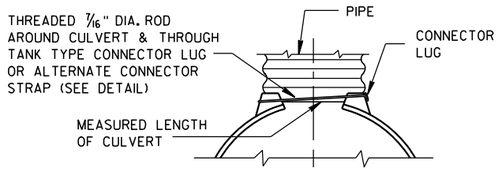
LONGITUDINAL SECTION

CONCRETE ENDWALLS

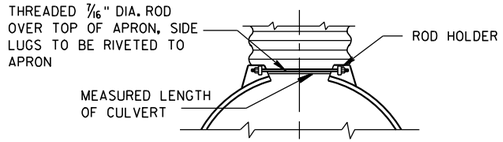


ALTERNATE FOR TYPE 1 CONNECTION

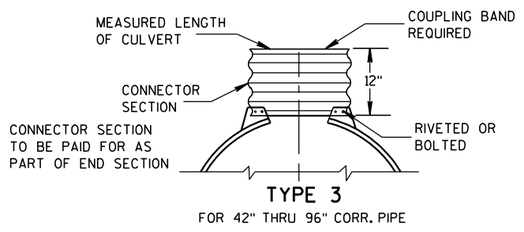
END SECTION CONNECTOR STRAP



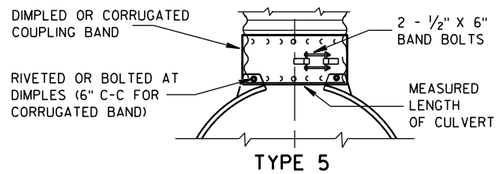
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

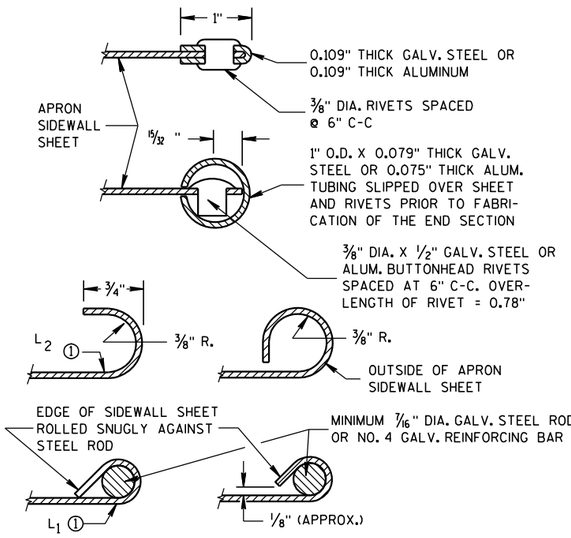
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

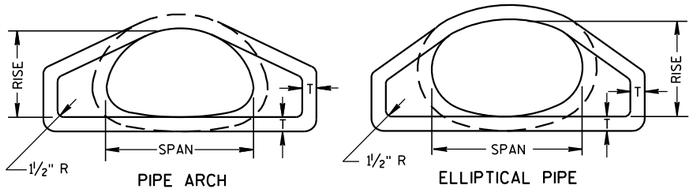
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

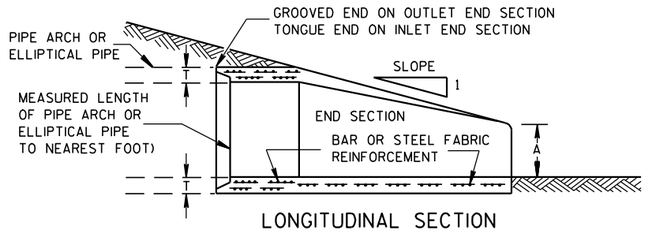
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 557 NEER
FHWA

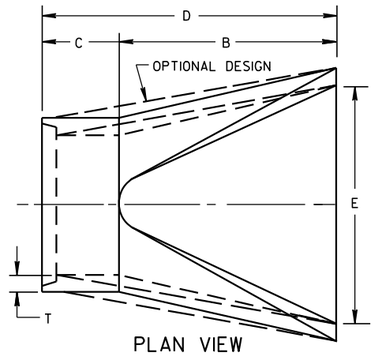
6
S.D.D. 8 F 1-11



END VIEW

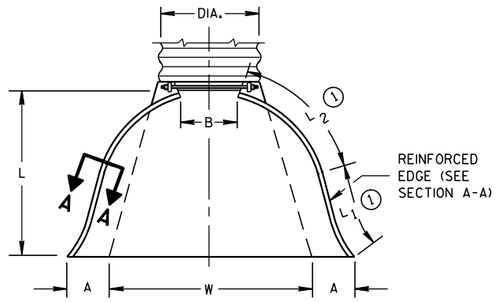


LONGITUDINAL SECTION

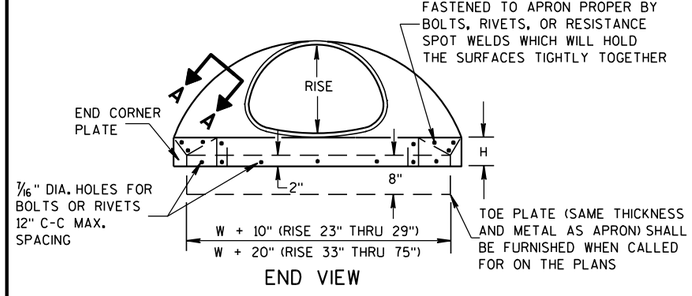


PLAN VIEW

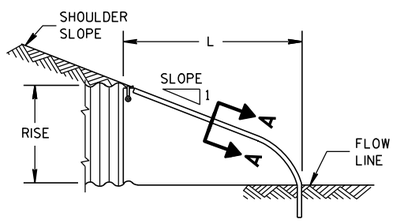
CONCRETE ENDWALLS



PLAN VIEW

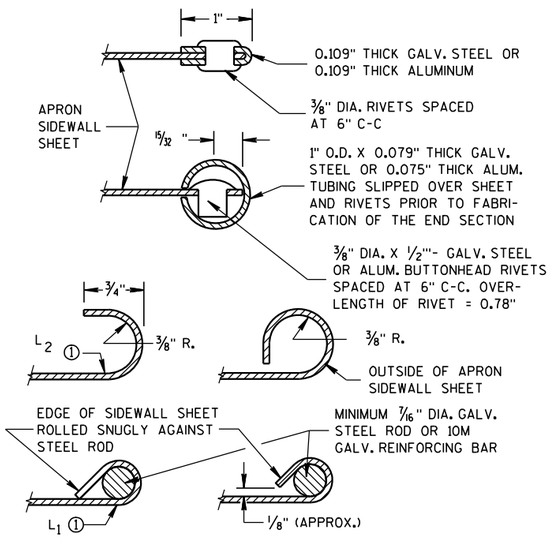


END VIEW



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

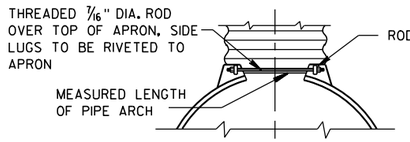
REINFORCED CONCRETE PIPE ARCH

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

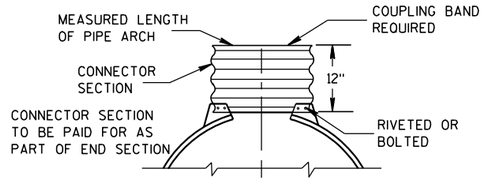
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



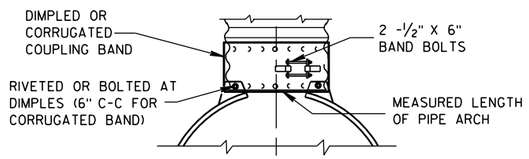
TYPE 2

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

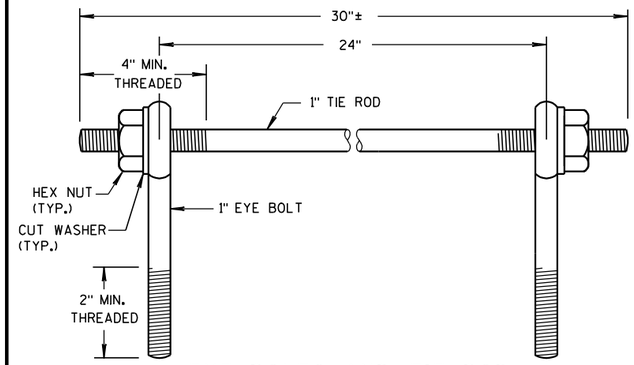
APPROVED

11/30/94 — DATE

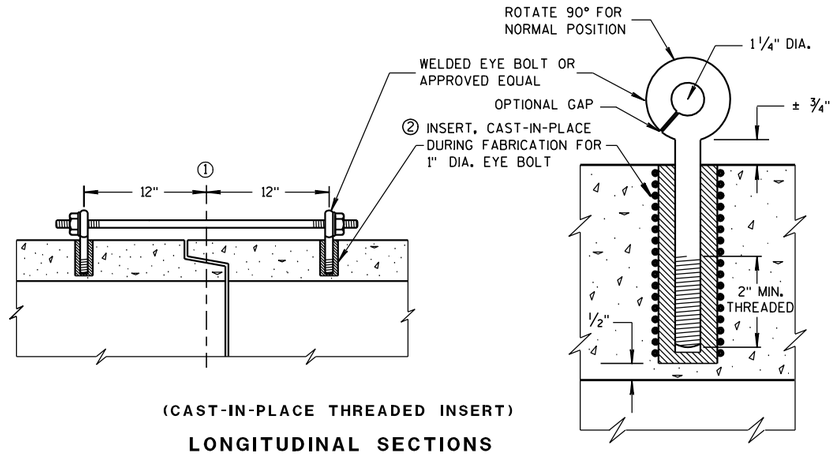
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
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 ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

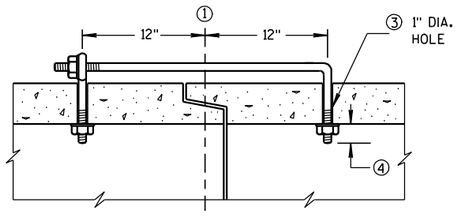
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

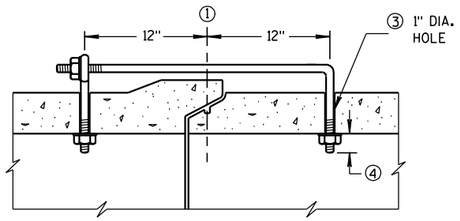
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

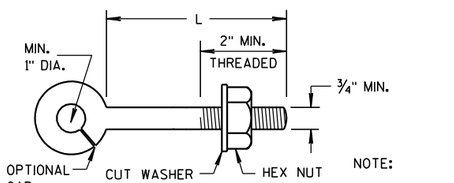


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

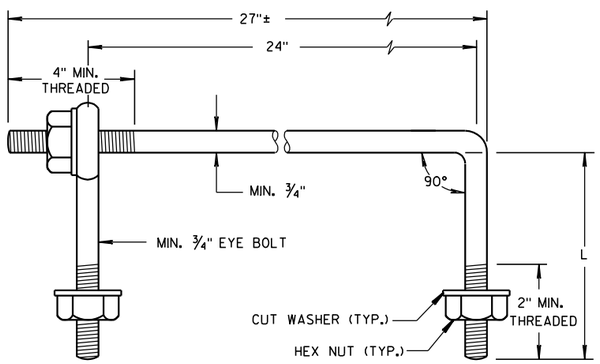
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

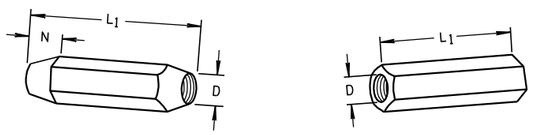
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

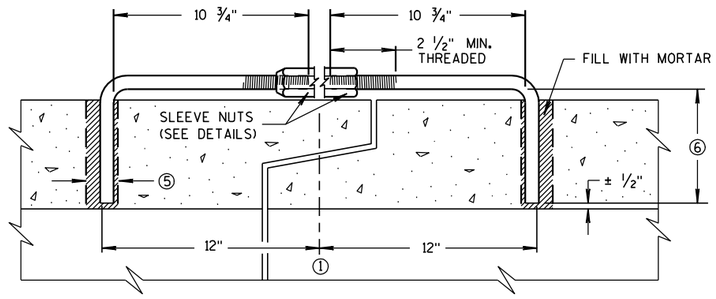
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

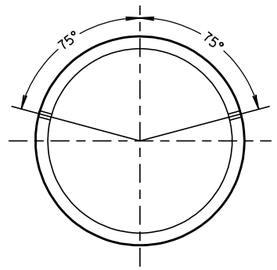
SLEEVE NUTS



LONGITUDINAL SECTION

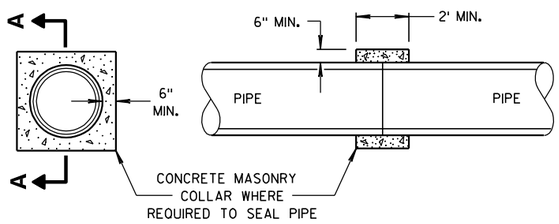
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
559 — 'MENT
FHWA

6

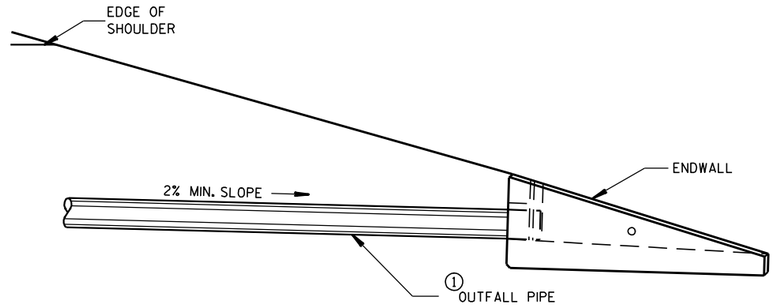
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION 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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

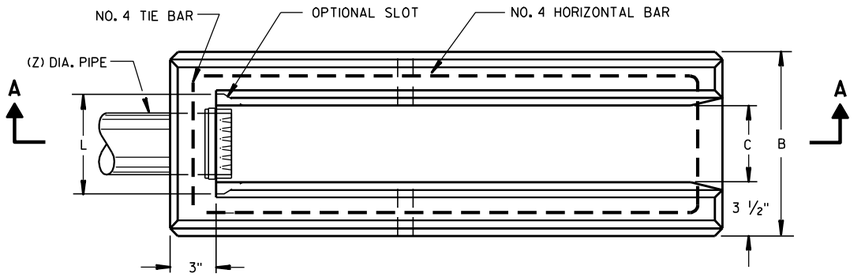
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

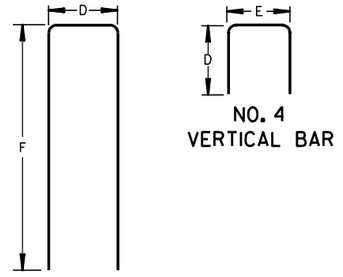
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

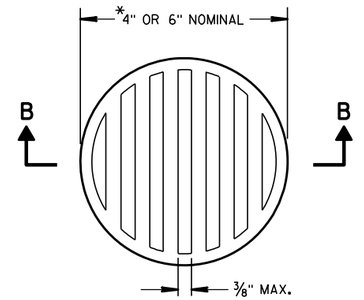
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



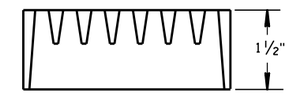
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



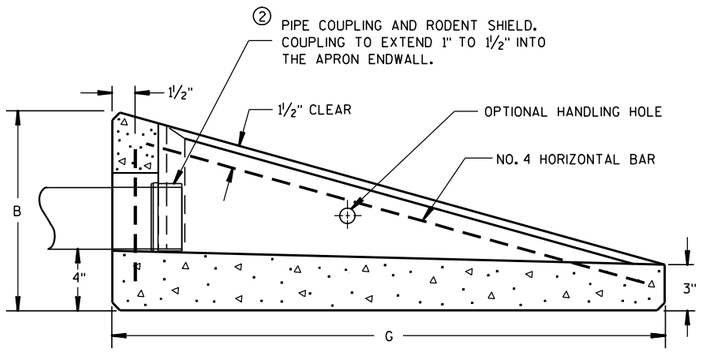
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



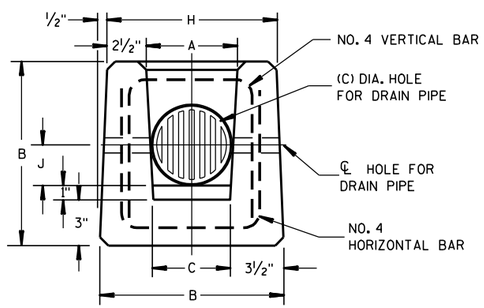
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

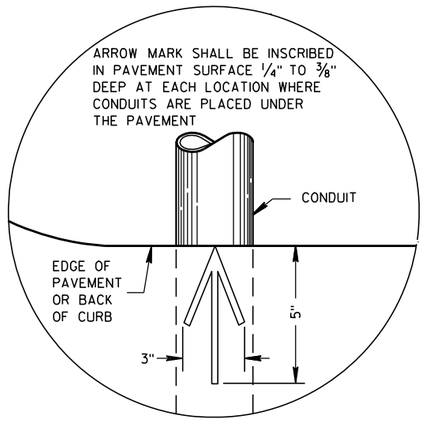
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

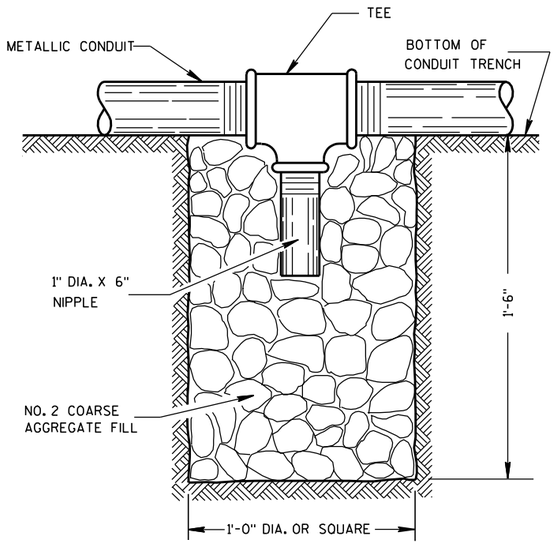
6

S.D.D. 8 F 6-4



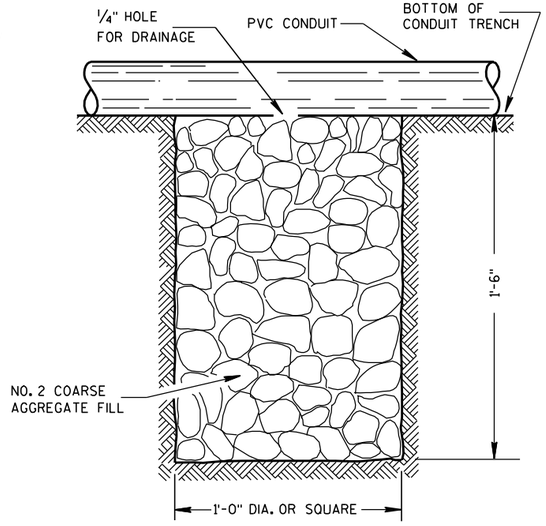
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

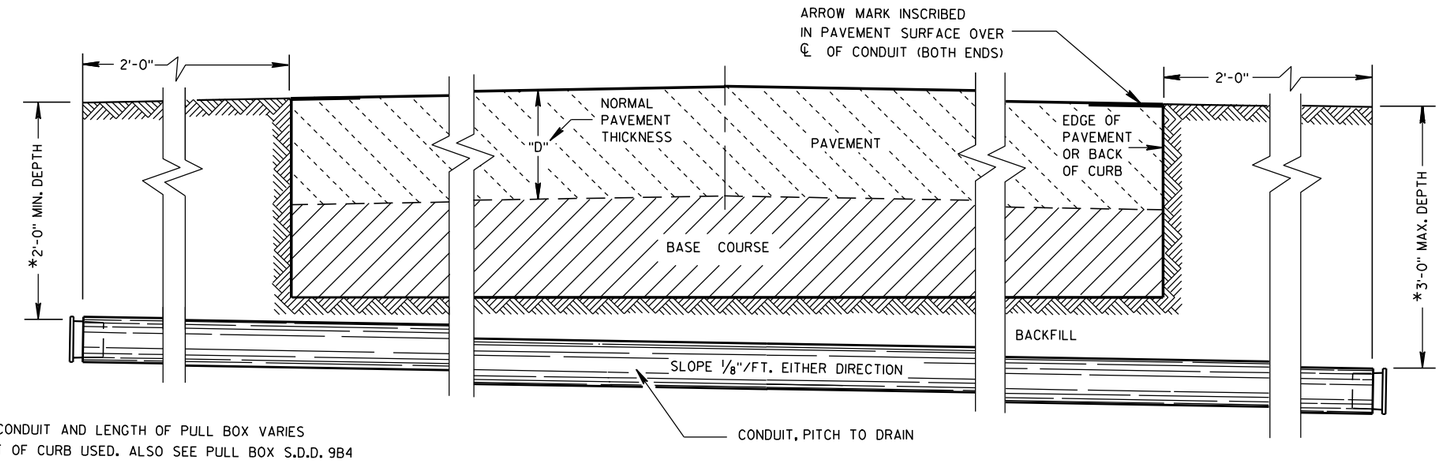
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 561 HWYS

FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

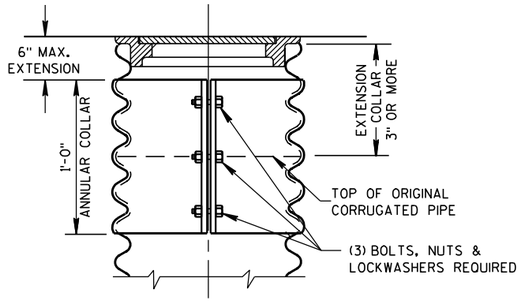
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

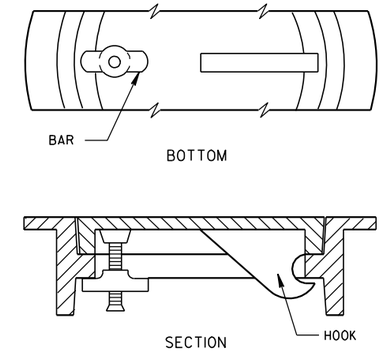
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

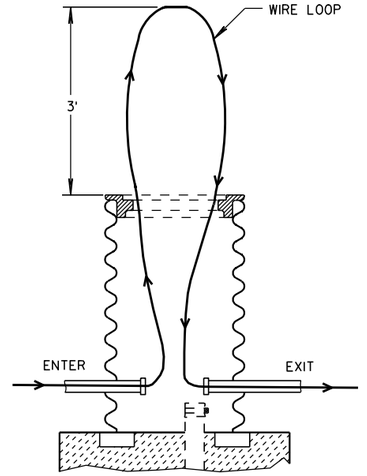


CORRUGATED PIPE EXTENDER

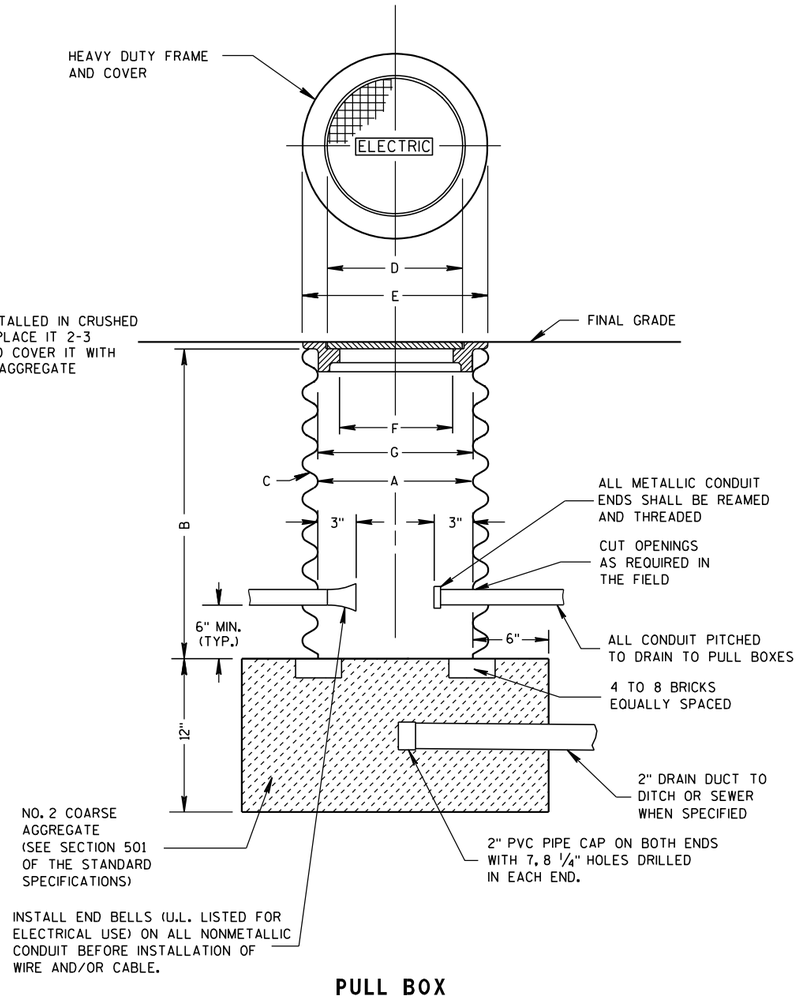


ALTERNATE COVER (LOCKING)

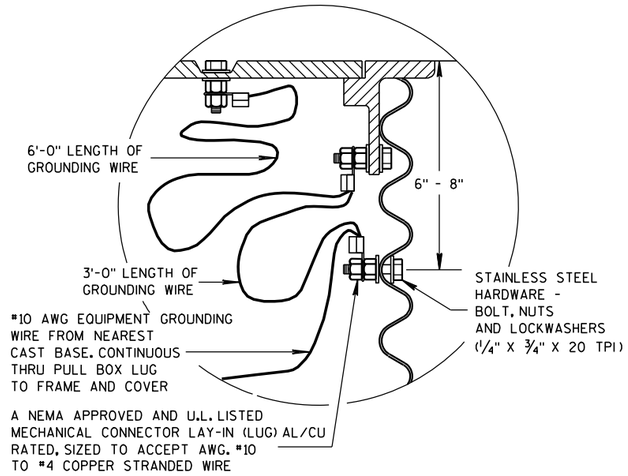
TIGHTENING BAR TYPE



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



PULL BOX

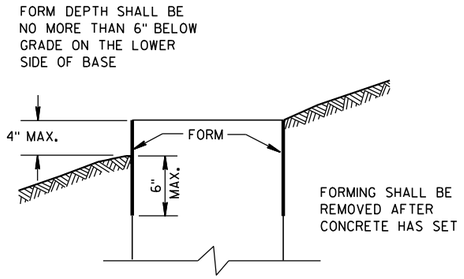


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/27/06 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 562 HWYS
FHWA



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
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 DRAWING SHALL 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 AS 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 AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES 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 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

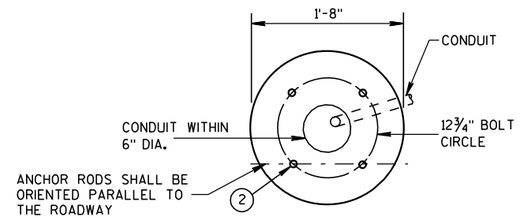
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

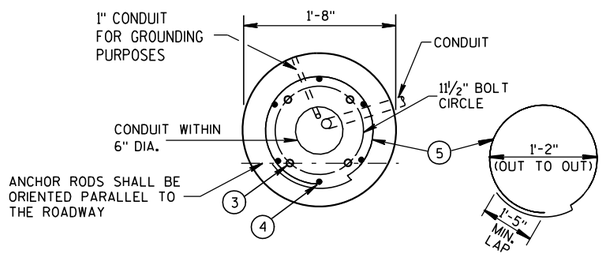
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

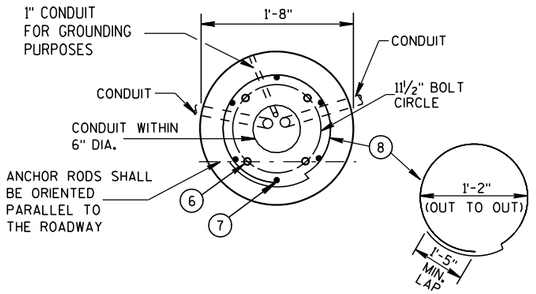
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

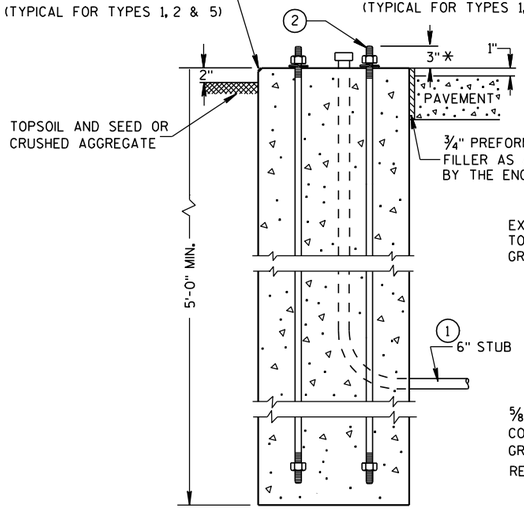






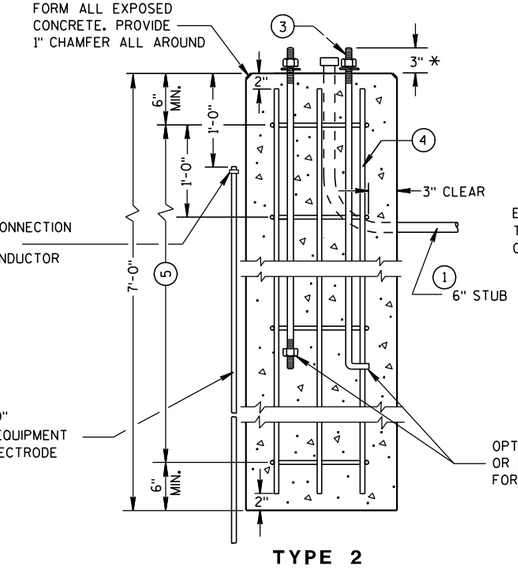
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)

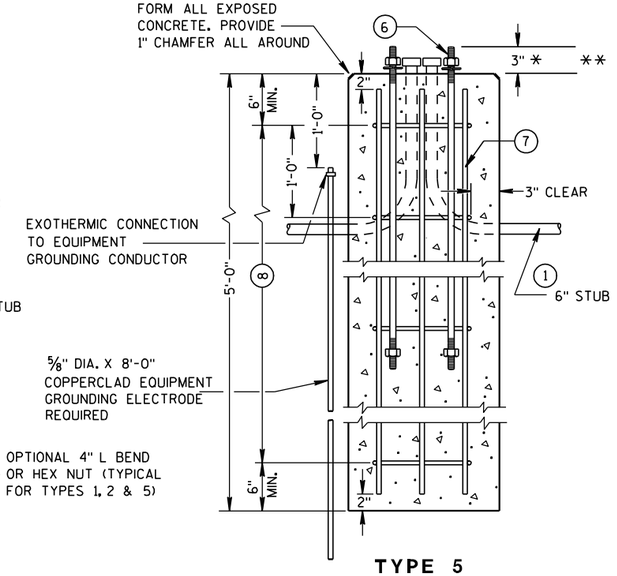


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI
563 — HWYS
FHWA

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S.D.D. 9 C 2-6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

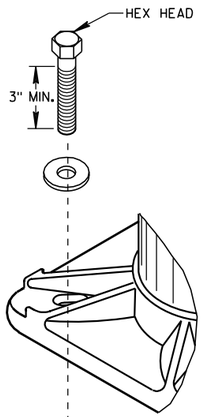
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

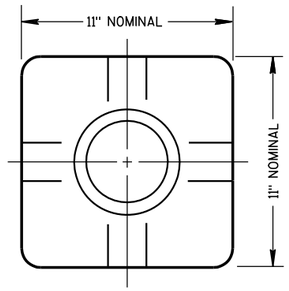
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

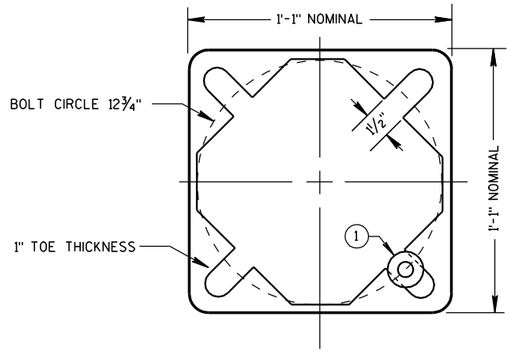
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

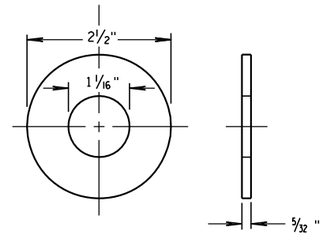




TOP VIEW
(PEDESTAL BASE)

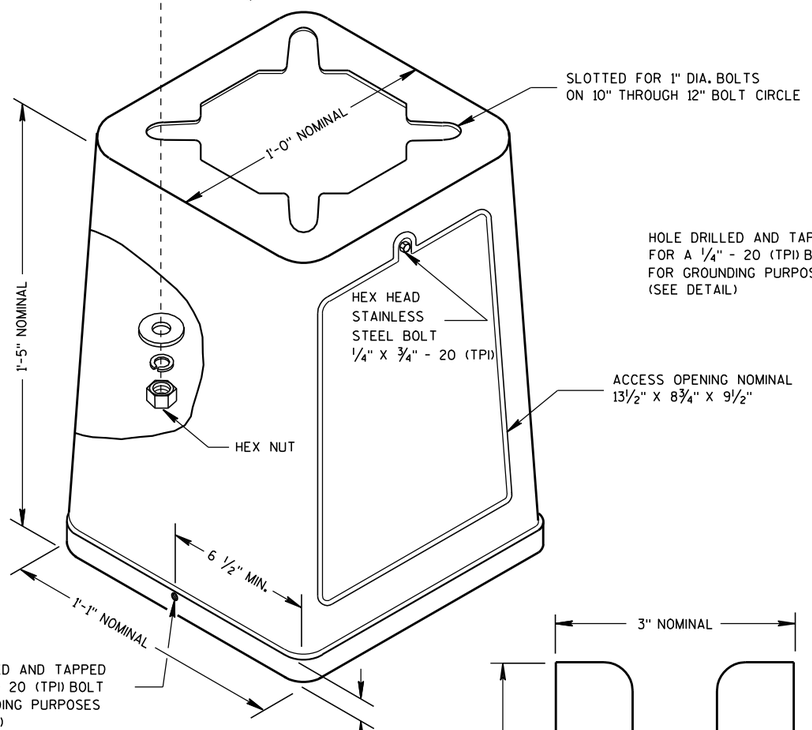


BOTTOM VIEW
(PEDESTAL BASE)

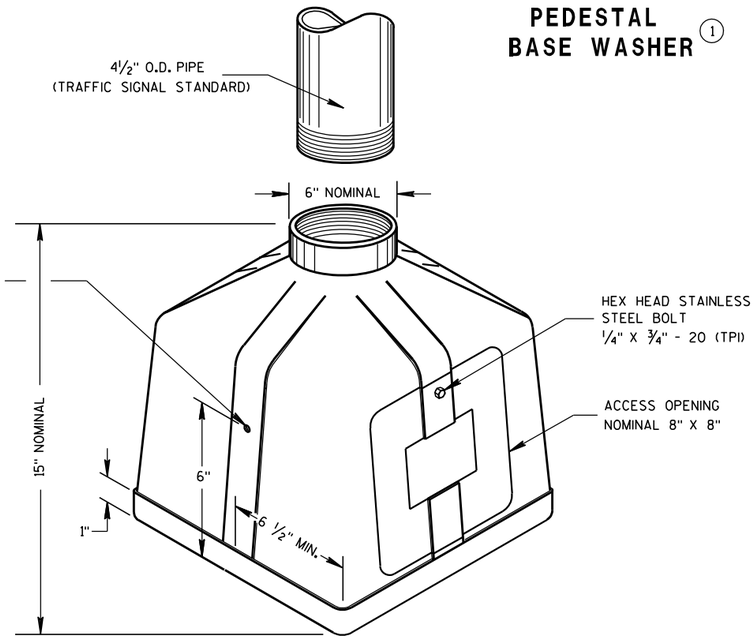


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

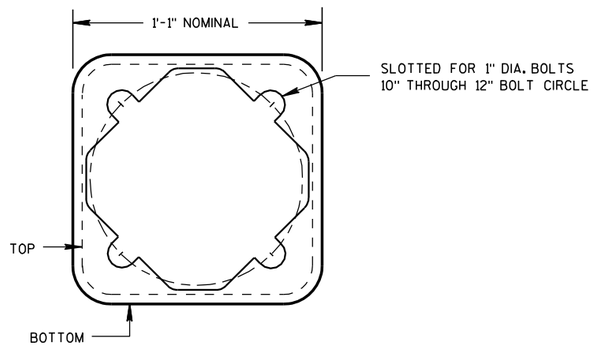


ISOMETRIC VIEW

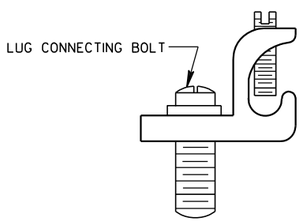


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

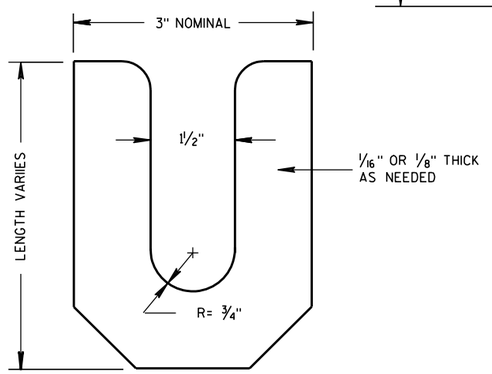


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09
DATE
/S/ Joanna L. Rich
STATE ELECTRICAL ENGI
564
HWYS
FHWA

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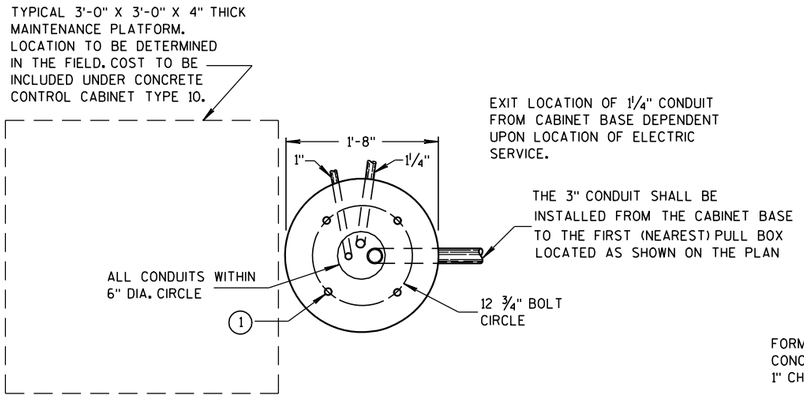
S.D.D. 9 C 3-3

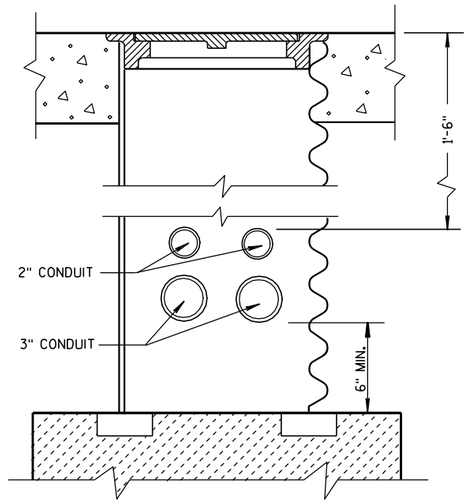
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CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

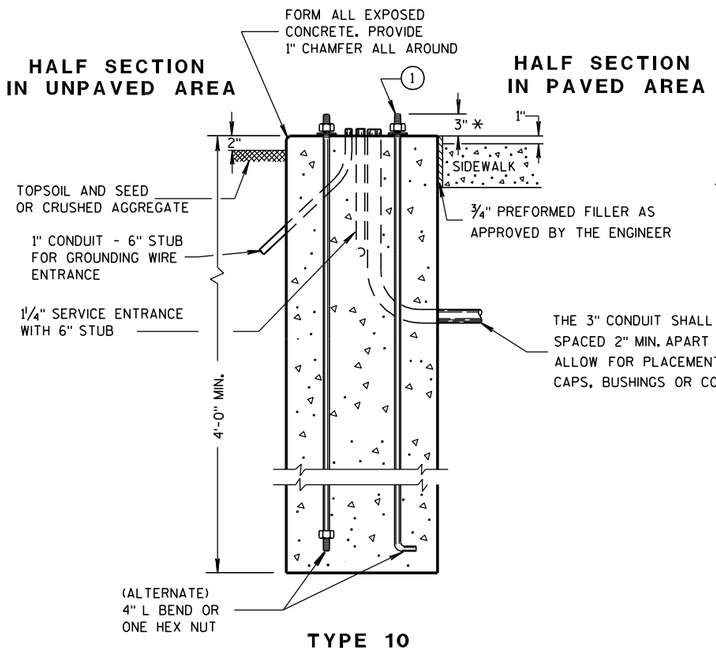
* INCLUDES MAINTENANCE PLATFORM.



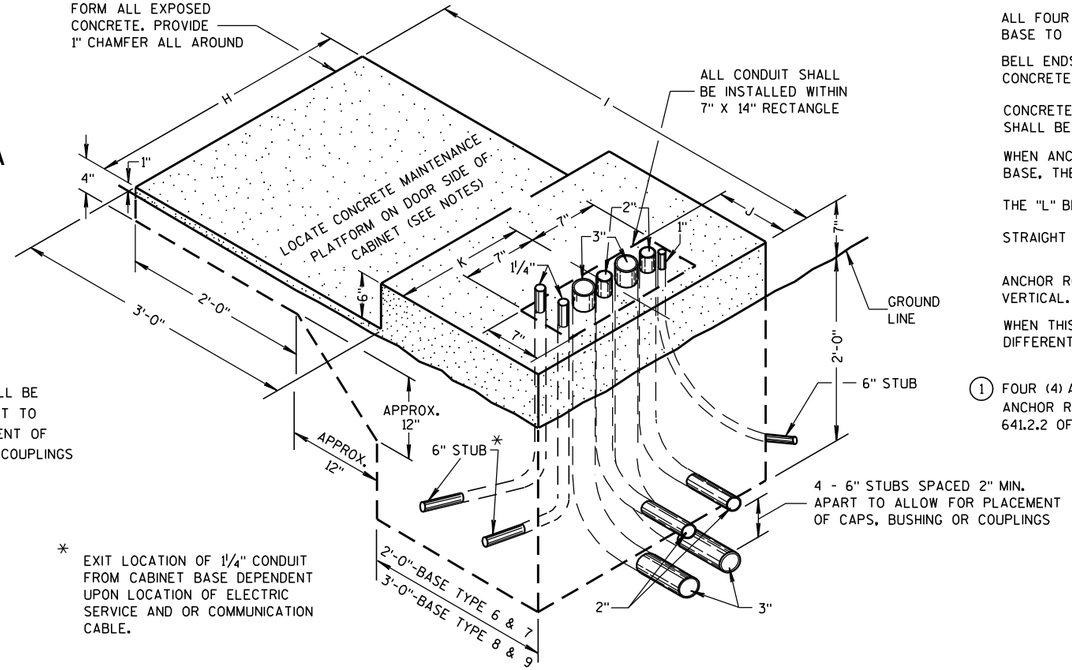


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

WHEN THIS DRAWING IS USED FOR STREET LIGHTING CABINET BASES, CONDUIT MAY BE DIFFERENT AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

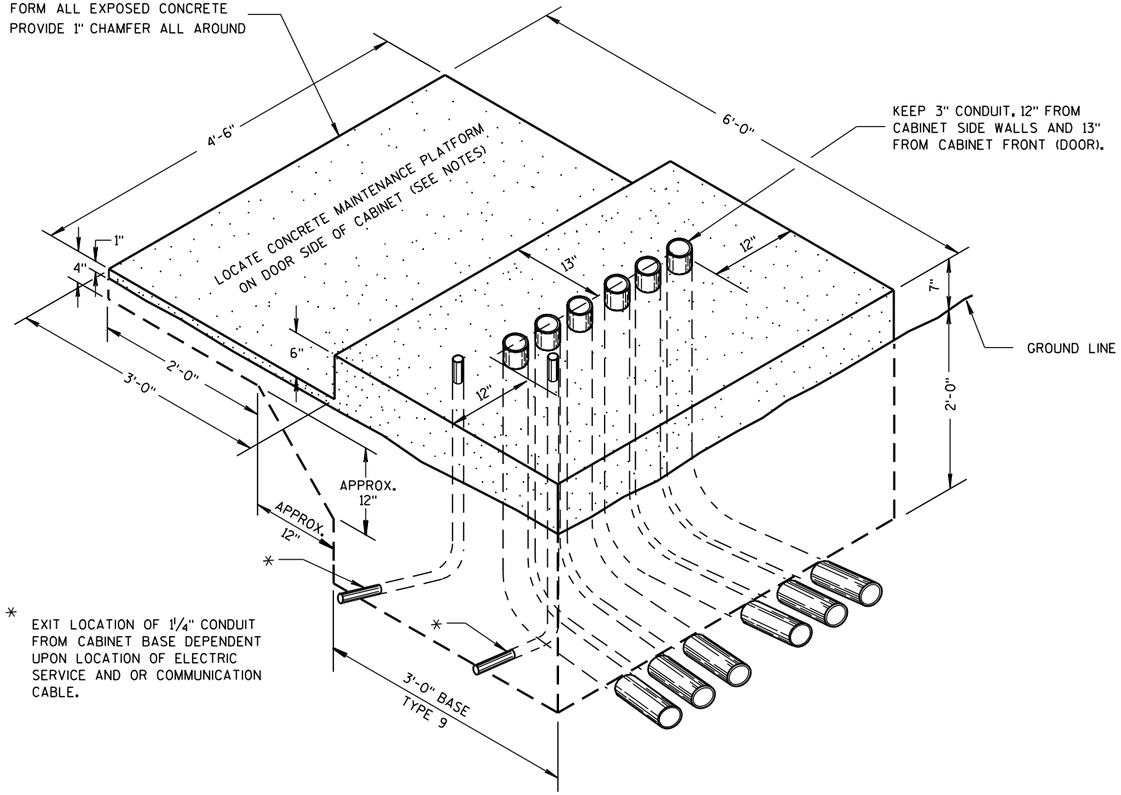
APPROVED

3/3/10 DATE — /S/ Joanna L. [illegible] STATE ELECTRICAL ENGI — HWYS

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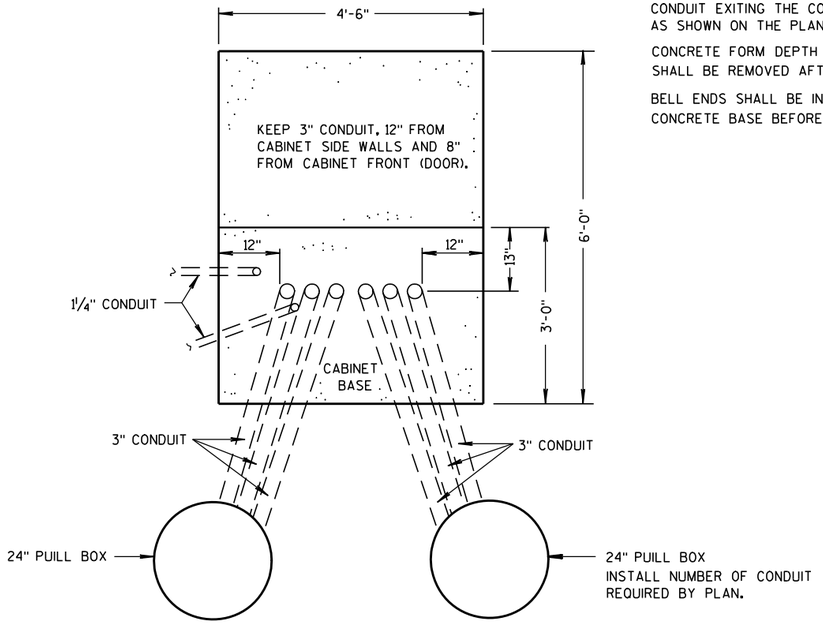


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/27/07 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

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GENERAL NOTES

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

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 AS 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 AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE 1" X 60".

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 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

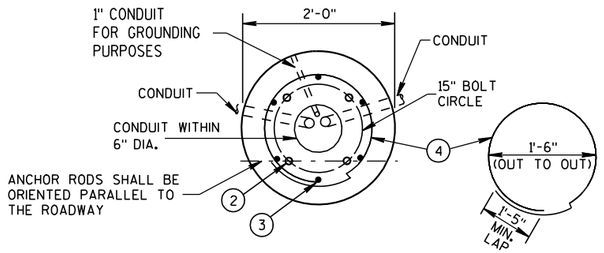
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(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 BY THE ENGINEER.

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS

(3) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

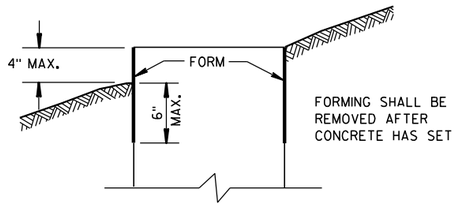


CONCRETE BASE, TYPE 7 (FOR 40' LIGHT POLES)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

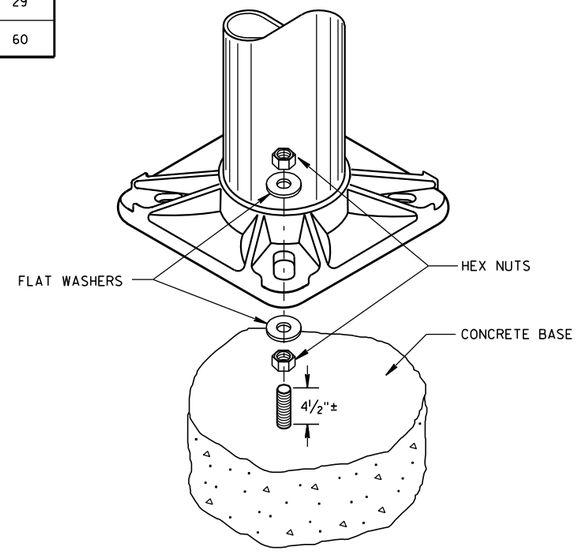
** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60



NON-BREAKAWAY INSTALLATION (LEVELING NUT)

CONCRETE BASE, TYPE 7

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/3/10 DATE

/S/ Joanna L. Rich
STATE ELECTRICAL ENGI 567 HWYS

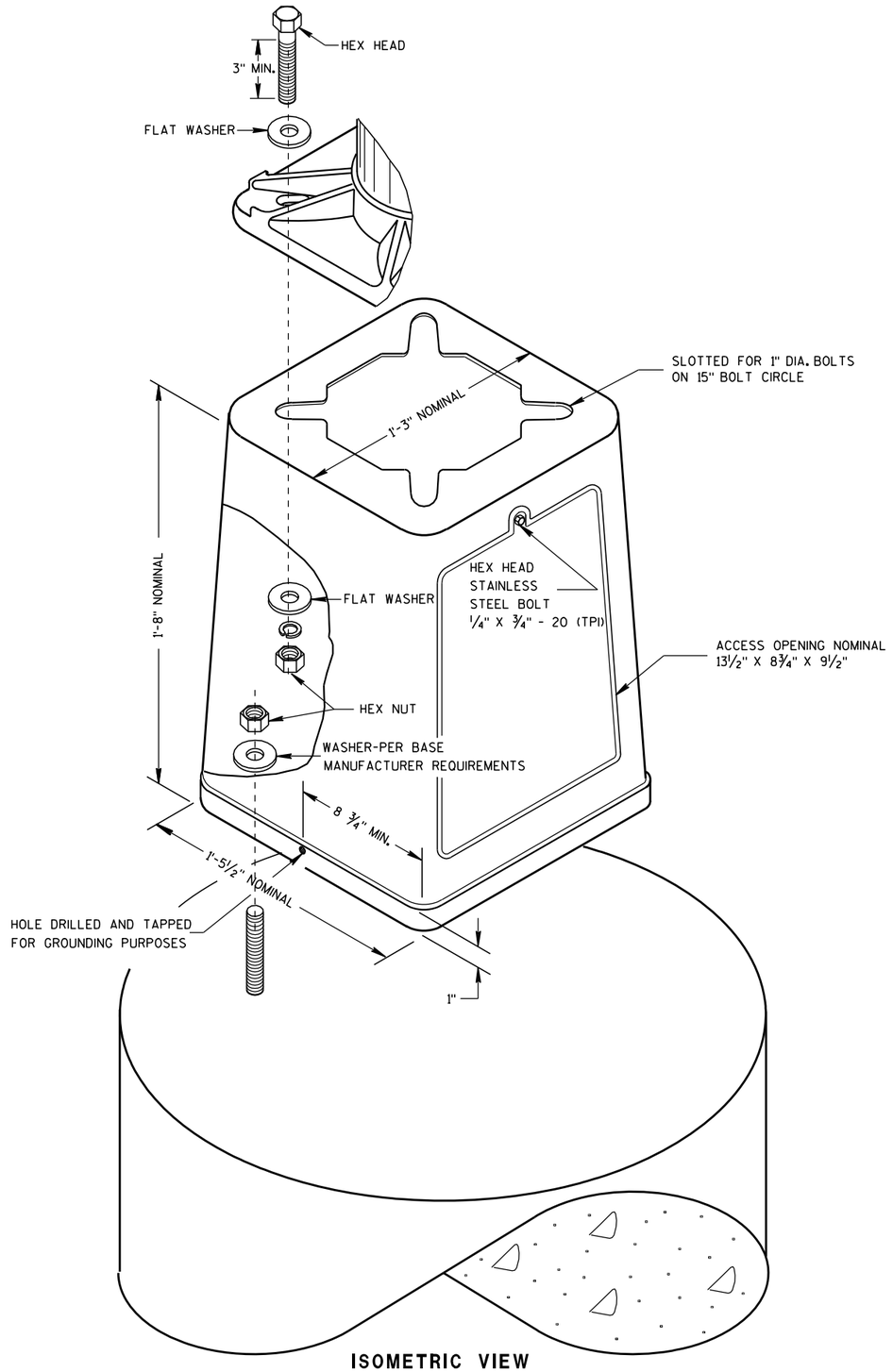
FHWA

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S.D.D. 9 C 8-4

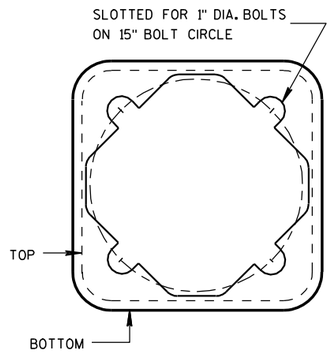
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S.D.D. 9 C 8-4

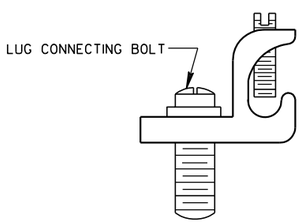


ISOMETRIC VIEW

TRANSFORMER BASE



BOTTOM VIEW



TYPICAL MECHANICAL
CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

GENERAL NOTES

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

BREAKAWAY BASES (WHERE REQUIRED) WILL BE MEASURED AND PAID AS SEPARATE ITEMS OF WORK IN ADDITION TO THE LIGHT POLE.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD), HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

SHIMS SHALL BE SIZED TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

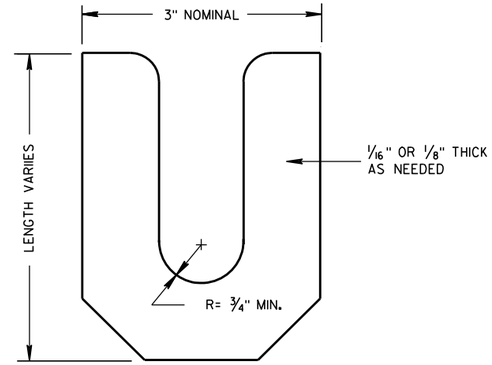
A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE TRANSFORMER BASES.

THE MECHANICAL CONNECTOR (GROUNDING LUG) SHALL BE INSTALLED USING THE TAPPED HOLE PROVIDED BY THE MANUFACTURER. THE MOUNTING BOLT HEXHEAD), NUT, WASHER AND LOCK WASHER SHALL BE STAINLESS STEEL, SIZED TO FIT THE THREADING AND HOLE SIZE, AND BE OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD A GROUNDING LUG MOUNTING HOLE NOT BE PROVIDED, THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" X 3/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE. IT SHALL BE MOUNTED IN THE SAME LOCATION AS IS SHOWN ON THE DRAWING.

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

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



LEVELING SHIM

TRANSFORMER BASE FOR 15" BOLT CIRCLE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
3/2/07 DATE	/S/ Balu Ananthanarayanan STATE ELECTRICAL ENGI
FHWA	568 HWYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL 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 AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS 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 AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

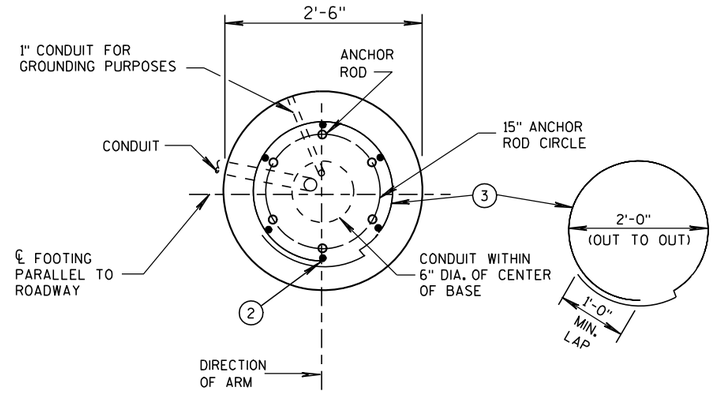
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

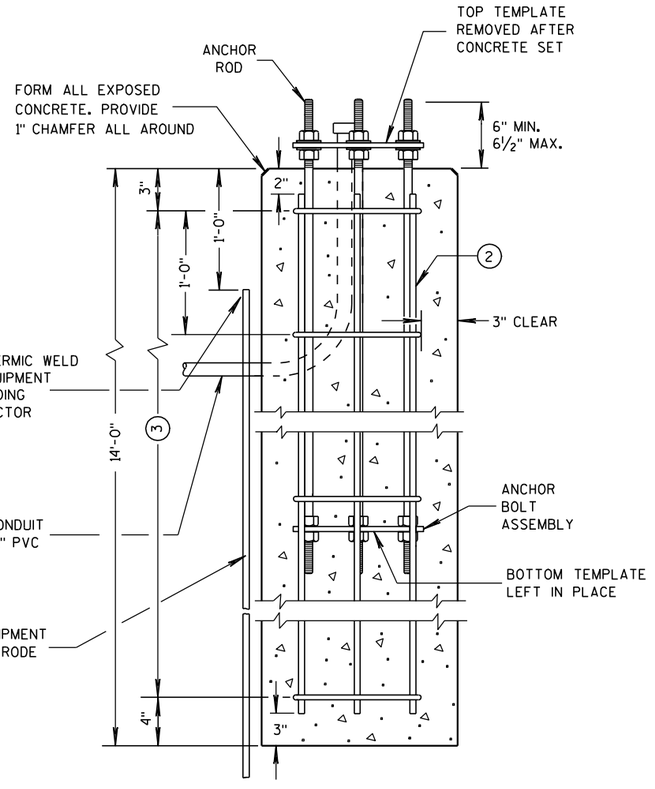
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES. (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

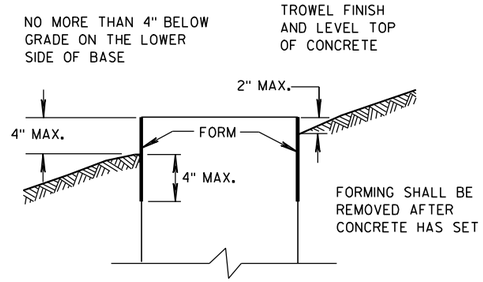
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



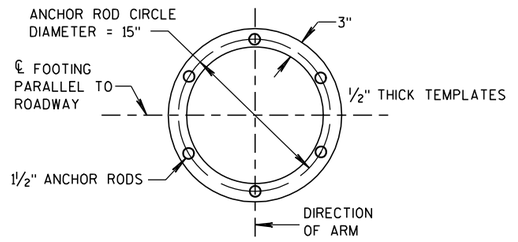


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

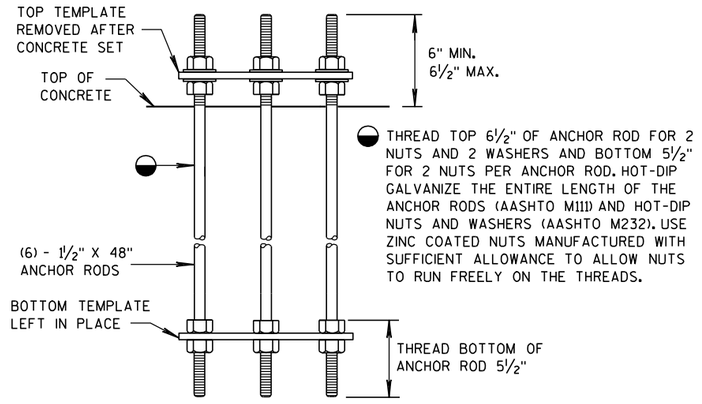
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3-2-11 DATE

/S/ Thomas J. Cornips STATE ELECTRICAL ENGI

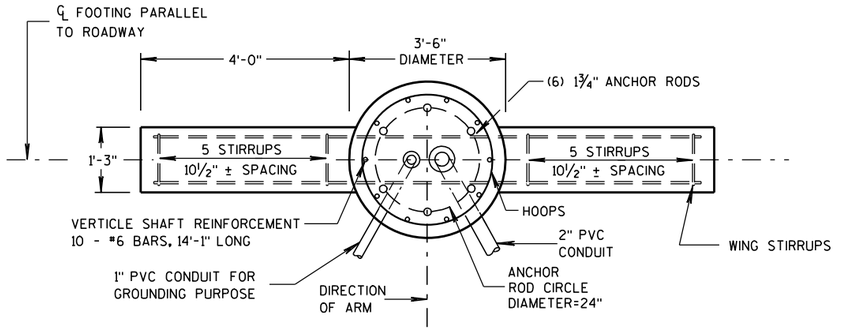
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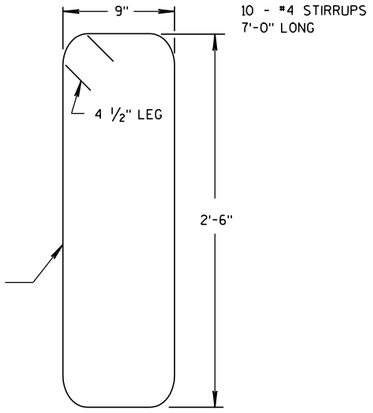
FHWA

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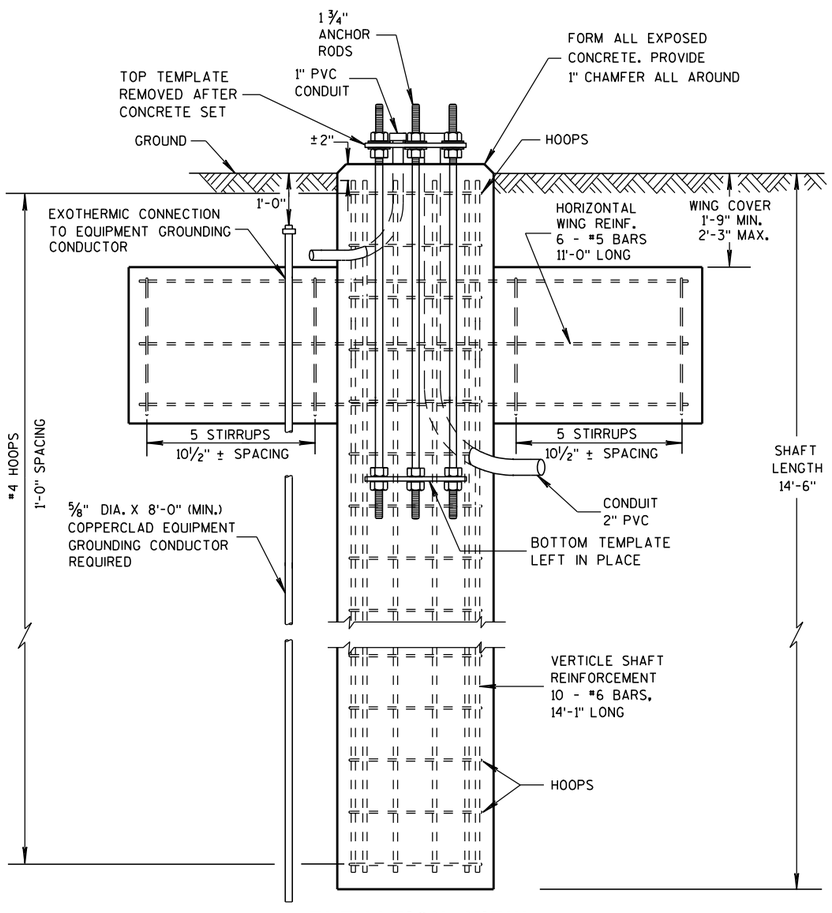
S.D.D. 9 C 11-2



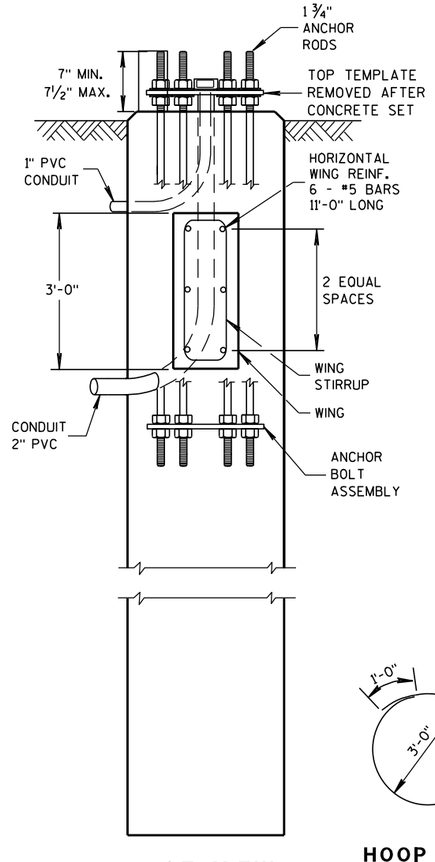
PLAN VIEW



WING STIRRUP

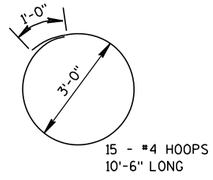


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR
VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS
10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

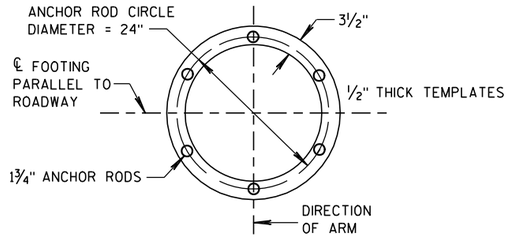
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

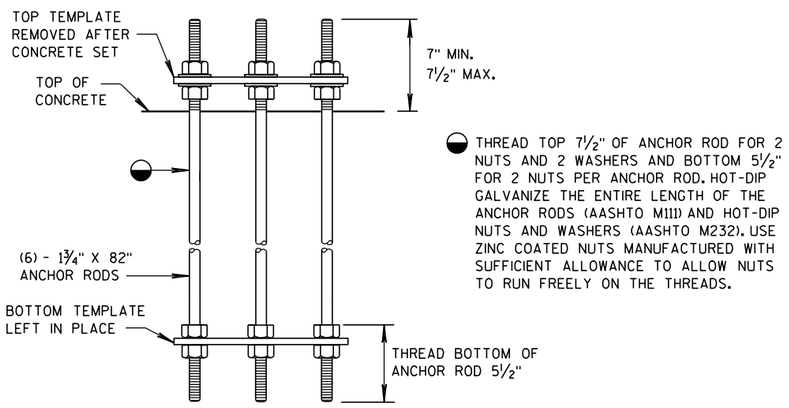
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 9 C 12-2a
S.D.D. 9 C 12 -2a

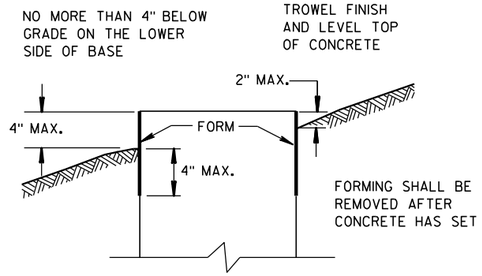


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3-2-11 DATE

/S/ Thomas J. Cearlock
STATE ELECTRICAL ENGI 571 HWYS

FHWA

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S.D.D. 9 C 12-2b

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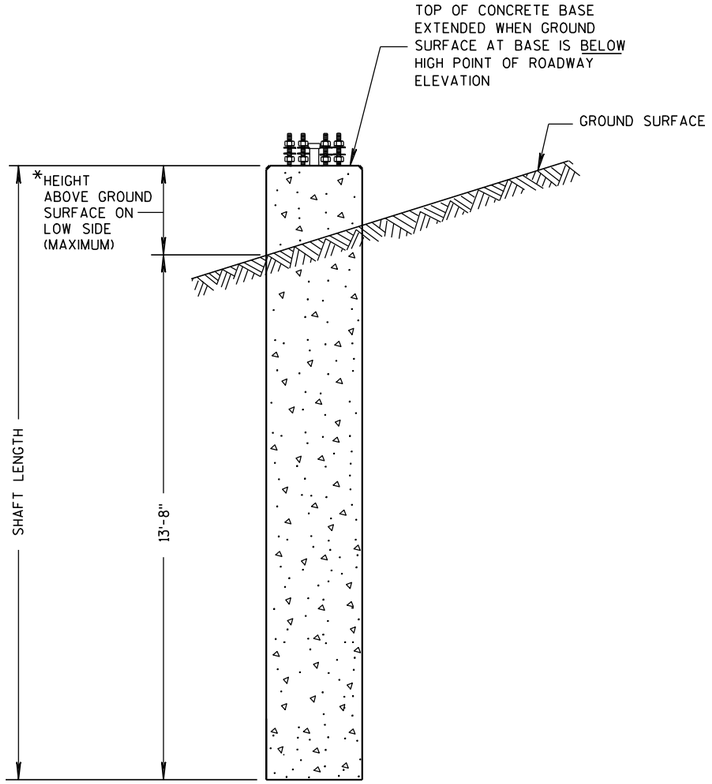
S.D.D. 9 C 12-2b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

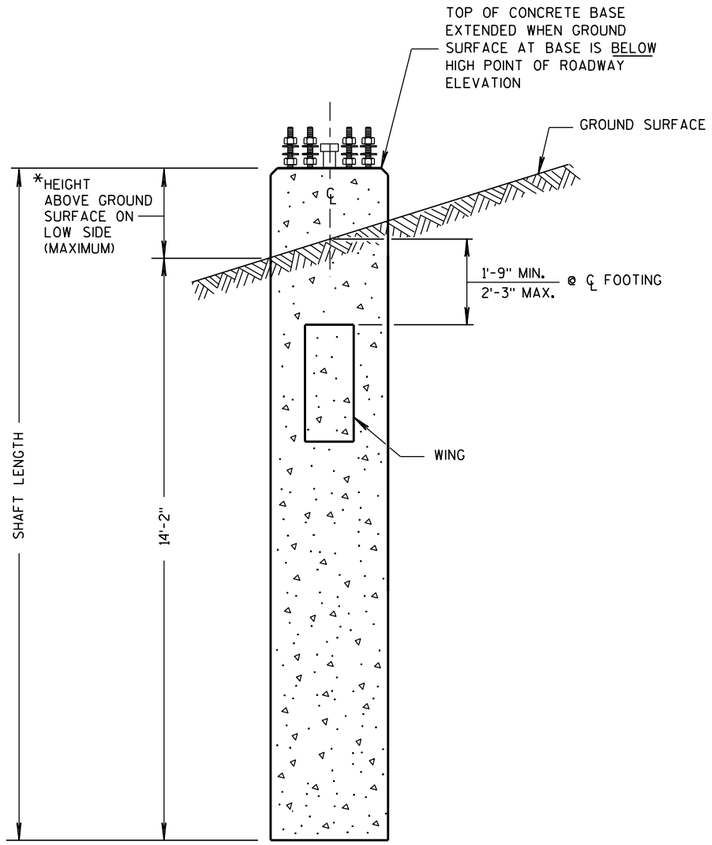
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



CONCRETE BASE TYPE 10 (EXTENDED)



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3-3-10 DATE — /S/ Joanna L. Rush STATE ELECTRICAL ENGI — HWYS

FHWA

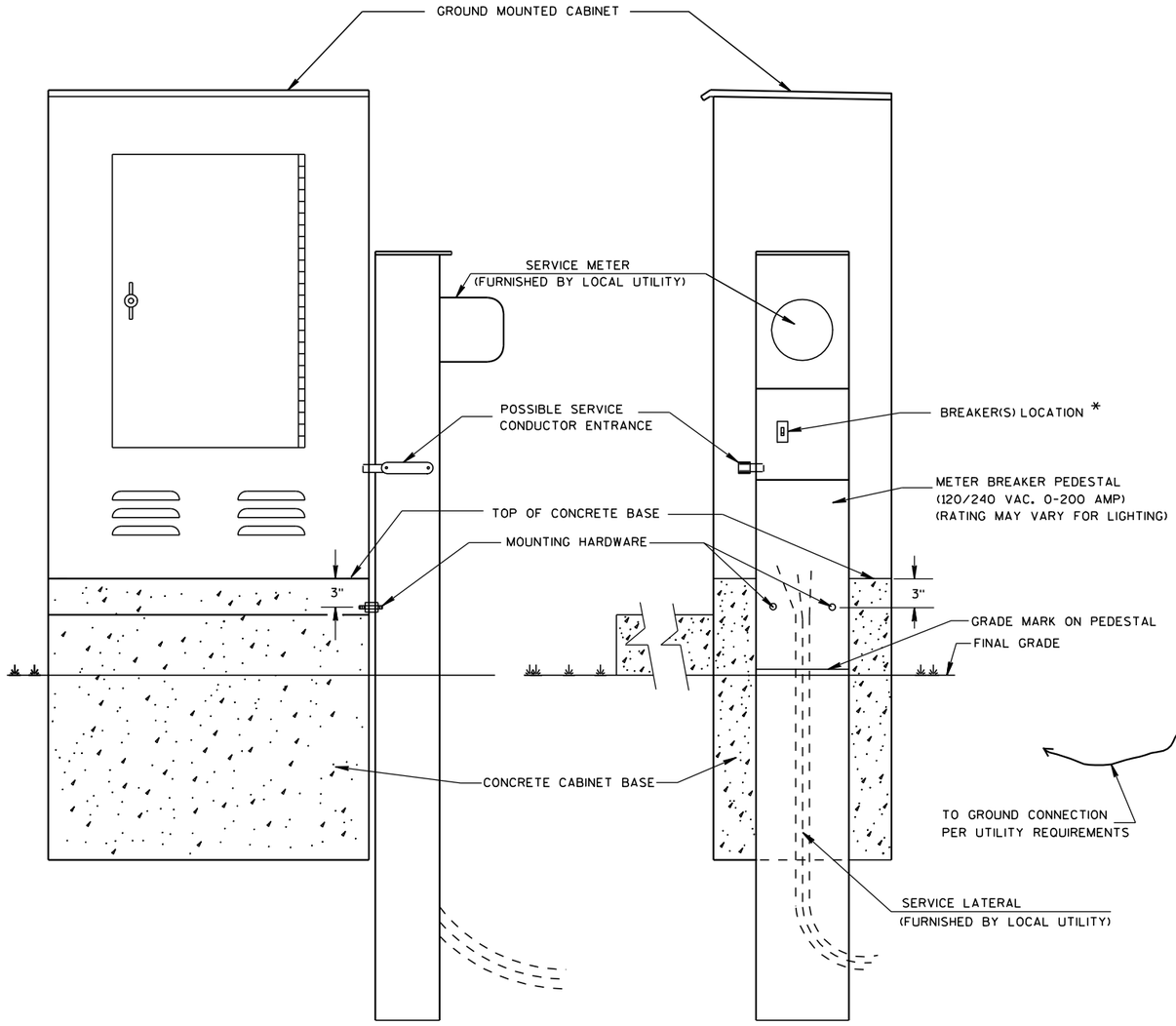
572

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S.D.D. 9 C 13-1

6

S.D.D. 9 C 13-1



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

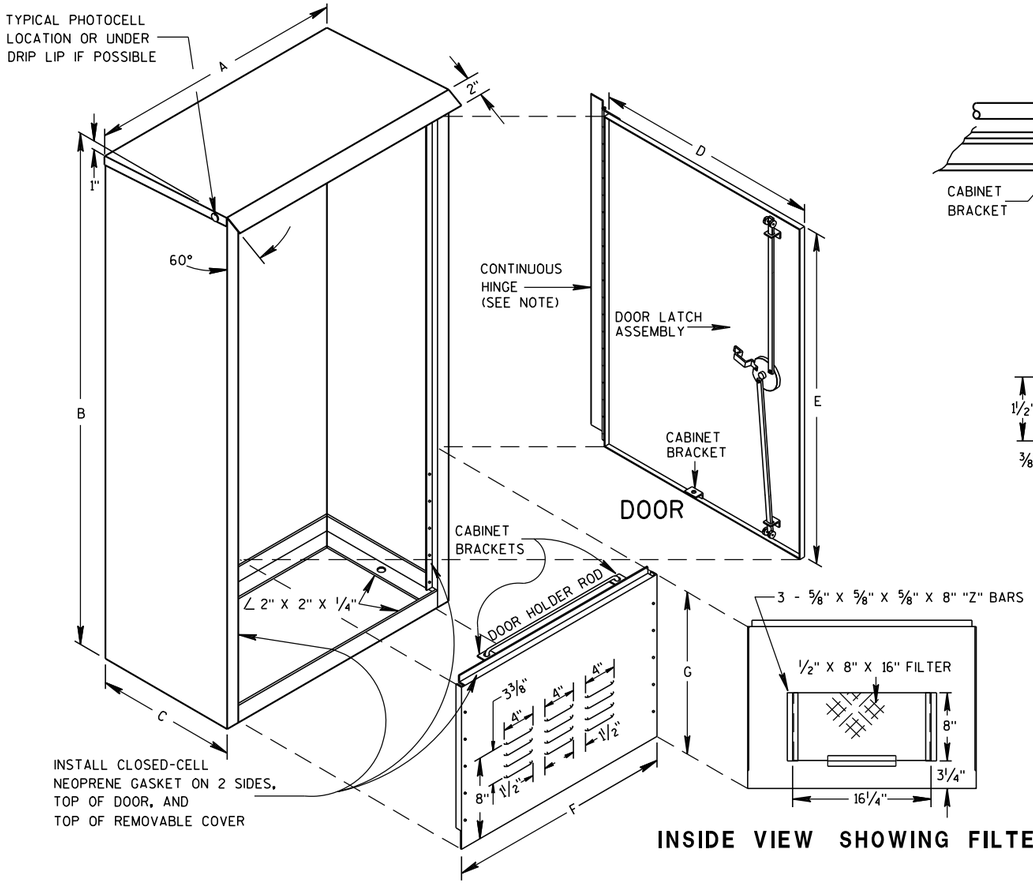
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

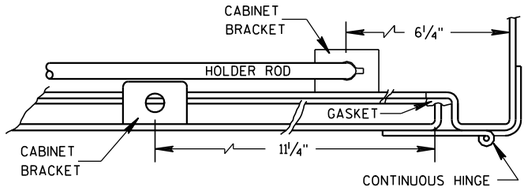
APPROVED
10/27/09 DATE
/S/ Joanna L. Bush STATE ELECTRICAL ENGI 573 HWYS
FHWA

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S.D.D. 9 D 1-4

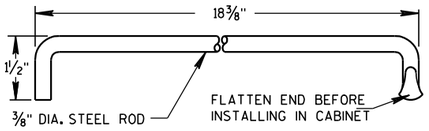


REMOVABLE COVER

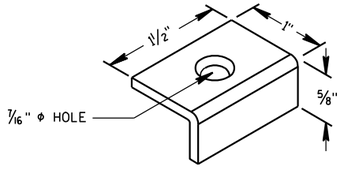
INSIDE VIEW SHOWING FILTER



HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET

MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

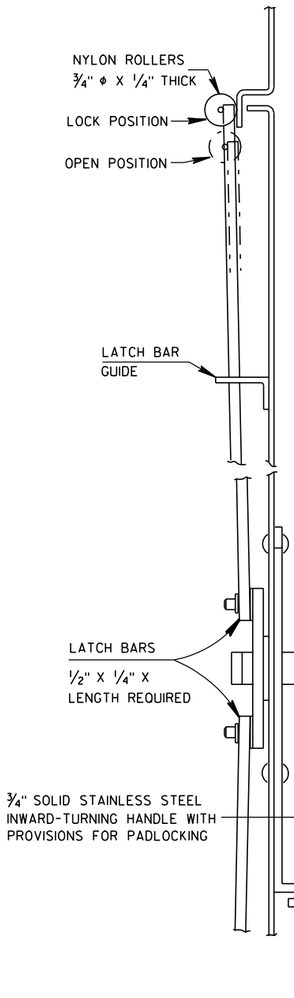
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

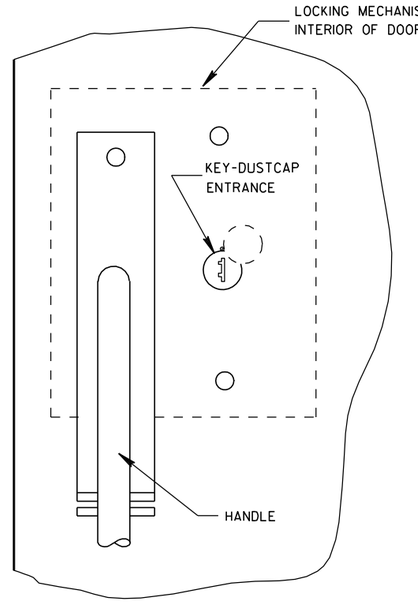
CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

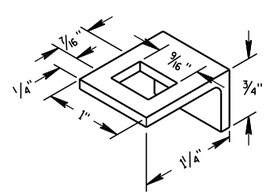


SIDE VIEW



FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

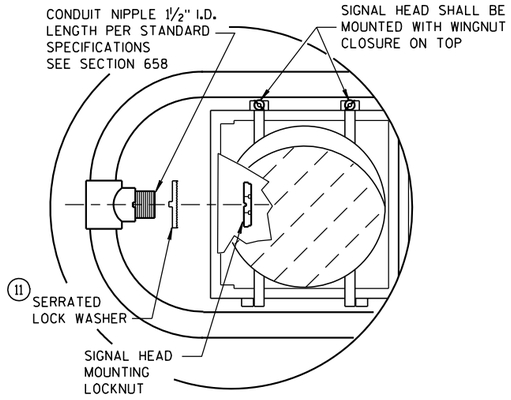
APPROVED
10/21/96 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 574 HWYS
FHWA

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S.D.D. 9 D 2-2

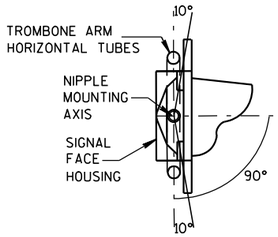
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S.D.D. 9 D 2-2



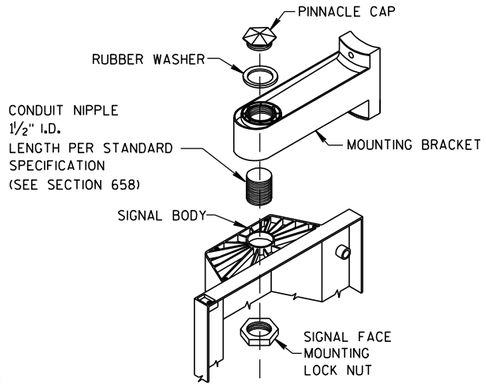
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

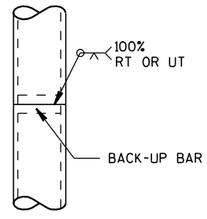
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG- 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
11. USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

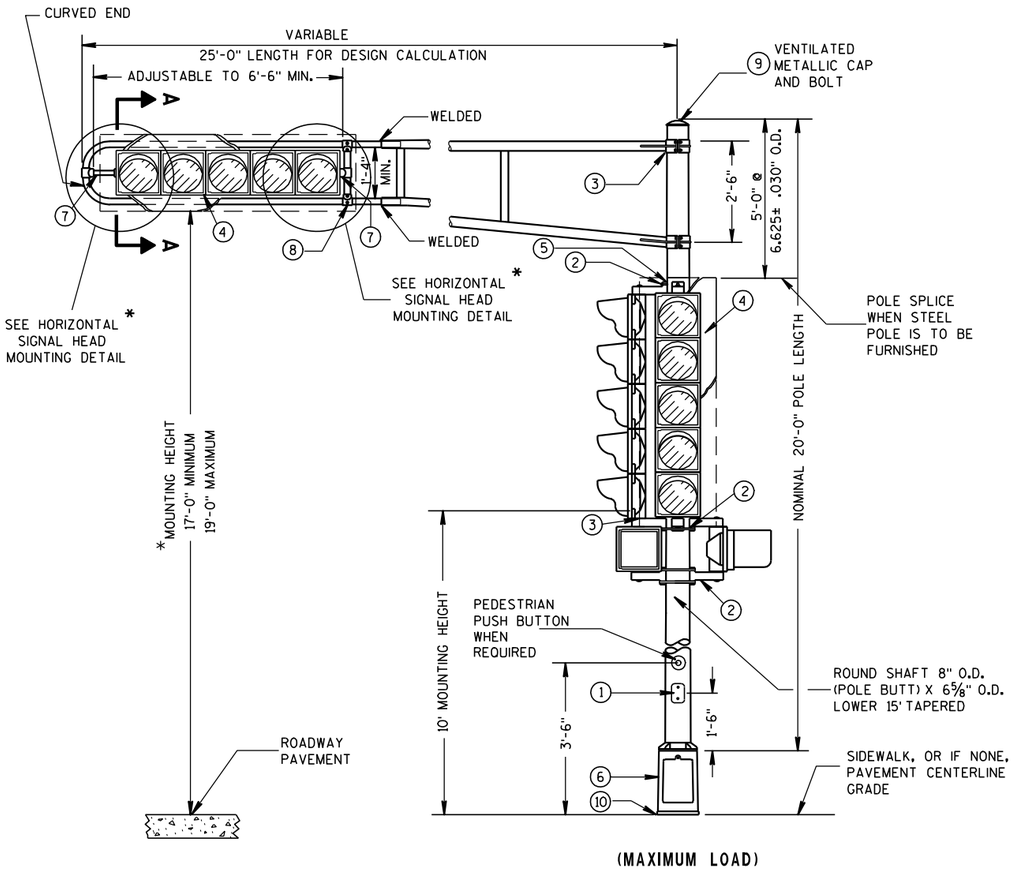
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

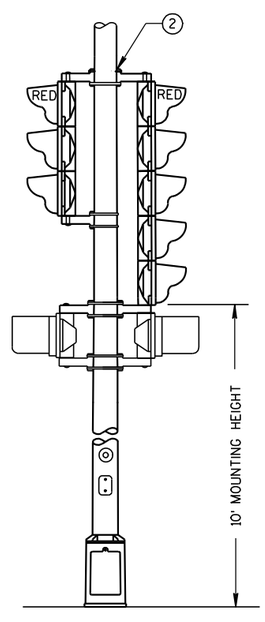
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



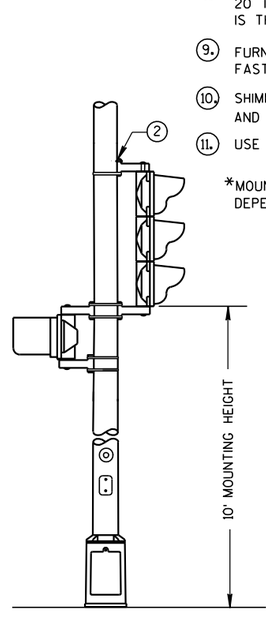
POLE SPLICE DETAIL



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

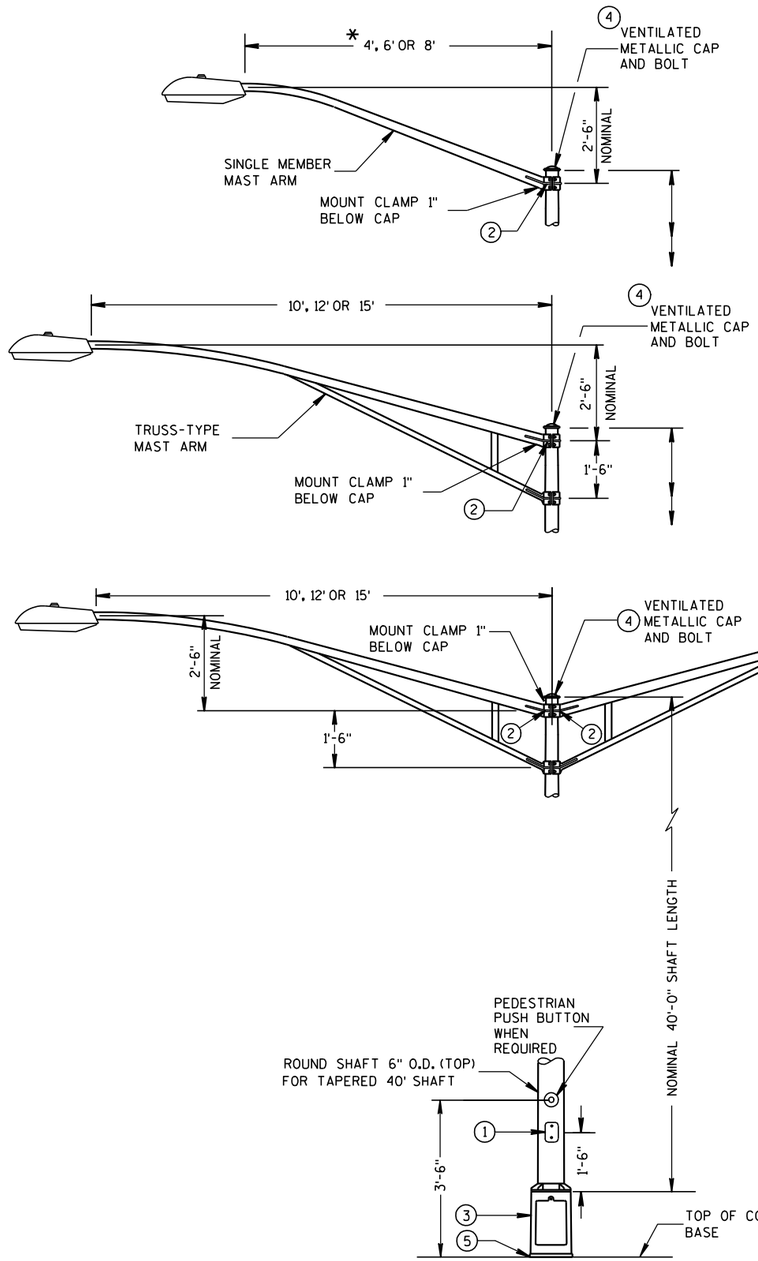
TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

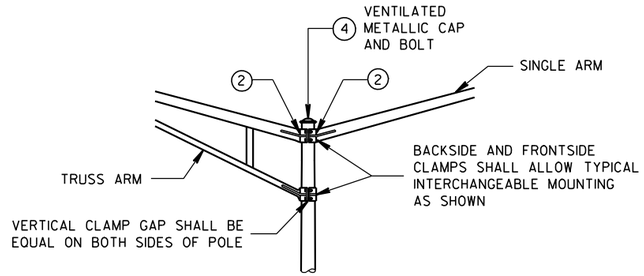
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S.D.D. 9 E 1-11a

*RISE FOR 4' ARM SHALL BE 2'-0".



TYPE 17 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL LUMINAIRE POLE MOUNTINGS SHALL BE DESIGNED FOR TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 17 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 17 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SHOE BASE SHALL BE SLOTTED TO ACCEPT A 15" BOLT CIRCLE (14" X 16" SLOT) USING 1" ANCHOR RODS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR A 1⅜" HOLE IN THE POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM FHWA APPROVED TRANSFORMER BASE WHEN REQUIRED, SHALL HAVE AN ULTIMATE STATIC LOAD STRENGTH OF AT LEAST 40,000 FT. - LBS.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

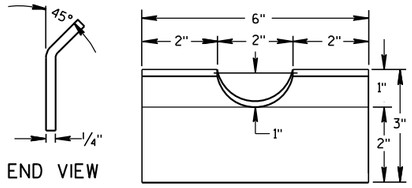
(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

POLE MOUNTINGS FOR LIGHTING UNIT, TYPE 17 (40 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 9 E 1-11f

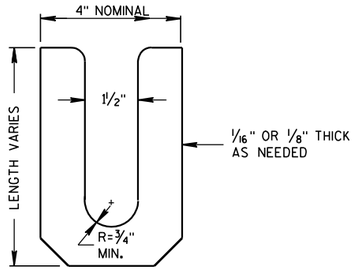


END VIEW

FRONT VIEW

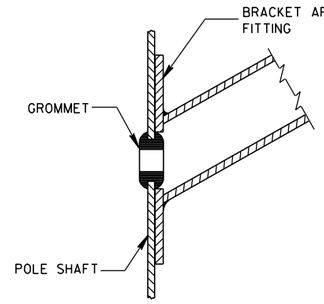
RECTANGULAR CLAMP SHIM

(4 TO A SET)

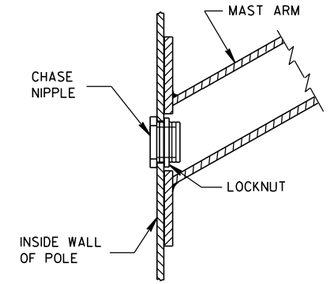


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

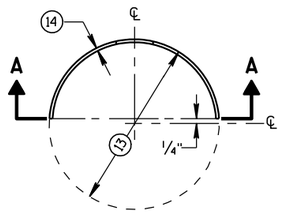
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

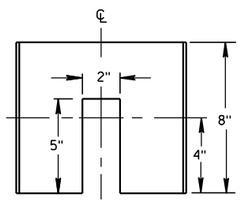
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15.) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

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



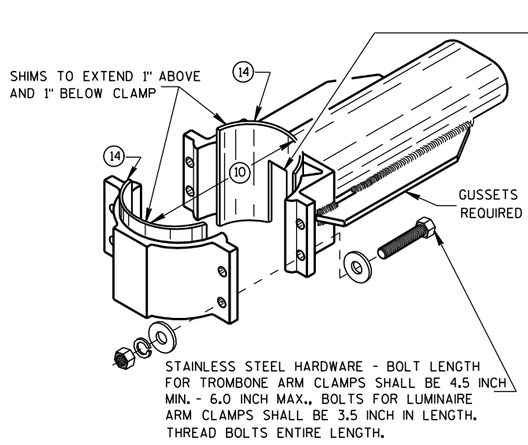
PLAN VIEW



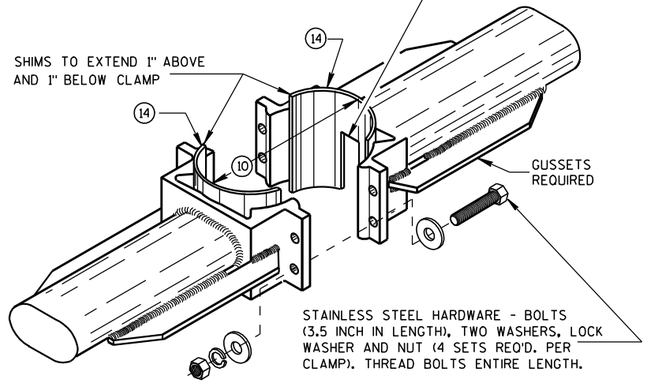
SECTION A-A

CIRCULAR CLAMP SHIM

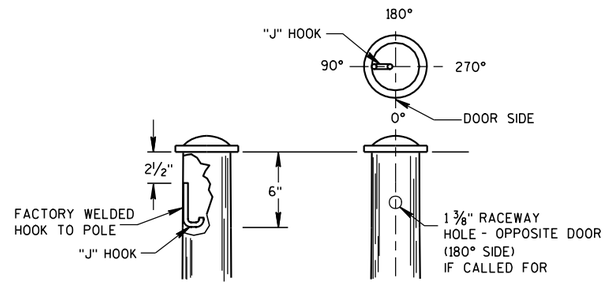
(2 TO A SET)



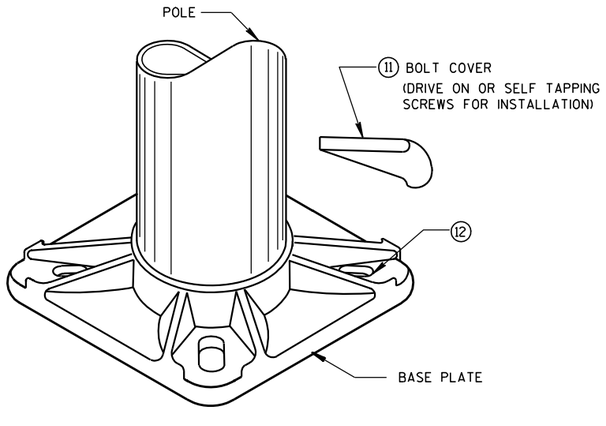
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



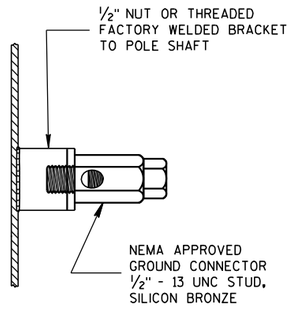
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

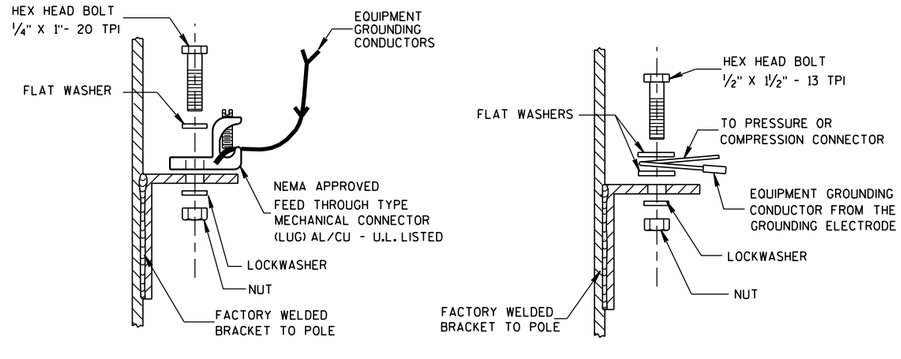


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/11 — DATE

/S/ Thomas J. Gosling — STATE ELECTRICAL ENGI 577 — HWYS

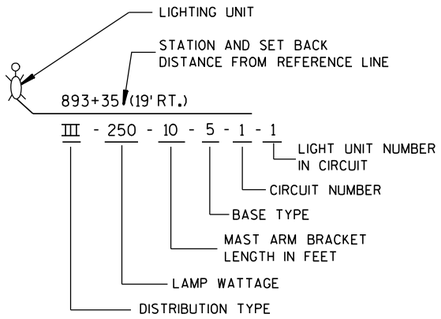
FHWA

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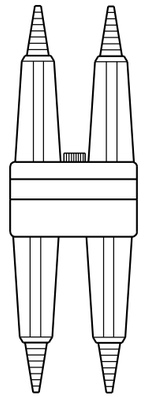
S.D.D. 9 E 1-11g

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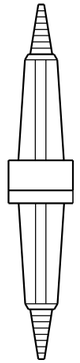
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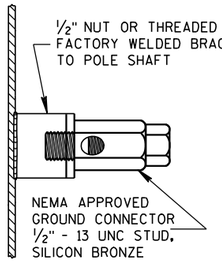
LIGHTING UNIT CODE
(TYPICAL)

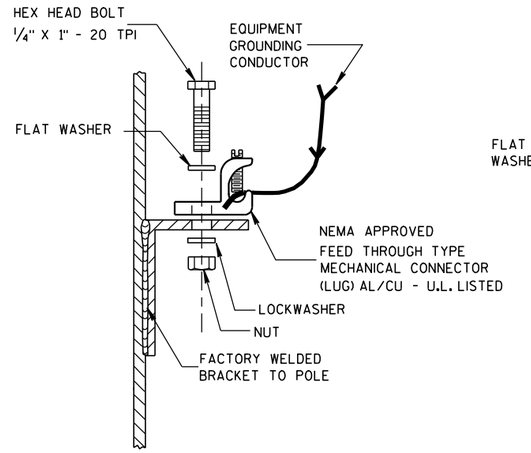


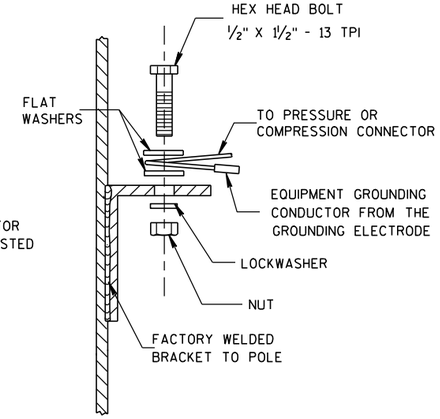
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



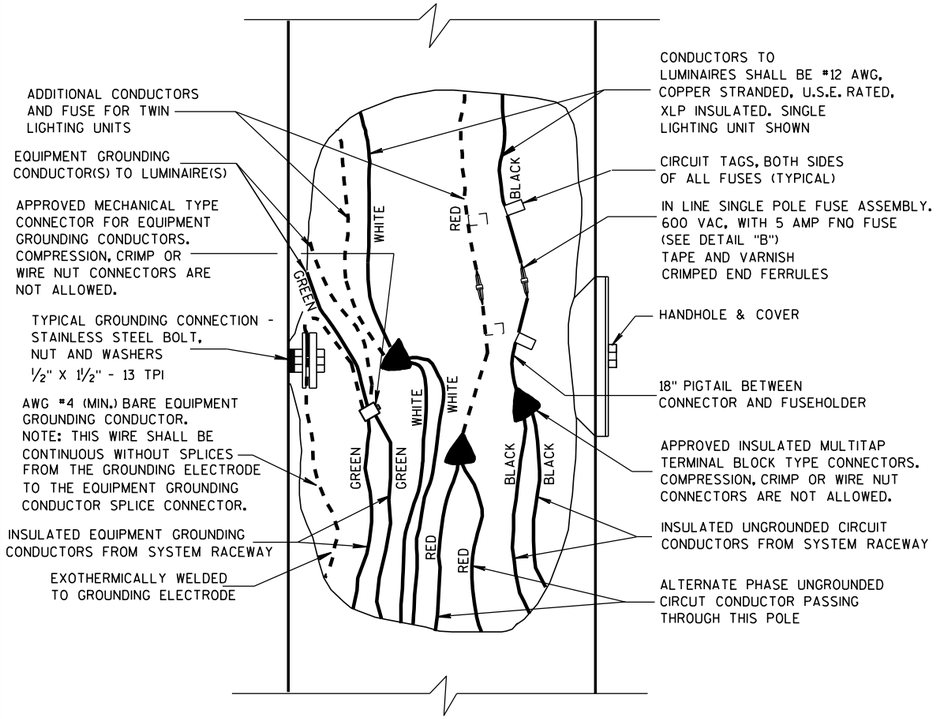
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



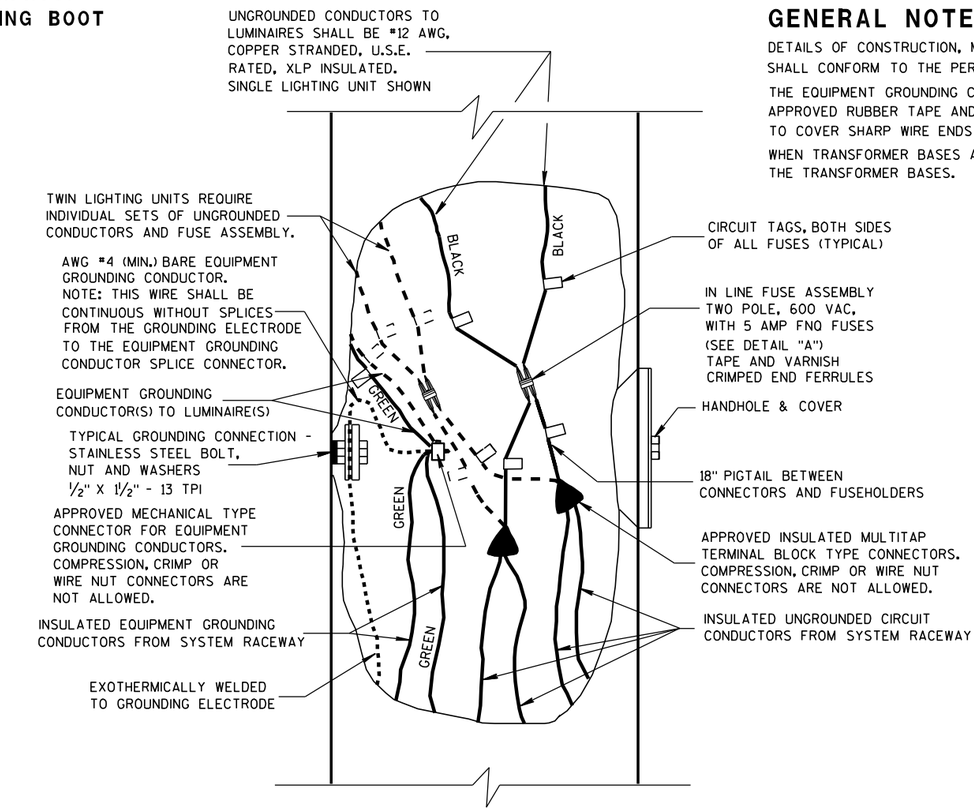




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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



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

GENERAL NOTES

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

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

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

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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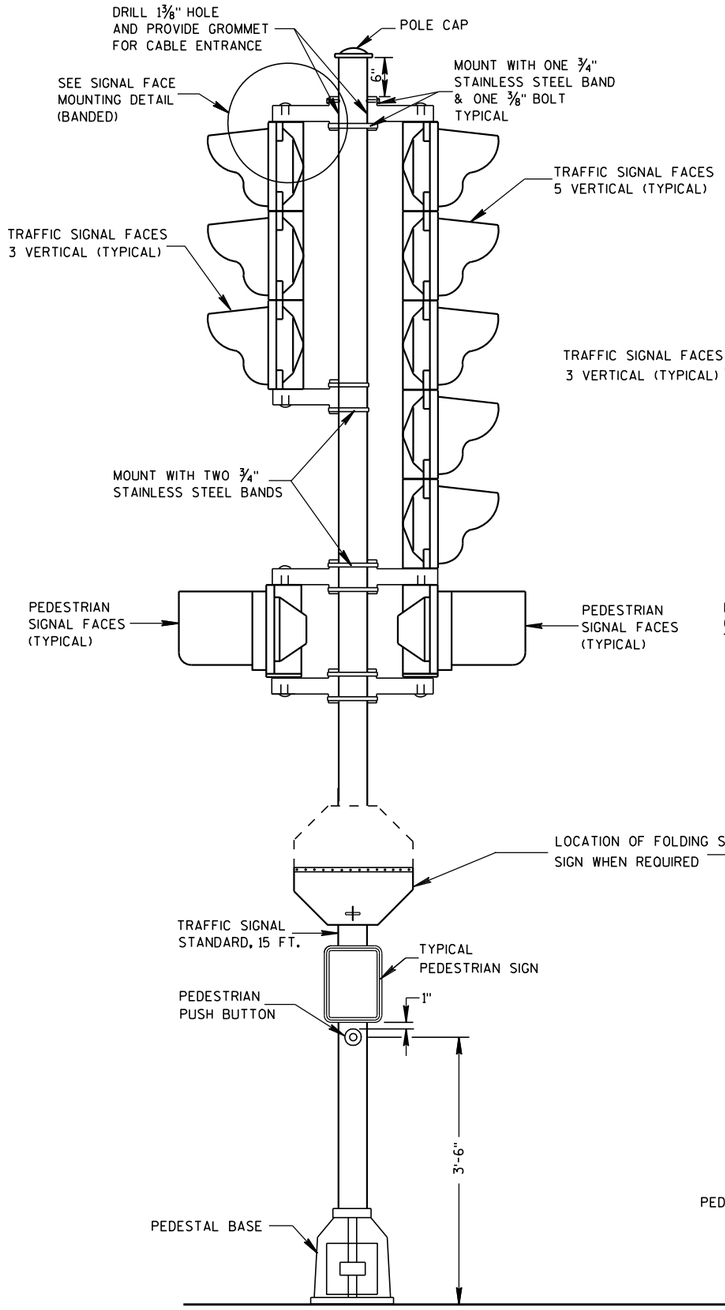
3/2/2011
DATE

/S/ Thomas J. Gosnell
STATE ELECTRICAL ENGI

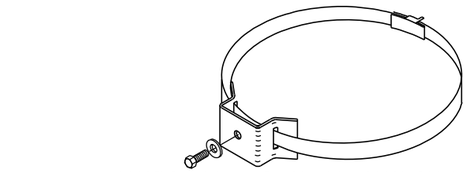
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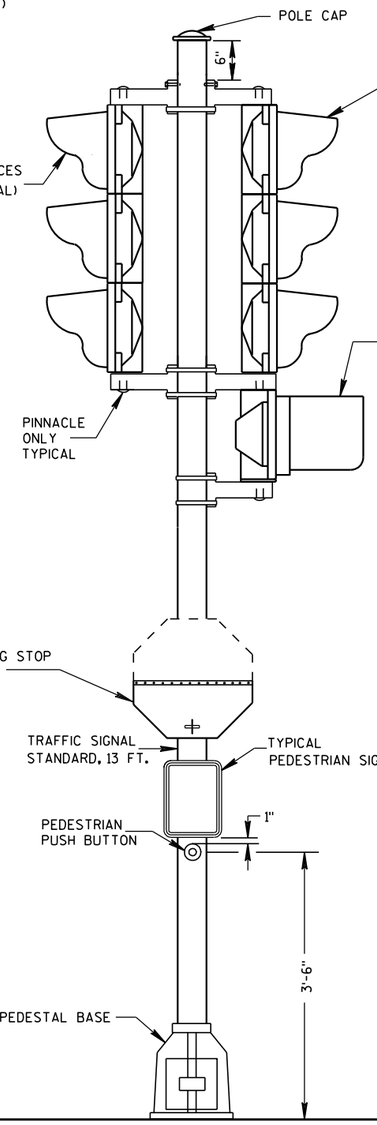
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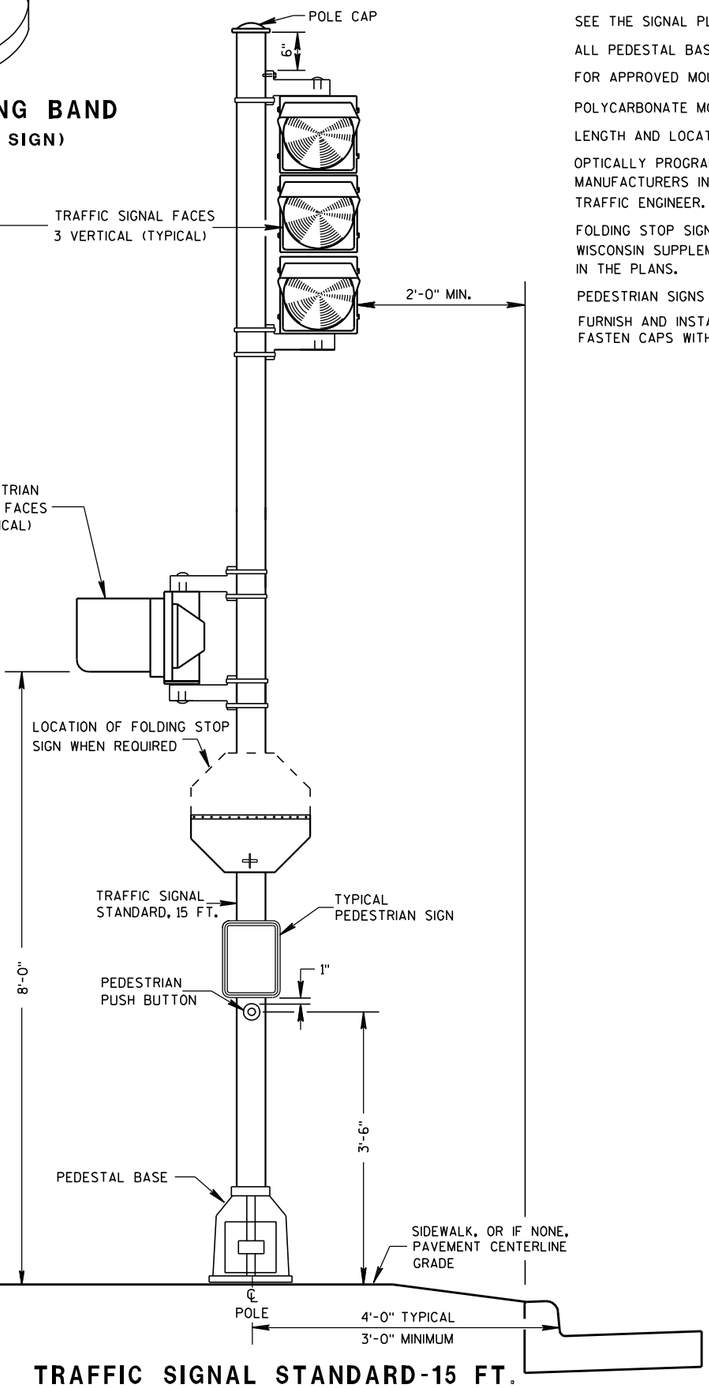
TRAFFIC SIGNAL STANDARD-15 FT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

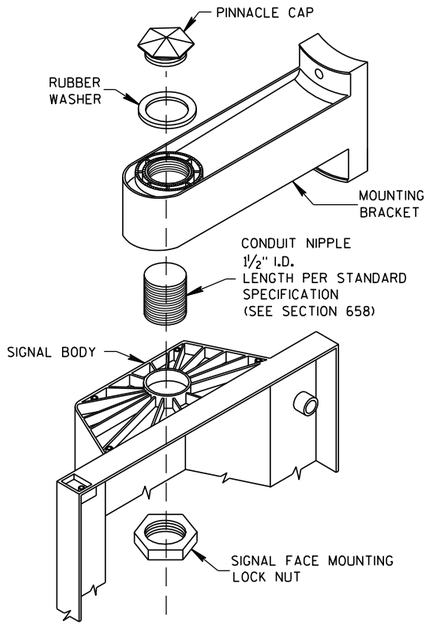
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



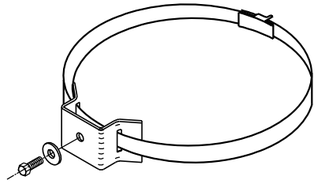
SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

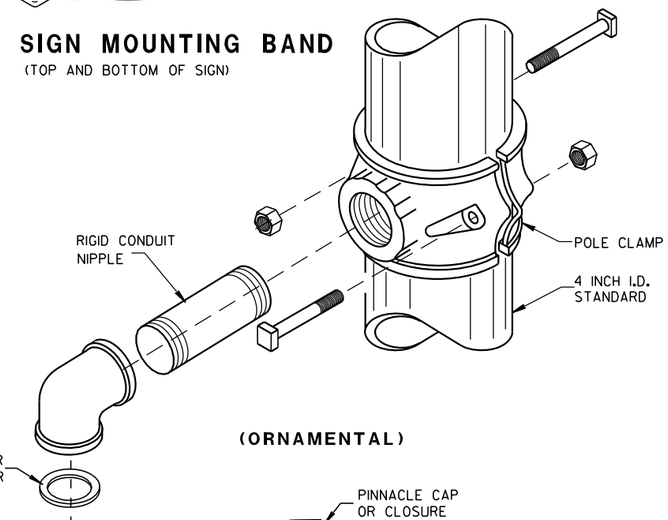
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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5/11/10 DATE
/S/ John Corbin STATE ELECTRICAL ENGI
579
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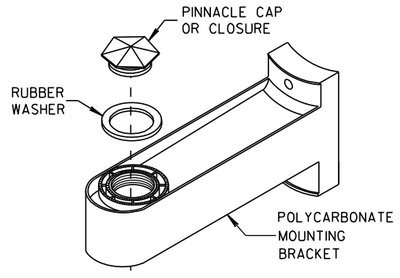
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S.D.D. 9 E 6-4



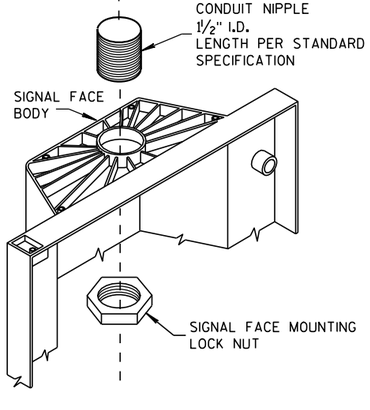
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



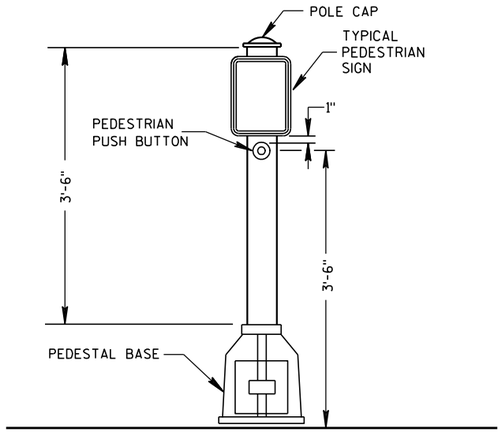
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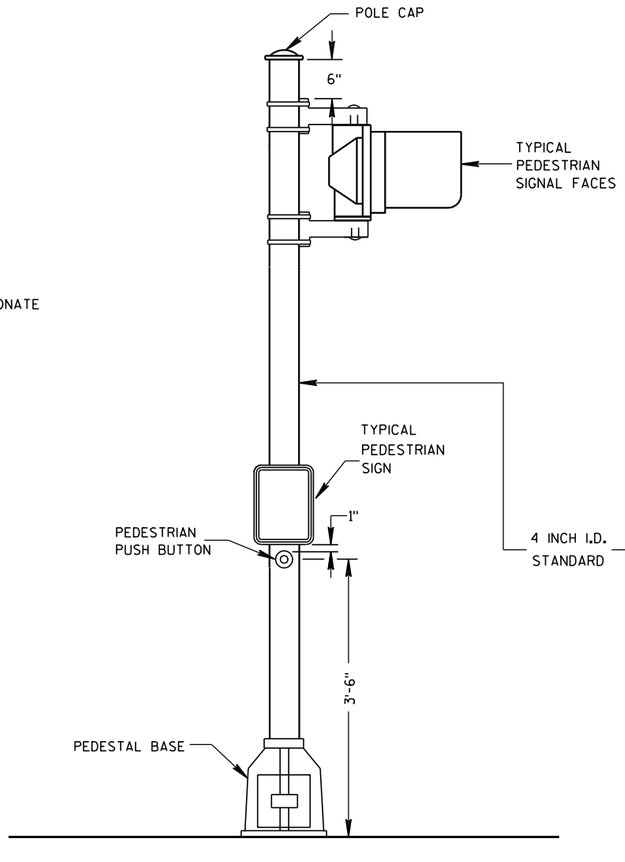
(BANDED)



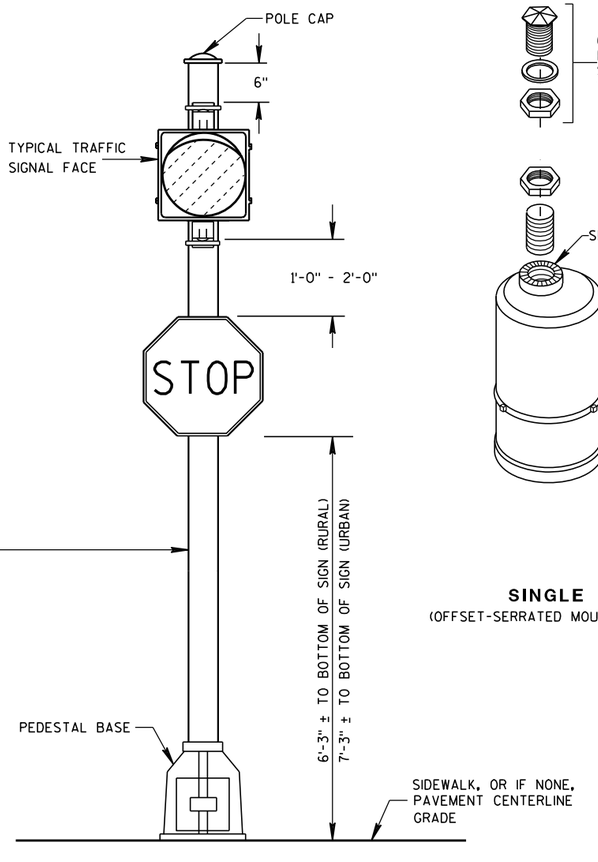
SIGNAL FACE MOUNTING DETAILS



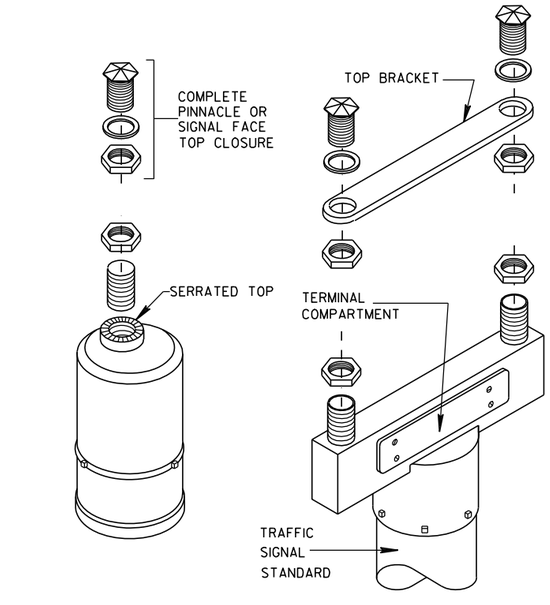
PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI 580

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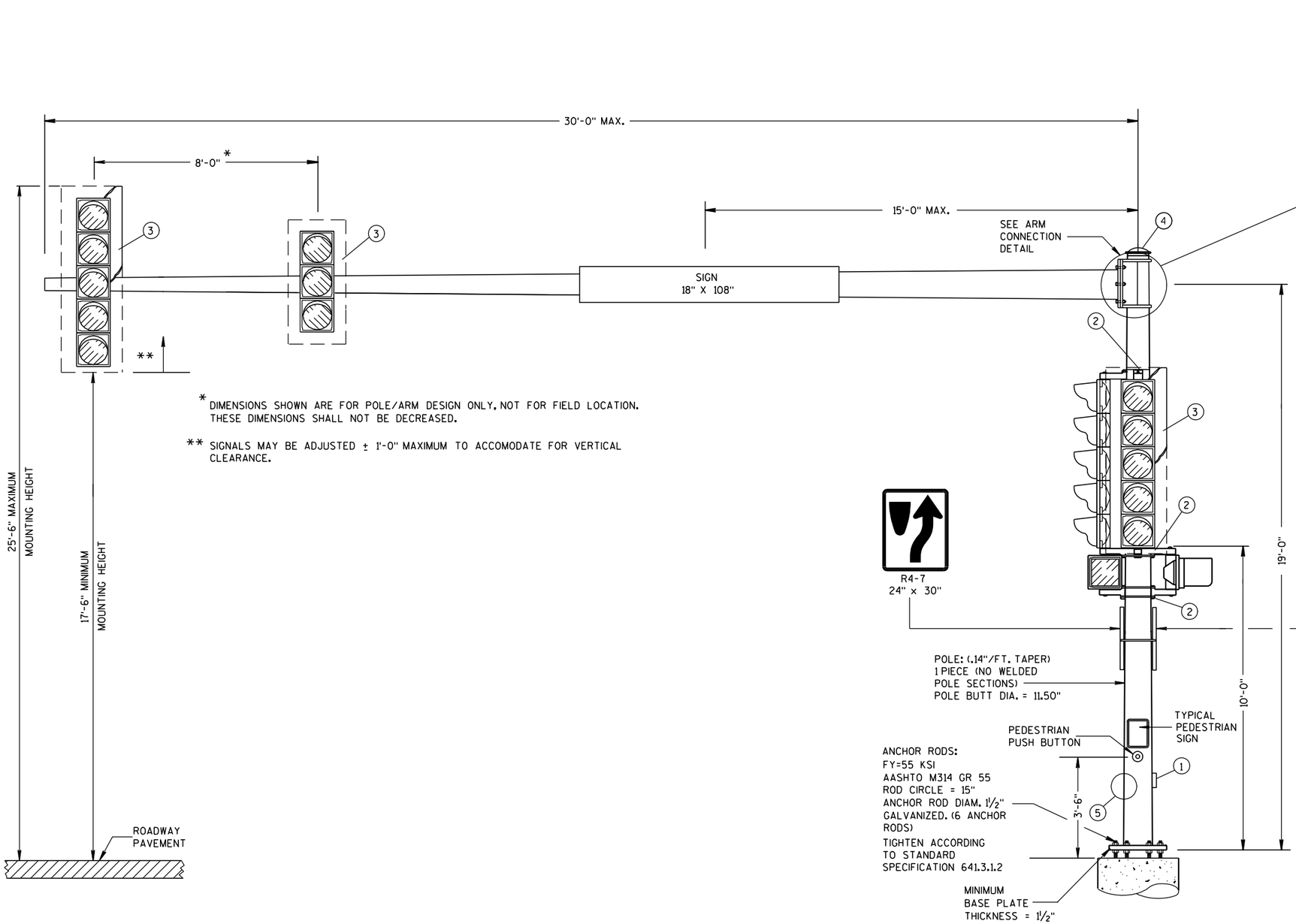
FHWA

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S.D.D. 9 E 7-5

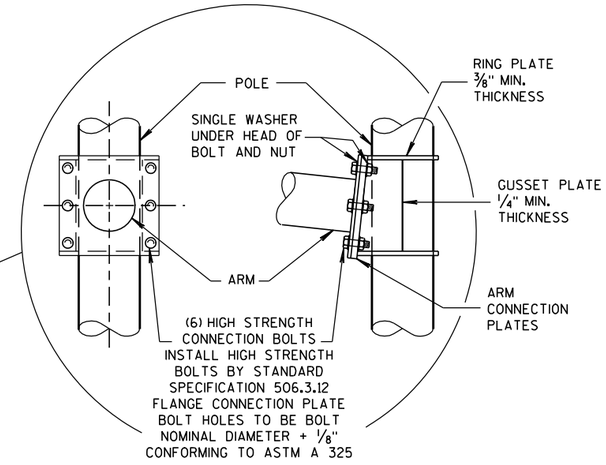
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S.D.D. 9 E 7-5



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY. NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

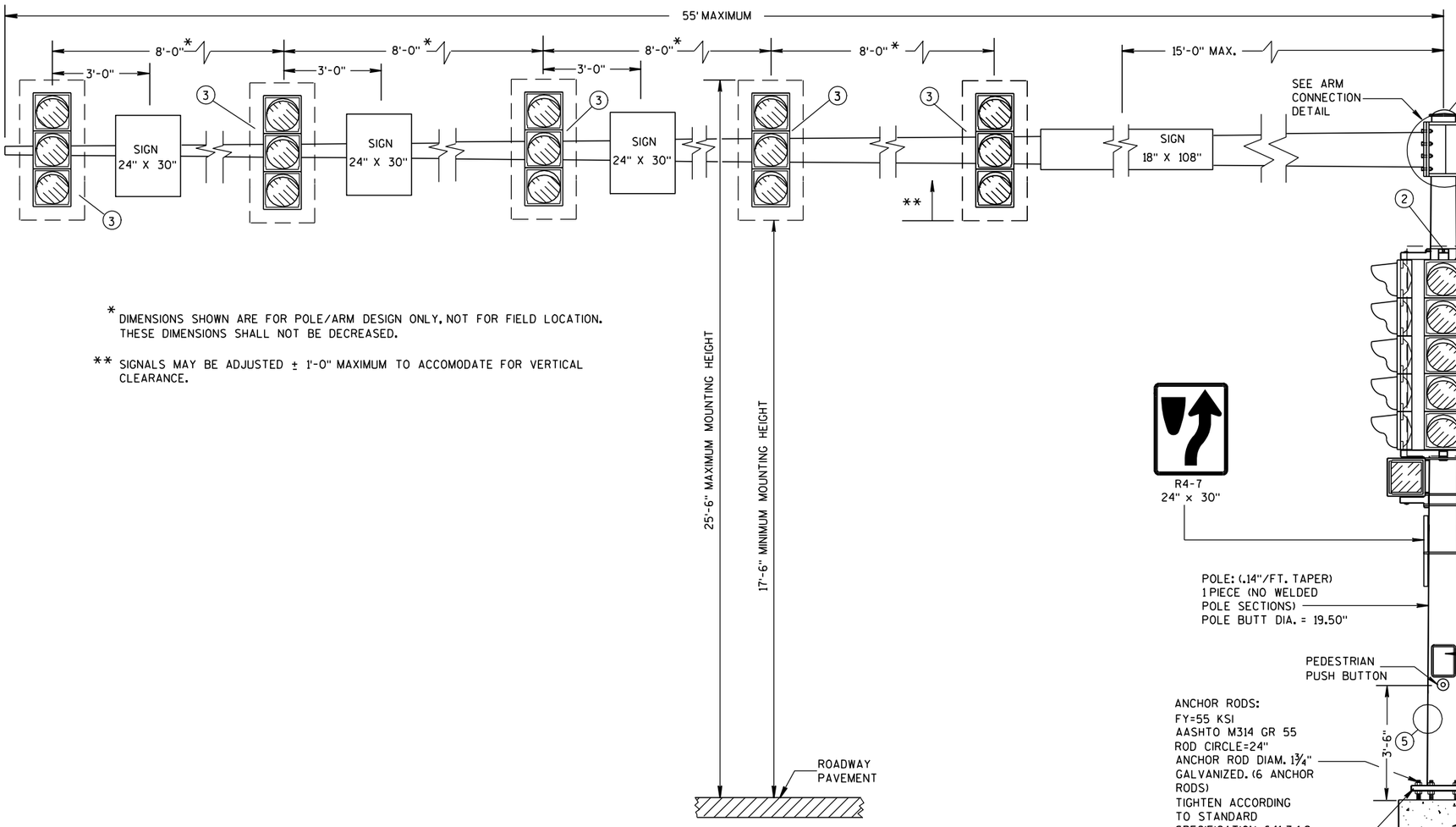
APPROVED
3/2/2011 DATE
/S/ Thomas J. Corrigan
STATE ELECTRICAL ENGI 581 HWYS
FHWA

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S.D.D. 9 E 8-4a

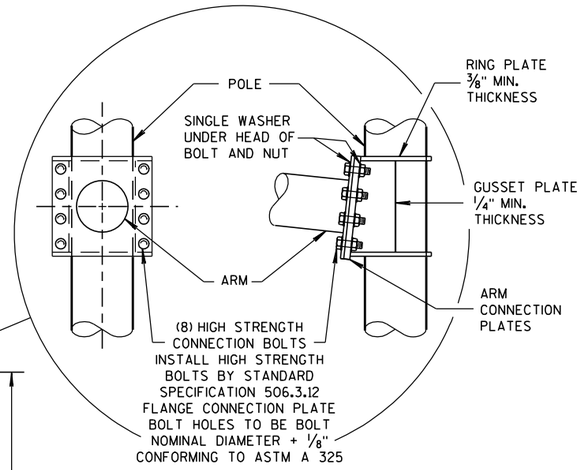
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S.D.D. 9 E 8-4a

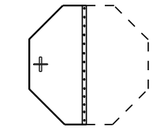


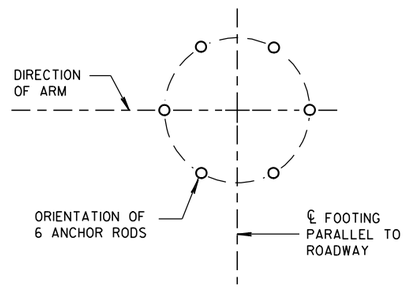
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



8 BOLT ARM CONNECTION DETAIL





ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/2/2011 — DATE
/S/ Thomas J. Gorring — STATE ELECTRICAL ENGI 582 — HWYS
FHWA

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S.D.D. 9 E 8-4c

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S.D.D. 9 E 8-4c

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE LATEST AASHTO AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

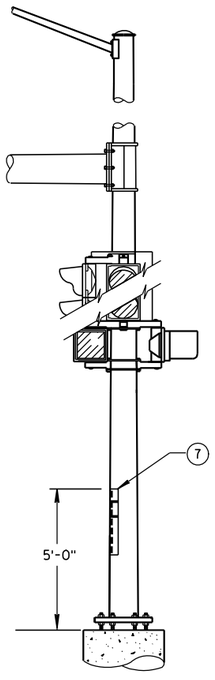
(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

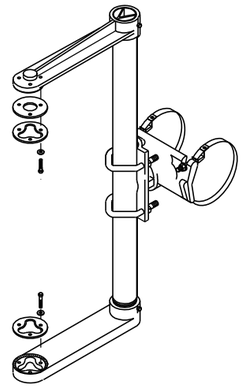
(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

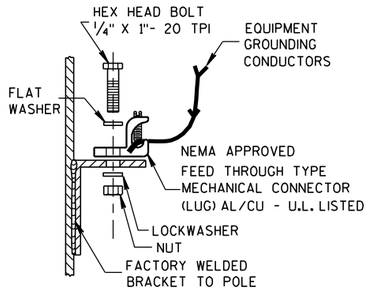


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



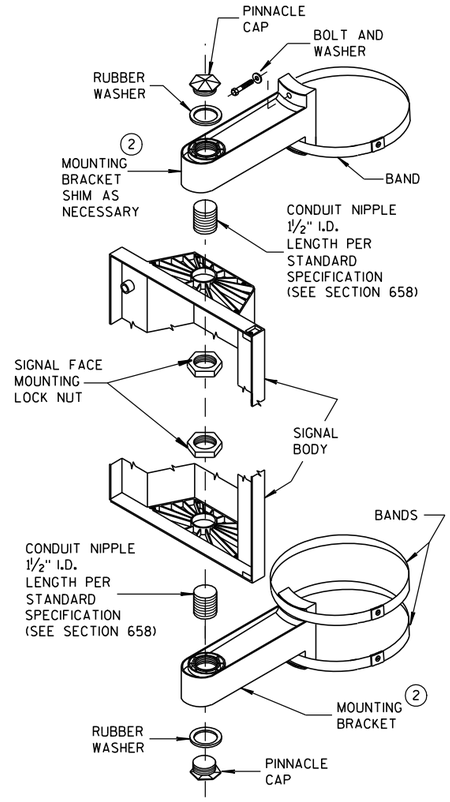
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

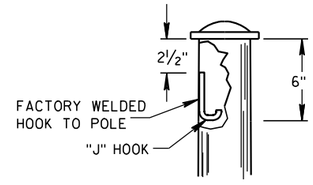


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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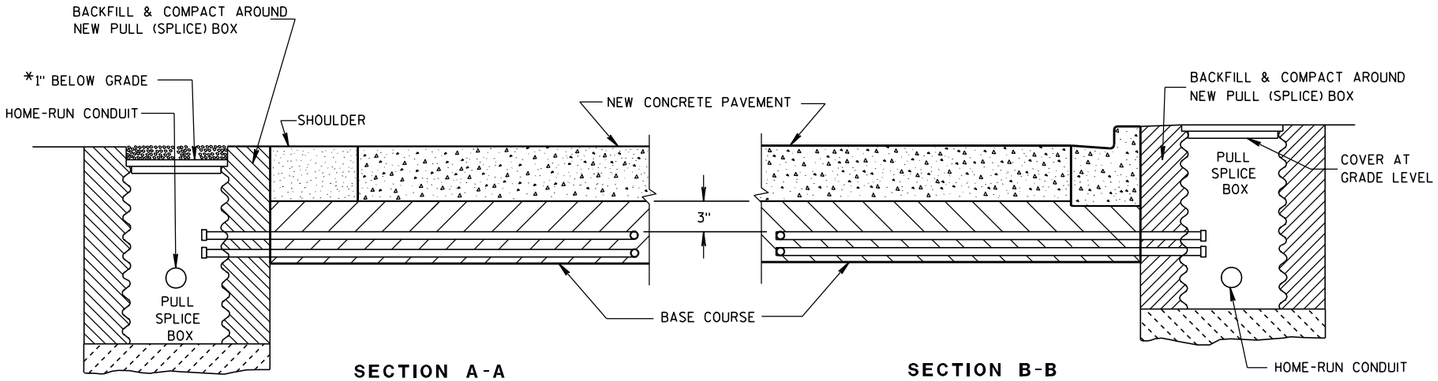
3/2/2011 DATE

/S/ Thomas J. Corrigan
STATE ELECTRICAL ENGI 583 HWYS

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S.D.D. 9 E 8-4e



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

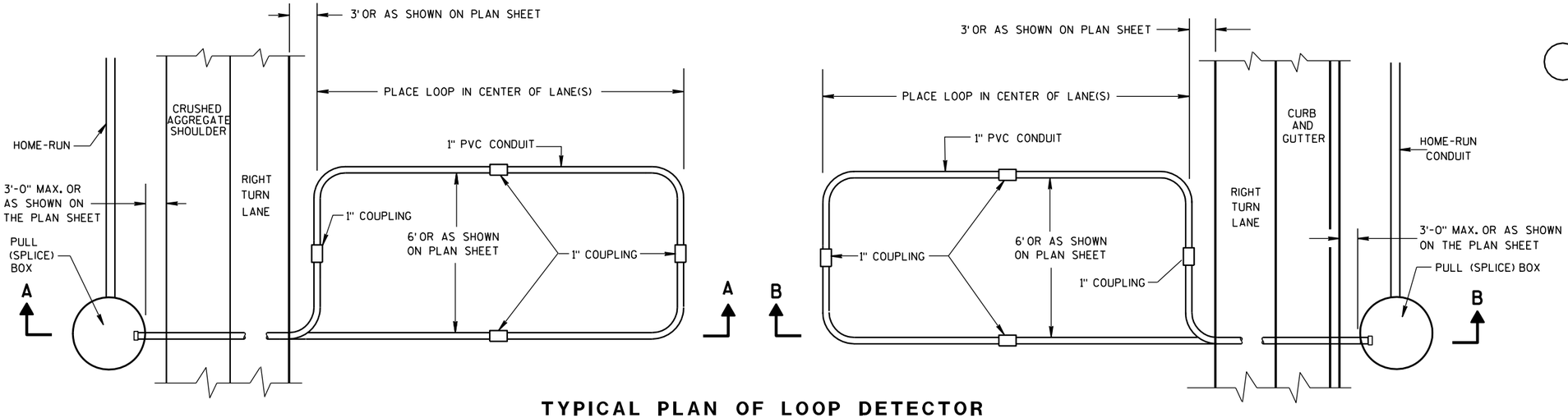
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

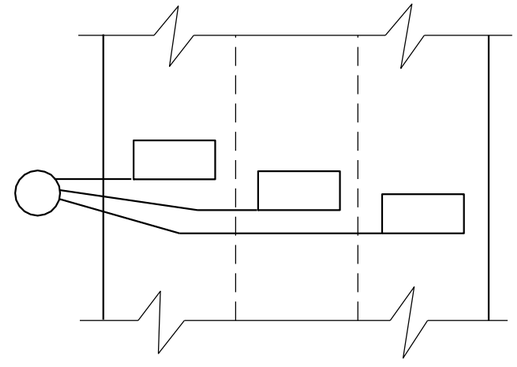
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 DATE
/S/ Balu Anantharaman
STATE ELECTRICAL ENGI
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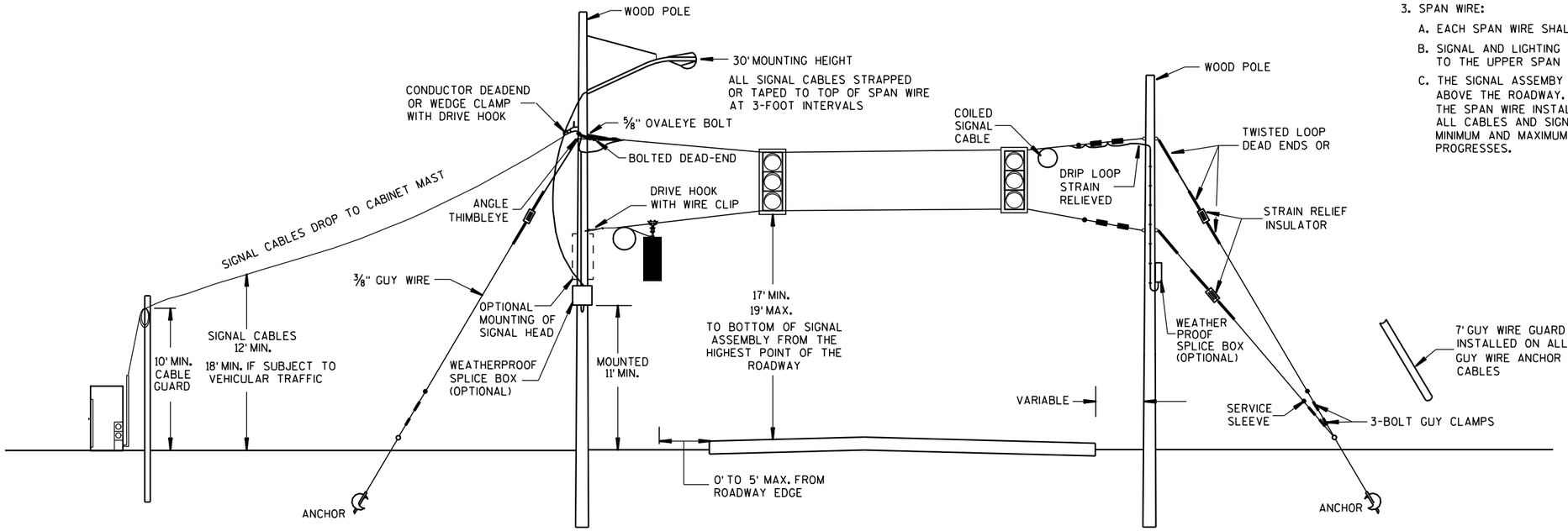
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

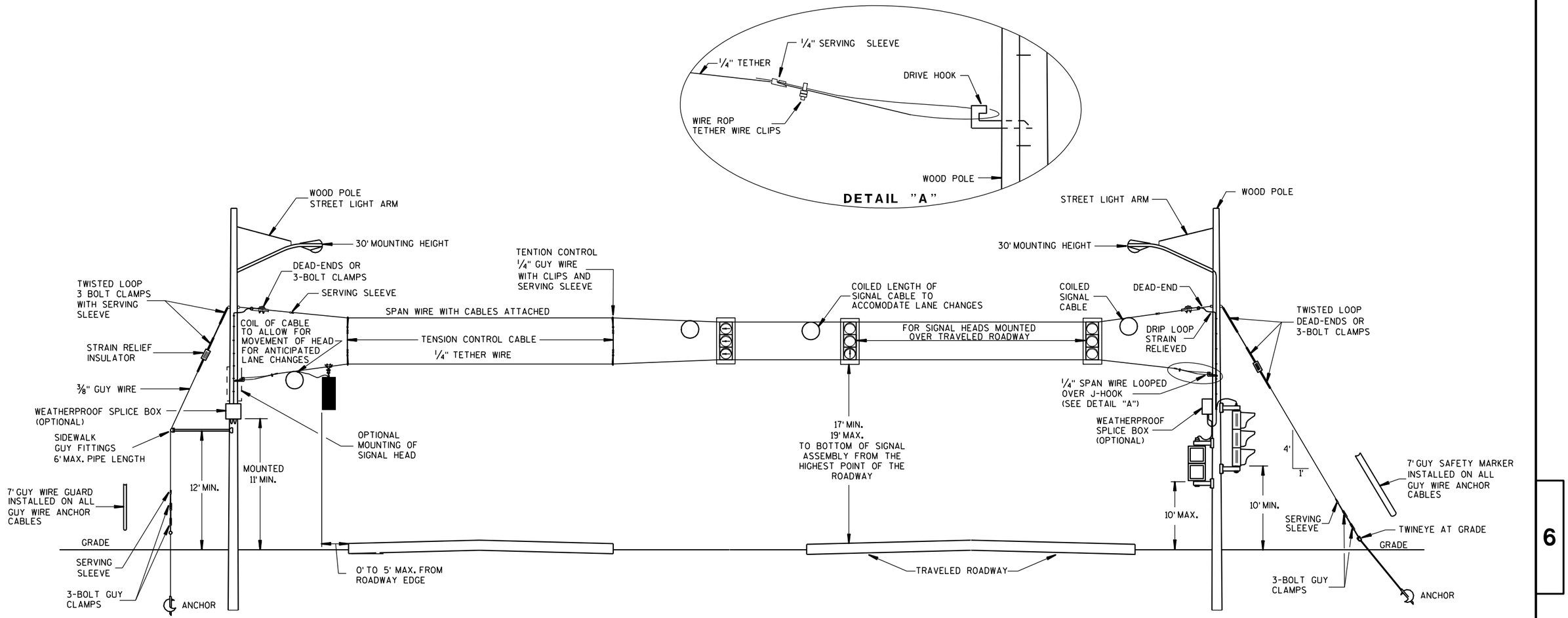
APPROVED

7-14-08 DATE

/S/ Balu Ananthar [illegible]n
STATE ELECTRICAL ENGI 585 HWYS

FHWA

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S.D.D. 9 G 1-3a



GENERAL NOTES

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

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 586 HWYS

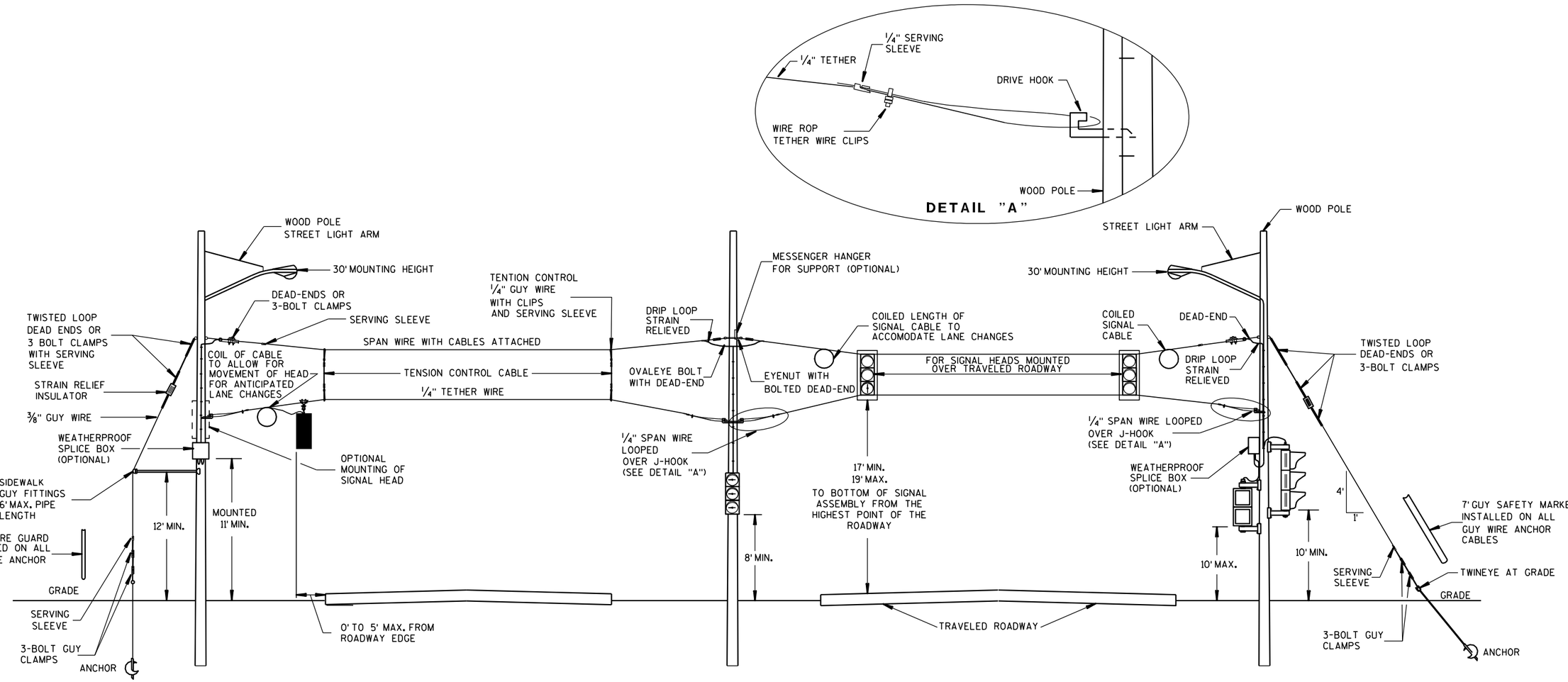
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S.D.D. 9 G 1-3b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangarayanan
STATE ELECTRICAL ENGI

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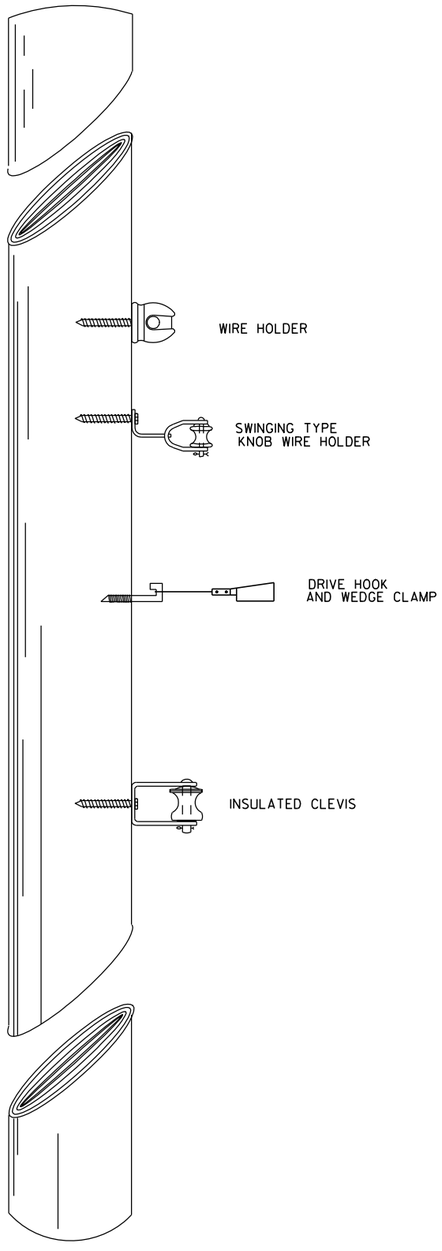
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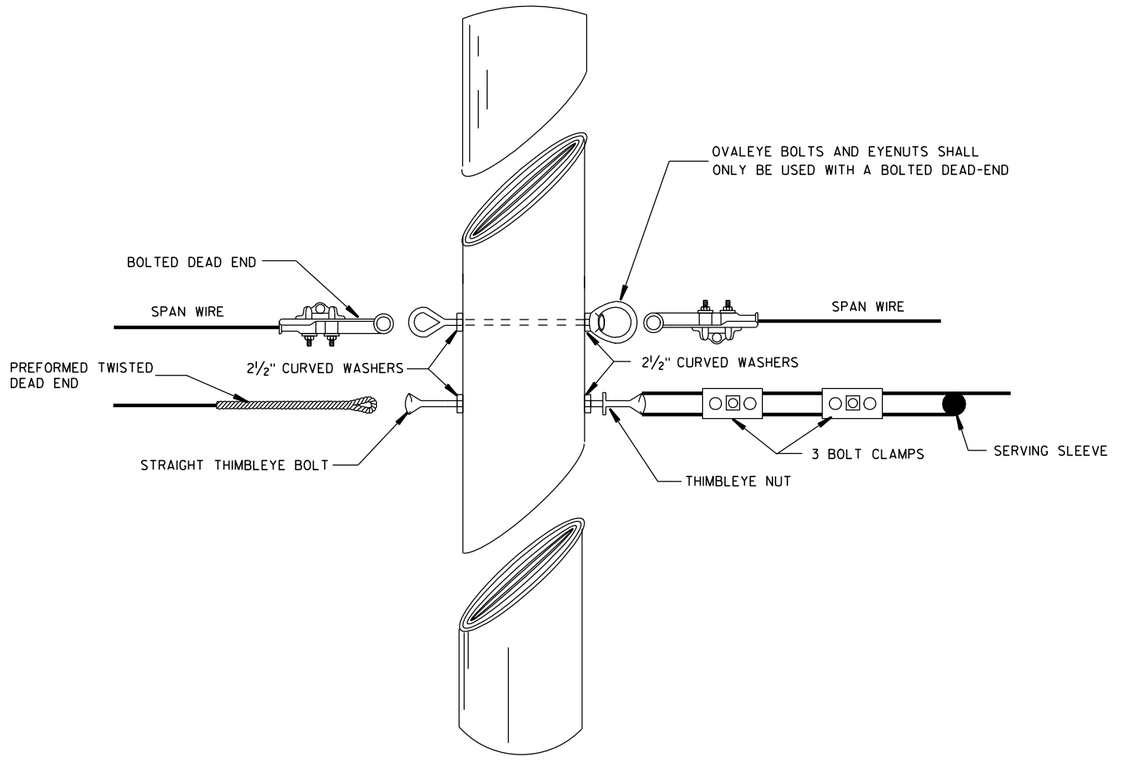
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S.D.D. 9 G 1-3c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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S.D.D. 9 G 1-3d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

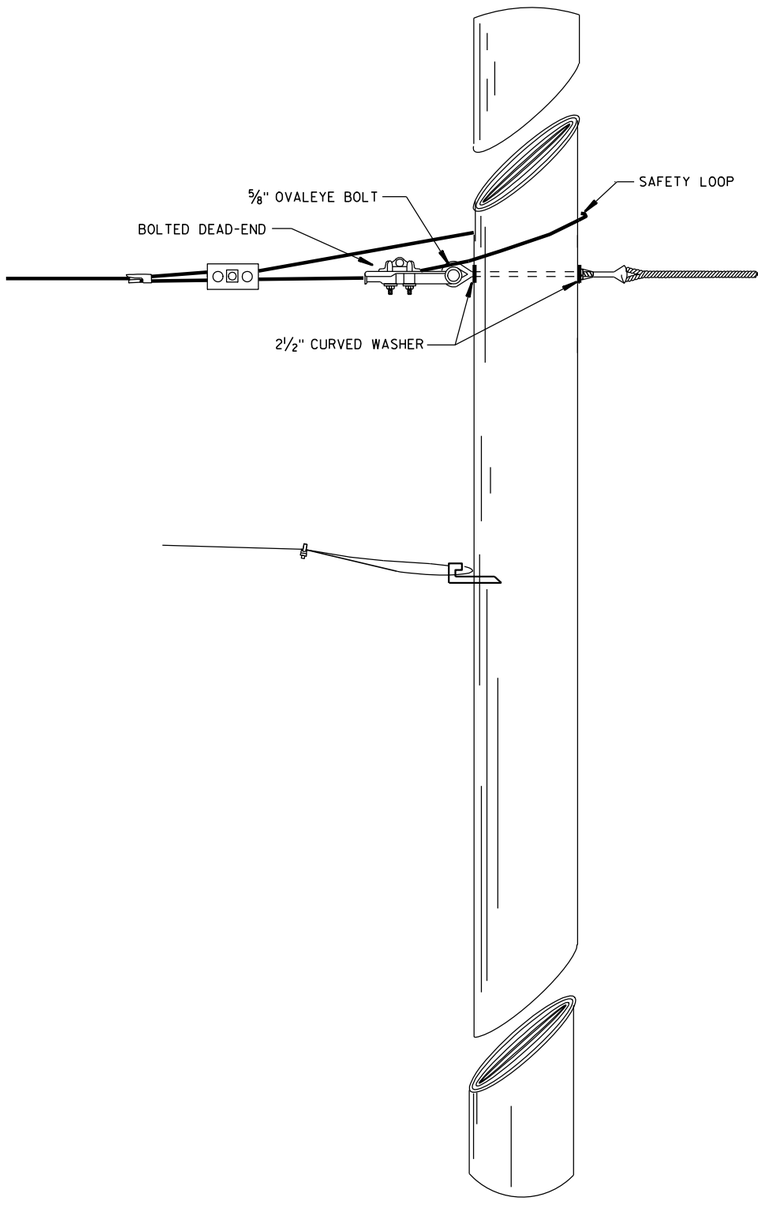
7-14-08
DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 588 HWYS

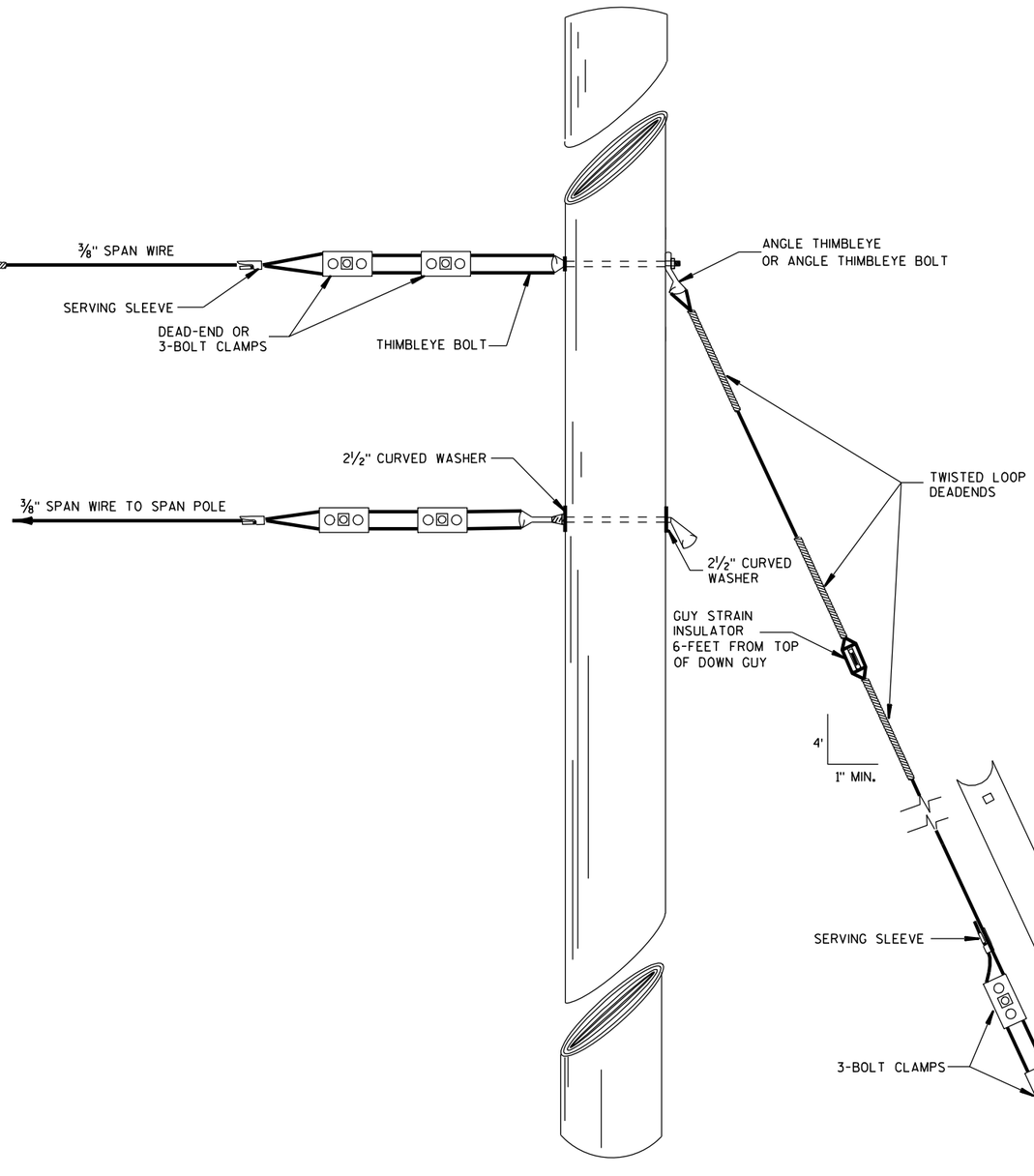
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GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

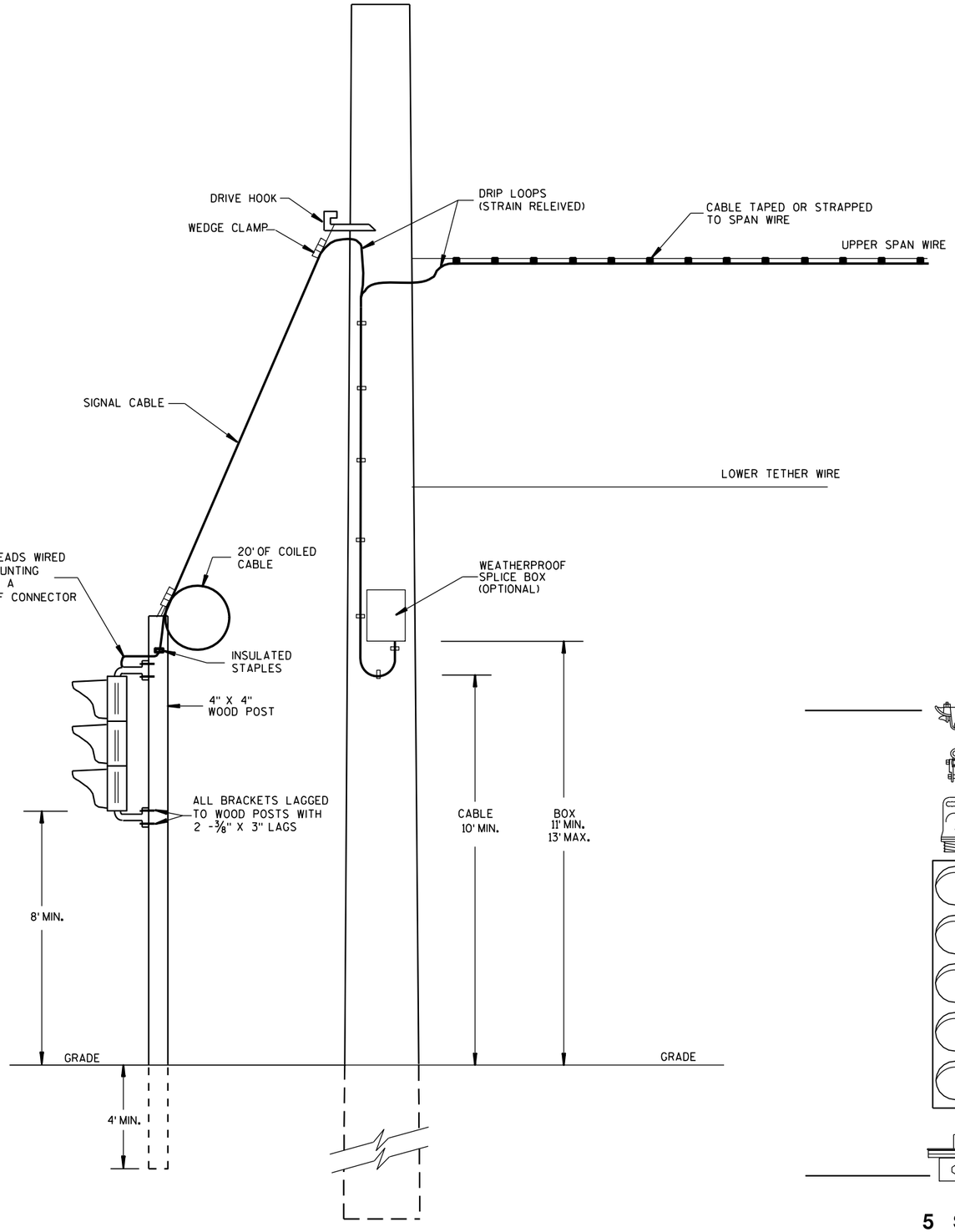
TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

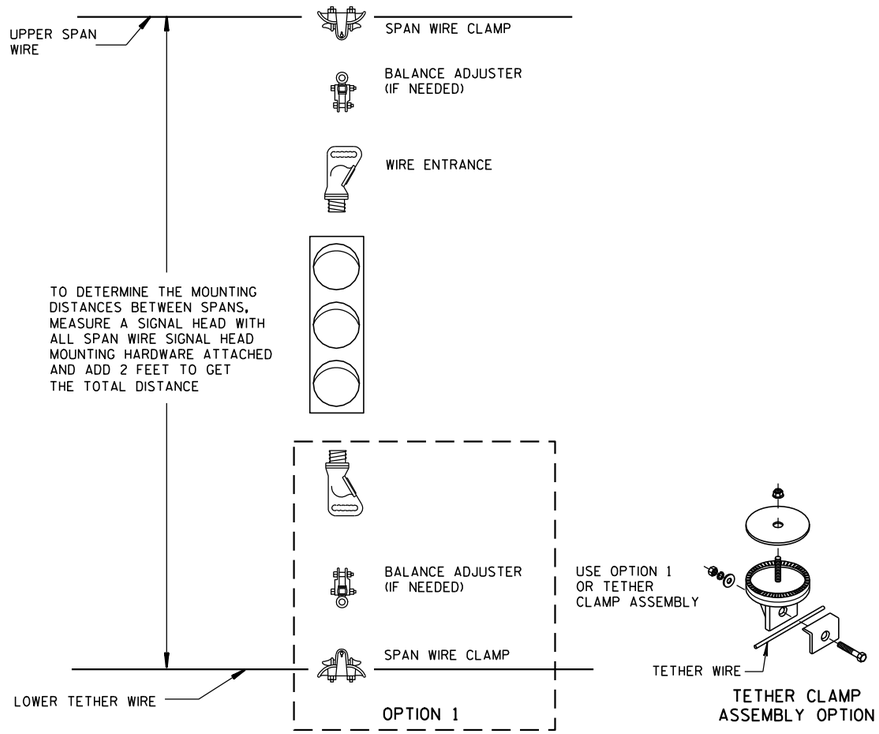
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Aganthanarayanan
STATE ELECTRICAL ENGI 589 HWYS
FHWA

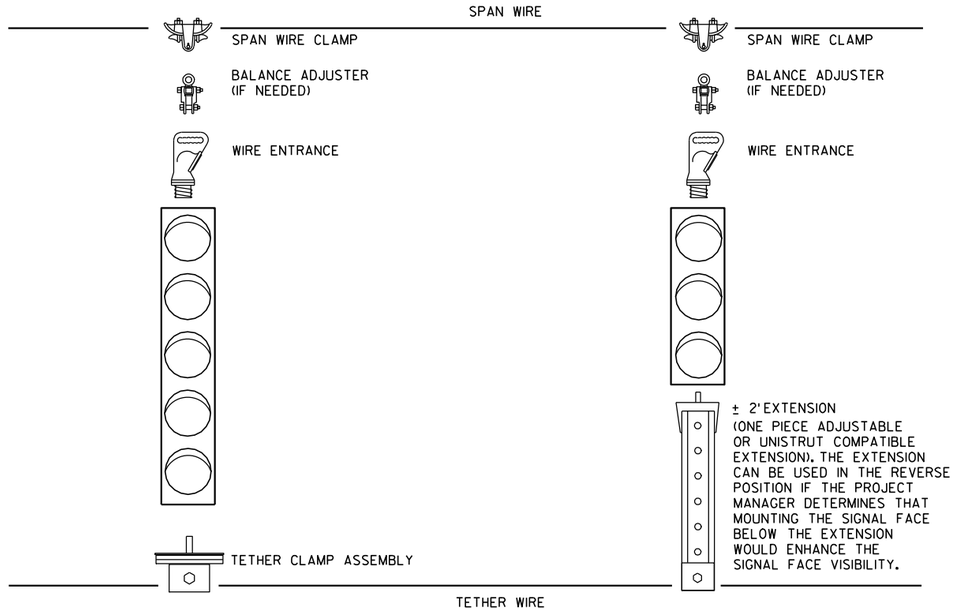
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TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08
DATE

/S/ Balu Aganthangarayanan
STATE ELECTRICAL ENGI

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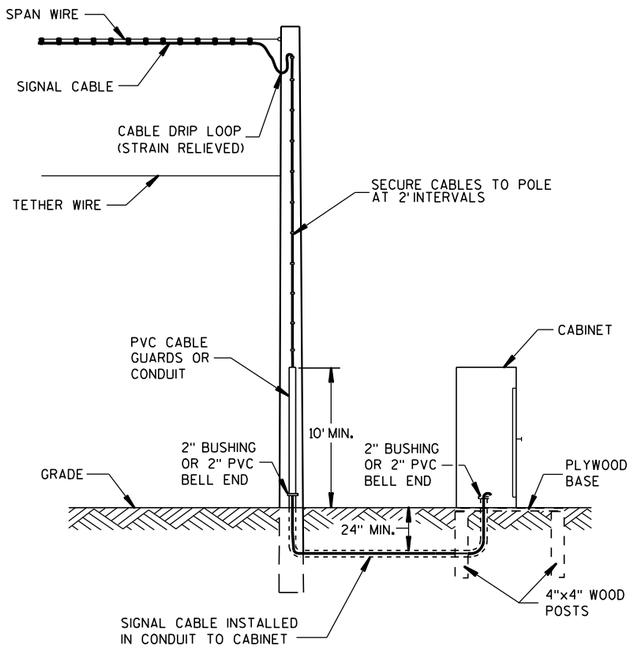
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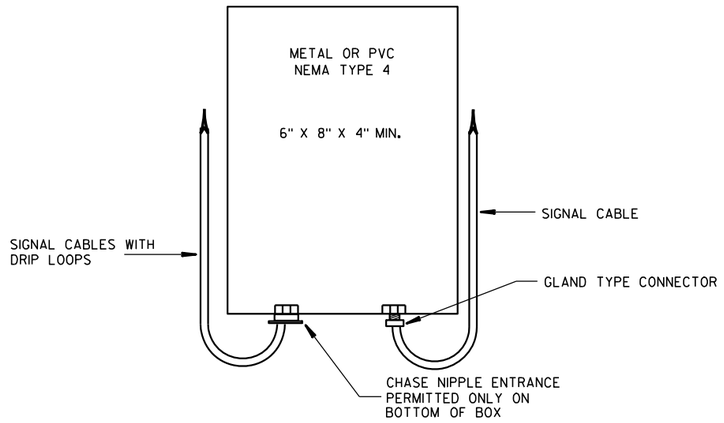
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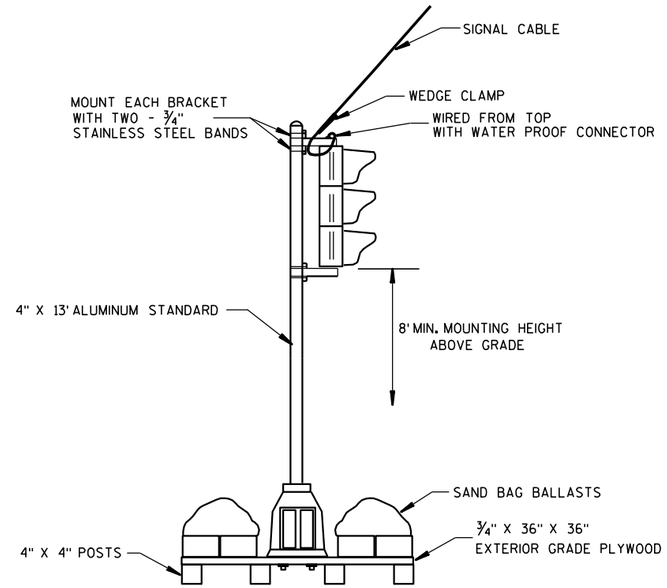
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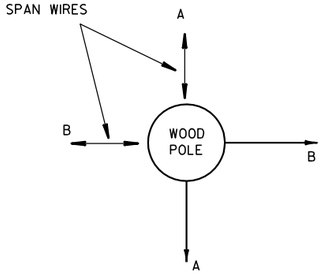




SPLICE BOX

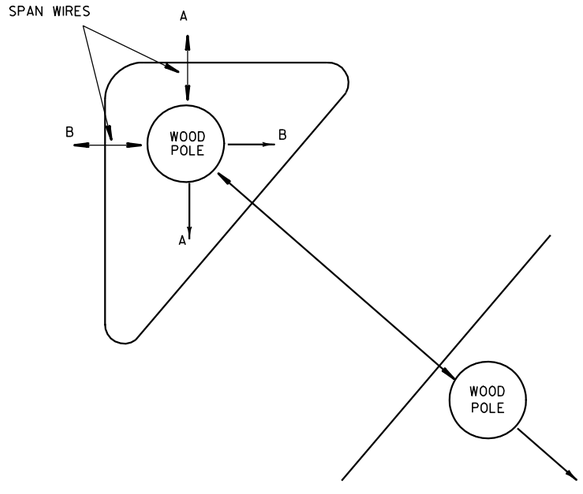


TYPICAL SKID TYPE TEMPORARY

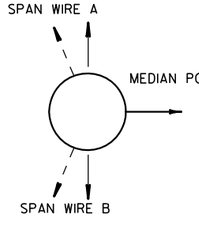


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangayanan
STATE ELECTRICAL ENGI 591 HWYS

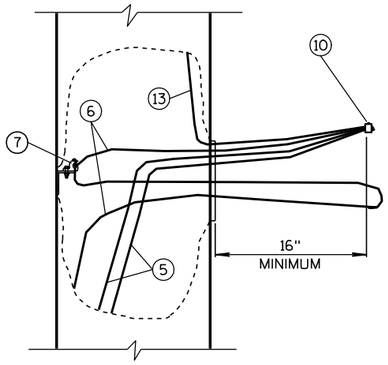
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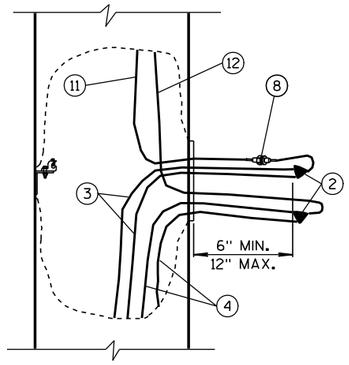
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S.D.D. 9 G 1-3g

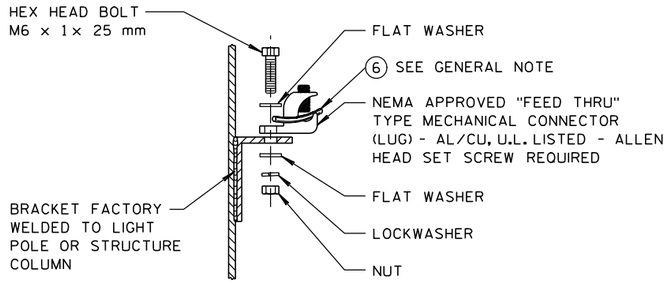


EQUIPMENT GROUNDING CONDUCTOR SLACK



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

TYPICAL CONDUCTOR SLACK AT HANDHOLES



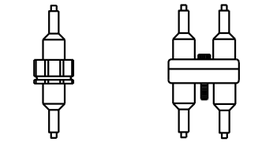
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

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

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



FUSE ASSEMBLIES

GENERAL NOTES

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

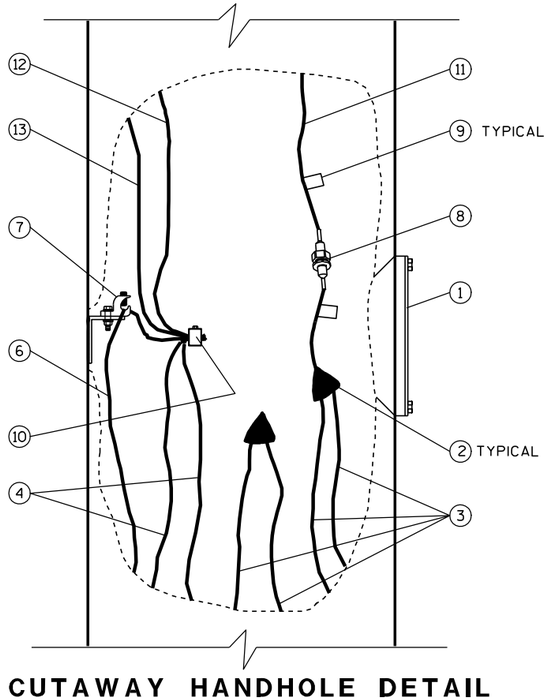
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

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

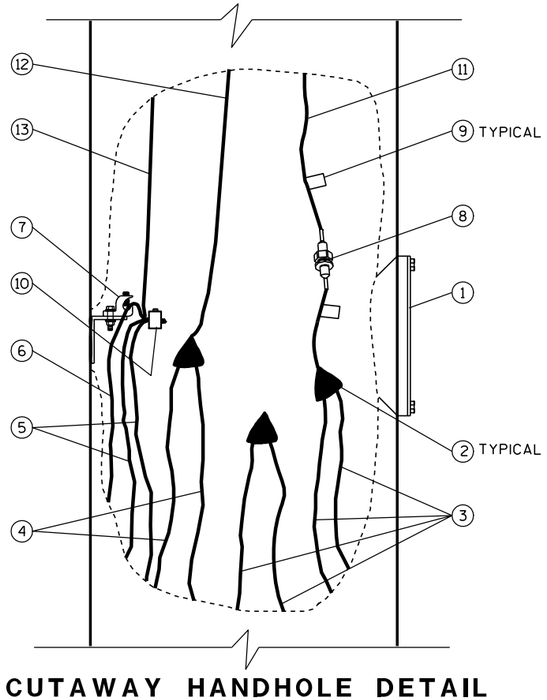
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

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

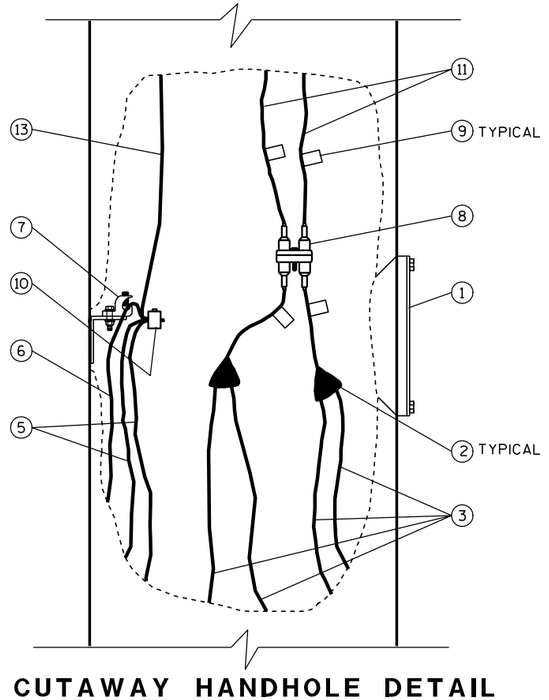
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-φ SHOWN; 3-φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-φ SHOWN; 3-φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

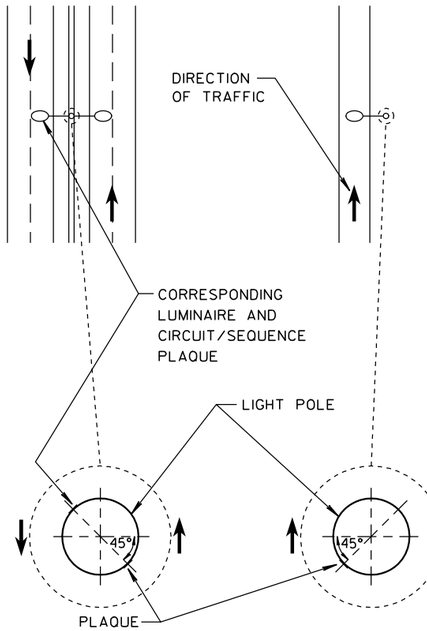
1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin STATE ELECTRICAL ENGI
592
HWYS
FHWA

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S.D.D. 10 A 1-2



MEDIAN POLE **SINGLE ARM POLE**

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

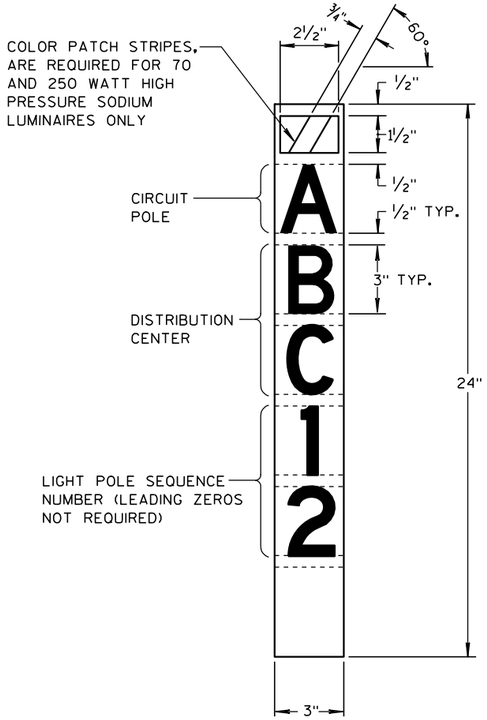
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS LUMINAIRES

1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE WITH WHITE STRIPE
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN
70 WATT - BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin
STATE ELECTRICAL ENGI 593 HWYS
FHWA

6

S.D.D. 10 A 2-2

6

S.D.D. 10 A 2-2

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

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

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

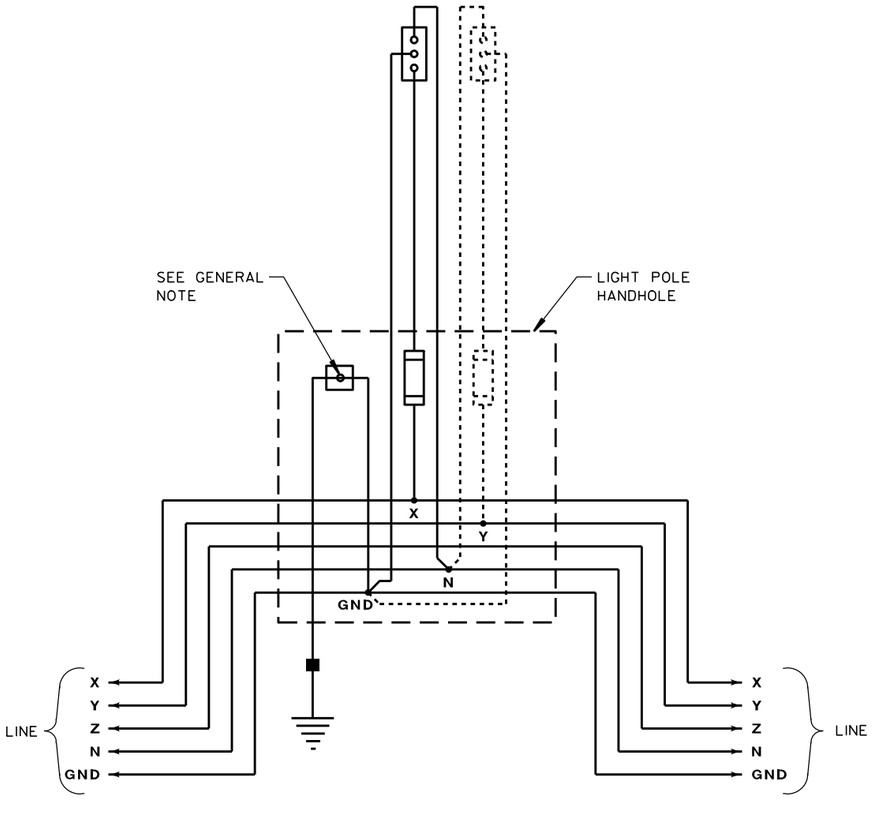
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

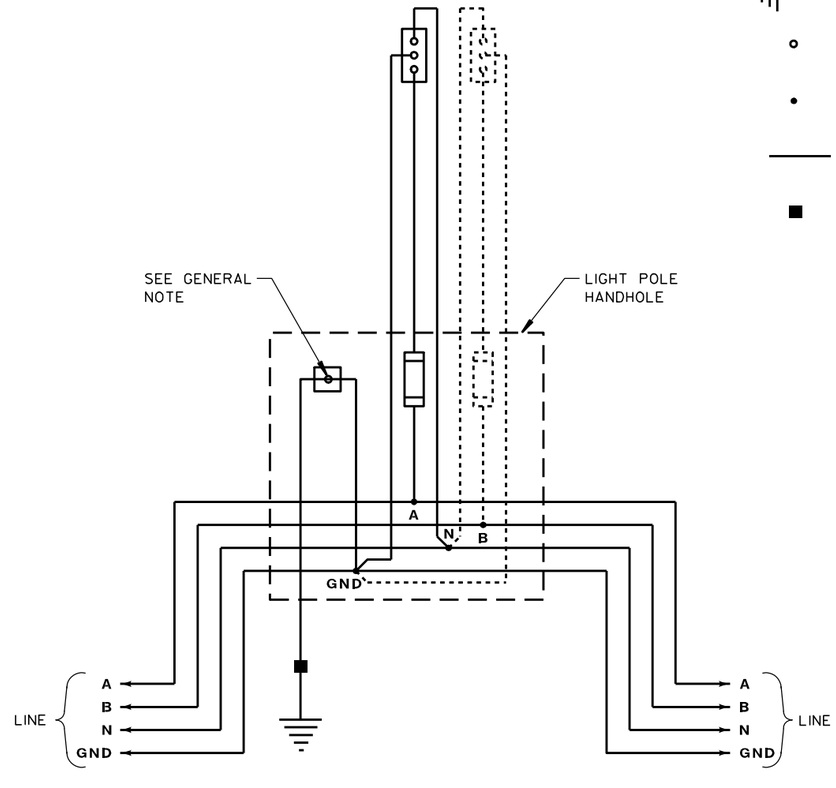
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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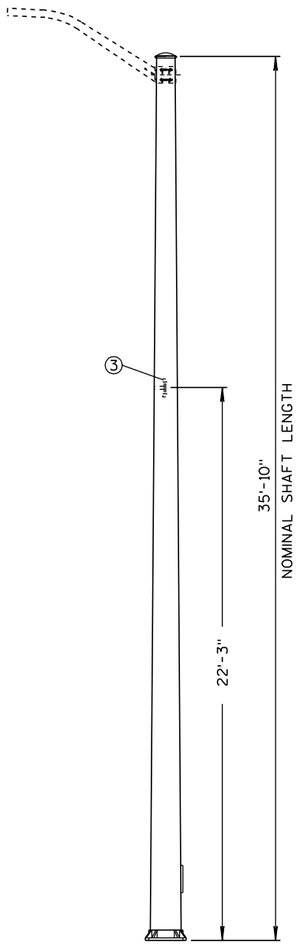
HWYS

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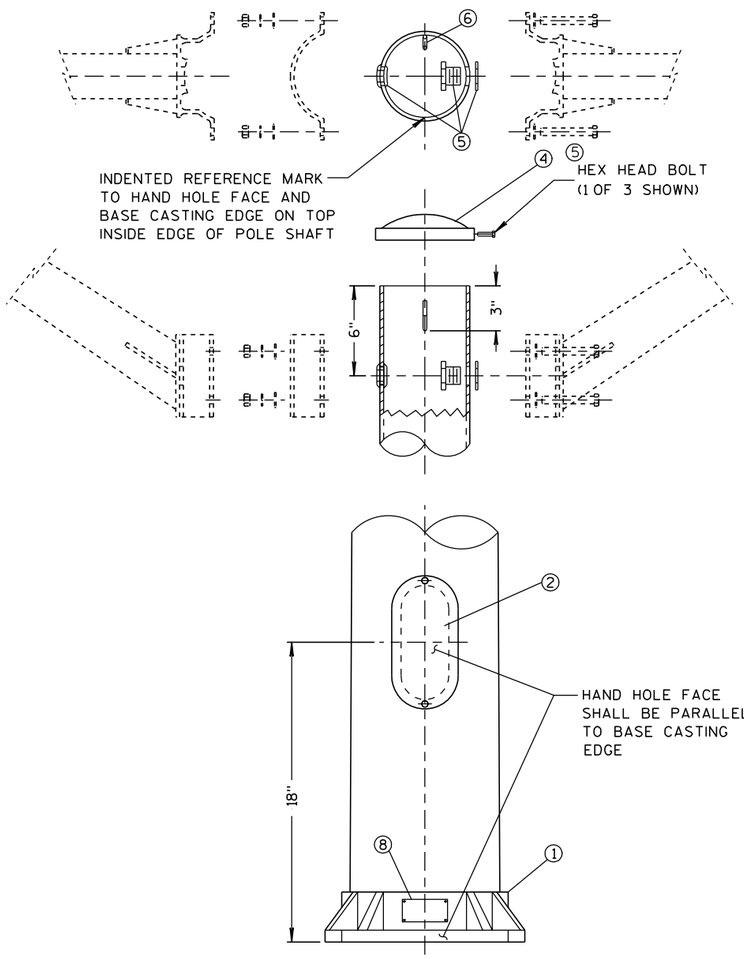
S.D.D. 10 A 5-2

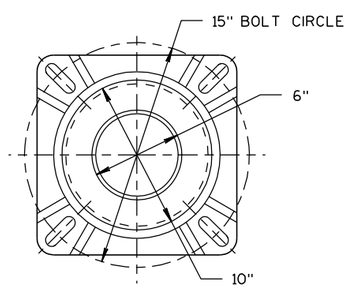
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S.D.D. 10 A 5-2

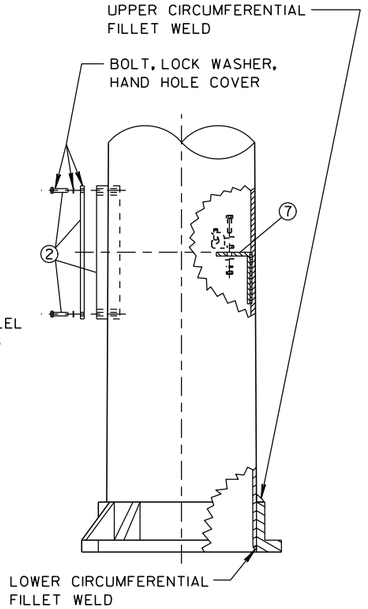


POLE, TYPE 7





(TOP VIEW)



POLES COVERED BY THIS DRAWING	
TYPE 7	NATURAL FINISH, SLOTTED FOR 1" ANCHOR RODS
TYPE 7BR	DARK BROWN ANODIZED, SLOTTED FOR 1" ANCHOR RODS

GENERAL NOTES

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

SLOTTED ANCHOR ROD HOLES FOR 1"-8 UNC ANCHOR RODS (4 EACH, 15" BOLT CIRCLE), SHALL BE PROVIDED IN BASE CASTING.

POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM. EXCEPT THAT BASE CASTINGS SHALL BE CONSTRUCTED OF 356-T6 ALUMINUM. THE SHAFT SHALL BE ROUND AND UNIFORMLY TAPERED FROM A 10" O.D. BUTT TO A 6" O.D. TOP.

HEAT TREATMENT OF WELDMENTS IN STRUCTURAL AREAS (e.g. BASE CASTING, HAND HOLE, BRACKET FOR GROUNDING LUG) REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE ARMS AND CLAMP ASSEMBLIES SHOWN FOR INFORMATION ONLY (PAID SEPARATELY).

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A.

① SHOE BASE.

② 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY SECURED BY TWO (2) 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

HANDHOLE SHALL BE 90 DEGREES FROM LUMINAIRE ARMS OF TWIN LUMINAIRE POLES; 180 DEGREES FROM LUMINAIRE ARM OF SINGLE LUMINAIRE POLES; 0 DEGREES FROM LUMINAIRE ARM FOR STRUCTURE MOUNTED POLES.

③ INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

④ FURNISH AND INSTALL CAST OR METALLIC (ALUMINUM ALLOY) POLE CAP. FASTEN CAP WITH THREE 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

⑤ 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET), PER EACH REQUIRED LUMINAIRE ARM.

⑥ FACTORY-WELDED "J" HOOK FOR POLE WIRE STRAIN RELIEF.

⑦ FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE. (LUG AND HARDWARE PAID UNDER SEPARATE ITEMS; SHOWN FOR INFORMATION ONLY). PROVIDE HOLE IN BRACKET FOR 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

⑧ MANUFACTURER'S PLATE SHOWING WisDOT POLE TYPE, MANUFACTURER, AND DATE.

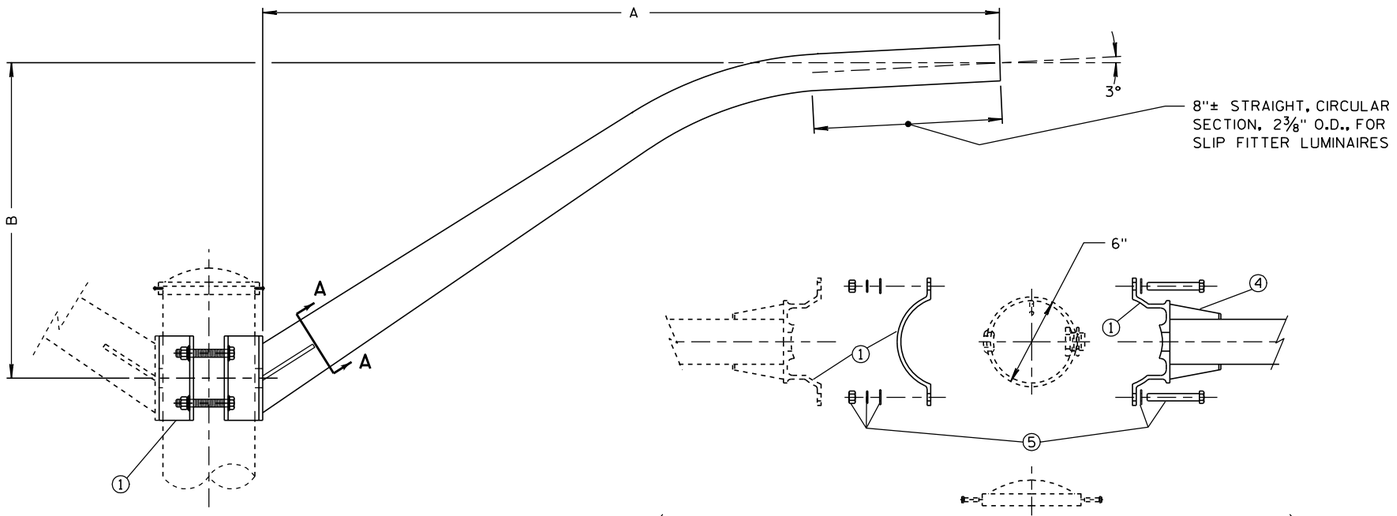
POLE TYPE (NOM. SHAFT LENGTH)	TYPICAL APPLICATION	ARM & LUMINAIRE LOADS (MAX.)	ADDITIONAL (MAX.) LOADS
TYPE 7 & 7BR (35'-10")	ARTERIALS	TWIN ARMS UP TO 10 FT. (SINGLE MEMBER)	UP TO 20 SQ. FT. ON TRAFFIC SIGNS, MOUNTED AS HIGH AS 15 FT. TO TOP OF SIGN, PLUS 1-3 SECTION, 1-5 SECTION, AND 2-PED. TRAFFIC HEAD
	FREEWAY	SINGLE ARM, UP TO 20 FT. TRUSS TYPE	UP TO 20 SQ. FT. OF TRAFFIC SIGNS, MOUNTED AS HIGH AS 15 FT. TO TOP OF SIGN

POLES, TYPES 7 & 7BR
ALUMINUM - 35'-10" SHAFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

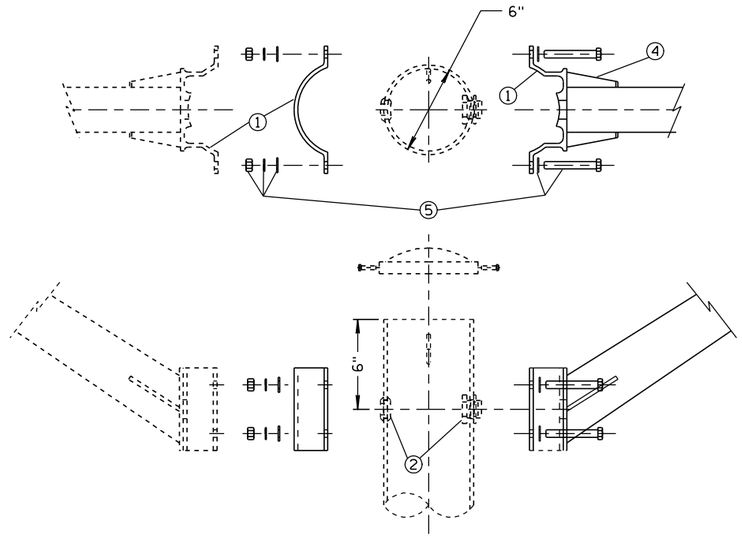
APPROVED
10/25/2010 DATE
/S/ John Corbin
STATE ELECTRICAL ENGI 595 HWYS
FHWA

6
S.D.D. 10 A 17-3a



LUMINAIRE ARMS, SINGLE MEMBER, 6-INCH CLAMP - FOR POLES, TYPE 7, A OR E

VARIOUS LENGTHS (SEE TABLE)



CLAMP ASSEMBLY

SINGLE MEMBER CLAMP SHOWN

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
SINGLE MEMBER	4.0	2.0
SINGLE MEMBER	8.0	3.0
SINGLE MEMBER	10.0	3.0
SINGLE MEMBER	15.0	3.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM (OR DARK BRONZE ANODIZED IF SO STATED IN THE CONTRACT).

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1⅜" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1½" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY.

③ STIFFENER

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - ½"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

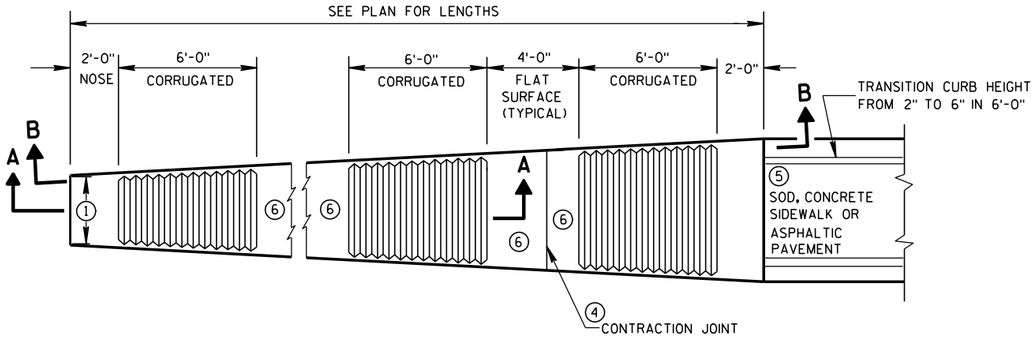
APPROVED

10/25/2010 DATE — /S/ John Cochis STATE ELECTRICAL ENGI — HWYS

FHWA

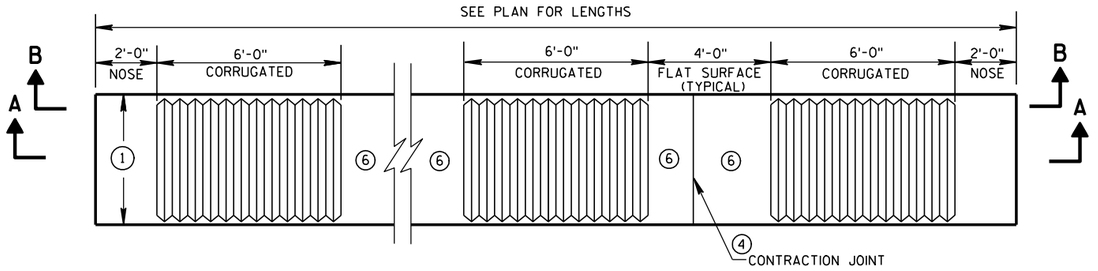
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S.D.D. 10 A 18-4a



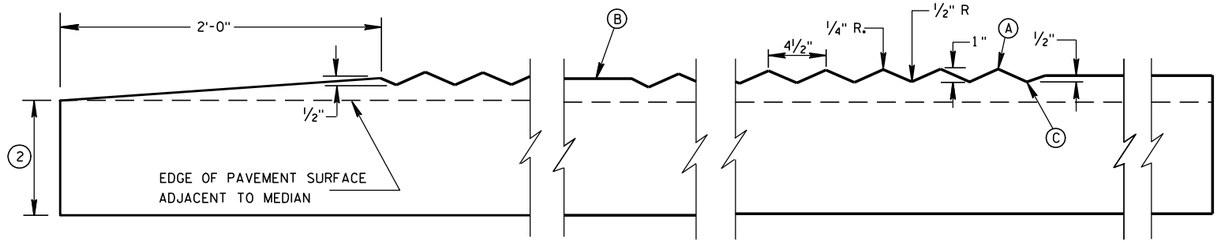
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

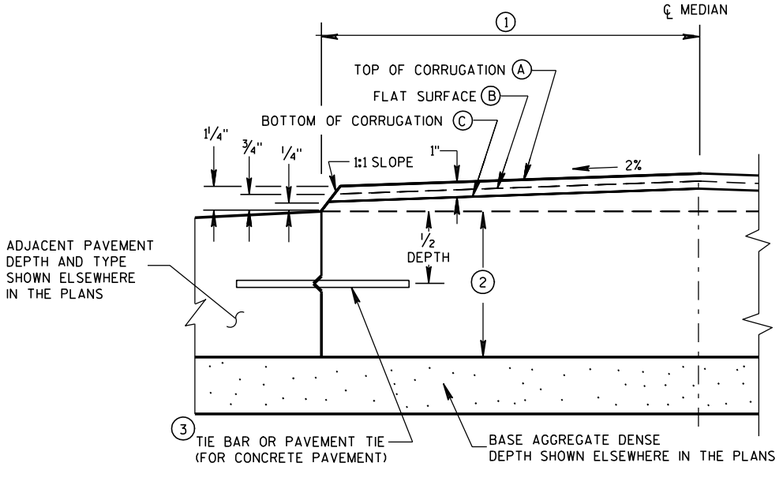
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

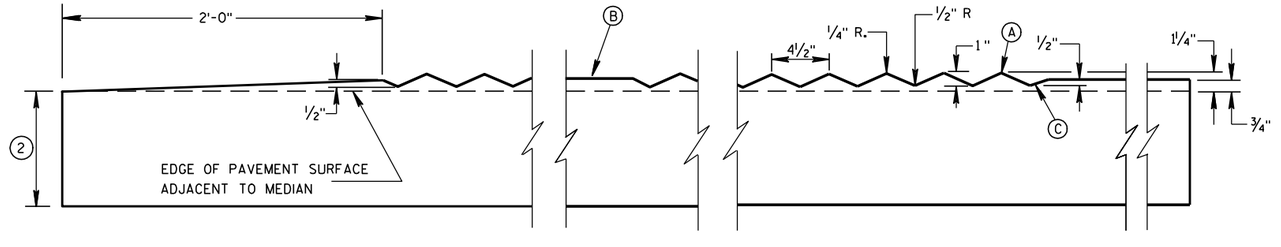
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

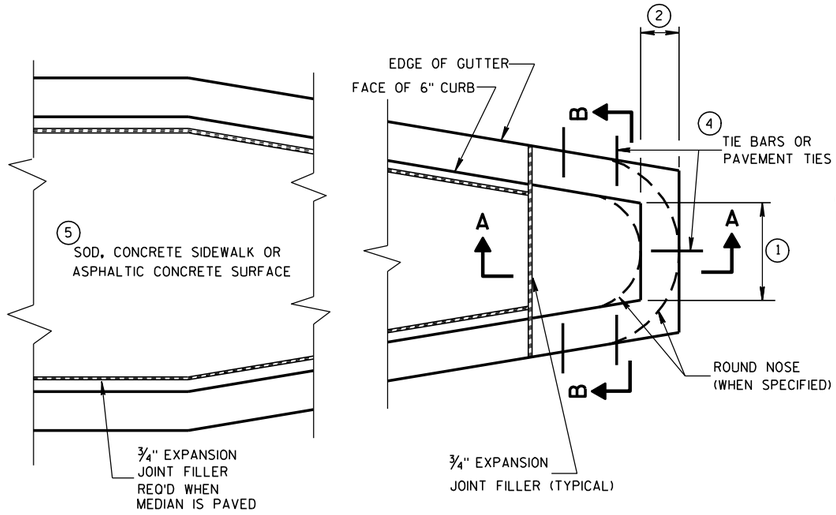
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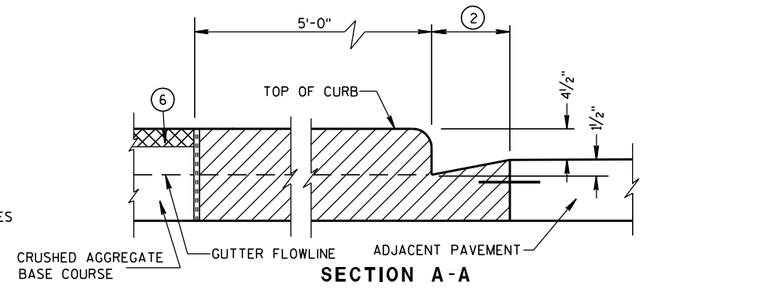
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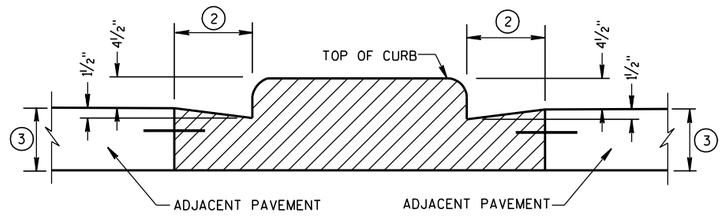
S.D.D. 11 B 1-5

6

S.D.D. 11 B 1-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

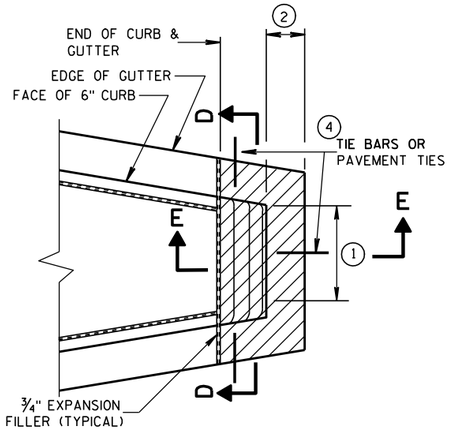
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

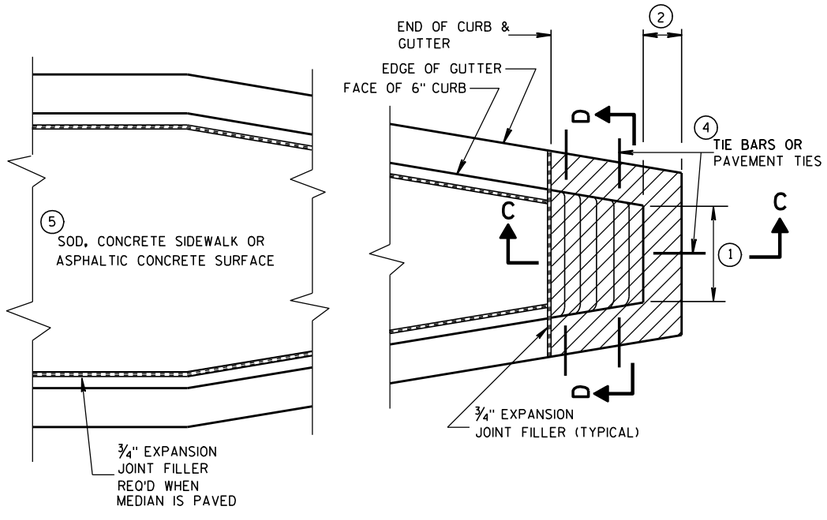
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

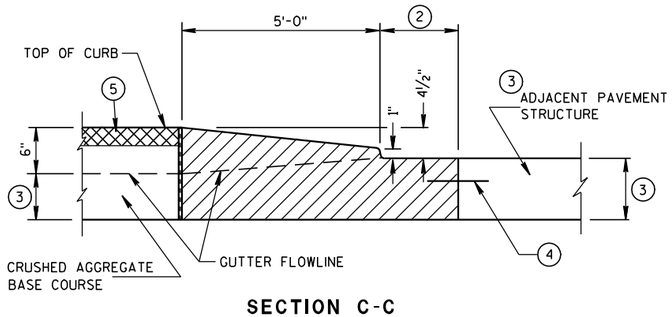
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

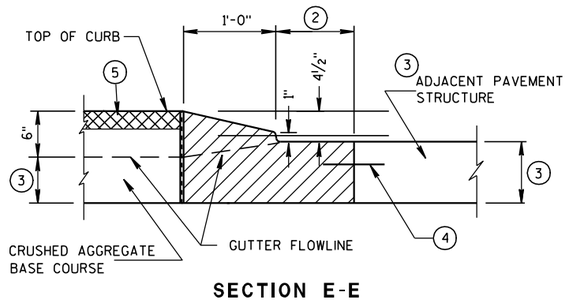
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



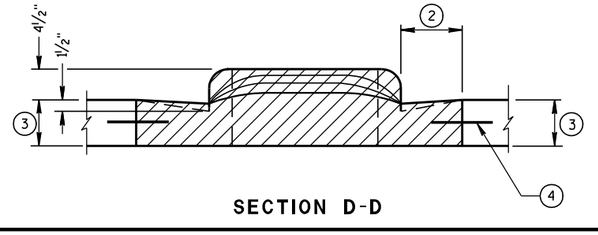






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



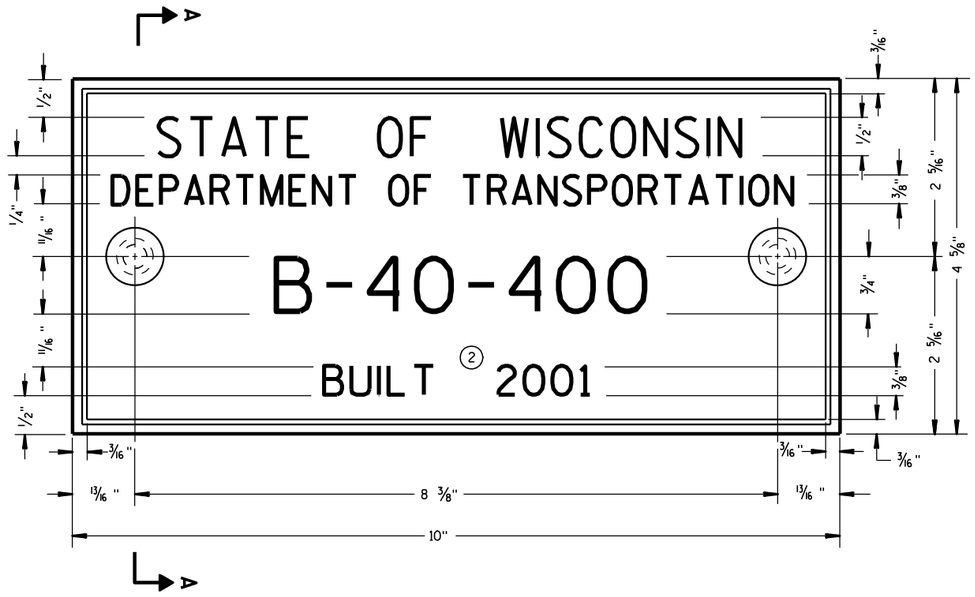
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	598 NT

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S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

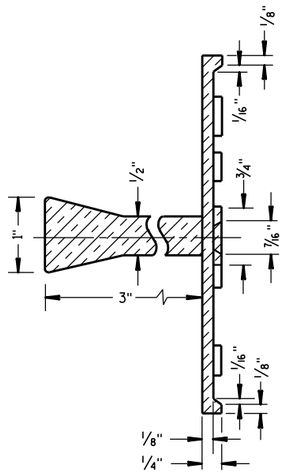
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

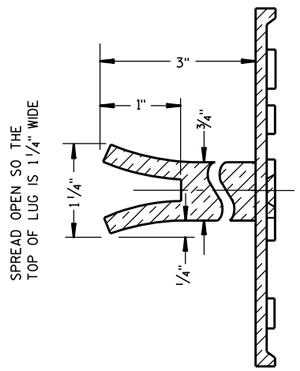
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

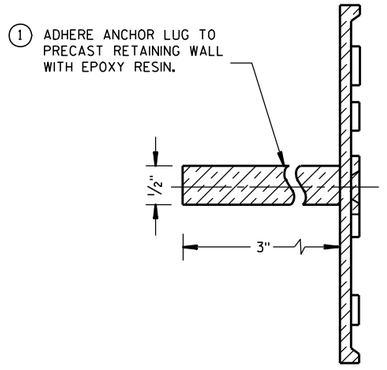
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 599 ENGINEER

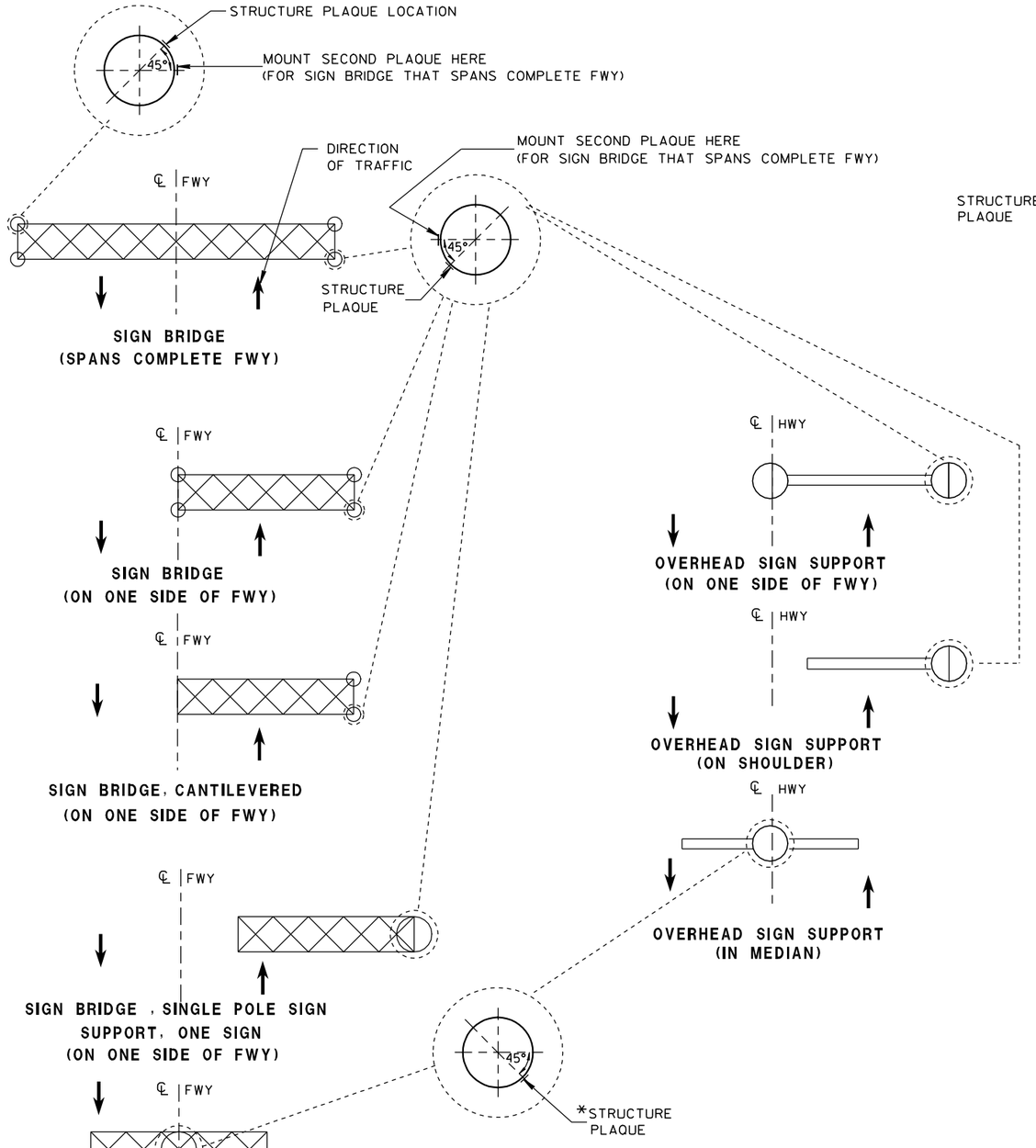
FHWA

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S.D.D. 12 A 3-10

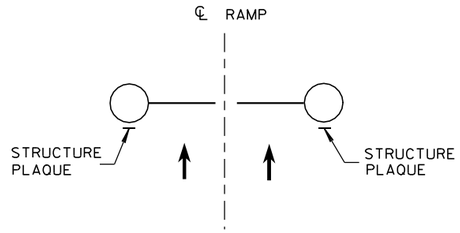
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S.D.D. 12 A 3-10

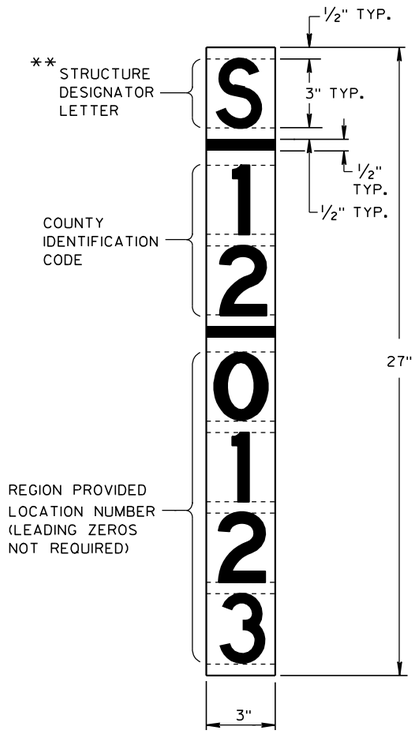


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE & OVERHEAD SIGN SUPPORT STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES.
LETTER "S" UTILIZED FOR SIGN BRIDGES
AND OVERHEAD SIGN SUPPORTS.

**RAMP GATE, SIGN BRIDGE AND OVERHEAD SIGN SUPPORT
STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN
SUPPORT WHICH ARE NOT STRUCTURE MOUNTED**

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

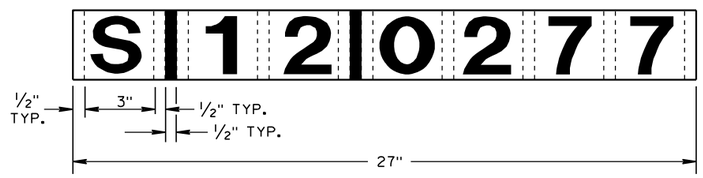
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.

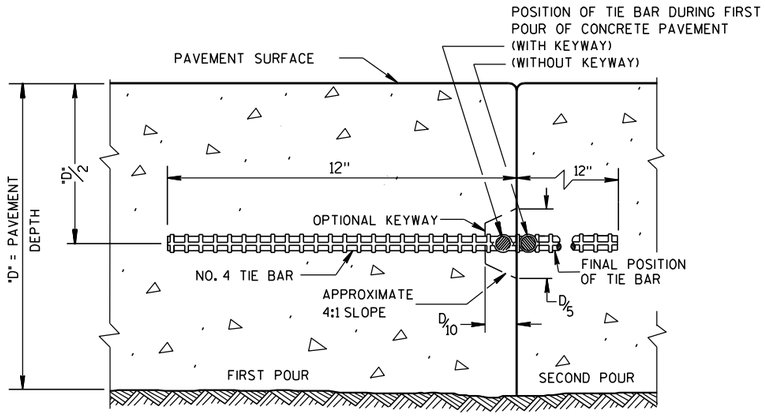


IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

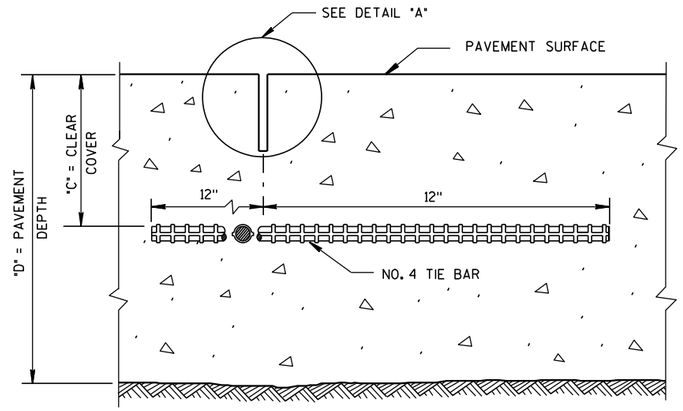
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/9/2012 — DATE
/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER
600 SIGN
FHWA



CONSTRUCTION JOINT



SAWED JOINT

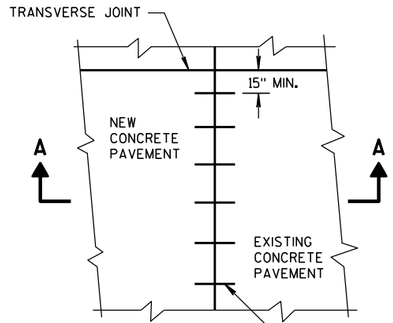
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

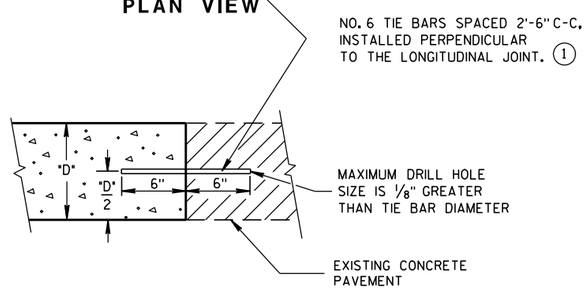
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

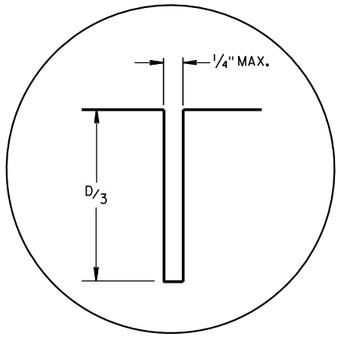
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

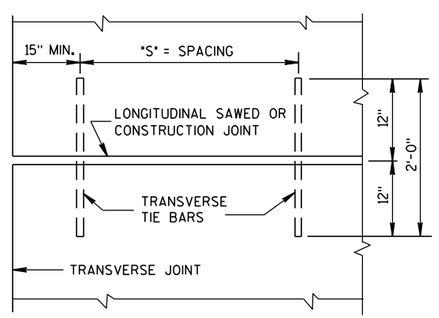


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-2010
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DI ENGINEER

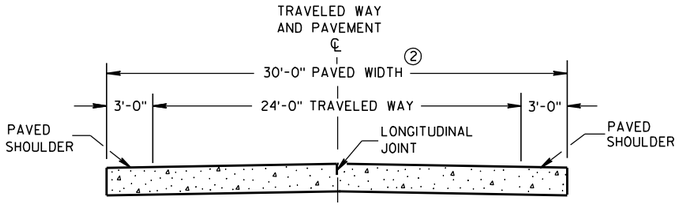
FHWA

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S.D.D. 13 C 1-15

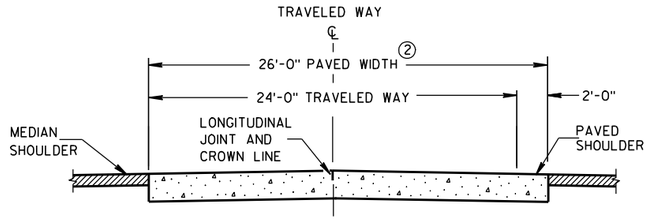
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S.D.D. 13 C 1-15

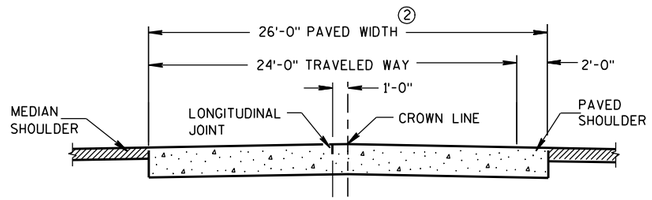


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B

①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

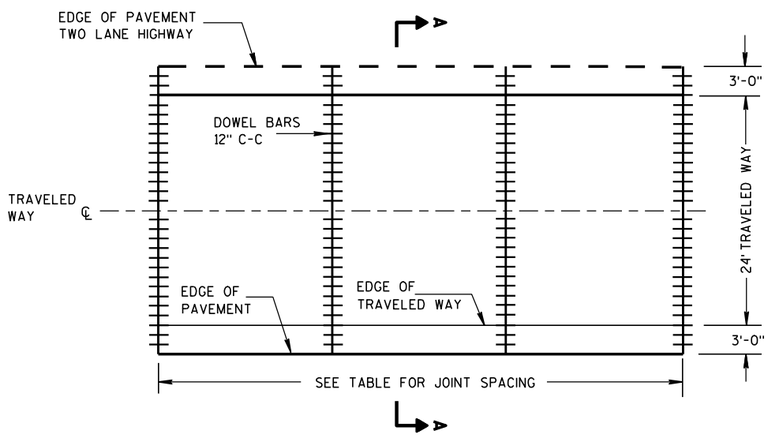
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

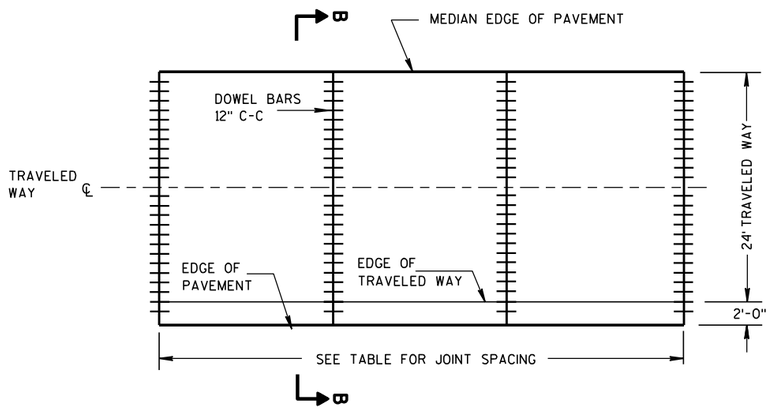
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

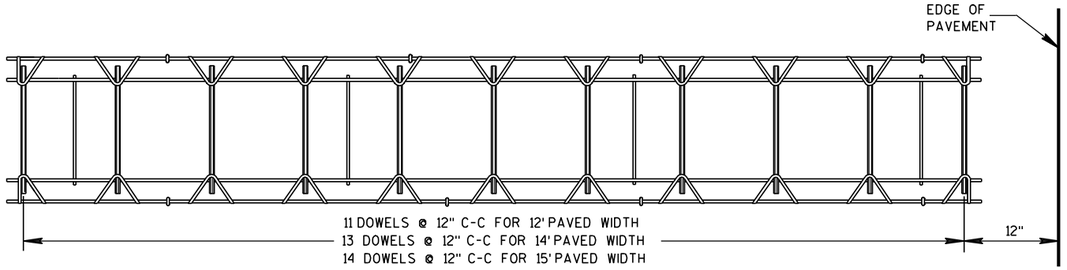
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 13 C 11-10a

6

S.D.D. 13 C 11-10a



PLAN VIEW

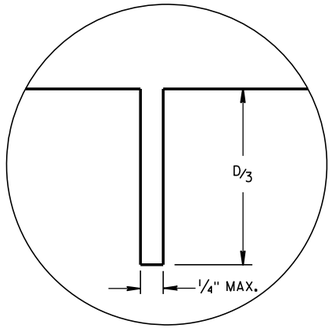


⑤

SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

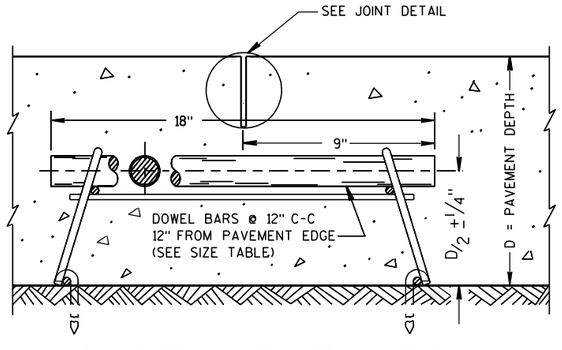
② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

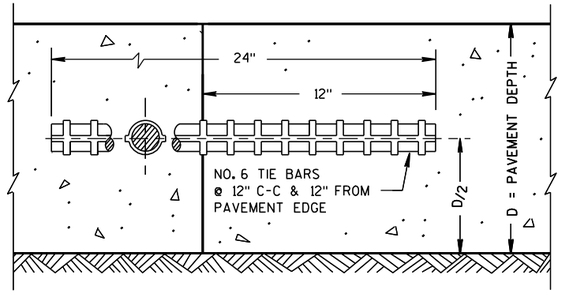
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

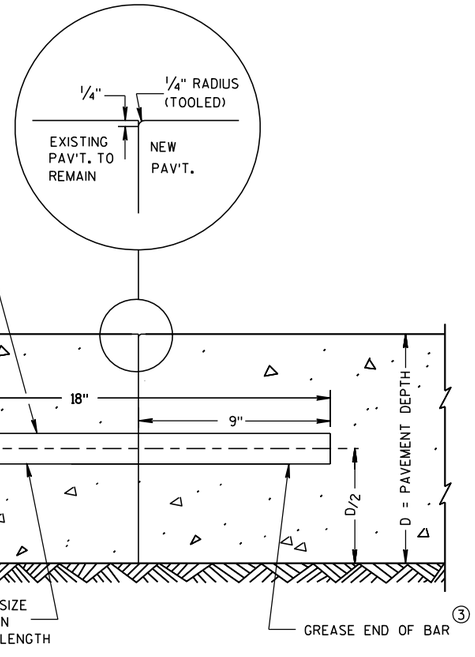
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT



TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ **DOWEL BAR DETAIL**

RIRAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/11/09
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DESIGNER

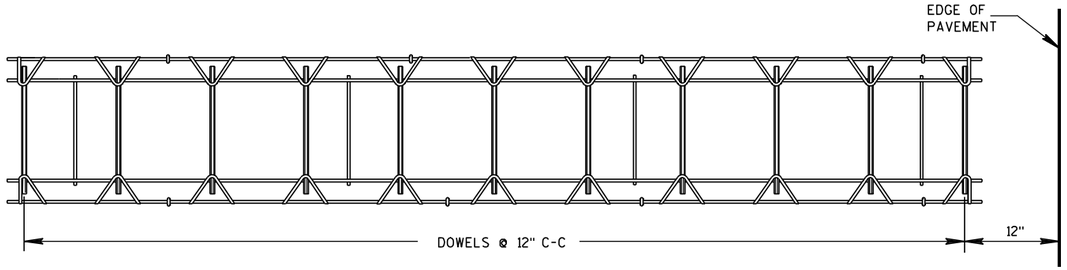
FHWA

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S.D.D. 13 C 11-10b

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S.D.D. 13 C 11-10b

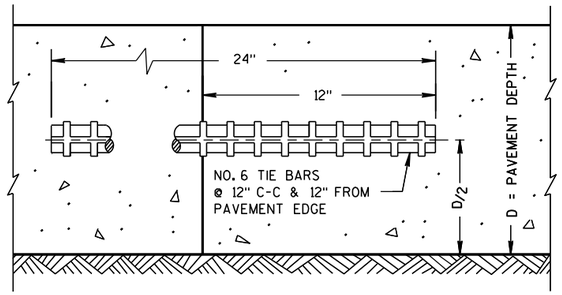


PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, CENTER THE DOWEL ASSEMBLY ACROSS THE LANES. LOCATE THE INNER AND OUTER MOST DOWEL BARS SO THAT THE CENTER OF THE BARS ARE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES FROM THE LONGITUDINAL JOINT AND THE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

② ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

③ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

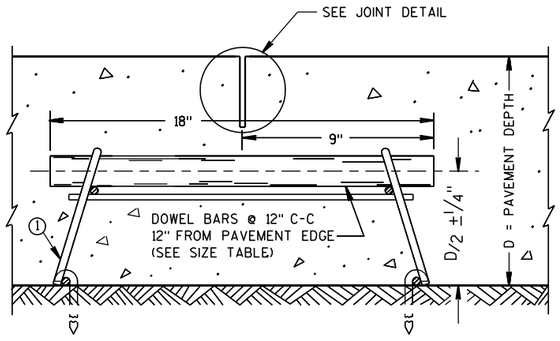
④ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

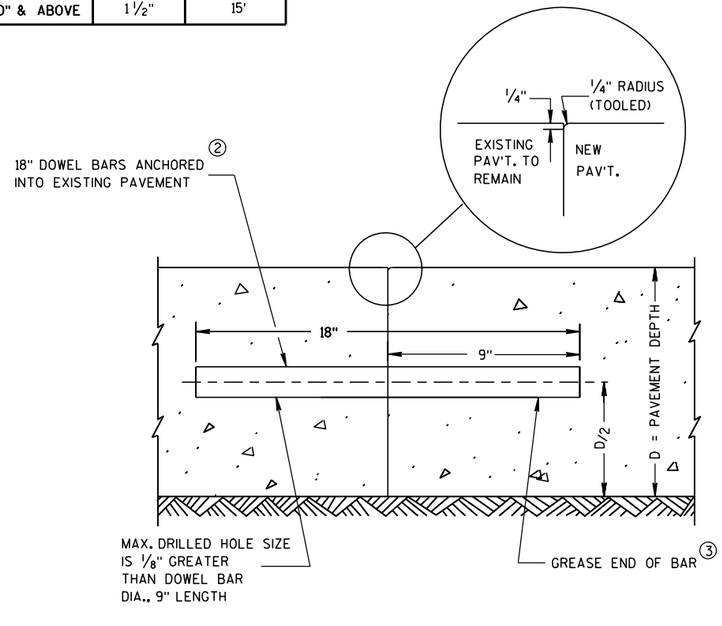
⑤ SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	12'
7", 7 1/2"	1"	14'
8", 8 1/2"	1 1/4"	15'
9", 9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'

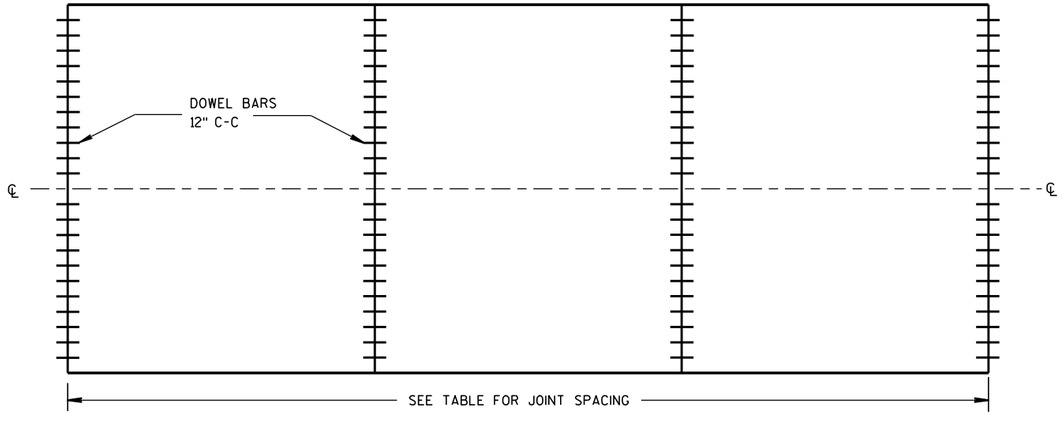


DOWELED CONTRACTION JOINT

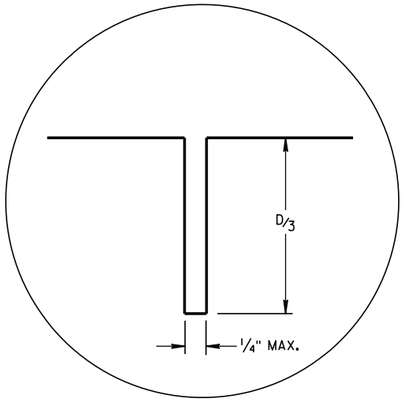


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

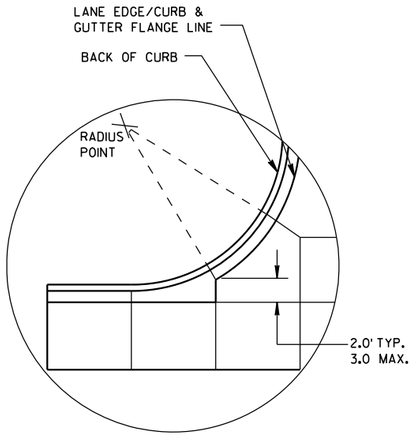
APPROVED
12/11/2009 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE
NEER
FHWA

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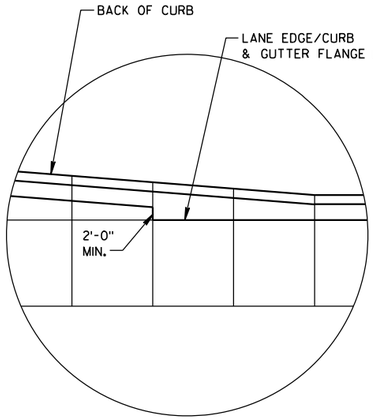
S.D.D. 13 C 13-7

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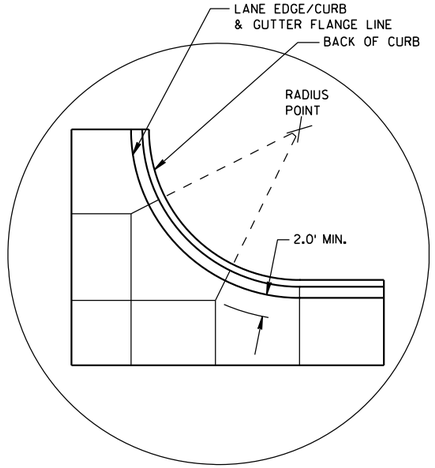
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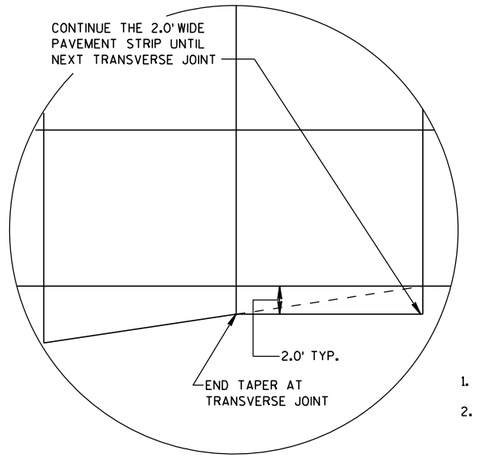
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

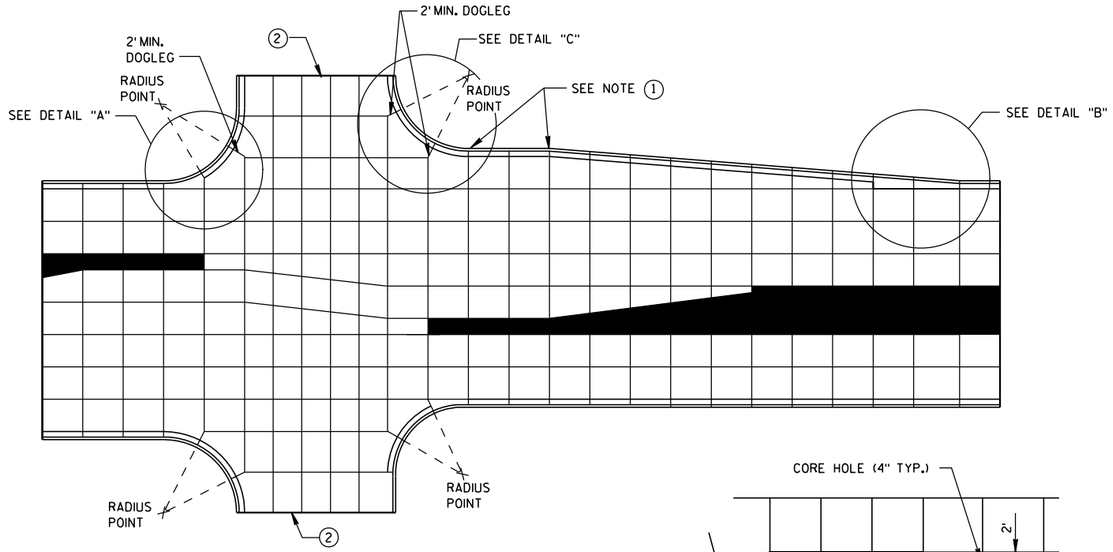
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

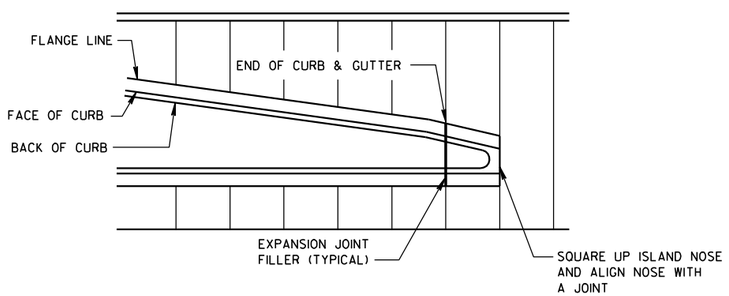
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



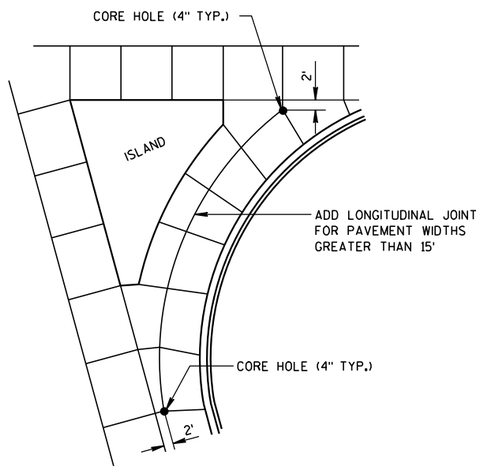
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

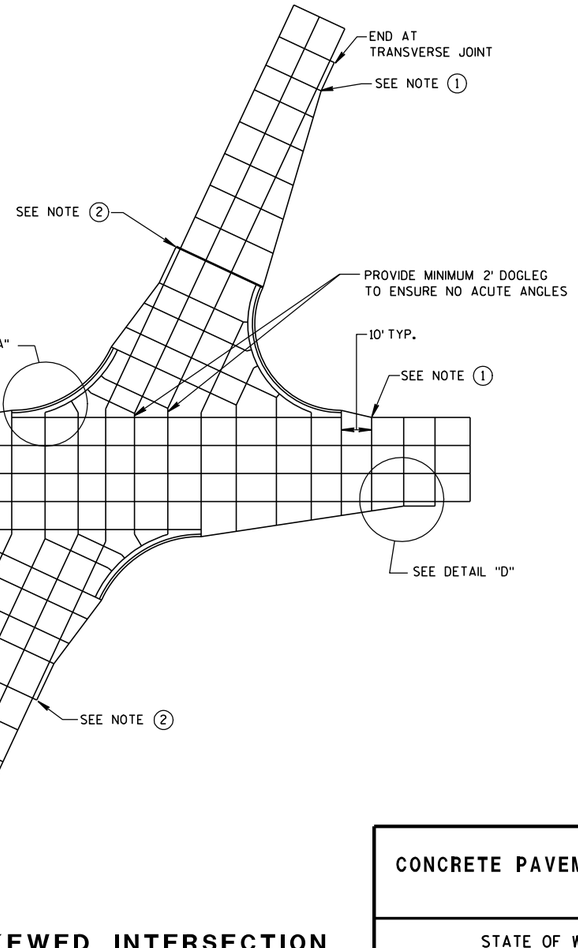
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 18-1a

6

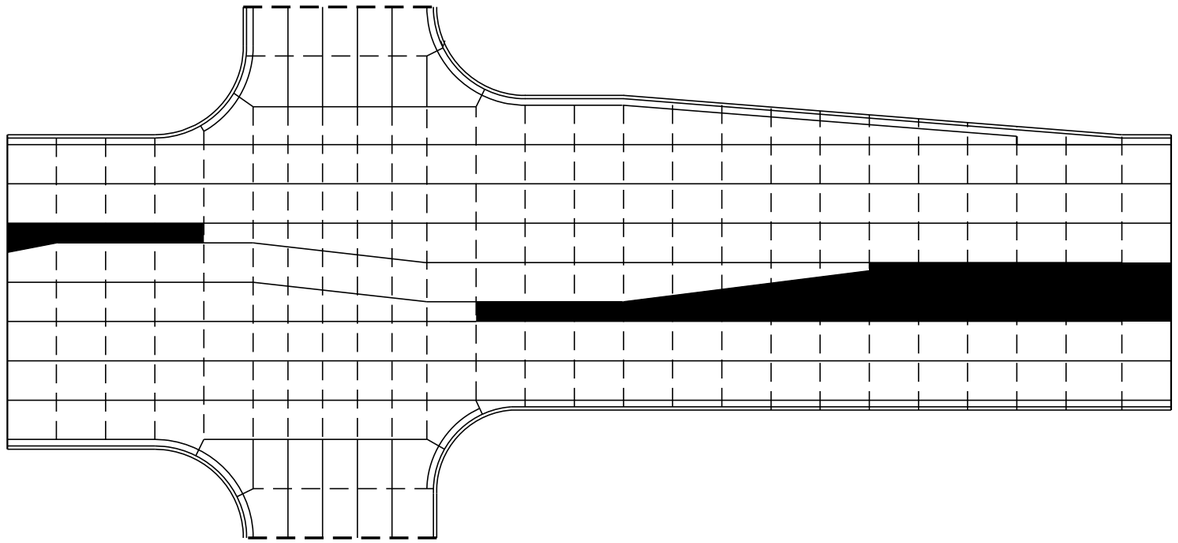
S.D.D. 13 C 18-1a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

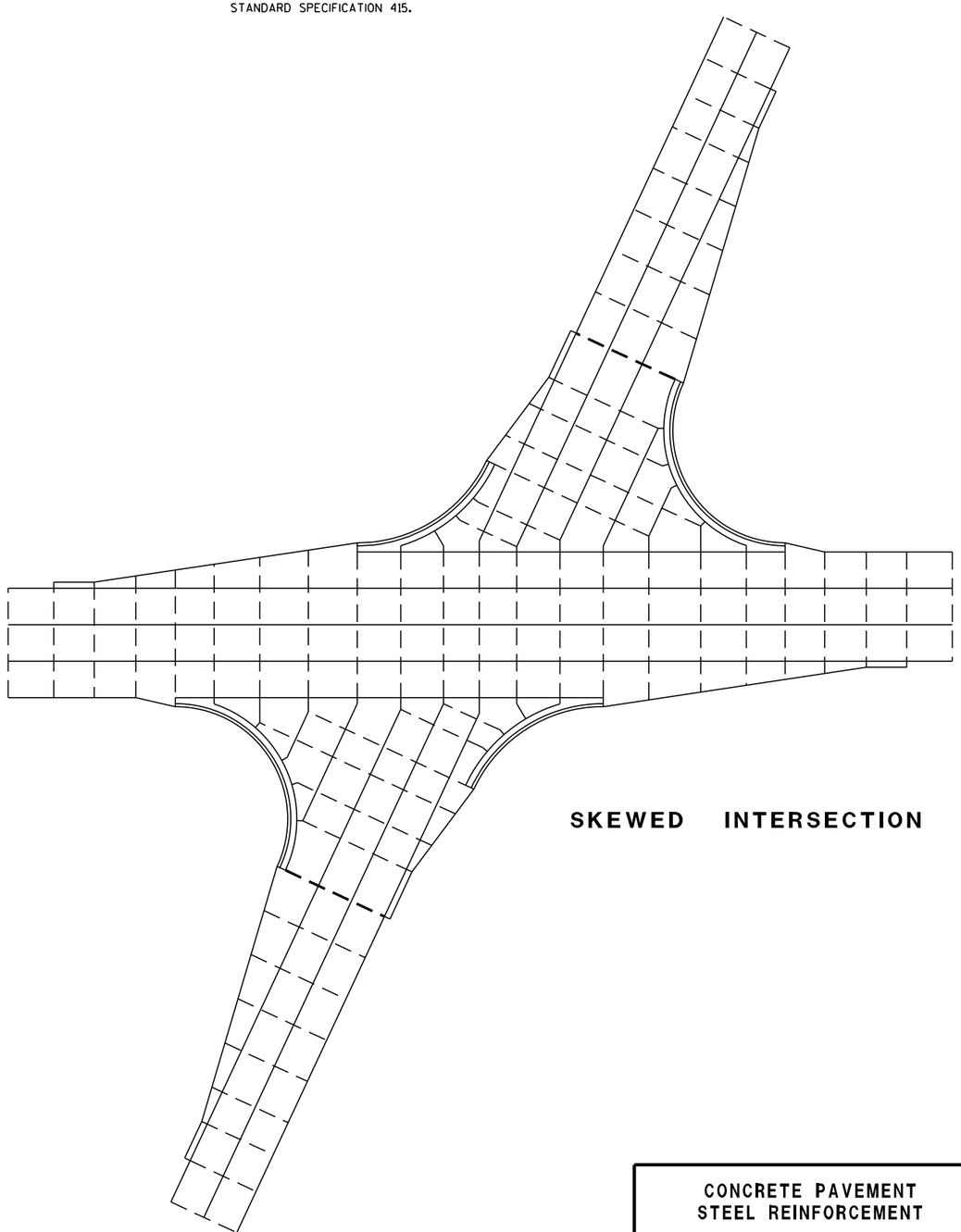
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

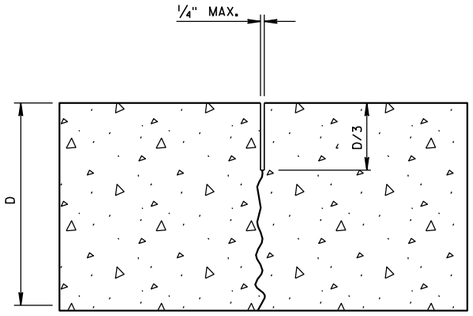
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S.D.D. 13 C 18-1b

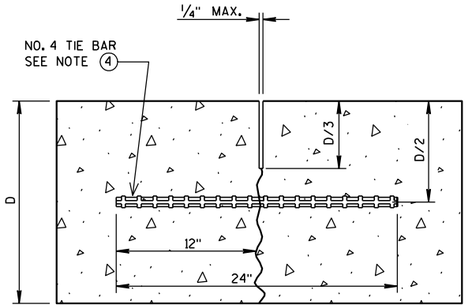
S.D.D. 13 C 18-1b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



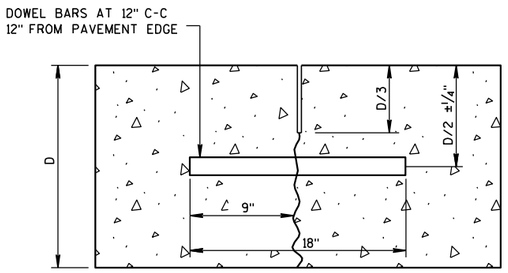
UNDOWELED-TRANSVERSE



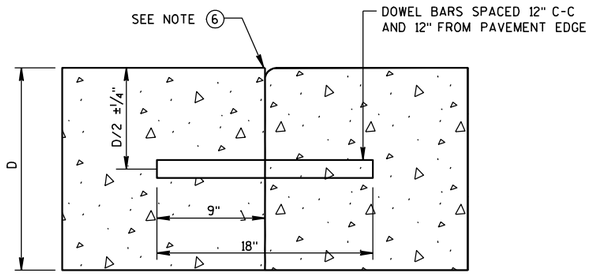
TIED LONGITUDINAL

GENERAL NOTES

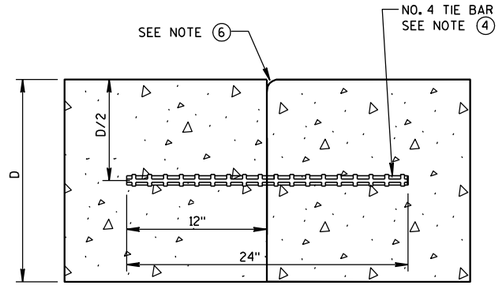
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



DOWELED-TRANSVERSE



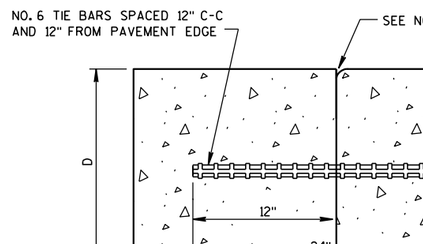
DOWELED TRANSVERSE



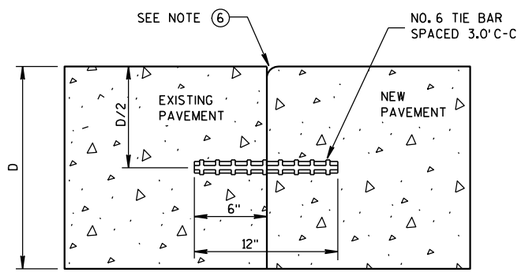
TIED LONGITUDINAL

CONTRACTION JOINTS

SEE NOTE (2)



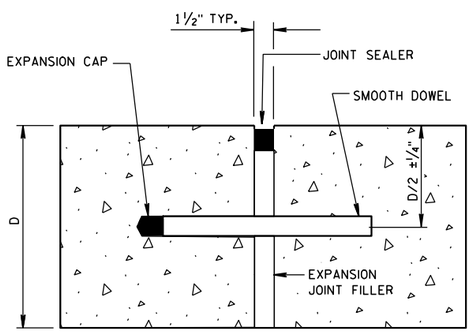
TIED TRANSVERSE
SEE NOTE (3)



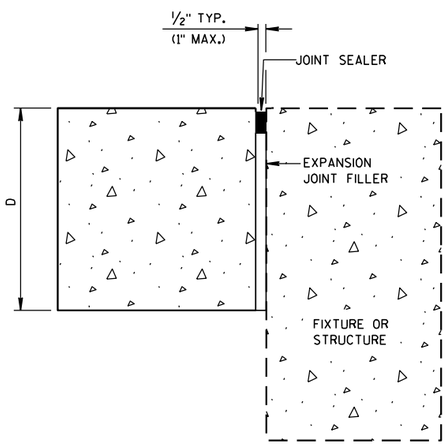
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE
SEE NOTE (1)



UNTIED-LONGITUDINAL

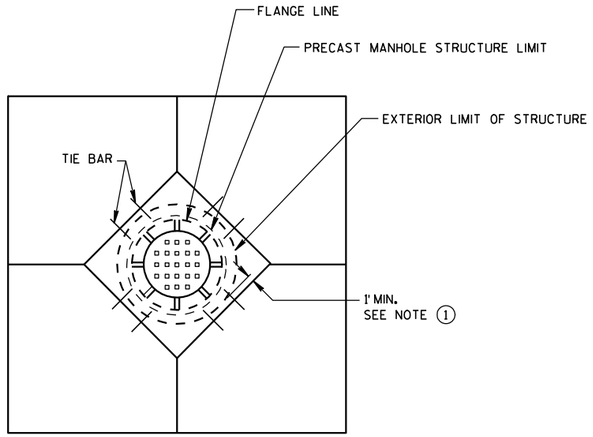
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

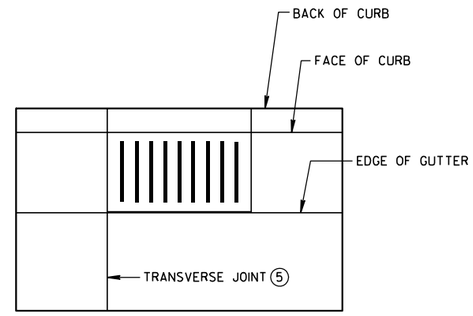
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

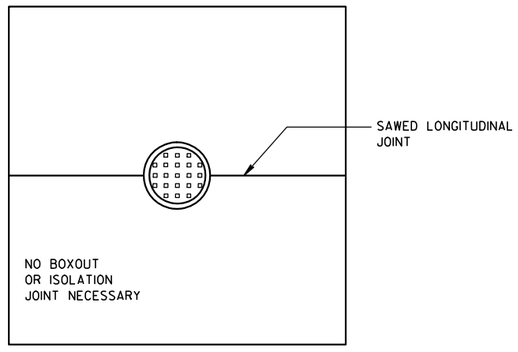
S.D.D. 13 C 18-1c



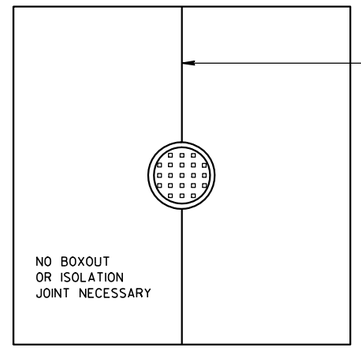
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



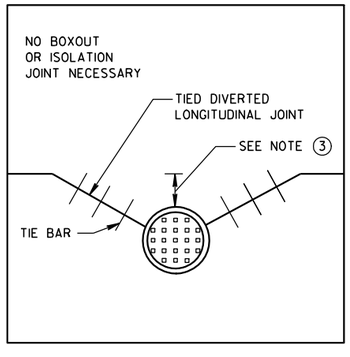
INLET WITH TRANSVERSE JOINT



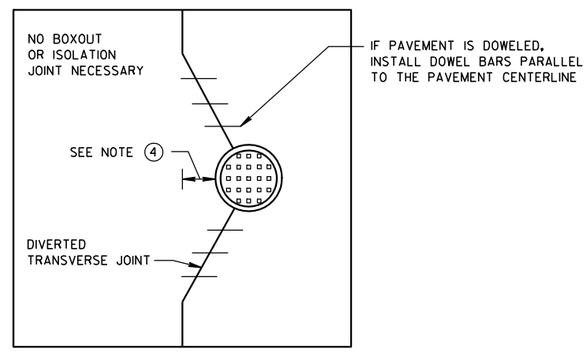
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

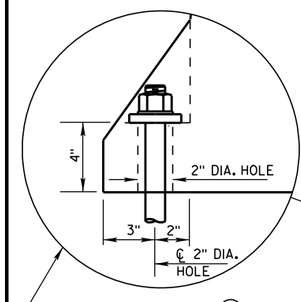
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS GREATER THAN 2 FEET, DO NOT DIVERT JOINT AND SAW LONGITUDINAL JOINT AS NORMAL. IF DISTANCE IS 2 FEET OR LESS, DIVERT LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE.
4. IF DISTANCE FROM THE EDGE OF MANHOLE TO THE NEAREST TRANSVERSE JOINT IS GREATER THAN 4 FEET, REDIRECT JOINT TO INTERSECT MANHOLE. IF DISTANCE IS 4 FEET OR LESS, PLACE REBAR REINFORCEMENT AROUND MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

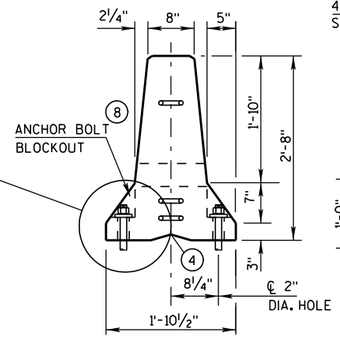
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-5-2010 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & D608 ENGINEER
FHWA

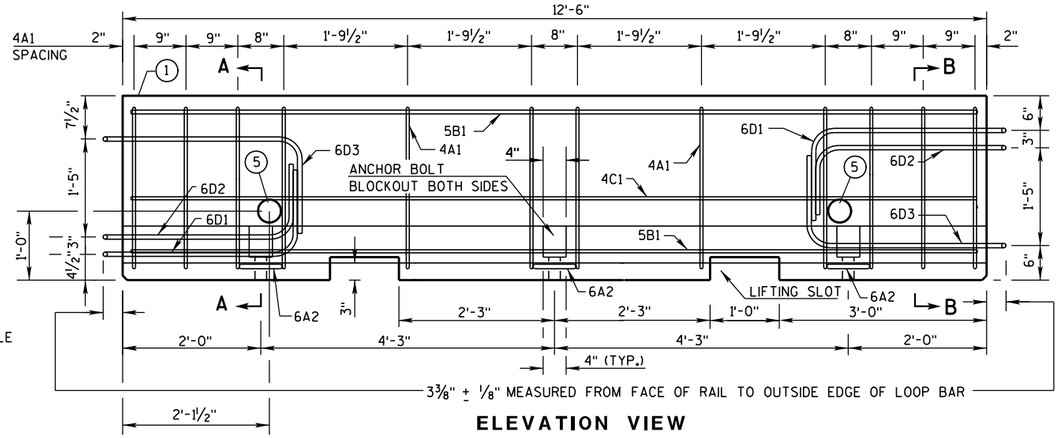
6
S.D.D. 13 C 18-1d



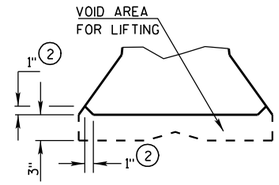
ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



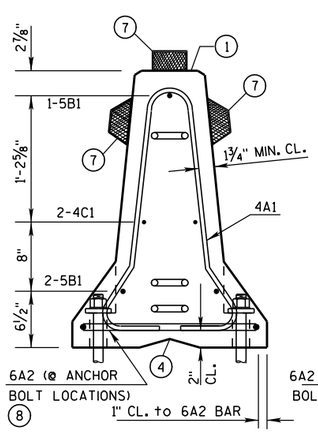
END VIEW



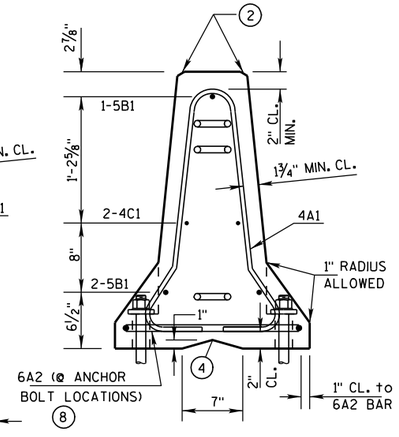
ELEVATION VIEW



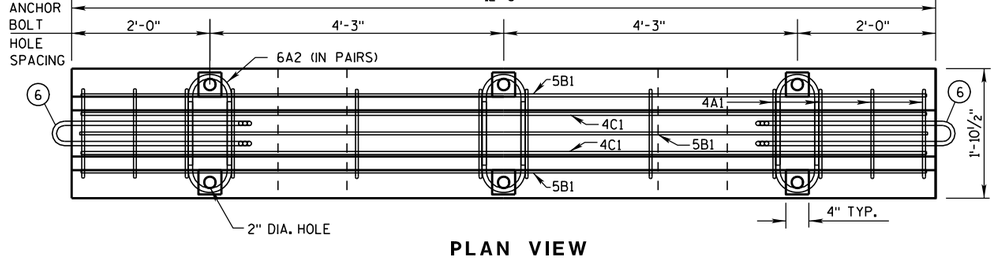
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)



PLAN VIEW

DETAILS OF BARRIER SECTION

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-13(a) THRU 14B7-13(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WICBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

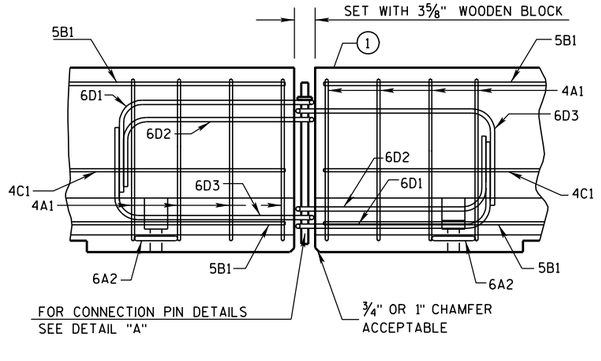
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

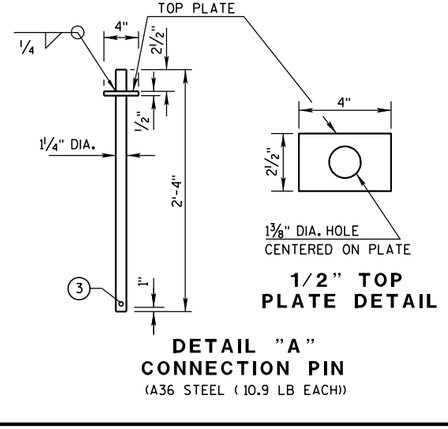
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

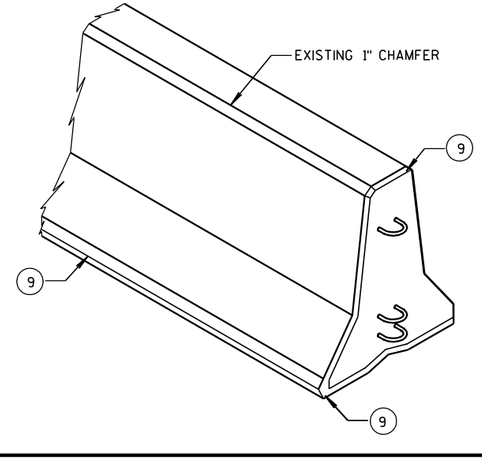


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

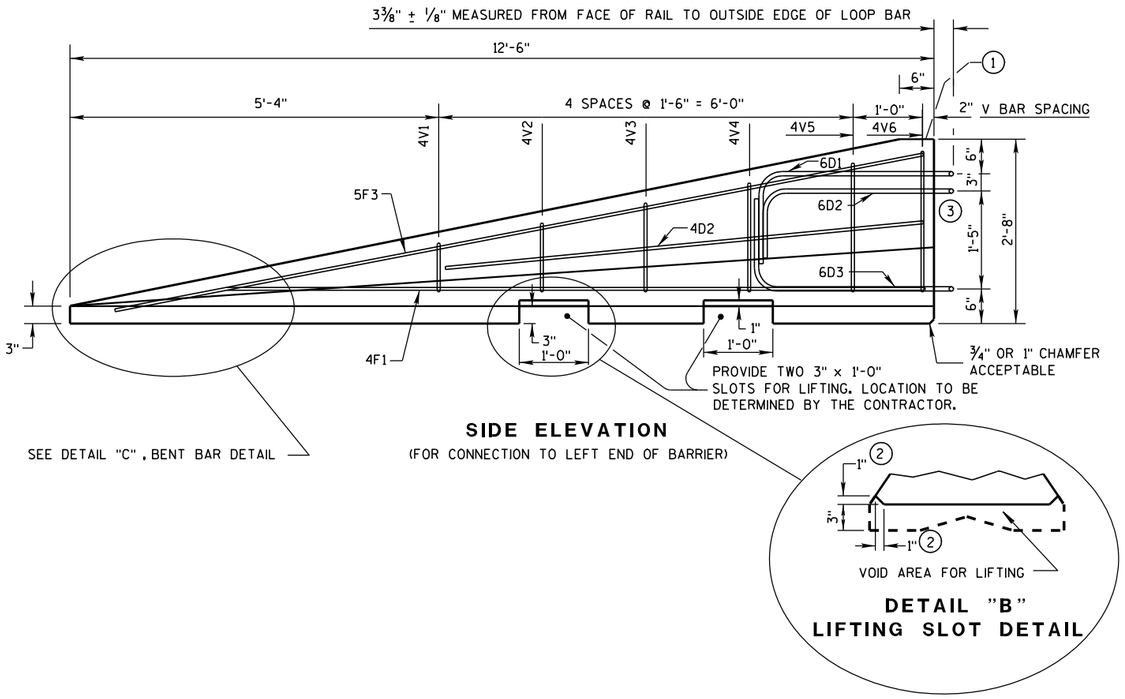
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

S.D.D. 14 B 7-13a

6

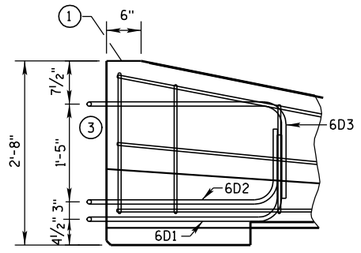
S.D.D. 14 B 7-13a



SIDE ELEVATION

(FOR CONNECTION TO LEFT END OF BARRIER)

DETAIL "B"
LIFTING SLOT DETAIL



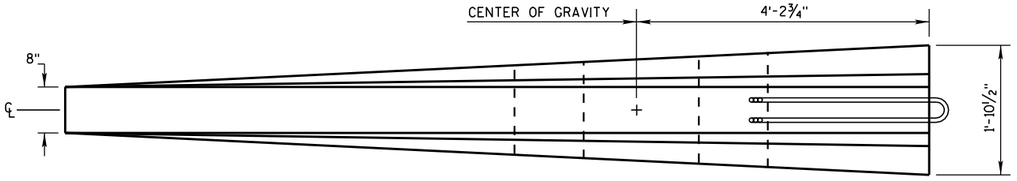
SIDE ELEVATION

LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END.

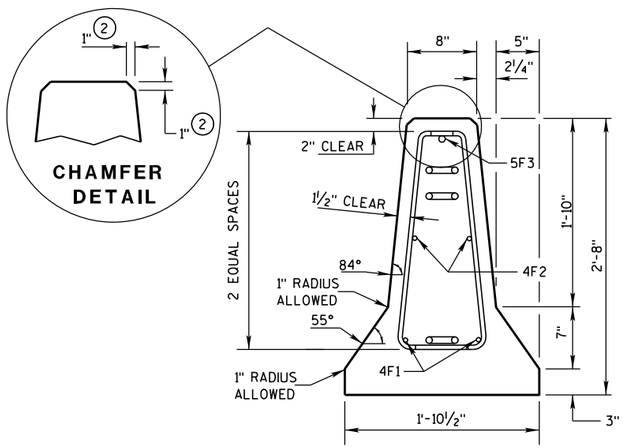
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

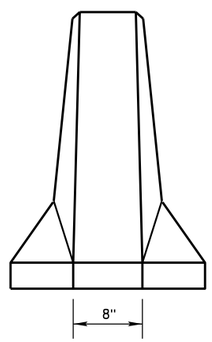
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



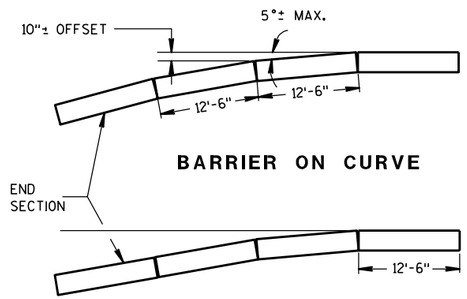
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-13b

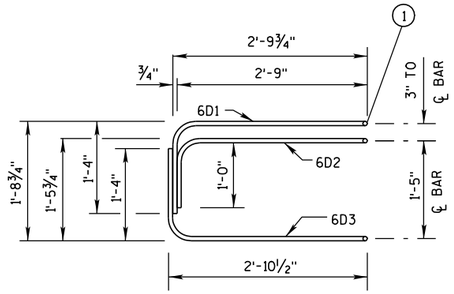
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S.D.D. 14 B 7-13b

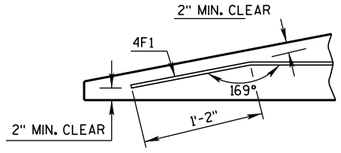
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

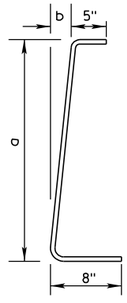
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

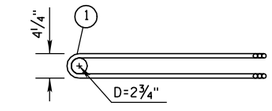
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

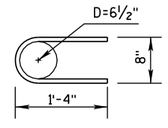
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

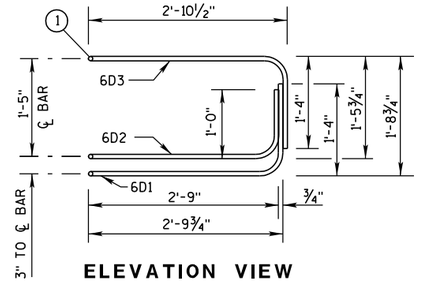
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



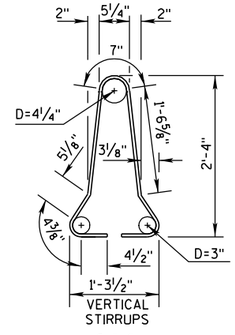
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



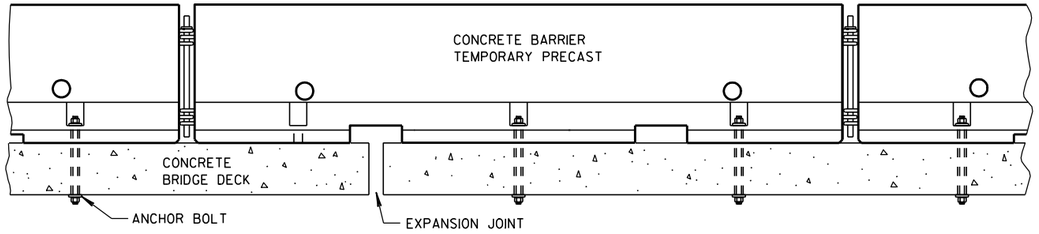
4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

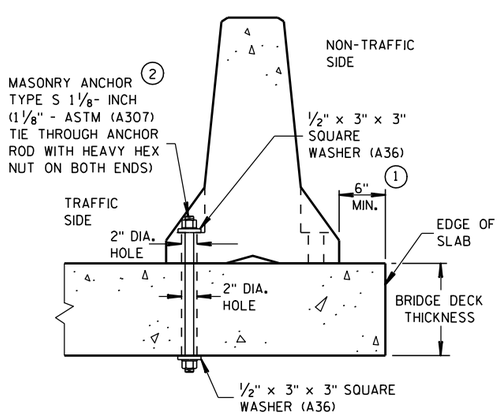
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 7-13c



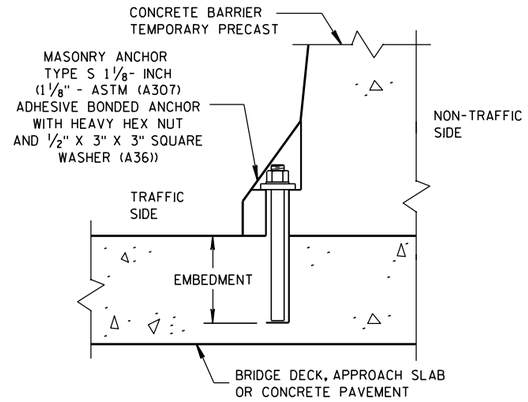
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

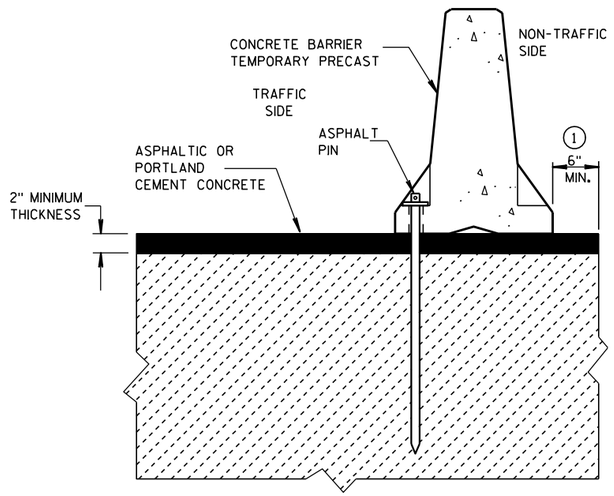
1. CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

2. ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

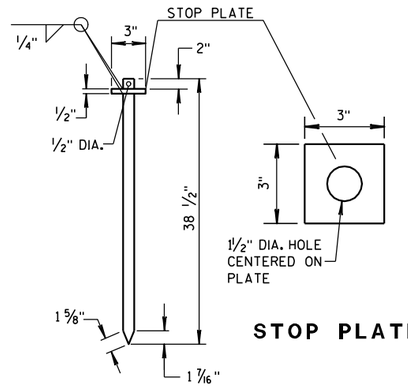
   WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

   UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

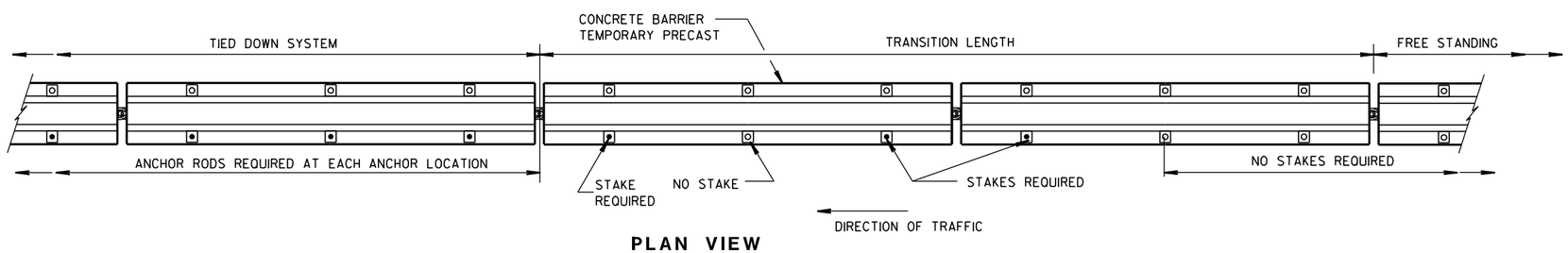
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

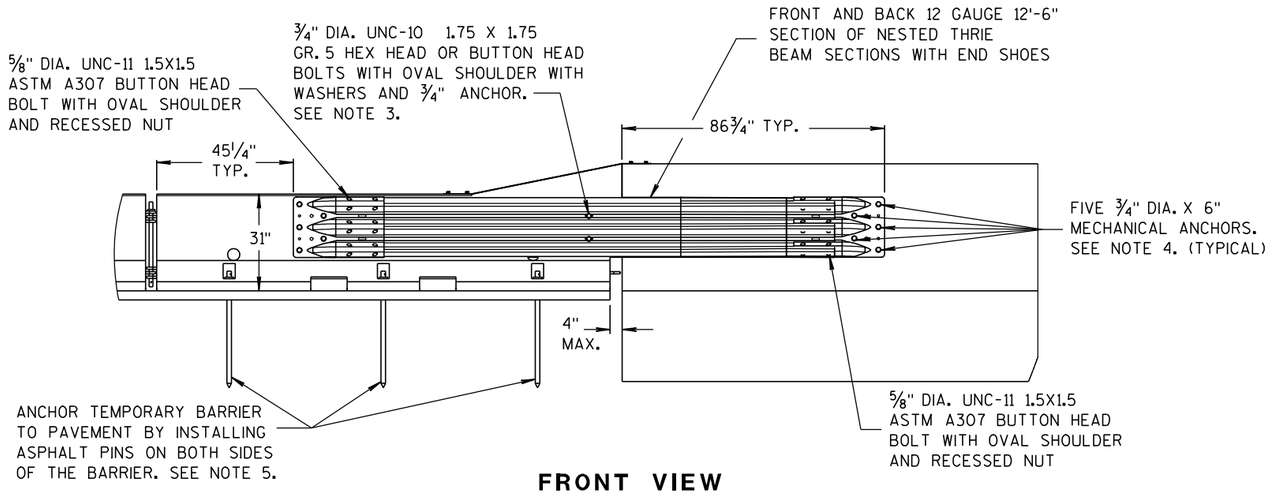
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

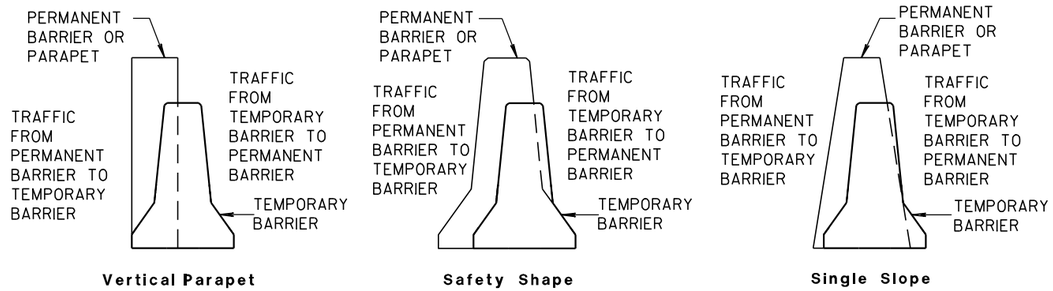
6
S.D.D. 14 B 7-13d



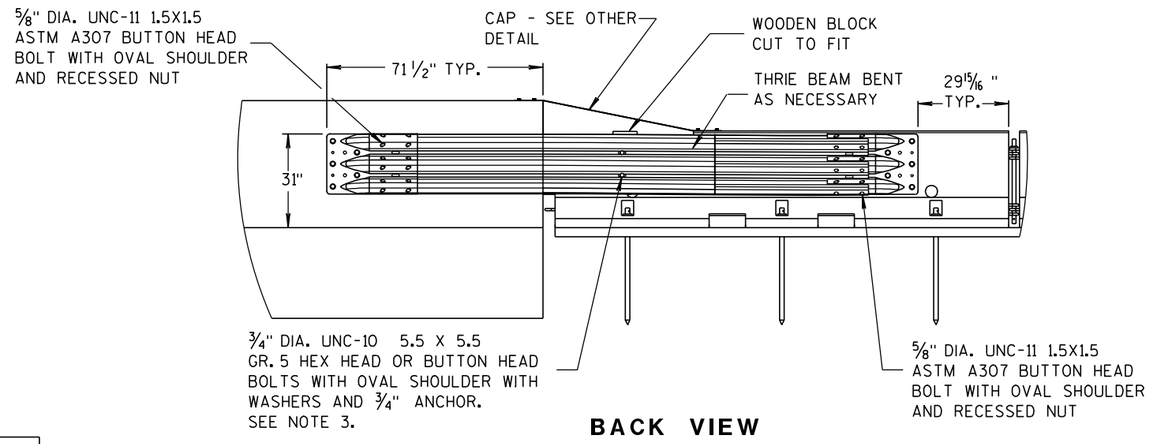
FRONT VIEW

NOTES

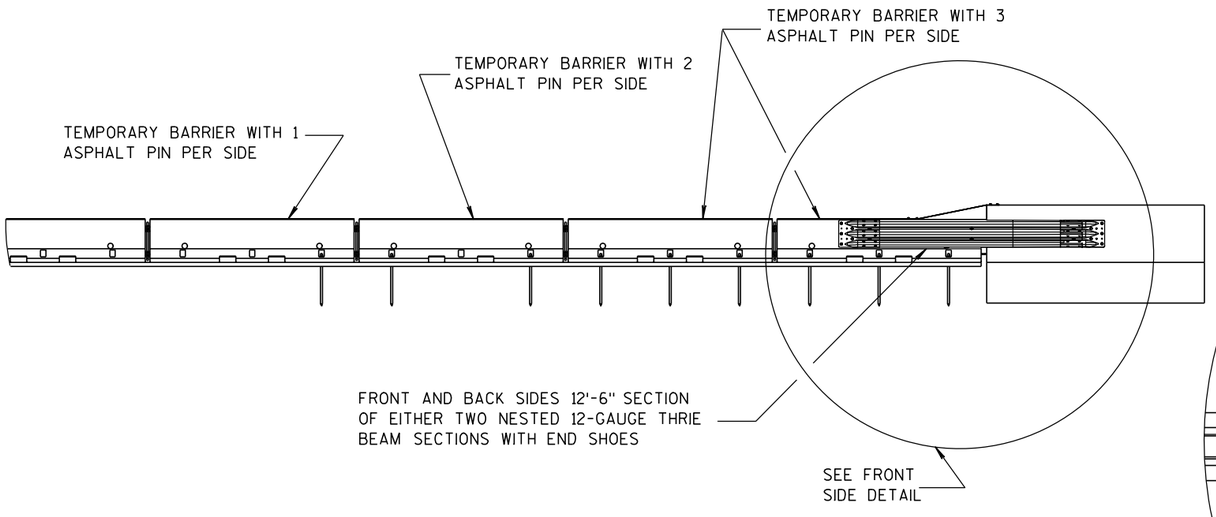
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



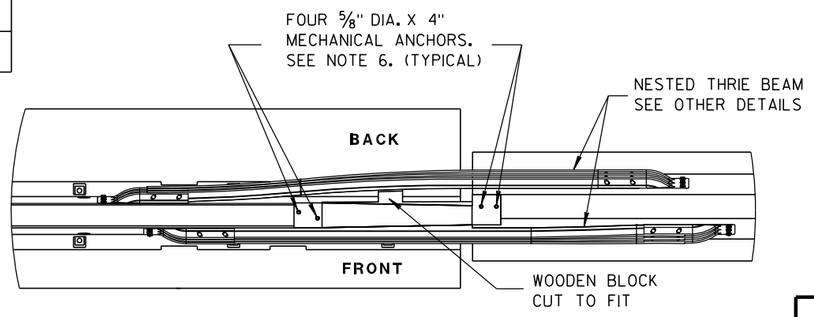
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



BACK VIEW



FRONT VIEW



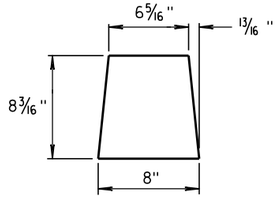
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

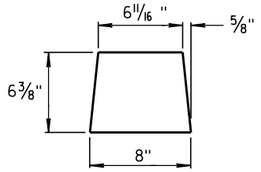
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

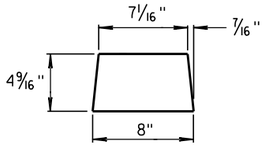
6
S.D.D. 14 B 7-13e



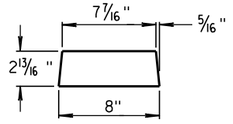
GUSSET 1



GUSSET 2

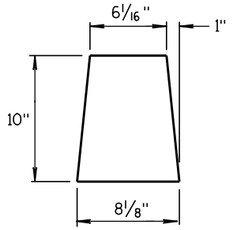


GUSSET 3

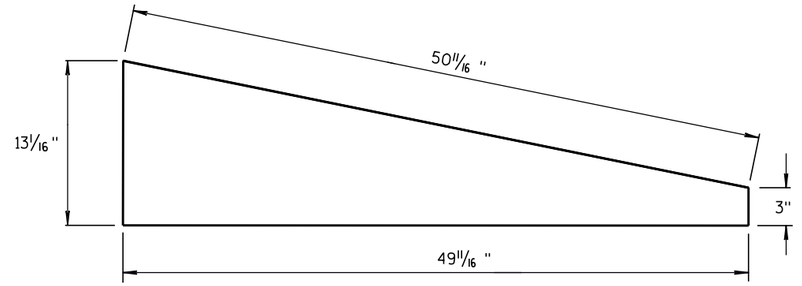


GUSSET 4

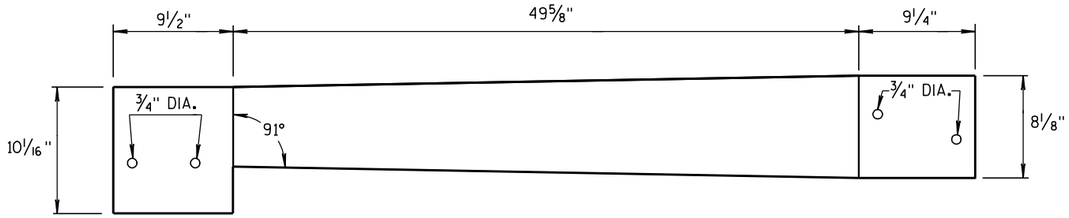
GUSSETS

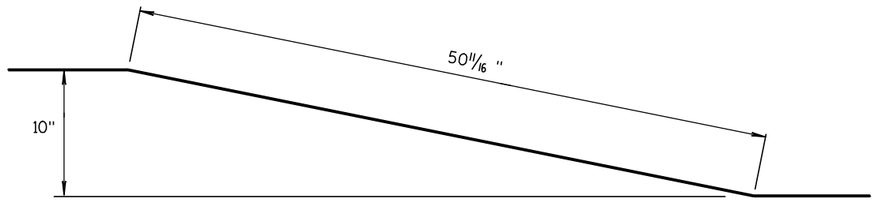


END PLATE

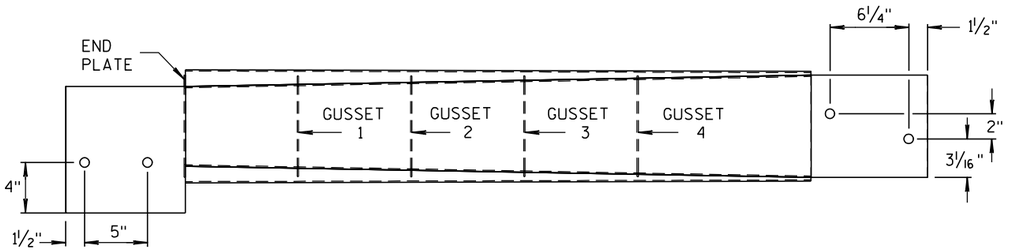


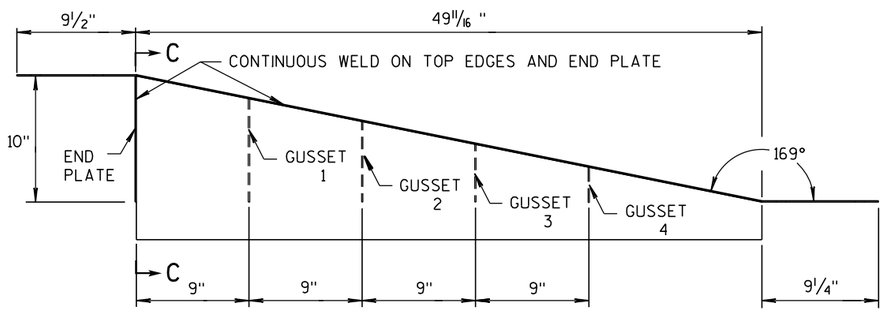
SIDE PLATE

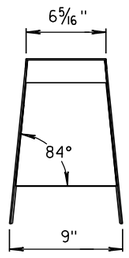




TOP PLATE







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

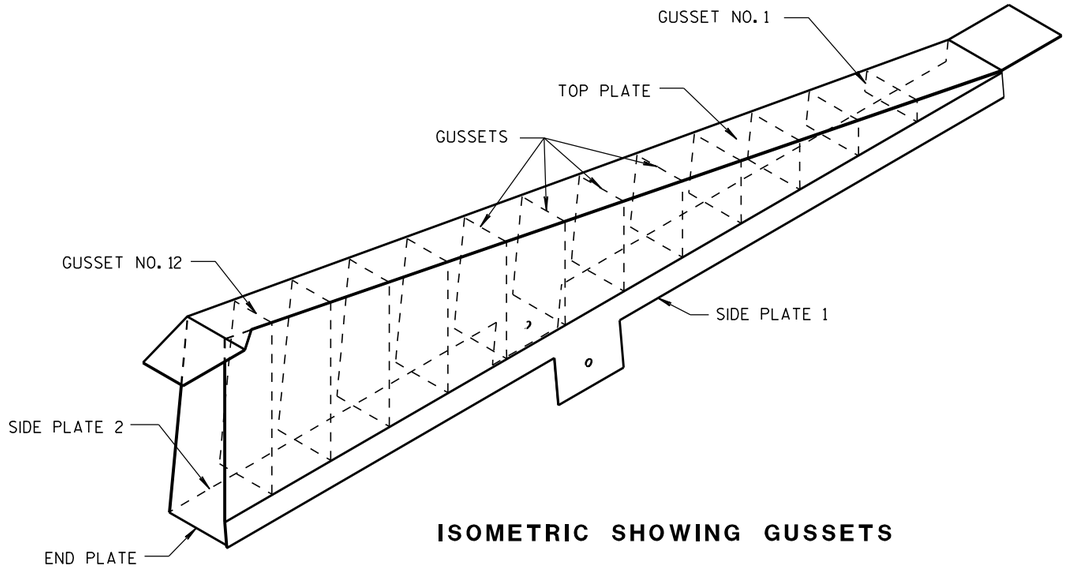
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

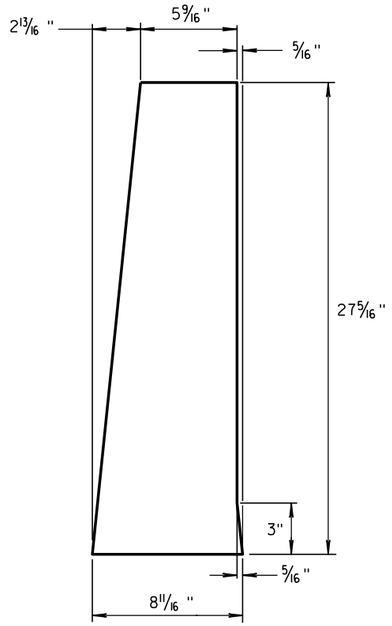
SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

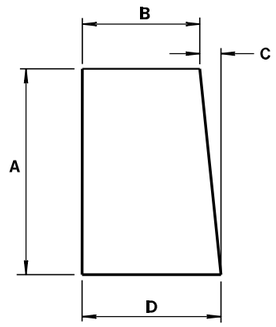


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



GUSSETS 1 - 12

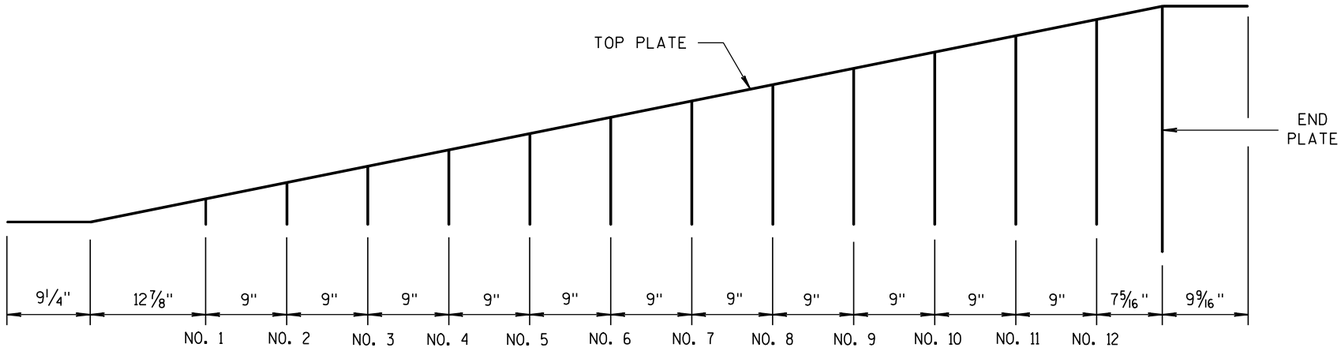
ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS

GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

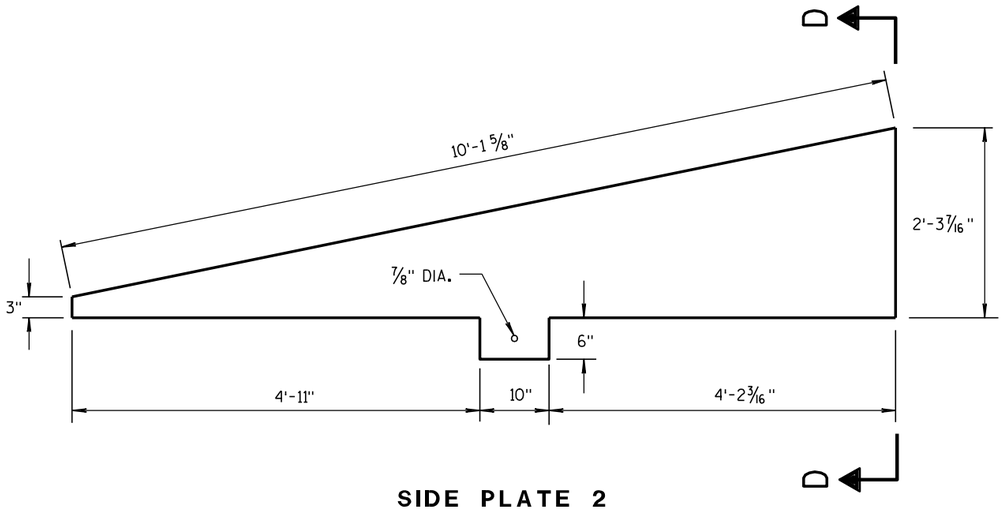
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

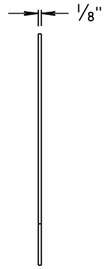
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

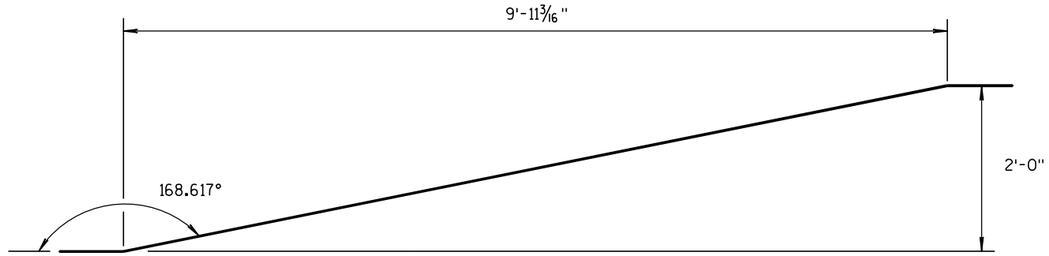
S.D.D. 14 B 7-13g



SIDE PLATE 2

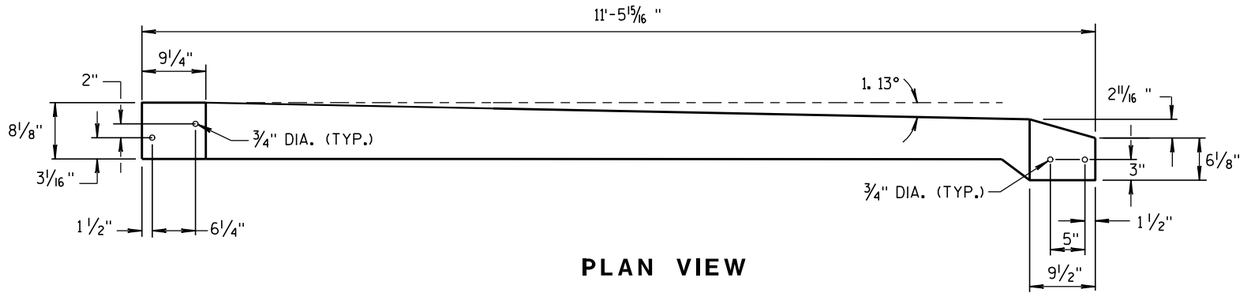


END VIEW



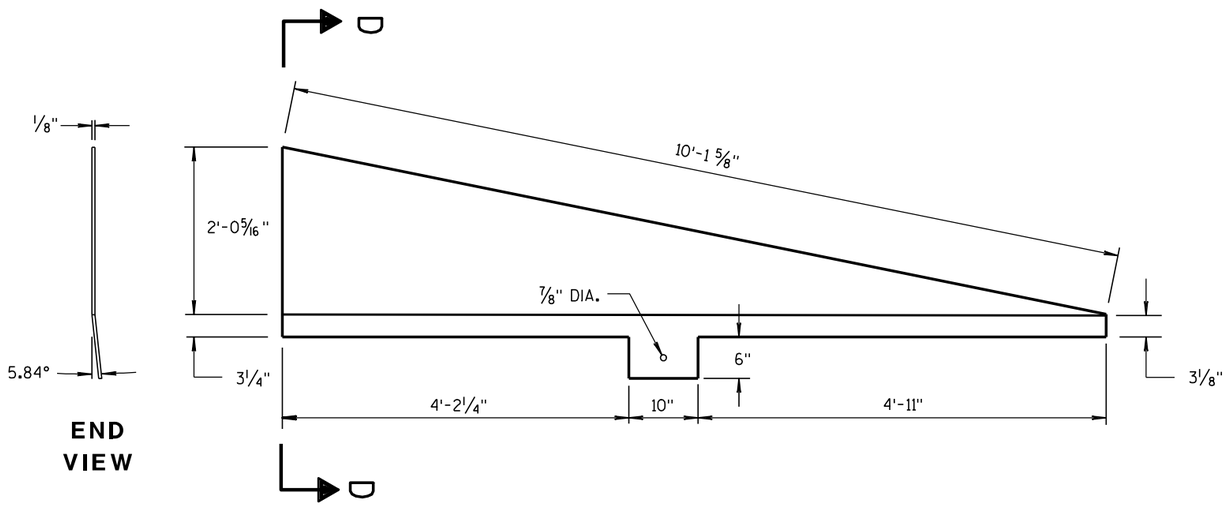
SIDE VIEW

TOP PLATE



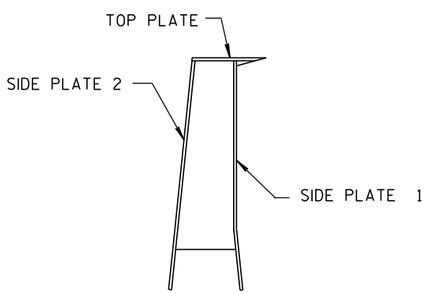
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. ---- — ROADWAY STANDARDS ENGINEER

616

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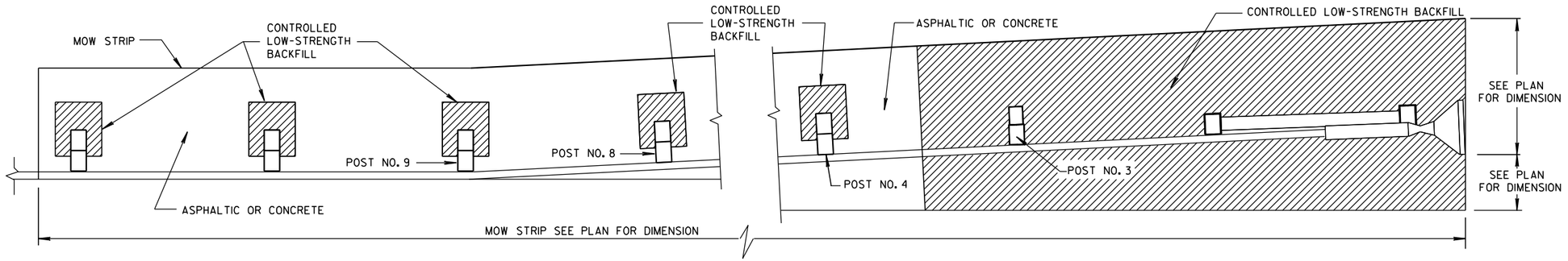
FHWA

6

S.D.D. 14 B 7-13h

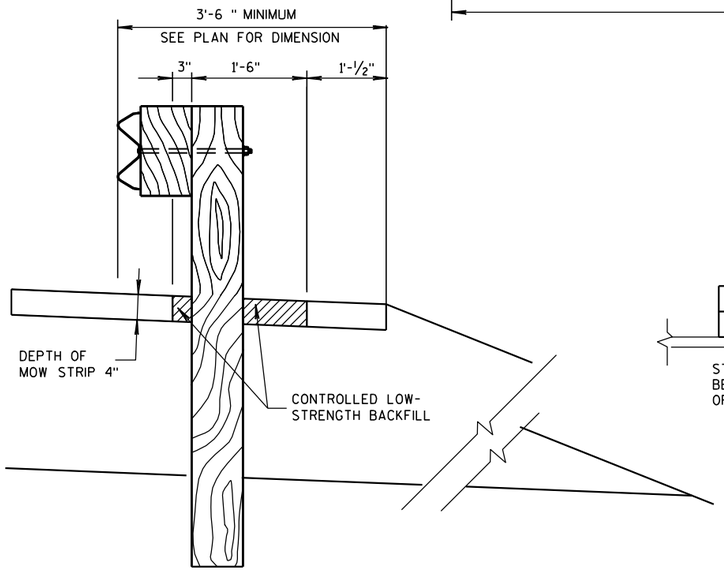
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S.D.D. 14 B 7-13h

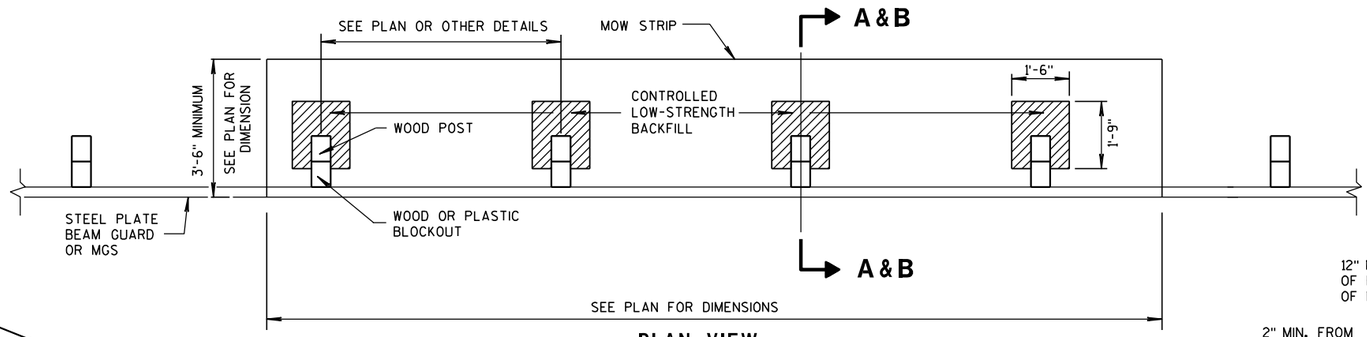


PLAN VIEW

MOW STRIP FOR STEEL PLATE BEAM GUARD ENERGY ABORBING TERMINAL

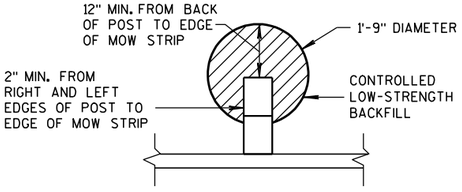


SECTION A-A

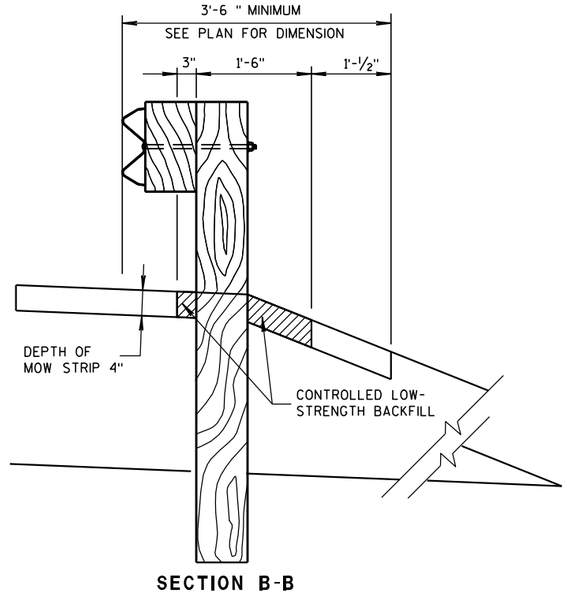


PLAN VIEW

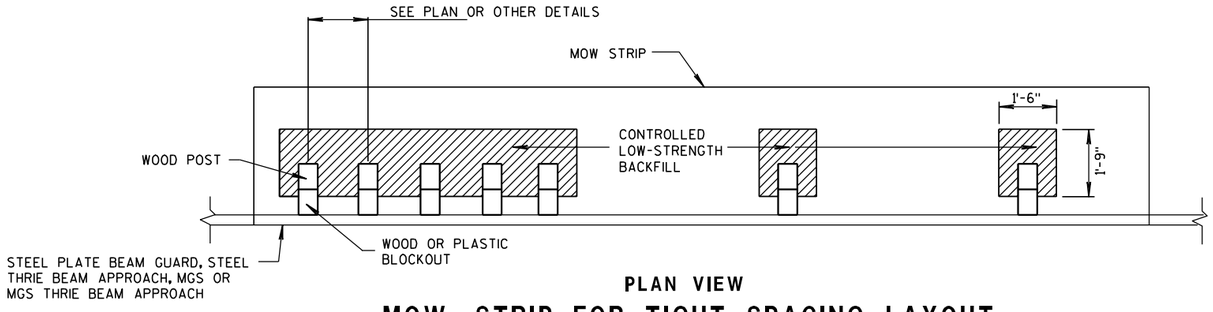
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN

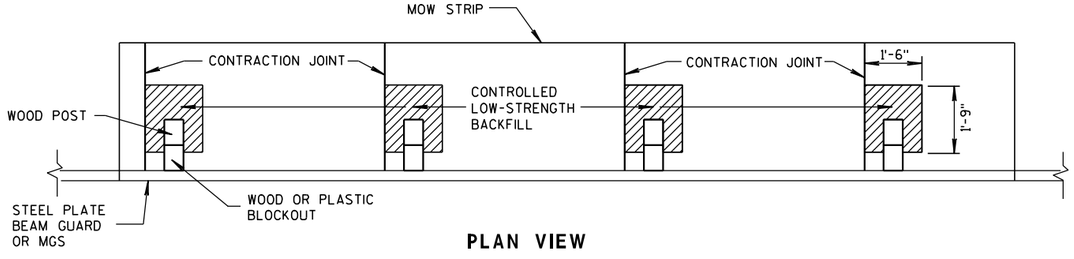


SECTION B-B



PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/27/12
DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS 1617
ENGINEER

FHWA

6

S.D.D. 14 B 28-2

6

S.D.D. 14 B 28-2

GENERAL NOTES

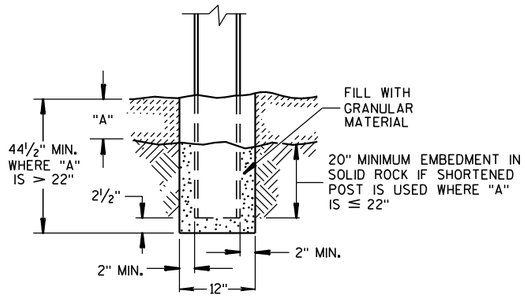
(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(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.

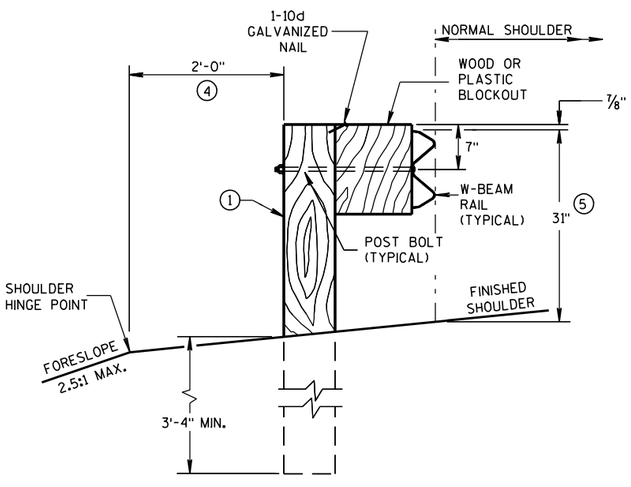
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO 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 27¾" TO 32".

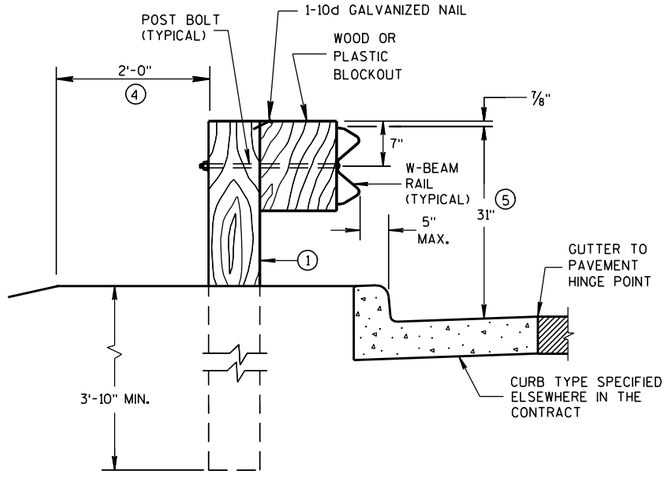


END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



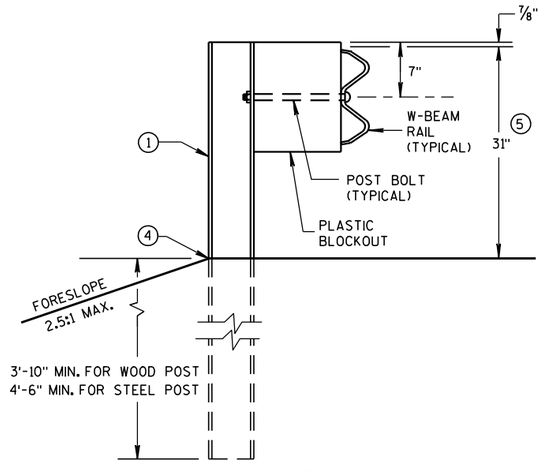
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



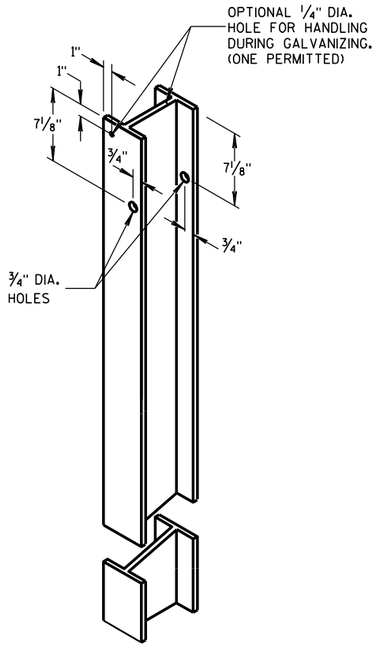
END VIEW

LOCATED ALONG A CURBED ROADWAY

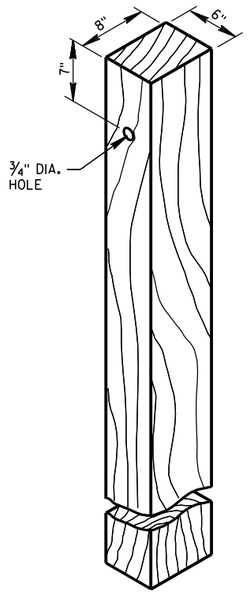


END VIEW

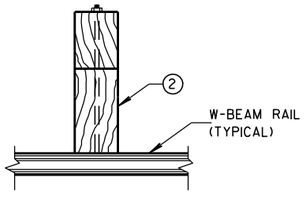
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



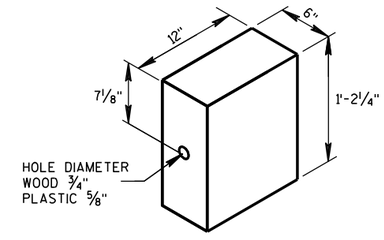
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



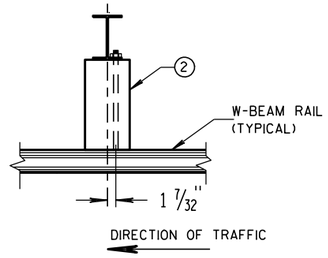
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

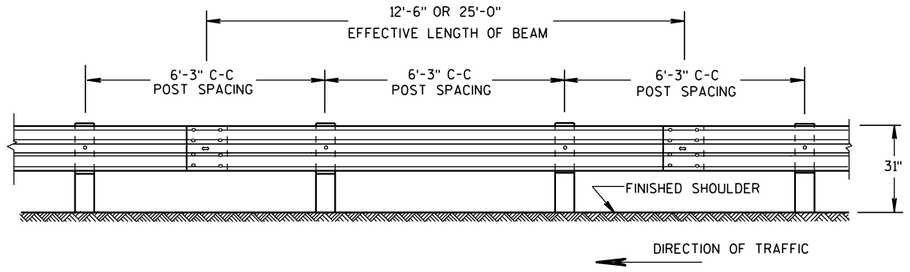


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

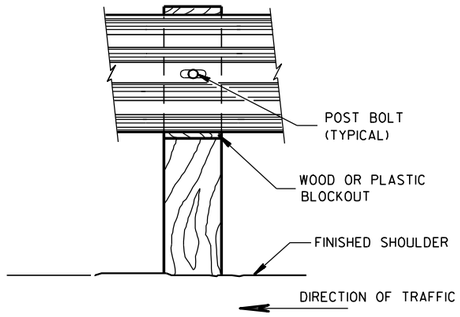
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 42-2a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



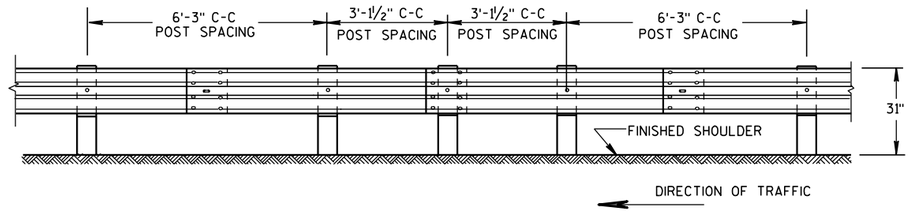
FRONT VIEW AT WOOD POST

GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

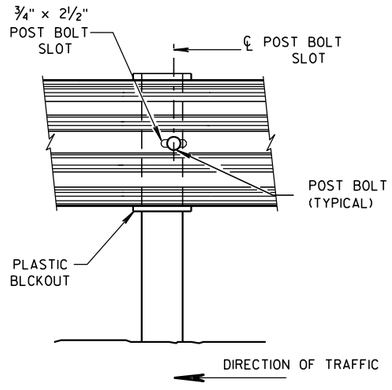
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

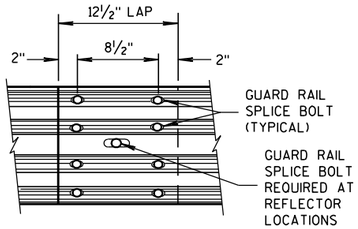


FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

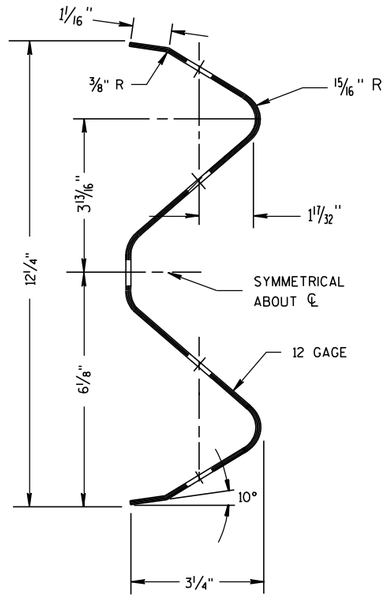


FRONT VIEW AT STEEL POST

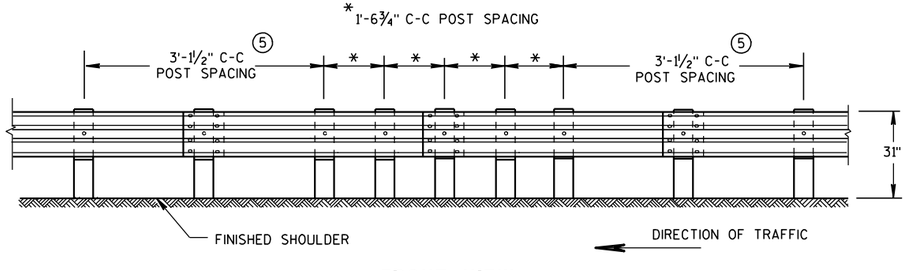


FRONT VIEW

MID-SPAN BEAM SPLICE

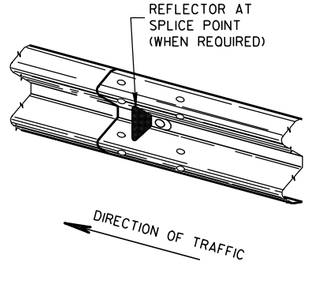


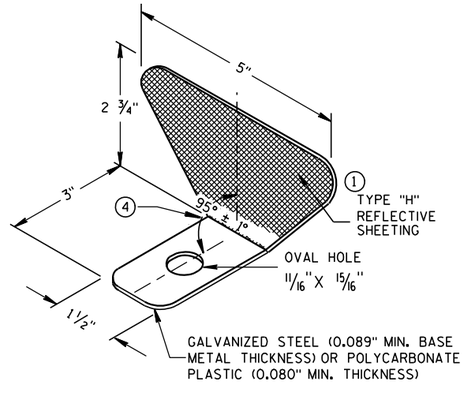
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

REFLECTOR SPACING ②

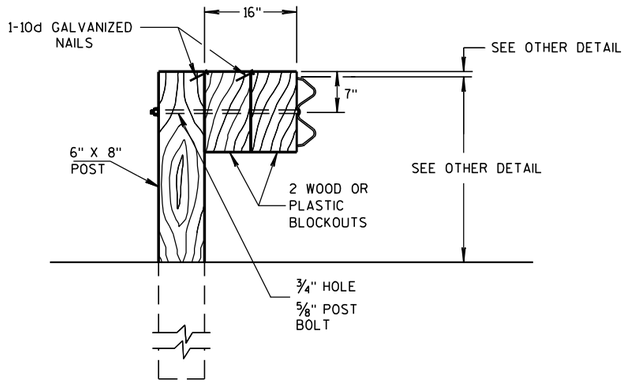
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 1 ③	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ④	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

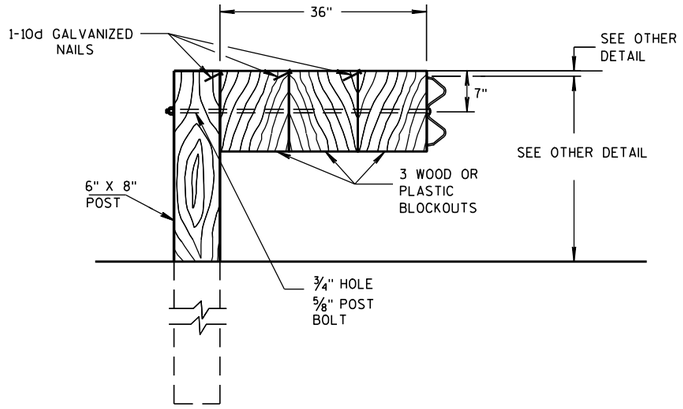
S.D.D. 14 B 42-2b

S.D.D. 14 B 42-2b



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.

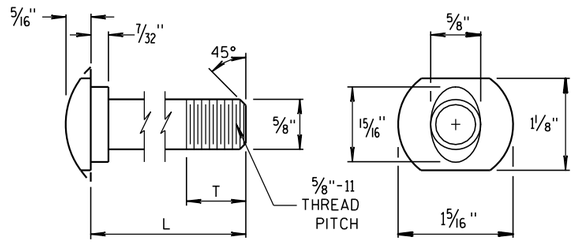


DETAIL FOR 36" BLOCKOUT DEPTH

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.

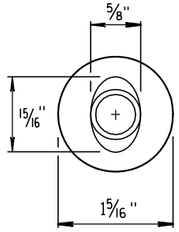
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

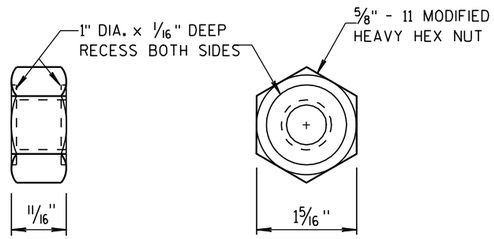


POST BOLT TABLE

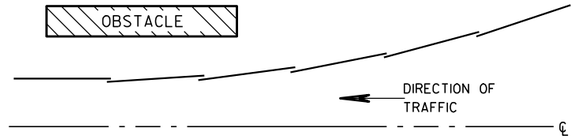
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

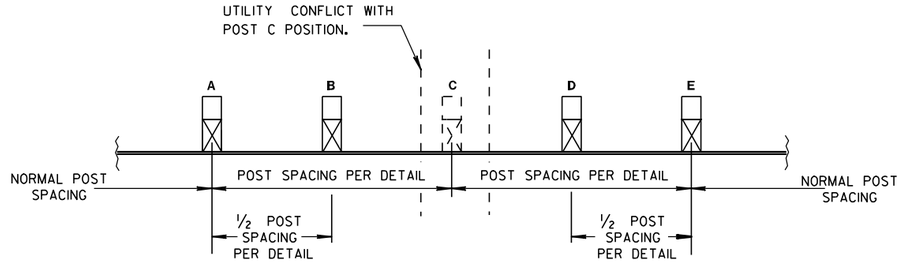


POST BOLT AND RECESS NUT

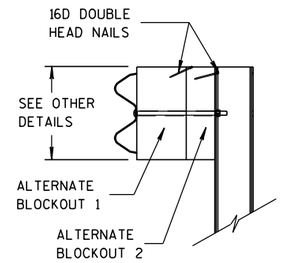


PLAN VIEW

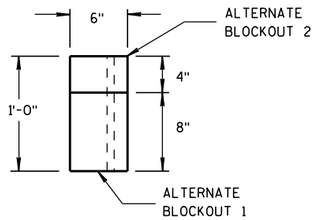
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/15/2011
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

620

FHWA

ENT

6

S.D.D. 14 B 42-2c

6

S.D.D. 14 B 42-2c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), 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 MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

SEE SDD 14B42 FOR MORE INFORMATION.

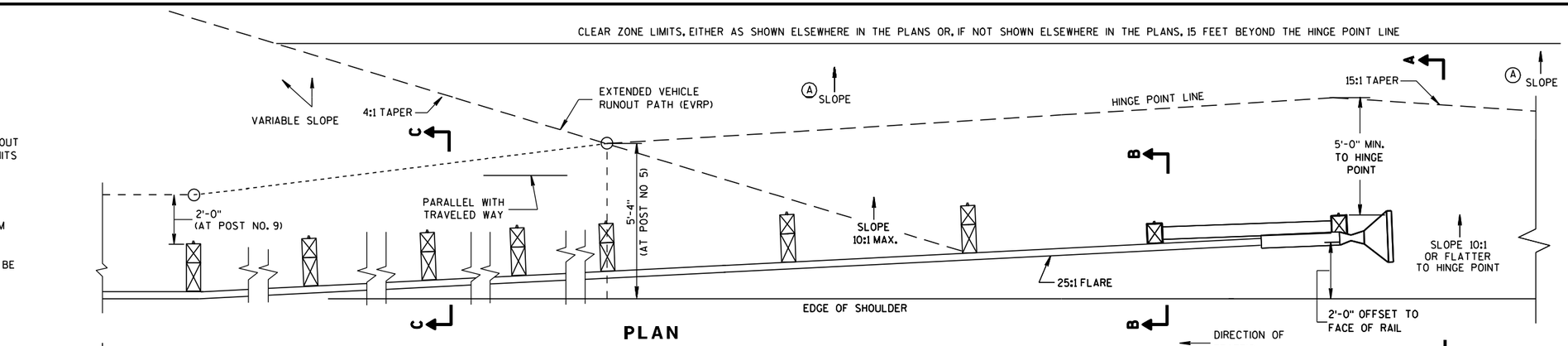
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

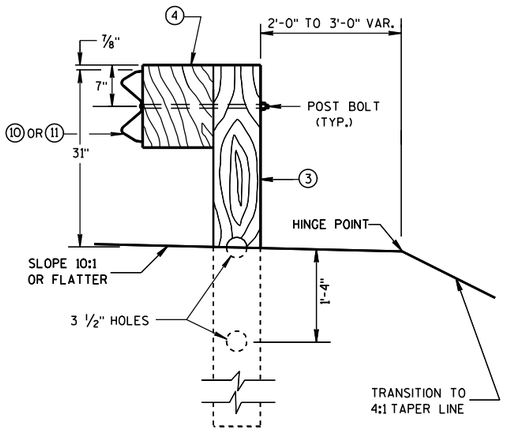
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

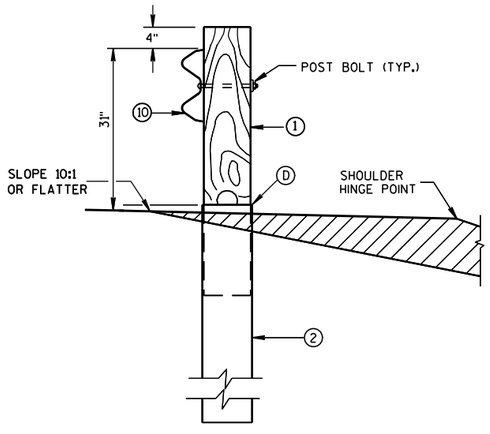
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE (± ¾")

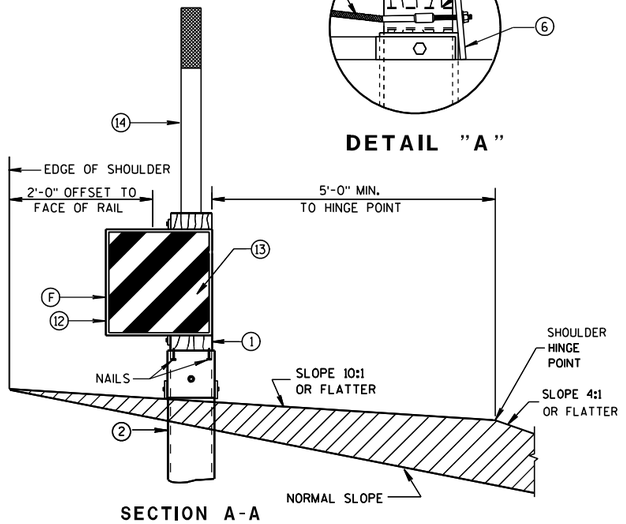




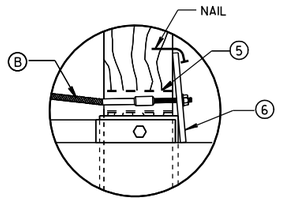
SECTION C-C
TYPICAL AT POST NOS. 3-9



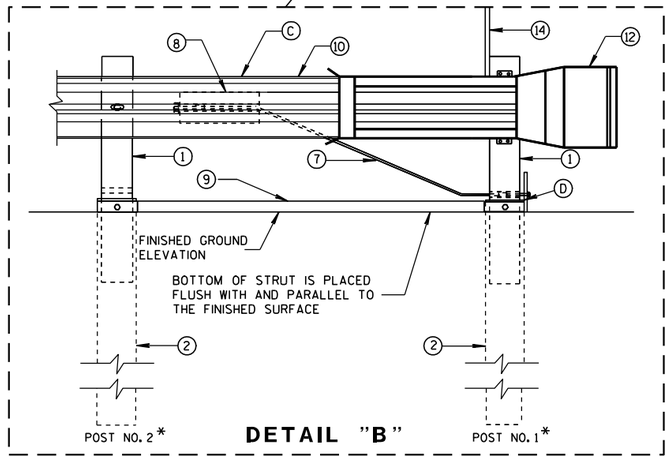
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

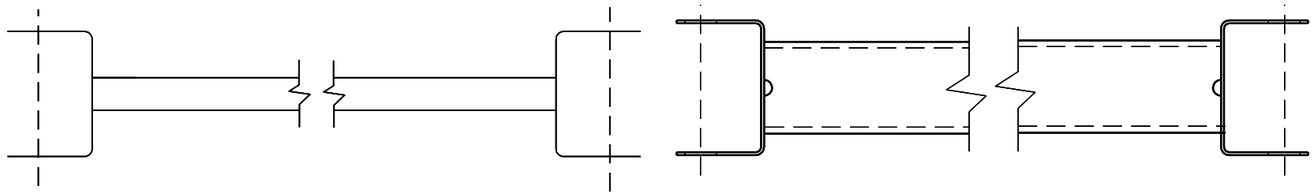
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1a

6

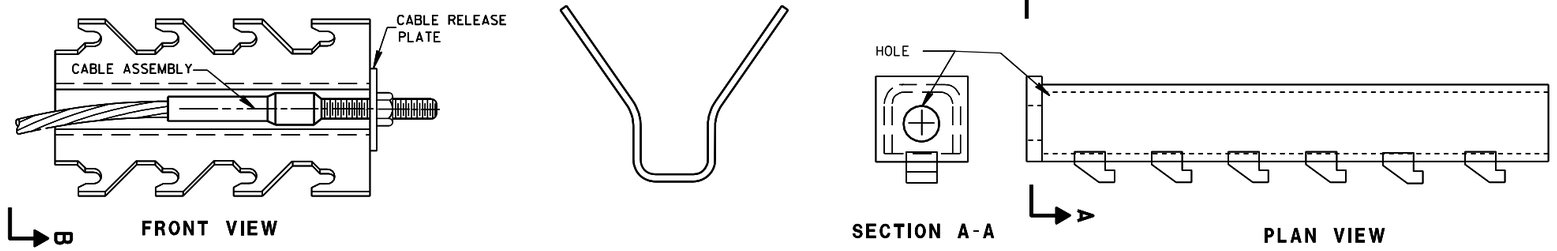
S.D.D. 14 B 44-1a



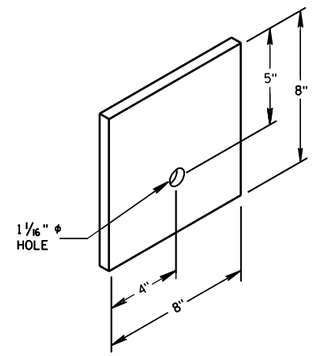
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(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)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE H (ONLY THE SHEETING IS SUPPLIED BY THE MANUFACTURER)
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



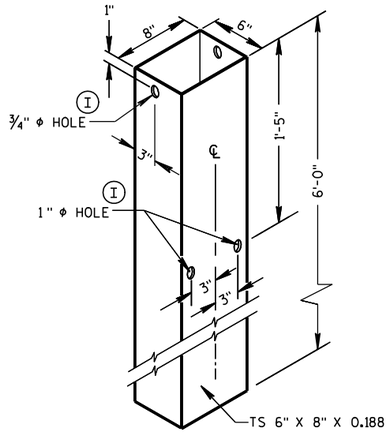
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

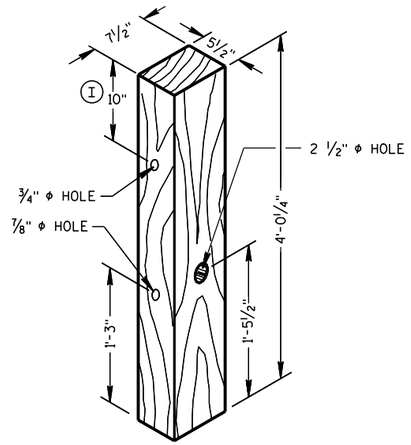
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 44-1b

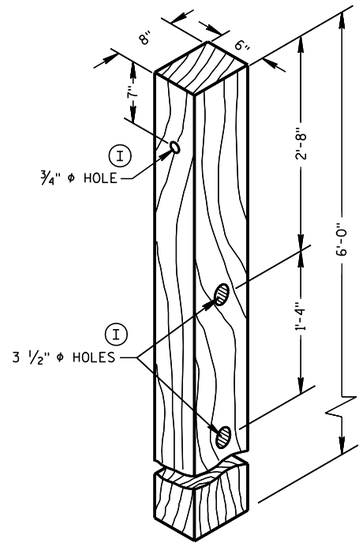


FOUNDATION TUBE (2)



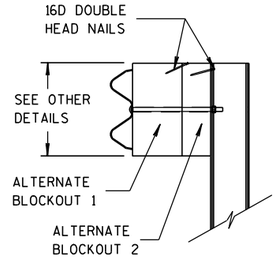
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

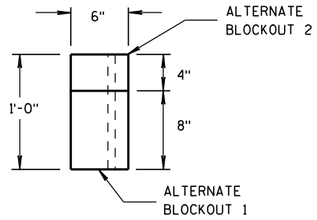


POSTS NUMBER 3-9

WOOD CRT POST (3)

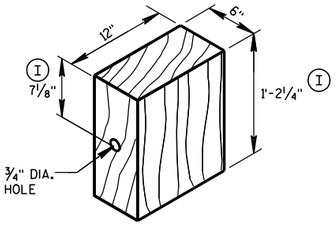


SIDE VIEW



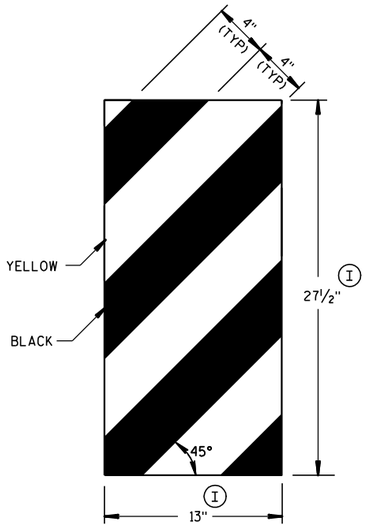
TOP VIEW

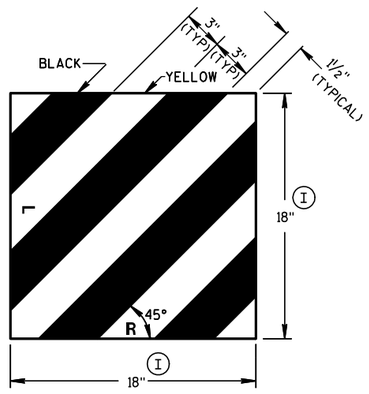
ALTERNATE WOOD BLOCKOUT DETAIL



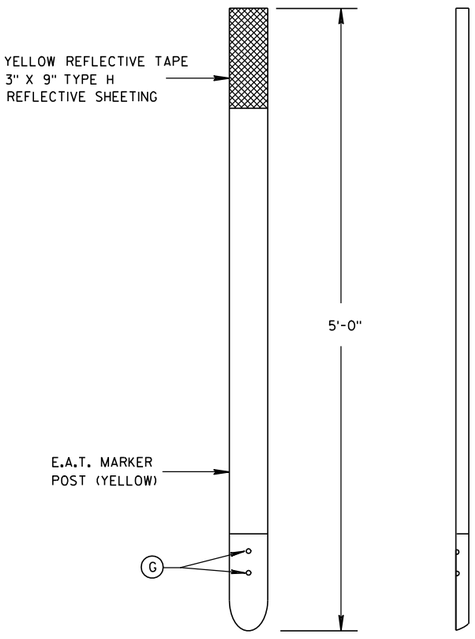
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





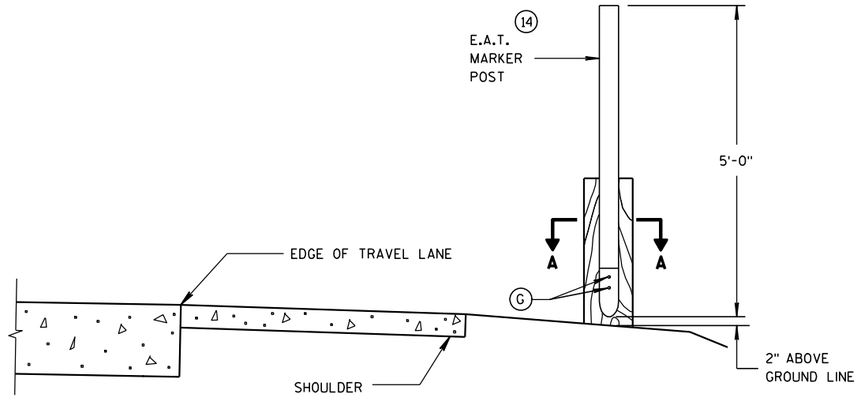
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

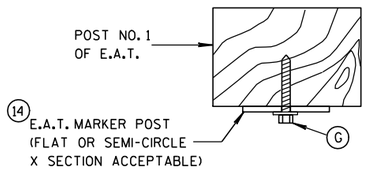
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

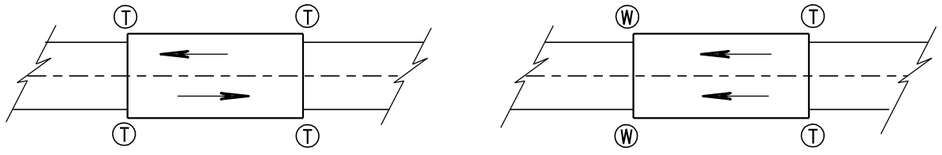
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2011
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS 623 [illegible]
ENGINEER
FHWA

6

S.D.D. 14 B 44-1c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

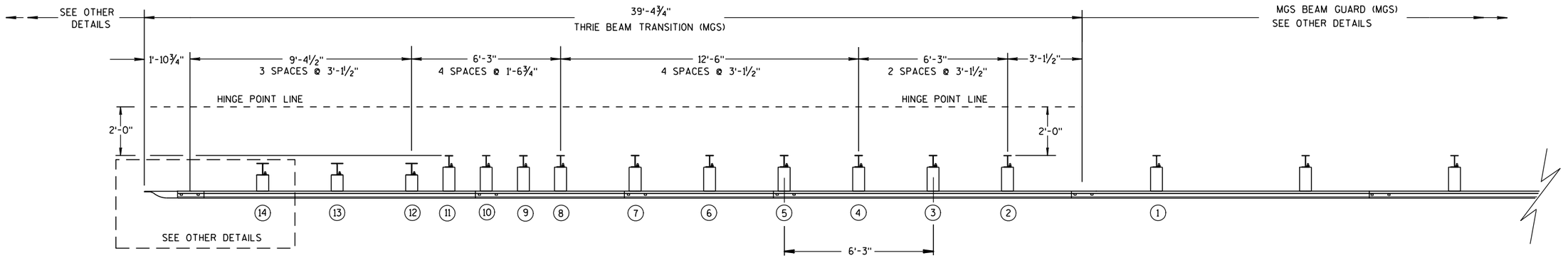
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

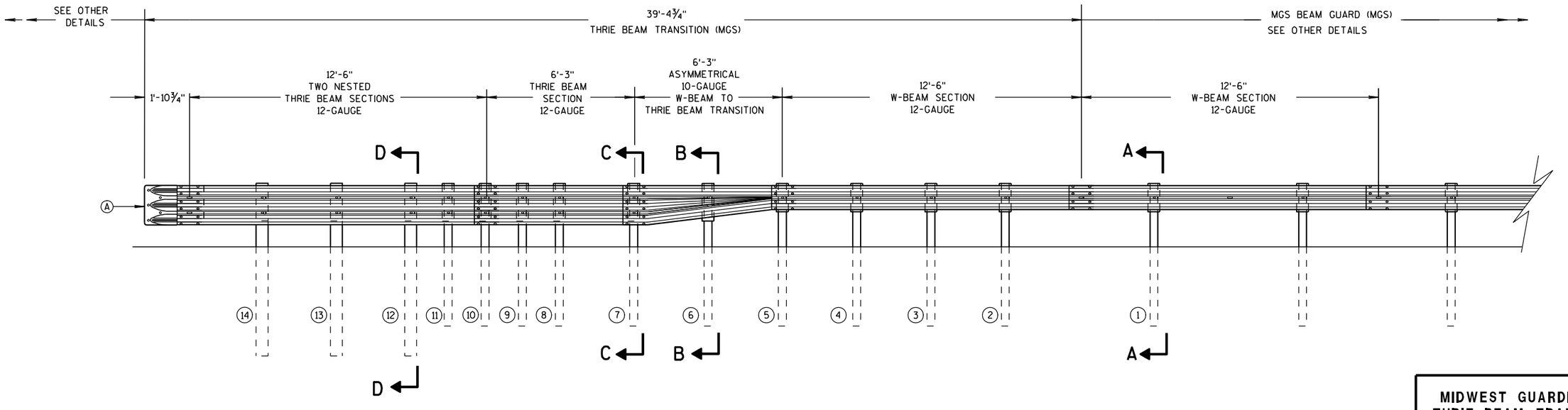
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

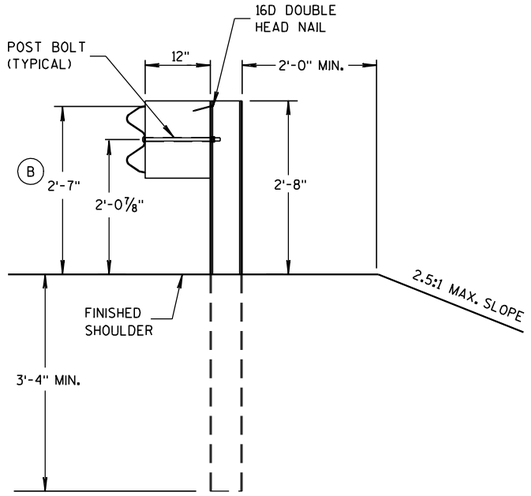
S.D.D. 14 B 45-3a

6

S.D.D. 14 B 45-3a

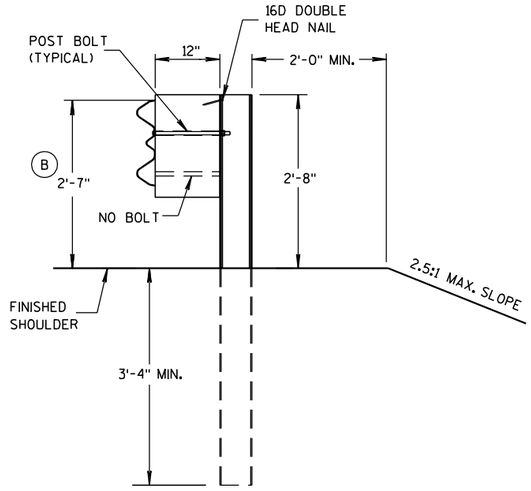
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



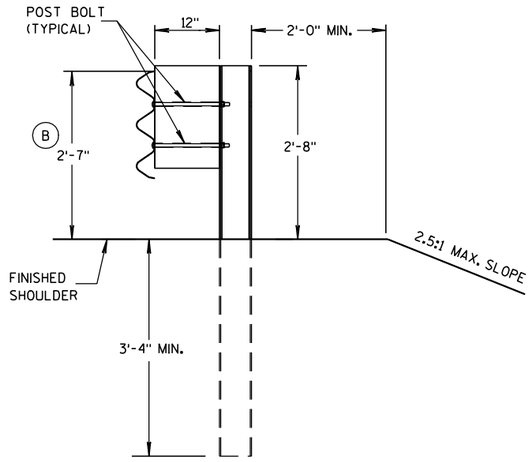
SECTION A-A

POSTS 1-5



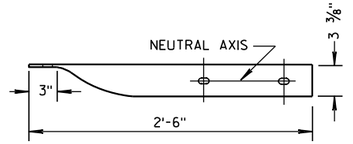
SECTION B-B

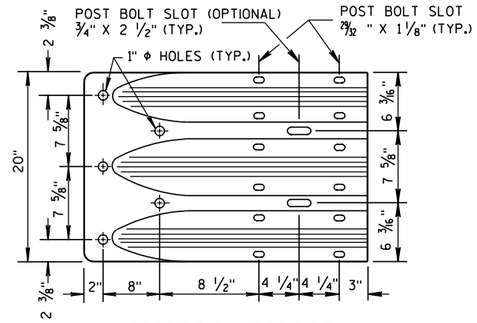
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

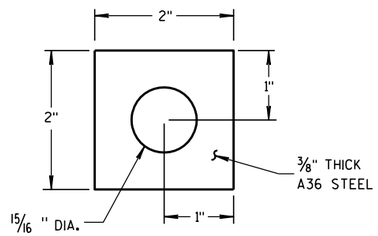
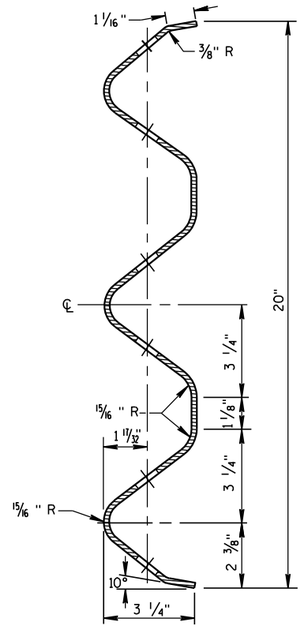
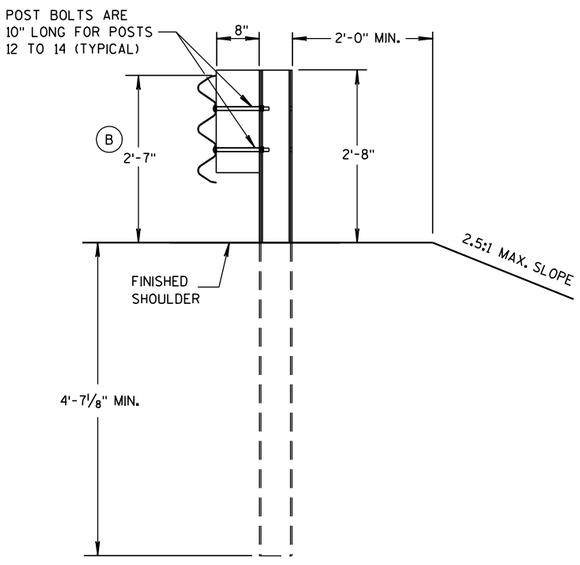


PLATE WASHER DETAIL

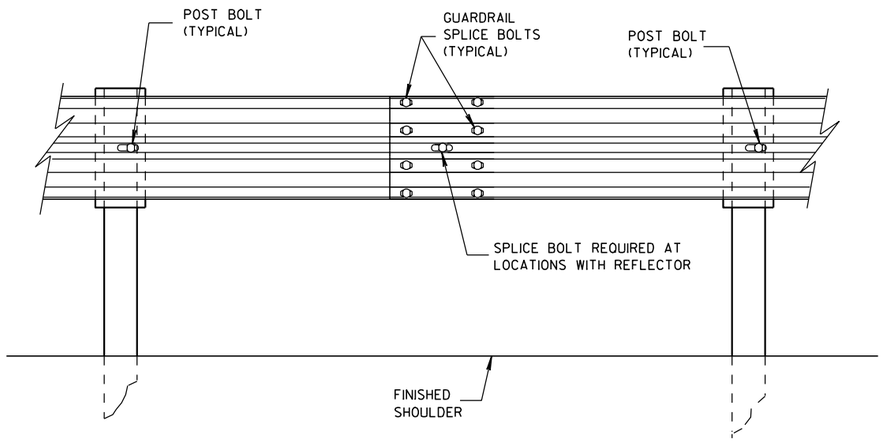


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

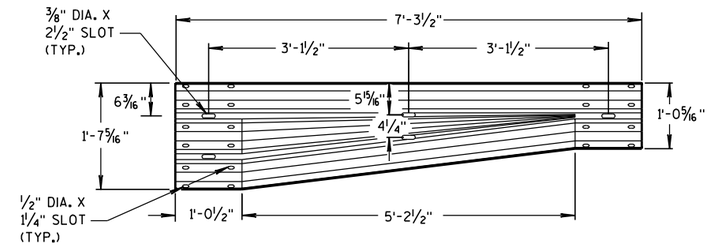
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

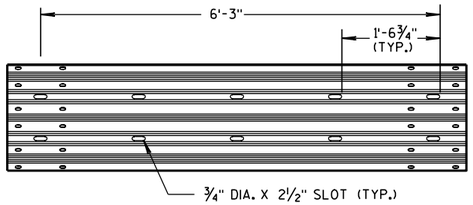
S.D.D. 14 B 45-3b

6

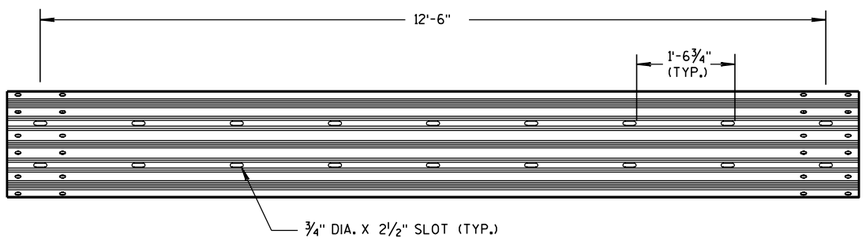
S.D.D. 14 B 45-3b



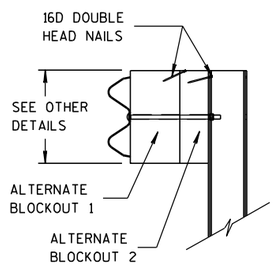
W-BEAM TO THRIE BEAM TRANSITION SECTION



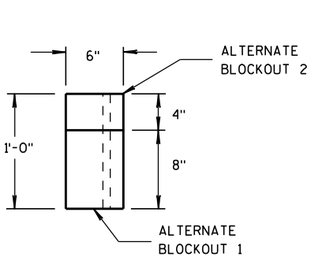
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

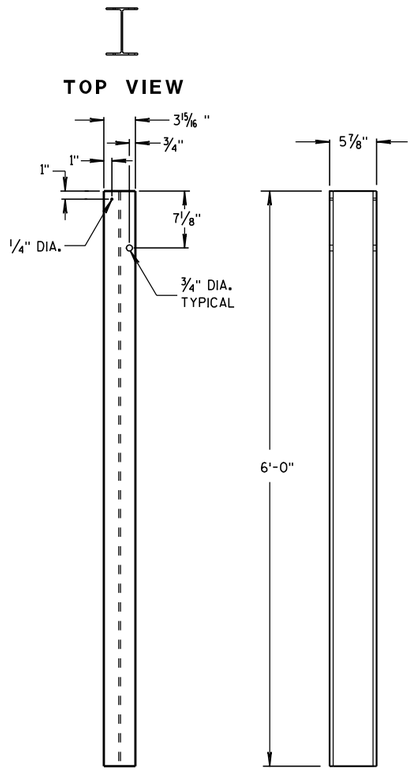


SIDE VIEW

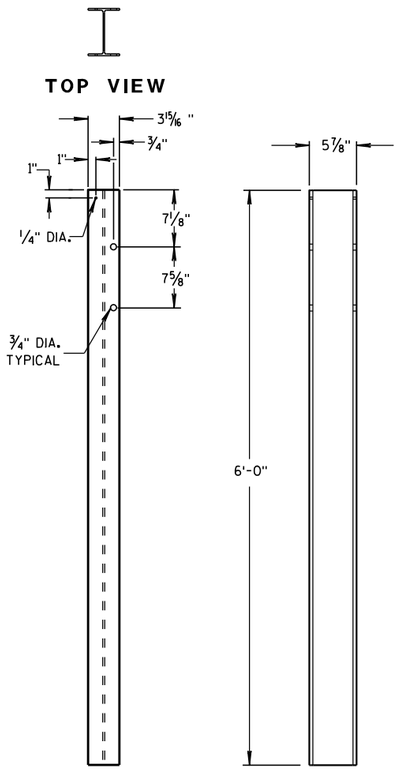


TOP VIEW

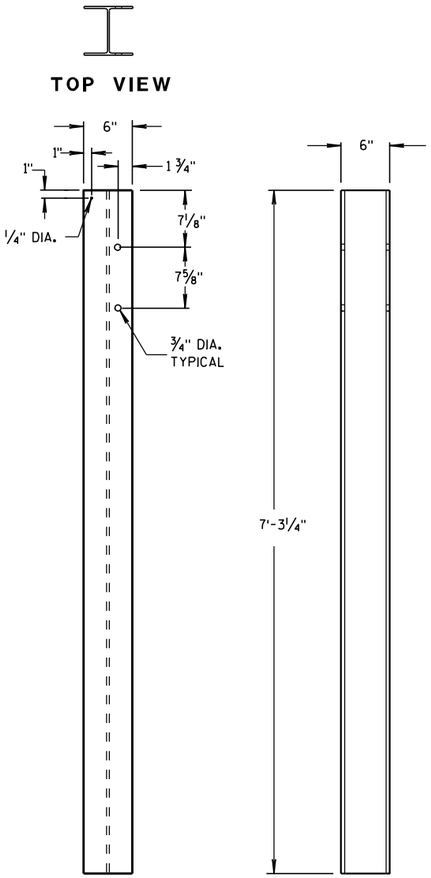
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

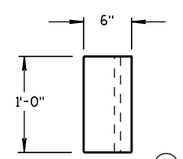


STEEL POSTS 6-11

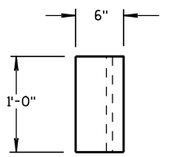


STEEL POSTS 12-14

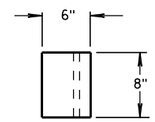
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



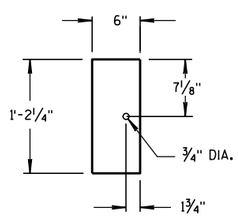
TOP VIEW (1)



TOP VIEW (1)

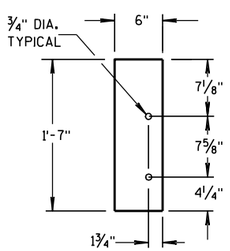


TOP VIEW



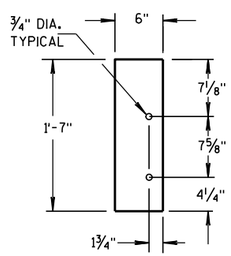
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

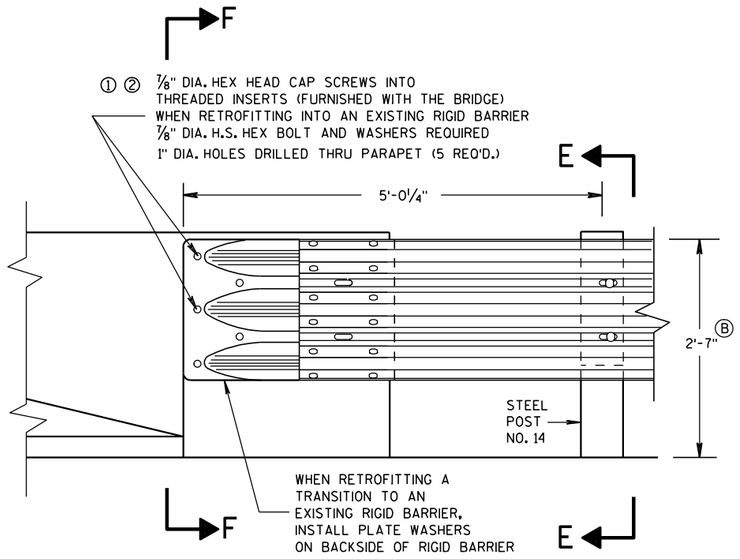
BLOCKOUT POSTS 12-14

STEEL POST SIZES

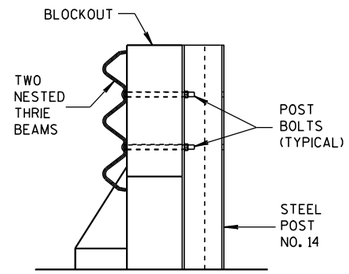
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FRONT VIEW



SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

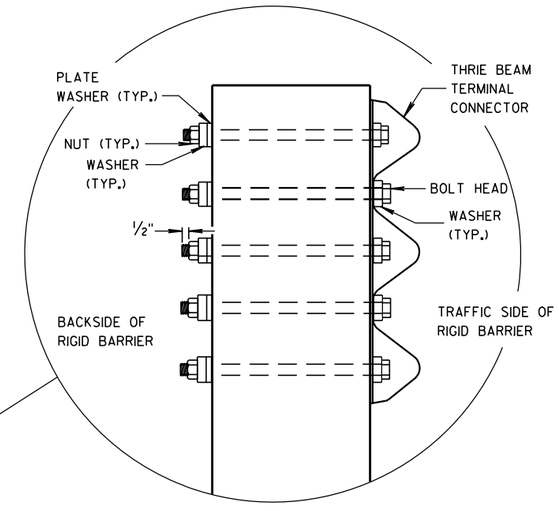
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

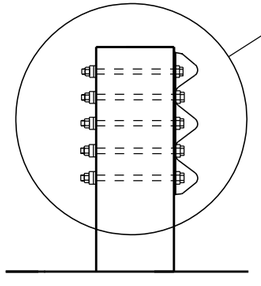
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

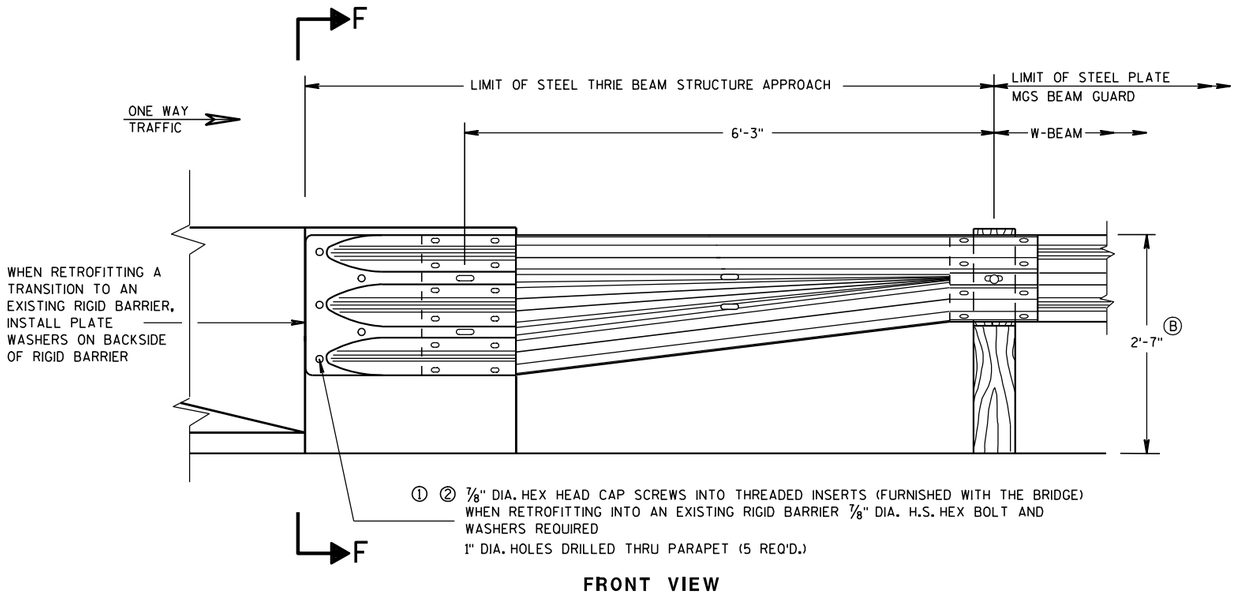
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".





SECTION F-F



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

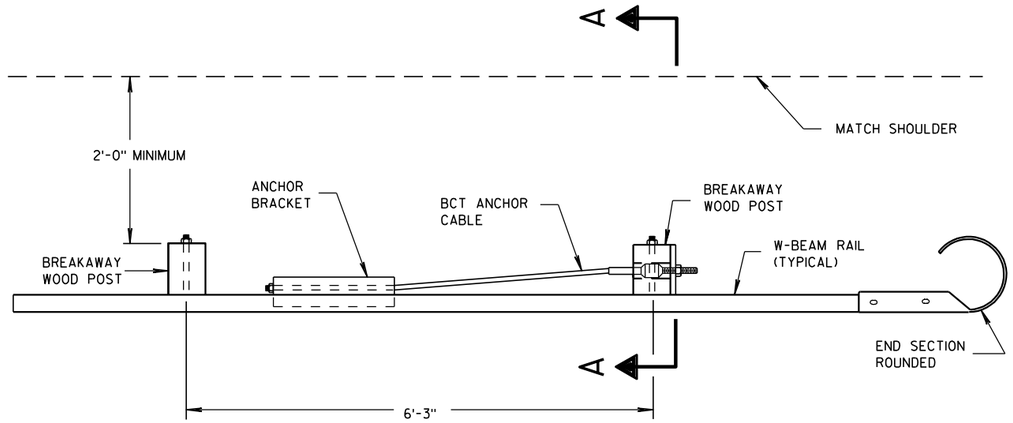
8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER

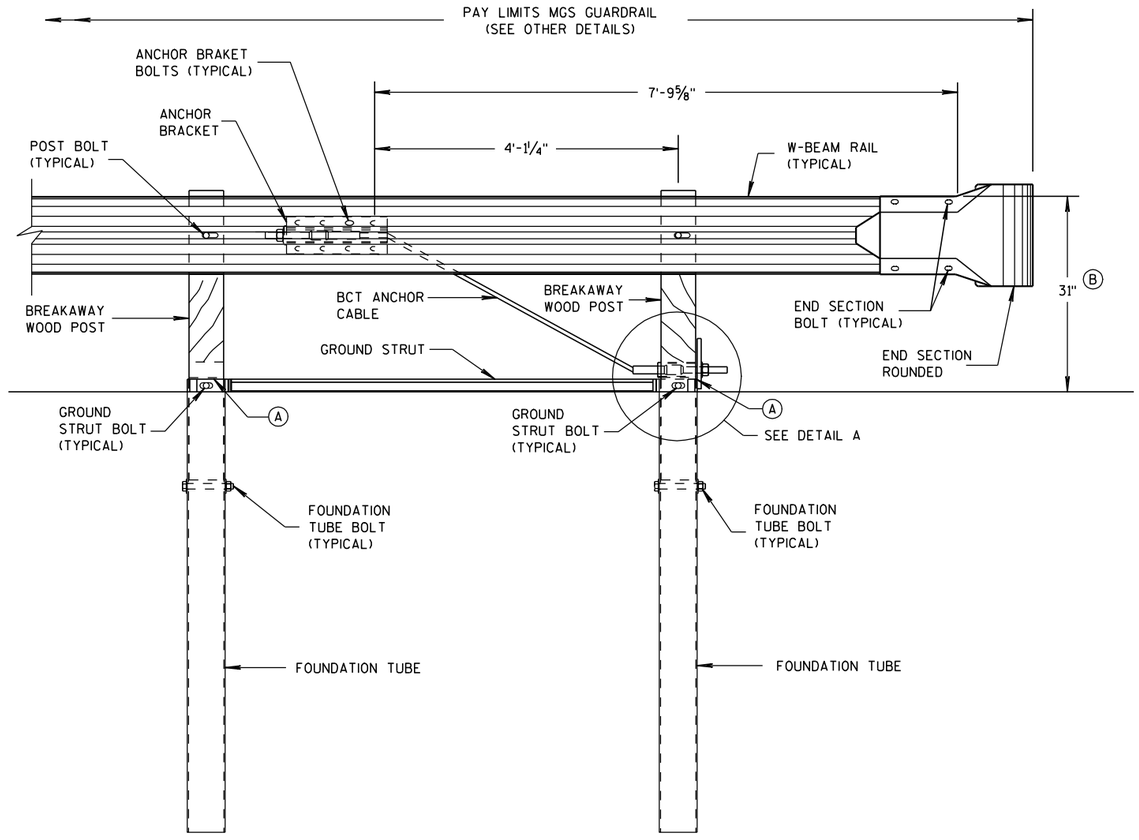
FHWA

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S.D.D. 14 B 45-3d

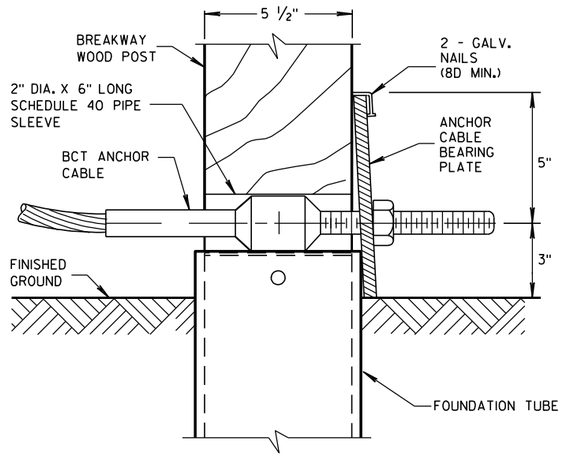


PLAN VIEW



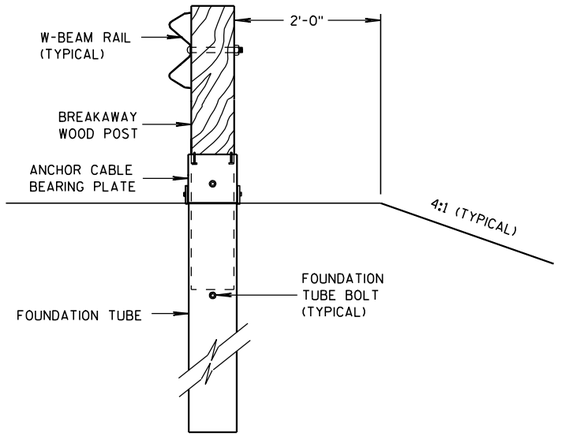
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

POST BOLTS ARE A ⅝" DIAMETER X 10" LONG GUARDRAIL BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER DH MODIFIED (RECESSED) HEAVY HEX NUT AND ⅝" DIAMETER FLAT WASHER.

FOUNDATION TUBE BOLTS ARE A ⅞" DIAMETER X 7½" LONG HEAVY HEX HEAD BOLT. A FOUNDATION TUBE BOLT REQUIRES A ⅞" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

GROUND STRUT BOLTS ARE A ⅝" DIAMETER X 10" LONG HEAVY HEX HEAD BOLT. A GROUND STRUT BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

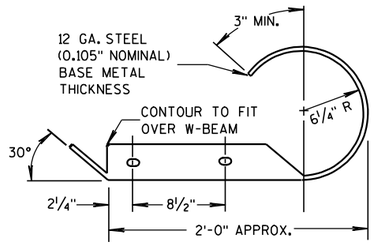
ANCHOR BRAKET BOLTS ARE A ⅝" DIAMETER X 1½" LONG HEAVY HEX HEAD BOLT. AN ANCHOR BRAKET BOLT REQUIRES A ⅝" DIAMETER DH HEAVY HEX NUT AND A FLAT WASHER.

END SECTION BOLTS ARE A ⅝" DIAMETER X 1½" HEAVY HEX HEAD BOLT. AN END SECTION BOLT REQUIRES ⅝" DIAMETER DH HEAVY HEX NUT AND A ⅝" DIAMETER FLAT WASHER.

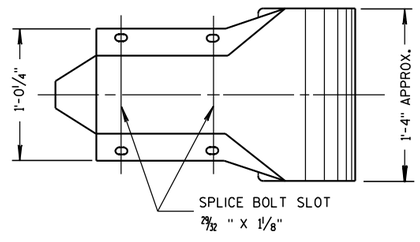
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

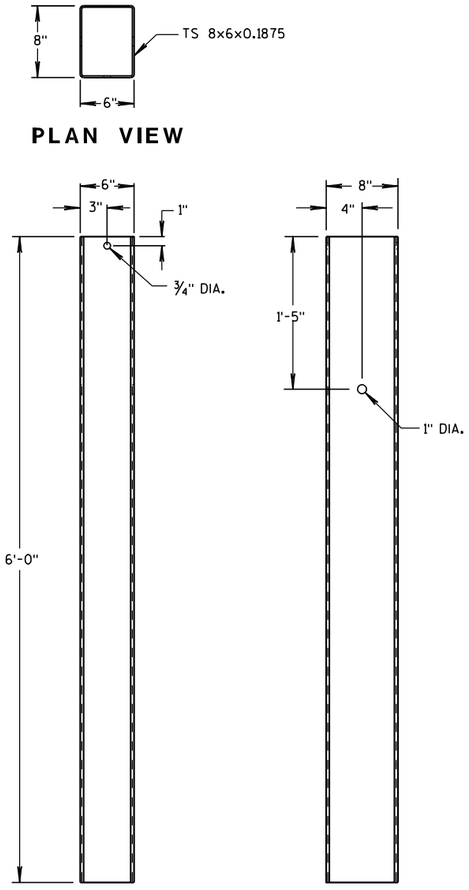
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 47-1a

6

S.D.D. 14 B 47-1a

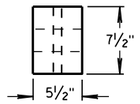


PLAN VIEW

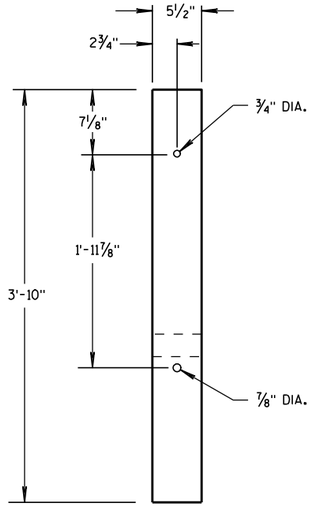
FRONT VIEW

SIDE VIEW

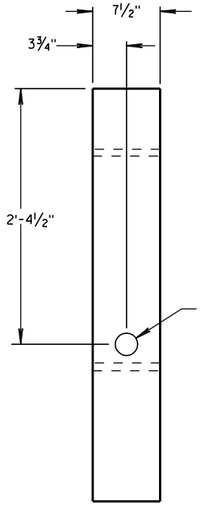
FOUNDATION TUBE



PLAN VIEW

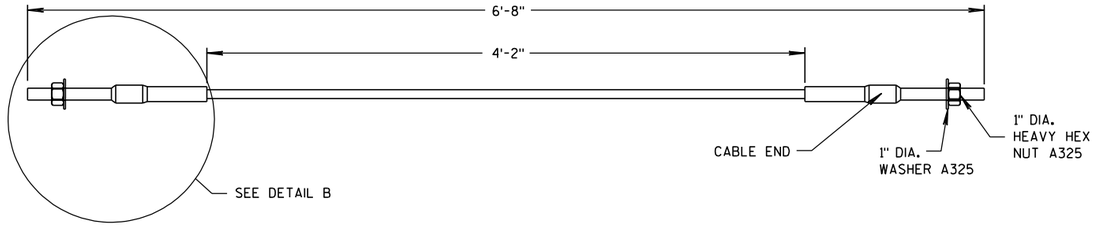


FRONT VIEW



SIDE VIEW

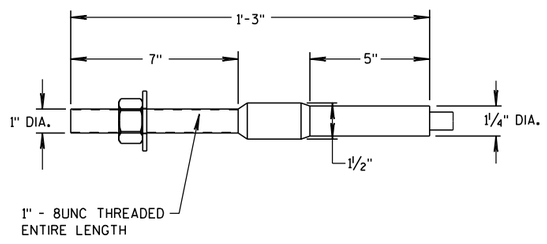
BREAKAWAY WOOD POST



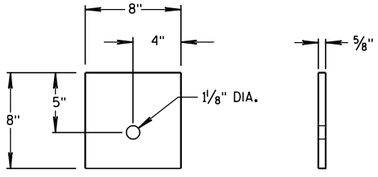
BCT ANCHOR CABLE

GENERAL NOTES

BCT ANCHOR CABLE IS A ⅜" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. THE END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. THE TREADED STUD SHOULD CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. TIGHTEN WIRE ROPE TO TAUT.



DETAIL B



SIDE VIEW FRONT VIEW

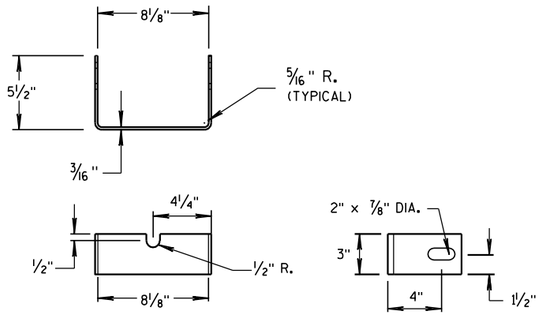
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

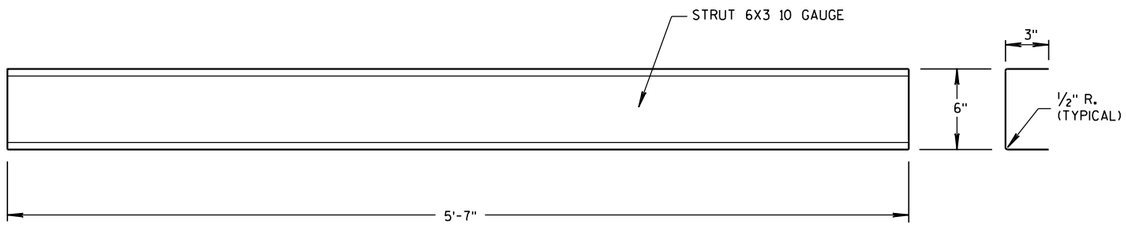
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

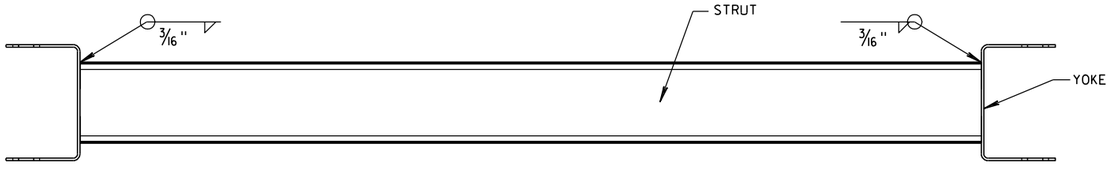
S.D.D. 14 B 47-1b



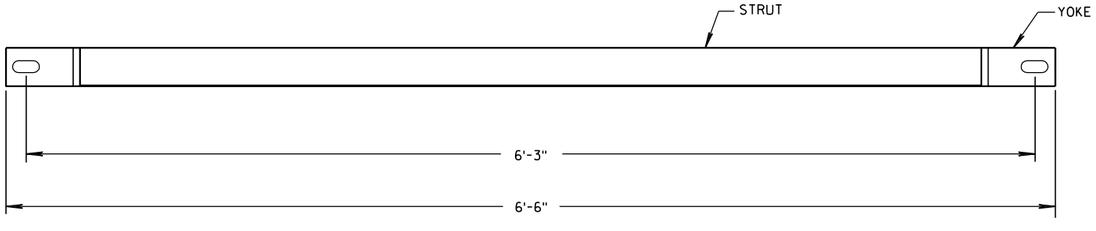
YOKE DETAIL



STRUT DETAIL

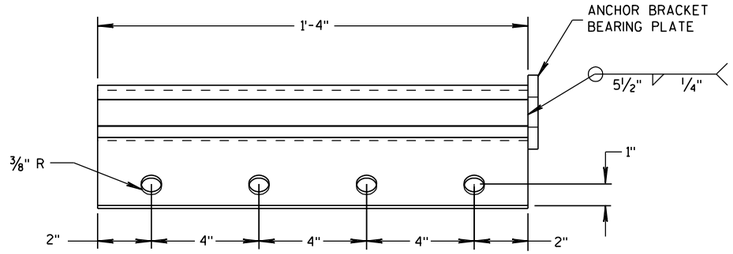


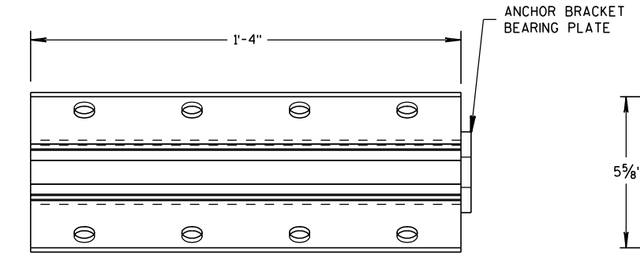
PLAN VIEW

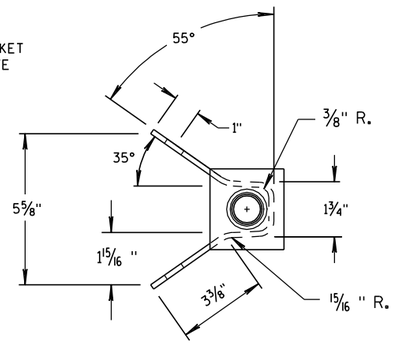


FRONT VIEW

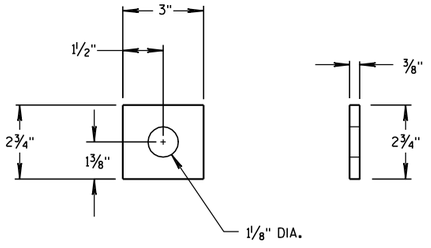
GROUND STRUT DETAIL







ANCHOR BRACKET



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/2011
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

630

FHWA

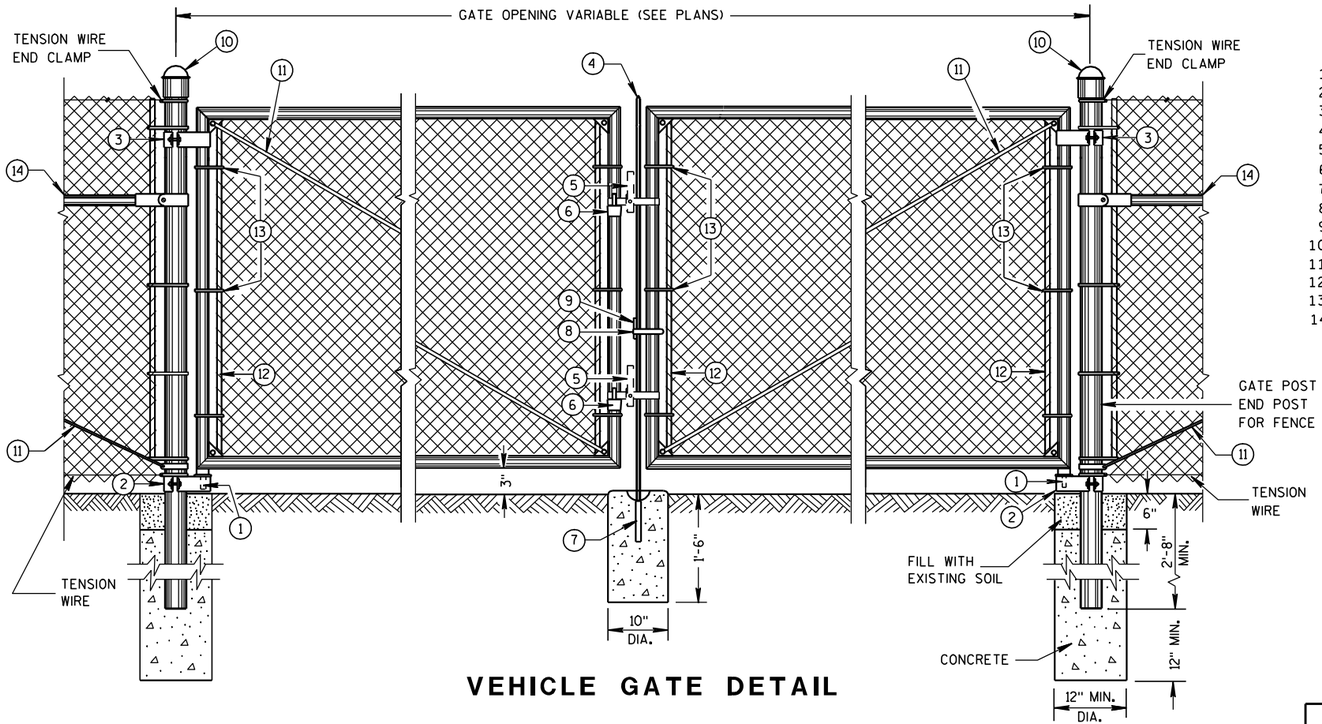
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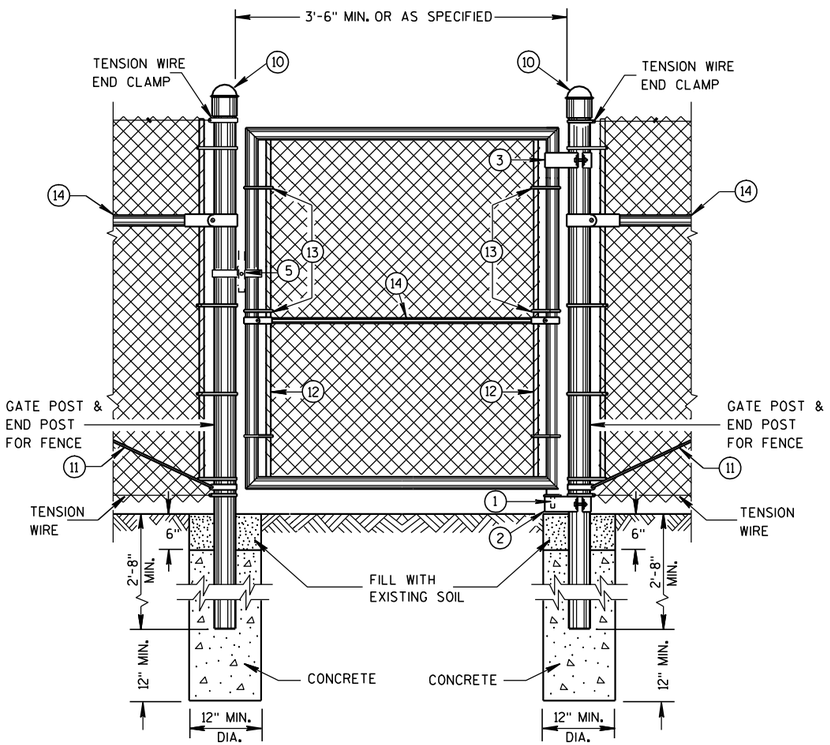
S.D.D. 14 B 47-1c

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S.D.D. 14 B 47-1c



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

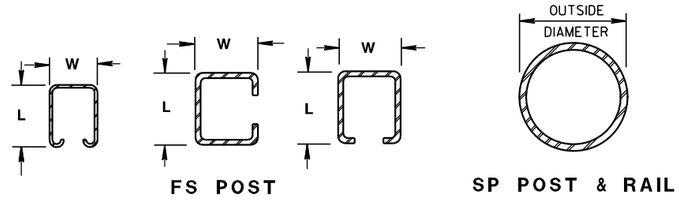
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

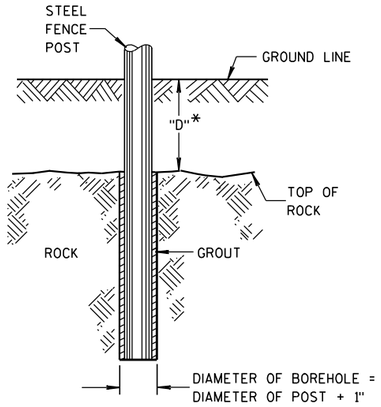
SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

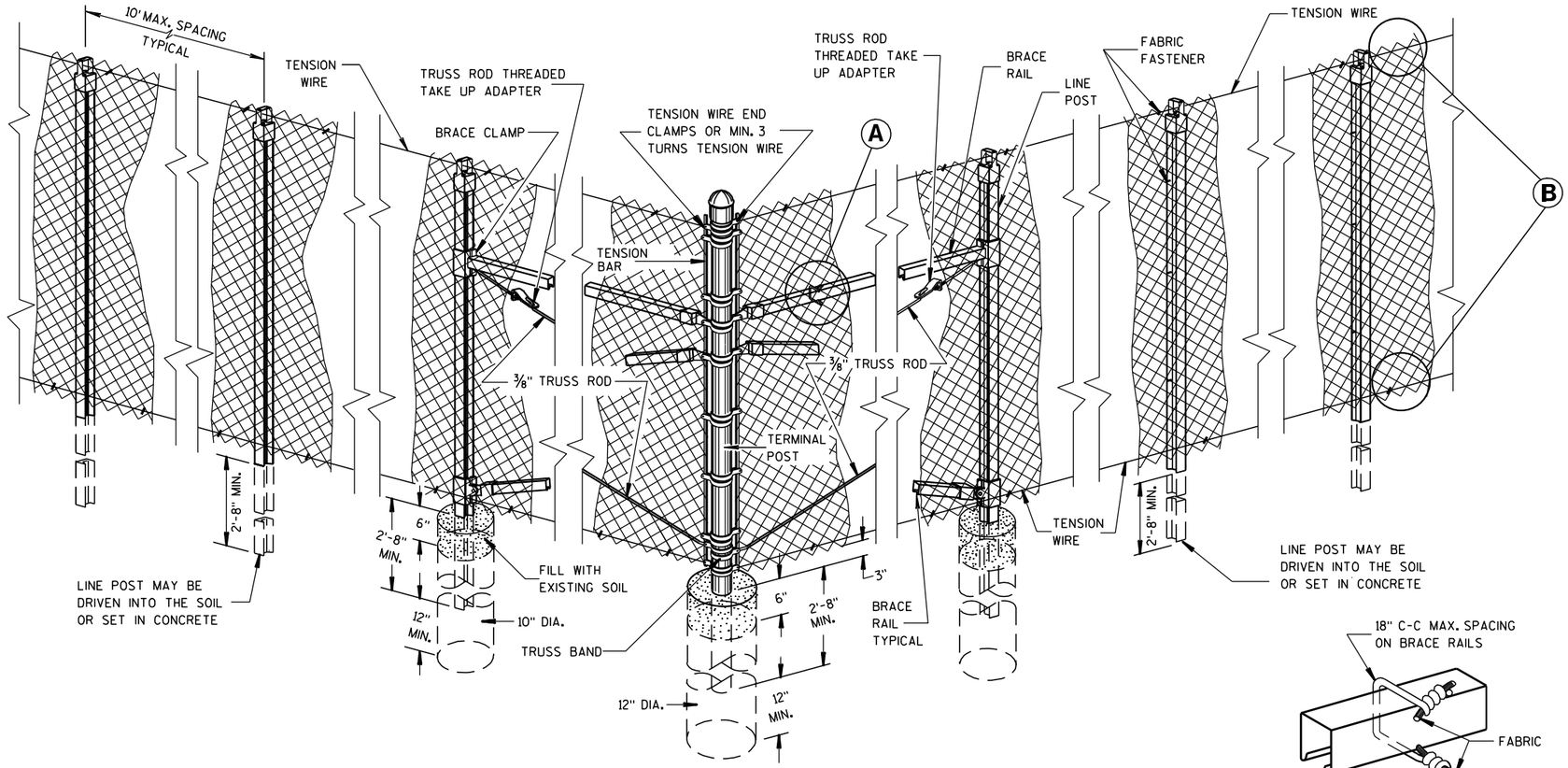
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 15 B 3-12a

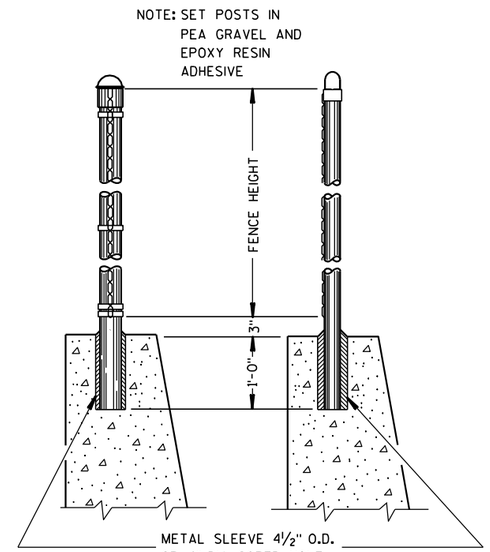


* IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST

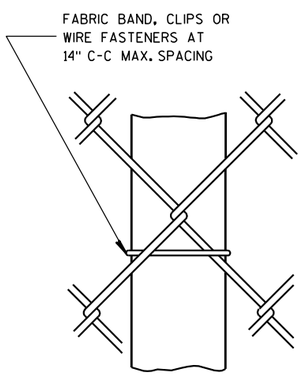


END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



END POST & CORNER POST LINE POST

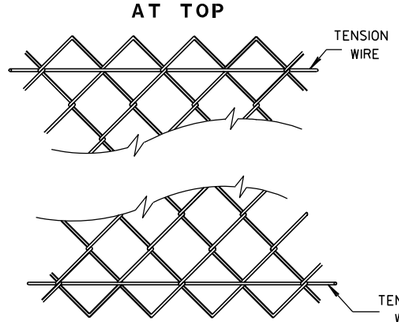
DETAILS OF FENCE ON WALL



LINE POST

FABRIC FASTENER

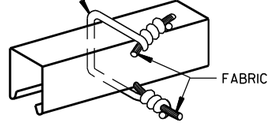
AT TOP



AT BOTTOM

SELVAGES

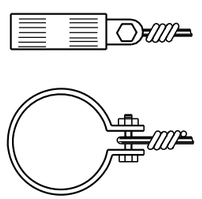
(B)



BRACE RAIL

FABRIC FASTENER

(A)



TENSION WIRE END CLAMP

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

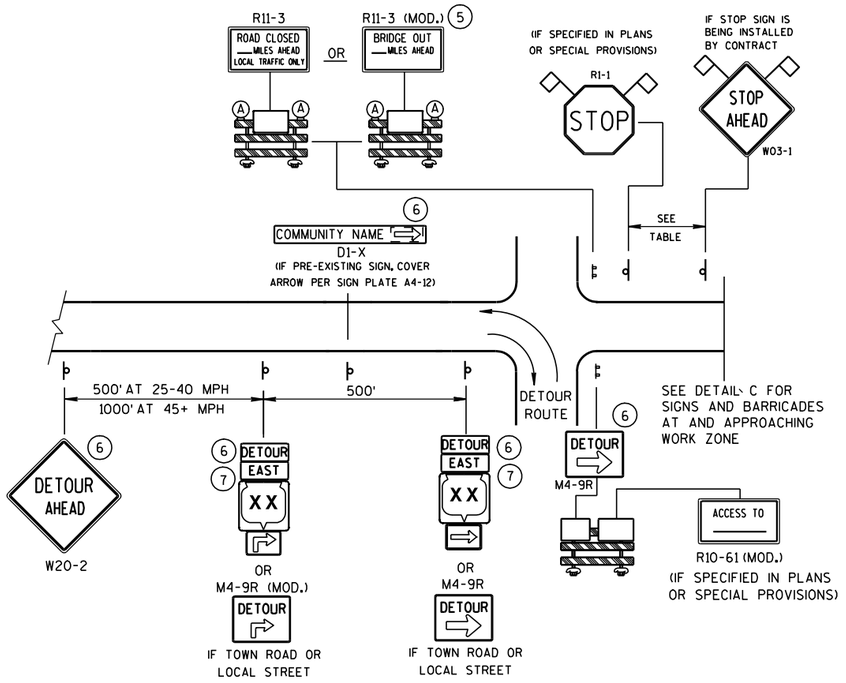
APPROVED
3/19/2010 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 15 B 3-12b

6

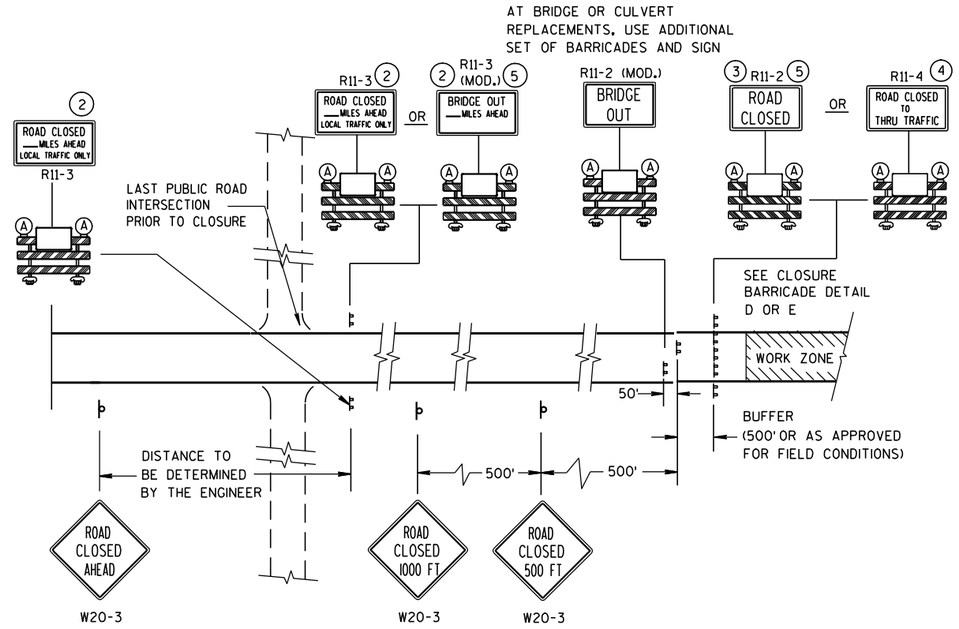
S.D.D. 15 B 3-12b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

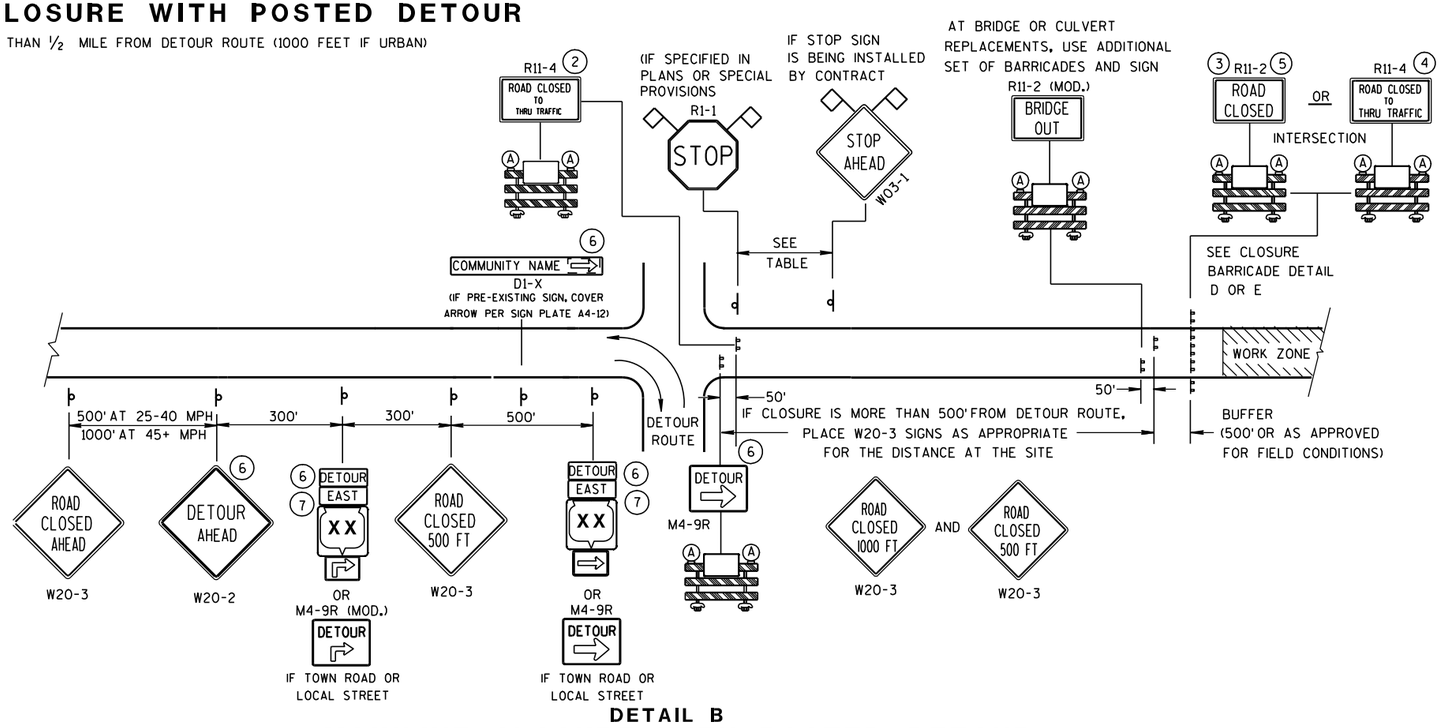


DETAIL C

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 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

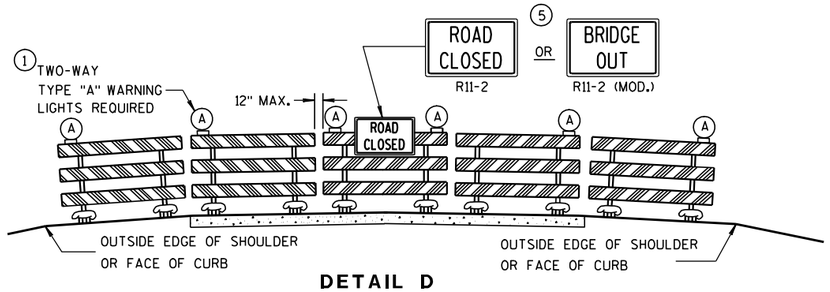
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

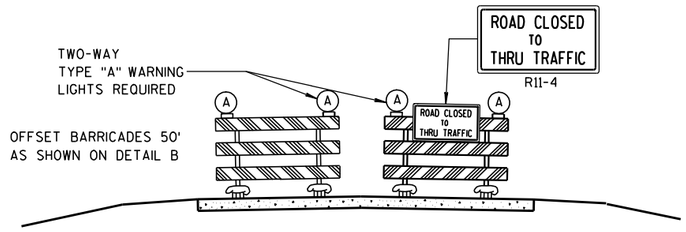
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a 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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"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, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" 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.)
- 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 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 LANE 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 MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/16/03 — DATE

/S/ Thomas N. [illegible] — CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 2-4b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

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.

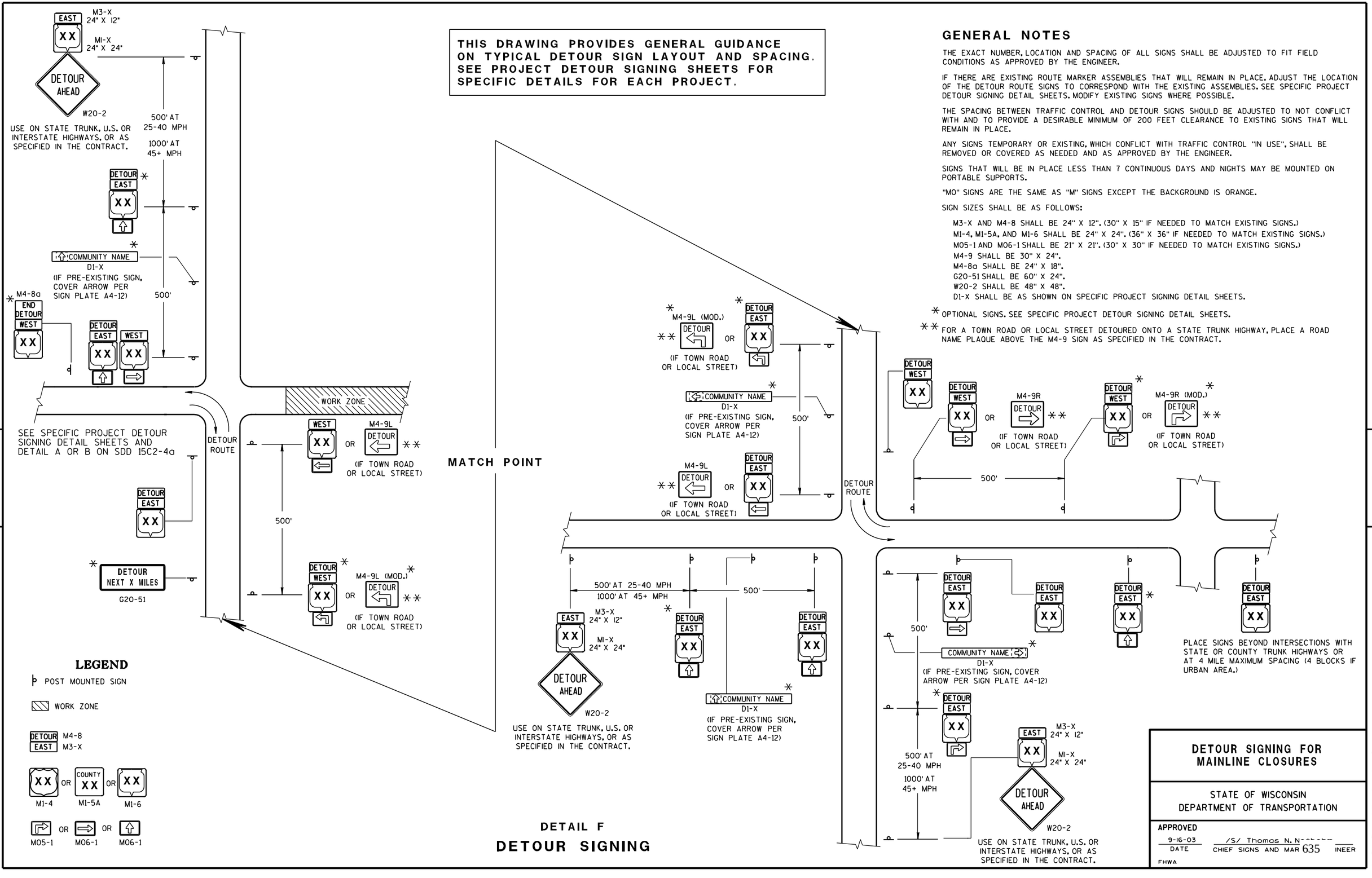
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" 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 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".
G20-51 SHALL BE 60" X 24".
W20-2 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.



LEGEND

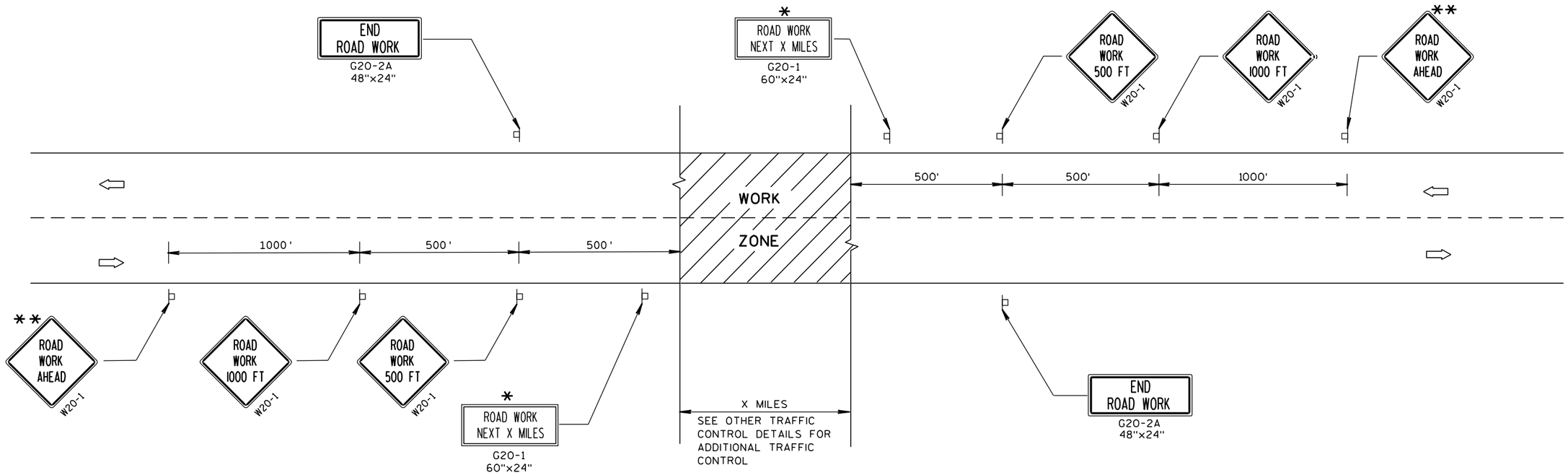
- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03 DATE
/S/ Thomas N. [illegible] CHIEF SIGNS AND MAR 635 INEER
FHWA



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"x48" UNLESS OTHERWISE NOTED.

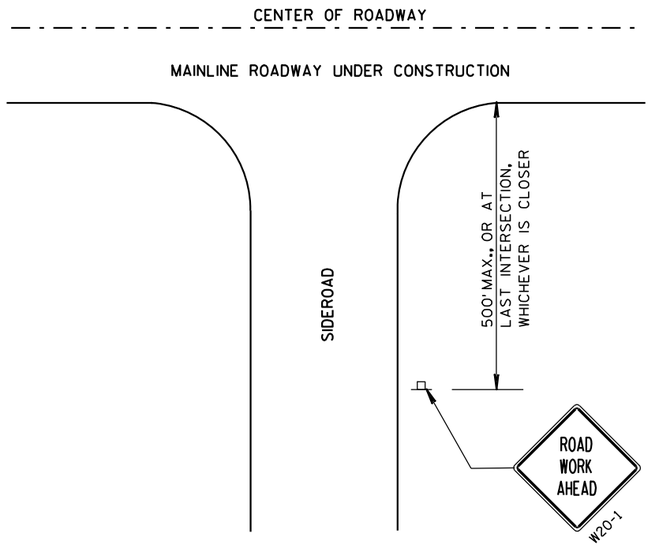
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 DATE

/S/ Chester J. [illegible] CHIEF SIGNS AND MARKING ENGINEER

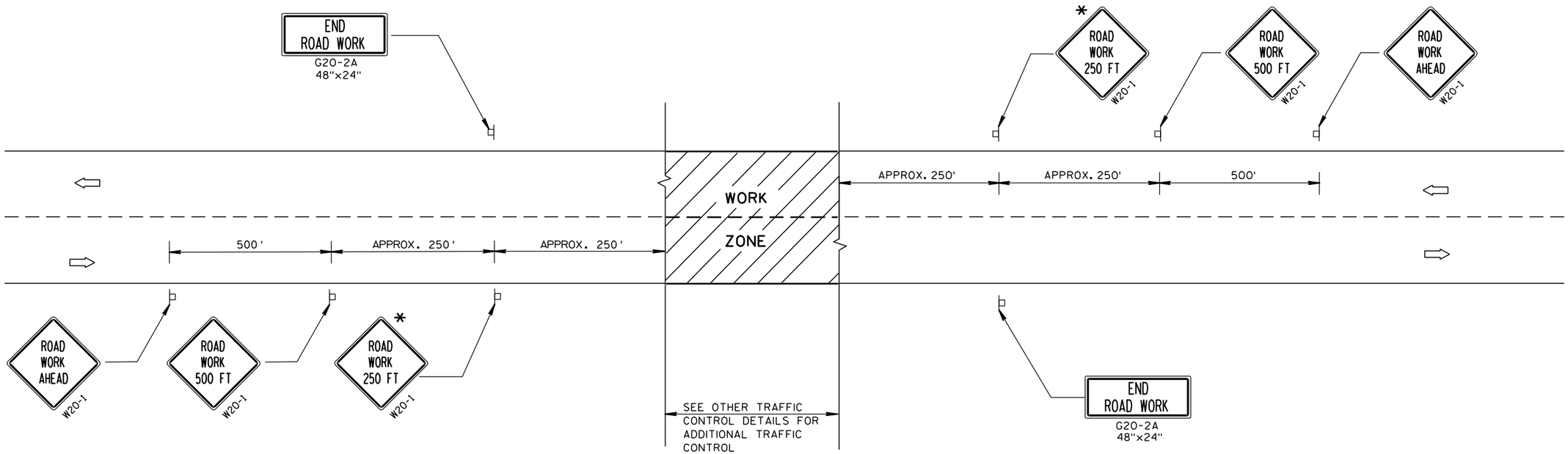
FHWA

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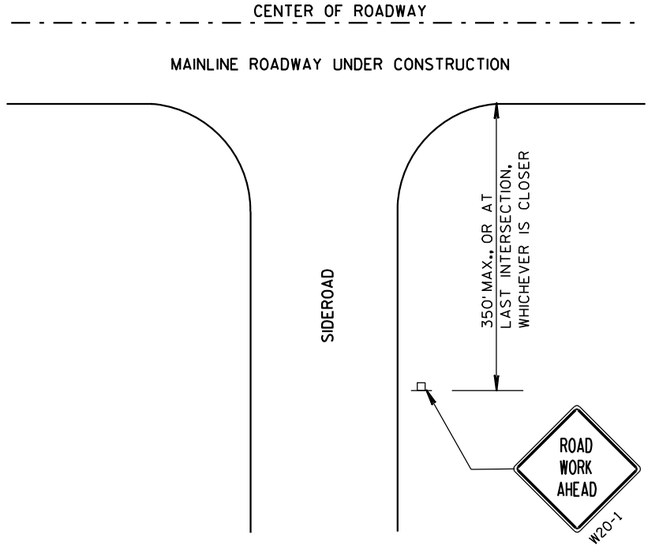
S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 5-1

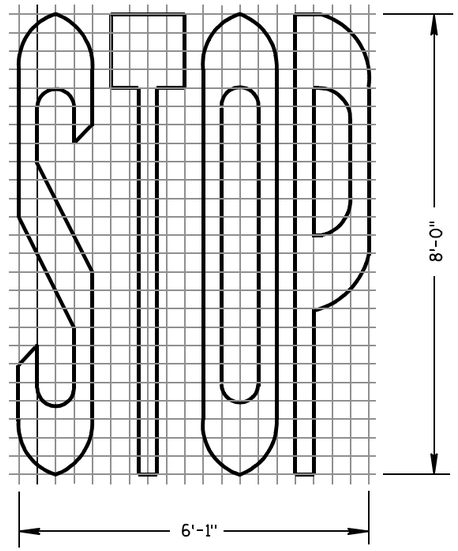
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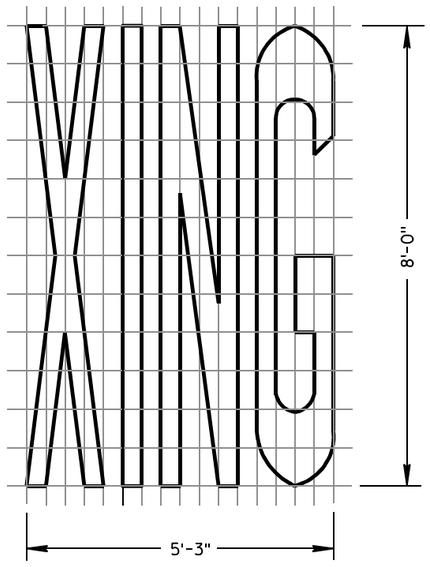
S.D.D. 15 C 5-1

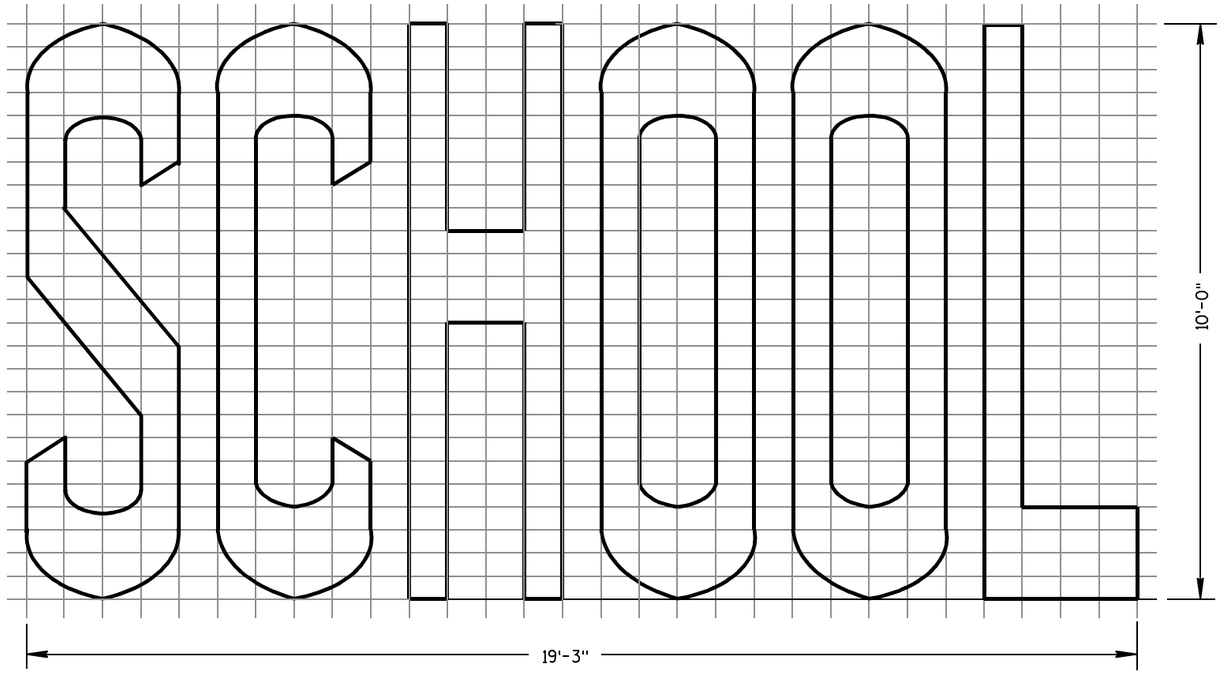
GENERAL NOTES

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.

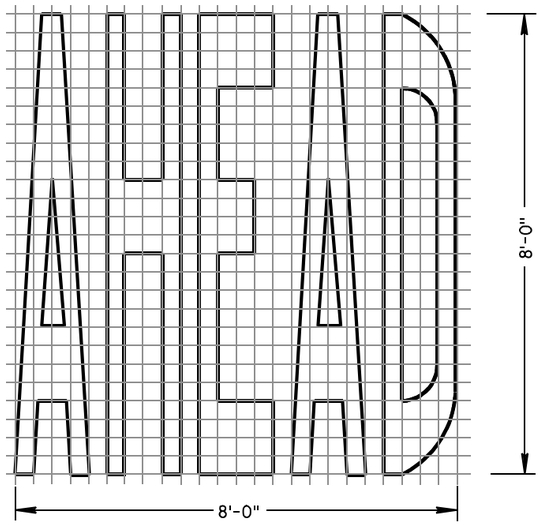
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

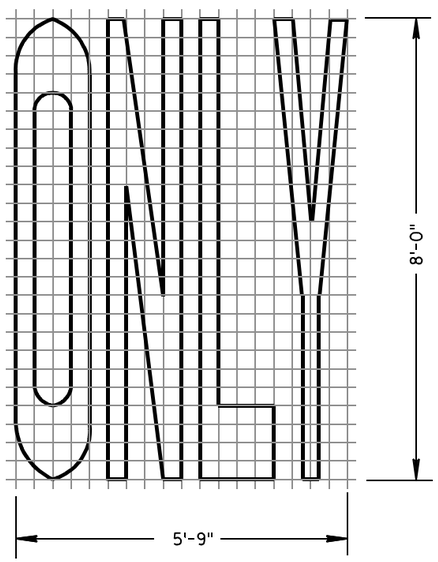


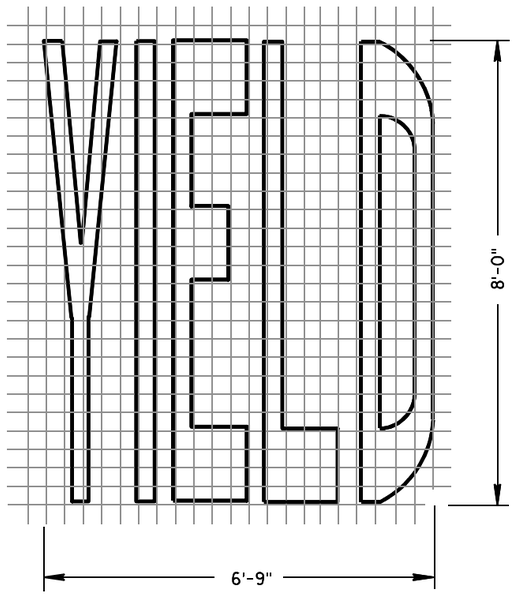


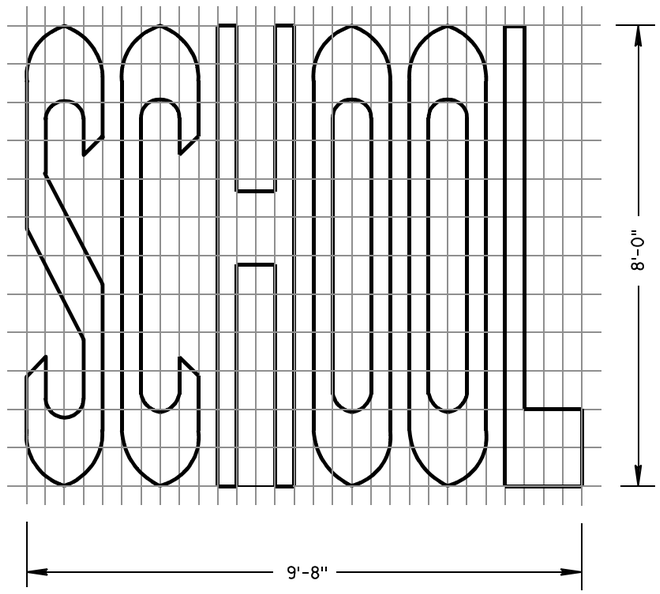


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA

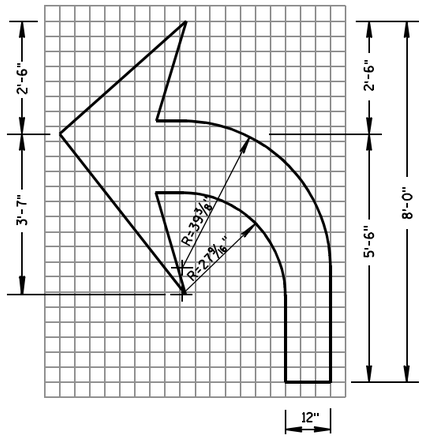
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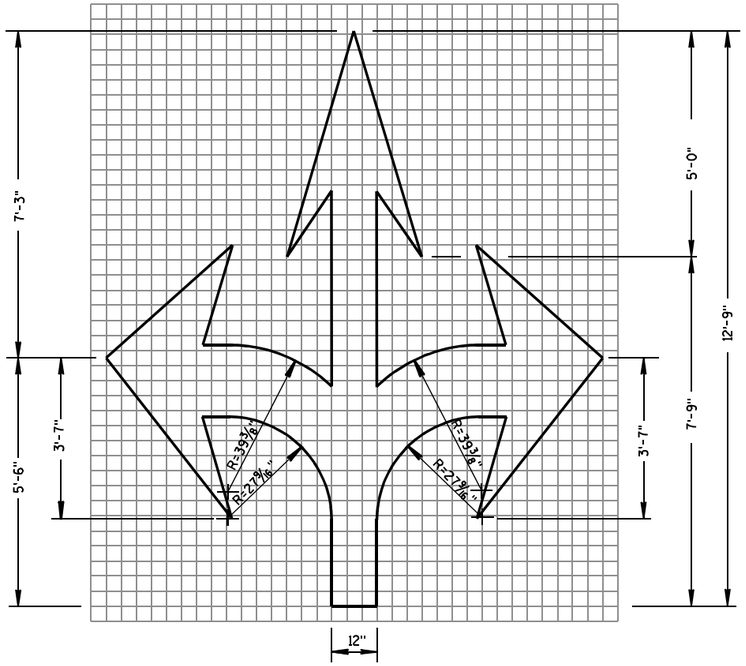
S.D.D. 15 C 7-12b

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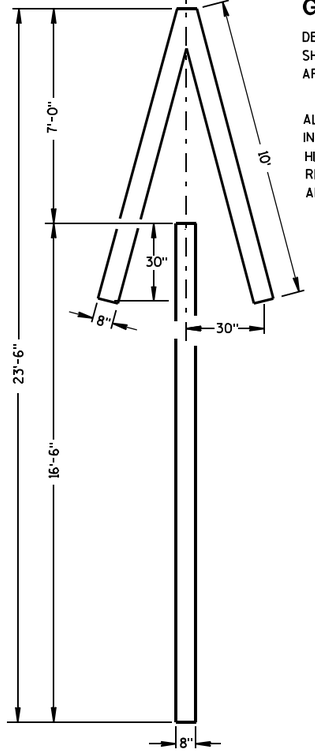
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

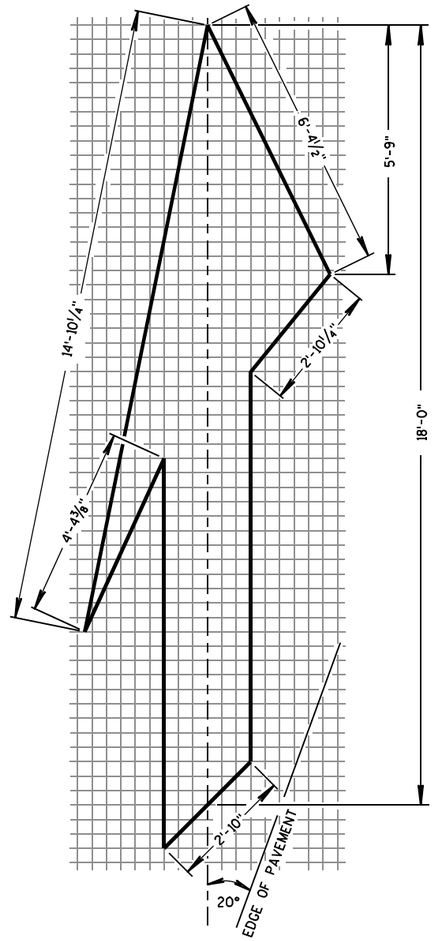


TYPE 4

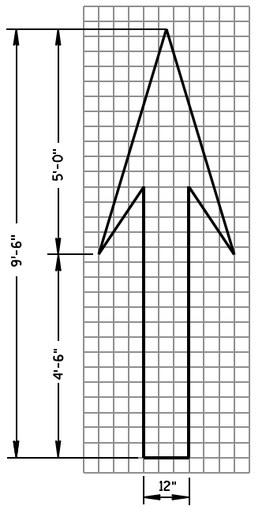
GENERAL NOTES

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.

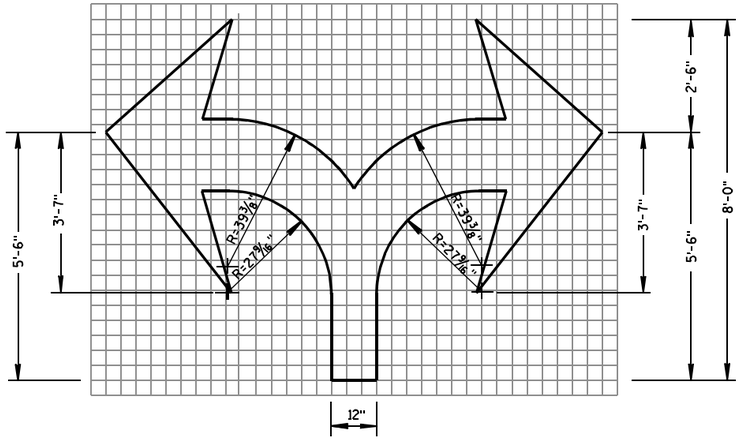
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



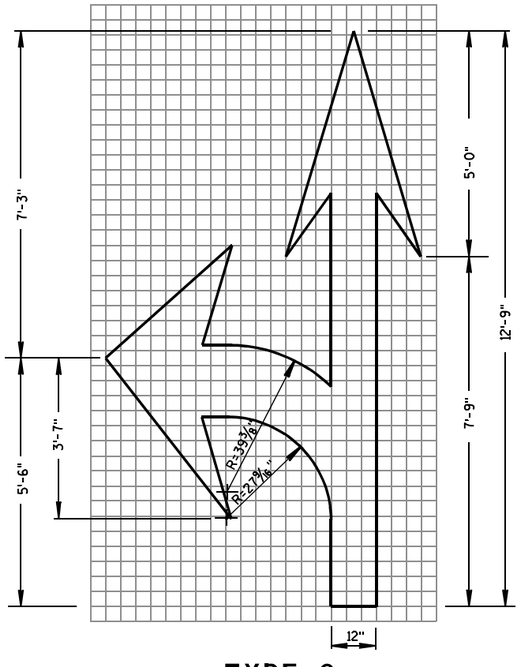
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

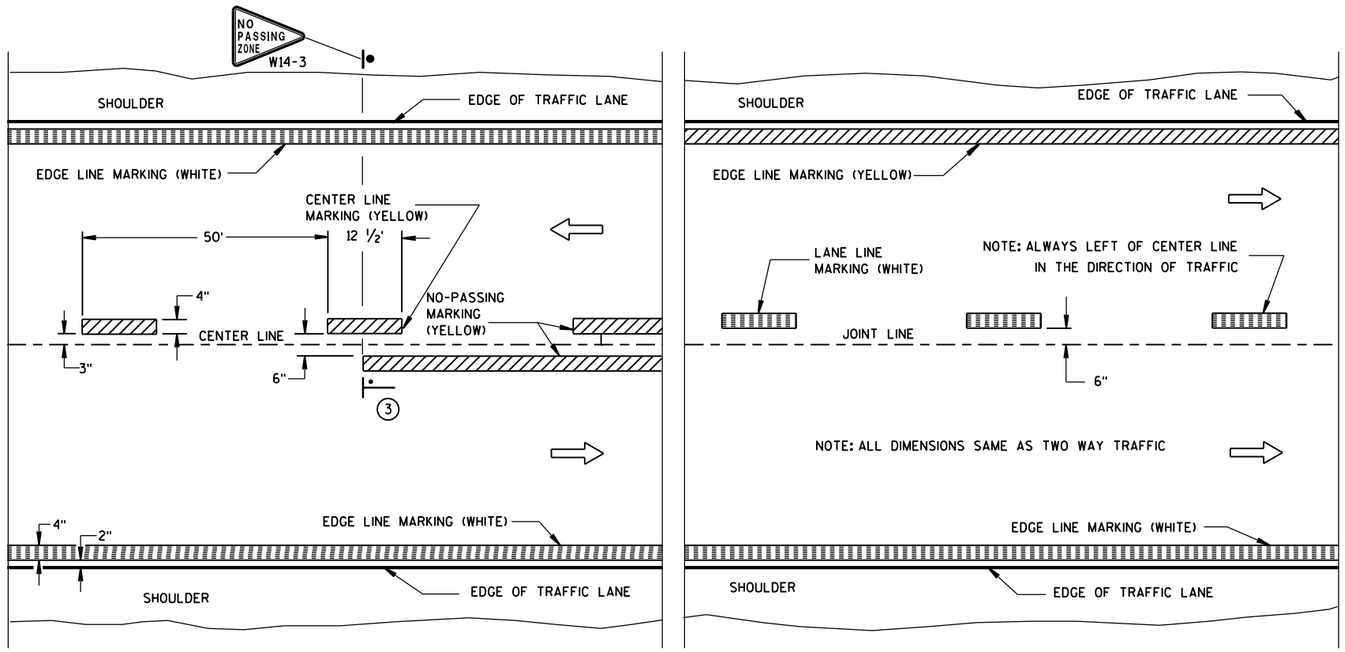
FHWA

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S.D.D. 15 C 7-12c

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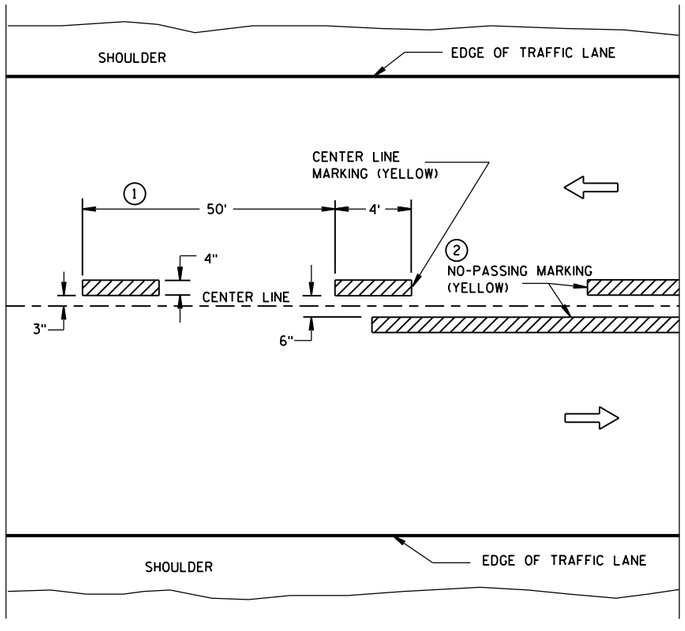
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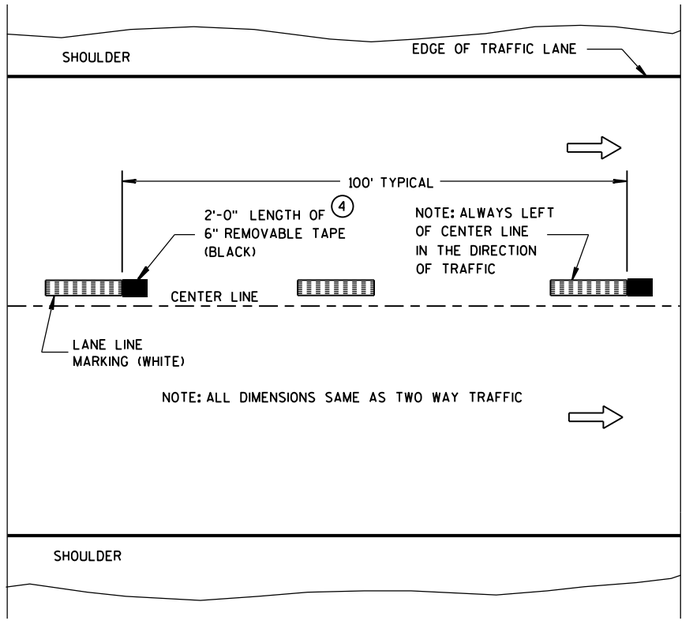
TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

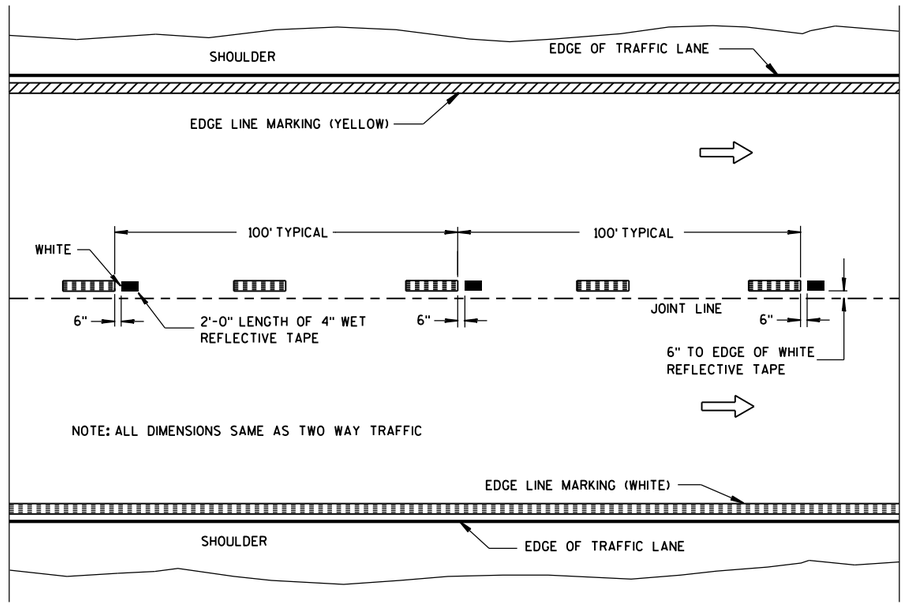
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

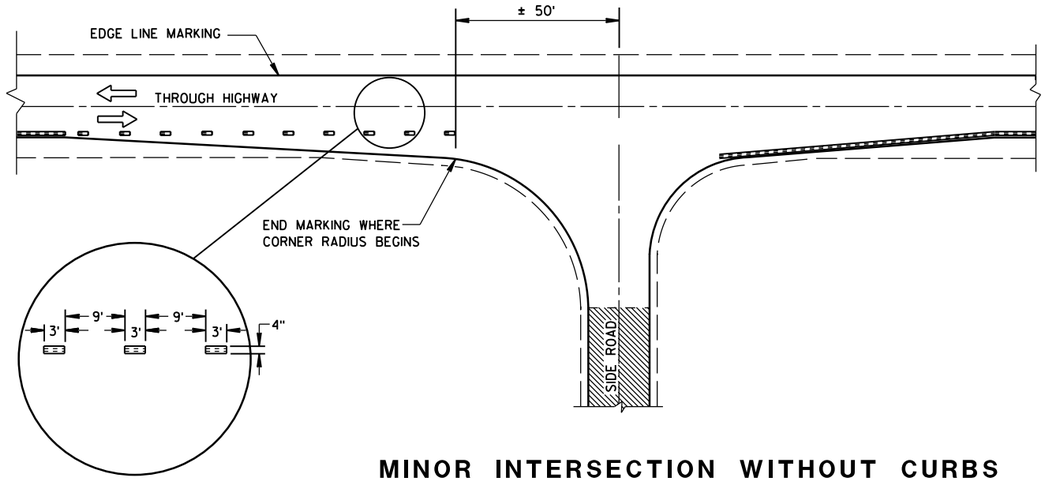
APPROVED
10-1-2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 8-15a

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S.D.D. 15 C 8-15a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED 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) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

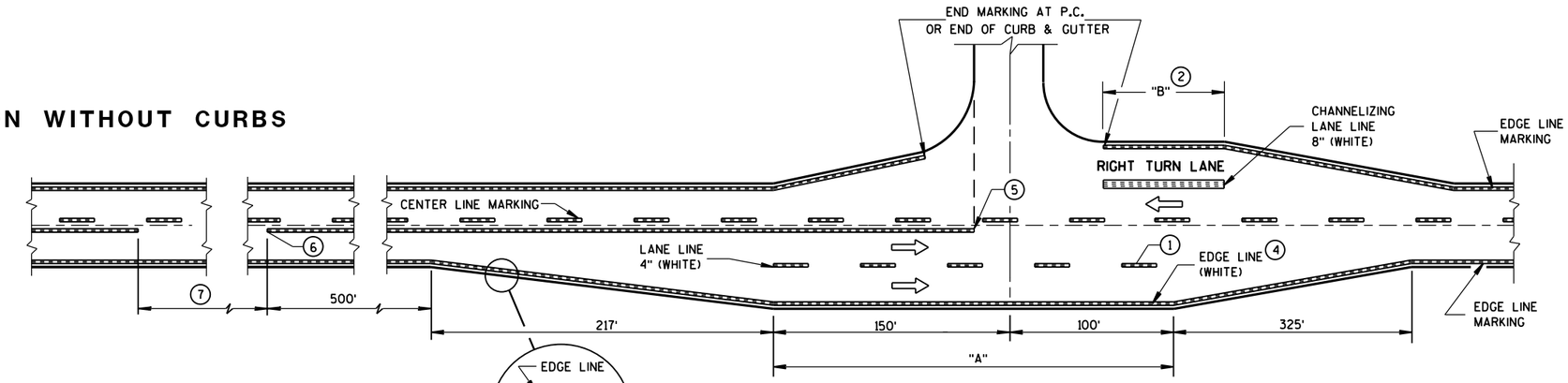
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

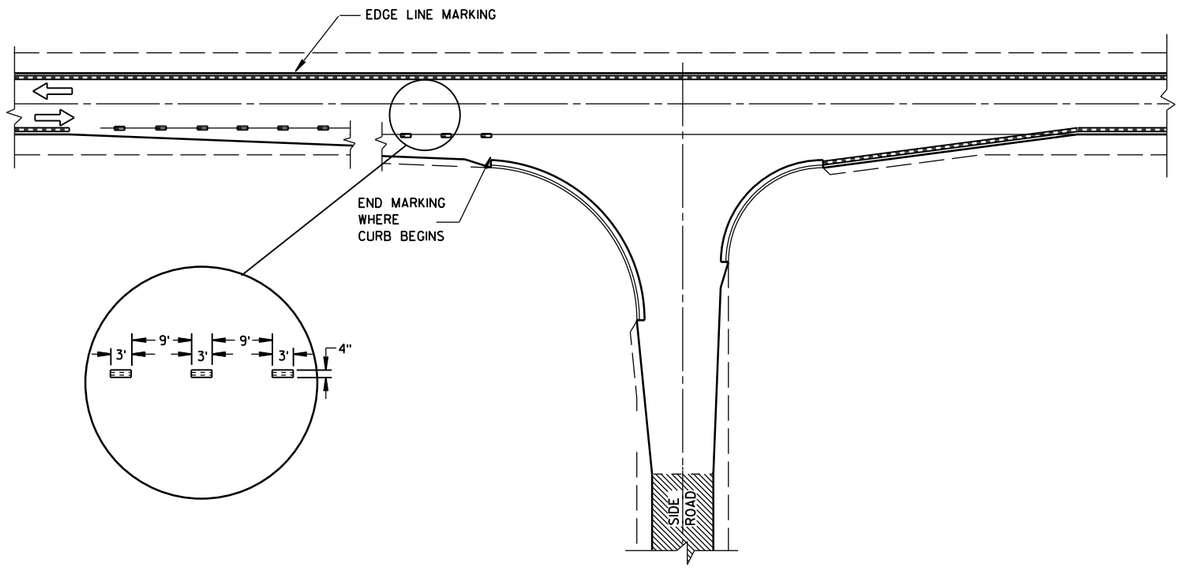
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



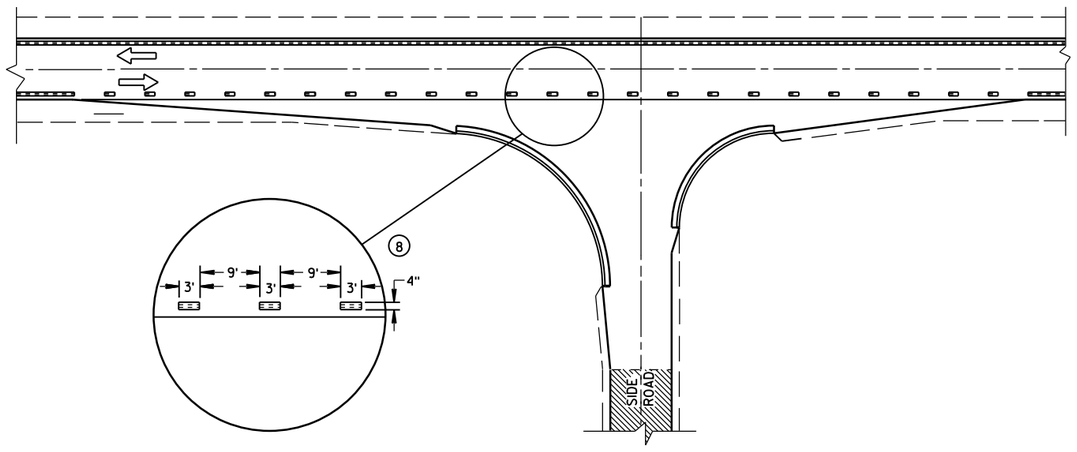
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

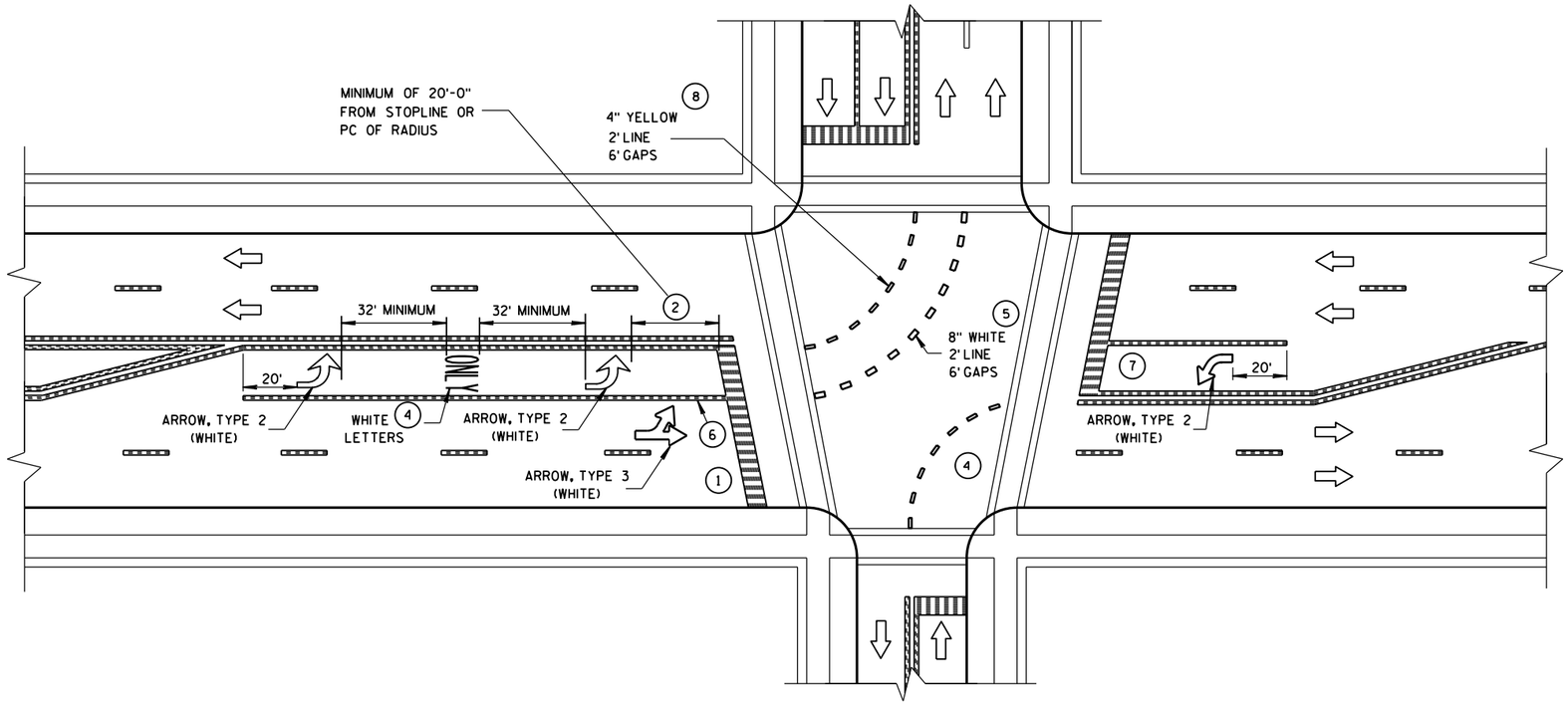
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 641

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S.D.D. 15 C 8-15b

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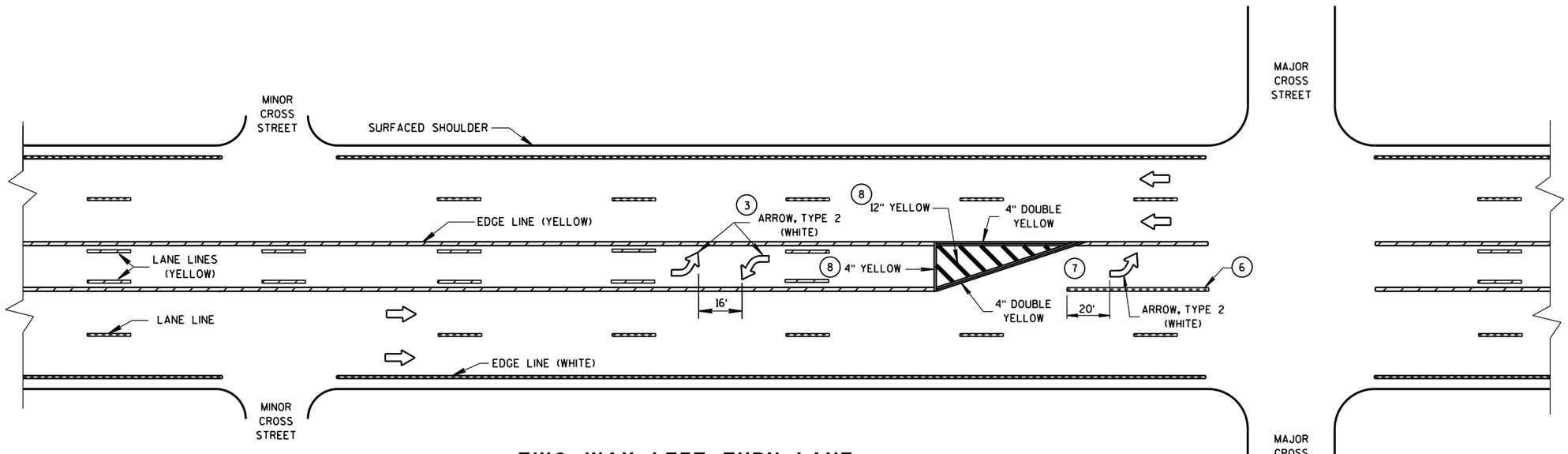
S.D.D. 15 C 8-15b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA ARROW AND ONLY PER 160' OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108'.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

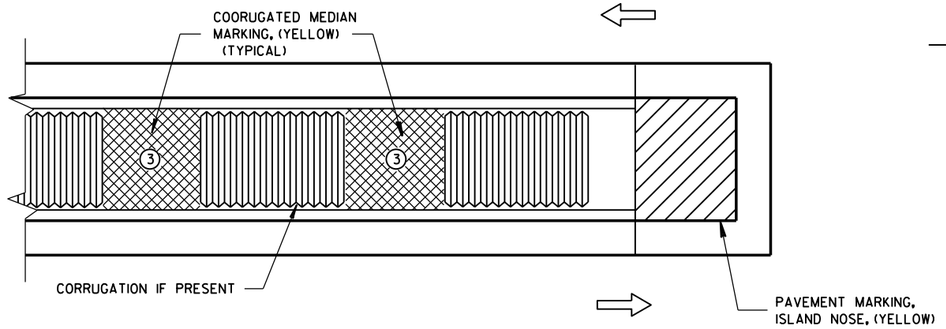
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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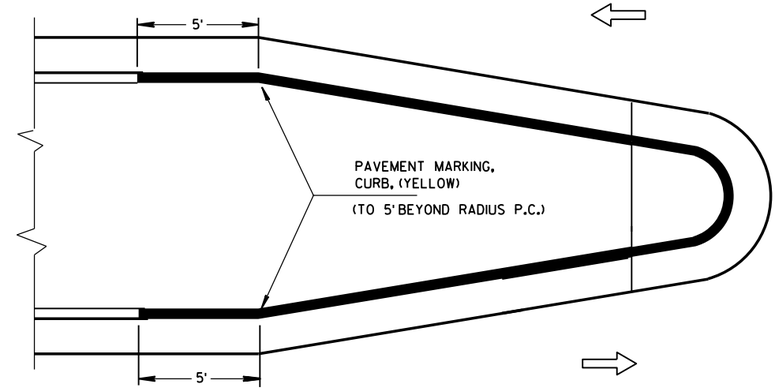
S.D.D. 15 C 8-15e

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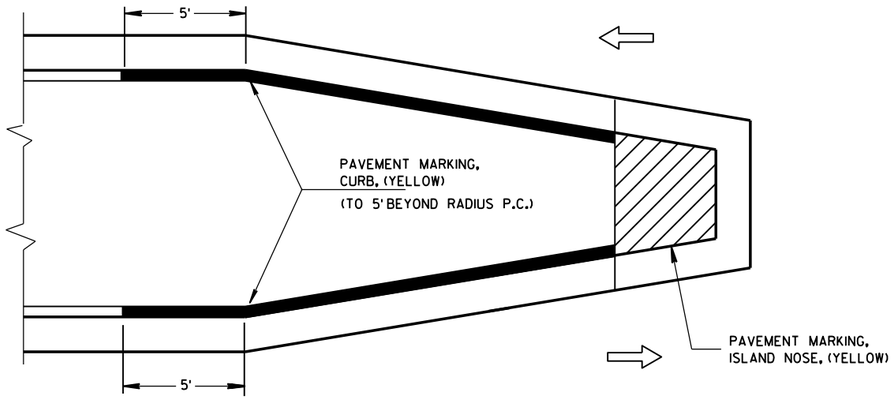
S.D.D. 15 C 8-15e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

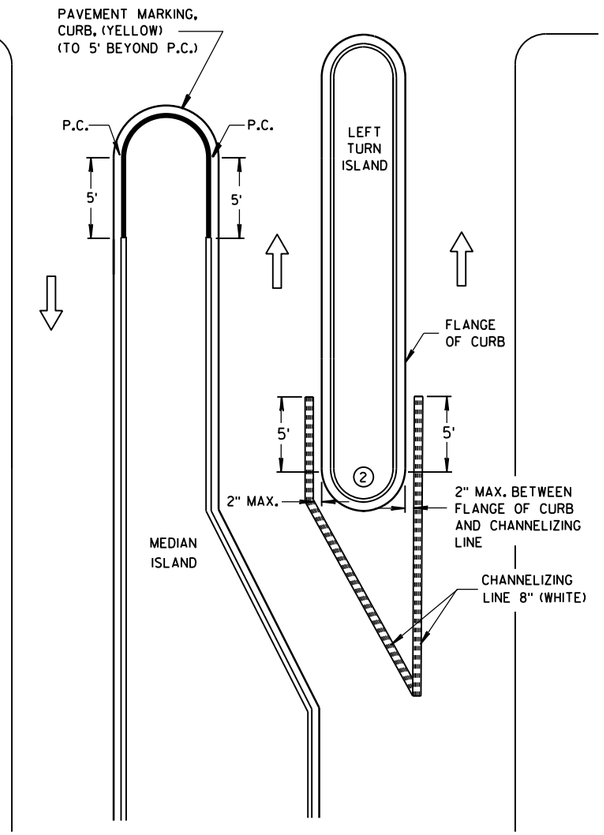


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

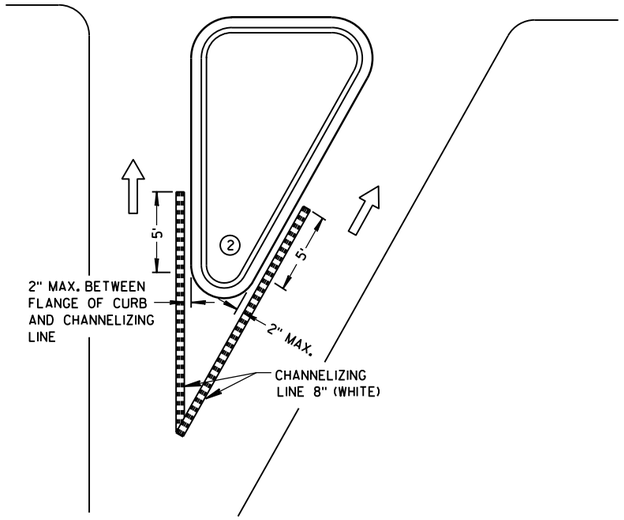
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



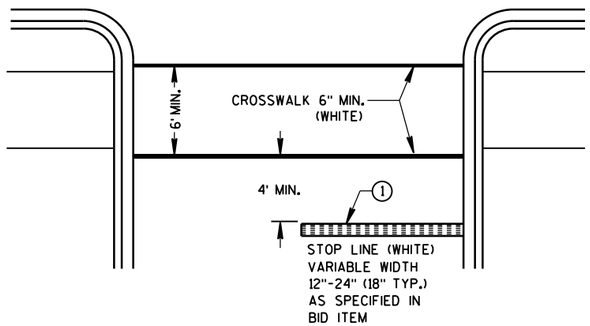
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
3. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

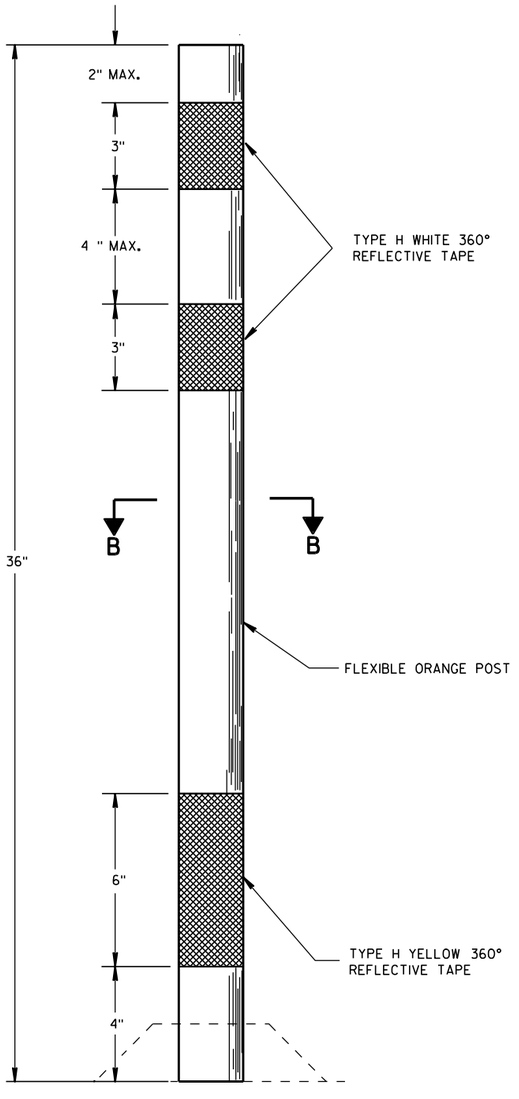
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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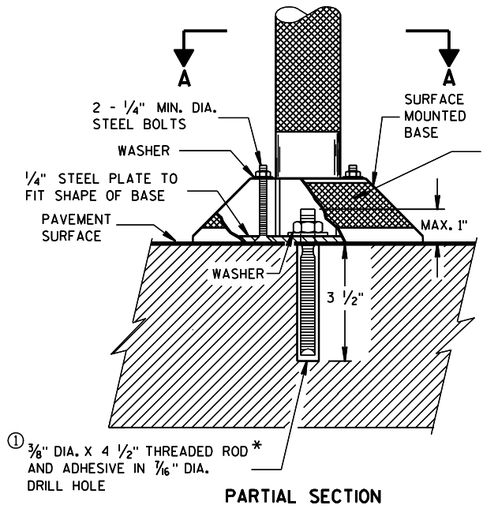
S.D.D. 15 C 8-15f

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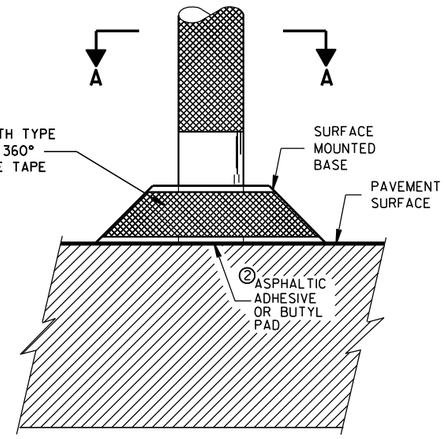
S.D.D. 15 C 8-15f



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

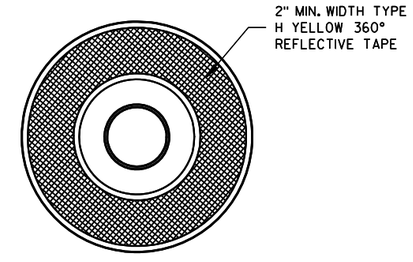
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

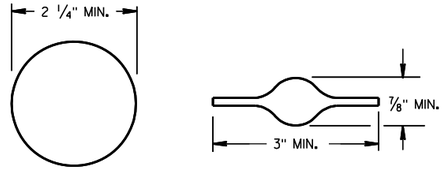
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



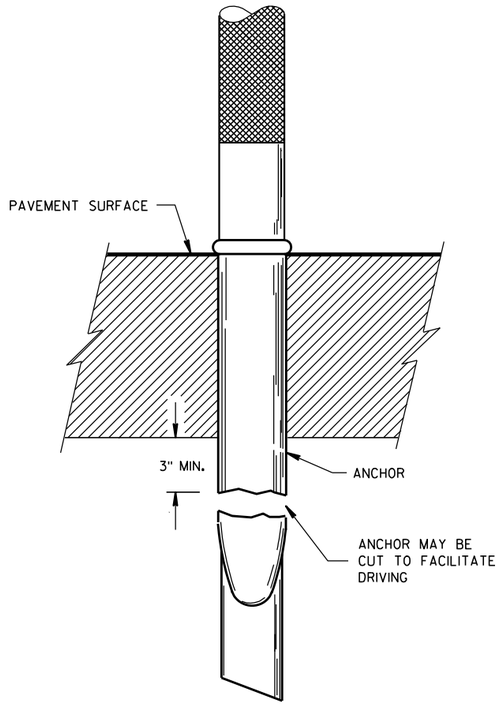
SECTION A-A

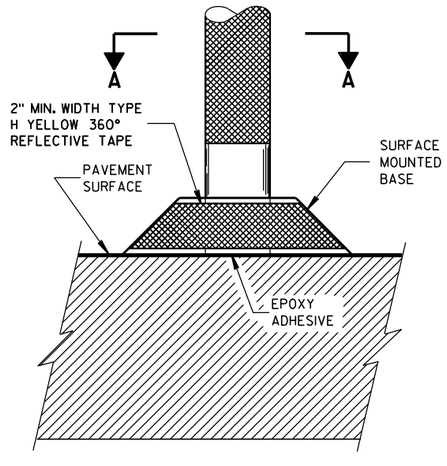
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

TWO-LANE ROADWAY

SYMBOLS

WORK AREA

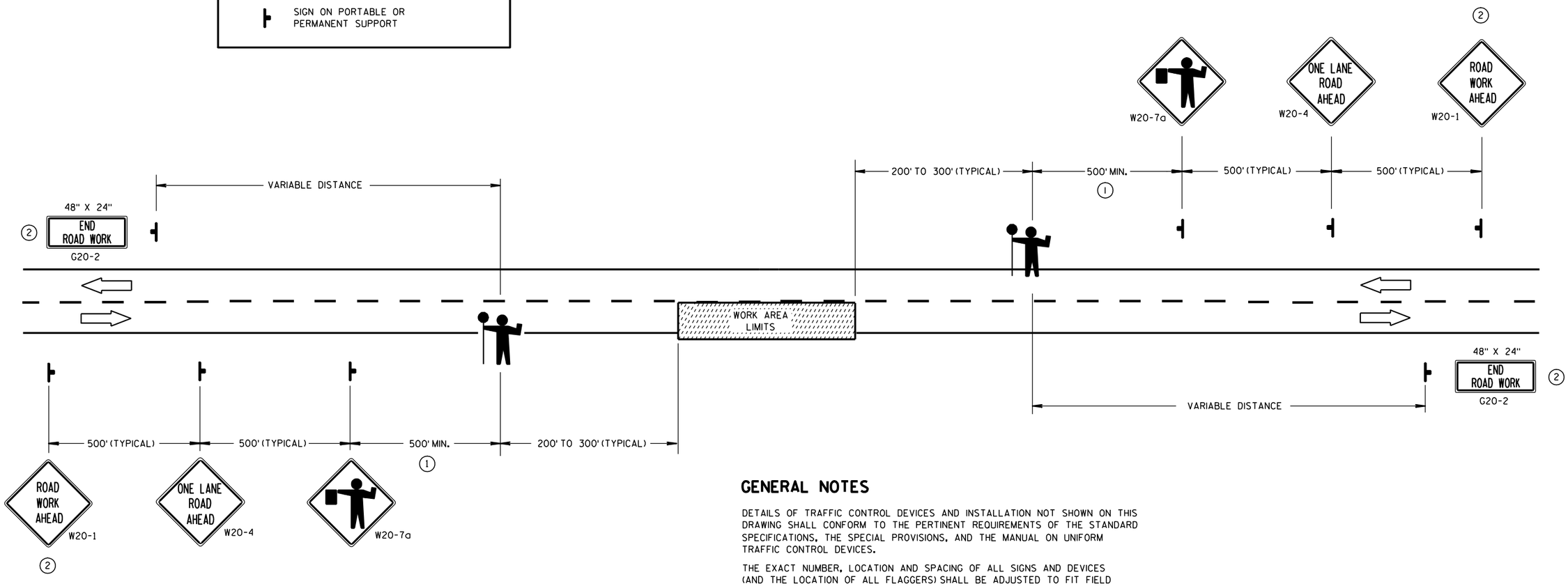
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/5/06 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

645

FHWA

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S.D.D. 15 C 12-3

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S.D.D. 15 C 12-3

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

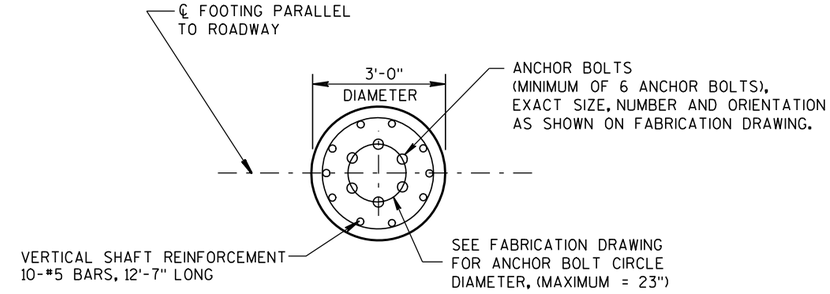
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

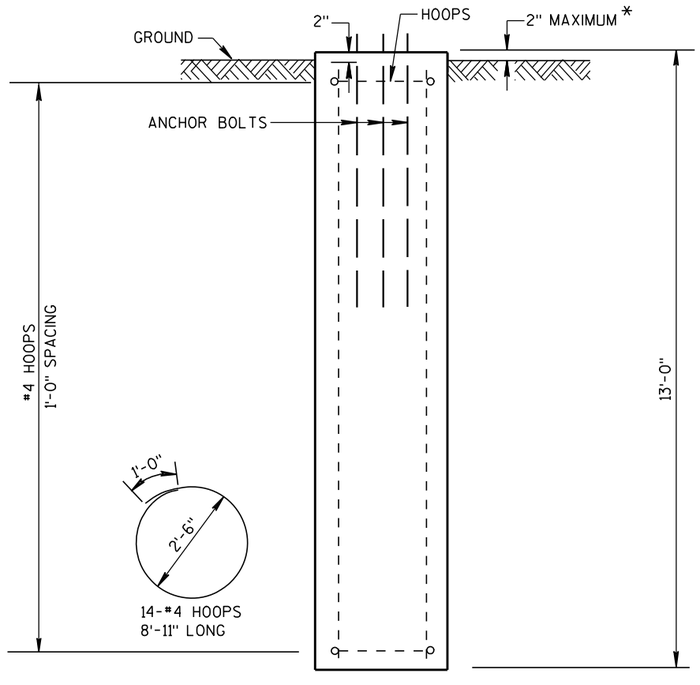
ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/17/09 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER

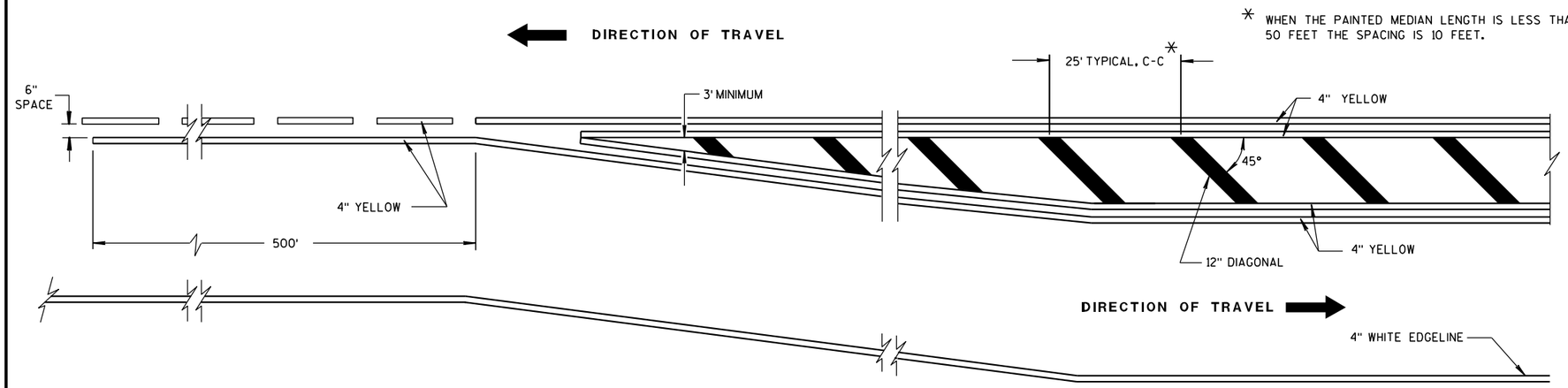
FHWA

S.D.D. 15 C 15-3

S.D.D. 15 C 15-3

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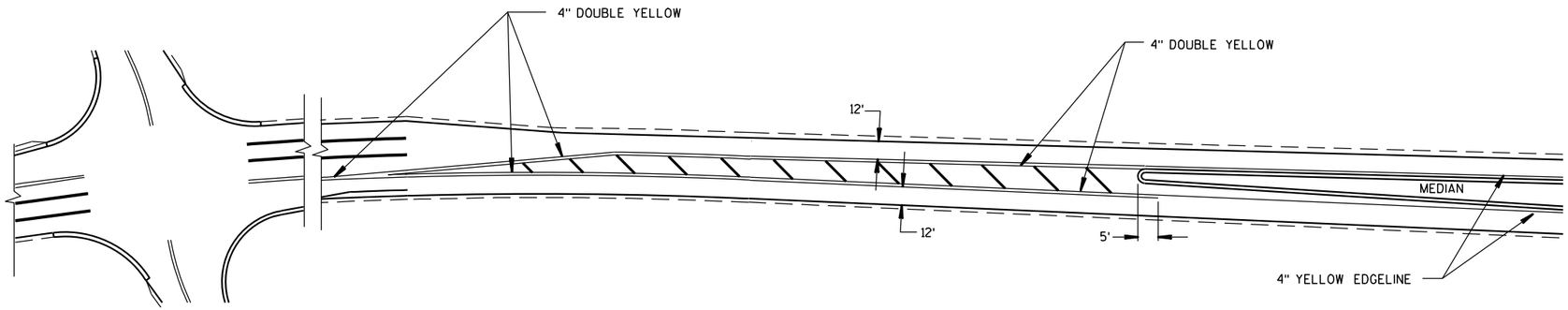
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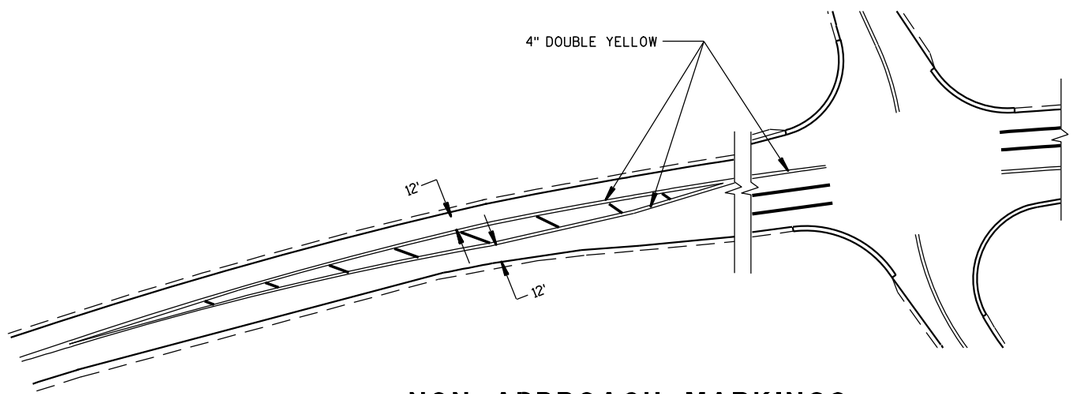
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 647 IGN
FHWA	

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S.D.D. 15 C 18-3

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S.D.D. 15 C 18-3

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

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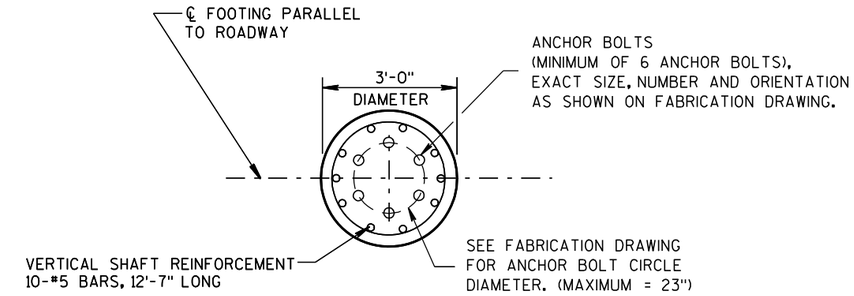
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

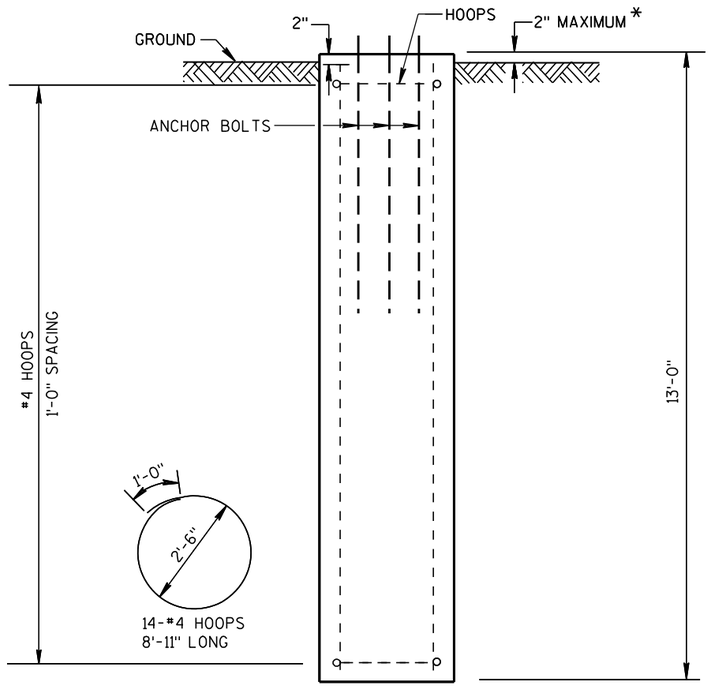
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/2009 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEER
FHWA

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

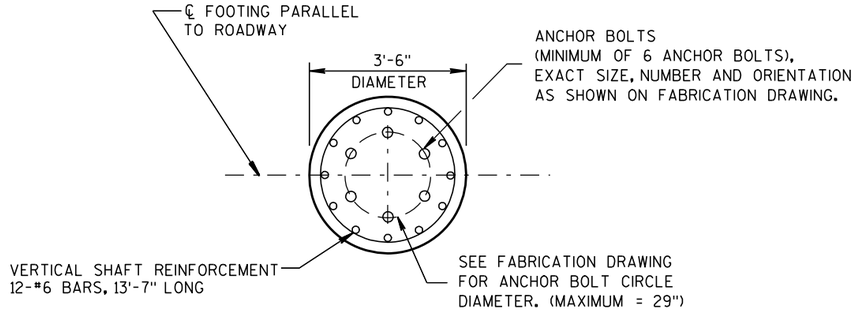
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

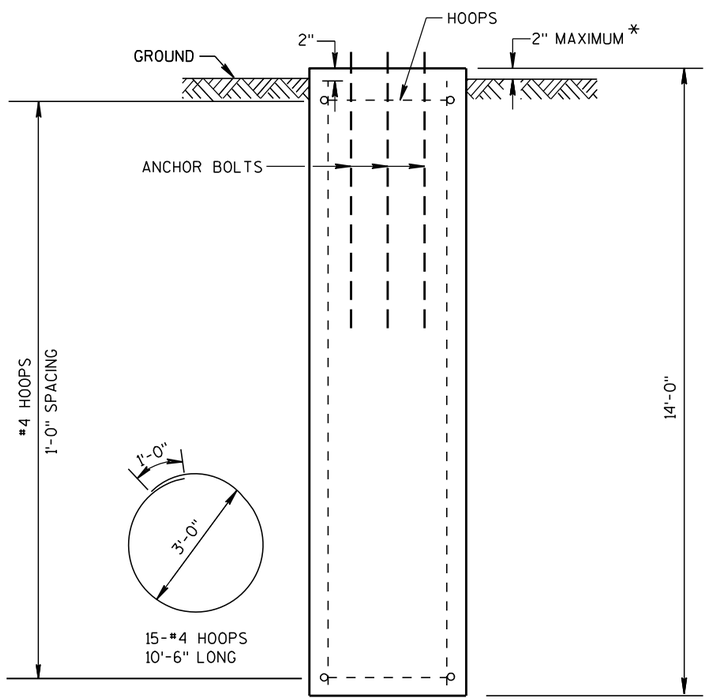
CONCRETE MASONRY ---------- fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ------- fy=60,000 p.s.i.
ANCHOR BOLTS ---------- AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 5.0 C.Y. PER FOOTING
H.S. REINFORCEMENT - 350 LBS. PER FOOTING

42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-17-09 DATE
/S/ Thomas N. Nothnagel SIGN
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 25-2

6

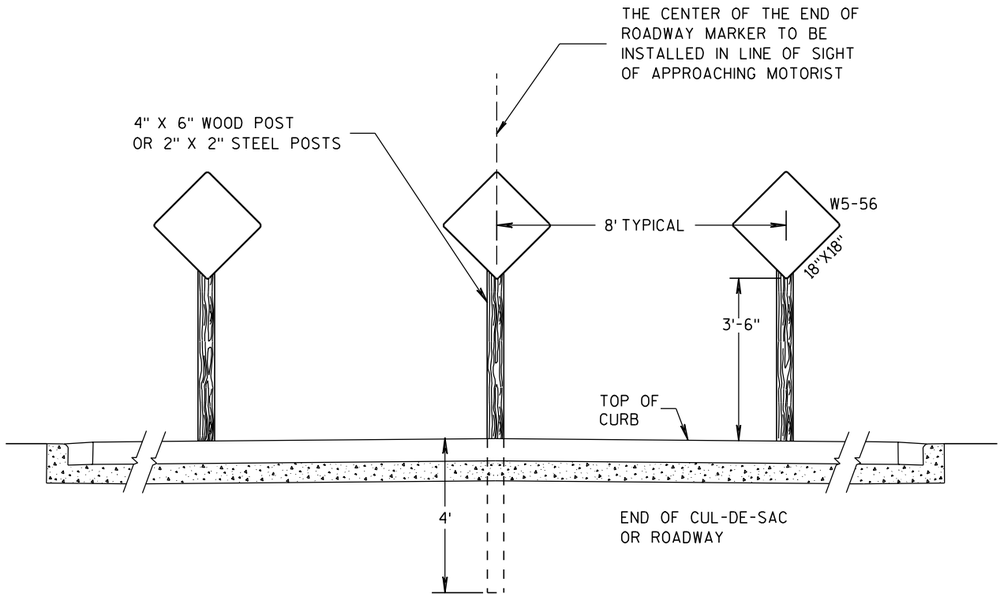
S.D.D. 15 C 25-2

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

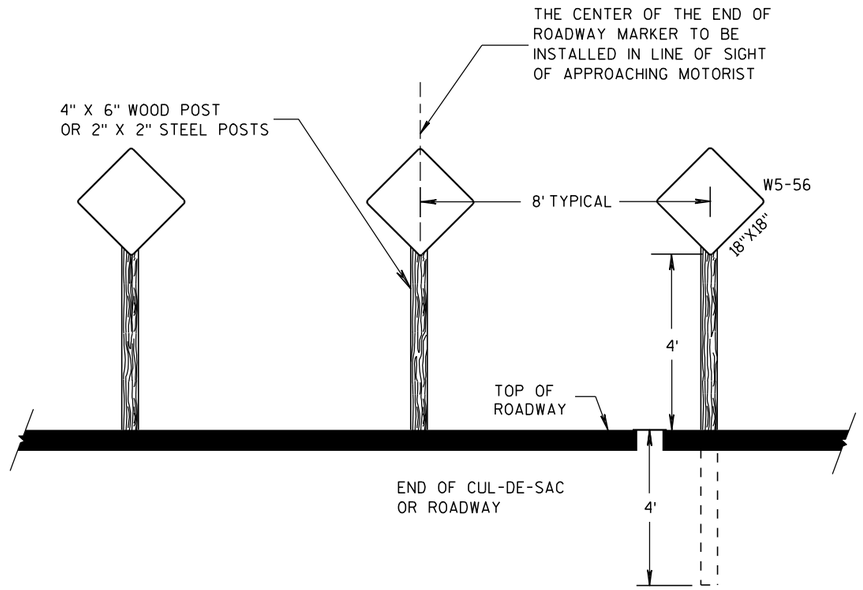
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

6

S.D.D. 15 C 26-2

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/1/2011
DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

650

SIGN

FHWA

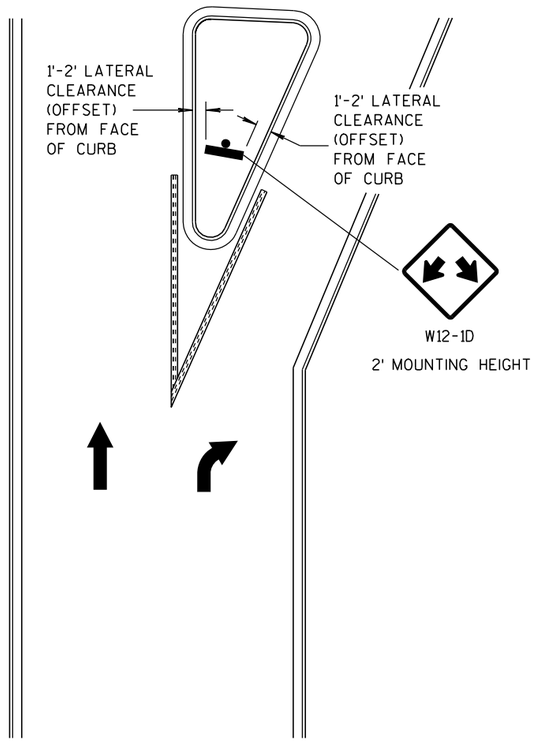
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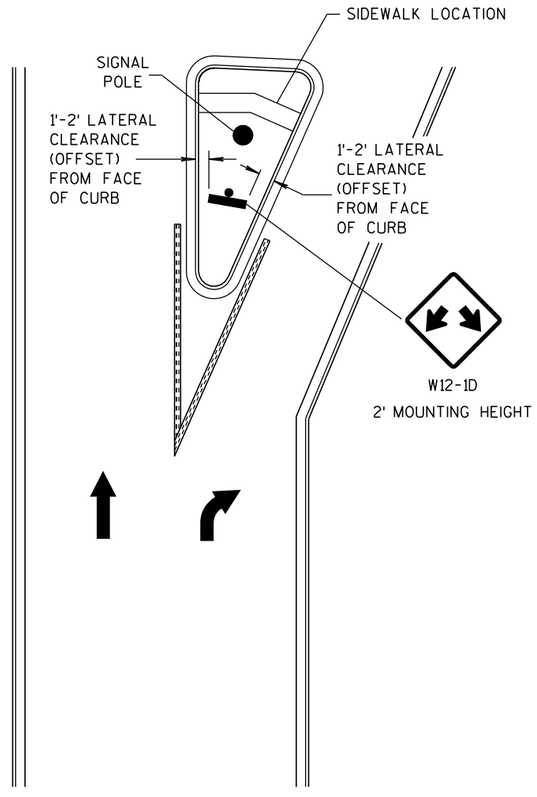
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

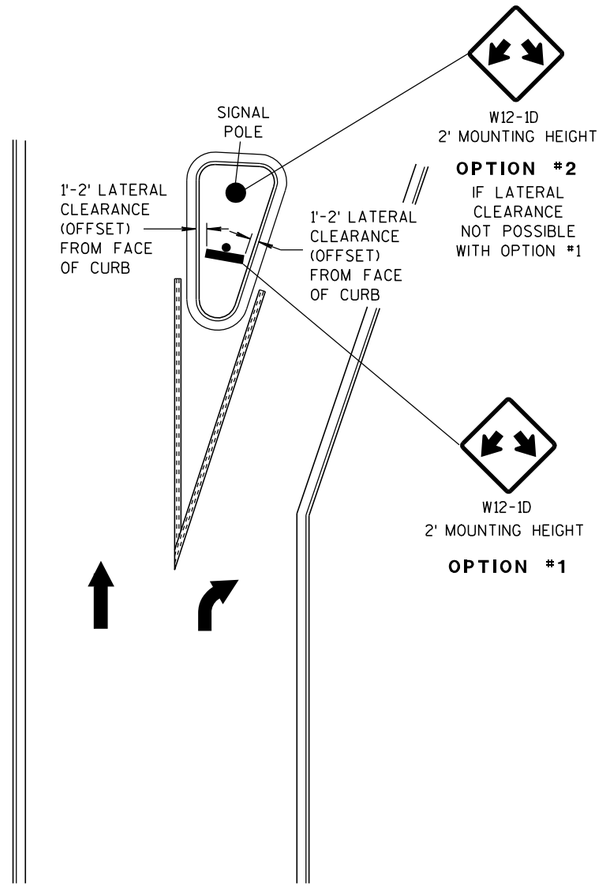
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



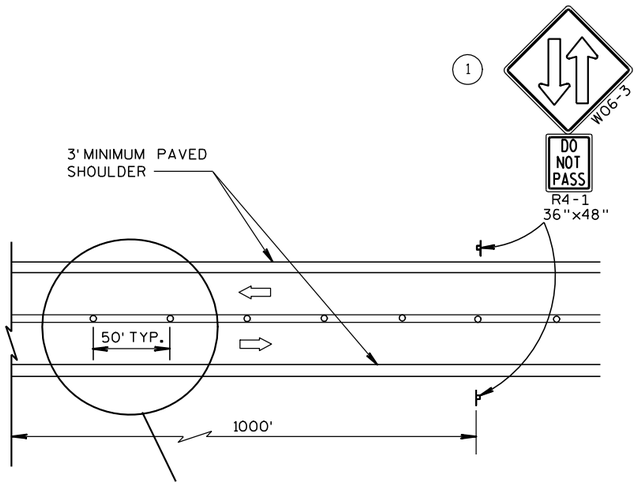
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



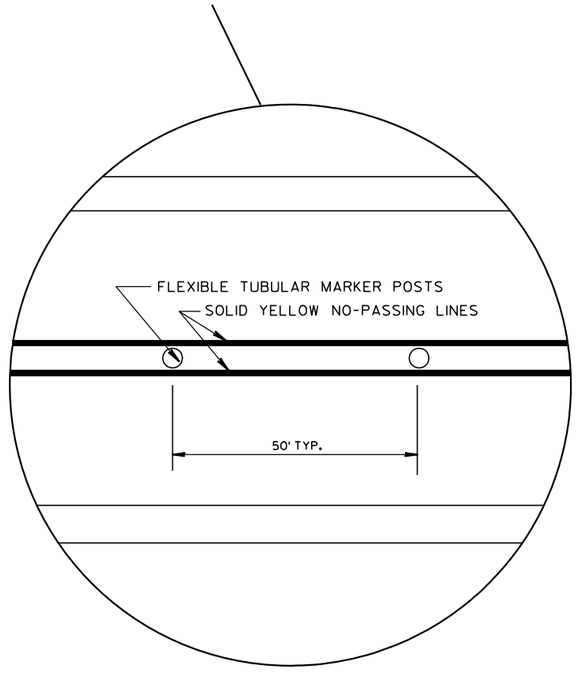
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	651 IGN



TWO LANE, TWO WAY OPERATION



GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

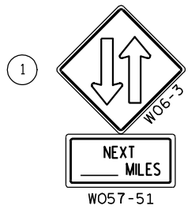
A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC @ 50' SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.



R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD **BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY** 2 OR 3 MILES.



W057-51
48"x24"



R4-1
36"x48"

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200' BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500' BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000' BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

LEGEND

- POST WITH ATTACHED SIGN
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

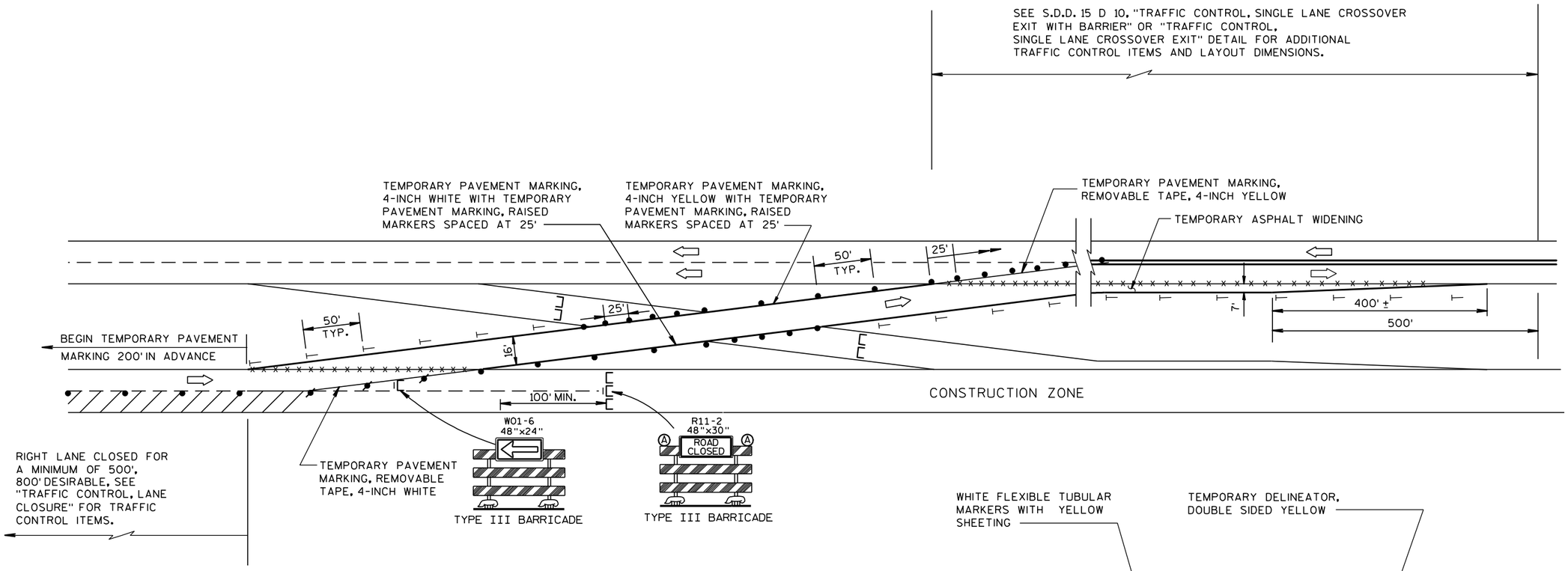
12-4-95
DATE

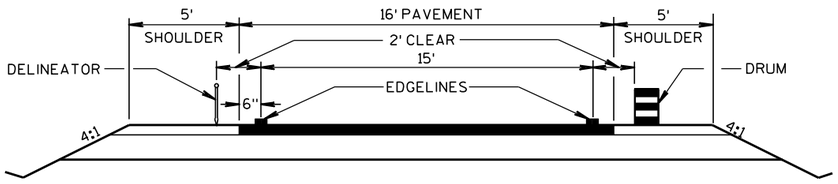
/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF 652

FHWA

6

S.D.D. 15 D 6-2





TYPICAL CROSSOVER ROADWAY DIMENSIONS

LEGEND

- 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHTS, TYPE C
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE PAINT
- (A) WARNING LIGHT, TYPE A
- REMOVING PAVEMENT MARKINGS
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

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 PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

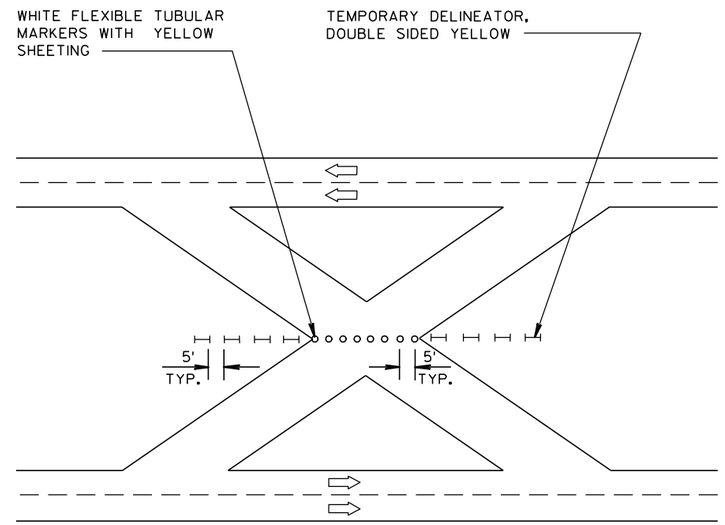
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



PROTECTION OF CROSSOVER NOT IN USE WHEN CONSTRUCTION IS NOT TAKING PLACE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-22-96
DATE
/S/ Chester J. [illegible]
STATE TRAFFIC E 653
FHWA

6
S.D.D. 15 D 11-3

SYMBOLS

IC/C	TYPE III BARRICADE (8' EQUIVALENT) WITH/WITHOUT SIGN
•	DRUM
⊢	POST MOUNTED SIGN
(A)	WARNING LIGHT, TYPE A (FLASHING)
⇨	DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND 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 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

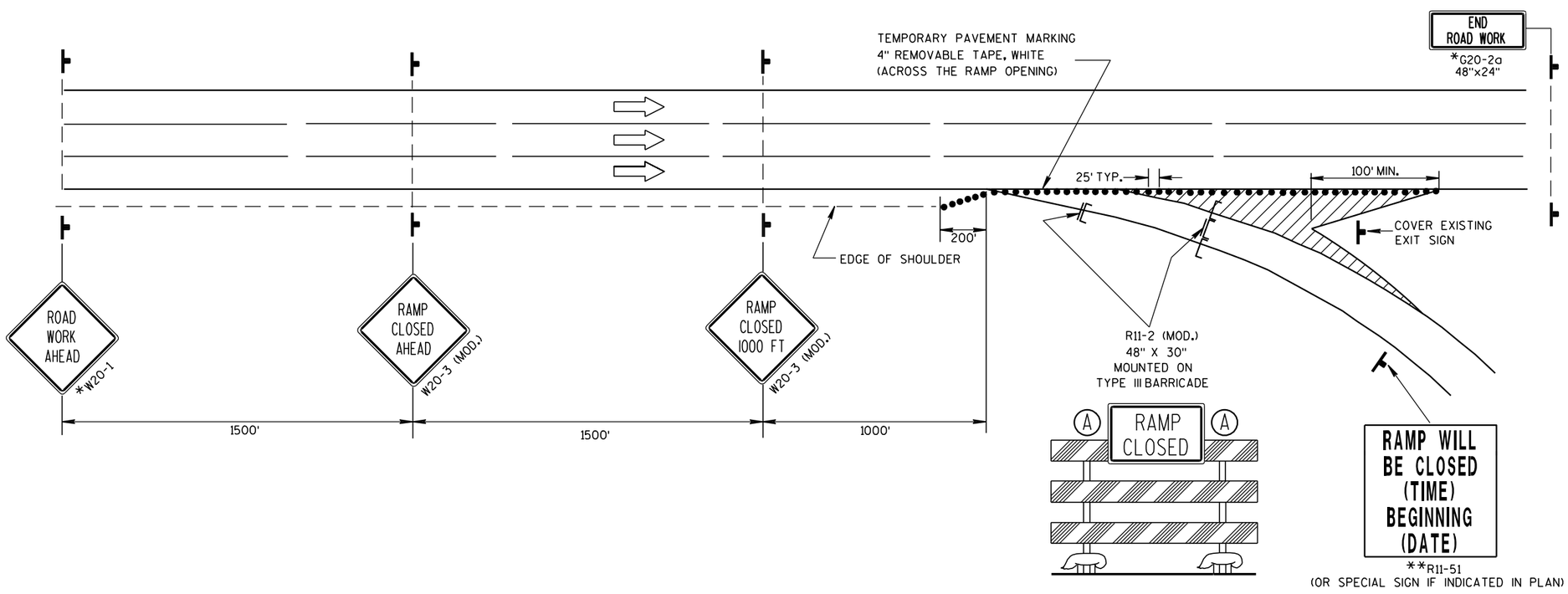
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

**USE THE "RAMP WILL BE CLOSED" SIGN IF INDICATED IN MISCELLANEOUS QUANTITIES. PLACE 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



6

S.D.D. 15 D 16-1

6

S.D.D. 15 D 16-1

TRAFFIC CONTROL, EXIT RAMP CLOSURE

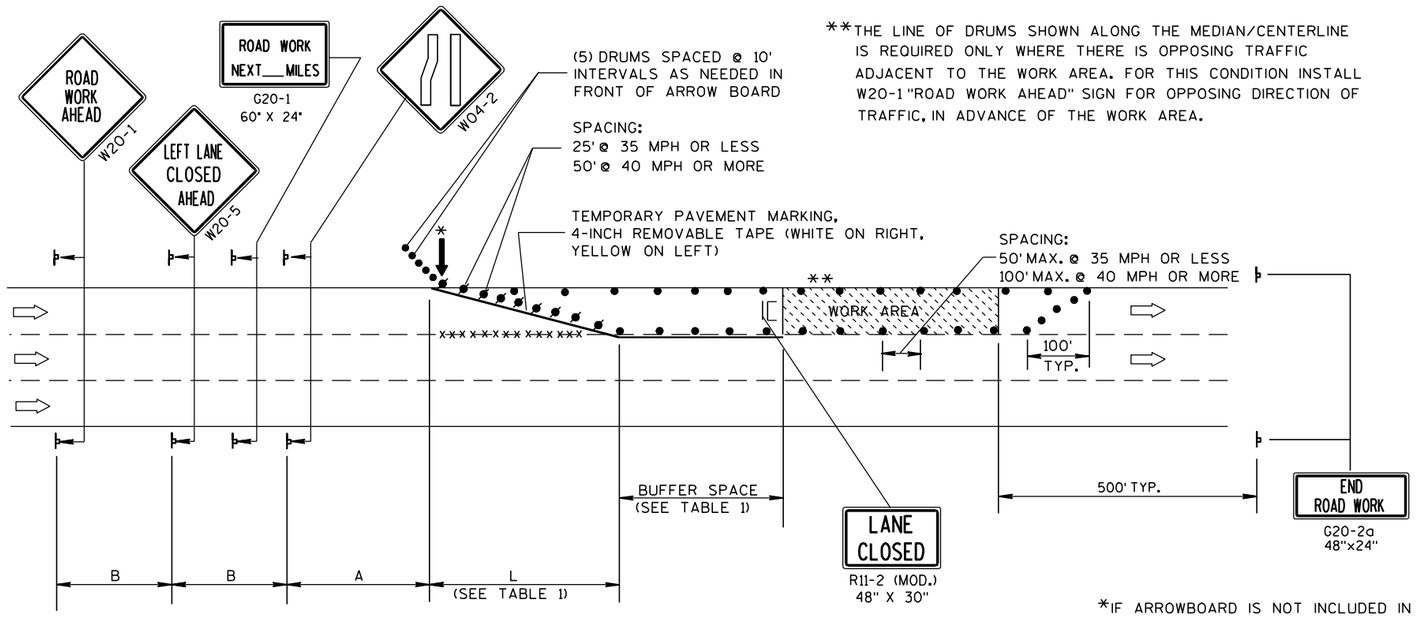
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/2000
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MAR 654 INEER

FHWA



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

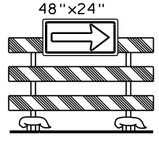


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

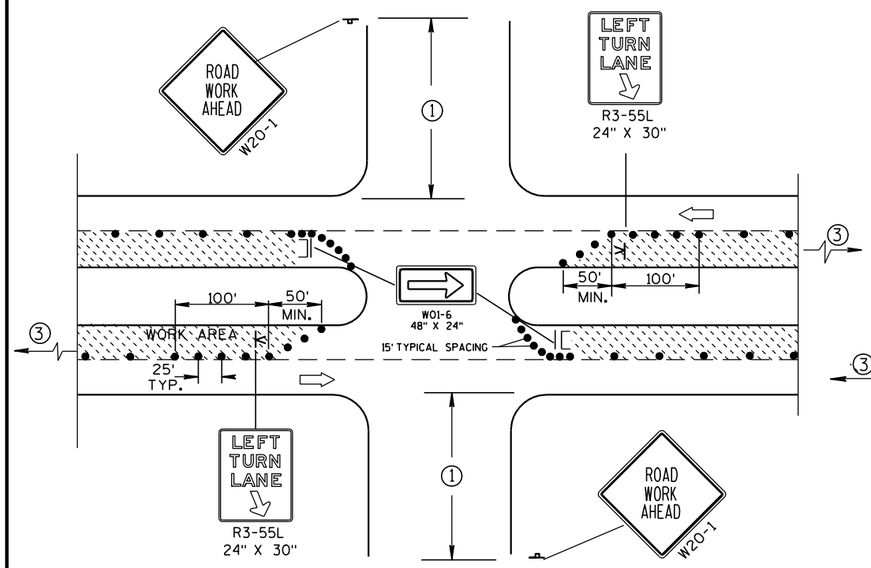
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]655 INEER

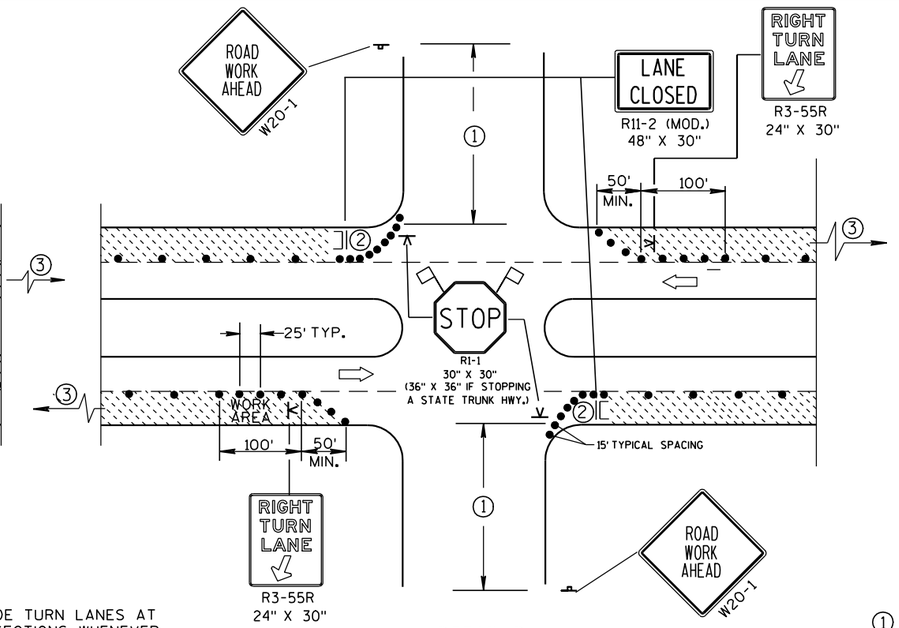
FHWA



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

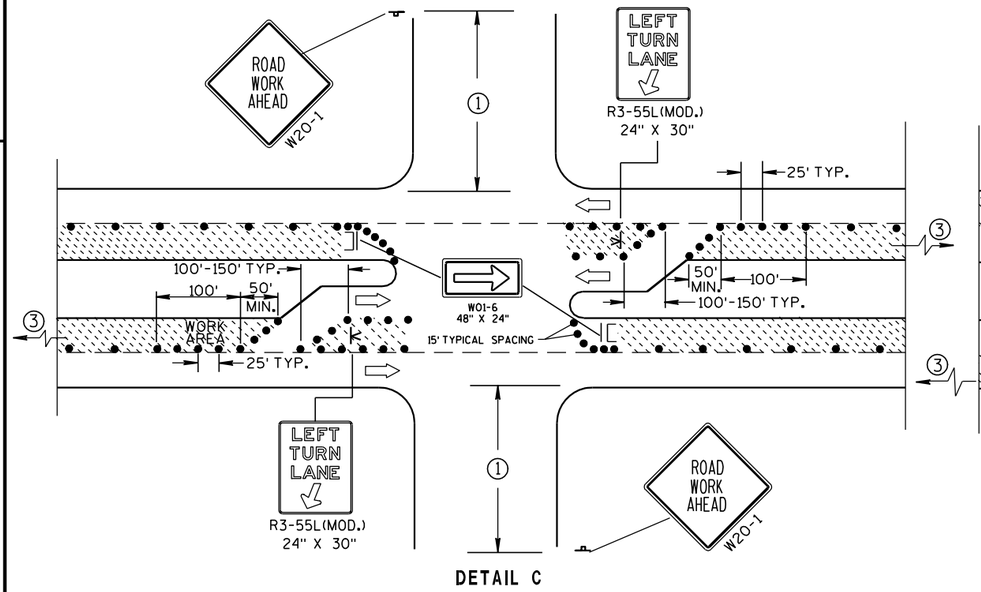
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

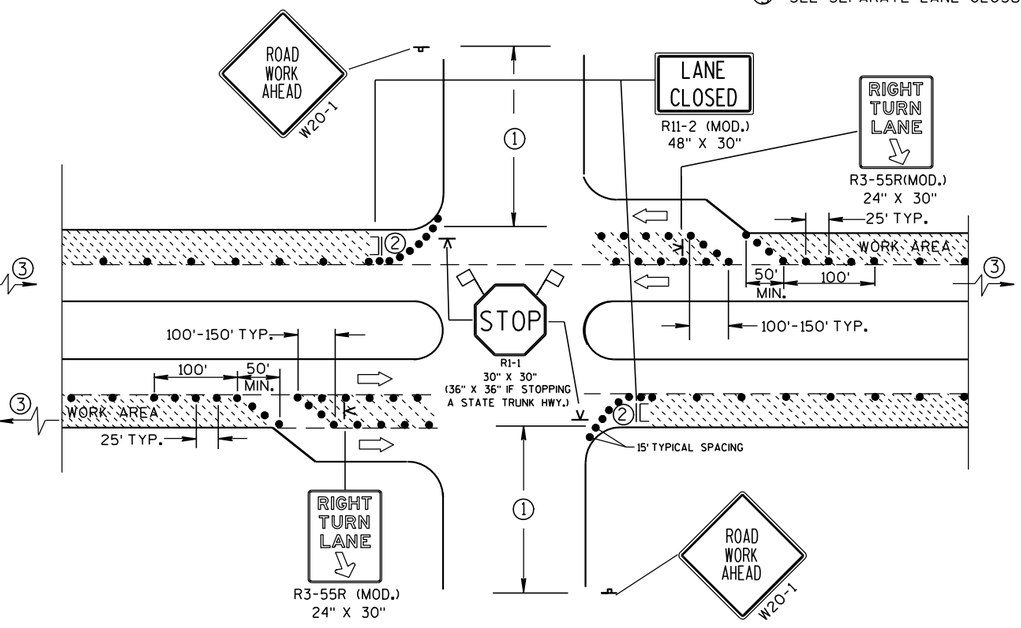
② ALSO USE BARRICADE AND 15' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- DRUM
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 — DATE

/S/ Chester J. Spang — CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

6

S.D.D. 15 D 21-1
S.D.D. 15 D 21-1

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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

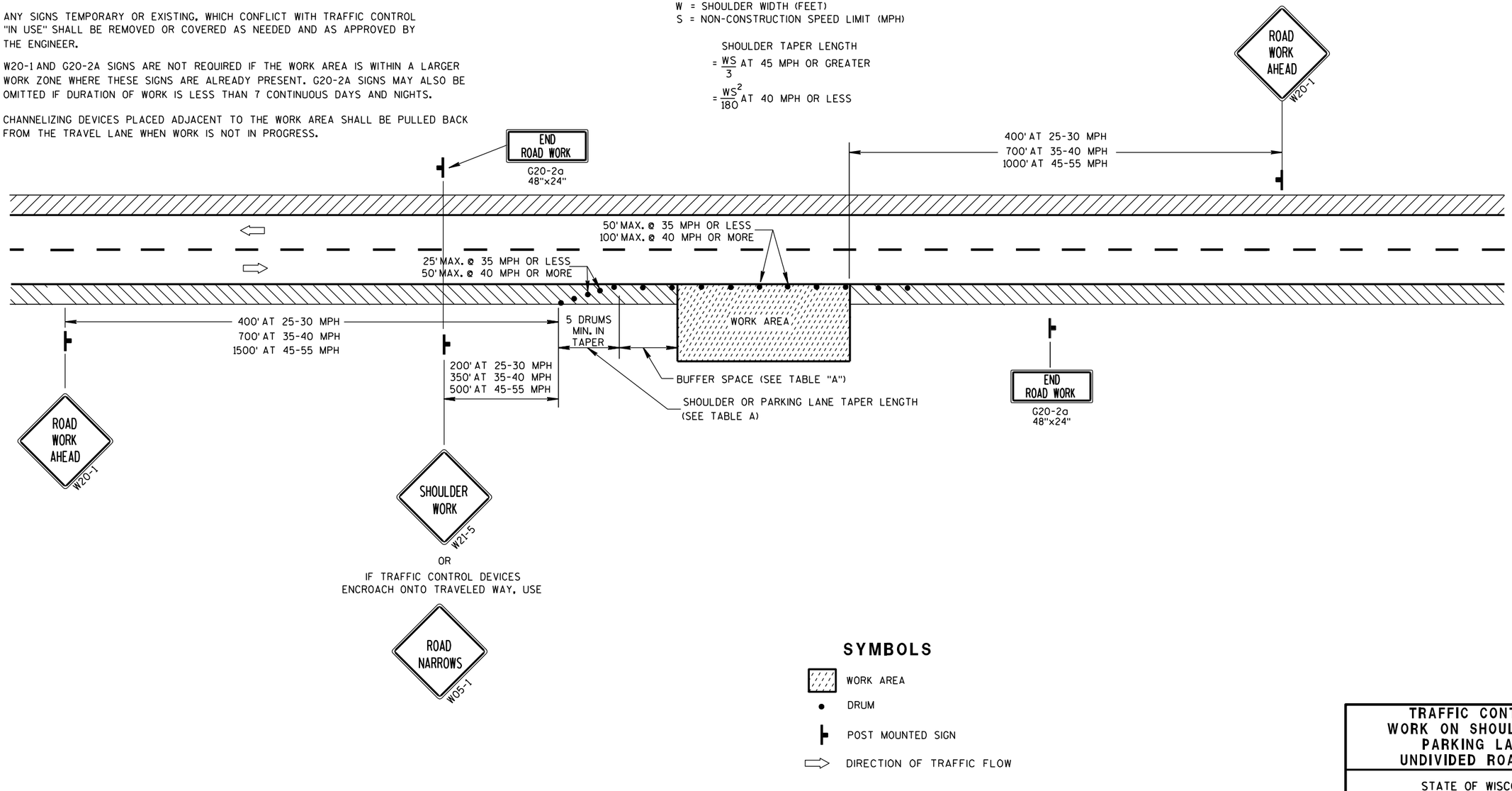
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

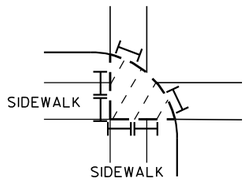
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

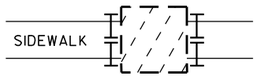
APPROVED
5/23/00 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

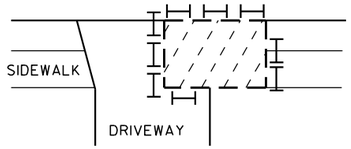
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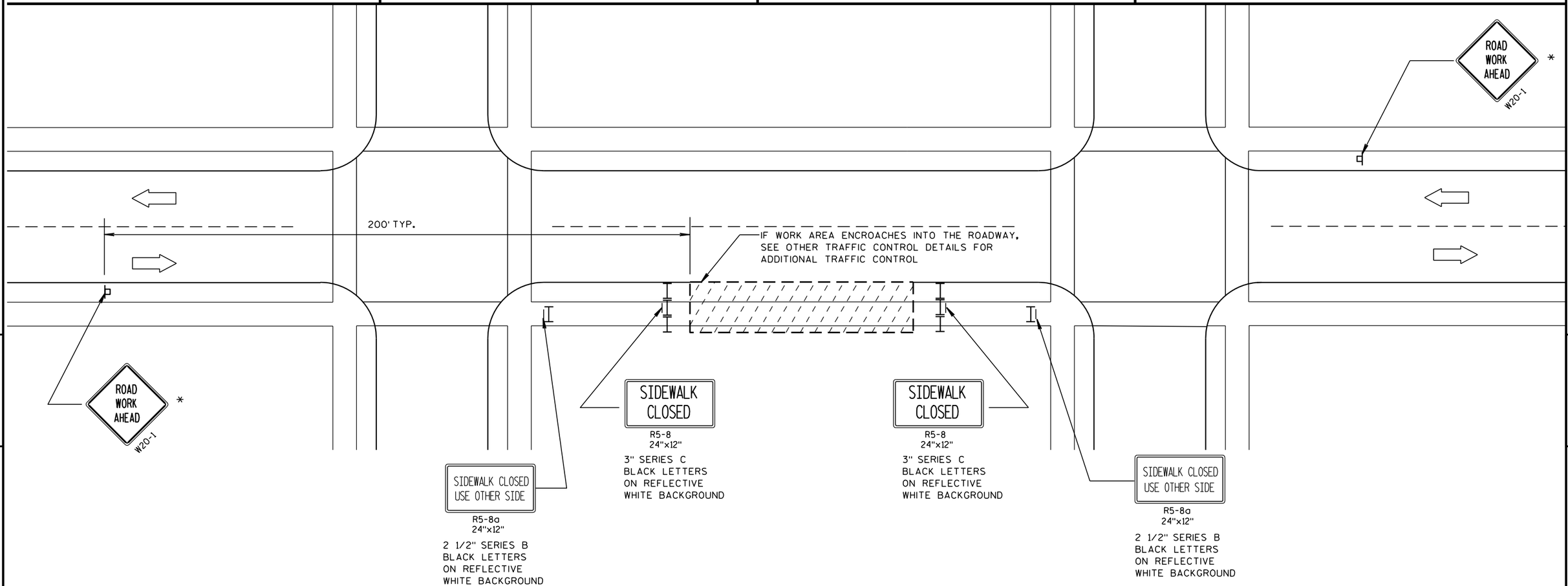
S.D.D. 15 D 28-1

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

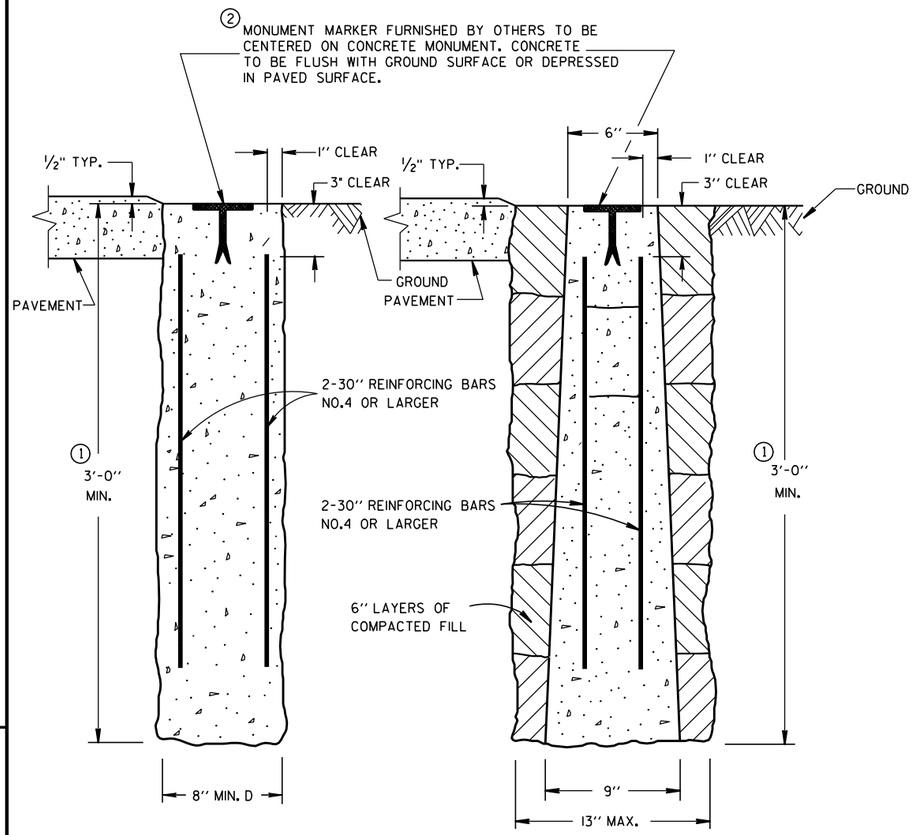
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK 658 NEER
FHWA

6

S.D.D. 15 D 30-1

6

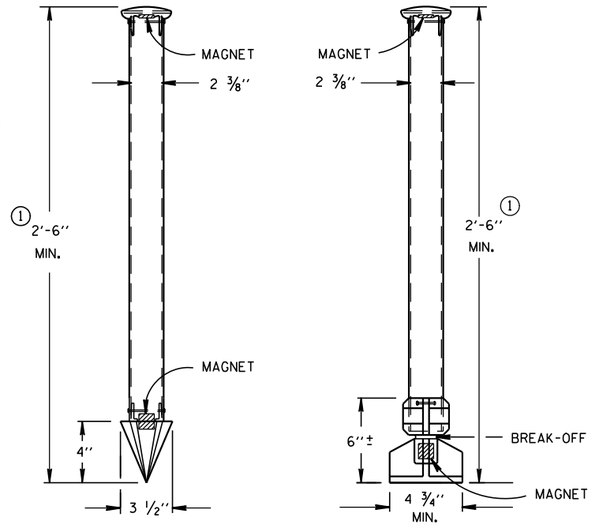
S.D.D. 15 D 30-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

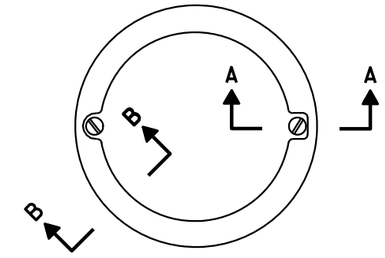
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

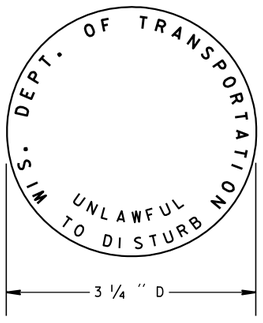
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

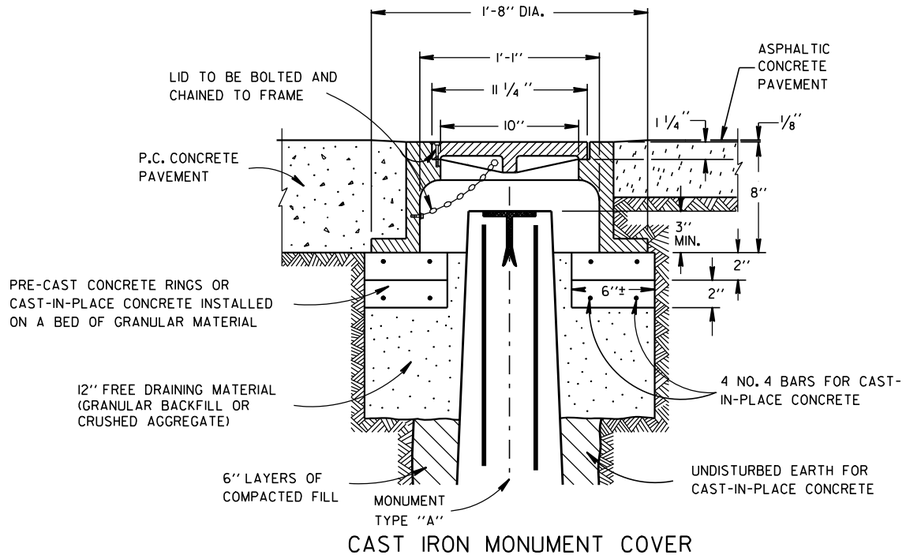
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

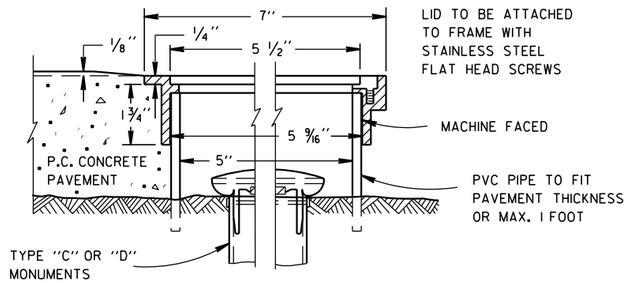


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

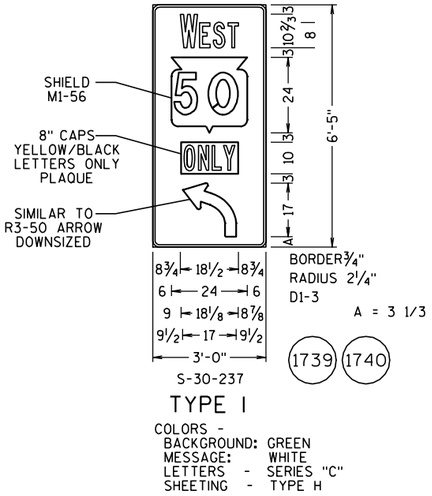
APPROVED
9/22/1999 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 16 A 1-6

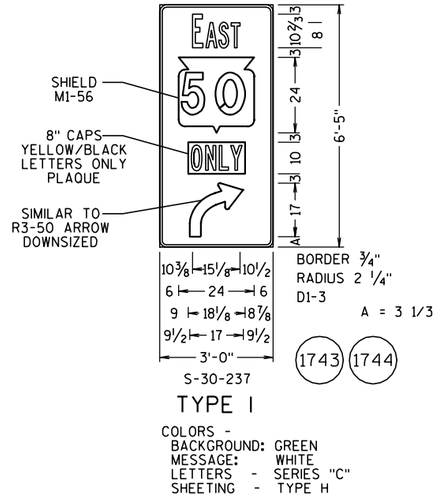
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S.D.D. 16 A 1-6



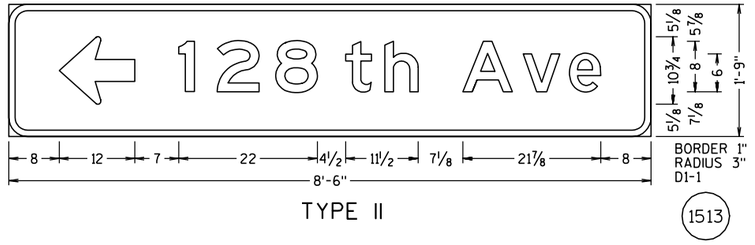
TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H

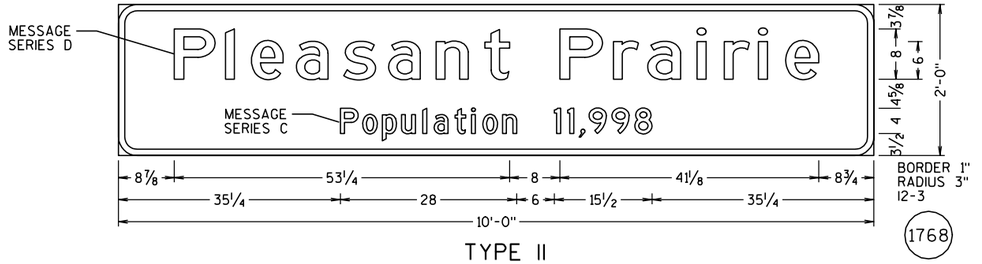


TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H



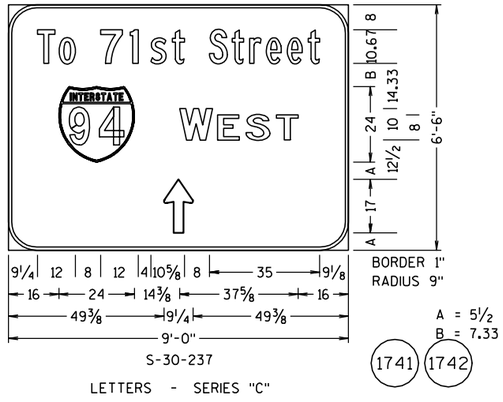
TYPE II



TYPE II

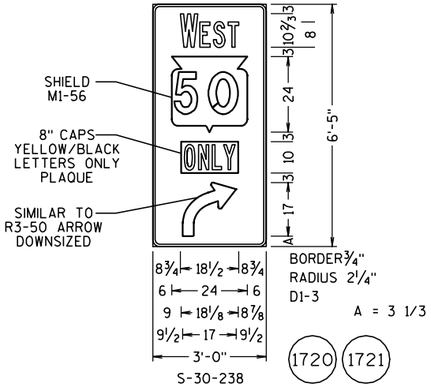
GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND, "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE TYPE SH REFLECTIVE SHEETING.
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE "SERIES E.
6. TYPE I SIGNS - ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE SERIES "E" MODIFIED. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE SERIES "E" MODIFIED. ALL CAP WORDS ARE "SERIES E"
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE SERIES "E" PER PLATES ALL-7 AND ALL-10
11. DO NOT SCALE.



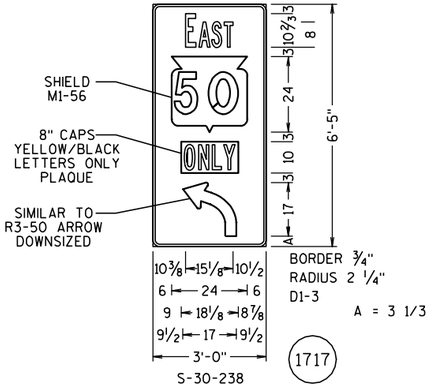
LETTERS - SERIES "C"

TYPE I



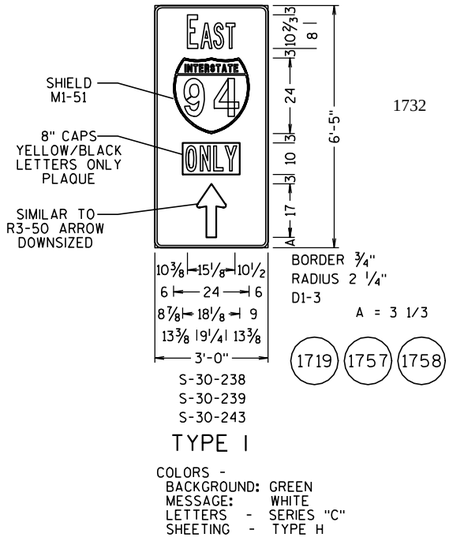
TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H



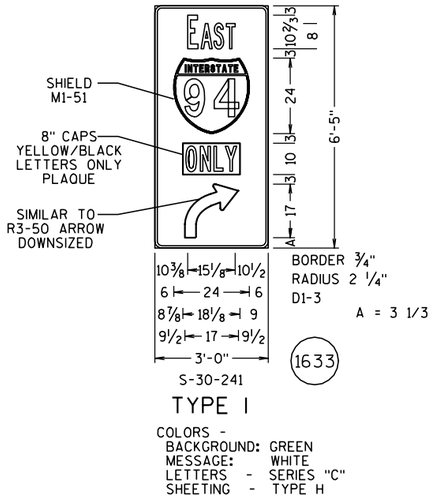
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MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H



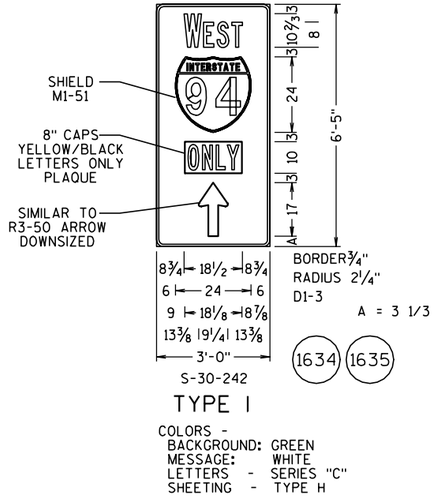
TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H



TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H



TYPE I

COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H

GENERAL NOTES:

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

2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".

3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND, "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE TYPE SH REFLECTIVE SHEETING.

4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.

5. TYPE II SIGNS ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE "SERIES E.

6. TYPE I SIGNS - ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE SERIES "E" MODIFIED. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE SERIES "E" MODIFIED. ALL CAP WORDS ARE "SERIES E"

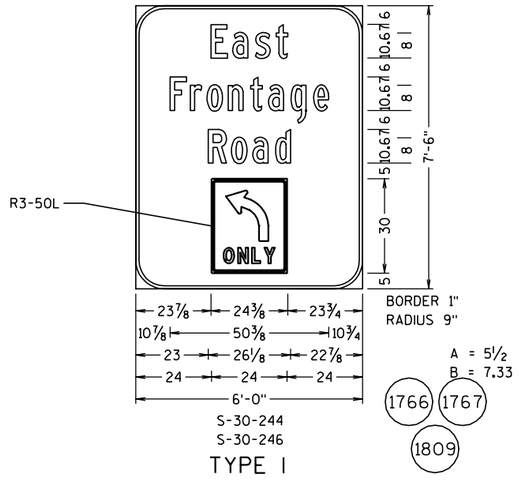
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.

8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.

9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.

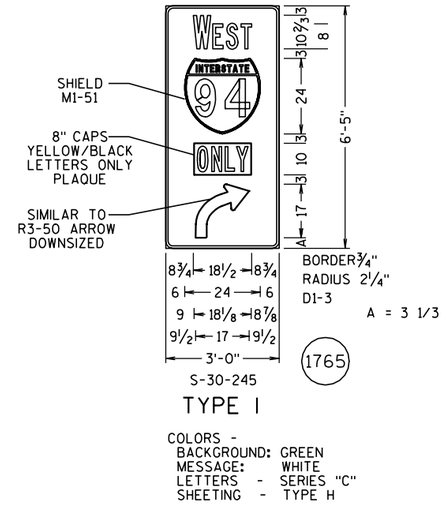
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE SERIES "E" PER PLATES ALL-7 AND ALL-10

11. DO NOT SCALE.



TYPE I

LETTERS - SERIES "C"

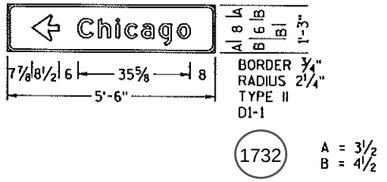


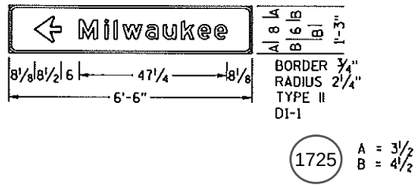
TYPE I

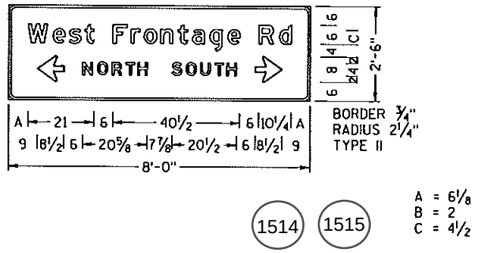
COLORS -
BACKGROUND: GREEN
MESSAGE: WHITE
LETTERS - SERIES "C"
SHEETING - TYPE H

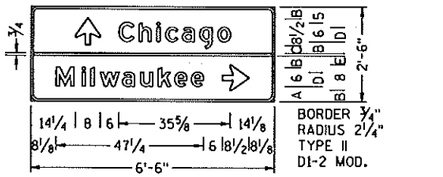
GENERAL NOTES:

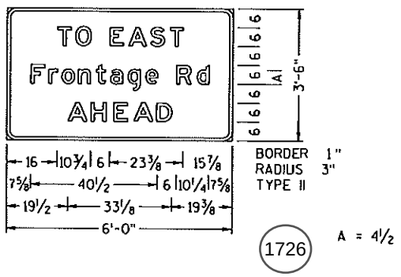
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND, "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE TYPE SH REFLECTIVE SHEETING.
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE "SERIES E.
6. TYPE I SIGNS - ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE SERIES "E" MODIFIED. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE SERIES "E" MODIFIED. ALL CAP WORDS ARE "SERIES E"
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE SERIES "E" PER PLATES ALL-7 AND ALL-10
11. DO NOT SCALE.

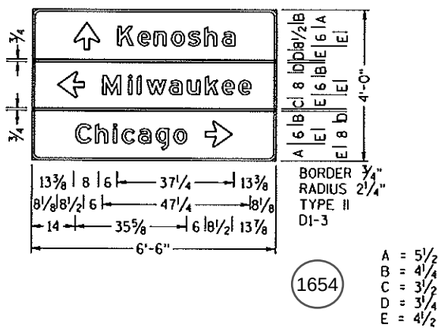


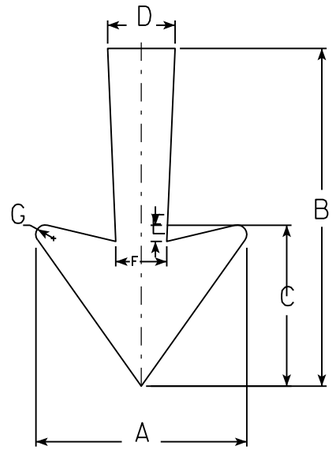












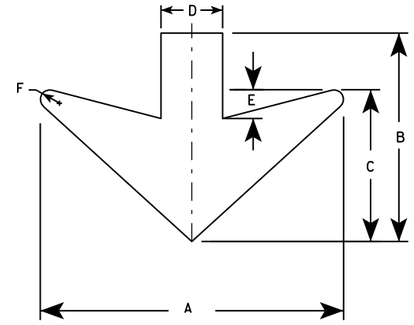
Type "A" & "B"

Type "A"

Copy Size	A	B	C	D	E	F	G
13.33 u.c. 10", 12" Caps	18 1/4	29 1/4	14	6	1 1/2	4 1/2	3/4
16" U. C.	22 1/4	35 5/8	17	7 1/8	1 3/4	5 3/8	1

Type "B"

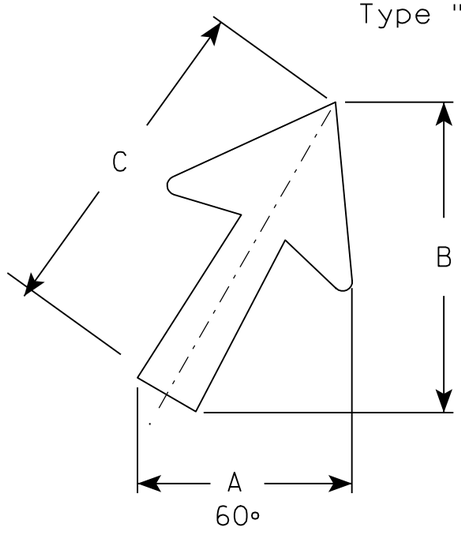
Copy Size	A	B	C	D	E	F	G
10" Caps	14 1/4	17 1/4	9 7/8	4 1/2	1 3/8	3 3/8	3/4
13.33 u.c. 12" Caps	17 1/2	20 1/4	11 3/4	5 5/8	1 1/2	4 3/8	7/8
16" U. C.	21 7/8	25	14 1/4	6 3/4	1 3/4	5	1



Type "C"

Type "C"

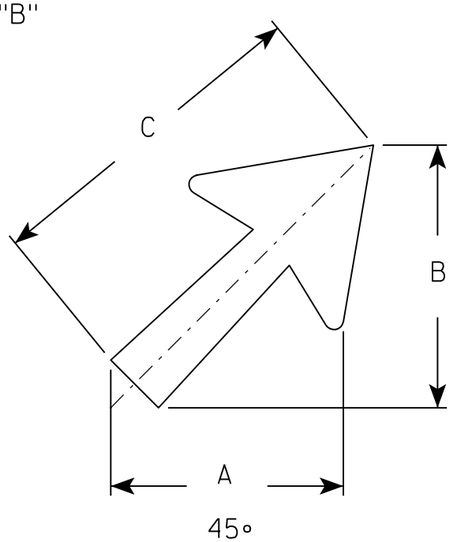
Copy Size	A	B	C	D	E	F
Overhead	32	22	16	6 1/2	3	1
Minimum	24	16	12 1/4	5	1 5/8	3/4



60°

Type "A"

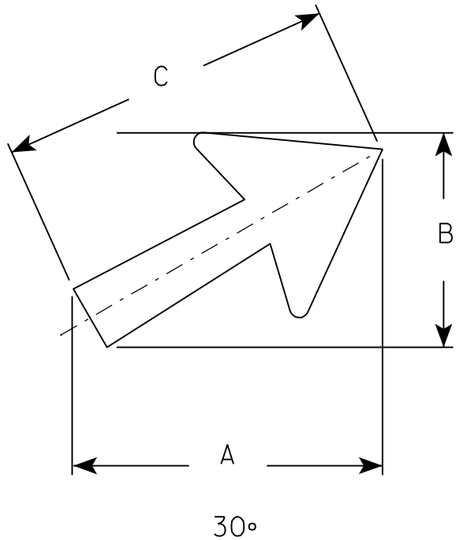
Angle	Arrow Size	A	B	C
60°	10.67" - 13" U.C. 10"- 12" Caps	18 1/2	27	29 1/4
	15" Caps - 16" U.C.	22 5/8	32 3/4	35 5/8
45°	10.67" - 13" U.C. 10"- 12" Caps	23	23	29 1/4
	15" Caps - 16" U.C.	28	28	35 5/8
30°	10.67" - 13" U.C. 10"- 12" Caps	27	18 1/2	29 1/4
	15" Caps - 16" U.C.	32 3/4	22 5/8	35 5/8



45°

Type "B"

Angle	Arrow Size	A	B	C
60°	8" - 10" Caps, 10.67 U.C.	12 1/2	16 1/8	17 1/4
	12" Caps - 13" U.C.	15 1/2	19	20 1/4
	15" Caps - 16" U.C.	19 1/8	23 1/2	25
45°	8" - 10" Caps, 10.67 U.C.	14	14	17 1/4
	12" Caps - 13" U.C.	16 5/8	16 5/8	20 1/4
	15" Caps - 16" U.C.	20 3/8	20 3/8	25
30°	8" - 10" Caps, 10.67 U.C.	16 1/8	12 1/2	17 1/4
	12" Caps - 13" U.C.	19	15 1/2	20 1/4
	15" Caps - 16" U.C.	23 1/2	19 1/8	25



30°

NOTES

1. Arrows to be of same material as other message units on each sign.
2. Taper should be held constant for longer or shorter shaft lengths on Type "A" & "B" arrows.

STANDARD ARROWS
FOR LARGE GUIDE SIGNS

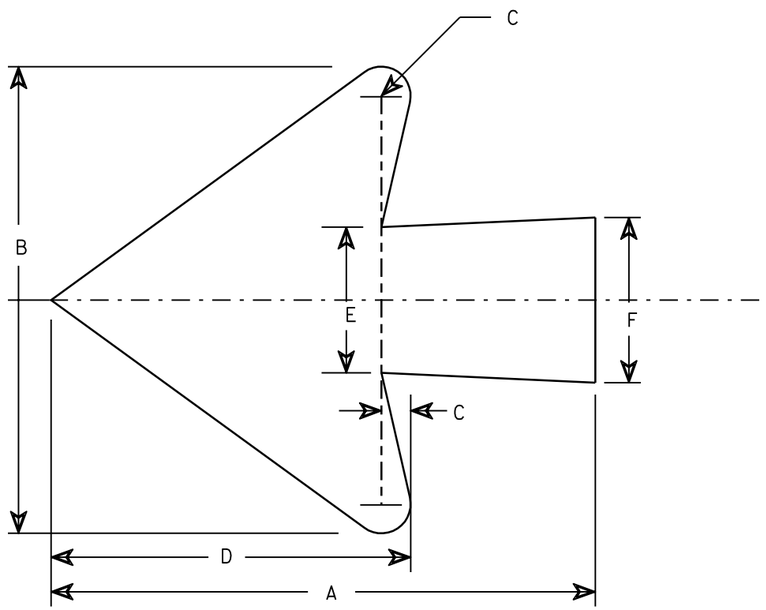
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 10/8/82 PLATE NO. A1-1.4

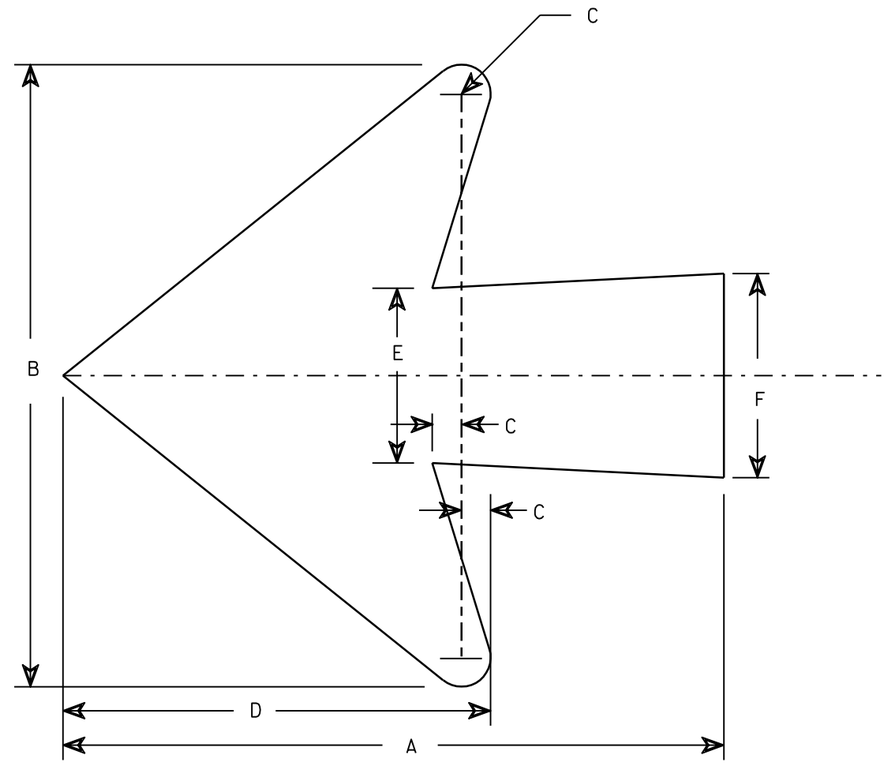
PROJECT NO:

SHEET NO: 663 E



Lower Case Copy Size	A Right or Left	A * 2 Town	A * 3 Town	B	C	D	E	F
3¾ Series C	7	11	18	6	⅜	4⅝	1⅞	2⅛

* Indicates Ahead and Tilt for 2 & 3 Town applications.



Lower Case Copy Size	A Right or Left	A * 2 Town	A * 3 Town	B	C	D	E	F
4½ Series D&E	8½	11	18	8	⅜	5½	2¼	2⅝
6 Series D&E	12	18	24	10¾	½	7⅜	3¼	3½
8 Series E	15½	24	30	14¼	¾	9¾	4¼	4½

* Indicates Ahead and Tilt for 2 & 3 Town applications.

STANDARD ARROWS FOR D1 GUIDE SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 8/10/92 PLATE NO. A1-2.3

7

7

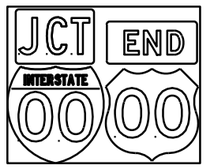
PROJECT NO:

SHEET NO: 664 E

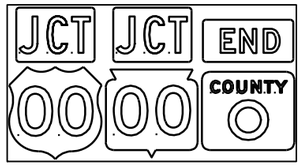
TYPICAL ASSEMBLIES



J1-1



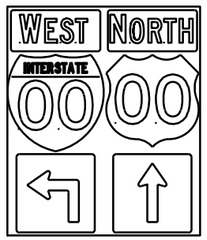
J1-2



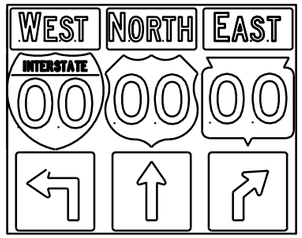
J1-3



J2-1



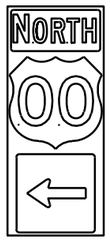
J2-2



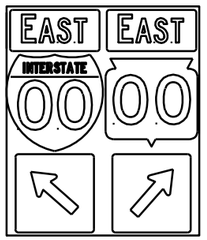
J2-3



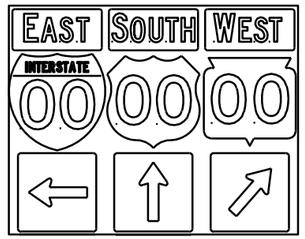
JV



J3-1



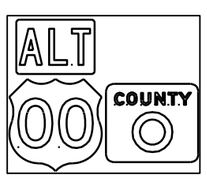
J3-2



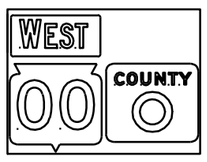
J3-3



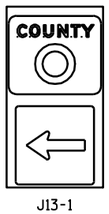
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



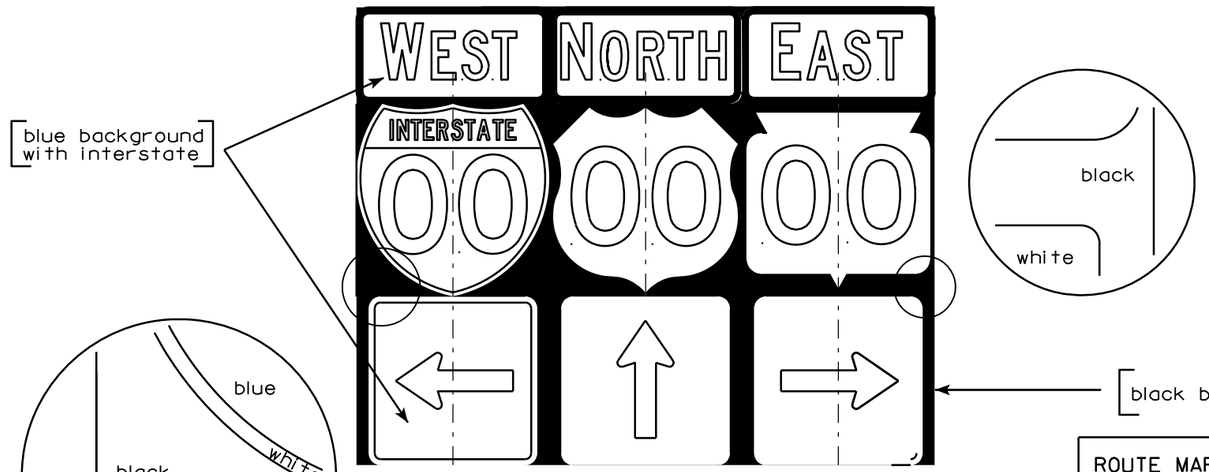
J23-1



J22-1

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. 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.
7. 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.
8. 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.
9. 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.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

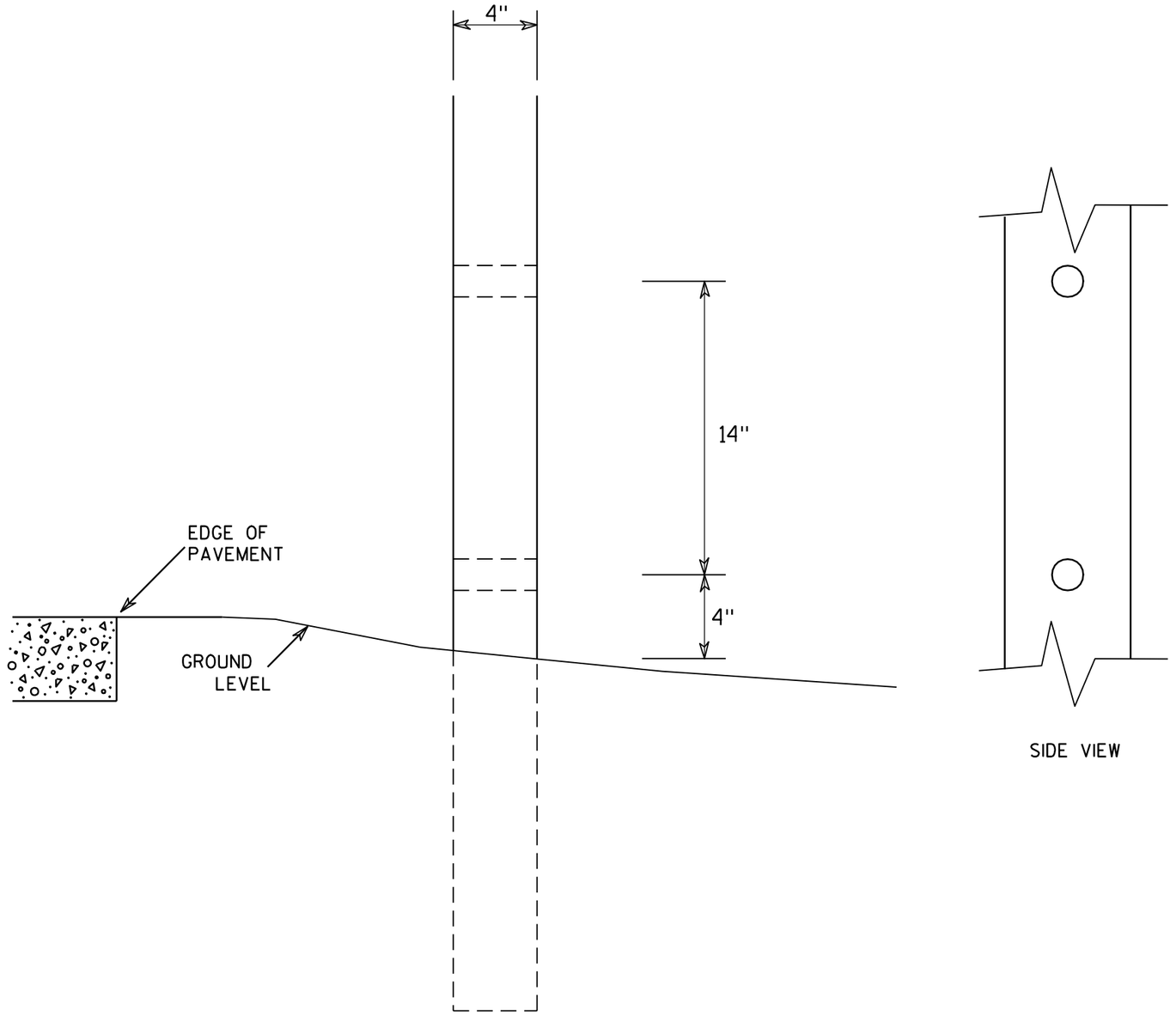
DATE 10/21/09 PLATE NO. A2-1S.6

7

7

PROJECT NO:

SHEET NO: 665 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.

7

7

4 X 6 WOOD POST MODIFICATIONS

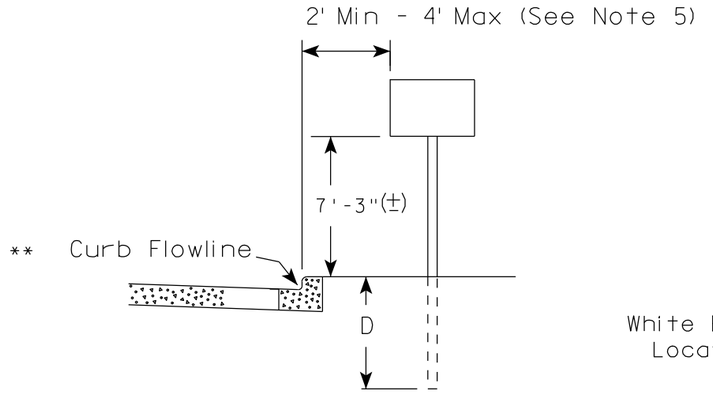
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

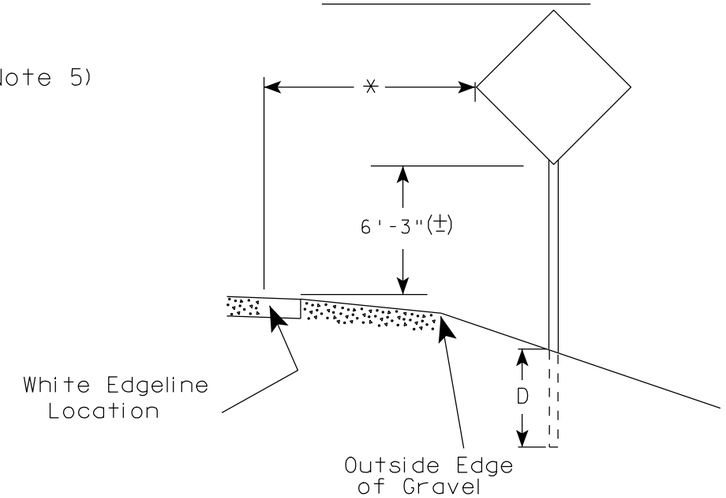
DATE 3/27/97 PLATE NO. A4-11.2

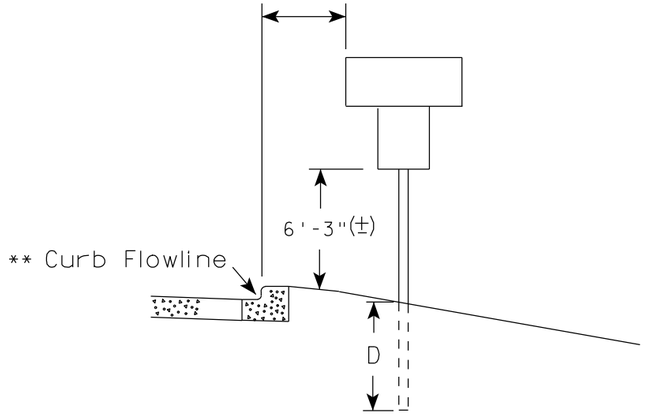
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 666	E

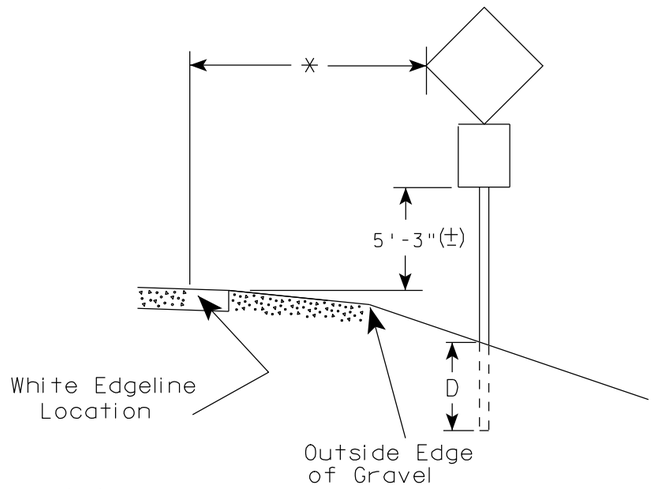
URBAN AREA



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 larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

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

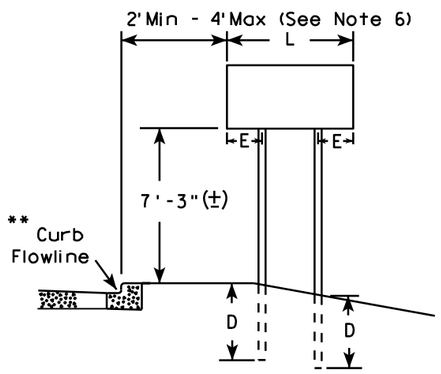
DATE 9/21/2011 PLATE NO. A4-3.16

7

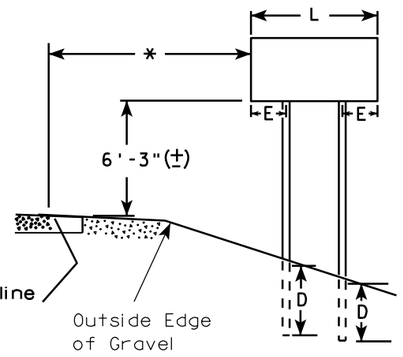
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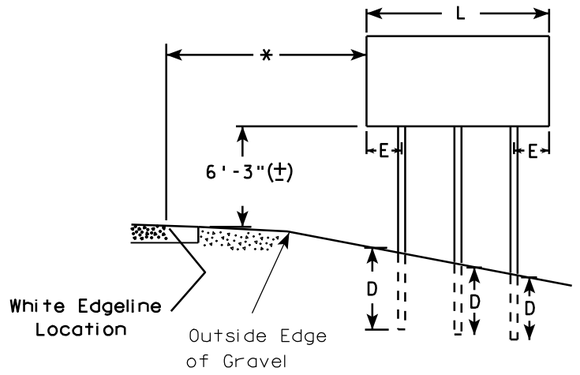
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 667 | E

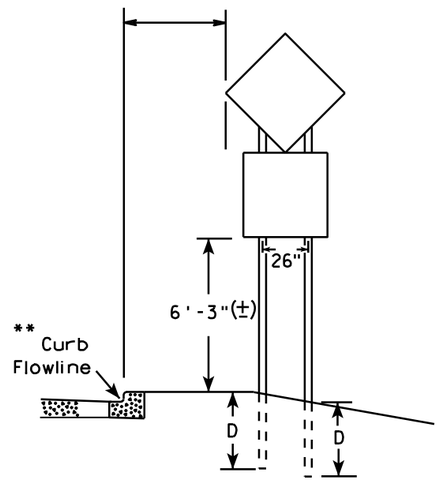
URBAN AREA



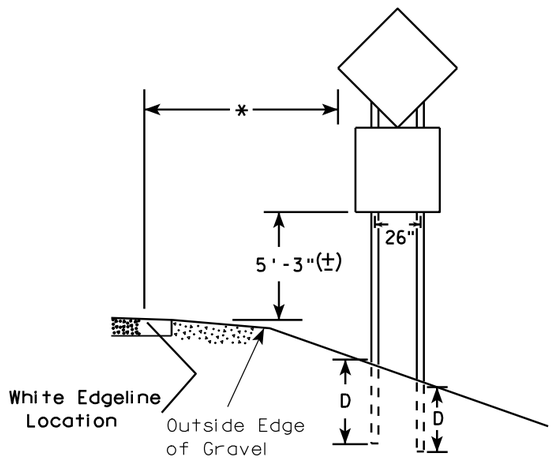
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
*** Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. For multiple 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" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-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 or 20 S.F. or less in area.

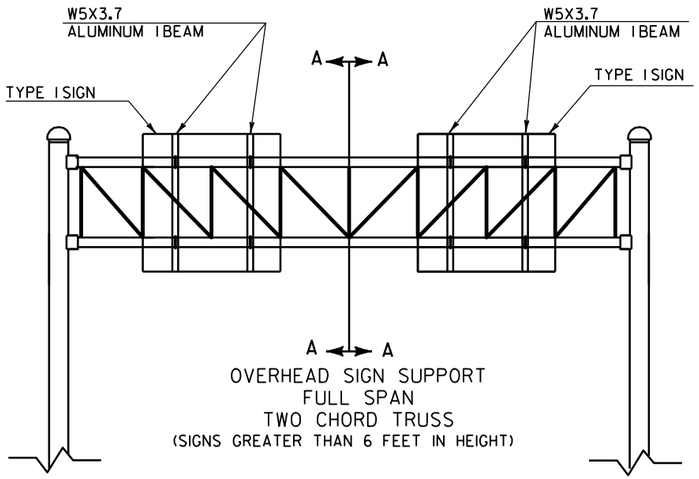
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

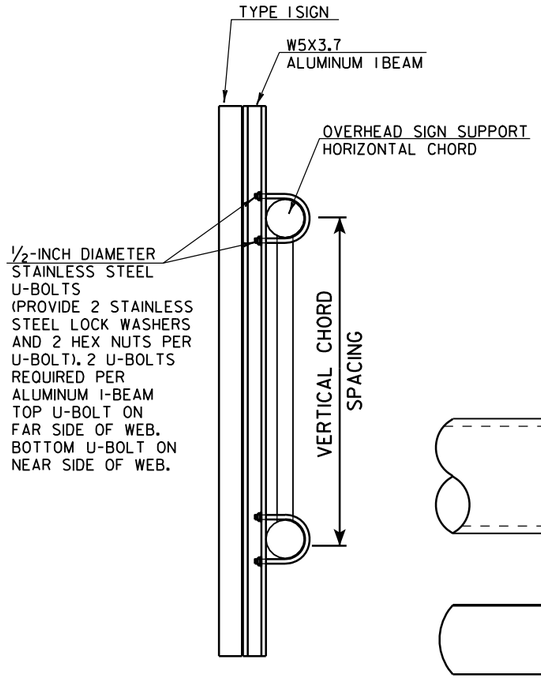
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-4.11

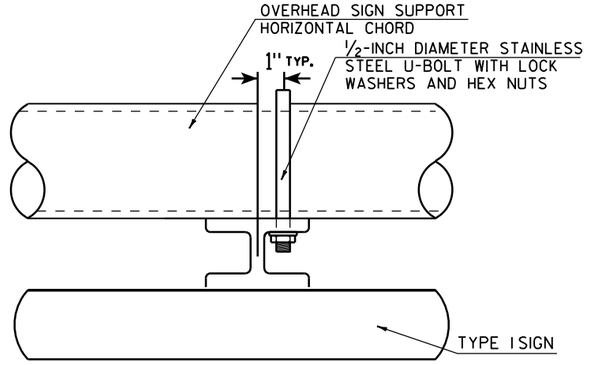
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 668	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



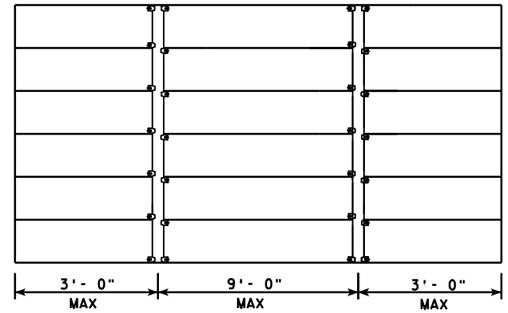
CUT SECTION A-A



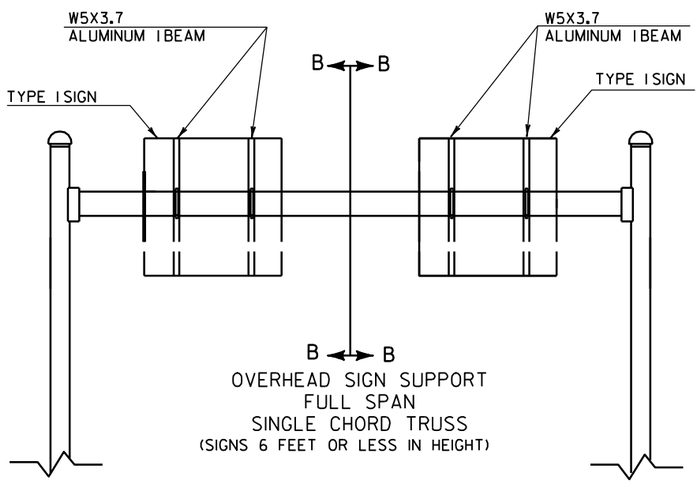
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

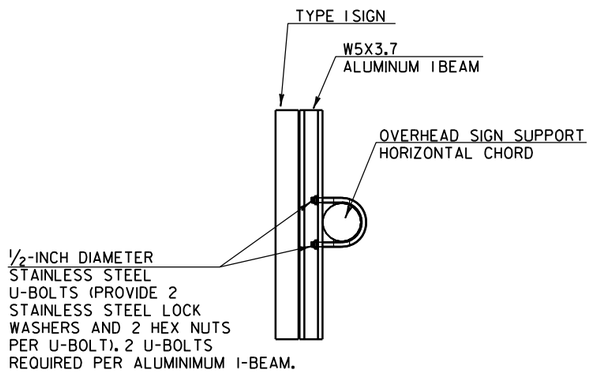
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



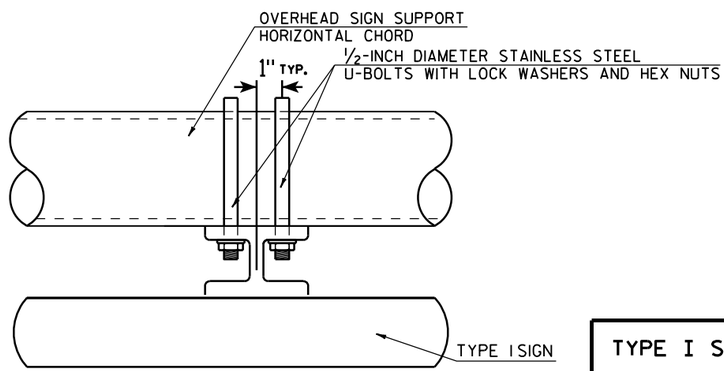
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

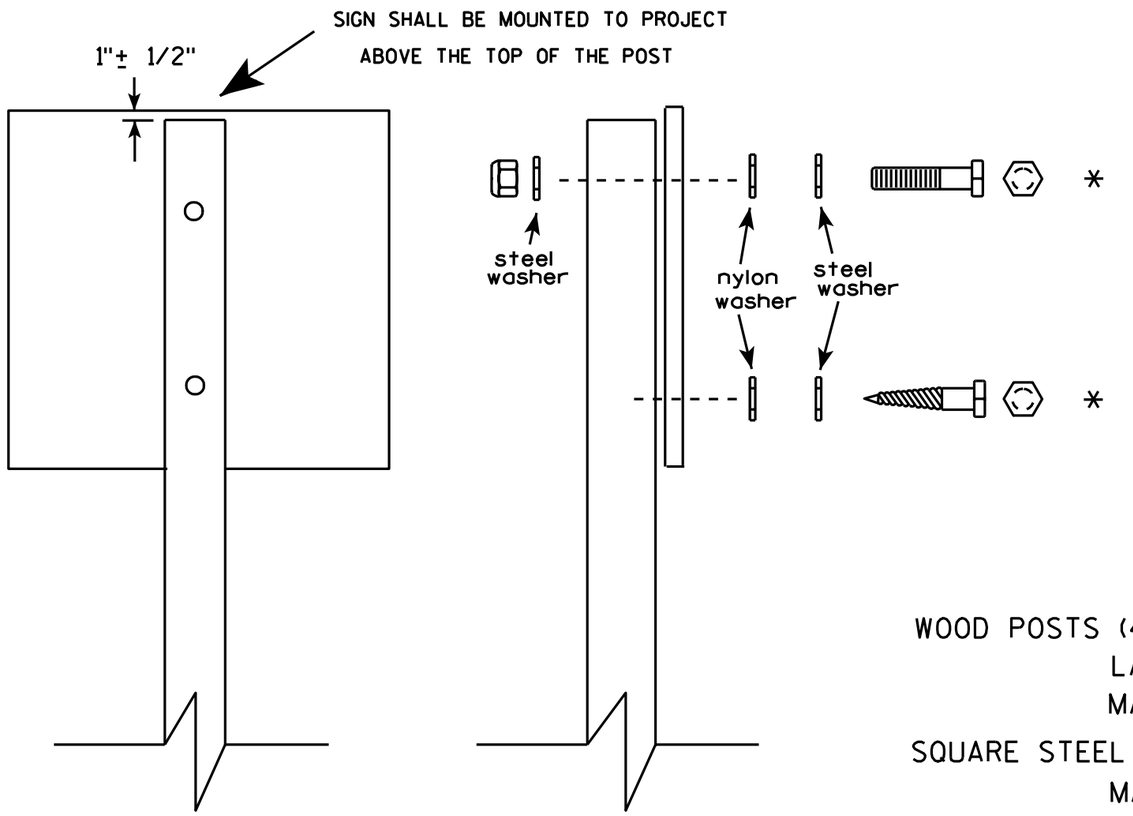
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/26/10 PLATE NO. A4-7.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 669	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

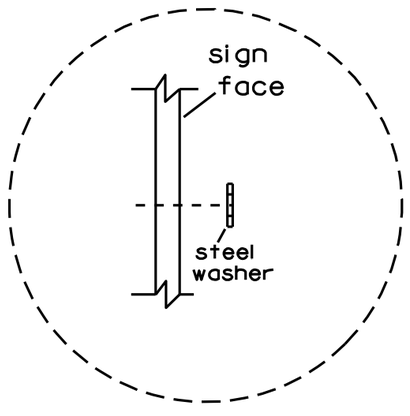
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
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 for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* 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 3/23/10 PLATE NO. A4-8.7

7

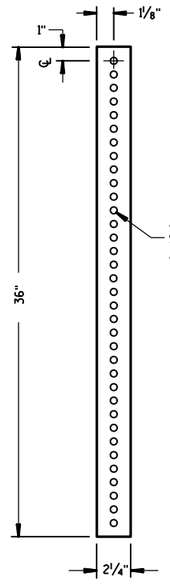
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PROJECT NO:

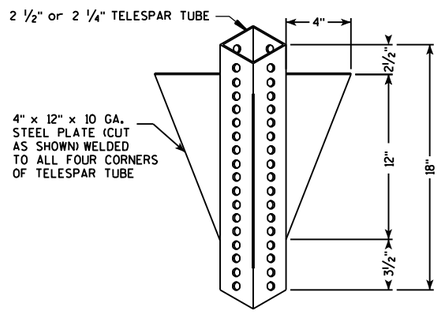
SHEET NO: 670 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

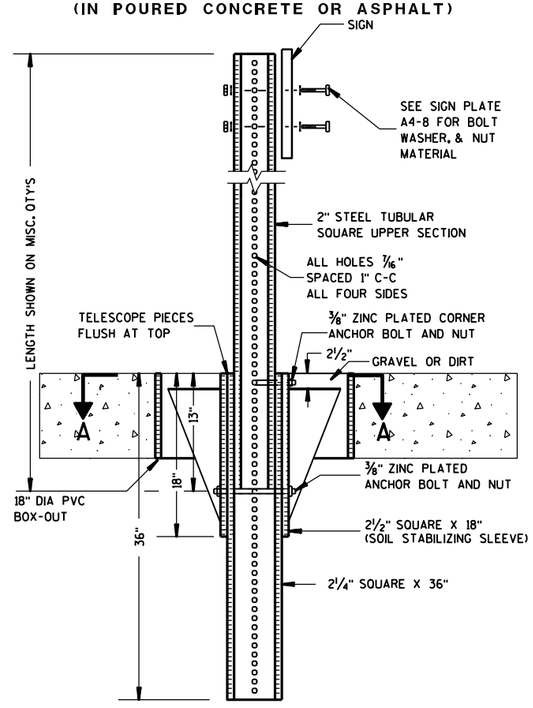
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



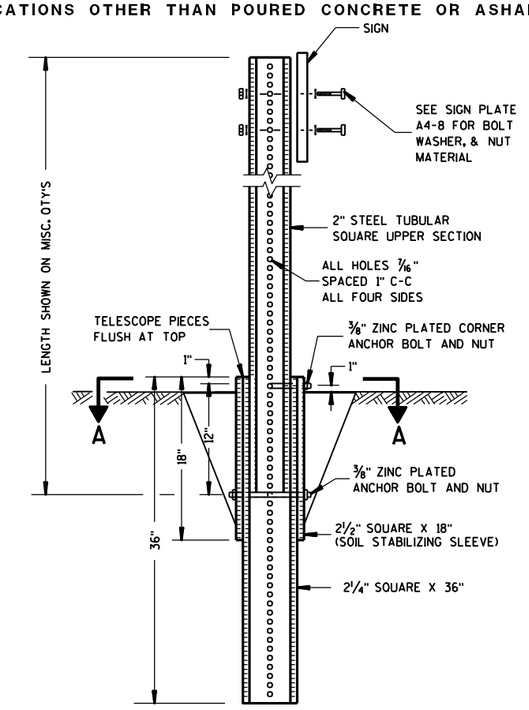
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

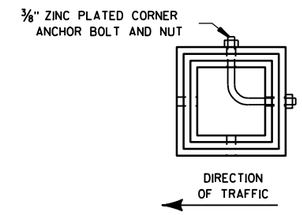


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





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).

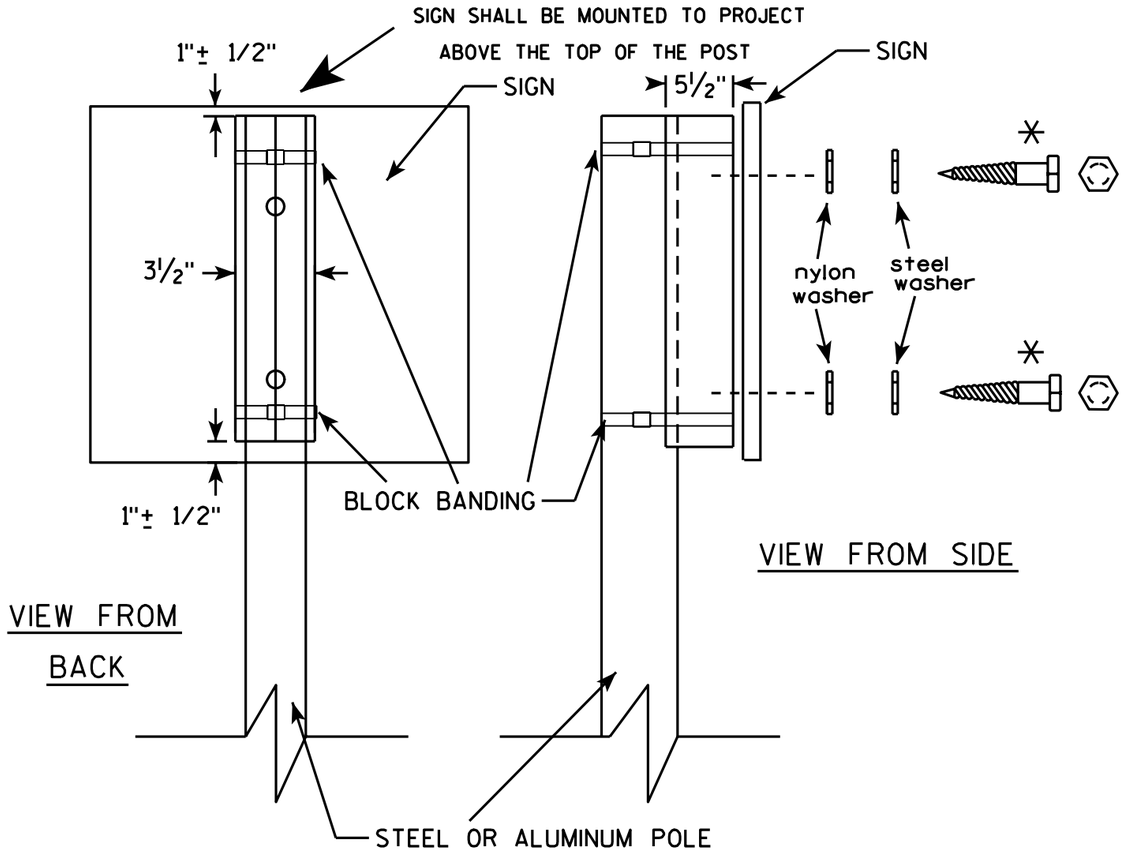
TUBULAR STEEL SIGN POST A4-9

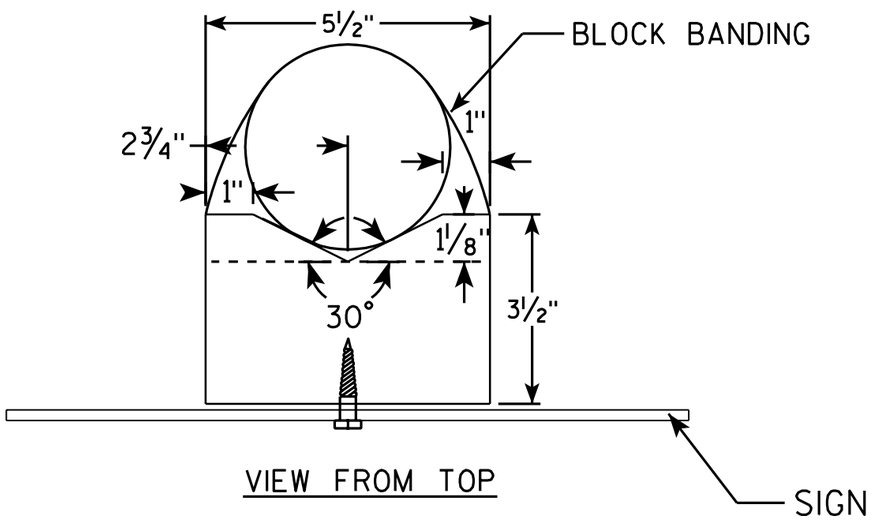
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 671	E





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, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. 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

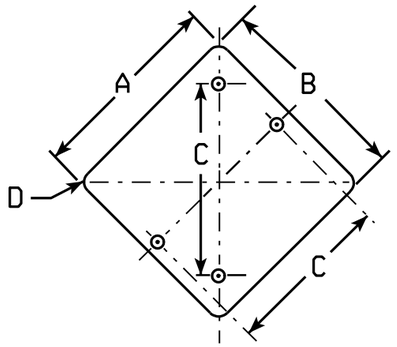
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

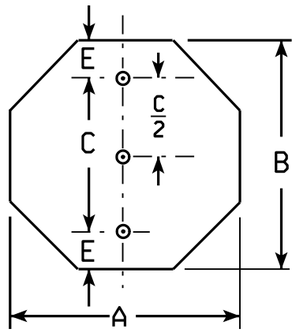
PROJECT NO: | SHEET NO: 672 | E

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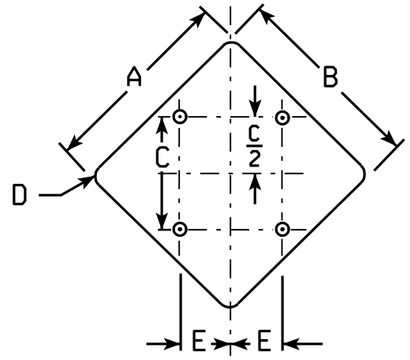
WISDOT/CADDS SHEET 42



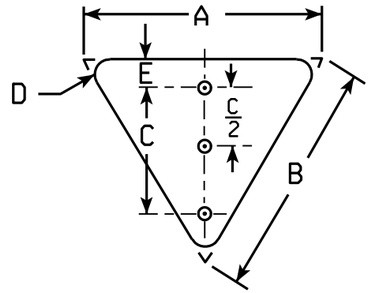
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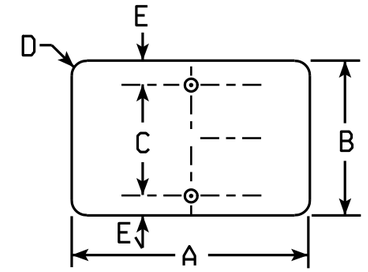
2



3



4



5

TYPE 1						
A	B	C	D	Area Sq. Ft.	THICK NESS	Mounting Holes
24	24	24	1 1/2	4.0	.080	2
30	30	30	1 7/8	6.25	.080	2
36	36	36	2 1/4	9.0	.100	2

TYPE 2						
A	B	C	E	Area Sq. Ft.	THICK NESS	Mounting Holes
24	24	20	2	3.31	.080	2
30	30	24	3	5.18	.100	2
36	36	28	4	7.46	.125	2
48	48	36	6	13.25	.125	3

TYPE 3							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
48	48	26	3	13	16.0	.125	4

TYPE 4							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
36	36	24	2	2	3.9	.100	2
48	48	32	3	3	7.0	.125	2

TYPE 5							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
8	8	6	1 1/2	1	0.44	.080	2
12	12	9	1 1/2	1 1/2	1.00	.080	2
18	18	14	1 1/2	2	2.25	.080	2
21	15	11	1 1/2	2	2.19	.080	2
21	21	17	1 1/2	2	3.06	.080	2
24	12	8	1 1/2	2	2.0	.080	2
24	18	14	1 1/2	2	3.0	.080	2
24	24	20	1 1/2	2	4.0	.080	2
30	12	8	1 1/2	2	2.5	.080	2
30	15	11	1 1/2	2	3.13	.080	2
30	18	14	1 1/2	2	3.75	.080	2
30	21	17	1 1/2	2	4.37	.080	2
30	24	20	1 1/2	2	5.0	.080	2

TYPE 5 CONT'D.							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
30	30	22	1 7/8	4	6.25	.080	2
36	12	8	1 1/2	2	3.0	.100	2
36	18	14	1 1/2	2	4.5	.100	2
36	24	20	1 1/2	2	6.0	.100	2
36	36	26	2 1/4	5	9.0	.100	2
40	18	14	1 1/2	2	5.00	.100	2
42	30	22	1 7/8	4	8.75	.125	2

NOTES

1. All sign blanks shall have 7/16" Diameter mounting hole.

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

SHEET 1 OF 3

WISCONSIN DEPT OF TRANSPORTATION

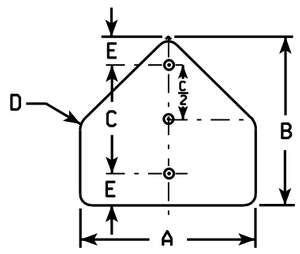
APPROVED Matthew R Rauch

for State Traffic Engineer

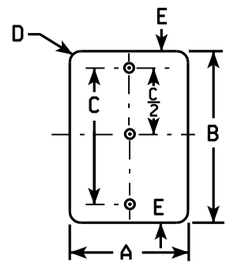
DATE 3/5/2012

PLATE NO. A5-3A.19

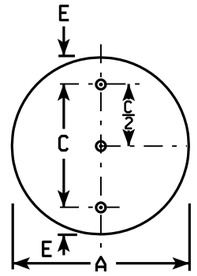
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 673	E



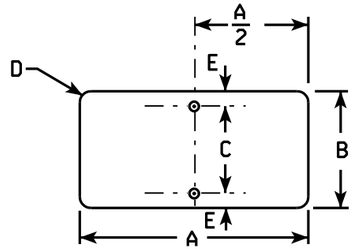
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7



8



9

TYPE 6							
A	B	C	D	E	Area Sq. Ft	THICK NESS	Mounting Holes
30	30	24	1 3/8	3	4.68	.080	2
36	36	26	1 5/8	5	6.75	.100	2
48	48	32	1 7/8	8	12.0	.125	3

TYPE 7							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
12	18	15	1 1/2	1 1/2	1.5	.080	2
12	24	20	1 1/2	2	2.0	.080	2
12	36	24	1 1/2	6	3.0	.100	2
12	48	32	1 1/2	8	4.0	.125	3
15	21	18	1 1/2	1 1/2	2.19	.080	2
18	24	20	1 1/2	2	3.0	.080	2
18	36	24	1 1/2	6	4.5	.100	2
18	54	36	2 1/2	9	6.75	.080	3
21	60	40	1 1/2	10	8.75	.080	3
21	72	52	1 1/2	10	10.5	.080	3
24	30	22	1 1/2	4	5.0	.080	2
24	36	24	1 1/2	6	6.0	.100	2
24	39	27	1 1/2	6	6.5	.080	3
24	45	32	1 7/8	6	7.5	.080	3
24	48	32	1 7/8	8	8.0	.125	3
24	57	37	1 7/8	10	9.5	.080	3
36	48	32	1 7/8	8	12.0	.125	3
36	54	36	1 7/8	9	12.75	.100	3
36	57	37	1 7/8	10	14.25	.100	3
48	39	27	1 7/8	10	13.0	.125	3
48	45	32	1 7/8	10	14.0	.125	3
48	57	37	3	6	19.0	.125	3
48	60	40	3	7	20.0	.125	3

TYPE 8						
A	B	C	E	Area Sq. Ft.	THICK NESS	Mounting Holes
30	—	24	3	4.91	.080	2
36	—	26	5	7.07	.100	2
48	—	32	8	12.5	.125	3

TYPE 9							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
48	24	20	1 7/8	2	8.0	.125	2

NOTES

1. All sign blanks shall have 7/16" Diameter mounting holes.

7

7

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

SHEET 2 OF 3

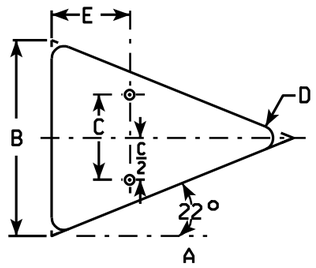
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

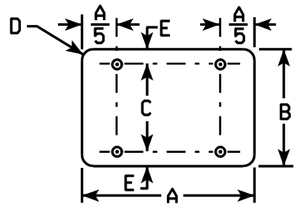
for State Traffic Engineer

DATE 3/5/2012 PLATE NO. A5-3A.19

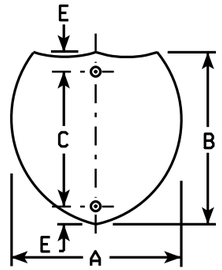
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 674	E



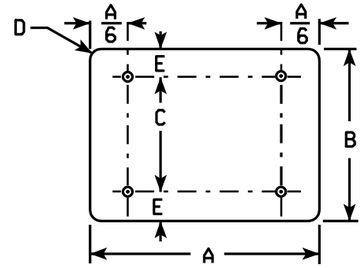
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11



12



13

TYPE 10 (NOTE 1)							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
48	36	14	2¼	16	6.0	.125	2

TYPE 11							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
48	48	32	3	8	16.0	.125	4

TYPE 12 (NOTE 2)						
A	B	C	E	Area Sq. Ft.	THICK NESS	Mounting Holes
24	24	18	3	3.13	.080	2
30	24	18	3	3.91	.080	2
36	36	28	4	7.03	.100	2
45	36	28	4	8.79	.125	2

TYPE 13							
A	B	C	D	E	Area Sq. Ft.	THICK NESS	Mounting Holes
48	48	32	3	8	16.0	.125	4
48	60	40	3	10	20.0	.125	4
48	24	20	1⅞	2	8.0	.125	4
48	30	22	1⅞	4	10.0	.125	4
60	24	20	1⅞	2	10.0	.125	4
60	30	22	1⅞	4	12.5	.125	4

NOTES

1. Dimension A on type #10 is measured to the theoretical intersections of the edges.
2. Shape of type #12 shall conform to FHWA standard for Interstate route markers.

STANDARD LAYOUT OF ALUMINUM SIGN BLANKS

SHEET 3 OF 3

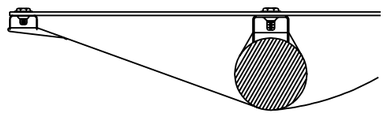
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

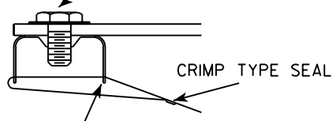
DATE 3/5/2012 PLATE NO. A5-3A.19

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 675	E

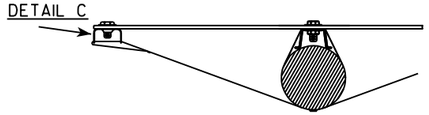
BRACE BANDING

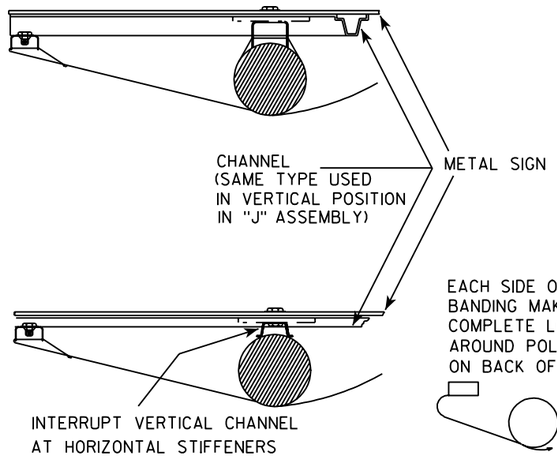


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

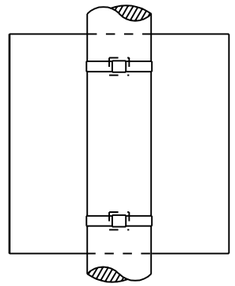


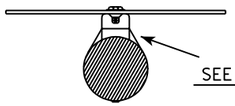


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

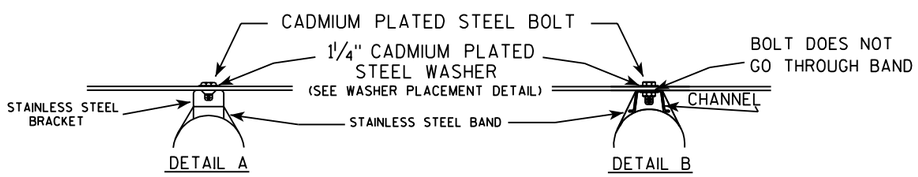
BRACKET BANDING

SINGLE SIGN





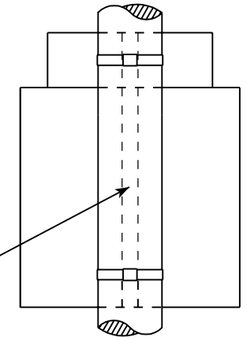
SEE DETAIL A



DETAIL A

DETAIL B

"J" ASSEMBLY

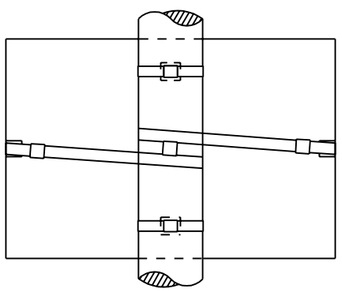


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

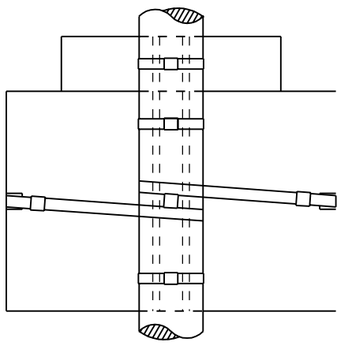
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' 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.

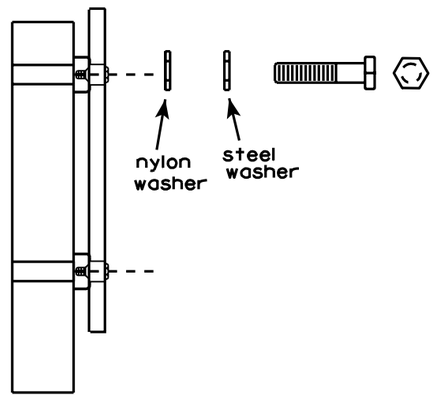


BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

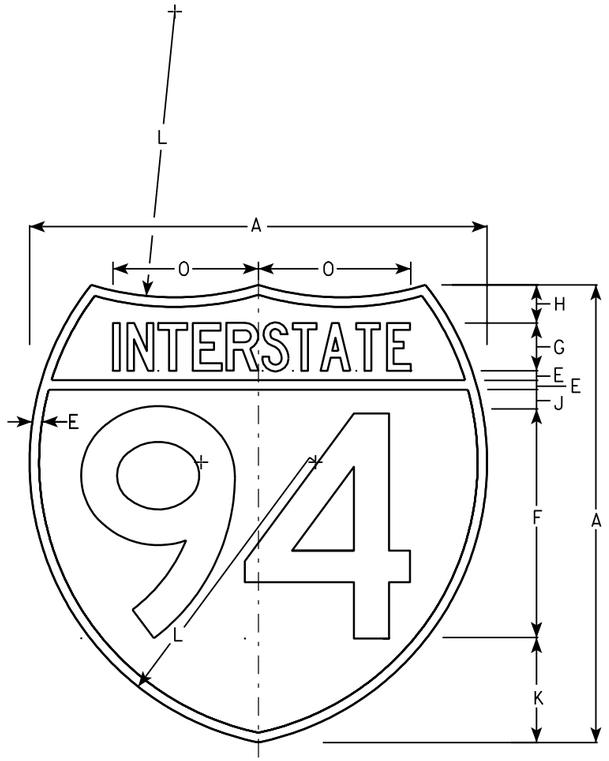
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

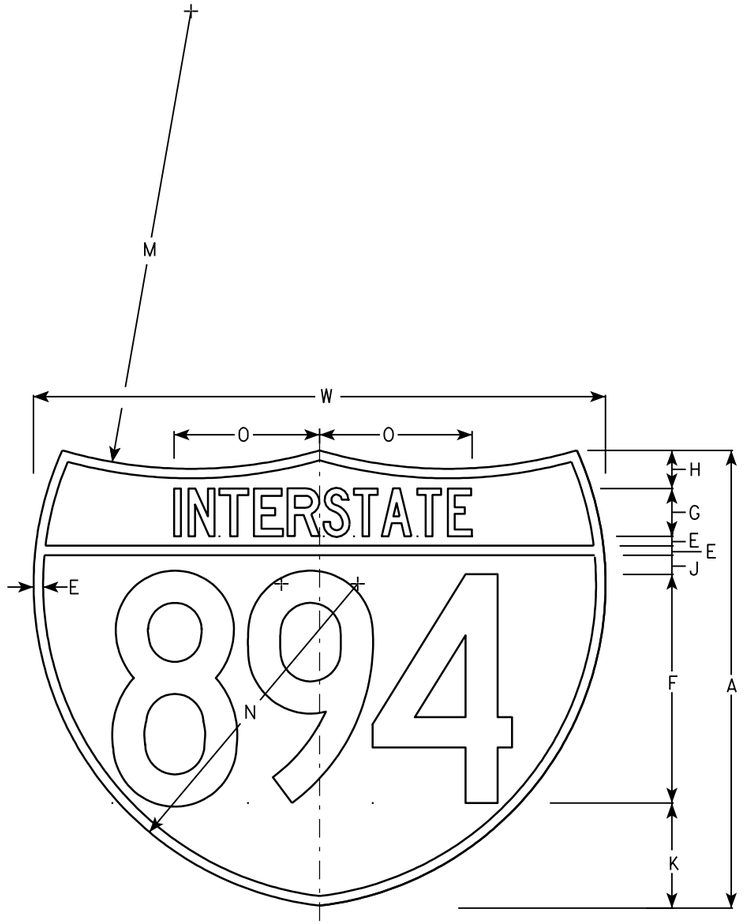
APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 676	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

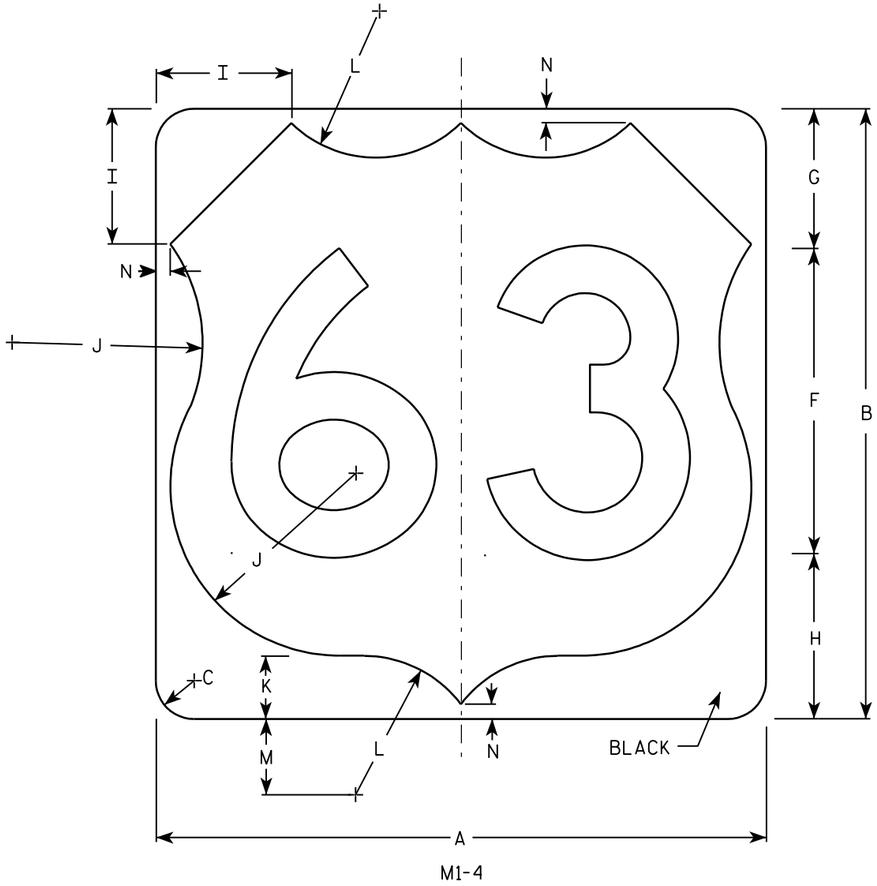
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

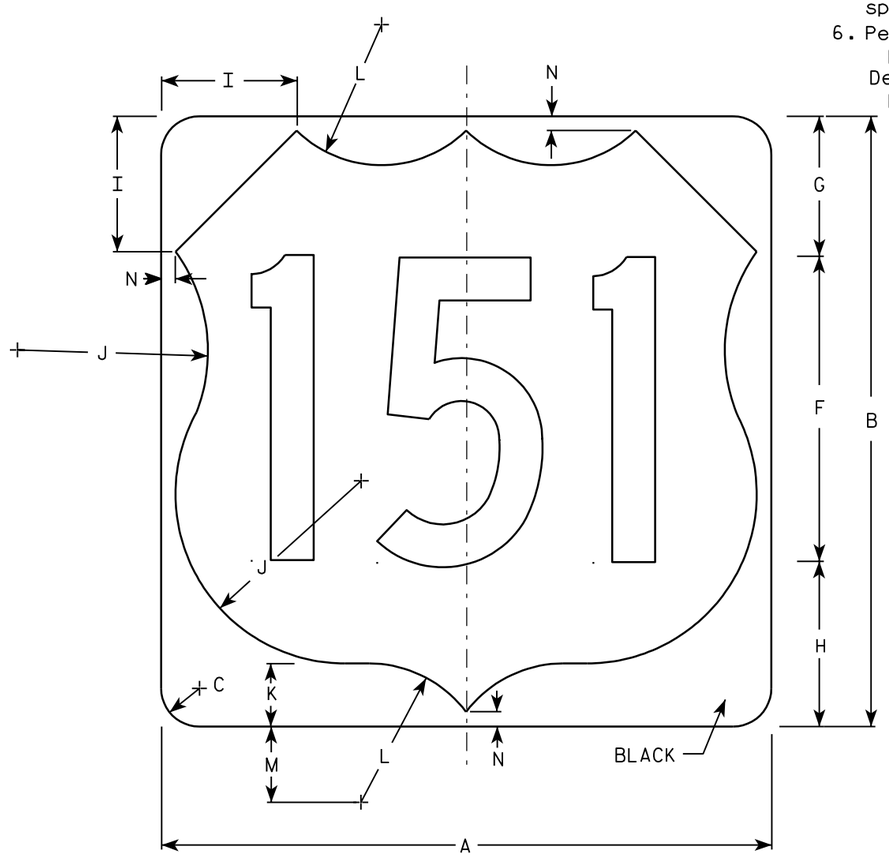
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 677	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

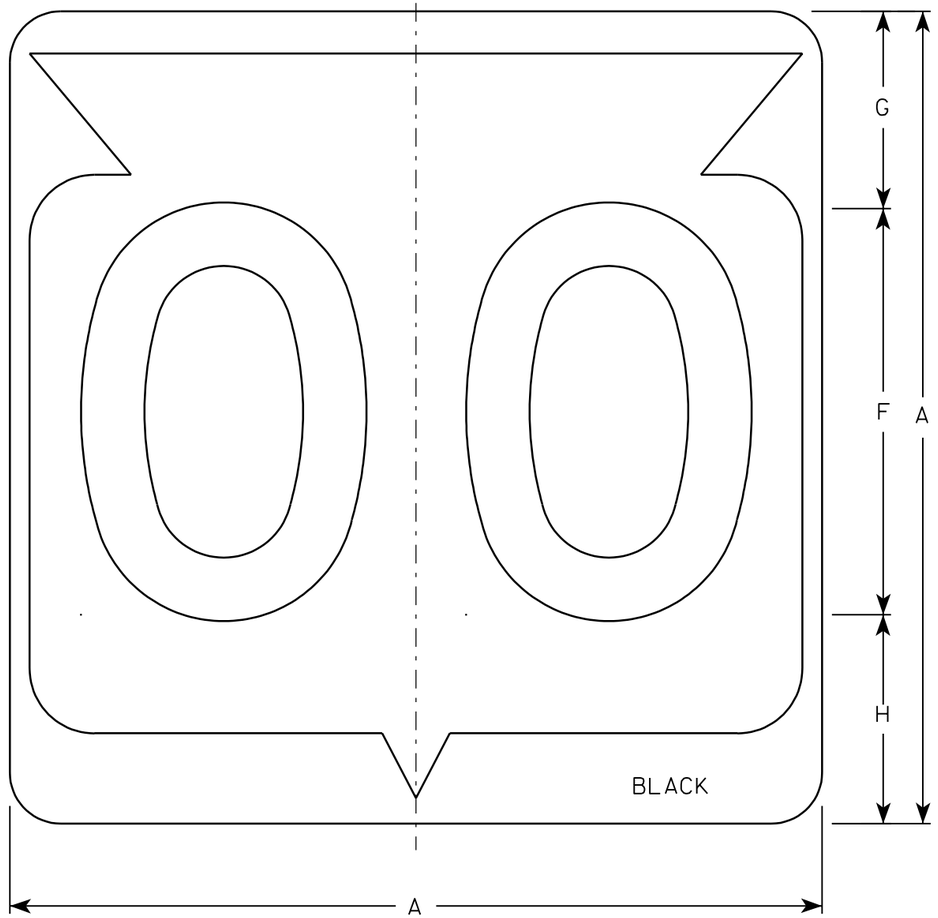
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

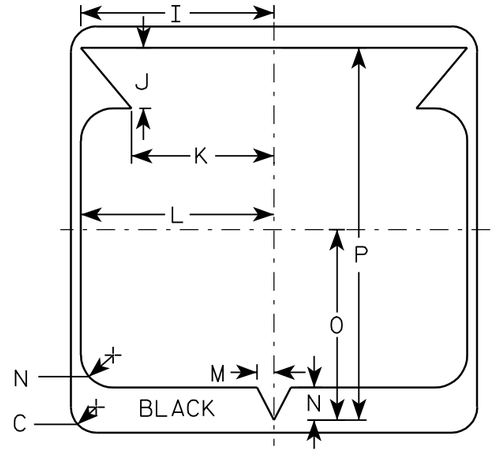
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 678 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

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.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

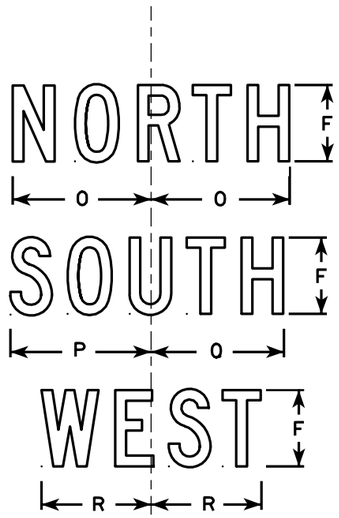
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

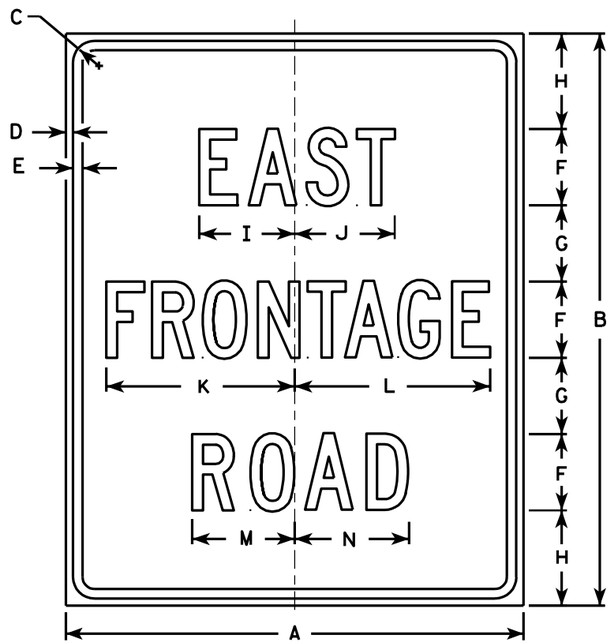
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 679	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 - 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 as required.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	
4	900 mm X 1050 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	30	1 1/8	3/8	1/2	4	4	5	5	5 1/4	9 7/8	10 1/4	5 3/8	6	7 1/4	7 3/8	7	5 3/4									5.0	.45
3																												
4	36	42	1 3/8	5/8	5/8	6	5	7	7 1/2	7 7/8	14 3/4	15 3/8	8	9	10 7/8	11	10 1/2	8 5/8									10.5	.95
5																												

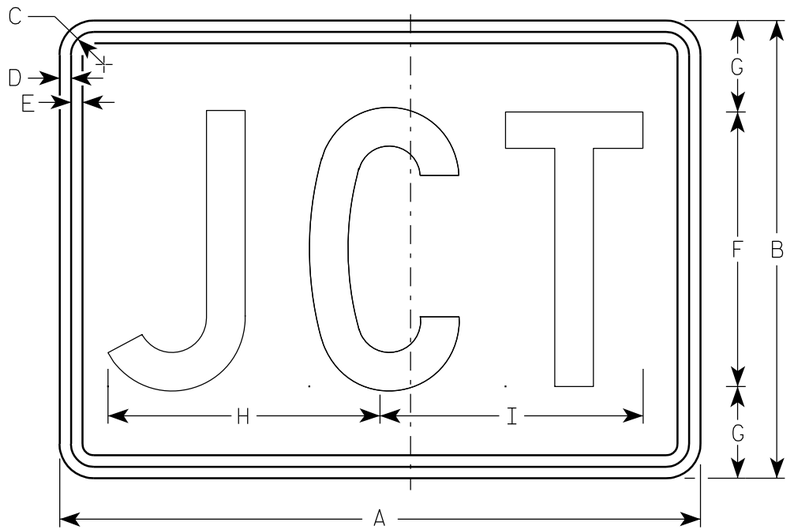
STANDARD SIGN
M1-95A

WISCONSIN DEPT OF TRANSPORTATION

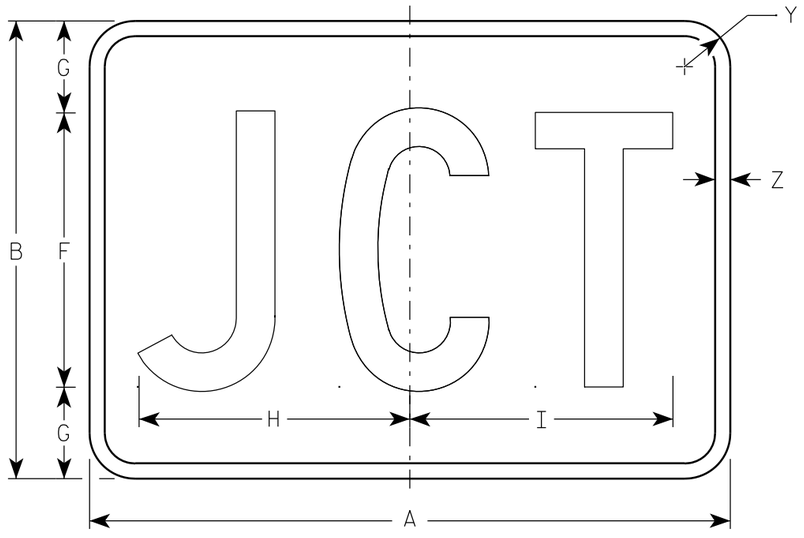
APPROVED Chester J Spang for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-95A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 680	E



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

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.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

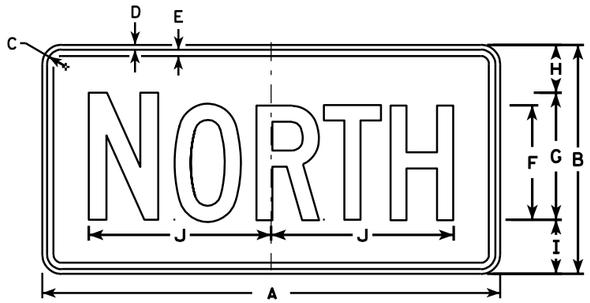
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

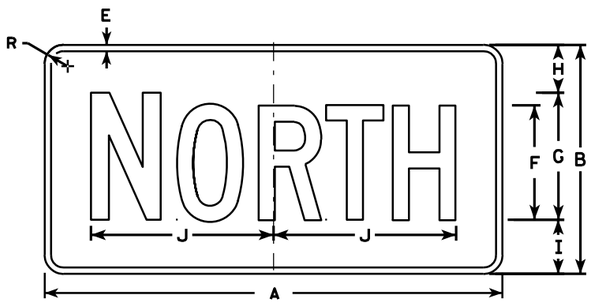
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 681 | E



M3-1
MK3-1
MO3-1



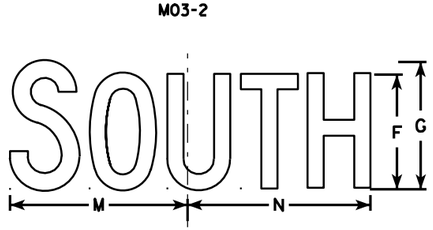
MB3-1
MG3-1
MM3-1
MN3-1



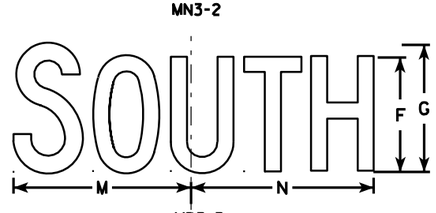
M3-2
MK3-2
MO3-2



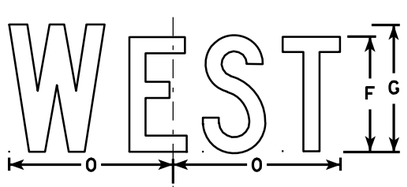
MB3-2
MG3-2
MM3-2
MN3-2



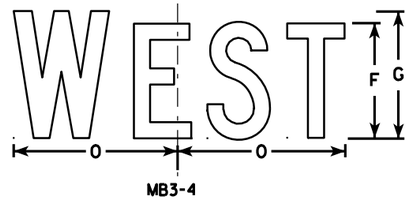
M3-3
MK3-3
MO3-3



MB3-3
MG3-3
MM3-3
MN3-3



M3-4
MK3-4
MO3-4



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective
   Message - Black
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																											
2	24	12	1 1/8	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			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

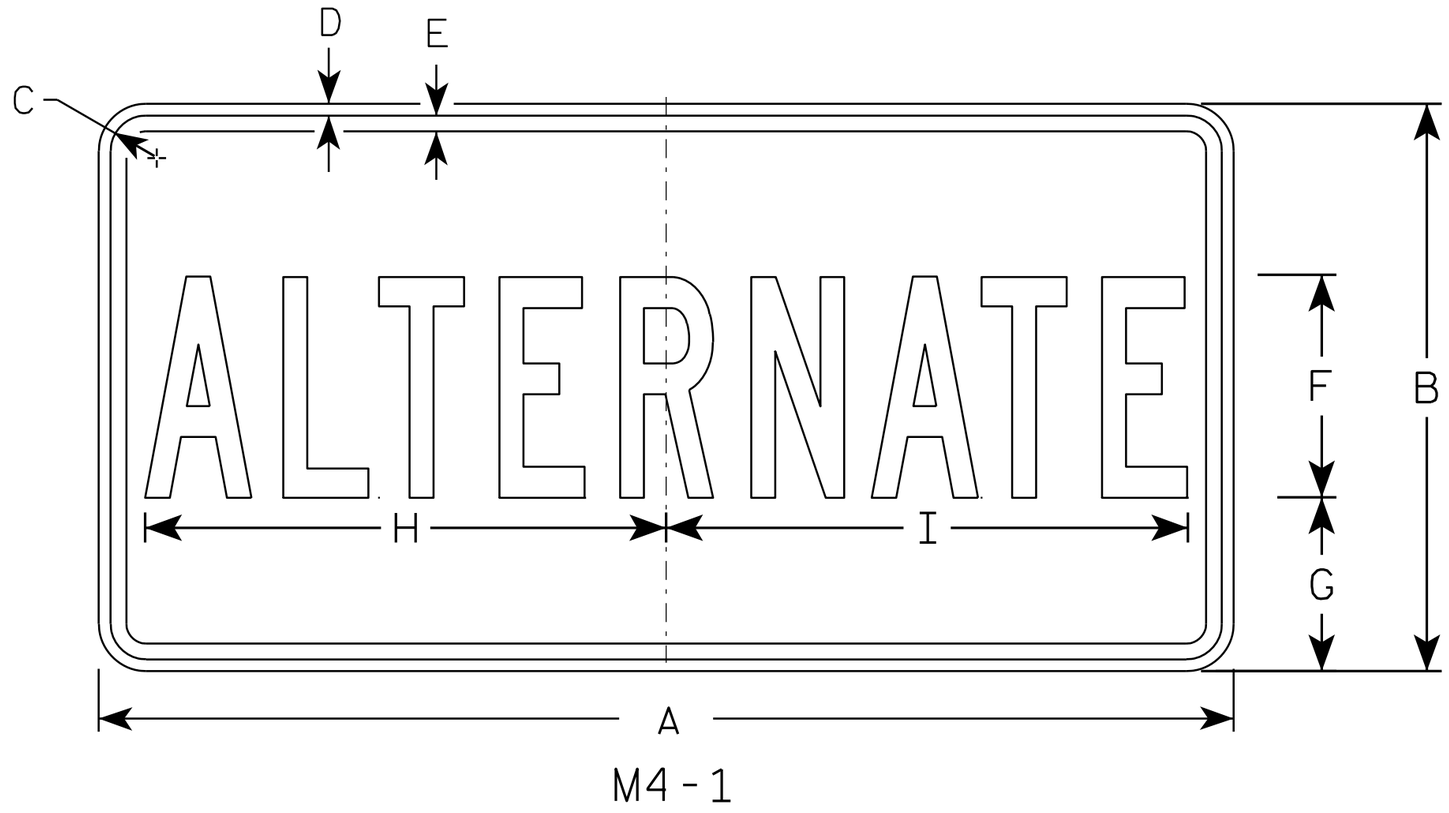
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 682	E



M4 - 1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 5
   Message - See note 5
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.
5. M4-1 Background - White - Type H Reflective
   Message - Black

   MB4-1 Background - Blue
   Message - White - Type H Reflective

   M04-1 Background - Orange - Reflective
   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																											
2	24	12	1 ½	⅜	⅜	4	4	9 ¾	9 ½																		2.00
3	36	18	1 ½	⅜	½	7	5 ½	16 ⅜	16 ½																		4.5
4	36	18	1 ½	⅜	½	7	5 ½	16 ⅜	16 ½																		4.5
5	36	18	1 ½	⅜	½	7	5 ½	16 ⅜	16 ½																		4.5

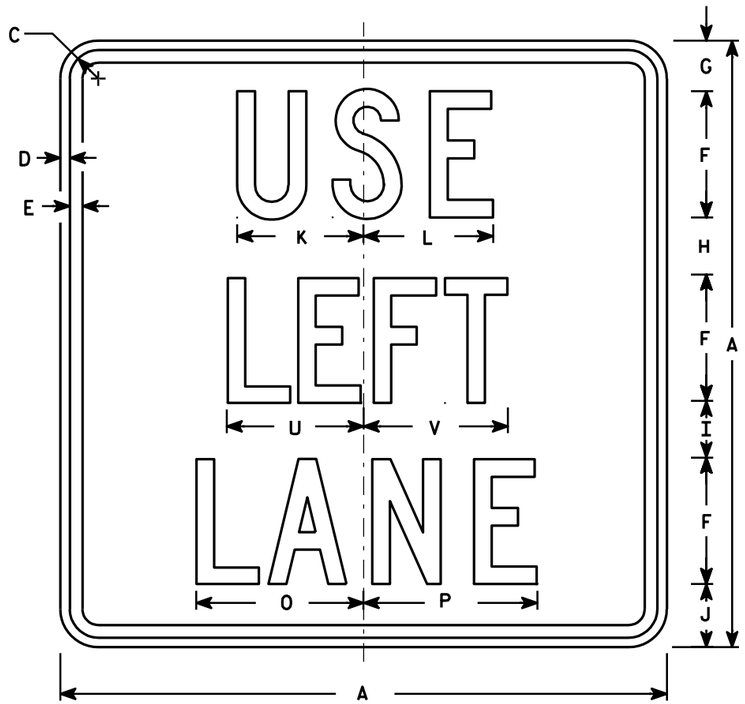
STANDARD SIGN
M4 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-1.7

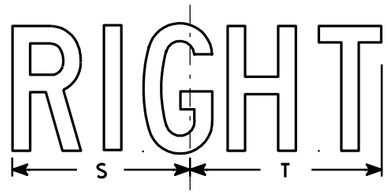
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 683	E



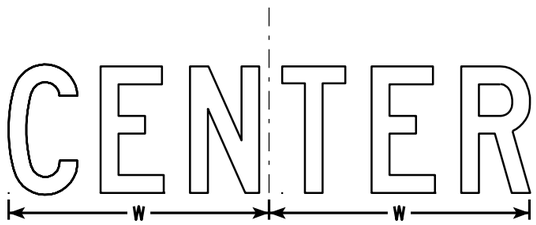
M4-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
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.



M4-20R



M4-20C

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	
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.	Area m2
1																												
2	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8			6 5/8	6 7/8			7	7 5/8	5 3/8	5 3/4	10 1/4				4.0	0.36
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4			9 7/8	10 1/4			10 3/8	11 3/8	8	8 5/8	14 3/8				9.0	0.81
4																												
5																												

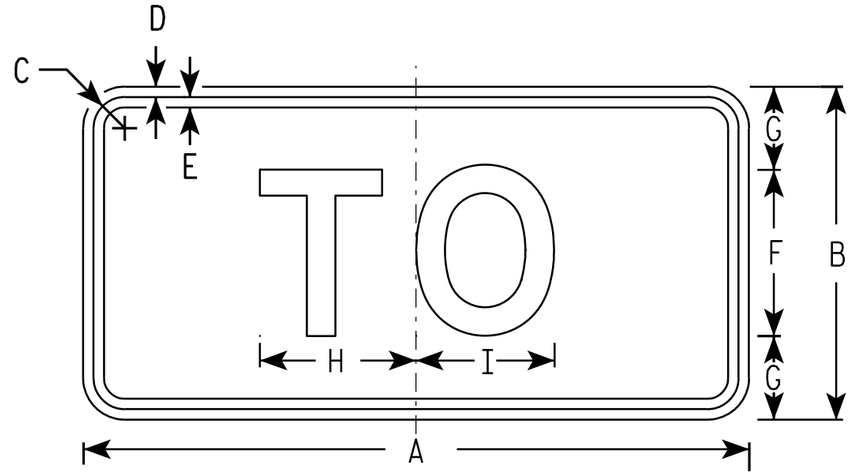
STANDARD SIGN
M4-20

WISCONSIN DEPT OF TRANSPORTATION

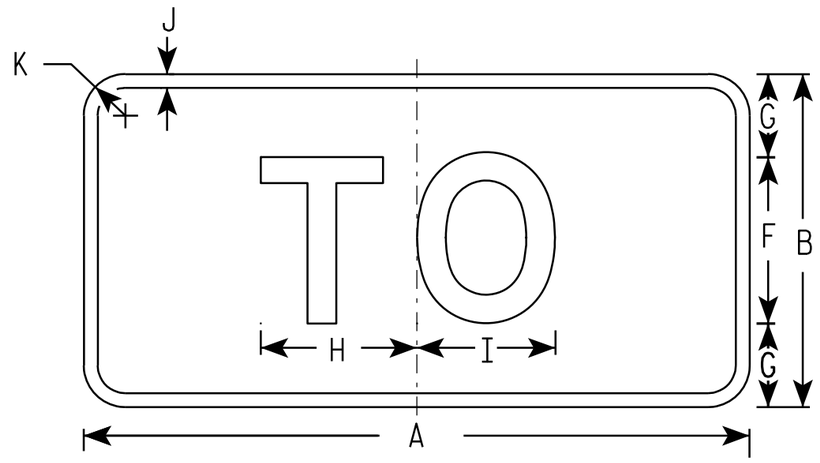
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/09 PLATE NO. M4-20.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 684	E



M4-5
MK4-5
MM4-5



MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
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. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective

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 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

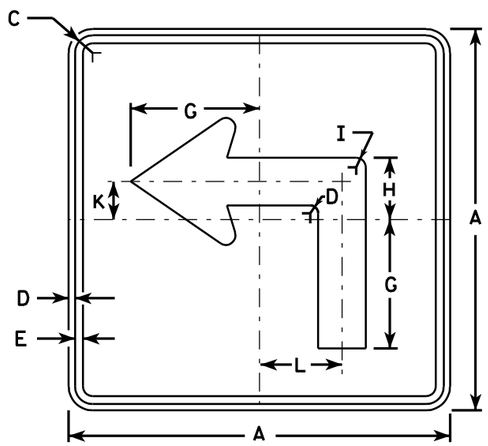
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

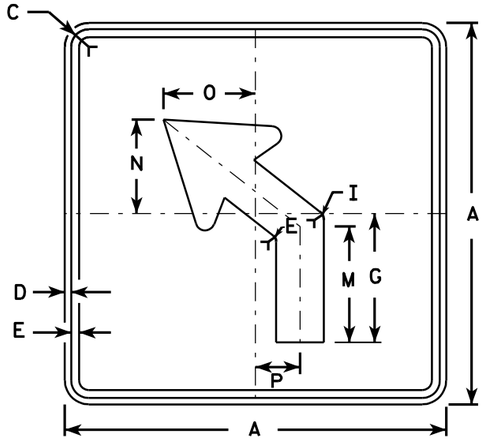
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

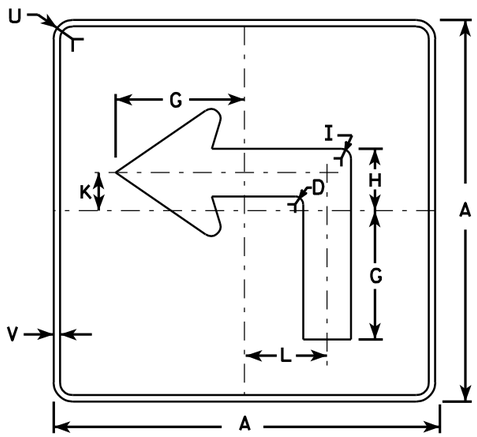
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 685 | E



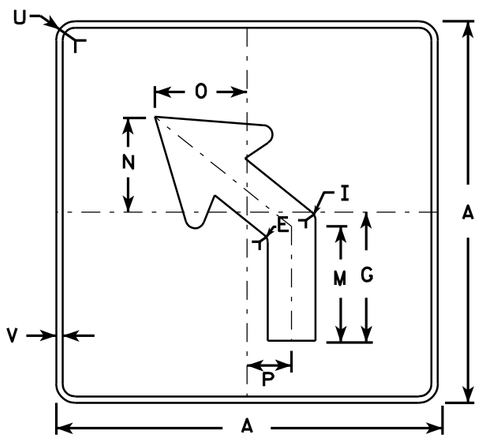
M5-1L
MK5-1L
MM5-1L
MO5-1L
MR5-1L



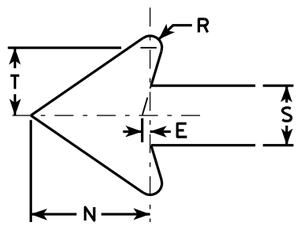
M5-2L
MK5-2L
MM5-2L
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

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.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

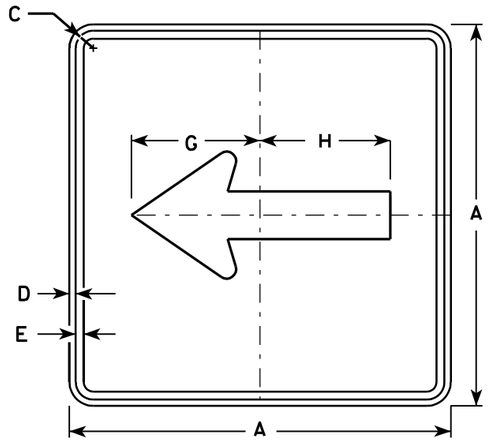
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

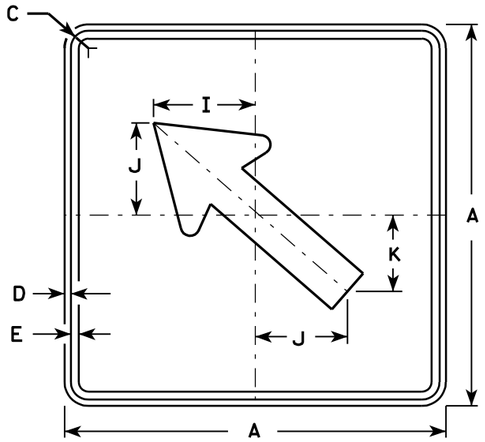
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M5-1.11

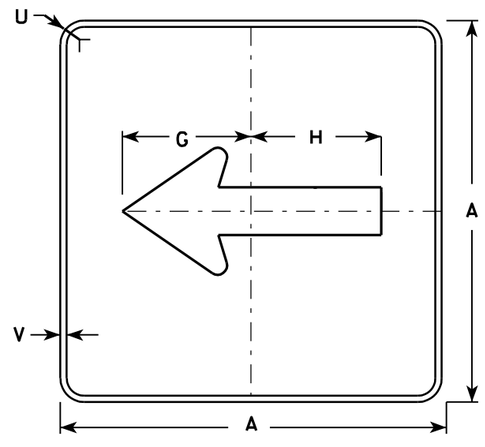
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 686	E



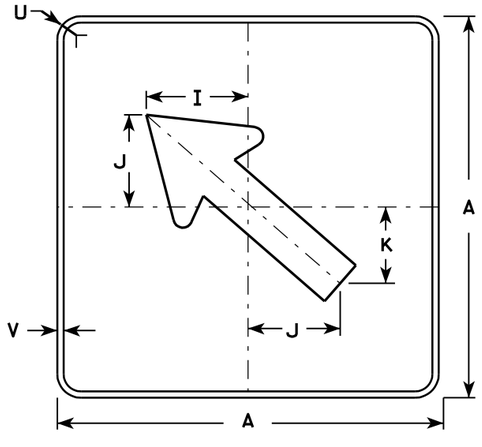
M6-1
MK6-1
MM6-1
MO6-1
MR6-1



M6-2
MK6-2
MM6-2
MO6-2
MR6-2



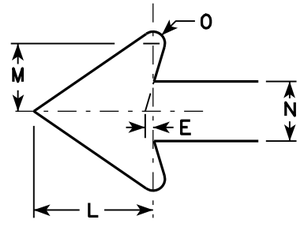
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

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.	Area m2
1																												
2	21		1 1/8	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 1/2	1/2					3.06	0.28
3	30		1 3/8	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 7/8	1/2					6.25	0.56
4	30		1 3/8	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 7/8	1/2					6.25	0.56
5	30		1 3/8	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 7/8	1/2					6.25	0.56

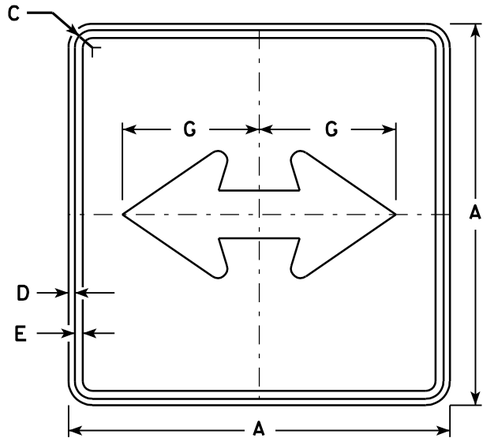
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

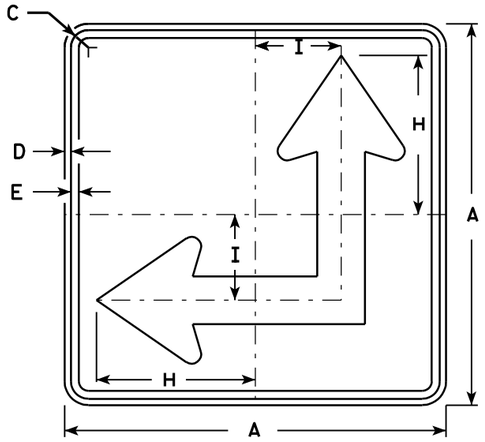
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-1.12

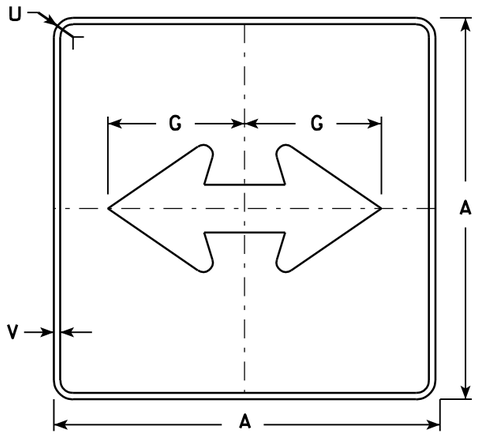
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 687	E



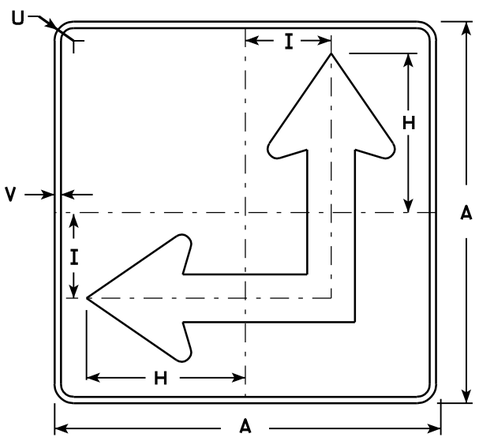
M6-4
MK6-4
MM6-4
MO6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MR6-6



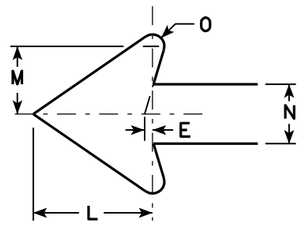
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

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.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	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 7/8	1/2					6.25	0.56
4	30		1 3/8	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 7/8	1/2					6.25	0.56
5	30		1 3/8	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 7/8	1/2					6.25	0.56

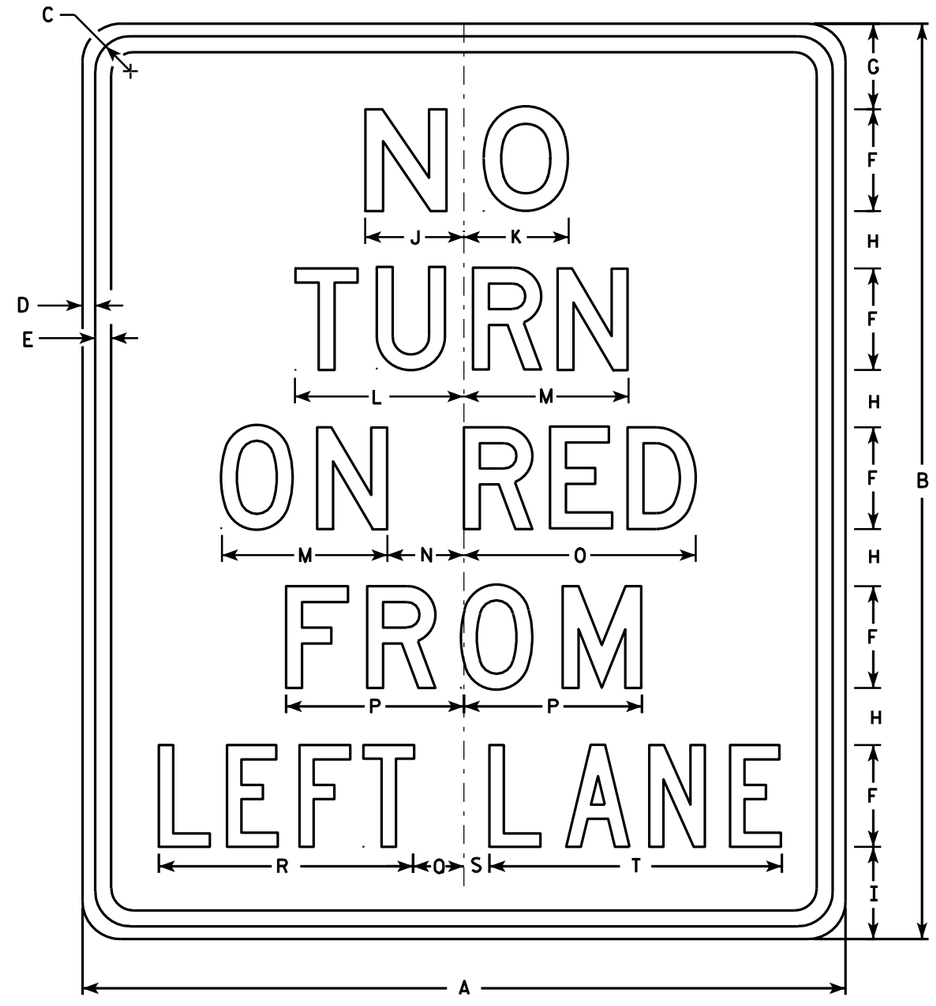
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M6-4.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 688	E



R10-11F

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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 E.
   Lines 2, 3 and 4 are Series D.
   Line 5 is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
2M	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
3																											
4																											
5																											

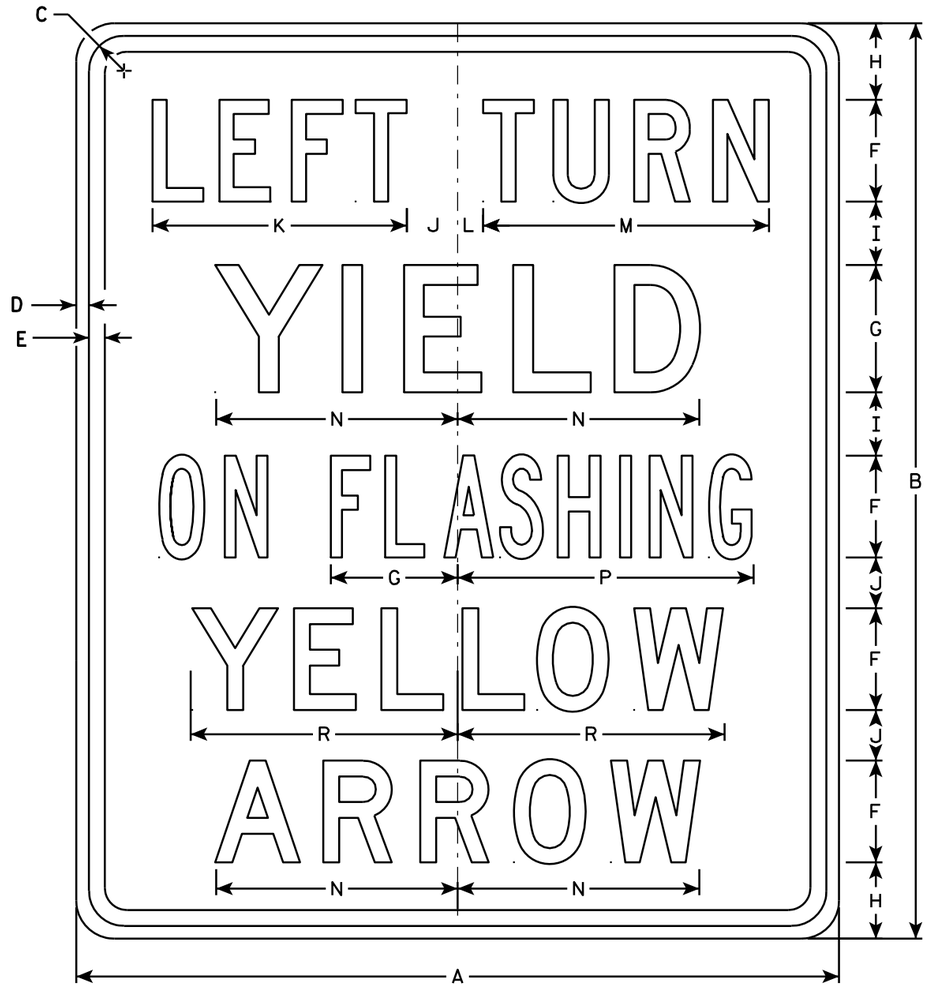
STANDARD SIGN
R10-11F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 689	E



R10-50

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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 C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is 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	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2									7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2									7.5
3																											
4																											
5																											

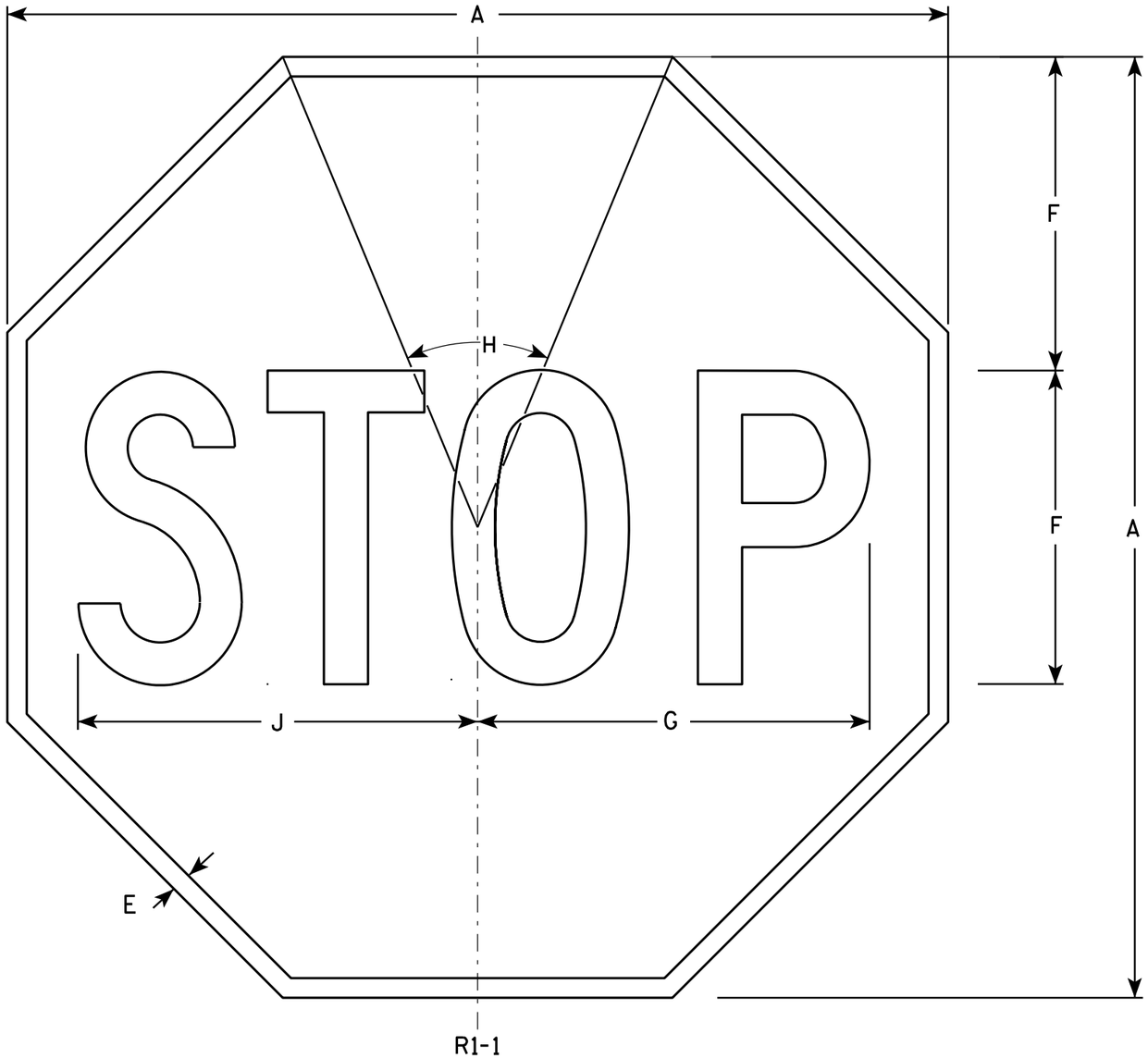
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/21/10 PLATE NO. R10-50.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 690	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	24				3/8	8	10	45°		10 1/4																	3.31
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

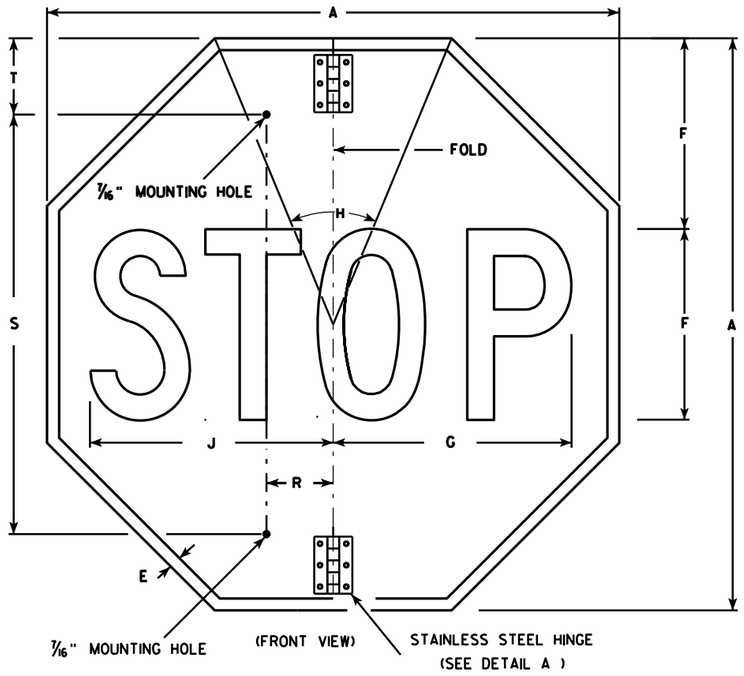
STANDARD SIGN
R1-1

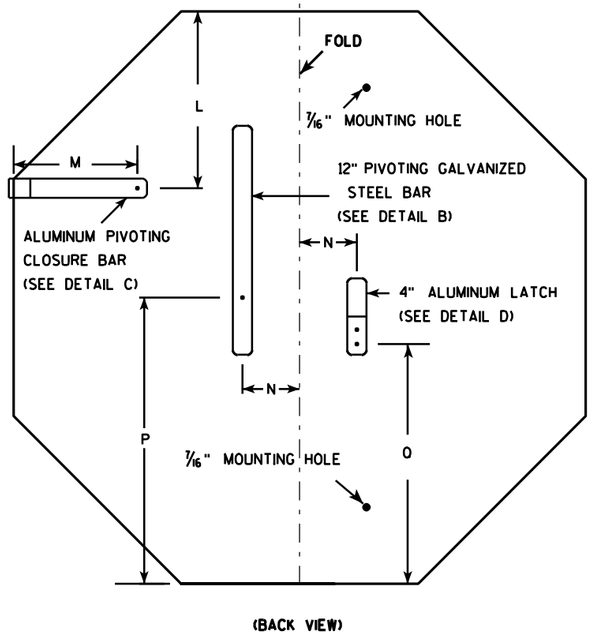
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

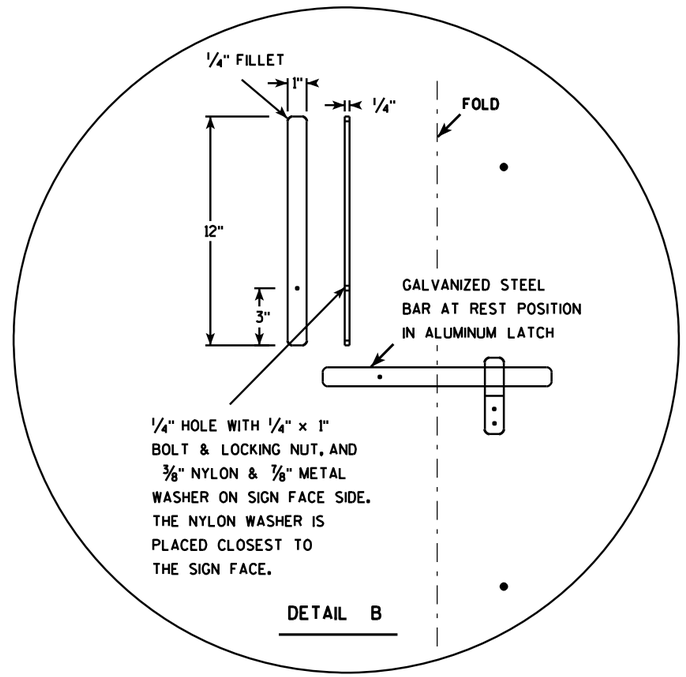
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 691	E

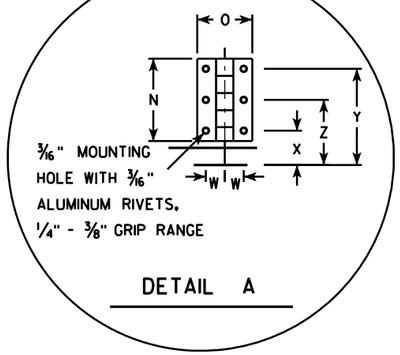


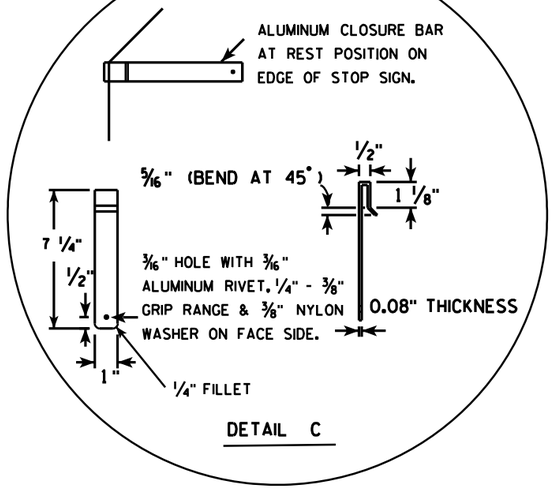


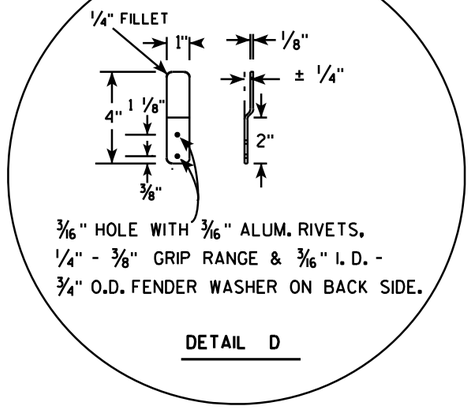
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

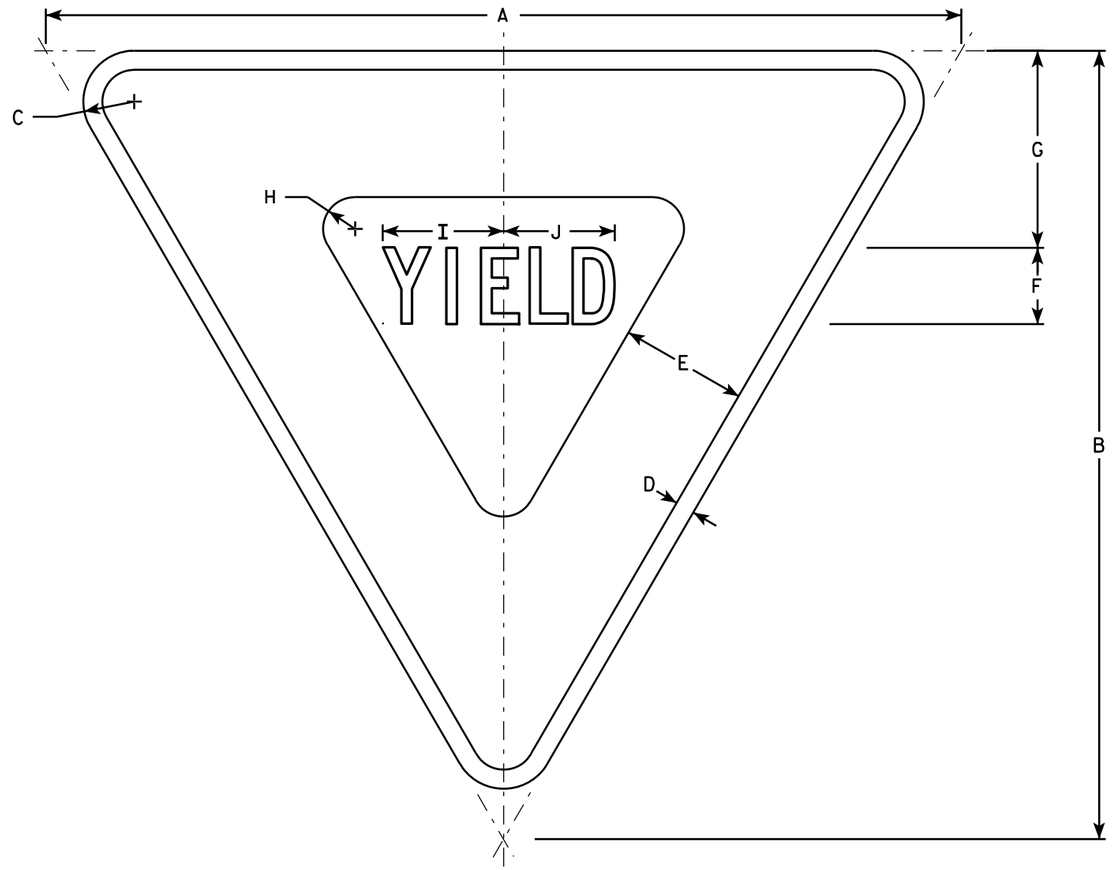
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 692	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. The border strip and word message are reflectorized 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	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

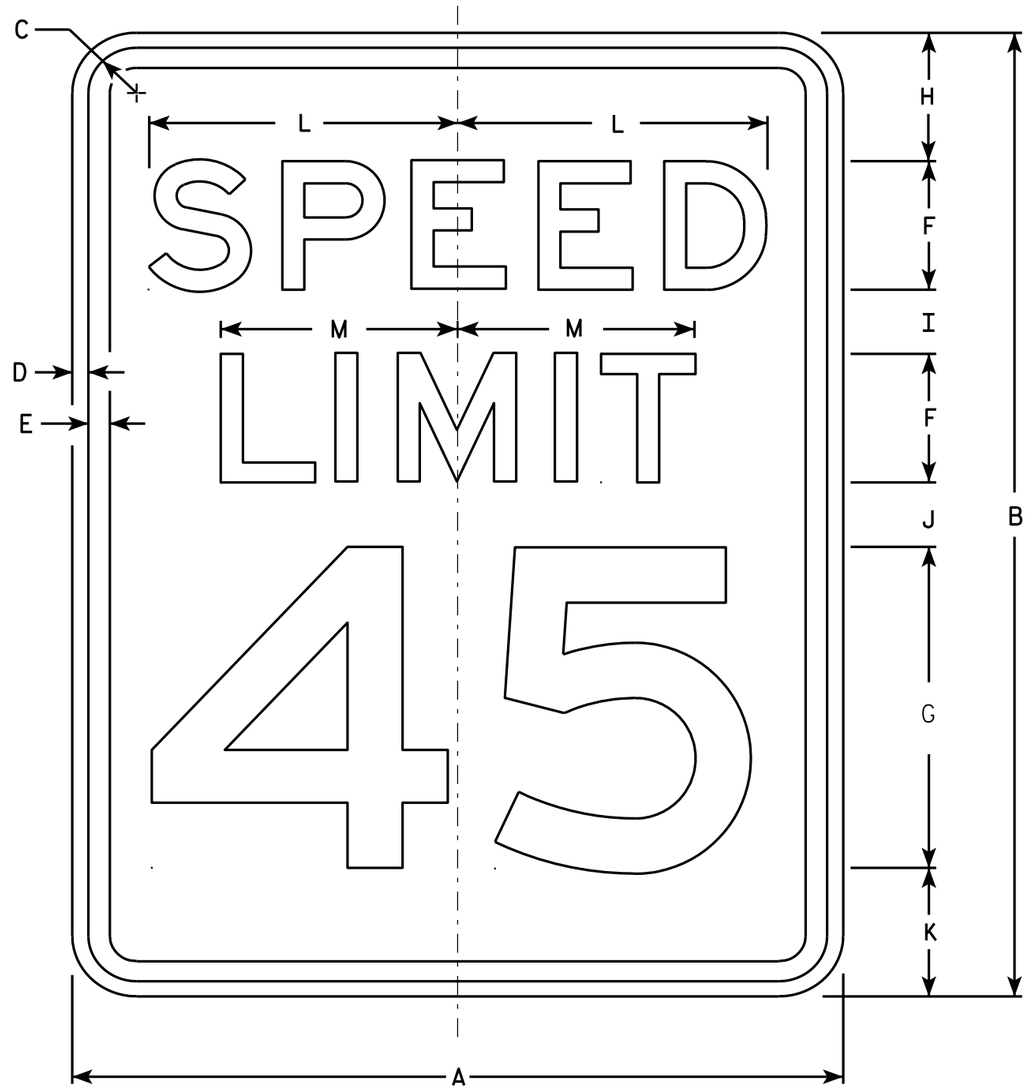
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 693 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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 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 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	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 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

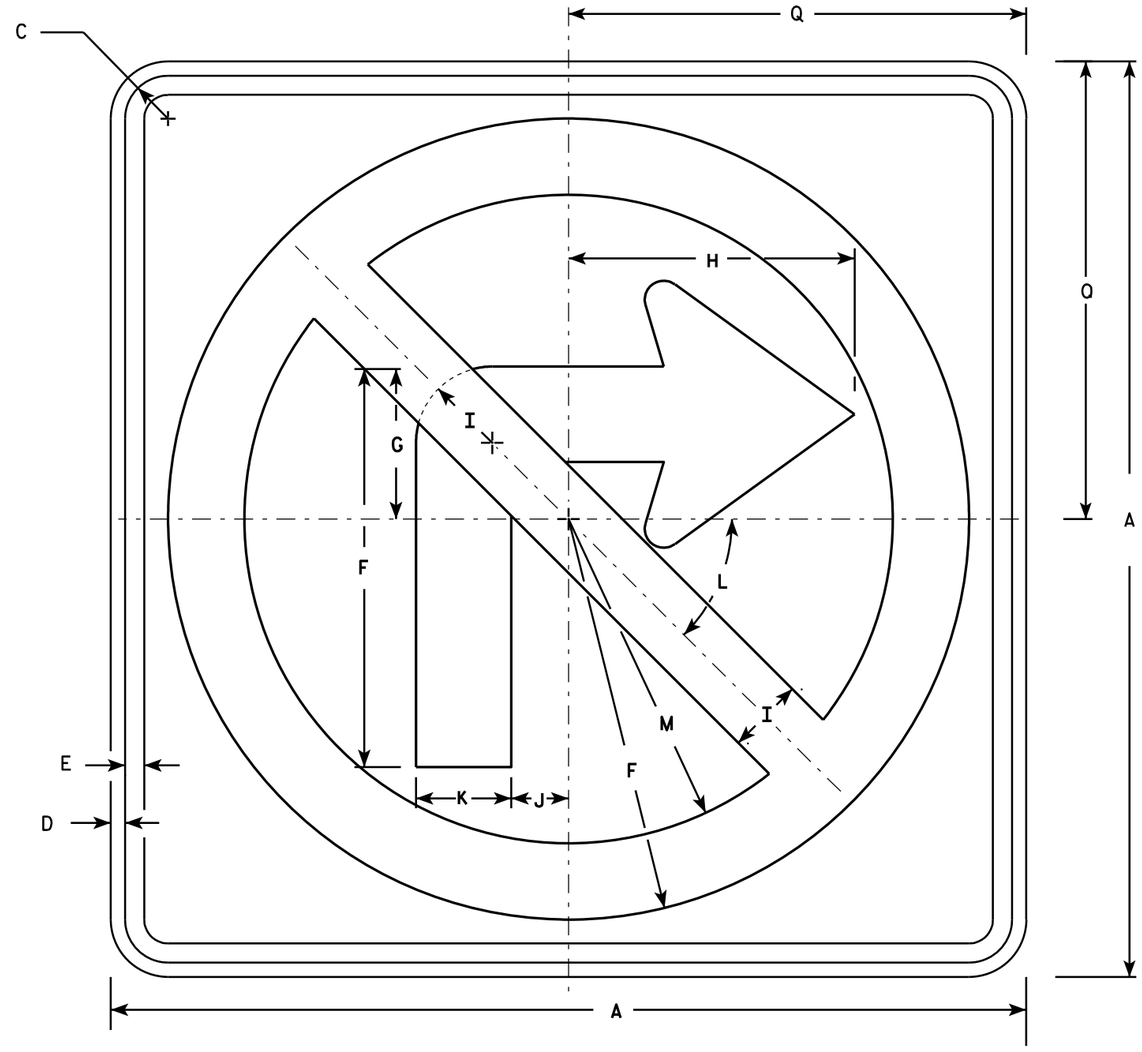
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

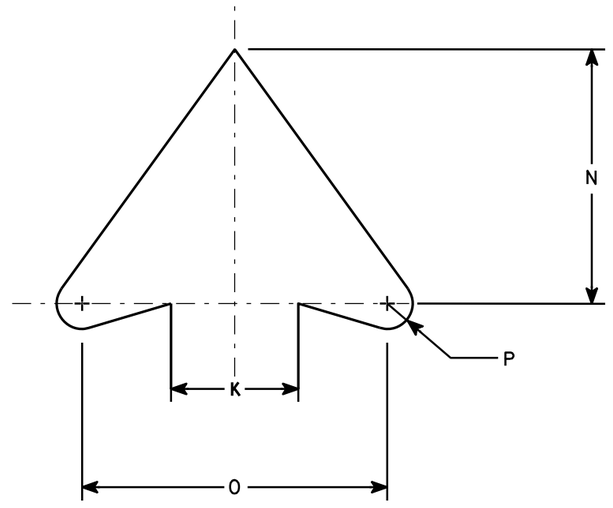
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 694	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

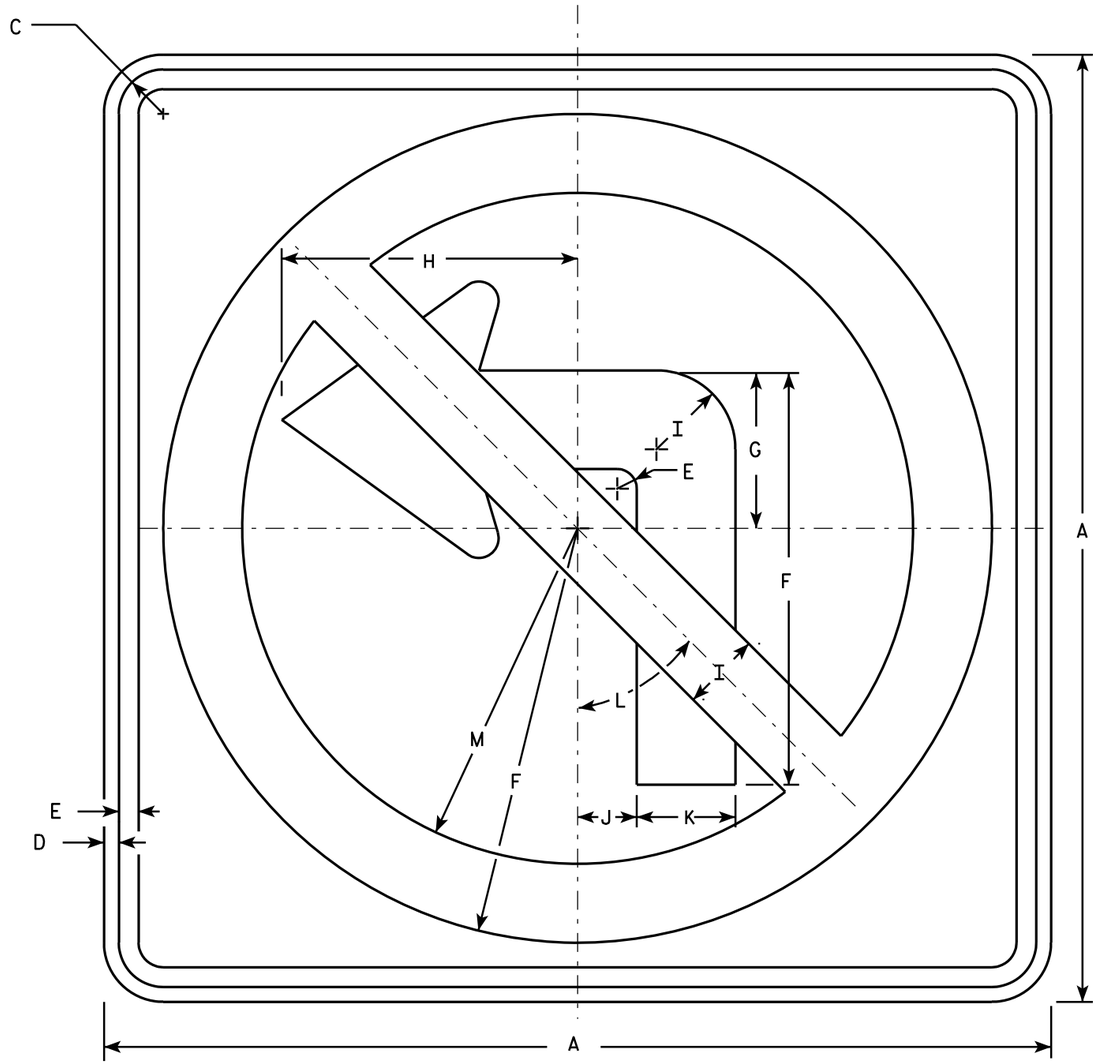
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

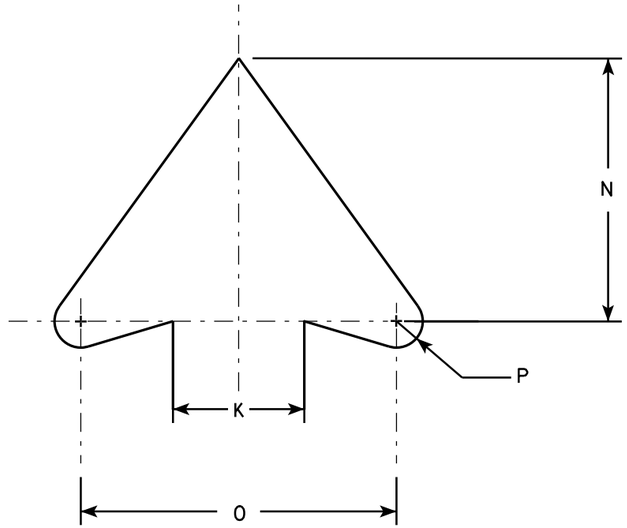
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 695	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

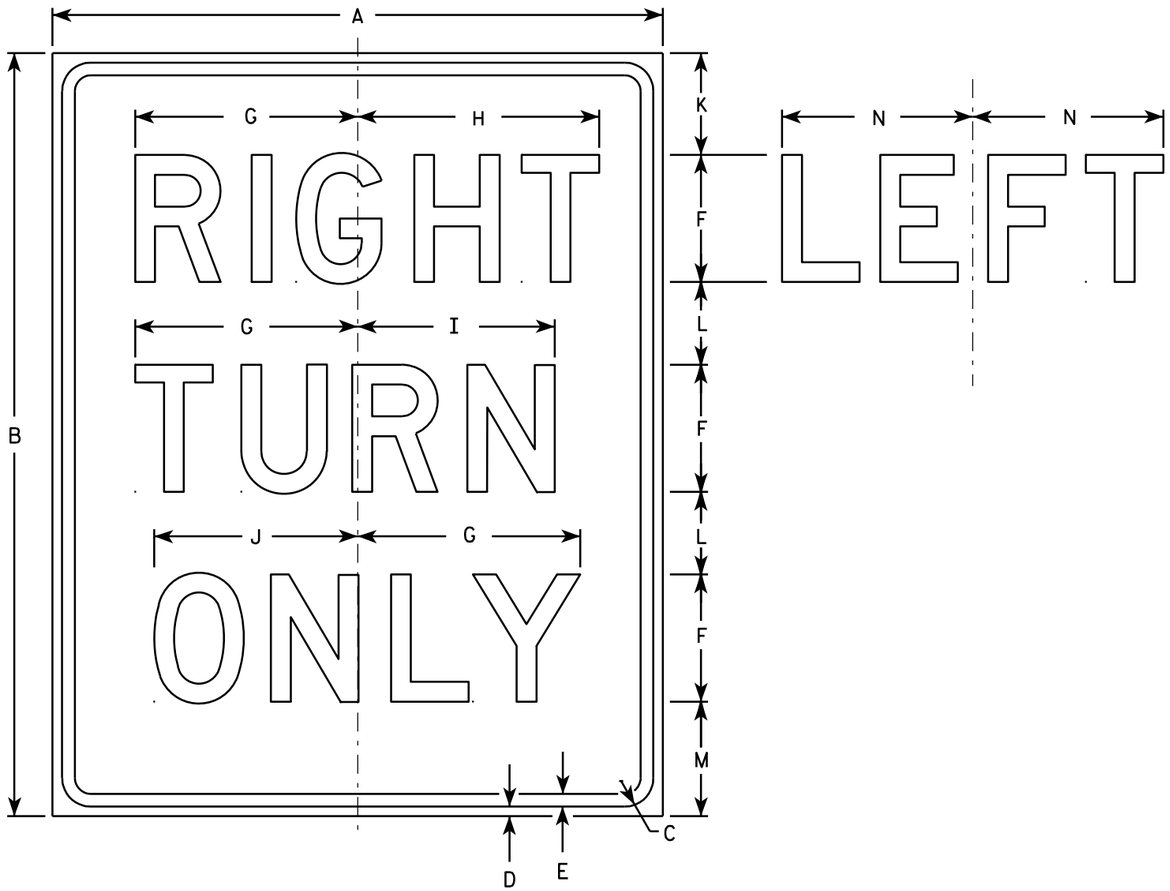
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 696	E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. R3-53L same as R3-53R except LEFT is substituted for RIGHT.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

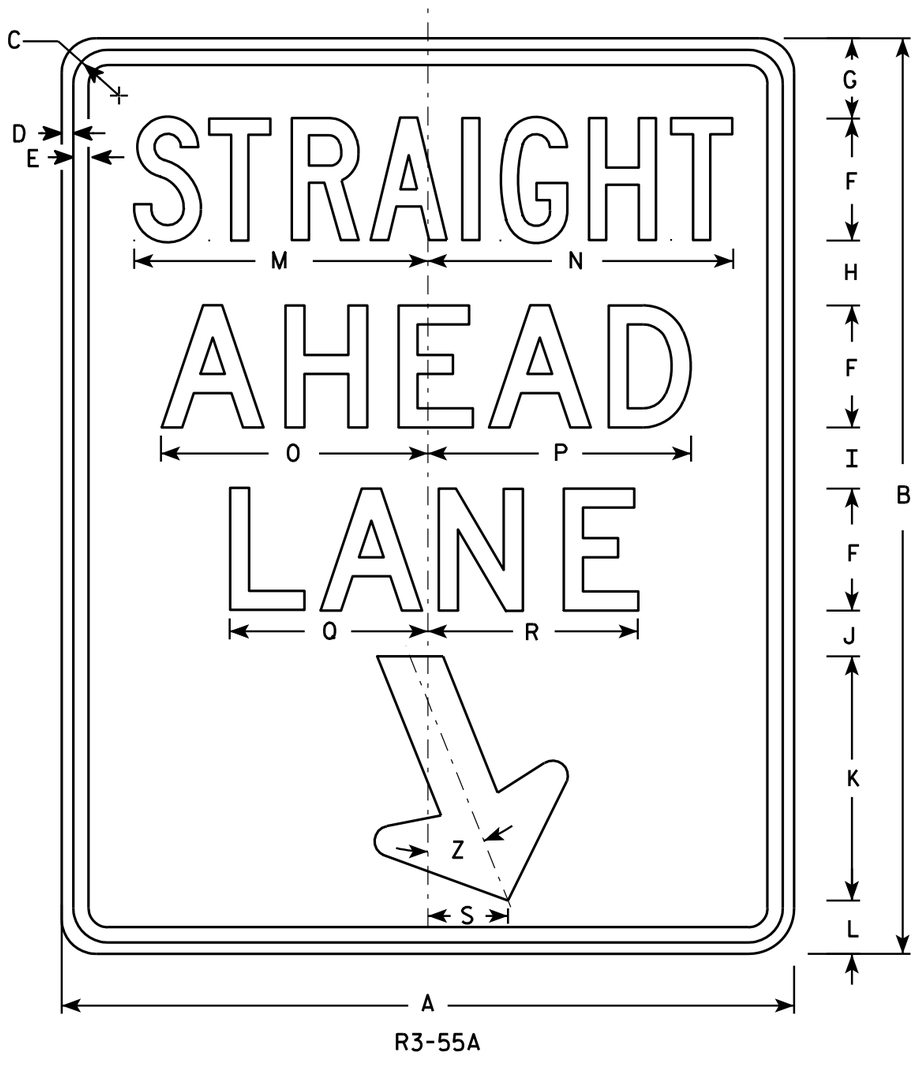
STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-53.8

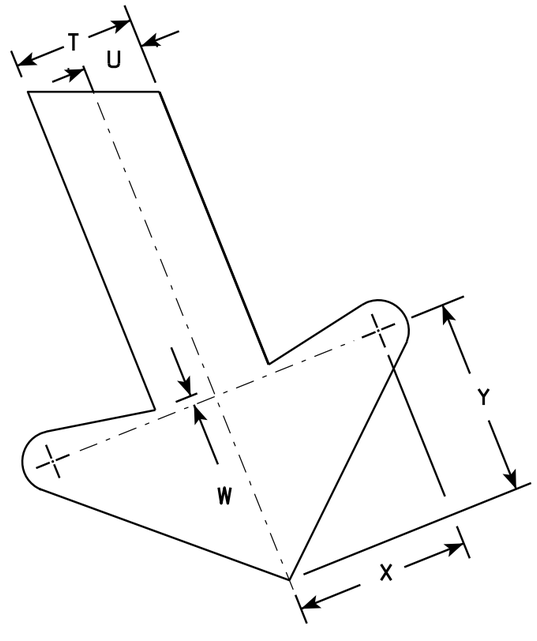
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 697	E



R3-55A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 3
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 - C
   Lines 2 and 3 Series - D



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	2 5/8	2 1/8	2	2	1 1/2	8	9 5/8	10	8 3/4	8 5/8	6 1/2	6 7/8	2 5/8	2	1	1/2	1/4	2 7/8	3 1/4	22°	5.0
2M	24	30	1 1/8	3/8	1/2	4	2 5/8	2 1/8	2	2	1 1/2	8	9 5/8	10	8 3/4	8 5/8	6 1/2	6 7/8	2 5/8	2	1	1/2	1/4	2 7/8	3 1/4	22°	5.0
3	36	48	1 3/4	1/2	5/8	6	4 1/2	3 3/4	3 5/8	3 5/8	2 7/8	12	14 1/2	14 7/8	13 1/8	12 7/8	9 3/4	10 1/4	4	3	1 1/2	3/4	3/8	4 1/4	4 7/8	22°	12.0
4																											
5																											

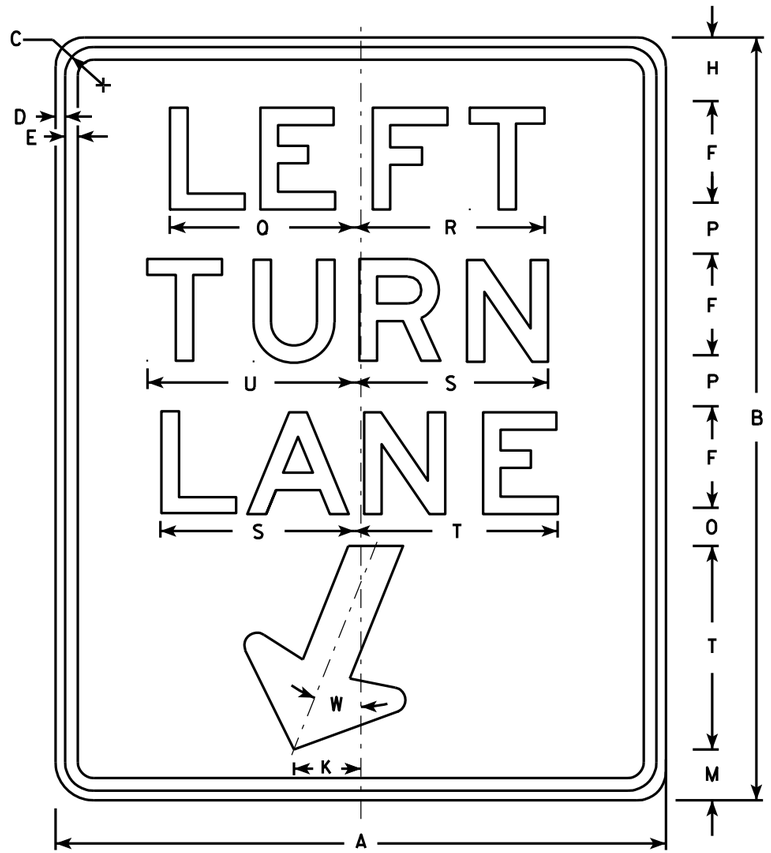
STANDARD SIGN
R3-55A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-55A.5

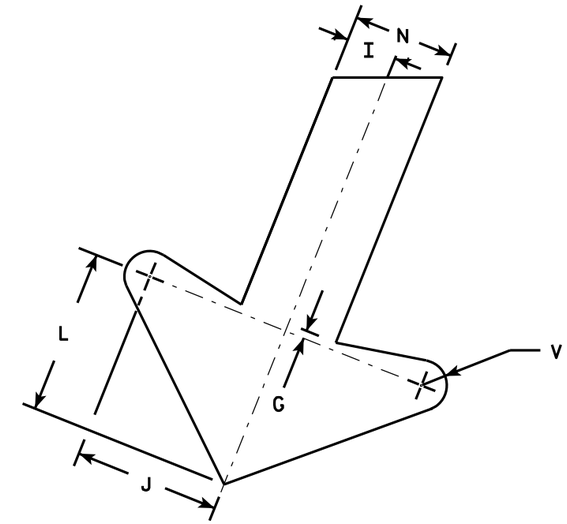
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 698	E



R3-56L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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.



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	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				5.0
2M	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				5.0
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	10 7/8	11 1/4	11 1/2	12	12 1/4	3/4	22°				12.0
4																											
5																											

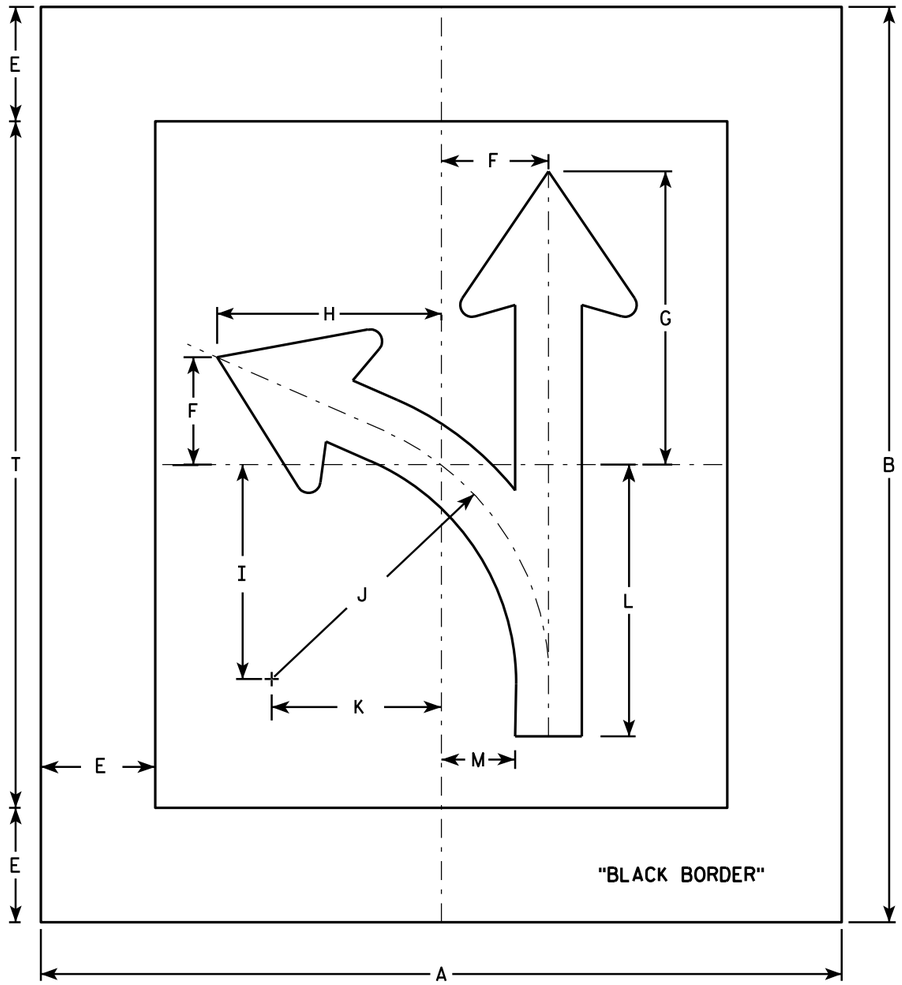
STANDARD SIGN
R3-56L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/22/10 PLATE NO. R3-56L.1

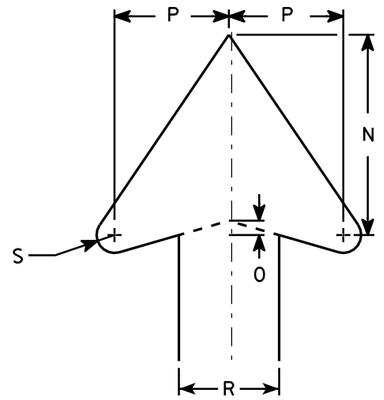
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 699	E



R3-6L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

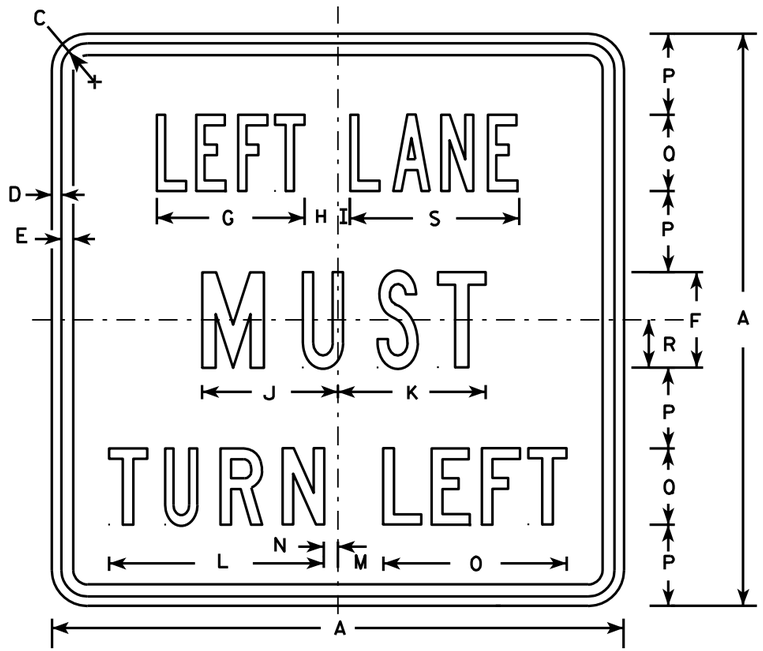
STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

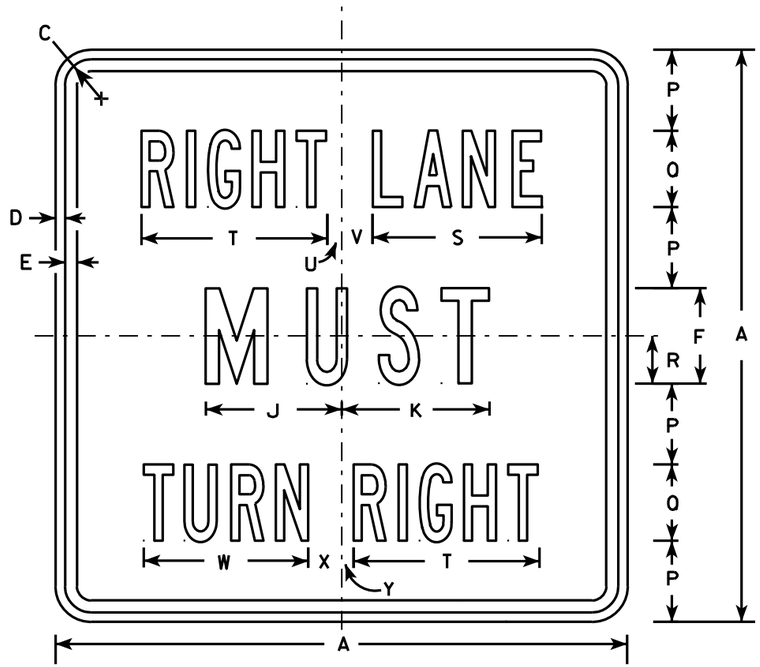
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 700 | E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

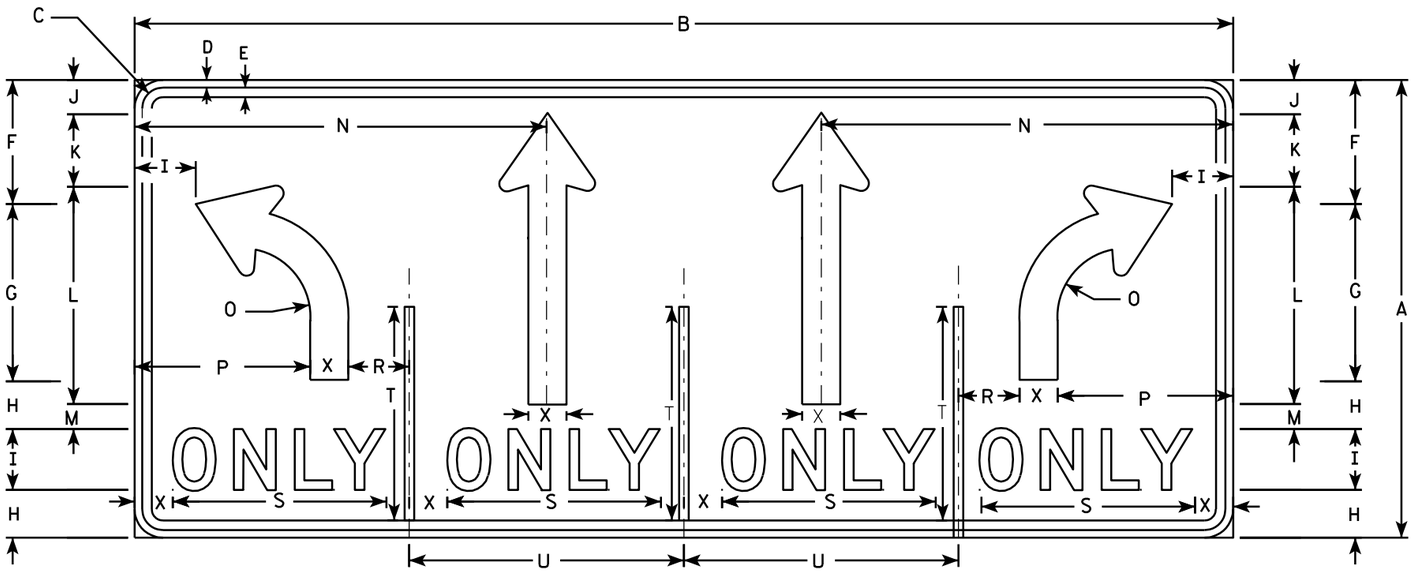
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

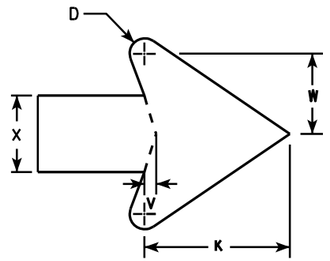
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 701 | E



R3-8V

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



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	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
3																											
4	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0
5	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0

STANDARD SIGN
R3-8V

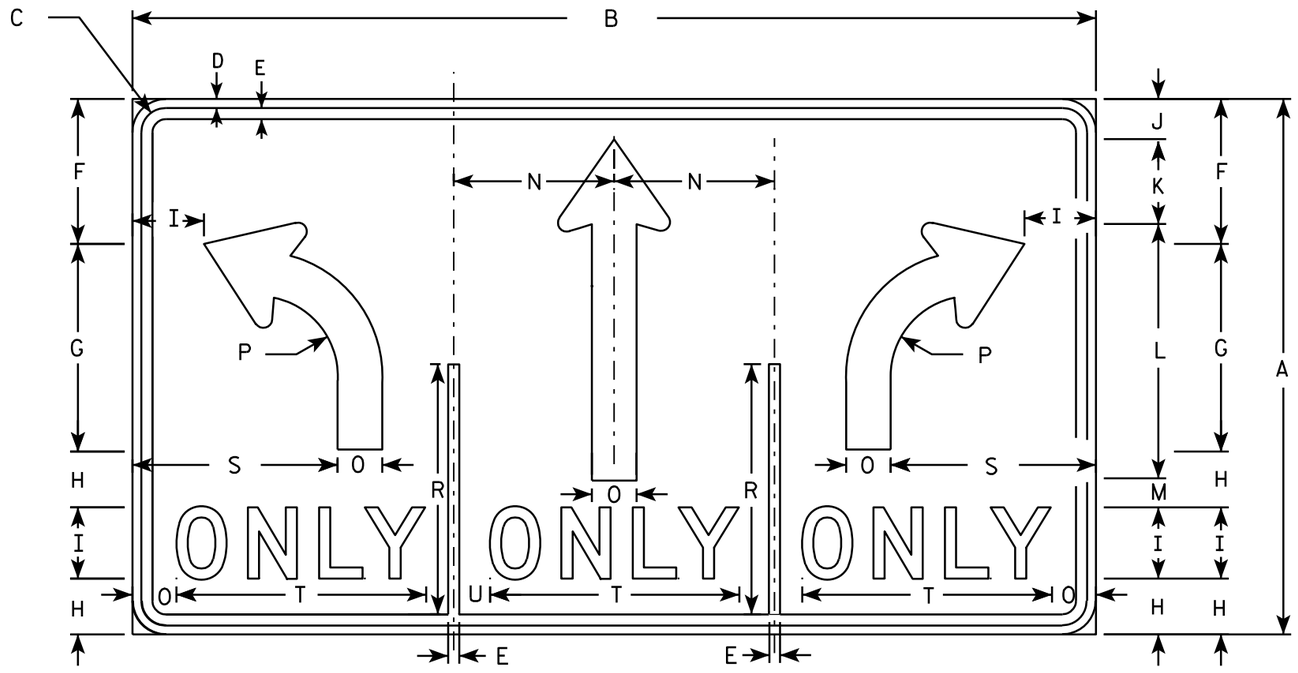
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/11 PLATE NO. R3-8V.3

PROJECT NO:

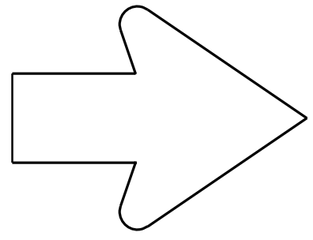
SHEET NO: 702 E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

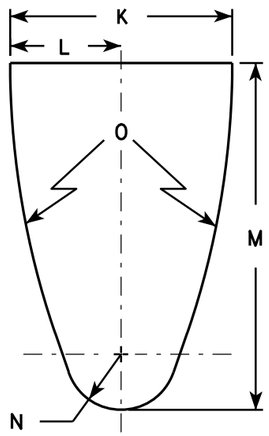
WISCONSIN DEPT OF TRANSPORTATION

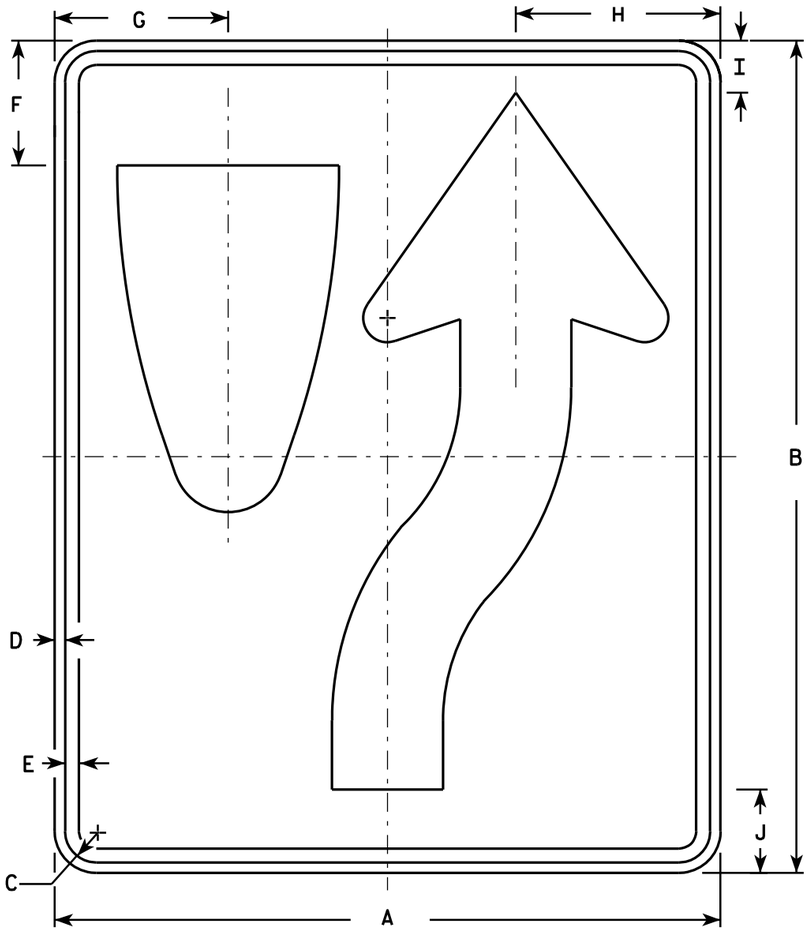
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

SHEET NO: 703 E

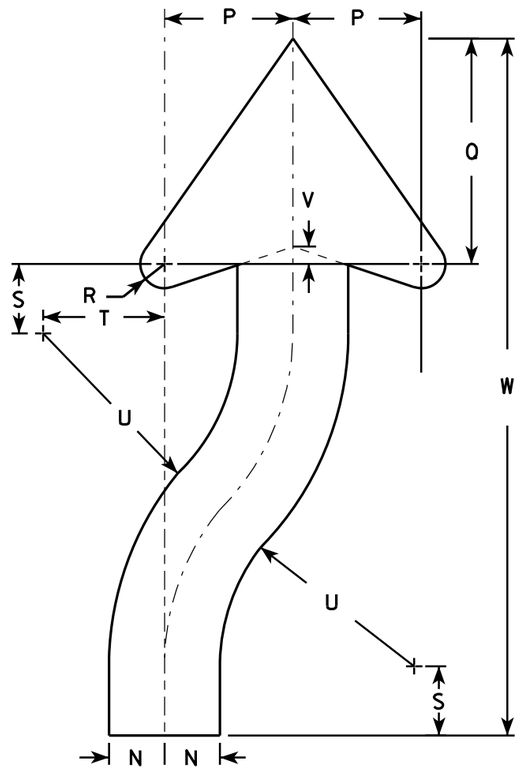




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend 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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

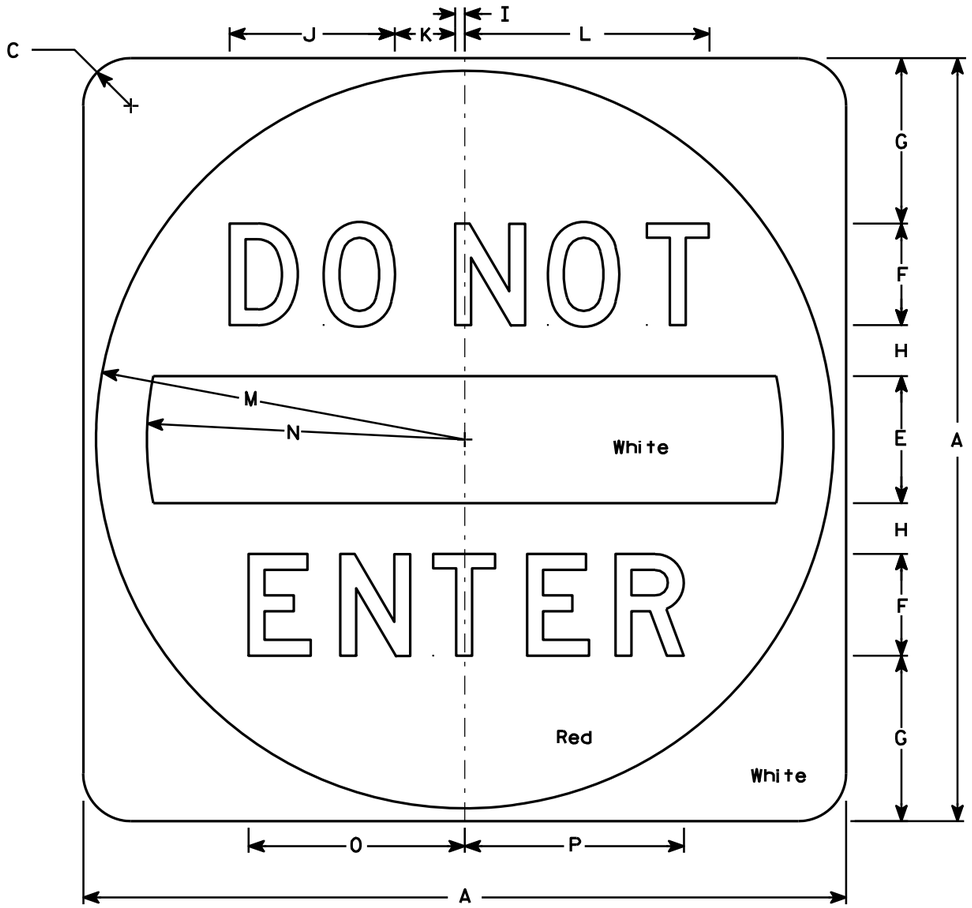
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 704	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

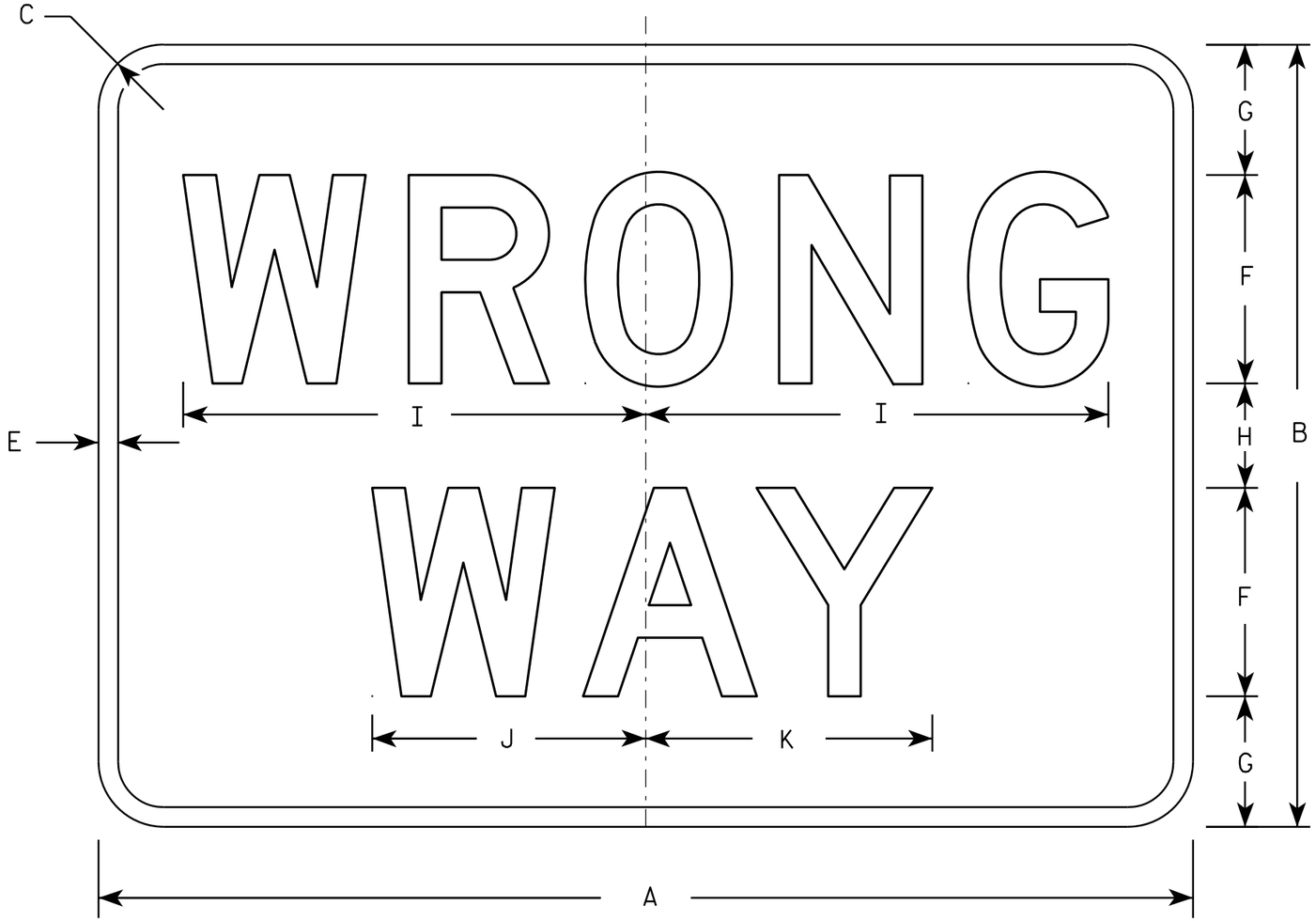
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 705 | E



R5-1A

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

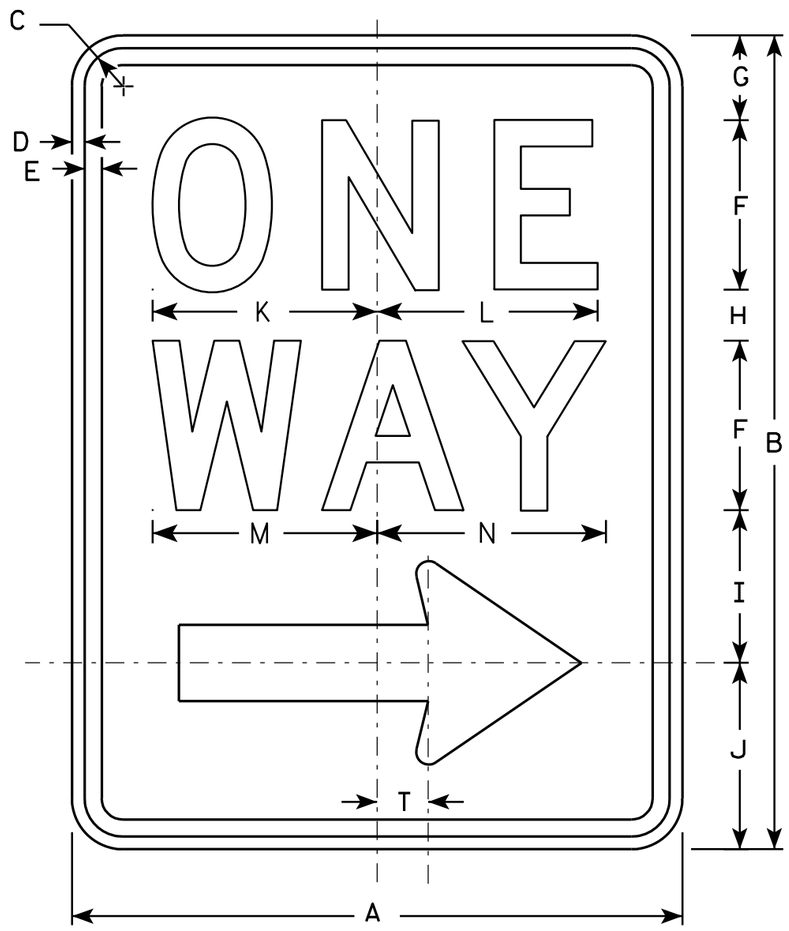
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

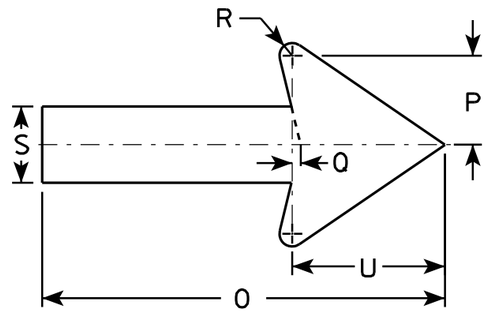
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 706	E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

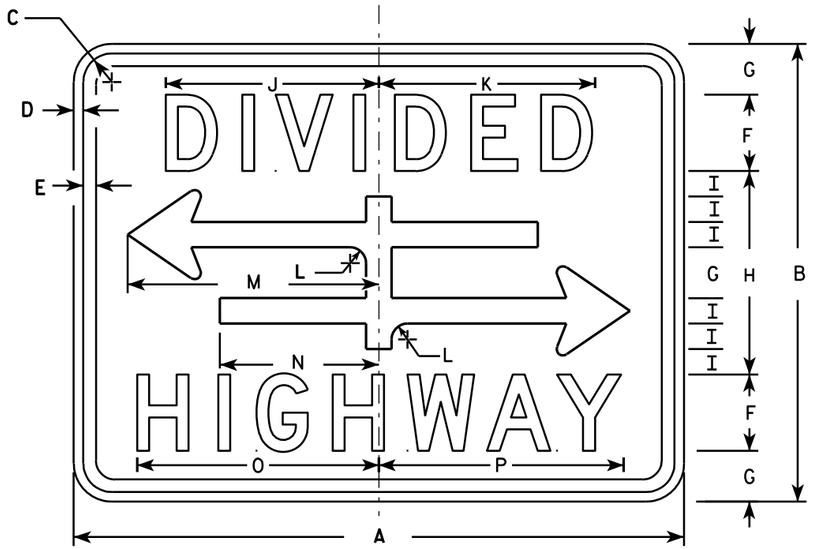
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

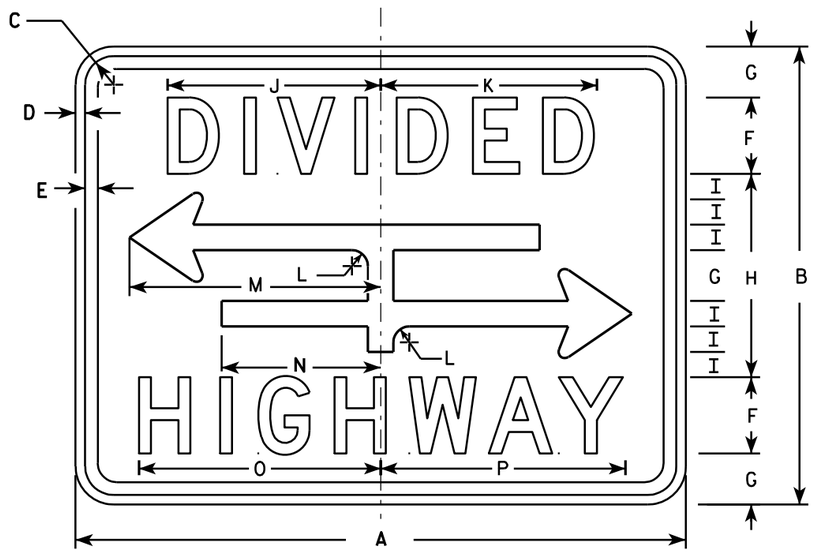
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 707	E



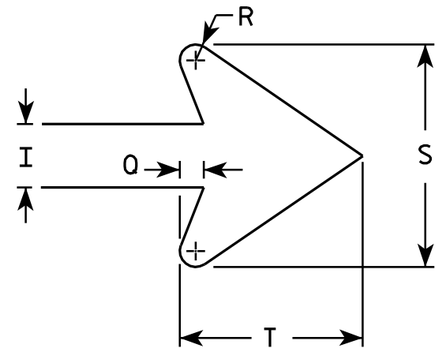
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

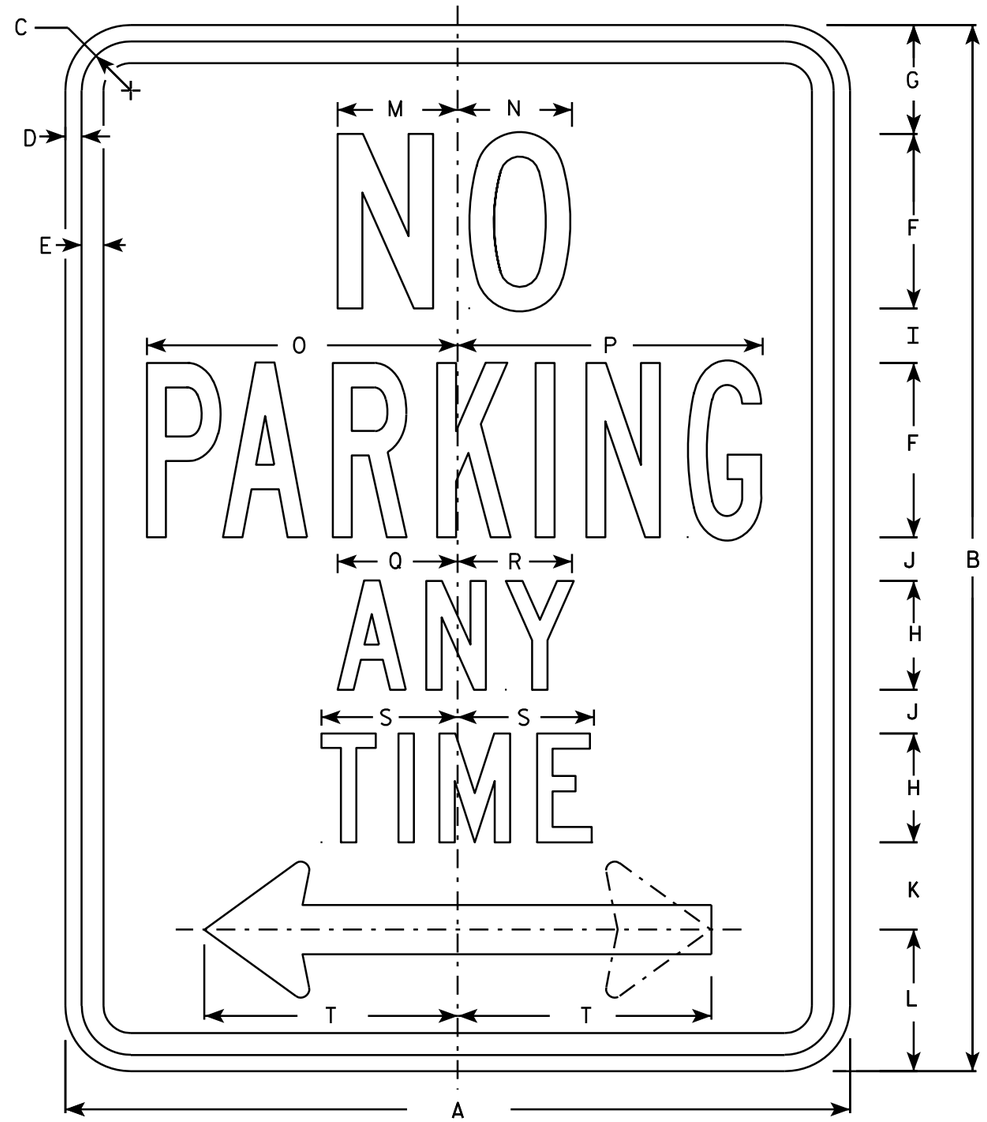
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

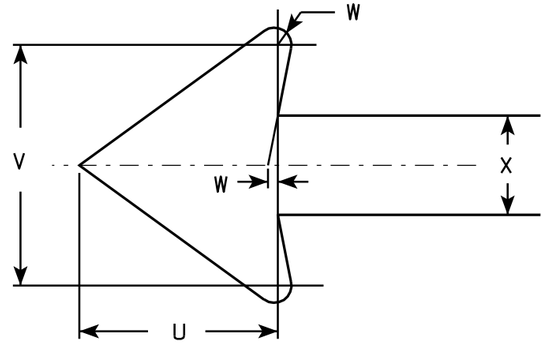
SHEET NO: 708 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
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, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	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	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	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	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	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	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	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	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

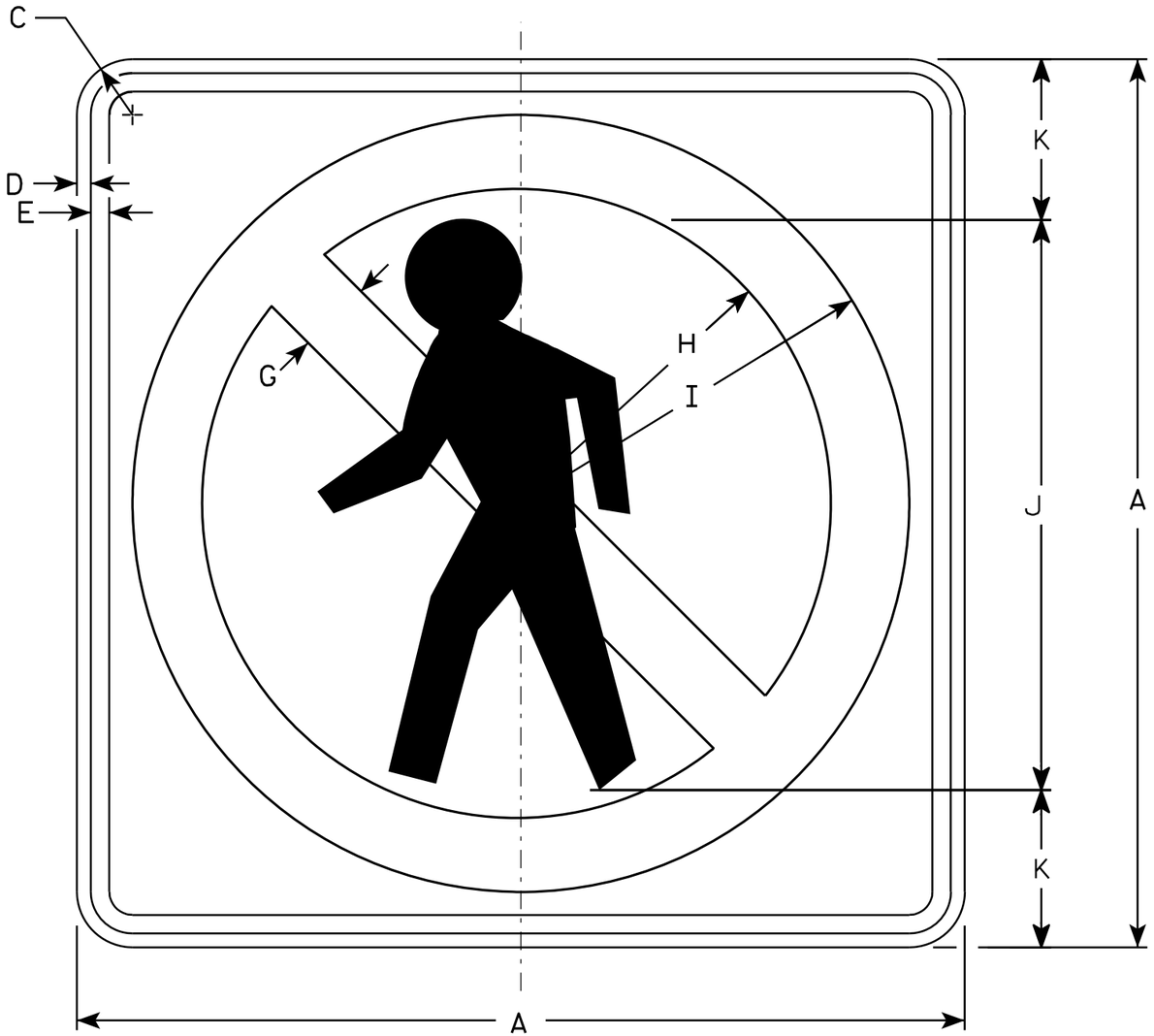
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 709	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

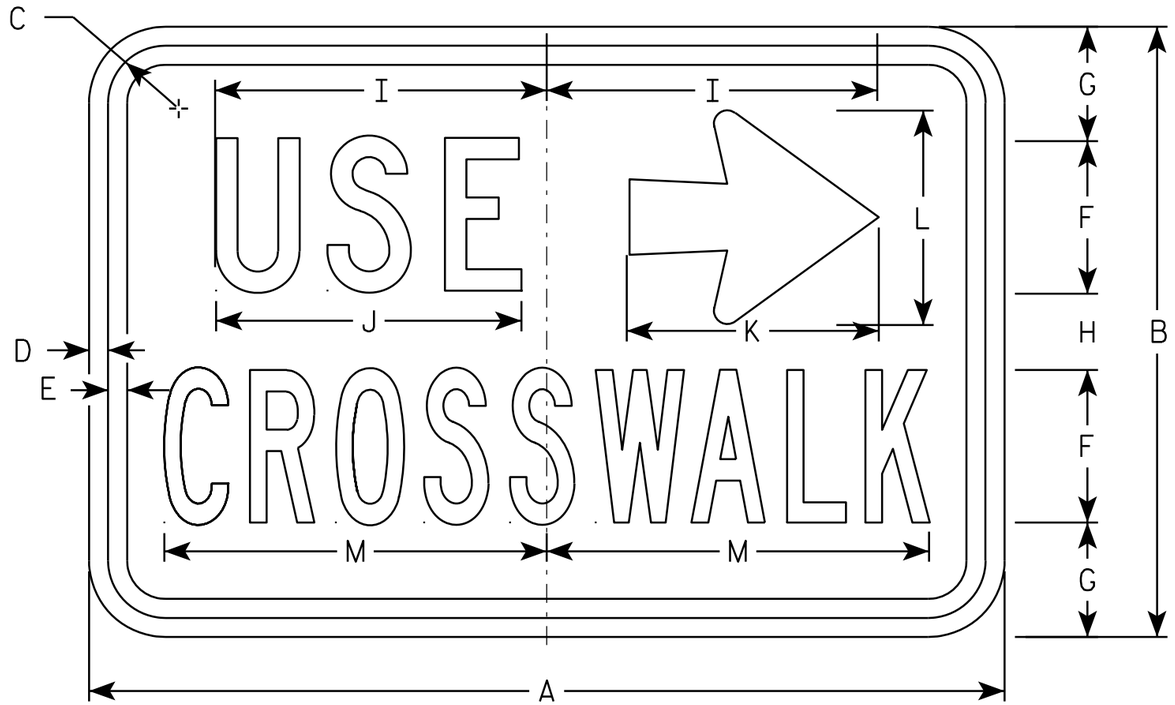
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 710 | E



R9-3BR

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

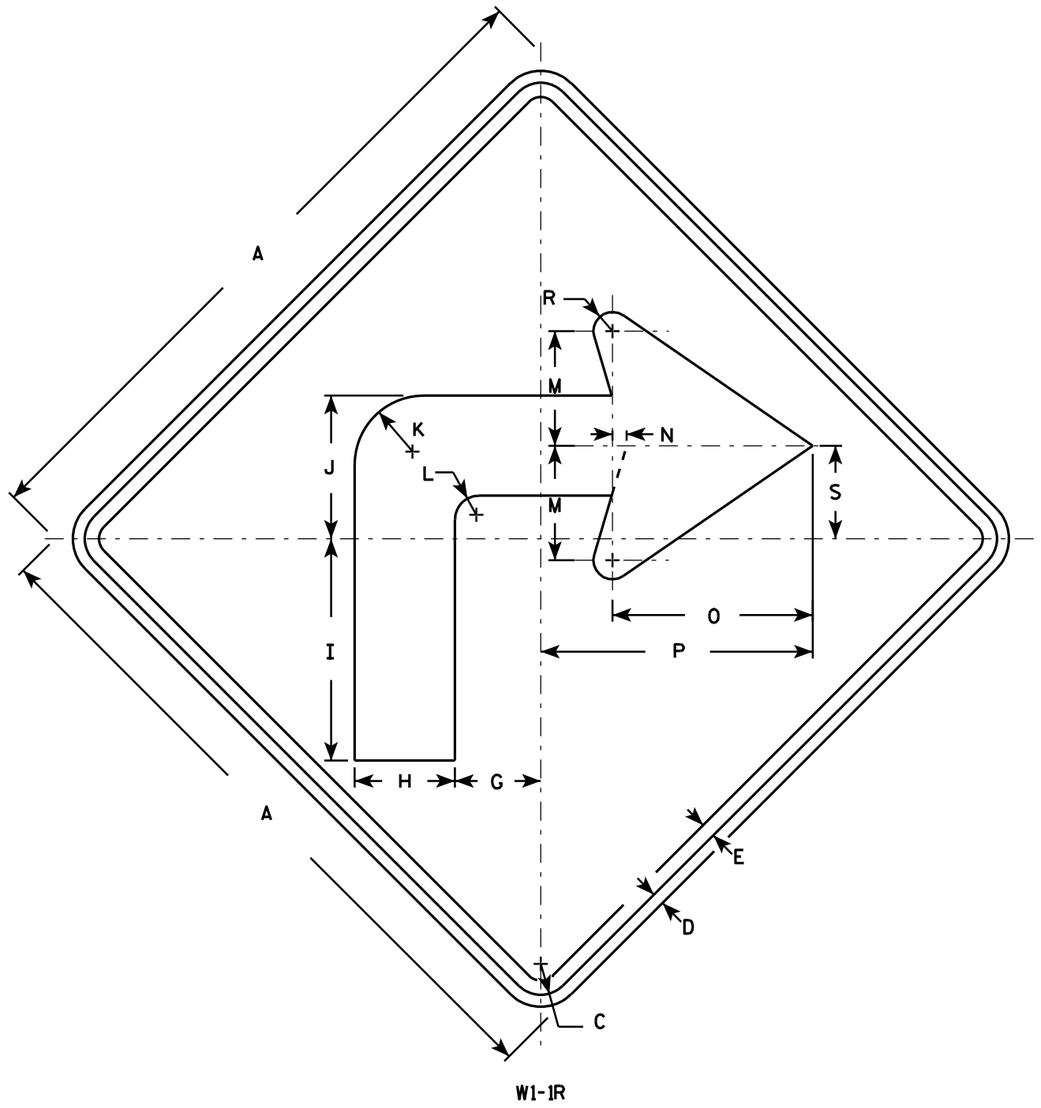
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 711 | E



W1-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W1-1L is the same as W1-1R 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 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

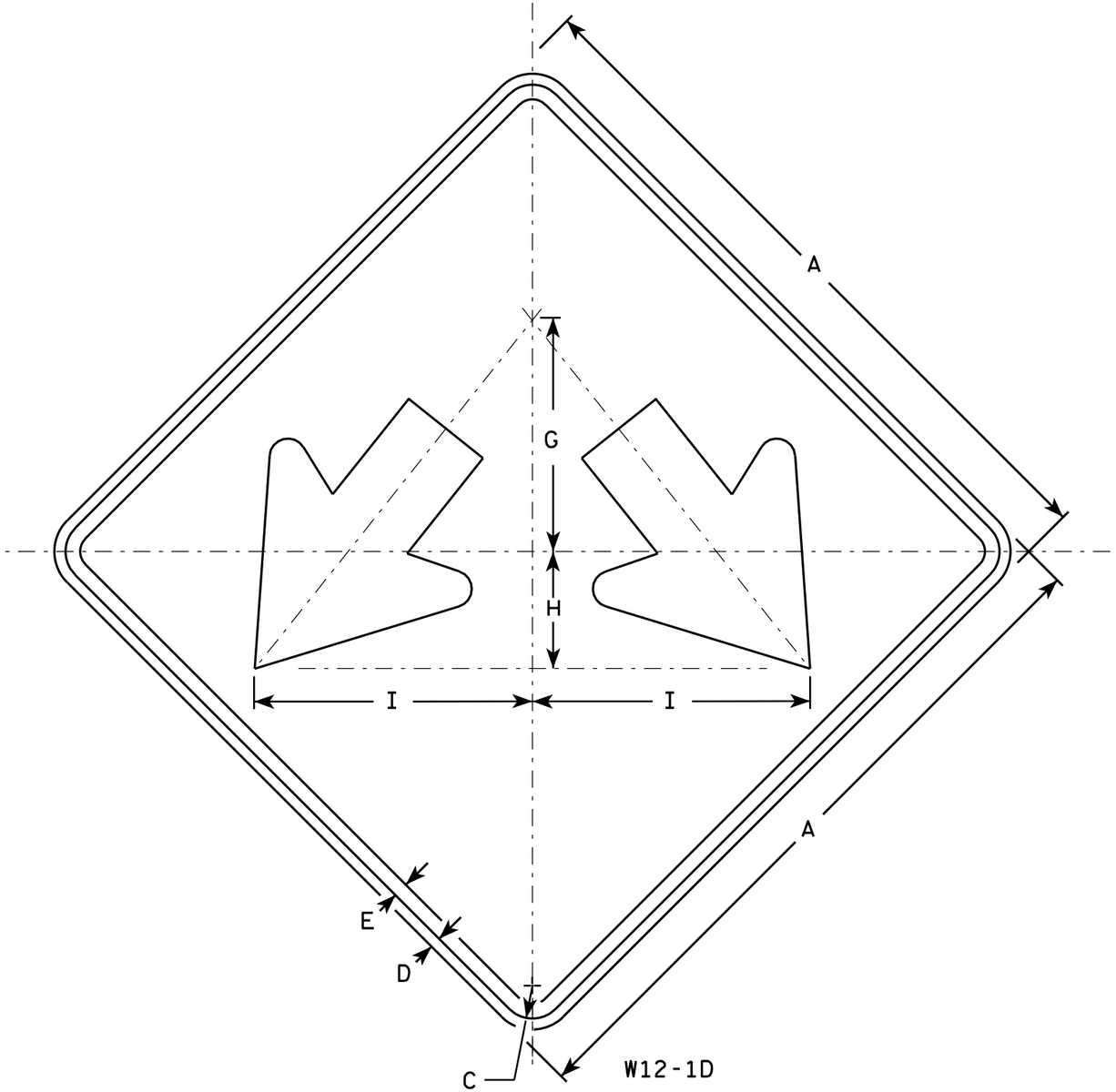
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

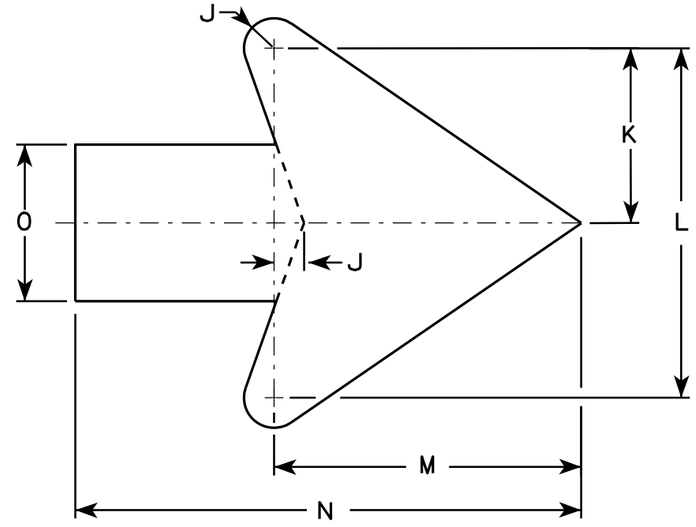
DATE 5/15/12 PLATE NO. W1-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 712 | 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 - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/11 PLATE NO. W12-1D.14

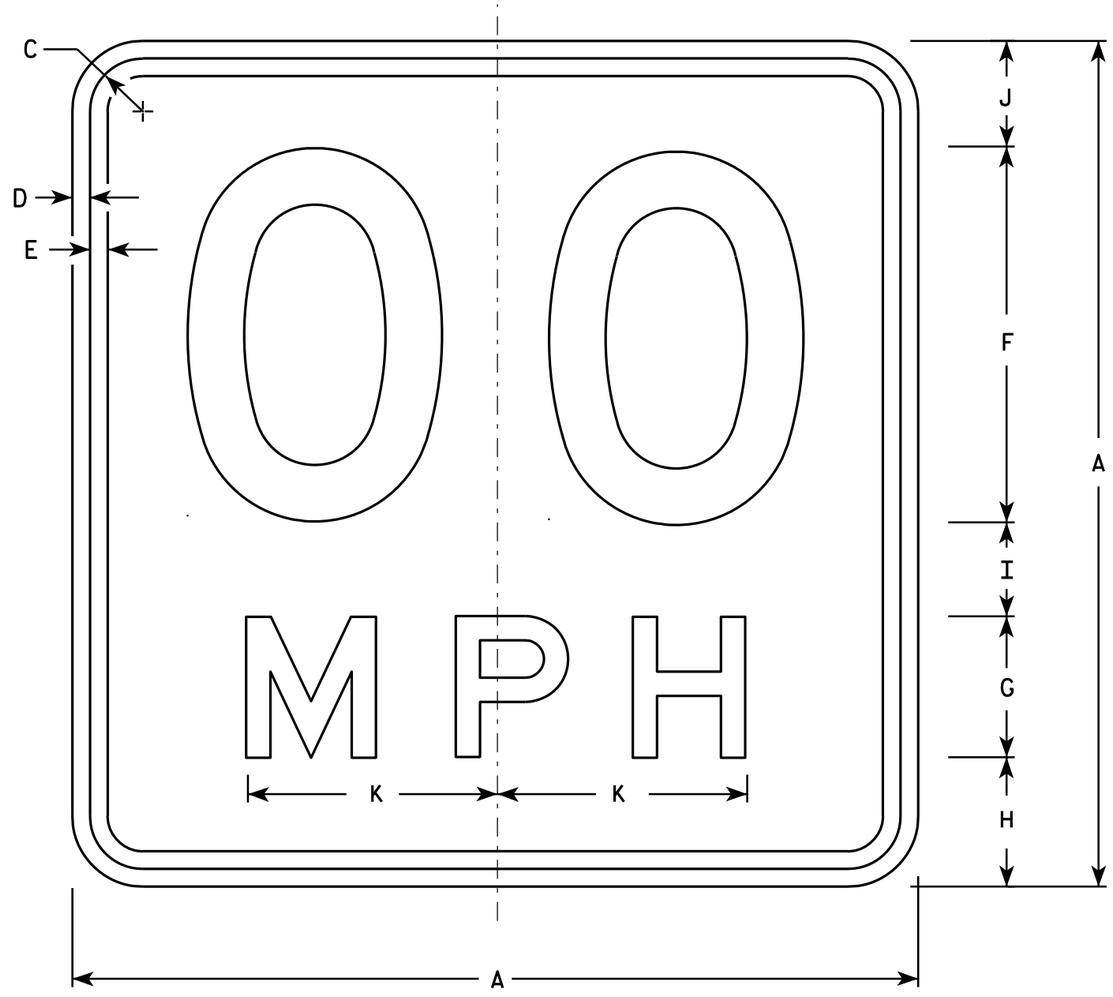
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 713	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W121D.DGN PLOT DATE : 16-MAR-2011 14:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.717577:1.000000

WISDOT/CADDS SHEET 42

7

7



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
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 and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

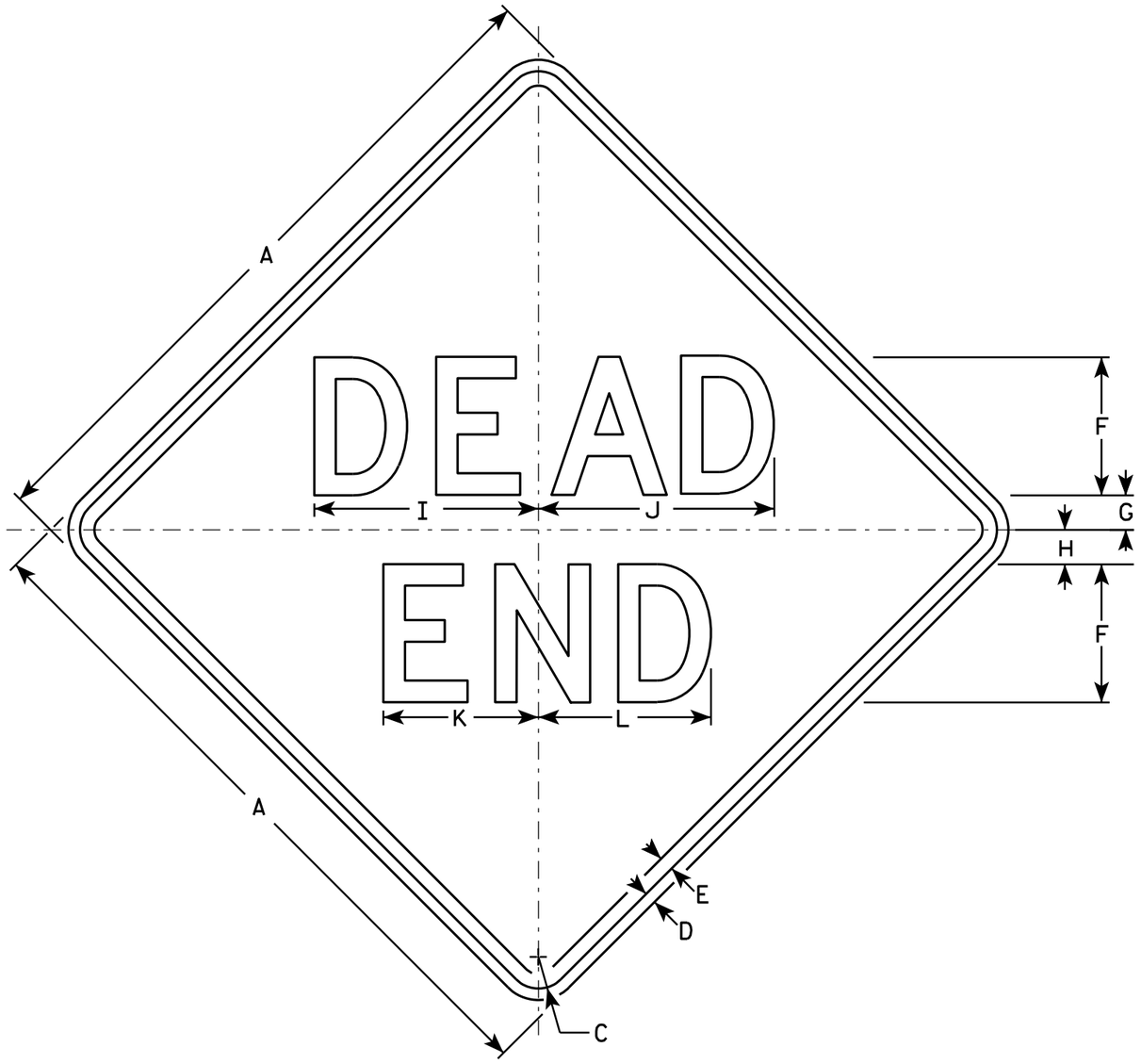
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 714 | E



W14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

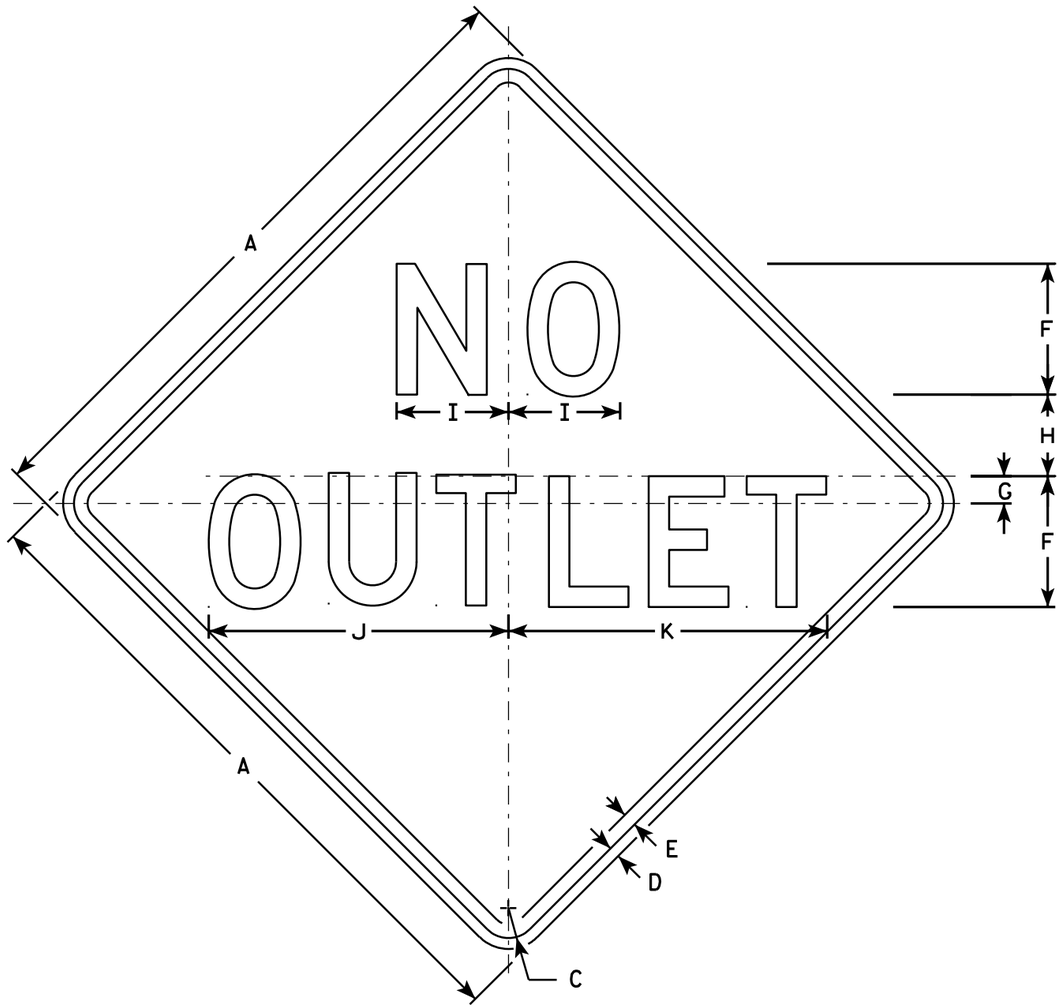
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W14-1.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 715	E



W14-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W14-2.2

PROJECT NO:

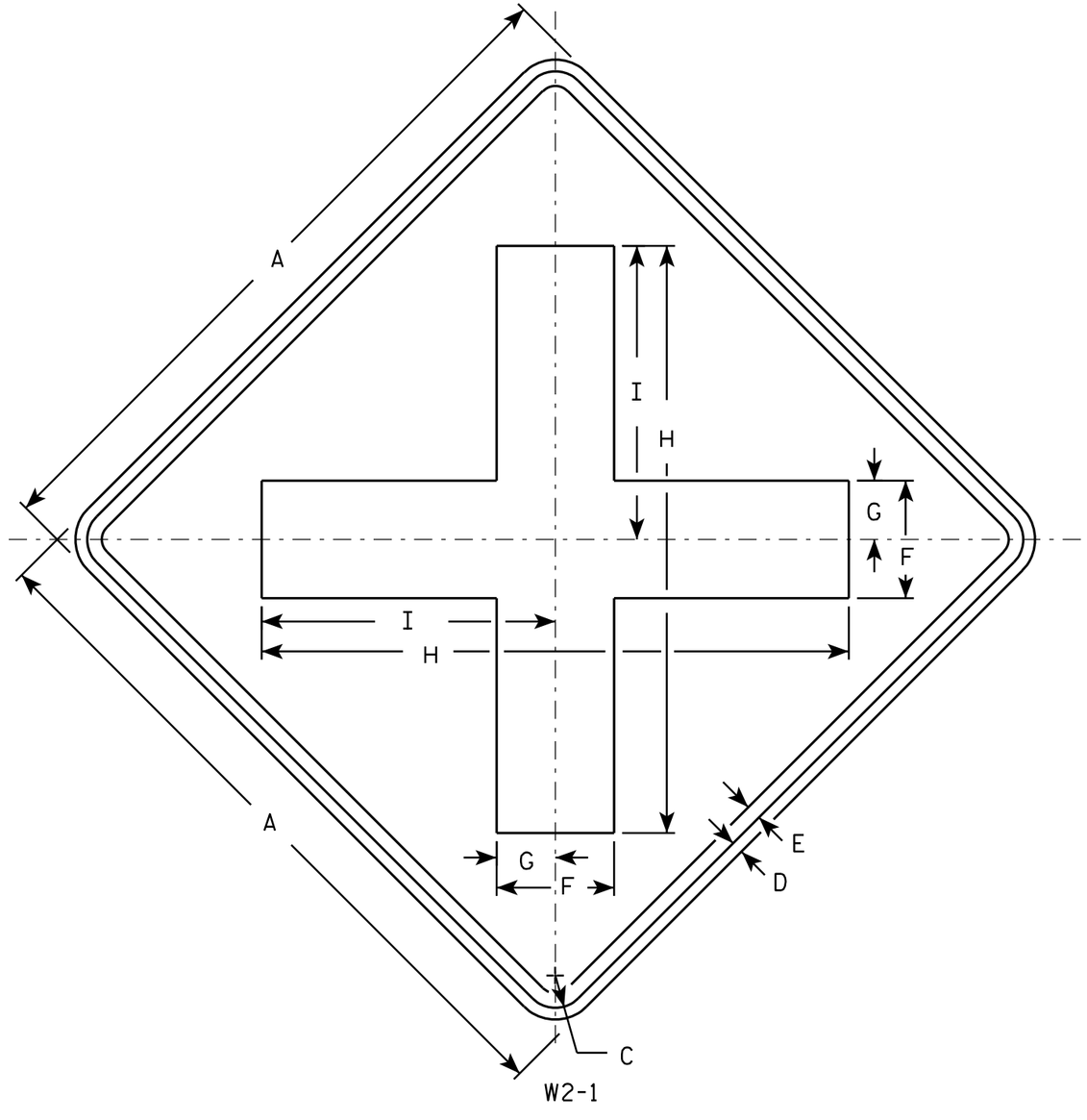
SHEET NO: 716 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W142.DGN PLOT DATE : 16-MAR-2011 15:50 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

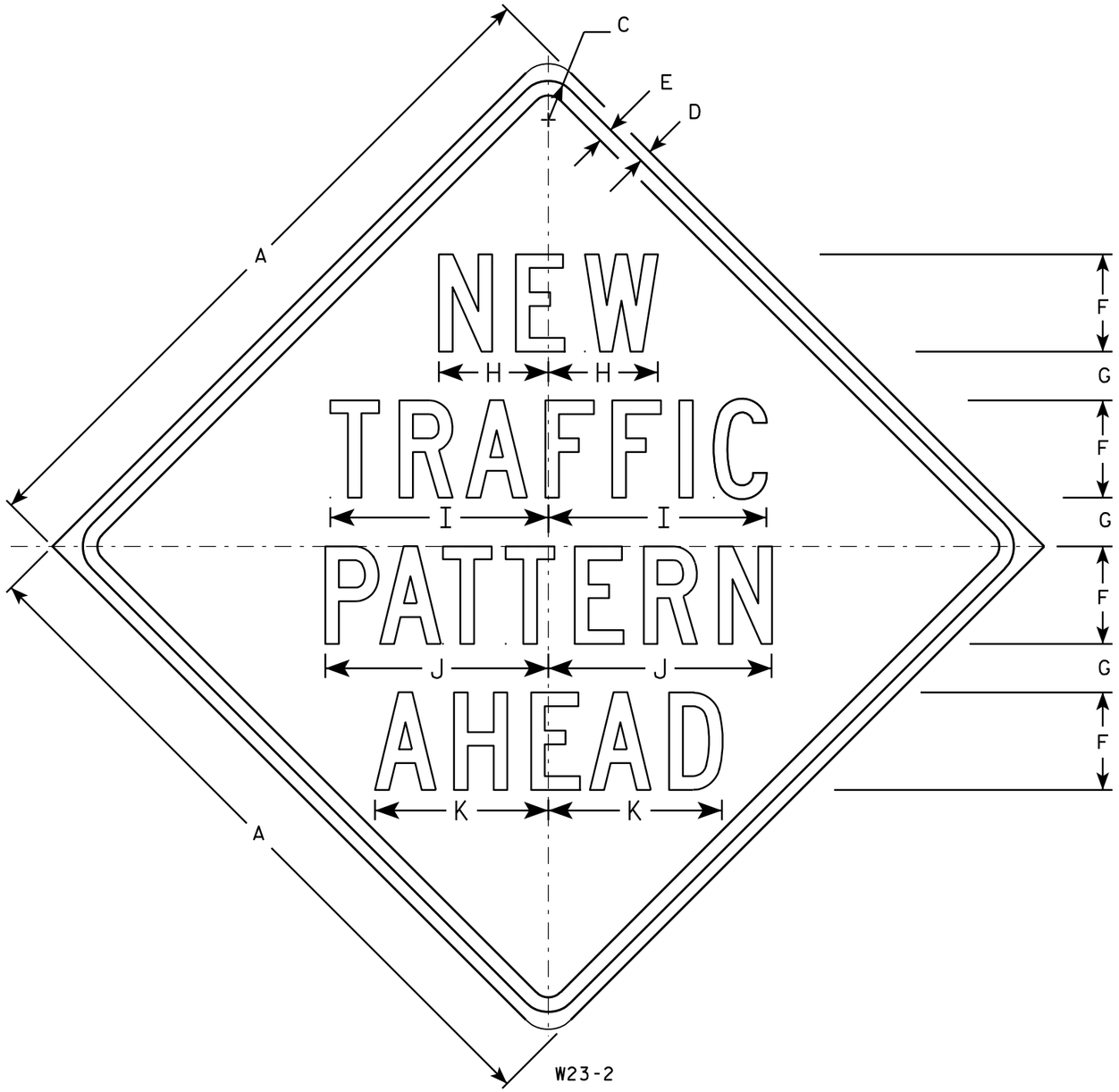
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 717	E



NOTES

1. Sign isType II - Type H Reflective - reference WIS DOT Standard Specification forHIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		1 5/8	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

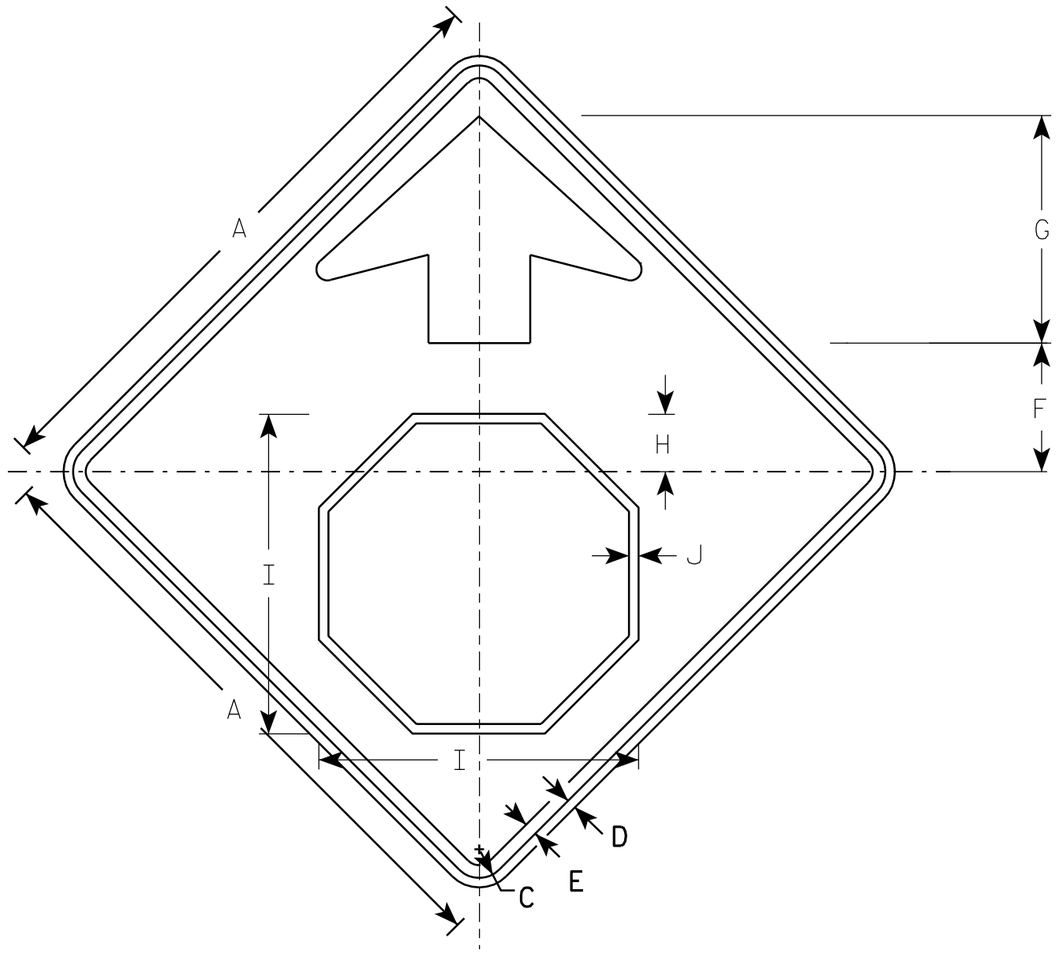
STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W23-2.1

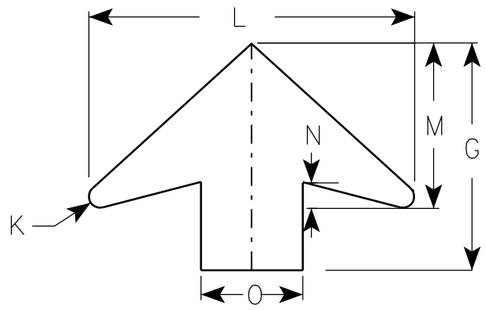
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 718 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

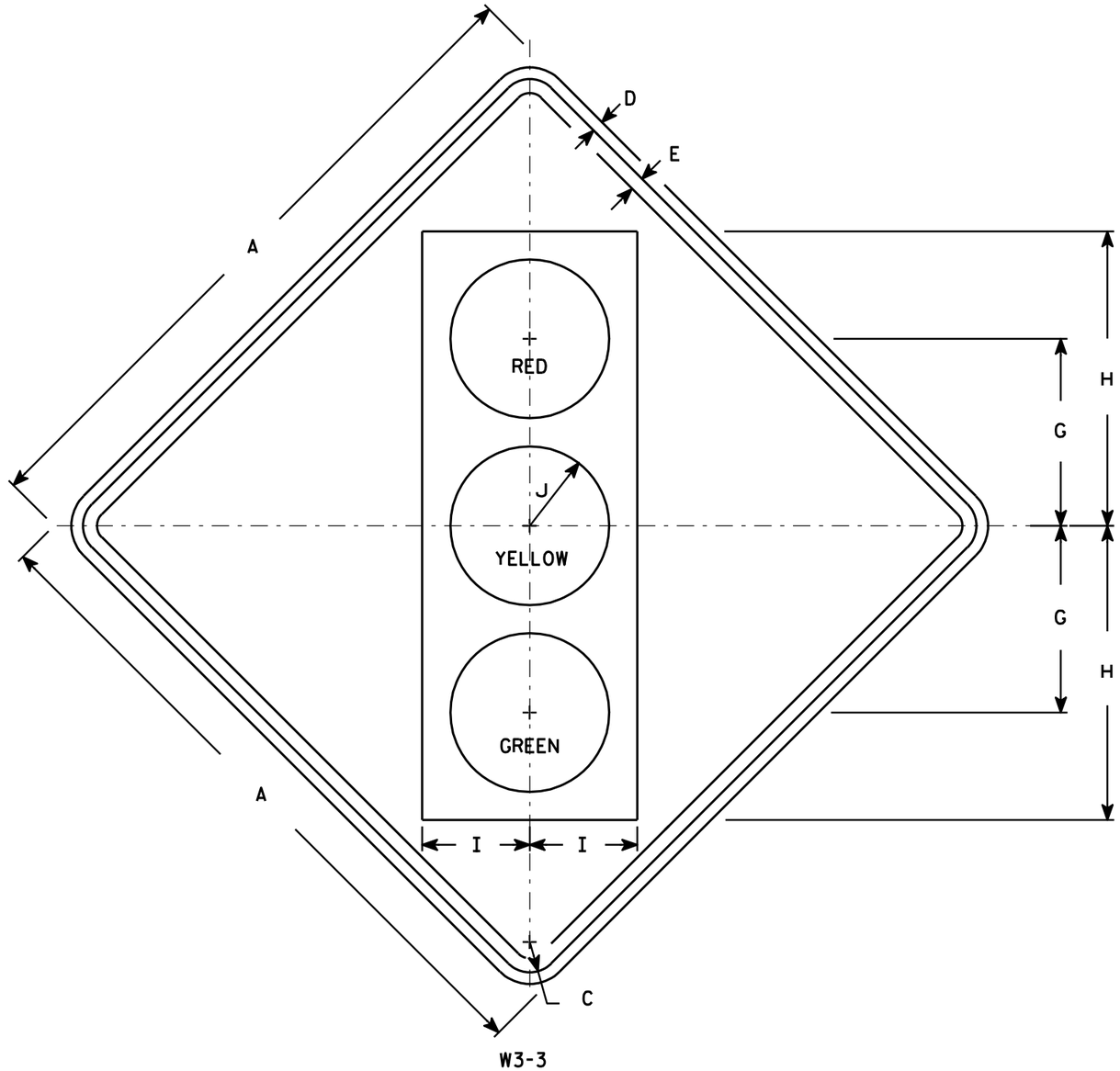
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 719 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

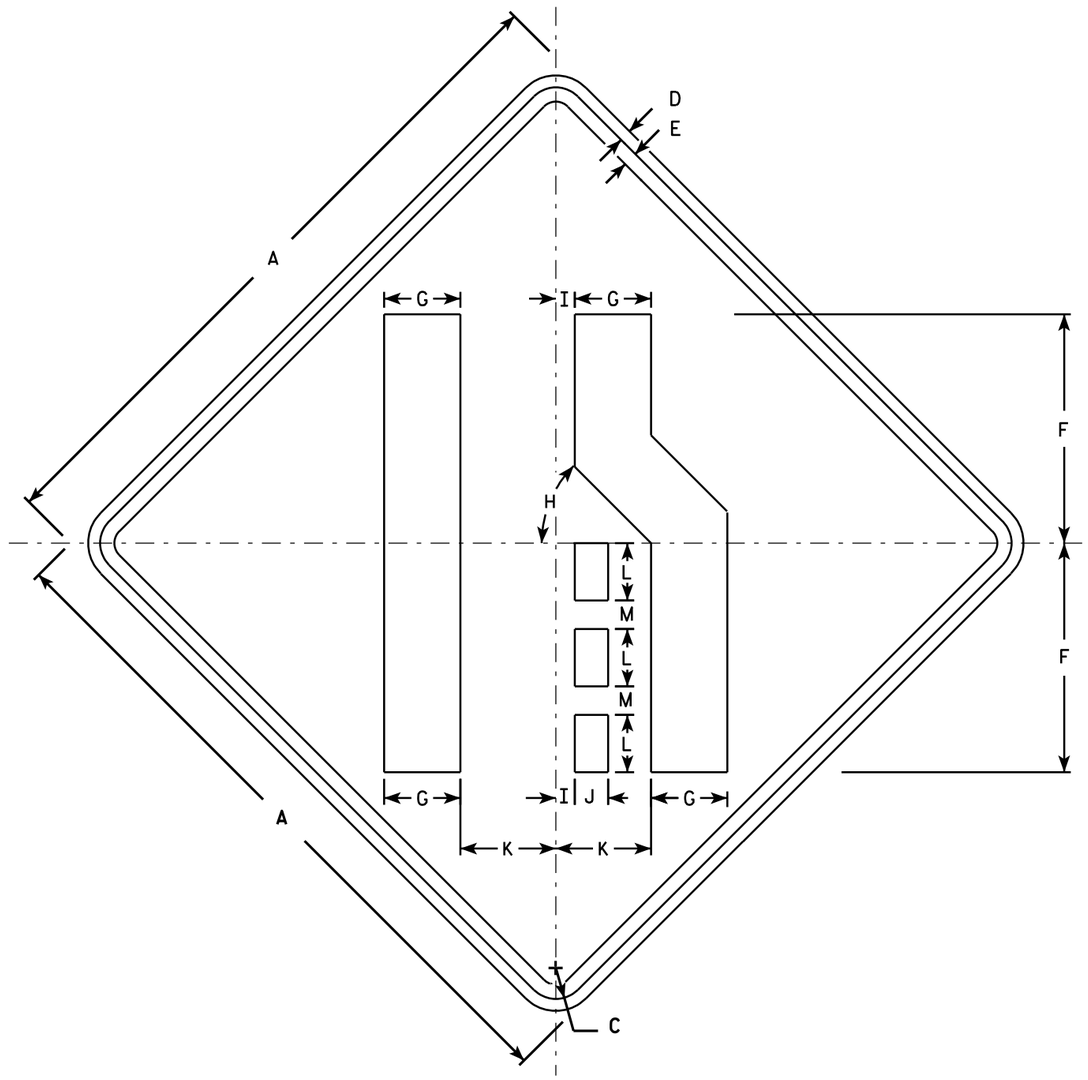
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 720 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000
WISDOT/CADDS SHEET 42



W4-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

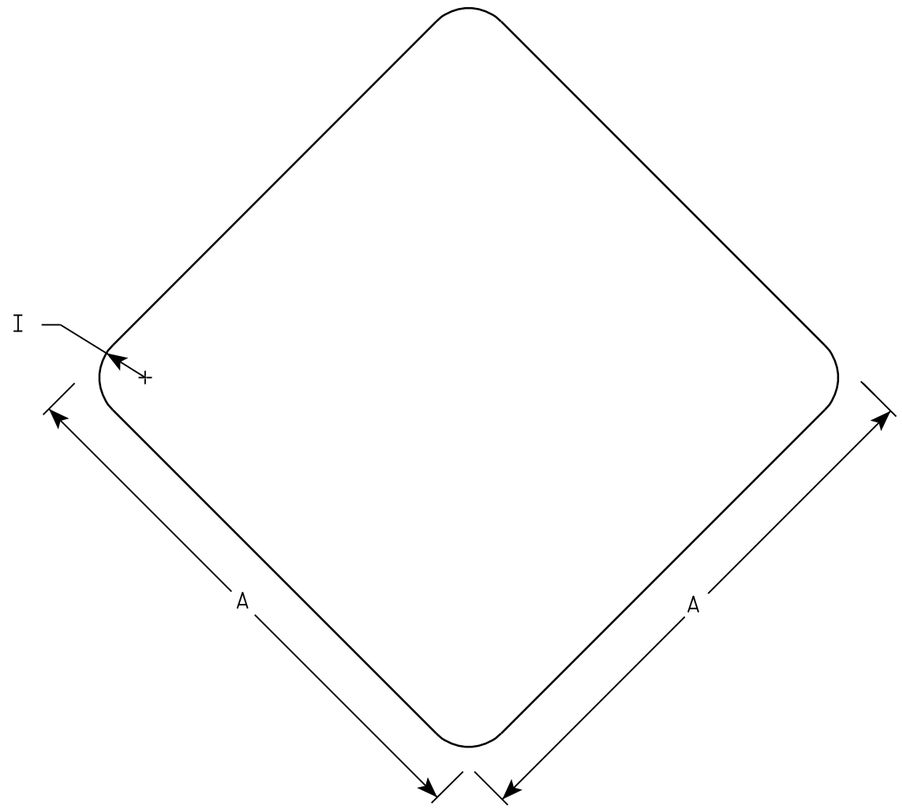
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/29/2012 PLATE NO. W4-2.13

PROJECT NO:

SHEET NO: 721 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

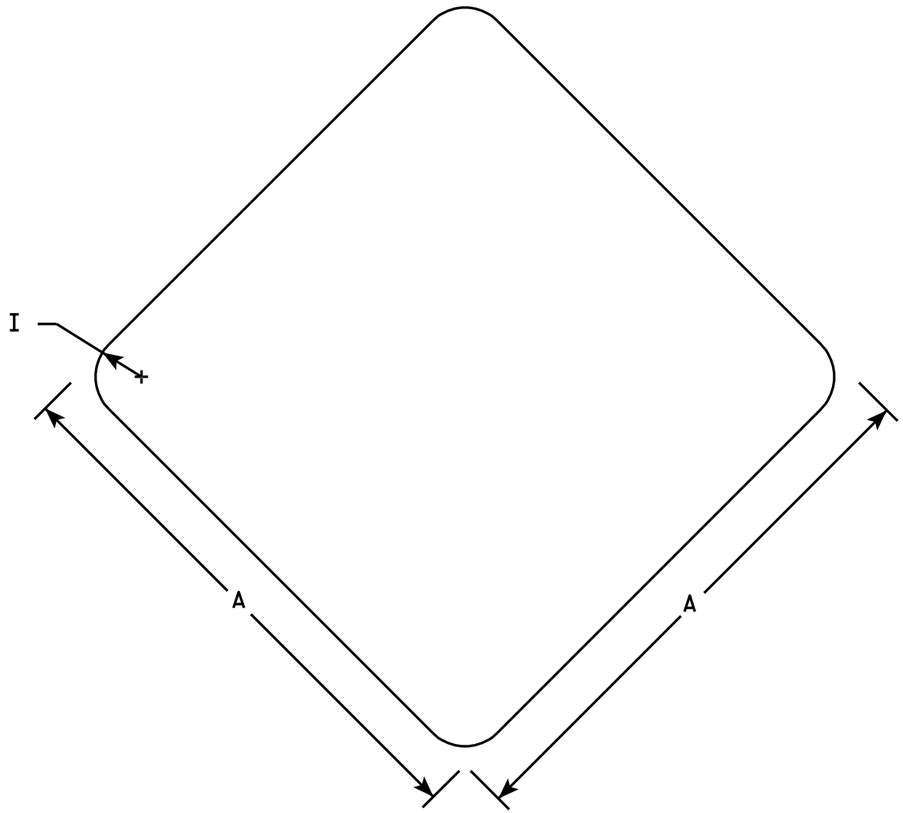
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 722	E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

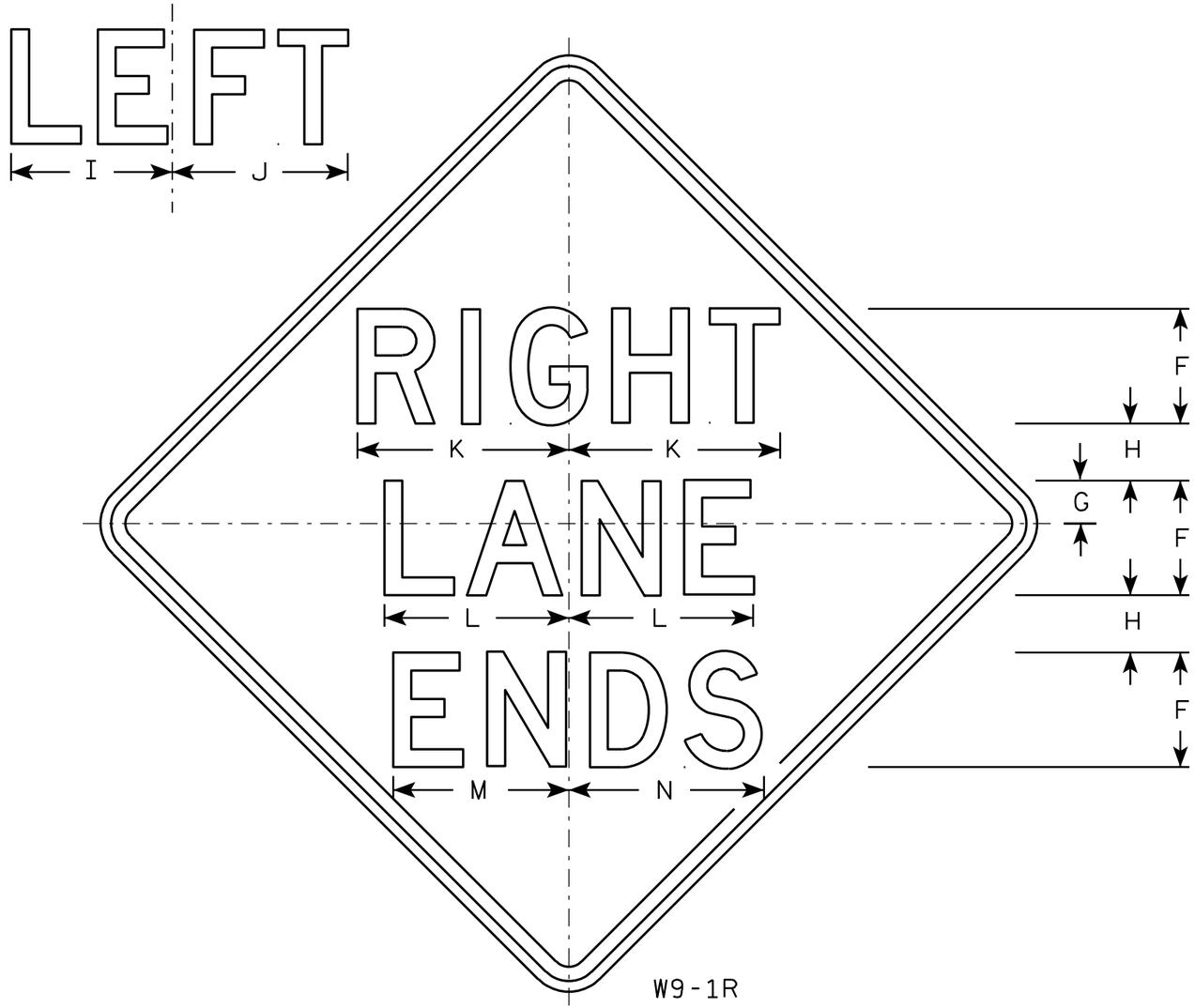
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 723	E



W9-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

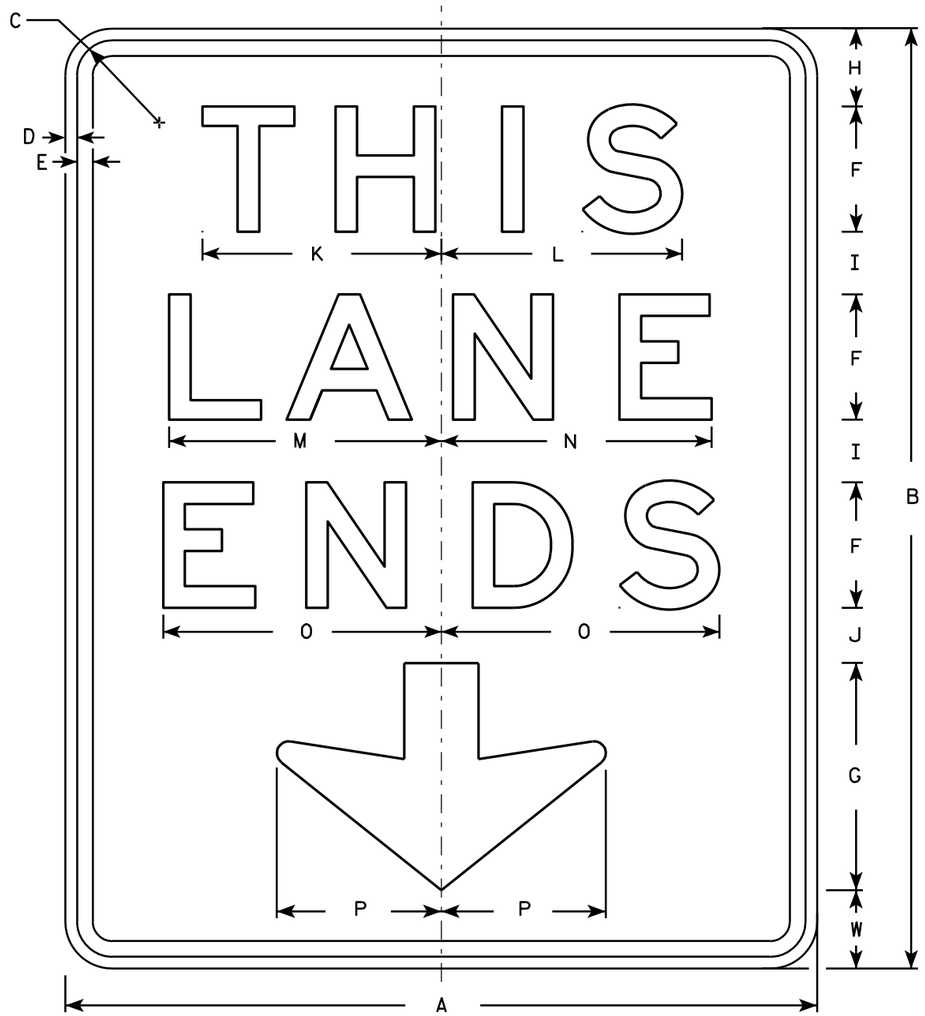
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 12/20/10 PLATE NO. W9-1.7

PROJECT NO:

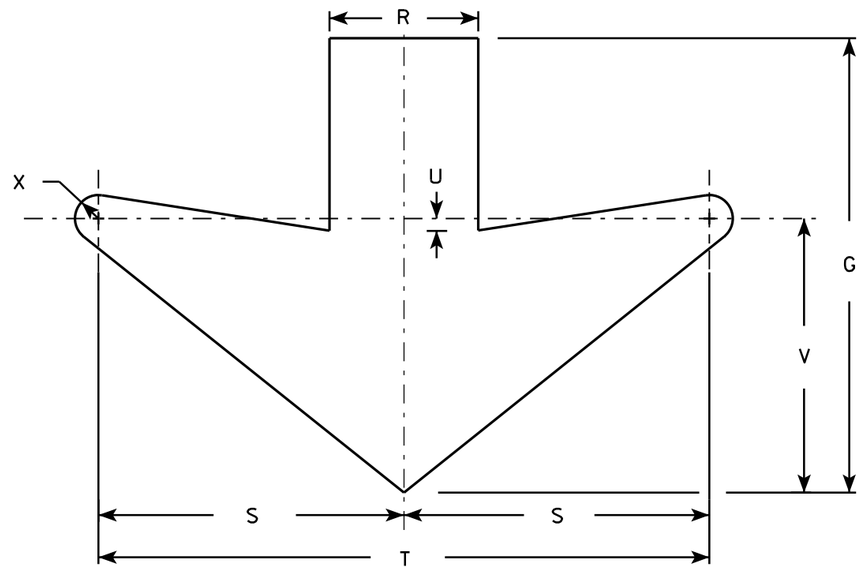
SHEET NO: 724 E



W9-62

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E
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.



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	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2S	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2M	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
3																											
4	72	90	6	1	1 1/2	12	22	8	6	5	23	23	26 1/8	26 1/8	26 5/8	16		6 1/2	15	30	2	15	7	1			45.0
5	72	90	6	1	1 1/2	12	22	8	6	5	23	23	26 1/8	26 1/8	26 5/8	16		6 1/2	15	30	2	15	7	1			45.0

STANDARD SIGN
W9-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

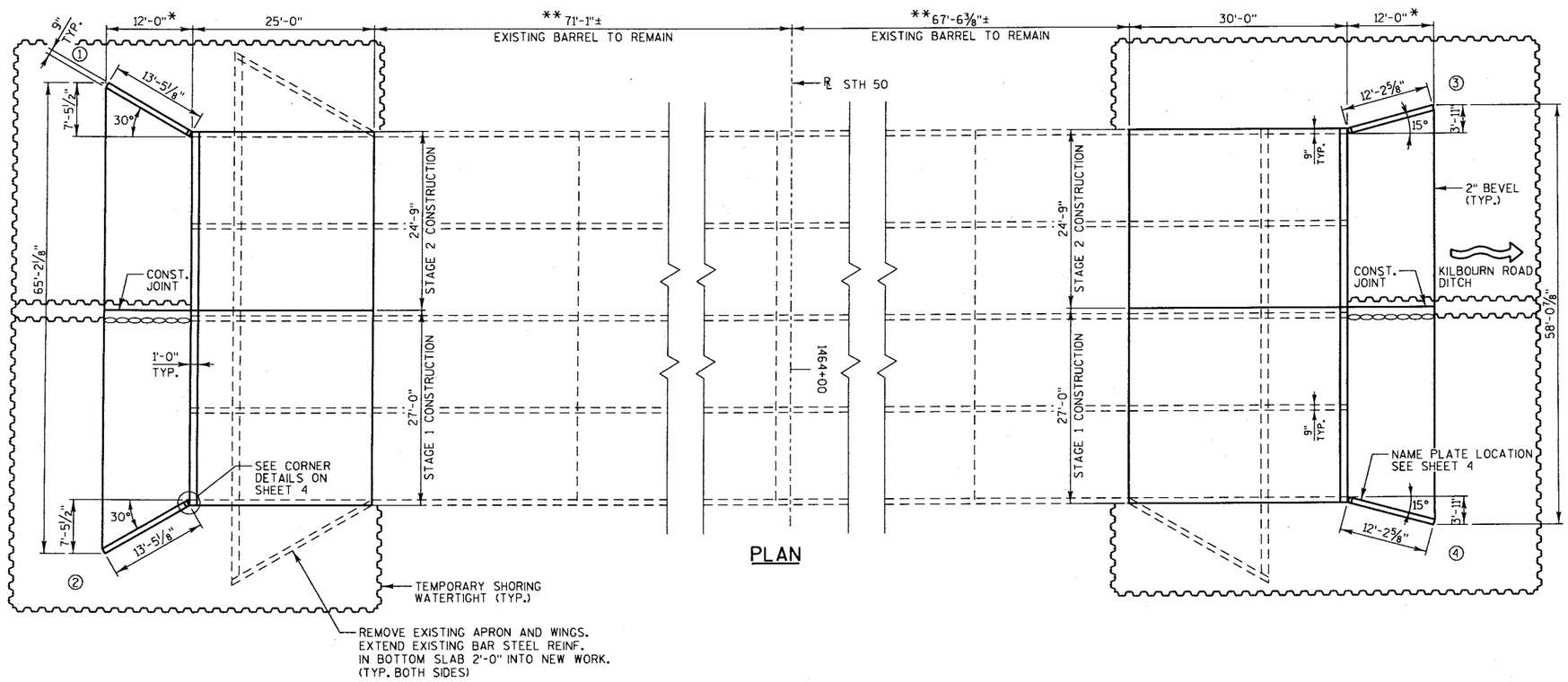
DATE 6/7/10 PLATE NO. W9-62.9

PROJECT NO:

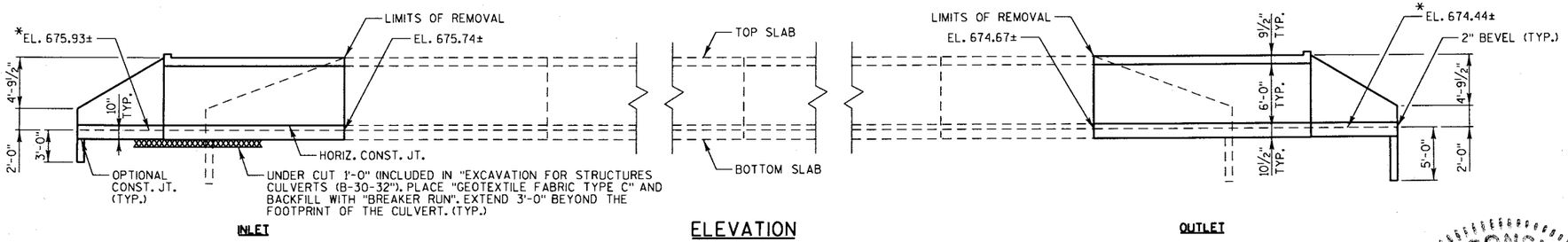
SHEET NO: 725 E

STATE PROJECT NUMBER

1032-10-71



PLAN



INLET

ELEVATION

OUTLET

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

EXISTING DIMENSIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS AND FIELD SURVEY. CONTRACTOR SHALL VERIFY DIMENSIONS IN THE FIELD.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGN SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO TOP OF BOX. BACKFILL FROM TOP OF BOX TO BASE ELEVATION TO BE PAID UNDER ROADWAY ITEMS.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

PLACE AN 18" (MIN.) WIDE SHEET OF RUBBERIZED MEMBRANE WATERPROOFING ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

* BUILD APRON AND END OF BOX LEVEL

** DIMENSIONS BASED ON FIELD SURVEY INFORMATION

◯ INDICATES WING NUMBER

LIST OF DRAWINGS

1. LAYOUT
2. EXTENSION DETAILS
3. APRON DETAILS
4. DETAILS

DESIGN DATA

LIVE LOAD:
DESIGN RATING: HS-20
INVENTORY RATING: HS-19
OPERATIONAL RATING: HS-32
MAXIMUM STANDARD PERMIT VEHICLE = 190 KIPS

EARTH LOAD: DESIGNED FOR 4.0' FEET OF FILL

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY GRADE A-FA ---------- f'c = 3,500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT ---- fy = 60,000 P.S.I.

HYDRAULIC DATA

Q_{100} = 1,550 C.F.S.
VELOCITY = 5.38 F.P.S
HIGHWATER$_{100}$ EL. = 683.43
Q_2 = 466 C.F.S.
Q_2 ELEVATION = 680.80
WATERWAY AREA = 288 SQ. FT.
DRAINAGE AREA = 22.28 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 8

TRAFFIC VOLUME

STH 50

A.D.T. = 49,800 (2032)
R.D.S. = 45 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS		
203.0200	REMOVING OLD STRUCTURE (STA. 1464+00)	1	L.S.
206.2000	EXCAVATION FOR STRUCTURES CULVERTS (B-30-32)	1	L.S.
210.0100	BACKFILL STRUCTURE	380	C.Y.
311.0115	BREAKER RUN	190	C.Y.
504.0100	CONCRETE MASONRY CULVERTS	289	C.Y.
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	46,140	LB.
505.0610	BAR STEEL REINFORCEMENT HS COATED CULVERTS	1,140	LB.
502.6105	MASONRY ANCHORS TYPE S ⅝-INCH	164	EACH
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	73	S.Y.
645.0105	GEOTEXTILE FABRIC TYPE C	570	S.Y.
SPV.0165.401	TEMPORARY SHORING WATERTIGHT	4,060	S.F.
	NON-BID ITEMS		
	FILLER	¾"	SIZE

PHILIP G. CIHA E-33219 GERMANTOWN WI PROFESSIONAL ENGINEER WISCONSIN

8-3-12

DESIGN CONTACT:
PHIL CIHA, P.E.
(262)-317-3320

BRIDGE OFFICE CONTACT:
WILLIAM DREHER, P.E.
(608)-266-8489

NO.	DATE	REVISION	BY

R.A. Smith National
Beyond Surveying and Engineering

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 10/01/12
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-30-32

STH 50 AT KILBOURN ROAD DITCH

COUNTY	TOWN/CITY/VILLAGE
KENOSHA	PLEASANT PRAIRIE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KMA	PGC	MJB	KMA

LAYOUT

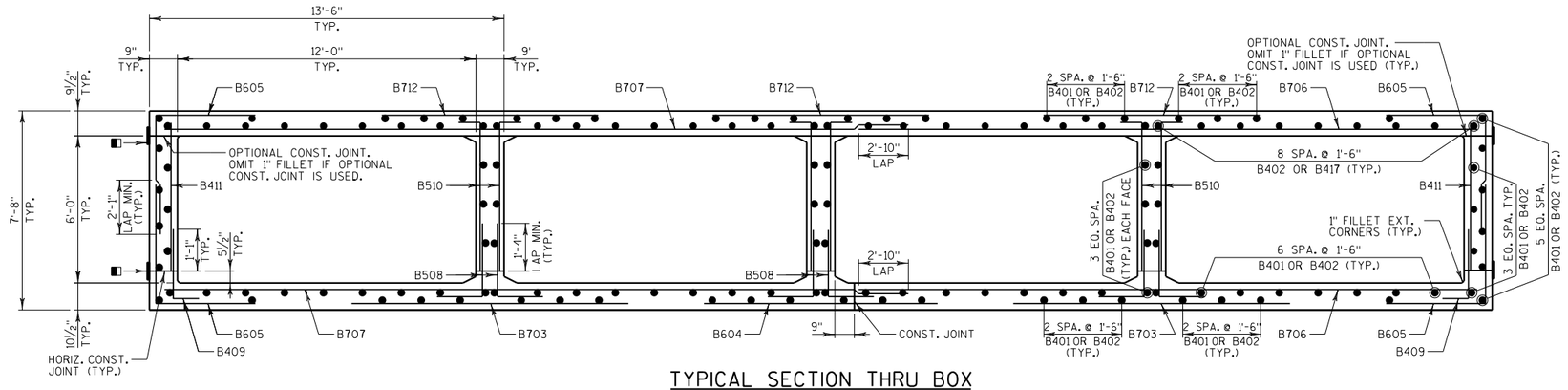
SHEET 1 OF 4

I.D. 726

8

8

STATE PROJECT NUMBER
1032-10-71



◧ 18" RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT FOR ENTIRE BOX LENGTH (TYP.).

TYPICAL SECTION THRU BOX

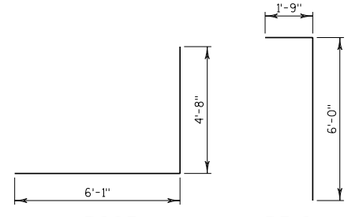
(LOOKING NORTH)

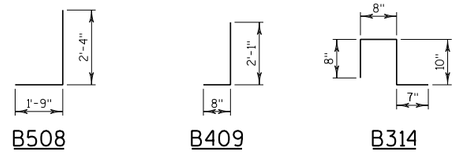
BILL OF BARS

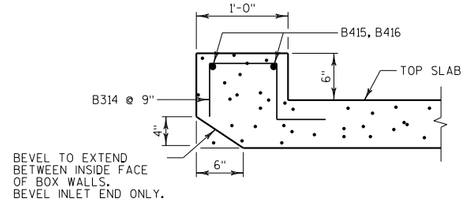
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		112	24-8			NORTH BOX - HORIZ.
B402		148	29-8			SOUTH BOX - HORIZ.
B703		220	10-4			BOTTOM SLAB - HORIZ.
B604		110	9-0			BOTTOM SLAB HORIZ.
B605		440	10-7	X		CORNERS
B706		118	24-10			TOP & BOTTOM SLAB - HORIZ.
B707		118	29-6			TOP & BOTTOM SLAB - HORIZ.
B508		354	4-0	X		INTERIOR WALLS - DOWELS
B409		118	2-8	X		EXTERIOR WALLS - DOWELS
B510		354	7-8	X		INTERIOR WALLS - VERT.
B411		118	6-0			EXTERIOR WALLS - VERT.
B712		330	8-4			TOP SLAB - HORIZ.
◓ B513		164	3-3			WALLS, TOP AND BOTTOM SLABS
B314		138	2-6	X		HEADER - STIRRUP
B415		4	24-8			HEADER - HORIZ.
B416		4	28-8			HEADER - HORIZ.
B417		36	24-2			NORTH BOX - HORIZ. TOP SLAB

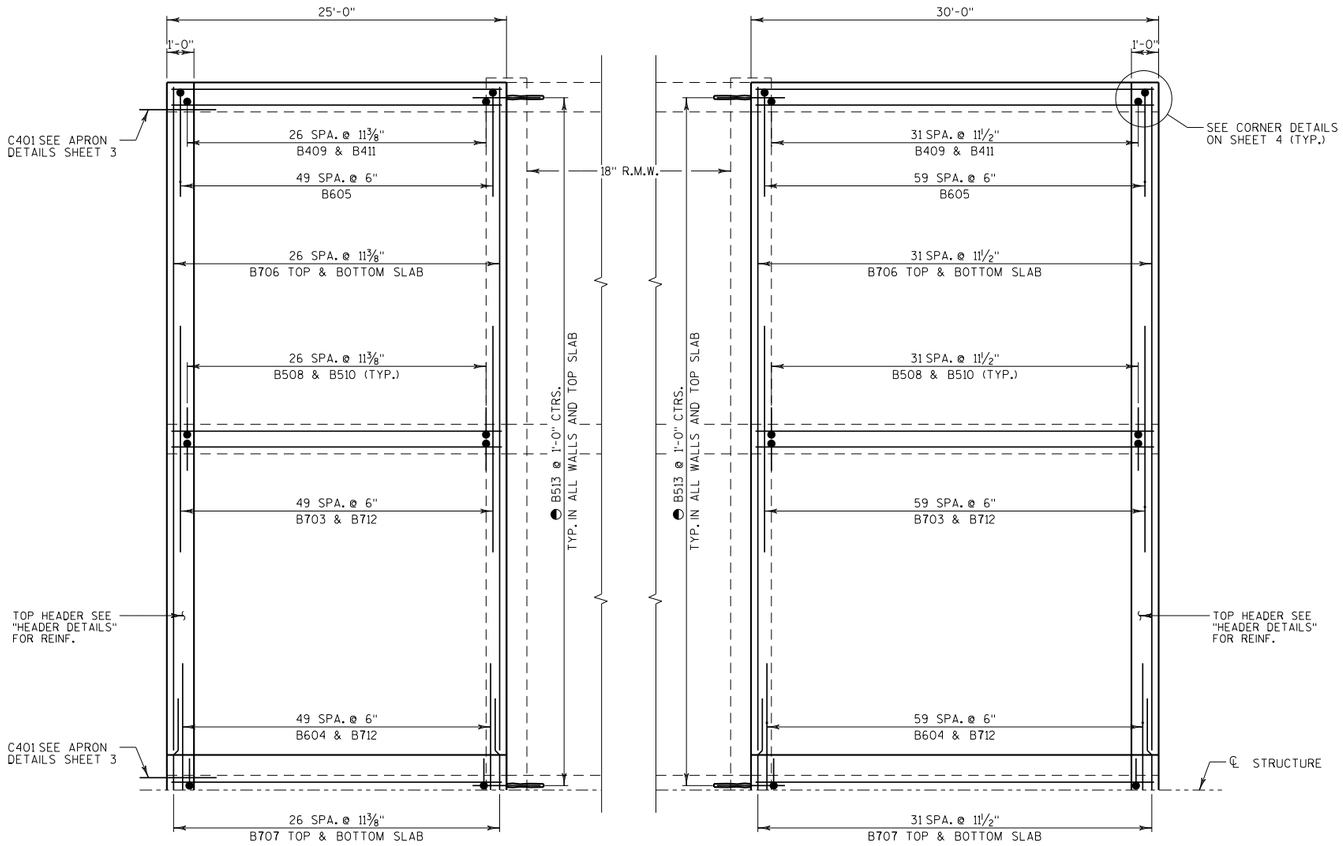
◓ CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH EMBEDED 1'-3" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB.)







HEADER DETAILS



NORTH EXTENSION PLAN

SOUTH EXTENSION PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-30-32

DRAWN BY MJB | PLANS CK'D. KMA

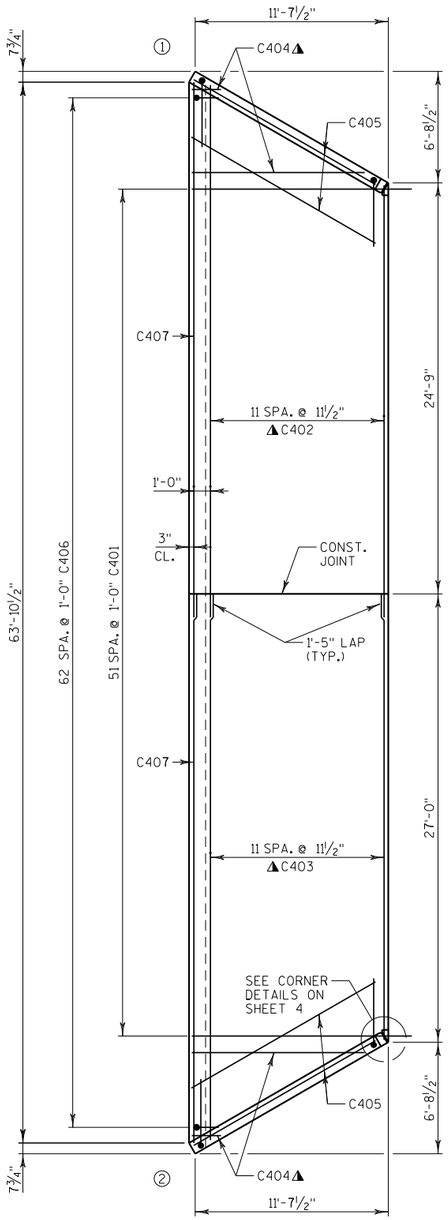
EXTENSION DETAILS

SHEET 2 OF 4

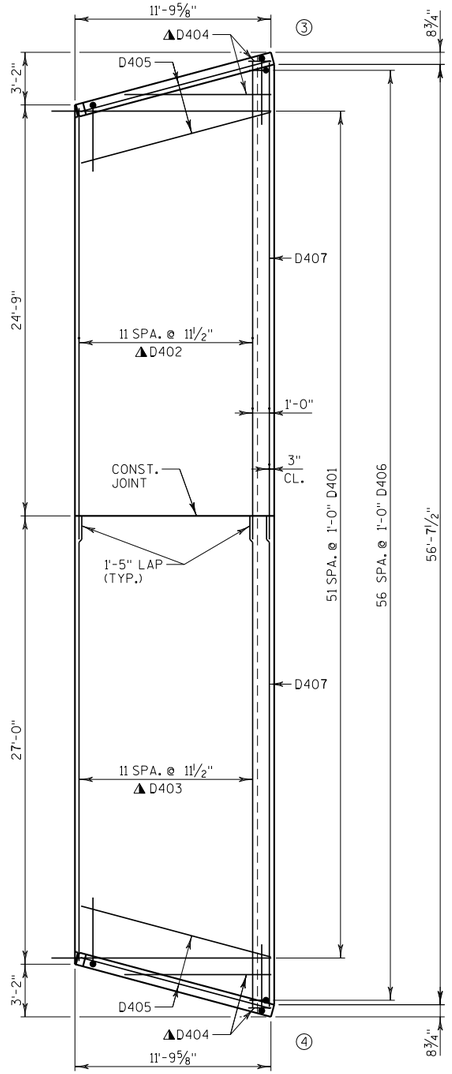
STATE PROJECT NUMBER

1032-10-71

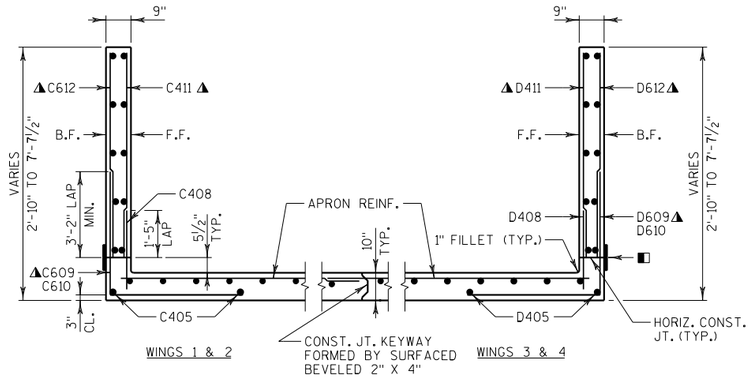
■ 18" RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT FOR ENTIRE WING LENGTH (TYP.).



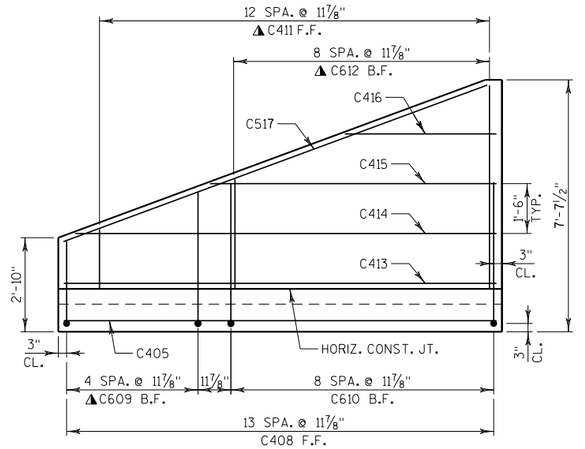
NORTH APRON DETAIL
(WINGS 1 & 2)



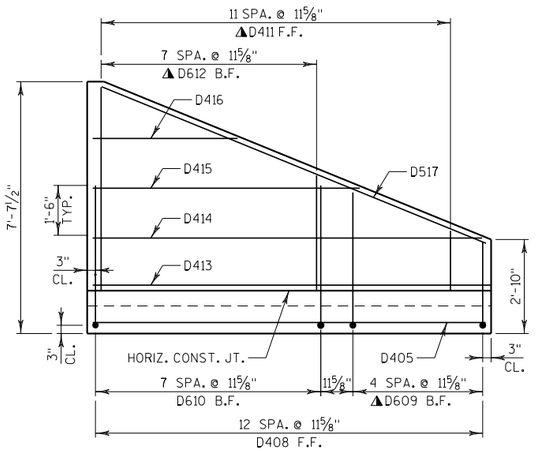
SOUTH APRON DETAIL
(WINGS 3 & 4)



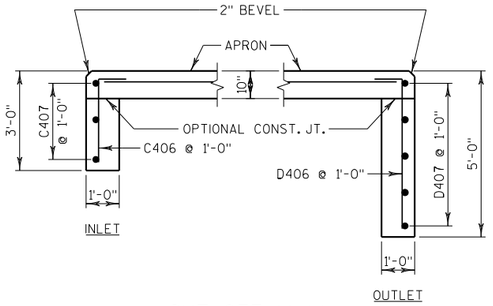
SECTION THRU WINGS



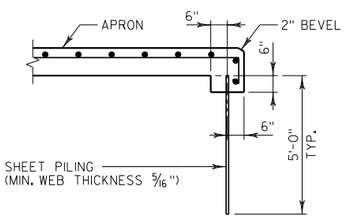
WINGS 1 & 2



WING 3 & 4



CUT-OFF WALL
SECTION THRU THE WALLS



ALTERNATE CUTOFF WALL

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUTOFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUTOFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-30-32

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APRON DETAILS

SHEET 3 OF 4

8

STATE PROJECT NUMBER

1032-10-71

BILL OF BARS

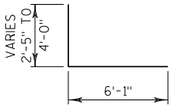
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C401		52	14-0			INLET APRON
C402		12	29-1		◭	INLET APRON
C403		12	29-10		◭	INLET APRON
C404		12	6-1		◭	INLET APRON
C405		4	13-0			INLET APRON
C406		63	3-0	X		INLET APRON & CUTOFF WALL
C407		6	32-10			INLET APRON & CUTOFF WALL
C408	X	28	2-9			WING 1 & 2 DOWEL - FRONT FACE
C609	X	10	9-2	X	◭	WING 1 & 2 DOWEL - BACK FACE
C610	X	18	10-2	X		WING 1 & 2 DOWEL - BACK FACE
C411		26	4-0		◭	WING 1 & 2 VERT. - FRONT FACE
C612	X	18	4-9		◭	WING 1 & 2 VERT. - BACK FACE
C413		4	13-0			WING 1 & 2 HORIZ.
C414		4	12-4			WING 1 & 2 HORIZ.
C415		4	8-4			WING 1 & 2 HORIZ.
C416		4	4-3			WING 1 & 2 HORIZ.
C517		4	13-7			WING 1 & 2 HORIZ.
D401		52	14-0			OUTLET APRON
D402		12	27-3		◭	OUTLET APRON
D403		12	28-1		◭	OUTLET APRON
D404		6	5-1		◭	OUTLET APRON
D405		4	11-10			OUTLET APRON
D406		57	5-0	X		OUTLET APRON & CUTOFF WALL
D407		10	29-3			OUTLET APRON & CUTOFF WALL
D408	X	26	2-9			WING 3 & 4 DOWEL - FRONT FACE
D609	X	10	9-3	X	◭	WING 3 & 4 DOWEL - BACK FACE
D610	X	16	10-2	X		WING 3 & 4 DOWEL - BACK FACE
D411		24	4-0		◭	WING 3 & 4 VERT. - FRONT FACE
D612	X	16	4-10		◭	WING 3 & 4 VERT. - BACK FACE
D413		4	11-10			WING 3 & 4 HORIZ.
D414		4	11-3			WING 3 & 4 HORIZ.
D415		4	7-7			WING 3 & 4 HORIZ.
D416		4	4-0			WING 3 & 4 HORIZ.
D517		4	12-5			WING 3 & 4 HORIZ.

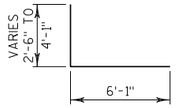
◭ BAR SERIES TABLE

MARK	NO. REQD.	LENGTH	
C402	1 SERIES OF 12	26-0 32-1	TO
C403	1 SERIES OF 12	26-10 32-10	TO
C404	2 SERIES OF 6	1-9 10-5	TO
C609	2 SERIES OF 5	8-4 9-11	TO
C411	2 SERIES OF 13	1-10 6-2	TO
C612	2 SERIES OF 9	3-4 6-2	TO
D402	1 SERIES OF 12	26-0 28-10	TO
D403	1 SERIES OF 12	26-10 29-7	TO
D404	2 SERIES OF 3	1-4 8-10	TO
D609	2 SERIES OF 5	8-5 10-0	TO
D411	2 SERIES OF 12	1-10 6-2	TO
D612	2 SERIES OF 8	3-5 6-2	TO

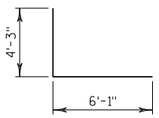
BUNDLE AND TAG EACH SERIES SEPARATELY.



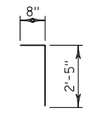
◭ C609



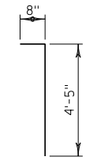
◭ D609



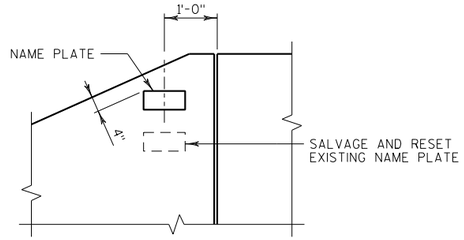
C610 & D610



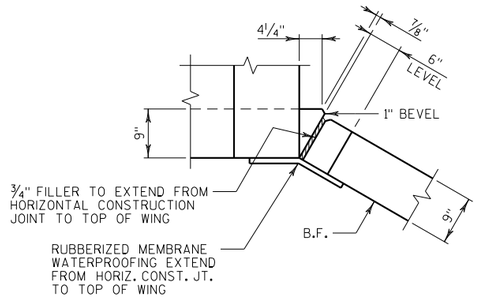
C406



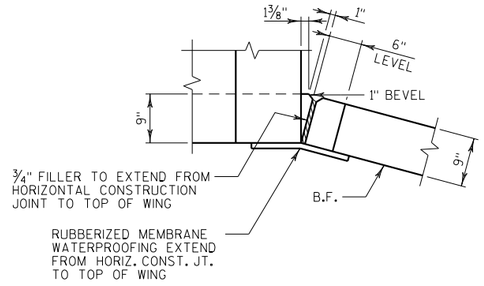
D406



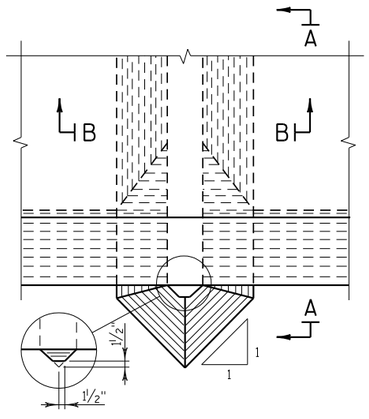
NAME PLATE LOCATION
(FRONT FACE WING 4)



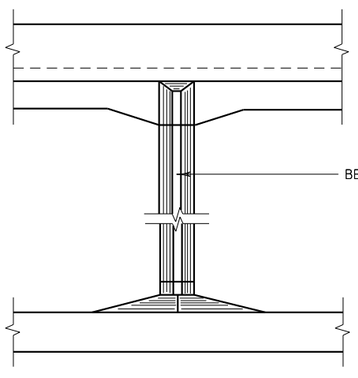
CORNER DETAIL
(WINGS 1& 2)



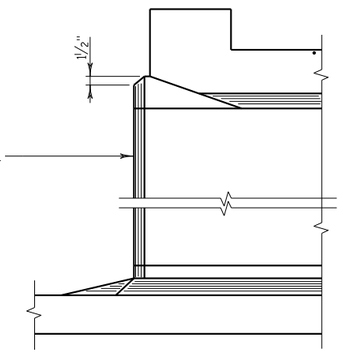
CORNER DETAIL
(WINGS 3 & 4)



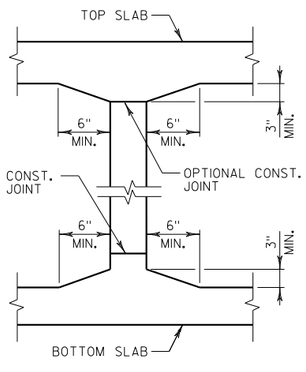
PLAN



ELEVATION



SECTION A-A



SECTION B-B

INLET NOSE INTERIOR WALLS DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-30-32

DRAWN BY MJB | PLANS CK'D. KMA

DETAILS

SHEET 4 OF 4

8

8

STH 50 STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
1429+25 AH		0.0	0.0	0	0	0	0	0
1429+50	25	53.9	0.0	25	0	25	0	25
1430+00	50	32.5	0.0	80	0	105	0	105
1430+50	50	17.7	0.0	46	0	151	0	151
1431+00	50	11.9	0.0	27	0	179	0	179
1431+50	50	10.8	0.0	21	0	200	0	200
1432+00	50	11.7	0.3	21	0	221	0	220
1432+50	50	11.0	3.1	21	3	242	4	237
1433+00 BK	50	27.1	0.0	35	3	277	8	268
1434+00 AH		0.0	0.0	0	0	277	8	
1434+50	50	11.5	17.7	11	16	287	29	258
1435+00	50	10.7	7.3	21	23	308	60	248
1435+50	50	10.6	0.4	20	7	328	69	259
1436+00	50	8.8	7.6	18	7	346	78	267
1436+50 BK	50	0.0	0.0	8	7	354	88	266
1437+45 AH		17.0	0.0	0	0	354	88	266
1437+50	5	17.7	0.0	3	0	357	88	269
1437+59	9	31.2	0.0	8	0	365	88	278
1438+00	41	21.2	20.4	40	15	405	108	297
1438+50	50	10.0	15.7	29	33	434	151	283
1439+00	50	10.2	11.0	19	25	453	183	269
1439+50	50	8.2	5.2	17	15	470	203	267
1440+00 BK	50	0.0	0.0	8	5	477	209	268
1441+80 AH		0.0	0.0			477	209	268
1442+00	20	17.5	0.0	6	0	484	209	275
1442+50	50	18.2	0.0	33	0	517	209	308
1443+00 BK	50	14.4	0.0	30	0	547	209	338
				547	161			

9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EARTHWORK DATA	SHEET NO: 730	E

77TH STREET STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
104+18.37	0	48.1	0.4	0	0	0	0	0
104+50	32	46.0	0.5	55	1	55	1	54
105+00	50	47.8	35.4	87	33	142	44	98
105+50	50	47.6	53.6	88	82	230	151	79
106+00	50	59.6	43.3	99	90	329	268	62
106+50	50	50.8	42.9	102	80	432	371	60
107+00	50	52.3	41.5	95	78	527	473	54
107+50	50	45.8	43.3	91	79	618	575	43
108+00	50	45.1	46.7	84	83	702	683	19
108+50	50	49.8	33.6	88	74	790	780	10
109+00	50	41.8	5.8	85	36	875	827	47
109+50	50	47.2	33.2	82	36	957	874	83
109+61	11	35.3	61.3	17	20	974	900	75
109+75	14	53.1	26.2	23	22	997	929	68
110+00	25	69.6	0.0	57	12	1054	944	109
110+50	50	58.4	34.8	119	32	1172	986	186
111+00	50	56.2	37.0	106	66	1278	1073	206
111+50	50	55.0	30.5	103	62	1381	1154	227
112+00	50	47.5	33.2	95	59	1476	1231	246
112+50	50	41.5	36.0	82	64	1559	1314	245
113+00	50	44.0	6.1	79	39	1638	1365	273
113+50	50	31.7	5.1	70	10	1708	1378	330
114+00	50	35.2	0.7	62	5	1770	1385	385
114+50	50	19.9	0.9	51	1	1821	1387	434
114+63.53	14	24.5	0.7	11	0	1832	1387	445
				1832	1067			

123RD AVENUE AND 74TH STREET STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
400+50	0	239.2	16.9	0	0	0	0	0
401+00	50	172.9	41.0	382	54	382	70	312
401+50	50	152.1	39.5	301	75	682	167	516
402+00	50	120.0	35.2	252	69	934	257	678
402+50	50	60.1	49.4	167	78	1101	358	743
403+00	50	33.2	373.5	86	392	1187	867	320
403+50	50	57.8	325.3	84	647	1272	1708	-437
404+00	50	81.7	244.2	129	527	1401	2394	-993
404+50	50	128.6	114.0	195	332	1596	2825	-1230
405+00	50	271.8	0.0	371	106	1966	2962	-996
405+15	15	297.2	0.0	158	0	2124	2962	-838
405+50	35	348.6	30.8	419	20	2543	2988	-445
406+00	50	324.4	7.9	623	36	3166	3035	131
406+50	50	340.1	16.0	615	22	3781	3063	718
407+00	50	308.3	24.2	600	37	4382	3112	1270
407+50	50	290.9	21.9	555	43	4936	3168	1769
408+00	50	261.1	57.4	511	73	5447	3263	2184
408+50	50	329.7	52.1	547	101	5994	3395	2600
409+00	50	268.2	55.2	554	99	6548	3524	3024
409+25	25	216.3	53.2	224	50	6772	3589	3183
409+35	10	221.2	52.6	81	20	6853	3615	3239
409+50	15	220.8	53.3	123	29	6976	3653	3323
409+75	25	217.7	48.7	203	47	7179	3714	3465
409+88	13	222.7	35.5	106	20	7285	3741	3545
410+00 BK	12	229.7	50.9	101	19	7386	3765	3620
412+00 AH		124.3	15.5	0	0	7386	3765	3620
412+50	50	161.7	6.4	265	20	7651	3792	3859
413+00	50	202.4	1.7	337	8	7988	3802	4186
413+50	50	236.6	0.7	406	2	8394	3805	4590
414+00	50	228.1	0.8	430	1	8824	3806	5018
414+50	50	211.3	0.3	407	1	9231	3808	5424
415+00	50	264.8	0.9	441	1	9672	3809	5863
415+50	50	108.0	6.1	345	6	10017	3818	6200
416+00	50	86.6	7.1	180	12	10198	3833	6364
416+50	50	92.1	5.3	165	11	10363	3848	6515
417+00	50	113.4	0.0	190	5	10553	3855	6699
417+50	50	122.7	0.2	219	0	10772	3855	6917
418+00	50	156.8	0.5	259	1	11031	3856	7175
418+50	50	161.4	3.4	295	4	11326	3860	7465
				11326	2970			

76TH STREET STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
300+50		55.5	51.5	0	0	0	0	0
301+00	50	0.0	257.0	51	286	51	371	-320
301+50	50	0.0	388.4	0	598	51	1148	-1097
302+00	50	0.0	220.5	0	564	51	1881	-1830
				51	1447			

122ND COURT STAGE 1

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
350+00		0.0	191.3	0	0	0	0	0
350+25	25	5.9	38.4	3	106	3	138	-136
350+50	25	13.5	41.7	9	37	12	186	-175
350+75	25	11.1	20.9	11	29	23	224	-201
351+00	25	20.3	19.7	15	19	38	249	-211
351+25	25	0.0	86.6	9	49	47	313	-266
351+50	25	0.0	46.9	0	62	47	393	-346
351+75	25	3.8	7.4	2	25	49	425	-377
352+00	25	5.7	4.5	4	5	53	433	-379
352+25	25	2.7	20.5	4	12	57	448	-391
352+50	25	0.9	40.4	2	28	59	484	-426
352+75	25	2.2	51.2	1	42	60	539	-479
353+00	25	5.7	69.1	4	56	64	612	-548
353+25	25	6.3	71.3	6	65	69	696	-627
353+50	25	7.7	62.2	6	62	76	777	-701
353+75	25	7.4	55.1	7	54	83	847	-764
354+00	25	9.0	59.4	8	53	90	916	-826
354+25	25	2.6	47.1	5	49	96	980	-884
354+50	25	51.1	4.8	25	24	121	1011	-891
354+75	25	68.2	0.0	55	2	176	1014	-838
354+83	8	79.5	0.0	22	0	198	1014	-816
				198	780			

STH 50 TEMPORARY CROSSOVER CONSTRUCTION - WEST STAGE 2

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	Mass Ordinate CY Note 8
1402+00		0.0	3.4	0.0	0	0	0	0	0	0
1403+00	100	18.9	6.3	0.0	35	18	0	35	0	35
1404+00	100	30.6	0.0	0.3	92	12	0	127	1	126
1405+00	100	29.3	0.0	8.3	111	0	16	238	21	216
1406+00	100	31.2	0.0	5.2	112	0	25	350	54	296
1407+00	100	26.1	0.0	25.1	106	0	56	456	127	329
1408+00	100	31.8	0.0	6.2	107	0	58	563	202	361
1409+00	100	27.9	0.0	8.0	111	0	26	674	236	438
1410+00	100	27.3	0.0	6.5	102	0	27	776	271	505
1411+00	100	27.4	0.0	10.0	101	0	31	877	311	567
1412+00	100	26.5	0.0	14.8	100	0	46	977	370	607
1413+00	100	27.5	0.0	12.5	100	0	51	1077	436	641
1414+00	100	29.7	0.0	9.1	106	0	40	1183	488	695
1414+75	75	0.0	0.0	0.0	41	0	13	1224	504	720
					1224	30	388			

STH 50 TEMPORARY CROSSOVER CONSTRUCTION - EAST STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	Mass Ordinate CY Note 8
1469+60		0.0	0.0	0	0	0	0	0
1470+00	40	18.8	0.6	14	0	14	1	13
1471+00	100	24.2	1.1	80	3	94	5	89
1472+00	100	25.4	1.3	92	5	185	10	175
1473+00	100	32.2	1.4	107	5	292	17	275
1474+00	100	27.5	0.3	111	3	403	21	381
1475+00	100	34.8	0.0	115	0	518	22	496
1476+00	100	32.4	0.1	124	0	642	22	620
1477+00	100	31.7	0.1	119	0	761	23	739
1478+00	100	29.6	0.0	114	0	875	23	852
1479+00	100	13.2	0.0	79	0	954	23	931
1479+70	70	0.0	0.0	17	0	971	23	949
				971	17			

STH 50 STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
1415+35		0.0	0.0	0	0	0	0	0
1415+50	15	44.2	0.0	12	0	12	0	12
1415+65	15	58.3	0.0	28	0	41	0	41
1416+00	35	58.7	0.0	76	0	117	0	117
1416+50	50	58.4	0.0	108	0	225	0	225
1417+00	50	58.1	0.0	108	0	333	0	333
1417+50	50	57.5	0.0	107	0	440	0	440
1418+00	50	57.6	0.0	107	0	547	0	547
1418+50	50	47.2	0.0	97	0	644	0	644
1419+00	50	24.6	0.0	66	0	710	0	710
1419+50	50	19.4	1.3	41	1	751	2	749
1420+00	50	21.8	2.9	38	4	789	7	782
1420+50	50	23.3	8.2	42	10	831	20	811
1420+85	35	16.2	10.4	26	12	856	36	821
1421+00	15	28.2	0.0	12	3	869	39	829
1421+05 BK	5	0.0	0.0	3	0	871	39	832
1421+80 AH		0.0	0.0	0	0	871	39	832
1422+00	20	13.8	3.8	5	1	876	41	835
1422+50	50	13.3	3.3	25	6	901	50	852
1423+00	50	15.6	1.8	27	5	928	56	872
1423+50	50	13.7	2.3	27	4	955	61	895
1424+00	50	13.9	1.6	26	4	981	65	915
1424+50	50	15.1	2.3	27	4	1008	70	938
1425+00	50	16.0	2.3	29	4	1036	76	961
1425+50	50	16.6	5.5	30	7	1067	85	981
1426+00	50	17.7	4.5	32	9	1098	97	1001
1426+50	50	21.1	2.6	36	7	1134	106	1028
1427+00	50	20.6	0.8	39	3	1173	110	1063
1427+50	50	36.5	0.0	53	1	1226	111	1115
1428+00	50	40.5	0.0	71	0	1297	111	1186
1428+50	50	3.4	0.0	41	0	1338	111	1227
1429+60 AH		25.0	0.0	0	0	1338	111	1227
1430+00	40	26.7	0.0	38	0	1376	111	1265
1430+50	50	24.8	0.0	48	0	1424	111	1313
1431+00	50	15.0	0.0	37	0	1460	111	1350
1431+50	50	12.6	1.2	26	1	1486	112	1374
1432+00	50	12.5	8.7	23	9	1509	124	1385
1432+50	50	14.6	13.5	25	21	1534	151	1384
1433+00	50	27.1	0.0	39	13	1573	167	1406
1433+17 BK	17	0.0	0.0	9	0	1581	167	1415
1433+70 AH		0.0	0.0	0	0	1581	167	1415
1434+00	30	16.7	15.3	9	8	1591	178	1413
1434+50	50	26.1	3.1	40	17	1630	200	1430
1435+00	50	25.1	2.3	47	5	1678	206	1471
1435+50	50	22.3	4.4	44	6	1722	214	1507
1436+00	50	23.8	3.5	43	7	1764	224	1540
1436+50	50	46.1	0.0	65	3	1829	228	1601
1436+80 BK	30	0.0	0.0	26	0	1855	228	1627
1438+25 AH		10.0	15.0	0	0	1855	228	1627
1438+50	25	10.0	15.7	9	14	1864	247	1617
1439+00	50	38.8	0.8	45	15	1909	267	1643
1439+50	50	37.6	0.6	71	1	1980	268	1712
1440+00	50	21.8	1.5	55	2	2035	271	1764
1440+50	50	23.2	5.9	42	7	2077	280	1797
1440+80 BK	30	0.0	0.0	13	3	2089	284	1806

STH 50 STAGE 2 CONTINUED

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
1441+65 AH		0.0	0.0	0	0	2089	284	1806
1442+00	35	18.2	0.6	12	0	2101	284	1817
1442+50	50	24.8	0.0	40	1	2141	285	1856
1443+00	50	22.0	0.1	43	0	2184	285	1899
1443+50	50	33.1	0.0	51	0	2235	285	1950
1444+00	50	28.1	0.0	57	0	2292	285	2007
1444+50	50	39.8	0.0	63	0	2355	285	2070
1444+56	6	37.4	0.0	9	0	2363	285	2078
1445+00	44	38.6	0.0	62	0	2425	285	2140
1445+21	21	26.6	0.0	25	0	2451	285	2166
1445+29 BK	8	0.0	0.0	4	0	2455	285	2170
1448+60 AH		0.0	0.0	0	0	2455	285	2170
1449+00	40	44.0	0.0	33	0	2487	285	2202
1449+50	50	29.0	0.0	68	0	2555	285	2270
1450+00	50	31.4	0.0	56	0	2611	285	2326
1450+50	50	42.6	0.0	68	0	2679	285	2394
1451+00	50	37.2	0.0	74	0	2753	285	2468
1451+50	50	46.5	0.0	77	0	2831	285	2545
1452+00	50	55.2	0.0	94	0	2925	285	2639
1452+50	50	51.2	0.0	98	0	3023	285	2738
1453+00	50	57.5	0.0	101	0	3124	285	2839
1453+50	50	57.2	0.0	106	0	3230	285	2945
1454+00	50	56.0	0.0	105	0	3335	285	3050
1454+50 BK	50	0.0	0.0	52	0	3387	285	3101
1455+20 AH		0.0	0.0	0	0	3387	285	3101
1455+50	30	51.7	0.0	29	0	3415	285	3130
1456+00	50	24.3	0.4	70	0	3486	286	3200
1456+50	50	29.5	0.0	50	0	3535	286	3249
1457+00	50	34.0	0.0	59	0	3594	286	3308
1457+50	50	26.1	0.0	56	0	3650	286	3364
1458+00	50	46.0	0.0	67	0	3717	286	3431
1458+50	50	42.8	0.0	82	0	3799	286	3513
1459+00	50	54.2	0.0	90	0	3888	286	3602
1459+50	50	47.5	0.0	94	0	3983	286	3697
1460+00	50	50.0	0.0	90	0	4073	286	3787
1460+50	50	47.9	0.0	91	0	4164	286	3877
1461+00 BK	50	0.0	0.0	44	0	4208	286	3922
1461+75 AH		0.0	0.0	0	0	4208	286	3922
1462+00	25	14.4	1.2	7	1	4215	287	3928
1462+12	12	12.7	2.9	6	1	4221	288	3933
1462+37	25	13.7	2.7	12	3	4233	291	3942
1462+50	13	13.6	2.5	7	1	4239	293	3946
1462+62	12	12.5	2.4	6	1	4245	294	3951
1463+00	38	13.9	2.7	19	4	4264	299	3965
1463+50	50	15.4	3.5	27	6	4291	307	3984
1464+00	50	17.2	2.3	30	5	4321	314	4007
1464+07	7	24.4	1.5	5	0	4326	314	4012
1464+50	43	21.2	2.6	36	3	4363	319	4044
1465+00	50	23.1	3.0	41	5	4404	325	4078
1465+50	50	25.4	2.7	45	5	4449	332	4117
1465+53	3	25.5	2.6	3	0	4452	333	4119
1465+55	2	28.7	2.3	2	0	4454	333	4121
1465+80	25	28.6	1.8	27	2	4480	335	4145
1466+00	20	41.7	0.5	26	1	4506	336	4170
1466+05	5	27.9	0.9	6	0	4513	337	4176
1466+50	45	46.5	0.0	62	1	4574	338	4237
1467+00	50	35.7	0.0	76	0	4651	338	4313
1467+50	50	26.6	0.4	58	0	4708	338	4370
1468+00	50	26.5	0.4	49	1	4758	339	4418
1468+50	50	20.5	0.6	44	1	4801	340	4461
1468+92 BK	42	0.0	0.0	16	0	4817	341	4476
				4817	262			

125TH AVENUE STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
63+79		34.3	14.4	0	0	0	0	0
64+00	21	36.2	25.9	27	16	27	20	7
64+50	50	50.1	25.7	80	48	107	82	25
65+00	50	50.6	61.2	93	80	200	187	13
65+50	50	52.6	52.7	96	106	296	324	-28
66+00	50	56.0	59.7	101	104	396	459	-63
66+50	50	57.2	49.8	105	101	501	591	-90
67+00 BK	50	89.8	32.7	136	76	637	690	-53
67+00 AH		138.1	32.7	0	0	637	690	-53
67+50	50	153.2	13.3	270	43	907	746	161
68+00	50	135.9	4.8	268	17	1175	767	407
68+50	50	181.1	4.8	293	9	1468	779	689
69+00	50	273.4	0.1	421	5	1889	785	1104
69+50	50	340.4	0.0	568	0	2457	785	1672
70+00	50	413.6	0.8	698	1	3156	786	2370
70+50 BK	50	324.2	0.0	683	1	3839	787	3052
72+00 AH		433.5	0.0	0	0	3839	787	3052
72+50	50	412.4	0.0	783	0	4622	787	3835
73+00	50	336.1	0.0	693	0	5315	787	4528
73+50	50	283.2	0.5	573	0	5888	788	5101
74+00	50	237.2	0.4	482	1	6370	789	5582
74+50	50	202.1	0.9	407	1	6777	790	5987
75+00	50	188.3	16.8	362	16	7138	811	6327
75+50	50	139.6	27.0	304	41	7442	864	6578
75+51 BK	1	139.4	27.5	5	1	7447	865	6582
75+51 AH		23.9	9.4	0	0	7447	865	6582
76+00	49	32.9	8.0	51	16	7499	886	6613
76+50	50	19.7	4.3	49	11	7547	901	6647
77+00	50	19.0	5.5	36	9	7583	912	6671
77+50	50	22.6	22.7	39	26	7622	946	6675
78+00	50	21.2	2.2	41	23	7662	976	6686
78+50	50	22.8	3.9	41	6	7703	984	6719
79+00	50	24.4	3.5	44	7	7747	993	6754
79+50	50	24.9	8.4	46	11	7792	1007	6785
80+00	50	25.8	7.7	47	15	7839	1026	6813
80+50	50	12.3	1.7	35	9	7875	1038	6837
				7875	798			

122ND AVENUE STAGE 2

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
501+00	0	59.5	68.7	0	0	0	0	0
501+50	50	96.8	39.2	145	100	145	130	15
502+00	50	112.7	12.3	194	48	339	192	147
502+50	50	101.0	17.0	198	27	537	227	309
503+00	50	97.3	8.7	184	24	720	258	462
503+50	50	104.1	6.2	187	14	907	276	631
504+00	50	115.8	10.9	204	16	1111	297	814
504+19	19	115.6	8.2	81	7	1192	305	886
504+50	31	123.5	9.9	137	10	1329	319	1010
504+92	42	50.6	12.1	135	17	1464	341	1123
				1464	262			

STH 50 STAGE 4

STATION	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.3	Mass Ordinate Note 8
1422+00		98.1	30.3	33.0	0.0	0	0	0	0	0	0	0
1422+50	50	106.0	28.7	25.6	0.0	189	55	54	0	189	71	64
1423+00	50	107.9	28.0	24.6	0.0	200	53	46	0	389	130	152
1423+50	50	108.0	23.0	23.0	0.0	200	47	44	0	589	187	247
1424+00	50	104.5	23.0	19.9	0.0	197	43	40	0	785	239	350
1424+50	50	106.6	23.0	22.3	0.0	195	43	39	0	981	289	452
1425+00	50	108.3	23.0	17.7	0.0	199	43	37	0	1180	338	560
1425+50	50	103.8	23.0	10.5	0.0	196	43	26	0	1376	371	680
1426+00	50	103.1	23.0	11.5	0.0	192	43	20	0	1568	398	802
1426+50	50	104.1	22.5	10.0	0.0	192	42	20	0	1759	424	926
1427+00	50	104.3	22.5	14.9	0.0	193	42	23	0	1952	454	1048
1427+50	50	79.9	22.5	0.0	0.0	171	42	14	0	2123	472	1159
1428+00	50	81.4	23.8	0.0	0.0	149	43	0	0	2272	472	1265
1428+50	50	82.4	23.8	0.0	0.0	152	44	0	0	2424	472	1373
1428+89	39	88.8	23.8	0.0	0.0	124	34	0	0	2547	472	1462
1429+00	11	86.8	23.8	0.0	0.0	36	10	0	0	2583	472	1488
1429+50	50	85.1	23.8	0.0	0.0	159	44	0	0	2742	472	1603
1430+00	50	200.7	25.0	0.0	0.0	265	45	0	0	3007	472	1822
1430+50	50	176.6	24.4	0.0	0.0	349	46	0	0	3356	472	2126
1431+00	50	168.5	24.4	0.0	0.0	320	45	0	0	3676	472	2400
1431+50	50	177.2	24.4	0.0	0.0	320	45	0	0	3996	472	2675
1432+00	50	145.2	24.4	0.0	0.0	299	45	0	0	4295	472	2929
1432+50	50	151.1	24.4	0.0	0.0	274	45	0	0	4569	472	3158
1433+00	50	153.6	24.4	0.0	0.0	282	45	0	0	4851	472	3395
1433+50	50	148.7	24.4	0.0	0.0	280	45	0	0	5131	472	3630
1434+00	50	190.0	24.4	0.0	0.0	314	45	0	0	5445	472	3898
1434+50	50	211.0	24.4	0.0	0.0	371	45	0	0	5816	472	4224
1435+00	50	181.0	43.9	0.0	0.0	363	63	0	0	6179	472	4524
1435+50	50	148.1	43.9	4.3	0.0	305	81	4	0	6484	477	4742
1436+00	50	138.8	43.9	6.3	0.0	266	81	10	0	6749	489	4914
1436+50	50	145.7	43.9	5.9	0.0	263	81	11	0	7013	504	5081
1437+00	50	182.5	43.9	0.0	0.0	304	81	5	0	7317	511	5297
1437+50	50	97.9	43.9	0.0	0.0	260	81	0	0	7576	511	5475
1437+59	9	98.3	43.9	0.0	0.0	33	15	0	0	7609	511	5493
1438+00	41	102.8	43.9	0.0	0.0	153	67	0	0	7762	511	5579
1438+50	50	142.3	43.9	20.5	0.0	227	81	19	0	7989	536	5700
1439+00	50	116.5	43.9	11.7	0.0	240	81	30	0	8228	574	5820
1439+50	50	106.1	43.9	12.1	0.0	206	81	22	0	8434	603	5916
1440+00	50	102.4	43.9	1.6	0.0	193	81	13	0	8627	620	6011
1440+50	50	86.7	43.9	3.5	0.0	175	81	5	0	8802	626	6099
1441+00	50	87.4	43.9	11.0	0.0	161	81	13	0	8964	643	6161
1441+35	35	71.0	43.9	4.3	0.0	103	57	10	0	9066	656	6194
1441+50	15	69.8	43.9	7.1	0.0	39	24	3	0	9105	660	6205
1442+00	50	61.5	43.9	10.9	0.0	122	81	17	0	9227	682	6223
1442+50	50	62.7	43.9	10.0	0.0	115	81	19	0	9342	707	6232
1443+00	50	123.4	43.9	0.0	0.0	172	81	9	0	9514	719	6311
1443+50	50	88.7	43.9	12.7	0.0	196	81	12	0	9711	734	6411
1444+00	50	126.8	43.9	88.0	0.0	200	81	93	0	9910	856	6408
1444+50	50	386.8	30.3	37.9	0.0	476	69	117	0	10386	1007	6663
1444+56	6	455.3	30.3	42.7	0.0	94	7	9	0	10479	1019	6738
1445+00	44	274.6	30.3	109.6	0.0	595	49	124	0	11074	1180	7123
1445+21	21	413.5	30.3	0.0	0.0	268	24	43	0	11342	1236	7311
1445+50	29	156.6	26.4	0.0	0.0	306	30	0	0	11648	1236	7587
1446+00	50	305.1	26.4	0.0	0.0	428	49	0	0	12075	1236	7965
1446+50	50	191.3	26.4	0.0	0.0	460	49	0	0	12535	1236	8376
1447+00	50	183.4	26.4	0.0	0.0	347	49	0	0	12882	1236	8674

STH 50 STAGE 4 CONTINUED

STATION	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.3	Note 8
1447+50	50	176.3	26.4	0.0	0.0	333	49	0	0	13215	1236	8958
1448+00	50	142.8	26.4	0.0	0.0	296	49	0	0	13511	1236	9205
1448+50	50	408.6	118.0	0.0	0.0	511	134	0	0	14021	1236	9582
1448+59	9	402.1	118.0	0.0	0.0	135	39	0	0	14156	1236	9677
1449+00	41	305.3	26.0	0.0	0.0	537	109	0	0	14693	1236	10105
1449+50	50	120.6	26.0	1.1	0.0	394	48	1	0	15088	1237	10450
1450+00	50	104.8	26.0	3.6	0.0	209	48	4	0	15296	1242	10605
1450+50	50	103.8	23.4	4.2	0.0	193	46	7	0	15490	1252	10743
1451+00	50	103.3	22.3	6.4	0.0	192	42	10	0	15681	1264	10880
1451+50	50	127.1	22.3	0.0	0.0	213	41	6	0	15895	1272	11044
1452+00	50	123.6	22.3	0.0	0.0	232	41	0	0	16127	1272	11235
1452+50	50	127.7	22.3	0.0	0.0	233	41	0	0	16360	1272	11427
1453+00	50	126.1	24.9	0.0	0.0	235	44	0	0	16595	1272	11618
1453+50	50	117.2	26.0	0.2	0.0	225	47	0	0	16820	1273	11796
1454+00	50	188.6	26.0	0.0	0.0	283	48	0	0	17103	1273	12031
1454+50	50	149.0	70.0	0.0	0.0	313	89	0	0	17416	1273	12254
1454+84	34	141.7	70.0	0.0	0.0	183	88	0	0	17599	1273	12349
1455+00	16	137.8	70.0	0.0	0.0	83	41	0	0	17681	1273	12391
1455+50	50	106.1	70.0	16.2	0.0	226	130	15	0	17907	1292	12467
1456+00	50	59.9	20.2	36.5	0.0	154	84	49	0	18061	1356	12474
1456+50	50	58.9	20.2	38.8	0.0	110	37	70	0	18171	1446	12456
1457+00	50	57.0	20.2	87.9	0.0	107	37	117	0	18278	1599	12373
1457+50	50	67.7	20.2	77.7	0.0	115	37	153	0	18394	1798	12252
1458+00	50	56.5	20.2	85.4	0.0	115	37	151	0	18509	1994	12133
1458+50	50	62.7	20.2	77.1	0.0	110	37	150	0	18619	2190	12011
1459+00	50	62.9	20.2	104.6	0.0	116	37	168	0	18735	2409	11871
1459+50	50	63.0	20.2	80.4	0.0	117	37	171	0	18852	2632	11727
1460+00	50	69.2	20.2	84.5	0.0	122	37	153	0	18974	2830	11613
1460+50	50	75.7	35.0	105.0	0.0	134	51	175	0	19108	3058	11469
1461+00	50	100.7	70.0	0.0	0.0	163	97	97	0	19272	3184	11408
1461+32	32	140.9	85.0	0.0	0.0	143	92	0	0	19415	3184	11460
1461+50	18	126.6	75.0	0.0	0.0	89	53	0	0	19504	3184	11496
1461+65	15	82.7	50.0	3.2	0.0	58	35	1	0	19562	3186	11518
1462+00	35	69.1	35.0	49.5	30.3	98	55	34	20	19661	3210	11517
1462+12	12	54.2	32.0	63.6	95.0	27	15	25	28	19688	3213	11497
1462+37	25	55.5	27.3	46.7	87.5	51	27	51	85	19739	3192	11453
1462+50	13	54.5	27.3	42.0	74.1	26	13	21	39	19765	3179	11439
1462+62	12	55.2	27.3	31.2	70.4	24	12	16	32	19790	3167	11430
1463+00	38	62.8	27.3	13.1	52.5	83	38	31	86	19873	3117	11434
1463+50	50	61.3	27.3	13.3	58.1	115	50	24	102	19987	3043	11467
1464+00	50	58.6	27.3	20.3	60.5	111	50	31	110	20099	2969	11487
1464+50	50	61.3	27.3	5.7	80.8	111	50	24	131	20210	2864	11516
1465+00	50	64.5	27.3	3.9	56.9	117	50	9	128	20326	2743	11571
1465+50	50	67.2	27.3	3.4	37.8	122	50	7	88	20448	2660	11634
1465+53	3	67.3	27.3	3.1	36.8	7	3	0	4	20456	2657	11638
1465+55	2	67.7	27.3	2.3	37.5	5	2	0	3	20461	2654	11641
1465+80	25	66.6	27.3	1.7	29.6	62	25	2	31	20523	2624	11675
1466+00	20	65.1	27.3	1.3	24.4	49	20	1	20	20572	2605	11702
1466+05	5	64.7	27.3	1.1	0.0	12	5	0	2	20584	2603	11709
1466+50	45	62.9	27.3	1.8	0.0	106	45	2	0	20690	2606	11767
1467+00 BK	50	76.3	27.3	0.0	0.0	129	50	2	0	20819	2608	11843
1467+00 AH		23.6	6.3	0.0	0.0	0		0	0	20819	2608	11843
1467+50	50	21.6	6.3	0.0	0.0	42	12	0	0	20861	2608	11906
1468+00	50	16.4	6.3	2.4	0.0	35	12	2	0	20896	2611	11927
1468+50	50	17.6	6.3	14.1	0.0	31	12	15	0	20927	2631	11927
1469+00	50	25.4	6.3	0.1	0.0	40	12	13	0	20967	2648	11938
					Column totals	20967	5470	2763	908			

123RD AVENUE AND 74TH STREET STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
412+00	0	0.0	68.4	0	0	0	0	0
412+50	50	0.0	37.7	0	98	0	128	-128
413+00	50	1.6	2.0	1	37	1	175	-174
413+50	50	29.3	3.4	29	5	30	182	-152
414+00	50	2.2	1.2	29	4	59	187	-128
414+50	50	1.4	2.3	3	3	62	192	-129
415+00	50	0.0	17.9	1	19	64	216	-152
415+50	50	0.0	0.0	0	17	64	237	-174
416+00	50	0.7	11.6	1	11	64	251	-187
416+50	50	2.8	3.3	3	14	68	269	-202
417+00	50	3.0	2.0	5	5	73	276	-203
417+50	50	16.1	2.6	18	4	91	281	-191
418+00	50	49.8	0.0	61	2	152	284	-133
418+50	50	3.3	0.2	49	0	201	285	-84
				201	219			

122ND AVENUE STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
501+00	0	0.0	0.0	0	0	0	0	0
501+50	50	34.7	0.3	32	0	32	0	32
502+00	50	45.0	0.0	74	0	106	1	105
502+50	50	54.7	0.0	92	0	198	1	198
503+00	50	56.5	0.0	103	0	301	1	301
503+50	50	57.9	0.0	106	0	407	1	407
504+00	50	0.0	0.0	54	0	461	1	460
				461	1			

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RAMP SW STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
280+95	0	2.8	347.7	0	0	0	0	0
281+00	5	3.2	351.4	1	66	1	86	-86
282+00	100	120.4	32.6	229	711	229	1011	-781
283+00	100	111.8	144.8	430	328	659	1438	-778
284+00	100	129.3	273.6	446	775	1106	2445	-1339
285+00	100	0.0	0.0	239	507	1345	3103	-1758
				1345	2387			

RAMP SE STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
281+40		107.6	1.0	0	0	0	0	0
282+00	60	217.7	17.5	363	21	363	27	336
283+00	100	295.7	3.9	951	40	1313	78	1235
284+00	100	457.6	169.1	1395	320	2708	495	2214
				2708	380			

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118TH AVENUE STAGE 4A

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
803+00		15.3	29.3	0	0	0	0	0
803+50	50	13.4	40.0	27	74	27	96	-70
804+00	50	11.8	38.9	23	73	50	191	-141
804+50	50	10.3	20.0	20	55	70	262	-192
805+00	50	10.7	5.7	19	24	90	293	-203
805+25	25	10.3	1.2	10	3	100	297	-198
805+50 BK	25	10.6	0.5	10	1	109	298	-189
809+00 AH		32.8	0.0	0	0	109	298	-189
809+50	50	27.1	0.0	55	0	165	298	-133
810+00	50	33.8	0.0	56	0	221	298	-77
810+50	50	13.3	0.0	44	0	265	298	-33
811+00 BK	50	0.0	0.0	12	0	277	298	-21
813+00 AH		23.5	0.0	0	0	277	298	-21
813+50	50	21.0	0.0	41	0	318	298	20
814+00	50	22.9	0.0	41	0	359	298	61
814+08	8	22.2	0.0	7	0	365	298	67
814+50	42	22.0	0.0	34	0	400	298	102
815+00	50	22.0	0.0	41	0	440	298	142
815+22 BK	22	22.0	0.0	18	0	458	298	160
				458	229			

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EARTHWORK DATA	SHEET NO: 743	E

118TH AVENUE STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
805+25 AH		48.2	0.0	0	0	0	0	0
805+50	25	46.3	0.0	44	0	44	0	44
806+00	50	54.5	11.6	93	11	137	14	123
806+50	50	63.8	1.7	109	12	247	30	217
807+00	50	83.0	0.0	136	2	382	32	351
807+50	50	102.5	0.0	172	0	554	32	522
808+00	50	123.6	0.0	209	0	763	32	732
808+50	50	171.1	0.0	273	0	1036	32	1004
809+00	50	178.0	0.0	323	0	1360	32	1328
809+50	50	140.2	0.0	295	0	1654	32	1622
810+00	50	123.8	0.0	244	0	1899	32	1867
810+50	50	121.8	0.0	227	0	2126	32	2094
811+00 BK	50	177.6	0.0	277	0	2403	32	2371
813+00 AH		144.6	12.2	0	0	2403	32	2371
813+50	50	143.9	0.1	267	11	2670	47	2623
814+00	50	117.1	2.7	242	3	2912	50	2862
814+08 BK	8	112.5	0.9	34	1	2946	51	2895
				2946	39			

ACCESS ROAD F (SOUTH) STAGE 4

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
903+00		78.9	18.5	0	0	0	0	0
903+50	50	66.1	29.3	134	44	134	58	77
904+00	50	108.0	0.0	161	27	296	93	203
904+50	50	136.2	73.3	226	68	522	181	341
				522	139			

STH 50 STAGE 5

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.3	Note 8
1422+00		38.8	7.6	0.4	0	0	0	0	0	0
1422+50	50	45.0	0.0	0.1	78	7	0	78	1	70
1423+00	50	49.8	0.0	0.0	92	0	0	170	1	162
1423+50	50	51.7	0.0	0.0	94	0	0	264	1	256
1424+00	50	48.8	0.0	0.0	93	0	0	357	1	349
1424+50	50	47.3	0.0	0.0	89	0	0	446	1	438
1425+00	50	47.3	0.0	0.0	88	0	0	534	1	526
1425+50	50	47.3	0.0	0.0	88	0	0	621	1	613
1426+00	50	46.9	3.8	0.0	87	3	0	708	1	697
1426+50	50	46.1	5.6	0.0	86	9	0	794	1	775
1427+00	50	46.1	7.5	0.0	85	12	0	880	1	848
1427+50	50	42.2	7.5	0.1	82	14	0	961	1	915
1428+00	50	52.5	7.5	0.1	88	14	0	1049	1	989
1428+50	50	0.0	15.0	0.0	49	21	0	1098	1	1017
1428+89	39	0.0	0.0	0.0	0	11	0	1098	1	1006
1429+00	11	58.9	17.9	0.0	12	4	0	1110	1	1014
1429+50	50	36.4	10.0	0.0	88	26	0	1198	1	1077
1430+00	50	50.6	10.0	0.0	81	19	0	1278	1	1139
1430+50	50	56.4	10.0	0.0	99	19	0	1377	1	1219
1431+00	50	63.6	10.0	0.0	111	19	0	1489	1	1312
1431+50	50	66.7	10.0	0.0	121	19	0	1609	1	1414
1432+00	50	68.8	10.0	0.0	125	19	0	1735	1	1521
1432+50	50	76.2	10.0	0.0	134	19	0	1869	1	1636
1433+00	50	91.6	10.0	0.0	155	19	0	2024	1	1773
1433+50	50	89.2	15.0	0.0	167	23	0	2192	1	1917
1434+00	50	83.6	15.0	0.0	160	28	0	2351	1	2050
1434+50	50	42.7	3.8	0.0	117	17	0	2468	1	2149
1435+00	50	38.7	3.8	1.1	75	7	1	2544	2	2216
1435+50	50	33.2	5.6	1.8	67	9	3	2610	6	2271
1436+00	50	37.1	7.5	0.5	65	12	2	2675	8	2321
1436+50	50	46.2	7.5	0.0	77	14	0	2752	9	2384
1437+00	50	45.8	53.6	0.0	85	57	0	2838	9	2412
1437+50	50	47.8	71.5	0.0	87	116	0	2924	9	2383
1437+59	9	47.4	65.9	0.0	16	23	0	2940	9	2376
1438+00	41	35.8	40.6	0.0	63	81	0	3003	9	2358
1438+50	50	14.0	3.8	10.5	46	41	10	3049	22	2351
1439+00	50	16.4	3.8	9.5	28	7	19	3077	46	2348
1439+50	50	19.6	14.7	10.1	33	17	18	3111	69	2340
1440+00	50	19.9	22.8	4.2	37	35	13	3147	87	2325
1440+50	50	25.3	22.8	0.0	42	42	4	3189	92	2319
1441+00	50	26.6	39.0	0.0	48	57	0	3237	92	2310
1441+35	35	22.7	39.0	0.0	32	51	0	3269	92	2292
1441+50	15	22.0	39.0	0.0	12	22	0	3281	92	2282
1442+00	50	13.0	18.7	7.2	32	53	7	3314	100	2253
1442+50	50	14.0	13.1	6.9	25	29	13	3339	117	2231
1443+00	50	29.3	24.9	2.5	40	35	9	3379	129	2225
1443+50	50	52.5	35.8	0.0	76	56	2	3455	132	2241
1444+00	50	81.2	35.8	0.0	124	66	0	3579	132	2299
1444+50	50	94.5	22.0	0.0	163	53	0	3741	132	2408
1444+56	6	95.1	22.0	0.0	21	5	0	3762	132	2424
1445+00	44	103.8	22.0	0.0	162	36	0	3924	132	2551
1445+21	21	115.8	22.0	0.0	85	17	0	4010	132	2619
1445+50	29	79.5	19.3	0.0	105	22	0	4115	132	2702
1446+00	50	72.7	19.3	0.0	141	36	0	4256	132	2807
1446+50	50	69.6	19.3	0.0	132	36	0	4387	132	2903
1447+00	50	67.4	19.3	0.0	127	36	0	4514	132	2994

STH 50 STAGE 5 CONTINUED

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.3	Mass Ordinate Note 8
1447+50	50	64.7	19.3	0.0	122	36	0	4637	132	3081
1448+00	50	69.9	19.3	0.0	125	36	0	4761	132	3170
1448+50	50	73.9	22.0	0.0	133	38	0	4894	132	3265
1448+59	9	65.5	22.0	0.0	23	7	0	4917	132	3281
1449+00	41	69.9	12.0	0.0	103	26	0	5020	132	3358
1449+50	50	64.0	12.0	0.0	124	22	0	5144	132	3460
1450+00	50	56.0	12.0	0.0	111	22	0	5255	132	3548
1450+50	50	45.1	12.0	0.2	94	22	0	5349	132	3620
1451+00	50	65.8	18.0	0.0	103	28	0	5452	132	3694
1451+50	50	68.5	23.0	0.0	124	38	0	5576	132	3780
1452+00	50	68.9	23.0	0.0	127	43	0	5703	132	3865
1452+50	50	69.2	23.0	0.0	128	43	0	5831	132	3950
1453+00	50	67.2	23.0	0.0	126	43	0	5957	132	4034
1453+50	50	63.7	23.0	0.0	121	43	0	6079	132	4113
1454+00	50	48.1	28.5	0.0	104	48	0	6182	132	4168
1454+50	50	0.0	0.0	0.0	45	26	0	6227	132	4187
1454+84	34	0.0	0.0	0.0	0	0	0	6227	132	4187
1455+00	16	0.0	0.0	0.0	0	0	0	6227	132	4187
1455+50	50	53.5	18.0	0.0	50	17	0	6276	132	4219
1456+00	50	53.6	10.0	0.0	99	26	0	6375	132	4293
1456+50	50	38.3	10.0	0.4	85	19	0	6460	133	4359
1457+00	50	39.8	10.0	0.4	72	19	1	6533	134	4412
1457+50	50	38.0	12.0	0.3	72	20	1	6605	134	4462
1458+00	50	37.3	15.9	0.5	70	26	1	6674	135	4505
1458+50	50	36.8	17.9	0.6	69	31	1	6743	137	4542
1459+00	50	56.8	19.9	0.0	87	35	1	6830	137	4592
1459+50	50	56.8	19.9	0.0	105	37	0	6935	137	4661
1460+00	50	56.1	19.9	0.0	105	37	0	7039	137	4728
1460+50	50	51.7	19.9	0.0	100	37	0	7139	137	4791
1461+00	50	50.7	22.0	0.0	95	39	0	7234	137	4848
1461+32	32	52.9	22.0	0.0	61	26	0	7295	137	4883
1461+50	18	51.9	22.0	0.0	35	15	0	7330	137	4903
1461+65	15	53.7	22.0	0.0	29	12	0	7360	137	4920
1462+00	35	29.9	7.9	2.8	54	19	2	7414	140	4953
1462+12	12	31.4	5.9	3.5	14	3	1	7427	142	4961
1462+37	25	30.1	2.5	4.8	28	4	4	7456	147	4981
1462+50	13	28.6	2.5	5.5	14	1	2	7470	150	4991
1462+62	12	28.6	2.5	5.3	13	1	2	7483	153	4999
1463+00	38	31.8	2.5	4.7	42	4	7	7525	162	5029
1463+50	50	35.0	2.5	4.0	62	5	8	7587	173	5076
1464+00	50	35.3	2.5	3.2	65	5	7	7652	181	5128
1464+50	50	41.4	2.5	2.5	71	5	5	7723	188	5187
1465+00	50	46.5	2.5	2.0	81	5	4	7804	194	5258
1465+50	50	43.1	2.5	1.6	83	5	3	7887	198	5332
1465+53	3	43.0	2.5	1.6	5	0	0	7892	198	5336
1465+55	2	42.3	2.5	1.6	3	0	0	7895	198	5339
1465+80	25	44.8	4.9	1.2	40	3	1	7936	200	5375
1466+00	20	48.1	4.9	0.8	34	4	1	7970	201	5404
1466+05	5	55.7	4.9	0.5	10	1	0	7980	201	5413
1466+50	45	58.9	10.9	0.0	95	13	0	8075	202	5495
1467+00	50	56.0	10.9	0.0	106	20	0	8181	202	5581
1467+50	50	38.8	1.9	0.0	88	12	0	8269	202	5657
1468+00	50	40.4	1.9	0.0	73	3	0	8343	202	5727
1468+50	50	39.5	1.9	0.0	74	3	0	8417	202	5797
1468+90	40	0.0	0.0	0.0	29	1	0	8446	202	5825
					8446	2419	155			

118TH AVENUE STAGE 5

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
803+00		24.0	0.0	0	0	0	0	0
803+50	50	22.9	0.0	43	0	43	0	43
804+00	50	25.1	0.0	44	0	88	0	88
804+50	50	13.8	0.3	36	0	124	0	124
805+00	50	15.5	0.4	27	1	151	1	150
805+25	25	12.1	0.0	13	0	164	1	162
805+50	25	10.1	0.0	10	0	174	1	173
806+00 BK	50	0.0	0.0	9	0	183	1	182
				183	1			

STH 50 STAGE 6

STATION	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.3	Note 8
1419+89		26.5	2.0	0.0	0.0	0	0	0	0	0	0	0
1420+00	11	26.1	2.0	0.0	0.0	11	1	0	0	11	0	10
1420+50	50	23.6	2.0	0.0	0.0	46	4	0	0	57	0	52
1421+00	50	33.6	2.0	0.0	0.0	53	4	0	0	110	0	101
1421+50	50	43.7	2.0	0.0	0.0	72	4	0	0	181	0	169
1422+00	50	106.1	32.3	0.0	0.0	139	32	0	0	320	0	276
1422+50	50	113.5	32.3	0.0	0.0	203	60	0	0	523	0	420
1423+00	50	111.8	32.3	21.4	0.0	209	60	20	0	732	26	543
1423+50	50	115.9	32.3	18.5	0.0	211	60	37	0	943	74	646
1424+00	50	103.9	32.3	15.7	0.0	204	60	32	0	1146	115	748
1424+50	50	104.0	32.3	7.4	0.0	193	60	21	0	1339	143	853
1425+00	50	107.3	32.3	17.7	0.0	196	60	23	0	1534	173	959
1425+50	50	115.2	32.3	38.8	0.0	206	60	52	0	1740	241	1037
1426+00	50	116.1	23.8	48.8	0.0	214	52	81	0	1955	346	1093
1426+50	50	114.4	23.1	54.3	0.0	213	43	95	0	2168	470	1139
1427+00	50	107.5	23.1	0.0	0.0	205	43	50	0	2373	536	1237
1427+50	50	101.4	23.1	0.0	0.0	193	43	0	0	2567	536	1387
1428+00	50	102.6	23.1	0.0	0.0	189	43	0	0	2756	536	1533
1428+50	50	91.7	54.4	0.0	0.0	180	72	0	0	2936	536	1641
1428+89	39	92.5	54.4	0.0	0.0	133	79	0	0	3069	536	1696
1429+00	11	93.3	54.4	0.0	0.0	38	22	0	0	3106	536	1712
1429+50	50	180.0	54.4	0.0	0.0	253	101	0	0	3360	536	1864
1430+00	50	177.6	31.3	10.9	0.0	331	79	10	0	3691	549	2103
1430+50	50	138.7	31.3	50.4	0.0	293	58	57	0	3984	623	2264
1431+00	50	145.5	31.3	49.1	0.0	263	58	92	0	4247	743	2349
1431+50	50	145.4	31.3	33.0	0.0	269	58	76	0	4516	841	2462
1432+00	50	153.5	23.1	34.1	0.0	277	50	62	0	4793	922	2608
1432+50	50	164.8	23.1	24.8	0.0	295	43	55	0	5088	993	2789
1433+00	50	168.5	29.4	8.7	0.0	309	49	31	0	5396	1033	3008
1433+50	50	190.2	36.8	1.5	0.0	332	61	9	0	5728	1046	3267
1434+00	50	141.2	29.4	14.8	0.0	307	61	15	0	6035	1065	3493
1434+50	50	126.1	29.4	17.7	0.0	248	54	30	0	6283	1104	3647
1435+00	50	106.4	29.4	25.3	0.0	215	54	40	0	6498	1156	3756
1435+50	50	100.8	25.6	29.0	0.0	192	51	50	0	6690	1221	3832
1436+00	50	96.2	25.0	31.2	0.0	182	47	56	0	6872	1294	3895
1436+50	50	99.1	30.0	35.0	0.0	181	51	61	0	7053	1374	3945
1437+00	50	87.0	52.5	0.0	0.0	172	76	32	0	7226	1416	3999
1437+50	50	81.4	52.5	0.0	0.0	156	97	0	0	7381	1416	4058
1437+59	9	81.8	52.5	0.0	0.0	27	18	0	0	7409	1416	4067
1438+00	41	89.5	41.1	6.6	0.0	130	71	5	0	7539	1422	4120
1438+50	50	114.8	41.1	22.2	0.0	189	76	27	0	7728	1457	4198
1439+00	50	84.1	35.0	21.1	0.0	184	70	40	0	7912	1509	4260
1439+50	50	79.0	27.4	16.9	0.0	151	58	35	0	8063	1555	4307
1440+00	50	64.0	27.4	12.3	0.0	132	51	27	0	8195	1590	4354
1440+50	50	119.5	27.4	0.0	0.0	170	51	11	0	8365	1605	4458
1441+00	50	54.3	59.5	37.4	0.0	161	80	35	0	8526	1650	4494
1441+35	35	87.2	59.5	1.7	0.0	92	77	25	0	8618	1682	4475
1441+50	15	92.1	59.5	0.0	0.0	50	33	0	0	8668	1683	4492
1442+00	50	42.1	42.9	44.0	0.0	124	95	41	0	8792	1736	4468
1442+50	50	43.8	36.8	55.9	0.0	80	74	92	0	8872	1856	4354
1443+00	50	58.4	32.4	43.2	0.0	95	64	92	0	8966	1975	4265
1443+50	50	81.9	25.5	40.8	0.0	130	54	78	0	9096	2076	4240
1444+00	50	113.8	25.5	63.5	0.0	181	47	97	0	9277	2202	4249
1444+50	50	269.3	27.0	84.1	0.0	355	49	137	0	9632	2379	4377
1444+56	6	161.8	27.0	159.5	0.0	48	6	27	0	9680	2415	4384
1445+00	44	324.2	16.1	0.0	0.0	396	35	130	0	10076	2584	4576

STH 50 STAGE 6 CONTINUED

STATION	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.3	Mass Ordinate Note 8
1445+21	21	350.2	76.0	0.0	0.0	262	36	0	0	10338	2584	4802
1445+50	29	169.8	76.0	0.0	0.0	279	82	0	0	10617	2584	5000
1446+00	50	427.7	76.0	0.0	0.0	553	141	0	0	11171	2584	5413
1446+50	50	179.3	76.0	0.0	0.0	562	141	0	0	11733	2584	5834
1447+00	50	174.7	76.0	0.0	0.0	328	141	0	0	12061	2584	6021
1447+50	50	169.5	76.0	0.0	0.0	319	141	0	0	12379	2584	6199
1448+00	50	160.6	29.0	0.0	0.0	306	97	0	0	12685	2584	6407
1448+50	50	385.2	114.9	0.0	0.0	505	133	0	0	13190	2584	6780
1448+59	9	387.7	114.9	0.0	0.0	129	38	0	0	13319	2584	6870
1449+00	41	222.2	50.6	0.0	0.0	463	126	0	0	13782	2584	7207
1449+50	50	176.0	28.0	0.0	0.0	369	73	0	0	14151	2584	7503
1450+00	50	119.3	35.7	1.5	0.0	273	59	1	0	14424	2585	7716
1450+50	50	113.7	34.7	13.5	0.0	216	65	14	0	14640	2604	7848
1451+00	50	119.9	35.5	10.9	0.0	216	65	23	0	14856	2633	7970
1451+50	50	133.2	36.2	9.7	0.0	234	66	19	0	15091	2658	8114
1452+00	50	116.4	41.4	12.1	0.0	231	72	20	0	15322	2684	8247
1452+50	50	116.2	42.1	15.1	0.0	215	77	25	0	15537	2717	8352
1453+00	50	114.6	43.0	17.1	0.0	214	79	30	0	15751	2755	8448
1453+50	50	118.0	47.0	55.5	0.0	215	83	67	0	15966	2843	8493
1454+00	50	138.9	74.4	3.8	0.0	238	112	55	0	16204	2914	8547
1454+50	50	148.5	72.3	0.0	0.0	266	136	4	0	16470	2919	8673
1454+84	34	167.3	74.8	0.0	0.0	199	93	0	0	16669	2919	8779
1455+00	16	167.1	74.8	0.0	0.0	99	44	0	0	16768	2919	8834
1455+50	50	162.4	57.3	0.5	0.0	305	122	0	0	17073	2919	9016
1456+00	50	118.2	48.2	70.6	0.0	260	98	66	0	17333	3005	9093
1456+50	50	111.4	48.2	84.8	0.0	213	89	144	0	17545	3192	9029
1457+00	50	112.5	48.2	79.7	0.0	207	89	152	0	17753	3390	8949
1457+50	50	108.4	48.2	75.2	0.0	204	89	143	0	17957	3576	8878
1458+00	50	93.5	48.2	75.3	0.0	187	89	139	0	18144	3757	8794
1458+50	50	89.2	40.9	77.9	0.0	169	82	142	0	18313	3942	8697
1459+00	50	87.6	41.0	89.8	0.0	164	76	155	0	18477	4144	8583
1459+50	50	85.7	42.9	103.6	0.0	160	78	179	0	18637	4376	8432
1460+00	50	92.3	43.2	130.2	0.0	165	80	216	0	18802	4658	8236
1460+50	50	81.2	43.3	155.4	0.0	161	80	264	0	18963	5002	7973
1461+00	50	114.3	72.7	3.5	0.0	181	107	147	0	19144	5193	7855
1461+32	32	119.0	80.6	0.0	0.0	138	91	2	0	19282	5196	7900
1461+50	18	116.8	80.6	0.0	0.0	79	54	0	0	19361	5196	7925
1461+65	15	166.9	66.0	10.3	0.0	79	41	3	0	19439	5199	7959
1462+00	35	118.5	48.7	28.5	0.0	185	74	25	0	19624	5232	8037
1462+12	12	111.4	46.1	25.6	0.0	51	21	12	0	19675	5248	8051
1462+37	25	111.0	46.0	1.5	0.0	103	43	13	0	19778	5264	8095
1462+50	13	114.3	46.5	0.9	0.0	54	22	1	0	19833	5265	8127
1462+62	12	111.6	46.5	3.0	0.0	50	21	1	0	19883	5266	8155
1463+00	38	98.7	46.9	11.8	66.2	148	66	10	47	20031	5279	8224
1463+50	50	88.7	41.9	33.0	88.3	174	82	41	143	20204	5333	8261
1464+00	50	93.1	36.1	6.1	54.5	168	72	36	132	20373	5380	8310
1464+50	50	85.3	31.1	2.3	22.1	165	62	8	71	20538	5390	8403
1465+00	50	86.4	35.8	5.9	17.0	159	62	8	36	20697	5400	8491
1465+50	50	86.6	34.0	4.1	8.4	160	65	9	24	20857	5412	8574
1465+53	3	76.6	34.0	4.7	6.5	9	4	0	1	20866	5413	8579
1465+55	2	76.6	34.0	4.7	8.4	6	3	0	1	20872	5413	8581
1465+80	25	77.3	34.0	12.8	9.6	71	31	8	8	20943	5424	8611
1466+00	20	88.6	33.9	11.7	14.3	61	25	9	9	21005	5436	8635
1466+05	5	75.4	33.9	12.6	0.0	15	6	2	1	21020	5439	8641
1466+50	45	80.8	32.6	9.2	0.0	130	55	18	0	21150	5462	8692
1467+00	50	79.8	31.8	0.4	0.0	149	60	9	0	21299	5474	8770
					Column totals	21299	7055	4211	473			

RAMP NW STAGE 6

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
287+00		194.0	372.7	0	0	0	0	0
288+00	100	212.7	139.1	753	948	753	1232	-479
289+00	100	257.7	2.2	871	262	1624	1572	52
290+00	100	183.7	0.0	818	4	2442	1577	864
291+00	100	139.7	0.0	599	0	3041	1577	1463
				3041	1213			

RAMP NE STAGE 6

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
287+00		219.0	0.0	0	0	0	0	0
288+00	100	182.1	2.5	743	5	743	6	737
289+00	100	0.0	0.0	337	5	1080	12	1068
				1080	9			

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EARTHWORK DATA	SHEET NO: 750	E

118TH AVENUE STAGE 6

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.30	Mass Ordinate CY Note 8
805+25		56.2	0.5	0	0	0	0	0
805+50	25	100.5	1.0	73	1	73	1	72
806+00	50	65.7	10.3	154	10	226	14	212
806+50	50	63.8	8.5	120	17	346	37	309
807+00	50	69.8	9.6	124	17	470	59	411
807+50	50	73.2	11.0	132	19	603	84	519
808+00	50	82.3	6.2	144	16	747	104	642
808+50	50	83.7	5.3	154	11	900	118	782
809+00	50	81.7	1.4	153	6	1053	126	927
809+50	50	108.1	0.4	176	2	1229	128	1101
810+00	50	108.5	2.9	201	3	1430	132	1297
810+50	50	83.8	30.2	178	31	1608	172	1436
811+00 BK	50	122.8	36.3	191	62	1799	252	1547
813+00 AH		143.1	1.5	0	0	1799	252	1547
813+50	50	153.3	0.2	275	2	2073	254	1819
814+00	50	132.2	0.0	264	0	2338	254	2083
814+08	8	105.3	0.2	36	0	2374	254	2120
				2374	196			

ACCESS ROAD F (NORTH) STAGE 6

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.30	Mass Ordinate CY Note 8
906+50		138.5	13.1	0	0	0	0	0
906+95	45	102.6	25.8	201	32	201	42	159
				201	32			

STH 50 TEMPORARY CROSSOVER REMOVAL - WEST STAGE 7

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
1402+00		0.0	0.0	0	0	0	0	0
1403+00	100	23.5	0.0	43	0	43	0	43
1404+00	100	45.3	0.0	127	0	171	0	171
1405+00	100	70.5	0.0	214	0	385	0	385
1406+00	100	77.5	0.0	274	0	659	0	659
1407+00	100	94.7	0.0	319	0	978	0	978
1408+00	100	80.6	0.0	325	0	1303	0	1303
1409+00	100	83.1	0.0	303	0	1606	0	1606
1410+00	100	81.1	0.0	304	0	1910	0	1910
1411+00	100	80.0	0.0	298	0	2208	0	2208
1412+00	100	87.2	0.0	310	0	2518	0	2518
1413+00	100	87.5	0.0	324	0	2841	0	2841
1414+00	100	85.0	0.0	320	0	3161	0	3161
1414+75	75	0.0	0.0	118	0	3279	0	3279
				3279	0			

STH 50 TEMPORARY CROSSOVER REMOVAL - EAST STAGE 7

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
1469+60		0.0	0.0	0	0	0	0	0
1470+00	40	37.6	0.0	28	0	28	0	28
1471+00	100	50.4	0.0	163	0	191	0	191
1472+00	100	56.9	0.0	199	0	390	0	390
1473+00	100	64.5	0.0	225	0	614	0	614
1474+00	100	63.7	0.0	237	0	852	0	852
1475+00	100	61.6	0.0	232	0	1084	0	1084
1476+00	100	59.3	0.0	224	0	1308	0	1308
1477+00	100	50.3	0.0	203	0	1511	0	1511
1478+00	100	27.6	0.1	144	0	1655	0	1655
1479+00	100	12.2	0.0	74	0	1729	0	1728
1479+70	70	0.0	0.0	16	0	1745	0	1744
				1745	0			

9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	EARTHWORK DATA	SHEET NO: 752	E

STH 50 STAGE 7

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	Mass Ordinate CY Note 8
1415+35		0.0	0.0	0.0	0	0	0	0	0	0
1415+50	15	1.6	5.6	7.2	0	2	2	0	3	-4
1415+65	15	3.2	7.5	7.6	1	4	4	2	8	-11
1416+00	35	3.2	7.5	7.8	4	10	10	6	21	-30
1416+50	50	3.2	7.5	7.7	6	14	14	12	39	-56
1417+00	50	3.2	7.5	7.6	6	14	14	18	58	-83
1417+50	50	3.2	7.5	7.6	6	14	14	24	76	-109
1418+00	50	3.2	7.5	6.2	6	14	13	30	93	-134
1418+50	50	2.3	12.9	1.0	5	19	7	35	101	-156
1419+00	50	3.2	9.8	0.7	5	21	2	40	104	-174
1419+50	50	5.9	10.7	0.6	8	19	1	48	105	-186
1420+00	50	14.9	13.4	0.3	19	22	1	67	106	-190
1420+50	50	24.5	15.3	0.0	36	27	0	104	106	-181
1420+85	35	24.8	12.1	0.0	32	18	0	136	106	-166
1421+00 BK	15	0.0	0.0	0.0	7	3	0	143	106	-163
1421+75 AH		76.5	22.0	0.0	0	0	0	143	106	-163
1422+00	25	51.6	24.3	11.8	59	21	5	202	113	-132
1422+50	50	40.4	24.3	25.1	85	45	34	287	158	-136
1423+00	50	52.3	24.3	20.0	86	45	42	373	212	-150
1423+50	50	64.0	24.3	15.0	108	45	32	481	254	-130
1424+00	50	74.7	24.3	10.5	128	45	24	609	285	-77
1424+50	50	83.6	21.2	11.9	147	42	21	756	312	1
1425+00	50	74.9	18.9	14.7	147	37	25	902	344	78
1425+50	50	47.1	15.7	7.7	113	32	21	1015	371	132
1426+00	50	44.0	11.9	8.8	84	25	15	1100	391	171
1426+50	50	42.8	9.2	10.7	80	19	18	1180	414	209
1427+00	50	42.7	9.2	10.7	79	17	20	1259	440	245
1427+50	50	42.4	19.2	10.9	79	26	20	1338	466	272
1428+00	50	46.2	19.2	10.9	82	36	20	1420	492	292
1428+50	50	99.2	24.0	0.0	135	40	10	1555	505	374
1428+89	39	102.0	28.8	0.0	145	38	0	1700	505	481
1429+00	11	102.9	19.8	0.0	42	10	0	1742	505	513
1429+50	50	56.9	17.3	9.0	148	34	8	1890	516	616
1430+00	50	51.6	17.3	22.9	101	32	30	1990	554	646
1430+50	50	49.1	17.3	24.6	93	32	44	2084	612	650
1431+00	50	47.8	17.3	22.0	90	32	43	2173	668	652
1431+50	50	47.9	12.9	22.0	89	28	41	2262	721	659
1432+00	50	47.9	9.2	22.0	89	20	41	2351	774	674
1432+50	50	50.5	12.3	23.5	91	20	42	2442	828	691
1433+00	50	60.8	17.9	7.8	103	28	29	2545	866	728
1433+50	50	76.5	24.2	0.4	127	39	8	2672	876	807
1434+00	50	94.4	17.3	0.6	158	38	1	2830	877	925
1434+50	50	92.3	16.1	2.3	173	31	3	3003	880	1064
1435+00	50	58.2	13.6	8.8	139	27	10	3142	894	1162
1435+50	50	35.2	9.2	15.1	87	21	22	3229	923	1199
1436+00	50	35.4	9.2	14.7	65	17	28	3294	958	1212
1436+50	50	46.5	20.3	12.9	76	27	26	3370	992	1227
1437+00	50	59.3	11.4	10.0	98	29	21	3468	1019	1268
1437+50	50	87.0	20.0	0.0	136	29	9	3603	1031	1362
1437+59	9	87.0	21.1	0.0	29	7	0	3632	1031	1384
1438+00	41	69.4	19.3	8.3	119	31	6	3751	1040	1464
1438+50	50	59.1	15.9	10.2	119	33	17	3870	1062	1528
1439+00	50	59.6	11.6	10.6	110	25	19	3980	1087	1588
1439+50	50	59.2	9.2	11.6	110	19	21	4090	1114	1652
1440+00	50	60.6	9.2	11.5	111	17	21	4201	1142	1718
1440+50	50	81.0	15.9	1.0	131	23	12	4332	1157	1811
1441+00	50	81.9	26.7	1.8	151	39	3	4483	1160	1919
1441+35	35	80.0	27.9	2.7	105	35	3	4588	1164	1984
1441+50	15	79.7	26.3	3.3	44	15	2	4632	1166	2011
1442+00	50	83.3	25.8	12.0	151	48	14	4783	1184	2096
1442+50	50	88.3	23.4	15.2	159	46	25	4942	1217	2176
1443+00	50	90.8	21.3	25.1	166	41	37	5108	1266	2252
1443+50	50	82.0	16.0	20.1	160	34	42	5268	1320	2323
1444+00	50	61.0	15.4	13.5	132	29	31	5400	1360	2386
1444+50	50	60.9	18.2	14.3	113	31	26	5513	1394	2435
1444+56	6	65.6	17.3	9.8	14	4	3	5527	1397	2441
1445+00	44	65.5	26.2	11.6	107	35	17	5634	1420	2490

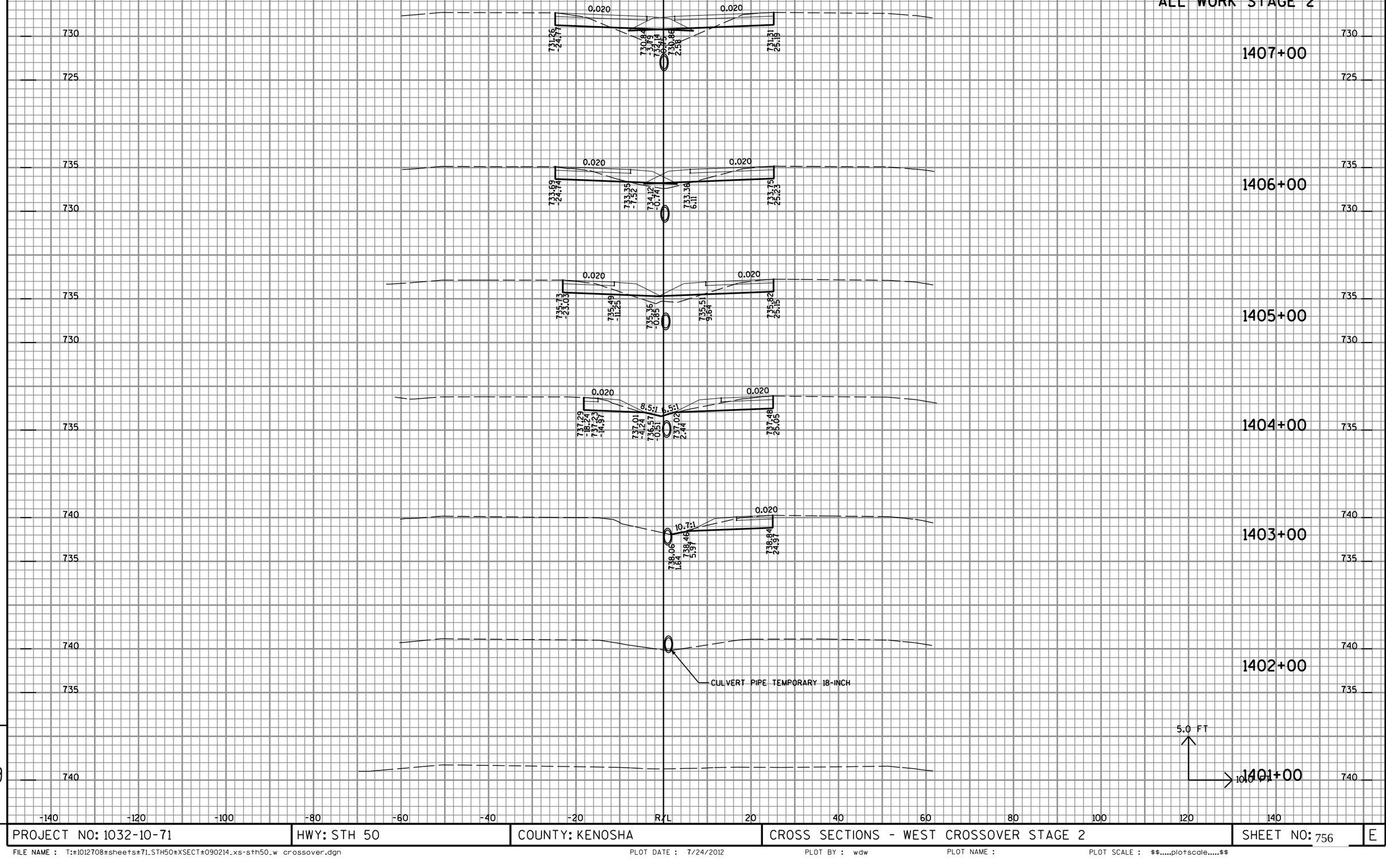
STH 50 STAGE 7 CONTINUED

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.3	Mass Ordinate Note 8
1445+21	21	146.3	27.2	0.0	82	21	5	5716	1426	2546
1445+50	29	183.0	37.2	0.0	177	35	0	5893	1426	2688
1446+00	50	184.5	34.3	0.0	340	66	0	6233	1426	2962
1446+50	50	179.7	34.3	0.0	337	64	0	6570	1426	3236
1447+00	50	176.8	34.3	0.0	330	64	0	6900	1426	3502
1447+50	50	173.0	34.3	0.0	324	64	0	7224	1426	3762
1448+00	50	174.2	34.3	0.0	321	64	0	7546	1426	4020
1448+50	50	175.5	40.2	0.0	324	69	0	7869	1426	4275
1448+59	9	170.8	44.2	0.0	58	14	0	7927	1426	4319
1449+00	41	105.4	32.6	29.8	210	58	23	8137	1455	4441
1449+50	50	117.0	31.9	17.5	206	60	44	8343	1512	4530
1450+00	50	124.4	33.1	5.4	224	60	21	8566	1540	4666
1450+50	50	110.6	32.2	5.4	218	60	10	8784	1553	4810
1451+00	50	105.8	22.5	7.8	200	51	12	8984	1569	4944
1451+50	50	95.0	16.1	10.3	186	36	17	9170	1590	5072
1452+00	50	83.9	19.7	13.0	166	33	22	9336	1618	5177
1452+50	50	61.5	17.5	15.8	135	34	27	9471	1653	5242
1453+00	50	61.5	16.5	15.7	114	32	29	9584	1691	5287
1453+50	50	61.5	16.6	16.3	114	31	30	9698	1730	5331
1454+00	50	73.3	16.8	12.3	125	31	27	9823	1764	5391
1454+50	50	123.7	55.5	0.0	182	67	11	10005	1779	5491
1454+84	34	130.8	55.0	0.0	160	70	0	10166	1779	5582
1455+00	16	127.6	54.8	0.0	77	33	0	10242	1779	5626
1455+50	50	58.2	26.2	26.9	172	75	25	10415	1811	5691
1456+00	50	55.2	26.2	30.0	105	48	53	10520	1880	5679
1456+50	50	53.9	25.2	25.0	101	48	51	10621	1946	5666
1457+00	50	47.4	23.2	10.2	94	45	33	10714	1988	5673
1457+50	50	63.7	18.8	4.4	103	39	14	10817	2006	5719
1458+00	50	85.7	15.0	3.5	138	31	7	10956	2015	5817
1458+50	50	77.9	15.0	10.3	151	28	13	11107	2032	5924
1459+00	50	79.1	14.2	14.1	145	27	23	11252	2061	6013
1459+50	50	64.7	14.2	7.3	133	26	20	11386	2087	6094
1460+00	50	57.2	13.8	4.8	113	26	11	11498	2102	6167
1460+50	50	46.7	13.3	7.9	96	25	12	11595	2117	6223
1461+00	50	49.3	18.2	9.4	89	29	16	11683	2138	6262
1461+32	32	59.7	17.2	10.4	65	21	12	11748	2153	6290
1461+50	18	56.9	17.2	18.5	39	11	10	11787	2165	6305
1461+65	15	56.8	17.2	18.6	32	10	10	11818	2179	6313
1462+00	35	65.8	16.2	14.9	79	22	22	11898	2207	6343
1462+12	12	67.9	16.2	13.0	30	7	6	11928	2215	6358
1462+37	25	72.2	16.2	11.3	65	15	11	11992	2230	6393
1462+50	13	74.5	16.2	10.5	35	8	5	12028	2236	6414
1462+62	12	76.7	16.2	9.7	34	7	4	12061	2242	6434
1463+00	38	79.6	16.2	6.2	110	23	11	12171	2257	6507
1463+50	50	80.9	16.2	1.6	149	30	7	12320	2266	6616
1464+00	50	73.6	14.2	0.7	143	28	2	12463	2269	6728
1464+50	50	71.8	10.0	0.0	135	22	1	12597	2270	6840
1465+00	50	68.2	10.0	0.0	130	19	0	12727	2270	6951
1465+50	50	77.2	10.8	0.0	135	19	0	12862	2270	7066
1465+53	3	76.9	11.3	0.0	9	1	0	12870	2270	7073
1465+55	2	77.0	11.0	0.0	6	1	0	12876	2270	7078
1465+80	25	76.8	10.8	0.0	71	10	0	12947	2270	7139
1466+00	20	76.9	10.9	0.0	57	8	0	13004	2270	7188
1466+05	5	74.8	9.6	0.0	14	2	0	13018	2270	7200
1466+50	45	81.2	11.0	0.0	130	17	0	13148	2270	7313
1467+00	50	74.3	12.6	0.0	144	22	0	13292	2270	7435
1467+50	50	22.6	10.8	0.0	90	22	0	13382	2270	7503
1468+00	50	23.5	10.6	0.0	43	20	0	13424	2270	7526
1468+50	50	21.2	11.5	0.0	41	20	0	13466	2270	7547
1468+90	40	0.0	0.0	0.0	16	8	0	13481	2270	7554
					13414	3506	1664			

118TH AVENUE STAGE 7

STATION	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate CY Note 8
		Cut	Fill	Cut Note 1	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.30	
803+00		24.4	7.5	0	0	0	0	0
803+50	50	35.5	2.4	55	9	55	12	44
804+00	50	34.5	6.1	65	8	120	22	98
804+50	50	39.3	0.0	68	6	189	29	159
805+00	50	20.1	0.0	55	0	244	29	214
805+25 BK	25	3.4	5.0	11	2	254	32	222
805+25 AH		9.6	5.0	0	0	254	32	222
805+50 BK	25	9.6	4.4	9	4	263	38	225
814+08 AH		20.6	0.2	0	0	263	38	225
814+50	42	18.8	0.4	30	0	294	39	255
815+00	50	18.8	0.4	35	1	328	40	289
815+22 BK	22	18.8	0.4	15	0	344	40	304
				344	31			

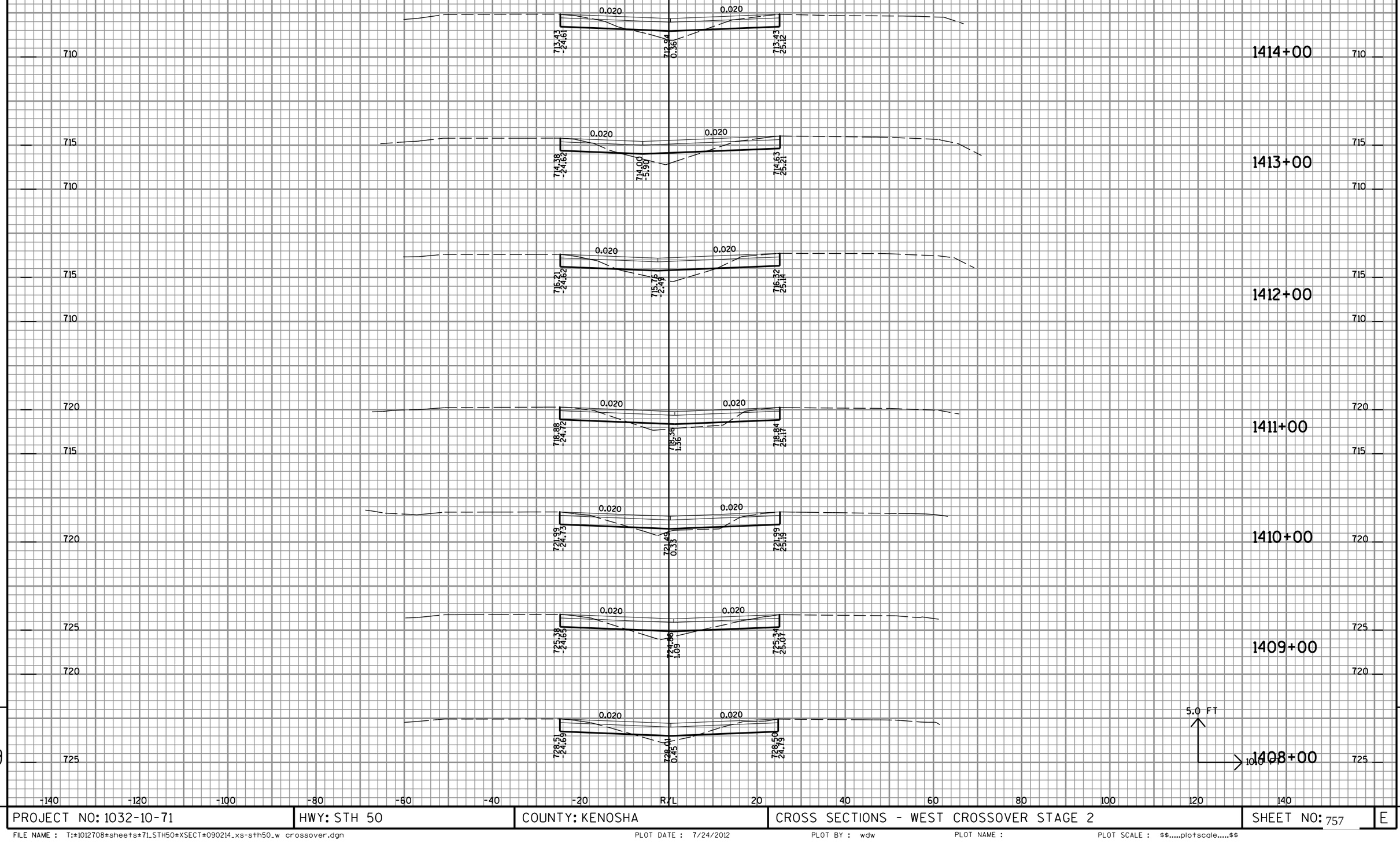
ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - WEST CROSSOVER STAGE 2	SHEET NO: 756	E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090214_xs-sth50_w crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - WEST CROSSOVER STAGE 2	SHEET NO: 757 E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090214_xs-sth50_w crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - WEST CROSSOVER STAGE 2	SHEET NO: 758	E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090214_xs-sth50_w crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

1418+00

1417+50

1417+00

1416+50

1416+00

1415+65

1415+50

1415+00

715 715 715 710 715 710 715 710 715 710 715 710 715 710 715 710

5.0 FT

10.0 FT

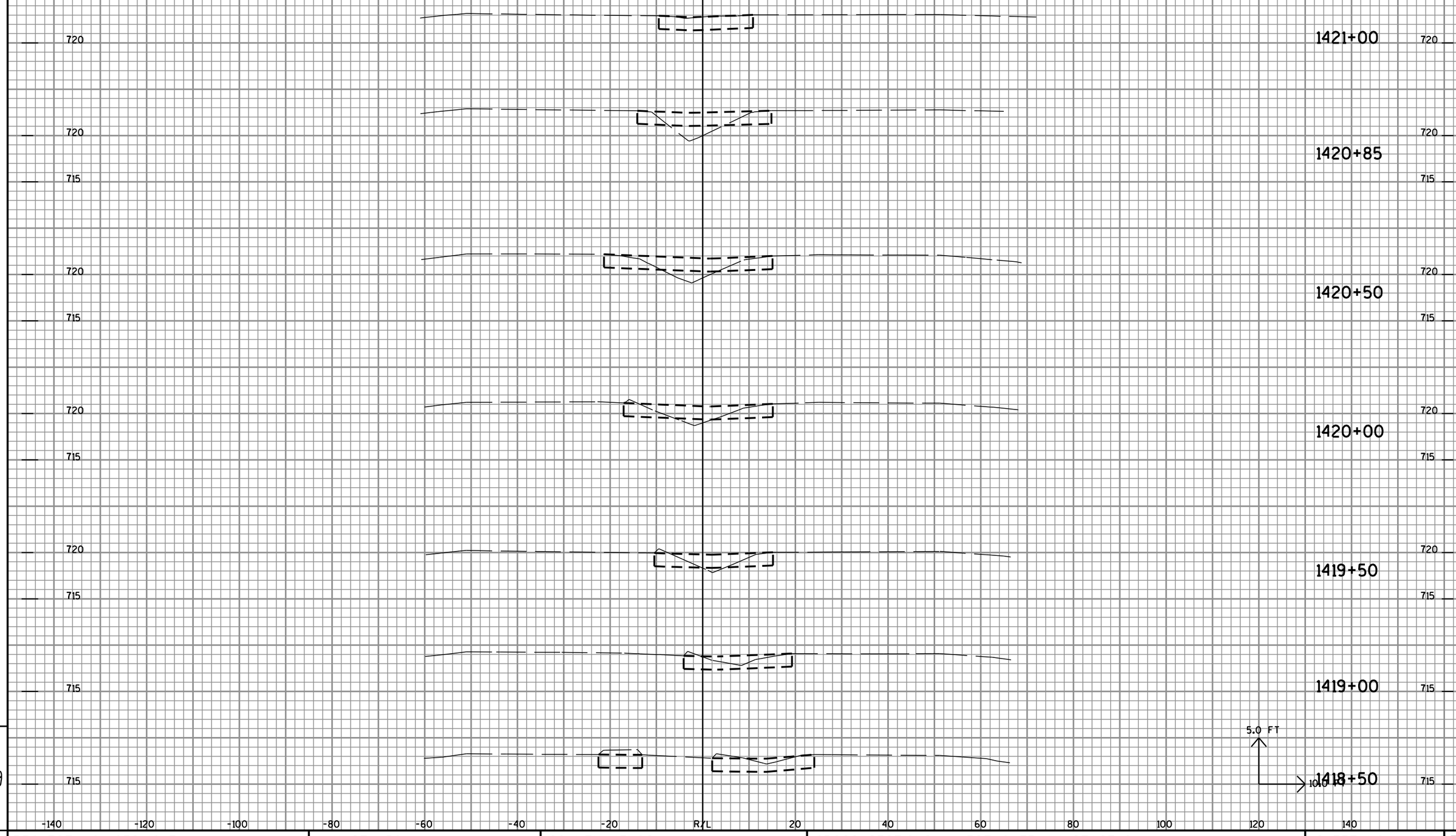
-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - WEST OVERLAY STAGE 2	SHEET NO: 759	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090215_xs-stage 2 west overlay.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



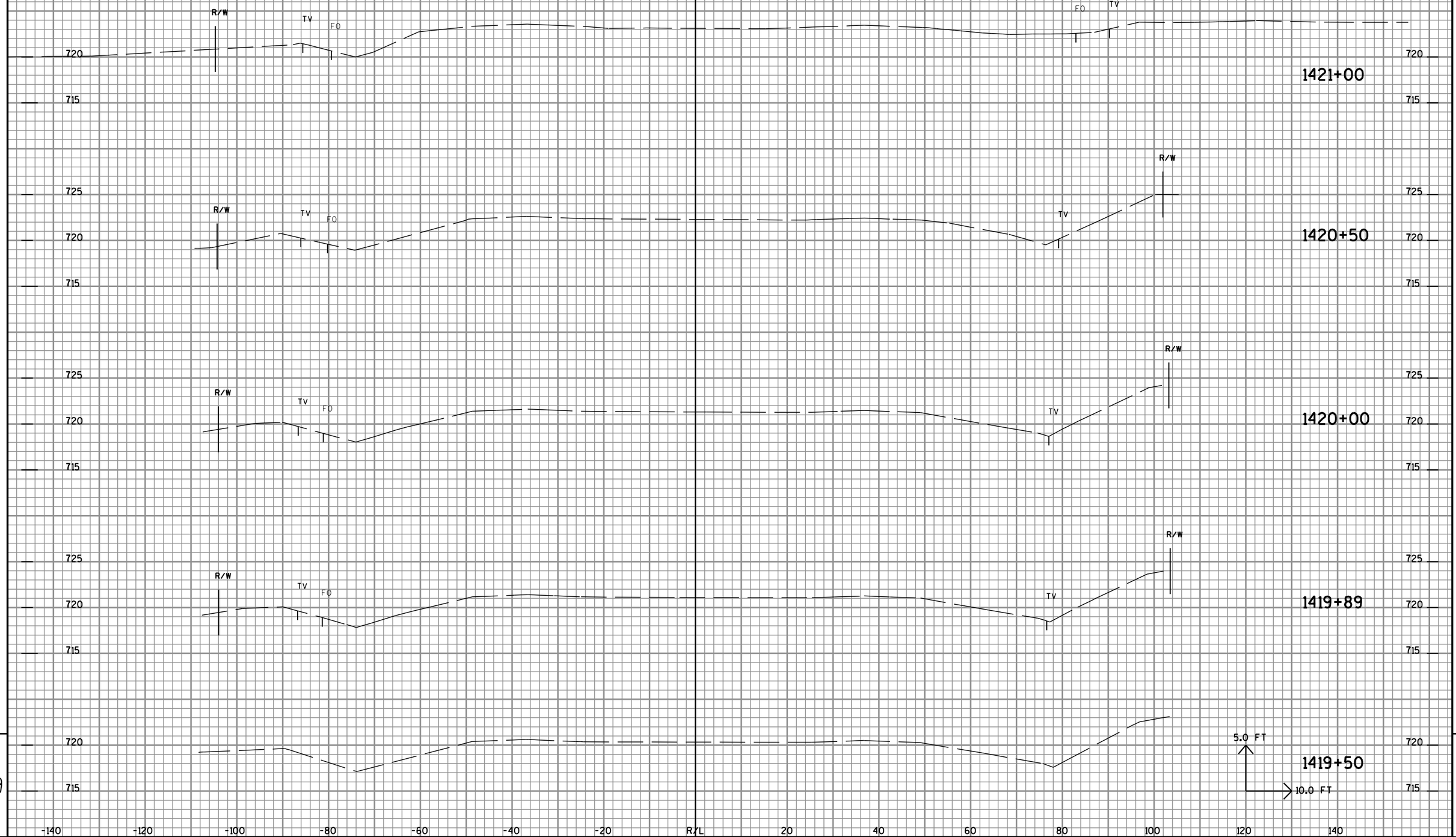
9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - WEST OVERLAY STAGE 2	SHEET NO: 760	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090215_xs-stage 2 west overlay.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2



9

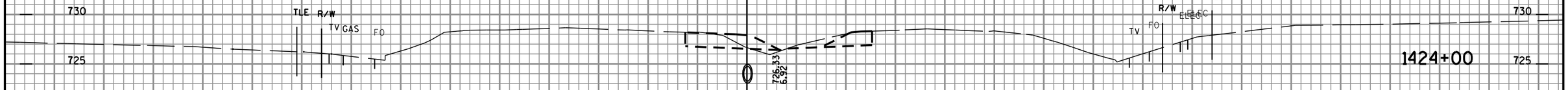
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 761	E

9

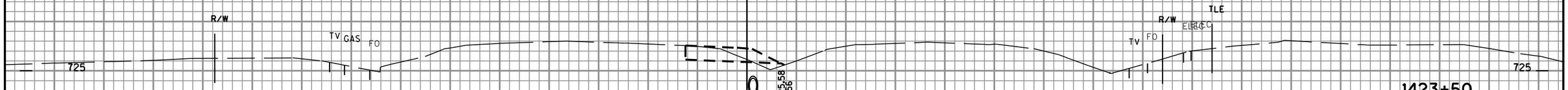
FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2

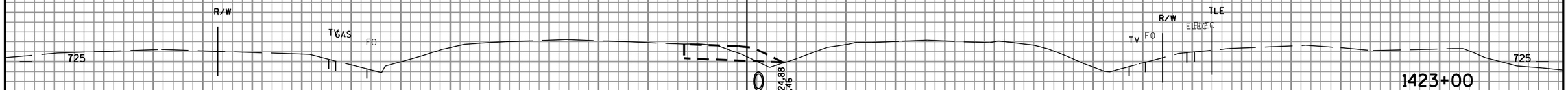
1424+00



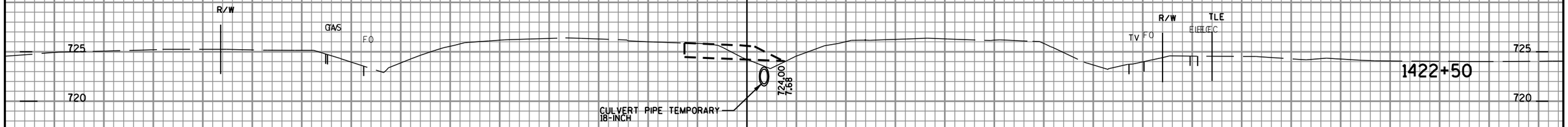
1423+50



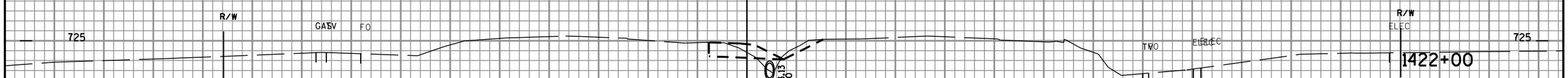
1423+00



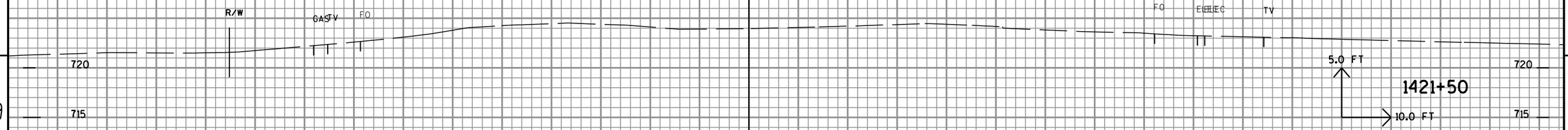
1422+50



1422+00



1421+50



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 762	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1& 2

1426+50

TLE R/W TV GAS FO 728.46 5.90 R/W TLE TV FO ELEC ELEC

1426+00

TLE R/W TV GAS FO 728.26 5.90 R/W TLE TV FO ELEC ELEC

1425+50

TLE R/W TV GAS FO 727.90 6.25 R/W TLE TV FO ELEC ELEC

1425+00

TLE R/W TV GAS FO 727.49 6.39 R/W TLE TV FO ELEC ELEC

1424+50

TLE R/W TV GAS FO 726.88 6.81 R/W TLE TV FO ELEC ELEC

CULVERT PIPE TEMPORARY 18-INCH

5.0 FT

10.0 FT

735 730 725 720

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 763	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

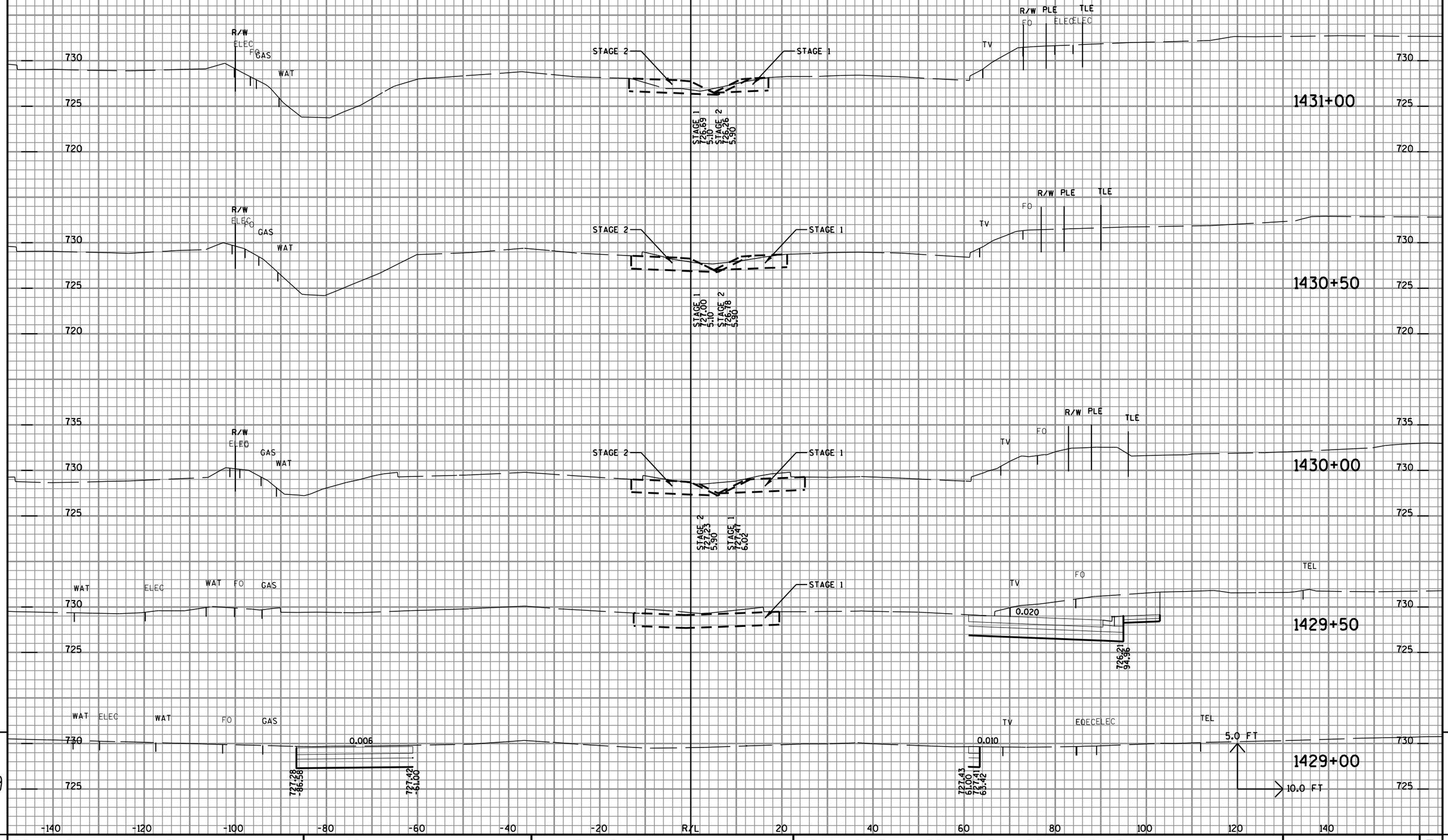
ALL WORK STAGE 1 & 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 764	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

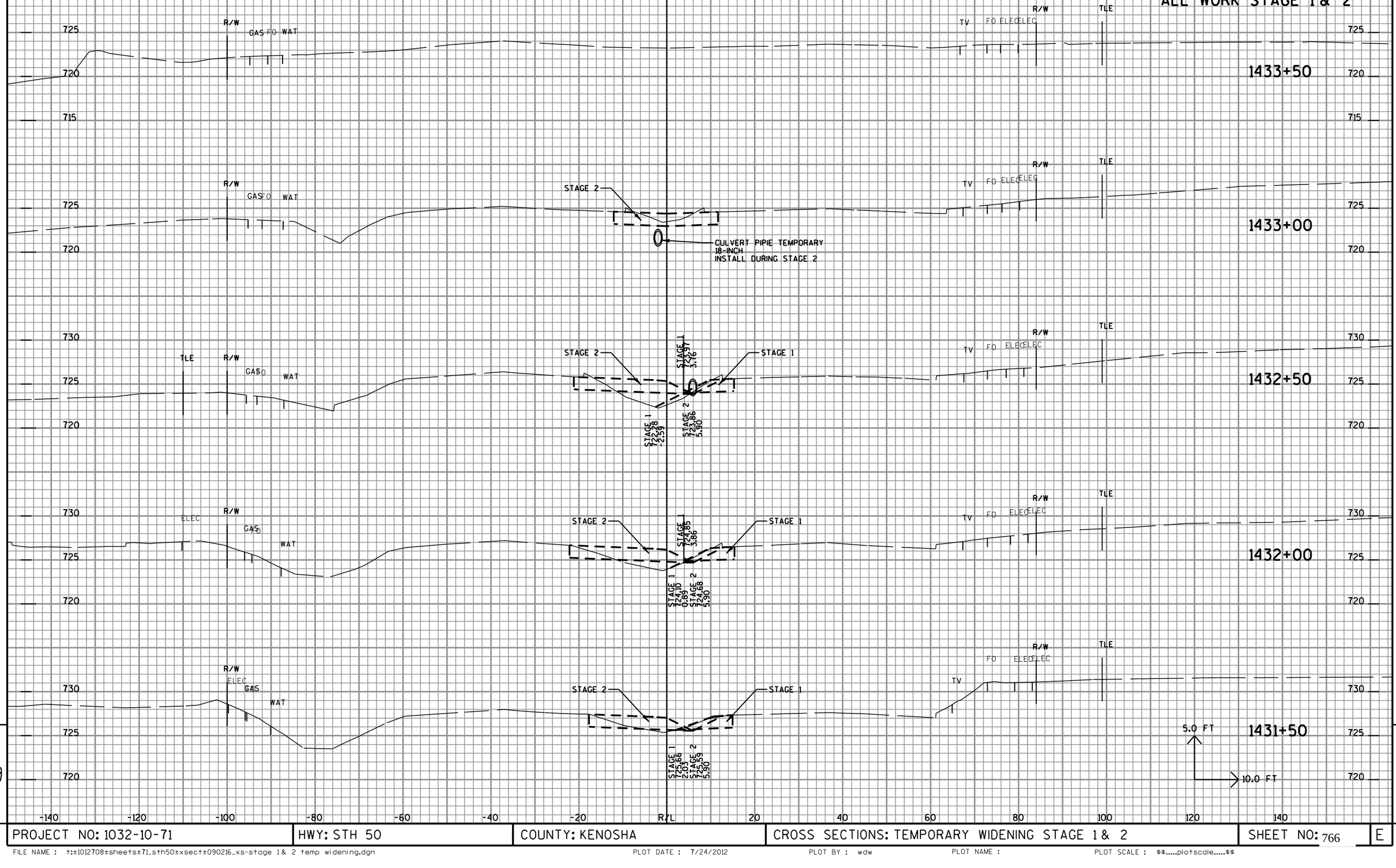
ALL WORK STAGE 1 & 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 765	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

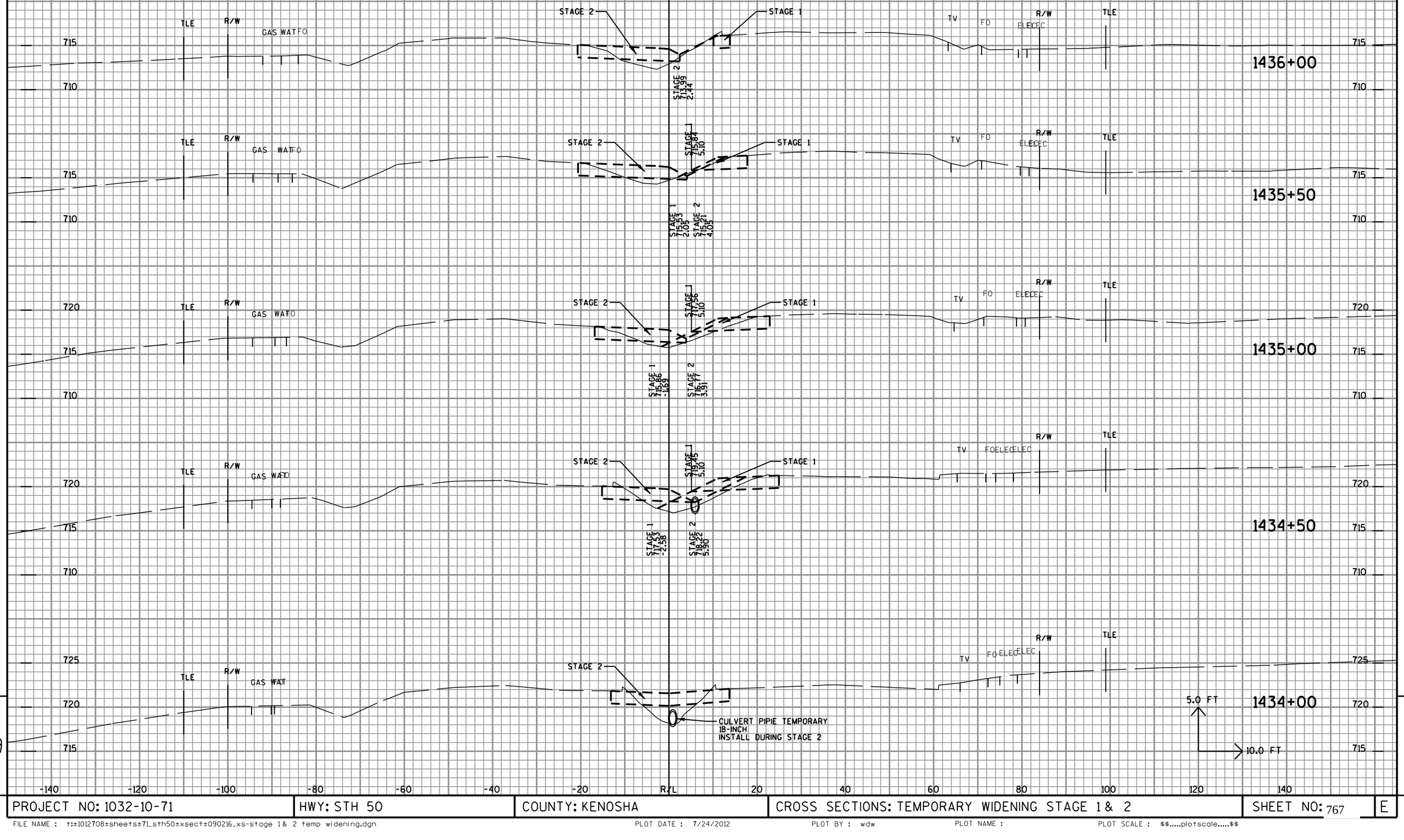
ALL WORK STAGE 1 & 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 766	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

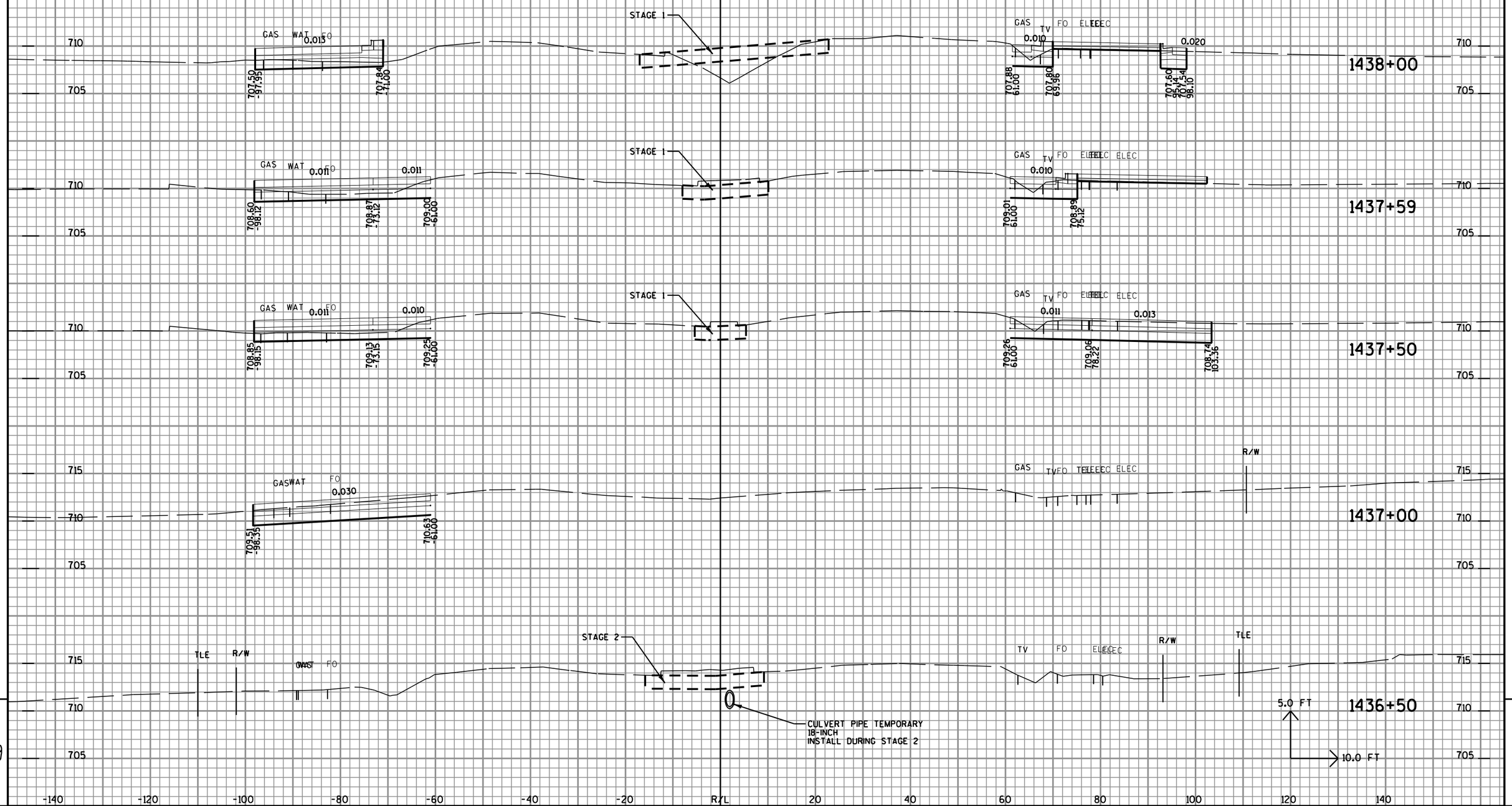
ALL WORK STAGE 1& 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1& 2	SHEET NO: 767	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 768	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2

1440+50

1440+00

1439+50

1439+00

1438+50

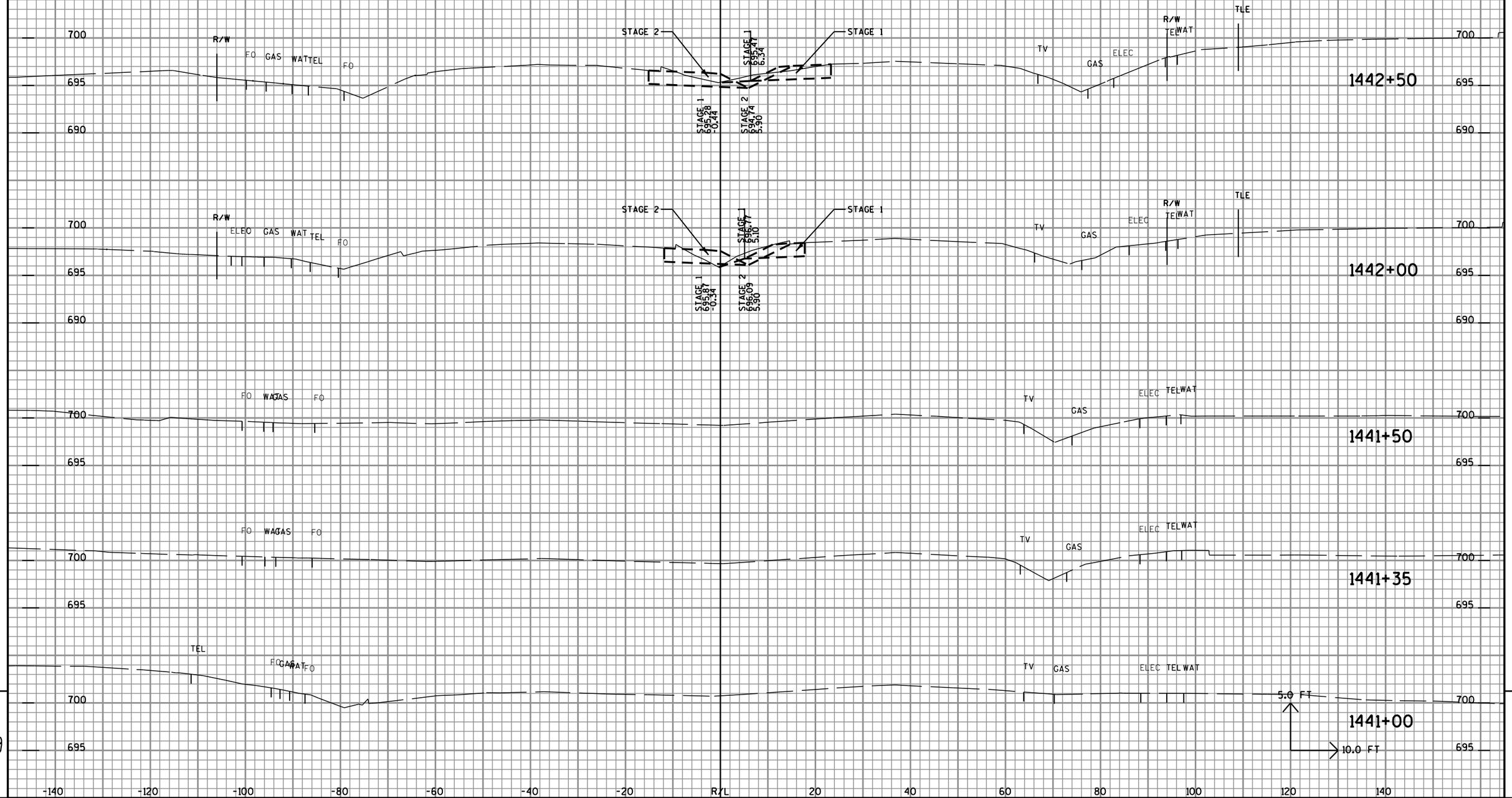
5.0 FT

10.0 FT

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 769

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

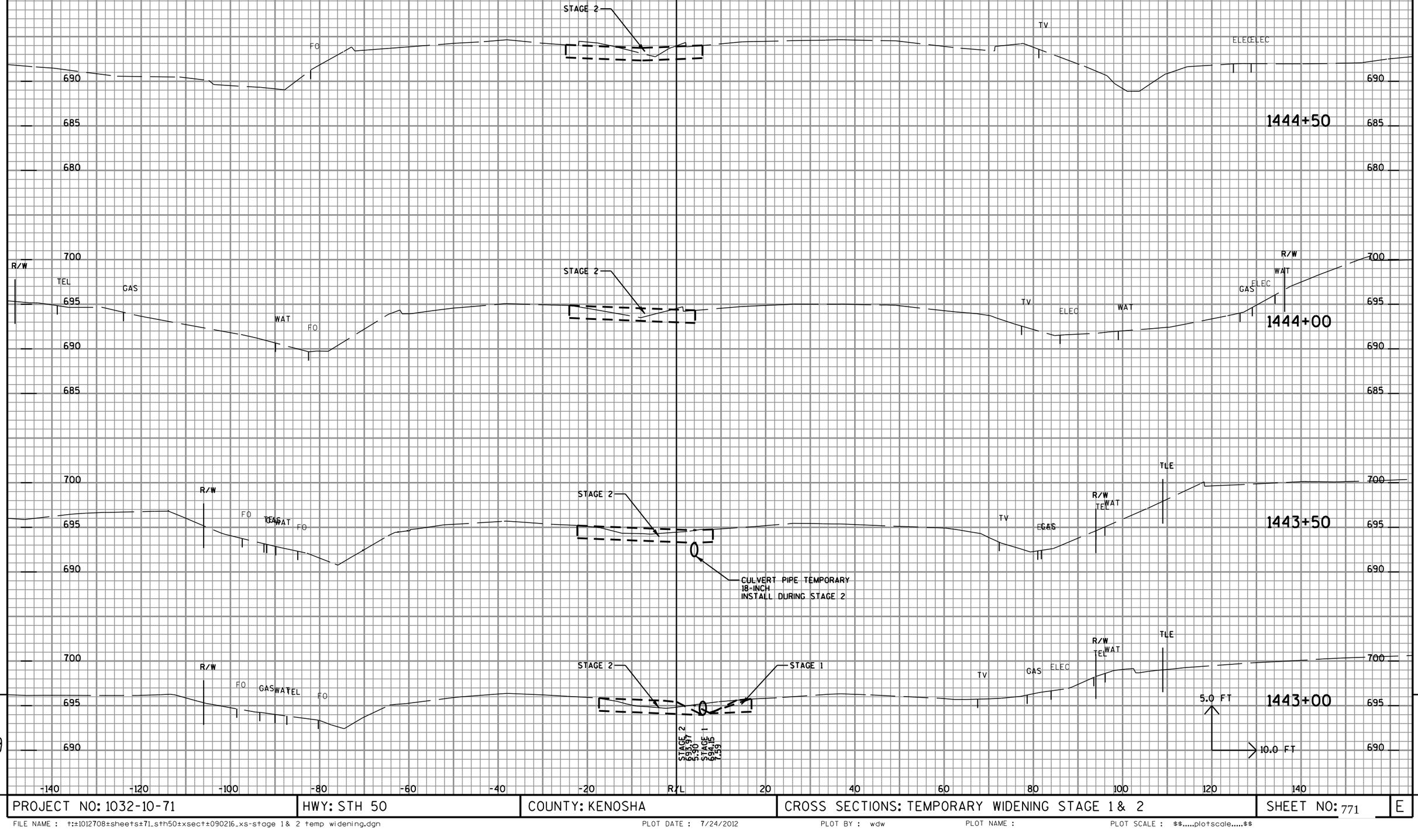
ALL WORK STAGE 1 & 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 770	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

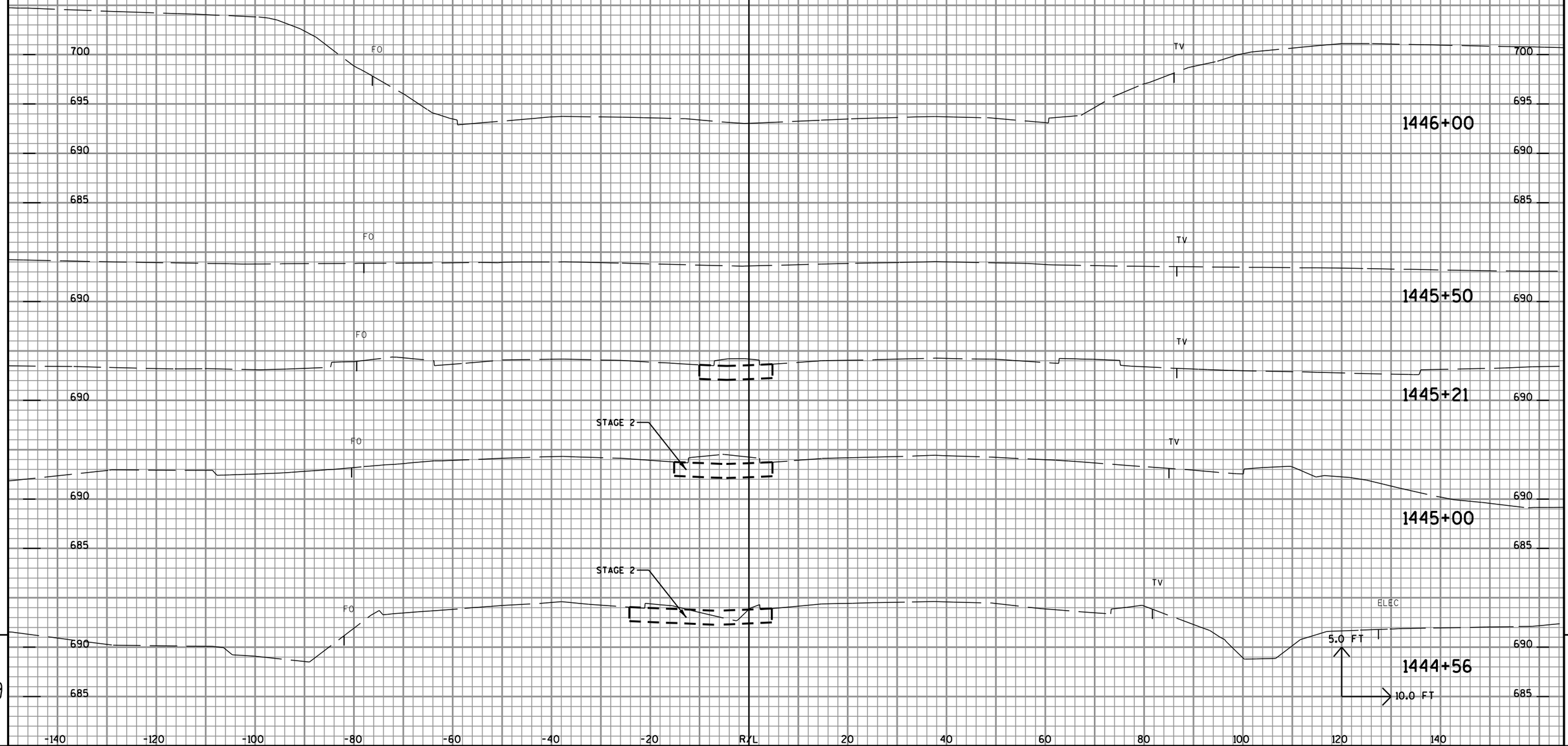
ALL WORK STAGE 1& 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1& 2	SHEET NO: 771	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2



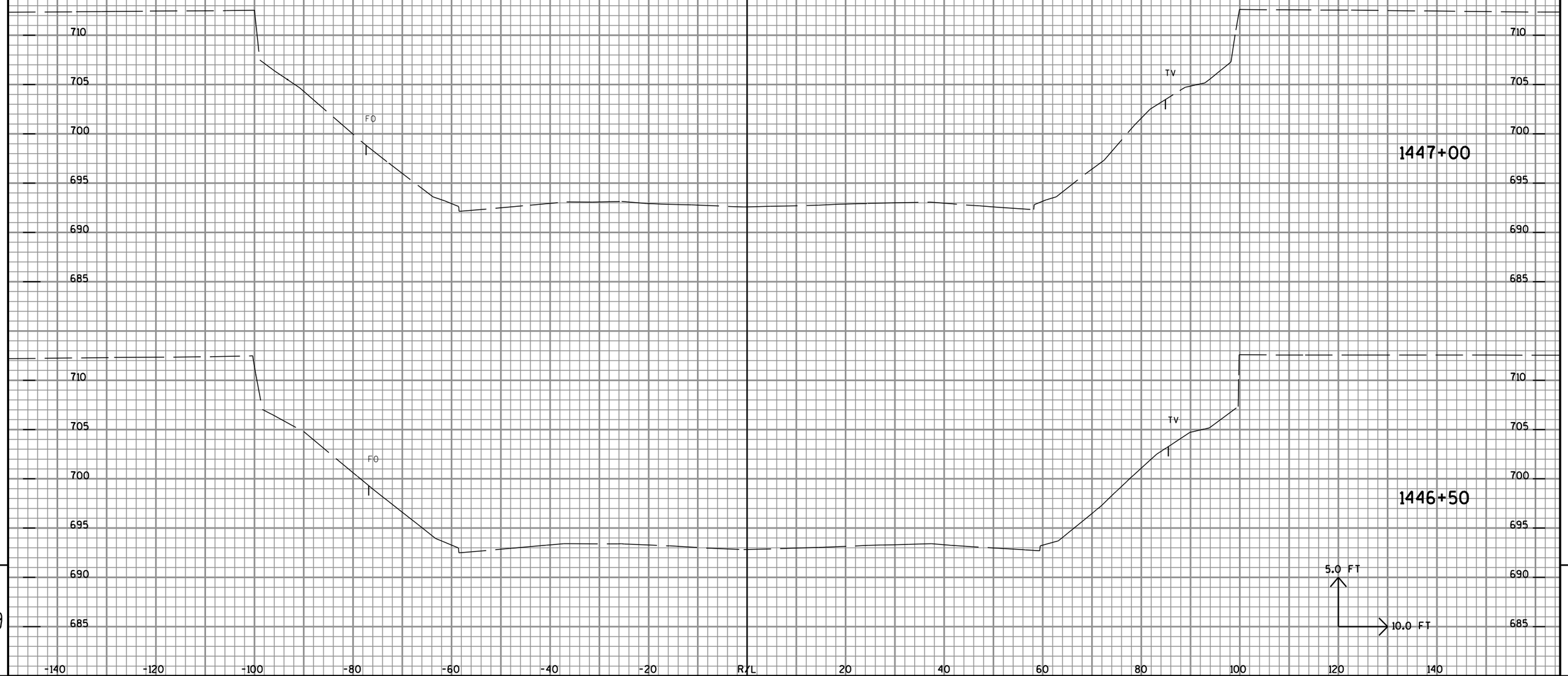
9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 772	E

9

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1 & 2



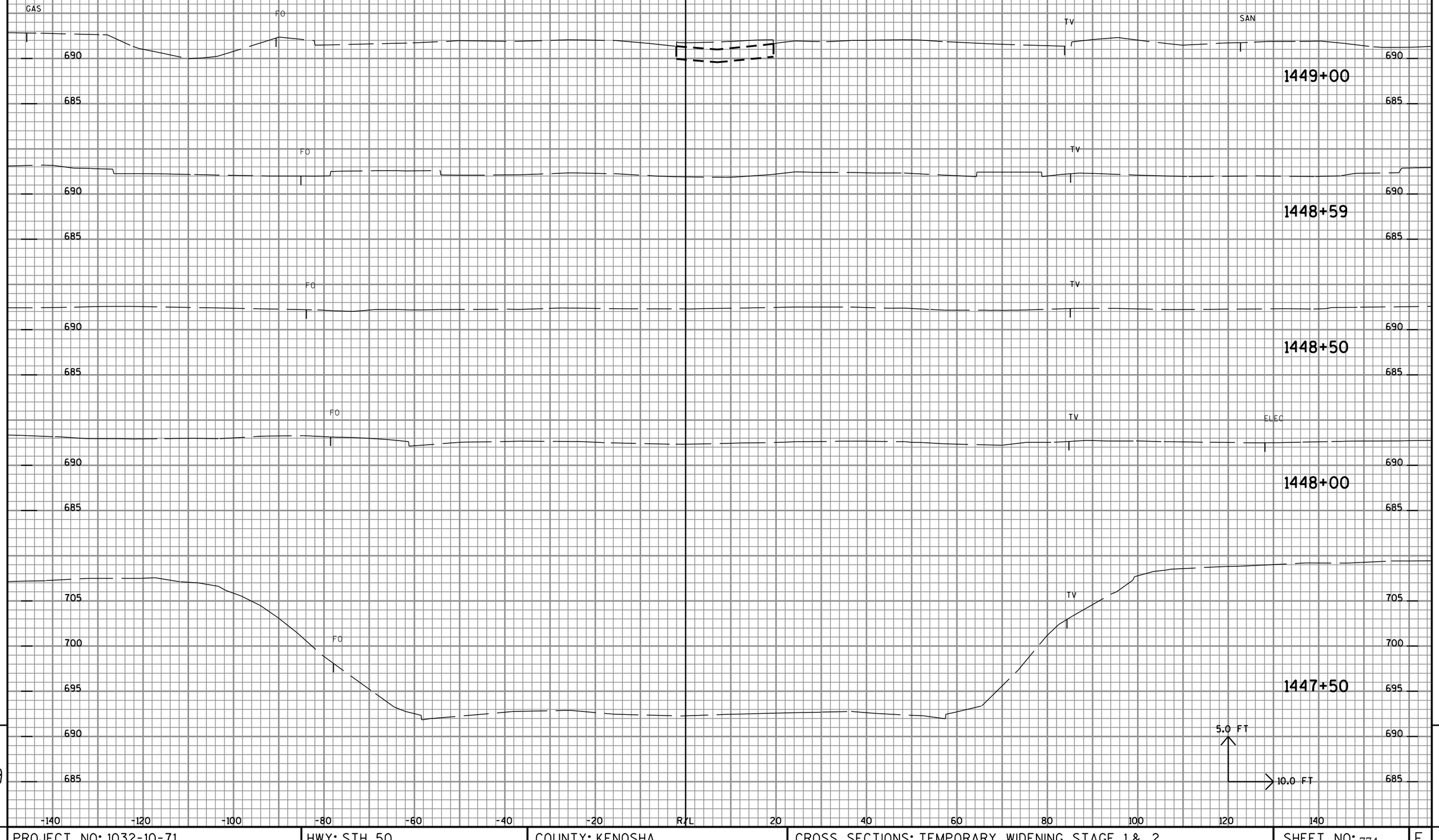
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 773	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

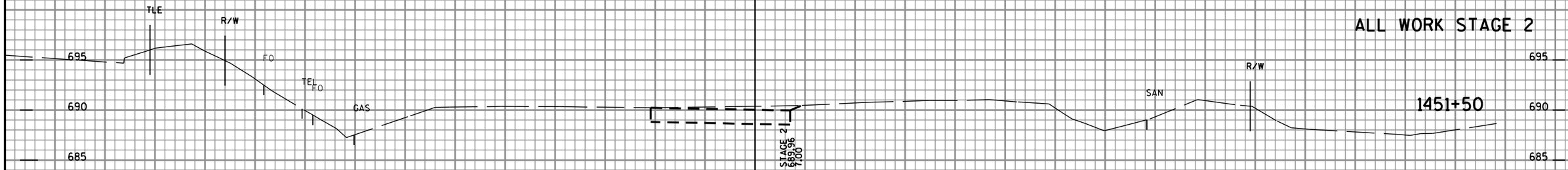


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 774	E

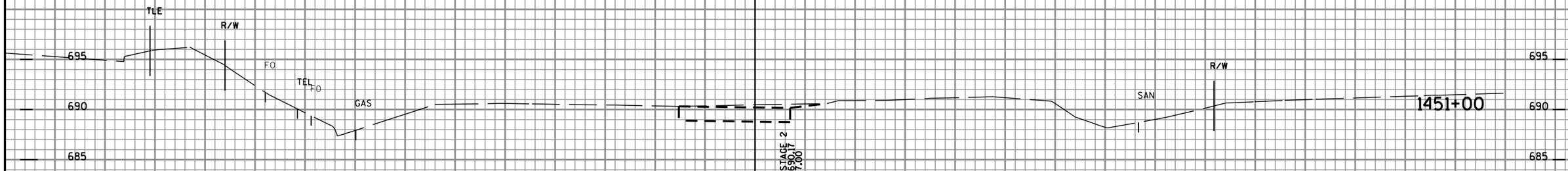
FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

1451+50



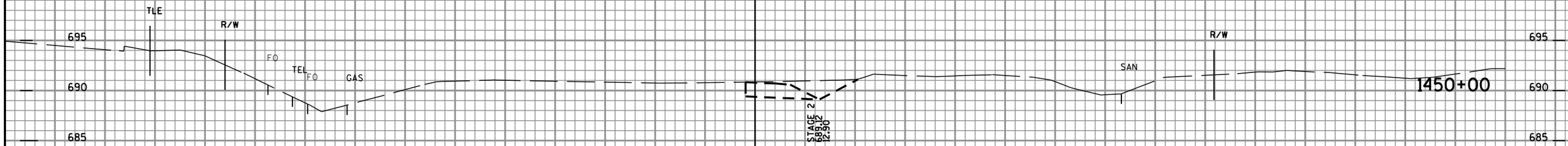
1451+00



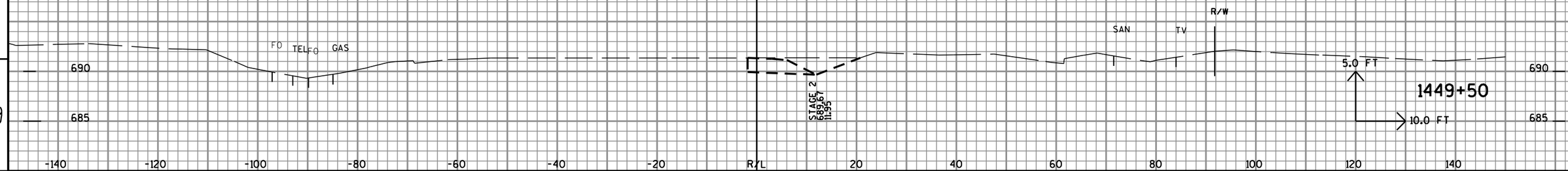
1450+50



1450+00



1449+50



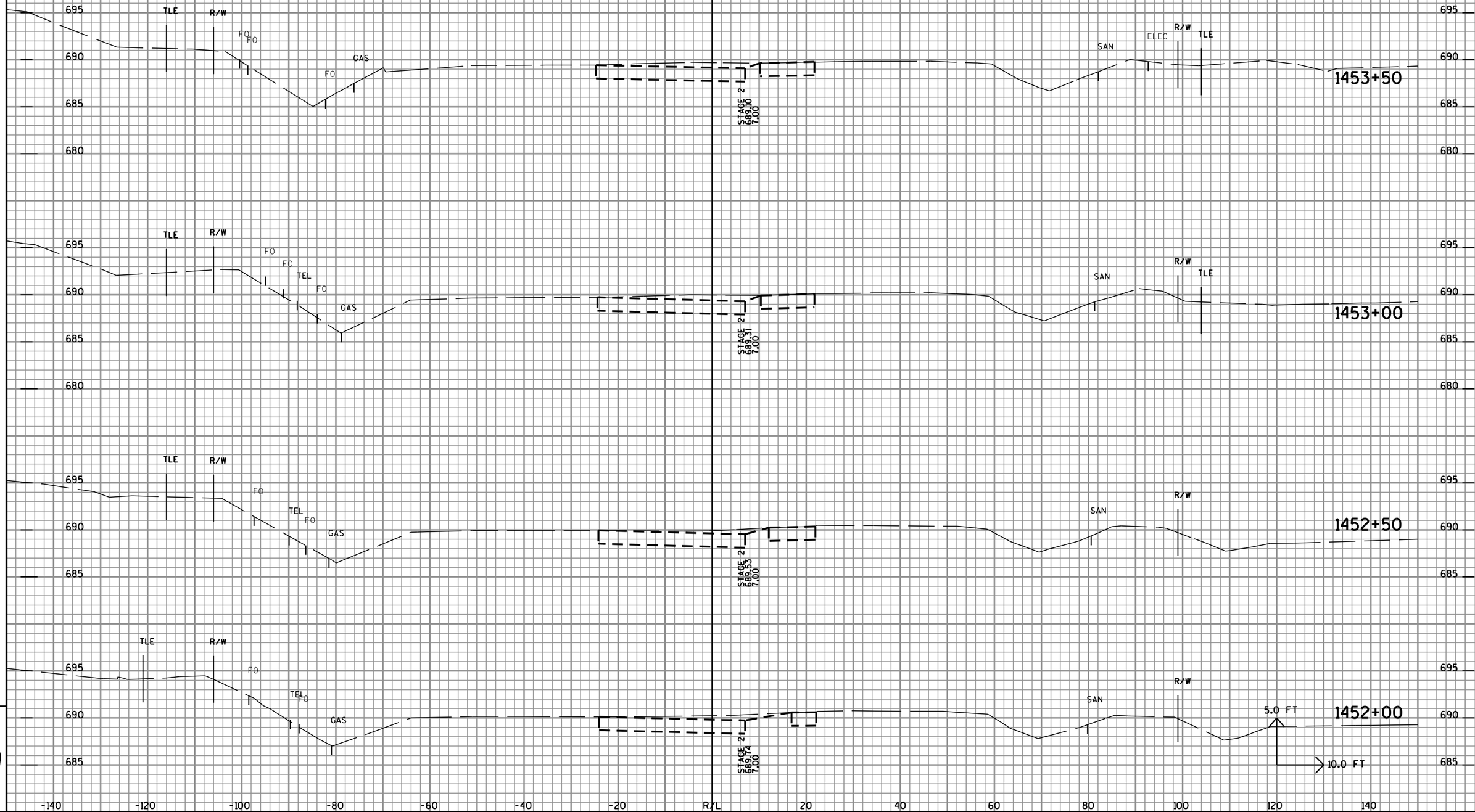
-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 775	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 776	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

1456+00

1455+50

1455+00

1454+84

1454+50

1454+00

STAGE 2
680.88
7.00

5.0 FT

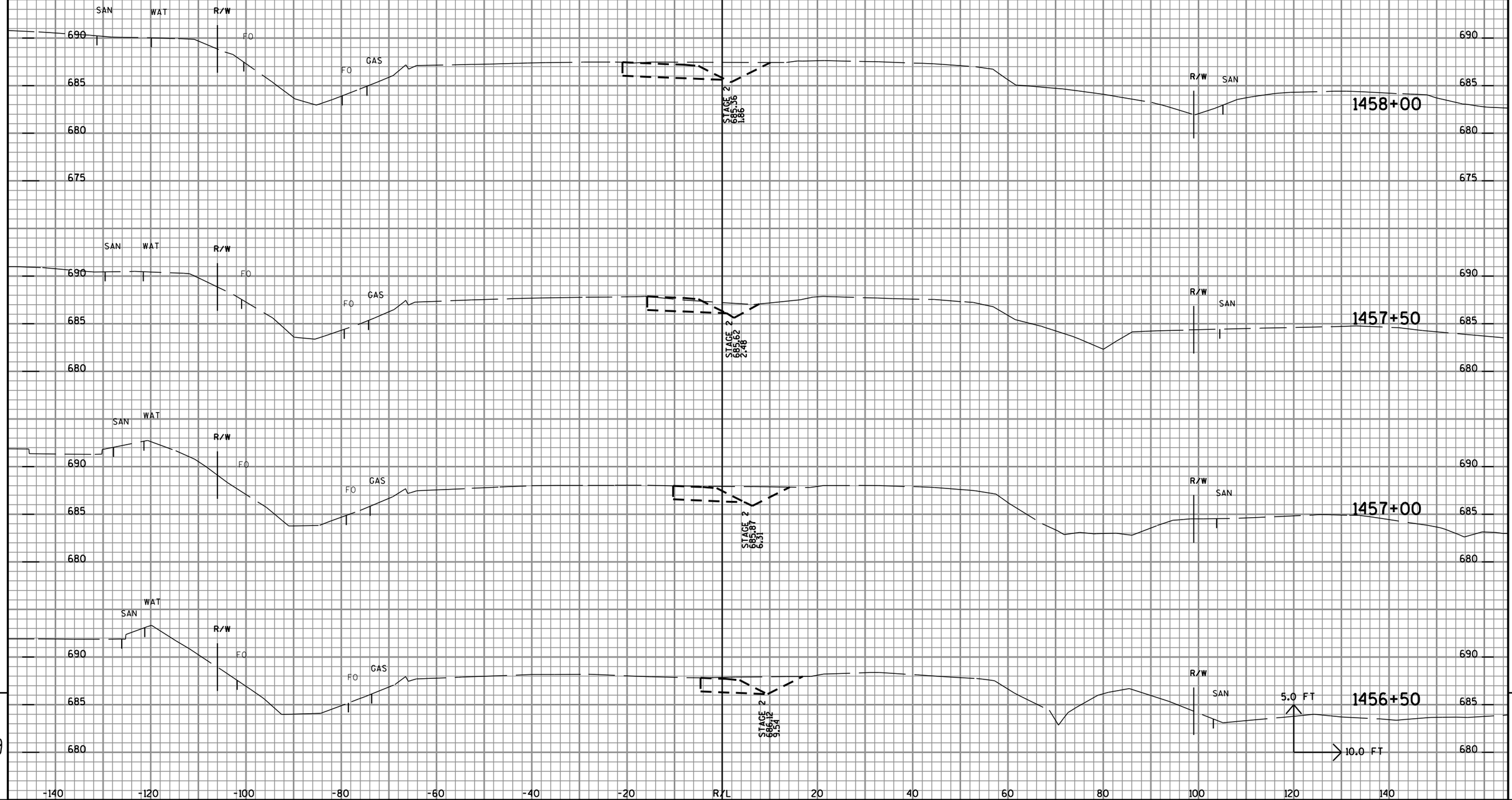
10.0 FT

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 777	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 778	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

1459+50

1459+00

1458+50

CULVERT PIPE TEMPORARY
18-INCH

STAGE 2
685.11
0.90

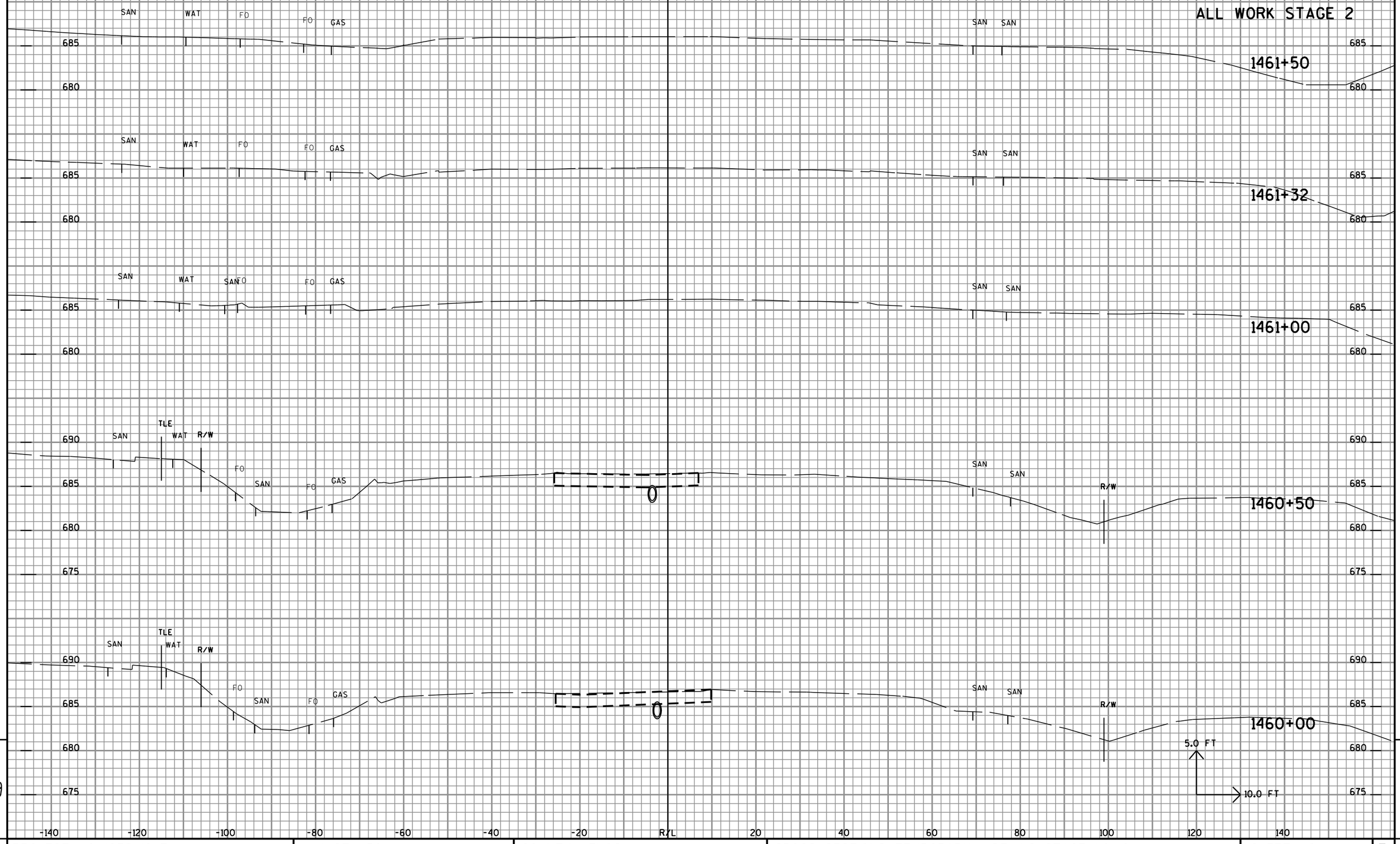
5.0 FT

10.0 FT

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 779	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

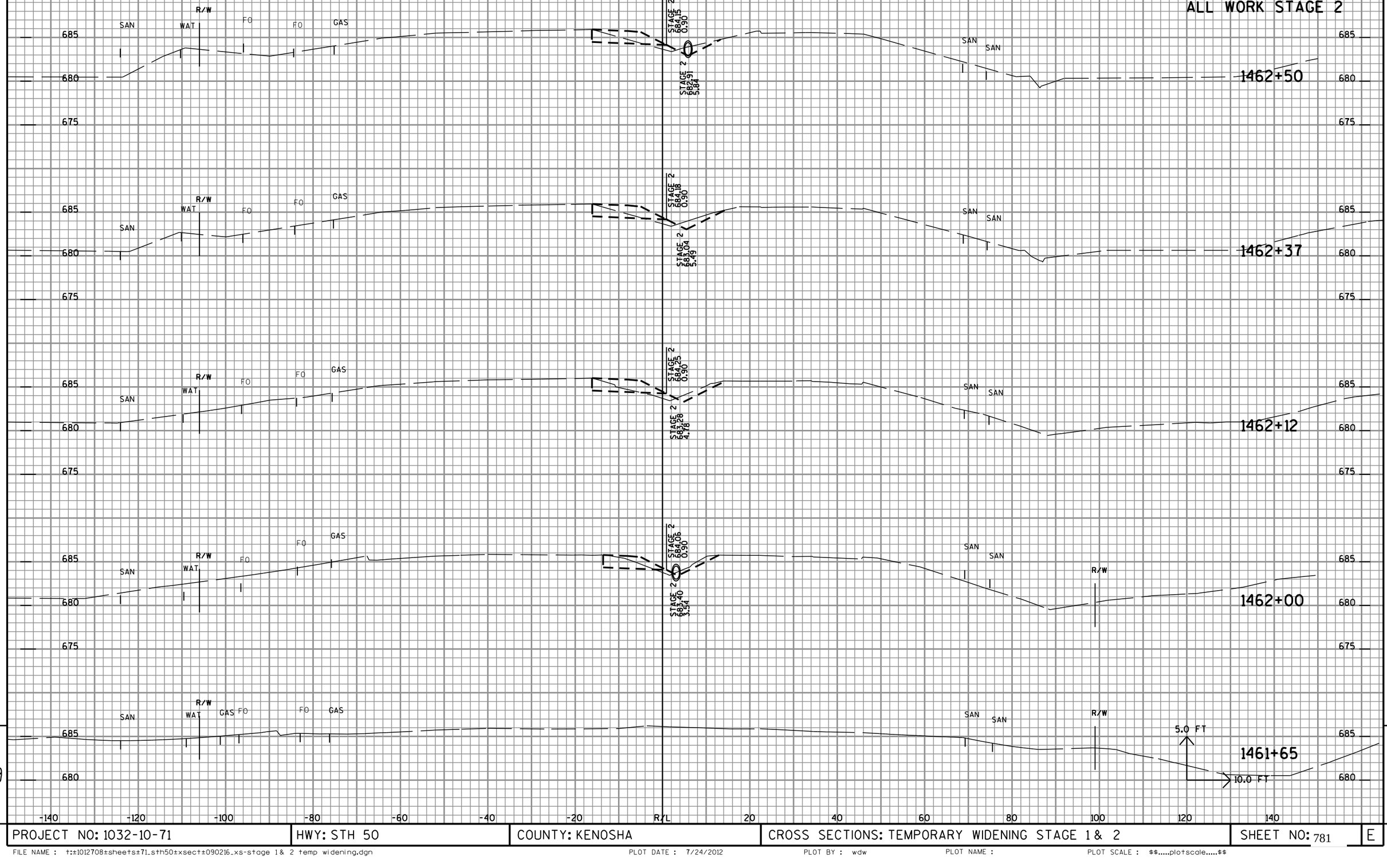
ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 780	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



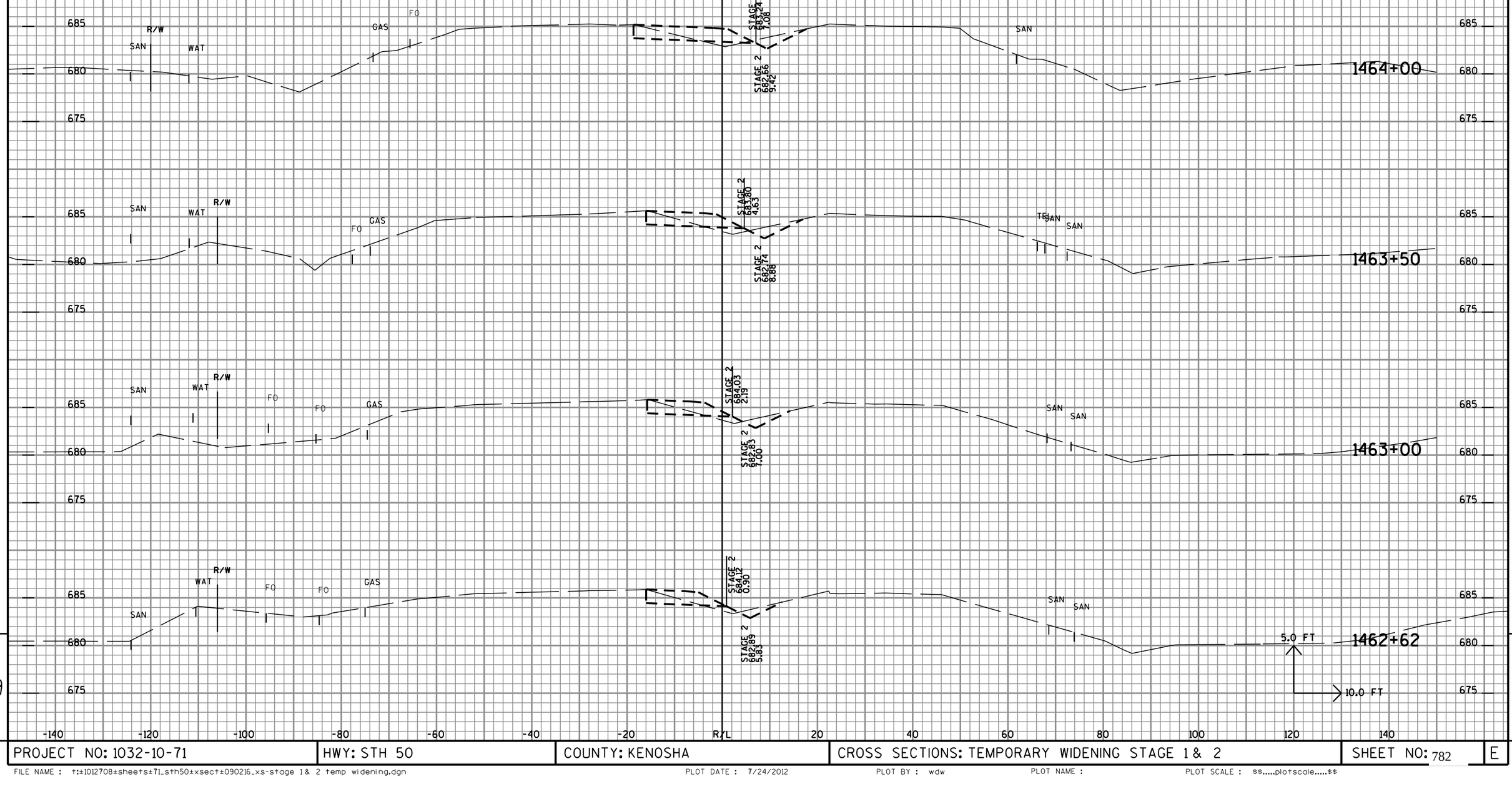
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 781	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



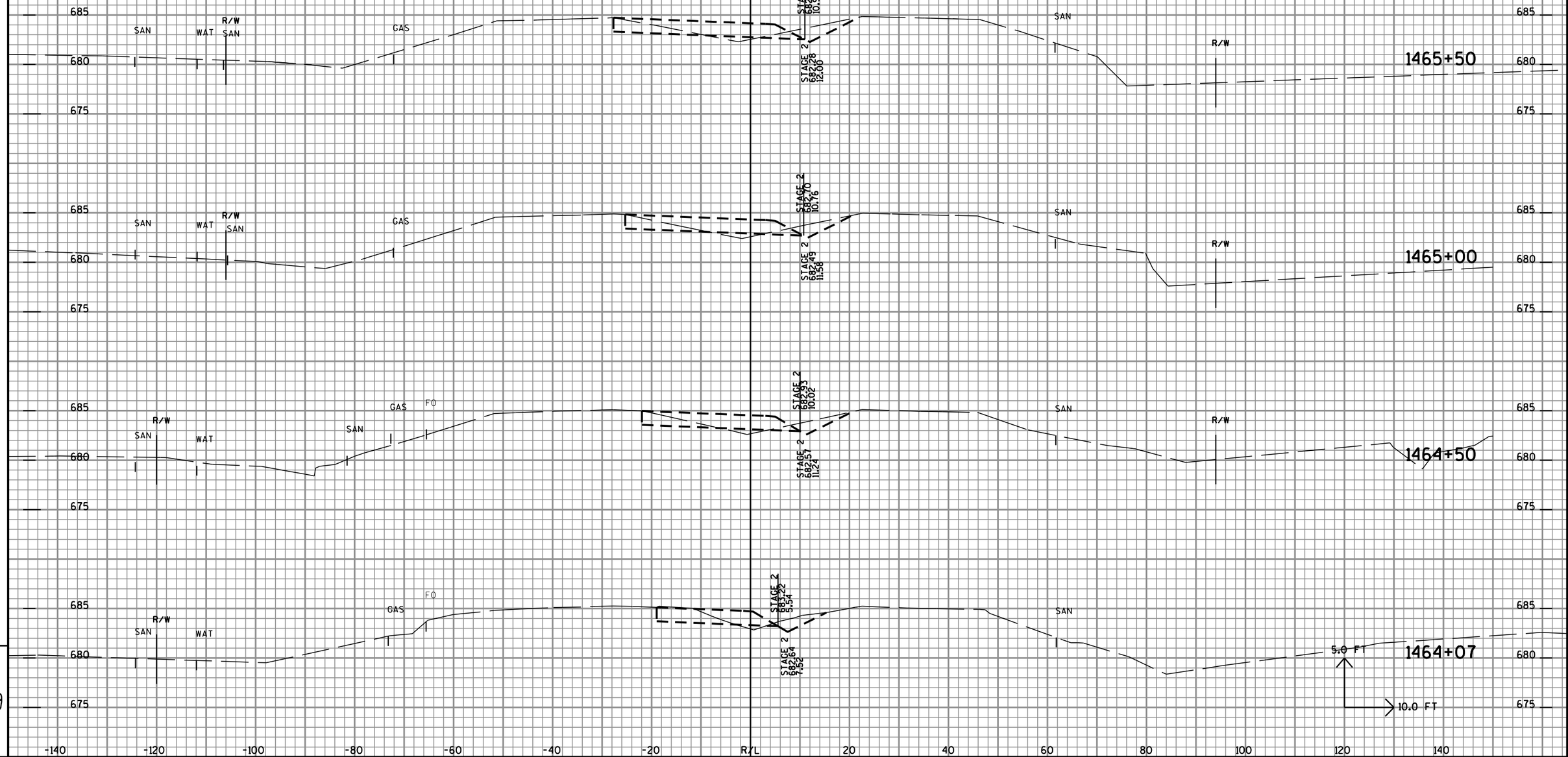
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 782	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



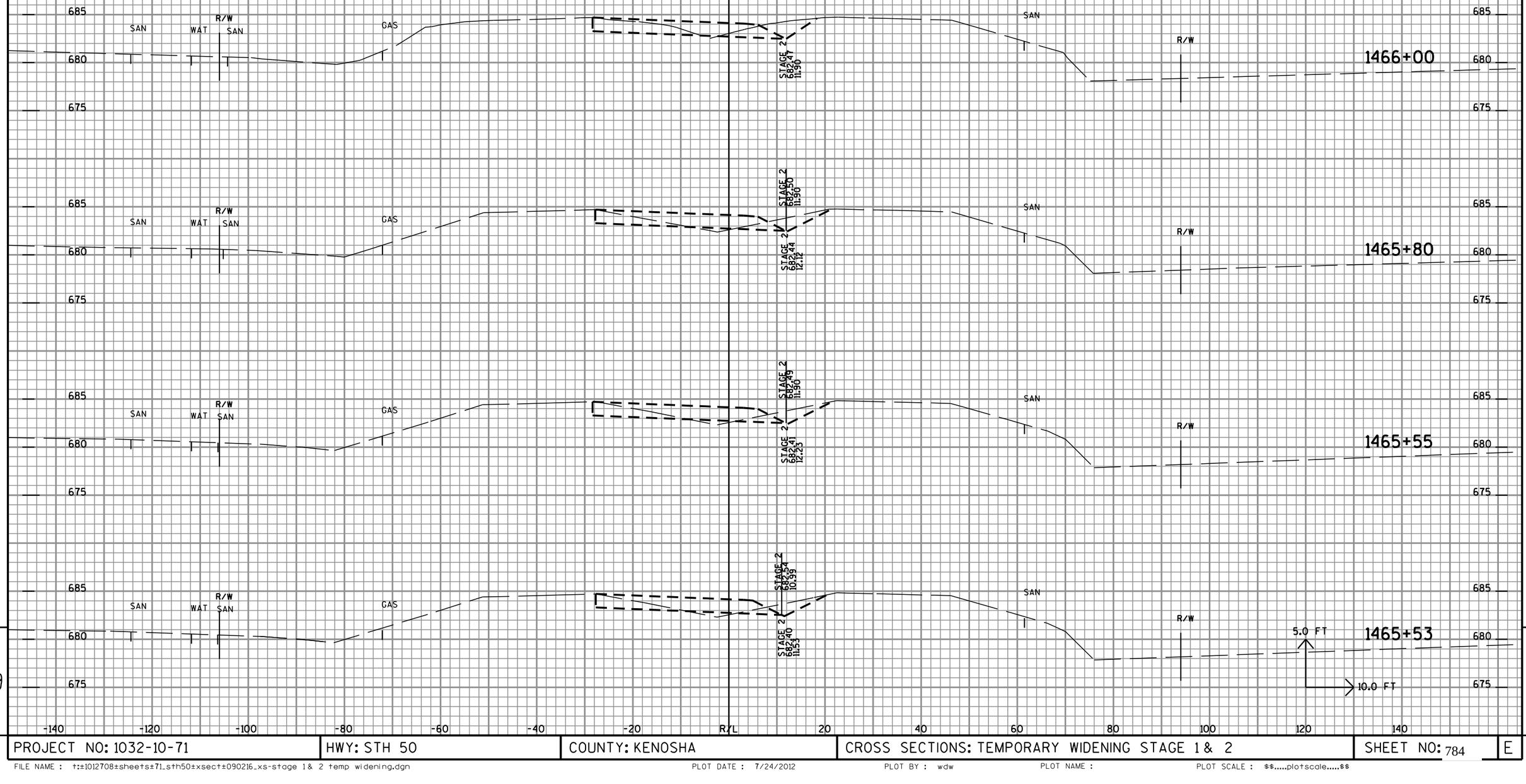
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 783	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

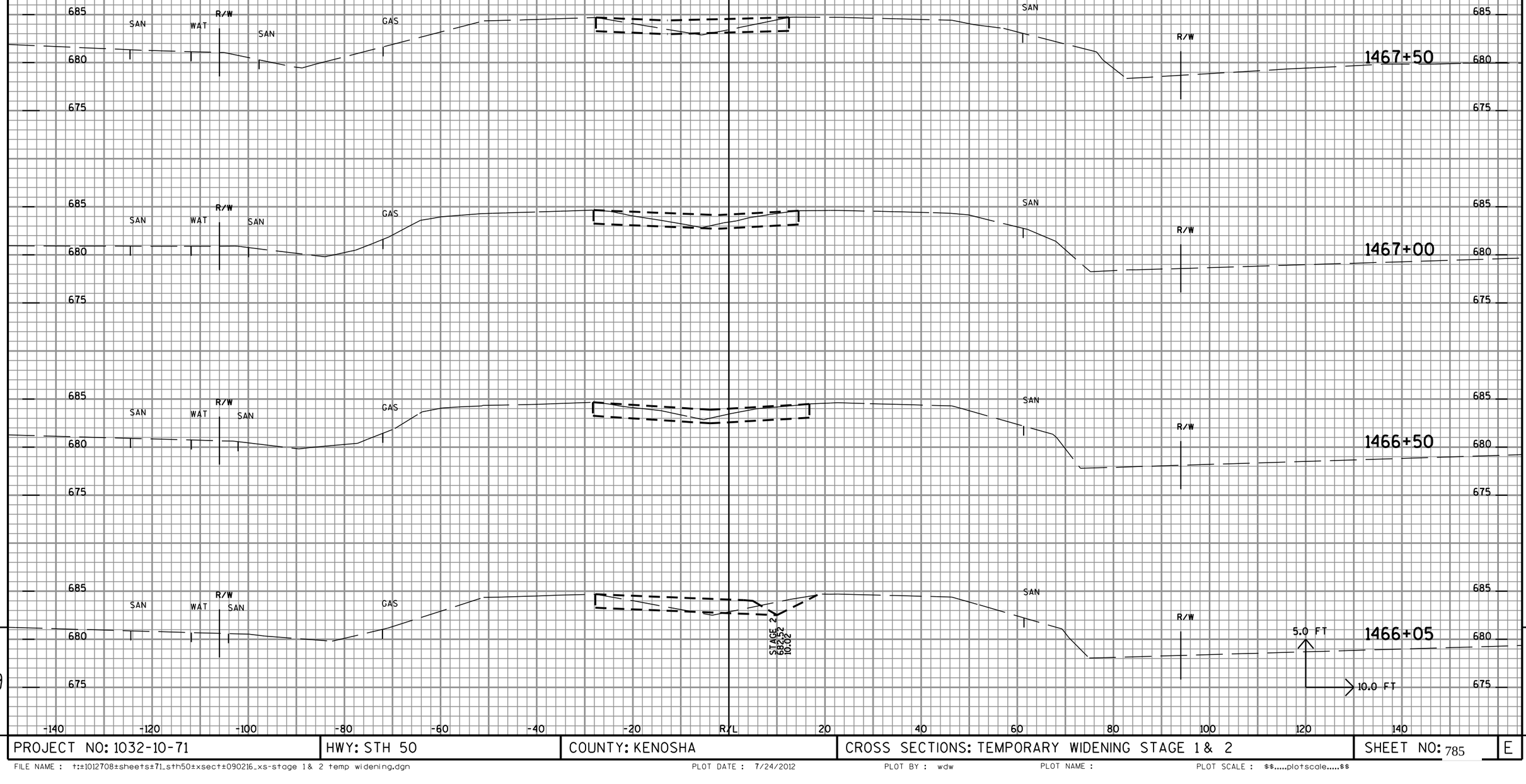
ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 784	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

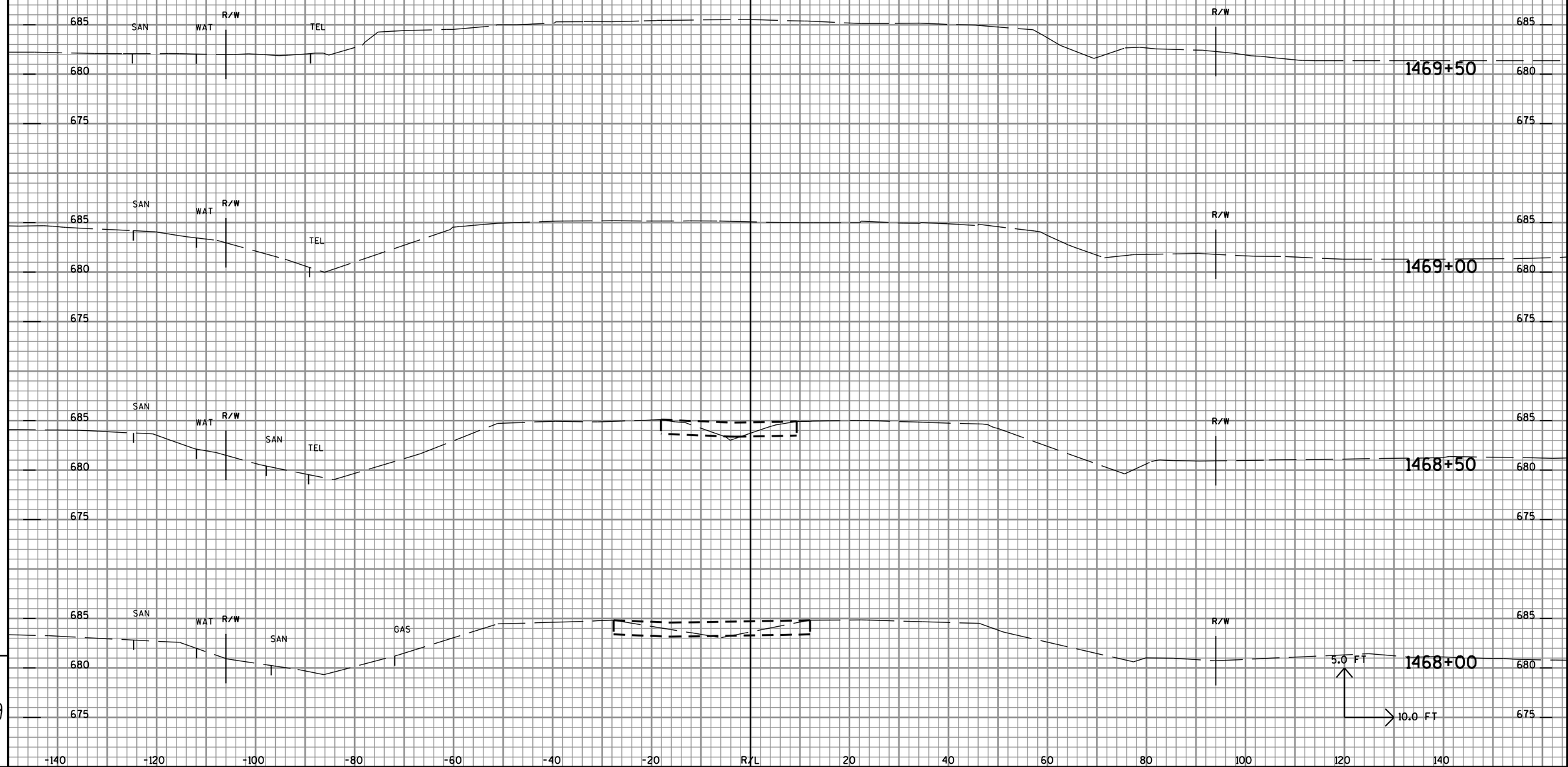


9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 785	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



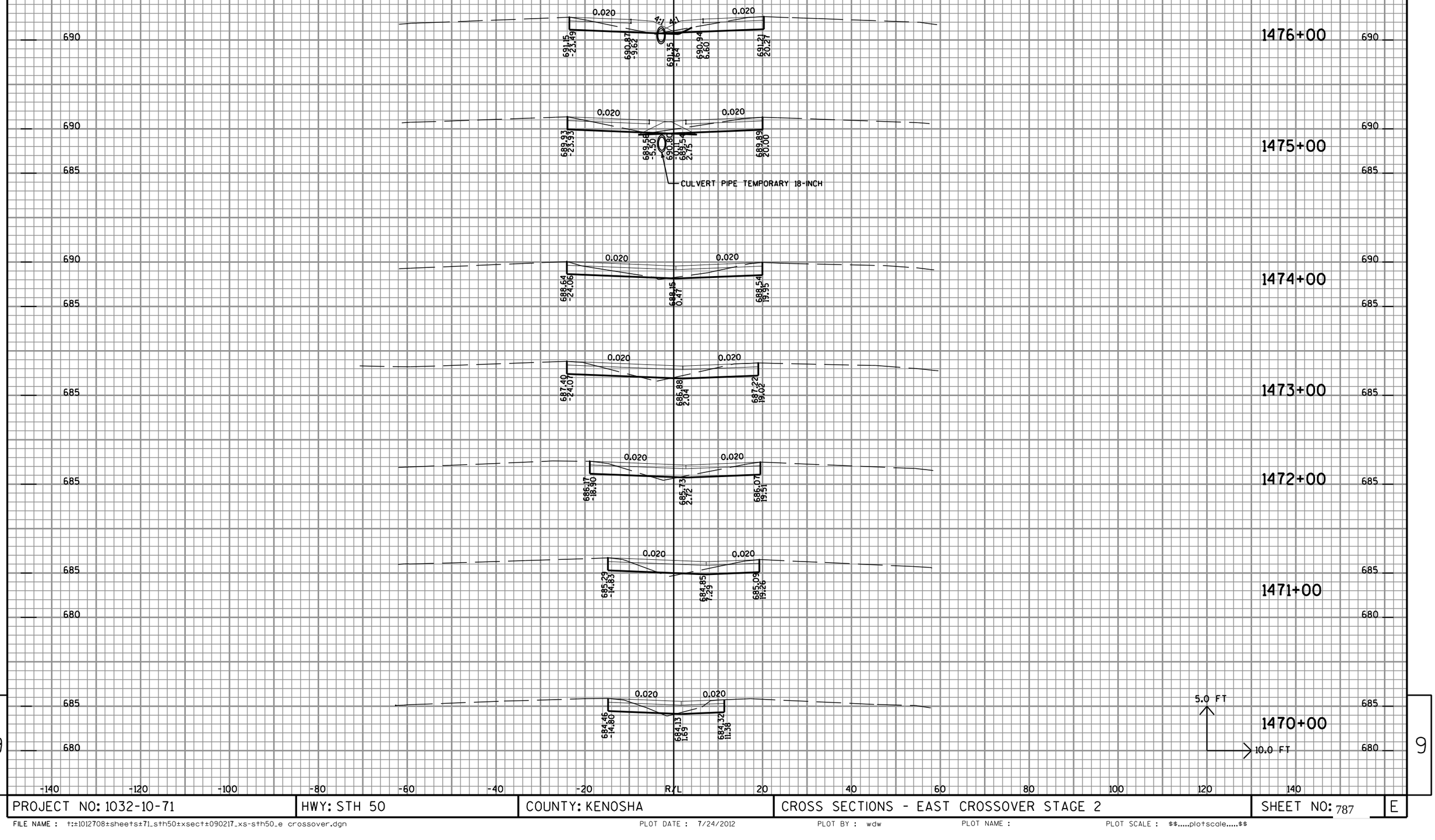
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: TEMPORARY WIDENING STAGE 1 & 2	SHEET NO: 786	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090216_xs-stage 1& 2 temp widening.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

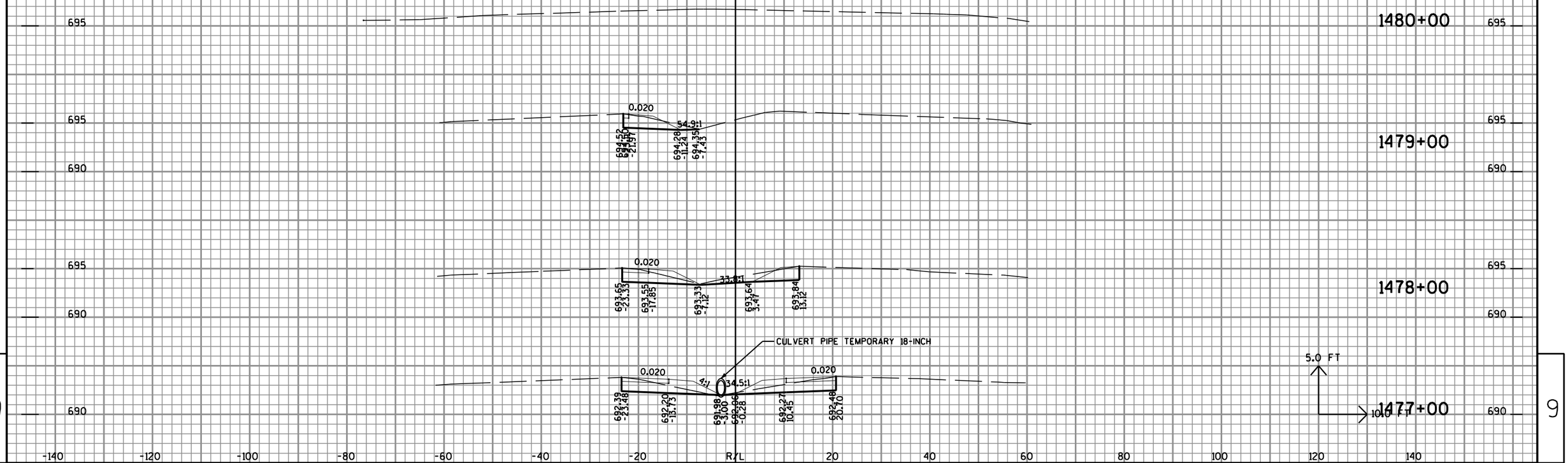
ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - EAST CROSSOVER STAGE 2	SHEET NO: 787	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090217_xs-sth50_e crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



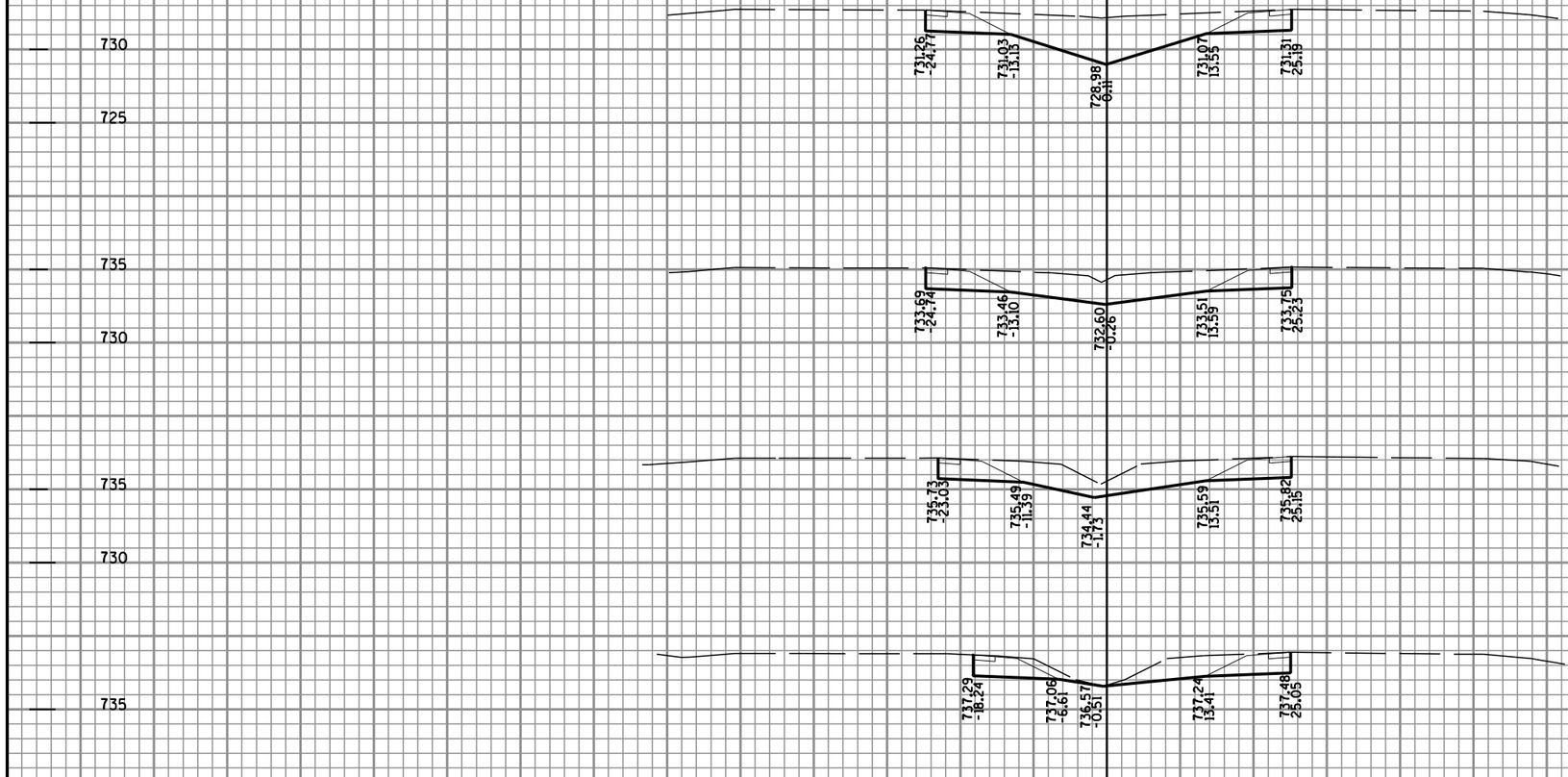
9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - EAST CROSSOVER STAGE 2	SHEET NO: 788	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090217_xs-sth50_e crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7

1407+00

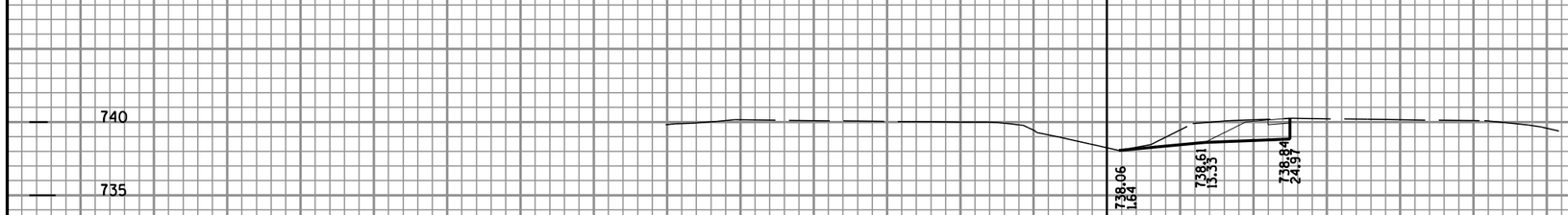


1406+00

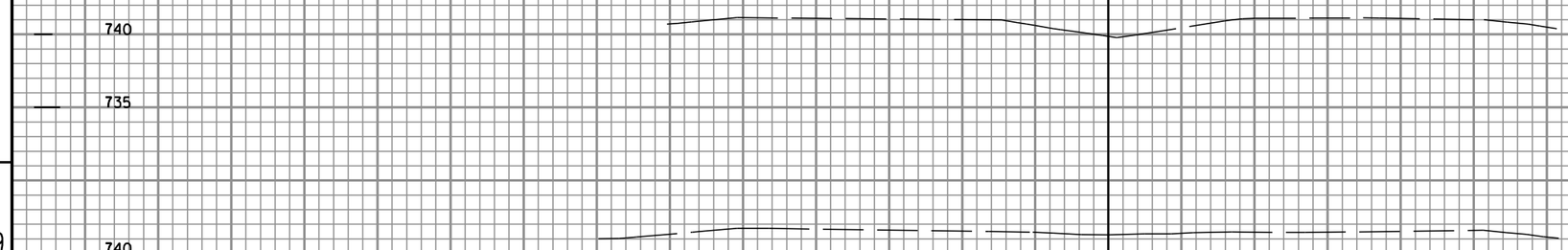
1405+00

1404+00

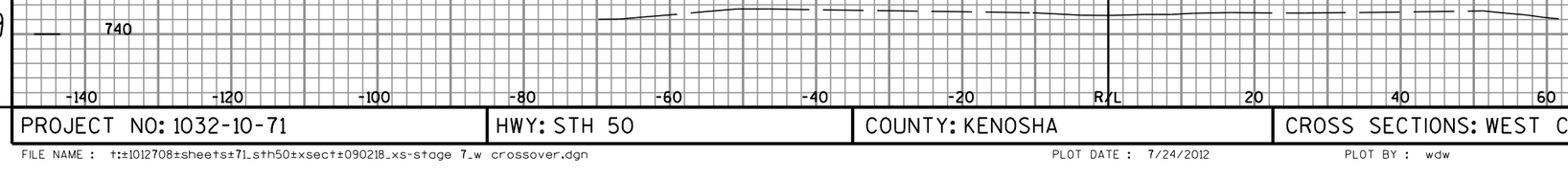
1403+00



1402+00



1401+00



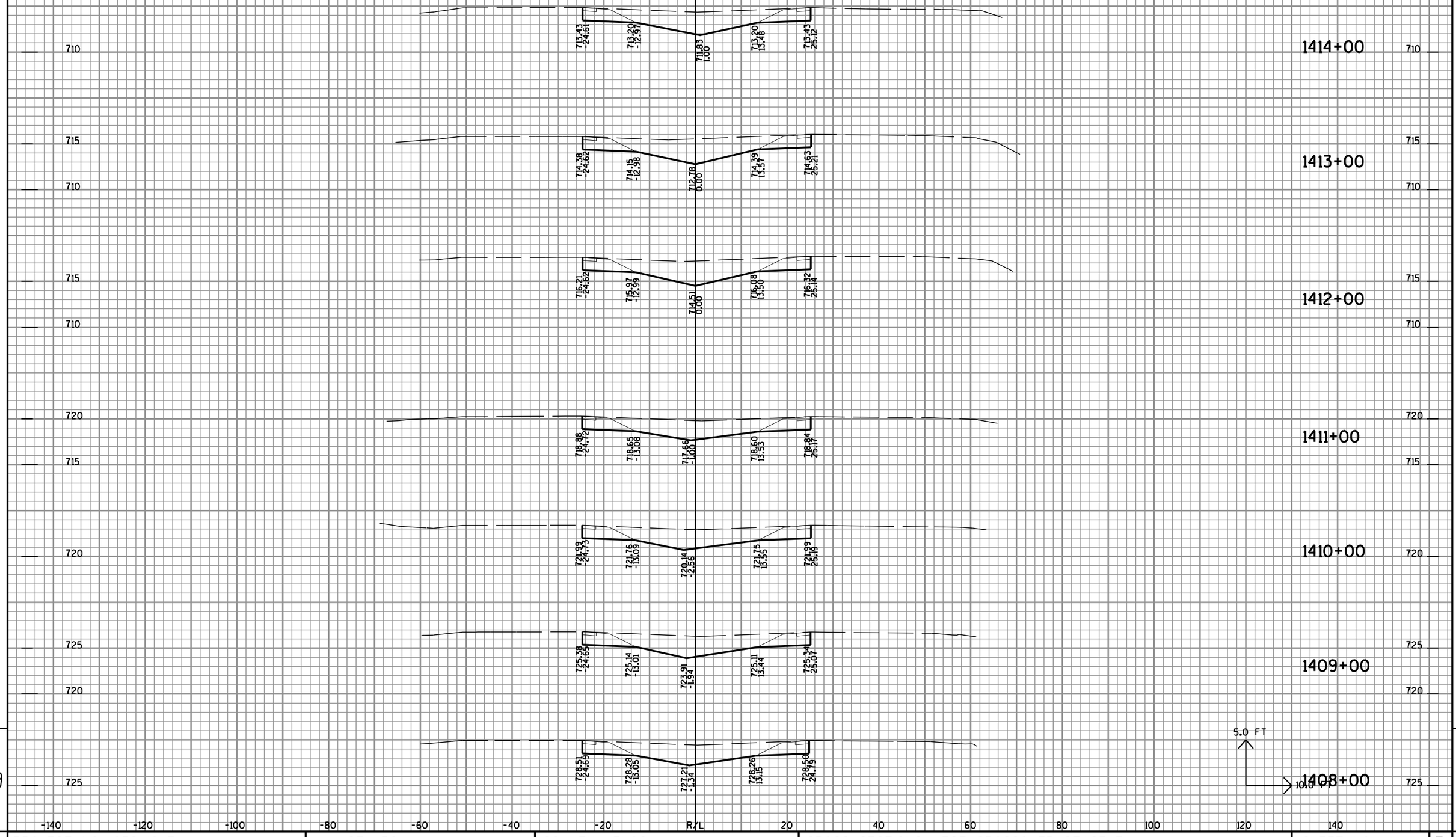
-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: WEST CROSSOVER STAGE 7	SHEET NO: 789	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090218_xs-stage 7_w crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7



9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: WEST CROSSOVER STAGE 7	SHEET NO: 790	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090218_xs-stage 7_w crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7

1418+00

1417+50

1417+00

1416+50

1416+00

1415+65

1415+50

1415+00

715

710

REMOVING ASPHALTIC SURFACE
BASE AGGREGATE DENSE TO
REMAIN, TYPICAL

5.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: WEST OVERLAY STAGE 7	SHEET NO: 791	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090219_xs-stage 7_w overlay.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7

1421+00

720
715

1420+85

719.94
-0.82

720
715

1420+50

718.81
-2.75

720
715

1420+00

718.38
-0.53

720
715

1419+50

MATCH EXISTING
INLET TYPE 8

717.83
2.13

720
715

1419+00

717.80
8.32

715

1418+50

REMOVING ASPHALTIC SURFACE
BASE AGGREGATE DENSE TO
REMAIN, TYPICAL

717.18
13.77

715

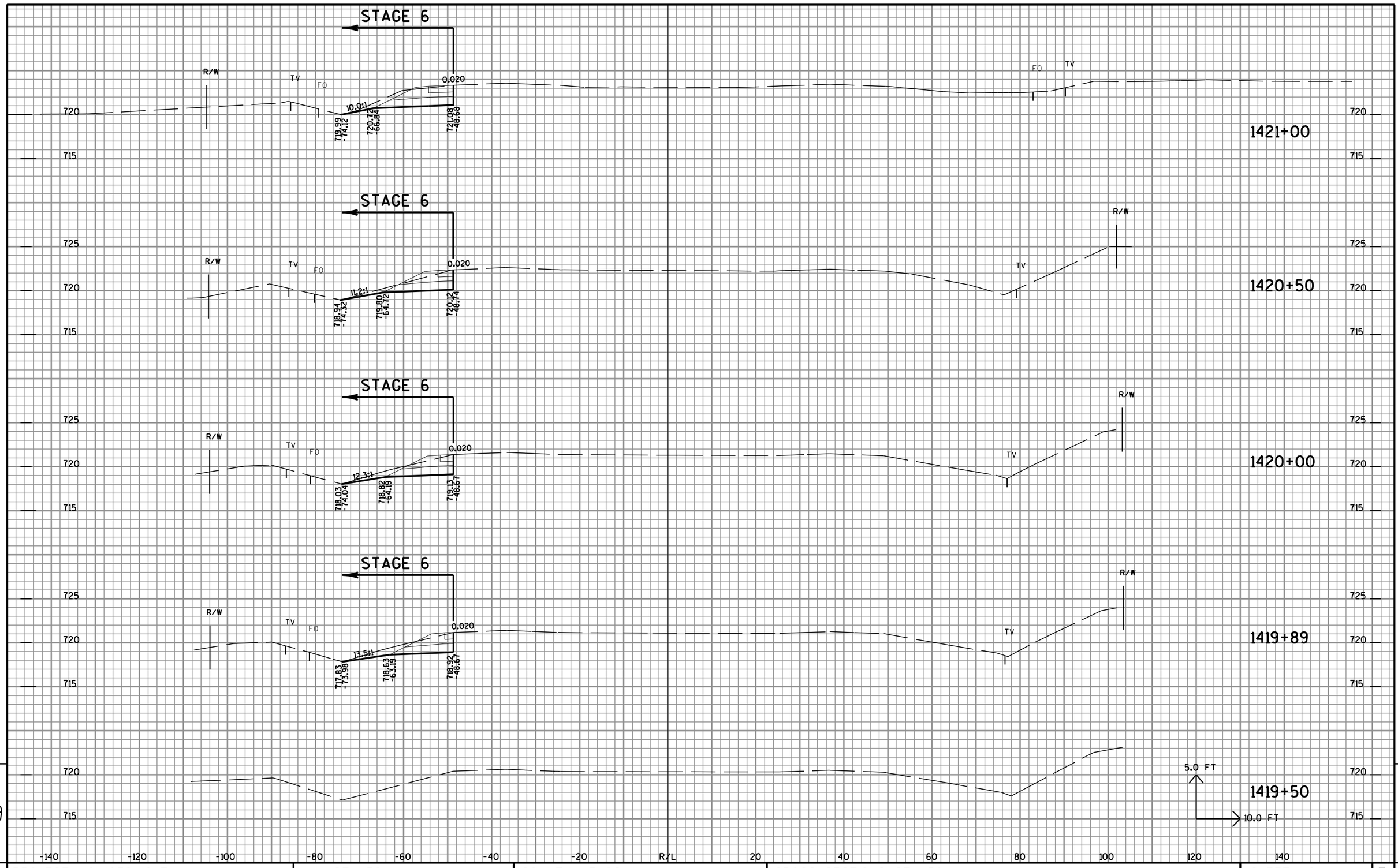
5.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: WEST OVERLAY STAGE 7	SHEET NO: 792	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090219_xs-stage 7_w overlay.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

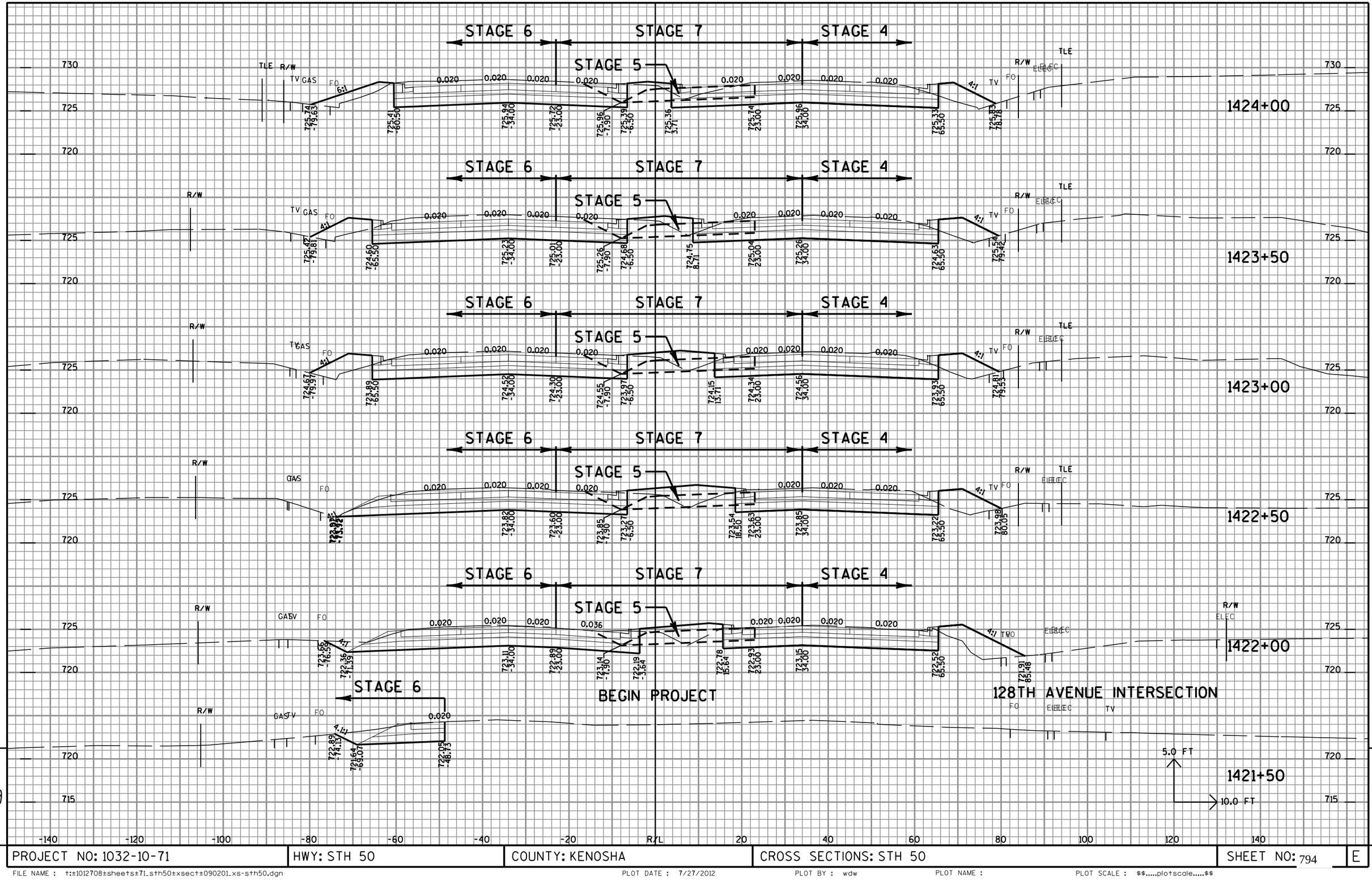


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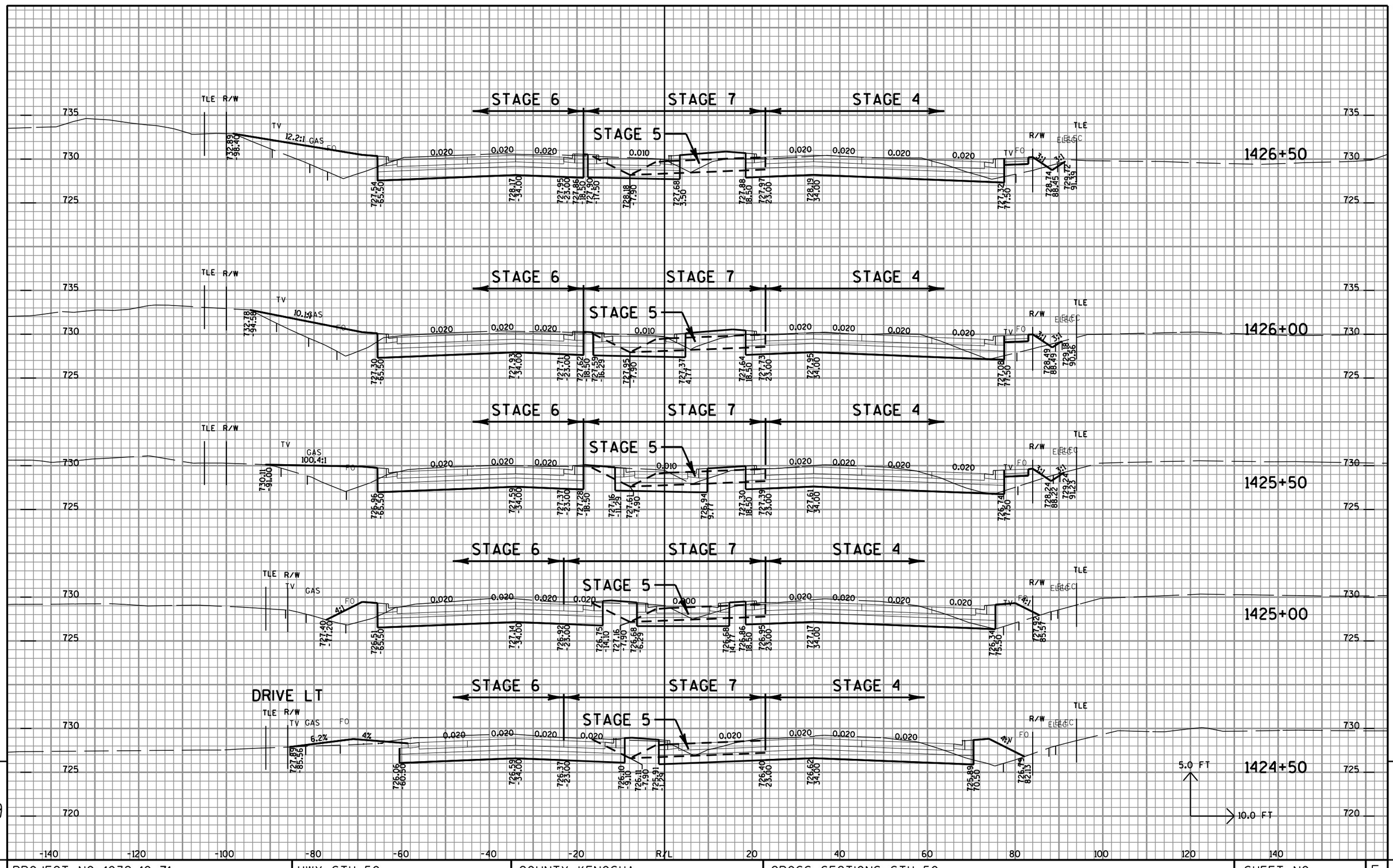
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 793	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 794	E

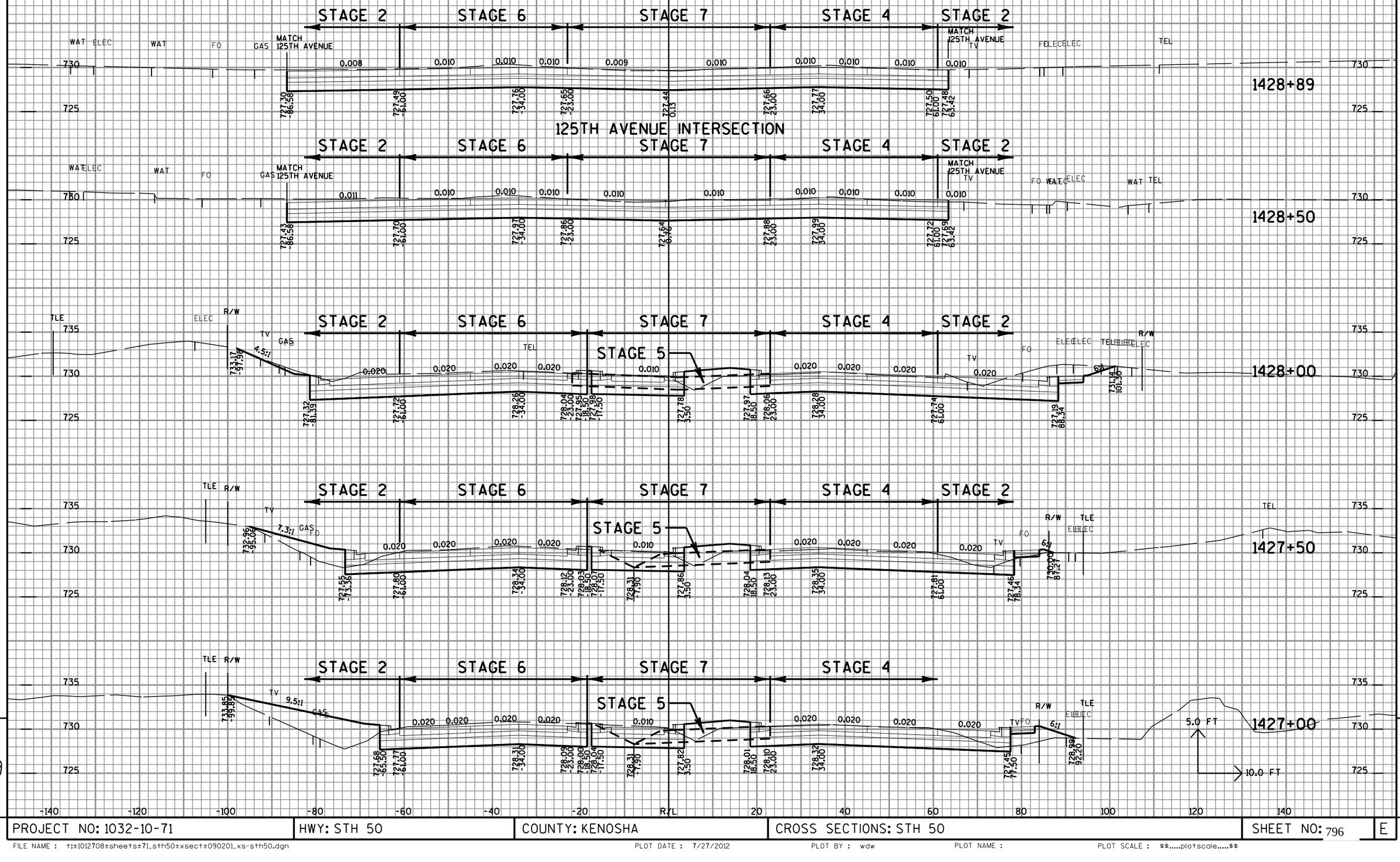
FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

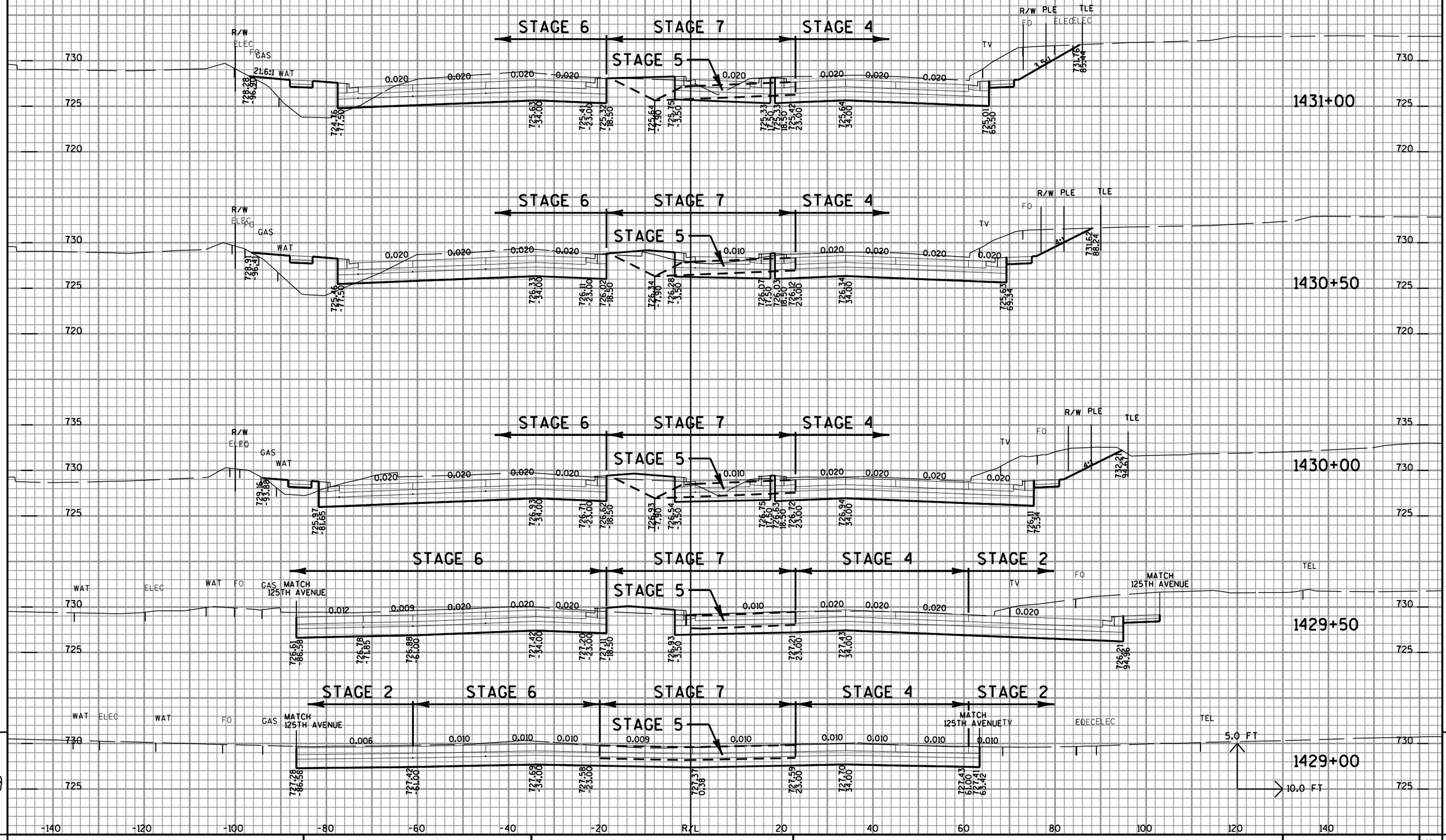
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 795	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



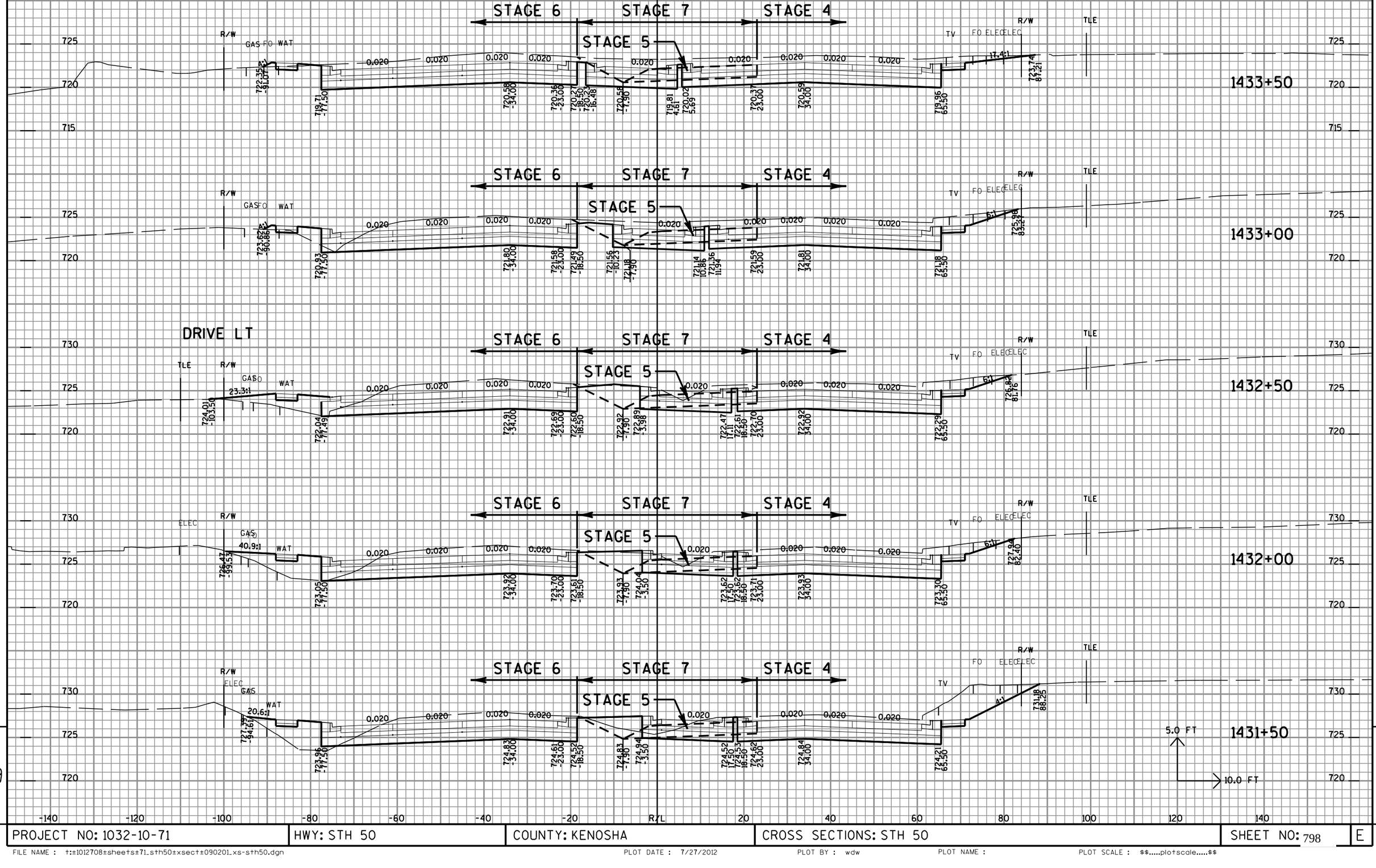
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 796 E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



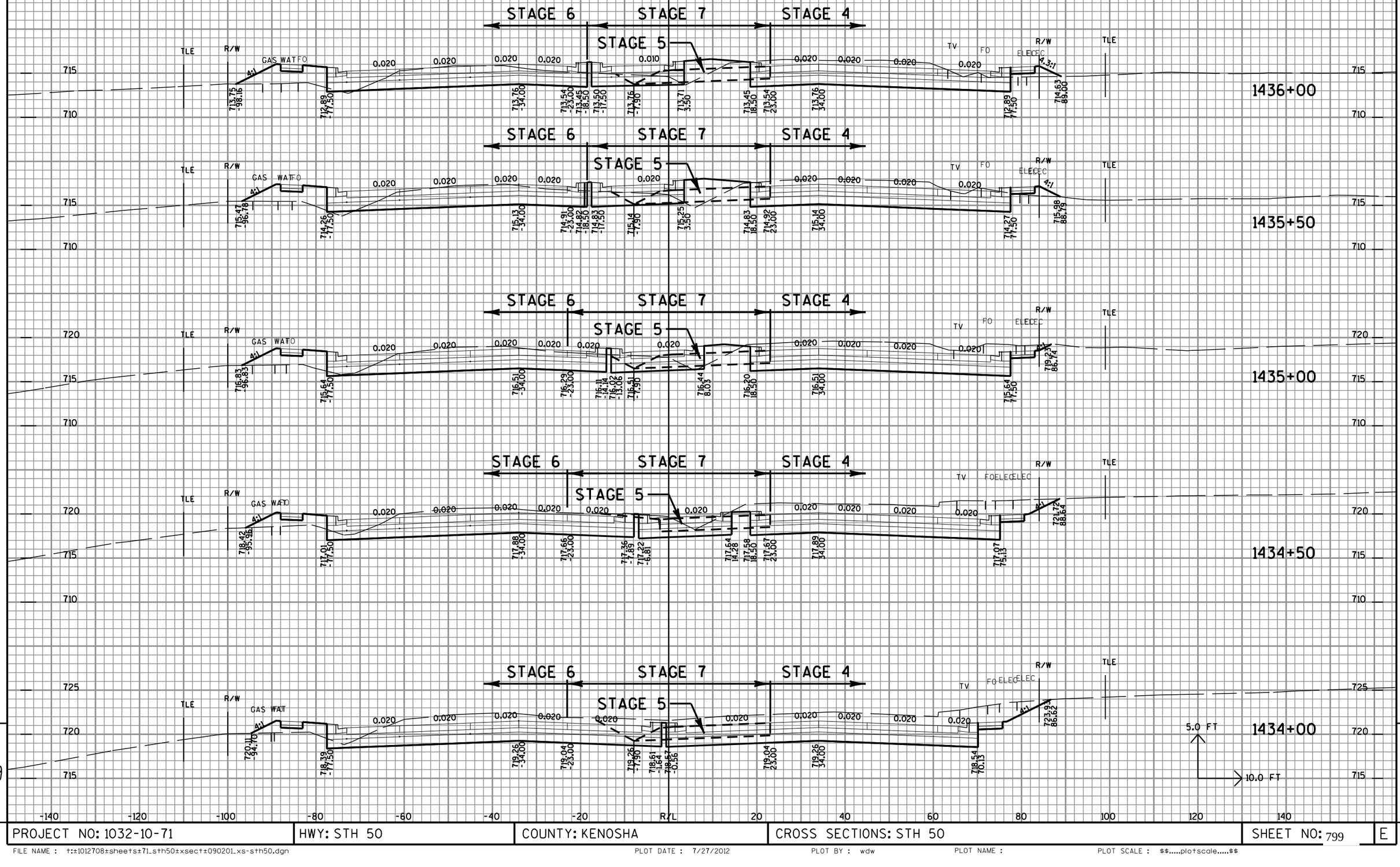
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 797	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



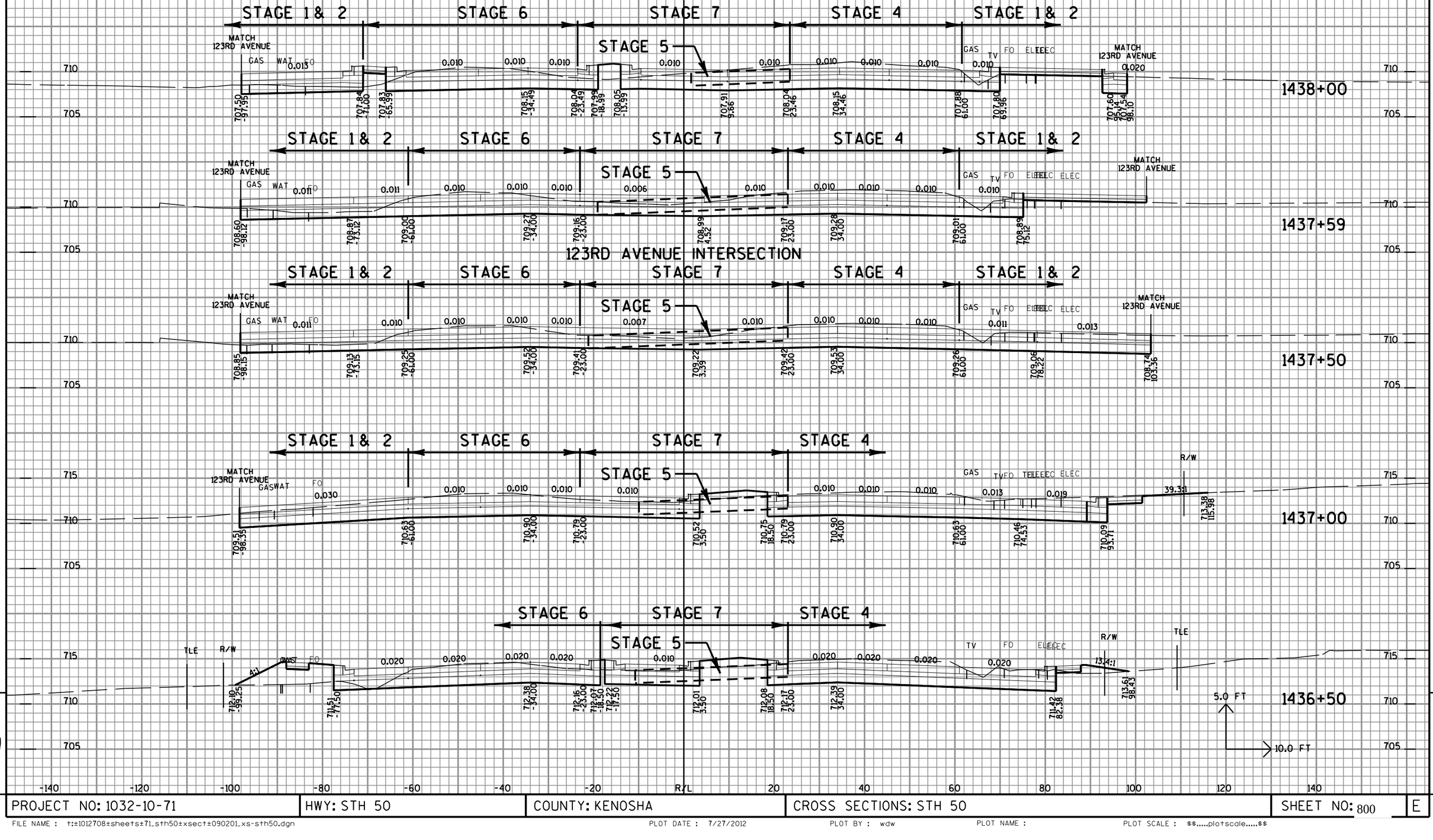
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 798 E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



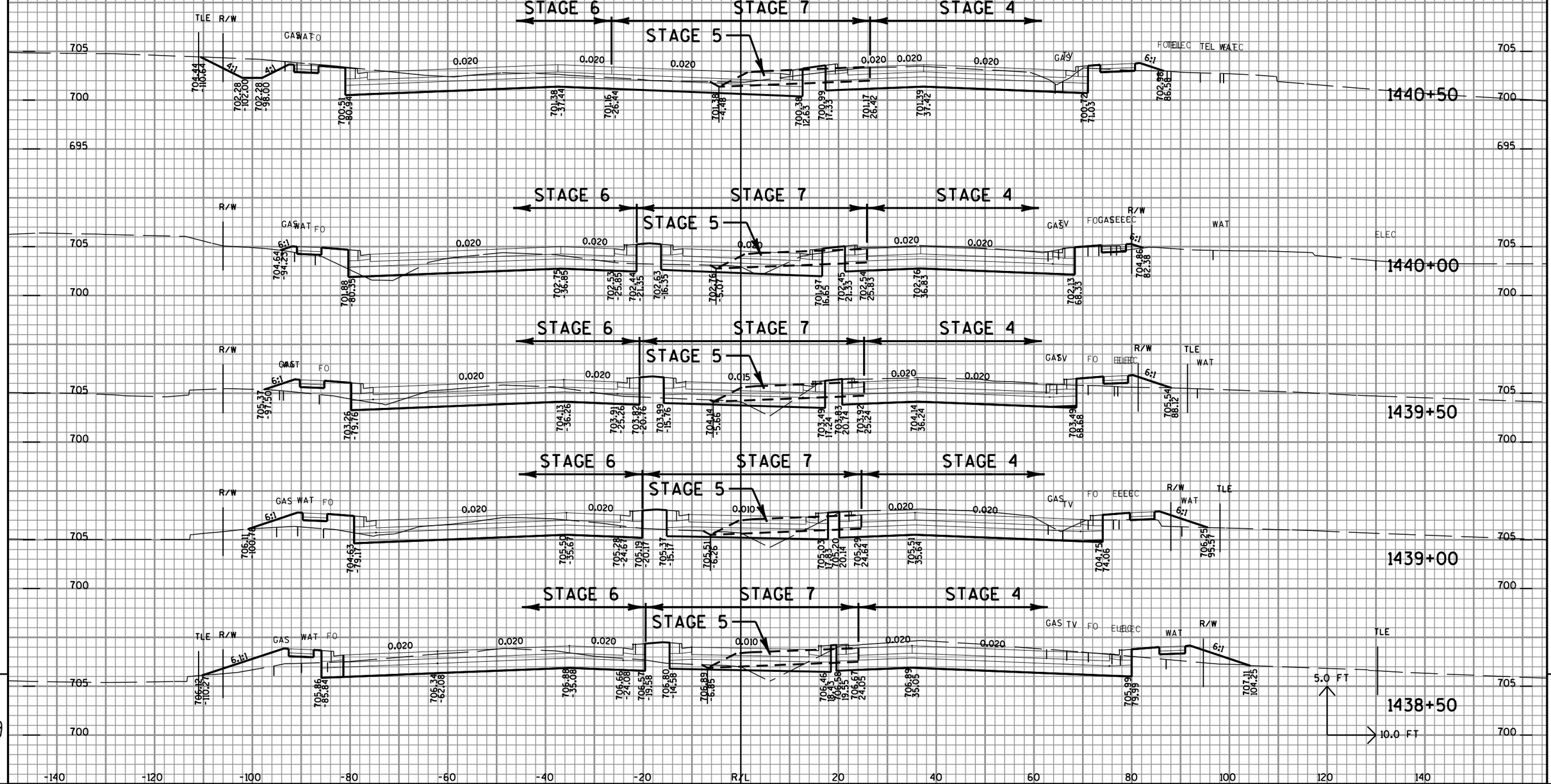
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 799 E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



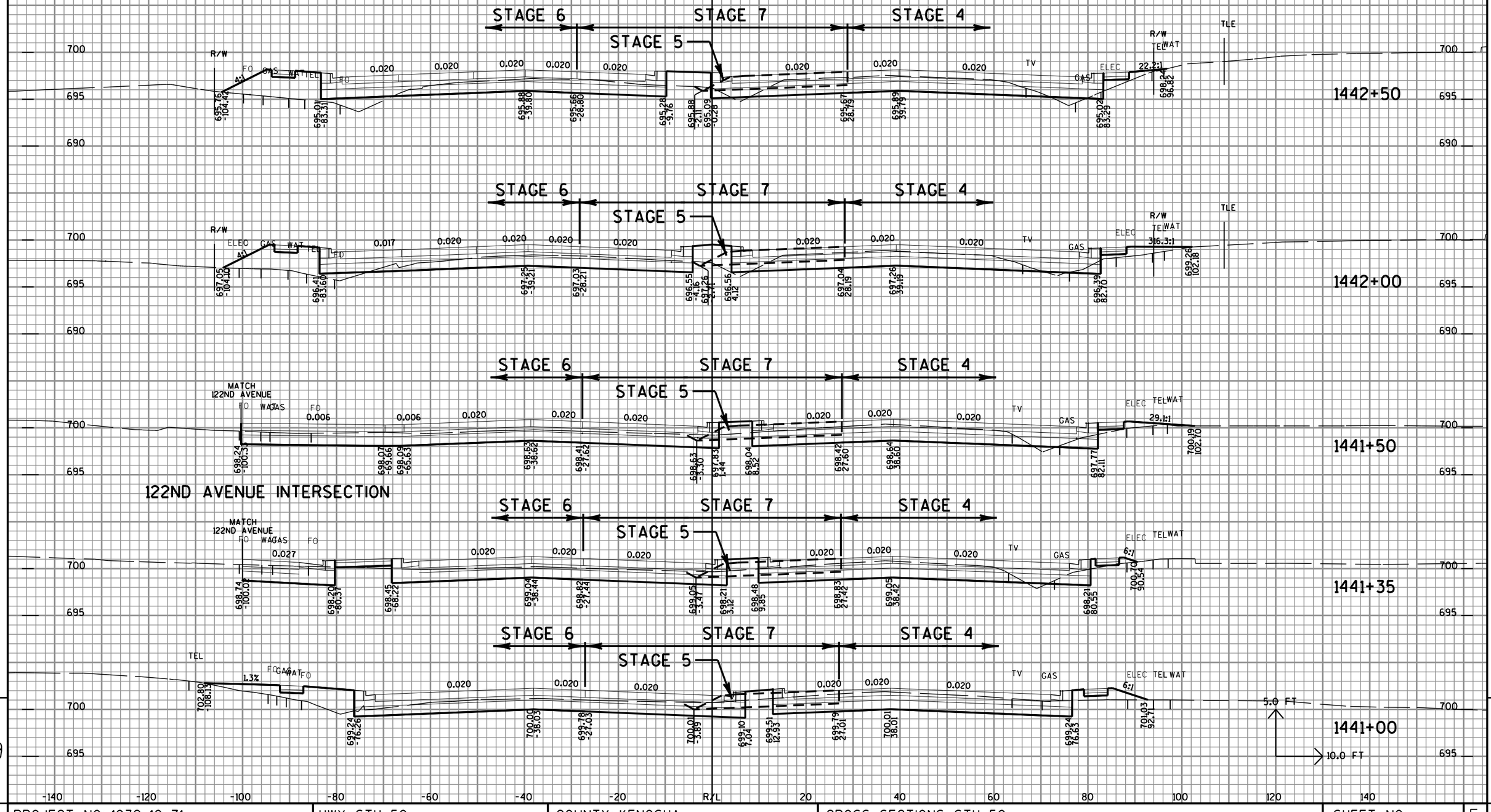
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 800	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



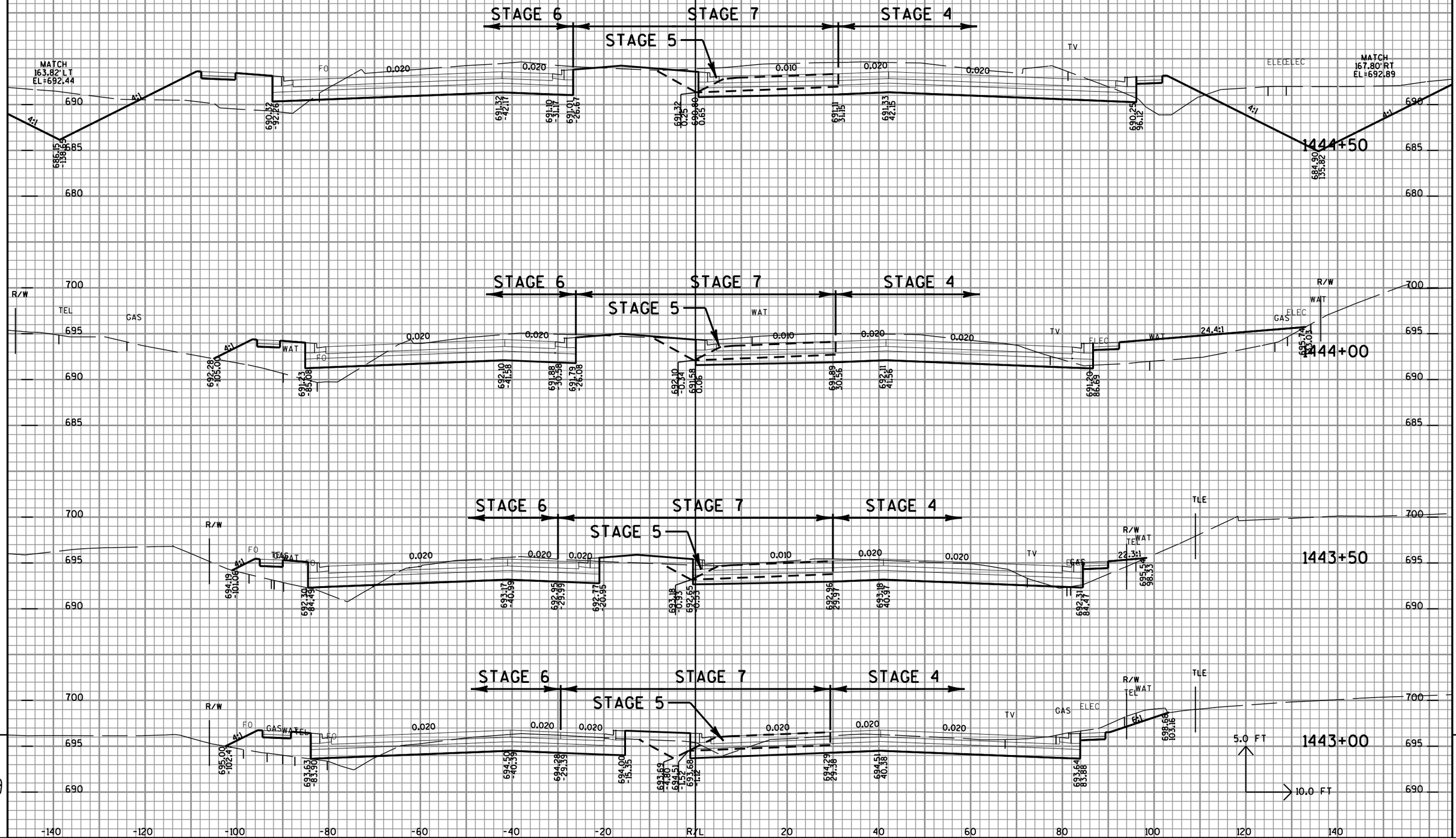
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 801	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



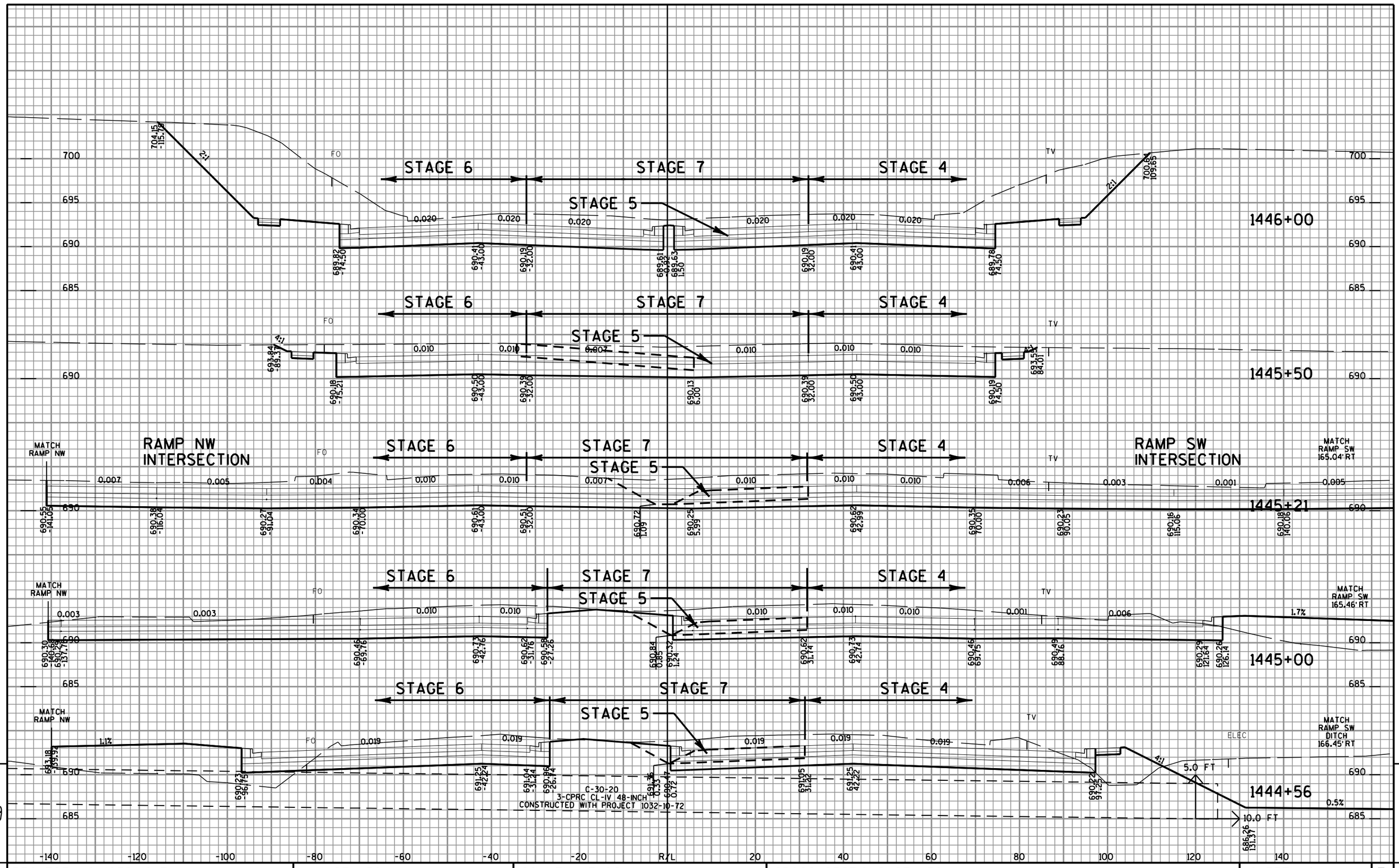
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 802	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



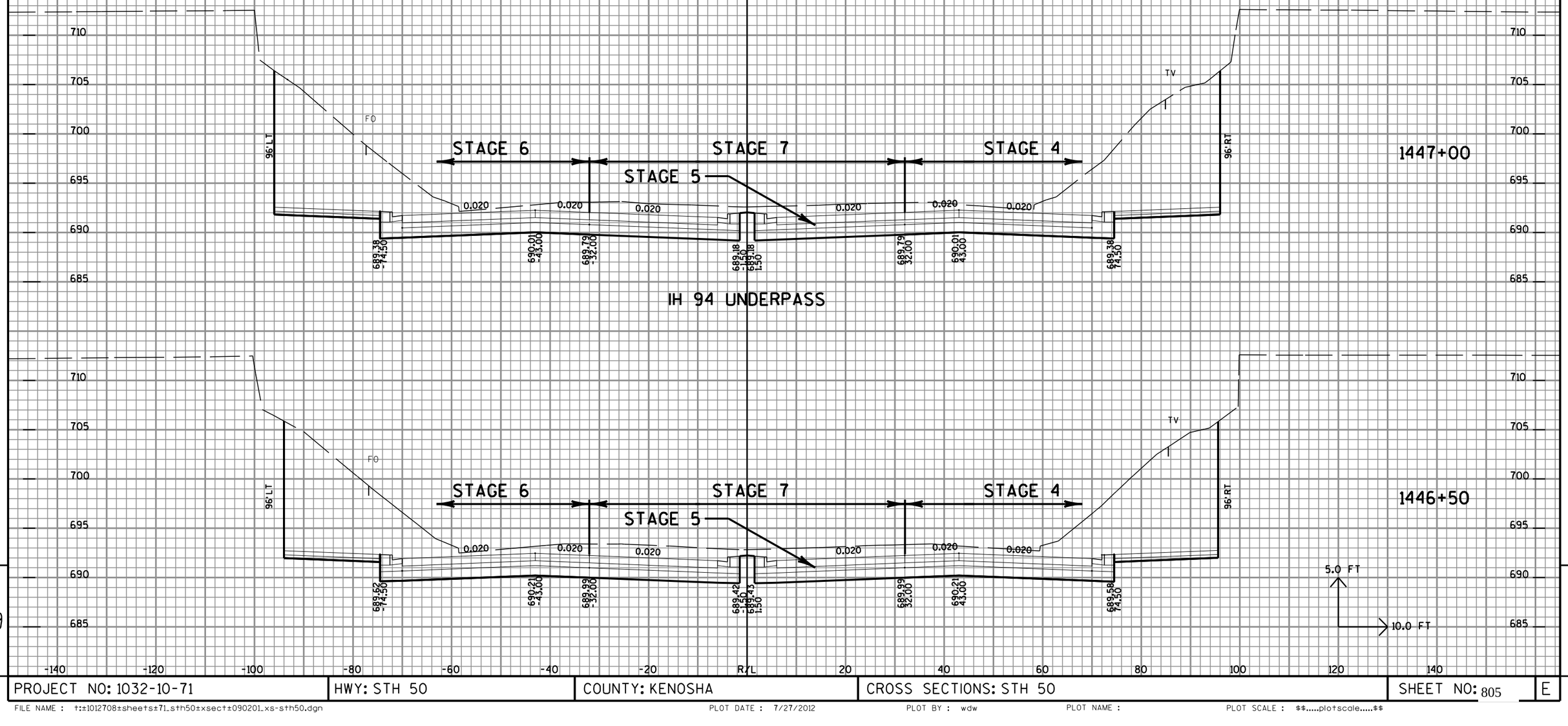
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 803 E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



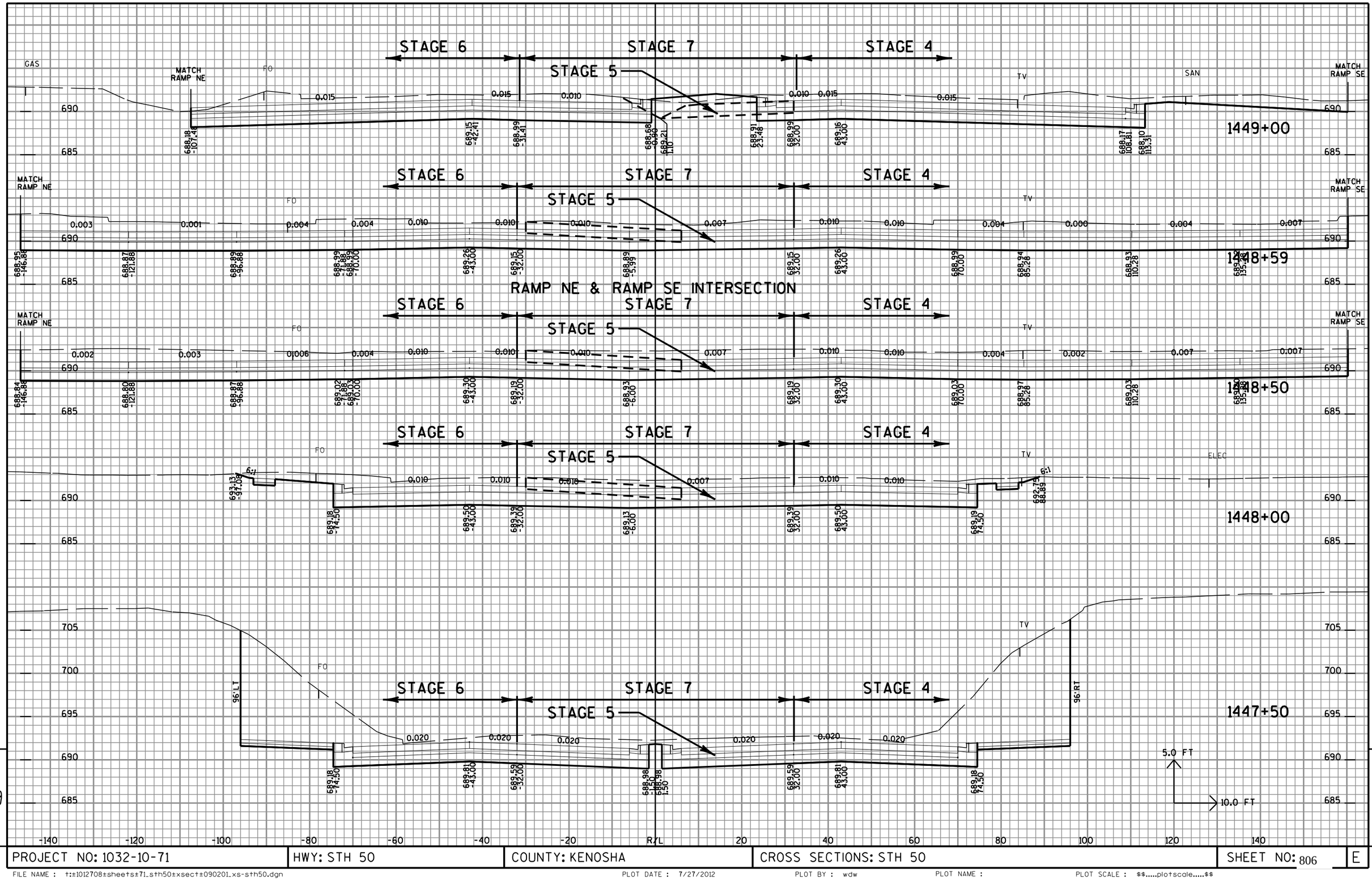
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 804	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



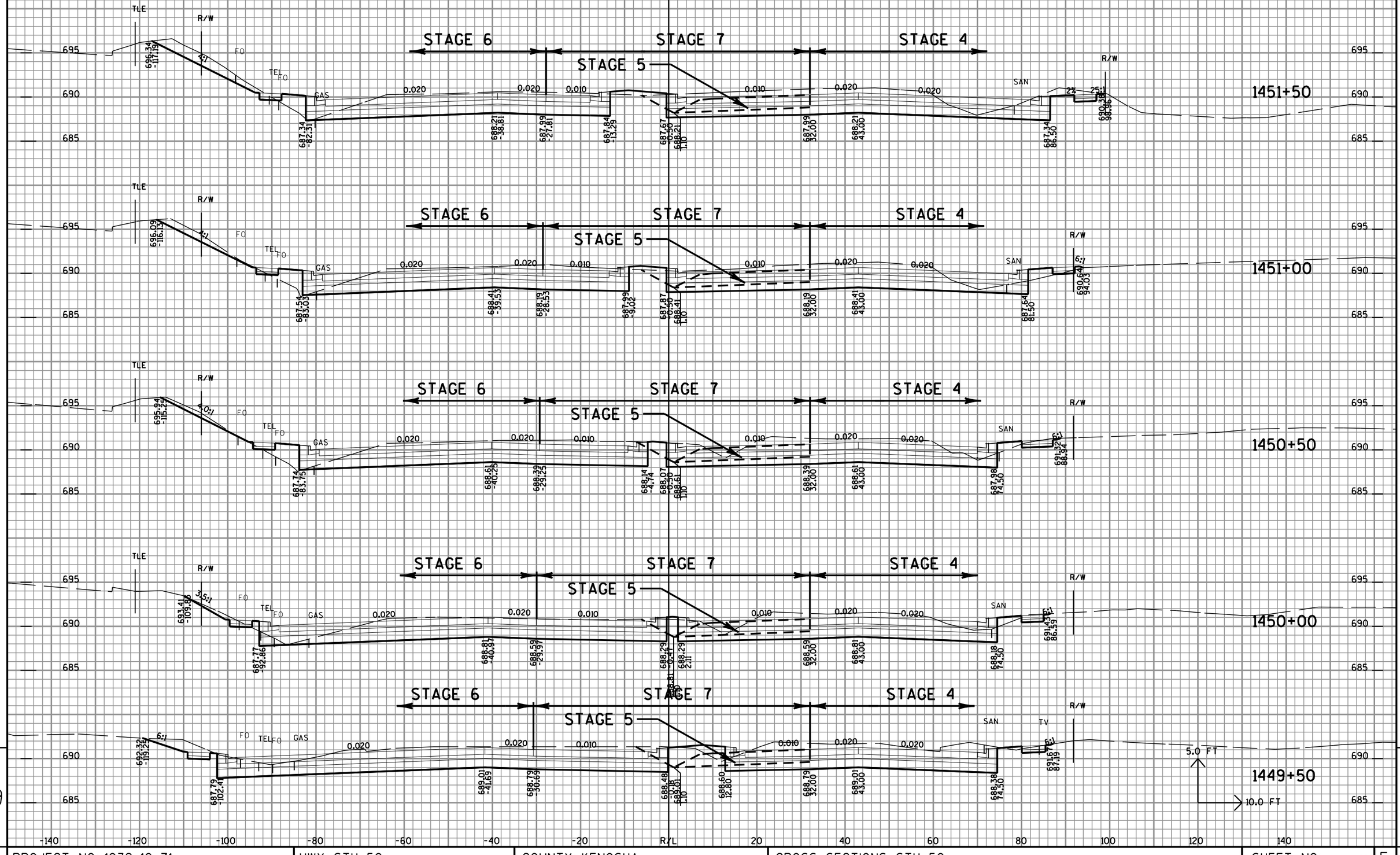
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 805	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



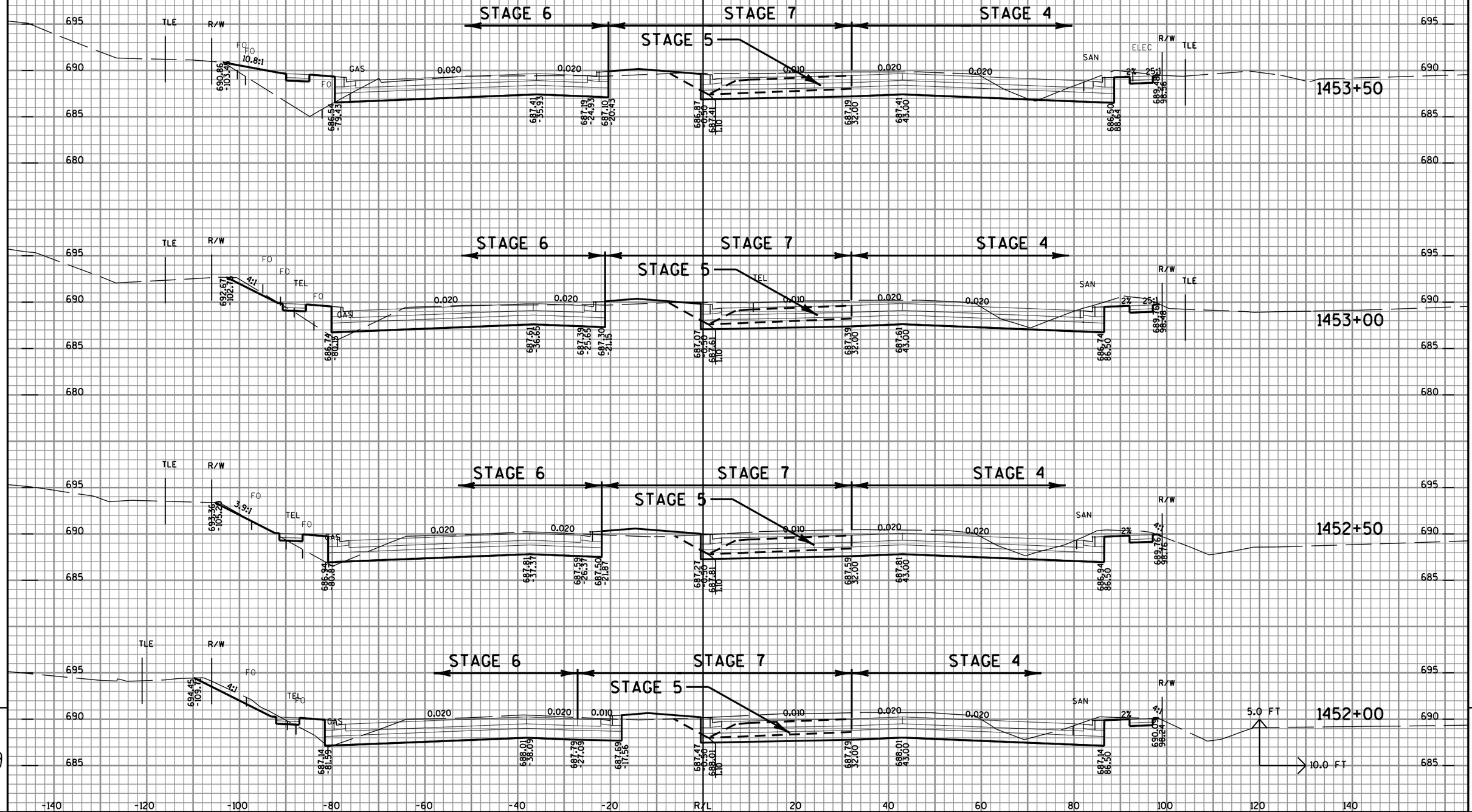
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 806	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



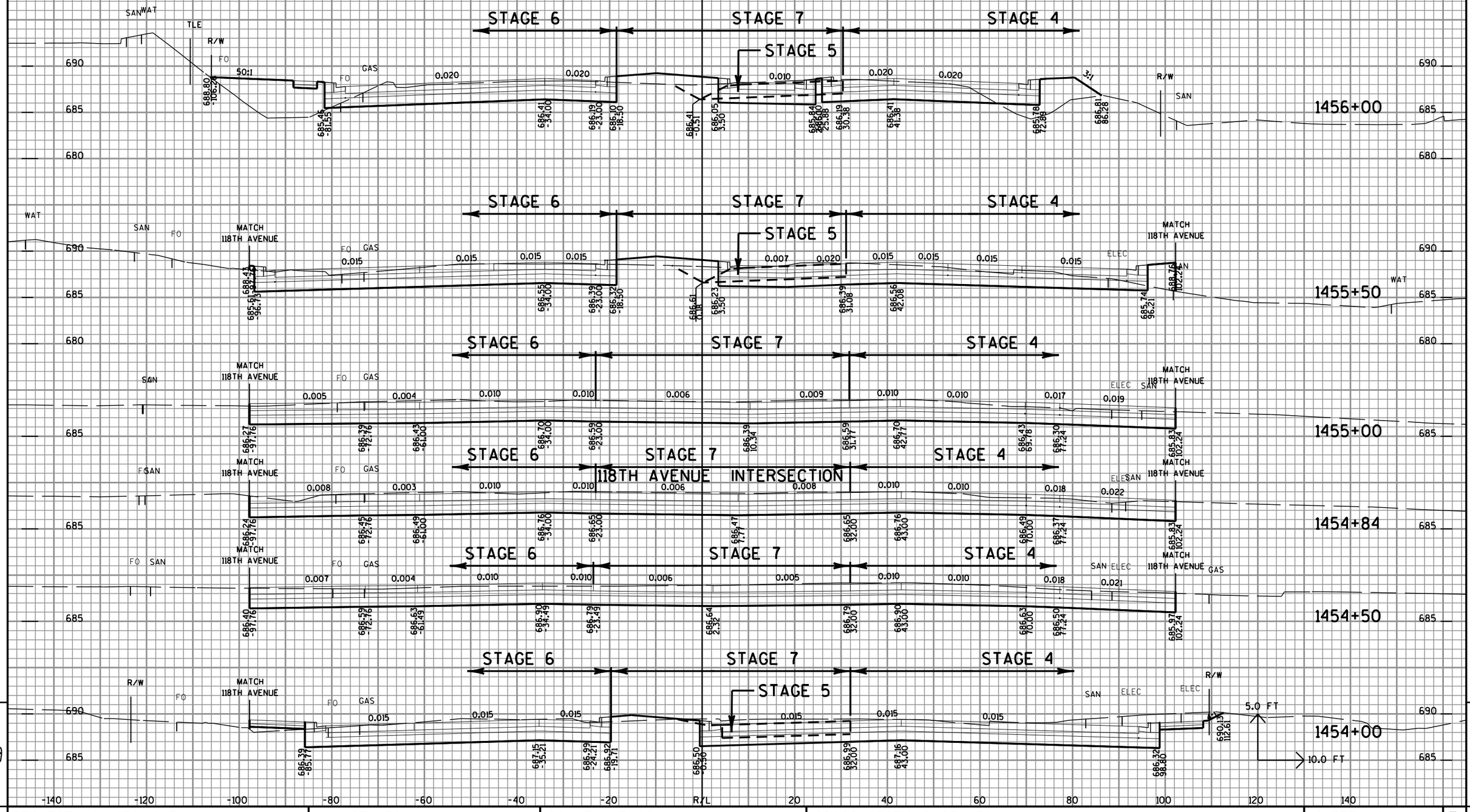
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 807	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



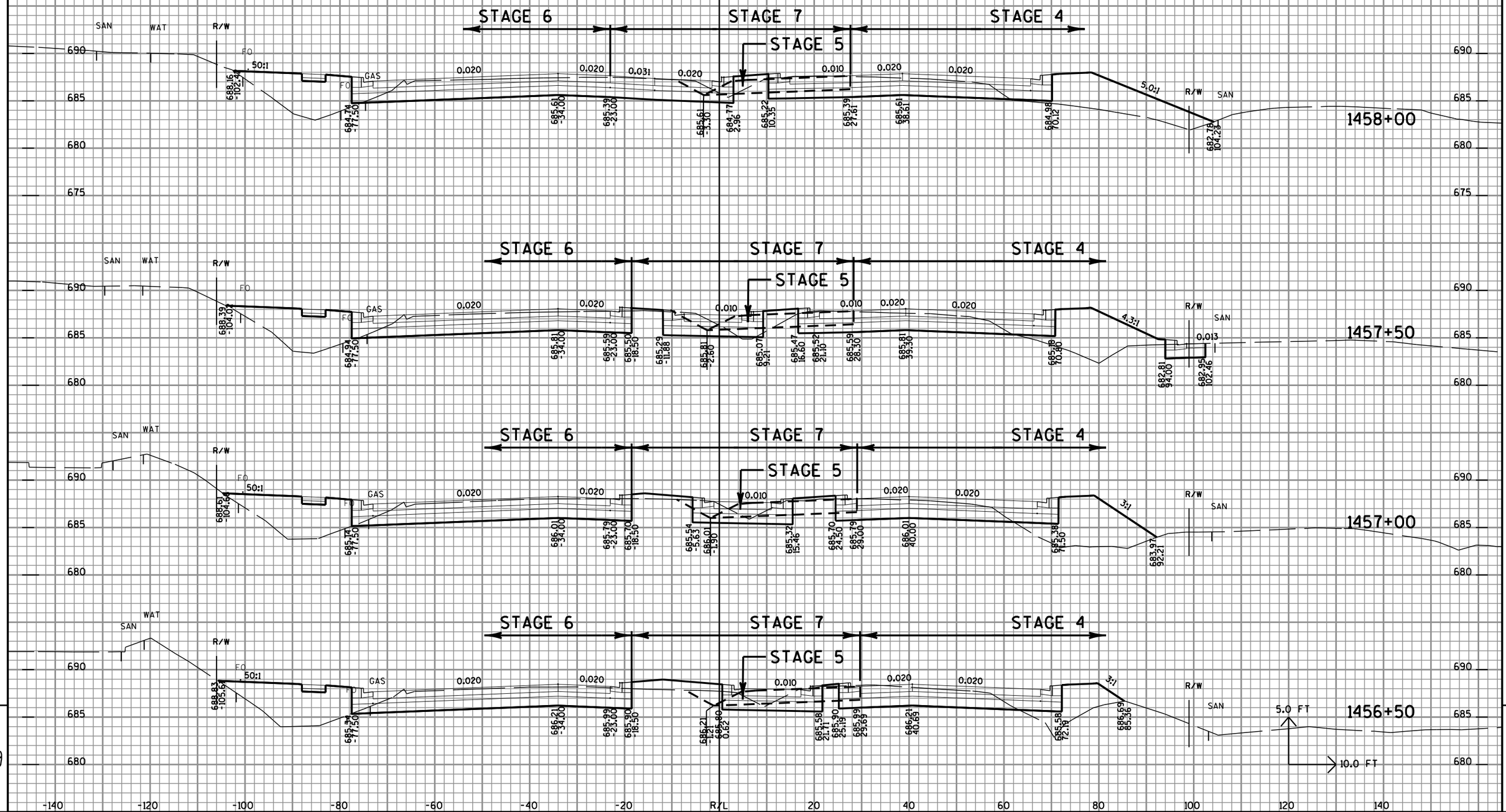
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 808	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



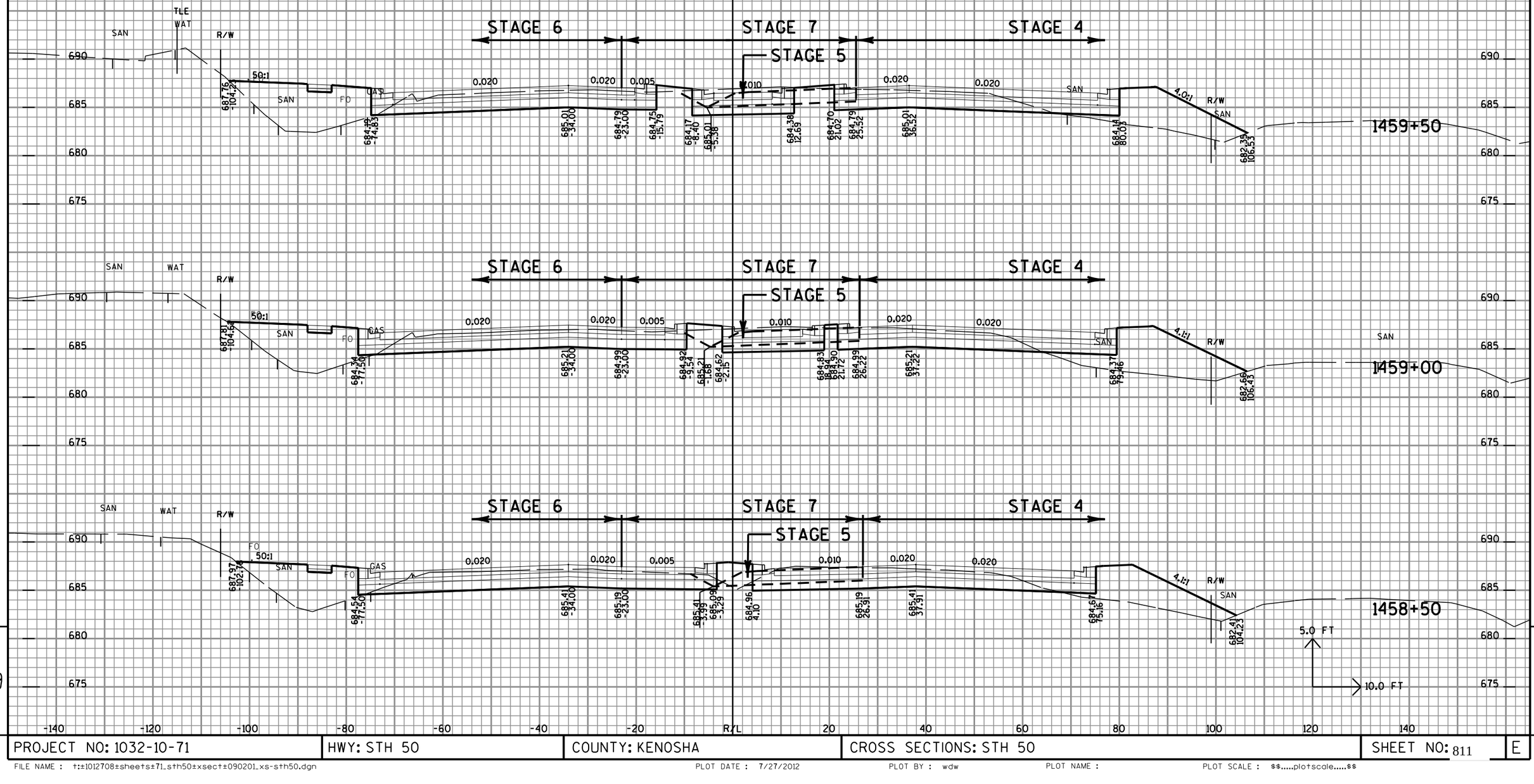
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 809	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



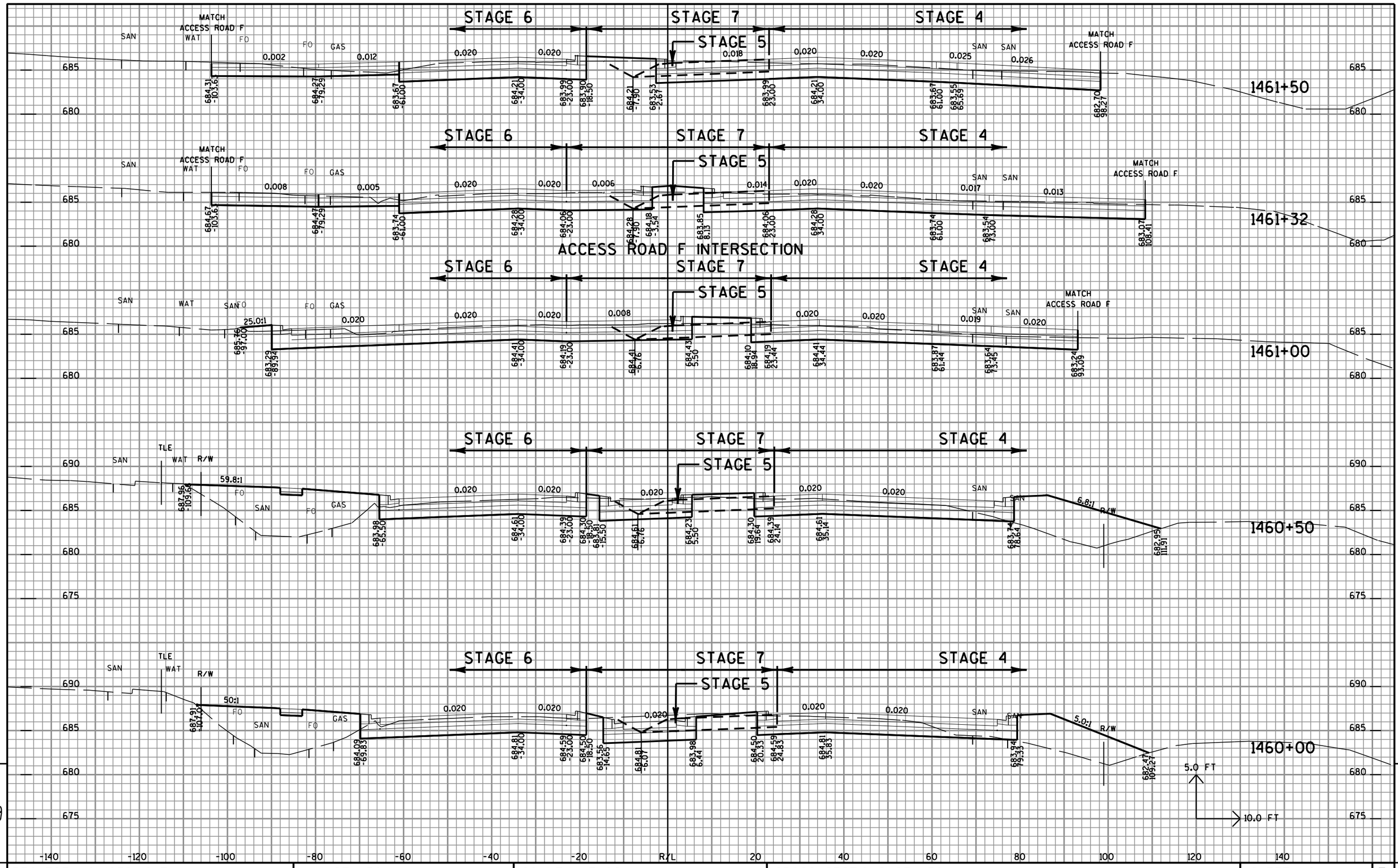
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 810 E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 811	E

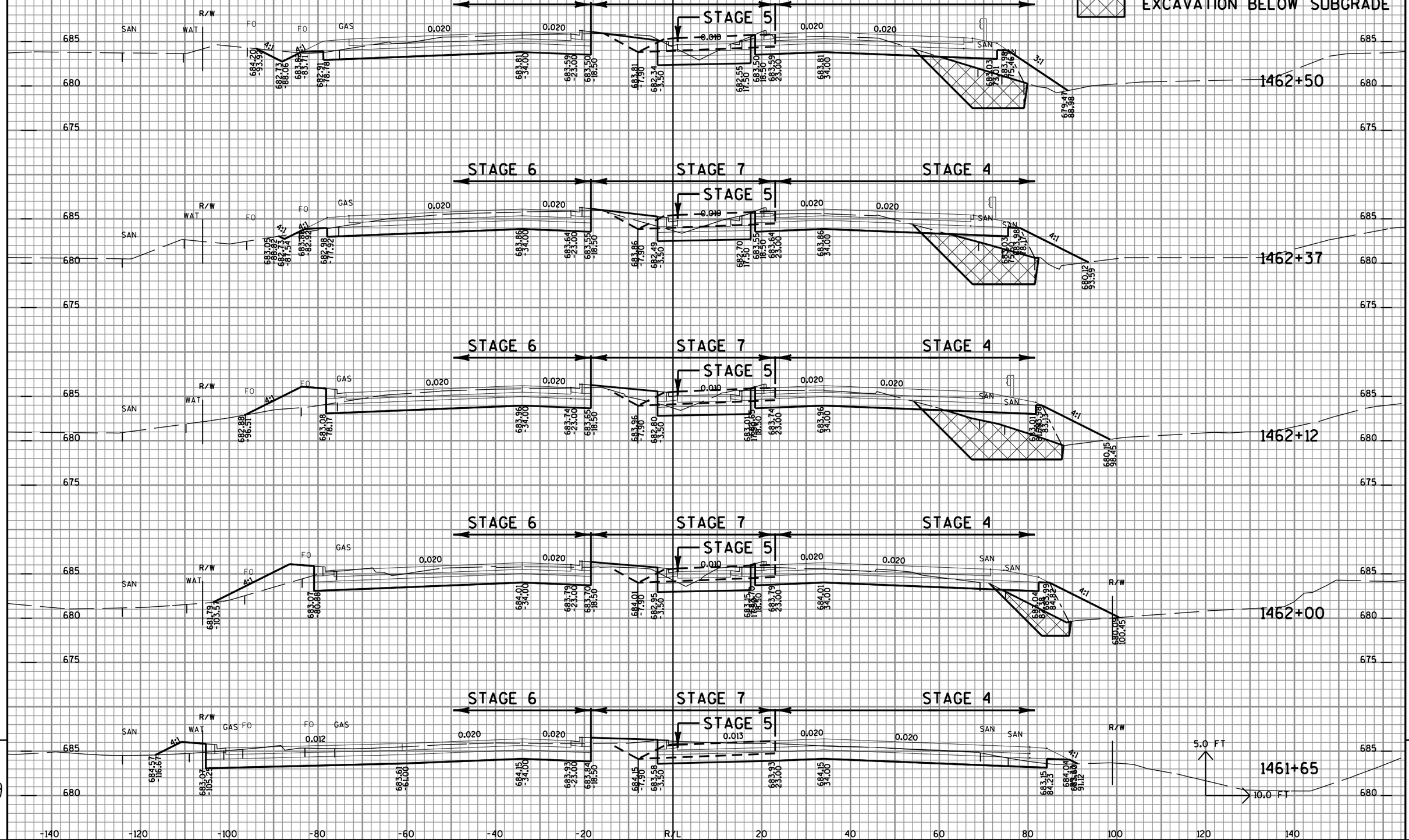
FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 812	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

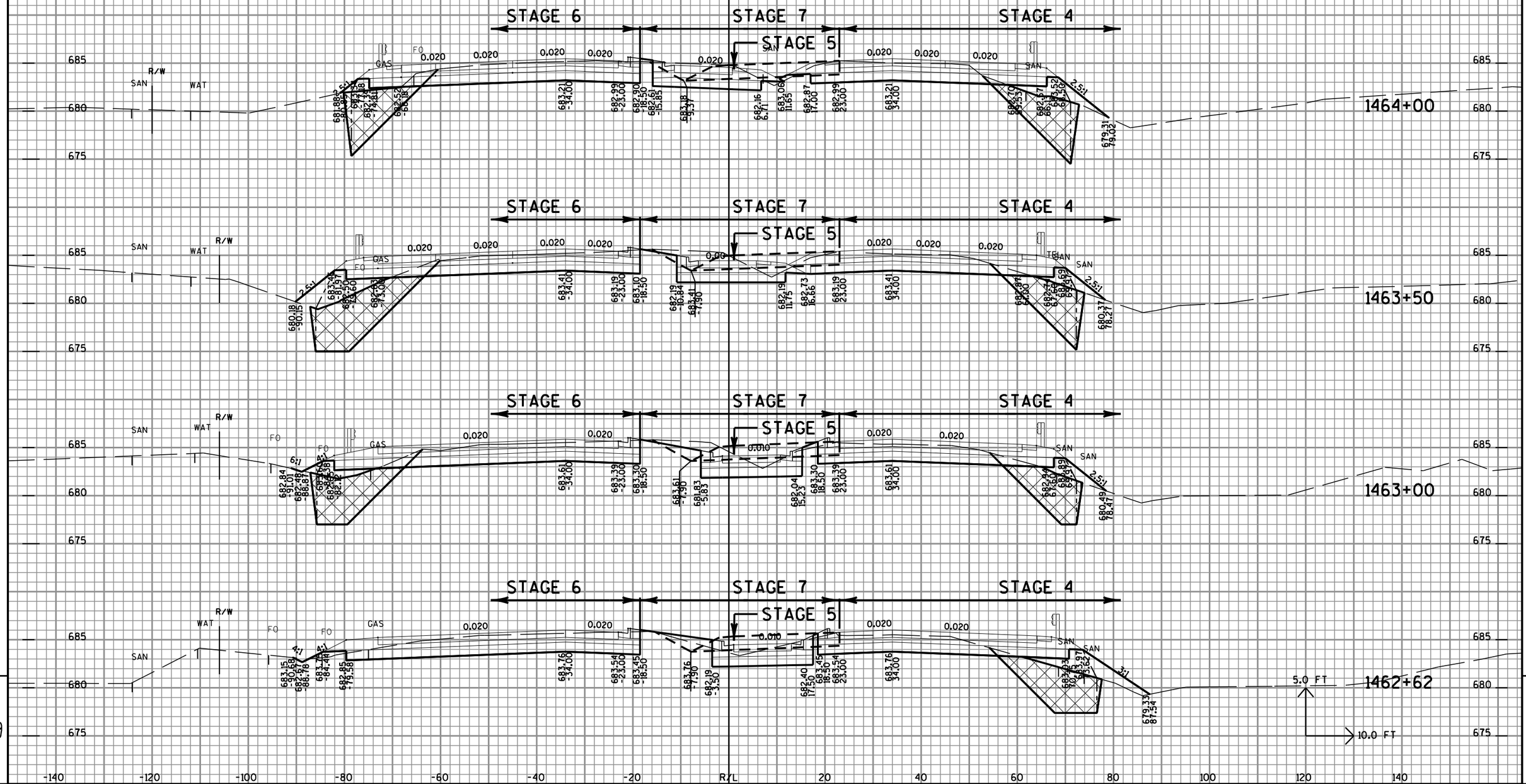
EXCAVATION BELOW SUBGRADE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 813	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

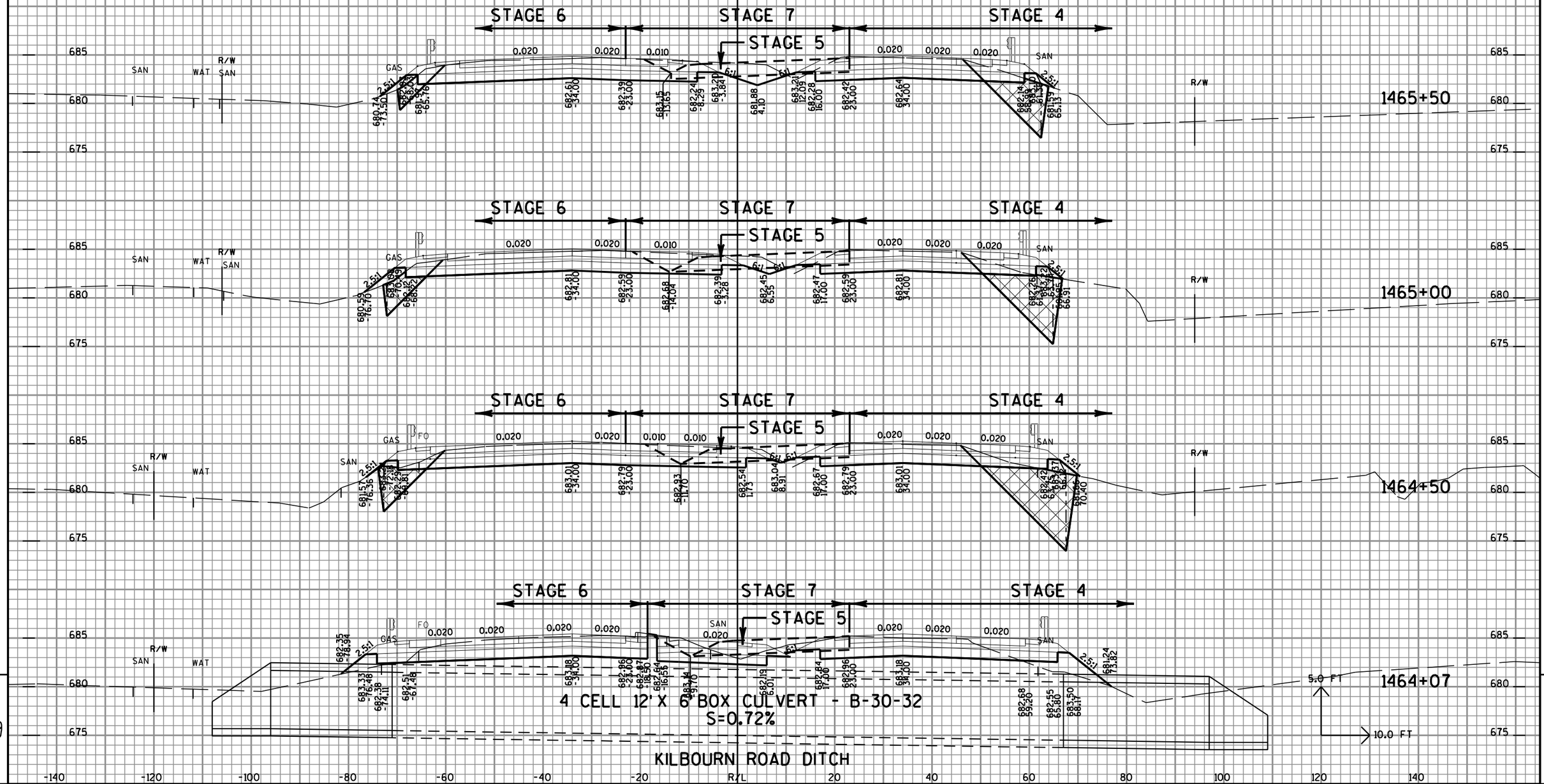
EXCAVATION BELOW SUBGRADE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 814	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

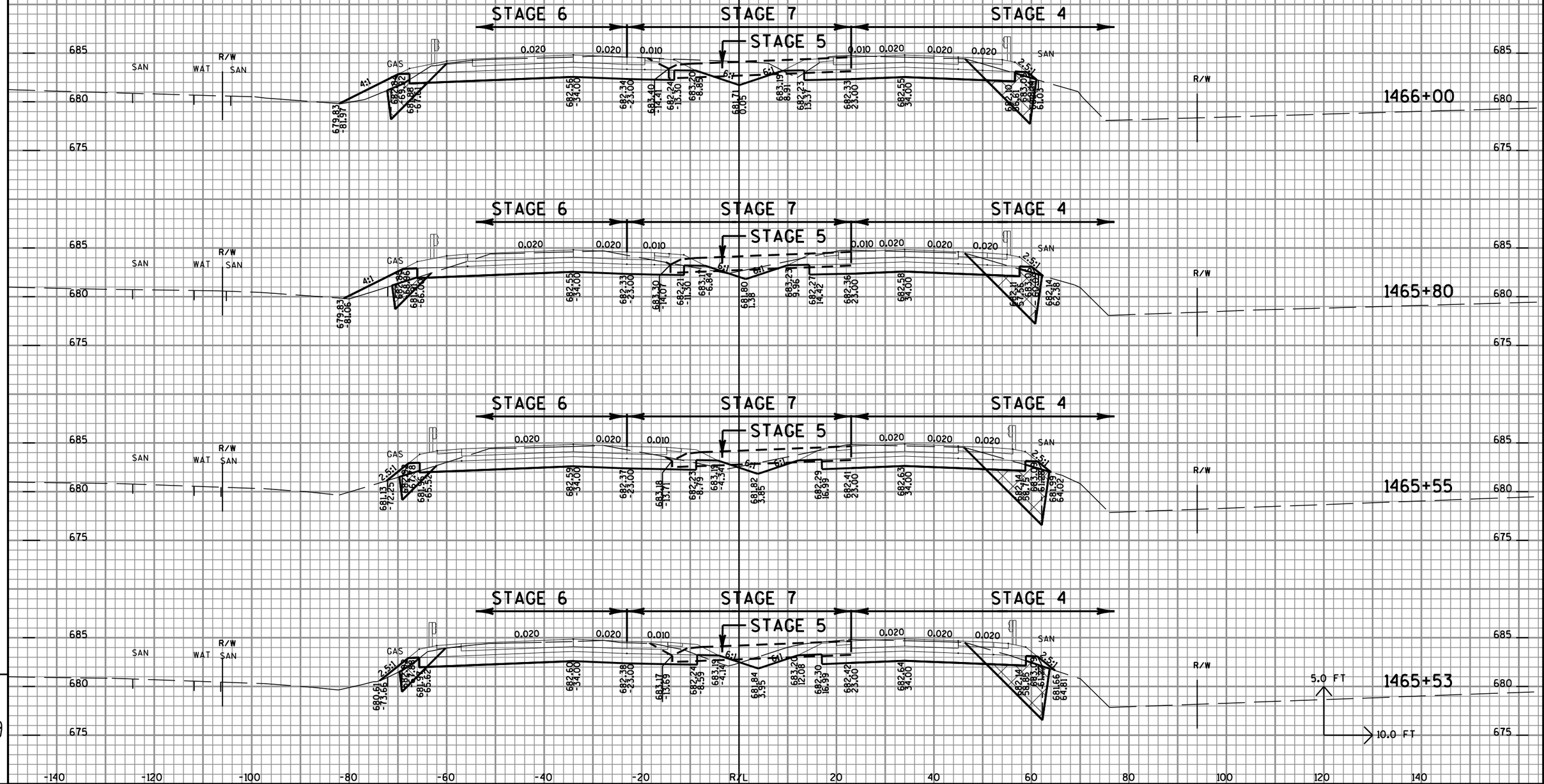
EXCAVATION BELOW SUBGRADE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 815	E

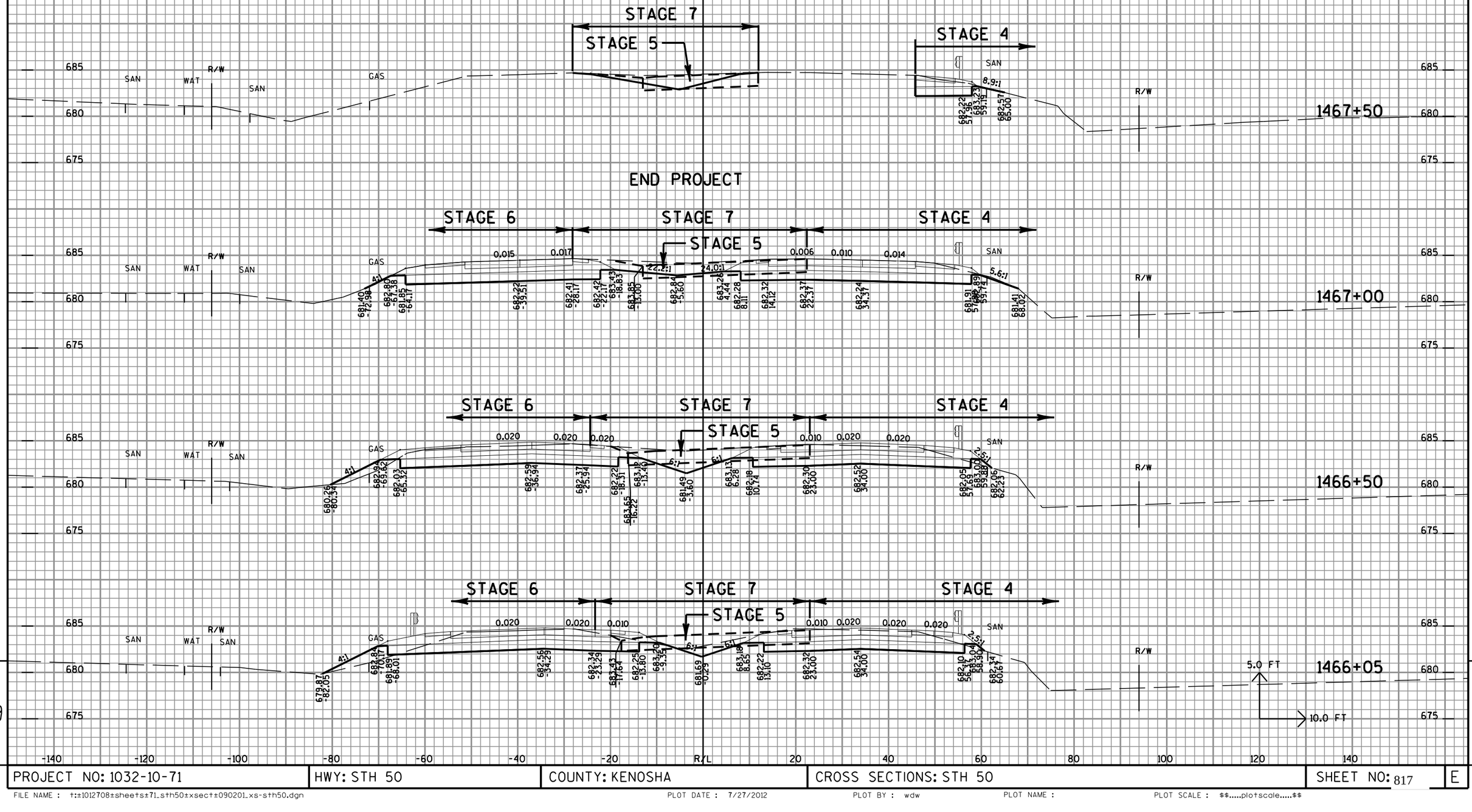
FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

EXCAVATION BELOW SUBGRADE



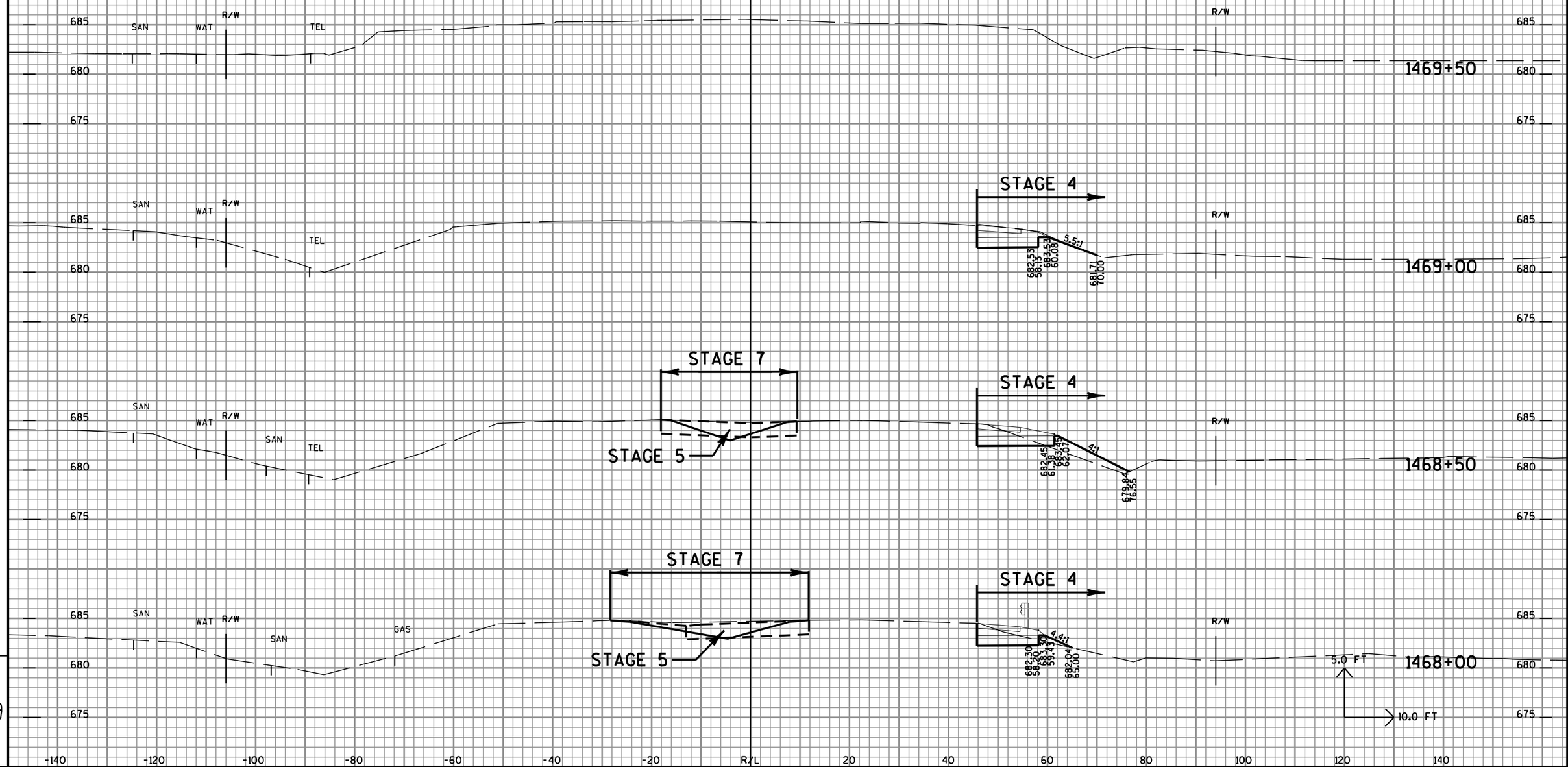
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 816	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 817	E

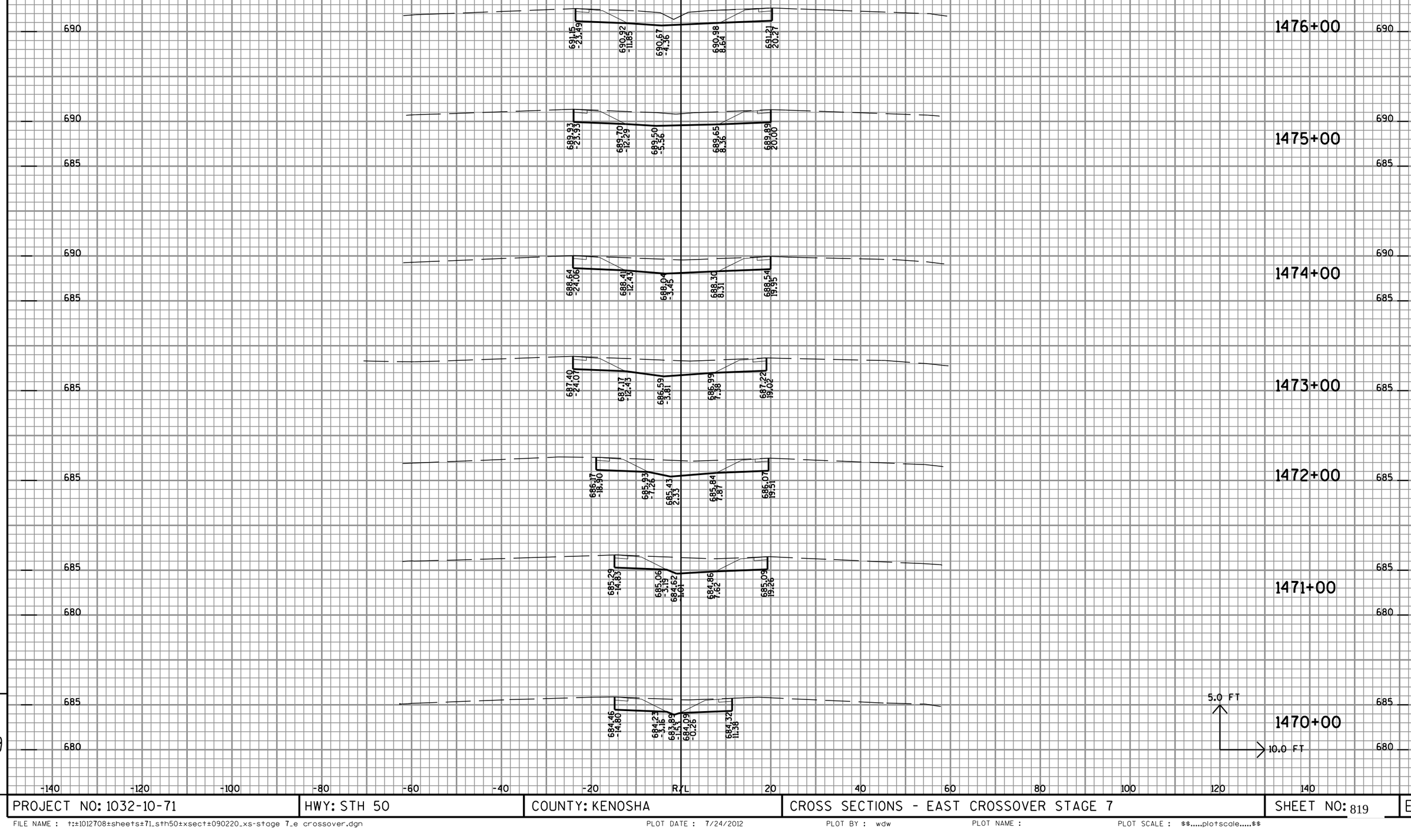
FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS: STH 50	SHEET NO: 818	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090201_xs-sth50.dgn PLOT DATE : 7/27/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7[1]



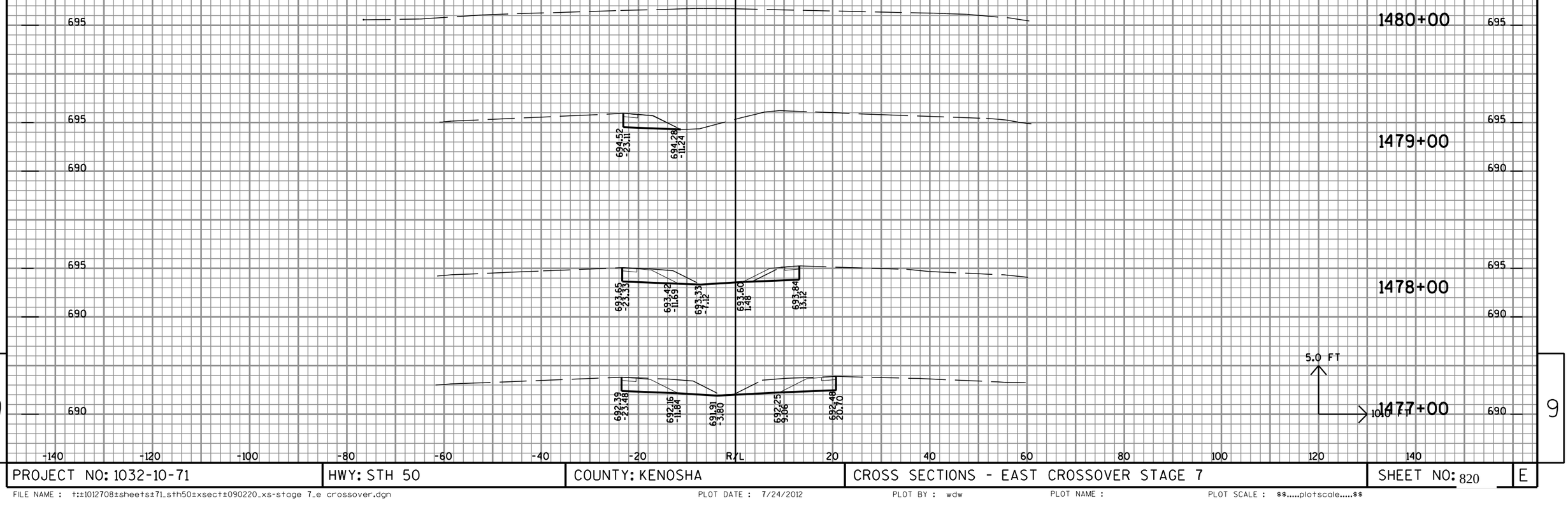
9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - EAST CROSSOVER STAGE 7	SHEET NO: 819	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090220_xs-stage 7_e crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 7 [2]

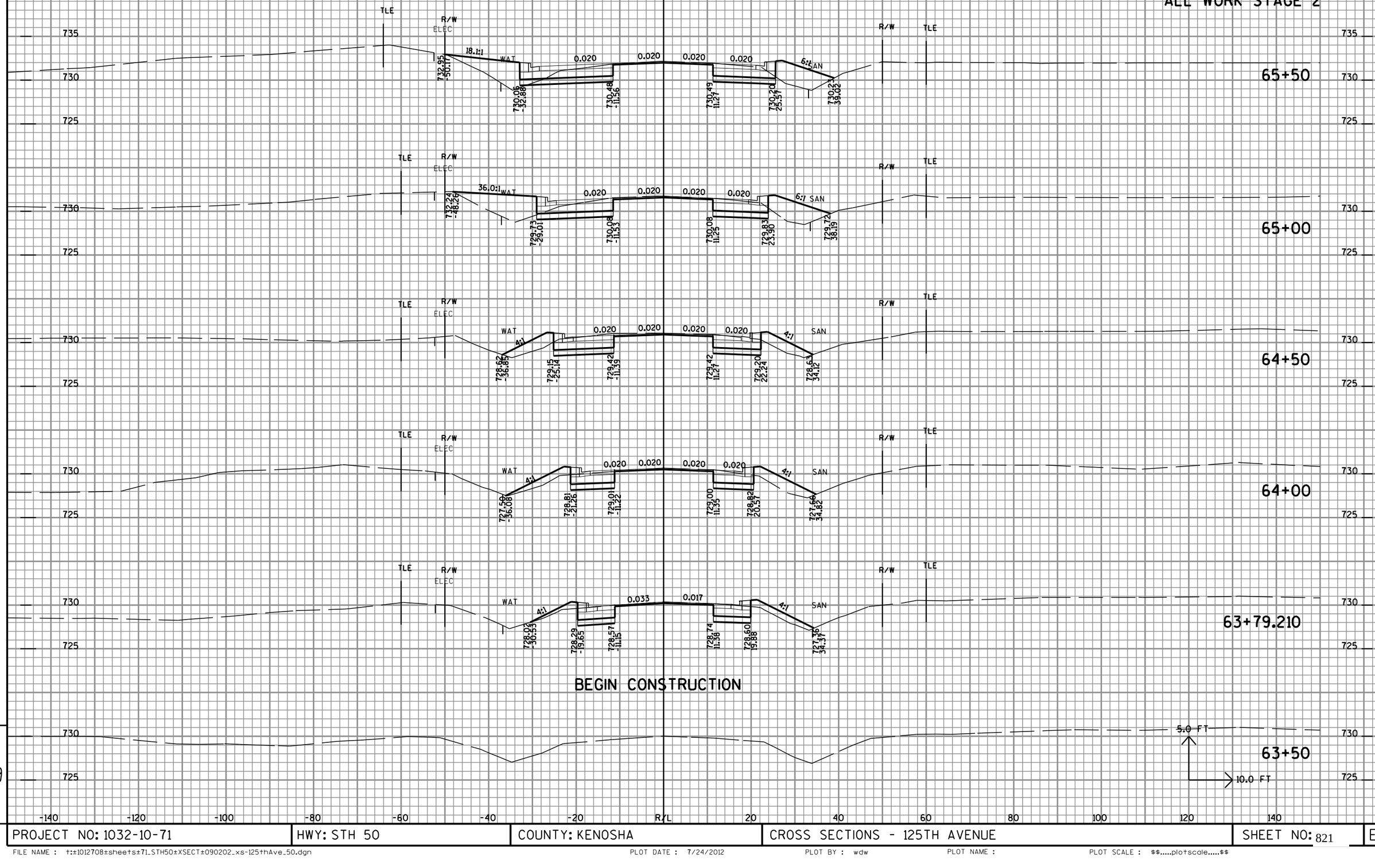


9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - EAST CROSSOVER STAGE 7	SHEET NO: 820	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090220_xs-stage 7_e crossover.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

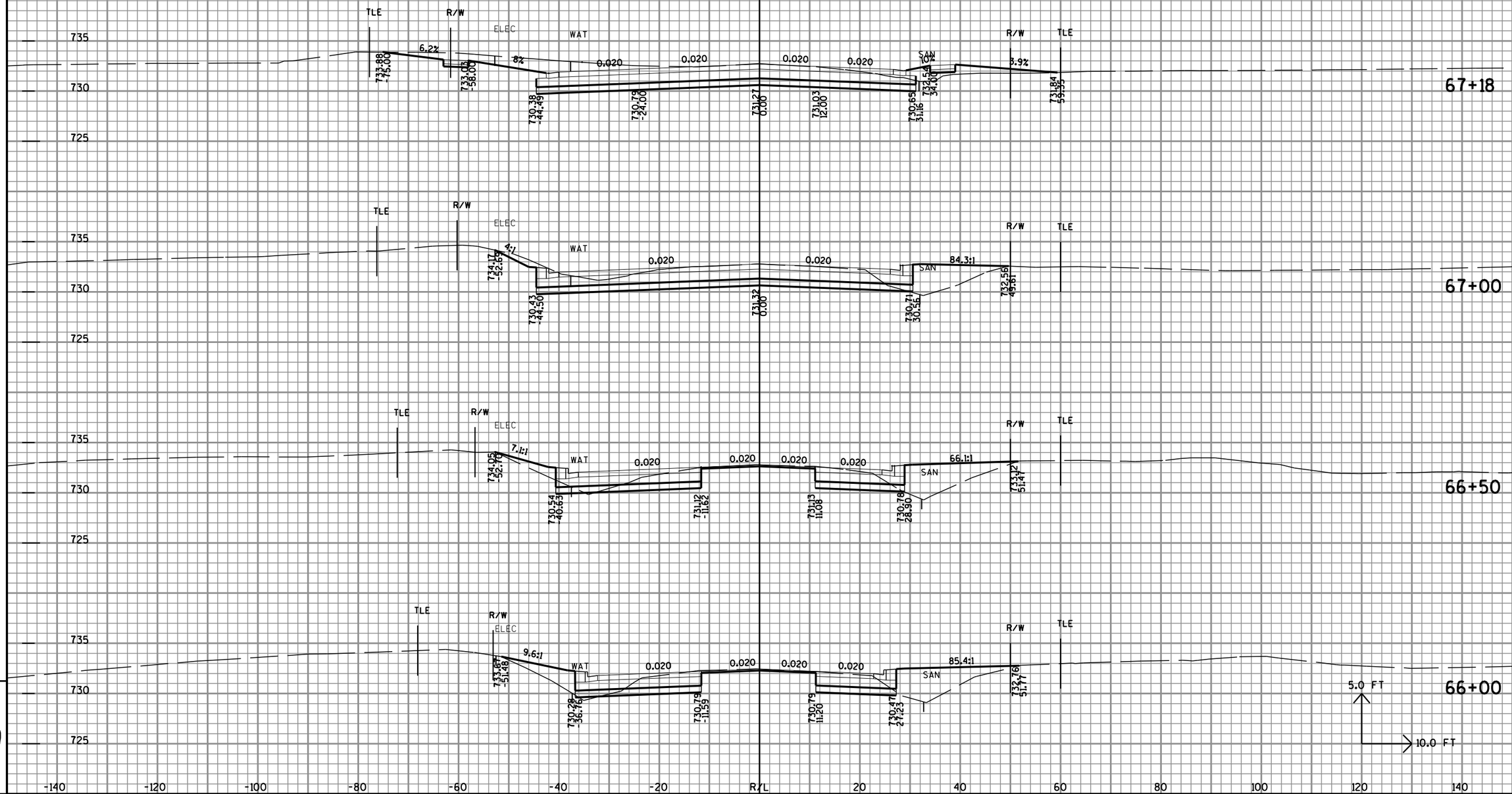


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 821	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

DRIVE LT
NOT FOR YARDAGE



DRIVE RT
NOT FOR YARDAGE

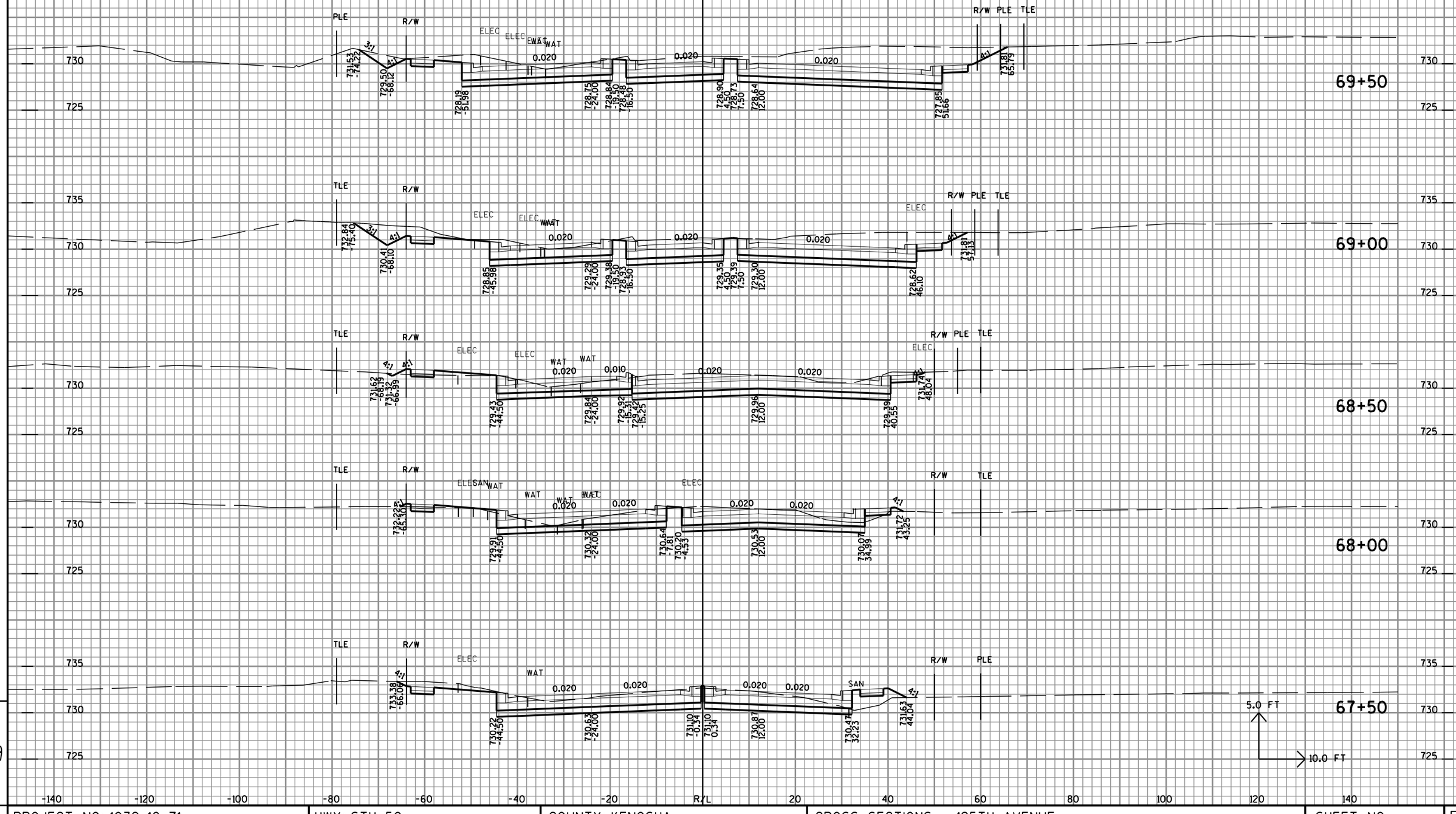
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 822	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

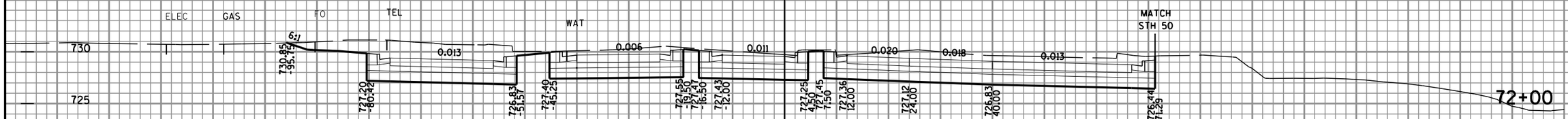
ALL WORK STAGE 2

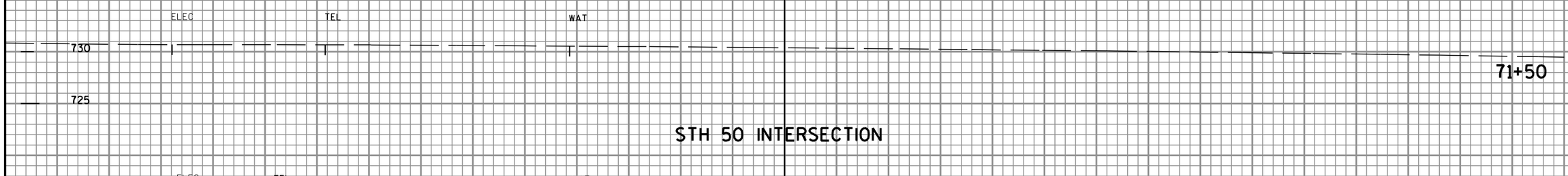


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 823	E

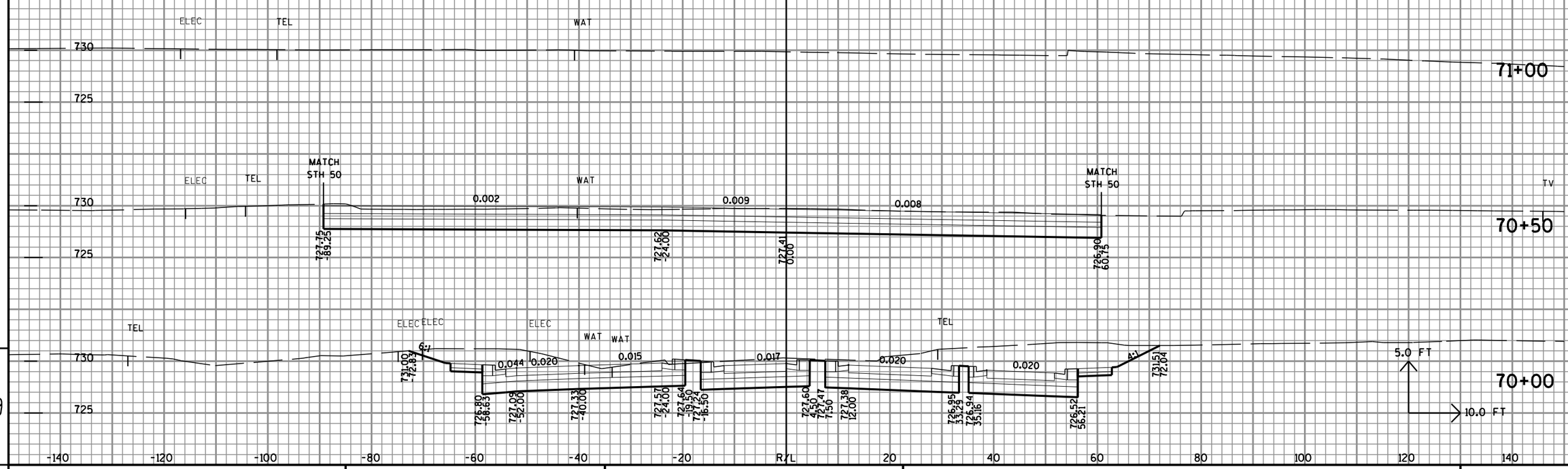
FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2





STH 50 INTERSECTION

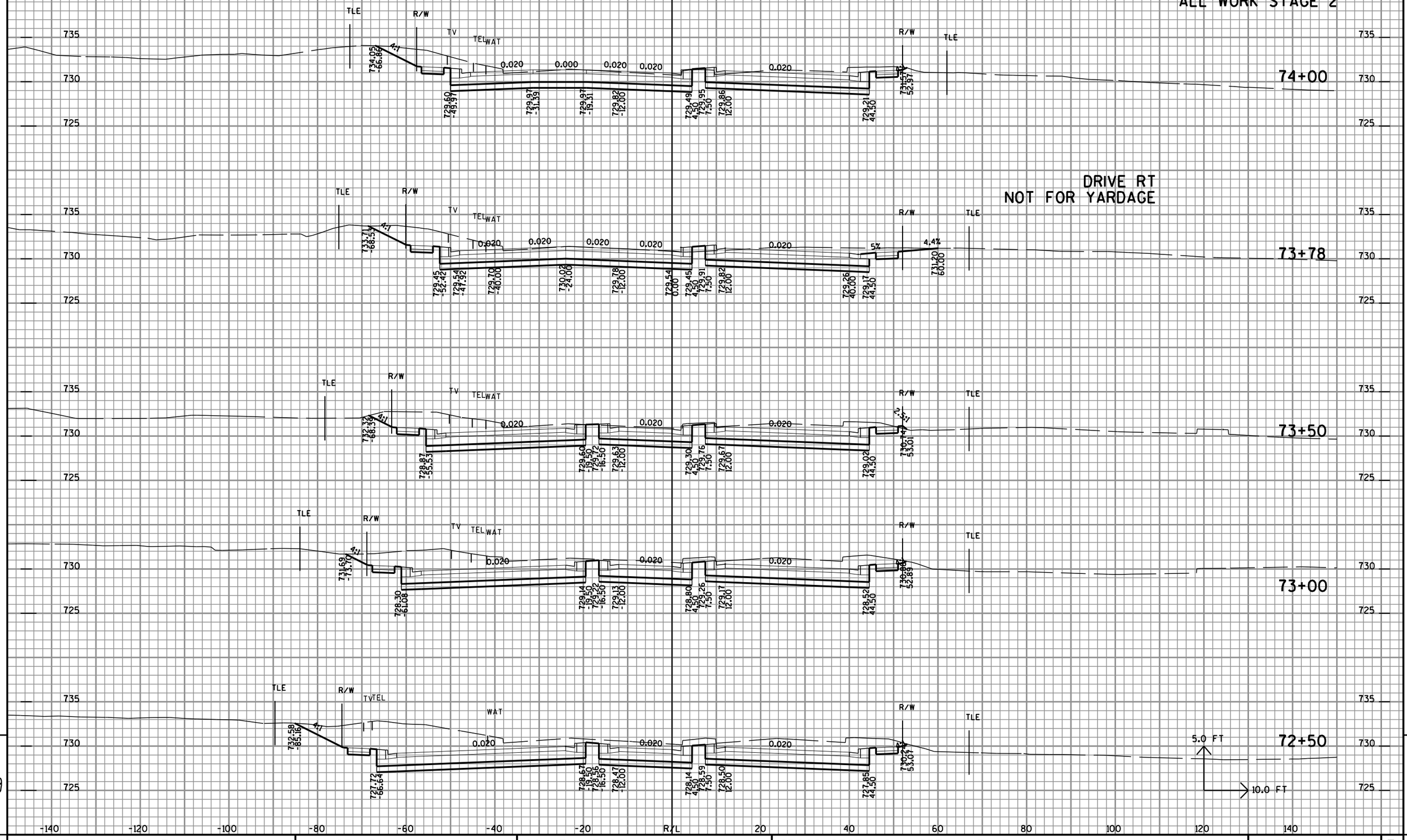


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 824	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

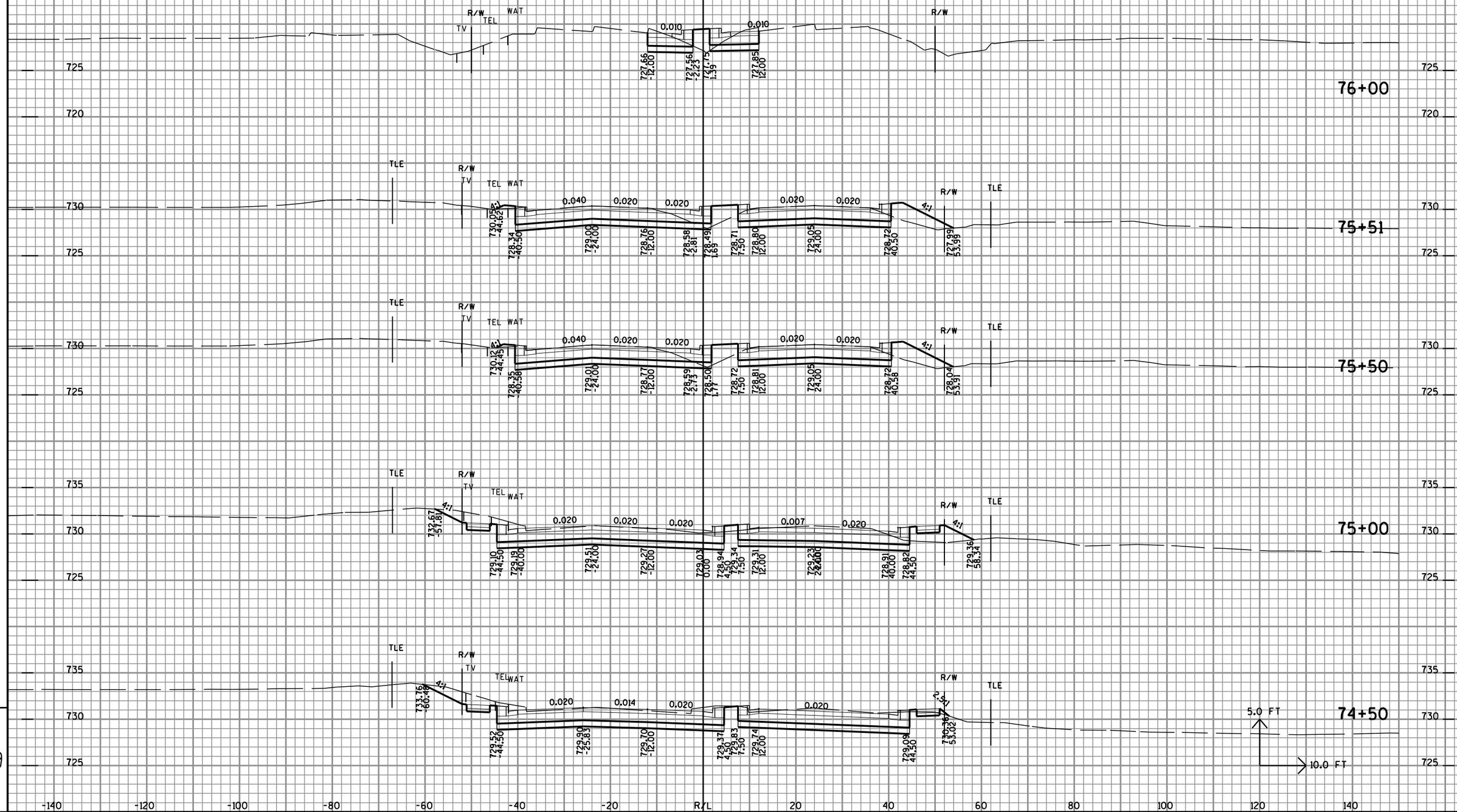
DRIVE RT
NOT FOR YARDAGE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 825	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

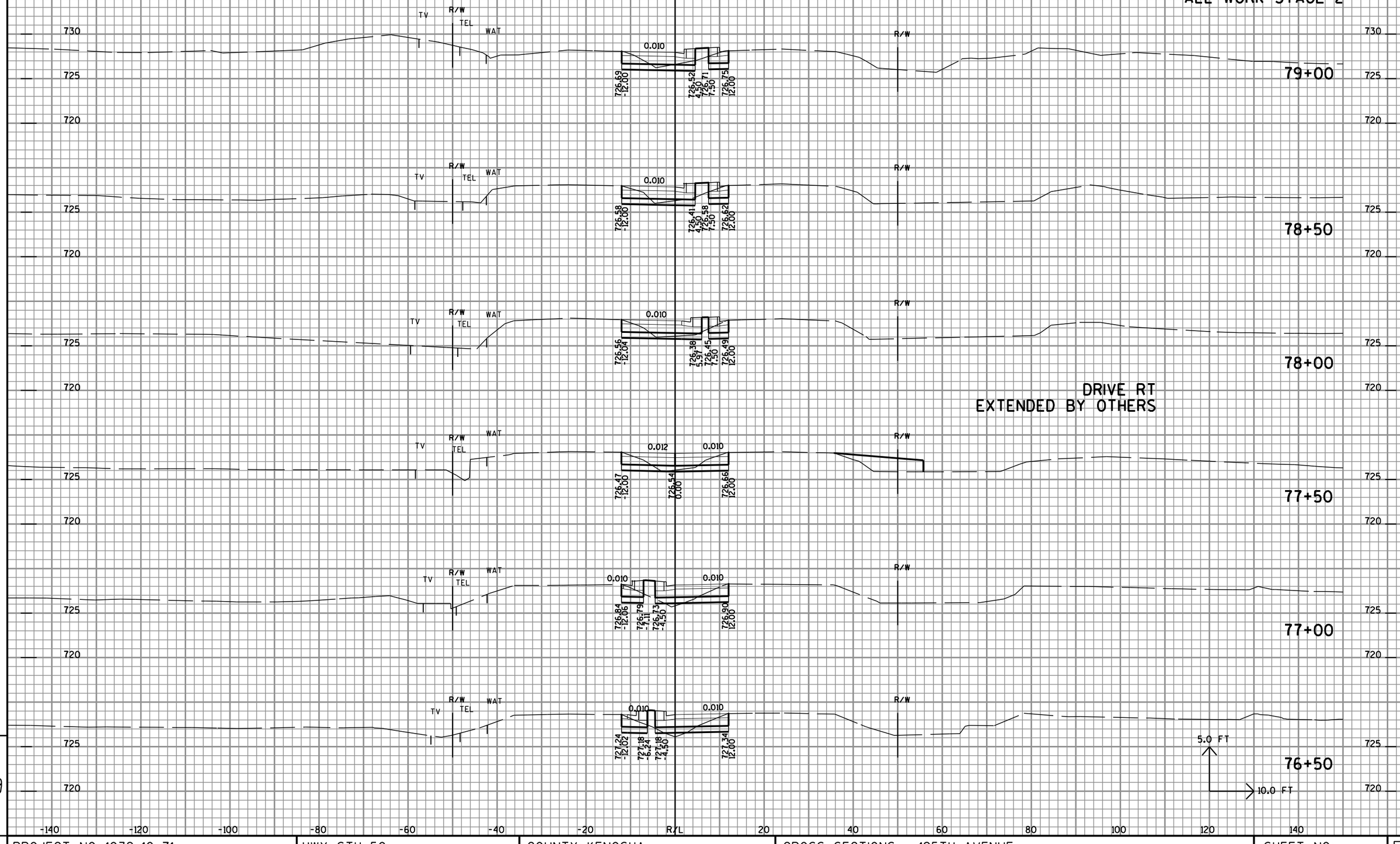
ALL WORK STAGE 2



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 826	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2



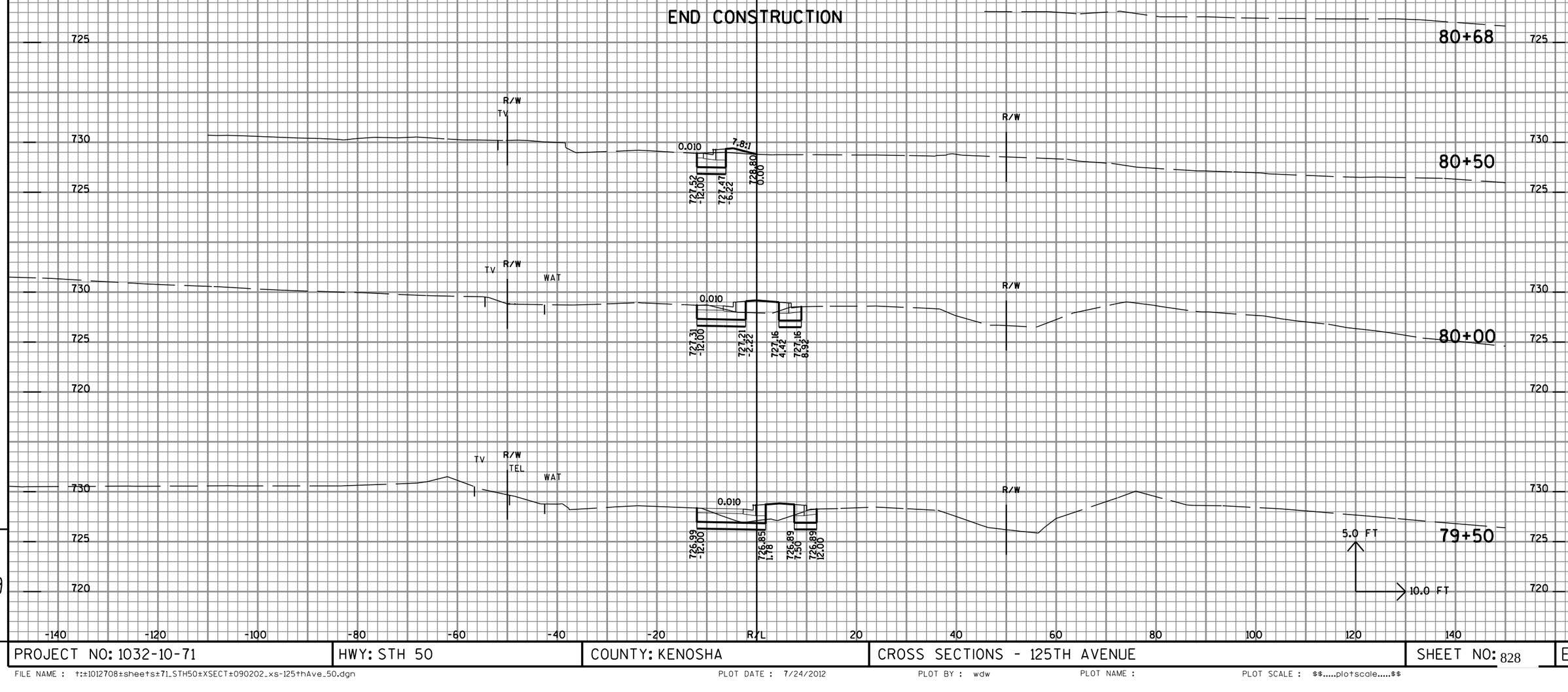
9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 827	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 2

END CONSTRUCTION



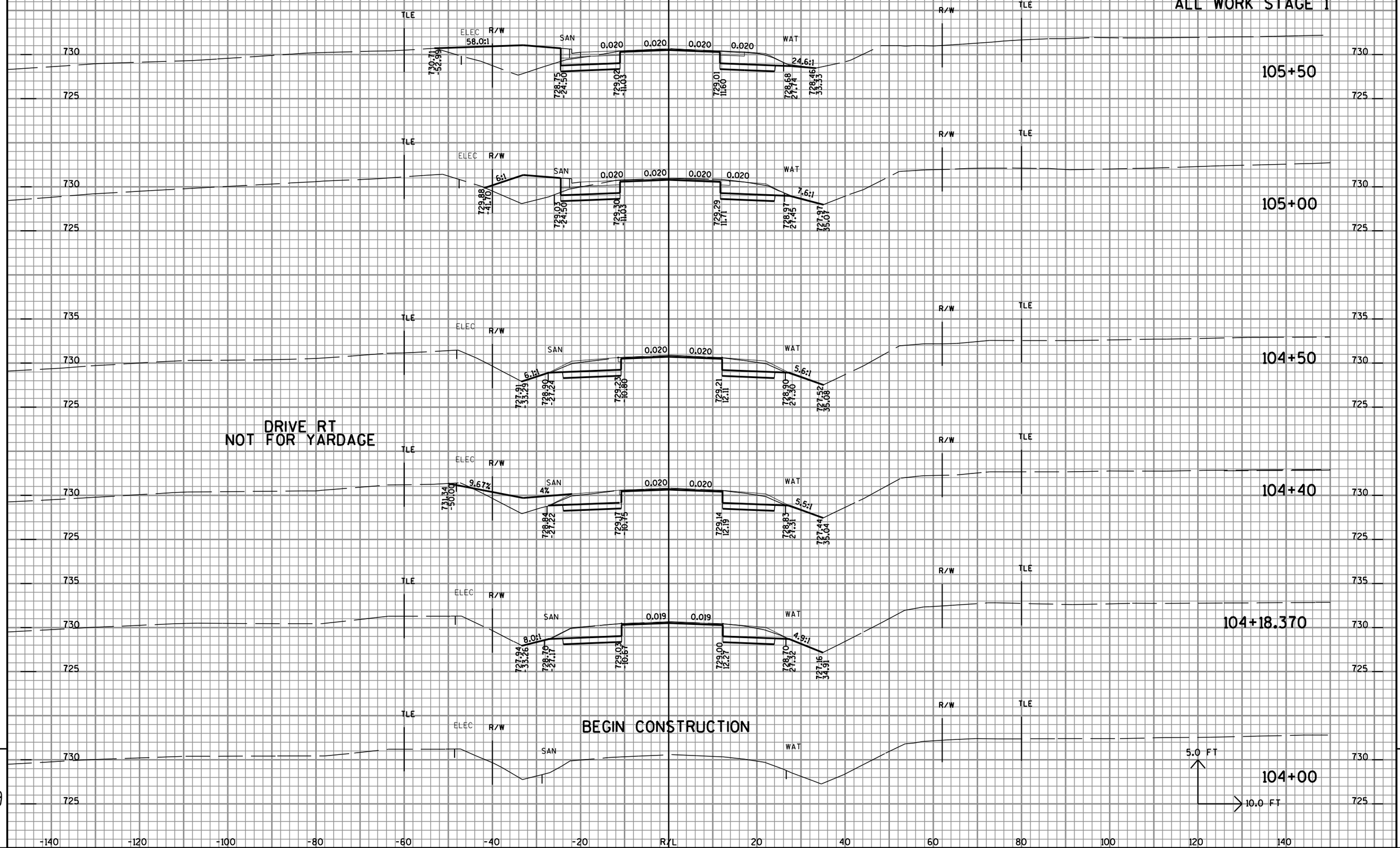
9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 125TH AVENUE	SHEET NO: 828	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090202_xs-125thAve_50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

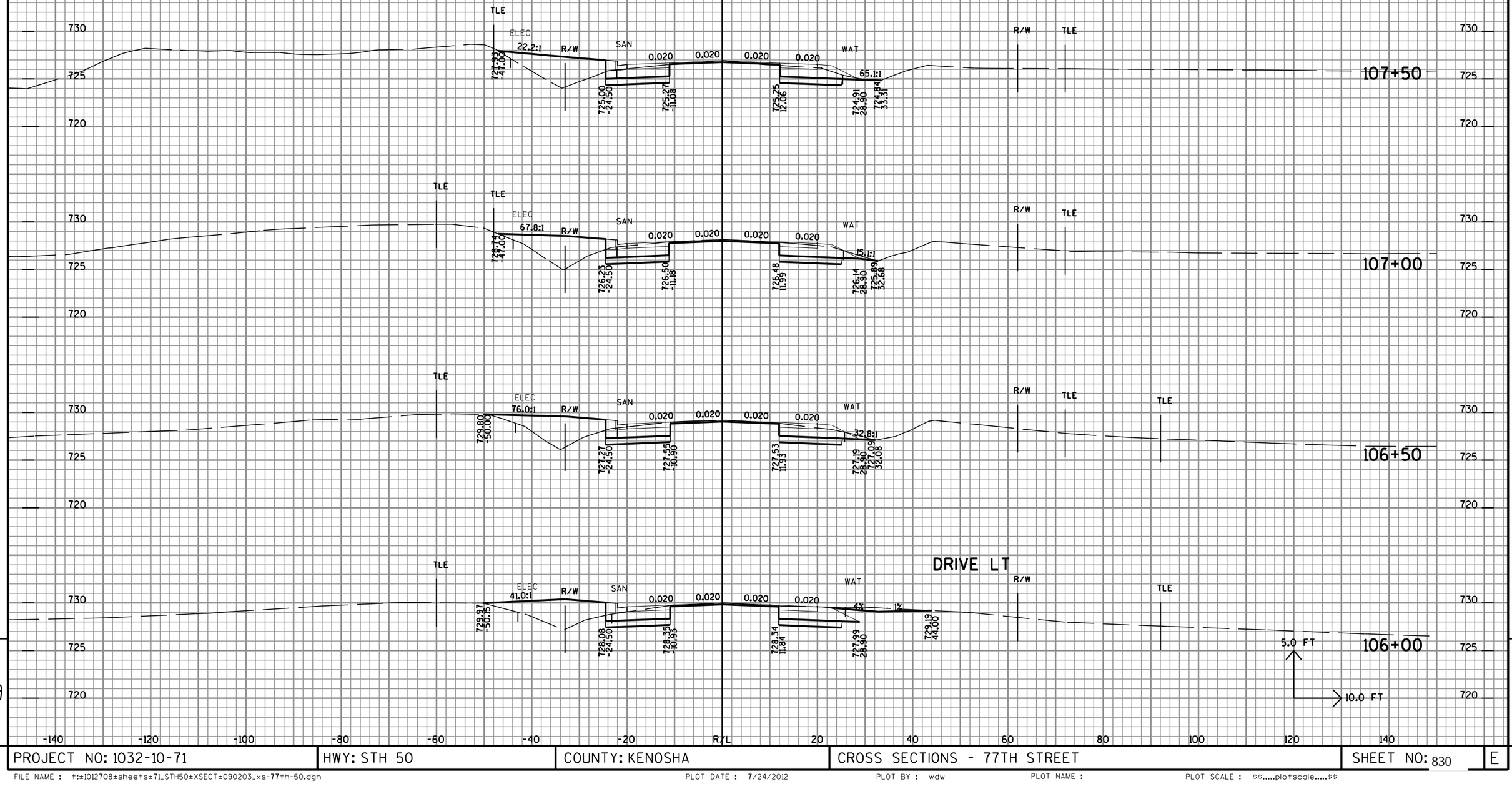


-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 829	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

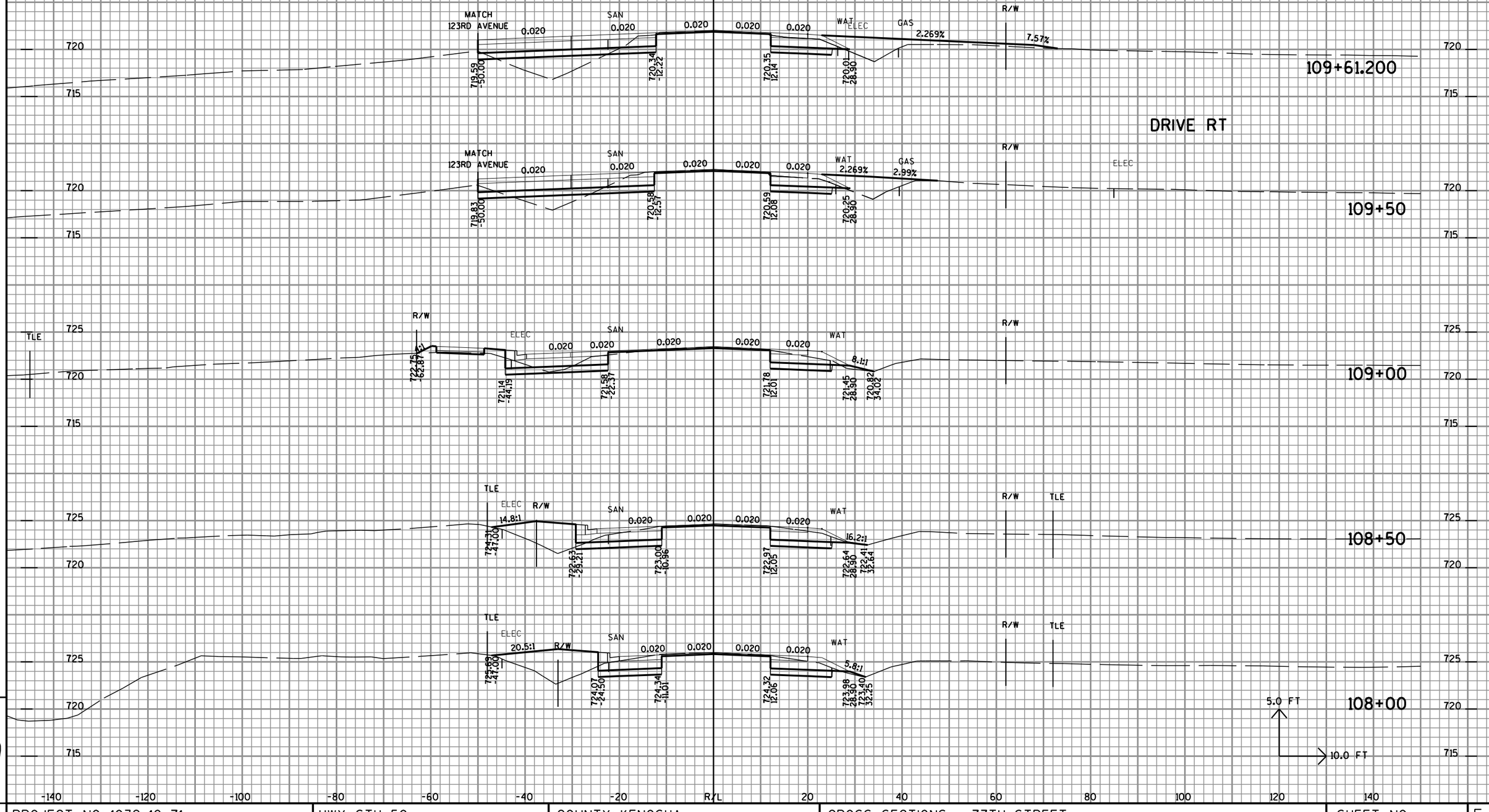
ALL WORK STAGE 1



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 830 E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

123RD AVENUE INTERSECTION



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 831	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

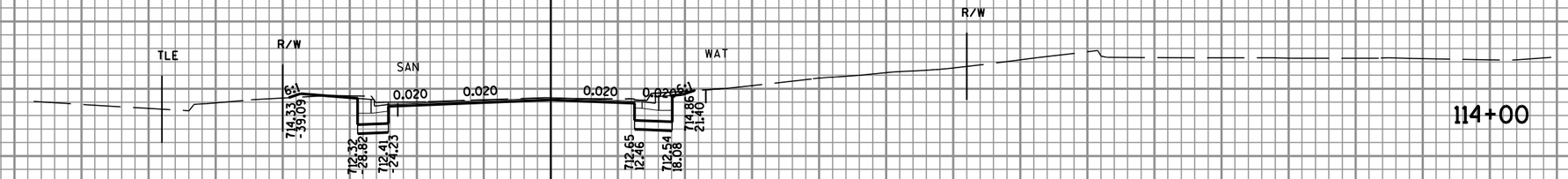
ALL WORK STAGE 1



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 832	E

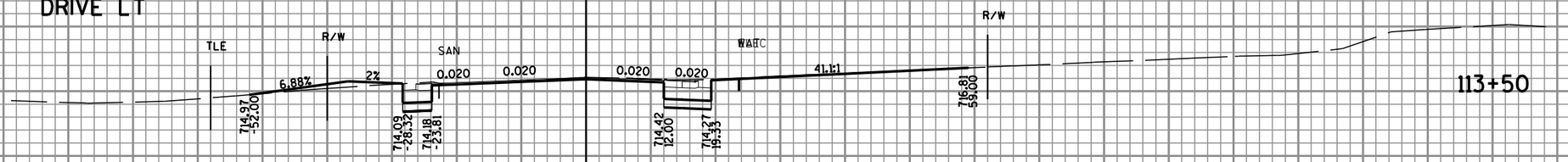
FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

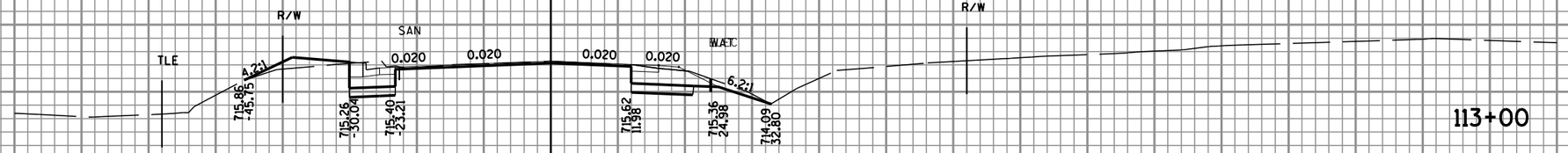
ALL WORK STAGE 1

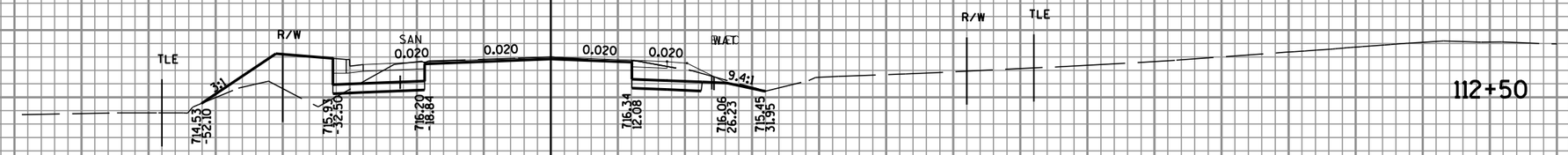


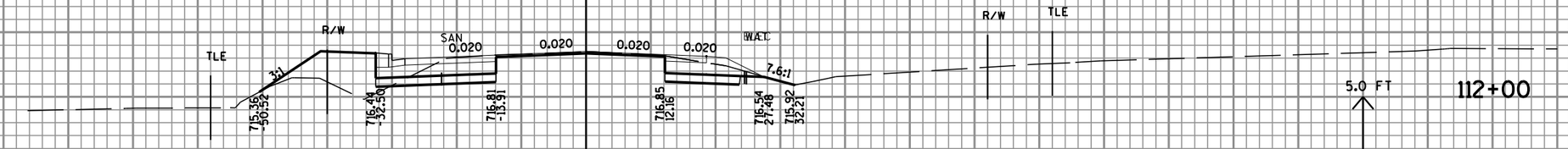
DRIVE LT

DRIVE RT









-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 833	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

6

715
710
705

SAN
WAT

115+00

715
710
705

END CONSTRUCTION

R/W
SAN
WAT
6:1
0.015
0.041
711.95
32.58
710.20
29.45
710.29
24.95
710.16
12.01
710.07
16.51
712.08
18.12

114+63.530

715
710
705

R/W
TLE
SAN
WAT
24.8:1
6:1
0.020
0.020
0.020
712.53
34.20
710.65
29.32
710.74
24.73
710.99
12.11
710.90
16.83
712.77
19.24

114+50

5.0 FT
10.0 FT

715
710
705

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

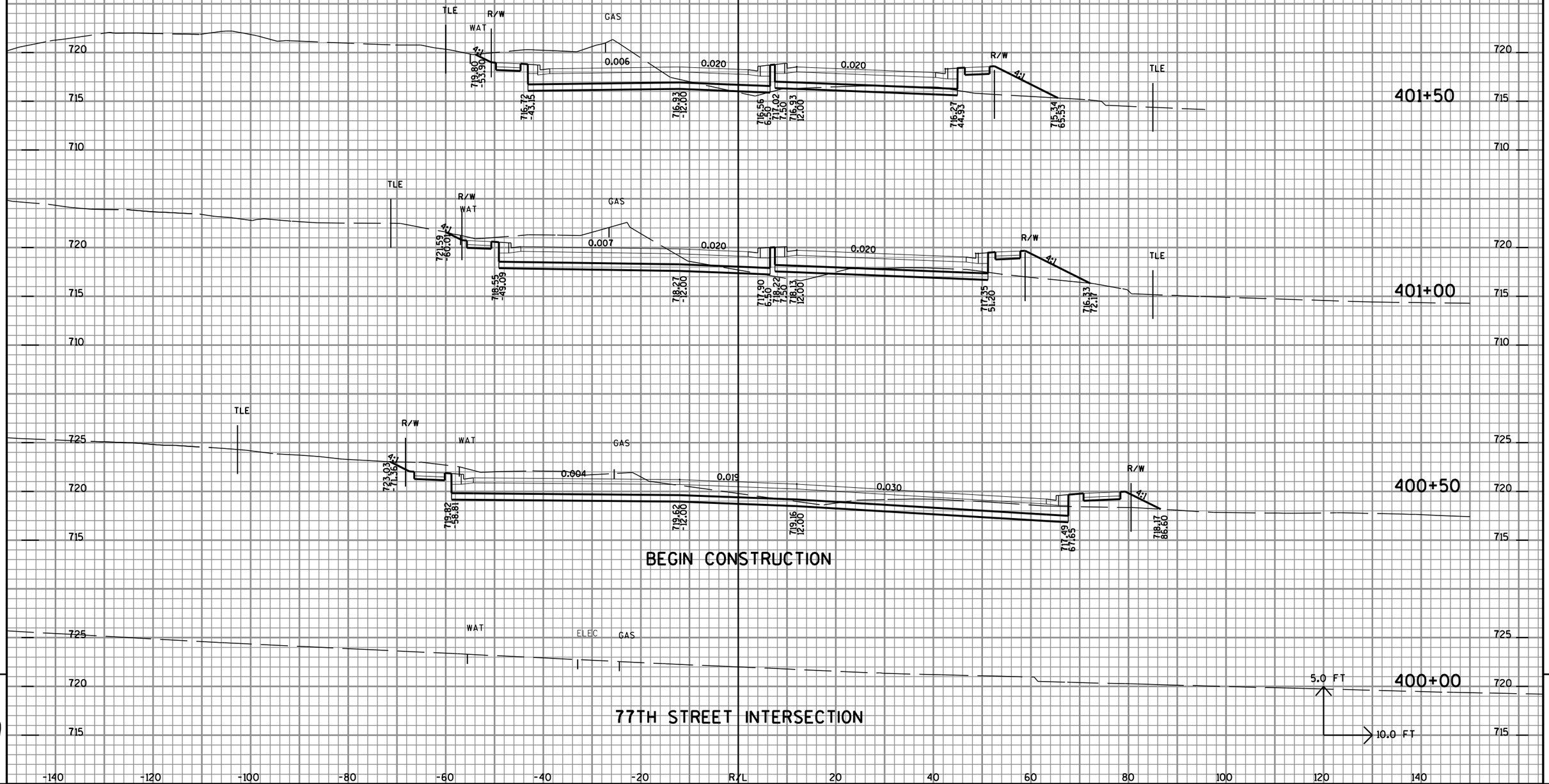
9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 77TH STREET	SHEET NO: 834	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090203_xs-77th-50.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1



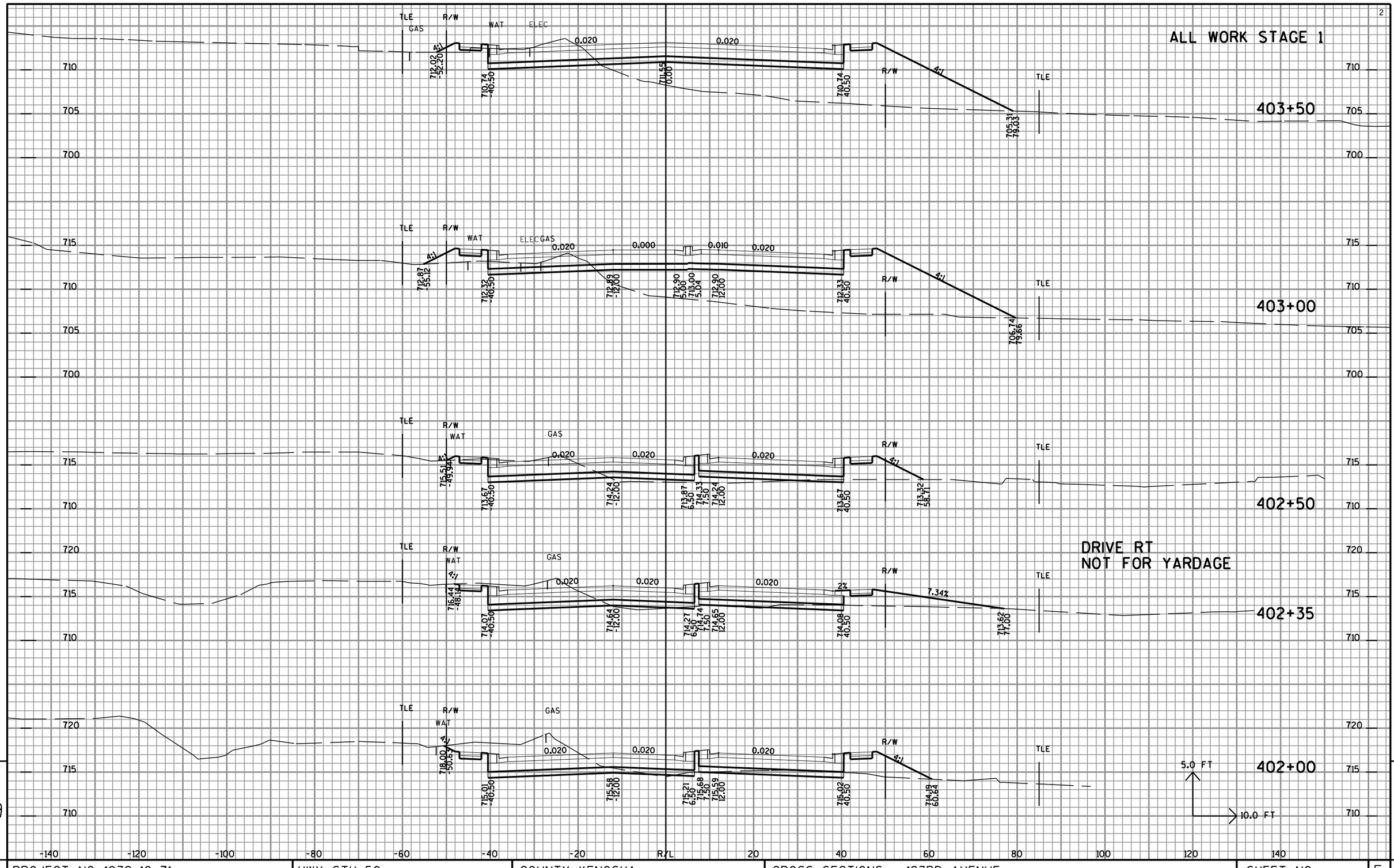
9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 835	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

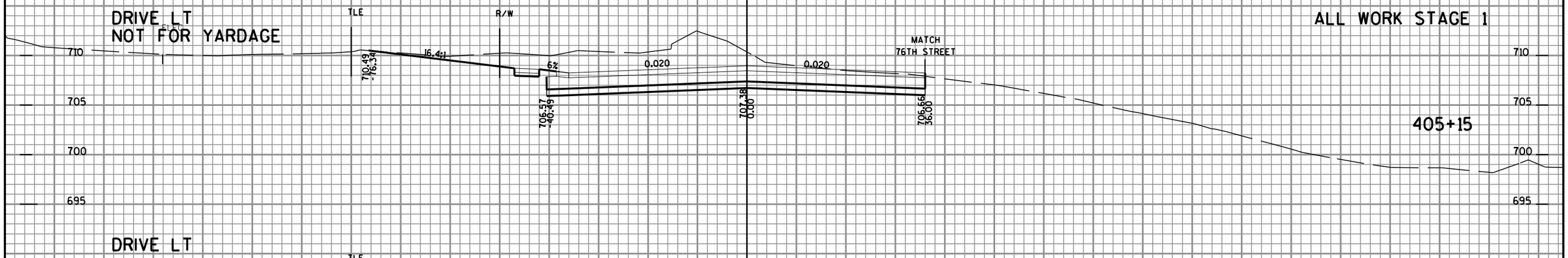


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 836	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

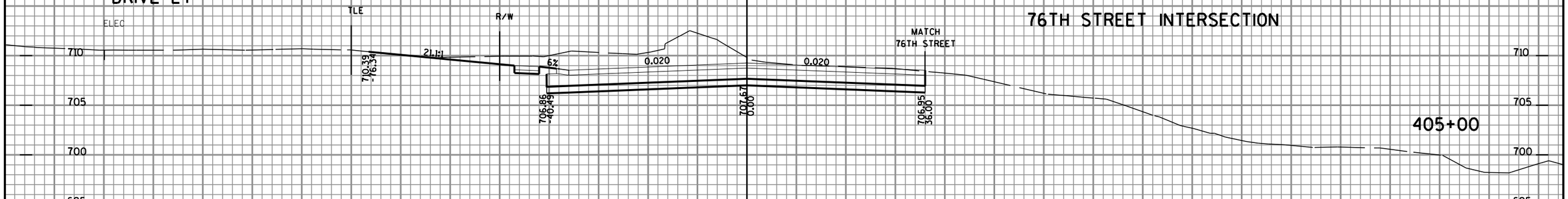
DRIVE LT
NOT FOR YARDAGE

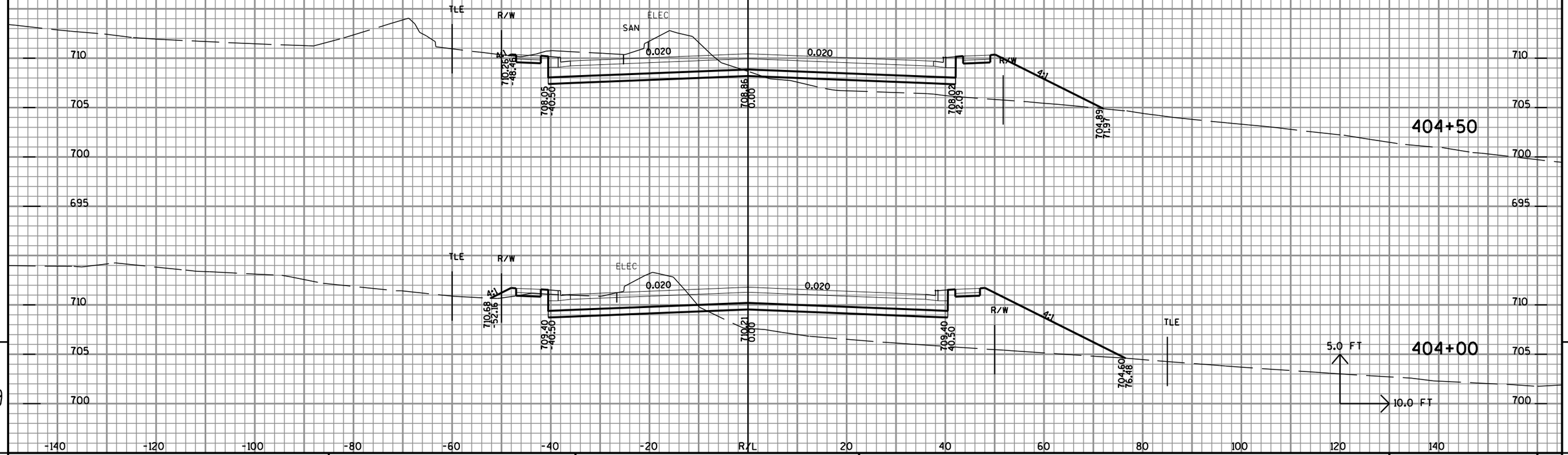
ALL WORK STAGE 1



DRIVE LT

76TH STREET INTERSECTION





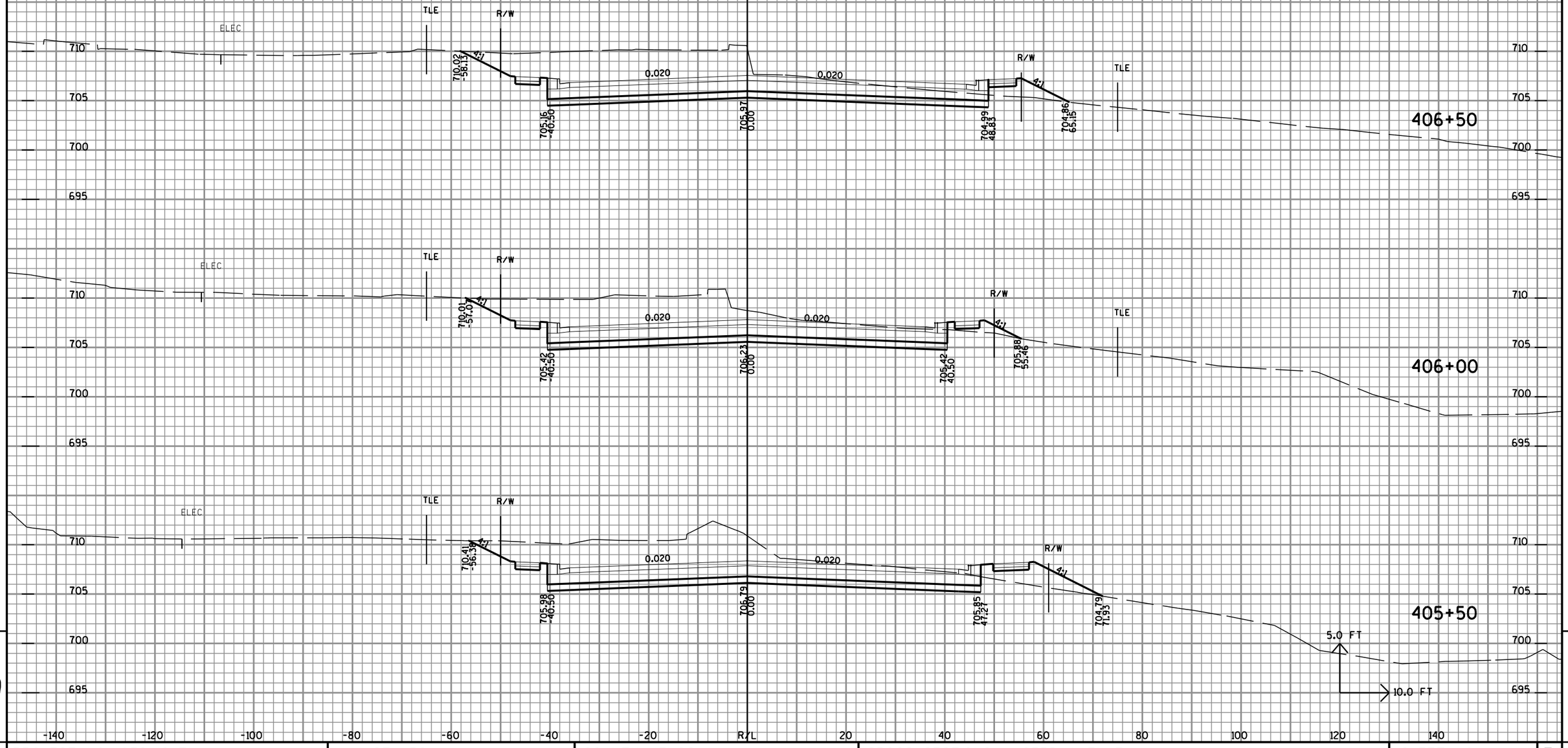
9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 837	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

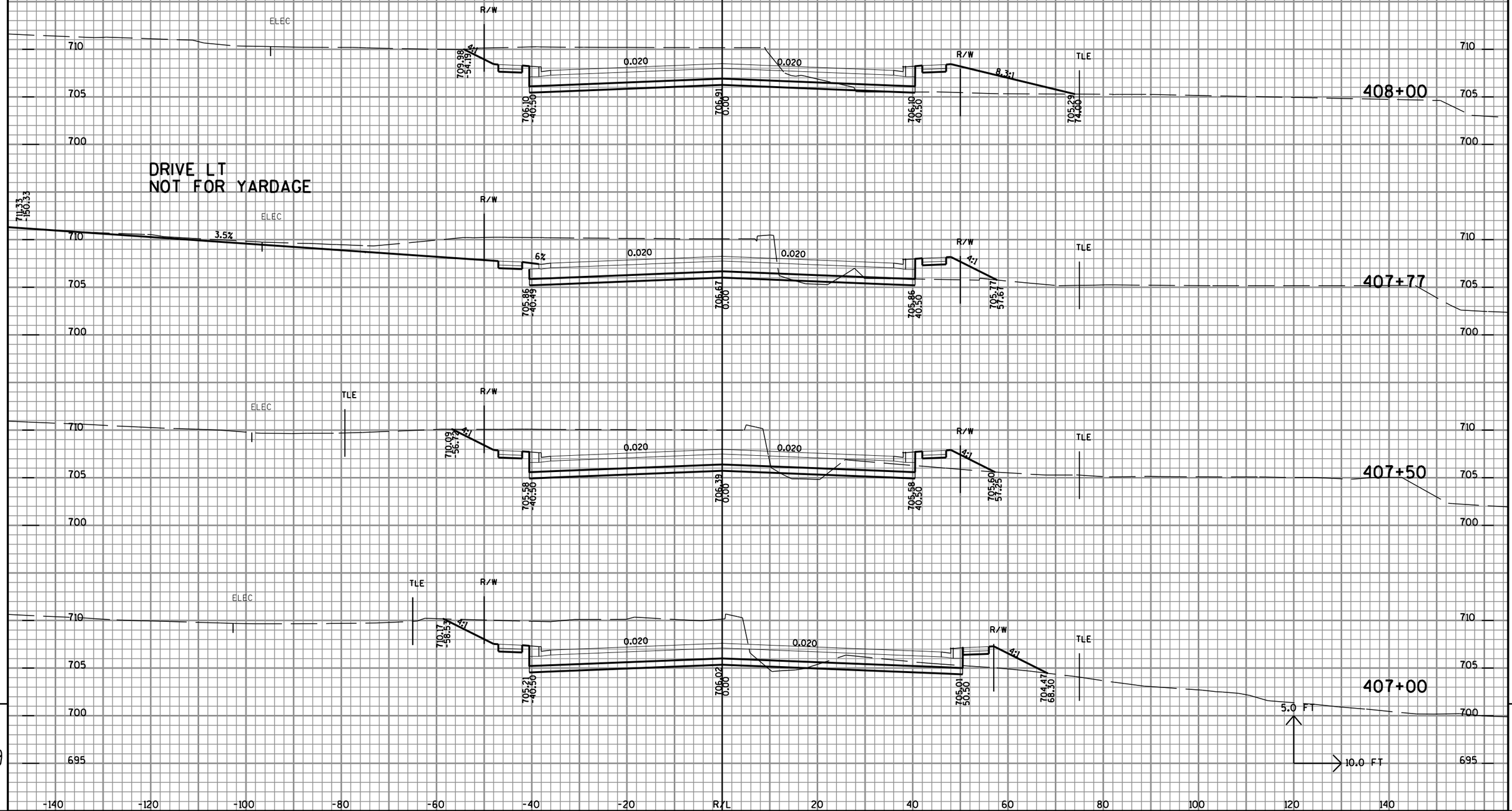


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 838	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

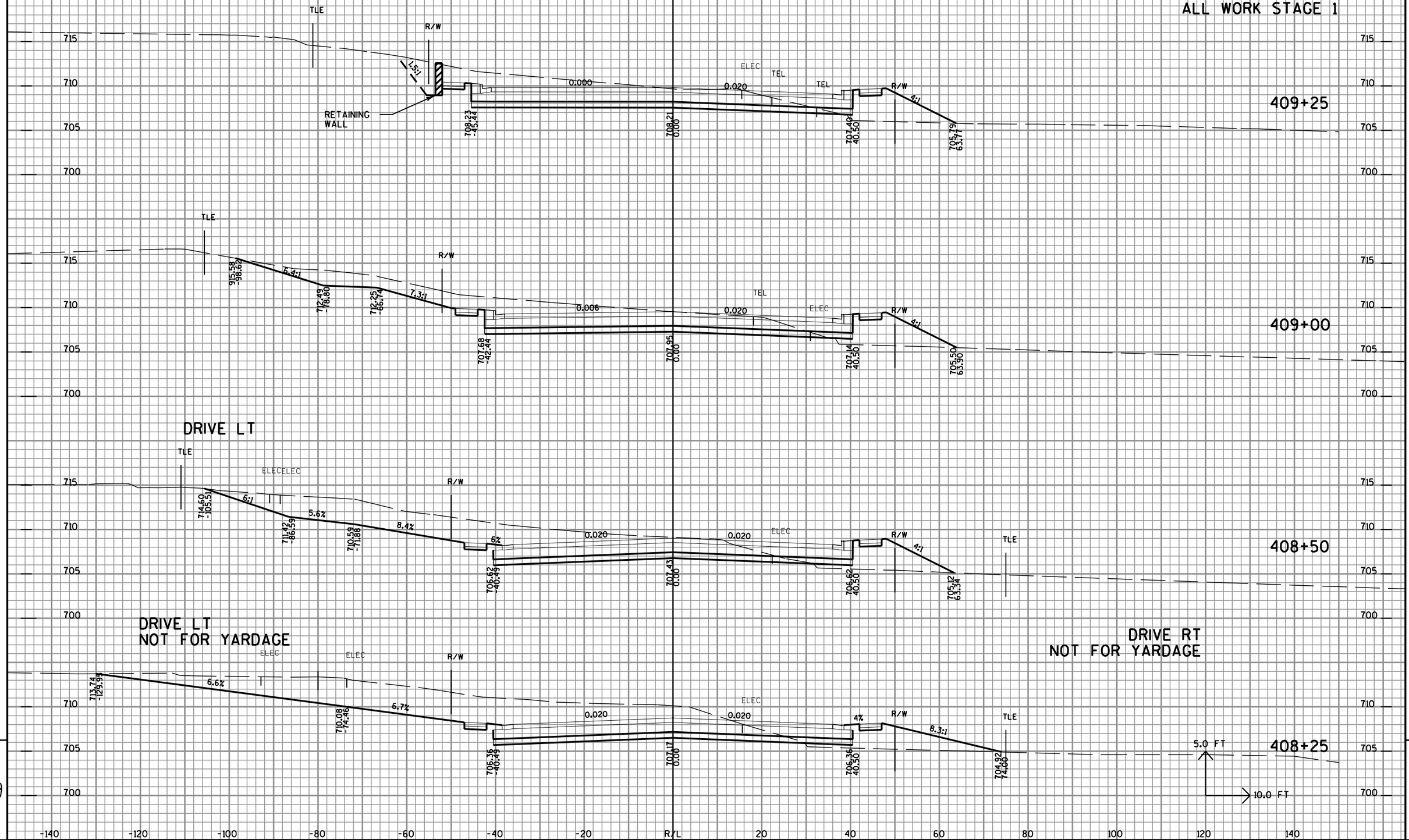
DRIVE LT
NOT FOR YARDAGE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 839	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

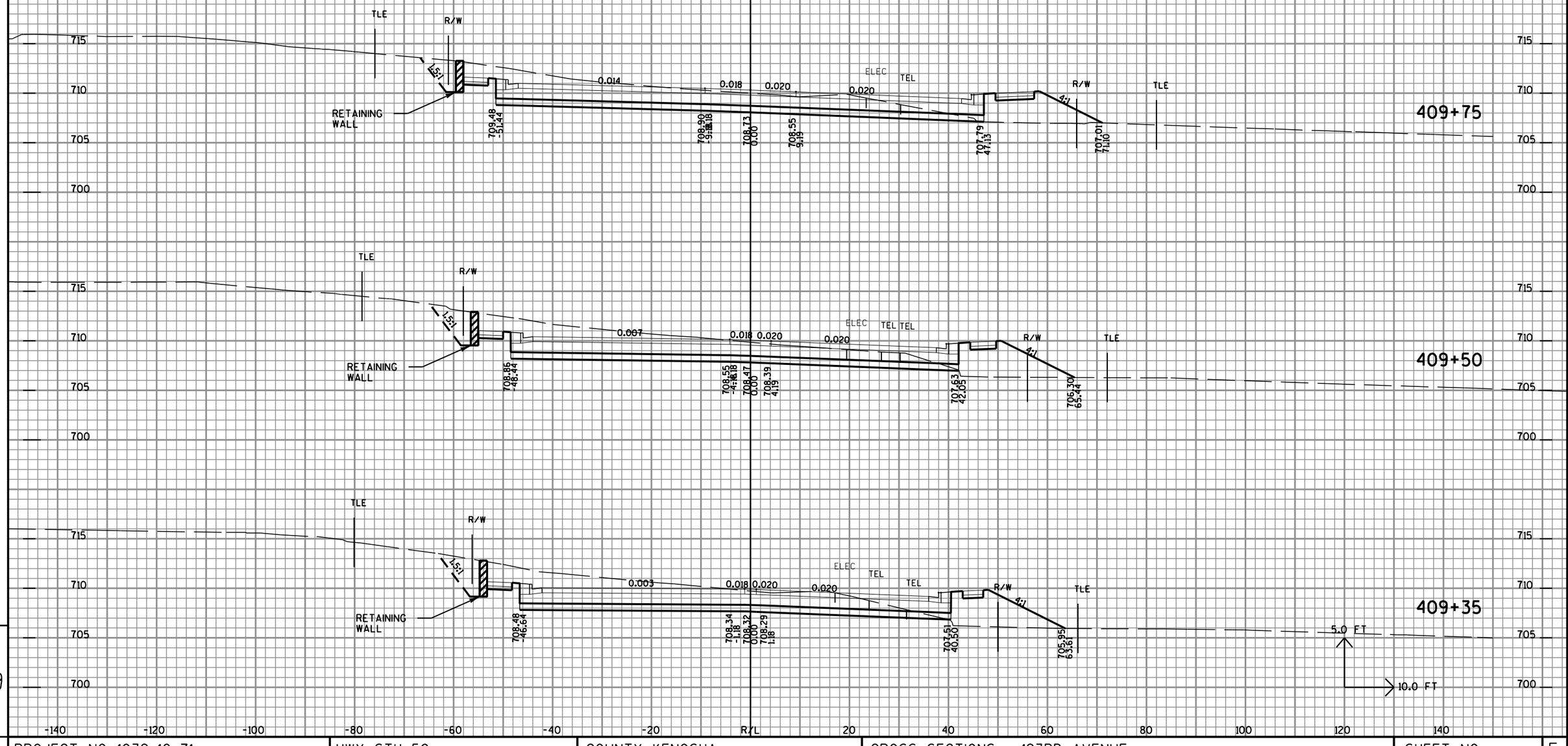
ALL WORK STAGE 1



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 840	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 841	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

GAS ELEC TEL

TV GAS ELEC TEL

STH 50 INTERSECTION

411+00

410+50

410+00

409+88

MATCH STH 50

WAT

TLE R/W

ELEC TEL

R/W TLE

5.0 FT

10.0 FT

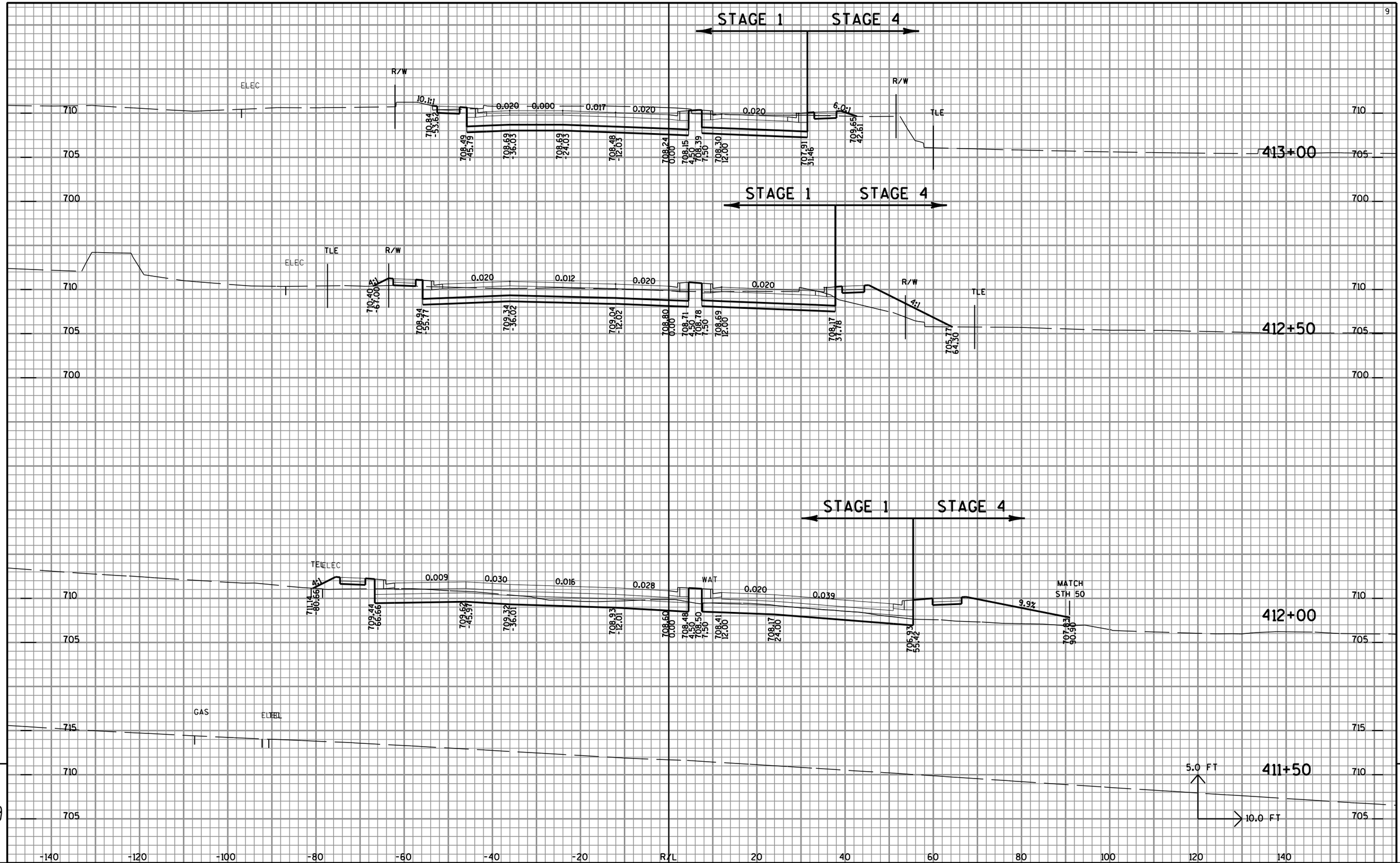
715 710 705 700

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

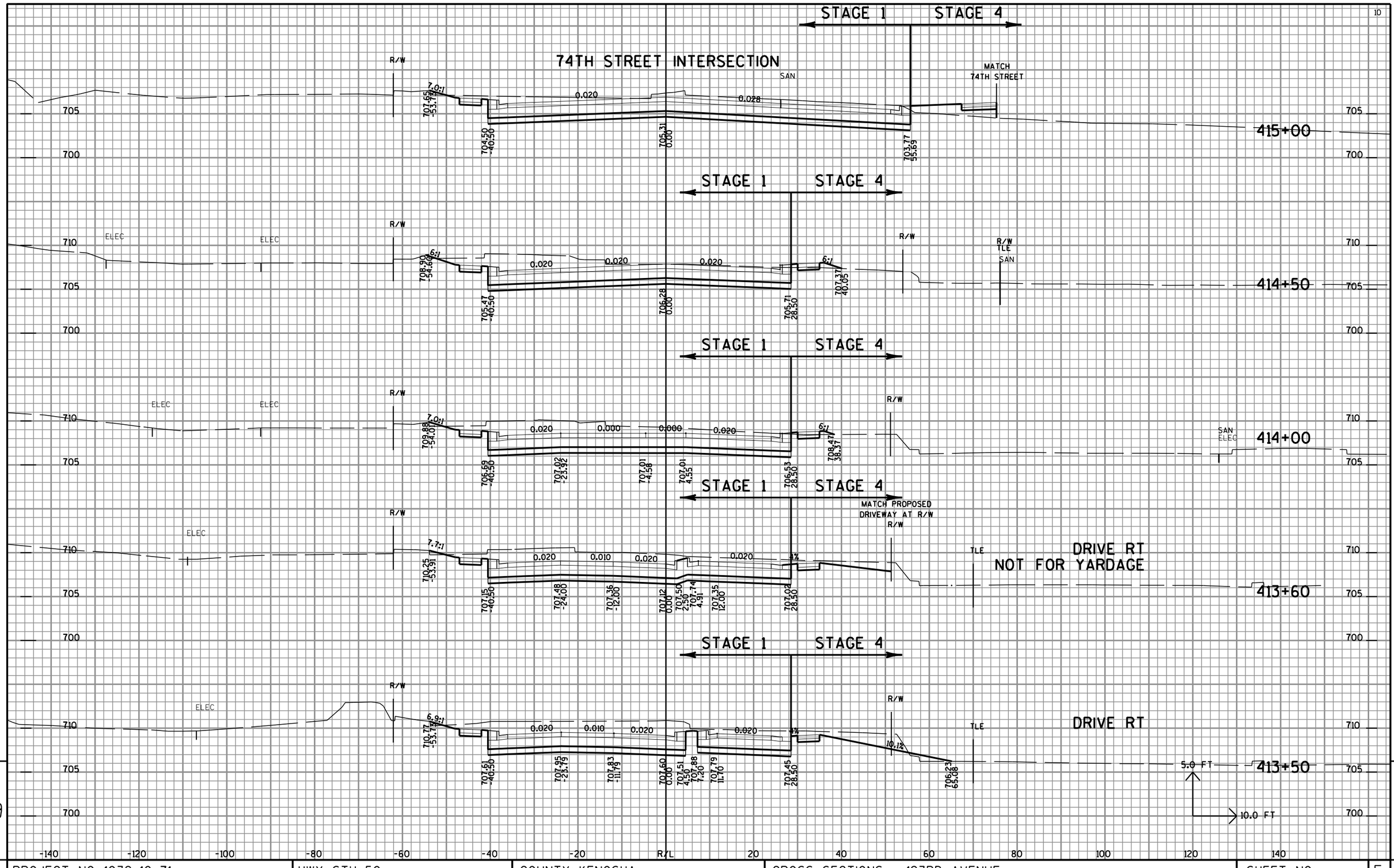
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 842	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 843 E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 123RD AVENUE	SHEET NO: 844 E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

DRIVE LT

STAGE 1 STAGE 4

TLE R/W R/W TLE

705 700 695

6:1 0.020 0.020 25:1

702.82 -36.65 701.60 -22.50 702.05 0.00 701.60 22.50 704.43 42.54

416+50

DRIVE RT
NOT FOR YARDAGE

STAGE 1 STAGE 4

MATCH PROPOSED DRIVEWAY AT R/W

TLE R/W

705 700

6:1 0.020 0.020

703.03 -36.83 701.84 -22.50 702.29 0.00 701.84 22.50

416+40

STAGE 1 STAGE 4

TLE R/W R/W TLE

705 700

6:1 0.020 0.014 35.0:1

703.71 -38.44 702.79 -22.50 703.24 0.00 703.32 22.54 705.79 49.92

416+00

MATCH 123RD AVENUE

R/W

705 700

6:1 0.020 0.009

704.88 -37.96 703.87 -22.50 704.32 0.00 704.56 24.32

415+50

DRIVE LT
NOT FOR YARDAGE

R/W MATCH 123RD AVENUE

123RD AVENUE INTERSECTION

705 700

7.9% 4% 0.020 0.022

706.90 -60.49 704.03 -40.49 704.84 0.00 704.29 25.18

5.0 FT 10.0 FT

415+24

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 74TH STREET	SHEET NO: 845	E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STAGE 1 STAGE 4

122ND AVENUE

END CONSTRUCTION

R/W

SAN

R/W

6:1

0.001

0.016

698.38
-48.96

698.46
-32.76

698.44
0.00

698.17
45.02

705
700
695

418+50

STAGE 1 STAGE 4

TLE

ELEC

SAN

R/W

TLE

R/W

6:1

0.020

0.020

700.38
-31.60

698.27
-22.50

698.72
0.00

698.06
32.89

703.68
53.10

705
700
695

418+00

STAGE 1 STAGE 4

TLE

R/W

TLE

R/W

6:1

8.0:1

0.020

0.020

701.36
-31.02

699.20
-22.50

699.65
0.00

699.20
22.39

704.60
55.00

705
700
695

417+50

STAGE 1 STAGE 4

DRIVE LT

TLE

R/W

TLE

R/W

1.3%

4%

25:1

0.020

0.020

702.04
-42.26

700.40
-22.49

700.85
0.00

700.40
22.50

703.09
39.08

705
700
695

417+00

5.0 FT

10.0 FT

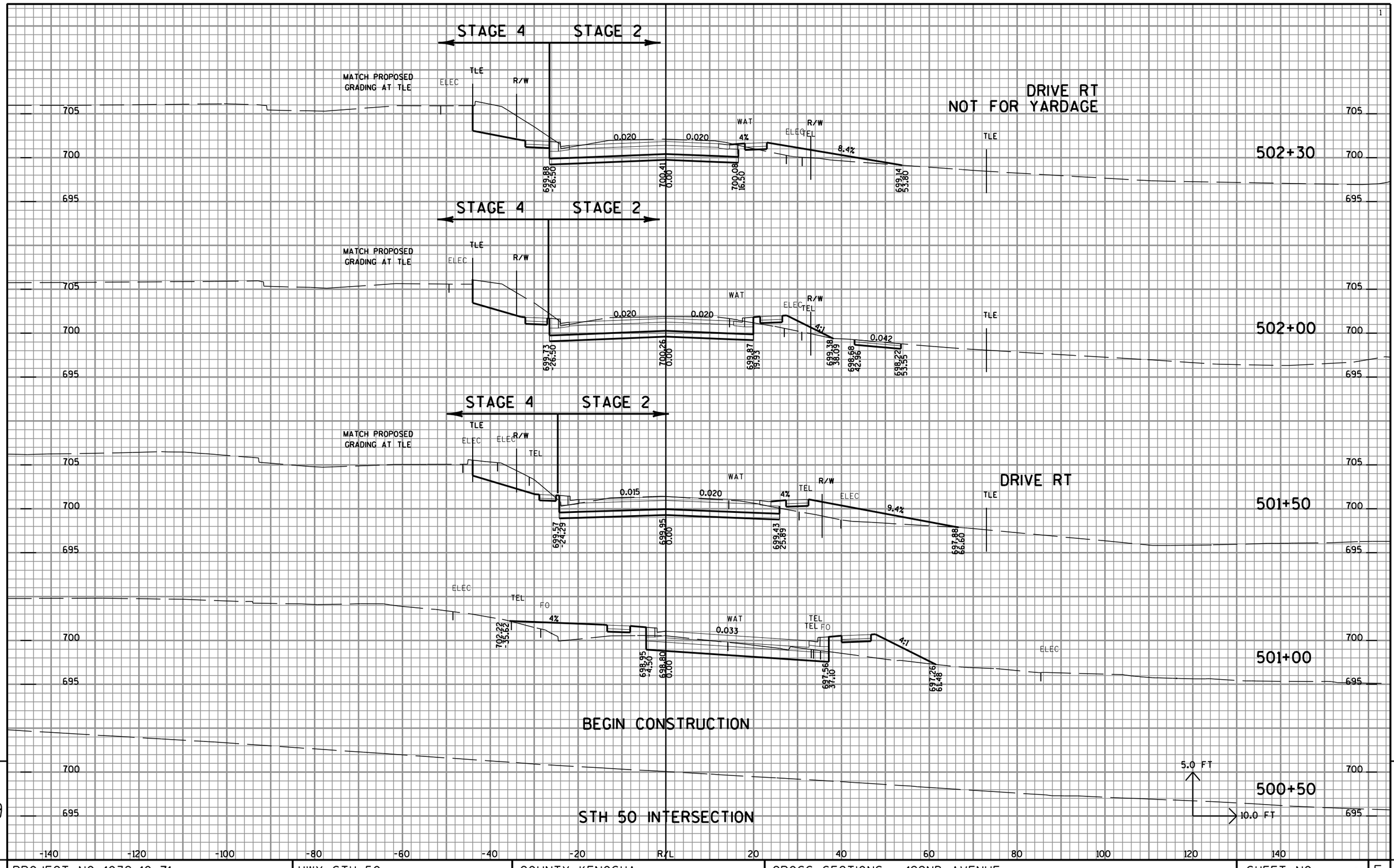
-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

9

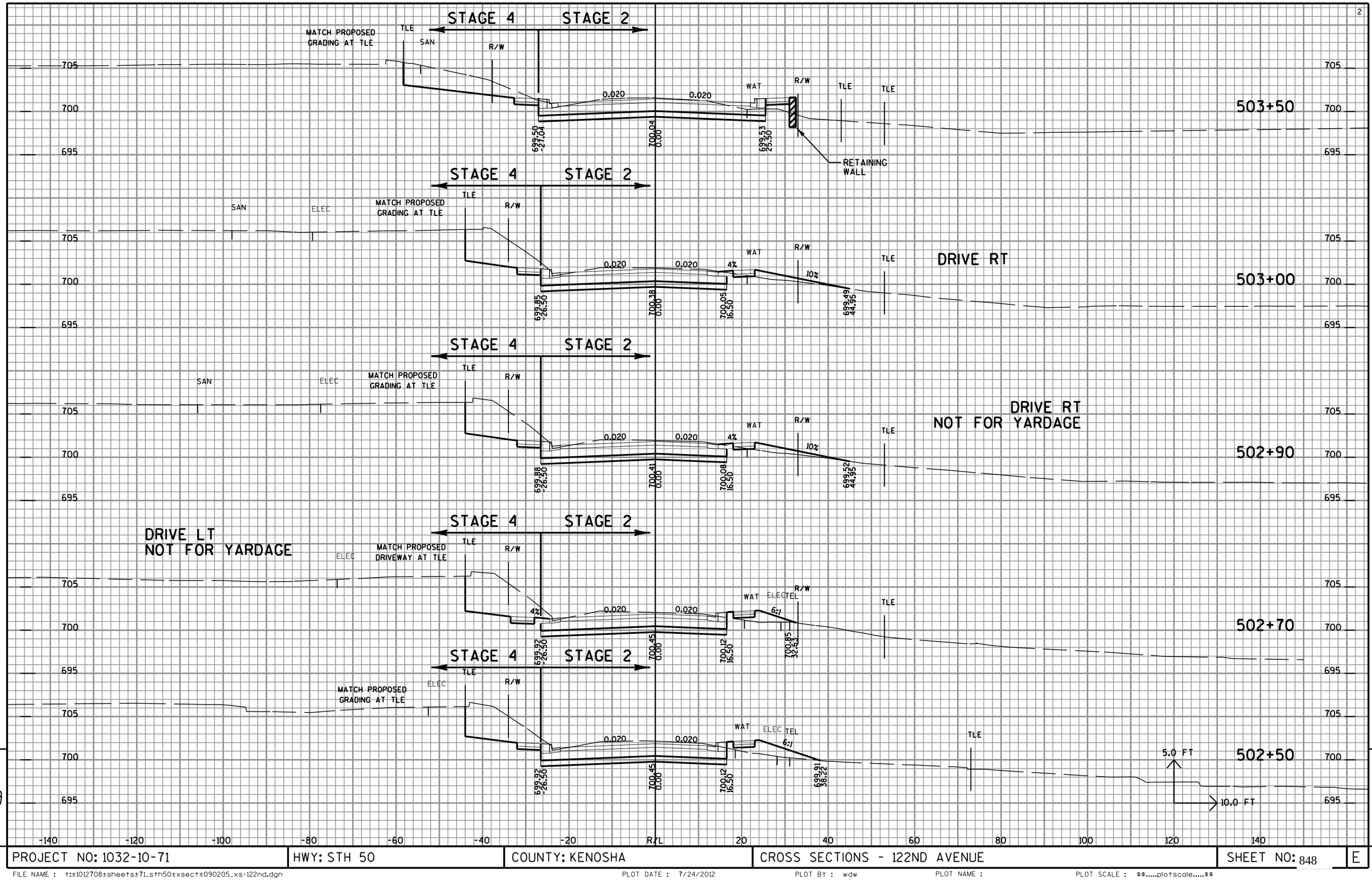
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 74TH STREET	SHEET NO: 846	E

FILE NAME : T:±1012708±sheets±71_STH50±XSECT±090204_xs-123rd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND AVENUE	SHEET NO: 847 36	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090205_xs-122nd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND AVENUE	SHEET NO: 848	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090205_xs-122nd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

505+00

END CONSTRUCTION

504+91.92

DRIVE RT

504+50

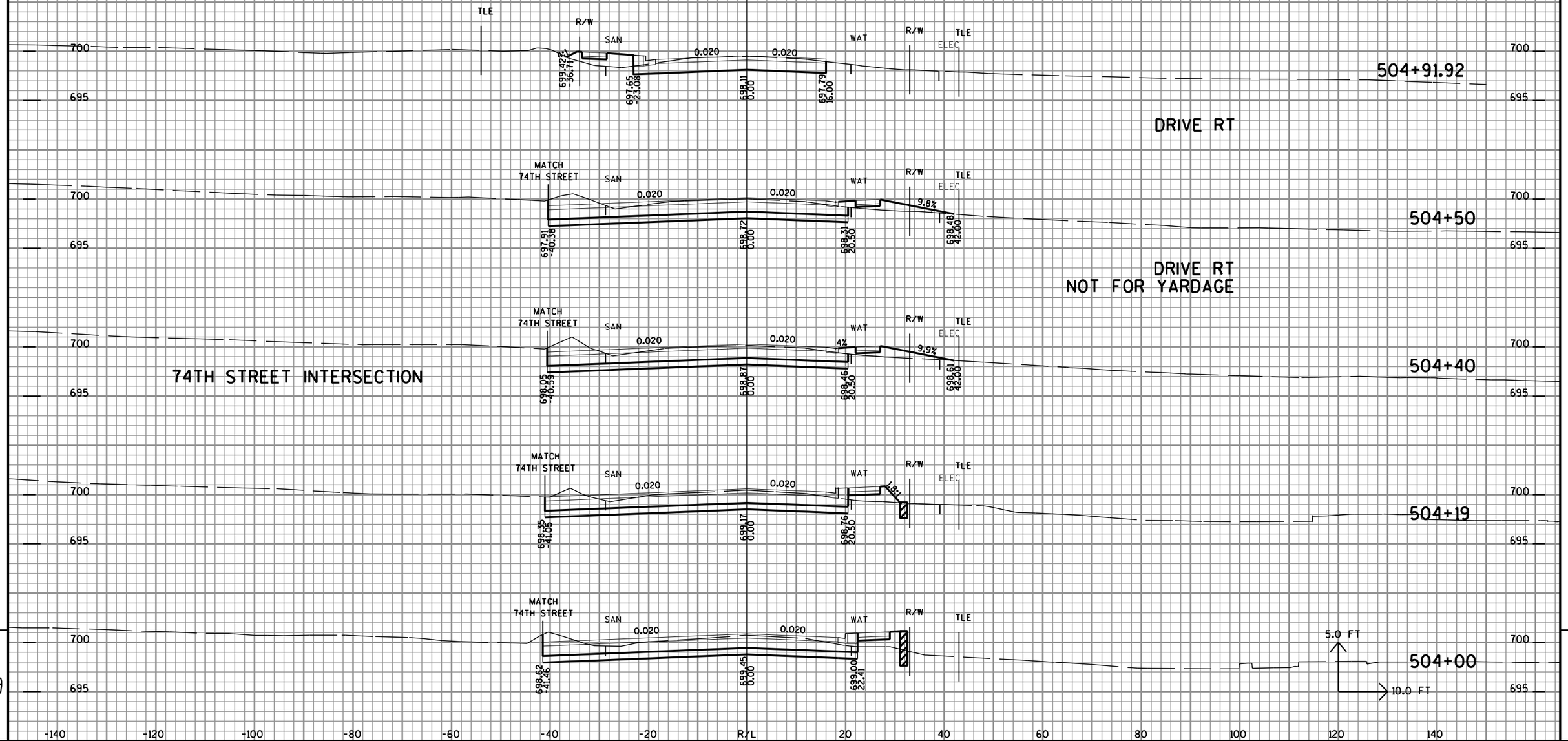
DRIVE RT
NOT FOR YARDAGE

504+40

74TH STREET INTERSECTION

504+19

504+00

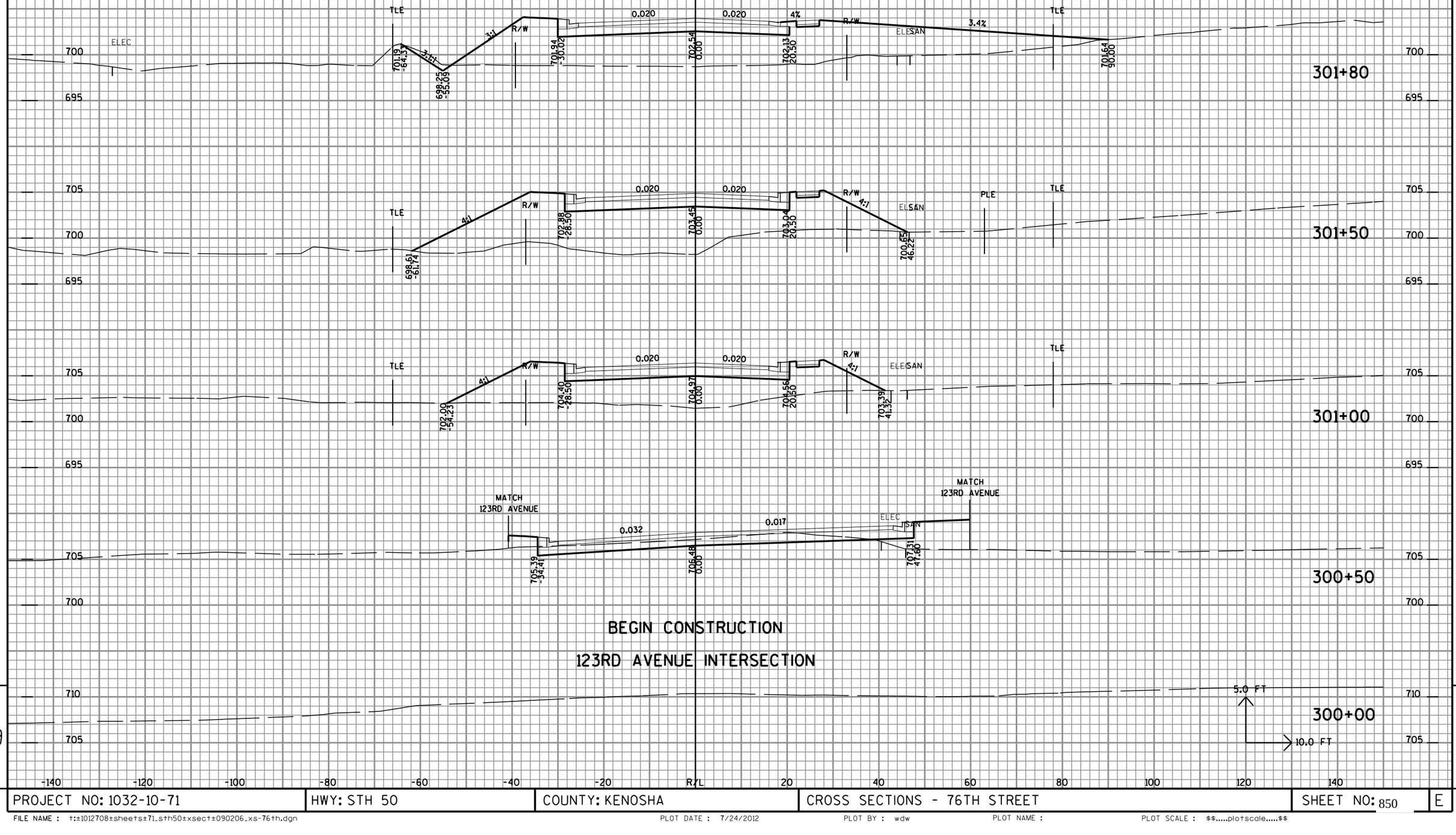


PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND AVENUE	SHEET NO: 849	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090205_xs-122nd.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ALL WORK STAGE 1

DRIVE RT
NOT FOR YARDAGE



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 76TH STREET	SHEET NO: 850	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090206_xs-76th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

303+50

303+00

302+50

302+00

END CONSTRUCTION

MATCH PRIVATE DRIVEWAY

0.027

0.020

R/W 4:1

SAN

TLE

700.73 45.00

701.93 0.00

701.51 17.83

699.37 42.81

5.0 FT

10.0 FT

700

695

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 76TH STREET	SHEET NO: 851	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090206_xs-76th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND COURT	SHEET NO: 852	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090207_xs-private dr on access easement.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

352+50

352+25

352+00

351+75

351+50

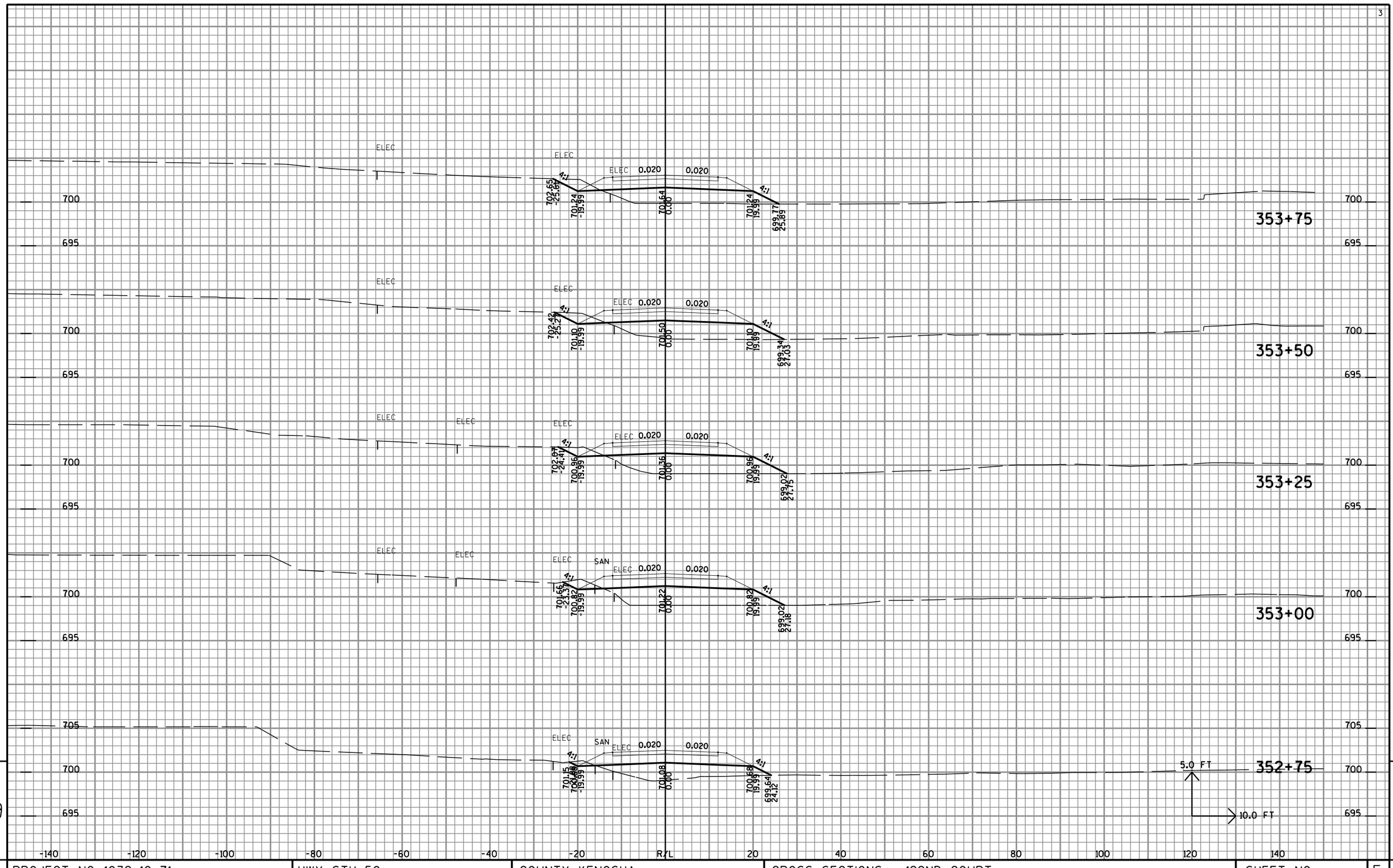
351+25

5.0 FT

10.0 FT

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND COURT	SHEET NO: 853	E

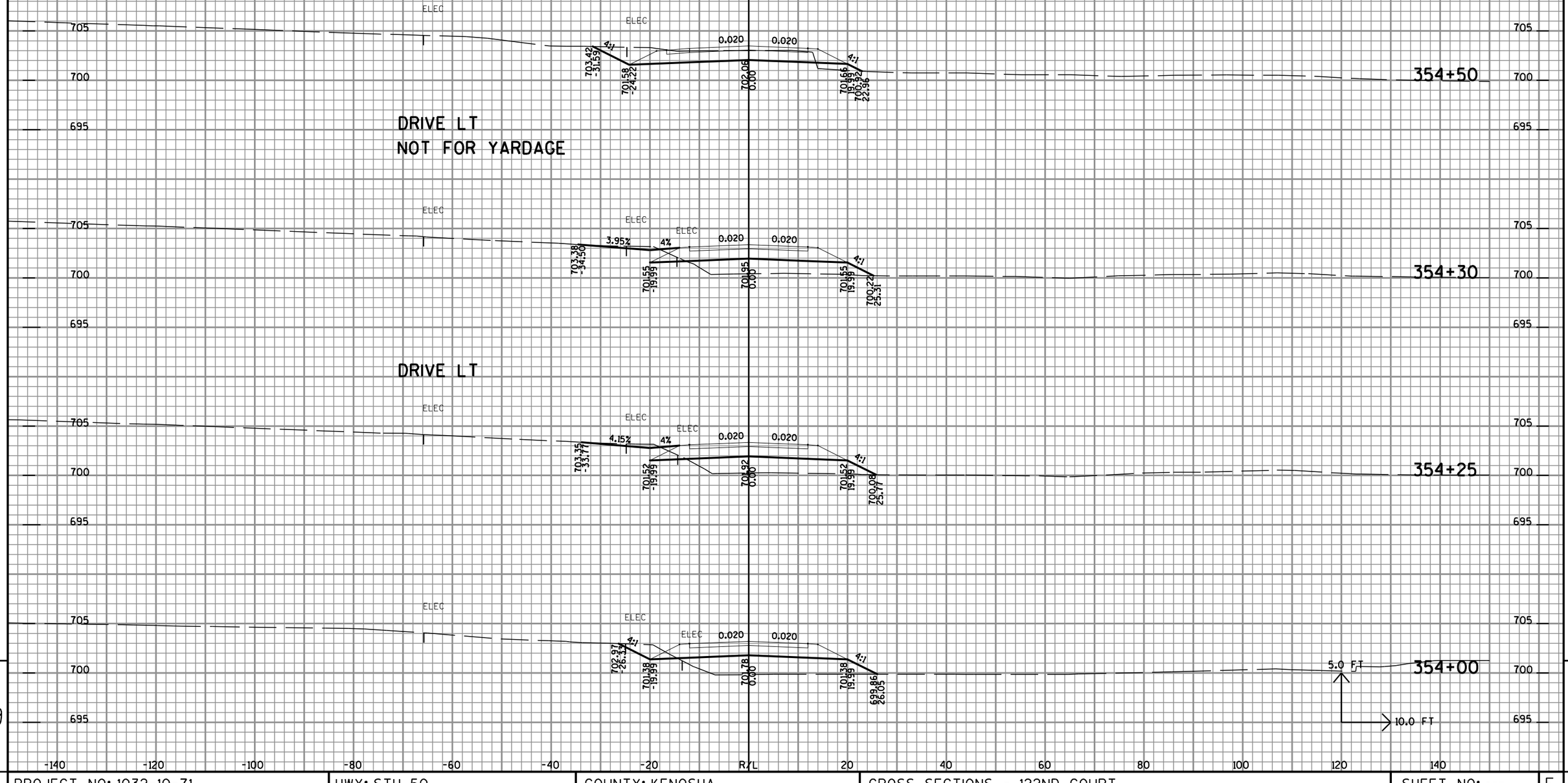
FILE NAME : t:±1012708±sheets±71_sth50±xsect±090207_xs-private dr on access easement.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND COURT	SHEET NO: 854	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090207_xs-private dr on access easement.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

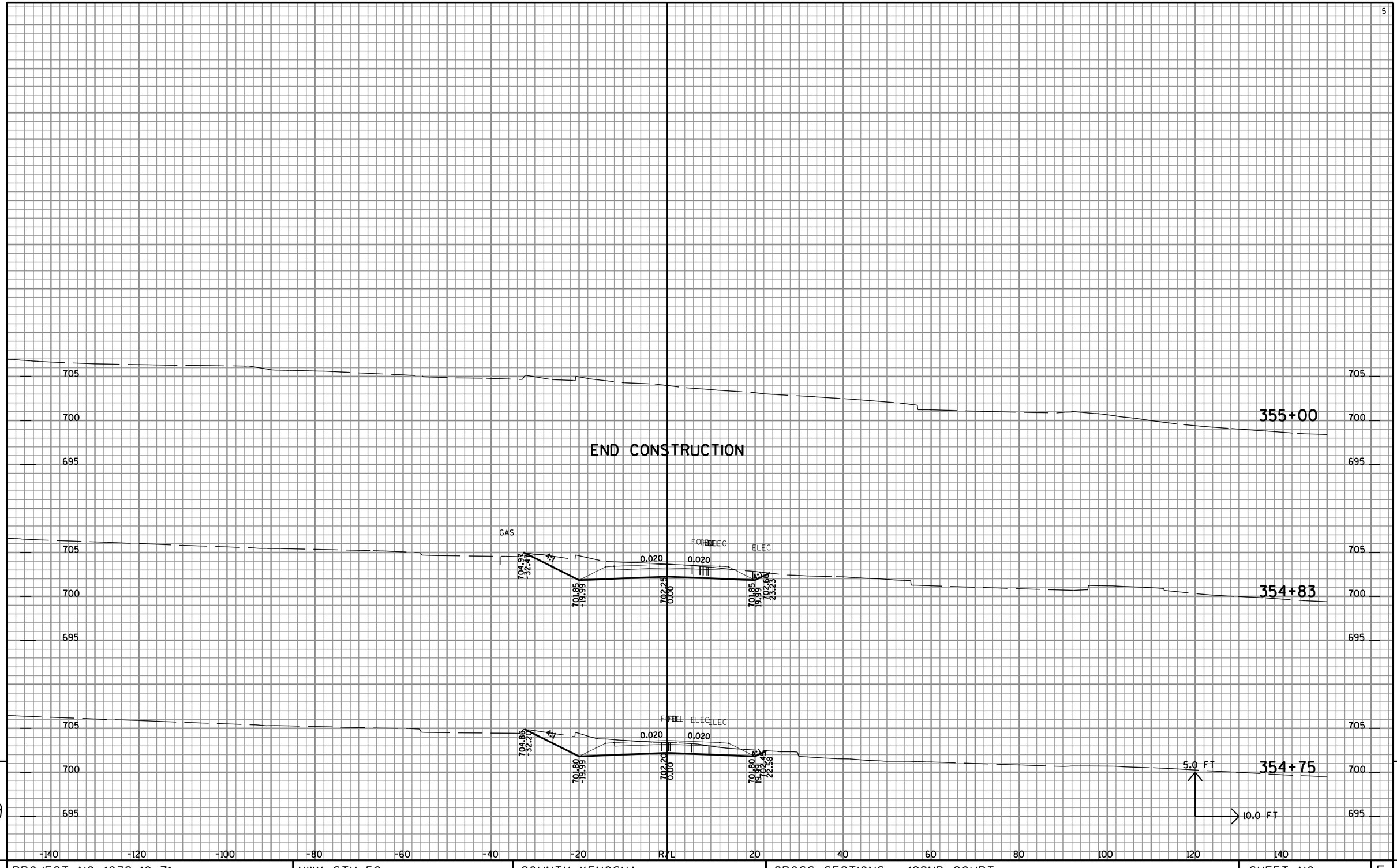


9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND COURT	SHEET NO: 855	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090207_xs-private dr on access easement.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 122ND COURT	SHEET NO: 856	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090207_xs-private dr on access easement.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

R/W

ELEC

GAS

WAT

SAN

FO

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

MATCH EXISTING BARRIER WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

281+00

MATCH EXISTING BARRIER WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

280+94.88 STATION AHEAD

MATCH EXISTING STA 280+94.88 'SW'

280+00

5.0 FT

10.0 FT

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SW	SHEET NO: 857	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090208_xs-ramp sw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

283+00

710 705 700 695 690 685 680

R/W

**

ELEC GAS WAT SAN

2.5:1

683.30 -38.20

691.08 -13.25

691.61 0.00

691.16 12.01

690.70 24.01

690.36 33.01

0.040 0.038 0.038 0.040

3:1

710.13 84.34

FO

282+00

MATCH EXISTING BARRIER WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

710 705 700 695 690 685 680

R/W

**

ELEC GAS WAT SAN

2.5:1

683.42 -44.14

692.98 -13.25

693.51 0.00

693.14 12.00

692.76 24.00

692.48 33.00

0.040 0.031 0.031 0.040

3:1

710.13 84.45

FO

5.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

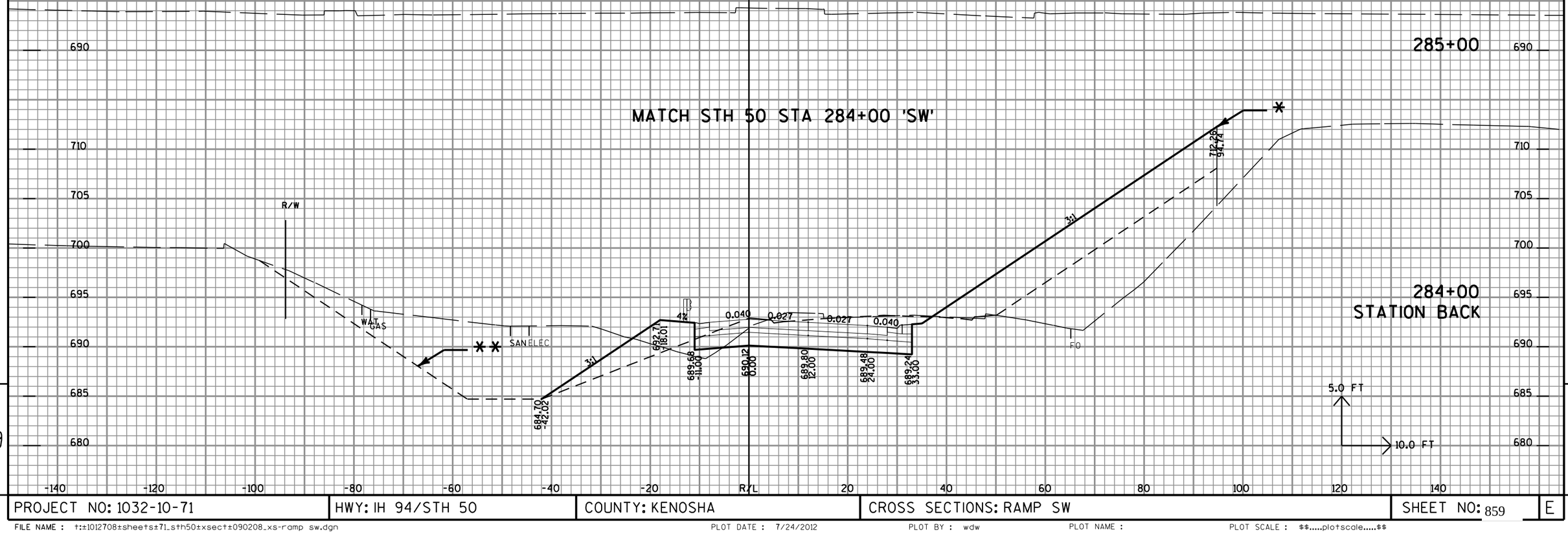
9 9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SW	SHEET NO: 858	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090208_xs-ramp sw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH FACE OF EXISTING RETAINING WALL

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



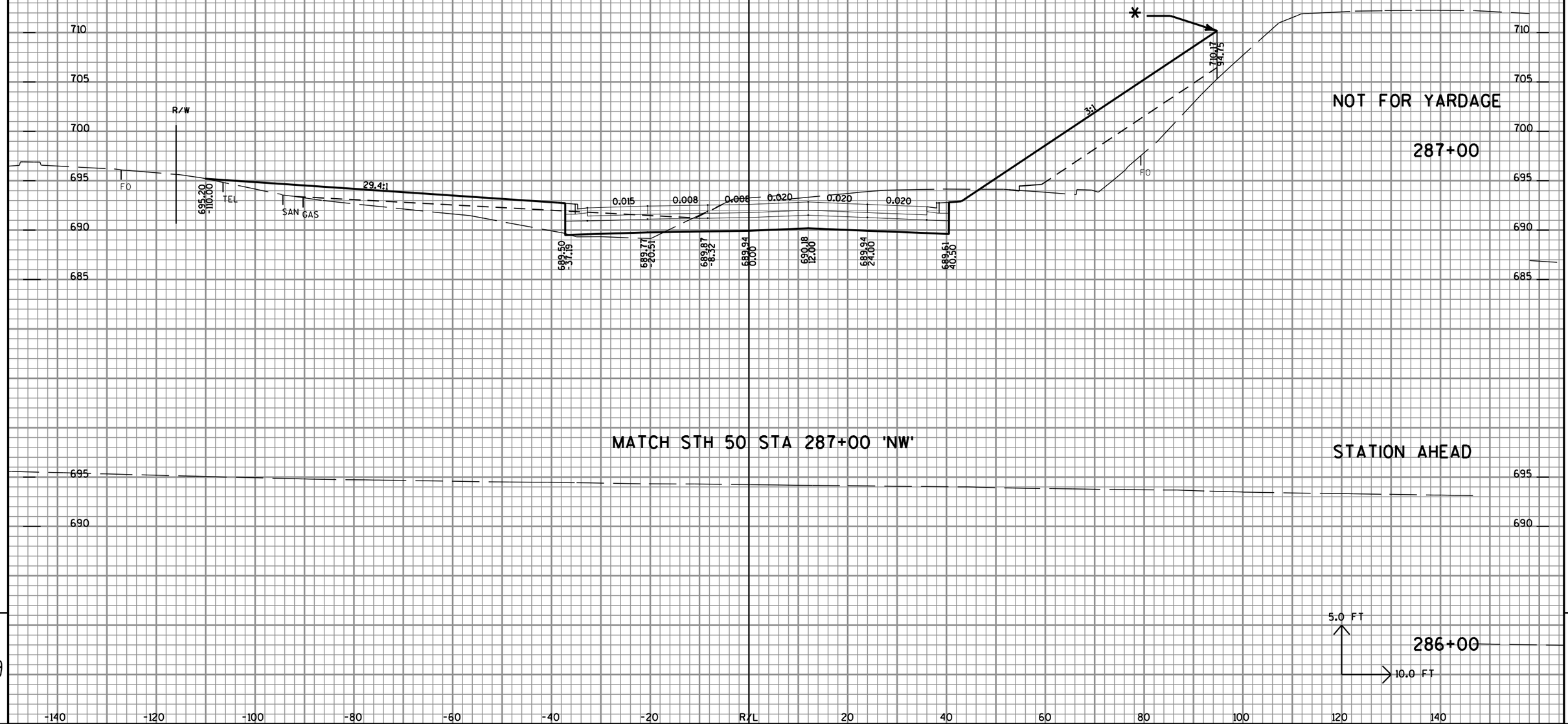
9 9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SW	SHEET NO: 859	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090208_xs-ramp sw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



9

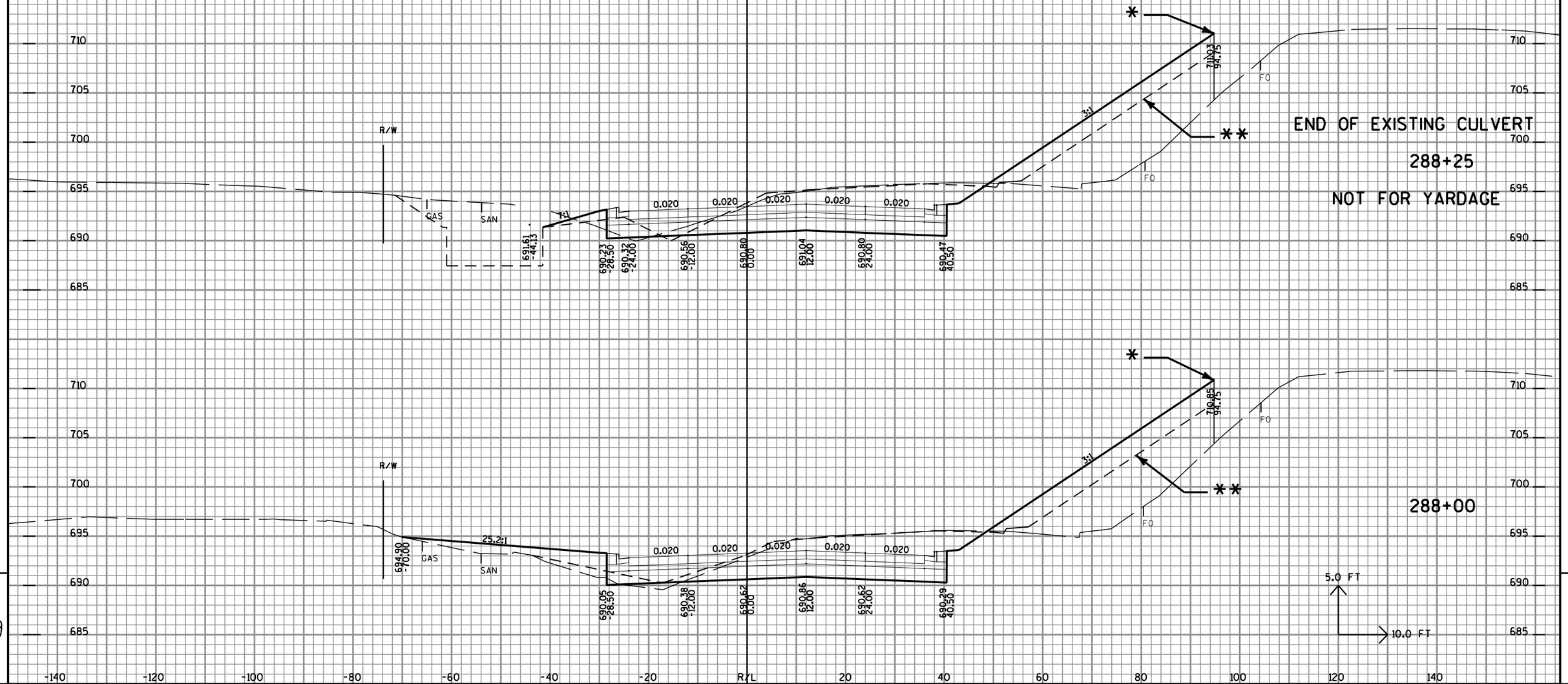
9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NW	SHEET NO: 860	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090209_xs-ramp nw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



9

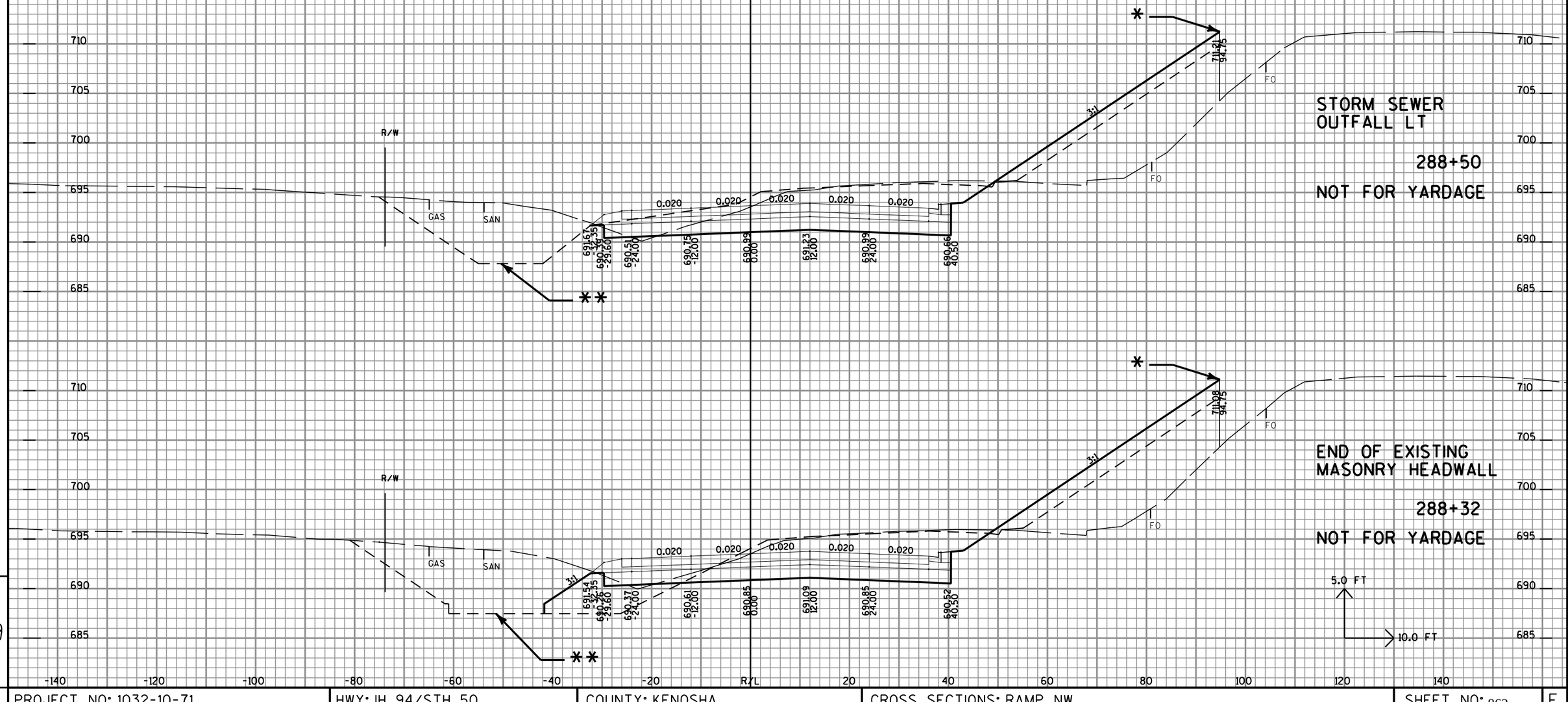
PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NW	SHEET NO: 861	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090209_xs-ramp nw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

9

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

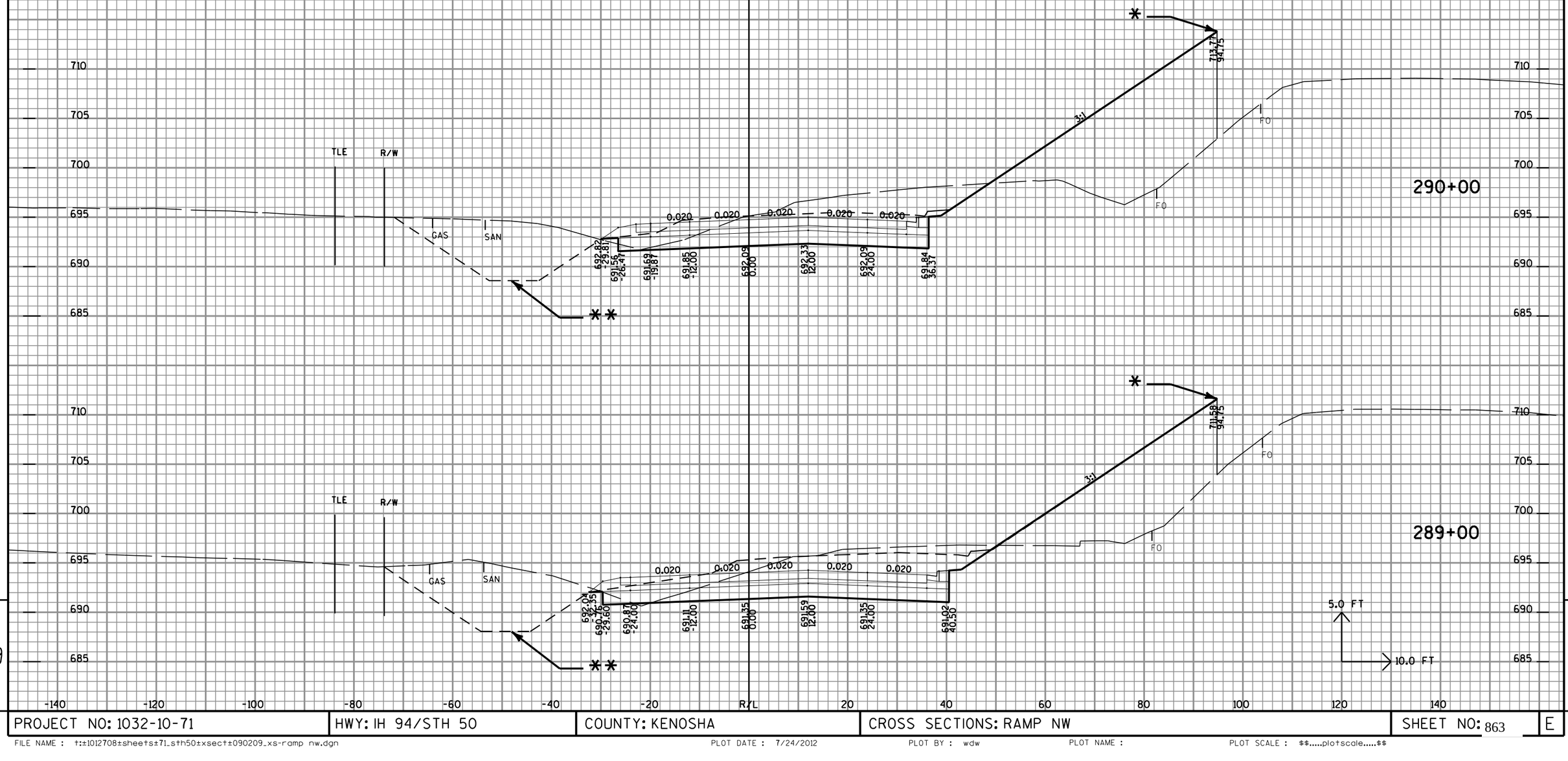


PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NW	SHEET NO: 862	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090209_xs-ramp nw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

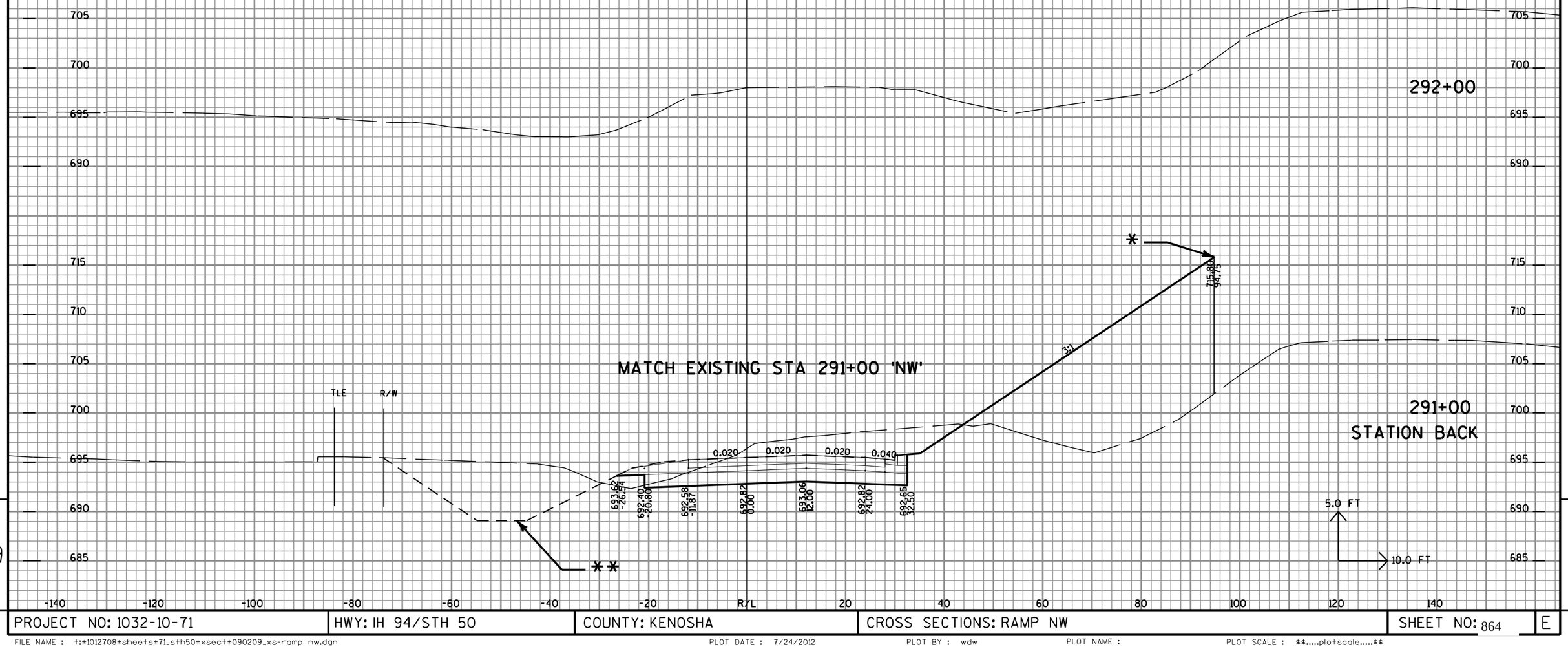


PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NW	SHEET NO: 863	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090209_xs-ramp nw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



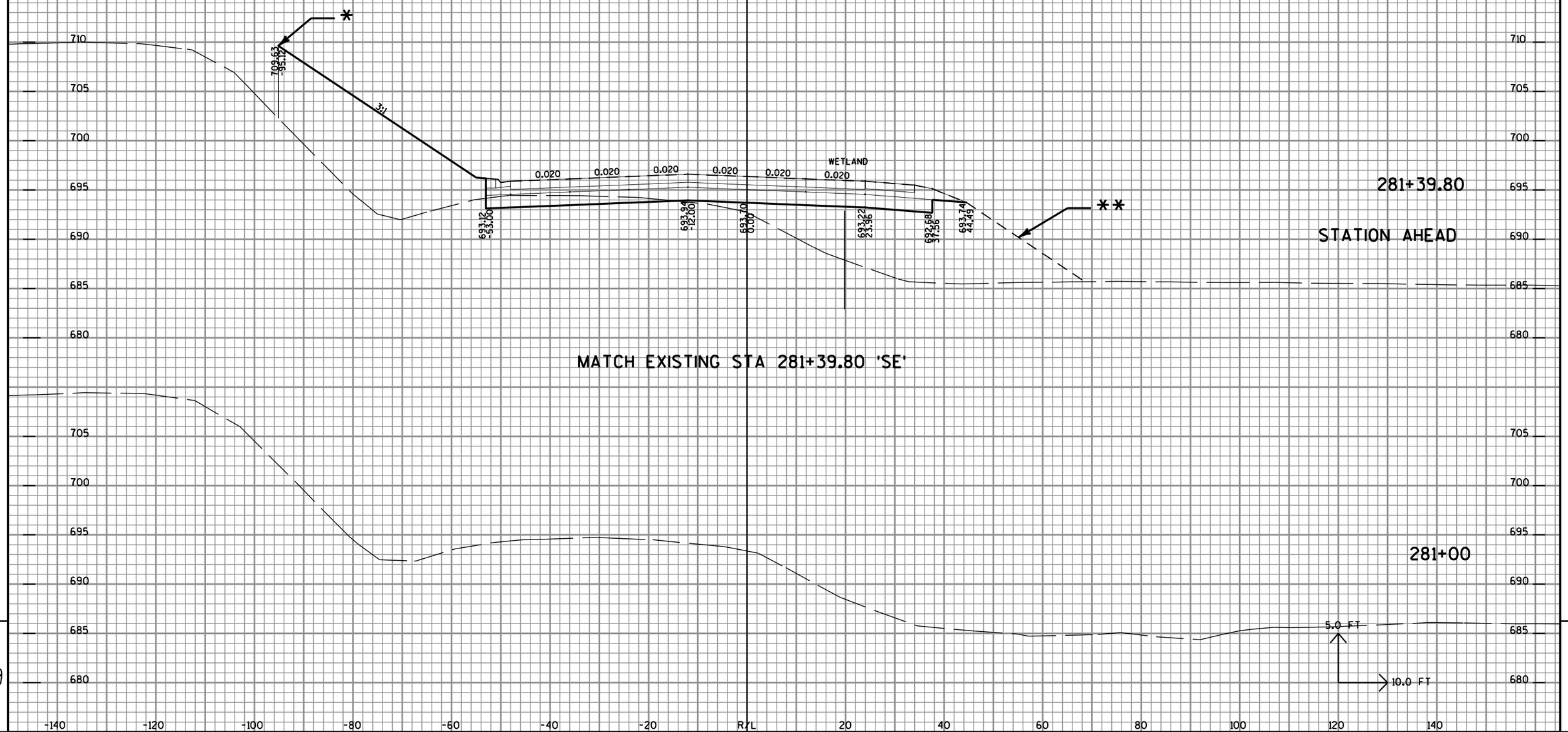
9 9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NW	SHEET NO: 864	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090209_xs-ramp nw.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



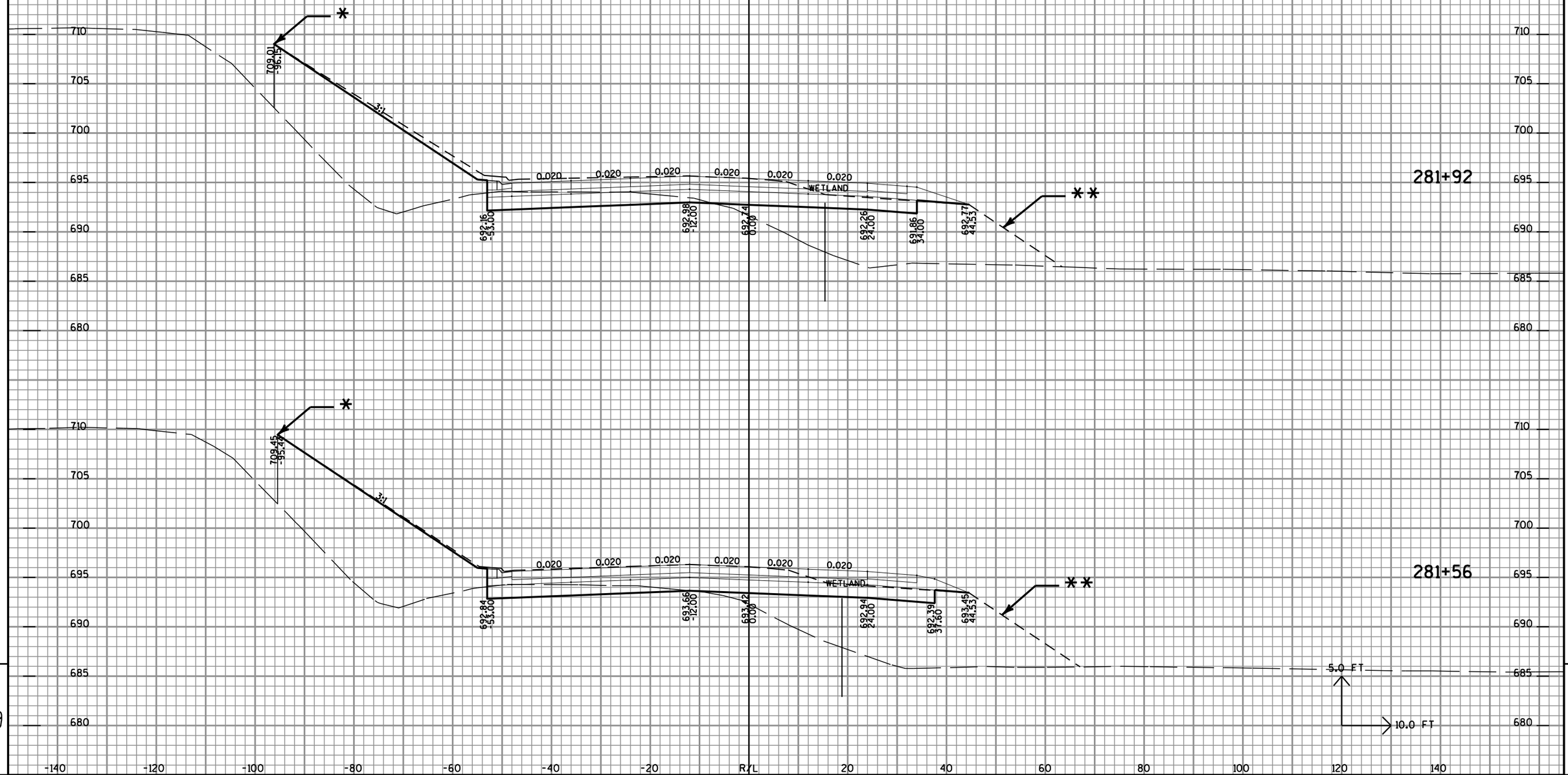
9 9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SE	SHEET NO: 865	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090210_xs-ramp se.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

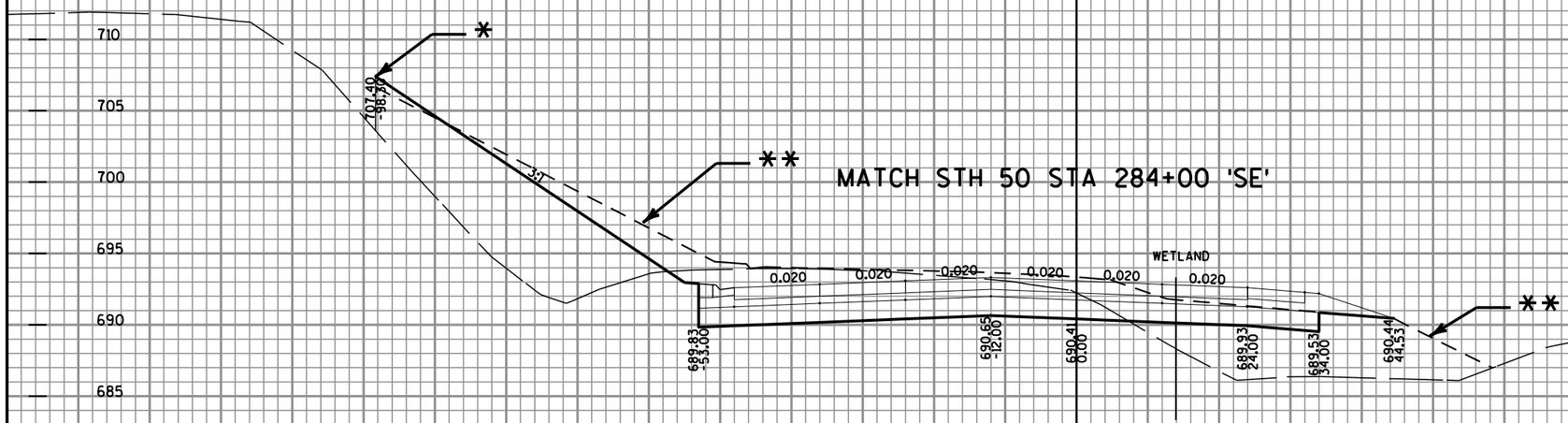


PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SE	SHEET NO: 866	E

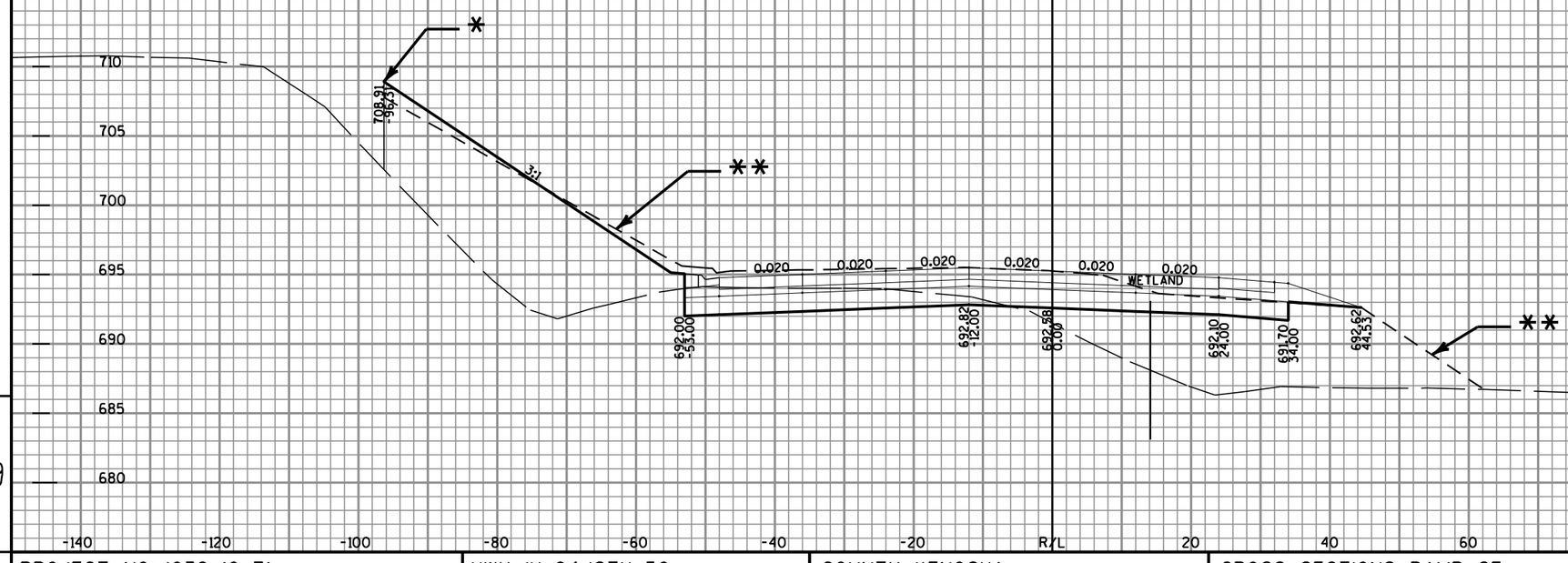
FILE NAME : t:±1012708±sheets±71_sth50±xsect±090210_xs-ramp se.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72



EXISTING STORM SEWER OUTFALL RT
283+00
STATION BACK



EXISTING STORM SEWER OUTFALL RT
282+00
NOT FOR YARDAGE

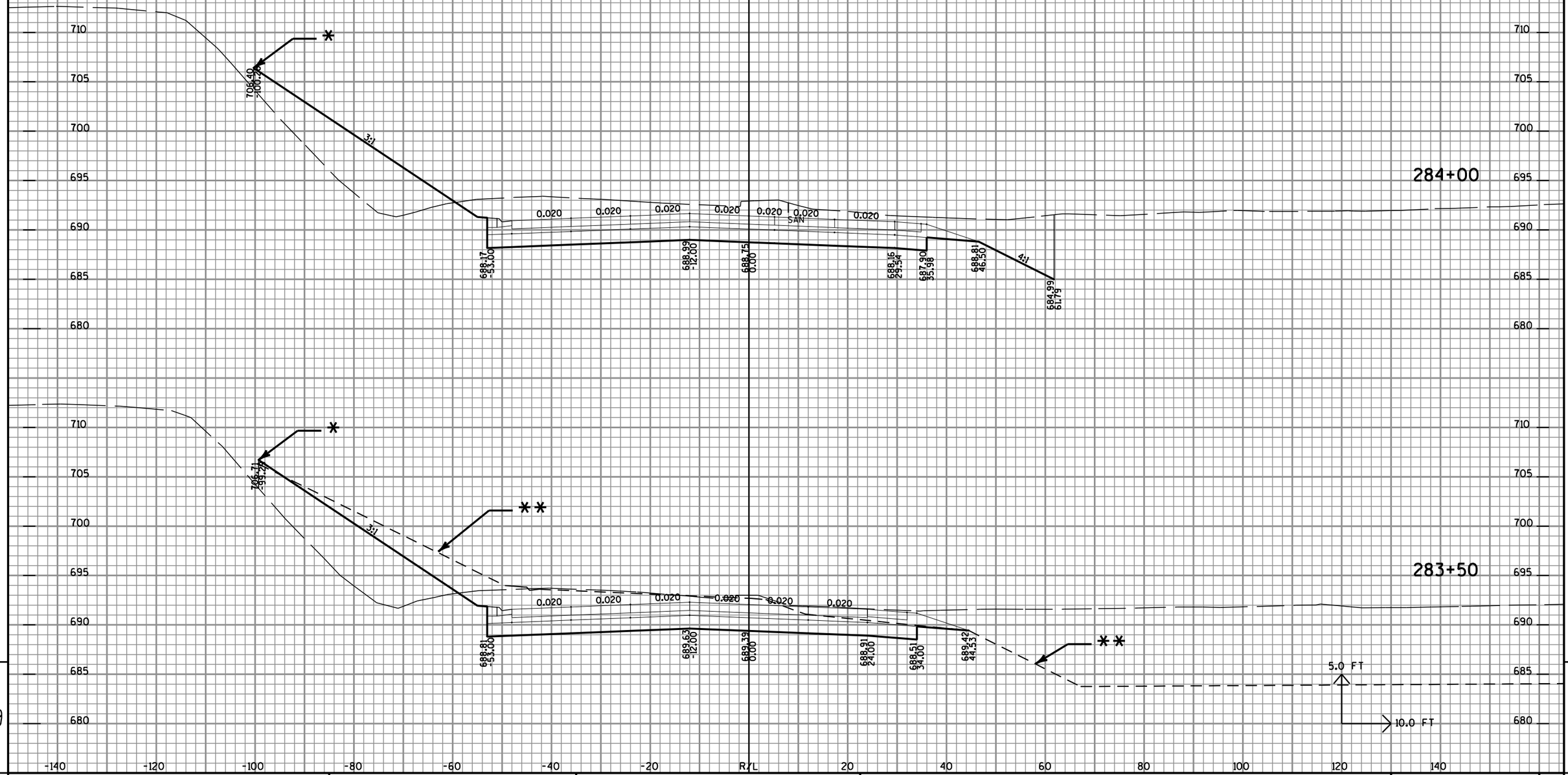
9 9

PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SE	SHEET NO: 867	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090210_xs-ramp se.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

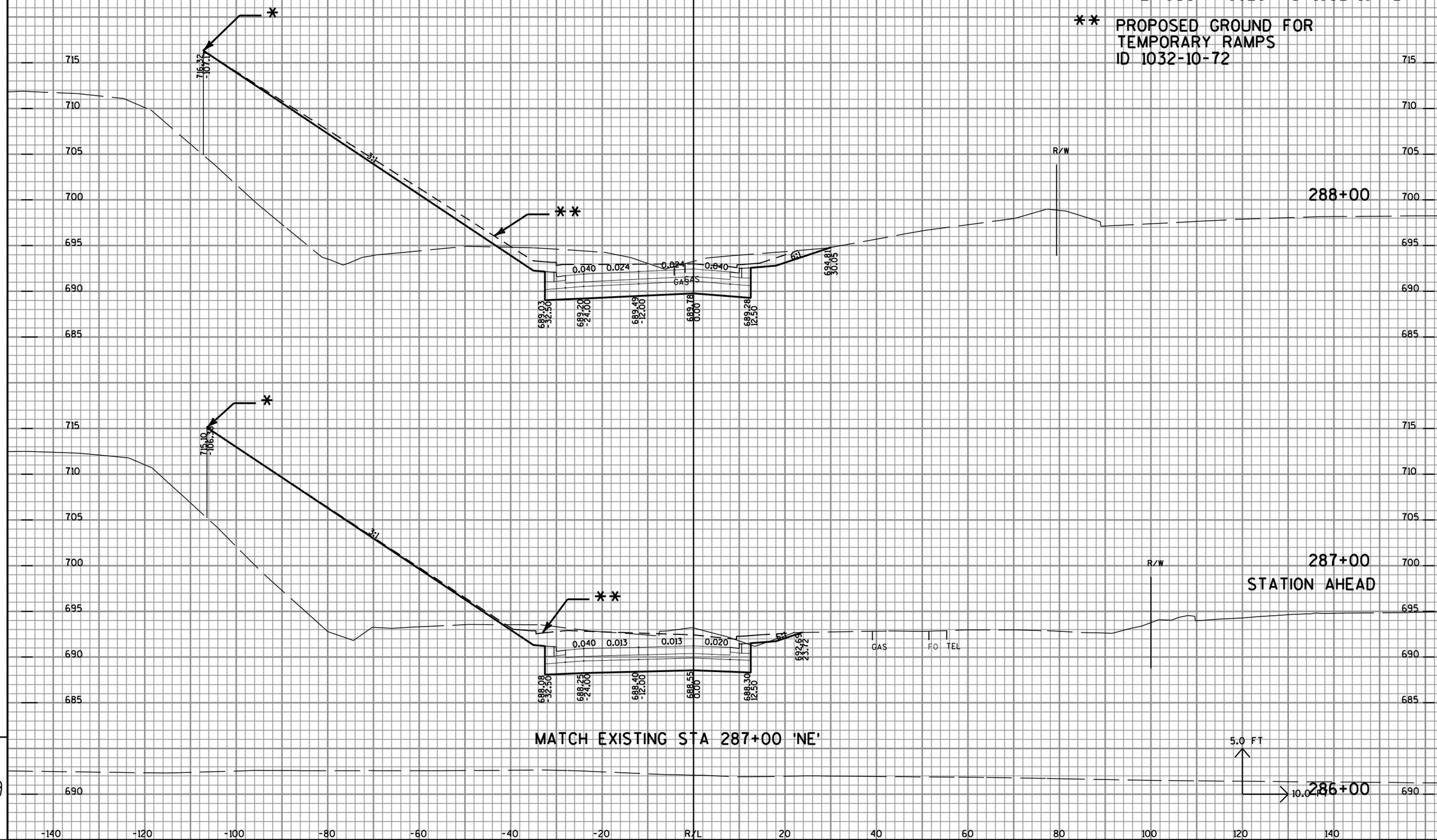


PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP SE	SHEET NO: 868	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090210_xs-ramp se.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

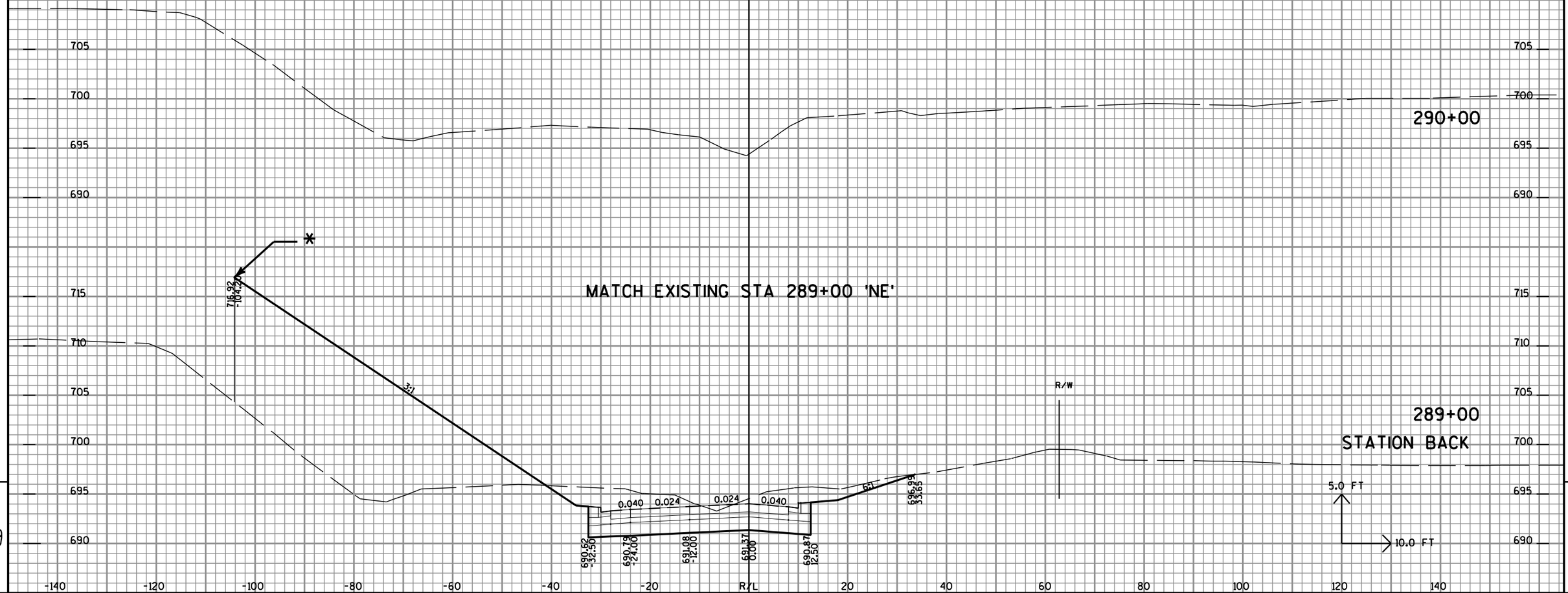


PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NE	SHEET NO: 869	E

FILE NAME : t:\1012708\sheets\71_sth50\xsect\090211_xs-ramp ne.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

* MATCH RETAINING WALL BUILT WITH PREVIOUS PROJECT ID 1032-10-72

** PROPOSED GROUND FOR TEMPORARY RAMPS ID 1032-10-72

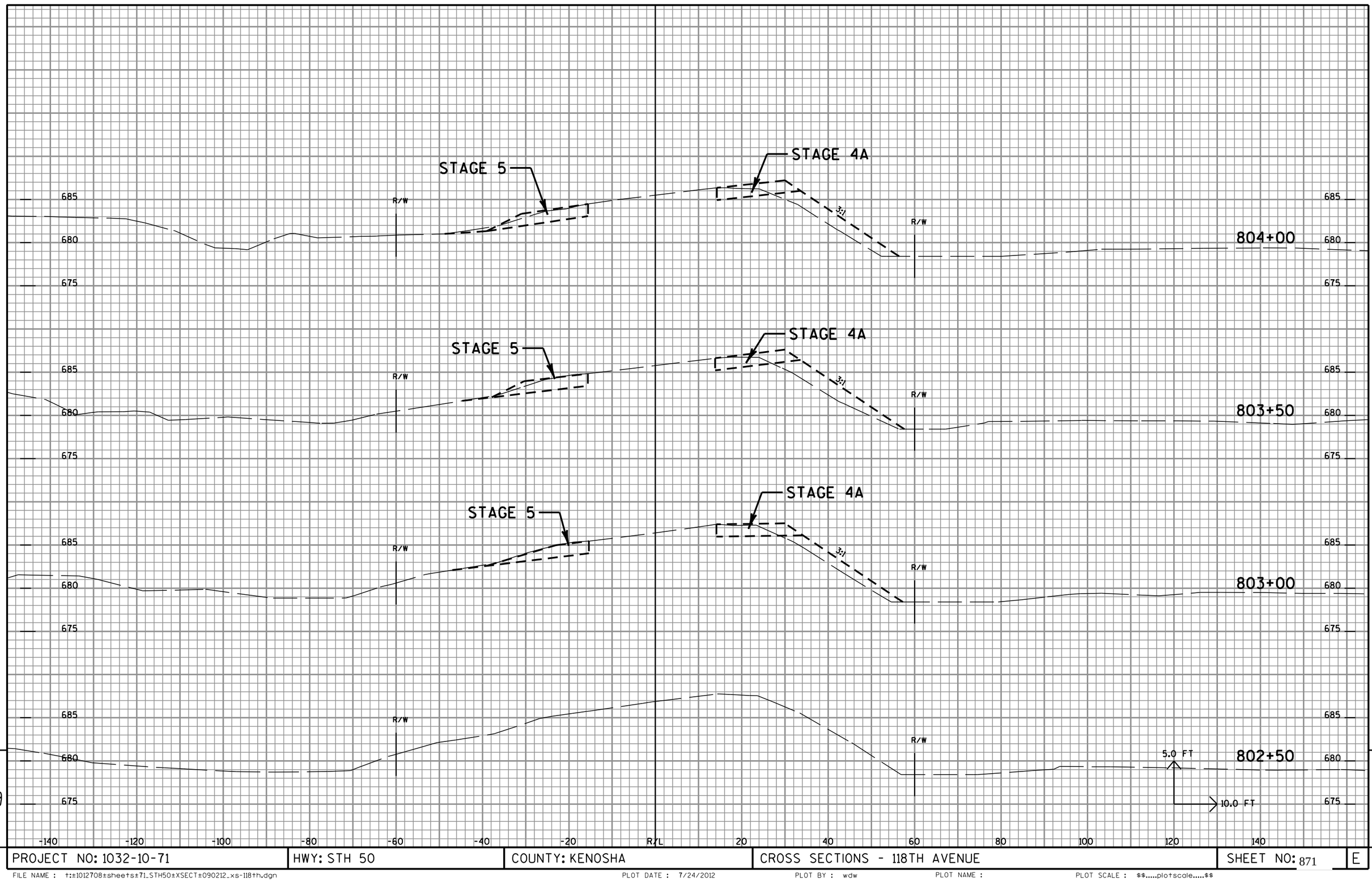


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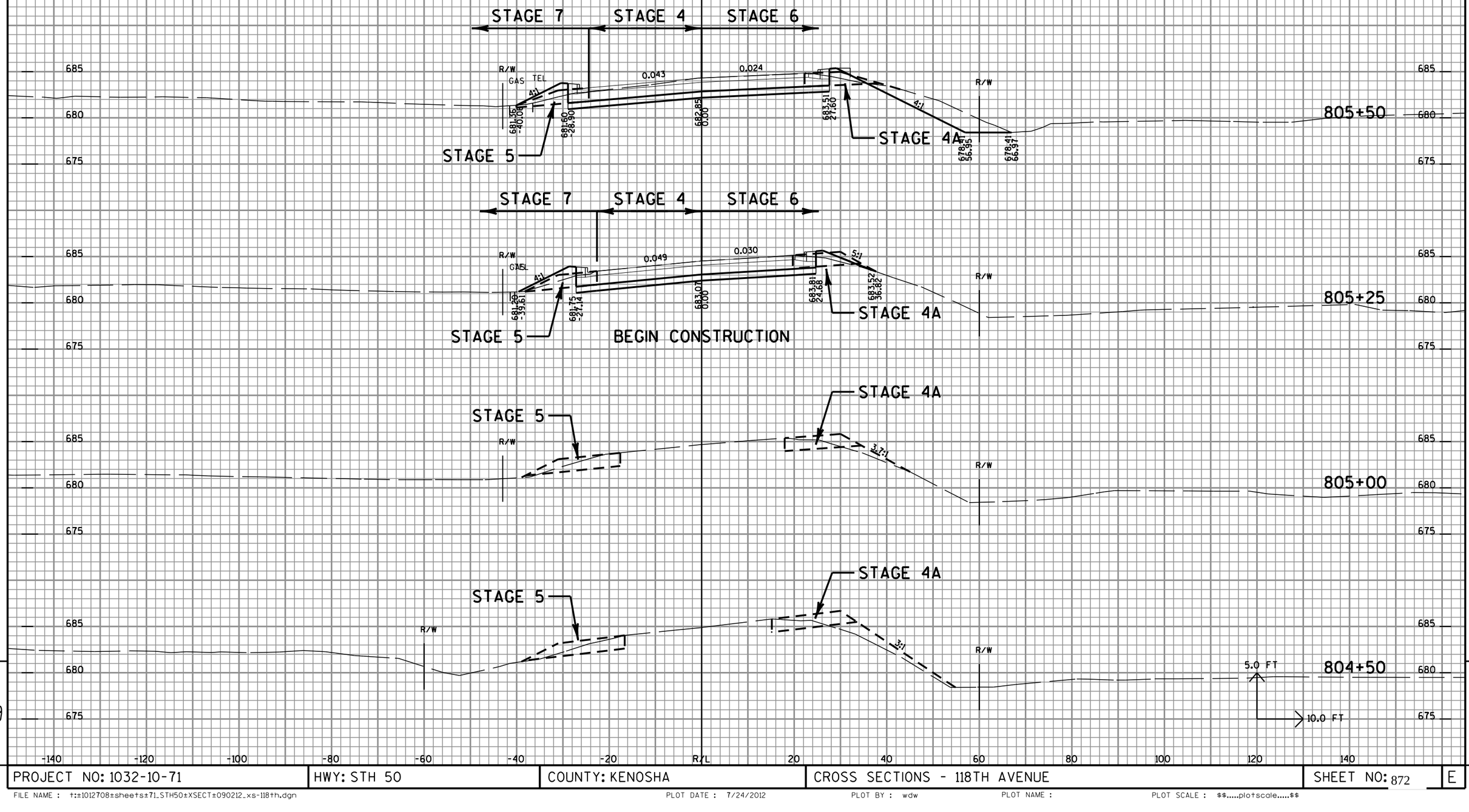
PROJECT NO: 1032-10-71	HWY: IH 94/STH 50	COUNTY: KENOSHA	CROSS SECTIONS: RAMP NE	SHEET NO: 870	E

FILE NAME : t:±1012708±sheets±71_sth50±xsect±090211_xs-ramp ne.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



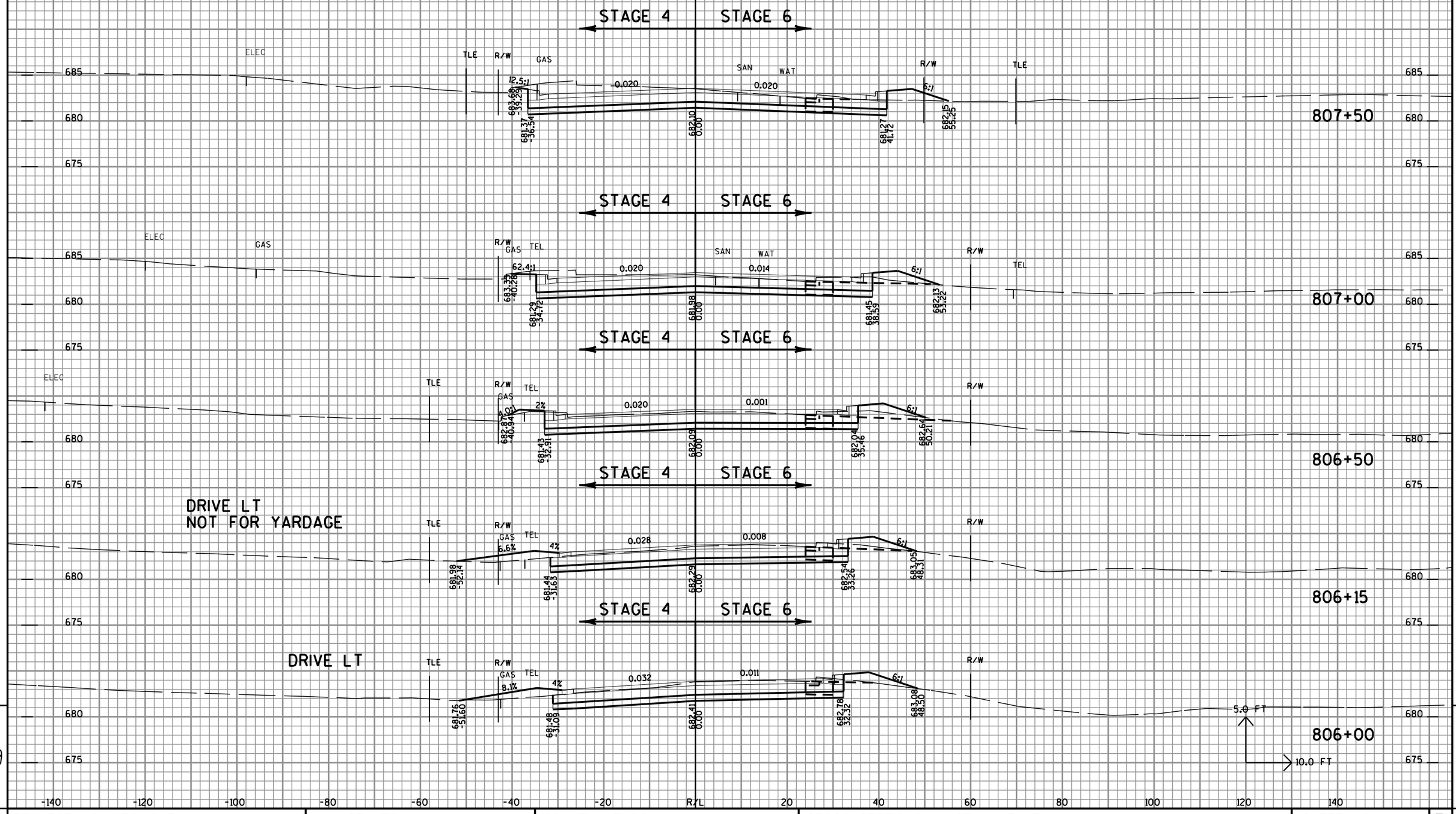
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 871	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



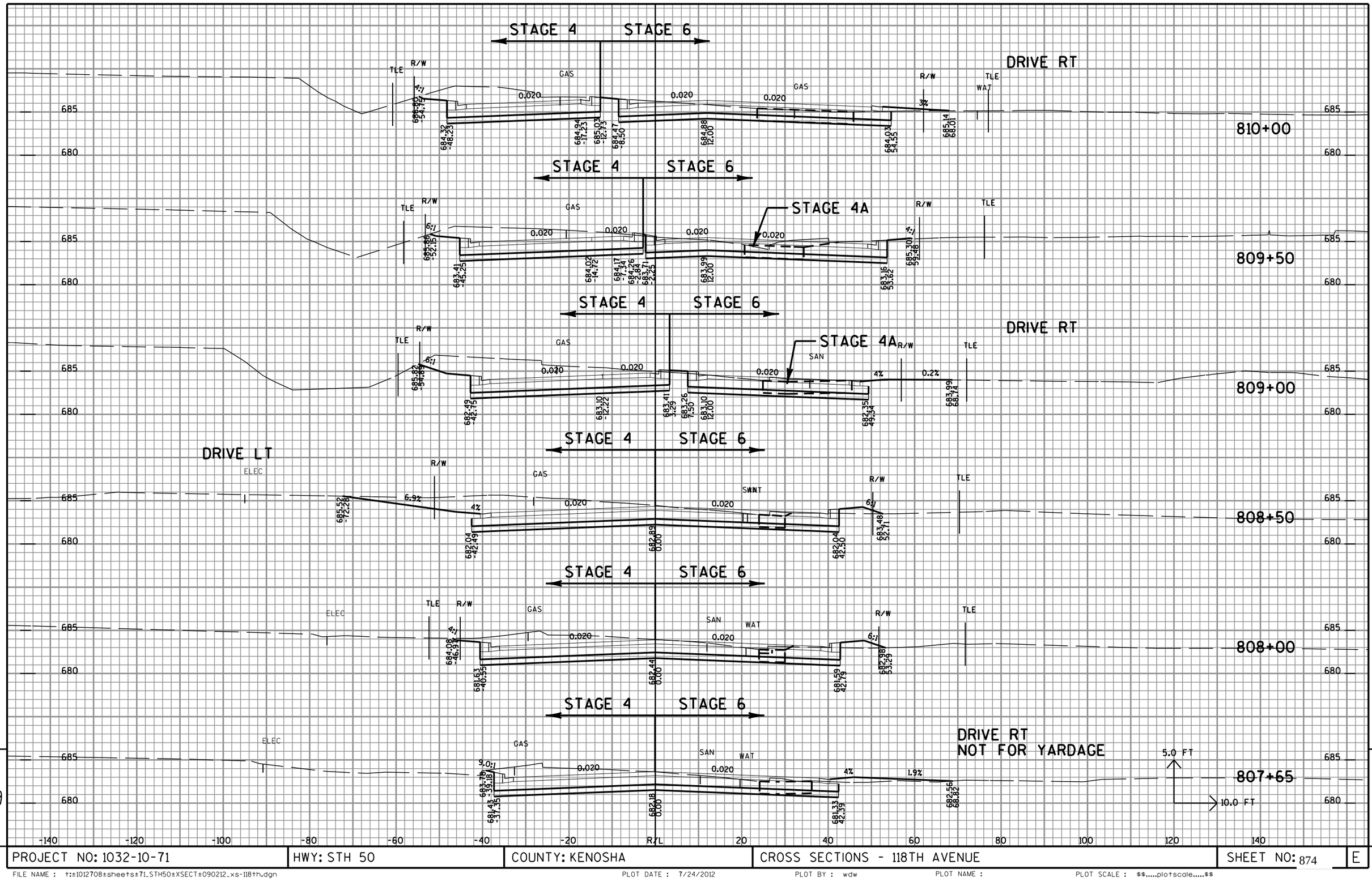
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 872	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



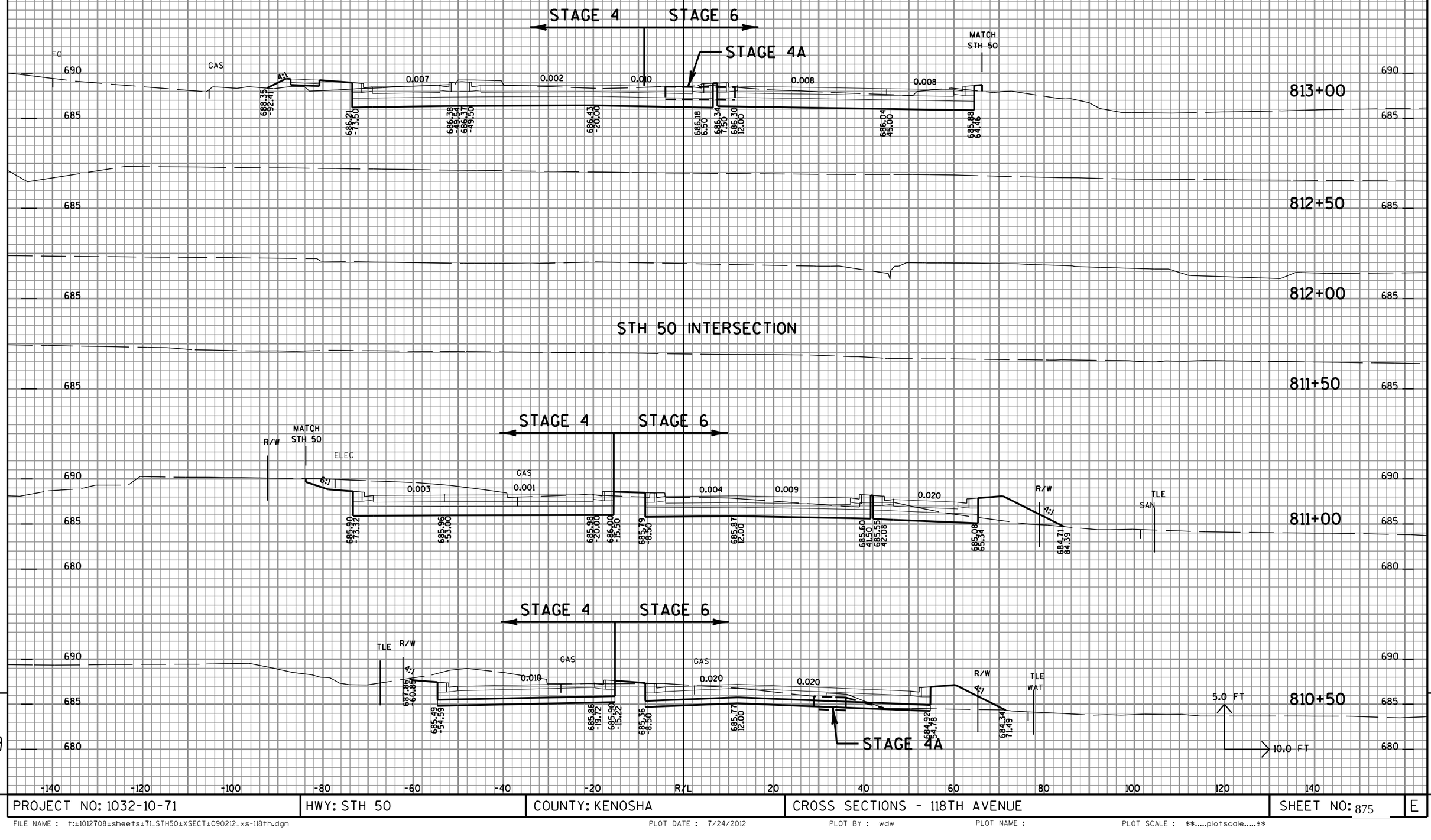
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 873	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



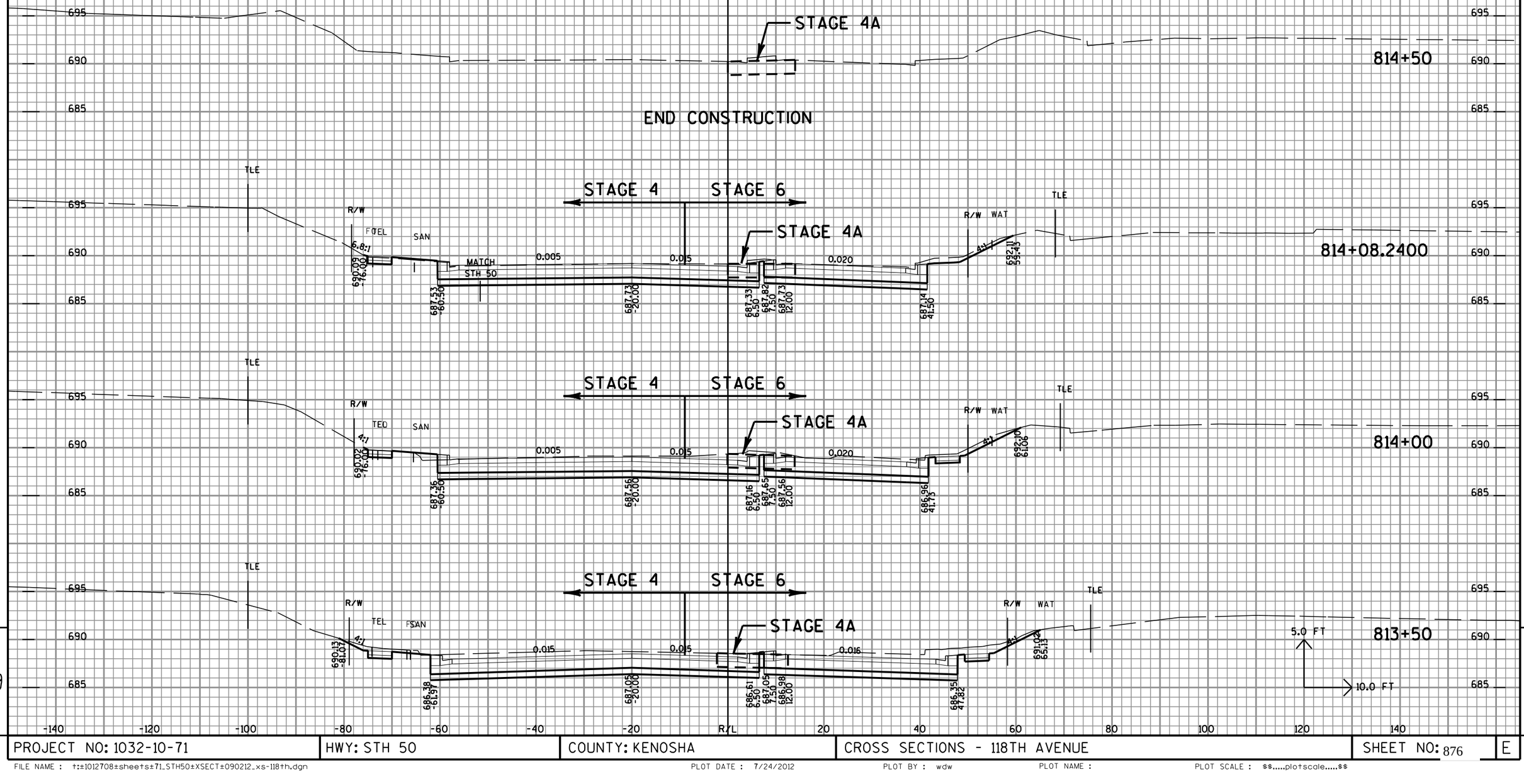
PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 874	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 875 E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

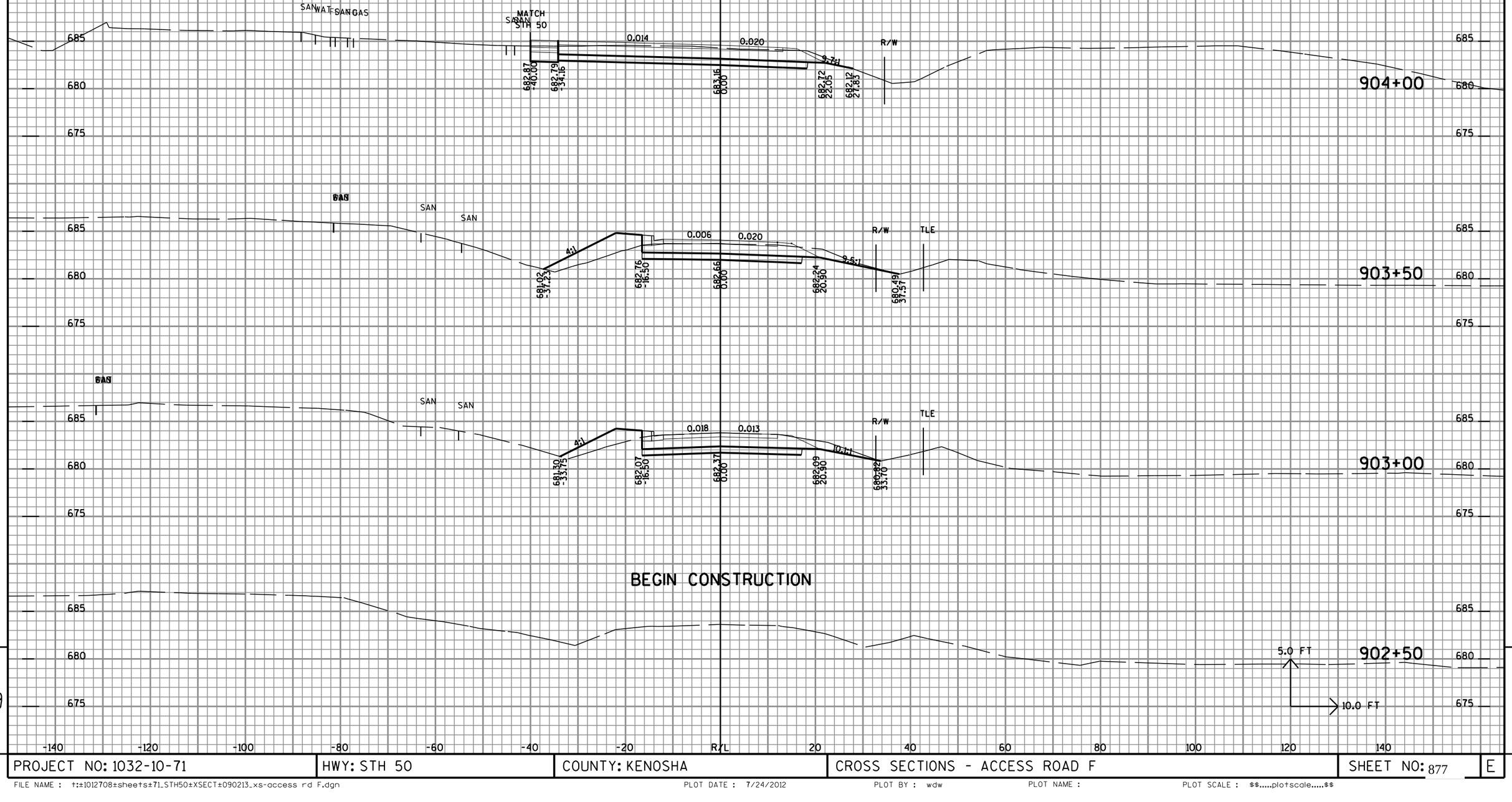


9

9

PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - 118TH AVENUE	SHEET NO: 876	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090212_xs-118th.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



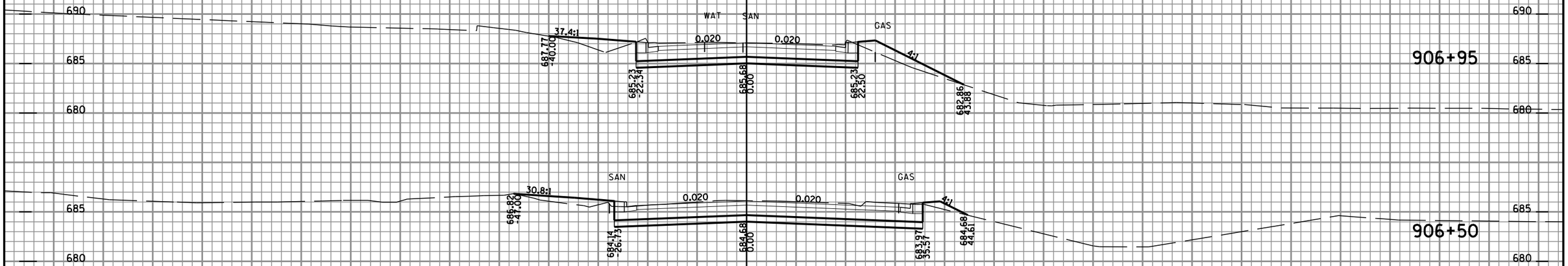
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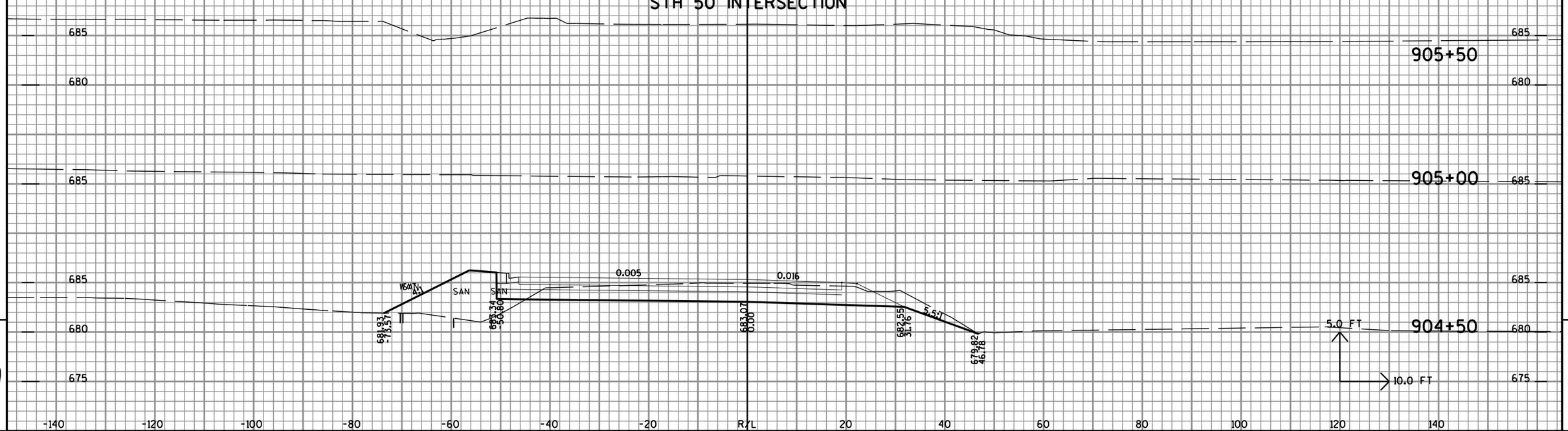
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PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - ACCESS ROAD F	SHEET NO: 877	E

FILE NAME : t:±1012708±sheets±71_STH50±XSECT±090213_xs-access rd F.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

END CONSTRUCTION





PROJECT NO: 1032-10-71	HWY: STH 50	COUNTY: KENOSHA	CROSS SECTIONS - ACCESS ROAD F	SHEET NO: 878	E

FILE NAME : t:\1012708\sheets\71_STH50\XSECT\090213_xs-access rd F.dgn PLOT DATE : 7/24/2012 PLOT BY : wdw PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

Notes

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